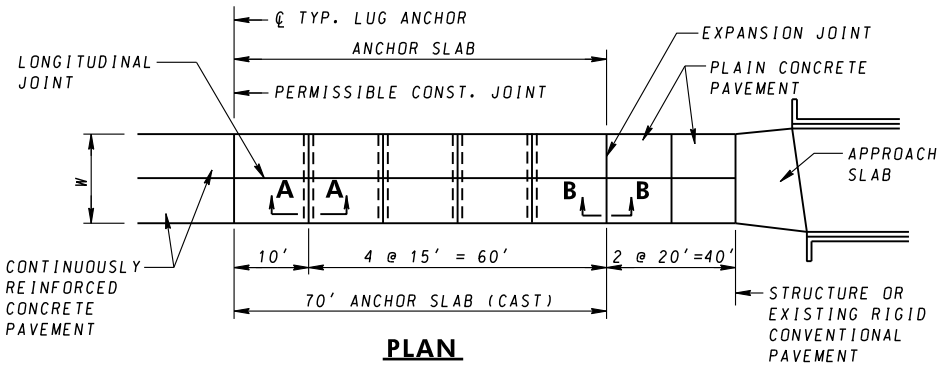
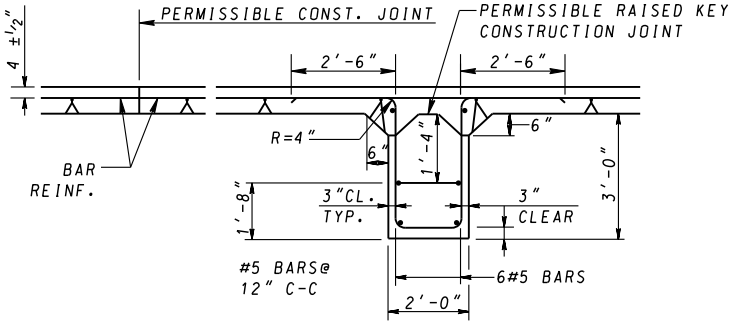
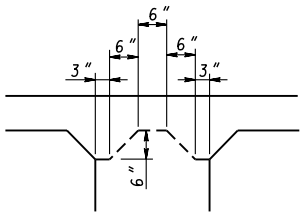


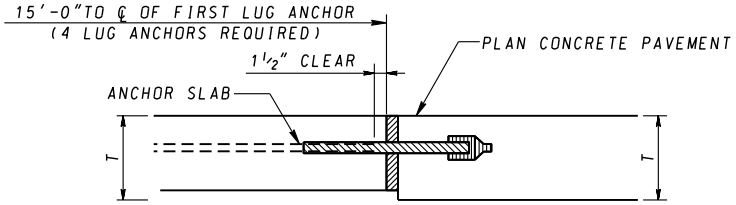
PLAN



SECTION A–A



DETAIL–RAISED KEY CONSTRUCTION JOINT



NOTE: FOR DOWEL & JOINT DETAILS REFER TO 572.21 AND 572.92

SECTION B–B
ANCHOR SLAB TERMINAL JOINT

(FOR USE ADJACENT TO PLAIN CONCRETE PAVEMENT)

NOTES

1. CONCRETE FOR LUG ANCHORS SHALL BE POURED AGAINST COMPACTED SUBGRADE. CONCRETE FOR LUGS AND ANCHOR SLAB MAY BE POURED MONOLITHICALLY OR POURED USING RAISED KEY CONSTRUCTION JOINT METHOD.
2. ADEQUATE CONSOLIDATION OF CONCRETE IN LUGS SHALL BE OBTAINED WITHOUT DISPLACING LONGITUDINAL CONTINUOUS STEEL, BY THE USE OF INTERNAL VIBRATION.
3. WHEN LESS THAN FULL WIDTH LUG AND PAVEMENT SLAB IS PLACED, THE #5 TRANSVERSE STEEL IN THE LUGS SHALL BE EXTENDED, LAPPED AND SPLICED AT LEAST 25 DIAMETERS.
4. WHEN THE SHOULDERS ARE JOINTED CONVENTIONAL OR CONTINUOUSLY REINFORCED CONCRETE PAVEMENT THE TERMINAL JOINT AND THE SLEEPER SLAB SHALL EXTEND THROUGH THE SHOULDER WIDTH.

SPECIFICATION 521	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

APPROVAL • SHA REVISIONS		APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	3-23-95	APPROVAL	11-16-92
REVISED	2-25-16	REVISED	2-23-16
REVISED		REVISED	
REVISED		REVISED	

State Highway Administration

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

TERMINAL JOINT FOR CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT

STANDARD NO. MD 573.01