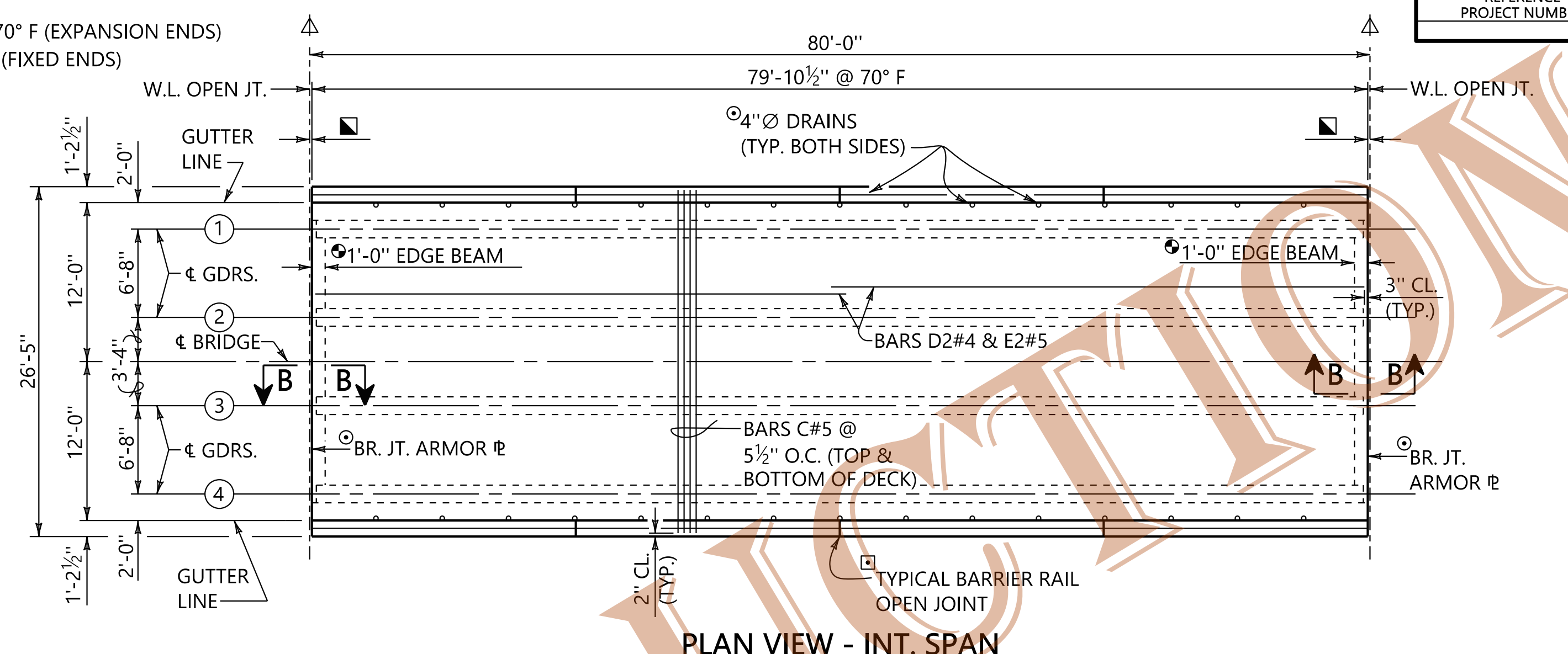
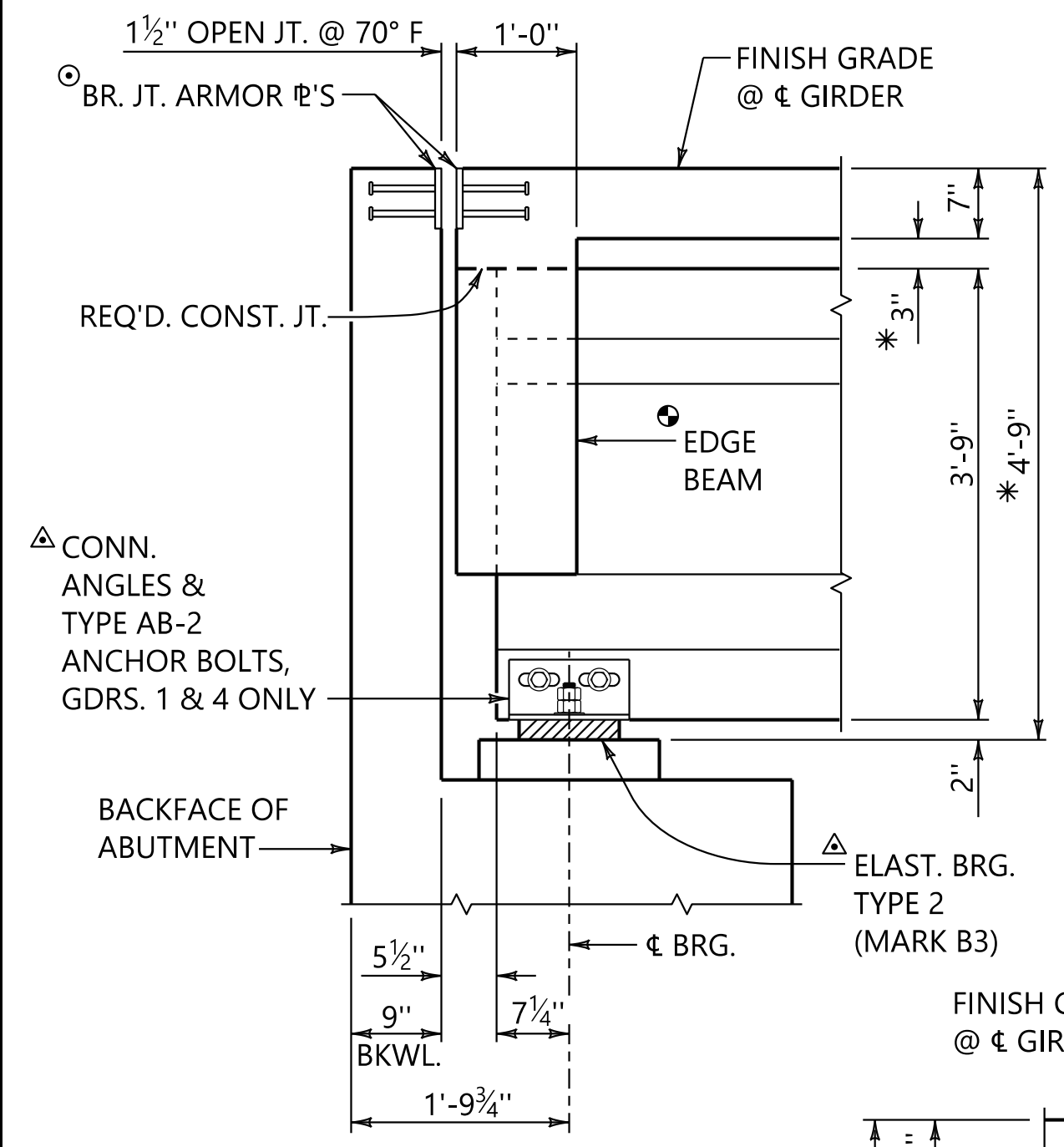


