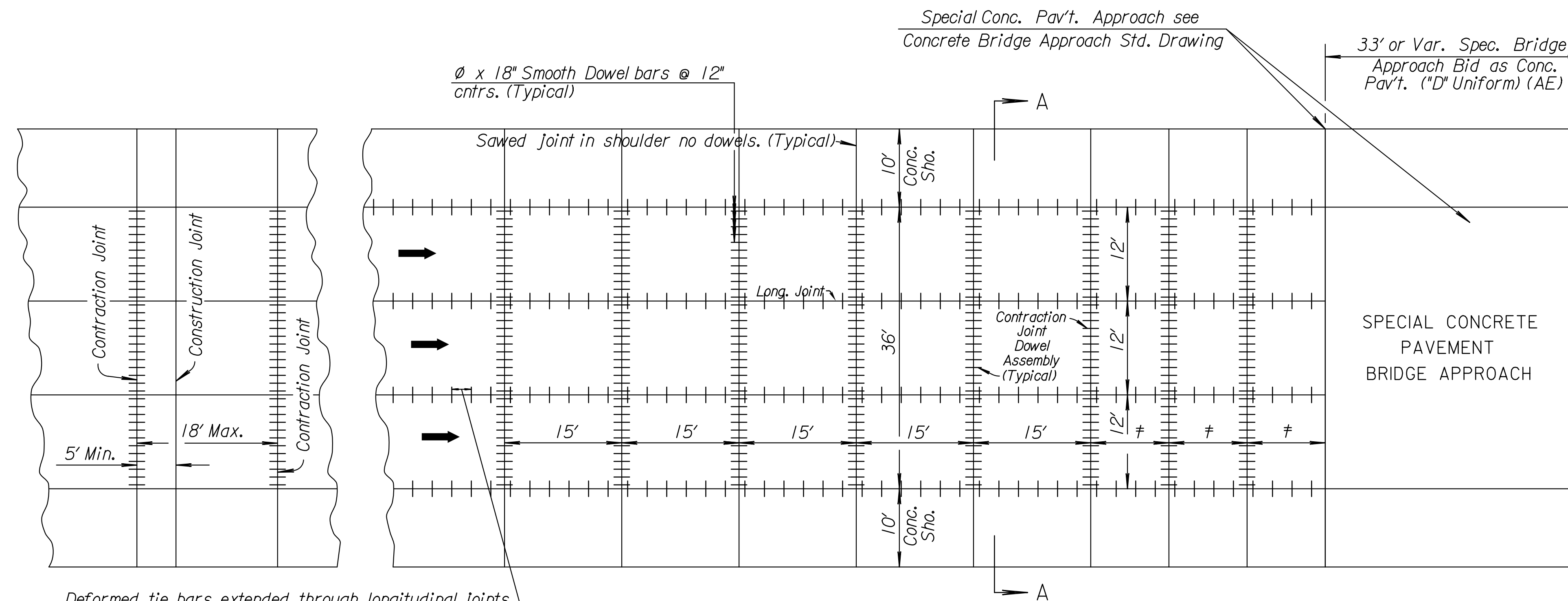


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84780	2015	48	227

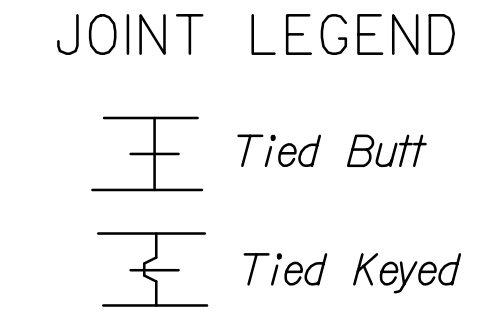
Note to Designer: Designer will add applicable dowel sizes and pavement depth "D".



