1. The Contractor may pour the Bridge End Slab in one pour. If poured in one pour, the Transverse Bars shall be installed across the entire slab. If poured in two pours, the Transverse Bars shall be installed for the first pour only. The second pour shall be placed with longitudinal joints sawed and placed in 2-ft. intervals. The Transverse Bars shall be securely tied to the longitudinal Bars and shall be continuous across the longitudinal joint.

2. For Bridges constructed on 15° and greater skew, see Bridge Standard Drawing No. I-131 (Sheets 4 & 5 of 8). For Bridge Rail Design Bureau Special Drawing No. S-86, the Steel shall correspond to the Spacing Schedule shown for Transverse Steel Placement.

3. When roadway pavement is Bituminous, the finished Crown of Bridge End Slab shall conform to the Crown of Bridge. Transition to Bridge and to Crown of roadway at end adjacent to pavement. The Crown shall vary uniformly. A belted Crown Section will require the placing of adjoining lanes at the same time. Hence only a contraction joint will be allowed through the slab.

4. Where the Bridge Paving Seat is cast in the Bridge End Span, place two (2) layers of graphite surfaced sheet packing, 1/16 inch thick. All laps shall be well staggered throughout the slab and shall be tied with two (2) wire ties. Locations vary for skewed slabs. See Table above.

5. Widths of Bridge End slab shown are for two (2) lane travelway. This plan may be used for various widths desired.

6. Longitudinal joints to be keyed if slabs are poured lane at a time. Deformed Tie Bars or hook bolts across joints to prevent movement. See note no. 7.

7. For bridges constructed on 0° and greater, the finished slabs shall conform to the original roadway condition during concrete placement. It's original roadway condition during concrete placement.

8. Steel shall be secured so that it will remain in its original placement condition during concrete placement.

9. Concrete thickness for skewed slabs shall vary transversely from long side to short side. Concrete thickness for skewed slabs shall be increased in thickness on long side, greater than 45° skew - 10" to 14" thick. 33° to 45° skew - 10" to 14" thick. 15° to 33° skew - 10" to 11" thick. 0° to 15° skew - 10" thick.

10. Concrete thickness for non-skewed slabs shall be 20'-0" for No. 5 Bars. All laps shall be well staggered throughout the slab and shall be tied with two (2) wire ties. Locations vary for non-skewed slabs.

11. The Crown Section will require the placing of adjoining lanes at the same time. Hence only a contraction joint will be allowed through the slab.

12. Where the Bridge Paving Seat is cast in the Bridge End Span, place two (2) layers of graphite surfaced sheet packing, 1/16 inch thick. All laps shall be well staggered throughout the slab and shall be tied with two (2) wire ties. Locations vary for non-skewed slabs.

13. Longitudinal joints to be keyed if slabs are poured lane at a time. Deformed Tie Bars or hook bolts across joints to prevent movement. See note no. 7.

14. Steel shall be secured so that it will remain in its original placement condition during concrete placement.
GENERAL NOTES

1. If the details and construction drawings in the plans or specifications are in conflict, the plans or drawings will control.

2. All dimensions shown are approximate. The plans, specifications, and drawings are intended to indicate the general location, shape, size, and construction of the work to be done, and are not to be considered as an exact representation of the material to be furnished.

3. All materials furnished shall be of the quality, kind, and type specified in the plans and specifications. Any and all materials shall be delivered to the site and shall be of such quality as to meet the requirements set forth in the plans and specifications.

4. All contract work is to be done in the manner described by the plans, specifications, and any written orders and directions approved by the Contracting Officer.

5. The plans and specifications are prepared for the purpose of aiding bidders in determining their bids, and are not intended to be complete or comprehensive in any manner. All plans and specifications shall be interpreted in accordance with the rules and regulations of the Contracting Officer.

6. The plans and specifications are subject to modification after issuance by approval of the Contracting Officer.

7. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

8. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

9. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

10. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

11. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

12. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

13. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

14. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

15. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

16. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

17. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

18. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

19. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.

20. The plans and specifications are subject to change at any time, without notice, and are not to be considered as the final plans and specifications of the project.
GENERAL NOTES

1. If he elects, the contractor may pour the bridge end slab in the pour of bridge deck. The paving grade slab shall be cast straight across, and the transverse steel shall be formed into the slab. The finished crown of the bridge end slab shall conform to the crown of the bridge. Transverse steel shall be continuous across longitudinal joints. It is desirable to have transverse bars cross the slab in one length when feasible.

