

CONTRACTION JOINTS

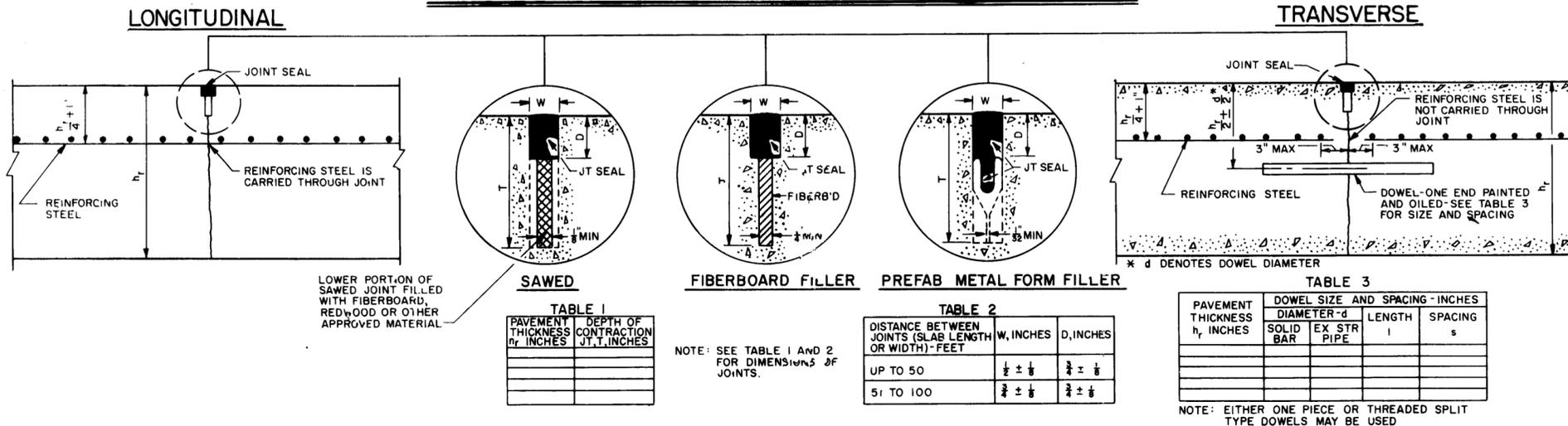


TABLE 1

PAVEMENT THICKNESS h_f , INCHES	DEPTH OF CONTRACTION JOINT, INCHES
UP TO 50	$\frac{1}{2} \pm \frac{1}{8}$
51 TO 100	$\frac{3}{4} \pm \frac{1}{8}$

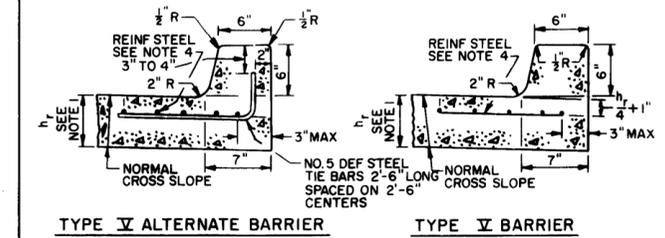
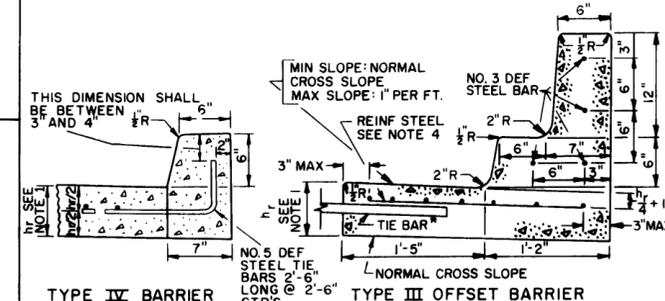
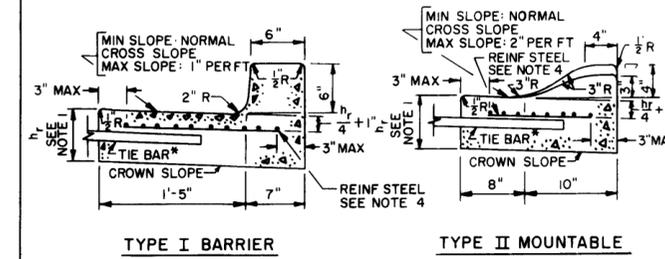
TABLE 2

