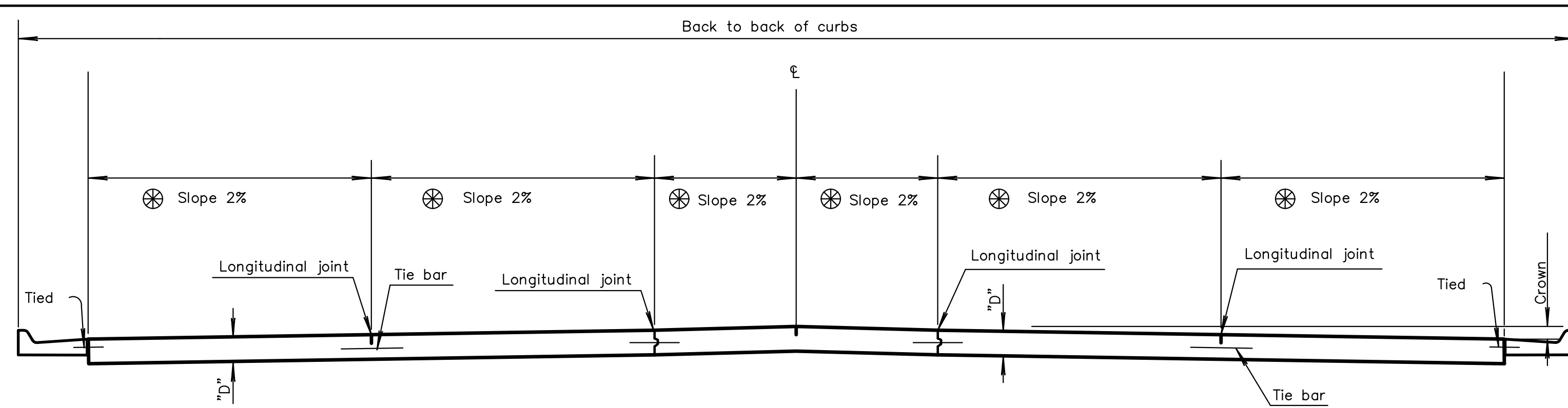


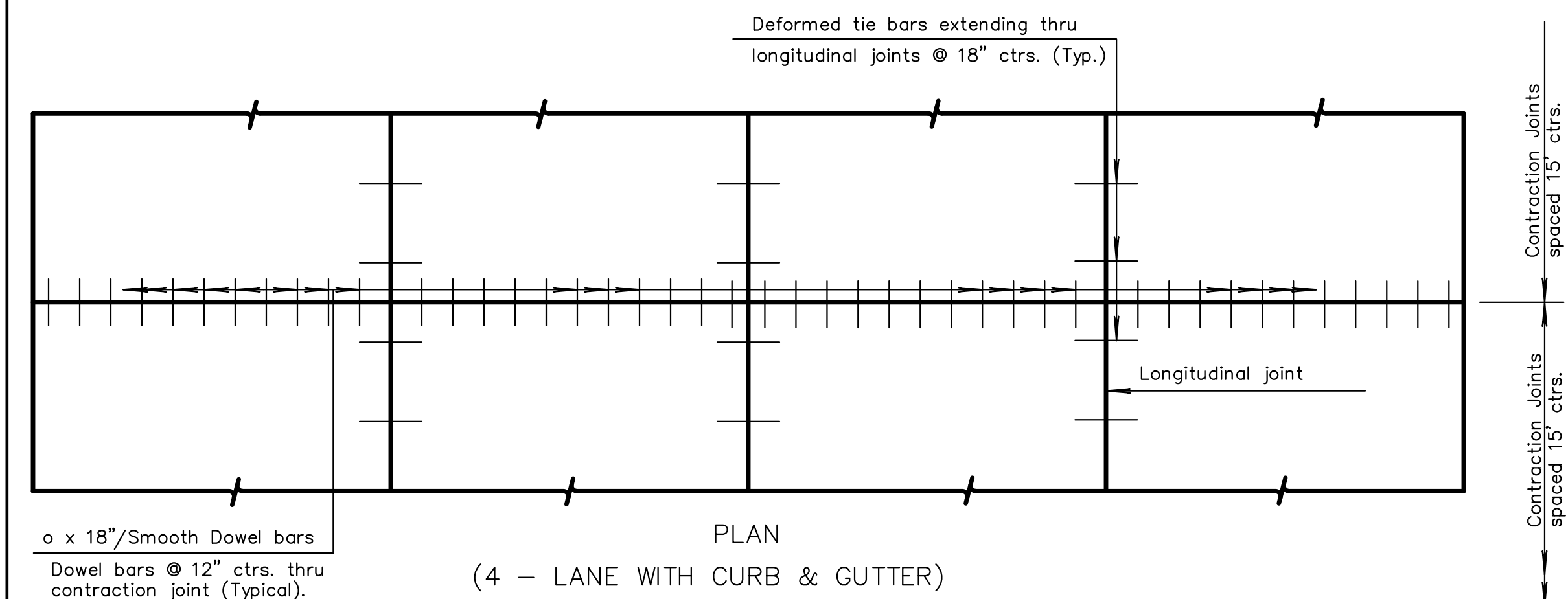
TRANSVERSE SECTION  
(4 - LANE WITH CURB & GUTTER)

