

SECTION 300

PAVEMENT ITEMS

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VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

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7/13

300.01

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ROAD AND BRIDGE STANDARDS

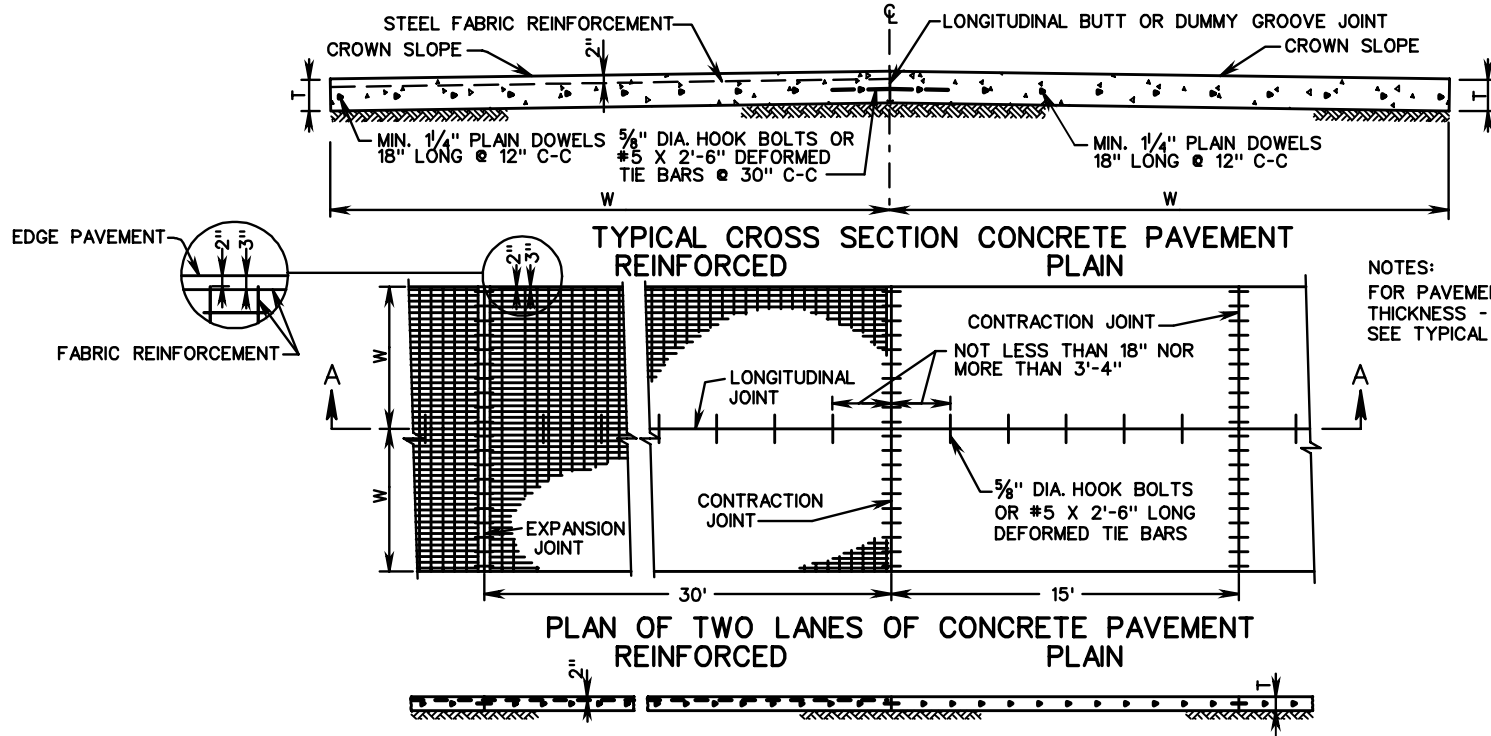
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300.02

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE



NOTES:
FOR PAVEMENT CROWN SLOPE,
THICKNESS - "T", LANE WIDTH - "W",
SEE TYPICAL SECTIONS IN PLANS.

STEEL FABRIC REINFORCEMENT: STEEL FABRIC REINFORCEMENT SHALL CONSIST OF MEMBERS RIGIDLY ATTACHED AT ALL JOINTS OR POINTS OF INTERSECTION EXCEPT AS NOTED BELOW:(*). LONGITUDINAL MEMBERS SHALL BE OF NO. 2 GAGE WIRE SPACED AT 6" ON CENTERS. TRAVERSE MEMBERS SHALL BE NO. 4 GAGE WIRE, SPACED AT 12" ON CENTERS. (WIRE REINFORCEMENT STEEL INSTITUTE DESIGNATION 6 X 12 - W5.5 X W4).

THE WIDTHS OF STEEL FABRIC SHEETS SHALL BE 4" LESS THAN THE WIDTH OF THE SLAB. THE NUMBER OF SHEETS ALLOWABLE BETWEEN CONTRACTION JOINTS, OR BETWEEN CONTRACTION AND EXPANSION JOINTS, SHALL NOT EXCEED 3.

ALL MEMBERS, LONGITUDINAL OR TRANSVERSE, SHALL BE SO CUT THAT THE PROJECTING ENDS WILL EXTEND NOT LESS THAN 1" NOR MORE THAN 11" FROM THE JOINTS OR POINTS OF INTERSECTION OF THE FABRIC MEMBERS.

WHEN IT IS NECESSARY TO LAP STEEL FABRIC REINFORCEMENT, THE MINIMUM AMOUNT OF LAP SHALL BE EQUIVALENT TO THE SPACING OF THE WIRES PARALLEL TO THE LAP.

OTHER TYPES OF MESH REINFORCEMENT MAY BE USED ON WRITTEN PERMISSION OF THE ENGINEER. THE WIDTH OF SHEETS AND OTHER GENERAL REQUIREMENTS, WHICH APPLY, SHALL BE THE SAME AS FOR STEEL FABRIC REINFORCEMENT.

DOWELS AT CONTRACTION JOINTS MAY BE PLACED IN THE FULL THICKNESS OF PAVEMENT BY MECHANICAL DEVICE IN LIEU OF DOWEL BASKETS.

* HINGED STEEL REINFORCEMENT MAY BE USED IN LIEU OF RIGID SHEETS.

EXPANSION AND CONTRACTION JOINTS: CONSTRUCTION JOINTS IN BOTH PLAIN AND REINFORCED PAVEMENT SHALL HAVE THE SAME LOAD TRANSFER DEVICES AS NOTED FOR CONTRACTION JOINTS IN REINFORCED PAVEMENT.

CONTRACTION JOINTS OF THE TYPE SPECIFIED ON SHEET 2 SHALL BE SPACED AT 30 FOOT INTERVALS FOR REINFORCED CONCRETE PAVEMENT AND AT 15 FOOT INTERVALS FOR PLAIN CONCRETE PAVEMENT UNLESS OTHERWISE NOTED ON JOINT LAYOUTS IN PLANS.

ADJACENT TO RIGID STRUCTURES: CONCRETE STREET INTERSECTIONS, OR R.R. GRADE X-INGS, BRIDGE APPROACH EXPANSION JOINTS AND/OR TRANSVERSE EXPANSION JOINTS ARE TO BE PLACED AS SHOWN ON SHEET 2 OF 3. OTHER EXPANSION JOINTS ARE TO BE USED AS SPECIFIED ON PLANS.

IF ASPHALT CONCRETE IS TO BE APPLIED, ALL TRANSVERSE JOINTS ARE TO BE SAWED, BUT NOT WIDENED, EXCEPT AT THE END OF A DAYS RUN AND WHEN INTERRUPTIONS OCCUR IN THE CONCRETE OPERATIONS OF MORE THAN 30 MINUTES DURATION. IN THESE CASES, BUTT CONSTRUCTION JOINTS ARE TO BE USED.

PAVED SHOULDERS: WHEN ASPHALT CONCRETE PAVED SHOULDERS ARE TO BE USED ADJACENT TO EITHER PLAIN OR REINFORCED CEMENT CONCRETE PAVEMENT, THE EDGE OF THE CONCRETE SLAB IS TO BE PAINTED, TO ITS FULL DEPTH, WITH ASPHALTIC MATERIAL EITHER CRS-2 OR RC-250 AS DIRECTED BY THE ENGINEER.

LONGITUDINAL JOINTS: THE CONTRACTOR WILL BE PERMITTED TO CONSTRUCT THE CONCRETE PAVEMENT IN DUAL LANES, SIMULTANEOUSLY, WHERE THE SUM OF THE LANE WIDTHS DOES NOT EXCEED 25 FEET, PROVIDED A SATISFACTORY AND TRUE LONGITUDINAL DUMMY GROOVE JOINT IS OBTAINED. THIS IS TO BE DONE BY THE USE OF AN APPROVED FORMING STRIP OR BY SAWING, AT THE CONTRACTOR'S OPTION. WHERE LANES ARE POURED SEPARATELY, THE HOOK BOLTS OR TIE BOLTS SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN OF SHEET 2. WHERE BOTH LANES ARE POURED SIMULTANEOUSLY, TIE BARS SHALL BE AS DETAILED ON SHEET 2. THE MAXIMUM WIDTH OF PAVEMENT THAT MAY BE CONSTRUCTED WITHOUT A LONGITUDINAL JOINT IS 14'-0". FOR WIDTHS GREATER THAN 14 FEET THE LONGITUDINAL JOINT SHALL BE IN THE CENTER. NO OTHER DEVIATIONS ARE TO BE ALLOWED UNLESS SHOWN ON JOINT LAYOUT IN PLANS, OR DIRECTED BY THE ENGINEER.

METHOD OF FINISHING AT EXPANSION JOINTS: A PROTECTIVE CAP OR INSTALLATION SHIELD OF 1/16" STEEL SHALL BE PLACED OVER THE TOP OF THE EXPANSION JOINT FILLER. THE FINISHING MACHINE SHALL THEN BE ALLOWED TO PASS OVER THE JOINT, LEAVING IT AS SHOWN IN FIGURE 1, SHEET 2. PRIOR TO THE INITIAL SET THE SHIELD SHALL BE REMOVED AND A RECTANGULAR BAR 1/4" LESS IN WIDTH THAN THE PREFORMED FILLER PLACED ON TOP OF THE FILLER, THE CONCRETE SQUEEGE FINISHED ADJACENT TO IT AS SHOWN IN FIGURE 2, AND THE EDGES ROUNDED WITH HAND TOOLS, USING THE BAR AS A GUIDE. THE BAR SHALL THEN BE WITHDRAWN, LEAVING A JOINT GAP OF THE SAME WIDTH AS THE FILLER.

SPECIFICATION REFERENCE

316

PLAIN AND REINFORCED CONCRETE PAVEMENT (SHOWING REINFORCEMENT, LONGITUDINAL AND TRANSVERSE JOINTS)

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

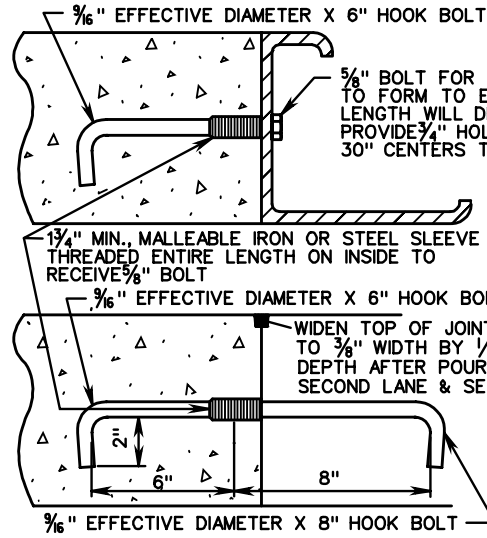
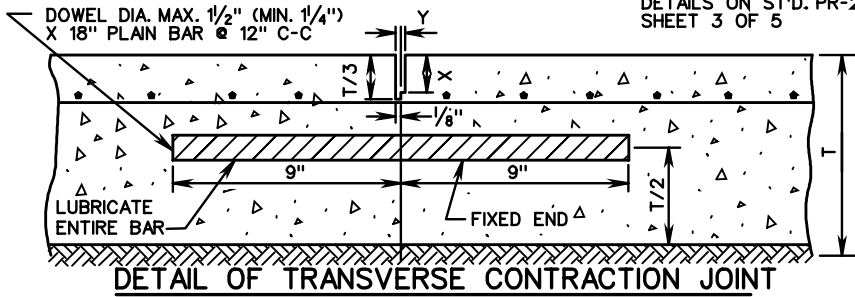
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PR-2

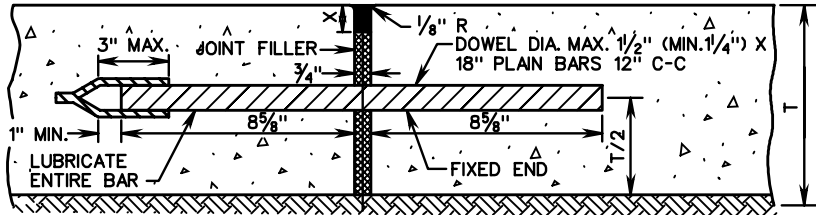
FOR X AND Y DIM. SEE
ST'D. PR-2 SHEET 3 OF 5

⊗ JT. SEALANTS TO BE IN
ACCORDANCE WITH
DETAILS ON ST'D. PR-2
SHEET 3 OF 5



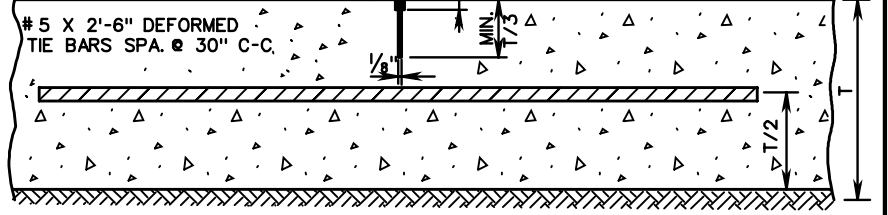
NOTE:
3/16" EFFECTIVE DIAMETER HOOK BOLTS TO BE 3/16" DIAMETER STOCK FOR ROLLED THREADS AND 5/8" DIAMETER STOCK FOR CUT THREADS O.D. OF THREADED PORTION TO BE 5/8".
ANY SIMILAR DEVICE OF EQUAL STRENGTH WILL BE ACCEPTED IF APPROVED BY THE ENGINEER.
NOTE:
#5 X 2'-6" DEFORMED TIE BARS AT 30" C-C MAY BE USED IN LIEU OF HOOK BOLTS.

⊗ SEAL WITH AN APPROVED JOINT SEALANT. A BAND BREAKING MATERIAL IS TO BE PROVIDED BETWEEN THE JOINT FILLER AND SEAL.



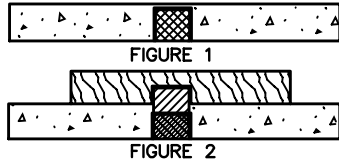
DETAIL OF TRANSVERSE EXPANSION JOINT
FOR X AND Y DIMENSIONS SEE STANDARD PR-2 SHEET 3 OF 5.

WIDEN TOP OF GROOVE TO 3/8" WIDTH BY 1/2" DEPTH & SEAL IF ASPHALT TOP NOT USED.



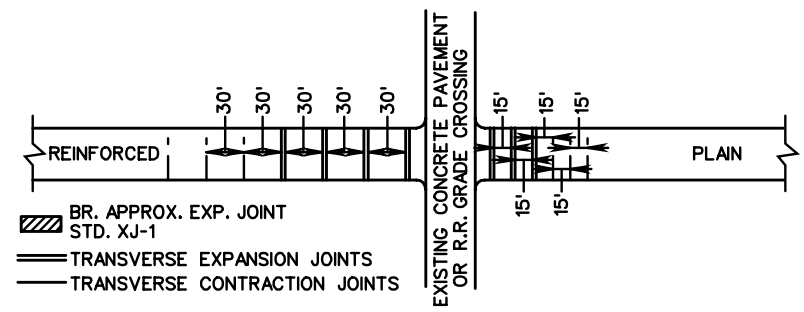
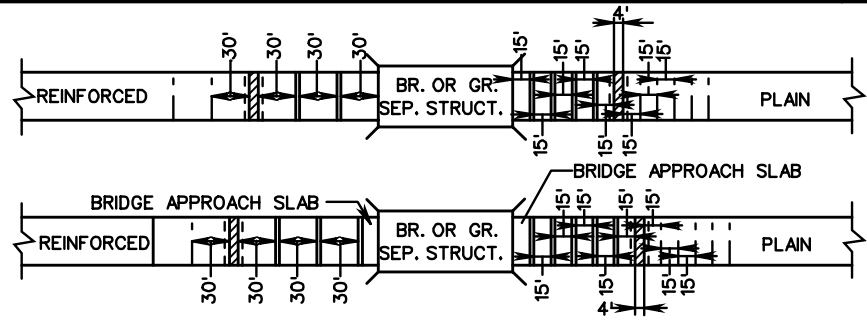
GRADE 40 TIE BARS MAY BE PRE-BENT AND STRAIGHTENED ONE TIME ONLY FOR MULTI-LANE CONSTRUCTION IN ACCORDANCE WITH SPECIFICATIONS.

DETAIL OF LONGITUDINAL JOINT TIE BARS
SHOWING ADJACENT LANES POURED SIMULTANEOUSLY



SMOOTH SURFACE TO BE STEEL TROWELED 8" IN FROM THE EDGE OF PAVEMENT EVERY 500', AND STATION NUMBER STAMPED INTO IT. THE DATE IS TO BE SHOWN IN A SIMILAR MANNER AT THE BEGINNING OF EACH DAY'S POUR.
BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAYS WHERE FEASIBLE.

METHOD OF FINISHING AT EXPANSION JOINTS



BR. APPROX. EXP. JOINT
STD. XJ-1
— TRANSVERSE EXPANSION JOINTS
— TRANSVERSE CONTRACTION JOINTS

DETAILS OF JOINTS LAYOUTS
(FOR USE WHEN COVERED ON JOINT LAYOUTS IN PLANS)



ROAD AND BRIDGE STANDARDS

PLAIN AND REINFORCED CONCRETE PAVEMENT
(SHOWING REINFORCEMENT, LONGITUDINAL AND TRANSVERSE JOINTS)

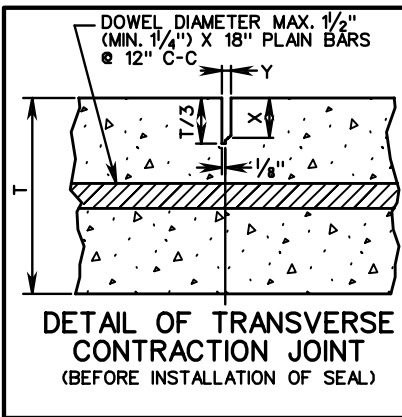
SPECIFICATION REFERENCE

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DETAIL OF TRANSVERSE CONTRACTION JOINT
(BEFORE INSTALLATION OF SEAL)

GENERAL NOTES

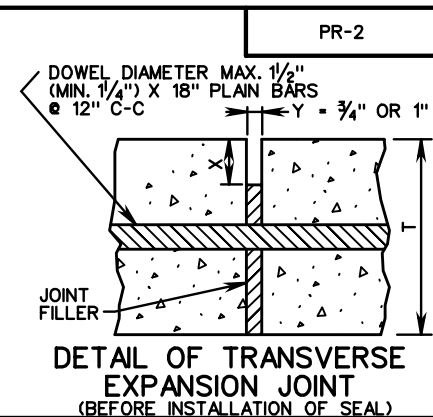
ALTERNATE PREFORMED SEALANTS HAVING A CROSS-SECTIONAL AREA COMPARABLE TO TYPE A (CONTRACTION JOINTS) AND TYPE D (EXPANSION JOINTS) AND MEETING THE APPROVAL OF THE ENGINEER MAY BE SUBSTITUTED.

OTHER TYPES OF JOINT MATERIAL ARE TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.

ALL DETAILS NOT SHOWN HEREON TO BE IN ACCORDANCE WITH STANDARDS PR-2, SHEET 2 OF 5.

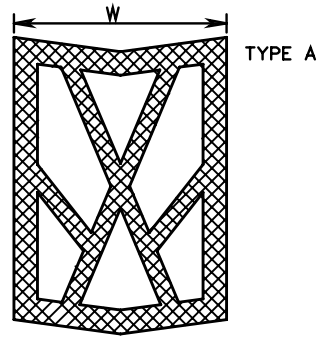
ALL CONTRACTION JOINTS TO BE SAWED IN CONFORMANCE WITH DETAIL TO THE LEFT, EXCEPT THAT WHERE GRAVEL AGGREGATE IS USED IN THE CONCRETE, THE JOINT MAY BE PREPARED BY FORMING 1/4" OR LESS OF THE WIDTH, FOR THE DEPTH SHOWN WITH NON-METALLIC OR REMOVABLE MATERIAL, FOLLOWED BY SAWING TO COMPLETE THE JOINT TO THE REQUIRED WIDTH AND DEPTH.

FOR DETAILS OF TRANSVERSE CONSTRUCTION JOINT, SEE BELOW.



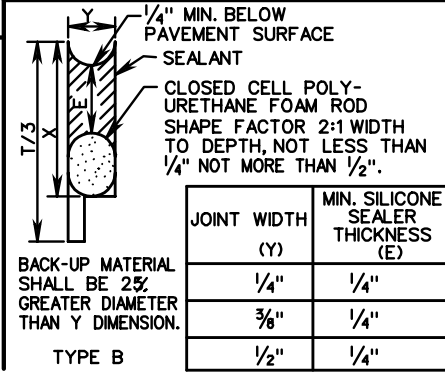
DETAIL OF TRANSVERSE EXPANSION JOINT
(BEFORE INSTALLATION OF SEAL)

PREFORMED CHLOROPRENE ELASTOMERIC JOINT SEALANT



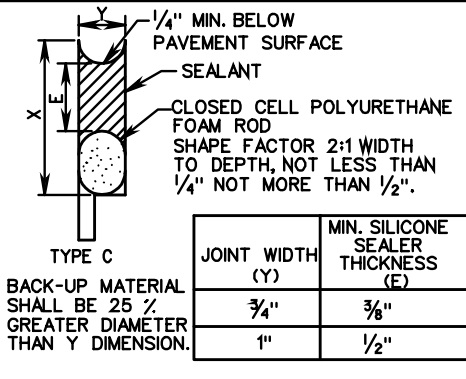
SEALANTS FOR TRANSVERSE CONTRACTION JOINTS

SILICONE JOINT SEALANT



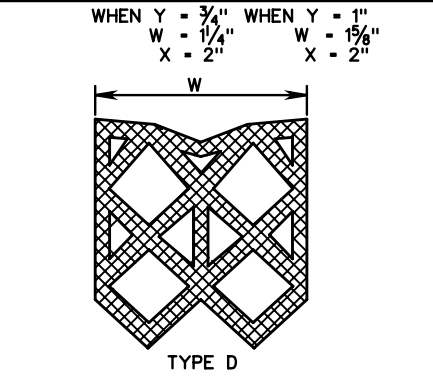
SEALANTS FOR TRANSVERSE CONTRACTION JOINTS

SILICONE JOINT SEALANT

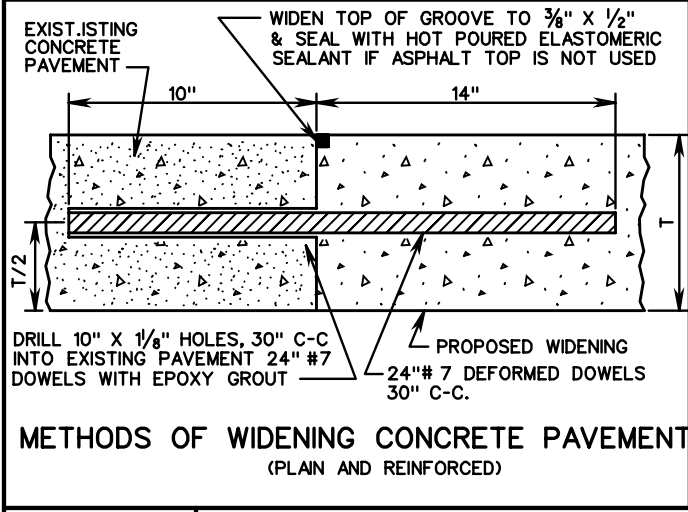


SEALANTS FOR TRANSVERSE EXPANSION JOINTS

PREFORMED CHLOROPRENE ELASTOMERIC JOINT SEALANT



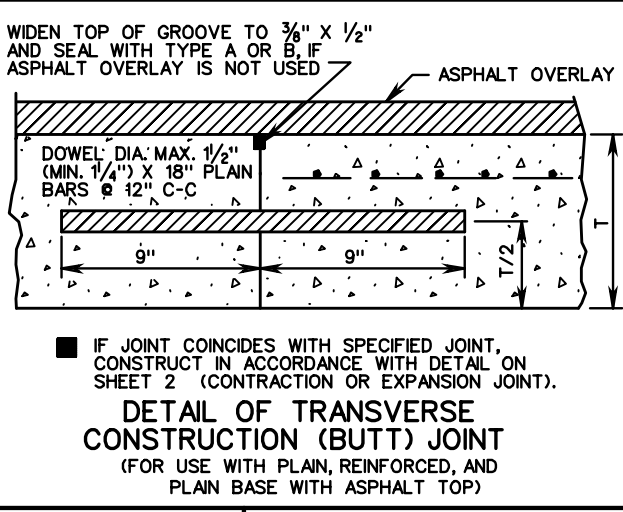
SEALANTS FOR TRANSVERSE EXPANSION JOINTS



METHODS OF WIDENING CONCRETE PAVEMENT
(PLAIN AND REINFORCED)

DIMENSION	SEALANT TYPE			
	A	B	C	D
X	1 3/4"	1/4"	1 3/4" - 2"	2"
Y	1/4"	1/4"	3/4" OR 1"	3/4" OR 1"
W	5/8" ± 1/16"	-	-	-

DIMENSION	SEALANT TYPE			
	A	B	C	D
X	1 3/4"	1/4"	1 3/4" OR 2"	2"
Y	3/8"	3/8"	3/4" OR 1"	3/4" OR 1"
W	1/4" ± 1/16"	-	-	-



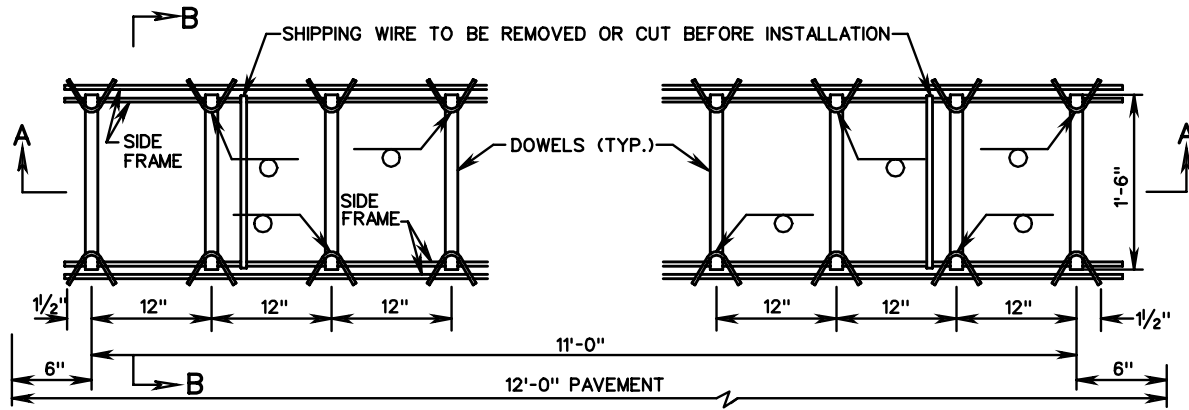
DETAIL OF TRANSVERSE CONSTRUCTION (BUTT) JOINT
(FOR USE WITH PLAIN, REINFORCED, AND PLAIN BASE WITH ASPHALT TOP)

