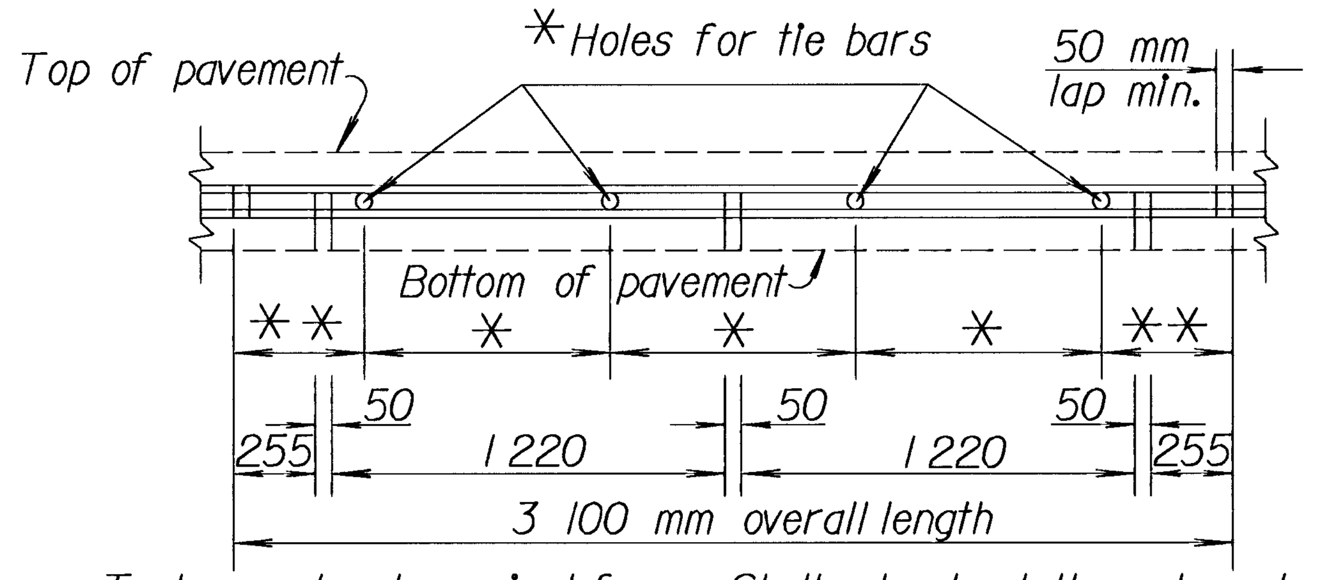
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	472-82784	1999	6	39

~~See Standard Drawing RD651 SI for dimensions.~~

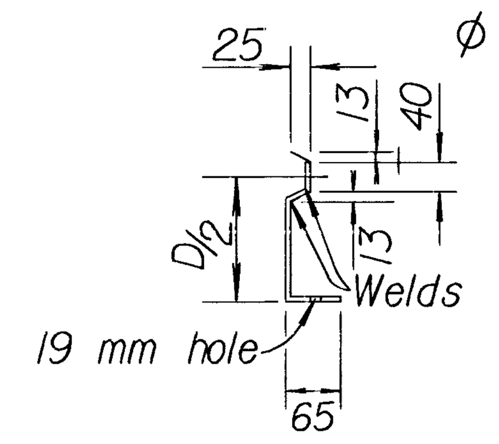


To be used only against forms. Shall not extend through contraction joints.

* Tie bar size and spacing shall be as shown ~~in table.~~ on Approach Slab Plan.

