

GENERAL NOTES
 DESIGN: A. A. S. H. O. DATED 1969 WITH REVISIONS AND AS SUPPLEMENTED BY BRIDGE PLANNING AND DESIGN MANUAL
 LIVE LOADING: HS20-44 AND ALTERNATIVE
 REINFORCED CONCRETE: $F_c = 24,000$ PSI, EXCEPT
 20,000 PSI IN TRANSVERSE DECK SLABS AND STIRRUPS
 $F_c = 1,300$ PSI, EXCEPT
 1,200 PSI IN TRANSVERSE DECK SLABS
 N = 10

*RT LO° E7
 R = 5000'

RT LO° LINE
 R = 5000'
 Δ = 05° 57' 25"
 T = 260.155
 L = 519.842

BM * HC-4
 Rd. 3/4" IP 75' Rt
 LO° 20+79
 Elev 160.48

LO° E7
 N 02° 10' 20" E

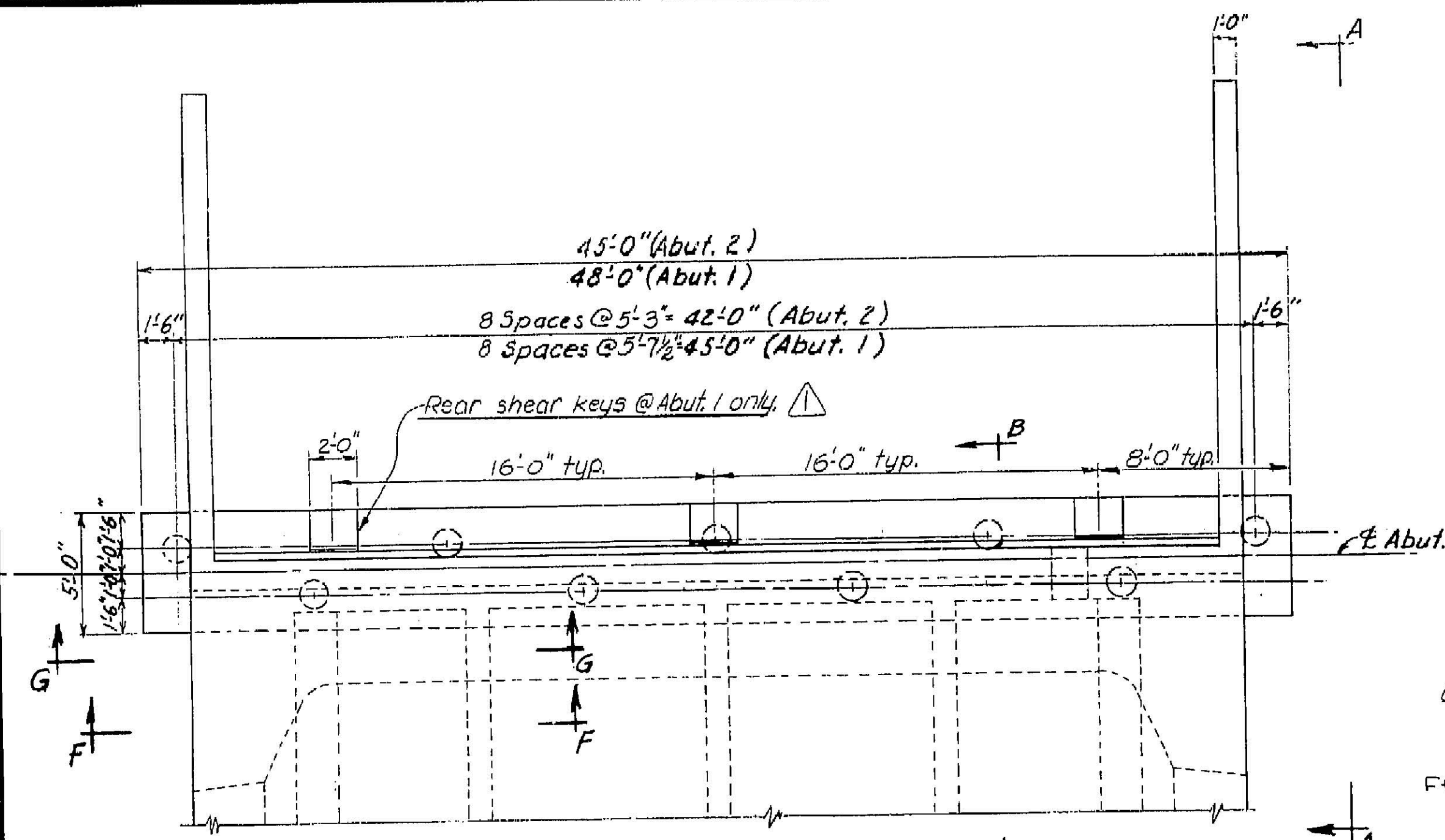
Notes: abutments are parallel and on a bearing of S 87° 49' 40" E

