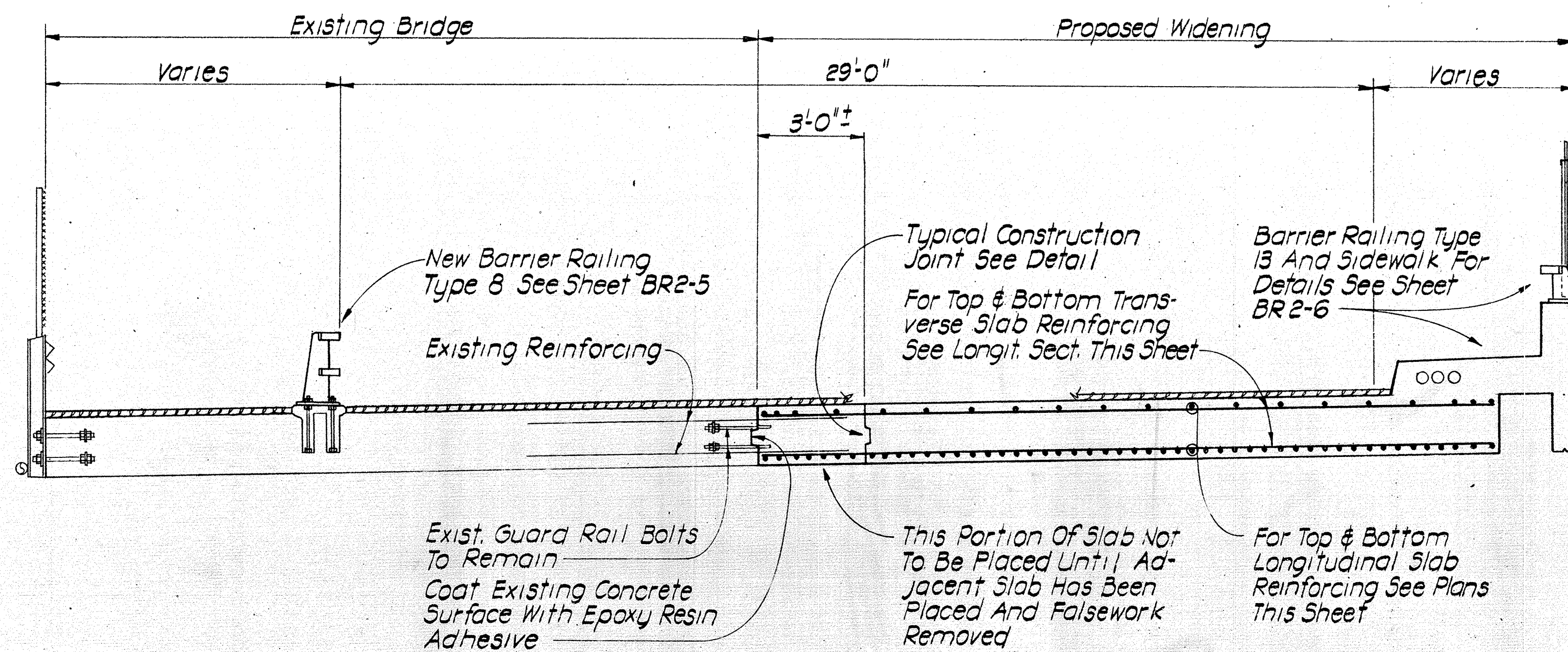
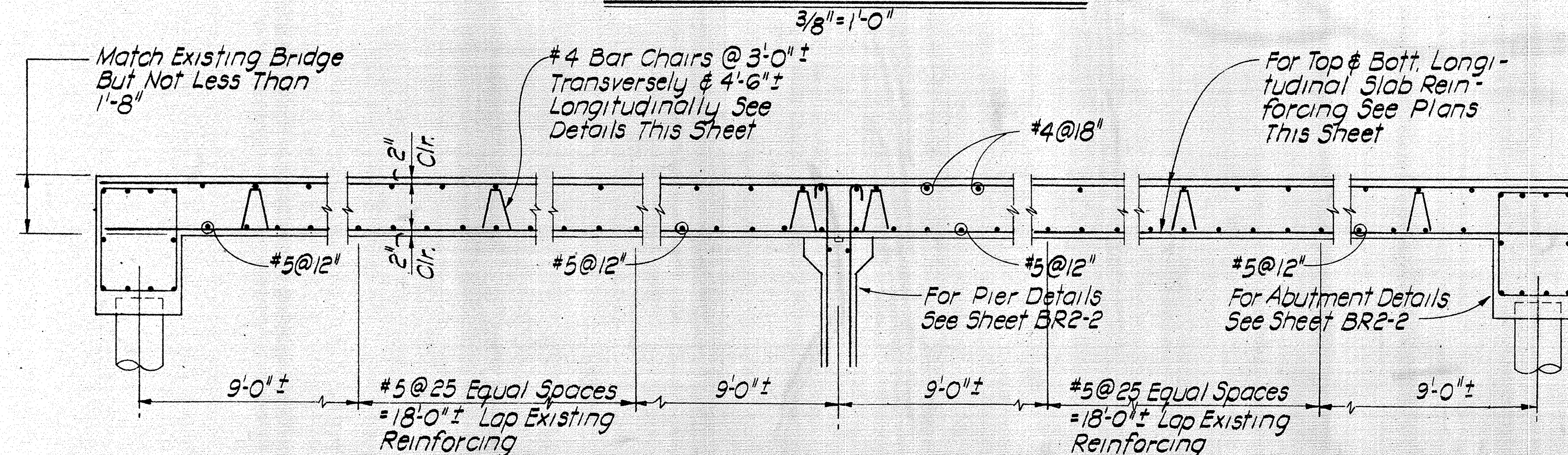