SPECIFICATION REFERENCE
316

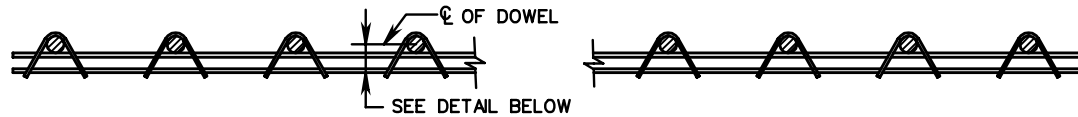
PLAIN AND REINFORCED CONCRETE PAVEMENT
SHOWING REINFORCEMENT, LONGITUDINAL AND TRANSVERSE JOINTS

VIRGINIA DEPARTMENT OF TRANSPORTATION

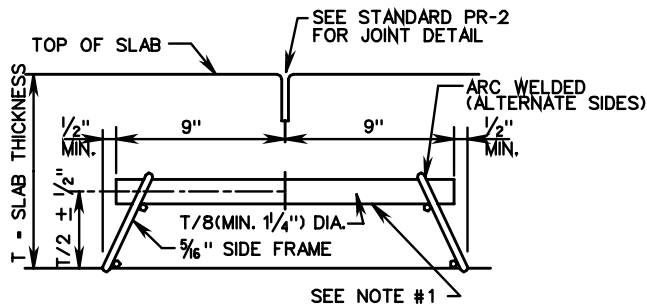
VDOT ROAD AND BRIDGE STANDARDS	
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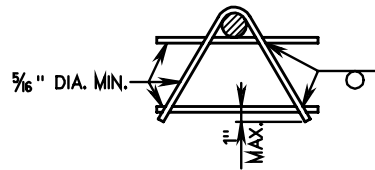
PLAN OF DOWEL UNIT FOR CONTRACTION JOINT



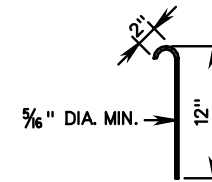
SIDE ELEVATION A - A CONTRACTION JOINT



SECTION B - B
THRU CONTRACTION JOINT



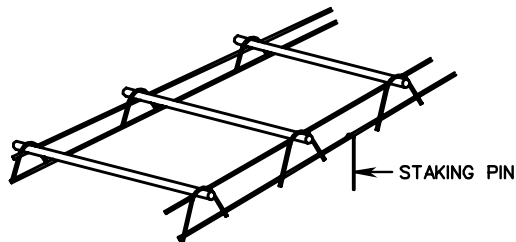
SIDE FRAME DETAIL



STAKING PIN

NOTES:

1. ENTIRE BAR TO BE LUBRICATED.
2. STAKING PINS, A MINIMUM SIX PER ASSEMBLY, THREE TO EACH SIDE.
3. EXPANSION AND CONTRACTION JOINTS: THE DEVICE FOR SUPPORTING DOWELS AT EXPANSION AND CONTRACTION JOINTS SHALL BE SO CONSTRUCTED THAT IT WILL HOLD THE DOWELS FIRMLY IN POSITION, PARALLEL TO THE SURFACE AND CENTERLINE OF THE SLAB.
4. NO MEMBERS SHALL BE PLACED SO THAT THEY WILL INTERFERE WITH THE FREE FLOW OF CONCRETE BETWEEN THE DOWELS.
5. ASSEMBLY AND WELDING OF ALL MEMBERS SHALL BE SUCH AS TO INSURE A GOOD WORKMANLIKE JOB, WITH ALL JOINTS TRUE AND SQUARE.
6. ASSEMBLIES WHICH HAVE BECOME WARPED OR DAMAGED IN TRANSIT OR STORAGE SO THEY WILL NOT CONFORM TO THE SUBGRADE SHALL NOT BE USED.
7. A SAMPLE OF THE SUPPORTING DEVICE SHALL BE SUBMITTED FOR APPROVAL PRIOR TO THE FILLING OF JOB ORDERS.



PERSPECTIVE VIEW



ROAD AND BRIDGE STANDARDS

SHEET 4 OF 5

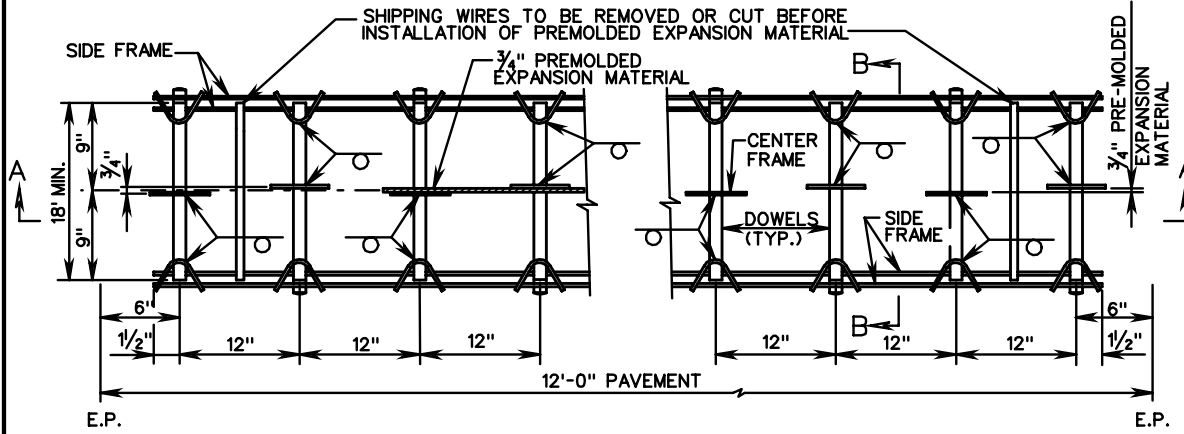
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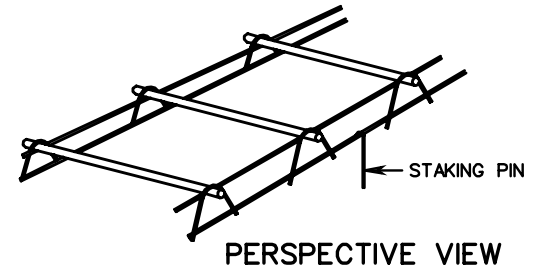
STANDARD LOAD TRANSFER ASSEMBLY
CONTRACTION JOINT

VIRGINIA DEPARTMENT OF TRANSPORTATION

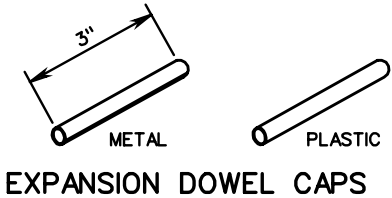
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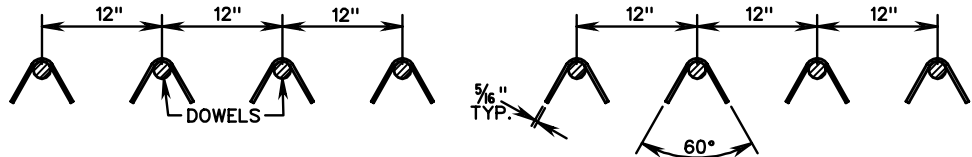
PLAN OF EXPANSION LIMIT



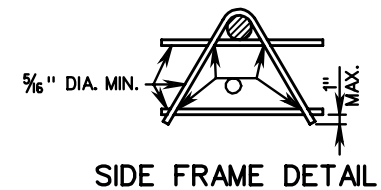
PERSPECTIVE VIEW



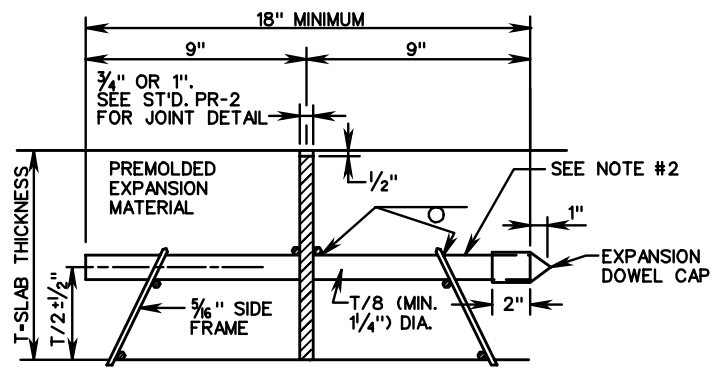
EXPANSION DOWEL CAPS



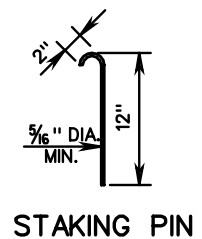
SECTION A - A CENTER FRAME



SIDE FRAME DETAIL



SECTION B - B THRU EXPANSION JOINT



STAKING PIN

NOTES:

1. DOWEL BAR TO BE MIN. LENGTH OF 18". IF BAR IS NOT CENTERED THE LONG SIDE SHALL BE THE FREE END. SEE STANDARD PR-2.
2. ENTIRE BAR TO BE LUBRICATED.
3. STAKING PINS, A MINIMUM SIX PER ASSEMBLY, THREE TO EACH SIDE.
4. EXPANSION AND CONTRACTION JOINTS: THE DEVICE FOR SUPPORTING DOWELS AT EXPANSION AND CONTRACTION JOINTS SHALL BE SO CONSTRUCTED THAT IT WILL HOLD THE DOWELS FIRMLY IN POSITION, PARALLEL TO THE SURFACE AND CENTER-LINE OF THE SLAB.
5. NO MEMBERS SHALL BE PLACED SO THAT THEY WILL INTERFERE WITH THE FREE FLOW OF CONCRETE BETWEEN DOWELS.
6. ASSEMBLY AND WELDING OF ALL MEMBERS SHALL BE SUCH AS TO INSURE A GOOD WORKMANLIKE JOB, WITH ALL JOINTS TRUE AND SQUARE.
7. ASSEMBLIES WHICH HAVE BECOME WARPED OR DAMAGED IN TRANSIT OR STORAGE SO THEY WILL NOT CONFORM TO THE SUBGRADE SHALL NOT BE USED.
8. A SAMPLE OF THE SUPPORTING DEVICE SHALL BE SUBMITTED FOR APPROVAL PRIOR TO THE FILLING OF JOB ORDERS.

SPECIFICATION REFERENCE

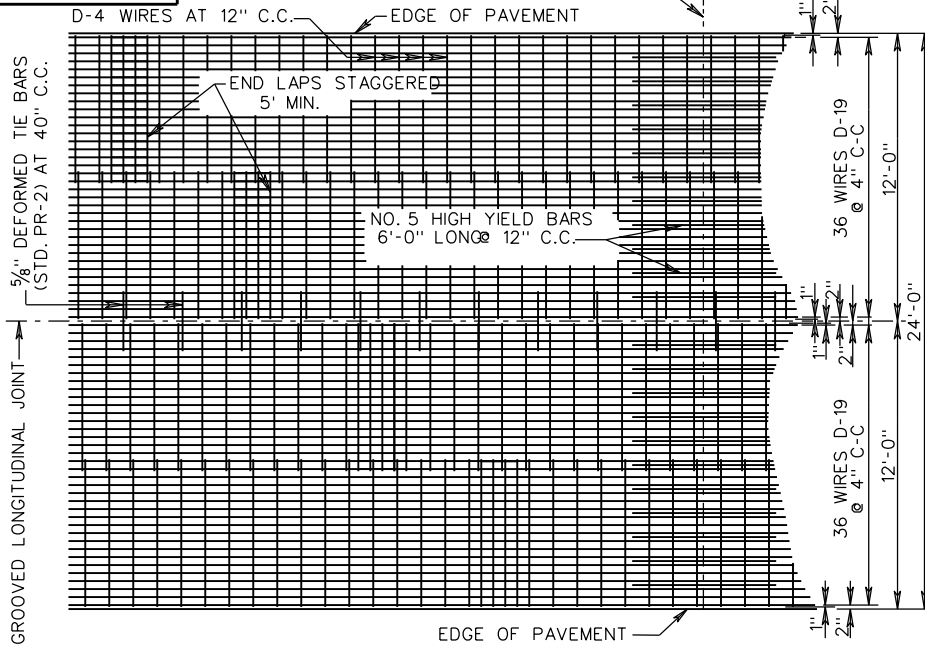
STANDARD LOAD TRANSFER ASSEMBLY EXPANSION JOINT

VIRGINIA DEPARTMENT OF TRANSPORTATION

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ROAD AND BRIDGE STANDARDS	
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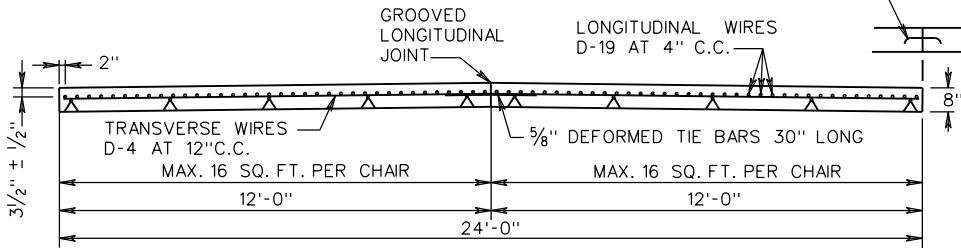
PR-3

TRANSVERSE CONSTR. JOINT

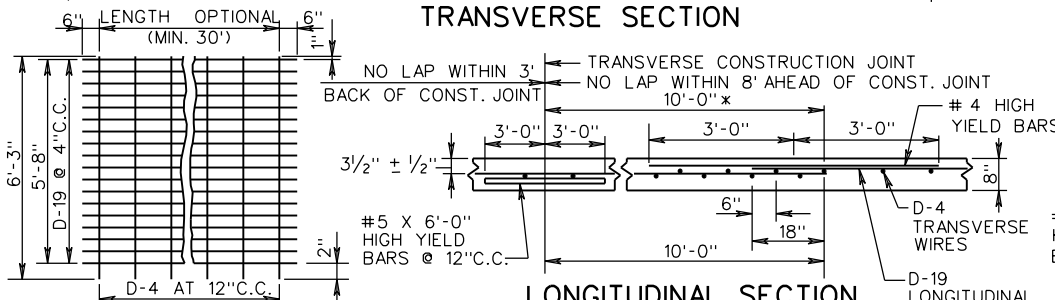


PLAN VIEW

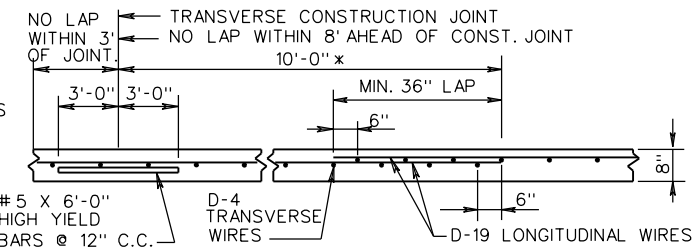
HOOK BOLTS AT 30" C.C. TO BE USED WHEN PAVEMENT IS POURED IN SINGLE LANES.



TRANSVERSE SECTION



LONGITUDINAL SECTION



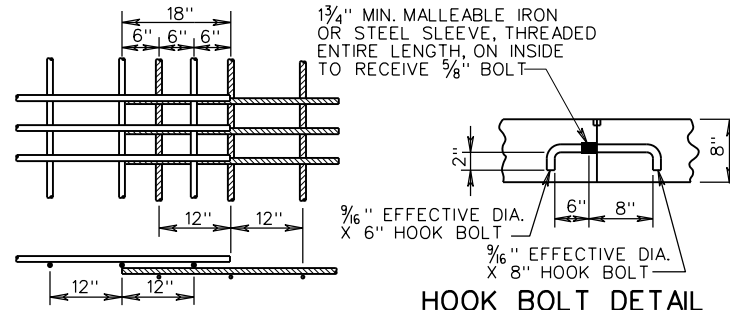
LONGITUDINAL SECTION

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.

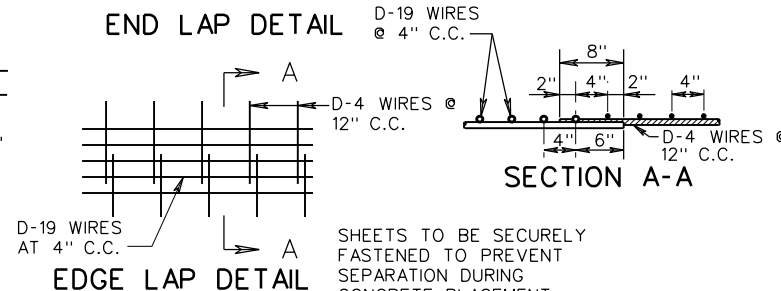
BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAYS WHERE FEASIBLE. (TRAVEL LANE)

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



END LAP DETAIL

HOOK BOLT DETAIL



EDGE LAP DETAIL

SECTION A-A

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

8" THICK CONTINUOUSLY REINFORCED CONC. PAVE.

(WIRE MESH REINFORCEMENT)

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE

316

VOID

VDOT

ROAD AND BRIDGE STANDARDS

SHEET 1 OF 4

REVISION DATE

301.06

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 2 1/2" 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.

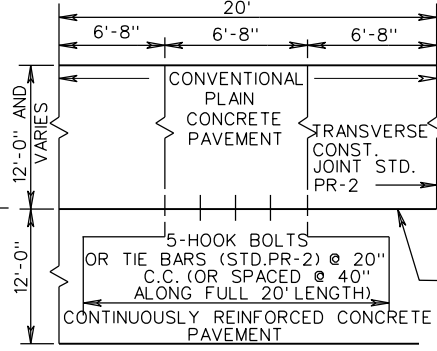
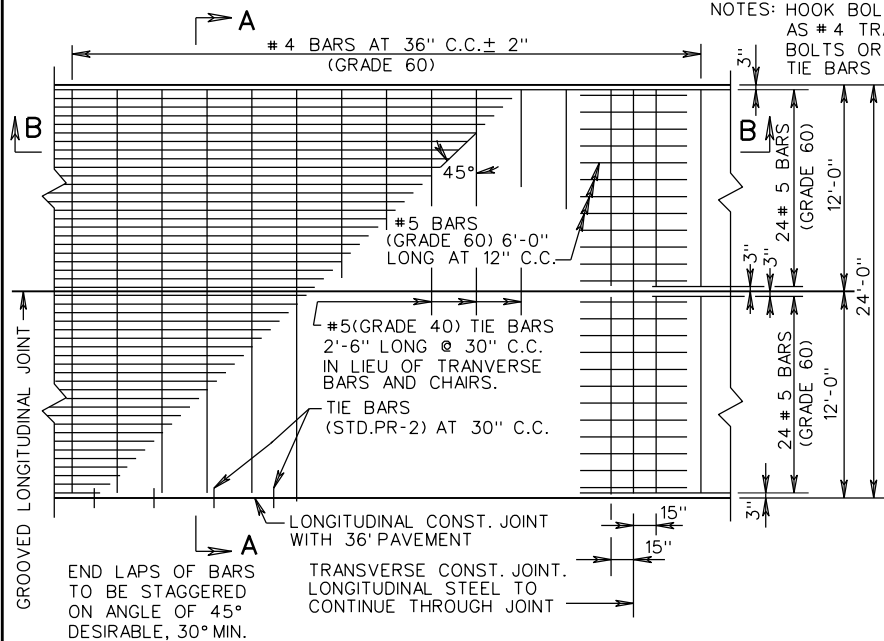
#5 LONGITUDINAL BARS ARE TO BE LAPPED AND TIED IN THE SAME HORIZONTAL PLANE.

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.

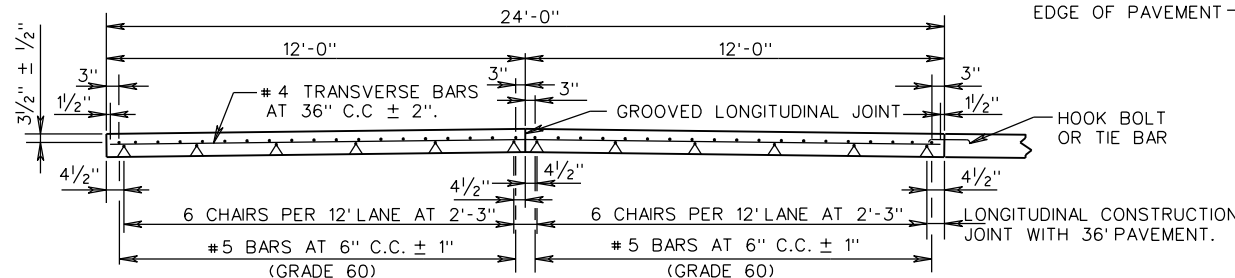
SMOOTH SURFACE TO BE STEEL TROWELED 8" IN FROM THE EDGE OF PAVEMENT EVERY 500 FEET, AND STATION NUMBER STAMPED INTO IT.

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

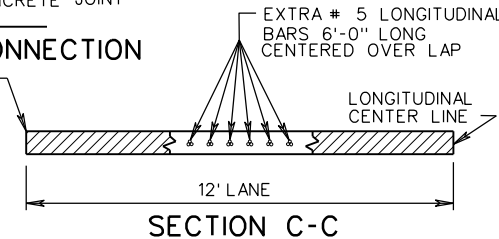
BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAYS WHERE FEASIBLE. (TRAVEL LANE)



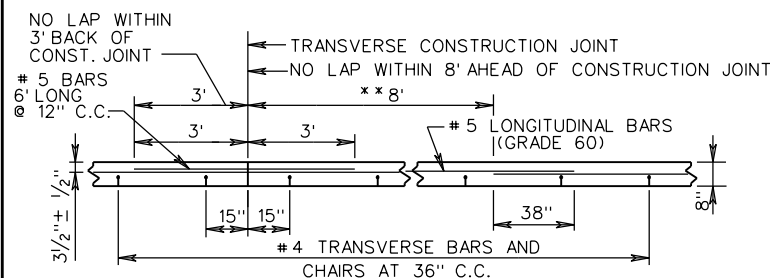
PLAN-RAMP & MAIN LINE CONNECTION



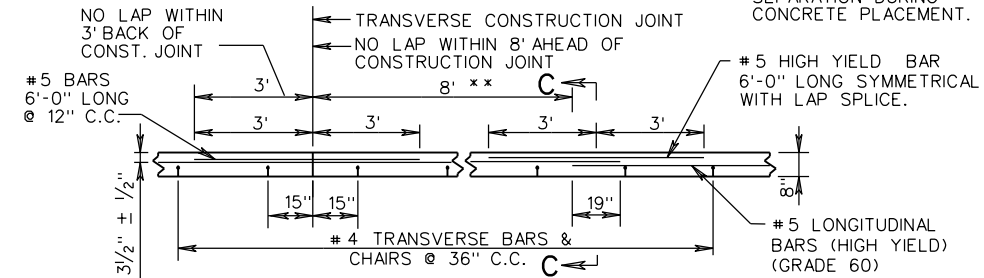
SECTION A-A



SECTION C-C



SECTION B-B
DOUBLE LAP METHOD



SECTION B-B
EXTRA BAR METHOD

SPECIFICATION REFERENCE

316

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

8" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(STEEL BAR REINFORCEMENT)

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

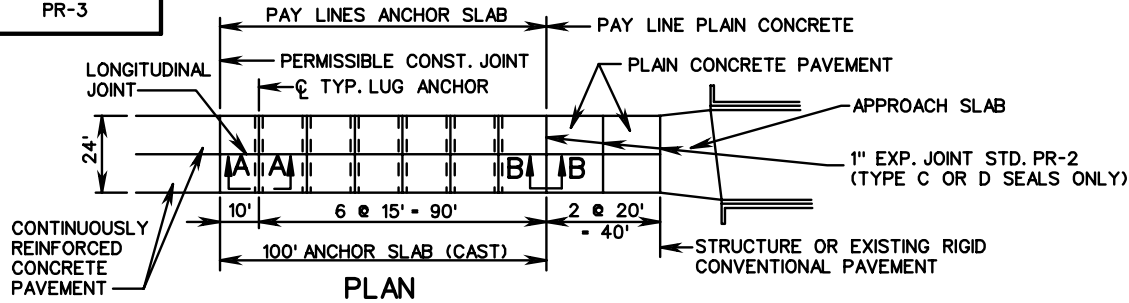
REVISION DATE

7/12

SHEET 2 OF 4

301.07

PR-3

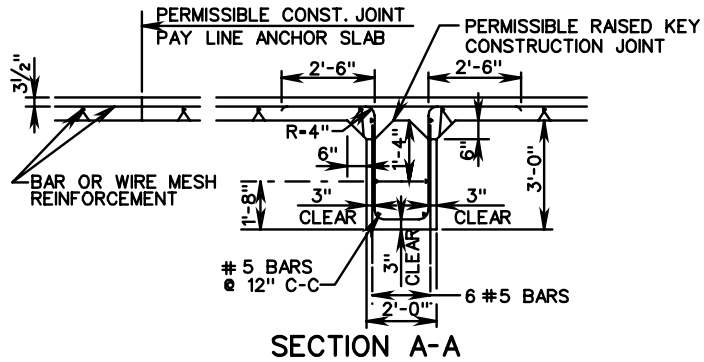


NOTES:

CONCRETE FOR LUG ANCHORS SHALL BE POURED AGAINST COMPACTED SUBGRADE. CONCRETE FOR LUGS AND ANCHOR SLAB MAY BE POURED MONOLITHICALLY OR POURED USING RAISED KEY CONSTRUCTION JOINT METHOD.

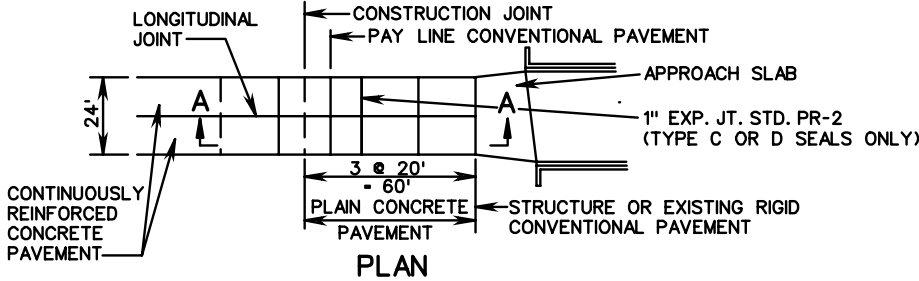
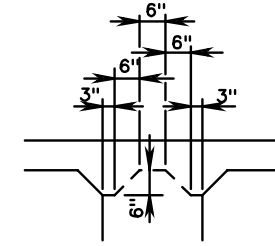
ADEQUATE CONSOLIDATION OF CONCRETE IN LUGS WILL BE OBTAINED WITHOUT DISPLACING LONGITUDINAL CONTINUOUS STEEL, BY THE USE OF INTERNAL VIBRATION.

