No expansion joints will be used except at structural ends or fixed objects as shown elsewhere in the plans. Joint and joint seal details shall be as shown elsewhere in the plans.

Construction joints may be formed by the use of metal or wood forms extending to the normal depth of the pavement, or by the other means which may have been approved by the Engineer prior to the use.

Compliance with the standard plan details is required at all expansion joints. Such joints shall be sealed with an approved joint sealant.

Ends of pavement are to be sawed and joint sealant applied at the ends of each panel in all cases where expansion or sawed joints are used.

Special welding is required at panel ends. The joint shall be welded with a minimum of one inch of reinforcement at the panel ends. This reinforcement shall be placed as shown in the plan details for sawed and construction joints.

The Engineer may require welding at other joints that may occur at any time during construction. Special requirements may be made at the discretion of the Engineer.

GENERAL NOTES

*No expansion joints will be used except at structural ends or fixed objects as shown elsewhere in the plans.*

Construction joints may be formed by the use of metal or wood forms extending to the normal depth of the pavement, or by the other means which may have been approved by the Engineer prior to the use.

Refer to typical section for pavement width, thickness, and crown.

It is the intent of this design that the longitudinal steel be at the center of the slab. It shall be the responsibility of the Contractor to place the steel so that the final position of the steel is not below the center of the slab.

When any area bounded by two feet of pavement width measured parallel to the centerline of the road and twelve feet of pavement width measured perpendicular to the pavement centerline, not over 33% of the regular longitudinal steel shall be spliced.

All splices shall be a minimum of 0″ for longitudinal steel and in four feet staggered transverse steel.

As transverse construction joints, the regular longitudinal steel shall extend a minimum of four feet on either side of the joint, if using greater than typical widths occur, individual wires may be added to obtain additional width provided the spacing is not exceeded and lap requirements met.

At all lap splices occurring within eight feet beyond the construction joint, the direction of paving and four feet back of the construction joint, the length of lap shall be double the specified lengths for each wire. This length shall be obtained by adding in specifications with the lap a 360″ length of deformed bar of the same nominal size as the transverse reinforcement.

Sawed joint and joint sealant for transverse construction joints. Longitudinal construction joint and sawed joint lines in lieu of the details shown for sawed longitudinal joint on Standard Drawing PDC-4A.

**SECTION DETAIL E**

**Sawed Longitudinal Joint**

**Transverse Construction Joint**

**Longitudinal Construction Joint**

**Prefabricated Deformed Wire Mats**

**Typical Lap of Transverse Wires**

**Three Lane Pavement Plan**

**Two Lane Pavement Plan**

**General Notes**

*No expansion joints will be used except at structural ends or fixed objects as shown elsewhere in the plans.*

Construction joints may be formed by the use of metal or wood forms extending to the normal depth of the pavement, or by the other means which may have been approved by the Engineer prior to the use.

Refer to typical section for pavement width, thickness, and crown.

It is the intent of this design that the longitudinal steel be at the center of the slab. It shall be the responsibility of the Contractor to place the steel so that the final position of the steel is not below the center of the slab.

When any area bounded by two feet of pavement width measured parallel to the centerline of the road and twelve feet of pavement width measured perpendicular to the pavement centerline, not over 33% of the regular longitudinal steel shall be spliced.

All splices shall be a minimum of 0″ for longitudinal steel and in four feet staggered transverse steel.

As transverse construction joints, the regular longitudinal steel shall extend a minimum of four feet on either side of the joint, if using greater than typical widths occur, individual wires may be added to obtain additional width provided the spacing is not exceeded and lap requirements met.

At all lap splices occurring within eight feet beyond the construction joint, the direction of paving and four feet back of the construction joint, the length of lap shall be double the specified lengths for each wire. This length shall be obtained by adding in specifications with the lap a 360″ length of deformed bar of the same nominal size as the transverse reinforcement.

Sawed joint and joint sealant for transverse construction joints. Longitudinal construction joint and sawed joint lines in lieu of the details shown for sawed longitudinal joint on Standard Drawing PDC-4A.

**Concrete Pavement Details**

**Deformed Wire Mat**

**Continuously Reinforced**

**Standard Drawing PDC-2**

**General Notes**

*No expansion joints will be used except at structural ends or fixed objects as shown elsewhere in the plans.*

Construction joints may be formed by the use of metal or wood forms extending to the normal depth of the pavement, or by the other means which may have been approved by the Engineer prior to the use.

Refer to typical section for pavement width, thickness, and crown.

It is the intent of this design that the longitudinal steel be at the center of the slab. It shall be the responsibility of the Contractor to place the steel so that the final position of the steel is not below the center of the slab.

When any area bounded by two feet of pavement width measured parallel to the centerline of the road and twelve feet of pavement width measured perpendicular to the pavement centerline, not over 33% of the regular longitudinal steel shall be spliced.

All splices shall be a minimum of 0″ for longitudinal steel and in four feet staggered transverse steel.

As transverse construction joints, the regular longitudinal steel shall extend a minimum of four feet on either side of the joint, if using greater than typical widths occur, individual wires may be added to obtain additional width provided the spacing is not exceeded and lap requirements met.

At all lap splices occurring within eight feet beyond the construction joint, the direction of paving and four feet back of the construction joint, the length of lap shall be double the specified lengths for each wire. This length shall be obtained by adding in specifications with the lap a 360″ length of deformed bar of the same nominal size as the transverse reinforcement.

Sawed joint and joint sealant for transverse construction joints. Longitudinal construction joint and sawed joint lines in lieu of the details shown for sawed longitudinal joint on Standard Drawing PDC-4A.

**Concrete Pavement Details**

**Deformed Wire Mat**

**Continuously Reinforced**

**Standard Drawing PDC-2**