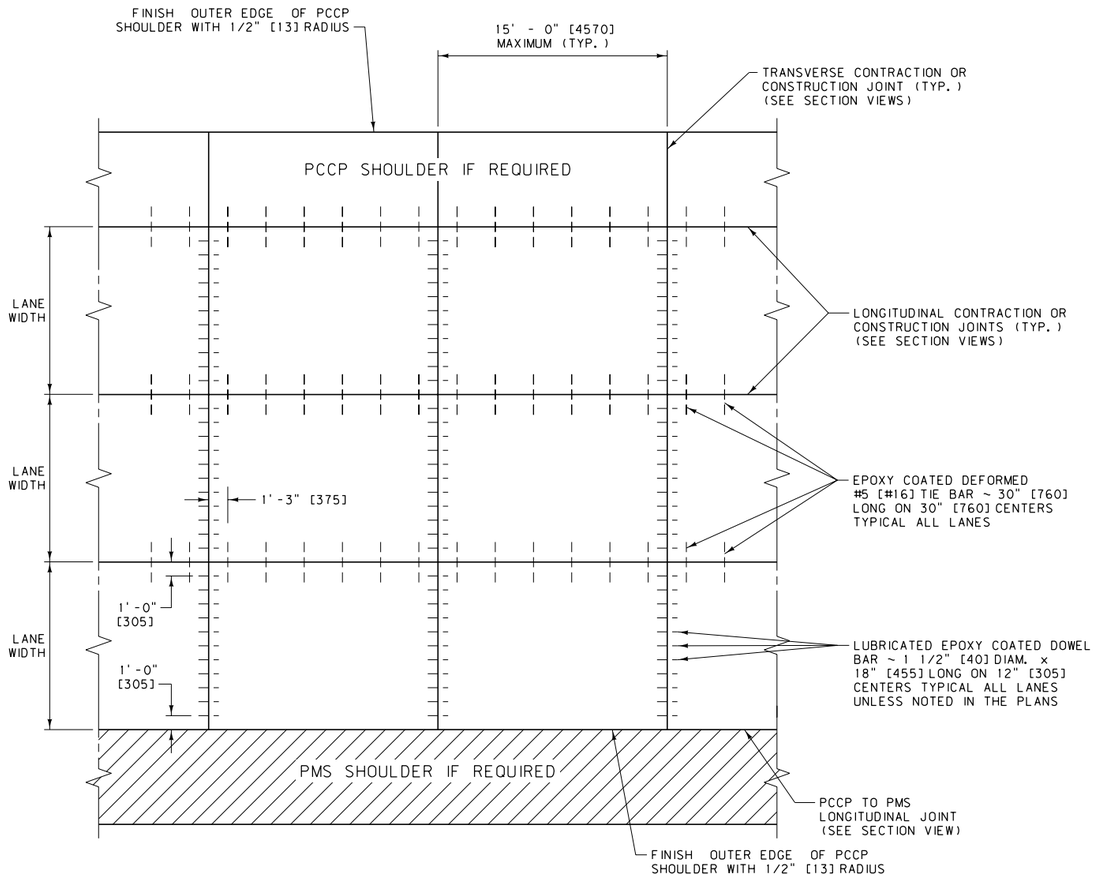
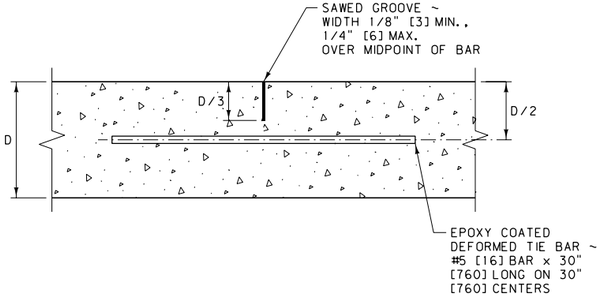
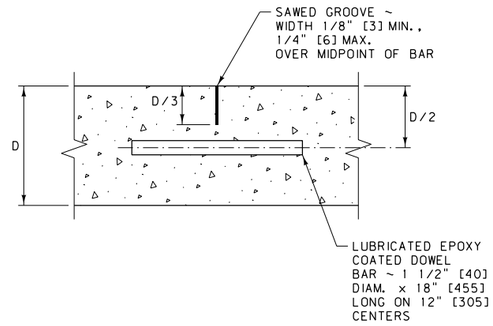