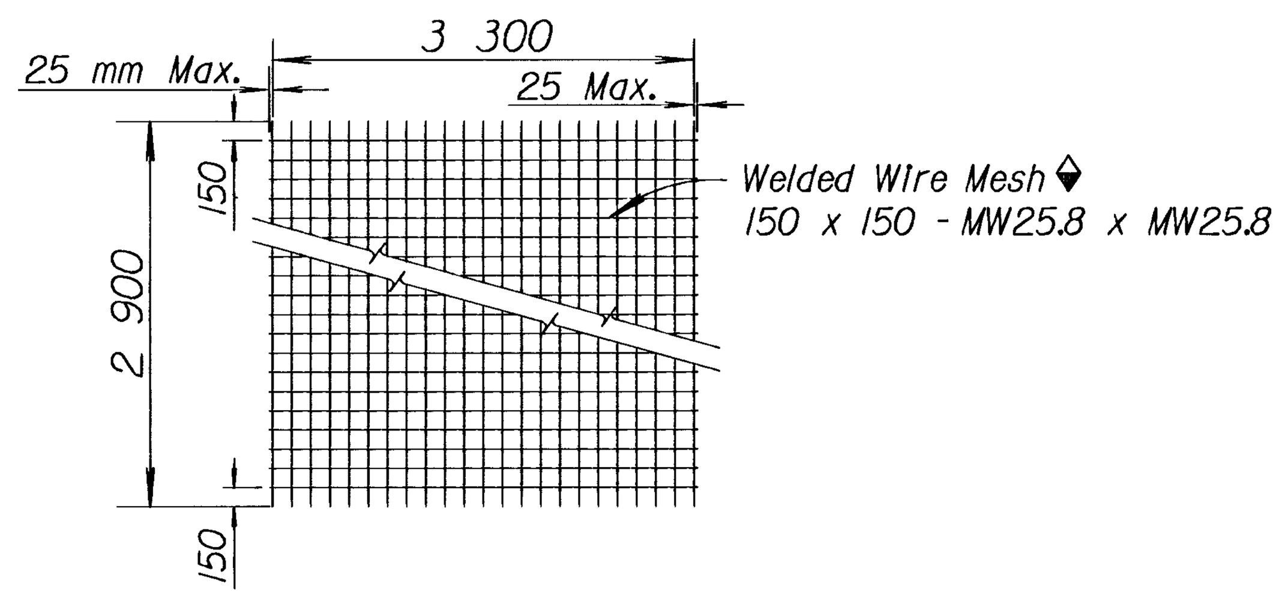
** Space variable depending on tie bar spacing. Shall not exceed one half tie bar spacing plus 25 mm.

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT



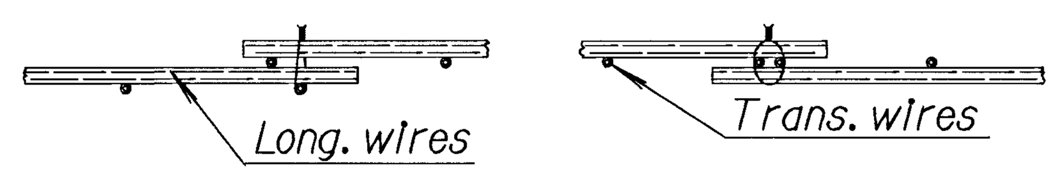
SECTION OF RECESSED
FORM LEG

ØSnap-in leg or other approved designs may be used in lieu of welded leg.



