# Typical X-Section

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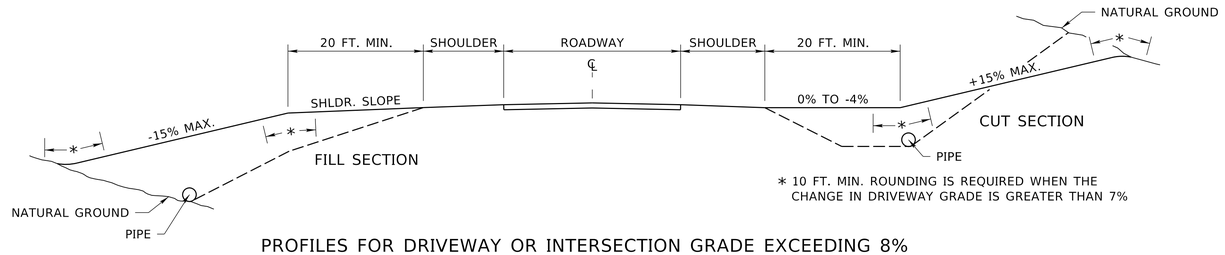
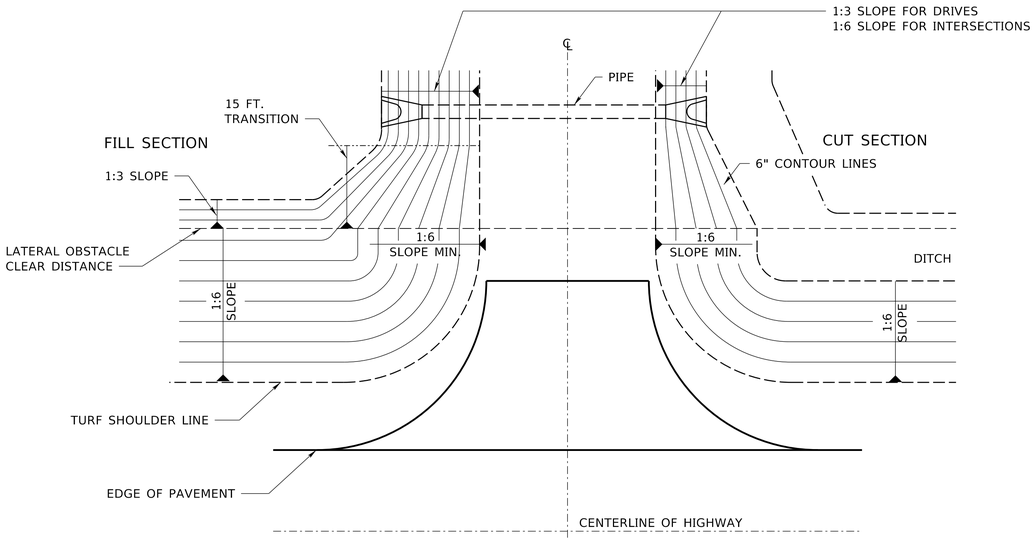
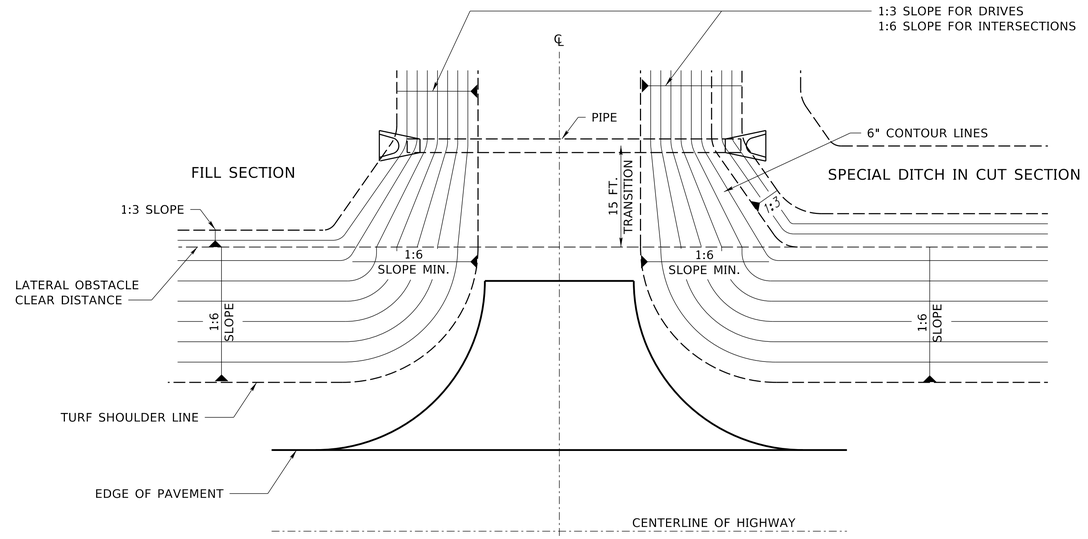
**May 1, 2026**



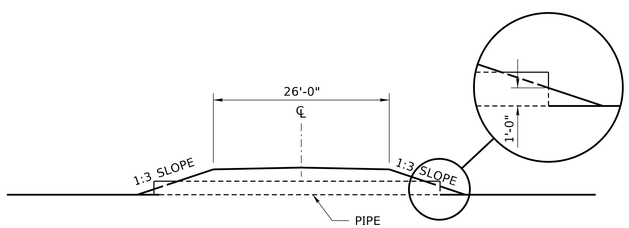

PROFILES FOR DRIVEWAY OR INTERSECTION GRADE EXCEEDING 8%



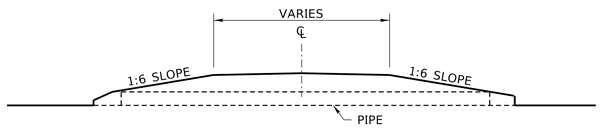

INTERSECTION OR DRIVEWAY WITHOUT SPECIAL DITCH




INTERSECTION OR DRIVEWAY WITH SPECIAL DITCH




SECTION OF DRIVEWAY WITH PIPE




SECTION OF INTERSECTION WITH PIPE

1 OF 1

Project Number

C.N.

RUAL INTERSECTION & DRIVEWAYS

**STANDARD TYPICAL CROSS SECTIONS**

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

*Roadway Design Division*
*1500 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4601*

COMPUTER: BG04194187
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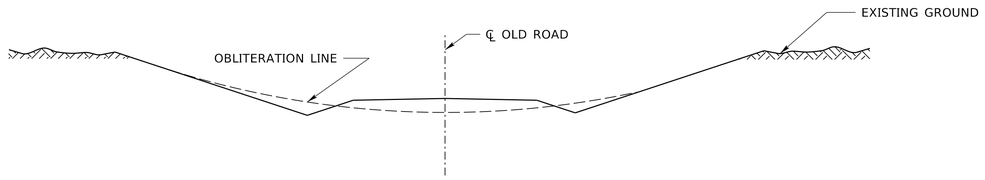
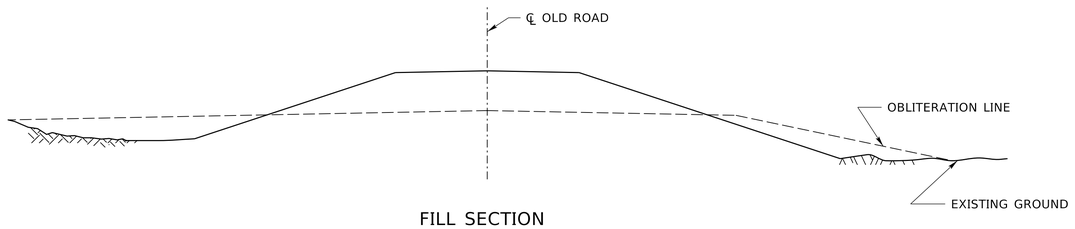



CUT SECTION

(OLD ROAD AWAY FROM NEW CONSTRUCTION)




FILL SECTION

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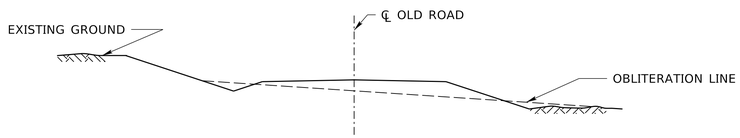


HALF CUT SECTION & HALF FILL SECTION

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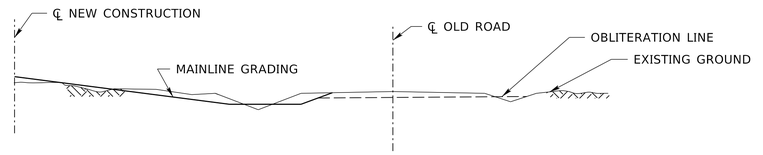


CUT SECTION

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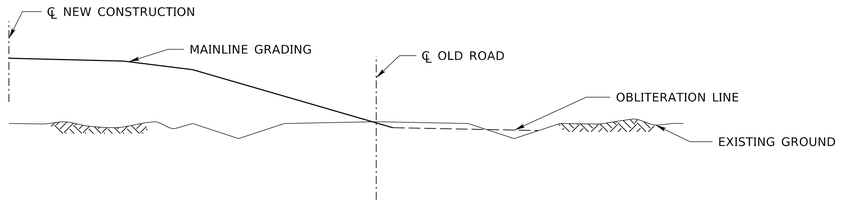


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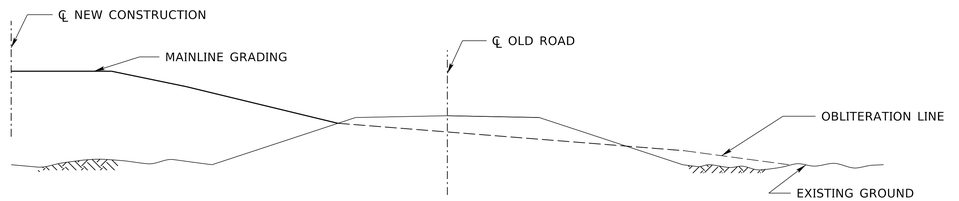


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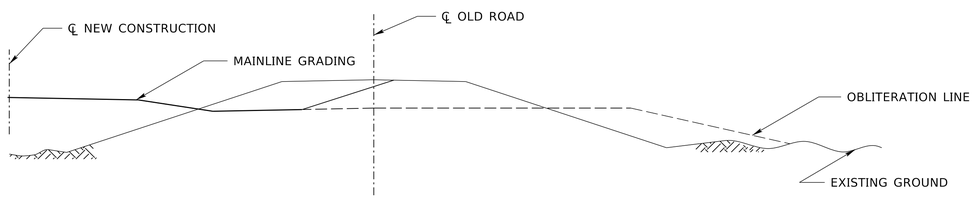


FILL SECTION

(OLD ROAD NEAR CUT SECTION, NEW CONSTRUCTION)

1 OF 1

Project Number

C.N.

# OLD ROAD OBLITERATION
# STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

*Roadway Design Division*
*1500 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4601*

COMPUTER: BG04194187
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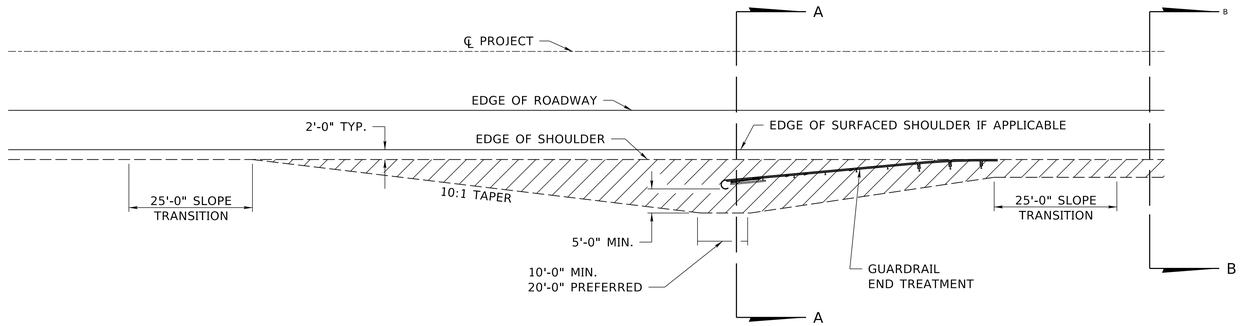
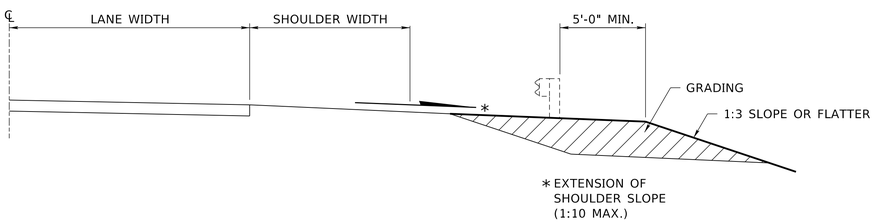
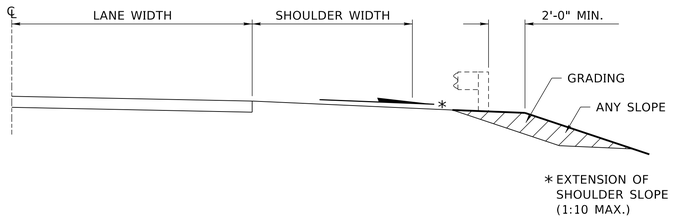



PLAN
GRADING FOR GUARDRAIL END TREATMENTS




SECTION A-A




SECTION B-B

1 OF 1

Project Number

C.N.

GRADING FOR GUARDRAIL END TREATMENTS
**STANDARD TYPICAL CROSS SECTIONS**

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

*Roadway Design Division*
*1500 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4601*

COMPUTER: BG04190187
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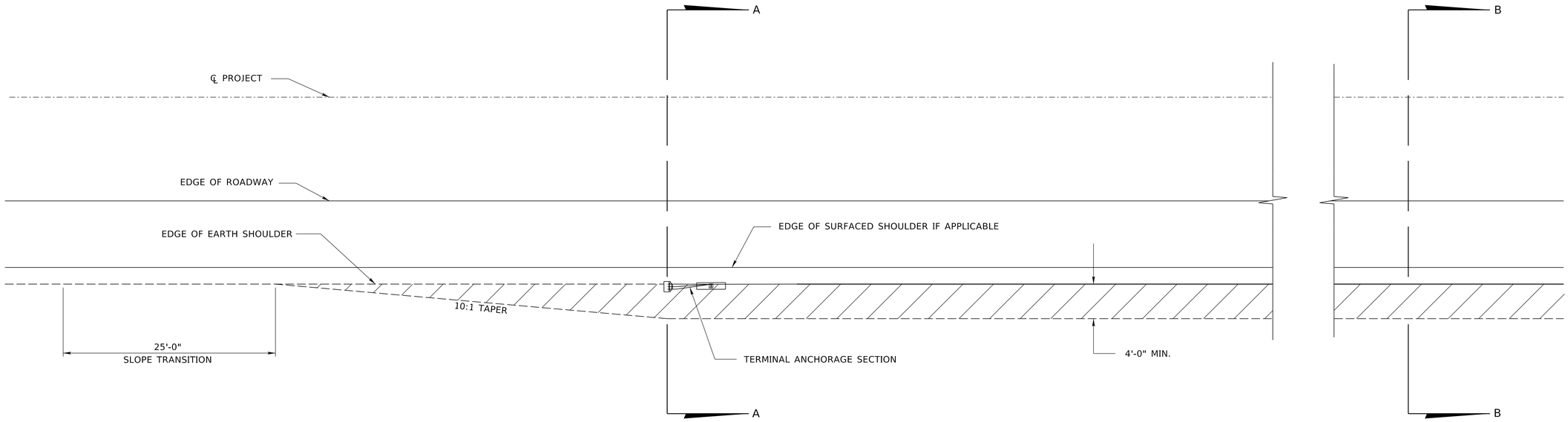
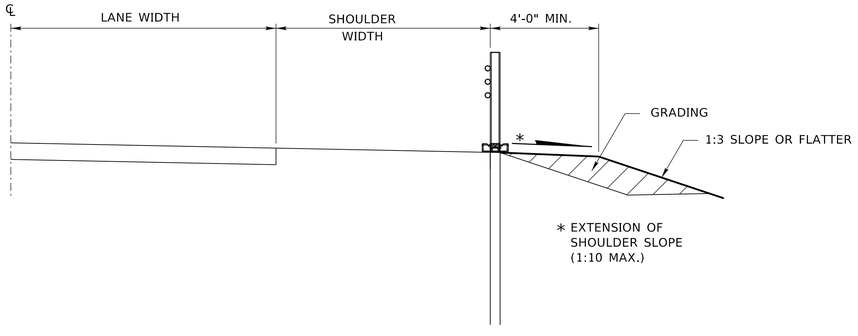
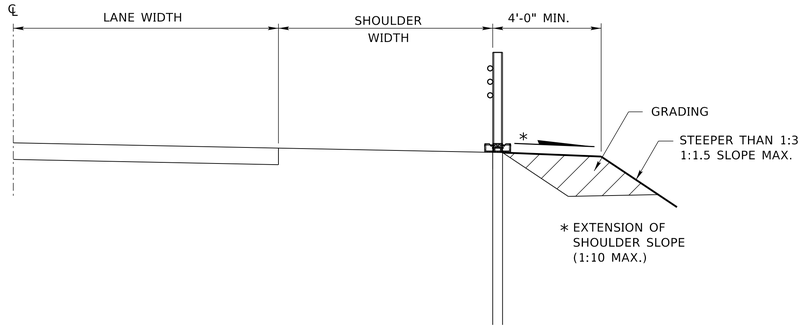



PLAN




SECTION A-A




SECTION B-B

GRADING FOR TERMINAL ANCHORAGE SECTIONS

1 OF 1

Project Number

C.N.

GRADING FOR TERMINAL ANCHORAGE SECTIONS
**STANDARD TYPICAL CROSS SECTIONS**

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Roadway
Design
Division

COMPUTER: BG04191M1187
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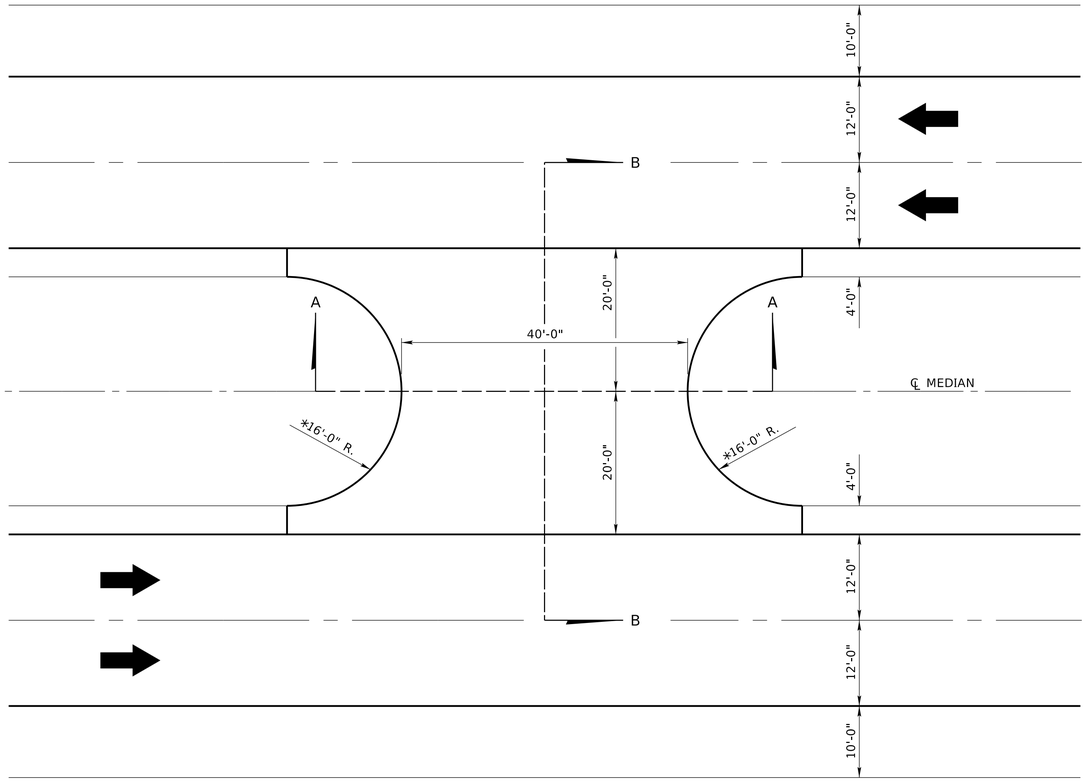
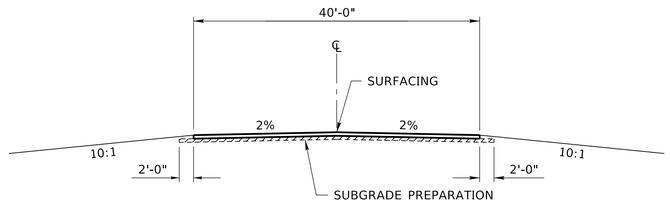
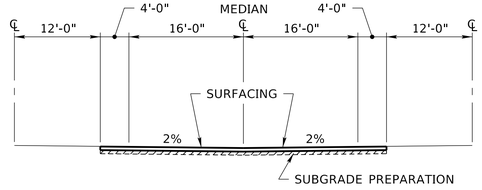



PLAN




SECTION A-A




SECTION B-B

DETAILS OF MAINTENANCE TURNAROUND
(40'-0" MEDIAN)

* NOTE:
16'-0" RADIUS BASED ON 4'-0" SHOULDER

1 OF 1

Project Number

C.N.

