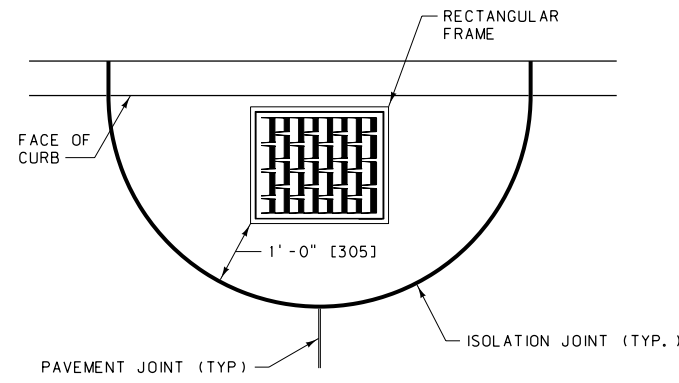
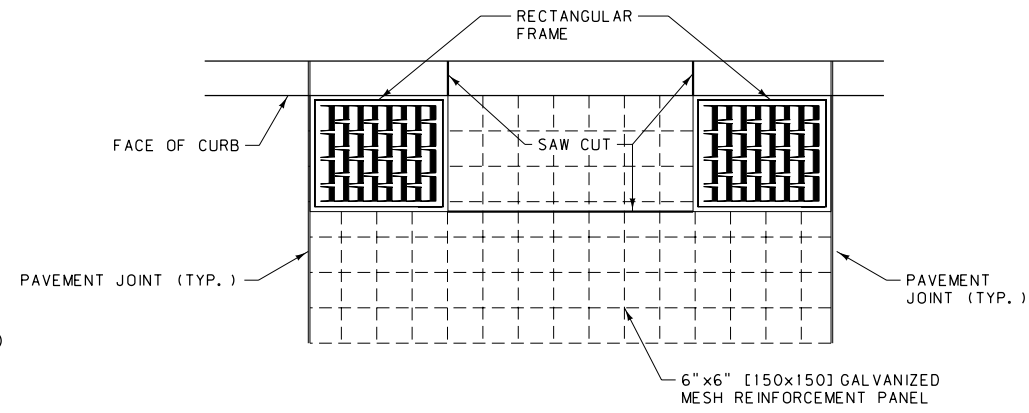


UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

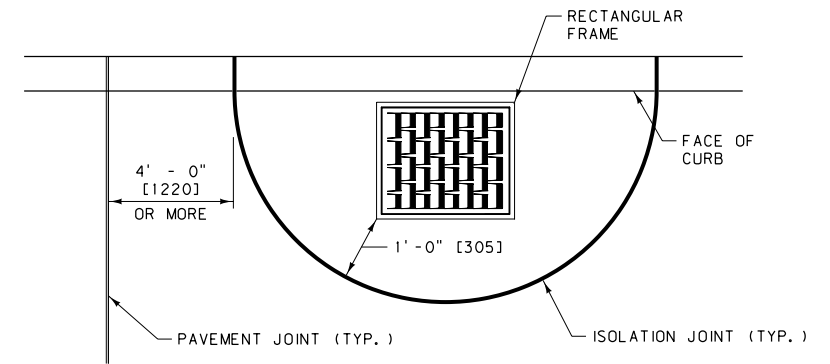
DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 501	DWG. NO. 501-00
PCCP JOINTS	
EFFECTIVE: SEPTEMBER 2014	
MONTANA DEPARTMENT OF TRANSPORTATION	



