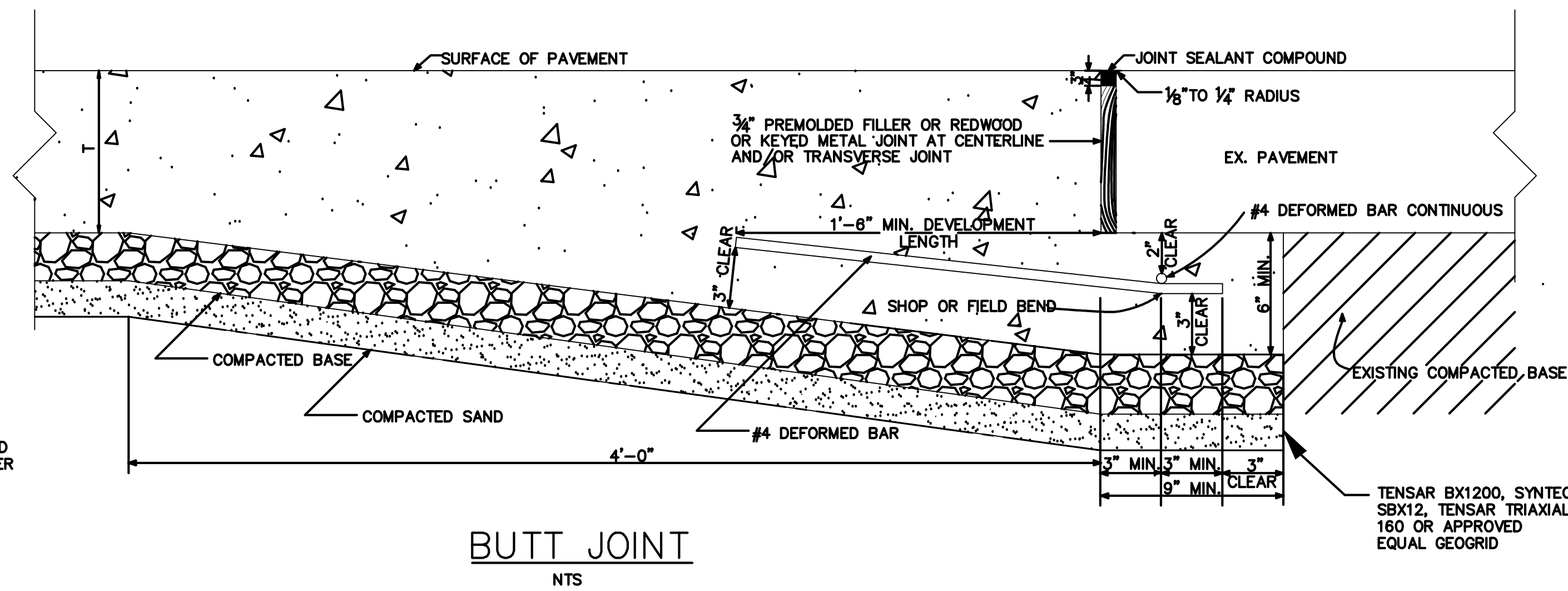


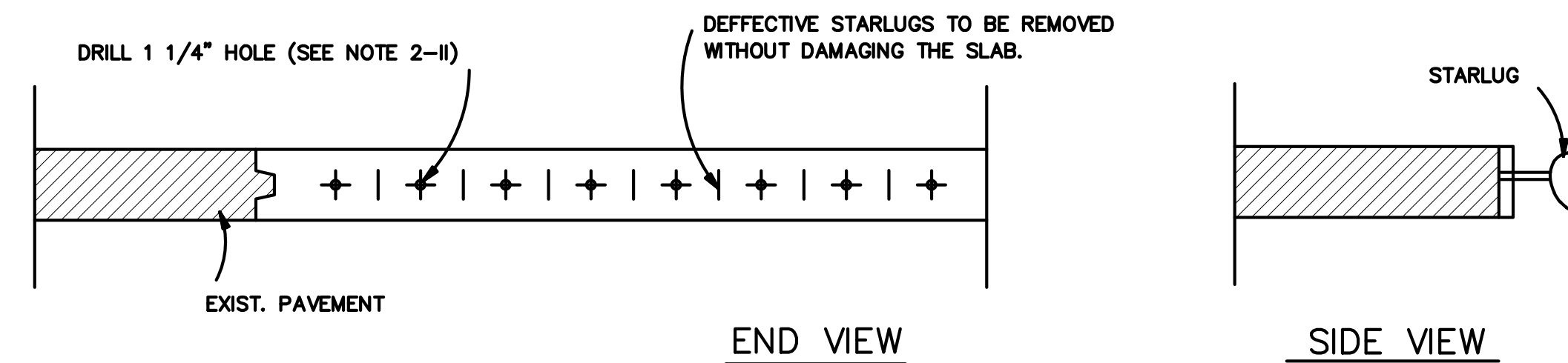
**COMPOSITE PAVEMENT REPAIR**

N.T.S.