TYPICAL SHEET OF WELDED WIRE MESH FOR
SPECIAL BRIDGE APPROACH PAVEMENT

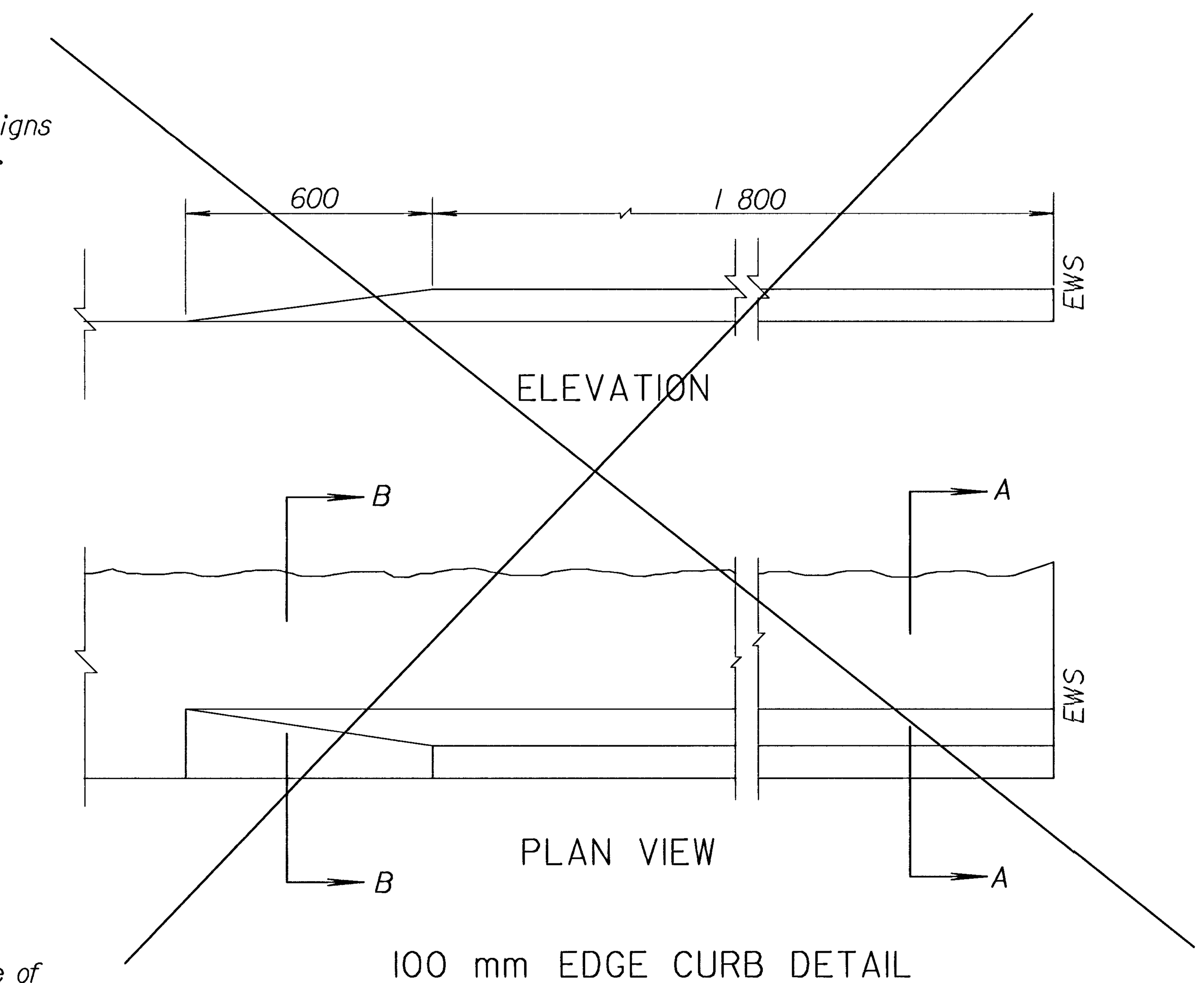
♦ Note: Epoxy coated #10 bars longitudinally @ 300 mm ctrs.& #10 bars transversely @ 450 mm ctrs. may be substituted for the epoxy coated mesh.



