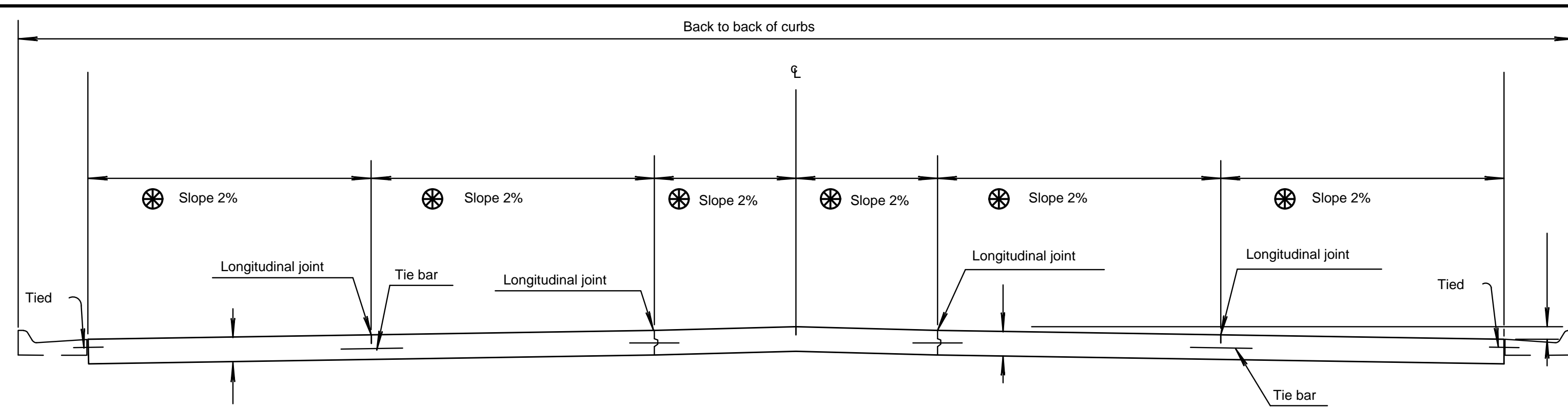


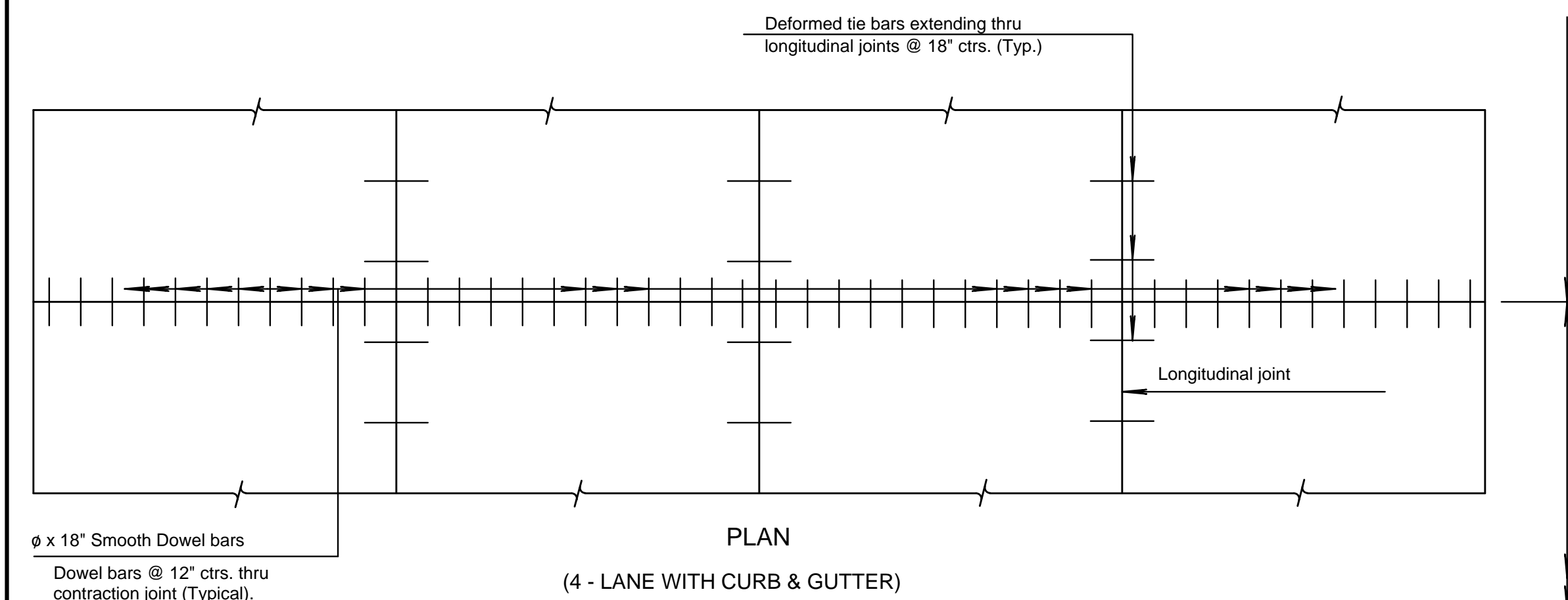
For Curb & Gutter details
See Standard Drawing PV-101.