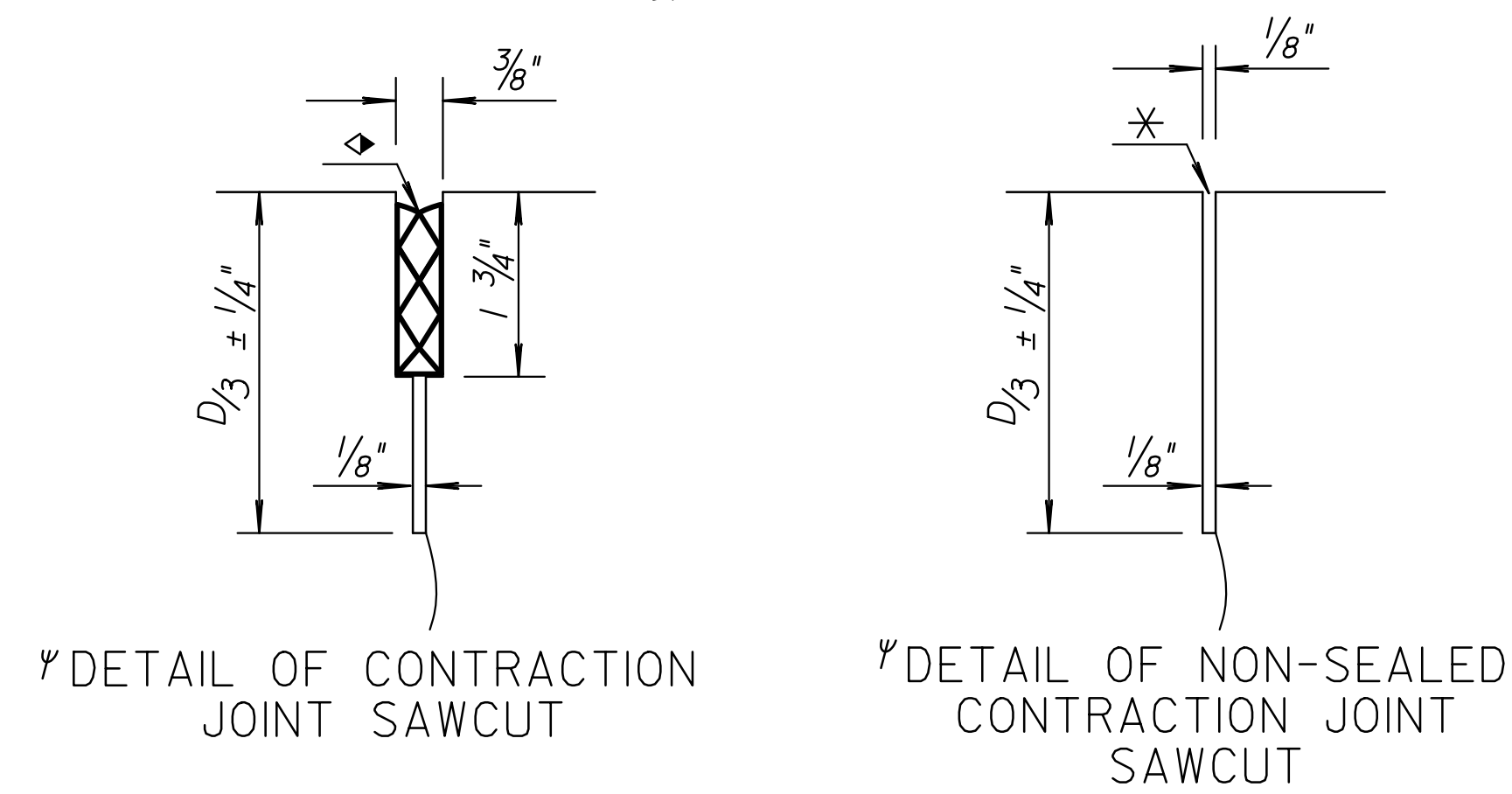
GENERAL NOTE
 Epoxy coat all deformed tie bars. Patch any damage to the epoxy coating in accordance with the Standard Specifications.
 Use billet steel Grade 40 reinforcing for deformed tie bars that require bending, may or may not be epoxy coated.
 Place pressure relief joint at the end of the bridge approach pavement slab (no bars thru joint). For details of pressure relief joint see Standard Drawing RD712.
 Use load transfer devices as shown in details at all contraction joints on mainline pavement unless otherwise noted. Shoulder contraction joints have no dowels unless specifically shown on the plans.
 ♦ Fill all sawed joints on this project in accordance with the Standard Specifications with the exception of those joints in pavement constructed over Cement or Asphalt Treated Base.
 * Use single saw cut 1/8" wide, joint in pavement constructed over Cement or Asphalt Treated Base (Non-Sealed Contraction Joint Sawcut). See details this sheet.
 Shape all keyed joints similar to section of recessed form leg as shown on this sheet.
 Evenly space tie bars along the length of the slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.
 Shoulder rumble strips will not be constructed as part of this project.

DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

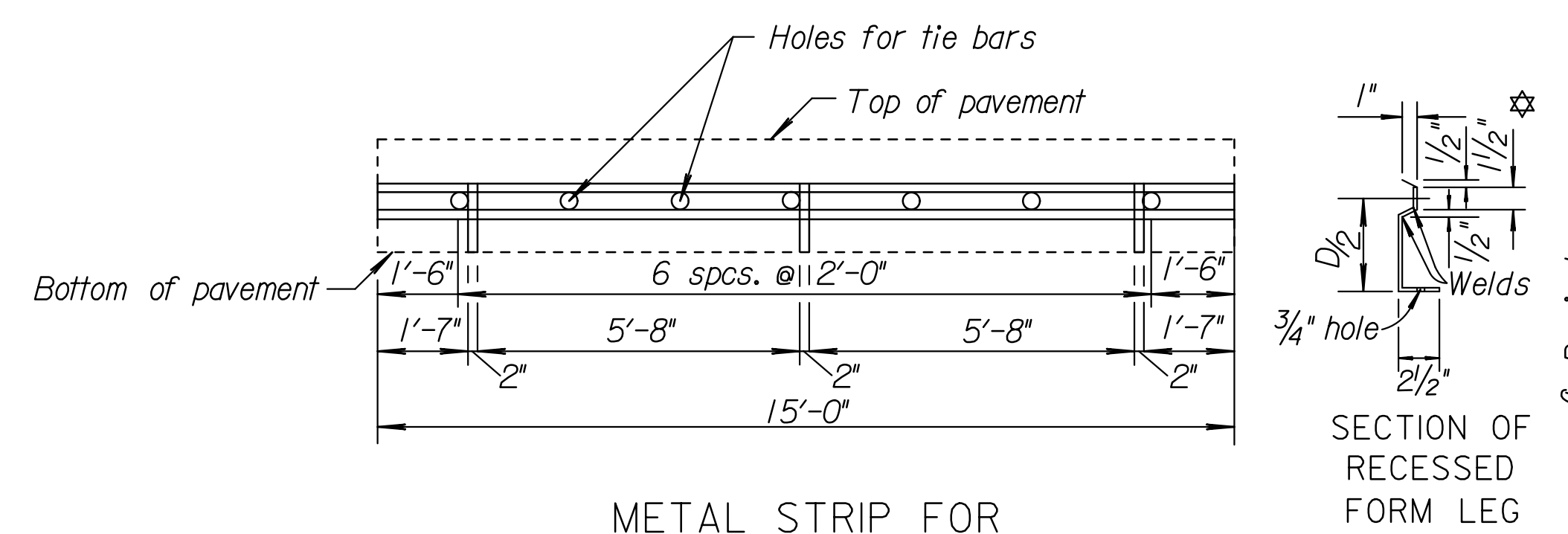
PAVEMENT DEPTH
 D=9"



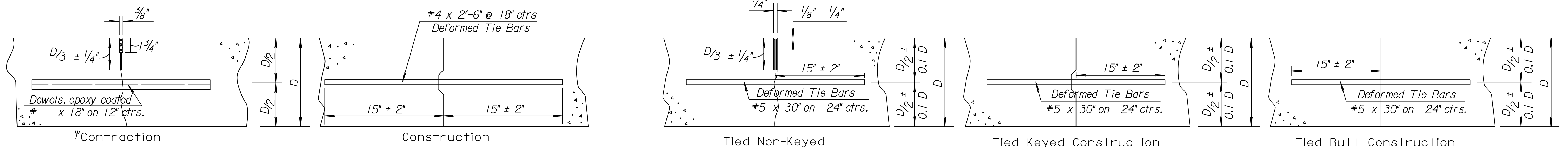
† If necessary adjust the spacing of the joint sequence (3 slabs) preceding bridge approach pavement in order to establish slab lengths of no less than 10 ft.



Make an initial 1/8" saw cut (D/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.
 Make only the initial 1/8" saw cut after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.



To be used only against forms, do not extend through contraction joints.
 * Use snap-in leg or other approved designs in lieu of welded leg.



TRANSVERSE JOINTS

Note: Construct contraction joints at plan locations or at the Engineer's direction.
 When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's pour, the Contractor has the option of ending placement at a contraction joint or with a construction joint located a minimum of five (5) feet from a contraction joint. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.

LONGITUDINAL JOINTS

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

NO.	DATE	REVISIONS	BY	APP'D
11	5-17-13	Revised Note, Longitudinal Joints	S.W.K.	J.O.B.
10	3-21-12	Rev. Table & Add. Det., Non-Seal. Joint	S.W.K.	J.O.B.
9	8-18-10	Revised Dowel Sizes & Notes	S.W.K.	J.O.B.
8	8-24-09	Rev. Joint Note, Rem. Rumble Strips	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT (NRDJ)
 MULTI-LANE with
 CONCRETE SHOULDERS**
 RD709
 FHWA APPROVAL 10-23-13 APP'D. James O. Brewer
 DESIGNED QUANTITIES TRACED Bowser
 DESIGN CK. DETAIL CK. QUAN. CK. TRACE CK. King

Drawn By : djp
 Plotted : 15-JAN-2015 13:02
 File : I:\2008\08807\001\Standards\08807-001 rd709.dgn