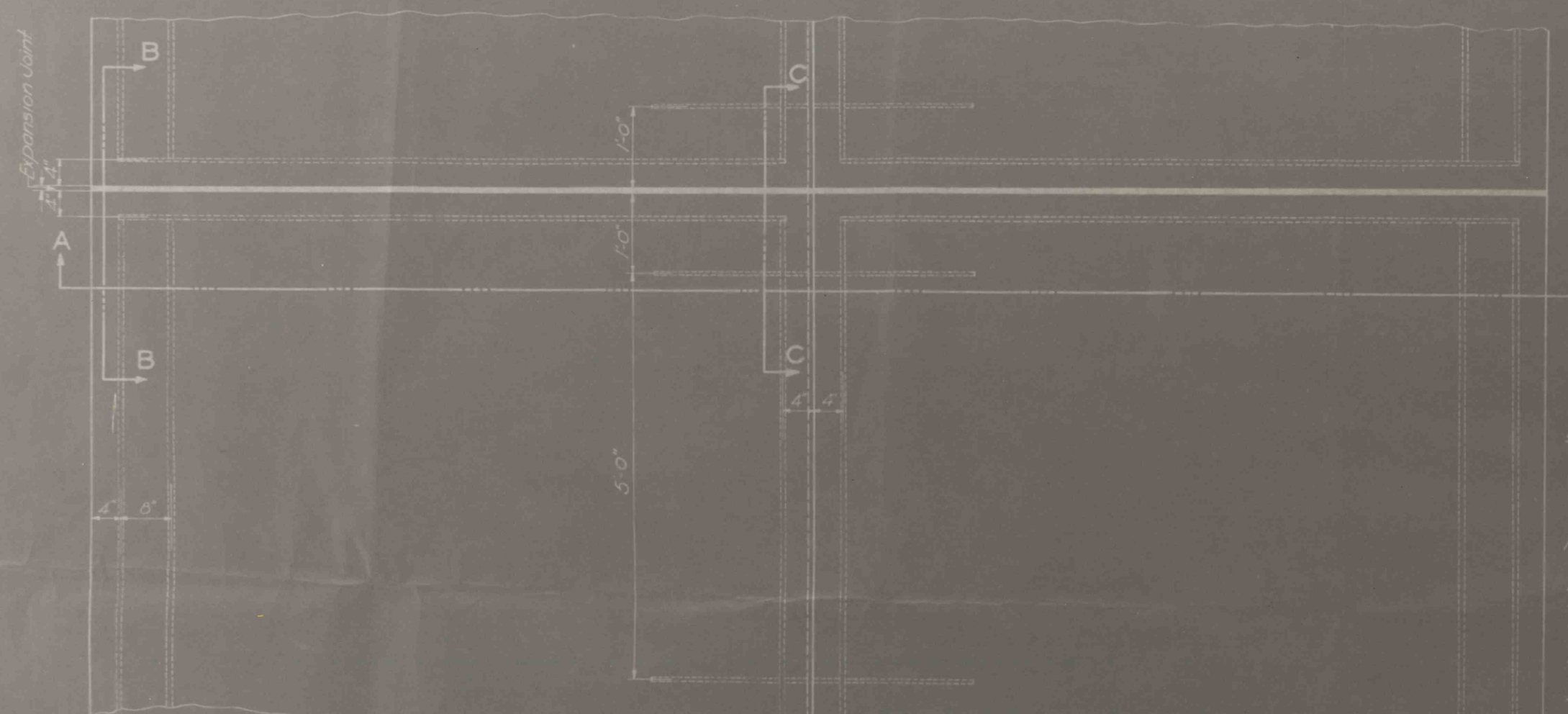
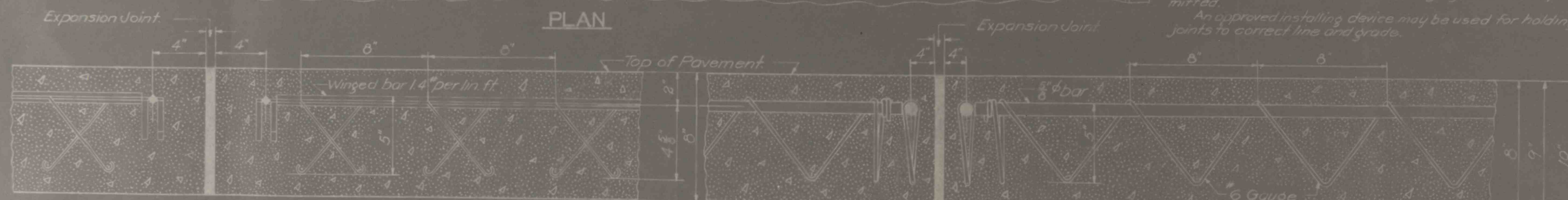


