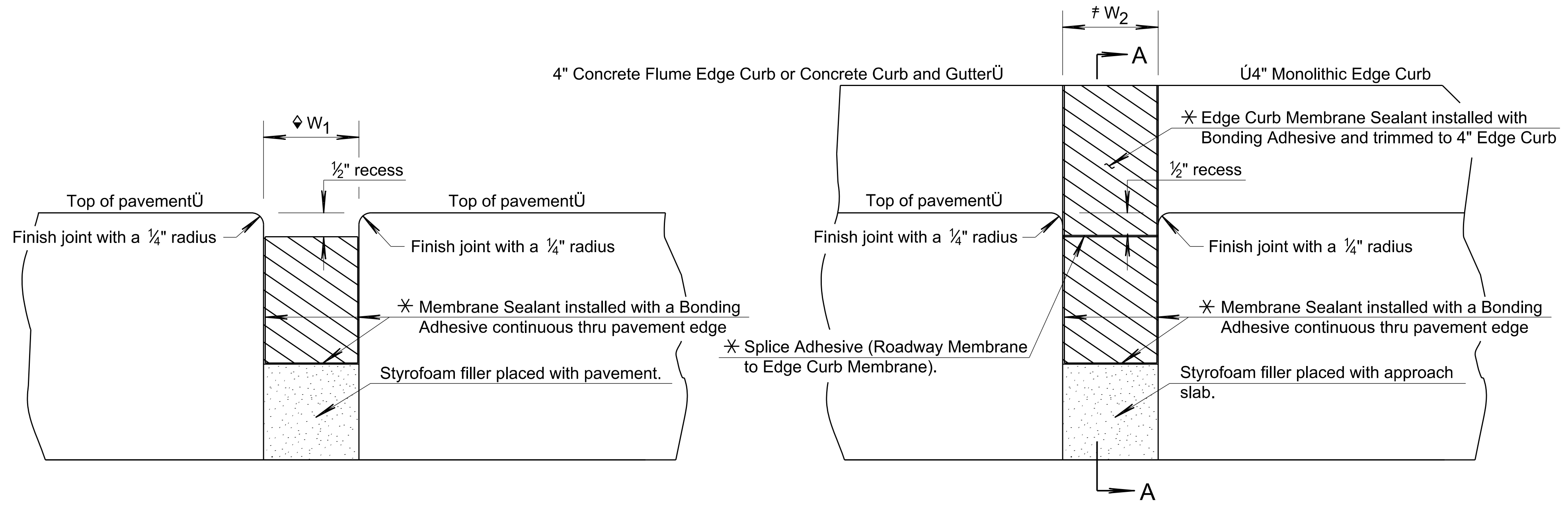


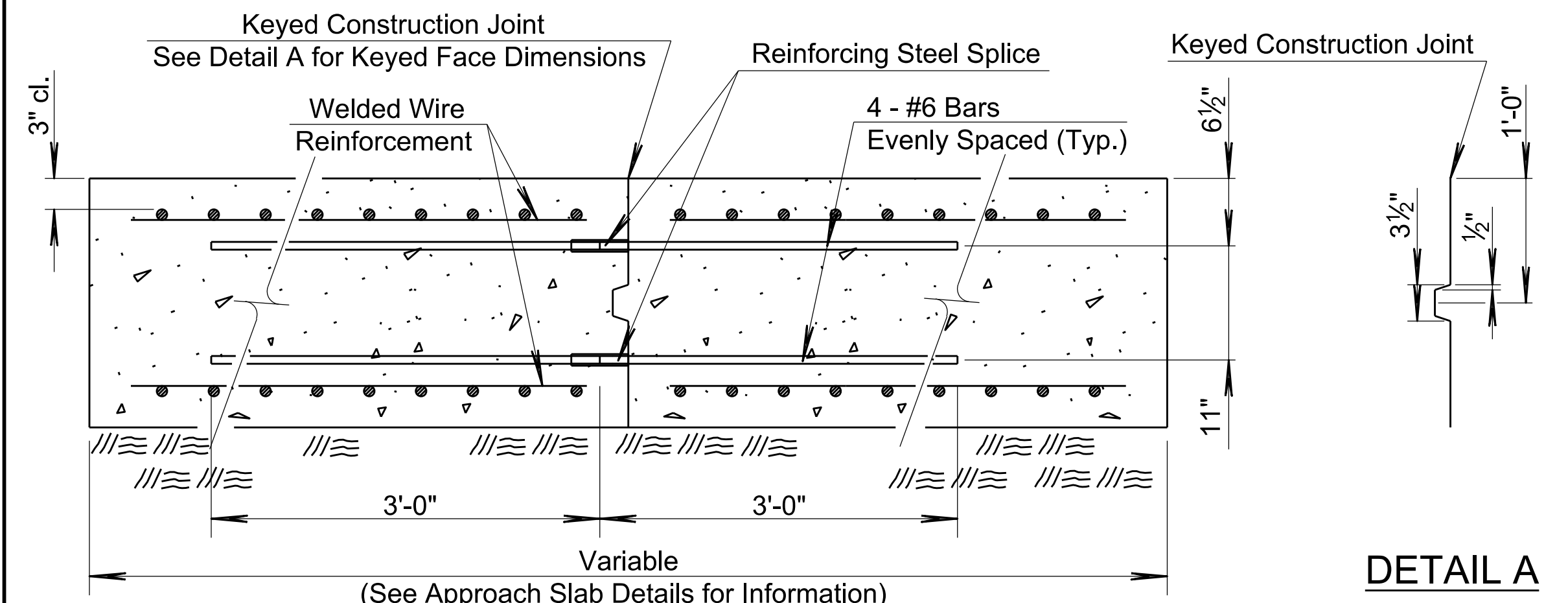
GENERAL NOTES

EXPANSION/PRESSURE RELIEF JOINTS
 See Concrete Bridge Approach Pavement standard drawings for location of expansion and pressure relief joints.
 Form the joint opening prior to placement of the pavement approach. Remove the material used to form the joint after the pavement approach has been in place for a minimum of 6 days.
 Clean and construct the joint only after the concrete in the approach slab has cured for a minimum of 7 days.
 Thoroughly clean the joint by sandblasting and by high pressure air blast to remove all laitance and contaminants from the joint. When any joint is shaped by saw cutting in lieu of forming, blast the joint with water prior to sandblasting and air cleaning.
 Accomplish sandblasting in two passes to clean each face of the joint (one pass for each face). Hold the nozzle 1 to 2 inches from the joint face at an angle to the joint face.
 Remove any contaminants such as oil, curing compound, etc. by sandblasting to the satisfaction of the Engineer. Solvents, wire brushing, or grinding are not permitted.
 Air blast the joint just prior to installing the Membrane Sealant. Equip the air compressor used to clean the joint with trap devices capable of providing moisture-free and oil-free air at a recommended pressure of 90 psi. Spot check the joint to verify any residual dust or dirt has been removed. The Engineer is required to inspect the joint immediately prior to installing the joint material.
 * See KDOT Standard Specifications for Membrane Sealant, Bonding Adhesive and Splice Adhesive. The width of the membrane sealant is 4 inches (nominal).
 Do not allow traffic on the joint for a minimum of 3 hours unless otherwise directed by the Engineer.
 Use splice materials and methods recommended by the Manufacturer.
 All work and materials for the preparation, construction, and installation of the joint will be subsidiary to the concrete approach pavement.
BRIDGE APPROACH SLAB FOOTING
 Pay for the Bridge Approach Slab Footing at the unit price bid per cubic yard for "Bridge Approach Slab Footing". This price will be full compensation for furnishing all materials and labor including Concrete Grade 4.0 (AE) Pavement, Reinforcing Steel (Gr. 60) (Epoxy Coated), excavation, Type "A" Compaction and materials used to prevent bonding of concrete. The Contractor may use Concrete Grade 4.0 (AE) or the mix used in the concrete pavement for the slab footing.