2. When roadway pavement is bituminous, the finished crown of bridge end slab shall conform to the crown of the bridge. Transition from normal crown of bituminous pavement to crown of bridge end slab shall be made in a distance of 100 feet.

3. Where the bridge paving seat is cast in the bridge end span, scarify the contact surface of the bridge end and the paving seat. Longitudinal joints to be keyed if slabs are poured one lane at a time. Deformed tie bars or #5 hook bolts across joints shall correspond to spacing shown in schedule for transverse steel placement.

4. Transverse steel pattern is shown perpendicular to the roadway. This steel pattern must be used for bridge slabs greater than 15°. The transverse steel pattern is shown perpendicular to the roadway. This steel pattern must be used for bridge slabs greater than 15°.

5. Longitudinal joints to be keyed if slabs are poured one lane at a time. Deformed tie bars or #5 hook bolts across joints shall correspond to spacing shown in schedule for transverse steel placement. When feasible, when necessary to use more than one (1) bar across slab, laps shall be 20" long for No 4 bars and 25" long for No 5 bars. All laps shall be well staggered throughout the slab and shall be tied with two (2) wire ties.

6. The transverse steel pattern is shown perpendicular to the roadway. This steel pattern must be used for bridge slabs greater than 15°.

7. For bridges constructed on continuous support, use No 4 (or #3) reinforcing steel bars 2' long. Use a set of bars for each soil condition as shown in plan.

8. Note 7 on 10-11-05 by J.F.T.

9. Added Note No. 6 to match the Bridge Bureau policy.

10. Added to CADD on 04-30-99.

11. Montgomery, AL 36130-3050

12. Gulf of Mexico of Transportation

13. MOI of Florida

14. 10-17-02 by J.F.T.
**DETAIL OF PAVING SEAT**

1. The paving seat shall be designed and placed as shown in the plan and section drawings and in accordance with the general specifications of this project.

2. The paving seat shall be constructed of approved materials and shall be securely tied to the substructure to maintain its alignment and stability.

3. The paving seat shall be placed adjacent to the pavement and bridge rail for ease of expansion and contraction.

4. The paving seat shall be placed in accordance with the transverse steel pattern shown in the transverse section.

5. The longitudinal joints shall be keyed if the slabs are to be poured one lane at a time. Deformed tie bars or hook bolts across the joint shall correspond to the spacing shown in the schedule for transverse steel bars.

6. Longitudinal steel bars shall be placed as shown in the typical longitudinal section.

7. For bridges constructed on 15° and greater skew angle, see the bridge drawing I-131 (Sheets 4 & 5 of 8).

8. The transverse steel pattern is shown parallel to the bridge skew. This steel pattern is for general reference only. The steel pattern may be adjusted as required to accommodate the specific project.

9. The paving seat shall be designed to accommodate a 36" wide x 3" high integral concrete beam, perpendicular to the roadway. See drawing No. BES 450-O (Index No. 105).

10. The paving seat shall be placed in accordance with the specifications of this project.
LONGITUDINAL JOINTS

STANDARD PLAIN AND REINFORCED CONCRETE PAVEMENT

TRANSVERSE JOINTS

STANDARD PLAIN AND REINFORCED CONCRETE PAVEMENT

GENERAL NOTES

1. FOR PLAIN CONCRETE JOINTS DISREGARD REINFORCING DETAILS.
2. ALL JOINT REINFORCEMENTS AND CONSTRUCTION JOINTS SHALL BE SAWN.
3. HOOK BOLTS SHALL BE ATTACHED TO SLEEVE THE FULL LENGTH INTO SLEEVE.
4. LENGTH WILL DEPEND ON TYPE OF FORM USED.
5. WHEN CONTRACTOR OPTIONS TO USE ENCAPSULATED ANCHOR, THE REQUIRED EPOXY RETENTION DISK OR EPOXY DISC SHALL BE PLACED TO THE TOP OF JOINTS.
6. FOR DETAIL OF DOWEL SUPPORT ASSEMBLY SEE APPROPRIATE SPECIAL DRAWING.

