

PLAN VIEW

END LAPS OF BARS TO BE STAGGERED ON ANGLE OF 45° DESIRABLE, 30° MIN.

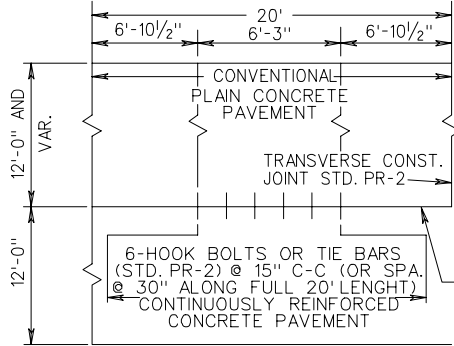
TRANSVERSE CONSTRUCTION JOINT. LONGITUDINAL STEEL TO CONTINUE THROUGH JOINT

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.

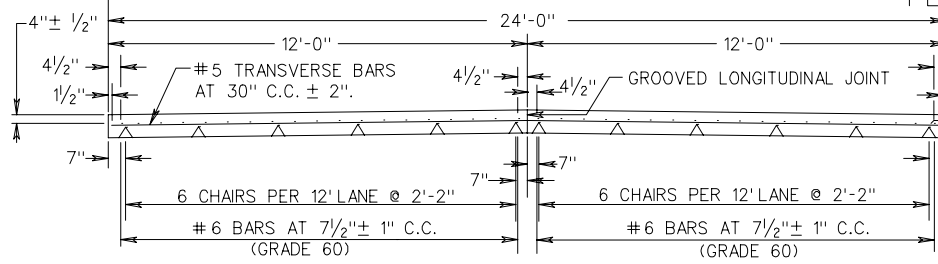


PLAN-RAMP & MAIN LINE CONNECTION

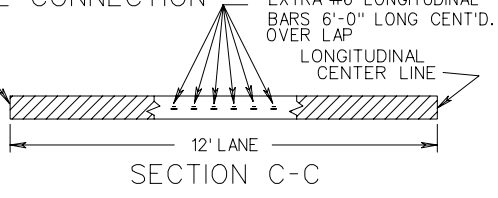
SMOOTH SURFACE TO BE STEEL TROWELED 8" IN FROM THE EDGE OF PAVEMENT EVERY 500 FEET, AND STATION NUMBER STAMPED INTO IT.

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

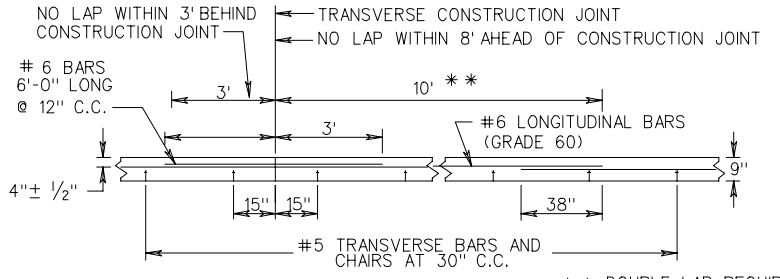
BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAYS WHERE FEASIBLE.(TRAVEL LANE)



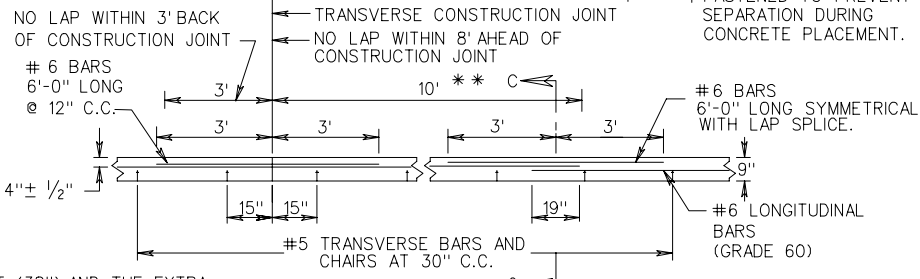
SECTION A-A



SECTION C-C



SECTION B-B DOUBLE LAP METHOD



SECTION B-B EXTRA BAR METHOD

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

9" THICK CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (STEEL BAR REINFORCEMENT)

SPECIFICATION REFERENCE