

NOTE: NO TIE BARS SHALL BE CLOSER THAN 1'-3" TO A TRANSVERSE JOINT. ALL LONGITUDINAL JOINTS BETWEEN LANES AND BETWEEN LANES AND SHOULDERS MUST BE TIED. MEDIAN SHOULD NOT BE TIED.

KEY THE JOINT SHALL BE USED ON ALL LONGITUDINAL CONSTRUCTION JOINTS WHEN THE ADJACENT LAKE IS NOT PLACED AT THE SAME TIME

WHEN TWO ADJACENT LANES ARE PLACED AT THE SAME TIME, THE LONGITUDINAL JOINT COMMON TO THE LANES SHALL BE SAVED

THE BARS ARE TO BE INSTALLED WHERE NEW CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE PAVEMENT

NOTES: 1 = PAVEMENT THICKNESS

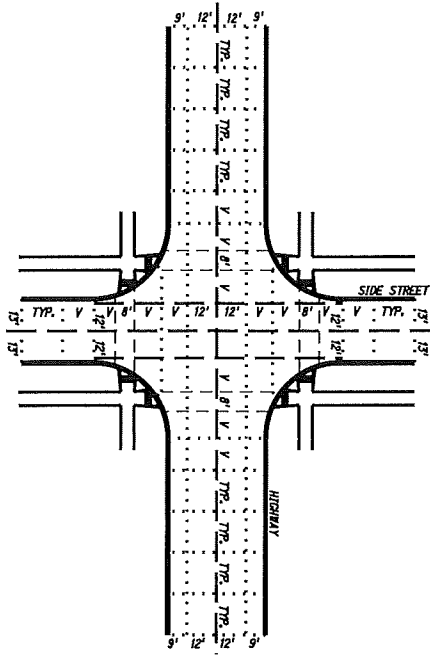
NO.	DATE	DESCRIPTION OF REVISION
R10	JUN 10	ISSUED FOR CONSTRUCTION
R9	JUL 11	JOINT EARLY SAW CUT
R8	OCT 10	CHANGED TRAFFIC INFORMATION
REV. NO.	DATE	DESCRIPTION OF REVISION

NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 329-R10
8 TO 16 INCH CONCRETE PAVEMENT

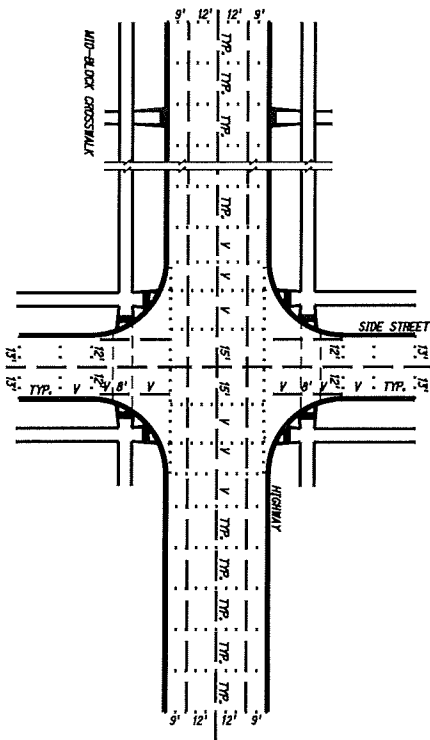
ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

