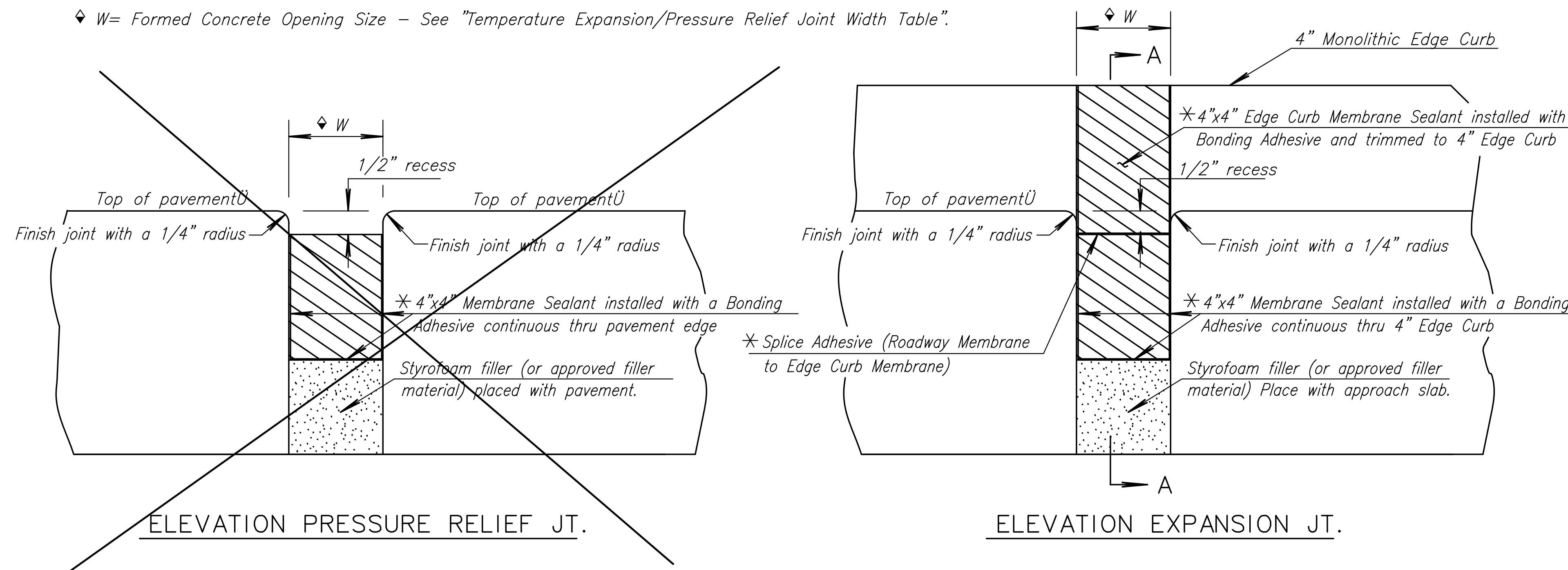


◊ W= Formed Concrete Opening Size – See "Temperature Expansion/Pressure Relief Joint Width Table".



GENERAL NOTES

EXPANSION/PRESSURE RELIEF JOINTS

See Concrete Bridge Approach Pavement standard drawings for location of expansion and pressure relief joints.

The joint opening shall be formed prior to placement of the pavement approach. The material used to form the joint opening shall be removed after the pavement approach has been in place for a minimum of six days.

Cleaning and construction of the joint shall not begin until the concrete in the approach slab has cured a minimum of 7 days.

The joint shall be thoroughly cleaned by sandblasting and by high pressure air blast to remove all laitance and contaminants from the joint. When any part of the joint is shaped by saw cutting in lieu of forming, a water blast shall precede sandblasting and air cleaning.

Sandblasting shall be accomplished in two passes to clean each face of the joint (one pass for each face). The nozzle shall be held at an angle to the joint face and within 1 to 2 inches of the face.

Any contaminants such as oil, curing compound, etc. shall be removed by sandblasting to the satisfaction of the Engineer. Solvents, wire brushing, or grinding shall not be permitted.

