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GENERAL NOTES

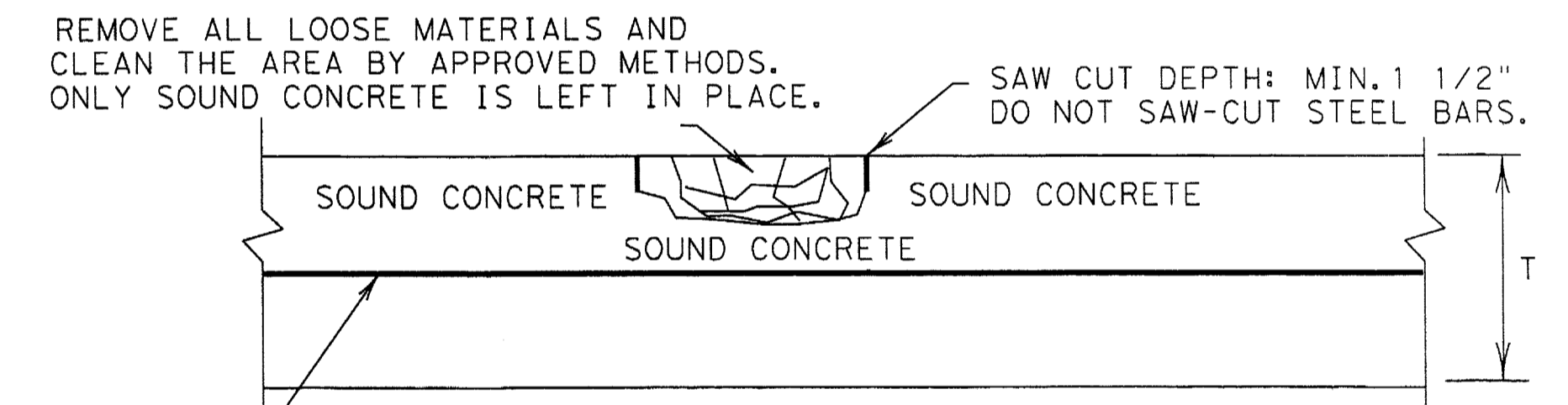
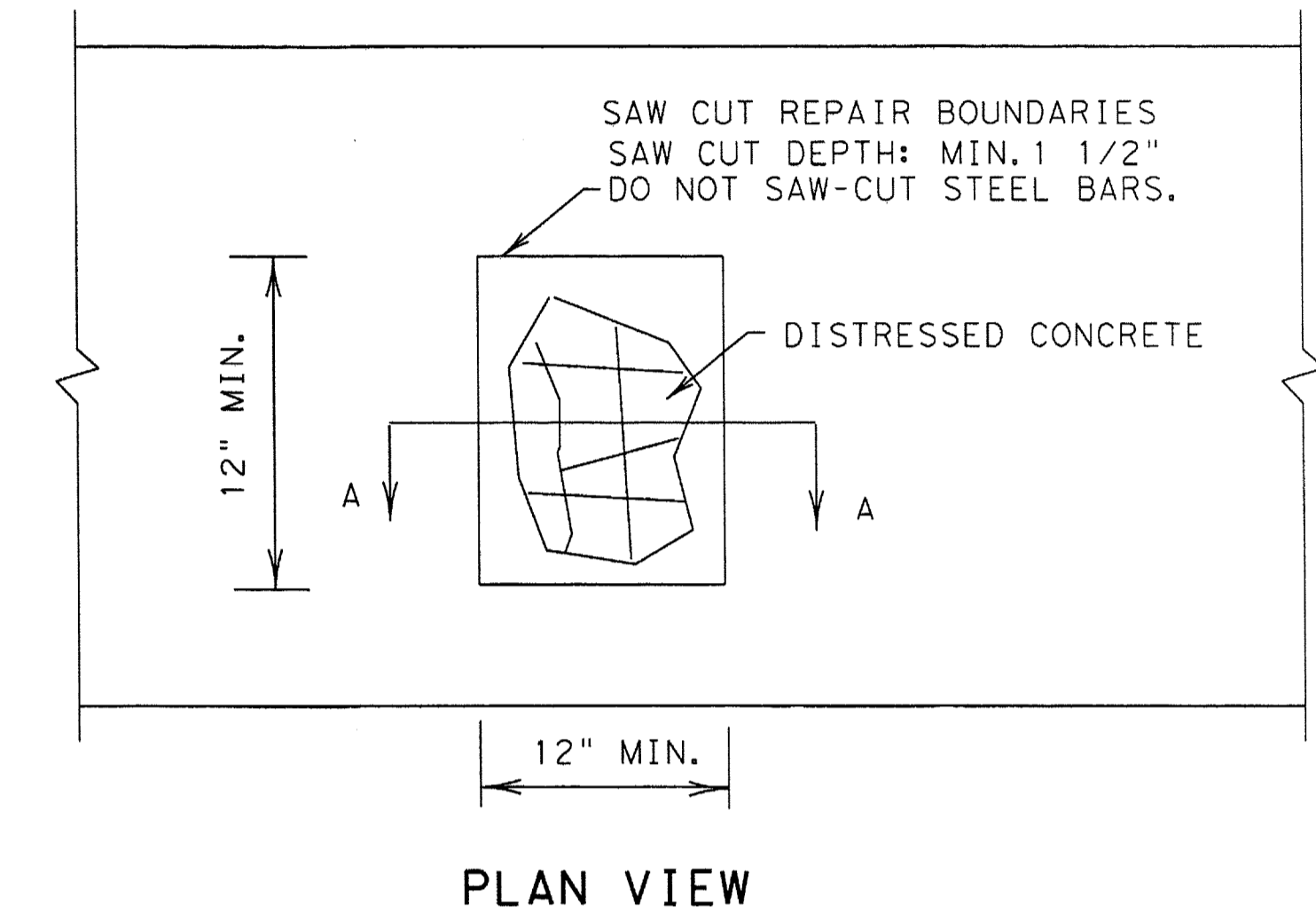
- ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
- MULTIPLE PIECE TIEBARS SHALL BE USED WHEN THE REPAIR AREA MUST BE PLACED IN TWO STAGES DUE TO SEQUENCE OF CONSTRUCTION.
- FULL DEPTH SAW CUTS SHALL BE MADE AROUND THE PERIMETER OF THE AREA TO BE REPAIRED. THE CUT SHALL BE MADE AT A RIGHT ANGLE TO THE PAVEMENT EDGE AND TO THE CENTER LINE OF THE PAVEMENT.
- AT LEAST ONE LONGITUDINAL FULL DEPTH SAW CUT SHALL BE AT AN EXISTING LONGITUDINAL JOINT.
- ADDITIONAL SAW CUTS MAY BE REQUIRED WITHIN THE AREA OF THE REPAIR TO FACILITATE REMOVAL OF THE CONCRETE OR TO ALLEVIATE BINDING OF THE FULL DEPTH SAW CUT AT THE REPAIR EDGE.
- THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
- EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."

