



SLAB LAYOUT

(LEFT AHEAD SKEW SHOWN, RIGHT AHEAD SKEW SIMILAR)
 NOTE: CONCRETE DECK SLAB SHALL BE PLACED IN SECTIONS AND SEQUENCES INDICATED. ALTERNATE PROCEDURES FOR PLACING SLAB 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.

ESTIMATED QUANTITIES (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS)		CL-CL 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.	7-A50	7-A55	7-B59	7-B63	7-B67	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.	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	32	34	36	36	---	---	---	---	
NO. OF STEEL H-PILES FOR TWO ABUTMENTS (HP 10 x 57)	NO.	16	16	16	16	16	22	22	22	24	
PREBORED HOLES (W/WOOD PILES)	L.F.	300	320	340	360	360	---	---	---	---	
PREBORED HOLES (W/STEEL H-PILES)	L.F.	160	160	160	160	160	220	220	220	240	
WING ARMORING	S.Y.	3.7	3.7	3.7	3.7	3.7	5.9	5.9	5.9	5.9	

GENERAL DATA		CL-CL 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 ¹ / ₂	3'-7 ¹ / ₂	4'-2 ¹ / ₂	4'-2 ¹ / ₂	4'-2 ¹ / ₂	4'-8 ¹ / ₂	4'-8 ¹ / ₂	4'-9 ¹ / ₂	4'-9 ¹ / ₂
CURVE	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 ¹ / ₂	3'-6 ¹ / ₂	4'-1 ¹ / ₂	4'-1 ¹ / ₂	4'-1 ¹ / ₂	4'-7 ¹ / ₂	4'-7 ¹ / ₂	4'-7 ¹ / ₂	4'-7 ¹ / ₂
STRAIGHT	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. BRG.	"U"	3'-8 ¹ / ₂	3'-7 ¹ / ₂	4'-2 ¹ / ₂	4'-2 ¹ / ₂	4'-3 ¹ / ₂	4'-8 ¹ / ₂	4'-8 ¹ / ₂	4'-9 ¹ / ₂	4'-10
GRADE	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 ¹ / ₂	3'-6 ¹ / ₂	4'-1 ¹ / ₂	4'-1 ¹ / ₂	4'-2 ¹ / ₂	4'-7 ¹ / ₂	4'-7 ¹ / ₂	4'-8 ¹ / ₂	4'-8 ¹ / ₂
D.L. PIER REACTION (D.L. + F.W.S.) SERVICE LOADS	KIPS		489.3	527.5	604.3	644.6	685.2	822.9	868.4	914.4	959.2
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"		138	153	168	183	198	213	228	243	263
NO. OF SPACES FOR 6a1 BARS (BOTTOM)	"H"		139	154	169	184	199	214	229	244	264
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 ¹ / ₂	154'-9 ¹ / ₂	167'-3 ¹ / ₂	179'-9 ¹ / ₂	192'-3 ¹ / ₂	204'-9 ¹ / ₂	217'-3 ¹ / ₂	229'-9 ¹ / ₂	246'-5 ¹ / ₂
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:
 FOR QUANTITIES OF STRUCTURAL CONCRETE, REINFORCING STEEL AND STRUCTURAL STEEL, REFER TO THE SUMMARY QUANTITIES SHEET IN THE BRIDGE PLANS.

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

CONCRETE PLACEMENT QUANT.		CL-CL 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.	135.0	143.8	159.2	168.0	176.8	195.6	204.6	214.0	235.0
	WITH OPEN RAIL	C.Y.	136.3	145.2	160.8	169.7	178.6	197.5	206.6	216.1	237.4
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.	57.6	60.2	67.6	70.2	73.4	78.6	81.2	83.8	83.8
	WITH OPEN RAIL	C.Y.	58.1	60.7	68.2	70.8	74.0	79.2	81.9	84.5	84.5
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.	43.1	42.9	42.8	42.7	42.7	---	---	---	---
ABUTMENT FOOTINGS (W/ STEEL H PILES) ***		C.Y.	44.8	44.8	44.8	44.8	44.8	52.6	52.6	52.6	52.6

* 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	APPROVED BY BRIDGE ENGINEER	
		STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES SEPTEMBER, 2014
		SUPERSTRUCTURE DETAILS 30° SKEW
		H44-22-07