For Curb & Gutter details  
See Standard Drawing PV-101.

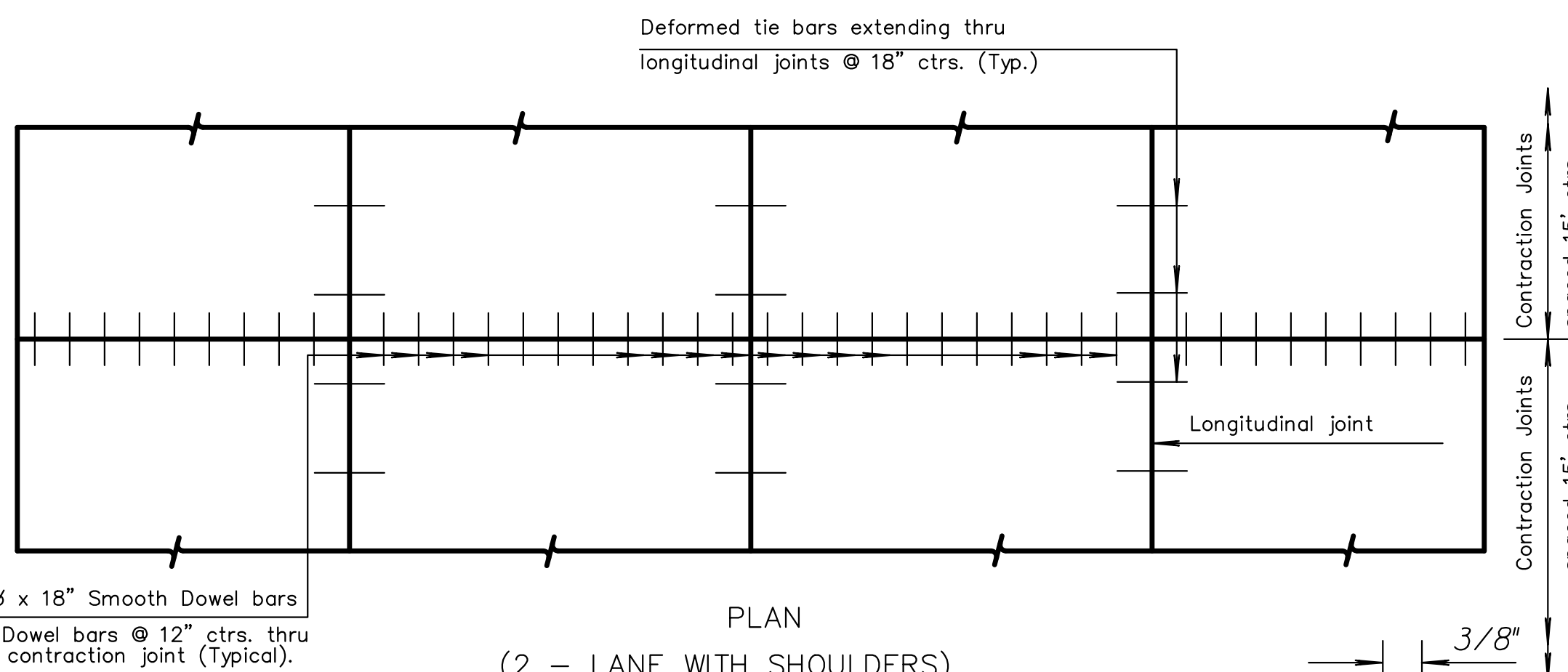


TRANSVERSE SECTION  
(5 - LANE WITH CURB & GUTTER)

