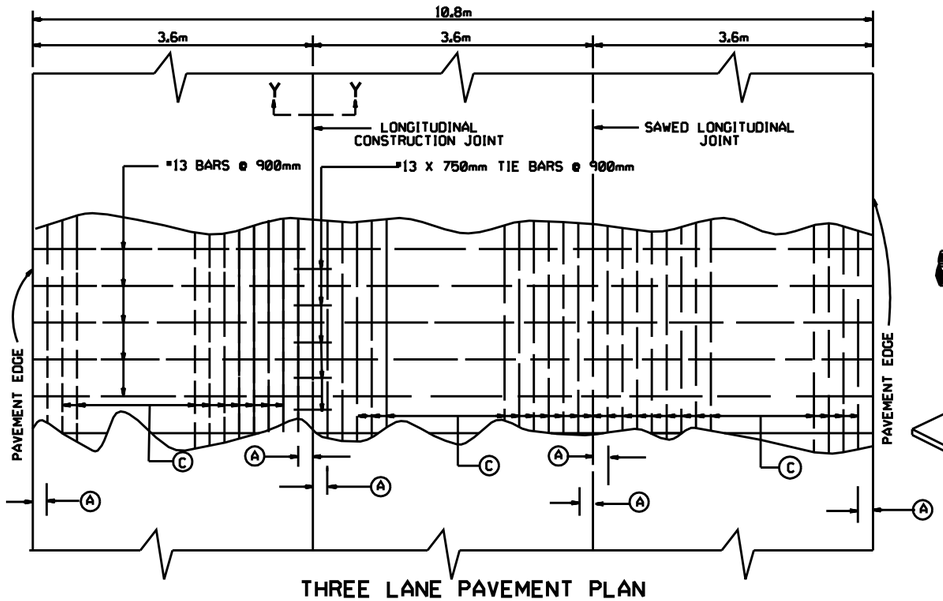
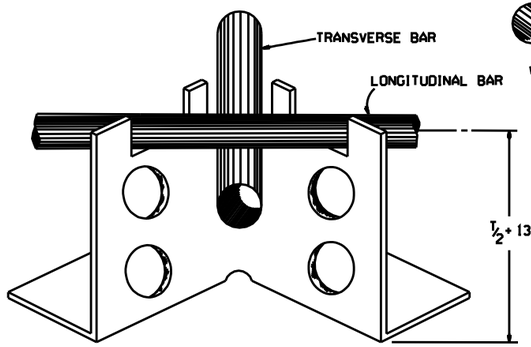
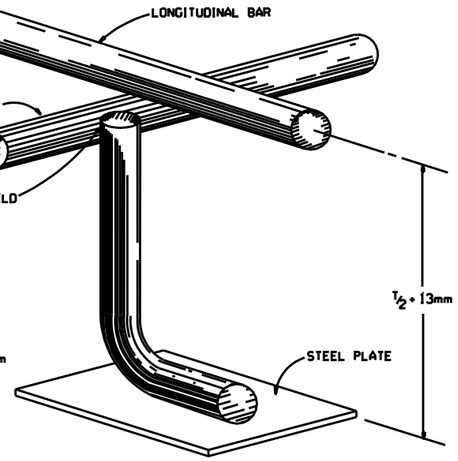


THREE LANE PAVEMENT PLAN

(3.6m AND 7.2m PLACEMENT) •





SUGGESTED CHAIR DETAILS

• GENERAL NOTES •

SAWED JOINT AND JOINT SEALANT FOR TRANSVERSE CONSTRUCTION JOINT, LONGITUDINAL CONSTRUCTION JOINT AND SAWED LONGITUDINAL JOINT SHALL CONFORM TO THE DETAILS SHOWN FOR SAWED LONGITUDINAL JOINT ON STANDARD DRAWING CPTJ-6A(M).

NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.

FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT."

FOR DETAILS OF PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE REFER TO TYPICAL SECTIONS.

