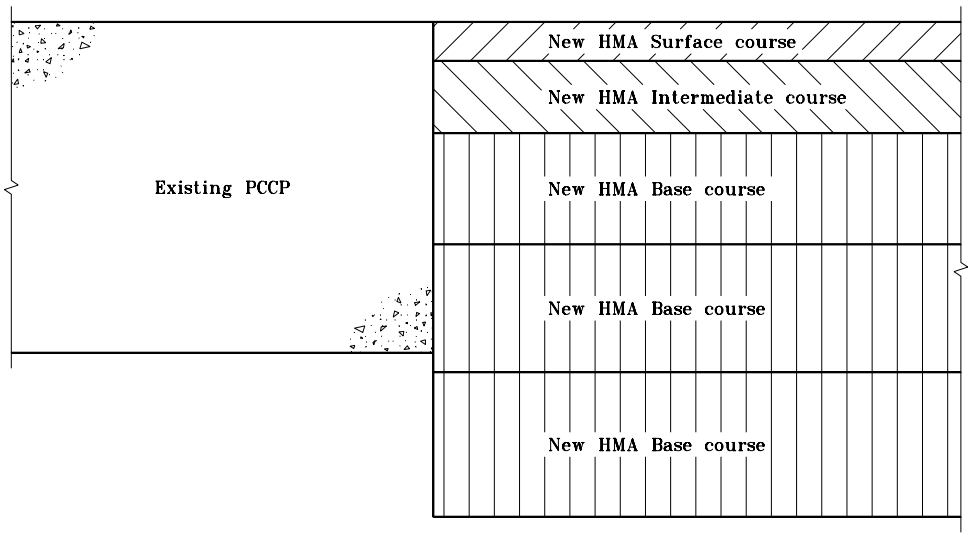


EXISTING PCCP TO NEW HMA PAVEMENT

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT TYPE TRANSITION

SEPTEMBER 1999

STANDARD DRAWING NO. **E 400-PTRN-01**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich 9-01-99
DESIGN STANDARDS ENGINEER — DATE

/s/ Donald W. Lucas 9-01-99
CHIEF HIGHWAY ENGINEER — DATE

GENERAL NOTES

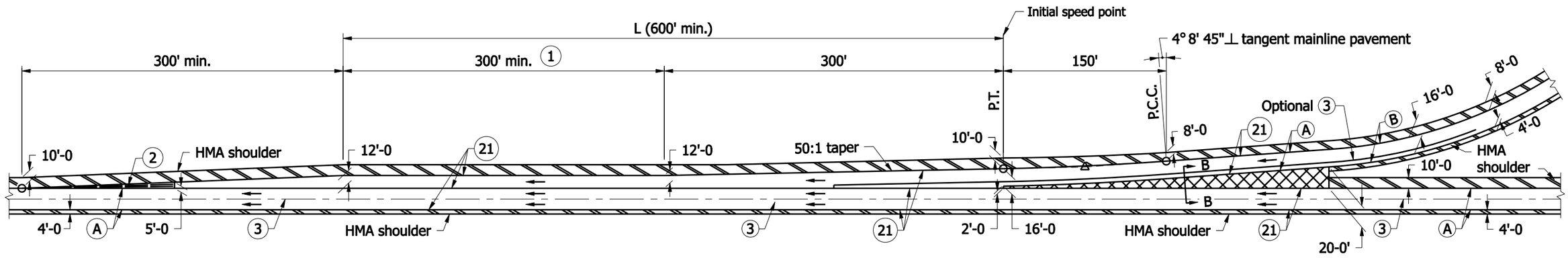
(1) Required additional length of L above the 600' minimum shall be added to the length of this parallel lane segment. (Example: If required L = 720', then this parallel lane segment length = 420'). See tables on Standard Drawing E 401-REBS-04.

(2) Ear construction type A: 2 lines of #5 bars required (Est. weight = 255 lb). Transverse sawed and sealed joint, in line with pavement contraction joint, shall extend through ear construction. The #5 bars shall be discontinued at such joints. See Detail B-B.

3. See Standard Drawing E 401-REBS-03 for Section B-B.

CURVE DATA

△ = 3°00'00"
R = 2864.79'
T = 75.02'
L = 150.0'
E = 0.98'

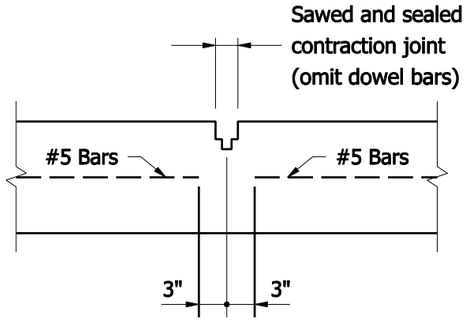


NOTES :

LEGEND

(A) Pavement type and thickness as specified for the mainline.
(B) Pavement type and thickness as specified for ramps.
(3) Longitudinal joint
(21) Longitudinal construction joint
HMA shoulder (Thickness of mainline pavement)
HMA shoulder (Thickness as specified on Typical Sections)

ENTRANCE



DETAIL B-B

INDIANA DEPARTMENT OF TRANSPORTATION

RAMP ENTRANCE TERMINAL HMA SHOULDER

SEPTEMBER 2008

STANDARD DRAWING NO. E 401- REBS-01

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

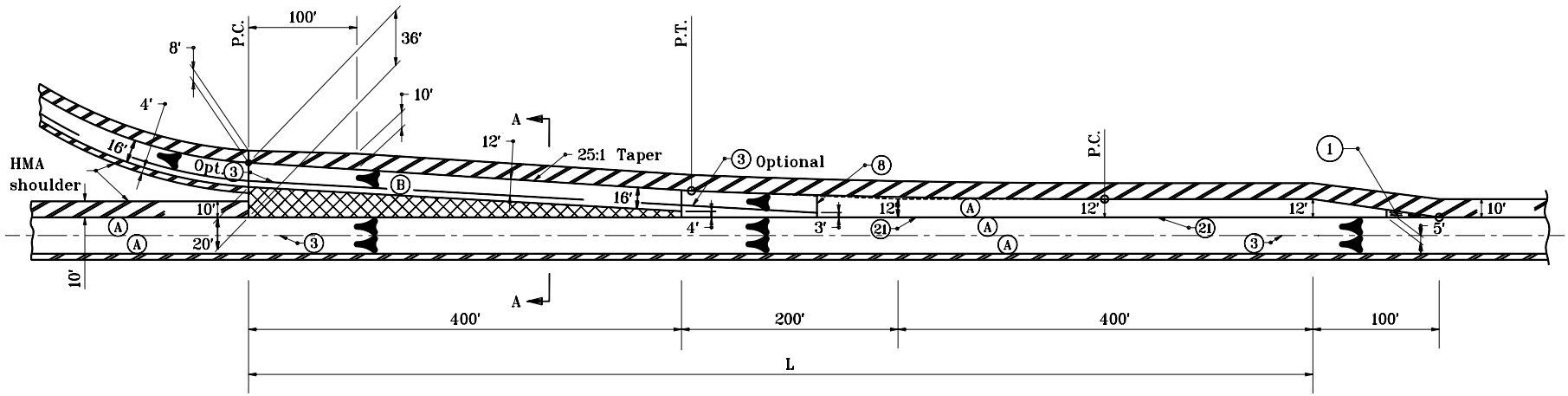
/s/ Richard L. VanCleave 09/02/08
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 09/02/08
CHIEF HIGHWAY ENGINEER DATE

GENERAL NOTES

(1) Ear construction type A:
2 lines of #5 bars required (Est. wt. = 86 lb). Transverse sawed and sealed joint, in line with pavement contraction joint, shall extend through ear construction. The #5 bars shall be discontinued at such joints. See Detail B–B on Standard Drawing E 401–REBS–01.

2. See Standard Drawing E 401–REBS–03 for Section A–A.



EXIT

LEGEND

(A) Pavement type and thickness as specified for the mainline.
(B) Pavement type and thickness as specified for ramps.
(3) Longitudinal Joint (Optional where indicated)
(21) Longitudinal Construction Joint
HMA Shoulder (Thickness of mainline pavement)
HMA Shoulder (Thickness as specified on Typical Sections)

CURVE DATA

△ = 2° 17' 26"
T = 190.91'
L = 381.76'
E = 1.91'
R = 9549.30'