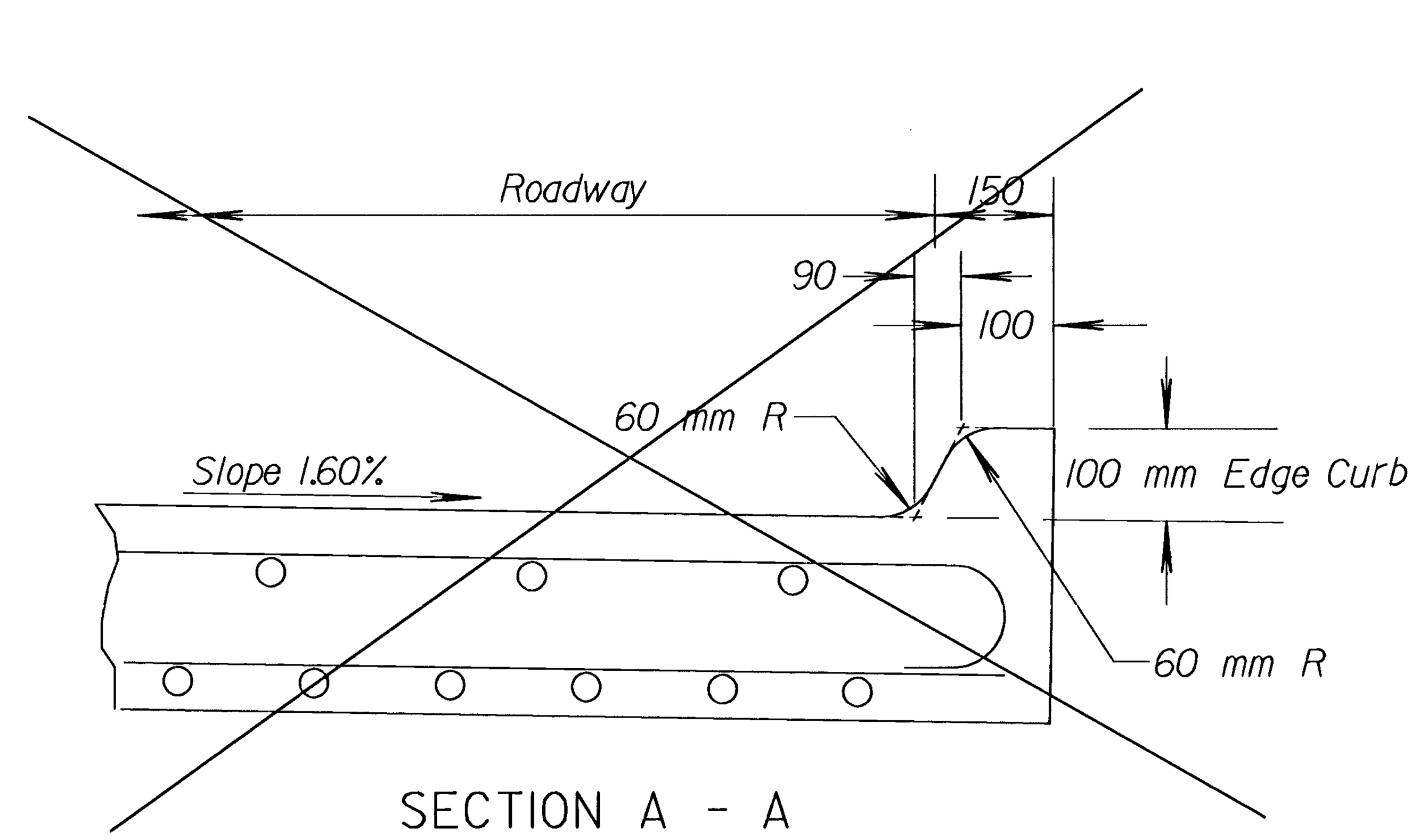
DETAIL OF LAP FOR WIRE MESH

The lap shall extend beyond the first transverse or bag wire of each sheet.

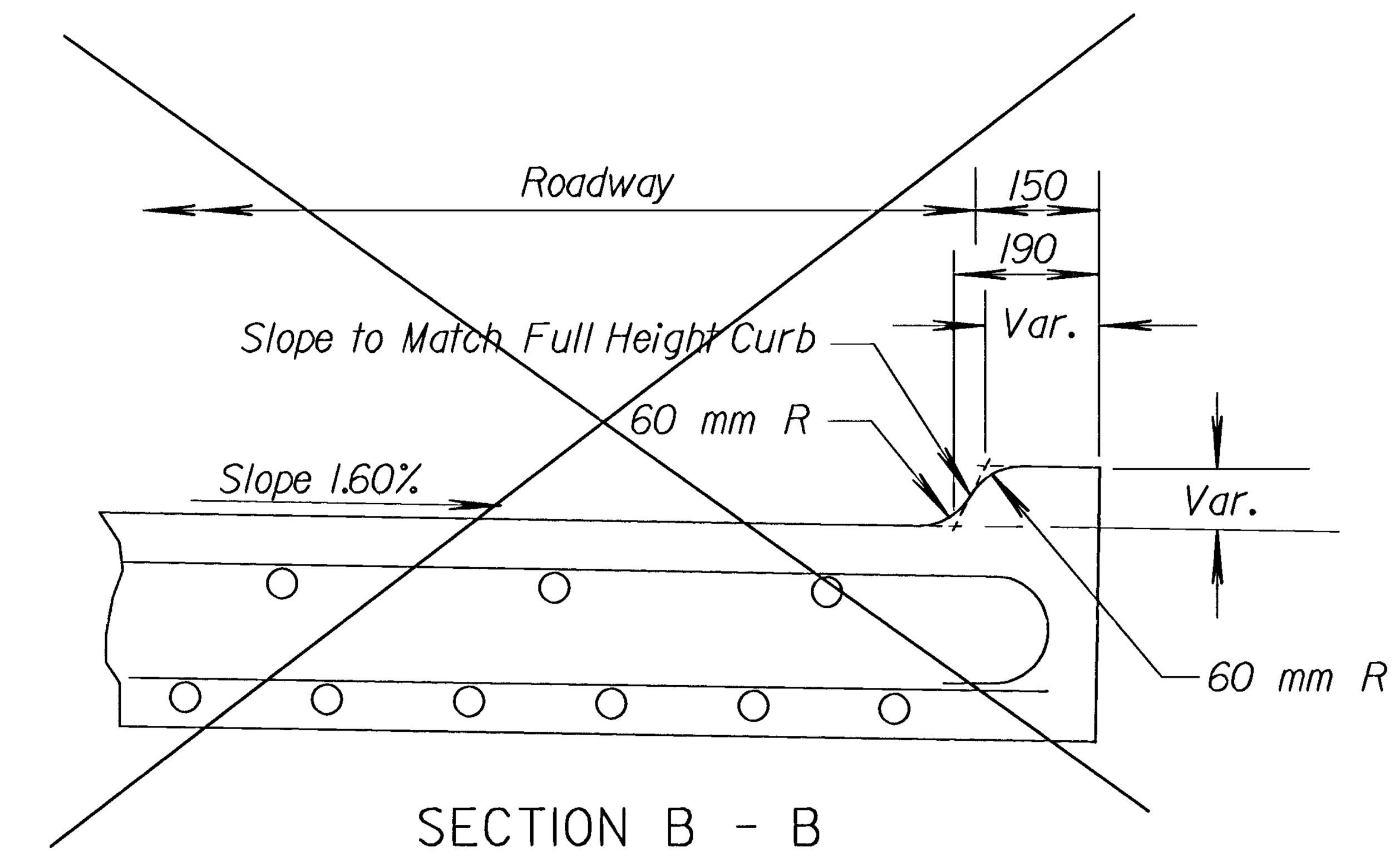
The sheet shall be wired securely at the edges and at intervals not to exceed 750 mm for the full width of the sheet. Approximate weight of wire mesh = 2.8 kg per m². Other methods for fastening the sheets of wire mesh at the laps may be used with the approval of the Engineer.



