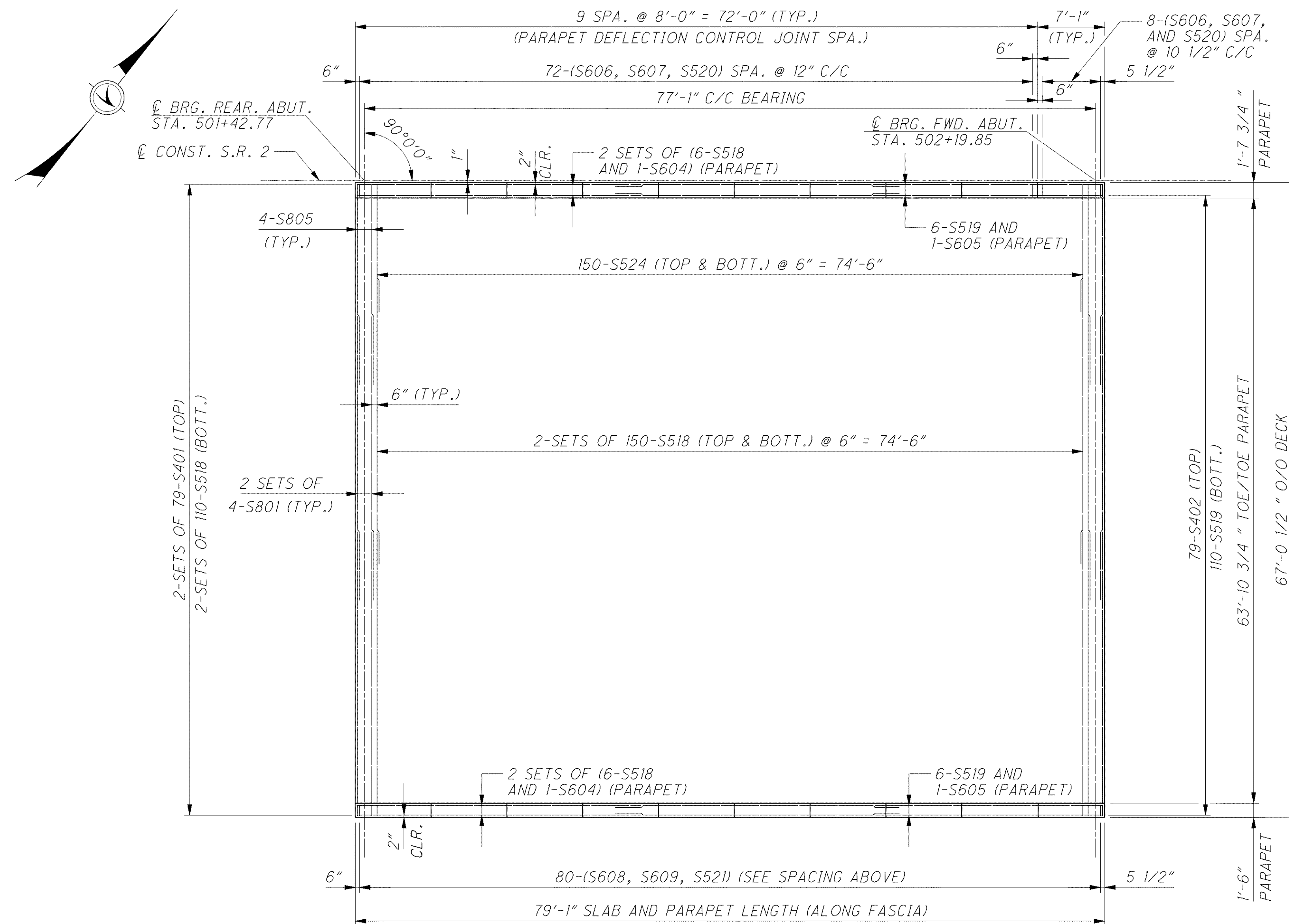
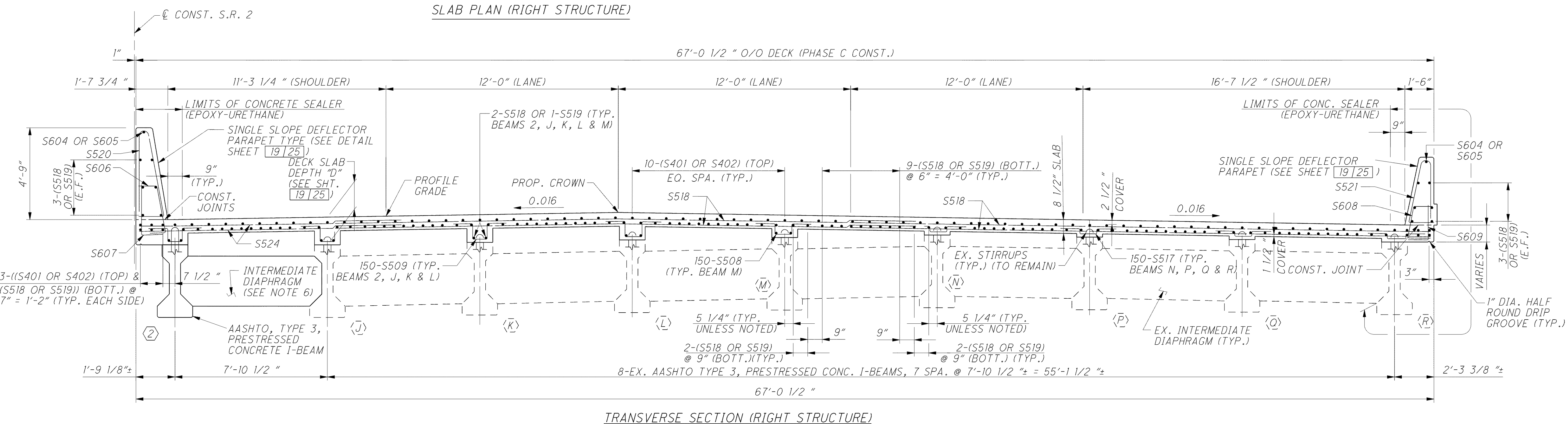


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- NOTES**
- DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESS SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS 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.
 - FOR LIST OF ABBREVIATIONS SEE SHEET 4/25.
 - MINIMUM LAP LENGTHS ARE AS FOLLOWS
 #4 BAR = 31"
 #5 BAR = 38"
 #6 BAR = 46"
 #8 BAR = 87"
 - FOR SUPERSTRUCTURE DETAILS SEE SHEET 19/25.
 - DRIP GROOVE SHALL TERMINATE 2'-6" FROM FACE OF ABUTMENT.
 - SEE INTERMEDIATE DIAPHRAGM DETAIL SHEET 16/25.



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

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

LAK-2-3.32
 PID 13486

18 / 25

1611
 1679