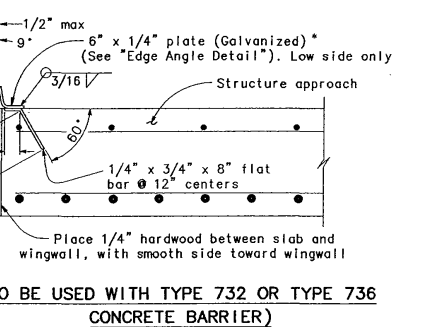
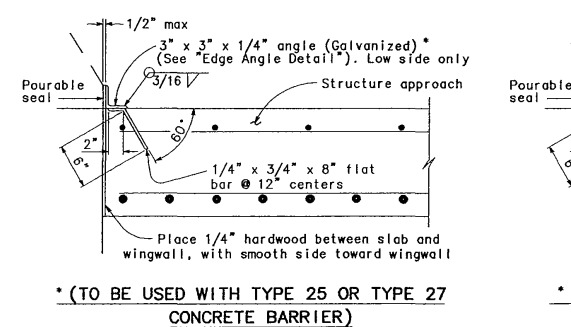
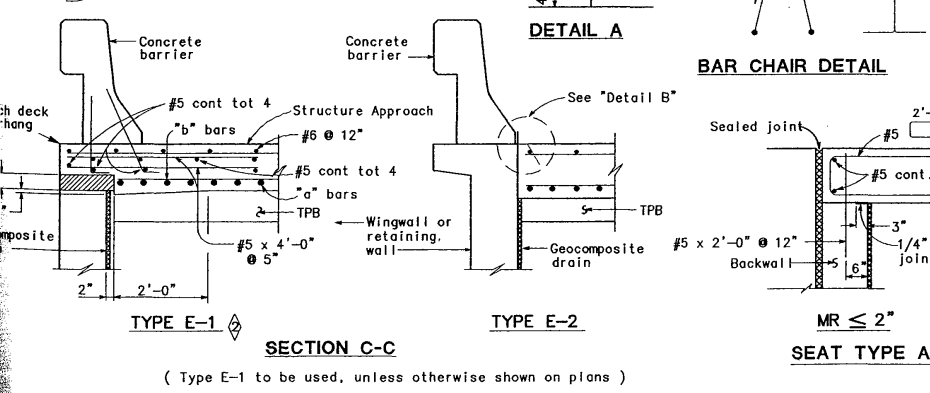


APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	Parallel to face of paving notch	Parallel to face of paving notch
20°- 45°	Parallel to face of P N use (Detail A)	Stagger lines 23.5' to 35.5' apart
> 45°	Parallel to face of P N use (Detail A)	Stagger at each lane line



- NOTES:**
- For details not shown, see Structure Plans. For MR ≤ 2", adjust bar reinforcement to clear a sawcut for sealed joint, when required.
  - For drainage details, see "Structure Approach Drainage Details" sheet.
  - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines.
  - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach as applicable.
  - For transverse contact joint with new PCC paving, refer to Standard Plan P10.
  - At the contractor's option, approach slab transverse reinforcement may be placed parallel to paving notch. Spacing of transverse reinforcement is measured along Q roadway.
- Remove all polystyrene.

DATE: 8/14/05	DESIGN: BY M. TRAPPALIS	CHECKED: E. THORILDSEN	RELEASED BY: [Signature]
DETAILS: BY R. YEE	CHECKED: E. THORILDSEN	DRAWING DATE: 4/98	OFFICE CHIEF: [Signature]
SUBMITTED: BY M. HA			

Converted to English Units  
Revised Detail for No Offset

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

CU 03  
EA 2A8201

BRIDGE NO. 19-0202	SUNSET BLVD OVERCROSSING	
POST MILE R9.6	STRUCTURE APPROACH TYPE N(30S)	
DISCARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET 21 OF 29
	10/30/07 12/27/07 11/23/08 4/16/08	08/01/08
USERNAME => \$USER		REQUEST

TIME PLOTTED => \$TIME