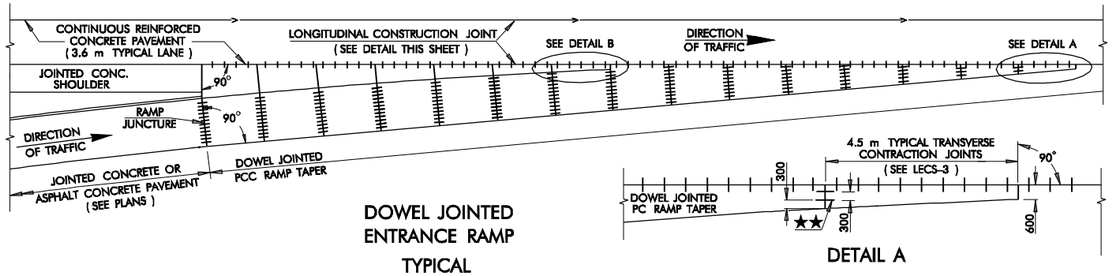
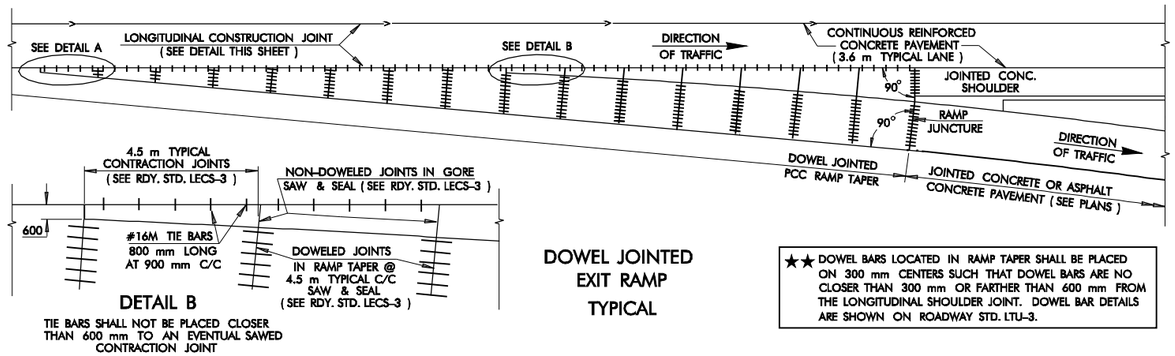
REVISIONS	
DESCRIPTION	DATE
RE-ISSUE W/METRIC 1999 SPECS., Remv. Dowels In Gore &Term. Joint Det.& Assoc. Notes, Recalc.Surf.Quant.Data & ReplaceTable	lgc 7/99
Tie Bar Specs.@Butt Joint, Longit. Steel Spacing, Add A1 & B1 Pavement Designs	lgc 8/00



