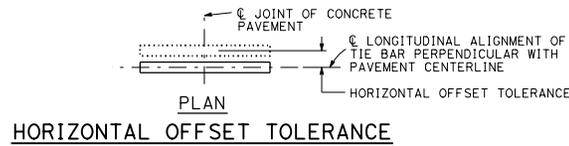
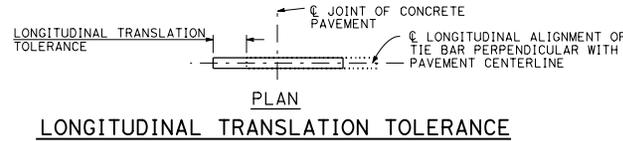


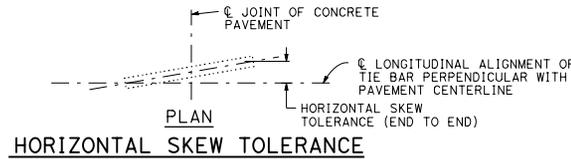
TIE BAR LAYOUT IN CURVED LANES



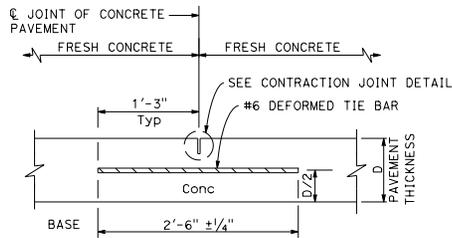
HORIZONTAL OFFSET TOLERANCE



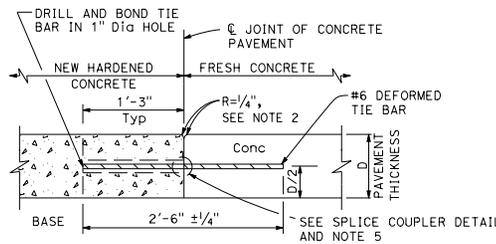
LONGITUDINAL TRANSLATION TOLERANCE



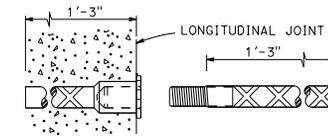
HORIZONTAL SKEW TOLERANCE



LONGITUDINAL CONTRACTION JOINT



LONGITUDINAL CONSTRUCTION JOINT

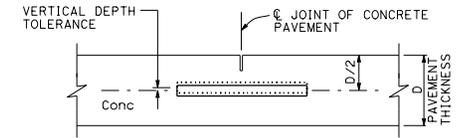


ALTERNATIVE SPLICE COUPLER

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET TOTAL SHEETS |
|------|--------|-------|--------------------------|--------------------|
| | | | | |

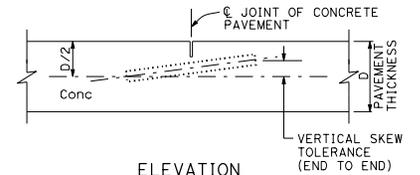
William K. Farnbach
 REGISTERED CIVIL ENGINEER
 July 19, 2013
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

TO ACCOMPANY PLANS DATED _____



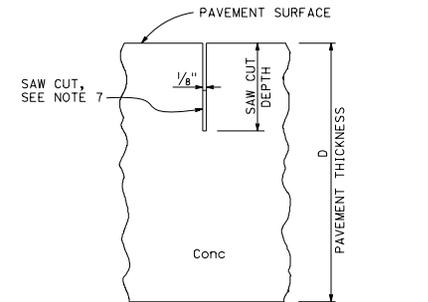
ELEVATION

VERTICAL DEPTH TOLERANCE



ELEVATION

VERTICAL SKEW TOLERANCE



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