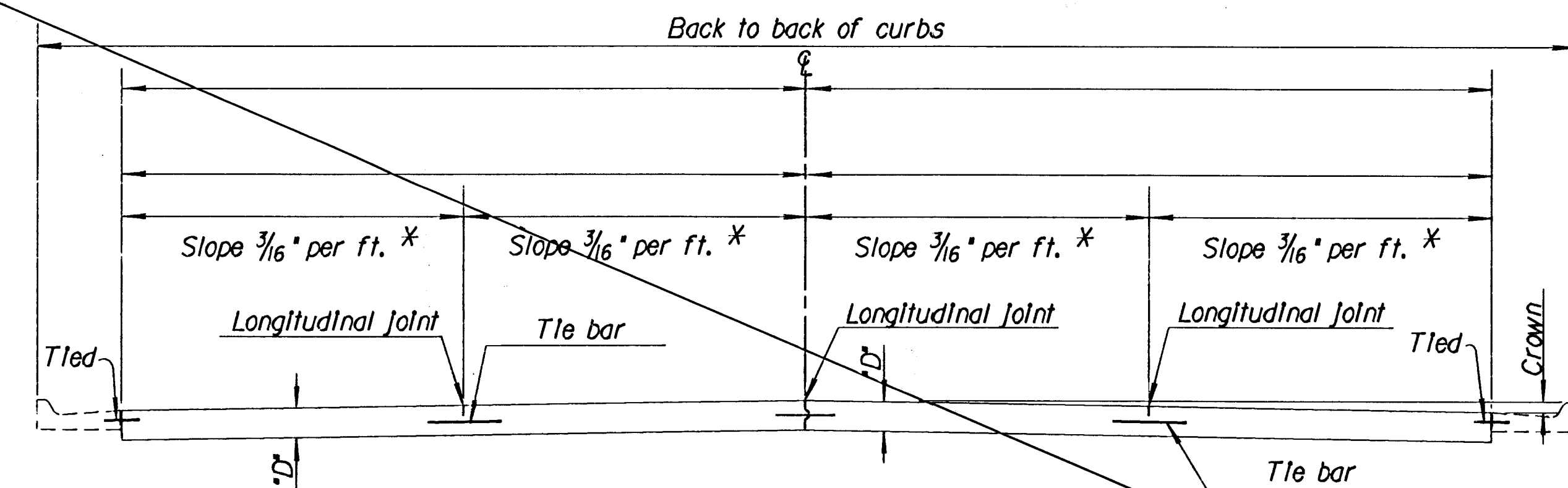


FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-N-0033-01	1995	9	34

GENERAL NOTE

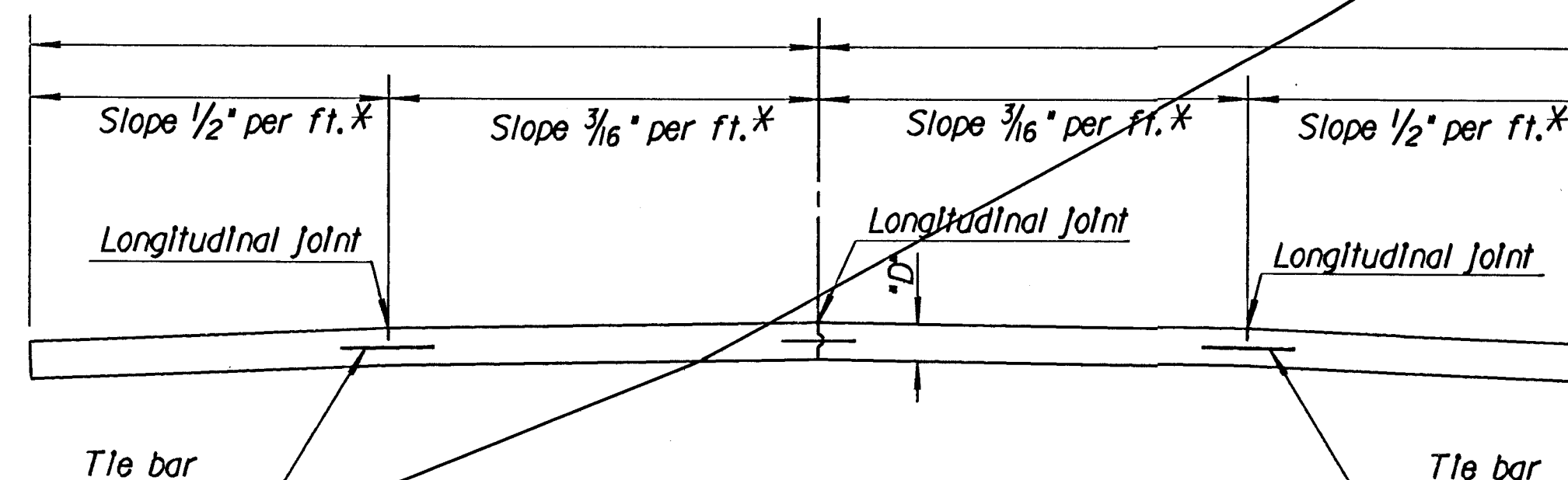
All deformed tie bars shall be epoxy coated.
Deformed tie bars which require bending shall be billet steel reinforcing bars, Grade 40, and may be epoxy coated.
Pressure relief joints (without load transfer devices) shall be placed at the end of the bridge approach pavement slab. For details of pressure 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 on shoulder contraction joints.
All joints on this project shall be sawed and 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.
See Std. 722.1 for concrete shoulder details and corrugation details.
All longitudinal joints shall be tied.
At each planned transverse joint location, a 4 to 6 inch wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut.



