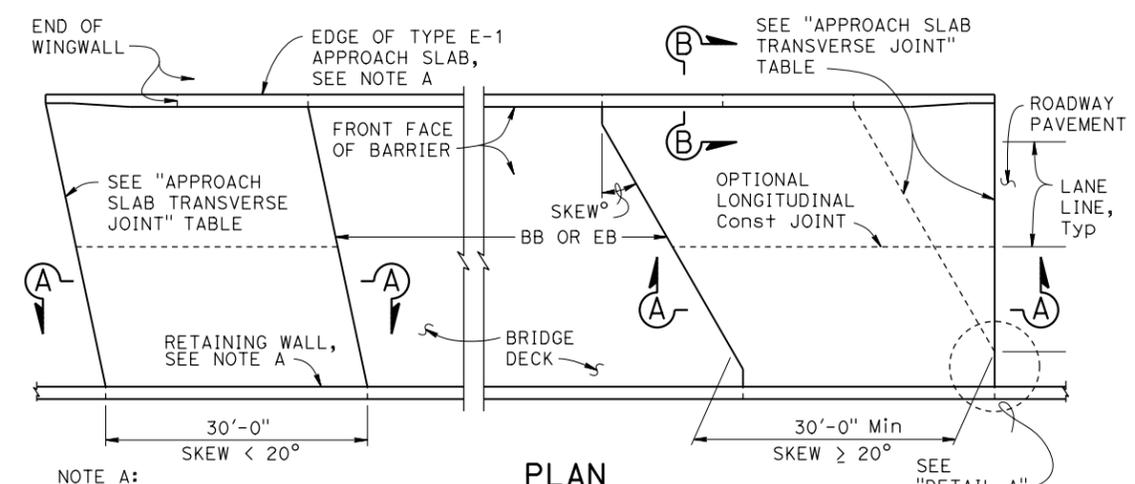
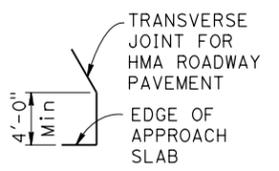


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
X	X	X	X	X	X
REGISTERED CIVIL ENGINEER			DATE	X	
PLANS APPROVAL DATE			REGISTERED PROFESSIONAL ENGINEER		
			No. X		
			Exp. X		
			CIVIL		
			STATE OF CALIFORNIA		

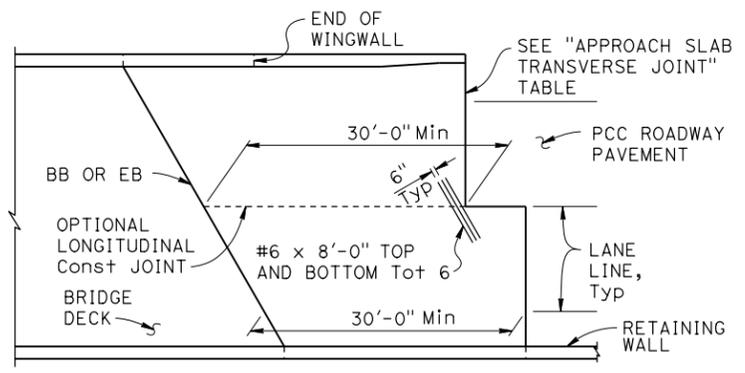
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



PLAN
1" = 10'