**BUTT JOINT**

NTS



**REPLACING JOINT WITH DAMAGED STARLUG SITUATION & DOWELING EXISTING TO PROPOSED CONCRETE**

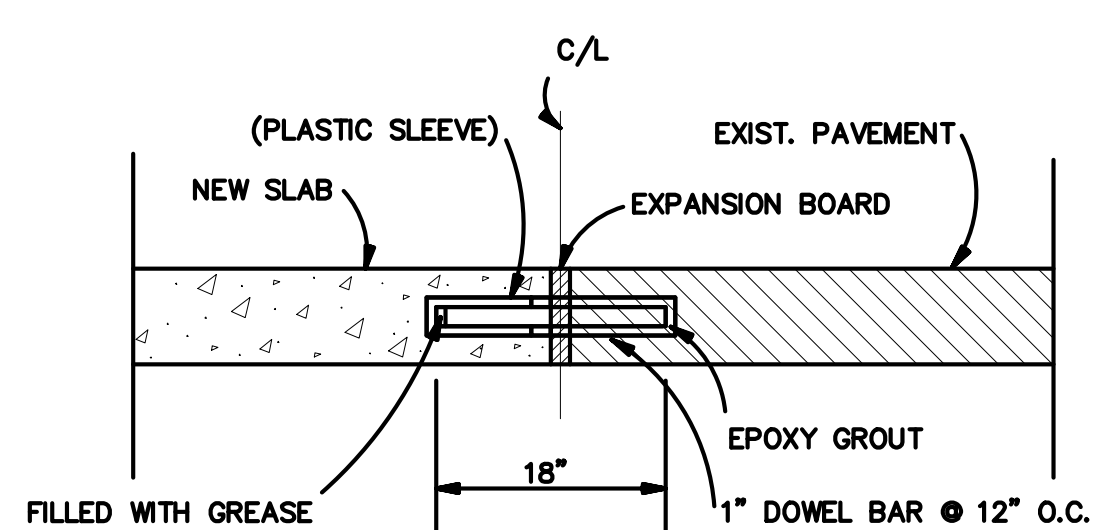
NTS

**NOTES:**

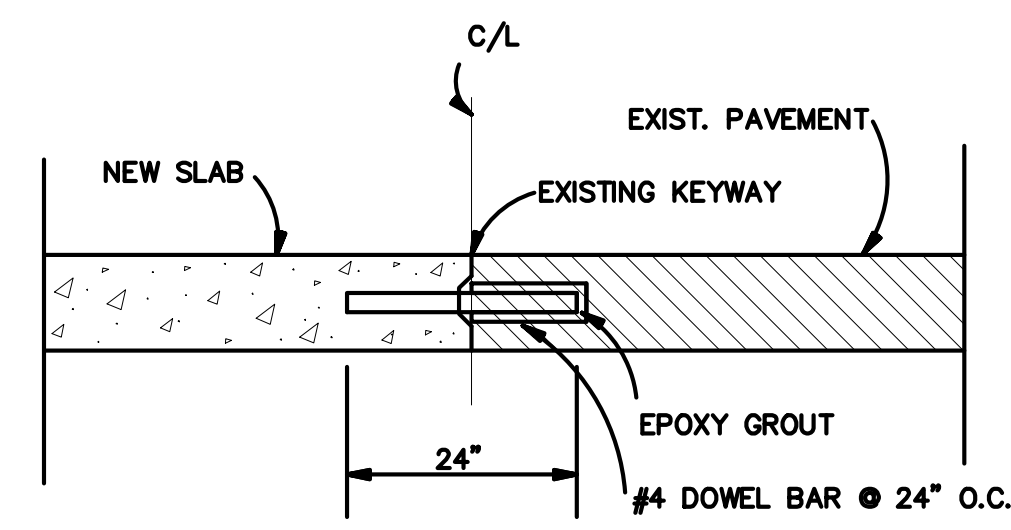
- NOTE: "T" = THICKNESS OF PAVEMENT
- 8" CLASS II BASE COURSE & 6" EMBANKMENT TO BE INSTALLED ONLY IF EX. BASE IS DEEMED UNSUITABLE BY PROJECT ENGINEER.
- BUTT JOINT ONLY APPLICABLE WHERE EXISTING CONCRETE IS NOT SUITABLE FOR DOWELING. THE PLACEMENT OF THIS JOINT WILL BE DETERMINED BY PROJECT ENGINEER IN THE FIELD.
- MINIMUM BAR LENGTH IS TO BE 24"
- BARS ARE TO BE 12" O.C. AT TRANSVERSE JOINTS AND 24" O.C. AT LONGITUDINAL JOINTS.

