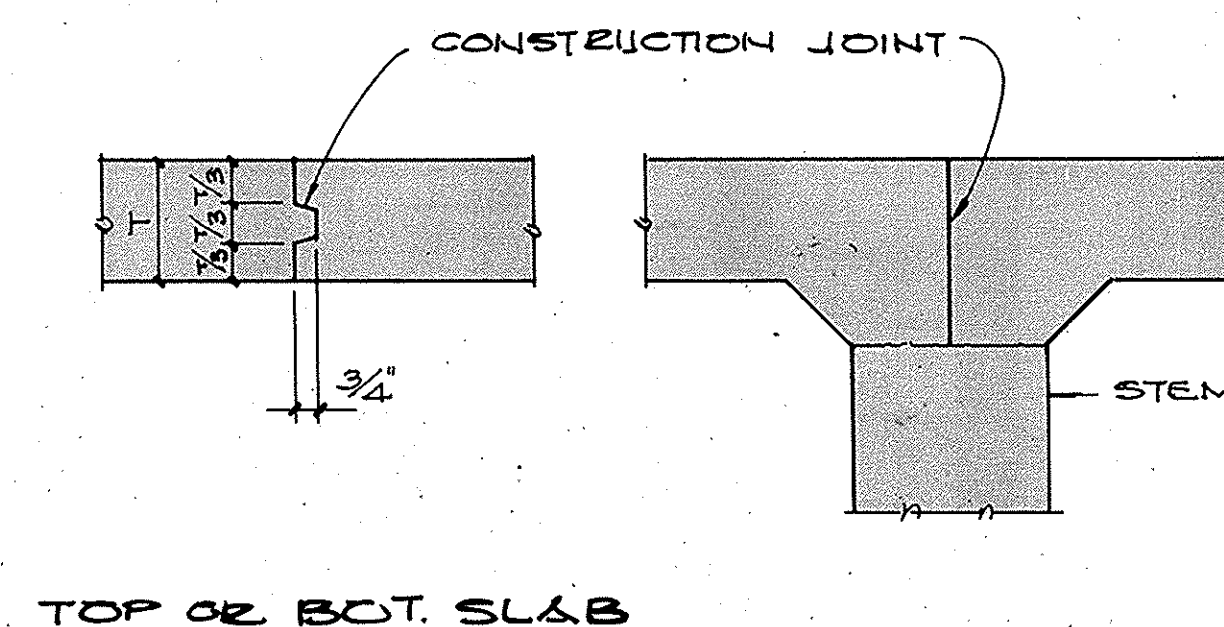
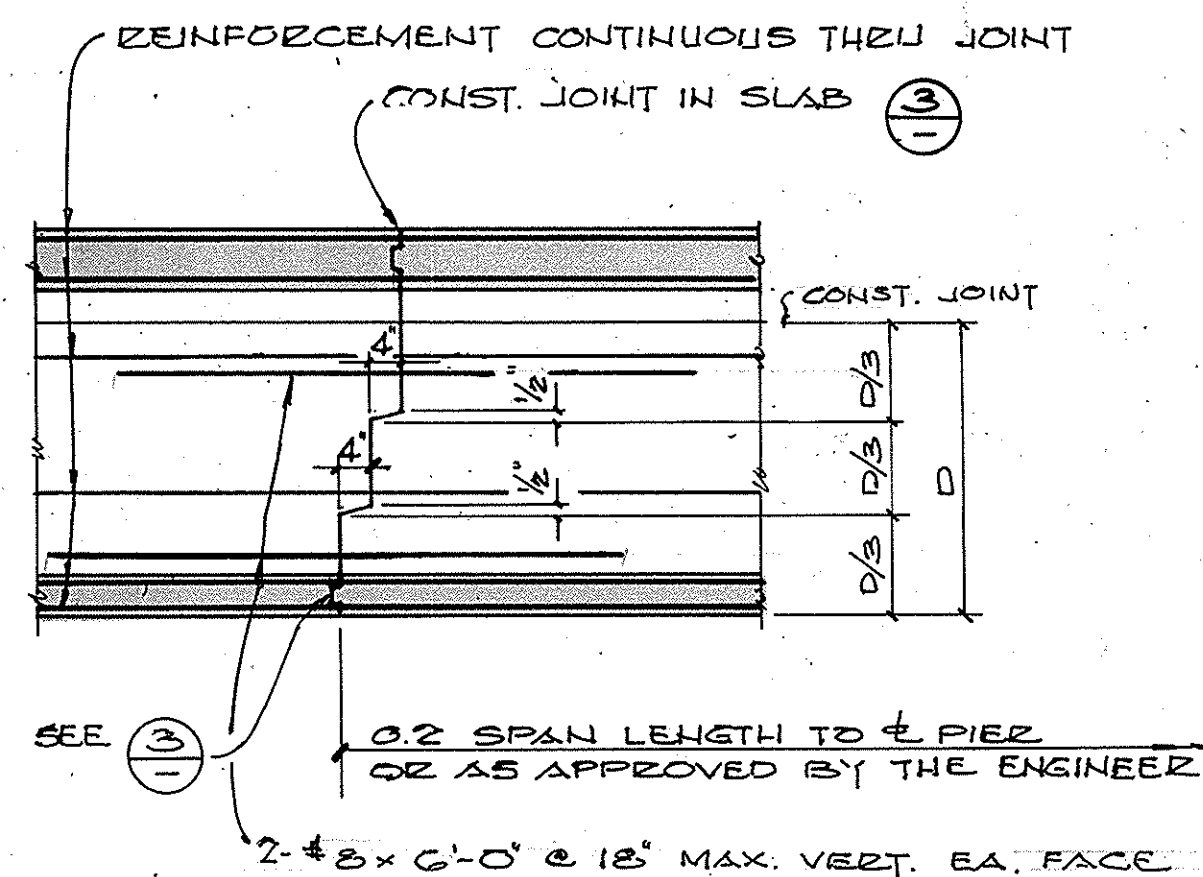
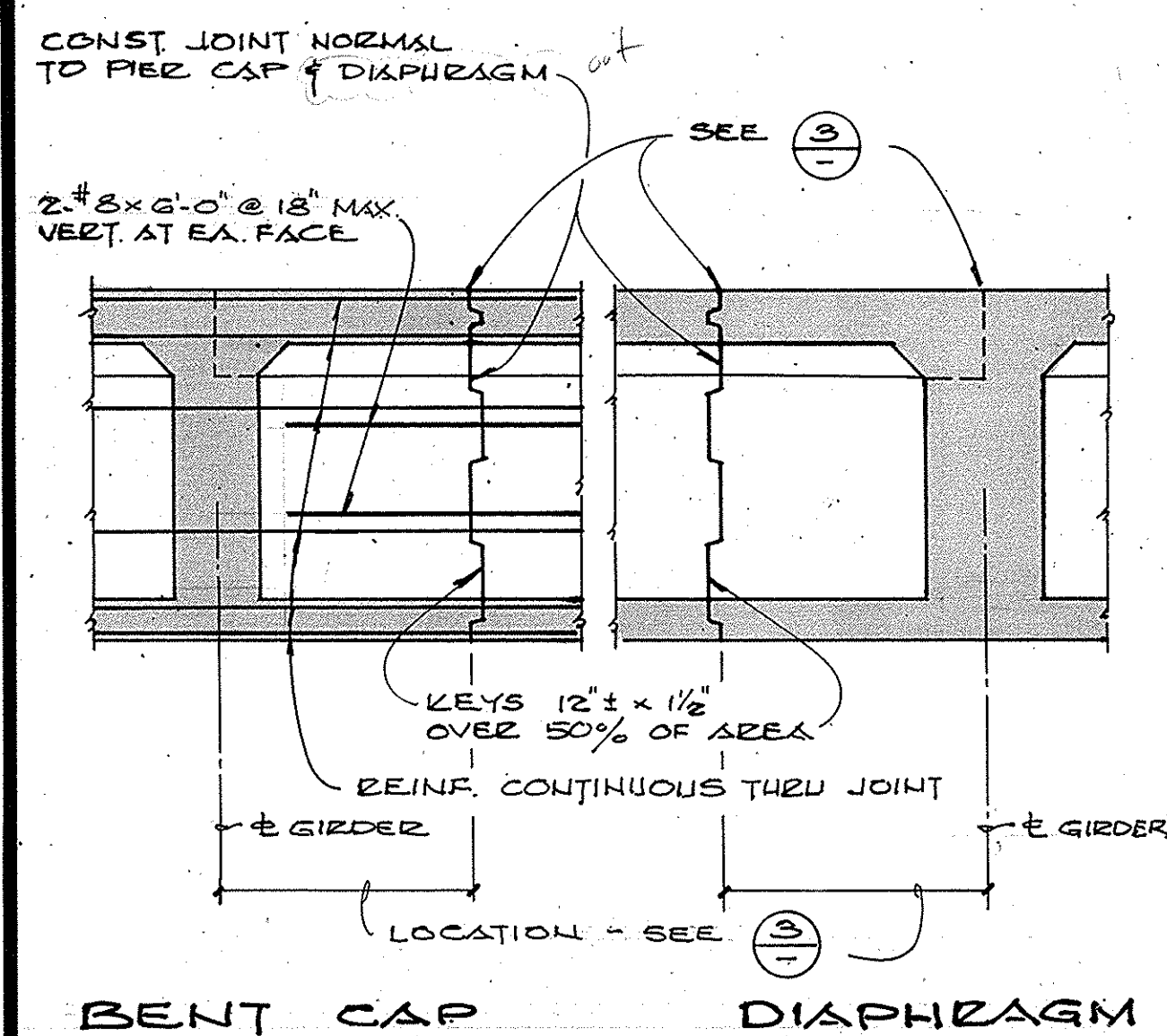




