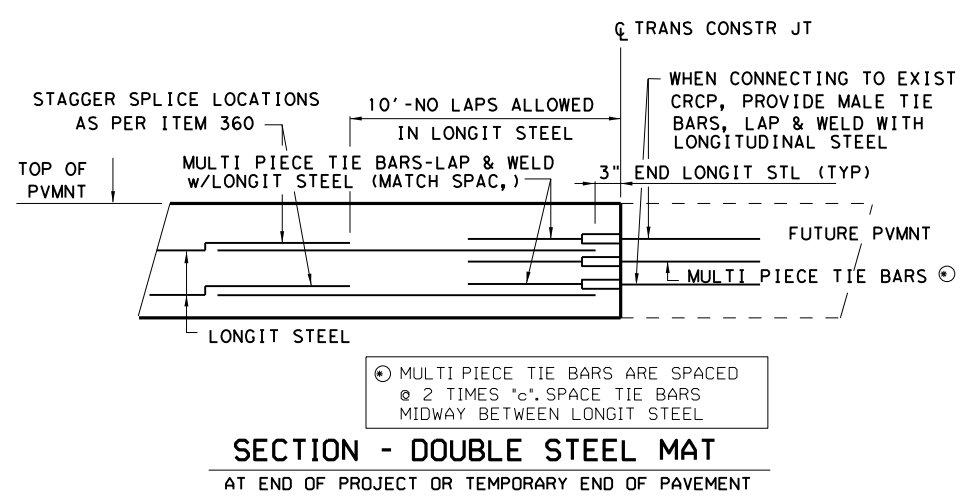
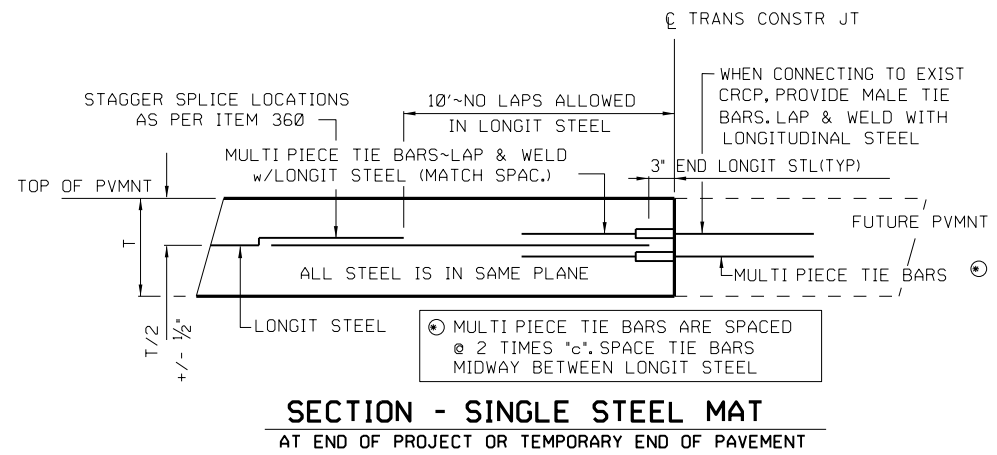