WHEN LESS THAN FULL WIDTH LUG AND PAVEMENT SLAB IS PLACED, THE # 5 TRANSVERSE STEEL IN THE LUGS SHALL BE EXTENDED, LAPPED AND SPLICED IN AT LEAST 25 DIAMETERS.

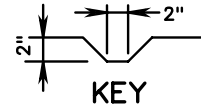


NOTES: FOR DOWEL & JOINT DETAILS SEE DETAIL OF TRANSVERSE EXPANSION JOINT PR-2

SECTION B-B
ANCHOR SLAB TYPE I
(FOR USE ADJACENT TO PLAIN CONCRETE PAVEMENT)



WF BEAM (WEIGHT AND DIMENSIONS)					
CRCP THICKNESS	EMBEDMENT IN "SUB SLAB"	WF BEAM SIZE	FLANGE		WEB THICKNESS
			WIDTH	THICKNESS	
8"	6"	14 X 61	10"	5/8"	3/8"



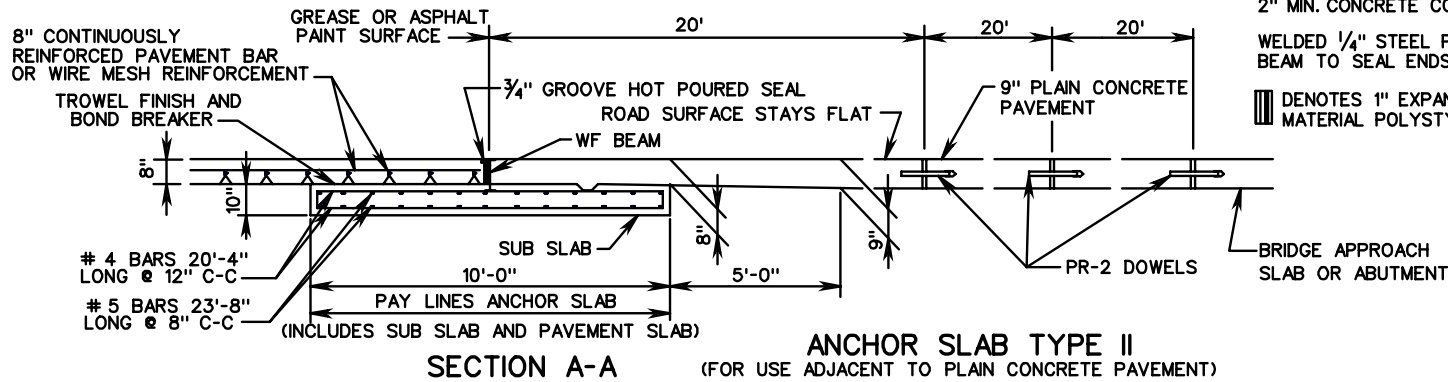
NOTES:

CONCRETE SHOULD BE ADEQUATELY VIBRATED UNDER BEAM FLANGE TO ELIMINATE HONEYCOMB.

2" MIN. CONCRETE COVER FOR STEEL IN SUB-SLAB.

WELDED 1/4" STEEL PLATE AT BOTH ENDS OF WF BEAM TO SEAL ENDS.

▨ DENOTES 1" EXPANSION JOINT MATERIAL POLYSTYRENE OR EQUIVALENT)



8" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(FOR USE WITH BAR OR WIRE MESH REINFORCEMENT)

SPECIFICATION REFERENCE

316



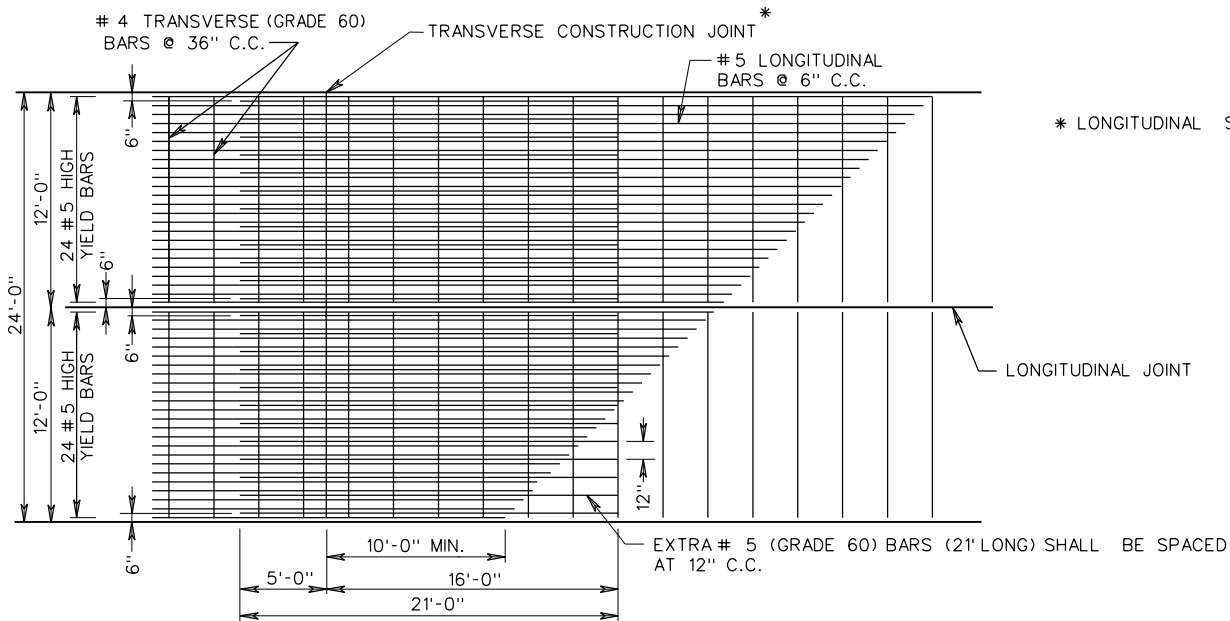
ROAD AND BRIDGE STANDARDS

SHEET 3 OF 4

REVISION DATE

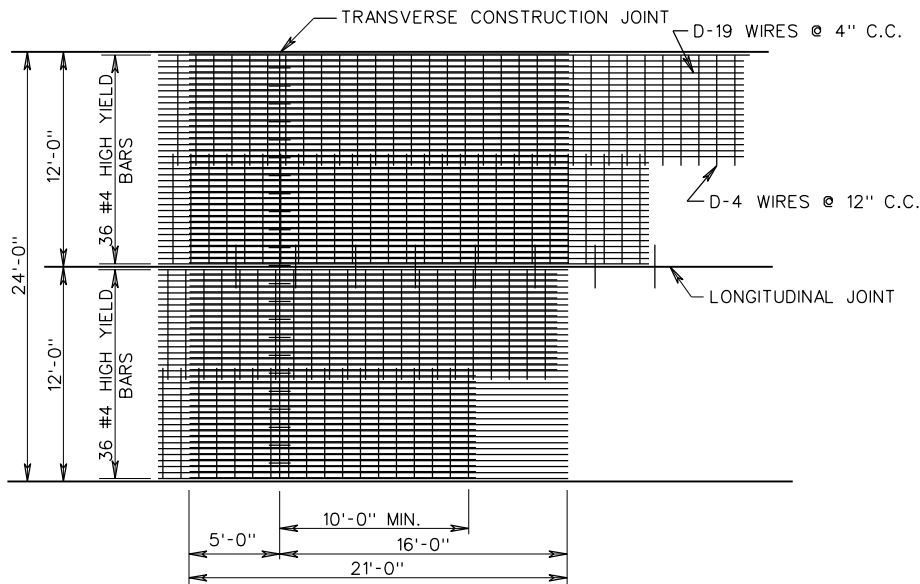
301.08

VIRGINIA DEPARTMENT OF TRANSPORTATION



* LONGITUDINAL STEEL TO CONTINUE THROUGH JOINT.

LEAVE OUT JOINT
FOR USE WITH STEEL BAR REINFORCEMENT



LEAVE OUT JOINT
FOR USE WITH WIRE MESH REINFORCEMENT

SPECIFICATION
REFERENCE

316

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

8" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(LEAVE OUT JOINT DETAIL)

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

7/12

SHEET 4 OF 4

301.09



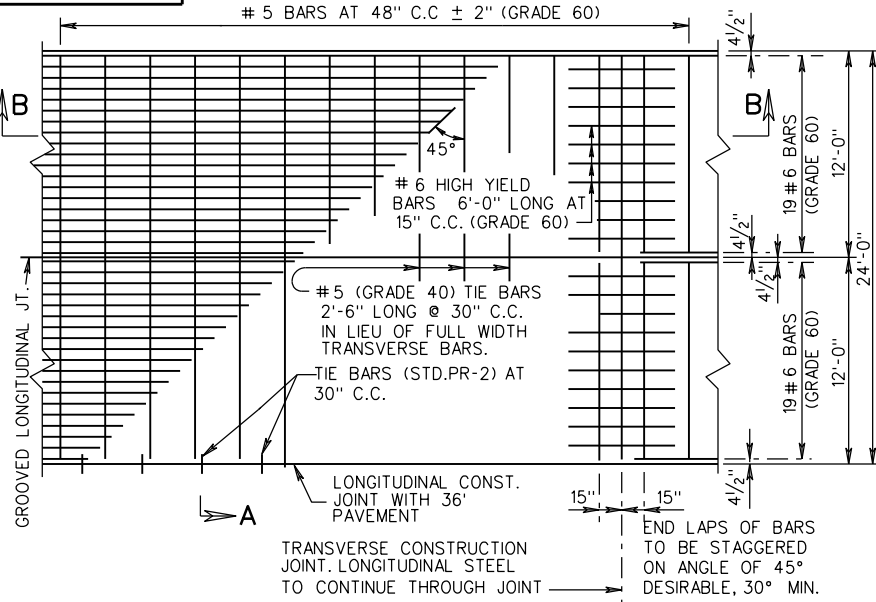
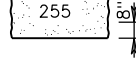
NOTES:

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 2 1/2" MINIMUM CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.

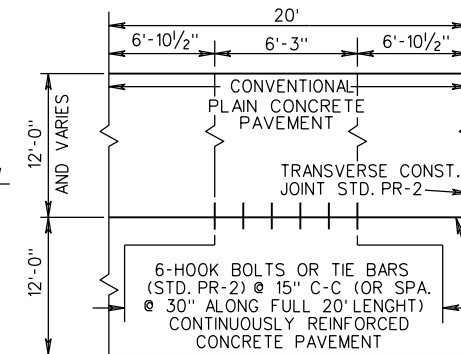
TRANSVERSE CONSTRUCTION JOINT BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS #6 LONGITUDINAL BARS.

#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

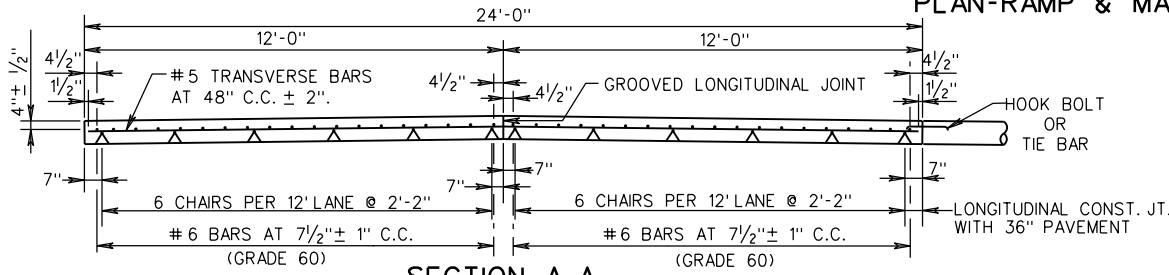


PLAN-RAMP & MAIN LINE CONNECTION

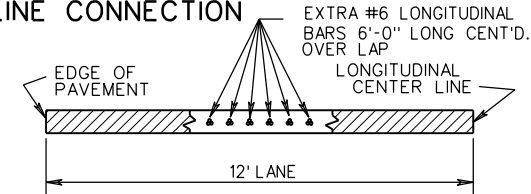
SMOOTH SURFACE TO BE STEEL TROWELED 8" IN FROM THE EDGE OF PAVEMENT EVERY 500 FEET, AND STATION NUMBER STAMPED ON IT.

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

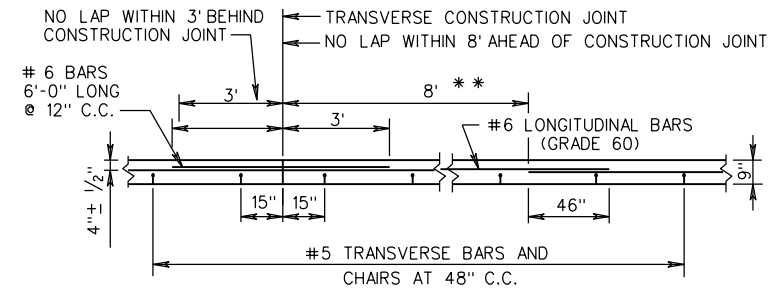
BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAY WHERE FEASIBLE. (TRAVEL LANE)



SECTION A-A

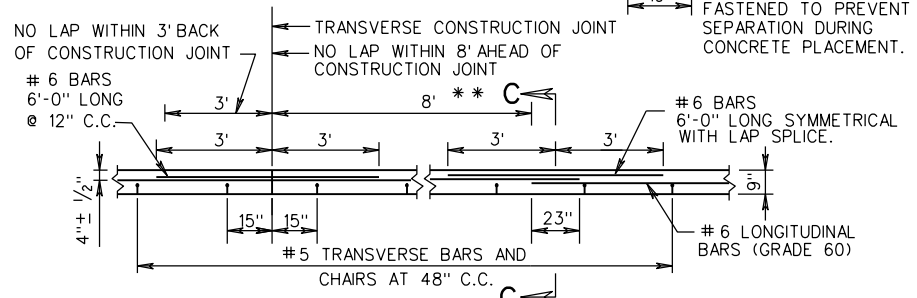


SECTION C-C



SECTION B-B
DOUBLE LAP METHOD

** DOUBLE LAP REQUIREMENT (46") AND THE EXTRA BAR METHOD APPLY ONLY TO LAPS FALLING WITHIN AN AREA OF 8' BEYOND THE CONSTRUCTION JOINT.



SECTION B-B
EXTRA BAR METHOD



ROAD AND BRIDGE STANDARDS

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

9" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(STEEL BAR REINFORCEMENT)

SPECIFICATION REFERENCE

SHEET 1 OF 3

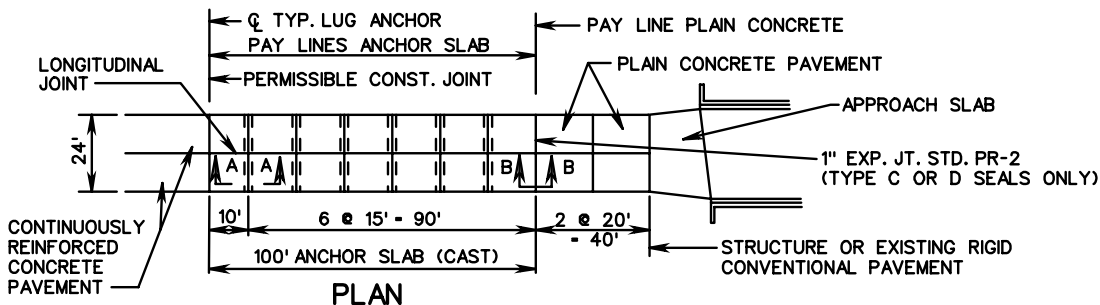
REVISION DATE

VIRGINIA DEPARTMENT OF TRANSPORTATION

301.10

7/12

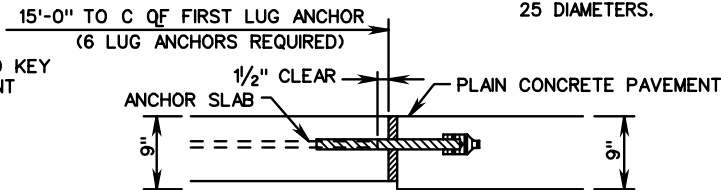
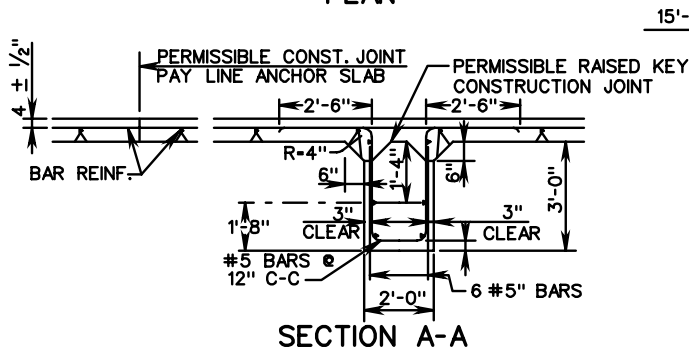
316



NOTES:
 CONCRETE FOR LUG ANCHORS SHALL BE POURED AGAINST COMPACTED SUBGRADE. CONCRETE FOR LUGS AND ANCHOR SLAB MAY BE POURED MONOLITHICALLY OR POURED USING RAISED KEY CONSTRUCTION JOINT METHOD.

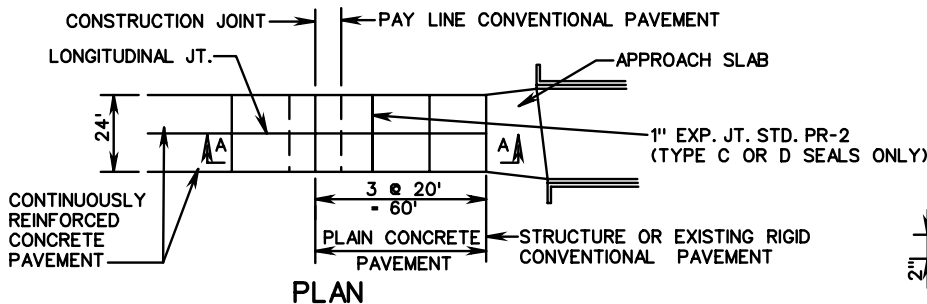
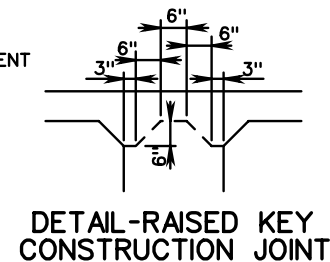
ADEQUATE CONSOLIDATION OF CONCRETE IN LUGS WILL BE OBTAINED WITHOUT DISPLACING LONGITUDINAL CONTINUOUS STEEL, BY THE USE OF INTERNAL VIBRATION.

WHEN LESS THAN FULL WIDTH LUG AND PAVEMENT SLAB IS PLACED, THE #5 TRANSVERSE STEEL IN THE LUGS SHALL BE EXTENDED, LAPPED AND SPLICED AT LEAST 25 DIAMETERS.



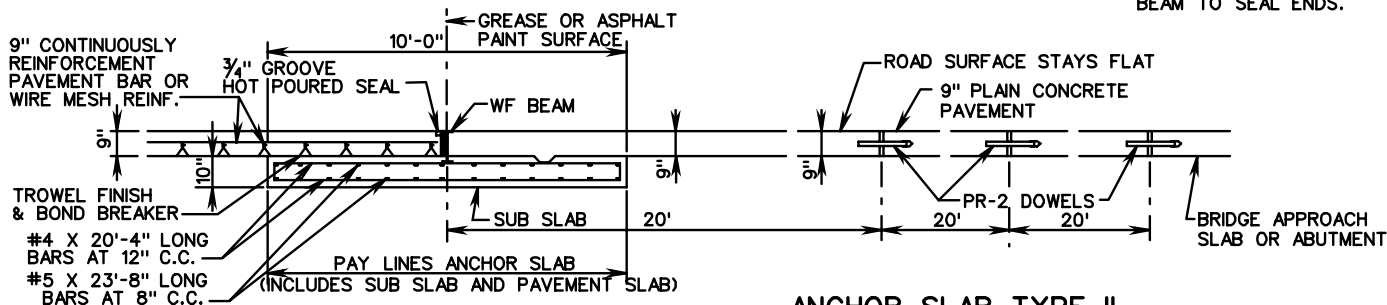
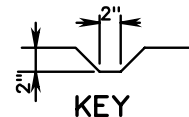
NOTE: FOR DOWEL & JOINT DETAILS SEE DETAIL OF TRANSVERSE EXPANSION JOINT PR-2

SECTION B-B
ANCHOR SLAB TYPE I
 (FOR USE ADJACENT TO PLAIN CONCRETE PAVEMENT)



WF BEAM (WEIGHT AND DIMENSIONS)					
CRCP THICKNESS	EMBEDMENT IN "SUB SLAB"	WF BEAM SIZE	FLANGE		WEB THICKNESS
			WIDTH	THICKNESS	
9"	6"	14 X 61	10"	5/8"	3/8"

NOTES:
 CONCRETE SHOULD BE ADEQUATELY VIBRATED UNDER BEAM FLANGE TO ELIMINATE HONEYCOMB.
 2" MIN. CONCRETE COVER FOR STEEL IN SUB-SLAB.
 WELDED 1/4" STEEL PLATE AT BOTH ENDS OF WF BEAM TO SEAL ENDS.



ANCHOR SLAB TYPE II
 (FOR USE ADJACENT TO PLAIN CONCRETE PAVEMENT)

▬ DENOTES 1" EXPANSION JOINT MATERIAL (POLYSTYRENE OR EQUIVALENT)

SPECIFICATION REFERENCE

9" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
 (FOR USE WITH BAR REINFORCEMENT ONLY)

316

VIRGINIA DEPARTMENT OF TRANSPORTATION

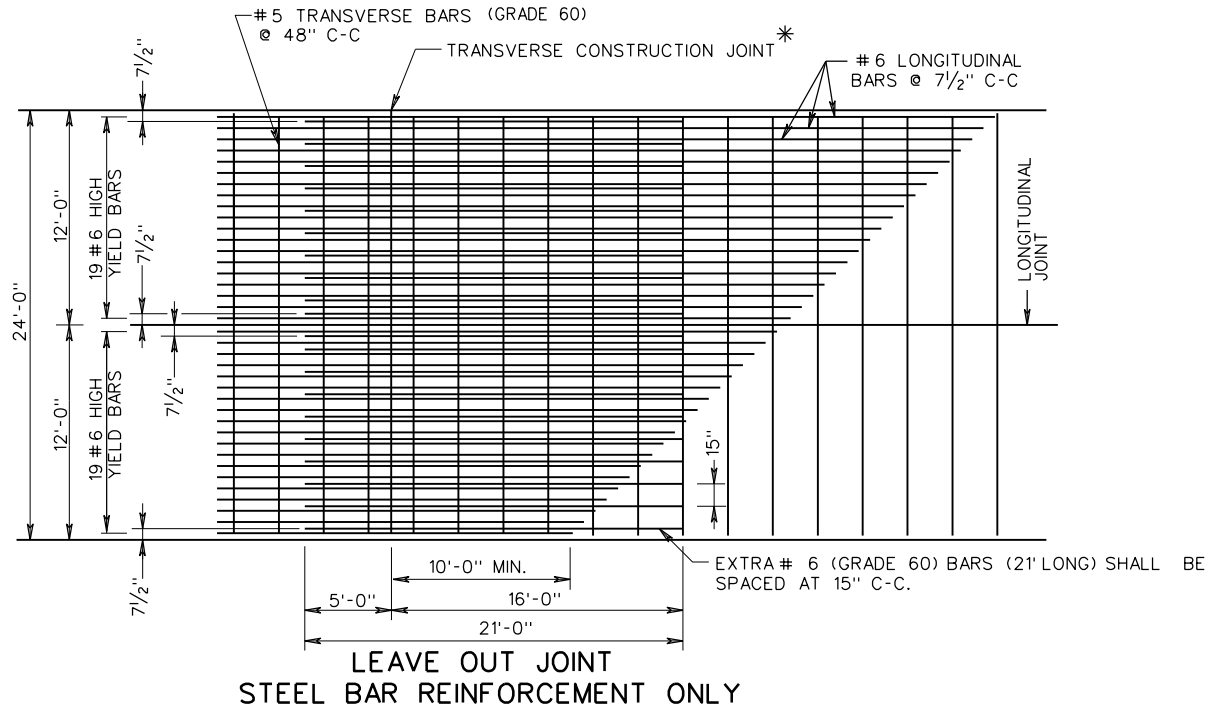
VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 2 OF 3

301.11



* LONGITUDINAL STEEL TO CONTINUE THROUGH JOINT.



