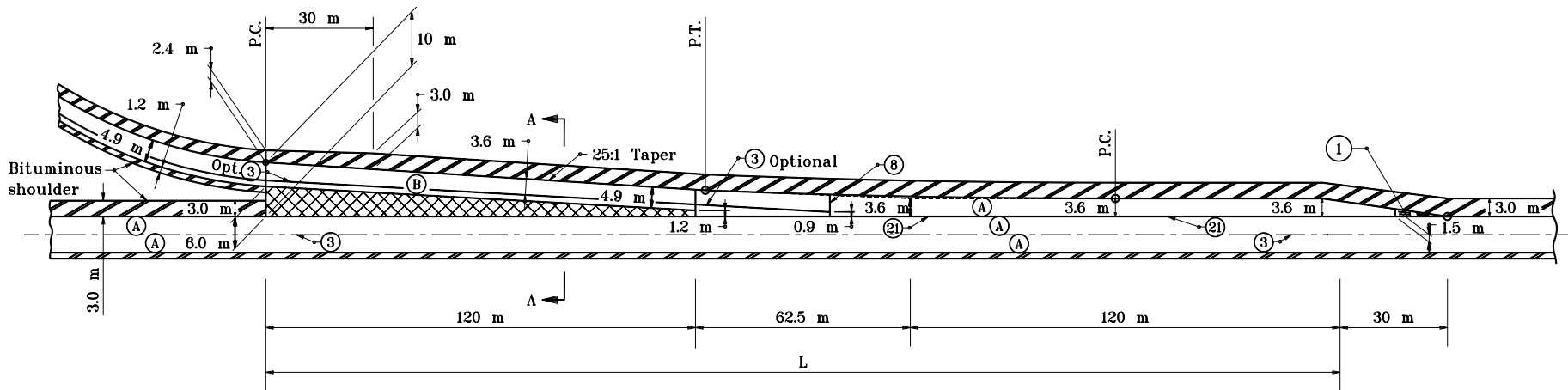


GENERAL NOTES

- ① Ear construction type A:
2 lines of #16 bars required (Est. mass = 39 kg).
Transverse sawed and sealed joint, in line with pavement contraction joint, shall extend through ear construction. The #16 bars shall be discontinued at such joints. See Detail B-B on Standard Drawing 401-REBS-01.
2. See Standard Drawing 401-REBS-03 for Section A-A.



EXIT

LEGEND

- Ⓐ Pavement type and thickness as specified for the mainline.
- Ⓑ Pavement type and thickness as specified for ramps.
- ③ Longitudinal Joint (Optional where indicated)
- ② Longitudinal Construction Joint
- ▨ Bituminous Shoulder (Thickness of mainline pavement)
- ▩ Bituminous Shoulder (Thickness as specified on Typical Sections)

CURVE DATA

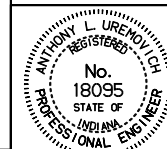
$\Delta = 2^\circ 17' 26''$
 $T = 58.189 \text{ m}$
 $L = 116.360 \text{ m}$
 $E = 0.582 \text{ m}$
 $R = 2910.627 \text{ m}$

All dimensions are in mm unless otherwise specified.

INDIANA DEPARTMENT OF TRANSPORTATION

**RAMP EXIT TERMINAL
BITUMINOUS SHOULDER**
SEPTEMBER 1997

STANDARD DRAWING NO. 401-REBS-02



/s/ Anthony L. Uremovich 9-01-97
DESIGN STANDARDS ENGINEER DATE

/s/ Donald W. Lucas 9-01-97
CHIEF HIGHWAY ENGINEER DATE

Source Sheet: MV4

DESIGN STANDARDS ENGINEER