Tollway Standard Drawing Revisions

Section A
Roadway / Pavement

Effective: 03/11/15

A1 Concrete Pavement Repair Full Depth
- Eliminated transverse contraction joint in repair section and note 4.
- Note 3. Changed "Epoxy Grout" to "Chemical Adhesive"
- Note 5. Added "Patch shall meet existing cross section materials"
- New Note 9. Placement of tie bar for the longitudinal sawed joint

A2 Pavement Repair
- Deleted partial depth, crack and joint repair details, legend items and general notes
- Changed "Tack Coat" to "Asphalt Prime Coat"

A3 Asphalt Pressure Relief Joints
- Retired drawing details

A4 Butt Joints and Temporary Asphalt Wedge
- Added minimum dimension to Butt joint, Type I
- Changed "Tack Coat" to "Prime Coat"
- Changed "Temporary Transverse Butt Joint" to "Temporary Asphalt Wedge-Transverse"
- Changed "Temporary Longitudinal Butt Joint" to "Temporary Asphalt Wedge-Longitudinal"
- Temporary Asphalt Wedge Deleted Notes 1 and 2; Renumbered note 3 to 1 and 4 to 2

A5 JPC Pavement 12" or Less
- Sheet 1 & 2 Changed "Asphalt Base Course" to "Stabilized Subbase"
- Sheet 1 Deleted Note 2; Renumbered notes 3 to 2 ; 4 to 3 and 5 to 4.
- Sheet 1 New Note 5. Placement of tie bar for the longitudinal sawed joint per IDOT

A6 JPC Pavement 13"
- Sheet 1 & 2 Changed "Porous Granular Embankment" to "Subgrade Aggregate"
- Sheet 1 & 2 Changed "CA-6 Aggregate Cap" to "Stabilized Subbase"
- Sheet 1 Deleted Note 2; Renumbered notes 3 to 2 ; 4 to 3 and 5 to 4.
- Sheet 1 New Note 5. Placement of tie bar for the longitudinal sawed joint per IDOT

A8 2-Lane CRC Pavement (With Lug System)
- Revised note 1. Added "Tollway Standard A7"
- Sheet 1 & 2 Added 600’ dimension between P.T. and 4’ stub

A9 3-Lane CRC Pavement (With Lug System)

A10 4-Lane CRC Pavement (With Lug System)

A11 5-Lane CRC Pavement (With Lug System)

A13 CRC Pavement (With Lug System); CRC Roadway Transition Pavement
- Changed "Asphalt Base Course" to "Stabilized Subbase"
- Changed "Pressure Relief Joint" to "Expansion Joint"
- Deleted Slope grades from pavement Section A-A
- Bonded Preformed Joint Seal to match pay item description
- Added Note 12

A8-A11 Deleted note 3; Renumbered notes 4-8.

A14 Jointing Plan Entrance Ramp Terminal
- Modified ramp longitudinal joint spacing from ‘8’ to ‘8’ + ‘1’
- Revised note 1. Added "Tollway Standard A7"
- Sheet 1 & 2 Added 600’ dimension between P.T. and 4’ stub
- Sheet 2 Added Note 6 to correspond with RDC updates

A15 Jointing Plan Exit Ramp Terminal
- Modified ramp longitudinal joint spacing from ‘9’ to ‘9’ + ‘2’
- Revised note 1. Added "Tollway Standard A7"
- Sheet 1 & 2 Revised dimension between begin ramp baseline and 2’ stub to 240’
- Sheet 1 & 2 Revised auxiliary lane width from 11’ to 12’ to match RDC
- Sheet 1 & 2 Changed D=30 to R=1909.86’ to correspond with RDC updates
- Revised note 1. Added “Tollway Standard A7”
- Revised note 6. Deleted second sentence
- Sheet 2 Revised note 4. Deleted second sentence
- Added Note 6 to correspond with RDC updates

A16 Jointing Plan Parallel Exit Ramp Terminal
- Revised note 1. Added "Tollway Standard A7"
- Revised note 6. Deleted second sentence
- Sheet 2 Revised note 4. Deleted second sentence
- Added Note 6 to correspond with RDC updates

A17 Jointing Plan Parallel Entrance Ramp Terminal
- Revised note 1. Added "Tollway Standard A7"
- Revised note 5. Deleted second sentence
- Added Note 8 to correspond with RDC updates
- Sheet 2 Revised note 4. Deleted second sentence
- Added Note 7 to correspond with RDC updates

New Sheet Retired Standard
PROPOSED PAVEMENT REPAIR
TYPICAL ROADWAY PLAN

SECTION A-A & B-B
ASPHALT OVERLAY REPAIR

NOTES:
1. LOCATION OF ALL OVERLAY REPAIR AREAS SHALL BE DETERMINED BY THE CONTRACTOR.
2. MINIMUM EXPANSION JOINTS SHALL BE AS SHOWN IN THE TYPICAL ROADWAY PLAN.
3. ALL ASPHALT Overlay SHALL BE APPLIED TO THE TOP OF THE OLD PAVEMENT.
4. SAWCUT MAY BE ELIMINATED IF MILLING EQUIPMENT IS USED AND VERTICAL AND HORIZONTAL JOINTS ARE IDENTIFIED.