100 mm EDGE CURB DETAIL



SECTION A - A



SECTION B - B

GENERAL NOTES

All work shall be done in conformity with the Standard Specifications applicable to the project.

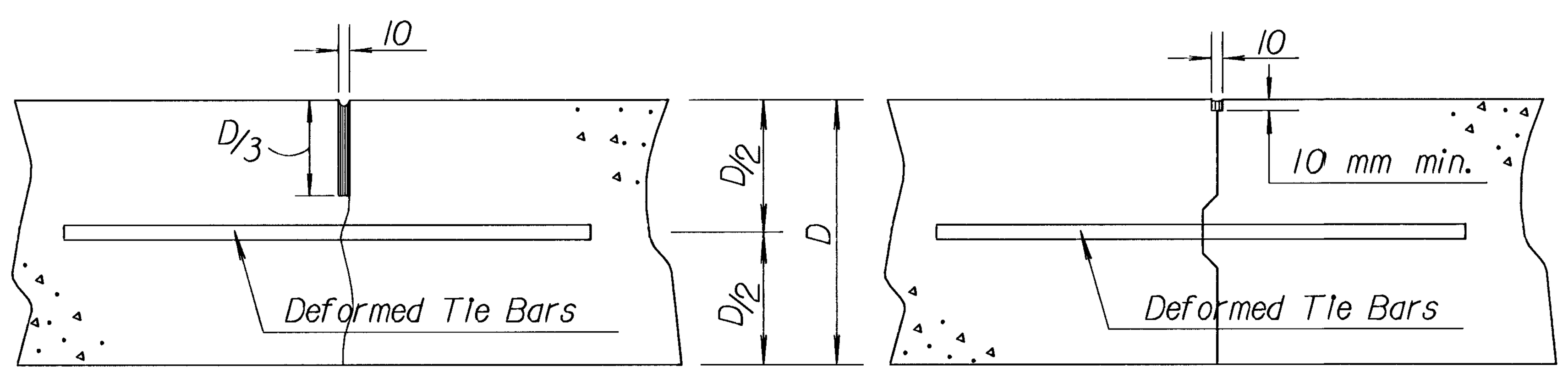
The cost of all bars and joint material shown on this sheet is to be included in the bid price for Concrete Pavement.

At each planned transverse joint location, a 100 mm to 150 mm wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut.

All joints on this project shall be sawed and filled with sealant in accordance with Standard Specifications.

