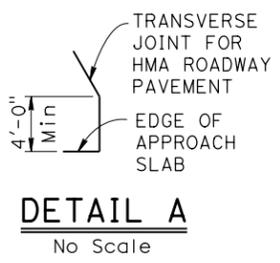
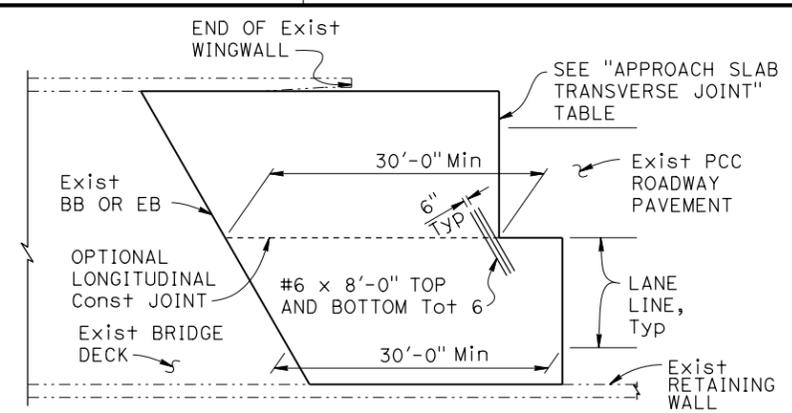


PLAN
1" = 10'

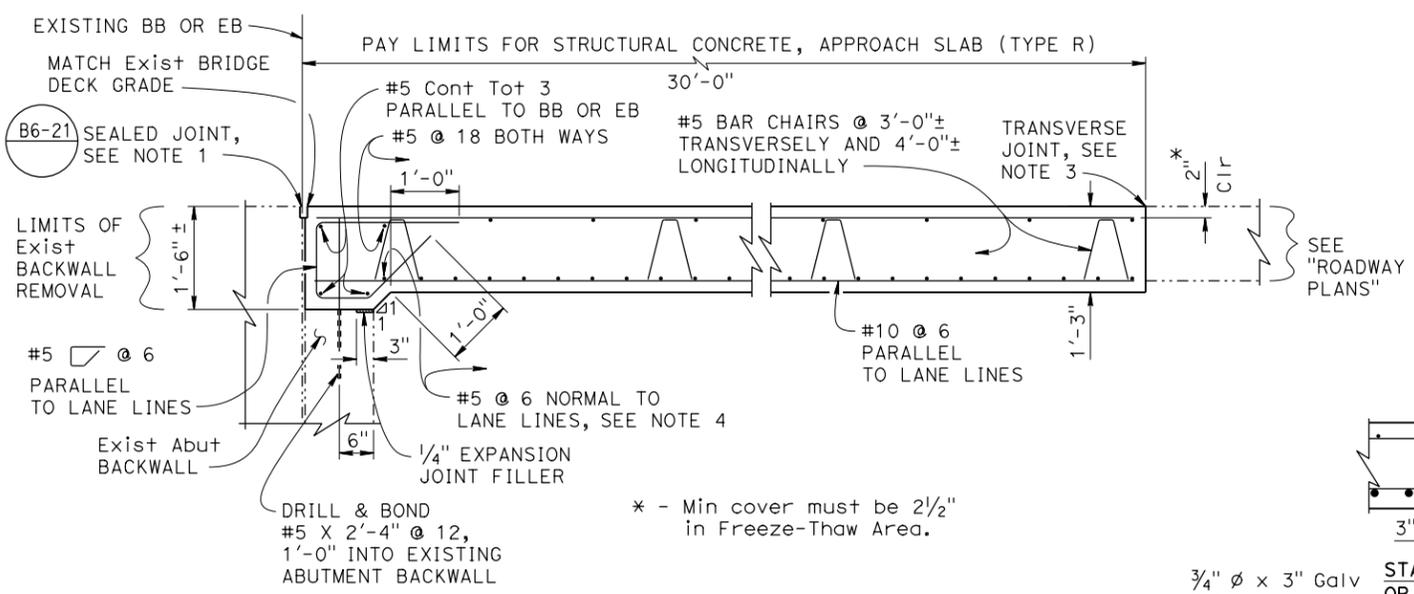


DETAIL A
No Scale

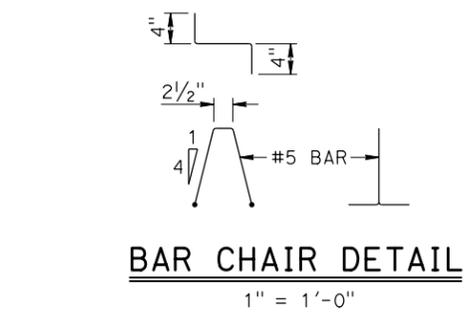


END STAGGER DETAIL
1" = 10'

