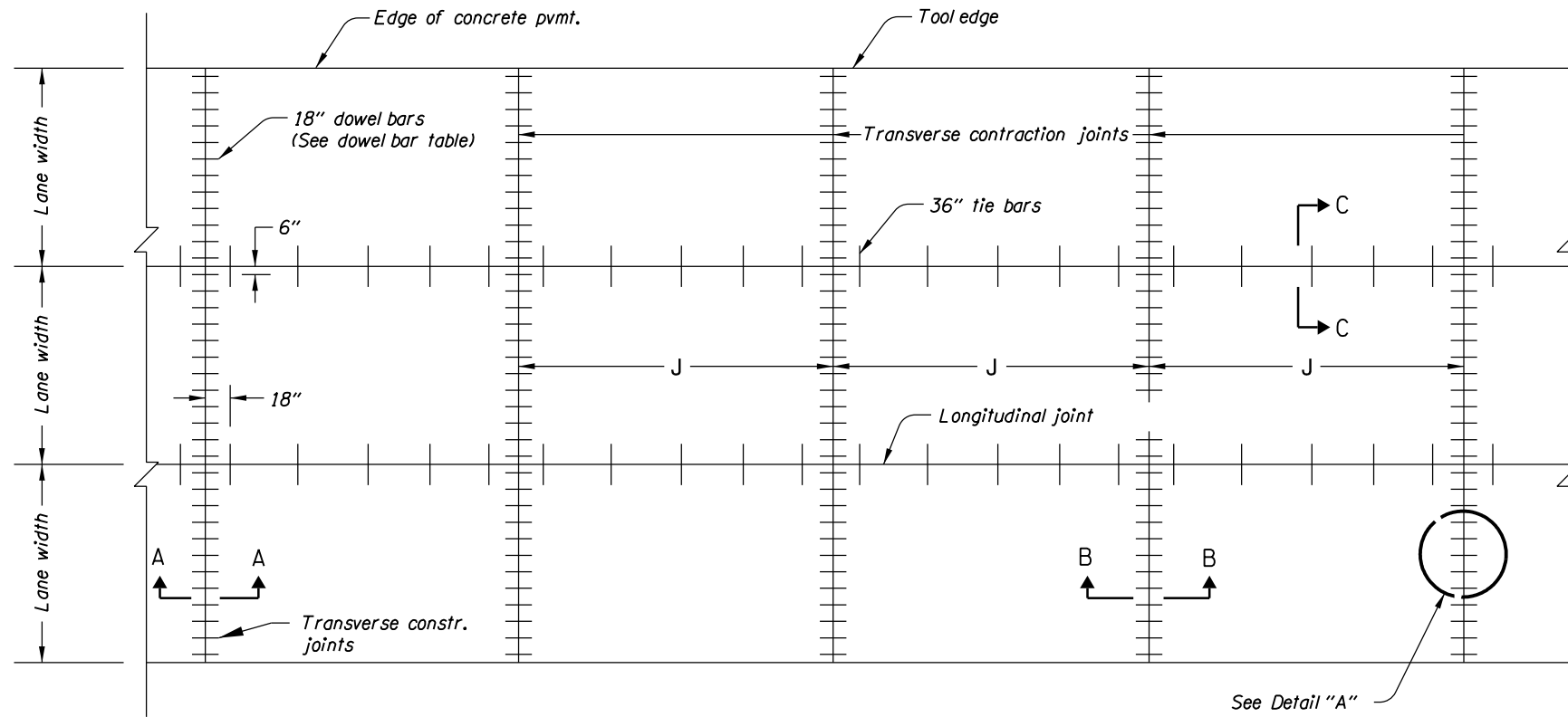


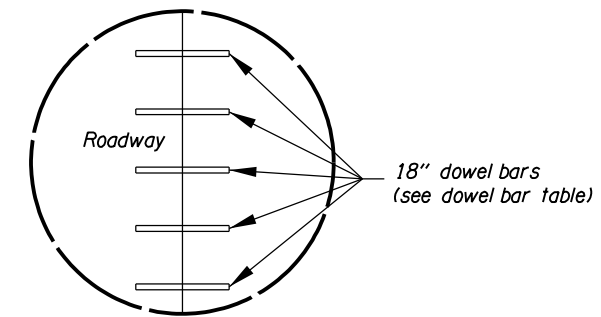
det1600.dgn 12-DEC-2012



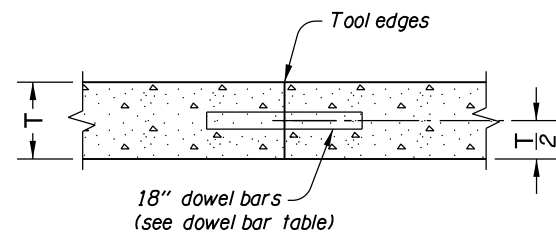
PLAN

PAVEMENT DETAILS	
Pvmt. Thkn. T (in)	Joint Spacing J (ft)

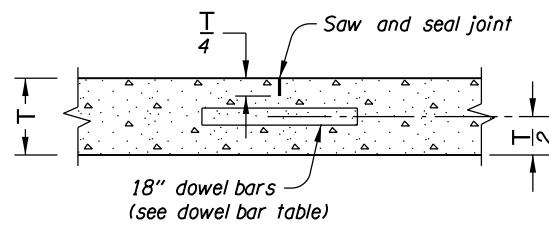
DOWEL BAR TABLE		
Pvmt. Thkn. T	Dowel Dia.	C/C Dowel Spacing
6" - 8"	1"	12"
8 1/2" - 10"	1 1/4"	12"
10 1/2" & up	1 1/2"	12"



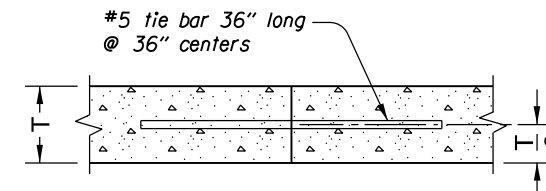
DETAIL "A"



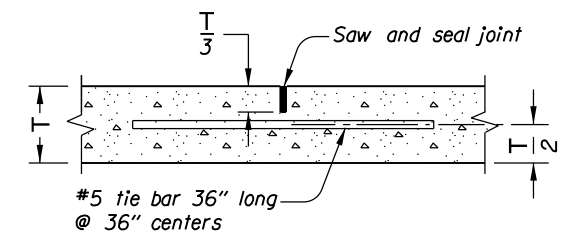
SECTION A-A
CONSTRUCTION JOINT



SECTION B-B
CONTRACTION JOINT



CONTACT JOINT



SECTION C-C

WEAKENED PLANE JOINT

TRANSVERSE JOINT

LONGITUDINAL JOINT

GENERAL NOTES:
1. Lane width as shown. See typical sections.
2. Center tie bars and dowel bars on joint.

