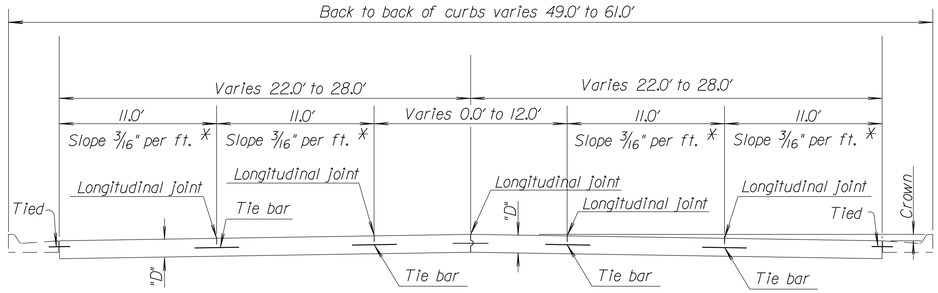
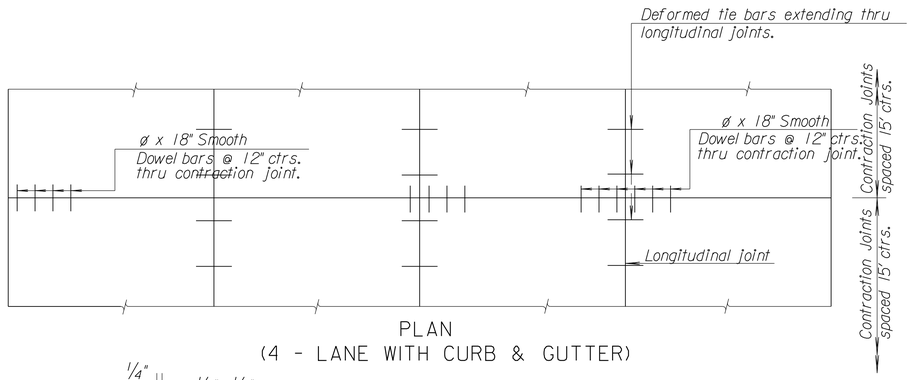
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84295	2010	66	194



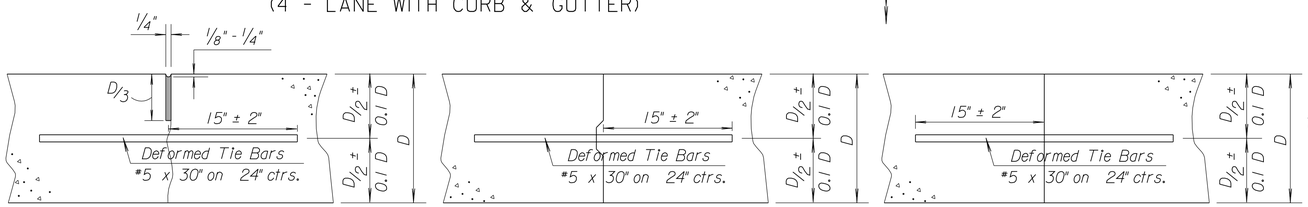
For Curb & Gutter details
See Typical Section.

TRANSVERSE SECTION
(4 - LANE WITH CURB & GUTTER)

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



PLAN
(4 - LANE WITH CURB & GUTTER)



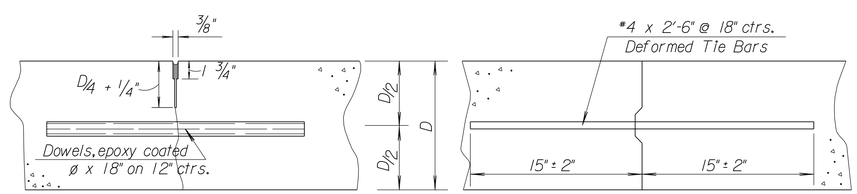
Tied Non-Keyed

Tied Keyed Construction

Tied Butt Construction

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

LONGITUDINAL JOINTS

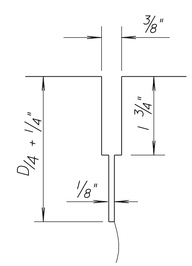


Contraction

Construction

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 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/4 + 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.

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 with sealant. See Special Provision for type of sealant.

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.

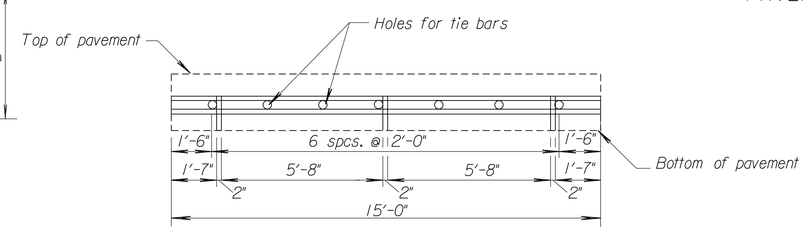
Tie bars shall be evenly spaced along the length of the slab and no tie bars shall be within 12" of contraction joint.

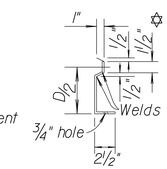
Shoulder rumble strips will not be constructed as part of this project.

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

PAVEMENT DEPTH

D= 8"





SECTION OF RECESSED FORM LEG

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.

NO.	DATE	REVISIONS	BY	APP'D
12	4-28-05	Rev. General Note and rumble strips	S.W.K.	J.O.B.
11	3- 8-02	Rev. General Note on sawed joints.	S.W.K.	J.O.B.
10	8-14-01	Rev. Longitudinal joint sealant	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT
DOWEL JOINTED
NON-REINFORCED

~~RD708~~

FHWA APPROVAL	6-13-05	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seitz

Note: Designer shall add applicable dowel sizes.

Drawn By : danavarro Plotted : 1/8/2010
File : g:\Wi05\0001\ROAD\rd708.sht