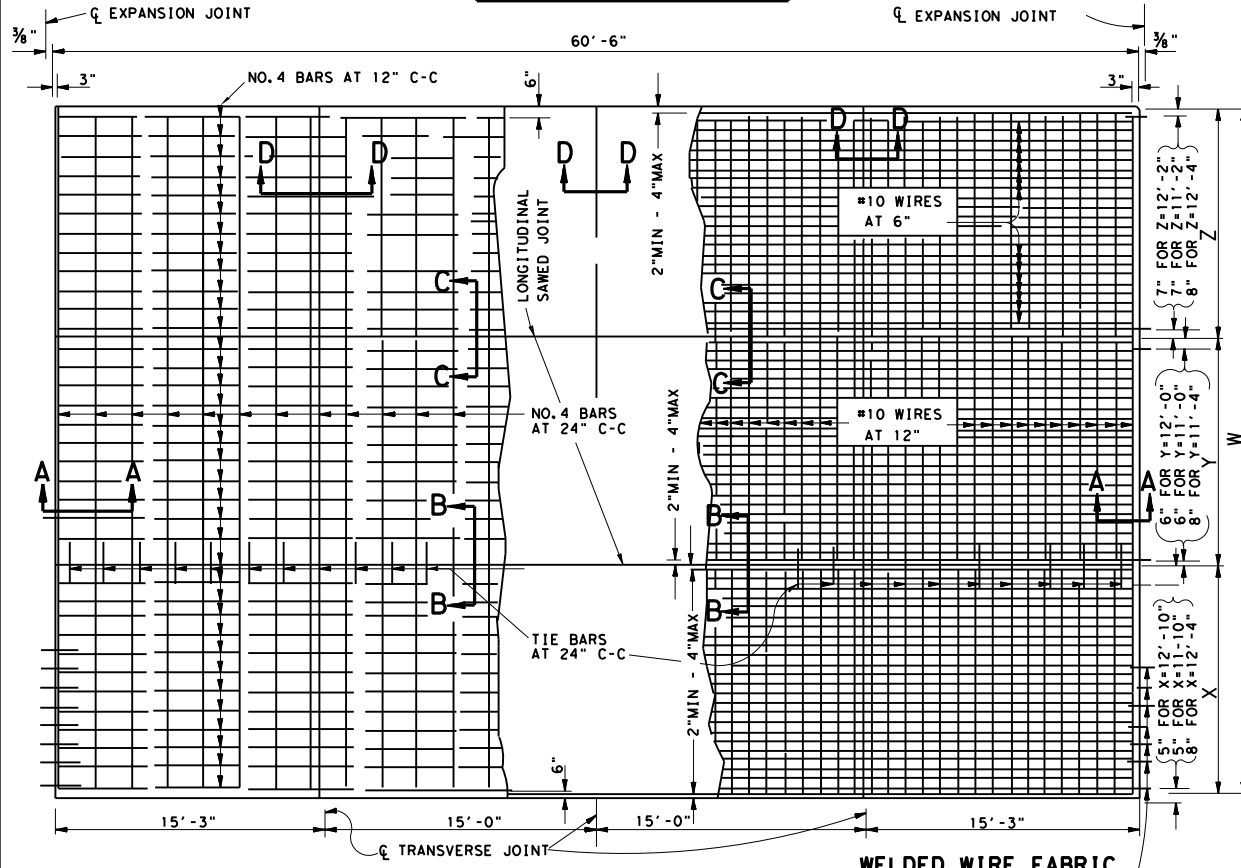


WIDTH - Q

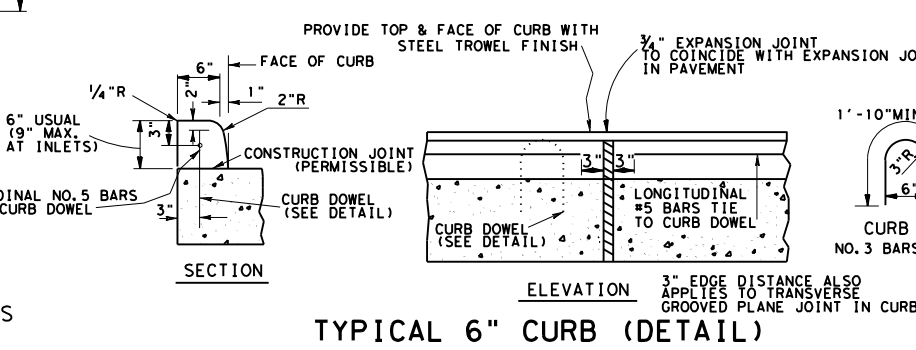
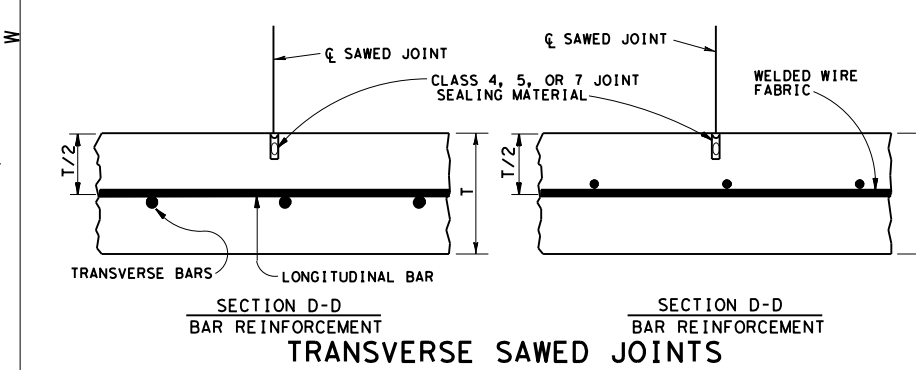
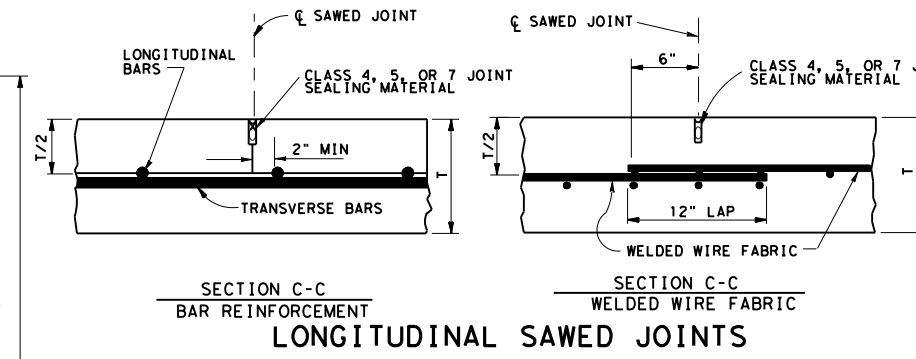
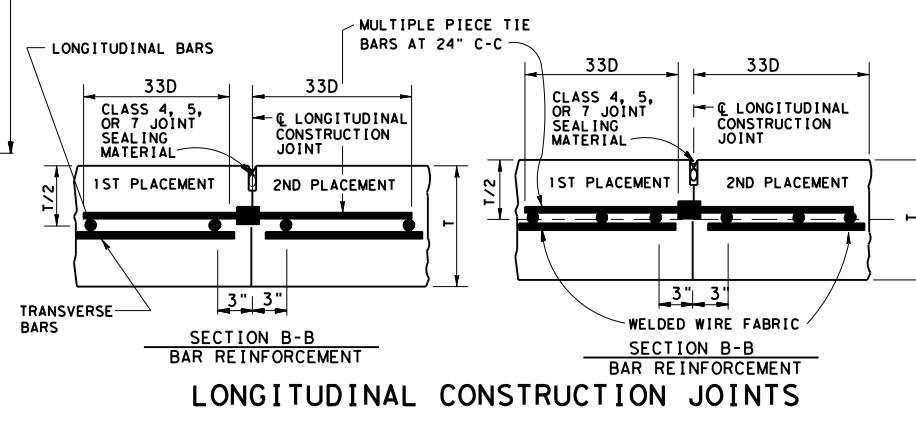
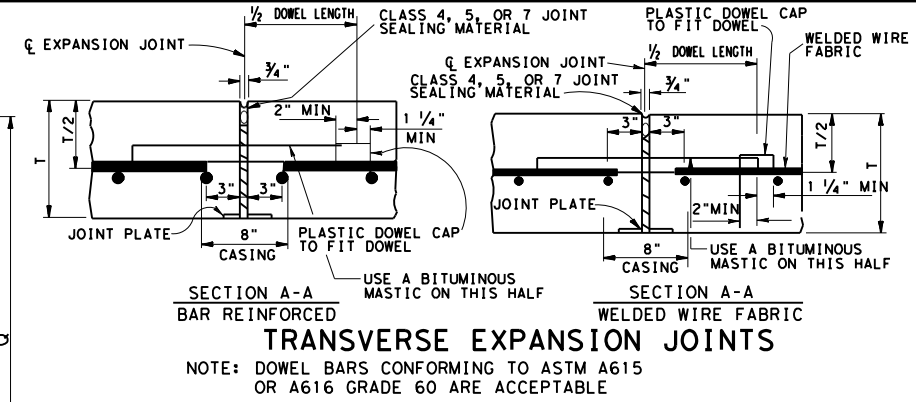
| | | | |
|---|--------|--------|---------|
| | 24'-0" | 24'-6" | 25'-0" |
| R | 12'-4" | 12'-4" | 12'-10" |
| S | 11'-8" | 12'-2" | 12'-2" |



WIDTH - W

| | | | |
|---|---------|--------|---------|
| | 37'-0" | 36'-0" | 34'-0" |
| X | 12'-10" | 12'-4" | 11'-10" |
| Y | 12'-0" | 11'-4" | 11'-0" |
| Z | 12'-2" | 12'-4" | 11'-2" |

D = DIAMETER
R = RADIUS
T = THICKNESS



- GENERAL NOTES
- MULTIPLE PIECE TIE BARS ARE REQUIRED AT LONGITUDINAL CONSTRUCTION JOINTS. USE MULTIPLE PIECE TIE BAR ASSEMBLIES WITH STOP TYPE COUPLINGS AND WITH THREADS ON THE BARS. ENSURE THE MULTIPLE PIECE TIE BAR ASSEMBLIES DEVELOP A MINIMUM ULTIMATE TENSILE STRENGTH EQUAL TO 1.25 TIMES THE YIELD STRENGTH OF THE TRANSVERSE BARS BEING JOINED. USE DEFORMED REINFORCING BARS FOR TIE BARS. TIE BAR ASSEMBLIES MADE FROM STEELS OTHER THAN ASTM GRADE 60 AND WITH DEFORMATIONS OTHER THAN ASTM STANDARD MAY BE USED IF IT CAN BE PROVEN TO THE ENGINEER THAT THEY ARE IN EVERY RESPECT THE EQUAL OF THE ASSEMBLIES SPECIFIED. LABORATORY TESTING OF THE PROPOSED ASSEMBLIES, AT THE CONTRACTOR'S EXPENSE, MAY BE REQUIRED.
 - FORM CONSTRUCTION JOINTS WITH METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT OR BY OTHER MEANS APPROVED PRIOR TO THEIR USE.
 - SAW LONGITUDINAL AND TRANSVERSE JOINTS AS SOON AS SAWING CAN BE ACCOMPLISHED WITHOUT DAMAGE TO THE PAVEMENT AND BEFORE 24 HOURS AFTER PLACING THE CONCRETE, THE EXACT TIME WILL BE APPROVED BY THE ENGINEER. PREFORMED JOINT WITH ASPHALT STRIP IS NOT ACCEPTABLE.
 - LONGITUDINAL JOINTS ARE SHOWN OFFSET FOUR INCHES FROM THE THEORETICAL LANE LINE AND MAY BE OFFSET TO EITHER SIDE IF THE WIDTH OF THE WIRE FABRIC IS PROPERLY ADJUSTED.
 - ONE OF THE LONGITUDINAL JOINTS OF PAVEMENT SLABS WIDER THAN TWO LANES MAY BE A CONSTRUCTION JOINT. FOR PAVEMENT SLABS WIDER THAN 15 FT. PROVIDE A LONGITUDINAL SAWED JOINT UNLESS OTHERWISE DIRECTED.
 - FORM THE JOINT SEAL SPACE AT TRANSVERSE EXPANSION JOINTS BY USING A STRAIGHT FORM PLACED BEHIND THE LONGITUDINAL FLOAT. LOOSEN THE FORM AS SOON AS THE CONCRETE WILL RETAIN ITS SHAPE AND EDGE WITH AN APPROVED EDGING TOOL. TOOL BOTH EDGES OF LONGITUDINAL CONSTRUCTION JOINTS TO A 1/8 IN. RADIUS AT THE PAVEMENT SURFACE.
 - DO NOT DISCHARGE CONCRETE FROM THE MIXER DIRECTLY ON TOP OF OR ON THE SIDES OF THE EXPANSION JOINT ASSEMBLIES.
 - LAP TRANSVERSE EDGES OF SHEETS OF WELDED WIRE FABRIC 12 INCHES EXCEPT AT TRANSVERSE EXPANSION JOINTS. LAP LONGITUDINAL EDGES 6 INCHES EXCEPT AT LONGITUDINAL CONSTRUCTION JOINTS.
 - DOWEL BARS MAY BE COATED WITH STAINLESS STEEL, MONEL METAL, OR IN ACCORDANCE WITH THE ITEM "REINFORCING STEEL" SECTION ON EPOXY COATING; WITH A WELDED DOWEL ASSEMBLY SUPPORT, AS APPROVED. ENSURE THE CASING CONFORMS TO THE REQUIREMENTS OF ONE OF THE GRADES OF ASTM A167-70 OR A176-71 AND IS NOT LESS THAN 0.010 INCH THICK. PROVIDE A CASING AT LEAST 8 INCHES LONG AND THAT COVERS THE MIDDLE 8 INCHES OF THE DOWEL.
 - SECURE DOWELS PARALLEL TO THE PAVEMENT SURFACE AND PERPENDICULAR TO THE JOINT WITH THE AID OF APPROVED WELDED WIRE BASKET ARRANGEMENTS. ENSURE WELDED WIRE BASKET ARRANGEMENTS DO NOT CROSS THE EXPANSION JOINT. UNIFORMLY COAT DOWELS WITH A BITUMINOUS MASTIC ON THE END WITH THE DOWEL CAP.
 - DO NOT BEND TIE BARS AND DOWEL BARS. TO PREVENT DISPLACEMENT OF WIRE FABRIC BY CONCRETE PLACEMENT, TIE THE FABRIC PANEL TOGETHER AND TIE THE INITIAL FABRIC PANELS OF EACH SLAB TO THE DOWEL BASKET OR AS DIRECTED.
 - TOOL PAVEMENT EDGES TO A RADIUS OF 1/8 IN. WITH AN APPROVED EDGING TOOL.
 - DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS, AND CROWN-SLOPE ARE ELSEWHERE SHOWN ON THE PLANS.
 - THE CONTRACTOR HAS THE OPTION OF USING WELDED WIRE FABRIC OR BAR REINFORCEMENT. LOCATE THE LONGITUDINAL STEEL AT THE CENTER OF THE SLAB. TAKE NECESSARY PRECAUTIONS TO INSURE THAT THE FINAL POSITION OF STEEL IS WITHIN 1/2 IN. OF THE SLAB CENTER. ENSURE THE LONGITUDINAL AND TRANSVERSE STEEL SPACING DOES NOT VARY MORE THAN ONE-TWELFTH OF SPACING SHOWN.
 - LONGITUDINAL STEEL MAY BE SPLICED WITH 33 TIMES BAR DIAMETER LAPS.
 - FOR LANE WIDTHS NOT SHOWN OR FOR VARIABLE PANEL LENGTHS AND WIDTHS, SPACE REINFORCING STEEL AND DOWELS AS DIRECTED.
 - USE APPROVED BAR MAT CHAIRS. DO NOT EXCEED CHAIR SPACING OF 30 IN. C-C (TRANSVERSE) AND 48 IN. C-C (LONGITUDINAL). GALVANIZING THE CHAIRS IS NOT REQUIRED.
 - OBTAIN BOARDS FOR EXPANSION JOINT FILLER FROM REDWOOD TIMBER.
 - PROVIDE AND CONSTRUCT THE JOINT PLATE AS APPROVED.
 - WHEN CURB IS PLACED SEPARATELY FROM THE CONCRETE PAVEMENT, PROVIDE THE REINFORCING STEEL AS SHOWN IN THE CURB DETAIL. THE CURB REINFORCING STEEL MAY BE OMITTED WHEN THE CURB IS PLACED MONOLITHICALLY.

(GENERAL NOTES CONTINUED ON SHEET 2 OF 2)

Texas Department of Transportation
Houston District

JOINTED REINFORCED CONCRETE PAVEMENT DETAILS
(FOR PAVEMENT THICKNESS 10 INCHES OR LESS)

JRPC SHEET 1 OF 2

FILE: STDB-2.dgn DN: CK: DW: CK:
© TxDOT MAR. 2004 DIST FED REG PROJECT NO. SHEET
REVISIONS
5/05 2004 SPECS
7/10 ADDED NOTE
2/15 2014 SPECS
HOU 6
COUNTY CONTROL SECT JOB HIGHWAY