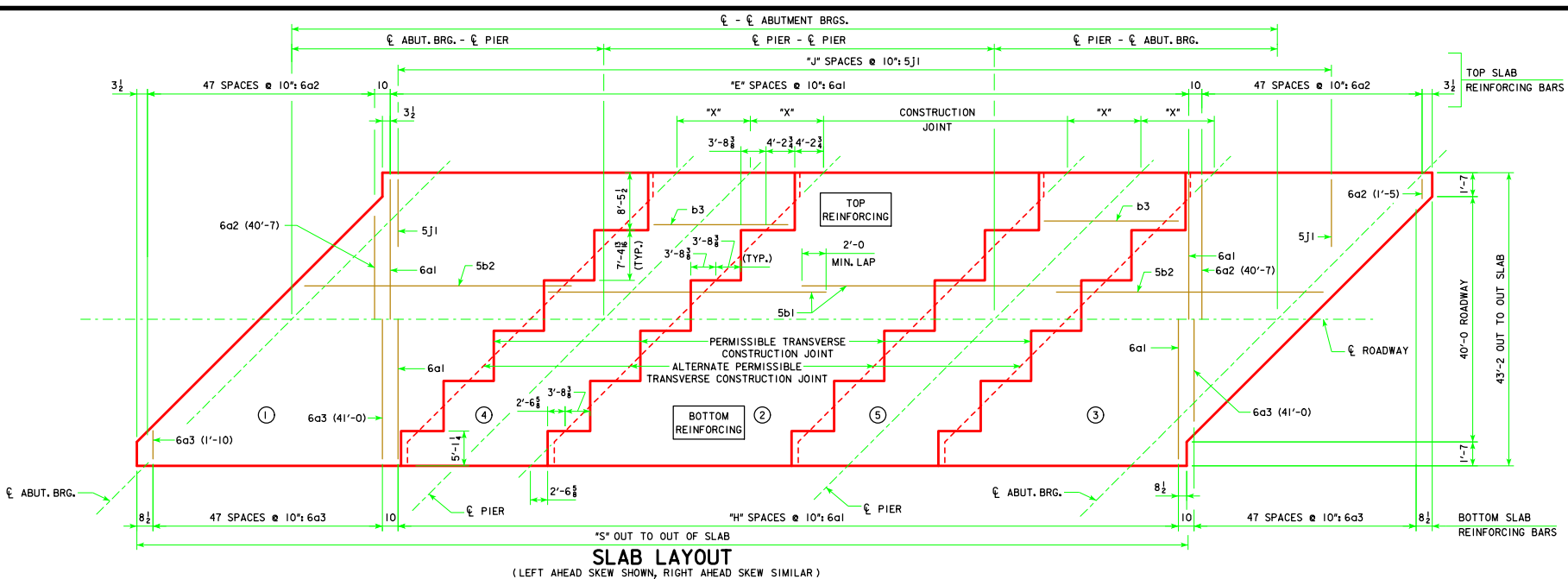


REVISED 07-2015 - CHANGED CONCRETE PLACEMENT NOTE TO ACCOUNT FOR THE POSSIBLE ADDITION OF A RETARDING ADMIXTURE TO THE CONCRETE.



SLAB LAYOUT
(LEFT AHEAD SKEW SHOWN, RIGHT AHEAD SKEW SIMILAR)

ESTIMATED QUANTITIES (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS)		ℓ-ℓ 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	
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	
CONCRETE RAIL (BARRIER OR OPEN)	L.F.	314.2	339.2	364.2	389.2	414.2	456.7	481.7	506.7	540.0	
NO. OF WOOD PILES, TREATED FOR TWO ABUTMENTS	NO.	30	32	34	36	36	36	36	36	36	
NO. OF STEEL H-PILES FOR TWO ABUTMENTS (HP 10 x 57)	NO.	16	16	16	16	16	22	22	22	22	
PREBORED HOLES (w/ WOOD PILES)	L.F.	300	320	340	360	360	450	450	450	450	
PREBORED HOLES (w/ STEEL H-PILES)	L.F.	160	160	160	160	160	220	220	220	220	
WING ARMORING	S.Y.	3.7	3.7	3.7	3.7	3.7	5.9	5.9	5.9	5.9	

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

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

Δ CONCRETE PLACEMENT QUANT.		ℓ-ℓ 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.	133.8	141.8	157.2	165.4	173.4	191.8	200.2	208.8	228.0
	WITH OPEN RAIL	C.Y.	135.1	143.2	158.8	167.1	175.2	193.7	202.2	210.9	230.4
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.	57.8	60.2	68.0	70.4	73.4	78.8	81.0	83.6	83.6
	WITH OPEN RAIL	C.Y.	58.3	60.7	68.6	71.0	74.0	79.4	81.7	84.3	84.3
ABUTMENT WINGS	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/ WOOD PILES) ***	C.Y.	48.5	48.3	48.2	48.1	48.1	57.4	57.4	57.4	57.4	57.4
ABUTMENT FOOTINGS (w/ STEEL H PILES) ***	C.Y.	50.2	50.2	50.2	50.2	50.2	57.4	57.4	57.4	57.4	57.4

GENERAL DATA		ℓ-ℓ 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	3'-7 ¹ / ₂	4'-2 ¹ / ₂	4'-2 ³ / ₈	4'-2 ¹ / ₂	4'-8 ¹ / ₈	4'-8 ¹ / ₈	4'-9 ¹ / ₈	4'-9 ¹ / ₈
CURVE	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'-1 ¹ / ₂	4'-7 ⁵ / ₈	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 / ₈	3'-7 ¹ / ₂	4'-2 ³ / ₈	4'-2 ³ / ₈	4'-3	4'-8 ¹ / ₈	4'-8 ¹ / ₈	4'-9 ¹ / ₈	4'-9 ¹ / ₈
GRADE	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'-2 ¹ / ₂	4'-7 ⁵ / ₈	4'-7 ¹ / ₂	4'-8	4'-8
D.L. PIER REACTION (D.L. + F.W.S.) SERVICE LOADS	KIPS		456.2	490.9	561.4	598.1	635.1	756.6	797.7	839.3	879.7
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"		123	138	153	168	183	198	213	228	248
NO. OF SPACES FOR 6a1 BARS (BOTTOM)	"H"		122	137	152	167	182	197	212	227	247
NO. OF SPACES FOR 5j1 BARS (TOP)	"J"		164	179	194	209	224	239	254	269	289
OUT TO OUT OF SLAB	"S"		143'-0 ¹ / ₂	155'-6 ¹ / ₂	168'-0 ¹ / ₂	180'-6 ¹ / ₂	193'-0 ¹ / ₂	205'-6 ¹ / ₂	218'-0 ¹ / ₂	230'-6 ¹ / ₂	247'-2 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: 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 Bridge Engineer
M. E. McQuinn

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

SUPERSTRUCTURE DETAILS 45° SKEW	H40-29-14
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