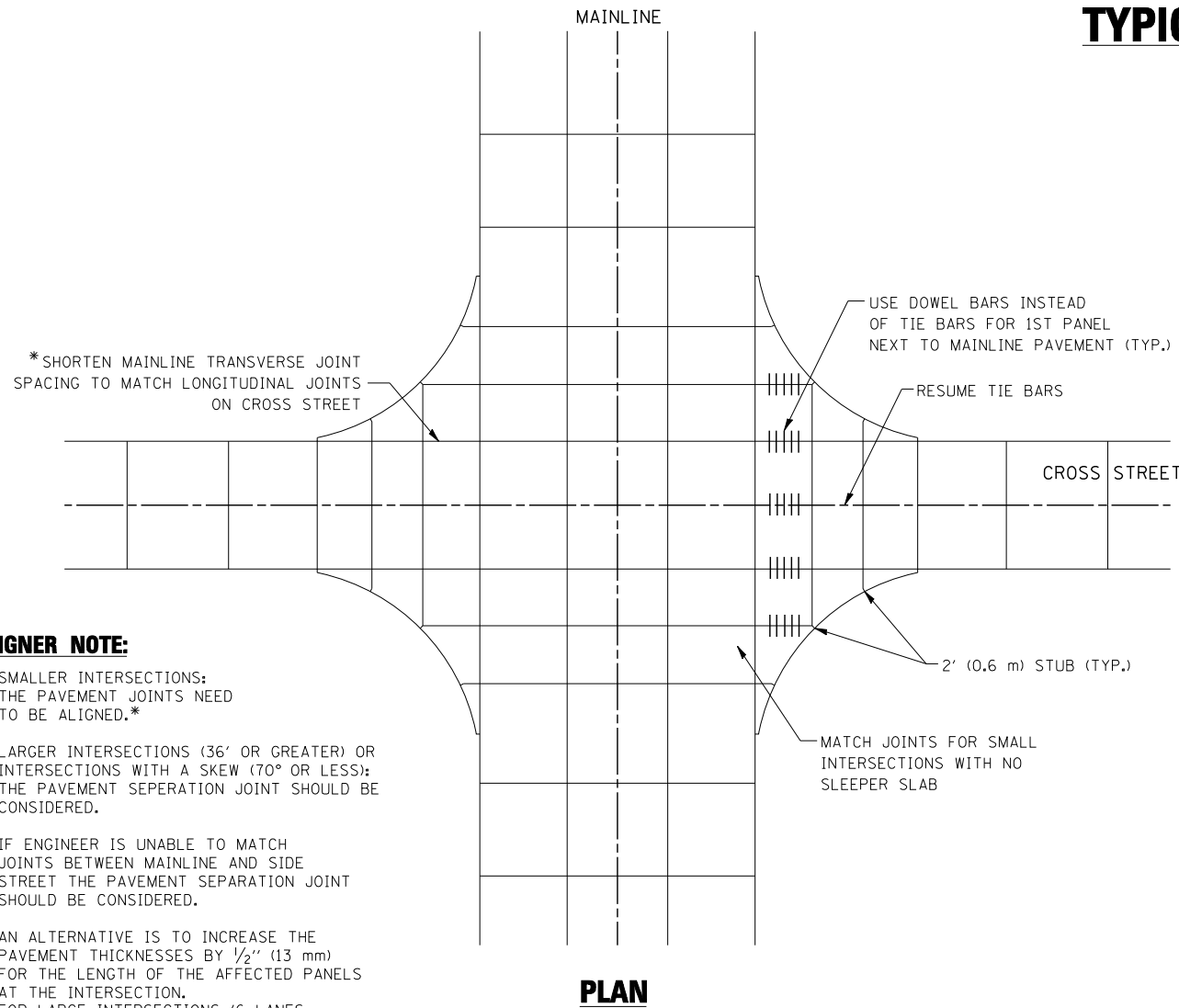# TYPICAL APPLICATION

THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH
