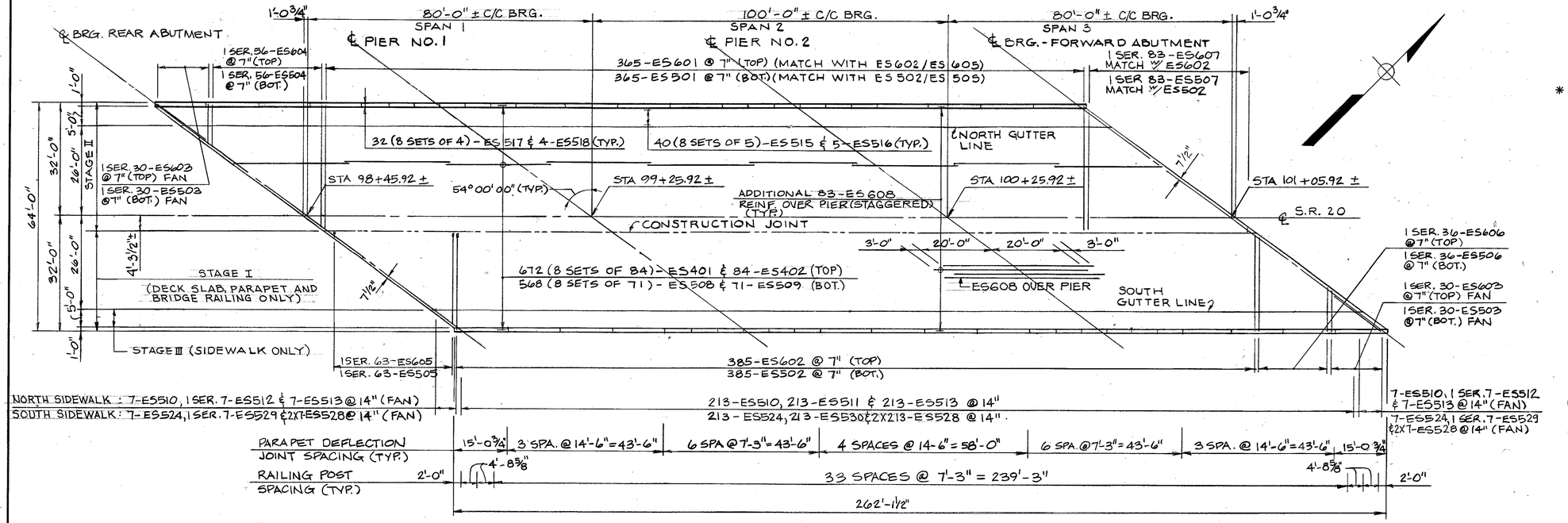
FED. RD. DIVISION	STATE	PROJECT	

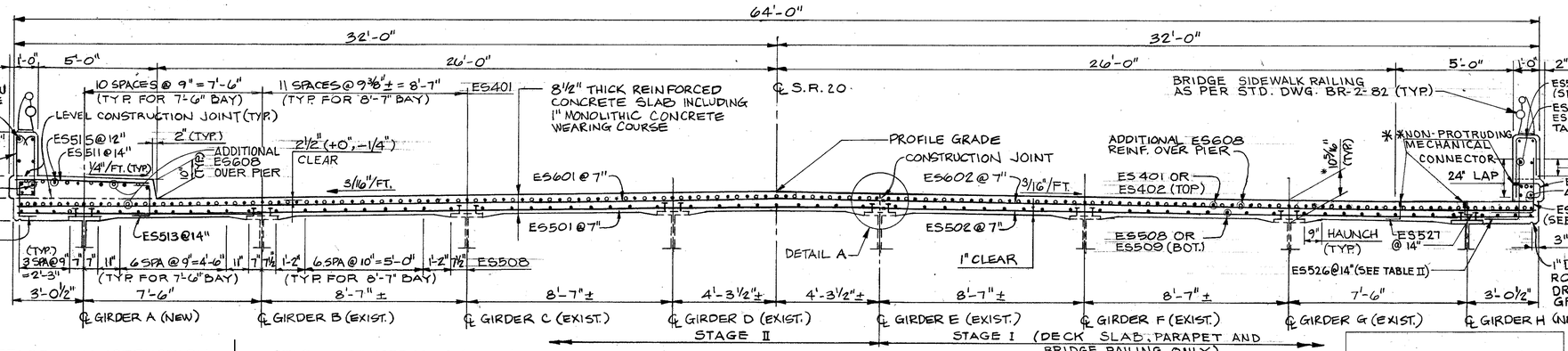
29
32

LAKE COUNTY
LAK-20-19.39

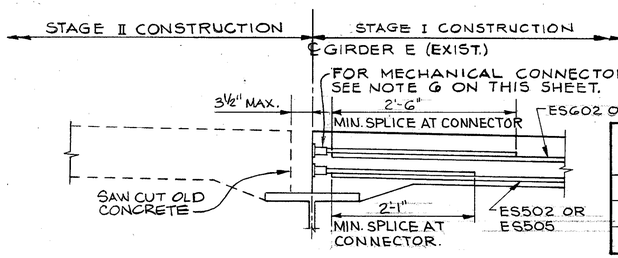


DECK SLAB PLAN

** FURNISH REMOVABLE METAL PLUG FOR MECHANICAL CONNECTOR USED IN TEMPORARY ROADWAY SURFACE. SEE GENERAL NOTE 20 ON SHEET 4/18 FOR ADDITIONAL INFORMATION.