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

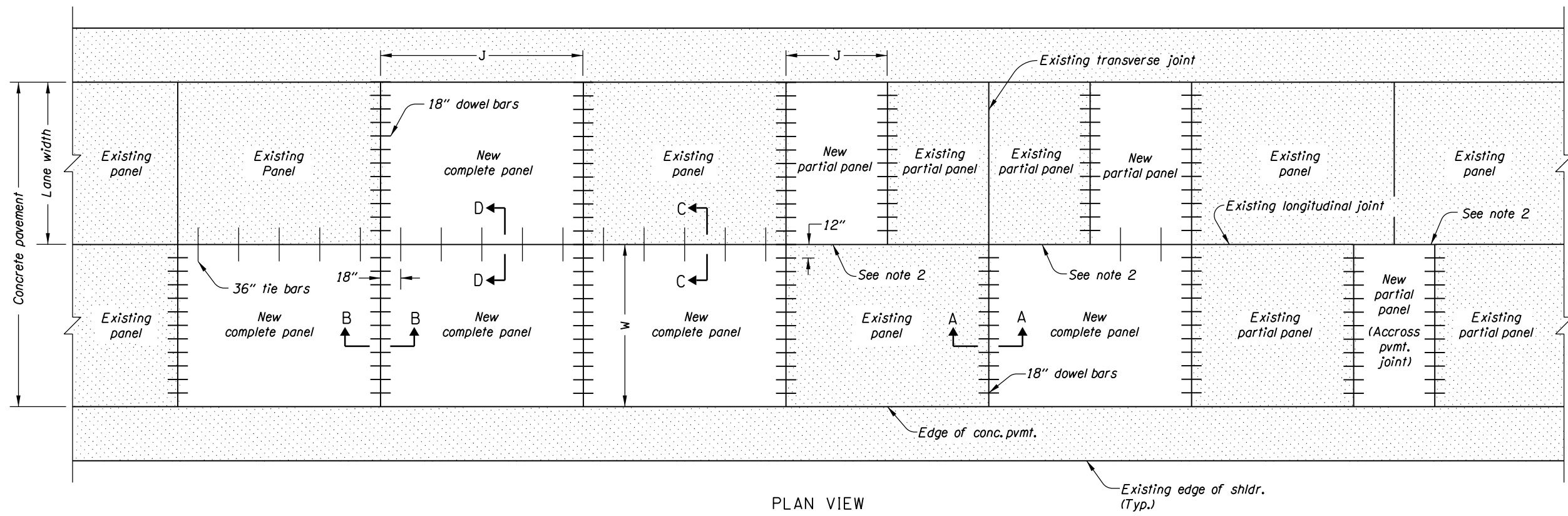
OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

PLAIN CONCRETE PAVEMENT,
DOWELLED

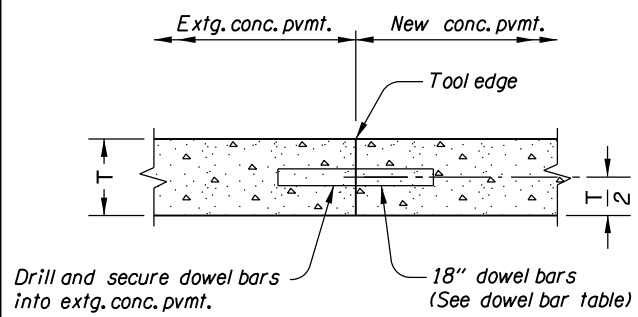
DETAIL NO.

