**Concrete Pavement**

**No.** PLR

**Date** 11-01

**Section A-A**

**Soon Sawed Joint Detail**

- Maximum tied transverse width shall be 60 feet.
- Joint detail on sawed joint.

**Section B-B**

- Maximum transverse slab length is 15 ft.
- Sawed joints and untied joints.

**Section C-C**

- Reservoir must be centered on construction joint (see sealed detail).

**Typical Roadway Detail**

- 18" Dowel Bars @ 12" C. to C.
- 9" Min. Clearance.

**Sub-Notes**

- All joints are perpendicular to &
- Multiple lane roadway detail.

**Alignment Tolerance for Pavement Dowel Bars**

- Plan alignment is for the bar axis to be parallel to centerline and parallel to pavement surface.

**Bar Diameter Table - Dowel Bar in Transverse Joints**

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<tr>
<th>T - Pavement Thickness</th>
<th>Bar Diameter</th>
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<tr>
<td>T &lt; 1&quot;</td>
<td>1/4&quot;</td>
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<tr>
<td>1 1/2&quot; ≤ T ≤ 1 3/4&quot;</td>
<td>1 1/2&quot;</td>
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<tr>
<td>T &gt; 1 3/4&quot;</td>
<td>1&quot;</td>
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**Revisions**

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**English Standard Drawing No.** 409-1

**Portland Cement Concrete Pavement**

**Boise, Idaho**

**Standard Drawing Date:** April 1991

**Requires Sheets 2 of 3 & 3 of 3**

**Sheet 1 of 3**
NOTES:
1. T = THICKNESS OF CONCRETE PAVEMENT (I.E. DEPTH)
2. L = PANEL LENGTH JOINT SPACING
3. T = 1.5" / 2
4. FOR RECOMMENDED DOWEL SIZES, SEE JOINT TYPES SHEET.

ELEVATION - IMPACT SLAB, HIGHWAYS/STREETS/ROADS

PORTLAND CEMENT CONCRETE

12'-0"  2' - 0"

RIGHT ANGLES TO TRANSVERSE JOINT AT
CONCRETE PAVEMENT END OF NORMAL
CONSTRUCTION JOINT

PERMISSIBLE ASPHALT JOINT DETAIL

SEE CONCRETE TO ASPHALT PAVEMENT
EXCAVATED FOR ANCHOR CONSTRUCTED, THEN
ROADWAY BASE IS TO BE

ASPHALT PAVEMENT

SEE NOTE NO. 9

NOTES:
1. THE PAVEMENT EDGE IS TO BE PlACED APPROXIMATELY VERTICAL.
2. THE DOWEL BAR DIAMETERS SHALL BE DETERMINED BY THE
   BAR DIAMETER TABLE.
3. THE TIE BARS SHALL BE EPOXY COATED AND MEET THE REQUIRE-
   MENTS OF AASHTO M 284. THE DOWEL BARS SHALL BE COATED TO
   MEET THE REQUIREMENTS OF AASHTO M 254.
4. THE MAXIMUM TIED TRANSVERSE WIDTH SHALL BE 60 FEET.
   LONGITUDINAL JOINTS THAT ARE UN-TIED IN ACCORDANCE WITH THE
   FOREGOING SHALL BE APPROVED BY THE ENGINEER. IN NO CASE
   SHALL AN UN-TIED JOINT BE A CONSTRUCTION JOINT.
5. A CONSTRUCTION JOINT SHALL BE AT LEAST 6 FEET FROM A SAWED
   JOINT.
6. TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE SAWED JOINTS.
7. SEALANTS AND PREFORMED SEALS SHALL BE APPLIED IN ACCORDANCE
   WITH THE MANUFACTURER'S REQUIREMENTS.
8. THE ANCHOR IS TO BE USED AT RAILROAD GRADE CROSSINGS
   ADJACENT TO FLEXIBLE PAVEMENTS AND SIMILAR INTERRUPTIONS TO
   THE CONCRETE PAVEMENT.
9. MAKE A VERTICAL SAW CUT IN THE ASPHALT TO SERVE AS A FORM
   FOR THE END OF THE CONCRETE PAVEMENT.
10. PREFERRED PRACTICE IS TO PLACE THE CONSTRUCTION JOINT AT
    THE LOCATION OF A PLANNED CONTRACTION JOINT AND USE DOWEL
    BARS PER STD. TRANSVERSE JOINT DETAILS.
11. NOT TO SCALE
12. ALL LONGITUDINAL CONCRETE TO ASPHALT JOINTS SHALL BE
    SAWED AND SEALED.

ELEVATION - ANCHOR FOR END OF CONCRETE

OPTIONAL

END OF NORMAL
CONCRETE PAVEMENT

PORTLAND CEMENT CONCRETE

13'-0"  2'-0"

ASPHALT & CONCRETE PAVEMENT JOINT DETAIL

NOT FOR USE UNLESS SPECIFICALLY CALLED OUT IN PLANS.

SUB-NOTES

* THIS ANCHOR IS NOT TO BE USED IN CONJUNCTION WITH CONCRETE PAVEMENT.