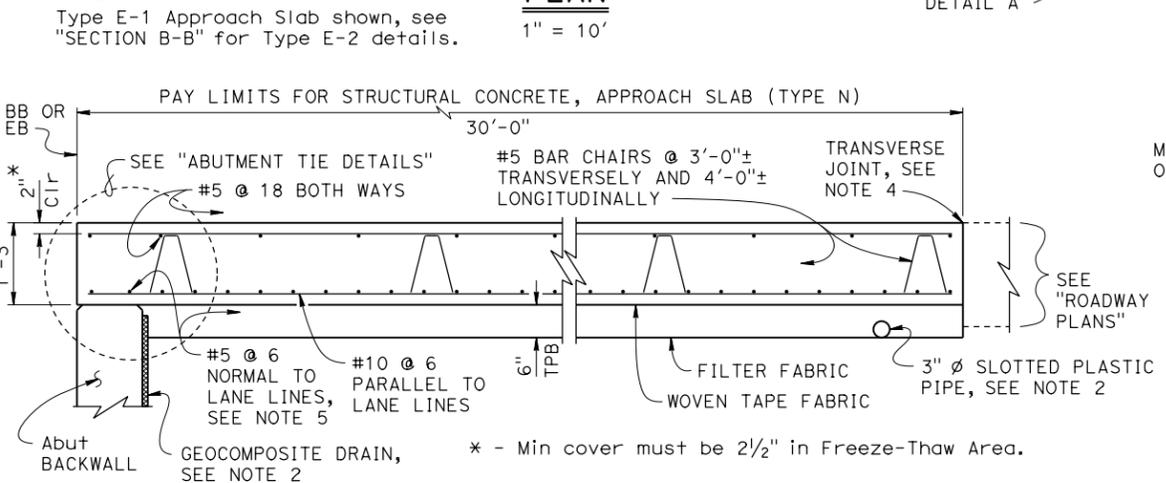


DETAIL A
No Scale

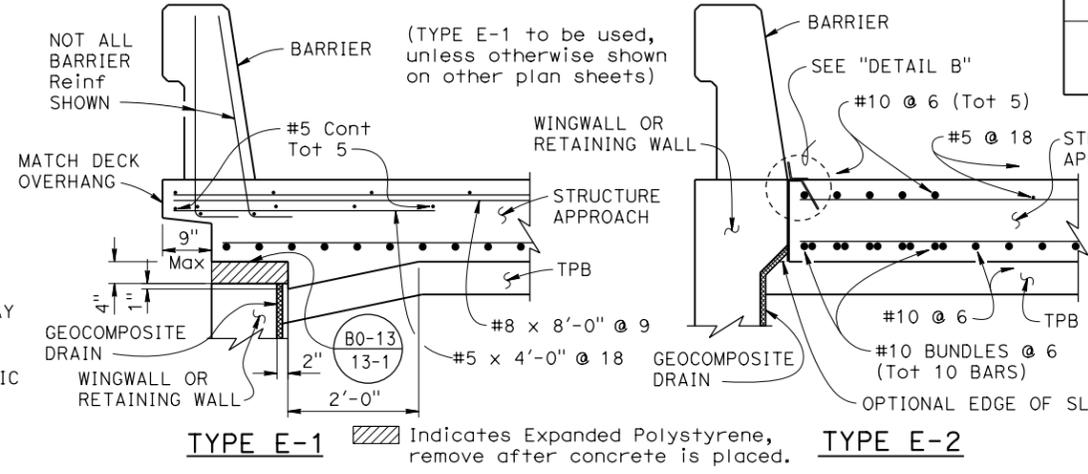


END STAGGER DETAIL
1" = 10'

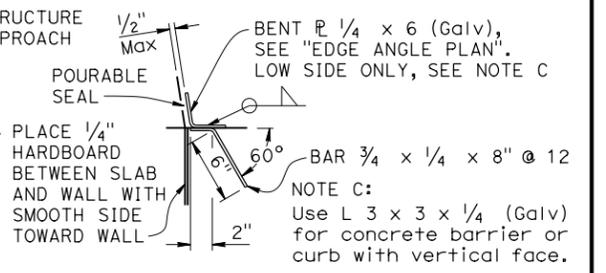
APPROACH SLAB TRANSVERSE JOINT		
APPROACH SKEW	WITH HMA ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	PARALLEL TO BB OR EB	PARALLEL TO BB OR EB
20° - 45°	PARALLEL TO BB OR EB USE "DETAIL A"	STAGGER AT LANE LINES 24' TO 36' APART, SEE "END STAGGER DETAIL"
> 45°	PARALLEL TO BB OR EB USE "DETAIL A"	STAGGER AT EACH LANE LINE, SEE "END STAGGER DETAIL"



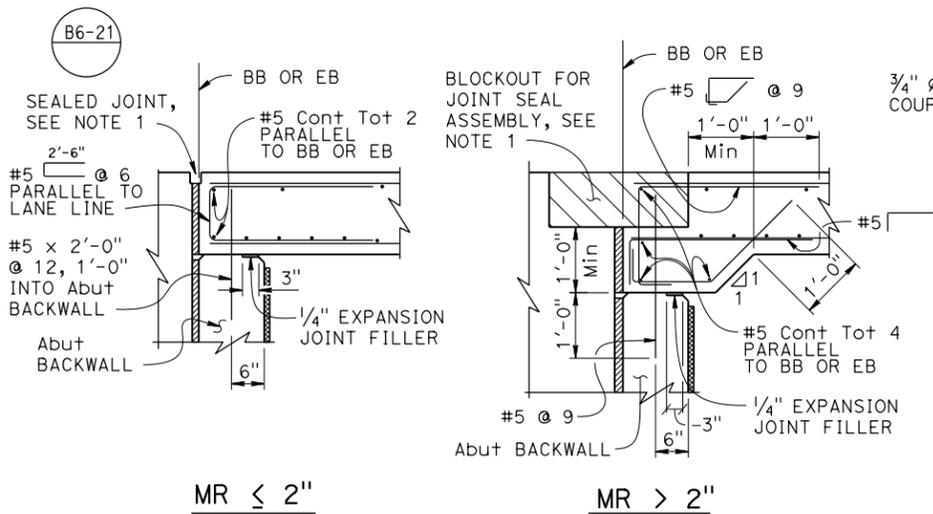
SECTION A-A
3/4" = 1'-0"



