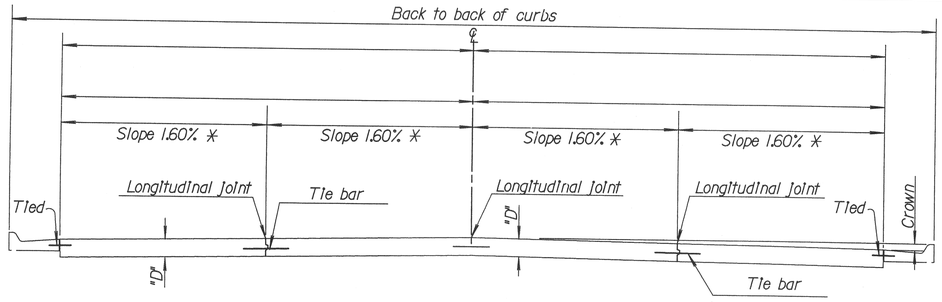
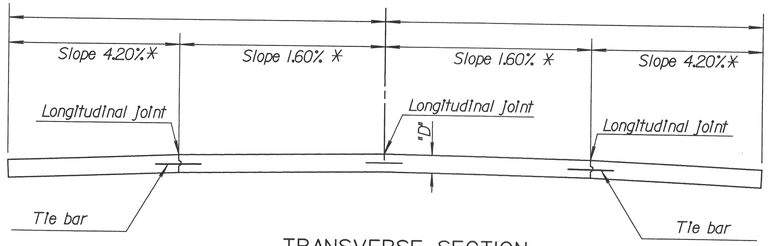
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	52 U-1785-01	2003	16	143



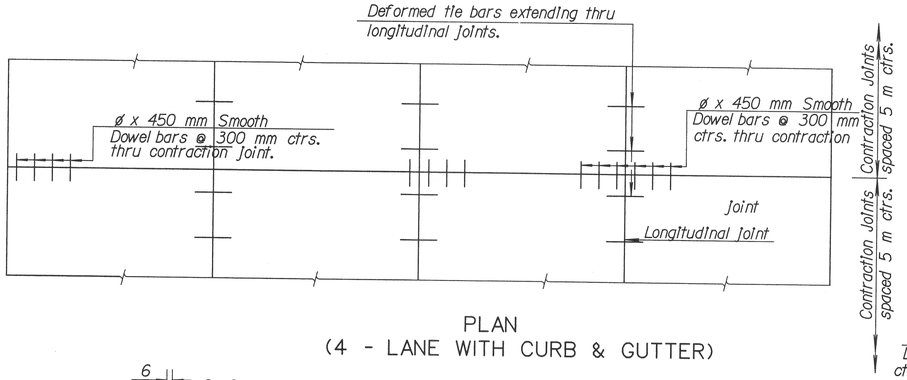
For Curb & Gutter details see Standard Drawing RD740 SI.

TRANSVERSE SECTION
(4 - LANE WITH CURB & GUTTER)

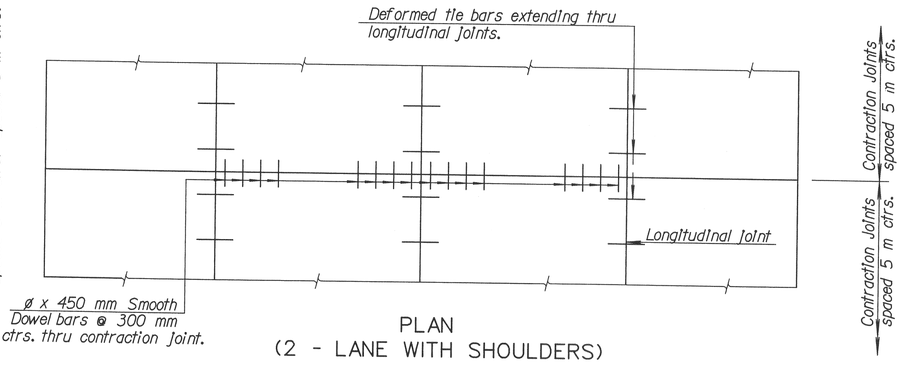


TRANSVERSE SECTION
(2 - LANE WITH SHOULDERS)

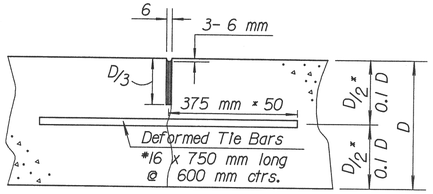
* Normal cross slopes. See Typical Section or Cross Sections for variations.



