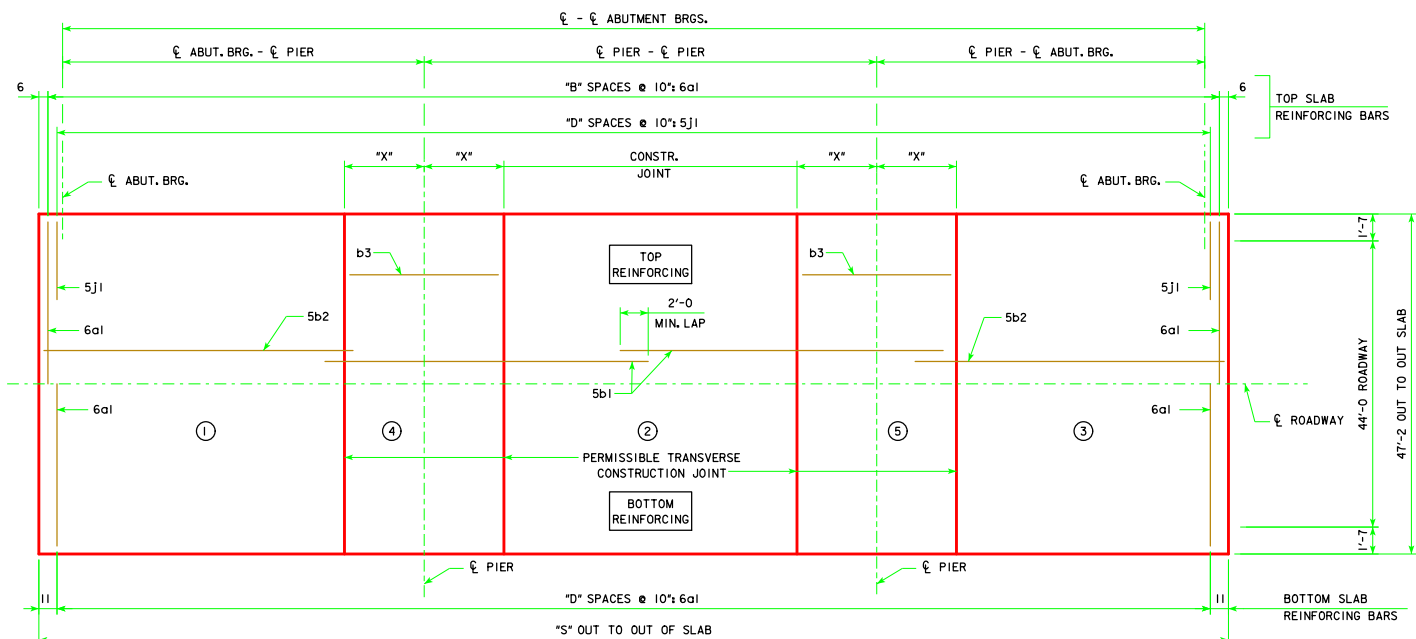


REVISED: 07-2015 - CHANGED CONCRETE PLACEMENT NOTE TO ACCOUNT FOR THE POSSIBLE ADDITION OF A RETARDING ADMIXTURE TO THE CONCRETE.



SLAB LAYOUT

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.	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.	311.7	336.7	361.7	386.7	411.7	456.7	481.7	506.7	540.0	
NO. OF WOOD PILES, TREATED FOR TWO ABUTMENTS	NO.	30	30	34	34	36	-----	-----	-----	-----	
NO. OF STEEL H-PILES FOR TWO ABUTMENTS (HP 10 x 57)	NO.	14	14	14	16	16	20	22	22	22	
PREBORED HOLES (W/ WOOD PILES)	L.F.	300	300	340	340	360	-----	-----	-----	-----	
PREBORED HOLES (W/ STEEL H-PILES)	L.F.	140	140	140	160	160	200	220	220	220	
WING ARMORING	S.Y.	3.5	3.5	3.5	3.5	3.5	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.

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

▲ 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.	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 & PIER DIAPHRAGM, SECTIONS 4 & 5	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
ABUTMENT WINGS	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 FOOTINGS (w/ WOOD PILES)	C.Y.	7.2	7.2	7.6	7.6	7.6	8.4	8.4	8.4	8.4	8.4
ABUTMENT FOOTINGS (w/ STEEL H PILES)	C.Y.	36.7	36.7	36.4	36.4	36.3	-----	-----	-----	-----	-----
	C.Y.	38.4	38.4	38.4	38.4	38.4	46.4	46.4	46.4	46.4	46.4

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 $\frac{1}{2}$	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 $\frac{1}{2}$
	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 GRADE	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
	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'-7 $\frac{1}{2}$	4'-8 $\frac{1}{2}$
D.L. PIER REACTION (D.L. + F.W.S.) SERVICE LOADS	KIPS		471.8	509.8	583.3	623.5	663.8	799.8	845.3	891.2	936.0
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)	"B"		169	184	199	214	229	244	259	274	294
NO. OF SPACES FOR 6a1 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

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 07-15 Approved by [Signature] APPROVED BY BRIDGE ENGINEER	
	STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES SEPTEMBER, 2014
	SUPERSTRUCTURE DETAILS 0° SKEW

H44-09-14