



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N925
Indianapolis, Indiana 46204

PHONE: (317) 232-5502
FAX: (317) 234-5133

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

APPROVED MINUTES

April 15, 2010 Standards Committee Meeting

MEMORANDUM

June 24, 2010

TO: Standards Committee

FROM: Greg Broz, Secretary

RE: Minutes for the April 15, 2010 Standards Committee Meeting

The Standards Committee meeting was called to order by Mr. Pankow at 9:03 a.m. on April 15, 2010 in the 9th Conference Center. The meeting was adjourned at 11.54 a.m.

The following committee members were in attendance:

Mark Miller, Chairman
Greg Pankow*, Constr. Mgmt.
John Wright, Roadway Services
Anne Rearick, Str. Services
Jim Keefer, Fort Wayne Dist.

Dave Andrews, Pvmt. Engineering
Bob Cales, Contract Admin.
Dave Boruff, Traffic Admin.
Ron Walker, Materials Mgmt.
Tom Caplinger, Crawfordsville Dist.

*Greg Pankow ran the meeting as a proxy for Mark Miller and did not vote on any of the items presented. Mark Miller was absent till 11.00 a.m. due to other commitment. The meeting started with the item in addendum #1, then proceeded to go through the new items and the item in addendum #2 was the last item addressed.

Also in attendance were the following:

Bren George, FHWA
Greg Broz, Secretary
Jim Reilman, INDOT Constr. Mgmt.
Jeff James, INDOT Constr. Mgmt.
Joe Hile, Specialties Co.
Dave Keaffaber, CONTECH
Mark Cox, Mintek Resources Inc.
Athar A. Khan, INDOT

Eric Carleton, Independent Pipe Co.
Lalit Garg, INDOT, Traffic Admin.
Eric Wathen, IKO
Paul Berebitsky, ICA
Tony Uremovich, Str. Services
Steve Fisher, INDOT Sitemanager
Patrick Robertson, XRLabs

The following items were considered:

A. GENERAL BUSINESS ITEMS

OLD BUSINESS

(No items were considered)

NEW BUSINESS

1. Approval of the March 18, 2010 Minutes

ACTION: Approved as Submitted

Motion: Mr. Wright
Second: Mr. Andrews
Ayes: 8
Nays: 0

B. CONCEPTUAL PROPOSAL ITEMS

OLD BUSINESS

(No items were considered)

NEW BUSINESS

(No items were considered)

C. STANDARD SPECIFICATIONS, SPECIAL PROVISIONS AND STANDARD DRAWINGS
PROPOSED ITEMS

OLD BUSINESS

Item No. 04 03/18/10 (2010 SS) Mr. Walker 6

(Proposed as Addendum 1)

SECTION 207 - SUBGRADE

207.03	General Requirements
207.04	Subgrade Treatment

SECTION 215 - CHEMICAL MODIFICATION OF SOILS

215.01	Description
215.02	Materials
215.03	Testing and Mix Design
215.08	Mixing
215.09	Compaction
215.11	Basis of Payment

ACTION: Passed as Revised

Item No. 04 01/21/10 (2010 SS) Mr. Wright 17

(Proposed as Addendum 2)

Standard Drawings:

610-PRAP- 01 10	PUBLIC ROAD APPROACH PAVING
	TIE-IN TO EXISTING SECTION
610-PRAP- 02 01	PUBLIC ROAD APPROACH TYPE A
610-PRAP- 03 02	PUBLIC ROAD APPROACH TYPE B
610-PRAP- 04 11	PUBLIC ROAD APPROACH TYPE A, B, C & D MINIMUM PAVEMENT, SECTION, CHORD DIAGRAMS, & GENERAL NOTES

610-PRAP- 05 03	PUBLIC ROAD APPROACH TYPE A & TYPE B - TABLE OF VALUES
610-PRAP- 06 04	PUBLIC ROAD APPROACH TYPE C
610-PRAP- 07 09	PUBLIC ROAD APPROACH PAY LIMITS
610-PRAP- 08 13	
610-PRAP- 09 05	PUBLIC ROAD APPROACH TYPE C - TABLE OF VALUES
610-PRAP- 10 06	PUBLIC ROAD APPROACH TYPE D
610-PRAP-11 (to discontinue)	PUBLIC ROAD APPROACH TYPE D GENERAL NOTES AND TABLE A
610-PRAP- 12 07	PUBLIC ROAD APPROACH TYPE D - TABLE OF VALUES
610-PRAP- 13 08	STREET OR ALLEY PUBLIC ROAD APPROACH HMA WITH CURBED MAINLINE PAVEMENT
610-PRAP-14 (to discontinue)	STREET APPROACH WITH PCCP OR HMA MAINLINE PAVEMENT

ACTION:

Withdrawn

NEW BUSINESS

<u>Item No. 01 04/15/10 (2010 SS)</u>	<u>Mr. Boruff</u>	<u>50</u>
920.01(b)1	High Mast Poles	
920.01(b)2	Welding	
920.01(b)3	Handholes	
920.01(b)4	Luminaire Ring Assembly	
Standard Drawings:		
807-LTPD-01 (1 OF 2)	LIGHTING HIGH MAST POLES	
807-LTPD-02 (2 OF 2)	LIGHTING HIGH MAST POLES	
807-LTHM-02	HIGH MAST POLE PERFORATED ALUMINUM SKIRT	
807-LTHM-03	LIGHTING HIGH MAST TOWER POLE	
807-LTHM-04	LIGHTING HIGH MAST TOWER POLE	
807-LTFD-07	HIGH MAST TOWER FOUNDATION	
807-LTHI-05	HIGHWAY ILLUMINATION TOWER	
IDM 78.7.0	HIGH MAST LIGHTING DESIGN	

ACTION:

Passed as Revised

<u>Item No. 02 04/15/10 (2010 SS)</u>	<u>Mr. Pankow</u>	<u>74</u>
301.02	Materials	
301.05	Spreading	
303.03	Preparation of Subgrade	
303.05	Spreading	

ACTION:

Passed as Revised

<u>Item No. 03 04/15/10 (2010 SS)</u>	<u>Mr. Pankow</u>	<u>78</u>
306.02	General	

ACTION:

Passed as Submitted

<u>Item No. 04</u>	<u>04/15/10 (2010 SS)</u>	<u>Mr. Pankow</u>	<u>81</u>
616.02		Materials	
Standard Drawings:			
E 616-SWCO-07		SLOPEWALL AND DRAINAGE DETAILS	
616-SWCO-07		SLOPEWALL AND DRAINAGE DETAILS	
E 715-PIPE-02		MISCELLANEOUS PIPE DETAILS	
ACTION:		Passed as Revised	
<u>Item No. 05</u>	<u>04/15/10 (2010 SS)</u>	<u>Ms. Rearick</u>	<u>88</u>
723-R-568		SCOUR PROTECTION	
Standard Drawings:			
714-XXXX-01		BOX CULVERT SCOUR PROTECTION	
714-XXXX-02		BOX CULVERT SUMPING PROTECTION	
715-PCSP-01		PIPE OR BOX CULVERT SUMPING PROTECTION	
ACTION:		Passed as Revised	
<u>Item No. 06</u>	<u>04/15/10 (2010 SS)</u>	<u>Ms. Rearick</u>	<u>98</u>
714.01		Description	
714.02		Materials	
714.03		General Requirements	
714.04		Design Requirements	
714.04(a)		Box Sections Structure	
714.04(b)		Precast Concrete Headwalls, and Wingwalls, and Footings	
714.04(c)		Working Drawings	
714.05		Erection Requirements	
714.06		Precast Concrete Headwalls, and Wingwalls, and Footings	
714.06(b)		Wingwall Placement	
714.06(c)		Wingwall Repairs	
714.06(d)		(c) Sealing	
714.07		Rejection	
714.08		Repairs	
714.0709		Extension of Existing Structure	
714.0709(a)		Precast Reinforced Concrete Box Section Structure Extension	
714.0709(b)		Cast-in-Place Concrete Structure Extension	
714.0810		Precast Reinforced-Concrete Box Structure Section Joints	
714.0911		Method of Measurement	
714.1012		Basis of Payment	
717.09		Basis of Payment	
723.01		Description	
723.02		Materials	
723.03		Shop Drawings General Requirements	
723.04		Design Requirements	
723.04(a)		Placement of Reinforcement	
723.04(b)		Splicing and Spacing of Reinforcement	
723.04(c)		Working Drawings	
723.05		Manufacture	
723.06		Marking	
723.07		Testing	
723.0806		Rejection	
723.0907		Repairs	
723.1008		Trench Compaction	

(Continued)

Page No.

723.1109	Footings
723.1210	Pedestals
723.1311	Placement of Structure Sections and Wingwalls
723.12	Extension of existing Structure
723.12(a)	Precast Reinforced Concrete Three-Sided Structure Extension
723.12(b)	Cast-In Place Concrete Tree-Sided Structure Extension
723.1413	Sealing
723.1514	Joints
723.1615	Backfilling
723.1716	Scour Protection
723.1817	Method of Measurement
723.1918	Basis of Payment
907.05	Precast Reinforced Concrete Box Structure Sections
907.05(a)	Box
907.05(b)	Three-Sided
907.06	Precast Reinforced Concrete Headwalls, and Wingwalls, Footings and Spandrel Walls for Box Structure or Three Sided Structure
907.07	Blank Joint Membrane System for Precast Reinforced Concrete Box Structure Sections

ACTION: Passed as Revised

<u>Item No. 07</u>	<u>04/15/10 (2010 SS)</u>	<u>Mr. Boruff</u>	<u>136</u>
801-TCDV-03	(WITHDRAWN)	MERGING OR SHIFTING TAPER	
805-SCGO-04A		SIGNAL INDICATION MOUNTED ON STEEL POLE	
805-SCGO-04B		SIGNAL INDICATION MOUNTED ON WOOD POLES	
805-SGLI-02		TRAFFIC SIGNAL LOOP INSTALLATION	
805-SGLI-06		TRAFFIC SIGNAL LOOP INSTALLATION	
FIGURE 46-4M		CHANNELIZED LEFT-TURN LANE FOR 2- LANE HIGHWAY	
FIGURE 76-2B		LONGITUDINAL TAPER RATE AND LENGTH	

ACTION: Passed as Revised

<u>Item No. 08</u>	<u>04/15/10 (2010 SS)</u>	<u>Ms. Rearick</u>	<u>146</u>
706-B-140d	(PAGE 3)	GUARDRAIL TRANSITION, TGS-1	

ACTION: Passed as Submitted

cc: Committee Members (11)
FHWA (2)
ICA (1)

SPECIFICATION REVISIONS
REVISION TO THE STANDARD SPECIFICATIONS

(OLD BUSINESS ITEM)

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED:

The following items require revisions to sections 207, 215, and 914:

1. Subgrade General Requirements (207.03) - The design transverse limits of the Subgrade Treatment has been revised as a cost savings measure and this specification revision will make section 207 consistent with the design revision.
2. Subgrade Treatments (207.04) - When chemicals are mixed in a 16 in. lift, the bottom 2 inches are disturbed and weakened and compaction is not obtained in these 2 inches. This revision to reduce the lift to 14 inches of chemical modified soil will assure uniform compaction throughout the lift of soil. Also, Type IB was added to require chemical soil modification and Type IC was added to require No. 53 coarse aggregate.
3. Chemical Modification of Soils (215) - Several revisions are being proposed to this section as follows:
 - a) Cement By-Products are being added as an alternate material to lime, flyash and portland cement.
 - b) A separate section was added to define the materials that will not be allowed in the subgrade when chemical modification of the soil is done.
 - c) The Office of Engineering will be responsible for approval of the recommendation from the geotechnical consultant.
 - d) The compaction requirements of the chemically modified soil were revised to include requirements on the moisture content, compaction when using cement by-products, and the use of the Dynamic Cone Penetrometer (DCP) for acceptance testing of compaction of the chemically modified soil.
4. Cement By-Products (913.05) - This is new section that designates the requirements of a cement by-product to be approved for use for soil modification.

PROPOSED SOLUTION: The following revisions are recommended to be authorized and made effective by a Recurring Special Provision.

1. Remove the requirements for placing chemically modified soil 2 ft outside the edge of the shoulders

SPECIFICATION REVISIONS

(OLD BUSINESS ITEM)

REVISION TO THE STANDARD SPECIFICATIONS

2. Reduce the lift depth of soil modification from 16 in. to 14 in., add Type IB to require chemical soil modification, and add Type IC to require No. 53 coarse aggregate
3. Allow cement by-products to be used for soil chemical modification
4. Define the materials that will not be allowed for soil chemical modification
5. Designate the Office of Geotechnical Engineering to approve the geotechnical consultant recommendations for soil chemical modification
6. Require the DCP to be used for acceptance testing of the compaction of chemically modified soils
7. Designate the procedure for additional payment when portland cement is used as the chemical modifier
8. Require cement by-products to meet the criteria of ITM 806 Procedure P for approval for soil modification

APPLICABLE STANDARD SPECIFICATIONS: 207, 215, and 914

APPLICABLE STANDARD DRAWINGS: None

APPLICABLE DESIGN MANUAL SECTION: None

APPLICABLE SECTION OF GIFE: 3

APPLICABLE RECURRING SPECIAL PROVISIONS: None

Submitted By: Ron Walker

Title: Manager, Office of Materials Management

Organization: INDOT

Phone Number: 317-610-7251x204

Date: April 10, 2010

APPLICABLE SUB-COMMITTEE ENDORSEMENT?

Revisions recommended by the Office of Geotechnical Engineering

REVISION TO THE STANDARD SPECIFICATIONS (OLD BUSINESS ITEM)
REVISION TO SECTION 207.03 GENERAL REQUIREMENTS
REVISION TO SECTION 207.04 SUBGRADE TREATMENT

The Standard Specifications are revised as follows:

SECTION 207, BEGIN LINE 26, DELETE AS FOLLOWS:

207.03 General Requirements

The subgrade shall be constructed uniformly transversely across the width of the pavement including ~~2 ft (0.6 m) outside the edge of~~ shoulders or curbs unless shown otherwise on the plans, by one of the following methods:

SECTION 207, BEGIN LINE 82, DELETE AND INSERT AS FOLLOWS:

Type I. ~~16~~ 14 in. (~~400~~ 350 mm) chemical soil modification, 12 in. (300 mm) of the subgrade excavated and replaced with coarse aggregate No. 53, or by 24 in. (600 mm) of soil compacted to density and moisture requirements.

Type IA. ~~16~~ 14 in. (~~400~~ 350 mm) chemical soil modification or 12 in. (300 mm) of the subgrade excavated and replaced with coarse aggregate No. 53.

Type IB. 14 in. (350 mm) chemical soil modification.

Type IC. 12 in. (300 mm) of the subgrade excavated and replaced with coarse aggregate No. 53.

REVISION TO THE STANDARD SPECIFICATIONS (OLD BUSINESS ITEM)
REVISION TO SECTION 215 CHEMICAL MODIFICATION OF SOILS

The Standard Specifications are revised as follows:

SECTION 215, BEGIN LINE 1, DELETE AND INSERT AS FOLLOWS:

SECTION 215 – CHEMICAL MODIFICATION OF SOILS

215.01 Description

This work shall consist of the modification of soils by uniformly mixing ~~dry~~ portland cement, fly ash, lime, *cement by-product* or a combination of the materials with soil to aid in achieving the workability of soils having excessive moisture content.

MATERIALS

215.02 Materials

Materials shall be in accordance with the following:

Cement By-Products.....	913.05
Fly Ash.....	901.02
Lime	913.04(b)
Portland Cement, Type I	901.01(b)
Water	913.01

Soils containing greater than 6% by dry weight calcium, magnesium carbonate or organic material, or having a maximum dry density of less than 95 pcf (1520 kg/m³), or with a soluble sulfate content greater than 1000 ppm will not be permitted in the subgrade. The density shall be determined in accordance with AASHTO T 99, the loss on ignition shall be determined in accordance with AASHTO T 267, and the sulfate content shall be determined in accordance with AASHTO T 289.

CONSTRUCTION REQUIREMENTS

215.03 Testing and Mix Design

The Contractor shall be responsible for all tests required to determine the chemical modifier type and optimum chemical modifier content for modification of the soils. The modifier selection, laboratory testing, and mix design shall be performed by an approved geotechnical consultant in accordance with the Department's Design Procedures for Soil Modification or Stabilization.

The quantities for hydrated lime, quicklime, or portland cement shall be based on $4.0 \pm 0.5\%$ by dry unit weight (mass) of the soils. The quantities for lime *and cement* by-products shall be based on $5.0 \pm 1.0\%$ by dry unit weight (mass) of the soils. The quantities for fly ash class C shall be based on $12.0 \pm 2.0\%$ by dry unit weight (mass) of the soils. Class F fly ash shall not be used except in combination with lime or cement.

REVISION TO THE STANDARD SPECIFICATIONS (OLD BUSINESS ITEM)
REVISION TO SECTION 215 CHEMICAL MODIFICATION OF SOILS (CONTINUED)

If hydrated lime, quick lime, or *portland* cement are used, test results *and the geotechnical consultant recommendations, and a type A certification for the chemical modifiers, except for cement,* shall be submitted to the Engineer prior to use. If fly ash, ~~lime~~, lime by-products, *cement by-products* or any combination of chemical modifiers are used, *the test results, and the geotechnical consultant recommendations, and type A certifications for the chemical modifiers* shall be submitted to the Engineer and to the ~~Materials and Tests Division Office of Geotechnical Engineering~~ for approval at least ~~five~~ 5 business days prior to use. *If the modifier as bid is not an appropriate chemical modifier for the soils encountered on the project, a cement by-product shall be tested if the cement by-product was not the modifier as bid by the Contractor. If the cement by-product is not appropriate, portland cement shall be used. Portland Cement, fly ash, lime and cement by-products if used,* shall be from the Department's list of approved ~~Cement~~ Sources.

The quantity of chemical modifier may be adjusted for different soil types. However, the source or type of chemical modifier shall not be changed during the progress of the work without approval. A change in source or type shall require a new mix design.

215.04 Storage and Handling

The chemical modifier shall be stored and handled in accordance with the manufacturer's recommendations.

215.05 Weather Limitations

The chemical soil modification shall be performed when the soil has a minimum temperature of 45°F (7°C), measured 4 in. (100 mm) below the surface, and with the air temperature rising. The chemical modifier shall not be mixed with frozen soils or with soil containing frost.

215.06 Preparation of Soils

The soils shall be prepared in accordance with 207.03. All aggregates which are larger than approximately 3 in. (75 mm) encountered before or after mixing the soils and chemical modifiers shall be removed.

215.07 Spreading of Chemical Modifiers

Where type A-6 or A-7 soils are used or encountered, the surface shall be scarified or disked to the specified depth prior to distribution of the chemical modifier. If a combination of modifiers is used, it shall be mixed mechanically prior to being incorporated. The chemical modifier shall be distributed uniformly by a cyclone, screw-type, or pressure manifold type distributor. The chemical modifier shall not be applied when wind conditions create problems in adjacent areas or create a hazard to traffic on any adjacent roadway. The spreading of the chemical modifier shall be limited to an amount which can be incorporated into the soil within the same work day. If weather causes stoppage of work or exposes the chemical modifier to washing or blowing, additional chemical modifier may be spread when the work resumes.

REVISION TO THE STANDARD SPECIFICATIONS (OLD BUSINESS ITEM)
REVISION TO SECTION 215 CHEMICAL MODIFICATION OF SOILS (CONTINUED)

215.08 Mixing

The chemical modifier, soil, and water when necessary, shall be thoroughly mixed by rotary speed mixers or a disc harrow. The mixing shall continue until a homogenous layer of the required thickness has been obtained. One hundred percent of the material, exclusive of rock particles, shall pass a 1 in. (25 mm) sieve and at least 60% shall pass a No. 4 (4.75 mm) sieve. The mixing depth shall be ~~16~~14 in. (~~400~~350 mm).

215.09 Compaction

The moisture content of the mixture shall be at the optimum moisture content or above the optimum moisture content as determined by the mix design in accordance with 215.03. Moisture content will be determined in accordance with ITM 506. Aeration or drying by further mixing, or the addition of water and further mixing, may be done to obtain the required moisture content.

Compaction of the mixture shall begin as soon as practicable after mixing. Compaction after mixing shall be as follows:

- (a) For *portland* cement modified soils, mixing shall be completed within 30 min of *portland* cement placement and compaction shall be completed within 3 h after mixing.
- (b) Fly ash or cement by-product modified soils shall be compacted within 4 h.
- (c) Lime modified soils shall be compacted within 24 h.

Compactive efforts shall be in accordance with 203 or 207.03 as applicable.

~~Maximum dry densities will be determined in accordance with AASHTO T 272 at the same time and location as each in-place density test is performed when in-place densities do not meet AASHTO T 99. The field in-place dry density shall be in accordance with AASHTO T 191 or AASHTO T 310.~~

~~The moisture content of the mixture shall be between the optimum moisture and the optimum moisture plus 2.0%. Aeration or drying by further mixing, or the addition of water and further mixing, may be required to obtain the optimum moisture content.~~

Acceptance testing for compaction of chemically modified soils will be performed on the finished grade with a Dynamic Cone Penetrometer (DCP) in accordance with ASTM D 6951. A 17.6 lbm (8 kg) hammer and disposable cone tip shall be used. The chemically modified soil lift shall meet the following requirements for compaction:

- (a) *A minimum DCP blow count of 17 for the top 6 in. (150 mm) of a 14 in. (350 mm) lift*

REVISION TO THE STANDARD SPECIFICATIONS (OLD BUSINESS ITEM)
REVISION TO SECTION 215 CHEMICAL MODIFICATION OF SOILS (CONTINUED)

- (b) A minimum DCP blow count of 16 for the bottom 8 in. (200 mm) of a 14 in. (350 mm) lift*
- (c) A minimum DCP blow count of 20 for an 8 in. (200 mm) lift*
- (d) A minimum of one passing test for each 1500 lft (450 m) of chemically modified soil for each two-lane pavement*

Construction traffic or equipment shall not be on the treated soils within 72 h after compaction.

215.10 Method of Measurement

The accepted quantity of chemically modified soils will be measured by the square yard (square meter), complete in place. All excavation required to modify the soils below the specified depth will be measured in accordance with 203.27(b).

215.11 Basis of Payment

The accepted quantity of chemically modified soils will be paid for by the square yard (square meter), complete in place. All excavation required to modify the soils below the specified depth will be paid for in accordance with 203.28.

Adjustment of materials for chemical modification that exceeds the limits of 215.03 will be included in a change order for materials only and paid for as chemical modifier adjustments. If mix design test results show that ~~hydrated lime, quicklime, lime by-products, or fly ash are the chemical modifier as bid by the Contractor~~ is not appropriate and ~~the strength of the modified soil-moisture density compaction~~ can not be achieved, a price adjustment will be made for the use of *a cement by-product or portland cement, whichever is appropriate*. The price adjustment will be calculated at a cost equal to the difference in the invoice cost of the ~~cement~~ *chemical modifier found to be appropriate for use* and the invoice or quoted delivered cost of the ~~hydrated lime~~ *chemical modifier as bid by the Contractor*. This adjustment will be included in a change order and will be paid for as chemical modifier adjustments. Payment for chemical modifier adjustments will be made for direct *delivered* material costs incurred by the Contractor and shall not include any other markups.

REVISION TO THE STANDARD SPECIFICATIONS (OLD BUSINESS ITEM)
REVISION TO SECTION 215 CHEMICAL MODIFICATION OF SOILS (CONTINUED)

Payment will be made under:

Pay Item

Pay Unit Symbol

Chemical Modification, Soils..... SYS (m2)

The cost of performing the laboratory tests, providing an approved geotechnical consultant, scarification of the subgrade, spreading and mixing of the chemical modifier and soil, compaction of the resultant mixture, shaping the subgrade, work required due to adjustments of modifier proportioning, additional modification required due to weather conditions, correction of deficient areas, water required for the modification process, modified subgrade trimming, and all operations needed to meet the requirements of this specification shall be included in the cost of the pay items of this section.

REVISION TO THE STANDARD SPECIFICATIONS (OLD BUSINESS ITEM)
SECTION 913 - SOIL TREATMENT MATERIALS
REVISION TO 913.04 LIME
PROPOSED NEW 913.05 CEMENT BY-PRODUCTS

The Standard Specifications are revised as follows:

SECTION 913, BEGIN LINE 33, DELETE AND INSERT AS FOLLOWS:

913.04 Lime

Lime shall be a hydrated lime when used in masonry or a hydrated lime, quicklime, or lime by-product when used for soil modification.

(a) Hydrated Lime for Masonry

Hydrated lime used in masonry shall be in accordance with ASTM C 207, Type N.

(b) Lime for Soil Modification

Hydrated lime, quicklime, or a lime by-product used for soil modification shall be approved in accordance with ITM 806, Procedure P and shall meet the following requirements.

1. Hydrated Lime and Quicklime

Hydrated lime and quicklime shall be in accordance with AASHTO M 216.

2. Lime By-Products

Lime by-products shall be hydrated lime or quicklime by-products in accordance with ASTM C 25 having the following requirements.

- a. The lime by-products shall contain a minimum of 60% total available calcium and magnesium oxides (non-volatile basis).
- b. Available calcium hydroxide plus magnesium oxide calculated as calcium hydroxide shall be a minimum of 30%.
- c. Sieve analysis shall be performed in accordance with ASTM C 110. The lime by-products gradation shall be as follows:

Sieve	% Retained (Max)
No. 4 (4.75 mm)	5
No. 30 (600 µm)	10
No. 100 (150 µm)	25

REVISION TO THE STANDARD SPECIFICATIONS	(OLD BUSINESS ITEM)
SECTION 913 - SOIL TREATMENT MATERIALS	(CONTINUED)
REVISION TO 913.04 LIME	
PROPOSED NEW 913.05 CEMENT BY-PRODUCTS	

913.05 Cement By-Products

Cement by-products used for soil modification shall be approved in accordance with ITM 806, Procedure P and shall meet the following requirements.

- (a) *The cement by-product shall contain a minimum of ~~60%~~50% ~~total~~ calcium and magnesium oxides (non-volatile basis) as reported.*
- (b) *Available ~~calcium hydroxide plus magnesium oxide calculated as calcium hydroxide~~ free lime (CaO) shall be a minimum of ~~30%~~5%.*
- (c) *Loss of on ignition shall be a maximum of 30%.*

Sieve analysis shall be performed in accordance with ASTM C 110. The cement by-products gradation shall be as follows:

Sieve	% Retained (Max)
No.4 (4.75 mm)	5
No. 30 (600 μ m)	10
No. 100 (150 μ m)	25

COMMENTS AND ACTION

(OLD BUSINESS ITEM)

REVISION TO SECTION 207.03 GENERAL REQUIREMENTS
 REVISION TO SECTION 207.04 SUBGRADE TREATMENT
 REVISION TO SECTION 215 CHEMICAL MODIFICATION OF SOILS
 REVISION TO 913.04 LIME
 PROPOSED NEW 913.05 CEMENT BY-PRODUCTS

DISCUSSION: Mr. Walker presented the need for this revision and Mr. Khan talked about some additional revisions that were needed based upon the input from industry. Mr. Cales asked about the need for adding type IB and IC. The answer was that there were districts specifying type IA and then doing a unique provision to allow just 1 option. This will eliminate the need for those unique provisions.

Mr. Berebitsky had a question from industry about how long it would take to get on the approved list. Mr. Walker stated it could be as short as 24 hours once the information had been submitted for review.

Mr. Andrewski stated that this would need to be implemented for the I-69 contracts.

Motion: Mr. Walker Second: Mr. Andrewski Ayes: 8 Nays: 0	Action: <input type="checkbox"/> Passed as Submitted <input checked="" type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn
Standard Specifications Sections affected: 207.03; 207.04; 215.01, .02, .03, .08, .09, .11; 913.04(b) Recurring Special Provision cross-references: 215-R-543 DYNAMIC CONE PENETROMETER TEST FOR COMPACTION OF CHEMICALLY MODIFIED SOILS Standard Sheets affected: None Design Manual Sections affected: None GIFE Sections cross-references: Section 3	<hr/> <input checked="" type="checkbox"/> 2012 Standard Specifications Book <input checked="" type="checkbox"/> Create RSP (No. 207-R-577) Effective <u>Sep. 01, 2010</u> Letting RSP Sunset Date: _____ <input type="checkbox"/> Revise RSP (No. _____) Effective _____ Letting RSP Sunset Date: _____ Standard Drawing Effective _____ <input type="checkbox"/> Create RPD (No. _____) Effective _____ Letting <input type="checkbox"/> Technical Advisory GIFE Update Req'd.? Y <input type="checkbox"/> N <input checked="" type="checkbox"/> By _____ Addition or _____ Revision Frequency Manual Update Req'd? Y <input type="checkbox"/> N <input type="checkbox"/> By _____ Addition or _____ Revision Received FHWA Approval? <input checked="" type="checkbox"/>

Mr. Wright
Date: 04/15/10

SPECIFICATION REVISIONS

(OLD BUSINESS ITEM)

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: OLD BUSINESS - Item No. 04 on the 01/21/10 agenda (submitted by Dave Andrewski) was passed as Revised. Standard drawings 610-PRAP-02 thru 12 plus sheet 713-TCTR-04 were made up for revisions for decreased pavement thicknesses due to the MEPDG. Those revisions and general cleanup of notes and figures were done as shown.

PROPOSED SOLUTION: Revise Standard Sheets and IDM.

APPLICABLE STANDARD SPECIFICATIONS: N/A

APPLICABLE STANDARD DRAWINGS: 610-PRAP-01 thru 14 and 713-TCTR-04

APPLICABLE DESIGN MANUAL SECTION: 82-6.04 and 46-1.05

APPLICABLE SECTION OF GIFE: N/A

Submitted By: John Wright

Title: Roadway Services Manager

Organization: INDOT

Phone Number: 232-5147

Date: 4/6/10

SPECIFICATION REVISIONS

(OLD BUSINESS ITEM)

LIST OF PROPOSED REVISIONS TO STANDARD DRAWINGS AND DESIGN MANUAL

<u>Proposed</u>	<u>Current</u>	<u>Proposed Drawing Title</u>
610-PRAP-01	-02	Public-Road Approach Type A
610-PRAP-02	-03	Public-Road Approach Type B
610-PRAP-03	-05	Public-Road Approach Type A and B Table of Values
610-PRAP-04	-06	Public-Road Approach Type C
610-PRAP-05	-09	Public-Road Approach Type C Table of Values
610-PRAP-06	-10	Public-Road Approach Type D
610-PRAP-07	-12	Public-Road Approach Type D Table of Values
610-PRAP-08	-13	Public-Road Approach with Curbed Mainline Pavement
610-PRAP-09	-07	Public-Road Approach Pay Limits
610-PRAP-10	-01	Public-Road Approach Tie-In to Existing Section
610-PRAP-11	-04	Public-Road Approach General Notes, Chord Diagram, and Minimum Typical Section

<u>Proposed</u>	<u>Current</u>	<u>Existing Drawing Title</u>
Discontinued	-08	Public-Road Approach Type C General Notes
Discontinued	-11	Public-Road Approach Type D General Notes and Table A
Discontinued	-14	Street Approach with PCCP or HMA Mainline Pavement

DESIGN MANUAL SEC. 46-1.05(02)
NEW FIGURES 46-1C(2) AND 46-1C(3)

Note: Information on Comments and Action by the Standards Committee on this item from January 21, 2010 available at:
http://www.in.gov/dot/div/contracts/standards/sc/2010/jan/SC_Approved%20Minutes%20100121.pdf

Item No. 04 01/21/10 (2010 SS) (contd.)
Mr. Wright
Date: 04/15/10

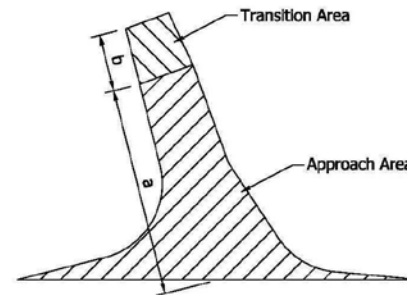
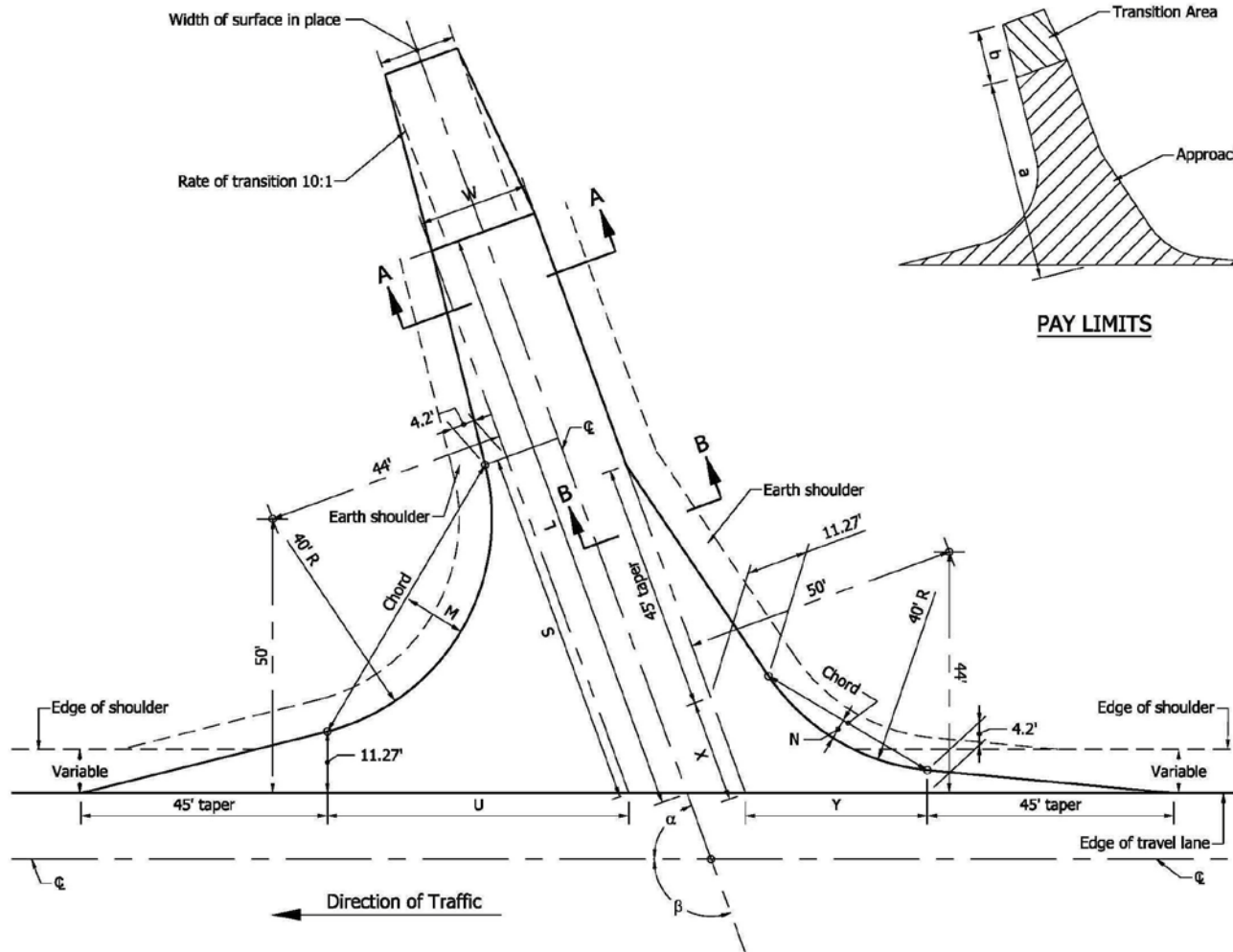
REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-0201 PUBLIC ROAD APPROACH TYPE A

THIS PAGE INTENTIONALLY LEFT BLANK

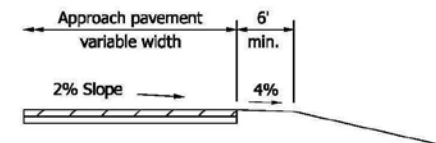
APPROVED MINUTES



PAY LIMITS

NOTES:

1. See Standard Drawing E 610-PRAP-11 for Section A-A, Chord Diagram, and General Notes.
2. See Standard Drawing E 610-PRAP-03 for table of computed values.
3. See Standard Drawing E 610-PRAP-09 for pay limit details.



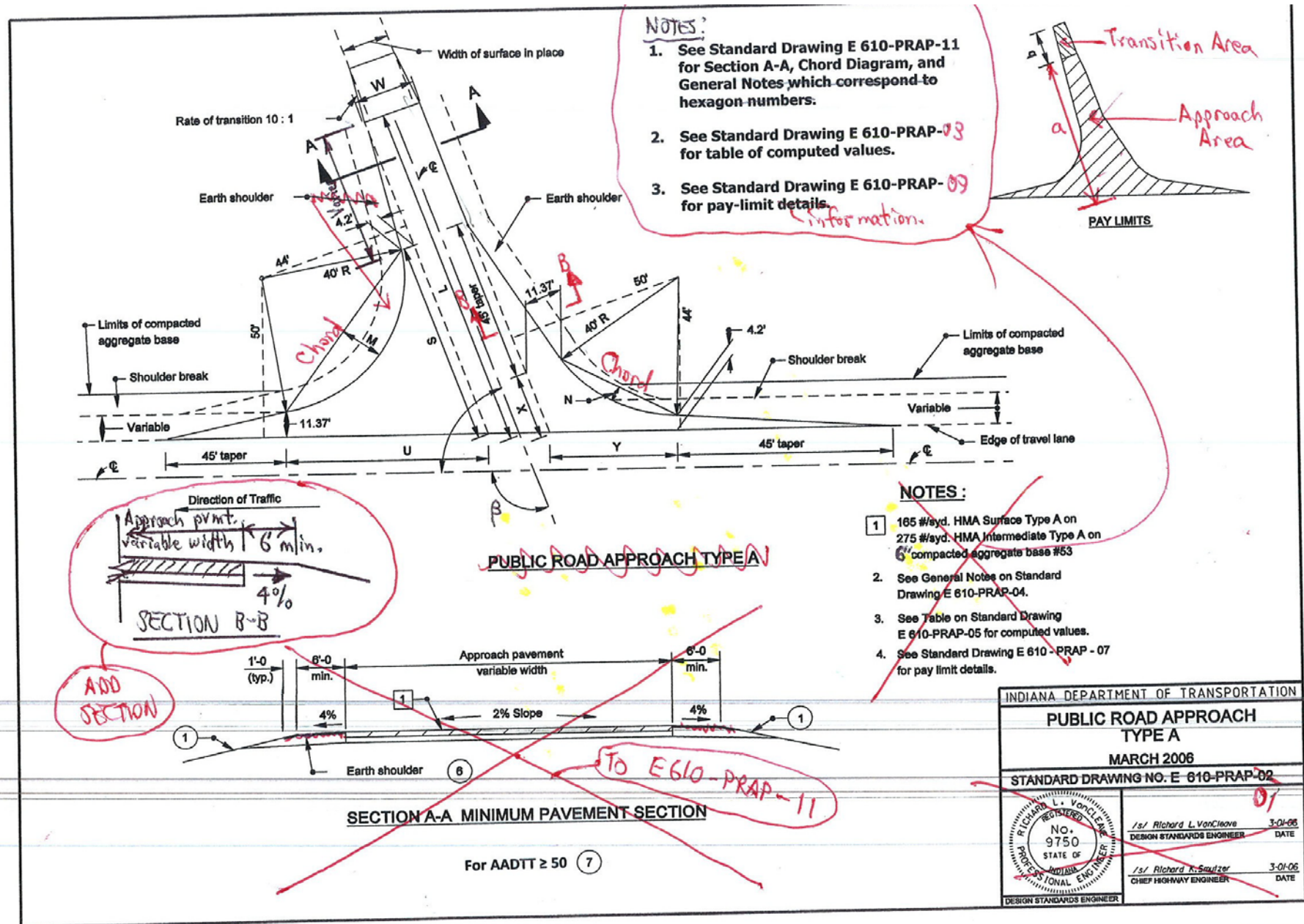
SECTION B-B

INDIANA DEPARTMENT OF TRANSPORTATION	
PUBLIC ROAD APPROACH TYPE A	
SEPTEMBER 2010	
STANDARD DRAWING NO. E 610-PRAP-01	
	DESIGN STANDARDS ENGINEER DATE
	CHIEF HIGHWAY ENGINEER DATE

BACKUP NO. 1

(OLD BUSINESS ITEM)

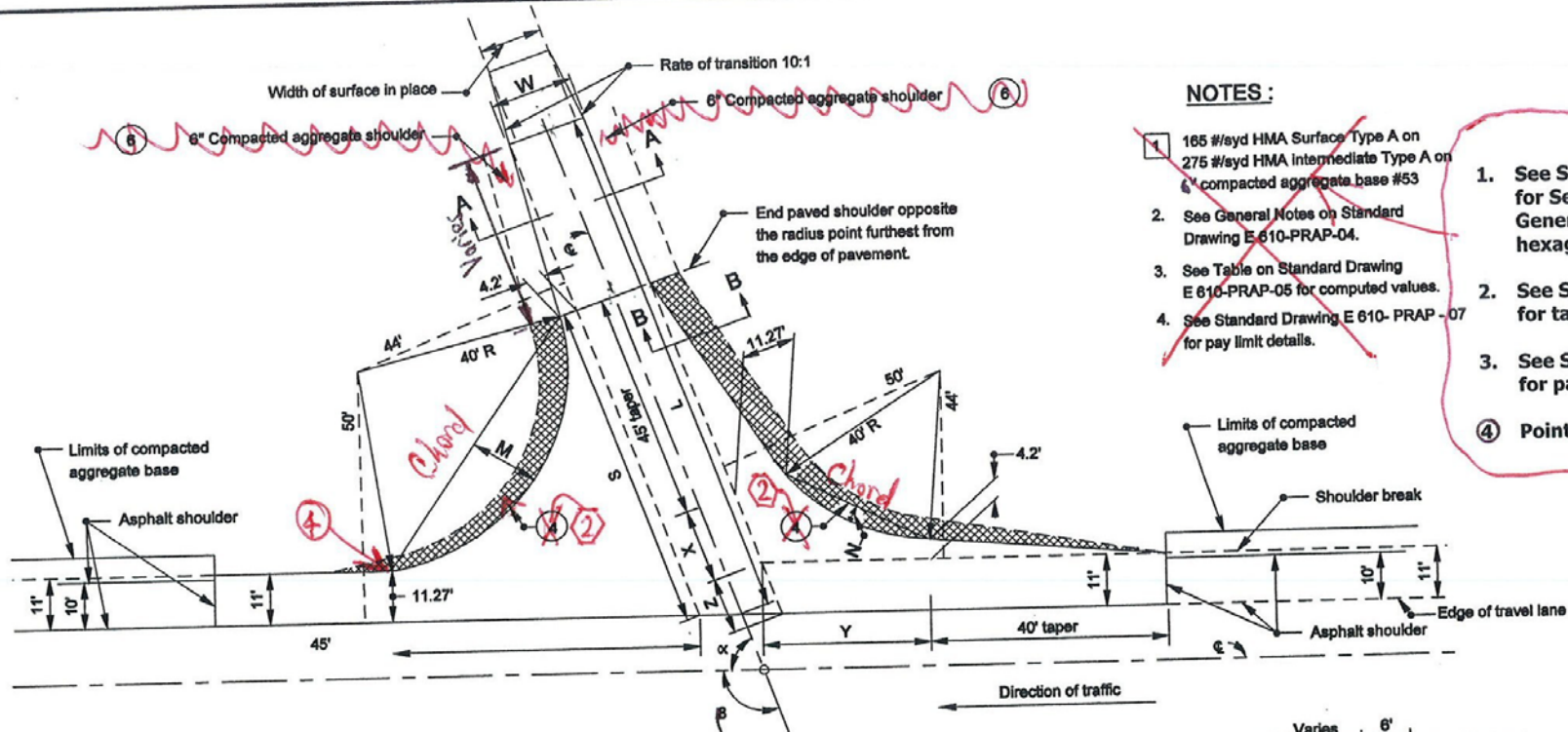
MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-02 PUBLIC ROAD APPROACH TYPE A



BACKUP NO. 2

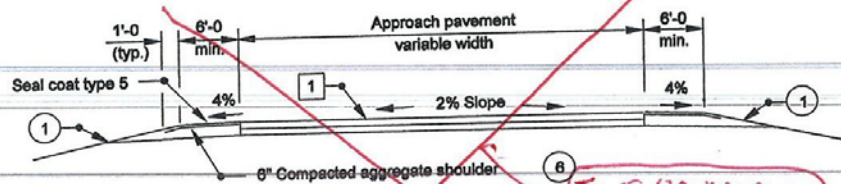
(OLD BUSINESS ITEM)

MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-03 PUBLIC ROAD APPROACH TYPE B

**NOTES:**

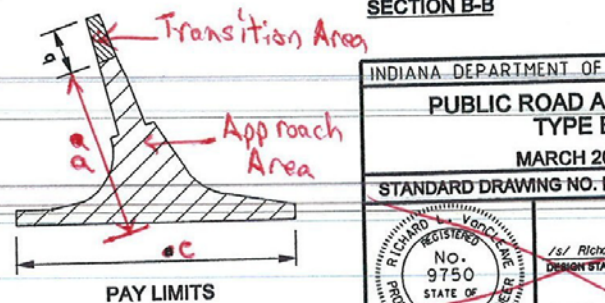
1. 165 #/syd HMA Surface Type A on 275 #/syd HMA intermediate Type A on 6" compacted aggregate base #53
2. See General Notes on Standard Drawing E 610-PRAP-04.
3. See Table on Standard Drawing E 610-PRAP-05 for computed values.
4. See Standard Drawing E 610-PRAP-07 for pay limit details.