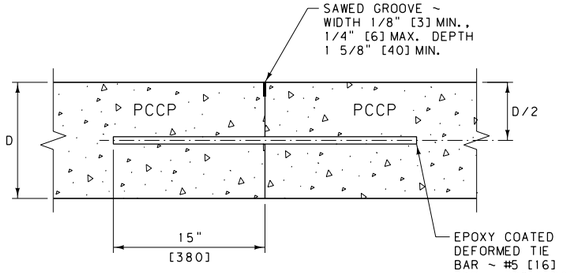
LONGITUDINAL CONTRACTION JOINT

SECTION VIEW



TRANSVERSE CONTRACTION JOINT

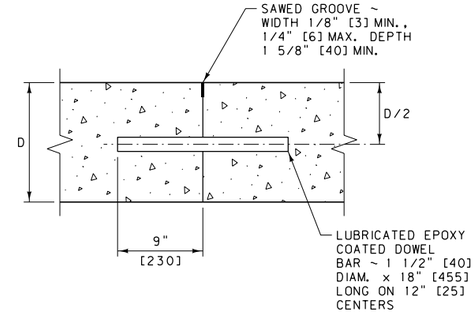
SECTION VIEW



PCCP TO PCCP LONGITUDINAL CONSTRUCTION JOINT

SECTION VIEW

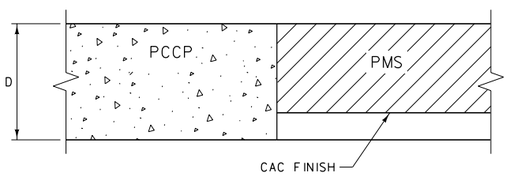
NOTE: SEE DTL. DWG. NO. 501-15 FOR BAR PLACEMENT WITH EXISTING PCCP



TRANSVERSE CONSTRUCTION JOINT

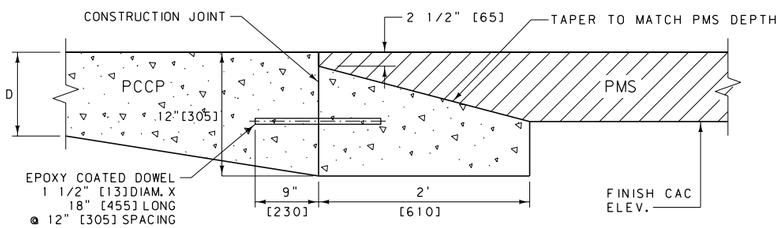
SECTION VIEW

NOTE: SEE DTL. DWG. NO. 501-15 FOR BAR PLACEMENT WITH EXISTING PCCP



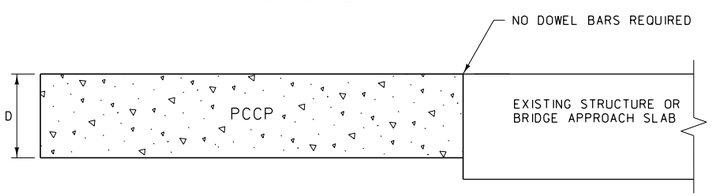
PCCP TO PMS LONGITUDINAL JOINT

SECTION VIEW



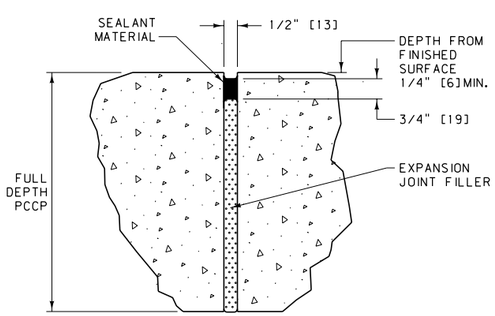
PMS TRANSVERSE TRANSITION DETAIL