**NOTE:**

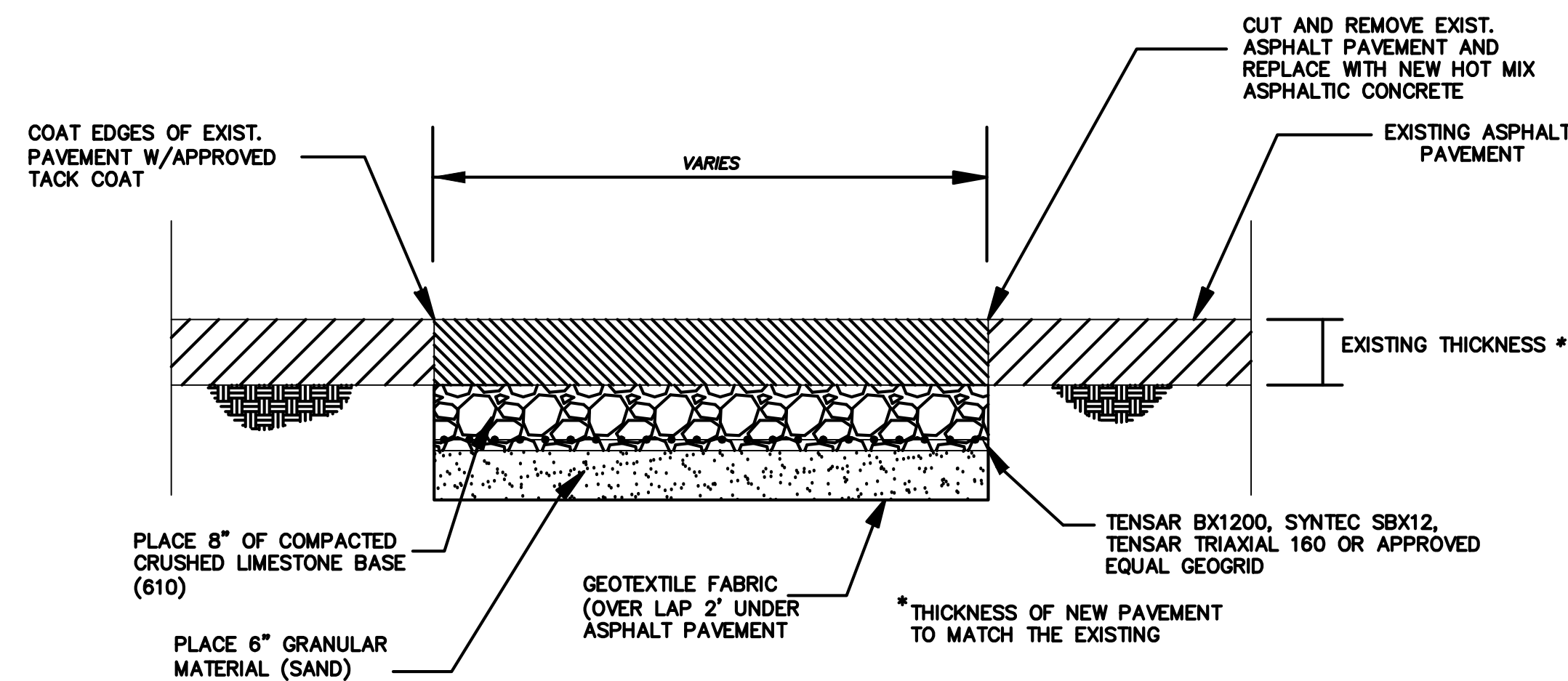
- IF TRENCH IS BETWEEN THE EDGE OF THE ROAD AND 1ST. QUARTER POINT, REMOVE SLABS TO THE QUARTER POINT AND REPLACE THE SECTION TO GRADE AND THICKNESS AS SPECIFIED, AND FORM BUTT JOINT.
- IF TRENCH IS BETWEEN THE CURB AND CENTERLINE, PAST THE QUARTER POINT, SAW CUT THE PAVEMENT ALONG CENTERLINE, REMOVE HALF THE SLAB, REPLACE HALF SLAB WITH NEW CONCRETE TO SPECIFIED THICKNESS AND FORM A BUTT JOINT ALONG CENTERLINE. INSTALL QUARTER POINT IN THE NEW SLAB.
- EXISTING SLOPE MAY BE PARABOLIC OR TANGENT. SLOPE OF THE NEW SLAB SHALL MATCH THE EXISTING SLAB.



