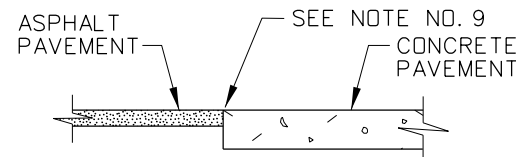


- NOTES:
1. T = THICKNESS OF CONCRETE PAVEMENT (I.E. DEPTH)
  2. L = PANEL LENGTH (I.E. JOINT SPACING)
  3.  $T_1 = (T + 1.5") / 2$
  4. FOR RECOMMENDED DOWEL SIZES, SEE JOINT TYPES SHEET.

**ELEVATION - IMPACT SLAB, HIGHWAYS/STREETS/ROADS**

FOR TRANSVERSE JOINTS ABUTTING ASPHALT PAVEMENT IN RECONSTRUCTION OR NEW CONSTRUCTION PROJECTS WHERE  $T > 7$  IN.

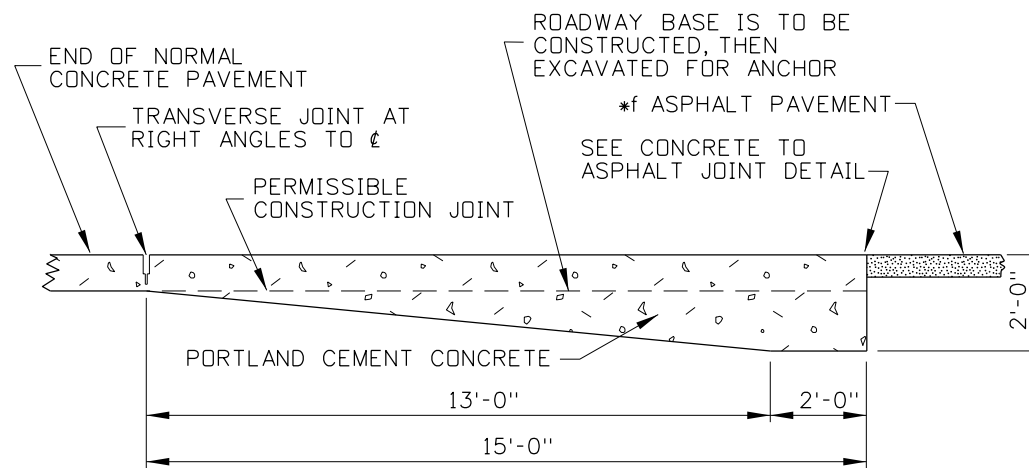


**ASPHALT & CONCRETE PAVEMENT JOINT DETAIL**

NOT FOR USE UNLESS SPECIFICALLY CALLED OUT IN PLANS.

**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 REQUIREMENTS 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

**SUB-NOTES**

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

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

ORIGINAL SIGNED BY: MICHAEL J. SANTI DATE ORIGINAL SIGNED: MAY 9, 2013

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	4-84	GB	6	1-91	GB	11	9-08	JRV
2	1-85	GB	7	12-92	AS	12	10-10	PLR
3	8-85	GB	8	4-93	MSM	13	8-11	RSC
4	8-86	GB	9	1-97	AS	14	04-13	RDL
5	11-89	GB	10	11-01	MSM			

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY  
CADD FILE NAME: c1b\_0613.std  
DRAWING DATE: APRIL, 1984

