



Facilities Development Manual

Wisconsin Department of Transportation

Transmittal No. 373

Date: January 27, 2010

Subject: Revisions to Chapters 16, 19

NOTE: The links below will send you to the latest version of the subject document. Subsequent transmittals may have made other changes to the document that are not described below.

*Where new text has been combined with old text, the new text appears **shaded**.*

Attached is material for Procedures [16-5-1](#) and [19-40-1 Attachment 1](#) of the Facilities Development Manual.

Implementation Schedule: These drawings will be included when applicable in plans scheduled for the **May, 2010** PS&E due date Project Letting Process.

[Procedure 16-5-1, Standard Detail Drawings](#)

[SDD 13A7-1, Continuously Reinforced Concrete Pavement Repair and Replacement \(new\)](#)

This is a new Standard Detail Drawing which has been requested by several regional engineers. Although CRCs are not being constructed in WisDOT anymore, there are still many in existence that have been or will be in need of repair.

[SDD 13B2-6, Concrete Pavement Approach Slab \(revised\)](#)

[SDD 13C1-14, Concrete Pavement Longitudinal Joints and Ties \(revised\)](#)

[SDD 13C4-15, Urban Non-Doweled Concrete Pavement \(revised\)](#)

[SDD 13C9-8a, b, & c, Concrete Pavement Repair and Replacement \(revised\)](#)

[SDD 13C11-10a, & b, Rural Doweled Concrete Pavement \(revised\)](#)

[SDD 13C13-7, Urban Doweled Concrete Pavement \(revised\)](#)

[SDD 13C14-4a, b, & c, Base Patching Concrete \(revised\)](#)

[SDD 13C15-5a, & b, Concrete Base \(revised\)](#)

The revisions to these existing Standard Detail Drawings were recommended by the Concrete Pavement Technical Committee. The primary revision is to position the outermost dowel bar 12 inches from the edge of pavement, rather than 6 inches. Doing so will allow for better construction without compromising performance. This will result in 11 dowels per joint rather than 12.

The general notes for SDD 13C2-6 have been rewritten in an active voice rather than passive, consistent with the other pavement-related SDDs and the Standard Specifications.

SDD 13C1-14 has been revised to show a minimum distance of 15 inches from a transverse joint to the first tie bar. Lastly, another revision is to allow 1/4" tolerance for dowel bar baskets. Thus, if a contractor has baskets at a height of 4 1/2" for a 9" thick pavement and has extra left over, the contractor will be allowed to use them on future pavements with thicknesses of 8 1/2" or 9 1/2".

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