SECTION A-A

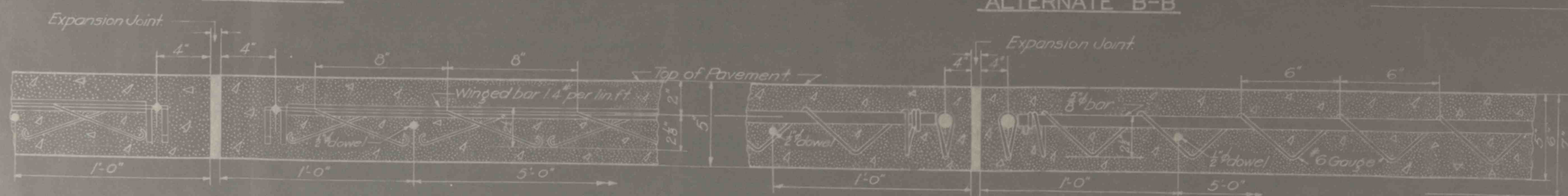


PLAN



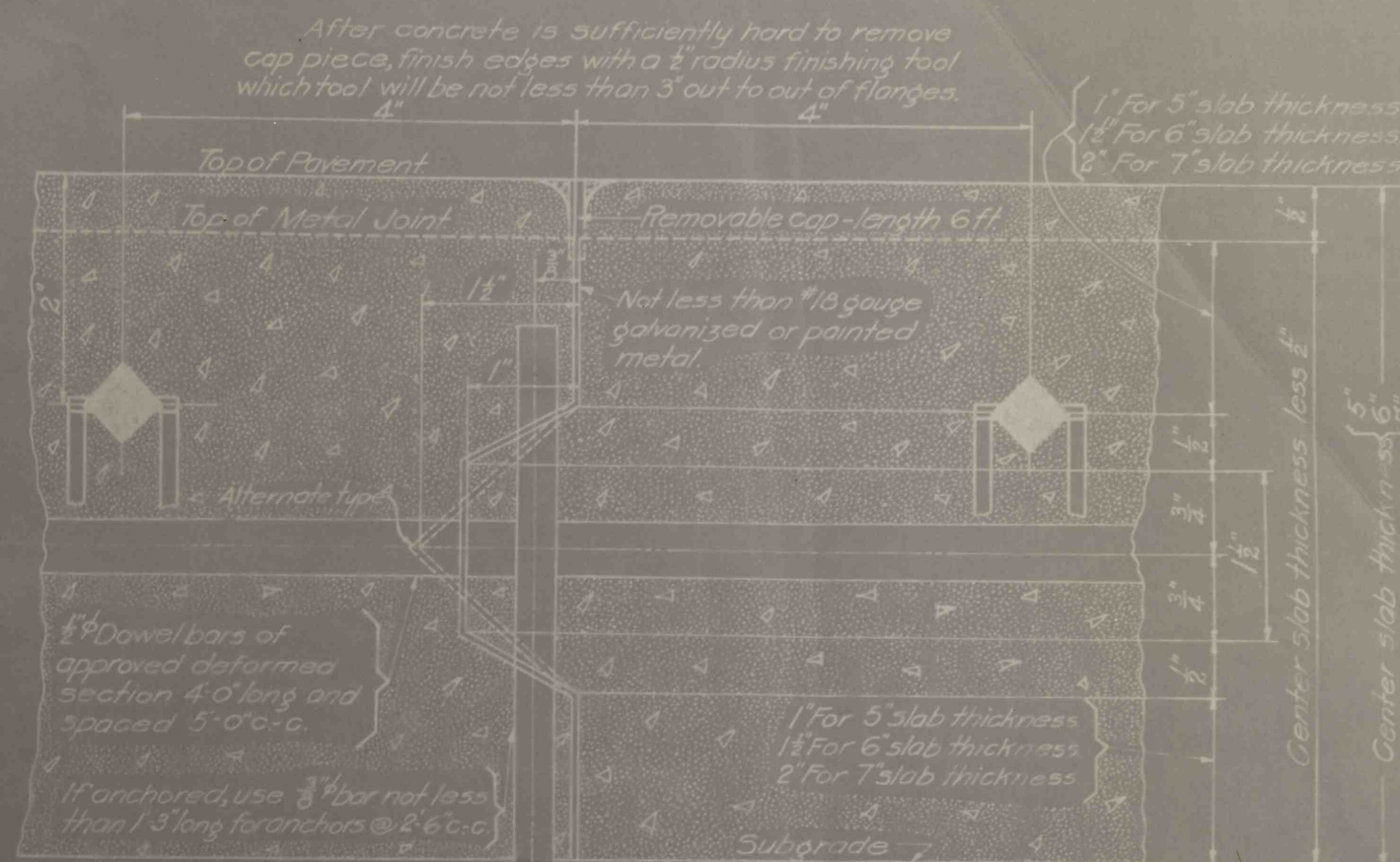
SECTION B-B

ALTERNATE B-B



SECTION C-C

ALTERNATE C-C



NOTE

Dowelled Longitudinal Joint.
Joint metal to be not thinner than 1/8 gauge, 15'-0" long, shall be painted or galvanized and shall be punched as shown on detail drawing for dowels and pins. Dowels to be 1/2" diameter deformed rods 4'-0" long and spaced 5'-0" c-c. Anchor pins to be 3/8" diameter, not less than 15" long and spaced 2'-6" c-c.
Adjacent strips of joint shall be held together by a butt joint rigidly connected or shall be lapped at least two (2) inches and securely fastened by an anchor pin. Top of metal joint is to be 1/2" below surface of finished pavement and is to be installed with a removable cap in sections not over 3' (6) ft in length. As soon as concrete has set sufficiently, cap is to be removed and edges of joint finished with an edging tool of 1/2" radius. The addition of grout at the time of edging will not be permitted.
An approved installing device may be used for holding joints to correct line and grade.

When a permanent traffic line is to be placed, the dowelled longitudinal joint shall be offset from the center line of pavement as shown on the detailed cross section for the particular project.

Reinforcement.
Unless otherwise directed, concrete pavements not involving extra width are to be reinforced with six (6) longitudinal bars, two (2) near each outer edge and one (1) on each side of the longitudinal joint. One (1) bar is also to be placed on each side of transverse expansion and construction joints.

All bars are to be anchored by approved methods equal to those shown on the detail drawing. For outer edge bars the depth from top of bar to bottom of anchor is to be five (5) inches; for the bar adjacent to the longitudinal and transverse joints this depth is to be two and one-half (2 1/2) inches.