INDIANA DEPARTMENT OF TRANSPORTATION

RAMP EXIT TERMINAL HMA SHOULDER

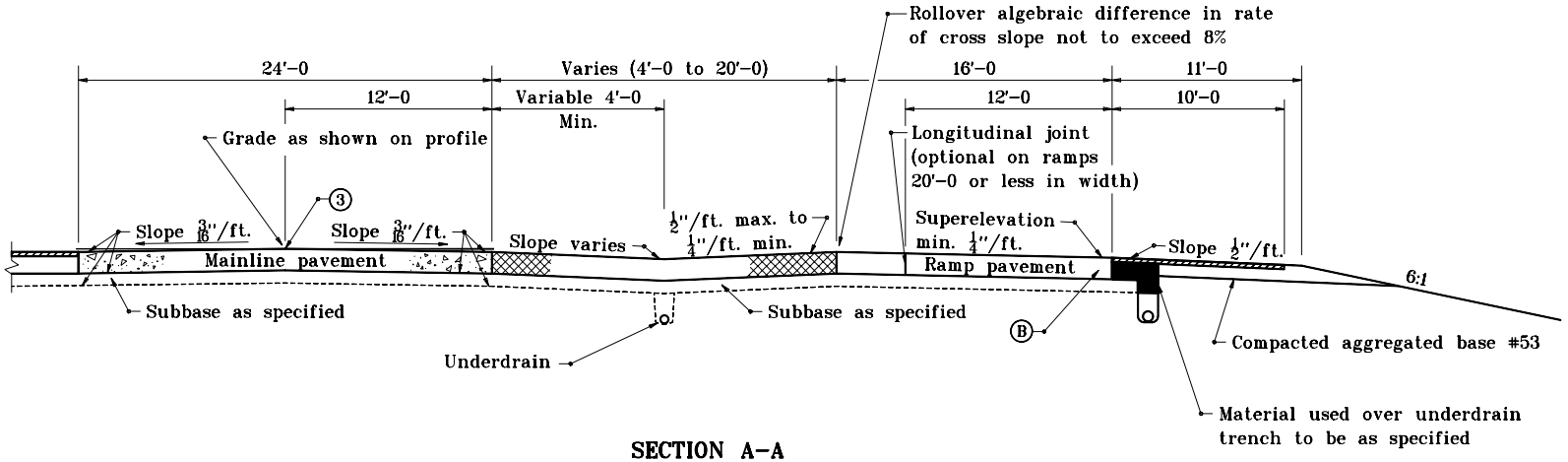
JANUARY 1999

STANDARD DRAWING NO. **E 401–REBS–02**

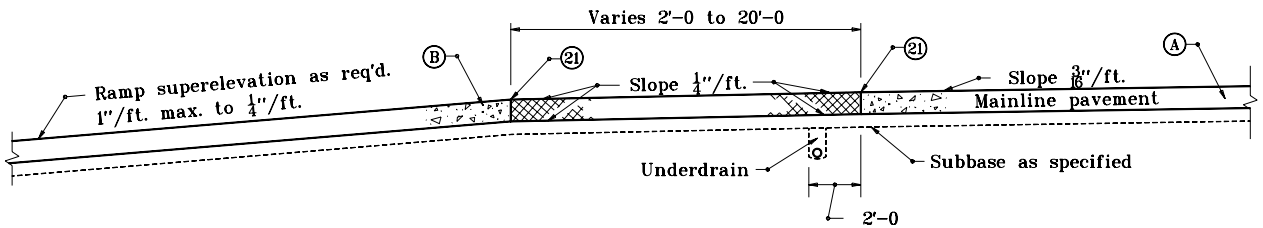
ANTHONY L. URENOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

DETAILS PLACED IN THIS FORMAT	11-15-99
/s/ Anthony L. Uremovich	11-15-99
DESIGN STANDARDS ENGINEER	DATE
/s/ Firooz Zandi	11-15-99
CHIEF HIGHWAY ENGINEER	DATE
ORIGINALLY APPROVED	1-04-99



SECTION A-A



SECTION B-B

LEGEND

- (A) Pavement type and thickness as specified for the mainline.
- (B) Pavement type and thickness as specified for ramps.
- (3) Longitudinal joint
- (21) Longitudinal construction joint
- HMA shoulder (Thickness of mainline pavement)

INDIANA DEPARTMENT OF TRANSPORTATION

RAMP CROSS SECTIONS HMA SHOULDER

SEPTEMBER 2000

STANDARD DRAWING NO. **E 401-REBS-03**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich 9-01-00
DESIGN STANDARDS ENGINEER — DATE

/s/ Firooz Zandi 9-01-00
CHIEF HIGHWAY ENGINEER — DATE

HIGHWAY		ACCELERATION LENGTH, L (ft)								
		ENTRANCE CURVE DESIGN SPEED (mph)								
		STOP CONDITION	15	20	25	30	35	40	45	50
DESIGN SPEED (mph)	SPEED REACHED (mph)	INTIAL SPEED (mph)								
		0	14	18	22	25	30	36	40	44
30	23	190	—	—	—	—	—	—	—	—
40	31	380	320	250	220	140	—	—	—	—
50	39	760	700	630	580	500	380	160	—	—
60	47	1170	1120	1070	1000	910	800	590	400	170
70	53	1590	1540	1500	1410	1330	1230	1010	830	580

MINIMUM ACCELERATION LENGTHS FOR ENTRANCE TERMINALS
(Flat grades of 2 percent or less)

TABLE A

DESIGN SPEED (mph)	ACCELERATION LANE Ratio of length of grade to length of level for (1)				
	Design speed of turning roadway curve (mph)				
	20	30	40	50	ALL SPEEDS
	2.01 to 4 percent upgrade				2.01 to 4 percent downgrade
40	1.3	1.3	—	—	0.7
50	1.3	1.4	1.4	—	0.65
60	1.4	1.5	1.5	1.6	0.6
70	1.5	1.6	1.7	1.8	0.6
	4.01 to 6 percent upgrade				4.01 to 6 percent downgrade
40	1.5	1.5	—	—	0.6
50	1.5	1.7	2.2	—	0.55
60	1.7	1.9	2.2	2.2	0.5
70	2.0	2.2	2.6	3.0	0.5

(1) Ratio from this table multiplied by length in Table A gives length of speed change lane on grade.

RATIO OF LENGTH OF SPEED-CHANGE LANE ON GRADE TO LENGTH OF LEVEL ACCELERATION LANE

TABLE B

INDIANA DEPARTMENT OF TRANSPORTATION

RAMP TERMINAL TABLES

JUNE 1996

STANDARD DRAWING NO. E 401-REBS-04

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

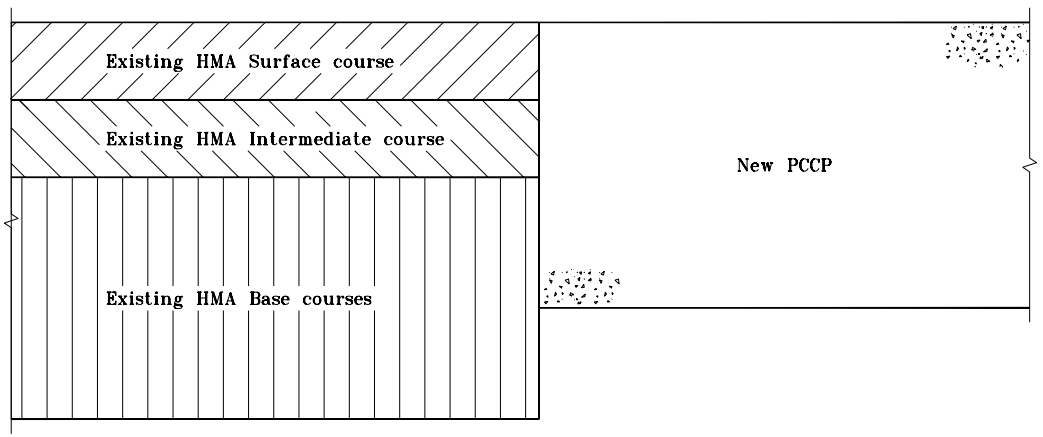
DESIGN STANDARDS ENGINEER

DETAILS PLACED IN THIS FORMAT 11-15-99

/s/ Anthony L. Uremovich 11-15-99
DESIGN STANDARDS ENGINEER DATE

/s/ Firooz Zandi 11-15-99
CHIEF HIGHWAY ENGINEER DATE

ORIGINALLY APPROVED 6-03-96



EXISTING HMA PAVEMENT TO NEW PCCP

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT TYPE TRANSITION

SEPTEMBER 1999

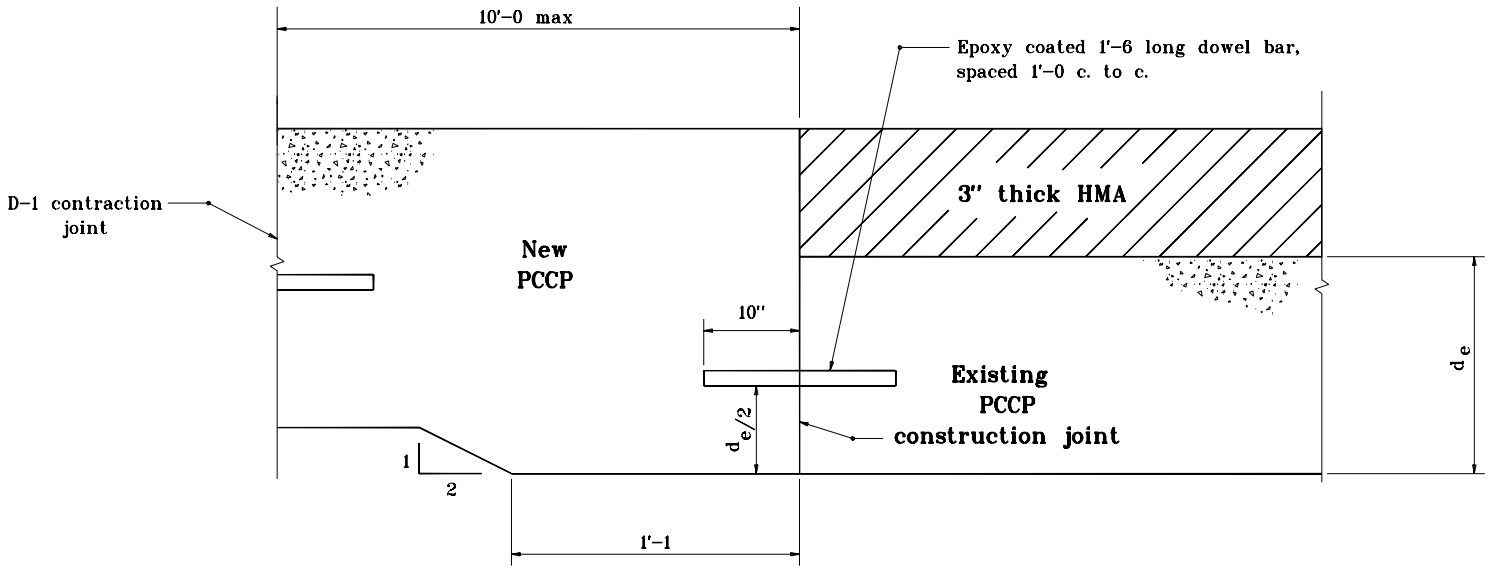
STANDARD DRAWING NO. **E 500-PTRN-01**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich 9-01-99
DESIGN STANDARDS ENGINEER — DATE