DISTANCE BETWEEN JOINTS (SLAB LENGTH OR WIDTH) - FEET	W, INCHES		D, INCHES	
	UP TO 50	51 TO 100	UP TO 50	51 TO 100
UP TO 50	$\frac{1}{2} \pm \frac{1}{8}$	$\frac{3}{4} \pm \frac{1}{8}$	$\frac{1}{2} \pm \frac{1}{8}$	$\frac{3}{4} \pm \frac{1}{8}$
51 TO 100	$\frac{3}{4} \pm \frac{1}{8}$	$\frac{1}{2} \pm \frac{1}{8}$	$\frac{3}{4} \pm \frac{1}{8}$	$\frac{1}{2} \pm \frac{1}{8}$

TABLE 3

PAVEMENT THICKNESS h_f , INCHES	DOWEL SIZE AND SPACING - INCHES			
	DIAMETER - d	LENGTH l	SPACING s	
UP TO 50	$\frac{1}{2}$	12	12	
51 TO 100	$\frac{3}{4}$	12	12	

CURB AND GUTTER DETAILS



CONSTRUCTION JOINTS

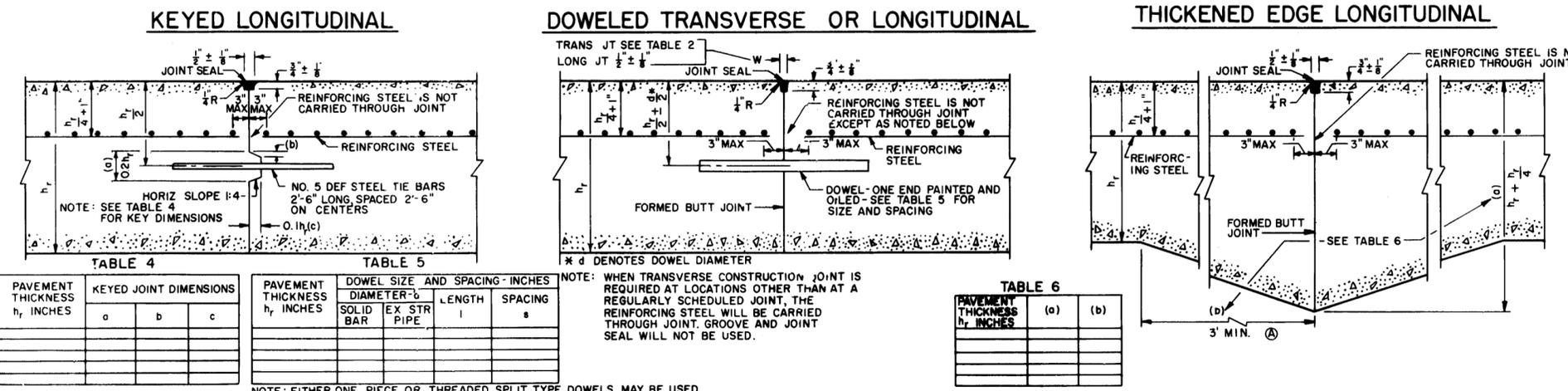


TABLE 4

PAVEMENT THICKNESS h_f , INCHES	KEYED JOINT DIMENSIONS		
	a	b	c
UP TO 50	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
51 TO 100	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$

TABLE 5

PAVEMENT THICKNESS h_f , INCHES	DOWEL SIZE AND SPACING - INCHES			
	DIAMETER - d	EX STR PIPE	LENGTH l	SPACING s
UP TO 50	$\frac{1}{2}$		12	12
51 TO 100	$\frac{3}{4}$		12	12

TABLE 6

PAVEMENT THICKNESS h_f , INCHES	KEYED JOINT DIMENSIONS	
	(a)	(b)
UP TO 50	$\frac{1}{2}$	$\frac{1}{2}$
51 TO 100	$\frac{3}{4}$	$\frac{3}{4}$