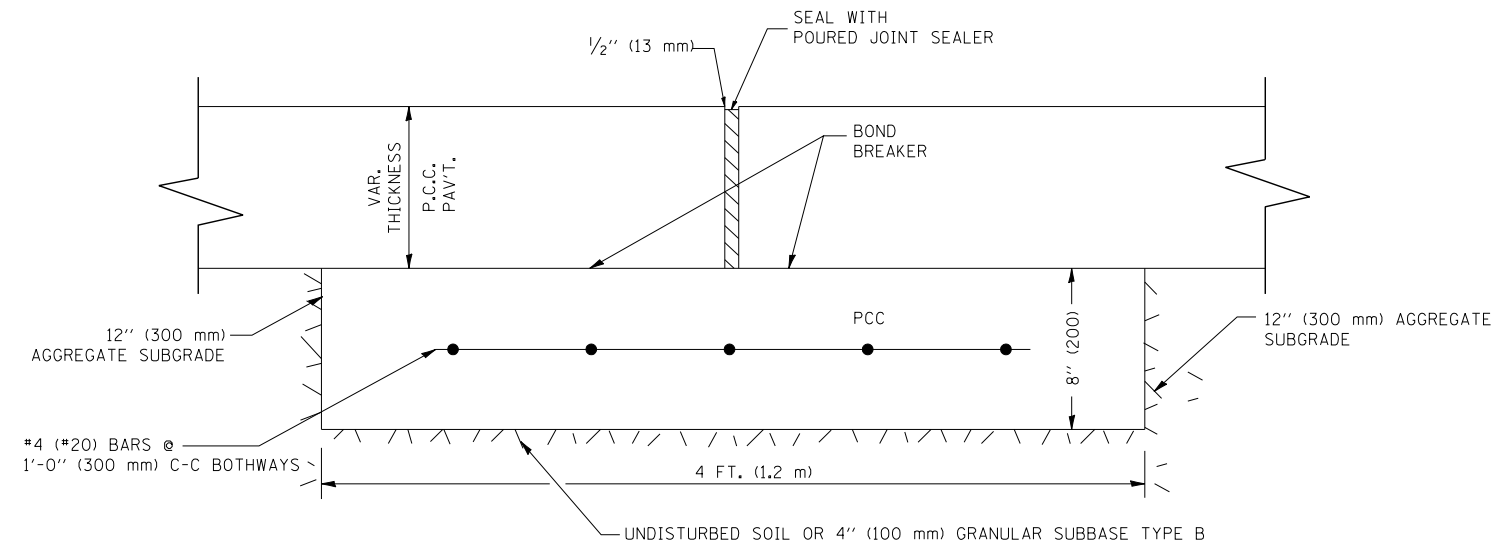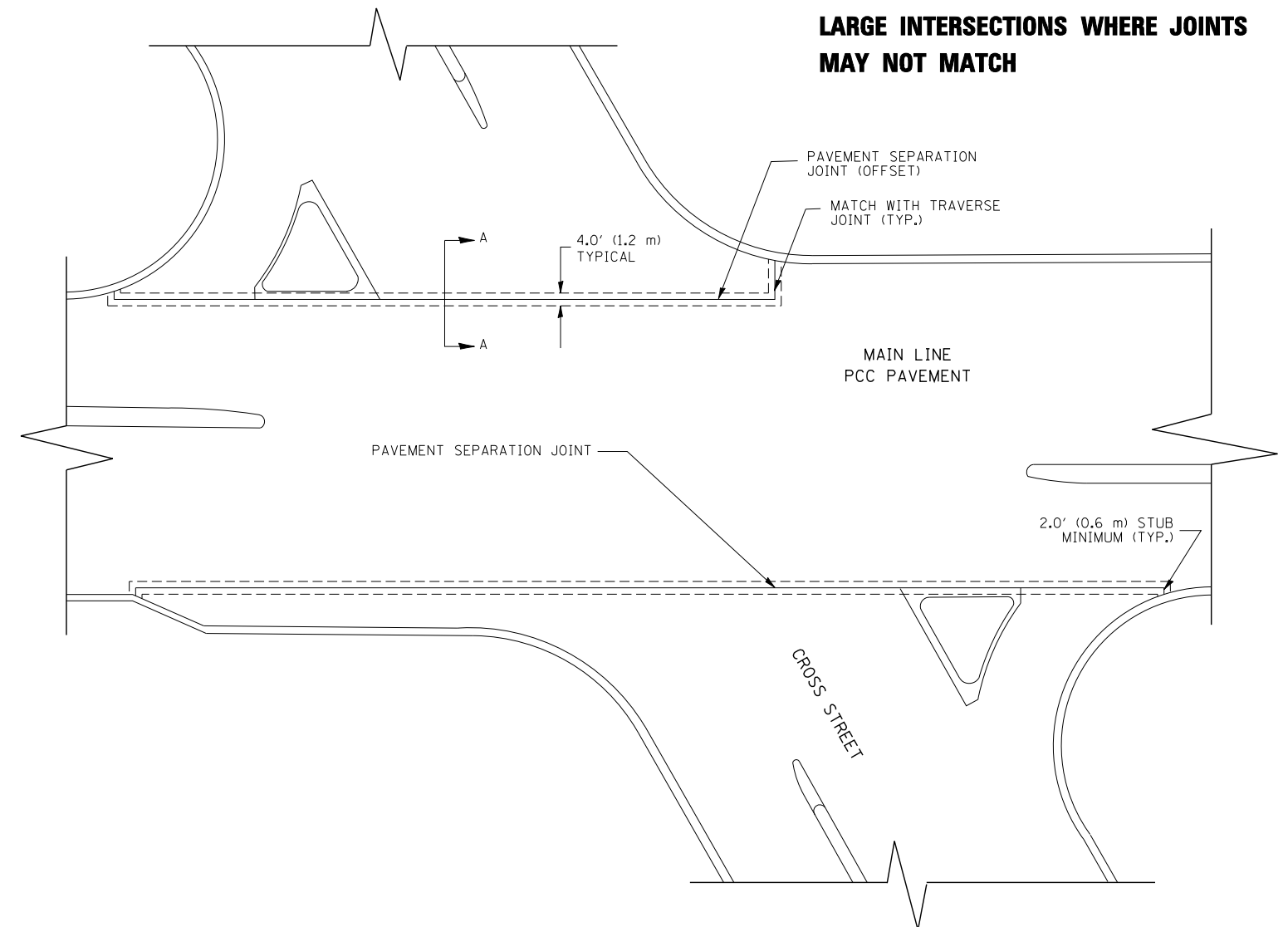
MAINLINE