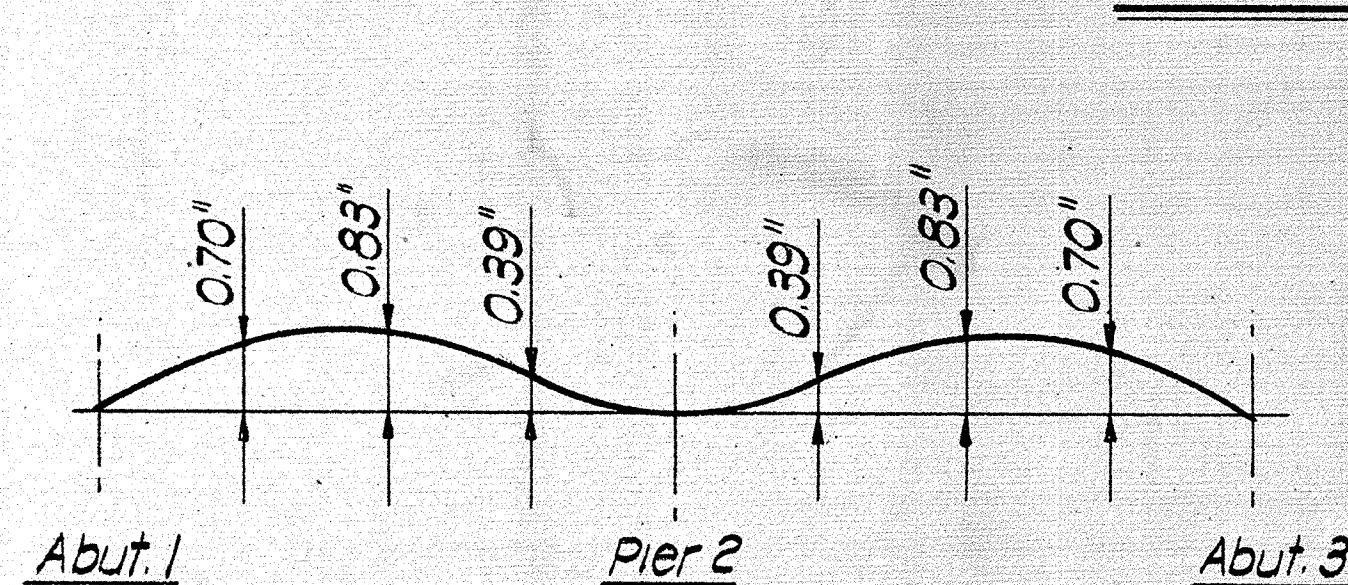




