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<td>Notes 6 and 7 have been renumbered.</td>
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New Sheet
NOTES: PARTIAL DEPTH ASPHALT
1. LOCATION OF REPAIR AREAS SHALL BE DETERMINED BY THE ENGINEER.
2. MINIMUM CRACK CUT SHALL BE TO A DEPTH OF 2".
3. MINIMUM DIMENSIONS SHALL BE AS SHOWN.
4. TACK COAT SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE CRACK.
5. ALL CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1/2".
6. THE CRACK CAN AND ASPHALT SURFACE ENCAPSULATE SHALL BE APPLIED TO THE CONTACT INTERFACE FOR REPAIR (PARTIAL DEPTH ASPHALT).

GENERAL NOTES:
2. THE CRACK CUT REPAIRS SHALL BE CLEANS OF ALL DIRT, LOOSE OR SPALLED CONCRETE AND FOREIGN MATERIALS TO A DEPTH WHERE THE CRACK SEEMS LESS THAN 1/4" DEEP OR UNLESS THE REINFORCEMENT IS ENCOUNTERED. THIS WORK SHALL BE PERFORMED BY MEANS OF APPLIED HAND TOOLS AND AIR OR PNEUMATIC TOOLS.
3. AFTER REMOVING LOOSE MATERIALS IN AND AROUND THE CRACK, THE CRACK OR JOINT SHALL BE FILLED WITH MATERIALS IN CONFORMITY TO SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
4. THE ASPHALT MATERIAL SHALL BE APPLIED TO ALL CRACK AND JOINTS AS REQUIRED BY THE ENGINEER.
5. REMOVED APPLIED MATERIALS, OR AS DIRECTED BY THE ENGINEER.
6. WHEN THE SPALLED OR SPALLED AREAS EXTEND BELOW THE REINFORCEMENT STALL OR ONE-SHALF THE REPAIR THICKNESS, A FULL DEPTH REPAIR SHALL BE CONSTRUCTED.

LEGEND
- EXISTING ASPHALT OVERLAY
- EXISTING REPAIR MATERIAL
- EXISTING CONCRETE
- EXISTING ASPHALT COATING
- EXISTING PCC PAVEMENT
- EXISTING CRACK AND JOINT REPAIR

NOTES: 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 CONCRETE PAVEMENT.
4. TAKED COAT MAY BE ELIMINATED IF ROLLING EQUIPMENT IS USED AND VERTICAL AND STRAIGHT EDGES ARE OBTAINED.
NOTES FOR ASPHALT PRESSURE RELIEF JOINTS:

1. All materials shall be of high standard and be supplied in accordance with the specifications of the Engineer. Materials shall be certified and tested in accordance with the specifications of the Engineer.

2. The proposed joint shall be of a type that is compatible with the proposed overlay material and shall be installed in accordance with the specifications of the Engineer.

3. The proposed joint shall be installed at the location specified in the plans and specifications of the Engineer. The exact location of the joint shall be determined by the Engineer in the field.

4. The proposed joint shall be constructed in accordance with the specifications of the Engineer.

5. The proposed joint shall be installed in accordance with the specifications of the Engineer.

6. The proposed joint shall be installed in accordance with the specifications of the Engineer.

LEGEND

- PCC Pavement
- Proposed Surface Course and Base for Asphalt Pavement
- Proposed Overlay
- Granular Subbase

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TEMPORARY ASPHALT WEDGE AT SCARIFIED BUTT JOINT

NOTES FOR TEMPORARY ASPHALT WEDGE AT SCARIFIED BUTT JOINT

TEMPORARY TRANSVERSE BUTT JOINT

NOTES FOR TEMPORARY TRANSVERSE BUTT JOINT

TEMPORARY LONGITUDINAL BUTT JOINT

NOTES FOR TEMPORARY LONGITUDINAL BUTT JOINT

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. THE REMOVAL OF CONCRETE PAYMENT WILL BE INCLUDED IN CONTRACT UNIT PRICE PER SQUARE YARD FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT". ASPHALT OVERLAY TO BE PAID FOR UNDER ITEMS "ASPHALT BINDER COURSE" AND "ASPHALT SURFACE COURSE", OF THE TYPE SPECIFIED ON THE CONTRACT.