ELEVATION VIEW

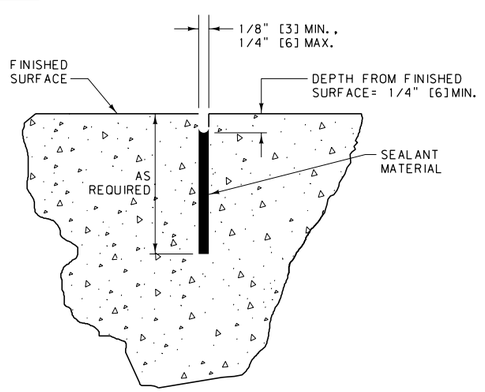


EXISTING APPROACH SLAB TRANSITION DETAIL

ELEVATION VIEW



ISOLATION JOINT

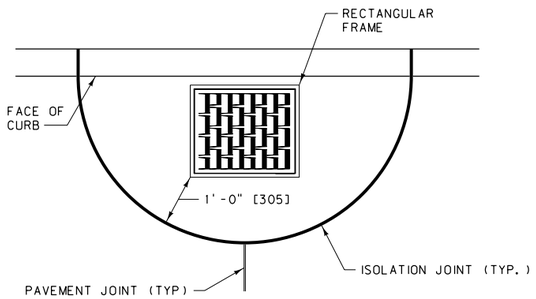


SAWED JOINT

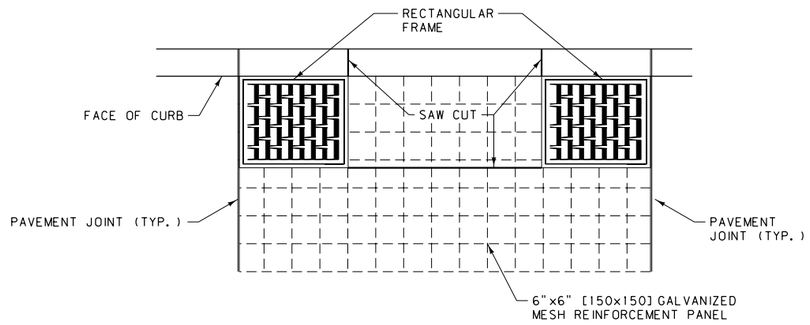
UNITS SHOWN IN BRACKETS [] ARE METRIC AND ARE IN MILLIMETERS (mm) UNLESS OTHER UNITS ARE SHOWN.

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

MDT MONTANA DEPARTMENT OF TRANSPORTATION

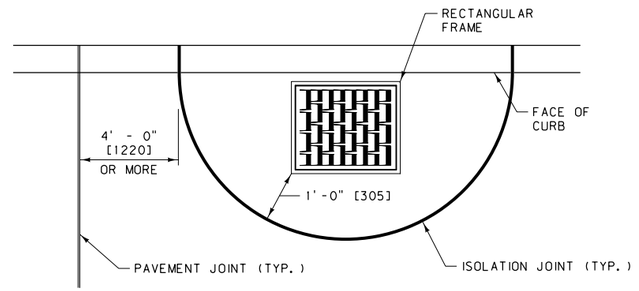


CONDITION A



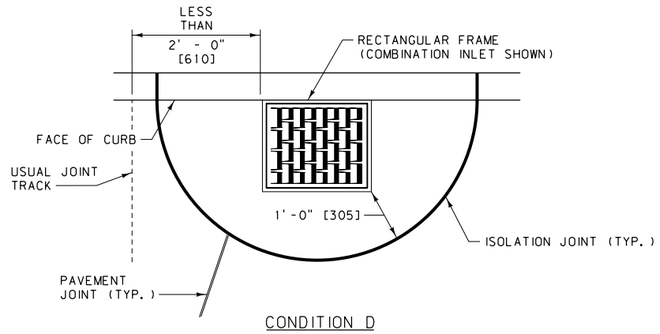
CONDITION B

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

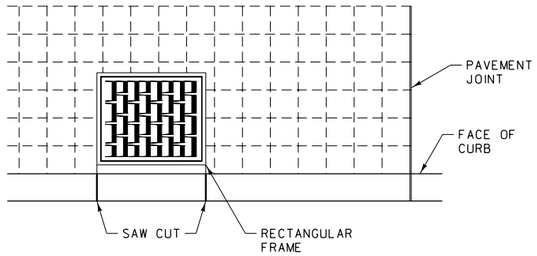


CONDITION C

(SHOULDER USE ONLY)