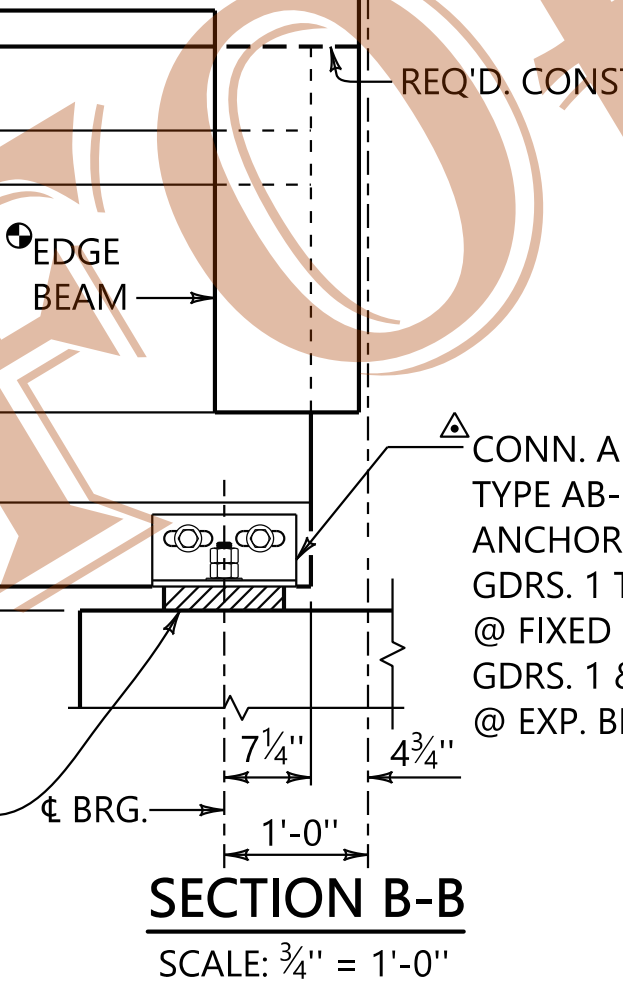
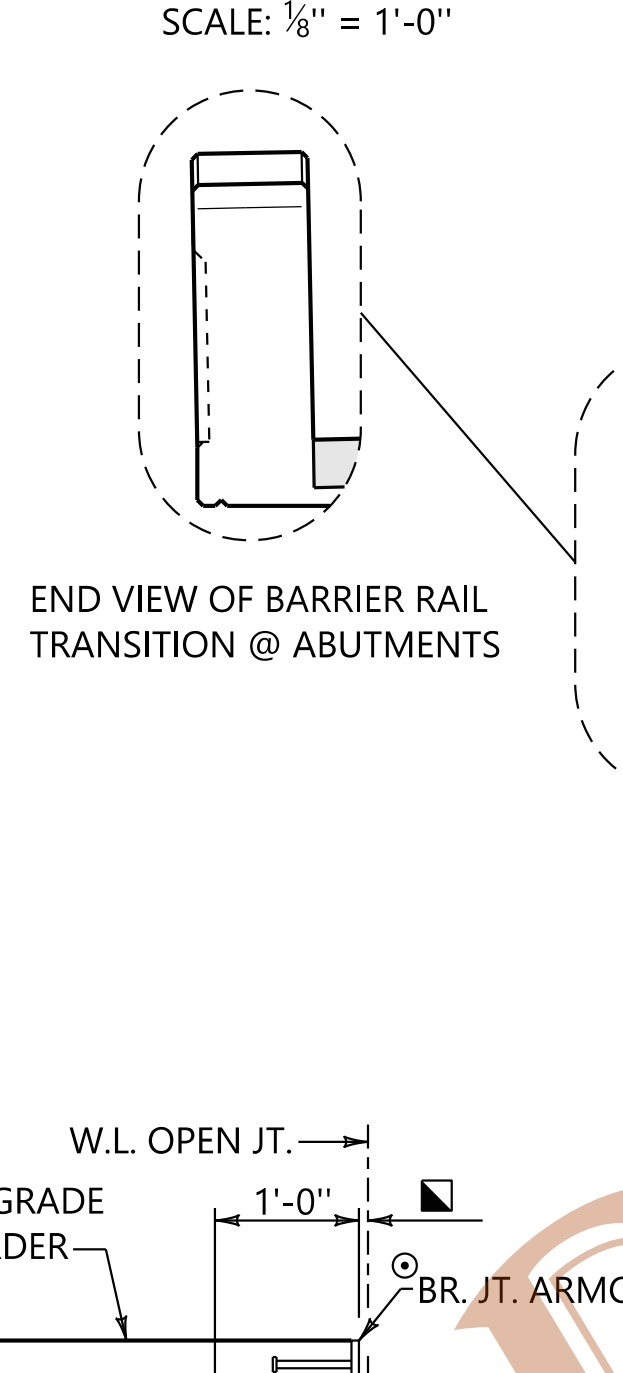
**PLAN VIEW - END SPAN**  
SCALE: 1/8" = 1'-0"



