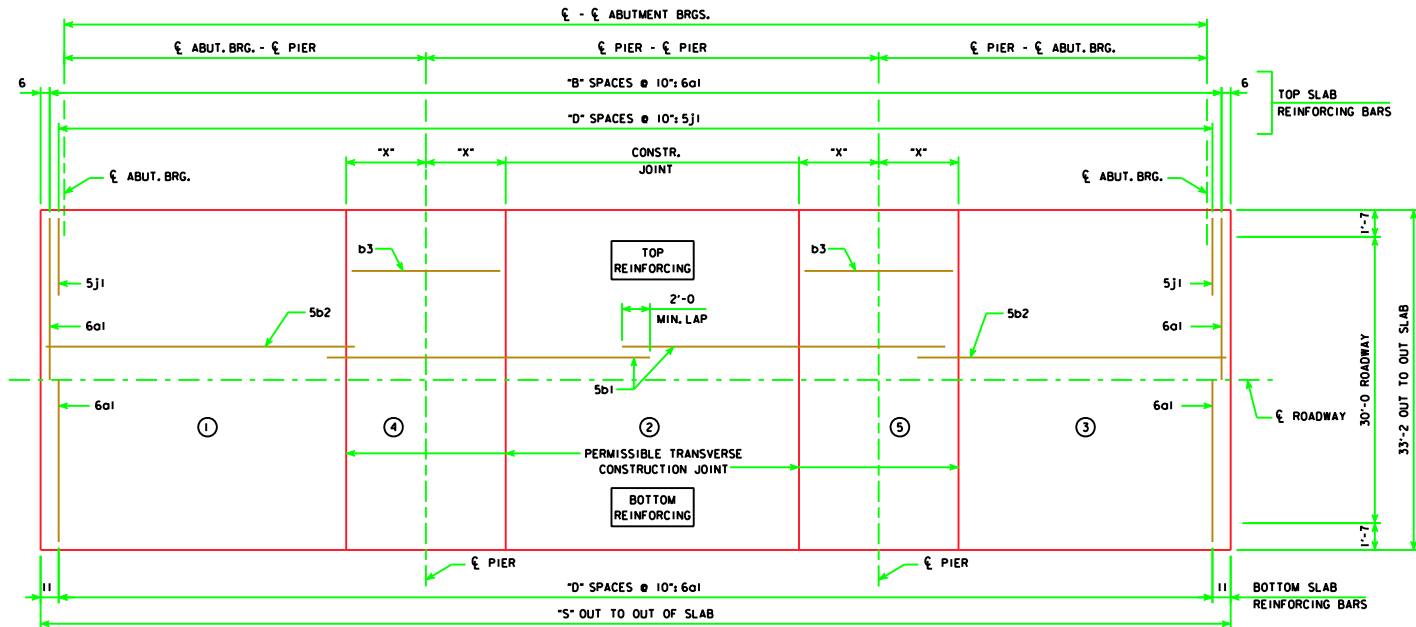




SLAB LAYOUT

THE ROADWAY SLAB IS TO BE PLACED CONTINUOUSLY FROM ONE END OF THE BRIDGE TO THE OTHER. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT EVIDENCE THAT THE NECESSARY EQUIPMENT AND FACILITIES ARE AVAILABLE TO ACCOMPLISH THE REQUIRED RESULT. PERMISSIBLE TRANSVERSE SLAB CONSTRUCTION JOINTS MAY BE USED, AT LOCATION SHOWN.

