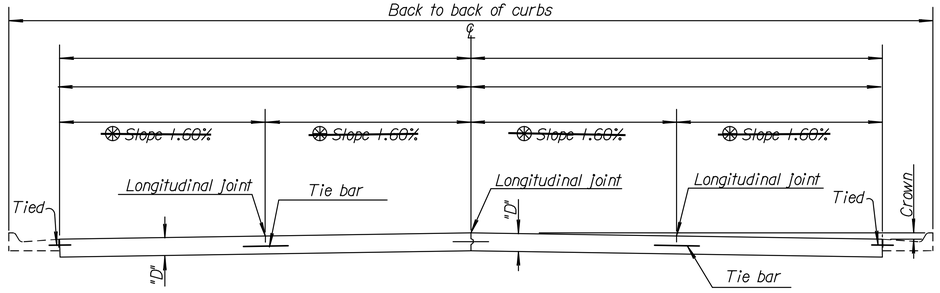
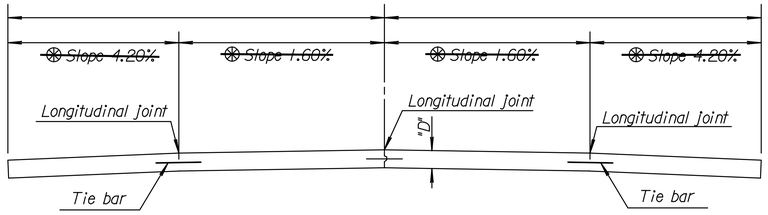
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		2009	11	187

Note: Designer shall add applicable dowel sizes.



~~For Curb & Gutter details See Standard Drawing RD635.~~

TRANSVERSE SECTION
(4 - LANE WITH CURB & GUTTER)



TRANSVERSE SECTION
(2 - LANE WITH SHOULDERS)

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

GENERAL NOTE

All deformed tie bars shall be epoxy coated. Any damage to the epoxy coating shall be patched in accordance with the Standard Specifications.

Deformed tie bars which require bending shall be billet steel reinforcing bars, Grade 40 and may or may not 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.

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 the plans.

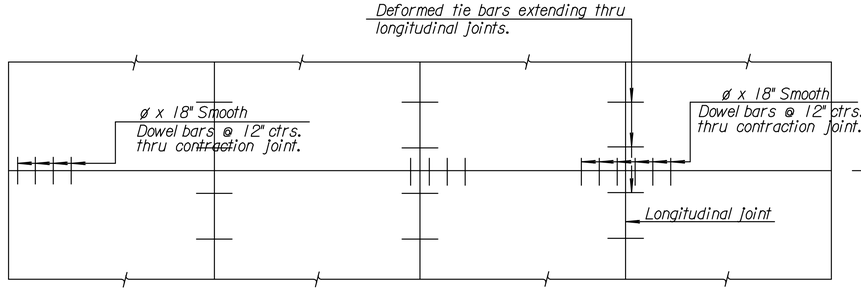
◆ All sawed joints on this project shall be filled in accordance with the Standard Specifications.

Shape of all keyed joints shall be similar to section of recessed form leg as shown on this sheet.

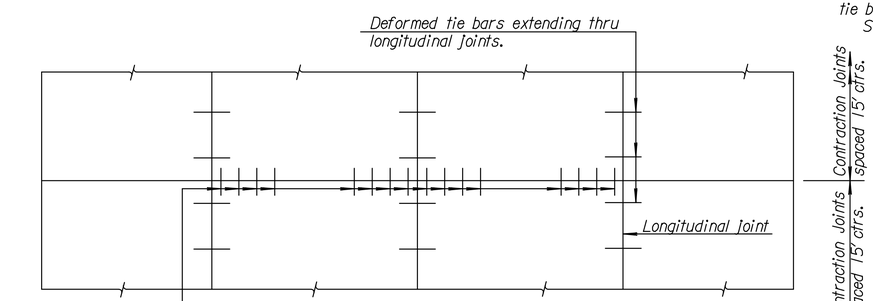
All longitudinal joints shall be tied.

Tie bars shall be evenly spaced along the length of the slab and no tie bars shall be within 12" of contraction joint.

Shoulder rumble strips will not be constructed as part of this project.

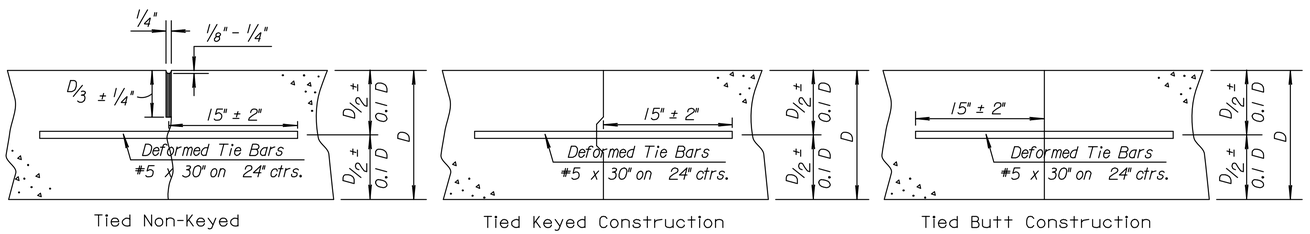


PLAN
(4 - LANE WITH CURB & GUTTER)



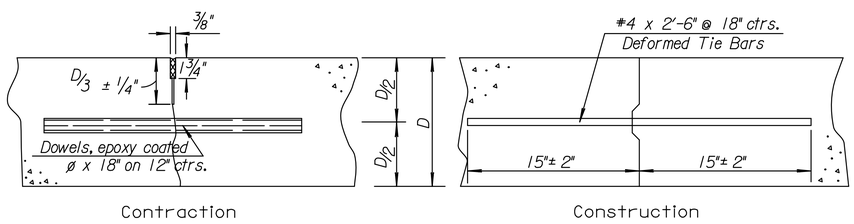
PLAN
(2 - LANE WITH SHOULDERS)

DOWEL SIZE	
D (in.)	Diameter
8	1"
9	1 1/8"
10	1 1/4"
11	1 3/8"
12	1 1/2"



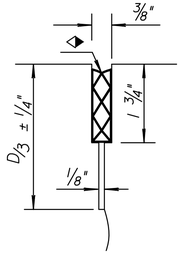
Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type.

LONGITUDINAL JOINTS



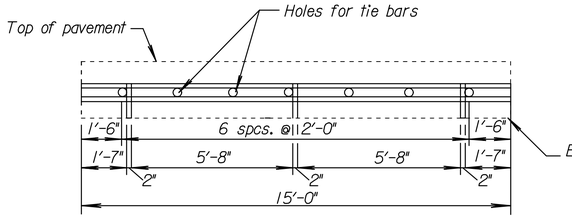
TRANSVERSE JOINTS

Note: Contraction joints will be constructed at the planned location or as directed by the Engineer. 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. Either joint type may be constructed by placing a header at the end of the pour or by paving past the joint location, sawing the joint after the concrete has hardened, and drilling holes for the tie bars or dowels.



DETAIL OF CONTRACTION JOINT SAWCUT

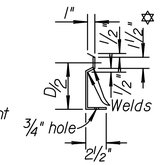
The 1/8" saw cut (D/3 ± 1/4" depth) shall be done initially; the 3/8" saw cut shall be accomplished in a separate operation after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.



METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT

To be used only against forms. Shall not extend through contraction joints.
For automated placement tie bars shall be spaced at uniform 24" centers
✡ Snap-in leg or other approved designs may be used in lieu of welded leg.

PAVEMENT DEPTH
D= 9"



SECTION OF
RECESSED
FORM LEG

NO.	DATE	REVISIONS	BY	APP'D
15	5-20-08	Revised sawed joint note	S.W.K.	J.O.B.
14	11- 7-07	Revised pavement slope to percent	S.W.K.	J.O.B.
13	3-12-07	Rev. saw cut depth	S.W.K.	J.O.B.
12	4-28-05	Rev. General Note	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT DOWEL JOINTED NON-REINFORCED

~~RD708~~ 13 of 65

FHWA APPROVAL	7-9-08	APP'D. James G. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted : 14-NOV-2008 14:04
Drawn By : dillner
File : rd708.dgn (rd708)