1. See Standard Drawing E 610-PRAP-11 for Section A-A, Chord Diagram, and General Notes which correspond to hexagon numbers.
2. See Standard Drawing E 610-PRAP-0 for table of computed values.
3. See Standard Drawing E 610-PRAP-0 for pay-limit details.
- ④ Point on curve not a point of tangency

PUBLIC ROAD APPROACH TYPE "B"**SECTION A-A MINIMUM PAVEMENT SECTION**

For AADTT ≥ 50 ⑦

TO E 610-PRAP-11

**SECTION B-B**

INDIANA DEPARTMENT OF TRANSPORTATION	
PUBLIC ROAD APPROACH TYPE B	
MARCH 2006	
STANDARD DRAWING NO. E 610-PRAP-03	
	/s/ Richard L. VanCleave DESIGN STANDARDS ENGINEER 3-01-06 DATE
	/s/ Richard K. Smutzer CHIEF HIGHWAY ENGINEER 3-01-06 DATE

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

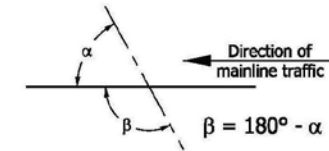
PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-0503 PUBLIC ROAD APPROACH TYPE A & B - TABLE OF VALUES

β	L						Z	U	S	X	Y	M	N	TOTAL APPROACH AREA A						Hatched shoulder area	C.A.B. shoulder area	β
	TYPE A			TYPE B										TYPE A			TYPE B					
	W=20	W=22	W=24	W=20	W=22	W=24								(Type B)	W=20	W=22	W=24	W=20	W=22			
(°)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(°)	
110	108.87	109.23	109.60	108.87	109.23	109.60	11.71	55.02	65.23	18.63	33.20	11.66	3.72	531.19	556.20	501.52	645.05	670.14	695.38	112.40	52.60	110
109	107.48	107.82	108.17	107.48	107.48	108.17	11.63	53.75	64.04	19.32	33.74	11.42	3.86	524.90	549.63	574.51	639.55	664.28	689.15	112.50	51.00	109
108	106.12	106.45	106.77	106.12	106.45	106.77	11.57	52.51	62.88	20.02	34.28	11.19	4.02	518.88	543.25	567.78	634.32	658.70	683.22	112.60	49.50	108
107	104.80	105.10	105.41	104.80	105.10	105.41	11.50	51.30	61.74	20.72	34.84	10.94	4.17	513.11	537.15	561.32	629.37	653.40	677.37	112.60	48.00	107
106	103.50	103.79	104.48	103.50	103.79	104.08	11.44	50.11	60.64	21.44	35.40	10.70	4.33	507.60	531.30	555.13	624.67	648.37	672.20	112.80	46.40	106
105	102.24	102.51	102.77	102.24	102.51	102.77	11.39	48.95	59.56	22.16	35.98	10.46	4.49	502.33	525.70	549.20	620.23	643.61	667.10	112.90	45.10	105
104	101.00	101.25	101.50	101.00	101.25	101.50	11.34	47.81	58.51	22.88	36.56	10.23	4.65	497.30	520.35	543.52	616.04	639.10	662.26	112.90	43.60	104
103	99.79	100.02	100.25	99.79	100.02	100.25	11.29	46.70	57.48	23.62	37.16	9.99	4.81	492.50	515.24	538.06	612.10	634.83	657.68	113.00	42.20	103
102	98.60	98.81	99.02	98.60	98.81	99.02	11.25	45.81	56.48	24.36	37.77	9.76	4.98	487.92	510.35	532.88	608.39	630.82	653.34	113.10	40.80	102
101	97.44	97.63	97.83	97.44	97.63	97.83	11.21	44.54	55.49	25.10	38.39	9.54	5.15	483.57	505.69	527.91	604.91	627.04	649.25	113.10	39.40	101
100	96.30	96.47	96.65	96.30	96.47	96.65	11.17	43.50	54.54	25.86	39.02	9.31	5.35	479.42	501.26	523.16	601.66	623.49	645.40	113.10	37.90	100
99	95.18	95.34	95.50	95.18	95.34	95.50	11.14	42.47	53.60	26.63	39.66	9.09	5.50	475.49	497.03	518.64	598.63	620.17	641.78	113.20	36.30	99
98	94.09	94.23	94.37	94.09	94.23	94.37	11.11	41.46	52.68	27.41	40.31	8.87	5.68	471.77	493.02	514.34	595.83	617.08	638.39	113.20	34.90	98
97	93.10	93.13	93.26	93.01	93.13	93.26	11.08	40.47	51.78	28.19	40.98	8.65	5.86	468.25	489.22	510.24	593.24	614.21	635.23	113.20	33.50	97
96	91.96	92.06	92.17	91.96	92.06	92.17	11.06	39.50	50.90	28.99	41.66	8.44	6.04	464.93	485.62	506.36	590.86	611.56	632.29	113.30	32.40	96
95	90.92	91.01	91.10	90.92	91.01	91.10	11.04	38.64	50.04	29.79	42.35	8.22	6.22	461.80	482.21	502.68	588.70	609.12	629.58	113.30	31.00	95
94	89.90	89.97	90.04	89.90	89.97	90.04	11.03	37.60	49.20	30.61	43.05	8.01	6.41	458.87	479.02	499.20	586.74	606.89	627.07	113.30	29.40	94
93	88.90	88.96	89.01	88.90	88.96	89.01	11.02	36.68	48.38	31.44	43.77	7.80	6.60	456.12	476.01	495.91	584.99	604.88	624.79	113.40	28.00	93
92	87.92	87.96	87.99	87.92	87.96	87.99	11.01	35.77	47.57	32.28	44.50	7.60	6.80	453.57	473.19	492.83	583.45	603.07	622.71	113.40	26.80	92
91	86.96	86.97	86.99	88.95	88.94	88.93	11.00	34.88	46.78	33.14	45.24	7.39	6.99	451.20	470.56	489.94	586.57	606.29	626.01	113.40	27.90	91
90	86.00	86.00	86.00	90.00	90.00	90.00	11.00	34.00	46.00	34.00	46.00	7.19	7.19	449.01	468.12	487.23	589.85	609.85	629.85	113.40	29.30	90
89	85.07	85.05	85.04	91.06	91.07	91.09	11.00	33.14	45.24	34.88	46.78	6.99	7.39	447.01	465.87	484.72	593.33	613.61	633.90	113.40	30.60	89
88	84.15	84.12	84.08	92.13	92.16	92.20	11.01	32.28	44.50	35.77	47.57	6.80	7.60	445.18	463.80	482.40	597.03	617.58	638.16	113.30	32.00	88
87	83.24	83.19	83.14	93.22	93.27	93.33	11.02	31.44	43.77	36.68	48.38	6.60	7.80	443.54	461.91	480.26	600.93	621.77	642.64	113.30	33.40	87
86	83.30	83.37	83.44	94.33	94.40	94.47	11.03	30.61	43.05	37.60	49.20	6.41	8.01	444.20	462.79	481.60	605.04	626.18	647.34	113.30	34.80	86
85	84.42	84.51	84.59	95.46	95.55	95.64	11.04	29.79	42.35	38.64	50.04	6.22	8.22	447.35	466.32	485.34	609.37	630.80	652.27	113.30	36.20	85
84	85.55	85.65	85.76	96.61	96.72	96.82	11.06	28.99	41.66	39.50	50.90	6.04	8.44	450.69	469.96	489.27	613.92	635.65	657.42	113.30	37.60	84
83	86.70	86.82	86.94	97.78	97.90	98.03	11.08	28.19	40.98	40.47	51.78	5.86	8.65	454.22	473.79	493.41	618.70	640.72	662.81	113.30	39.00	83
82	87.87	88.01	88.15	98.97	99.11	99.26	11.11	27.41	40.31	41.46	52.68	5.68	8.87	457.95	477.82	497.75	623.70	646.03	668.43	113.30	40.40	82
81	89.05	89.21	89.37	100.19	100.35	100.51	11.14	26.63	39.66	42.47	53.60	5.50	9.09	461.88	482.05	502.30	628.93	651.58	674.30	113.20	41.80	81
80	90.26	90.44	90.61	101.43	101.61	101.78	11.17	25.86	39.02	43.50	54.54	5.35	9.31	466.00	486.49	507.06	634.40	657.37	680.42	113.20	43.20	80
79	91.49	91.68	91.88	102.69	102.89	103.08	11.21	25.10	38.39	44.54	55.49	5.15	9.54	470.34	491.15	512.04	640.11	663.40	686.78	113.10	44.60	79
78	92.74	92.95	93.16	103.96	104.20	104.41	11.25	24.36	37.77	45.61	56.48	4.98	9.76	474.89	496.02	517.24	646.07	669.69	693.41	113.00	46.10	78
77	94.01	94.24	94.47	105.30	105.53	105.76	11.29	23.62	37.16	46.70	57.48	4.81	9.99	479.66	501.11	522.67	652.78	676.24	700.31	113.00	47.50	77
76	95.31	95.56	95.81	106.64	106.89	107.14	11.34	22.88	36.56	47.81	58.51	4.65	10.23	484.65	506.44	528.34	658.75	683.06	707.48	113.00	49.00	76
75	96.63	96.90	97.17	108.02	108.29	108.55	11.39	22.16	35.98	48.95	59.56	4.49	10.46	489.87	511.99	534.24	665.50	690.16	714.94	112.90	50.50	75
74	97.98	98.26	98.55	109.42	109.71	110.00	11.44	21.44	35.40	50.11	60.64	4.33	10.70	495.32	517.79	540.39	672.52	697.54	722.68	112.80	52.00	74
73	99.36	99.66	99.97	110.86	111.16	111.47	11.50	20.72	34.84	51.30	61.74	4.17	10.94	501.01	523.84	546.80	679.82	705.21	730.72	112.80	53.50	73
72	100.76	101.08	101.41	112.33	112.65	112.98	11.57	20.02	34.28	52.51	62.88	4.02	11.18	506.96	530.14	553.47	687.42	713.18	739.08	112.70	55.00	72
71	102.20	102.54	102.88	113.83	114.17	114.52	11.63	19.32	33.74	53.75	64.04	3.86	11.42	513.16	536.71	560.42	695.32	721.46	747.75	112.60	56.60	71
70	103.66	104.03	104.39	115.37	115.73	116.10	11.71	18.63	33.20	55.02	65.23	3.72	11.66	519.62	543.55	567.64	703.54	730.07	756.76	112.50	58.10	70

LEGEND

 α = ANGLE OF TURN

The angle through which a vehicle travels on the public road approach toward making a right hand turn. It is measured from the tangent on which a vehicle approaches the intersecting road to the corresponding tangent on the intersecting road to which the vehicle turns.

 β = INTERSECTION CONTROL ANGLE

NOTES:

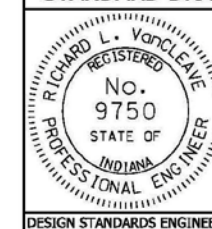
- See Standard Drawing E 610-PRAP-01 for public road approach type A.
- See Standard Drawing E 610-PRAP-02 for public road approach type B.
- See Standard Drawing E 610-PRAP-11 for General Notes.

INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC ROAD APPROACH TYPE A
& TYPE B - TABLE OF VALUES

SEPTEMBER 2010

STANDARD DRAWING NO. E 610-PRAP-03



DESIGN STANDARDS ENGINEER DATE

CHIEF HIGHWAY ENGINEER DATE

BACKUP NO. 3

(OLD BUSINESS ITEM)

MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-05 PUBLIC ROAD APPROACH TYPE A & B - TABLE OF VALUES

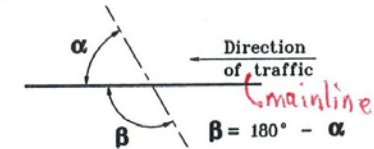
β	U	S	M	X	Y	N	L							TOTAL APPROACH AREA A						Hatched shoulder area	C.A.B. shoulder area	β
							TYPE A			TYPE B				TYPE A			TYPE B					
							W=20 (ft)	W=22 (ft)	W=24 (ft)	W=20 (ft)	W=22 (ft)	W=24 (ft)	Z (ft)	W=20 (SYS)	W=22 (SYS)	W=24 (SYS)	W=20 (SYS)	W=22 (SYS)	W=24 (SYS)			
(°)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(SYS)	(°)
110	55.02	65.23	11.66	18.63	33.20	3.72	108.87	109.23	109.60	108.87	109.23	109.60	11.71	531.19	556.20	501.52	645.05	670.14	695.38	112.40	52.60	110
109	53.75	64.04	11.42	19.32	33.74	3.86	107.48	107.82	108.17	107.48	107.82	108.17	11.63	524.90	549.63	574.51	639.55	664.28	689.15	112.50	51.00	109
108	52.51	62.88	11.19	20.02	34.28	4.02	106.12	106.45	106.77	106.12	106.45	106.77	11.53	518.88	543.25	567.78	634.32	658.70	683.22	112.60	49.50	108
107	51.30	61.74	10.94	20.72	34.84	4.17	104.80	105.10	105.41	104.80	105.10	105.41	11.50	513.11	537.15	561.32	629.37	653.40	677.37	112.80	48.00	107
106	50.11	60.64	10.70	21.44	35.40	4.33	103.50	103.79	104.48	103.50	103.79	104.08	11.44	507.60	531.30	555.13	624.67	648.37	672.20	112.80	46.40	106
105	48.95	59.56	10.46	22.16	35.98	4.49	102.24	102.51	102.77	102.24	102.51	102.77	11.39	502.33	525.70	549.20	620.23	643.61	667.10	112.90	45.10	105
104	47.81	58.51	10.23	22.88	36.56	4.65	101.00	101.25	101.50	101.00	101.25	101.50	11.34	497.30	520.35	543.52	616.04	639.10	662.26	112.90	43.60	104
103	46.70	57.48	9.99	23.62	37.16	4.81	99.79	100.02	100.25	99.79	100.02	100.25	11.29	492.50	515.24	538.06	612.10	634.83	657.68	113.00	42.20	103
102	45.81	56.48	9.76	24.36	37.77	4.98	98.60	98.81	99.02	98.60	98.81	99.02	11.25	487.92	510.35	532.88	608.39	630.82	653.34	113.10	40.80	102
101	44.54	55.49	9.54	25.10	38.39	5.15	97.44	97.63	97.83	97.44	97.63	97.83	11.21	483.57	505.69	527.91	604.91	627.04	649.25	113.10	39.40	101
100	43.50	54.54	9.31	25.86	39.02	5.35	96.30	96.47	96.65	96.30	96.47	96.65	11.17	479.42	501.26	523.16	601.66	623.49	645.40	113.10	37.90	100
99	42.47	53.60	9.09	26.63	39.66	5.50	95.18	95.34	95.50	95.18	95.34	95.50	11.14	475.49	497.03	518.64	598.63	620.17	641.78	113.20	36.30	99
98	41.46	52.68	8.87	27.41	40.31	5.68	94.09	94.23	94.37	94.09	94.23	94.37	11.11	471.77	493.02	514.34	595.83	617.08	638.39	113.20	34.90	98
97	40.47	51.78	8.65	28.19	40.98	5.86	93.10	93.13	93.26	93.01	93.13	93.26	11.08	468.25	489.22	510.24	593.24	614.21	635.23	113.20	33.50	97
96	39.50	50.90	8.44	28.99	41.66	6.04	91.96	92.06	92.17	91.96	92.06	92.17	11.06	464.93	485.62	506.36	590.86	611.56	632.29	113.30	32.40	96
95	38.64	50.04	8.22	29.79	42.35	6.22	90.92	91.01	91.10	90.92	91.01	91.10	11.04	461.80	482.21	502.68	588.70	609.12	629.58	113.30	31.00	95
94	37.60	49.20	8.01	30.61	43.05	6.41	89.90	89.97	90.04	89.90	89.97	90.04	11.03	458.87	479.02	499.20	586.74	606.89	627.07	113.30	29.40	94
93	36.68	48.38	7.80	31.44	43.77	6.60	88.90	88.96	89.01	88.90	88.96	89.01	11.02	456.12	476.01	495.91	584.99	604.88	624.79	113.40	28.00	93
92	35.77	47.57	7.60	32.28	44.50	6.80	87.92	87.96	87.99	87.92	87.96	87.99	11.01	453.57	473.19	492.83	583.45	603.07	622.71	113.40	26.80	92
91	34.88	46.78	7.39	33.14	45.24	6.99	86.96	86.97	86.99	86.96	86.97	86.99	11.00	451.20	470.56	489.94	586.57	606.29	626.01	113.40	27.90	91
90	34.00	46.00	7.19	34.00	46.00	7.19	86.00	86.00	86.00	90.00	90.00	90.00	11.00	449.01	468.12	487.23	589.85	609.85	629.85	113.40	29.30	90
89	33.14	45.24	6.99	34.88	46.78	7.39	85.07	85.05	85.04	91.06	91.07	91.09	11.00	447.01	465.87	484.72	593.33	613.61	633.90	113.40	30.60	89
88	32.28	44.50	6.80	35.77	47.57	7.60	84.15	84.12	84.08	92.13	92.16	92.20	11.01	445.18	463.80	482.40	597.03	617.58	638.16	113.30	32.00	88
87	31.44	43.77	6.60	36.68	48.38	7.80	83.24	83.19	83.14	93.22	93.27	93.33	11.02	443.54	461.91	480.26	600.93	621.77	642.64	113.30	33.40	87
86	30.61	43.05	6.41	37.60	49.20	8.01	83.30	83.37	83.44	94.33	94.40	94.47	11.03	444.20	462.79	481.60	605.04	626.18	647.34	113.30	34.80	86
85	29.79	42.35	6.22	38.64	50.04	8.22	84.42	84.51	84.59	95.46	95.55	95.64	11.04	447.35	466.32	485.34	609.37	630.80	652.27	113.30	36.20	85
84	28.99	41.66	6.04	39.50	50.90	8.44	85.55	85.65	85.76	96.61	96.72	96.82	11.06	450.69	469.96	489.27	613.92	635.65	657.42	113.30	37.60	84
83	28.19	40.98	5.86	40.47	51.78	8.65	86.70	86.82	86.94	97.78	97.90	98.03	11.08	454.22	473.79	493.41	618.70	640.72	662.81	113.30	39.00	83
82	27.41	40.31	5.68	41.46	52.68	8.87	87.87	88.01	88.15	98.97	99.11	99.26	11.11	457.95	477.82	497.75	623.70	646.03	668.43	113.30	40.40	82
81	26.63	39.66	5.50	42.47	53.60	9.09	89.05	89.21	89.37	100.19	100.35	100.51	11.14	461.88	482.05	502.30	628.93	651.58	674.30	113.20	41.80	81
80	25.86	39.02	5.35	43.50	54.54	9.31	90.26	90.44	90.61	101.43	101.61	101.78	11.17	466.00	486.49	507.06	634.40	657.37	680.42	113.20	43.20	80
79	25.10	38.39	5.15	44.54	55.49	9.54	91.49	91.68	91.88	102.69	102.89	103.08	11.21	470.34	491.15	512.04	640.11	663.40	686.78	113.10	44.80	79
78	24.36	37.77	4.98	45.61	56.48	9.76	92.74	92.95	93.16	103.96	104.20	104.41	11.25	474.89	496.02	517.24	646.07	669.69	693.41	113.00	46.10	78
77	23.62	37.16	4.81	46.70	57.48	9.99	94.01	94.24	94.47	105.30	105.53	105.76	11.29	479.66	501.11	522.67	652.78	676.24	700.31	113.00	47.50	77
76	22.88	36.56	4.65	47.81	58.51	10.23	95.31	95.56	95.81	106.64	106.89	107.14	11.34	484.85	506.44	528.34	658.75	683.06	707.48	113.00	49.00	76
75	22.16	35.98	4.49	48.95	59.56	10.46	96.63	96.90	97.17	108.02	108.29	108.55	11.39	489.87	511.99	534.24	665.50	690.16	714.94	112.90	50.50	75
74	21.44	35.40	4.33	50.11	60.64	10.70	97.98	98.26	98.55	109.42	109.71	110.00	11.44	495.32	517.79	540.39	672.52	697.54	722.68	112.80	52.00	74
73	20.72	34.84	4.17	51.30	61.74	10.94	99.36	99.66	99.97	110.86	111.16	111.47	11.50	501.01	523.84	546.80	679.82	705.21	730.72	112.80	53.50	73
72	20.02	34.28	4.02	52.51	62.88	11.18	100.76	101.08	101.41	112.33	112.65	112.98	11.57	506.96	530.14	553.47	687.42	713.18	739.08	112.70	55.00	72
71	19.32	33.74	3.86	53.75	64.04	11.42	102.20	102.54	102.88	113.83	114.17	114.52	11.63	513.16	536.71	560.42	695.32	721.46	747.75	112.60	56.60	71
70	18.63	33.20	3.72	55.02	65.23	11.66	103.66	104.03	104.39	115.37	115.73	116.10	11.71	519.62	543.55	567.64	703.54	730.07	756.76	112.50	58.10	70

LEGEND

α = ANGLE OF TURN

The angle through which a vehicle travels on the public road approach toward making a right hand turn. It is measured from the extension of the tangent on which a vehicle approaches the intersecting road to the corresponding tangent on the intersecting road to which the vehicle turns.

β = INTERSECTION CONTROL ANGLE



NOTES:

1. See Standard Drawing E 610-PRAP-02 for public road approach type A.
2. See Standard Drawing E 610-PRAP-03 for public road approach type B.
3. See Standard Drawing E 610-PRAP-04 for General Notes.

INDIANA DEPARTMENT OF TRANSPORTATION
PUBLIC ROAD APPROACH TYPE A
& TYPE B - TABLE OF VALUES

SEPTEMBER 2001

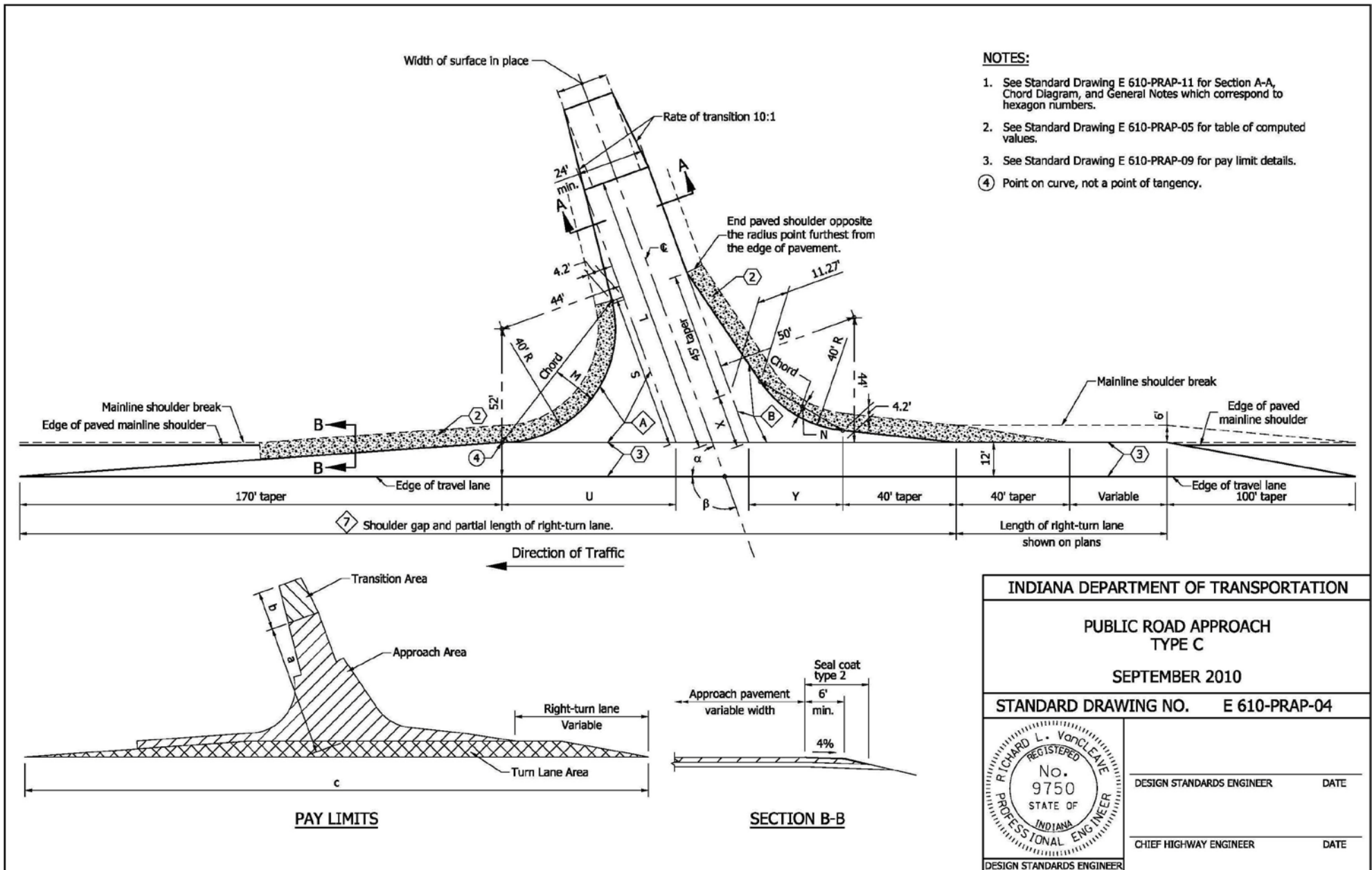
STANDARD DRAWING NO. E 610-PRAP-05

	No. 18095 STATE OF INDIANA PROFESSIONAL ENGINEER		9-04-01 DATE
	/s/ Anthony L. Uremovich DESIGN STANDARDS ENGINEER		9-04-01 DATE
/s/ Pooja Zandi CHIEF HIGHWAY ENGINEER		9-04-01 DATE	

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

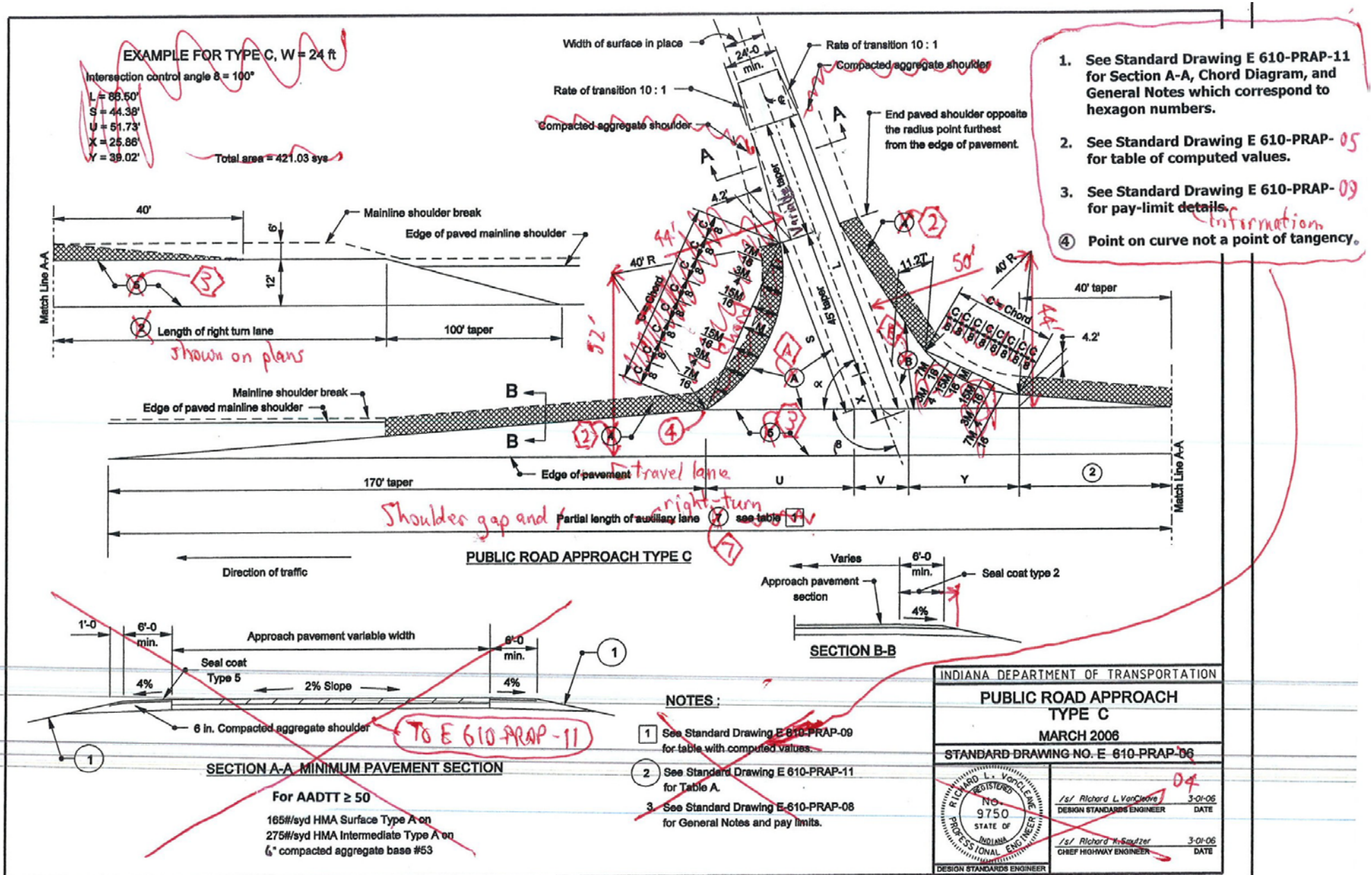
PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-0604 PUBLIC ROAD APPROACH TYPE C



BACKUP NO. 4

(OLD BUSINESS ITEM)

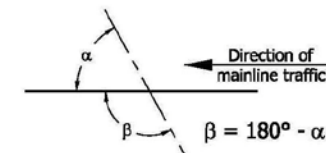
MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-06 PUBLIC ROAD APPROACH TYPE C



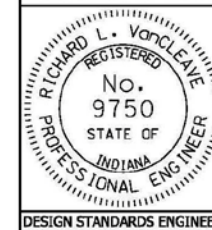
β	L	U	S	X	Y	M	N	Shoulder gap	APPROACH AREA			Right-turn lane part area	β
(°)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(SYS)	(SYS)	(SYS)	(SYS)	(°)
110	98.95	61.38	54.59	18.63	33.20	15.45	3.72	330.12	116.48	85.95	466.32	326.83	110
109	97.59	60.31	53.46	19.32	33.74	15.17	3.86	329.43	112.89	87.65	460.78	325.90	109
108	96.26	59.26	52.36	20.02	34.28	14.90	4.02	328.78	109.42	89.37	455.49	325.04	108
107	94.95	58.24	51.28	20.72	34.84	14.63	4.17	328.18	106.08	91.14	450.43	324.23	107
106	93.68	57.24	50.23	21.44	35.40	14.36	4.33	327.61	102.85	92.95	445.59	323.48	106
105	92.42	56.27	49.21	22.16	35.98	14.09	4.49	327.10	99.72	94.80	440.98	322.79	105
104	91.19	55.32	48.20	22.88	36.56	13.83	4.65	326.62	96.70	96.70	436.58	322.16	104
103	89.99	54.39	47.22	23.62	37.16	13.56	4.81	326.18	93.79	98.65	432.39	321.58	103
102	88.60	53.48	46.25	24.36	37.77	13.30	4.98	325.79	90.96	100.64	428.41	321.05	102
101	87.64	52.60	45.31	25.10	38.39	13.04	5.15	325.44	88.24	102.68	424.62	320.58	101
100	86.50	51.73	44.38	25.86	39.02	12.79	5.32	325.12	85.60	104.77	421.03	320.16	100
99	85.37	50.88	43.47	26.63	39.66	12.53	5.50	324.84	83.05	108.92	417.63	319.79	99
98	84.27	50.05	42.58	27.41	40.31	12.28	5.68	324.60	80.58	109.12	414.41	319.47	98
97	83.18	49.24	41.71	28.19	40.98	12.03	5.86	324.40	78.19	111.38	411.38	319.20	97
96	82.11	48.45	40.85	28.99	41.66	11.78	6.04	324.24	76.87	113.70	408.53	318.98	96
95	81.06	47.67	40.01	29.79	42.35	11.54	6.22	324.11	73.63	116.07	405.86	318.81	95
94	80.02	46.90	39.16	30.61	43.05	11.29	6.41	324.01	71.47	118.51	403.36	318.68	94
93	79.00	46.16	38.37	31.44	43.77	11.05	6.60	323.96	69.37	121.02	401.04	318.61	93
92	77.98	45.42	37.57	32.28	44.50	10.81	6.80	323.94	67.33	123.59	398.88	318.58	92
91	77.92	44.70	36.79	33.14	45.24	10.57	6.99	323.94	65.36	126.23	399.40	318.60	91
90	79.00	44.00	36.00	34.00	46.00	10.34	7.19	324.00	63.48	128.84	403.07	318.67	90
89	80.09	43.31	35.24	34.88	46.78	10.10	7.39	324.09	61.61	131.73	406.91	318.79	89
88	81.19	42.63	34.49	35.77	47.57	9.87	7.60	324.22	59.82	134.60	410.93	318.96	88
87	82.31	41.96	33.75	36.68	48.38	9.64	7.80	324.37	58.08	137.54	415.12	319.17	87
86	83.44	41.31	33.03	37.60	49.20	9.42	8.01	324.57	58.40	140.57	419.49	319.43	86
85	84.59	40.67	32.31	38.54	50.04	9.20	8.22	324.80	54.77	143.68	424.04	319.74	85
84	85.76	40.04	31.60	39.50	50.09	8.97	8.44	325.07	53.20	146.88	428.77	320.10	84
83	86.94	39.42	30.94	40.47	51.78	8.75	8.65	325.38	51.67	150.18	433.69	320.51	83
82	88.15	38.81	30.21	41.46	52.68	8.54	8.87	325.73	50.18	153.57	438.81	320.97	82
81	89.37	38.21	29.54	42.47	53.60	8.32	9.09	326.11	48.74	157.06	444.12	321.48	81
80	90.61	37.63	28.86	43.50	54.54	8.11	9.31	326.54	47.35	160.66	449.04	322.04	80
79	91.88	37.05	28.20	44.54	55.49	7.90	9.54	326.99	46.00	164.36	455.36	322.65	79
78	93.16	36.48	27.55	45.61	56.48	7.69	9.76	327.50	44.69	168.17	461.29	323.32	78
77	94.47	35.92	26.90	46.70	57.48	7.49	9.99	328.30	43.42	172.10	467.44	324.04	77
76	95.81	35.37	26.26	47.81	58.51	7.29	10.23	328.82	42.18	176.15	473.82	324.82	76
75	97.17	35.83	25.63	48.95	59.56	7.09	10.46	328.24	40.99	180.33	480.43	325.65	75
74	98.55	34.30	25.00	50.11	60.64	6.89	10.70	329.91	39.83	184.64	487.28	326.54	74
73	99.97	33.78	24.38	51.30	61.74	6.70	10.94	330.62	38.71	189.08	494.37	327.49	73
72	101.41	33.27	23.77	52.51	62.88	6.50	11.18	331.39	37.62	193.67	501.72	328.50	72
71	102.88	32.76	23.16	53.75	64.04	6.32	11.42	332.18	36.56	198.41	509.33	329.58	71
70	104.39	32.26	22.56	55.06	65.23	6.13	11.66	333.03	35.54	203.30	517.21	330.71	70

LEGEND α = ANGLE OF TURN

The angle through which a vehicle travels on the public road approach toward making a right hand turn. It is measured from the tangent on which a vehicle approaches the intersecting road to the corresponding tangent on the intersecting road to which the vehicle turns.

 β = INTERSECTION CONTROL ANGLE**NOTES:**

1. See Standard Drawing E 610-PRAP-04 for public road approach type C.
2. See Standard Drawing E 610-PRAP-11 for General Notes.

INDIANA DEPARTMENT OF TRANSPORTATION**PUBLIC ROAD APPROACH
TYPE C - TABLE OF VALUES****SEPTEMBER 2010****STANDARD DRAWING NO. E 610-PRAP-05**

DESIGN STANDARDS ENGINEER DATE

CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

BACKUP NO. 5

(OLD BUSINESS ITEM)

MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-09 PUBLIC ROAD APPROACH TYPE C - TABLE OF VALUES

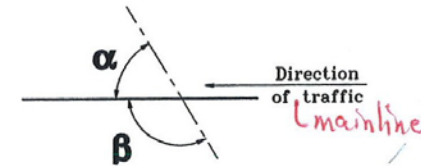
β degree	L ft.	S ft.	U ft.	X ft.	Y ft.	V ft.	Shoulder gap ft.	Chord		M		Approach Areas			Auxiliary lane part.area sys.	β degree
								Lt. ft.	Rt. ft.	Lt. ft.	Rt. ft.	(A) sys.	(B) sys.	Total sys.		
110	98.95	54.59	61.38	18.63	33.20	25.54	330.12	63.16	33.68	15.45	3.72	116.48	85.95	466.32	326.83	110
109	97.59	53.46	60.31	19.32	33.74	25.38	329.43	62.72	34.31	15.17	3.86	112.89	87.65	460.78	325.90	109
108	96.26	52.36	59.26	20.02	34.28	25.24	328.78	62.29	34.94	14.90	4.02	109.42	89.37	455.49	325.04	108
107	94.95	51.28	58.24	20.72	34.84	25.10	328.18	61.85	35.56	14.63	4.17	106.08	91.14	450.43	324.23	107
106	93.68	50.23	57.24	21.44	35.40	24.97	327.61	61.40	36.19	14.36	4.33	102.85	92.95	445.59	323.48	106
105	92.42	49.21	56.27	22.16	35.98	24.85	327.10	60.95	36.81	14.09	4.49	99.72	94.80	440.98	322.79	105
104	91.19	48.20	55.32	22.88	36.56	24.74	326.62	60.50	37.43	13.83	4.65	96.70	96.70	436.58	322.16	104
103	89.99	47.22	54.39	23.62	37.16	24.63	326.18	60.04	38.04	13.56	4.81	93.79	98.65	432.39	321.58	103
102	88.60	46.25	53.48	24.36	37.77	24.54	325.79	60.58	38.66	13.30	4.98	90.96	100.64	428.41	321.05	102
101	87.64	45.31	52.60	25.10	38.39	24.45	325.44	59.11	39.27	13.04	5.15	88.24	102.68	424.62	320.58	101
100	86.50	44.38	51.73	25.86	39.02	24.37	325.12	58.64	39.87	12.79	5.32	85.60	104.77	421.03	320.16	100
99	85.37	43.47	50.88	26.63	39.66	24.30	324.84	58.16	40.48	12.53	5.50	83.05	108.92	417.63	319.79	99
98	84.27	42.58	50.05	27.41	40.31	24.24	324.60	57.68	41.08	12.28	5.68	80.58	109.12	414.41	319.47	98
97	83.18	41.71	49.24	28.19	40.98	24.18	324.40	57.19	41.68	12.03	5.86	78.19	111.38	411.38	319.20	97
96	82.11	40.85	48.45	28.99	41.66	24.13	324.24	56.70	42.27	11.78	6.04	76.87	113.70	408.53	318.98	96
95	81.06	40.01	47.67	29.79	42.35	24.09	324.11	56.21	42.86	11.54	6.22	73.63	116.07	405.86	318.81	95
94	80.02	39.16	46.90	30.61	43.05	24.06	324.01	56.71	43.45	11.29	6.41	71.47	118.51	403.36	318.68	94
93	79.00	38.37	46.16	31.44	43.77	24.03	323.96	55.20	44.03	11.05	6.60	69.37	121.02	401.04	318.61	93
92	77.98	37.57	45.42	32.28	44.50	24.02	323.94	54.70	44.62	10.81	6.80	67.33	123.59	398.88	318.58	92
91	77.92	36.79	44.70	33.14	45.24	24.00	323.94	54.18	45.19	10.57	6.99	65.36	126.23	399.40	318.60	91
90	79.00	36.00	44.00	34.00	46.00	24.00	324.00	53.67	45.77	10.34	7.19	63.48	128.84	403.07	318.67	90
89	80.09	35.24	43.31	34.88	46.78	24.00	324.09	53.15	46.34	10.10	7.39	61.61	131.73	406.91	318.79	89
88	81.19	34.49	42.63	35.77	47.57	24.02	324.22	52.63	46.90	9.87	7.60	59.82	134.60	410.93	318.96	88
87	82.31	33.75	41.96	36.68	48.38	24.03	324.37	52.10	47.47	9.64	7.80	58.08	137.54	415.12	319.17	87
86	83.44	33.03	41.31	37.60	49.20	24.06	324.57	51.57	48.03	9.42	8.01	56.40	140.57	419.49	319.43	86
85	84.59	32.31	40.67	38.54	50.04	24.09	324.80	51.03	48.58	9.20	8.22	54.77	143.68	424.04	319.74	85
84	85.76	31.60	40.04	39.50	50.09	24.13	325.07	50.49	49.14	8.97	8.44	53.20	146.88	428.77	320.10	84
83	86.94	30.94	39.42	40.47	51.78	24.18	325.38	49.95	49.69	8.75	8.65	51.67	150.18	433.69	320.51	83
82	88.15	30.21	38.81	41.46	52.68	24.24	325.73	49.40	50.23	8.54	8.87	50.18	153.57	438.81	320.97	82
81	89.37	29.54	38.21	42.47	53.60	24.30	326.11	48.85	50.77	8.32	9.09	48.74	157.06	444.12	321.48	81
80	90.61	28.86	37.63	43.50	54.54	24.37	326.54	48.30	51.31	8.11	9.31	47.35	160.66	449.04	322.04	80
79	91.88	28.20	37.05	44.54	55.49	24.45	326.99	47.74	51.84	7.90	9.54	46.00	164.36	455.36	322.65	79
78	93.16	27.55	36.48	45.61	56.48	24.54	327.50	47.17	52.38	7.69	9.76	44.69	168.17	461.29	323.32	78
77	94.47	26.90	35.92	46.70	57.48	24.63	328.30	46.61	52.90	7.49	9.99	43.42	172.10	467.44	324.04	77
76	95.81	26.26	35.37	47.81	58.51	24.74	328.82	46.04	53.42	7.29	10.23	42.18	176.15	473.82	324.82	76
75	97.17	25.63	35.83	48.95	59.56	24.85	328.24	45.47	53.94	7.09	10.46	40.99	180.33	480.43	325.65	75
74	98.55	25.00	34.30	50.11	60.64	24.97	329.91	44.89	54.45	6.89	10.70	39.83	184.64	487.28	326.54	74
73	99.97	24.38	33.78	51.30	61.74	25.10	330.62	44.31	54.96	6.70	10.94	38.71	189.08	494.37	327.49	73
72	101.41	23.77	33.27	52.51	62.88	25.24	331.39	43.73	55.47	6.50	11.18	37.62	193.67	501.72	328.50	72
71	102.88	23.16	32.76	53.75	64.08	25.38	332.18	43.14	55.97	6.32	11.42	36.56	198.41	509.33	329.58	71
70	104.39	22.56	32.26	55.06	65.23	25.54	333.03	42.55	56.47	6.13	11.66	35.54	203.30	517.21	330.71	70

Right-turn
LEGEND α = ANGLE OF TURN

It is the angle which a vehicle travels on the public road approach toward making a right hand turn. It is measured from the extension of the tangent on which a vehicle approaches the intersecting road to the corresponding tangent on the intersecting road to which the vehicle turns.

 β = INTERSECTION CONTROL ANGLE

$$\beta = 180^\circ - \alpha$$



NOTES :

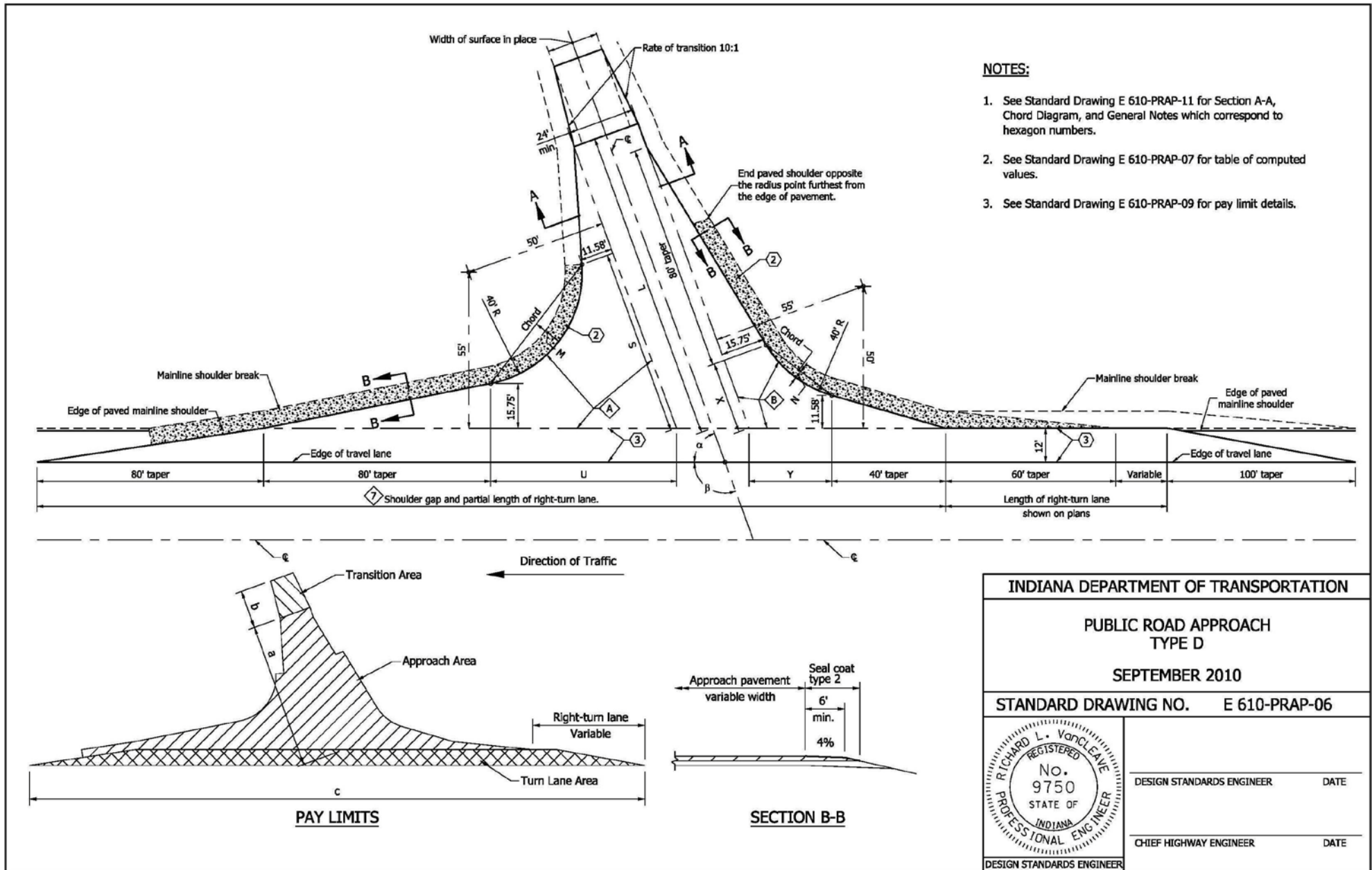
1. See Standard Drawing E 610-PRAP-06 04 for public road approach type C.
2. See Standard Drawing E 610-PRAP-08 11 for General Notes.