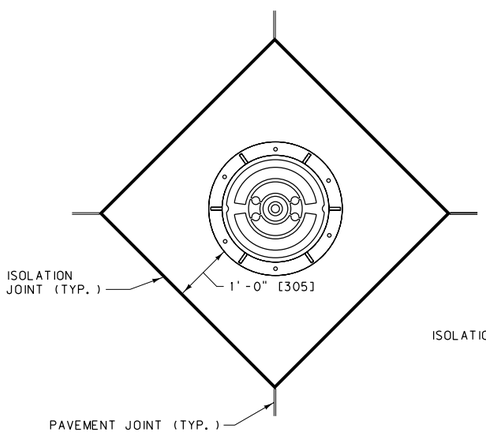


CONDITION D

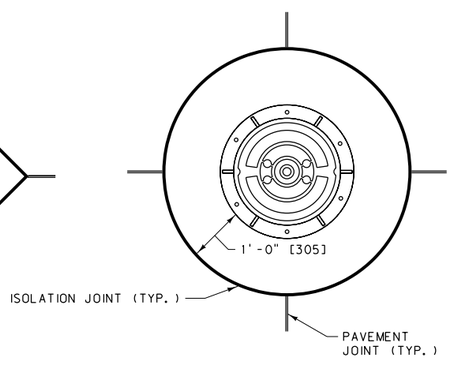


CONDITION F

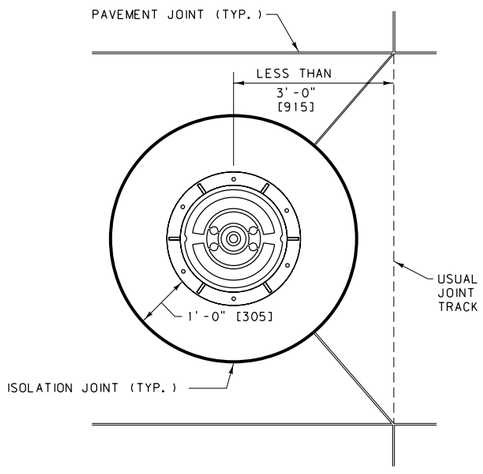
NOTE: USE CONDITION F ONLY IF CONDITIONS C OR D CANNOT BE USED DUE TO INLET PLACEMENT