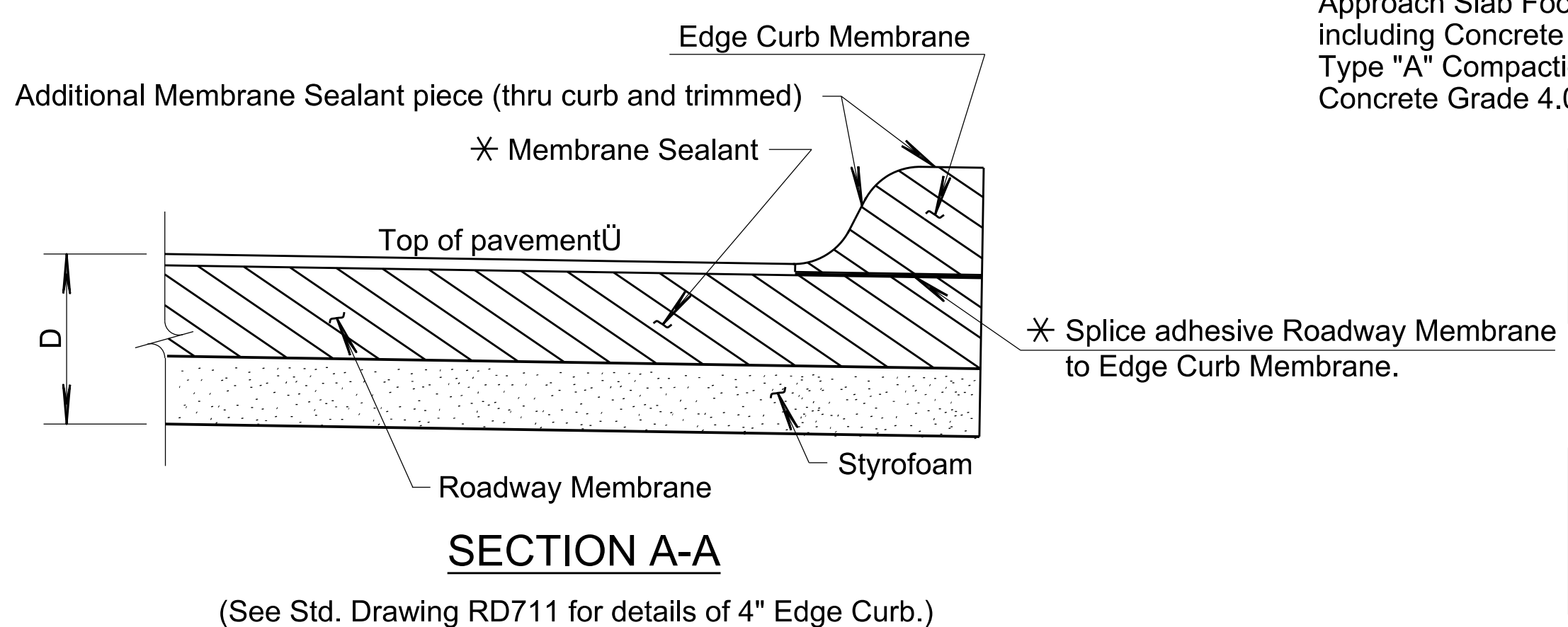


ELEVATION PRESSURE RELIEF JT.

ELEVATION EXPANSION JT.