/s/ Donald W. Lucas 9-01-99
CHIEF HIGHWAY ENGINEER — DATE



TRANSITION DESIGN WITH THICKENED SLAB

New PCCP Thickness is Less Than
that of 3" Thick HMA + Existing PCCP

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT TYPE TRANSITION

JANUARY 2000

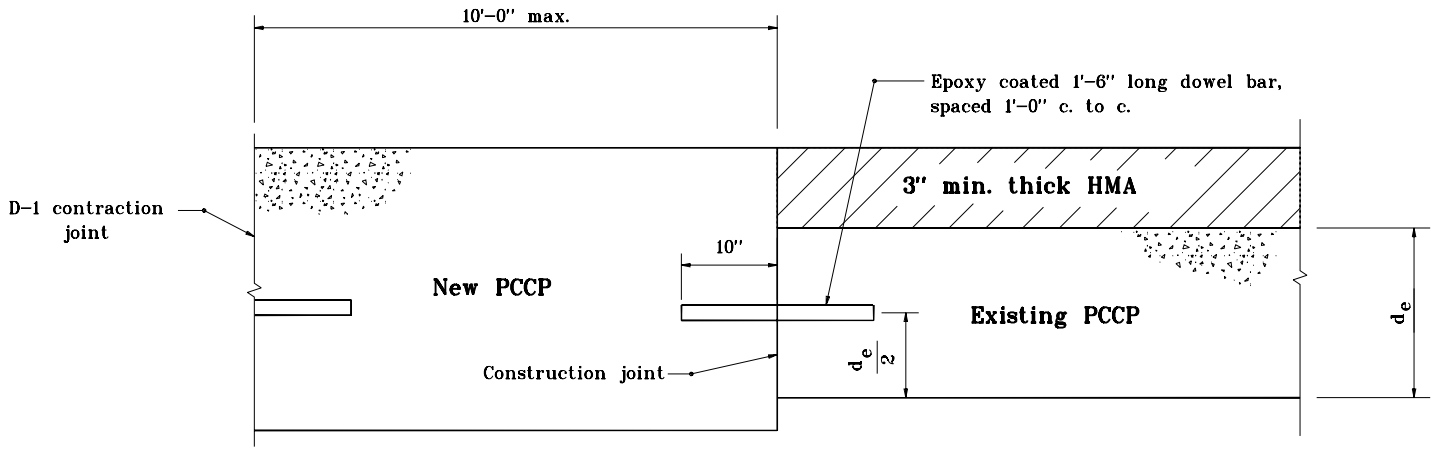
STANDARD DRAWING NO. **E 500–PTRN–02**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich 1–03–00
DESIGN STANDARDS ENGINEER — DATE

/s/ Firooz Zandi 1–03–00
CHIEF HIGHWAY ENGINEER — DATE



TRANSITION DESIGN

New PCCP Thickness is Greater Than or Equal to That of 3" Thick HMA + Existing PCCP

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT TYPE TRANSITION

SEPTEMBER 1999

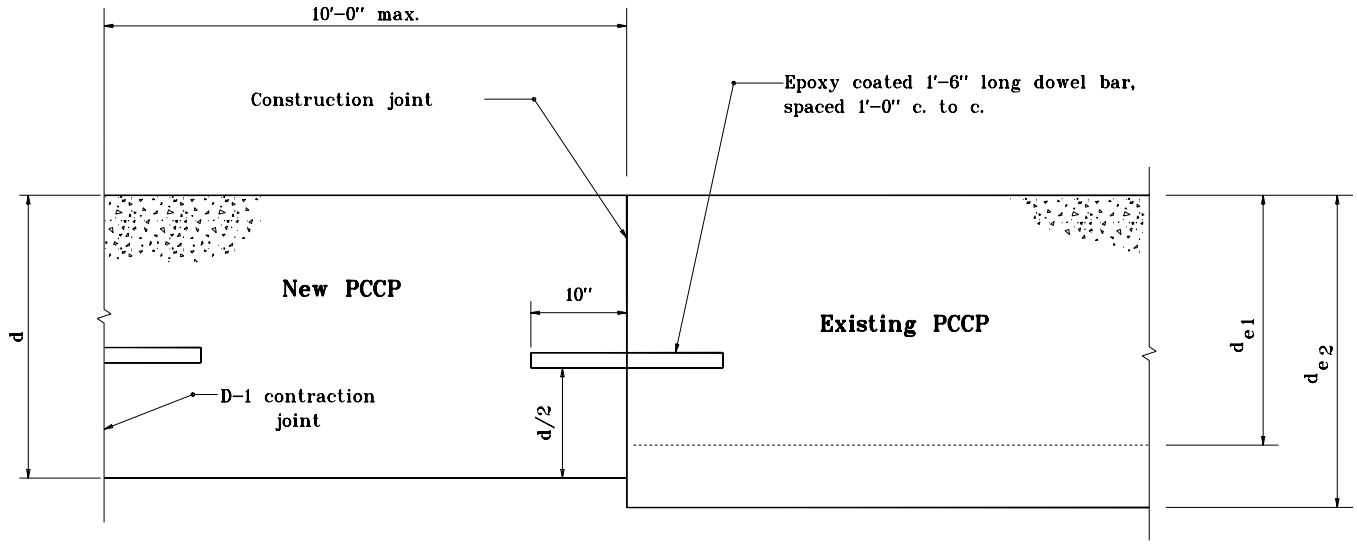
STANDARD DRAWING NO. **E 500–PTRN–03**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich 9–01–99
DESIGN STANDARDS ENGINEER — DATE

/s/ Donald W. Lucas 9–01–99
CHIEF HIGHWAY ENGINEER — DATE



TRANSITION DESIGN

New PCCP to Existing PCCP

$d \geq d_{e_1}$ (New PCCP Thicker Than Existing)

$d < d_{e_2}$ (New PCCP Thinner Than Existing)

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT TYPE TRANSITION

SEPTEMBER 1999

STANDARD DRAWING NO. **E 500–PTRN–04**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich 9–01–99
DESIGN STANDARDS ENGINEER DATE

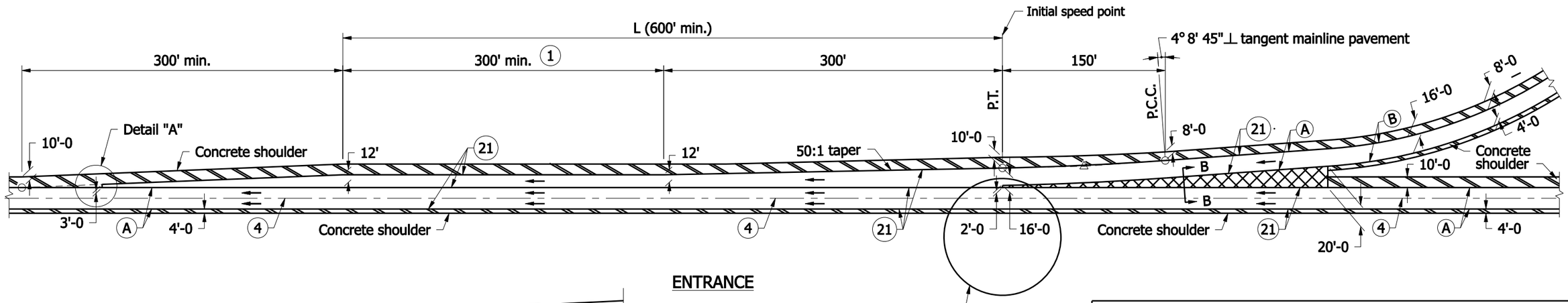
/s/ Donald W. Lucas 9–01–99
CHIEF HIGHWAY ENGINEER DATE

GENERAL NOTES

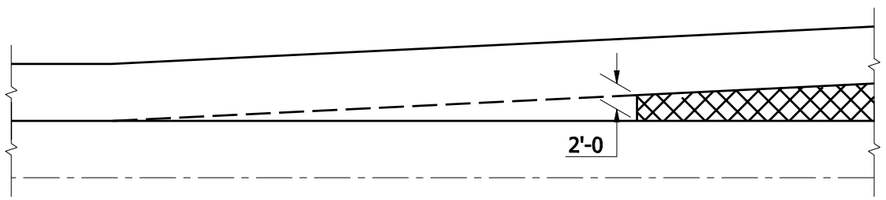
1. Pavement contraction joints shall be extended through the concrete shoulder in the gore areas.
2. Shoulder corrugations shall be omitted in this area.
3. Any required additional length of L above the 600' minimum shall be added to the length of this parallel lane segment. (Example: required L = 700' then this parallel lane segment length = 400')
4. See tables on Standard Drawing E 401-REBS-04.
5. See Standard Drawing E 401-REBS-03 for Section B-B.