The joint shall be air blasted just prior to installation of Membrane Sealant. The air compressor used for joint cleaning shall be equipped with trap devices capable of providing moisture-free and oil-free air at a recommended pressure of 90 psi. The joint shall be spot checked to insure residual dust or dirt has been removed. It is required that the Engineer inspect the joint immediately prior to installation of the joint material.

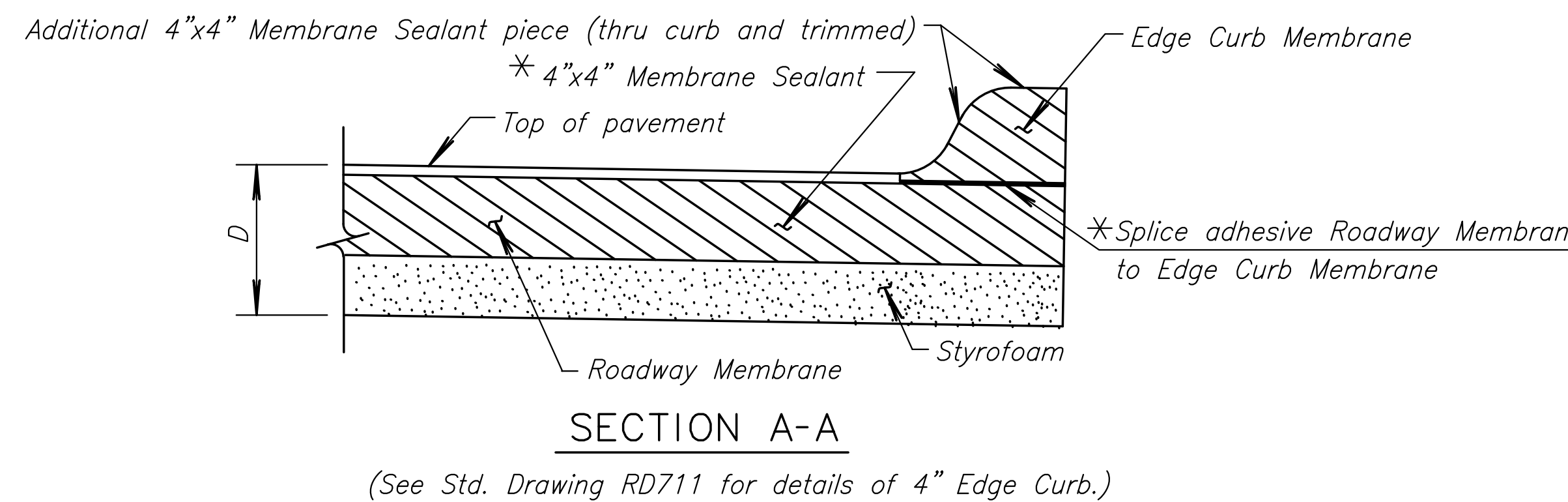
* See KDOT Standard Specifications for Membrane Sealant, Bonding Adhesive and Splice Adhesive. Traffic shall not be allowed on the joint for a minimum of 3 hours unless otherwise directed by the Engineer.

Splices will use materials & methods recommended by the Manufacturer.

All work and materials necessary for the preparation, construction, and installation of the joint will be subsidiary to the concrete approach pavement.

