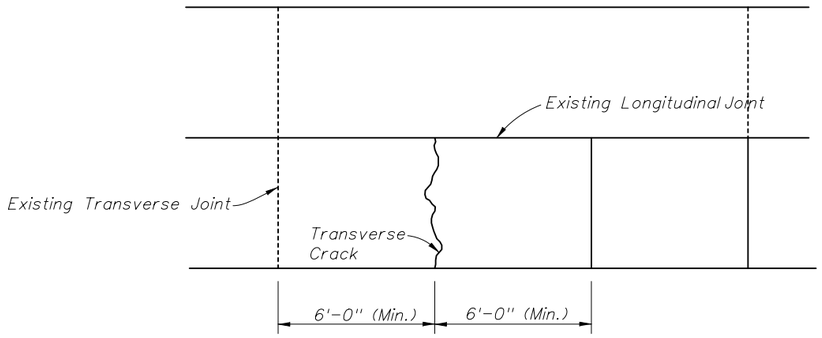

FIGURE 10.2 - REPAIR METHOD: NONE OR CLEAN AND SEAL

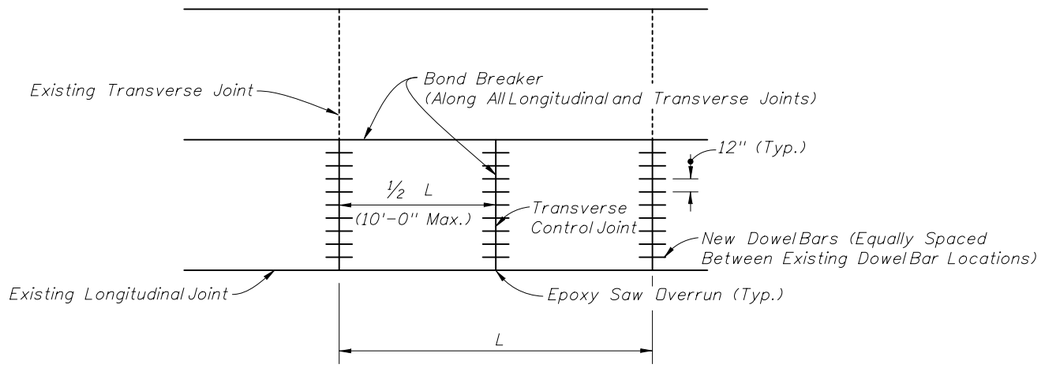

FIGURE 10.3 - FULL SLAB FULL DEPTH REPLACEMENT

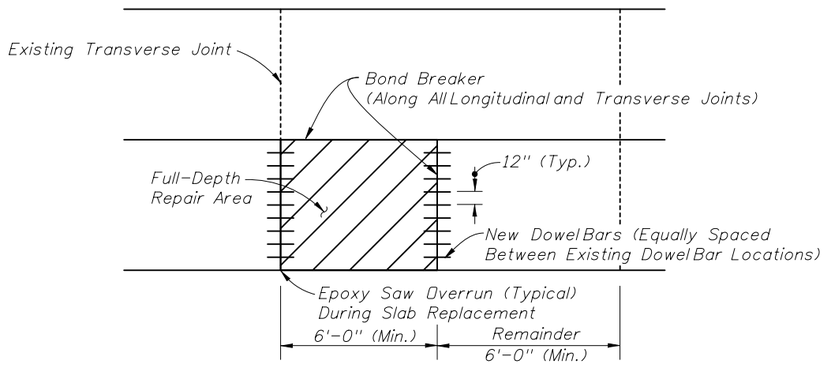

FIGURE 10.4 - PARTIAL SLAB FULL DEPTH REPLACEMENT

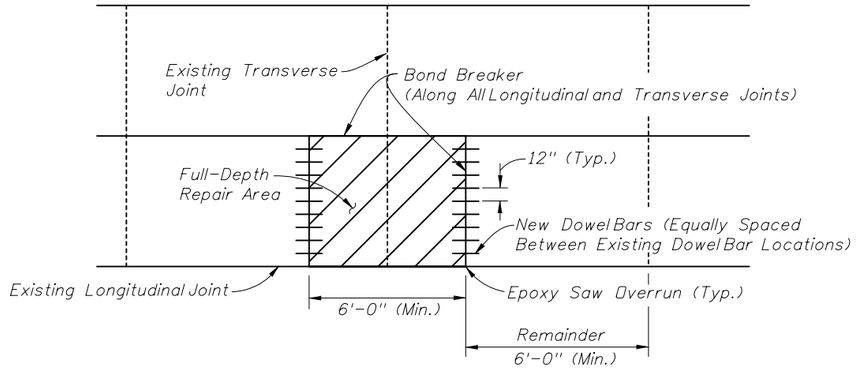

FIGURE 10.5 - FULL-DEPTH REPAIR ON BOTH SIDES OF THE JOINT

GENERAL NOTES

1. For Repair and Replacement Criteria see Sheet 2 of 2.

2. Full depth repairs consist of removing and replacing at least a portion of the existing slab to the bottom of the concrete.

3. Repair boundaries shall be sawed full-depth with diamond saw blades. On hot days, it may not be possible to make this cut without first making a wide, pressure relief cut within the repair boundaries. A carbide-tipped wheel saw may be used for this purpose, but the wheel saw must not intrude on the adjacent lane, unless the lane is slated for repair. The wheel saw cuts produce a ragged edge that promotes excessive spalling along joints. Hence, if wheel saw cuts are made, diamond saw cuts must be made 18 in. outside the wheel saw cuts. To prevent damage to the base, the wheel saw must not be allowed to penetrate more than 0.5 in. into the base.

4. No additional base or subgrade material shall be added and all loose base or subgrade material shall be removed prior to placement of the new concrete slab. The concrete slab shall be placed to the full depth of the material removed. No additional compensation will be allowed for additional concrete required to bring proposed concrete slab up to finished grade.

5. Removal of the damaged concrete pavement shall be by lifting. Any good concrete pavement which is damaged during removal of damaged areas shall be removed and replaced by the contractor at his expense.

6. If the roadway contract includes grinding, then the slab replacement shall be performed first.

7. During slab replacement operations, fill any saw cut over runs into adjacent slabs with epoxy.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	EU	FIGURES 10.3, 10.4 and 10.5 updated leader note to "Bond Breaker (Along All Longitudinal and Transverse Joints)"			

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

2010 Interim Design Standard

CONCRETE SLAB REPLACEMENT

Interim Date 01/01/11

Sheet No. 1 of 2

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