all piles not shown

NO AS BUILT CHANGES F.E.H. 4-17-73

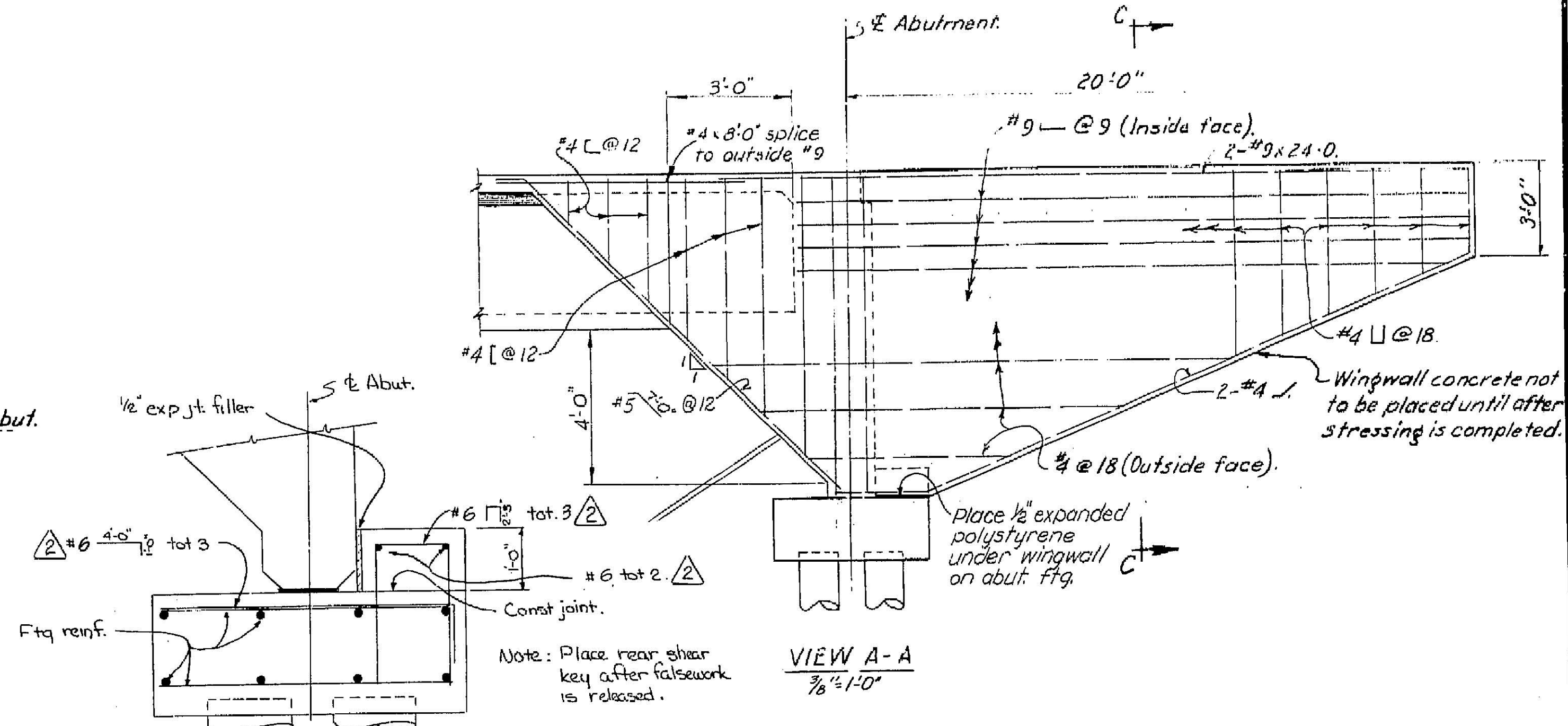
NOTE: 2-Ft CONTOURS

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