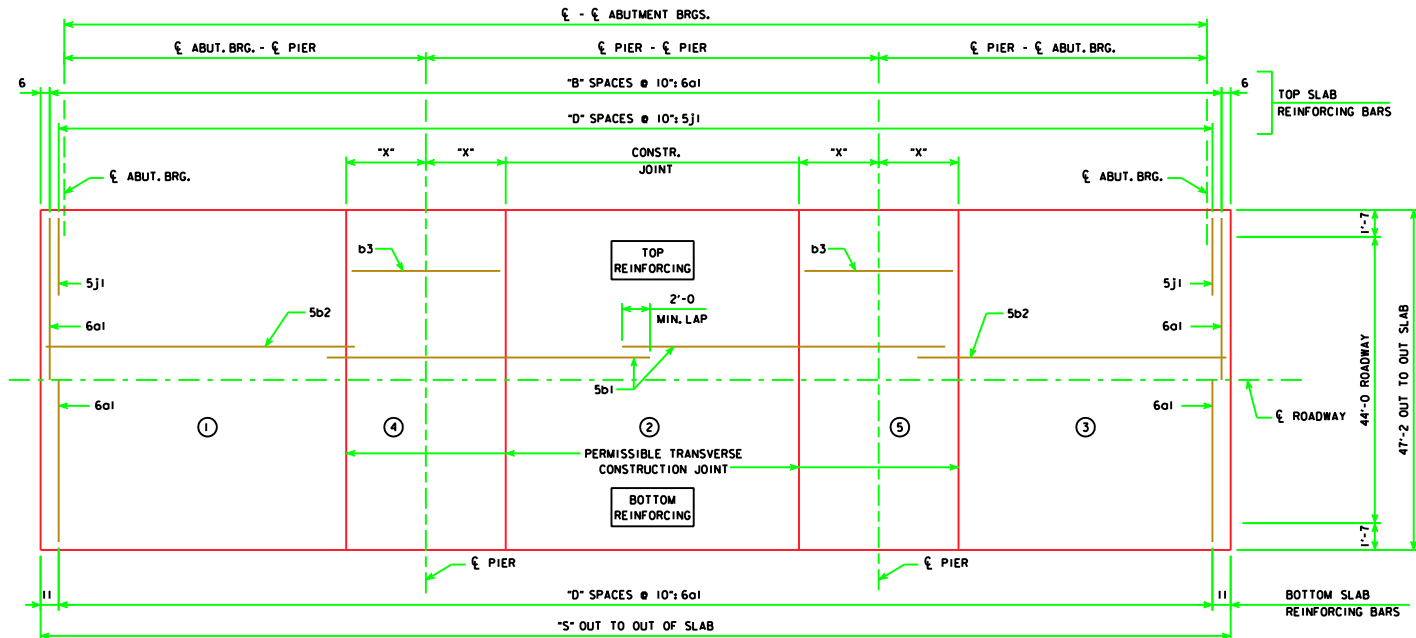




SLAB LAYOUT

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. BRG.	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.	232.3	247.1	271.3	286.5	301.9	329.0	344.2	360.1	380.9
	WITH OPEN RAIL	C.Y.	234.8	249.8	274.3	289.7	305.4	332.5	347.9	364.1	385.1
STRUCTURAL CONCRETE ABUTMENTS (w/ WOOD PILES)		C.Y.	36.8	36.7	36.5	36.5	36.4	-----	-----	-----	-----
STRUCTURAL CONCRETE ABUTMENTS (w/ STEEL H PILES)		C.Y.	38.4	38.4	38.4	38.4	38.4	46.4	46.4	46.4	46.4
PRETENSIONED PRESTRESSED CONCRETE BEAM, CENTER SPAN		NO.	7-450	7-455	7-859	7-863	7-867	7-C71	7-C75	7-C80	7-C80
PRETENSIONED PRESTRESSED CONCRETE BEAM, END SPAN		NO.	14-A42	14-A46	14-B50	14-B55	14-B59	14-C63	14-C67	14-C71	14-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.	5317	5317	5405	5405	5405	5355	5355	5355	5355
STRUCTURAL STEEL (w/ PILE BENT PIERS & NO DRAINS)		L.B.	4749	4749	4749	4749	4749	4619	4619	4619	4619
STRUCTURAL STEEL (w/ TEE PIERS & DRAINS)		L.B.	6571	6571	6659	6659	6659	6836	6836	6836	6836
STRUCTURAL STEEL (w/ TEE PIERS & NO DRAINS)		L.B.	6003	6003	6003	6003	6003	6100	6100	6100	6100
EPOXY COATED REINF. STEEL (w/ WOOD PILES & BARRIER RAIL)		L.B.	65,989	70,502	75,536	80,745	85,371	-----	-----	-----	-----
EPOXY COATED REINF. STEEL (w/ WOOD PILES & OPEN RAIL)		L.B.	66,258	70,718	75,883	81,250	85,797	-----	-----	-----	-----
EPOXY COATED REINF. (w/ STEEL H PILES & BARRIER RAIL)		L.B.	66,301	70,709	75,637	80,846	85,341	92,845	98,457	102,910	108,819
EPOXY COATED REINF. (w/ STEEL H PILES & OPEN RAIL)		L.B.	66,570	70,925	75,984	81,351	85,767	93,819	99,331	103,963	109,901
NO. OF WOOD PILES, TREATED FOR TWO ABUTMENTS		NO.	28	30	32	32	34	-----	-----	-----	-----
NO. OF STEEL H-PILES, HP10 x 57 FOR TWO ABUTMENTS		NO.	14	14	14	14	16	20	20	22	22
PREBORED HOLES (W/ WOOD PILES)		L.F.	280	300	320	320	340	-----	-----	-----	-----
PREBORED HOLES (W/ STEEL H-PILES)		L.F.	140	140	140	140	160	200	200	220	220