INDIANA DEPARTMENT OF TRANSPORTATION	
PUBLIC ROAD APPROACH TYPE C - TABLE OF VALUES	
SEPTEMBER 2001	
STANDARD DRAWING NO. E 610-PRAP-09	
	/s/ Anthony L. Uremovich 9-04-01 DESIGN STANDARDS ENGINEER DATES
	/s/ Firooz Zandi 9-04-01 CHIEF HIGHWAY ENGINEER DATES

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-1006 PUBLIC ROAD APPROACH TYPE D



BACKUP NO. 6

(OLD BUSINESS ITEM)

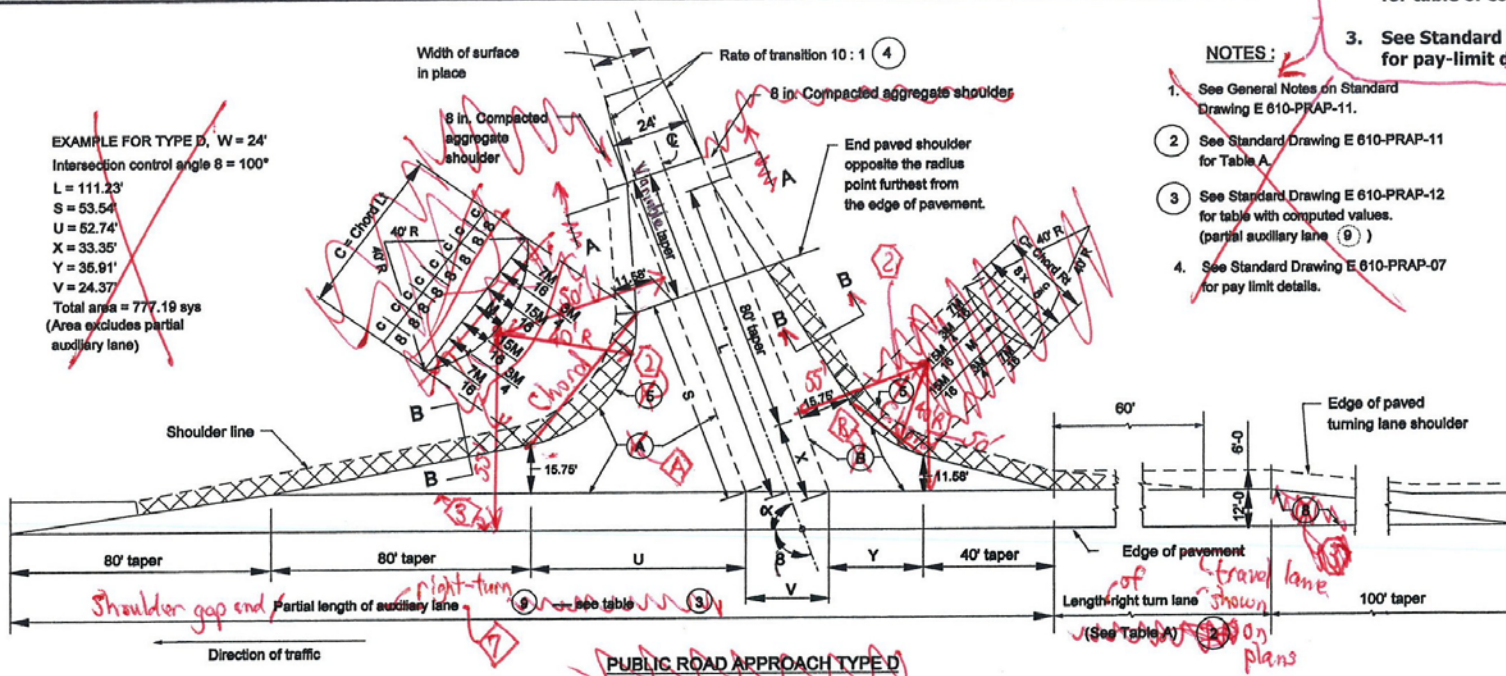
MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-10 PUBLIC ROAD APPROACH TYPE D

1. See Standard Drawing E 610-PRAP-11 for Section A-A, Chord Diagram, and General Notes which correspond to hexagon numbers.
2. See Standard Drawing E 610-PRAP-07 for table of computed values.
3. See Standard Drawing E 610-PRAP-09 for pay-limit details. Information.

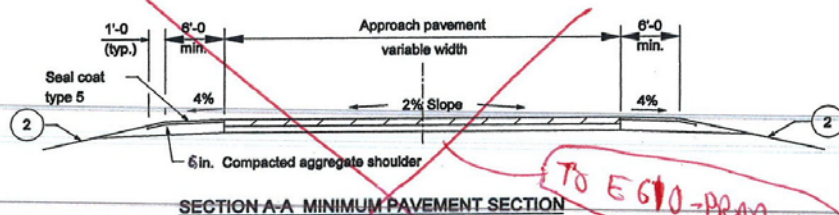
NOTES:

1. See General Notes on Standard Drawing E 610-PRAP-11.
2. See Standard Drawing E 610-PRAP-11 for Table A.
3. See Standard Drawing E 610-PRAP-12 for table with computed values. (partial auxiliary lane (9))
4. See Standard Drawing E 610-PRAP-07 for pay limit details.

EXAMPLE FOR TYPE D, $W = 24'$
 Intersection control angle $\theta = 100^\circ$
 $L = 111.23'$
 $S = 53.54'$
 $U = 52.74'$
 $X = 33.35'$
 $Y = 35.91'$
 $V = 24.37'$
 Total area = 777.19 sqs
 (Area excludes partial auxiliary lane)



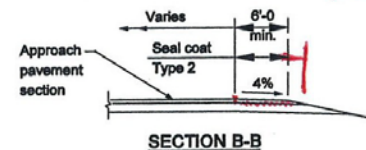
PUBLIC ROAD APPROACH TYPE D



SECTION A-A MINIMUM PAVEMENT SECTION

For AADTT ≤ 50

165#syd HMA Surface 9.5mm Type A on
 175#syd HMA Intermediate 19.0 mm Type A on
 6" compacted aggregate base #53



SECTION B-B

INDIANA DEPARTMENT OF TRANSPORTATION	
PUBLIC ROAD APPROACH TYPE D	
MARCH 2006	
STANDARD DRAWING NO. E-610-PRAP-10	
	/s/ Richard L. VanCleave DESIGN STANDARDS ENGINEER DATE 3-01-06
	/s/ Richard K. Smutzer CHIEF HIGHWAY ENGINEER DATE 3-01-06

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

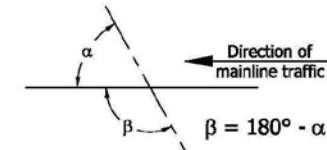
(OLD BUSINESS ITEM)

PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-1207 PUBLIC ROAD APPROACH TYPE D - TABLE OF VALUES

β	L	U	S	X	Y	M	N	Shoulder gap	APPROACH AREA			Right-turn lane part. area	β
									A	B	Total		
(°)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(SYS)	(SYS)	(SYS)	(SYS)	(°)
110	109.97	65.50	65.61	25.46	29.21	9.98	2.75	320.25	335.88	174.50	803.64	373.67	110
109	108.40	64.09	64.26	26.22	29.83	9.75	2.88	319.31	329.40	176.97	795.42	372.41	109
108	106.85	62.72	62.98	26.97	30.46	9.52	3.01	318.41	323.11	179.49	787.55	371.22	108
107	105.35	61.37	61.68	27.74	31.11	9.30	3.14	317.57	317.01	182.07	780.00	370.10	107
106	105.08	60.06	60.43	28.52	31.76	9.07	3.28	316.78	311.08	184.70	775.99	369.04	106
105	106.08	58.77	59.22	29.30	32.42	8.85	3.42	316.04	305.33	187.38	775.60	368.06	105
104	107.10	57.52	58.03	30.09	33.10	8.63	3.56	315.35	299.74	190.12	775.45	367.13	104
103	108.12	56.28	56.87	30.89	33.78	8.42	3.71	314.70	294.31	192.92	775.54	366.26	103
102	109.15	55.08	55.74	31.70	34.48	8.21	3.85	314.10	289.03	195.78	775.87	365.46	102
101	110.18	53.90	54.63	32.52	35.19	8.00	4.01	313.54	283.89	198.70	776.42	364.72	101
100	111.23	52.74	53.54	33.35	35.91	7.79	4.16	313.02	278.90	201.68	777.19	364.03	100
99	112.28	51.61	52.48	34.18	36.65	7.58	4.32	312.55	274.04	204.73	778.19	363.40	99
98	113.35	50.49	51.45	35.03	37.39	7.38	4.47	312.12	269.31	207.85	779.42	362.83	98
97	114.42	49.40	50.43	35.89	38.15	7.18	4.64	311.73	264.70	211.04	780.86	362.31	97
96	115.51	48.33	49.44	36.77	38.93	6.98	4.80	311.39	260.21	214.31	782.53	361.85	96
95	116.60	47.27	48.46	37.65	39.71	6.78	4.97	311.08	255.84	217.65	784.42	361.44	95
94	117.71	46.24	47.51	38.55	40.52	6.59	5.14	310.82	251.58	221.01	786.54	361.09	94
93	118.83	45.22	46.57	39.46	41.33	6.40	5.31	310.59	247.43	224.56	788.87	360.79	93
92	119.96	44.22	45.66	40.38	42.17	6.21	5.48	310.40	243.38	228.15	791.43	360.54	92
91	121.11	43.24	44.76	41.32	43.01	6.03	5.66	310.26	239.43	231.82	794.21	360.34	91
90	122.27	42.27	43.88	42.27	43.88	5.84	5.84	310.15	235.58	235.58	797.21	360.20	90
89	123.45	41.32	43.01	43.24	44.76	5.66	6.03	310.08	231.82	239.43	800.44	360.11	89
88	124.64	40.38	42.17	44.22	45.66	5.48	6.21	310.06	228.15	243.38	803.90	360.07	88
87	125.85	39.46	41.33	45.22	46.57	5.31	6.40	310.07	224.56	247.38	807.60	360.09	87
86	127.08	38.55	40.52	46.24	47.51	5.14	6.59	310.12	221.06	251.56	811.52	360.16	86
85	128.32	37.65	39.71	47.27	48.46	4.97	6.78	310.21	217.65	255.84	815.69	360.28	85
84	129.59	36.77	38.93	48.33	49.44	4.80	6.98	310.34	214.31	260.21	820.09	360.45	84
83	130.87	35.89	38.15	49.40	50.43	4.64	7.18	310.51	211.04	264.70	824.74	360.67	83
82	132.18	35.03	37.39	50.49	51.45	4.47	7.38	310.72	207.85	269.31	829.64	360.95	82
81	133.51	34.18	36.65	51.61	52.48	4.32	7.58	310.97	204.73	274.04	834.79	361.29	81
80	134.86	33.35	35.91	52.74	53.54	4.16	7.79	311.26	201.68	278.90	840.20	361.68	80
79	136.23	32.52	35.19	53.90	54.63	4.01	8.00	311.59	198.70	283.89	845.87	362.12	79
78	137.63	31.70	34.48	55.08	55.74	3.85	8.21	311.97	195.78	289.03	851.82	362.63	78
77	139.06	30.89	33.78	56.28	56.87	3.71	8.42	312.39	192.92	294.31	858.04	363.19	77
76	140.51	30.09	33.10	57.52	58.03	3.56	8.63	312.85	190.12	299.74	864.55	363.80	76
75	141.99	29.30	32.42	58.77	59.22	3.42	8.85	313.36	187.38	305.33	871.35	364.48	75
74	143.50	28.52	31.76	60.06	60.43	3.28	9.07	313.92	184.70	311.08	878.44	365.22	74
73	145.04	27.74	31.11	61.37	61.68	3.14	9.30	313.92	182.07	317.01	885.85	366.02	73
72	146.61	26.97	30.46	62.72	62.96	3.01	9.52	315.17	179.49	323.11	893.57	366.89	72
71	148.22	26.22	29.83	64.09	64.26	2.88	9.75	315.86	176.97	329.40	901.63	367.82	71
70	149.87	25.46	29.21	65.50	65.61	2.75	9.99	316.61	174.50	335.88	910.02	368.81	70

LEGEND α = ANGLE OF TURN

The angle through which a vehicle travels on the public road approach toward making a right hand turn. It is measured from the tangent on which a vehicle approaches the intersecting road to the corresponding tangent on the intersecting road to which the vehicle turns.

 β = INTERSECTION CONTROL ANGLE**NOTES:**

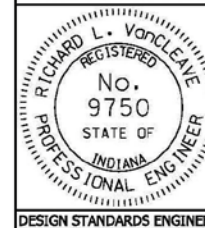
1. See Standard Drawing E 610-PRAP-06 for public road approach type D.
2. See Standard Drawing E 610-PRAP-11 for General Notes.

INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC ROAD APPROACH
TYPE D - TABLE OF VALUES

SEPTEMBER 2010

STANDARD DRAWING NO. E 610-PRAP-07



DESIGN STANDARDS ENGINEER DATE

CHIEF HIGHWAY ENGINEER DATE

BACKUP NO. 7

(OLD BUSINESS ITEM)

MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-12 PUBLIC ROAD APPROACH TYPE D - TABLE OF VALUES

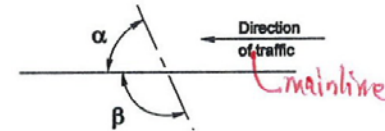
β degree	L ft	S ft	U ft	X ft	Y ft	V ft	Shoulder gap ft	Chord		M		Approach Areas			Auxiliary lane part area sys	β degree
								Lt ft	Rt ft	Lt ft	Rt ft	(A) sys	(B) sys	Total sys		
110	109.97	65.61	65.50	25.46	29.21	25.54	320.25	52.66	29.14	9.98	2.75	335.88	174.50	803.64	373.67	110
109	108.40	64.26	64.09	26.22	29.83	25.38	319.31	52.34	29.79	9.75	2.88	329.40	176.97	795.42	372.41	109
108	106.85	62.98	62.72	26.97	30.46	25.24	318.41	51.81	30.43	9.52	3.01	323.11	179.49	787.55	371.22	108
107	105.35	61.68	61.37	27.74	31.11	25.10	317.57	51.27	31.08	9.30	3.14	317.01	182.07	780.00	370.10	107
106	105.08	60.43	60.06	28.52	31.76	24.97	316.78	50.73	31.72	9.07	3.28	311.08	184.70	775.99	369.04	106
105	106.08	59.22	58.77	29.30	32.42	24.85	316.04	50.19	32.36	8.85	3.42	305.33	187.38	775.60	368.06	105
104	107.10	58.03	57.52	30.09	33.10	24.73	315.35	49.65	33.00	8.63	3.56	299.74	190.12	775.45	367.13	104
103	108.12	56.87	56.28	30.89	33.78	24.63	314.70	49.10	33.63	8.42	3.71	294.31	192.92	775.54	366.26	103
102	109.15	55.74	55.08	31.70	34.48	24.54	314.10	48.54	34.26	8.21	3.85	289.03	195.78	775.87	365.46	102
101	110.18	54.63	53.90	32.52	35.19	24.45	313.54	47.99	34.89	8.00	4.01	283.89	198.70	776.42	364.72	101
100	111.23	53.54	52.74	33.35	35.91	24.37	313.02	47.43	35.52	7.79	4.16	278.90	201.68	777.19	364.03	100
99	112.28	52.48	51.61	34.18	36.65	24.30	312.55	46.86	36.14	7.58	4.32	274.04	204.73	778.19	363.40	99
98	113.35	51.45	50.49	35.03	37.39	24.24	312.12	46.30	36.77	7.38	4.47	269.31	207.85	779.42	362.83	98
97	114.42	50.43	49.40	35.89	38.15	24.18	311.73	45.72	37.38	7.18	4.64	264.70	211.04	780.86	362.31	97
96	115.51	49.44	48.33	36.77	38.93	24.13	311.39	45.15	38.00	6.98	4.80	260.21	214.31	782.53	361.85	96
95	116.60	48.46	47.27	37.65	39.71	24.09	311.08	44.57	38.61	6.78	4.97	255.84	217.65	784.42	361.44	95
94	117.71	47.51	46.24	38.55	40.52	24.06	310.82	43.99	39.22	6.59	5.14	251.58	221.01	786.54	361.09	94
93	118.83	46.57	45.22	39.46	41.33	24.03	310.59	43.41	39.83	6.40	5.31	247.43	224.56	788.87	360.79	93
92	119.96	45.66	44.22	40.38	42.17	24.01	310.40	42.82	40.43	6.21	5.48	243.38	228.15	791.43	360.54	92
91	121.11	44.76	43.24	41.32	43.01	24.00	310.26	42.23	41.03	6.03	5.66	239.43	231.82	794.21	360.34	91
90	122.27	43.88	42.27	42.27	43.88	24.00	310.15	41.63	41.63	5.84	5.84	235.58	235.58	797.21	360.20	90
89	123.45	43.01	41.32	43.24	44.76	24.00	310.08	41.03	42.23	5.66	6.03	231.82	239.43	800.44	360.11	89
88	124.64	42.17	40.38	44.22	45.66	24.01	310.06	40.43	42.82	5.48	6.21	228.15	243.38	803.90	360.07	88
87	125.85	41.33	39.46	45.22	46.57	24.03	310.07	39.83	43.41	5.31	6.40	224.56	247.38	807.60	360.09	87
86	127.08	40.52	38.55	46.24	47.51	24.06	310.12	39.22	43.99	5.14	6.59	221.06	251.56	811.52	360.16	86
85	128.32	39.71	37.65	47.27	48.46	24.09	310.21	38.61	44.57	4.97	6.78	217.65	255.84	815.69	360.28	85
84	129.59	38.93	36.77	48.33	49.44	24.13	310.34	38.00	45.15	4.80	6.98	214.31	260.21	820.09	360.45	84
83	130.87	38.15	35.89	49.40	50.43	24.18	310.51	37.38	45.72	4.64	7.18	211.04	264.70	824.74	360.67	83
82	132.18	37.39	35.03	50.49	51.45	24.24	310.72	36.77	46.30	4.47	7.38	207.85	269.31	829.64	360.95	82
81	133.51	36.65	34.18	51.61	52.48	24.30	310.97	36.14	46.86	4.32	7.58	204.73	274.04	834.79	361.29	81
80	134.86	35.91	33.35	52.74	53.54	24.37	311.26	35.52	47.43	4.16	7.79	201.68	278.90	840.20	361.68	80
79	136.23	35.19	32.52	53.90	54.63	24.45	311.59	34.89	47.99	4.01	8.00	198.70	283.89	845.87	362.12	79
78	137.63	34.48	31.70	55.08	55.74	24.54	311.97	34.26	48.54	3.85	8.21	195.78	289.03	851.82	362.63	78
77	139.06	33.78	30.89	56.28	56.87	24.63	312.39	33.63	49.10	3.71	8.42	192.92	294.31	858.04	363.19	77
76	140.51	33.10	30.09	57.52	58.03	24.73	312.85	33.00	49.65	3.56	8.63	190.12	299.74	864.55	363.80	76
75	141.99	32.42	29.30	58.77	59.22	24.85	313.36	32.36	50.19	3.42	8.85	187.38	305.33	871.35	364.48	75
74	143.50	31.76	28.52	60.06	60.43	24.97	313.92	31.72	50.73	3.28	9.07	184.70	311.08	878.44	365.22	74
73	145.04	31.11	27.74	61.37	61.68	25.10	313.92	31.08	51.27	3.14	9.30	182.07	317.01	885.85	366.02	73
72	146.61	30.46	26.97	62.72	62.98	25.24	315.17	30.43	51.81	3.01	9.52	179.49	323.11	893.57	366.89	72
71	148.22	29.83	26.22	64.09	64.26	25.38	315.86	29.79	52.34	2.88	9.75	176.97	329.40	901.63	367.82	71
70	149.87	29.21	25.46	65.50	65.61	25.54	316.61	29.14	52.86	2.75	9.98	174.50	335.88	910.02	368.81	70

LEGEND α = ANGLE OF TURN

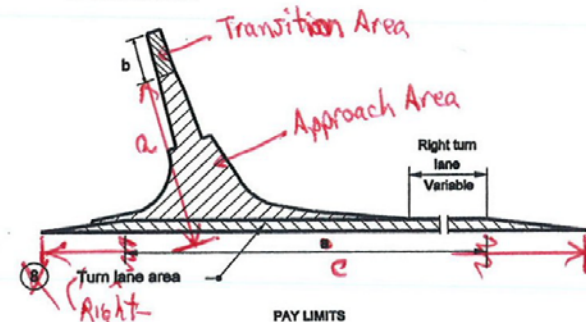
The angle which a vehicle travels on the public road approach toward making a right hand turn. It is measured from the extension of the tangent on which a vehicle approaches the intersecting road to the corresponding tangent on the intersecting road to which the vehicle turns.

 β = INTERSECTION CONTROL ANGLE

$$\beta = 180^\circ - \alpha$$

**NOTES:**

- See Standard Drawing E 610-PRAP-10.06 for public road approach type D.
- See Standard Drawing E 610-PRAP-11 for General Notes.



INDIANA DEPARTMENT OF TRANSPORTATION

**PUBLIC ROAD APPROACH
TYPE D - TABLE OF VALUES**

MARCH 2006

STANDARD DRAWING NO. E 610-PRAP-12



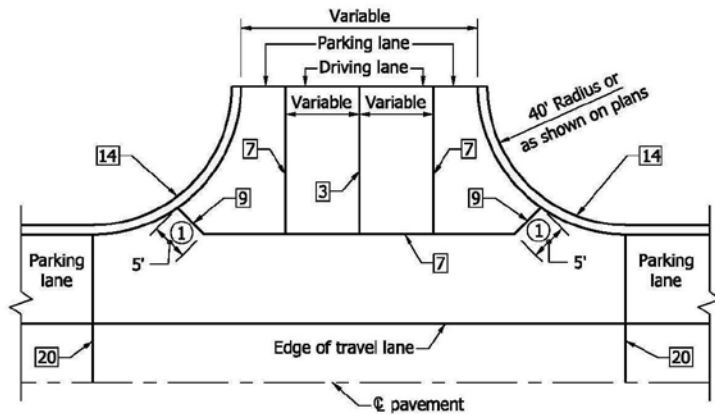
1/s/ Richard L. VanCleave 3-01-06
DESIGN STANDARDS ENGINEER DATE

1/s/ Richard K. Sautzer 3-01-06
CHIEF HIGHWAY ENGINEER DATE

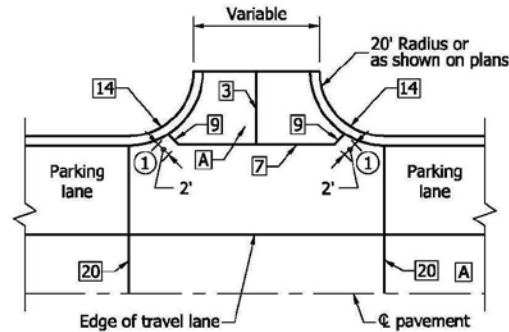
REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

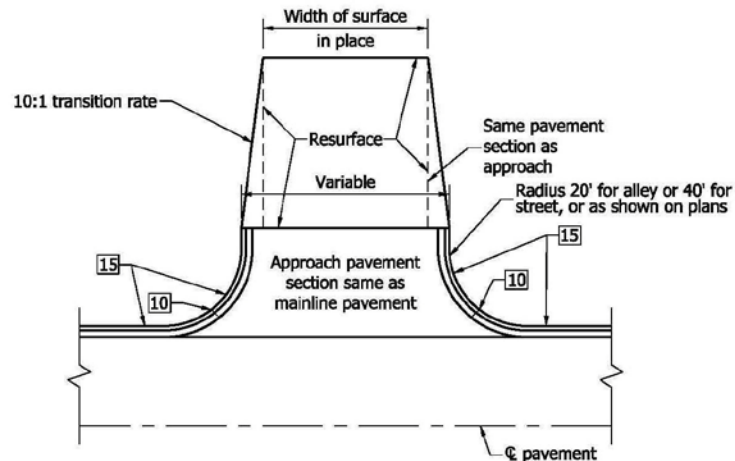
PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-1308 PUBLIC ROAD APPROACH WITH CURBED MAINLINE PAVEMENT



**STREET APPROACH
WITH PCCP MAINLINE PAVEMENT**



**ALLEY APPROACH
WITH PCCP MAINLINE PAVEMENT**



**STREET OR ALLEY APPROACH
WITH HMA MAINLINE PAVEMENT**

NOTES:

- ① See Standard Drawing E 605-ERGN-02 for ear construction type B permitted as shown.

LEGEND

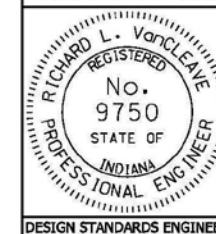
- ③ Longitudinal joint
- ⑦ Keyway joint
- ⑨ 1" preformed joint filler
- ⑩ 1/2" preformed joint filler
- ⑭ Integral concrete curb
- ⑮ Concrete curb and gutter
- ⑳ Contraction joint

INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC ROAD APPROACH WITH
CURBED
MAINLINE PAVEMENT

SEPTEMBER 2010

STANDARD DRAWING NO. E 610-PRAP-08



DESIGN STANDARDS ENGINEER

DATE

CHIEF HIGHWAY ENGINEER

DATE

DESIGN STANDARDS ENGINEER

(OLD BUSINESS ITEM)

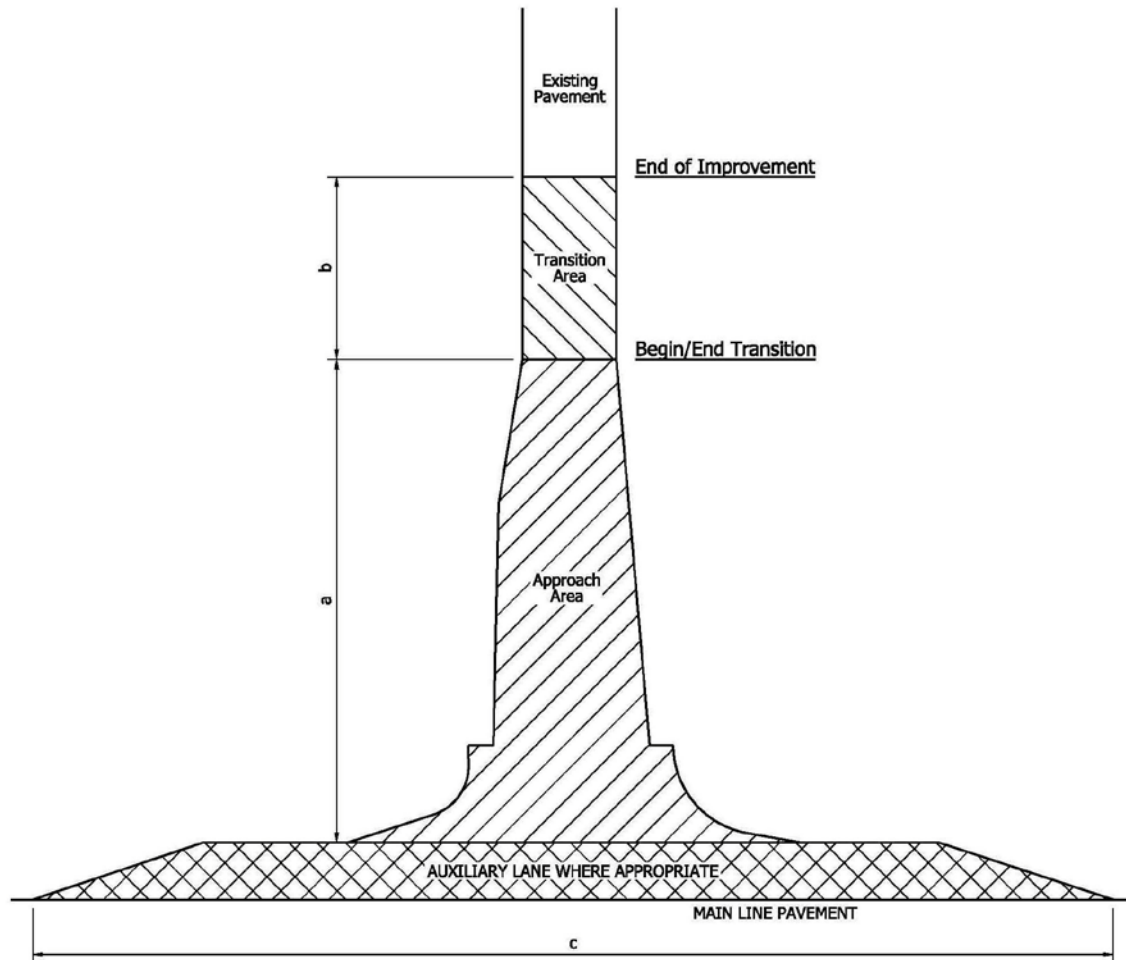
IN
DESIGN
MANUAL
SEC 46-2.0



REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-0709 PUBLIC ROAD APPROACH PAY LIMITS

Note:

1. The pay limits shown hereon apply to public road approaches Types A, B, C, or D as shown on Standard Drawing E 610-PRAP-01, -02, -04, or -06 respectively.
2. If the existing pavement is asphalt, the transition area shall be of the same pavement section as the approach. It will be included in the pay limits for HMA for Approaches.



$b < 100$ ft, HMA or PCCP for Approaches
 $b \geq 100$ ft, 401 or 402 HMA or 501 or 502 PCCP



HMA or PCCP for Approaches



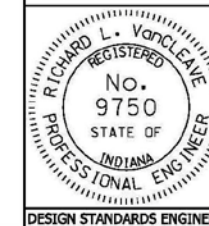
$c < 100$ ft, HMA or PCCP for Approaches
 $c \geq 100$ ft, 401 or 402 HMA or 501 or 502 PCCP

INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC ROAD APPROACH
PAY LIMITS

SEPTEMBER 2010

STANDARD DRAWING NO. E 610-PRAP-09



DESIGN STANDARDS ENGINEER

DATE

CHIEF HIGHWAY ENGINEER

DATE

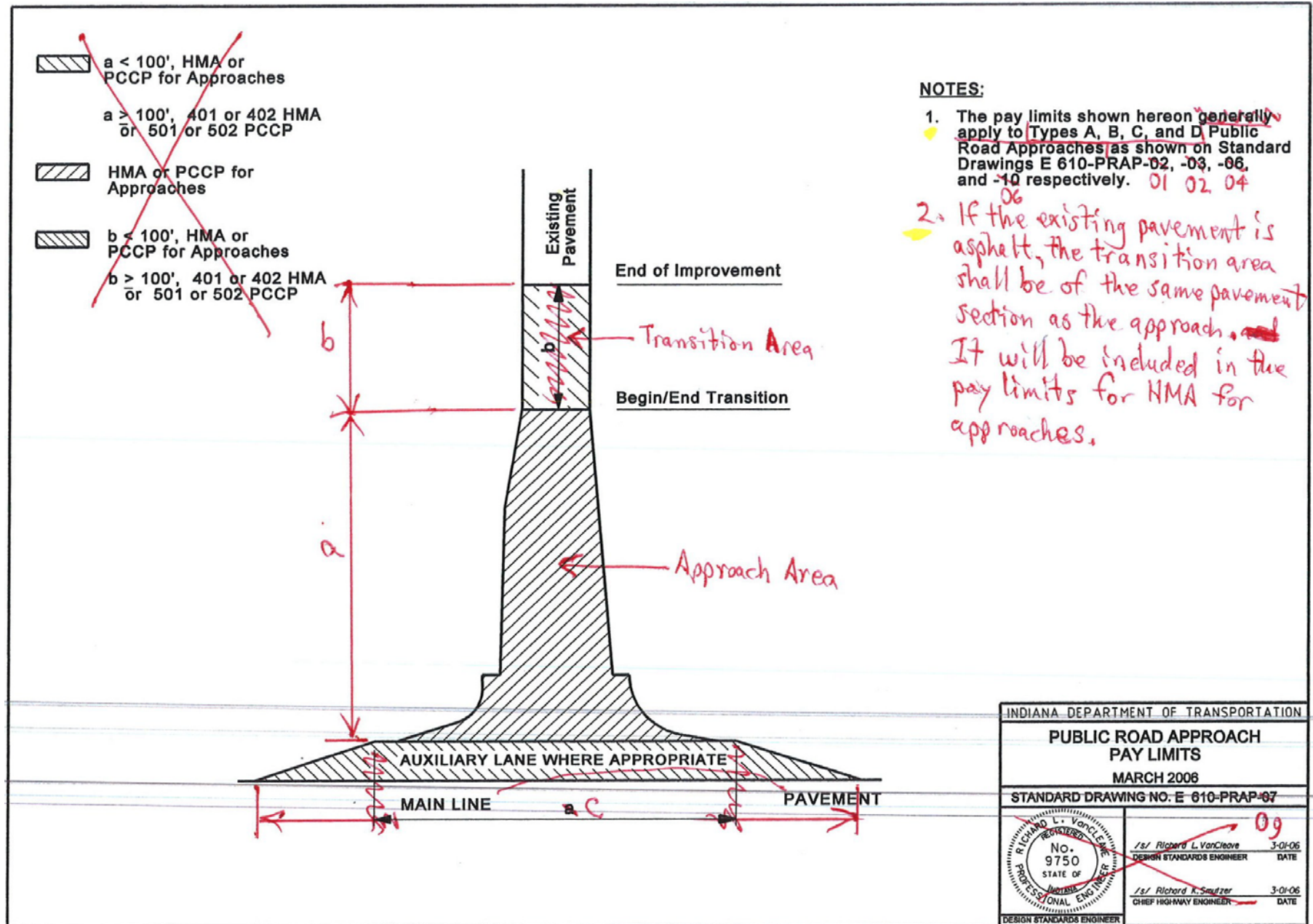
DESIGN STANDARDS ENGINEER

Date: 04/15/10

BACKUP NO. 9

(OLD BUSINESS ITEM)

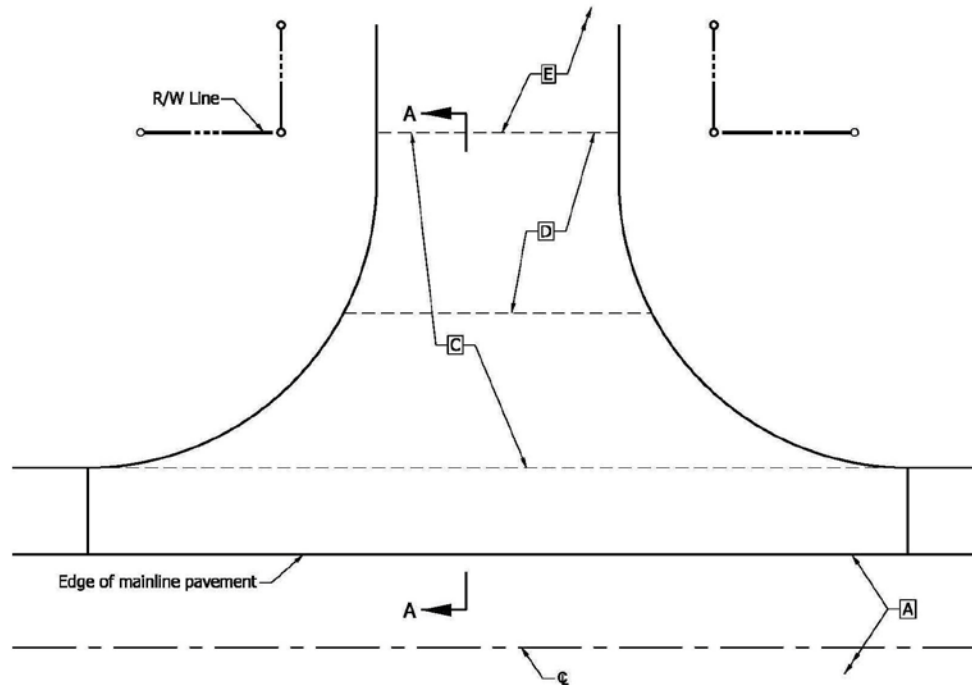
MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-07 PUBLIC ROAD APPROACH PAY LIMITS



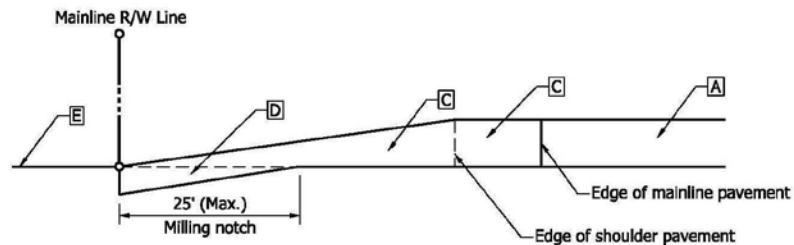
REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-0110 PUBLIC ROAD APPROACH PAVING TIE-IN TO EXISTING SECTION

**LEGEND**

- A** Typical HMA Pavement section, mainline
- B** Typical HMA Pavement section, shoulder
- C** HMA for approaches
- D** Surface milling, asphalt
- E** Existing approach section

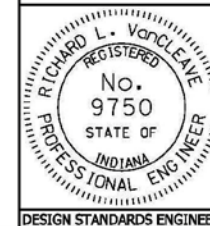
**SECTION A-A**

INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC ROAD APPROACH PAVING
TIE-IN TO EXISTING SECTION

SEPTEMBER 2010

STANDARD DRAWING NO. E 610-PRAP-10



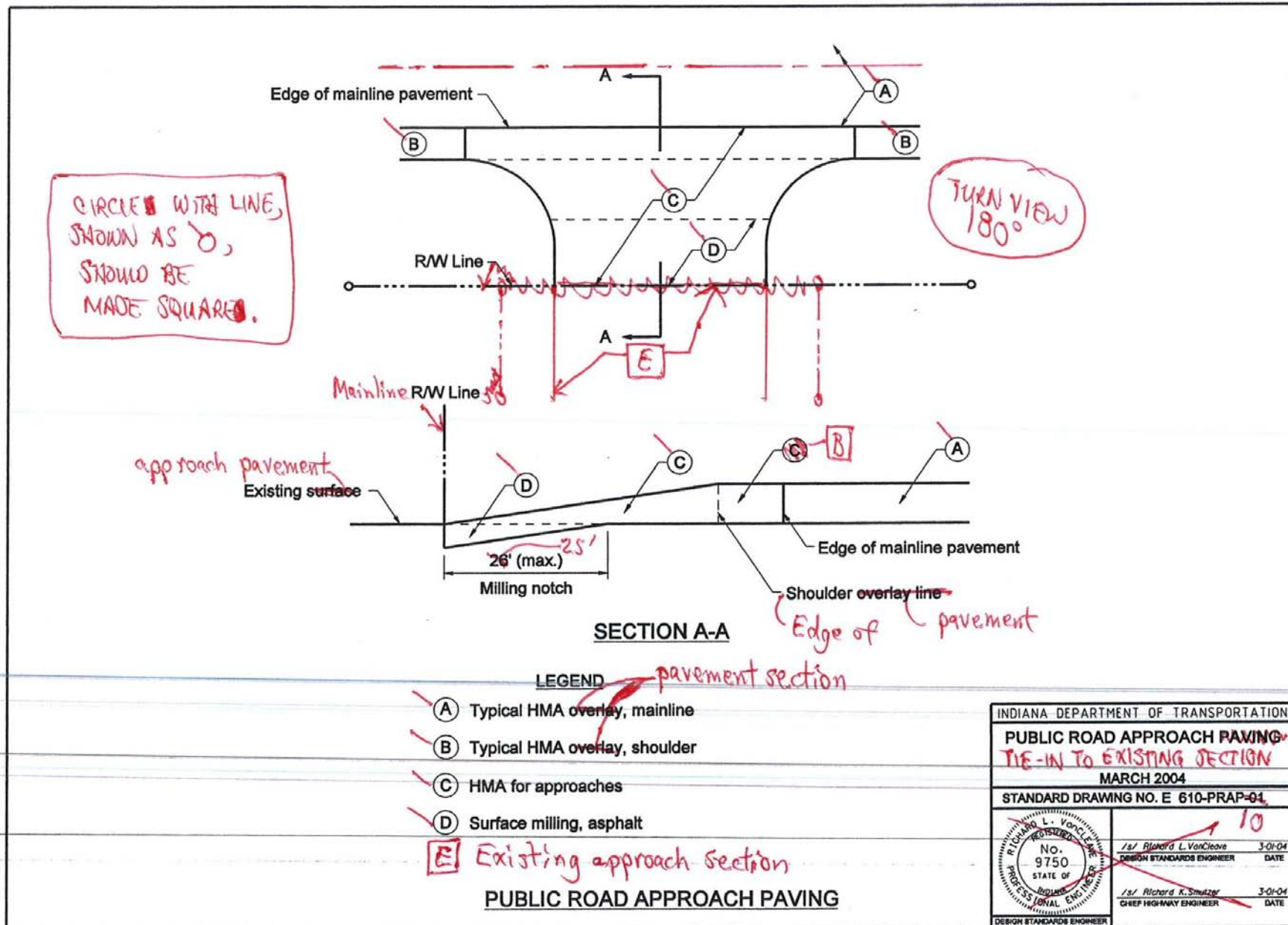
DESIGN STANDARDS ENGINEER DATE

CHIEF HIGHWAY ENGINEER DATE

BACKUP NO. 10

(OLD BUSINESS ITEM)

MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-01 PUBLIC ROAD APPROACH PAVING




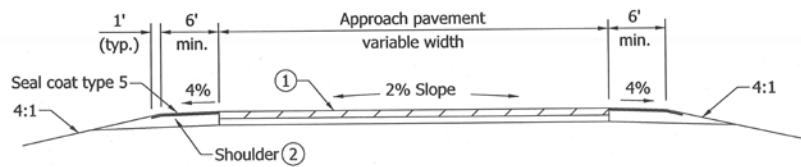
REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL

(OLD BUSINESS ITEM)

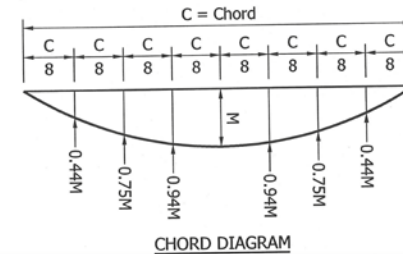
PROPOSED REVISION TO STANDARD DRAWING E 610-PRAP-0411 PUBLIC ROAD APPROACH TYPE A, B, C & D MINIMUM PAVEMENT, SECTION, CHORD DIAGRAMS, & GENERAL NOTES

GENERAL NOTES:

1. If the approach is to be constructed of PCCP, the thickness and joint type and location shall be as shown on the plans.
- ② The cross hatched  shoulder area indicates the limits of where the shoulder section shall be that of the approach pavement.
- ③ The pavement section for the lane shall be as shown on the plans.
4. If β is less than 70° or greater than 110° , the approach shall be constructed based on the geometries shown on the plans.

SECTION A-A MINIMUM PAVEMENT SECTIONSECTION A-A NOTES:

- ① 165 #/syd HMA Surface Type A on
275 #/syd HMA Intermediate Type A on
6 in. compacted aggregate base #53
- ② Earth shoulder without seal coat type 5 shall be used with public road approach Type A. 6" compacted aggregate shoulders shall be used with public road approach Type B, C, or D.
3. This section shall apply only if the design-year AADTT is 50 or less. Otherwise, the required pavement section shall be that shown on the plans.



INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC ROAD APPROACH
TYPE A, B, C & D MINIMUM PAVEMENT, SECTION,
CHORD DIAGRAMS, & GENERAL NOTES
SEPTEMBER 2010

STANDARD DRAWING NO. E 610-PRAP-11

DESIGN STANDARDS ENGINEER

DESIGN STANDARDS ENGINEER

DATE

CHIEF HIGHWAY ENGINEER

DATE

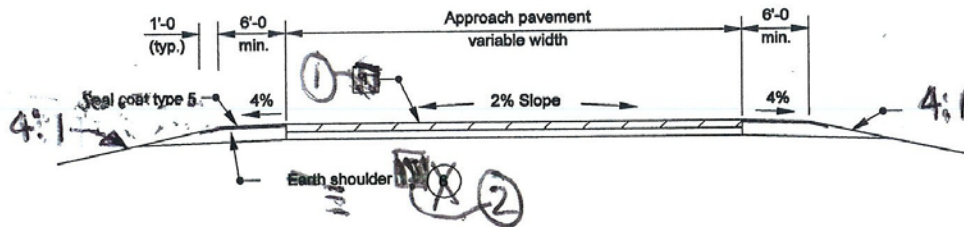
BACKUP NO. 11

(OLD BUSINESS ITEM)

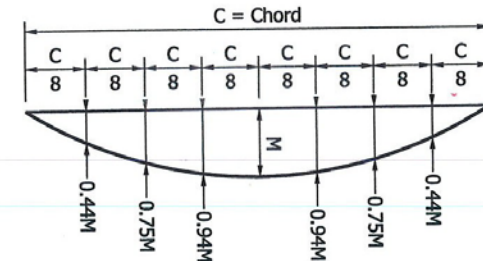
MARKED UP REVISION TO CURRENT STANDARD DRAWING E 610-PRAP-04 PUBLIC ROAD APPROACH GENERAL NOTES

GENERAL NOTES

1. If the approach is to be constructed of PPCP, the pavement thickness, and joint type and location, shall be as shown on the plans.
- ② The crosshatched shoulder area indicates the limits of where the shoulder section shall be that of the approach pavement.
- ③ The pavement section for the right-turn lane shall be as shown on the plans.