DETAILS OF MAINTENANCE TURNAROUND WITH 40' MEDIAN

**STANDARD TYPICAL CROSS SECTIONS**

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

*Roadway Design Division*
*1500 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4601*

COMPUTER: BG0419M187
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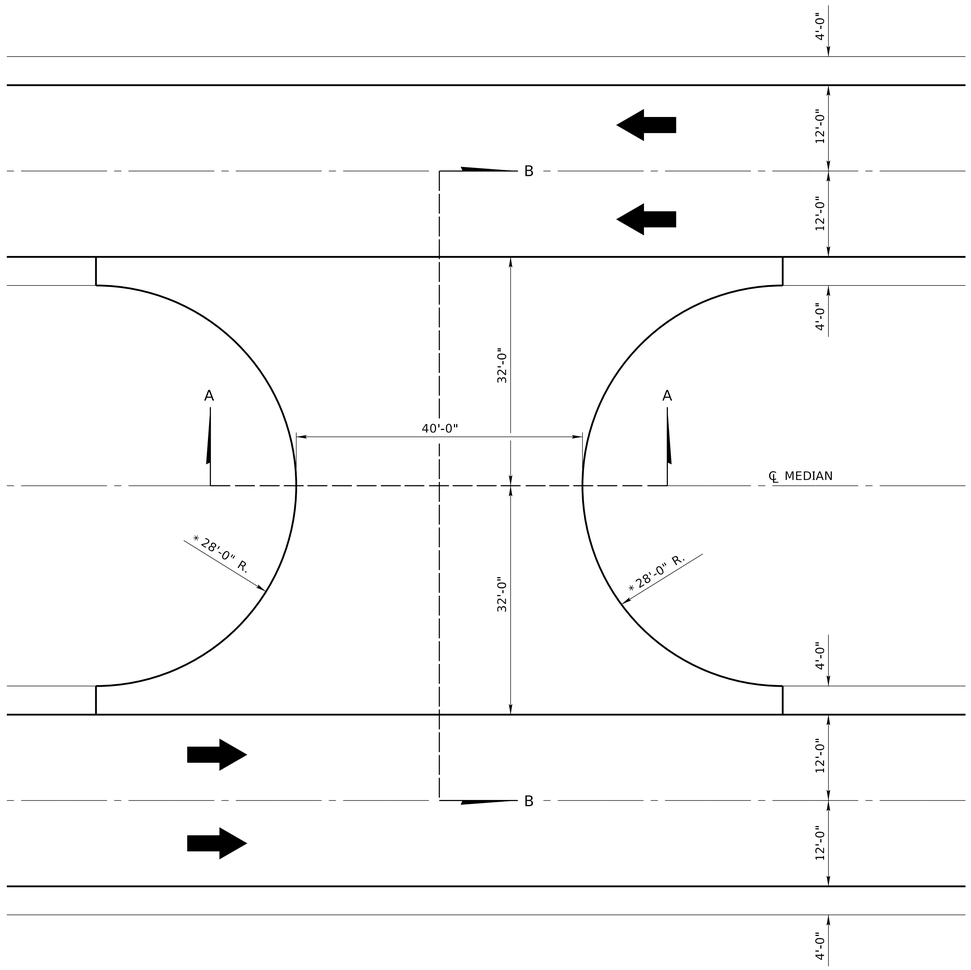
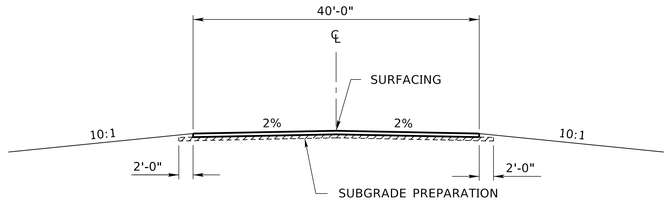
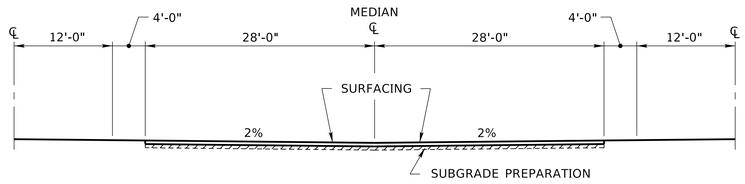



PLAN




SECTION A-A




SECTION B-B

DETAILS OF MAINTENANCE TURNAROUND
(64'-0" MEDIAN)



Project Number

C.N.

DETAILS OF MAINTENANCE TURNAROUND WITH 64' MEDIAN

**STANDARD TYPICAL CROSS SECTIONS**

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

COMPUTER: BG0419M187
DATE: 10-SEP-2024 15:14
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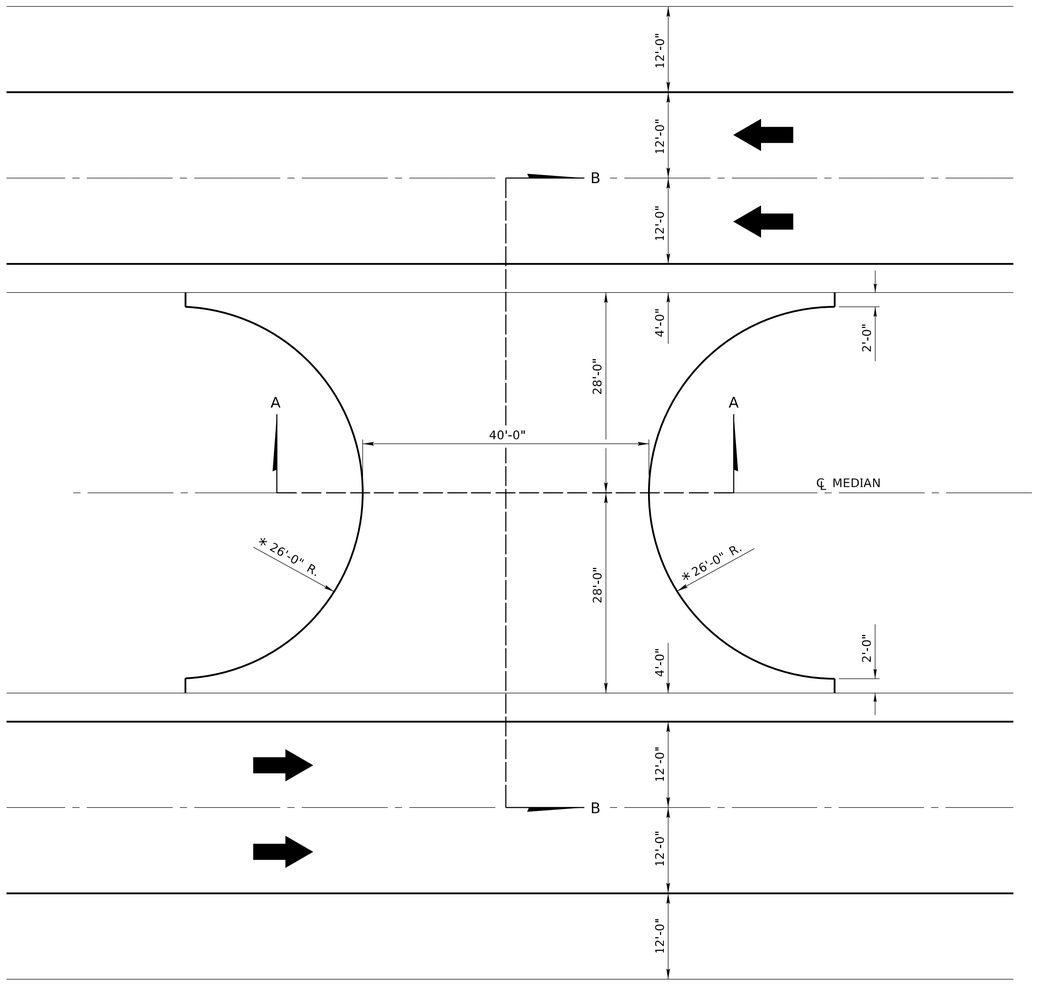
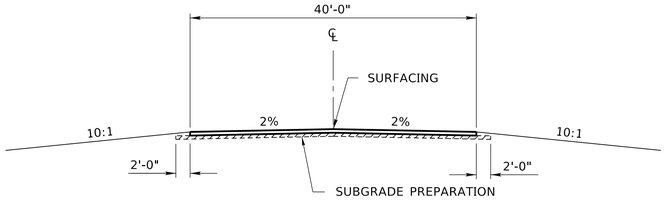
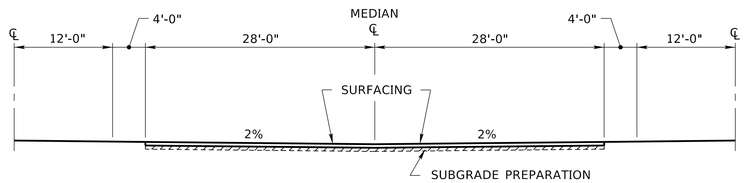



PLAN




SECTION A-A




SECTION B-B

DETAILS OF MAINTENANCE TURNAROUND
(64' MEDIAN)

* NOTE: 26'-0" RADIUS BASED ON 4'-0" SHOULDER WITH 2'-0" LUGOUT

2 OF 2

Project Number

C.N.

DETAILS OF MAINTENANCE TURNAROUND WITH 64' MEDIAN

**STANDARD TYPICAL CROSS SECTIONS**

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

COMPUTER: BG0419M1187
DATE: 10-SEP-2024 15:14
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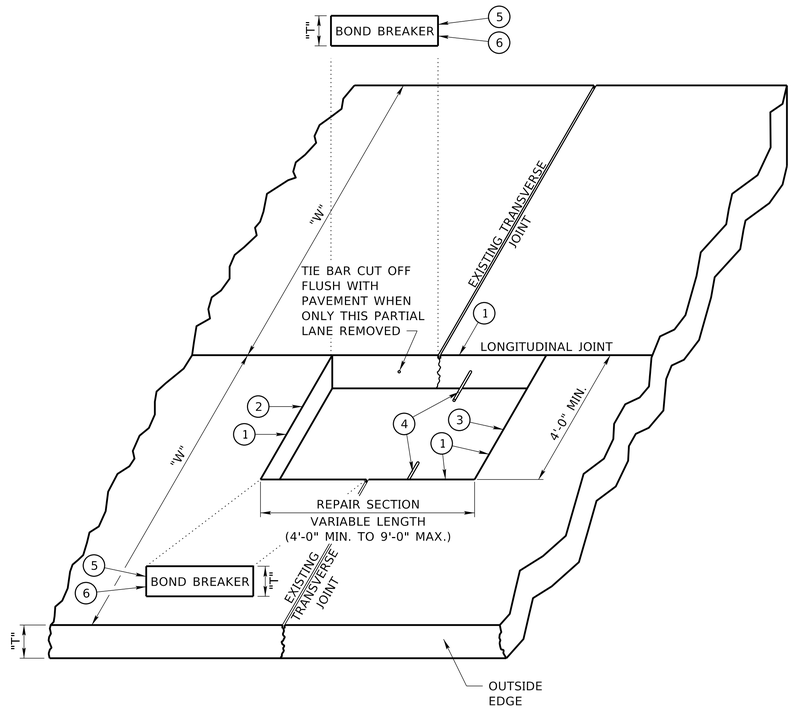
1. FULL DEPTH DIAMOND SAW CUT.
2. INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.
3. INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS.
4. TIE BARS REQUIRED.
5. LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT. LONGITUDINAL JOINT MUST BE TOOLED AND SEALED.
6. BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED TRANSVERSE JOINT AND THE EXISTING TRANSVERSE JOINT.




CONCRETE PAVEMENT REPAIR, PARTIAL LANE

NOTES:

∗ THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.

OR

∗∗ IF THE WIDTH OF PANEL ("W") WAS PREVIOUSLY WIDENED, CONSTRUCT A TOOLED LONGITUDINAL JOINT TO MATCH THE LONGITUDINAL JOINTS OF THE ADJOINING PANELS.

IF THE PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

LEGEND

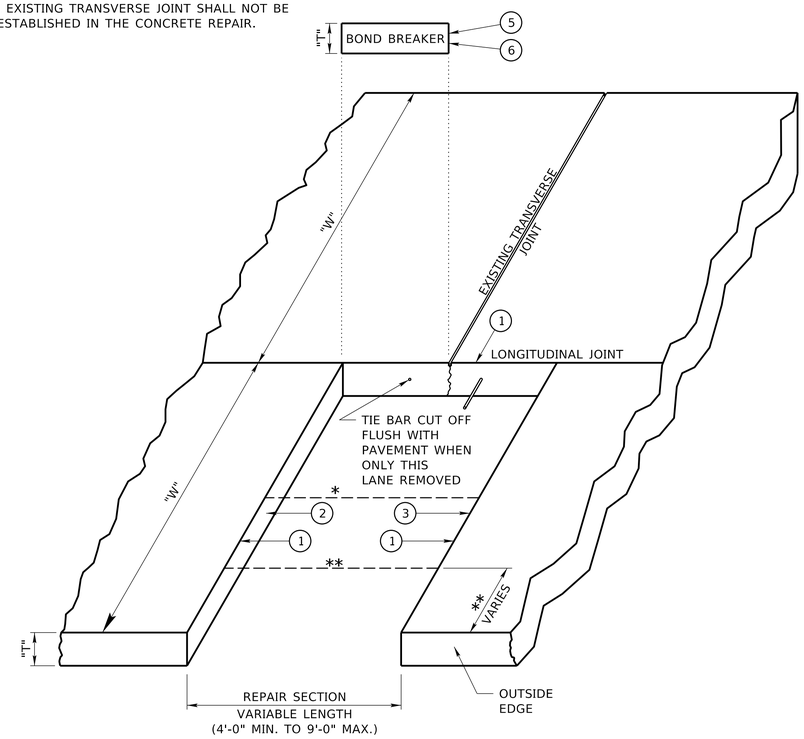
| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |

NOTE:
FOR CONCRETE REPAIR LOCATIONS, SEE SHEET C.

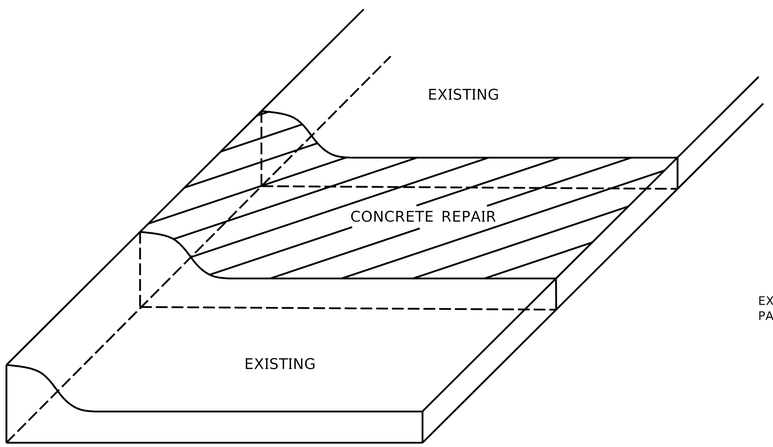
NO OVERLAY CONCRETE REPAIR

NOTES:
ALL STEEL DOWEL BARS AND TIE BARS WILL BE EPOXY COATED.

THE EXISTING TRANSVERSE JOINT SHALL NOT BE RE-ESTABLISHED IN THE CONCRETE REPAIR.

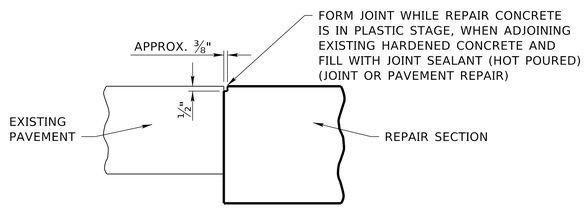



CONCRETE PAVEMENT REPAIR



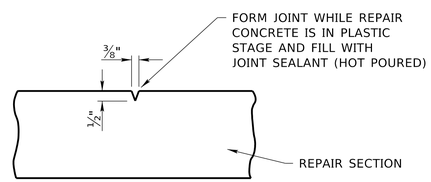

CONCRETE REPAIR INCLUDING CURB

NOTE:
CONSTRUCTION OF THE CURB IS SUBSIDARY TO THE CONCRETE REPAIR.




FORMED JOINT

NOTE:
FORMED JOINTS NOT REQUIRED ON DIAMOND GRIND PROJECTS.




TOOLED LONGITUDINAL JOINT

NOTE:
CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.



Project Number

C.N.

PAVEMENT REPAIR
STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

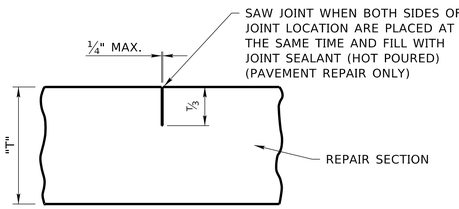
COMPUTER: BG041914187
DATE: 10-MAR-2026 10:59
FILE: 3850 2 R25.dgn

Project Number

C.N.

1. FULL DEPTH DIAMOND SAW CUT.
2. INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.
3. INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS. MINIMUM 2-TIE BARS PER SIDE.
4. TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.
5. IN THE CASE OF PANEL REPLACEMENT, DOWEL BARS SHALL BE INSTALLED AT EXISTING TRANSVERSE JOINTS. (3-DOWEL BARS PER WHEEL PATH).
6. IN THE CASE OF MULTIPLE PANEL REPLACEMENTS, DOWEL BARS SHALL BE INSTALLED AT 12" CENTERS, AS SHOWN IN THE STANDARD PLANS. BASKETS SHALL BE USED ACCORDING TO THE STANDARD SPECIFICATIONS, SUBSECTION 603.03.

NO OVERLAY PLAIN CONCRETE PAVEMENT REPAIR




TRANSVERSE JOINT

NOTE:
FORMED JOINTS ARE NOT REQUIRED ON DIAMOND GRINDING PROJECTS.

