<table>
<thead>
<tr>
<th>Standard</th>
<th>Modification Summary</th>
<th>Effective: 03-01-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1-09</td>
<td>CONCRETE PAVEMENT REPAIR FULL DEPTH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated note 1 to be F-F not E-E.</td>
<td></td>
</tr>
<tr>
<td>A2-08</td>
<td>ASPHALT OVERLAY REPAIR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated the min pavement patches lengths and widths. Match updated SP.</td>
<td></td>
</tr>
<tr>
<td>A5-07</td>
<td>J.P.C. PAVEMENT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated note 5 to reflect the 18&quot; offset start</td>
<td></td>
</tr>
<tr>
<td>A7-05</td>
<td>PAVEMENT JOINTS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated transverse construction joint notes and dimension location left justified of header board.</td>
<td></td>
</tr>
<tr>
<td>A12-02</td>
<td>JOINTING PLAN ENTRANCE RAMP TERMINAL WITH AUXILIARY LANE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Longitudinal construction joint tie bar spacing changed from 24&quot; to 36&quot; centers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Added sleeper slab call out</td>
<td></td>
</tr>
<tr>
<td>A13-04</td>
<td>JOINTING PLAN EXIT RAMP TERMINAL WITH AUXILIARY LANE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Longitudinal construction joint tie bar spacing changed from 24&quot; to 36&quot; centers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Added sleeper slab call out</td>
<td></td>
</tr>
<tr>
<td>A14-07</td>
<td>JOINTING PLAN ENTRANCE RAMP TERMINAL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated 12&quot; at mainline.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Longitudinal construction joint tie bar spacing changed from 24&quot; to 36&quot; centers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Added sleeper slab call out</td>
<td></td>
</tr>
<tr>
<td>A15-07</td>
<td>JOINTING PLAN EXIT RAMP TERMINAL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated 12&quot; at mainline.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated Detail C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Longitudinal construction joint tie bar spacing changed from 24&quot; to 36&quot; centers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Added sleeper slab call out</td>
<td></td>
</tr>
<tr>
<td>A16-07</td>
<td>JOINTING PLAN PARALLEL EXIT RAMP TERMINAL LOOP RAMP ONLY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated mainline shoulder width from 10' to 11' to the ramp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Longitudinal construction joint tie bar spacing changed from 24&quot; to 36&quot; centers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Added sleeper slab call out</td>
<td></td>
</tr>
<tr>
<td>A17-07</td>
<td>JOINTING PLAN PARALLEL ENTRANCE RAMP TERMINAL LOOP RAMP ONLY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Updated mainline shoulder width from 10' to 11' to the ramp</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Longitudinal construction joint tie bar spacing changed from 24&quot; to 36&quot; centers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Added sleeper slab call out</td>
<td></td>
</tr>
</tbody>
</table>

**New Sheet**

**Retired Standard**
GENERAL NOTES:
1. The minimum overall dimensions of repairs shall be 60 feet by the lane width except for replacement of deteriorated pavement edges adjacent to minor widening.  
   See Note 2.
2. Repair saw cuts may be required at transverse expansion joints to improve the connectivity of the repair.  
   See Note 2.
3. Approvals for spalled or crowned dowels shall be obtained by their length into the existing concrete using chemical adhesive as specified.
4. When otherwise noted the bars shall be embedded in their length into the existing concrete using chemical adhesive as specified.
5. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
   See Note 3.
6. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
   See Note 3.
7. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
   See Note 3.
8. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
   See Note 3.
9. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
   See Note 3.
10. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
11. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
12. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
13. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
14. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
15. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
16. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
17. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
18. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
19. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
20. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
21. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
22. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
23. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
24. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
25. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
26. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
27. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
28. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
29. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
30. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
31. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
32. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
33. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
34. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
35. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
36. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
37. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
38. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
39. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
40. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
41. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
42. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
43. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
44. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
45. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
46. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
47. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
48. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
49. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
50. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
51. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
52. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
53. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
54. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
55. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
56. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
57. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
58. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
59. Joint sawing and sealing of longitudinal joints in the repair area shall follow IDOT Concrete Paving Joint Specifications.  
    See Note 3.
SECTION F-F

EDGES ADJACENT TO PROPOSED WIDENING

REPLACEMENT OF DETERIORATED PAVEMENT
(PAID AS PART OF WIDENING)

EXISTING PAVEMENT TO REMAIN

PAVEMENT (TYP.)
ADJACENT EXISTING PCC
TRANSVERSE JOINTS IN THE
WIDENING SHALL ALIGN WITH THE
TRANSVERSE JOINT IN PROPOSED
PAVEMENT EDGE.