SECTION A-A MINIMUM PAVEMENT SECTIONNOTES FOR SECTION A-A

- ① 165 #/yd² HMA Surface type A on
275 #/yd² HMA Intermediate type A on
6 in. compacted aggregate base, size No. 53 on
subgrade treatment type IIIA
- ② Earth shoulders without seal coat type 5 shall be
used with public-road approach type A. Shoulders
of 6 in. compacted aggregate shall be used with
public-road approach type B, C, or D.
3. This section shall apply only if the design-year
AADTT is 50 or less. Otherwise, the required
pavement section shall be that shown on the plans.

CHORD DIAGRAM

INDIANA DEPARTMENT OF TRANSPORTATION	
PUBLIC ROAD APPROACH GENERAL NOTES	
CHORD DIAGRAM, AND MINIMUM PAVEMENT SECTION SEPTEMBER 2007	
STANDARD DRAWING NO. E 610-PRAP-11	
	/s/ Richard L. VanCleave 09/04/07 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 09/04/07 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	

BACKUP NO. 12

(OLD BUSINESS ITEM)

DISCONTINUED STANDARD DRAWING E 610-PRAP-08 PUBLIC ROAD APPROACH TYPE C-GENERAL NOTES

GENERAL NOTES

These notes are for Standard Drawings
E 610-PRAP-06 and E 610-PRAP-09.

- ① See table on Standard Drawing E 610-PRAP-04 for embankment slopes to be built on either side of the approach.


*SAME AS NOTE ①
E 610-PRAP-04*

2. Cross culverts under the public road approach which cannot be located outside the mainline clear zone will require appropriate end treatments at each end as shown on the plans.

*SAME AS NOTE 2
ON -04*

3. If the approach is to be constructed of concrete, the details shall be as shown elsewhere in the plans for pavement thickness, joint type, and location.

*SAME AS NEW
NOTE 1, -04*

- ④ The cross hatched  shoulder area indicates the limits where the shoulder is the same section as the approach pavement.

*SAME AS NEW
NOTE ②, -04*

3. ⑤ The pavement section for the auxiliary lane shall be as detailed elsewhere in the plans.

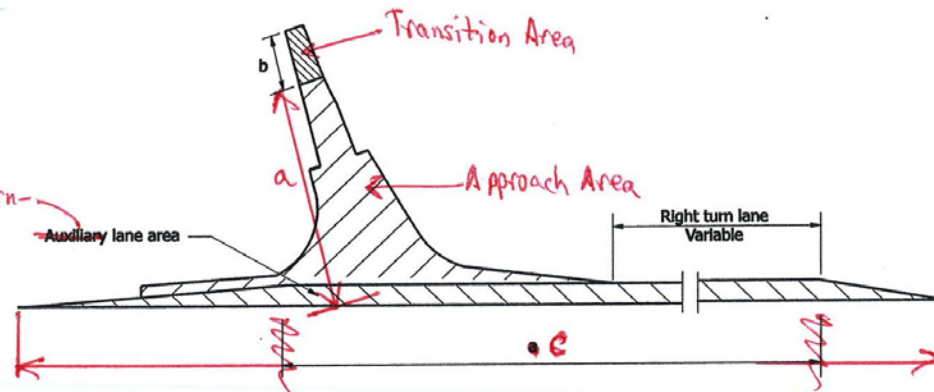
*MOVE TO NEW
610-PRAP-*

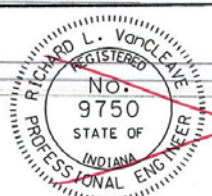
- ⑥ If the AADTT for the public road is greater than 50, the required pavement section shall be as shown elsewhere in the plans.

ON SECTION A-A

7. See Standard Drawing E 610 - PRAP - 07 for pay limit details.

*TO NOTE 3 ON E 610-
PRAP -*

**PAY LIMITS**

INDIANA DEPARTMENT OF TRANSPORTATION	
PUBLIC ROAD APPROACH TYPE C - GENERAL NOTES	
SEPTEMBER 2007	
STANDARD DRAWING NO. E 610-PRAP-08	
	<i>/s/ Richard L. VanCleave</i> 09/04/07 DESIGN STANDARDS ENGINEER DATE
	<i>/s/ Mark A. Miller</i> 09/04/07 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	

BACKUP NO. 13

(OLD BUSINESS ITEM)

DISCONTINUED STANDARD DRAWING E 610-PRAP-11 PUBLIC ROAD APPROACH TYPE D GENERAL NOTES AND TABLE A

GENERAL NOTES

These notes are for Standard Drawings E 610-PRAP-10 and E 610-PRAP-12.

1. Standard Drawings E 610-PRAP-10 and -12 are for intersection control angle 70° to 110°. If intersection control angle is less than 70° or greater than 110° a special design will be required.

2. See table on Standard Drawing E 610-PRAP-04 for embankment slopes to be built on either side of the approach.

3. Cross culverts under the public road approach which cannot be located outside the mainline clear zone will require an appropriate end section at each end.

4. If the existing pavement is asphalt the transition area shall be the same section as the approach and will be included in the pay limits for HMA for Approaches.

5. The cross hatched  shoulder area indicates the limits where the shoulder is the same as the approach pavement.

6. If the approach is to be constructed of PCCP, the details shall be as shown elsewhere in the plans for pavement thickness, joint type, and location.

7. If the Class V or above truck count for the public road approach is greater than 50 per day, the required pavement section shall be as provided elsewhere in the plans.

8. The pavement section for the turn lane shall be as shown elsewhere in the plans.

SAME AS NEW
NOTE (2) ON -04SAME AS NEW
NOTE 1 ON -04

ON SECTION A-A

SAME AS NEW
NOTE 3 ON -08ELIMINATE
DRAWING

TABLE A

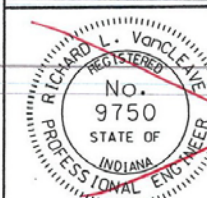
MINIMUM LENGTH OF TURNING LANES (excluding taper), ft.

Design speed (m.p.h.)	Downgrade slope in %					Upgrade slope in %				
	6 to 5	4.99 to 4	3.99 to 3	2.99 to 2.01	2 to 0	0 to 2	2.01 to 2.99	3 to 3.99	4 to 4.99	5 to 6
40	400	380	355	325	295	295	280	265	250	235
50	550	520	485	445	405	405	385	365	345	325
60	675	640	600	555	500	500	475	450	425	400
65	730	690	650	595	540	540	515	485	460	435
70	800	755	710	650	590	590	560	530	505	475

INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC ROAD APPROACH TYPE D
GENERAL NOTES AND TABLE A

SEPTEMBER 2007

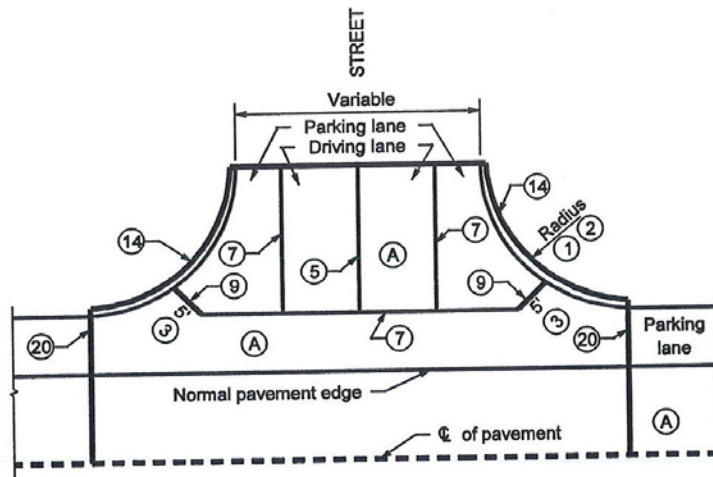
STANDARD DRAWING NO. ~~E 610-PRAP-11~~/s/ Richard L. VanCleave 09/04/07
DESIGN STANDARDS ENGINEER DATE/s/ Mark A. Miller 09/04/07
CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

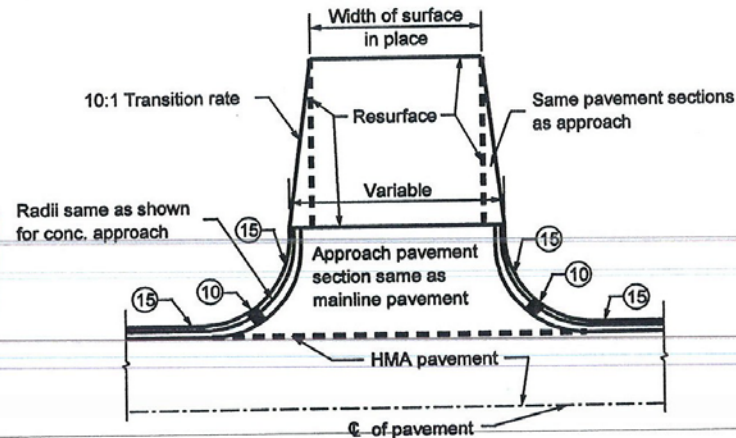
BACKUP 14

(OLD BUSINESS ITEM)

DISCONTINUED STANDARD DRAWING E 610-PRAP-14 STREET APPROACH WITH PCCP OR HMA MAINLINE PAVEMENT



**STREET APPROACH
WITH PCCP MAINLINE APPROACH**



**STREET APPROACH
WITH HMA MAINLINE PAVEMENT**

GENERAL NOTES

- ① Provide radii of 30' or more at major cross streets where WB-15 trucks and or buses turn repeatedly.
- ② Provide radii of 60' or more at the intersection of two State or U.S. highways and streets servicing heavy industrial areas requiring repeated turns by the Indiana Single Unit Vehicle.
- ③ Ear construction Type B as shown on Standard Drawing E 605-ERCN-02 will be permitted.
4. See General Notes on Standard Drawing E 610-PRAP-11.

LEGEND

- Ⓐ PCCP
- Ⓚ HMA pavement
- ⑤ Longitudinal joint
- ⑦ Keyway joint
- ⑨ 1" Preformed joint filler
- ⑩ ½" Preformed joint filler
- ⑭ Integral concrete curb
- ⑮ Combined curb and gutter
- ⑳ Contraction joint

ELIMINATE THIS
DRAWING. IT
DUPLICATES AND
CONFLICTS CORRECT
INFO NOW ON
610-PRAP-13.

INDIANA DEPARTMENT OF TRANSPORTATION	
STREET APPROACH WITH PCCP OR HMA MAINLINE PAVEMENT	
SEPTEMBER 2002	
STANDARD DRAWING NO. E-610-PRAP-14	
	1/s/ Richard L. VanCleave DESIGN STANDARD ENGINEER 9-03-02 DATE
	1/s/ Richard K. Smutzer CHIEF HIGHWAY ENGINEER 9-03-02 DATE

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL (OLD BUSINESS ITEM)
PROPOSED REVISION TO DESIGN MANUAL SECTION 46-1.05(2) PUBLIC-ROAD
APPROACH

46-1.05(02) Public-Road Approach

The warrants for each type of public-road approach are as follows:

1. Public-Road Approach Type A. This approach should be used where the mainline shoulder is unpaved, or, if paved, is less than 8 ft in paved width.
2. Public-Road Approach Type B. This approach should be used where the mainline shoulder is paved, and is 8 ft or wider in paved width. A paved shoulder of this width or greater will encourage use by a right-turning vehicle to clear the mainline traffic lane when decelerating for the turn.

Public-road approach types A and B are designed to accommodate a design vehicle of WB-50 or smaller, which makes a right-hand turn beginning and ending in the traffic lanes. Right-turn lanes are not provided for these approaches. Either of these approaches should be used for a public road serving a residential, light-commercial, or light-industrial area.

3. Public-Road Approach Type C. This approach should be used where the mainline shoulder is paved, is 8 ft or wider in paved width, and an auxiliary right-turn lane along the mainline is warranted due to the right-turning traffic volume. This approach is designed to accommodate a design vehicle of WB-50 or smaller without encroaching onto the adjoining traffic lane. It will also accommodate a WB-65 design vehicle if a portion of the adjoining traffic lane is utilized. This approach should be used for a public road serving a residential, light-commercial, or light-industrial area.
4. Public Road Approach Type D. This approach should be used where the mainline shoulder is paved, is 8 ft or wider in paved width, and an auxiliary right-turn lane along the mainline is warranted due to the right-turning traffic volume. This approach is designed to accommodate a design vehicle of WB-65 or smaller. This approach should be used where two Department-maintained routes intersect, or for a public road serving a commercial area, heavy-industrial area, or truck stop.

Figure 46-1C(1), Public-Road Approach Types and Corresponding Design Vehicles, summarizes each type of public-road approach and the corresponding appropriate design vehicles it can accommodate.

The INDOT Standard Drawings provide details for public road approaches with intersection-control angles of 70 deg through 110 deg. An approach with such an angle outside this range should be designed and its details should be shown on the plans.

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL (OLD BUSINESS ITEM)
PROPOSED REVISION TO DESIGN MANUAL SECTION 46-1.05(2) PUBLIC-ROAD
APPROACH (CONTINUED)

The embankment slopes on each side of an approach within the mainline clear zone or obstruction-free zone should be determined from Figure 46-1C(2) and shown on the plans.

The minimum auxiliary right-turn-lane length should be determined from Figure 46-1C(3) and shown on the plans.

APPROVED MINUTES

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL (OLD BUSINESS ITEM)
 PROPOSED NEW FIGURE 46-1C(2) PUBLIC-ROAD-APPROACH EMBANKMENT SLOPES
 WITHIN MAINLINE CLEAR ZONE OR OBSTRUCTION-FREE ZONE

Mainline Design-Year AADT →		Design Speed ≥ 50 mph		Design Speed ≤ 45 mph
		< 6000	≥ 6000	All
4 or More Lanes, Divided	Incoming Slope	10:1	10:1	10:1
	Outgoing Slope	4:1	4:1	4:1
4 or More Lanes, Undivided	Incoming Slope	6:1	10:1	6:1
	Outgoing Slope	4:1	4:1	4:1
Arterial or Collector, 2 Lanes		6:1	6:1	4:1
Local Road, 2 Lanes		4:1	4:1	4:1

**PUBLIC-ROAD-APPROACH EMBANKMENT SLOPES
 WITHIN MAINLINE CLEAR ZONE OR OBSTRUCTION-FREE ZONE**

Figure 46-1C(2)

REVISION TO STANDARD DRAWINGS AND DESIGN MANUAL (OLD BUSINESS ITEM)
 PROPOSED NEW FIGURE 46-1C(3) MINIMUM AUXILIARY RIGHT-TURN-LANE LENGTH,
 FT, EXCLUDING TAPERS

Design Speed (mph)	Mainline Profile Downgrade, G (%)					Mainline Profile Upgrade, G (%)				
	$0 \leq G \leq 2$	$2 < G \leq 3$	$3 < G \leq 4$	$4 < G \leq 5$	$5 < G \leq 6$	$0 \leq G \leq 2$	$2 < G \leq 3$	$3 < G \leq 4$	$4 < G \leq 5$	$5 < G \leq 6$
40	295	325	355	380	400	295	280	265	250	235
50	405	445	485	520	550	405	385	365	345	325
60	500	555	600	640	675	500	475	450	425	400
65	540	595	650	690	730	540	515	485	460	435
70	590	650	710	755	800	590	560	530	505	475

MINIMUM AUXILIARY RIGHT-TURN-LANE LENGTH, ft, EXCLUDING TAPERS

Figure 46-1C(3)

Item No. 04 01/21/10 (2010 SS)(contd.)
 Mr. Wright
 Date: 04/15/10

COMMENTS AND ACTION

(OLD BUSINESS ITEM)

REVISION TO STANDARD DRAWING E 610-PRAP-01 THRU 14 PUBLIC ROAD APPROACH
 REVISION TO IDM SECTION 46-1.05(02) PUBLIC-ROAD APPROACH
 NEW FIGURE 46-1C(2)PUBLIC-ROAD-APPROACH EMBANKMENT SLOPES
 NEW FIGURE 46-1C(3)MINIMUM AUXILIARY RIGHT-TURN-LANE LENGTH, FT,
 EXCLUDING TAPERS

DISCUSSION: Mr. Caplinger noticed that there were several changes to the drawings that went beyond just editorial changes. Mr. Andrews also noted that it appeared that the changes went beyond the original scope, which dealt with the change to the subgrade and pavement thickness.
 Mr. Wright was going to meet with Mr. Caplinger to go over concerns.

Motion: Mr. Wright Second: Mr. Andrews Ayes: Nays:	Action: <input type="checkbox"/> Passed as Submitted <input type="checkbox"/> Passed as Revised <input checked="" type="checkbox"/> Withdrawn
Standard Specifications Sections affected: <div>N/A</div>	<input type="checkbox"/> 20 Standard Specifications Book <input type="checkbox"/> Create RSP (No. <input type="text"/>) Effective <input type="text"/> Letting RSP Sunset Date: <input type="text"/>
Recurring Special Provision affected: <div>None</div>	<input type="checkbox"/> Revise RSP (No. <input type="text"/>) Effective <input type="text"/> Letting RSP Sunset Date: <input type="text"/>
Standard Sheets affected: <div>E 610-PRAP-01 THRU -14; E 713-TCTR-04</div>	Standard Drawing Effective <input type="text"/> <input type="checkbox"/> Create RPD (No. <input type="text"/>) Effective <input type="text"/> Letting <input type="checkbox"/> Technical Advisory
Design Manual Sections affected: <div>Section 82-6.04, 46-1.05(02)</div>	GIFE Update Req'd.? Y <input type="checkbox"/> N <input type="checkbox"/> By <input type="text"/> Addition or <input type="text"/> Revision
GIFE Sections affected: <div>N/A</div>	Frequency Manual Update Req'd? Y <input type="checkbox"/> N <input type="checkbox"/> By <input type="text"/> Addition or <input type="text"/> Revision Received FHWA Approval? <input type="text"/>

SPECIFICATION REVISIONS

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: The current material used for INDOT High Mast Tower, weathering steel, has been rusting excessively causing significant loss of section modulus at the tower base which can potentially lead to failure.

Additionally, across the industry this material is used less frequently than in the past meaning that towers made from weathering steel will become more expensive than the alternative material.

PROPOSED SOLUTION: Changing the material specification to Galvanized Steel. Changes to the welding procedure and inspection are also proposed as well as to the standard drawings for the foundation, for the aluminum skirt between the base plate and foundation, and for the concrete pads.

APPLICABLE STANDARD SPECIFICATIONS: 920.01(b) 1, 2, & 4

APPLICABLE STANDARD DRAWINGS: 807-LTPD-01, 807-LTPD-02(new), 807-LTFD-07,
807-LTHM-02, 807-LTHM-03, 807-LTHM-04,
807-LTHI-05

APPLICABLE DESIGN MANUAL SECTION: 78-7.0

APPLICABLE SECTION OF GIFE:

APPLICABLE RECURRING SPECIAL PROVISIONS:

Submitted By: David Boruff

Title: Traffic Administration Section Supervisor

Organization: INDOT

Phone Number: 317-899-8626

Date: 3/19/2010

APPLICABLE SUB-COMMITTEE ENDORSEMENT? Ad Hoc: Ron Heustis, Tony Uremovich,
District Traffic Engineers

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 920.01(b) HIGH MAST STANDARDS OF 80 ft (24.5 m) AND OVER

The Standard Specifications are revised as follows:

SECTION 920, BEGIN LINE 223, DELETE AND INSERT AS FOLLOWS:

1. High Mast Poles

The poles shall be ~~made of steel in accordance with ASTM A 871 (A 871M).~~
~~The steel shall have a minimum yield strength of 59,500 psi (410 MPa) tapered shafts having poly-sided or circular cross sections. The pole shaft sections shall be slip fitted and shall provide at least 1 in. (25 mm) radial clearance from all interior devices.~~

All tower shaft components shall be fabricated from high strength, low alloy, steel in accordance with AASHTO M 270; ASTM A 595, Grade A or B; ASTM A 572, Grade 55; ASTM A 1011 (A 1011M); ASTM A 606, or ASTM A 808 (A 808M), with a minimum yield strength of 50,000 psi (345,000 kPa).

Sections which are slip fitted shall have slip joints with a minimum overlap of 1.5 times the diameter of the bottom of the upper section at the slip joint. Towers having slip joint construction shall be match marked at the factory and shall be shipped disassembled for assembly at the work site. Slip joints shall be marked to ensure that the 1.5 times diameter insertion is provided.

All steel used in the base plate and shaft shall meet an impact property of 15 ft-lbs (20.3 J) at 40°F (4.5°C) in the longitudinal direction using the Charpy V-Notch test. This shall be an average of 3 tests per mill heat with no test below 10 ft-lbs (13.6 J). A copy of the certified mill test reports for this steel and the Charpy V-Notch test results shall be submitted. Sufficient information shall be furnished to demonstrate that this material is traceable to the mill heat number shown on the test report.

~~The tapered pole shall be multi-sided or circular in shape. The pole shaft sections shall be welded together or slipfitted. The minimum diameter of the pole top shall be 7.5 in. (190 mm) and shall provide at least 1 in. (25 mm) radial clearance from all interior devices.~~

~~The exterior of the pole shall be thoroughly shotblasted or otherwise cleaned to a near white finish to remove all oily and foreign matter. The interior of the pole shall be cleaned of all mill scale and foreign matter by a pickling process or shotblasting.~~

~~Hardware~~ All tower shaft hardware including hardware for the handhole door, and the latch mechanism shall be stainless steel in accordance with ASTM A 276, type 304 or 305, except where otherwise specified.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 920.01(b) HIGH MAST STANDARDS OF 80 ft (24.5 m) AND OVER (CONTINUED)

~~For the slipfit design, the pole shall be made up of not more than four sections for poles up to and including 120 ft (36.6 m) in length. For the poles between 120 ft (36.6 m) and 150 ft (45.7 m), five sections will be permitted. For poles over 150 ft (45.7 m) and up to 200 ft (61 m), six sections will be permitted. The inside edge of the lower section of the slip joint shall be beveled to prevent the transition joint assembly from catching on the edge. Slip joints shall have a minimum overlap of 1 1/2 times the diameter of the bottom of the upper section. The sections shall be pre-fitted and matchmarked at the factory.~~

After fabrication, the pole shall be cleaned and galvanized. Galvanized steel towers, including the handhole, handhole door, base plate, mounting plate, and all other elements welded to the shaft shall be hot-dip galvanized in accordance with AASHTO M 111.

2. Welding

~~The Contractor shall submit the manufacturer's welding procedure for approval prior to fabrication. The welding symbols and all information regarding location, type, size, welding sequence, and welding procedure specifications shall be shown on the shop drawings.~~

Welds shall be smooth and cleaned of flux and spatter in accordance with AWS procedure. Minimum preheats for welds shall be 100°F (65°C) for seams, and 225°F (110°C) for circumferential welds.

All welds shall be performed at the factory. Circumferential welds shall be backed-up welds with 100% penetration. Longitudinal welds shall have a minimum of 60% penetration except within 2 ft (0.6 m) of either side of the circumferential joint, the welds shall be backed-up and of 100% penetration. Base plate welds shall be 100% penetration. Circumferential welds and 100% penetration longitudinal welds shall be 100% ultrasonically inspected. The 60% penetration longitudinal welds shall be 100% ultrasonically or radiographically inspected for soundness. Welding shall be performed in accordance with AWS D1.5 and 711.32. Weld filler shall provide Charpy V Notch equal to or greater than 20 ft·lbs (27.1 J) at 0° F (-18°C).

a. Inspection

The manufacturer shall provide quality control, QC, inspection. The inspector shall be an AWS certified welding inspector, CWI, in accordance with AWS D1.5. The NDT inspector shall be an independent non-destructive-testing inspector, certified as level II in RT, UT, or MT, or all as applicable. Copies of the inspection reports and NDT reports shall be provided to the Engineer.

The method for testing full penetration and partial penetration welds by the independent welding inspector shall be the same as specified above.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 920.01(b) HIGH MAST STANDARDS OF 80 ft (24.5 m) AND OVER (CONTINUED)

3. Handholes

Openings for handholes shall be reinforced to maintain the design strength of the pole. The handhole shall have a weatherproof gasket made of neoprene or silicone rubber. The gasket shall be formed for a forced fit around the handhole or be attached by mechanical means. Samples of the gaskets shall be furnished for approval. The door and hinges shall be the same type steel as the poles. The hinge pins and other securing hardware shall be stainless steel and tamperproof. The door shall be fabricated to allow for a padlock, which is not included in the hardware. The hasp used for padlocking shall be fabricated from stainless steel. Provisions shall be made to bolt the door securely shut. The door shall include a bug proof and weatherproof aperture with a minimum opening of 4 in.² (2580 mm²). Nylon or non-corrosive screens, or other approved methods of bugproofing shall be furnished. Two bonding plates shall be furnished which are accessible through the pole handhole for connecting the ground wires. A connection shall be furnished for an additional ground wire on the outside of the pole near the base plate.

4. Luminaire Ring Assembly

The ring shall be fabricated from ASTM A 666 Type 201 or 304 stainless steel and shall have a removable raceway cover. The ring shall be ~~designed~~ *fabricated* as an enclosed wire raceway to provide for the symmetrical mounting of ~~the~~ luminaires ~~having an effective projected area of 2.8 ft² (0.26 m²) and a weight of 85 lb (38.5 kg) or actual projected area and weight, if greater.~~ All structural connections shall be made with bolts and nuts.

The luminaire ring shall be supported by ~~three 3/16 in. (5mm)~~ *means of* stainless steel aircraft cables of seven strands with 19 wires ~~each~~ *per* strand with a minimum breaking strength of 3900 lb (17 350 N). ~~The cables shall be secured to the ring, and to cable terminating devices within the poles by means of stainless steel hardware.~~

~~Positive positioning devices shall be incorporated into the ring assembly. These devices shall be designed to prevent any horizontal movement in the ring assembly. The ring assembly shall have a minimum of six non-abrasive rollers on the ring interior.~~

Item No. 01 04/15/10 (2010 SS)(contd.)

Mr. Boruff

Date: 04/15/10

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 920.01(b) HIGH MAST STANDARDS OF 80 ft (24.5 m) AND
OVER (CONTINUED)

THIS PAGE LEFT BLANK INTENTIONALLY

APPROVED MINUTES

REVISION TO THE STANDARD DRAWINGS

REVISED PROPOSED DRAWING 807-LTPD-01 LIGHTING HIGH MAST POLE
POLE DATA SCHEDULE (1 OF 2) POLE HEIGHTS 100' - 155'

POLE DATA SCHEDULE												
POLE HEIGHT (E.M.H.)	POLE SHAFT DATA						BASE PLATE			ANCHOR BOLT		
	No. of Sec.	Sec.	Minimum Diameter in inches		Min. Wall Thickness in inches	Section Length in Feet	Size in inches (Round)	Bolt Circle (in.)	Thick- ness (in.)	No Req'd.	Diameter (in.)	Length (in.)
			Base	Top								
100'	2	A	24.50	17.16	0.250	52.42	37.50	31.50	2.25	6	2.25	90
		B	18.00	10.88	0.1875	50.89						
105'	3	A	21.50	18.14	0.3125	23.98	37.50	31.50	2.25	6	2.25	90
		B	19.00	13.23	0.1875	41.21						
		C	14.00	7.55	0.1875	46.07						
110'	3	A	22.50	19.13	0.3125	24.10	37.50	31.50	2.25	6	2.25	90
		B	20.00	13.72	0.1875	44.84						
		C	14.50	7.85	0.1875	47.50						
115'	3	A	23.50	20.11	0.3125	24.23	37.50	31.50	2.25	6	2.25	90
		B	21.00	14.21	0.1875	48.48						
		C	15.00	8.15	0.1875	48.93						
120'	3	A	26.00	22.07	0.3125	28.05	37.50	31.50	2.25	6	2.25	90
		B	23.00	16.18	0.1875	48.73						
		C	17.00	9.95	0.1875	50.36						
125'	3	A	25.00	21.09	0.3750	27.92	37.50	31.50	2.25	6	2.25	90
		B	22.00	14.70	0.1875	52.11						
		C	15.50	8.25	0.1875	51.79						
130'	3	A	25.00	20.11	0.3750	34.94	37.50	31.50	2.25	6	2.25	90
		B	21.00	14.21	0.1875	48.48						
		C	15.00	7.55	0.1875	53.21						
135'	3	A	26.00	20.11	0.3750	42.09	37.50	31.50	2.25	6	2.25	90
		B	21.00	14.21	0.1875	48.48						
		C	15.00	7.85	0.1875	51.07						
140'	3	A	26.80	20.60	0.3750	44.29	37.50	31.50	2.25	6	2.25	90
		B	21.50	14.21	0.1875	52.05						
		C	15.00	7.95	0.1875	50.36						
145'	3	A	27.00	20.60	0.4375	45.72	39.50	33.50	2.25	8	2.25	90
		B	21.50	14.21	0.1875	52.05						
		C	15.00	7.45	0.1875	53.93						
150'	3	A	28.00	20.60	0.4375	52.86	39.50	33.50	2.25	8	2.25	90
		B	21.50	14.21	0.1875	52.05						
		C	15.00	7.75	0.1875	51.79						
155'	4	A	28.50	24.04	0.4375	31.87	39.50	33.50	2.25	8	2.25	90
		B	25.00	19.13	0.1875	41.96						
		C	20.00	14.21	0.1875	41.34						
		D	15.00	7.93	0.1875	50.54						

INDIANA DEPARTMENT OF TRANSPORTATION

LIGHTING HIGH MAST POLE
POLE DATA SCHEDULE (1 of 2)
POLE HEIGHTS 100' - 155'
APRIL 2010

STANDARD DRAWING NO. E 807-LTPD-01

/s/ XXXXXXXXXXXX 01/01/09
DESIGN STANDARDS ENGINEER DATE

/s/ XXXXXXXXXXXX 01/01/09
CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

REVISION TO THE STANDARD DRAWINGS

REVISED PROPOSED NEW DRAWING 807-LTPD-02 LIGHTING HIGH MAST POLE
POLE DATA SCHEDULE (2 OF 2) POLE HEIGHTS 160' - 200'

POLE DATA SCHEDULE												
POLE HEIGHT (E.M.H.)	POLE SHAFT DATA						BASE PLATE			ANCHOR BOLT		
	No. of Sec.	Sec.	Minimum Diameter in inches		Min. Wall Thickness in inches	Section Length in Feet	Size in inches (Round)	Bolt Circle (in.)	Thick- ness (in.)	No Req'd.	Diameter (in.)	Length (in.)
			Base	Top								
160'	4	A	28.80	25.02	0.4375	27.00	39.50	33.50	2.25	8	2.25	90
		B	26.00	19.62	0.1875	45.59						
		C	20.50	13.72	0.1875	48.42						
		D	14.50	7.53	0.1875	49.82						
165'	4	A	29.50	25.51	0.5000	28.49	46	40.00	2.25	8	2.25	90
		B	26.50	19.62	0.1875	49.17						
		C	20.50	13.72	0.1875	48.42						
		D	14.50	7.53	0.1875	49.82						
170'	4	A	30.50	25.02	0.5000	39.14	46	40.00	2.25	8	2.25	90
		B	26.00	20.11	0.1875	42.09						
		C	21.00	14.21	0.1875	48.48						
		D	15.00	7.83	0.1875	51.25						
175'	4	A	31.00	25.02	0.5000	42.71	46	40.00	2.25	8	2.25	90
		B	26.00	19.62	0.1875	45.59						
		C	20.50	13.72	0.1875	48.42						
		D	14.50	7.63	0.1875	49.11						
180'	4	A	32.00	25.02	0.5000	49.85	46	40.00	2.25	8	2.25	90
		B	26.00	19.13	0.1875	49.10						
		C	20.00	13.23	0.1875	48.35						
		D	14.00	7.93	0.1875	43.39						
185'	4	A	32.50	26.00	0.5000	46.41	46	40.00	2.25	8	2.25	90
		B	27.00	20.11	0.1875	49.23						
		C	21.00	14.21	0.1875	48.48						
		D	15.00	7.73	0.1875	51.96						
190'	5	A	33.00	28.95	0.6250	28.92	48	42.00	2.25	12	2.25	90
		B	30.00	24.04	0.1875	42.59						
		C	25.00	19.13	0.1875	41.96						
		D	20.00	14.21	0.1875	41.34						
195'	5	E	15.00	7.90	0.1875	50.71	48	42.00	2.25	12	2.25	90
		A	33.50	28.95	0.6250	32.50						
		B	30.00	24.04	0.1875	42.59						
		C	25.00	19.13	0.1875	41.96						
200'	5	D	20.00	14.21	0.1875	41.34	48	42.00	2.25	12	2.25	90
		E	15.00	7.70	0.1875	52.14						
		A	34.00	28.89	0.6250	36.51						
		B	30.00	23.55	0.2188	46.09						
		C	24.50	18.63	0.1875	41.90						
		D	19.50	13.72	0.1875	41.27						
		E	14.50	7.56	0.1875	49.55						

INDIANA DEPARTMENT OF TRANSPORTATION

LIGHTING HIGH MAST POLE
POLE DATA SCHEDULE (2 of 2)
POLE HEIGHTS 160' - 200'
APRIL 2010

STANDARD DRAWING NO. E 807-LTPD-02

/s/XXXXXXXXX 01/01/09

DESIGN STANDARDS ENGINEER DATE

/s/XXXXXXXXX 01/01/09

CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

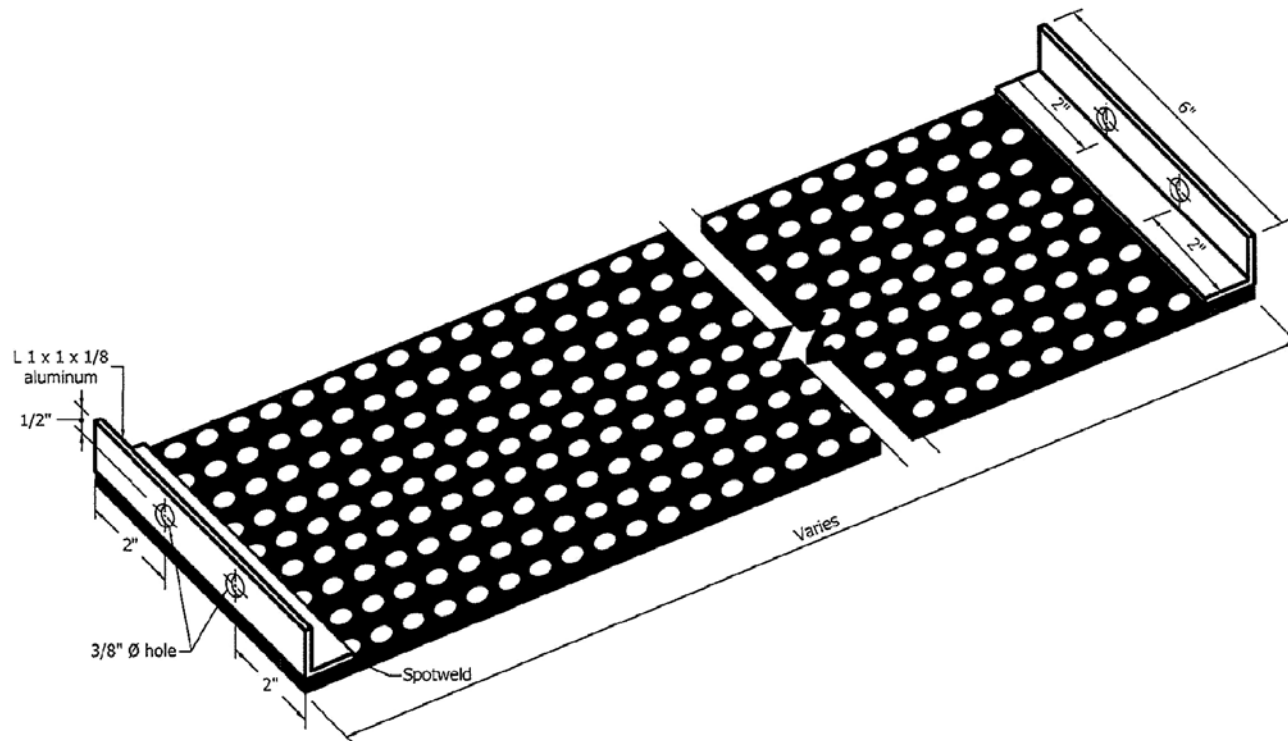
Item No. 01 04/15/10 (2010 SS)(contd.)

Mr. Boruff

Date: 04/15/10

REVISION TO THE STANDARD DRAWINGS

PROPOSED REVISED DRAWING 807-LTHM-02 HIGH MAST POLE PERFORATED ALUMINUM SKIRT



PERFORATED ALUMINUM SKIRT

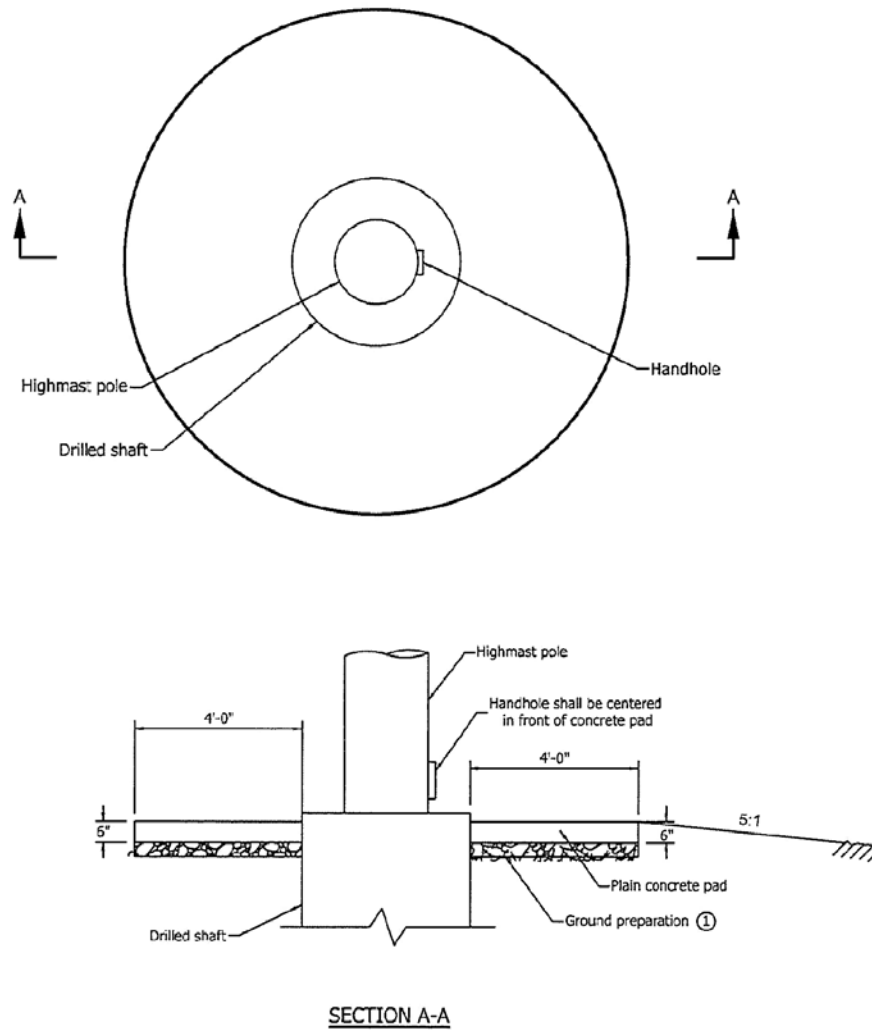
NOTES:

1. Holes shall be 3/8" dia., 1/2" outer circle, staggered.
2. The base plate of the high mast pole and exposed anchor bolts shall be enclosed by the aluminum skirt.

INDIANA DEPARTMENT OF TRANSPORTATION	
HIGH MAST POLE PERFORATED ALUMINUM SKIRT	
2010	
STANDARD DRAWING NO. E 807-LTHM-02	
	/s/XXXXXXXXXX01/01/09
	DESIGN STANDARDS ENGINEERDATE
	/s/XXXXXXXXXX01/01/09
	CHIEF HIGHWAY ENGINEERDATE
DESIGN STANDARDS ENGINEER	

REVISION TO THE STANDARD DRAWINGS

PROPOSED REVISED DRAWING 807-LTHM-03 LIGHTING HIGH MAST POLE CONCRETE PAD



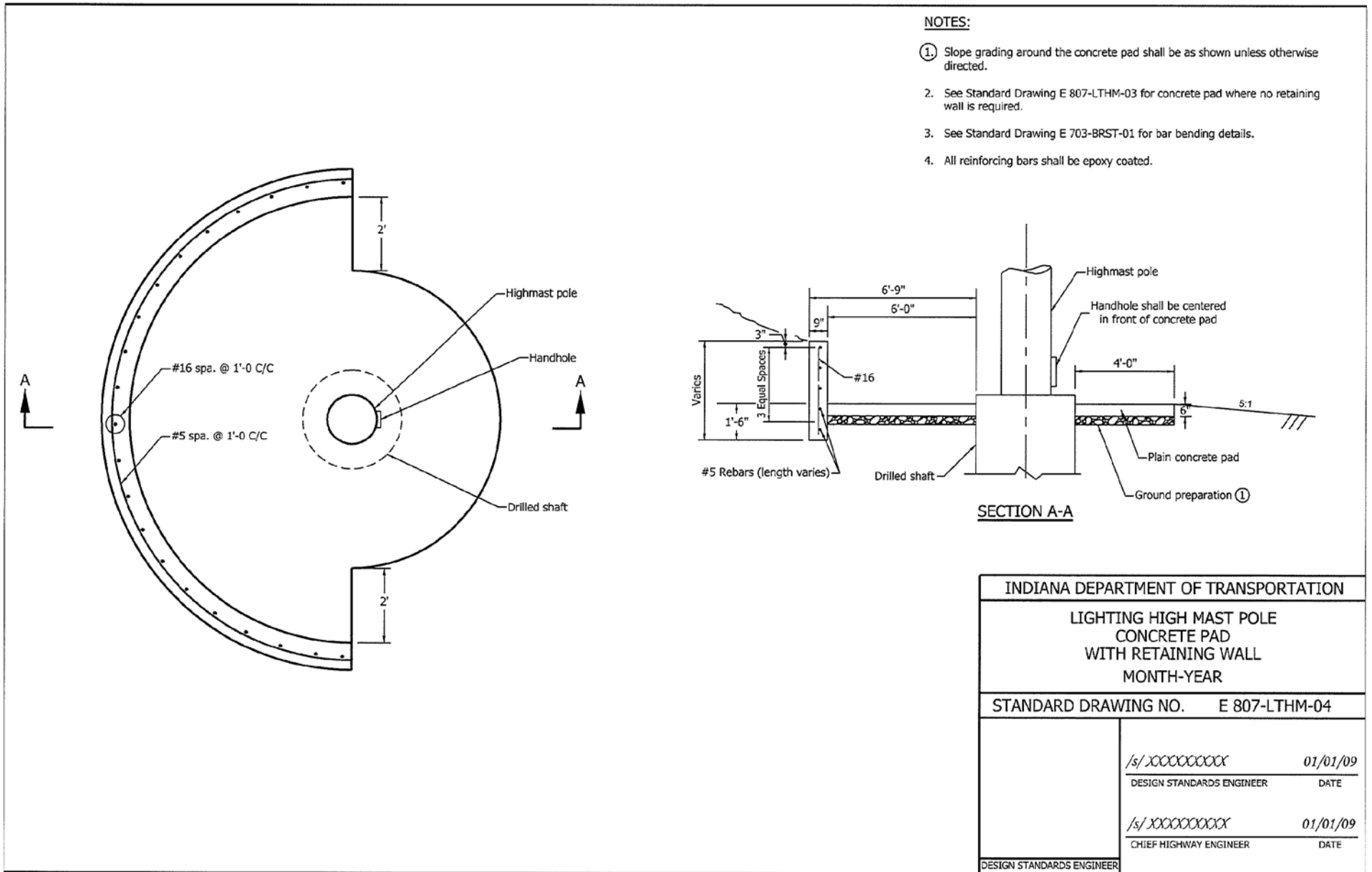
NOTES

- ① The slope grading around the concrete pad shall be as shown unless otherwise directed.
2. See Standard Drawing E 807-LTHM-04 for concrete pad where retaining wall is required.

