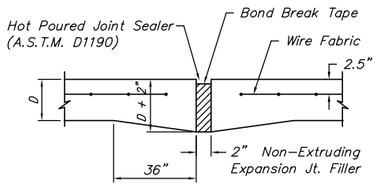
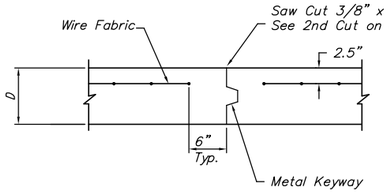
| STATE | PROJECT NO. | YEAR | SHEET NO. | SHEETS |
|---|---|---|---|---|
| KANSAS | 87 N–0135–01 | 2005 | 32 | 137 |

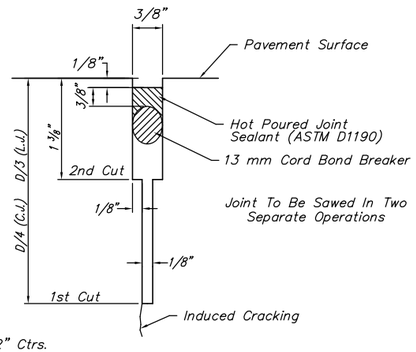



EXPANSION JOINT

NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement

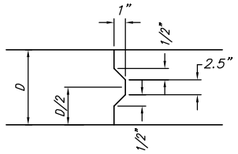



OPTIONAL CONTRACTION JOINT

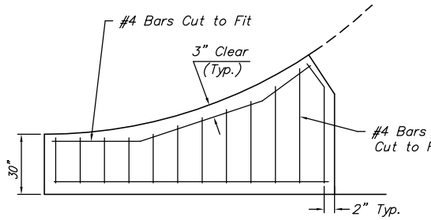



SAW JOINT DETAIL

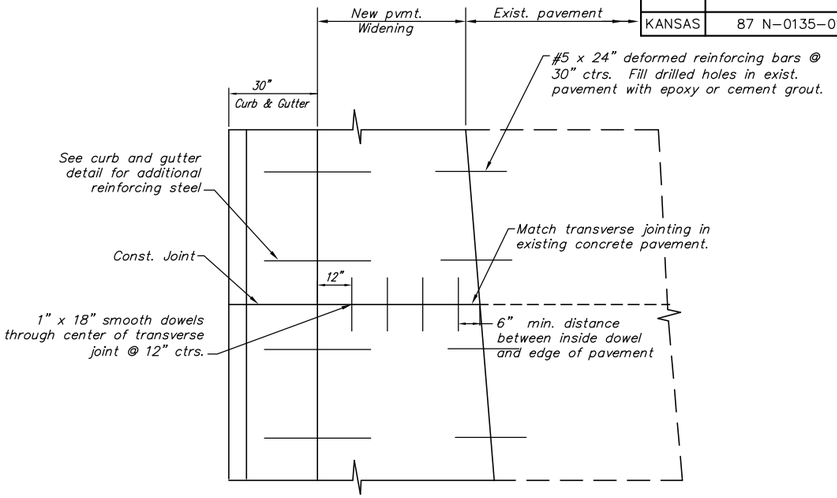
D = 8"




KEYWAY DETAIL




WING REINFORCING DETAIL




CONCRETE PAVEMENT WIDENING DETAIL

GENERAL NOTE:

Dowel bar insertion may be by mechanical dowel placers regardless of the joint spacing.

Each dowel bar shall be coated with an epoxy coating with the average film thickness of not less than 10 mil on any bar exclusive of end faces, with individual determinations within a tolerance of ± 3 mil of the average. The coating material shall be a powdered epoxy resin approved by the Chief Bureau of Materials and Research and shall be uniformly applied according to accepted practices and the resin manufacturere's recommendations. For Alt. 1 the coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting basket by welding.

The cutting to length of the dowel bars shall be done in such a manner to result in no appreciable deformation of the ends.

Wire sizes shown are minimum required. Basket shall be staked to subgrade, as shown. Ramset or similar type fastener with clip to be used when subgrade condition requires it.