DOWEL JOINTED
ENTRANCE RAMP
TYPICAL

DETAIL A

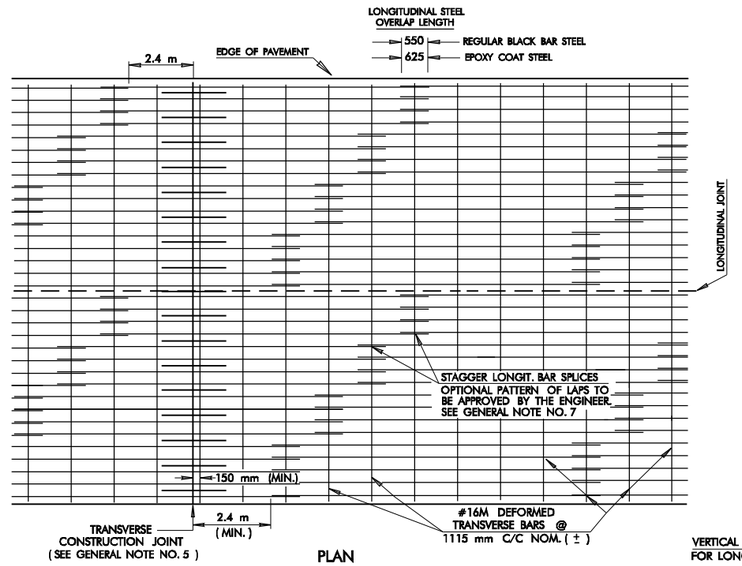


DETAIL B

TIE BARS SHALL NOT BE PLACED CLOSER THAN 600 mm TO AN EVENTUAL SAWED CONTRACTION JOINT

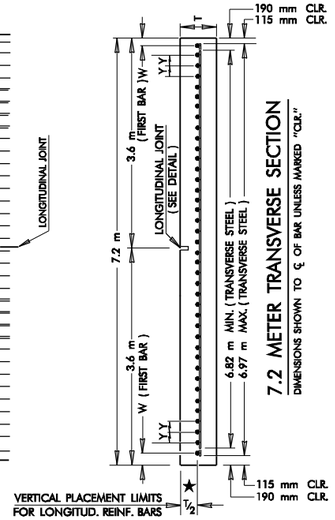
DOWEL JOINTED
EXIT RAMP
TYPICAL

★★ DOWEL BARS LOCATED IN RAMP TAPER SHALL BE PLACED ON 300 mm CENTERS SUCH THAT DOWEL BARS ARE NO CLOSER THAN 300 mm OR FARTHER THAN 600 mm FROM THE LONGITUDINAL SHOULDER JOINT. DOWEL BAR DETAILS ARE SHOWN ON ROADWAY STD. LTU-3.



PLAN

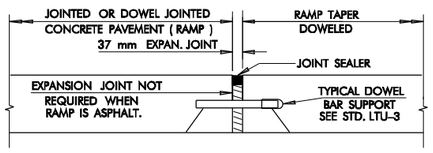
TYPICAL 7.2 METER WIDE PAVEMENT



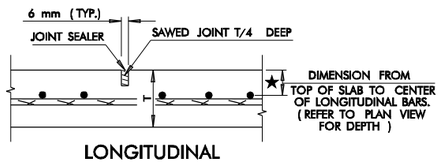
7.2 METER TRANSVERSE SECTION

DIMENSIONS SHOWN TO ℄ OF BAR UNLESS MARKED "CLR."

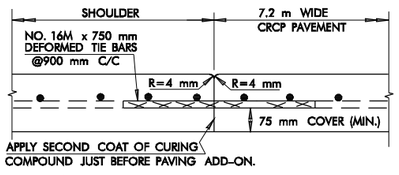
★ TOLERANCE FOR PLACEMENT OF LONGIT. STEEL
UPPER LIMIT = T/2 + 25 mm (UP FROM T/2)
LOWER LIMIT = T/2 – 13 mm (DOWN FROM T/2)
PLACEMENT IS MEASURED AT CENTERLINE OF BARS.
TRANSVERSE PLACEMENT LIMITS EQUALS PLANS LOCATION OF EACH BAR PLUS OR MINUS 50 mm.



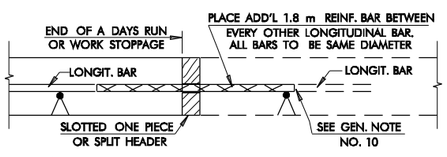
DETAIL C



LONGITUDINAL
CONTRACTION JOINT
(SAWED)



◥ LONGITUDINAL CONSTRUCTION JOINT



TRANSVERSE CONSTRUCTION HEADER JOINT

TO BE USED AT THE END OF EACH DAYS CONCRETE PLACEMENT OR AT ANY WORK STOPPAGE OF 30 MINUTES OR LONGER.

