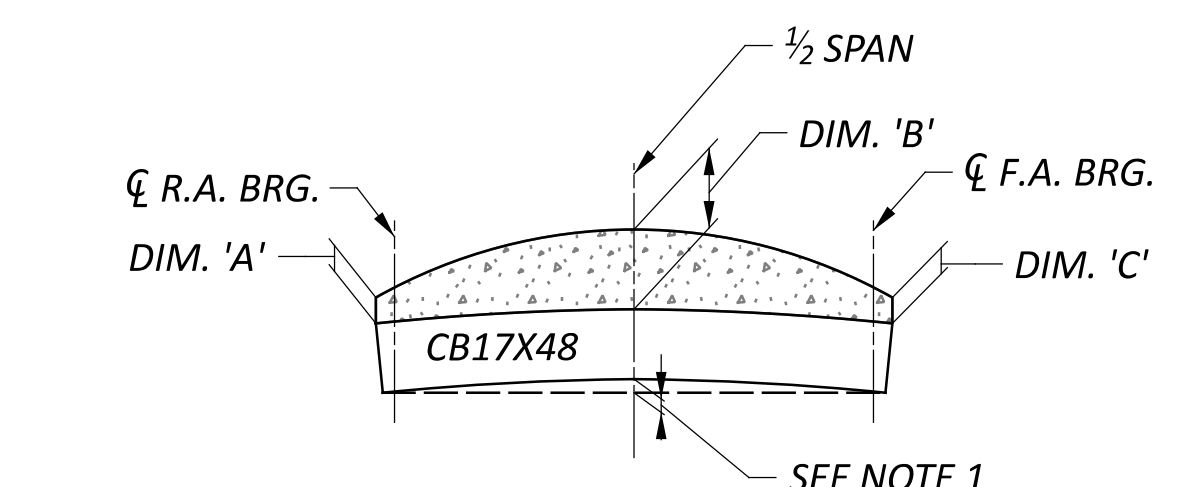


FINAL DECK SURFACE ELEVATIONS						
	LOCATION	CL BRG. REAR ABUT.	1/4	1/2	3/4	CL BRG. FWD. ABUT.
EDGE OF DECK (LEFT)	STATION	1+88.99	2+00.61	2+12.24	2+23.86	2+35.49
	FINAL DECK SURFACE EL.	807.60	807.81	807.83	807.65	807.28
BEAM 1	STATION	1+87.83	1+99.46	2+11.08	2+22.71	2+34.33
	FINAL DECK SURFACE EL.	807.60	807.83	807.87	807.71	807.36
BEAM 2	STATION	1+85.52	1+97.15	2+08.77	2+20.40	2+32.02
	FINAL DECK SURFACE EL.	807.59	807.86	807.94	807.82	807.51
BEAM 3	STATION	1+83.21	1+94.84	2+06.46	2+18.09	2+29.71
	FINAL DECK SURFACE EL.	807.58	807.89	808.00	807.92	807.65
PGL/CROWN	STATION	1+82.06	1+93.68	2+05.31	2+16.93	2+28.56
	FINAL DECK SURFACE EL.	807.57	807.90	808.03	807.97	807.72
BEAM 4	STATION	1+80.90	1+92.53	2+04.15	2+15.78	2+27.40
	FINAL DECK SURFACE EL.	807.50	807.84	807.99	807.95	807.72
BEAM 5	STATION	1+78.88	1+90.22	2+01.84	2+13.47	2+25.09
	FINAL DECK SURFACE EL.	807.37	807.72	807.91	807.91	807.72
BEAM 6	STATION	1+76.75	1+87.91	1+99.54	2+11.16	2+22.79
	FINAL DECK SURFACE EL.	807.24	807.60	807.83	807.86	807.71
EDGE OF DECK (RIGHT)	STATION	1+75.69	1+86.76	1+98.38	2+10.01	2+21.63
	FINAL DECK SURFACE EL.	807.17	807.53	807.78	807.84	807.70

FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.

