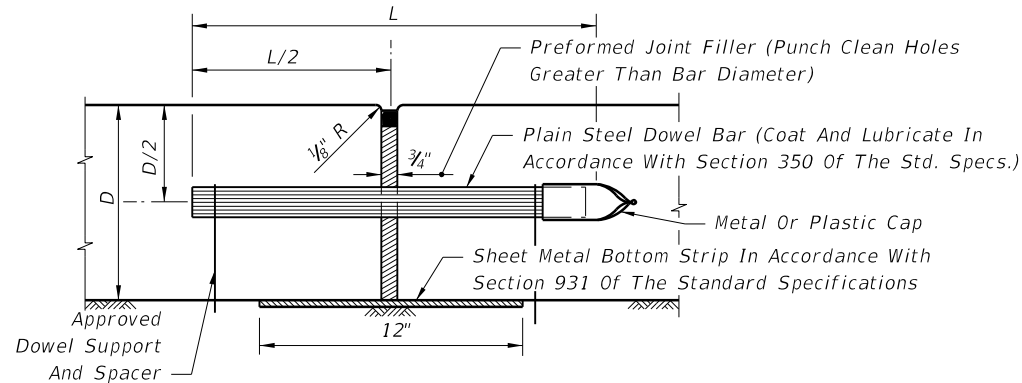
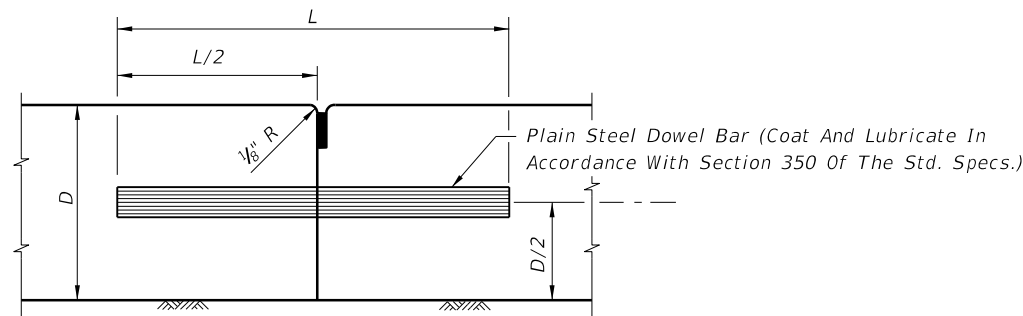


**METAL OR PLASTIC CAPS FOR DOWEL BARS**

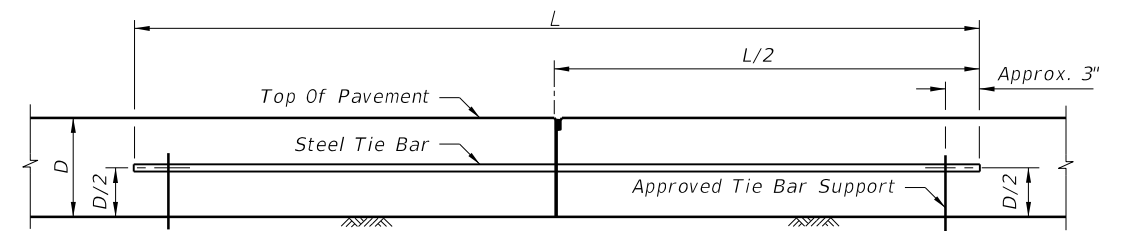


Note: Expansion joints to be placed on approaches to bridges, at street intersections and other locations indicated in detail plans.

