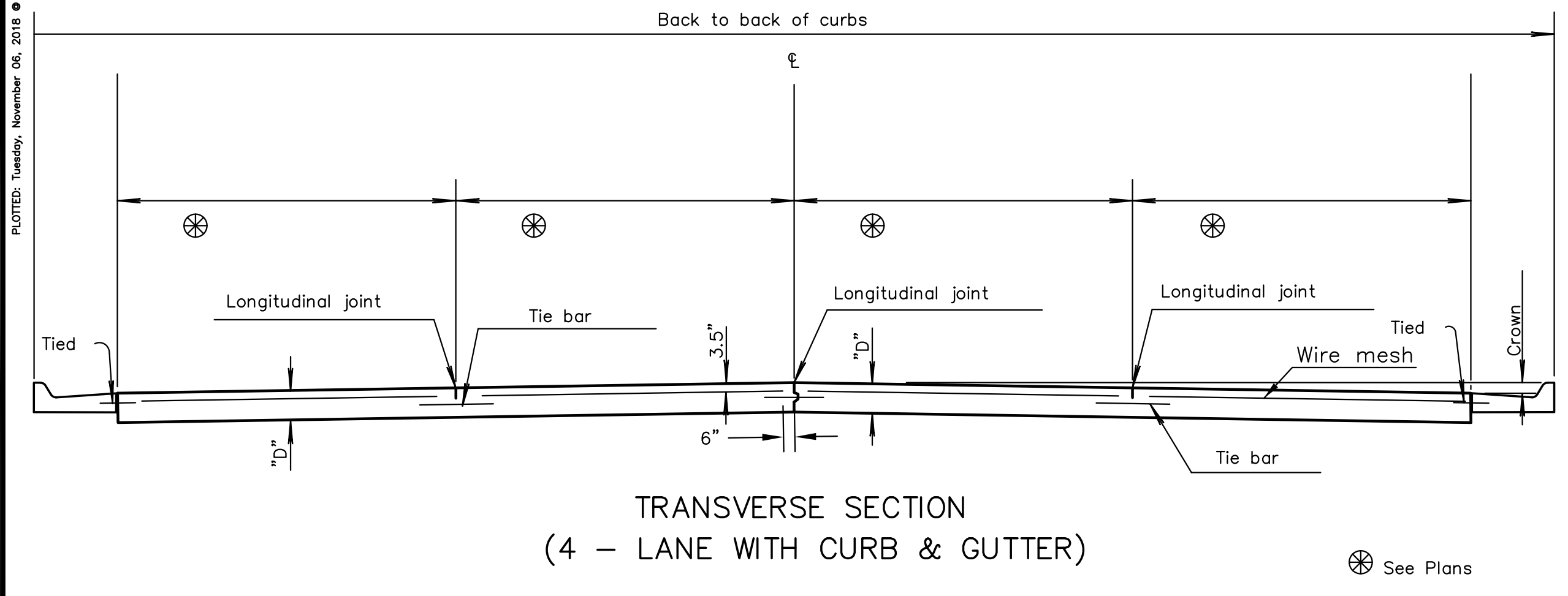
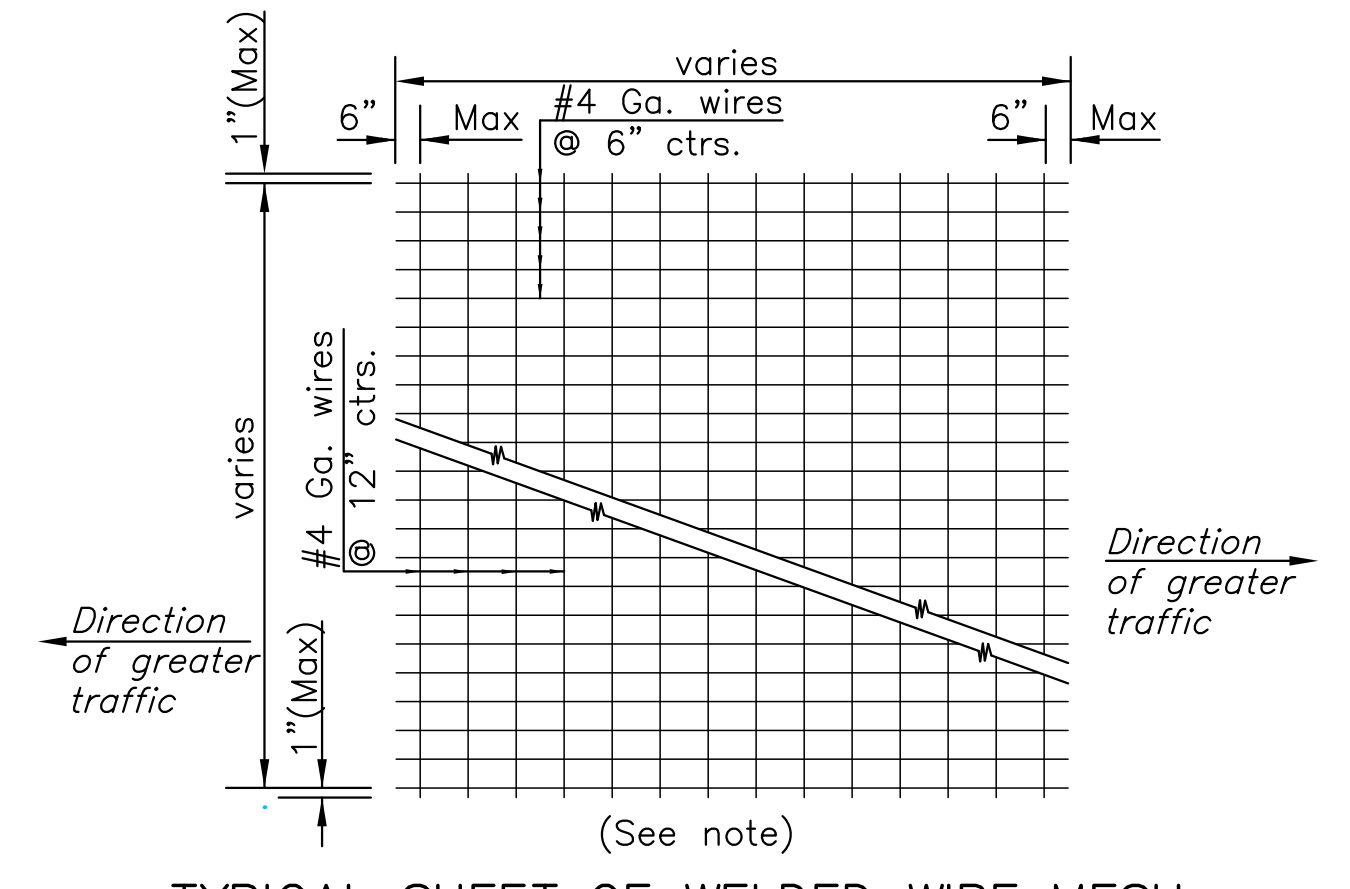


