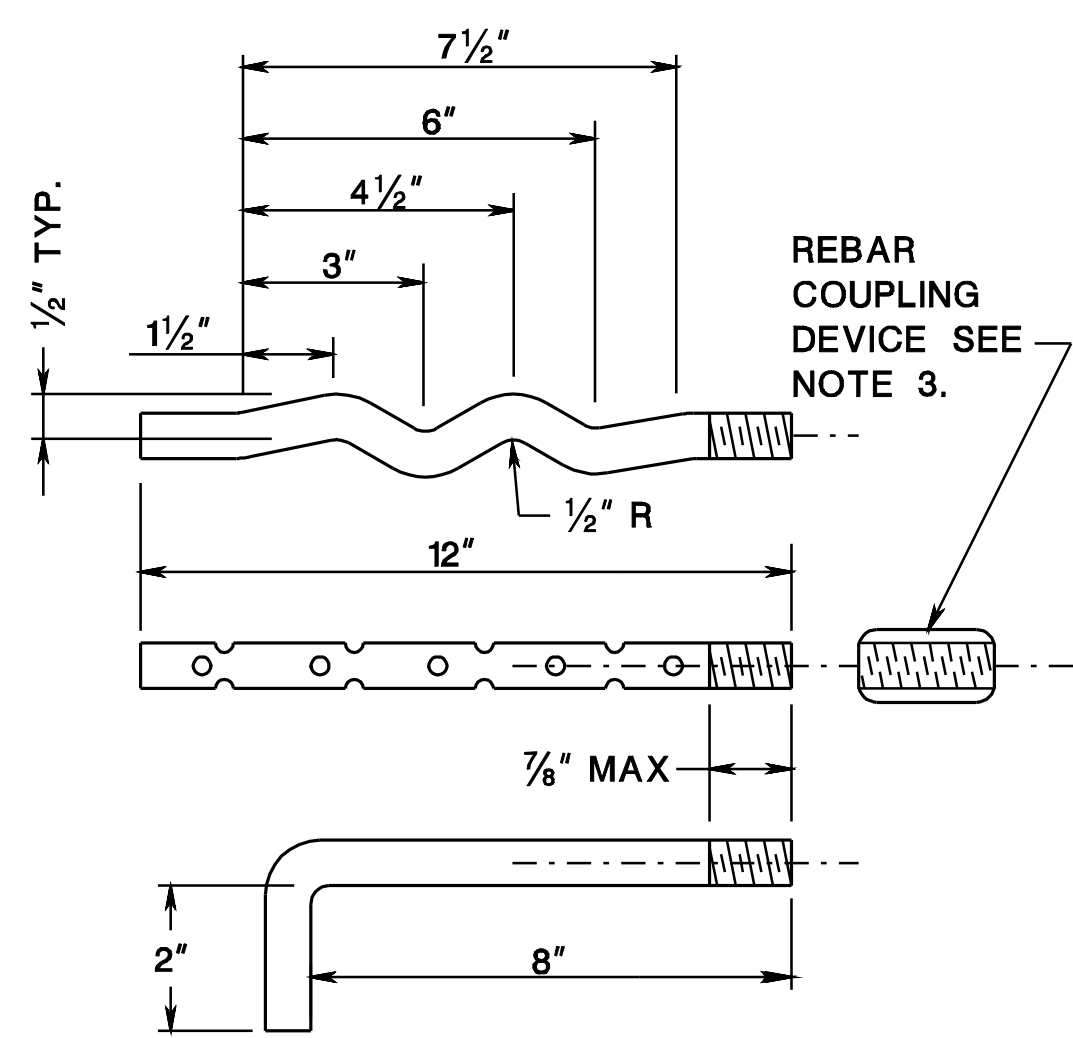


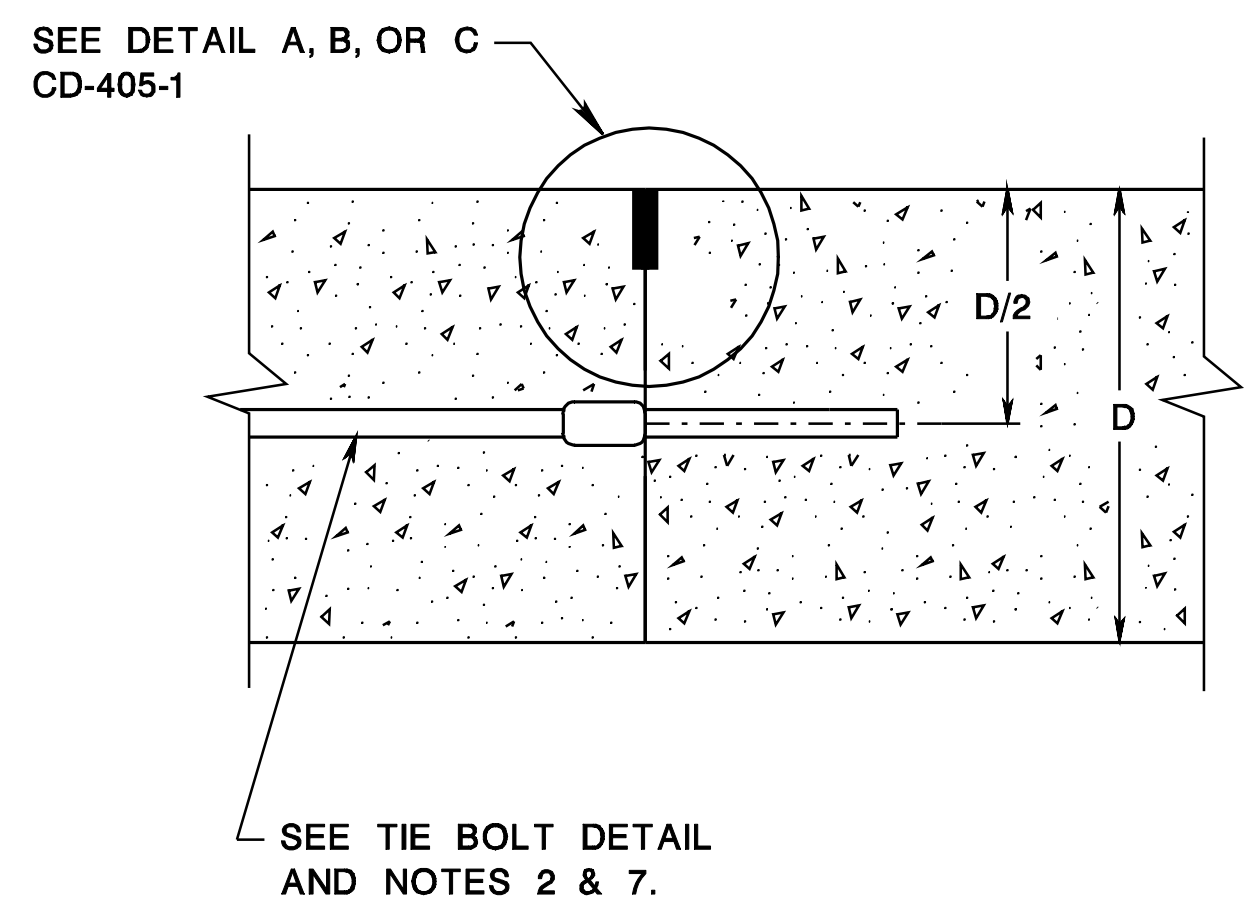
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MAKE TIE BOLTS 3/16" φ BAR WITH ROLLED THREADS OR 5/16" φ BAR WITH CUT THREADS.