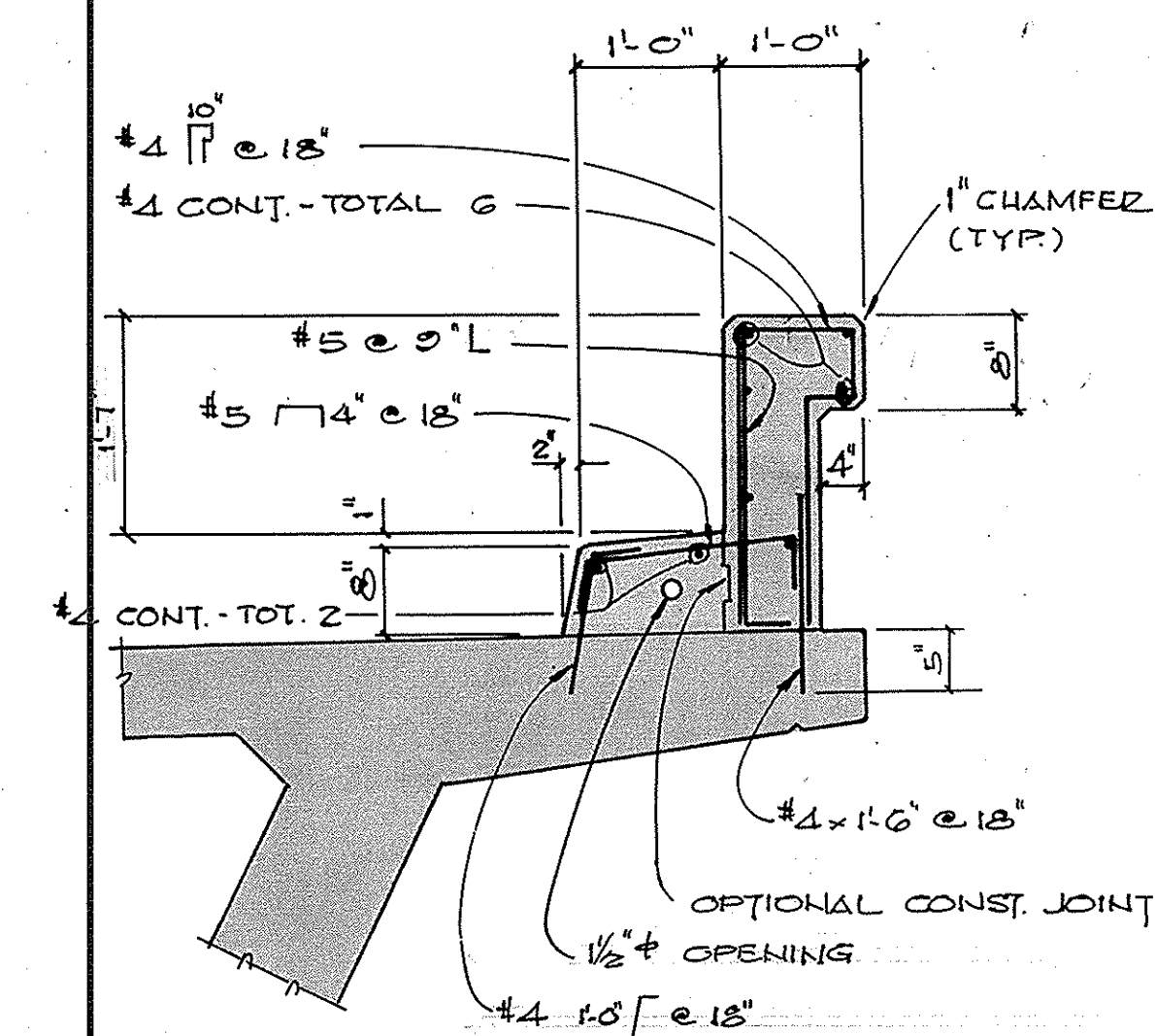
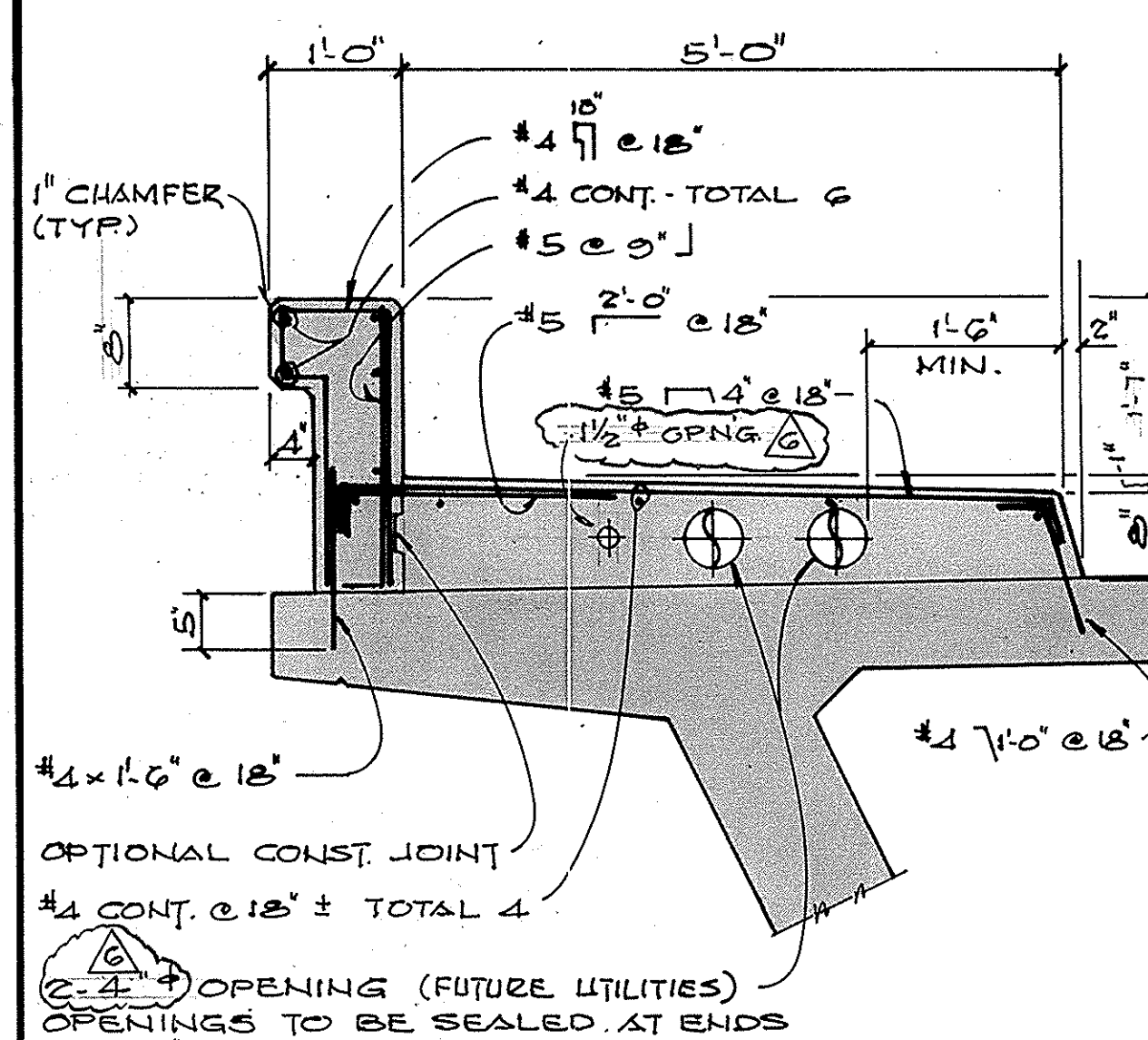
TOP OR BOT. SLAB

