

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
X	X	X	X	X	X

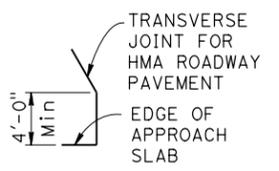
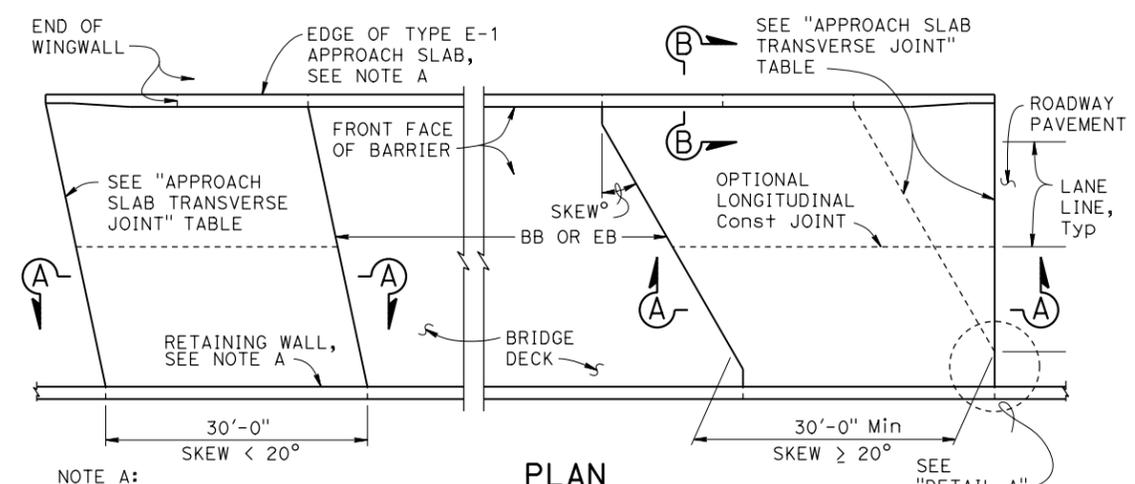
  

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

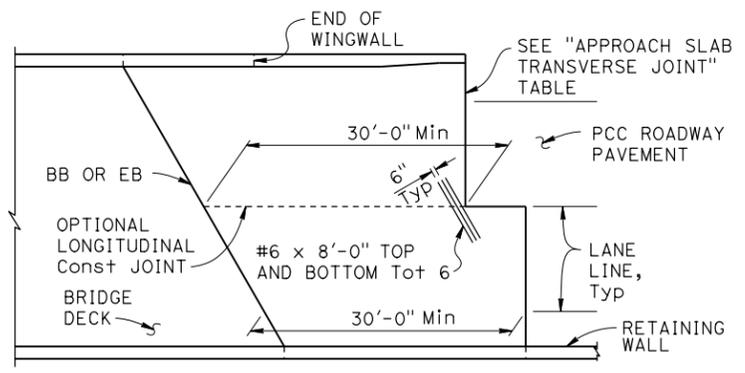
  

REGISTERED PROFESSIONAL ENGINEER	X
No.	X
Exp.	X
CIVIL	
STATE OF CALIFORNIA	

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.