EXCESS joint strip may be sawed
joint to
be sawed
and sealed
SEE NOTE 6

EXISTING SLAB
ADJACENT LANE OR PATCH IN
EXISTING SLAB

DETAIL A
TRANSVERSE JOINT

DETAIL B
LONGITUDINAL JOINT

DETAIL C
TRANSVERSE EXPANSION JOINT

CONCRETE PAVEMENT REPAIR
FULL DEPTH

STANDARD A1-09
PROPOSED ASPHALT OVERLAY REPAIR
TYPICAL ROADWAY PLAN

SECTION A-A
ASPHALT OVERLAY REPAIR

NOTES:
TYPICAL ASPHALT OVERLAY REPAIR

1. LOCATION OF ALL OVERLAY REPAIR AREAS SHALL BE DETERMINED BY THE ENGINEER.
2. MINIMUM DIMENSIONS SHALL BE AS SHOWN IN TYPICAL ROADWAY PLAN.
3. ALL ASPHALT OVERLAY SHALL BE REMOVED TO THE TOP OF THE PCC PAVEMENT.
4. SAWCUT MAY BE ELIMINATED IF MILLING EQUIPMENT IS USED AND VERTICAL AND STRAIGHT SIDES ARE OBTAINED; TRANSVERSE SAWCUTS ARE ALWAYS REQUIRED.

LEGEND
EXISTING OR PROPOSED ASPHALT PAVEMENT
PROPOSED PAVEMENT REPAIR
DETAIL OF BUTT JOINT, TYPE 1

NOTES FOR BUTT JOINT, TYPE 1
1. The above work will be performed at the ends of all asphalt resurfacing.
2. Only approved scarifying or milling equipment shall be used to scarify the concrete pavement.
3. Regardless of type of surface mix used, number or thickness of courses or layers, the overlay thickness transition length shall be based on 1" in 20' and the minimum surface layer thickness shall be 1/2".
4. Refer to the contract documents for the required binder and surface course materials. "t" is the thickness of the binder course specified in the contract.

DETAIL OF BUTT JOINT, TYPE 2

NOTES FOR BUTT JOINT, TYPE 2
1. The above work will be performed at the ends of all asphalt resurfacing where butt joints exist.
2. Refer to the contract documents for the required binder and surface course materials, "t" is the thickness of the binder course specified in the contract, and "t" is the thickness of the surface course specified in the contract. "1/2" is the thickness of the binder course specified in the contract.
3. Scarifying may be eliminated if rolling equipment is used and vertical and straight sides are obtained.
4. Regardless of type of surface mix used, number or thickness of courses or layers, the overlay thickness transition length shall be based on 1" in 20' and the minimum surface layer thickness shall be 1/2".

TEMPORARY ASPHALT WEDGE - TRANSVERSE

NOTES FOR TEMPORARY ASPHALT WEDGE - TRANSVERSE
2. Refer to the contract documents for the required binder and surface course materials.

TEMPORARY ASPHALT WEDGE - LONGITUDINAL

NOTES FOR TEMPORARY ASPHALT WEDGE - LONGITUDINAL
1. Upon removal of the wedges, the surface course shall be scarped parallel to the joint to provide a true vertical surface.
2. Refer to the contract documents for the required binder and surface course materials.
GENERAL NOTES:

1. Dowel basket assemblies, where used, shall be supported and anchored in accordance with the standard specifications and concrete special provision.

2. Materials are project specific; refer to project plans and contract documents for details.

3. See Illinois Tollway standard drawing at pavement joints and IDOT Highway Standard 420001 (Pavement Joints) for details of joints and tie bars not shown.

4. Pavement designs are project specific. Other materials may be substituted for asphalt stabilized subbase and subgrade aggregate, refer to project plans for details and material specifications.

5. The tie bar for the longitudinal sawed joint shall be 18" from the transverse contraction joint.

6. The 3'-0" wide asphalt stabilized subbase may be reduced to 1'-0" when paving equipment utilized for construction of the PCC pavement will allow.

7. The 1'-6" wide asphalt stabilized subbase may be increased to 1'-0" when paving equipment utilized for construction of the PCC pavement will allow.

8. The 3'-0" typical transverse joint spacing dimension shall be adjusted to 1'-0" max. to 3'-0" min. when placed adjacent to existing PCC pavement structure so that the joints are in prolongation, adjust the tie bar spacing to maintain a clearance of 12" from dowel bars.
3'-0" 6'-0"

6'-0" SLEEPER SLAB
3'-0" 5" 6" 11"

SLEEPER SLAB SECTION

<table>
<thead>
<tr>
<th>Bar No.</th>
<th>Size</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>t(E)</td>
<td>#4</td>
<td>5'-8&quot;</td>
</tr>
<tr>
<td>w(E)</td>
<td>XX</td>
<td>XX</td>
</tr>
</tbody>
</table>

SLEEPER SLAB SECTION NOTES
1. t(E) BARS SHALL BE PLACED AT 12" CTS.
2. w(E) NUMBER AND LENGTH DEPEND ON WIDTH OF ROADWAY.
3. USE 2'-8" MIN LAP FOR #4 BARS, USE 4'-0" MIN. LAP FOR #5 BARS.
PAVEMENT JOINTS

STANDARD:

VERSION:

SHEET:

OF 2021-03

A7-05

BAR SUPPORTS (TYP)

BEFORE SECOND POUR

FOR DOWEL BARS REMOVED

HEADER BOARD DRILLED

SEE NOTE 3

CENTERED DOWEL BARS ON 12" DIA X 18" LONG SMOOTH EPOXY

2.1.1

MANUFACTURE RECOMMENDATION

BACKER ROD. SIZED TO

CLOSED CELL PLASTIC FOAM

JOINT SEALER

HOT POURED

MANUFACTURE RECOMMENDATION

BACKER ROD. SIZED TO

CLOSED CELL PLASTIC FOAM

JOINT SEALER

HOT POURED

MANUFACTURE RECOMMENDATION

BACKER ROD. SIZED TO

CLOSED CELL PLASTIC FOAM

JOINT SEALER

HOT POURED

MANUFACTURE RECOMMENDATION

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

2. t = PAVEMENT THICKNESS.

NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING 420001.

2. SEE PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAIL OF PAVEMENT REINFORCEMENT.

3. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15'.

4. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE ADJUSTED.

5. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWINGS AND ILDOT HIGHWAY STANDARD DRAWINGS.

2. SEE PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAILS OF JOINTING REQUIREMENTS.

3. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWINGS AND ILDOT HIGHWAY STANDARD DRAWINGS.

4. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE LOTS OF 15' LONG BY 15' WIDE. THE MAXIMUM JOINT SPACING SHALL BE MINIMIZED TO 15' LONG BY 15' WIDE. JOINTS IN THE MAINLINE SHALL BE MINIMIZED.

5. DIMENSIONS OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.

JOINTED PCC RAMP ADJACENT TO C.R.C MAINLINE PAVEMENT
NOTES:

1. ALL TRANSVERSE CONSTRUCTION AND EXPANSION JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING A7. ALL OTHER PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON IDOT HIGHWAY STANDARD 420001.

2. JOINTS SHALL BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

3. 7' NOSE LOCATION SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

4. TYPICAL RCC PAVEMENT JOINT SPACING SHALL BE 15'.

5. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL SPACING IS 15' LONG BY 15' WIDE. LONGITUDINAL JOINT LOCATION IN THE WHEEL PATH SHALL BE MINIMIZED.

6. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLAN.

JOINTED RCC RAMP ADJACENT TO JOINTED RCC MAINLINE PAVEMENT
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING 105000, EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE ILLINOIS TOLLWAY SPECIAL PROVISIONS, BONDED PREFORMED JOINT SEAL.

2. SEE PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAILS OF PAVEMENT REINFORCEMENT.

3. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. LONGITUDINAL JOINT SPACING SHALL BE 15' LONG BY 15' WIDE.

4. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL JOINT SPACING IS 15' LONG BY 15' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.

5. DIMENSIONS OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.
NOTES:

1. ALL TRANSVERSE CONSTRUCTION AND EXPANSION PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING A7. ALL OTHER PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON IDOT HIGHWAY STANDARD 420001.

2. STUBS SHALL BE THE MINIMUM DIMENSION AS SHOWN AND ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

3. NOSE LOCATION SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

4. TYPICAL P.C.C. PAVEMENT JOINT SPACING SHALL BE 15'.

5. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15'. LONG BY 15' WIDE. TYPICAL SPACING IS 15' LONG BY 15' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MODIFIED.

6. DIMENSIONS OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING AT AND IDOT HIGHWAY STANDARD A15-07.
2. SEE PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAILS OF PAVEMENT REINFORCEMENT.
3. TYPICAL P.C.C. PAVEMENT JOINT SPACING SHALL BE 15'.
4. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL SPACING IS 15 LONG BY 15 WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.
5. DIMENSIONS OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.
NOTES:

1. ALL TRANSVERSE CONSTRUCTION AND EXPANSION PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING A7. ALL OTHER PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON IDOT HIGHWAY STANDARD 420001.

2. STUBS SHALL BE THE MINIMUM DIMENSION AS SHOWN AND ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

3. 4' NOSE LOCATION SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

4. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15'.

5. RAMP NARROWS FROM 21' TO 18' IN 150'.

6. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 12' WIDE. TYPICAL SPACING IS 15' LONG BY 12' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.

7. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.

DETAIL A

- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS 24' LONG AT 36" CTS.
- EPOXY COATED
- 200' TAPER (20:1 RATE)
- 400' TAPER RATE
- SEE DETAIL A

- RAMP BASELINE
- EDGE OF MAINLINE PAVEMENT

DETAIL B

- RAMP BASELINE
- 350' TAPER
- 350' TAPER RATE
- SEE DETAIL B

- EDGE OF MAINLINE PAVEMENT
- TRANSVERSE EXPANSION JOINT AND SLEEPER SLAB

JOINTED PCC RAMP ADJACENT TO JOINTED PCC MAINLINE PAVEMENT

GORE AND RECOVERY TAPER PAVEMENT TYPE

LONGITUDINAL SAWED JOINT ON LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS 24' LONG AT 36" CTS.
- EPOXY COATED
- 20:1 TAPER RATE
- 385' NOMINAL
- SEE NOTE 2

- RAMP BASELINE
- EDGE OF MAINLINE PAVEMENT

SEE DETAIL B

EDGE OF MAINLINE PAVEMENT

BEGIN RAMP BASELINE

EPOXY COATED

JOINTED PCC RAMP ADJACENT TO JOINTED PCC MAINLINE PAVEMENT

PROPOSED TAPER DEPARTMENTS FOR USE DATES

1. APPORVED DATE

2. MOVED RAMP PAVEMENT

3. UPDATED NOTES AND REVISED RECOVERY TAPER.

4. UPDATED SHOULDER TO 11'

5. PARALLEL EXIT RAMP TERMINAL JOINTING PLAN

6. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 12' WIDE. TYPICAL SPACING IS 15' LONG BY 12' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.

7. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING A7 AND IDOT HIGHWAY STANDARD 420001.
2. TYPICAL P.C.C. PAVEMENT JOINT SPACING SHALL BE 15'.
3. HIGHWAY STANDARD 420001.
4. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL SPACING IS 15' LONG BY 15' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE HYPOCICLOIDAL.
5. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.
6. SEE PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAILS OF PAVEMENT REINFORCEMENT.

JOINTED PCC RAMP ADJACENT TO C.R.C. MAINLINE PAVEMENT

DETAIL C
LONGITUDINAL SAWED JOINT OR LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS 24" LONG AT 36" CENTERS, EPOXY COATED

CODE AND RECOVERY TAPER PAVEMENT TYPE AND THICKNESS TO MATCH MAINLINE

TRANSVERSE EXPANSION JOINT AND SLEEPER SLAB

EDGE OF MAINLINE PAVEMENT

RAMP BASELINE

LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS 24" LONG AT 36" CENTERS, EPOXY COATED

NOTES:

1. ALL TRANSVERSE CONSTRUCTION AND EXPANSION PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING A. ALL OTHER PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD A17.

2. STUBS SHALL BE THE MINIMUM DIMENSION AS SHOWN AND ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

3. 6' NOSE LOCATION SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

4. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15'.

5. RAMP NARROWS FROM 18' TO 16'.

6. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL SPACING IS 15' LONG BY 15' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.

7. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.
NOTES:
1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON ILLINOIS TOLLWAY STANDARD DRAWING A7 AND IDOT HIGHWAY STANDARD 42001.
2. SEE PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAILS OF PAVEMENT REINFORCEMENT.
3. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15'.
4. RAMP TAPERS FROM 18' TO 16'.
5. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL SPACING IS 15' LONG BY 15' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.
6. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLANS.

JOINTED PCC RAMP ADJACENT TO K.B.C. MAINLINE PAVEMENT
**TYPICAL REINFORCEMENT DETAIL FOR STANDARD SLABS**

**REINFORCEMENT SECTION A-A**
Two ways of reinforcement shall be for application to all custom slabs greater than 6 ft. longitudinal length to be opened to traffic before grouting is completed. All bars are trimmed to fit #5 bar. Saw cuts off longitudinal edges shall be no more than 6" off the edges.

**REINFORCEMENT SECTION B-B**
Two ways of reinforcement shall be for application to all custom slabs greater than 6 ft. longitudinal length to be opened to traffic before grouting is completed. All bars are trimmed to fit #5 bar.

**REINFORCEMENT SECTION A-A**
One way of reinforcement shall be for application to all standard slabs and for any custom slabs greater than 6 ft. longitudinal length to be opened to traffic only after grouting is completed. All bars are trimmed to fit #5 bar. Saw cuts off longitudinal edges shall be no more than 6" off the edges.

**REINFORCEMENT SECTION B-B**
One way of reinforcement shall be for application to all standard slabs and for any custom slabs greater than 6 ft. longitudinal length to be opened to traffic only after grouting is completed. All bars are trimmed to fit #5 bar.

**NOTE:**
A min. clearance for top reinforcement shall be adjusted for flush slab to fit needle frames or balanced bearing.
PRECAST PAVEMENT SLABS

TRAFFIC BEFORE GROUTING IS COMPLETED

SLABS GREATER THAN 6 FT. LONGITUDINAL LENGTH TO BE OPENED TO TRAFFIC BEFORE GROUTING IS COMPLETED

TYPICAL REINFORCEMENT DETAIL FOR CUSTOM SLABS

REINFORCEMENT SECTION A-A

NOTES:
- ALL BARS ARE TRIMMED TO FIT #5 BAR
- ALL STANDARDS SLABS AND CUSTOM SLABS GREATER THAN 6 FT. LONGITUDINAL LENGTH TO BE OPENED TO TRAFFIC BEFORE GROUTING IS COMPLETED

© 2009
PSIDD

SHEET 2 OF 12
NOTES:

1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ±1/4".

2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 12'-6" IN WIDTH AND GREATER THAN 12'-6" IN WIDTH, THE STANDARD PRECAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PREDETERMINED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.

3. SLAB THICKNESS SHALL BE 11'-6" ±1/4".

4. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS DESPITE THE SLAB HAS BEEN SET AND BEFORE RECESSING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELLED WITH FLOWABLE FILL.

