



D16+	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
William K. Farnbach REGISTERED CIVIL ENGINEER					
May 20, 2011 PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

NOTES:

1. See Project Plans for existing pavement thickness, D, and the lanes to be retrofitted.
2. The details shown on this plan for dowel bar retrofit also apply to existing concrete pavement constructed with transverse joints at right angles to longitudinal pavement joints.
3. 1 1/2" diameter dowel bars 1'-6" ± 1/4" in length are to be used when the existing pavement thickness, D, is equal to or greater than 0.70'. For a pavement thickness, D, less than 0.70', use 1 1/4" diameter dowel bar 1'-6" ± 1/4" in length.
4. Where the existing outer shoulder pavement is asphalt or concrete pavement without tie bars in the longitudinal joints of the retrofit lane, the "a" dimension shall be 1'-0" and the "b" dimension shall be 2'-0".
5. Seal existing transverse joint at bottom and sides of the dowel bar slot with caulking filler prior to placing dowel bar and foam core insert.
6. Thickness of foam core insert to match width of existing transverse joint.
7. The top of the foam core insert is to match the top of the existing pavement surface initially. The upper portion of insert will be removed during shaping of the sealant reservoir.
8. Plan only applicable when longitudinal joints coincide with lane line pavement delineation.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**DOWEL BAR RETROFIT
(EXISTING JOINTED PLAIN
CONCRETE PAVEMENT)**
NO SCALE