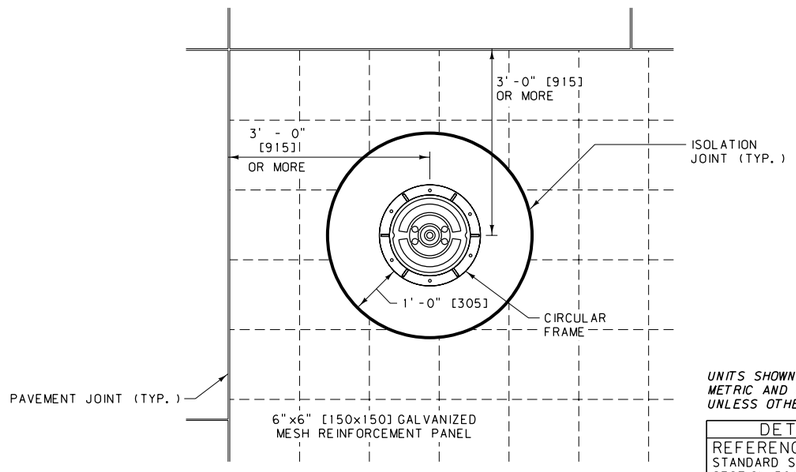
CONDITION G



CONDITION H



CONDITION I



CONDITION J

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

DETAILED DRAWING

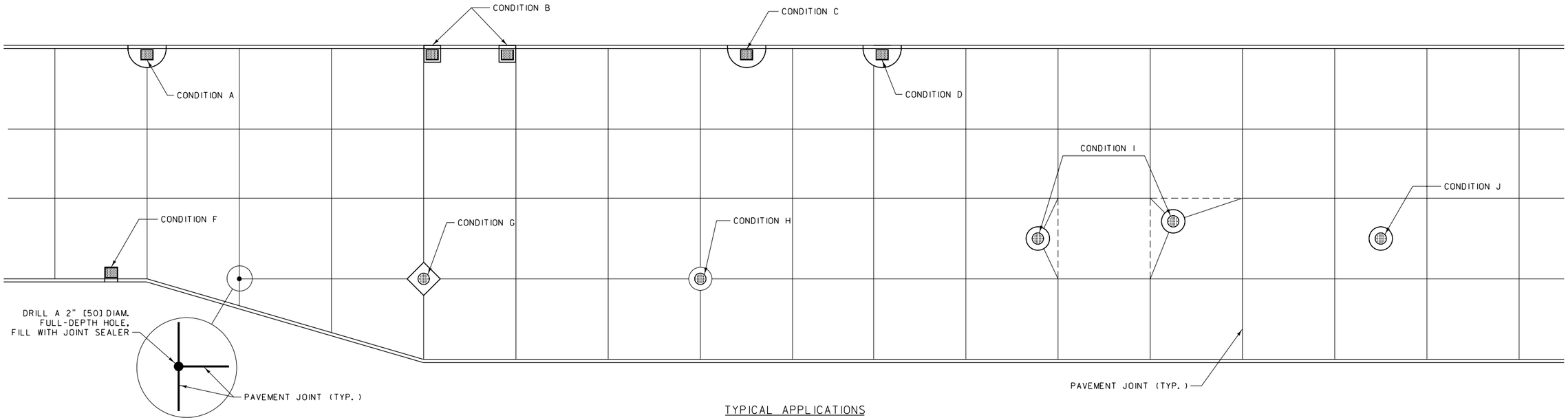
REFERENCE STANDARD SPEC. SECTION 501

DWG. NO. 501-05

PCCP ISOLATION JOINTS

EFFECTIVE: SEPTEMBER 2014

MDT MONTANA DEPARTMENT OF TRANSPORTATION



T-JOINT DETAIL

TYPICAL APPLICATIONS

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