2. ONLY APPROVED SCARIFYING OR MILLING EQUIPMENT SHALL BE USED TO SCARIFY THE CONCRETE PAVEMENT.

3. REGARDLESS OF TYPE OF SURFACE WAX USED, NUMBER OR THICKNESS OF LAYERS OR LAYERS, THE OVERLAY THICKNESS TRANSITION LENGTH SHALL BE BASED ON 1" IN 6 FT AND THE MINIMUM LAYER THICKNESS SHALL BE 1.25".


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. THE REMOVAL OF ASPHALT OVERLAY AND BASELAY WILL BE INCLUDED IN CONTRACT UNIT PRICE PER SQUARE YARD FOR "PORTLAND CEMENT CONCRETE REMOVAL - BUTT JOINT".

2. ASPHALT OVERLAY TO BE PAID UNDER ITEMS "ASPHALT BINDER COURSE" AND "ASPHALT SURFACE COURSE", OF THE TYPE SPECIFIED ON THE CONTRACT.

3. REFER TO THE CONTRACT DOCUMENTS FOR THE REQUIRED BINDER AND SURFACE COURSE MATERIALS.
TRANSVERSE CONSTRUCTION JOINT
(JOINED PLAIN CONCRETE PAVEMENT)

GENERAL NOTES
1. STEEL BAR CAPS SHALL BE PLACED ON OPPOSITE END OF ADJACENT BAR CAPS.
2. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
3. 'P' = PAVEMENT THICKNESS
4. A 1/8" GAP CUT SHALL BE PROVIDED FOR PAVEMENT CRACK CONTROL.
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON I.D.O.T. HWY. STANDARD 420001, EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PERFORMED JOINT SEALER.

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

4. 7' NOSE LOCATION SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.

5. TYPICAL PCC PAVEMENT 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 15' LONG BY 12' WIDE. LONGITUDINAL JOINT LOCATION IN THE WHEEL PATH SHALL BE MINIMIZED.
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON JDOT, HAY, STANDARD 42/2002. EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREFORMED JOINT SEALER.

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. SEE STANDARD 412 (BAR REINFORCEMENT) FOR CRCP PAVEMENT FOR DETAILS OF PAVEMENT REINFORCEMENT.

4. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 25 FEET.

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

1. ALL PAVEMENT JOINTS SHALL BE DETAILLED AS SHOWN ON I.D.O.T., HAY. STANDARD 42000; EXCEPT EXPANSION JOINT SEALANTS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREFORMED JOINT SEALER.

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

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


5. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15 FEET.

6. AS ADDITIONAL RAMP LINES 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.
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON I.O.T. HIGHWAY STANDARD 420001, EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREFORMED JOINT SEALER.

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

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

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

5. THE THICKNESS OF THE JOINTED RAMP PAVEMENT SHALL MATCH THE MAINLINE PAVEMENT.

6. RAMP NARROWS FROM 24' TO 18'. LONGITUDINAL JOINT SHALL TRANSITION FROM 10' FROM THE RAMP BASELINE TO 9' FROM THE RAMP BASELINE.

7. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE, 15' LONG BY 12' WIDE, LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.
NOTES:
1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON I.D.O.T., RWP, STANDARD 42000, EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREFORMED JOINT SEALERS.
2. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15 FEET.
3. THE THICKNESS OF THE HOTTED RAMP PAVEMENT SHALL MATCH THE MAINLINE PAVEMENT.
4. RAMP NARROWS FROM 21' TO 18'. LONGITUDINAL JOINT SHALL TRANSITION FROM 10' FROM THE RAMP BASELINE TO 9' FROM THE RAMP BASELINE.
5. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL JOINT SPACING IS 15' LONG BY 12' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.
NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON I.O.O.T. HWY. STANDARD 420000, EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREFORMED JOINT SEALER.

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

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

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

5. RAMP TAPERS FROM 18" TO 24", LONGITUDINAL JOINT SHALL BE 9" FROM THE RAMP BASELINE AT THE PCC AND TRANSITION TO 7" FROM THE RAMP BASELINE AT THE EXPANSION JOINT.


7. AS ADDITIONAL RAMP LINES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15" LONG BY 15" WIDE, TYPICAL JOINT SPACING IS 15" LONG BY 12" WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.
LONGITUDINAL KEYED JOINT WITHOUT TIE BARS IS PARALLEL TO RAMP BASELINE.