ESTIMATED QUANTITIES (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS)		ℰ-ℰ ABUT. B.R.G.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
STRUCTURAL CONCRETE SUPERSTRUCTURE (INCLUDES ABUTMENT WINGS)	WITH BARRIER RAIL	C.Y.	165.7	176.4	193.3	204.0	214.7	235.4	246.1	257.4	272.2
	WITH OPEN RAIL	C.Y.	168.2	179.1	196.3	207.2	218.2	238.9	249.8	261.4	276.4
STRUCTURAL CONCRETE ABUTMENTS (w/ WOOD PILES)		C.Y.	25.4	25.3	25.2	25.2	25.1	-----	-----	-----	-----
STRUCTURAL CONCRETE ABUTMENTS (w/ STEEL H PILES)		C.Y.	26.6	26.6	26.6	26.6	26.6	34.4	34.4	34.4	34.4
PRETENSIONED PRESTRESSED CONCRETE BEAM, CENTER SPAN		NO.	5-A50	5-A55	5-B59	5-B63	5-B67	5-C71	5-C75	5-C80	5-C80
PRETENSIONED PRESTRESSED CONCRETE BEAM, END SPAN		NO.	10-A42	10-A46	10-B50	10-B55	10-B59	10-C63	10-C67	10-C71	10-C80
CONCRETE RAIL (BARRIER OR OPEN)		L.F.	311.7	336.7	361.7	386.7	411.7	456.7	481.7	506.7	540.0
STRUCTURAL STEEL (w/ PILE BENT PIERS & DRAINS)		L.B.	371.7	371.7	380.5	380.5	380.5	380.5	380.5	380.5	380.5
STRUCTURAL STEEL (w/ PILE BENT PIERS & NO DRAINS)		L.B.	314.9	314.9	314.9	314.9	314.9	306.4	306.4	306.4	306.4
STRUCTURAL STEEL (w/ TEE PIERS & DRAINS)		L.B.	461.3	461.3	470.1	470.1	470.1	485.8	485.8	485.8	485.8
STRUCTURAL STEEL (w/ TEE PIERS & NO DRAINS)		L.B.	404.5	404.5	404.5	404.5	404.5	412.2	412.2	412.2	412.2
REINFORCING STEEL (w/ WOOD PILES & BARRIER RAIL)		L.B.	49,617	53,059	56,874	60,738	64,267	-----	-----	-----	-----
REINFORCING STEEL (w/ WOOD PILES & OPEN RAIL)		L.B.	49,866	53,255	57,201	61,223	64,673	-----	-----	-----	-----
REINFORCING STEEL (w/ STEEL H PILES & BARRIER RAIL)		L.B.	49,790	53,127	56,836	60,543	63,966	70,143	74,288	77,707	82,416
REINFORCING STEEL (w/ STEEL H PILES & OPEN RAIL)		L.B.	50,039	53,323	57,163	61,028	64,372	71,097	75,142	78,740	83,478
NO. OF WOOD PILES, TREATED FOR TWO ABUTMENTS		NO.	20	22	24	24	26	-----	-----	-----	-----
NO. OF STEEL H-PILES, HP 10 x 57 FOR TWO ABUTMENTS		NO.	10	10	10	12	12	16	16	16	18
PREBORED HOLES (w/ WOOD PILES)		L.F.	200	220	240	240	260	-----	-----	-----	-----
PREBORED HOLES (w/ STEEL H-PILES)		L.F.	100	100	100	120	120	160	160	160	180

CONCRETE PLACEMENT QUANT.		ℰ-ℰ ABUT. B.R.G.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
SLAB INCLUDING HAUNCH, ABUT. DIAPHRAGM, & WINGWALLS** , SECTIONS 1 & 3	WITH BARRIER RAIL	C.Y.	90.8	97.0	107.2	113.4	119.6	134.2	140.6	147.2	162.0
	WITH OPEN RAIL	C.Y.	92.1	98.4	108.8	115.1	121.5	136.1	142.6	149.4	164.4
SLAB INCLUDING HAUNCH, SECTION 2	WITH BARRIER RAIL	C.Y.	33.5	36.2	38.9	41.6	44.1	47.0	49.7	52.4	52.4
	WITH OPEN RAIL	C.Y.	34.2	37.0	39.7	42.5	45.1	48.0	50.7	53.5	53.5
SLAB INCLUDING HAUNCH & PIER DIAPHRAGM, SECTIONS 4 & 5	WITH BARRIER RAIL	C.Y.	34.2	36.0	40.0	41.8	43.8	47.0	48.6	50.6	50.6
	WITH OPEN RAIL	C.Y.	34.7	36.5	40.6	42.4	44.4	47.6	49.3	51.3	51.3
ABUTMENT WINGS		C.Y.	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2
ABUTMENT FOOTINGS (w/ WOOD PILES)		C.Y.	25.4	25.3	25.2	25.2	25.1	-----	-----	-----	-----
ABUTMENT FOOTINGS (w/ STEEL H PILES)		C.Y.	26.6	26.6	26.6	26.6	26.6	34.4	34.4	34.4	34.4

