

HALF SECTION WITHIN SPAN

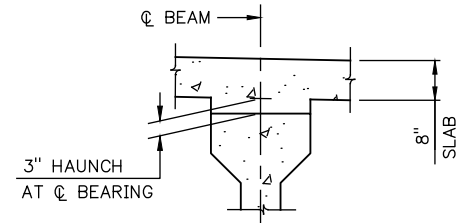
HALF SECTION NEAR ABUTMENTS AND PIERS

**TYPICAL CROSS SECTION**

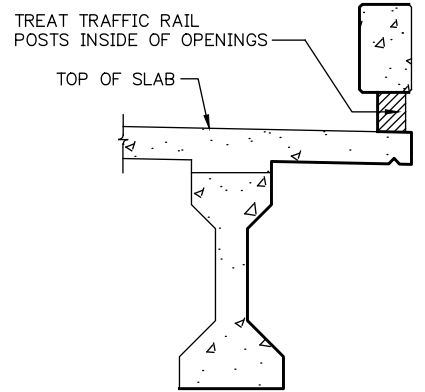
- ① 1 - A6 #4 CONT. (PIERS 1, 4, 6 & 9 ONLY) (EA. SIDE OF EXP. DEVICE);  
1 - A7 #4 CONT. (PIERS 2, 3, 5, 7 & 8 ONLY) (EA. SIDE OF CONST. JT.).
- ② 43 - EPH1 #4 @ 12" (PIERS 1, 4, 6 & 9 ONLY) (EA. SIDE OF EXP. DEVICE).
- ③ 36 - FPH1 #4 @ 12" (PIERS 2, 3, 5, 7 & 8 ONLY).
- ④ BOTTOM OF SLAB THICKENING IS 2" BELOW THE TOP OF THE BEAMS AT THE ABUTMENTS (SHOWN) AND LEVEL WITH THE TOP OF THE BEAMS AT THE PIERS.
- ⑤ OUTSIDE EDGE OF SLAB THICKENING AT THE ABUTMENTS AND PIERS 1, 4, 6 AND 9.
- ⑥ OUTSIDE EDGE OF SLAB THICKENING AT PIERS 2, 3, 5, 7 AND 8.

NOTE: ROTATE A2 AND A3 BARS TO ENSURE MINIMUM CLEARANCE IS MET TOP & BOTTOM OF HOOK(S).

NOTE: DO NOT PLACE THE CONCRETE FOR THE BRIDGE SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS, OR AT THE DISCRETION OF THE ENGINEER. THE ENGINEER MAY APPROVE SHORTENED TIME IF THE BEAM AND DIAPHRAGM CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH.



**HAUNCH DETAIL AT BEARINGS**



**WATER REPELLENT SURFACE TREATMENT**

NOTE: SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH A PENETRATING WATER REPELLENT SURFACE TREATMENT. (TYP. EA. SIDE)

- NOTES: SR1 BARS IN TRAFFIC RAILS SHALL BE TIED IN PLACE PRIOR TO POURING SLABS.
- FOR LONGITUDINAL SECTION AND TRAFFIC RAIL POST SPACINGS, SEE SHEET NO. 51.
- FOR INTERMEDIATE AND END DIAPHRAGM DETAILS, SEE SHEET NOS. 52 AND 53.
- FOR SLAB REINFORCING PLANS, SEE SHEET NOS. 56 AND 57.
- FOR BAR BEND DETAILS, SEE SHEET NO. 52.
- FOR BRIDGE SLAB NOTES, SEE SHEET NOS. 56 AND 57.
- FOR PC BEAM DETAILS AND DEAD LOAD DEFLECTION DIAGRAM, SEE SHEET NO. 58.

SUPERSTRUCTURE BAR LIST					
MARK	NO.	SIZE	FORM	LENGTH	REMARKS
(EPOXY COATED)					
A1	1528	#5	STR.	41'-10"	
A2	2012	#5	BNT.	43'-0"	
A3	4004	#5	BNT.	6'-0"	
A4	4	#4	STR.	41'-10"	
A5	8	#4	STR.	7'-0"	
A6	8	#4	STR.	41'-10"	
A7	10	#4	STR.	41'-10"	
(1)	E1	172	#5	STR.	103'-5"
(2)(3)	E2	172	#5	STR.	314'-6"
(3)(4)	E3	86	#5	STR.	208'-6"
	AH1	22	#4	BNT.	3'-1"
	AH2	72	#4	BNT.	4'-7"
	EPH1	344	#4	BNT.	3'-1"
	FPH1	180	#4	BNT.	4'-9"
	F1	240	#4	STR.	8'-0"
	F2	320	#4	STR.	7'-0"
	F3	160	#4	STR.	8'-0"
	U1	360	#4	BNT.	4'-9"
	U2	720	#4	BNT.	6'-3"
(5)	SR1	3912	#5	BNT.	4'-1"
	AS1	86	#4	BNT.	5'-0"

- (1) LENGTH INCLUDE ONE (1) 3'-0" LAP SPLICE. LAP SPLICES SHALL BE STAGGERED.
- (2) LENGTH INCLUDES FIVE (5) 3'-0" LAP SPLICES. LAP SPLICES SHALL BE STAGGERED.
- (3) DO NOT LAP WITHIN 10'-0" OF CENTERLINE OF PIER.
- (4) LENGTH INCLUDES THREE (3) 3'-0" LAP SPLICES. LAP SPLICES SHALL BE STAGGERED.
- (5) FOR BAR BEND DETAILS, SEE STD. TR4-2.

SUPERSTRUCTURE QUANTITIES		
ITEM	UNITS	TOTAL
PRESTRESSED CONCRETE BEAMS (TYPE IV)	LF	4,983.30
SAW-CUT GROOVING	SY	4,452.00
SEALED EXPANSION JOINT	LF	172.80
CONCRETE RAIL (TR4)	LF	2,019.40
STRUCTURAL STEEL	LB	4,500.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	40.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA	60.00
CLASS AA CONCRETE	CY	1,144.90
EPOXY COATED REINFORCING STEEL	LB	302,570.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	3,717.00
SEALER CRACK PREPARATION	LF	204.00
SEALER RESIN	GAL	3.00

NOTE: PLAN QUANTITIES FOR "CLASS AA CONCRETE" INCLUDE 37.60 CY FOR BEAM HAUNCHES. HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

**TYPICAL CROSS SECTION**  
BRIDGE "A" C.R.L. STA. 586+80.46

HARMON COUNTY S.H. 30 BRIDGE & APPROACHES