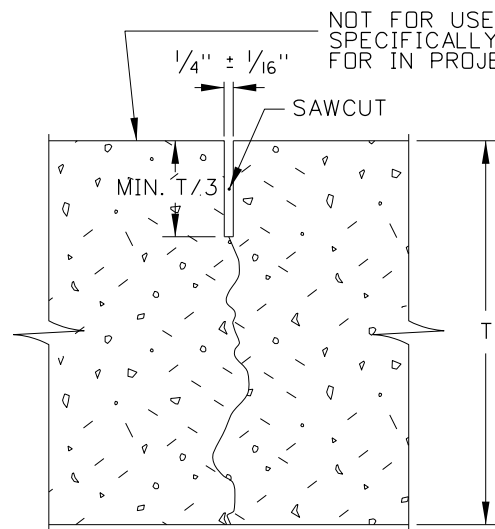
**IDAHO TRANSPORTATION DEPARTMENT**

BOISE IDAHO

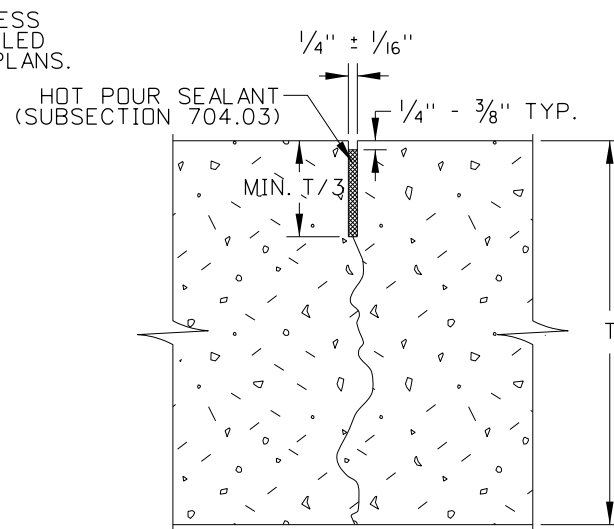
ORIGINAL SIGNED BY: LOREN THOMAS  
HIGHWAYS PROGRAM OVERSIGHT ENGINEER  
ORIGINAL SIGNED BY: TOM COLE  
CHIEF ENGINEER

STANDARD DRAWING  
**DOWELED CONCRETE PAVEMENT DETAILS**  
REQUIRES SHEETS 1 OF 3 & 3 OF 3

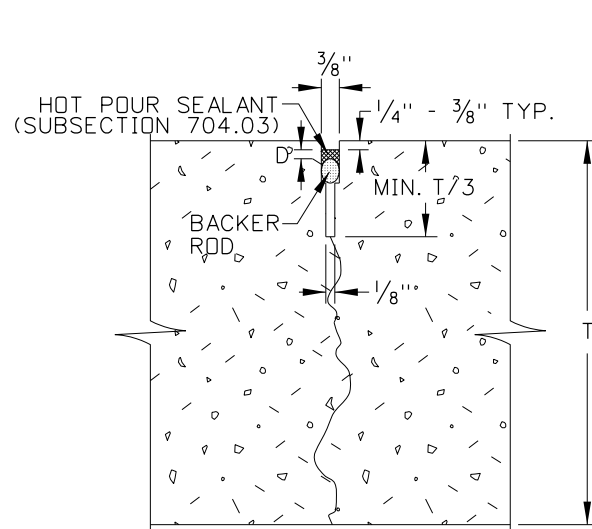
**English**  
STANDARD DRAWING NO.  
**C-1-B**  
SHEET 2 OF 3