DATE: _____
ORIGINAL: OCTOBER 25, 1994
DATE: _____

2

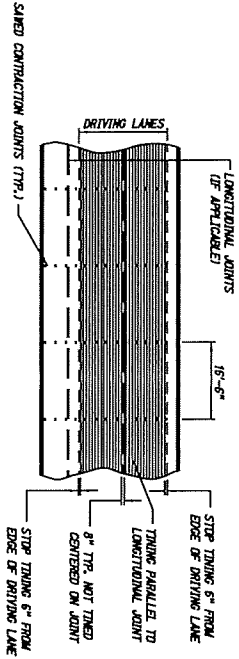


STOP OR YIELD CONTROL ON ALL FOUR LEGS

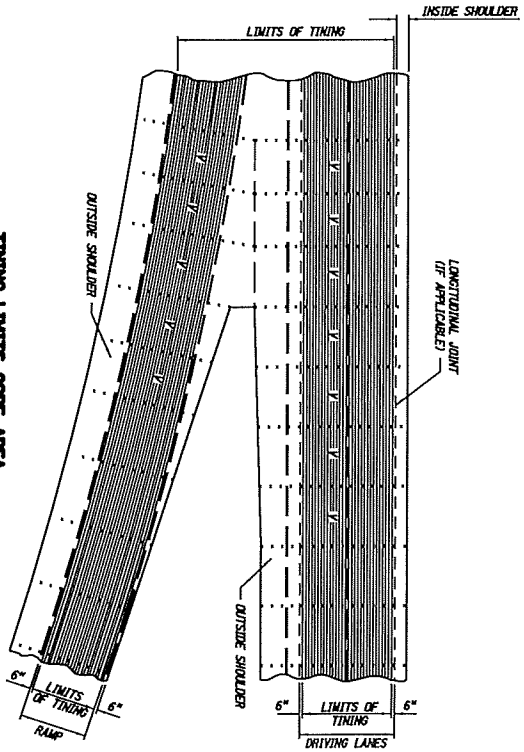


STOP OR YIELD CONTROL ON THE SIDE STREETS ONLY

TINDING WITH CONCRETE SHOULDER



TINDING LIMITS CORE AREA



NOTES:

TINDING REQUIRED FOR POSTED SPEEDS GREATER THAN 40 MPH.

16'-6" TRANSVERSE JOINT SPACING IS THE STANDARD JOINT SPACING REGARDLESS OF THE PAVEMENT THICKNESS.

V VARIES FROM 10'-0" TO MAX. 16'-6".

THE LONGITUDINAL JOINT BETWEEN THE SHOULDER AND THE 12'-0" DRIVING LANE IS NOT REQUIRED FOR SHOULDER WIDTHS OF 4'-0" OR LESS.

TRANSVERSE JOINTS FOR CORNERED CONCRETE PAVEMENT SHALL BE CONSTRUCTED PERPENDICULAR TO THE ROADWAY.

ALL CONCRETE SURFACES, NOT TINED, WILL REQUIRE TRANSVERSE BROOMING OR BURLAP DRAG. (NOT APPLICABLE TO SHOULDER)

REV. NO.	DATE	DESCRIPTION OF REVISION
R10	JAN 19	CHANGED JOINT SPACING TO 16'-0" FROM 12'-0"
R9	JUL 11	JOINTS EARLY SAW CUT
R8	OCT 10	CHANGED TINDING INFORMATION

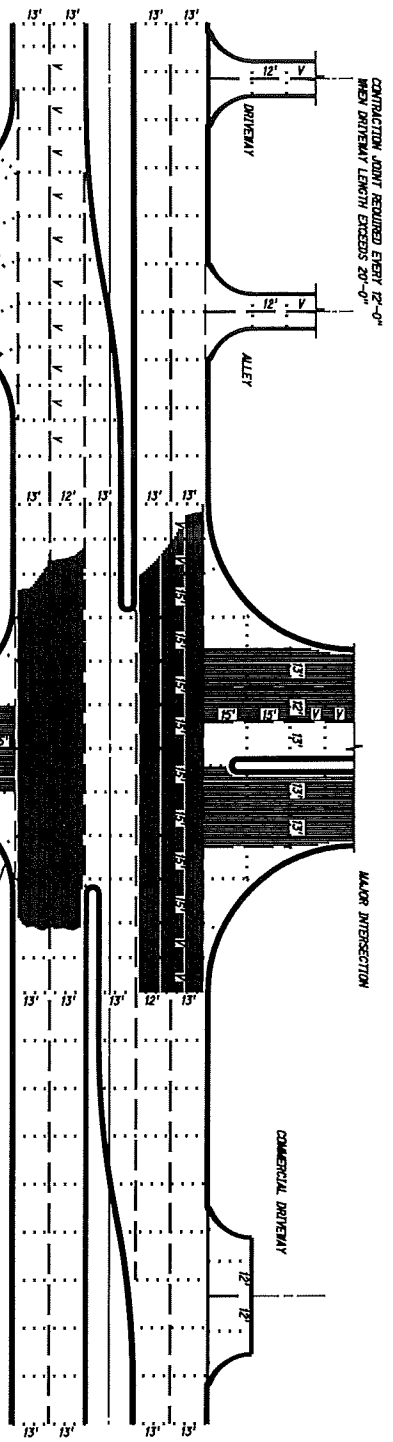
NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 329-R10
8 TO 16 INCH
CONCRETE PAVEMENT

