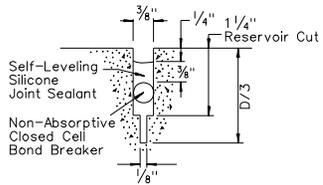
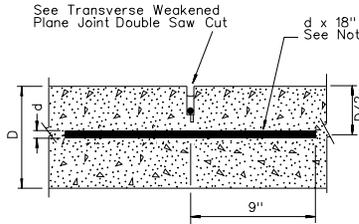


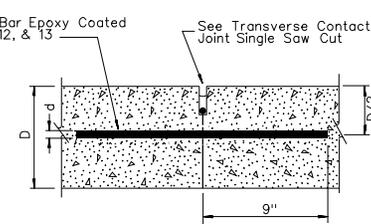
ALL MEASUREMENT  $\pm 1/16$ " TOLERANCE



TRANSVERSE WEAKENED PLANE JOINT DOUBLE SAW CUT

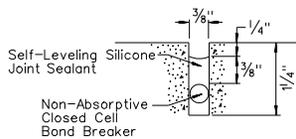


SECTION C-C TRANSVERSE WEAKENED PLANE JOINT

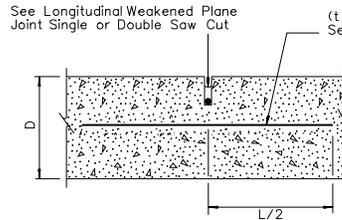


SECTION A-A TRANSVERSE CONTACT JOINT See Note 5

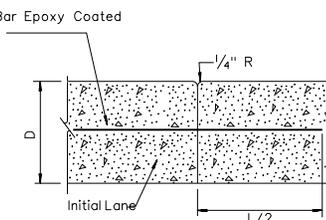
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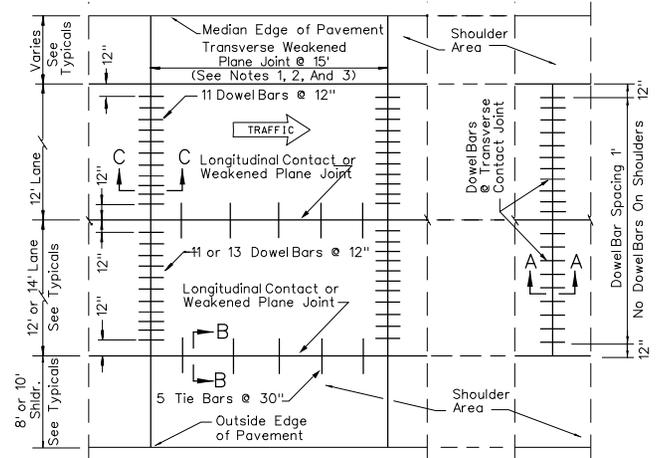
TRANSVERSE CONTACT JOINT SINGLE SAW CUT



SECTION B-B LONGITUDINAL WEAKENED PLANE JOINT

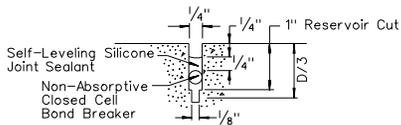


SECTION B-B LONGITUDINAL CONTACT JOINT



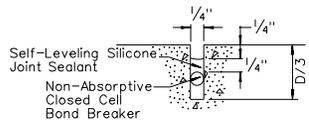
PLAN TIE BAR AND DOWEL BAR APPLICATIONS (TWO LANES SHOWN, TYP. FOR ADDITIONAL LANES)

ALL MEASUREMENT  $\pm 1/16$ " TOLERANCE



LONGITUDINAL WEAKENED PLANE JOINT DOUBLE SAW CUT

ALL MEASUREMENT  $\pm 1/16$ " TOLERANCE

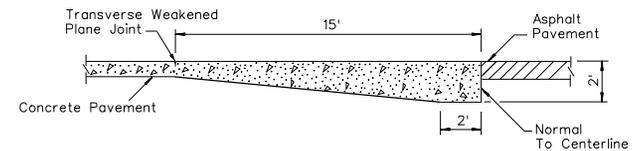


LONGITUDINAL WEAKENED PLANE JOINT SINGLE SAW CUT

NOTES:

1. ALL WEAKENED PLANE JOINTS SHALL BE SAWED PERPENDICULAR AS SHOWN, EXCEPT AS INDICATED IN THE STRUCTURE APPROACH DETAILS. WHEN ONLY ONE LANE IS BEING CONSTRUCTED ALONGSIDE EXISTING LANES, JOINTS SHALL BE SAWED AS DIRECTED BY THE ENGINEER.
2. SPACING OF WEAKENED PLANE JOINTS SHALL BE 15' EXCEPT AT REINFORCED STRUCTURE APPROACHES.
3. TRANSVERSE WEAKENED PLANE JOINTS SHALL BE AT LEAST 6' FROM ANY CONTACT JOINT.
4. LONGITUDINAL WEAKENED PLANE JOINTS SHALL BE CUT AT ALL LANE AND SHOULDER LINES EXCEPT WHERE LANE PLUS ADJACENT SHOULDER WIDTH IS LESS THAN OR EQUAL TO 16'.
5. ALL TRANSVERSE CONTACT JOINTS SHALL BE SAWED AND JOINT SEALER USED PER RESPECTIVE TRANSVERSE CONTACT JOINT DETAIL THIS SHEET.
6. ALL TIE BARS TO BE EPOXY COATED EXCEPT IN CLARK CO. TIE BARS TO BE PLACED IN MIDDLE 1/3 OF SLAB THICKNESS. TIE BARS SHALL NOT BE PLACED WITHIN 1" OF DOWEL BARS.
7. TRANSVERSE CONTACT JOINTS WITH DOWEL BARS SHALL BE USED AT ALL CONSTRUCTION JOINTS AND ELSEWHERE IF ORDERED BY THE ENGINEER.
8. PAVEMENT END ANCHORS SHALL BE CONSTRUCTED AS THE TERMINAL PANELS OF ALL PAVEMENT NOT ABUTTING EXISTING CONCRETE PAVEMENTS OR STRUCTURES, AND ELSEWHERE IF ORDERED BY THE ENGINEER.
9. INITIAL 1/4" WEAKENED PLANE JOINT SAW CUT TO BE DONE WITHIN SPECIFIED TIME LIMIT. RESERVOIR CUT SHALL BE DONE AT A LATER TIME.
10. RATIO OF DEPTH TO WIDTH OF JOINT SEALANT SHALL BE 1:1
11. DOWEL BARS SHALL BE LOCATED WITHIN 1" OF THE PLANNED TRANSVERSE AND DEPTH LOCATION AND WITHIN 2" OF THE PLANNED LONGITUDINAL LOCATION.
12. DOWEL BARS SHALL BE PARALLEL TO THE PAVEMENT SURFACE AND CENTERLINE WITHIN A TOLERANCE OF 1/2" IN 18".
13. DOWEL BARS SHALL NOT BE PLACED WITHIN 1" OF LONGITUDINAL JOINTS.
14. D = SLAB THICKNESS

PAVEMENT THICKNESS D IN.	DOWEL BAR DIA. d IN. MIN.	TIE BAR SIZE REBAR t	LENGTH OF TIE BAR L IN.
10	1 1/4"	No. 4	24
11	1 3/8"	No. 5	30
12 & 13	1 1/2"	No. 5	30



PAVEMENT END ANCHOR DETAIL See Note 8

NEVADA DEPARTMENT OF TRANSPORTATION

DOWELED CONCRETE PAVEMENT DETAILS

Signed Original On File R-10.1.2 (409)  
 CHIEF ROAD DESIGN ENGR. ADOPTED 7/96 REVISION 10/98