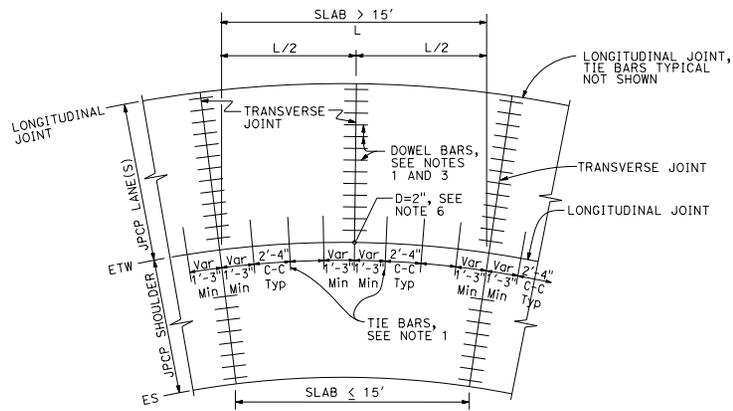


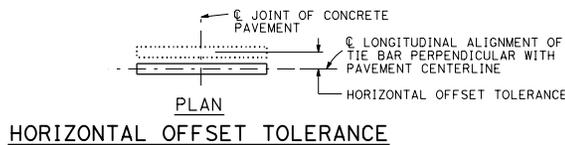
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

*William K. Fairbroth*  
 REGISTERED CIVIL ENGINEER  
 No. C49042  
 Exp. 9-30-14  
 CIVIL  
 STATE OF CALIFORNIA

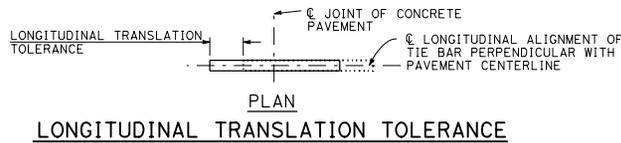
July 19, 2013  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
 THE ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.



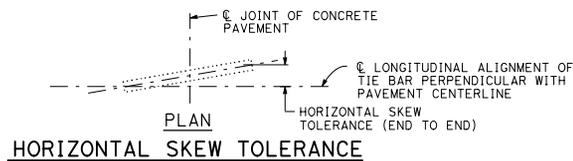
**TIE BAR LAYOUT IN CURVED LANES**



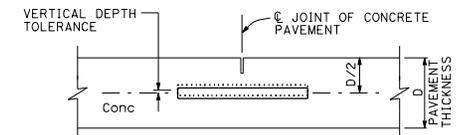
**HORIZONTAL OFFSET TOLERANCE**



**LONGITUDINAL TRANSLATION TOLERANCE**

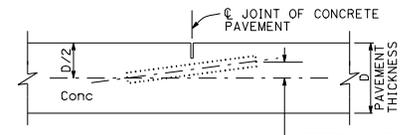


**HORIZONTAL SKEW TOLERANCE**



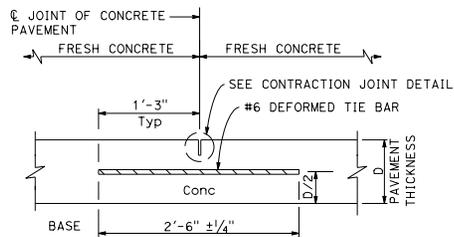
**ELEVATION**

**VERTICAL DEPTH TOLERANCE**

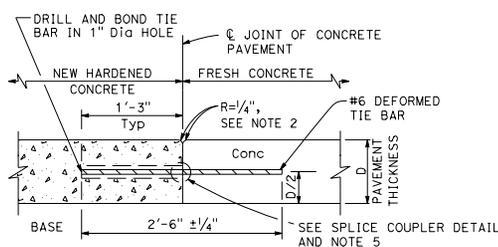


**ELEVATION**

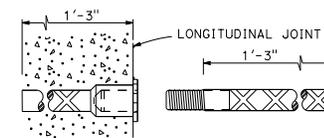
**VERTICAL SKEW TOLERANCE**



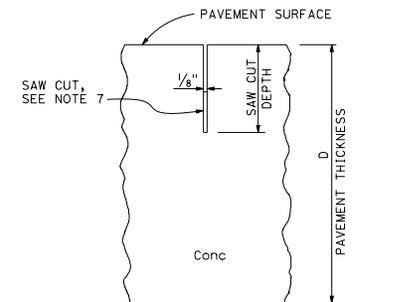
**LONGITUDINAL CONTRACTION JOINT**



**LONGITUDINAL CONSTRUCTION JOINT**



**ALTERNATIVE SPLICE COUPLER**



**CONTRACTION JOINT DETAIL**

**NOTES:**

1. See Revised Standard Plan RSP P1 for typical dowel bar and tie bar placement and locations.
2. Where new pavement is placed against existing concrete pavement, rounding the corner is not required.
3. For dowel bar sizes, See Revised Standard Plan RSP P10.
4. Tie bar details apply to inside widenings.
5. Use either drill and bond or splice couplers.
6. Full depth drilled hole. Fill hole with filler material.
7. The bottom of the saw cut must be at least 0.5" clear of any dowel bar, tie bar and bar reinforcement.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**CONCRETE PAVEMENT-TIE BAR DETAILS**  
NO SCALE

RSP P15 DATED JULY 19, 2013 SUPPLEMENTS THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP P15**

2010 REVISED STANDARD PLAN RSP P15