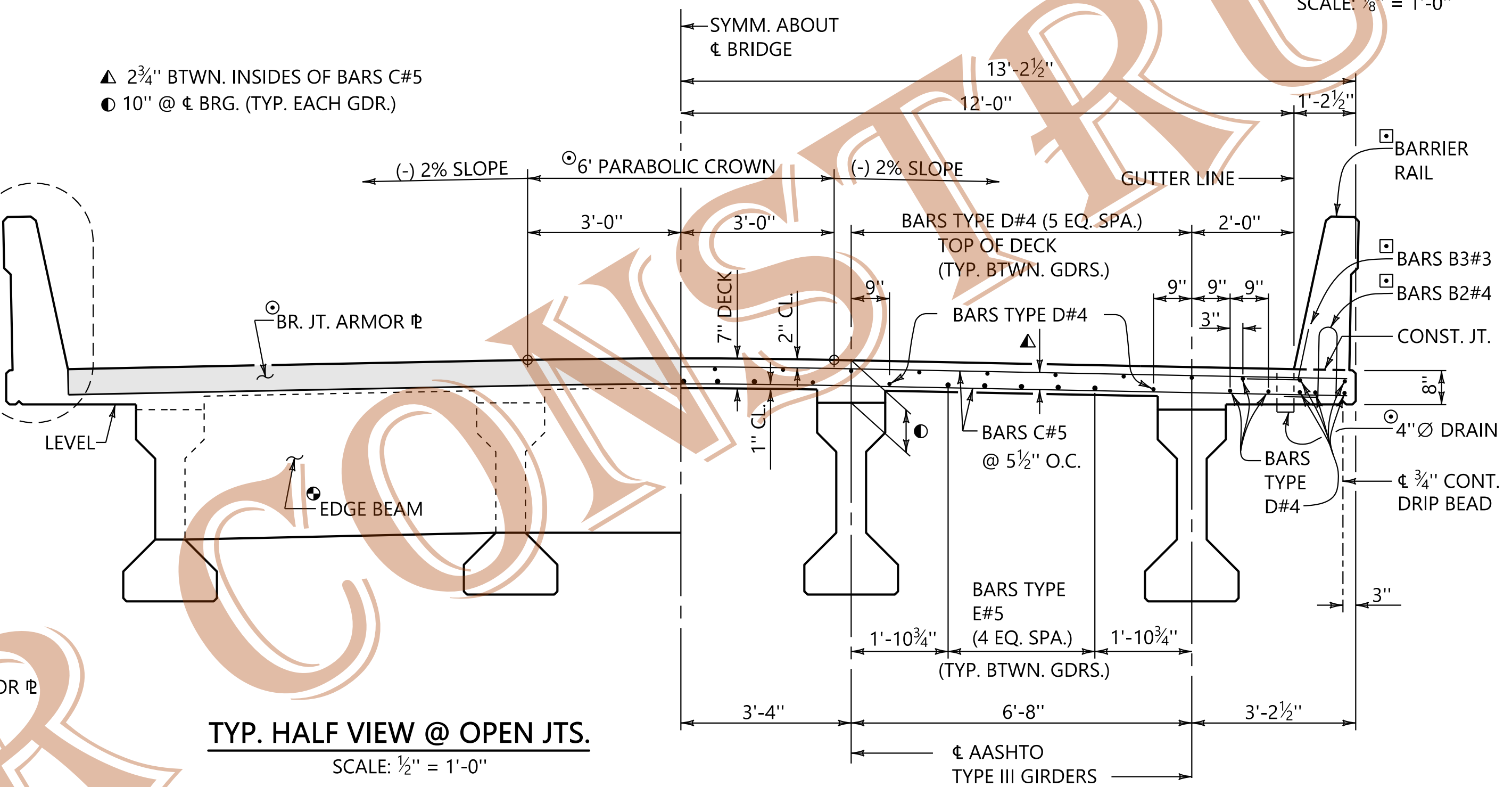
**PLAN VIEW - INT. SPAN**  
SCALE: 1/8" = 1'-0"



