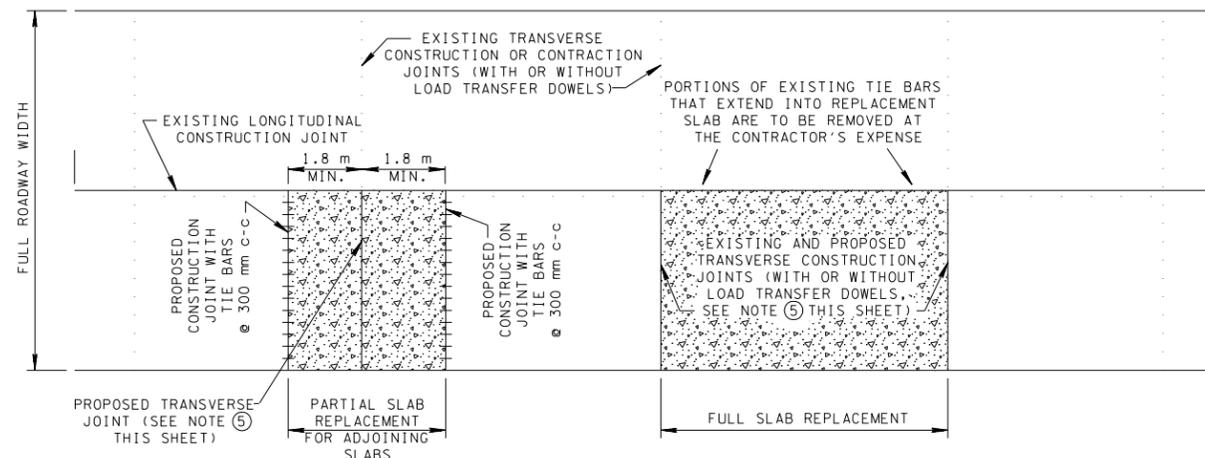
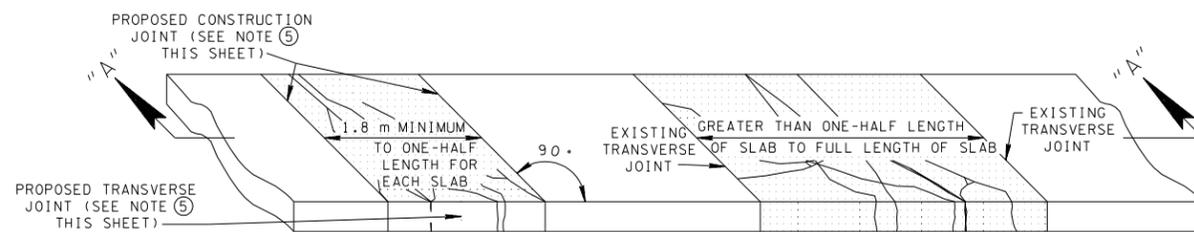


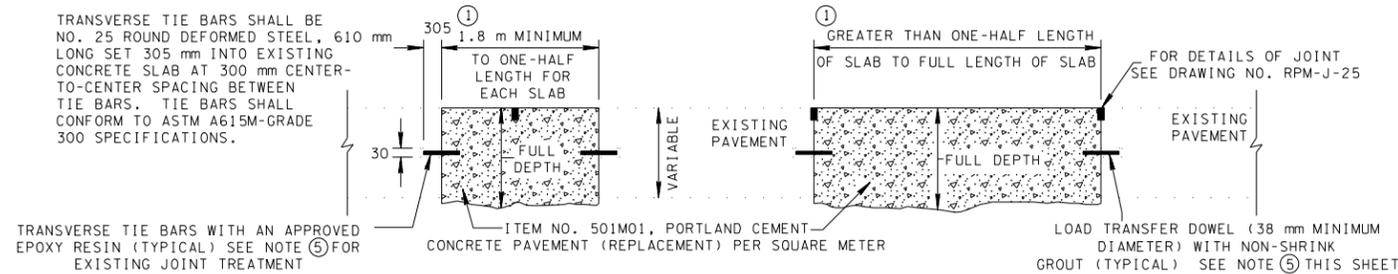
PLAN VIEW OF EXISTING LAYOUT OF CONCRETE PAVEMENT REPLACEMENT SHOWING EXISTING JOINTS



