**NOTES**

**GENERAL:** All joints shall be constructed normal to the centerline of the pavement lane unless otherwise specified in the plans.

All dowel holes shall be drilled by a mechanical device that will allow independent adjustment of all drill points in the horizontal and vertical direction. The device shall be capable of drilling a minimum of three holes at one time.

All smooth dowels shall be coated with a bond breaking material confirming to AASHTO D 8.5. Dowel holes shall be drilled after they have been installed in the existing pavement and just prior to placing the patch. All dowel holes shall be placed parallel to the pavement surface and the centerline of the pavement lane.

This standard drawing is intended for use in repairing both concrete and composite pavements. For clarity, asphalt overlays are not shown.

When precasted edge drains are used, they shall be placed after joint repairs are completed.

**TYPE N JOINT:** Joints referred to as type N joints on the plan shall be constructed as contraction joints per SCD BP-2.2.

**ADDITIONAL PAVEMENT REMOVAL:** If, after the sawing and removal of the pavement from the area to be repaired, the face of the remaining pavement is spalled or deteriorated for a height greater than one-fourth the thickness of the rigid pavement, an additional saw cut area to be repaired, the face of the remaining pavement is spalled or deteriorated for a height greater than one-fourth the thickness of the rigid pavement, an additional saw cut shall be made as shown and as directed by the Engineer. This additional work shall be measured for additional payment for full depth pavement sawing, rigid pavement removal and replacement.

**LONGITUDINAL JOINT:** For patches 10' or greater in length, the longitudinal joint shall be constructed per SCD BP-2.1. The tie bars or hook bolts shall be spaced according to SCD BP-2.1.

**GENERAL:** All joints shall be constructed normal to the centerline of the pavement lane unless otherwise specified in the plans.

**SECTION - TYPE Y**

- **Existing**
- **Concrete**
- **Top of Concrete**
- **Tied Longitudinal Joint**
- **Deformed Bar**
- **Drilled Hole**
- **New**
- **Pavement**

**SECTION - TYPE T**

- **Existing**
- **Concrete**
- **Top of Concrete**
- **Tied Longitudinal Joint**
- **Deformed Bar**
- **Drilled Hole**
- **New**
- **Pavement**

**SECTION - TYPE TU**

- **Existing**
- **Concrete**
- **Top of Concrete**
- **Tied Longitudinal Joint**
- **Deformed Bar**
- **Drilled Hole**
- **New**
- **Pavement**

**HOLE DRILLING DETAILS**

- **Spalled Area**
- **Sawed Edge**
- **Drill Full Depth**
- **Sawed Area**

**ADDITIONAL PAVEMENT REMOVALS**

- ** Bars shall be placed 2' from all tied longitudinal joints and continue across with a 1' spacing to the edge of pavement or an untied longitudinal joint. Where lane widths are between two tied longitudinal joints, begin bars 2' from each tied longitudinal joint and continue across with a 1' spacing.**

- ** Reinforcement will be required for all repairs greater than 10' in length or for Class FS repairs that will be opened to traffic within 24 hours of placement. The repair shall consist of #9.5 or #8.5 longitudinal wire spaced 6” c/c and #4 or #4 transverse wire spaced 8” c/c. The clearance from the end of the wire fabric to the edge of pavement or new transverse joint shall be 1” – 1-1/2”.