LEGEND
EXISTING OR PROPOSED
ASPHALT OVELAY
PROPOSED PAVEMENT REPAIR

DATE
REVISIONS
STANDARD A2-03
DETAIL OF BUTT JOINT, TYPE 1

NOTES FOR BUTT JOINT, TYPE 1:

1. The above work shall be performed at the end of all CLOVERMAT operations. Removal of Concrete Pavement shall be performed in contract lots, per section and for the portion of the concrete pavement located between the butt joints. Cutout displays to be made for proper asphalt surface course and asphaltic-mastic course, of the type specified in the contract.

2. Only approved scraping or milling equipment shall be used to remove the concrete pavement.

3. Regardless of type of surface mix used, number of courses or layers, the overall thickness, transition length shall be based on 2,70 and 1,30 and the minimum layer thickness, shall be 1.17.

4. Refer to the contract documents for the required grade and surface course materials. See the thickness of the surface course specified in the contract. See the thickness of the pad course specified in the contract, see note 2.

DETAIL OF BUTT JOINT, TYPE 2

AT EXISTING OVERLAY AREAS

NOTES FOR BUTT JOINT, TYPE 2:

1. The above work shall be performed at the end of all CLOVERMAT operations. Removal of Concrete Pavement shall be performed in contract lots, per section and for the portion of the concrete pavement located between the butt joints. Cutout displays to be made for proper asphalt surface course and asphaltic-mastic course, of the type specified in the contract.

2. Asphalts overlay to be placed under proper asphaltic-mastic course and asphaltic-mastic course, of the type specified in the contract.

3. Refer to the contract documents for the required grade and surface course materials.
TRANSVERSE CONSTRUCTION JOINT
(JOINTED PLAIN CONCRETE PAVEMENT)

GENERAL NOTES:
1. BONDED BAR CAPS SHALL BE PLACED ON OPPOSITE END OF ADJACENT BONDED BARS.
2. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
3. ** PAVEMENT THICKNESS
4. A细分 CUT WILL BE PROVIDED FOR PAVEMENT CRACK CONTROL.
# Reinforcement Bar Lap Plan Longitudinal Reinforcement Bars

## General Notes

1. Any changes to the diagram or specifications must be approved in writing by the Illinois Tollway.
2. This diagram shows the lap detail specified in the project plans and contract documents for details.
3. The distance from the edge of the transverse bar to the edge of the transverse bar specified by the project plans.
4. The amount of steel reinforcement in each lap detail is subject to project plans and contract documents for details.

### Diagram Details

**Lap Detail 1**

**Lap Detail 2**

**Lap Detail 3**

### Reinforcement Bar Schedule

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### Date

**Reinforcement Bars for CRC Pavement Standard A12-00**

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**Diagram Source:** Illinois Tollway

**Diagram Date:** June 2009

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JOINTED PCC RAMP ADJACENT TO JOINTED PCC MAINLINE PAVEMENT

NOTES:
1. ALL PAVEMENT JOINTS SHALL BE DET 별시 AS SHOWN ON DETAIL, STANDARD Edge AND JOIN. slicer, main, 4000, EXCEPT EXPANSION JOINTS SHALL BE AS DESCHEDE IN THE SPECIFICATIONS. BONDED PREPARED JOINT SEAL.
2. THE THICKNESS OF THE JOINTED RAMP PAVEMENT IN THE TANGENT AREA SHALL MATCH THE MAINLINE PAVEMENT. THE EXTRA THICKNESS OF PAVEMENT SHALL BE INCLUDED IN THE PRICE FOR THE RAMP PAVEMENT.
3. STRESS SHALL BE THE MINIMUM DIMENSION AS SHOWN AND ALIGNED WITH A MAINLINE TRANSVERSE JOINT.
4. TEMPORARY MEASUREMENTS OF JOINTS SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.
5. THE SPECIFIED JOINT SPACING SHALL BE 15'.
6. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' Wide. TYPICAL SPACING IS 25' LONG BY 25' Wide. CONSTRUCTION JOINT LOCATION IN THE MEMORANDUM SHALL BE SHOWN.
7. DIMENSION OF LINE 1 SHALL BE AS ShOWN ON THE PLANS.
JOINTED PCC RAMP ADJACENT TO JOINTED PCC MAINLINE PAVEMENT

NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DEPICTED AS SHOWN ON DRAWING. STANDARD Joint must be Standard, 4.5 in. wide, unless otherwise specified in the construction documents. Standard joint shall be as specified in the construction documents.