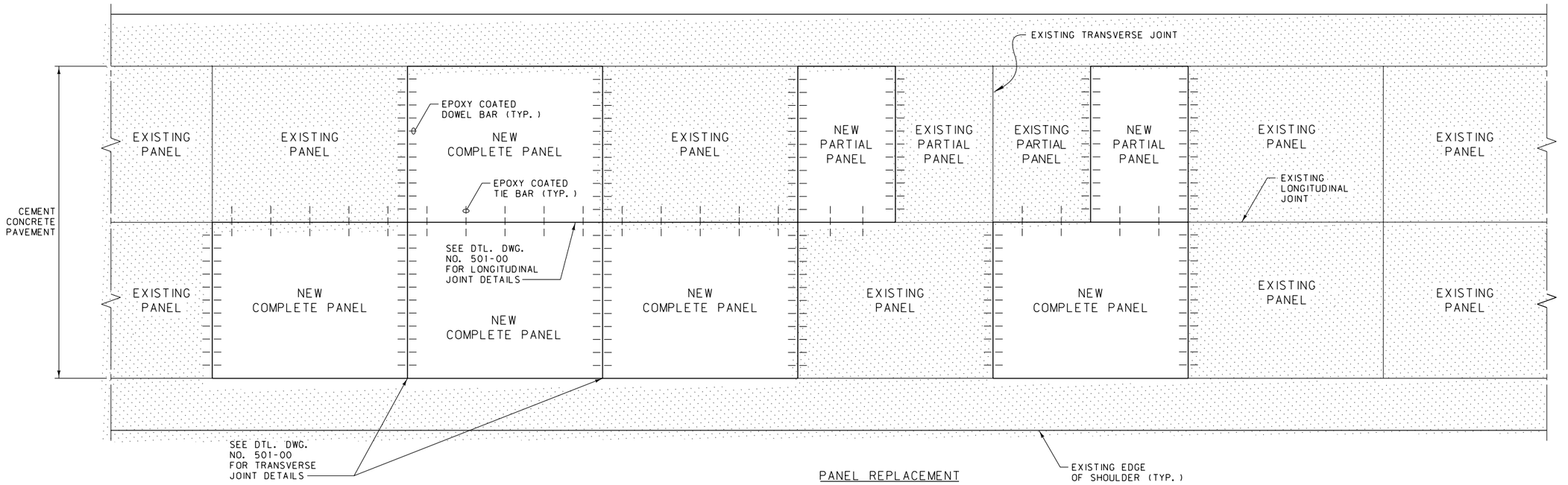
REFERENCE STANDARD SPEC. SECTION 501

DWG. NO. 501-10

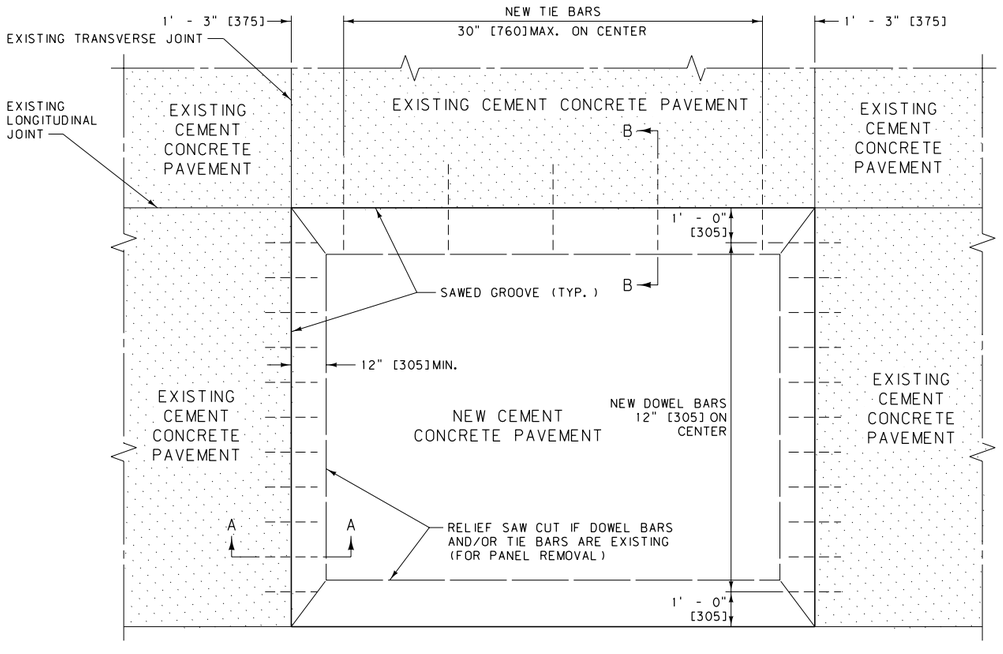
PCCP
ISOLATION JOINTS

EFFECTIVE: SEPTEMBER 2014

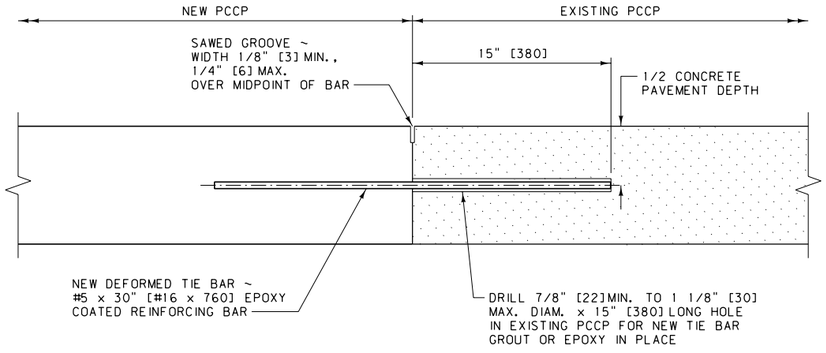
MDT MONTANA DEPARTMENT OF TRANSPORTATION



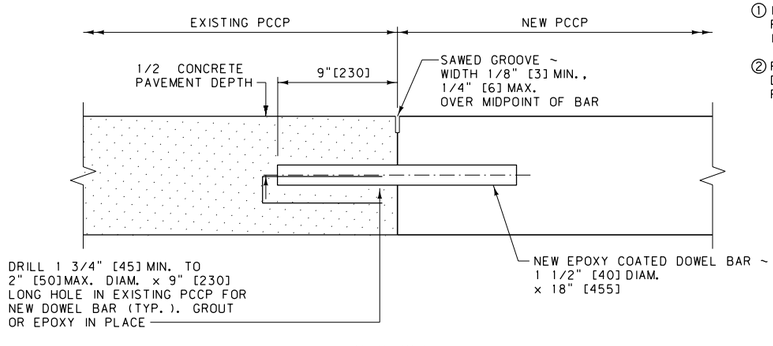
PANEL REPLACEMENT



PANEL REPLACEMENT DETAIL



SECTION B-B



SECTION A-A

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.