*SHORTEN MAINLINE TRANSVERSE JOINT SPACING TO MATCH LONGITUDINAL JOINTS ON CROSS STREET

USE DOWEL BARS INSTEAD OF TIE BARS FOR 1ST PANEL NEXT TO MAINLINE PAVEMENT (TYP.)

RESUME TIE BARS

CROSS STREET

2' (0.6 m) STUB (TYP.)

MATCH JOINTS FOR SMALL INTERSECTIONS WITH NO SLEEPER SLAB

DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*

2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.

3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.

4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY $\frac{1}{2}$" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION. FOR LARGE INTERSECTIONS (6 LANES

5. OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

PLAN

PAVEMENT SEPARATION JOINT (OFFSET)

MATCH WITH TRAVERSE JOINT (TYP.)

A

4.0' (1.2 m) TYPICAL

A

MAIN LINE PCC PAVEMENT

PAVEMENT SEPARATION JOINT

2.0' (0.6 m) STUB MINIMUM (TYP.)

CROSS STREET

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF $\frac{1}{2}$" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.

2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.

3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.

4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.

5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.

6. BOND BREAKER AND $\frac{1}{2}$" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".

SEAL WITH POURED JOINT SEALER

$\frac{1}{2}$" (13 mm)

BOND BREAKER

VAR. THICKNESS P.C.C. PAV'T.

PCC

8" (200)

12" (300 mm) AGGREGATE SUBGRADE

12" (300 mm) AGGREGATE SUBGRADE

#4 (#20) BARS @ 1'-0" (300 mm) C-C BOTHWAYS

4 FT. (1.2 m)

UNDISTURBED SOIL OR 4" (100 mm) GRANULAR SUBBASE TYPE B

PROPOSED SECTION A-A