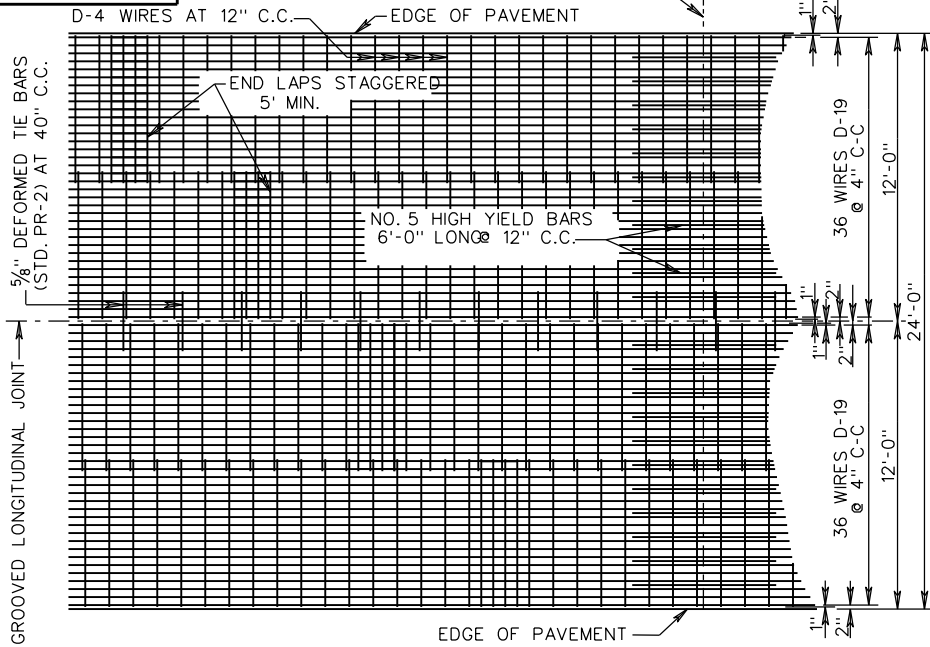
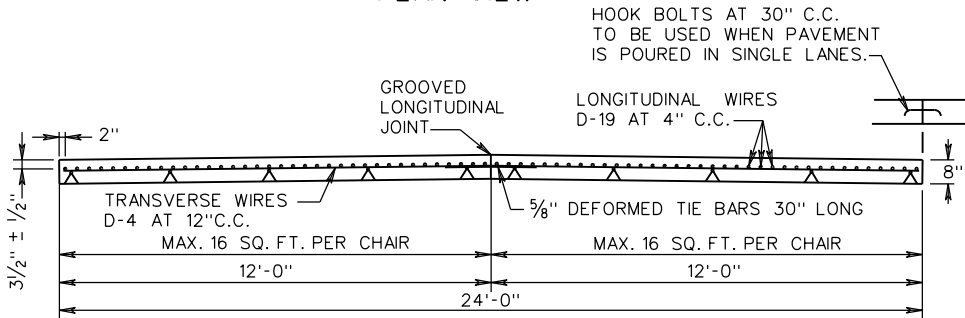