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

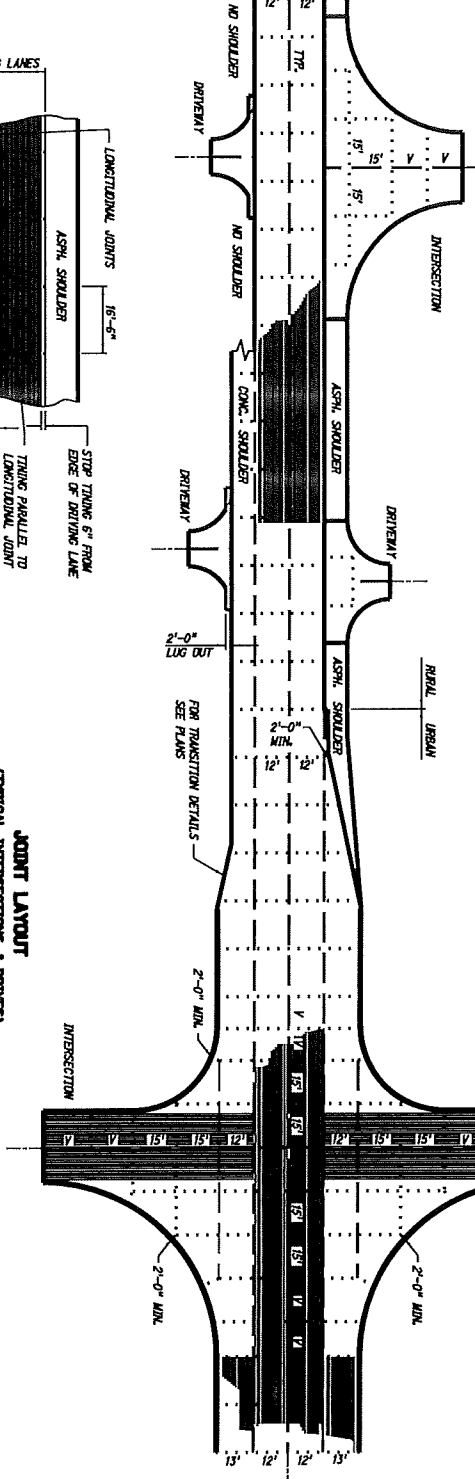


ORIGINAL -
 OCTOBER 25, 1994



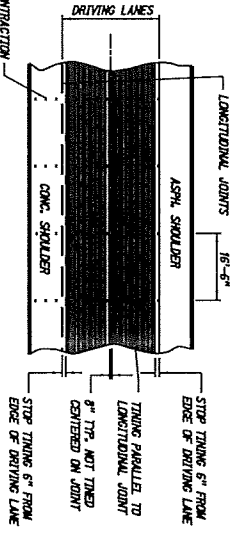


MAJOR INTERSECTION
COMMERCIAL DRIVEWAY
ALLEY
CONSTRUCTION JOINT REQUIRED EVERY 12'-0"
WHEN DRIVEWAY LENGTH EXCEEDS 20'-0"



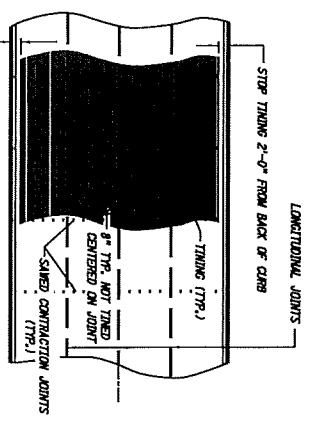
TYPICAL INTERSECTIONS WITH RAISED ISLANDS
RURAL DRIVEWAY
STOP TYPING 2'-0" FROM BACK OF CURB

RURAL TYPING LIMITS WITH SURFACED SHOULDERS
SAVED CONTRACTION JOINTS (TYP.)



DRIVING LANES
LONGITUDINAL JOINTS
ASPH. SHOULDER
16'-6"
CONC. SHOULDER
6"
STOP TYPING 6" FROM EDGE OF DRIVEWAY LANE
TYPING PARALLEL TO LONGITUDINAL JOINT
6" TYP. NOT TYPED CENTERED ON JOINT
STOP TYPING 6" FROM EDGE OF DRIVEWAY LANE

JOINT LAYOUT
TYPICAL INTERSECTIONS & DRIVES



TYPING LIMITS
STOP TYPING 2'-0" FROM BACK OF CURB

LEGEND
 SAVED CONTRACTION JOINT
 - - - - - LONGITUDINAL JOINT

NOTES
 TYPING REQUIRED FOR POSTED SPEEDS GREATER THAN 40 MPH.
 16'-6" TRANSVERSE JOINT SPACING IS THE STANDARD JOINT SPACING REGARDLESS OF THE PAVEMENT THICKNESS. V VARIES FROM 10'-0" TO MAX. 16'-6".
 VARIABLE SPACING IS USED AT ROAD INTERSECTIONS AND AT DRIVEWAY ENDS.
 ALL CONCRETE SURFACES, NOT TYPED, WILL REQUIRE TRANSVERSE BROOKING OR BURLAP DRAG. (NOT APPLICABLE TO SHOULDERS)

NO.	DATE	CHANGED	BY	REASON
1	JUL 11	JOINTS	SAV	SAV CUT
2	OCT 10	CHANGED	TYPING	INFORMATION
3	DATE	DESCRIPTION	OF	REVISION

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM

NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 329-R10
8 TO 16 INCH
CONCRETE PAVEMENT

DATE: _____
 ORIGINAL: _____
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