PR-4

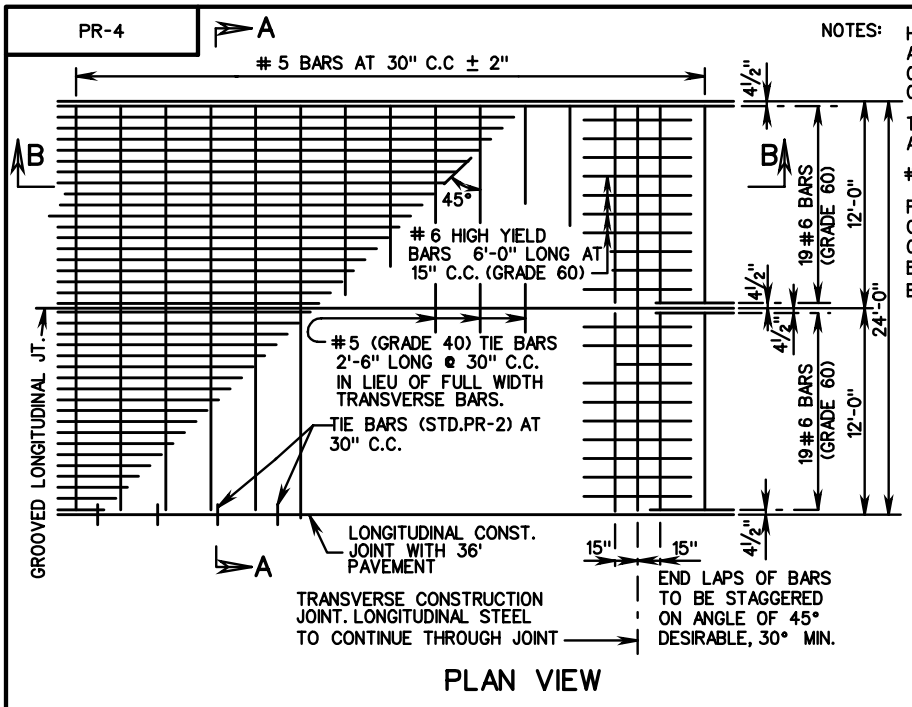
NOTES:

HOOK BOLTS OR TIE BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS #5 TRANSVERSE BARS. WHERE NECESSARY ADJUST THE LOCATION OF HOOK BOLTS OR TIE BARS TO A 2½" MINIMUM CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.

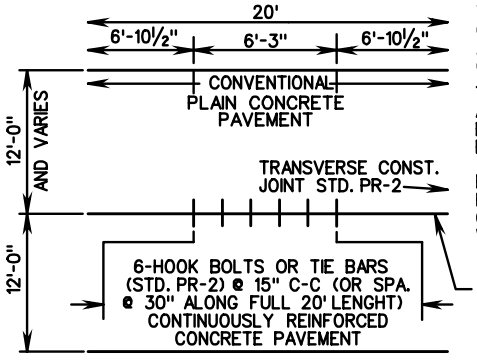
TRANSVERSE CONSTRUCTION JOINT BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS #6 LONGITUDINAL BARS.

#6 LONGITUDINAL BARS ARE TO BE LAPPED AND TIED IN THE SAME HORIZONTAL PLANE.

FOR 36' WIDTH PAVEMENT USE SINGLE 12' LANES WITH 2 LONGITUDINAL CONSTRUCTION JOINTS OR 12' AND 24' LANES WITH ONE LONGITUDINAL CONSTRUCTION JOINT AND ONE GROOVED LONGITUDINAL JOINT. TRANSVERSE BARS SHALL NOT EXTEND THROUGH LONGITUDINAL CONSTRUCTION JOINTS, BUT SHALL EXTEND FULL LENGTH (23'-9") FOR GROOVED LONGITUDINAL JOINTS.



