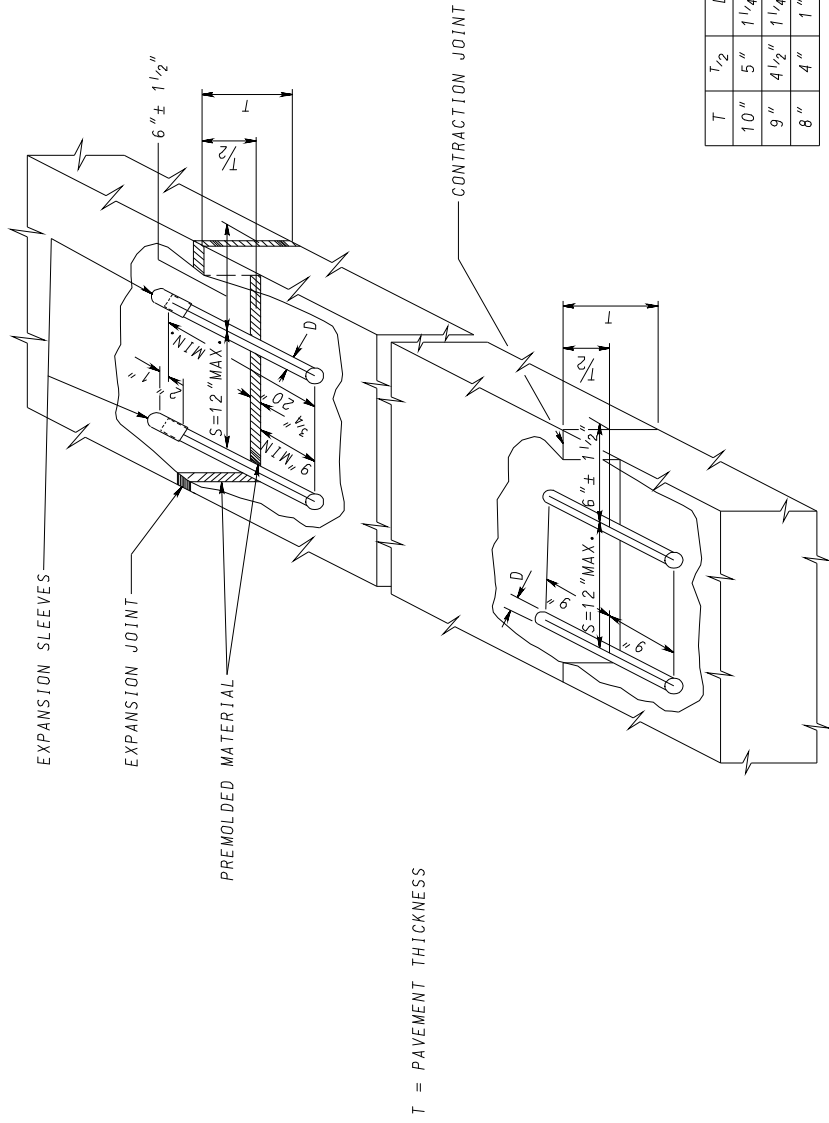


NOTES

1. DOWELS SHALL BE ASSEMBLED IN A RIGID FRAMEWORK OF A LENGTH EQUAL TO A LANE WIDTH. THE EXPANSION JOINT FRAMEWORK SHALL PROVIDE ADEQUATE SUPPORT TO MAINTAIN THE PREMOLDED JOINT FILLER IN THE PROPER HORIZONTAL AND VERTICAL ALIGNMENT.
2. THE FRAMEWORK SHALL BE STRONG ENOUGH TO SUPPORT A 200 POUND CONCENTRATED LOAD WITHOUT DEFORMATION OR FAILURE.
3. ANCHOR PINS SHALL BE USED TO SECURE THE FRAMEWORK AGAINST ANY MOVEMENT ALONG THE SUBGRADE.
4. THE DOWELS AND SUPPORTING FRAMEWORK SHALL BE STABLE AGAINST OVERTURNING, INDEPENDENT OF ANY ANCHOR PINS, AND UPON APPLICATION OF THE 200 POUND CONCENTRATED LOAD THEY SHALL NOT BE DEPRESSED BELOW THEIR NORMAL POSITION IN THE PAVEMENT SLAB.
5. THE FREE MOVING OR UNANCHORED END OF ALL DOWEL BARS IN BOTH CONTRACTION AND EXPANSION JOINTS SHALL BE COATED AFTER INSTALLATION OF THE DEVICE UPON THE SUBGRADE AND IMMEDIATELY PRIOR TO THE POURING OF THE CONCRETE WITH GRAPHITE GREASE APPLIED WITH A GLOVED HAND. THIS SAME END OF ALL EXPANSION JOINT DOWEL BARS SHALL BE CAPED WITH A SNUG FITTING CLOSED END METAL EXPANSION SLEEVE TEMPORARILY SECURED TO THE BAR SO AS TO PROVIDE A 1" LONG OPEN SOCKET BEYOND THE BAR END AND TO LAP BACK 2" ON THE BAR AT THE TIME OF INSTALLATION.
6. THE DOWEL (D) SIZES SHOWN BELOW WILL BE USED FOR THE PAVEMENT THICKNESS INDICATED UNLESS OTHERWISE STATED IN THE SPECIAL PROVISIONS.
7. SEE SECTION 908.02 FOR DOWEL BAR MATERIAL SPECIFICATIONS.

EXPANSION JOINT ONLY:
DOWEL BAR TO BE MINIMUM LENGTH OF 20". IF BAR IS NOT CENTERED, THE LONG SIDE SHALL BE THE FREE END.



T	$\tau_{1/2}$	D
10"	5"	$1\frac{1}{4}$ " Φ
9"	$4\frac{1}{2}$ "	$1\frac{1}{4}$ " Φ
8"	4"	1" Φ

Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES REINFORCED CONCRETE PAVEMENT REQUIREMENT FOR LOAD TRANSFER DEVICES STANDARD NO. MD 572.21		
SPECIFICATION	CATEGORY CODE ITEMS	
APPROVED	<i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT	
	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL 1-11-61	APPROVAL 1-10-62
	REVISED 10-1-01	REVISED
	REVISED 3-25-10	REVISED
	REVISED	REVISED