5. SEE SHEET 5 FOR SECTION DETAILS.

6. IT SHALL BE THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDDED DOWEL BARS OR PREFORMED SLOTS AS SHOWN ON THESE DRAWINGS WITH FULLY RETROFITTED DOWEL BARS FIELD INSTALLED IN ACCORDANCE WITH SECTION 6-1 OF SHEET 4. THE CONTRACTOR SHALL USE AN APPROVED TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SPACING AND RETROFITTING OF THE DOWEL BARS IN ACCORDANCE WITH THESE DRAWINGS. PREFORMED SLOTS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE INDOOR/DOOR-JOINT LINE TO ALLOW FOR DOWEL BARS PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.

7. SEE PRECAST REPLACEMENT OF CONCRETE PAVEMENT SLABS ILLINOIS TOLLWAY SPECIAL PROVISIONS FOR LOCATING RECESSING GROUT HOLES.
PRECAST PAVEMENT SLABS

STANDARD 13'-6" WIDE PANEL LAYOUT FOR CONSECUTIVE PLACEMENT

NOTES:

1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ± 1/8".
2. FOR MID-LANE SLAB OPENINGS/PATCHES LESS THAN 11'-6" IN WIDTH OR GREATER THAN 12'-6" IN WIDTH, THE STANDARD PRECAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. SLAB THICKNESS SHALL BE 11'-6" ± 1/8".
4. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE TOP OF THE SLAB AND GROUTED TO KEEP POWER LEVELING FILL IN PLACE. THE CONTRACTOR SHALL USE AN APPROVED TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SPACING AND RETROFITTING OF THE DOWEL BARS, FIELD INSTALLED IN ACCORDANCE WITH THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDDED DOWEL BARS OR PREFORMED SLOTS AS SHOWN ON THESE DRAWINGS WITH FULLY RETROFITTED DOWEL BARS FIELD INSTALLED IN ACCORDANCE WITH SPECIAL PROVISIONS 6. THE CONTRACTOR SHALL USE AN APPROVED TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SPACING AND RETROFITTING OF THE DOWEL BARS, FIELD INSTALLED IN ACCORDANCE WITH THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDDED DOWEL BARS OR PREFORMED SLOTS AS SHOWN ON THESE DRAWINGS.
5. SEE SHEET 6 FOR SECTION DETAILS.
6. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ± 1/8".
7. SEE PRECAST REPLACEMENT OF CONCRETE PAVEMENT SLABS—ILLINOIS TOLLWAY SPECIAL PROVISION FOR LOCATING BEDDING GROUT PORTS.
STANDARD 12'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH NARROW MOUTH
PREFORMED DOWEL SLOTS TO ALIGN WITH PREDRILLED HOLES IN ADJACENT PAVEMENT.

STANDARD 13'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH NARROW MOUTH
PREFORMED DOWEL SLOTS TO ALIGN WITH PREDRILLED HOLES IN ADJACENT PAVEMENT.

NOTES:
1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ± 3/4".
2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 12'-6" IN WIDTH AND GREATER THAN 11'-6" IN WIDTH, THE 12'-6" WIDE STANDARD PRECAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 12'-6" IN WIDTH AND GREATER THAN 11'-6" IN WIDTH, THE 13'-6" WIDE STANDARD PRECAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
4. SLAB THICKNESS SHALL BE 11-1/2".
5. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE SHOULDER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED PRELIMINARILY.
6. SEE SHEET 6 FOR SECTION DEFFERENCES.
7. SEE SPECIAL PROVISIONS FOR LOCATING BEDDING GROUT PORTS.

STANDARD A18-05
PRECAST PAVEMENT SLABS
SHEET 5 OF 12
PRECAST PAVEMENT SLABS

DETAIL A
- PIPE STAND
- DUCT BEDDING
- GROUT PIPE STAND

SECTION A-A
- TRANSVERSE JOINT DOWEL BAR EMBOSS INTO STANDARD PRECAST PAVEMENT SLAB FOR BOTH ISOLATED AND CONSECUTIVE PLACEMENT TYP.

SECTION B-B
- TRANSVERSE WIDEN MOUTH OPEN SLOT DETAIL
- FOR CONSECUTIVE STANDARD SLAB

SECTION C-C
- GROUT CHANNEL & PORT LOCATION

SECTION D-D
- DOWEL BAR SLOTS
- IN ADJACENT PRECAST SLAB

SECTION J-J
- 3' LONG DOWEL SLOT

DETAIL B
- TRANSVERSE WIDEN MOUTH SLOT DETAIL
- FOR ISOLATED SLABS

FINISH SCHEDULE
- PORT BEDDING
- CORRUGATED DUCT
- 1' PVC PIPE

PRECAST SLAB
- 3/4" DOWEL BAR
- 2" WASHER

APPROVED DATE
- 5-1-2009

STANDARD A18-05

SHEET 6 OF 12
LAYOUT FOR CUSTOM SLABS

NOTES:
1. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED WITH A FLOWABLE FILL.
2. EITHER SINGLE DIAMOND BLADED SAWS OR DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE THE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NON-SKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
3. PRECAST REPLACEMENT OF CONCRETE PAVEMENT SLABS "WILL BE LIMITED TO THE THREE SHOWN AXLES.
4. SEE SHEET 5 FOR SECTION DETAILS.

