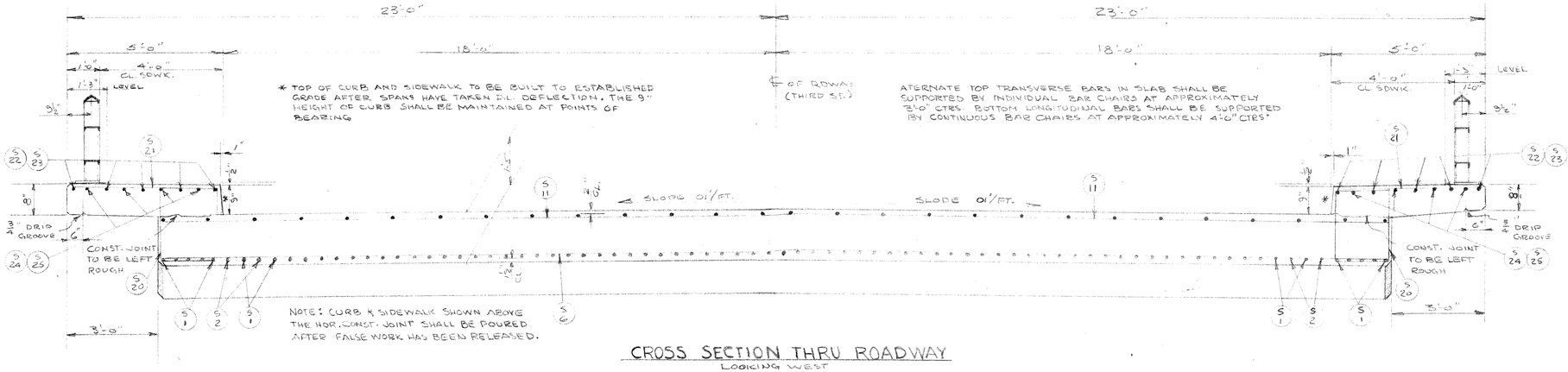
BRR DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEET
4		6	



