

Note to Designer: Designer will add applicable dowel sizes and pavement depth "D".

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File : rd709.dgn

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| STATE  | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|-------------|------|-----------|--------------|
| KANSAS | 0           | 0    | 0         | 0            |

GENERAL NOTE

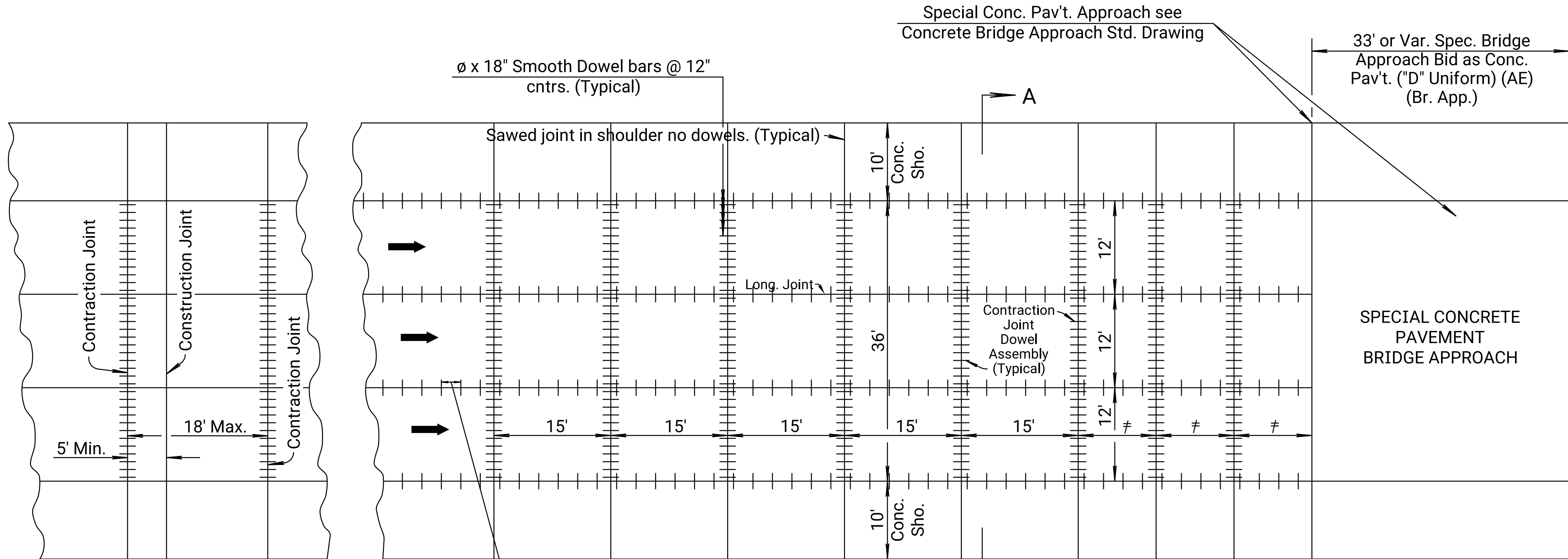
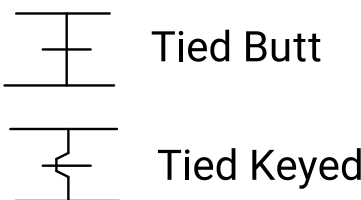
Epoxy coat all deformed tie bars that are straight. Patch any damage to the epoxy coating in accordance with the Standard Specifications.  
Use billet steel Grade 40 reinforcing for deformed tie bars that require bending, may be epoxy coated at the Contractor's option.  
Place pressure relief joint at the end of the bridge approach pavement slab (no bars thru joint). For details of pressure relief joint see Standard Drawing RD712.  
◆ Use load transfer devices as shown in details at all contraction joints on mainline pavement unless otherwise noted. Shoulder contraction joints have no dowels unless specifically shown on the plans.  
✱ Fill all sawed joints on the project in accordance with the Standard Specifications with the exception of those joints in pavement constructed over Cement or Asphalt Treated Base.  
Use single saw cut, 1/8" wide, joint in pavement constructed over Cement or Asphalt Treated Base (Non-Sealed Joint Sawcut). Use single saw cut, 1/8" wide, joint for shoulder pavement adjacent to mainline pavement constructed over Asphalt or Cement Treated Base (Non-Sealed Joint Sawcut). See detail this sheet.  
Shape all keyed joints similar to section of recessed form leg as shown on this sheet. Evenly space tie bars along the length of the slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.

