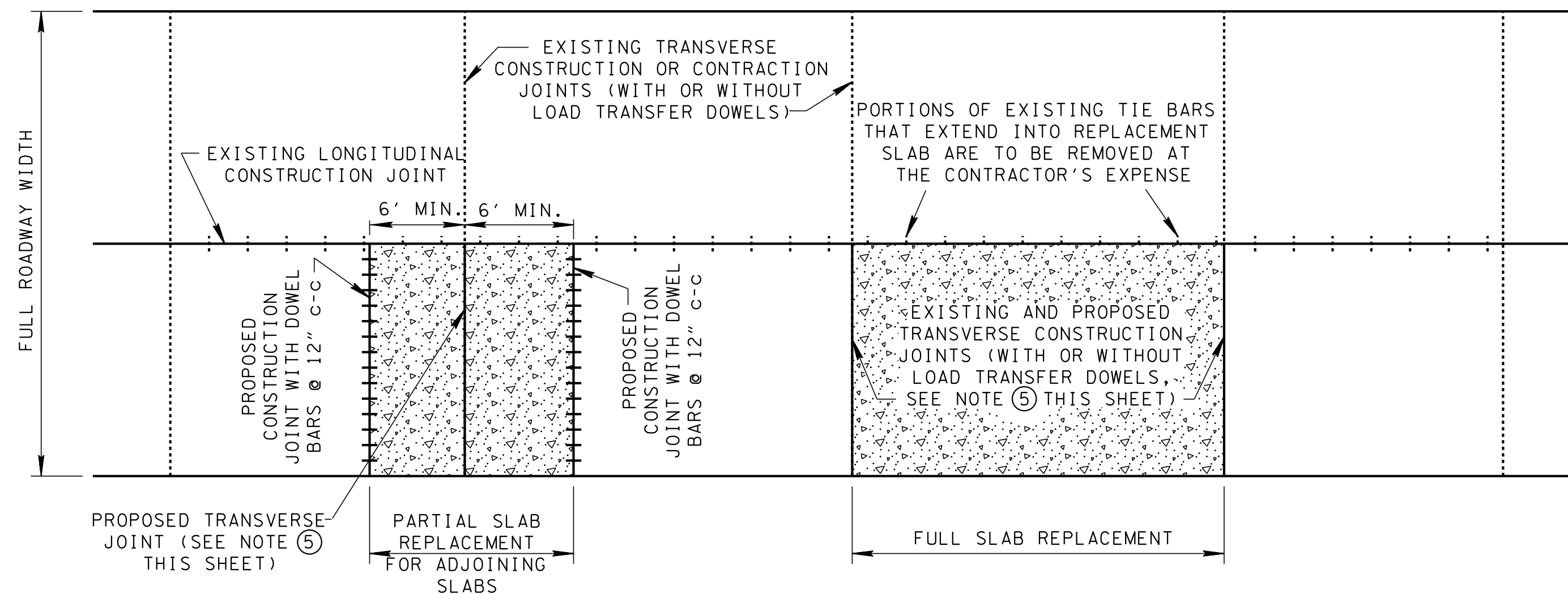
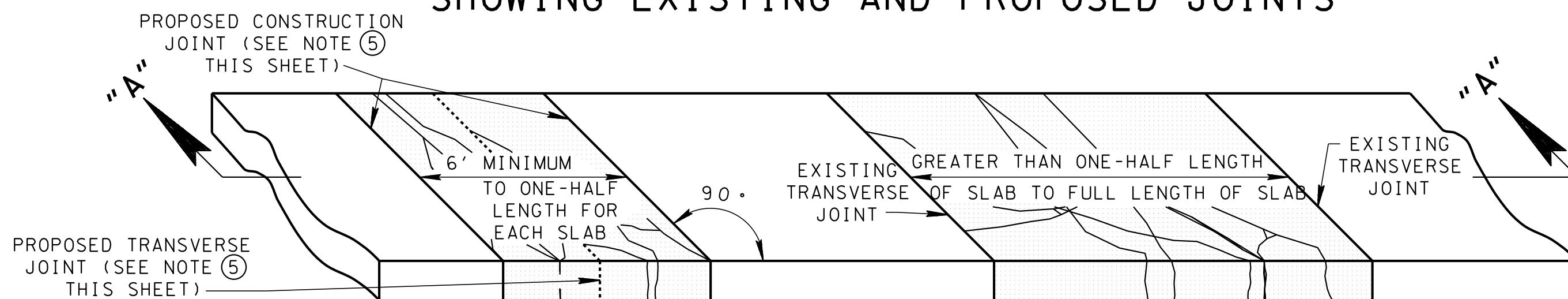


