
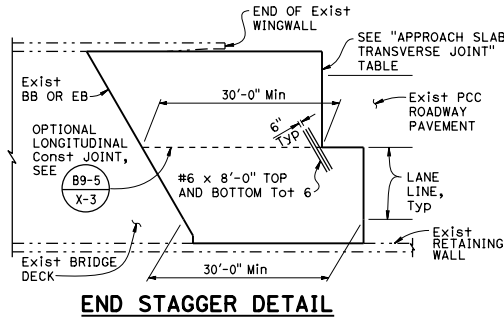
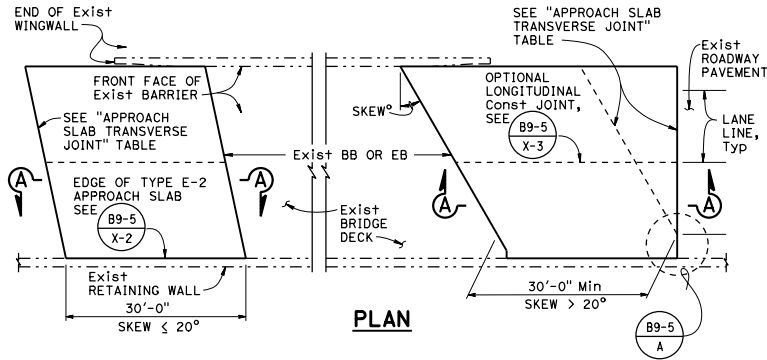
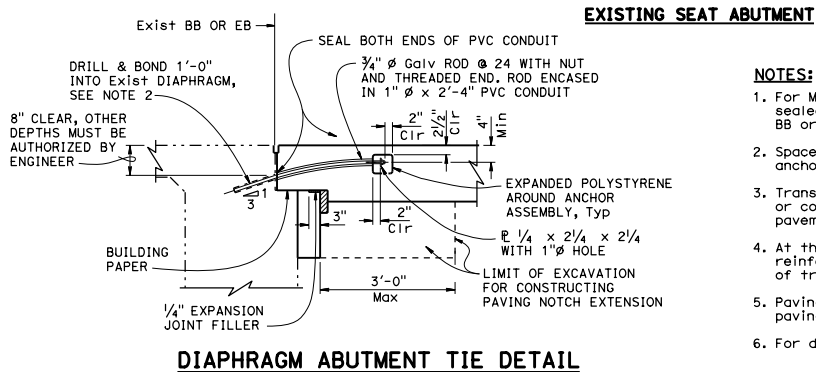
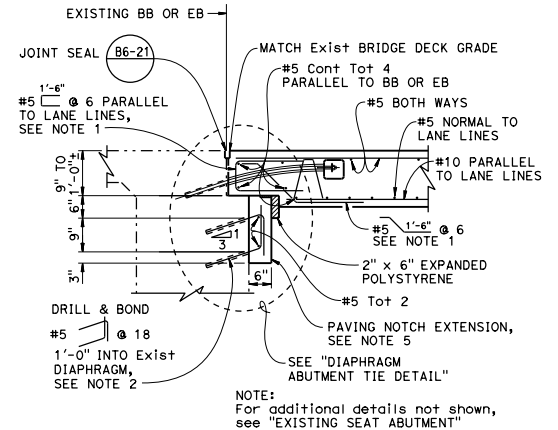
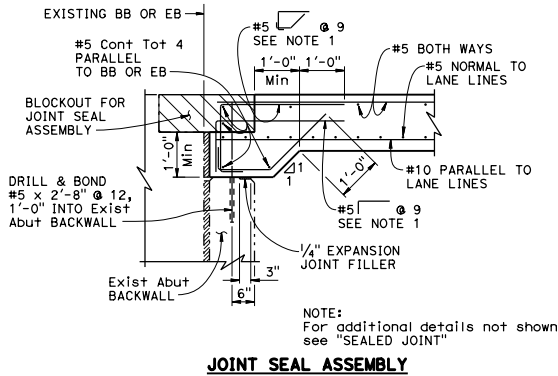
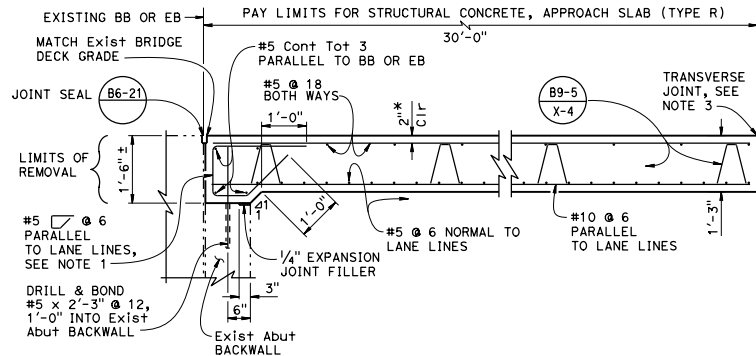


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
					
Supers REGISTERED CIVIL ENGINEER April 19, 2019 PLANS APPROVAL DATE THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

TO ACCOMPANY PLANS DATED _____



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



NOTES:

- For MR ≤ 2", adjust reinforcement to clear sawcut for sealed joint. For MR > 2", reinforcement must be normal to BB or EB and spaced to avoid joint seal assembly anchorage.
- Space reinforcement and abutment ties to avoid existing prestressing anchorages and other reinforcement in abutment, as needed.
- 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{e} roadway.
- Paving notch extension is required if existing diaphragm paving notch is < 6".
- For details not shown, refer to Standard Plan B9-5.

LEGEND:

----- Indicates Existing Structure

* - All approach slab reinforcement shall be epoxy coated and top mat cover 2 1/2" clear in Freeze-Thaw Area.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**STRUCTURE APPROACH
TYPE R (30)**

NO SCALE

RSP B9-2 DATED APRIL 19, 2019 SUPERSEDES STANDARD PLAN B9-2
DATED MAY 31, 2018 - PAGE 353 OF THE STANDARD PLANS BOOK DATED 2018.

REVISED STANDARD PLAN RSP B9-2

2018 REVISED STANDARD PLAN RSP B9-2