CURVE DATA

△ = 3°00'00"
R = 2864.79'
T = 75.02'
L = 150.0'
E = 0.98'



ENTRANCE



DETAIL "A"

LEGEND

- A — Pavement type and thickness as specified for the mainline.
- B — Pavement type and thickness as specified for ramps.
- 4 — Longitudinal joint
- 21 — Longitudinal construction joint
- Concrete shoulder (Thickness of mainline pavement)
- Concrete shoulder (Thickness as specified on Typical Sections)

INDIANA DEPARTMENT OF TRANSPORTATION

RAMP ENTRANCE TERMINAL CONCRETE SHOULDER

SEPTEMBER 2008

STANDARD DRAWING NO. E 501-RECS-01

DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave — 09/02/08
DESIGN STANDARDS ENGINEER — DATE

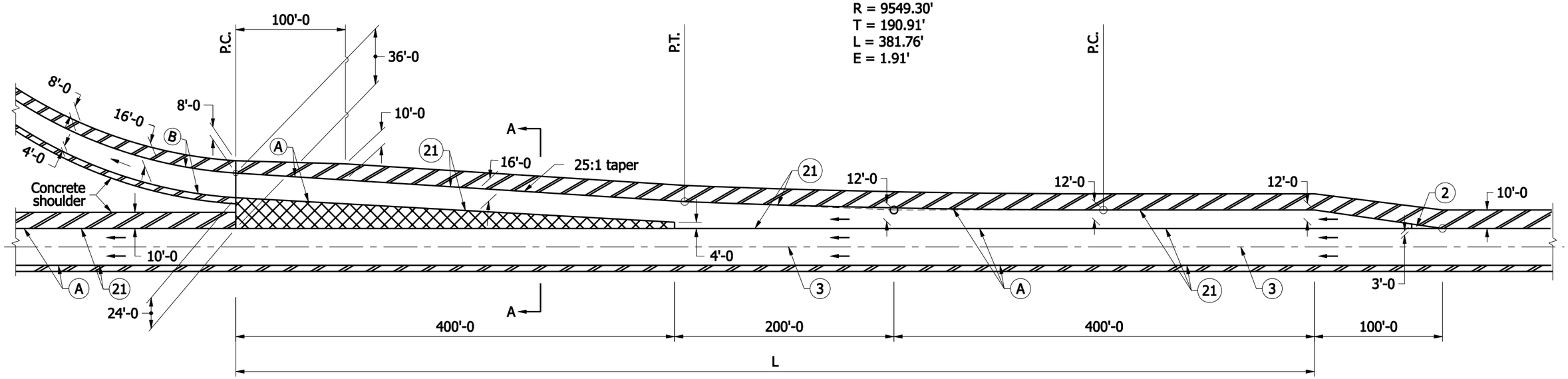
/s/ Mark A. Miller — 09/02/08
CHIEF HIGHWAY ENGINEER — DATE

GENERAL NOTES

1. Pavement contraction joints shall be extended through the concrete shoulder in the gore areas.
2. Shoulder corrugations shall be omitted in this area.
3. See tables on Standard Drawing E 401-REBS-04.
4. See Standard Drawing E 501-RECS-03 for Section A-A.

CURVE DATA

△ = 2°17'26"
R = 9549.30'
T = 190.91'
L = 381.76'
E = 1.91'



EXIT

LEGEND

- (A) Pavement type and thickness as specified for the mainline.
- (B) Pavement type and thickness as specified for ramps.
- (3) Longitudinal joint
- (21) Longitudinal construction joint
- Concrete shoulder (Thickness of mainline pavement)
- Concrete shoulder (Thickness as specified on Typical Sections)

INDIANA DEPARTMENT OF TRANSPORTATION

RAMP EXIT TERMINAL CONCRETE SHOULDER

SEPTEMBER 2008

STANDARD DRAWING NO. E 501- RECS-02

RICHARD L. VanCLEAVE
REGISTERED
No. 9750
STATE OF INDIANA
PROFESSIONAL ENGINEER

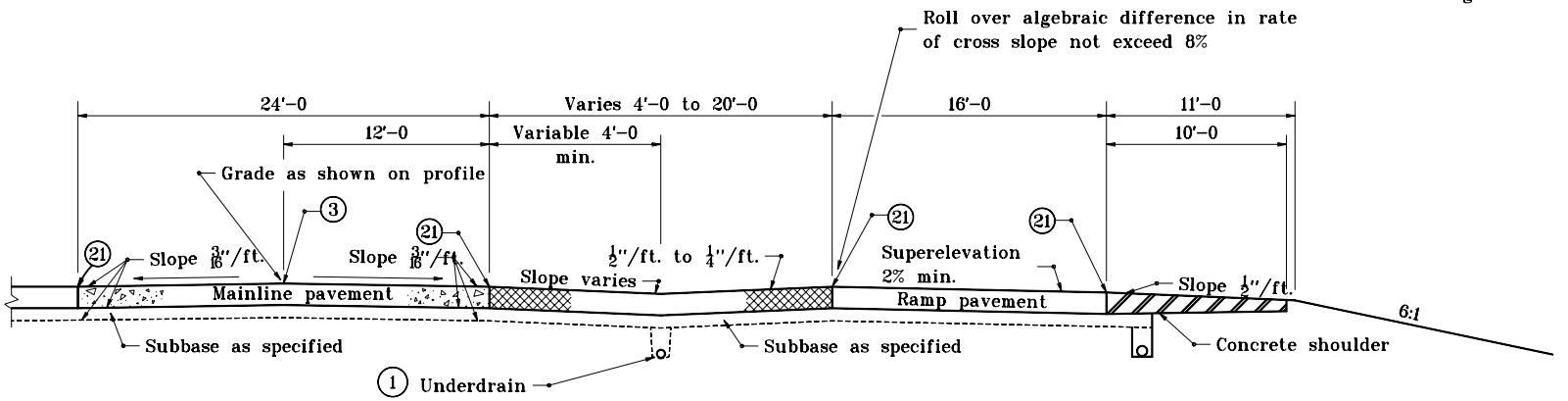
DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave 09/02/08
DESIGN STANDARDS ENGINEER — DATE

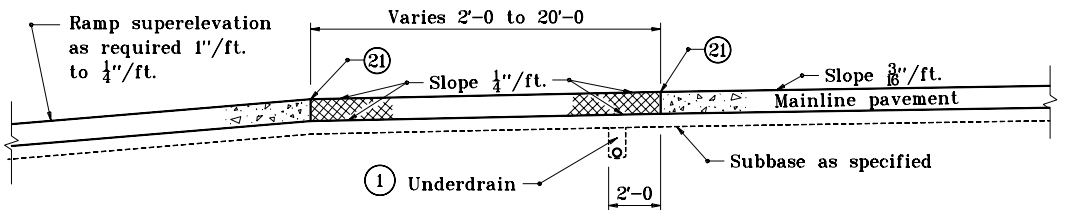
/s/ Mark A. Miller 09/02/08
CHIEF HIGHWAY ENGINEER — DATE

GENERAL NOTES

(1) For underdrain details see Standard Drawing E 718-UNDR-01.



SECTION A-A



SECTION B-B

LEGEND

(A) Pavement type and thickness as specified for the mainline.
(B) Pavement type and thickness as specified for ramps.
(3) Longitudinal joint
(21) Longitudinal construction joint
Concrete shoulder (Thickness of mainline pavement)
Concrete shoulder (Thickness as specified on Typical Sections)

INDIANA DEPARTMENT OF TRANSPORTATION

RAMP CROSS SECTIONS CONCRETE SHOULDERS

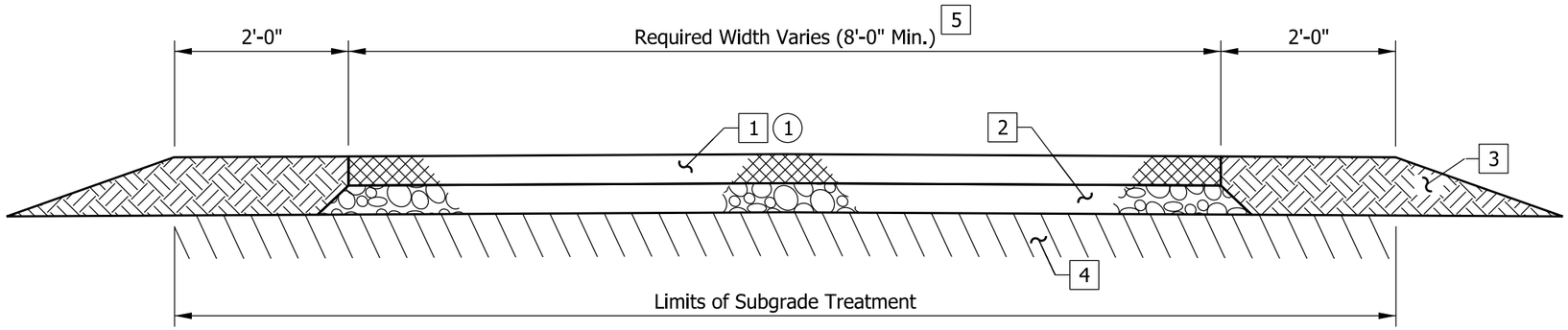
JANUARY 1999

STANDARD DRAWING NO. **E 501-RECS-03**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

DETAILS PLACED IN THIS FORMAT	11-15-99
/s/ Anthony L. Uremovich, DESIGN STANDARDS ENGINEER	11-15-99
/s/ Firooz Zandi, CHIEF HIGHWAY ENGINEER	11-15-99
ORIGINALLY APPROVED	1-04-99



NOTES:

1. Transverse joints spaced at 8'-0" without dowels. Saw cut 1/8" wide and 1" deep.
2. See Standard Drawing series E 604-NVUF for HMA pavement sections.