GENERAL NOTES

1. ALL LONGITUDINAL BARS SHALL BE SPLICED A MINIMUM OF 550 MILLIMETERS AND HAVE A MINIMUM LENGTH OF 10.0 METERS. LONGITUDINAL BARS SHORTER THAN THE 10.0 METERS WILL BE NECESSARY FOR THE PURPOSE OF STARTING OR ENDING THE STAGGERED LAP PATTERN. MECHANICAL CONNECTORS WILL BE ALLOWED, IF THEIR TENSILE STRENGTH EQUALS OR EXCEEDS THAT OF THE REINFORCING STEEL.
2. EXPANSION JOINTS WILL NOT BE USED EXCEPT AT TERMINAL POINTS AS SHOWN IN THE PLANS, FOR MAINLINE AND/OR SHOULDER PAVEMENT.
3. TRANSVERSE CONSTRUCTION JOINTS MAY BE FORMED BY HEADERS OTHER THAN SHOWN, BUT ONLY WITH PRIOR APPROVAL OF THE ENGINEER.
4. COST OF ALL STEEL, INCLUDING ADDITIONAL STEEL REQUIRED AT TRANSVERSE AND LONGITUDINAL JOINTS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE METER OF P.C. CONCRETE PAVEMENT (CONTINUOUSLY REINFORCED).
5. VIBRATORY EQUIPMENT WILL BE REQUIRED TO ENSURE COMPLETE AND UNIFORM CONSOLIDATION OF CONCRETE AROUND THE CLOSELY SPACED STEEL MEMBERS. THE CONCRETE ADJACENT TO TRANSVERSE CONSTRUCTION JOINTS AND EXPANSION JOINTS SHALL BE VIBRATED WITH HAND MANIPULATED MECHANICAL VIBRATORS.
6. WHERE CHAIRS ARE USED, THE CHAIRS SHALL BE OF A TYPE APPROVED BY THE ENGINEER AND AT LEAST ONE CHAIR WILL BE REQUIRED FOR EACH 1.5 SQUARE METERS OF PAVEMENT.
7. NOT OVER 30 PERCENT OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICES WITHIN ANY GIVEN AREA MEASURED 3.65 METERS TRANSVERSELY BY 750 MILLIMETERS LONGITUDINALLY.
8. 'LEAVE OUT' SECTIONS (OMISSIONS) WILL NOT BE PERMITTED. TEMPORARY BRIDGES WILL BE USED WHERE REQUIRED. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
9. ◥ LONGITUDINAL CONSTRUCTION JOINT IS TO BE USED ON PAVEMENT EDGES WHERE TIED SHOULDERS ARE CALLED FOR, AS WELL AS RAMP TERMINALS AND STREET INTERSECTIONS, UNLESS OTHERWISE NOTED.
10. IN ALL DETAILS THE TRANSVERSE STEEL IS SHOWN BELOW THE LONGITUDINAL STEEL. THIS IS THE RECOMMENDED PLACEMENT FOR LONGITUDINAL STEEL SUPPORTED ON TRANSVERSE STEEL & CHAIR ASSEMBLIES. TRANSVERSE STEEL PLACED AFTER MECHANICALLY PLACED LONGITUDINAL STEEL WILL BE PLACED ON TOP OF THE LONGITUDINAL STEEL.

PAVEMENT DESIGN DATA – (C.R.C.P.)

DESIGN TYPE	T(mm) SLAB THICK-NESS	BAR SIZE mm	7.2 METER WIDE CONCRETE PAVEMENT				
			SPACING (mm)		NO. OF BARS	kg/m²	DES. (%)
			W	Y			
A1	200	#19M	149	190	38	9.59	0.73
A	225	#19M	149	171	42	10.40	0.71
B	250	#22M	149	212	34	11.45	0.71
B1	275	#22M	149	190	38	12.70	0.72
C	300	#22M	149	171	42	13.96	0.73

ESTIMATED QUANTITIES LISTED IN KILOGRAMS/SQUARE METER COLUMNS INCLUDES TRANSVERSE BARS AND LAPS BASED ON 9.1 METER (MINIMUM) LONGITUDINAL STEEL LENGTH.

SAW CUTS SHOULD BE MADE AS SOON AS POSSIBLE, WITHOUT RAVELLING THE CUT JOINT EDGE. IF A RAPID TEMPERATURE DROP IS EXPECTED, WHICH WHICH WILL CAUSE AN AIR TEMPERATURE DIFFERENTIAL OVER 20°F, OR WILL MOVE THE AIR TEMPERATURE BELOW 40°F WITH PROSPECTS OF IT REMAINING THERE OVER 3 HOURS, SAWING THE JOINT MUST BE CARRIED OUT PRIOR TO TO THE TEMPERATURE DROP.

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
414.06(D)	▼ P. C. CONCRETE PAVEMENT (CONTINUOUSLY REINF.)	SQ. METER

▼ SPECIFY SLAB THICKNESS IN MILLIMETERS.

APPROVED BY ROADWAY ENGINEER DATE

OKLAHOMA DEPT. OF TRANSPORTATION
ROADWAY STANDARD (METRIC)
CONTINUOUSLY REINFORCED
CONCRETE PAVEMENT
(REINFORCING STEEL BARS)

1999 SPECIFICATIONS	7.2 METERS WIDE PAVEMENT	CRCP1-2	01M
ALL DIMENSIONS ON THIS SHEET IN MILLIMETERS UNLESS OTHERWISE NOTED.			R-122M