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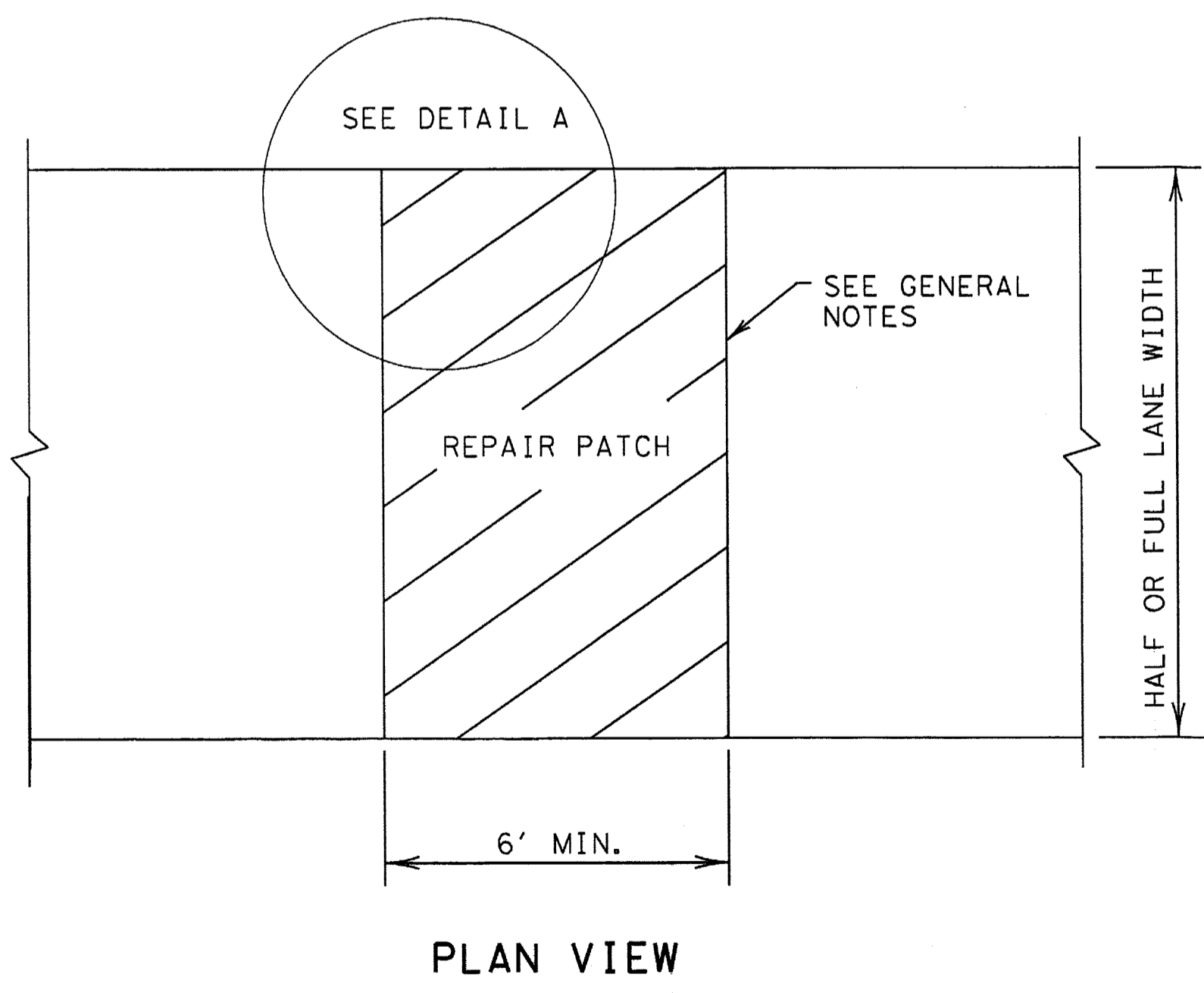
| TYPE PAVEMENT | SLAB THICKNESS AND BAR SIZE | | LONGITUDINAL* | | TRANSVERSE* | |
|---------------|-----------------------------|----------|---------------|---------------|---------------|---------------|
| | T (IN.) | BAR SIZE | REGULAR BARS | TIEBARS | BARS | TIEBARS |
| | | | SPACING (IN.) | SPACING (IN.) | SPACING (IN.) | SPACING (IN.) |
| CRCP | 6.0 | #5 | 7.5 | 7.5 | 24 | 24 |
| | 6.5 | | 7.0 | 7.0 | | |
| | 7.0 | | 6.5 | 6.5 | | |
| | 7.5 | | 6.0 | 6.0 | | |
| | 8.0 | #6 | 9.0 | 9.0 | 24 | 24 |
| | 8.5 | | 8.5 | 8.5 | | |
| | 9.0 | | 8.0 | 8.0 | | |
| | 9.5 | | 7.5 | 7.5 | | |
| | 10.0 | | 7.0 | 7.0 | | |
| | 10.5 | | 6.75 | 6.75 | | |
| | 11.0 | 6.5 | 6.5 | | | |
| | 11.5 | 6.25 | 6.25 | | | |
| | ≥12.0 | 6.0 | 6.0 | | | |
| JRCP | <8.0 | #5 | 24.0 | 12.0 | 24 | 24 |
| | ≥8.0 | #6 | 24.0 | 12.0 | 24 | 24 |
| CPCD | <8.0 | #5 | NONE | 12.0 | NONE | 24 |
| | ≥8.0 | #6 | NONE | 12.0 | NONE | 24 |