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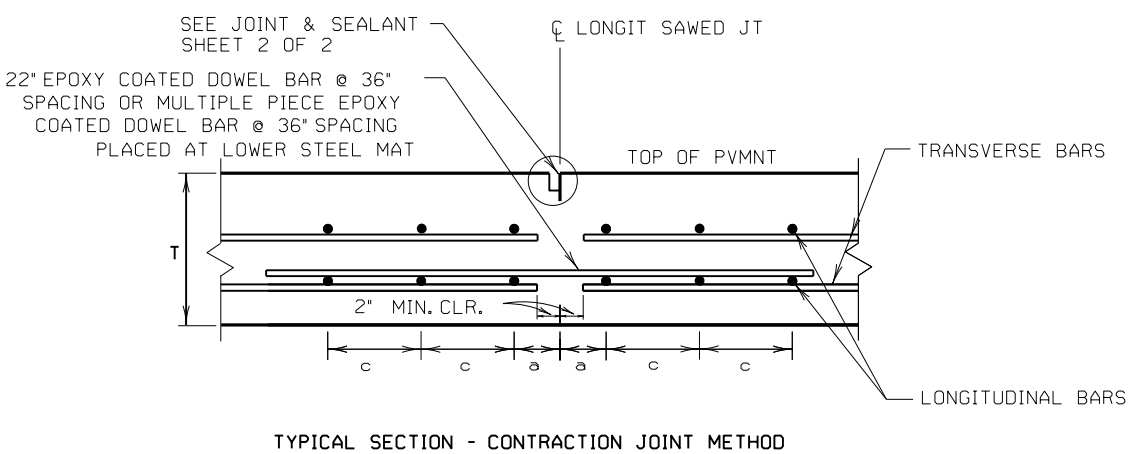
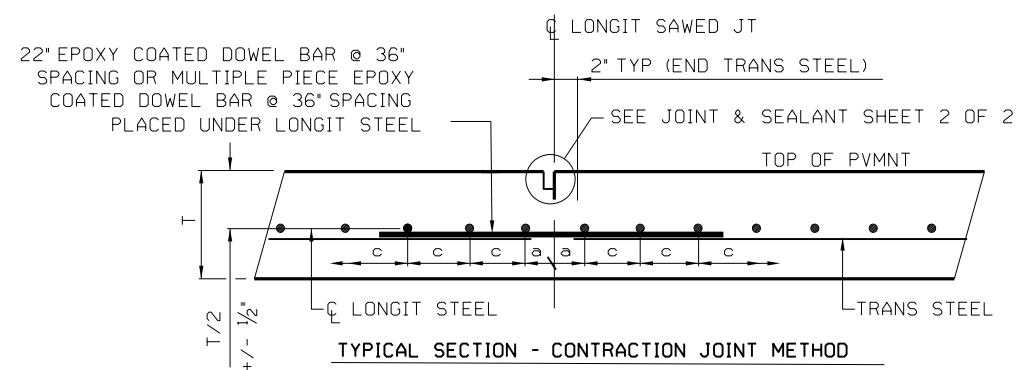
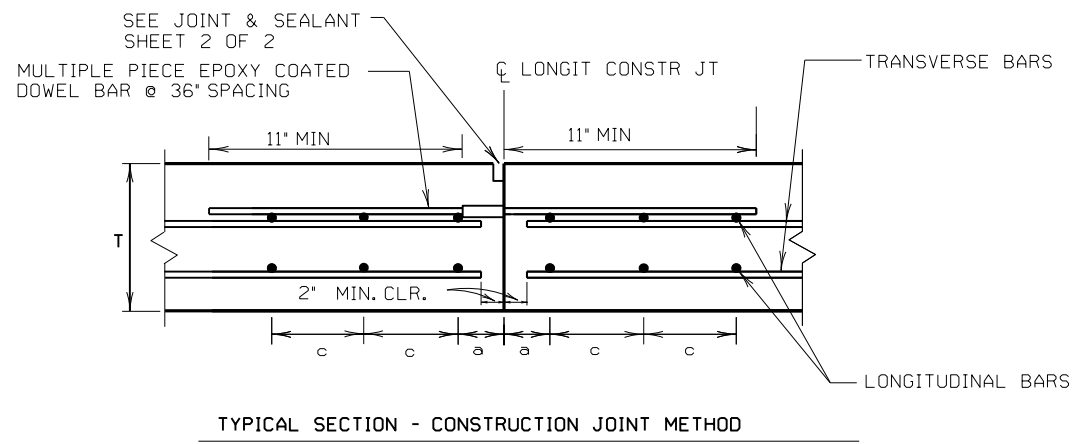
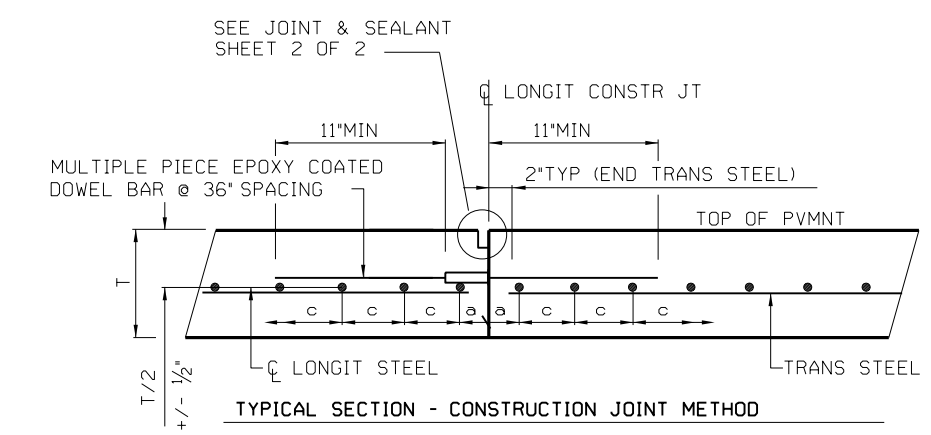