INDIANA DEPARTMENT OF TRANSPORTATION		
LIGHTING HIGH MAST POLE CONCRETE PAD		
STANDARD DRAWING NO.		E 807-LTHM-03
		2010
	/s/XXXXXXXXXX	01/01/09
	DESIGN STANDARDS ENGINEER	DATE
	/s/XXXXXXXXXX	01/01/09
	CHIEF HIGHWAY ENGINEER	DATE

REVISION TO THE STANDARD DRAWINGS

PROPOSED REVISED DRAWING 807-LTHM-04 LIGHTING HIGH MAST POLE CONCRETE PAD WITH RETAINING WALL MONTH-YEAR



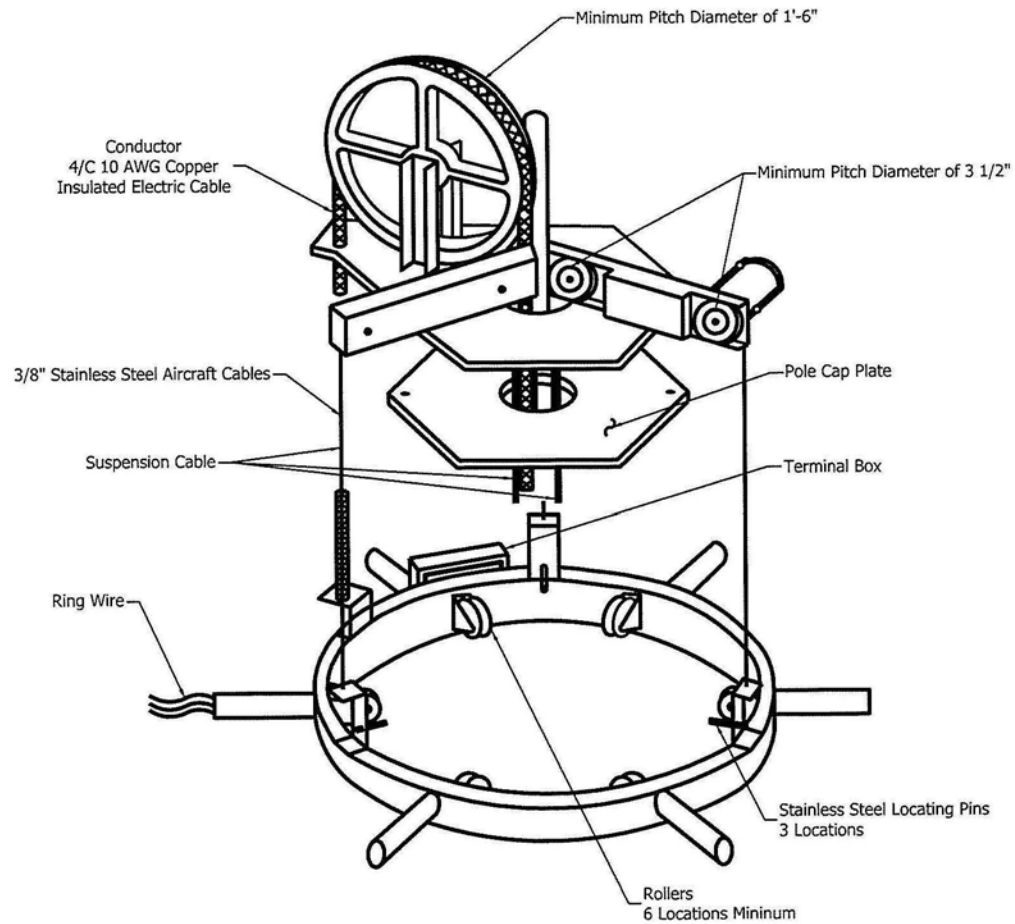
Date: 04/15/10

REVISED PROPOSED DRAWING 807-LTFD-07 HIGH MAST TOWER FOUNDATION



REVISION TO THE STANDARD DRAWINGS

REVISED PROPOSED DRAWING 807-LTHI-05 HIGHWAY ILLUMINATION TOWER DETAILS BOTTOM LATCH

RING ASSEMBLY

INDIANA DEPARTMENT OF TRANSPORTATION		
HIGHWAY ILLUMINATION TOWER DETAILS BOTTOM LATCH		
STANDARD DRAWING NO. E 807-LTHI-05		
APRIL 2010		
	/s/ XXXXXXXXXX	01/01/09
	DESIGN STANDARDS ENGINEER	DATE
	/s/ XXXXXXXXXX	01/01/09
	CHIEF HIGHWAY ENGINEER	DATE
DESIGN STANDARDS ENGINEER	CHIEF HIGHWAY ENGINEER	DATE

REVISION TO THE STANDARD DRAWINGS

THIS PAGE LEFT BLANK INTENTIONALLY

APPROVED MINUTES

REVISION TO THE INDIANA DESIGN MANUAL

PROPOSED REVISION TO IDM 78-7.0 HIGH MAST LIGHTING DESIGN

78-7.0 HIGH-MAST LIGHTING DESIGN

The design of a high-mast lighting system consists of the same design procedures as discussed in Section 78-5.02. In addition, the designer should consider the following:

- 1 Lighting Source. A 1000-W high pressure sodium light source should be used. The number of required luminaires should be determined based on the area to be lighted. ~~It can be assumed that a mounting height of 100 ft will require 400,000 lm. A mounting height of 110 ft to 120 ft will require 600,000 lm. A mounting height of 150 ft will require 800,000 lm. The number of luminaires per pole ranges from 4 to 6 and should be as follows-~~

<u>Mounting Ht., H</u>	<u>Lumens</u>	<u>No. of Luminaires</u>
100'	400,000	4
$105' \leq H \leq 120'$	600,000	4,6
$125' \leq H \leq 150'$	800,000	6,8
$155' \leq H \leq 200'$	1,600,000	6, 8,10,12

2. Mounting Height. ~~Mounting height This can range from 80 to 100 ft to 200 ft in 5 ft increments.~~ A height of 100 ft to 160 ft has proven to be the most practical. A greater height requires more luminaires to maintain the illumination level. However, a greater height allows for fewer poles and provides better uniformity. *Use of height greater than 160 ft should be confirmed with the District Traffic Engineer.*
3. Location. In determining the location for a high-mast pole, the designer should review the plan view of the area to determine the more critical areas requiring lighting. In selecting the appropriate luminaire supports for high-mast lighting, the designer should consider the following.
 - a. Critical Area. A pole should be located so that the highest localized level of illumination occurs within a critical-traffic area (e.g., freeway/ramp junction, ramp terminal, merge point).

REVISION TO THE INDIANA DESIGN MANUAL

PROPOSED REVISION TO IDM 78-7.0 HIGH MAST LIGHTING DESIGN
(CONTINUED)

- b. Roadside Safety. A pole should be located a sufficient distance from the roadway so that the probability of a collision is virtually eliminated. It should not be placed at the end of a long tangent.
 - c. Sign. A pole should be located so that it is not within a motorist's direct line of sight to a highway sign.
4. Design. The methodologies for checking the adequacy of uniformity are the point-by-point method and the template method. The point-by-point method checks illumination by using the manufacturer's Isolux diagram. The total illumination at a point is determined by the sum of the contributions of illumination from all mast assemblies within the effective range of the point. Due to the numerous calculations, a computer should be used to make these determinations. The template methodology uses isolux templates to determine the appropriate location for each pole. The templates may be moved to ensure that the minimum-maintained illumination is provided and uniformity ratio has been satisfied. Section 78-8.0 provides an example of using the template methodology.

A retaining wall should be included with the concrete pad at the base of the tower if the surrounding ground slope is steeper than 5:1. The height of the retaining wall should be 3 ft for a slope of 2:1, 2.00 ft for of 3:1 and 1.50 ft for 4:1.

5. Foundation and Soil Test. *After the final location of each tower is determined, a geotechnical investigation shall be requested from the Office of Geotechnical Engineering. The standard foundation of 20-ft depth and 4-ft diameter should be specified for each tower with the soil properties as follow.*
- a. *Soft Clay. Undrained shear strength of 750 psf, density of 120 pcf, and strain of 0.01 at half the maximum stress for an undrained triaxial test. The soil should not include excess rock.*
 - b. *Sandy. Angle of internal friction of 30 deg, density of 115 pcf, and modulus of subgrade reaction of 20 pci. The soil should include a minimum of gravel or clay.*

If a tower of 180 ft or higher is required where soil is sandy, a foundation of 22-ft depth and 4.5-ft diameter shall be specified, and its details shall be shown on the plans

The standard foundation has been designed with the assumption that no ground water present. The Office of Geotechnical Engineering should be contacted if ground water is present or if excess rock is present in clay soil.

REVISION TO THE INDIANA DESIGN MANUAL

PROPOSED REVISION TO IDM 78-7.0 HIGH MAST LIGHTING DESIGN
(CONTINUED)

For other soil conditions or properties, the Office of Geotechnical Engineering may recommend an alternate foundation. Such alternate foundation should be shown on the plans.

6. Information to be shown on the plans. This includes the tower location, foundation details if not standard, estimated mounting height, retaining-wall height if applicable, and number of luminaires.

APPROVED MINUTES

Item No. 01 04/15/10 (2010 SS)(contd.)

Mr. Boruff

Date: 04/15/10

REVISION TO THE INDIANA DESIGN MANUAL

PROPOSED REVISION TO IDM 78-7.0 HIGH MAST LIGHTING DESIGN

(CONTINUED)

THIS PAGE LEFT BLANK INTENTIONALLY

APPROVED MINUTES

BACKUP NO. 1 STANDARD DRAWINGS



EXISTING STANDARD DRAWING: 807-LTPD-01 HIGH MAST POLES

POLE DATA SCHEDULE

POLE HEIGHT (E.M.H.)	POLE SHAFT (INCHES)						ALTERNATE POLE SHAFT DESIGN		BASE PLATE			ANCHOR BOLT		
	SEC.	BASE DIAMETER	TOP DIAMETER	WALL THK	SECTION LENGTH	MIN. SLIP REQUIRED	MAXIMUM NUMBER OF SECTIONS	LG x NO. OR SQUARE	BOLT CIRCLE	THICKNESS	NUMBER REQUIRED	DIAMETER	LENGTH	
100'-0	A	20.875	14.62	0.25	48.00		3	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	15.4	8.25	0.188	55.00	22.52								
	C													
	D													
105'-0	A	21.85	14.95	0.25	53.00		3	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	15.73	8.57	0.188	55.00	23.03								
	C													
	D													
110'-0	A	21.675	19.88	0.281	13.80		3	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	20.87	14.62	0.25	48.00	30.56								
	C	15.4	8.25	0.188	55.00	22.54								
	D													
115'-0	A	22.325	19.69	0.281	20.3		4	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	20.67	14.69	0.25	46.5	30.26								
	C	15.4	8.25	0.188	55.0	22.54								
	D													
120'-0	A	23.56	20.13	0.281	26.4		4	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	21.12	15.21	0.25	45.5	30.93								
	C	15.99	8.84	0.188	55.0	23.42								
	D													
125'-0	A	23.56	20.59	0.313	22.86		4	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	21.65	14.5	0.281	55.0	31.63								
	C	15.27	8.25	0.188	54.0	22.34								
	D													
130'-0	A	24.21	20.59	0.13	27.87		4	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	21.65	14.5	0.281	55.0	31.63								
	C	15.27	8.25	0.188	54.0	22.34								
	D													
135'-0	A	24.86	20.53	0.313	33.1		4	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	21.59	14.43	0.281	55.0	31.54								
	C	15.21	8.25	0.188	53.5	22.24								
	D													
140'-0	A	25.51	20.09	0.344	41.71		4	36" x 33"	31.5"	2"	6	2.25"	90"	
	B	21.14	13.99	0.281	55.0	30.87								
	C	14.75	8.25	0.188	50.0	21.56								
	D													
145'-0	A	26.16	20.09	0.344	47.16		4	36" x 36"	33.5	2"	8	2.25"	90"	
	B	21.08	13.99	0.281	55.0	30.78								
	C	14.69	8.25	0.188	49.5	21.47								
	D													
150'-0	A	26.81	20.03	0.344	52.7		4	36" x 36"	33.5"	2"	8	2.25"	90"	
	B	21.08	13.93	0.281	55.0	30.67								
	C	14.62	8.25	0.188	49.0	21.37								
	D													
155'-0	A	26.84	21.75	0.375	39.17		4	36" x 36"	33.5"	2"	8	2.25"	90"	
	B	22.89	19.77	0.313	23.98	33.4								
	C	20.82	13.73	0.281	54.5	30.39								
	D	14.49	8.25	0.188	48.0	21.17								
160'-0	A	27.5	21.13	0.375	49.0		4	36" x 36"	33.5"	2"	8	2.25"	90"	
	B	22.26	19.47	0.313	21.5	32.45								
	C	20.51	13.36	0.281	55.0	29.92								
	D	14.11	8.26	0.188	45.0	20.60								

GENERAL NOTES

1. High Mast pole shall meet the design requirements shown on the pole data schedule.
2. If alternative pole shaft design is chosen, the pole shaft dimensions, thickness and maximum deflection calculations shall be submitted for review and approval. The base plate thickness, anchor bolt number, diameter and length shall remain the same as shown.

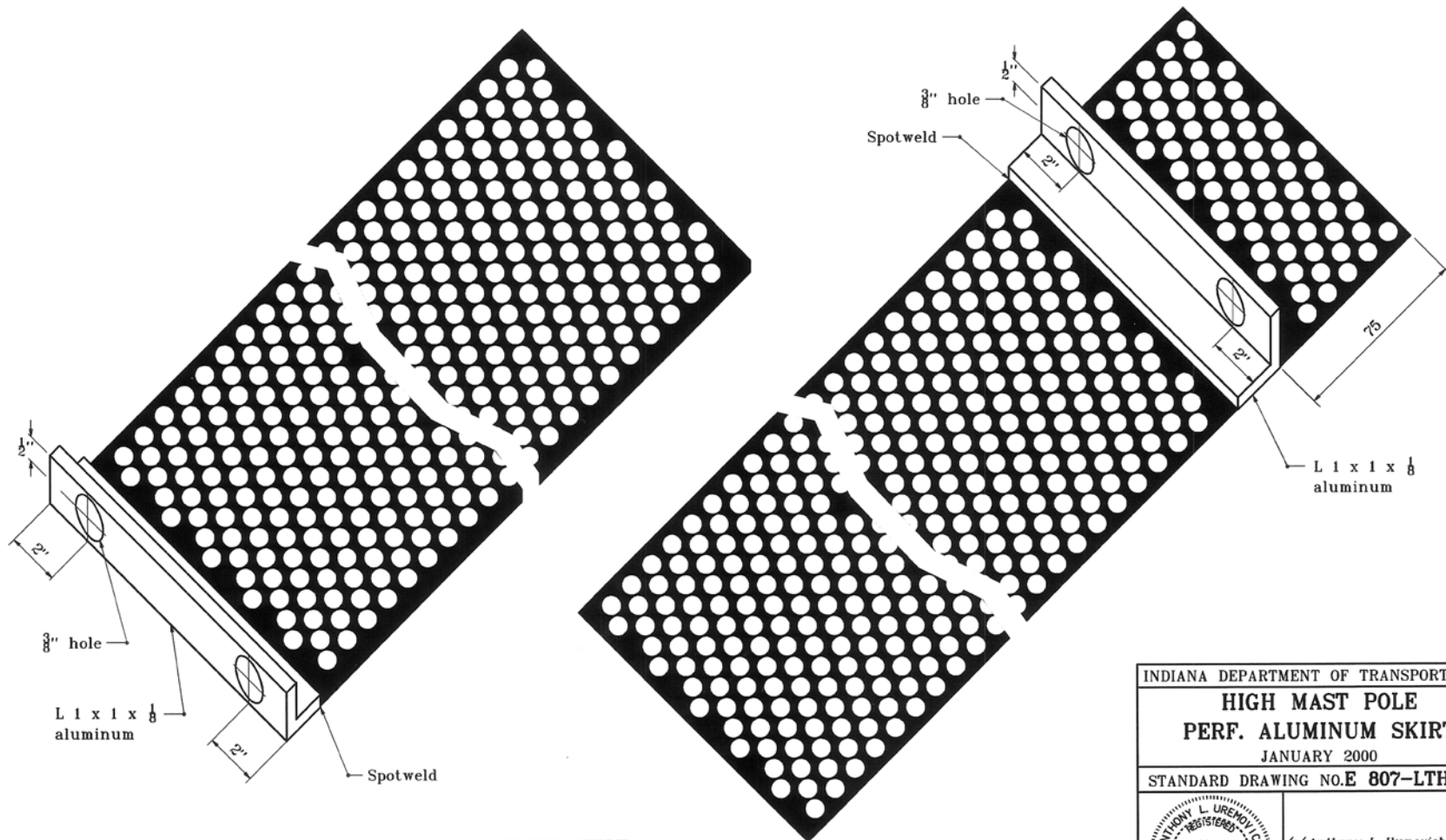
INDIANA DEPARTMENT OF TRANSPORTATION	
HIGH MAST POLES	
MARCH 2003	
STANDARD DRAWING NO. E 807-LTPD-01	
	/s/ Richard L. VanCleave 3-03-03 DESIGN STANDARDS ENGINEER DATE
	/s/ Richard K. Smutzer 3-03-03 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	

BACKUP NO. 1 STANDARD DRAWINGS

EXISTING STANDARD DRAWING: 807-LTPD-02 HIGH MAST POLE PERF. ALUMINUM SKIRT

GENERAL NOTES

1. Perforated aluminum skirt shall be aluminum, $\frac{1}{8}$ " thick, $\frac{3}{8}$ " D holes, $\frac{1}{2}$ " O.C. staggered material.
2. The base plate of the high mast pole and exposed anchor bolts shall be enclosed by the aluminum skirt.

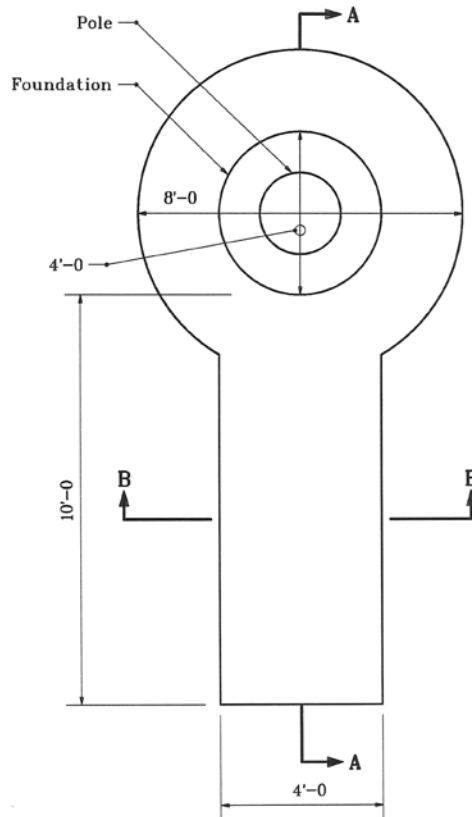
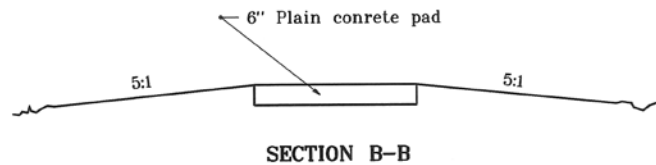
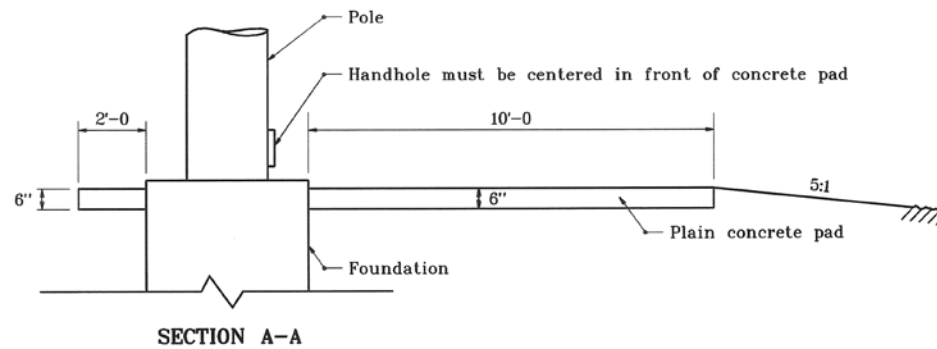


PERFORATED ALUMINUM SKIRT

INDIANA DEPARTMENT OF TRANSPORTATION	
HIGH MAST POLE PERF. ALUMINUM SKIRT	
JANUARY 2000	
STANDARD DRAWING NO.E 807-LTHM-02	
	/s/ Anthony L. Uremovich 1-03-00 DESIGN STANDARDS ENGINEER DATE
	/s/ Firooz Zandi 1-03-00 CHIEF HIGHWAY ENGINEER DATE

BACKUP NO. 1 STANDARD DRAWINGS

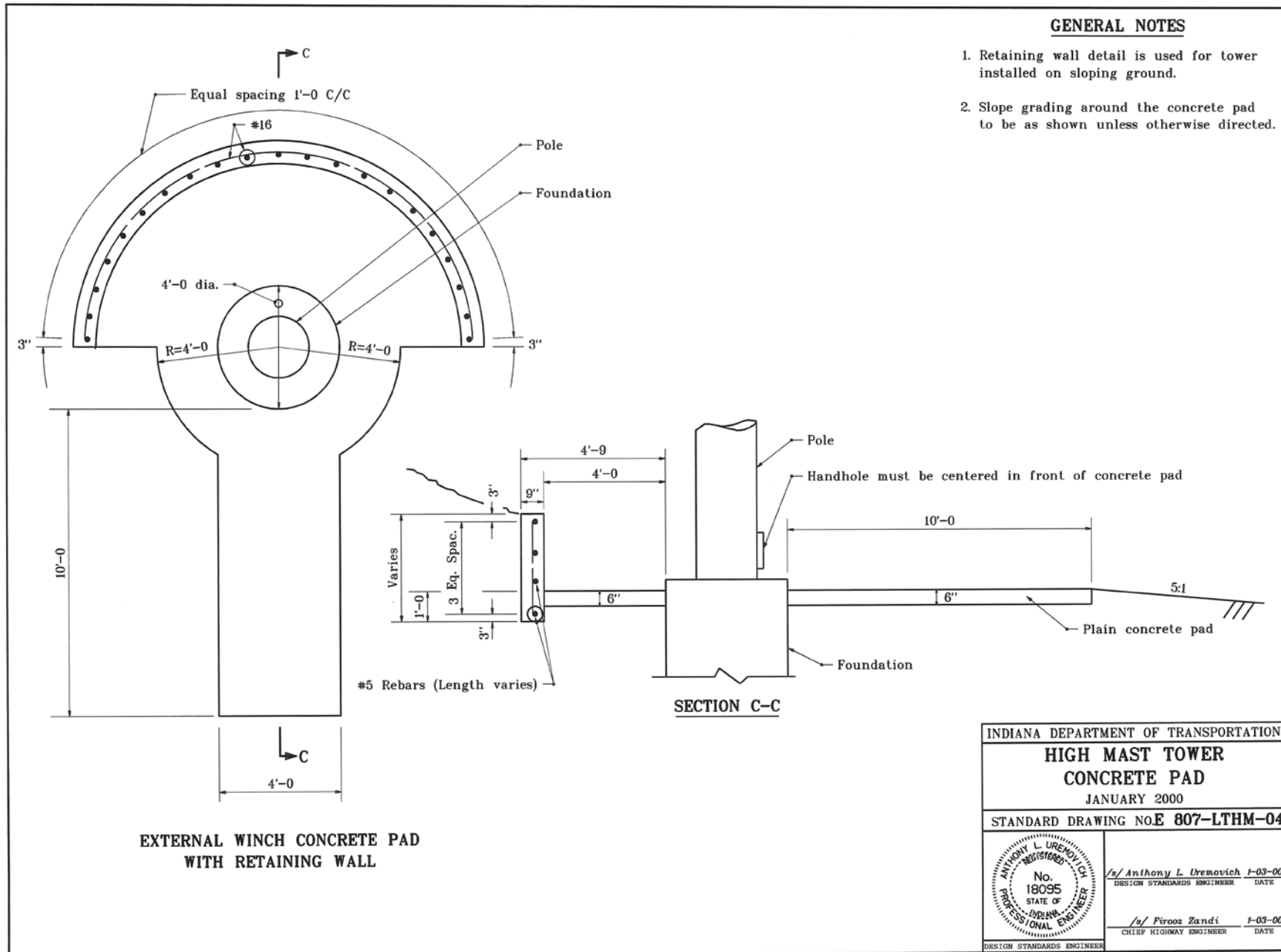
EXISTING STANDARD DRAWING: 807-LTHM-03 HIGH MAST TOWER CONCRETE PAD

EXTERNAL WINCH CONCRETE PAD
WITHOUT RETAINING WALL

INDIANA DEPARTMENT OF TRANSPORTATION	
HIGH MAST TOWER CONCRETE PAD	
MARCH 1995	
STANDARD DRAWING NO.E 807-LTHM-03	
	DETAILS PLACED IN THIS FORMAT 7-27-99 /s/ Anthony L. Uremovich 7-27-99 DESIGN STANDARDS ENGINEER DATE /s/ Firooz Zandi 7-27-99 CHIEF HIGHWAY ENGINEER DATE ORIGINALLY APPROVED 3-01-95

BACKUP NO. 1 STANDARD DRAWINGS

EXISTING STANDARD DRAWING: 807-LTHM-04 HIGH MAST TOWER CONCRETE PAD



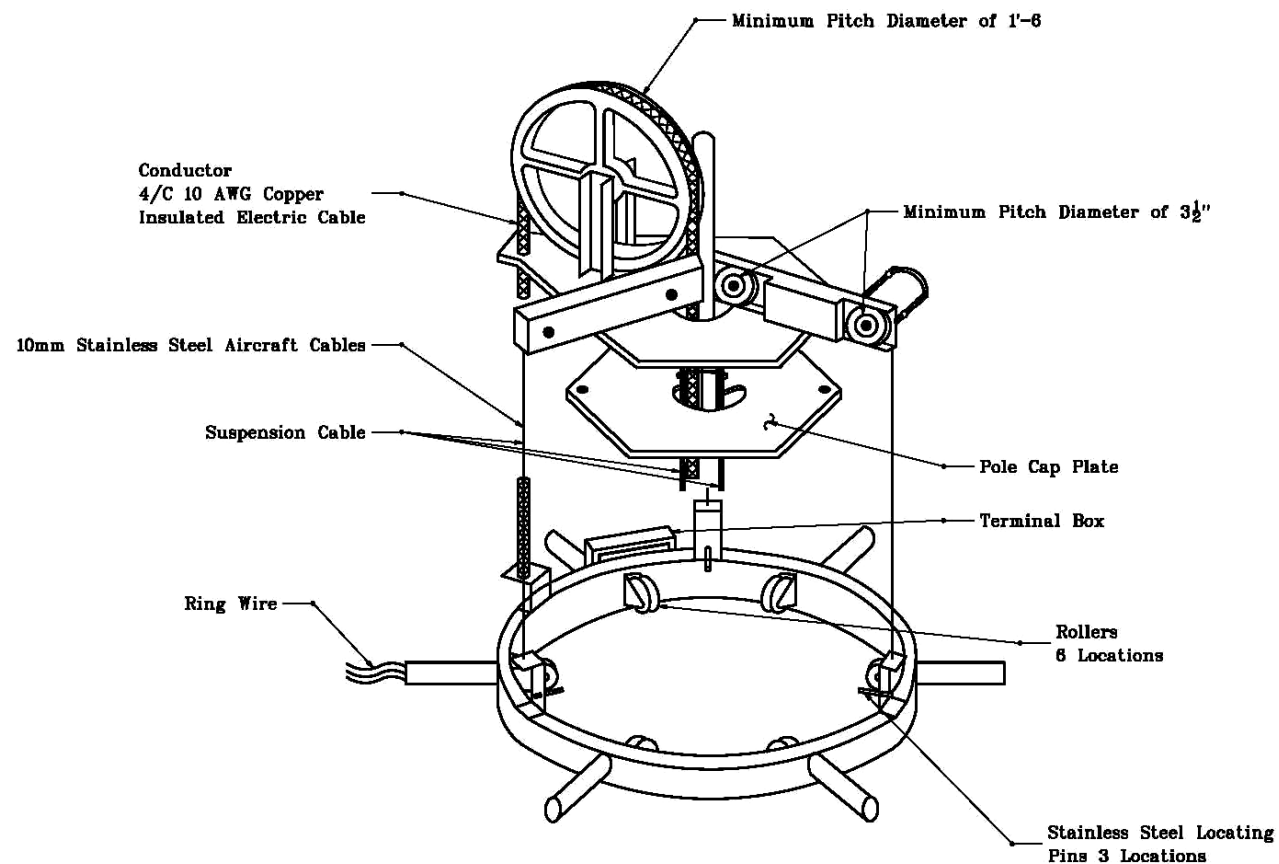
Date: 04/15/10

EXISTING STANDARD DRAWING: 807-LTFD-07 HIGH MAST TOWER FOUNDATION



BACKUP NO. 1 STANDARD DRAWINGS

EXISTING STANDARD DRAWING: 807-LTHI-05 HIGHWAY ILLUMINATION TOWER DETAILS BOTTOM LATCH



RING ASSEMBLY

INDIANA DEPARTMENT OF TRANSPORTATION	
HIGHWAY ILLUMINATION TOWER	
DETAILS BOTTOM LATCH	
MARCH 1985	
STANDARD DRAWING NO. E 807-LTHI-05	
	DETAILS PLACED IN THE FORMAT 11-15-88
	/s/ Anthony L. Uremovich 11-15-88 DESIGN STANDARDS ENGINEER DATE
	/s/ Piroos Zandi 11-15-88 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	ORIGINALLY APPROVED 3-01-85

COMMENTS AND ACTION

REVISION TO SECTION 920.01(b) HIGH MAST STANDARDS

REVISION TO STANDARD DRAWINGS: 807-LTPD-01, 02; 807-LTHM-02, 03, 04;
 807-LTFD-07; 807-LTHI-05 (VARIOUS TITLES)

REVISION TO IDM 78-7.0 HIGH MAST LIGHTING DESIGN

DISCUSSION: Mr. Boruff explained the reason for this revision was that the inspection of high mast poles made of weathering steel revealed that there was some section loss at the bases and that 8 poles had to be laid down as a result of this.

Mr. Keefer had a concern about the wording in the welding section, and the decision was made to remove the first sentence in the welding section.

Mr. Pankow wanted to know if these revisions were going to obsolete any of our equipment and the answer was no.

Mr. Uremovich commented that a note on 807-LTFD-07 was a design related note and was not needed.

Note: The proposed Standard Drawing 807-LTPD-01, -02, 807-LTFD-07 and 807-LTHI-05 sheets were replaced with revised and are included in these minutes.

Motion: Mr. Boruff Second: Mr. Cales Ayes: 8 Nays: 0	Action: <input type="checkbox"/> Passed as Submitted <input checked="" type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn
Standard Specifications Sections affected: 920.01(b) Recurring Special Provision affected: None Standard Sheets affected: 807-LTPD-01 807-LTHM-02 807-LTHM-03 807-LTHM-04 807-LTFD-07 807-LTHI-05 Design Manual Sections affected: 78-7.0 GIFE Sections cross-references: NONE	<input checked="" type="checkbox"/> 2012 Standard Specifications Book <input checked="" type="checkbox"/> Create RSP (No.920-T-162) Effective <u>Sep. 01, 2010</u> Letting RSP Sunset Date: _____ <input type="checkbox"/> Revise RSP (No.____) Effective _____ Letting RSP Sunset Date: _____ Standard Drawing Effective <u>Sep.01, 2010</u> <input checked="" type="checkbox"/> Create RPD (No. _____) Effective <u>Sep. 01, 2010</u> Letting <input type="checkbox"/> Technical Advisory GIFE Update Req'd.? Y ___ N ___ By _____ Addition or _____ Revision Frequency Manual Update Req'd? Y ___ N ___ By _____ Addition or _____ Revision Received FHWA Approval? <u> X </u>

SPECIFICATION REVISIONS
REVISION TO THE STANDARD SPECIFICATIONS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: As a result of revisions to Chapter 52 Typical Sections, it is necessary to revise the 301 and 303 specifications to allow maximum 9 in lifts of compacted aggregate base and compacted aggregate used as a surface and shoulders. The Chapter 52 revisions also require the specifications to allow placement of compacted aggregate base used under shoulder pavement as well as compacted aggregate shoulders to be placed on subgrade that is not treated in accordance with 207.

PROPOSED SOLUTION: Proposed revisions to 301 and 303 to conform to the new Chapter 52 Typical Sections.

APPLICABLE STANDARD SPECIFICATIONS: 301 and 303

APPLICABLE STANDARD DRAWINGS: N/A

APPLICABLE DESIGN MANUAL SECTION: Chapter 52

APPLICABLE SECTION OF GIFE: Section 7

APPLICABLE RECURRING SPECIAL PROVISIONS: N/A

Submitted By: Greg Pankow/Jeff James

Title: Construction Engineer

Organization: INDOT Division of Construction Management

Phone Number: 317/232-5082

Date: March 22, 2010

APPLICABLE SUB-COMMITTEE ENDORSEMENT? N/A. Submitted at the request of Office of Pavement Engineering with approval of Director, Division of Construction Management.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 301 - AGGREGATE BASE

REVISION TO SECTION 303 - AGGREGATE PAVEMENTS OR SHOULDERS

The Standard Specifications are revised as follows:

SECTION 301, BEGIN LINE 16, DELETE AND INSERT AS FOLLOWS:

301.03 Preparation of Subgrade

Subgrade ~~For shoulders, the subgrade~~ shall be compacted in accordance with ~~203.23 or~~ 207.04, *except for shoulders where the subgrade shall be compacted in accordance with 203.23 or 207.04 as shown on the plans. At all other locations, the subgrade shall be compacted in accordance with 207.04.* In areas of 500 ft (150 m) or less in length, or for temporary runarounds, proofrolling will not be required. Proofrolling will not be required in trench sections where proofrolling equipment cannot be used.

301.04 Temperature Limitations

Aggregate shall not be placed when the air temperature is less than 35°F (2°C). Aggregate shall not be placed on a frozen subgrade. Frozen aggregates shall not be placed.

301.05 Spreading

The aggregate shall be spread in uniform lifts with a spreading and leveling device approved by the Engineer. The spreading and leveling device shall be capable of placing aggregate to the depth, width, and slope specified. The compacted depth of each lift shall be a minimum of 3 in. (75 mm) and a maximum of 6 in. (150 mm), *except where utilized as a base under shoulder pavement. The compacted depth of each lift under shoulder pavement shall be a minimum of 3 in (75 mm) and a maximum of 9 in (225 mm).* The aggregate shall be handled and transported to minimize segregation and the loss of moisture. In areas inaccessible to mechanical equipment, approved hand spreading methods may be used.

SECTION 303, BEGIN LINE 18, DELETE AND INSERT AS FOLLOWS:

303.03 Preparation of Subgrade

Subgrade ~~For shoulders, the subgrade~~ shall be compacted in accordance with ~~203.23 or~~ 207.04, *except for shoulders where the subgrade shall be compacted in accordance with 203.23 or 207.04 as shown on the plans. At all other locations, the subgrade shall be compacted in accordance with 207.04.* In areas of 500 ft (150 m) or less in length, or for temporary runarounds, proofrolling will not be required. Proofrolling will not be required in trench sections where proofrolling equipment cannot be used.

303.04 Temperature Limitations

Aggregate shall not be placed when the air temperature is less than 35°F (2°C). Aggregate shall not be placed on a frozen subgrade. Frozen aggregates shall not be placed.

303.05 Spreading

The aggregate shall be spread in uniform lifts with a spreading and leveling device approved by the Engineer. The spreading and leveling device shall be capable of placing aggregate to the depth, width, and slope specified. The compacted depth of each

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 301 - AGGREGATE BASE

REVISION TO SECTION 303 - AGGREGATE PAVEMENTS OR SHOULDERS

lift shall be a minimum of 3 in. (75 mm) and a maximum of 6 in. (150 mm), *except where utilized as a shoulder. The compacted depth of a lift for a shoulder shall be a minimum of 3 in (75 mm) and a maximum of 9 in (225 mm).* The aggregate shall be handled and transported to minimize segregation and the loss of moisture. In areas inaccessible to mechanical equipment, approved hand spreading methods may be used.

APPROVED MINUTES

COMMENTS AND ACTION

REVISION TO SECTION 301 - AGGREGATE BASE

REVISION TO SECTION 303 - AGGREGATE PAVEMENTS OR SHOULDERS

DISCUSSION: Mr. James explained that this revision was needed to match changes to chapter 52 of the IDM. Mr. Keefer had concerns about the wording in the first sentence of 301.03 and 303.03, and suggested a revision. Mr. James agreed with the revision.

<p>Motion: Mr. Pankow Second: Mr. Andrews Ayes: 8 Nays: 0</p>	<p>Action: <input type="checkbox"/> Passed as Submitted <input checked="" type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn</p>
<p>Standard Specifications Sections affected:</p> <p>301 - AGGREGATE BASE 303 - AGGREGATE PAVEMENTS OR SHOULDERS</p> <p>Recurring Special Provision cross-references: 203-R-562 DYNAMIC CONE PENETROMETER TESTING FOR EMBANKMENT</p> <p>Standard Sheets affected: None</p> <p>Design Manual Sections affected: Chapter 52</p> <p>GIFE Sections cross-references: Section 7</p>	<p><input checked="" type="checkbox"/> 2012 Standard Specifications Book</p> <p><input checked="" type="checkbox"/> Create RSP (No.300-R-580) Effective Sep. 01, 2010 Letting RSP Sunset Date: _____</p> <p><input type="checkbox"/> Revise RSP (No.____) Effective _____ Letting RSP Sunset Date: _____</p> <p>Standard Drawing Effective _____ <input type="checkbox"/> Create RPD (No. _____) Effective _____ Letting <input type="checkbox"/> Technical Advisory</p> <p>GIFE Update Req'd.? Y ___ N ___ By _____ Addition or _____ Revision</p> <p>Frequency Manual Update Req'd? Y ___ N ___ By _____ Addition or _____ Revision</p> <p>Received FHWA Approval? <input checked="" type="checkbox"/></p>

SPECIFICATION REVISIONS
REVISION TO THE STANDARD SPECIFICATIONS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Recently, 401, 402, and 410 were revised to permit a longitudinal 2 in dropoff between adjacent lanes. There was no similar change made to 306 that would allow similar dropoffs adjacent to milled lanes.

PROPOSED SOLUTION: In order to provide consistency between the milling and asphalt paving specifications, it is proposed to modify 306.02 to allow a 2 in longitudinal dropoff between adjacent lanes.

APPLICABLE STANDARD SPECIFICATIONS: 306.02

APPLICABLE STANDARD DRAWINGS: N/A

APPLICABLE DESIGN MANUAL SECTION: N/A

APPLICABLE SECTION OF GIFE: N/A

APPLICABLE RECURRING SPECIAL PROVISIONS: N/A

Submitted By: Greg Pankow/Jeff James

Title: Construction Engineer

Organization: INDOT Division of Construction Management

Phone Number: 317/232-5082

Date: 3/11/10

APPLICABLE SUB-COMMITTEE ENDORSEMENT? None

REVISION TO THE STANDARD SPECIFICATIONS

SECTION 306 - MILLING

REVISION TO SECTION 306.02 GENERAL

The Standard Specifications are revised as follows:

SECTION 306, BEGIN LINE 9, DELETE AND INSERT AS FOLLOWS:

306.02 General

Milling operations shall be described in the QCP in accordance with ITM 803. Where the milling operation in a partial-day closure results in a *longitudinal* vertical or near vertical face exceeding ~~1.5 in. (38 mm)~~ 2 in (50 mm) in height, the adjacent lane shall be milled during the same day, the milled lane resurfaced during the same day, or the vertical face tapered at a 45° angle or flatter. Where located within 3 in. (75 mm) of a curb, surface material that cannot be removed by the cold-milling machine shall be removed by other approved methods.

APPROVED MINUTES

COMMENTS AND ACTION

SECTION 306 - MILLING

REVISION TO SECTION 306.02 GENERAL

DISCUSSION: Mr. Pankow explained that this revision was to keep the milling spec in line with the revisions to the HMA spec that allowed for a 2 inch dropoff.

Mr. Andrews had concerns over the 2 inch vertical face. He stated that studies have shown that if a motorist tries to bring their vehicle back up onto the road after accidentally dropping off, they will most likely overcorrect. Mr. Walker then commented that FHWA had no problems with allowing 2 inches with the HMA. Mr. Andrews stated that the HMA would have some sort of slope and therefore not be as dangerous as the vertical face left by milling.

Mr. George stated that he had a discussion with his colleagues and FHWA considers this acceptable.

Motion: Mr. Pankow Second: Mr. Walker Ayes: 7 Nays: 1	Action: <input checked="" type="checkbox"/> Passed as Submitted <input type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn
Standard Specifications Sections affected: SECTION 306 - MILLING Recurring Special Provision affected: None Standard Sheets affected: NONE Design Manual Sections affected: None GIFE Sections cross-references: NONE	<input checked="" type="checkbox"/> 2012 Standard Specifications Book <input checked="" type="checkbox"/> Create RSP (No.306-R-524) Effective Sep. 01, 2010 Letting RSP Sunset Date: _____ <input type="checkbox"/> Revise RSP (No.____) Effective _____Letting RSP Sunset Date: _____ Standard Drawing Effective _____ <input type="checkbox"/> Create RPD (No. _____) Effective _____Letting <input type="checkbox"/> Technical Advisory GIFE Update Req'd.? Y ___ N ___ By _____ Addition or _____ Revision Frequency Manual Update Req'd? Y___N___ By _____ Addition or _____ Revision Received FHWA Approval? <input checked="" type="checkbox"/>

SPECIFICATION REVISIONS

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Industry has changed the terminology used with welded wire fabric or mesh products. It is now welded wire reinforcement, or WWR.

The 616 section (sloped wall) has an incorrect WWR style designation.

PROPOSED SOLUTION: Delete the WWR style designation from 616 as it is duplicated on the standard drawing 616-SWCO-07. Correct the style designation on this standard drawing.

Correct the naming convention on the following standard drawings: 616-SWCO-03, 616-SWCO-04, 616-SWCO-06, 616-SWCO-07, 616-SWRR-01, 616-SWRR-02 to the WWR convention. Since the changes to the naming convention on these drawings is editorial in nature, they have not been included in this submittal.

APPLICABLE STANDARD SPECIFICATIONS: 616.02

APPLICABLE STANDARD DRAWINGS: 616-SWCO-03, 616-SWCO-04, 616-SWCO-06, 616-SWCO-07, 616-SWRR-01, 616-SWRR-02

APPLICABLE DESIGN MANUAL SECTION: None

APPLICABLE SECTION OF GIFE: None

APPLICABLE RECURRING SPECIAL PROVISIONS: None

Submitted By: Greg Pankow

Title: State Construction Engineer

Organization: INDOT

Phone Number: 232-5502

Date: March 25, 2010

APPLICABLE SUB-COMMITTEE ENDORSEMENT?