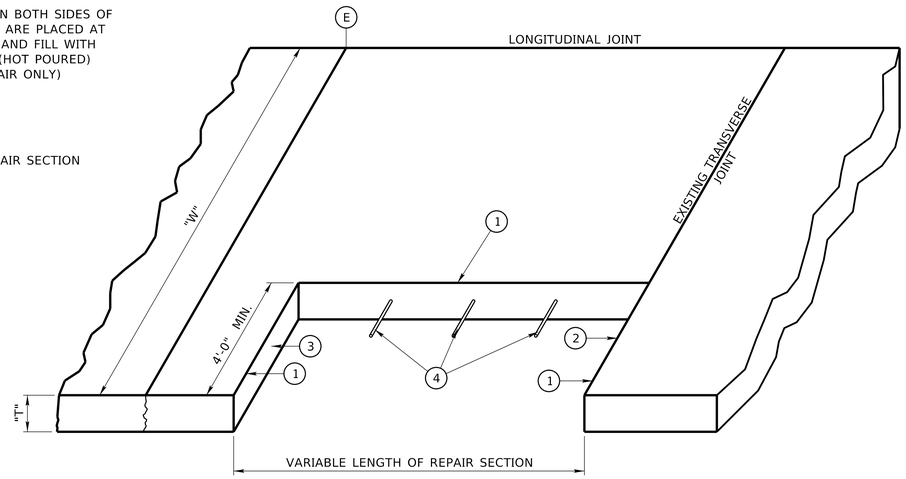



FIGURE B

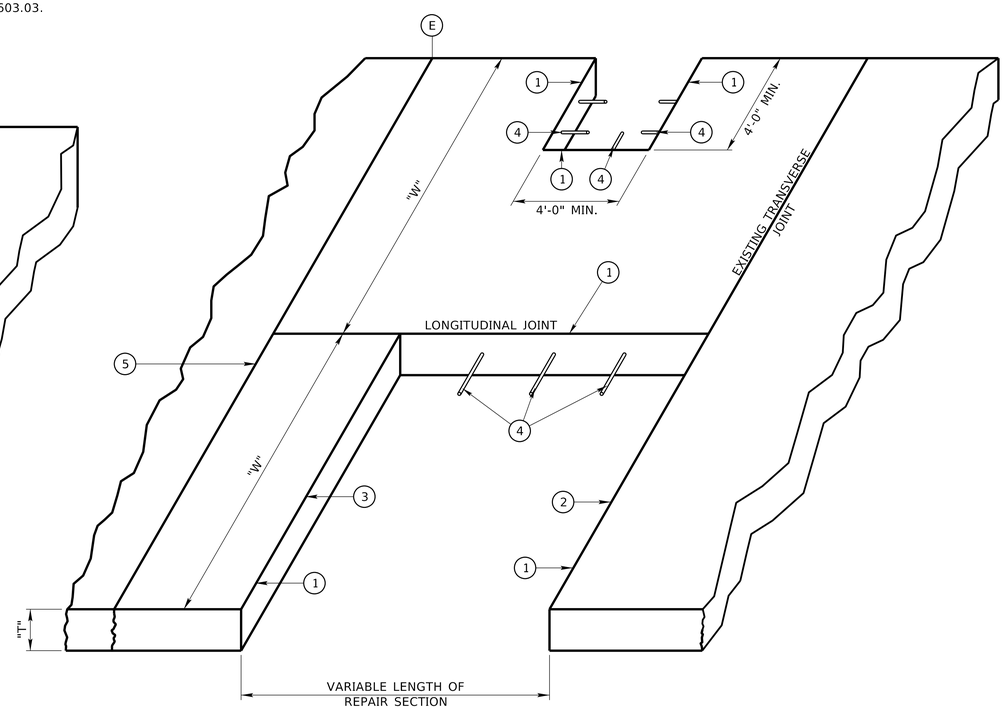
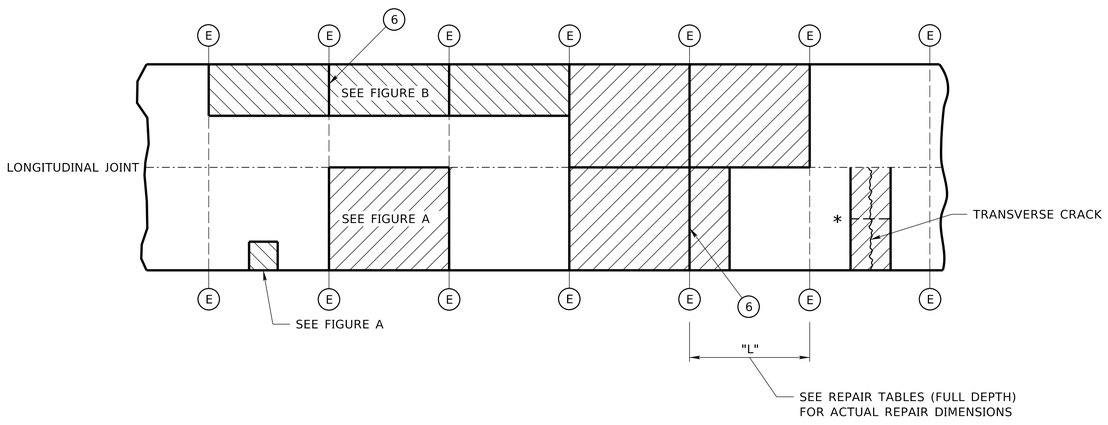



FIGURE A

NOTE:
IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

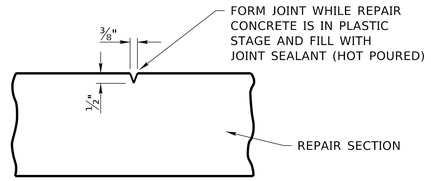



PLAIN CONCRETE PAVEMENT REPAIR

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| (E) | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |

NOTE:
FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.




TOOLED LONGITUDINAL JOINT

NOTES:
CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.

* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

OR:
IF THE WIDTH OF PANEL ("W") WAS PREVIOUSLY WIDENED, CONSTRUCT A TOOLED LONGITUDINAL JOINT TO MATCH THE LONGITUDINAL JOINTS OF THE ADJOINING PANELS. SEE JOINT DETAIL FOR THIS TOOLED LONGITUDINAL JOINT.

# PAVEMENT REPAIR
# STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

COMPUTER: BG0419M1187
DATE: 10-MAR-2026 11:00
FILE: 3850 2 R25.dgn

Project Number

C.N.

1. FULL DEPTH DIAMOND SAW CUT.
2. INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.
3. INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS. MINIMUM 2-TIE BARS PER SIDE.
4. TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.
5. IN THE CASE OF PANEL REPLACEMENT, DOWEL BARS SHALL BE INSTALLED 2'-0" BEYOND THE EXISTING TRANSVERSE JOINTS. (3-DOWEL BARS PER WHEEL PATH.).
6. IN THE CASE OF MULTIPLE PANEL REPLACEMENTS, DOWEL BARS SHALL BE INSTALLED AT 12" CENTERS, AS SHOWN IN THE STANDARD PLANS. BASKETS SHALL BE USED ACCORDING TO THE STANDARD SPECIFICATIONS, SUBSECTION 603.03.
7. LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT. LONGITUDINAL JOINT MUST BE TOOLED AND SEALED.
8. BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED JOINT AND THE EXISTING TRANSVERSE JOINT.

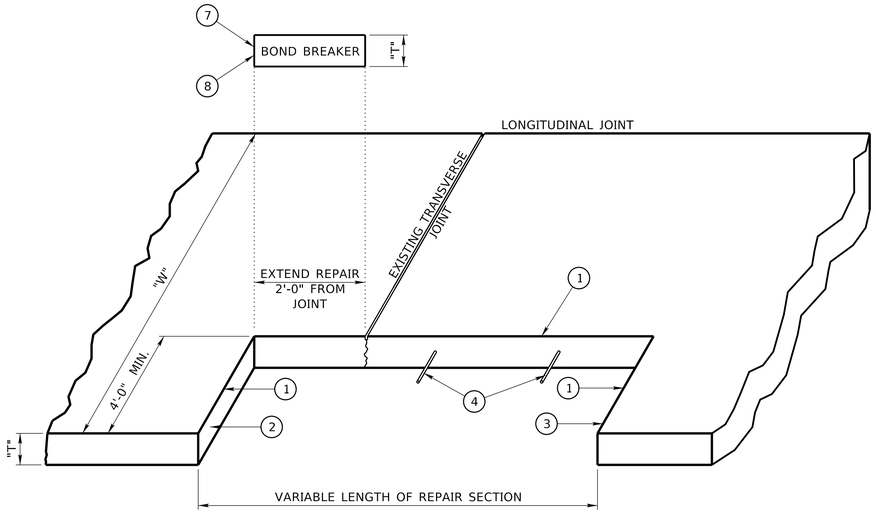
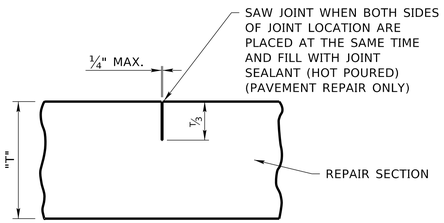



FIGURE B




TRANSVERSE JOINT

NOTE:
FORMED JOINTS ARE NOT REQUIRED ON DIAMOND GRINDING PROJECTS.

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| E | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |

NO OVERLAY 8" AND 9" RCP REPAIR

NOTES:
THE EXISTING TRANSVERSE JOINT SHALL NOT BE RE-ESTABLISHED IN THE PAVEMENT REPAIR.

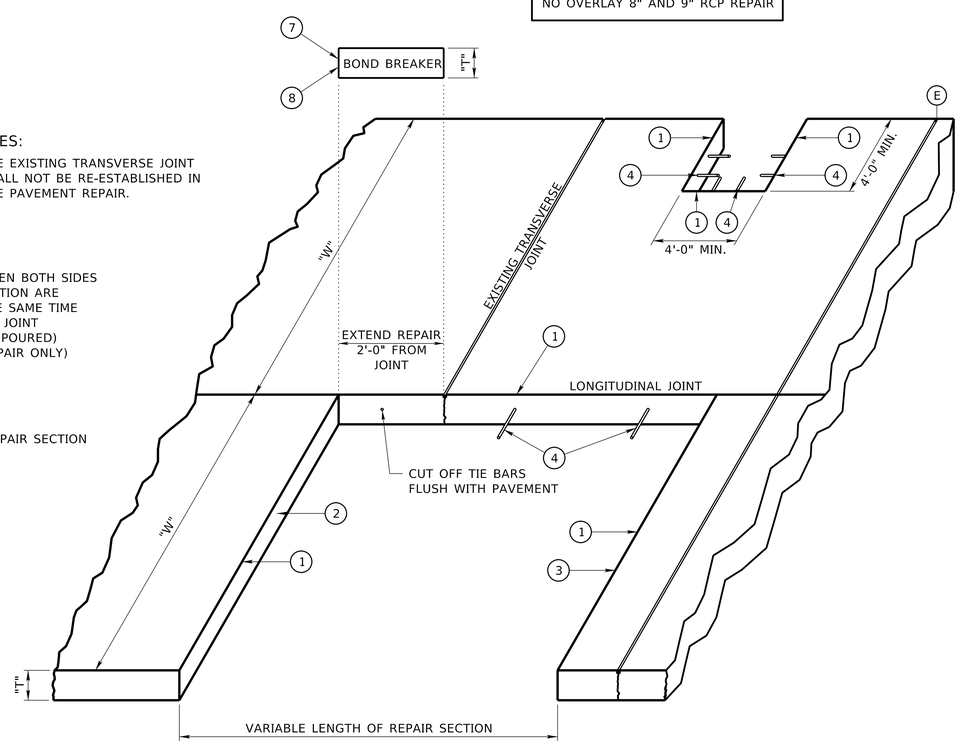
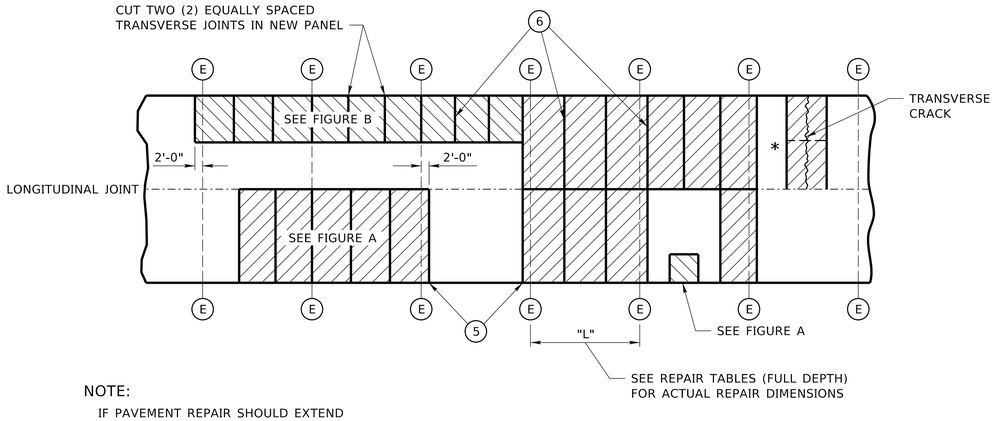
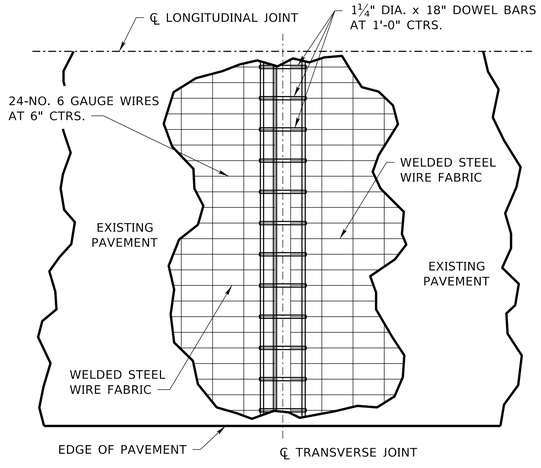



FIGURE A

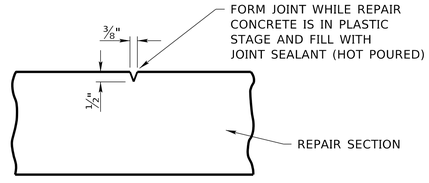



NOTE:
IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

8" AND 9" REINFORCED CONCRETE PAVEMENT REPAIR




EXISTING 8" AND 9" REINFORCED CONCRETE PAVEMENT (RCP)




TOOLED LONGITUDINAL JOINT

NOTES:
CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.

* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

NOTES:
FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.

# PAVEMENT REPAIR
# STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

COMPUTER: BG04194187
DATE: 10-MAR-2026 11:01
FILE: 3850 2 R25.dgn

Project Number

C.N.

(1) FULL DEPTH DIAMOND SAW CUT.

(2) INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.

(3) INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS. MINIMUM 2-TIE BARS PER SIDE.

(4) TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.

(5) IN THE CASE OF PANEL REPLACEMENT, DOWEL BARS SHALL BE INSTALLED 2'-0" BEYOND THE EXISTING TRANSVERSE JOINTS. (3-DOWEL BARS PER WHEEL PATH).

(6) IN THE CASE OF MULTIPLE PANEL REPLACEMENTS, DOWEL BARS SHALL BE INSTALLED AT 12" CENTERS, AS SHOWN IN THE STANDARD PLANS. BASKETS SHALL BE USED ACCORDING TO THE STANDARD SPECIFICATIONS, SUBSECTION 603.03.

(7) LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT DEPTH LONGITUDINAL JOINT. LONGITUDINAL JOINT MUST BE TOOLED AND SEALED.

(8) BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED JOINT AND THE EXISTING TRANSVERSE JOINT.

NO OVERLAY DOWELED CONCRETE PAVEMENT REPAIR

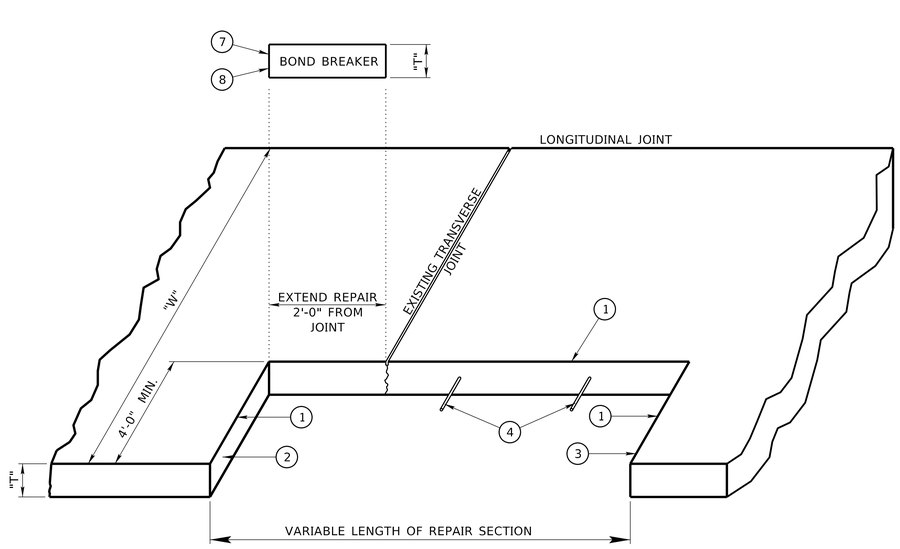
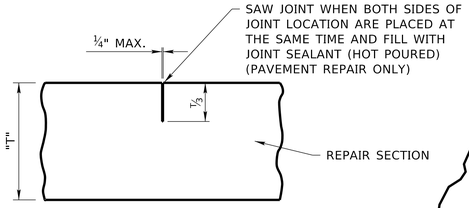



FIGURE B

NOTE:
THE EXISTING TRANSVERSE JOINT SHALL NOT BE RE-ESTABLISHED IN THE PAVEMENT REPAIR.




TRANSVERSE JOINT

NOTE:
FORMED JOINTS ARE NOT REQUIRED ON DIAMOND GRINDING PROJECTS.

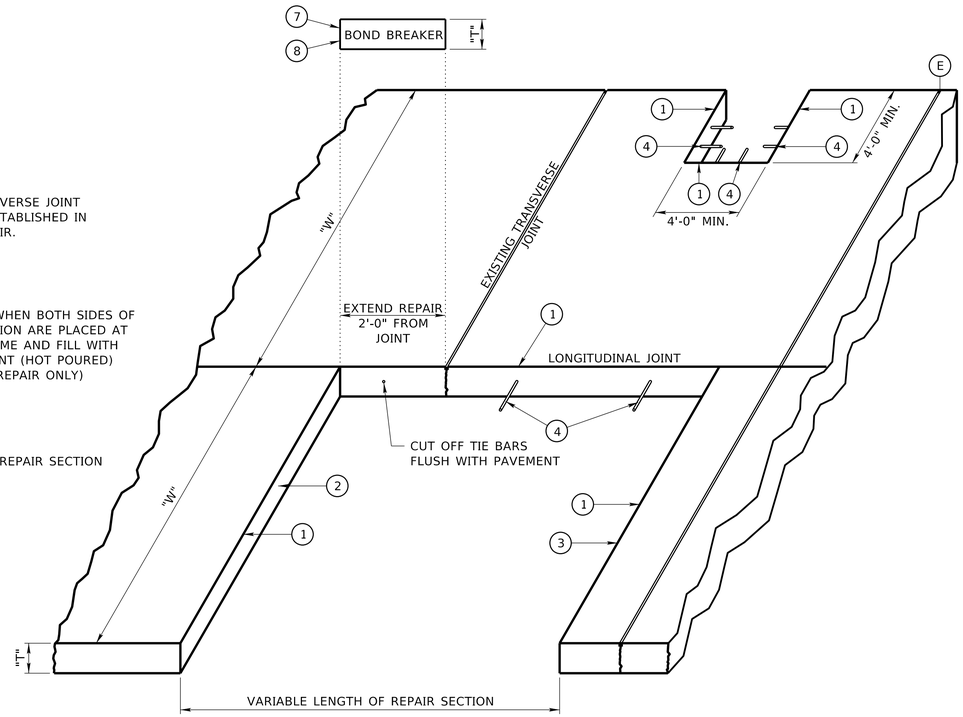
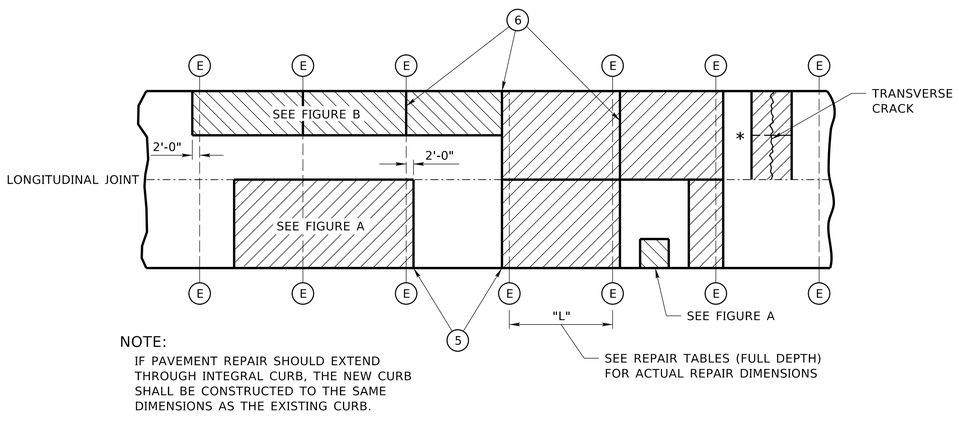



FIGURE A

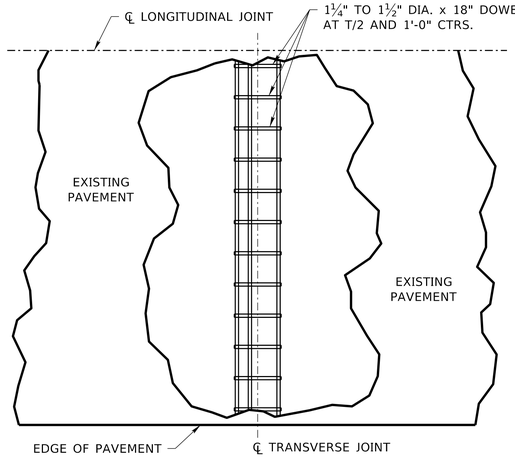
LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| (E) | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |

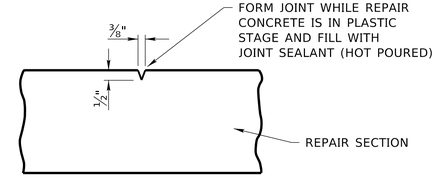



NOTE:
IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

DOWELED CONCRETE PAVEMENT REPAIR




EXISTING DOWELED CONCRETE PAVEMENT




TOOLED LONGITUDINAL JOINT

NOTE:
CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.

* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

NOTE:
FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.

# PAVEMENT REPAIR STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
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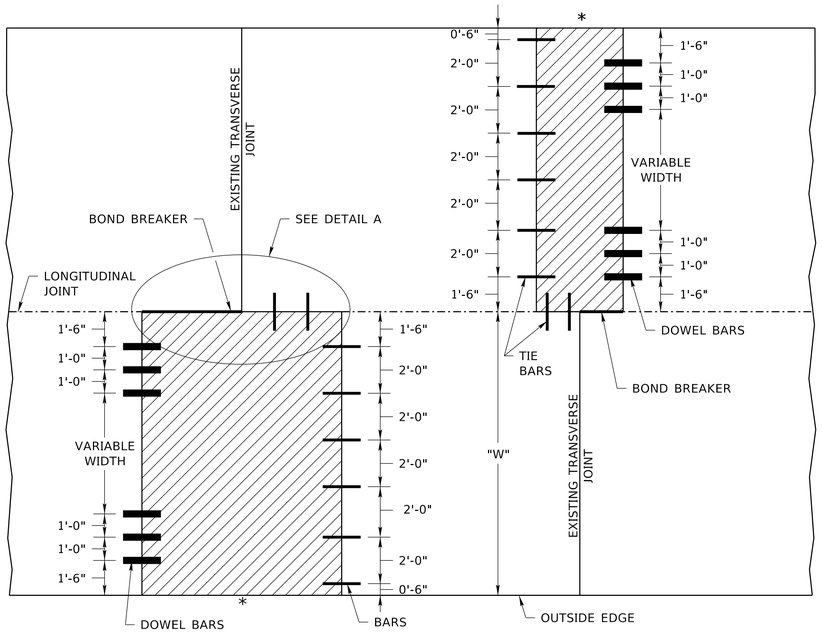
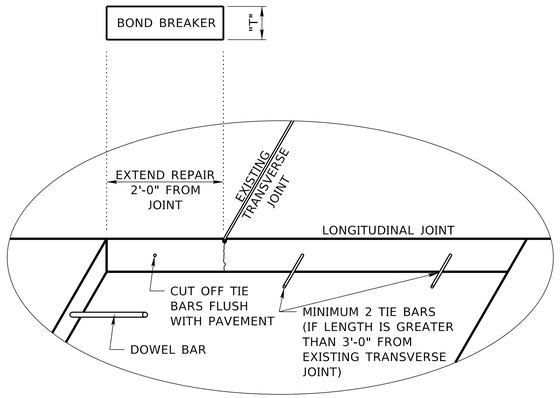



TRANSVERSE JOINT DETAILS

LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT. LONGITUDINAL JOINT MUST BE TOOLED AND SEALED.

BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED JOINT AND THE EXISTING TRANSVERSE JOINT.




DETAIL A

* FOR EXISTING CONCRETE SHOULDERS, MATCH BOND BREAKER ON OPPOSITE LONGITUDINAL JOINT.

** INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.

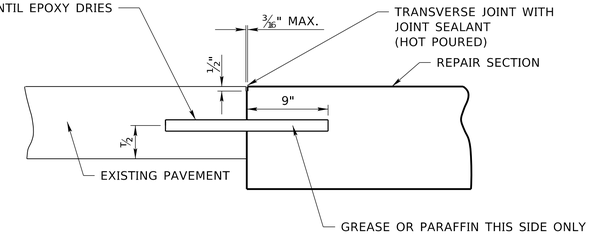
*** WHERE THERE IS AN EXISTING CURB, PERPETUATE THE CURB AS PART OF THE CONCRETE REPAIR

NOTE:
BAR SPACING MAY VARY DEPENDING ON LANE WIDTH.

CONCRETE REMOVAL

NO OVERLAY TIE AND DOWEL PLACEMENT, EXCLUDES 6" & 7" PCC

1¼" DIA. x 18" DOWEL BARS "T" = 8" TO 9",
1½" DIA. x 18" DOWEL BARS "T" = 10" OR MORE
DOWEL BARS TO BE DRILLED AND EPOXIED INTO EXISTING PAVEMENT. PLACE EPOXY RETENTION DISK. SUPPORT DOWEL BARS IN HORIZONTAL POSITION UNTIL EPOXY DRIES



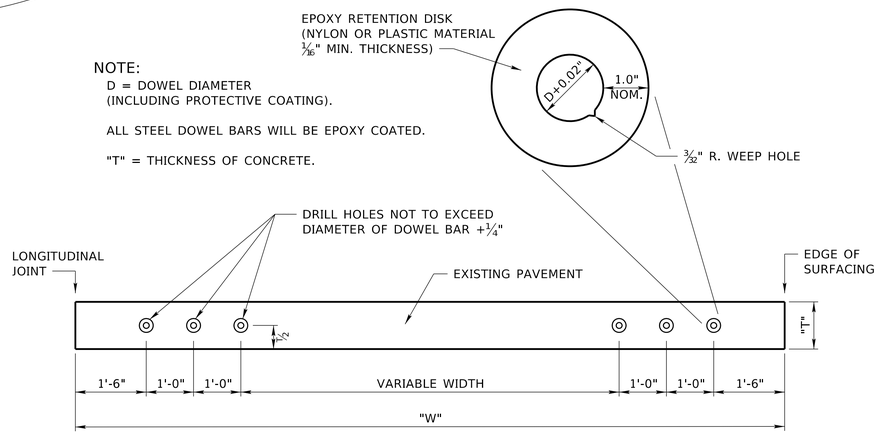

DOWEL BAR

NOTE:
ALL STEEL DOWEL BARS WILL BE EPOXY COATED.

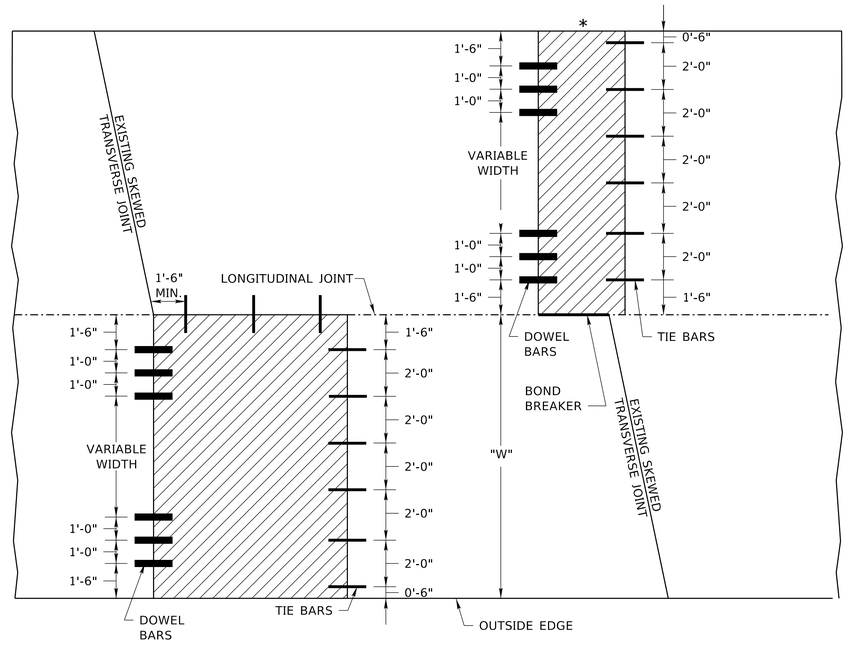
NOTE:
D = DOWEL DIAMETER (INCLUDING PROTECTIVE COATING).

ALL STEEL DOWEL BARS WILL BE EPOXY COATED.

"T" = THICKNESS OF CONCRETE.

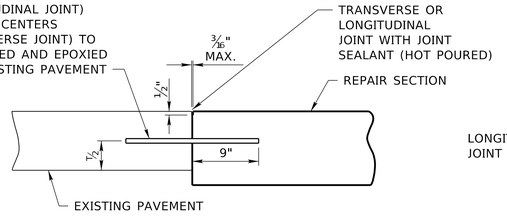



DOWEL BAR SPACING




SKEWED TRANSVERSE JOINT DETAILS

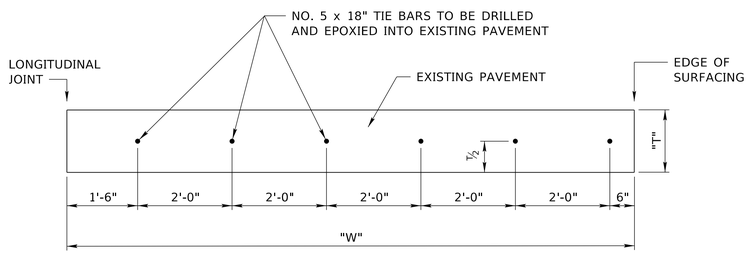
NO. 5 x 18" TIE BARS AT 33" CENTERS (LONGITUDINAL JOINT) AND 24" CENTERS (TRANSVERSE JOINT) TO BE DRILLED AND EPOXIED INTO EXISTING PAVEMENT




TIE BAR

NOTE:
ALL STEEL DOWEL BARS WILL BE EPOXY COATED.

"T" = THICKNESS OF CONCRETE.




TIE BAR SPACING

NOTE:
"T" = THICKNESS OF CONCRETE.

5 OF 10

Project Number

C.N.

PAVEMENT REPAIR
STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

COMPUTER: BG0419M187
DATE: 10-MAR-2026 11:02
FILE: 3850 2 R25.dgn

Project Number

C.N.

(1) FULL DEPTH DIAMOND SAW CUT.

(2) INSTALL #5 TIE BARS AT NEW TRANSVERSE JOINT AT 2'-0" INTERVALS. MINIMIM 2-TIE BARS PER SIDE.

(3) TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.

NO OVERLAY 6" AND 7" PLAIN CONCRETE REPAIR

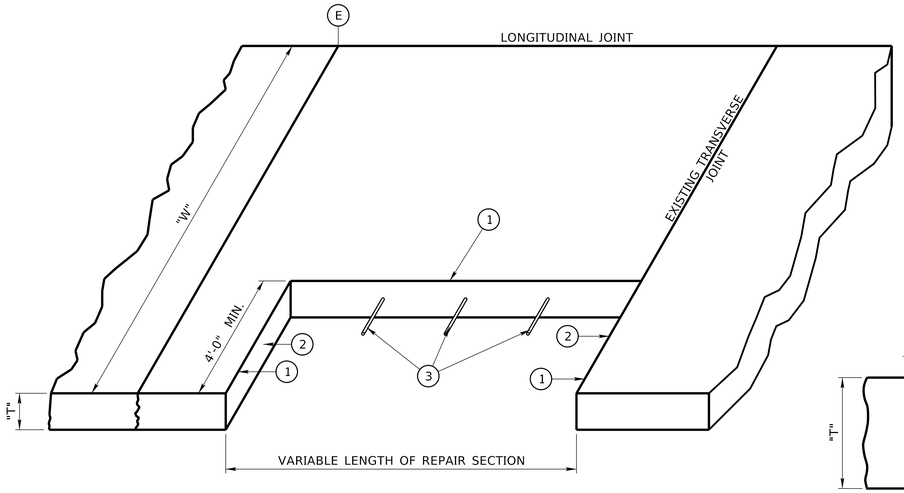
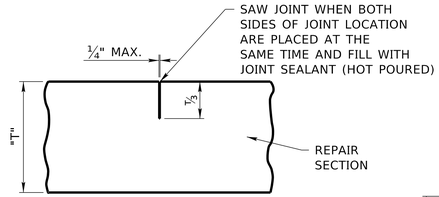



FIGURE B




TRANSVERSE JOINTS

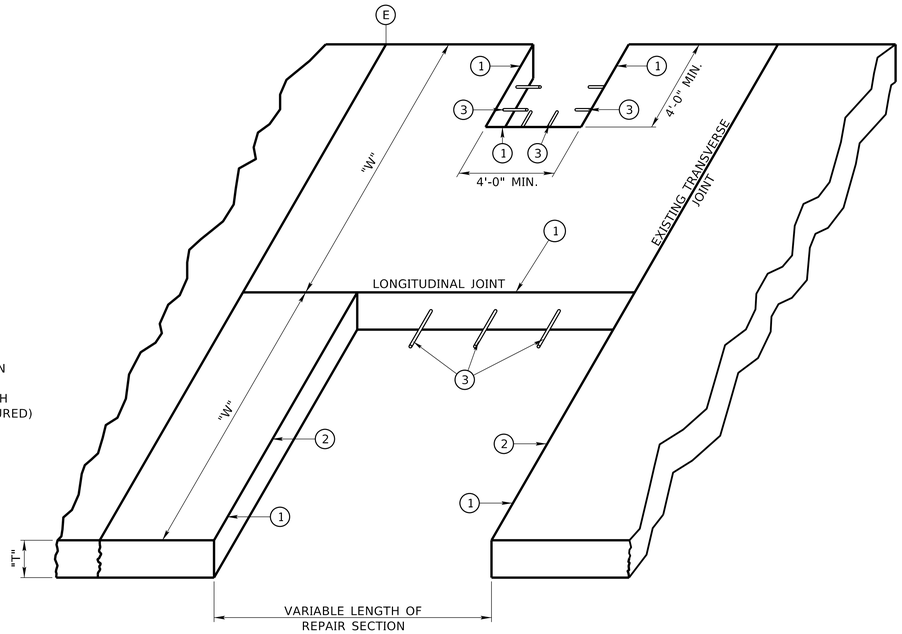
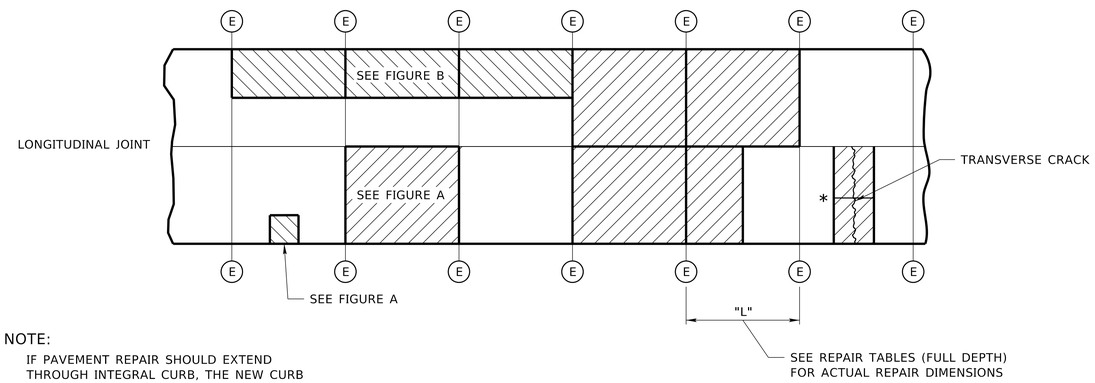



FIGURE A



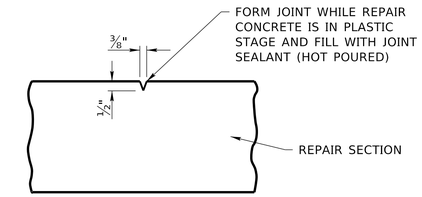

NOTE:

IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

PLAIN CONCRETE PAVEMENT REPAIR

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| (E) | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |




TOOLED LONGITUDINAL JOINT

NOTE:

* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

OR:

IF THE WIDTH OF PANEL ("W") WAS PREVIOUSLY WIDENED, CONSTRUCT A TOOLED LONGITUDINAL JOINT TO MATCH THE LONGITUDINAL JOINTS OF THE ADJOINING PANELS. SEE JOINT DETAIL FOR THIS TOOLED LONGITUDINAL JOINT.

NOTE:

FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.

PAVEMENT REPAIR

STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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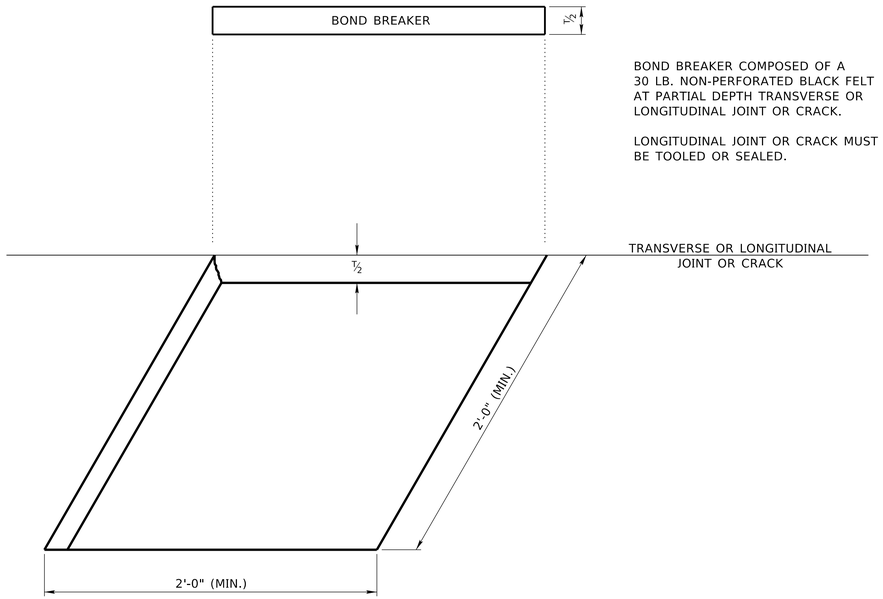
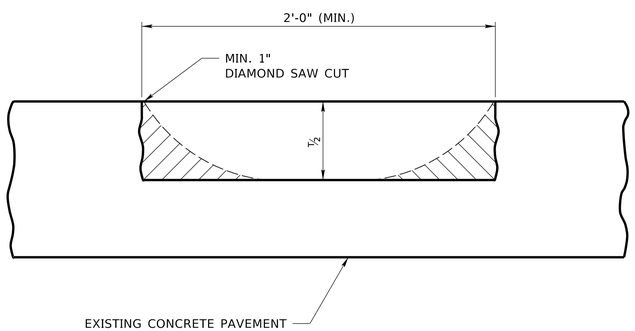



BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT PARTIAL DEPTH TRANSVERSE OR LONGITUDINAL JOINT OR CRACK.

