CONSTRUCT (1) JOINTS OF REPAIR LENGTH IS GREATER THAN OR EQUAL TO 30'. JOINTS SHALL BE AS EQUALLY SPACED AS POSSIBLE.

CONSTRUCT (1) JOINT IF LENGTH OF REPAIR IS GREATER THAN OR EQUAL TO 30'.

EXISTING CONSTRUCTION POINT OF STABLE CRACK

INSTALL (1) JOINT IF LENGTH OF REPAIR IS GREATER THAN OR EQUAL TO 30'.

SECTION A-A ALTERNATE WITH ASPHALT OVERLAY

DETAILED HOLE-EPoxy OR POLYESTER FILLED Voids

DETAIL A

DETAILED HOLE-EPoxy OR POLYESTER FILLED Voids

DETAIL C

GENERAL NOTES:

1. SMOOTH EPONY COATED Holes shall be used in all full depth pavement repair transverse joints.

2. THE ANCHORING MATERIAL (EPoxy OR POLYESTER) shall be placed to the edge of the prefilled hole before inserting the dowel bar.

3. THE DOWEL IS INSERTED INTO THE HOLE WITH A TWISTING MOTION SO THAT THE MATERIAL IN THE BACK OF THE HOLE IS FORCED UP AND AROUND THE BAR.

4. EPOXY OR DOWEL BAR EPOXY OR POLYESTER FILLED Voids shall be placed in accordance with standard plan 502.20. IN LIEU OF DOWEL BAR, EPOXY OR POLYESTER FILLED Voids shall be placed in accordance with standard plan 502.20.

5. REPAIR ONLY ONE LANE AT A TIME.

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

PAVEMENT REPAIR
FULL DEPTH

NON-REINFORCED AND REINFORCED PORTLAND CEMENT CONCRETE
1. Remove all concrete to limits shown to max. of ½ the pavement depth or top of dowels by milling.

2. Place compressible insert in joint or crack. Insert shall be the depth of joint or crack width, but not less than ½.

3. Chip vertical repair edges at approximate 1:3 slope.

4. Place 3" min. compressible insert adjacent to longitudinal lane of shoulder joint.

5. Exposed surface shall be cleaned by sandblasting or shot blasting.

6. Exposed surface of dowel bars shall be coated with an approved binder/resin.
CROSS STITCHING PLAN

GENERAL NOTES:
- At each repair location, holes shall be drilled at 30° angles to the pavement surface, perpendicular to the crack. The drill bit diameter shall not exceed 1/2.
- Drilling shall alternate back and forth on either side of the longitudinal joint from hole to hole.
- Drilled holes shall not penetrate through the slab bottom.
- Drilled holes shall be cleaned of loose debris and dust. Epoxy or polyester bonding agents for dowels meeting the material requirements of Section 1024 shall be injected or pumped into each hole. A cross-stitch bar shall be inserted in each hole such that the epoxy material is evenly distributed around the bar. Bead extending from the surface of the repair. Each bead shall be inserted far enough to allow 1/4 of cover as shown in the profile detail.
- The surface shall have all excess epoxy removed and have a flush finish.

SECTION A-A

<table>
<thead>
<tr>
<th>EPOXY REPAIR CROSS STITCH BEAR</th>
<th>SEE TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>1/2</td>
<td>1/2</td>
</tr>
<tr>
<td>1/2</td>
<td>1/2</td>
</tr>
<tr>
<td>1/2</td>
<td>1/2</td>
</tr>
<tr>
<td>1/2</td>
<td>1/2</td>
</tr>
</tbody>
</table>

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITAL
JEFFERSON CITY, MO 65102
1-888-657-MODOT (658-6683)

PAVEMENT REPAIR
CROSS STITCHING

DATE EFFECTIVE: 09/01/2013
DATE RECIPIENT: 10/01/2013
613.00T SHEET No. 3 OF 4
1. 1/2" DIA DOWEL BAR X 18" LENGTH.
2. DOWEL BAR SLOTS SHALL BE PARALLEL TO FALLEYS.
3. TIP OF COMRESSIBLE INSERT SHALL BE FLUSH WITH PAVEMENT SURFACE.
4. CRACK PERIMETER IN SLOT SHALL BE SEALED WITH SILICONE.
5. COMRESSIBLE INSERT SHALL BE PLACED AT MIDDLE OF DOWEL BAR.