

See Note 6

TRANSVERSE CONTRACTION JOINT

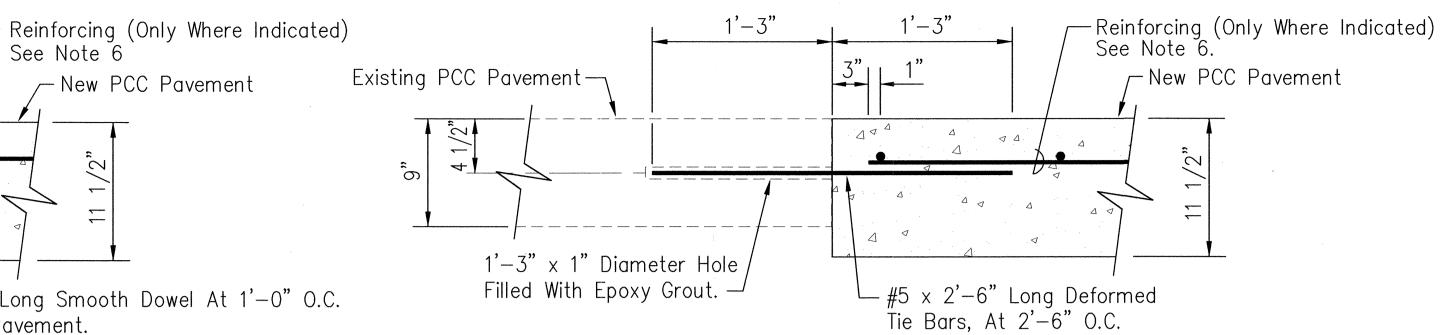
Scale : $1 \frac{1}{2}$ " = 1'-0"

Existing PCC Pavement

E: 12/18/98 T SCALE: 1=1 : PI-DET-1.DWC No. 9810B

SURVEY PLOTTE
DRAWN BY ____
TRACED BY ___
DESIGNED BY ___
QUANTITIES BY ___

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Note:

See Note 6

- New PCC Pavement

3 1/2" Clear

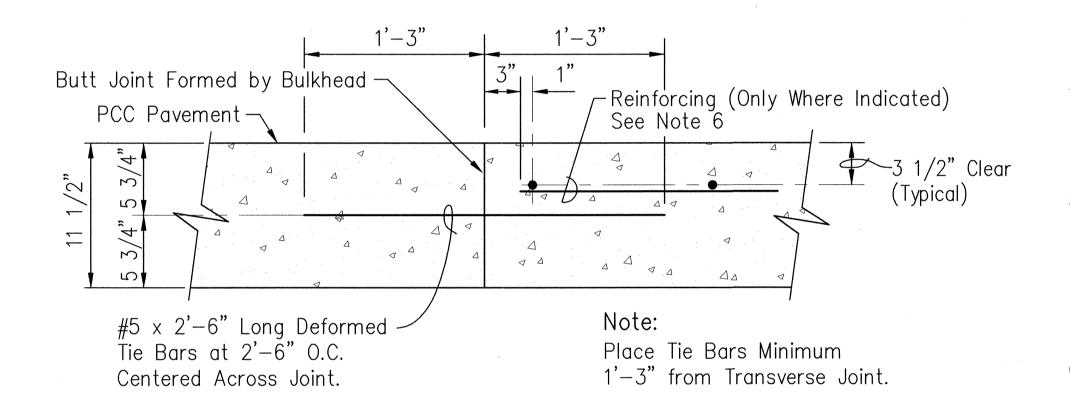
(Typical)

Place Tie Bars Minimum 1'-3" From Transverse Joints.