TYPICAL CROSS SECTION



DETAIL A

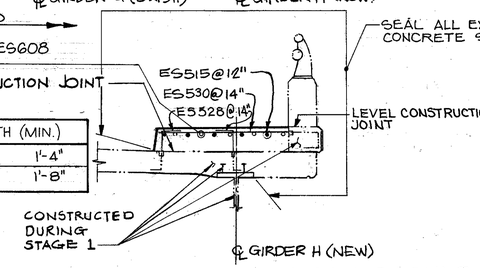
TABLE I

NUMBER OF PARAPET UNITS	LENGTH	BAR DESIGNATION
2X12	7'-3"	ES520
2 X 10	14'-6"	ES521
2X2	15'-0 3/4"	ES522

TABLE II

NUMBER OF PARAPET UNITS	LENGTH	NUMBER OF ES519, ES523, ES525, & ES526 PER UNIT
12	7'-3"	7
10	14'-6"	13
2	15'-0 3/4"	14

REQUIRED LAP LENGTH (MIN.)	
NO. 4 BARS =	1'-4"
NO. 5 BARS =	1'-8"



STAGE III CONSTRUCTION DETAILS

NOTES:

* 1. THE NOMINAL DECK SLAB DEPTH OVER THE BOTTOM OF TOP FLANGE OF GIRDER IS 10 5/16". THE ACTUAL SLAB DEPTH MAY BE MORE; IT SHOULD NOT BE LESS. AFTER COMPLETE REMOVAL OF THE EXIST. DECK SLAB, CONTRACTOR SHALL TAKE ACTUAL TOP OF GIRDER ELEVATIONS IN THE FIELD AND DEDUCT THEM FROM PROPOSED SCREED ELEVATIONS TO OBTAIN ACTUAL SLAB DEPTHS. FOR DEPTH LESS THAN 10 5/16", THE PROPOSED GRADE LINE AND DECK SURFACE MAY HAVE TO BE RAISED TO PROVIDE THE NOMINAL DEPTH AS DIRECTED BY THE ENGINEER. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THE NOMINAL DECK SLAB DEPTH GIVEN ABOVE. DEDUCTION SHALL BE MADE FOR VOLUME OF ENCASED STEEL FLANGES AS PER ITEM 511.18 OF CMS.

2. A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING QUANTITY OF CONCRETE. HOWEVER THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12", PROVIDED THAT THE SLOPE SHALL NOT BE MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.

3. ALL DECK SLAB REINFORCING SHALL BE EPOXY COATED. THESE BARS ARE PREFIXED E.

4. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FACES OF ABUTMENTS.

5. FIELD BEND TRANSVERSE BARS TO FIT CROWN. BENDING TO BE INCLUDED IN ITEM 509 FOR PAYMENT. EPOXY COATED BARS DAMAGED BY FIELD BENDING SHALL BE REPAIRED AS PER APPROVED MANUFACTURER'S RECOMMENDATIONS.

6. MECHANICAL CONNECTORS: AN APPROVED TYPE OF NON-PROTRUDING MECHANICAL CONNECTOR SHALL BE PROVIDED FOR TRANSVERSE DECK SLAB REINFORCEMENTS (ES502, ES505, ES602 & ES605 BARS). SEE GENERAL NOTE 20 ON SHEET 4/18 FOR ADDITIONAL INFORMATION.

7. FOR REINFORCEMENT SCHEDULE, SEE SHEET 18/18.

8. FOR TEMPORARY BARRIER DETAILS, SEE SHEET 4/32.

9. THE PREFORMED EXPANSION JOINT FILLER IN THE RAILING PARAPET DEFLECTION JOINTS MAY BE EITHER 1/4" GRAY SPONGE RUBBER OR 1/4" GRAY CELLULAR POLYVINYL CHLORIDE (P.V.C.) SPONGE. THE FILLER SHALL MEET THE REQUIREMENTS OF AASHTO M-153, TYPE I, EXCEPT THAT THE DENSITY OF P.V.C. SPONGE SHALL NOT BE LESS THAN 20 LBS. PER CUBIC FEET. THE DEFLECTION JOINT SHALL EXTEND FROM TOP OF PARAPET TO FIRST CONSTRUCTION JOINT.

10. PARAPET SHALL BE PLACED IN ALTERNATE SECTIONS BY THE USE OF BULKHEADS. CLOSING SECTION SHALL BE PLACED AFTER REMOVAL OF THE BULKHEADS AND AFTER PLACEMENT OF THE JOINT MATERIAL.

11. PAYMENT FOR THE PARAPET AND BRIDGE SIDEWALK RAILING SHALL BE MADE AT THE CONTRACT UNIT PRICE BID FOR ITEM 517 - RAILING (CONCRETE PARAPET WITH BRIDGE SIDEWALK RAILING).
THIS PRICE SHALL INCLUDE ALL PARAPET CONCRETE, REINFORCING STEEL IN THE PARAPET, PARAPET DEFLECTION JOINT MATERIAL, ALL BRIDGE SIDEWALK RAILING MATERIAL AND ALL LABOR EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE PARAPET AND RAILING. PAYMENT LENGTH WILL BE THE OVERALL LENGTH OF THE PARAPETS.

POLYTECH, INC. 15/18
CONSULTING ENGINEERS CLEVELAND, OHIO

DECK SLAB PLAN & TYPICAL CROSS SECTION

BRIDGE NO. LAK-20-1939
OVER S.R.2. (EAST BOUND)

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
SFM	SFM	MAC	CT	BS	4/88	