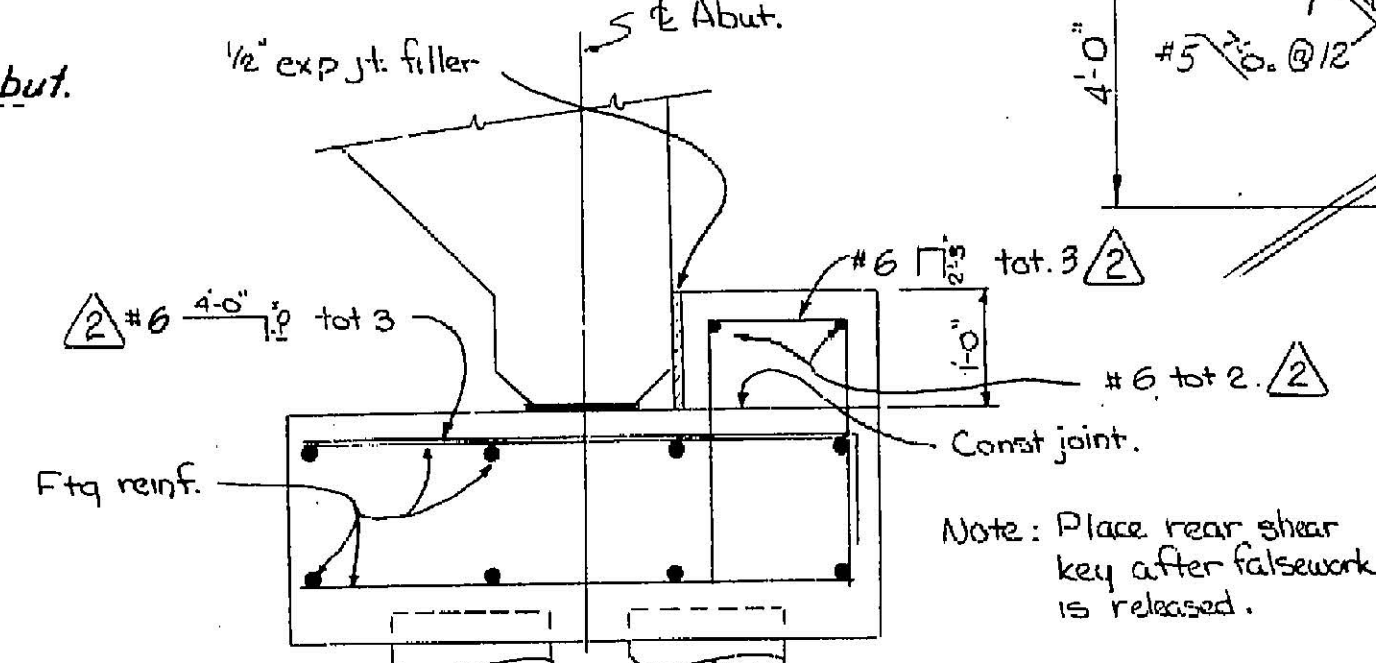


ABUTMENT PLAN
No Scale

Note: Abut. 1 shown, Abut. 2 similar except as noted.



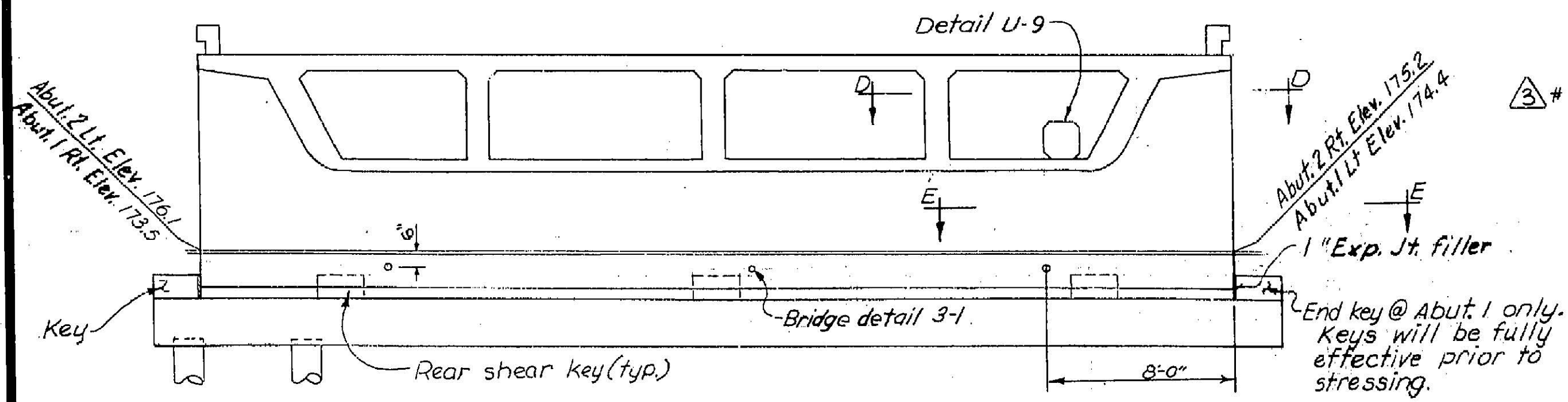
VIEW A-A
3/8" = 1'-0"