TRANSVERSE SECTION



LONGITUDINAL SECTION



CAMBER DIAGRAM

Camber Shown Represents Total Slab Deflection Due To Dead Load With No Allowance For Falsework Settlement. This Deflection Will Be Reached About 4 Years After Falsework Removal. For Values At Time Of Falsework Removal Divide Those Shown By 4. The Amount Of Camber For Construction Will Be Determined By The Engineer.

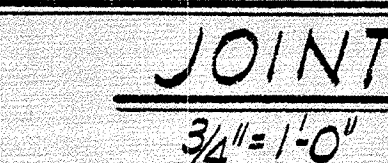
DECK PLACING NOTES

The Contractor Shall Submit A Deck Placing Schedule Which Will Be Subject To The Approval Of The Engineer.

Transverse Joints May Be Located At About The 1/4 Point Of Span

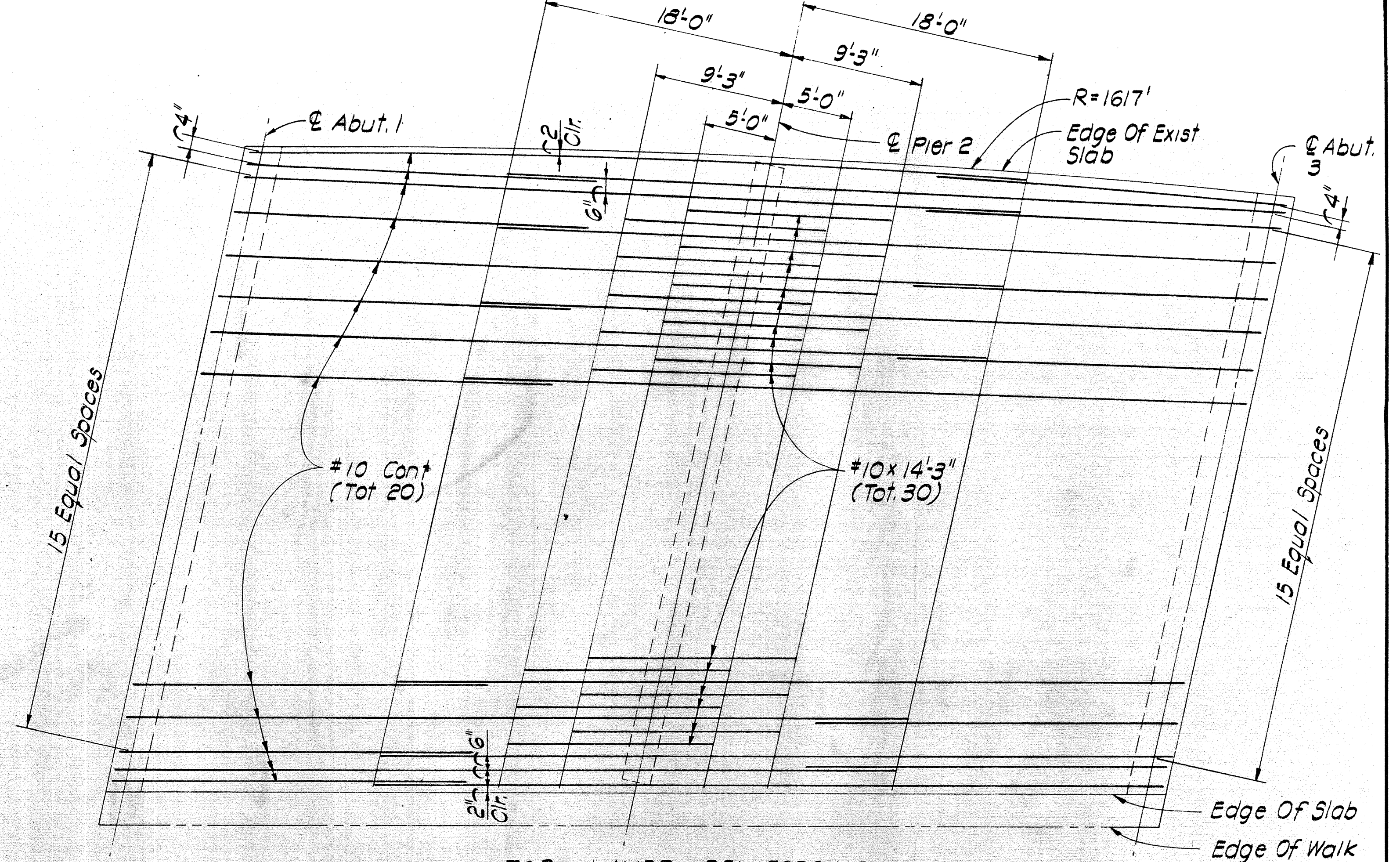
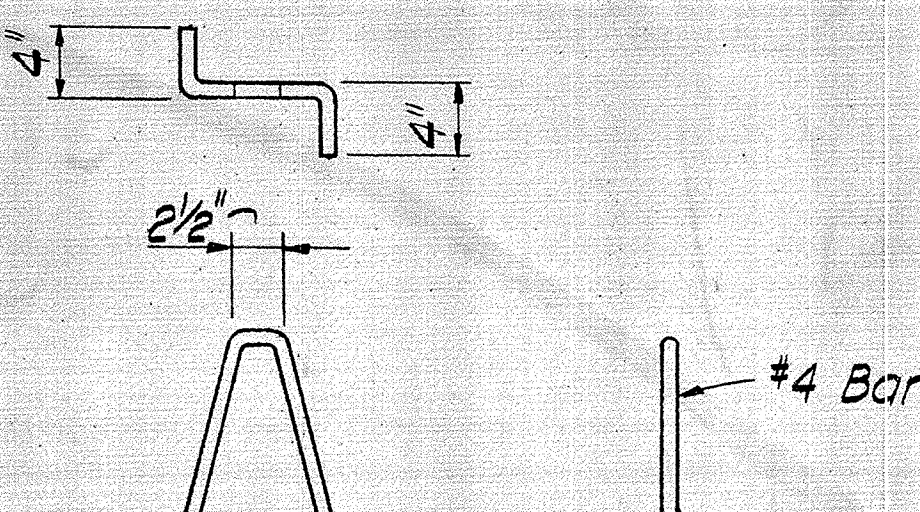
Reinforcing Shall Be Continuous Thru All Construction Joints