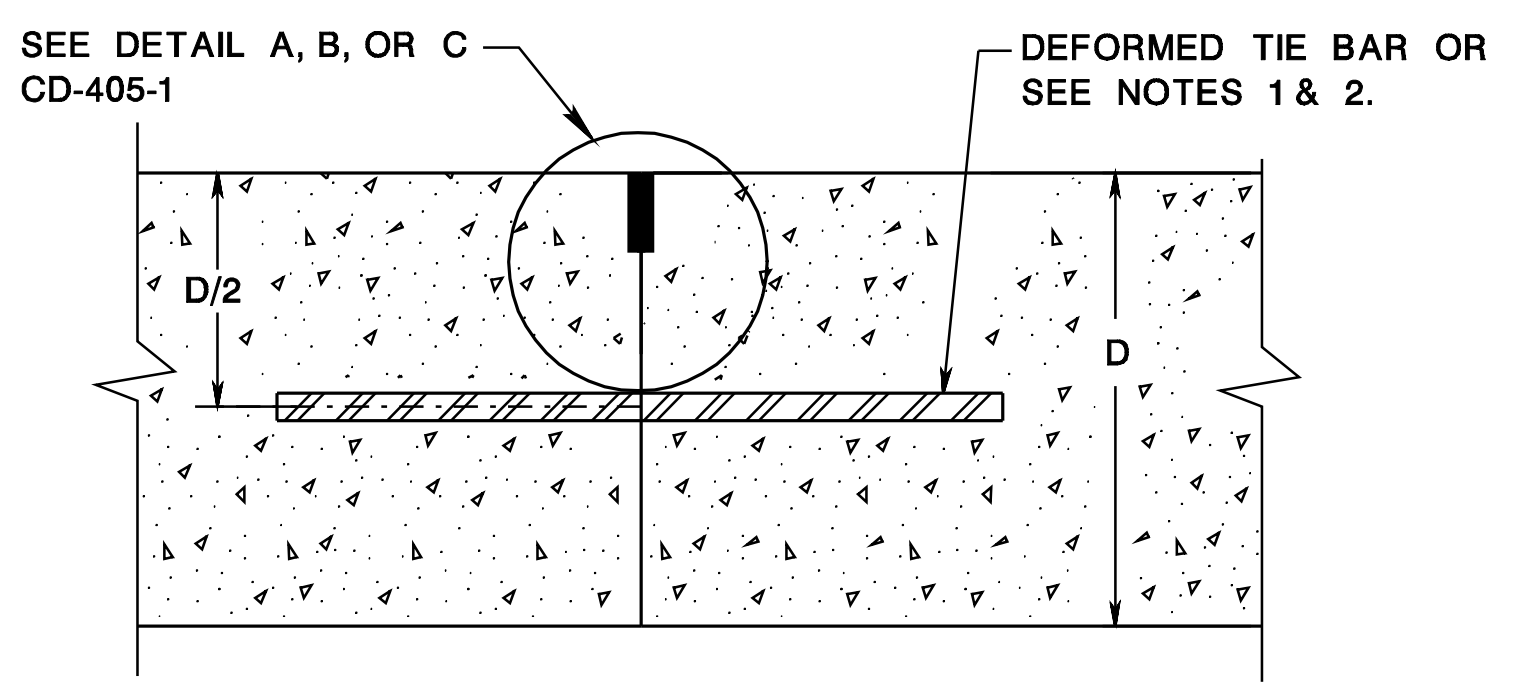
**TIE BOLT DETAIL**

CD-405-2.1



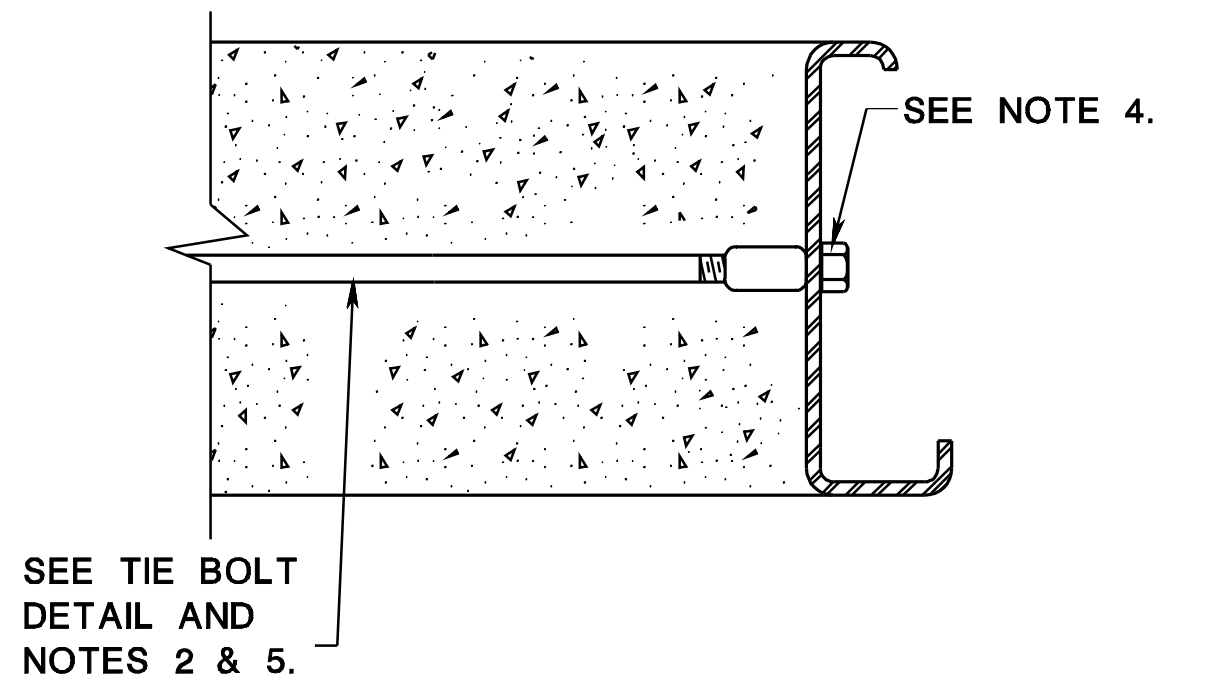
**CONSTRUCTION JOINT TIE BOLT**

CD-405-2.2



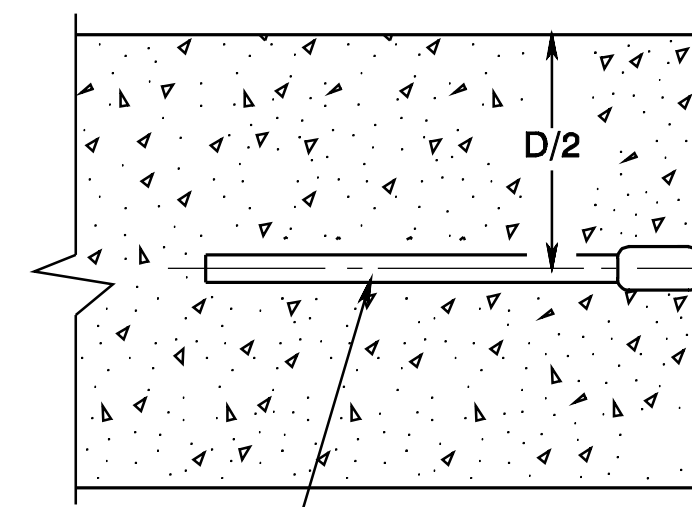
**CONSTRUCTION JOINT TIE BAR**

CD-405-2.3



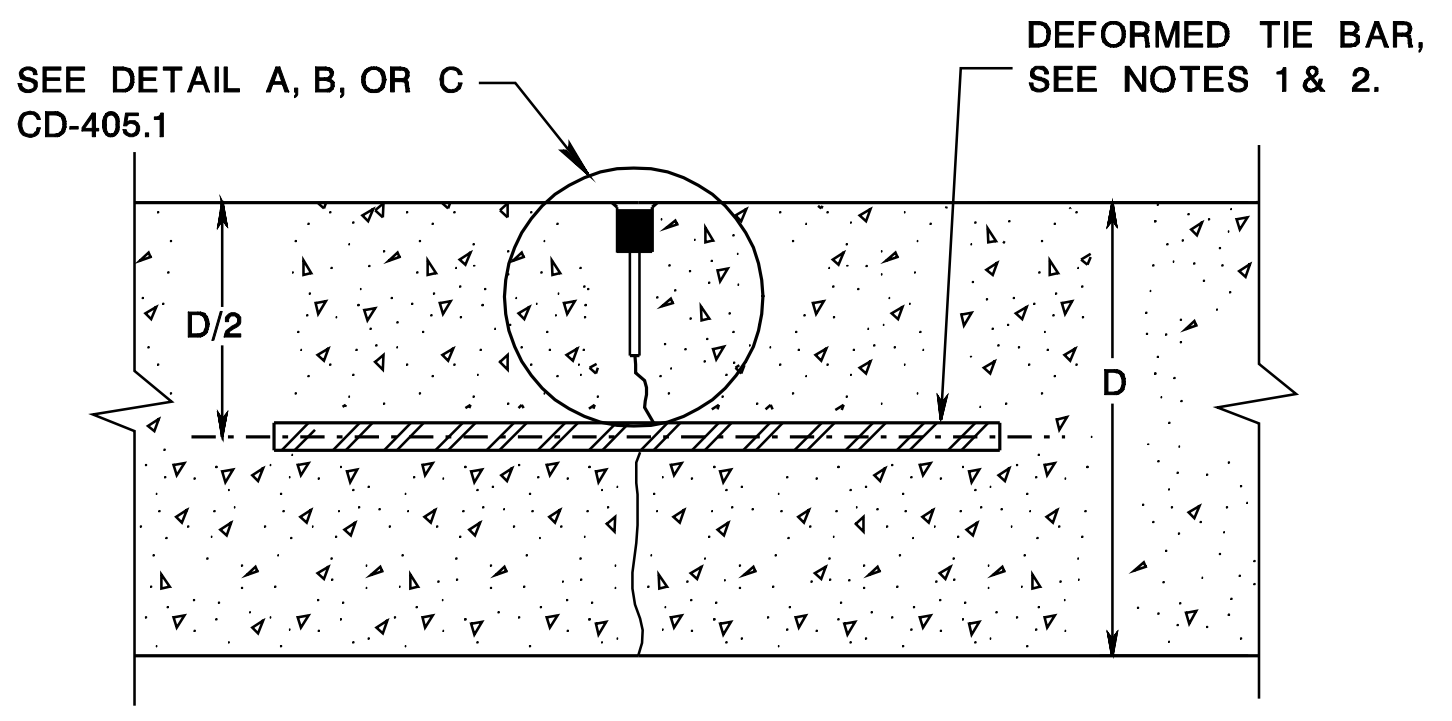
**STATIONARY FORMING**

CD-405-2.4



**SLIP FORMING**

CD-405-2.5



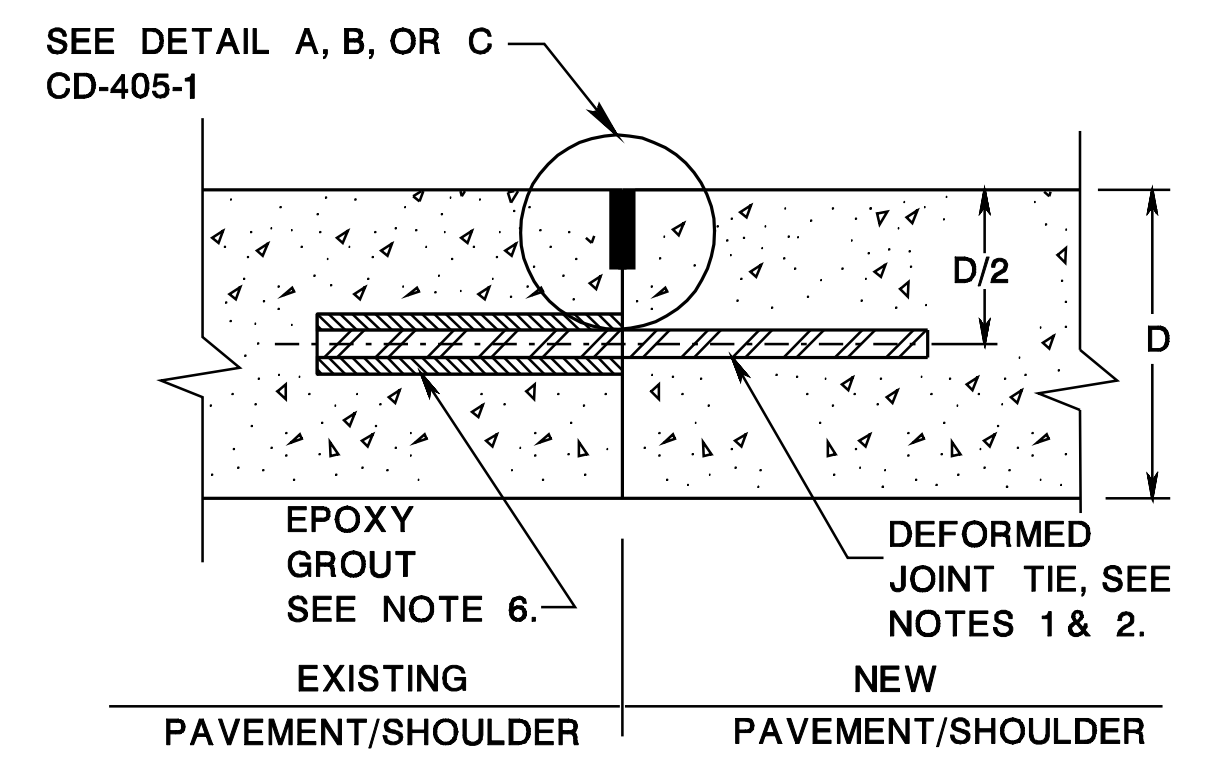
**CONTRACTION JOINT**

CD-405-2.6

