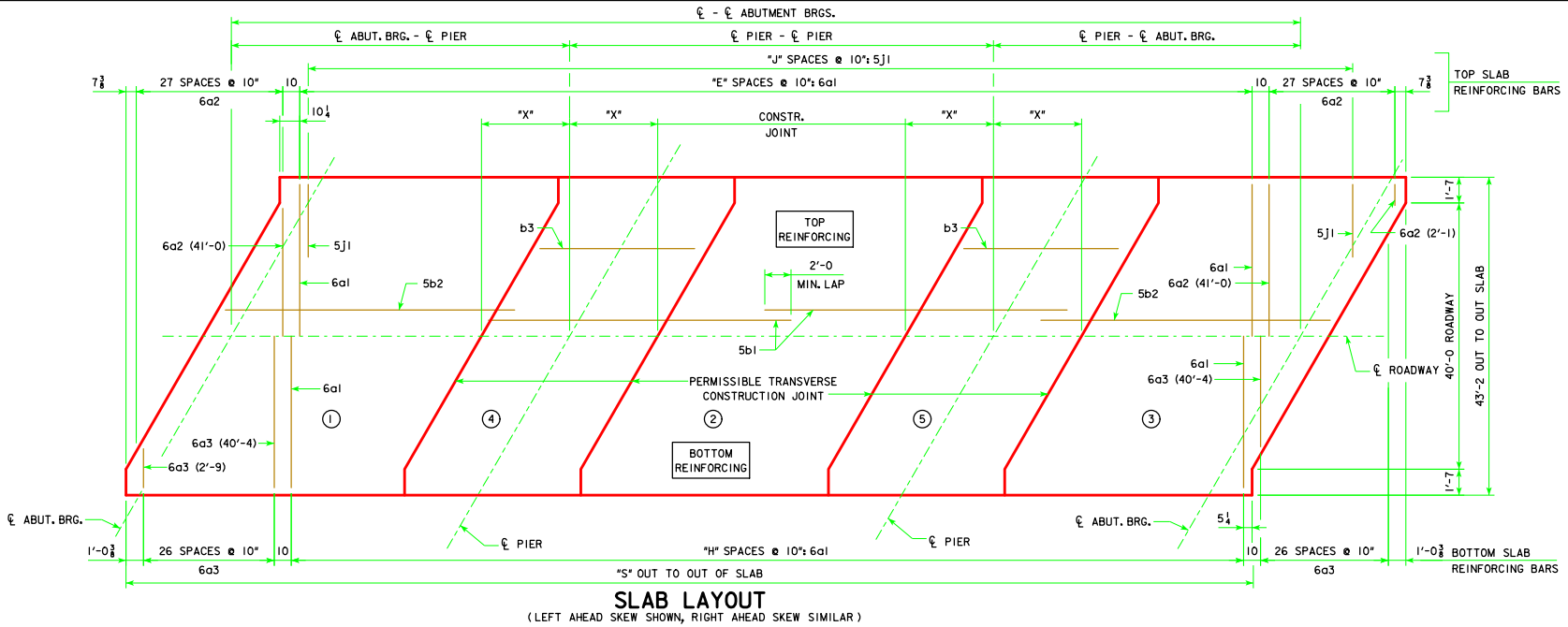


REVISED 07-2015 - CHANGED CONCRETE PLACEMENT NOTE TO ACCOUNT FOR THE POSSIBLE ADDITION OF A RETARDING ADMIXTURE TO THE CONCRETE.



ESTIMATED QUANTITIES (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS)		℄-℄ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
PRETENSIONED PRESTRESSED CONCRETE BEAM, CENTER SPAN	NO.	6-A50	6-A55	6-B59	6-B63	6-B67	6-C71	6-C75	6-C80	6-C80	6-C80
PRETENSIONED PRESTRESSED CONCRETE BEAM, END SPAN	NO.	12-A42	12-A46	12-B50	12-B55	12-B59	12-C63	12-C67	12-C71	12-C80	12-C80
CONCRETE RAIL (BARRIER OR OPEN)	L.F.	312.6	337.6	362.6	387.6	412.6	456.7	481.7	506.7	540.0	
NO. OF WOOD PILES, TREATED FOR TWO ABUTMENTS	NO.	30	30	32	34	34	---	---	---	---	---
NO. OF STEEL H-PILES FOR TWO ABUTMENTS (HP 10 x 57)	NO.	14	14	14	14	16	20	20	22	22	
PREBORED HOLES (w/ WOOD PILES)	L.F.	300	300	320	340	340	---	---	---	---	---
WING ARMORING	S.Y.	3.6	3.6	3.6	3.6	3.6	5.7	5.7	5.7	5.7	

NOTE:
FOR QUANTITIES OF STRUCTURAL CONCRETE, REINFORCING STEEL AND STRUCTURAL STEEL, REFER TO THE SUMMARY QUANTITIES SHEET IN THE BRIDGE PLANS.

Δ NOTE:
CONCRETE QUANTITIES SHALL BE LISTED ON THE SUMMARY QUANTITIES SHEET.