CORE PAVEMENT TYPE AND THICKNESS TO MATCH MAINLINE

6' NOMINAL

4' STUB

LONGITUDINAL SAWED JOINT OR LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS AT 24" CENTERS.

ASPHALT SHOULDER (TYP)

TRANVERSE EXPANSION JOINT

4' STUB

6' STUB (SEE DETAIL B)

EDGE OF MAINLINE PAVEMENT

LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS AT 24" CTS.

P.C.C.

SEE NOTE 4

SEE NOTE 5

RAMP PAVEMENT

MAINLINE PAVEMENT

RAMP BASELINE

NO. 7 LONGITUDINAL BARS PARALLEL TO MAINLINE EDGE OF PAVEMENT

NO. 4 TRANSVERSE BARS PERPENDICULAR TO MAINLINE EDGE OF PAVEMENT

NO. 7 LONGITUDINAL BARS PERPENDICULAR TO RAMP BASELINE

NO. 4 TRANSVERSE BARS PERPENDICULAR TO RAMP BASELINE

DETAIL B

NOTES:

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON I.D.O.T. HVV. STANDARD 420001, EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREFORMED JOINT SEALER.

2. SEE STANDARD A12 (BAR REINFORCEMENT FOR CRC PAVEMENT) FOR DETAILS OF PAVEMENT REINFORCEMENT.

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

4. RAMP TAPERS FROM 18' TO 14'. LONGITUDINAL JOINT SHALL BE 9' FROM THE RAMP BASELINE AT THE PCC AND TRANSITION TO 7' FROM THE RAMP BASELINE AT THE EXPANSION JOINT.

5. THE THICKNESS OF THE JOINTED RAMP PAVEMENT SHALL MATCH THE MAINLINE PAVEMENT. THE EXTRA THICKNESS OF PAVEMENT SHALL BE INCLUDED IN THE PRICE FOR THE RAMP PAVEMENT.

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

DEVELOP WORKING DRAWINGS FOR THE SLABS. MINIMUM AND MAXIMUM DIMENSIONS FOR LENGTHS AND WIDTHS ARE NOTED ON THE STANDARD DRAWINGS.

A. ANY CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

B. ANY CUSTOM SLABS MACHINED TO MATCH THE WORKING DRAWINGS SHOULD NOT BE CUT TO MATCH THE WORKING DRAWINGS.

C. FOR ANY CUSTOM SLAB CONFIGURATIONS NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

D. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

E. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

F. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

G. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

H. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

I. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

J. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

K. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

L. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

M. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

N. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

O. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

P. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

Q. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

R. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

S. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

T. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

U. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

V. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

W. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

X. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

Y. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.

Z. CUSTOM SLAB SIZES NOTED IN LENGTH AND WIDTH THAT DO NOT MATCH THE WORKING DRAWINGS, THE CUSTOM SLAB SIZE SHOULD BE ADJUSTED TO COMPLY WITH THE STANDARDS & DETAILING SPECIFICATIONS.
TYPICAL REINFORCEMENT DETAIL FOR STANDARD SLABS

**REINFORCEMENT SECTION A-A**

One way of reinforcement shall be for application to all standard slabs and for any custom slab greater than 4 ft. of longitudinal length to be opened to traffic before opening is completed.

All cuts are to fit 420 for.

Sand 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 slab greater than 4 ft. of longitudinal length to be opened to traffic only after opening is completed.

All cuts are to fit 420 for.

Sand cuts off longitudinal edges shall be no more than 6" off the edges.
TYPICAL REINFORCEMENT DETAIL FOR CUSTOM SLABS

REINFORCEMENT SECTION A-3

The use of reinforcement shall be for application to all custom slabs greater than 1 ft, longitudinal lengths to be opened to traffic prior to their completion. All bars are size to fit 4 in. dia.

REINFORCEMENT SECTION A-4

One row of reinforcement shall be for application to all standard slabs and for any custom slabs greater than 1 ft, longitudinal lengths to be opened to traffic only after concrete is completed. All bars are size to fit 6 in. dia.