ROAD AND BRIDGE STANDARDS

SHEET 3 OF 3

REVISION DATE

301.12

7/12

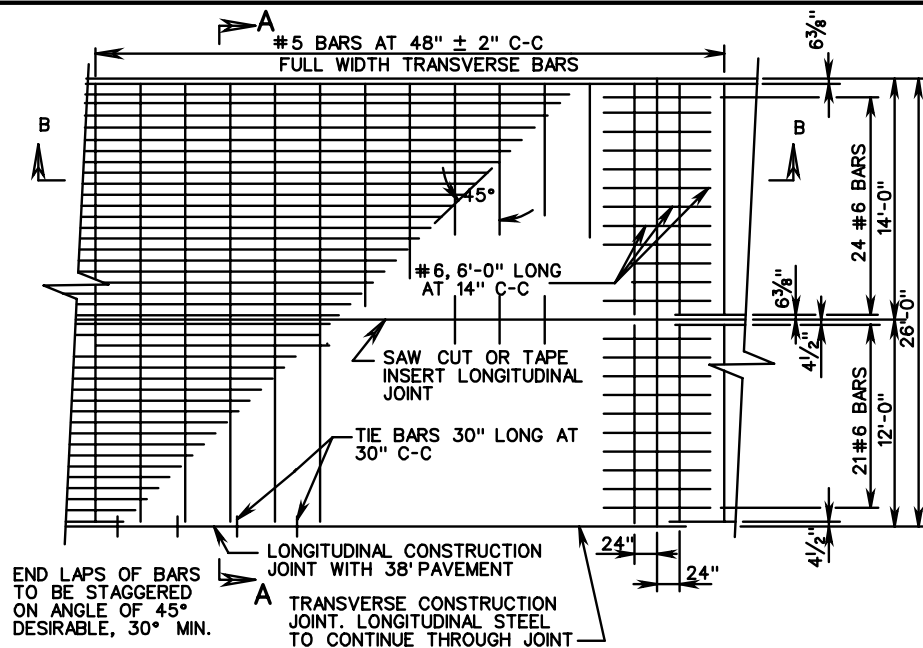
A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

**9" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(LEAVE OUT JOINT DETAIL)**

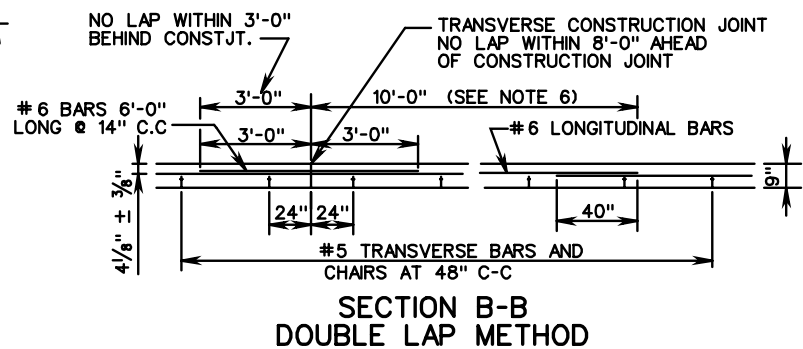
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

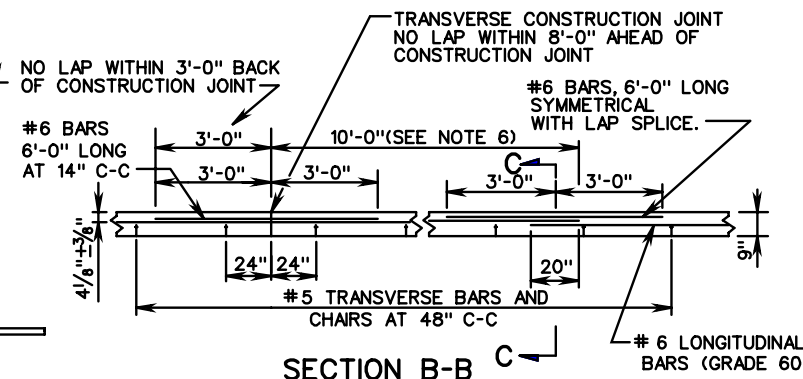
316



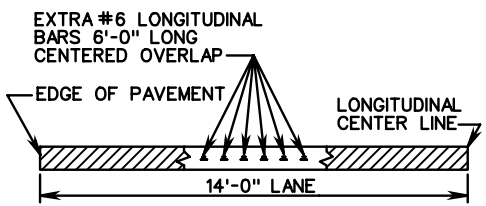
**PLAN VIEW
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT**



**SECTION B-B
DOUBLE LAP METHOD**



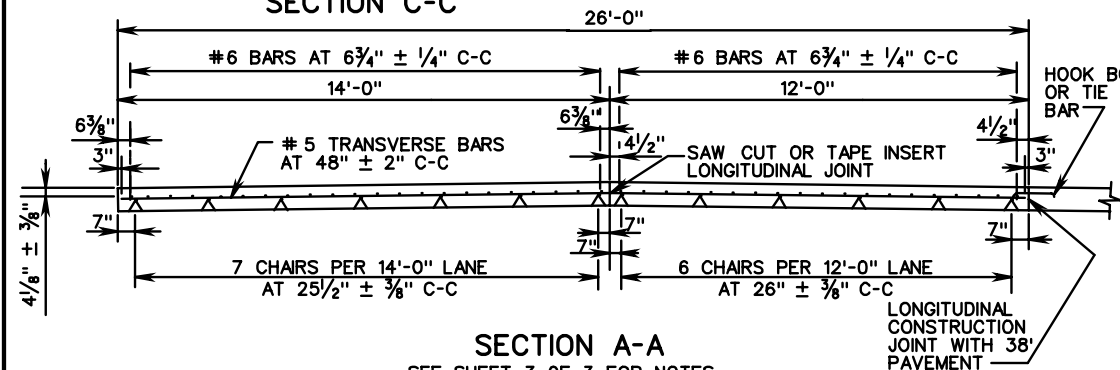
**SECTION B-B C
EXTRA BAR METHOD**



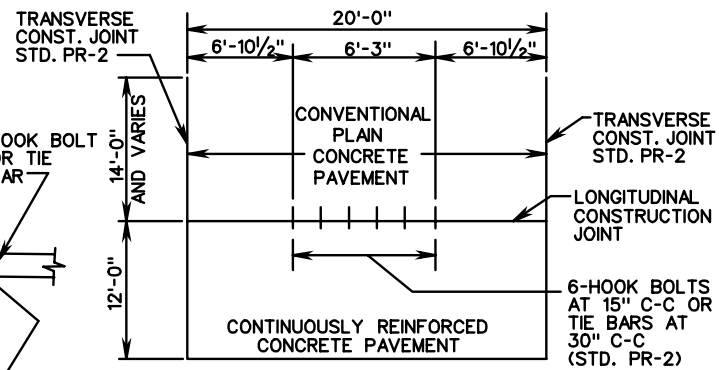
SECTION C-C

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

**TYPICAL
LONGITUDINAL LAP**



**SECTION A-A
SEE SHEET 3 OF 3 FOR NOTES.**



PLAN-RAMP & MAIN LINE CONNECTION

SPECIFICATION REFERENCE

316

**9" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(14 FOOT TRAVEL LANE)**

VIRGINIA DEPARTMENT OF TRANSPORTATION

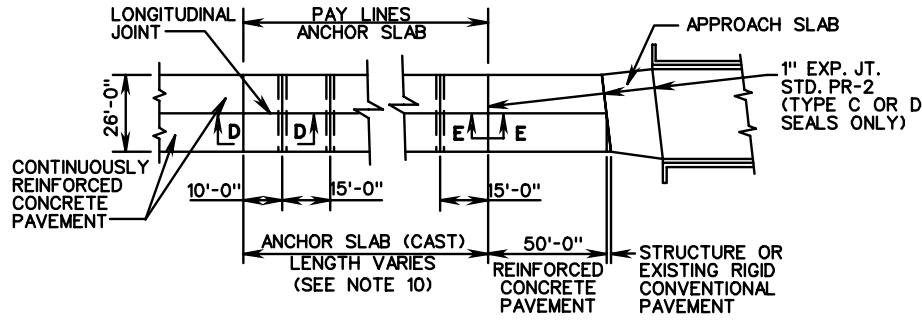
VDOT

ROAD AND BRIDGE STANDARDS

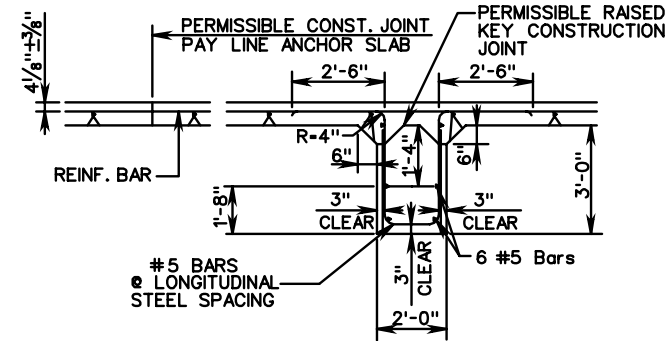
REVISION DATE

SHEET 1 OF 3

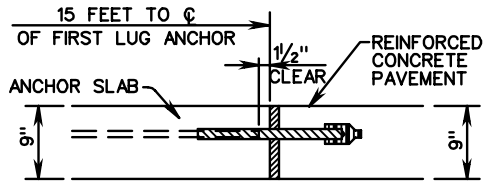
301.13



PLAN VIEW ANCHOR SLAB TYPE I

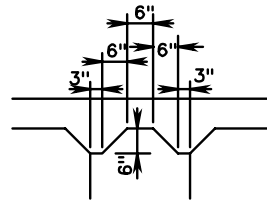


SECTION D-D

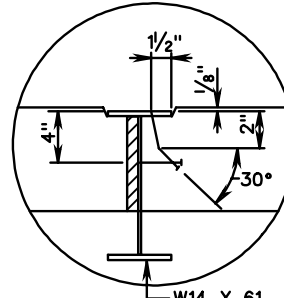


FOR DOWEL & JOINT DETAILS SEE DETAIL OF TRANSVERSE EXPANSION JOINT PR-2

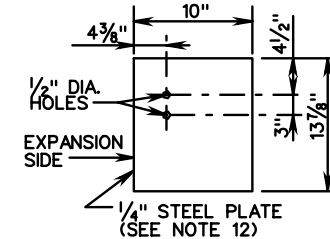
SECTION E-E ANCHOR SLAB TYPE I



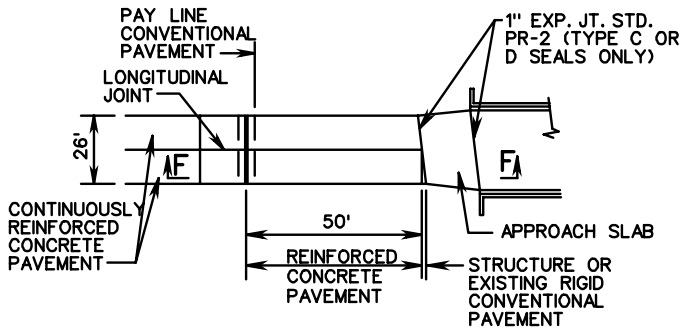
DETAIL-RAISED KEY CONSTRUCTION JOINT



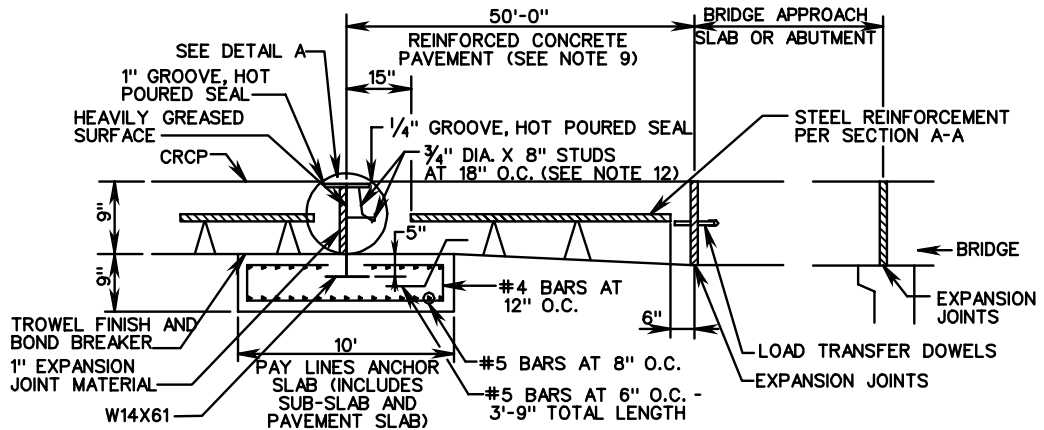
DETAIL A



END PLATE DETAIL ANCHOR SLAB TYPE II



PLAN VIEW II ANCHOR SLAB TYPE (SEE NOTE 11)



SECTION F-F ANCHOR SLAB TYPE II

SEE SHEET 3 OF 3 FOR NOTES.



ROAD AND BRIDGE STANDARDS

SHEET 2 OF 3

REVISION DATE

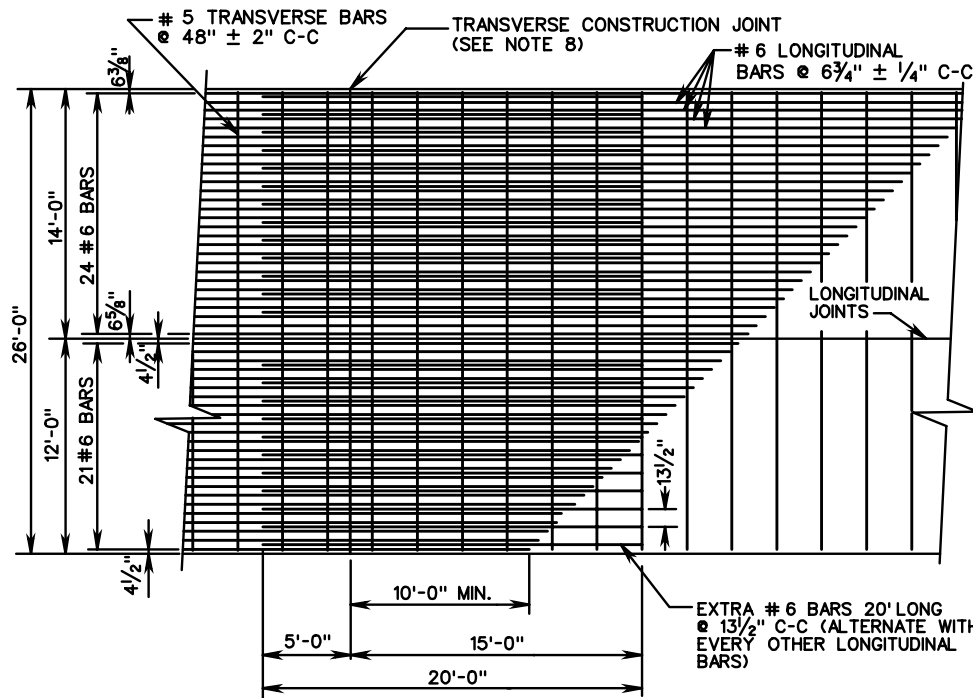
301.14

9" THICK CONTINUOUSLY REINFORCED CONC. PAVE. (14 FOOT TRAVEL LANE)

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE

316



PLAN VIEW
LEAVE OUT JOINT
STEEL BAR REINFORCEMENT ONLY

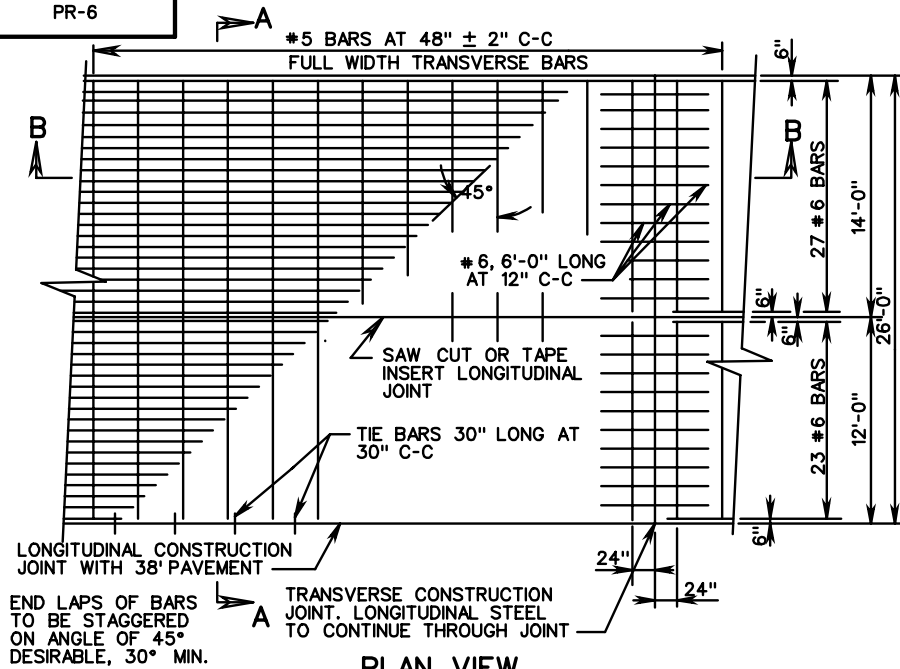
NOTES:

1. HOOK BOLTS OR TIE BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS THE # 5 TRANSVERSE BARS. WHERE NECESSARY, ADJUST THE LOCATION OF THE HOOK BOLTS OR TIE BARS TO A 2 1/2" MINIMUM CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.
2. TRANSVERSE CONSTRUCTION JOINT BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS THE #6 LONGITUDINAL BARS.
3. # 6 LONGITUDINAL BARS ARE TO BE LAPPED AND TIED IN THE SAME HORIZONTAL PLANE.
4. FOR THE 38 FOOT WIDTH PAVEMENT USE SINGLE 12 FOOT LANES WITH TWO LONGITUDINAL CONSTRUCTION JOINTS OR 12 FOOT AND 14 FOOT LANES WITH ONE LONGITUDINAL CONSTRUCTION JOINT AND ONE SAW CUT OR TAPE INSERT LONGITUDINAL JOINT. TRANSVERSE BARS SHALL NOT EXTEND THROUGH LONGITUDINAL CONSTRUCTION JOINTS, BUT SHALL EXTEND FULL LENGTH (25'-6") FOR SAW CUT OR TAPE INSERT LONGITUDINAL JOINT.
5. SMOOTH SURFACE TO BE STEEL TROWELED 8" IN FROM EDGE OF PAVEMENT EVERY 500 FT., AND THE STATION NUMBER STAMPED INTO IT AS SHOWN BELOW. THE DATE IS TO BE SHOWN IN A SIMILIAR MANNER AT THE BEGINNING OF EACH DAYS POUR. BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY IS TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAY WHERE FEASIBLE (TRAVEL LANE).
6. DOUBLE LAP REQUIREMENT (40") AND THE EXTRA BAR METHOD APPLY ONLY TO LAPS FALLING WITHIN AN AREA OF 10' BEYOND THE CONSTRUCTION JOINT.
7. CONCRETE FOR LUG ANCHORS SHALL BE POURED AGAINST COMPACTED SUBGRADE. CONCRETE FOR LUGS AND ANCHOR SLAB MAY BE POURED MONOLITHICALLY OR POURED USING RAISED KEY CONSTRUCTION JOINT METHOD. ADEQUATE CONSOLIDATION OF CONCRETE IN LUGS WILL BE OBTAINED WITHOUT DISPLACING LONGITUDINAL CONTINUOUS STEEL, BY THE USE OF INTERNAL VIBRATION. WHEN LESS THAN FULL WIDTH LUG AND PAVEMENT SLAB IS PLACED, THE # 5 TRANSVERSE STEEL IN THE LUGS SHALL BE EXTENDED, LAPPED AND SPLICED AT LEAST 25 DIAMETERS.
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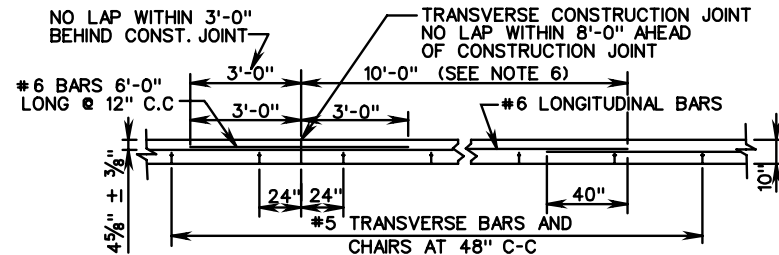
IN CONDITIONS OF GRANULAR UNDERLYING SOILS ONLY (AASHTO SOIL CLASSIFICATION OF GROUP A-1, A-2, OR A-3) INCLUSIVE OF SUBGROUPS (PER AASHTO MATERIALS SPECIFICATIONS M 145), AN ANCHOR SLAB TYPE I UTILIZING 3 ANCHOR LUGS (ANCHOR SLAB LENGTH = 55') OR AN ANCHOR SLAB TYPE II MAY BE USED. REINFORCEMENT STEEL SIZE AND SPACING WILL BE THE SAME AS THE CONTINUOUS CONCRETE PAVEMENT.
11. WELD STEEL END PLATE TO BOTH ENDS OF WF BEAM TO SEAL ENDS. WELD SHEAR CONNECTORS TO WEB AND FLANGE OF WF BEAM.
12. 2 INCH MINIMUM CONCRETE COVER FOR STEEL IN SUB-SLABS.
13. WIDE FLANGE BEAM TO BE TREATED WITH CORROSION INHIBITOR PER SECTION 407 OF THE ROAD AND BRIDGE SPECIFICATIONS.
14. ALL REINFORCED BARS SHALL BE GRADE 60 STEEL.
15. THE USE OF TUBE FEEDING TO PLACE REINFORCEMENT IN PLASTIC CONCRETE WILL NOT BE ALLOWED.

SPECIFICATION REFERENCE 316	<h2 style="margin: 0;">9" THICK CONTINUOUSLY REINFORCED CONC. PAVE.</h2> <p style="margin: 0;">(14 FOOT TRAVEL LANE)</p> <p style="margin: 0;">VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	ROAD AND BRIDGE STANDARDS REVISION DATE SHEET 3 OF 3 301.15
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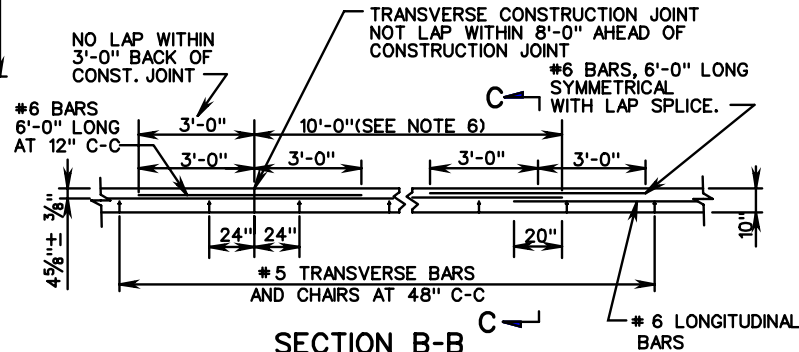
PR-6



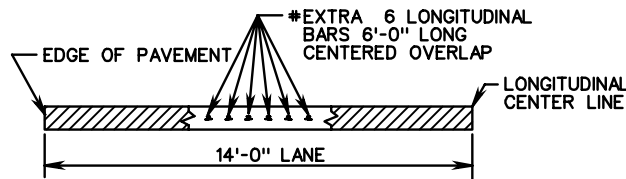
PLAN VIEW
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT



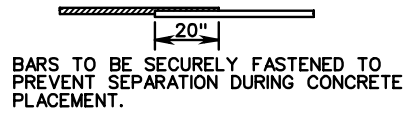
SECTION B-B
DOUBLE LAP METHOD



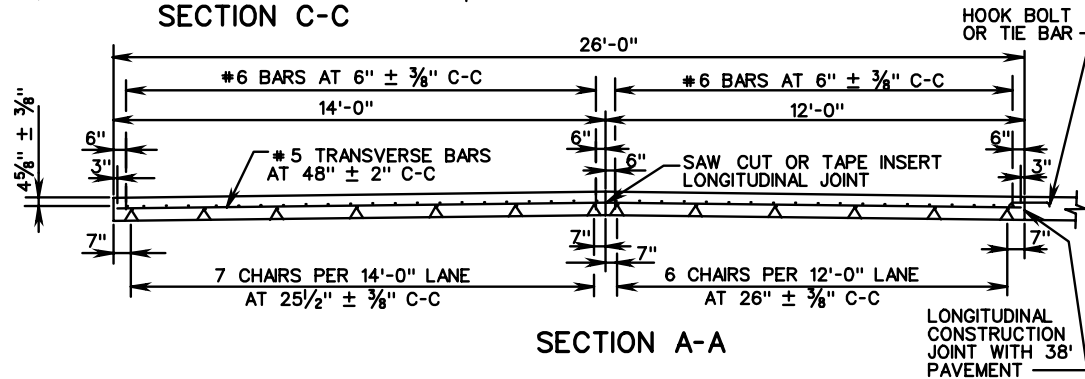
SECTION B-B
EXTRA BAR METHOD



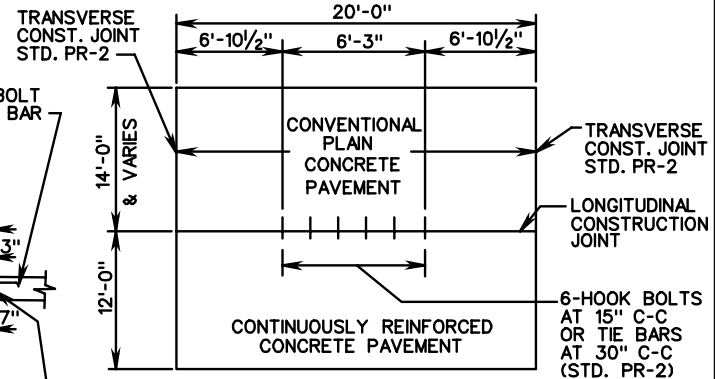
SECTION C-C



TYPICAL
LONGITUDINAL LAP



SECTION A-A



PLAN-RAMP & MAIN LINE CONNECTION

SEE SHEET 3 OF 3 FOR NOTES.



