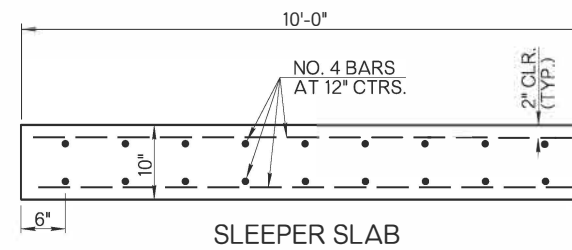


TERMINAL JOINT BETWEEN CONTRACTS - TYPE 1



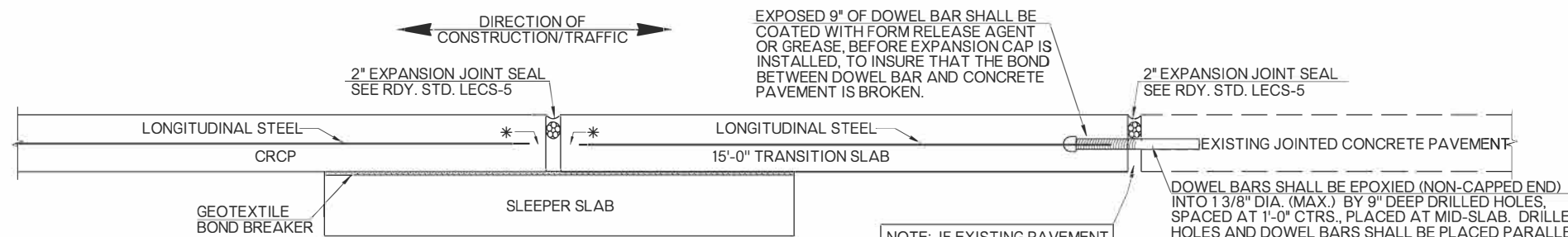
SLEEPER SLAB

18" LONG SMOOTH DOWEL BAR SHALL BE FURNISHED WITH TIGHT FITTING NON-METALLIC END CAP THAT ALLOWS 1/4" OF MOVEMENT.



1" DIA. DOWELS FOR 6" TO 8" PAVEMENTS
 1 1/4" DIA. DOWELS FOR 8 1/2" TO 10" PAVEMENTS
 1 1/2" DIA. DOWELS FOR 10 1/2" PAVEMENTS OR THICKER.

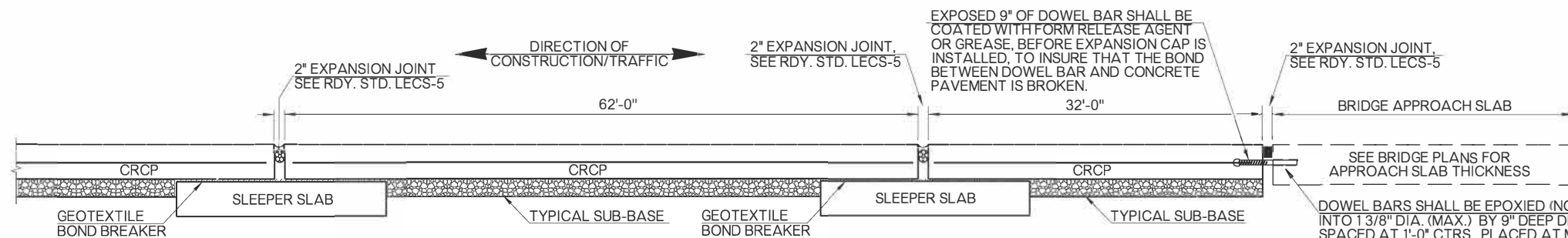
DETAIL OF DOWEL BAR WITH CAP



TERMINAL JOINT BETWEEN CONTRACTS - TYPE 2

NOTE: IF EXISTING PAVEMENT IS ASPHALT, OMIT THIS JOINT & LOAD TRANSFER DEVICE

DOWEL BARS SHALL BE EPOXIED (NON-CAPPED END) INTO 1 3/8" DIA. (MAX.) BY 9" DEEP DRILLED HOLES, SPACED AT 1'-0" CTRS., PLACED AT MID-SLAB. DRILLED HOLES AND DOWEL BARS SHALL BE PLACED PARALLEL TO THE DRIVING SURFACE. SUFFICIENT EPOXY SHALL BE USED TO COMPLETELY FILL THE VOID BETWEEN THE DOWEL BAR AND THE HOLE.