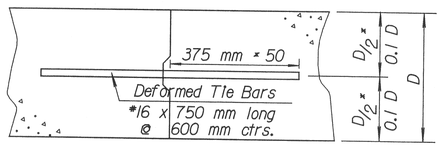
PLAN
(4 - LANE WITH CURB & GUTTER)



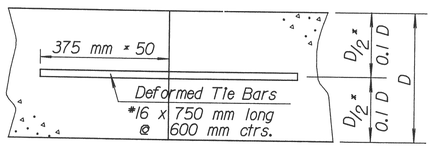
PLAN
(2 - LANE WITH SHOULDERS)



Tied Non-Keyed



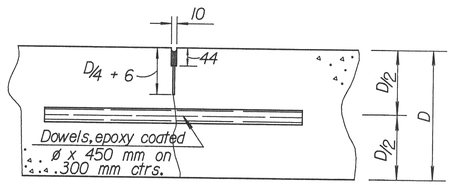
Tied Keyed Construction



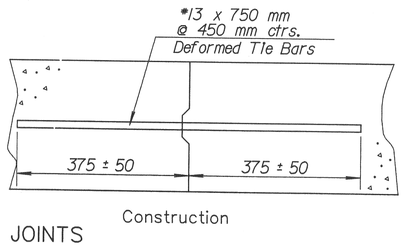
Tied Butt Construction

LONGITUDINAL JOINTS

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type.



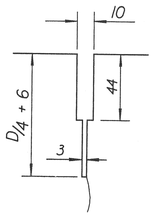
Contraction



Construction

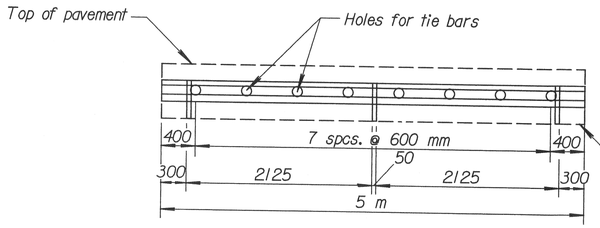
TRANSVERSE JOINTS

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 1.5 m 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.



DETAIL OF CONTRACTION JOINT SAWCUT

The 3 mm saw cut (D/4 + 6 mm depth) shall be done initially; the 10 mm saw cut shall be accomplished in a separate operation after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

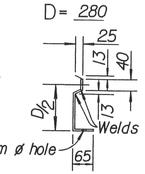


METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT

To be used only against forms. Shall not extend through contraction joints. For automated placement tie bars shall be spaced at uniform 600 mm centers

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

PAVEMENT DEPTH
D= 280



SECTION OF
RECESSED
FORM LEG

GENERAL NOTE

All deformed tie bars shall be epoxy coated. Any damage to the epoxy coating shall be patched in accordance with the Standard Specifications.

Deformed tie bars which require bending shall be billet steel reinforcing bars, Grade 300, and may or may not 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 Drawing.

Unless otherwise noted, load transfer devices as shown in detail shall be used at all contraction joints on mainline pavement. No dowels will be used on shoulder contraction joints unless specifically shown on plans.

All sawed joints on this project shall be 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 Standard Drawing RD656 SI for concrete shoulder details and corrugation details.

All longitudinal joints shall be tied.

Tie bars shall be evenly spaced along the length of the slab and no tie bars shall be within 300 mm of contraction joint.

DOWEL SIZE	
D - mm	Dia. mm
160	25
180	25
200	25
220	29
240	32
260	32
280	35
300	38
320	41
340	44
360	44
400	51

NO.	DATE	REVISIONS	BY	APP'D
8	3- 8-02	Rev. General Note on sawed joints.	S.W.K.	J.O.B.
7	8-14-01	Rev. Longitudinal joint sealant	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT DOWEL JOINTED NON-REINFORCED

RD651 SI

FHWA APPROVAL	4-23-02	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seitz

REFERENCES	NOTED	CHECKED
DATE	9-01	11-01
BY	W Adams	R Stegman

Plotted : 4/6/2004
Drawn By : rstegman
File : p:\01541\01541 rd651si.dgn
Section : $$$KDOTGRP$$$$