**TRANSVERSE EXPANSION JOINT**

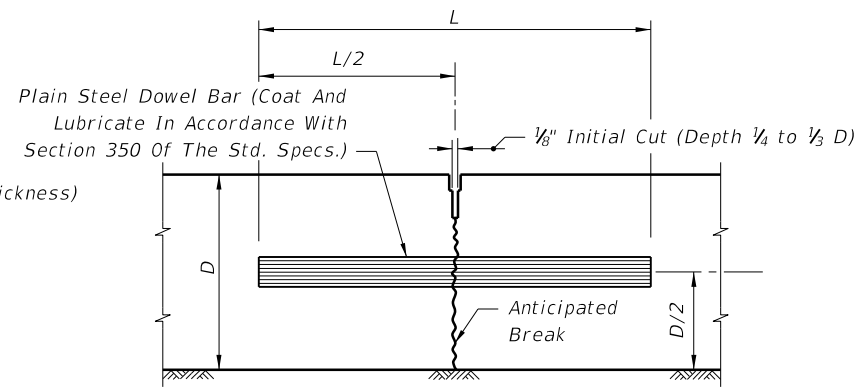
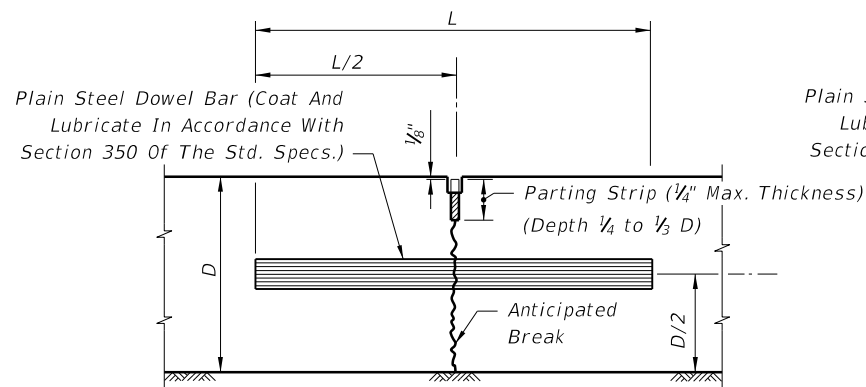


**BUTT CONSTRUCTION JOINT TO BE USED AT DISCONTINUANCES OF WORK**

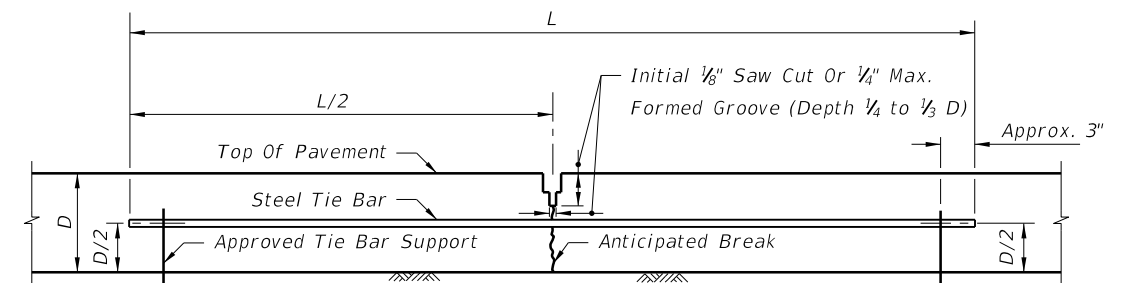


Note: Tie bar spacing shall not exceed 24" at these joints.

**LONGITUDINAL BUTT CONSTRUCTION JOINT**



**TRANSVERSE CONTRACTION JOINT, VIBRO CAST METHOD      TRANSVERSE CONTRACTION JOINT, SAWED METHOD**



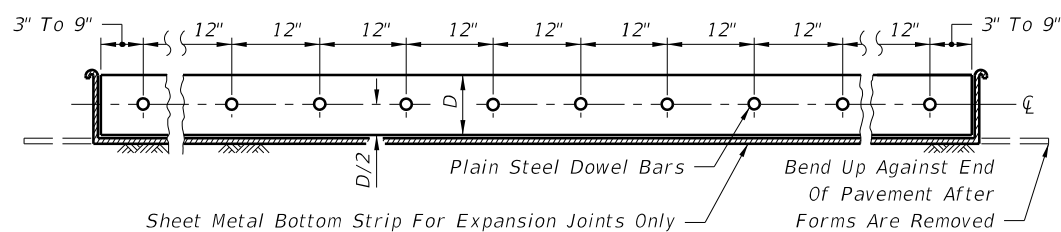
Note: Slabs poured simultaneously. Tie bars may be inserted in the plastic concrete by means approved by the Engineer.

**LONGITUDINAL LANE-TIE JOINT**

Tie bars are deformed #4 or #5 reinforcing steel bars meeting the requirements of Section 931 of the Standard Specifications.