PLAN VIEW OF EXISTING LAYOUT OF CONCRETE PAVEMENT REPLACEMENT  
SHOWING EXISTING JOINTS



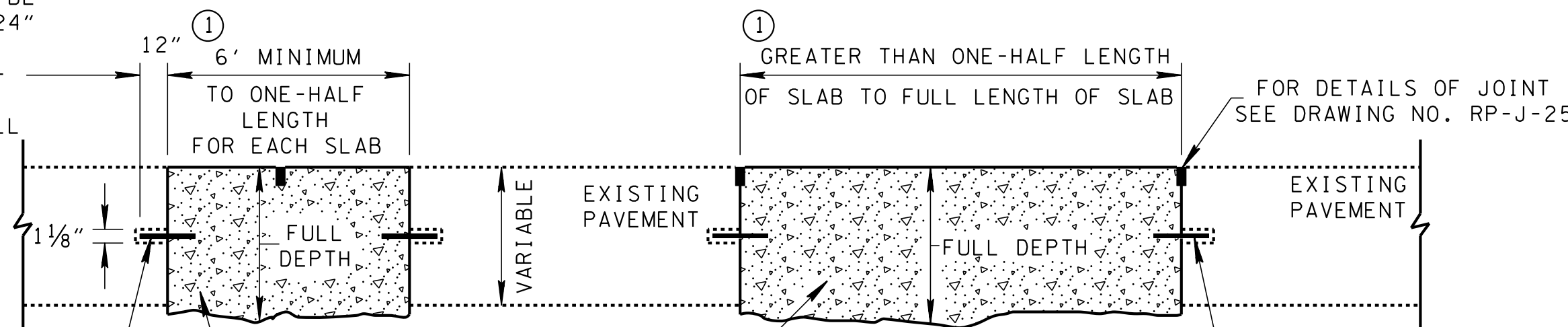
PLAN VIEW OF PROPOSED LAYOUT OF CONCRETE PAVEMENT REPLACEMENT  
SHOWING EXISTING AND PROPOSED JOINTS



PLAN VIEW OF CONCRETE PAVEMENT REPLACEMENT

TRANSVERSE DOWEL BARS SHALL BE NO.8 ROUND DEFORMED STEEL, 24" LONG SET 12" INTO EXISTING CONCRETE SLAB AT 12" CENTER-TO-CENTER SPACING BETWEEN DOWEL BARS. DOWEL BARS SHALL CONFORM TO ASTM A615-GRADE 40 SPECIFICATIONS.

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



ITEM NO. 501-01, PORTLAND CEMENT CONCRETE PAVEMENT (REPLACEMENT) PER SQUARE YARD

LOAD TRANSFER DOWEL (1.5" MINIMUM DIAMETER) WITH NON-SHRINK GROUT (TYPICAL) SEE NOTE (5) THIS SHEET

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

GENERAL NOTES

- SEE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS FOR CONCRETE PAVEMENT REPAIR.
- 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 (6' MINIMUM), THEN ONLY A PORTION OF THE SLAB WILL BE REPLACED.
- 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 MINMUM OF 6" OUTSIDE THE DAMAGED AREAS.
- 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.
- 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. RP-J-9 FOR DOWEL PLACEMENT DETAILS. SPACING IS AT 12" CENTER-TO-CENTER BETWEEN DOWELS.
- FOR DETAILS REGARDING INSTALLATION OF CONTRACTION AND CONSTRUCTION JOINTS, SEE DRAWING NO. RP-J-9.
- LONGITUDINAL CONSTRUCTION JOINT TIE BARS AS SHOWN ON DRAWING NO. RP-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. 501-01, PORTLAND CEMENT CONCRETE PAVEMENT (REPLACEMENT) PER SQUARE YARD.
- 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.
- IF THE ROADWAY CONTRACT INCLUDES EITHER GRINDING OR UNDERSEALING, THEN THE SLAB REPAIR SHALL BE PERFORMED FIRST.
- 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. 501-01, PORTLAND CEMENT CONCRETE PAVEMENT (REPLACEMENT) PER SQUARE YARD.
- 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.
- THE COST OF ALL RELATED WORK (DRILLING HOLES, GROUTING, ETC.) SHALL BE INCLUDED IN THE PRICE BID FOR THE FOLLOWING ITEMS AS APPROPRIATE:
  - ITEM NO. 502-04.01 ..... SAWING CONCRETE PAVEMENT (FULL DEPTH) PER LINEAR FOOT
  - ITEM NO. 502-04.02 ..... LOAD TRANSFER DOWELS PER EACH
  - ITEM NO. 502-04.03 ..... TRANSVERSE TIE - BARS PER EACH
- WHEN SPECIFIED BY AN ENGINEER, FAST TRACK CONCRETE OR EQUIVALENT MAY BE USED TO REPAIR CONCRETE PAVEMENT  
  
ITEM NO. 501-01.31..... CONCRETE REPLACEMENT (FAST TRACK) S. Y.
- FOR FULL SLAB REPLACEMENTS ON SLABS WITH JOINT SPACING LONGER THAN 15', THE SLAB SHALL BE REPLACED WITH TWO SLABS OF EQUAL LENGTH.

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:  
RP-J-9, RP-J-24 AND  
RP-J-25.

REV. 7-17-84: ADDED EXISTING AND PROPOSED LAYOUTS OF CONCRETE PAVEMENT REPLACEMENT. ADDED TIE BARS AND CHANGED NOTES.

REV. 4-2-90: REDREW AND RENAMED SHEET. PLACED SPALL REPAIR, RANDOM CRACK REPAIR, AND JOINT REPAIR, AND JOINT REPAIRS DETAILS ON NEW SHEET NO. RP-J-24.

REV. 12-18-94: ELIMINATED USE OF TIE BARS BETWEEN REPLACEMENT AND EXISTING SLAB.

REV. 5-27-96: CHANGED MINIMUM SIZE OF LOAD TRANSFER DOWEL TO 1.5".

REV. 7-29-96: CHANGED GENERAL NOTES (3) AND (8).

REV. 5-27-01: CHANGED ITEM NO. 501-04.03.

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).

REV. 1-24-12: ADDED GENERAL NOTE (13).

REV. 7-25-12: ADDED GENERAL NOTE (14).

MINOR REVISION -- FHWA  
APPROVAL NOT REQUIRED.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

CONCRETE  
PAVEMENT  
REPAIR DETAILS