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

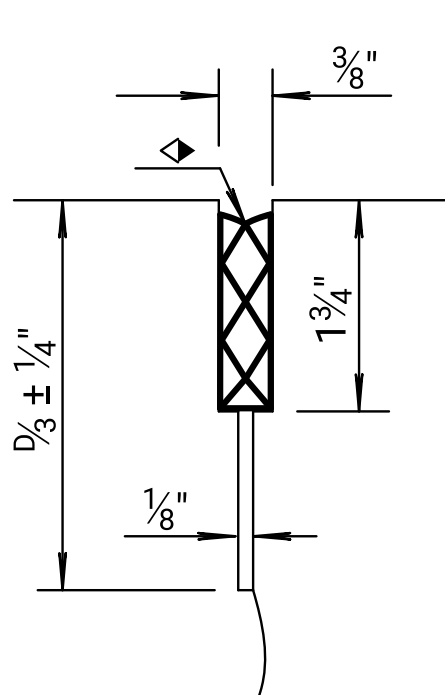
PAVEMENT DEPTH

D= \_\_\_\_

JOINT LEGEND

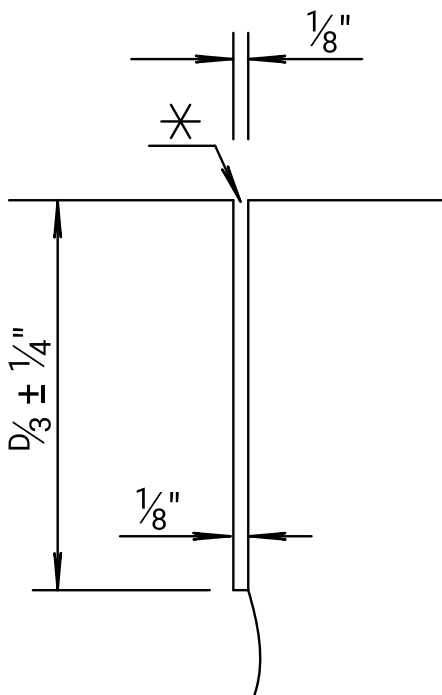


Deformed tie bars extended through longitudinal joints @ 24" ctrs. (Typical)



DETAIL OF SEALED JOINT SAWCUT

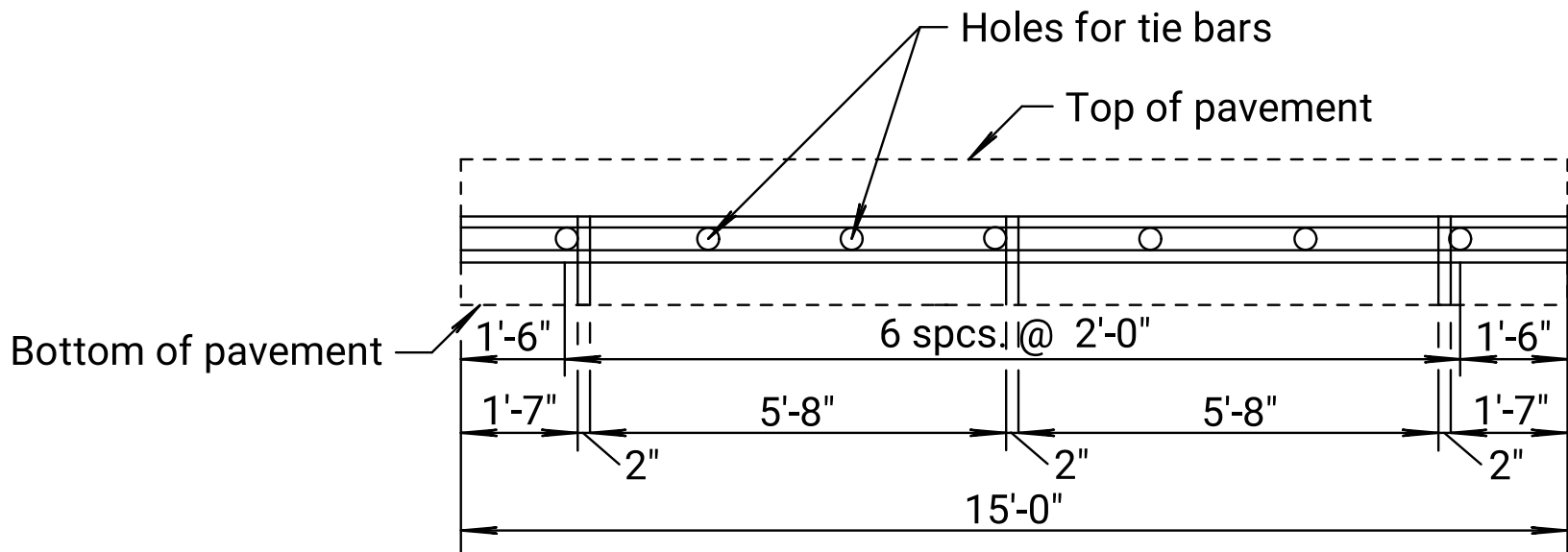
Make an initial 1/8" saw cut (D/3 ± 1/4" depth); the second 3/8" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.