~~The 100 mm edge curb shall be constructed integral with the approach slab shoulder.~~

All materials and work required for this construction shall be Subsidiary to the concrete approach slab.

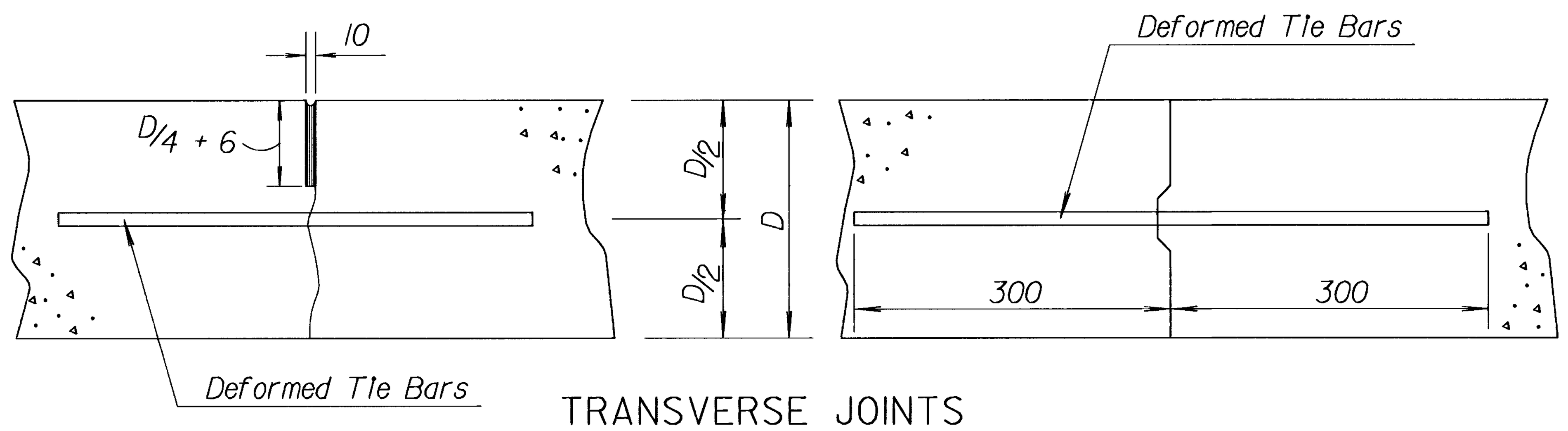


Tied Non-Keyed

Tied Keyed Construction

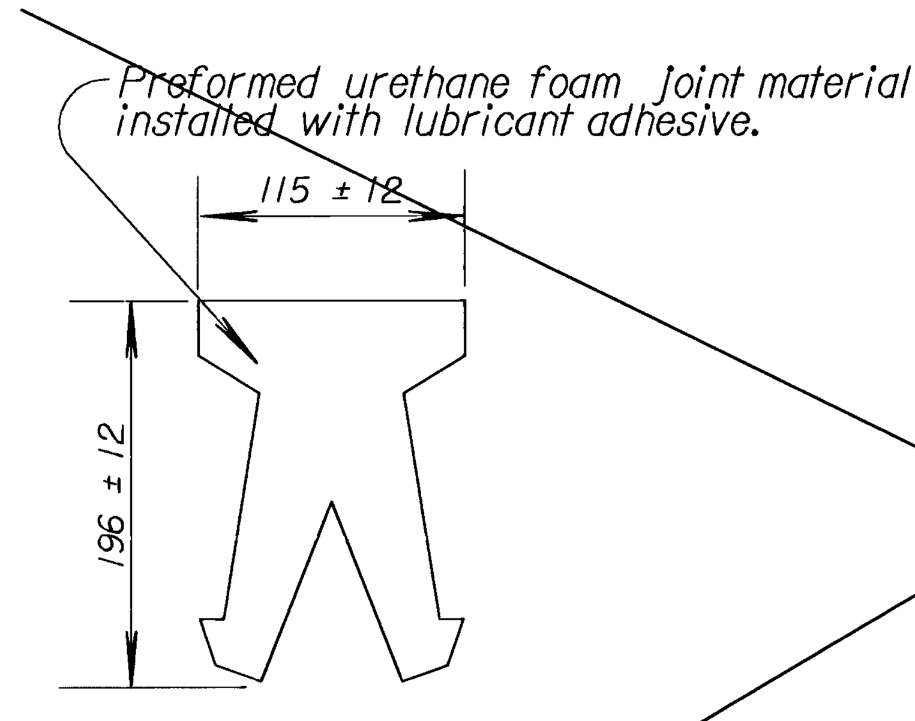
LONGITUDINAL JOINTS

Note: All sealant shall be 3 mm - 6 mm below surface and 6 mm thick.