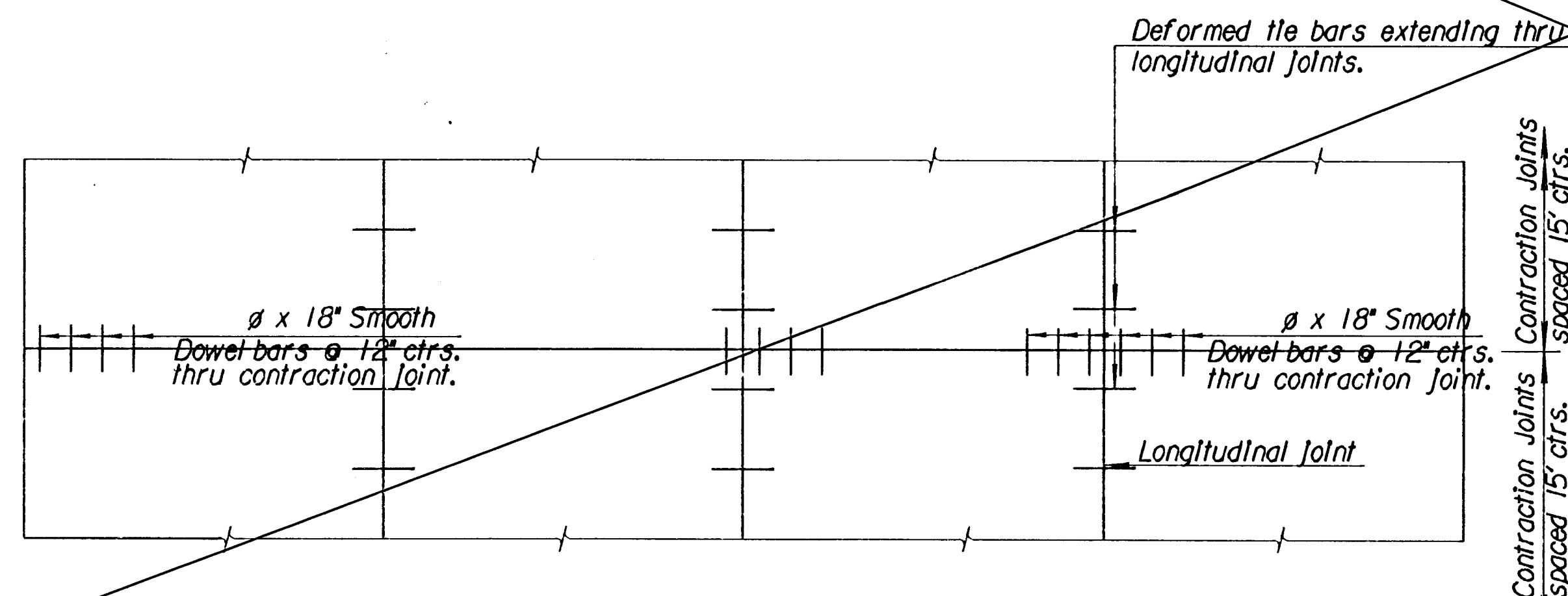
For Curb & Gutter details
See Std. Sh. No. 635.1

TRANSVERSE SECTION
(4 - LANE WITH CURB & GUTTER)