CONCRETE PLACEMENT QUANT.		ℰ-ℰ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
SLAB INCLUDING HAUNCH, ABUT. DIAPHRAGM, & WINGWALLS**	WITH BARRIER RAIL	C.Y.	128.8	137.4	152.0	160.8	169.6	188.0	197.0	206.4	227.2
	WITH OPEN RAIL	C.Y.	130.1	138.8	153.6	162.5	171.5	189.9	199.0	208.6	229.6
SLAB INCLUDING HAUNCH, SECTION 2	WITH BARRIER RAIL	C.Y.	47.3	51.1	54.9	58.7	62.3	66.4	70.2	74.1	74.1
	WITH OPEN RAIL	C.Y.	48.0	51.9	55.7	59.6	63.3	67.4	71.2	75.2	75.2
SLAB INCLUDING HAUNCH & PIER DIAPHRAGM, SECTIONS 4 & 5	WITH BARRIER RAIL	C.Y.	49.0	51.4	57.2	59.8	62.8	67.4	69.8	72.4	72.4
	WITH OPEN RAIL	C.Y.	49.5	51.9	57.8	60.4	63.4	68.0	70.5	73.1	73.1
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.	36.8	36.7	36.5	36.5	36.4	-----	-----	-----	-----
ABUTMENT FOOTINGS (w/ STEEL H PILES)		C.Y.	38.4	38.4	38.4	38.4	38.4	46.4	46.4	46.4	46.4

GENERAL DATA		ℰ-ℰ ABUT. BRG.	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. BRG.	"U"	3'-8 $\frac{1}{2}$	3'-7 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-9 $\frac{1}{2}$	4'-9 $\frac{1}{2}$
CURVE	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 $\frac{1}{2}$	3'-6 $\frac{1}{2}$	4'-1 $\frac{1}{2}$	4'-1 $\frac{1}{2}$	4'-1 $\frac{1}{2}$	4'-7 $\frac{1}{2}$	4'-7 $\frac{1}{2}$	4'-7 $\frac{1}{2}$	4'-7 $\frac{1}{2}$
STRAIGHT	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. BRG.	"U"	3'-8 $\frac{1}{2}$	3'-7 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-3 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-9 $\frac{1}{2}$	4'-10
GRADE	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 $\frac{1}{2}$	3'-6 $\frac{1}{2}$	4'-1 $\frac{1}{2}$	4'-1 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-7 $\frac{1}{2}$	4'-7 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-8 $\frac{1}{2}$
D.L. PIER REACTION (D.L. + F.W.S.)		KIPS	471.8	509.8	583.3	623.5	663.8	799.8	845.3	891.2	936.0
L.L. PIER REACTION (HS25-44) NO IMPACT		KIPS	228.1	230.3	232.0	242.3	253.1	263.9	274.6	285.4	298.3
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 $\frac{1}{8}$ INCH DEFLECTION OF THE 1 INCH NEOPRENE BEARING PAD, AT EXPANSION PIER LOCATIONS ADD $\frac{3}{8}$ INCHES TO "U" VALUES SHOWN.

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

LATEST REVISION DATE		STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE	
		PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES	
		HL93 SUPERSTRUCTURE	HS25 SUBSTRUCTURE
		MARCH, 2007	
SUPERSTRUCTURE DETAILS 0° SKEW		H44-09-07	