REAR SHEAR KEY
No Scale

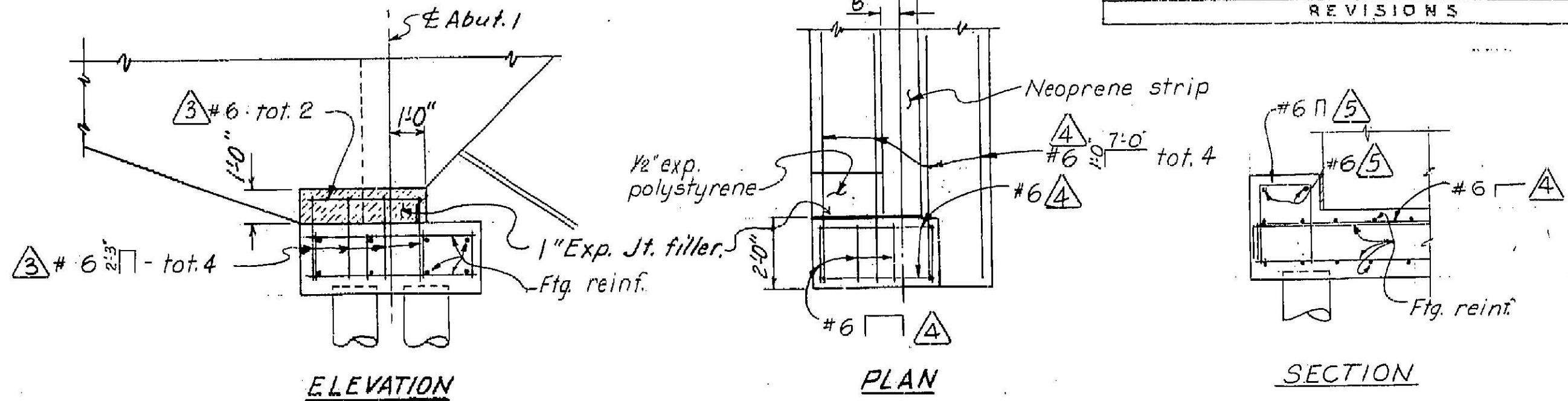
MARK	DATE	DESCRIPTION	BY	CHK
1	4-71	Abut. Plan	JH	DXF
2	4-71	Rear Shear Key	JH	DIF
3	4-71	Shear Key Elev.	JH	DIF
4	4-71	Plan	JH	DIF
5	4-71	Section	JH	DIF