LONGITUDINAL JOINT OR CRACK MUST BE TOOLED OR SEALED.

TRANSVERSE OR LONGITUDINAL JOINT OR CRACK

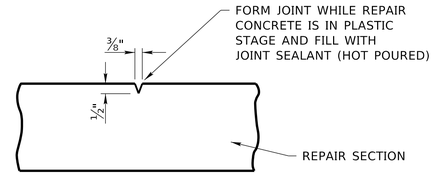



INDICATES MATERIAL LEFT AT MARGINS OF MILLED CUTS TO BE REMOVED WITH A 15# MAXIMUM CHIPPING HAMMER TO PROVIDE VERTICAL EDGES ALL AROUND

TYPICAL SECTION OF PARTIAL DEPTH REPAIRS

NOTE:
"T" = THICKNESS OF CONCRETE.

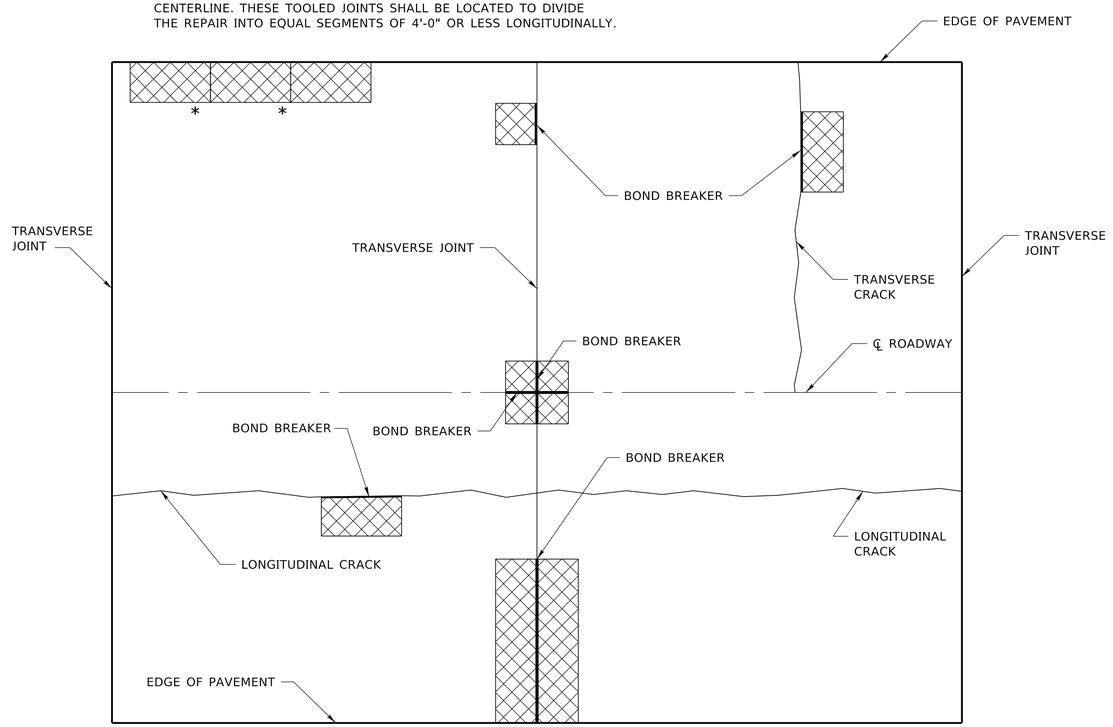
NO OVERLAY PARTIAL DEPTH REPAIR




TOOLED LONGITUDINAL JOINT

NOTE:
CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.

* IF PARTIAL DEPTH REPAIR IS LONGER THAN 4'-0" LONGITUDINALLY, TOOLED TRANSVERSE JOINTS SHALL BE MADE PERPENDICULAR TO CENTERLINE. THESE TOOLED JOINTS SHALL BE LOCATED TO DIVIDE THE REPAIR INTO EQUAL SEGMENTS OF 4'-0" OR LESS LONGITUDINALLY.




CONCRETE REPAIR SECTIONS

CONCRETE PAVEMENT REPAIR, TYPE "A", TYPE "B" AND TYPE "C", PARTIAL DEPTH

NOTE:
FOR CONCRETE PAVEMENT REPAIR (PARTIAL DEPTH) LOCATIONS, SEE SHEET C.

7 OF 10

Project Number

C.N.

PAVEMENT REPAIR

STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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Project Number

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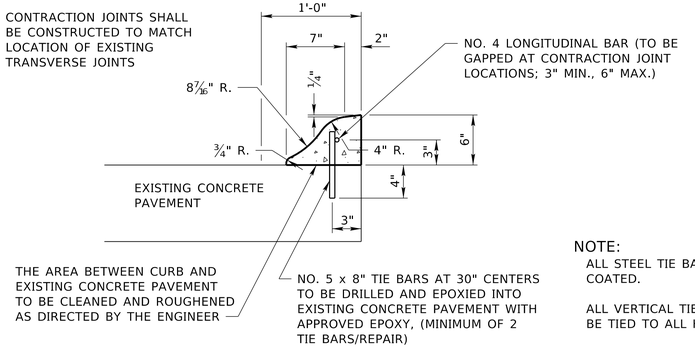
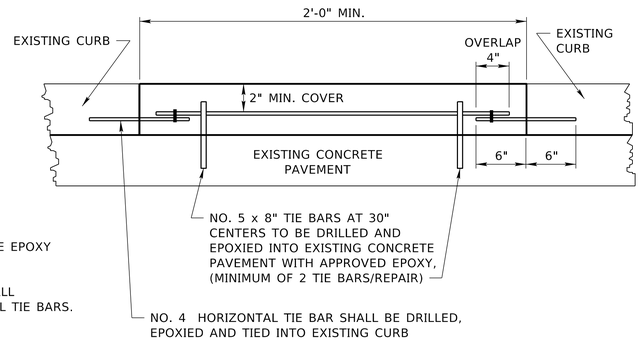
NO OVERLAY CURB REPAIR



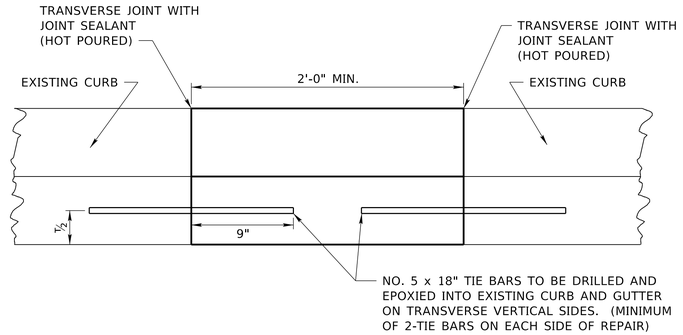

CONCRETE TACK-ON CURB REPAIR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

ALL VERTICAL TIE BARS SHALL BE TIED TO ALL HORIZONTAL TIE BARS.



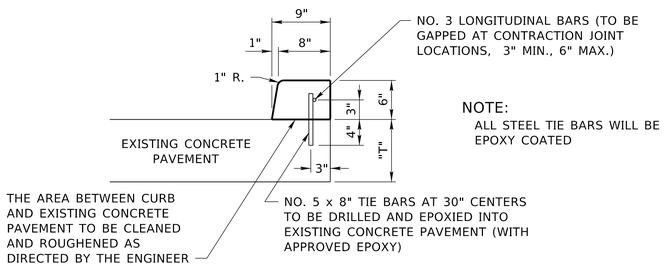

FRONT VIEW OF TACK-ON CURB REPAIR




CONCRETE CURB REPAIR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED

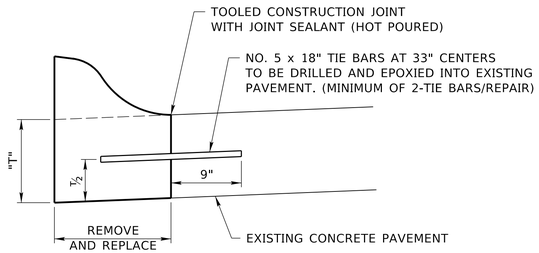
"T" = THICKNESS OF CONCRETE.




CONCRETE TACK ON CURB REPAIR
(BARRIER TYPE)

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED

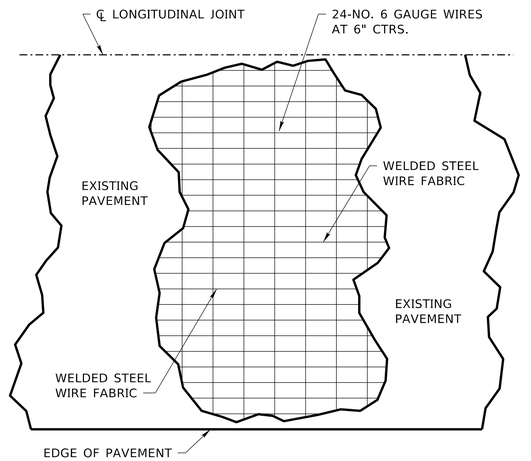
"T" = THICKNESS OF CONCRETE.




INTEGRAL CURB REPAIR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

"T" = THICKNESS OF CONCRETE.




EXISTING 9"-6"-9" AND 9"-7"-9"
REINFORCED CONCRETE PAVEMENT

PAVEMENT REPAIR
STANDARD TYPICAL CROSS SECTIONS

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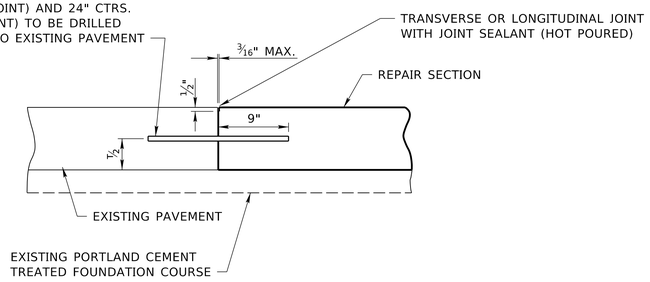
Project Number

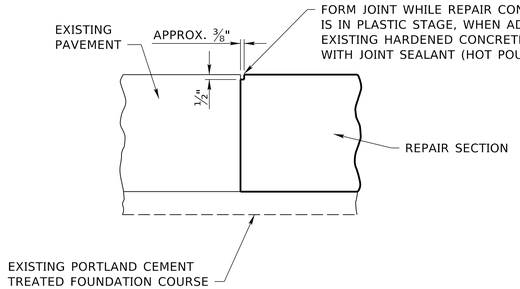
C.N.

NO. 5 x 18" TIE BARS AT 33" CTRS. (LONGITUDINAL JOINT) AND 24" CTRS. (TRANSVERSE JOINT) TO BE DRILLED AND EPOXIED INTO EXISTING PAVEMENT




TIE BAR

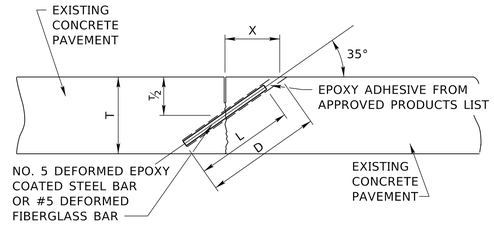
NOTE:
"T" = THICKNESS OF CONCRETE.




FORMED JOINT

NOTE:
FORMED JOINTS NOT REQUIRED ON DIAMOND GRIND PROJECTS.

NO OVERLAY TIES, DOWELS AND SEALING

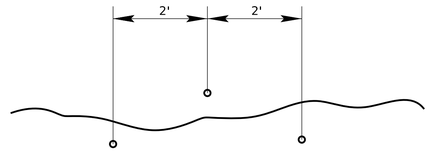



CROSS STITCHING
EXISTING CONCRETE PAVEMENT

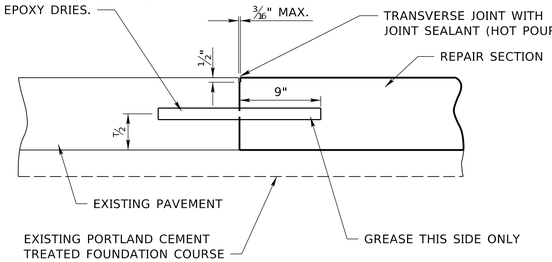
(SEE SHEET C FOR LOCATIONS)

| "T" | "X" | "D" | "L" |
|---|---|---|---|
| 8.0" | 5.7" | 11.9" | 9.8" |
| 9.0" | 6.5" | 13.5" | 11.5" |
| 10.0" | 7.0" | 14.0" | 12.5" |
| 11.0" | 8.0" | 16.0" | 13.0" |
| 12.0" | 8.5" | 17.5" | 14.0" |
| 13.0" | 9.5" | 20.0" | 18.0" |
| 14.0" | 10.0" | 21.0" | 18.0" |

NOTE:
DEFORMED BAR SHALL BE 1" BELOW THE SURFACE AND SPACED AT 2'-0" INTERVALS ON OPPOSITE SIDES OF THE CRACK OR JOINT.
BOREHOLE AND DEFORMED BAR SHALL NOT EXTEND THROUGH BOTTOM OF CONCRETE SLAB.



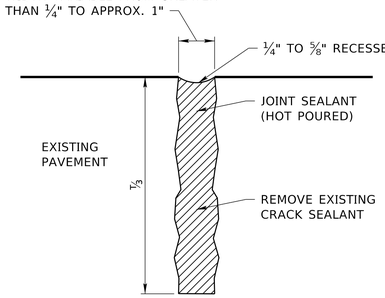

1¼" DIA. x 18" DOWEL BARS "T" = 8" TO 9".
1½" DIA. x 18" DOWEL BARS "T" = 10" OR MORE
DOWEL BARS TO BE DRILLED AND EPOXIED INTO EXISTING PAVEMENT. PLACE EPOXY RETENTION DISK. SUPPORT DOWEL BARS IN HORIZONTAL POSITION UNTIL EPOXY DRIES.




DOWEL BAR

NOTE:
ALL STEEL DOWEL BARS WILL BE EPOXY COATED.

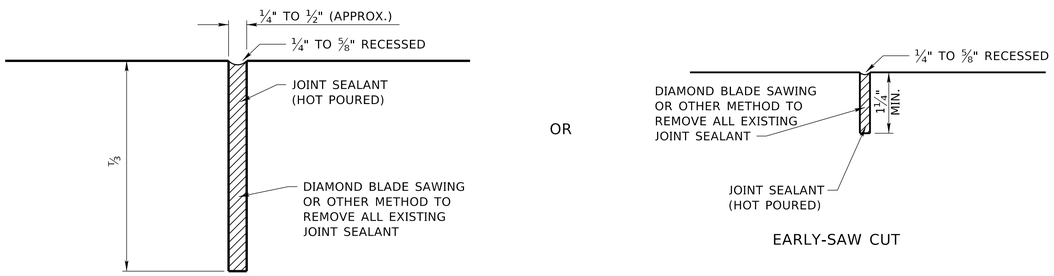
WIDTH VARIABLE FROM GREATER THAN ¼" TO APPROX. 1"




TYPICAL TRANSVERSE
AND LONGITUDINAL CRACK

NOTE:
"T" = THICKNESS OF CONCRETE.

NOTE:
FOR CRACK SEALING LOCATIONS, SEE SHEET C.

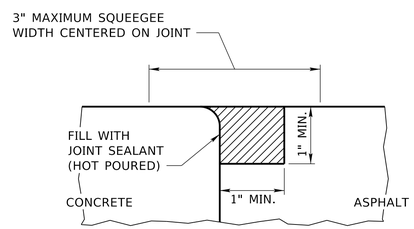



EARLY-SAW CUT

EXISTING TRANSVERSE AND LONGITUDINAL JOINT DETAILS

"T" = *

NOTE:
JOINT MAY BE SAWN ⅛" WIDER THAN EXISTING TO FACILITATE EXISTING JOINT SEALANT REMOVAL. EXISTING JOINTS MAY HAVE BEEN SAWN T/3 OR AS EARLY SAW CUT.




LONGITUDINAL JOINT SEALING DETAIL
(ASPHALT TO CONCRETE)

PAVEMENT REPAIR
STANDARD TYPICAL CROSS SECTIONS

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Lincoln, NE 68502
Office: 402-479-4697

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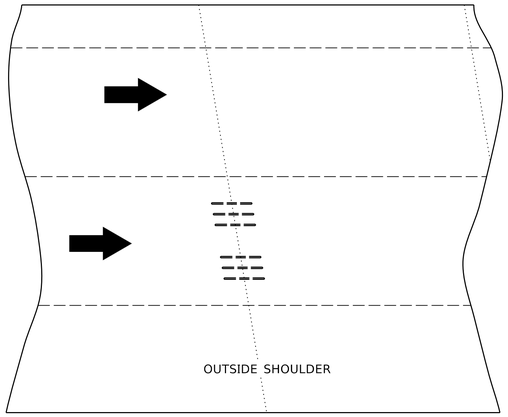
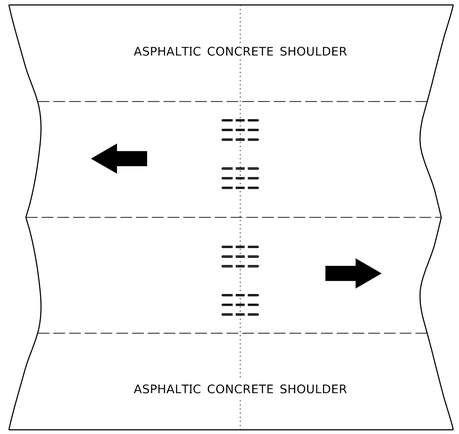
DATE: 10-MAR-2026 11:04
FILE: 3850 2 R25.dgn




DETAIL OF EXISTING DOWEL BAR RETROFIT - DRIVING LANE ONLY
FOR INFORMATION ONLY




DETAIL OF EXISTING DOWEL BAR RETROFIT - DRIVING LANES ONLY
(FOR INFORMATION ONLY)

NOTE:
TRANSVERSE JOINT SPACING AT 16'-6".



Project Number

C.N.

PAVEMENT REPAIR

STANDARD TYPICAL CROSS SECTIONS

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*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

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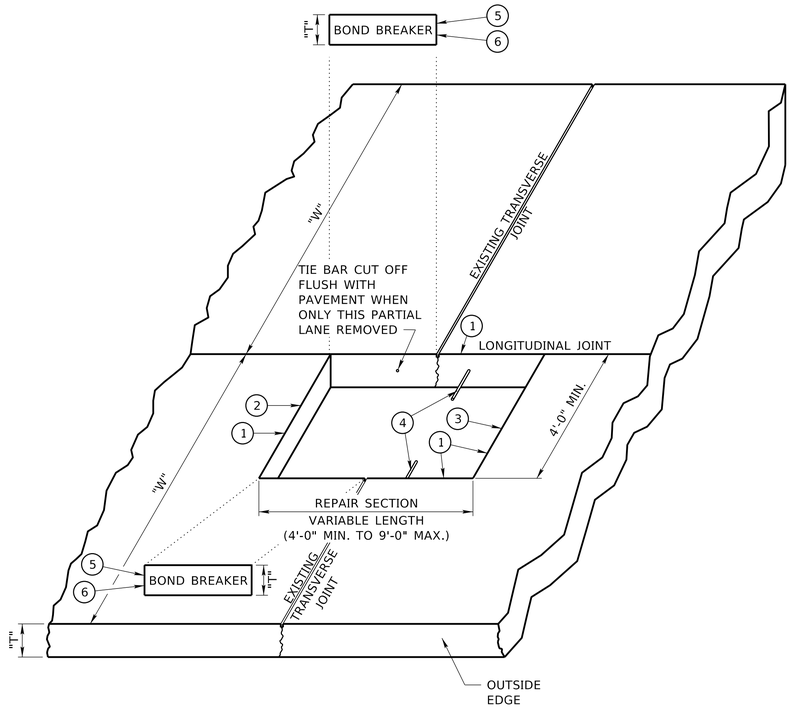
DATE: 10-MAR-2026 11:04
FILE: 3850 2 R25.dgn

1. FULL DEPTH DIAMOND SAW CUT (FULL DEPTH 4" WHEEL CUTTER SAW CUT WILL BE PERMITTED IF REPAIR IS OVERLAID).
2. INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.
3. INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS.
4. TIE BARS REQUIRED.
5. LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT.
6. BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED TRANSVERSE JOINT AND THE EXISTING TRANSVERSE JOINT.




