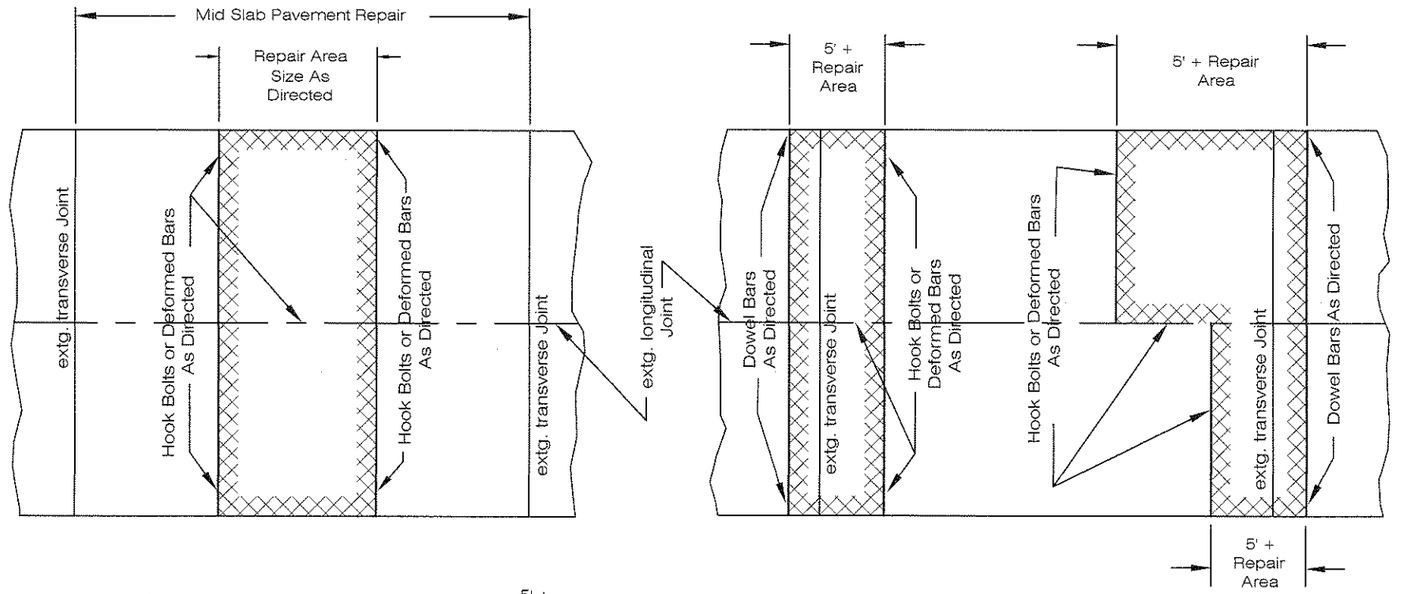
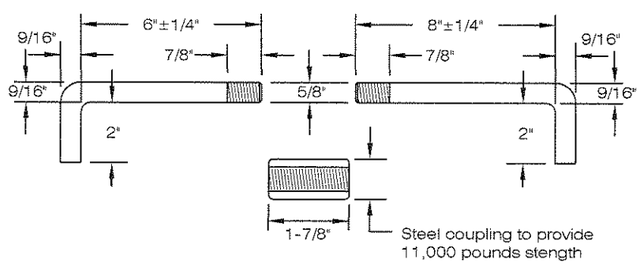
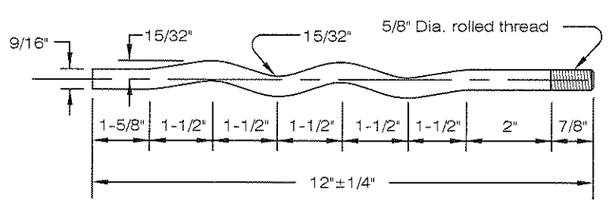


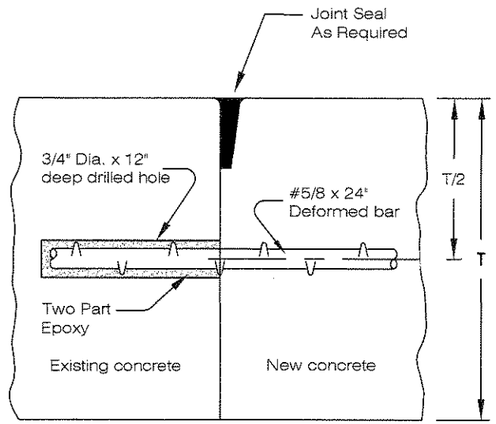
JOINT REPAIRS



HOOK BOLT



HOOK BOLT ALTERNATE



DEFORMED BAR

May Be Used In Lieu of Hook Bolt

Notes:

1) The intent of this detail is to indicate the probable installation for hook bolts, deformed bars or dowel bars. Variations of these details may be required as directed by the City Engineer. Where complete pavement slabs are removed, dowel bars will be installed on both sides of the repair, as directed by the Engineer.

2) Where multiple slabs are replaced, epoxy coated dowel baskets, the size determined by the pavement thickness, will be placed in line with the adjacent slab joint pattern.

3) Removal of the entire slab is required when the area of repair falls within 5' of an existing joint, unless otherwise directed by the Engineer.

4) All new joints are to be tooled and crack filled when completed.

5) Spacing of all hook bolts, deformed bars and dowel bars will be as required on Concrete Pavement Standards detail sheet.

6) Hook bolt inserts shall be turned to a tight fit when installed in threaded hook bolts or couplings.

7) Tie bars, hook bolt assemblies and hook bolt alternate shall have a minimum strength of 11,000 pounds.

REV No.	DATE	BY	DESCRIPTION

CITY OF NORTH RIDGEVILLE, OHIO

DEPARTMENT OF ENGINEERING

RIGID PAVEMENT JOINT REPAIR DETAILS

CITY OF NORTH RIDGEVILLE, ENGINEER

SCALE: NOT TO SCALE

DATE: 10/01/08 | DRWN BY: JAB/TEB

PAV-7