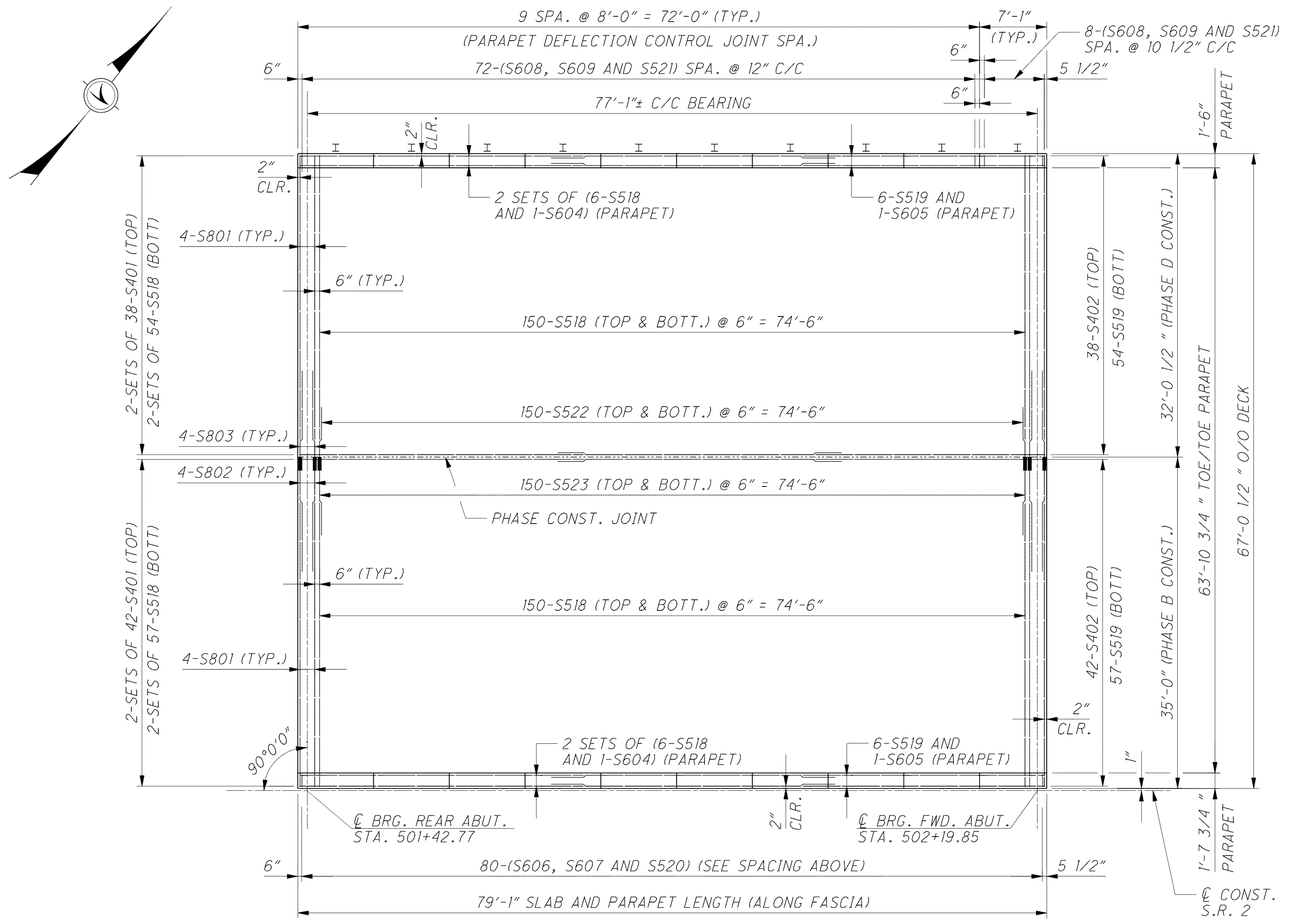
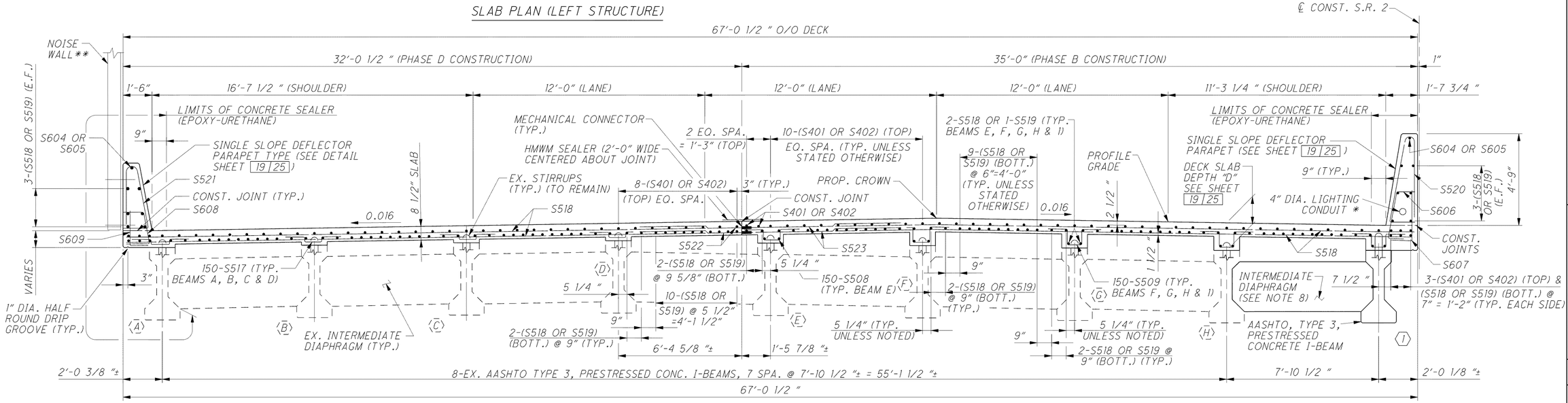


SLAB PLAN (LEFT STRUCTURE)



TRANSVERSE SECTION (LEFT STRUCTURE)

NOTES

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESS SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR LIST OF ABBREVIATIONS SEE SHEET 4|25.
3. MINIMUM LAP LENGTHS ARE AS FOLLOWS
   #4 BAR = 31"
   #5 BAR = 38"
   #6 BAR = 46"
   #8 BAR = 87"
4. FOR SUPERSTRUCTURE DETAILS SEE SHEET 19|25.
5. FOR NOISE WALL DETAILS, SEE SHEET 976B OF 1679.
6. DRIP GROOVE SHALL TERMINATE 2'-6" FROM FACE OF ABUTMENT.
7. HMWM SEALER SHALL BE INCLUDED WITH ITEM 511 - CLASS HP CONCRETE, BRIDGE DECK, AS PER PLAN FOR PAYMENT.
8. SEE INTERMEDIATE DIAPHRAGM DETAIL SHEET 16|25 .

LEGEND

* - INCLUDE WITH LIGHTING QUANTITIES FOR PAYMENT
** - INCLUDE WITH ROADWAY QUANTITIES FOR PAYMENT

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DESIGNED	DRAWN	REVIEWED	DATE
SKS	TMR	CMD/FJG	12/07
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RBB		43000912(L) 43000920(R)	

TRANSVERSE SECTION AND SLAB PLAN (LEFT STRUCTURE)
BRIDGE NO. LAK-2-0760 L&R OVER
STATE ROUTE 2 OVER NEWELL CREEK

LAK-2-3.32
PID 13486

17 / 25

1610
1679

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