CONCRETE PAVEMENT REPAIR, PARTIAL LANE

NOTES:

* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.

OR:

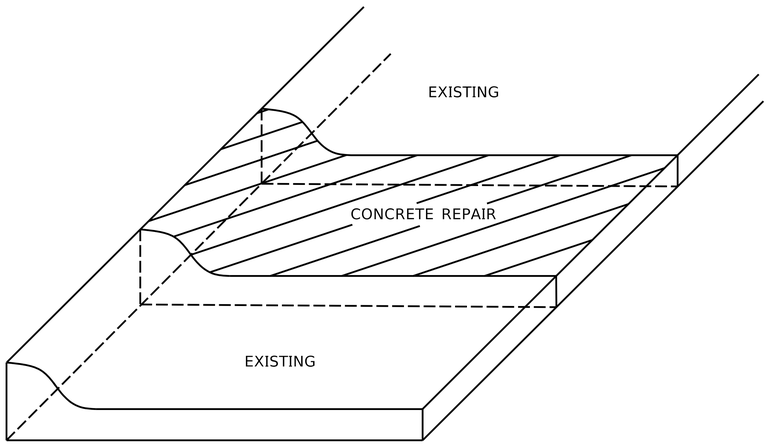
** IF THE WIDTH OF PANEL ("W") WAS PREVIOUSLY WIDENED, CONSTRUCT A TOOLED LONGITUDINAL JOINT TO MATCH THE LONGITUDINAL JOINTS OF THE ADJOINING PANELS.

IF THE PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |

NOTE:
FOR CONCRETE REPAIR LOCATIONS, SEE SHEET C.




CONCRETE REPAIR INCLUDING CURB

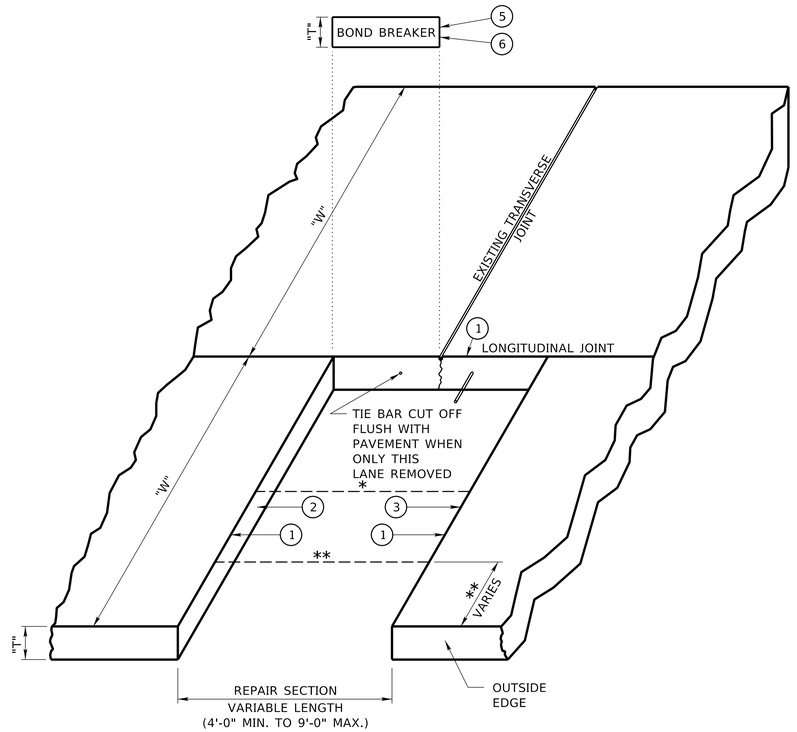
NOTE:
CONSTRUCTION OF THE CURB IS SUBSIDARY TO THE CONCRETE REPAIR.

OVERLAY ONLY CONCRETE REPAIR

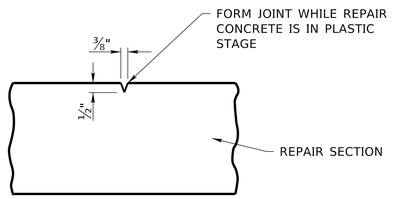
NOTES:

ALL STEEL DOWEL BARS AND TIE BARS WILL BE EPOXY COATED.

THE EXISTING TRANSVERSE JOINT SHALL NOT BE RE-ESTABLISHED IN THE CONCRETE REPAIR.




CONCRETE PAVEMENT REPAIR




TOOLED LONGITUDINAL JOINT

1 OF 10

Project Number

C.N.

PAVEMENT REPAIR (OVERLAY)

# STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

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FILE: 3851 2 R19.dgn

Project Number

C.N.

1. FULL DEPTH DIAMOND SAW CUT. (FULL DEPTH 4" WHEEL CUTTER SAW CUT WILL BE PERMITTED IF REPAIR IS OVERLAID).
2. INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.
3. INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS. MINIMUM 2-TIE BARS PER SIDE.
4. TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.
5. IN THE CASE OF PANEL REPLACEMENT, DOWEL BARS SHALL BE INSTALLED AT EXISTING TRANSVERSE JOINTS. (MINIMUM 3-DOWEL BARS PER WHEEL PATH).
6. IN THE CASE OF MULTIPLE PANEL REPLACEMENTS, DOWEL BARS SHALL BE INSTALLED AT 12" CENTERS, AS SHOWN IN THE STANDARD PLANS. BASKETS SHALL BE USED ACCORDING TO THE STANDARD SPECIFICATIONS, SUBSECTION 603.03.

OVERLAY ONLY PLAIN CONCRETE PAVEMENT REPAIR

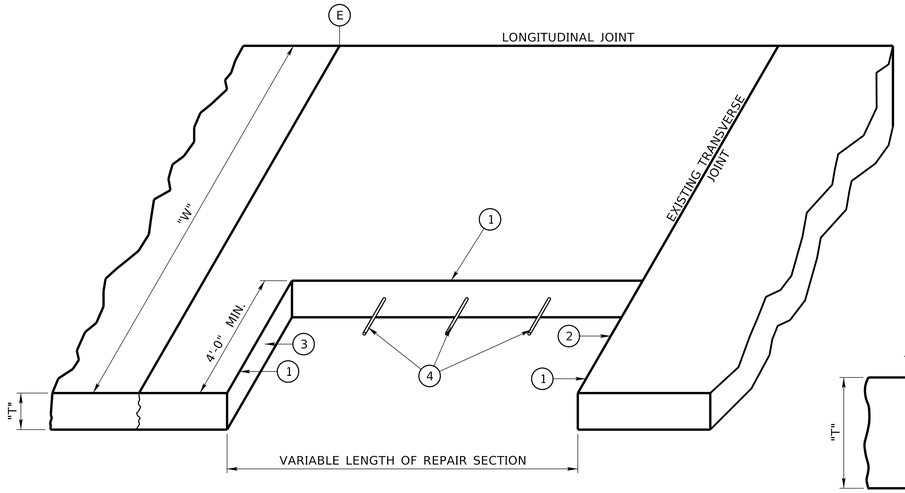
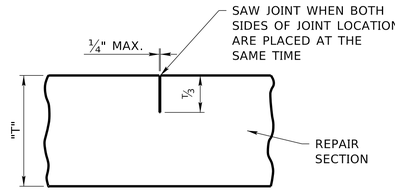



FIGURE B




TRANSVERSE JOINTS

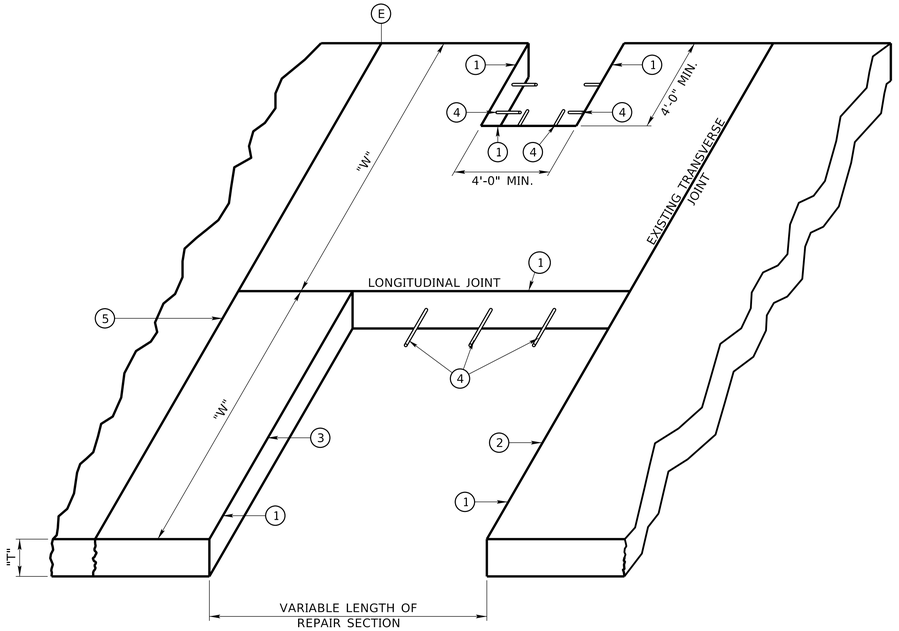
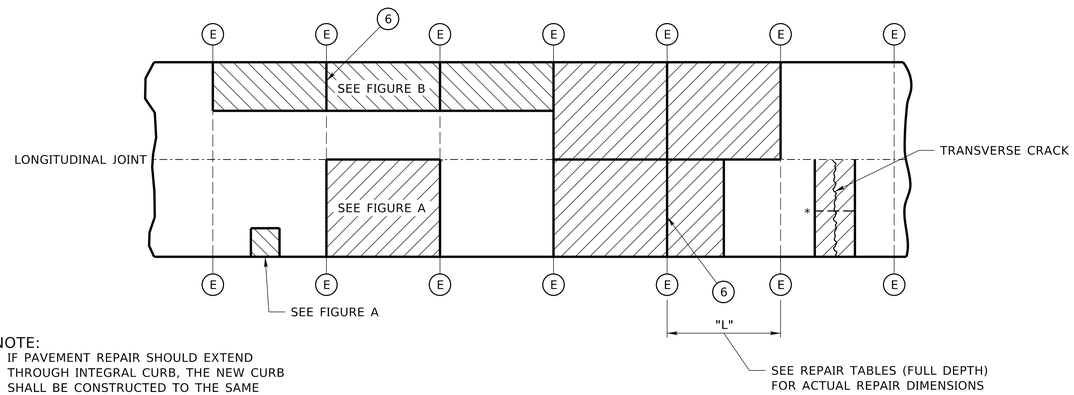



FIGURE A

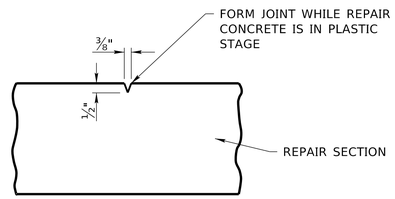



NOTE:
IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

PLAIN CONCRETE PAVEMENT REPAIR

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| E | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |




TOOLED LONGITUDINAL JOINT

NOTES:
* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

OR:
IF THE WIDTH OF PANEL ("W") WAS PREVIOUSLY WIDENED, CONSTRUCT A TOOLED LONGITUDINAL JOINT TO MATCH THE LONGITUDINAL JOINTS OF THE ADJOINING PANELS. SEE JOINT DETAIL FOR THIS TOOLED LONGITUDINAL JOINT.

NOTE:
FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.

# PAVEMENT REPAIR (OVERLAY)
# STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

COMPUTER: BG04194187
DATE: 10-MAR-2026 09:10
FILE: 3851 2 R19.dgn

Project Number

C.N.

(1) FULL DEPTH DIAMOND SAW CUT. (FULL DEPTH 4" WHEEL CUTTER SAW CUT WILL BE PERMITTED IF REPAIR IS OVERLAID).

(2) INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.

(3) INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS. MINIMUM 2-TIE BARS PER SIDE.

(4) TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.

(5) IN THE CASE OF PANEL REPLACEMENT, DOWEL BARS SHALL BE INSTALLED 2'-0" BEYOND THE EXISTING TRANSVERSE JOINTS. (3-DOWEL BARS PER WHEEL PATH).

(6) IN THE CASE OF MULTIPLE PANEL REPLACEMENTS, DOWEL BARS SHALL BE INSTALLED AT 12" CENTERS, AS SHOWN IN THE STANDARD PLANS. BASKETS SHALL BE USED ACCORDING TO THE STANDARD SPECIFICATIONS, SUBSECTION 603.03.

(7) LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT.

(8) BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED JOINT AND THE EXISTING TRANSVERSE JOINT.

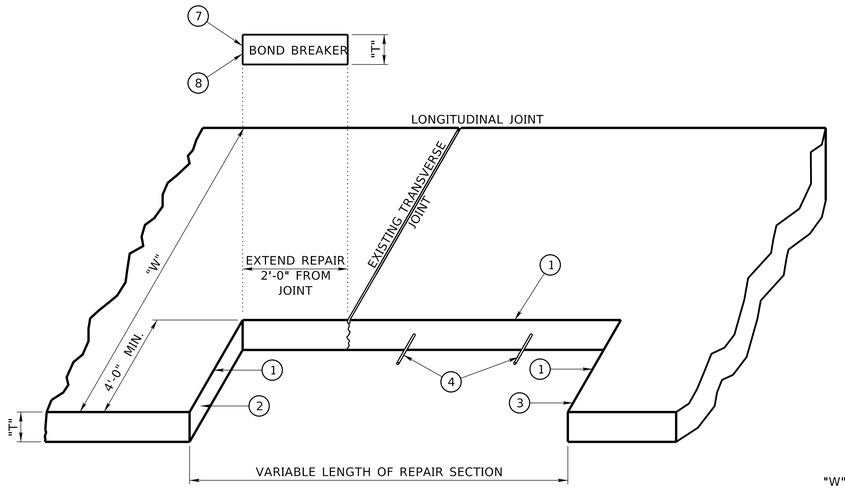
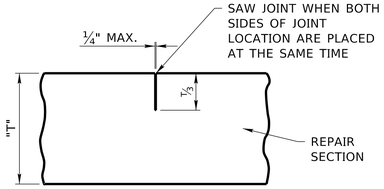



FIGURE B




TRANSVERSE JOINTS

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| (E) | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |

OVERLAY ONLY 8" AND 9" RCP REPAIR

NOTE:
THE EXISTING TRANSVERSE JOINT SHALL NOT BE RE-ESTABLISHED IN THE PAVEMENT REPAIR.

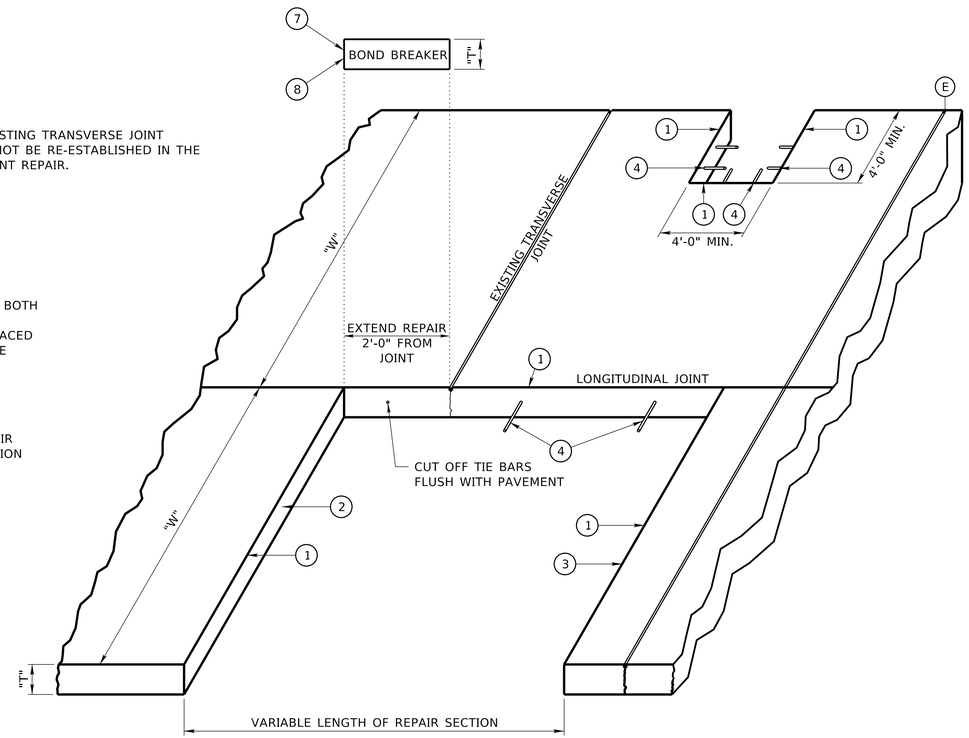
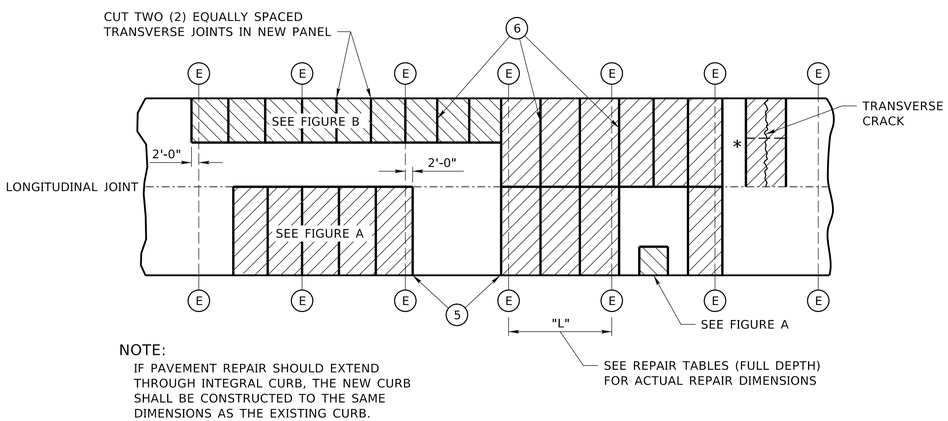
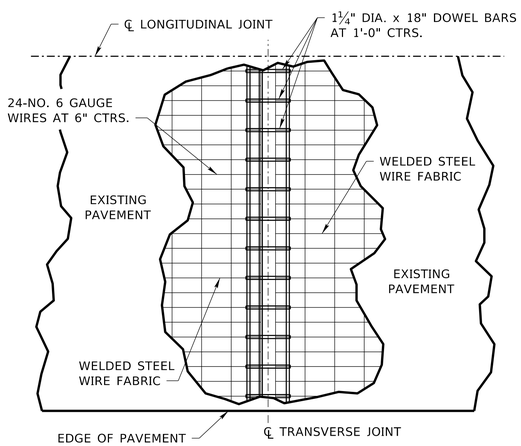



FIGURE A

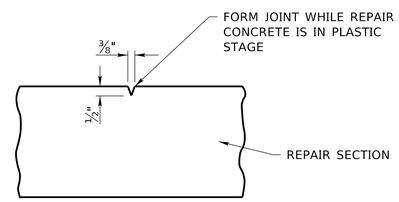



NOTE:
IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

8" AND 9" REINFORCED CONCRETE PAVEMENT REPAIR




EXISTING 8" AND 9"
REINFORCED CONCRETE PAVEMENT (RCP)




TOOLED LONGITUDINAL JOINT

NOTES:
* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

NOTE:
FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.

PAVEMENT REPAIR (OVERLAY)

# STANDARD TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

*Materials & Research Division*
*1400 Nebraska Parkway*
*Lincoln, NE 68502*
*Office: 402-479-4697*

COMPUTER: BG0419M1187
DATE: 10-MAR-2026 09:10
FILE: 3851 2 R19.dgn

Project Number

C.N.

