



PLAN VIEW  
LEAVE OUT JOINT  
STEEL BAR REINFORCEMENT ONLY

## NOTES:

- 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.
- TRANSVERSE CONSTRUCTION JOINT BARS ARE TO BE PLACED IN THE SAME HORIZONTAL PLANE AS THE #6 LONGITUDINAL BARS.
- #6 LONGITUDINAL BARS ARE TO BE LAPPED AND TIED IN THE SAME HORIZONTAL PLANE.
- 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.
- 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).
- DOUBLE LAP REQUIREMENT (40") AND THE EXTRA BAR METHOD APPLY ONLY TO LAPS FALLING WITHIN AN AREA OF 10' BEYOND THE CONSTRUCTION JOINT.
- 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.
- LONGITUDINAL STEEL TO CONTINUE THROUGH JOINT. EXTRA #6 BARS 20'-0" LONG SHALL BE SPACED AT 11" C-C.
- CONCRETE SHOULD BE ADEQUATELY VIBRATED UNDER BEAM FLANGE TO ELIMINATE HONEYCOMBS.
- ANCHOR SLAB TYPE I IS TO BE USED IN FIRM SOILS ONLY. FOR AASHTO CLASSIFICATION SOILS A-1 THROUGH A-4, 3 ANCHOR LUGS ARE REQUIRED (ANCHOR SLAB LENGTH - 55'). FOR AASHTO CLASSIFICATION SOILS A-5 THROUGH A-7, 5 ANCHOR LUGS ARE REQUIRED (ANCHOR SLAB LENGTH - 85'). USE SAME REINFORCEMENT SIZE AND SPACING AS IN CONTINUOUS PAVEMENT. ANCHOR SLAB TYPE I IS USED TO RESTRICT MOVEMENT AGAINST THE STRUCTURE.
- ANCHOR SLAB TYPE TYPE II MUST BE USED WHEN COHESIONLESS OR SOFT CLAY SOILS ARE ENCOUNTERED. USE SAME REINFORCEMENT SIZE AND SPACING AS IN CONTINUOUS PAVEMENT. ANCHOR SLAB TYPE II ACCOMMODATES MOVEMENT OF THE CONTINUOUS PAVEMENT.
- WELD STEEL END PLATE TO BOTH ENDS OF WF BEAM TO SEAL ENDS. WELD SHEAR CONNECTORS TO WEB AND FLANGE OF WF BEAM.
- 2" MINIMUM CONCRETE COVER FOR STEEL IN SUB-SLABS.
- WIDE FLANGE BEAM TO BE TREATED WITH CORROSION INHIBITOR PER SECTION 407 OF THE ROAD AND BRIDGE SPECIFICATIONS.
- ALL REINFORCING BARS SHALL BE GRADE 60 STEEL.

SPECIFICATION  
REFERENCE

316

# 11" THICK CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 14 FOOT TRAVEL LANE

VIRGINIA DEPARTMENT OF TRANSPORTATION

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