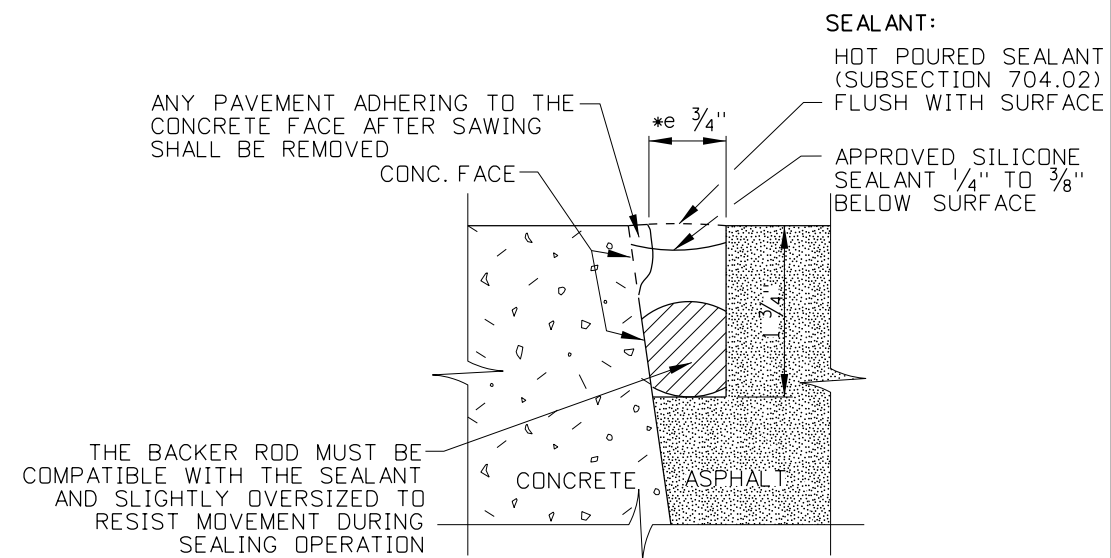
**SINGLE CUT  
(NO SEALANT)**



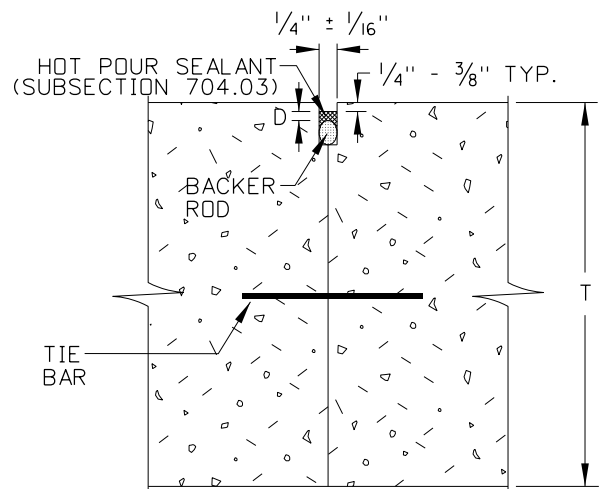
**SINGLE CUT  
(FIELD-INSTALLED SEALANT)**



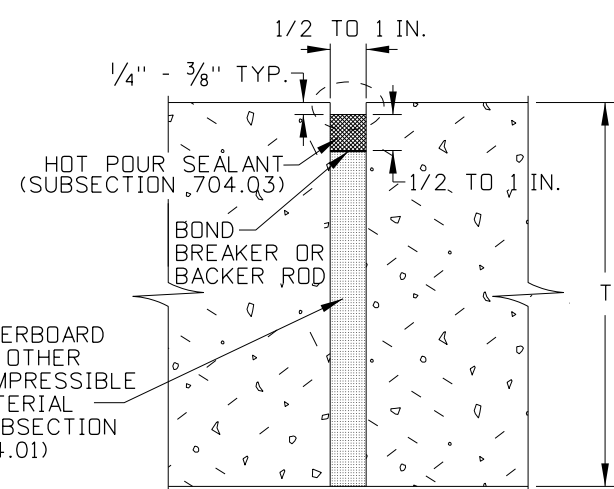
**WIDENED CUT  
(FIELD-INSTALLED SEALANT)**