REVISIONS



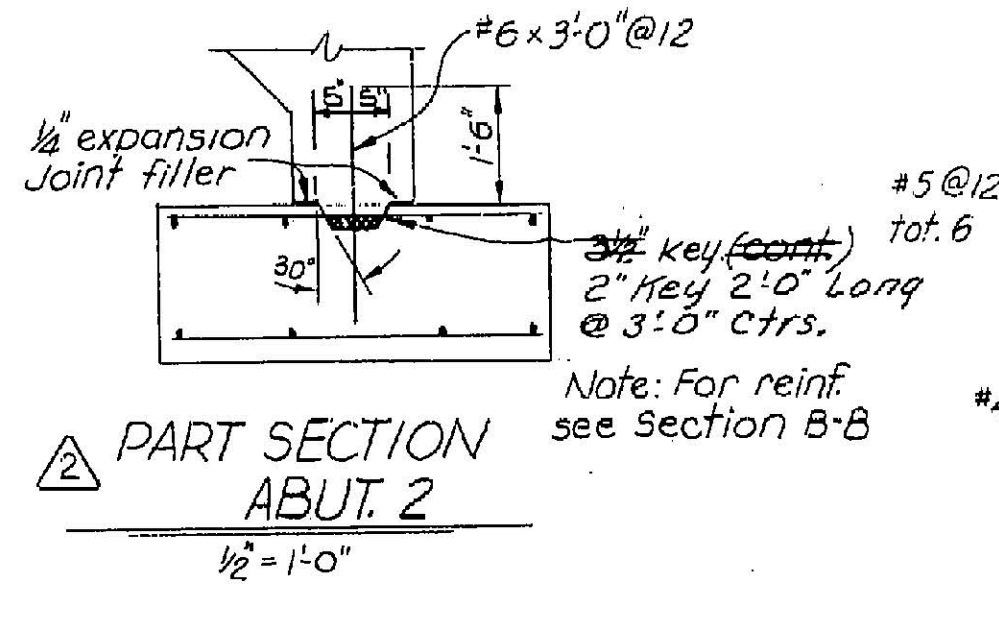
