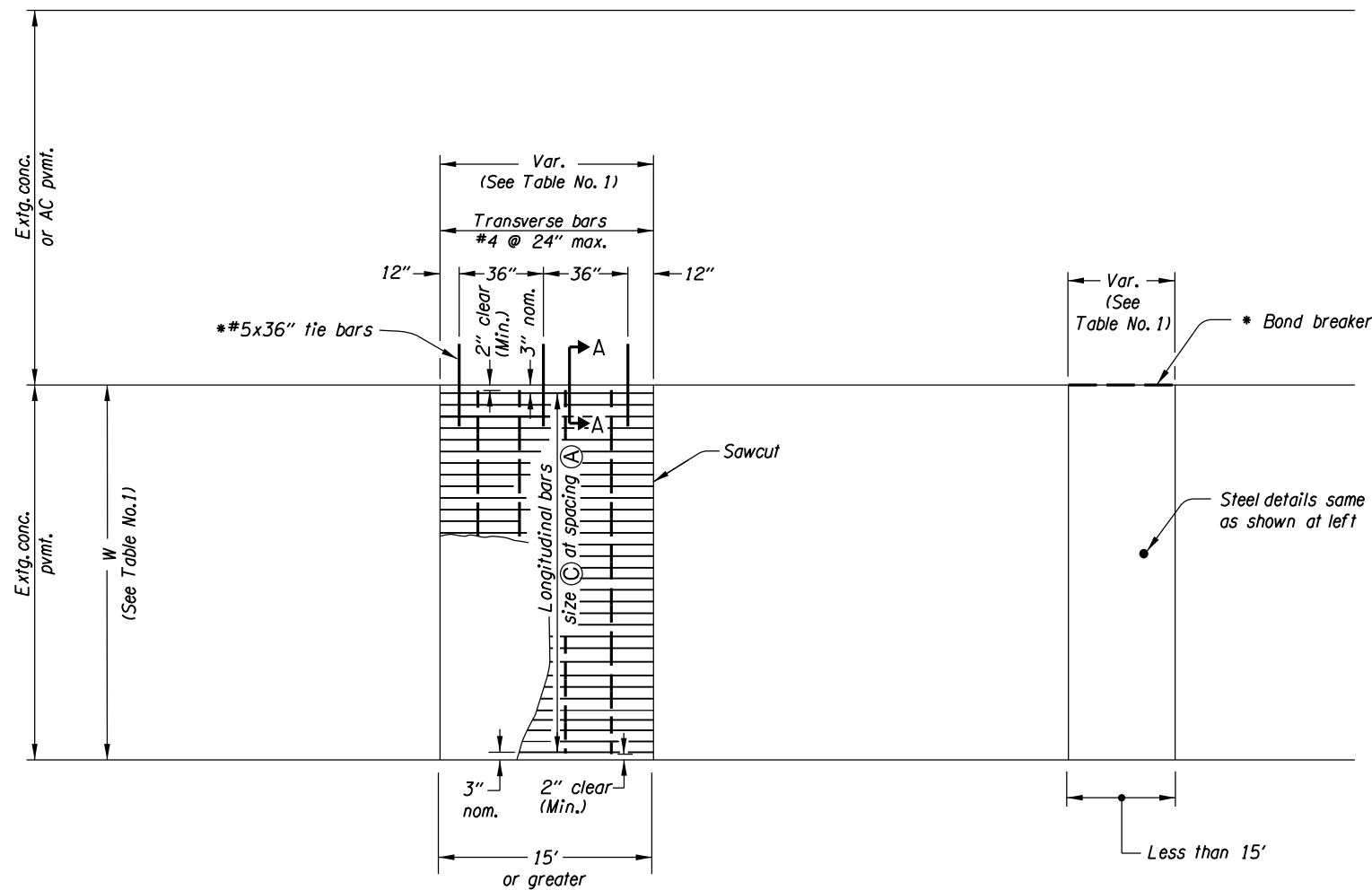
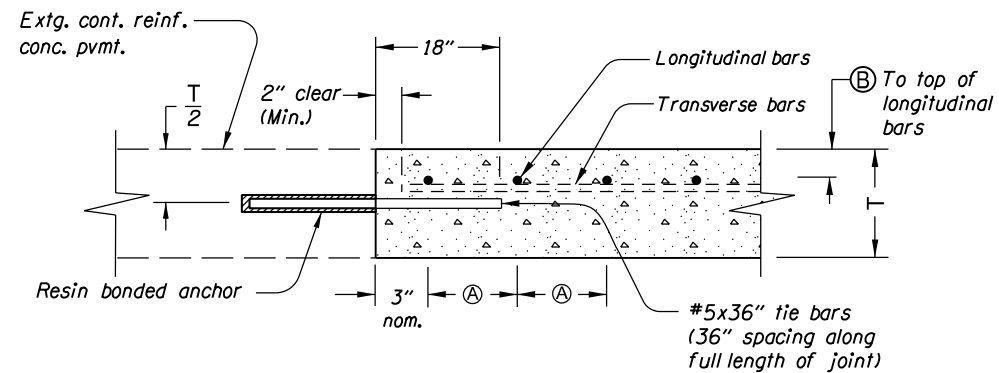


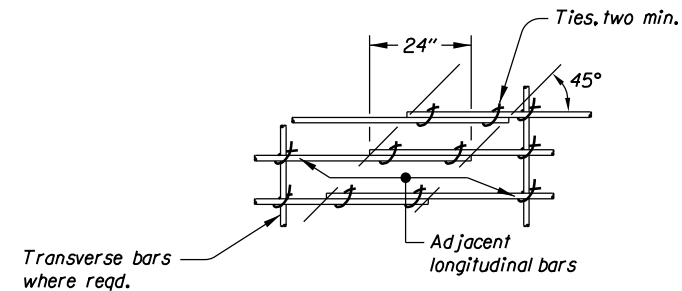


- Ⓐ = Max. bar spacing
Ⓑ = Depth to top of longitudinal bars
Ⓒ = Bar size

NOTE:
Spacing and depth of longitudinal steel is specific to each project.



SECTION A-A
LONGITUDINAL JOINT



LAPPING METHOD

TABLE NO. 1 CRCP REPAIR DETAILS

APPROX. STA. TO STA.	DIR	LANE	REPAIR WIDTH	REPAIR LENGTH	REPAIR AREA	LANE WIDTH W (ft)	PVMT. THKN. T (in)	Ⓐ (in)	Ⓑ (in)	Ⓒ	EXISTING BASE TYPE	ADJACENT LANE SURFACE

GENERAL NOTES FOR ALL DETAILS:

- P.C. conc. pvmt. repair areas will be field located by the engineer. The P.C. conc. pvmt. repair locations and quantities listed are approximate. Additional repair areas may be identified by the engineer.
- Use reinforcing steel conforming to ASTM A706 or AASHTO M31 (ASTM A615) grade 60. Use full length bars as shown, and place them a minimum 2 inch clear of the nearest face of conc. unless shown or noted otherwise.

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

CONTINUOUSLY REINFORCED
CONCRETE PAVEMENT REPAIR

DETAIL NO.
DET1605