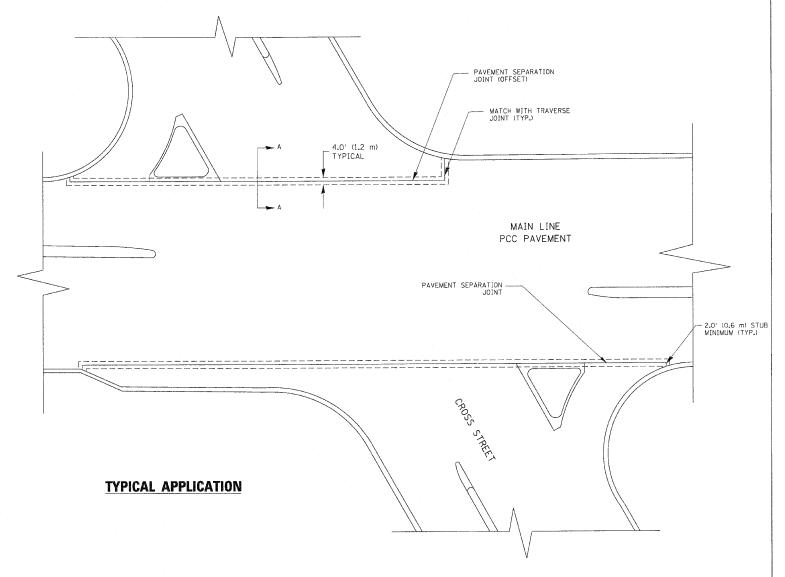
A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-3	WILL	1235	796
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

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



- 1. JOINT FILLER SHALL CONSIST OF A SHEET OF ½" (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
- 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 $1/2^{\prime\prime}$ (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".

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ILLINOIS DEPARTMENT OF TRANSPORTATION

TAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC **PAVEMENTS AT** INTERSECTIONS

SCALE: NONE

DRAWN BY CHECKED BY

-RESUME TIE BARS *SHORTEN MAINLINE TRANSVERSE JOINT SPACING TO MATCH LONGITUDINAL JOINTS 2' (0.6 m) STUB (TYP.) **DESIGNER NOTE:** MATCH JOINTS FOR SMALL 1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED. * INTERSECTIONS WITH NO SLEEPER SLAB 2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE 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 ½" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION. 5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) PLAN TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED. SEAL WITH POURED JOINT SEALER 1/2" (13 mm)-BOND BREAKER PCC 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

MAINLINE

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

CROSS STREET

DATE NAME SCALE NAME

BD52