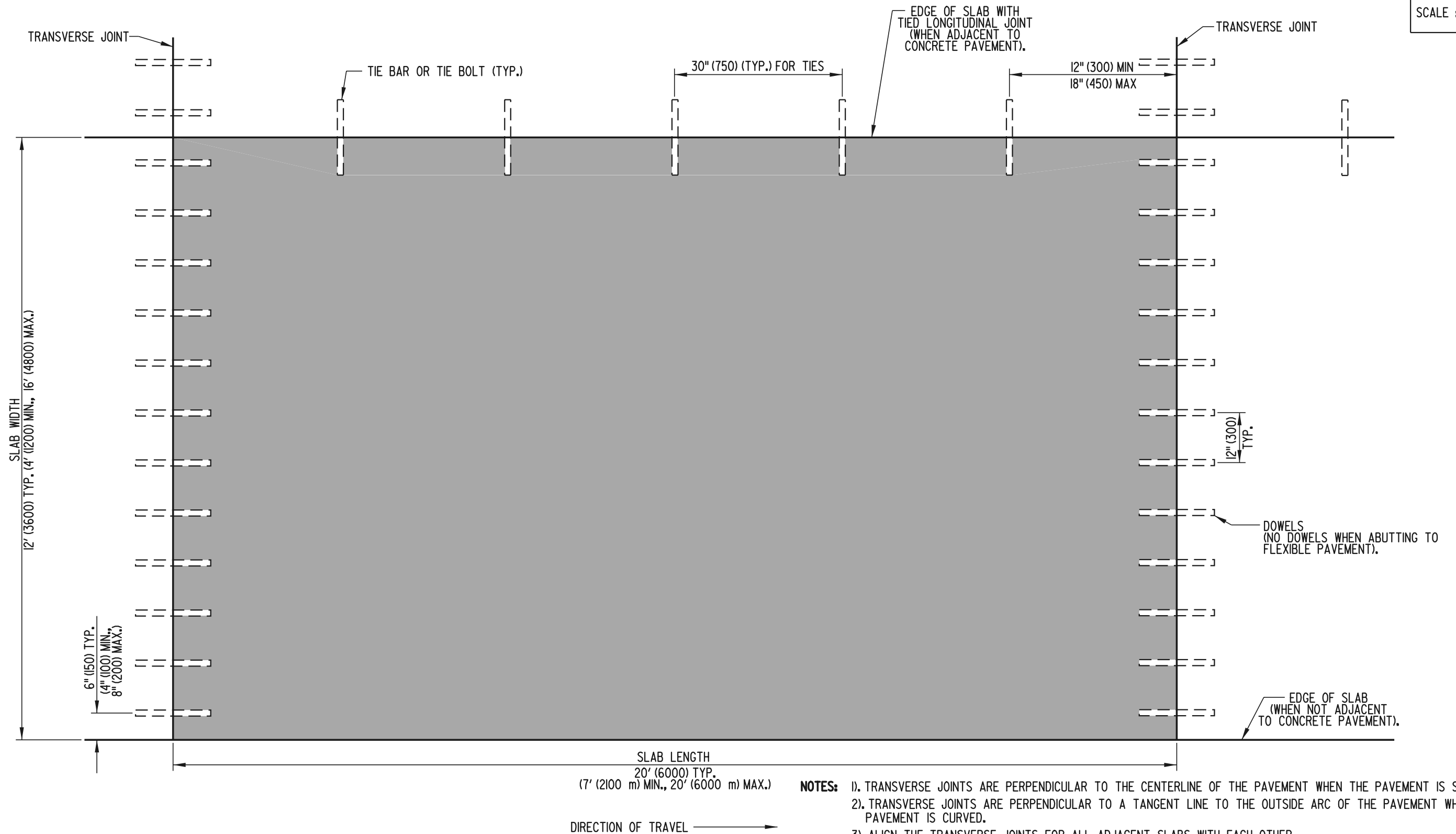



SCALE : N.T.S.



- NOTES:**
- 1). TRANSVERSE JOINTS ARE PERPENDICULAR TO THE CENTERLINE OF THE PAVEMENT WHEN THE PAVEMENT IS STRAIGHT.
 - 2). TRANSVERSE JOINTS ARE PERPENDICULAR TO A TANGENT LINE TO THE OUTSIDE ARC OF THE PAVEMENT WHEN THE PAVEMENT IS CURVED.
 - 3). ALIGN THE TRANSVERSE JOINTS FOR ALL ADJACENT SLABS WITH EACH OTHER.
 - 4). ABRUPT CHANGES IN PAVEMENT WIDTH MAY OCCUR ONLY AT THE TRANSVERSE JOINT LINE; LONGITUDINAL JOINTS SHALL BE CONTINUOUS WHENEVER POSSIBLE.
 - 5). LONGITUDINAL JOINTS SHOULD NOT BE LOCATED WITHIN PROPOSED WHEEL PATHS. THE WHEEL PATH IS GENERALLY LOCATED 2' (600) INSIDE OF THE LANE EDGELINE OR CENTERLINE.

SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)

 DELAWARE DEPARTMENT OF TRANSPORTATION	P.C.C. PAVEMENT			APPROVED <i>Ryan M. Harshbarger</i> 6/18/01 <small>CHIEF ENGINEER DATE</small>
	STANDARD NO. P-1 (2001)	SHT. 1	OF 5	RECOMMENDED <i>Michael R. [Signature]</i> 6/18/01 <small>DESIGN ENGINEER DATE</small>