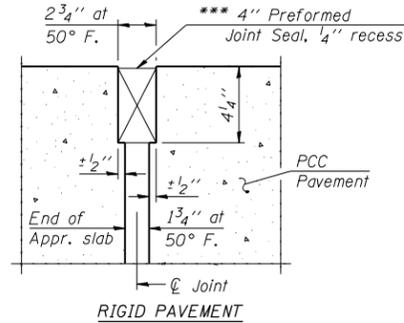


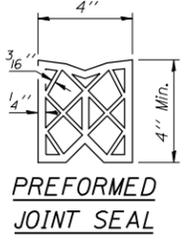
PLAN

Notes:
 See sheet S10 of S14 for Sections C-C & D-D, and View E-E.
 All a(E) and w(E) bar spacings measured parallel to \perp Rdwy.
 Removal of existing concrete cap, timber piles and any excavation needed to complete the work to remove the concrete pile cap shall not be paid for separately but shall be included in the cost of Approach Slab Removal.

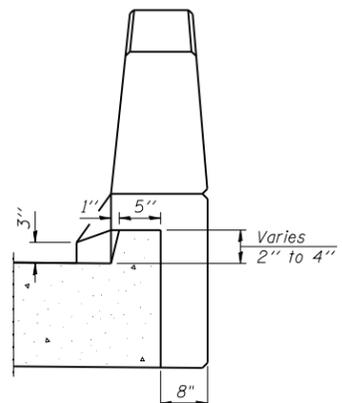
*** Cost included with Concrete Superstructure.



DETAIL A



PREFORMED JOINT SEAL



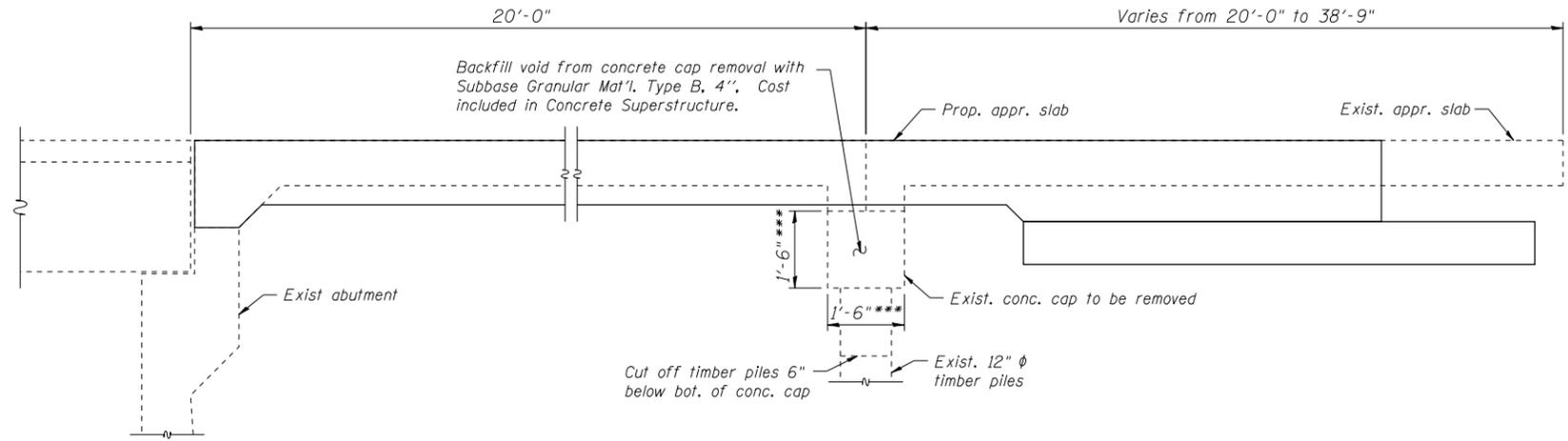
VIEW B-B

MIN. BAR LAP

#4 bars = 2'-1"
 #5 bars = 2'-7"

* Tilt #9 b101(E) bars as required to maintain clearance.
 ** Space between a100(E) bars, typ. each parapet.
 North Approach Slab Shown.
 South Approach Slab is similar and opposite hand.

*** Concrete cap is 4'-0" wide and 2'-0" thick under the south approach slab on the east side (Northbound traffic lane). There is also two rows of piles at this location since the piles are spaced further apart to be clear from the exist. box culvert that runs underneath. Caution shall be taken during this work to not damage the existing box culvert. Any damage caused during construction shall be repaired by the Contractor, at no additional cost to the District, to the satisfaction of the Engineer.



SECTION F-F

(North Approach Slab Shown.
 South Approach Slab similar and opposite hand.)

DESIGNED - SLV	REVISED -
CHECKED - MJM	REVISED -
DRAWN - SLV	REVISED -
CHECKED - MJM	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3597	0710 B	COOK	30	18
D-91-292-09			CONTRACT NO. 60F95	