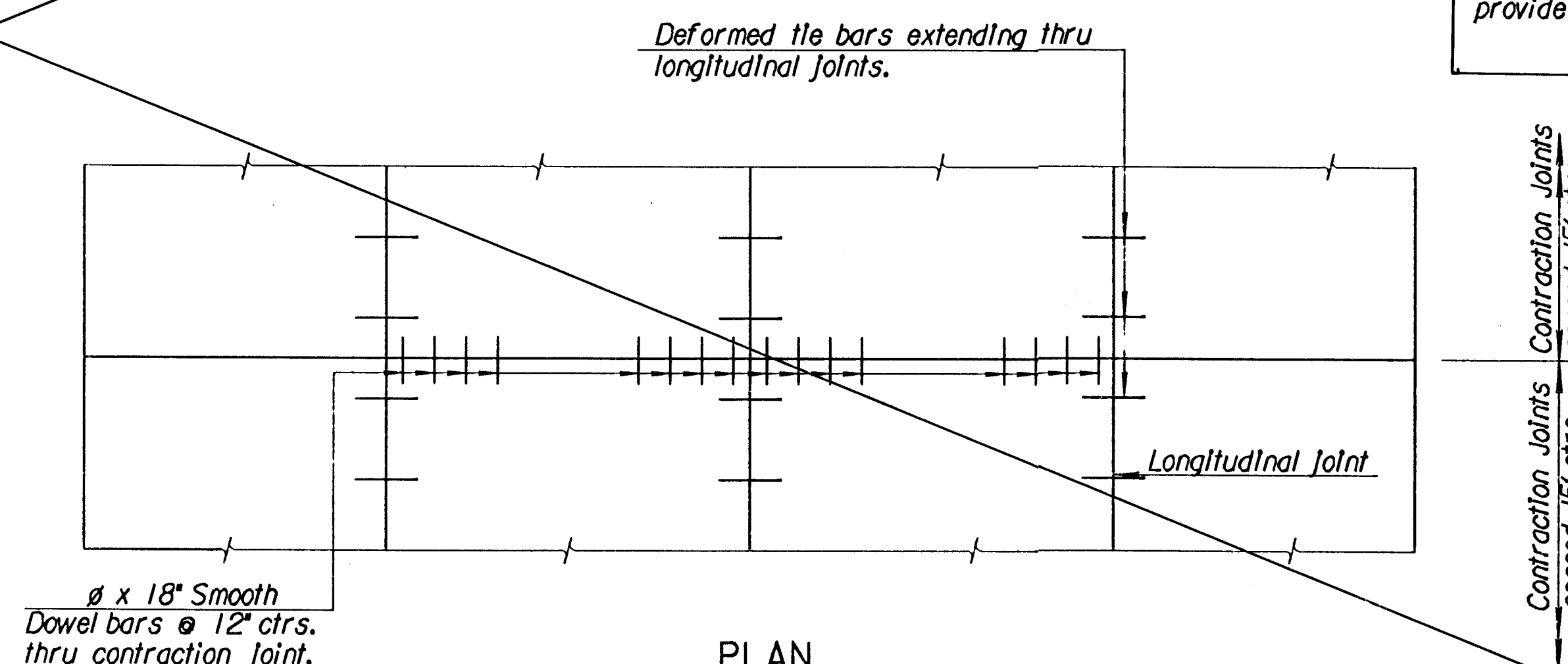
* Normal cross slopes. See Typical Section or
Cross Sections for variations.



TRANSVERSE SECTION
(2 - LANE WITH SHOULDERS)