PR-3

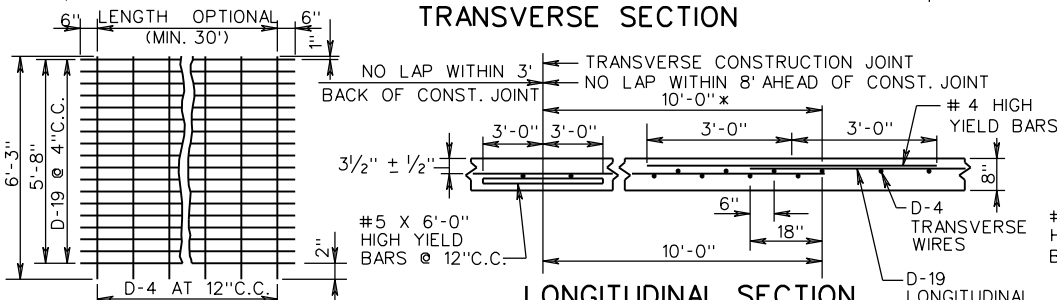
TRANSVERSE CONSTR. JOINT



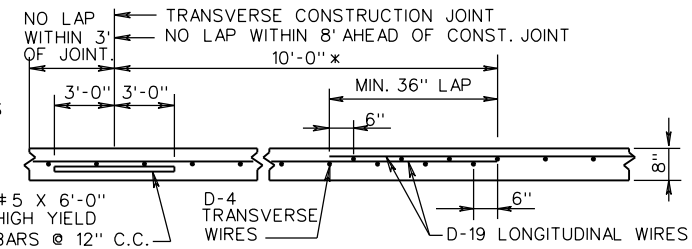
PLAN VIEW



TRANSVERSE SECTION



LONGITUDINAL SECTION



LONGITUDINAL SECTION

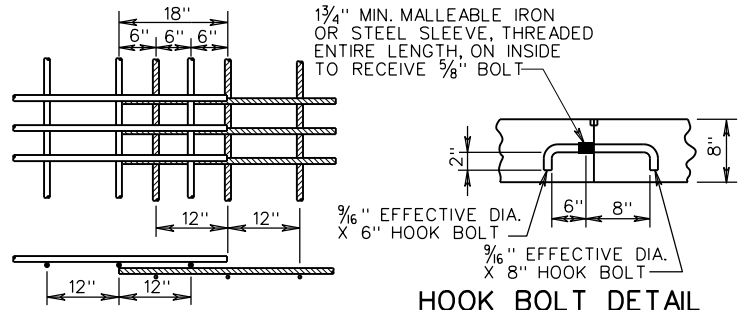
NOTES:

- FOR 36' PAVEMENT, USE SINGLE 12' LANES WITH 2 CONSTRUCTION JOINTS, OR 12' AND 24' LANES WITH ONE GROOVE AND ONE CONSTRUCTION JOINT.
- TRANSVERSE WIRES DO NOT EXTEND THROUGH LONGITUDINAL JOINTS.
- TIE BARS AND DOWEL BARS ARE TO BE AS NEAR MIDPOINT OF PAVEMENT DEPTH AS FEASIBLE.
- \* THE DOUBLE LAP REQUIREMENT (36") AND OR EXTRA BAR METHOD APPLIES ONLY TO LAPS FALLING WITHIN AAN AREA 10' BEYOND THE CONSTRUCTION JOINT.
- #5 X 2'-6" DEFORMED TIE BARS AT 30" O.C. MAY BE USED IN LIEU OF HOOK BOLTS WHERE SHOWN HEREON.

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 SIMILAR MANNER AT THE BEGINNING OF EACH DAYS POUR.

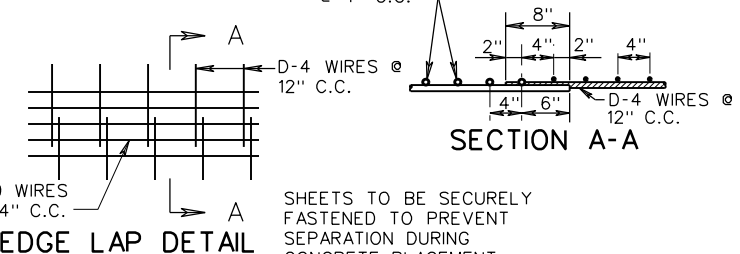
BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAYS WHERE FEASIBLE. (TRAVEL LANE)

SHEETS TO BE SECURELY FASTENED TO PREVENT SEPARATION DURING CONCRETE PLACEMENT.



HOOK BOLT DETAIL

END LAP DETAIL



EDGE LAP DETAIL

SECTION A-A

SHEETS TO BE SECURELY FASTENED TO PREVENT SEPARATION DURING CONCRETE PLACEMENT.

TYPICAL WIRE FABRIC SHEET WAS EXTRA BAR METHOD THE JULY 2011 ROAD REVISION DOUBLE LAP METHOD REVISION

8" THICK CONTINUOUSLY REINFORCED CONC. PAVE.

(WIRE MESH REINFORCEMENT)

VIRGINIA DEPARTMENT OF TRANSPORTATION



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 4

REVISION DATE

301.06

SPECIFICATION REFERENCE

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