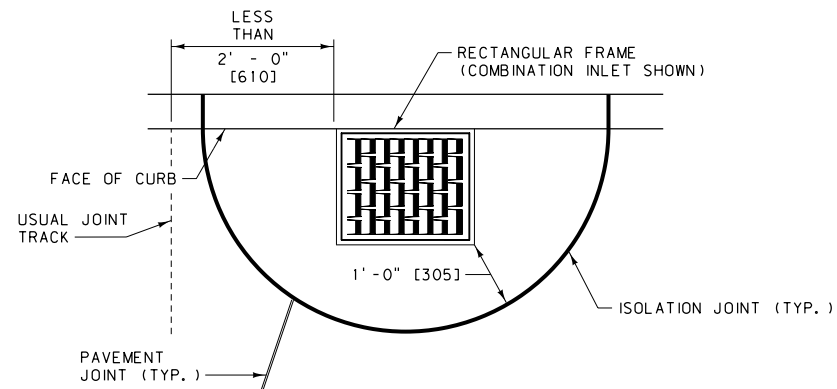
CONDITION A



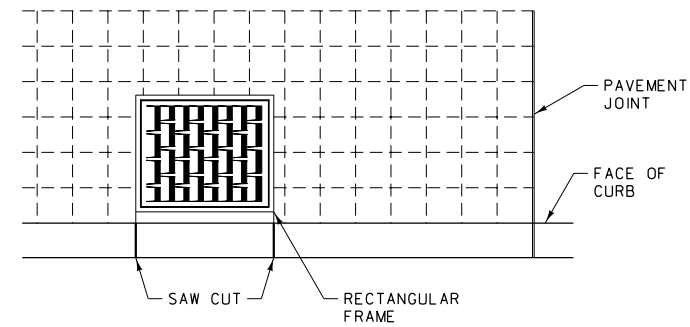
CONDITION B
NOTE: USE CONDITION B
WHEN MULTIPLE INLETS ARE
PRESENT IN ONE PANEL



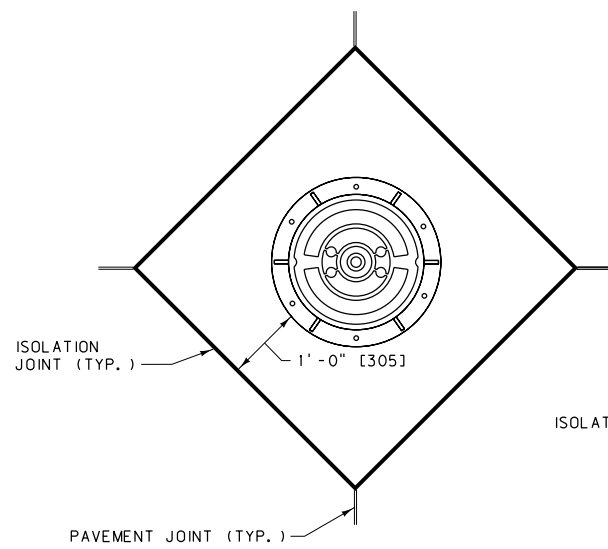
CONDITION C
(SHOULDER USE ONLY)



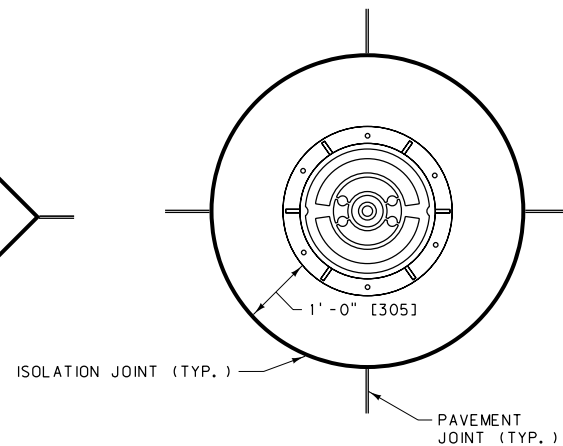
CONDITION D



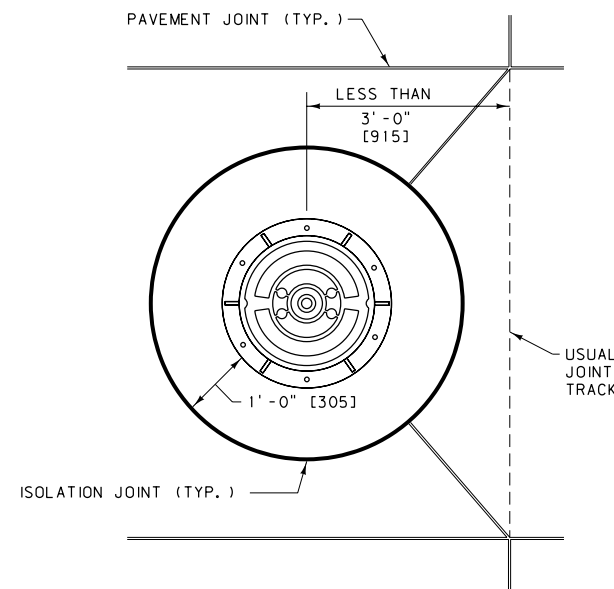
CONDITION F
NOTE: USE CONDITION
F ONLY IF CONDITIONS
C OR D CANNOT BE USED
DUE TO INLET PLACEMENT