DECK PLACING NOTES:

THE CONTRACTOR SHALL SUBMIT A DECK PLACING SCHEDULE WHICH WILL BE SUBJECT TO THE REVIEW OF THE ENGINEER.

UNLESS SHOWN OTHERWISE ON THE PLANS, THE FOLLOWING CONDITIONS SHALL BE PROVIDED FOR.

- 1- TRANSVERSE JOINTS MAY BE LOCATED AT ABOUT $\frac{1}{4}$ POINT OF SPAN BETWEEN STEMS
- 2- LONGITUDINAL JOINTS SHALL BE LOCATED AT THE EDGE OF A TRAFFIC LANE UNLESS OTHERWISE PERMITTED BY THE ENGINEER.
- 3- REINFORCING STEEL SHALL BE CONTINUOUS THROUGH ALL CONSTRUCTION JOINTS.



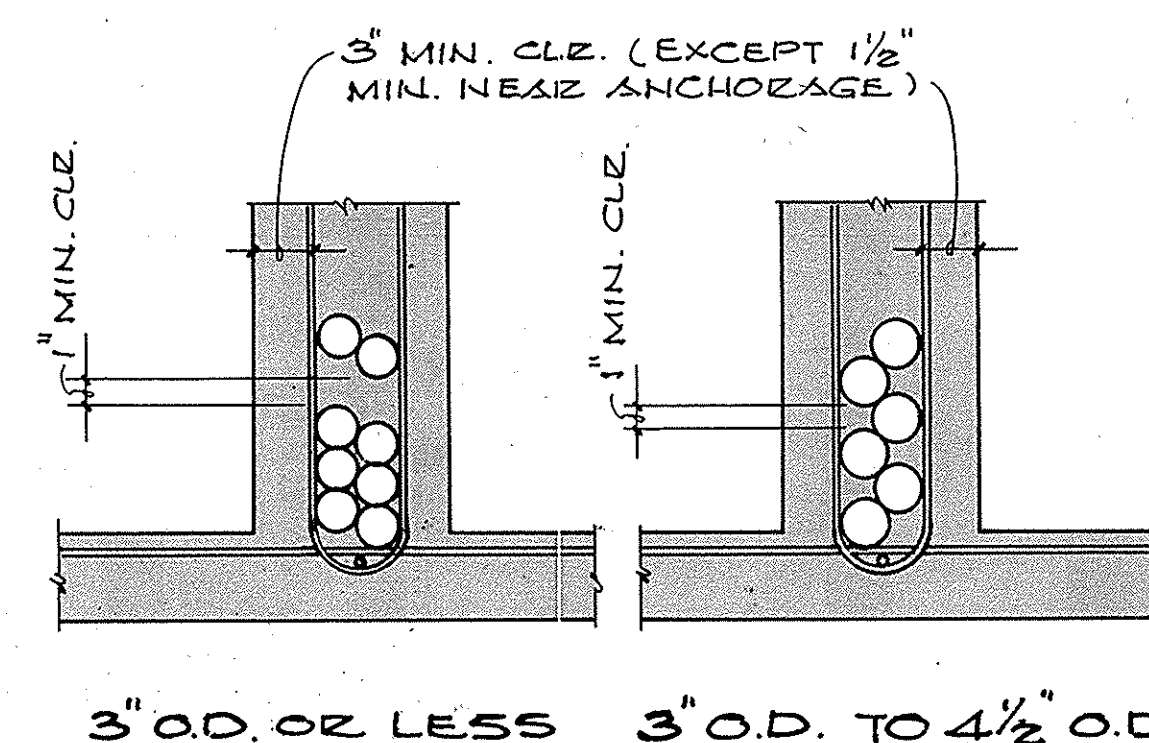
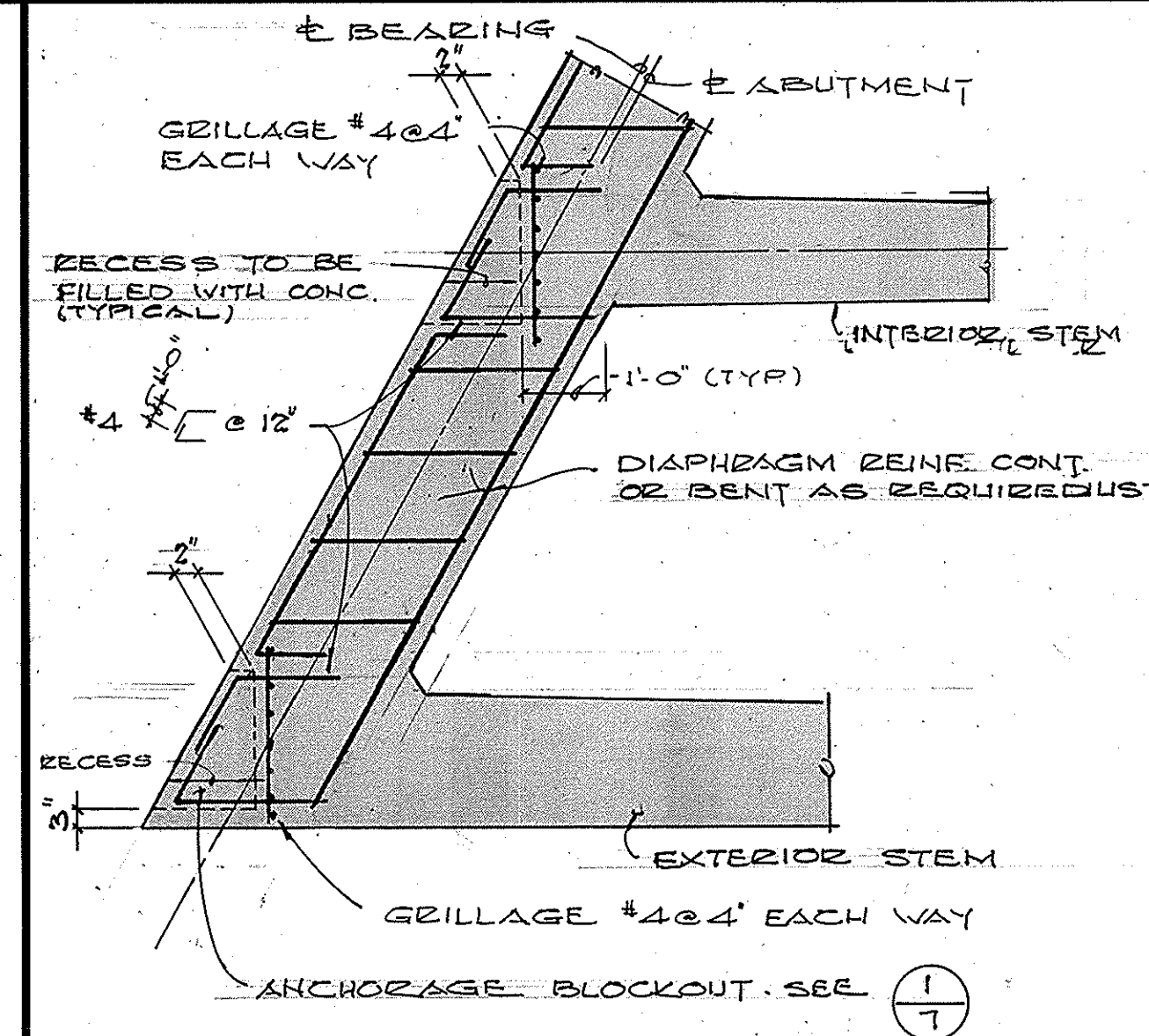
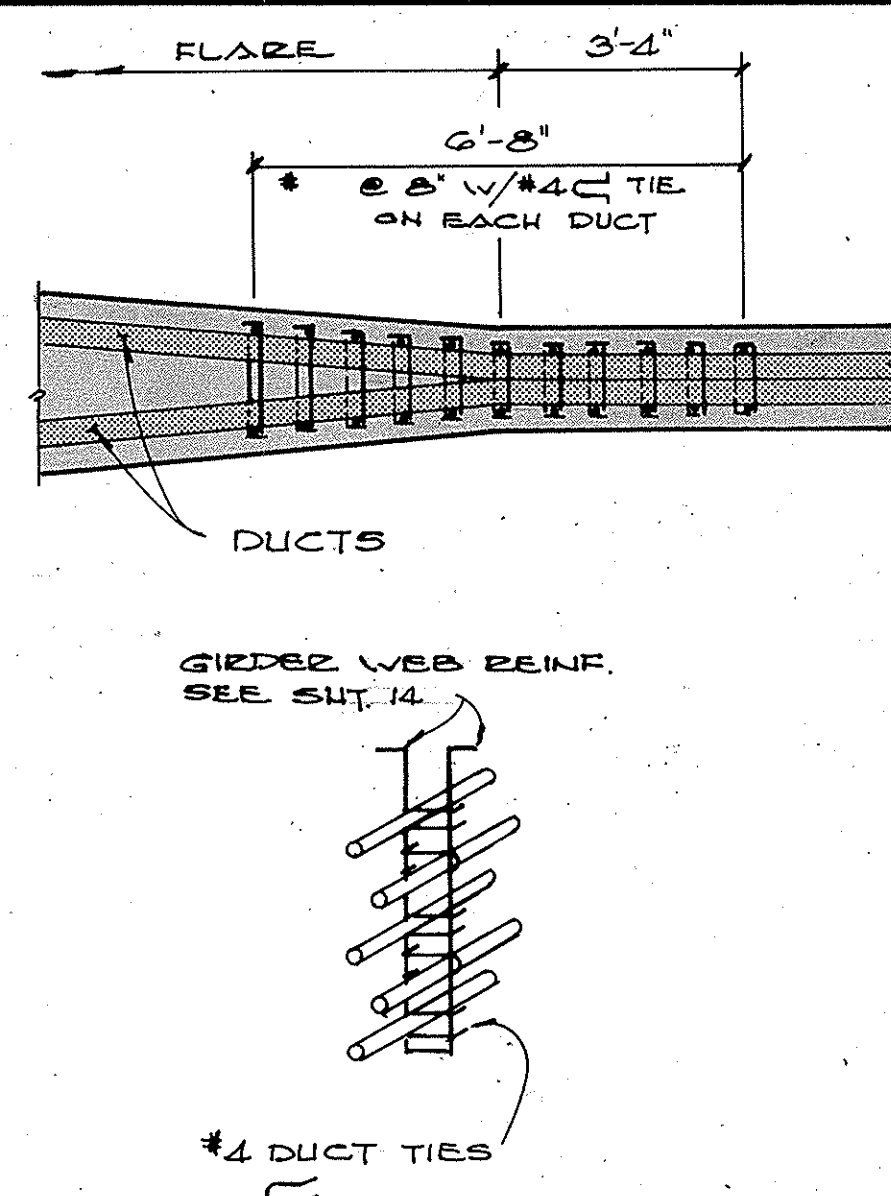
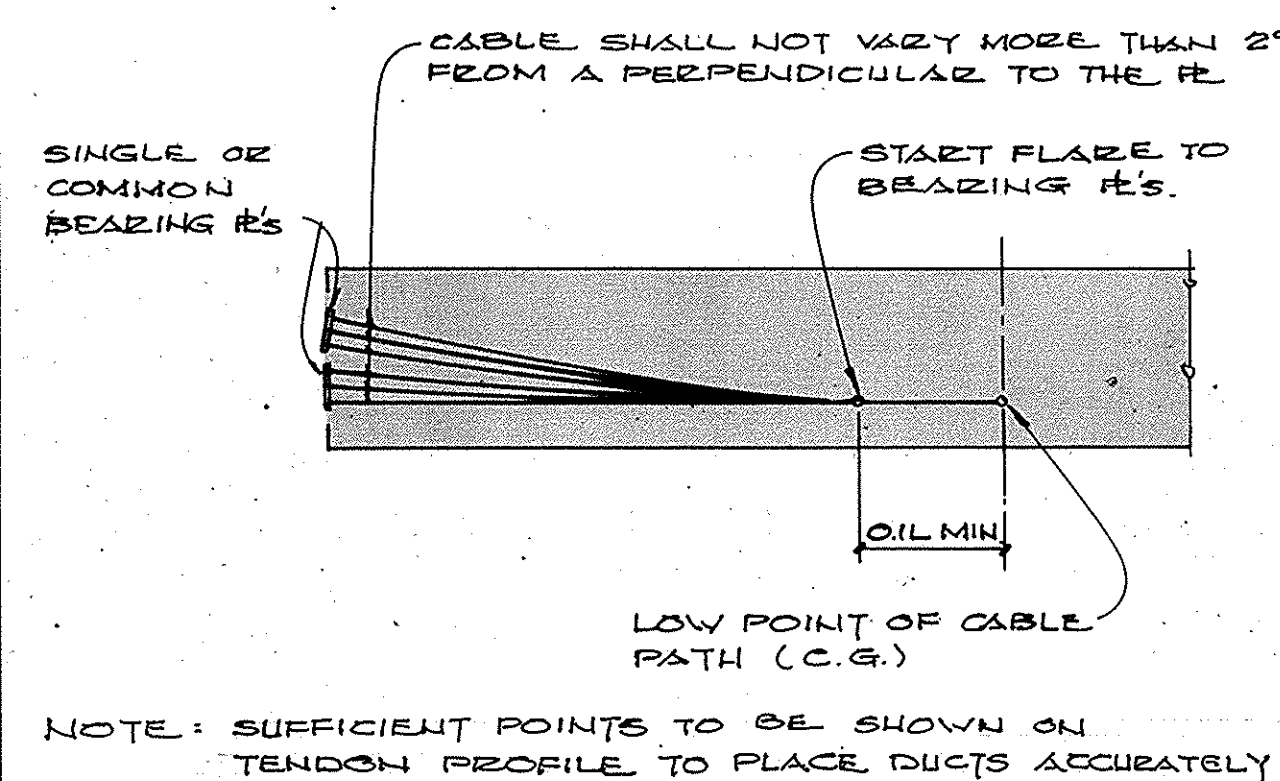
LONG. CONST. JOINT

