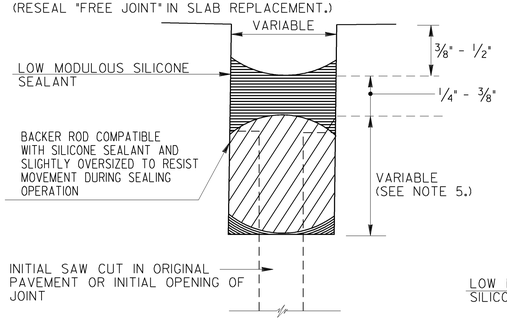
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.		708	995

DETAILS FOR RESEALING JOINTS:

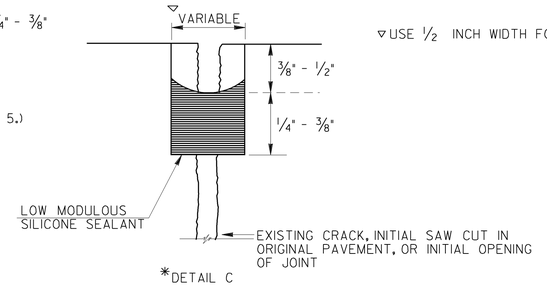
DETAIL A

(RESEAL TRANSVERSE JOINTS IN PCC PAVEMENT.)
(RESEAL "FREE JOINT" IN SLAB REPLACEMENT.)



DETAIL B

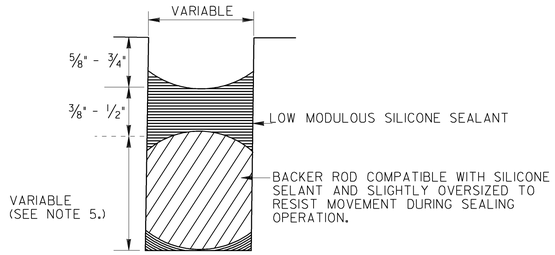
(SEAL "LOCKED JOINTS" IN SLAB REPLACEMENT.)
(SEAL CRACKS IN PCC PAVEMENT.)
(RESEAL LONGITUDINAL JOINTS IN PCC PAVEMENT.)



▽USE 1/2 INCH WIDTH FOR CRACKS.

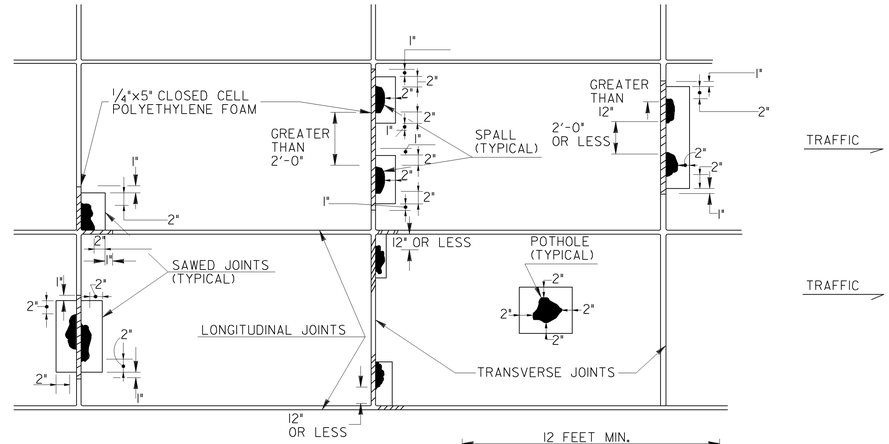
*DETAIL C

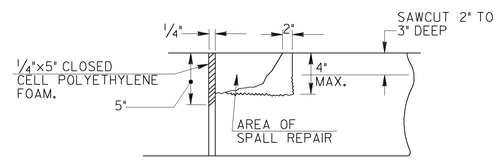
(RESEAL JOINTS IN BRIDGE DECKS & APPROACH SLABS)



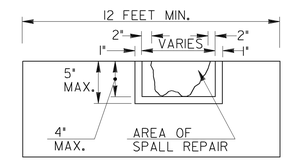
*NON-ARMORED JOINTS WITH ONE SEALANT RECEPTACLE AND ALL CONCRETE SURFACES ON JOINT FACES.

