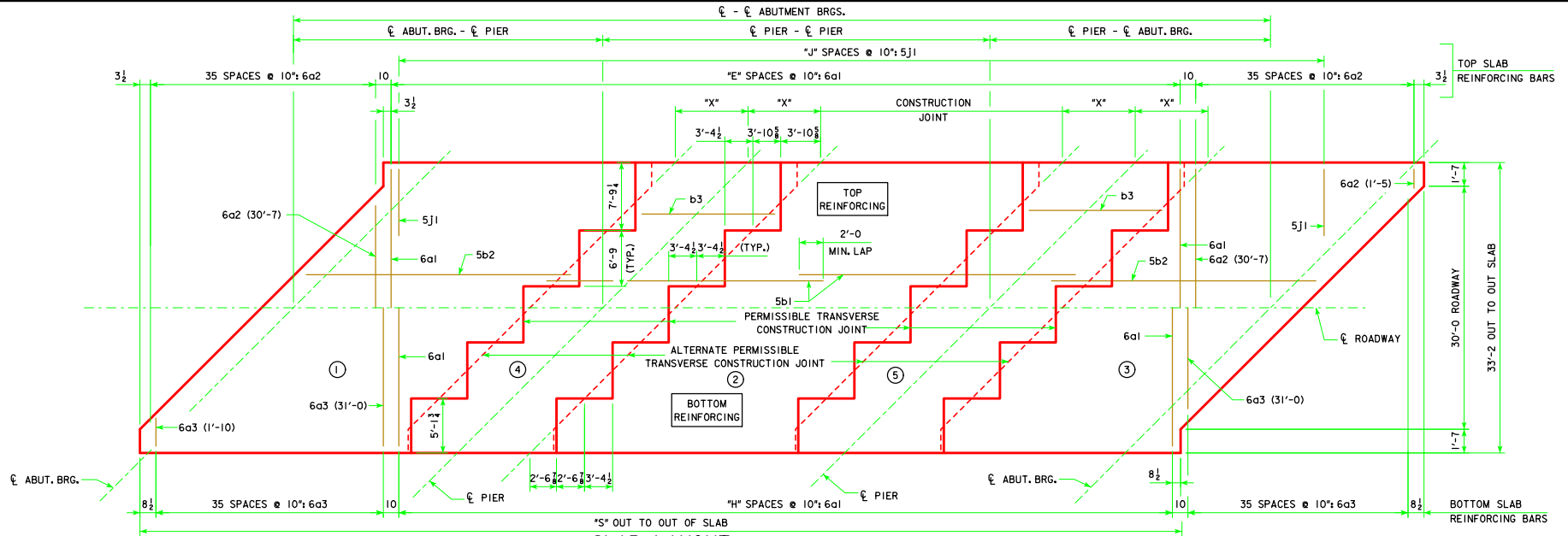


REVISED 07-2015 - CHANGED CONCRETE PLACEMENT NOTE TO ACCOUNT FOR THE POSSIBLE ADDITION OF A RETARDING ADMIXTURE TO THE CONCRETE.



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"
STRUCTURAL CONCRETE SUPERSTRUCTURE (INCLUDES ABUTMENT WINGS, PAV. BLOCKS)	WITH BARRIER RAIL WITH OPEN RAIL	C.Y.	190.3	200.8	221.7	232.6	243.5	266.4	277.1	288.6	303.4
STRUCTURAL CONCRETE ABUTMENTS (w/ WOOD PILES) ***	WITH BARRIER RAIL WITH OPEN RAIL	C.Y.	192.8	203.5	224.7	235.8	246.9	269.9	280.8	292.5	307.6
PRETENSIONED PRESTRESSED CONCRETE BEAM, CENTER SPAN		NO.	5-A50	5-A55	5-B59	5-B63	5-B67	5-C71	5-C75	5-C80	5-C80
PRETENSIONED PRESTRESSED CONCRETE BEAM, END SPAN		NO.	10-A42	10-A46	10-B50	10-B55	10-B59	10-C63	10-C67	10-C71	10-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
STRUCTURAL STEEL (w/ PILE BENT PIERS & DRAINS)		LB.	3985	3985	4073	4073	4073	4077	4077	4077	4077
STRUCTURAL STEEL (w/ PILE BENT PIERS & NO DRAINS)		LB.	3305	3305	3305	3305	3305	3229	3229	3229	3229
STRUCTURAL STEEL (w/ TEE PIERS & DRAINS)		LB.	4881	4881	4969	4969	4969	5135	5135	5135	5135
STRUCTURAL STEEL (w/ TEE PIERS & NO DRAINS)		LB.	4201	4201	4201	4201	4201	4287	4287	4287	4287
REINFORCING STEEL (w/ WOOD PILES & BARRIER RAIL)		LB.	53,802	57,451	60,673	64,538	68,117	-----	-----	-----	-----
REINFORCING STEEL (w/ WOOD PILES & OPEN RAIL)		LB.	54,467	58,072	61,441	65,482	68,991	-----	-----	-----	-----
REINFORCING STEEL (w/ STEEL H PILES & BARRIER RAIL)		LB.	53,547	57,044	60,683	64,548	68,127	74,517	78,661	82,239	86,532
REINFORCING STEEL (w/ STEEL H PILES & OPEN RAIL)		LB.	54,212	57,665	61,451	65,492	69,001	76,148	80,201	83,976	88,315
NO. OF WOOD PILES, TREATED FOR TWO ABUTMENTS		NO.	24	26	28	28	28	-----	-----	-----	-----
NO. OF STEEL H-PILES FOR TWO ABUTMENTS (HP 10 x 57)		NO.	12	12	12	12	12	18	18	18	20
PREFORED HOLES (w/ WOOD PILES)		L.F.	240	260	280	280	280	-----	-----	-----	-----
PREFORED HOLES (w/ STEEL H-PILES)		L.F.	120	120	120	120	120	180	180	180	200