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

**LONGITUDINAL JOINTS**



**DOWEL BAR LAYOUT**

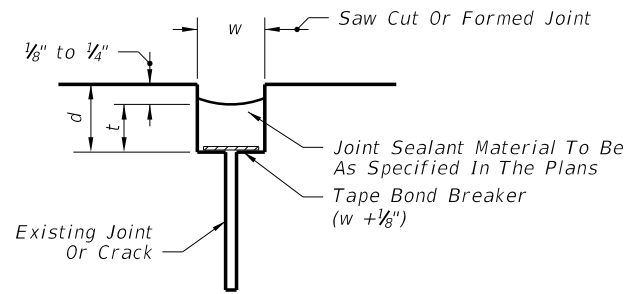
DOWELS (LENGTH 18")	
Pavement Thickness "D"	Diameter
6"-6 1/2"	3/4"
7"-8 1/2"	1"
9"-10 1/2"	1 1/4"
≥11"	1 1/2"

TRANSVERSE JOINTS ARE TO BE SPACED AT A MAXIMUM OF 15'. DOWELS ARE REQUIRED AT ALL TRANSVERSE JOINTS UNLESS OTHERWISE NOTED IN PLANS.

**TRANSVERSE JOINTS**

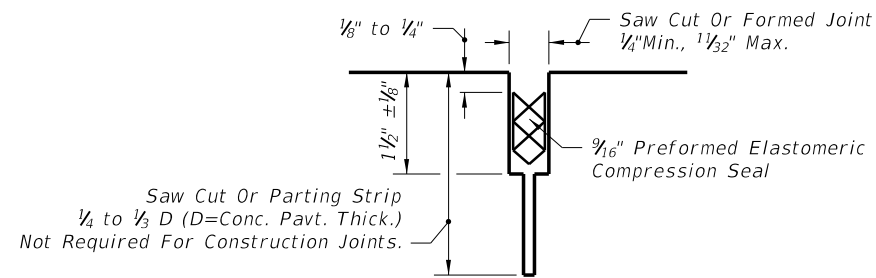
Note: For joint seal dimensions see Sheet 2.

C:\p\projects\standards\roadway\03300-s\03305-01.dgn  
rd960rh  
9:45:12 AM  
6/28/2012

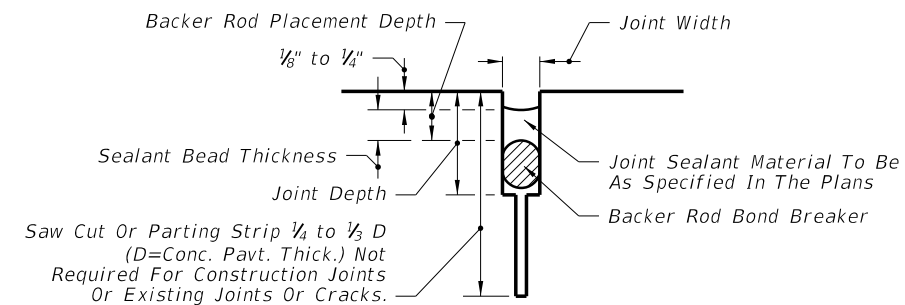


Note: Dimension w will be shown in the plans or established by the Engineer based on field conditions. Dimension d will be constructed so that the shape factor w/t has a maximum value of 2.0 and a minimum value of 1.0.

