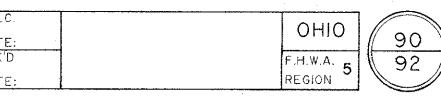
		SPANI	SPAN			2		SPAN 3			SPAN 4		
ELEVATION LOCATION	€ BEARING REAR ABUT.	I/2 SPAN	© PIER I	I/4 SPAN	1/2 SPAN	3/4 SPAN	© PIER 2	I/4 SPAN	I/2 SPAN	3/4 SPAN	ÇPIER 3	I/2 SPAN	© BEARIN FWD. ABU
LEFT GUTTER	813.81	814.10	814.38	814.60	814.75	814.80	814.80	814.80	814.75	814.59	814.37	814.08	813.71
BEAM A	813.84	814.14	814.41	814.63	814.78	814.83	814.83	814.83	814.78	814.62	814.40	814.11	813.73
BEAM B	813.99	814.279	814.55	814.77	814.91	814.96	814.95	814.95	814.89	814.73	814.51	8 4.2	813.83
€ SURVEY	814.06	814.35	814.62	814.84	814.98	815.02	815.02	815.01	814.95	814.79	814.56	814.26	813.88
BEAM C	814.00	814.30	814.57	814.78	814.92	814.96	814.95	814.94	814.88	814.72	814.49	814.18	813.80
BEAM D	813.90	814.19	814.46	814.67	814.81	814.84	814.83	814.81	814.75	814.58	814.35	814.04	813.65
RIGHT GUTTER	813.87	814.17	814.43	814.64	814.78	814.81	814.80	814.78	814.72	814.55	814.31	814.00	813.61

							ANTICIF	ATED DE	CK SLAB	DEPTHS*	<b>*</b>		, , , , , , , , , , , , , , , , , , ,				
LOCATION	Œ BEARING REAR ABUT.	I/4 SPANI	1/2 SPAN I	3/4 SPAN	© BEARING PIER I	I/4 SPAN 2	1/2 SPAN 2	3/4 SPAN 2	© BEARING PIER 2	I/4 SPAN 3	1/2 SPAN 3	3/4 SPAN 3	© BEARING PIER 3	I/4 SPAN 4	1/2 SPAN 4	3/4 SPAN	© BEARING FWD. ABUT.
BEAMA	10"	10 1/16"	10"	10 3/16"	10 9/16"	9 7/8"	9 3/4"	10 1/16"	10 1/16"	10 1/16"	10 3/16"	10 3/16"	10 9/16"	11 3/8"	11 3/8"	11 3/16"	10 11/16"
BEAM B	9 5/8"	10-3/16"	10 3/16"	10 5/16"	10 11/16"	10 11/16"	10 9/16"	9 15/16"	10 7/16"	10 5/16"	10 5/16"	10 3/16"	10 9/16"	11 5/16"	10 15/16"	10 11/16"	10 1/16"
BEAM C	9 3/4"	10 1/16"	10 3/16"	10 9/16"	10 9/16"	10 5/16"	10 3/16"	10 1/16"	10 3/16"	10 3/16"	10 5/16"	9 3/4"	10 11/16"	11 3/16"	10 13/16"	10 15/16"	10 3/16"
BEAM D	10 3/16"	10 3/16"	10 5/16"	10 5/16"	10 5/16"	9 3/4"	9 5/8"	9 5/8"	9 3/4"	9 3/8"	9 1/2"	9 13/16"	10 7/16"	11 1/16"	11 1/16"	10 15/16"	10 7/16"
	11																

\*\* NOTE: DEPTHS SHOWN ARE FROM TOP OF DECK TO THE TOP OF BEAM FLANGES.



LAKE COUNTY LAK-90-17.42/25.15/27.76

## NOTES

I. DECK SLAB DEPTH: THE ANTICIPATED DECK SLAB DEPTH OVER BEAMS ARE GIVEN IN THE DECK SLAB TABLE. THE ACTUAL DECK SLAB DEPTH MAY BE MORE. THEY SHOULD NOT BE LESS THAN THE DECK SLAB THICKNESS, 8 1/2".

AFTER COMPLETE REMOVAL OF THE EXISTING DECK SLAB. THE CONTRACTOR SHALL DETERMINE. AT VARIOUS LOCATIONS ALONG THE SPANS, ACTUAL TOP OF BEAM ELEVATIONS. THESE SHOULD BE DEDUCTED FROM THE SCREED ELEVATIONS FOR THE SAME LOCATIONS (OR PROPOSED SCREED ELEVATIONS AS DETERMINED FROM ADJACENT SCREED ELEVATIONS) TO OBTAIN ACTUAL SLAB DEPTHS. FOR DEPTHS LESS THAN 8 1/2", THE DIRECTOR SHALL BE NOTIFIED TO DETERMINE THE SUITABILITY OF THE PROPOSED WORK PRIOR TO DECK FORMING AND CONCRETE PLACEMENT.

THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THE AVERAGE DECK SLAB DEPTH OF 10 3/8 INCHES OVER THE TOP OF BEAM.

- 2. A HAUNCH WIDTH OF 9 INCHES SHALL BE USED FOR COMPUTING QUANTITY OF CONCRETE. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6 AND 12 INCHES.
- 3. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FACES OF ABUTMENTS.
- 4. FOR VANDAL PROTECTION FENCE DETAILS AND NOTES SEE STANDARD DRAWING VPF-I-90M.
- 5. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

THE OSBORN ENGINEERING COMPANY 50/52

CONSULTING ENGINEERS
CLEVELAND, OHIO 44114

DECK SCREED ELEVATIONS AND ANTICIPATED DECK SLAB DEPTHS

BRIDGE NO. LAK-90-2776 BATES ROAD OVER I-90

LAKE COUNTY

DESIGNED DRAWN TRACED CHECKED REVIEWED DATE REVISED

LYH BFG JRS GA 2/94 ODOT 5/24/99

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