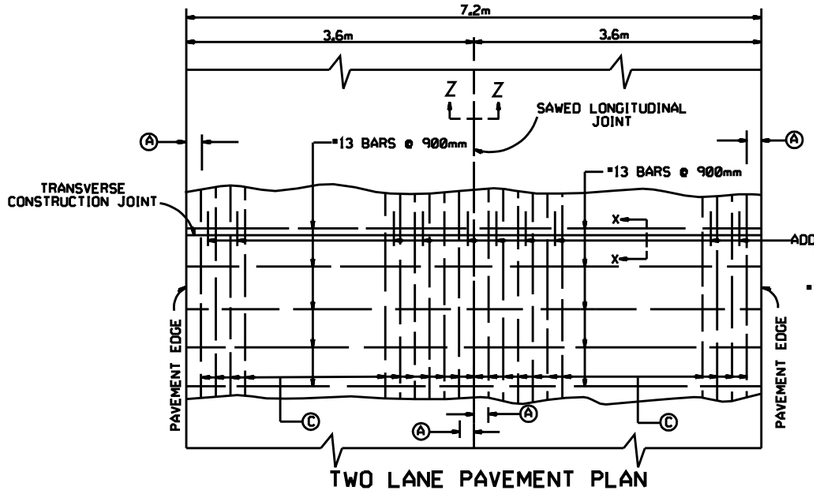
WITHIN ANY AREA BOUNDED BY 0.6m PAVEMENT LENGTH, MEASURED PARALLEL TO THE CENTERLINE; AND 3.6m OF PAVEMENT WIDTH, MEASURED PERPENDICULAR TO THE PAVEMENT CENTERLINE, NOT OVER 33% OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICED.

MINIMUM SPLICE REQUIREMENT: 25 TIMES THE NOMINAL DIAMETER OF THE BAR OR 0.4m WHICHEVER IS LONGER.

AT TRANSVERSE CONSTRUCTION JOINTS THE REGULAR LONGITUDINAL BARS SHALL EXTEND EITHER SIDE OF THE JOINT SUCH THAT THE BAR SPLICES FOR THE REGULAR LONGITUDINAL BARS SHALL BE A MINIMUM OF 1.2m FROM THE CONSTRUCTION JOINT. AT LONGITUDINAL CONSTRUCTION JOINT, IF THE CONTRACTOR ELECTS TO CONTINUE THE REGULAR TRANSVERSE STEEL THROUGH THE JOINTS, THE #13 TIE BARS SHOWN HEREON MAY BE DELETED.

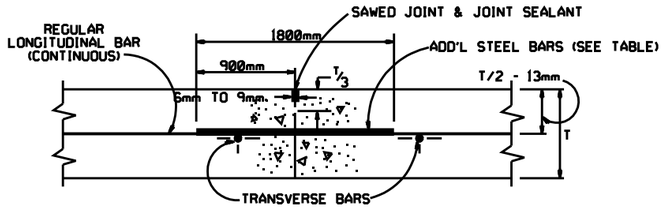
CHAIR DETAILS SHOWN HEREON ARE EXAMPLES ONLY; OTHER APPROVED TYPES WHICH WILL SATISFY THE REQUIREMENTS NOTED HEREIN, WILL BE PERMITTED. CHAIR SPACINGS SHALL NOT BE GREATER THAN 0.9m C-C (LONGITUDINAL) AND 1.2m C-C (TRANSVERSE). ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET PLACEMENT REQUIREMENTS.

AT ALL LAP SPLICES OCCURRING WITHIN 2.4m BEYOND THE CONSTRUCTION JOINTS, IN THE DIRECTION OF PAVING AND 1.2m BACK OF THE CONSTRUCTION JOINTS, THE LENGTH OF LAP SHALL BE DOUBLE THAT NORMALLY SPECIFIED OR EACH SPLICE SHALL BE STRENGTHENED BY SPLICING IN, SYMMETRICALLY WITH THE LAP, A 1.8m LENGTH OF DEFORMED BAR OF THE SAME NOMINAL SIZE AS THE LONGITUDINAL REINFORCEMENT.



