Dowel Bar Retrofit for Cement Concrete Pavement

Plan View

Dowel Bar Retrofit for Two Lane Divided Highway (One Way Traffic)
For each lane in undivided highway (two way traffic)

In Inside Lane

Out Outside Lane

Section A

Section B

Section C

Dowel Bar (Typ.) - See Placement Detail, Sheet 2

Existing Cement Concrete Pavement

Skewed Transverse Contraction Joint
See Std. Plan A-40.10

Plan View

Skewed Joint Detail

1'-6" 0'-0" 1'-0" 1'-6"

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1'-6" 0'-0" 1'-0" 1'-6"
**Dowel Bar Detail**

- **Top of Existing Cement Concrete Pavement**
  - Not included in bid item

- **3/8" Foam Core Board Filler Material**
  - Maintain joint

- **Dowel Bar Expansion Cap - Both Ends**

- **Section D**
  - Transverse Contraction Joint

- **Existing Cement Concrete Pavement**
  - 5"

- **Concrete Patch Material**

- **Dowel Bar**
  - 1/4" (Typ)

- **Top of Pavement After Grinding**
  - Not included in bid item

- **Center of Saw**
  - 3/8" Foam Core Board - Drill 1 1/2" diam. hole for dowel bar

- **Radius Varies Depending on Saw Blade Diam**

- **1 1/2" Saw Cut Depth**
  - 3/4" Min.

- **1 1/2" Saw Cut After Concrete Patch Material Has Set**

- **1/8" Min. to 1/4" Max. Depth of Concrete Patch Material Above Existing Concrete Surface**

- **Core Caulking Filler**

- **Existing Concrete Pavement**
  - 6" Min.

- **Top of Pavement After Grinding**
  - Not included in bid item

- **Transverse Contraction Joint**

- **Chair Detail**
  - Rest parallel to surface

- **Approvals**
  - Pasco Bakoch 06-02-11
  - Washington State Department of Transportation