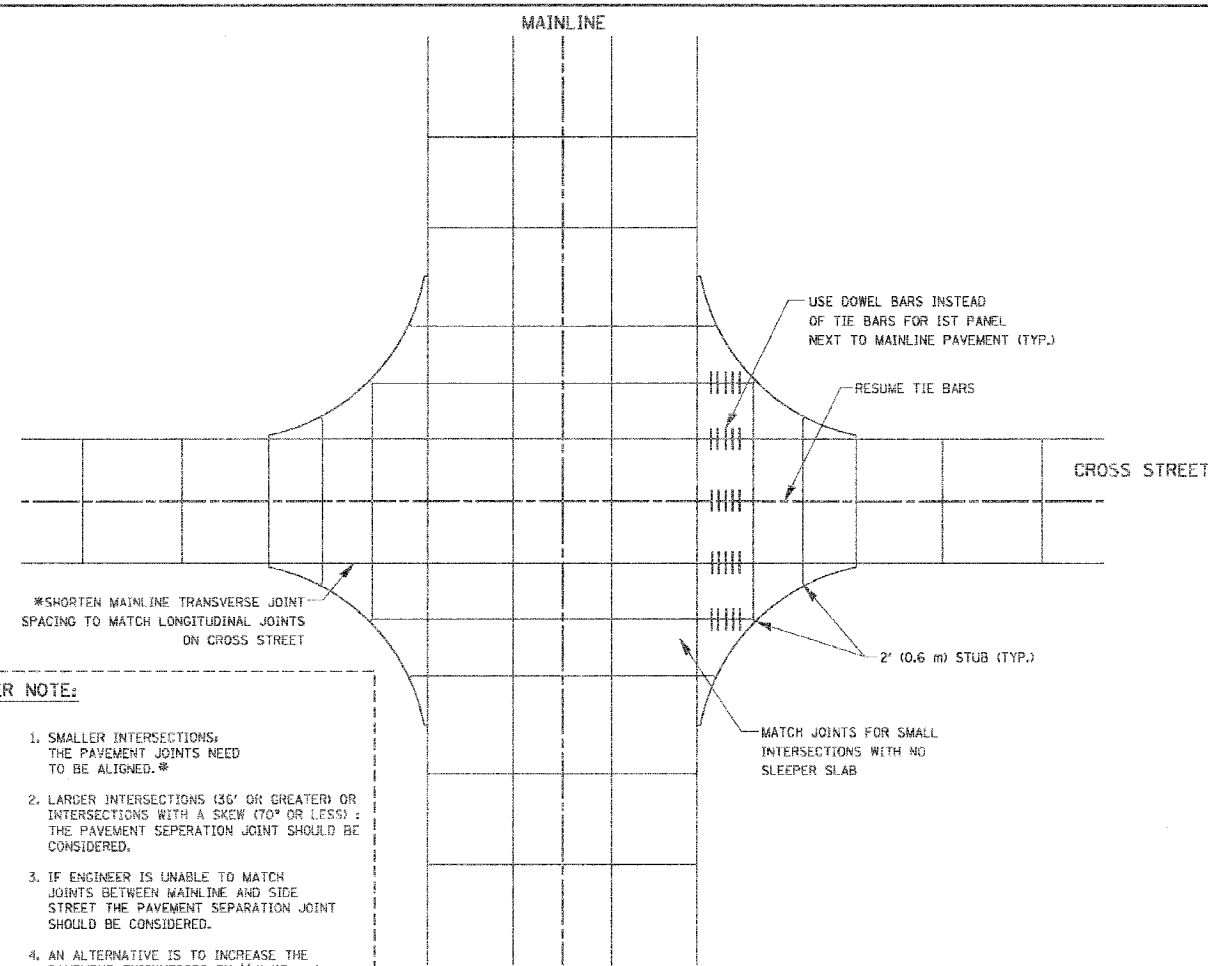


P.A. DIST.	SECTION	COUNTY	DATE SHEETS	SHEET NO.
338	114R-1	WILL	355	299
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	CIVIL ENGINEERING		