LONGITUDINAL DOWEL JOINT DETAILS

LOCATE WHERE SHOWN IN THE PLANS OR AS APPROVED. CONTRACTOR MAY USE EITHER METHOD

SINGLE STEEL MAT

DOUBLE STEEL MAT



GENERAL NOTES

1. DETAILS FOR 7.0 IN. TO 13.0 IN. THICK CONCRETE PAVEMENT ARE SHOWN ON STANDARD CRCP(1)-17. DETAILS FOR 14 IN. TO 15 IN. THICK CONCRETE PAVEMENT ARE SHOWN ON STANDARD CRCP(2)-17.
2. DOWELS AND TIE BARS - DOWELS ARE ONE INCH MINIMUM DIAMETER. ENSURE DOWELS ARE FREE OF GREASE AND ARE EPOXY COATED. DO NOT SHEAR CUT DOWELS DURING FABRICATION. PROVIDE TIE BARS PER ITEM 360. FURNISH MULTI PIECE TIE BARS AND DOWELS WITH STOP COUPLINGS AND WITH THREADS ON THE BARS.
3. USE CHAIRS OF SUFFICIENT STRUCTURAL QUALITY AND NUMBER TO SUPPORT THE MAT TO THE VERTICAL TOLERANCES. CHAIRS WILL BE APPROVED BY THE ENGINEER AND DO NOT REQUIRE GALVANIZING.
4. MECHANICALLY PLACING REINFORCING STEEL IS NOT ALLOWED. NO BARS, DOWELS OR TIE BARS MAY BE VIBRATED INTO POSITION.
5. WHERE DIFFERENT THICKNESS PAVEMENTS MEET, TRANSITION THE THINNER SECTION TO THE THICKER SECTION OVER A DISTANCE OF 20 FT. PLACE REINFORCING STEEL WITHIN THE TRANSITION THE SAME AS IN THE THICKER PAVEMENT.
6. PERFORM WELDING PER ITEM 448. FURNISH WELDABLE REBAR PER ITEM 440.