DET1600

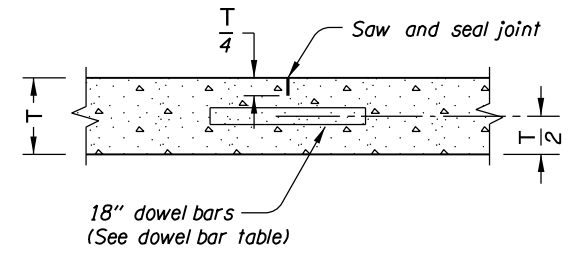
DET1600



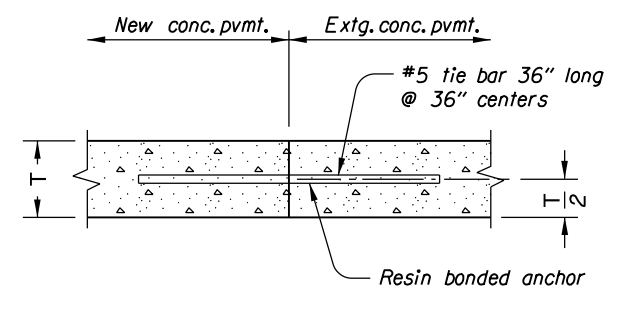
PLAN VIEW



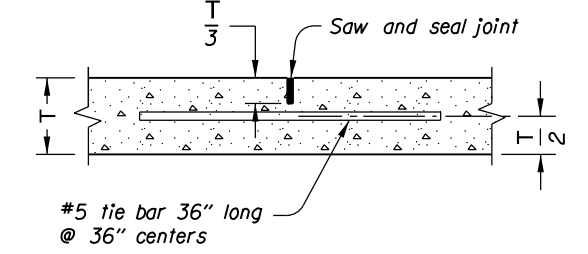
SECTION A-A
CONSTRUCTION JOINT



SECTION B-B
CONTRACTION JOINT



SECTION C-C
CONTACT JOINT



SECTION D-D
WEAKENED PLANE JOINT

TRANSVERSE JOINT

LONGITUDINAL JOINT

TABLE NO. 1 PLAIN DOWELLED CONCRETE PAVEMENT REPAIR DETAILS

APPROX. STA. TO STA.	DIR	LANE	REPAIR WIDTH	REPAIR LENGTH (J)	REPAIR AREA	LANE WIDTH W (ft)	PVMT. THKN. T (in)	EXISTING BASE TYPE	ADJACENT LANE SURFACE

- GENERAL NOTES FOR ALL DETAILS:
1. Install tie bars along longitudinal joints between full panel replacement and existing concrete pavement. Tie bars are not installed between concrete pavement and HMAC pavement.
 2. Place a bond breaker along the longitudinal joint between partial panel replacement and existing panel.
 3. Place new dowel bars between any existing dowel bars.
 4. Center tie bars and dowel bars on joint.

DOWEL BAR TABLE		
Pvmt. Thkn. T	Dowel Dia.	C/C Dowel Spacing
6" - 8"	1"	12"
8 1/2" - 10"	1 1/4"	12"
10 1/2" & up	1 1/2"	12"

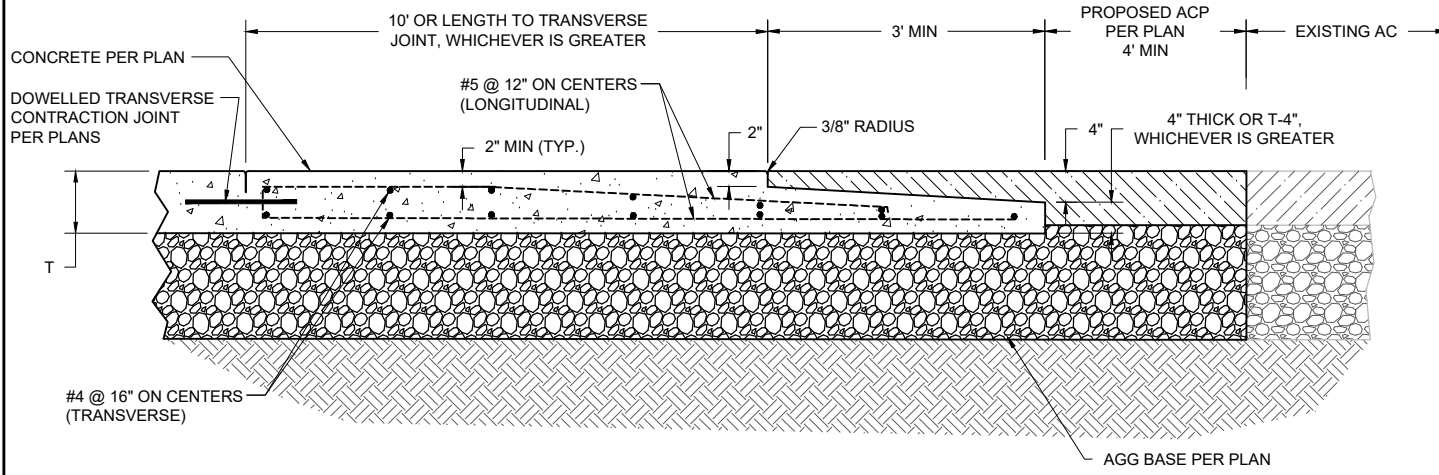
The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