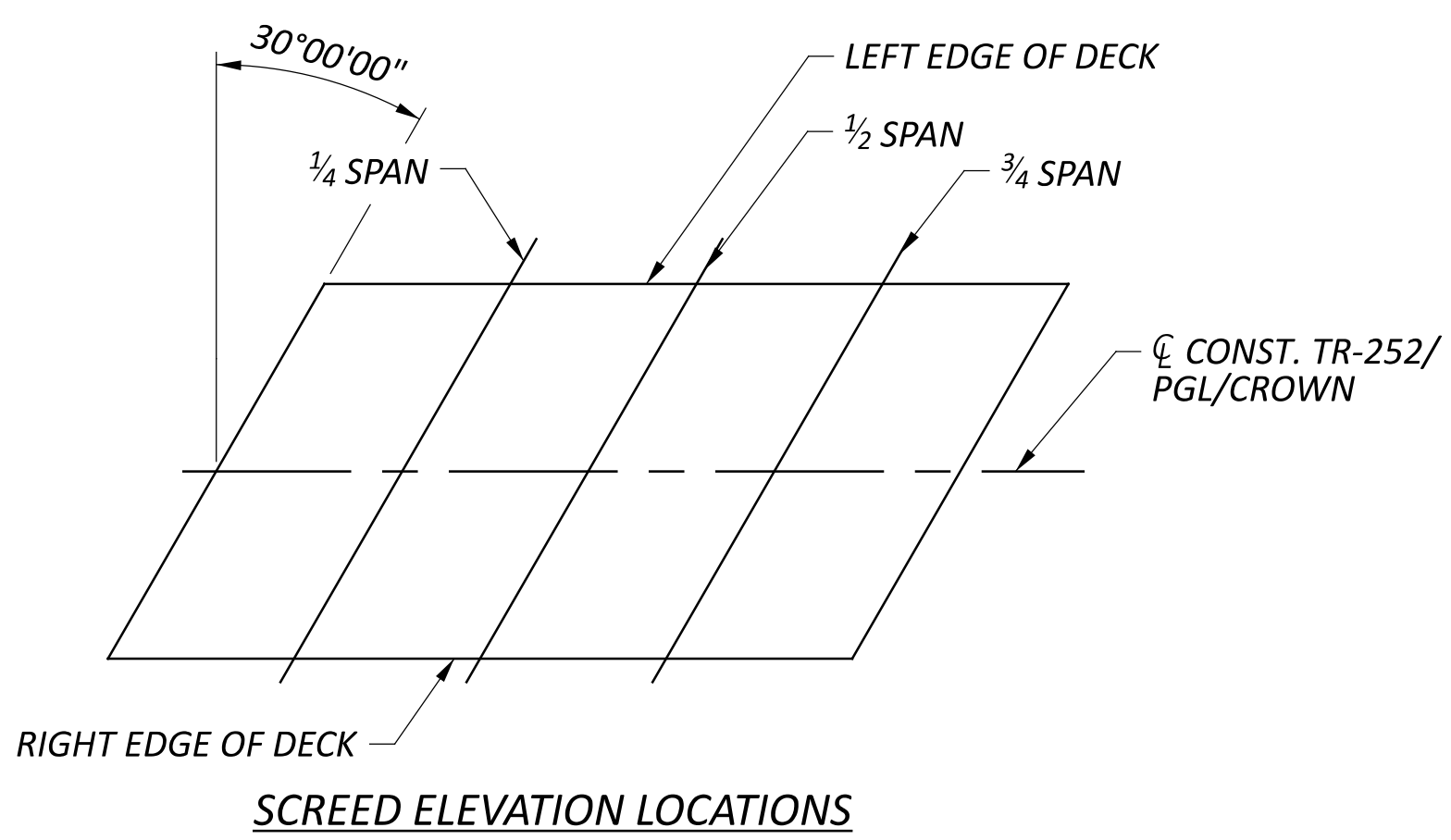


TOTAL TOPPING THICKNESS ALONG CL BEAM			
BEAM NO.	DIM. 'A' (IN.)	DIM. 'B' (IN.)	DIM. 'C' (IN.)
B1	11.06	9.22	6.93
B2	11.00	9.26	8.71
B3	10.90	9.28	10.37
B4	10.00	9.51	11.20
B5	8.40	9.09	11.18
B6	6.80	8.91	11.02