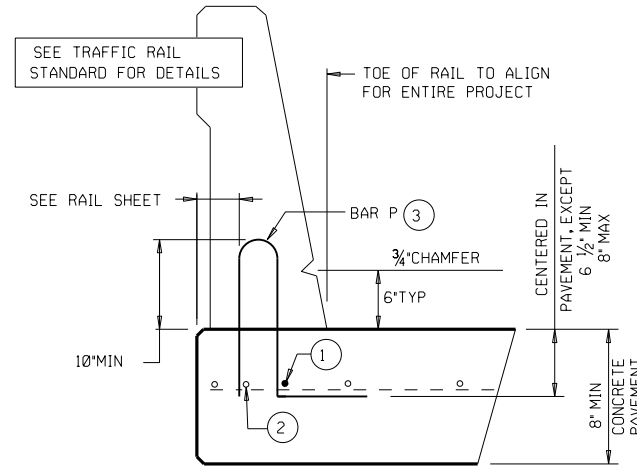
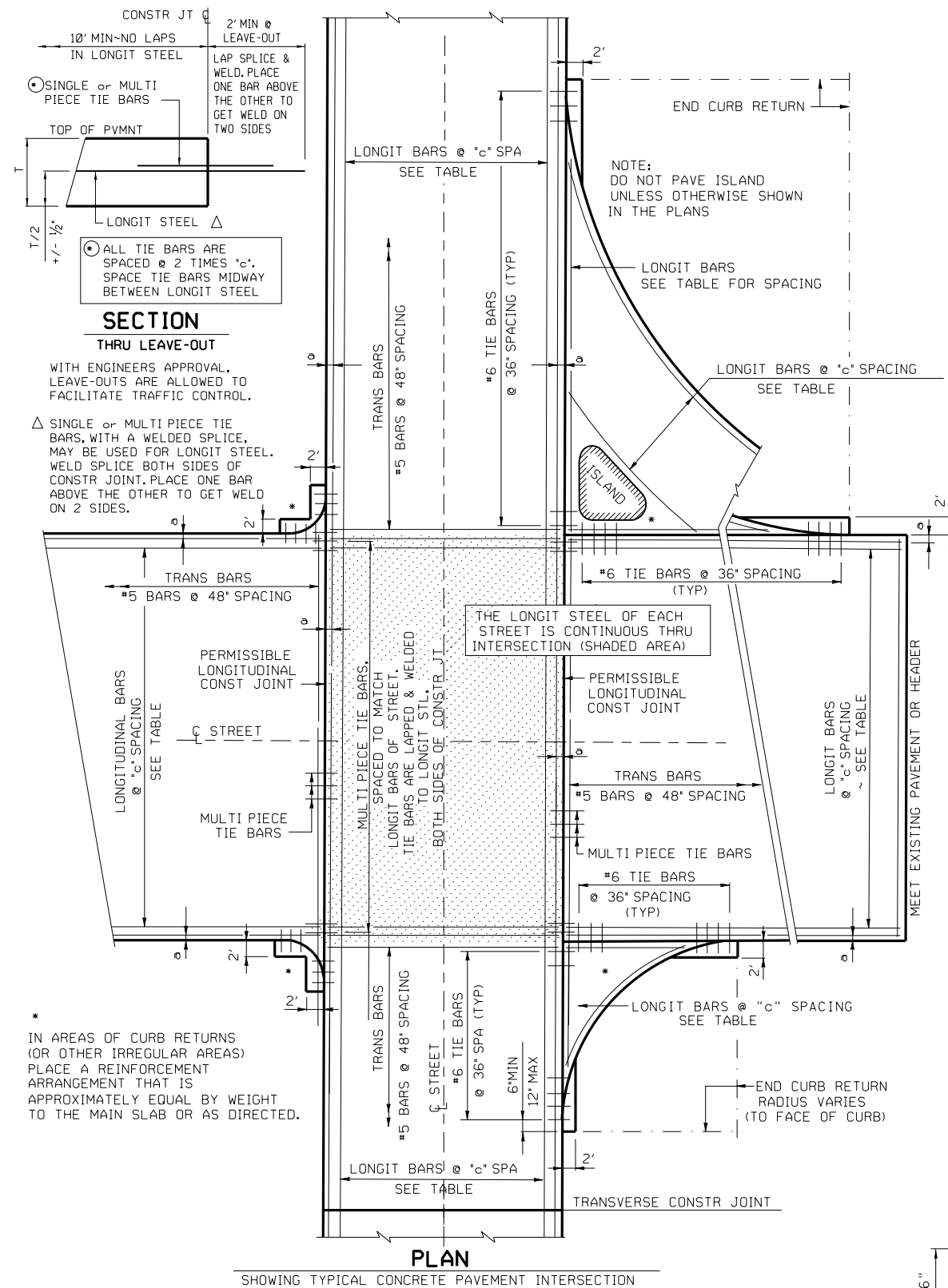
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT HOUSTON SUPPLEMENT