TRANSVERSE CONST. JT.

SLAB CONST. JOINT

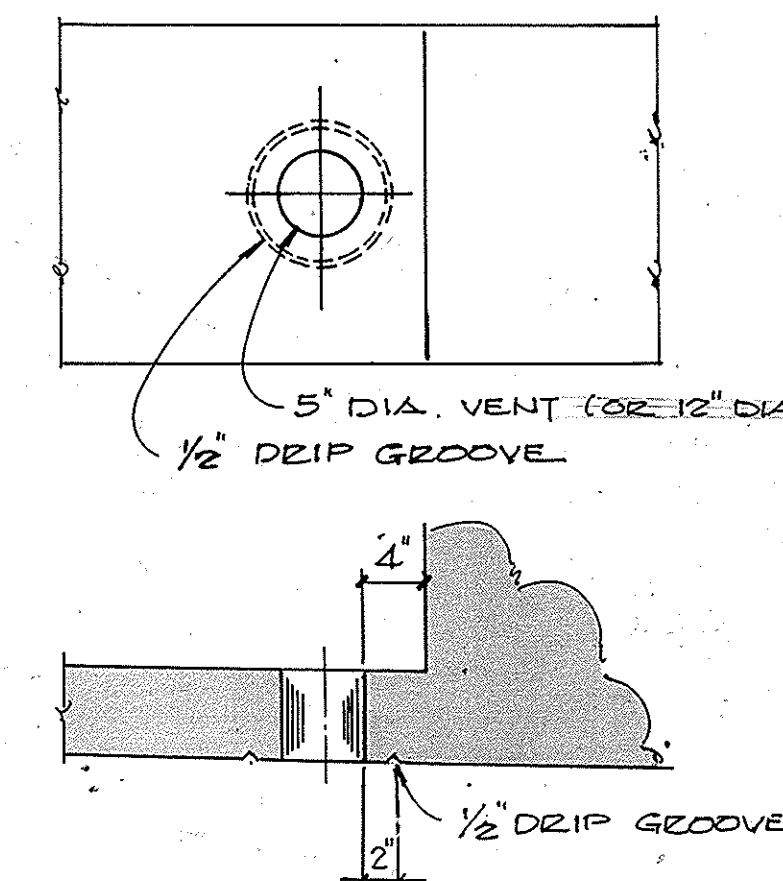
SIDEWALK - ON DECK

CUBB - ON DECK



NOTES:

- 1- DUCT PATTERNS SHOWN ARE FOR 12" WIDE GIRDER STEM. FOR OTHER WIDTHS THE MINIMUM CLEARANCE MUST BE MAINTAINED.
- 2- GIRDER STIRRUPS MUST BE BENT TO FIT THE DUCT SIZE USED, OR IF $\square$ STIRRUPS MAY BE USED. A REINFORCING BAR MUST BE PLACED INSIDE OF EACH STIRRUP HOOK OR 90° BEND.



NOTE:
5" DIA. VENT IN LOWER SLAB. (OR 12" DIA.)
MINIMUM OF 2 VENTS PER SPAN IN EACH BAY
BETWEEN GIRDERS. ONE VENT TO BE LOCATED
AT LOW POINT OF SPAN AND OTHER VENT TO BE
LOCATED AT OPPOSITE END OF SPAN & 1'-6"
FROM FACE OF ABUTMENT OR PIER.