**SECTION A-A**  
SCALE: 3/4" = 1'-0"



**SECTION B-B**  
SCALE: 3/4" = 1'-0"



**TYP. HALF VIEW @ OPEN JTS.**  
SCALE: 1/2" = 1'-0"

**TYPICAL HALF CROSS-SECTION**  
SCALE: 1/2" = 1'-0"

**GEOMETRIC PARAMETERS**

ALIGNMENT: TANGENT GRADE: 0.00%  
CROSS-SLOPE: 2.0% w/ 6' PARABOLIC CROWN  
ADAPTATIONS TO THIS DRAWING MAY BE REQUIRED FOR OTHER GEOMETRIC CONDITIONS.

**DESIGN PARAMETERS**

SUPERSTRUCTURE CONCRETE: 4,000 PSI  
STEEL REINFORCEMENT: GRADE 60  
DESIGN CONFORMS TO THE 7TH EDITION OF THE AASHTO LRFD DESIGN SPECIFICATIONS.

**SUPERSTRUCTURE DEADLOAD REACTIONS**

EXTERIOR GIRDERS 1 & 4:	59.5 KIPS
INTERIOR GIRDERS 2 & 3:	60.9 KIPS

**ESTIMATED QUANTITIES**

END SPAN	INT. SPAN			
16,220	16,400	POUNDS	502B	STEEL REINF. FOR BR. SUPERSTR.
1,024	1,024	POUND	508A	STRUCTURAL STEEL
70.3	70.6	CUBIC YARDS	510C	BRIDGE CONCRETE SUPERSTR.