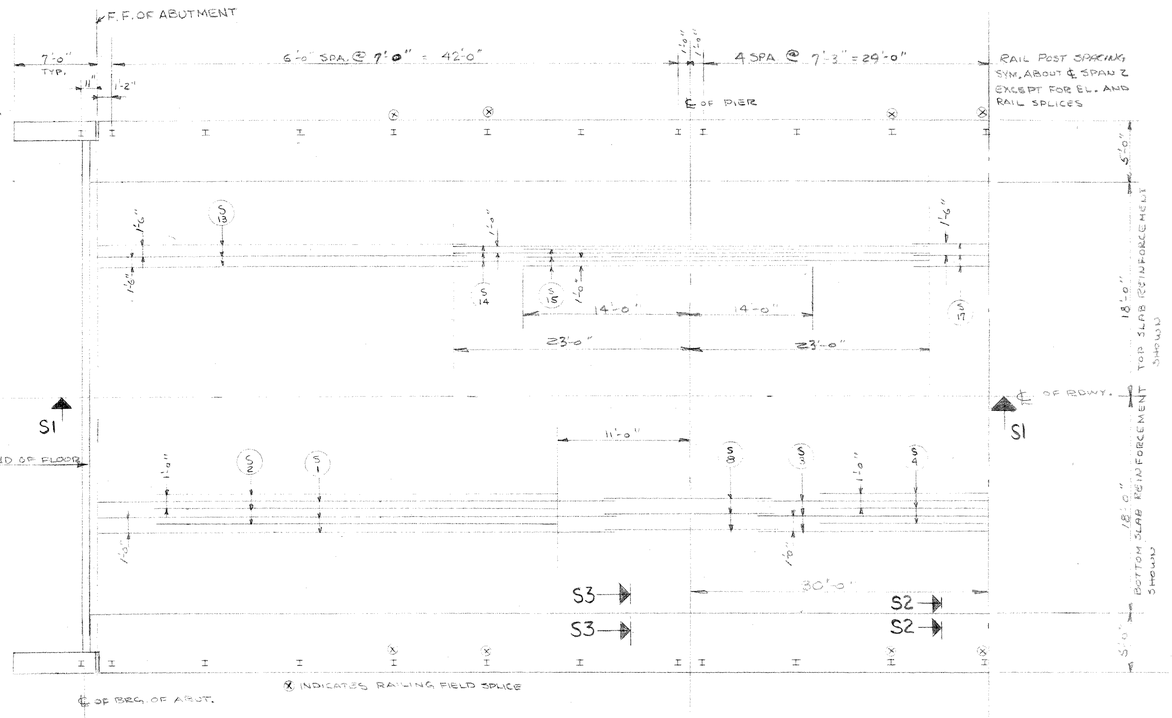
CROSS SECTION THRU ROADWAY

LOOKING WEST

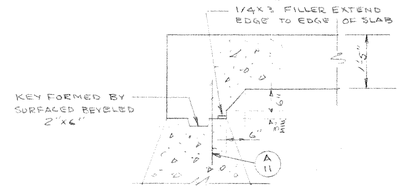
BILL OF BARS 84,252

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
	S1	90	16	38'-0"	1'-0	BOTTOM OF SLAB - LONG. - SPANS 1 & 3	
	S2	72	10	~~38'-0"~~ 38'-6"	1'-0	" " " " 1 & 3	
	S3	31	10	38'-0"	1'-0	" " " " 2	
	S4	31	10	38'-0"	1'-0	" " " " 2	
	S5	5	10	40'-0"	SHOWN	" " AT SIDEWALK SPAN	
	S6	141	5	39'-6"	"	TRANSVERSE - BOTTOM OF SLAB	
	S8	66	5	19'-0"	1'-0	LONG. AT HAUNCH	A
	S9	16	4	39'-6"	SHOWN	TRANSVERSE - BOTTOM OF HAUNCH	
	S11	181	4	39'-6"	1'-6	TOP TRANSVERSE	
	S13	52	4	30'-9"	1'-6	LONG. TOP OF SLAB - SPANS 1 & 3	
	S14	78	11	37'-0"	1'-0	" " " PIERS 1 & 2	
	S15	62	11	37'-0"	1'-0	" " " "	
	S16	24	11	40'-0"	SHOWN	TOP OF SLAB BY SIDEWALK PIERS 1 & 2	
	S17	26	4	12'-0"	1'-6	" " SPAN 2	
	S20	300	5	7'-6"	1'-0	SIDEWALK	B
	S21	296	5	5'-9"	1'-0	"	C
	S22	40	5	25'-0"	SHOWN	CURB & SDWK SPAN 1 & 3	
	S23	20	5	25'-3"	"	" " " 2	
	S24	16	5	8'-0"	"	SPANS 1 & 3 AT PIERS 1 & 2	
	S25	16	5	16'-6"	"	" 2 " " "	

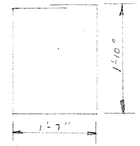


ALL SLAB THICKNESS DIMENSIONS SHOWN ARE MINIMUM. ANY TOLERANCE NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES SHALL BE PLUS (+).

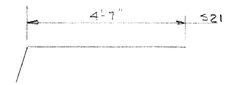


DETAIL AT ABUTMENT

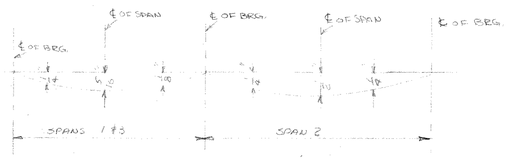
DETAIL "A"



DETAIL "B"

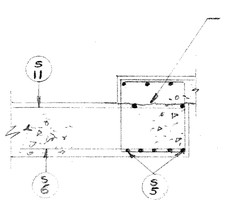


DETAIL "C"

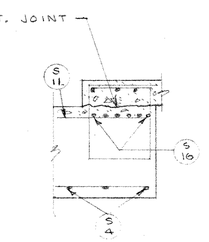


DEAD LOAD DEFLECTION DIAGRAM

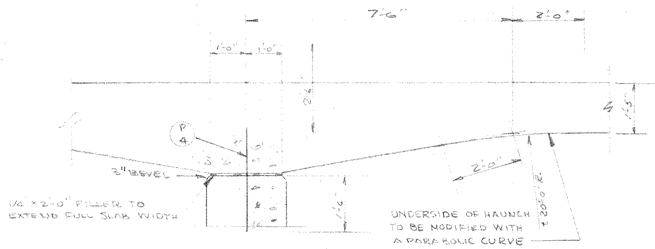
TO PROVIDE FOR DEAD LOAD DEFLECTION AND TO ALLOW FOR FUTURE PLASTIC FLOW, CAMBER SPAN 1, 3/4 @ 1/4 PT., 15/16 @ 1/2 PT., 14 @ 3/4 PT. CAMBER SPAN 2, 11/16 @ 1/4 PT., 1 1/16 @ 1/2 PT. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. CAMBER SHALL CONFORM TO AN ARC OF A CIRCLE.



SECTION S2



SECTION S3



DETAIL AT PIERS

REVISED					
		SUPERSTRUCTURE			
		DESIGN SPEC. AASHO 57	LOADING H 20	CONST. DATE. 1957	
		DATE 5-5-62	DESIGN W.J.W.	DRAWN [illegible]	CK'D W.J.W.
STRUCTURE B-35-12				SHEET 6	