PLOTED: Tuesday, November 06, 2018 @ 08:10PM



TRANSVERSE SECTION  
(4 - LANE WITH CURB & GUTTER)

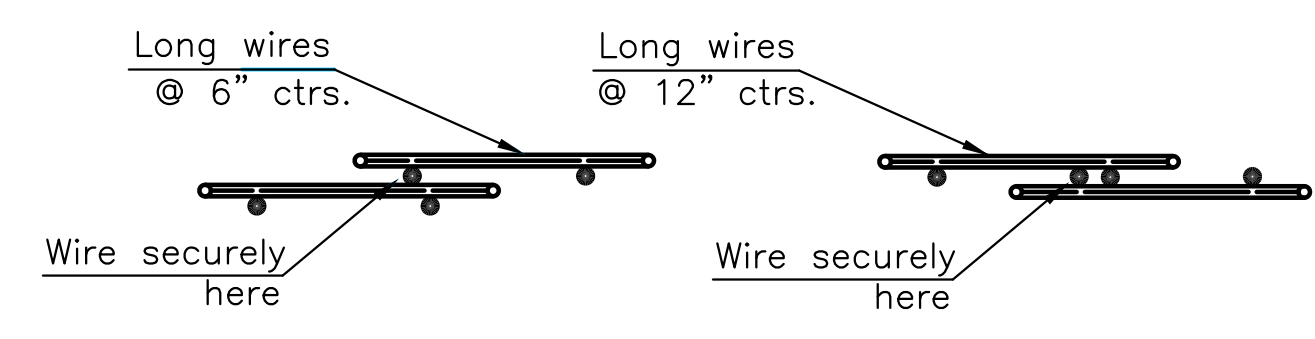
⊗ See Plans



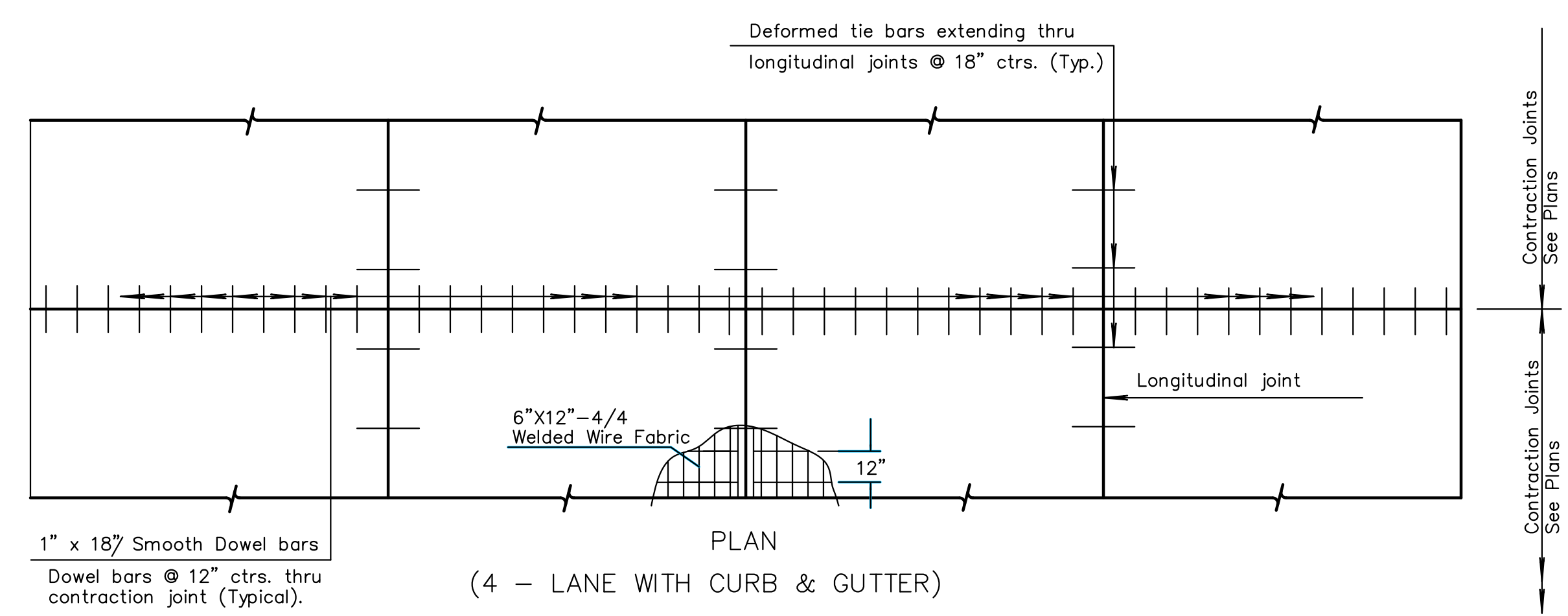
TYPICAL SHEET OF WELDED WIRE MESH

Welded wire fabric (and deformed tie bars) shall be supported by bar chairs per Section 406 of the City of Wichita Standard Specifications.

**NOTE:**  
The lap shall extend beyond the first transverse wire of each sheet. The sheets shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approx. weight of wire mesh = 44 lbs. per 100 sq. ft. Other methods for fastening the sheets of wire mesh at the laps may be used with the approval of the Engineer.

