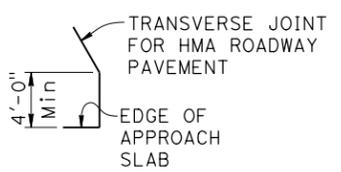
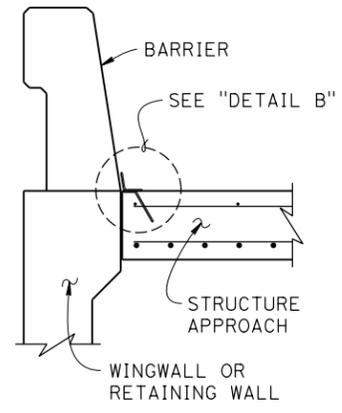


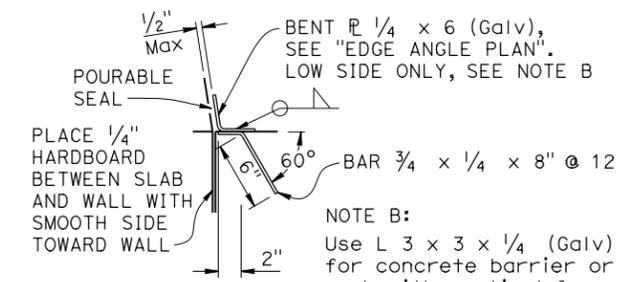
PLAN
1" = 10'



DETAIL A
NO SCALE



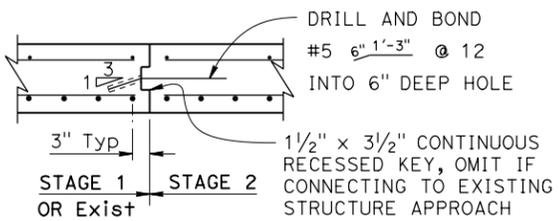
SECTION B-B
3/4" = 1'-0"



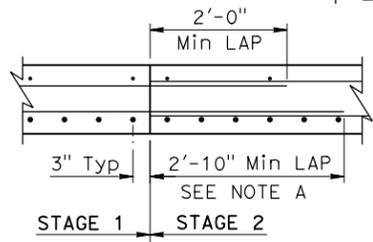
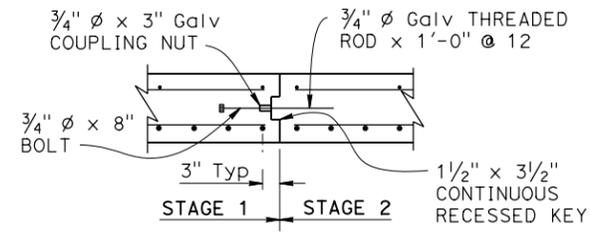
DETAIL B
1/2" = 1'-0"



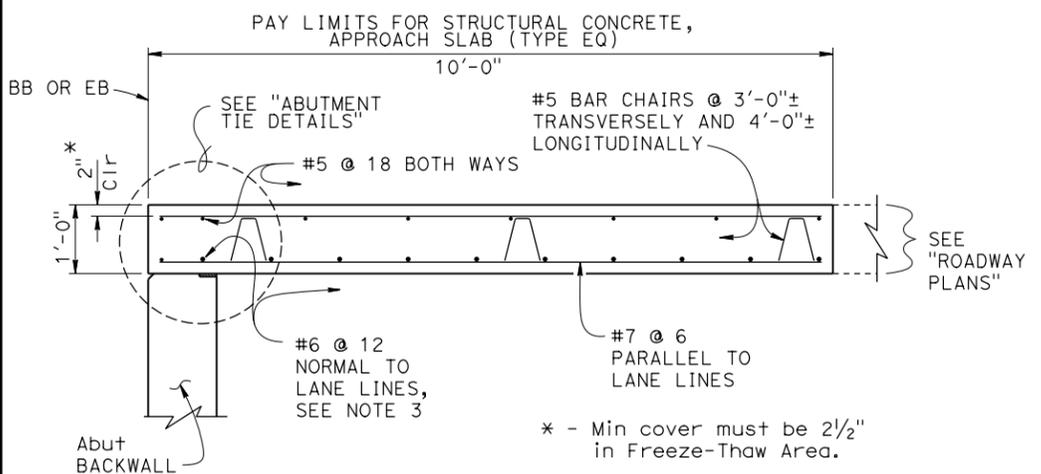
BAR CHAIR DETAIL
1" = 1'-0"