**NOTES**

1. SPECIFY #6 TIE BARS 30" ± 1/4" LONG, SPACED 30" CENTER TO CENTER MAXIMUM. FOR JOINT TIES SPECIFY #6 BARS 18" ± 1/4" LONG, SPACED 30" CENTER TO CENTER MAXIMUM. PLACE PERPENDICULAR TO AND CENTERED OVER THE LONGITUDINAL JOINT ± 1". WHEN ADJOINING TO AN UNEQUAL PAVEMENT OR SHOULDER DEPTH, D IS THE DEPTH OF THE THINNER SECTION.
2. DO NOT FIELD BEND TIE BARS, TIE BOLTS, AND JOINT TIES.
3. USE REBAR COUPLING DEVICE THAT IS LISTED ON THE QPL.
4. TEMPORARILY SECURE THE TIE BOLT TO THE FORM DURING PLACEMENT OF THE CONCRETE USING A METHOD ACCPETABLE TO THE R.E..
5. PLACE TIE BOLTS AT 30" CENTER TO CENTER MAXIMUM SPACING. WHEN ADJOINING TO AN UNEQUAL PAVEMENT OR SHOULDER DEPTH, D IS THE DEPTH OF THE THINNER SECTION. SCREW TIE BOLTS UNTIL SNUG.
6. USE AN APPROVED EPOXY GROUT MATERIAL TO WITHSTAND THE NECESSARY MINIMUM PULL-OUT RESISTANCE. TIE BAR HOLE DIAMETER IN EXISTING PAVEMENT SHOULD BE AS PER MANUFACTURER'S RECOMMENDATION. USE ROTARY IMPACT DRILL TO AVOID IMPACTING FINES INTO HOLE.
7. DO NOT USE THE HOOK COMPONENT OF THE TIE BOLT ASSEMBLY WHEN SLIP FORMING.
8. WHEN COLD-POURED JOINT SEALER IS SELECTED FOR USE IN TRANSVERSE JOINTS, USE THE SAME JOINT SEALING MATERIAL IN THE LONGITUDINAL JOINTS.

CD-405-2.7



**LONGITUDINAL JOINT WHEN TYING INTO EXISTING CONCRETE PAVEMENT/SHOULDER**

CD-405-2.8

**CONCRETE PAVEMENT LONGITUDINAL JOINTS**  
 N.T.S.

CD-405-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

**CONSTRUCTION DETAILS**