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

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


5. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15'vi

6. AS ADDITIONAL RAMP LINES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15'vi. TYPICAL SPACING IS 15'vi LONG BY 15'vi WIDE. TRANSVERSE JOINT LOCATIONS IN THE TAPER AREA SHALL BE MODIFIED.

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

1. ALL PAVEMENT Joints SHALL BE Detailed AS SHOWN ON
   HIGHWAY STANDARD AS AND ACCORDING WITH STANDARD
   REQUIREMENTS. EXCEPT EXPANSION JOINT Seal SHALL BE AS
   DESCRIBED IN THE SPECIAL PROVISION, BONDED PRECURED
   JOINT Seal.

2. SEE STANDARD A95 REINFORCEMENT BARS FOR CRC
   PAVEMENT FOR DETAILS OF PAVEMENT REINFORCEMENT.

3. THE THICKNESS OF THE JOINTED RAMP PAVEMENT IN THE
   TRANSITION AREA SHALL MATCH THE MAINLINE PAVEMENT.
   THE EXTRAS THICKNESS OF PAVEMENT SHALL BE INCLUDED
   IN THE PRICE FOR THE RAMP PAVEMENT.

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

5. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM
   JOINT SPACING SHALL BE TO LONG OF 15" WHERE TYPICAL
   SPACING IS 28 LONG BY 12 WITH LONGITUDINAL JOINTS
   LOCATIONS IN THE WEB PATH SHALL BE UNCHANGED.

6. DIMENSIONS OF LANE 1 SHALL BE AS SHOWN ON THE
   PLANS.
JOINTED PCC RAMP ADJACENT TO JOINTER PCC MAINLINE PAVEMENT

NOTES:

1. All pavement joints shall be detailed as shown on Illinois Tollway Standard at and 12,023, Min. Standard 42000. Joints are expansion joint, shall be as described in the pertinent provisions. Bonded plain joint seal.

2. Joints shall be the minimum dimension as shown and aligned with the mainline expansion joints.

3. Edge of pavement shall be adjusted to be aligned with the mainline expansion joint.

4. Typical PCC joint spacing shall be 15'.

5. The thickness of the jointed PCC is the thickness of the mainline pavement. The ultimate thickness of the joint shall be placed in the price for the PCC pavement.

6. Ramp narrows from 21' to 18'.

7. As additional ramp lanes are added, the maximum joint spacing shall be 15' long by 15' wide. Typical spacing is 1' long by 15' wide. Longitudinal joint locations in the wheel path shall be avoided.

8. Dimension of lane 1 shall be as shown on the plans.

DETAIL A

DETAIL B

GORE AND RECOVERY TAPER PAVEMENT TYPE AND THICKNESS TO MATCH MAINLINE.

LONGITUDINAL REVERSED JOINT WITHOUT THE BARS IN PARALLEL TO RAMP BASELINE.

RAMP BASELINE

EDGE OF MAINLINE PAVEMENT

PCC expansion joint

LONGITUDINAL REVERSED JOINT WITHIN THE BARS IN PARALLEL TO RAMP BASELINE

RAMP BASELINE

MAINLINE PAVEMENT

ASPHALT SMUDGER TYPE

270° TAPER

SEE DETAIL 2

SEE NOTES

REVISIONS

ILLINOIS TOLWAY

DATE

REVISIONS

SCHEDULE SHEET 1 OF 2

PARALLEL EXIT RAMP TERMINAL

STANDARD AIE-01

APPROVED DATE
NOTES:
1. ALL PAVEMENT JOINTS SHALL BE DETAILLED AS SHOWN ON TOLIARY STANDARD AT AND 3/2/01, RAMP STANDARD A6000. EXPANSION JOINT SEAL SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREMIXED JOINT SEAL.
2. TYPICAL JUNCTION JOINT SPACING SHALL BE 15'.
4. RAMP HARRISES FROM 22' TO 18'.
5. AS ADDITIONAL RAMP LANE ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 30' BY 30' DEGREES. TYPICAL SPACING IS TO BE 30' BY 15'. THE MAINjong JOINT LOCATIONS IN THE TRANSITION AREA SHALL BE DETERMINED.
6. DIMENSION OF LANE 1 SHALL BE AS SHOWN ON THE PLAN.
NOTES:
1. ALL PAVEMENT JOINTS SHALL BE DETAILLED AS SHOWN ON DETAIL SHEET 10 AND LIMITS, NO. 1, STANDARD APRIL, EXCEPT EXPANSION JOINT SEAL IS AS SHOWN IN THE SPECIAL PROVISION. BOVEDSEAL PURCHASED JOINT SEAL.
2. D eating joint shall be the minimum dimension as shown and aligned with a mainline transverse joint.
3. If more location shall be adjusted to be aligned with a mainline transverse joint.
4. Typical PCC joint spacing shall be 18 in.
5. Ramp narrows from 21 ft to 14 ft.
6. The thickness of the jointed ramp pavement shall match the mainline pavement. The extra thickness of the mainline pavement shall be included in the price for the ramp pavement.
7. As additional ramp lanes are added, the maximum joint spacings shall be 15 ft long by 30 in. Typical spacing is 15 ft long by 12 in. longitudinal joint locations on the wheel path shall be minimized.
8. Dimension of lane 1 shall be as shown on the plans.
NOTES:
1. ALL PAVEMENT JOINTS SHALL BE DETAIL AS SHOWN ON TOLERANCE STANDARDS AT AND NOUX, WY, STANDARD 420000. EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISIONS. HONED PRECISION JOINT SEAL.