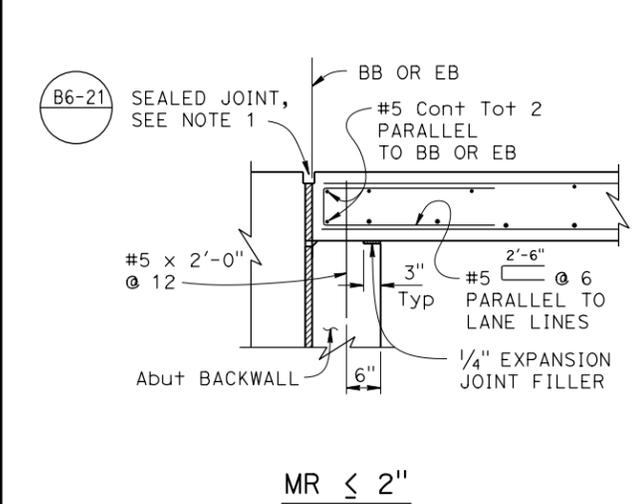
LONGITUDINAL CONSTRUCTION JOINT ALTERNATIVES
3/4" = 1'-0"



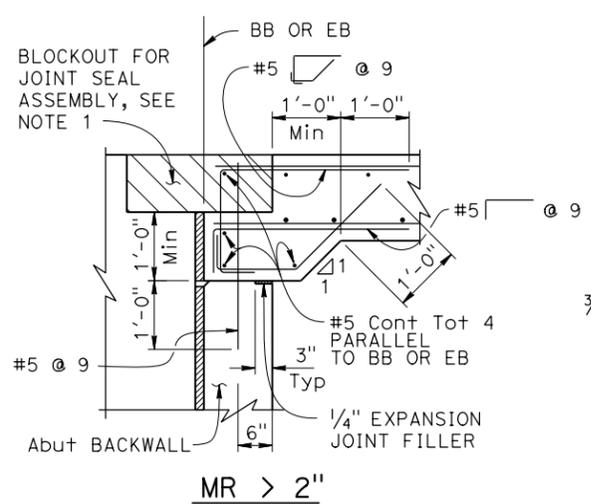
EDGE ANGLE PLAN
1" = 1'-0"



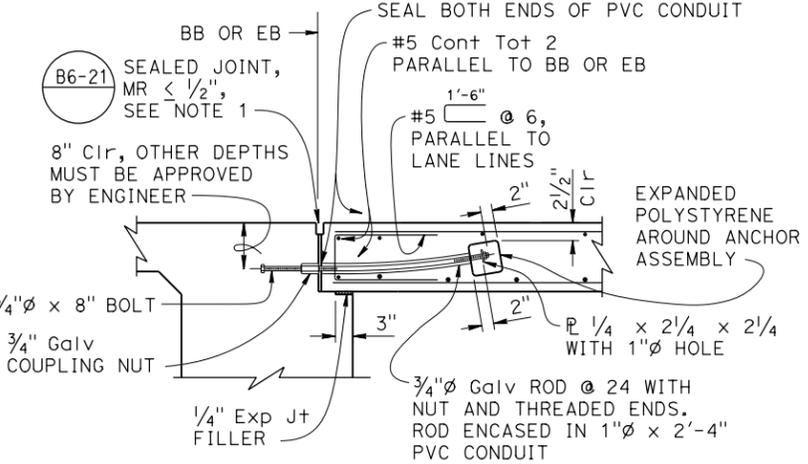
SECTION A-A
3/4" = 1'-0"



MR ≤ 2" SEAT TYPE ABUTMENT
3/4" = 1'-0"



MR > 2" DIAPHRAGM TYPE ABUTMENT
3/4" = 1'-0"



ABUTMENT TIE DETAILS
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 ($\gamma_{FAT} = 1.0$)
- 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: $L_1 = 7.83$ ft
- REINFORCED CONCRETE:
 $f_y = 60$ ksi
 $f'_c = 3.6$ ksi
 $n = 8$
- NOTES:
- For joint protection details, breakout dimensions for joint seal assembly, and other details not shown, see other plans sheets. For $MR \leq 2"$, adjust reinforcement to clear sawcut for sealed joint. For $MR > 2"$, haunch reinforcement placed for joint seal assembly breakout must be normal to BB or EB and spaced to avoid joint seal assembly anchorage.
 - End the plate or edge angle at beginning of barrier transition, end of wingwall, or end of structure approach as applicable.
 - At the Contractor's option, approach slab transverse reinforcement may be placed parallel to BB or EB. Spacing of transverse reinforcement is measured along ℓ roadway.

BRIDGE STANDARD DETAILS		
xs3-160 FILE NO.	January 2015 APPROVAL DATE	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California

FILE => xs3-160.dgn	USERNAME => s136236	TIME PLOTTED => 16:52	DATE PLOTTED => 11-JUL-2016
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STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO.	POST MILE	STRUCTURE APPROACH TYPE EQ (10)
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