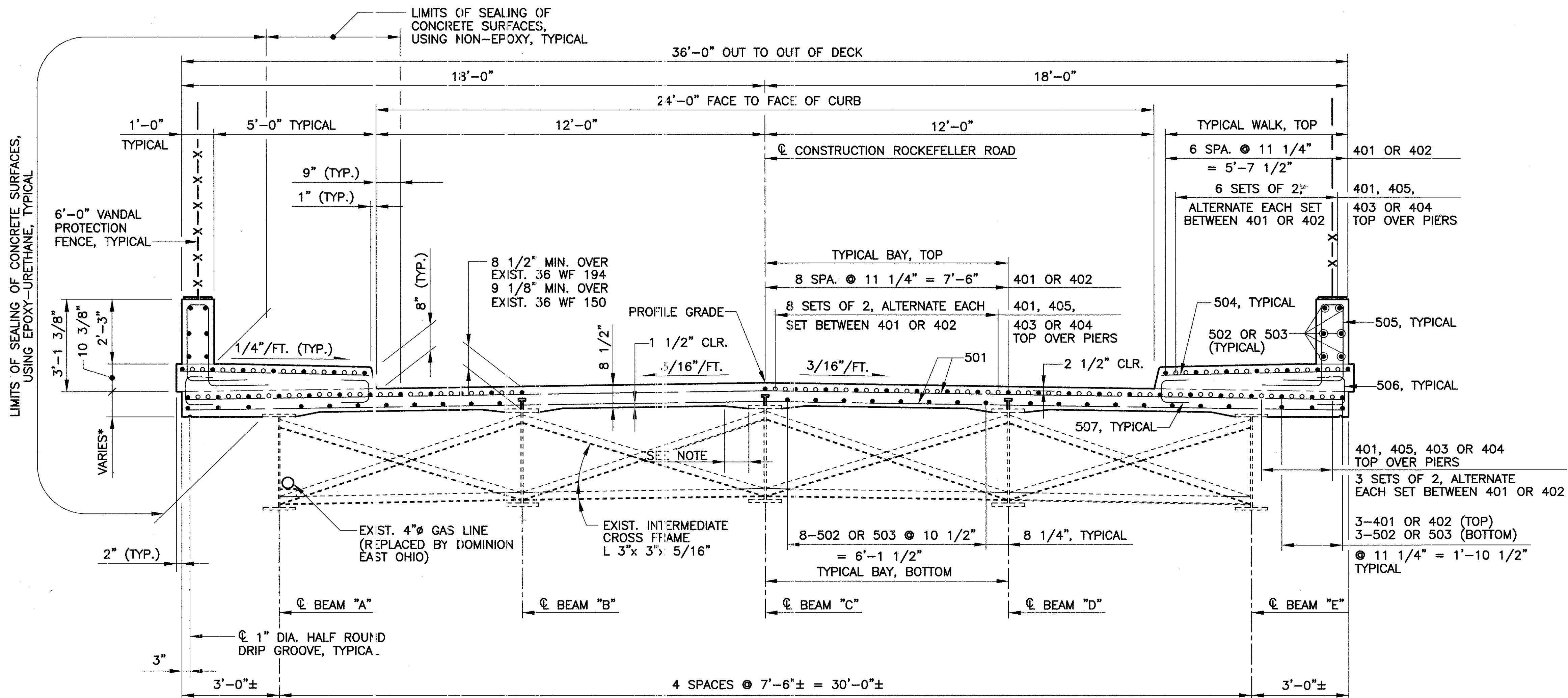
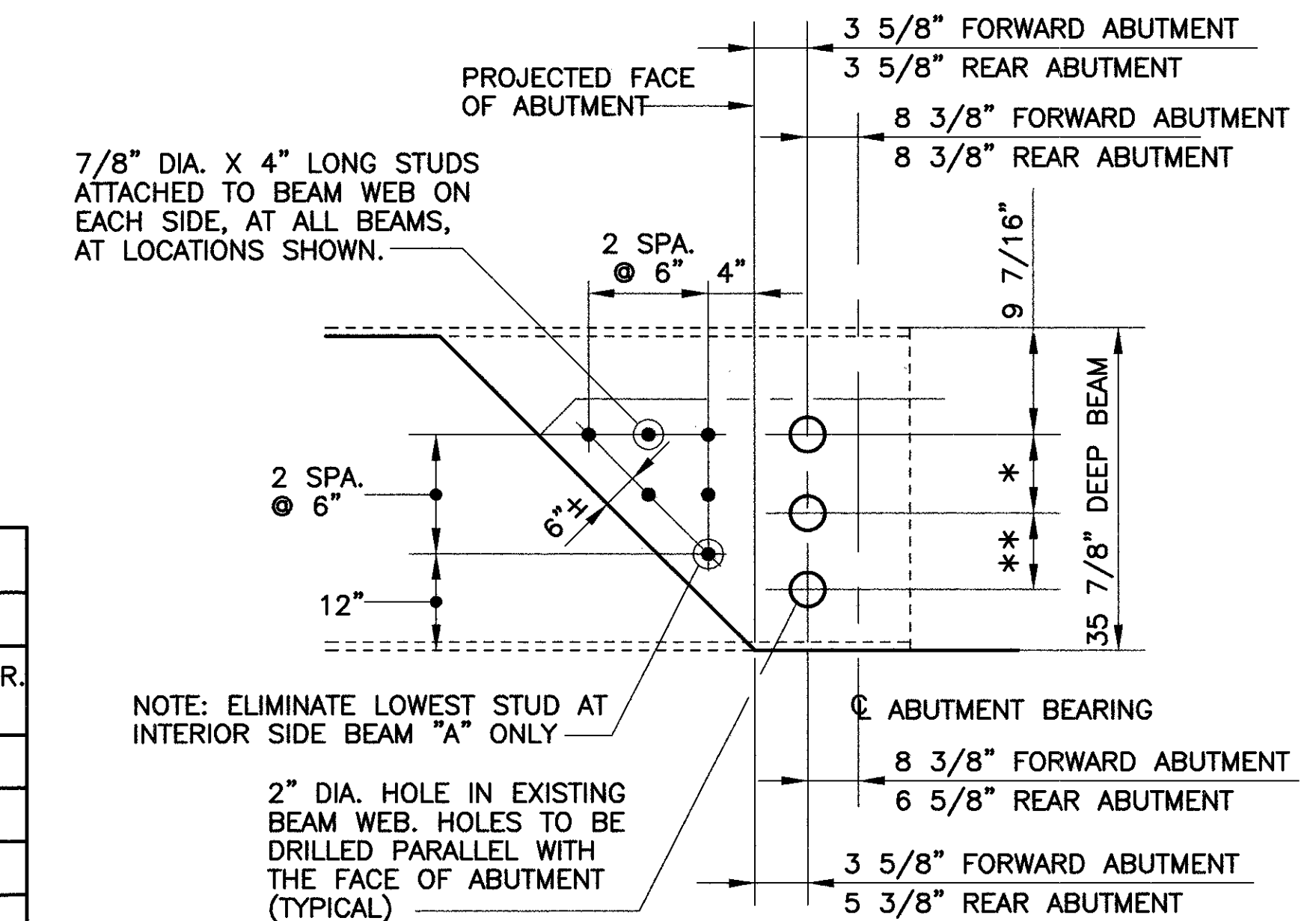