OVERLAY ONLY DOWELED CONCRETE PAVEMENT REPAIR

1. FULL DEPTH DIAMOND SAW CUT.
2. INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.
3. INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS. MINIMUM 2-TIE BARS PER SIDE.
4. TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.
5. IN THE CASE OF PANEL REPLACEMENT, DOWEL BARS SHALL BE INSTALLED 2'-0" BEYOND THE EXISTING TRANSVERSE JOINTS. (3-DOWEL BARS PER WHEEL PATH).
6. IN THE CASE OF MULTIPLE PANEL REPLACEMENTS, DOWEL BARS SHALL BE INSTALLED AT 12" CENTERS, AS SHOWN IN THE STANDARD PLANS. BASKETS SHALL BE USED ACCORDING TO THE STANDARD SPECIFICATIONS, SUBSECTION 603.03.
7. LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT.
8. BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED JOINT AND THE EXISTING TRANSVERSE JOINT.

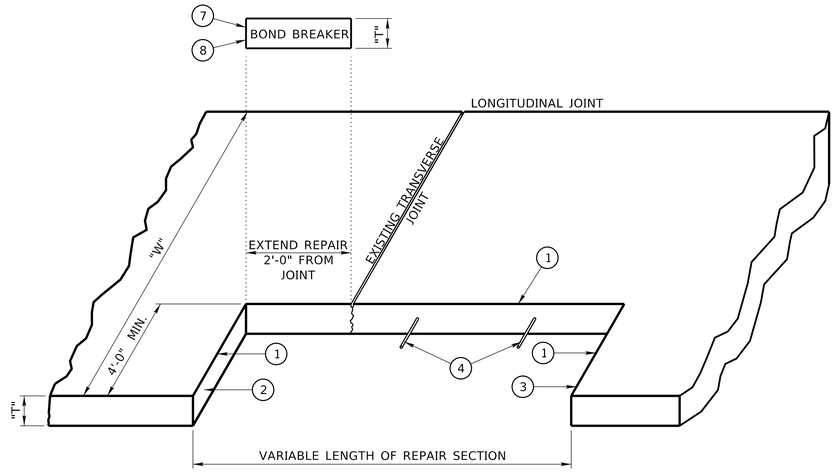
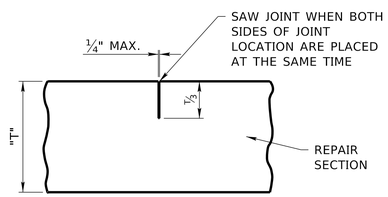



FIGURE B

NOTE:
THE EXISTING TRANSVERSE JOINT SHALL NOT BE RE-ESTABLISHED IN THE PAVEMENT REPAIR.




TRANSVERSE JOINTS

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| E | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |

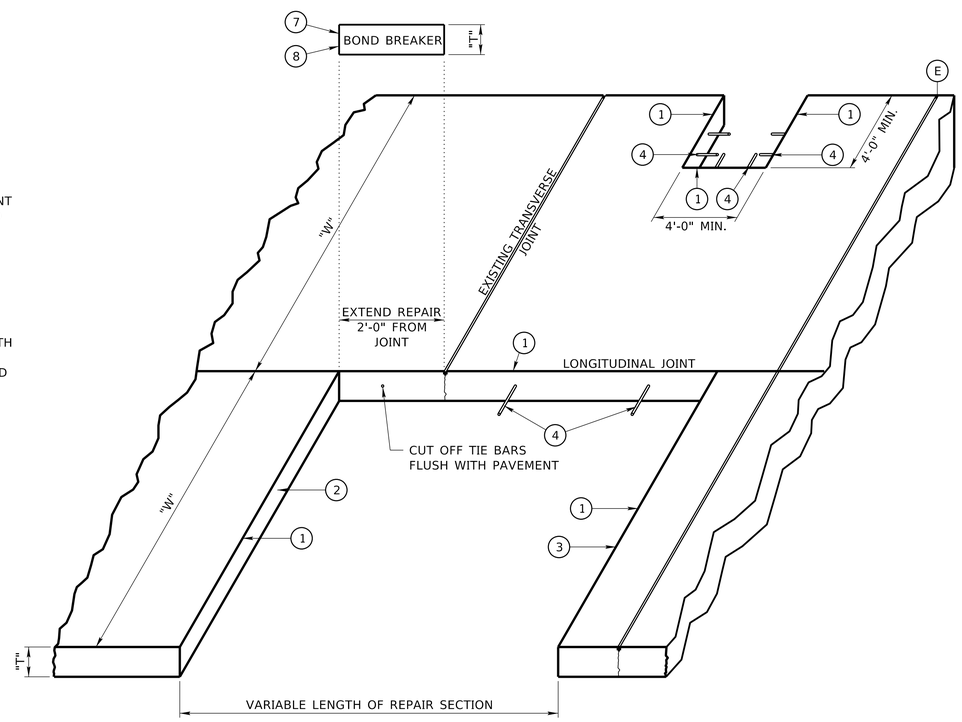
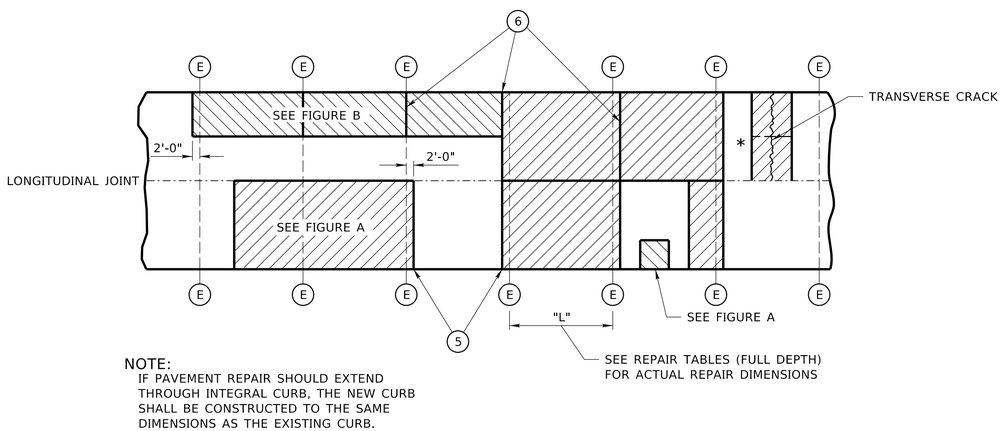
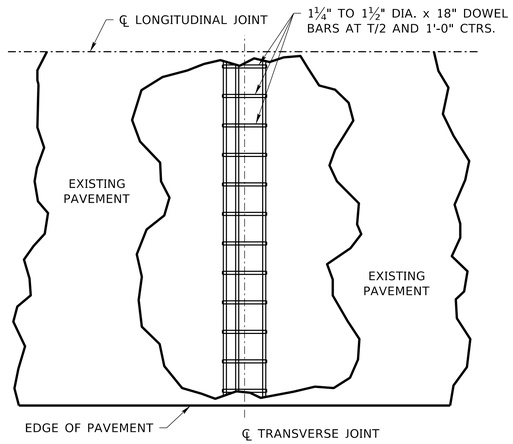



FIGURE A




NOTE:
IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

DOWELED CONCRETE PAVEMENT REPAIR




EXISTING DOWELED CONCRETE PAVEMENT

NOTE:
FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.

PAVEMENT REPAIR (OVERLAY)

STANDARD TYPICAL CROSS SECTIONS

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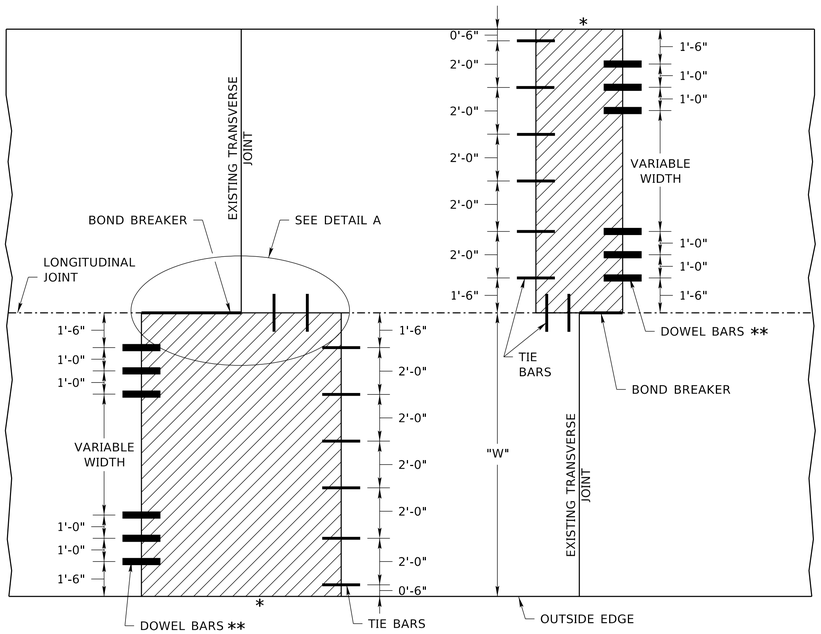
Project Number

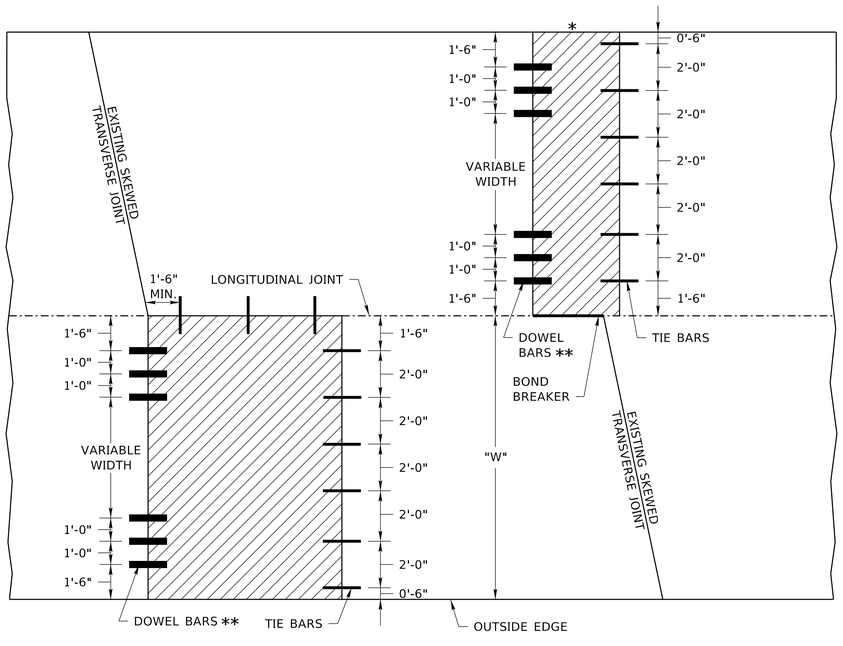
C.N.

# STANDARD TYPICAL CROSS SECTIONS

PAVEMENT REPAIR (OVERLAY)



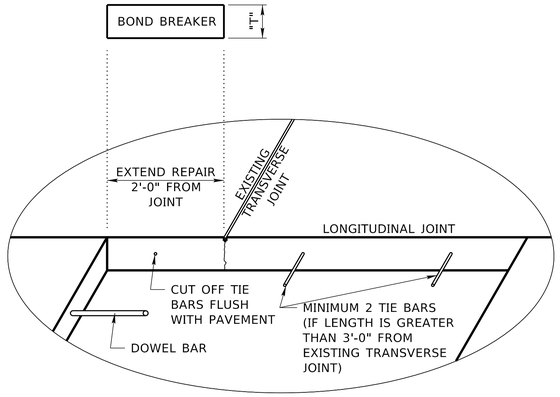

TRANSVERSE JOINT DETAILS




SKEWED TRANSVERSE JOINT DETAILS

LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT.

BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED JOINT AND THE EXISTING TRANSVERSE JOINT.




DETAIL A

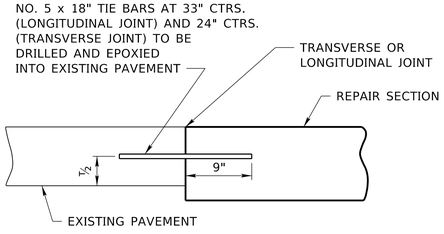
* FOR EXISTING CONCRETE SHOULDERS, MATCH BOND BREAKER ON OPPOSITE LONGITUDINAL JOINT.

** INSTALL DOWEL BARS AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT.

*** WHERE THERE IS AN EXISTING CURB, PERPETUATE THE CURB AS PART OF THE CONCRETE REPAIR.

NOTE:
BAR SPACING MAY VARY DEPENDING ON LANE WIDTH.

CONCRETE REMOVAL



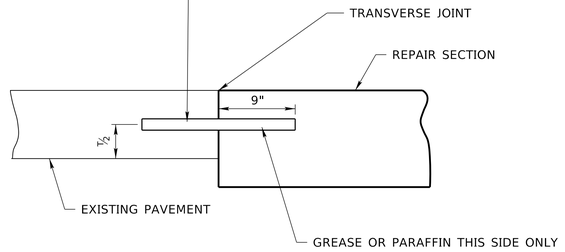

TIE BAR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

"T" = THICKNESS OF CONCRETE.

OVERLAY ONLY TIE AND DOWEL PLACEMENT EXCLUDES 6" AND 7" PCC

1¼" DIA. x 18" DOWEL BARS "T" = 8" TO 9",
1½" DIA. x 18" DOWEL BARS "T" = 10" OR MORE
DOWEL BARS TO BE DRILLED AND EPOXIED INTO EXISTING PAVEMENT. PLACE EPOXY RETENTION DISK. SUPPORT DOWEL BARS IN HORIZONTAL POSITION UNTIL EPOXY DRIES.



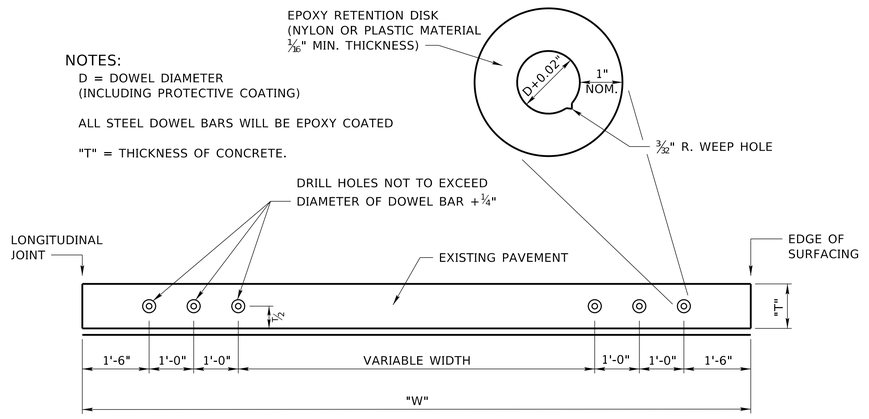

DOWEL BAR

NOTE:
ALL STEEL DOWEL BARS WILL BE EPOXY COATED

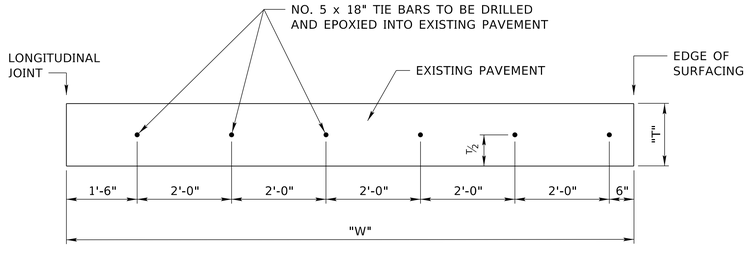
NOTES:
D = DOWEL DIAMETER (INCLUDING PROTECTIVE COATING)

ALL STEEL DOWEL BARS WILL BE EPOXY COATED

"T" = THICKNESS OF CONCRETE.




DOWEL BAR SPACING




TIE BAR SPACING

NOTE:
"T" = THICKNESS OF CONCRETE.

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Project Number

C.N.

# PAVEMENT REPAIR (OVERLAY)
# STANDARD TYPICAL CROSS SECTIONS

OVERLAY ONLY 6" AND 7" PLAIN CONCRETE PAVEMENT REPAIR

(1) FULL DEPTH DIAMOND SAW CUT. (FULL DEPTH 4" WHEEL CUTTER SAW CUT WILL BE PERMITTED IF REPAIR IS OVERLAID).

(2) INSTALL #5 TIE BARS AT NEW TRANSVERSE JOINT AT 2'-0" INTERVALS. MINIMIM 2-TIE BARS PER SIDE.

(3) TIE BARS REQUIRED, MINIMUM 2-TIE BARS PER SIDE.

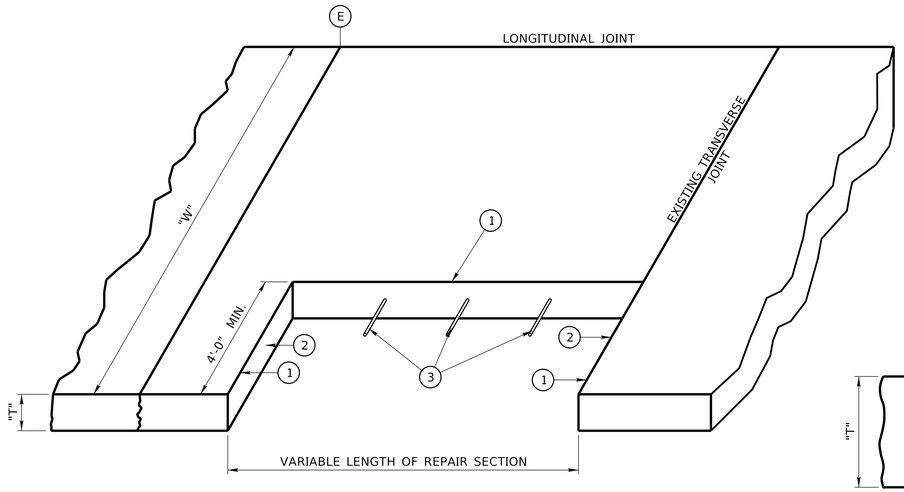
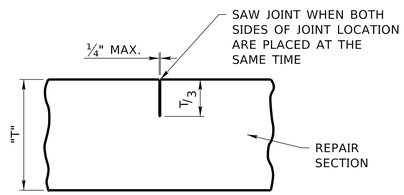



FIGURE B




TRANSVERSE JOINTS

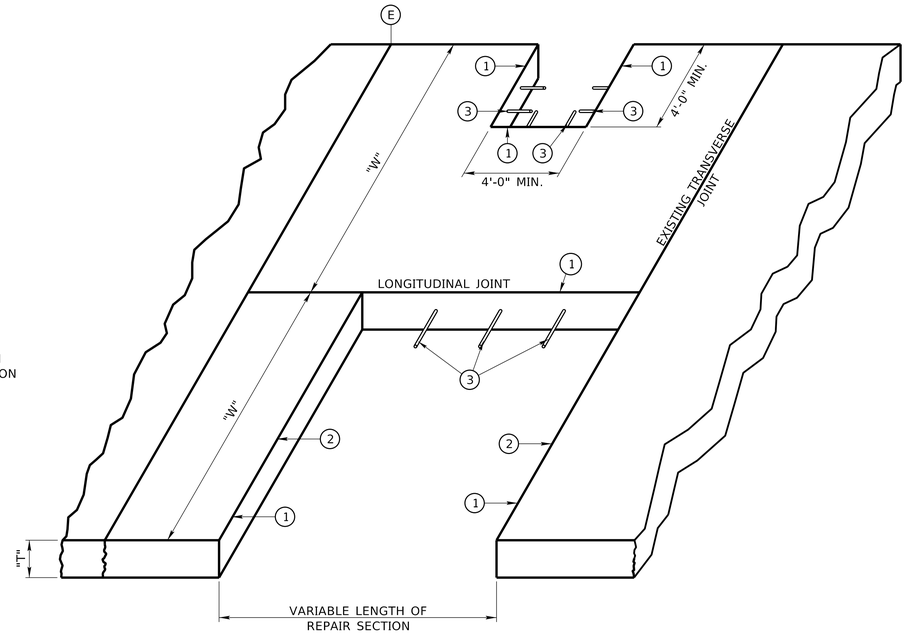
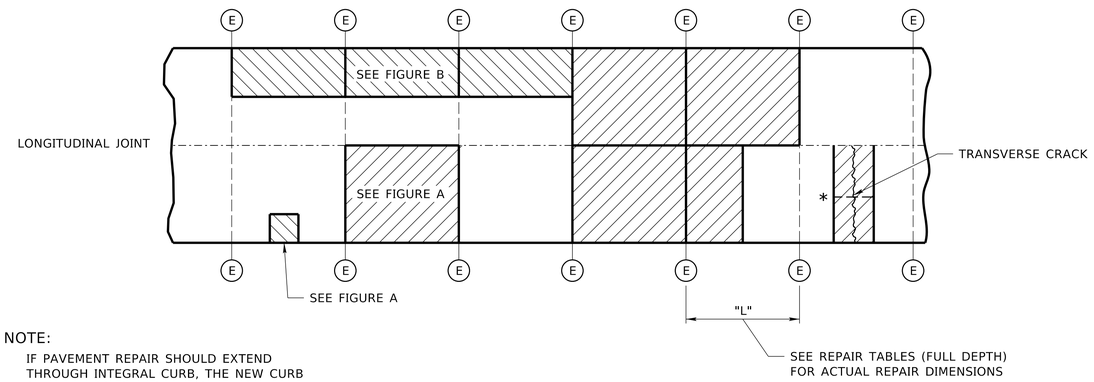



FIGURE A



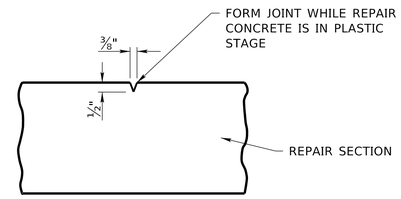

NOTE:

IF PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

PLAIN CONCRETE PAVEMENT REPAIR

LEGEND

| | |
|---|---|
| "W" | WIDTH OF PANEL |
| "L" | LENGTH OF PANEL |
| "T" | THICKNESS OF CONCRETE |
| (E) | EXISTING TRANSVERSE JOINT |
| | CONCRETE REMOVAL (PARTIAL LANE WIDTH) |
| | CONCRETE REMOVAL (FULL LANE WIDTH) |




TOOLED LONGITUDINAL JOINT

NOTES:

* THE LONGITUDINAL JOINT CANNOT BE WITHIN 3' OF PERMANENT PAVEMENT MARKINGS AND CANNOT BE WITHIN THE WHEEL PATH.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

OR:

IF THE WIDTH OF PANEL ("W") WAS PREVIOUSLY WIDENED, CONSTRUCT A TOOLED LONGITUDINAL JOINT TO MATCH THE LONGITUDINAL JOINTS OF THE ADJOINING PANELS. SEE JOINT DETAIL FOR THIS TOOLED LONGITUDINAL JOINT.