**DOWEL BAR DETAIL FOR TRANSVERSE JOINTS**

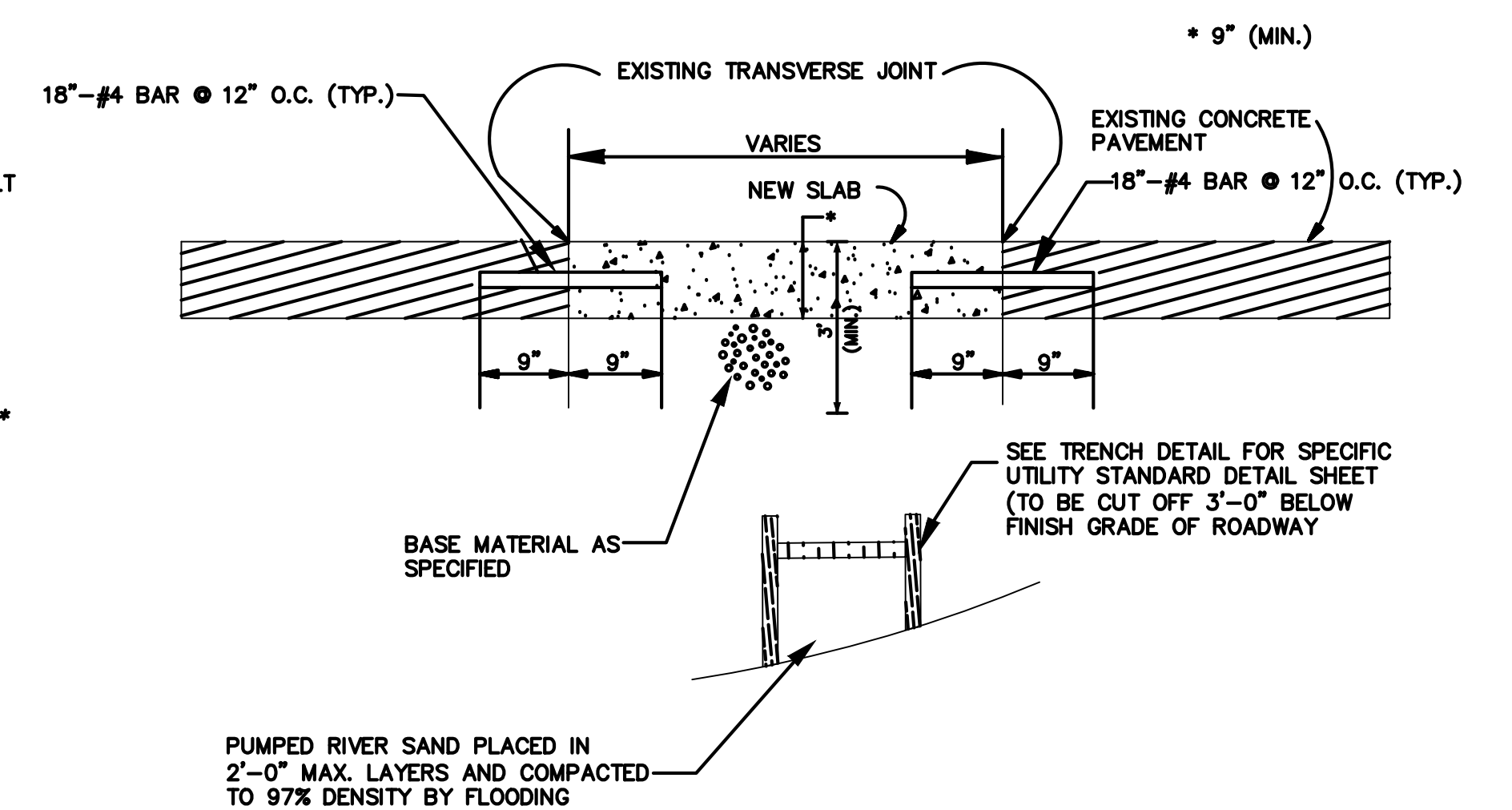


**DOWEL BAR DETAIL FOR LONGITUDINAL JOINTS**



**ASPHALT PAVEMENT REPAIR**

N.T.S.



**CONCRETE PAVEMENT REPAIR**

N.T.S.

**NOTES:**

- THE ENGINEER WILL DECIDE, PER EXISTING FIELD CONDITIONS, WHETHER TO SALVAGE EXISTING STARLUGS OR REPLACE WITH DOWEL BARS.
- INSTALLING DOWEL BARS AT BUTT JOINTS
  - REMOVE ALL OF THE STARLUGS FROM THE OLD EXISTING SECTION OF CONCRETE WITHOUT DAMAGING THE SLAB.
  - DRILL 1 1/4" HOLE 9" IN LENGTH BETWEEN STARLUG LOCATIONS IN THE EXISTING SLAB AT CENTER OF SLAB WHERE EXISTING CONCRETE IS > 5".
  - INSERT A 1" PLASTIC COATED SMOOTH DOWEL BAR, 18" LONG, 9" DEEP INTO THE DRILLED HOLE AND GROUT WITH APPROVED EPOXY GROUT.
- GREASE THE REMAINDER OF THE DOWEL BAR AND SLIP A 4" PLASTIC SLEEVE FILLED WITH GREASE OVER END OF BAR AS SHOWN IN DETAIL.