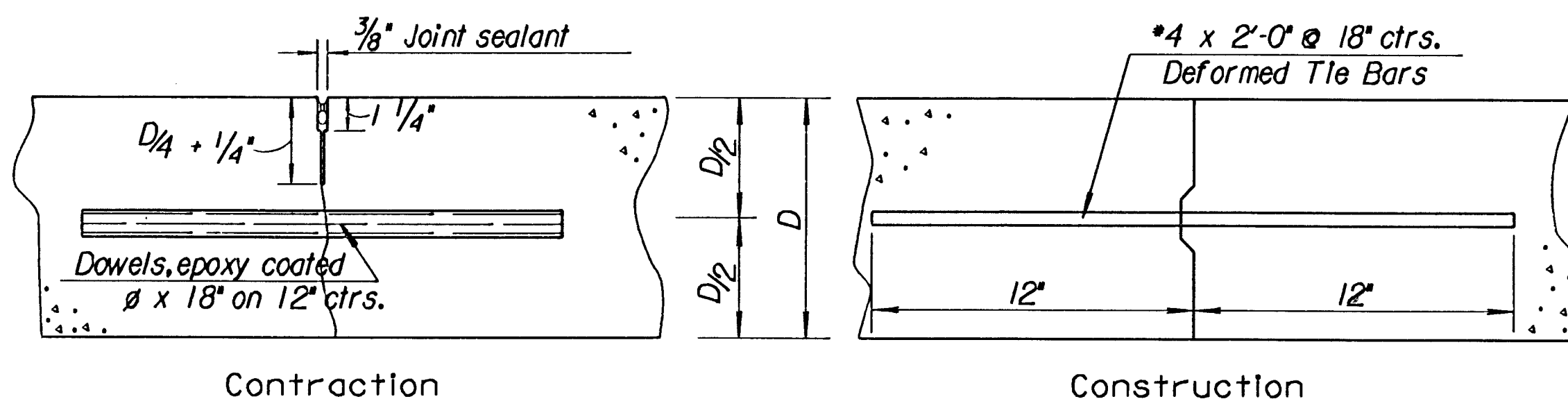
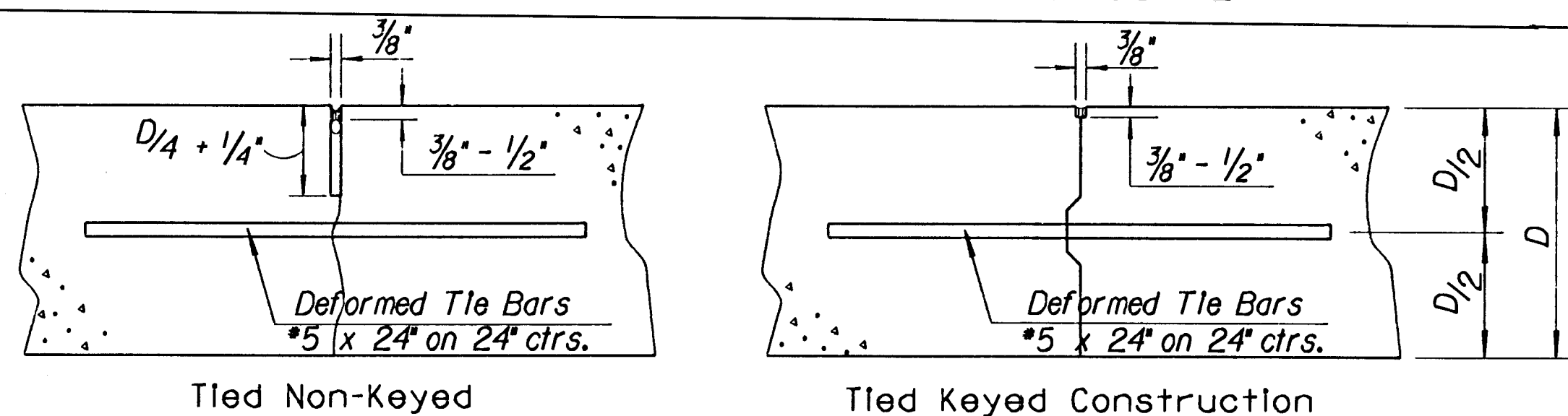
PLAN
(4 - LANE WITH CURB & GUTTER)



PLAN
(2 - LANE WITH SHOULDERS)

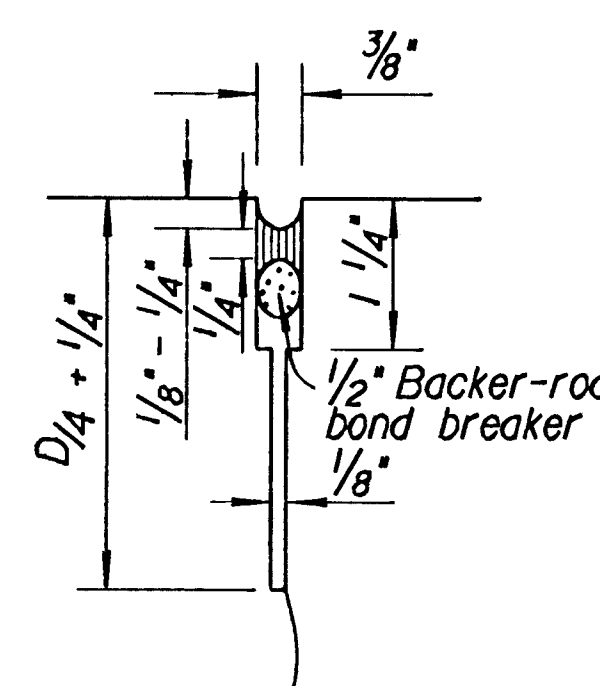
PAVEMENT DEPTH

D = 8"