LEGEND

1. 4" of PCCP
2. 4" Compacted Aggregate No. 53, Base
3. Earth Shoulder
4. Subgrade Treatment III, 6" of Soil Compacted to the Density and Moisture Requirement
5. Width and Cross Slope as Required

INDIANA DEPARTMENT OF TRANSPORTATION

NON-MOTORIZED VEHICLE USE FACILITY PCCP PAVEMENT SECTION

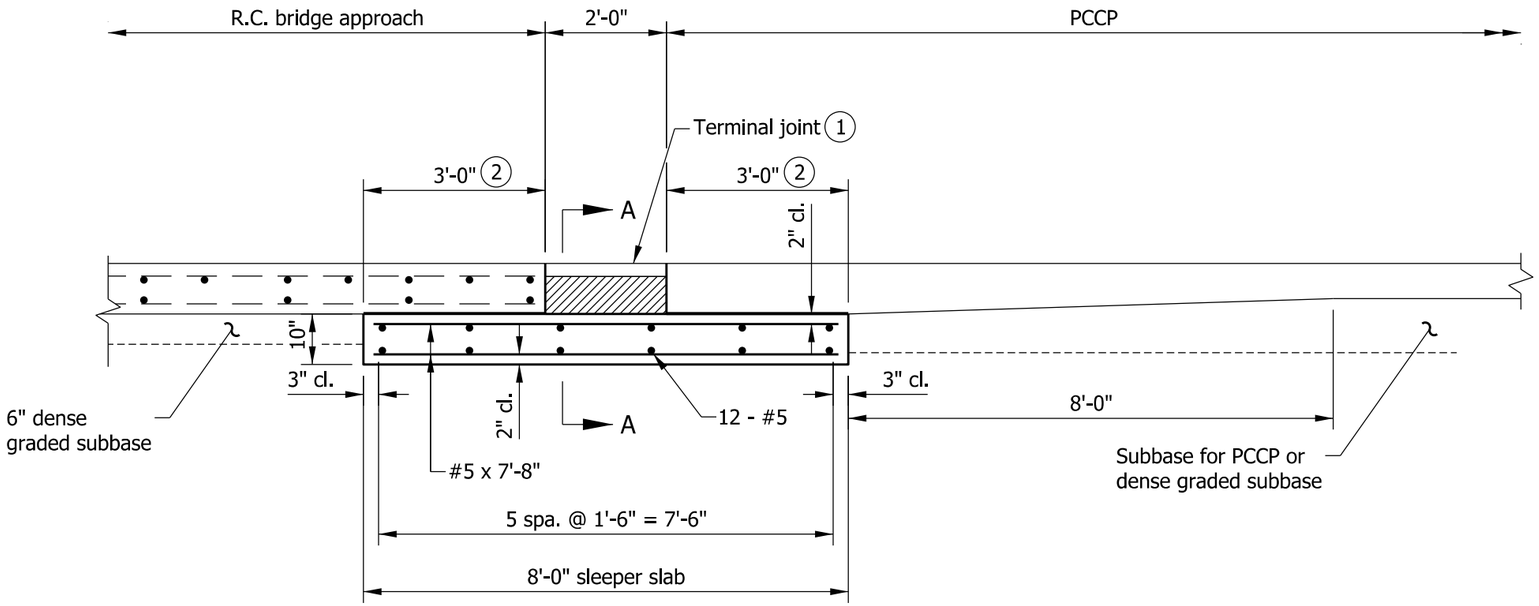
SEPTEMBER 2015

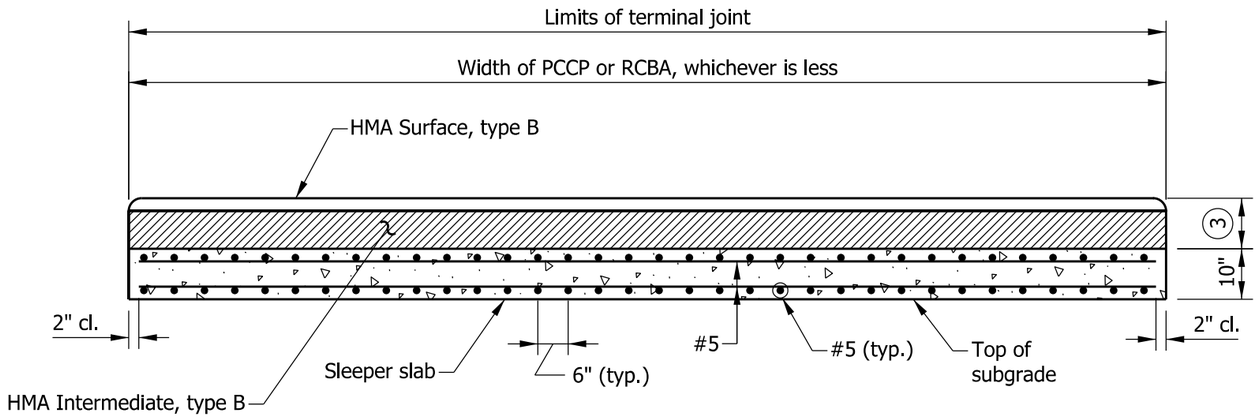
STANDARD DRAWING NO. E 502-NVUF-01

ELIZABETH W. PHILLIPS
REGISTERED
No. 10200124
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/09/15
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 03/09/15
CHIEF ENGINEER DATE





SECTION A-A

NOTES

(1) Terminal joint elevation shall match elevation of adjacent PCCP and RCBA.

(2) Limits of polyethylene bond breaker.

(3) RCBA thickness.

INDIANA DEPARTMENT OF TRANSPORTATION

REINFORCED CONCRETE BRIDGE APPROACH
TERMINAL JOINT
FOR USE WITH PCCP
SEPTEMBER 2012

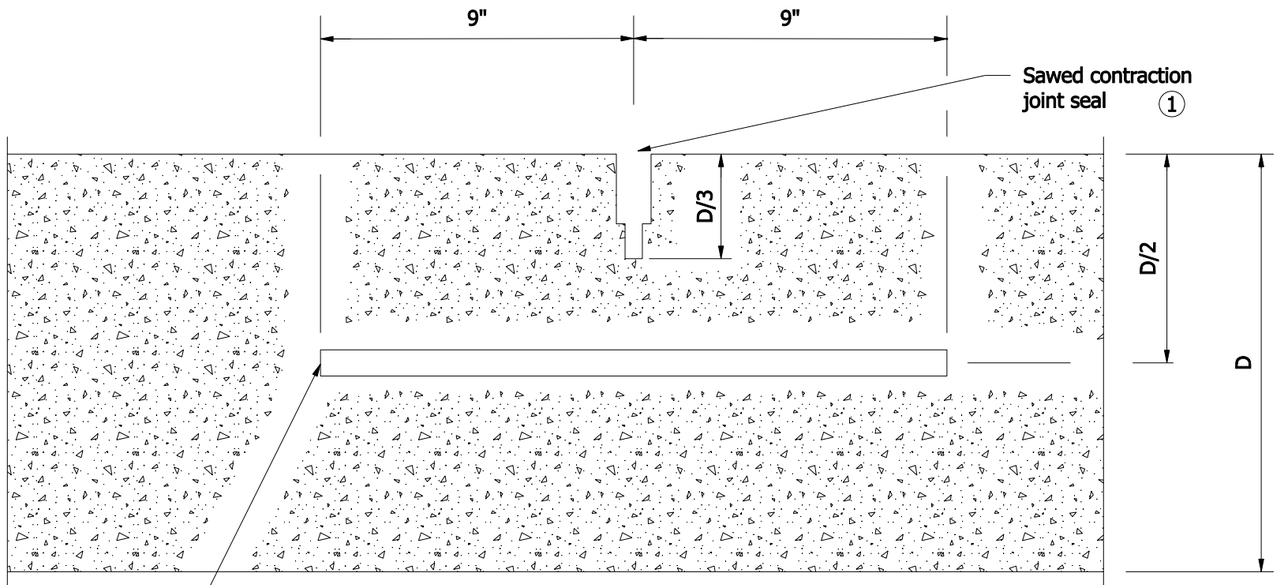
STANDARD DRAWING NO. E 503-BATJ-01

RICHARD L. VanCLEAVE
REGISTERED
No. 9750
STATE OF INDIANA
PROFESSIONAL ENGINEER

/s/ Richard L. Van Cleave 09/04/12
SUPERVISOR, ROADWAY STANDARDS DATE

/s/ Mark A. Miller 09/04/12
CHIEF ENGINEER DATE

DOWEL BAR SIZES	
Pavement Thickness, D	Dowel Bar Diameter
Less than 9"	1"
9" through 12"	$1\frac{1}{4}$"
Greater than 12"	$1\frac{1}{2}$ "



LONGITUDINAL SECTION THROUGH PCCP

NOTES:

1. For Type D-1 contraction joint sealant options, see Standard Drawing E 503-CCPJ-06.

INDIANA DEPARTMENT OF TRANSPORTATION

TYPE D-1 CONTRACTION JOINT

SEPTEMBER 2007

STANDARD DRAWING NO. E 503-CCPJ-01

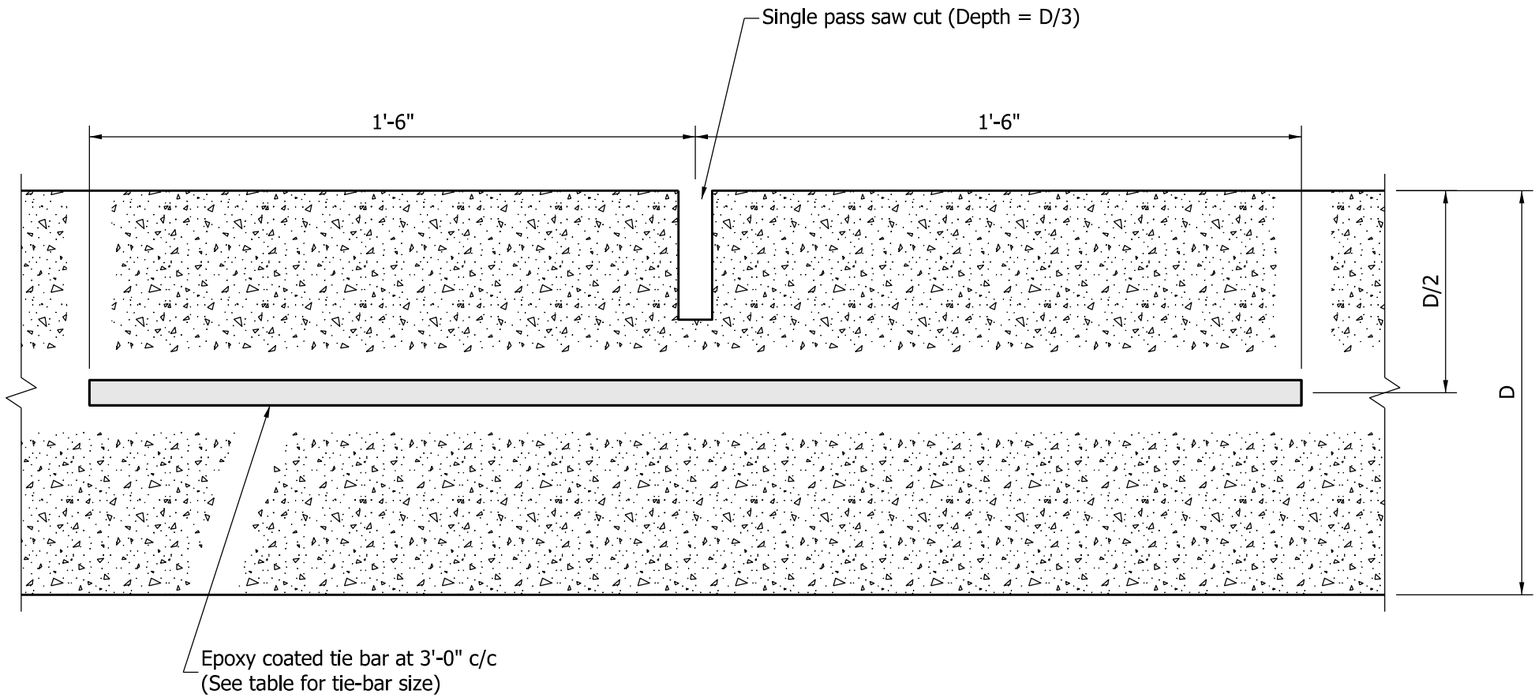
RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave 9/4/07
DESIGN STANDARDS ENGINEER — DATE

/s/ Mark A. Miller 9/4/07
CHIEF HIGHWAY ENGINEER — DATE

TIE-BAR SIZES FOR LONGITUDINAL JOINT	
Pavement Thickness, D	Tie-Bar Size
Less than or equal to 9"	#5
Greater than 9"	#6



TRANSVERSE SECTION THROUGH PCCP

INDIANA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL JOINT

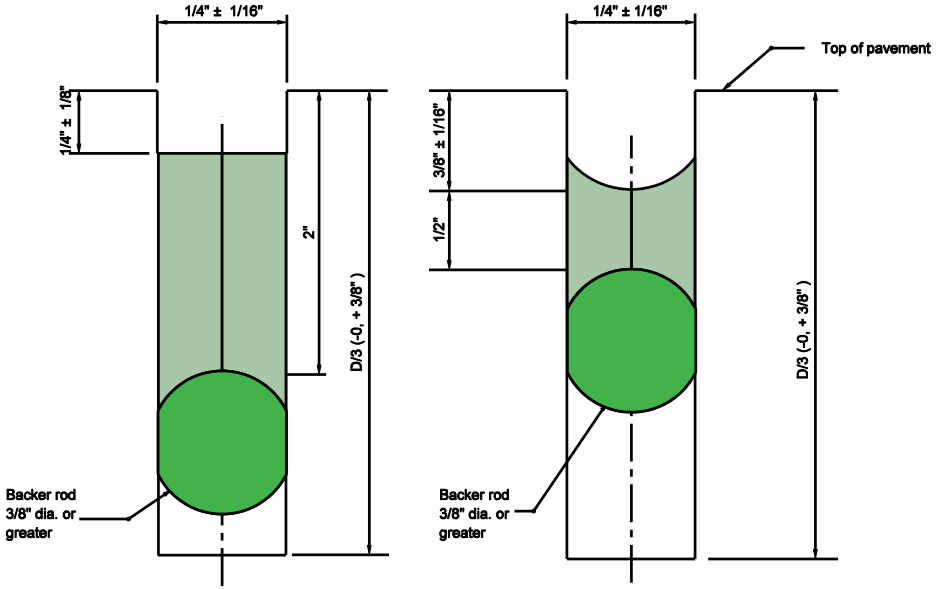
SEPTEMBER 2012

STANDARD DRAWING NO. E 503-CCPJ-02

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

/s/ Richard L. VanCleave 09/04/12
SUPERVISOR, ROADWAY STANDARDS DATE

/s/ Mark A. Miller 09/04/12
CHIEF ENGINEER DATE



HOT POURED JOINT SEALANT

SILICONE JOINT SEALANT

SAWED LONGITUDINAL JOINT SEALANT OPTIONS

INDIANA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL JOINT

MARCH 2004

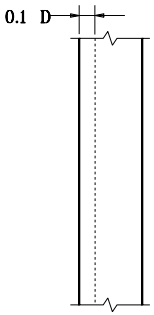
STANDARD DRAWING NO. E 503-CCPJ-03

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

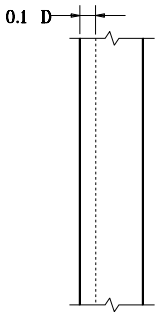
DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave 3-01-04
DESIGN STANDARDS ENGINEER DATE

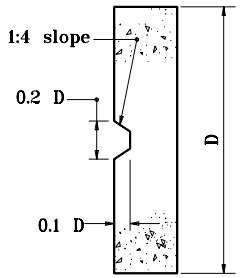
/s/ Richard K. Smutzer 3-01-04
CHIEF HIGHWAY ENGINEER DATE



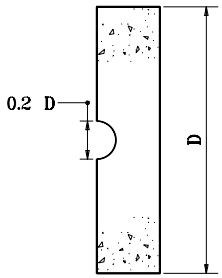
PLAN



PLAN



ELEVATION



ELEVATION

NOTES

1. See Standard Drawings E 503-CCPJ-01, -02, and -03 for sawed construction joint sealant options.

INDIANA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL KEYWAY JOINT

SEPTEMBER 1999

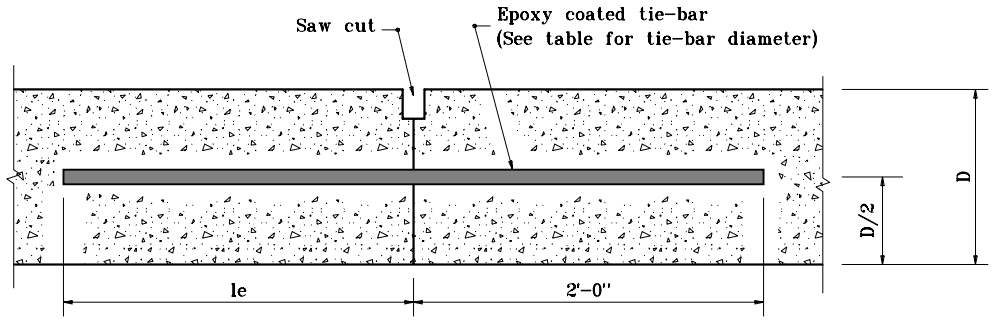
STANDARD DRAWING NO. **E 503-CCPJ-04**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