GENERAL DATA		ℰ-ℰ ABUT. B.R.G.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
VERTICAL	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. B.R.G.	"U"	3'-7 ³ / ₈	3'-7 ³ / ₈	4'-2 ³ / ₈	4'-2 ³ / ₈	4'-3	4'-8 ³ / ₈	4'-8 ³ / ₈	4'-9	4'-9 ³ / ₈
CURVE	TOP OF SLAB TO PIER TOP AT C.L. PIER#	"U"	3'-6 ³ / ₈	3'-6 ³ / ₈	4'-1 ³ / ₈	4'-1 ³ / ₈	4'-1 ³ / ₈	4'-7 ³ / ₈	4'-7 ³ / ₈	4'-7 ³ / ₈	4'-7 ³ / ₈
STRAIGHT	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. B.R.G.	"U"	3'-8 ³ / ₈	3'-7 ³ / ₈	4'-2 ³ / ₈	4'-2 ³ / ₈	4'-3 ³ / ₈	4'-8 ³ / ₈	4'-8 ³ / ₈	4'-9 ³ / ₈	4'-10
GRADE	TOP OF SLAB TO PIER TOP AT C.L. PIER#	"U"	3'-6 ³ / ₈	3'-6 ³ / ₈	4'-1 ³ / ₈	4'-1 ³ / ₈	4'-2 ³ / ₈	4'-7 ³ / ₈	4'-7 ³ / ₈	4'-8 ³ / ₈	4'-8 ³ / ₈
D.L. PIER REACTION (D.L. + F.W.S.)		KIPS	345.7	373.7	426.8	456.3	485.9	583.8	617.0	650.6	683.4
L.L. PIER REACTION (HS25-44) NO IMPACT		KIPS	169.0	170.6	171.9	179.5	187.5	195.5	203.4	211.4	221.0
NO. OF SPACES FOR 601 BARS (TOP)		"B"	169	184	199	214	229	244	259	274	294
NO. OF SPACES FOR 601 BARS (BOTTOM) AND 5J1 BARS (TOP)		"D"	168	183	198	213	228	243	258	273	293
OUT TO OUT OF SLAB		"S"	141'-10	154'-4	166'-10	179'-4	191'-10	204'-4	216'-10	229'-4	246'-0
SLAB TRANSVERSE CONSTR. JT. DISTANCE FROM C.L. PIER		"X"	6'-7	7'-1	7'-7	8'-1	8'-8	9'-2	9'-8	10'-2	10'-2

* VALUES SHOWN ARE FOR FIXED PIERS ONLY AND ALLOW FOR 1/4 INCH DEFLECTION OF THE 1 INCH NEOPRENE BEARING PAD. AT EXPANSION PIER LOCATIONS ADD 3 1/8 INCHES TO "U" VALUES SHOWN.

** WINGWALLS APPLY ONLY TO BRIDGES USING "C" BEAMS.

LATEST REVISION DATE		STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES	
		PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES	
		HL93 SUPERSTRUCTURE	DECEMBER, 2006
		HS25 SUBSTRUCTURE	
SUPERSTRUCTURE DETAILS		H30-09-06	