DETAIL OF NON-SEALED JOINT SAWCUT

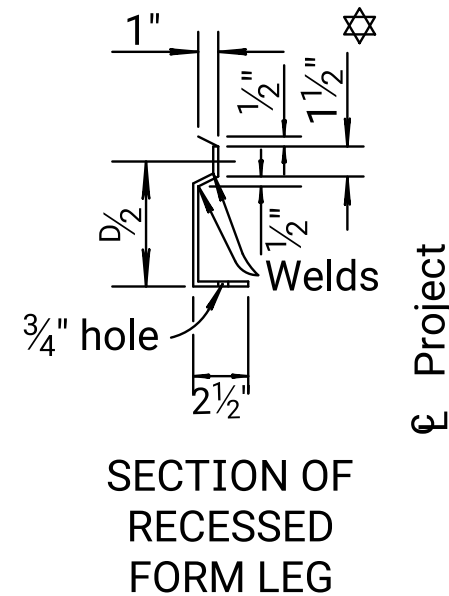
Make only the initial 1/8" saw cut after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

✱ If necessary adjust the spacing of the joint sequence (3 slabs) preceding bridge approach pavement in order to establish slab lengths of no less than 10 ft.

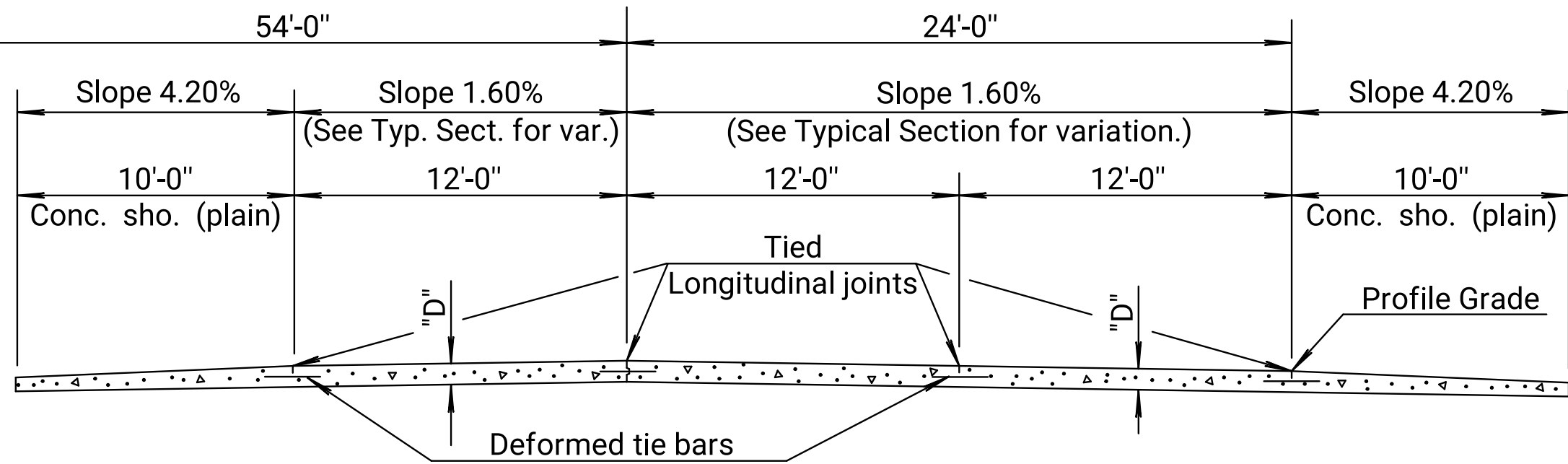


METAL STRIP FOR LONGITUDINAL KEYED CONSTRUCTION JOINT

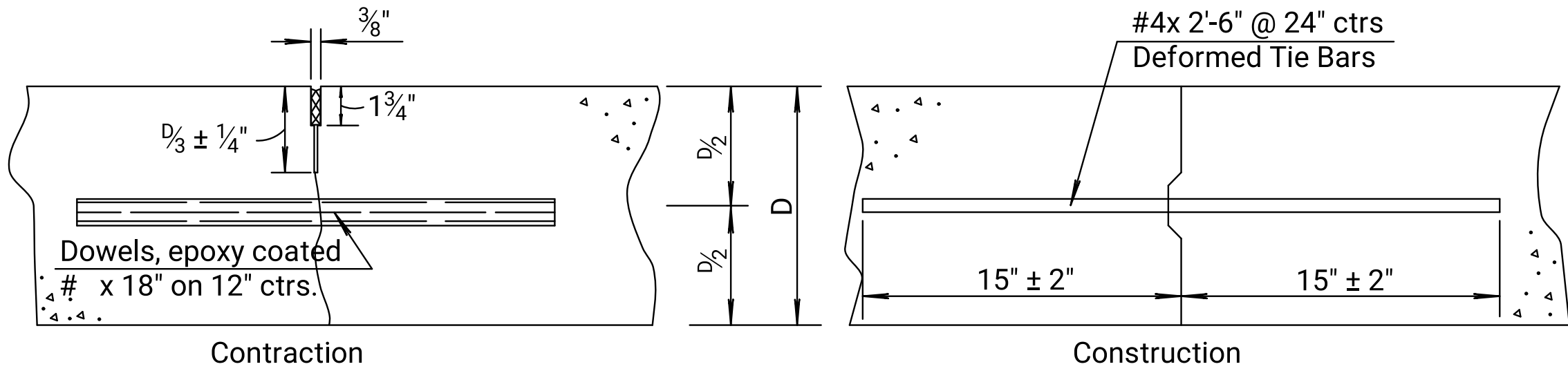
To be used only against forms, do not extend through contraction joints.  
✱ Use snap-in leg or other approved designs in lieu of welded leg.



SECTION OF RECESSED FORM LEG

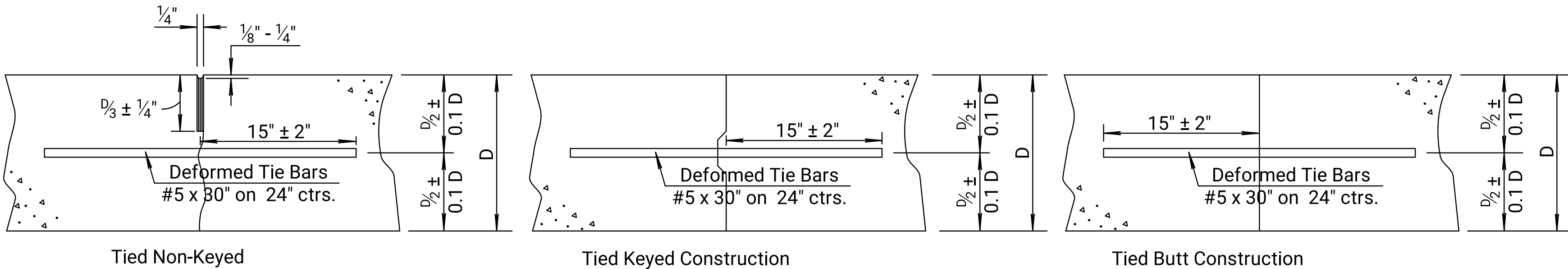


SECTION A-A TRANSVERSE SECTION



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 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. 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.



LONGITUDINAL JOINTS

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.

| 11                                                                | 05-17-13   | Revised Note, Longitudinal Joints       | S.W.K.    | J.O.B.          |
|-------------------------------------------------------------------|------------|-----------------------------------------|-----------|-----------------|
| 10                                                                | 03-21-12   | Rev. Table & Add. Det., Non-Seal. Joint | S.W.K.    | J.O.B.          |
| 09                                                                | 08-18-10   | Revised Dowel Sizes & Notes             | S.W.K.    | J.O.B.          |
| NO.                                                               | DATE       | REVISIONS                               | BY        | APPD            |
| KANSAS DEPARTMENT OF TRANSPORTATION                               |            |                                         |           |                 |
| CONCRETE PAVEMENT (NRDJ)<br>MULTI-LANE with<br>CONCRETE SHOULDERS |            |                                         |           |                 |
| RD709                                                             |            |                                         |           |                 |
| FHWA APPROVAL                                                     |            | 10-23-13                                | APPD.     | James O. Brewer |
| DESIGNED                                                          | DETAILED   | QUANTITIES                              | TRACED    |                 |
| DESIGN CK.                                                        | DETAIL CK. | QUAN. CK.                               | TRACE CK. |                 |