FOR REHABILITATION PROJECTS  
TAPE BOND BREAKER

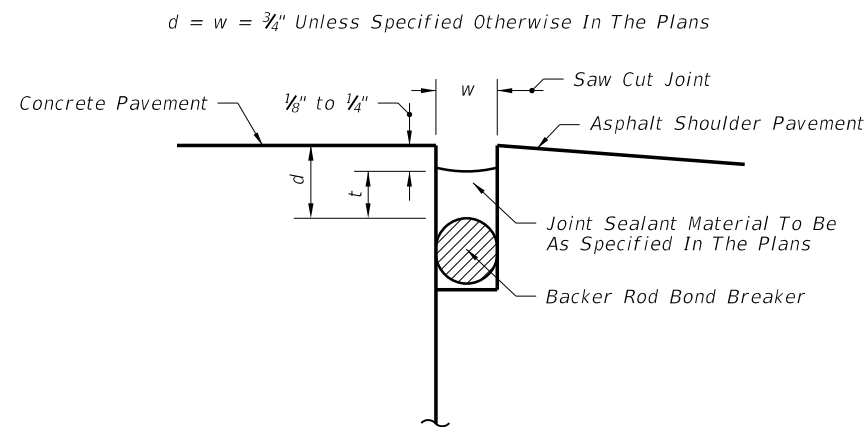


FOR NEW PROJECTS  
PREFORMED ELASTOMERIC COMPRESSION SEAL

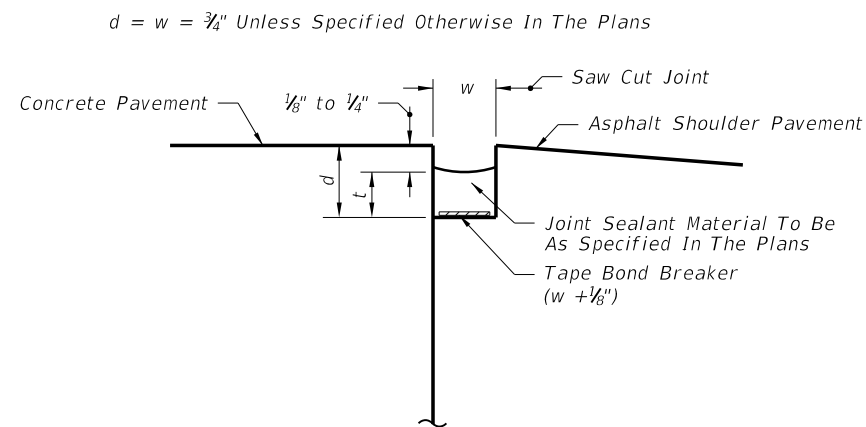


FOR NEW AND REHABILITATION PROJECTS  
BACKER ROD BOND BREAKER

### CONCRETE-CONCRETE JOINTS



BACKER ROD BOND BREAKER



TAPE BOND BREAKER

FOR NEW AND REHABILITATION PROJECTS;  
EITHER TAPE OR BACKER ROD BOND BREAKER REQUIRED;  
SHOULDER MUST BE REPAIRED IF PROPER JOINT SHAPE  
CAN NOT BE ATTAINED

### CONCRETE-ASPHALT SHOULDER JOINTS

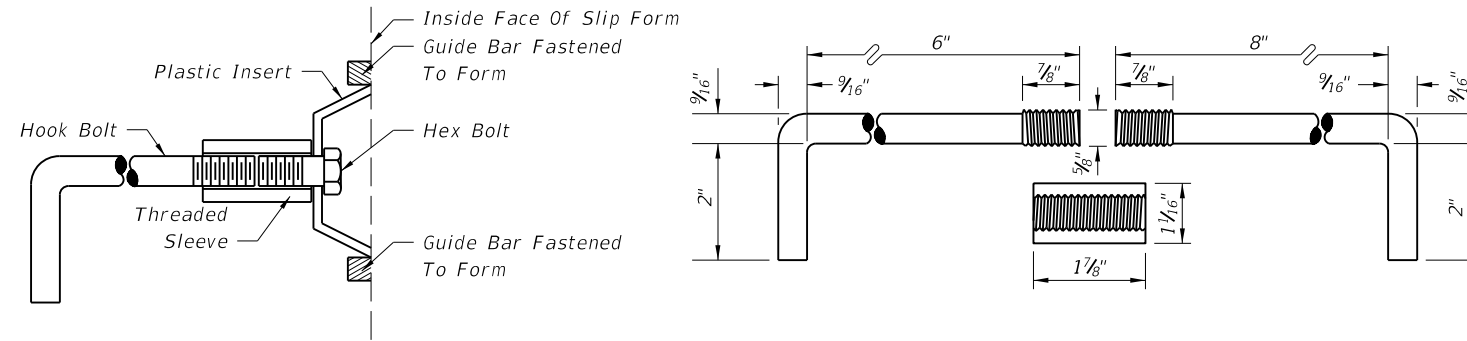
### JOINT SEAL DIMENSIONS

BACKER ROD BOND BREAKER (CONCRETE-CONCRETE JOINTS)				
JOINT DIMENSIONS (INCHES)				
JOINT WIDTH	SEALANT BEAD THICKNESS	BACKER ROD DIA.	MINIMUM JOINT DEPTH	BACKER ROD PLACEMENT DEPTH
1/4	1/4	3/8	1	1/2
3/8	1/4	1/2	1 1/4	1/2
1/2	1/4	3/8	1 1/4	1/2
3/8	3/16	3/4	1 1/2	3/16
3/4	3/8	1	1 3/4	3/8
7/8	7/16	1 1/8	1 3/4	1 1/16
1	1/2	1 1/4	2	3/4
>1	1/2	1 1/4+	2+	3/4

Unless otherwise indicated on the plans the joint width for new construction will be 1/4" for construction joints, 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.