EXPANSION JOINTS

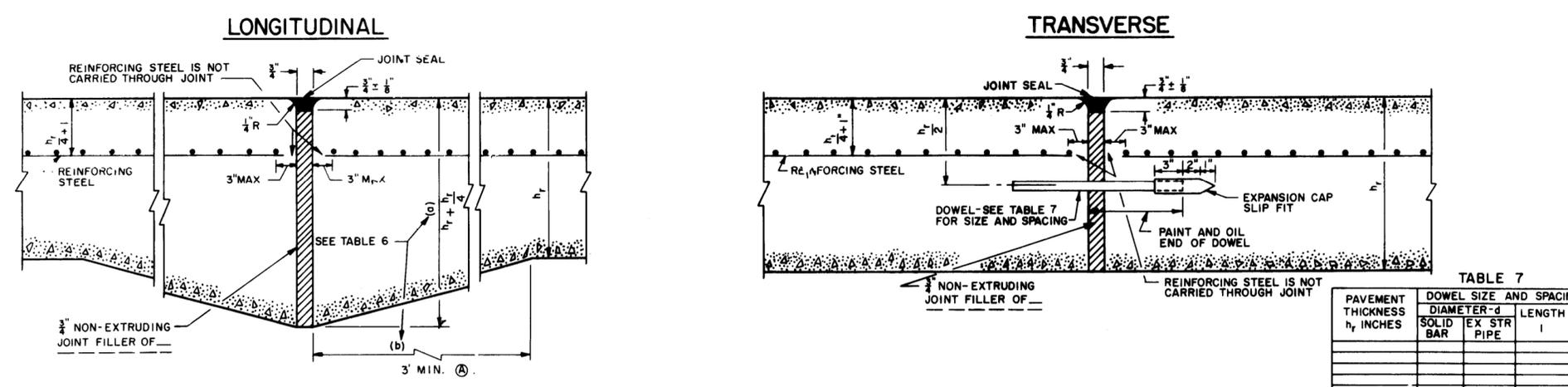


TABLE 7

PAVEMENT THICKNESS h_f , INCHES	DOWEL SIZE AND SPACING - INCHES			
	DIAMETER - d	EX STR PIPE	LENGTH l	SPACING s
UP TO 50	$\frac{1}{2}$		12	12
51 TO 100	$\frac{3}{4}$		12	12

NOTES:

- h_f IS THICKNESS DETERMINED FROM RIGID PAVEMENT DESIGN CURVE FOR THE DESIGN WHEEL LOAD BUT NOT LESS THAN MINIMUM THICKNESS FOR ROADS AND STREETS.
- NO. 5 DEFORMED STEEL TIE BARS 2'-0" LONG AND SPACED 2'-6" ON CENTERS REQUIRED AT JUNCTURE OF COMBINED CURB AND GUTTER AND RIGID PAVEMENT.
- TRANSVERSE JOINTS IN CURB AND GUTTER WILL MATCH TRANSVERSE JOINTS IN ROAD AND STREET PAVEMENT. ALL SUCH JOINTS WILL BE DOWELED USING DOWEL SIZE AND SPACING SHOWN IN TABLE 3.
- PERCENT STEEL REINFORCEMENT WILL BE SAME AS REQUIRED FOR ROADS AND STREETS. REINFORCING STEEL WILL NOT BE CARRIED THROUGH EITHER TRANSVERSE OR LONGITUDINAL CONSTRUCTION CONTRACTION, OR EXPANSION JOINTS.
- TYPES I, II, & III COMBINED CURB & GUTTER CONSTRUCTION AND TYPE IV BARRIER CURB WILL NOT HAVE TIE BARS WHEN THE GUTTER IS ADJACENT TO A FLEXIBLE PAVEMENT.

REVISION	DATE	DESCRIPTION	BY	APPROVAL
(A)	4-28-64	THICKENED EDGE DIMENSION CHANGED	W.E.P.	J.D.V.

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REINFORCED
VEHICULAR RIGID PAVEMENT
JOINT, CURB & GUTTER DETAILS

DATE: _____
SCALE: _____
SHEET: 2 OF 2

FILMED