**NOTE: ON JOINTS LARGER THAN 1" IN WIDTH, USE BACK-UP MATERIAL SQUARE OR RECTANGULAR SHAPE CUT FROM APPROVED RESILIENT MATERIAL.





LONGITUDINAL SECTION THROUGH SPALL



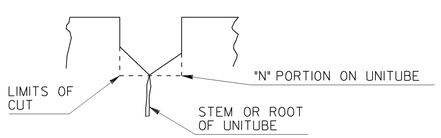
SECTION THROUGH TRANSVERSE JOINT

DEATILS FOR PATCHING PORTLAND CEMENT CONCRETE PAVEMENT

NOTES FOR RESEALING JOINTS:

1. UNLESS OTHERWISE INDICATED ON THE PLANS, IT IS THE INTENTION OF THIS PROJECT TO RESEAL ALL EXISTING PCC PAVEMENT JOINTS. THIS INCLUDES ALL LONGITUDINAL, TRANSVERSE OR SKEWED TRANSVERSE JOINTS ON THE MAINLINE, AUXILIARY LANES, ACCELERATION LANES, DECELERATION LANES, RAMPS, AND SHOULDERS THE ENGINEER SHALL DETERMINE THE EXTENT OF RESEALING REQUIRED FOR EACH JOINT.
2. THE SHOULDERS ON PCC PAVEMENT AND RAMPS ARE NORMALLY ASPHALTIC CONCRETE, BUT CAN BE PCC CONCRETE OR CONCRETE CURB AND GUTTER. UNLESS OTHERWISE INDICATED ON THE PLANS, THE LONGITUDINAL AND TRANSVERSE JOINTS IN PCC CONCRETE SHOULDERS AND CONCRETE AND GUTTER ARE TO BE RESEALED, BUT DO NOT RESEAL JOINT BETWEEN CONCRETE PAVEMENT AND ASPHALT SHOULDERS.
3. ALL EXISTING PAVEMENT CRACKS REMAINING AFTER SLAB REPLACEMENT HAS BEEN COMPLETED ARE ALSO TO BE RESEALED BY ROUTING THE CRACK CLEANING, AND SEALING WITH SILICONE SEALANT. THESE QUANTITIES ARE TO BE IN PAY QUANTITIES FOR PCC PAVEMENT JOINT SEALING.
4. PRIOR TO RESEALING THE EXISTING JOINTS, ALL JOINT SPALL REPAIRS, SLAB REPLACEMENTS, AND GRINDING SPECIFIED BY THE PLANS AND ENGINEER ARE TO BE SATISFACTORILY COMPLETED IN ACCORDANCE WITH APPLICABLE PLAN DETAILS, SPECIAL PROVISIONS, AND SPECIFICATIONS.
5. THE EXISTING DEPTH OF THE JOINT IS VARIABLE AND IS FURTHER AFFECTED BY THE EXISTING WIDTH OF THE JOINT AS THE BACKER ROD IS TO BE OVERSIZED TO FIT INTO THE EXISTING JOINT AND BE COMPRESSED ENOUGH TO RESIST MOVEMENT DURING THE SEALING OPERATION. IF NECESSARY, THE CONCTRACTOR WILL SAW THE JOINT DEEPER TO MAINTAIN THE SPECIFIED RECESS DEPTH AND DEPTH OF SEALANT MATERIAL.
6. IN THE EVENT THE EXISTING JOINTS (TRNASVERSE AND/OR LONGITUDINAL) CONTAIN A "UNITUBE", THE WIDTH AND DEPTH OF CUT FOR RESEALING THESE JOINTS SHALL BE MINIMUM NECESSARY TO COMPLETELY REMOVE THE "UNITUBE" DOWN TO THE BOTTOM OF "N" PORTION, IN THIS EVENT, A BACKER ROD WILL ALSO BE NECESSARY FOR THE LONGITUDINAL JOINT TO MAINTAIN THE SPECIFIED RECESS DEPTH AND DEPTH OF SEALANT MATERIAL.

HOWEVER, IT IS NOT NECESSARY TO REMOVE THE "STEM" OR ROOT" PORTION OF THE "UNITUBE". (SEE SKETCH BELOW.)



DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REVISION	CONSTRUCTION DETAILS RESEALING JOINTS IN PPC CONCRETE PAVEMENT & BRIDGE DECKS PATCHING PPC CONCRETE PAVEMENT	
	K.L.J.	SEPT. 1988
BY		NUMBER P-3