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 3

REVISION DATE

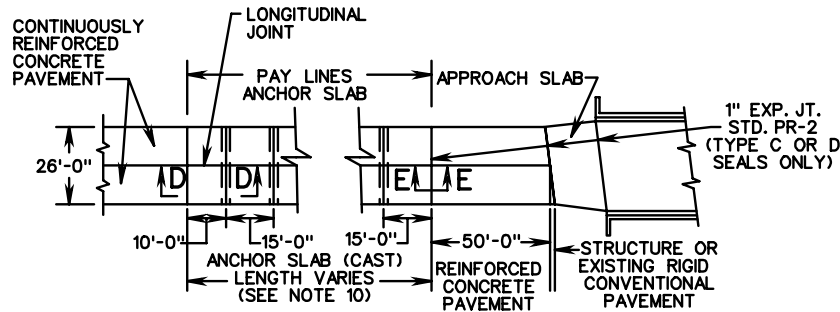
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10" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(14 FOOT TRAVEL LANE)

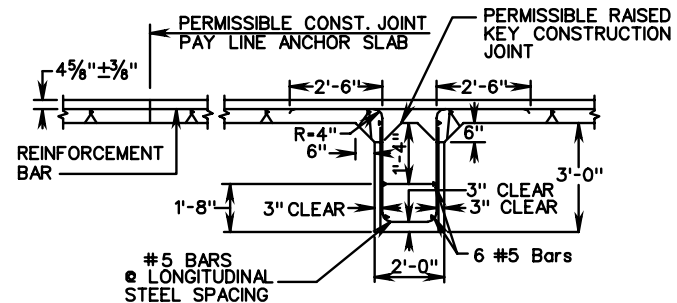
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

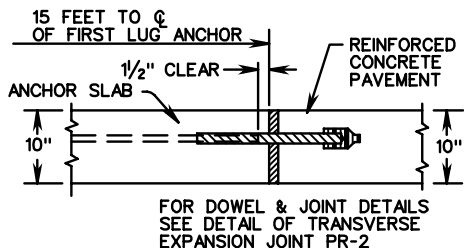
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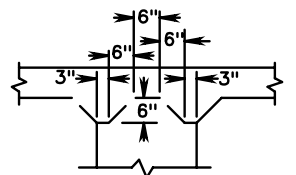
PLAN VIEW
ANCHOR SLAB TYPE I



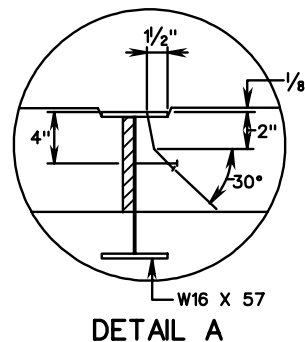
SECTION D-D



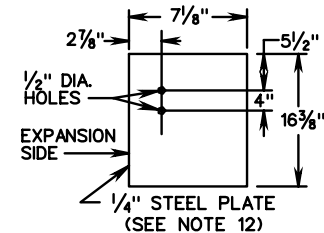
SECTION E-E
ANCHOR SLAB TYPE I



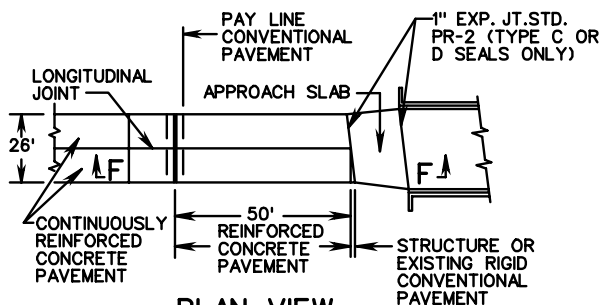
DETAIL-RAISED KEY
CONSTRUCTION JOINT



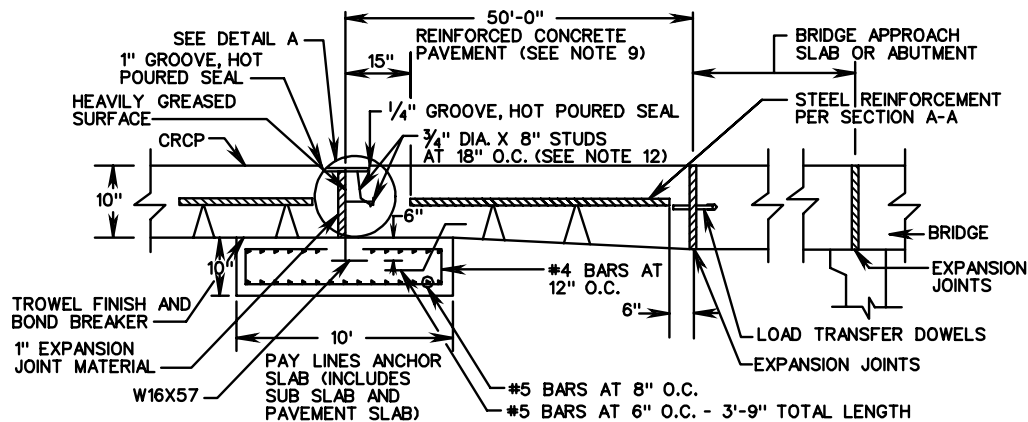
DETAIL A



ANCHOR SLAB TYPE II
END PLATE DETAIL



PLAN VIEW
ANCHOR SLAB TYPE II
(SEE NOTE 11)



SECTION F-F
ANCHOR SLAB TYPE II

SEE SHEET 3 OF 3 FOR NOTES

SPECIFICATION
REFERENCE

10" THICK COUNTINUOUSLY REINFORCED CONC. PAVE.
(14 FOOT TRAVEL LANE)

316

VIRGINIA DEPARTMENT OF TRANSPORTATION

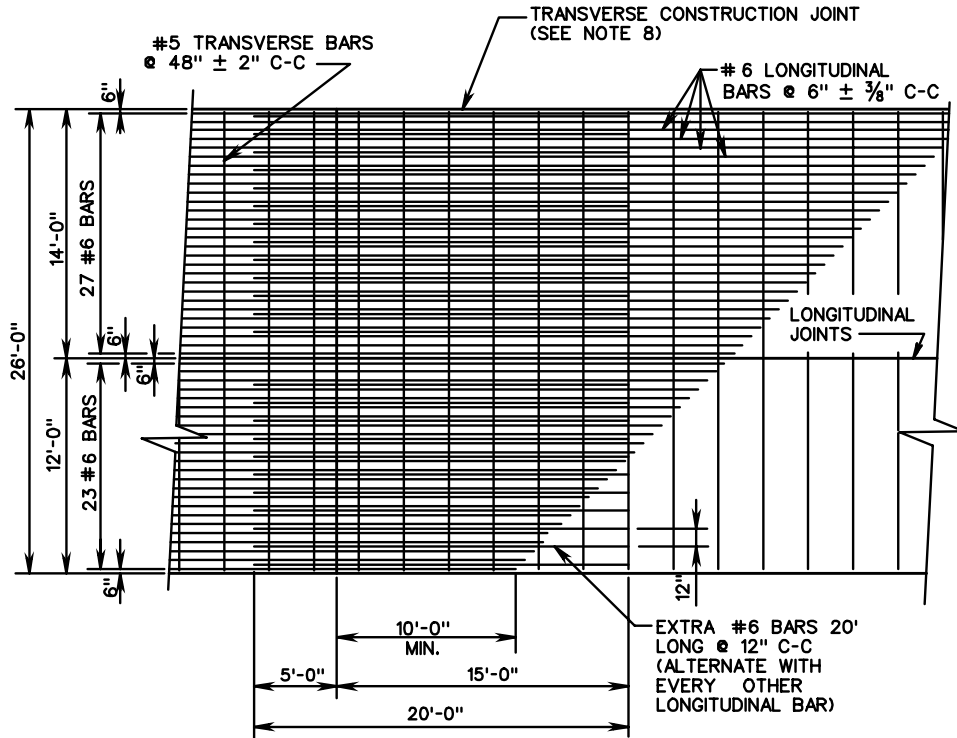
VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 2 OF 3

301.17

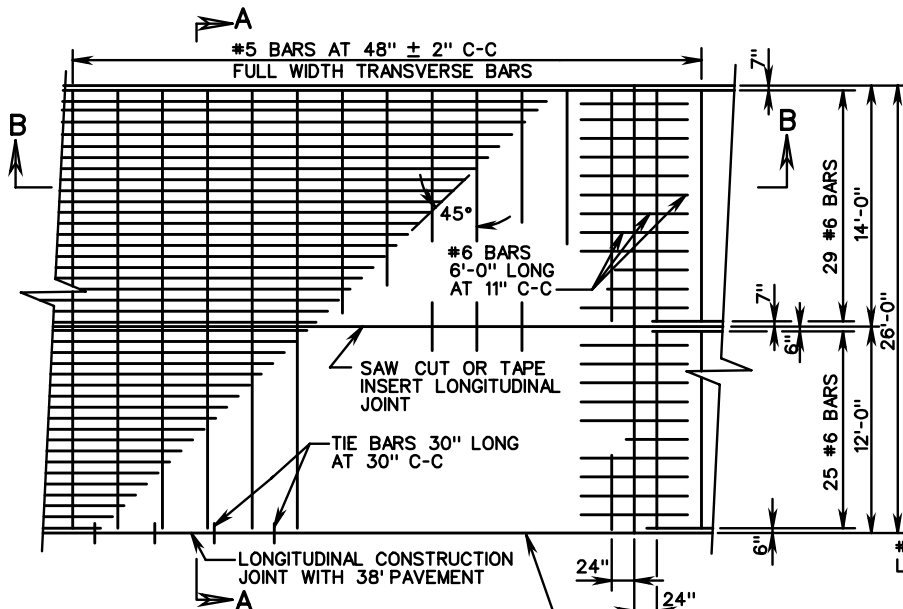


PLAN VIEW
LEAVE OUT JOINT
STEEL BAR REINFORCEMENT ONLY

NOTES:

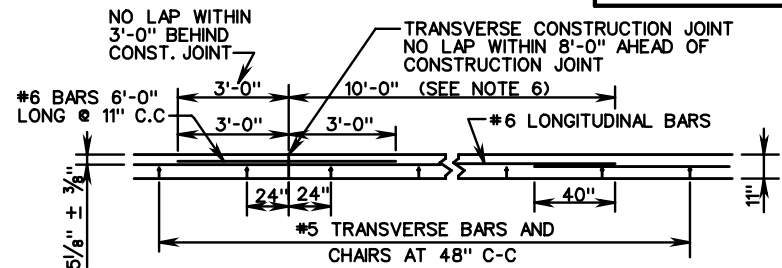
1. HOOK BOLTS OR TIE BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS THE #5 TRANSVERSE BARS. WHERE NECESSARY, ADJUST THE LOCATION OF THE HOOK BOLTS OR TIE BARS TO A 2 1/2" MINIMUM CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.
 2. TRANSVERSE CONSTRUCTION JOINT BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS THE #6 LONGITUDINAL BARS.
 3. #6 LONGITUDINAL BARS ARE TO BE LAPPED AND TIED IN THE SAME HORIZONTAL PLANE.
 4. FOR THE 38 FT. WIDTH PAVEMENT USE SINGLE 12 FOOT LANES WITH TWO LONGITUDINAL CONSTRUCTION JOINTS OR 12 FT. AND 14 FT. LANES WITH ONE LONGITUDINAL CONSTRUCTION JOINT AND ONE SAW CUT OR TAPE INSERT LONGITUDINAL JOINT. TRANSVERSE BARS SHALL NOT EXTEND THROUGH LONGITUDINAL CONSTRUCTION JOINTS, BUT SHALL EXTEND FULL LENGTH (25'-6") FOR SAW CUT OR TAPE INSERT LONGITUDINAL JOINT.
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-
6. DOUBLE LAP REQUIREMENT (40") AND THE EXTRA BAR METHOD APPLY ONLY TO LAPS FALLING WITHIN AN AREA OF 10' BEYOND THE CONSTRUCTION JOINT.
 7. CONCRETE FOR LUG ANCHORS SHALL BE POURED AGAINST COMPACTED SUBGRADE. CONCRETE FOR LUGS AND ANCHOR SLAB MAY BE POURED MONOLITHICALLY OR POURED USING RAISED KEY CONSTRUCTION JOINT METHOD. ADEQUATE CONSOLIDATION OF CONCRETE IN LUGS WILL BE OBTAINED WITHOUT DISPLACING LONGITUDINAL CONTINUOUS STEEL, BY THE USE OF INTERNAL VIBRATION. WHEN LESS THAN FULL WIDTH LUG AND PAVEMENT SLAB IS PLACED, THE #5 TRANSVERSE STEEL IN THE LUGS SHALL BE EXTENDED, LAPPED AND SPLICED AT LEAST 25 DIA.
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 14. ALL REINFORCED BARS SHALL BE GRADE 60 STEEL.
 15. THE USE OF TUBE FEEDING TO PLACE REINFORCEMENT IN PLASTIC CONCRETE WILL NOT BE ALLOWED.

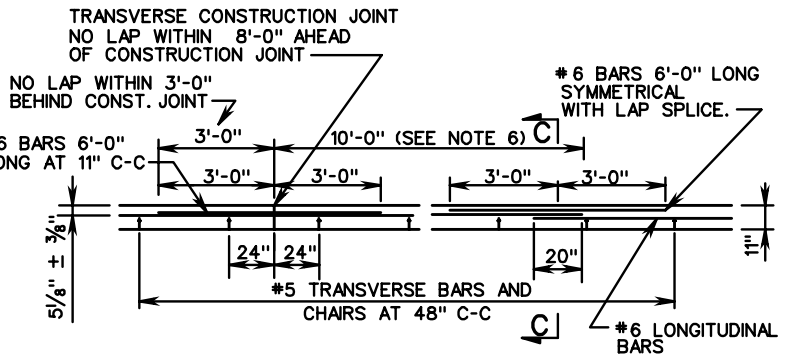


PLAN VIEW
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

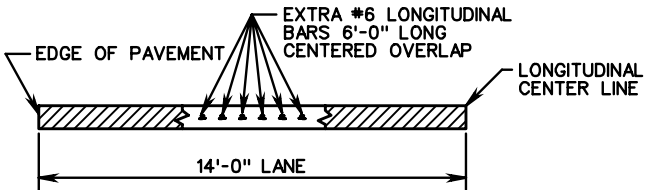
END LAPS OF BARS TO BE STAGGERED ON ANGLE OF 45° DESIRABLE, 30° MIN.



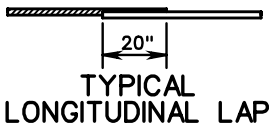
SECTION B-B
DOUBLE LAP METHOD



SECTION B-B
EXTRA BAR METHOD

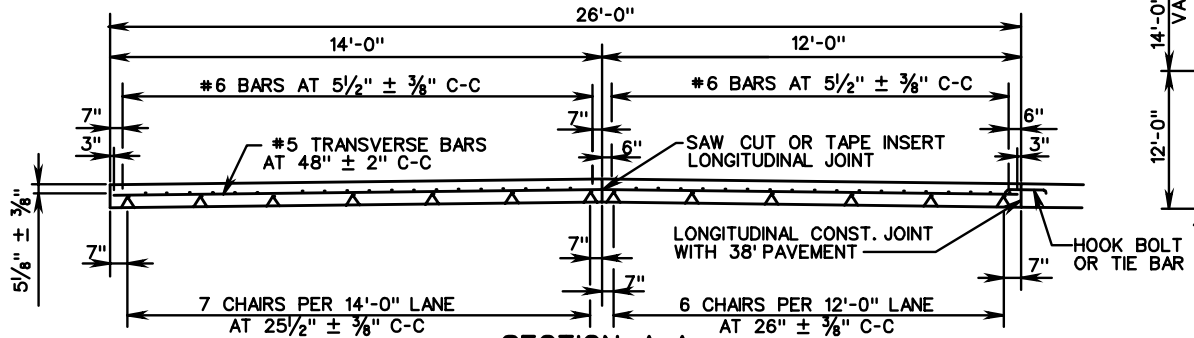


SECTION C-C



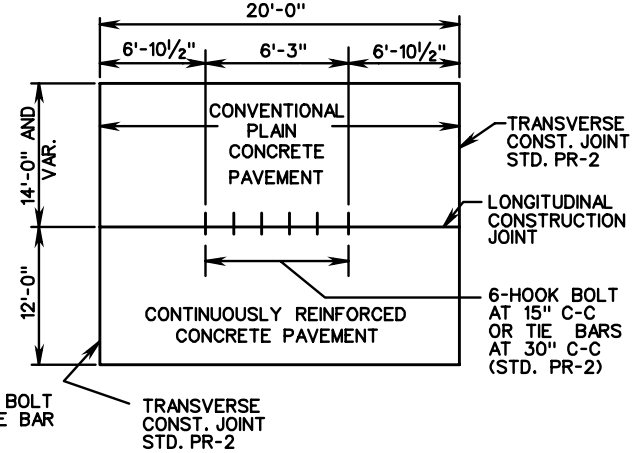
TYPICAL
LONGITUDINAL LAP

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



SECTION A-A

SEE SHEET 3 OF 3 FOR NOTES



PLAN-RAMP & MAIN LINE
CONNECTION

SPECIFICATION REFERENCE

316

11" THICK CONTINUOUSLY REINFORCED CONC. PAVE.

(14 FOOT TRAVEL LANE)

VIRGINIA DEPARTMENT OF TRANSPORTATION

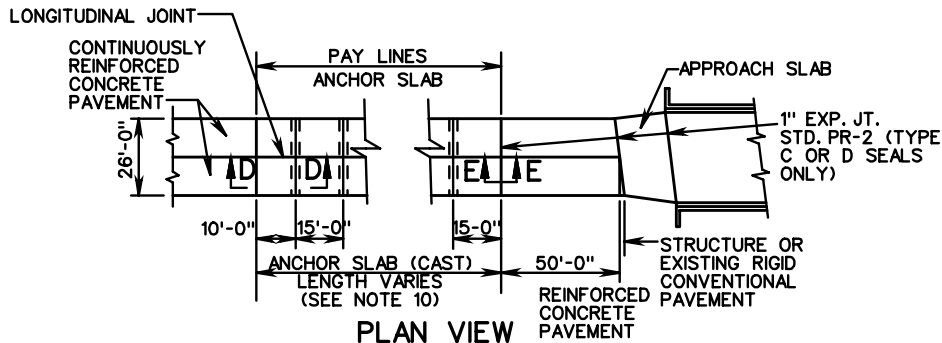
VDOT

ROAD AND BRIDGE STANDARDS

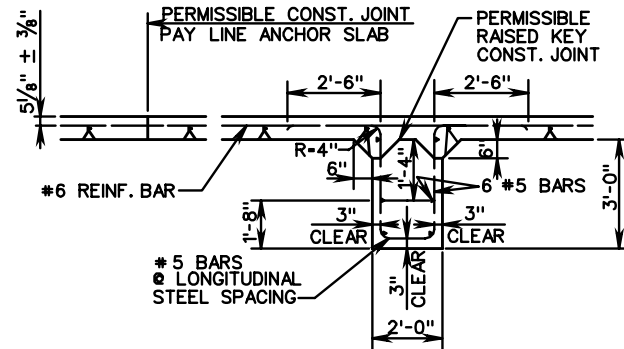
REVISION DATE

SHEET 1 OF 3

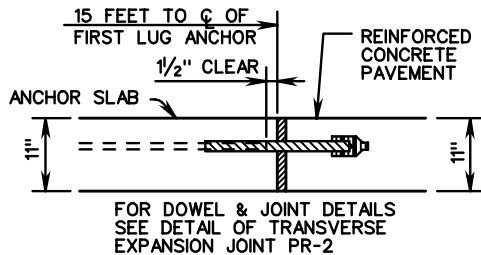
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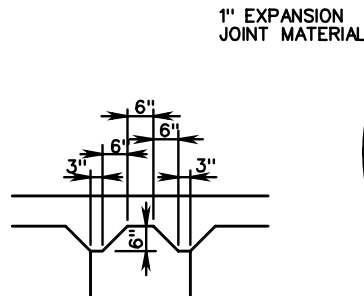
PLAN VIEW
ANCHOR SLAB TYPE I



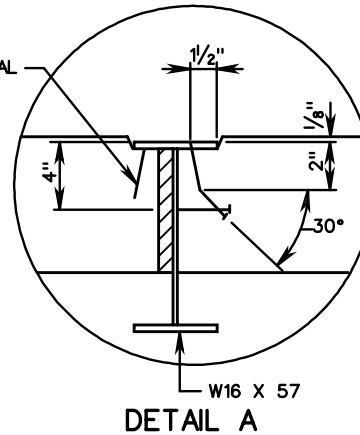
SECTION D-D



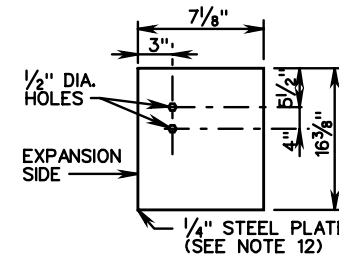
SECTION E-E
ANCHOR SLAB TYPE I



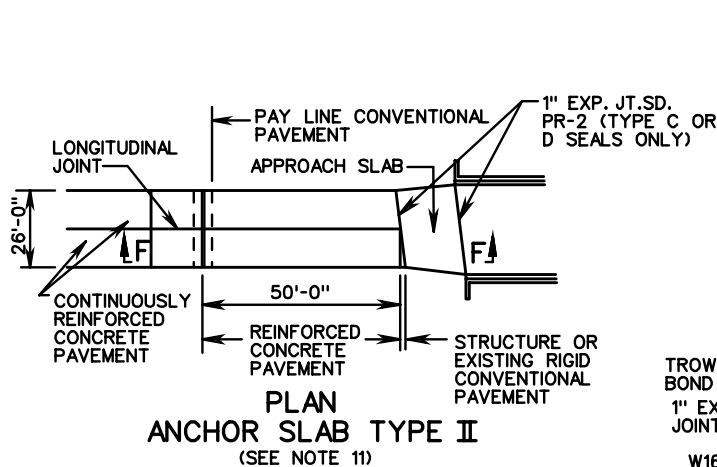
DETAIL-RAISED KEY
CONSTRUCTION JOINT



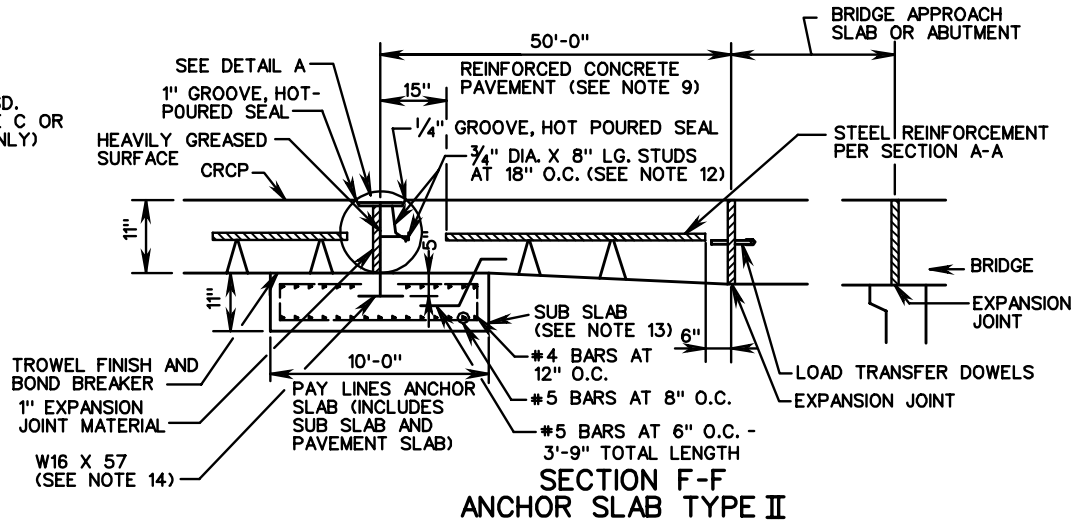
DETAIL A



ANCHOR SLAB TYPE II
END PLATE DETAIL



PLAN
ANCHOR SLAB TYPE II
(SEE NOTE 11)



SECTION F-F
ANCHOR SLAB TYPE II

SEE SHEET 3 OF 3 FOR NOTES



ROAD AND BRIDGE STANDARDS

11" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(14 FOOT TRAVEL LANE)

SPECIFICATION
REFERENCE

SHEET 2 OF 3

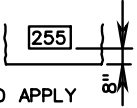
REVISION DATE

VIRGINIA DEPARTMENT OF TRANSPORTATION

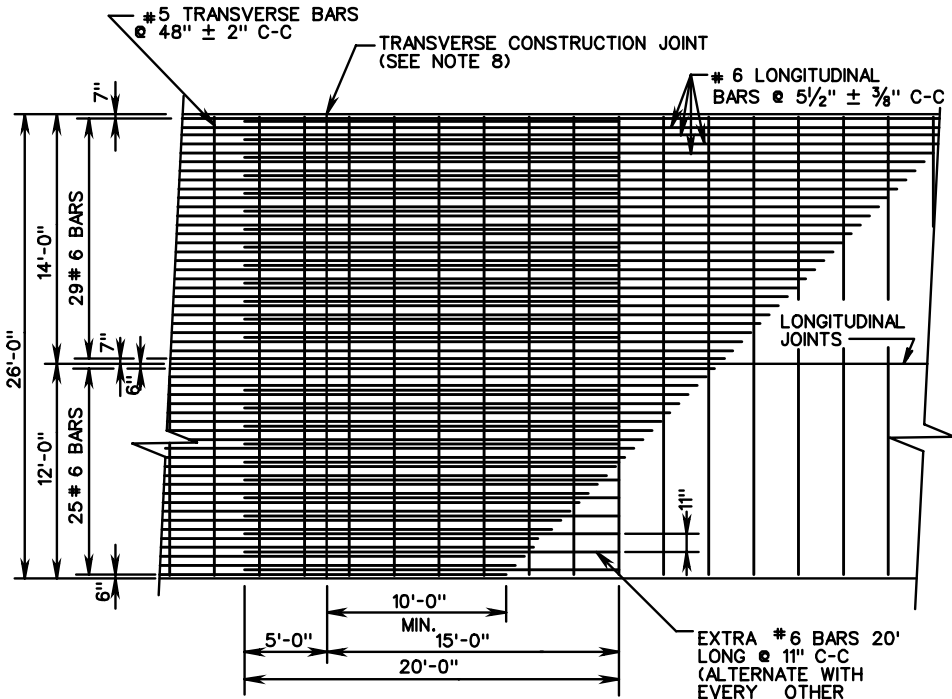
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316

NOTES:

1. HOOK BOLTS OR TIE BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS THE #5 TRANSVERSE BARS. WHERE NECESSARY, ADJUST THE LOCATION OF THE HOOK BOLTS OR TIE BARS TO A 2 1/2" MINIMUM CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.
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 5. SMOOTH SURFACE TO BE STEEL TROWELED 8" IN FROM EDGE OF PAVEMENT EVERY 500 FT., AND THE STATION NUMBER STAMPED INTO IT AS SHOWN BELOW. THE DATE IS TO BE SHOWN IN A SIMILAR MANNER AT THE BEGINNING OF EACH DAYS POUR. BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY ARE TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAY WHERE FEASIBLE (TRAVEL LANE).
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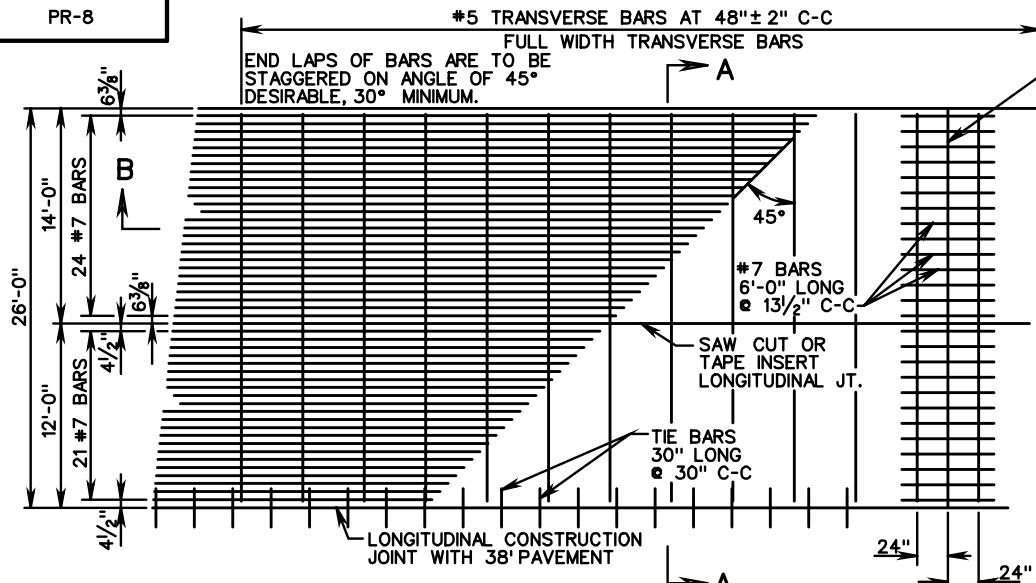
IN CONDITIONS OF GRANULAR UNDERLYING SOILS ONLY (AASHTO SOIL CLASSIFICATION OF GROUP A-1, A-2, OR A-3) INCLUSIVE OF SUBGROUPS (PER AASHTO MATERIALS SPECIFICATIONS M 145), AN ANCHOR SLAB TYPE I UTILIZING 3 ANCHOR LUGS (ANCHOR SLAB LENGTH = 55') OR AN ANCHOR SLAB TYPE II MAY BE USED. REINFORCEMENT STEEL SIZE AND SPACING WILL BE THE SAME AS THE CONTINUOUS CONCRETE PAVEMENT.
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**PLAN VIEW
LEAVE OUT JOINT
STEEL BAR REINFORCEMENT ONLY**

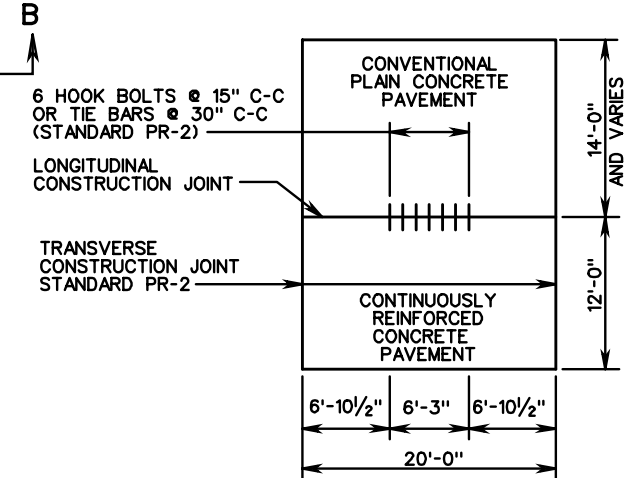
<p style="text-align: center;">SPECIFICATION REFERENCE</p>	<p style="font-size: 1.2em;">11" THICK CONTINUOUSLY REINFORCED CONC. PAVE.</p> <p style="font-size: 1.1em;">(14 FOOT TRAVEL LANE)</p> <p style="font-size: 0.9em;">VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	<p style="font-size: 1.2em;">VDOT</p> <p style="font-size: 0.8em;">ROAD AND BRIDGE STANDARDS</p>				
<p>316</p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; font-size: 0.8em;">REVISION DATE</td> <td style="width: 50%; font-size: 0.8em;">SHEET 3 OF 3</td> </tr> <tr> <td colspan="2" style="text-align: center; font-size: 0.8em;">301.21</td> </tr> </table>	REVISION DATE	SHEET 3 OF 3	301.21	
REVISION DATE	SHEET 3 OF 3					
301.21						

