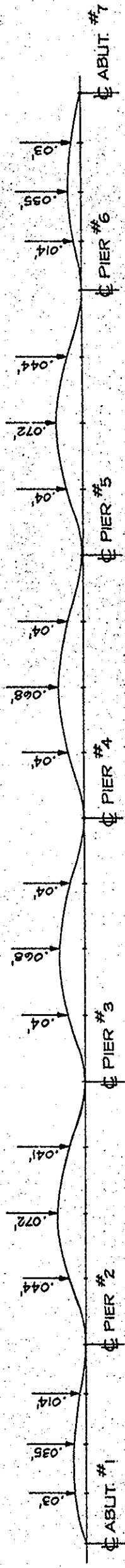


1/4 PT. DECK GRADES

SCALE 1" = 20'-0"



CAMBER DIAGRAM

SEE NOTE 7.

NOTES: 1. ELEVATIONS ARE BASED UPON B.M. 136-1924

2. ELEVATIONS DO NOT INCLUDE NEW CAMBER REQUIREMENTS

3. GRID IS BASED UPON EXIST SOUTH EDGE OF DECK @ 1/4 PTS. OF SPANS

4. DECK GRADES TO BE FIELD CHECKED PRIOR TO SUPERSTRUCTURE CONST.

5. TOTAL DEFLECTION SHOWN WILL BE REACHED APPROX. FOUR YEARS AFTER FALSEWORK REMOVAL. FOR VALUES @ TIME OF FALSEWORK REMOVAL, DIVIDE THOSE SHOWN BY FOUR

6. CAMBER POINTS = 1/4 PTS. OF EXISTING SPAN.

7. AT JOINT BETWEEN NEW & EXISTING BRIDGE, THE NEW EDGE OF DECK SHALL BE CAST .75 X DEAD LOAD CAMBER ABOVE THE EXISTING EDGE OF DECK.

GENERAL NOTES

SPECIFICATIONS:
Design: A.A.S.H.O. dated 1973 with subsequent revisions, and Calif. Division of Highways Bridge Planning and Design manual.

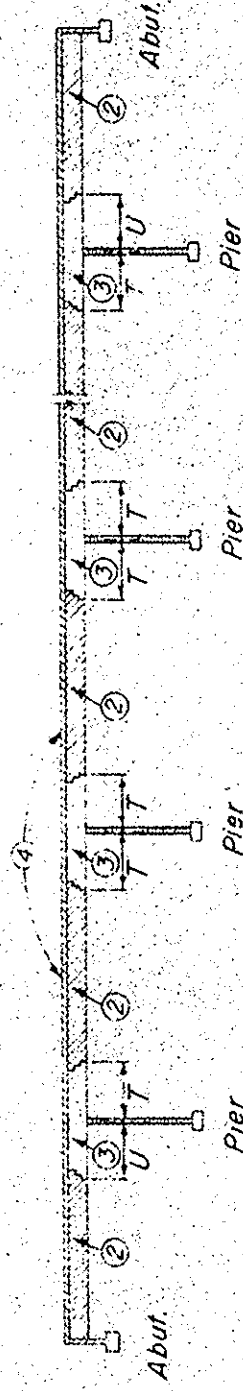
Construction: Standard Specifications, Division of Highways, Calif. dated Jan. 1975 and the special provisions.

LIVE LOADING: HS20-44 and Alternative

UNIT STRESSES:
Reinforcing Steel: f_t tension = 24,000 psi
 f_c comp. = 20,000 psi
Concrete: $f_c = 1,300$ psi $f'_c = 3250$ psi
 $n = 10$
 $v_c = 54$ p.s.i.

PILE LOADING: 45 tons Type: Class I, reinforced concrete- $f'_c = 3000$ p.s.i.

CONCRETE: Class "A" using type II portland cement



TEE BEAM SUPERSTRUCTURE PLACING DIAGRAM

Numbers (2) and (3) indicate sequence of placing girder stem concrete. (3) may be placed simultaneously with (2) when approved by the Engineer, and provided that the (2) sections are placed in both adjoining spans.

Top slab concrete (4) shall be placed separately from (2) and (3). (4) may be placed continuously or in parts as approved by the Engineer.

$T = 1/5$ span length

$U = 1/4$ span length

For any deviation from the above the contractor shall submit a diagram to the Engineer.

ORANGE COUNTY ROAD DEPARTMENT
BALL ROAD BRIDGE
WIDENING SA-12
OVER SANTA ANA RIVER
GENERAL NOTES,
DECK GRADES
AS NOTED

DR. #2 (12241)