6/28/2012 9:45:14 AM rd960rh C:\projects\standards\roadway\03300-s\03305-02.dgn



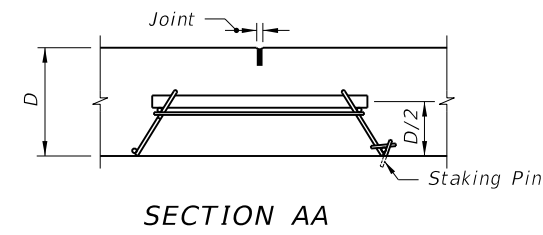
Note: After the concrete has set to the extent that the keyway will retain its shape, the hex bolt and plastic insert shall be removed. The remaining portion of the hook bolt assembly shall be installed immediately prior to placing of concrete in the adjacent lane.

Anchor bolts shall be Grade C in accordance with ASTM A 307.

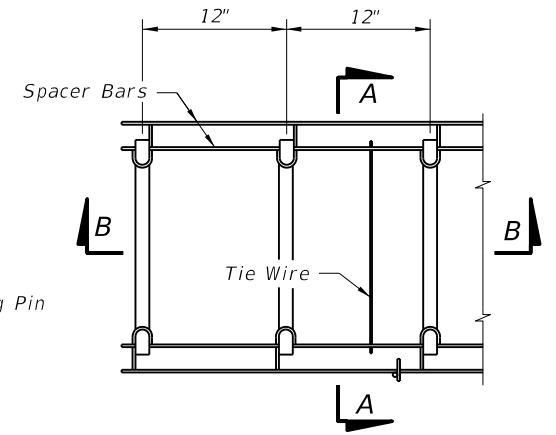
Threaded sleeves shall develop the full strength of the bolt and meet the material and thread requirements of ASTM A 563.