* USE 12" SPACING AS FIRST AND LAST SPACING AT END OR SIDE FOR ALL BARS.

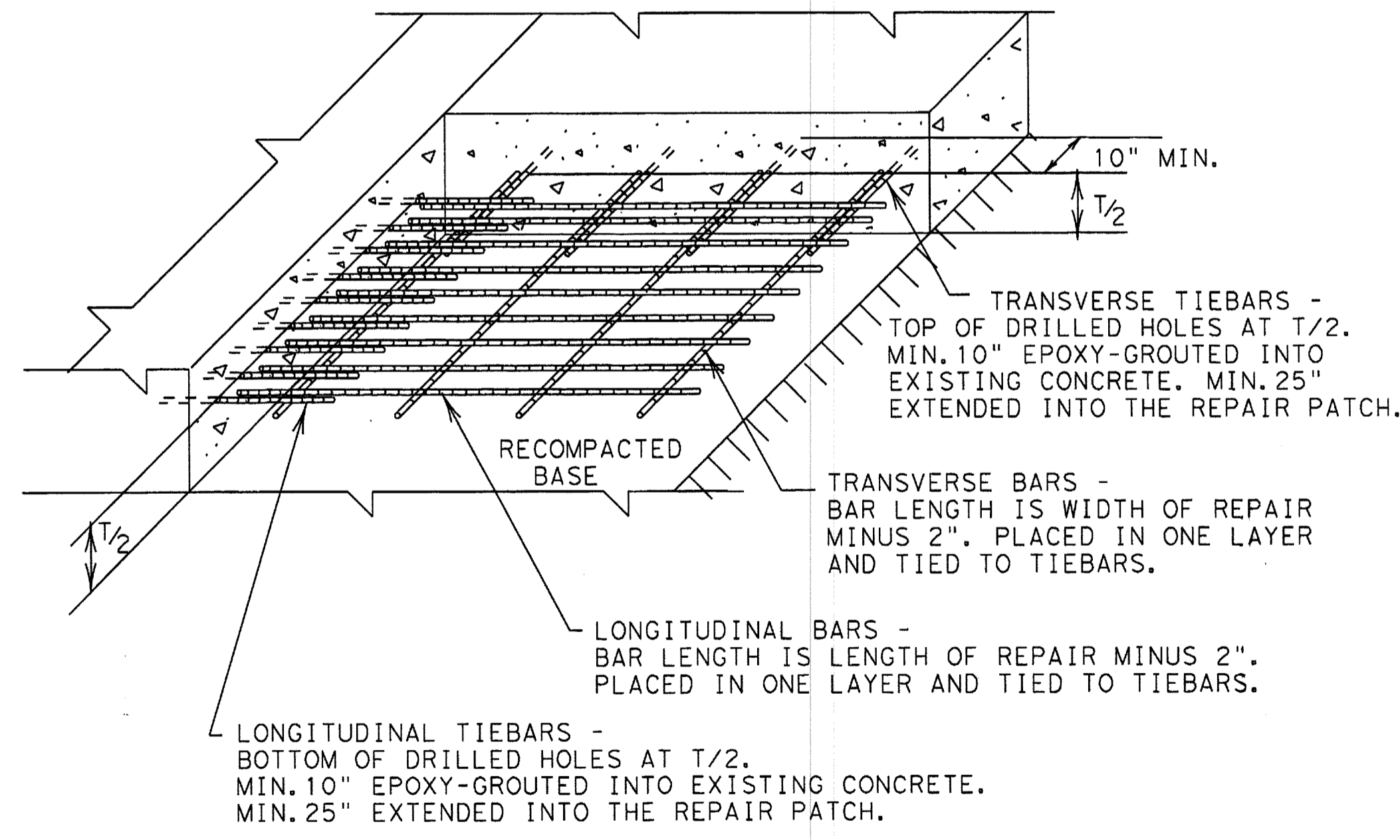


LONGITUDINAL STEEL BARS:
 *REPAIR AREAS MAY BE ADJUSTED AFTER REMOVING DISTRESSED CONCRETE. SWITCH THE HALF-DEPTH REPAIR TO FULL-DEPTH REPAIR IF EXPOSED EXISTING LONGITUDINAL BARS ARE DEFICIENT, AS APPROVED. COMPENSATION WILL BE MADE FOR UNEXPECTED VOLUMES OF REPAIR AREAS OR CHANGES IN SCOPE OF WORK.
 *INCREASE THE REPAIR AREA AND PERFORM A FULL-DEPTH REPAIR AS DIRECTED IF LONGITUDINAL STEEL BARS WERE DAMAGED BY THE REMOVAL OPERATIONS. NO ADDITIONAL COMPENSATION WILL BE MADE.

**SECTION A-A
 HALF-DEPTH REPAIR**



FULL-DEPTH REPAIR OF CRCP, JRCP, AND CPCD



**DETAIL A
 GROUTED TIEBARS & REINFORCEMENT**

| | | | |
|------------------------------------|-----------|---------------------------------|--------|
| | | Design Division Standard | |
| REPAIR OF CONCRETE PAVEMENT | | | |
| REPCP-14 | | | |
| FILE: repop14.dgn | DN: TxDOT | DN: HC | CK: AN |
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