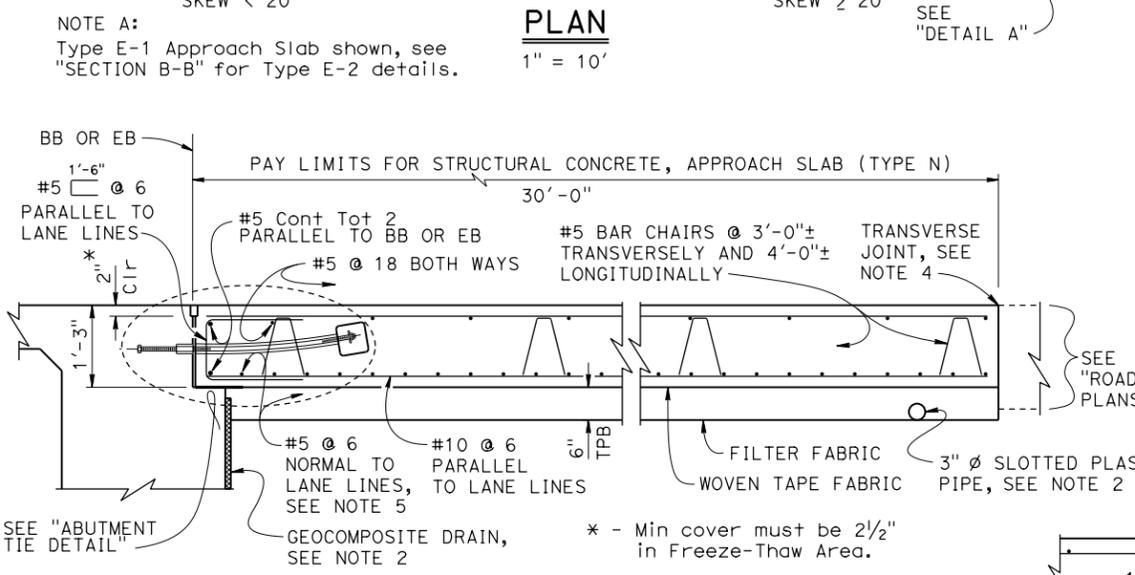


**DETAIL A**  
No Scale

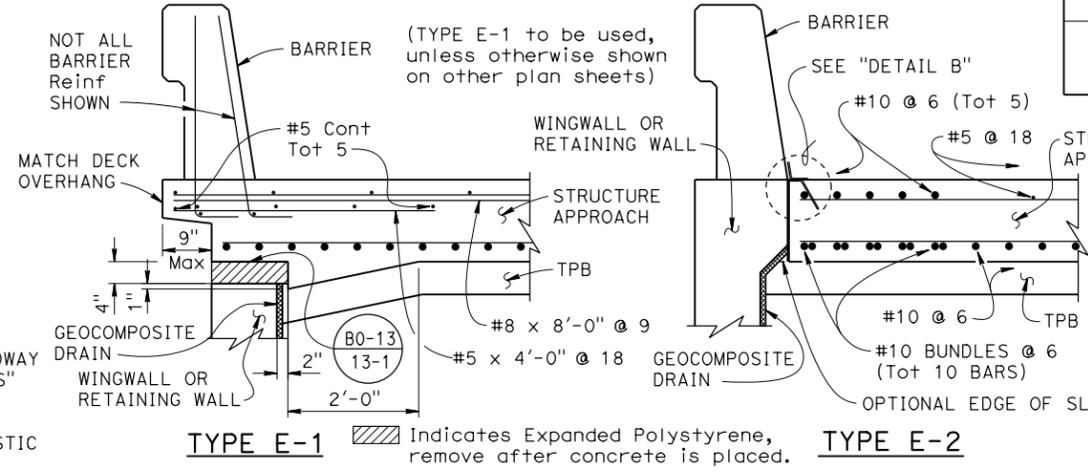


**END STAGGER DETAIL**  
1" = 10'

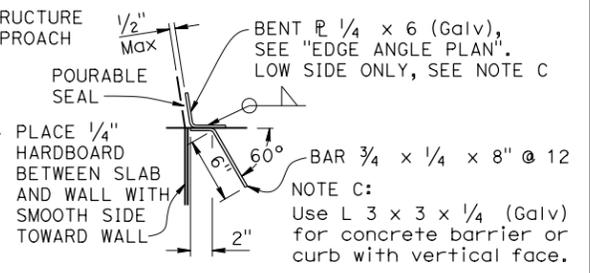
APPROACH SLAB TRANSVERSE JOINT		
APPROACH SKEW	WITH HMA ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
<math>< 20^\circ</math>	PARALLEL TO BB OR EB	PARALLEL TO BB OR EB
<math>20^\circ - 45^\circ</math>	PARALLEL TO BB OR EB USE "DETAIL A"	STAGGER AT LANE LINES 24' TO 36' APART, SEE "END STAGGER DETAIL"
>math>45^\circ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