$\langle 34 \rangle$

LONGITUDINAL CONSTRUCTION JOINT AT EXISTING PCC PAVEMENT

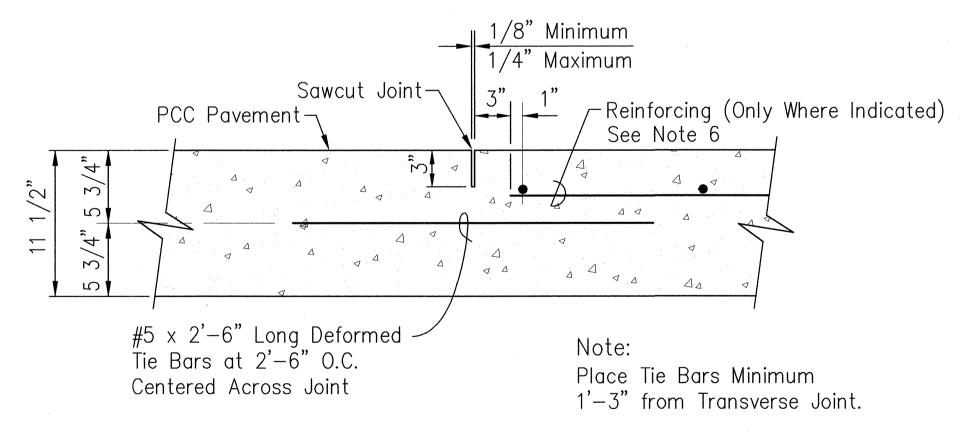
Scale : $1 \frac{1}{2}$ " = 1'-0"



34

LONGITUDINAL CONSTRUCTION JOINT

SCALE: $1 \frac{1}{2} = 1'-0''$



34

_ONGITUDINAL CONTRACTION JOINT

Scale : $1 \frac{1}{2}$ " = 1'-0"

GRAPHIC SCALE: $1 \ 1/2" = 1'-0"$ SCALE IN FEET

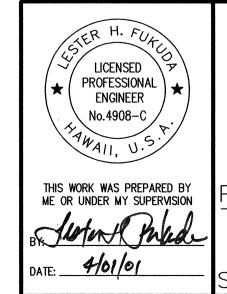
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	IM-NH-H1-1(239)	2001	34	103

GENERAL NOTES

- Contractor shall submit a Jointing Plan for approval and shall not place any concrete until the Jointing Plan is approved. Jointing Plan shall show the location of all joints, reinforcing, utility openings and all structures intruding into the pavement slab. Joints shown on Drawings are Schematic only.
- Transverse Contraction Joints shall be sawed diagonally unless shown otherwise or directed by the Engineer. Under typical conditions, Transverse Joints shall be skewed counter clockwise with an offset of 2 feet for every 12 feet of lane width from the perpendicular to the edge of the traveled way.

See Detail (

- Transverse Contraction Joints shall be spaced at successive intervals of 12', 15', 13' and 14' in the direction of traffic. Repeat for the remaining joints. Twelve (12) feet minimum spacing shall be maintained from the bridge structure as
- Transverse Construction Joints shall be located at a minimum distance of 12' from the nearest planned Transverse Contraction Joint. Transverse Construction Joints are mandatory at discontinuous Longitudinal Joints.
- The Longitudinal Contraction Joint Detail shall be applicable when two or more lanes/shoulder are paved in one continuous pour. The straight tie bars shall be placed to depth the shown on the Detail. All other Longitudinal Joints shall be constructed in accordance with the Longitudinal Construction Joint Detail shown on this Plan.
- Reinforce Slab when the ratio of the length of one side of the slab to another of the slab is greater than 1.25 and/or less than 0.8; or the slab has unmatched joints, or the slab is triangular in shape, or the slab has at least one side larger than 15 feet. Rectangular or similar shaped shoulder slabs need not be reinforced regardless of size ratio. Triangular shaped shoulder slabs shall be reinforced. Reinforced slabs shall be reinforced longitudinally with #4 deformed bars at 1'-3" o.c. and transversely with #4 deformed bars at 1'-3'' o.c. Chairs and additional reinforcing required for support are not shown and are considered incidental to the reinforcing.
- Deformed tie bars and smooth dowels shall be epoxy coated. Epoxy coated deformed tie bars and epoxy coated smooth dowels shall conform to AASHTO M 284/M - 95, Grade 40 or 60. Tie bars and dowels not completely covered with epoxy coating or with damaged epoxy coating shall be replaced at no cost to the State. Deformed reinforcing shall conform to ASTM A615, Grade 40 or 60.



