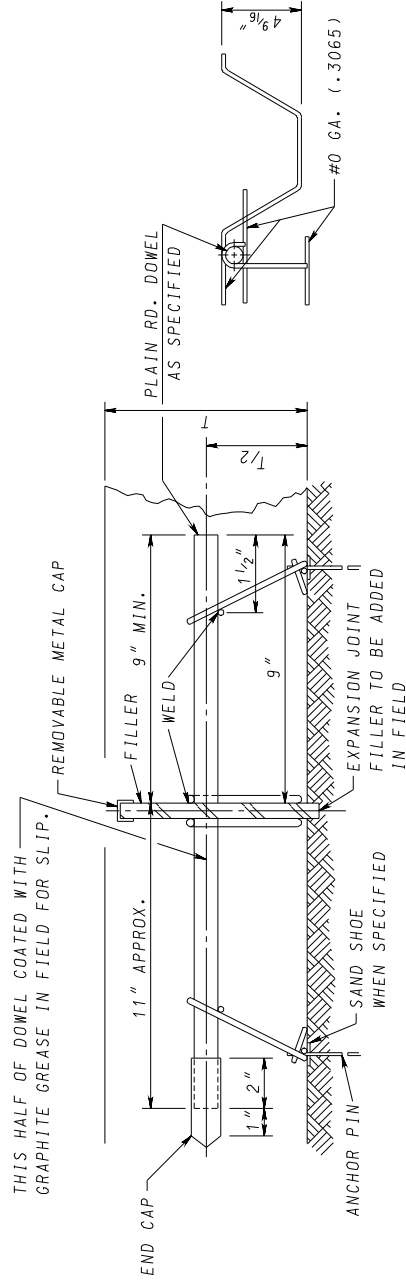
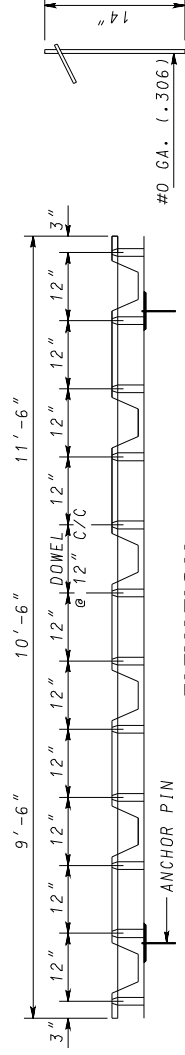
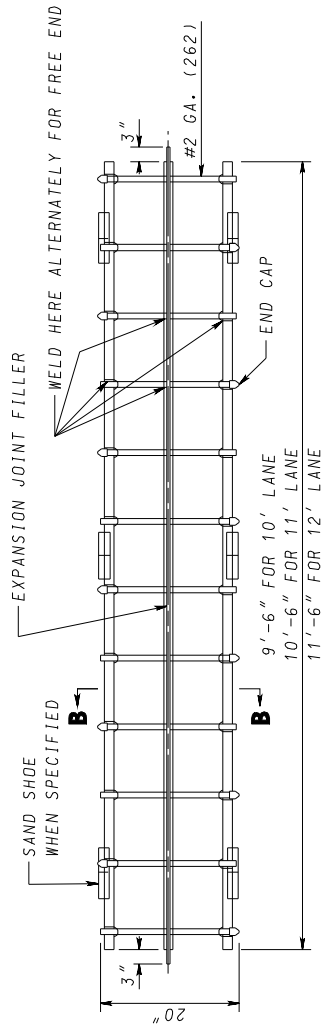
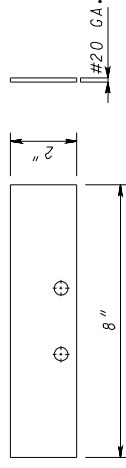




NOTE: ALL DOWEL BARS SHALL BE EPOXY COATED.



SAND SHOE

THE DIAMETER (D) OF ALL BARS SHALL BE AS SHOWN ON STD. MD 572-2.1. SAND SHOE ADDED WHEN SPECIFIED ARE TO BE USED UNDER THE FRAME TO HOLD DOWEL UNIT IN TRUE ALIGNMENT. THE UNITS ARE TO BE STAKED IN PLACE BY DRIVING #0 GA. PINS IN NUMBERS AND TO A DEPTH AS SUBGRADE CONDITIONS MAKE NECESSARY ALONG BOTH SIDES OF THE FRAME. A MINIMUM OF SIX (6) STAKES SHALL BE USED FOR EACH ASSEMBLY. THE UNITS ARE TO BE SHOP FABRICATED AS TO FRAME, ETC. THE SAND SHOES (WHEN SPECIFIED), JOINT FILLER, JOINT CAP, & EXPANSION TUBES ARE TO BE ADDED IN THE FIELD. ALTERNATIVE LOAD TRANSFER ASSEMBLIES MAY BE SUBMITTED TO OMT'S PAVEMENT & GEOTECHNICAL DIVISION FOR CONSIDERATION OF APPROVAL.

SPECIFICATION	CATEGORY CODE	ITEMS
APPROVED		<i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT
	APPROVAL •	FEDERAL REVISIONS
	APPROVAL	7-14-61
	REVISED	10-1-01
	REVISED	3-25-10
	REVISED	REVISED
Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES REINFORCED CONCRETE PAVEMENT LOAD TRANSFER ASSEMBLY - EXPANSION JOINTS STANDARD NO. MD 572.22		