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**	SECTIONS 1 & 3 WITH BARRIER RAIL WITH OPEN RAIL	C.Y.	102.6	108.6	120.6	126.8	133.0	148.2	154.6	161.4	176.2
SLAB INCLUDING HAUNCH, SECTION 2	WITH BARRIER RAIL WITH OPEN RAIL	C.Y.	33.5	36.2	38.9	41.6	44.1	47.0	49.7	52.4	52.4
SLAB INCLUDING HAUNCH & PIER DIAPHRAGM, SECTIONS 4 & 5	WITH BARRIER RAIL WITH OPEN RAIL	C.Y.	43.6	45.4	51.2	53.2	55.4	59.4	61.0	63.0	63.0
ABUTMENT WINGS		C.Y.	4.1	4.5	5.1	5.3	5.6	6.0	6.1	6.3	6.3
ABUTMENT FOOTINGS (w/ WOOD PILES) ***		C.Y.	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
ABUTMENT FOOTINGS (w/ STEEL H PILES) ***		C.Y.	7.2	7.2	7.6	7.6	7.6	8.4	8.4	8.4	8.4

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 CURVE	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. BRG.	"U"	3'-7 ¹¹ / ₁₆	3'-7 ³ / ₈	4'-2 ¹¹ / ₁₆	4'-2 ¹¹ / ₁₆	4'-3	4'-8 ¹ / ₂	4'-8 ¹ / ₂	4'-9	4'-9 ¹ / ₂
STRAIGHT GRADE	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 ¹ / ₈	3'-6 ¹ / ₈	4'-1 ¹ / ₈	4'-1 ¹ / ₈	4'-1 ¹ / ₈	4'-7 ¹ / ₈	4'-7 ¹ / ₈	4'-9 ¹ / ₈	4'-10
D.L. PIER REACTION (D.L. + F.W.S.) SERVICE LOADS		KIPS	364.7	392.9	449.7	479.4	509.3	609.0	642.1	675.9	708.7
L.L. PIER REACTION (HL93) NO IMPACT SERVICE LOADS		KIPS	207.6	215.3	222.7	229.9	237.0	244.0	253.2	268.2	284.4
NO. OF SPACES FOR 6a1 BARS (TOP)		"E"	135	150	165	180	195	210	225	240	260
NO. OF SPACES FOR 6a1 BARS (BOTTOM)		"H"	134	149	164	179	194	209	224	239	259
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 / ₄	155'-6 ¹ / ₈	168'-0 ¹ / ₈	180'-6 ¹ / ₈	193'-0 ¹ / ₈	205'-6 ¹ / ₈	218'-0 ¹ / ₈	230'-6 ¹ / ₈	247'-2 ¹ / 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.

*** SEE SHEET H30-31-06 FOR ADDITIONAL CONCRETE REQUIRED IN ABUTMENT FOOTINGS.

LATEST REVISION DATE 07-15 APPROVED BY BRIDGE ENGINEER <i>Thomas E. M. Dwyer</i>	
	STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES DECEMBER, 2006
	SUPERSTRUCTURE DETAILS 45° SKEW

H30-29-06