TYP. CONSTRUCTION JOINT

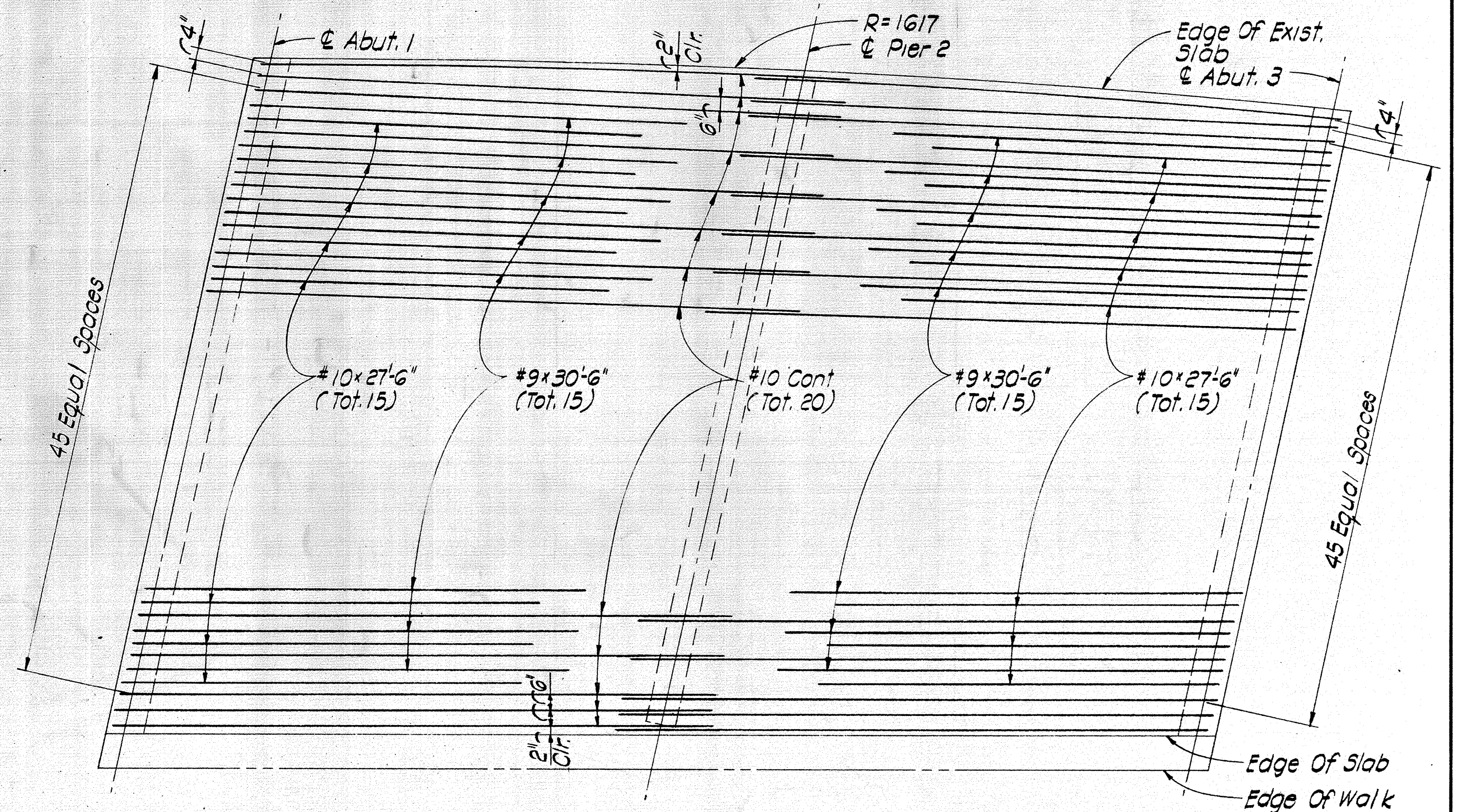


BAR CHAIR DETAIL

No Scale



TOP LAYER REINFORCING



BOTTOM LAYER REINFORCING

LONGITUDINAL SLAB REINFORCING

No Scale

ORANGE COUNTY ROAD DEPARTMENT	
MICHELSON DRIVE BRIDGE (SD-25)	
ACROSS SAN JOAQUIN CHANNEL	
DECK DETAILS	
Desig'd Chkd App'd Date 1/13/35	SCALE Noted SHEET BR2-3 OF 7

