

# NOTES

**GENERAL:** All joints shall be constructed normal to the centerline of the pavement lane unless otherwise specified in the plans.  
 All dowel holes shall be drilled by a mechanical device that will allow independent adjustment of all drill shafts in the horizontal and vertical direction. The device shall be capable of drilling a minimum of three holes at a time.  
 All smooth dowels shall be coated with a thin layer of oil or other "bond-breaking" material after they have been installed in the existing pavement and just prior to placing the patch. All dowels shall be placed parallel to the pavement surface and the centerline of the pavement lane.  
 This standard drawing is intended for use in repairing both concrete and composite pavements. For clarity, asphalt overlays are not shown.  
 When Prefabricated Edge Drains are used, they shall be placed after joint repairs are completed.

**TYPE N JOINT:** Joints referred to as Type N joints on the plan shall be constructed as contraction joints as per Std. Constr. Dwg. BP-2.2M.

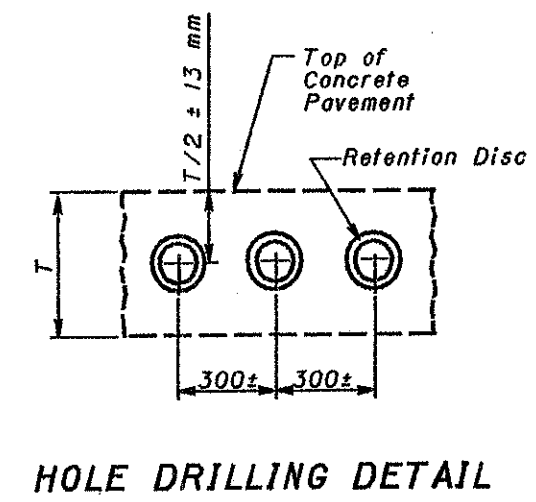
**ADDITIONAL PAVEMENT REMOVAL:** If, after the sawing and removal of the pavement from the area to be repaired, the face of the remaining pavement is spalled or deteriorated for a height greater than one-fourth (1/4) the thickness of the rigid pavement, an additional saw cut shall be made as shown and as directed by the Engineer. This additional work shall be measured for additional payment for full depth pavement sawing, rigid pavement removal and replacement.

**LONGITUDINAL JOINT:** For patches 3.0 meters or greater in length, the longitudinal joint shall be constructed as per BP-2.1M.  
 The tie bars or hook bolts shall be spaced at no more than 760 mm nor less than 610 mm on center.

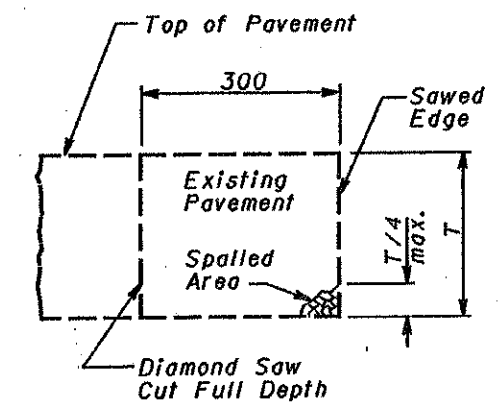
◆ Bars shall be placed 600 mm from the tied longitudinal joint and continue across with a 300 mm spacing to the edge of pavement or an untied longitudinal joint. Where lane widths are between two tied longitudinal joints, begin bars 600 mm from each tied longitudinal joint and continue across with a 300 mm spacing.

\* Reinforcement will be required for all repairs greater than 3.0 m in length or for repairs which will be opened to traffic within 24 hours of placement. The fabric shall consist of MW55 or MD55 longitudinal wires spaced 152 mm c/c and MW26 or MD26 transverse wires spaced 305 mm c/c. The clearance from the end of the wire fabric to the edge of pavement or new transverse joint shall be 100±50 mm.