2. SEE STANDARD A2 REINFORCEMENT BARS FOR CURB PAVEMENT FOR DETAILS OF REINFORCEMENT REQUIREMENTS.

3. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15', 600MM.

4. RAMP TAPER FROM 18' TO 14'.

5. THE THICKNESS OF THE JOINTER RAMP PAVEMENT SHALL MATCH THE MAJOR PAVEMENT, THE EXACT THICKNESS OF PAVEMENT SHALL BE INCLUDED IN THE PRICE FOR THE RAMP PAVEMENT.

6. AS ADDITIONAL RAMP LINES ARE ADDED, THE MAXIMUM JOINTER SPACING SHALL BE 15' LONG BY 15' WIDE, TYPICAL SPACING IS 15' LONG BY 15' WIDE. JOINTER LOCATION IN THE WHEEL PATH SHALL BE UNIFORMED.

7. DIMENSION OF LINE 1 SHALL BE AS SHOWN ON THE PLANS.
FABRICATION GENERAL NOTES

11. Include a 1/8 inch RS at all sides of the slab to be installed and a 1/8 inch RS at all edges of the slab.
12. The exposed surface of all exposed slabs shall be finished to the standard specifications. The exposed surface shall be finished to the standard specifications.
13. The exposed surface of all exposed slabs shall be finished to the standard specifications. The exposed surface shall be finished to the standard specifications.
14. The exposed surface of all exposed slabs shall be finished to the standard specifications. The exposed surface shall be finished to the standard specifications.
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Fabrication:

1. Precast working drawings shall be included in the following information:
   a. slab layout drawings for all standard slabs and for each custom slab to be fabricated, with accuracy of dimensions, sizes, and quantities of materials and methods of installation.
   b. A pre-cast concrete for each custom slab.
   c. The size and location of each custom slab to be installed.
   d. The size and location of each custom slab to be installed.
   e. The size and location of each custom slab to be installed.
   f. The size and location of each custom slab to be installed.
   g. The size and location of each custom slab to be installed.
   h. The size and location of each custom slab to be installed.

2. For standard slabs:
   a. Use standard dimensions on the standard drawings for each section of the slab.
   b. Use standard dimensions on the standard drawings for each section of the slab.
   c. Use standard dimensions on the standard drawings for each section of the slab.
   d. Use standard dimensions on the standard drawings for each section of the slab.
   e. Use standard dimensions on the standard drawings for each section of the slab.
   f. Use standard dimensions on the standard drawings for each section of the slab.

3. For custom slabs:
   a. Use standard dimensions on the standard drawings for each section of the slab.
   b. Use standard dimensions on the standard drawings for each section of the slab.
   c. Use standard dimensions on the standard drawings for each section of the slab.
   d. Use standard dimensions on the standard drawings for each section of the slab.
   e. Use standard dimensions on the standard drawings for each section of the slab.
   f. Use standard dimensions on the standard drawings for each section of the slab.

4. Fabrication:
   a. A pre-cast concrete for each custom slab to be installed.
   b. The size and location of each custom slab to be installed.
   c. The size and location of each custom slab to be installed.
   d. The size and location of each custom slab to be installed.
   e. The size and location of each custom slab to be installed.
   f. The size and location of each custom slab to be installed.

5. Dimensions:
   a. The size and location of each custom slab to be installed.
   b. The size and location of each custom slab to be installed.
   c. The size and location of each custom slab to be installed.
   d. The size and location of each custom slab to be installed.
   e. The size and location of each custom slab to be installed.
   f. The size and location of each custom slab to be installed.

6. Materials:
   a. Use standard dimensions on the standard drawings for each section of the slab.
   b. Use standard dimensions on the standard drawings for each section of the slab.
   c. Use standard dimensions on the standard drawings for each section of the slab.
   d. Use standard dimensions on the standard drawings for each section of the slab.
   e. Use standard dimensions on the standard drawings for each section of the slab.
   f. Use standard dimensions on the standard drawings for each section of the slab.