DETAIL A



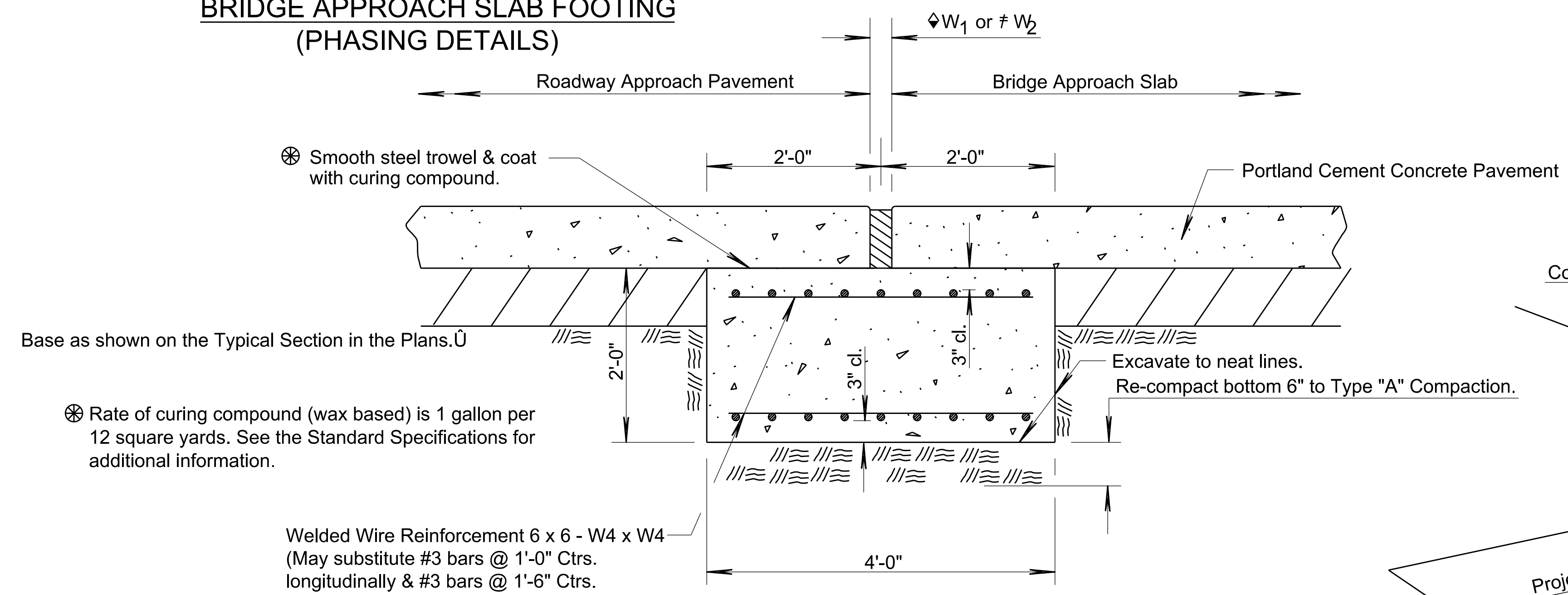
SECTION A-A

♦ <i>PRESSURE RELIEF JOINT WIDTH DETAILS (W₁)</i>							
Temperature (F [^])	40 [^]	50 [^]	60 [^]	70 [^]	80 [^]	90 [^]	100 [^]
Formed Concrete Opening Size	4.0"	3 3/4"	3 1/2"	3 1/4"	3.0"	2 3/4"	2 1/2"