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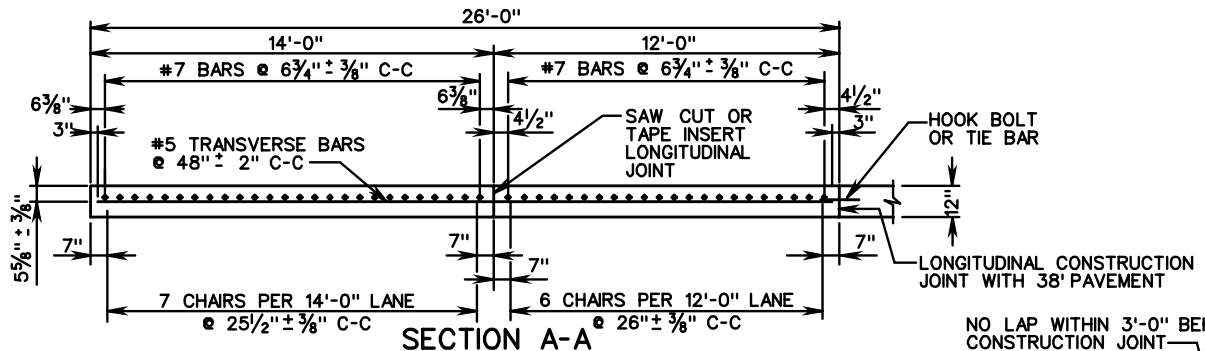


PLAN VIEW
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

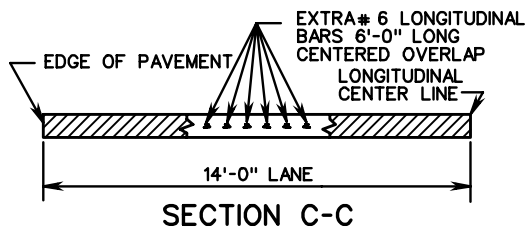
TRANSVERSE CONSTRUCTION JOINT. LONGITUDINAL STEEL TO CONTINUE THROUGH JOINT



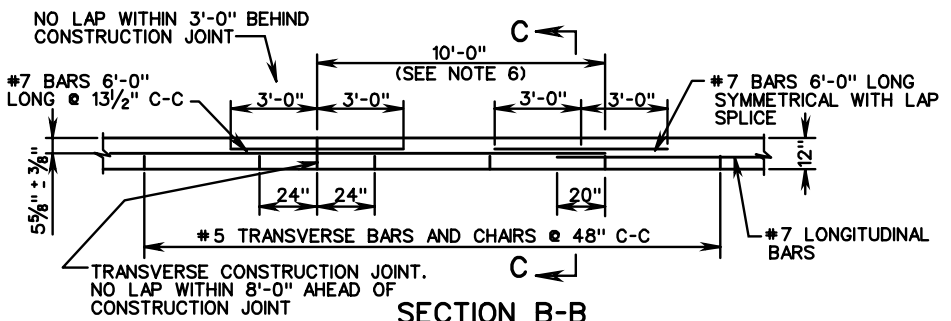
PLAN - RAMP AND MAIN LINE CONNECTION



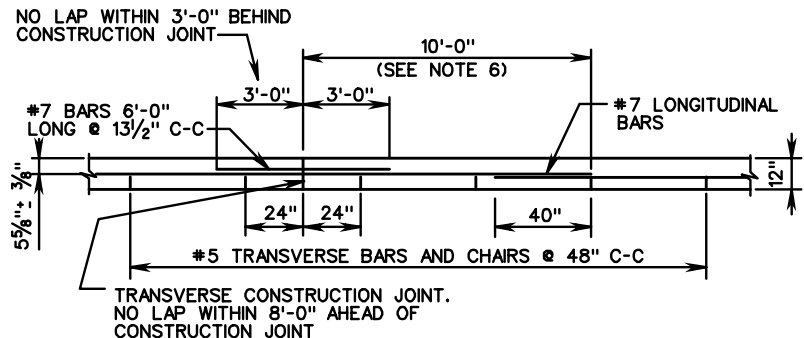
SECTION A-A



SECTION C-C



SECTION B-B
EXTRA BAR METHOD



SECTION B-B
DOUBLE LAP METHOD

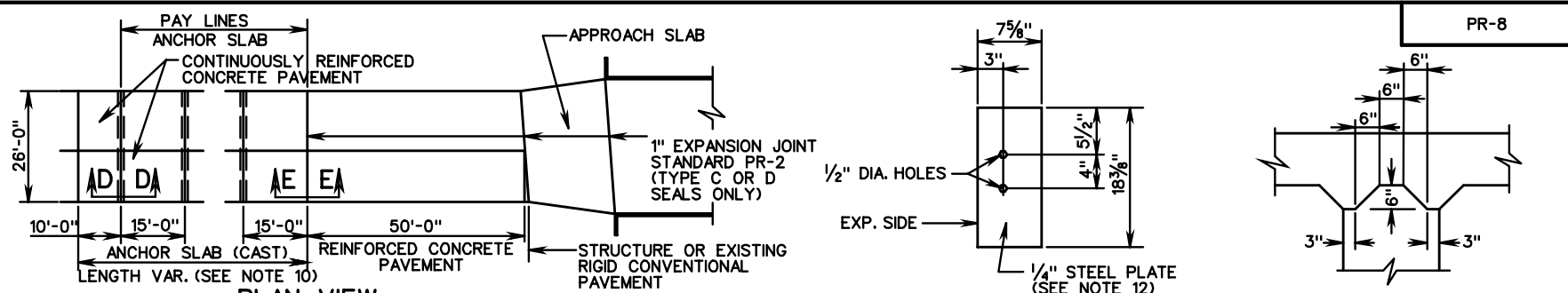
SEE SHEET 3 OF 3 FOR NOTES

VDOT	
ROAD AND BRIDGE STANDARDS	
SHEET 1 OF 3	REVISION DATE
301.22	

12" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(14' TRAVEL LANE)

VIRGINIA DEPARTMENT OF TRANSPORTATION

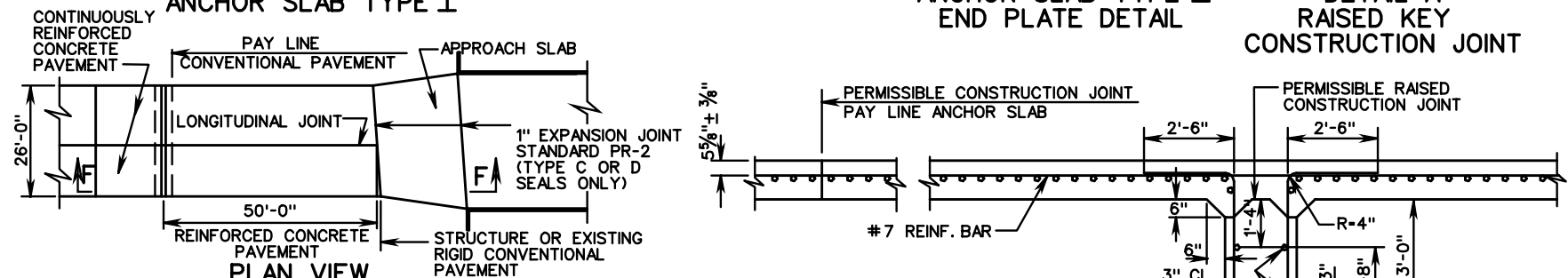
SPECIFICATION REFERENCE
316



PLAN VIEW ANCHOR SLAB TYPE I

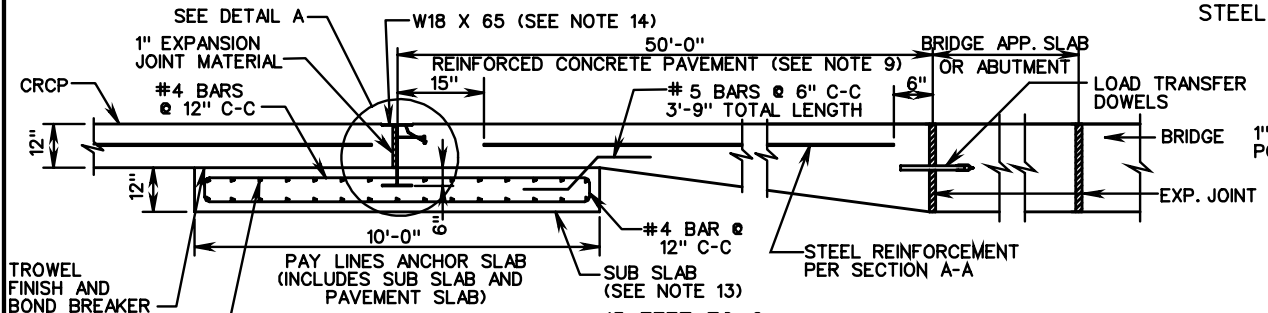
ANCHOR SLAB TYPE II END PLATE DETAIL

DETAIL A RAISED KEY CONSTRUCTION JOINT

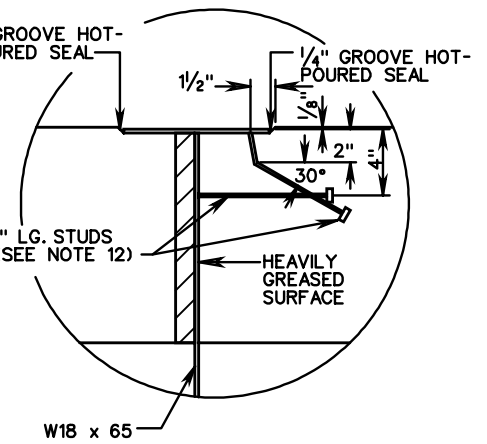


PLAN VIEW ANCHOR SLAB TYPE II

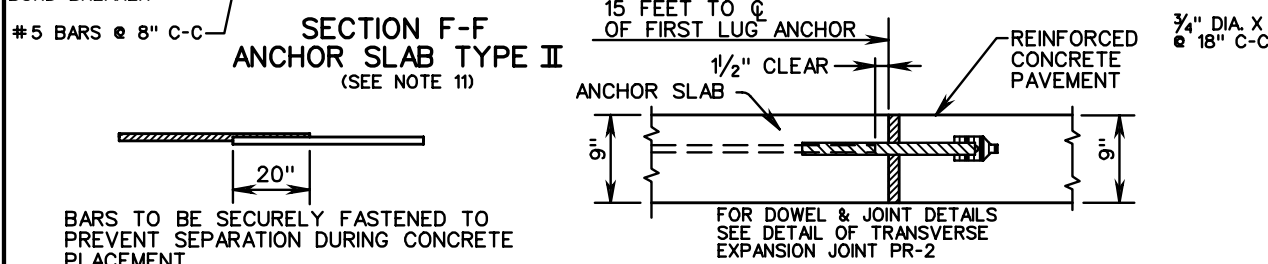
SECTION D-D



SECTION F-F ANCHOR SLAB TYPE II (SEE NOTE 11)



DETAIL A



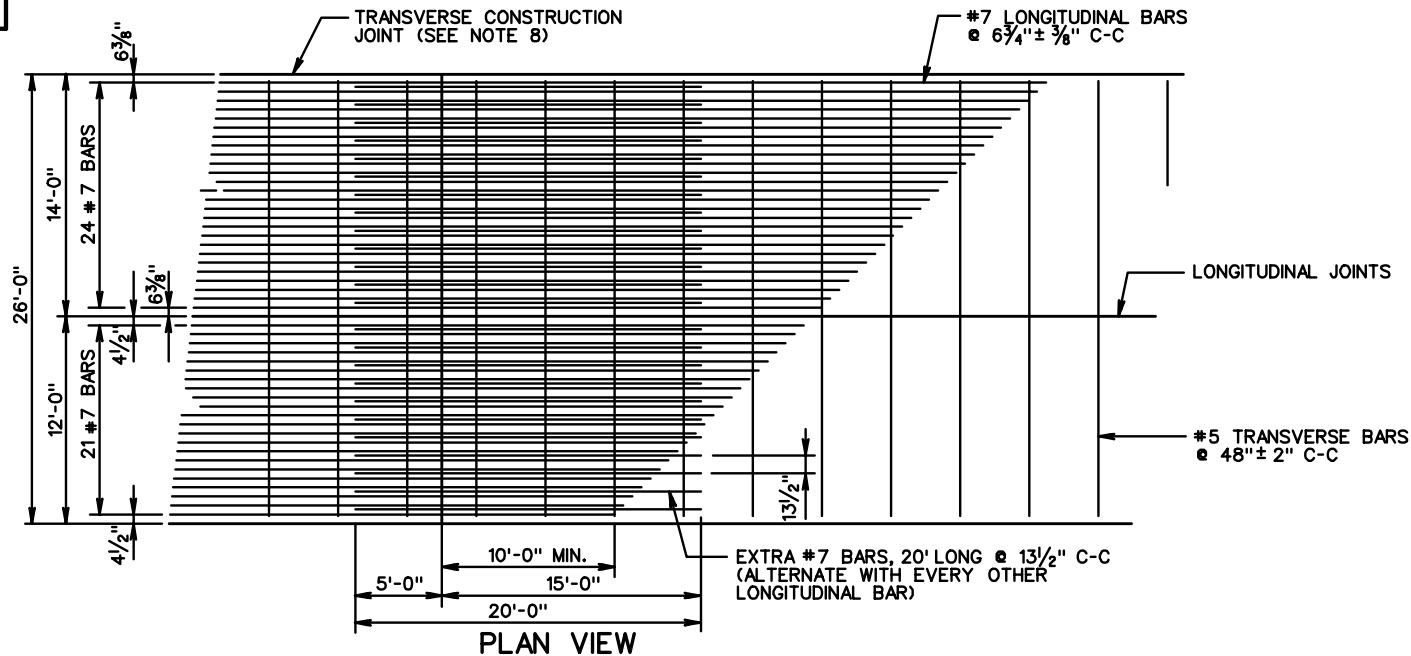
SECTION E-E ANCHOR SLAB TYPE I

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

TYPICAL LONGITUDINAL LAP

SEE SHEET 3 OF 3 FOR NOTES

SPECIFICATION REFERENCE	12" THICK CONTINUOUSLY REINFORCED CONC PAVE. (14' TRAVEL LANE)	VDOT ROAD AND BRIDGE STANDARDS	
316		REVISION DATE	SHEET 2 OF 3
VIRGINIA DEPARTMENT OF TRANSPORTATION		301.23	



PLAN VIEW
LEAVE OUT JOINT STEEL BAR REINFORCEMENT ONLY

NOTES:

1. HOOK BOLTS OR TIE BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS #5 TRANSVERSE BARS. WHERE NECESSARY, ADJUST THE LOCATION OF THE HOOK BOLTS OR TIE BARS TO A 2 1/2" MIN. CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.
2. TRANSVERSE CONSTRUCTION JOINT BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS THE #7 LONGITUDINAL BARS.
3. #7 LONGITUDINAL BARS ARE TO BE LAPPED AND TIED IN THE SAME HORIZONTAL PLANE.
4. FOR THE 38 FOOT WIDTH PAVEMENT USE SINGLE 12 FOOT LANES WITH TWO LONGITUDINAL CONSTRUCTION JOINTS OR 12 FOOT AND 14 FOOT LANES WITH ONE LONGITUDINAL CONSTRUCTION JOINT AND ONE SAW CUT OR TAPE INSERT LONGITUDINAL JOINT. TRANSVERSE BARS SHALL NOT EXTEND THROUGH LONGITUDINAL CONSTRUCTION JOINTS, BUT SHALL EXTEND FULL LENGTH (25'-6") FOR SAW CUT OR TAPE INSERT LONGITUDINAL JOINT.
5. SMOOTH SURFACE TO BE STEEL TROWELED 8" FROM EDGE OF PAVEMENT EVERY 500 FT. AND THE STATION NUMBER STAMPED INTO IT AS SHOWN BELOW. THE DATE IS TO BE SHOWN IN A SIMILAR MANNER AT THE BEGINNING OF EACH DAYS POUR. BOTH OUTSIDE EDGES OF DIVIDED HIGHWAY ARE TO BE STAMPED. ONE EDGE OF UNDIVIDED HIGHWAY WHERE FEASIBLE (TRAVEL LANE).

255

$\frac{1}{16}$ "

 $\frac{1}{16}$ "
6. DOUBLE LAP REQUIREMENT (40") AND THE EXTRA BAR METHOD APPLY ONLY TO LAPS FALLING WITHIN AN AREA OF 10' BEYOND THE CONSTRUCTION JOINT.
7. CONCRETE FOR LUG ANCHORS SHALL BE POURED AGAINST COMPACTED SUBGRADE. CONCRETE FOR LUGS AND ANCHOR SLAB MAY BE POURED MONOLITHICALLY OR USING RAISED KEY CONSTRUCTION JOINT METHOD. ADEQUATE CONSOLIDATION OF CONCRETE IN LUGS WILL BE OBTAINED WITHOUT DISPLACING LONGITUDINAL CONTINUOUS STEEL, BY THE USE OF INTERNAL VIBRATION. WHEN LESS THAN FULL WIDTH LUG AND PAVEMENT SLAB IS PLACED, THE #5 TRANSVERSE STEEL IN THE LUGS SHALL BE EXTENDED, LAPPED AND SPLICED AT LEAST 25 DIAMETERS.
8. LONGITUDINAL STEEL TO CONTINUE THROUGH JOINT. EXTRA # 6 BARS 20' LONG SHALL BE SPACED AT 13 1/2" C-C.
9. CONCRETE SHOULD BE ADEQUATELY VIBRATED UNDER BEAM FLANGE TO ELIMINATE HONEYCOMBS.
10. IN CONDITIONS OF SOFT CLAY UNDERLYING SOILS (AASHTO SOIL CLASSIFICATION OF GROUP A-4, A-5, A-6, OR A-7) INCLUSIVE OF SUBGROUPS (PER AASHTO MATERIALS SPECIFICATIONS M 145), AN ANCHOR SLAB TYPE I UTILIZING 5 ANCHOR LUGS (ANCHOR SLAB LENGTH = 85') OR AN ANCHOR SLAB TYPE II SHALL BE USED. REINFORCEMENT STEEL SIZE AND SPACING WILL BE THE SAME AS THE CONTINUOUS CONCRETE PAVEMENT.

 IN CONDITIONS OF GRANULAR UNDERLYING SOILS ONLY (AASHTO SOIL CLASSIFICATION OF GROUP A-1, A-2, OR A-3) INCLUSIVE OF SUBGROUPS (PER AASHTO MATERIALS SPECIFICATIONS M 145), AN ANCHOR SLAB TYPE I UTILIZING 3 ANCHOR LUGS (ANCHOR SLAB LENGTH = 55') OR AN ANCHOR SLAB TYPE II MAY BE USED. REINFORCEMENT STEEL SIZE AND SPACING WILL BE THE SAME AS THE CONTINUOUS CONCRETE PAVEMENT.
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12. 2 INCH MINIMUM CONCRETE COVER FOR STEEL IN SUB-SLABS.
13. WIDE FLANGE BEAM TO BE TREATED WITH CORROSION INHIBITOR PER SECTION 407 OF THE ROAD AND BRIDGE SPECIFICATIONS.
14. ALL REINFORCED BARS SHALL BE GRADE 60 STEEL.
15. THE USE OF TUBE FEEDING TO PLACE REINFORCEMENT IN PLASTIC CONCRETE WILL NOT BE ALLOWED.



ROAD AND BRIDGE STANDARDS

12" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(14' TRAVEL LANE)

SPECIFICATION
REFERENCE

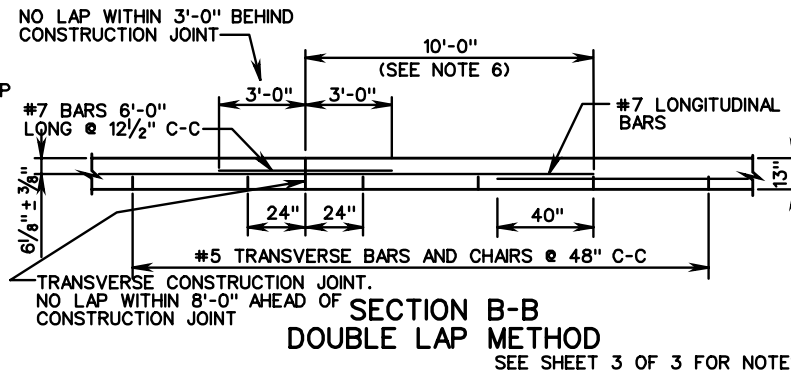
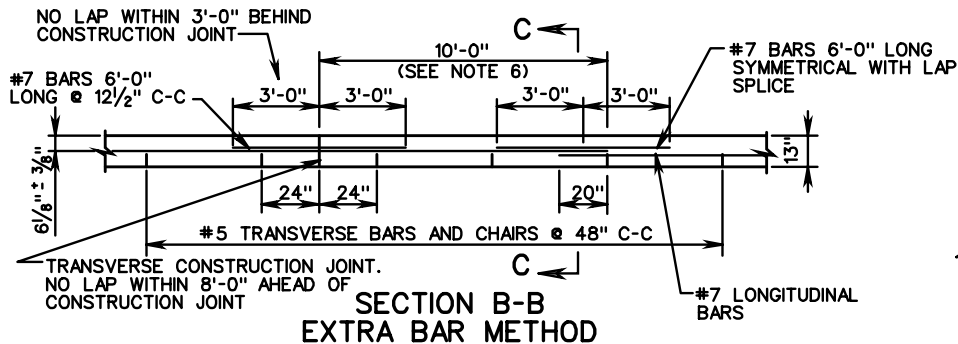
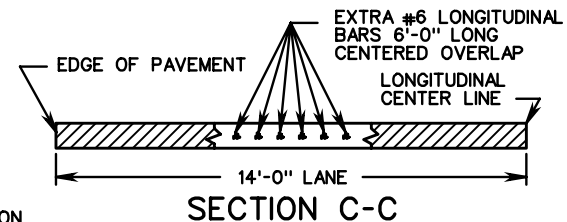
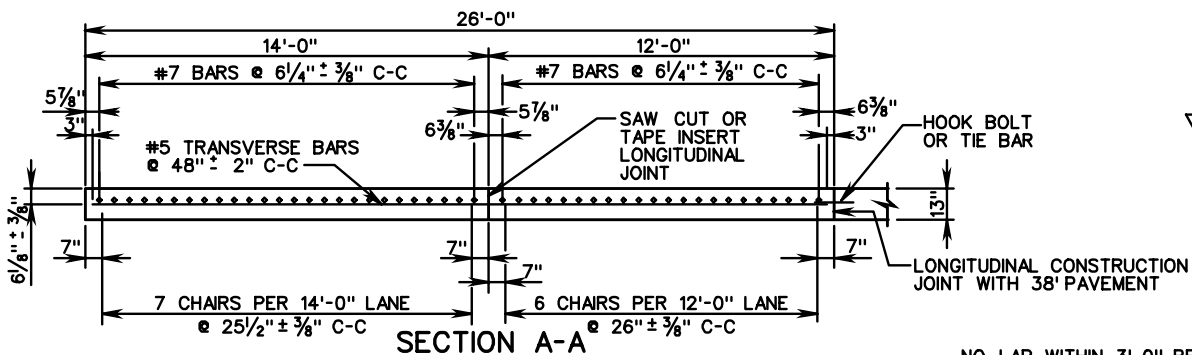
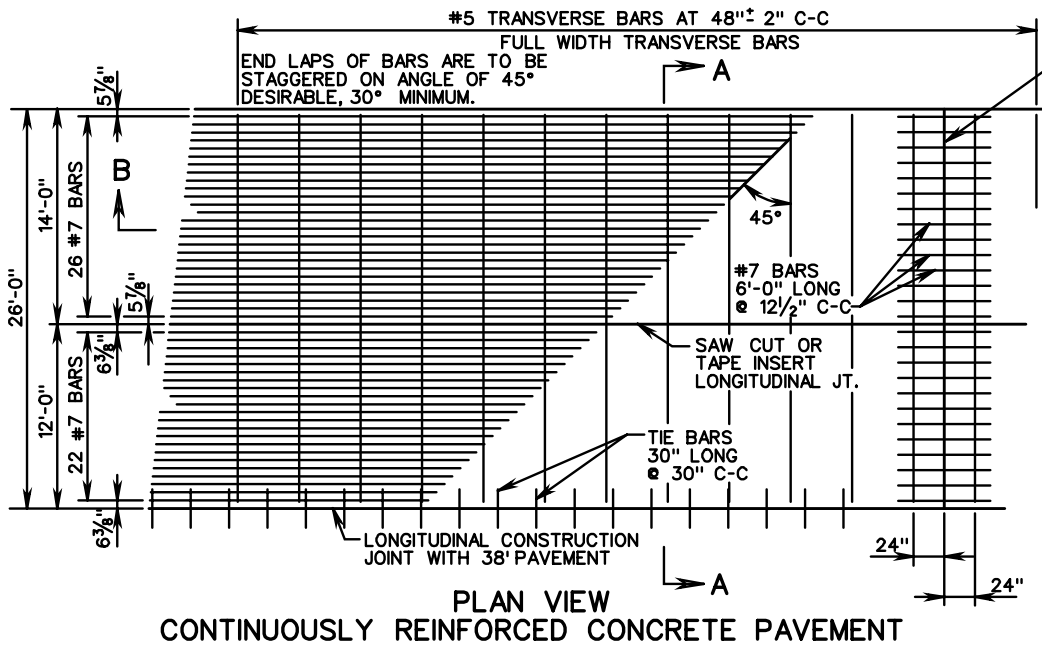
SHEET 3 OF 3

REVISION DATE

301.24

VIRGINIA DEPARTMENT OF TRANSPORTATION

316



SEE SHEET 3 OF 3 FOR NOTES

SPECIFICATION REFERENCE

13" THICK CONTINUOUSLY REINFORCED CONC. PAVE.