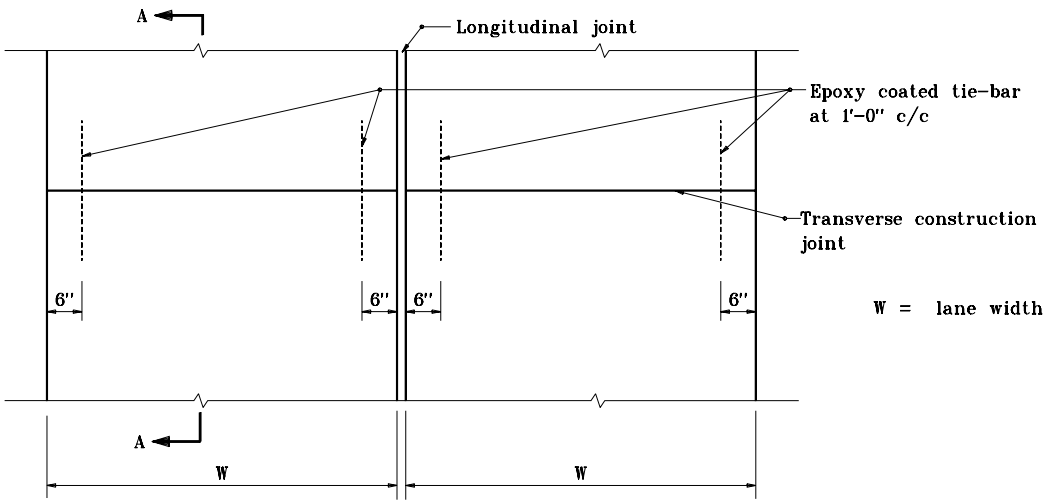
DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich — DESIGN STANDARDS ENGINEER — 9-01-99 DATE

/s/ Donald W. Lucas — CHIEF HIGHWAY ENGINEER — 9-01-99 DATE

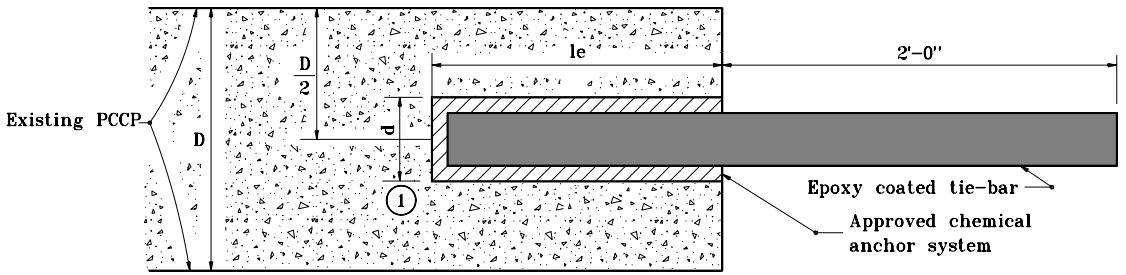


SECTION A-A



W = lane width

PLAN



RETROFIT CONSTRUCTION TIE-BAR EMBEDMENT DETAIL

NOTES

(1) Diameter of drilled hole d shall be in accordance with the chemical anchor system manufacturer's instructions.

TIE-BAR SIZES FOR TRANSVERSE CONSTRUCTION JOINT

Pavement Thickness, D	Tie Bar Size	Min. le
Less than 9"	#5	1'-0"
9" through 12"	#8	1'-8"
Greater than 12"	#10	2'-0"

INDIANA DEPARTMENT OF TRANSPORTATION

TRANSVERSE CONSTRUCTION JOINT

SEPTEMBER 1999

STANDARD DRAWING NO. E 503-CCPJ-05

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

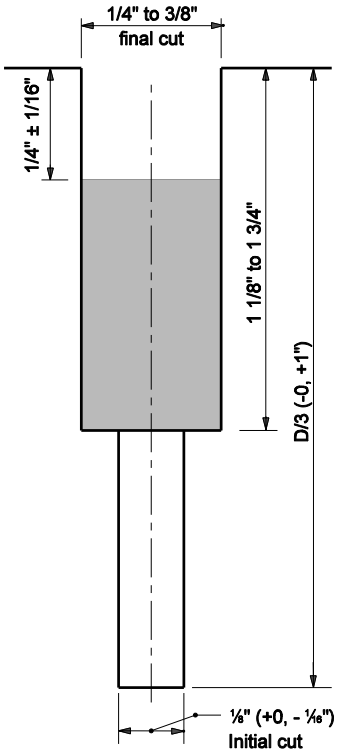
DESIGN STANDARDS ENGINEER

/s/ Anthony L. Uremovich 9-01-99
DESIGN STANDARDS ENGINEER DATE

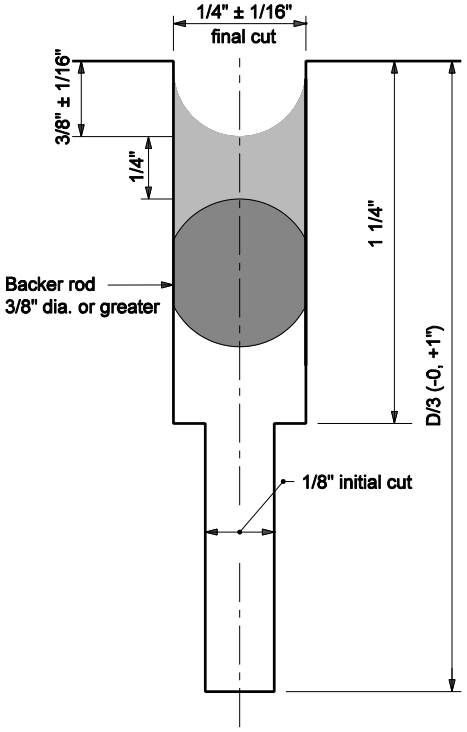
/s/ Donald W. Lucas 9-01-99
CHIEF HIGHWAY ENGINEER DATE

NOTES

1. Transverse joints shall be constructed perpendicular to the centerline with a maximum spacing of 18'-0" unless otherwise specified.
2. The configuration of the preformed elastomeric joint seal shall be a 9/16" to 5/8" wide seal with at least a five cell internal design. The seal height shall be 9/16" to 13/16" in uncompressed stage.
3. For transverse construction joints, the initial saw cut may be eliminated.



PREFORMED ELASTOMERIC SEAL



SILICONE JOINT SEALANT

TYPE D-1 SAWED CONTRACTION JOINT SEALANT OPTIONS

INDIANA DEPARTMENT OF TRANSPORTATION

TRANSVERSE JOINT SEALS

MARCH 2005

STANDARD DRAWING NO. E 503-CCPJ-06

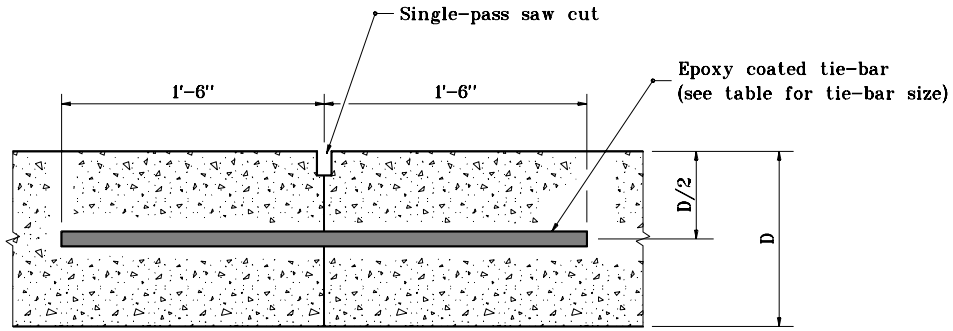
RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

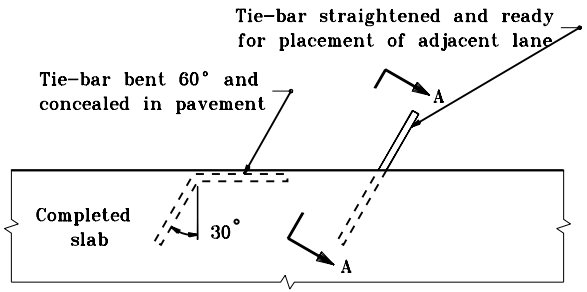
/s/ Richard L. VanCleave 3-01-05
DESIGN STANDARDS ENGINEER DATE

/s/ Richard K. Smutzer 3-01-05
CHIEF HIGHWAY ENGINEER DATE

TIE-BAR SIZES FOR LONGITUDINAL CONSTRUCTION JOINT		
Pavement Thickness, D	**Tie-Bar Size**	**Spacing**
Less than 9"	#5	3'-0" c/c
9" through 12"	#6	3'-0" c/c
Greater than 12"	#6	2'-0" c/c
	or #7	3'-0" c/c



SECTION A-A



PLAN VIEW

METHOD OF PLACING TIE-BAR FOR LONGITUDINAL CONSTRUCTION JOINT

INDIANA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL CONSTRUCTION JOINT

SEPTEMBER 1999

STANDARD DRAWING NO. **E 503-CCPJ-07**

ANTHONY L. UREMOVICH REGISTERED No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

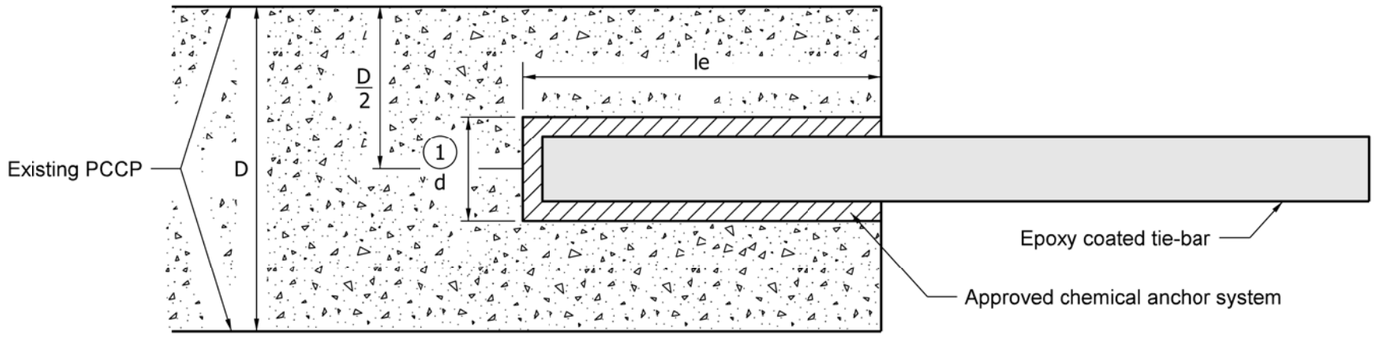
/s/ Anthony L. Uremovich 9-01-99
DESIGN STANDARDS ENGINEER — DATE

/s/ Donald W. Lucas 9-01-99
CHIEF HIGHWAY ENGINEER — DATE

NOTES:

(1) Diameter of drilled hole (d) shall be in accordance with the chemical anchor system manufacturer's instructions.