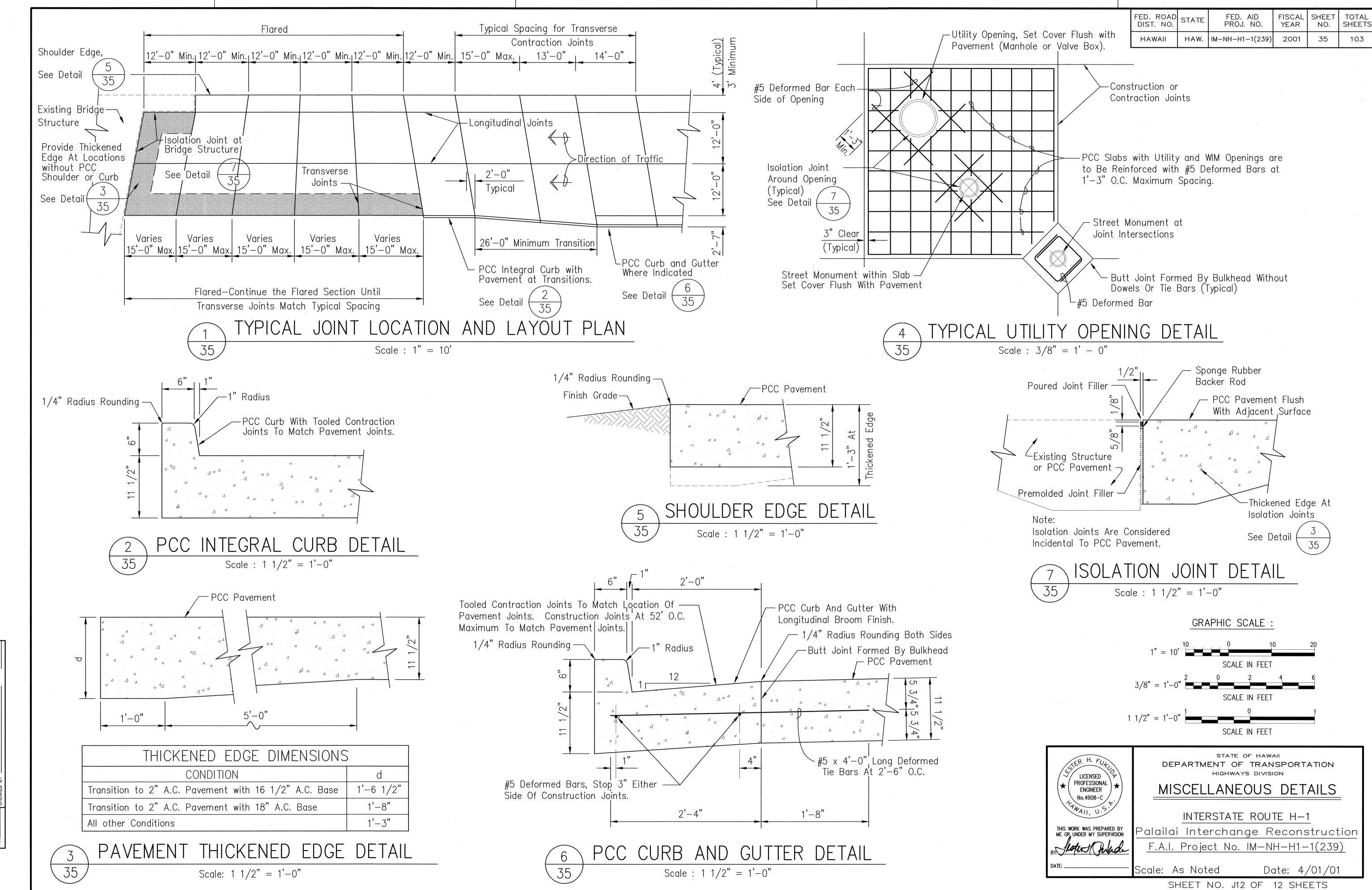
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION

MISCELLANEOUS DETAILS

INTERSTATE ROUTE H-1

Palailai Interchange Reconstruction F.A.I. Project No. IM-NH-H1-1(239)

Scale: As Noted Date: 4/01/01 SHEET NO. J11 OF 12 SHEETS



OPER: LSA/PT*/MAM

DATE: 12/18/98 PLOT SCALE: 1=1 FILE: PI-DET-2.DWG JOB No. 9810B