**TRANSVERSE SECTION
(4 - LANE WITH CURB & GUTTER)**

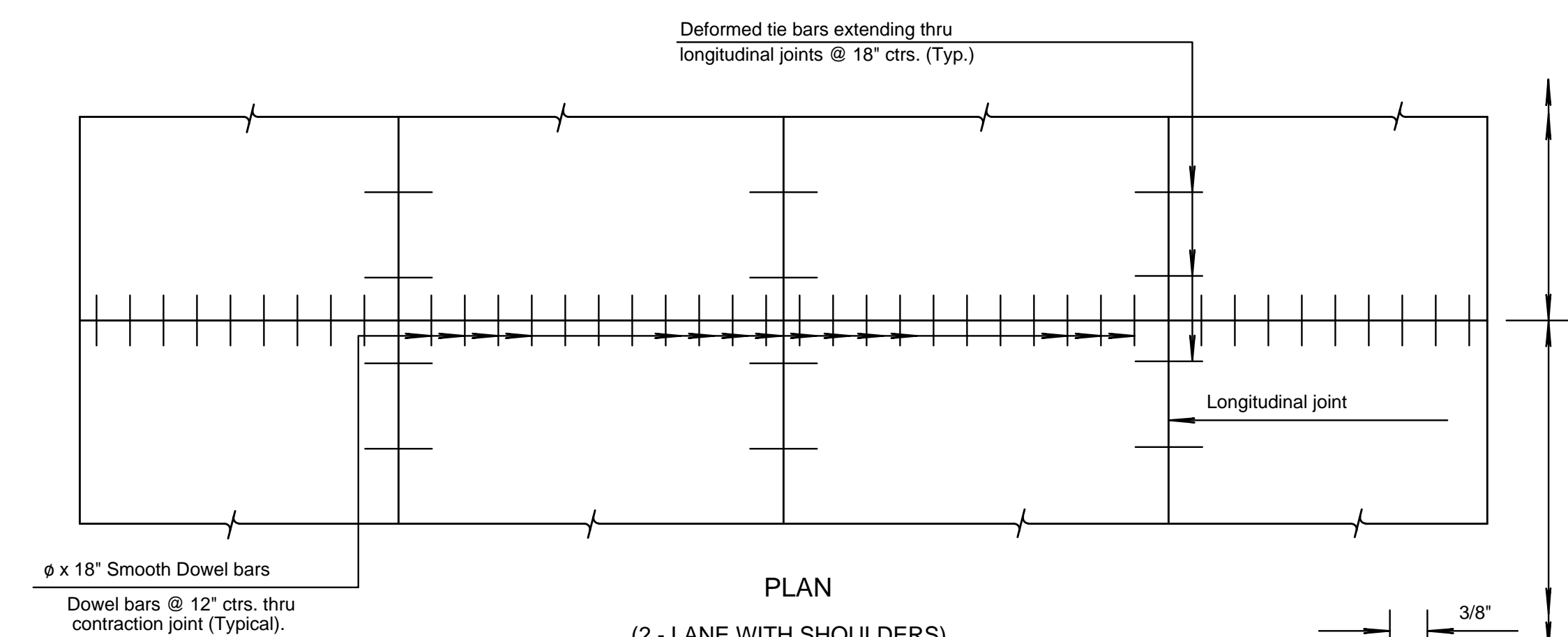


**TRANSVERSE SECTION
(5 - LANE WITH CURB & GUTTER)**

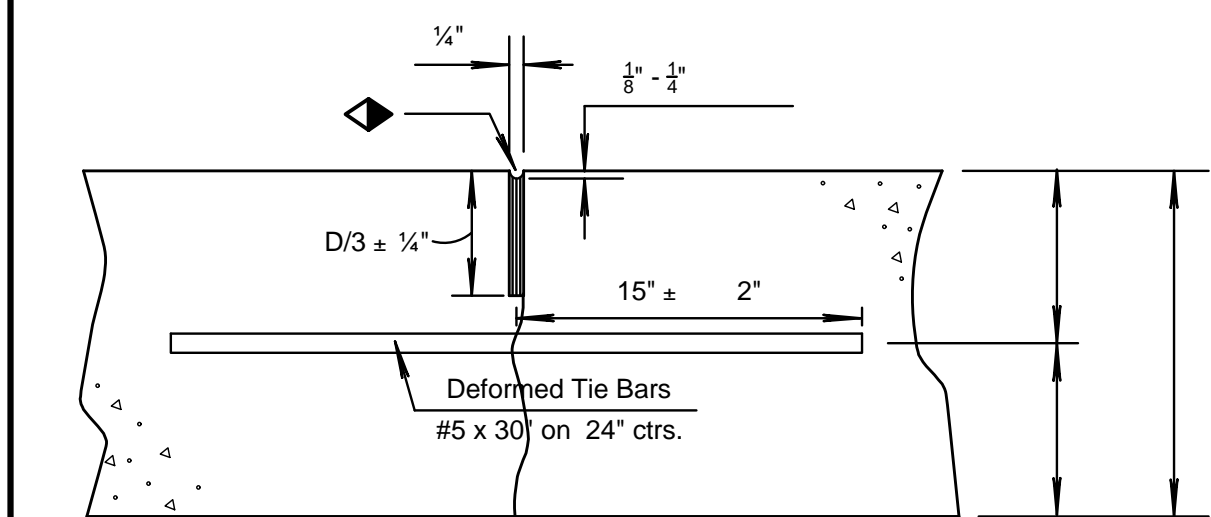
⊗ Normal cross slopes. See Typical Section or
Cross Sections for variations.