**NOTES**

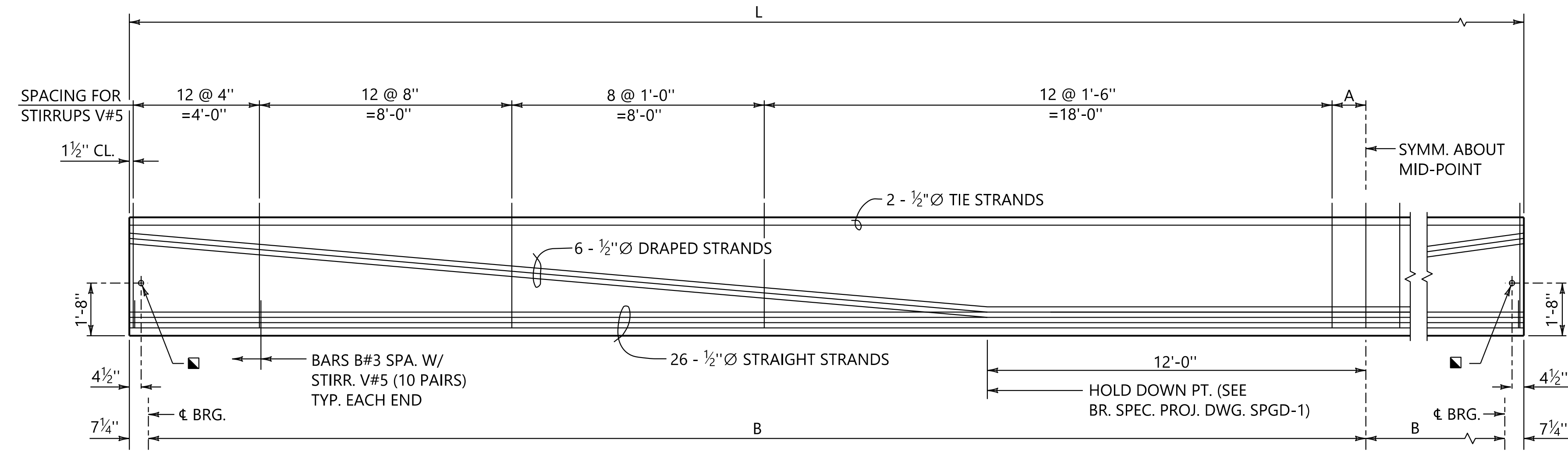
- FOR LOCATION OF FIXED AND EXPANSION ENDS, SEE THE GENERAL PLAN AND ELEVATION SHEET.
- DIMENSIONS SHOWN ARE AT  $\epsilon$  BEARING ONLY. (SEE SHT. 2 OF 3)
- FOR GUARDRAIL ANCHOR REQUIREMENTS, SEE ROADWAY PLANS AND BR. SPEC. PROJ. DWG. BBR-2. QUANTITIES NOT INCLUDED ON THIS SPECIAL DRAWING.
- SEE BR. SPEC. PROJ. DWG. SBD-1 FOR DETAILS.
- SEE BR. SPEC. PROJ. DWG. BBR-2 FOR DETAILS.
- SEE BR. SPEC. PROJ. DWG. EBW3 FOR DETAILS.
- SEE BR. SPEC. PROJ. DWG. SPGD-1 FOR DETAILS.
- BARS TYPE D & E TO BE SPLICED 30 DIA. (MIN.).
- STRUCTURAL STEEL QUANTITIES INCLUDE CONNECTION ANGLES, ANCHOR BOLTS AND BRIDGE JOINT ARMOR  $\phi$ 'S.

**BILL OF REINFORCEMENT**

MARK	SIZE	NUMBER PER SPAN		LENGTH	BENDING
		END	INT.		
BARRIER RAIL					
BL	4	16	16	□	STRAIGHT
B1	4	316	320	6'-0"	□
B2	4	316	320	3'-8 3/4"	□
B3	3	80	80	2'-0"	□
DECK					
C	5	346	350	26'-1"	STRAIGHT
D1	4	76	---	39'-11"	STRAIGHT
D2	4	---	76	40'-3 3/4"	STRAIGHT
E1	5	30	---	40'-1"	STRAIGHT
E2	5	---	30	40'-5 3/4"	STRAIGHT
EDGE BEAM					
L1	5	8	8	3'-5 1/2"	SEE DIAG.
R1	8	4	4	4'-7"	STRAIGHT
S1	5	42	42	7'-8"	SEE DIAG.
W1	5	4	4	20'-3"	STRAIGHT
W2	5	12	12	5'-9"	STRAIGHT

ASSISTANT BRIDGE ENGINEER: *[Signature]* 11/20/2020  
BRIDGE ENGINEER: *[Signature]* 11/20/2020