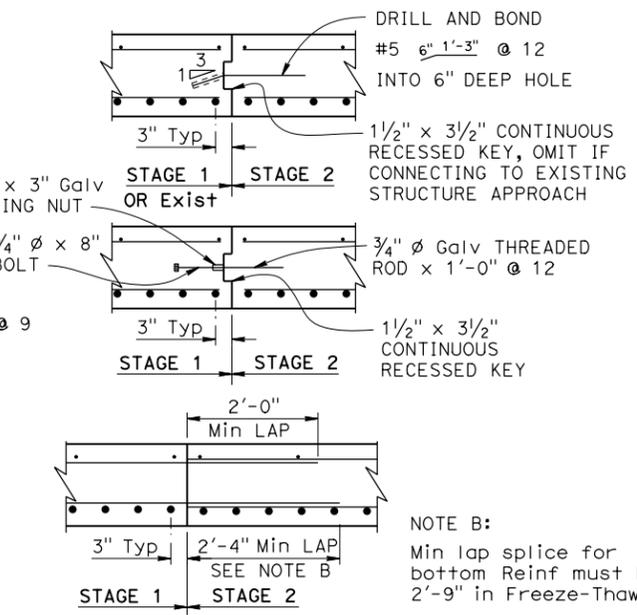
TYPE E-1 **TYPE E-2**
Indicates Expanded Polystyrene, remove after concrete is placed.



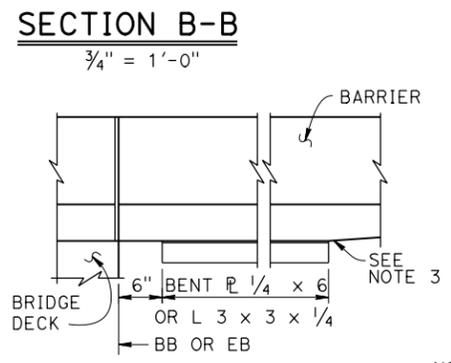
DETAIL B
1/2" = 1'-0"



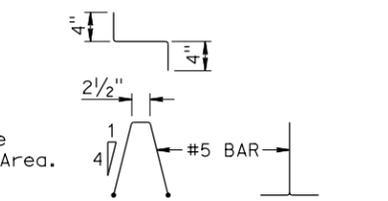
ABUTMENT TIE DETAILS
3/4" = 1'-0"



LONGITUDINAL CONSTRUCTION JOINT ALTERNATIVES
3/4" = 1'-0"



SECTION B-B
3/4" = 1'-0"



EDGE ANGLE PLAN
1" = 1'-0"



BAR CHAIR DETAIL
1" = 1'-0"

DESIGN NOTES

DESIGN: AASHTO LRFD Bridge Design Specifications, 2012 Edition with Caltrans Amendments, preface dated January 2014

LIMIT STATES: Service I, Strength I & II, Extreme II and Fatigue I ($\gamma_{FAT} = 1.0$)

DEAD LOAD: Includes 35 psf for future wearing surface

LIVE LOAD: HL93 and permit design load
Equivalent strip width method: $W_1 = 12$ ft
Slab span: $L_1 = 24.5$ ft

REINFORCED CONCRETE:
 $f_y = 60$ ksi
 $f'_c = 3.6$ ksi
 $n = 8$

- NOTES:
- For joint protection details, blockout dimensions for joint seal assembly, and other details not shown, see other plan sheets. For $MR \leq 2$ ", adjust reinforcement to clear sawcut for sealed joint. For $MR > 2$ ", haunch reinforcement placed for joint seal assembly blockout must be normal to BB or EB and spaced to avoid joint seal assembly anchorage.
 - For drainage details, see "STRUCTURE APPROACH DRAINAGE DETAILS" sheet.
 - End the plate or edge angle at beginning of barrier transition, end of wingwall, or end of structure approach as applicable.
 - Transverse joint must be a minimum of 5'-0" from an existing or constructed weakened plane joint in approach PCC roadway pavement. Refer to Standard Plans P10 and P14.
 - At the Contractor's option, approach slab transverse reinforcement may be placed parallel to BB or EB. Spacing of transverse reinforcement is measured along \perp roadway.

STANDARD DRAWING	FILE NO. xs3-120	APPROVAL DATE <u>January 2015</u>
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STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES	BRIDGE NO. X	POST MILE X	STRUCTURE APPROACH TYPE N (30S)
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UNIT: X	PROJECT NUMBER & PHASE: X	CONTRACT NO.: X	REVISION DATES	SHEET X	OF X
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USERNAME => s136236 DATE PLOTTED => 12-JAN-2015 TIME PLOTTED => 13:40