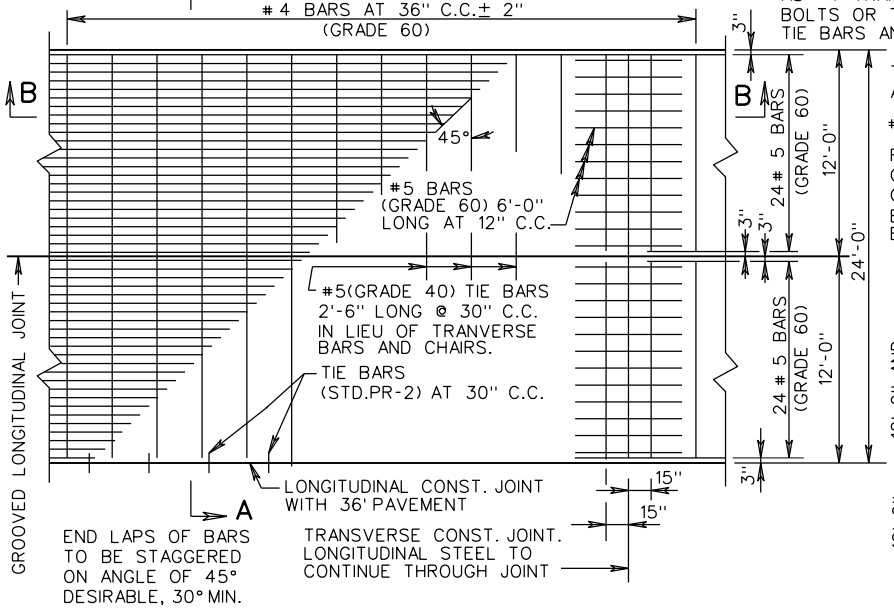
PR-3

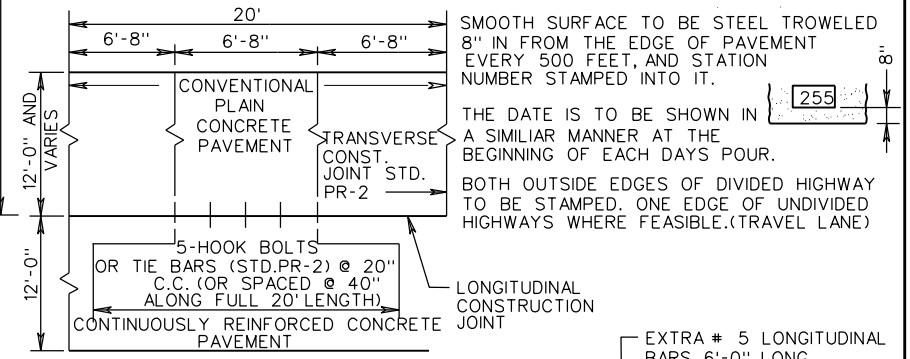
NOTES: HOOK BOLTS OR TIE BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS # 4 TRANSVERSE BARS. WHERE NECESSARY ADJUST THE LOCATION OF HOOK BOLTS OR TIE BARS TO A 2½" MINIMUM CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.

TRANSVERSE CONSTRUCTION JOINT BARS ARE TO BE PLACED IN THE SAME HORIZONTAL AS # 5 LONGITUDINAL BARS.

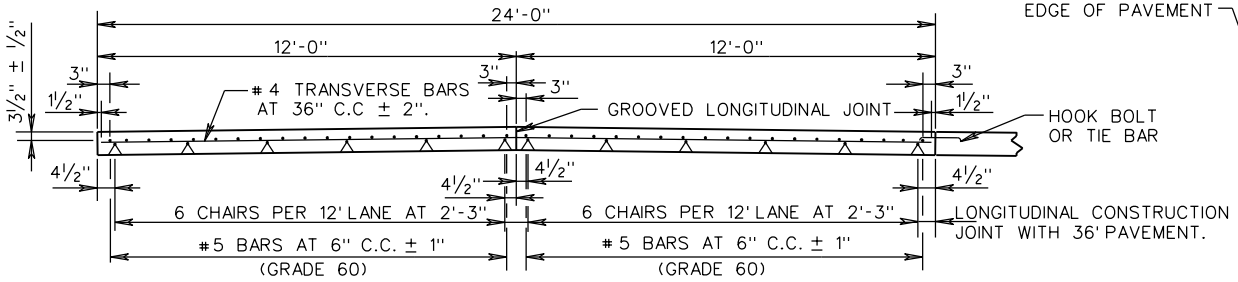
#5 LONGITUDINAL BARS ARE TO BE LAPPED AND TIED IN THE SAME HORIZONTAL PLANE.