7. For lifting:
   a. Use standard dimensions on the standard drawings for each section of the slab.
   b. Use standard dimensions on the standard drawings for each section of the slab.
   c. Use standard dimensions on the standard drawings for each section of the slab.
   d. Use standard dimensions on the standard drawings for each section of the slab.
   e. Use standard dimensions on the standard drawings for each section of the slab.
   f. Use standard dimensions on the standard drawings for each section of the slab.

8. For lifting:
   a. Use standard dimensions on the standard drawings for each section of the slab.
   b. Use standard dimensions on the standard drawings for each section of the slab.
   c. Use standard dimensions on the standard drawings for each section of the slab.
   d. Use standard dimensions on the standard drawings for each section of the slab.
   e. Use standard dimensions on the standard drawings for each section of the slab.
   f. Use standard dimensions on the standard drawings for each section of the slab.

9. For lifting:
   a. Use standard dimensions on the standard drawings for each section of the slab.
   b. Use standard dimensions on the standard drawings for each section of the slab.
   c. Use standard dimensions on the standard drawings for each section of the slab.
   d. Use standard dimensions on the standard drawings for each section of the slab.
   e. Use standard dimensions on the standard drawings for each section of the slab.
   f. Use standard dimensions on the standard drawings for each section of the slab.

10. For lifting:
    a. Use standard dimensions on the standard drawings for each section of the slab.
    b. Use standard dimensions on the standard drawings for each section of the slab.
    c. Use standard dimensions on the standard drawings for each section of the slab.
    d. Use standard dimensions on the standard drawings for each section of the slab.
    e. Use standard dimensions on the standard drawings for each section of the slab.
    f. Use standard dimensions on the standard drawings for each section of the slab.
TYPICAL REINFORCEMENT DETAIL FOR STANDARD SLABS

REINFORCEMENT SECTION A-1

Two ways of reinforcement shall be provided to all custom slabs greater than 6 ft. Longitudinal length to be opened to traffic before grouting is completed.

All cuts are to be fit to #5 bar.

Saw cuts on longitudinal edges shall be no more than 6” off the edges.

REINFORCEMENT SECTION B-1

One way of reinforcement shall be provided 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 cuts are to be fit to #5 bar.

Saw cuts on longitudinal edges shall be no more than 6” off the edges.

REINFORCEMENT SECTION A-2

Two ways of reinforcement shall be provided to all custom slabs greater than 6 ft. Longitudinal length to be opened to traffic before grouting is completed.

All cuts are to be fit to #5 bar.

Saw cuts on longitudinal edges shall be no more than 6” off the edges.

REINFORCEMENT SECTION B-2

One way of reinforcement shall be provided 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 cuts are to be fit to #5 bar.

Saw cuts on longitudinal edges shall be no more than 6” off the edges.

NOTE:

* Full clearance for top reinforcement shall be provided for slabs to fit together firmly or to self-align.
TYPICAL REINFORCEMENT DETAIL FOR CUSTOM SLABS

REINFORCEMENT SECTION A-A
These bars of reinforcement shall be for application to all custom slabs greater than 6 ft., longitudinal length to be opened to provide space during construction. All bars are to fit to slab.

REINFORCEMENT SECTION A-B
One way of reinforcement shall be for application to all standard slabs and not any custom slabs shorter than 6 ft., longitudinal length to be opened to provide space only after construction is complete. All bars are to fit to slab.

NOTE:
For all custom slabs of specified lengths, reinforcement shall be laid out in a predetermined grid pattern. Not shown.

*No allowance for top reinforcement shall be allowed for placed slab to fit precisely onto reinforced underneath.
STANDARD 12'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT
WITH EMBEDDED DOVELS FOR PRECUT WIDE MOUTH
SLOTS IN ADJACENT PAVEMENT

NOTES:
1. THE WIDTH AND LENGTH OF PRODUCED SECTIONS SHALL BE THE INDICATED DIMENSIONS ONLY.
2. FOR VERTICAL LINE SLAB OPENINGS/PATCHESS LESS THAN 12'-6" IN WIDTH AND GREATER THAN 12'-6" IN LENGTH THE SANDING/ENGRAVING SLOTS CAN BE SAND BLASTED OR SAW CUT OPENING TO FIT THE OPENING AND THE REQUIRED SLOTS.
3. SEE DETAIL OF MORTAR JOINTS.
4. ALL SLOTS MUST BE SAW CUT OR SIDE CUT TO ALLOW FOR CEMENT JOINTS TO THE SURROUNDING SLAB AS INDICATED.
5. SEE NOTES 5 AND 6.