THE BAR ALIGNMENT TOLERANCE

1. 3/4" ABOVE TOP OF DOWEL REINFORCEMENT
2. 1/2" BELOW TOP OF DOWEL REINFORCEMENT
3. 1/4" MAXIMUM PER REINFORCEMENT

NOTE: ALL TIE BARS TO BE GRADE 50 STEEL
SEAL

(BACKER ROD DETAIL FOR SHAPE FACTOR (TRANSVERSE ONLY)

LENGTH OF SLAB

T

L

W

DIA OF BACKER ROD

""

Tape in bottom bond breaker

20' or less

21' to 40'

41' to 60'

1/2"

1/4"

3/8"

1-1/4"

1/4"

1/2"

5/8"

3/8"

5/8"

3/4"

SCHEDULE

LONGITUDINAL SILICONE SEAL

DETAIL "A"

TRANSVERSE SILICONE SEAL

DETAIL "B"

TO

D /3

D /3

TO

CUT

"" wide initial

* (see schedule below)

EPOXY RETENTION DISK

DOWEL BAR

NYLON OR PLASTIC MATERIAL

DETAILS OF EPOXY RETENTION DISK

1" ±

1" - 3/4"

1 - 1/2"

1 - 3/4"

1/4"

1/2"

5/8"

3/8"

5/8"

3/4"

CONCRETE JOINT AT EXISTING ASPHALT PAVEMENT

REINFORCEMENT

D /2

D /2

WEAKENED PLANE SHALL BE SAWED wherein the plane of the weakened part shall be sawed

Poored in one operation

WHERE BRIDGE END SLAB LANES ARE POURED SEPARATELY

LONGITUDINAL BUTT JOINT WHERE BRIDGE

REINFORCEMENT

DEFORMED TIE BAR (FIRST POUR)

EPOXY OR ENCAPSULATED ANCHOR (NEW SLAB)

INTO EXISTING BRIDGE AND SLAB TO A DEPTH OF 1/3 PAVEMENT THICKNESS.

NOTE:

BE REMOVED PRIOR TO THE POURING OF THE NEW SLAB.

A CONSISTENCY THAT IT WILL NOT RUN OUT OF THE DRILLED HOLE. THE RETENTION DISK SHALL

EXISTING CONCRETE. THE RETENTION DISK SHALL BE HELD IN PLACE UNTIL THE EPOXY HAS REACHED

EPOXY RETENTION DISK WILL BE REQUIRED FOR THE INSTALLATION OF ALL SMOOTH DOWELS INTO THE

EXISTING JOINT.

REQUIRED SAWING EXISTING JOINT

1"

1"

+"

CONCRETE JOINT AT EXISTING ASPHALT PAVEMENT

REINFORCEMENT

D /2

D /2

BITUMINOUS BUILDUP REQUIRED TO EPOXY SMOOTH DOWELS

NEW SLAB KEYWAY

EPOXY OR ENCAPSULATED ANCHOR (OLD SLAB)

END SLAB IS WIDENED

LONGITUDINAL BUTT JOINT WHERE BRIDGE

REINFORCEMENT

DEFORMED TIE BAR, 18" LONG @ 12" OC

NOTE:

1. SLAB JOINTS

PAVEMENT AND BRIDGE END REINFORCED CEMENT CONCRETE

DETAIL OF STANDARD PLAIN AND

L.V.S.

09-01-04 by J.F.T.

initial cut @ silicone seal on Retention disk sketch & showing Existing Asphalt Pav't., added Epoxy includes adding Conc. Joint @ Expanded CPJ-450 to two sheets, 1.'
-EXISTING TRANSVERSE JOINT
-EXISTING LONGITUDINAL JOINT
-EXISTING SHOULDER

FULL-DEPTH SAW CUT
DAMAGED AREA EXCEEDS (2) FEET PERPENDICULAR DISTANCE ON ONE SIDE OF EXISTING TRANSVERSE JOINT

DEFORMED
SMOOTH

DETAIL

DEFORMED

DETAIL

SMOOTH

DETAIL

SMOOTH

SEE

REMOVE & REPLACE

6'-0" MIN

12" MIN

20 FT

6 FT

16 FT

11 FT

6' MIN

DEFORMED

EXISTING LONGITUDINAL JOINT

EXISTING JOINT

TRANSVERSE

EXISTING SHOULDER

SEE SHEET 3 OF 3
-GENERAL NOTES AND DETAIL DRAWINGS-
SEE SHEET 3 OF 3
LONGITUDINAL TIEBAR DETAIL

No 10 DEFORMED TIE BAR 18" LONG

SMOOTH DOWEL DETAIL

1. Any base material determined to be unsuitable by the engineer shall be removed to a depth directed by the engineer. The costs of removal of unsuitable material shall be a subsidiary obligation of pay item 453-D.

2. Patching of joints falling within (6) feet of existing transverse cracks or joints shall be extended to include the existing transverse joint.