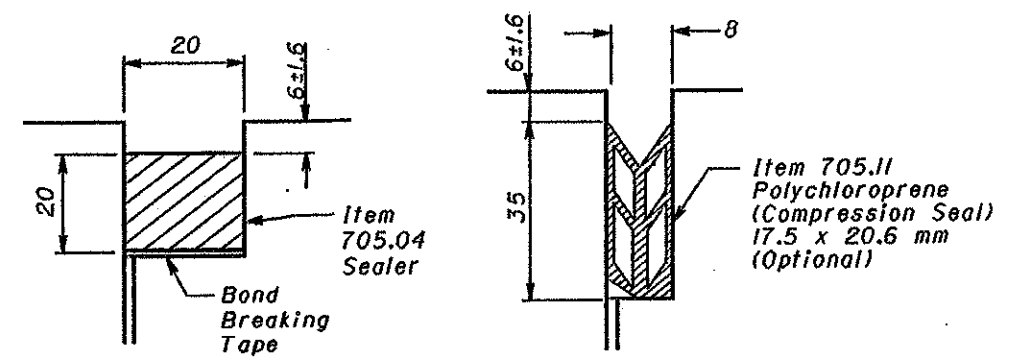
⊗ Nylon or plastic grout retention discs shall be clear or opaque white in color.



HOLE DRILLING DETAIL



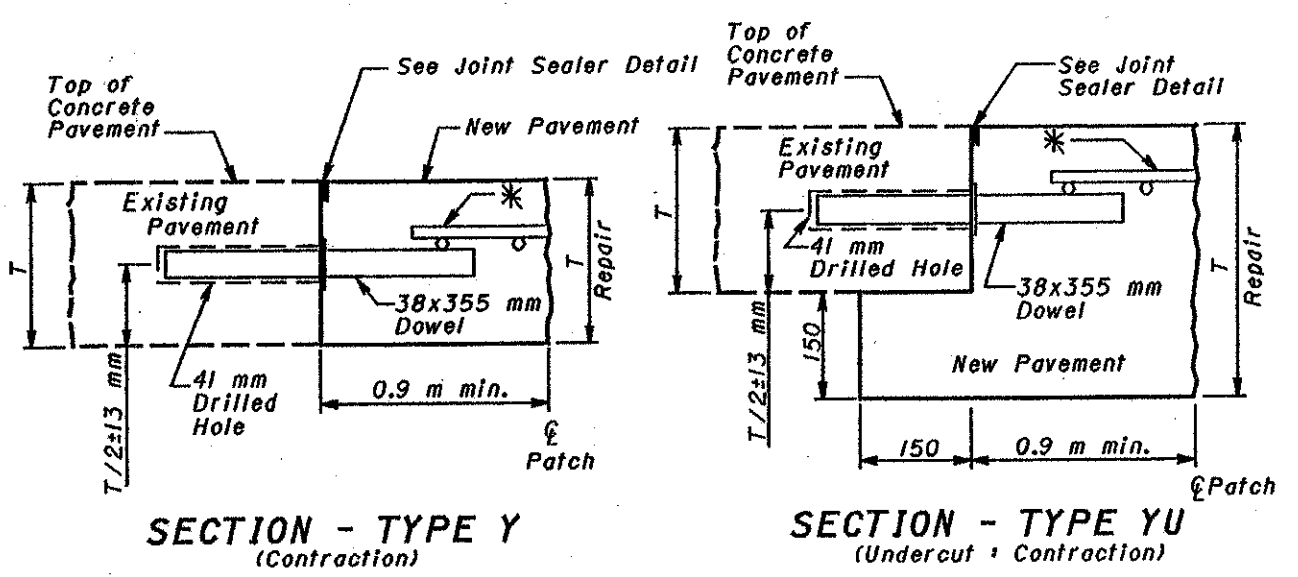
ADDITIONAL PAVEMENT REMOVALS



JOINT SEALER DETAIL

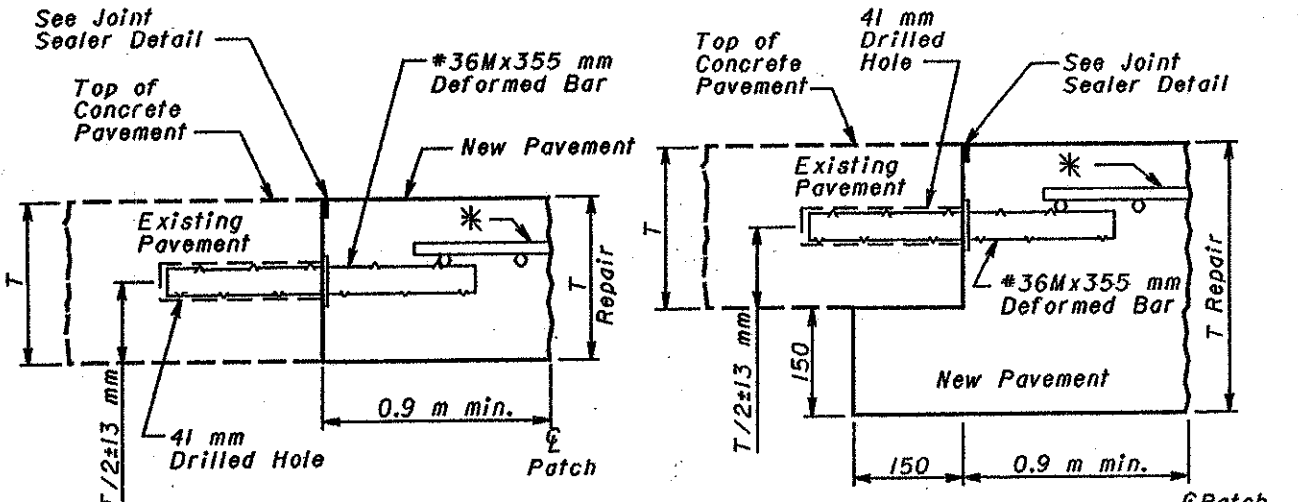
This Drawing Replaces BP-2.5.