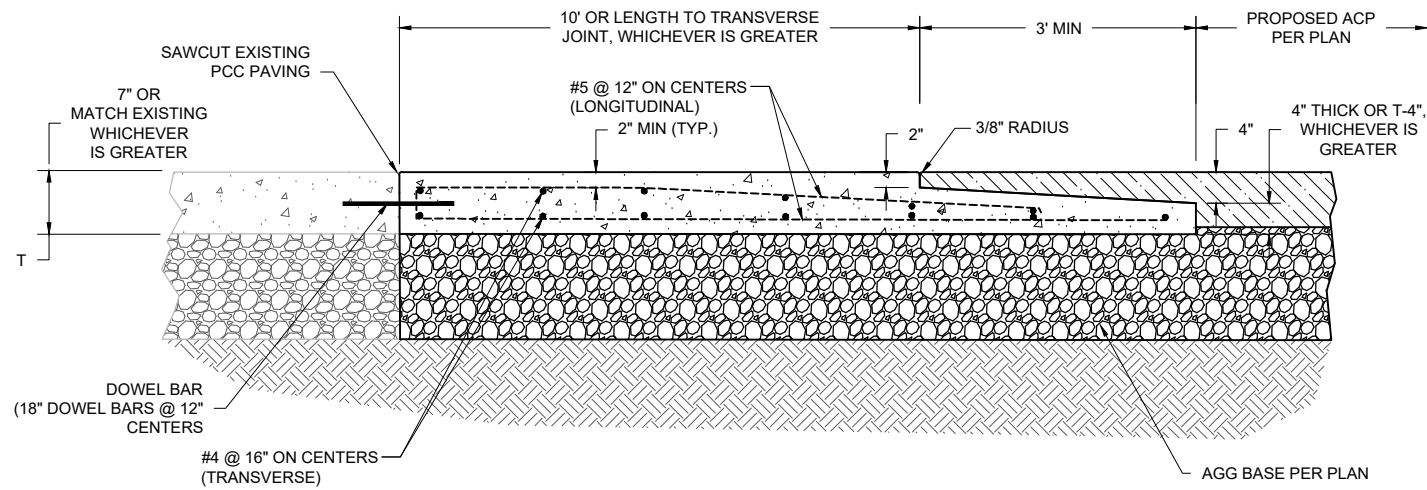
PLAIN CONCRETE PAVEMENT,
DOWELLED REPAIR

DETAIL NO.
DET1601

DET1601



CONCRETE TO EXISTING ASPHALT TRANSITION DETAIL
NTS



ASPHALT TO EXISTING CONCRETE TRANSITION DETAIL
NTS

MODIFICATIONS TO DET1601

1. DELETE TABLE 1. LOCATIONS OF REPAIRS ARE SHOWN ON THE PLANS.
2. CONCRETE REPAIRS WITH A LENGTH TO WIDTH RATIOS GREATER THAN 1.5 SHALL HAVE #4 BARS, 18" O.C.E.W. A MIN. OF 3 LONGITUDINAL BARS IS REQUIRED.
3. WHEN PLACING NEW CONCRETE ADJACENT TO EXISTING GUTTER, INSTALL #5 TIE BARS, 18" LONG AT 36" O.C., 2 BARS MINIMUM.
4. DELETE "DOWEL BAR TABLE". USE THE FOLLOWING:

PVMT THKN. T	DOWEL DIA.	C/C DOWEL SPACING
≤ 6"	3/4"	12"
6"-8"	1"	12"
> 8"	1-1/4"	12"

THICKNESS IS BASED ON THE THINNEST SLAB

CITY OF EUGENE
STANDARD DRAWING
AMENDMENT



**CONCRETE PAVEMENT
FLEXIBLE TO RIGID TRANSITION**

REVISIONS	
DATE	DESCRIPTION
01/15	MODIFIED NOTES & DETAIL
01/17	ADDED NOTE #4
01/20	UPDATED TITLE