STANDARD 12'-6" WIDE PANEL LAYOUT FOR CONSECUTIVE PLACEMENT

NOTES:
1. THE WIDTH AND LENGTH OF PRODUCED SECTIONS SHALL BE THE INDICATED DIMENSIONS ONLY.
2. FOR VERTICAL LINE SLAB OPENINGS/PATCHESS LESS THAN 12'-6" IN WIDTH AND GREATER THAN 12'-6" IN LENGTH THE SANDING/ENGRAVING SLOTS CAN BE SAND BLASTED OR SAW CUT OPENING TO FIT THE OPENING AND THE REQUIRED SLOTS.
3. SEE DETAIL OF MORTAR JOINTS.
4. ALL SLOTS MUST BE SAW CUT OR SIDE CUT TO ALLOW FOR CEMENT JOINTS TO THE SURROUNDING SLAB AS INDICATED.
5. SEE NOTES 5 AND 6.
STANDARD 13'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH EMBEDDED DOWELS FOR PRECAST WIDE MOUTH SLOTS IN ADJACENT PAVEMENT.

NOTES:

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

2. FOR ISOLATE LINE SLAB OPENING MATCHES LESS THAN 1-5/8" IN WIDTH AND GREATER THAN 1-5/8" IN WIDTH, THE STANDARD PRECAST SLAB CAN BE USED BUT MUST BE FITTED TO THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING BEVELLED Corners, OXVEMBER, THE SLAB SERRATION LOCATION MUST BE PERFORMED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.

3. SLAB THICKNESS SHALL BE 61/2" ± 1/4".

4. A PLUMB BACKER Rod SHALL BE PLACED AROUND THE OUTSIDE DIAMETER OF THE SLAB AT THE Bottom OF THE SLAB before THE SLAB HAS BEEN SET AND BEFORE BEVELLING. NICE TO THE BEVELLING LEVELLING PERFORM. THE BACKER Rod SHALL NOT BE REMOVED until THE SLAB HAS BEEN LEVELLED WITH FAVORABLE FALL.

5. SEE SHEET 3 FOR SECTION DETAILS.

6. IT SHALL BE THE CONTRACTOR'S OPTION TO REPLACE ANY DOWELS BAR SEEN OR OMITTED SLABS AS SHOWN ON THESE DRAWINGS WITH FULLY RETICULATED DOWEL BAR SET INSTALLED IN ACCORDANCE WITH SECTION 6.7.7. THE CONTRACTOR MAY SUBSTITUTE AN APPROVED FLEXIBLE JOINT TO LOCATE THE DOWEL BAR SETS TO MINIMIZE SPACING AND ALIGNMENT OF THE DOWEL BAR SETS IN ACCORDANCE WITH THESE REQUIREMENTS, DIAMONDS RAID BAR SEEN OR OMITTED SLABS shall be used to MAKE DOWEL BAR INSTALLATIONS TO THE TRANSVERSE NONDESTRUCTIVE JOINT LINE TO ALLOW FOR DOWEL BAR INSTALLATIONS WITHIN THE SPECIFIED TOLERANCES.

7. SEE NOTE 6 ON SHEET 3 FOR DOWEL BAR INSTALLATIONS WITHIN THE SPECIFIED TOLERANCES.
STANDARD 12'-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 PRECAST PANELS SHALL BE THE PRESCRIBED DIMENSIONS ± 1/8".
2. FOR HOLE VOLUMETRIC OPENINGS LESS THAN 12'-4" IN BOTH AND GREATER THAN 12'-4" IN BOTH, THE PRECAST PANELS SHALL BE CUT TO THE OPENING AND TO MAXIMUM ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. SIMILARLY, THE SWING PANEL LOCATION MUST BE PRESCRIBED BY THE CONTRACTOR AND THE HOLES MARKED AS A CUSTOM SLAB.
3. FOR HOLE VOLUMETRIC OPENINGS LESS THAN 12'-4" IN BOTH AND GREATER THAN 12'-4" IN BOTH, THE PRECAST PANELS SHALL BE CUT TO THE OPENING AND TO MAXIMUM ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS, SIMILARLY, THE SWING PANEL LOCATION MUST BE PRESCRIBED BY THE CONTRACTOR AND THE HOLES MARKED AS A CUSTOM SLAB.
4. SLAB THICKNESS SHALL BE 12'-0".
5. A REBAR BACKER ROD SHALL BE PLACED ALONG THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS WHERE THE SLAB HAS BEEN CUT AND BEFORE RESETTING SLAB ON PRECASTED LEVELING FILM. HOLES SHALL NOT BE REQUIRED AND SLAB IS LEVELLED WITH PRECASTED FILM.
6. SEE SHEET 7 FOR DETAIL DETAILS.
7. SEE NOTE 6 ON SHEET 3 FOR LOCATION UNDERPLACING GROUT PORTS.
INSTALLATION GENERAL NOTES

1. WHEN THE TRANSVERSE JOINTS OF ANY PRECAST SLAB CAN NOT BE ALIGNED WITH THE JOINTS IN ADJACENT LAYERS, A MINIMUM 7"-7" SPACER BETWEEN JOINTS SHOULD BE PROVIDED.


