

GENERAL NOTES

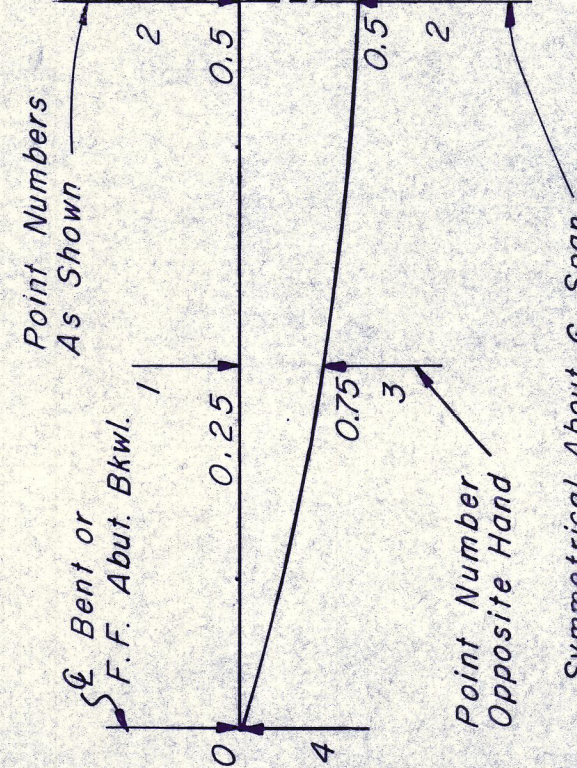
- All cast-in-place concrete shall be Class C. Design $f_c = 1,200$ psi.
- Reinforcing Steel shall be ASTM A-615 Grade 60.
- For Interior Diaphragm details, see Std. Dwg. No. 27.
- For Armor Joint details, see Std. Dwg. No. 28.
- For Traffic Rail details, see Std. Dwg. No. 30.
- For Traffic Barrier details, see Std. Dwg. No. 31 & 32.
- For Sections A-A and B-B, see Sheet 2 of 2.
- denotes the beam number.
- All # 4 and # 5 reinforcing bar laps shall be 18" minimum.
- All reinforcing bar spacings shown shall be maximum.
- All exposed concrete edges shall have a 3/4" chamfer.

ESTIMATED QUANTITY SUMMARY

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
422	Reinforced Concrete Slab	SF	23,496.7

TABLE OF DEAD LOAD DEFLECTIONS

SPAN	BEAM	LOCATION		
		1	2	3
1 & 3	1 & 16	0.026	0.048	0.066
1 & 3	2-7 & 10-15	0.027	0.051	0.070
1 & 3	8 & 9	0.026	0.049	0.067
2	1 & 16	0.021	0.040	0.054
2	2-7 & 10-15	0.022	0.042	0.057
2	8 & 9	0.021	0.040	0.055



Note: Dead load deflections are due to cast-in-place concrete only. Deflections are given in feet.

PLAN
SCALE: 1/8" = 1'-0"

REVISION NO. BY DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

KELLER SPRINGS ROAD OVERPASS
SLAB DETAILS

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

DRAWN VER DATE 8-24-83 DESIGNED R.E.F. DATE 8-21-83
 CHECKED REF DATE 8-25-83 SCALE 1/8" = 1'-0"

CONTRACT NO. DNT-115 SHEET S7 OF S21