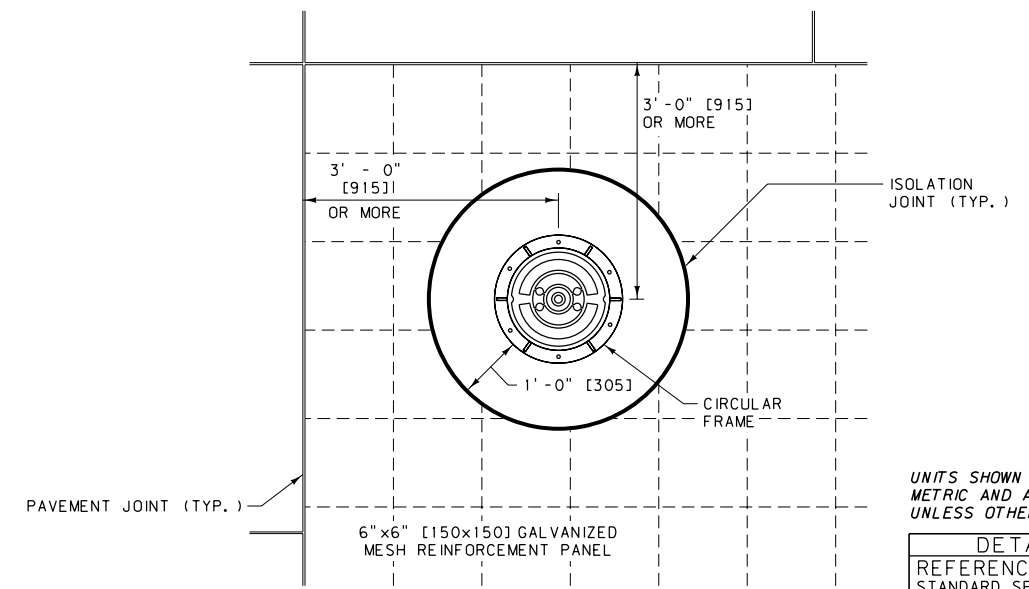
CONDITION G



CONDITION H



CONDITION I



CONDITION J

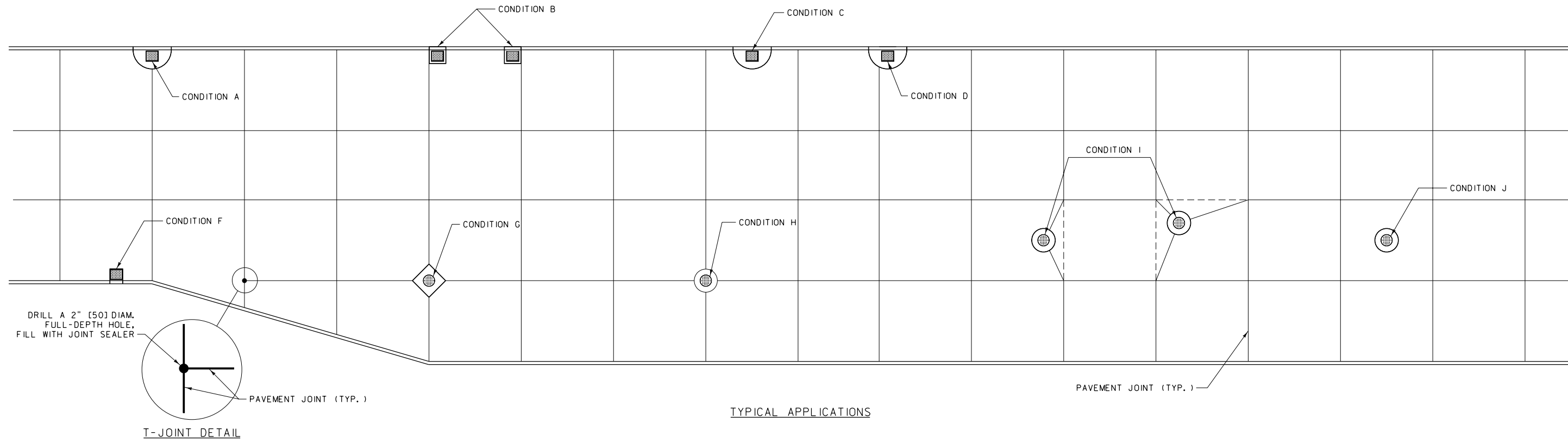
UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 501	DWG. NO. 501-05