3. Patches shall be extended to a minimum thickness of 6".

4. Same method of repair shall be used for more than 2-lanes in one direction.

5. Payment for removing will be made under item 453-C, removal of concrete pavement slab, per square yard, which shall be complete payment for concrete pavement slab.

6. Payment for the required concrete pavement will be made under item 453-D, concrete pavement slab, per cubic yard, which shall be complete payment for sawing and removing concrete pavement slab, including reinforcement steel, dowels and tie bars.

7. Joint or new working joint on the adjacent lane.

TRANSVERSE DEFORMED TIEBAR DETAIL

No 10 DEFORMED BARS 18" LONG @ 12" OC EPOXIED 9"/6" / 3" / 6'-0" MIN

EXISTING TRANSVERSE JOINT

INTO EXISTING SLAB

INTO EXISTING CONCRETE PAVEMENT

TIE BARS

REPLACEMENT SLAB, PER CUBIC YARD, WHICH SHALL BE COMPLETE PAYMENT FOR CONCRETE PAVEMENT SLAB.

CRACK OR JOINT

EXISTING SLAB

@12" OC

REPAIR LENGTH

MAXIMUM DAMAGE

SHALLOW

APPROXIMATE

1"±

MATERIAL (SEE NOTE)

NYLON OR PLASTIC

(SEE NOTE)

UNSUITABLE BASE MATERIAL

UNSUITABLE BASE MATERIAL (SEE NOTE)

MATERIAL (SEE NOTE)

SECTION BB

SECTION 6A

SECTION 6B

SECTION 6C

SECTION 6D

SECTION 7

SECTION 8

DETAILS OF EPOXY RETENTION DISK

REQUIRED TO EPOXY 1" SMOOTH DOWELS INTO EXISTING CONCRETE PAVEMENT

REMOVAL OF UNSUITABLE MATERIAL

AND A BOND BREAKER PLACED PRIOR TO POURING THE REPLACEMENT SLAB. THE COST OF REMOVAL OF UNSUITABLE MATERIAL

REACHED A CONSISTENCY THAT IT WILL NOT RUN OUT OF THE DRILLED HOLE. THE RETENTION DISK SHALL

EPOXY RETENTION DISK WILL BE REQUIRED FOR THE INSTALLATION OF ALL 1" SMOOTH DOWELS INTO

SPECIAL DRAWING

* * *

INDEX NO

SPECIAL DRAWING NO

DATE DRAWN: 12-08-89

CPR-453 (SHEET 3 OF 3)

NOT TO SCALE

ALABAMA DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

NOT TO SCALE
CONCRETE PAVEMENT REPLACEMENT

1. THE REMOVAL OF THE EXISTING CONCRETE PAVEMENT SHALL BE COMPLETED WITHIN 24 HOURS.

2. THE REQUIRED STEEL REINFORCEMENT MAY BE FIELD CUT.

3. IN THE AREAS WHERE THE DEPTH OF REMOVAL IS LESS THAN 6" THE VOID IN THE BASE SHALL BE REPLACED.

4. THE ENGINEER SHALL BE REMOVED TO A DEPTH AS DIRECTED BY THE ENGINEER. IN THE AREAS WHERE THE DEPTH OF REMOVAL IS LESS THAN 2" THE VOID IN THE BASE SHALL BE REPLACED.

5. THE DURATION OF THE PROJECT CAN BE FROM 6 AM TO 6 PM, EXCEPT THAT THE PROJECT MAY BE PERFORMED AT ANY TIME DURING THE NIGHT, AS DETERMINED BY THE ENGINEER.

6. THE PERIOD OF THE PROJECT CAN BE FROM 6 AM TO 6 PM, EXCEPT THAT THE PROJECT MAY BE PERFORMED AT ANY TIME DURING THE NIGHT, AS DETERMINED BY THE ENGINEER.

7. THE REQUIRED STEEL REINFORCEMENT MAY BE FIELD CUT.

8. THE PERIOD OF THE PROJECT CAN BE FROM 6 AM TO 6 PM, EXCEPT THAT THE PROJECT MAY BE PERFORMED AT ANY TIME DURING THE NIGHT, AS DETERMINED BY THE ENGINEER.

9. THE DURATION OF THE PROJECT CAN BE FROM 6 AM TO 6 PM, EXCEPT THAT THE PROJECT MAY BE PERFORMED AT ANY TIME DURING THE NIGHT, AS DETERMINED BY THE ENGINEER.