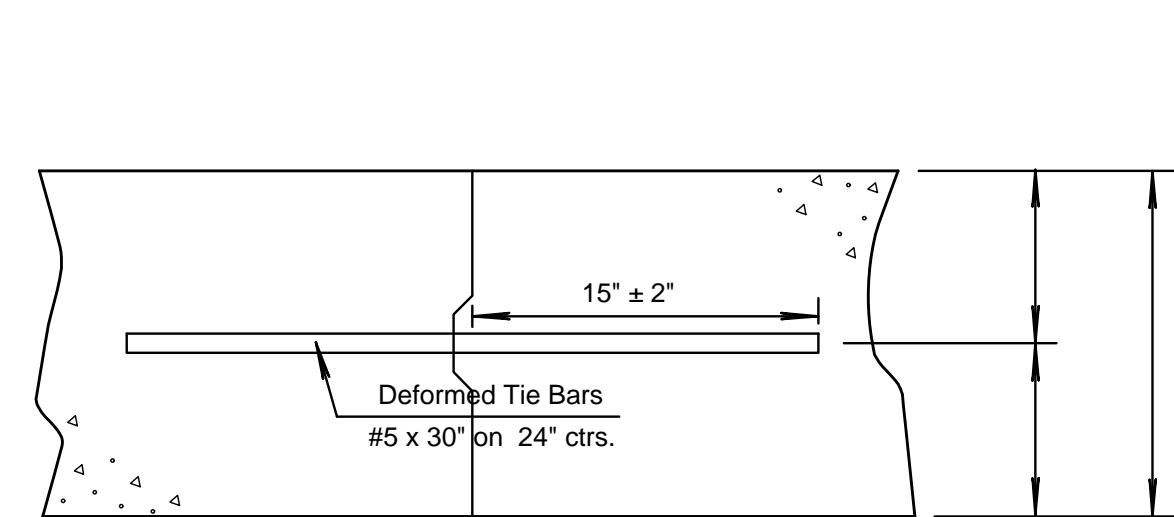
**PLAN
(4 - LANE WITH CURB & GUTTER)**



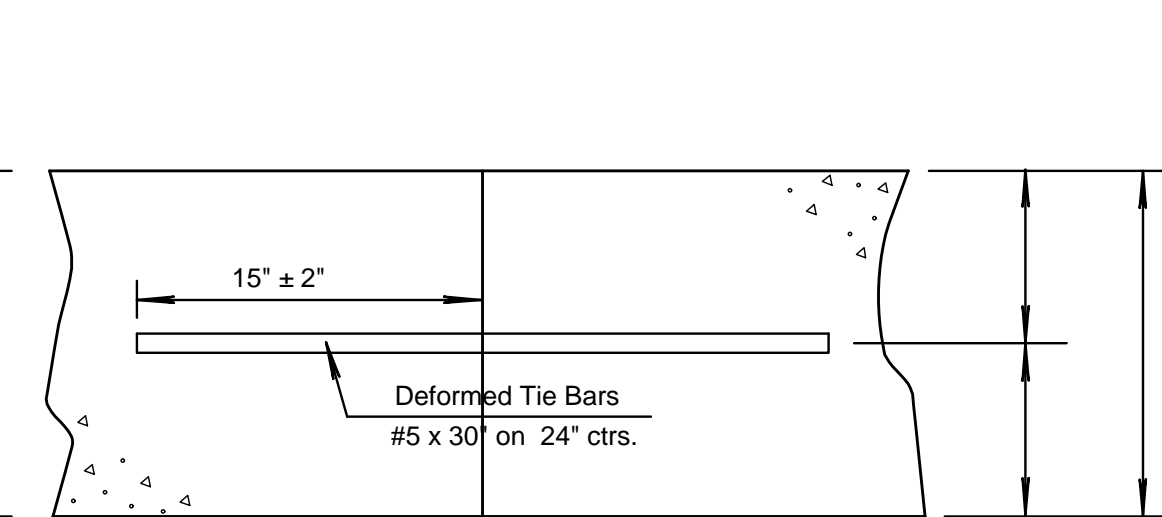
**PLAN
(2 - LANE WITH SHOULDERS)**



Tied Non-Keyed



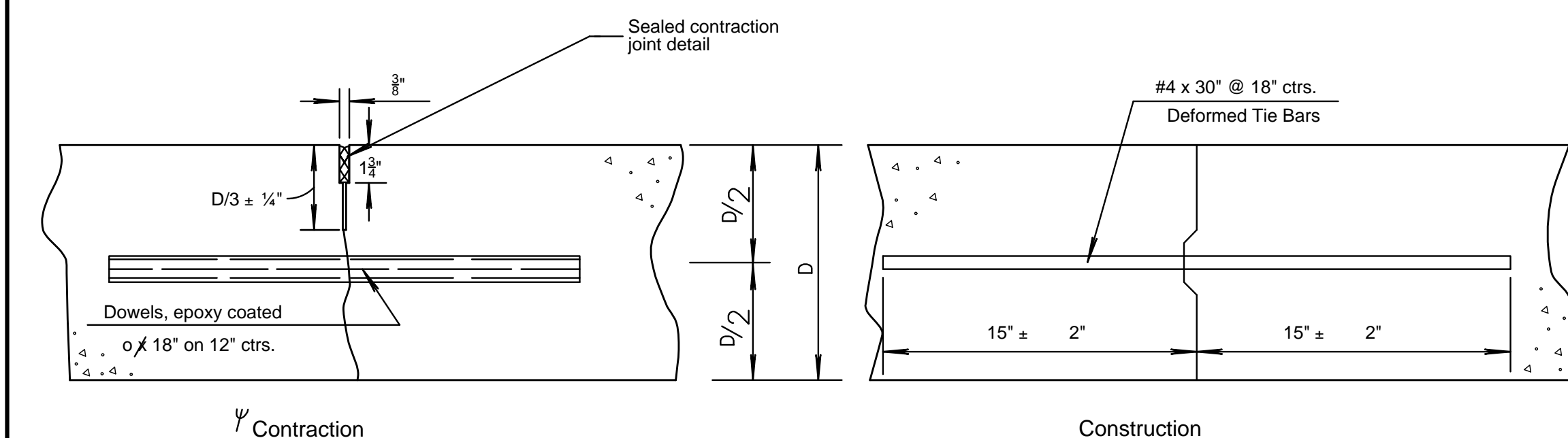
Tied Keyed Construction



Tied Butt Construction

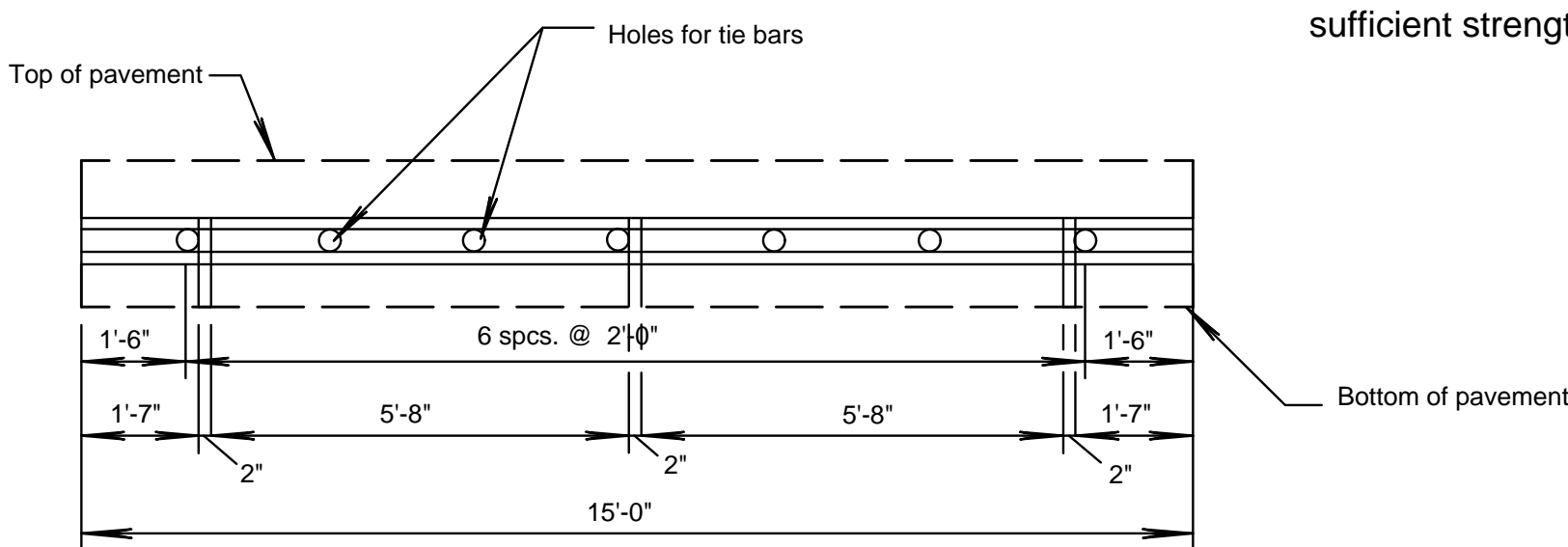
Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.

LONGITUDINAL JOINTS



TRANSVERSE JOINTS

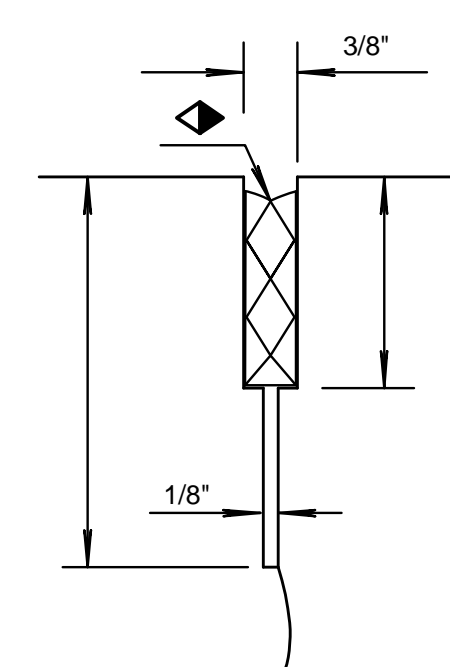
Note: Construct contraction joints at plan locations or at the Engineer's direction. When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's paving, the Contractor has the option of ending placement at a contraction joint or with a construction joint 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.

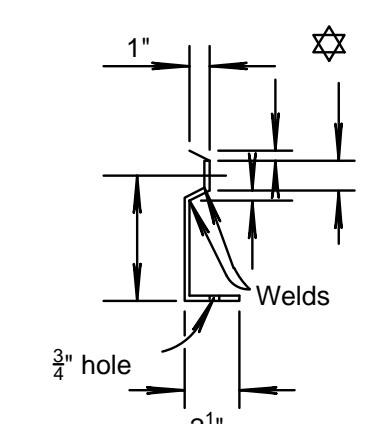


**DETAIL OF SEALED CONTRACTION
JOINT SAWCUT**

Make an initial 1/8" 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**

**CITY OF
WICHITA**

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

REVISOR: NOVEMBER 2015

**CONCRETE PAVEMENT
DOWEL JOINTED
NON-REINFORCED**

CITY ENGINEER
PAUL GUNZELMAN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
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CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
CP506

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