Alternate types of bar and anchor systems are shown:
(1) 2 square bar with anchor integral with bar, total weight being 1.4 pounds per linear foot.
(2) 3/8" round rod with rigidly attached loops of #6 gauge wire.

Other types of reinforcement may be used as an alternate if approved by the Engineer.

Transverse bars shall be of proper length for half width pavement as shown. Longitudinal bars shall be shipped in 20 ft lengths and are to be lapped eight (8) inches.

All reinforcement shall be rigidly and accurately held in place to true line and grade during placing of concrete by approved chains, by approved installing devices, or by a combination of these two methods.

All reinforcement, including dowels and pins, shall be open hearth steel of structural grade, and shall have an ultimate strength of between 55,000 and 70,000 pounds per square inch. Wire anchors shall be of cold drawn material having a minimum tensile strength of 70,000 pounds per square inch.

The concrete is to be placed in one course and shall be carefully spaded and tamped adjacent to the reinforcement, so that the anchors are not deflected from the positions shown on the plans.

Payment.
Payment for the furnishing and placing of all dowelled longitudinal joints, transverse expansion joints, all construction joints and all reinforcement shall be included in the contract price per square yard for One Course Reinforced Cement Concrete Pavement complete in place.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF HIGHWAYS

STANDARD DETAILS

FOR

REINFORCED CONCRETE PAVEMENTS

APPROVED *Feb 13* 1924.
Monroe
DEPUTY SECRETARY OF HIGHWAYS
& ENGINEERING EXECUTIVE