A string line shall be stretched between the pavement forms along the center line of the joint. The position of the joint shall be carefully marked so that the saw cut will coincide with the center line of the joint.

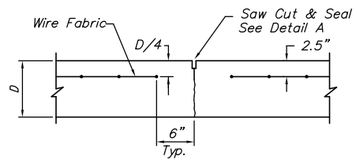
In order to identify the location of the bond breaker application, the working end of dowel and the supporting leg shall receive a light application of red paind at the place of fabrication. The bond breaker shall be applied three–fifths of the length of each dowel bar with hard grease at the working end identified by the red paint.

The entire joint assembly shall be carefully leveled so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Any coating scraped off the dowels in assembling the joint shall be replaced.

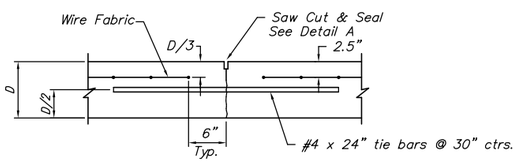
After the complete contraction joint is assembled, it shall be checked to be certain that the vertical plane of the joint will be perpendicular to the finished surface of the slab and at a right angle with the center line of the slab unless shown otherwise on the plans. The dowels shall be checked to be certain that they are level and will remain in a position parallel with the finished surface of the slab.

Concrete shall be placed over and adjacent to the joint in accordance with the requirements of the specifications.

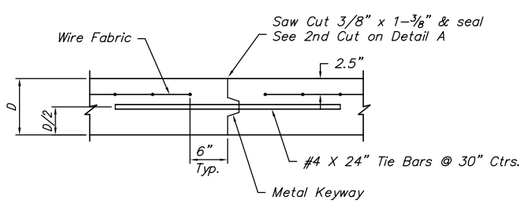
Other approved designs may be used in lieu of the type shown.



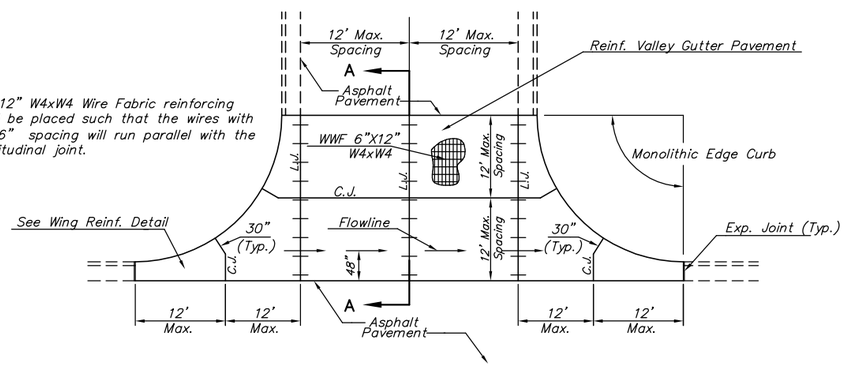

CONTRACTION JOINT DETAIL (C.J.)



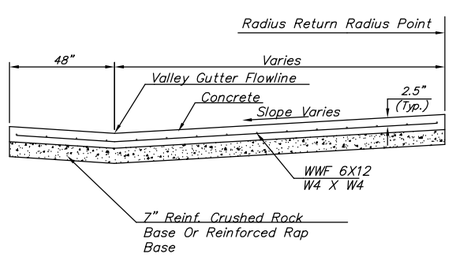

LONGITUDINAL JOINT DETAIL (L.J.)




OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)




PLAN




SECTION A–A

REINFORCED VALLEY GUTTER DETAIL

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KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVING DETAILS

PROJECT NO. 87 N–0135–01 SEDGWICK CO.

M K E C ENGINEERING CONSULTANTS, INC.

WICHITA, KANSAS

| DESIGNED BY: | JRA | CHECKED BY: | JRA |
|---|---|---|---|
| DRAWN BY: | DPG | DATE: DEC. 2005 | SHEET 32 OF 137 |