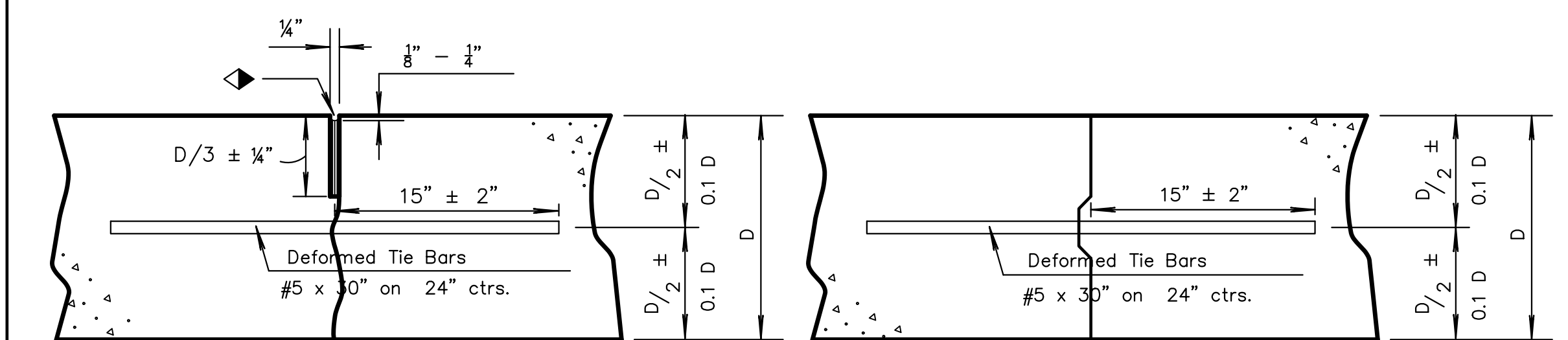
⊗ Normal cross slopes. See Typical Section or  
Cross Sections for variations.



PLAN  
(4 - LANE WITH CURB & GUTTER)

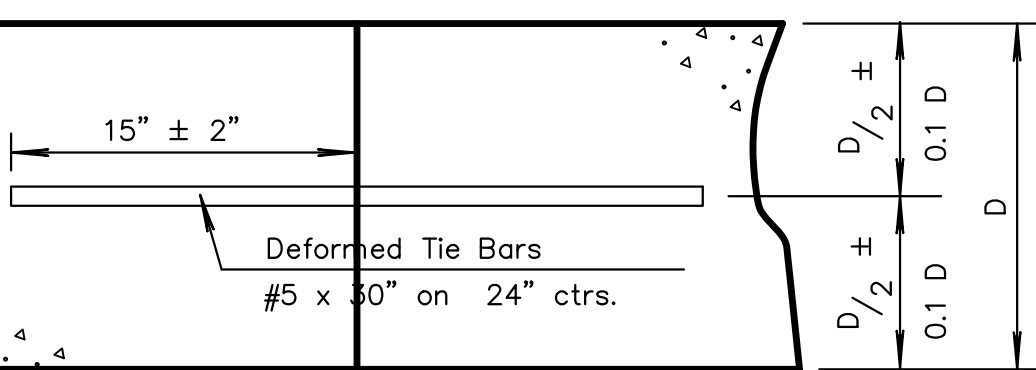


PLAN  
(2 - LANE WITH SHOULDERS)