OFFICE OF PLANNING OHIO DEPARTMENT OF TRANSPORTATION	
<b>RIGID REPLACEMENT</b>	DATE 10-28-94 4-8-97
STANDARD CONSTRUCTION DRAWING <b>BP-2.5M</b>	APPROVED <i>[Signature]</i> ADMINISTRATOR



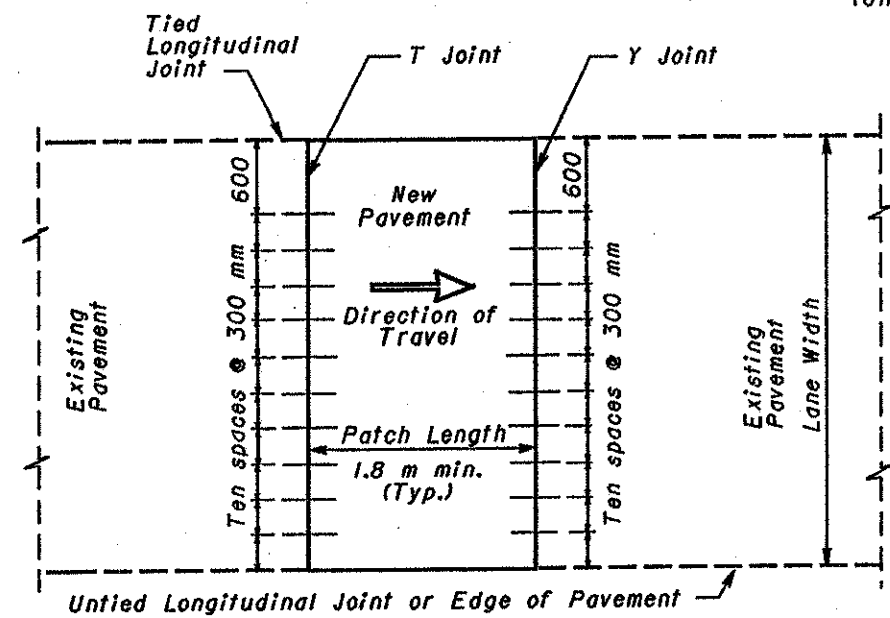
SECTION - TYPE Y  
(Contraction)

SECTION - TYPE YU  
(Undercut + Contraction)



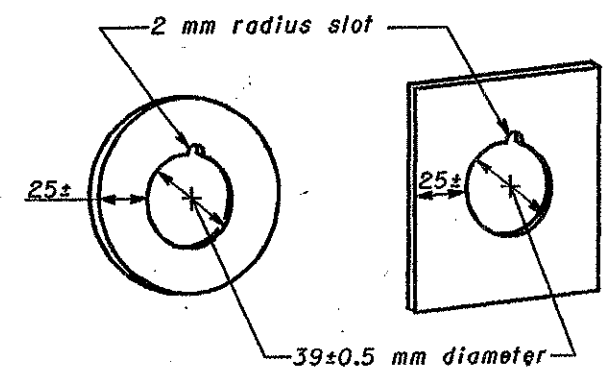
SECTION - TYPE T  
(Tied)

SECTION - TYPE TU  
(Undercut + Tied)



TIE / DOWEL BAR  
PLACEMENT DETAIL

(See Note ◆ for Bar Placement)



NYLON OR PLASTIC  
GROUT RETENSION DISCS  
FOR DOWEL/TIE BARS  
(1.6 mm min. thickness)

All dimensions are in millimeters unless otherwise noted.

