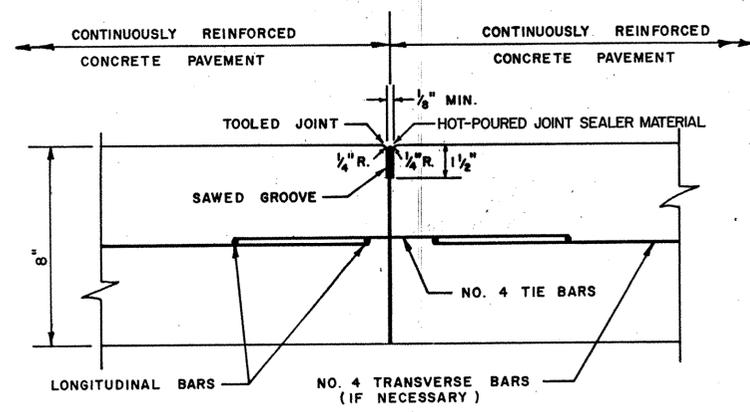
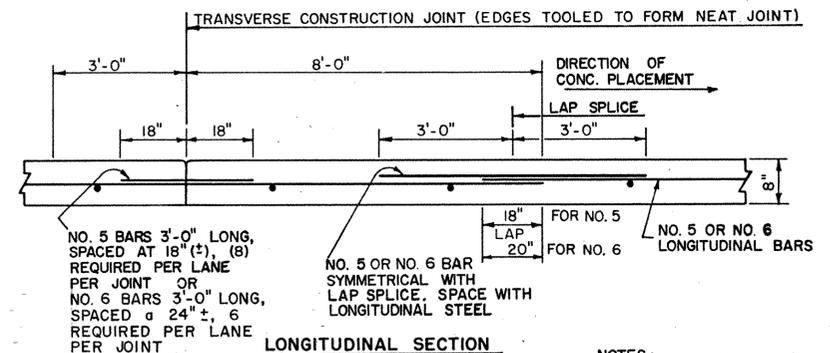


COUNTY	CONTRACT	P. R. A. REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	2		DEL.			
<b>STANDARD SHEET P-6</b>						
<b>DETAILS - 8" CONTINUOUSLY REINFORCED P.C.C. PAVEMENT</b>						
PREL. TRACING	J. T. B.	DESIGN	A. D.	CHKD.	A. D.	
REVISIONS						
ADDED EMERGENCY SITUATION NOTE TO TRANSVERSE CONSTRUCTION JOINT DETAIL AND REVISED NOTE CONCERNING GREASING ON TERMINAL JOINT DETAIL. RTC 3/27/75						
ADDED OR REVISED NOTES CONCERNING HOT-POURED JOINT SEALER. 10-7-75 R.T.C.						
APPROVED	<i>[Signature]</i>		12-7-73		DATE	
	DIRECTOR OF HIGHWAYS				DATE	
	<i>[Signature]</i>		12/1/73		DATE	
	CHIEF ENGINEER				DATE	



**LONGITUDINAL CONSTRUCTION JOINT**

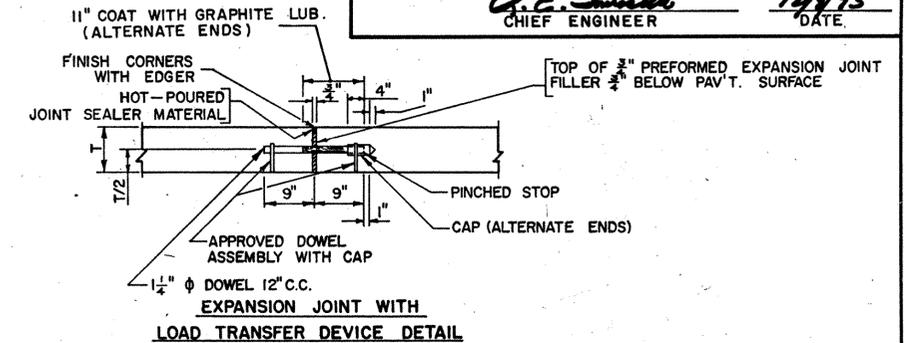
NOTE:  
NO. 5 TIE BARS, OR "W" BOLTS, AT 2'-0" ON CENTER REQUIRED AT MIDDLE LONGITUDINAL JOINT FOR 4 LANES (NO. 4 BARS AT ALL OTHER LOCATIONS EXCEPT TIES FOR RAMP CONNECTION).  
ACCUMULATION OF EXCESS FINISHING GROUT AT JOINT FACE SHALL BE REMOVED PRIOR TO PLACEMENT OF ADJOINING CONCRETE PAVEMENT.



