

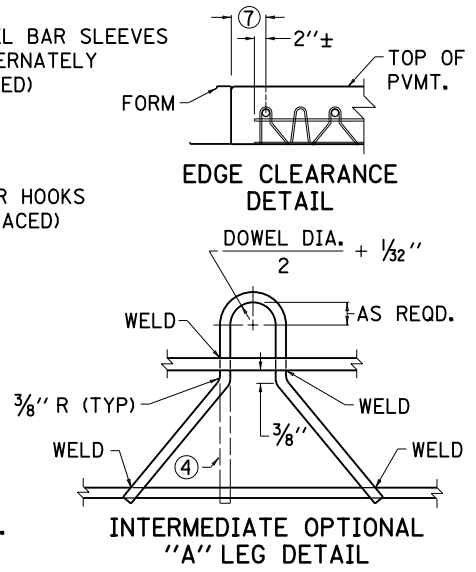
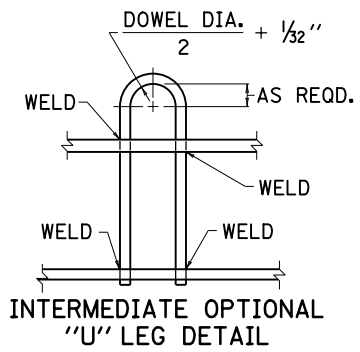
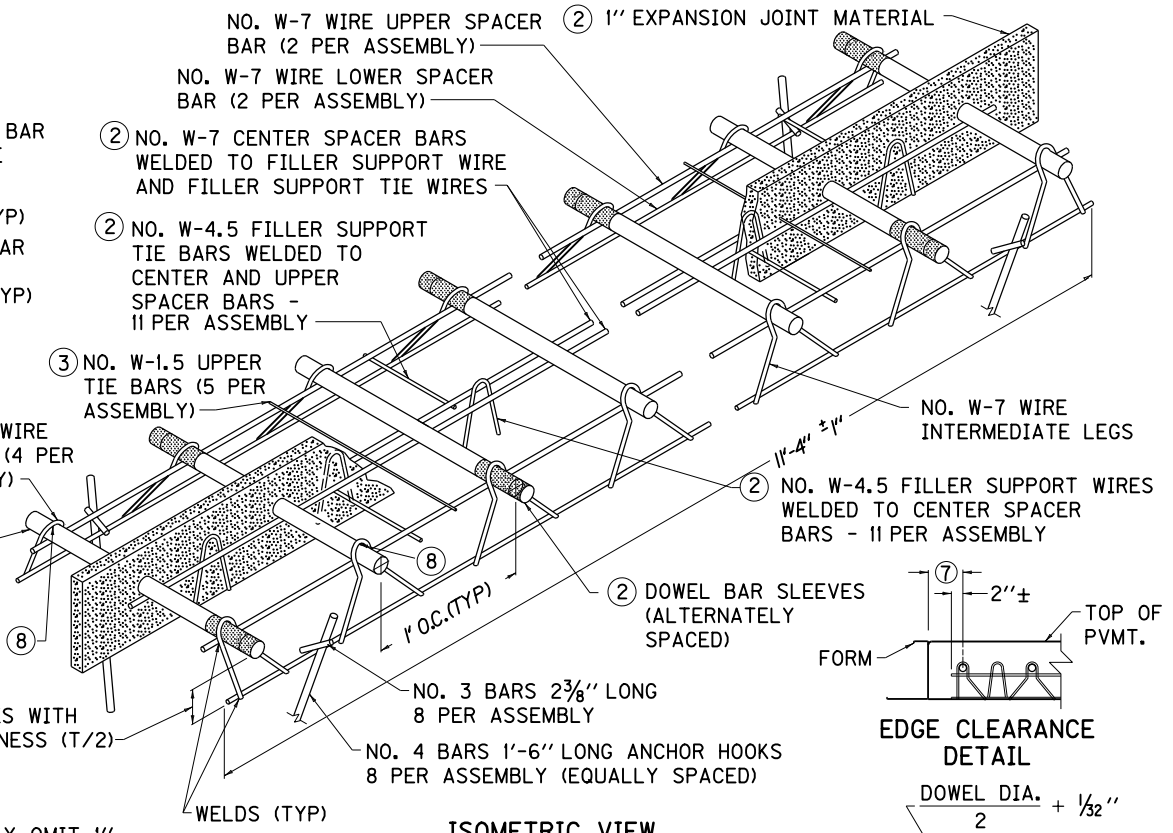
NOTES

① DOWEL BAR SIZES

PAVEMENT THICKNESS						
8"	9"	10"	11"	12"	13"	14"
BAR DIAMETER						
1 1/4"	1 1/2"	1 3/4"				
LEG ANGLES +/- 3 DEGREES						
63	63	63	70	70	70	70

- ② EXPANSION ASSEMBLY IS ILLUSTRATED: FOR CONTRACTION ASSEMBLY OMIT 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 NO. W-1.5 UPPER TIE BARS WELDED TO UPPER SPACER BARS CUT AFTER FIRST CONCRETE PLACEMENT.
- ④ FOR END LEGS, BEND WIRE AS SHOWN BY PHANTOM LINES IN INTERMEDIATE LEG DETAIL.
- 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 PARALLEL WITH THE CENTERLINE OF EACH PAVING LANE.
- ⑥ SEE APPLICABLE CURRENT STD. DWG. RPX-010 OR RPX-020 FOR SEAL DEPTH.
- ⑦ 4 1/2" MIN. AND 10 1/2" MAX. FOR VARIABLE SLAB WIDTH. 6" FOR UNIFORM OR STD. SLAB WIDTH. LOCATION AND SPACING SEE APPLICABLE PAVEMENT STANDARD DRAWINGS.
- ⑧ WELD EITHER NO. W-7 UPPER SPACER BAR OR LEG SUPPORT TO ALTERNATE ENDS OF DOWEL BARS AS TYPICALLY SHOWN.
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".
11. EPOXY SHALL BE CLEANED OFF TO BARE METAL BEFORE WELDING DOWEL TO WIRE.
12. "U" LEG OR "A" LEG ARE ACCEPTABLE ALTERNATES PROVIDING MATCHED LEGS ARE SUPPLIED.

DIMENSION VARIES WITH PAVEMENT THICKNESS (T/2)



KENTUCKY
DEPARTMENT OF HIGHWAYS

EXPANSION AND
CONTRACTION JOINT LOAD
TRANSFER ASSEMBLIES

STANDARD DRAWING NO. RPS-020-13

SUBMITTED: *David Kett* 11-21-07
DIRECTOR DIVISION OF DESIGN DATE

APPROVED: *November Mathews* 11-21-07
STATE HIGHWAY ENGINEER DATE