LEGEND
- DOWEL BAR INPLACED
- DIAMOND SAW BLADE
- POLYURETHANE LEVELING GROUT (SEE NOTE 4)
- PERIMETER BACKER ROD (SEE NOTE 2)
- LIFTING PORT (TYP.)
- DETAIL A (SEE NOTE 6)

FOR NON-STANDARD SLABS, UPON COMPLETION BY THE CONTRACTOR A SLAB LAYOUT WILL BE ADDED.

NOTE (VARIED WIDTH*)
- SLABS 6'-12' IN LENGTH
- *VARIES 6' TO 12'

ILLINOIS TOLLWAY
INSTALLATION OF CONSECUTIVE STANDARD PRECAST SLABS

CONSECUTIVE STANDARD PRECAST SLABS

NOTE:

FLOW

TRAFFIC

PAVEMENT

EXISTING PCC

PRECAST SLABS

STANDARD PRECAST SLAB

ISOLATED

PRECAST SLABS

CONSECUTIVE STANDARD

JOINTS

LONGITUDINAL

EXISTING

ON SHEET 10

SEE DETAIL G

SEE DETAIL C ON SHEET 10

SEE DETAIL D

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS

OFFSET AS NEEDED

SEE SPECIAL PROVISIONS
PLACEMENT DETAIL FOR ISOLATED PRECAST PANELS

DETAIL G - NARROW MOUTH DOWEL BAR

PLACEMENT DETAIL FOR ISOLATED PRECAST PANELS

NOTES:
1. PLACE FOAM CORE BOARDS TO THE TOP OF DOWEL BARS.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

PLAN VIEW

SECTION G-G

SECTION L-L

SECTION M-M

DETAIL C - NARROW MOUTH DOWEL BAR

PLACEMENT DETAIL FOR ISOLATED PRECAST PANELS

FOR EACH INSERTED DOWEL BAR TO MAINTAIN ALIGNMENT.

TO THE THREADED ROD. AT LEAST ONE CLAMP WILL BE NEEDED

METAL RING MAY BE REPLACED WITH A STRONG MAGNET WELDED

NOTES:
1. PLACE FOAM CORE BOARDS TO THE TOP OF DOWEL BARS.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

MATERIAL
BACKFILL
CONCRETE

CONCRETE MATERIAL TO MAINTAIN JOINT
THIRD MATERIAL TO MAINTAIN JOINT
... FOAM CORE BOARD FILLER
CAULKING FILLER
TRANSVERSE CONTRACTION JOINT
AND BEFORE BACKFILLING

ELEVATION OF DOWEL WHEN EPOXYED
NUT TO ADJUST VERTICAL

TRANVERSE CONTRACTION JOINT
TOP OF METAL RING WELDED TO TOP OF THREADED ROD
BOTTOM OF THREADED ROD
2.0 IN. INSIDE } 0.125 IN. THICK
0.5 IN. WIDE
METAL RING:

EXPANSION CAP
DOWEL BAR
INSERTED

Beveled slots were created in the._
Saw cut after concrete
1/4" SAW CUT
DEPTH
BEFORE
BACKFILLING

SHEET 10 OF 12
### Diagram Legend

- **SD**: Field-retrofitted dowel bars
- **ST**: Slot or hole for stitched tie bar
- **DS**: Dowel slot
- **DB**: Dowel bar embedded

### Notes

1. No stitching of deformed tie bars is required when precast slab is placed adjacent to man shoulders or plaza islands.
2. The bar stitching shall be required unless the repair area length exceeds 20 ft. or when more than 3 precast slabs are placed in sequence.
3. Shop drawings are required for all custom plaza slabs.

### Installation Detail for Custom Slabs

<table>
<thead>
<tr>
<th>Component</th>
<th>Station No.</th>
<th>Lane No.</th>
<th>Mainline TYP.</th>
<th>Lane No.</th>
<th>RAMP Lane No.</th>
<th>PLAZA TYP.</th>
<th>Lane No.</th>
<th>RAMP Lane No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>LANE NO. 1</td>
<td>AD</td>
<td>1</td>
<td><strong>PLAZA</strong></td>
<td><strong>AB</strong></td>
<td><strong>BD</strong></td>
<td><strong>AC</strong></td>
<td><strong>CD</strong></td>
<td><strong>AC</strong></td>
</tr>
<tr>
<td>RAMP NO. 1</td>
<td>BD</td>
<td>2</td>
<td><strong>PLAZA</strong></td>
<td><strong>CD</strong></td>
<td><strong>BD</strong></td>
<td><strong>AC</strong></td>
<td><strong>CD</strong></td>
<td><strong>AC</strong></td>
</tr>
<tr>
<td>PLAZA NO. 1</td>
<td>AC</td>
<td>3</td>
<td><strong>PLAZA</strong></td>
<td><strong>BD</strong></td>
<td><strong>BD</strong></td>
<td><strong>AC</strong></td>
<td><strong>CD</strong></td>
<td><strong>AC</strong></td>
</tr>
</tbody>
</table>

