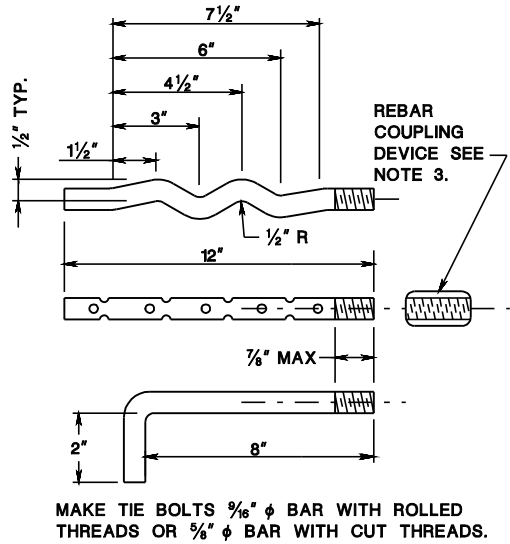


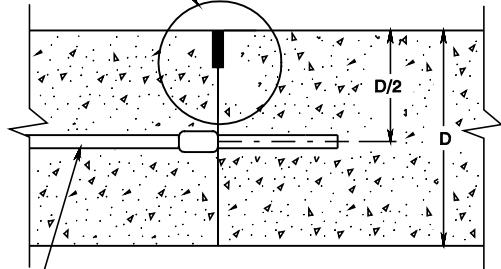
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**TIE BOLT DETAIL**

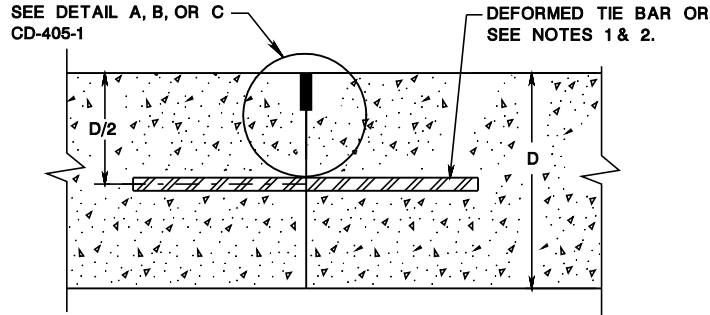
CD-405-2.1

SEE DETAIL A, B, OR C  
CD-405-1



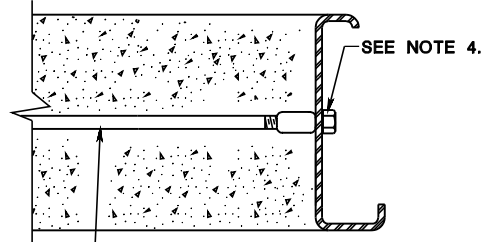
**CONSTRUCTION JOINT  
TIE BOLT**

CD-405-2.2



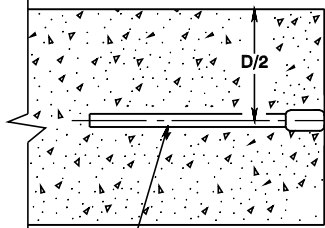
**CONSTRUCTION JOINT  
TIE BAR**

CD-405-2.3



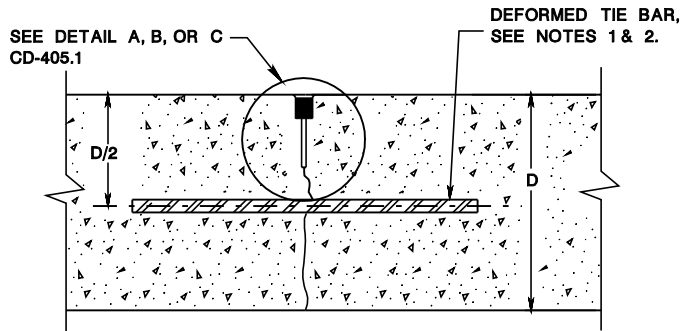
**STATIONARY  
FORMING**

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 ACCEPTABLE TO THE RE.
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. DRILL TIE BAR HOLE IN EXISTING PAVEMENT ACCORDING TO THE 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

**CONCRETE PAVEMENT  
LONGITUDINAL JOINTS**

N.T.S.

CD-405-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

**CONSTRUCTION DETAILS**

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

CD-405-2.8