Item No. 04 04/15/10 (2010 SS)
Mr. Pankow
Date: 04/15/10

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS
REVISION TO SECTION 616 - RIPRAP AND SLOPEWALL

The Standard Specifications are revised as follows:

SECTION 616, BEGIN LINE 24, DELETE AS FOLLOWS:

~~Welded wire reinforcement shall be 6 in. by 6 in. (150 mm by 150 mm) mesh, W-3 x W-3 wires, with a weight (mass) per square area of 42 lb/100 ft² (205 kg/100 m²).~~

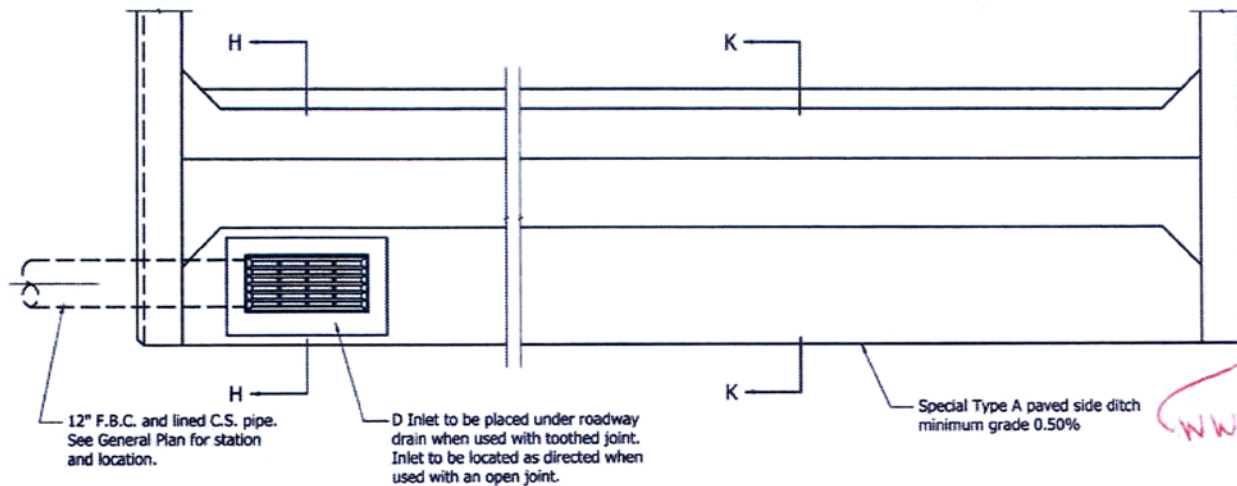
APPROVED MINUTES

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS

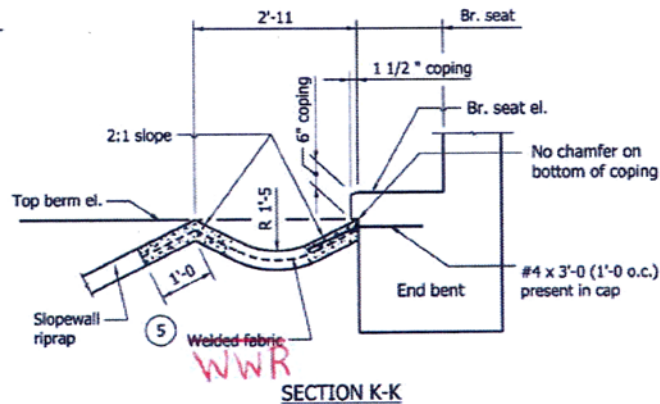
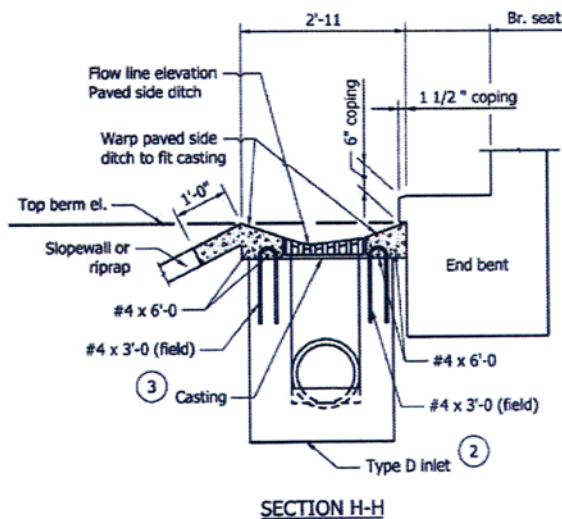
REVISED PROPOSED DRAWING E 616-SWCO-07 SLOPEWALL AND DRAINAGE DETAILS

NOTES

1. Precast concrete riprap may be used as an alternate to concrete slopewall only on those structures having berms adjacent to caps.
2. For additional details of type D inlet, see Standard Drawing E 720-INST-03.
3. For appropriate casting, see Standard Drawing E 720-CDSC-01.
4. Welded fabric shall be placed within the middle third of slopewall thickness and shall extend through all construction joints.
5. **WWF 6" x 6", W3 x W3 at 42 lb/100 sq. ft., or equivalent; for standard pavement fabric reinforcing of 42 lb/100 sq. ft. minimum. Wire fabric shall be furnished in flat sheets unless otherwise specified.**



PLAN
(to be used on structures with berms)

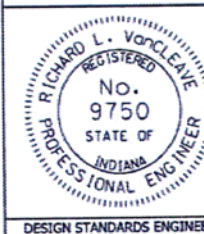


INDIANA DEPARTMENT OF TRANSPORTATION

SLOPEWALL AND DRAINAGE
DETAILS

SEPTEMBER 2009

STANDARD DRAWING NO. E 616-SWCO-07

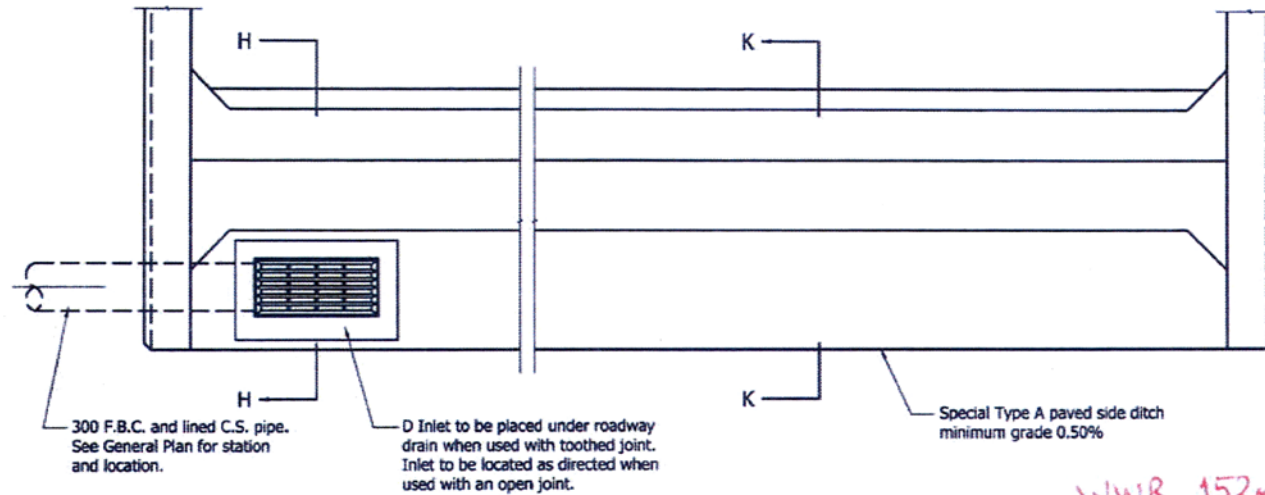


/s/ Richard L. VanCleave 09/01/09
DESIGN STANDARDS ENGINEER DATE

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

DESIGN STANDARDS ENGINEER

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS
 REVISED PROPOSED DRAWING 616-SWCO-07 SLOPEWALL AND DRAINAGE DETAILS

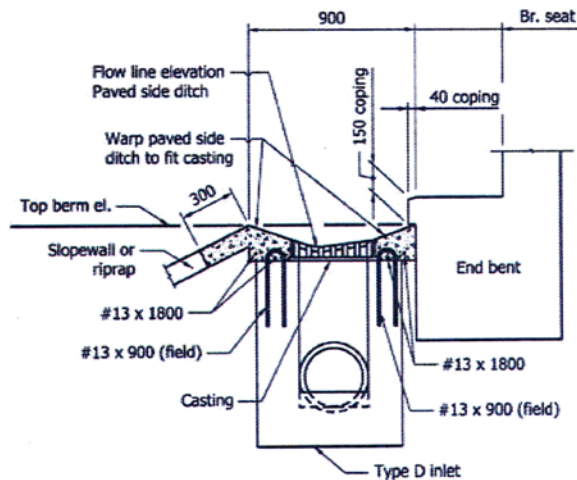


NOTES

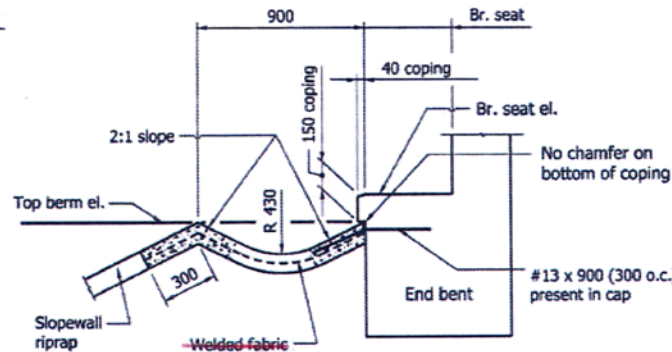
1. Precast concrete riprap may be used as an alternate to concrete sloped wall only on those structures having berms adjacent to caps.
2. For additional details of type D inlet, see Standard Drawing 720-INST-03.
3. For appropriate casting, see Standard Drawing 720-CDSC-01.
4. ~~Welded fabric~~ shall be placed within the middle third of sloped wall thickness and shall extend through all construction joints.
5. ~~WWF 150 x 150 x MW19 x MW19 at 205 kg/100 sq. meter or equivalent; or standard pavement fabric reinforcing of 205 kg/100 sq. meter minimum. Wire fabric shall be furnished in flat sheets unless otherwise specified.~~

WWF 152mm x 152mm - MW19 x MW19

PLAN
 (to be used on structures with berms)



SECTION H-H

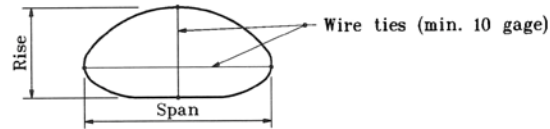


SECTION K-K

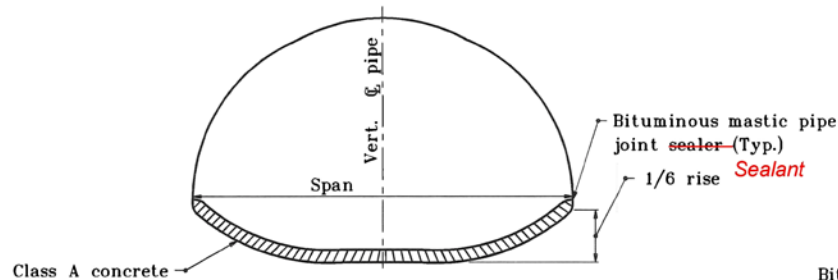
All Dimensions are in mm unless otherwise specified.	
INDIANA DEPARTMENT OF TRANSPORTATION	
SLOPEWALL AND DRAINAGE DETAILS	
SEPTEMBER 2009	
STANDARD DRAWING NO. 616-SWCO-07	
	/s/ Richard L. VanCleave 09/01/09 DESIGN STANDARDS ENGINEER DATE
DESIGN STANDARDS ENGINEER	/s/ Mark A. Miller 09/01/09 CHIEF HIGHWAY ENGINEER DATE

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS

ADDED REVISED DRAWING 715-PIPE-02 MISCELLANEOUS PIPE DETAILS (SEE COMMENTS AND ACTION)

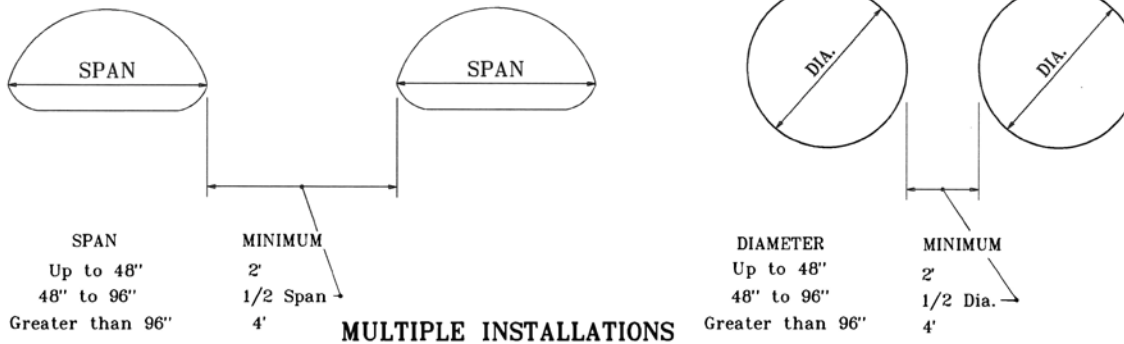


**END STABILIZATION OF 3' x 1' CORRUGATED
 STEEL PIPE-ARCH SECTIONS ①**



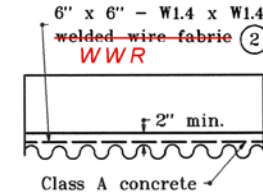
**STRUCTURAL PLATE
 PIPE-ARCH CULVERT
 ELEVATION**

CONCRETE FIELD PAVED INVERT DETAILS

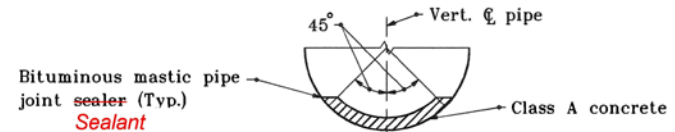


GENERAL NOTES

- ① In order to maintain their manufactured shape, all 3' x 1' corrugated steel pipe-arch sections shall have wire ties attached at each end as shown in the detail. The wire ties shall be attached across the largest vertical and horizontal dimension of the pipe-arch. The wire ties shall be installed by the manufacturer and shall remain in place until the on-site installation is complete.
- ② ~~Welded-wire fabric~~ **WWR** shall be securely wired to every second circumferential bolt and every twelfth longitudinal bolt.



TYPICAL LONGITUDINAL SECTION



**STRUCTURAL PLATE
 PIPE CULVERT**

INDIANA DEPARTMENT OF TRANSPORTATION	
MISCELLANEOUS PIPE DETAILS	
JANUARY 1998	
STANDARD DRAWING NO. E 715-PIPE-02	
DETAILS PLACED IN THIS FORMAT 7-27-99	
	/s/ Anthony L. Uremovich 7-27-99 DESIGN STANDARDS ENGINEER DATE
	/s/ Firooz Zandi 7-27-99 CHIEF HIGHWAY ENGINEER DATE
	DESIGN STANDARDS ENGINEER ORIGINALLY APPROVED 1-02-98

Item No. 04 04/15/10 (2010 SS)
Mr. Pankow
Date: 04/15/10

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS

THIS PAGE LEFT BLANK INTENTIONALLY

APPROVED MINUTES

COMMENTS AND ACTION

REVISION TO SECTION 616 - RIPRAP AND SLOPEWALL
REVISION TO THE E 616-SWCO-07 SLOPEWALL AND DRAINAGE DETAILS
REVISION TO THE 616-SWCO-07 SLOPEWALL AND DRAINAGE DETAILS

DISCUSSION: Mr. Reilman explained that industry is now calling welded wire fabric welded wire reinforcement, or WWR. To stay in line with the industry's naming convention, several changes are needed to standard drawings. In addition to this, Mr. Reilman noticed that the current size of the WWR was not standard and that a slight change would bring the WWR to a more standard size. He also noted that 715-PIPE-02, which was not included in this item, would also need to have a note changed from welded wire fabric to welded wire reinforcement.
Note: Revised Drawing 715-PIPE-02 Miscellaneous Pipe Details with these changes has been included in these minutes.

Mr. Caplinger asked that WWR be added to the list of abbreviations in 101.01

<p>Motion: Mr. Pankow Second: Ms. Rearick Ayes: 8 Nays: 0</p>	<p>Action: <input type="checkbox"/> Passed as Submitted <input checked="" type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn</p>
<p>Standard Specifications Sections affected: 616.02 Materials Recurring Special Provision affected: None Standard Sheets affected: 616-SWCO-03, 616-SWCO-04, 616-SWCO-06, 616-SWCO-07, 616-SWRR-01, 616-SWRR-02, 715-PIPE-02. Design Manual Sections affected: None GIFE Sections cross-references: NONE</p>	<p><input checked="" type="checkbox"/> 2012 Standard Specifications Book <input type="checkbox"/> Create RSP (No.____) Effective ____Letting RSP Sunset Date: ____ <input type="checkbox"/> Revise RSP (No.____) Effective ____Letting RSP Sunset Date: ____ Standard Drawing Effective <u>Sep., 2010</u> <input type="checkbox"/> Create RPD (No. ____) Effective ____Letting <input type="checkbox"/> Technical Advisory GIFE Update Req'd.? Y ____ N ____ By ____ Addition or ____ Revision Frequency Manual Update Req'd? Y ____ N ____ By ____ Addition or ____ Revision Received FHWA Approval? <u>X</u></p>

SPECIFICATION REVISIONS

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: A portion of item 02 from the March 18, 2010 Standards Committee Meeting regarding scour protection for pipes, section 715, was deleted from item 02 due to it being vague. After subsequent discussion with some committee members it was clarified. Also similar language for scour protection is needed in section 714, box culverts.

PROPOSED SOLUTION: This item should be considered for passage to follow along with the intent of item 03 from the October 15, 2009 meeting. At the October 15, 2009 meeting scour protection was added to section 723. Committee discussion at this meeting resulted in a consensus comment that this philosophy should be used on the box culverts and pipe structures as well. This proposal makes the necessary adjustments to incorporate scour protection into the 714 and 715 sections.

The new standard drawing to show the sump treatment for a pipe culvert, 715-PCSP-01, should be changed to only show the pipe structure and not the box culvert. A similar drawing showing only the box culvert should be created and have a 714 number.

This modified RSP for scour protection is proposed to be effective with the September 1, 2010 lettings, as discussed at the October 15, 2009 meeting.

APPLICABLE STANDARD SPECIFICATIONS: 714, 715

APPLICABLE STANDARD DRAWINGS: 715-PCSP-01 (new drawing passed 10-15-09, effective 9-1-10), and create two new drawings.

APPLICABLE DESIGN MANUAL SECTION: 31-3.04(07)

APPLICABLE SECTION OF GIFE:

APPLICABLE RECURRING SPECIAL PROVISIONS: add language to the 723-R-568 RSP for scour protection for the 714 & 715 sections.

Submitted By: Anne Rearick

Title: Manager, Office of Structural Services

Organization: INDOT

Phone Number: 317-232-5152

Date: 3/22/10

APPLICABLE SUB-COMMITTEE ENDORSEMENT?

REVISION TO THE SPECIAL PROVISION AND STANDARD DRAWINGS

REVISION TO THE RECURRING SPECIAL PROVISION 723-R-568 SCOUR PROTECTION

723-R-568 SCOUR PROTECTION

(Revised xx-xx-xx)

The Standard Specifications are revised as follows:

SECTION 714, AFTER LINE 45, INSERT AS FOLLOWS:

Scour protection shall be installed as shown on the plans.

When riprap is specified, geotextile shall first be placed on the in-situ soil in accordance with 616.11. Riprap shall then be placed in accordance with 616.

SECTION 714, BEGIN LINE 270, DELETE AS FOLLOWS:

Reinforcing bars, plain or epoxy coated, will be paid for in accordance with 703.08. ~~Geotextile or riprap will be paid for in accordance with 616.13.~~ Structure backfill will be paid for in accordance with 211.10. Field drilled holes will be paid for in accordance with 702.28.

SECTION 714, BEGIN LINE 296, INSERT AS FOLLOWS:

The cost of excavation except as provided in 206.11(a), *scour protection*, expansion joint material, perpetuation of existing drains shown on the plans, removal of portions of existing structures, cleaning out old channels or structures, approved chemical anchor system, precast reinforced concrete structure joints, and necessary incidentals shall be included in the cost of the pay items in this section.

SECTION 715, AFTER LINE 181, INSERT AS FOLLOWS:

Scour protection shall be installed as shown on the plans.

When riprap is specified, geotextile shall first be placed on the in-situ soil in accordance with 616.11. Riprap shall then be placed in accordance with 616.

SECTION 715 BEGIN LINE 631, INSERT AS FOLLOWS:

The cost of sawing of pavement, excavation above the trench bottom elevation shown on plans, backfilling with material other than structure backfill or flowable backfill, *scour protection*, dewatering, shoring, timber mats, class A concrete required for collar construction or sealing existing pipe, joint materials, replacing pipe which is damaged during installation or re-laying operations, sanitary sewer testing required by the local utility, and all other necessary incidentals shall be included in the cost of the pay items in this section. The cost of removal of pavement, existing pipe, end sections, anchors, or headwalls, concrete collars, encasements, and the disposal of surplus materials shall be included in the cost of the pay items.

SECTION 723, BEGIN LINE 366, DELETE AND INSERT AS FOLLOWS:

723.17 Scour Protection

Scour protection shall be installed as shown on the plans.

Item No. 05 04/15/10 (2010 SS)
Ms. Rearick
Date: 04/15/10

REVISION TO THE SPECIAL PROVISION AND STANDARD DRAWINGS

REVISION TO THE RECURRING SPECIAL PROVISION 723-R-568 SCOUR PROTECTION

When riprap is specified, geotextile shall first be placed on the in-situ soil in accordance with 616.11. Riprap shall then be placed in accordance with 616.

For concrete base slabs, concrete shall be placed in accordance with 702.

APPROVED MINUTES

REVISION TO THE SPECIAL PROVISION AND STANDARD DRAWINGS

REVISION TO THE RECURRING SPECIAL PROVISION 723-R-568 SCOUR PROTECTION
 (CONTINUED)

723.18 Method of Measurement

Structures and wingwalls will not be measured. The accepted quantities for payment will be the quantities shown on the plans.

Structure backfill will be measured in accordance with 211.09. Flowable backfill will be measured in accordance with 213.08. ~~Geotextile and riprap will be measured in accordance with 616.12.~~

723.19 Basis of Payment

The accepted quantities of structure will be paid for at the contract unit price per linear foot (meter) for structure, precast three-sided, of the span and rise specified. The accepted quantities of wingwalls will be paid for at the contract unit price per square foot (square meter) for wingwalls. Structure backfill will be paid for in accordance with 211.10. Flowable backfill will be paid for in accordance with 213.09. ~~Geotextiles and riprap will be paid for in accordance with 616.13.~~

If a four-sided precast concrete box structure is substituted for the three-sided structure shown on the plans, it will be paid for as structure, precast, three-sided, of the span and rise shown in the Schedule of Pay Items.

Payment will be made under:

Pay Item	Pay Unit Symbol
Structure, Precast Three-Sided, _____ in. x _____ in. span rise	
(_____ mm x _____ mm) span rise	LFT (m)
Wingwall.....	SFT (m2)

The cost of designing, coring, testing, pedestals or extended legs, reinforcement, excavation, *scour protection*, repairs, plugging core and handling holes, mortar, sealer, and necessary incidentals shall be included in the cost of the structure.

Item No. 05 04/15/10 (2010 SS)(contd.)
Ms. Rearick
Date: 04/15/10

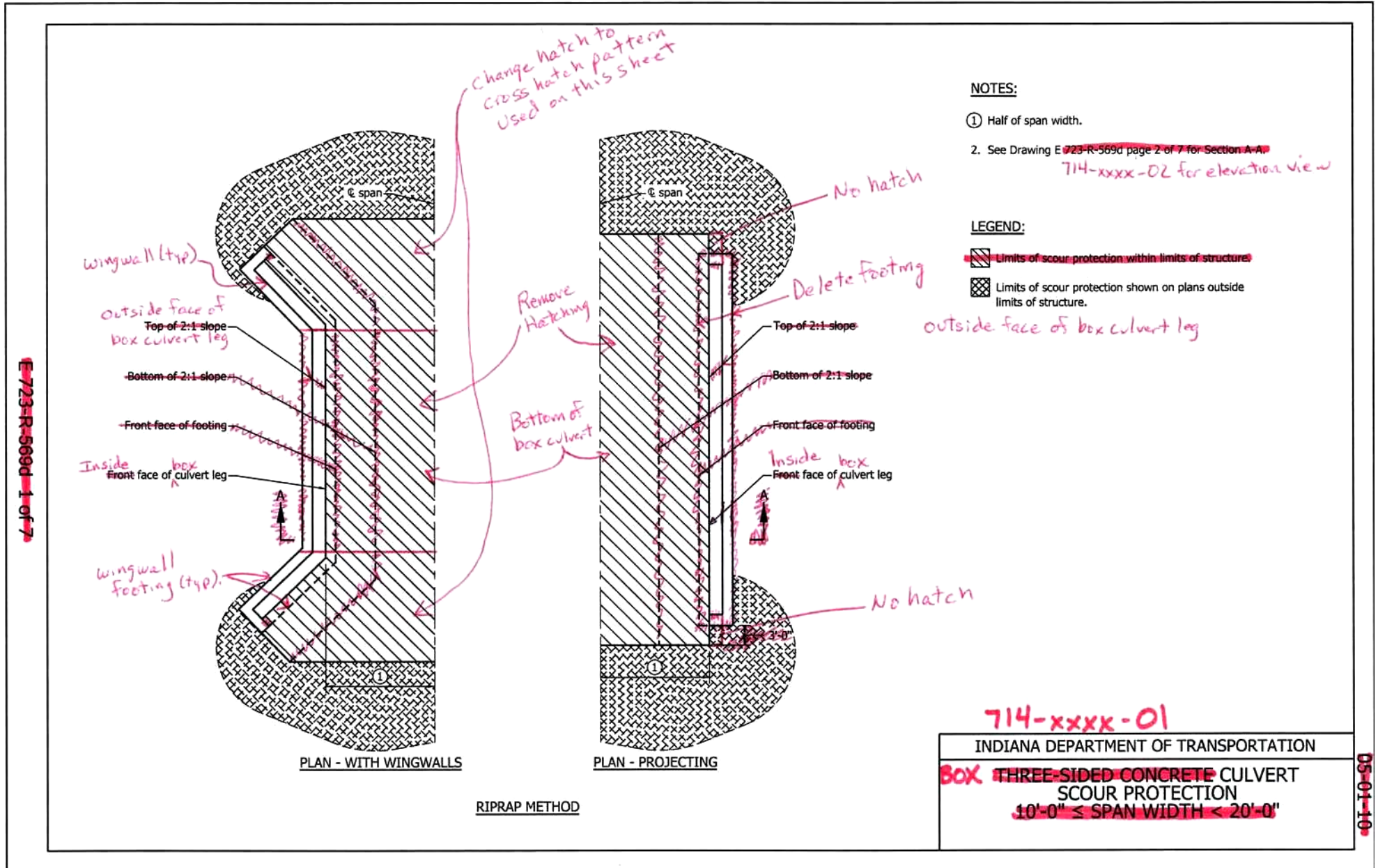
REVISION TO THE SPECIAL PROVISION AND STANDARD DRAWINGS

REVISION TO THE RECURRING SPECIAL PROVISION 723-R-568 SCOUR PROTECTION
(CONTINUED)

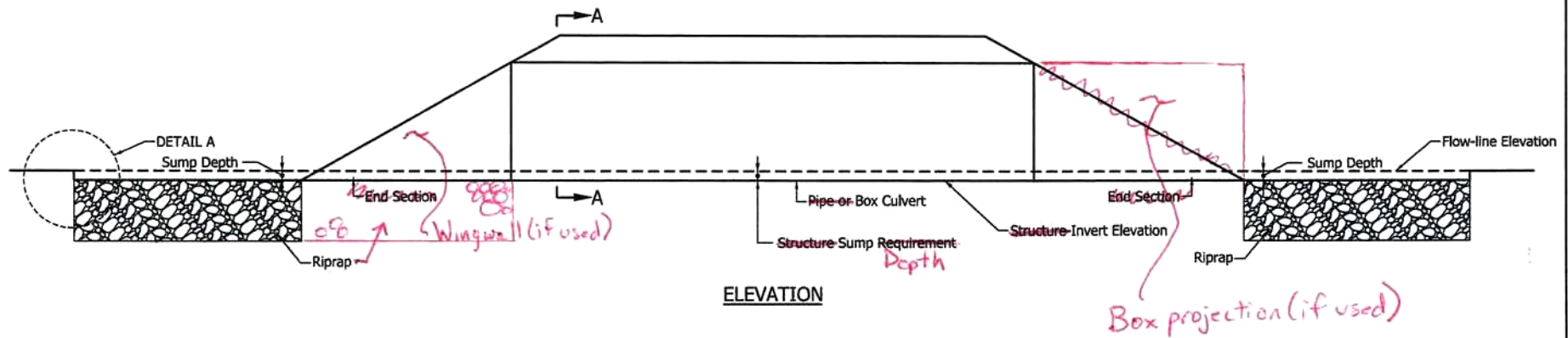
THIS PAGE LEFT BLANK INTENTIONALLY

APPROVED MINUTES

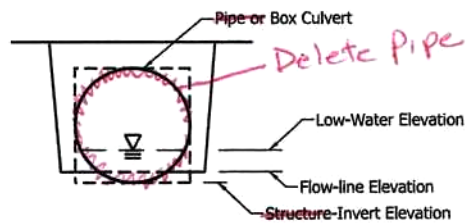
REVISION TO THE RECURRING SPECIAL PROVISION AND STANDARD DRAWINGS
 PROPOSED NEW STANDARD DRAWING 714-XXXX-01 BOX CULVERT SCOUR PROTECTION



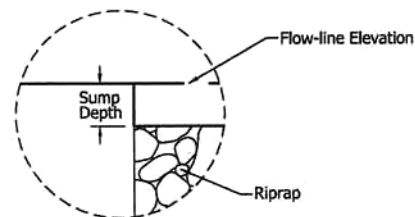
REVISION TO THE RECURRING SPECIAL PROVISION AND STANDARD DRAWINGS
PROPOSED NEW STANDARD DRAWING 714-XXXX-02 BOX CULVERT SUMPING PROTECTION



ELEVATION



SECTION A-A



DETAIL A

714-XXXX-02

INDIANA DEPARTMENT OF TRANSPORTATION

~~PIPE OR~~ BOX CULVERT SUMPING
PROTECTION

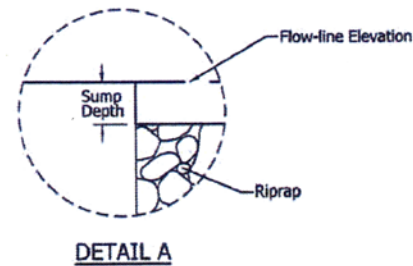
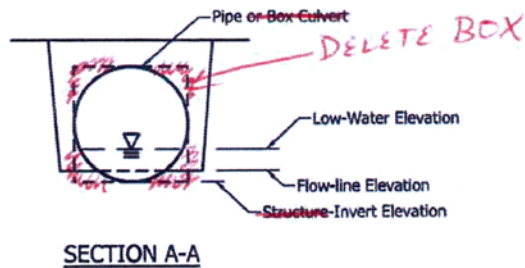
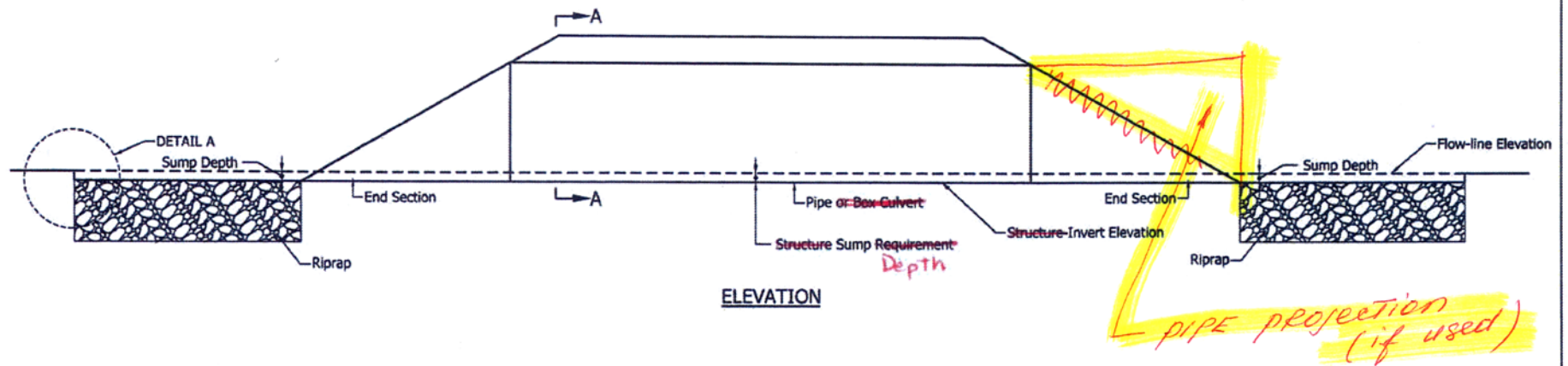
05-01-10

E-723-R-569d 7 of 7

REVISION TO THE RECURRING SPECIAL PROVISION AND STANDARD DRAWINGS

REVISED PROPOSED DRAWING 715-PCSP-01 PIPE SUMPING PROTECTION

E-723-R-569d 7 of 7



715-PCSP-01

INDIANA DEPARTMENT OF TRANSPORTATION
PIPE OR BOX CULVERT SUMPING PROTECTION

05-01-10

Item No. 05 04/15/10 (2010 SS)(contd.)
Ms. Rearick
Date: 04/15/10

REVISION TO THE RECURRING SPECIAL PROVISION AND STANDARD DRAWINGS
REVISED PROPOSED DRAWING 715-PCSP-01 PIPE SUMPING PROTECTION

THIS PAGE LEFT BLANK INTENTIONALLY

APPROVED MINUTES

COMMENTS AND ACTION

REVISION TO THE RECURRING SPECIAL PROVISION 723-R-568 SCOUR PROTECTION
NEW STANDARD DRAWING 714-XXXX-01 BOX CULVERT SCOUR PROTECTION
PROPOSED NEW STANDARD DRAWING 714-XXXX-02 BOX CULVERT SUMPING PROTECTION
REVISION TO THE STANDARD DRAWING 715-PCSP-01 PIPE SUMPING PROTECTION

DISCUSSION: Mr. Reilman explained that the changes presented in section 714 and 715 were already approved for section 723. This would make scour protection uniform across the 3 sections.

Mr. Caplinger commented that 723 is a 3 sided box, and as a designer he would not go looking for a 723 provision if he had only 714 or 715 items. He asked that there be 1 provision per section, so that they would be easier to locate. The decision was made to leave the 723 provision as it was approved and create 2 new provisions, 1 for 714 and 1 for 715. Mr. Caplinger also noted that the proposed 715-PCSP-01 elevation should have more of a box projection. The answer was that they would look at doing this.

The question was then asked about 723-R-569d 7 of 7 and whether or not it should be deleted since new provisions were going to be created. The answer was that 7 of 7 would need to be deleted.

<p>Motion: Ms. Rearick Second: Mr. Cales Ayes: 8 Nays: 0</p>	<p>Action: ____ Passed as Submitted <u>X</u> Passed as Revised ____ Withdrawn</p>
<p>Standard Specifications Sections affected: SECTIONS 714; 715 AND 723 Recurring Special Provision affected: 723-R-568 SCOUR PROTECTION Standard Sheets affected: 715-PCSP-01 PIPE OR BOX CULVERT SUMPING PROTECTION Design Manual Sections affected: 31-3.04 (07) GIFE Sections cross-references: NONE</p>	<p>_____ 2012 Standard Specifications Book <u>X</u> Create RSP (No. <u>714-R-578 and 715-R-579</u>) Effective <u>Sep. 01, 2010</u> Letting RSP Sunset Date: _____ ____ Revise RSP (No. _____) Effective _____ Letting RSP Sunset Date: _____ Standard Drawing Effective <u>Sep.01, 2010</u> ____ Create RPD (No. _____) Effective _____ Letting ____ Technical Advisory GIFE Update Req'd.? Y ____ N ____ By ____ Addition or ____ Revision Frequency Manual Update Req'd? Y ____ N ____ By ____ Addition or ____ Revision Received FHWA Approval? <u>X</u></p>

SPECIFICATION REVISIONS

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: There are some inconsistencies between the 714 (box culvert) and 723 (three sided culvert) specifications which could be hindering competition in the marketplace.

PROPOSED SOLUTION: Review & rewrite 714 & 723, making them consistent with each other wherever possible.

APPLICABLE STANDARD SPECIFICATIONS: 714, 723, 907.05, 907.06 and 907.07

APPLICABLE STANDARD DRAWINGS: 714-BCEX-01

APPLICABLE DESIGN MANUAL SECTION: 31-4.05; 31-4.06

APPLICABLE SECTION OF GIFE: None

APPLICABLE RECURRING SPECIAL PROVISIONS: None

Submitted By: Anne Rearick

Title: Manager, Office of Structural Services

Organization: INDOT

Phone Number: 317-232-5152

Date: 3/22/10

APPLICABLE SUB-COMMITTEE ENDORSEMENT? Ad Hoc committee of Merrill Dougherty, Anne Rearick, Jim Reilman, Tony Uremovich, & John Wright. Industry representatives (Eric Carleton, Dave Keaffaber, Steve Smart, Bill Waller, & Eric Wathen) were also involved.

REVISION TO THE STANDARD SPECIFICATIONS
REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES

(Changes that are shown with the side bar line have been approved by the Standards Committee on March 18, 2010)

The Standard Specifications are revised as follows:

SECTION 714, BEGIN LINE 1, DELETE AND INSERT AS FOLLOWS:

SECTION 714 – REINFORCED CONCRETE BOX STRUCTURES

714.01 Description

This work shall consist of the construction of a cast-in-place or precast *reinforced* concrete box ~~drainage~~ structures with 20 ft (6.1 m) span or less as measured along the roadway centerline, and such parts of similar structures composed of concrete in accordance with these specifications and 105.03.

The Contractor will be allowed to substitute a three-sided structure in accordance with 723. The three-sided structure shall be of equivalent hydraulic capacity to that of the box structure shown on the plans. The structure shall be sumped as shown on the plans.

714.02 Materials

Materials shall be in accordance with the following:

Bituminous Mastic Pipe Joint Sealer/Sealant	906.05 907.11
Chemical Anchor System.....	901.05
Coarse Aggregates, Class A or Higher, Size No. 91.....	904
Concrete	702
Epoxy Coated Reinforcing Bars.....	910.01
Flowable Backfill	213
Geotextile	918.01 or 918.02
Hydrated Lime.....	913.04(a)
Joint Membrane System for Precast Reinforced Concrete Box Structure Sections	906.06 907.07
Masonry Cement	901.01(c)
Mortar Sand	904.02(e)
Natural Sand	904.02(a)
Portland Cement	901.01(b)
Precast Reinforced Concrete Box Structure Sections	907.05
Precast Reinforced Concrete Headwalls, and Wingwalls, Footings, and Spandrel Walls	907.06
Reinforcing Bars	910.01
Riprap.....	904
Sealer.....	909.09 or 909.10
Steel Welded Wire Reinforcement, Smooth and Deformed	910.01
Structure Backfill	904

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

Cast-in-place concrete for a reinforced concrete box structure, or splices between an existing culvert structure and a precast reinforced concrete box structure section extension shall be class A or higher in accordance with 707.04(c). It shall have a 28-day minimum concrete compressive strength of 5,000 psi (34 500 kPa). Cast-in-place concrete for headwalls or wingwalls, and headwalls, shall be class A. ~~Concrete for cast-in-place splices between an existing culvert and a precast reinforced concrete box section extension or used to seal existing culverts shall be class A or higher in accordance with 707.04(c). It shall have a 28-day minimum concrete compressive strength of 4,000 psi (27 600 kPa). Cast-in-place concrete for footings shall be class B.~~

When the Contractor elects to provide a cast-in-place structure, acceptance of the structure will be based on tests for relative yield, air content, slump, water cementitious ratio, and compressive strength. Relative yield and air content shall be in accordance with 702.05. The slump and concrete temperature shall be in accordance with 707.04(c). The amount of time from the introduction of mixing water to the cement and aggregates to the completion of the discharge of the concrete shall not exceed 90 minutes. The water cementitious ratio shall be in accordance with 707.04(d). The 28 day compressive strength shall be equal to or greater than the specified concrete compressive strength and otherwise shall be in accordance with 707.04(c)3. The Contractor shall provide the necessary 6 in. diameter by 12 in. cylinder molds for the Department's use.

For plastic concrete sampling, acceptance testing procedures and casting cylinders will be in accordance with 505.01. Except for footings, concrete flexural strength or results from beam breaks will not be accepted in lieu of concrete compression cylinder test results.

Cast-in-place concrete used to seal existing culverts shall be class A. Cast-in-place concrete for footings shall be class B.

Unless otherwise specified herein, reinforcement may consist of either reinforcing bars or welded wire reinforcement, WWR. If specified to be coated, WWR shall be coated with either galvanized coating or epoxy coating, and reinforcing bars shall be coated with epoxy coating. Epoxy coated WWR shall be coated with Type I coating with Class A minimum coating thickness in accordance with ASTM A 884. Galvanized WWR shall be coated in accordance with ASTM A 123 and shall have a minimum coating grade of 35. For WWR, material with minimum yield strength of 65 ksi (448 MPa) shall be used.

CONSTRUCTION REQUIREMENTS

714.03 General Requirements

Unless otherwise specified, the applicable requirements of 702 and 703 shall apply to the construction of box structures, box-structure extensions, and concrete parts of similar structures. Excavation and disposal shall be in accordance with the applicable requirements of 206. ~~The~~ Areas designated for waterproofing shall be waterproofed in

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

accordance with 702.23. All underground drains encountered during excavation for the structure shall be perpetuated as dictated by field conditions. Drainage openings through masonry shall be in accordance with 702.16. Handling of box structures shall be in accordance with 907.05. Handling of wingwalls shall be in accordance with 907.06.

Scour protection shall be installed as shown on the plans.

When riprap is specified, geotextile shall first be placed on the in-situ soil in accordance with 616.11. Riprap shall then be placed in accordance with 616.

714.04 Design Requirements

Where reinforcing bars are used, reinforcing bar splicing and spacing shall be in accordance with the AASHTO LRFD Bridge Design Specifications, except as modified herein.

(a) Box Sections Structure

~~A box structure section shall be designed in accordance with the methodology presented in ASTM C 1577 with the following exceptions: except that the area of reinforcement shall be in accordance with this section.~~

~~The box section shall be designed for HL-93 plus impact loading, in accordance with AASHTO Load Reduction Factor Design, LRFD Bridge Design Specifications. The box structure shall be designed in accordance with the soil parameters shown in the contract documents.~~

~~Shop drawings shall be submitted in accordance with 105.02 for fabrication of a precast reinforced concrete box structure greater than 12 ft (3.6 m) span, or box culverts of a size not described in ASTM C 1577, or for precast concrete headwalls, or wingwalls. The shop drawings for a precast reinforced concrete box structure shall include all details, dimensions, and quantities necessary to construct the structure, and shall include, but not be limited to, structure section details showing all concrete dimensions and reinforcement requirements.~~

~~Detailed plans for falsework and centering will not be required.~~

~~If the structure is specified as having epoxy coated reinforcement, all top slab reinforcement defined as As2, As5, As6, and As7 in ASTM C 1577 in that structure shall be epoxy coated.~~

Minimum structural reinforcement area shall be at least 0.002 of the gross concrete area A_g or 0.125 in.²/ft (265 mm²/m), whichever is greater. The permissible variation in diameter of reinforcement shall be in accordance with the tolerances prescribed in the AASHTO specification for that type of reinforcement.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

~~The minimum thickness of top slab, bottom slab, and sidewalls, shall each be 12 in. (300 mm) for structure sections greater than 12 ft (3.6 m) span. Haunch dimensions shall be as described in ASTM C 1577.~~

~~Reinforcing bar splicing and spacing requirements shall be in accordance with the AASHTO LRFD Bridge Specifications, except as indicated herein. The concrete cover over the circumferential reinforcement shall be 1 in. (25 mm). However, for a box culvert with cover less than 2.0 ft (600 mm) in the outside top of the top slab it shall be 2 in. (50 mm).~~

If coated reinforcement is specified, all reinforcement, including all support devices, in that structure shall be coated. In lieu of coating, the support device may be manufactured of a non-corrosive material.

(b) Precast Concrete Headwalls, and Wingwalls, and Footings

~~Headwalls, wingwalls, and footings may be precast or cast-in place. Headwalls and wingwalls shall be designed based on a minimum equivalent fluid pressure of 40 lb/ft³ (6.3 kN/m³). If flowable backfill is to be used, the Contractor shall consider the effects of hydrostatic pressure on the wingwalls. Weep holes shall be provided in all wingwalls. Horizontal pressures shall be increased for sloping backfill surfaces and live-load surcharge. Headwall connections and wingwall footings shall be checked for sliding and for overturning. Footings shall be designed for the allowable soil bearing shown on the plans.~~

~~Wingwalls and wingwall footings shall be designed in accordance with the soil parameters shown on the plans/contract documents. Headwall connections and wingwall footings shall be checked for sliding and for overturning.~~

~~A headwall with bridge railing mounted on top and the anchorage of the headwall to the box structure section shall be designed for the bridge railing test level shown on the plans. Concrete cover for headwall and wingwall reinforcement shall be a minimum of 2 in. (50 mm). Concrete cover for footing reinforcement shall be 3 in. (75 mm) for the top and sides, and 4 in. (100 mm) for the bottom.~~

~~All reinforcement in headwalls shall consist of reinforcing bars and shall be epoxy coated. Reinforcing bar splicing and spacing requirements shall be in accordance with the AASHTO LRFD Bridge Specifications, except as described herein. Tension splices in circumferential reinforcement shall be made by means of lapping. Where reinforcing bars are used in wingwalls, The maximum spacing for wingwall reinforcing bars shall be 18 in. (450 mm) for horizontal bars and 12 in. (300 mm) for vertical bars.~~

~~Concrete cover for headwall and wingwall reinforcement shall be a minimum of 2 in. (50 mm). Concrete cover for footing reinforcement shall be 3 in. (75 mm) for the top and sides, and 4 in. (100 mm) for the bottom.~~

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

~~Shop drawings shall be submitted in accordance with 105.02 for fabrication of precast concrete headwalls, or wingwalls. Shop drawings for precast concrete headwalls and wingwalls shall include, but not be limited to, the following information.~~

- ~~1. Footing details showing all concrete dimensions, elevations, and reinforcement sizes, reinforcement bending diagrams, lengths, and spacings indicated. Footing plan and section views shall be provided. The actual soil bearing pressure shall be shown on the footing details sheets.~~
- ~~2. Design computations which show the effects of hydrostatic pressure on the structure.~~
- ~~3. Wingwall design computations and details showing all concrete dimensions, reinforcing bars, bar bending diagrams, and anchorage details. Wingwall plan, elevation, and section views shall be provided.~~
- ~~4. Headwall details, showing all concrete dimensions, reinforcing bars, bar bending diagrams, and anchorage details. Headwall elevation and section views shall be provided.~~
- ~~5. Wingwall backfill type and limits.~~

(c) Working Drawings

Working drawings shall be submitted in accordance with 105.02 for fabrication of a precast reinforced concrete box structure greater than 12 ft (3.6 m) span, a box structure of a size not described in ASTM C 1577, headwalls, wingwalls, and footings. Design computations which show the effects of hydrostatic pressure on the structure shall also be submitted with the working drawings. Detailed plans for falsework and centering will not be required. Working drawings shall include all details, dimensions, and quantities necessary to construct the structure, headwalls, wingwalls, or footings and shall include, but not be limited to, the following information.

- 1. Structure span and rise.*
- 2. Structure section details showing all concrete dimensions and reinforcement requirements.*
- 3. Headwall details, showing all concrete dimensions, elevations, reinforcing bar sizes, reinforcing bar bending diagrams, lengths, spacings, and anchorage details. Headwall elevation and section views shall be provided.*

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

4. *Wingwall design computations and details showing all concrete dimensions, elevations, reinforcement sizes, bending diagrams, lengths, spacings, and anchorage details. Wingwall plan, elevation, and section views shall be provided.*
5. *Wingwall backfill type and limits.*
6. *Footing details showing all concrete dimensions, elevations, reinforcing bar sizes, reinforcing bar bending diagrams, lengths, and spacings indicated. Footing plan and section views shall be provided. The actual soil bearing pressure shall be shown on the footing detail sheets.*
7. *Structure backfill type and limits for the structure and wingwalls.*
8. *Minimum concrete strength for all concrete portions of the structure.*

714.05 Erection Requirements

The soils in the bottom of the excavation shall be compacted in accordance with 715.04.

