TIE BAR LAYOUT IN CURVED LANES

LONGITUDINAL CONSTRUCTION JOINT

LONGITUDINAL CONTRACTION JOINT

LONGITUDINAL TRANSLATION TOLERANCE

HORIZONTAL OFFSET TOLERANCE

HORIZONTAL SKEW TOLERANCE

VERTICAL DEPTH TOLERANCE

VERTICAL SKEW TOLERANCE

NOTES:
1. See Standard Plan P1 for typical dowel bar and tie bar placement and locations.
2. Where new pavement is placed against existing concrete pavement, rounding the corner is not required.
3. For dowel bar sizes, see Standard Plan P10.
4. Tie bar details apply to inside widenings.
5. Use either drill and bond or splice couplers.
6. Full-depth drilled hole, fill hole with filter material.
7. The bottom of the saw cut must be at least 0.5" clear of any dowel bar, tie bar, or bar reinforcement.

CONCRETE PAVEMENT - TIE BAR DETAILS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT - TIE BAR DETAILS

NO SCALE

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