Δ CONCRETE PLACEMENT QUANT.		℄-℄ 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** , SECTIONS 1 & 3	WITH BARRIER RAIL	C.Y.	124.0	132.0	146.2	154.4	162.4	180.2	188.4	197.0	216.2
	WITH OPEN RAIL	C.Y.	125.3	133.4	147.8	156.1	164.2	182.1	190.4	199.1	218.6
SLAB INCLUDING HAUNCH, SECTION 2	WITH BARRIER RAIL	C.Y.	43.5	47.0	50.5	54.0	57.3	61.1	64.6	68.1	68.1
	WITH OPEN RAIL	C.Y.	44.2	47.8	51.3	54.9	58.3	62.1	65.6	69.2	69.2
SLAB INCLUDING HAUNCH & PIER DIAPHRAGM, SECTIONS 4 & 5	WITH BARRIER RAIL	C.Y.	52.8	55.2	62.0	64.4	67.2	72.2	74.4	76.8	76.8
	WITH OPEN RAIL	C.Y.	53.3	55.7	62.6	65.0	67.8	72.8	75.1	77.5	77.5
ABUTMENT WINGS	C.Y.	7.2	7.2	7.6	7.6	7.6	8.4	8.4	8.4	8.4	
ABUTMENT FOOTINGS (w/ WOOD PILES) ***	C.Y.	39.1	39.1	38.9	38.8	38.8	---	---	---	---	---
ABUTMENT FOOTINGS (w/ STEEL H PILES) ***	C.Y.	40.8	40.8	40.8	40.8	40.8	48.4	48.4	48.4	48.4	

GENERAL DATA		℄-℄ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
VERTICAL CURVE	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. BRG.	"U"	3'-8	3'-7 ³ / ₈	4'-2 ¹ / ₈	4'-2 ¹ / ₈	4'-2 ¹ / ₈	4'-8 ³ / ₈	4'-8 ³ / ₈	4'-9 ¹ / ₂	4'-9 ¹ / ₂
	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 ³ / ₈	3'-6 ³ / ₈	4'-1 ¹ / ₂	4'-1 ¹ / ₂	4'-7 ¹ / ₈	4'-7 ¹ / ₈	4'-7 ¹ / ₈	4'-7 ¹ / ₈	4'-7 ¹ / ₈
STRAIGHT GRADE	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. BRG.	"U"	3'-8 ³ / ₈	3'-7 ³ / ₈	4'-2 ¹ / ₈	4'-2 ¹ / ₈	4'-3	4'-8 ³ / ₈	4'-8 ³ / ₈	4'-9 ¹ / ₂	4'-9 ¹ / ₂
	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 ³ / ₈	3'-6 ³ / ₈	4'-1 ¹ / ₈	4'-1 ¹ / ₈	4'-2 ¹ / ₈	4'-7 ¹ / ₈	4'-7 ¹ / ₈	4'-8	4'-8
D.L. PIER REACTION (D.L. + F.W.S.) SERVICE LOADS	KIPS		446.0	480.7	549.2	585.8	622.7	743.2	784.2	825.8	866.1
L.L. PIER REACTION (HL93) NO IMPACT SERVICE LOADS	KIPS		264.7	274.5	283.9	293.1	302.2	311.0	322.9	341.9	362.6
NO. OF SPACES FOR 6a1 BARS (TOP)	"E"		141	156	171	186	201	216	231	246	266
NO. OF SPACES FOR 6a1 BARS (BOTTOM)	"H"		142	157	172	187	202	217	232	247	267
NO. OF SPACES FOR 5J1 BARS (TOP)	"J"		165	180	195	210	225	240	255	270	290
OUT TO OUT OF SLAB	"S"		142'-3 ³ / ₈	154'-9 ³ / ₈	167'-3 ³ / ₈	179'-9 ³ / ₈	192'-3 ³ / ₈	204'-9 ³ / ₈	217'-3 ³ / ₈	229'-9 ³ / ₈	246'-5 ³ / ₈
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

NOTE: CONCRETE DECK SHALL BE PLACED IN SECTIONS AND SEQUENCES INDICATED. ALTERNATE PROCEDURES FOR PLACING DECK CONCRETE MAY BE SUBMITTED FOR APPROVAL TOGETHER WITH A STATEMENT OF THE PROPOSED METHOD AND EVIDENCE THAT THE CONTRACTOR POSSESSES THE NECESSARY EQUIPMENT AND FACILITIES TO ACCOMPLISH THE REQUIRED RESULTS. FOR APPROVED ALTERNATE PROCEDURES THE ENGINEER SHALL DETERMINE IF A RETARDING ADMIXTURE IS REQUIRED TO MAINTAIN PLASTICITY OF THE CONCRETE DECK DURING PLACEMENT.

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

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

LATEST REVISION DATE

STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE
PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES
SEPTEMBER, 2014

07-15
 Approved by Bridge Engineer
Thomas E. Mc Donnell

SUPERSTRUCTURE DETAILS
30° SKEW

H40-22-14