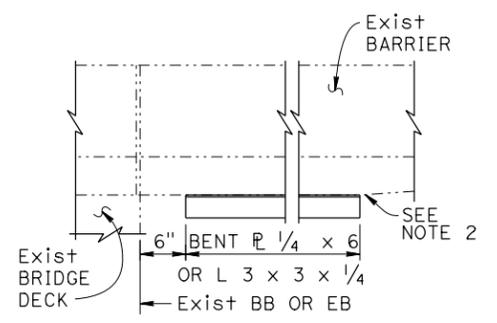
APPROACH SLAB TRANSVERSE JOINT		
APPROACH SKEW	WITH HMA ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	PARALLEL TO BB OR EB	PARALLEL TO BB OR EB
20° - 45°	PARALLEL TO BB OR EB USE "DETAIL A"	STAGGER AT LANE LINES 24' TO 36' APART, SEE "END STAGGER DETAIL"
> 45°	PARALLEL TO BB OR EB USE "DETAIL A"	STAGGER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



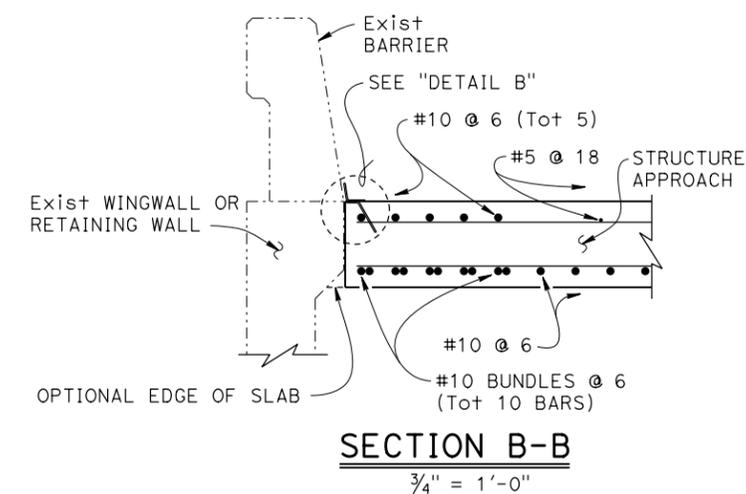
SECTION A-A
3/4" = 1'-0"



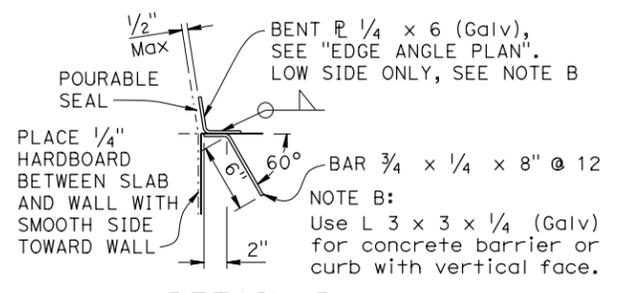
BAR CHAIR DETAIL
1" = 1'-0"



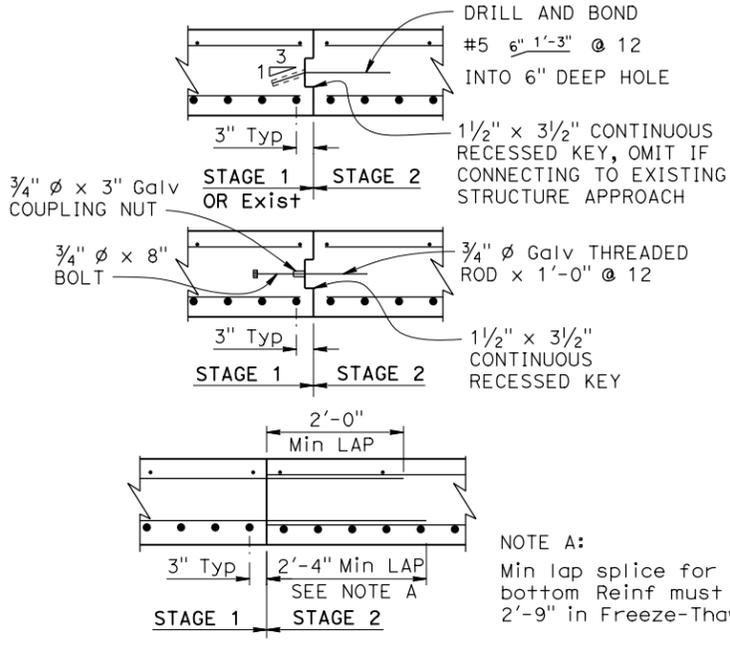
EDGE ANGLE PLAN
1" = 1'-0"



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



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



LONGITUDINAL CONSTRUCTION JOINT ALTERNATIVES
3/4" = 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 (Y_{FAT} = 1.0)
- DEAD LOAD: Includes 35 psf for future wearing surface
- LIVE LOAD: HL93 and permit design load
Equivalent strip width method: W₁ = 12 ft
Slab span: L₁ = 24.5 ft
- REINFORCED CONCRETE:
f_y = 60 ksi
f'c = 3.6 ksi
n = 8

- NOTES:
- For joint protection details and other details not shown, see other plan sheets. Adjust reinforcement to clear sawcut for sealed joint.
 - 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 \bar{C} roadway.
- Indicates Existing Structure