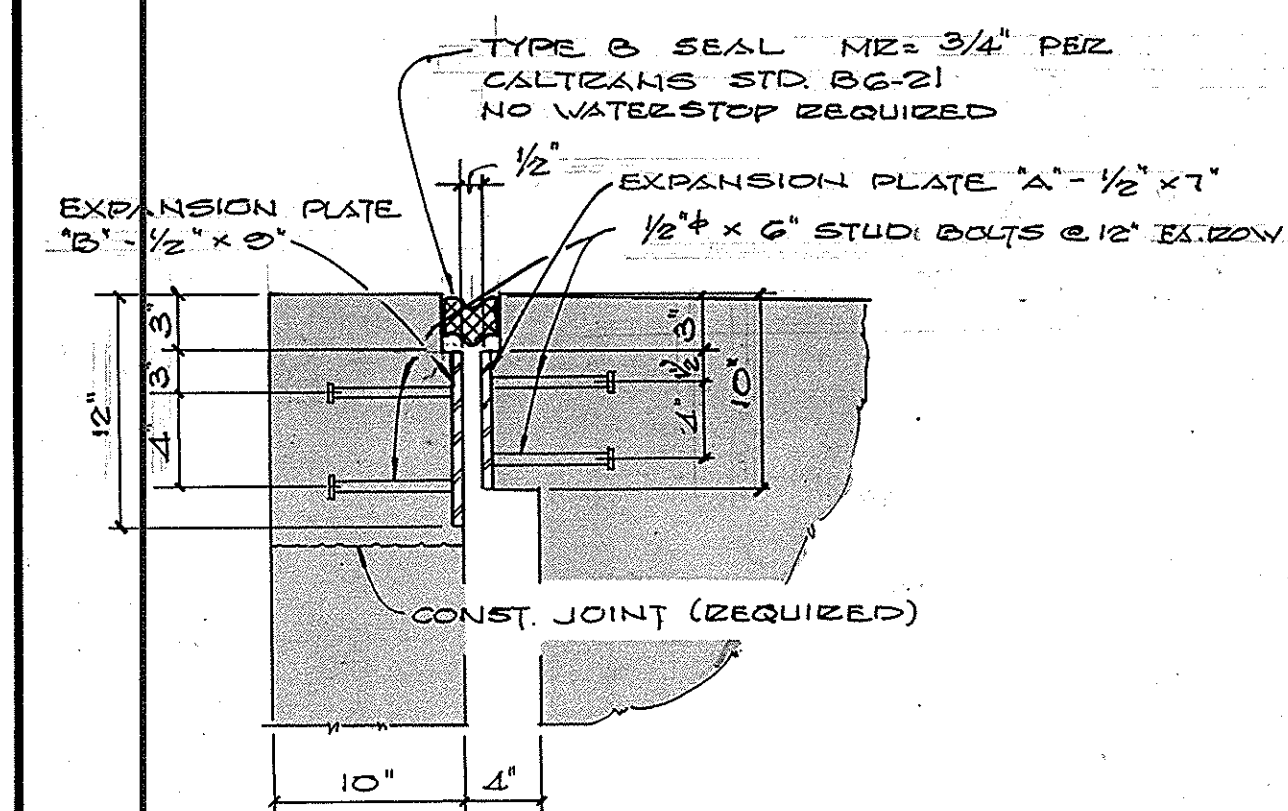
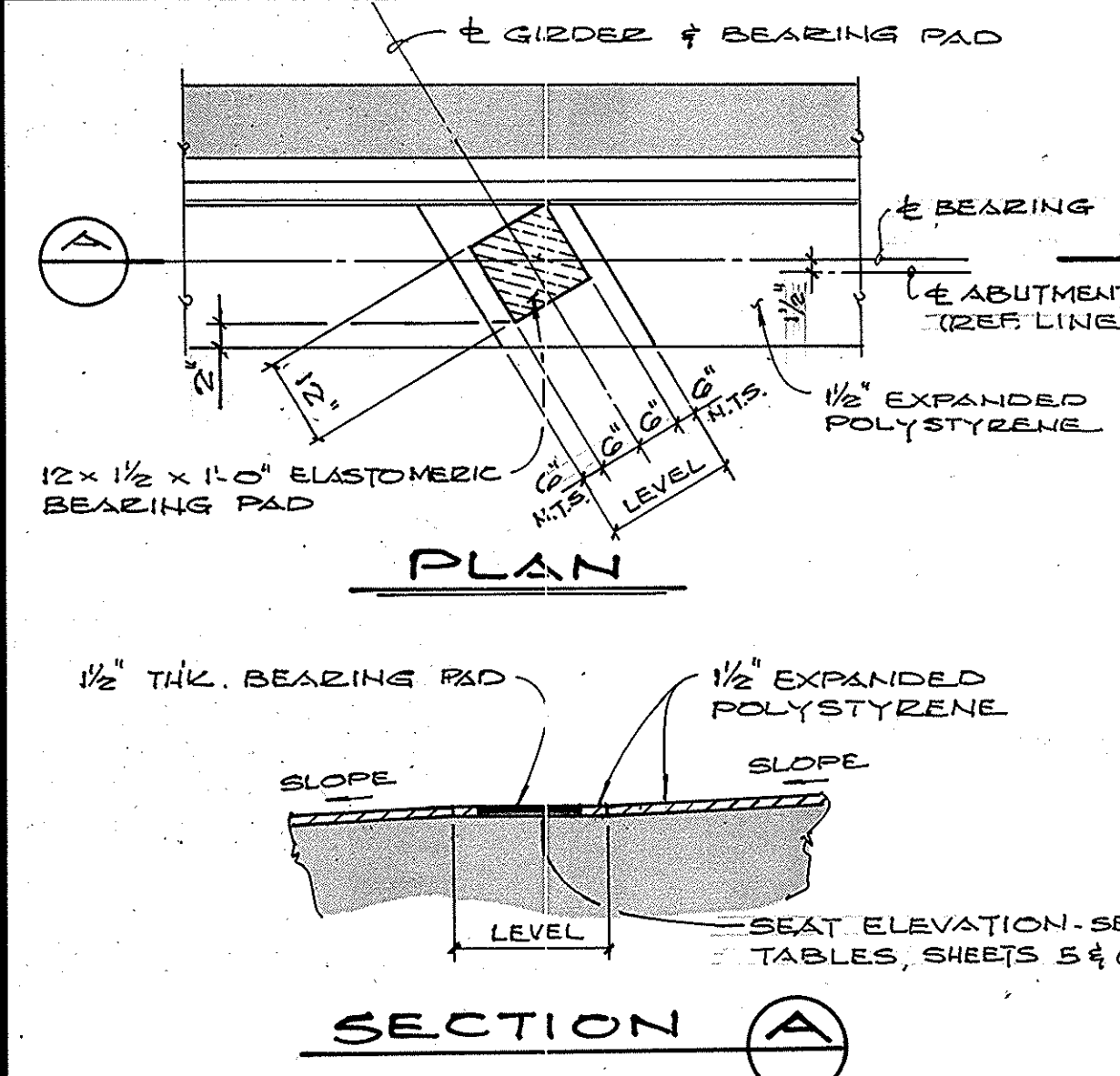
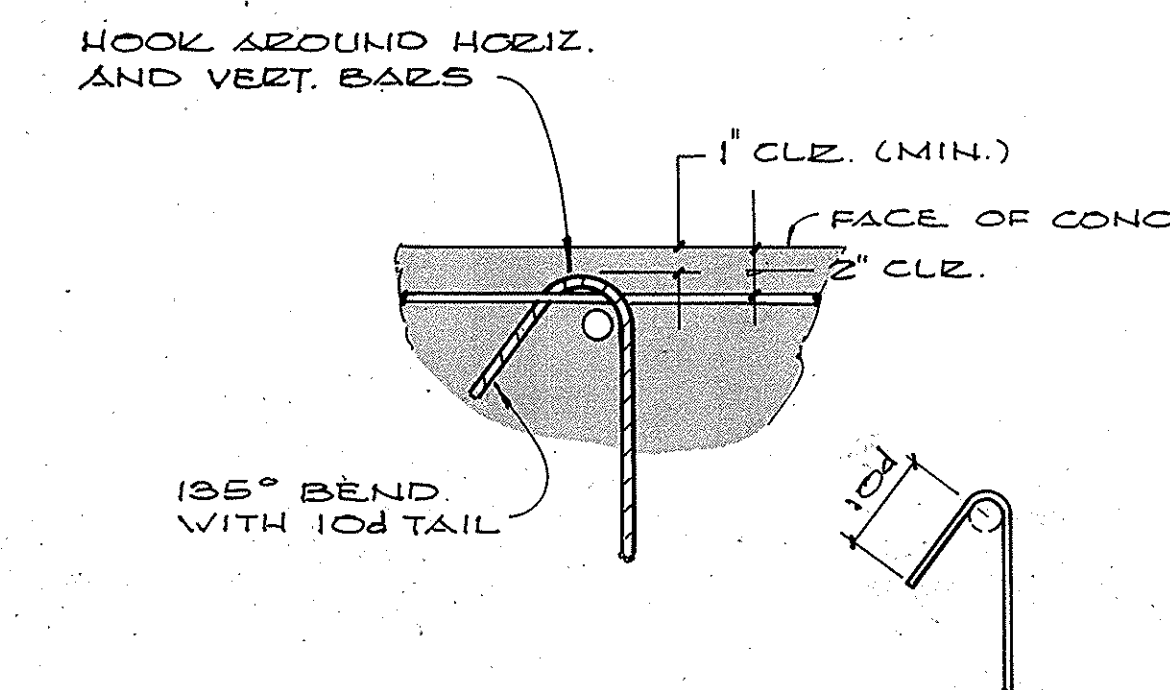
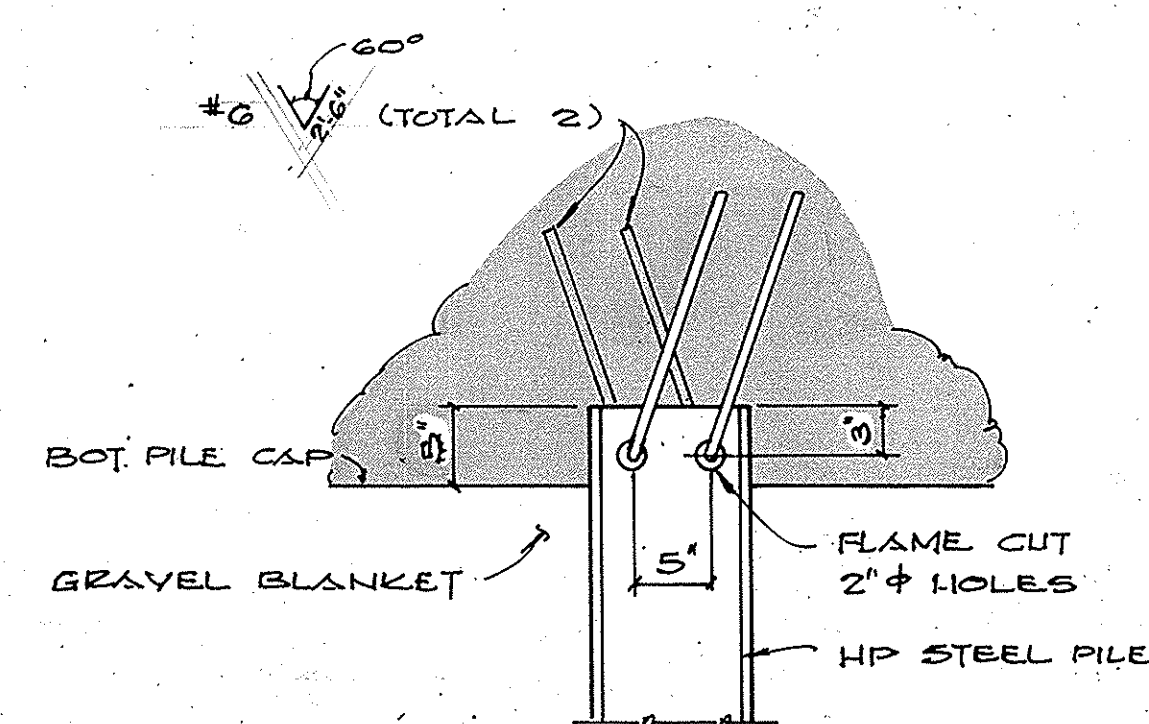
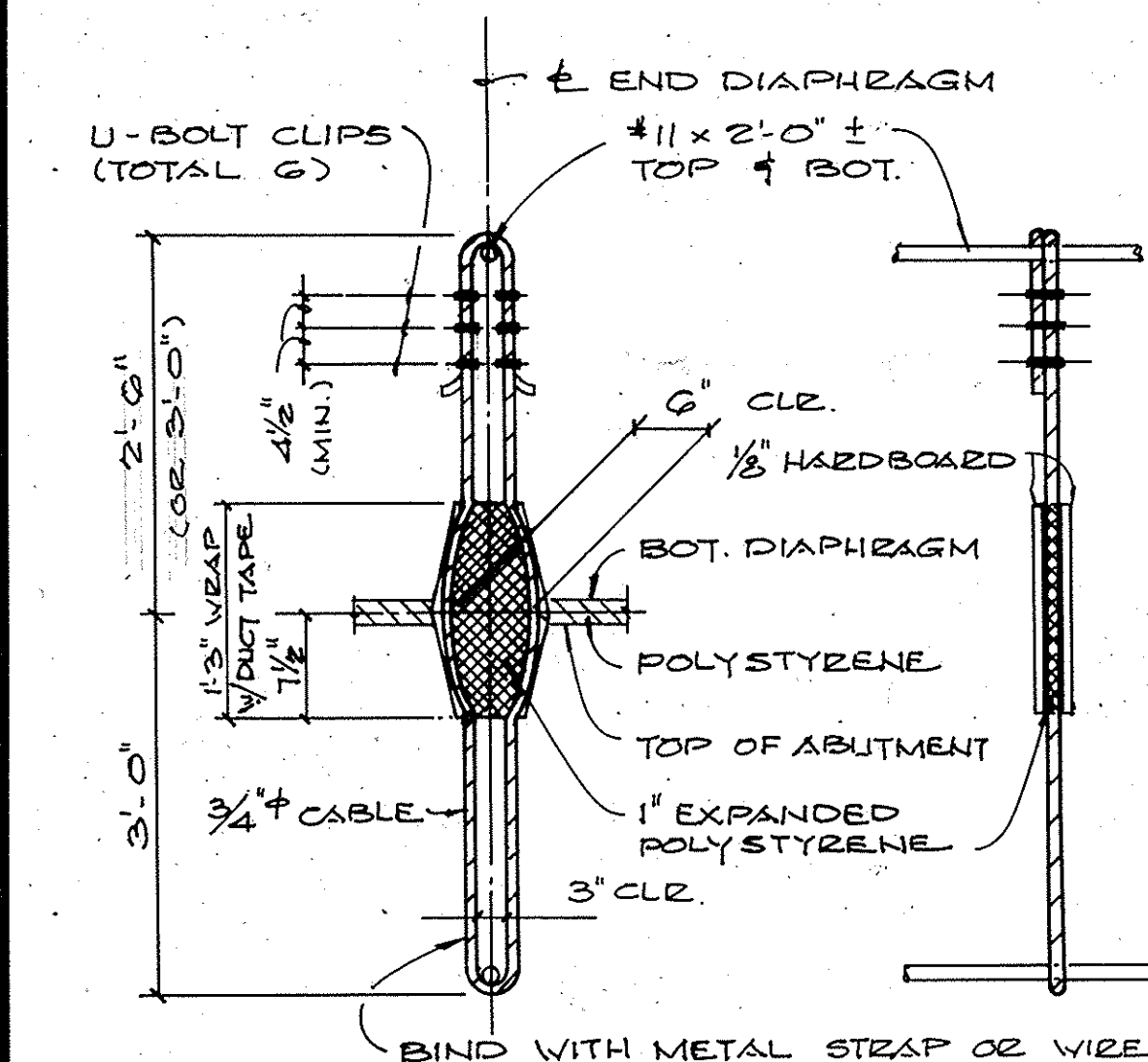
BEARING & P.S. PATH

STIRZUP BEINF. AT FLAZE

PLAN - P.S. BEARING SEATS

CLEARANCE FOR DUCTS

VENT DETAIL



NOTES:

1. THE LENGTH OF EXPANSION PLATES "A" SHALL BE FULL WIDTH OF DECK AT EACH ABUTMENT. EXPANSION PLATES "B" SHALL BE BETWEEN CURB FACES.
2. 1/2" STUD BOLTS SHALL BE FULL PENETRATION BUTT WELD WELDED TO THE PLATES. BOLTS SHALL BE STAGGERED.
3. ALL ASSEMBLIES TO BE GALVANIZED AFTER FABRICATION.

VERTICAL RESTRAINER

PILE ANCHOR

TIE BAR DETAIL

ELASTOMERIC PAD

EXPANSION PLATES



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[illegible]

PLAN SCALE

MISCELLANEOUS DETAILS

SHEEP HILLS ROAD BRIDGE
ACROSS ALISO CREEK

SHEET
15
OF 17

UN 21304