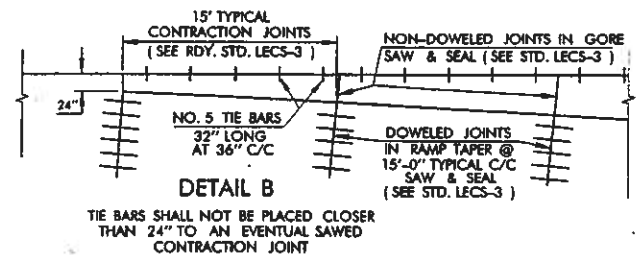
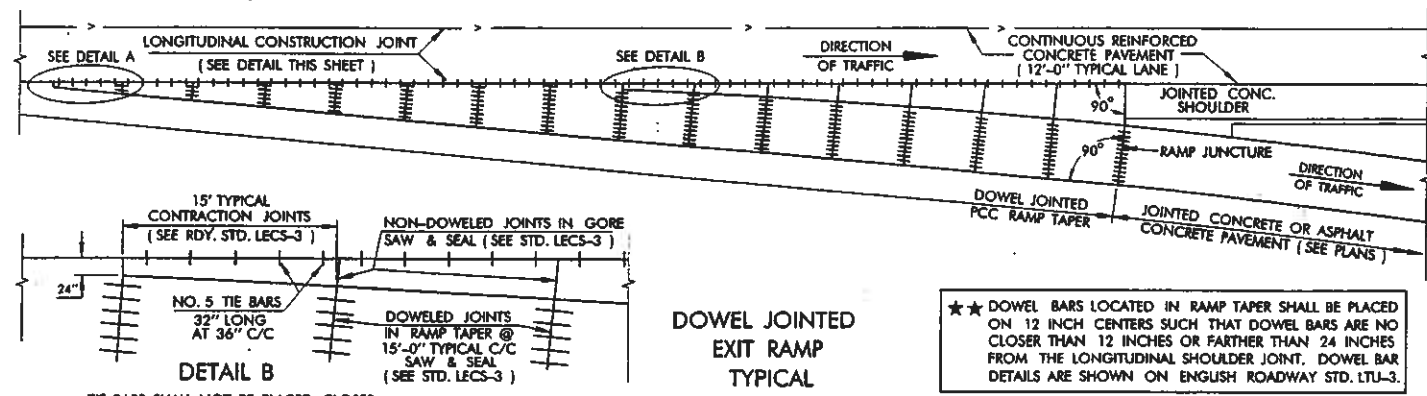
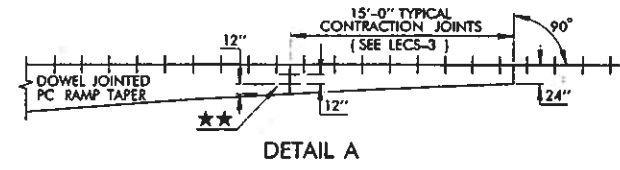
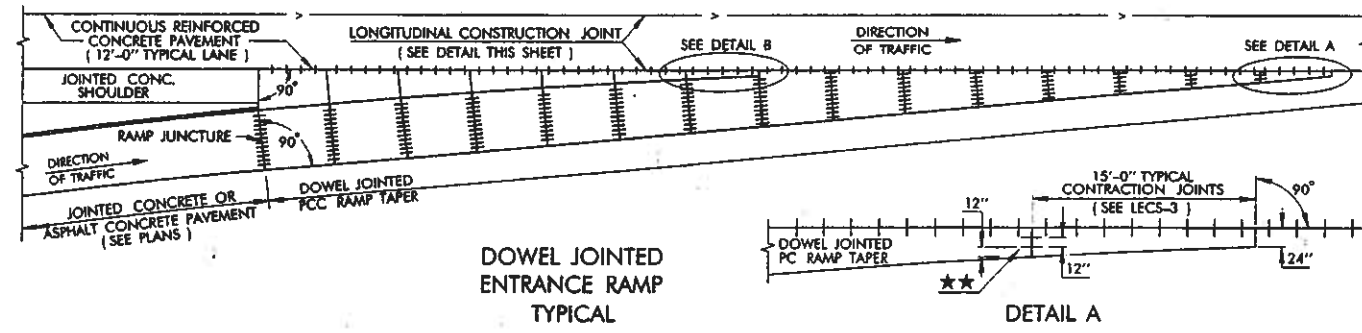
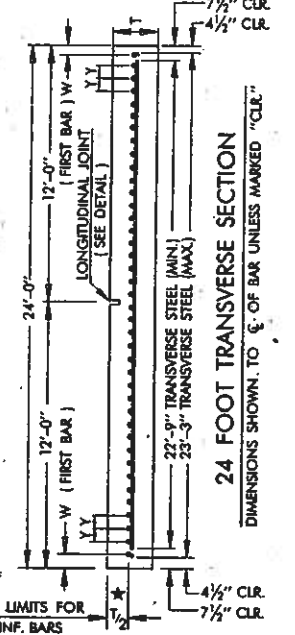
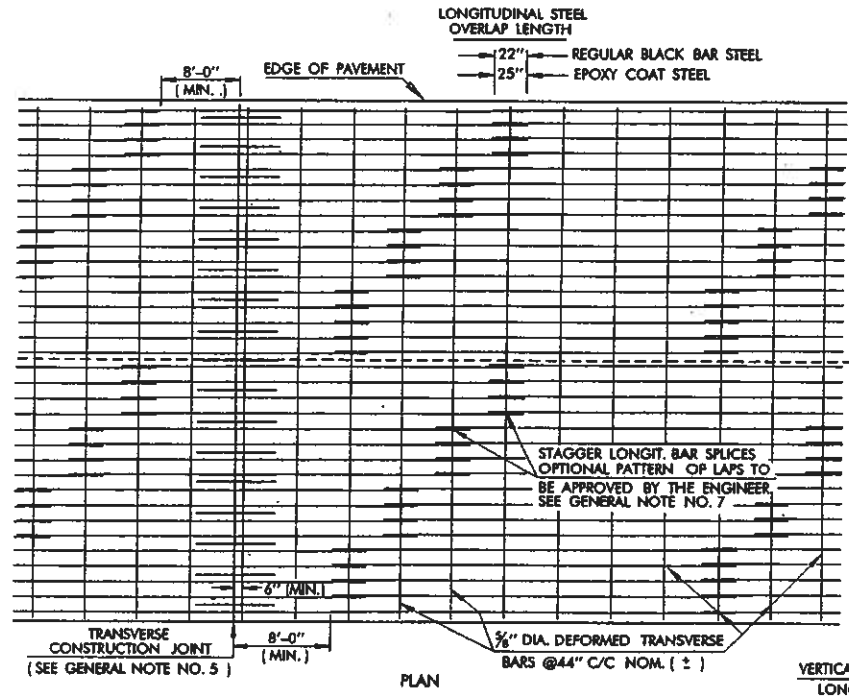