- POUR THE NEW SLAB WITH SMOOTH DOWEL BARS IN POSITION.
- DO NOT TOE CONCRETE UNDER EXPANSION BOARD OR UNDER EXISTING PAVEMENT.
- IF THE EXPANSION BOARD IS DAMAGED AND CANNOT BE SALVAGED, REMOVE THE BOARD AND REPLACE WITH AN APPROVED FLEXIBLE JOINT MATERIAL.
- IF EXISTING CONCRETE IS < 5" A BUTT JOINT WILL BE PLACED ALONG THE FULL LENGTH OF THE TRANSVERSE JOINT.

PROJECT NAME :

PROJECT NUMBER:



DATE	08.12.2019
DRAWN BY	MF/AR
SCALE:	NTS
FILENAME:	S:\Public Works Shared\St. Bernard Standard Details

**ST. BERNARD PARISH GOVERNMENT**  
 STANDARD DETAIL PLANS  
 ROADWAY RESTORATION  
 AND PAVEMENT REPAIR DETAILS

APPROVED BY	DRAWING NUMBER
DATE	SD - 4
THIS DOCUMENT WILL BE CONSIDERED A COPY ONLY, UNLESS EMBOSSED BY A REGISTERED ENGINEER'S SEAL.	SHEET 4 OF 13