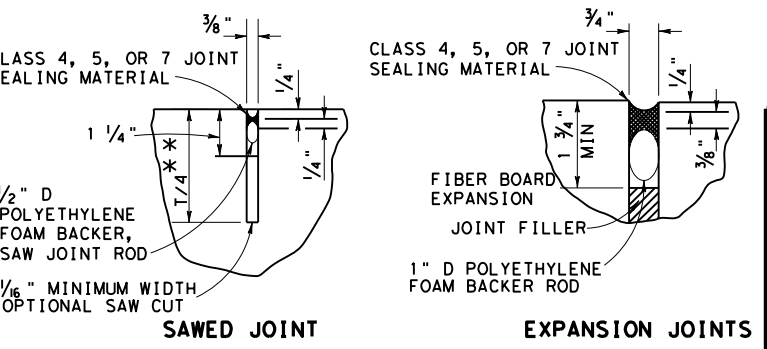
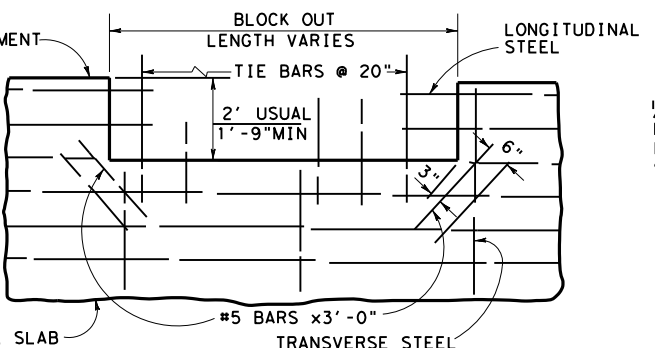
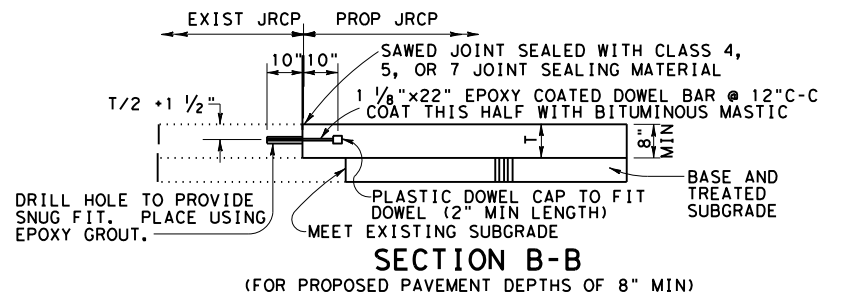


REPLACE ANY BENT LONGITUDINAL REINFORCING. IF THERE IS NOT SUFFICIENT EXPOSED REINFORCING TO PROVIDE A MINIMUM OF A 33 TIMES BAR DIAMETER LAP, REMOVE THE EXISTING PAVEMENT AND SUFFICIENTLY EXPOSE THE EXISTING REINFORCING TO PROVIDE A 33 TIMES BAR DIAMETER LAP. REPLACE ANY SHEAR BARS THAT ARE DISTURBED, BY DRILLING AND GROUTING AS REQUIRED BY NOTE #29. PERFORM THIS CORRECTIVE ACTION AT NO EXPENSE TO THE DEPARTMENT.



\*\* IF SILICEOUS RIVER GRAVEL IS USED AS THE COARSE AGGREGATE, THIS DEPTH IS T/3.

- GENERAL NOTES (CONTINUED FROM SHEET 1 OF 2)
- CONSTRUCT ANCHOR LUGS, EXPANSION JOINTS, AND SLEEPER SLABS AS DETAILED IN SECTION A-A. THESE WILL BE PAID FOR IN ACCORDANCE WITH ITEM, "CONCRETE PAVEMENT TERMINALS."
  - REINFORCING STEEL FOR TERMINAL ANCHOR SYSTEMS MAY BE GRADE 40 OR GRADE 60.
  - PLACE CONCRETE FOR ANCHOR LUGS AS SOON AS POSSIBLE AFTER COMPLETING EXCAVATION, TO PRESERVE THE INHERENT SOIL CHARACTERISTICS. EXCAVATING FOR AND PLACING CONCRETE FOR ANCHOR SYSTEM MAY BE IN PREFORMED SECTIONS CORRESPONDING TO THE WIDTH OF PAVING PLACEMENT.
  - APPLY A STEEL TROWEL FINISH TO SLEEPER SLABS AND COAT WITH AN ASPHALT BOND BREAKER.
  - THE DETAILS FOR ANCHORS, LUGS, EXPANSION JOINTS, AND SLEEPER SLABS ARE NOT APPLICABLE UNLESS SHOWN ELSEWHERE IN THE PLANS.
  - APPROACH SLAB WILL BE PAID FOR IN ACCORDANCE WITH THE ITEM "CONCRETE STRUCTURES."
  - WITHIN 5 MINUTES OF SAWING, COMPLETELY REMOVE THE RESULTING SLURRY FROM THE JOINT BY FLUSHING WITH HIGH PRESSURE WATER. THEN ALLOW THE JOINT TO DRY FOR A MINIMUM OF 48 HOURS BEFORE SANDBLASTING THE JOINT.
  - DO NOT SHEAR CUT DOWEL BARS.
  - SIZE ADDITIONAL SHEAR BARS AS LONGITUDINAL BARS AND SPACE THEM MIDWAY BETWEEN ALTERNATE LONGITUDINAL BARS ALONG THE TRANSVERSE CONSTRUCTION JOINT FORMED AT THE LEAVE-OUT.
  - IF THE CONCRETE DESIGN REQUIRES GREATER THAN 5.5 SACKS OF CEMENTITIOUS MATERIAL PER CUBIC YARD, WRITTEN APPROVAL BY THE AREA ENGINEER WILL BE REQUIRED. ENSURE CONCRETE MIXES PLACED FROM APRIL 1 TO OCTOBER 31 CONTAIN A MINIMUM OF 25 PERCENT BY WEIGHT OF CLASS "F" FLY ASH.
  - IN LOCATIONS WHERE THE PLANS CALL FOR FAST TRACK CONCRETE PAVEMENT IN LIEU OF JRCP (LAID ON COMPACTED OR STABILIZED SUBGRADE), USE DETAILS IN THIS STANDARD IN CONJUNCTION WITH THE APPROPRIATE FAST TRACK CONCRETE SPECIFICATION. IF THE JRCP IS LAID UPON A BASE STRUCTURE, ADD 3" TO THE FAST TRACK PAVEMENT THICKNESS TO COMPENSATE FOR THE BASE.

**INTERSECTION OF MAJOR STREET WITH FRONTAGE STREET  
TYPICAL REINFORCING PLAN**

\* OMIT TIE BARS  
\* INLET BLOCK-OUT

**JOINT SEALING DETAILS**

**Texas Department of Transportation**  
Houston District

**JOINED REINFORCED CONCRETE PAVEMENT DETAILS**  
EXPANSION JOINT DESIGN  
(FOR PAVEMENT THICKNESS 10 INCHES OR LESS)

**JRCP** SHEET 2 OF 2

FILE: STDB-2.dgn	DN:	CK:	DW:	CK:
© TxDOT MAR. 2004	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS	HOU	6	COUNTY	CONTROL SECT JOB HIGHWAY
5/05 2004 SPECS				
7/2010 ADDED NOTE				
9/2013 ADDED NOTE				