**\* TYPICAL GIRDER ELEVATION**  
SCALE: 3/8" = 1'-0"

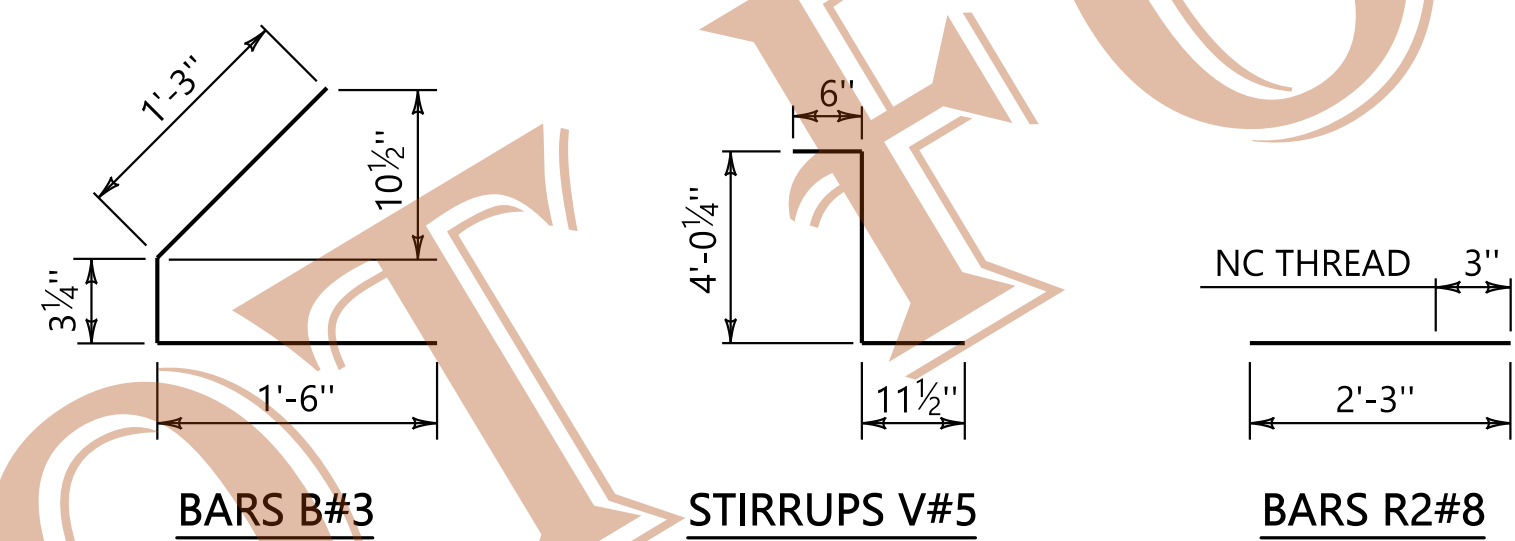
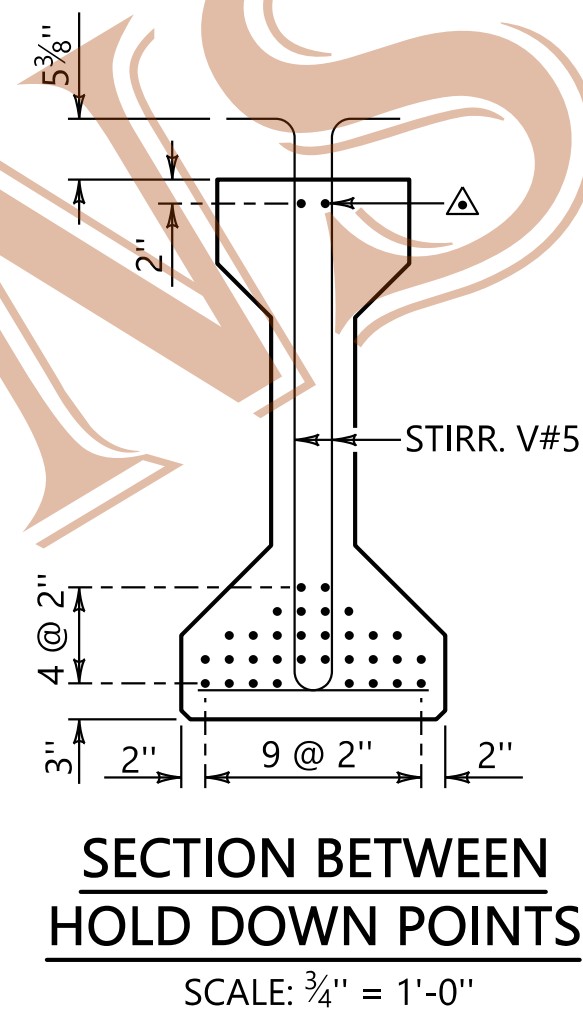
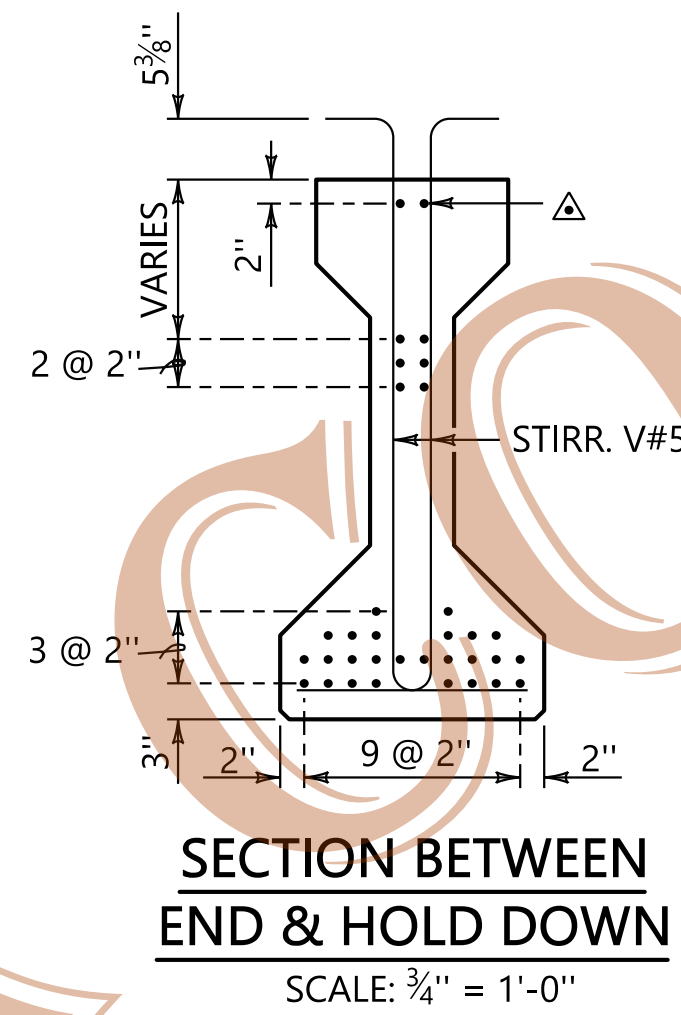
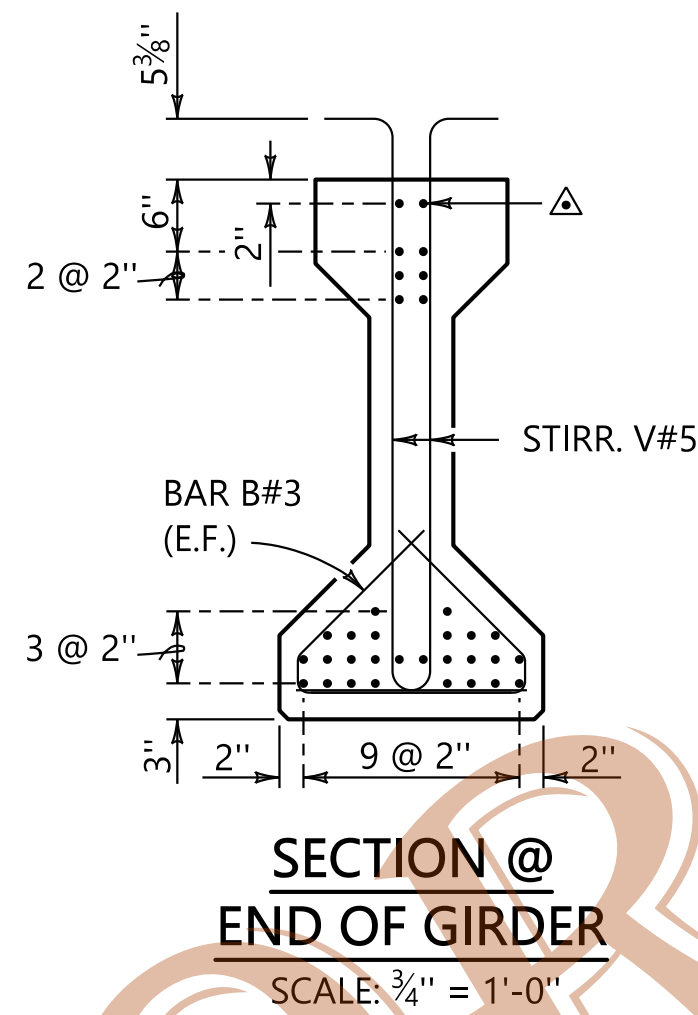