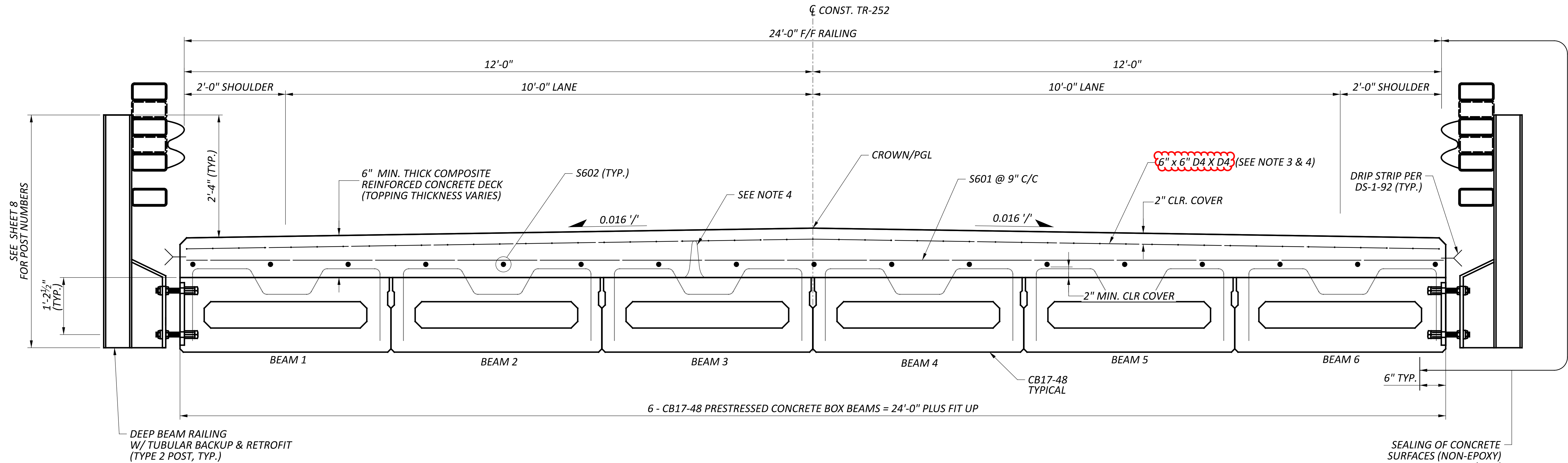
SCREED ELEVATIONS						
	LOCATION	CL BRG. REAR ABUT.	1/4	1/2	3/4	CL BRG. FWD. ABUT.
EDGE OF DECK (LEFT)	STATION	1+88.99	2+00.61	2+12.24	2+23.86	2+35.49
	FINAL DECK SURFACE EL.	807.60	807.81	807.83	807.65	807.28
	DEFLECTION	0.00	0.03	0.04	0.03	0.00
PGL/CROWN	STATION	1+82.06	1+93.68	2+05.31	2+16.93	2+28.56
	FINAL DECK SURFACE EL.	807.57	807.90	808.03	807.97	807.72
	DEFLECTION	0.00	0.03	0.05	0.03	0.00
EDGE OF DECK (RIGHT)	STATION	1+75.69	1+86.76	1+98.38	2+10.01	2+21.63
	FINAL DECK SURFACE EL.	807.17	807.53	807.78	807.84	807.70
	DEFLECTION	0.00	0.03	0.04	0.03	0.00
	SCREED EL.	807.17	807.56	807.82	807.87	807.70

SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

⊕ - STATIONS LOCATED DOWNSTATION (WEST) OF PT STA. 1+80.31, WHICH HAS A TANGENTIAL ALIGNMENT DIFFERENT THAN ALL OTHER FINAL DECK SURFACE LOCATIONS.