ALTERNATE KEYWAY AND HOOK BOLT

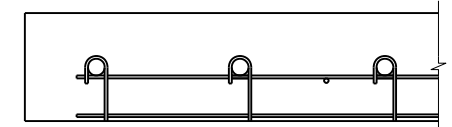
STEEL HOOK BOLT ASSEMBLY



SECTION AA

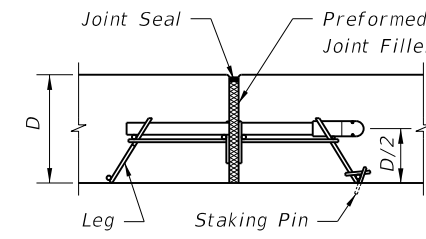


TOP VIEW

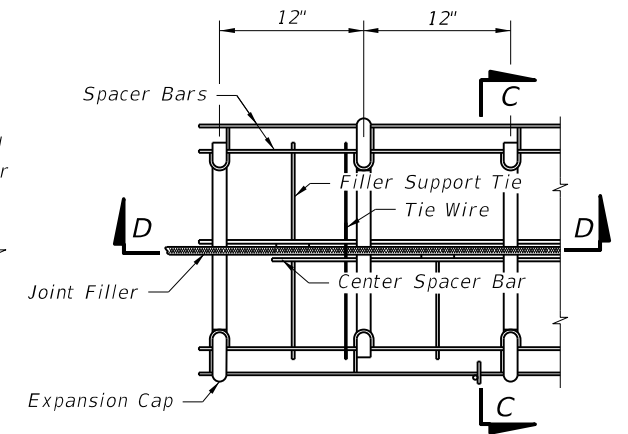


SECTION BB

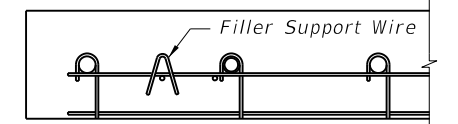
CONTRACTION ASSEMBLY



SECTION CC



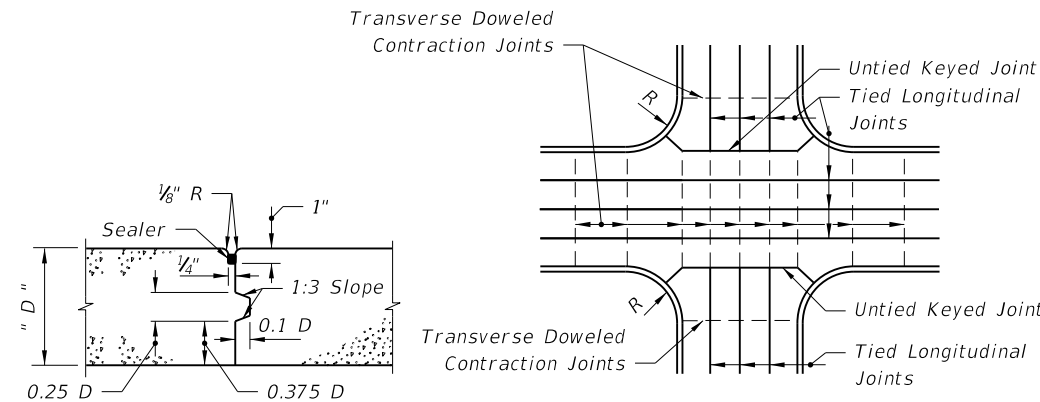
TOP VIEW



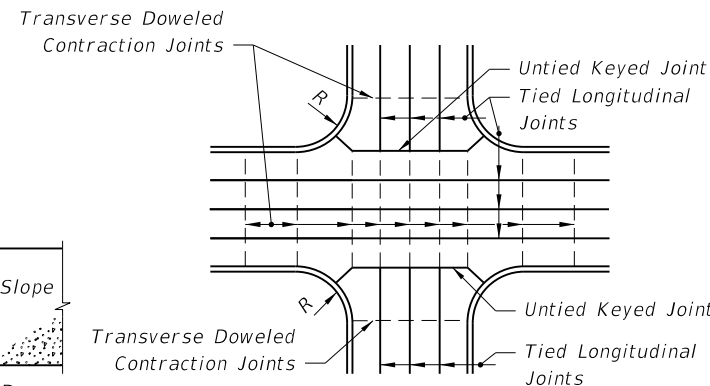
SECTION DD

EXPANSION ASSEMBLY

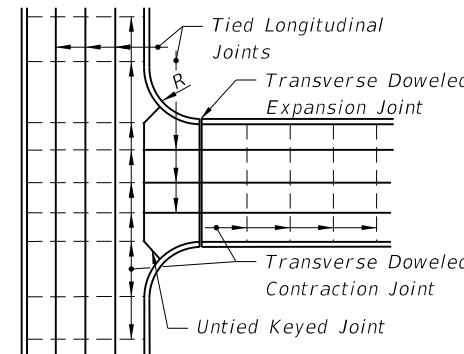
Note: Proprietary contraction and expansion assemblies may be used. Products shall be introduced to the State Construction Office in accordance with section (C) of the Product Evaluation Procedure.



KEYED JOINT



JOINT LAYOUT AT THRU INTERSECTION



JOINT LAYOUT AT 'T' INTERSECTIONS

JOINT ARRANGEMENT

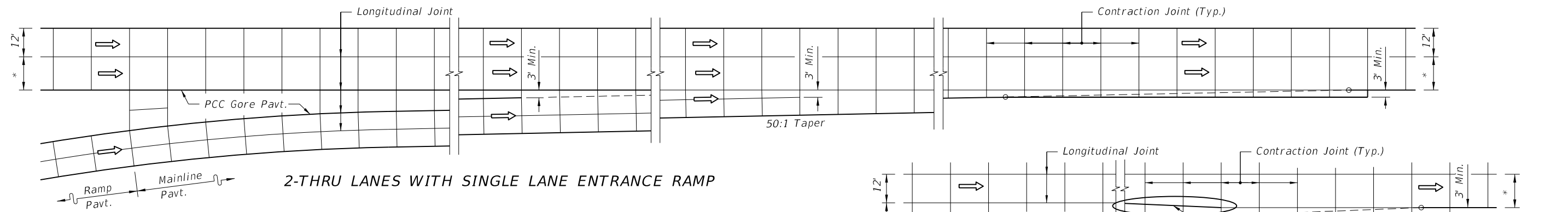
NOTES

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.
2. Arrangement of longitudinal joints are to be as directed by the Engineer.
3. All manholes, meter boxes and other projections into the pavement shall be boxed-in with 1/2" preformed expansion joint material.

