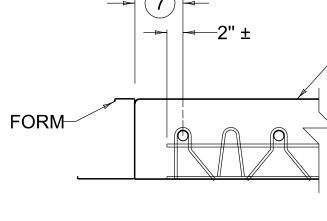
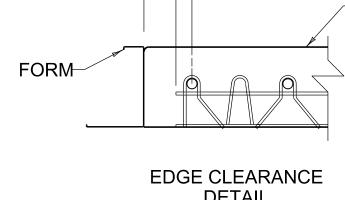
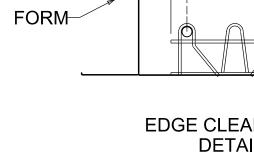


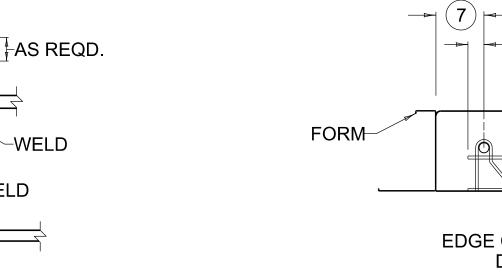
 $ig(\ 2 \ ig)$ 1" EXPANSION JOINT MATERIAL \cdot

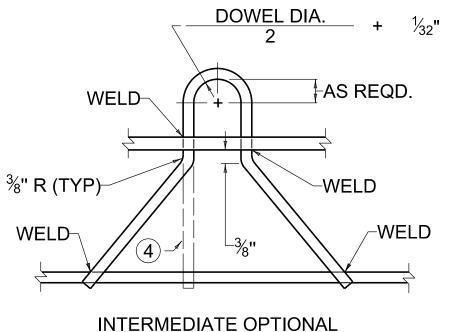












"A" LEG DETAIL

COMMONWEALTH OF KENTUCKY KENTUCKY DEPARTMENT OF HIGHWAYS

1'-6" ± 1/4"

TOP OF PVMT.

T-SEAL

DEPTH

NO. W-4.5 WIRE

FILLER SUPPORT

2" TO 3"-

T/2

−1" MIN.

DOWEL BAR

2 SLEEVE

NO. W-7 WIRE (TYP)

NO. 3 BAR

LONG (TYP)

2 1" EXPANSION_ JOINT FILLER

NO. W-4.5

NO. W-7

ANCHOR HOOKS NO. 4 BARS

WIRE (TYP)

1'-7" ± ½"

END ELEVATION

~ NOTES ~

13/4"

14"

13"

70

2 EXPANSION ASSEMBLY IS ILLUSTRATED: FOR CONTRACTION ASSEMBLY OMIT CUTTING OF UPPER TIE BARS, 1" EXPANSION JOINT MATERIAL, NO. W-7 CENTER SPACER BARS,

NO. W-4.5 FILLER SUPPORT WIRES, FILLER TIE BARS, AND DOWEL BAR SLEEVES.

(3) FOR EXPANSION JOINT LOAD TRANSFER ASSEMBLIES THE NO. W-1.5 UPPER TIE BARS,

WELDED TO UPPER SPACER BARS, SHALL BE CUT AFTER INITIAL CONCRETE PLACEMENT.

(5) REFERENCE POINTS SHALL BE REQUIRED ON EACH SIDE OF THE LOAD TRANSFER ASSEMBLY, IN ORDER TO LOCATE THE INTENDED SAWED JOINT AFTER PAVING. ALL SAWING SHALL BE ACCURATELY CONTROLLED TO THE CENTERLINE OF THE LOAD TRANSFER ASSEMBLIES. LONGITUDINAL ORIENTATION OF DOWEL BARS SHALL BE SUCH THAT ALL DOWEL BARS ARE

SLAB WIDTH. LOCATION AND SPACING SEE APPLICABLE PAVEMENT STANDARD DRAWINGS.

12. "U" LEG OR "A" LEG ARE ACCEPTABLE ALTERNATES PROVIDING MATCHED LEGS ARE SUPPLIED.

(4) FOR END LEGS, BEND WIRE AS SHOWN BY PHANTOM LINES IN INTERMEDIATE LEG DETAIL.

WIRE (TYP)

LEG ANGLE

WIRE (TYP)

1'-6" LONG (TYP)

PAVEMENT THICKNESS

BAR DIAMETER

LEG ANGLES +/- 3 DEGREES

PARALLEL WITH THE CENTERLINE OF EACH PAVING LANE.

OF DOWEL BARS AS TYPICALLY SHOWN.

USE WITH CUR. STD. DWGS.

(6) SEE APPLICABLE CUR. STD. DWG. RPX-010 OR RPX-020 FOR SEAL DEPTH.

9. DOWEL ENDS SHALL NOT VARY MORE THAN 1/4" FROM A STRAIGHT LINE.

10. DOWELS SHALL BE PARALLEL WITH BASE, WITH A TOLERANCE OF 1/4".

7 4½" MIN. AND 10½" MAX. FOR VARIABLE SLAB WIDTH. 6" FOR UNIFORM OR STD.

(8) WELD EITHER NO. W-7 UPPER SPACER BAR OR LEG SUPPORT TO ALTERNATE ENDS

11. EPOXY SHALL BE CLEANED OFF TO BARE METAL BEFORE WELDING DOWEL TO WIRE.

12"

70

NO. W-1.5

1) DOWEL BAR SIZES

63

11/4"

WIRE (TYP)

1" MIN. ⁻

3" MAX.

CONCRETE PAVEMENT JOINTS

EXPANSION AND CONTRACTION JOINT LOAD TRANSFER ASSEMBLIES

WELD-

WELD

INTERMEDIATE OPTIONAL

"U" LEG DETAIL

NO. W-7 WIRE UPPER SPACER

NO. W-7 WIRE LOWER SPACER

NO. W-4.5 FILLER SUPPORT

[⊬]WELDS (TYP)

NO. W-1.5 UPPER TIE BARS (5 PER ASSEMBLY)

NO. W-7 WIRE

8

DIMENSION VARIES WITH

PAVEMENT THICKNESS (T/2)

END LEG (4 PER-ASSEMBLY)

1'-6" DOWEL BAR -12 PER ASSEMBLY

TIE BARS WELDED TO

CENTER AND UPPER

11 PER ASSEMBLY

SPACER BARS -

BAR (2 PER ASSEMBLY)

(2) WELDED TO FILLER SUPPORT WIRE

BAR (2 PER ASSEMBLY)

NO. W-7 CENTER SPACER BARS

AND FILLER SUPPORT TIE WIRES

_NO. 3 BARS 2¾" LONG 8 PER ASSEMBLY

NO. 4 BARS 1'-6" LONG ANCHOR HOOKS

ISOMETRIC VIEW

DOWEL DIA.

-WELD

8 PER ASSEMBLY (EQUALLY SPACED)

STANDARD DRAWING NUMBER RPS-020-14

NO. W-7 WIRE

NO. W-4.5 FILLER SUPPORT WIRES

2 WELDED TO CENTER SPACER BARS - 11 PER ASSEMBLY

DOWEL BAR SLEEVES (ALTERNATELY SPACED)

INTERMEDIATE LEGS

RPX-015 RPX-020