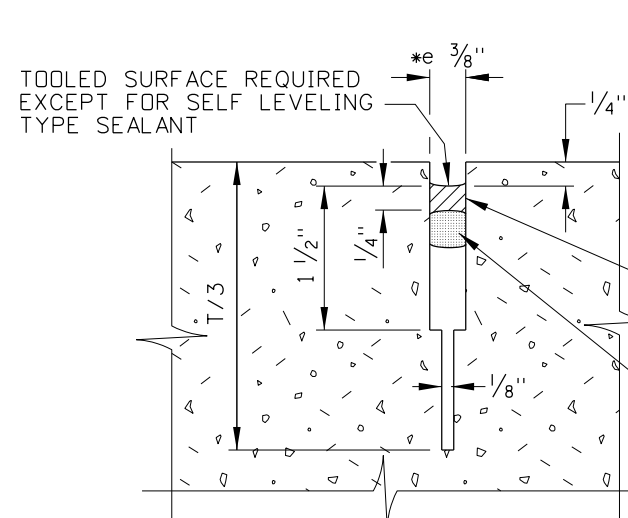
**CONCRETE TO ASPHALT**



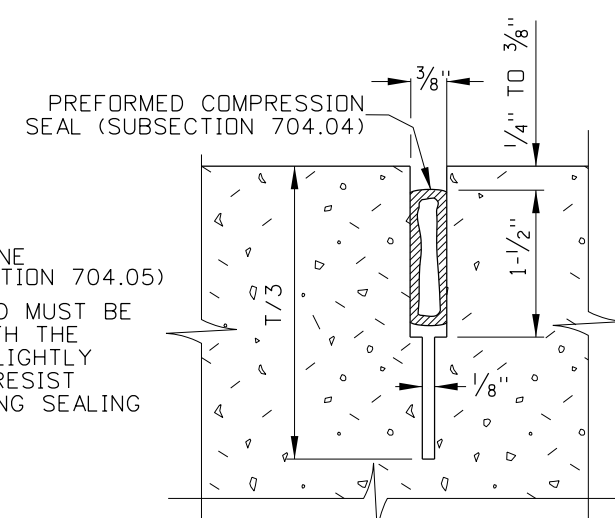
**SEALED CONSTRUCTION JOINT  
(FIELD-INSTALLED SEALANT)**



**ISOLATION JOINT  
(FIELD-INSTALLED SEALANT)**



**SILICONE SEALANT**

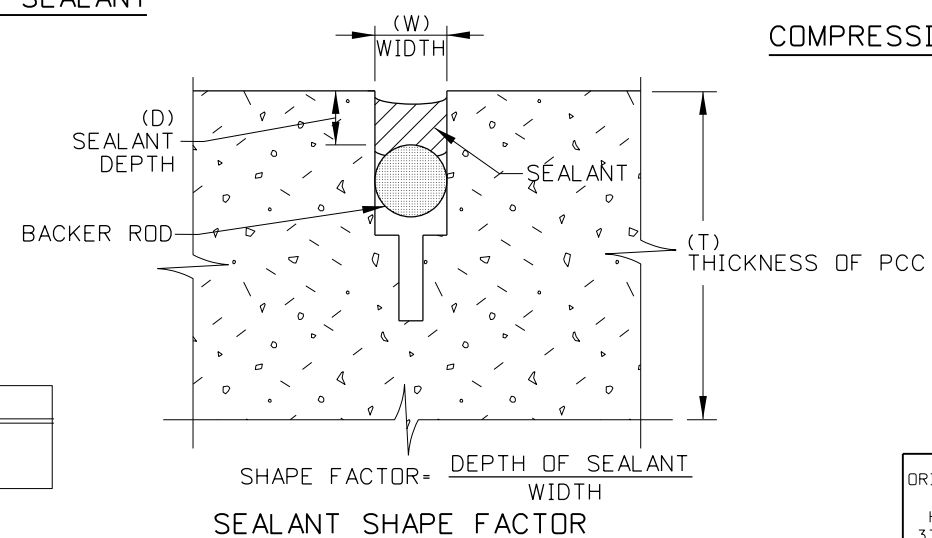


**COMPRESSION SEAL**

**NOTES:**

1. FOR HOT-POURED SEALANT, SHAPE FACTOR D/W = 1 (TYPICAL, ONLY IF BACKER ROD USED)
2. FOR SILICONE SEALANT, D/W = 0.5 (TYPICAL)
3. FOR TWO-COMPONENT COLD-POURED SEALANT, D/W = 0.5 (TYPICAL)
4. FOR PREFORMED COMPRESSION SEAL, W IS SIZED FOR SLAB & CLIMATE
5. SUBSECTION REFERENCES ARE ITD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
6. SEALANTS AND PREFORMED SEALS SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS.
7. SAW CUT TO CONTROL SLAB CRACKING SHALL BE T/3 DEEP. "T" EQUALS DESIGN THICKNESS OF CONC. PAVEMENT.

**CROSS-SECTIONS:**



**SUB-NOTES**  
\*e DIMENSIONING REFERS TO SEALANT RESERVOIR ONLY.

REVISIONS							
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE
1	4-84	GB	6	1-91	GB	11	9-08
2	1-85	GB	7	12-92	AS	12	10-10
3	8-85	GB	8	4-93	MSM	13	8-11
4	8-86	GB	9	1-97	AS	14	04-13
5	11-89	GB	10	11-01	MSM		

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY  
CADD FILE NAME: c1b\_0613.std  
DRAWING DATE: APRIL, 1984

**IDAHO TRANSPORTATION DEPARTMENT**

BOISE IDAHO

ORIGINAL SIGNED BY: LOREN THOMAS  
HIGHWAYS PROGRAM OVERSIGHT ENGINEER

ORIGINAL SIGNED BY: TOM COLE  
CHIEF ENGINEER

STANDARD DRAWING

**DOWELED CONCRETE PAVEMENT DETAILS**

REQUIRES SHEETS 1 OF 3 & 2 OF 3

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

**English**

STANDARD DRAWING NO. **C-1-B**

SHEET 3 OF 3

ORIGINAL SIGNED BY: MICHAEL J. SANTI  
DATE ORIGINAL SIGNED: MAY 9, 2013