**EXPANSION/PRESSURE RELIEF JOINTS**

See Concrete Bridge Approach Pavement standard drawings for location of expansion and pressure relief joints.

- The joint opening shall be formed prior to placement of the approach pavement. The materials used to form the joint opening shall be removed after the pavement approach has been in place for a minimum of six days.

  - Cleaning and preparation of the joint shall not begin until the concrete in the approach slab has cured a minimum of 7 days.
  - The joint shall be thoroughly cleaned by sandblasting and by high pressure air blast to remove all concrete and contamination from the joint. When any portion of the joint is shaped by saw cutting, a vapor shield shall prevent sandblasting and air cleaning.
  - Sandblasting shall be completed in two passes to clean each face of the joint face for each tool. The nozzle shall be held at an angle to the joint face and within 1 to 2 inches of the face.

  - Any contaminants such as oil, curing compound, etc. shall be removed by sandblasting to the satisfaction of the Engineer. Saw cutting, wire brushing, or gridding shall not be permitted.

  - The joint shall be air blasted just prior to installation of Membrane Sealant. The air compressor used for joint cleaning shall be equipped with trap devices capable of providing moisture-free and oil-free air at a recommended pressure of 90 psi. The joint shall be seal checked to insure residual dust or dirt has been removed. It is required that the Engineer inspect the joint immediately prior to installation of the joint materials.

**GENERAL NOTES**

- See KDOT Standard Specifications for Membrane Sealant, Bonding Adhesive and Splice Adhesive.
- Traffic shall not be allowed on the joint for a minimum of 3 hours unless otherwise directed by the Engineer.
- Splices will use materials and methods recommended by the Manufacturer.
- All work and materials necessary for the preservation, construction, and installation of the joint shall be submitted to the concrete approach pavement.

**BRIDGE APPROACH SLAB FOOTING**

- Payment for the Bridge Approach Slab Footing shall be at the unit price bid per cubic yard for "Bridge Approach Slab Footing". This price shall be full compensation for furnishing all materials and labor including Concrete Grade 4.0 (AE) Pavement, Reinforcing Steel (Gr. 60) (Epoxy Coated), excavation, Type "A" Compaction and materials used to prevent bonding of concrete. At the contractor's option, the concrete for the slab footing may be concrete Grade 4.0 (AE) or the mix used in the concrete pavement.

**EXPANSION JOINT WIDTH**

- [Average Air temperature over previous 24 hours] (See Std. Drawing RD711 for details of 4" Edge Curb.)

**EXPANSION/PRESSURE RELIEF JOINT/BRIDGE APPROACH SLAB FOOTING**

**SHEETS:**
- **STATE:**
- **PROJECT NO.:**
- **YEAR:**
- **TOTAL SHEETS:**