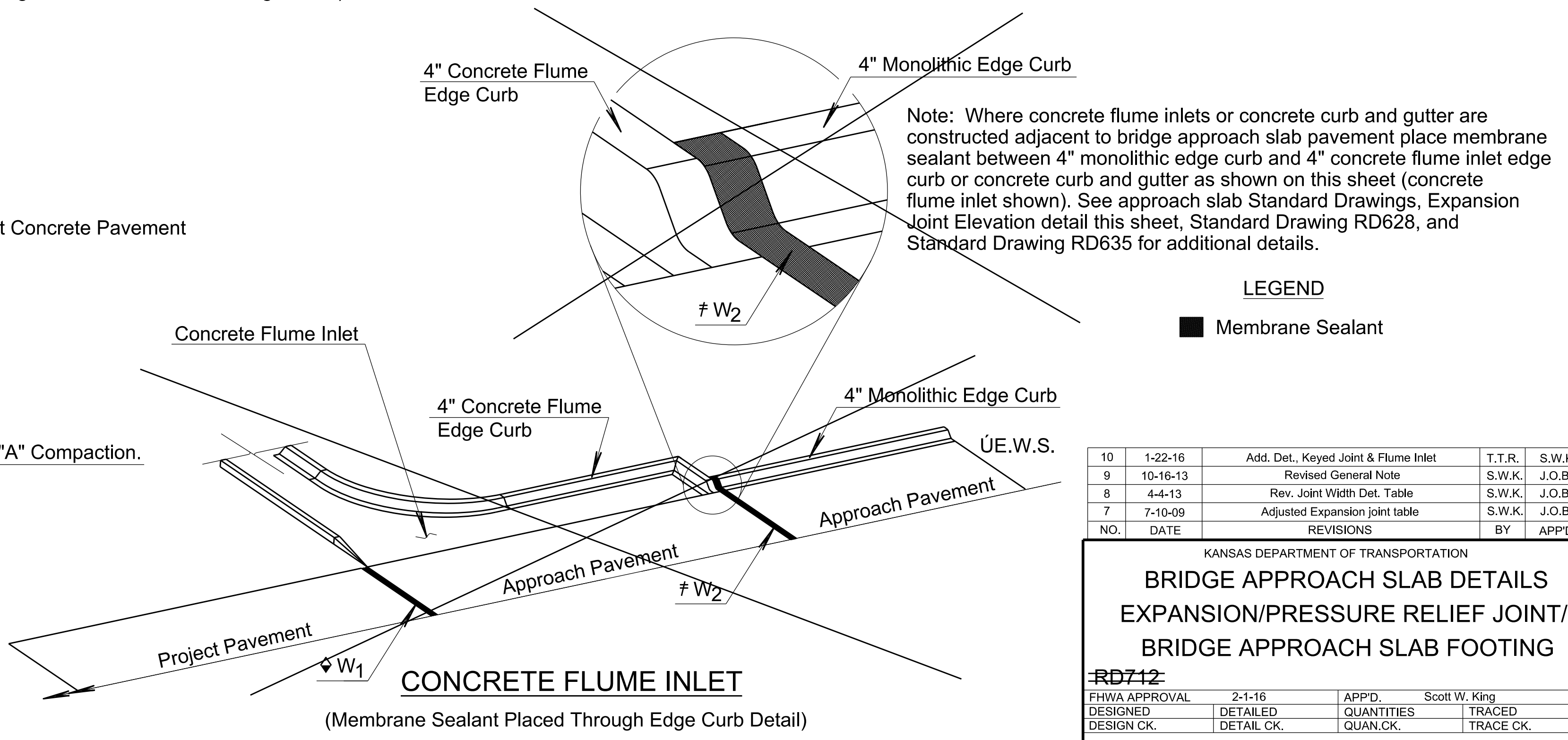
Temperature Average Ambient Temperature over previous 24 hours.

♣ <i>EXPANSION JOINT WIDTH DETAILS (W₂)</i>	
See bridge construction layout sheet for details.	

BRIDGE APPROACH SLAB FOOTING (PHASING DETAILS)



BRIDGE APPROACH SLAB FOOTING



CONCRETE FLUME INLET

LEGEND

■ Membrane Sealant

10	1-22-16	Add. Det., Keyed Joint & Flume Inlet	T.T.R.	S.W.K.
9	10-16-13	Revised General Note	S.W.K.	J.O.B.
8	4-4-13	Rev. Joint Width Det. Table	S.W.K.	J.O.B.
7	7-10-09	Adjusted Expansion joint table	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

**BRIDGE APPROACH SLAB DETAILS
 EXPANSION/PRESSURE RELIEF JOINT/
 BRIDGE APPROACH SLAB FOOTING**

RD712

FHWA APPROVAL	2-1-16	APP'D.	Scott W. King
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

Note to Designer: For Membrane Sealant Expansion Joint on Non-skewed Bridges the maximum length of expansion is: 380' for Steel Bridges, 410' for Concrete Bridges.

Drawn By: Plotted: 10/3/2019 File: T:\35838A-COW_Harry\Bridges\Cadd\Sheets\Standards\KDOT\1838RD712.dgn