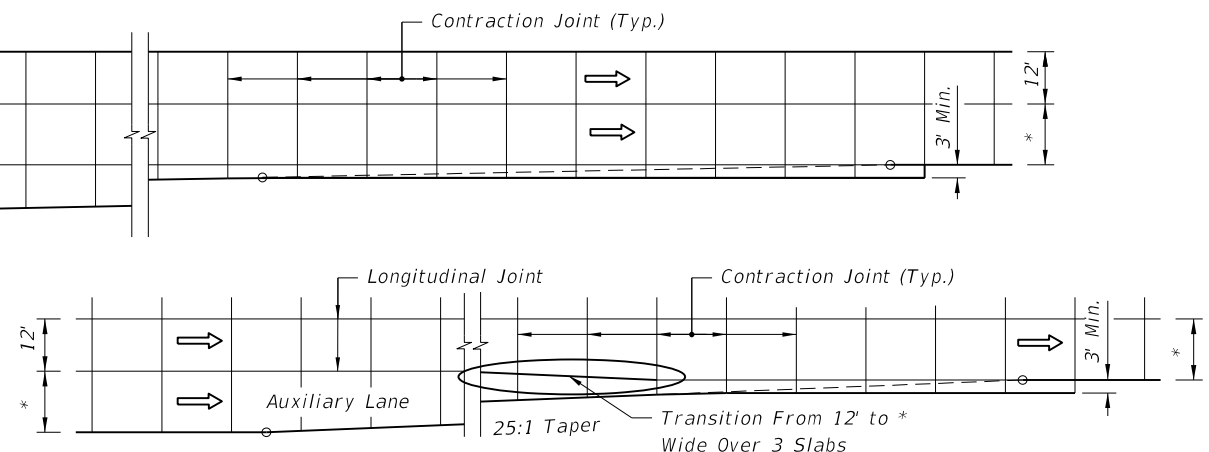
C:\projects\standards\roadway\00300-s\00305-03.dgn 9:45:16 AM rd960rh 6/29/2012

LAST REVISION	DESCRIPTION:	 <b>FDOT DESIGN STANDARDS</b> 2013	<b>CONCRETE PAVEMENT JOINTS</b>	INDEX NO.	SHEET NO.
00				305	3

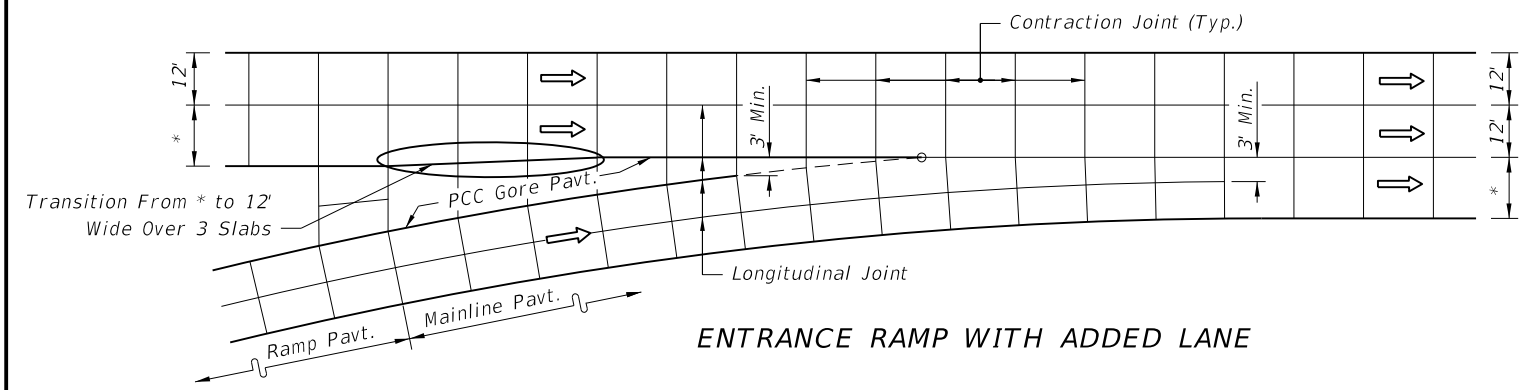
6/28/2012 9:45:18 AM rd960rh C:\projects\standards\roadway\03300-s\03305-04.dgn