PAVEMENT THICKNESS, D	LONGITUDINAL CONSTRUCTION JOINT Retrofit Tie-bars at 3'-0" c/c	
	TIE-BAR SIZE	MIN. LENGTH OF EMBEDMENT, le
Less than or equal to 9"	#5	1'-0"
Greater than 9"	#6	1'-0"



RETROFIT CONSTRUCTION TIE-BAR EMBEDMENT DETAIL

INDIANA DEPARTMENT OF TRANSPORTATION

LONGITUDINAL CONSTRUCTION JOINT

SEPTEMBER 2011

STANDARD DRAWING NO. E 503-CCPJ-08

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

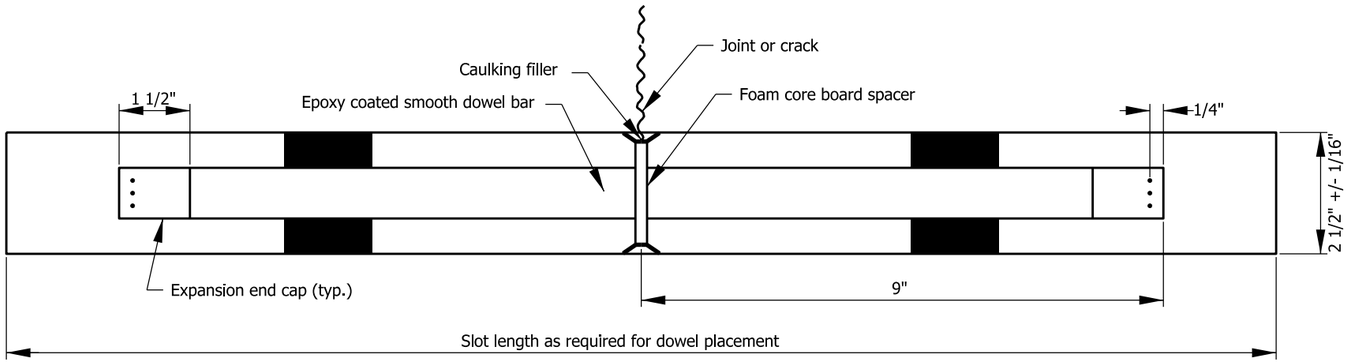
DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave 09/01/11
DESIGN STANDARDS ENGINEER DATE

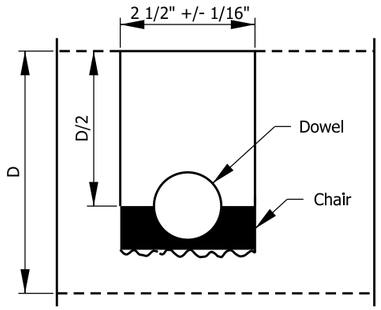
/s/ Mark A. Miller 09/01/11
CHIEF HIGHWAY ENGINEER DATE

NOTES:

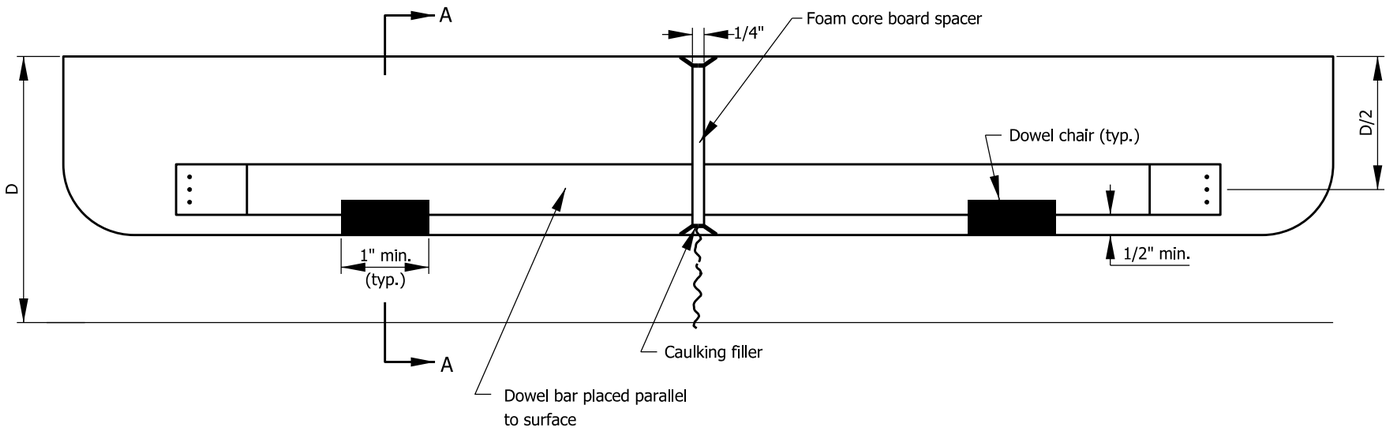
1. For dowel slot layout requirements, see Standard Drawing E 507-RLTC-02.



PLAN



SECTION A-A



ELEVATION

DOWEL SLOT DETAILS

DOWEL BAR SIZES	
Pavement Thickness D	Minimum Dowel Bar Diameter
Less than 12"	1 ¼"
Greater than or equal to 12"	1 ½"

INDIANA DEPARTMENT OF TRANSPORTATION

RETROFIT LOAD
TRANSFER FOR PCCP

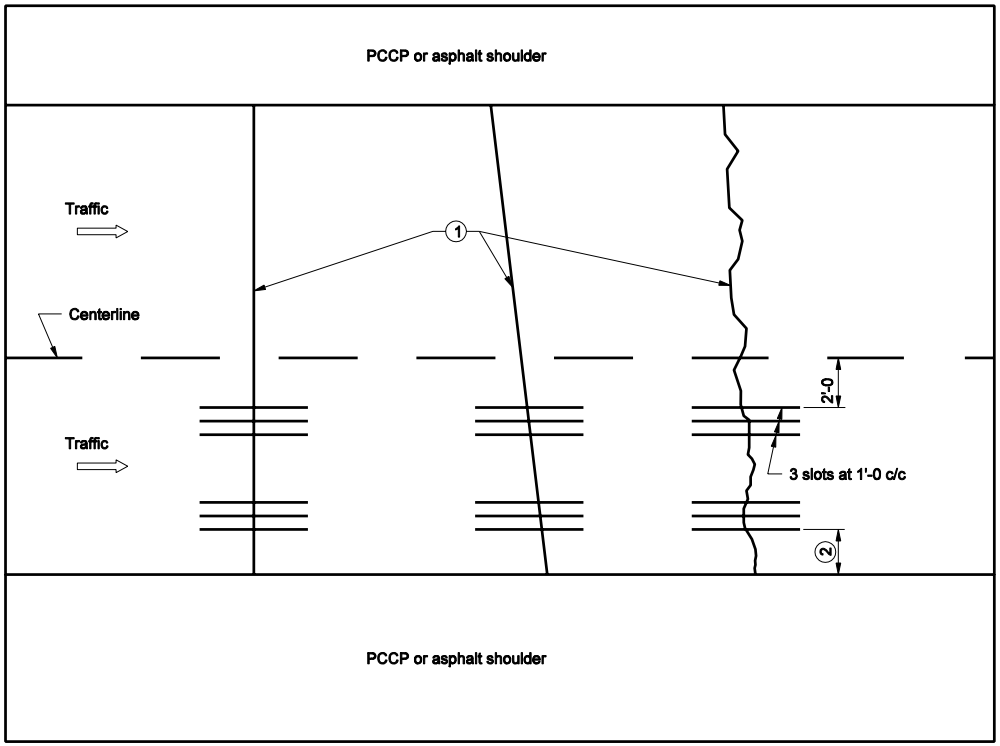
SEPTEMBER 2004

STANDARD DRAWING NO. E 507-RLTC-01

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

/s/ Richard L. VanCleave 09/01/04
DESIGN STANDARDS ENGINEER DATE

/s/ Richard K. Smutzer 09/01/04
CHIEF ENGINEER DATE



NOTES:

1. PCCP retrofit load transfer may be utilized at perpendicular joints, skewed joints, or at random cracks.
2. If lane width is 12 ft, use 3' offset. If lane width is 14 ft. use 4' offset.
3. Dowel slots shall be constructed parallel to pavement centerline.

INDIANA DEPARTMENT OF TRANSPORTATION

RETROFIT LOAD TRANSFER FOR LOAD

SEPTEMBER 2004

STANDARD DRAWING NO. E 507-RLTC-02

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave 9-01-04
DESIGN STANDARDS ENGINEER DATE

/s/ Richard K. Smutzer 9-01-04
CHIEF HIGHWAY ENGINEER DATE