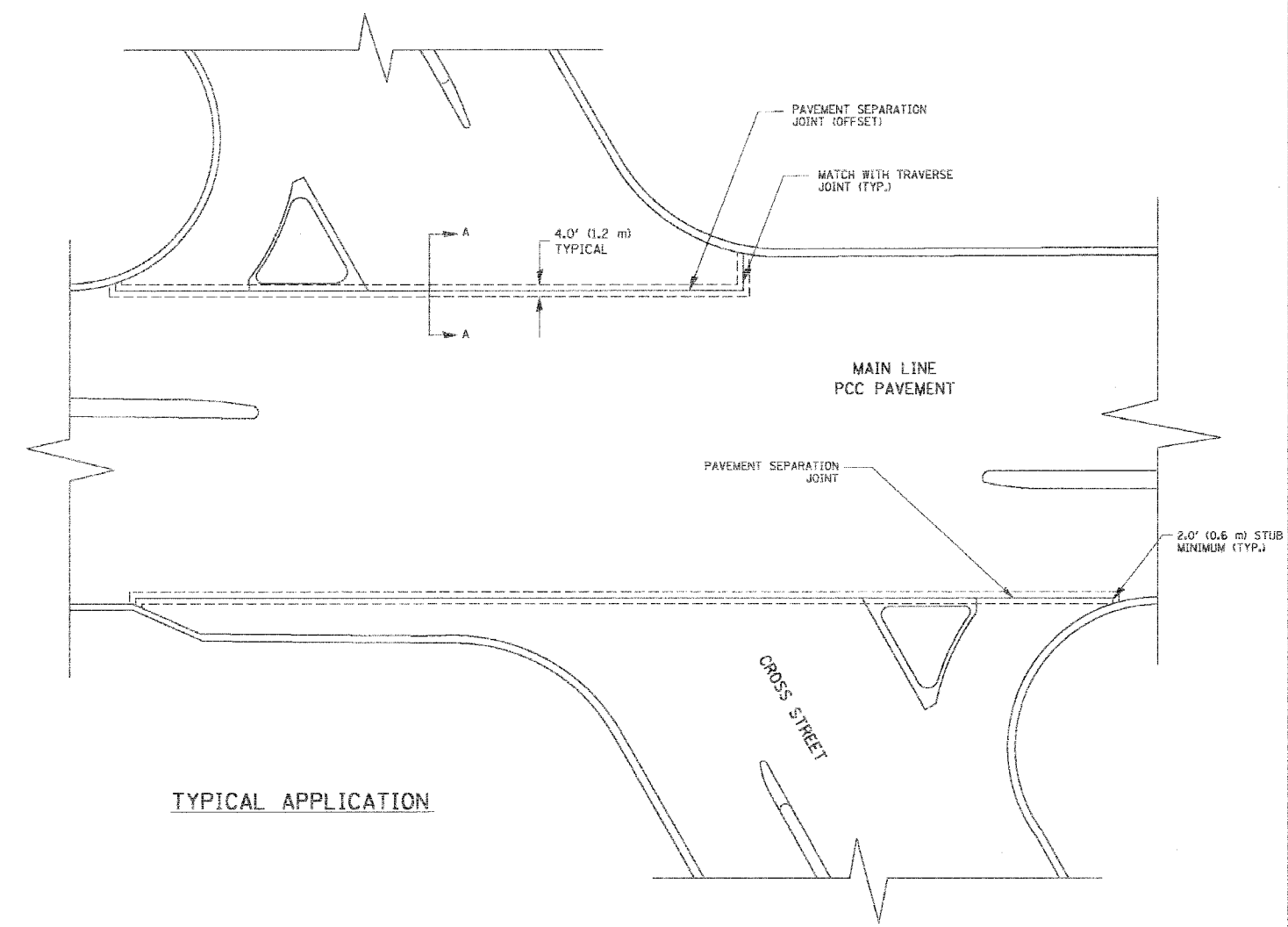
THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



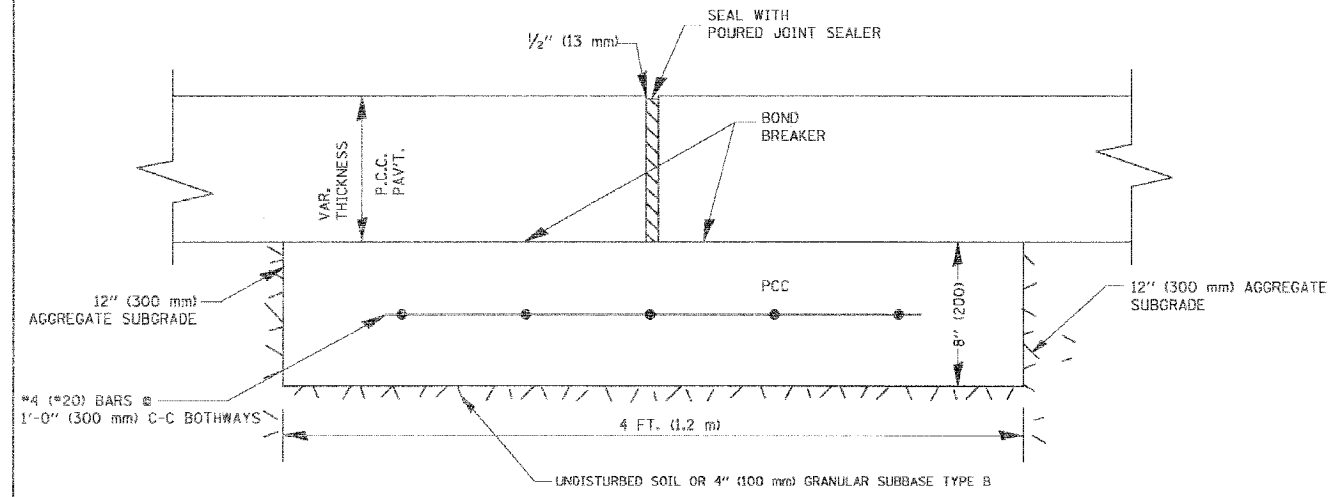
DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

PLAN



TYPICAL APPLICATION



PROPOSED SECTION A-A

- NOTE:**
1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
 2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
 3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
 4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
 5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
 6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DETAIL OF PAVEMENT SEPARATION
JOINT FOR JOINTED PCC
PAVEMENTS AT
INTERSECTIONS**

SCALE: NONE
DATE 12/27/2006

DRAWN BY:
CHECKED BY:

12/27/2006
 12/27/2006
 12/27/2006