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 GROVED LONGITUDINAL JOINT. TRANSVERSE BARS SHALL NOT EXTEND THROUGH LONGITUDINAL CONSTRUCTION JOINTS, BUT SHALL EXTEND FULL LENGTH (23'-9") FOR GROOVED LONGITUDINAL JOINTS.

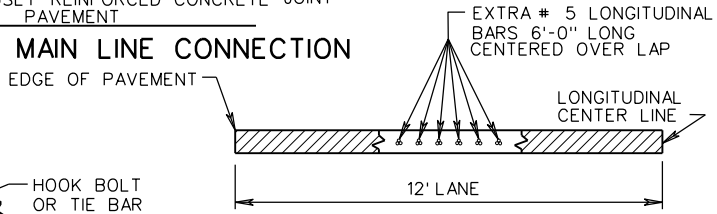




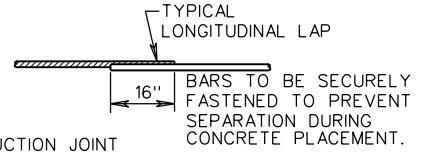
PLAN-RAMP & MAIN LINE CONNECTION

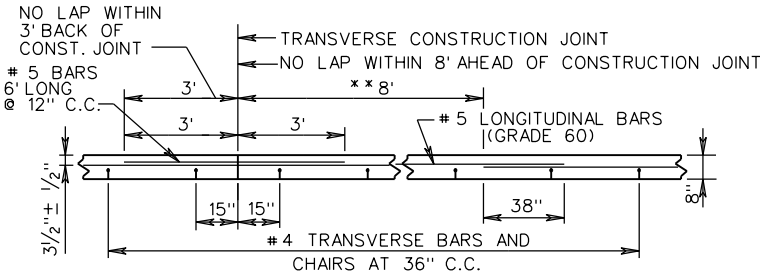


SECTION A-A

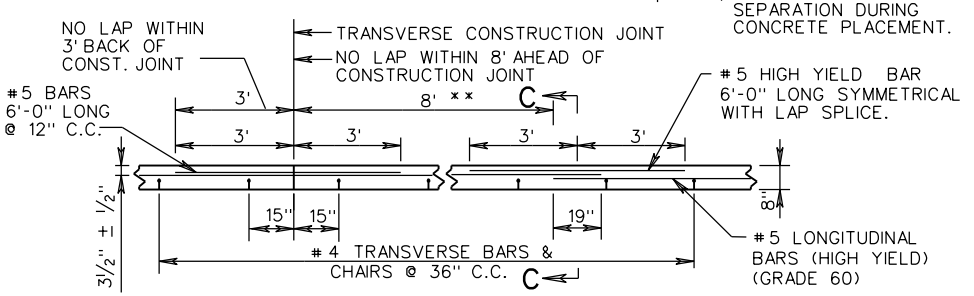


SECTION C-C





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 8' BEYOND THE CONSTRUCTION JOINT.

SPECIFICATION REFERENCE	A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.	VDOT ROAD AND BRIDGE STANDARDS	
316	8" THICK CONTINUOUSLY REINFORCED CONC. PAVE. (STEEL BAR REINFORCEMENT) VIRGINIA DEPARTMENT OF TRANSPORTATION	REVISION DATE 7/12	SHEET 2 OF 4 301.07