VDOT

ROAD AND BRIDGE STANDARDS

(14' TRAVEL LANE)

REVISION DATE

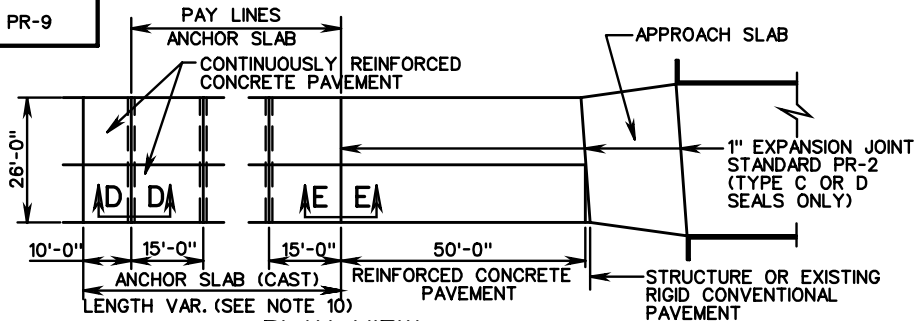
SHEET 1 OF 3

316

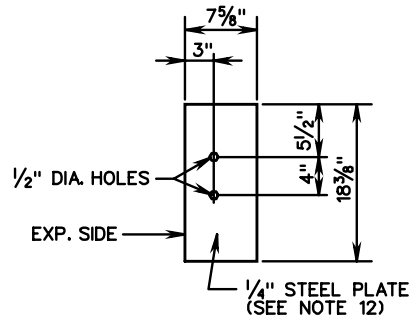
VIRGINIA DEPARTMENT OF TRANSPORTATION

301.25

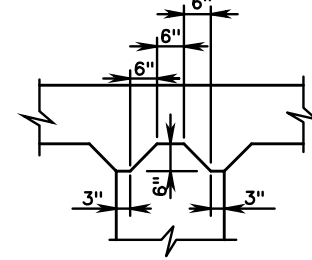
PR-9



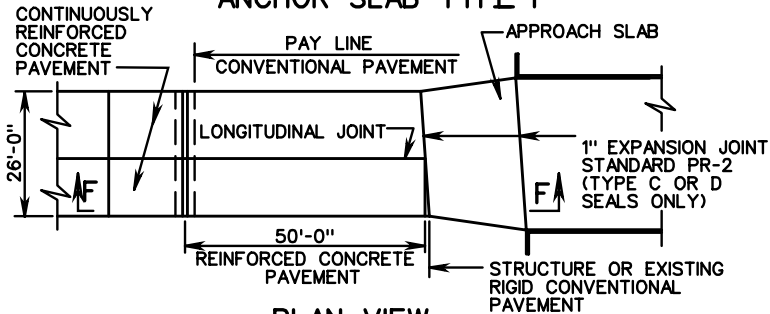
PLAN VIEW
ANCHOR SLAB TYPE T



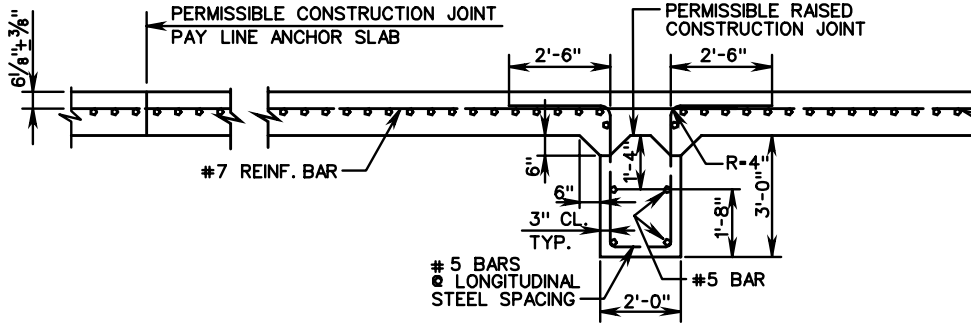
ANCHOR SLAB TYPE II
END PLATE DETAIL



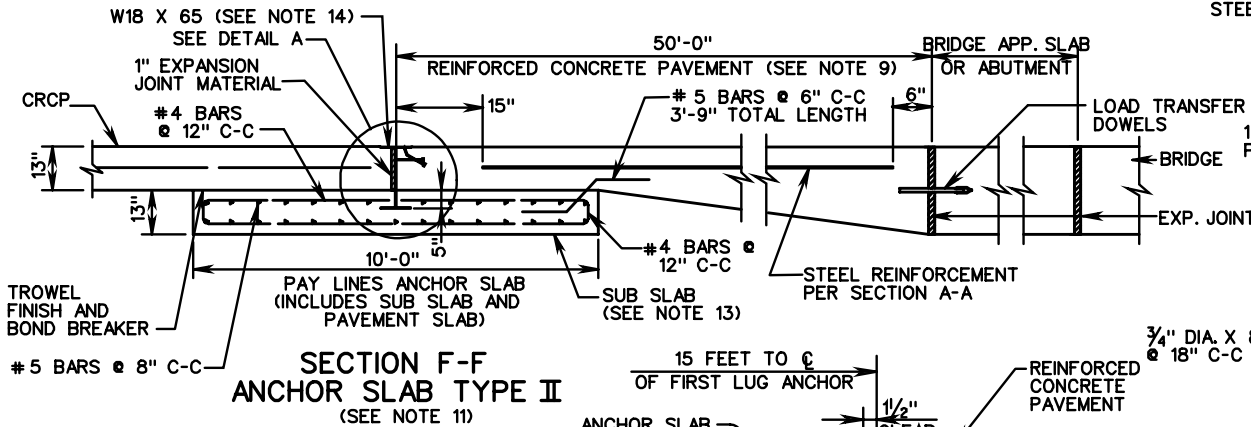
DETAIL A
RAISED KEY
CONSTRUCTION JOINT



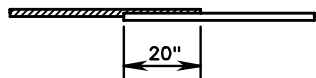
PLAN VIEW
ANCHOR SLAB TYPE II



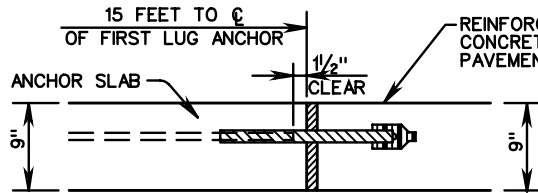
SECTION D-D



SECTION F-F
ANCHOR SLAB TYPE II
(SEE NOTE 11)

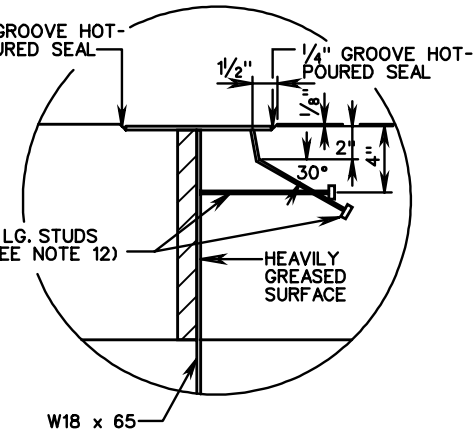


TYPICAL
LONGITUDINAL LAP



SECTION E-E
ANCHOR SLAB TYPE I

FOR DOWEL & JOINT DETAILS SEE DETAIL OF
TRANSVERSE EXPANSION JOINT PR-2



DETAIL A

SEE SHEET 3 OF 3 FOR NOTES

VDOT

ROAD AND BRIDGE STANDARDS

13" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(14' TRAVEL LANE)

SPECIFICATION
REFERENCE

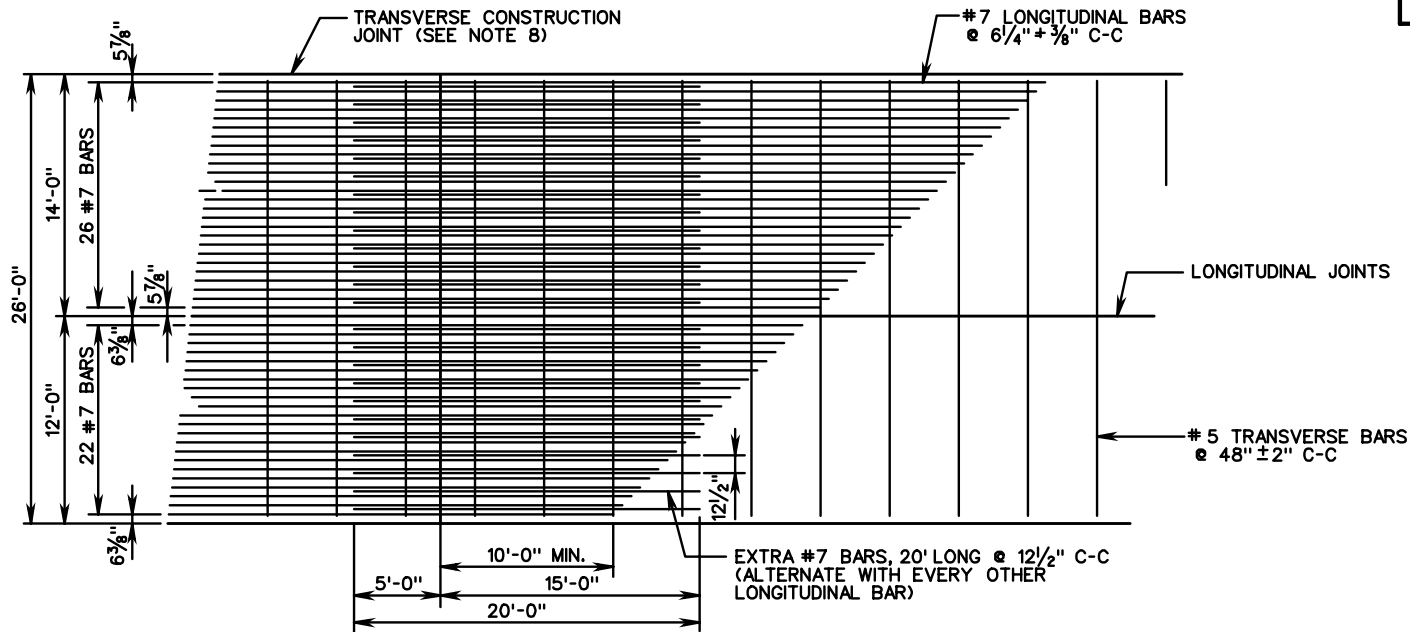
SHEET 2 OF 3

REVISION DATE

VIRGINIA DEPARTMENT OF TRANSPORTATION

301.26

316



**PLAN VIEW
LEAVE OUT JOINT STEEL BAR REINFORCEMENT ONLY**

NOTES:

1. HOOK BOLTS OR TIE BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS #5 TRANSVERSE BARS. WHERE NECESSARY, ADJUST THE LOCATION OF THE HOOK BOLTS OR TIE BARS TO A 2 1/2" MIN. CLEARANCE BETWEEN HOOK BOLTS OR TIE BARS AND TRANSVERSE BARS.
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255	10
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15. THE USE OF TUBE FEEDING TO PLACE REINFORCEMENT IN PLASTIC CONCRETE WILL NOT BE ALLOWED.

SPECIFICATION REFERENCE

316

**13" THICK CONTINUOUSLY REINFORCED CONC. PAVE.
(14' TRAVEL LANE)**

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 3 OF 3

301.27

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ROAD AND BRIDGE STANDARDS

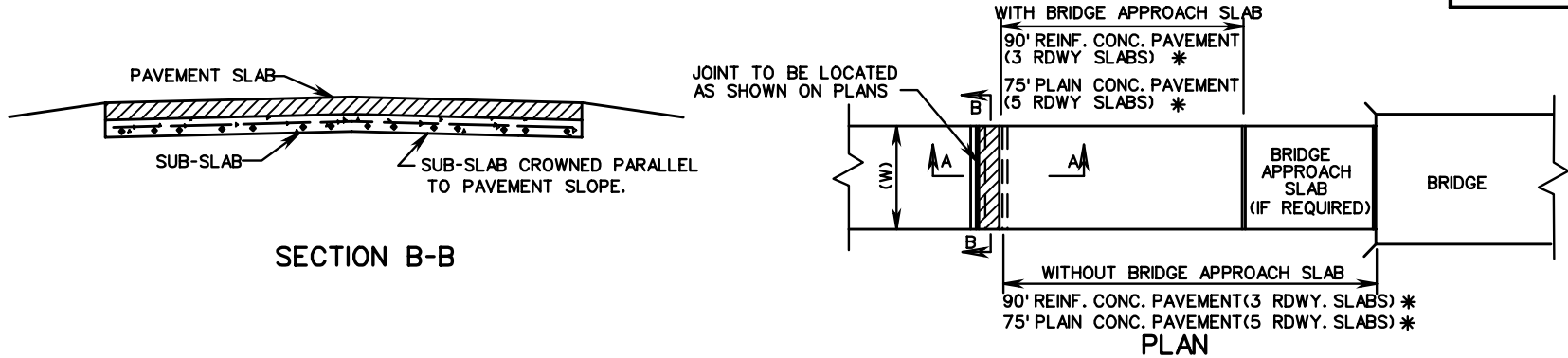
SHEET 1 OF 1

REVISION DATE

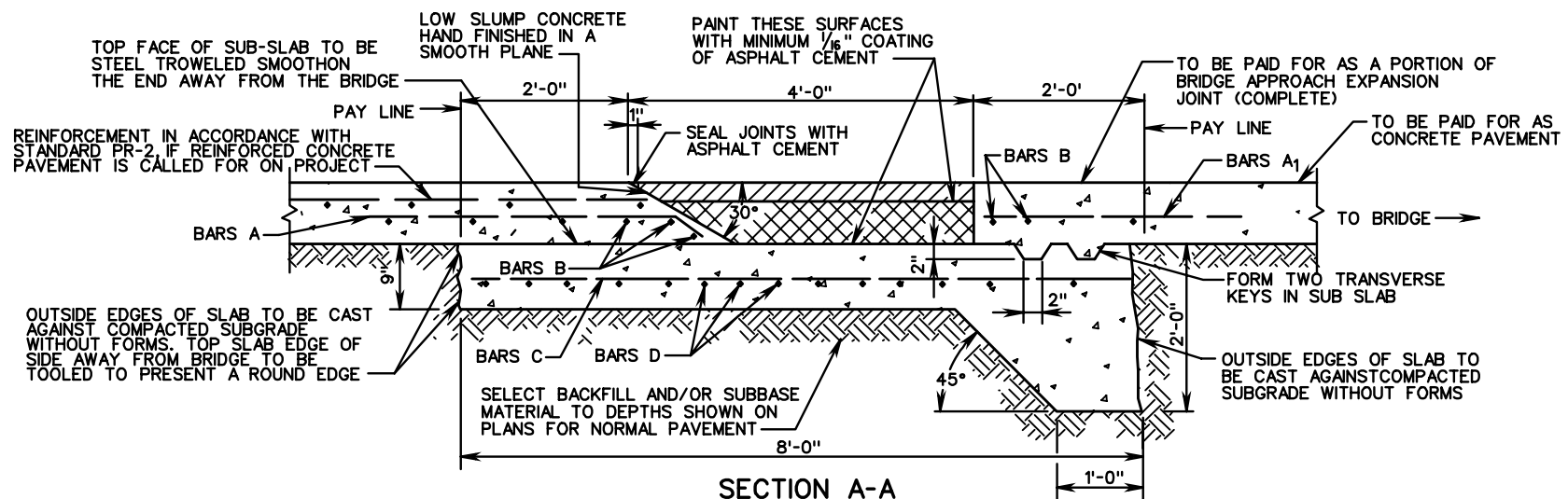
301.28

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE



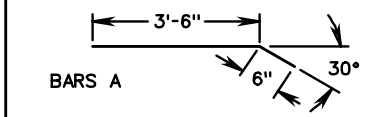
* DENOTES DESIRABLE VALUES, PAVEMENT TYPE (PLAIN OR REINFORCED) TO BE DETERMINED BY THE MATERIALS DIVISION.



	APPROXIMATE QUANTITIES PER YARD OF TRANSVERSE MEASURE	
	8"	9"
CUBIC YARDS CLASS A3 CONCRETE	0.30	0.30
REINFORCING STEEL LBS.	33.44	33.44
ASPHALT CONCRETE BM-25.0 TONS	0.16	0.18
TONS ASPHALT CONCRETE CONN. SM-9.5A OR D	0.06	0.06
SQ. YARDS CONCRETE PAVEMENT **	0.51	0.52

** BEVELED PORTION OF PAVEMENT SLAB HAS BEEN CONVERTED TO EQUIVALENT DESIGN DEPTH OF MAIN LINE PAVEMENT.

SCHEDULE OF REINFORCING STEEL					
MARK	SIZE	SPACING C-C	LENGTH	NO. REQ'D.	WEIGHT/FT. TRANSVERSE MEASURE LBS.
A	5	12"	4'-0"	(W)	4.172
A ₁	5	12"	3'-0"	(W)	3.129
B	5	6"	W-4"	5	5.215
C	4	6"	7'-8"	(W)(2)	10.240
D	4	6"	W-4"	16	10.688



ASPHALT CONCRETE BASE COURSE TYPE BM-25.0
6" WITH 8" PAVEMENT
7" WITH 9" PAVEMENT

2" ASPHALT CONCRETE TYPE SM-9.5A OR D

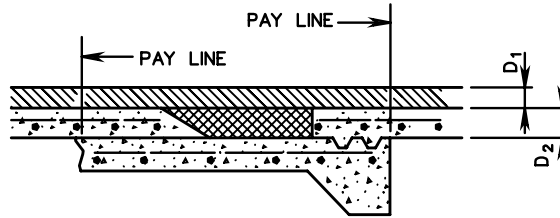
NOTES:
CONCRETE IN SUBSLAB TO BE CLASS A3.
BARS A, A₁, & B TO BE PLACED AS SHOWN WHETHER PLAIN OR REINFORCED CONCRETE PAVEMENT IS USED.
PORTIONS OF BARS A AND A₁, WHICH ARE OUTSIDE OF THE INDICATED PAY LINES ARE INCLUDED IN PRICE BID FOR COMPLETE JOINT.

SPECIFICATION REFERENCE
316

BRIDGE APPROACH EXPANSION JOINT (FOR WIDENING OR MAINTENANCE OF EXISTING XJ-1 ONLY)

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT ROAD AND BRIDGE STANDARDS	
REVISION DATE	SHEET 1 OF 2
302.01	



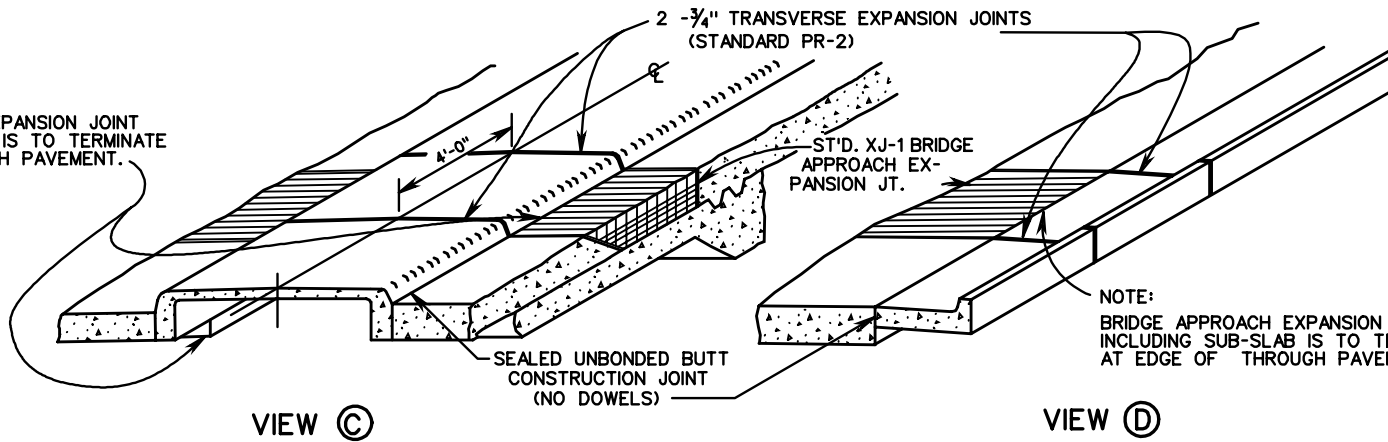
D₁ = DEPTH OF ASPHALT TOP USED ON APPROACHES
 D₂ = DEPTH OF CONCRETE BASE USED ON APPROACHES

VIEW (A)

USED WITH CONCRETE BASE WITH ASPHALT CONCRETE SURFACE

NOTE:

BRIDGE APPROACH EXPANSION JOINT INCLUDING SUB-SLAB IS TO TERMINATE AT EDGE OF THROUGH PAVEMENT.



VIEW (C)

USED ADJACENT TO RAISED MEDIAN

VIEW (D)

USED ADJACENT TO CURB OR COMBINATION CURB AND GUTTER

NOTES:

ALL CONSTRUCTION FEATURES TO BE IN ACCORDANCE WITH SHEET 1 OF 2.
 IF CONCRETE PAVEMENT IS USED ADJACENT TO CONCRETE PAVEMENT WITH ASPHALT CONCRETE SURFACE, THE JOINT IS TO CONTINUE ACROSS ENTIRE WIDTH IN ACCORDANCE WITH SHEET 1 OF 2 AND VIEW A.
 IF CONCRETE PAVEMENT IS USED ADJACENT TO FLEXIBLE PAVEMENT THE JOINT IS TO EXTEND THROUGH RIGID PAVEMENT ONLY.



ROAD AND BRIDGE STANDARDS

SHEET 2 OF 2

REVISION DATE

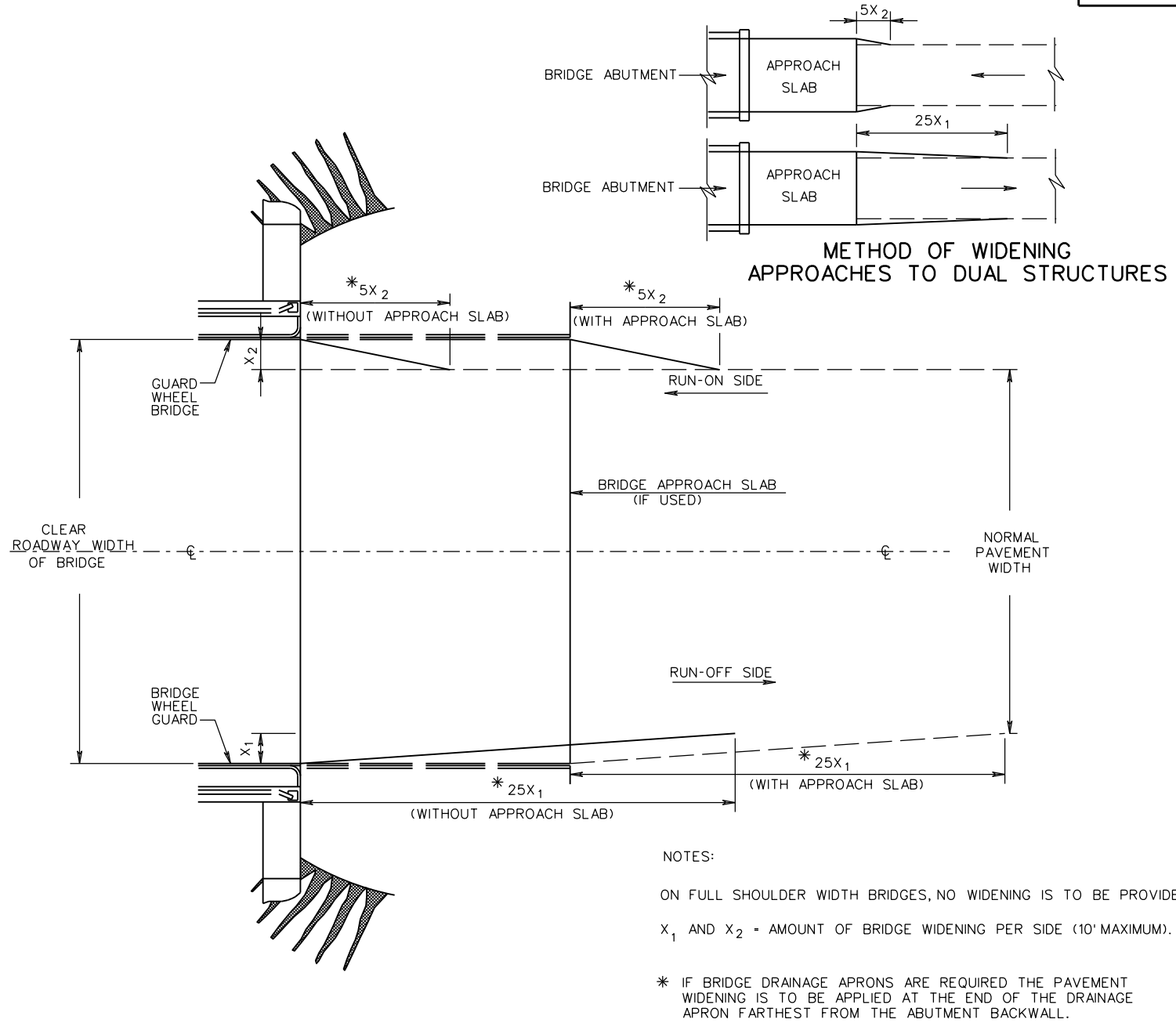
302.02

**BRIDGE APPROACH EXPANSION JOINT
 (INSTALLATION CRITERIA)**

VIRGINIA DEPARTMENT OF TRANSPORTATION

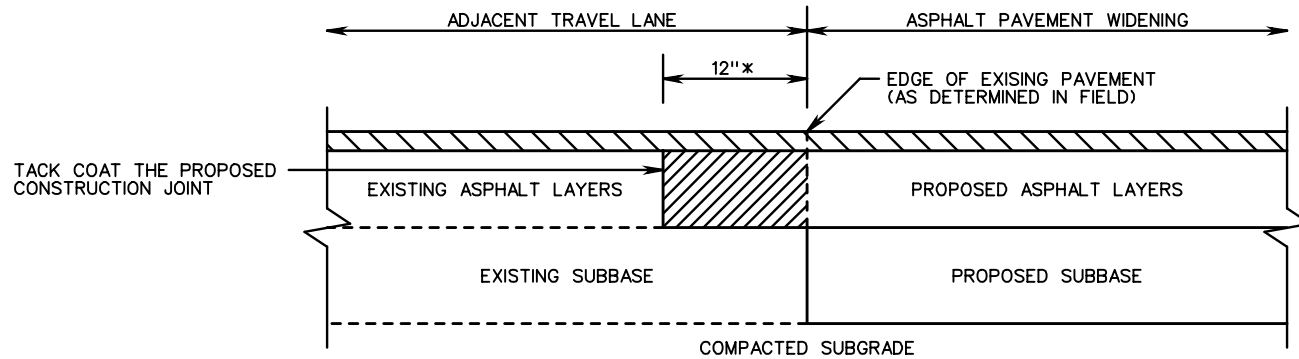
SPECIFICATION REFERENCE

316





THIS DRAWING WAS VOID WITH THE JULY 2013 R&B STANDARDS REVISION

<p>SPECIFICATION REFERENCE</p>	<p>METHOD OF WIDENING BRIDGE APPROACH PAVEMENT</p> <p style="font-size: 2em; font-weight: bold; opacity: 0.5;">VOID</p> <p>VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	<p>VDOT</p> <p>ROAD AND BRIDGE STANDARDS</p>		
<p>NONE</p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"> <p>REVISION DATE</p> <p>7/12</p> </td> <td style="width: 50%;"> <p>SHEET 1 OF 1</p> <p>303.01</p> </td> </tr> </table>	<p>REVISION DATE</p> <p>7/12</p>	<p>SHEET 1 OF 1</p> <p>303.01</p>
<p>REVISION DATE</p> <p>7/12</p>	<p>SHEET 1 OF 1</p> <p>303.01</p>			



CONSTRUCTION JOINT DETAIL

-  REMOVE EXISTING ASPHALT LAYERS TO EXISTING SUBBASE AND REPLACE WITH PROPOSED ASPHALT WIDENING LAYERS
-  PROPOSED MINIMUM 1½ INCH THICK ASPHALT SURFACE COURSE (SEE NOTE 5)
- * MINIMUM 12 INCHES, OR GREATER AS NECESSARY TO ABUT THE FULL THICKNESS OF EXISTING ASPHALT LAYERS AS DETERMINED BY CORES (SEE NOTE 3)

NOTES:

1. ASPHALT PAVEMENT WIDENING SHALL HAVE A PAVEMENT DESIGN IN ACCORDANCE WITH CURRENT VDOT PROCEDURES AND BE APPROVED BY THE ENGINEER.
2. THE PAVEMENT DESIGN FOR ASPHALT PAVEMENT WIDENING SHALL MEET OR EXCEED THE DEPTHS AND TYPES OF THE LAYERS OF EXISTING PAVEMENT. SUBSURFACE DRAINAGE OF THE EXISTING AND PROPOSED PAVEMENT SHALL BE ADDRESSED IN THE PAVEMENT DESIGN.
3. A MINIMUM OF THREE CORES SHALL BE TAKEN ALONG THE CENTER OF THE ADJACENT TRAVEL LANE TO DETERMINE THE TYPE AND THICKNESS OF EXISTING PAVEMENT LAYERS. THESE CORES SHALL BE SPACED NO MORE THAN 500 FEET APART.
4. THE ADJACENT TRAVEL LANE SHALL BE MILLED A MINIMUM DEPTH OF 1½ INCHES AND REPLACED WITH AN ASPHALT SURFACE COURSE TO MATCH THE PROPOSED PAVEMENT WIDENING SURFACE COURSE, UNLESS WAIVED BY THE ENGINEER.
5. THE ENGINEER MAY REQUIRE THE MILLING DEPTH OF THE EXISTING PAVEMENT TO BE ADJUSTED TO ACHIEVE AN ACCEPTABLE PAVEMENT CROSS-SLOPE AND EFFECTIVE SURFACE DRAINAGE.
6. EXISTING PAVEMENT MARKINGS AND MARKERS WITHIN THE PROJECT LIMITS SHALL BE RESTORED SUBJECT TO THE APPROVAL OF THE ENGINEER.
7. FINAL TRANSVERSE PAVEMENT TIE-IN SHALL CONFORM TO THE REQUIREMENTS OF SECTION 315.05(c) OF THE SPECIFICATIONS EXCEPT THAT ALL JOINTS AT TIE-IN LOCATIONS SHALL BE TESTED USING A 10 FOOT STRAIGHTEDGE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 315.07(q) OF THE SPECIFICATIONS.