PLAN VIEW

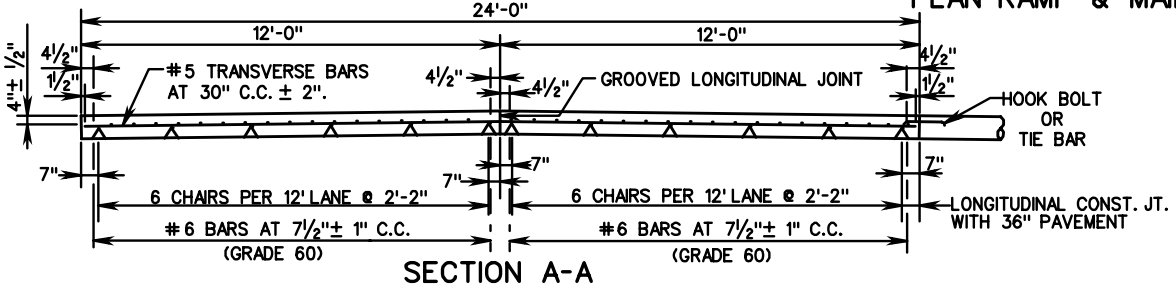


SMOOTH SURFACE TO BE STEEL TROWELED 8" IN FROM THE EDGE OF PAVEMENT EVERY 500 FEET, AND STATION NUMBER STAMPED ON IT.

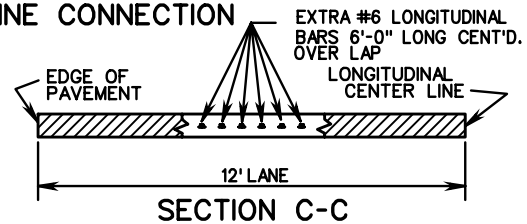
THE DATE IS TO BE SHOWN IN A SIMILAR MANNER AT THE BEGINNING OF EACH DAYS POUR.

BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAY WHERE FEASIBLE. (TRAVEL LANE)

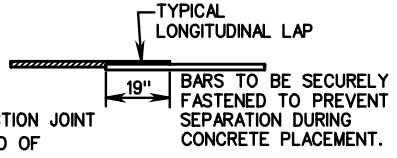
PLAN-RAMP & MAIN LINE CONNECTION

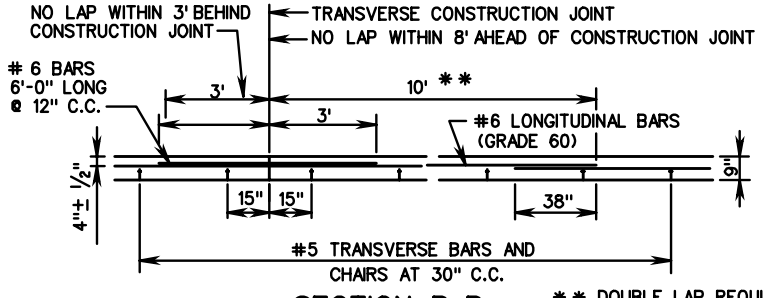


SECTION A-A



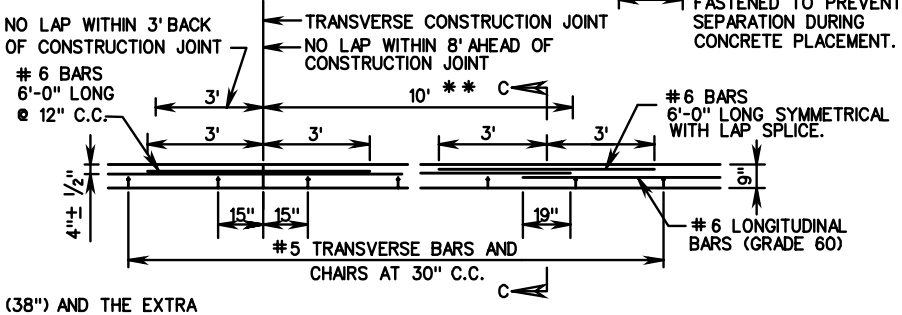
SECTION C-C





SECTION B-B
DOUBLE LAP METHOD

** DOUBLE LAP REQUIREMENT (38") AND THE EXTRA BAR METHOD APPLY ONLY TO LAPS FALLING WITHIN AN AREA OF 10' BEYOND THE CONSTRUCTION JOINT.



SECTION B-B
EXTRA BAR METHOD

VDOT
ROAD AND BRIDGE STANDARDS

SHEET 1 OF 3

REVISION DATE

301.10

9" THICK CONTINUOUSLY REINFORCED CONC. PAVE.

(STEEL BAR REINFORCEMENT)

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE

316