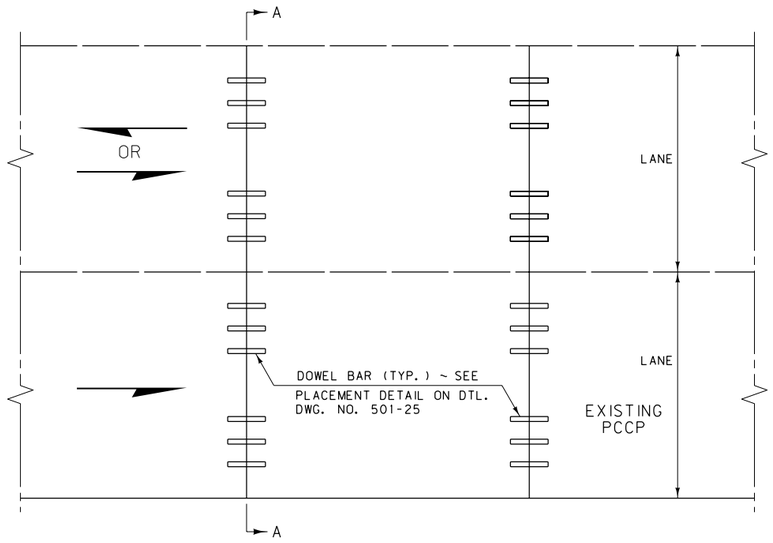
DETAILED DRAWING

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

PCCP REPAIR

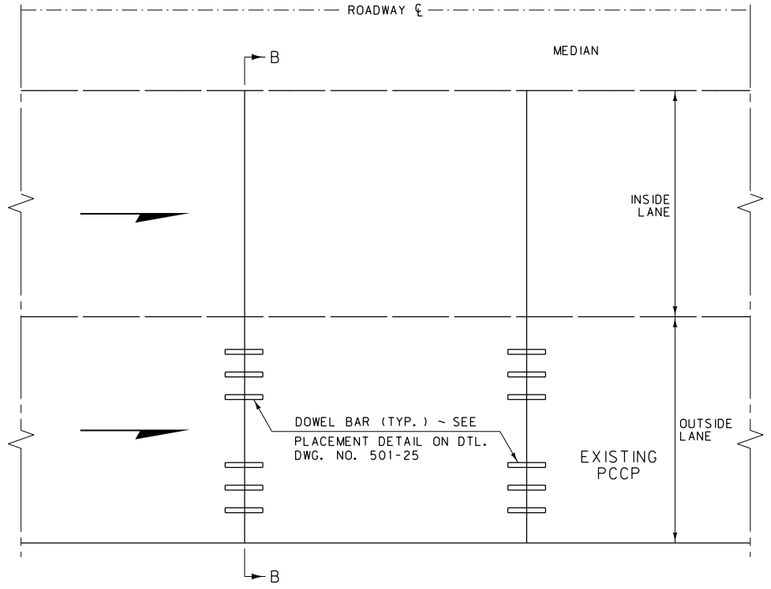
EFFECTIVE: SEPTEMBER 2014

MDT MONTANA DEPARTMENT OF TRANSPORTATION



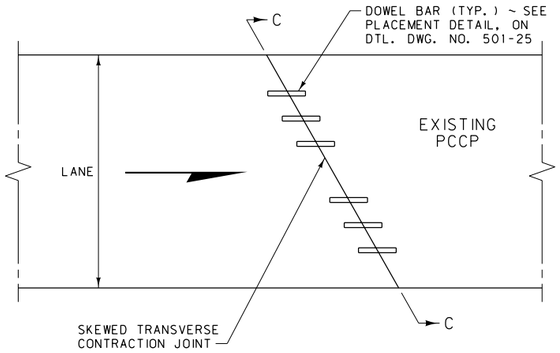
DOWEL BAR RETROFIT

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

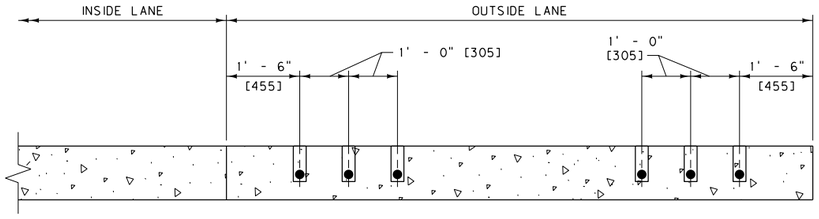


DOWEL BAR RETROFIT FOR ONE LANE

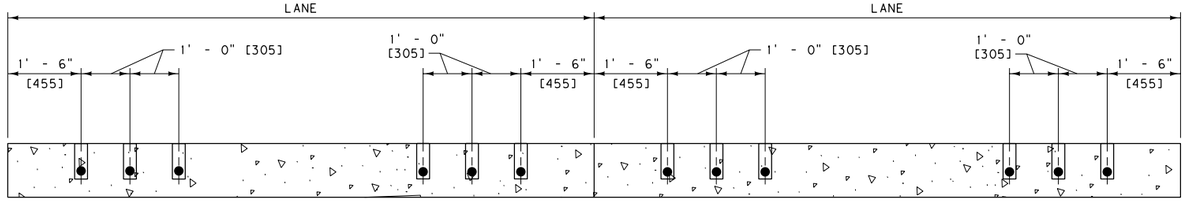
DIVIDED HIGHWAY (ONE WAY TRAFFIC)