PCCP ISOLATION JOINTS

EFFECTIVE: SEPTEMBER 2014

MDT MONTANA DEPARTMENT OF TRANSPORTATION



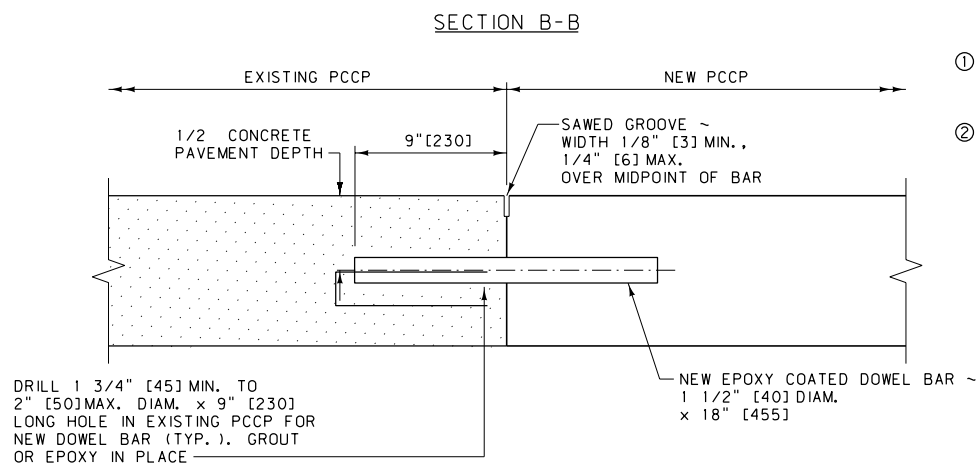
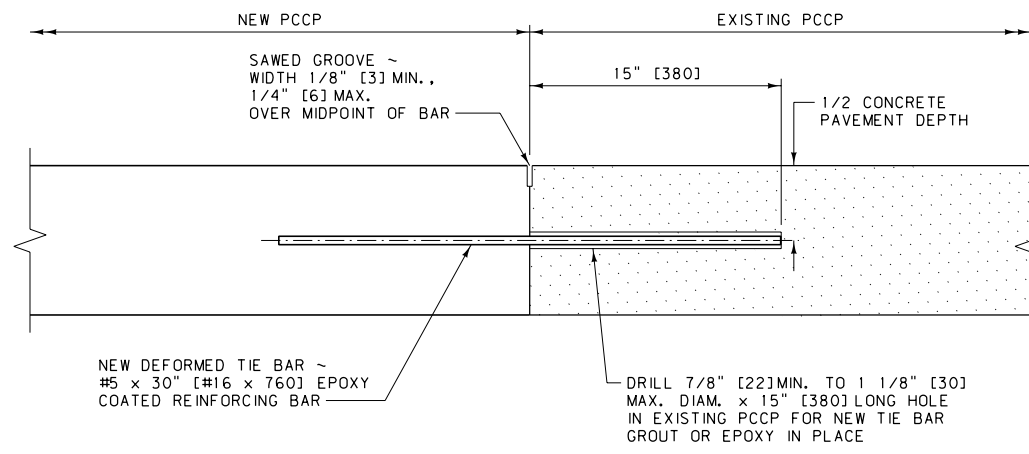
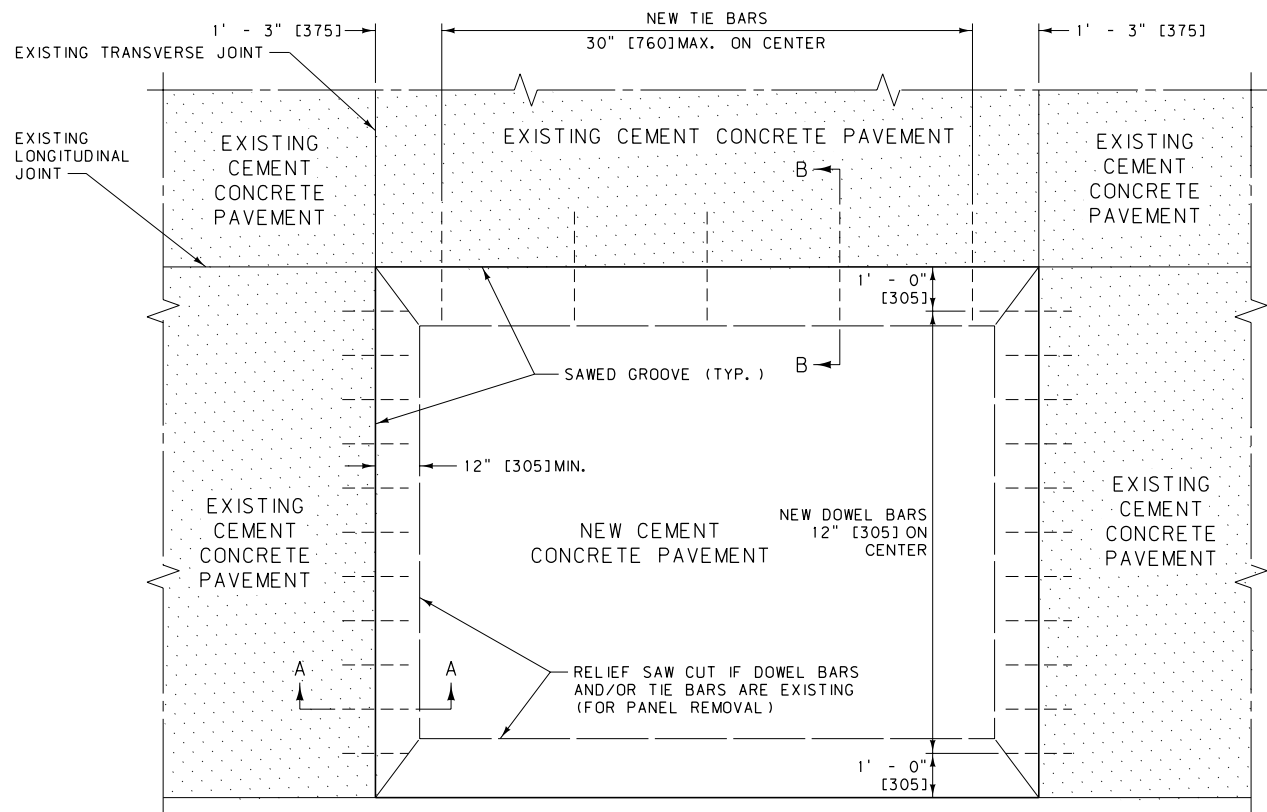
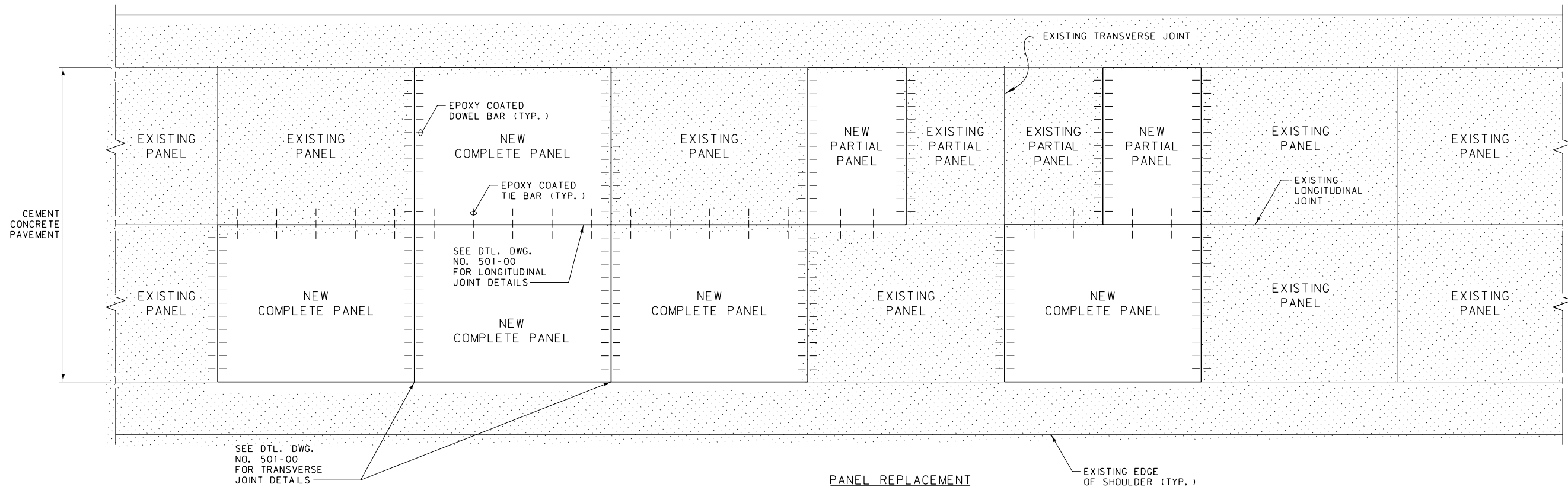
TYPICAL ISOLATION JOINT GUIDELINES		
CONDITION	FEATURE	DISTANCE FROM NEAREST PAVEMENT JOINT
A	DROP OR CURB INLET	-----
B	DROP OR CURB INLET	-----
C	DROP OR CURB INLET	EDGE OF ISOLATION JOINT > 4 FT [1220] FROM JOINT
D	DROP OR CURB INLET	EDGE OF INLET < 2 FT [610] FROM JOINT
F	DROP OR CURB INLET	> 4 FT [1220] FROM JOINT
G	MANHOLE	-----
H	MANHOLE	-----
I	MANHOLE	CENTER OF MANHOLE < 3 FT [915] FROM JOINT
J	MANHOLE	CENTER OF MANHOLE > 3 FT [915] FROM JOINT

UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 501	DWG. NO. 501-10

PCCP ISOLATION JOINTS

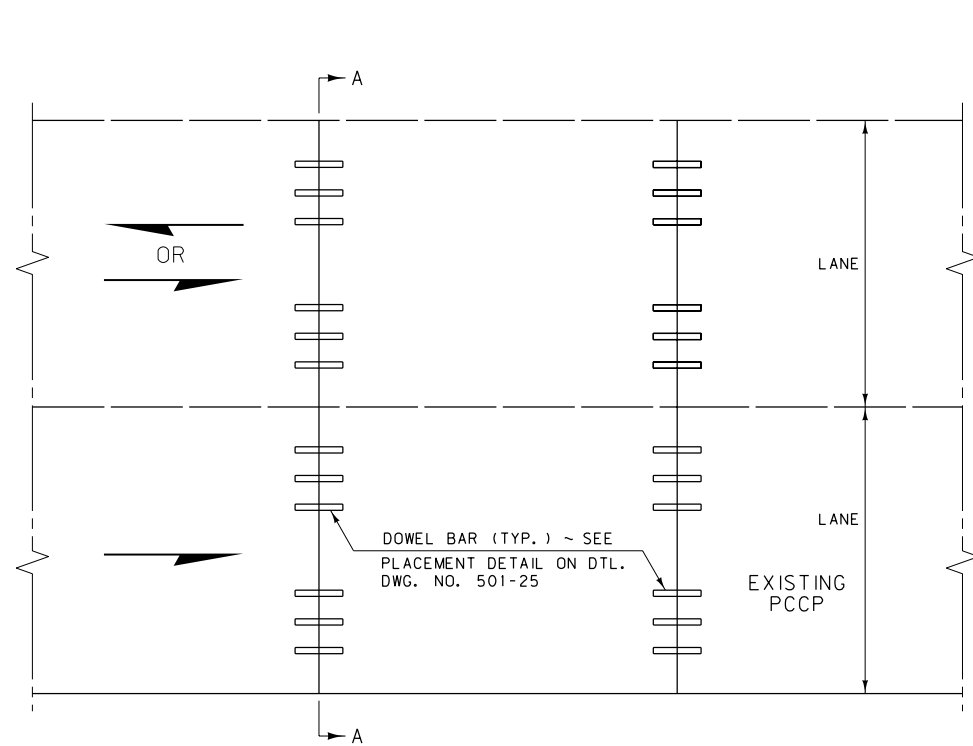
EFFECTIVE: SEPTEMBER 2014



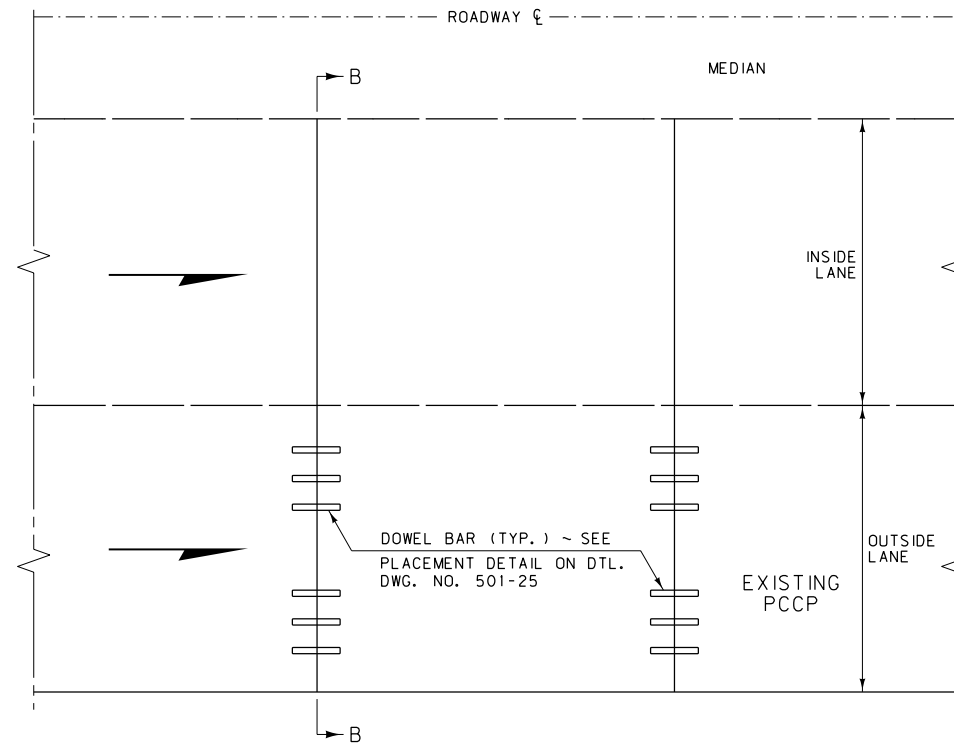
- NOTES:
- ① INSTALL TIE BARS ALONG LONGITUDINAL JOINTS BETWEEN PANEL REPLACEMENT AND EXISTING PCCP. TIE BARS ARE NOT INSTALLED BETWEEN PCCP PAVEMENT AND PMS SHOULDERS.
 - ② PLACE NEW DOWEL BARS BETWEEN EXISTING DOWEL BARS. DO NOT PLACE ANY DOWEL BARS CLOSER THAN 1' - 0" [305] FROM EDGE OF CONCRETE PANEL.

UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

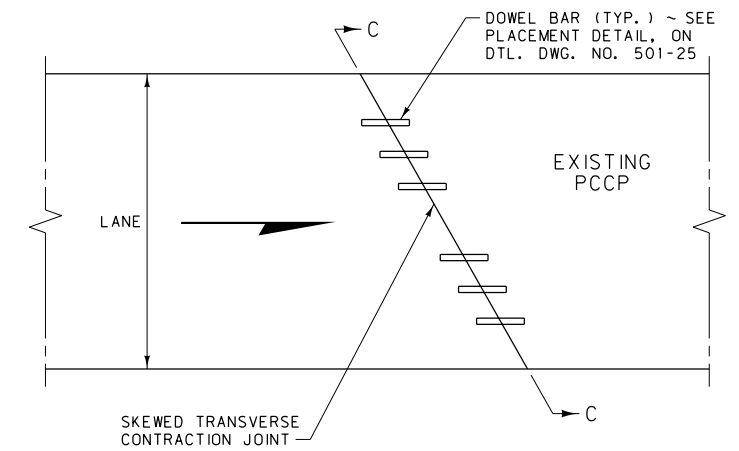
DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 501	DWG. NO. 501-15