Where a precast footing is utilized, a 4 in. (100 mm) layer of coarse aggregate No. 53 in accordance with 301 shall be placed under the full width of the footing. All cast-in-place footings shall be given a smooth float finish. The footing concrete shall reach a compressive strength of 2,000 psi (13 800 kPa) or flexural strength in accordance with 702.24(c) before placement of the wingwalls. The surface shall not vary more than 1/4 in. in 10 ft (6 mm in 3 m) if tested with a 10 ft (3 m) straightedge.

~~Tapered handling holes shall be filled with material in accordance with 901.07 or 901.08 or with precast concrete plugs, which shall be secured with portland cement mortar or other approved adhesive, before backfilling. Drilled handling holes shall be filled with portland cement mortar. Prior to backfilling, all holes shall be covered with joint wrap material with a minimum width of 9 in. (225 mm).~~

Structure backfill shall be placed and compacted in accordance with 211. ~~Structure b~~Backfill material shall be brought up uniformly placed and compacted on each side of the structure to the fill line shown on the plans. During the backfill operation, the difference in elevations of the fill on each side of the structure shall not exceed 24 in. (610 mm).

Unless otherwise specified by the manufacturer on the working drawings, once the level of structure backfill reaches the top of the structure, two lifts shall be spread and hand compacted over the structure without traversing the structure with heavy

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

equipment. Compaction with heavy equipment will not be allowed until a minimum of two lifts have been placed, hand compacted, and accepted.

The operation of equipment over a structure shall be in accordance with the structure manufacturer's recommendations.

714.06 Precast Concrete Headwalls, ~~and Wingwalls, and~~ Footings

(a) Headwall Reinforcement Placement Relative to Top of Structure

The vertical headwall reinforcement shall be attached to the top of the structure by either drilling holes or precasting holes. A chemical anchoring material, if used, shall be one from the Department's List of Approved Chemical Anchoring Materials.

(b) Wingwall Placement

Each wingwall *that is not precast as one unit with the footing* shall be set on ~~either~~ masonite or steel shims. A minimum gap of 0.5 in. (13 mm) shall be provided between the footing and the bottom of each wingwall. ~~The gap shall be filled with a mortar in accordance with 707.09. Wingwalls shall be connected to the outside box structure sections with bolted steel plates. Once the wingwalls are placed, the space underneath the wingwall section to the top of the keyway sides shall be filled with prepackaged grout in accordance with ASTM C 1107, or conventional or self-consolidating fine grout in accordance with ASTM C 476, except as modified herein. If conventional fine grout is used, it shall be troweled into the keyway and mounded on one side of the wingwall. The mound of conventional fine grout shall be vibrated until it passes through to the other side of the wingwall. After completing this process on one side, if the conventional fine grout has not passed through to the other side, the process shall be repeated on the other side. Conventional or self-consolidating fine grout shall be from a prepackaged source or composed of one of the following mixtures.~~

1. 930 lb/yd³ (552 kg/m³) Type I portland cement with No. 23 natural sand or mortar sand.
2. 930 lb/yd³ (552 kg/m³) Type M masonry cement with No. 23 natural sand or mortar sand.
3. 828 lb/yd³ (491 kg/m³) Type I portland cement and 75 lbs/yd³ (44 kg/m³) hydrated lime with No. 23 natural sand or mortar sand.

The maximum water/cement ratio shall be 0.446 for both conventional and self-consolidating fine grout. An air entraining agent from the Department's list of approved PCC admixtures may be used. A type F or G chemical admixture from the Department's list of approved PCC admixtures shall be used in self-consolidating fine grout in order to achieve the slump flow and visual stability index requirements. Filling procedure B of

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

ASTM C 1611 will be used for measuring slump flow. Appendix X1 of ASTM C 1611 will be used for determining the visual stability index value.

Acceptance of conventional fine grout will be based on an air content of $12\% \pm 4\%$. Acceptance of self-consolidating fine grout will be based on tests for air content, slump flow, and visual stability index. Air content shall be $12\% \pm 4\%$. Slump flow shall be 27 in. ± 3 in. (685 mm ± 75 mm). Visual stability index value shall not exceed 1.

Where prepackaged grout is used, a type C certification in accordance with 916 shall be provided.

Wingwalls shall be connected to the outside box structure sections with bolted steel plates.

~~(c) Wingwall Repairs~~

~~Wingwalls shall be repaired, if necessary, due to imperfections in manufacture, or damage caused by handling or construction. Repairs will be acceptable if it is determined that the repairs are sound, properly finished and cured, and if the repaired wingwall is in accordance with the requirements herein.~~

(d) Sealing

Sealer shall be applied in accordance with 709 on the top surfaces of the structure section, headwalls, and wingwalls. It shall extend 5 ft (1.5 m) vertically down the exterior of each section or 5 ft (1.5 m) vertically down both faces of each headwall or wingwall section or to the bottom of each section, whichever is less. Sealer material shall not be placed in keyway joints, if present. The sealer shall be provided for the full length of the structure. Surface preparation and application procedures shall be as recommended by the sealer manufacturer.

714.07 Rejection

Structure sections, headwalls, wingwalls, or footings will be rejected due to the following conditions.

- (a) fractures or cracks passing through the section or wall, except for a single end crack which does not exceed one-half the thickness of the section or wall;*
- (b) defects which indicate proportioning, mixing, or molding which are not in accordance with this specification;*
- (c) honeycombed or open texture; or*
- (d) damaged section ends, where such damage prevents making a satisfactory joint.*

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

714.08 Repairs

Structure sections, headwalls, wingwalls, and footings shall be repaired, if necessary, due to imperfections in manufacture, or damage caused by handling or construction. Repairs will be acceptable if it is determined that the repairs are sound, properly finished and cured, and if the repaired structure section, headwall, wingwall, or footing is in accordance with the requirements herein.

714.0709 Extension of Existing Structure

All ~~pertinent~~ applicable requirements of this specification shall apply to the extension of an existing box structure, slab-top structure, or arch structure. Such portions of the existing structure designated for removal shall be removed. All portions of the existing structure which are to remain in place and are damaged shall be repaired or replaced as directed. Those portions left in place which are wholly or partially filled with debris shall be cleaned out. Material removed shall be disposed of in accordance with the applicable requirements of 202.02.

Before removing concrete from an existing structure with wingwalls, the Contractor shall saw around the perimeter of the removal area on the interior and exterior of the existing structure a depth of 1 in. (25 mm). All existing reinforcement in the top slab, bottom slab, and sidewalls exposed after concrete removal shall be cleaned and straightened in preparation for lapping with reinforcement from adjacent new work. Where existing reinforcement has deteriorated or been damaged during the removal operation, holes shall be drilled into the face of the existing structure to provide embedment for replacement reinforcing bars. The holes shall be of the diameter and depth required by the manufacturer of the approved chemical anchor system. The holes shall be cleaned prior to placing the *approved chemical anchor system and the reinforcement-reinforcing bars and the approved chemical anchor system.*

No concrete shall be removed from an existing structure that has a headwall but no wingwalls. Reinforcing bars to tie the existing structure to the new ~~culvert-structure~~ section shall be installed by drilling holes into the face of the existing structure to provide embedment for reinforcing bars. The diameter and depth of the holes shall be according to the recommendations of the manufacturer of the approved chemical anchor system. The holes shall be cleaned prior to placing the *approved chemical anchor system and the reinforcement-reinforcing bars and the approved chemical anchor system.*

An existing structure shall be extended by one of the following methods.

(a) Precast Reinforced Concrete Box Section-Structure Extension

A cast-in-place concrete splice shall be constructed as a transition between the existing structure and the precast *structure* extension. The splice reinforcement in the ~~new~~ precast *structure* extension section that will abut the existing structure shall be exposed 18 in. (450 mm) on the tongue end of the precast ~~box-structure~~ extension section.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

~~and~~ It shall be lapped 18 in. (450 mm) with ~~either the~~ exposed existing structure reinforcement, ~~in the case of an existing structure with wingwalls, or newly installed reinforcing bars in the existing structure, in the case of an existing structure with a headwall only~~ as shown on the plans. ~~A precast box section with 18 in. (450 mm) of exposed reinforcement on the tongue end shall be special order.~~ Existing exposed structure reinforcement ~~from an existing structure with wingwalls~~ shall be cut off 1 in. (25 mm) from the face of the new precast extension.

If the existing tongue or groove joint end is ~~in good condition acceptable~~ and ~~exactly matches the mating joint on the~~ new precast reinforced concrete box section structure extensions, the new extension may be installed using the mating joint of the existing box sections structure. No cutting of the box structure or splicing of reinforcement is ~~then~~ required. The joint between the new precast box section structure extension and the existing box section structure shall be sealed as directed below.

(b) Cast-In-Place Concrete Structure Extension

The ~~reinforcing bars reinforcement~~ for the structure extension shall be ~~directly~~ lapped with the exposed reinforcement of the existing structure as shown on the plans.

714.0810 Precast Reinforced-Concrete Box Structure Section Joints

Precast reinforced concrete box structure section joints shall be sealed as shown on the plans. ~~A bituminous mastic pipe joint sealant sealer system or self-adhering joint membrane systems~~ shall be applied once the concrete surface temperature is above 40°F (5°C) or ~~sufficient to allow adherence above the minimum application temperature recommended by the pipe joint sealant manufacturer.~~ The concrete surfaces shall be cleaned and dry prior to application of the ~~mastic or membrane material~~ pipe joint sealant. Heat may be applied to the concrete surfaces until they are in accordance with the temperature and dryness requirements. The ~~mastic or membrane material~~ pipe joint sealant shall be centered on both sides of the joint as it is being applied. After application, the geotextile or membrane material shall be rolled to avoid wrinkling. If the roll of geotextile or membrane material does not cover the full length of the joint, an overlap of at least 2 1/2 in. (65 mm) will be required to start the next roll of material. The manufacturer's application instructions shall apply in addition to the above requirements.

714.0911 Method of Measurement

Precast reinforced concrete box sections structures or structure extensions, precast epoxy-coated reinforced concrete box sections structures or structure extensions, precast headwalls, precast wingwalls, cast-in-place reinforced concrete box structures or structure extensions, cast-in-place coated reinforced concrete box structures or structure extensions, cast-in-place headwalls, and cast-in-place wingwalls ~~precast reinforced concrete box section extensions, and precast epoxy-coated reinforced concrete box section extensions,~~ will not be measured by the linear foot (meter), complete in place. The accepted quantities for payment will be the quantities shown on the plans. ~~Precast concrete headwalls and wingwalls will be measured by the square foot (square meter).~~

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

~~Cast in-place concrete used in structures and structure extensions will be measured in accordance with 702.27. Reinforcing bars and epoxy coated reinforcing bars will be measured in accordance with 703.07. Structure backfill will be measured in accordance with 211.09. Flowable backfill will be measured in accordance with 213.08. Field drilled holes will be measured in accordance with 702.27.~~

Plain or coated reinforcement or WWR used in precast reinforced concrete box structures or structure extensions, precast headwalls, precast wingwalls, cast-in-place reinforced concrete box structures or structure extensions, cast-in-place headwalls, or cast-in-place wingwalls will not be measured for payment.

If the Contractor elects to provide a three-sided structure in lieu of the box structure shown on the plans, it will be measured in accordance with 723.17.

714.1012 Basis of Payment

~~The accepted quantities of cast in-place concrete used in structures and structure extensions will be paid for at the contract unit price per cubic yard (cubic meter) for concrete, of the class specified, structures. Precast reinforced concrete box sections of the size specified will be paid for at the contract unit price per linear foot (meter). Precast epoxy coated reinforced concrete box sections of the size specified will be paid for at the contract unit price per linear foot (meter). Precast reinforced concrete box section extensions and precast epoxy coated reinforced concrete box section extensions of the size specified will be paid for at the contract unit price per linear foot (meter). Precast concrete headwalls and wingwalls will be paid for at the contract unit price per square foot (square meter).~~

The accepted quantities of precast reinforced concrete box structures or structure extensions, precast coated reinforced concrete box structures or structure extensions, cast-in-place reinforced concrete box structures or structure extensions, and cast-in-place coated reinforced concrete box structures or structure extensions of the size specified will be paid for at the contract unit price per linear foot (meter).

~~Reinforcing bars plain or epoxy coated will be paid for in accordance with 703.08. Geotextile or riprap will be paid for in accordance with 616.13. Structure backfill will be paid for in accordance with 211.10. Flowable backfill will be paid for in accordance with 213.09. Field drilled holes will be paid for in accordance with 702.28.~~

If the Contractor elects to provide a three-sided structure in lieu of the box structure shown on the plans, it will be paid for in accordance with 723.18. The Department will not incur additional cost for allowing the Contractor to substitute a three-sided structure for the box structure shown on the plans.

Payment will be made under:

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

Pay Item	Pay Unit Symbol
Concrete, _____, Structures _____ class	CYS (m3)
Concrete Structure Extension, Precast Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)
Concrete Structure Extension, Precast Epoxy Coated Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)
Headwall _____	SFT (m2)
Structure, Precast Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)
Structure, Precast Epoxy Coated Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)
Wingwall _____	SFT (m2)
Structure, Coated Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)
Structure Extension, Coated Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)
Structure Extension, Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)
Structure, Reinforced Concrete, Box Sections, _____ ft (mm) x _____ ft (mm) _____ span rise	LFT (m)

The cost of excavation except as provided in 206.11(a), *scour protection*, expansion joint material, perpetuation of existing drains shown on the plans, removal of portions of existing structures, cleaning out old channels or structures, approved chemical anchor system, precast reinforced concrete structure joints, and necessary incidentals shall be included in the cost of the ~~pay items in this section~~ *structure or structure extension*.

The cost of precast concrete headwalls, precast concrete wingwalls, cast-in-place headwalls, or cast-in-place wingwalls shall be included in the cost of the structure or structure extension.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 714 - CONCRETE BOX STRUCTURES
(CONTINUED)

The cost of plain or coated reinforcement or WWR used in precast reinforced concrete box structures or structure extensions, precast headwalls, precast wingwalls, cast-in-place reinforced concrete box structures or structure extensions, cast-in-place headwalls, or cast-in-place wingwalls shall be included in the cost of the structure or structure extension.

The cost of concrete used in a cast-in-place splice shall be included in the cost of the structure extension.

The cost of designing a box structure, *box structure extension*, headwalls, and wingwalls shall be included in the cost of the ~~pay items of this section~~ *structure or structure extension*.

The costs of coring, testing, ~~reinforcing bars~~, excavation, repairs, plugging core and handling holes, mortar, *grout*, sealer, *cylinder molds*, and necessary incidentals shall be included in the cost of ~~headwall or wingwall~~ *the structure*. The cost of wingwall footing and the aggregate base under such footing shall be included in the cost of ~~the wingwall~~ *structure or structure extension*.

No additional payment will be made for carrying an underground drain through a structure or structure extension. However, no deduction will be made for the volume of concrete occupied by the drain pipe in a cast-in-place structure or structure extension.

No additional payment will be made for the repair or replacement of existing concrete damaged by Contractor operations.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 717 - STRUCTURAL PLATE PIPE, PIPE-ARCHES, AND
ARCHES

The Standard Specifications are revised as follows:

SECTION 717, BEGIN LINE 148, DELETE AND INSERT AS FOLLOWS:

717.09 Basis of Payment

The accepted quantities of new, extended, or re-laid structural plate pipe, or pipe-arch will be paid for in accordance with 715.14. Structural plate arches will be paid for at the contract unit price for arch, structural plate, of the size specified. Concrete, A, structures will be paid for in accordance with ~~714.10~~702.28. Reinforcing bars in substructures will be paid for in accordance with 703.08. Concrete or grouted riprap paved flowline placed in structural plate arch structures will be paid for at the contract unit price per square yard (square meter) for concrete paved flowline, arch, structural plate; or riprap, grouted. Concrete anchors will be paid for in accordance with 715.14.

APPROVED MINUTES

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE

(Changes that are shown with the side bar line have been approved by the Standards
Committee on March 18, 2010)

The Standard Specifications are revised as follows:

SECTION 723, BEGIN LINE 1, DELETE AND INSERT AS FOLLOWS:

**SECTION 723 – REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURES**

723.01 Description

This work shall consist of constructing a ~~precast~~-reinforced concrete three-sided arch-topped ~~drainage~~-structure or structure extension with headwalls and wingwalls, a ~~precast~~-reinforced concrete three-sided flat-topped ~~drainage~~-structure or structure extension with headwalls and wingwalls, or a ~~precast~~-reinforced concrete true arch shape ~~drainage~~-structure or structure extension with spandrel walls and wingwalls in accordance with 105.03, ~~714, and ASTM C 1504~~. The reinforced concrete three-sided structure, structure extension, headwalls, ~~W~~wingwalls, footings, ~~headwalls~~, and spandrel walls may be precast or cast-in-place.

~~If the span is at least 12 ft (3600 mm) and not greater than 20 ft (6100 mm), the Contractor will be permitted to substitute a four sided precast concrete box structure in accordance with 714. The four sided precast concrete box structure shall be of equivalent hydraulic capacity to that of the three sided structure shown on the plans. The Contractor will be allowed to substitute a box structure in accordance with 714. The box structure shall be of equivalent hydraulic capacity to that of the three-sided structure shown on the plans. The structure shall be sumped as shown on the plans.~~

MATERIALS

723.02 Materials

Materials shall be in accordance with the following:

Chemical Anchor System.....	901.05
Coarse Aggregates, Class A or Higher, Size No. 91.....	904
Concrete	702
Epoxy Coated Reinforcing Bars.....	910.01(b)9
Flowable Backfill	213
Geotextiles.....	913.18 918.01, 918.02, or 918.03
Hydrated Lime.....	913.04(a)
Masonry Cement	901.01(c)
Mortar Sand	904.02(e)
Natural Sand	904.02(a)
Pipe Joint Sealant	907.11
Portland Cement	901.01(b)

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

<i>Precast Reinforced Concrete Headwalls, Wingwalls, Footings, and Spandrel Walls</i>	907.06
<i>Precast Reinforced Concrete Structure Sections</i>	907.0
<i>Reinforcing Bars</i>	910.01
<i>Riprap</i>	904
<i>Sealer</i>	909.09 or 909.10
<i>Steel Welded Wire Reinforcement, Smooth and Deformed</i>	910.01
<i>Structure Backfill</i>	904

Cast-in-place concrete for a reinforced concrete three-sided structure, or splices between an existing culvert structure and a precast reinforced concrete three-sided structure extension shall be class A or higher in accordance with 707.04(c). It shall have a 28-day minimum concrete compressive strength of 5,000 psi (34 500 kPa). Cast-in-place concrete for headwalls, wingwalls, or spandrel walls shall be class A or higher in accordance with 707.04(c). It shall have a 28-day minimum concrete compressive strength of 4,000 psi (27 600 kPa).

When the Contractor elects to provide a cast-in-place structure, acceptance of the structure will be based on tests for relative yield, air content, slump, water cementitious ratio, and compressive strength. Relative yield and air content shall be in accordance with 702.05. The slump and concrete temperature shall be in accordance with 707.04(c). The amount of time from the introduction of mixing water to the cement and aggregates to the completion of the discharge of the concrete shall not exceed 90 minutes. The water cementitious ratio shall be in accordance with 707.04(d). The 28 day compressive strength shall be equal to or greater than the specified concrete compressive strength and otherwise shall be in accordance with 707.04(c)3. The Contractor shall provide the necessary 6 in. diameter by 12 in. cylinder molds for the Department's use.

For plastic concrete sampling, acceptance testing procedures and casting cylinders will be in accordance with 505.01. Except for footings, concrete flexural strength or results from beam breaks will not be accepted in lieu of concrete compression cylinder test results.

Cast-in-place concrete used to seal existing culverts shall be class A. Cast-in-place concrete for footings and base slabs shall be class B in accordance with 702. The coarse aggregate for precast members shall be size No. 91 in accordance with 904.

~~A water-reducing admixture from the Department's list of approved Water-Reducing Admixtures may be used.~~

Unless otherwise specified herein, reinforcement may consist of either reinforcing bars or welded wire reinforcement, WWR. If specified to be coated, WWR shall be coated

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

with either galvanized coating or epoxy coating, and reinforcing bars shall be coated with epoxy coating. Epoxy coated WWR shall be coated with Type I coating with Class A minimum coating thickness in accordance with ASTM A 884. Galvanized WWR shall be coated in accordance with ASTM A 123 and shall have a minimum coating grade of 35. For WWR, material with minimum yield strength of 65 ksi (448 MPa) shall be used.

~~Reinforcement in structure sections and precast wingwalls shall be either smooth or deformed steel welded wire reinforcement, or deformed billet steel bars in accordance with 910.01, except as noted herein. Reinforcement in cast in place wingwalls, pedestals, base slabs, headwalls, and footings shall be deformed billet steel bars in accordance with 910.01. Reinforcement in headwalls and pedestals shall consist of reinforcing bars and shall be epoxy coated. Reinforcement in and spandrel walls shall be epoxy coated. Reinforcement in structure sections shall be epoxy coated where the height of cover, including the pavement section, is less than 2 ft (600 mm) as measured at the edge of travel lane. If the structure is specified as requiring coated reinforcement, all reinforcement, including all support devices, in that structure shall be coated. In lieu of coating, the support device may be manufactured of a non-corrosive material.~~

~~Headwalls, Wwingwalls, headwalls, and spandrel walls shall be connected to the outside structure sections. Wingwalls shall be connected to the spandrel walls if the structure is a true arch shape structure. Precast headwalls, precast wingwalls, and precast spandrel walls shall be connected with bolted steel plates. Steel used in bolted connections of wingwalls to structure sections or spandrel walls shall be in accordance with AASHTO M 270 grade 36 (AASHTO M 270M grade 250) and galvanized after fabrication in accordance with AASHTO M 232 (AASHTO M 232M), Class A or B. Bolts shall be in accordance with ASTM A 307 and galvanized in accordance with AASHTO M 232 (AASHTO M 232M).~~

~~Weep holes shall be provided in all wingwalls.~~

CONSTRUCTION REQUIREMENTS

~~723.03 Shop Drawings~~General Requirements

~~The Contractor shall submit, for approval, three copies of design computations and five sets of shop drawings. Each sheet shall be signed by and shall bear the seal of a professional engineer. The shop drawings shall include all details, dimensions, and quantities necessary to construct the structure, wingwalls, and headwalls or spandrel walls if applicable and shall include, but not be limited to, the following information.~~

~~(a) Structure span and rise.~~

~~(b) Structure section details showing all concrete dimensions and reinforcement requirements.~~

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

- ~~(c) Design computations and details for pedestals, if required.~~
- ~~(d) Footing design computations and details showing all concrete dimensions, elevations, and reinforcement, with bar sizes, bar bending diagrams, lengths, and spacings indicated. Footing plan and section views shall be provided. If a pile footing is required, the pile layout shall be shown. The actual soil bearing pressure shall be noted on the footing detail sheets.~~
- ~~(e) Wingwall design computations and details showing all concrete dimensions, reinforcing bars, bar bending diagrams, and anchorage details. Wingwall plan, elevation, and section views shall be provided.~~
- ~~(f) Headwall or spandrel wall details showing all concrete dimensions, reinforcing bars, bar bending diagrams, and anchorage details. Headwall or spandrel wall elevation and section views shall be provided.~~
- ~~(g) Structure backfill type and limits for the structure and wingwalls.~~
- ~~(h) Minimum concrete strength for all precast portions of the structure.~~

~~Structure section or wingwall fabrication shall not begin until written approval of the shop drawings and design computations have been received from the Engineer.~~

Excavation and disposal shall be in accordance with the applicable requirements of 206. The areas designated for waterproofing shall be waterproofed in accordance with 702.23. All underground drains encountered during excavation for the structure shall be perpetuated as dictated by field conditions. Drainage openings through masonry shall be in accordance with 702.16. Handling of three-sided structures shall be in accordance with 907.05. Handling of wingwalls and spandrel walls shall be in accordance with 907.06.

723.04 Design Requirements

~~Except as modified herein, the structure sections shall be designed for the following: A three-sided structure shall be designed for HL-93 loading in accordance with AASHTO LRFD Bridge Design Specifications.~~

- ~~(a) the live load shown on the General Plan for the structure, or~~
- ~~(b) HL 93 in accordance with the AASHTO LRFD Bridge Design Specifications, if no live load design criteria are shown on the General Plan.~~

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

The three-sided structure, headwalls, wingwalls, footings, and spandrel walls shall be designed in accordance with the soil parameters shown in the contract documents.

~~The minimum design concrete compressive strength for structure sections shall be 5000 psi (35 000 kPa). For wingwalls, headwalls, and spandrel walls it shall be 4,000 psi (27 600 kPa). Wingwalls, h~~Headwalls, wingwalls, and spandrel walls shall be designed based on a minimum equivalent fluid pressure of 40 lb/ft³ (6.3 kN/m³). If flowable backfill is to be used, the Contractor shall consider the effects of hydrostatic pressure on the structure. *Weep holes shall be provided in all wingwalls.* Horizontal pressures shall be increased for sloping backfill surfaces and live load surcharge. *Headwall connections, wingwall footings, and spandrel walls shall be checked for sliding and for overturning.*

~~Footings shall be designed for the allowable soil bearing shown on the plans. Wingwalls and wingwall footings shall be designed in accordance with the soil parameters shown on the plans. Wingwall footings, headwall connections, and spandrel walls shall be checked for sliding and for overturning.~~

A ~~H~~headwalls with bridge railing mounted on top, and the anchorage of the headwall or spandrel wall to the structure section, shall be designed for the bridge railing test level shown on the plans.

Continuity shall be established between the structure footing and the wingwall footing.

(a) Placement of Reinforcement

For three-sided arch-*topped* or true arch shape structure sections, the concrete cover over the outside circumferential reinforcement shall be a minimum of 2 in. (50 mm). The cover over the inside circumferential reinforcement shall be a minimum of 1 1/2 in. (40 mm). The clear distance of the end circumferential reinforcement shall not be less than 1 in. (25 mm) nor more than 2 in. (50 mm) from the ends of the structure section. The ends of the longitudinal distribution reinforcement shall be not more than 3 in. (75 mm) from the ends of the structure section.

For flat-topped structure sections, the cover dimension over the top mat of reinforcement shall be a minimum of 2 in. (50 mm). The cover over the lower mat of reinforcement in the structure top shall be a minimum of 1 1/2 in. (40 mm). The cover in the legs shall be a minimum of 2 in. (50 mm). The clear distance of the end circumferential reinforcement shall not be less than 1 in. (25 mm) nor more than 2 in. (50 mm) from the ends of the structure section. The ends of the longitudinal distribution reinforcement shall not be more than 2 in. (50 mm) from the ends of the structure section.

Cover for *headwall*, wingwall, ~~pedestal, headwall, and~~ spandrel wall, and *pedestal* reinforcement shall be a minimum of 2 in. (50 mm). Cover for footing and base

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

slab reinforcement shall be 3 in. (75 mm) for the top and sides and 4 in. (100 mm) for the bottom.

(b) Splicing and Spacing of Reinforcement

~~Except as noted herein, reinforcement splicing and spacing requirements shall be in accordance with the AASHTO document referenced on the General Plan for the structure or the AASHTO LRFD Bridge Design Specifications if no AASHTO document is referenced except as indicated herein.~~ Tension splices in circumferential reinforcement shall be made by means of lapping. ~~Deformed billet steel bars~~ Where reinforcing bars are used for longitudinal distribution reinforcement, the reinforcing bars shall have a center to center spacing not to exceed 12 in. (300 mm) in flat-topped structure sections, or 16 in. (400 mm) in arch-topped or true arch shape structure sections.

~~The maximum spacing for wingwall reinforcement shall be 18 in. (450 mm) for horizontal bars and 12 in. (300 mm) for vertical bars. Where reinforcing bars are used in wingwalls, the maximum spacing for wingwall reinforcing bars shall be 18 in. (450 mm) for horizontal bars and 12 in. (300 mm) for vertical bars.~~

Exterior corner reinforcement for flat-topped structure sections shall be fully developed beyond the point where it is no longer required to resist flexure.

(c) Working Drawings

Working drawings shall be submitted in accordance with 105.02 for fabrication of a precast or cast-in-place reinforced concrete three-sided structure, precast or cast-in-place reinforced concrete three-sided structure extension, precast or cast-in place headwalls, precast or cast-in place wingwalls, and precast or cast-in place spandrel walls. The working drawings shall include all details, dimensions, and quantities necessary to construct the structure, headwalls, wingwalls, or spandrel walls and shall include, but not be limited to, the following information.

1. Structure span and rise.
2. Structure section details showing all concrete dimensions and reinforcement requirements.
3. Headwall details showing all concrete dimensions, elevations, reinforcing bar sizes, reinforcing bar bending diagrams, lengths, spacings, and anchorage details. Headwall elevation and section views shall be provided.
4. Wingwall design computations and details showing all concrete dimensions, elevations, reinforcement sizes, bending diagrams, lengths, spacings, and anchorage details. Wingwall plan, elevation, and section views shall be provided.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

5. *Spandrel wall details showing all concrete dimensions, elevations, reinforcement sizes, bending diagrams, lengths, spacings, and anchorage details. Spandrel wall elevation and section views shall be provided.*
6. *Footing design computations and details showing all concrete dimensions, elevations, reinforcing bar sizes, reinforcing bar bending diagrams, lengths, and spacings indicated. Footing plan and section views shall be provided. If a pile footing is required, the pile layout shall be shown. The actual soil bearing pressure shall be shown on the footing detail sheets.*
7. *Design computations and details for pedestals, if required.*
8. *Structure backfill type and limits for the structure and wingwalls.*
9. *Minimum concrete strength for all concrete portions of the structure.*

723.05 Manufacture

~~Handling devices or holes will be permitted in each structure or wingwall section. However, not more than six holes shall be cast or drilled in each section. Cast holes shall be tapered.~~

~~The section ends shall be of such design and shall be so formed that when the structure sections are erected, they shall make a continuous line of structure with a smooth interior free of irregularities.~~

~~The structure sections, headwalls, wingwalls, footings, headwalls, and spandrel walls shall be free of fractures. Headwalls, wingwalls, and spandrel walls shall be given a finish in accordance with 702.21. The ends of the structure sections shall be normal to the walls and centerline, except where beveled ends are specified. The surface of the structure sections shall be a smooth steel form or troweled surface. Trapped air pockets causing surface defects shall be considered as part of a smooth steel form finish.~~

~~Wingwalls, headwalls, and spandrel walls shall be given a finish in accordance with 702.21.~~

The structure units shall not be stored in an upright position until the designated handling and storage compressive strength, as shown on the shop drawings, has been achieved.

723.06 Marking

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

~~Each structure section and wingwall shall be clearly marked with waterproof paint. The following information shall be shown on the inside face of each wingwall and on a vertical leg of each structure section.~~

- ~~(a) structure span and rise (structure sections only)~~
- ~~(b) date of manufacture~~
- ~~(c) name or trademark of the manufacturer~~
- ~~(d) design earth cover~~

723.07 Testing

(a) Type of Test Specimen

~~Concrete compressive strength shall be determined from compression tests made on cylinders or cores. For cylinder testing, a minimum of four cylinders shall be taken during each production run of structure sections or wingwalls. For core testing, one core shall be cut from a structure section selected at random from each group of 15 structure sections or less of a particular size and production run. One core shall be cut from each group of four or fewer wingwalls. For each continuous production run, each group of 15 structure sections of a single size or fraction thereof or four wingwalls shall be considered separately for the purpose of testing and acceptance. A production run shall be considered continuous if not interrupted for more than three consecutive days.~~

(b) Compression Testing

~~Cylinders shall be made and tested in accordance with ASTM C 39. Cores shall be obtained and tested for compressive strength in accordance with ASTM C 497 (ASTM C 497M).~~

(c) Acceptability of Core Tests

~~The compressive strength of the concrete in each group of sections as defined above will be acceptable when the core test strength is equal to or greater than the design concrete strength.~~

~~If the compressive strength of the core tested is less than the design concrete strength, the structure section or wingwall from which that core was taken may be recored. If the compressive strength of the recore is equal to or greater than the design concrete strength, the compressive strength of the concrete in that group of sections will be acceptable.~~

~~If the compressive strength of a recore is less than the design concrete strength, the structure section or wingwall from which that core was taken will be rejected. Two structure sections or wingwalls from the remainder of the group shall be selected at~~

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

~~random. One core shall be taken from each. If the compressive strength of both cores is equal to or greater than the design concrete strength, the remainder of the structure sections or wingwalls in that group will be acceptable. If the compressive strength of either of the two cores tested is less than the design concrete strength, the remainder of the structure sections or wingwalls in the group will be rejected. However, at the option of the manufacturer, each remaining structure section or wingwall in the remainder of the group may be cored and accepted individually. The sections which have cores with less than the design concrete strength will be rejected.~~

~~(d) Plugging Core Holes~~

~~The core holes shall be plugged and cured by the manufacturer such that the structure is in accordance with all test requirements of these specifications. Structure sections or wingwalls repaired accordingly will be considered satisfactory for use.~~

~~(e) Test Equipment~~

~~The manufacturer shall furnish all facilities, equipment, and personnel necessary to conduct the required testing.~~

723.08 06 Rejection

Structure sections, *headwalls*, wingwalls, *footings*, or spandrel walls will be rejected due to the following conditions.

- (a) fractures or cracks passing through the *section or wall*, except for a single end crack which does not exceed one-half the thickness of the *section or wall*;
- (b) defects which indicate proportioning, mixing, or molding which are not in accordance with this specification;
- (c) honeycombed or open texture; or
- (d) damaged section ends, where such damage prevents making a satisfactory joint.

723.09 07 Repairs

Structure sections, *headwalls*, wingwalls, *footings*, or spandrel walls ~~may~~ shall be repaired, if necessary, due to imperfections in manufacture, handling damage, or construction. Repairs will be acceptable if it is determined that the repairs are sound, properly finished and cured, and if the repaired structure section, ~~or headwall~~, wingwall, *footing, or spandrel wall* is in accordance with the requirements herein.

723.10 08 Trench Compaction

The soils in the bottom of the excavation shall be compacted to 95% of the maximum dry density *in accordance with 203.23*. If 95% of the maximum dry density

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

cannot be obtained in the bottom of the excavation or in other areas, the Office of Geotechnical Engineering shall be contacted for additional recommendations. If during construction, soft soils are encountered at depths that make removal impractical, the Office of Geotechnical Engineering shall be contacted for additional recommendations.

723.11-09 Footings

~~Footings may be cast in place or precast.~~ Where a precast footing is utilized, a 4 in. (100 mm) layer of coarse aggregate No. 53 in accordance with 301 shall be placed under the full width of the footing. All footings shall be given a smooth float finish. The footing concrete shall reach a compressive strength of 2,000 psi (13 800 kPa) *or flexural strength in accordance with 702.24(c)* before placement of the structure sections or wingwalls. The surface shall not vary more than 1/4 in. in 10 ft (6 mm in 3 m) when tested with 10 ft (3 m) straightedge.

723.12-10 Pedestals

Where a reinforced concrete pedestal is required between the base of the structure leg and the top of the footing, the Contractor shall have the option of providing a structure with extended legs or constructing the pedestals.

723.13-11 Placement of Structure Sections and Wingwalls

For three-sided arch-topped structures and three-sided flat-topped structures, the structure sections, ~~and wingwalls~~ shall be set on masonite or steel shims. *Each wingwall that is not precast as one unit with the footing shall be set on masonite or steel shims. A minimum gap of 0.5 in. (13 mm) shall be provided between the footing and the bottom of each section or wingwall. Once the wingwalls or structure sections are placed, the space underneath the wingwall or structure leg section to the top of the keyway sides shall be filled with prepackaged grout in accordance with ASTM C 1107, or conventional or self-consolidating fine grout in accordance with ASTM C 476, except as modified herein. If conventional fine grout is used, it shall be troweled into the keyway and mounded on one side of the leg or wingwall. The mound of conventional fine grout shall be vibrated until it passes through to the other side of the leg or wingwall. After completing this process on one side, if the conventional fine grout has not passed through to the other side, the process shall be repeated on the other side. The gap shall be filled with a mortar in accordance with 707.09* Conventional or self-consolidating fine grout shall be from a prepackaged source or composed of one of the following mixtures.

- (a) 930 lb/yd³ (552 kg/m³) Type I portland cement with No. 23 natural sand or mortar sand.
- (b) 930 lb/yd³ (552 kg/m³) Type M masonry cement with No. 23 natural sand or mortar sand.
- (c) 828 lb/yd³ (491 kg/m³) Type I portland cement and 75 lbs/yd³ (44 kg/m³) hydrated lime with No. 23 natural sand or mortar sand.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

The maximum water/cement ratio shall be 0.446 for both conventional and self-consolidating fine grout. An air entraining agent from the Department's list of approved PCC admixtures may be used. A type F or G chemical admixture from the Department's list of approved PCC admixtures shall be used in self-consolidating fine grout in order to achieve the slump flow and visual stability index requirements. Filling procedure B of ASTM C 1611 will be used for measuring slump flow. Appendix X1 of ASTM C 1611 will be used for determining the visual stability index value.

Acceptance of conventional fine grout will be based on an air content of $12\% \pm 4\%$. Acceptance of self-consolidating fine grout will be based on tests for air content, slump flow, and visual stability index. Air content shall be $12\% \pm 4\%$. Slump flow shall be 27 in. ± 3 in. (685 mm ± 75 mm). Visual stability index value shall not exceed 1.

Where prepackaged grout is used, a type C certification in accordance with 916 shall be provided.

True arch shape structures may have ~~mortar~~grout leveling pads poured in the footing keyways to ensure the correct seating of the *true* arch sections. Leveling pads shall be approximately 2 in. (50 mm) thick and 16 in. (400 mm) long to ensure that each *true* arch section is resting on approximately 8 in. (200 mm) of pad at each joint. The leveling pads shall be poured within 1/8 in. (3 mm) of the required elevation. No loads shall be placed on the ~~mortar~~grout leveling pads within 72 hr of their placement. Masonite shims may also be used as leveling pads. Concrete blocks of 1 1/2 in. (40 mm) thickness, hardwood wedges, and steel or plastic shims shall be placed to retain the *true* arch sections in their proper positions until grout can be placed in the keyway. Grout shall be ~~compacted~~*consolidated* in the keyway to ensure that the entire area around the *true* arch section is completely filled. The ~~mortar~~grout used to construct the leveling pads and to ~~grout~~fill the keyways shall be in accordance with ~~707.09~~*this section*. Grouting shall not be ~~performed~~*placed* if the air temperature is expected to be below 35°F (2°C) for a period of 72 hr following grout placement.

723.12 Extension of Existing Structure

All applicable requirements of this specification shall apply to the extension of an existing three-sided arch-topped structure with headwalls and wingwalls, a three-sided flat-topped structure with headwalls and wingwalls, or a true arch shape structure with spandrel walls and wingwalls. Such portions of the existing structure designated for removal shall be removed. All portions of the existing structure which are to remain in place and are damaged shall be repaired or replaced as directed. Those portions left in place which are wholly or partially filled with debris shall be cleaned out. Material removed shall be disposed of in accordance with the applicable requirements of 202.02.

Before removing concrete from an existing structure with wingwalls, the Contractor shall saw around the perimeter of the removal area on the interior and

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

exterior of the existing structure a depth of 1 in. (25 mm). All existing reinforcement in the top slab and sidewalls exposed after concrete removal shall be cleaned and straightened in preparation for lapping with reinforcement from adjacent new work. Where existing reinforcement has deteriorated or been damaged during the removal operation, holes shall be drilled into the face of the existing structure to provide embedment for replacement reinforcing bars. The holes shall be of the diameter and depth required by the approved chemical anchor system manufacturer. The holes shall be cleaned prior to placing the approved chemical anchor system and the reinforcing bars.

No concrete shall be removed from an existing structure that has a headwall but no wingwalls. Reinforcing bars to tie the existing structure to the new structure section shall be installed by drilling holes into the face of the existing structure to provide embedment for reinforcing bars. The diameter and depth of the holes shall be in accordance with the recommendations of the manufacturer of the approved chemical anchoring system. The holes shall be cleaned prior to placing the approved chemical anchor system and the reinforcing bars.

An existing structure shall be extended by means of one of the following methods.

(a) Precast Reinforced Concrete Three-Sided Structure Extension

A cast-in-place concrete splice shall be constructed as a transition between the existing structure and the precast structure extension. The splice reinforcement in the precast structure extension section that will abut the existing structure shall be exposed 18 in. (450 mm) on the tongue end of the precast structure extension section. It shall be lapped 18 in. (450 mm) with either exposed existing structure reinforcement, in the case of an existing structure with wingwalls, or newly installed reinforcing bars in the existing structure, in the case of an existing structure with a headwall only as shown on the plans. Existing exposed structure reinforcement from an existing structure with wingwalls shall be cut off 1 in. (25 mm) from the face of the new precast extension.

If the existing tongue or groove joint end is acceptable and matches the mating joint on the new precast reinforced concrete structure extension section, the new extension may be installed using the mating joint of the existing structure. No cutting of the structure or splicing of reinforcement is then required. The joint between the new precast structure extension and the existing structure shall be sealed as directed below.

(b) Cast-In Place Concrete Three-Sided Structure Extension

The reinforcement for the structure extension shall be lapped with the exposed reinforcement of the existing structure as shown on the plans.

723.14-13 Sealing

Sealer shall be applied in accordance with 709 on the top surface of the structure section, headwalls, and wingwalls. Such sealer shall extend 5 ft (1.5 m) vertically down the exterior of each vertical leg or 5 ft (1.5 m) vertically down both faces of each

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

headwall or wingwall or to the bottom of each, whichever is less. Sealer material shall not be placed in keyway joints, if present. The sealer shall be provided for the full length of the structure. Surface preparation and application procedures shall be as recommended by the sealer manufacturer.

723.15-14 Joints

Joints between structure sections for three-sided arch-topped structures and true arch shape structures, and for flat-topped structures with cover of 3 ft (0.9 m) or more, may be either butt joints or keyway joints.

The sections ~~for~~ of flat-topped structures with less than 3 ft (0.9 m) of cover shall be produced with a minimum 4 in. (100 mm) ~~deep~~-depth by 1.5 in. (40 mm) ~~wide~~-width keyway joint. ~~Mortar~~ Non-shrink grout in accordance with 707.09 shall be placed in the keyway joint.

All butt joints between structure sections shall be covered with a joint wrap in accordance with ASTM C 877 (~~ASTM C 877M~~), type II. The surface shall be free of dirt before the joint material is applied. The entire joint shall be continuously covered. Joints between structure sections and wingwalls, between *wingwalls and* spandrel walls ~~and wingwalls~~, and between structure sections and headwalls or spandrel walls shall be covered with either the same wrap used between structure sections or with geotextile in accordance with 918.03.

The joint wrap shall be kept in its proper location over the joint. It shall not be damaged during the backfilling operation.

Joints in true arch shape structures shall be sealed with 1/2 in. (40 mm) diameter preformed ~~mastic~~ *pipe joint sealant* before placement of the joint wrap.

723.16-15 Backfilling

~~Tapered or drilled holes for handling shall be filled in accordance with 907.05. Prior to backfilling the structure, all holes shall be covered with joint wrap material with a minimum width of 9 in. (225 mm).~~

Structure backfill shall be placed and compacted in accordance with 211. *Structure backfill shall be placed and compacted on each side of the structure to the fill line shown on the plans. During the backfill operation, the difference in elevations of the fill on each side of the structure shall not exceed 24 in. (610 mm).*

Unless otherwise specified by the manufacturer on the working drawings, Once the level of structure backfill reaches the top of the structure, two lifts shall be spread and hand compacted over the structure without traversing the structure with heavy equipment. Compaction with heavy equipment will not be allowed until a minimum of two lifts have been placed, hand compacted, and ~~tested~~ *accepted*.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

~~The structure backfill shall be placed and compacted to the same elevation on both sides of the structure before proceeding to the next lift.~~

~~For three-sided arch or three-sided flat-topped structures where the height of cover as shown on the plans is 12 in. (300 mm) or less, the portion of the structure under the paved portion of the roadway and shoulders shall be backfilled with flowable backfill to the top of the vertical leg of the structure.~~

~~For true arch shape structures, the backfill shall be structure backfill with a minimum height of cover of 18 in. (450 mm) including the pavement section.~~

The operation of equipment over the structure shall be in accordance with the structure manufacturer's recommendations.

723.17-16 Scour Protection

Scour protection shall be installed as shown on the plans.

When riprap is specified, geotextile shall first be placed on the in-situ soil in accordance with 616.11. Riprap shall then be placed in accordance with 616.

For concrete base slabs, concrete shall be placed in accordance with 702.

723.1817 Method of Measurement

~~Structures and wingwalls will not be measured. Precast reinforced concrete three-sided flat-topped structures or structure extensions, precast reinforced concrete three-sided arch-topped structures or structure extensions, precast reinforced concrete true arch structures or structure extensions, cast-in-place reinforced concrete three-sided flat-topped structures or structure extensions, cast-in-place reinforced concrete three-sided arch-topped structures or structure extensions, and cast-in-place reinforced concrete true arch structures or structure extensions will not be measured. The accepted quantities for payment will be the quantities shown on the plans.~~

Structure backfill will be measured in accordance with 211.09. Flowable backfill will be measured in accordance with 213.08. ~~Geotextile and riprap will be measured in accordance with 616.12. Field drilled holes will be measured in accordance with 702.27.~~

Plain or coated reinforcement or WWR used in precast reinforced concrete three-sided flat-topped structures or structure extensions, precast reinforced concrete three-sided arch-topped structures or structure extensions, precast reinforced concrete true arch structures or structure extensions, precast headwalls, precast wingwalls, cast-in-place reinforced concrete three-sided flat-topped structures or structure extensions, cast-in-place reinforced concrete three-sided arch-topped structures or structure extensions,

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
 STRUCTURE (CONTINUED)

Structure Extension, Coated Reinforced Concrete, Three-Sided

Sections, $\frac{\text{in. (mm)}}{\text{span}} \times \frac{\text{in. (mm)}}{\text{rise}}$ LFT (m)

Structure Extension, Reinforced Concrete, Three-Sided

Sections, $\frac{\text{in. (mm)}}{\text{span}} \times \frac{\text{in. (mm)}}{\text{rise}}$ LFT (m)

Structure, Reinforced Concrete, Three-Sided Sections,

$\frac{\text{in. (mm)}}{\text{span}} \times \frac{\text{in. (mm)}}{\text{rise}}$ LFT (m)

The cost of *all* designing, coring, testing, pedestals or extended legs, reinforcement, excavation, scour protection, repairs, plugging core and handling holes, mortar, grout, sealer, cylinder molds, and necessary incidentals shall be included in the cost of the structure or structure extension. The cost of spandrel walls, concrete base slab, footings, and aggregate base under precast footings shall be included in the cost of the structure or structure extension.