PLAN VIEW OF PROPOSED LAYOUT OF CONCRETE PAVEMENT REPLACEMENT SHOWING EXISTING AND PROPOSED JOINTS



PLAN VIEW OF CONCRETE PAVEMENT REPLACEMENT



PROFILE VIEW ALONG SECTION "A-A" OF CONCRETE PAVEMENT REPLACEMENT

TRANSVERSE TIE BARS SHALL BE NO. 25 ROUND DEFORMED STEEL, 610 mm LONG SET 305 mm INTO EXISTING CONCRETE SLAB AT 300 mm CENTER-TO-CENTER SPACING BETWEEN TIE BARS. TIE BARS SHALL CONFORM TO ASTM A615M-GRADE 300 SPECIFICATIONS.

TRANSVERSE TIE BARS WITH AN APPROVED EPOXY RESIN (TYPICAL) SEE NOTE (5) FOR EXISTING JOINT TREATMENT

ITEM NO. 501M01, PORTLAND CEMENT CONCRETE PAVEMENT (REPLACEMENT) PER SQUARE METER

LOAD TRANSFER DOWEL (38 mm MINIMUM DIAMETER) WITH NON-SHRINK GROUT (TYPICAL) SEE NOTE (5) THIS SHEET

GENERAL NOTES

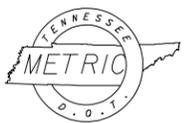
- ① SEE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS FOR CONCRETE PAVEMENT REPAIR.
- ② IF THE LENGTH OF CONCRETE SLAB TO BE REPLACED IS GREATER THAN HALF THE ENTIRE LENGTH OF THE SLAB, THE ENTIRE SLAB SHALL BE REPLACED. IF THE LENGTH OF CONCRETE SLAB TO BE REPLACED IS LESS THAN HALF THE ENTIRE LENGTH OF THE SLAB (1.8 m MINIMUM), THEN ONLY A PORTION OF THE SLAB WILL BE REPLACED.
- ③ THE EXISTING CONCRETE PAVEMENT SHALL BE SAWED FULL DEPTH AROUND THE AREA TO BE REMOVED. WITHIN THE LANE SAWING SHALL BE PERPENDICULAR TO THE CENTERLINE AND A MINIMUM OF 150 mm OUTSIDE THE DAMAGED AREAS.
- ④ NO ADDITIONAL BASE MATERIAL SHALL BE ADDED AND ALL LOOSE BASE MATERIAL NOT RECOMPACTABLE SHALL BE REMOVED PRIOR TO PLACEMENT OF THE NEW CONCRETE SLAB. THE CONCRETE SLAB SHALL BE PLACED TO THE FULL DEPTH OF THE MATERIAL REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ADDITIONAL CONCRETE REQUIRED TO BRING PROPOSED CONCRETE SLAB UP TO PROPOSED GRADE.
- ⑤ WHEN EXISTING TRANSVERSE JOINTS ARE REMOVED AND NOT TO FULL ROADWAY WIDTH, THEY SHALL BE RECONSTRUCTED IN KIND (WITH OR WITHOUT LOAD TRANSFER DOWELS) AND IN THE SAME LOCATION. WHEN A JOINT IS REPLACED FOR THE FULL ROADWAY WIDTH, LOAD TRANSFER DOWELS SHALL BE USED IN THE JOINT. SEE DRAWING NO. RPM-J-9 FOR DOWEL PLACEMENT DETAILS. SPACING IS AT 300 mm CENTER-TO-CENTER BETWEEN DOWELS.
- ⑥ FOR DETAILS REGARDING INSTALLATION OF CONTRACTION AND CONSTRUCTION JOINTS, SEE DRAWING NO. RPM-J-9.