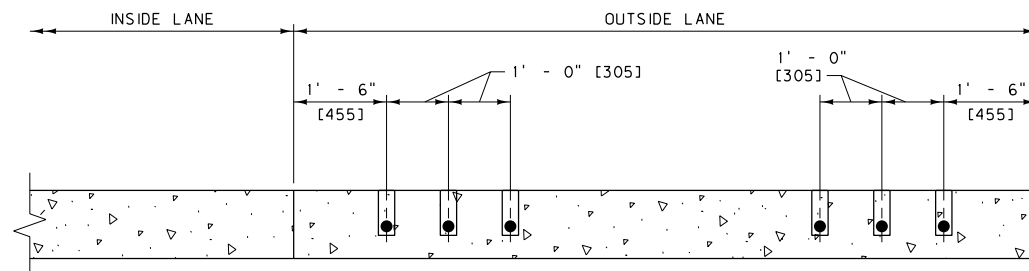
DOWEL BAR RETROFIT
 FOR TWO LANE DIVIDED HIGHWAY (ONE WAY TRAFFIC)
 FOR EACH LANE IN UNDIVIDED HIGHWAY (TWO WAY TRAFFIC)



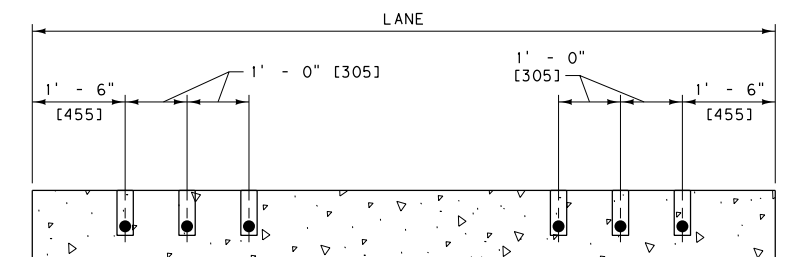
DOWEL BAR RETROFIT FOR ONE LANE
 DIVIDED HIGHWAY (ONE WAY TRAFFIC)