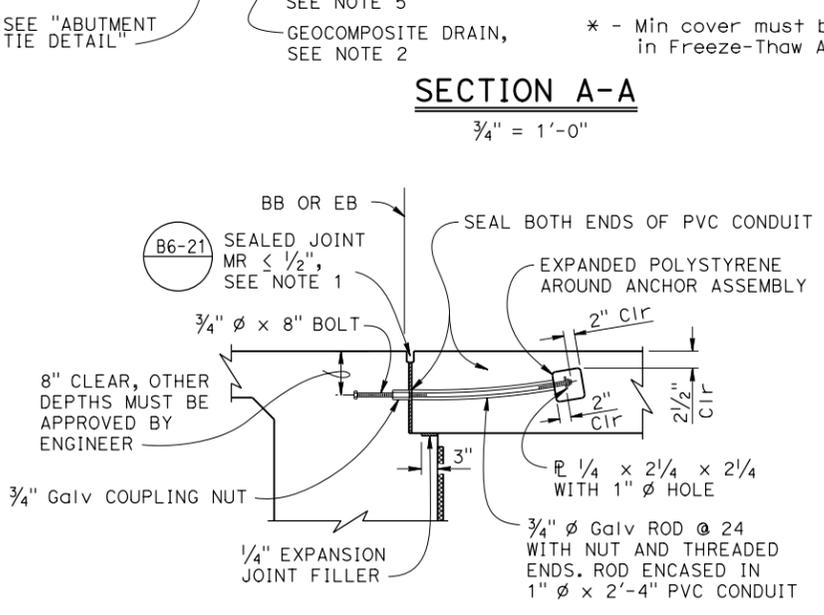
**SECTION A-A**  
3/4" = 1'-0"



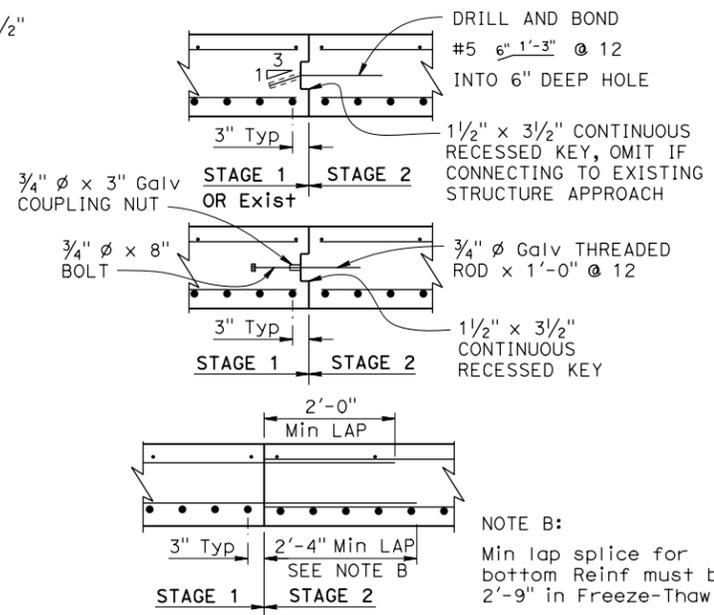
**TYPE E-1**      **TYPE E-2**  
Indicates Expanded Polystyrene, remove after concrete is placed.



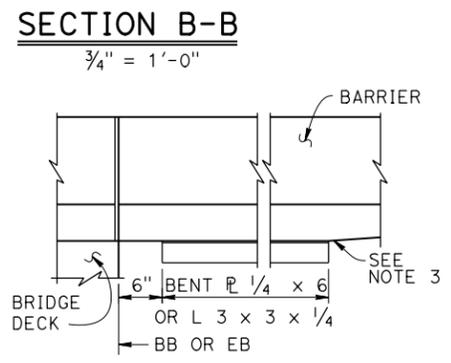
**DETAIL B**  
1/2" = 1'-0"



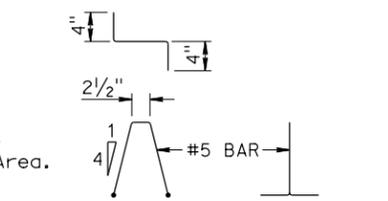
**ABUTMENT TIE DETAILS**  
3/4" = 1'-0"



**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 details not shown, see other plan sheets. Adjust reinforcement to clear sawcut for sealed joint.
  - 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  $\text{C}$  roadway.

STANDARD DRAWING
FILE NO. <b>xs3-140</b>
APPROVAL DATE <u>January 2015</u>

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
BRIDGE NO. X
POST MILE X
UNIT: X PROJECT NUMBER & PHASE: X
CONTRACT NO.: X

STATE OF CALIFORNIA DIVISION OF ENGINEERING SERVICES
BRIDGE NO. X
POST MILE X
UNIT: X PROJECT NUMBER & PHASE: X
CONTRACT NO.: X

BRIDGE NO. X	POST MILE X	<b>STRUCTURE APPROACH TYPE N (30D)</b>
REVISION DATES	SHEET X	OF X

USERNAME => s136236 DATE PLOTTED => 12-JAN-2015 TIME PLOTTED => 13:40