NOTES

- LOCALITY:
  - ALABAMA DEPARTMENT OF TRANSPORTATION
  - INDEX NO:
  - SPECIAL DRAWING NO:
  - REV.:

- DATE DRAWN: 12-08-89
- BUREAU STD ENGR:
- DRAWN BY:
- NOT TO SCALE

- CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION -- SPECIFICATIONS --
GENERAL NOTES

SPALL AREA 3 SQUARE INCHES OR LESS SHALL BE CLEANED AND FILLED WITH THE JOINT SEAL MATERIAL. LARGER SPALLS SHALL GENERALLY REQUIRE SLAB REMOVAL.

COLD POURED JOINT SEALANT SHALL BE TOOLED IMMEDIATELY AFTER APPLICATION.

THE DEPTH OF THE REQUIRED SAWING SHALL BE SUFFICIENT TO REMOVE ALL EXISTING JOINT MATERIALS. CLEAN AND RECEIVE THE REQUIRED SEAL.

RECESS:

@ C OF JOINT

THICKNESS OF SEAL

SCHEDULE FOR SHAPE FACTOR

<table>
<thead>
<tr>
<th>SPACING</th>
<th>JOINT SEAL</th>
<th>EDGE OF PAVEMENT</th>
<th>CRACK SEAL</th>
<th>CRACK SEAL WITH SAWED JOINT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
</tr>
<tr>
<td>1/4&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
</tr>
<tr>
<td>3/16&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
</tr>
<tr>
<td>1/2&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
<td>1/8&quot;</td>
</tr>
</tbody>
</table>

DETAILED NOTES

- The depth of the required sawing shall be sufficient to remove all existing joint materials. Clean and receive the required seal.
- The thickness of seal shall be equal to the desired joint width for the joint material.
- Additional sizes shall be placed in joints to accommodate seal removal.
- Joint seal materials shall be placed in joints to accommodate seal removal.
- The depth of the required sawing shall be specified by the engineer and shall be sufficient to remove all existing joint materials. Clean and receive the required seal.
NOT TO SCALE

1. SPALL REPAIR; AREAS 3 SQUARE INCHES OR LESS SHALL BE CLEANED AND FILLED WITH THE JOINT EXISTING CONCRETE PAVEMENT JOINT TYPE - II AND FILLED WITH SEALANT AS SHOWN REGARDLESS OF THE ACTUAL JOINT WIDTH AND DEPTH.

2. SPALL REMOVE; LARGER SPALLS SHALL GENERALLY REQUIRE SLAB REMOVAL.

NOTES:

1. DEPTH AND WIDTH OF TRANSVERSE AND LONGITUDINAL JOINTS SHOWN ARE TYPICAL. THE EXISTING JOINT SHALL BE CLEANED OF EXISTING JOINT MATERIAL INCLUDING BACKER ROD.

2. CRACK SEAL WITH SPALL REPAIR

EDGE OF PAVEMENT AND SHOULDER JOINT SEAL

CRACK SEAL WITH SPALL REPAIR

CRACK SEAL

TRANSVERSE CONTRACTION & LONGITUDINAL JOINT SEAL

TRANSVERSE EXPANSION JOINT SEAL

TRANSVERSE JOINT SEAL WITH SPALL REPAIR

TRANSVERSE JOINT SEAL

FRAGMENTS -- SPECIFICATIONS --

ALABAMA DEPARTMENT OF TRANSPORTATION REPRESENTATIVE AUTHORIZED TO APPROVE THIS USE. ANYONE MAKING UNAUTHORIZED USE OF THIS DRAWING MAY BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.

THIS DRAWING REPRESENTS DESIGNS PREPARED FOR USE BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND IS NOT TO BE COPIED, REPRODUCED, ALTERED, OR USED BY ANYONE, OR ANY ORGANIZATION, WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE ALABAMA DEPARTMENT OF TRANSPORTATION.
NOT SCALE
1. BOND BREAKER: A 3/4" THICK GALVANIZED STEEL PLATE 4" NON-PERFORATED 4" PERFORATED UNDERDRAIN

2. PAYMENT: THE INSTALLATION OF THE PAVEMENT AND PAVEMENT DETAILS OF SLOPE PAVED OUTLET SEE SPECIAL DRAWING SUO-605-AB.

3. PAVEMENT RETAINING LUG SHALL BE POURED IN ONE OPERATION.

4. FOR DETAILS OF SLOPE PAVED OUTLET SEE SPECIAL DRAWING SUO-605-AB.

GENERAL NOTES:

- BOND BREAKER: A 3/4" THICK GALVANIZED STEEL PLATE 4" NON-PERFORATED 4" PERFORATED UNDERDRAIN
- PAYMENT: THE INSTALLATION OF THE PAVEMENT AND PAVEMENT DETAILS OF SLOPE PAVED OUTLET SEE SPECIAL DRAWING SUO-605-AB.
- PAVEMENT RETAINING LUG SHALL BE POURED IN ONE OPERATION.
- FOR DETAILS OF SLOPE PAVED OUTLET SEE SPECIAL DRAWING SUO-605-AB.
GENERAL NOTES

1. THE ILLUSTRATIONS SHOWN ON THIS DRAWING ARE FOR GUIDANCE ONLY IN OBTAINING THE PROPER MEASUREMENTS OF SLAB MOVEMENT AND DOES NOT REPRESENT THE LIMITS OR CONFIGURATION OF THE MEASURING DEVICES. ALTERNATE SCHEMES MAY BE SUBMITTED BY THE CONTRACTOR FOR CONSIDERATION OF APPROVAL BY THE ENGINEER.

2. MEASURING FOR MOVEMENT SHALL BE DONE USING DIAL INDICATORS AT THE FOLLOWING LOCATIONS:

   - EDGE OF PAVEMENT WITHIN 3 FT RADIUS OF, AND ON THE SAME SLAB AS, THE HOLE BEING GROUTED.
   - ON THE ADJACENT SHOULDER TO THE SLAB BEING GROUTED.
   - ON AN ADJUSTMENT SLAB WHEN THAT SLAB IS WITHIN 5 FT OF THE HOLE BEING GROUTED.

3. THE ILLUSTRATIONS SHOWN ON THIS DRAWING ARE FOR GUIDANCE ONLY IN OBTAINING THE PROPER MEASUREMENTS OF SLAB MOVEMENT AND DOES NOT REPRESENT THE LIMITS OR CONFIGURATION OF THE MEASURING DEVICES. ALTERNATE SCHEMES MAY BE SUBMITTED BY THE CONTRACTOR FOR CONSIDERATION OF APPROVAL BY THE ENGINEER.

PAVEMENT MOVEMENT DURING PRESSURE CONCRETE GROUTING OPERATIONS

INSTRUMENT SUPPORT BASE

INSTRUMENT SUPPORT BASE

DIAL INDICATOR

DIAL INDICATOR

DIAL INDICATOR
GENERAL NOTES

1. SCORING BY CUTTING SHALL BE CONSTRUCTED IN RURAL FREEWAY AND OTHER SPECIFIED HIGH SPEED RURAL FACILITIES WHEN CALLED FOR IN THE PLANS.

2. SCORING BY CUTTING ARE TO BE CONSTRUCTED IN ACCORDANCE WITH SECTION 428 OF THE SPECIFICATIONS ON BOTH SHOULDER OF REMOVE UNLESS OTHERWISE DESIGNED ON THE PLANS.

3. SCORING BY CUTTING SHALL BE PAID FOR UNDER THE CONTRACT UNIT RATE FOR SCORING LUNGHOUSS OR CONCRETE PAVEMENT SURFACE BY CUTTING PER LINE.

4. OTHER METHODS AND TYPES OF APPLICATIONS FOR HYDROPHILIC SHOULDER SHALL NOT BE USED UNLESS APPROVED IN WRITING BY THE AID CIVIL ENGINEERING PAYMENT WILL BE BY ITEM 428.

5. AT NARROW BRIDGES OR OTHER USEFUL PAVEMENT ENCLOSURE, SCORING OPERATIONS TO CONTINUE UNTIL THE LENGTH FROM THE EDGE OF TRAVELWAY TO THE ENCLOSURE IS LESS THAN 5 FEET.

6. SCORING SERIES TO BE 40' IN LENGTH WITH 10' BREAKS ON THE OUTSIDE SHOULDER AND CONTINUOUS ON THE INSIDE SHOULDER OF DIVIDED FREEWAYS.

7. SCORING SERIES SHALL BE CONTINUOUS ON ALL ENCLOSED ACCESS FACILITIES.

8. SCORING SERIES SHOULD ONLY BE INSTALLED IF IT IS AT LEAST 1520' (1/4 MILE) CONTINUOUS SECTOR, EXCLUSIVE OF DRIVEWAY AND INTERSECTION BREAKS.

LOCATION ALONG INTERCHANGE AREAS

LOCATION ALONG SHOULDER (FLEXIBLE PAVEMENT)

NOT TO SCALE