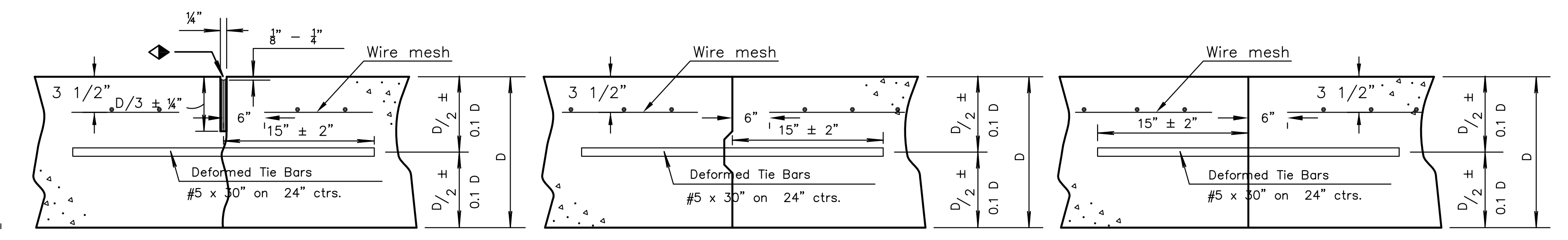


DETAIL OF LAP FOR WIRE MESH



PLAN  
(4 - LANE WITH CURB & GUTTER)

