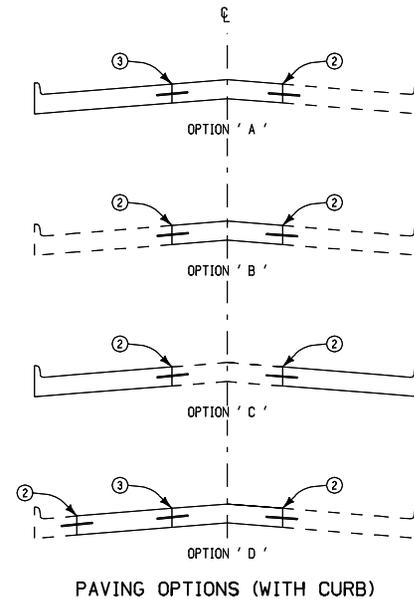


**OFFSETS FOR 14' CENTER SECTION OF PAVEMENT**

Distance From C	7'	6'	5'	4'	3'	2'	1'	0'	1'	2'	3'	4'	5'	6'	7'
(A) Inches	1 1/8	1 1/8	1 1/8	1 1/8	5/8	3/8	1/8	—	1/8	3/8	5/8	1 1/8	1 1/8	1 1/8	1 1/8
Feet	.130	.110	.090	.070	.050	.030	.010	—	.010	.030	.050	.070	.090	.110	.130
(B) Inches	—	1/8	3/8	5/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Feet	—	.010	.030	.050	.070	.090	.110	.130	.110	.090	.070	.050	.030	.010	—

**PER STATION PAVEMENT SECTION**

(W)	DESCRIPTION	SURFACE AREA (SQ. YDS.)
46.0'	CURB UNIT BOTH SIDES	511.11
44.0'	CURB UNIT ONE SIDE	488.89
42.0'	NO CURBS	466.67



Unless specified otherwise in the detail project plans it is the contractor's option to construct 46' PCC pavement in one of the following options:

- Option 'A' Pour center 14' lane with one 16.0' outside lane with integral curb then pour remaining 16.0' outside lane with integral curb.
- Option 'B' Pour center 14' lane then pour 16.0' outside lanes with integral curbs.
- Option 'C' Pour both 16.0' outside lanes with integral curbs then pour center 14' lane.
- Option 'D' Pour center 14' lane with one 12' lane then pour remaining 4.0' gutter section and 16.0' outside lane with integral curb.

**GENERAL NOTES:**

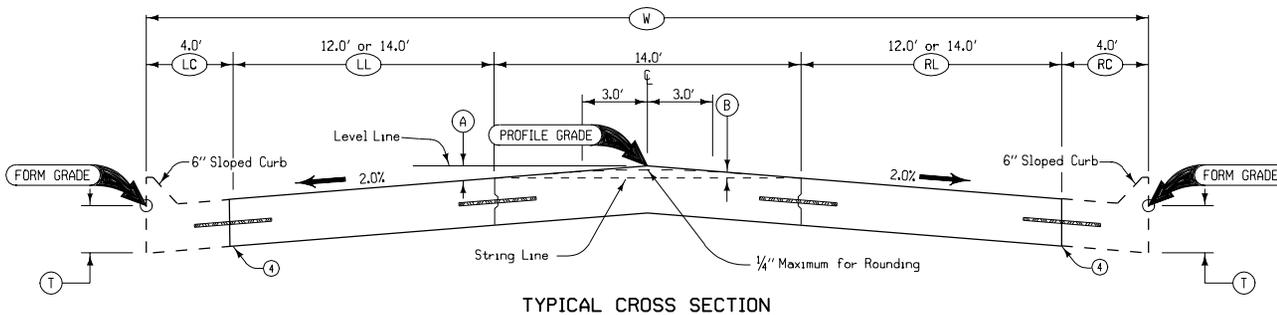
Details indicated on this plan are intended to illustrate the general requirements for Three-lane P.C. Concrete Pavements. The center lane is a continuous two-way left-turn lane.

Refer to Standard Road Plans RH-50, RH-51 and RH-52 for details of construction of joints in pavement. End of day's work joint and joint at bridge approach section shall be constructed perpendicular to center line. Transverse Joints will be 'CD' except when 'C' joints are specifically required as a part of detail project plans or when T is less than 8'.

Normal crown shall be a straight line sloped from the profile grade for the distance and rate indicated. This crown may be varied through superelevated curves and intersection areas where special shaping is required or other areas specifically authorized by the Engineer.

The price bid for "Standard or Slip-Form PCC Pavement" class and thickness as specified, including all required joints, shall be considered full compensation for the construction of pavement as detailed herein.

- ① Transverse joint spacing 20' (normal) for 'CD' joint. 15' (normal) for 'C' joint. For sections with curbs, no dowels in outside 4' of pavement.
- ② 'BT-1' Joint if pavement thickness is less than 8". 'KT-2' Joint, if pavement thickness is 8" or greater.
- ③ 'L-1' Joint if pavement thickness is less than 8". 'L-2' Joint, if pavement thickness is 8" or greater.
- ④ Optional joint. 'BT-1' Joint if pavement thickness is less than 8". 'KT-2' Joint, if pavement thickness is 8" or greater.



Iowa Department of Transportation  
Highway Division

**STANDARD ROAD PLAN RH-45E**

REVISION: NEW	REVISION NO. NEW
<i>William J. Sten</i>	REVISION DATE 10-02-01
APPROVED BY DESIGN METHODS ENGINEER	

**THREE LANE  
P. C. CONCRETE PAVEMENT  
(WITH 6" SLOPED CURB)**