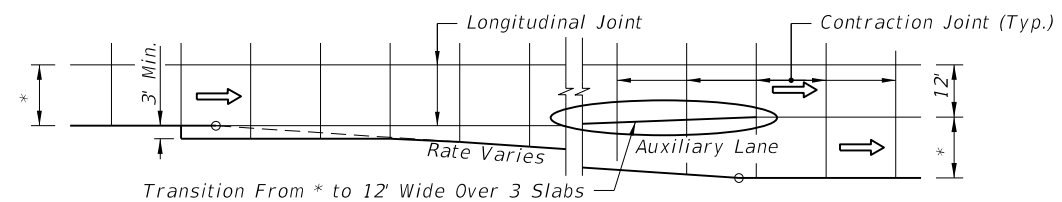
**2-THRU LANES WITH SINGLE LANE ENTRANCE RAMP**



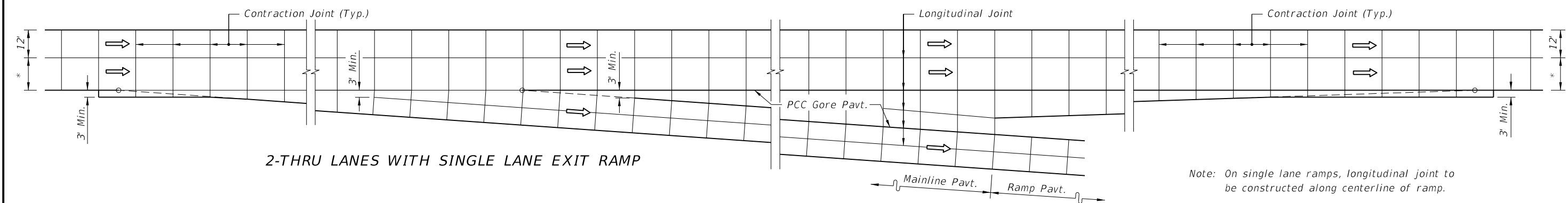
**ENTRANCE TAPER WITH AUXILIARY LANE**



**ENTRANCE RAMP WITH ADDED LANE**

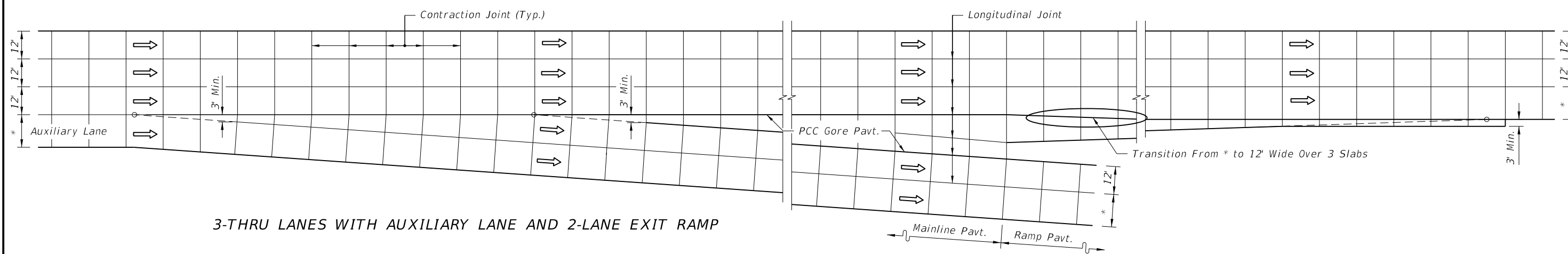


**EXIT TAPER WITH AUXILIARY LANE**



**2-THRU LANES WITH SINGLE LANE EXIT RAMP**

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



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

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

**JOINT LAYOUT AT ENTRANCE AND EXIT RAMP TERMINALS**

LAST REVISION	REVISION	DESCRIPTION:		<b>FDOT DESIGN STANDARDS</b> <b>2013</b>	<b>CONCRETE PAVEMENT JOINTS</b>	INDEX NO.	SHEET NO.
07/01/09						305	4