- ⑦ LONGITUDINAL CONSTRUCTION JOINT TIE BARS AS SHOWN ON DRAWING NO. RPM-J-15 SHALL BE OMITTED BETWEEN THE NEW REPLACEMENT SLAB AND THE EXISTING SLAB. THE CONTRACTOR IS TO REMOVE WHATEVER PORTION OF THE EXISTING TIE BARS THAT EXTENDS FROM EXISTING SLAB ALONG LONGITUDINAL JOINT INTO NEW SLAB. ALL COST WILL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 501M01, PORTLAND CEMENT CONCRETE PAVEMENT (REPLACEMENT) PER SQUARE METER.
- ⑧ REMOVAL OF THE DAMAGED CONCRETE PAVEMENT SHALL BE BY LIFTING. ANY GOOD CONCRETE PAVEMENT WHICH IS DAMAGED DURING REMOVAL OF DAMAGED AREAS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR, AT HIS EXPENSE.
- ⑨ IF THE ROADWAY CONTRACT INCLUDES EITHER GRINDING OR UNDERSEALING, THEN THE SLAB REPAIR SHALL BE PERFORMED FIRST.
- ⑩ THE COSTS OF REMOVAL AND DISPOSAL OF EXISTING CONCRETE PAVEMENT, PLACEMENT OF NEW CONCRETE PAVEMENT, AND SAWING NEW JOINTS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 501M01, PORTLAND CEMENT CONCRETE PAVEMENT (REPLACEMENT) PER SQUARE METER.
- ⑪ ONCE THE CONTRACTOR BEGINS REMOVING AN EXISTING FULL OR PARTIAL DEPTH CONCRETE SLAB, HE SHALL CONTINUE THE WORK UNTIL IT IS COMPLETE INCLUDING JOINT SEALING. JOINTS SHALL NOT BE LEFT UNSEALED DURING WINTER MONTHS.
- ⑫ THE COST OF ALL RELATED WORK (DRILLING HOLES, GROUTING, ETC.) SHALL BE INCLUDED IN THE PRICE BID FOR THE FOLLOWING ITEMS AS APPROPRIATE:
  - (A) ITEM NO. 502M04.01 ..... SAWING CONCRETE PAVEMENT (FULL DEPTH) PER LINEAR METER
  - (B) ITEM NO. 502M04.02 ..... LOAD TRANSFER DOWELS PER EACH
  - (C) ITEM NO. 502M04.03 ..... TRANSVERSE TIE BARS PER EACH

NOTE

IF REPLACEMENT IS MID-SLAB, NO TRANSVERSE JOINT IS REQUIRED. IN THIS SITUATION A CONSTRUCTION JOINT WITH TIE BARS WILL BE USED.

CROSS-REFERENCE DRAWINGS NOTED ON THIS SHEET:  
RPM-J-9, RPM-J-24 AND  
RPM-J-25.

- REV. 11-1-95: CHANGED TO METRIC.
- REV. 5-27-96: CHANGED MINIMUM SIZE OF LOAD TRANSFER DOWEL TO 38 mm.
- REV. 7-29-96: CHANGED GENERAL NOTES (3) AND (8).
- REV. 5-27-01: CHANGED ITEM NO. 501M04.03.
- REV. 1-19-02: IN GENERAL NOTE (9) REMOVED REFERENCE TO UNDERSEALING OF SLAB.
- REV. 10-26-04: CHANGED PAY ITEMS IN GENERAL NOTE (12).



ALL UNITS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.

□ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

CONCRETE  
PAVEMENT  
REPAIR DETAILS

11-1-95 RPM-J-23

3/21/2007 8:08:07 AM  
\*\*\*\*\*CONSPECT\*\*\*\*\*