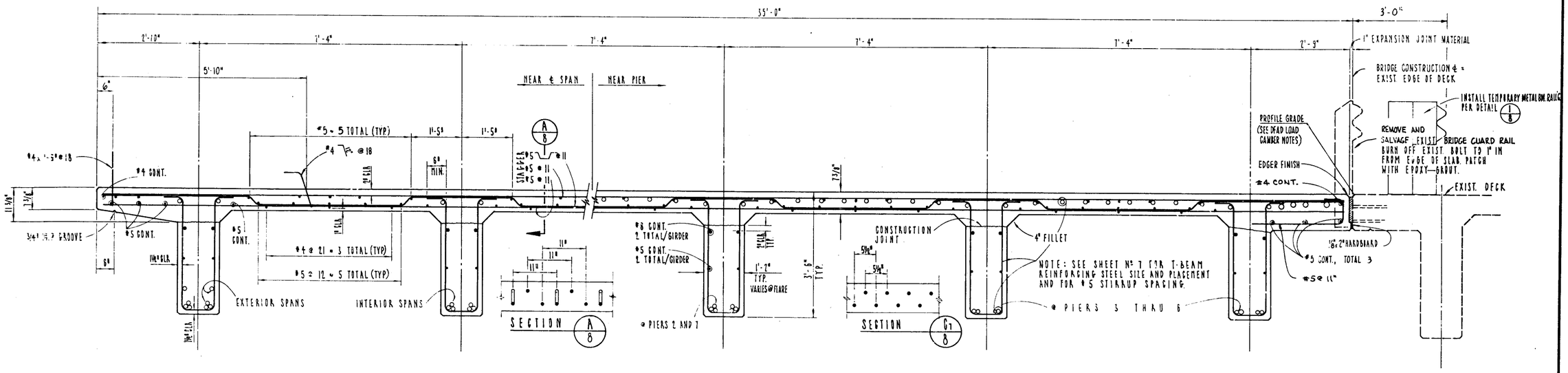
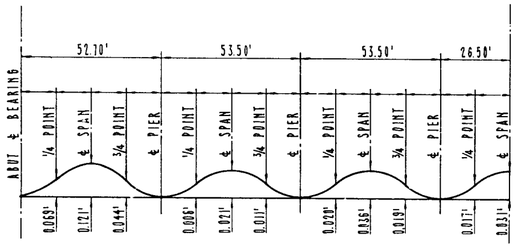


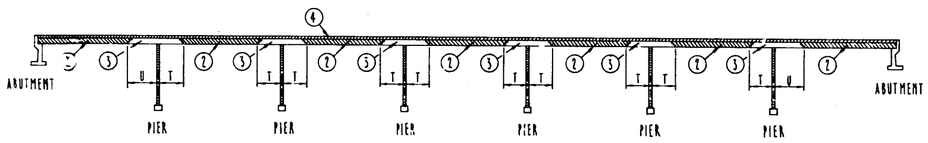
TYPICAL SECTION ~ SUPERSTRUCTURE

SCALE: ¾" = 1'-0"



DEAD LOAD CAMBER DIAGRAM

NOTE: THE TOTAL DEFLECTION WILL BE REACHED ABOUT FOUR YEARS AFTER FALSEWORK REMOVAL. FOR VALUES AT TIME OF FALSEWORK REMOVAL, DIVIDE THOSE SHOWN BY FOUR. THE AMOUNT OF CAMBER FOR CONSTRUCTION WILL BE DETERMINED BY THE ENGINEER. AT JOINT BETWEEN NEW AND EXISTING BRIDGE, THE NEW EDGE OF DECK SHALL BE CAST 0.75 x DEAD LOAD CAMBER ABOVE THE EXISTING EDGE OF DECK.



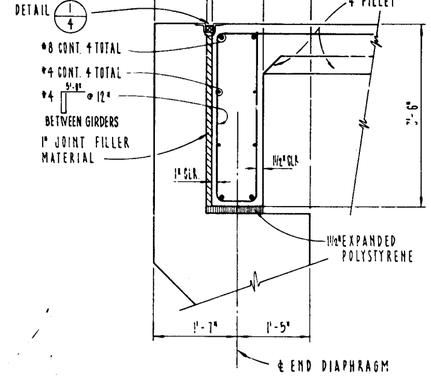
TEE BEAM SUPERSTRUCTURE PLACING DIAGRAM

NUMBERS (1) AND (3) INDICATE SEQUENCE OF PLACING GIRDER STEM CONCRETE. (3) MAY BE PLACED SIMULTANEOUSLY WITH (1) 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 (1) AND (3). MAY BE PLACED CONTINUOUSLY OR IN PARTS AS APPROVED BY THE ENGINEER.

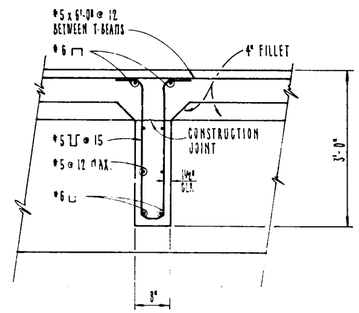
T = ⅕ SPAN LENGTH
U = ¼ SPAN LENGTH

FOR ANY DEVIATION FROM THE ABOVE THE CONTRACTOR SHALL SUBMIT A DIAGRAM TO THE ENGINEER.



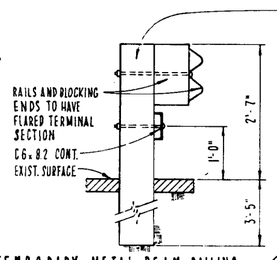
SECTION ~ END DIAPHRAGM

SCALE: ¾" = 1'-0"



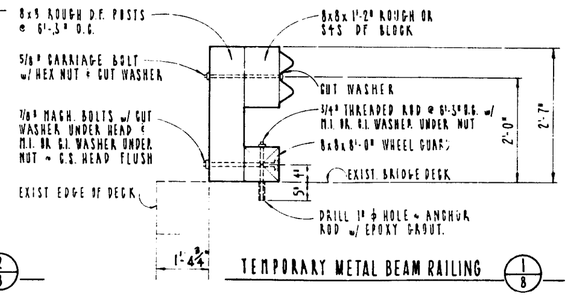
SECTION ~ INTERMEDIATE DIAPHRAGM

SCALE: ¾" = 1'-0"



TEMPORARY METAL BEAM RAILING (2/8)

APPROACH MOUNTING



TEMPORARY METAL BEAM RAILING (1/8)

BRIDGE MOUNTING

ORANGE COUNTY ROAD DEPARTMENT

McFADDEN AVENUE BRIDGE WIDENING OVER THE SANTA ANA RIVER

TYPICAL SECTION

SCALE AS NOTED | SHEET 8 OF 18

DR. #13 (12300)