Tied Non-Keyed

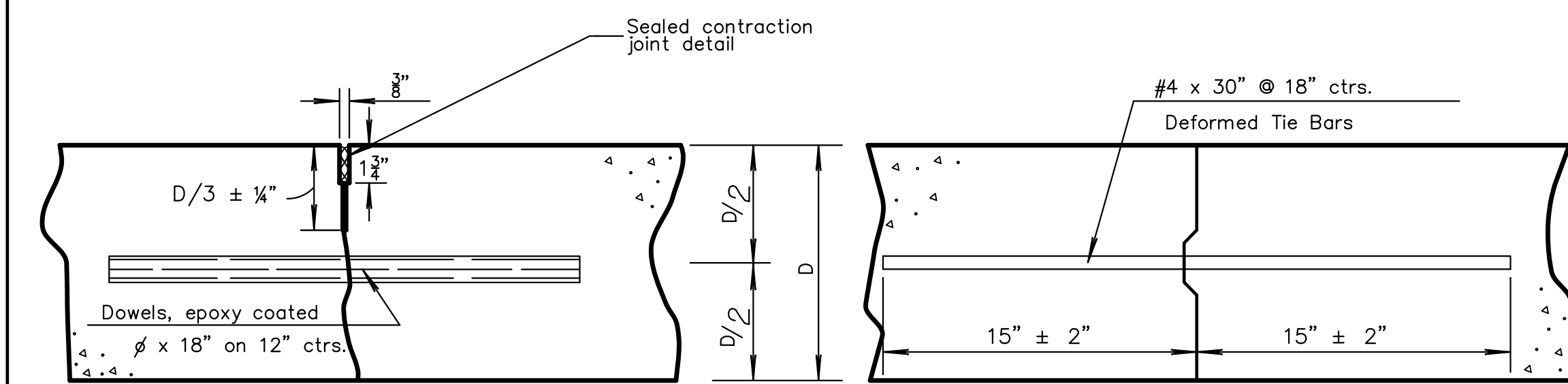
Tied Keyed Construction



Tied Butt Construction

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

LONGITUDINAL JOINTS

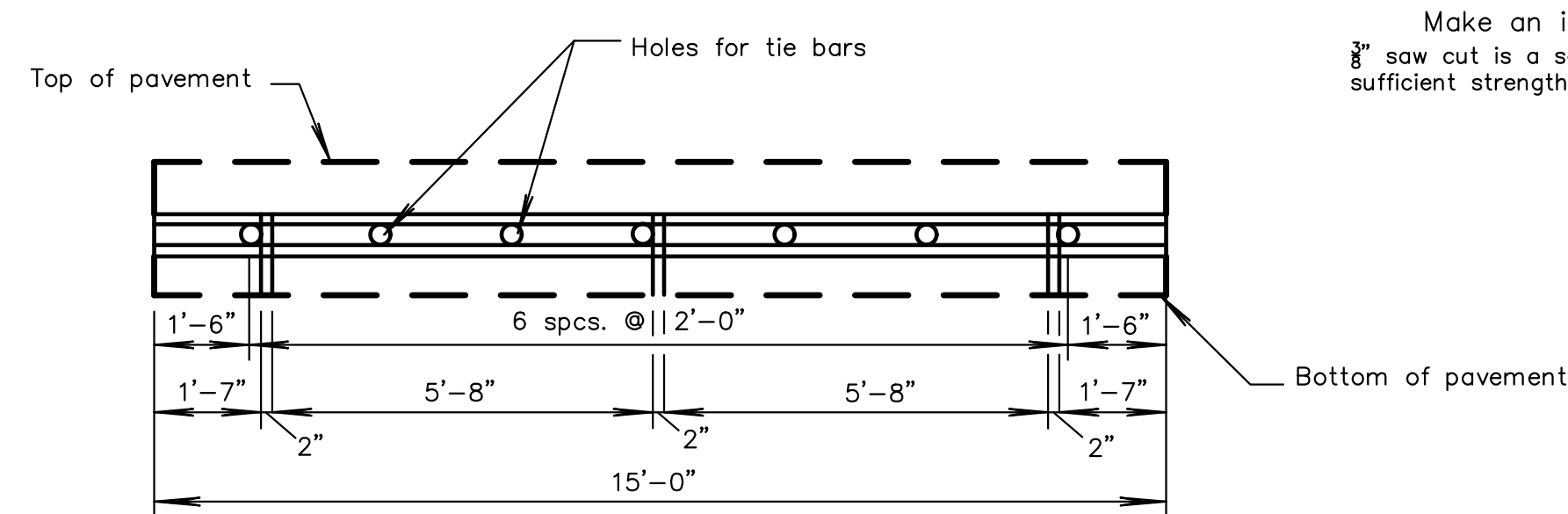


Contraction

Construction

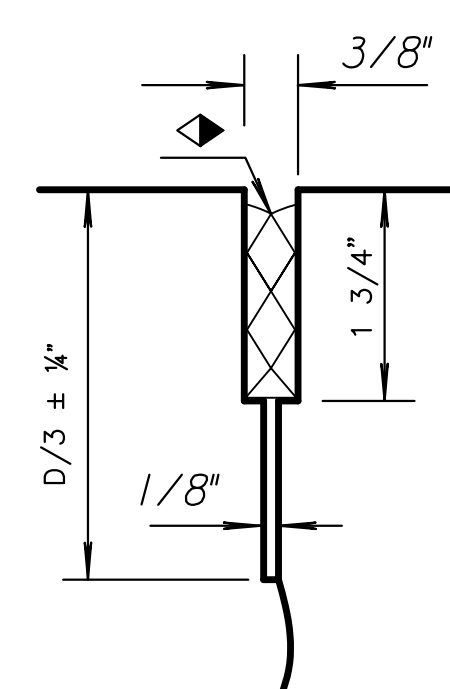
TRANSVERSE JOINTS

Note: Construct contraction joints at plan locations or at the Engineer's direction. When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's paving, 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. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.



METAL STRIP FOR  
LONGITUDINAL CONSTRUCTION JOINT

To be used only against forms, do not extend through contraction joints.  
For automated placement tie bars are spaced at uniform 24" centers.  
⊗ Use snap-in leg or other approved design in lieu of welded leg.

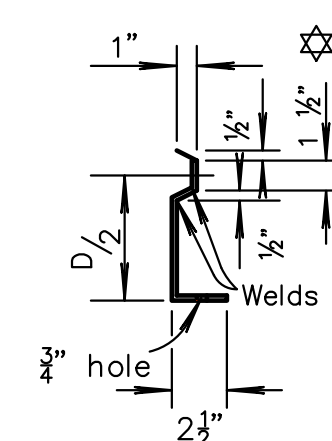


DETAIL OF SEALED CONTRACTION  
JOINT SAWCUT

Make an initial 3/8" saw cut (D/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

DOWEL SIZE	
D (in.)	Diameter
6 < D < 9	1"
9 ≤ D < 11	1 1/4"
D ≥ 11	1 1/2"

PAVEMENT DEPTH  
D=9"



SECTION OF  
RECESSED  
FORM LEG

GENERAL NOTE

Epoxy coat all deformed tie bars. Patch any damage to the epoxy coating in accordance with the Standard Specifications.  
Use billet steel Grade 40 reinforcing for deformed tie bars THAT require bending, may or may not be epoxy coated.  
Place pressure relief joint at the end of the bridge approach pavement slab (no bars through joint). For details of pressure relief joint see KDOT Standard Drawing RD712.  
Use load transfer devices as shown in details at all construction joints on mainline pavement unless otherwise noted.  
Fill all sawed joints on the project in accordance with the Standard Specifications.  
Shape all keyed joints similar to section of recessed form leg as shown on this sheet.  
Evenly space tie bars along the length of slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.

REVISED: NOVEMBER 2015

CITY OF  
**WICHITA**  
PUBLIC WORKS & UTILITIES  
ENGINEERING DIVISION

CONCRETE PAVEMENT  
DOWEL JOINTED  
NON-REINFORCED

CITY ENGINEER  
**GARY JANZEN, P.E.**

PROJECT NUMBER 472-2021-085733	OCA NUMBER 448-2021-002927	DATE 12/28/2022
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CITY ENGINEER'S OFFICE  
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WICHITA, KANSAS 67202-1620  
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SHEET

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