The cost of precast concrete headwalls, precast concrete wingwalls, cast-in-place headwalls, or cast-in-place wingwalls shall be included in the cost of the structure or structure extension.

The cost of plain or coated reinforcement or WWR used in precast reinforced concrete three-sided structures, precast reinforced concrete three-sided structure extensions, precast headwalls, precast wingwalls, cast-in-place reinforced concrete three-sided structures, cast-in-place reinforced concrete three-sided structure extensions, cast-in-place headwalls, or cast-in-place wingwalls shall be included in the cost of the structure or structure extension.

The cost of concrete used in a cast-in-place splice shall be included in the cost of the structure extension.

~~The cost of headwalls or spandrel walls, concrete base slab, footings, and aggregate base under precast footings shall be included in the cost of the structure. The cost of footings for wingwalls and aggregate base under the wingwall footings shall be included in the cost of wingwall the structure or structure extension.~~

The quantities for payment shall remain as shown on the plans whether the Contractor installs the three-sided arch-topped structure; or structure extension, the three-sided flat-topped structure; or structure extension, or the true arch shape structure or structure extension.

No additional payment will be made for carrying an underground drain through a structure or structure extension. However, no deduction will be made for the volume of concrete occupied by the drain pipe in a cast-in-place structure or structure extension.

Item No. 06 04/15/10 (2010 SS)(contd.)
Ms. Rearick
Date: 04/15/10

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE
STRUCTURE (CONTINUED)

No additional payment will be made for the repair or replacement of existing concrete damaged by Contractor operations.

APPROVED MINUTES

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 907 - CONCRETE, CLAY, AND PLASTIC DRAINAGE
COMPONENTS

(Changes that are shown with the side bar line have been approved by the Standards Committee on March 18, 2010)

The Standard Specifications are revised as follows:

SECTION 907, BEGIN LINE 72, DELETE AND INSERT AS FOLLOWS:

907.05 Precast Reinforced Concrete ~~Box~~ Structure Sections

Precast reinforced concrete ~~units~~ *structure sections* shall be ~~in accordance with ASTM C 1577 and shall be~~ from a source listed in the Department's List of Certified Precast Concrete Producers, in accordance with ITM 813. A ~~water-reducing admixture from the Department's list of approved Water-Reducing Admixtures may be used.~~

~~Not more than four holes may be cast or drilled, or otherwise neatly made in the shell of each piece of box section for the purpose of handling or laying. The holes shall be tapered unless cored.~~

Handling devices or holes will be permitted in each structure section. Holes for handling shall be filled with material in accordance with 901.07, 901.08, or with precast concrete plugs which shall be secured with portland cement mortar or other approved adhesive before backfilling. Drilled handling holes shall be filled with portland cement mortar. Prior to backfilling the structure, all holes shall be covered with joint wrap material with a minimum width of 9 in. (225 mm).

The section ends shall be of such design and shall be so formed that when the structure sections are erected, they shall make a continuous line of structure with a smooth interior free of irregularities. The ends of the structure sections shall be normal to the walls and centerline, except where beveled ends are specified. The surface of the structure sections shall be cast from a smooth steel form or troweled surface. Trapped air pockets causing surface defects shall be considered as part of a smooth steel form finish.

(a) Box

Box structure sections shall be in accordance with ASTM C 1577 and the exceptions to ASTM C 1577 listed in 714.04. Not more than four holes may be cast, drilled, or otherwise made in each box section for the purpose of handling or laying.

(b) Three-Sided

Three-sided structure sections shall be in accordance with ASTM C 1504 and the exceptions to ASTM C 1504 listed in 723.04. Not more than 6 holes shall be cast, drilled, or otherwise made in each section for the purpose of handling or laying.

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 907 - CONCRETE, CLAY, AND PLASTIC DRAINAGE
COMPONENTS (CONTINUED)

907.06 Precast Reinforced Concrete Headwalls, ~~and~~ Wingwalls, Footings, and Spandrel Walls for Box Structure or Three-Sided Structure

Precast concrete units shall be from a source listed in the Department's List of Certified Precast Concrete Producers, in accordance with ITM 813. *A water-reducing admixture from the Department's list of approved Water-Reducing Admixtures may be used.*

Handling devices or holes will be permitted in each wingwall and *spandrel wall* section. Not more than four holes shall be cast or drilled in each section for the purpose of handling or setting. ~~The holes shall be tapered unless cored.~~ Weep holes shall be provided in all wingwalls. *Headwalls, W*ingwalls, *and spandrel walls* shall be free of fractures and shall be given a finish in accordance with 702.21.

The concrete compressive strength for headwalls, ~~and~~ wingwalls, *and spandrel walls* shall have a minimum 28 day compressive strength of 4,000 psi (~~27.6 MPa~~ 27 600 kPa), as determined by compressive strength testing of concrete cylinders. *The concrete compressive strength for footings shall have a minimum 28 day compressive strength of 2,000 psi (13 800 kPa), as determined by compressive strength testing of concrete cylinders.*

Structural steel used in bolted connections of headwalls or wingwalls to a box-structure section, or of wingwalls to a three-sided-structure section or spandrel wall, shall be in accordance with 910.02(a), and zinc coated after fabrication in accordance with ASTM A 153.

Bolts and studs shall be hot dipped in accordance with 910.02(g)1. Nuts shall be in accordance with ASTM A 563, Grade A, Hex style; unless specified otherwise. Washers shall be in accordance ASTM F 844, unless specified otherwise. Bolts, nuts and washers shall be hot dip zinc coated.

907.07 ~~Blank~~ Joint Membrane System for Precast Reinforced Concrete Box Structure Sections

The Contractor may elect to use an approved self-adhering membrane system in lieu of the detail shown on the plans.

Joint membrane systems shall be in accordance with the following requirements.

PROPERTY	TEST METHOD	REQUIREMENTS
<i>Thickness</i>	<i>ASTM D 3767 Procedure A</i>	<i>59 mil (1.5 mm) Min.</i>

REVISION TO THE STANDARD SPECIFICATIONS

REVISION TO SECTION 907 - CONCRETE, CLAY, AND PLASTIC DRAINAGE
 COMPONENTS (CONTINUED)

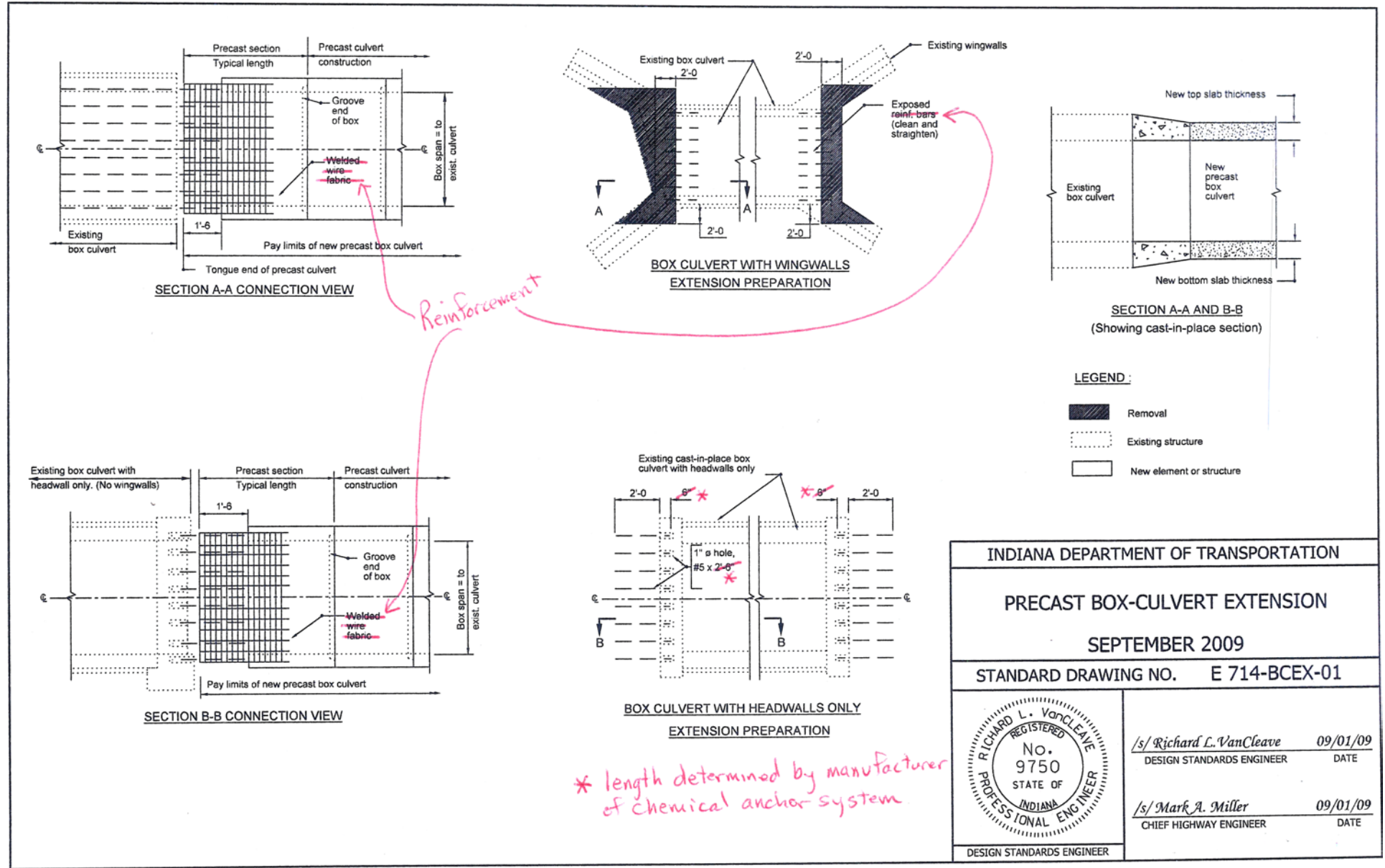
<i>Tensile Strength</i>	<i>Grab Tensile Strength, ASTM D 4632</i>	<i>650 N Min.</i>
<i>Elongation</i>	<i>Grab Tensile Strength, ASTM D 4632</i>	<i>20% Min.</i>
<i>Bursting Strength</i>	<i>Mullen Burst, ASTM D 3786</i>	<i>2.0 M290 psi (2 000 kPa) Min.</i>
<i>Peel Strength</i>	<i>ASTM D 903</i>	<i>850 N/m Min.</i>
<i>Permeance</i>	<i>ASTM E 96, Water Method</i>	<i>1.05 Perm (60 ng/Pa·s·m² Pa) Max.</i>

The membrane system shall be supplied in roll widths of at least 12 in. (300 mm). The membrane shall be a composite sheet material composed of a non-woven fabric and a polymer membrane material. The membrane shall be protected by a release paper.

Material furnished under this specification shall be covered by type B certification in accordance with 916.

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWING

ADDED REVISED DRAWING 714-BCEx-01 PRECAST BOX-CULVERT EXTENSION (SEE COMMENTS AND ACTION)



Item No. 06 04/15/10 (2010 SS) (contd.)
Ms. Rearick
Date: 04/15/10

REVISION TO THE STANDARD SPECIFICATIONS AND STANDARD DRAWING

ADDED REVISED DRAWING 714-BCEX-01 PRECAST BOX-CULVERT EXTENSION (SEE COMMENTS AND ACTION)

THIS PAGE LEFT BLANK INTENTIONALLY

APPROVED MINUTES

COMMENTS AND ACTION

SECTION 714 - CONCRETE BOX STRUCTURES

SECTION 717 - STRUCTURAL PLATE PIPE, PIPE-ARCHES, AND ARCHES

SECTION 723 - REINFORCED CONCRETE THREE-SIDED DRAINAGE STRUCTURE

SECTION 907 - CONCRETE, CLAY, AND PLASTIC DRAINAGE COMPONENTS

STANDARD DRAWING 714-BCEX-01 PRECAST BOX-CULVERT EXTENSION

DISCUSSION: Ms. Rearick explained that this revision to the specification was made to resolve inconsistencies between 714 and 723.

Industry had a question about where the information about shop drawings and design calculations had been moved to. The answer was that the plan is to move that information to 105.02, and that revision is being worked on.

It was also noted that this revision does not match up with a design memo about when to use coated reinforcement.

There is also a question about whether or not coated steel should be required on just the top side or on all sides. Industry is concerned that with requiring more coated reinforcement, there can be potential for added delays as they wait for the reinforcement to be coated. Since this issue is still being debated, the decision was made to strikeout the word all in the sentences that refer to coated reinforcement.

Mr. Reilman also noted that there were revisions that were required on 714-BCEX-01.

<p>Motion: Ms. Rearick Second: Mr. Cales Ayes: 8 Nays: 0</p>	<p>Action: <input type="checkbox"/> Passed as Submitted <input checked="" type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn</p>
<p>Standard Specifications Sections affected: 714,717,723 and 907 Recurring Special Provision affected: 723-R-568 SCOUR PROTECTION Standard Sheets affected: 714-BCEX-01 Design Manual Sections affected: None GIFE Sections cross-references: NONE</p>	<p><input checked="" type="checkbox"/> 2012 Standard Specifications Book <input type="checkbox"/> Create RSP (No.____) Effective ____ Letting RSP Sunset Date: ____ <input type="checkbox"/> Revise RSP (No.____) Effective ____ Letting RSP Sunset Date: ____ Standard Drawing Effective <u>Sep. 01, 2010</u> <input type="checkbox"/> Create RPD (No. ____) Effective ____ Letting <input type="checkbox"/> Technical Advisory GIFE Update Req'd.? Y ____ N ____ By ____ Addition or ____ Revision Frequency Manual Update Req'd? Y ____ N ____ By ____ Addition or ____ Revision Received FHWA Approval? <input checked="" type="checkbox"/> X</p>

Item No. 07 04/15/10 (2010 SS)
Mr. Boruff
Date: 04/15/10

REVISION TO THE STANDARD DRAWINGS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Current standard drawings need updating due to the lack of information on them. Issues include: taper lengths, distinction between steel strain and wood signal poles, loop detection wire continuity and shape.

PROPOSED SOLUTION: To revise existing drawings or add new drawings.

APPLICABLE STANDARD SPECIFICATIONS: None

APPLICABLE STANDARD DRAWINGS: 801-TCDV-03, 805-SCGO-04A, 805-SCGO-04B,
805-SGLI-02, 805-SGLI-06

APPLICABLE DESIGN MANUAL SECTION: Figures 46-4M and 76-2B

APPLICABLE SECTION OF GIFE: None

APPLICABLE RECURRING SPECIAL PROVISIONS: None

Submitted By: David Boruff

Title: Traffic Administration Section Supervisor

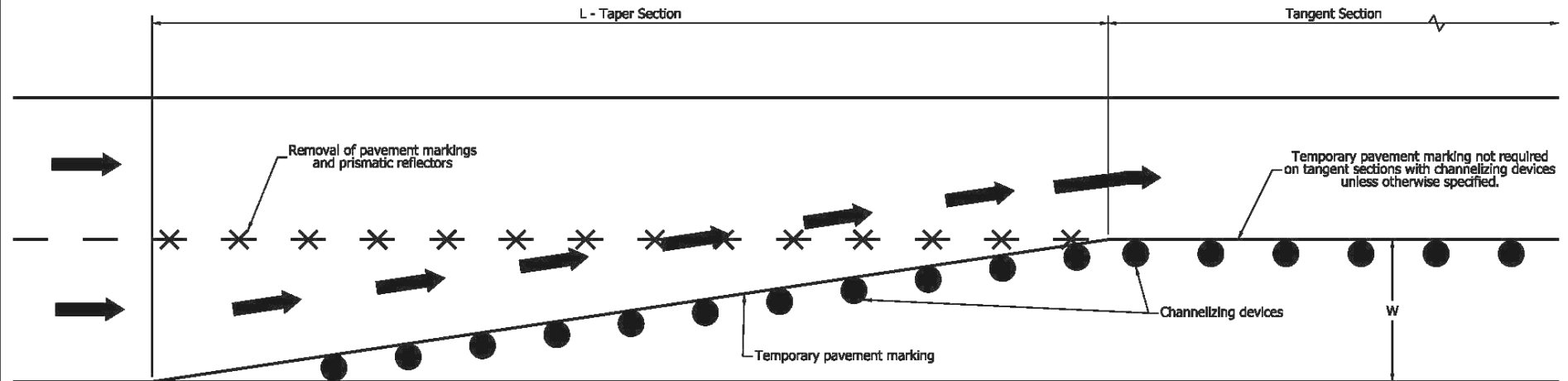
Organization: INDOT

Phone Number: 317-899-8626

Date: 3/26/10

APPLICABLE SUB-COMMITTEE ENDORSEMENT?

REVISION TO THE STANDARD DRAWINGS

~~REVISION TO 801 TCDV-03 MERGING OR SHIFTING TAPER (WITHDRAWN, SEE COMMENTS AND ACTION)~~**LEGEND**

L - Minimum length of taper in feet.

S - Posted speed limit prior to the construction zone in mph.

W - Width of lane or shift in feet.

MERGING TAPER				
S	L			
MPH	W = 9	W = 10	W = 11	W = 12
20	60	70	75	80
25	95	105	115	125
30	135	150	165	180
35	185	205	225	245
40	240	270	300	320
45	405	450	500	540
50	450	500	550	600
55	495	550	605	660
60	540	600	660	720
65	585	650	715	780
70	630	700	770	840

For W not shown in the table, $L = W \times S$ for a speed of 45 mph or greater.
 $L = W \times S^2/60$ for a speed of 70 km/h or lower.

SHIFTING TAPER				
S	L			
MPH	W = 9	W = 10	W = 11	W = 12
20	30	35	40	40
25	50	55	60	65
30	70	75	85	90
35	95	105	115	125
40	120	135	150	160
45	205	225	250	270
50	225	250	275	300
55	250	275	305	330
60	540	600	660	720
65	295	325	360	390
70	315	350	385	420

For W not shown in the table, L is one half that required for a merging taper.

Shifting taper preceded by lane closure taper must be separated by tangent section equal in length to the shifting taper.

INDIANA DEPARTMENT OF TRANSPORTATION

MERGING OR SHIFTING TAPER

DRAFT

STANDARD DRAWING NO. E 801-TCDV-03

DESIGN STANDARDS ENGINEER

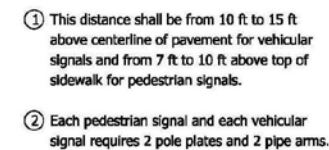
DESIGN STANDARDS ENGINEER

DATE

CHIEF HIGHWAY ENGINEER

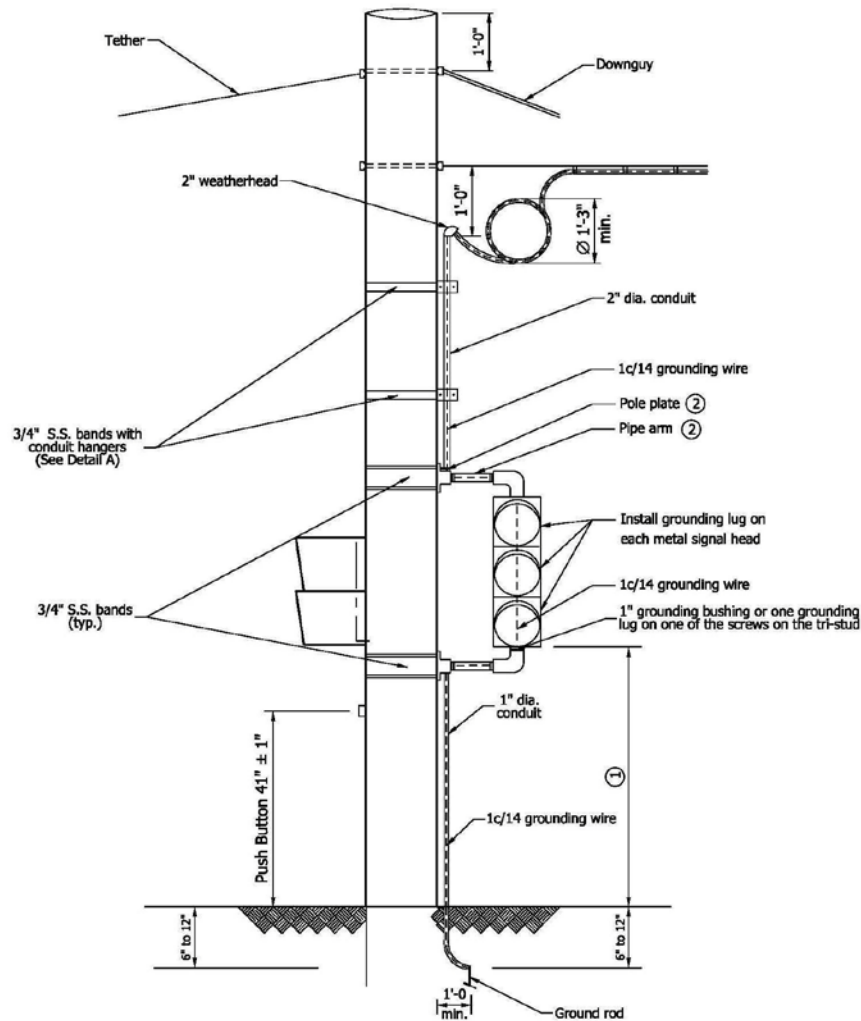
DATE

REVISED STANDARD DRAWING 805-SGCO-04A SIGNAL INDICATION MOUNTED ON STEEL POLE

138

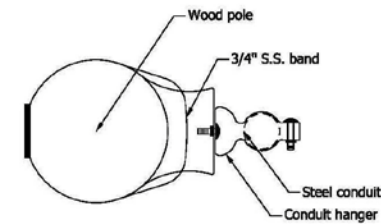
REVISION TO THE STANDARD DRAWINGS

REVISED STANDARD DRAWING 805-SGCO-04B SIGNAL INDICATION MOUNTED ON WOOD POLES



GENERAL NOTES

- ① This distance shall be from 10 ft to 15 ft above centerline of pavement for vehicular signals and from 7 ft to 10 ft above top of sidewalk for pedestrian signals.
- ② Each pedestrian signal and each vehicular signal requires 2 pole plates and 2 pipe arms.

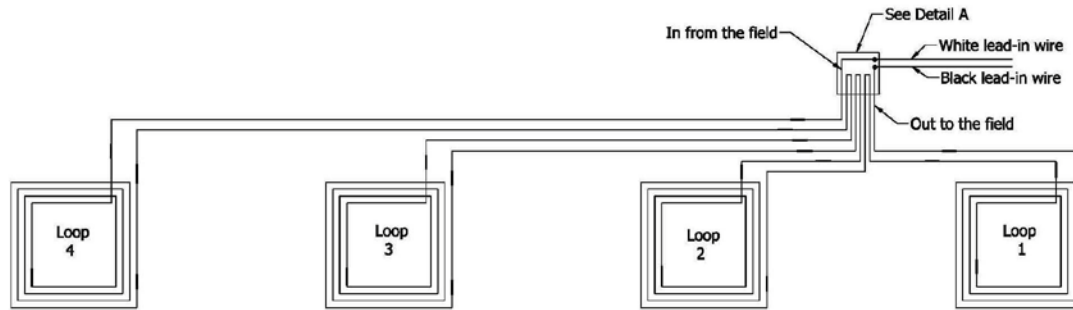


DETAIL A

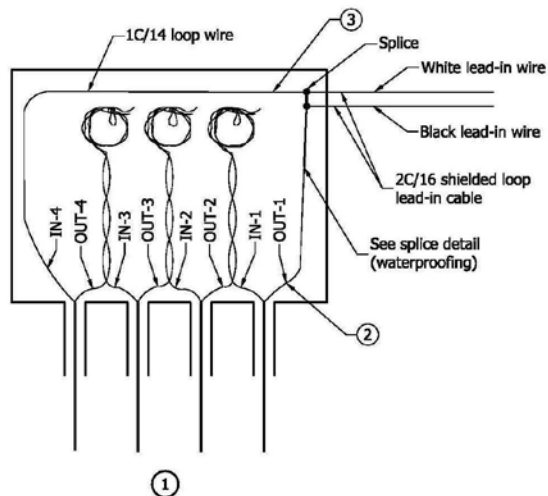
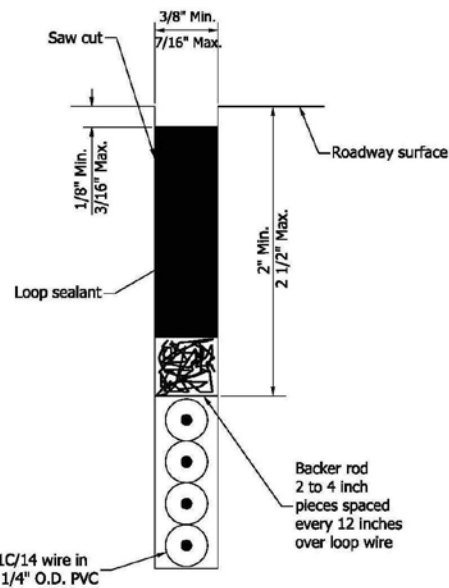
INDIANA DEPARTMENT OF TRANSPORTATION	
SIGNAL INDICATION MOUNTED ON WOOD POLES	
DRAFT	
STANDARD DRAWING NO.	E 805-SGCO-04B
DESIGN STANDARDS ENGINEER	DESIGN STANDARDS ENGINEER
	DATE
	CHIEF HIGHWAY ENGINEER
	DATE

REVISION TO THE STANDARD DRAWINGS

REVISED STANDARD DRAWING 805-SGLI-02 TRAFFIC SIGNAL LOOP INSTALLATION



LOOP WIRING DIAGRAM

DETAIL A
DETECTOR HOUSING WIRINGLOOP SAW-CUT DETAIL
SECTION B-B

GENERAL NOTES

- ① Duct loop wires to be twisted around each other a minimum of 5 turns/ft then coiled and tied with self-locking strips.
- ② Loop wires to be tagged in or out as indicated.
- ③ See splice detail (waterproofing) on Standard Drawing E 805-SGLI-04.
4. The loop wire is continuously wound in the loop saw slot for the required number of turns.

INDIANA DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL
LOOP INSTALLATION

DRAFT

STANDARD DRAWING NO. E 805-SGLI-02

DESIGN STANDARDS ENGINEER

DATE

CHIEF HIGHWAY ENGINEER

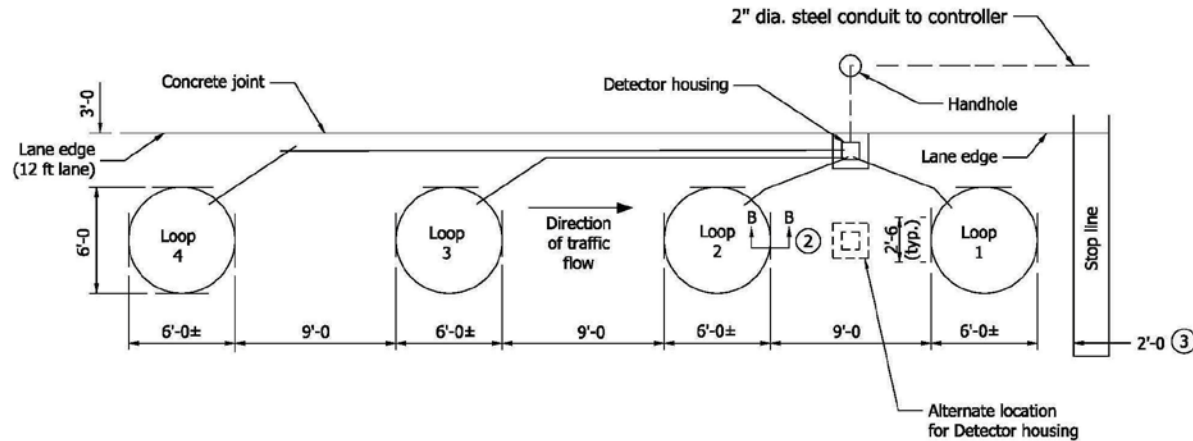
DATE

DESIGN STANDARDS ENGINEER

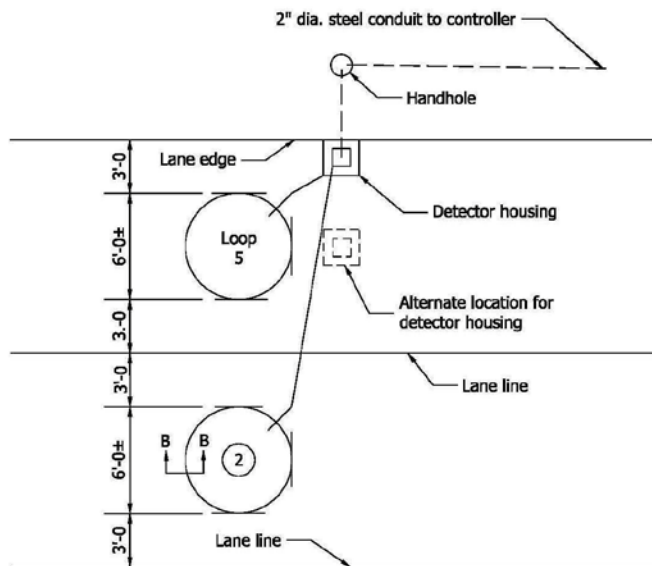
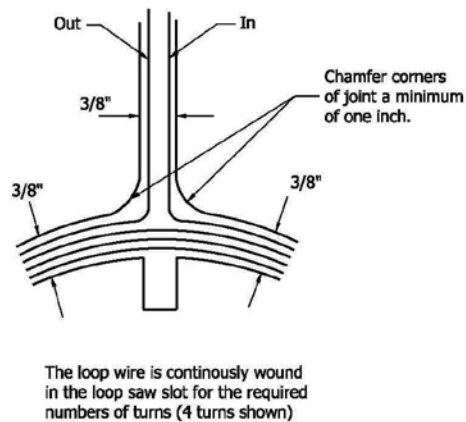
REVISION TO THE STANDARD DRAWINGS

REVISED STANDARD DRAWING 805-SGLI-06 TRAFFIC SIGNAL LOOP INSTALLATION

TYPICAL LOOP DETECTION SAW-CUT PLAN (ONE LANE)



TYPICAL LOOP DETECTION (TWO LANES)

DETAIL A
DETECTOR HOUSING WIRING

GENERAL NOTES

1. Loop saw-cuts as shown on plan sheets are to be considered as schematic only. In the event of discrepancies, this detail shall govern.
2. See Standard Drawing E 805-SGLI-02 for Section B-B.
3. This distance is typical depending on the intersection geometrics; a loop can be sawed in front of the stop line.
4. The loop(s) shall be centered transversely in the travel lane.
5. The saw slot for the line to the detector housing shall be approximately perpendicular to the tangent of the circular loop at the point of intersection.

INDIANA DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL
LOOP INSTALLATION

DRAFT

STANDARD DRAWING NO. E 805-SGLI-06

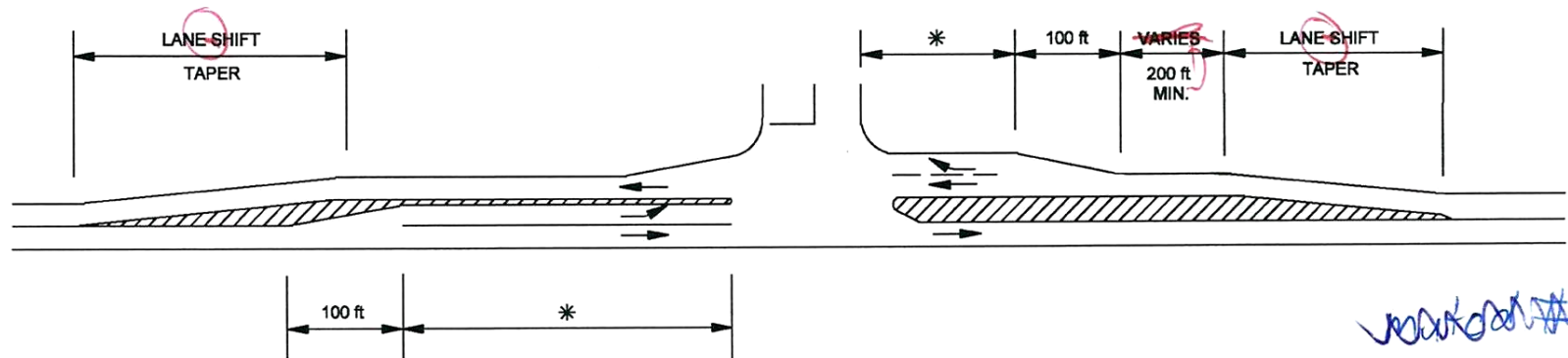
DESIGN STANDARDS ENGINEER

DESIGN STANDARDS ENGINEER DATE

CHIEF HIGHWAY ENGINEER DATE

REVISION TO THE STANDARD DRAWINGS

REVISION TO FIGURE 46-4M CHANNELIZED LEFT-TURN LANE FOR 2-LANE HIGHWAY



* See Section 46-4.02 for minimum turn lane lengths.

Design Speed (mph)	Lane Shift Taper Rates
20	5-40:1
25	6-15:1
30	8-20:1
35	10-25:1
40	12-30:1
45	15-35:1
50	18-40:1
55	20-45:1
60	25-50:1
65	30-60:1
70	35-70:1
75	40-75:1

CHANNELIZED LEFT-TURN LANE FOR 2-LANE HIGHWAY

Figure 46-4M

REVISION TO THE STANDARD DRAWINGS

REVISION TO FIGURE 76-2B LONGITUDINAL TAPER RATE AND LENGTH

(E)

Design Speed (mph)	Merging Taper Rate
20	10:1
25	10 15:1
30	15 20:1
35	25:1
40	35:1
45	45:1
50	50:1
55	55 60:1
60	60 65:1
65	65 70:1
70	70 75:1

Taper Type		Minimum Taper Length
Upstream	Merging Taper (Lane Drop)	L
	Lane-Shift Taper	$\frac{1}{2} L$
	Shoulder Taper	$\frac{1}{3} L$
	Two-Way Traffic Taper	100 ft
Downstream		50 ft / lane ²

Notes:

1. Taper Length, $L = \text{Merging Taper Rate} \times \text{Offset Distance}$
2. The desirable length is 100 ft / lane.
3. Figure 76-2C illustrates the various types of taper lanes.

LONGITUDINAL TAPER RATE AND LENGTH FOR LANE RESTRICTION

Figure 76-2B

COMMENTS AND ACTION

~~REVISION TO 801-TCDV-03 MERGING OR SHIFTING TAPER (WITHDRAWN)~~
REVISION TO 805-SGCO-04A SIGNAL INDICATION MOUNTED ON STEEL POLE
REVISION TO 805-SGCO-04B SIGNAL INDICATION MOUNTED ON WOOD POLES
REVISION TO 805-SGLI-02 TRAFFIC SIGNAL LOOP INSTALLATION
REVISION TO 805-SGLI-06 TRAFFIC SIGNAL LOOP INSTALLATION
REVISION TO FIGURE 46-4M CHANNELIZED LEFT-TURN LANE FOR 2-LANE HIGHWAY
REVISION TO FIGURE 76-2B LONGITUDINAL TAPER RATE AND LENGTH

DISCUSSION: Mr. Boruff explained that there was a slight change in the calculation of the tapers and that required revisions to the standard drawing. The other standard drawings just required updates.

Mr. Keefer commented that 805-SGLI-06 should look more like a wiring diagram instead of a circle loop. He also asked if the name of the taper should be lane closure taper or merging taper. The answer is merging taper.

There was also a question about the combining of information on the merging taper and the lane shift taper in a single drawing (801-TCDV-03). The decision was made to withdraw this drawing only and make revisions.

Mr. Andrews commented on the use of "loop sealant" in one of the drawings. He said that the spec book references loop detector sealant, sealant, and joint sealant. There should be some consistency.

It was requested that Mr. Broz work with Mr. Boruff to determine the best wording for this.

Item No. 07 04/15/10 (2010 SS) (contd.)
 Mr. Boruff
 Date: 04/15/10

COMMENTS AND ACTION

(CONTINUED)

~~REVISION TO 801-TCDV-03 MERGING OR SHIFTING TAPER (WITHDRAWN)~~
 REVISION TO 805-SGCO-04A SIGNAL INDICATION MOUNTED ON STEEL POLE
 REVISION TO 805-SGCO-04B SIGNAL INDICATION MOUNTED ON WOOD POLES
 REVISION TO 805-SGLI-02 TRAFFIC SIGNAL LOOP INSTALLATION
 REVISION TO 805-SGLI-06 TRAFFIC SIGNAL LOOP INSTALLATION
 REVISION TO FIGURE 46-4M CHANNELIZED LEFT-TURN LANE FOR 2-LANE HIGHWAY
 REVISION TO FIGURE 76-2B LONGITUDINAL TAPER RATE AND LENGTH

Motion: Mr. Boruff Second: Mr. Cales Ayes: 8 Nays: 0	Action: <input type="checkbox"/> Passed as Submitted <input checked="" type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn
Standard Specifications Sections affected: NONE Recurring Special Provision cross-references: NONE Standard Sheets affected: 801-TCDV-03 805-SGCO-04A 805-SGCO-04B 805-SGLI-02 805-SGLI-06 Design Manual Sections affected: FIGURE 46-4M, FIGURE 76-2B. GIFE Sections cross-references: NONE	<input type="checkbox"/> 20 Standard Specifications Book <input type="checkbox"/> Create RSP (No. <input type="text"/>) Effective <input type="text"/> Letting RSP Sunset Date: <input type="text"/> <input type="checkbox"/> Revise RSP (No. <input type="text"/>) Effective <input type="text"/> Letting RSP Sunset Date: <input type="text"/> Standard Drawing Effective <u>Sep.01, 2010</u> <input type="checkbox"/> Create RPD (No. <input type="text"/>) Effective <input type="text"/> Letting <input type="checkbox"/> Technical Advisory GIFE Update Req'd.? Y <input type="checkbox"/> N <input type="checkbox"/> By <input type="text"/> Addition or <input type="text"/> Revision Frequency Manual Update Req'd? Y <input type="checkbox"/> N <input type="checkbox"/> By <input type="text"/> Addition or <input type="text"/> Revision Received FHWA Approval? <input checked="" type="checkbox"/>

RECURRING PLAN DETAILS

REVISION TO THE RECURRING PLAN DETAILS

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Guardrail transition TGS-1 approach to a bridge with three-beam side-mounted railing's post spacing is in error. Recurring Plan Detail E 706-B-140d, page 3 of 3, shows the distance from the bridge joint to the first bridge-railing post to be 6 in. maximum. Anchor bolts are required to connect the railing posts to the bridge coping. The bolts must be embedded 2'-10" into the bridge deck. For a structure of greater than 9 deg skew, the inside end of the anchor bolt for the post closest to the joint will penetrate the bridge approach.

PROPOSED SOLUTION: Change the 6-in. max. dimension to a range of 9 in. through 3'-1/2". This range will permit this anchor bolt's embedment into the bridge slab for up to a 45-deg skew, but it will also keep the post spacing at a maximum of 6'-3".

APPLICABLE STANDARD SPECIFICATIONS: none

APPLICABLE STANDARD DRAWINGS: Recurring Plan Detail 706-B-140d

APPLICABLE DESIGN MANUAL SECTION: 61-6.04

APPLICABLE SECTION OF GIFE: 5.25

Submitted By: Anne Rearick

Title: Manager, Office of Structural Services

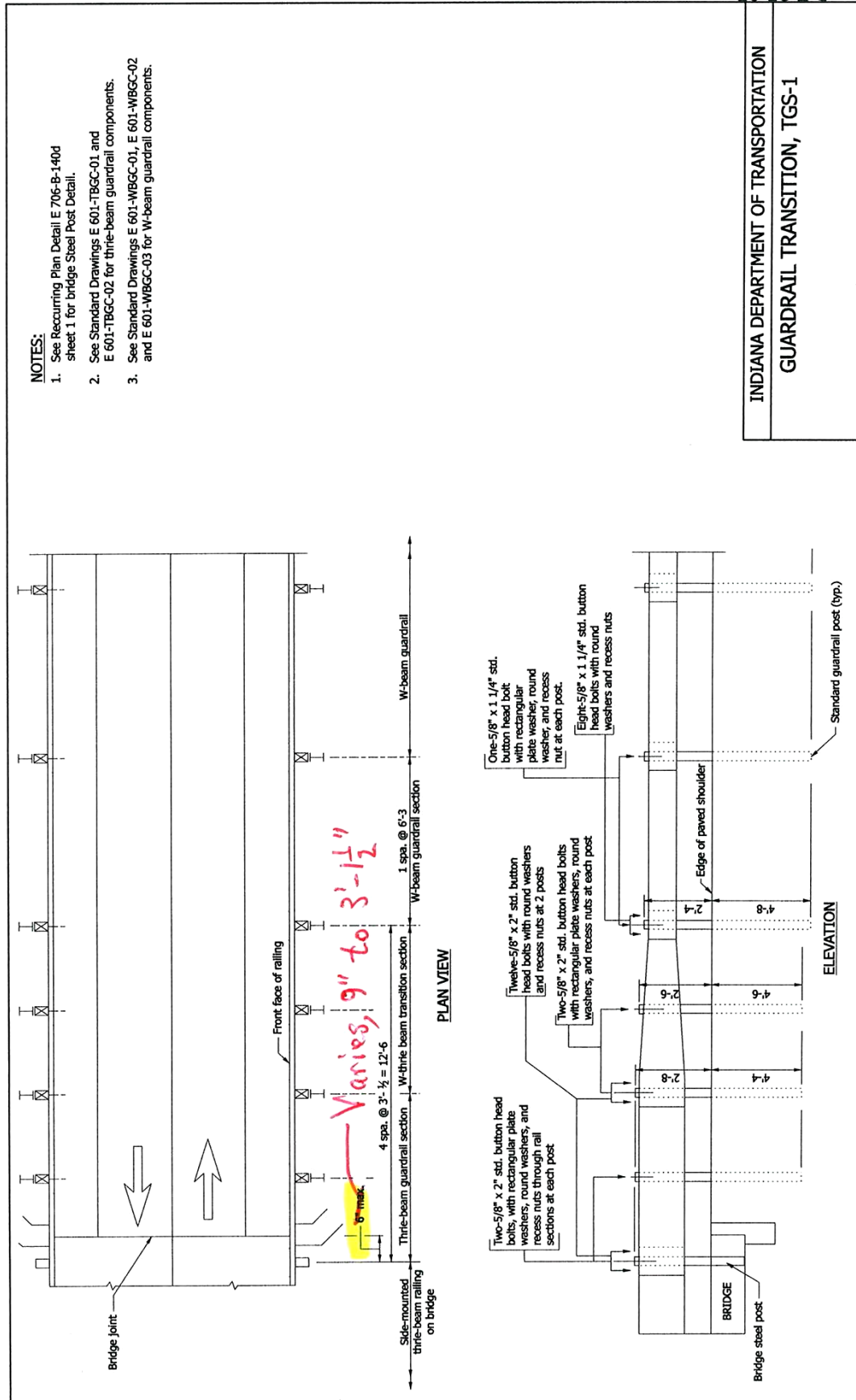
Organization: INDOT

Phone Number: 232-6775

Date: 3-31-10

REVISION TO THE RECURRING PLAN DETAILS

PROPOSED REVISION TO RECURRING PLAN DETAILS 706-B-140d GUARDRAIL
 TRANSITION, TGS-1 (PAGE 3)



R-7-25-05

INDIANA DEPARTMENT OF TRANSPORTATION
 GUARDRAIL TRANSITION, TGS-1

COMMENTS AND ACTION

REVISION TO RECURRING PLAN DETAILS PROPOSED REVISION TO RECURRING PLAN
 DETAILS 706-B-140d GUARDRAIL TRANSITION, TGS-1 (PAGE 3)

DISCUSSION: Ms. Rearick explained the need to the change to the standard
 drawing: any skew over 9° would cause the anchor bolt for a side mounted
 guardrail post to go through the bridge slab into the approach.

Motion: Ms. Rearick Second: Mr. Keefer Ayes: 8 Nays: 0	Action: <input checked="" type="checkbox"/> Passed as Submitted <input type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn
Standard Specifications Sections affected: NONE	<input type="checkbox"/> 20 Standard Specifications Book <input type="checkbox"/> Create RSP (No. <input type="text"/>) Effective <input type="text"/> Letting RSP Sunset Date: <input type="text"/>
Recurring Plan Details affected: 706-B-140d GUARDRAIL TRANSITION, TGS-1	<input type="checkbox"/> Revise RSP (No. <input type="text"/>) Effective <input type="text"/> Letting RSP Sunset Date: <input type="text"/>
Standard Sheets affected: NONE	Standard Drawing Effective <u>Sep.01, 2010</u> <input type="checkbox"/> Create RPD (No. <input type="text"/>) Effective <input type="text"/> Letting <input type="checkbox"/> Technical Advisory
Design Manual Sections affected: IDM 61-6.04	GIFE Update Req'd? Y <input type="checkbox"/> N <input type="checkbox"/> By <input type="text"/> Addition or <input type="text"/> Revision
GIFE Sections cross-references: Section 5.25	Frequency Manual Update Req'd? Y <input type="checkbox"/> N <input type="checkbox"/> By <input type="text"/> Addition or <input type="text"/> Revision Received FHWA Approval? <input checked="" type="checkbox"/>