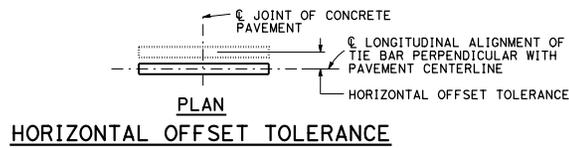
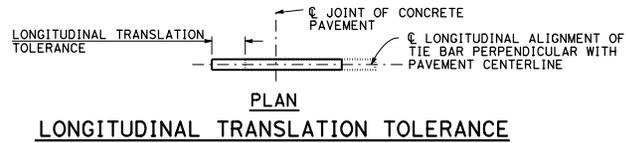


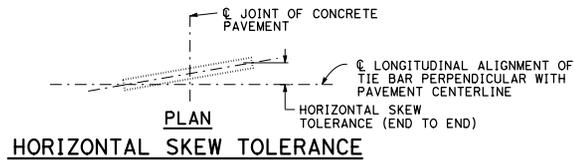
**TIE BAR LAYOUT IN CURVED LANES**



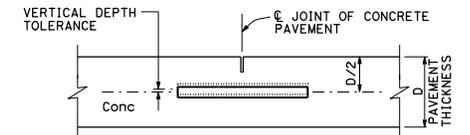
**HORIZONTAL OFFSET TOLERANCE**



**LONGITUDINAL TRANSLATION TOLERANCE**

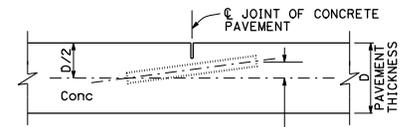


**HORIZONTAL SKEW TOLERANCE**



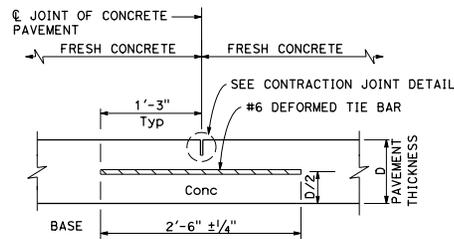
**ELEVATION**

**VERTICAL DEPTH TOLERANCE**

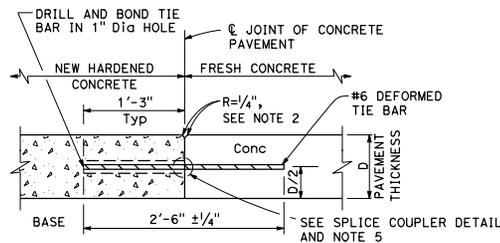


**ELEVATION**

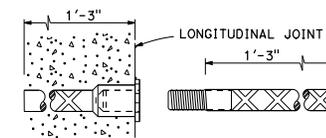
**VERTICAL SKEW TOLERANCE**



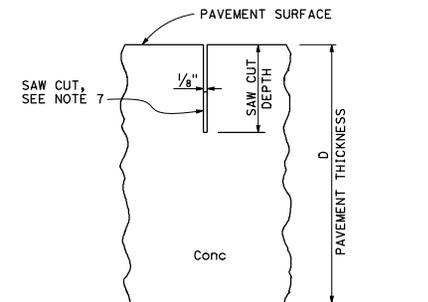
**LONGITUDINAL CONTRACTION JOINT**



**LONGITUDINAL CONSTRUCTION JOINT**



**ALTERNATIVE SPLICE COUPLER**



**CONTRACTION JOINT DETAIL**

**NOTES:**

1. See Standard Plan 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 Standard Plan 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.

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

**William K. Farbach**  
 REGISTERED CIVIL ENGINEER  
 No. C49042  
 Exp. 9-30-16  
 CIVIL  
 STATE OF CALIFORNIA

October 30, 2015  
 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.

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**CONCRETE PAVEMENT-TIE BAR DETAILS**  
 NO SCALE