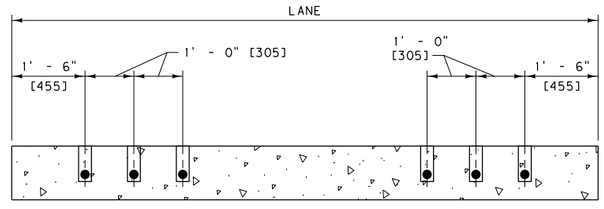
SKEWED JOINT DETAIL



SECTION B-B



SECTION A-A



SECTION C-C

ALL DIMENSIONS PERPENDICULAR TO DIRECTION OF TRAVEL

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

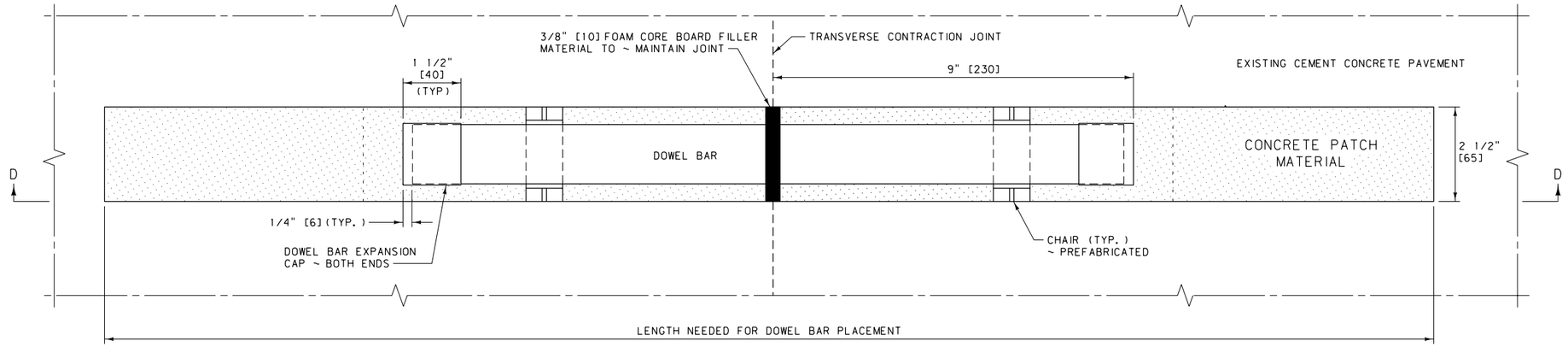
DETAILED DRAWING

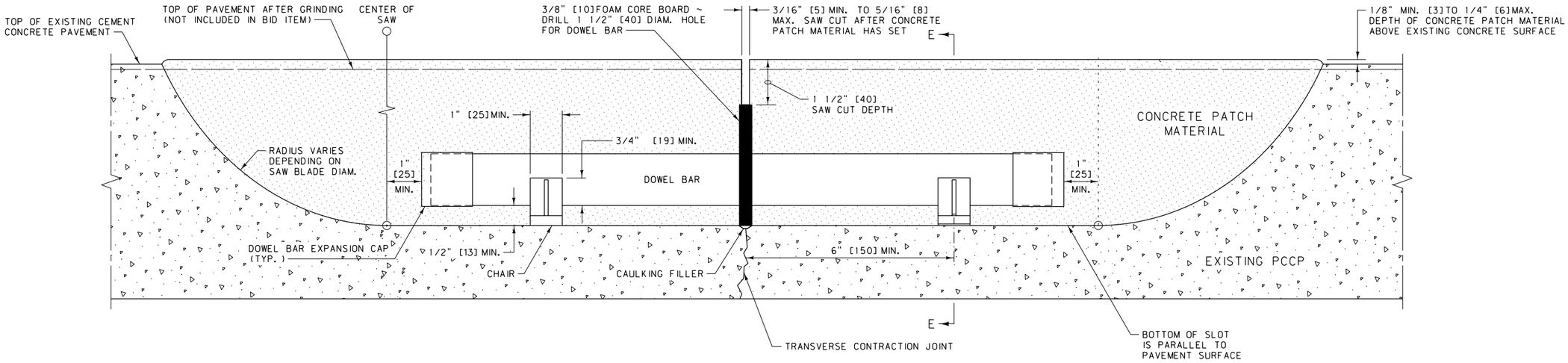
REFERENCE STANDARD SPEC. SECTION 501	DWG. NO. 501-20

DOWEL BAR RETROFIT FOR PCCP

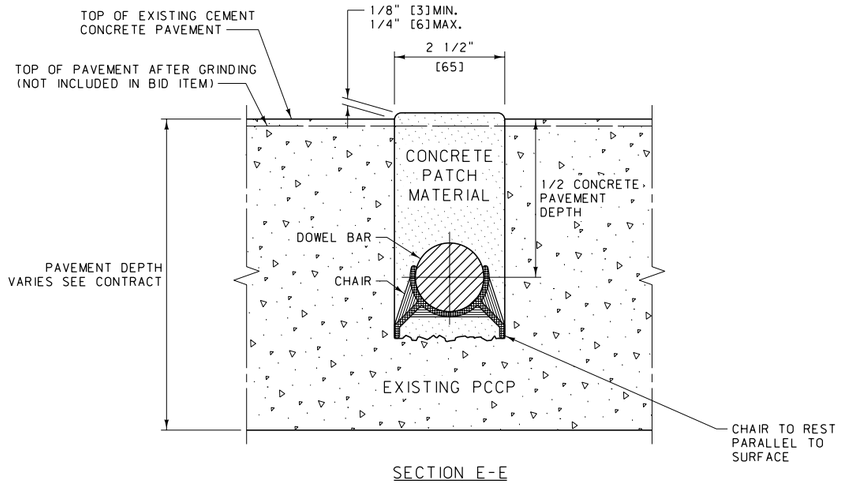
EFFECTIVE: SEPTEMBER 2014

MDT MONTANA DEPARTMENT OF TRANSPORTATION

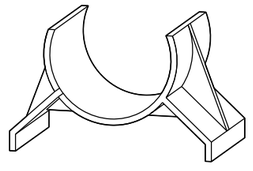




SECTION D-D
DOWEL BAR PLACEMENT DETAIL



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