11'-3" for 12'-0" SLAB WIDTH

11'-3" for 14'-0" SLAB WIDTH

11'-3" for 14'-0" SLAB WIDTH

EXPANSION CAPS PLACED ON FREE ENDS OF DOWEL BARS (ADDED TO UNIT IN FIELD)

DOWEL BAR (TYP.)

1" JOINT FILLER

FILLER SPACER WIRE MIDWAY BETWEEN DOWEL BARS (DIMENSION MAY BE MODIFIED TO FACILITATE FABRICATION PROVIDED A MINIMUM CLEARANCE OF 2" IS MAINTAINED BETWEEN DOWEL BAR AND FILLER SPACER WIRE. MAXIMUM UNSUPPORTED LENGTH SHALL NOT EXCEED 12")

NOTE: FILLER SPACER WIRE MAY BE LOCATED ABOVE OR BELOW TOP LONGITUDINAL SPACER WIRES

SECTION A-A

13'-11 3/8" FOR 14'-0" SLAB (SHIFT ASSEMBLY A MAXIMUM OF 6" OFF CENTER OF 12'-0" SLAB WIDTH)

EXPANSION JOINT FILLER

PAVEMENT THICKNESS MINUS 3"

A 1/4" DEEP CUT SHALL BE MADE ON BOTH SIDES OF EXPANSION JOINT FILLER 4" FROM EACH END, SO ENDS MAY BE REMOVED WHEN NECESSARY

HOLE DIAMETERS SHALL BE LARGE ENOUGH TO ALLOW FREE MOVEMENT OF FIBER FILLER OVER DOWEL BAR (TYP.)

(1) (TYP.)

11 SPACES @ 1'-0" = 11'-0" FOR 12'-0" SLAB WIDTH

11 SPACES @ 1'-0" = 11'-0" FOR 12'-0" SLAB WIDTH
LOAD TRANSFER ASSEMBLIES FOR TRANSVERSE JOINTS

PLAN VIEW OF CONTRACTION JOINT ASSEMBLY

STAKE SHALL ENGAGE BOTTOM LONGITUDINAL SPACER WIRE. AFTER STAKING, THE BOTTOM LONGITUDINAL SPACER WIRE SHALL CONTACT THE BASE MATERIAL ALONG ITS ENTIRE LENGTH. FOR NON-PENETRABLE PAVEMENT BASES, PERMANENT CONCRETE ANCHORS AND STACKING SLIPS SHALL BE USED TO SECURE ASSEMBLY TO BASE. AS APPROVED BY THE ENGINEER.

SHIPPING TIE WIRE (TYP.)
6 WIRES FOR 12'-0" SLAB WIDTH
7 WIRES FOR 14'-0" SLAB WIDTH
LOCATED BETWEEN EVERY OTHER DOWEL BAR

NOTE: SHIPPING TIE WIRES MAY BE LOCATED ABOVE OR BELOW TOP LONGITUDINAL SPACING WIRES.

SECTION A-A
END VIEW OF EXPANSION JOINT ASSEMBLY

NOTE: FILLER SPACER WIRE MAY BE LOCATED ABOVE OR BELOW TOP LONGITUDINAL SPACER WIRES

END VIEW OF CONTRACTION JOINT ASSEMBLY

NOTE: SHIPPING TIE WIRE MAY BE LOCATED ABOVE OR BELOW TOP LONGITUDINAL SPACER WIRES

STAKE DETAIL

A SINGLE WIRE MAY BE USED IN LIEU OF STAKE DETAIL SPECIFIED PROVIDED A NOM. DIA. 0.319" WIRE IS USED AND BENT INTO A HOOK AT TOP END TO CONFORM TO DETAIL
SIDE SUPPORT WIRE DETAIL

U - LEG OPTION

SIDE SUPPORT WIRE DETAIL

J - LEG OPTION

SIDE SUPPORT WIRE DETAIL

V - LEG OPTION

NOTES:

LOAD TRANSFER ASSEMBLIES SHALL BE PLACED AT RIGHT ANGLES TO THE PAVEMENT CENTERLINE.

THE SIDE SUPPORT WIRE (U-LEG, J-LEG OR V-LEG) MAY BE INSTALLED ON EITHER THE INSIDE OR THE OUTSIDE OF THE LONGITUDINAL SPACER WIRES. THE DIMENSION FROM THE END OF THE DOWEL BAR TO THE CENTER OF THE TOP LONGITUDINAL SPACER WIRE SHALL BE A MINIMUM OF 1 1/2". THIS DIMENSION APPLIES TO SIDE SUPPORT WIRES INSTALLED ON EITHER THE INSIDE OR THE OUTSIDE OF THE LONGITUDINAL SPACER WIRES.

WIRE:

ALL WIRES SPECIFIED (EXCEPT SHIPPING TIE WIRES) ARE MINIMUM NOMINAL SIZES ALLOWED. DO NOT EXCEED THE MAXIMUM NOMINAL DIAMETER OF 0.177" FOR SHIPPING TIE WIRES.

ALL WIRES SHALL CONFORM TO THE CURRENT SPECIFICATIONS FOR CARBON STEEL WIRE FOR GENERAL USE, A.S.T.M. DESIGNATION A-853, GRADE 1008 OR GREATER. UNLESS OTHERWISE SPECIFIED, MINIMUM TENSILE STRENGTH REQUIREMENTS SHALL BE 60 ksi.

ALL WIRE INTERSECTIONS ARE TO BE ARC OR RESISTANCE WELDED.

STAKES TYPICALLY APPLIED AT WORKING ENDS OF DOWELS WITH SUFFICIENT INSTALLATIONS TO PREVENT UNIT FROM OVERTURNING UNDER LOAD.

DO NOT CUT FILLER SPACER WIRES AFTER THE LOAD TRANSFER ASSEMBLY IS SET IN PLACE.

Dowel Bars:

Dowel bars are to be according to the standard specifications for construction.

Epoxy coated dowel bars are to be factory coated with a visible coating of an approved bond release agent, uniformly applied by dipping and without excessive drips or thickness in such a thickness that its presence can be readily identified.

Metal expansion caps must be entirely closed at ends by crimping. Plastic caps must have a positive stop. Do not drive caps beyond their stop. Expansion caps must have a suitable stop to ensure that the end of the cap maintains a distance of 1" (expansion) from the end of the dowel during concrete placement.

Dowel bars shall be coated with epoxy coating according to AASHTO specification M 284. Cut ends are not required to be coated.

<table>
<thead>
<tr>
<th>Dowel Bar Diameter</th>
<th>Pavement Thickness</th>
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<tbody>
<tr>
<td>1&quot;</td>
<td>6&quot; - LESS THAN 8&quot;</td>
</tr>
<tr>
<td>1 1/8&quot;</td>
<td>8&quot; - 10&quot;</td>
</tr>
<tr>
<td>1 1/4&quot;</td>
<td>GREATER THAN 10&quot;</td>
</tr>
</tbody>
</table>

Dowel bars shall be aligned parallel to each other in the assembly on 1"-0" (1 1/8") centers.

After the load transfer assembly is set in place, dowel bars shall remain aligned (parallel) with each other in the vertical and horizontal planes of the pavement to within 1/4" for the entire length of the bar.

Dowel bars shall be placed at mid depth of the slab uniformly aligned within 1/4" for the entire length of the bar.

For pavements with variable thickness transversely across the slab, the top and bottom surfaces of the dowel bar shall be within the middle 1/4 of the pavement thickness, as approved by the engineer.