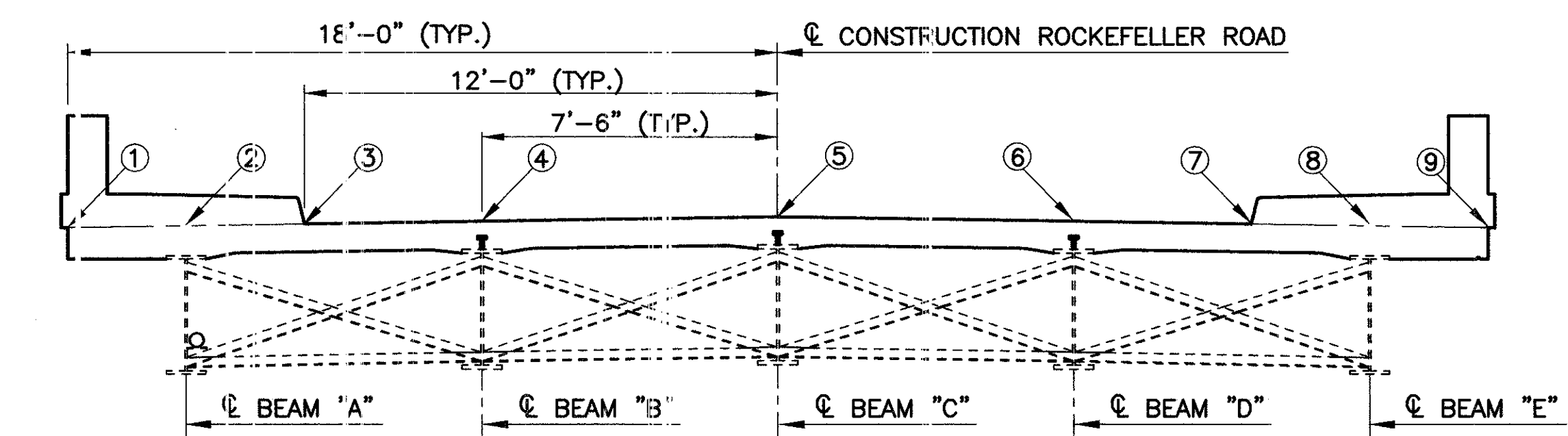