NOTE:
For all custom sizes of fabricated slabs, reinforcement shall be laid out in a perpendicular line pattern as shown. The clearance for top reinforcement shall be adjusted for placement to permit proper expansion as desired.
STANDARD 12'-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 PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS + 3/8".

2. FOR WIDER LANE SLAB OPENINGS/SPACES LESS THAN 12'-6" IN WIDTH AND GREATER THAN 12'-6" IN WIDTH, THE STANDARD PERFORATED SLAB CAN BE CUT OUT ON SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING CONCRETE JOINTS. OTHERWISE, THE SLAB PATTERN LOCATION MUST BE PREDETERMINED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.

3. SLAB THICKNESS SHALL BE 3 1/2" X 3 1/2".


5. SEE SHEET 7 FOR SECTION DETAILS.

6. IT SHALL BE THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDDED DOWEL BARS ON PRECASTED SLOTS AS SHOWN ON THESE DRAWINGS WITH FULLY RESTRICTED DOWEL BARS IF INSTALLATION OF THE DOWEL BARS, IN ACCORDANCE WITH THESE DRAWINGS, IS NOT REQUIRED. THE CONTRACTOR MUST USE AN APPROPRIATE TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SHAPING AND RETROFITTING OF THE DOWEL BARS. TAKEN TOGETHER WITH THESE DRAWINGS, STANDARD SAW BARS, SAME SAW BARS, OR CIRCULAR SAWS, PERPENDICULAR TO THE TRANVERSE DOWEL/REBAR JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.

7. SEE NOTE 2 ON SHEET 1 FOR LOCATING UNDERLAYING DOWEL PORTS.

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

# THE MATERIALS CONFORMING TO PRECAST PANEL LIMITATIONS IN ACCORDANCE WITH SECTION 2 OF THE SHEET 1 ARE TO BE USED TO CONFORM TO EMBEDDED SLOTS OR IF FULLY RESTRICTED SAW CUTS

WITH SAW CUTS ANY EMBEDDED DOWEL BARS MUST BE REPLACED BEFORE BEING INSTALLED AT WORKERS.
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 produced slabs shall be the indicated dimensions ± 1/8".
2. For middle lane slab openings/patios less than 13'-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 pat 7 location must be anticipated by the contractor and the slab fabricated as a custom slab.
3. Slab thickness shall be 10" or 10½".
4. A form breaker 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 breaker rod shall not be required when any slab is leveling with feasible fill.
5. See Sheet 7 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 funded in accordance with "Details" of Sheet 11. 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 those drawings. Standard Bladed Gang saws shall be used to make saw cuts perpendicular to the transverse reinforced joint line to allow for dowel bar placements within the specified tolerances.
7. See Note R on Sheet 1 for locating underlying slabs points.

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

*For internal consecutive slabs, prefabricated slabs in accordance with Section 6-6 of Sheet 7 shall be cut to size of embedded dowels or of precast retrofitted dowel bars using standard slabs. All preformed slabs must be placed before rest slabs are installed.

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PRECAST PAVEMENT SLABS

STANDARD A18-02
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 slabs shall be the indicated dimensions ± 3/4".

2. For middle lane slab openings/portholes less than 12'-6" in width and greater than 10'-6" in width, the 12'-6" wide 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 prescored by the contractor and the slab fabricated as a custom slab.

3. For middle lane slab openings/portholes less than 12'-6" in width and greater than 10'-6" in width, the 12'-6" wide 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 prescored by the contractor and the slab fabricated as a custom slab.

4. Slab thickness shall be 6" ± 3/4".

5. A foam embed and slab 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 and joint or sealant/mastic leveling fill is applied. The embed and slab shall not be removed when any slab is located with impermeable fill.

6. See sheet 7 for section details.

7. See note 6 on sheet 1 for locating underslab drainage ports.
INSTALLATION GENERAL NOTES

20. With any field insertion of dome bars into pre-bored holes, the drilling machine shall be set in accordance with Article 10.04. All chemical bonding, gum paste, and other materials are to be compatible with the metal dome bar, and the dome bar shall be free from oil, paint, or any other contaminant.

21. The dome bars shall be of a specified size and shall be installed using a specified driving equipment. The dome bar shall be installed at a maximum depth of 2.0 cm, the compressed air shall be free from oil and other contaminants.

