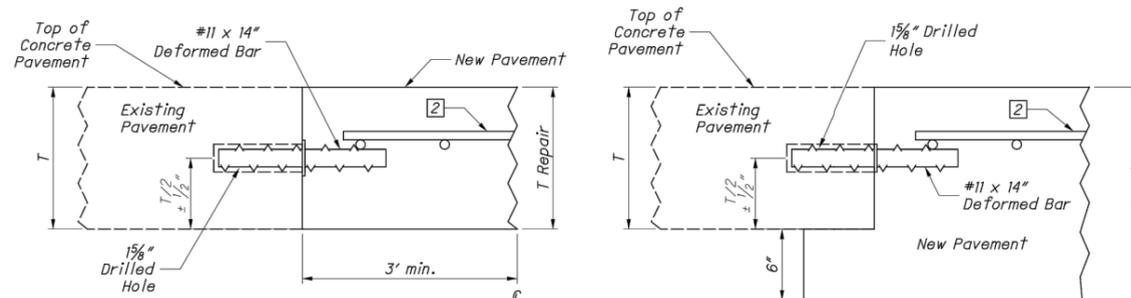


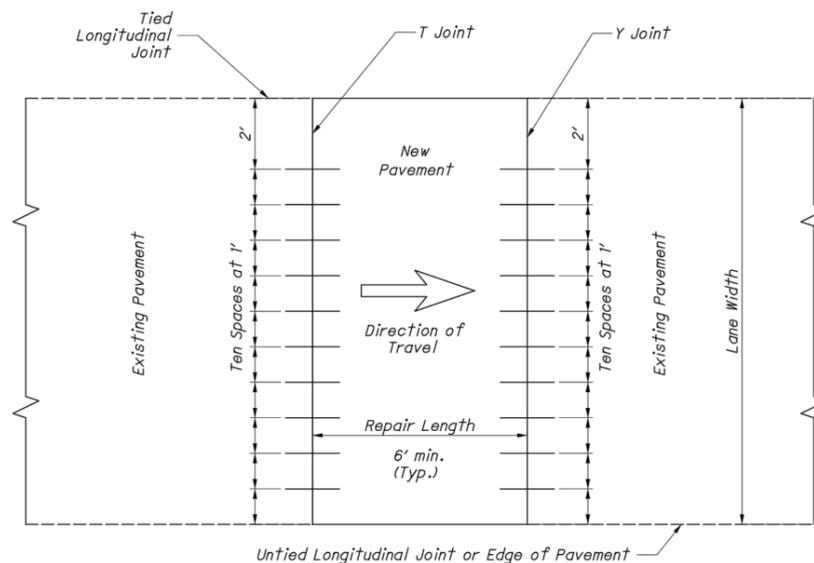
SECTION - TYPE Y
(Contraction)

SECTION - TYPE YU
(Undercut : Contraction)

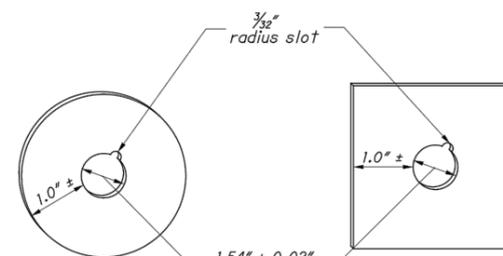


SECTION - TYPE T
(Tied)

SECTION - TYPE TU
(Undercut : Tied)



TIE/DOWEL BAR
PLACEMENT DETAIL
(See [1] for Bar Placement)



NYLON OR PLASTIC
GROUT RETENTION DISCS
FOR DOWEL/TIE BARS [3]
(1/16" min. thickness)

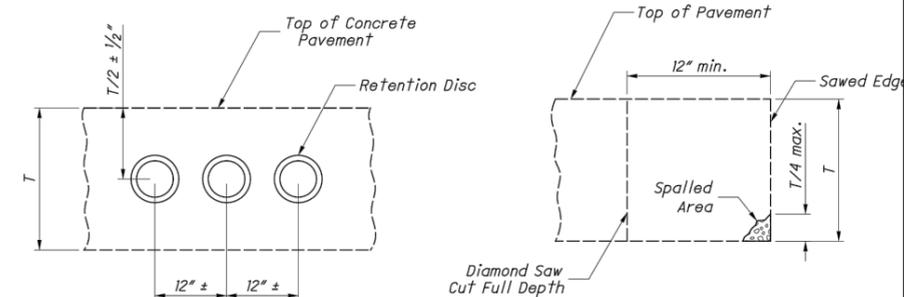
NOTES

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 shafts in the horizontal and vertical direction. The device shall be capable of drilling a minimum of three holes at a time.
 All smooth dowels shall be coated with a bond breaking material conforming to 451.09 B after they have been installed in the existing pavement and just prior to placing the concrete. All dowels 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 Prefabricated Edge Drains are used, they shall be placed after the 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 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 repairs 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.



HOLE DRILLING DETAILS

ADDITIONAL PAVEMENT
REMOVALS

LEGEND

- [1] 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.
- [2] 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 reinforcing shall consist of W8.5 or D8.5 longitudinal wires spaced 6" c/c and W4 or D4 transverse wires spaced 12" c/c. The clearance from the end of the wire fabric to the edge of pavement or new transverse joint shall be 4" ± 2".
- [3] Nylon or plastic grout retention discs shall be clear or opaque white in color.

OFFICE OF
PAVEMENT
ENGINEERING

REVISIONS
01-21-2022
07-19-2013
07-18-2008
07-28-2000
04-08-1997
10-28-1994
02-21-1992

STDS ENGINEER
W. Feehan

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATION

Craig Landefeld

RIGID REPLACEMENT

DESIGN AGENCY



SCD NUMBER
BP-2.5

SHEET TOTAL
1 1



CITY OF ALLIANCE
ENGINEERING DEPARTMENT

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RIGID PAVEMENT REPLACEMENT

NOT TO SCALE
ENGSERV1 / E:/ DATA / ENGINEERING DOCUMENTS / STANDARD DRAWINGS / RD-6.DWG

APPROVED BY:

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VINCENT MUESER, P.E., S.I.T.
ALLIANCE CITY ENGINEER

ALLIANCE RD-6
(1 OF 1)

Revisions / Drawn By

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01-28-22 / ANP