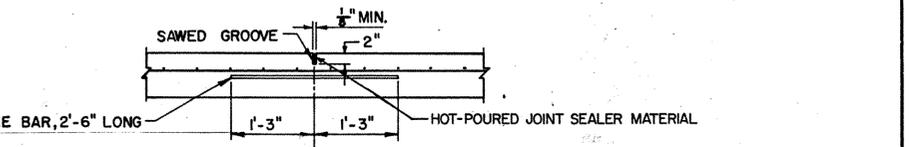
**LONGITUDINAL SECTION SHOWING TRANSVERSE CONSTRUCTION JOINT**

NOTES:  
REFER TO SPECIAL PROVISIONS FOR DETAILS OF LONGITUDINAL JOINT CONSTRUCTION  
VIBRATION WITH HAND MANIPULATED MECHANICAL VIBRATORS REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS

EXTRA BAR METHOD APPLIES ONLY TO LAPS FALLING WITHIN AN AREA FROM 8' BEYOND TO 3' BEHIND THE TRANSVERSE CONSTRUCTION JOINT. THIS METHOD IS FOR EMERGENCY SITUATIONS ONLY.

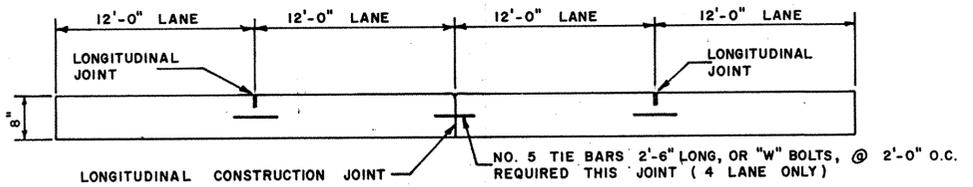


**EXPANSION JOINT WITH LOAD TRANSFER DEVICE DETAIL**

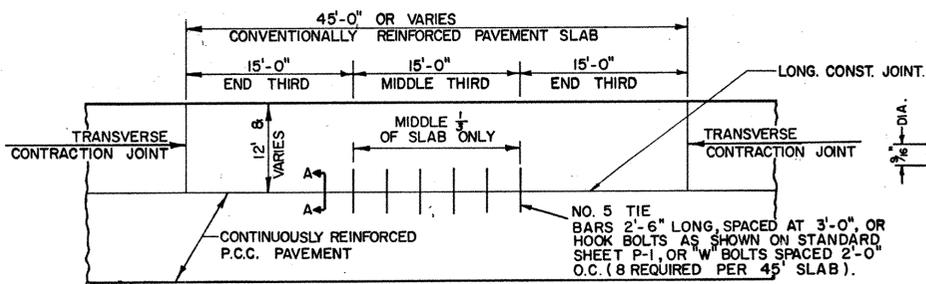


**LONGITUDINAL SAW CUT JOINT DETAIL**

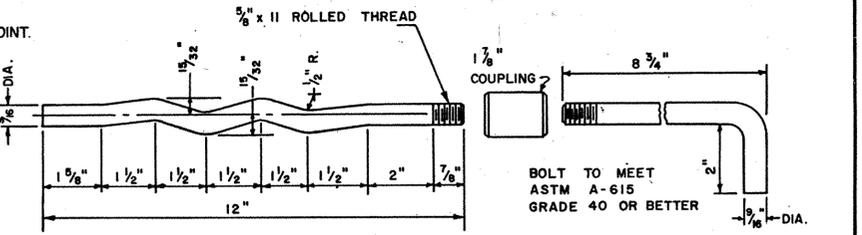
REFER TO SPECIAL PROVISIONS FOR DETAILS ON WEAKENED PLANE JOINT AS ALTERNATE TO SAWING. TIE BAR MAY BE PLACED ON TOP OR BOTTOM OF LONGITUDINAL STEEL REINFORCEMENT.