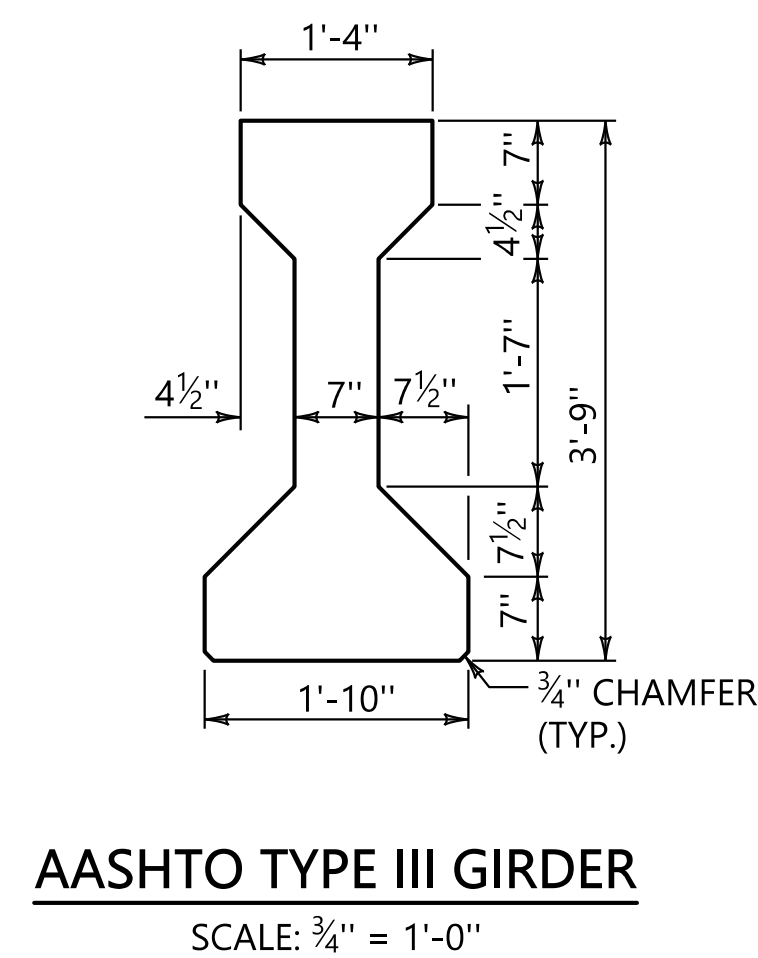
▲ 2 STRAIGHT 1/2" Ø PRESTRESSED STRANDS WITH INITIAL TENSION OF 5,000 LBS. PER STRAND. STIRRUPS V#5 SHALL BE TIED IN PLACE TO THESE STRANDS.