3. THE TRANSVERSE JOINT OF ANY PRECAST SLAB SHALL BE NO LESS THAN 9"-9" FROM THE END OF AN EXISTING JOINT TO THE CENTER OF THE TRANSVERSE JOINT OF ANY OTHER PRECAST SLAB IN THE SAME LAYER. THE TRANSVERSE JOINT MAY BE ADJUSTED TO PROVIDE A MINIMUM JOINT WIDTH BETWEEN JOINTS IN ADJACENT LAYERS NOT LESS THAN 1-1/4".

4. PRIOR TO THE INSTALLATION OF ANY PRECAST STANDARD SLAB IN A ROADWAY, THE MAIL-THICKNESS EXISTING CONCRETE FILLING JOINTS SHALL BE MEASURED. EACH JOINT SHALL BE ADJUSTED TO PROVIDE A MINIMUM 7"-7" JOINT WIDTH BETWEEN JOINTS IN ADJACENT LAYERS, A MINIMUM 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS, AND A MINIMUM 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS. THE JOINTS IN ADJACENT LAYERS OF THE SAME SLAB SHALL NOT BE LESS THAN 1-1/4". THE MINIMUM JOINT WIDTH BETWEEN JOINTS IN ADJACENT LAYERS OF THE SAME SLAB SHALL NOT BE LESS THAN 1-1/4".

5. THE INSTALLATION OF ANY PRECAST STANDARD SLAB SHALL BE IN ACCORDANCE WITH THE INSTALLATION METHODS SHOWN ON THE DRAWING. THE INSTALLATION METHODS SHOWN ON THE DRAWING ARE SUBJECT TO CHANGE WITHOUT NOTICE.

6. ACROSS STANDARD SLABS
   A. THE DIVIDER DOOR STEMS OF JOINTED STANDARD PRECAST SLABS SHALL BE IDENTIFIED IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
   B. THE DIVIDER STEMS OF CONCRETE STANDARD PRECAST SLABS SHALL BE IDENTIFIED IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
   C. THE DIVIDER STEMS OF JOINTED STANDARD PRECAST SLABS SHALL BE IDENTIFIED IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
   D. THE DIVIDER STEMS OF CONCRETE STANDARD PRECAST SLABS SHALL BE IDENTIFIED IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

7. ACROSS CUSTOM MADE SLABS
   A. THE DIVIDER STEMS OF CUSTOM DESIGNED PRECAST SLABS SHALL BE PLACED IN ACCORDANCE WITH THE INSTALLATION METHODS SHOWN ON THE DRAWING. THE INSTALLATION METHODS SHOWN ON THE DRAWING ARE SUBJECT TO CHANGE WITHOUT NOTICE.
   B. THE DIVIDER STEMS OF CUSTOM DESIGNED PRECAST SLABS SHALL BE PLACED IN ACCORDANCE WITH THE INSTALLATION METHODS SHOWN ON THE DRAWING. THE INSTALLATION METHODS SHOWN ON THE DRAWING ARE SUBJECT TO CHANGE WITHOUT NOTICE.
   C. THE DIVIDER STEMS OF CUSTOM DESIGNED PRECAST SLABS SHALL BE PLACED IN ACCORDANCE WITH THE INSTALLATION METHODS SHOWN ON THE DRAWING. THE INSTALLATION METHODS SHOWN ON THE DRAWING ARE SUBJECT TO CHANGE WITHOUT NOTICE.
   D. THE DIVIDER STEMS OF CUSTOM DESIGNED PRECAST SLABS SHALL BE PLACED IN ACCORDANCE WITH THE INSTALLATION METHODS SHOWN ON THE DRAWING. THE INSTALLATION METHODS SHOWN ON THE DRAWING ARE SUBJECT TO CHANGE WITHOUT NOTICE.

8. CONDITIONAL TIE BAR STITCHING
   A. FOR PRECAST SLABS SUPPORTED AND LEVELLED BY PRECASTER, TIE BAR INSTALLATION SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
   B. FOR PRECAST SLABS SUPPORTED AND LEVELLED BY PRECASTER, TIE BAR INSTALLATION SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
   C. FOR PRECAST SLABS SUPPORTED AND LEVELLED BY PRECASTER, TIE BAR INSTALLATION SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

9. BONDED REFLECTIVE SHEETING
   A. FOR PRECAST SLABS SUPPORTED AND LEVELLED BY PRECASTER, TIE BAR INSTALLATION SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
   B. FOR PRECAST SLABS SUPPORTED AND LEVELLED BY PRECASTER, TIE BAR INSTALLATION SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
   C. FOR PRECAST SLABS SUPPORTED AND LEVELLED BY PRECASTER, TIE BAR INSTALLATION SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

10. MATERIALS
    A. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
    B. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
    C. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

11. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

12. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

13. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

14. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

15. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

16. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.