**TRANSVERSE SECTION (FOUR LANE ONLY)**

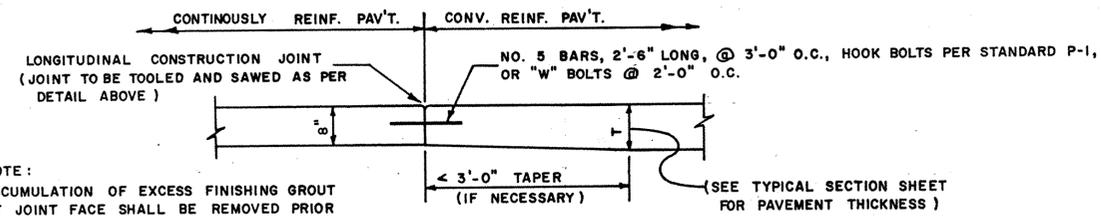


**ADJACENT CONVENTIONAL & CONTINUOUSLY REINFORCED PAVEMENTS (RAMP & MAINLINE CONNECTION)**



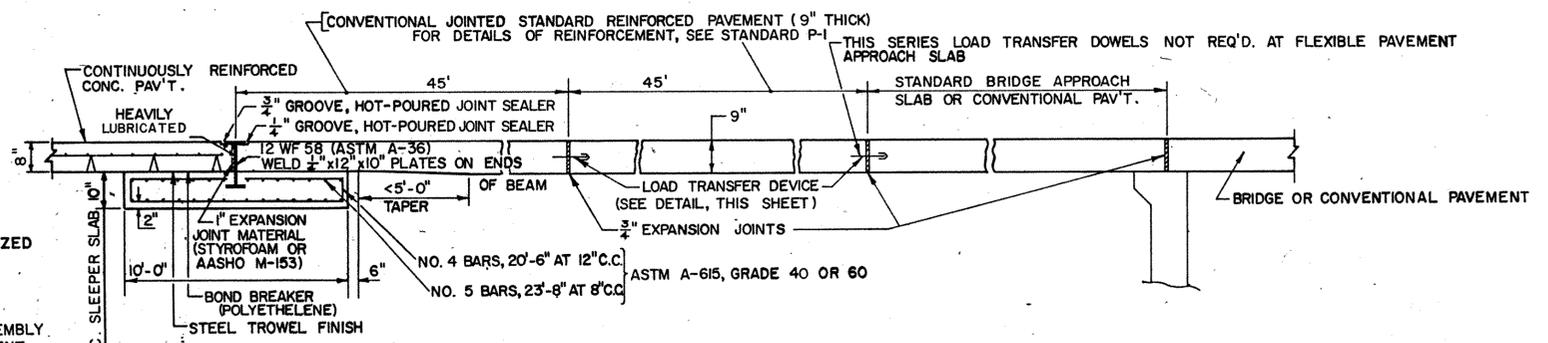
ASSEMBLED "W" BOLT SHALL HAVE A MINIMUM BREAKING LOAD OF 16,000 LBS.

NOTE:  
ALTERNATE "W" BOLT CONFIGURATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.



**SECTION A-A**

NOTE:  
ACCUMULATION OF EXCESS FINISHING GROUT AT JOINT FACE SHALL BE REMOVED PRIOR TO PLACEMENT OF ADJOINING CONCRETE PAVEMENT.



**TERMINAL JOINT DETAIL**

NOTES (TERMINAL JOINT DETAILS):  
AFTER ASSEMBLY, WF BEAM TO BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A-123 (BEAM TO BE FABRICATED TO MATCH PAVEMENT CROWN OR SLOPE).

ALL AREAS OF CONTACT BETWEEN THE WF BEAM ASSEMBLY AND ADJOINING CONTINUOUSLY REINFORCED CONCRETE PAVEMENT SHALL BE LUBRICATED WITH GRAPHITE OR GREASE. CONVENTIONAL JOINTED PAVEMENT SIDE SHALL NOT BE GREASED.

- GENERAL NOTES:**
- (1) SEE TYPICAL SECTION SHEETS FOR PAVEMENT CROWN/TRANSVERSE SLOPE AND POINT OF GRADE APPLICATION.
  - (2) HOOK BOLTS MAY BE USED WHEN PLACING FORMED CONCRETE PAVEMENT.
  - (3) DETAIL FOR HOOK BOLTS CAN BE FOUND ON STANDARD SHEET P-1.
  - (4) "W" BOLTS SHALL BE MECHANICALLY INSERTED.
  - (5) SAWED JOINTS SHALL BE SEALED WITH APPROVED HOT-POURED JOINT SEALER.