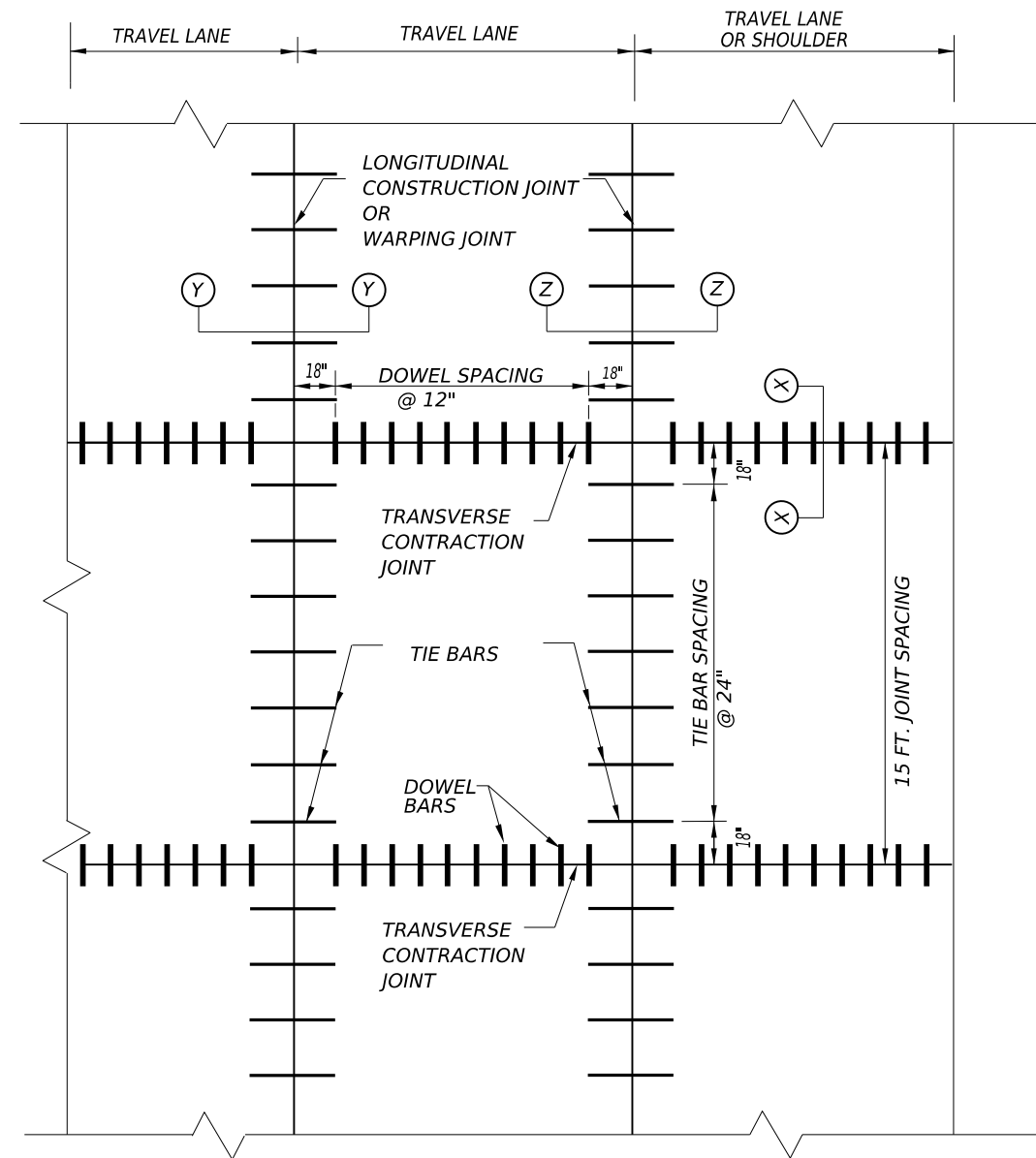
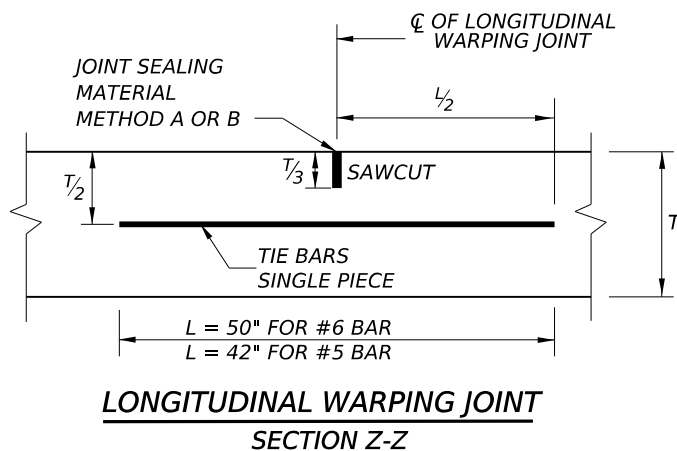
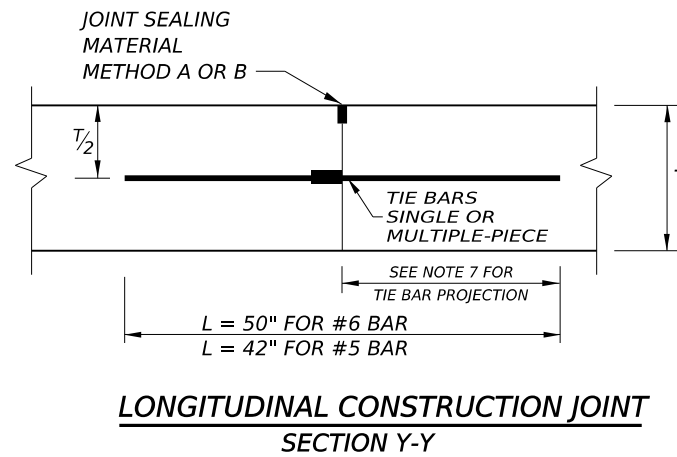
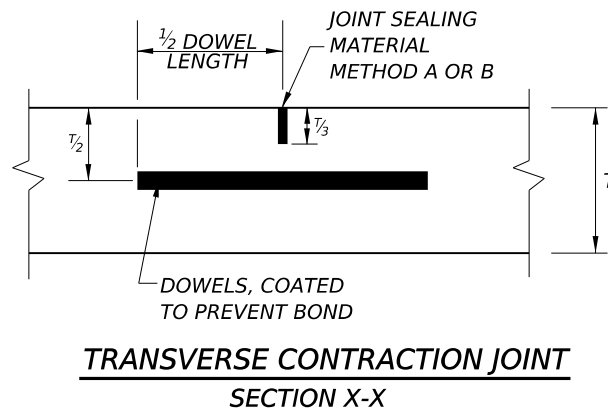


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GENERAL NOTES

1. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS. FOR PAVEMENTS WIDER THAN 100 FT. WITHOUT A FREE LONGITUDINAL JOINT, ADDITIONAL DETAILS MAY BE SHOWN ELSEWHERE IN THE PLANS.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND LOAD TRANSFER DEVICES REFER TO THE GOVERNING SPECIFICATION FOR "CONCRETE PAVEMENT".
3. THE SPACING BETWEEN TRANSVERSE CONTRACTION JOINTS SHALL BE 15 FT. UNLESS OTHERWISE SHOWN IN THE PLANS.
4. TRANSVERSE CONSTRUCTION JOINTS MAY BE FORMED BY USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE DEPTH OF PAVEMENT, OR BY METHODS APPROVED BY THE ENGINEER.
5. USE HAND-OPERATED IMMERSION VIBRATORS TO CONSOLIDATE THE CONCRETE ADJACENT TO ALL THE FORMED JOINTS.
6. PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR SECTION Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
7. THE MINIMUM PROJECTION OF TIE BARS INTO THE ADJACENT PLACEMENT IS 22.5 IN. FOR #6 BARS AND 18.5 IN. FOR #5 BARS.
8. WHEN TYING CONCRETE GUTTER AT A LONGITUDINAL JOINT, THE TIE BAR LENGTH OR POSITION MAY BE ADJUSTED. PROVIDE 3 IN. OF CONCRETE COVER FROM THE BACK OF GUTTER TO THE END OF TIE BAR.
9. REPLACE MISSING OR DAMAGED TIE BARS WITHOUT ADDITIONAL COMPENSATION BY DRILLING MIN. 10 IN. DEEP AND GROUTING TIE BARS WITH TYPE III, CLASS C EPOXY. MEET THE PULL-OUT TEST REQUIREMENTS IN ITEM 361.
10. WHEN A MONOLITHIC CURB IS SPECIFIED, THE JOINT IN THE CURB SHALL COINCIDE WITH PAVEMENT JOINTS AND MAY BE FORMED BY ANY MEANS APPROVED BY THE ENGINEER.
11. DOWEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1/4 IN. HORIZONTALLY AND VERTICALLY UNLESS OTHERWISE SPECIFIED. WHERE DOWEL BAR BASKETS ARE USED, REMOVE OR CUT THE SHIPPING WIRES.
12. THE DETAIL FOR JOINT SEALANT AND RESERVOIR IS SHOWN ON STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



TYPICAL PAVEMENT LAYOUT
PLAN VIEW (NOT TO SCALE)

SLAB THICKNESS T (IN.)	BAR DIA. AND LENGTH	AVERAGE SPACING (IN.)
6 to 7.5	1" X 18"	12
8 to 10	1 1/4" X 18"	12
>= 10.5	1 1/2" X 18"	12

SLAB THICKNESS T, (IN.)	BAR SIZE	AVERAGE SPACING (IN.)
6 to 7.5	#5	24
>= 8	#6	24

SHEET 1 OF 2



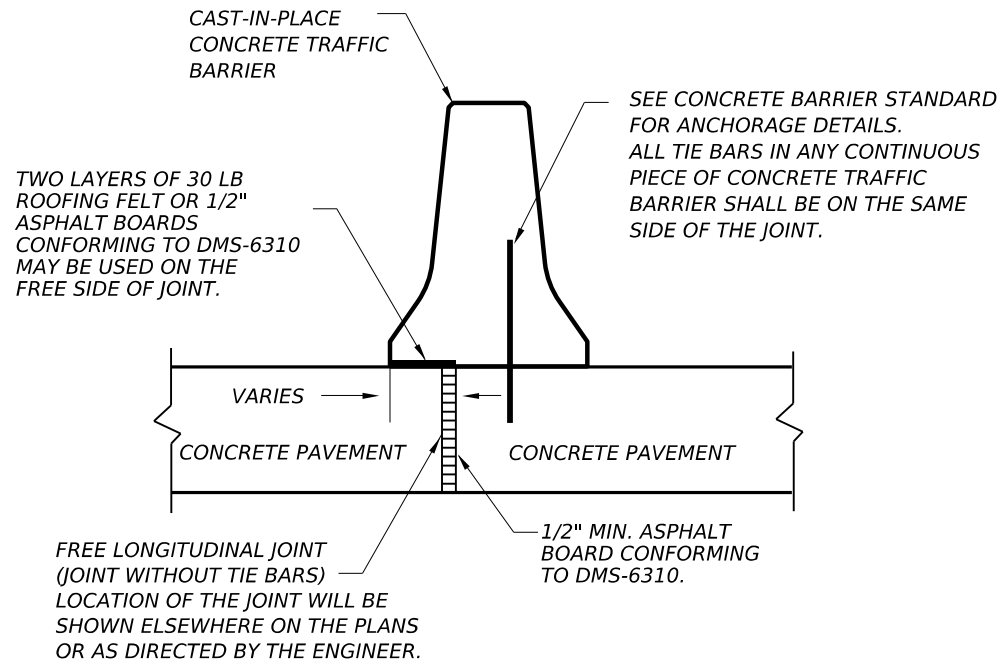
**CONCRETE PAVEMENT
CONTRACTION DESIGN
T-6 to 12 INCHES**

CPCD-24

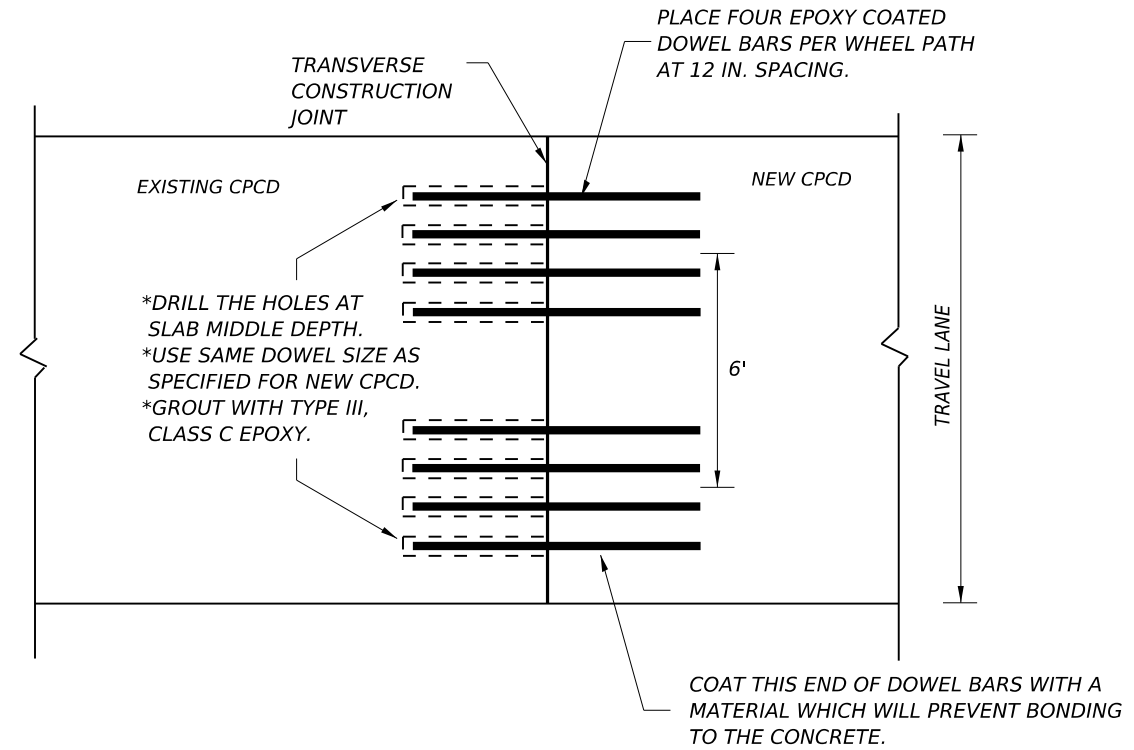
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© TxDOT: Sept 2024	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY	SHEET NO.	

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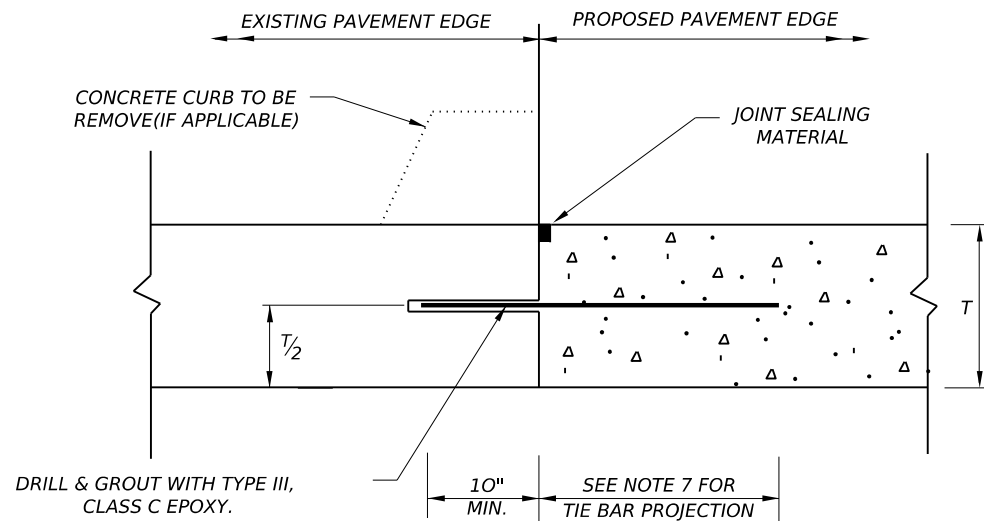
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FREE LONGITUDINAL JOINT DETAIL

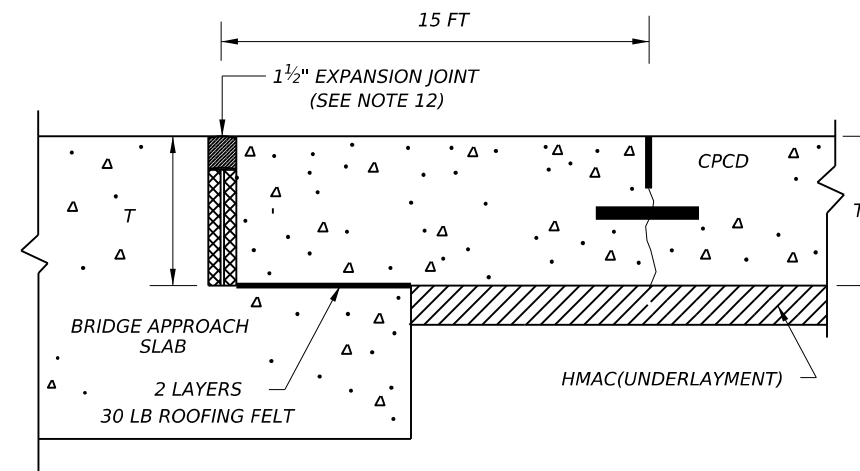


**TRANSVERSE JOINT DETAIL
EXISTING CPCD TO NEW CPCD
PLAN VIEW (NOT TO SCALE)**



1. USE A DRILL BIT WITH A DIAMETER THAT IS 1/8 IN. GREATER THAN THAT OF THE TIE BAR DIAMETER.
2. BEFORE CONCRETE PLACEMENT, PERFORM PULL-OUT TESTS ON EPOXY-GROUTED TIE BARS IN ACCORDANCE WITH ITEM 360.
3. SPACE TIE BARS AT 24" SPACING. USE #6 TIE BARS FOR 8" AND THICKER PAVEMENTS, USE #5 TIE BARS FOR LESS THAN 8" THICK PAVEMENTS.
4. THE TRANSVERSE JOINTS OF PROPOSED PAVEMENT SHALL COINCIDE WITH EXISTING PAVEMENT JOINTS UNLESS OTHERWISE SHOWN ON THE PLANS.

LONGITUDINAL WIDENING JOINT DETAIL



**TRANSVERSE EXPANSION JOINT DETAIL
AT BRIDGE APPROACH**

SHEET 2 OF 2



**CONCRETE PAVEMENT
CONTRACTION DESIGN
T-6 to 12 INCHES**

CPCD-24

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