TERMINAL JOINT - TYPE 3 - BRIDGE APPROACH CONTINUOUSLY REINFORCED CONCRETE

DOWEL BARS SHALL BE EPOXIED (NON-CAPPED END) INTO 1 3/8" DIA. (MAX.) BY 9" DEEP DRILLED HOLES, SPACED AT 1'-0" CTRS., PLACED AT MID-SLAB. DRILLED HOLES AND DOWEL BARS SHALL BE PLACED PARALLEL TO THE DRIVING SURFACE. SUFFICIENT EPOXY SHALL BE USED TO COMPLETELY FILL THE VOID BETWEEN THE DOWEL BAR AND THE HOLE.

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIALS REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.
- THE BOND BREAKER SHALL BE A NON WOVEN GEOTEXTILE MEETING THE REQUIREMENTS OF AASHTO M 288 CLASS 1, AND SHALL HAVE A MINIMUM WEIGHT OF 15 OUNCES PER SQ. YD.
- LONGITUDINAL STEEL REINFORCEMENT MAY BE PLACED WITHIN 1" ABOVE T/2 TO 1/2" BELOW T/2. DIMENSION FOR PLACEMENT IS MEASURED AT THE CENTERLINE OF THE REINFORCING BAR.
- TYPE 1 TERMINAL JOINT ONLY TO BE USED BETWEEN CRCP CONTRACTS AND/OR WHERE THE PAVING OPERATION IS DELAYED SEVEN OR MORE DAYS. THE CONTRACTOR SHALL PROTECT THE EXPOSED END OF PAVEMENT AND SLEEPER SLAB FROM PERMANENT DAMAGE DURING ALL WORK STOPPAGES IN A MANNER APPROVED BY THE ENGINEER.
- TYPE 2 TERMINAL JOINT TO BE USED WHEN CRCP PAVEMENT TERMINATES AT LOCATIONS OTHER THAN AT BRIDGES. TRANSITION SLAB MAY BE TEMPORARY OR PERMANENT.
- THE 15 FOOT TRANSITION SECTION OF REINFORCED PAVEMENT ADJACENT TO THE TYPE 2 TERMINAL JOINT SHALL BE PAID FOR AS CONTINUOUSLY REINFORCED CONCRETE PAVEMENT.
- THE TRANSITION SLAB SHALL BE REINFORCED WITH THE SAME SIZE BARS AND SPACED THE SAME AS THE CONTINUOUSLY REINFORCED CONCRETE PAVEMENT. SEE PLANS FOR VALUE OF PAVEMENT THICKNESS "T".
- THE LONGITUDINAL REINFORCING STEEL SHALL HAVE 3" TO 4" OF CONCRETE COVER BETWEEN THE END OF THE REINFORCING STEEL AND THE JOINT OPENING FACE.
- SLEEPER SLAB SHALL EXTEND 2'-0" BEYOND THE OUTSIDE LATERAL EDGES OF THE CRCP PAVED LANES.
- COST OF LOAD TRANSFER DEVICE RETROFIT TO BE INCLUDED IN OTHER ITEMS OF WORK.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
414 (I)	■ TERMINAL JOINT	EA
414 (J)	■ TERMINAL JOINT SLEEPER SLAB	SY

■ SCHEDULE OF TYPE 1, TYPE 2 AND/OR TYPE 3 TERMINAL JOINTS SHALL BE SPECIFIED ON THE PLANS.

APPROVED BY ROADWAY ENGINEER: *[Signature]* DATE: 6/30/22
 ROADWAY DESIGN DIVISION STANDARD



CONTINUOUSLY REINFORCED CONCRETE PAVEMENT TERMINAL JOINTS

2019 SPECIFICATIONS

CRCP2-4	1
	R-20