### Variables

- **F**: See variable 'F' for tie bar quantity
- **T**: See variable 'T' for dowel bar quantity
- **P**: See variable 'P' for dowel bar quantity
- **Q**: See variable 'Q' for dowel bar quantity
- **R**: See variable 'R' for dowel bar quantity

**RAMP TYP.**

- **J**: See detail for stitching on sheet 12
- **K**: See detail for stitching on sheet 12
- **L**: See detail for stitching on sheet 12

**SIDE TYP.**

- **M**: See detail for stitching on sheet 12
- **N**: See detail for stitching on sheet 12
- **O**: See detail for stitching on sheet 12

**SIDE TYP.**

- **P**: See variable 'P' for dowel bar quantity
- **Q**: See variable 'Q' for dowel bar quantity
- **R**: See variable 'R' for dowel bar quantity
- **S**: See variable 'S' for dowel bar quantity
- **T**: See variable 'T' for dowel bar quantity
- **U**: See variable 'U' for dowel bar quantity
- **V**: See variable 'V' for dowel bar quantity
- **W**: See variable 'W' for dowel bar quantity

**SIDES TYP.**

- **A**: See variable 'A' for dowel bar quantity
- **B**: See variable 'B' for dowel bar quantity
- **C**: See variable 'C' for dowel bar quantity
- **D**: See variable 'D' for dowel bar quantity
- **E**: See variable 'E' for dowel bar quantity
- **F**: See variable 'F' for dowel bar quantity
- **G**: See variable 'G' for dowel bar quantity
- **H**: See variable 'H' for dowel bar quantity

**DIAGONAL TYP.**

- **I**: See variable 'I' for dowel bar quantity
- **J**: See variable 'J' for dowel bar quantity
- **K**: See variable 'K' for dowel bar quantity
- **L**: See variable 'L' for dowel bar quantity
- **M**: See variable 'M' for dowel bar quantity
- **N**: See variable 'N' for dowel bar quantity
- **O**: See variable 'O' for dowel bar quantity
- **P**: See variable 'P' for dowel bar quantity
- **Q**: See variable 'Q' for dowel bar quantity
- **R**: See variable 'R' for dowel bar quantity
- **S**: See variable 'S' for dowel bar quantity
- **T**: See variable 'T' for dowel bar quantity
- **U**: See variable 'U' for dowel bar quantity
- **V**: See variable 'V' for dowel bar quantity
- **W**: See variable 'W' for dowel bar quantity
- **X**: See variable 'X' for dowel bar quantity
- **Y**: See variable 'Y' for dowel bar quantity
- **Z**: See variable 'Z' for dowel bar quantity
PRECAST PAVEMENT SLABS

SECTION A-A

STITCHING FOR PRECAST PANELS

NOTES FOR TIE BAR STITCHING:

1. DRILL HOLES THAT ARE ORIENTED AT 40° | 5° ANGLE TO THE PAVEMENT SURFACE SO THAT THEY INTERSECT THE LONGITUDINAL JOINT AT ABOUT MID-DEPTH. IT IS IMPORTANT TO START DRILLING THE HOLE AT A CONSISTENT DISTANCE FROM THE JOINT IN ORDER TO CONSISTENTLY CROSS AT THE MID-DEPTH OF THE SLAB.

2. HOLES CENTERLINES ARE PERPENDICULAR TO THE JOINT (IN PLAN VIEW) AT EACH LOCATION BEING DRILLED.

3. SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE SURFACE, SUCH AS A MACHINIST'S POWERED SAW. SELECT A DRILL DIAMETER NO MORE THAN UNLESS IS LARGER THAN THE TIE BAR DIAMETER. CHOOSE A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER. CHOOSE A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER.

4. DRILL HOLES WITH NO LESS THAN A 24 INCH BAR SPACING. ADJACENT HOLES ARE DRILLED IN OPPOSITE DIRECTIONS ACROSS THE JOINT. THE HOLES AND INSERTED TIE BARS SHALL NOT BE NO LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR ANY PRECAST OR REPAIR TRANSFER JOINT.

5. HOLES BOTTOMS ARE NO MORE THAN 1 INCH FROM THE SLAB BOTTOM.

6. AIR BLOW THE HOLES TO REMOVE DUST AND DEBRIS AFTER DRILLING.

7. INJECT ADHESIVE INTO THE HOLE LEAVING SOME VOLUME FOR THE TIE BAR TO OCCUPY THE HOLE. (POURING THE ADHESIVE IS unacceptable for small quantities.)

8. INSERT NO. 6 EPOXY COATED DEFORMED TIE BAR INTO THE HOLE, LEAVING ABOUT 1 IN. FROM THE TOP OF BAR TO THE HOLE BOTTOM.

9. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.

PRECAST REPAIR SLABS

EXISTING PCC SURFACE

REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.

SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE SURFACE, SUCH AS A MACHINIST'S POWERED SAW. SELECT A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER. CHOOSE A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER.

DRILL HOLES WITH NO LESS THAN A 24 INCH BAR SPACING. ADJACENT HOLES ARE DRILLED IN OPPOSITE DIRECTIONS ACROSS THE JOINT. THE HOLES AND INSERTED TIE BARS SHALL NOT BE LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR ANY PRECAST OR REPAIR TRANSFER JOINT.

HOLES BOTTOMS ARE NO MORE THAN 1 INCH FROM THE SLAB BOTTOM.

AIR BLOW THE HOLES TO REMOVE DUST AND DEBRIS AFTER DRILLING.

INJECT ADHESIVE INTO THE HOLE LEAVING SOME VOLUME FOR THE TIE BAR TO OCCUPY THE HOLE. (POURING THE ADHESIVE IS unacceptable for small quantities.)

INSERT NO. 6 EPOXY COATED DEFORMED TIE BAR INTO THE HOLE, LEAVING ABOUT 1 IN. FROM THE TOP OF BAR TO THE HOLE BOTTOM.

REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.

NOTES FOR TIE BAR STITCHING:

1. DRILL HOLES THAT ARE ORIENTED AT 40° | 5° ANGLE TO THE PAVEMENT SURFACE SO THAT THEY INTERSECT THE LONGITUDINAL JOINT AT ABOUT MID-DEPTH. IT IS IMPORTANT TO START DRILLING THE HOLE AT A CONSISTENT DISTANCE FROM THE JOINT IN ORDER TO CONSISTENTLY CROSS AT THE MID-DEPTH OF THE SLAB.

2. HOLES CENTERLINES ARE PERPENDICULAR TO THE JOINT (IN PLAN VIEW) AT EACH LOCATION BEING DRILLED.

3. SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE SURFACE, SUCH AS A MACHINIST'S POWERED SAW. SELECT A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER. CHOOSE A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER.

4. DRILL HOLES WITH NO LESS THAN A 24 INCH BAR SPACING. ADJACENT HOLES ARE DRILLED IN OPPOSITE DIRECTIONS ACROSS THE JOINT. THE HOLES AND INSERTED TIE BARS SHALL NOT BE LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR ANY PRECAST OR REPAIR TRANSFER JOINT.

5. HOLES BOTTOMS ARE NO MORE THAN 1 INCH FROM THE SLAB BOTTOM.

6. AIR BLOW THE HOLES TO REMOVE DUST AND DEBRIS AFTER DRILLING.

7. INJECT ADHESIVE INTO THE HOLE LEAVING SOME VOLUME FOR THE TIE BAR TO OCCUPY THE HOLE. (POURING THE ADHESIVE IS unacceptable for small quantities.)

8. INSERT NO. 6 EPOXY COATED DEFORMED TIE BAR INTO THE HOLE, LEAVING ABOUT 1 IN. FROM THE TOP OF BAR TO THE HOLE BOTTOM.

9. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.

NOTES FOR TIE BAR STITCHING:

1. DRILL HOLES THAT ARE ORIENTED AT 40° | 5° ANGLE TO THE PAVEMENT SURFACE SO THAT THEY INTERSECT THE LONGITUDINAL JOINT AT ABOUT MID-DEPTH. IT IS IMPORTANT TO START DRILLING THE HOLE AT A CONSISTENT DISTANCE FROM THE JOINT IN ORDER TO CONSISTENTLY CROSS AT THE MID-DEPTH OF THE SLAB.

2. HOLES CENTERLINES ARE PERPENDICULAR TO THE JOINT (IN PLAN VIEW) AT EACH LOCATION BEING DRILLED.

3. SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE SURFACE, SUCH AS A MACHINIST'S POWERED SAW. SELECT A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER. CHOOSE A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE BAR DIAMETER.

4. DRILL HOLES WITH NO LESS THAN A 24 INCH BAR SPACING. ADJACENT HOLES ARE DRILLED IN OPPOSITE DIRECTIONS ACROSS THE JOINT. THE HOLES AND INSERTED TIE BARS SHALL NOT BE LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR ANY PRECAST OR REPAIR TRANSFER JOINT.

5. HOLES BOTTOMS ARE NO MORE THAN 1 INCH FROM THE SLAB BOTTOM.

6. AIR BLOW THE HOLES TO REMOVE DUST AND DEBRIS AFTER DRILLING.

7. INJECT ADHESIVE INTO THE HOLE LEAVING SOME VOLUME FOR THE TIE BAR TO OCCUPY THE HOLE. (POURING THE ADHESIVE IS unacceptable for small quantities.)

8. INSERT NO. 6 EPOXY COATED DEFORMED TIE BAR INTO THE HOLE, LEAVING ABOUT 1 IN. FROM THE TOP OF BAR TO THE HOLE BOTTOM.

9. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.
DETAIL C - WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR ALL CUSTOM MADE PRECAST PANELS AND OPTIONAL FOR STANDARD SLABS

NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PAVEMENT

2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.