

[illegible]

* Normal cross slopes. See Typical Section or Cross Sections for variations.



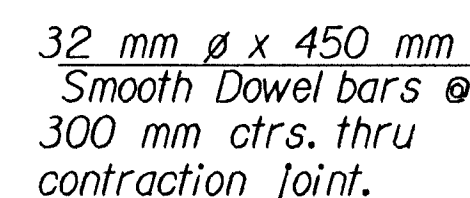
*Note: All sealant is 3 mm to 6mm below surface and is a minimum of 6 mm thick.
A backer rod may be used to limit the amount of sealant needed to fill the reservoir.*



TRANSVERSE JOINTS

The diagram illustrates the cross-section of a composite deck with three spans. The spans are labeled with slopes: 4.20%, 1.60%, 1.60%, and 4.20%. The diagram shows the top surface of the deck, the internal structure, and the location of tie bars. A central longitudinal joint is shown with a 1/2 inch gap. The deck is supported by a central pier and two side piers. The tie bars are shown as horizontal lines connecting the deck to the piers.

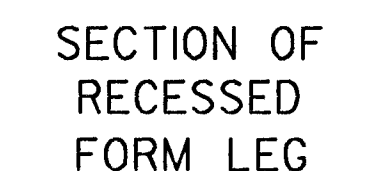
PLAN
(2 - LANE WITH SHOULDERS)



At longitudinal construction joints where the adjacent slabs are at different elevations the depth of saw cut for the sealant reservoir should be measured from the top of the lower slab. This is to ensure that sufficient sealant is used in the joint.

All deformed tie bars shall be epoxy coated.
Deformed tie bars which require bending shall be billet steel reinforcing bars, Grade 300, and may be epoxy coated.
Pressure relief joints (without load transfer devices) shall be placed at the end of the bridge approach pavement slab. For details of pressure relief joint, see Concrete Bridge Approach Standard Drawing.
Unless otherwise noted, load transfer devices as shown in detail shall be used at all contraction joints on mainline pavement. No dowels will be used on shoulder contraction joints unless specifically shown on plans.
All joints on this project shall be sawed and filled with sealant.
Shape of all keyed joints shall be similar to section of recessed form leg as shown on this sheet.
See Standard Drawing RD681 SI for concrete shoulder details and corrugation details.
All longitudinal joints shall be tied.

PAVEMENT DEPTH
D=240



★ Snap-in leg or other approved designs may be used in lieu of welded leg.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT
DOWEL JOINTED
NON-REINFORCED

RD651-SI-

FHWA APPROVAL	11-25-97	APP'D. James O. Brower	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK. Seltz