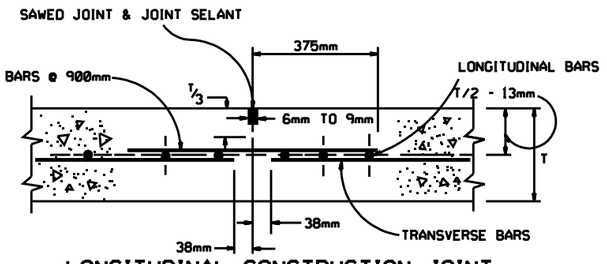
TWO LANE PAVEMENT PLAN

(7.2m PLACEMENT) •



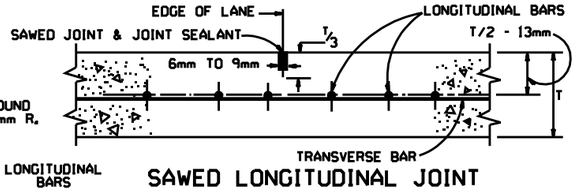
TRANSVERSE CONSTRUCTION JOINT

SECTION X-X



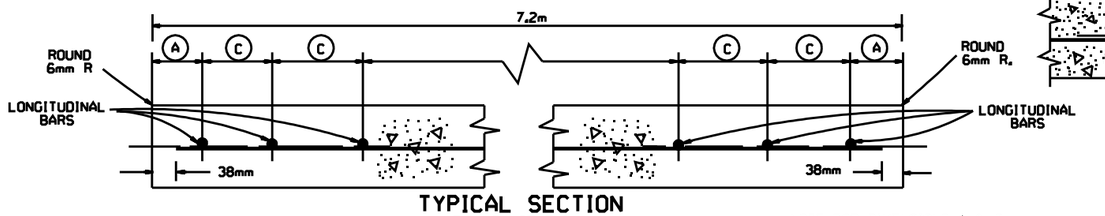
LONGITUDINAL CONSTRUCTION JOINT

SECTION Y-Y



SAWED LONGITUDINAL JOINT

SECTION Z-Z



TYPICAL SECTION

(7.2m PLACEMENT) •

• LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IF IN CONFLICT WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLANS.

NOTE: FOR DIMENSIONS A & C SEE TABLE ON RT.

JOINT DETAILS

TABLE OF EQUIVALENT LONGITUDINAL REINFORCEMENT

PAVEM'T. THICKNESS	BAR SIZE	7.2m PLACEMENT WIDTH SPACING (C-C) A	7.2m PLACEMENT WIDTH SPACING (C-C) C	7.2m PLACEMENT WIDTH BARS PER PLACE-MENT	7.2m PLACEMENT WIDTH STEEL ① kg/m sq.	3.6m PLACEMENT WIDTH SPACING (C-C) A	3.6m PLACEMENT WIDTH SPACING (C-C) C	3.6m PLACEMENT WIDTH BARS PER PLACE-MENT	3.6m PLACEMENT WIDTH STEEL ① kg./m sq.	ADD'L STEEL @ TRANS. CONSTR. JOINT SIZE	ADD'L STEEL @ TRANS. CONSTR. JOINT AVG. SPACING	ADD'L STEEL @ TRANS. CONSTR. JOINT NO. PER LANE	ADD'L STEEL @ TRANS. CONSTR. JOINT WEIGHT kg./m
mm		mm				mm				# X m	mm		
150	#16	138	175	40	9.79	138	175	20	9.78	#16 X 1.8	350	10	7.83
200	#19	113	188	38	13.15	113	188	19	13.08	#19 X 1.8	375	10	11.27
225	#19	94	163	44	14.99	94	163	22	14.97	#19 X 1.8	325	11	12.39
250	#22	100	213	34	15.82	100	213	17	15.81	#22 X 1.8	425	8	12.27
275	#22	113	188	38	17.56	113	188	19	17.54	#22 X 1.8	375	10	15.33
300	#22	138	175	40	18.42	138	175	20	18.41	#22 X 1.8	350	10	15.33

NOTE: WHERE THE PROPOSED PLACEMENT WIDTHS VARY FROM THE BASIC DESIGN WIDTH SHOWN, THE SPACING "A" AND THE ADJACENT SPACING "C" SHALL BE ADJUSTED TO ACCOMODATE A REINFORCEMENT ARRANGEMENT EQUAL TO OR SLIGHTLY HEAVIER THAN THAT SHOWN AS DIRECTED BY THE ENGINEER.

① INCLUDES BOTH REGULAR LONGITUDINAL AND TRANSVERSE BARS, BASED UPON 0.3m PAVEMENT FOR THE WIDTH INDICATED. ALL TRANSVERSE STEEL IS #13 BARS AT 0.9m CENTERS. FOR ESTIMATING PURPOSES IT IS ASSUMED THAT LONGITUDINAL BARS ARE SPLICED AT 9.6m INTERVALS.

② THIS SHALL BE MINIMUM NUMBER OF ADDITIONAL STEEL BARS TO BE PLACED PER LANE. THE SPACING OF THE ADDITIONAL STEEL BARS SHALL BE VARIED AS DIRECTED IN ORDER TO PROVIDE A MINIMUM CLEARANCE OF 63mm FROM EACH REGULAR LONGITUDINAL REINFORCING BAR.

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF CONCRETE PAVEMENT CONTINUOUSLY REINFORCED

STANDARD DRAWING CPCR-1 (M) METRIC

DATE	REVISION	DATE CHKD
4-3-97	REVISED STEEL BARS TO SOFT METRIC	
10-8-96	CORRECTED SPELLING	
7-20-95	CONVERTED TO METRIC	