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

303.02

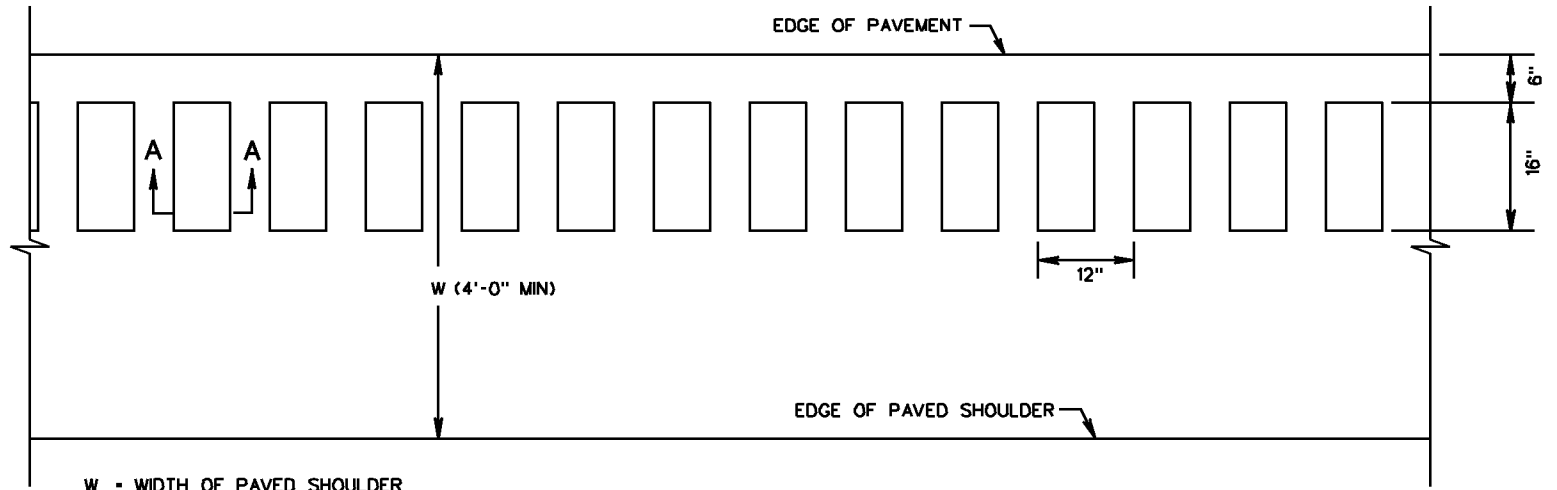
**ASPHALT PAVEMENT WIDENING
FOR WIDENING SUBJECT TO TRAFFIC**

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

315

DIRECTION OF TRAFFIC →

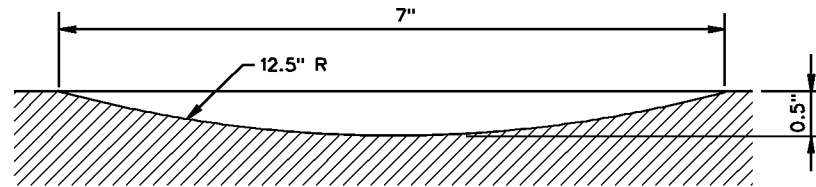


W - WIDTH OF PAVED SHOULDER

PLAN VIEW

NOTES

1. RUMBLE STRIPS SHALL BE PLACED CONTINUOUSLY AS DIRECTED BY THE ENGINEER.
2. RUMBLE STRIPS SHALL NOT BE PLACED WITHIN LIMITS OF BRIDGE DRAINAGE APRONS OR SPECIAL DESIGN SHOULDER SLOT INLETS.
3. RUMBLE STRIPS SHALL BE PLACED ON MAINLINE SHOULDERS ONLY.
4. FOLLOWING CUTTING AND CLEANING DEPRESSIONS OF WASTE MATERIAL, THE ENTIRE RUMBLE STRIP AREA SHALL BE COATED WITH LIQUID ASPHALT COATING (EMULSION) USING A PRESSURE DISTRIBUTOR AT AN APPROXIMATE RATE OF 0.1 GALLON PER SQUARE YARD. OVERSPRAY SHALL NOT EXTEND MORE THAN 2 INCHES BEYOND THE WIDTH OF CUT AND/OR SHALL NOT COME IN CONTACT WITH PAVEMENT MARKINGS.
5. RUMBLE STRIPS SHALL NOT BE PLACED WITHIN 50 FEET OF ANY INTERSECTION, TURN LANE, ACCELERATION/DECELERATION LANE OR GORE AREA.
6. PAVEMENT MARKINGS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



SECTION A-A

SPECIFICATION REFERENCE

310
315

CONTINUOUS SHOULDER RUMBLE STRIPS

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

10/09

SHEET 1 OF 1

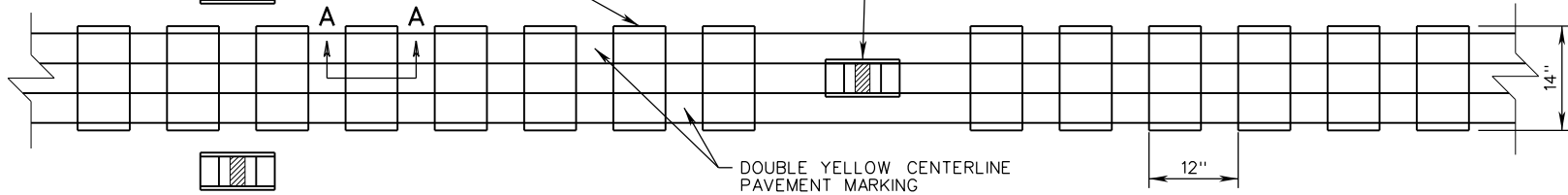
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← DIRECTION OF TRAFFIC

RAISED PAVEMENT MARKER
(SEE NOTE 5)

RAISED PAVEMENT MARKER
(SEE NOTE 5)

CENTERLINE RUMBLE STRIP



DOUBLE YELLOW CENTERLINE
PAVEMENT MARKING

12"

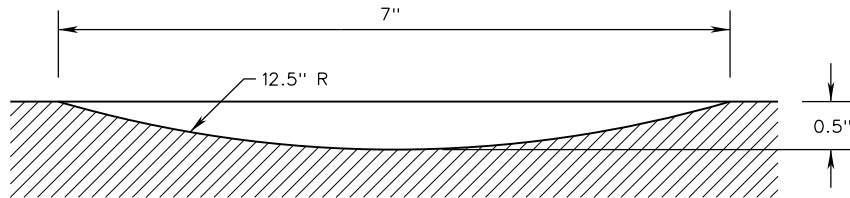
14"

DIRECTION OF TRAFFIC →

PLAN VIEW

NOTES

1. CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED WITHIN THE LIMITS OF BRIDGES.
2. CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED ON SUBDIVISION STREETS OR IN NARROW UNMARKED ROAD SECTIONS WITHOUT PAVEMENT MARKINGS.
3. CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED WITHIN THE LIMITS OF CENTER TWO-WAY TURN LANES.
4. CENTERLINE RUMBLE STRIPS SHALL NOT BE INSTALLED IN PASSING ZONES EXCEPT AS DIRECTED BY THE TRAFFIC ENGINEER. THE DEPTH OF CENTERLINE RUMBLE STRIPS IN PASSING ZONES SHALL BE $\frac{3}{8}$ ".
5. USE OF RAISED PAVEMENT MARKERS IS OPTIONAL. SEE STANDARD PM-9 FOR DETAILS ON RAISED PAVEMENT MARKER PLACEMENT. WHEN NECESSARY TO ACCOMMODATE THE PM-9 STANDARD TWO GROOVES SHALL BE OMITTED EVERY 40' TO ALLOW FOR A CENTERLINE RAISED PAVEMENT MARKER.
6. WHERE A LEFT-TURN LANE IS MARKED, THE CONTINUOUS CENTERLINE RUMBLE STRIPS SHALL FOLLOW THE DOUBLE YELLOW MARKINGS OF THE OPPOSING LANES AND SHALL STOP 50 FEET FROM THE EDGE OF THE INTERSECTING DRIVEWAY OR ROADWAY.
7. FOLLOWING CUTTING AND CLEANING DEPRESSIONS OF WASTE MATERIAL, THE ENTIRE RUMBLE STRIP AREA SHALL BE COATED WITH LIQUID ASPHALT COATING (EMULSION) USING A PRESSURE DISTRIBUTOR AT AN APPROXIMATE RATE OF 0.1 GALLON PER SQUARE YARD. OVERSPRAY SHALL NOT EXTEND MORE THAN 2 INCHES BEYOND THE WIDTH OF CUT AND/OR SHALL NOT COME IN CONTACT WITH PAVEMENT MARKINGS.
8. PAVEMENT MARKINGS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



SECTION A-A



ROAD AND BRIDGE STANDARDS

CENTERLINE RUMBLE STRIPS

SPECIFICATION
REFERENCE

SHEET 1 OF 1

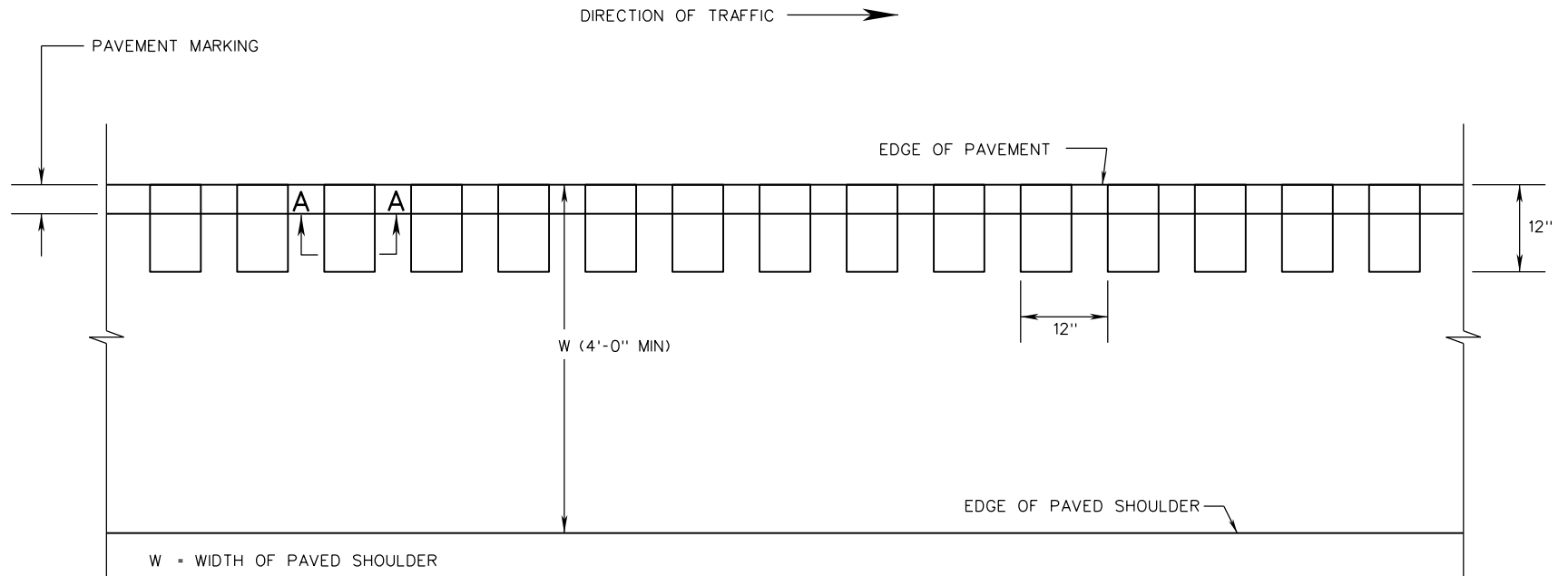
REVISION DATE

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7/13

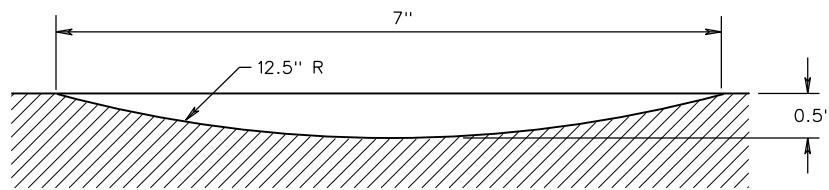
VIRGINIA DEPARTMENT OF TRANSPORTATION

310
315



W = WIDTH OF PAVED SHOULDER

PLAN VIEW



SECTION A-A

NOTES

1. RUMBLE STRIPES SHALL BE PLACED CONTINUOUSLY AS DIRECTED BY THE ENGINEER.
2. RUMBLE STRIPES SHALL NOT BE PLACED WITHIN LIMITS OF BRIDGE DRAINAGE APRONS OR SPECIAL DESIGN SHOULDER SLOT INLETS.
3. RUMBLE STRIPES SHALL BE PLACED ON MAINLINE SHOULDERS ONLY.
4. FOLLOWING CUTTING AND CLEANING DEPRESSIONS OF WASTE MATERIAL, THE ENTIRE RUMBLE STRIP AREA SHALL BE COATED WITH LIQUID ASPHALT COATING (EMULSION) USING A PRESSURE DISTRIBUTOR AT AN APPROXIMATE RATE OF 0.1 GALLON PER SQUARE YARD. OVERSPRAY SHALL NOT EXTEND MORE THAN 2 INCHES BEYOND THE WIDTH OF CUT AND/OR SHALL NOT COME IN CONTACT WITH PAVEMENT MARKINGS.
5. RUMBLE STRIPES SHALL NOT BE PLACED WITHIN 50 FEET OF ANY INTERSECTION, TURN LANE, ACCELERATION/DECELERATION LANE OR GORE AREA.
6. PAVEMENT MARKINGS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

SPECIFICATION REFERENCE

310
315

A COPY OF THE ORIGINAL SEALED AND SIGNED STANDARD DRAWING IS ON FILE IN THE CENTRAL OFFICE

CONTINUOUS SHOULDER RUMBLE STRIPES

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

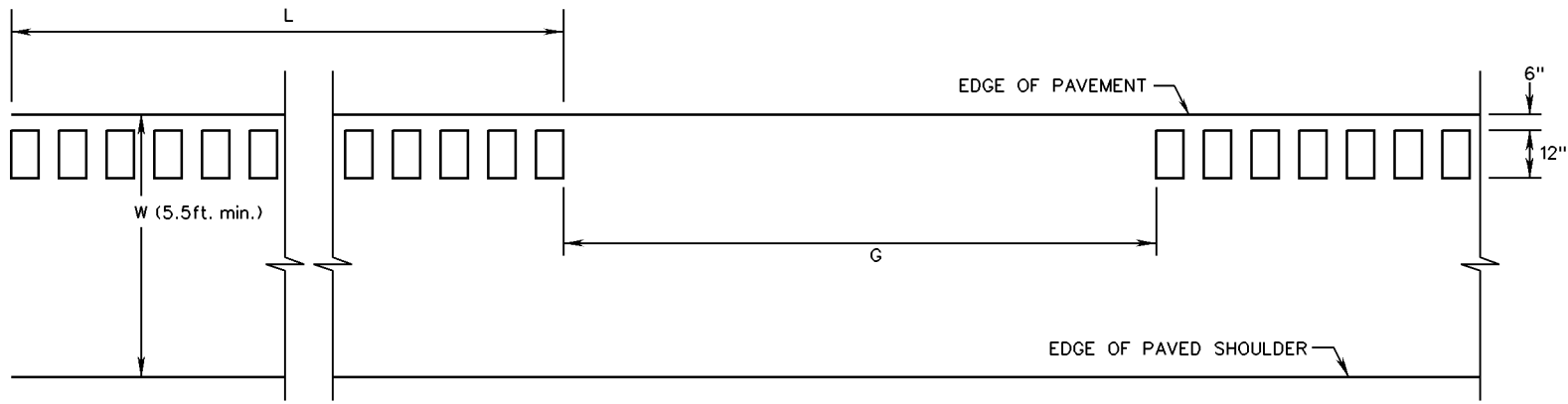
SHEET 1 OF 1

7/13

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RS-5

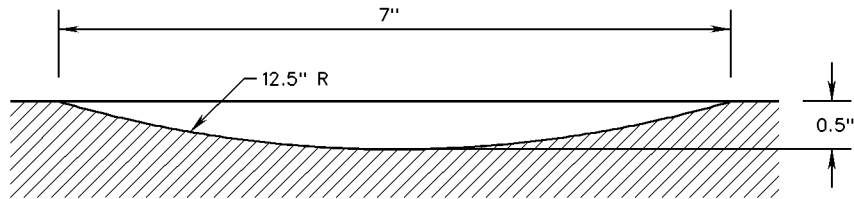
DIRECTION OF TRAFFIC →



W = WIDTH OF PAVED SHOULDER

PLAN VIEW

	L	G
ROADWAY DOWN GRADE LESS THAN 6%	48 ft.	12 ft.
ROADWAY DOWN GRADE EQUAL TO 6% AND GREATER	52 ft.	16 ft.



SECTION A-A

NOTES

1. RUMBLE STRIPS SHALL BE PLACED WITH AN INTERMITTENT PATTERN AS SHOWN IN THE PLAN VIEW AND SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
2. RUMBLE STRIPS SHALL NOT BE PLACED WITHIN LIMITS OF BRIDGE DRAINAGE APRONS OR SPECIAL DESIGN SHOULDER SLOT INLETS.
3. RUMBLE STRIPS SHALL BE PLACED ON MAINLINE SHOULDERS ONLY.
4. INTERMITTENT RUMBLE STRIPS SHALL BE PLACED ON OUTSIDE SHOULDERS ONLY.
5. FOLLOWING CUTTING AND CLEANING DEPRESSIONS OF WASTE MATERIAL, THE ENTIRE RUMBLE STRIP AREA SHALL BE COATED WITH LIQUID ASPHALT COATING (EMULSION) USING A PRESSURE DISTRIBUTOR AT AN APPROXIMATE RATE OF 0.1 GALLON PER SQUARE YARD. OVERSPRAY SHALL NOT EXTEND MORE THAN 2 INCHES BEYOND THE WIDTH OF CUT AND/OR SHALL NOT COME IN CONTACT WITH PAVEMENT MARKINGS.
6. RUMBLE STRIPS SHALL NOT BE PLACED WITHIN 50 FEET OF ANY INTERSECTION, TURN LANE, ACCELERATION/DECELERATION LANE OR GORE AREA.
7. PAVEMENT MARKINGS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



ROAD AND BRIDGE STANDARDS

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INTERMITTENT SHOULDER RUMBLE STRIPS

SPECIFICATION REFERENCE

SHEET 1 OF 1

REVISION DATE

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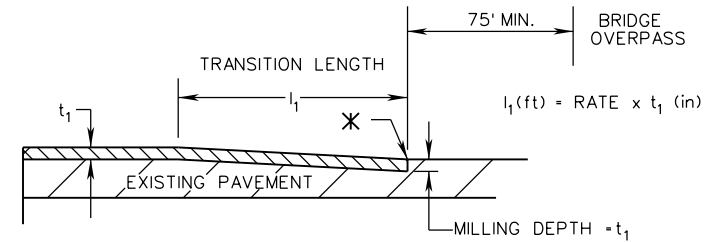
08/10

VIRGINIA DEPARTMENT OF TRANSPORTATION

310
315

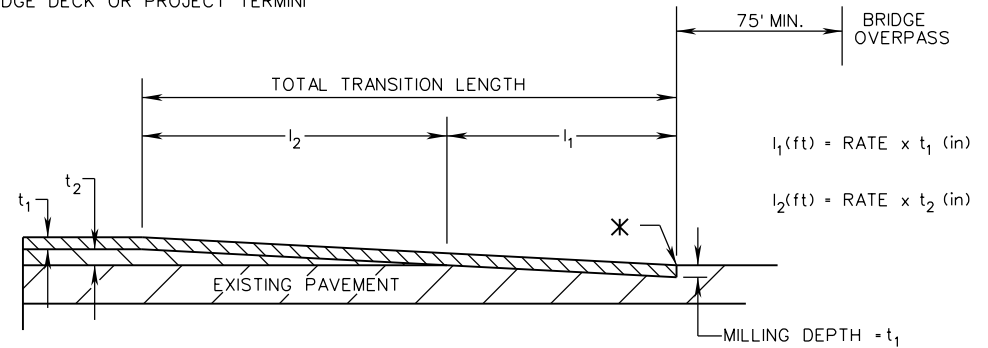
NOTES

1. TIE-IN REQUIREMENTS TO INTERSECTING ROADS OR STREETS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR AT THE DIRECTION OF THE ENGINEER.
2. EXISTING PAVEMENT SURFACE SHALL BE PLANED TO TRANSITION THE TOP COURSE OF THE ASPHALT CONCRETE OVERLAY. ANY SUB-COURSE TERMINATION MAY BE NOTCHED INTO THE EXISTING PAVEMENT OR BLENDED WITH THE NEXT COURSE OF PAVEMENT.
3. WHEN THERE IS A SPECIAL PROVISION FOR RIDEABILITY INCLUDED IN THE CONTRACT, A DISTANCE OF 105 FEET (0.02 OF A MILE), MEASURED FROM THE LINE OF THE TIE-IN WILL BE EXEMPTED FROM PAY ADJUSTMENT.
4. TRANSITION SHALL BEGIN/END AT THE PROJECT LIMITS, AT BRIDGE APPROACH SLAB/ABUTMENT (OR AN INTERMEDIATE POINT DETERMINED BY THE ENGINEER), AND A MINIMUM OF 75 FEET FROM A VERTICAL PLANE OF THE NEAREST OUTER FACE OF THE BRIDGE OVERPASS.
5. NO OVERLAY OR MILLING SHALL BE PERMITTED ON THE BRIDGE DECK WITHOUT THE PRIOR WRITTEN APPROVAL OF THE DISTRICT BRIDGE ENGINEER.



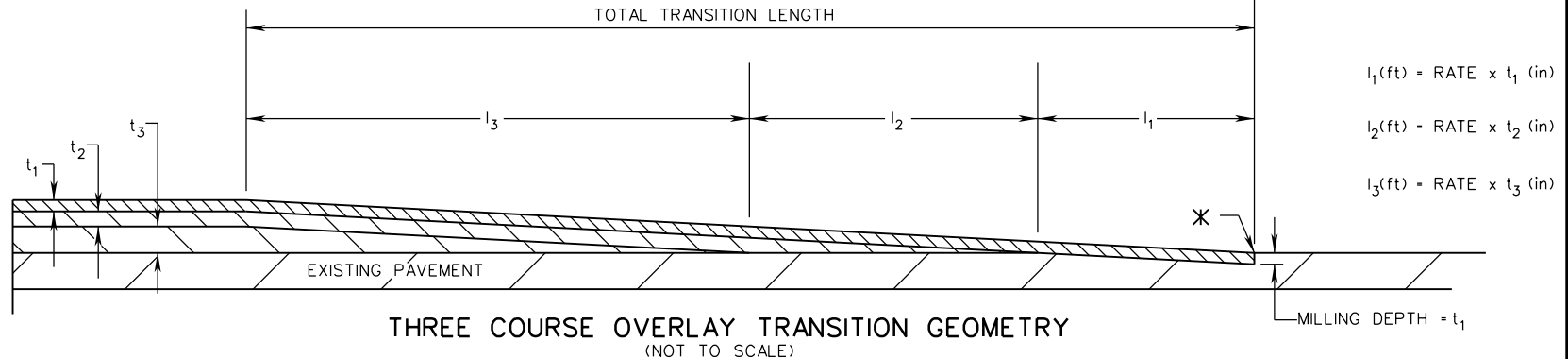
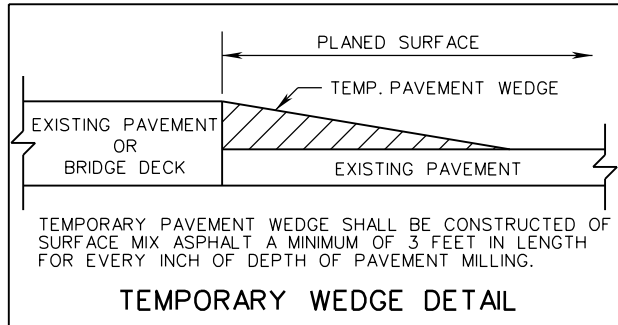
SINGLE COURSE OVERLAY TRANSITION GEOMETRY
(NOT TO SCALE)

✱ BRIDGE DECK OR PROJECT TERMINI



TWO COURSE OVERLAY TRANSITION GEOMETRY
(NOT TO SCALE)

TRANSITION RATE		POSTED SPEED MPH					
		25	35	45	55	65	70
RATE (FT/INCH)		20	25	35	40	45	50



THREE COURSE OVERLAY TRANSITION GEOMETRY
(NOT TO SCALE)

SPECIFICATION REFERENCE

- 210
- 315
- 515

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.
ASPHALT CONCRETE OVERLAY TRANSITIONS

VIRGINIA DEPARTMENT OF TRANSPORTATION



ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 1

7/12

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ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

305.02

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE