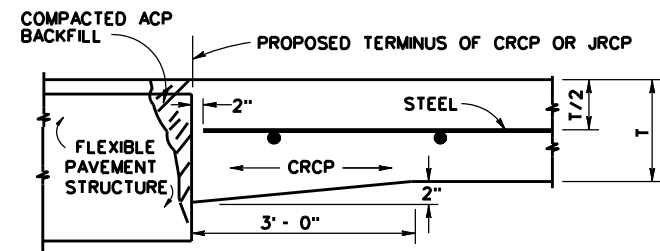


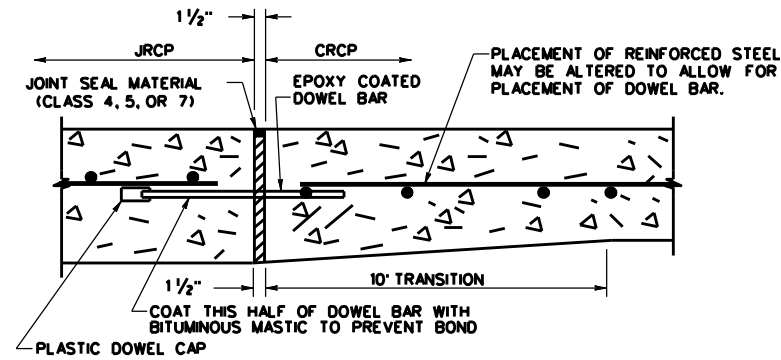
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**NOTE:**  
 ADDITIONAL CONCRETE FOR THICKENED EDGE IS SUBSIDIARY TO VARIOUS BID ITEMS. BACKFILL DISTURBED MATERIAL IN THE FLEXIBLE PAVEMENT WITH ACP. THIS ACP IS SUBSIDIARY TO VARIOUS BID ITEMS.

**JUNCTURE A & B - CRCP OR JRCP WITH FLEXIBLE TYPE PAVEMENT STRUCTURE**

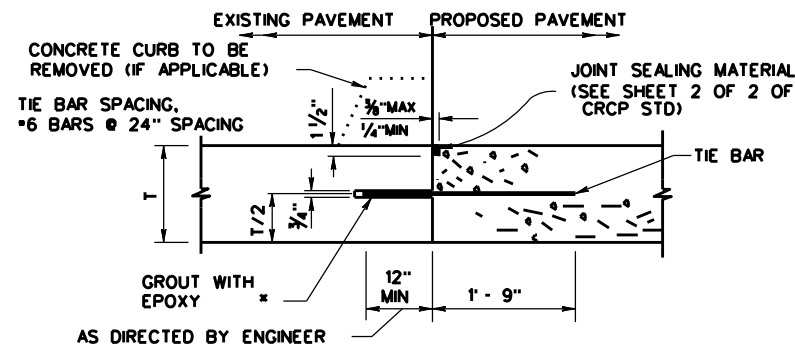


FOR DETAILS NOT SHOWN, SEE TRANSVERSE EXPANSION JOINT DETAILS ELSEWHERE IN PLANS.

**DETAIL "B" - DOWEL ASSEMBLY AT EXPANSION JOINT**

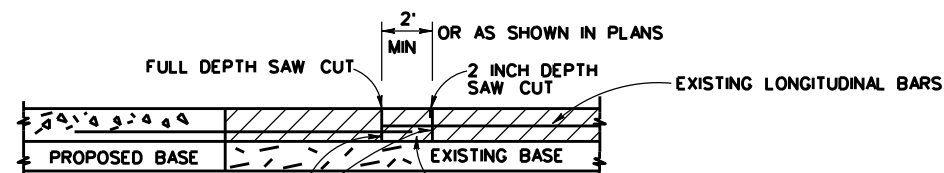
DOWEL BAR DATA			
SLAB THICKNESS(T)	6"-7.5"	8"-10"	10.5"-15"
DOWEL SIZE	1"	1 1/4"	1 1/2"
DOWEL LENGTH	18"	20"	22"
DOWEL BAR SPACING	12"	12"	12"

TABLE A - DOWEL BAR DATA



**JUNCTURE D - TYPICAL CONNECTION TO EXISTING CONCRETE**

\* FOR EPOXY TYPE SEE ITEM 361.



**JUNCTURE F - "BREAK BACK" CONCRETE CRCP WITH CRCP OR JRCP WITH JRCP**

BREAK OUT AND REMOVE EXISTING PAVING  
 BREAK OUT EXISTING CONCRETE. LEAVE 2 FT. OF EXISTING LONGITUDINAL STEEL. LAP LONGITUDINAL STEEL OF PROPOSED PAVING WITH EXISTING IN A VERTICAL MANNER, ONE ABOVE THE OTHER, AND WELD IN ACCORDANCE WITH THE ITEM "STRUCTURAL FIELD WELDING," EXCEPT THAT THE LENGTH OF WELD WILL BE A MINIMUM OF 6 IN. EACH SIDE OF LAP.

**GENERAL NOTES**

- FOR FURTHER INFORMATION REGARDING PLACING CONCRETE AND REINFORCEMENT, REFER TO THE GOVERNING SPECIFICATION FOR CONCRETE PAVEMENT.
- THE DESIGN REQUIREMENTS FOR THE PAVEMENT STRUCTURE, I.E. BAR SPACING, BAR SIZE LAP REQUIREMENTS, ETC., ARE SHOWN ON THE APPROPRIATE PAVEMENT DESIGN DETAIL.
- SLEEPER SLAB AND ADDITIONAL REINFORCING REQUIRED ON THIS DRAWING ARE INCIDENTAL TO THE VARIOUS BID ITEMS.
- USE THE SIZE, SPACING, AND LENGTH OF DOWEL BARS SHOWN IN TABLE "A".
- WHERE THERE WILL BE A JUNCTURE AND ADDITIONAL JRCP PAVING WILL BE PLACED AT A FUTURE DATE, MULTIPLE PIECE DOWEL BARS WILL BE PERMITTED AT THE JUNCTURE. PROVIDE MULTIPLE PIECE DOWEL BAR ASSEMBLIES WITH A MINIMUM ULTIMATE TENSILE STRENGTH OF 60.0 KIPS AND THAT HAVE SMOOTH EPOXY COATED BARS. ENSURE THE MULTIPLE PIECE DOWEL BAR ASSEMBLIES HAVE STOP TYPE COUPLINGS AND HAVE ROLLED THREADS ON THE BARS. DISMANTLE THE BAR AND FIT THE COUPLING PORTION USED IN CONSTRUCTION, WITH A PLASTIC CAP. FURNISH THE REMAINING PORTION OF THE BAR TO THE ENGINEER.
- WHERE THE PAVING IS CRCP AND A RAMP COMPOSED OF A FLEXIBLE PAVEMENT WILL BE USED AT THE JUNCTURE UNTIL FUTURE PAVING IS CONSTRUCTED, MULTIPLE PIECE TIE BARS MAY BE USED IF PERMITTED BY THE ENGINEER. IF USED, ENSURE THE MULTIPLE PIECE TIE BAR ASSEMBLIES HAVE STOP TYPE COUPLINGS AND ROLLED THREADS ON THE BARS. FURNISH MULTIPLE PIECE TIE BAR ASSEMBLIES THAT DEVELOP A MINIMUM ULTIMATE TENSILE STRENGTH EQUAL TO 1.25 TIMES THE YIELD STRENGTH OF THE TRANSVERSE BARS BEING JOINED. FOR TIE BARS, USE DEFORMED REINFORCING BARS. TIE BAR ASSEMBLIES MADE FROM STEELS OTHER THAN ASTM GRADE 60 AND WITH DEFORMATIONS OTHER THAN ASTM STD. MAY BE USED PROVIDED THEY PROVE SATISFACTORY TO THE ENGINEER AND ARE IN EVERY RESPECT THE EQUAL TO THE ASSEMBLIES SPECIFIED. LABORATORY TESTING OF THE PROPOSED ASSEMBLIES, AT THE CONTRACTOR'S EXPENSE, MAY BE REQUIRED. LAP AND WELD ONE PORTION OF THE TIE BAR ASSEMBLY TO EACH LONGITUDINAL BAR IN ACCORDANCE WITH THE ITEM "STRUCTURAL FIELD WELDING" AND THE OTHER PORTION INTO THE COUPLING PRIOR TO PAVING. ENSURE MULTIPLE PIECE TIE BAR LENGTHS CONFORM TO THE TIE BAR LENGTHS SHOWN ELSEWHERE IN THE PLANS. ADDITIONAL "SHEAR STEEL" WILL ALSO BE REQUIRED AND MAY BE USED WITH MULTIPLE PIECE ASSEMBLIES AS PREVIOUSLY DESCRIBED. USE ADDITIONAL STEEL BARS OF EQUAL DIAMETER AT A SPACING DOUBLE THAT OF THE LONGITUDINAL STEEL AND ENSURE THE LENGTH IS 66 TIMES THE TIE BAR DIAMETER.
- DO NOT SHEAR CUT DOWEL BARS.
- ENSURE DOWEL BAR EPOXY COATING CONFORMS TO ARTICLE 440.2.7., "EPOXY COATING".
- 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 12 BELOW. PERFORM THIS CORRECTIVE ACTION AT NO EXPENSE TO THE DEPARTMENT.
- TIE BARS AND DOWEL BARS OMITTED, LOST, OR DAMAGED SHALL BE REPAIRED BY DRILLING AND EPOXY GROUTING AT NO EXPENSE TO THE DEPARTMENT.
- JUNCTURES A & B ARE ONLY SUITABLE FOR MINOR STREETS WITH LOW TRAFFIC VOLUMES.
- FURNISH ADDITIONAL SHEAR BARS (DIAMETER "D") OF THE SAME SIZE AS LONGITUDINAL BARS AND SPACE THEM MIDWAY BETWEEN ALTERNATE LONGITUDINAL BARS ALONG THE TRANSVERSE CONSTRUCTION JOINT FORMED AT THE LEAVE-OUT.

**LEGEND**

- ACP - ASPHALT CONCRETE PAVEMENT
- CRCP - CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
- JRCP - JOINTED REINFORCED CONCRETE PAVEMENT
- T - THICKNESS

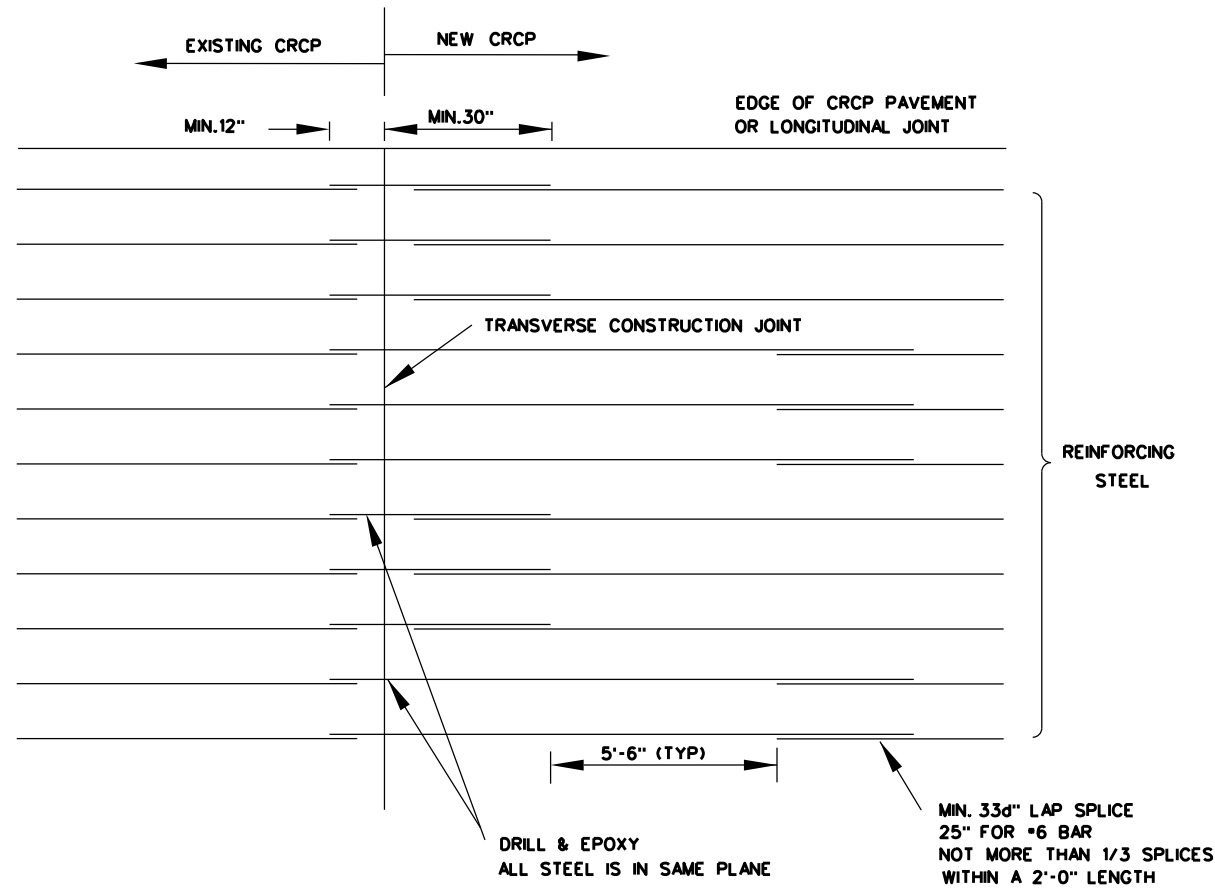
Houston District Standard

## CONCRETE PAVEMENT JUNCTURES

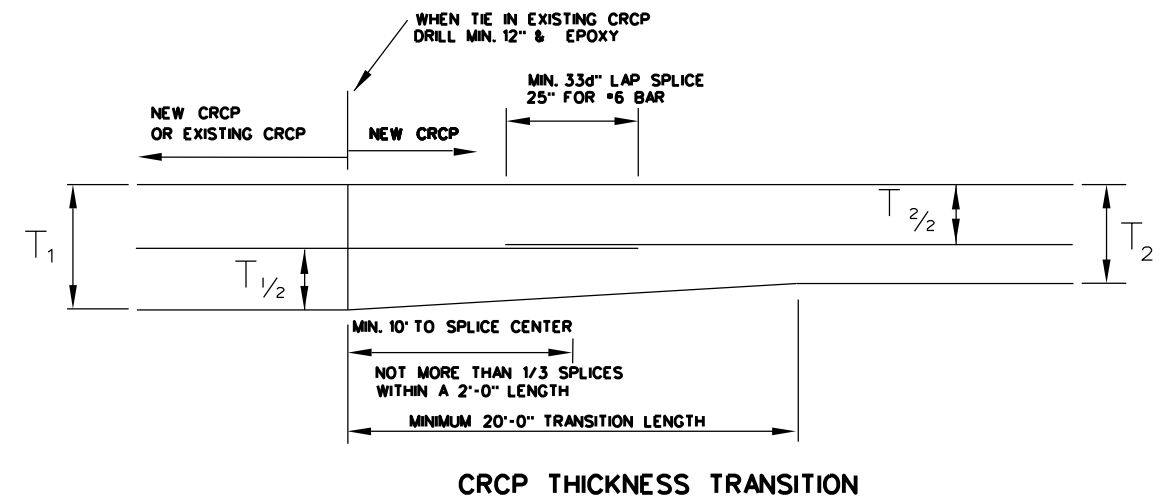
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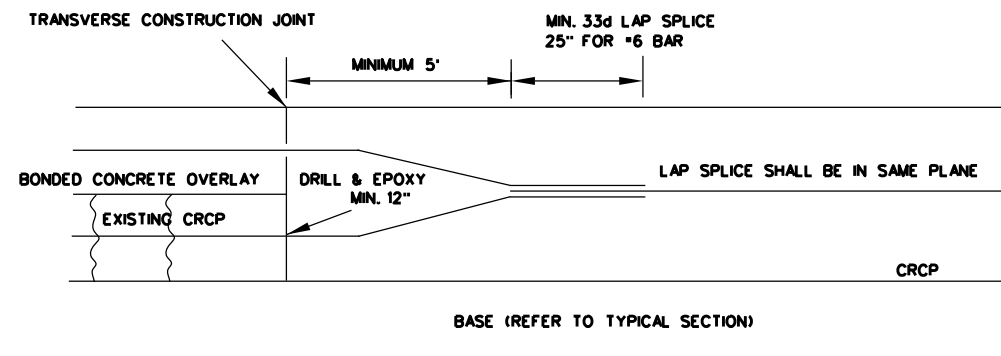
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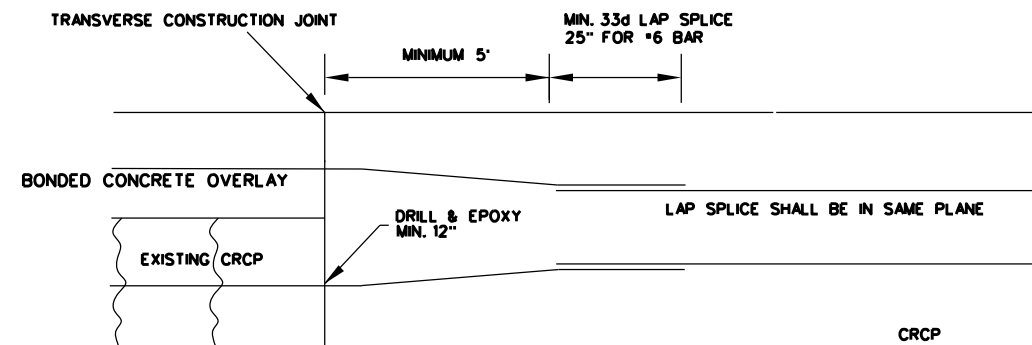
**EXISTING CRCP TO NEW CRCP**



**CRCP THICKNESS TRANSITION**



**CRCP BONDED OVERLAY TO CRCP TRANSITION  
(ONE LAYER STEEL)**



**CRCP BONDED OVERLAY TO CRCP TRANSITION  
(TWO LAYER STEEL)**



**CONCRETE PAVEMENT  
JUNCTURES**

**CPJ-25 (HOU)**

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