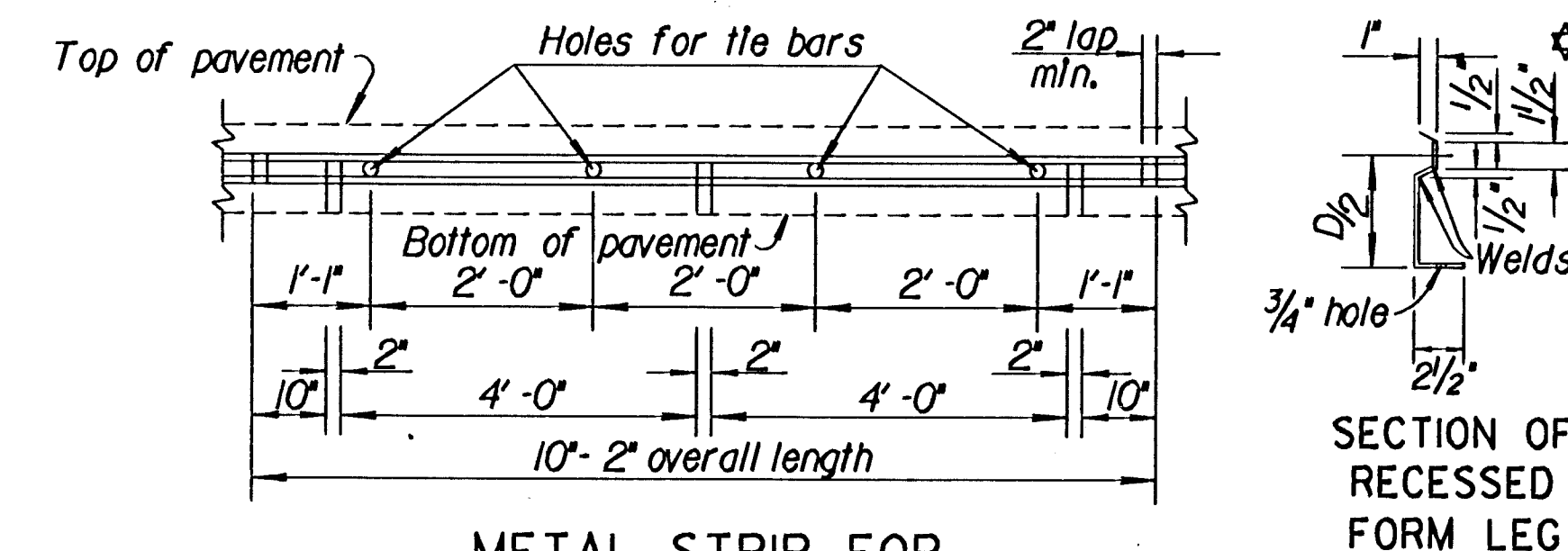


Note: Contraction joints will be constructed at the planned location or as directed by the Engineer.
When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's pour, the Contractor has the option of ending placement at a contraction joint or with a construction 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, sawing the joint after the concrete has hardened, and drilling holes for the tie bars or dowels.

TRANSVERSE JOINTS



The $\frac{1}{8}$ " saw cut ($\frac{D}{4} + \frac{1}{4}$ " depth) shall be done initially; the $\frac{3}{8}$ " saw cut shall be accomplished in a separate operation after concrete has gained sufficient strength to avoid spalling as determined by the Engineer. At the contractor's option this detail may be used for the Tied Non-Keyed Joint.
At longitudinal construction joints where the adjacent slabs are at different elevations the depth of saw cut for the sealant reservoir should be measured from the top of the lower slab. This is to ensure that sufficient sealant is used in the joint.



NO.	DATE	REVISIONS	BY	APP'D
4				
3				
2	12-22-92	Added long. const. jt. sealant note	RJS	JOB
1	2-24-92	Protect joint from texturing.	RJS	JOB
NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
CONCRETE PAVEMENT				
DOWEL JOINTED				
NON-REINFORCED				
STD. NO. 708				
DESIGNED	1-20-93	APP'D James O. Brewer		
DESIGN CK.	DETAIL CK.	QUANTITIES	TRACED	
		QUAN. CK.	TRACE CK.	

Note: Designer shall add applicable dowel sizes.