SKEWED JOINT DETAIL

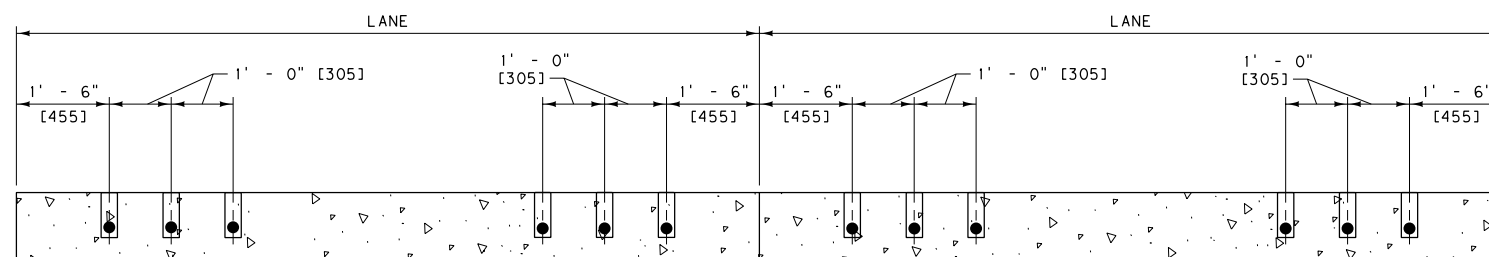


SECTION B-B



SECTION C-C

ALL DIMENSIONS PERPENDICULAR TO DIRECTION OF TRAVEL



SECTION A-A

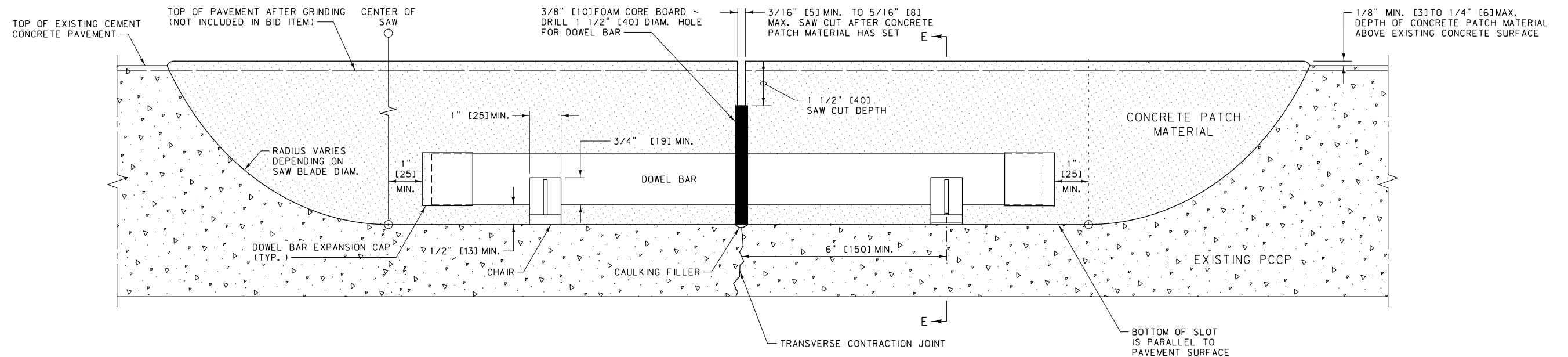
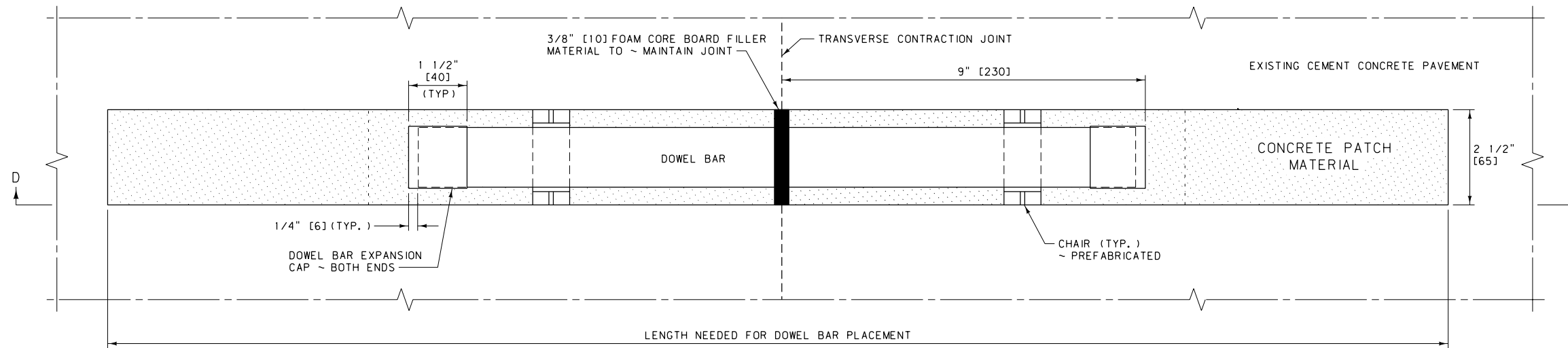
UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 501	DWG. NO. 501-20

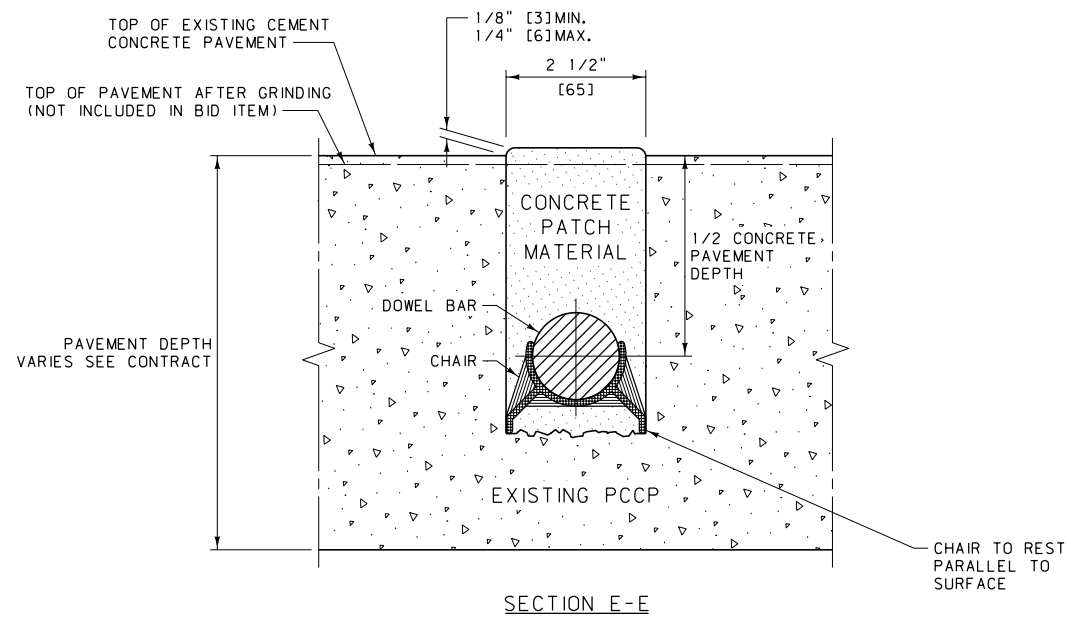
DOWEL BAR RETROFIT FOR PCCP

EFFECTIVE: SEPTEMBER 2014

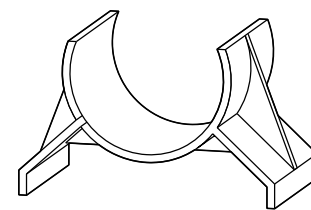




SECTION D-D
DOWEL BAR PLACEMENT DETAIL



SECTION E-E



CHAIR DETAIL

NOTE: USE PLASTIC CHAIR OR AS APPROVED BY PROJECT MANAGER

UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 501	DWG. NO. 501-25

DOWEL BAR RETROFIT FOR PCCP

EFFECTIVE: SEPTEMBER 2014

MDT MONTANA DEPARTMENT OF TRANSPORTATION