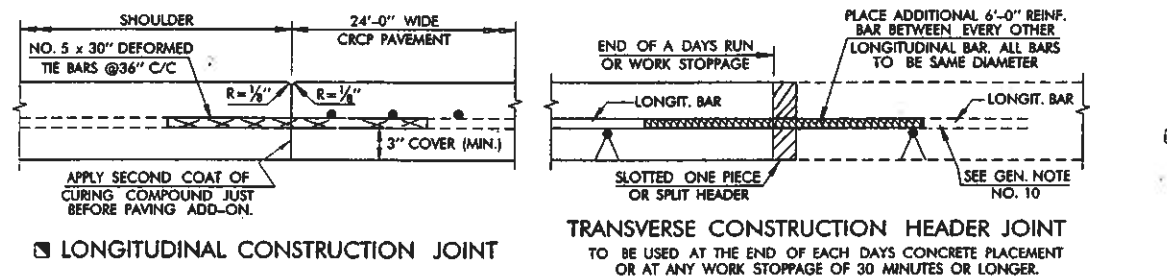
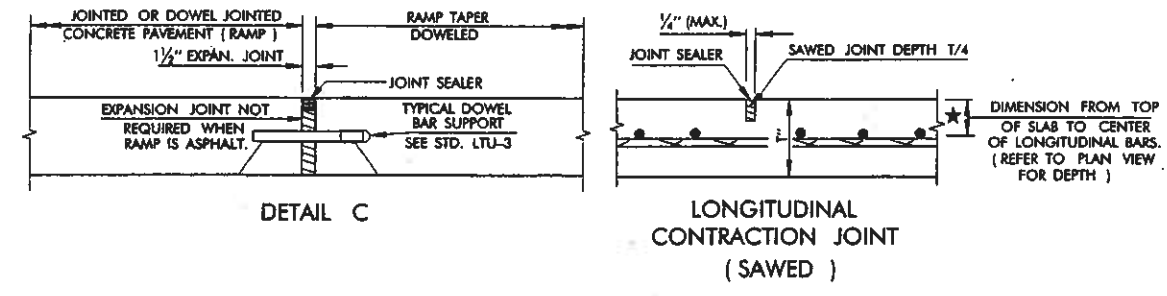
DESCRIPTION	REVISIONS	DATE
RE-ISSUE W/METRIC 1999 SPECS. Rev. Dowels in Conc. & Term. Joint Des. & Assoc. Notes, Recalc. Surf. Quant. Data & Replace Table 4c 7/99		
Tie Bar Specs. @ Butt Joints, Longit. Steel Spacing Add A1 & B1 Pavement Designs	1c 8/00	