- NOTES:
- ESTIMATED CAMBER AT DAY 0 (D₀) IS 1 1/8 INCHES.
 - ESTIMATED CAMBER AT DAY 30 (D₃₀) IS 1 7/8 INCHES.
 - DEFLECTION DUE TO REMAINING DEAD LOAD (E.G., CONCRETE DECK, DIAPHRAGMS, RAILING, ETC.) IS AN AVERAGE OF 3/16 INCHES.
 - THE BEAM SEAT ELEVATIONS ASSUME ESTIMATED CAMBER D₃₀.
 - DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 5.11. IN ADDITION TO THE DESIGN SLAB THICKNESS (6"), THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR: VERTICAL GRADE ADJUSTMENT AND BEAM CAMBER. FOR ESTIMATED TOPPING THICKNESS ALONG BEAM CENTERLINES SEE ESTIMATED TOPPING THICKNESS TABLE ON THIS SHEET.
 - REFER TO ODOT STANDARD DRAWING PSBD-2-07 FOR ADDITIONAL DETAILS.



TRANSVERSE SECTION

DBR POST LENGTHS	
POST NO. A	LENGTH
2	4'-4 1/2"
3	4'-3"
4	4'-3"
5	4'-3 3/4"
6	4'-3 3/4"
7	4'-3"
8	4'-3"
9	4'-2 1/4"
10	4'-1 1/2"
13	4'-1 1/2"
14	4'-2 1/4"
15	4'-2 1/4"
16	4'-3"
17	4'-3"
18	4'-3"
19	4'-3"
20	4'-3"
21	4'-4 1/2"

A - SEE SHEET 8 FOR POST NUMBERS AND LOCATIONS.

NOTES:

- FOR ABBREVIATION LEGEND SEE SHEET 2.
- FOR ADDITIONAL DETAILS SEE STD. DWG. DBR-2-73 & DBR-3-11.
- PROVIDE WELDED DEFORMED STEEL WIRE CONCRETE REINFORCEMENT ACCORDING TO C&MS 709.12 IN LOCATIONS WHERE THE TOPPING THICKNESS EXCEEDS 7" (TRIM AS NEEDED). WELDED DEFORMED STEEL CONCRETE REINFORCEMENT SHALL HAVE A MINIMUM AREA OF STEEL OF 0.04 SQ.-IN (4 GAUGE). A MINIMUM OPENING OF 6" X 6" SHALL BE USED UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE WELDED DEFORMED WIRE CONCRETE REINFORCEMENT SHALL BE PLACED TO ENSURE A MINIMUM 2" CLEAR COVER BELOW THE TOP OF DECK. THE WELDED DEFORMED WIRE CONCRETE REINFORCEMENT IS TO BE 'PLAIN' (A.K.A. 'BLACK') REINFORCEMENT; THE CONTRACTOR MUST ADD A CEMENT ADMIXTURE (E.G. IPANEX® OR APPROVED EQUIVALENT) DESIGNED TO PROVIDE CORROSION CONTROL. ALL LABOR, MATERIALS, EQUIPMENT, TOOLS AND INCIDENTALS TO CONSTRUCT THE WELDED DEFORMED STEEL CONCRETE REINFORCEMENT SHALL BE PAID UNDER THE CONTRACT PRICE BID FOR ITEM 530 - SPECIAL - STRUCTURES: WELDED DEFORMED WIRE CONCRETE REINFORCEMENT, SF.
- THE TOPPING THICKNESS SHALL BE EXPECTED TO VARY ALONG THE TRANSVERSE AND LONGITUDINAL DIRECTIONS. REFER TO SHEET 9_11 FOR TOTAL TOPPING THICKNESSES ALONG THE C OF BEAMS. THE CONTRACTOR SHALL FIRMLY SECURE ALL DECK REINFORCING SHOWN ON THE PLANS. THE CONTRACTOR SHALL UTILIZE A SUPPORT (I.E. CHAIRS, BOLSTERS) THAT ALLOW FOR THE VARIABLE TOPPING THICKNESS. "WET-SETTING" OF THE WELDED DEFORMED WIRE CONCRETE REINFORCEMENT IS PROHIBITED.

TRANSVERSE SECTION
 BRIDGE NO. COS-TR252-0.01
 TR-252 OVER EVANS CREEK

SFN	1631830
DESIGN AGENCY	Jacobs
DESIGNER	CHECKER
MAN	MJR
REVIEWER	
RLC	10-13-23
PROJECT ID	117980
SUBSET	TOTAL
10	11
SHEET	TOTAL
P.20	31