22. Contraction equipment used to consolidate the concrete reinforcement material, in the form of bent or straight bar reinforcement, shall be internally vibrated after a maximum of 60 cm of vertical rise of the formwork is achieved. All reinforcement bars shall be in accordance with the requirements of Article 10.04. All pre-bored holes for the dome bars shall be filled with the dome bar material.

23. Batching equipment for flexible FSL shall have design features to ensure that the specified quantities of each component material, and mixed shall be of the correct consistency and that all ingredients shall be mixed for a minimum of 30 seconds. The mixed cementitious material shall be transferred to the formwork in a manner that ensures that no voids or gaps exist between the concrete and the reinforcement bars. All reinforcement bars shall be positioned so that no voids or gaps exist between the concrete and the reinforcement bars. All reinforcement bars shall be positioned so that no voids or gaps exist between the concrete and the reinforcement bars.

24. Epoxy anchorage is formed press-out type Epoxy Adhesive. The epoxy is a two component system that is mixed prior to use. The epoxy shall be used in accordance with the manufacturer’s instructions and the specifications.

25. The minimum curing time of the expansion joint material shall be in accordance with the manufacturer’s specifications. The expansion joint material shall be cured in accordance with the manufacturer’s instructions and the specifications.

26. Prior to setting the concrete, the expansion joint material shall be installed in accordance with the manufacturer’s instructions and the specifications.

27. All expansion joint material shall be installed in accordance with the manufacturer’s instructions and the specifications.

28. All expansion joint material shall be installed in accordance with the manufacturer’s instructions and the specifications.

29. Prior to setting the concrete, the expansion joint material shall be installed in accordance with the manufacturer’s instructions and the specifications.

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INSTALLATION OF CONSECUTIVE STANDARD PRECAST SLABS

NOTES
* FOR LEVEL DATA, RULES PRESENTED BY THE KEEPS, REFER TO DETAIL C ON SHEET 16.
DETAIL D - WIDE MOUTH DOWEL BAR PLACEMENT
DETAIL FOR STANDARD PRECAST PANELS

FOR APPLICATION WITH ALL ISOLATED STANDARD SLABS AND WITH INITIAL PLACEMENT OF CONSECUTIVE STANDARD SLABS

NOTES
1. Place Dowel Core Bored to the Top of Slab
2. Upon Completion, The Finished Surface of the Concrete Backfill Material Shall Not Be Below Existing Concrete Surfaces

SHEET 14 OF 19

PRECAST PAVEMENT SLABS

STANDARD A18-02
DETAIL E - WIDE MOUTH BOWEL BAR PLACEMENT DETAIL FOR CONSECUTIVE STANDARD PRECAST PANELS

NOTES:
1. Place foam core boards to the top of patch.
2. Upon completion, the finished surfaces of the concrete paver slab shall not be below the existing concrete surface.

SHEET 15 OF 19
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. Foam core board or similar to the top of joint.
2. Upon completion, the finished surface of the concrete fill shall not be below the existing concrete surface.

CHAIR DETAIL
DETAIL H - LONGITUDINAL TIE BAR STITCHING FOR PRECAST PANELS

NOTES FOR TIE BAR STITCHING:

1. Drill holes that are oriented at 45° ± 5° angle to the pavement surface so that they intersect the longitudinal, crack, or joint at about 45° depth. It is important to start drilling the hole at a consistent distance from the joint in order to consistently cross at the depth of the slab.

2. Hole centerlines are perpendicular to the jointline plan view at each location being drilled.

3. Select a drill that won't damage the concrete surface, such as a hydraulic powered drill. Select a drill diameter no more than 0.05 in. larger than the tie-bar diameter. Use a hand-held drill if a higher productivity is desired.

4. Drill holes with no less than a 24-inch bar spacing. Accurate holes are drilled in opposite directions across the joint. The holes and inserted tie bars shall be no less than 24 inches from any existing transverse joint or any precast or repair transverse joint.

5. Holes bottoming 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 bar to occupy the hole. Using an adhesive is acceptable for small quantities.

8. Insert the No. 14 epoxy coated deformed tie bar into the hole, leaving about 1 in. from the top of bar to the pavement surface. Deformed tie bars shall be epoxy coated.

9. Remove excess adhesive and finish flush with the pavement surface.