

General Notes for Concrete Pavement & Pavement Joints

1. Concrete pavement shall be tested for smoothness in accordance with the Rules and Regulations and/or the project specifications.
2. For new construction, all joints shall be continuous across the pavement and curb and gutter.
3. The typical joint layout shown on the detail is intended to be used as a standard for the joint layout. If the contractor proposes variations from this standard or the project has unusual or irregular conditions not discovered herein, a pavement joint layout shall be prepared for approval by the Engineer.
4. Longitudinal joints shall coincide with lane markings, if possible, and have a maximum spacing of 13'-0". All longitudinal joints shall be tied.
5. Immediately after sawing, joints shall be cleaned by pressurized water jet or other approved method. Joints shall also be cleaned with sandblasting and compressed air just ahead (100' or less) of placing backer rod material and joint sealant. The Engineer may require other methods of joint cleaning if necessary.
6. The contractor shall use a boxout at new manholes and other roadway appurtenances of similar or larger size. Small appurtenances, such as valves, monument boxes, and existing manholes do not require a boxout, but do require a bond breaker. Unless otherwise directed, the boxout may be eliminated at new manholes if flowfill is used for backfill of the manhole.
7. Construct transverse joints perpendicular to the centerline of pavement, and extend through the curb or curb and gutter.
8. Tie bars shall be epoxy coated, deformed reinforcing bars per AASHTO M 284M:
NO. 4 when T < 8"
NO. 5 when T = 8" to 10"
NO. 6 when T > 10"

DATE: 5/05

CITY & COUNTY OF DENVER

PUBLIC
WORKS

STD. DWG NO.

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