G:\201108\dwg\tracing_sub_shts_rev\adoche-trans-section.dwg 01/15/02 03:02:10 PM EST
drawing scale : 1/2" = 1'-0"
plot scale : 1 = 24"



TRANSVERSE SECTION



BEAM END MODIFICATION DETAIL
FORWARD ABUTMENT SHOWN
REAR ABUTMENT SIMILAR, ROTATED TO MATCH GRADE
* 7 3/4" BEAM "A" & 11 1/4" BEAMS "B" THRU "E"
** 14 3/4" BEAM "A" & 11 1/4" BEAMS "B" THRU "E"

NOTES:

DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF DECK SLAB TO THE TOP OF THE TOP FLANGE IS THE THEORETICAL DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED UPON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE GIRDER MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE. DEDUCTION SHALL BE MADE FOR VOLUME OF ENCASED STEEL PLATES AS PER SUPPLEMENTAL SPECIFICATION 842.18.

A HAUNCH WIDTH OF 9 INCHES SHALL BE USED. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6 INCHES AND 12 INCHES.

DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FACE OF ABUTMENT.

FOR ADDITIONAL NOTES, SEE SHEET 12/13

ALL REINFORCING BAR MARKS IN THE SUPERSTRUCTURE SHALL BE PREFIXED WITH THE LETTER "S".

MINIMUM BAR LAP SPLICES
NO. 4 BAR = 23"
NO. 5 BAR = 29"
NO. 6 BAR = 35"

SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

	SPAN 1		SPAN 2				SPAN 3				SPAN 4				
	END APPR. SLAB	☉ BRG. REAR ABUT.	1/2 SPAN	☉ BRG. PIER 1	1/4 SPAN	1/2 SPAN	3/4 SPAN	☉ BRG. PIER 2	1/4 SPAN	1/2 SPAN	3/4 SPAN	☉ BRG. PIER 3	1/2 SPAN	☉ BRG. FWD. ABUT.	BEGIN APPR. SLAB
① LEFT EDGE DECK	840.89	840.78	839.45	838.24	837.54	836.92	836.34	835.86	835.52	835.23	834.90	834.55	834.18	833.79	833.76
② BEAM "A"	840.93	840.82	839.50	838.29	837.59	836.97	836.39	835.91	835.57	835.28	834.94	834.59	834.22	833.83	833.80
③ LEFT CURB LINE	840.97	840.86	839.53	838.32	837.62	837.00	836.42	835.94	835.60	835.32	834.99	834.63	834.27	833.88	833.85
④ BEAM "B"	841.02	840.92	839.59	838.38	837.68	837.06	836.48	836.00	835.67	835.39	835.05	834.70	834.33	833.94	833.91
⑤ CROWN, BEAM "C"	841.12	841.01	839.69	838.48	837.79	837.17	836.59	836.12	835.78	835.50	835.17	834.81	834.44	834.05	834.02
⑥ BEAM "D"	840.98	840.88	839.55	838.35	837.65	837.04	836.46	835.99	835.66	835.38	835.04	834.69	834.32	833.93	833.89
⑦ RIGHT CURB LINE	840.90	840.79	839.47	838.27	837.57	836.96	836.39	835.91	835.58	835.30	834.97	834.61	834.25	833.86	833.82
⑧ BEAM "E"	840.85	840.74	839.42	838.22	837.52	836.91	836.34	835.87	835.54	835.25	834.92	834.56	834.20	833.81	833.77
⑨ RIGHT EDGE DECK	840.79	840.68	839.37	838.17	837.47	836.86	836.29	835.82	835.49	835.20	834.87	834.52	834.15	833.76	833.72

Michael Benza & Associates, Inc.
 Consulting Engineers and Surveyors
 DATE: 12/31/01
 STRUCTURE FILE NUMBER: 4303458
 DRAWN: AMH/TES
 CHECKED: TJW
 TRANSVERSE SECTION
 LAK-90-0171
 ROCKEFELLER RD. OVER I-90
 LAK-90-1.71
 11/13
 27/29