Contraction joints See Plans

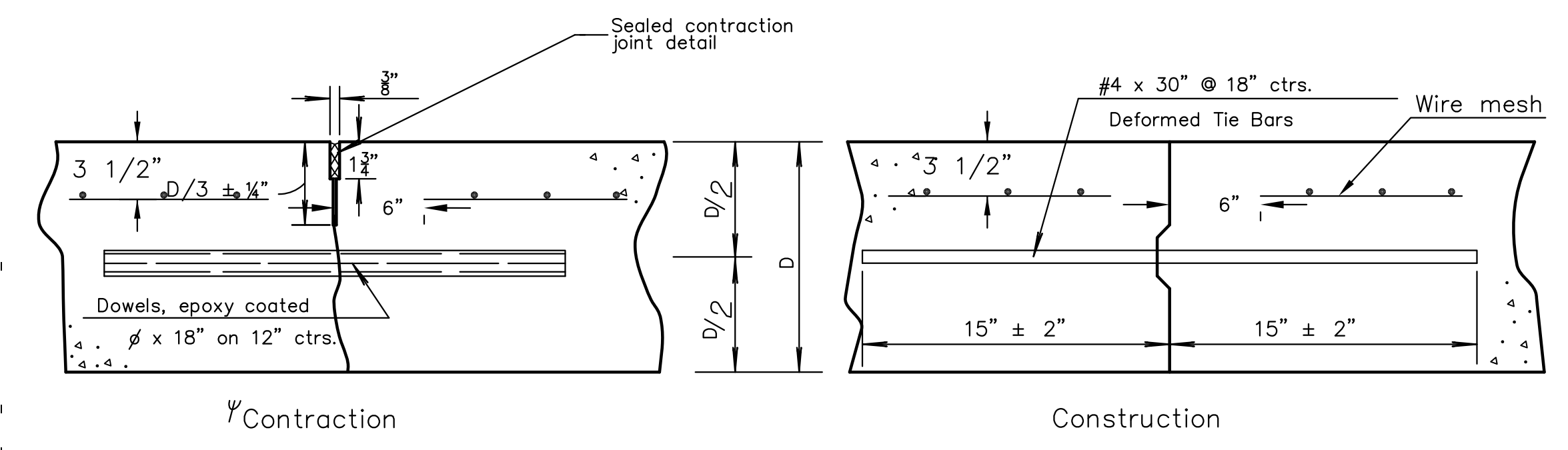


Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

LONGITUDINAL JOINTS

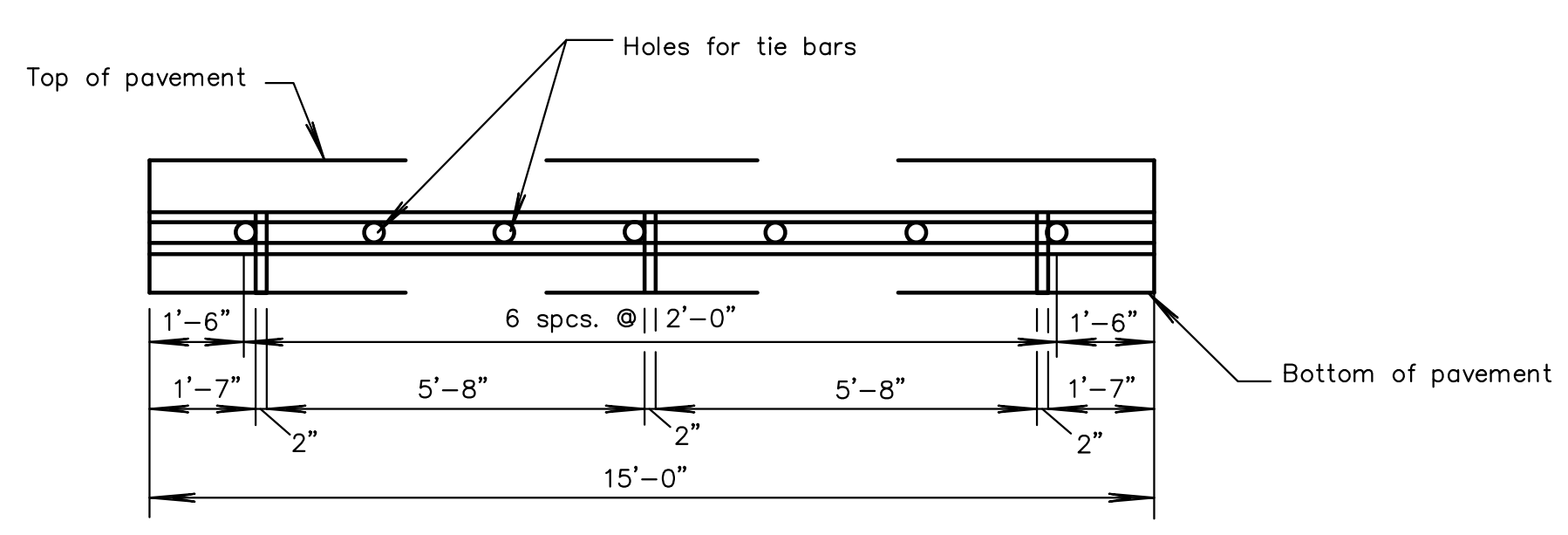
DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

PAVEMENT DEPTH  
D=8"



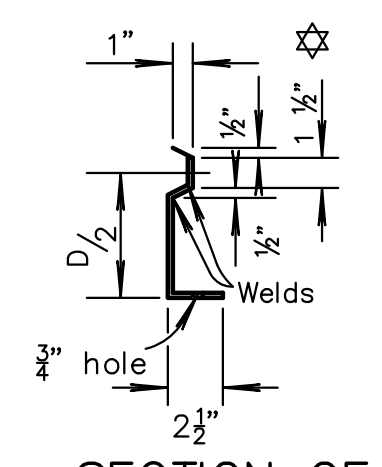
TRANSVERSE JOINTS

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 paving, 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.



METAL STRIP FOR  
LONGITUDINAL CONSTRUCTION JOINT

To be used only against forms, do not extend through contraction joints. For automated placement tie bars are spaced at uniform 24" centers. ⚠ Use snap-in leg or other approved design in lieu of welded leg.



SECTION OF  
RECESSED  
FORM LEG

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 through joint). For details of pressure relief joint see KDOT Standard Drawing RD712. Use load transfer devices as shown in details at all construction joints on mainline pavement unless otherwise noted. ♦ Fill all sawed joints on the project in accordance with the Standard Specifications. Shape all keyed joints similar to section of recessed form leg as shown on this sheet. Evenly space tie bars along the length of slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.

DETAIL OF SEALED CONTRACTION JOINT SAWCUT

Make an initial 3/8" 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.

PAVING & INCIDENTAL DRAINAGE FOR  
**CHENEY PUMP STATION**  
PAVEMENT REPLACEMENT & REPAIR

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8IN. CONC.  
PVMT. DETAIL

PROJECT NO.	448-90934	
DATE	NOV. 2018	
SCALE	NTS	
DESIGNED	DRAWN	CHECKED
SLF	CRM	SLF

NO.	REVISION	DATE