■ 1 1/2" Ø HOLE (GDRS. 2 & 3) OR 1" Ø THREADED INSERT (INSIDE FACE ONLY, GDRS. 1 & 4)  
\* DIMENSIONS SHOWN ARE ALONG CL GIRDER

**NOTES**

1. PRESTRESSING STRANDS SHALL BE 1/2" DIAMETER 270,000 PSI LOW RELAXATION WITH AN INITIAL TENSION OF 30,983 LBS./STRAND UNLESS OTHERWISE NOTED.
2. ALL STRANDS NOT TO BE ENCASED IN CONCRETE SHALL BE CUT FLUSH AT EACH END OF THE GIRDER. COAT GIRDER ENDS WHERE STRANDS ARE CUT WITH AN APPROVED EPOXY COATING. STRANDS TO BE ENCASED IN CONCRETE MAY EXTEND 2" FROM THE END OF THE GIRDER.
3. THE GIRDER CONCRETE SHALL HAVE A MINIMUM OF 5,000 PSI COMPRESSIVE STRENGTH PRIOR TO RECEIVING PRESTRESSING FORCE AND A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5,500 PSI.
4. THREADED BARS R2 AND THREADED INSERTS SHALL BE INCLUDED IN THE BID ITEM 513B, PRETENSIONED-PRESTRESSED CONCRETE GIRDERS, TYPE III.
5. GIRDER ENDS SHALL BE VERTICAL IN FINAL ERECTED POSITION.
6. UNLESS OTHERWISE SHOWN, STIRRUPS AND CONFINEMENT STEEL SHALL BE SECURELY TIED TO THE PRESTRESSING STRANDS TO PROVIDE A MINIMUM OF 1" CONCRETE COVER.
7. CONNECTION ANGLES ARE REQUIRED ON BOTH FACES OF ALL GIRDERS AT THE FIXED END AND BOTH FACES OF THE EXTERIOR GIRDERS ONLY AT THE EXPANSION END. SEE BRIDGE SPECIAL PROJECT DWG. SPGD-1 FOR DETAILS.
8. THE ENGINEER WILL CONSIDER ALTERNATE GIRDER REINFORCING UTILIZING WELDED WIRE FABRIC IN LIEU OF TIED REINFORCING FOR BARS B. THE EQUIVALENT AREA OF STEEL AND SPACING OF BARS SHALL BE MAINTAINED.

	END SPANS	INT. SPANS
L	78'-4 3/4"	79'-2 1/2"
B	77'-2 1/4"	78'-0"
A	1'-0 7/8"	1'-5 3/4"



□ THEORETICAL CAMBER (UPWARD DEFLECTION) SHOWN. ACTUAL CAMBER OF GIRDER MAY VARY AND SHOULD BE DETERMINED BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS AND SETTING FORMS.

▲ ADJUSTMENT TO BUILD-UP MAY BE REQUIRED IF USED FOR BRIDGES IN EXTREME CREST OR SAG VERTICAL CURVE GRADES.