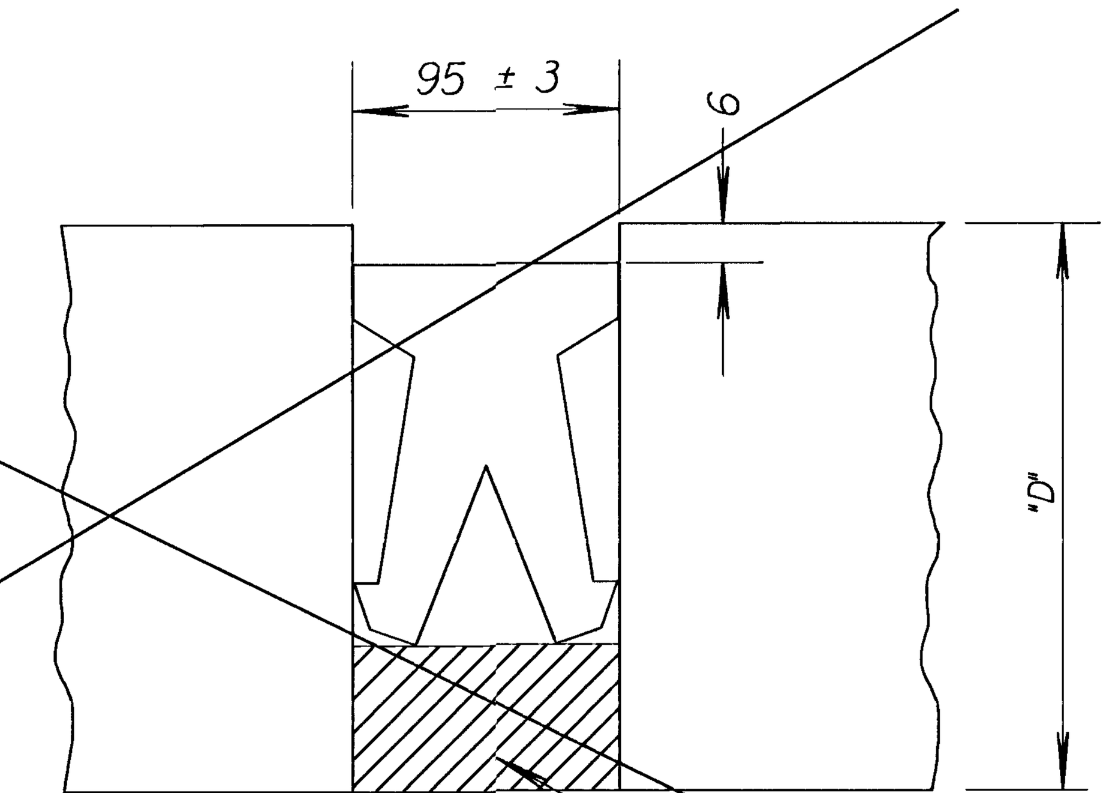


TRANSVERSE JOINTS

Note: A construction joint is required when the concrete placement has been interrupted for a substantial length of time or at the end of a day's placement.



DETAIL OF PRESSURE RELIEF
JOINT MATERIAL



Adjust the bottom of the expansion joint trench and place a 25 mm x 95 mm polystyrene or polyurethane foam so that the joint material is positioned 6 mm below the pavement top surface.

ELEVATION
PRESSURE RELIEF JOINT TREATMENT

NO.	DATE	REVISIONS	BY	APP'D
2	1-27-97	Revised Rebar Designation	R.J.S.	J.O.B.
1	9-27-96	Rev. Tied Non-Keyed Long. Jt. depth	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS FOR CONCRETE BRIDGE APPROACH PAVEMENT

~~RD661 SI~~

FHWA APPROVAL	2-18-97	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seitz

Drawn By : $$USERNAME$$ Plotted : $$$$SYTIME$$$$$$

File : $$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$