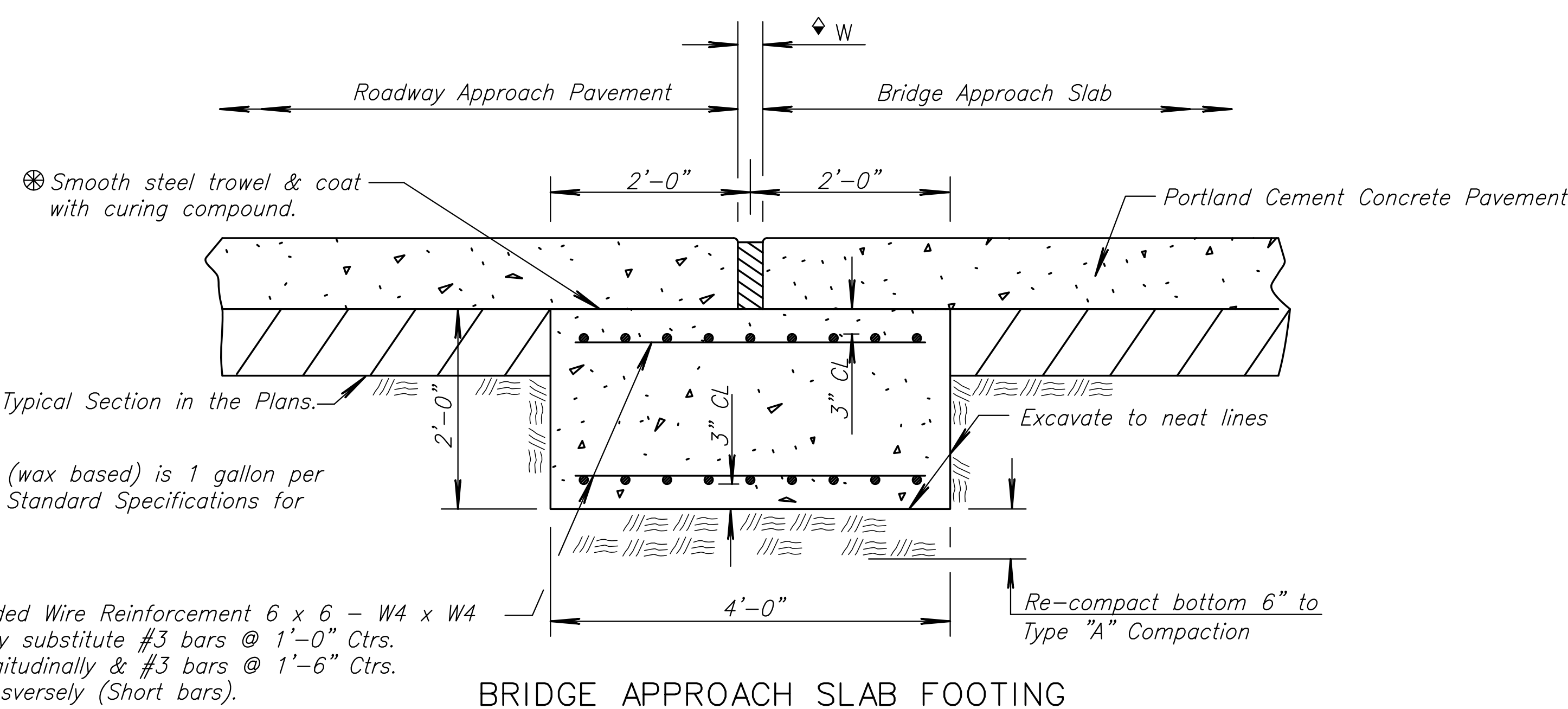
BRIDGE APPROACH SLAB FOOTING

Payment for the Bridge Approach Slab Footing shall be at the unit price bid per cubic yard for "Bridge Approach Slab Footing". This price shall 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. At the contractor's option, the concrete for the slab footing may be concrete Grade 4.0 (AE) or the mix used in the concrete pavement.



EXPANSION JOINT WIDTH							
⊗ 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"

⊗ Average Ambient Temperature over previous 24 hours.



⊗ Rate of curing compound (wax based) is 1 gallon per 12 square yards. See the Standard Specifications for additional information.

Welded Wire Reinforcement 6 x 6 – W4 x W4
(May substitute #3 bars @ 1'-0" Ctrs. longitudinally & #3 bars @ 1'-6" Ctrs. transversely (Short bars).

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7	7-10-09	Adjusted Expansion joint table	S.W.K.	J.O.B.
6	5-13-09	Therm. width jt. & membrane sealant	S.W.K.	J.O.B.
5	8-8-07	Added Ins. Gap Temp. Corr. table note	S.W.K.	J.O.B.
4	4-6-05	Rev. reinforcing callout, conc. grade	S.W.K.	J.O.B.
NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH SLAB DETAILS
EXPANSION/PRESSURE RELIEF JOINT/
BRIDGE APPROACH SLAB FOOTING
RD712 7

FHWA APPROVAL	6-9-09	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK. King