METAL OR PLASTIC CAPS FOR DOWEL BARS

Preformed Joint Filler (Punch Clean Holes Greater Than Bar Diameter)

Plain Steel/Dowel/Bars (Cast And Lubricate In Accordance With Section 350 Of The Std. Specs.)

Metal Or Plastic Cap (Strip In Accordance With Standard Specifications)

Butt Construction Joint To Be Used At Discontinuities Of Work

Plain Steel/Dowel/Bars (Cast And Lubricate In Accordance With Section 350 Of The Std. Specs.)

TRANSVERSE EXPANSION JOINT

Transverse Contraction Joint, Vibro Cast Method

Transverse Contraction Joint, Sawed Method

Dowel Bar Layout

Transverse Joints Are To Be Spaced At A Maximum Of 10. Dowels Are Required At All Transverse Joints Unless Otherwise Noted In Plans.

Longitudinal Butt Construction Joint

Longitudinal LANE-TIE JOINT

Tw bars are deformed #4 or #5 reinforcing steel bars meeting the requirements of Section 353 of the Standard Specifications.

Provide a standard load transfer joint with #4 bars 25" in length at 24" or #5 bars 30" in length at 38" spacing.

Longitudinal Joints

Note: For joint seat dimensions see Sheet 2.
CONCRETE–CONCRETE JOINTS

**Tape Bond Breaker**

- \( d = w = \frac{3}{8} \) Unless Specified Otherwise In The Plans
- \( \frac{1}{4} '' \) to \( \frac{3}{8} '' \)

**Concrete Pavement**

- Joint Sealant Material To Be As Specified In The Plans
- Backer Rod Bond Breaker

**Concrete–Asphalt Shoulder Joints**

**Joint Seal Dimensions**

**Backer Rod Bond Breaker (Concrete–Concrete Joints)**

<table>
<thead>
<tr>
<th>Joint Width</th>
<th>Joint Depth</th>
<th>Backer Rod Dia</th>
<th>Backer Rod Placement Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>( \frac{1}{4} '' )</td>
<td>( \frac{1}{2} '' )</td>
<td>( \frac{1}{8} '' )</td>
<td>( \frac{3}{8} '' )</td>
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<tr>
<td>( \frac{1}{2} '' )</td>
<td>( \frac{3}{8} '' )</td>
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<td>( \frac{1}{2} '' )</td>
<td>( \frac{3}{8} '' )</td>
</tr>
</tbody>
</table>

Unless otherwise indicated on the plans, the joint width for new construction shall be \( \frac{1}{4} '' \) for construction joints, \( \frac{3}{8} '' \) for all other joints.

For rehabilitation projects, the joint width will be shown on the plans or established by the Engineer based on field conditions.
NOTE: After the concrete has set to the extent that the Keyway will retain its shape, the tee bolt and plastic insert shall be removed. The remaining portion of the hook bolt assembly shall be installed immediately prior to placing of concrete in the adjacent lane.

ALTERNATE KEYWAY AND HOOK BOLT

STEEL HOOK BOLT ASSEMBLY

KEYED JOINT

JOINT LAYOUT AT THRU INTERSECTION

JOINT LAYOUT AT 'T' INTERSECTIONS

NOTES
1. Longitudinal joints will not be required for single lane pavement 14' or less in width. For entrance and exit ramp joint details, see Sheet 4 of 4.

2. Arrangement of longitudinal joints are to be as directed by the Engineer.

3. Manholes, meter boxes and other projections into the pavement shall be boxed-in with 1/2" preformed expansion joint material.

JOINT ARRANGEMENT

CONCRETE PAVEMENT JOINTS

2010 FDOT Design Standards

Sheet No. 3 of 4

REVISION LOG

Added:

Changed:

Deleted:

DEVELOPMENT CHECKLIST

STANDARD INDEX NO. XXXXX, SHEET X OF X

FHWA APPROVAL

APPROVED BY

DRAWN BY

CHECKED BY

NAME / INITIALS

NAME / INITIALS

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NAME / INITIALS

NAME / INITIALS

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2-THRU LANES WITH SINGLE LANE ENTRANCE RAMP

ENTRANCE TAPER WITH AUXILIARY LANE

ENTRANCE RAMP WITH ADDED LANE

2-THRU LANES WITH SINGLE LANE EXIT RAMP

EXIT TAPER WITH AUXILIARY LANE

3-THRU LANES WITH AUXILIARY LANE AND 2-LANE EXIT RAMP

Note: On single lane ramps, longitudinal joint to be constructed along centerline of ramp.

JOINT LAYOUT AT ENTRANCE AND EXIT RAMP TERMINALS

* 13' with tied Concrete Shoulders or 14' with Asphalt Shoulders.