★★ DOWEL BARS LOCATED IN RAMP TAPER SHALL BE PLACED ON 12 INCH CENTERS SUCH THAT DOWEL BARS ARE NO CLOSER THAN 12 INCHES OR FARTHER THAN 24 INCHES FROM THE LONGITUDINAL SHOULDER JOINT. DOWEL BAR DETAILS ARE SHOWN ON ENGLISH ROADWAY STD. LTU-3.



★ TOLERANCE FOR PLACEMENT OF LONGIT. STEEL
 UPPER LIMIT = 1/2 + 1" (UP FROM T/2)
 LOWER LIMIT = 1/2 - 1/2" (DOWN FROM T/2)
 PLACEMENT IS MEASURED AT CENTERLINE OF BARS.
 TRANSVERSE PLACEMENT LIMITS EQUALS PLANS LOCATION OF EACH BAR PLUS OR MINUS 2 INCHES.



- ### GENERAL NOTES
- ALL LONGITUDINAL BARS SHALL BE SPICED A MINIMUM OF 30'-0" AND HAVE A MINIMUM LENGTH OF 30'-0". LONGITUDINAL BARS SHORTER THAN THE 30'-0" 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.
 - EXPANSION JOINTS WILL NOT BE USED, EXCEPT AT TERMINAL POINTS AS SHOWN IN THE PLANS, FOR MAINLINE AND/OR SHOULDER PAVEMENT.
 - TRANSVERSE CONSTRUCTION JOINTS MAY BE FORMED BY HEADERS OTHER THAN SHOWN, BUT ONLY WITH PRIOR APPROVAL OF THE ENGINEER.
 - COST OF ALL STEEL, INCLUDING ADDITIONAL STEEL REQUIRED AT TRANSVERSE JOINTS AND SLEEPER SLABS AND COST OF ADDITIONAL CONCRETE FOR SLEEPER SLABS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF P.C. CONCRETE PAVEMENT (CONTINUOUSLY REINFORCED).
 - 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.
 - 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 16 SQUARE FEET OF PAVEMENT.
 - NOT OVER 30 PERCENT OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPICED WITHIN ANY GIVEN AREA MEASURED 12'-0" TRANSVERSELY BY 2'-6" LONGITUDINALLY.
 - 'LEAVE OUT' SECTIONS (OMISSIONS) WILL NOT BE PERMITTED. TEMPORARY BRIDGES WILL BE USED WHERE REQUIRED. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
 - 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.
 - 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 (IN.) SLAB THICKNESS	BAR SIZE IN.	SPACING (IN.)		NO. OF BARS	LBS. PER S.Y.	DES. (%).
			W	Y			
A1	8"	#6	5 3/8"	7 1/2"	38	25.3	0.73
A	9"	#6	5 3/8"	6 3/4"	42	27.7	0.71
B	10"	#7	5 3/8"	8 3/4"	34	30.2	0.71
B1	11"	#7	5 3/8"	7 1/2"	38	33.5	0.72
C	12"	#7	5 3/8"	6 3/4"	42	36.8	0.73

ESTIMATED QUANTITIES LISTED IN THE LBS/S.Y. COLUMN INCLUDES TRANSVERSE BARS AND LAPS BASED ON 30'-0" (MIN.) 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 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 THE TEMPERATURE DROP.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
414.06(D)	P.C. CONCRETE PAVEMENT (CONTINUOUSLY REINFORCED)	S.Y.

▼ SPECIFY SLAB THICKNESS IN INCHES.

APPROVED BY ROADWAY ENGINEER *C. M. Lemanski* DATE 8/15/00

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

1999 SPECIFICATIONS 24 FOOT WIDE PAVEMENT CRC1-2 01E
 R-122E