NOTE:

FOR PAVEMENT REPAIR LOCATIONS, SEE SHEET C.

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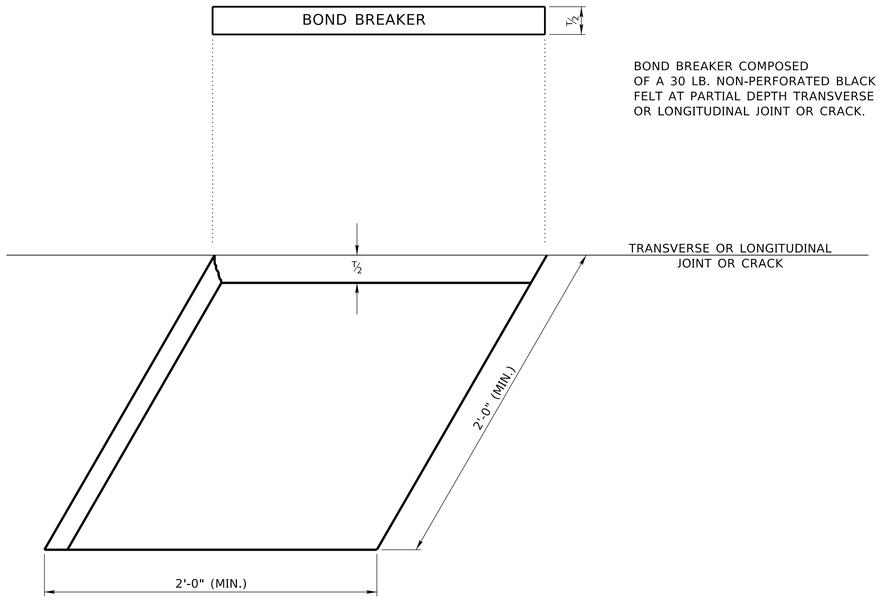
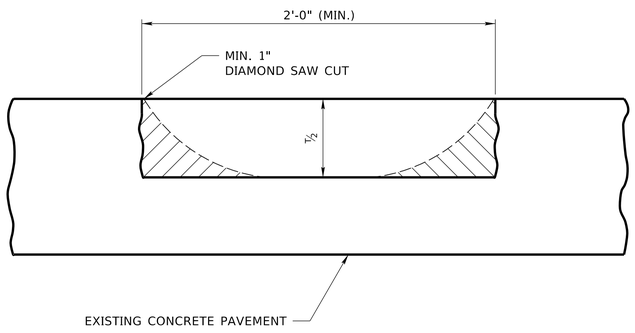



TRANSVERSE OR LONGITUDINAL JOINT OR CRACK

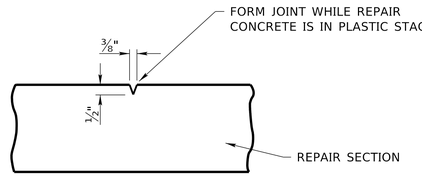



INDICATES MATERIAL LEFT AT MARGINS OF MILLED CUTS TO BE REMOVED WITH A 15# MAXIMUM CHIPPING HAMMER TO PROVIDE VERTICAL EDGES ALL AROUND.

TYPICAL SECTION OF PARTIAL DEPTH REPAIRS

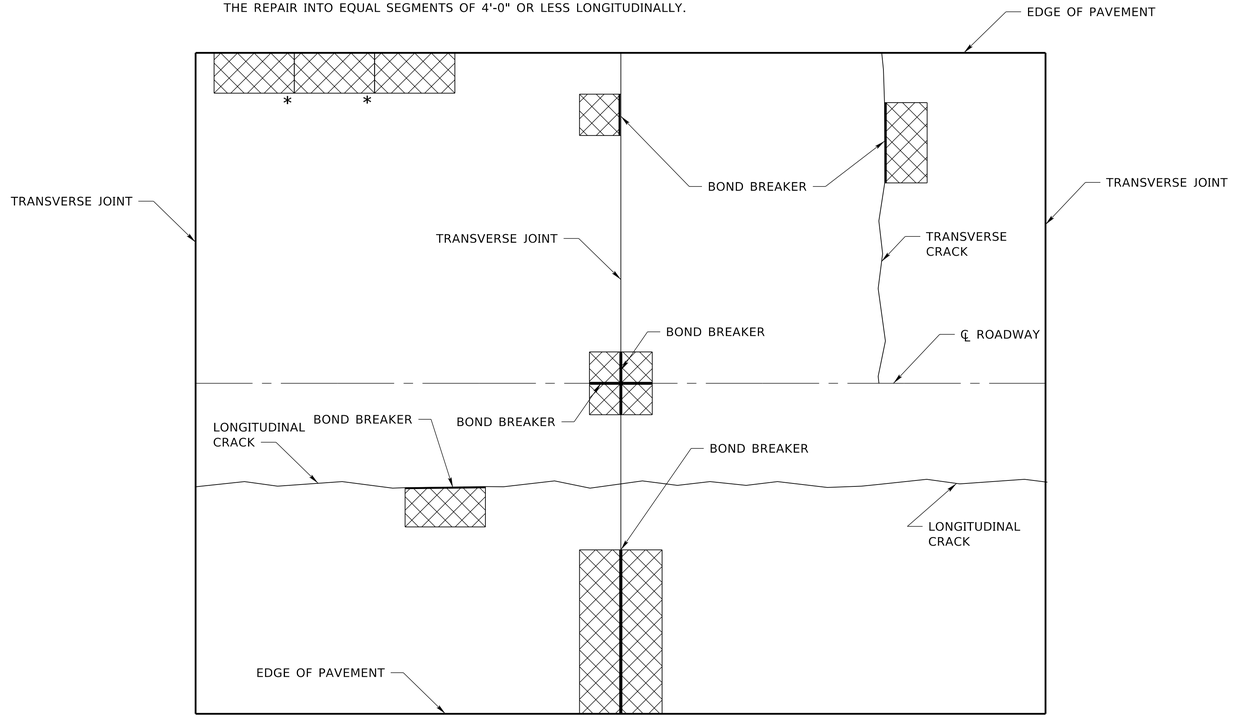
NOTE:
"T" = THICKNESS OF CONCRETE.

OVERLAY ONLY PARTIAL DEPTH REPAIR




TOOLED LONGITUDINAL JOINT

* IF PARTIAL DEPTH REPAIR IS LONGER THAN 4'-0" LONGITUDINALLY, TOOLED TRANSVERSE JOINTS SHALL BE MADE PERPENDICULAR TO CENTERLINE. THESE TOOLED JOINTS SHALL BE LOCATED TO DIVIDE THE REPAIR INTO EQUAL SEGMENTS OF 4'-0" OR LESS LONGITUDINALLY.




CONCRETE REPAIR SECTIONS

CONCRETE PAVEMENT REPAIR, TYPE "A", TYPE "B" AND TYPE "C", PARTIAL DEPTH

NOTE:
FOR CONCRETE PAVEMENT REPAIR (PARTIAL DEPTH) LOCATIONS, SEE SHEET C.

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Project Number

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PAVEMENT REPAIR (OVERLAY)

STANDARD TYPICAL CROSS SECTIONS

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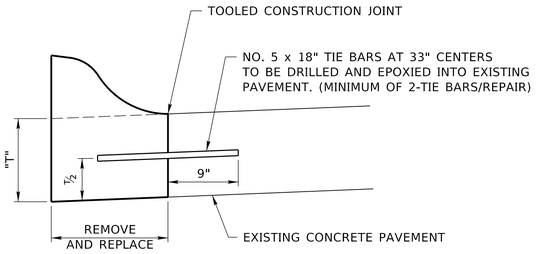
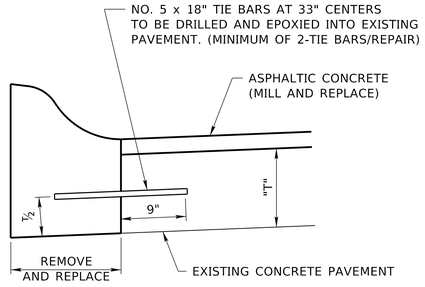



INTEGRAL CURB REPAIR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

"T" = THICKNESS OF CONCRETE.

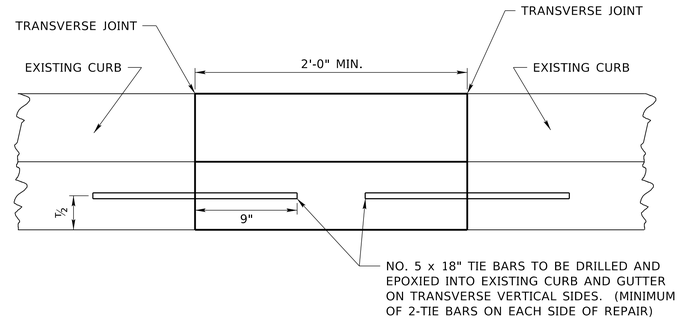



INTEGRAL CURB REPAIR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

"T" = THICKNESS OF CONCRETE.

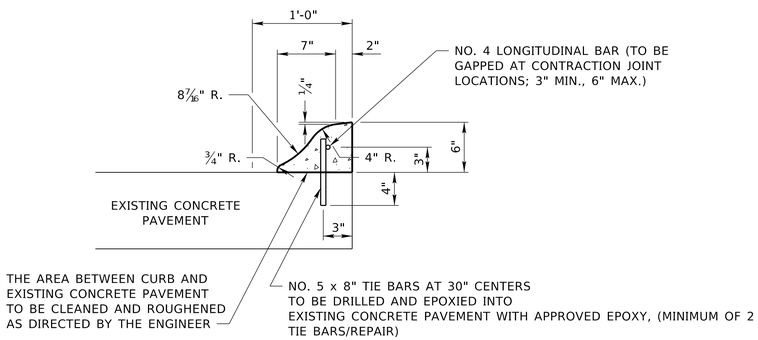
OVERLAY ONLY CURB REPAIR




CONCRETE CURB REPAIR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

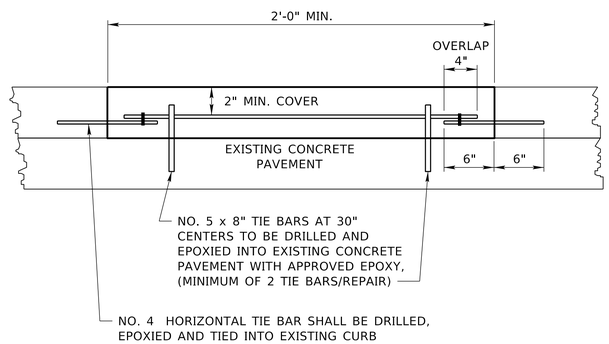
"T" = THICKNESS OF CONCRETE.




CONCRETE TACK-ON CURB REPAIR

NOTES:
ALL STEEL TIE BARS WILL BE EPOXY COATED ALL VERTICAL
TIE BARS SHALL BE TIED TO ALL HORIZONTAL TIE BARS

CONTRACTION JOINTS SHALL BE CONSTRUCTED
TO MATCH LOCATION OF EXISTING TRANSVERSE JOINTS




FRONT VIEW OF TACK-ON CURB REPAIR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

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PAVEMENT REPAIR (OVERLAY)

STANDARD TYPICAL CROSS SECTIONS

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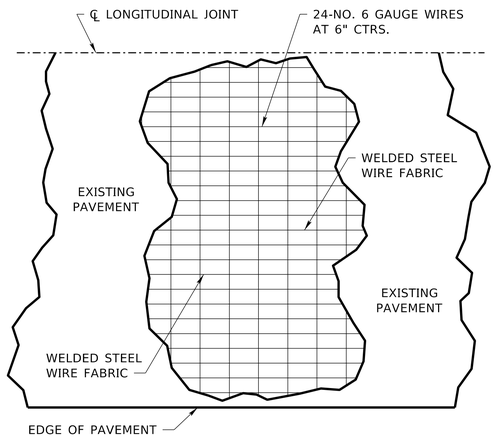
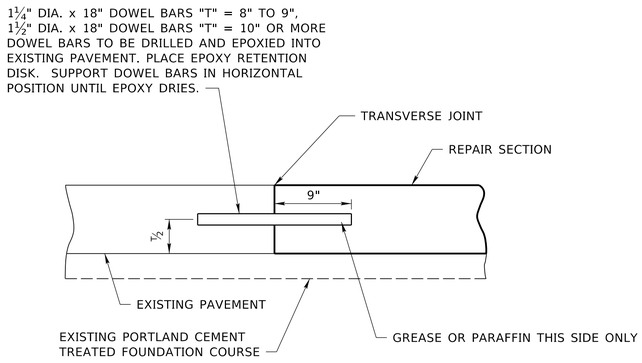
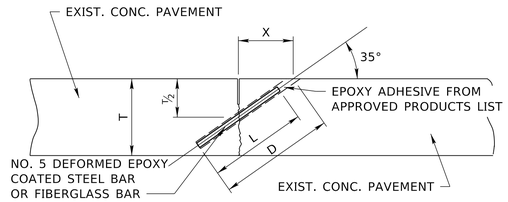



EXISTING 9"-6"-9" AND 9"-7"-9"
REINFORCED PAVEMENT




DOWEL BAR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

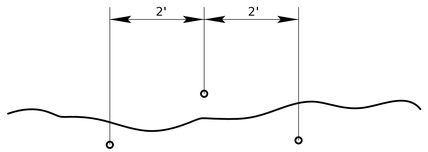


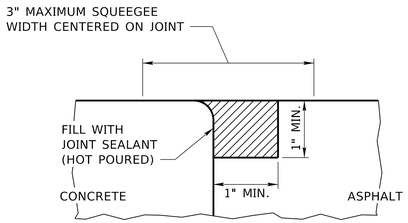

CROSS STITCHING
EXISTING CONCRETE PAVEMENT
(SEE SHEET C FOR LOCATIONS)

| "T" | "X" | "D" | "L" |
|---|---|---|---|
| 8.0" | 5.7" | 11.9" | 9.8" |
| 9.0" | 6.5" | 13.5" | 11.5" |
| 10.0" | 7.0" | 14.0" | 12.5" |
| 11.0" | 8.0" | 16.0" | 13.0" |
| 12.0" | 8.5" | 17.5" | 14.0" |
| 13.0" | 9.5" | 20.0" | 18.0" |
| 14.0" | 10.0" | 21.0" | 18.0" |

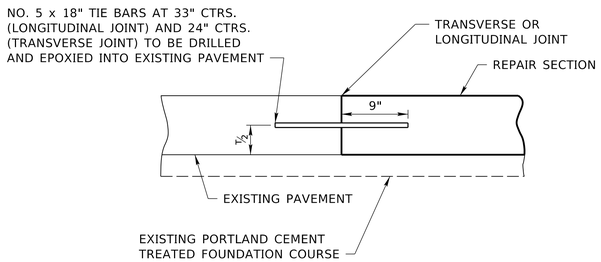
NOTE:
DEFORMED BAR SHALL BE 1" BELOW THE SURFACE AND SPACED AT 2'-0" INTERVALS ON OPPOSITE SIDES OF THE CRACK OR JOINT.

BOREHOLE AND DEFORMED BAR SHALL NOT EXTEND THROUGH BOTTOM OF CONCRETE SLAB.




LONGITUDINAL JOINT SEALING DETAIL
(ASPHALT TO CONCRETE)




TIE BAR

NOTE:
ALL STEEL TIE BARS WILL BE EPOXY COATED.

"T" = THICKNESS OF CONCRETE.

9 OF 10

Project Number

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PAVEMENT REPAIR (OVERLAY)
STANDARD TYPICAL CROSS SECTIONS

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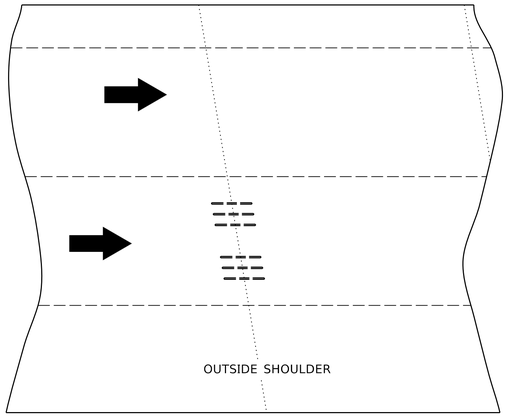
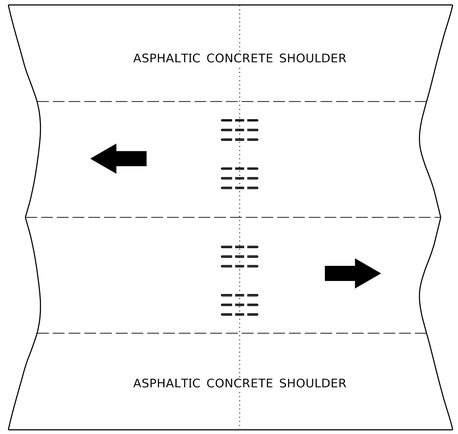



DETAIL OF EXISTING DOWEL BAR RETROFIT - DRIVING LANE ONLY
FOR INFORMATION ONLY




DETAIL OF EXISTING DOWEL BAR RETROFIT - DRIVING LANES ONLY
(FOR INFORMATION ONLY)

NOTE:
TRANSVERSE JOINT SPACING AT 16'-6".

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