CRCP-HS-25 (HOU)

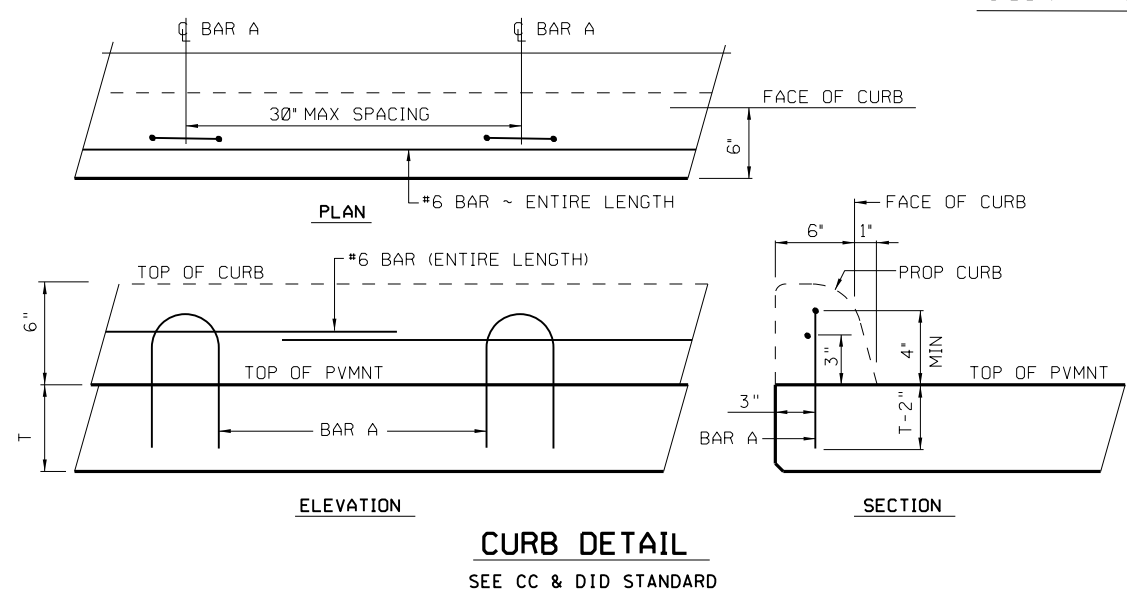
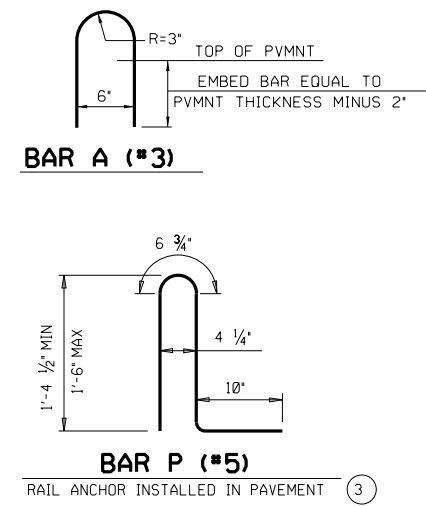
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- AS AN AID IN SUPPORTING REINFORCEMENT, ADDITIONAL LONGITUDINAL BARS MAY BE USED IN THE SLAB WITH THE APPROVAL OF THE ENGINEER. FURNISH SUCH BARS AT NO EXPENSE TO THE DEPARTMENT.
- LONGITUDINAL SLAB BAR MAY BE ADJUSTED LATERALLY 3" +/- TO TIE REINFORCING.
- ANCHORAGE BAR SHOWN IS FOR AN SSTR OR T551 RAIL. SEE RAILING DETAIL SHEET FOR SPACING OF BAR P. FOR OTHER RAIL TYPES SEE RAILING DETAIL SHEET.



JOINT AND SEALANT DETAILS

Texas Department of Transportation
Houston District Standard

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT HOUSTON SUPPLEMENT

CRCP-HS-25 (HOU)

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