17. FOR CUSTOM DESIGNED PRECAST SLABS, THE MATERIALS AND UNDERLYING MORTAR FOR THE CUSTOM DESIGN SHALL BE IN ACCORDANCE WITH PERFORMANCE LEVEL 7"-7" SPACER BETWEEN JOINTS IN ADJACENT LAYERS.
INSTALLATION GENERAL NOTES

20. If the finished pavement is the existing structural slab, is open for traffic before the finished pavement is open to traffic, or if the finished pavement is open for traffic within 48 hours after the finished pavement is open, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

21. Levelling material placed before the slab installation shall be either a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a finished pavement, or a

22. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

23. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

24. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

25. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

26. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

27. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

28. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

29. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

30. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

31. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

32. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

33. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

34. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

35. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

36. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

37. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

38. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

39. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

40. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

41. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

42. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.

43. Prior to slab placement, the finished pavement shall be constructed in accordance with the provisions of the Standard Specifications for Highway and Street Construction, and shall be Acceptance of the finished pavement shall be deferred until the finished pavement and the finished pavement have met the requirements of the Standard Specifications for Highway and Street Construction.
DETAIL D - WIDE MOUTH DOWEL BAR PLACEMENT

DETAIL FOR STANDARD PRECAST PANELS

1. Place foam core boards to the top of slab.
2. Upon completion, the finished surface of the concrete backfill material shall to be below existing concrete surface.

SECTION 0-0

DETAIL FOR STANDARD PRECAST PANELS

THIS DETAIL APPLIES TO ALL REINFORCED STANDARD
SLABS AND POLISHED PLAIN STANDARD SLABS

NOTES:

SECTION 1-1
DETAIL E - WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR
CONSECUTIVE STANDARD PRECAST PANELS

NOTES:
1. PLACE CEMENT BOARD TO THE
   TOP OF PANEL.
2. UPON COMPLETION, THE EXISTING
   SURFACE OF THE CONCRETE
   BARRIER MATERIAL SHALL NOT BE
   BELOW EXISTING CONCRETE SURFACE.

ILLINOIS TOLLWAY
PRECAST PAVEMENT SLABS
STANDARD A18-02
DETAIL F, WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR THE LAST TRANSFER JOINT OF CONSECUTIVELY PLACED STANDARD PRECAST PANELS

NOTES:
1. PLACE CORE BOARDS TO THE TOP OF PLATE.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL BE BELOW THE EXISTING CONCRETE SURFACE.

CHAIR DETAIL
INSTALLATION DETAIL FOR CUSTOM SLABS
DETAIL H - LONGITUDINAL TIE BAR
STITCHING FOR PRECAST PANELS

NOTES FOR THE TIE STITCHING:

1. HOLE MACHINES THAT ARE DEIGNED AT A 45° ANGLE TO THE
   PRECAST PANELS SO THAT THEY INTERSECT THE LONGITUDINAL
   CHORD OR JOINT AT ABOUT MID-HEIGHT. IT IS IMPORTANT TO
   START DRILLING THE HOLE AT A CONSISTENT DISTANCE FROM THE
   JOINT, IN ORDER TO CONSISTENTLY DRILL AT THE MID-HEIGHT OF
   THE SLAB.

2. HOLE SENSITIVITIES ARE PERPENDICULAR TO THE JOINT ON PLAN
   VIEW AT EACH LOCATION WHERE DRILLED.

3. SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE
   SURFACE, SUCH AS A MERCURY POWERED DRILL. SELECT A DRILL
   DIAMETER NO MORE THAN 1/4 IN. LESSER THAN THE TIE BAR
   DIAMETER. CONSIDER A DRILL-MOUNTED DRILL IF A HIGHER
   PRODUCTIVITY IS NEEDED.

4. HOLE MACHINES WITH NO LESS THAN 6 INCH BAY SPACING.
   HOLE MACHINES ARE PLACED IN OPPOSITE DIRECTIONS ACROSS
   THE JOINT. THE HOLES AND ASPIRED TIE BAR SHALL BE HOLE
   LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR
   ANY PRECAST OR REPAIR TRANSVERSE JOINT.

5. TIE BARS ARE NO MORE THAN 1 INCH FROM THE SLAB
   SURFACE.

6.⬅️️ BLOW THE HOLES TO REMOVE DUST AND RESIDUE AFTER
   DRILLING.

7. INJECT ADHESIVE INTO THE HOLES, LEAVING SOME VOLUME FOR
   THE BAR TO OCCUPY THE HOLE. PLACING THE ADHESIVE IN
   ADHESIVE FOR SMALL QUANTITIES.

8. INJECT THE NO 6 TIE BARS INLAY BETWEEN THE TIE BARS INTO THE
   HOLE. LEAVING ABOUT 1/2 IN. TO THE TOP OF BAR TO THE
   PRECAST PANEL SURFACE. ADHESIVE THE BARS SHALL BE INLAY
   COMPLETELY.

9. REMOVE EXCESS ADHESIVE AND FREEZE PLUG WITH THE PANELS
   SURFACE.