STREET HEADER AT RAILROAD
WITH ASPHALT GRADE TRANSITION
### STREET HEADER FOR FUTURE PAVEMENT

- **24" #8* SMOOTH DOWEL**
- **1 1/4" MIN. CLEARANCE**
- **1" DIA. DOWEL WITH APPROVED BOND BREAKER COATING ON THIS SIDE OF BAR**
- **TRANSLUCENT DOWEL SLEEVE (CLOSED END TO FIT DOWEL & BE SECURED) TO BE INSTALLED 12" C-C.**
- **#4 BARS ON 18" CTRS. BOTH WAYS (SEE NOTE)**

### STREET HEADER AT EXISTING PAVEMENT

- **1" DIA. DRILLED HOLES BLOWN CLEAN & DOWELS COATED WITH EPOXY RESIN**
- **NO FORM**
- **#4 BARS ON 18" CTRS. BOTH WAYS (SEE NOTE)**
- **NO FORM**

### NOTES:

1. **PAVEMENT BARS TO BE BENT DOWN INTO HEADER.**
2. **HEADER AND PAVEMENT TO BE MONOLITHIC.**
3. **T = PAVEMENT THICKNESS**

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**STREET HEADERS FOR EXISTING & FUTURE PAVEMENT**

**STANDARD DETAILS**
FALSE HEADER DETAIL

NOTE: SEE EXPANSION JOINT DETAIL

T = PAVEMENT THICKNESS
CONSTRUCTION JOINT

SAWED CONTRACTION JOINT
EXPANSION JOINT
(SPACED 600 FT. MAXIMUM; LOCATE AT STRUCTURES AND AT INTERSECTION P.C.'S & P.T.'S)

<table>
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<tr>
<th>T</th>
<th>DOWEL DIA.</th>
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<td>6” OR 7”</td>
<td>¾” (#6)</td>
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<tr>
<td>8” OR &gt;</td>
<td>1” (#8)</td>
</tr>
<tr>
<td>ALLEYS</td>
<td>1” (#8)</td>
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NOTE:
ALL EXPANSION JOINTS, DOWELS MUST BE PERPENDICULAR TO PAVEMENT
DOWEL SUPPORT SHALL BE OF A METHOD APPROVED BY CITY OF GARLAND FIELD ENGINEERING.
24" DEFORMED DOWEL (SEE SCHEDULE BELOW)

HOT Poured RUBBER joint
SEALing COMPOUNd

VERTICAL SAW CUT
1/8" TO 1/4" WIDE

EXIST. PAVING

NEW PAVING

T/2

T

DEFORMED DOWEL DRILLED
AND EPOXIED INTO EXISTING PAVING AT 12" O.C.

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**BUTT JOINT**

(LONGITUDINAL OR TRANSVERSE)

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<td>6&quot; OR 7&quot;</td>
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<tr>
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<td>1&quot; (#8)</td>
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**Note:**
Dowels must be perpendicular to pavement.
Dowel support shall be of a method approved by City of Garland Field Engineering.