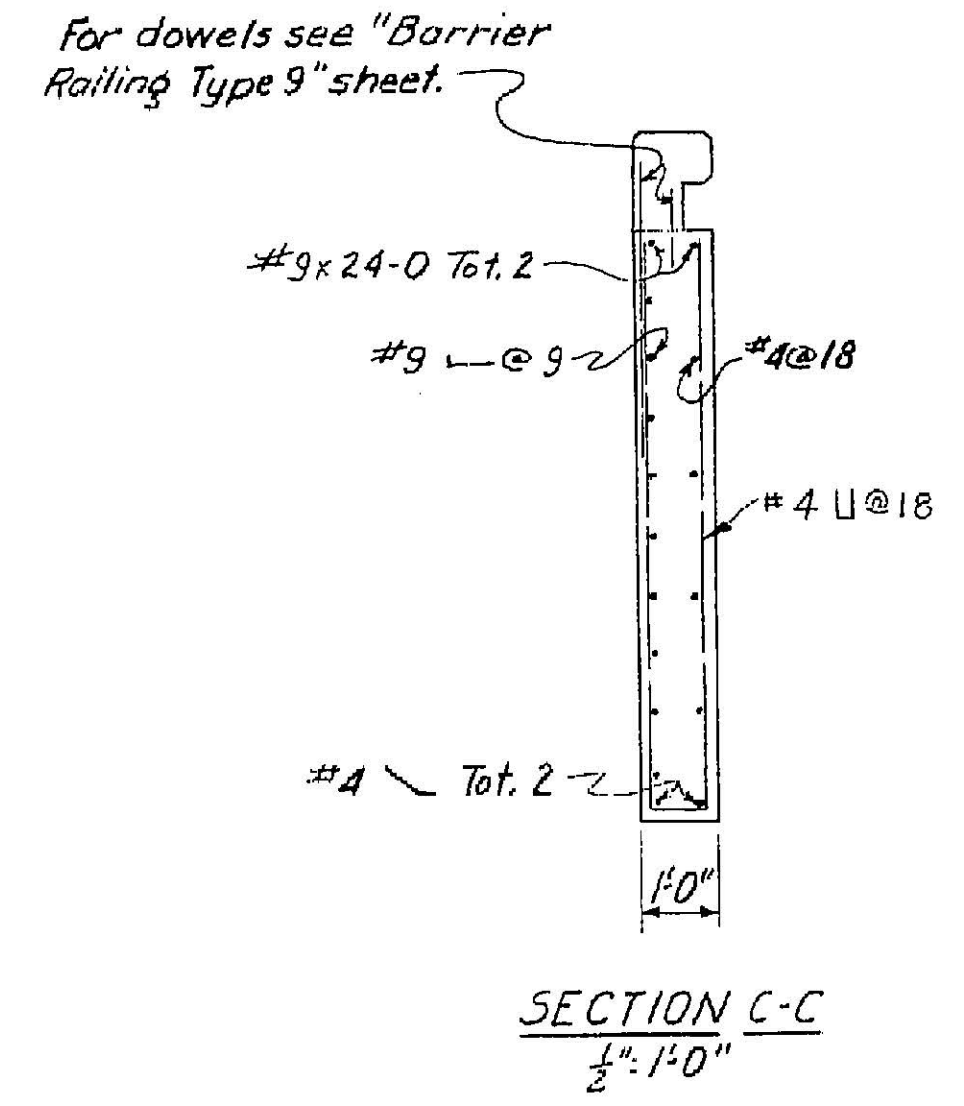
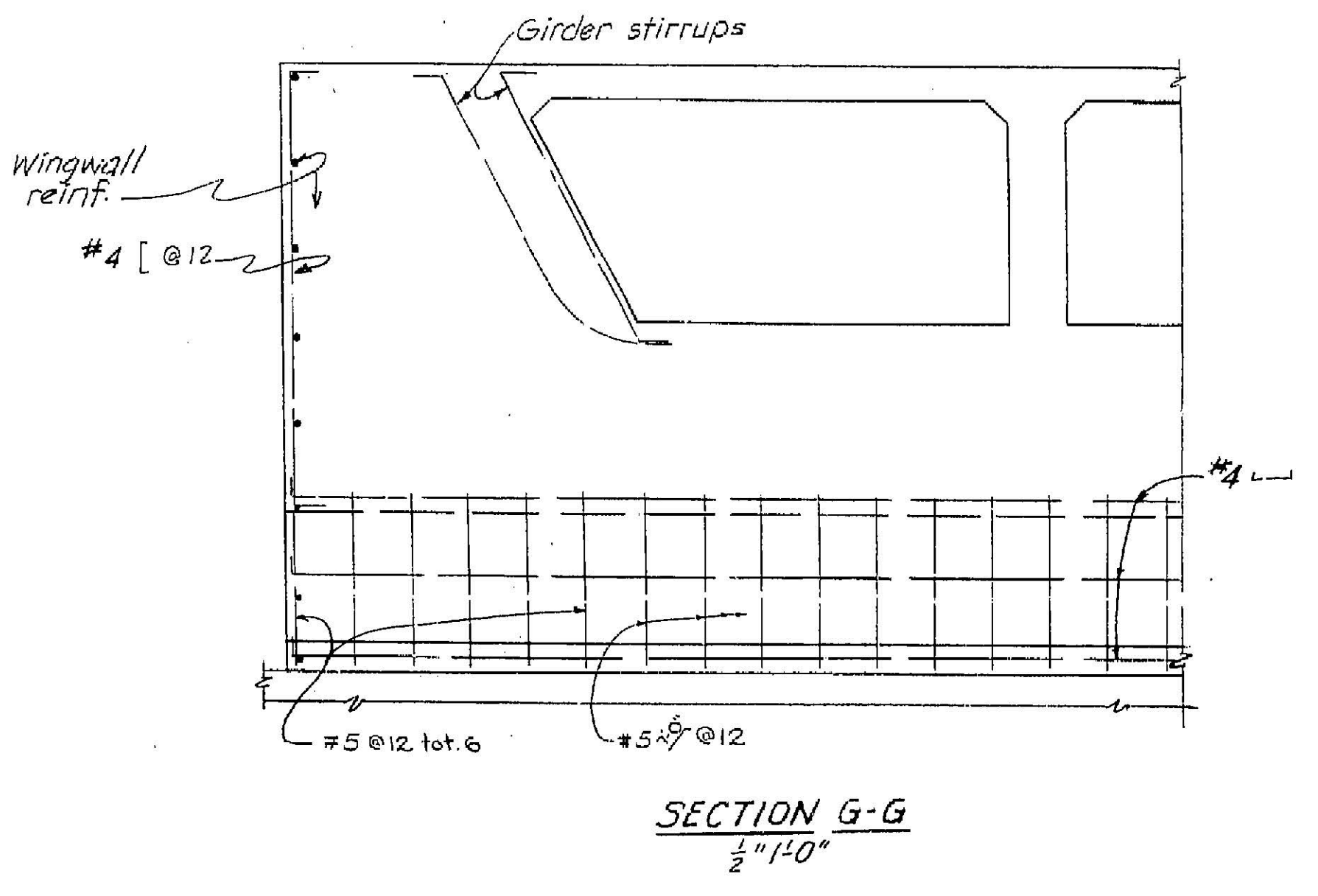
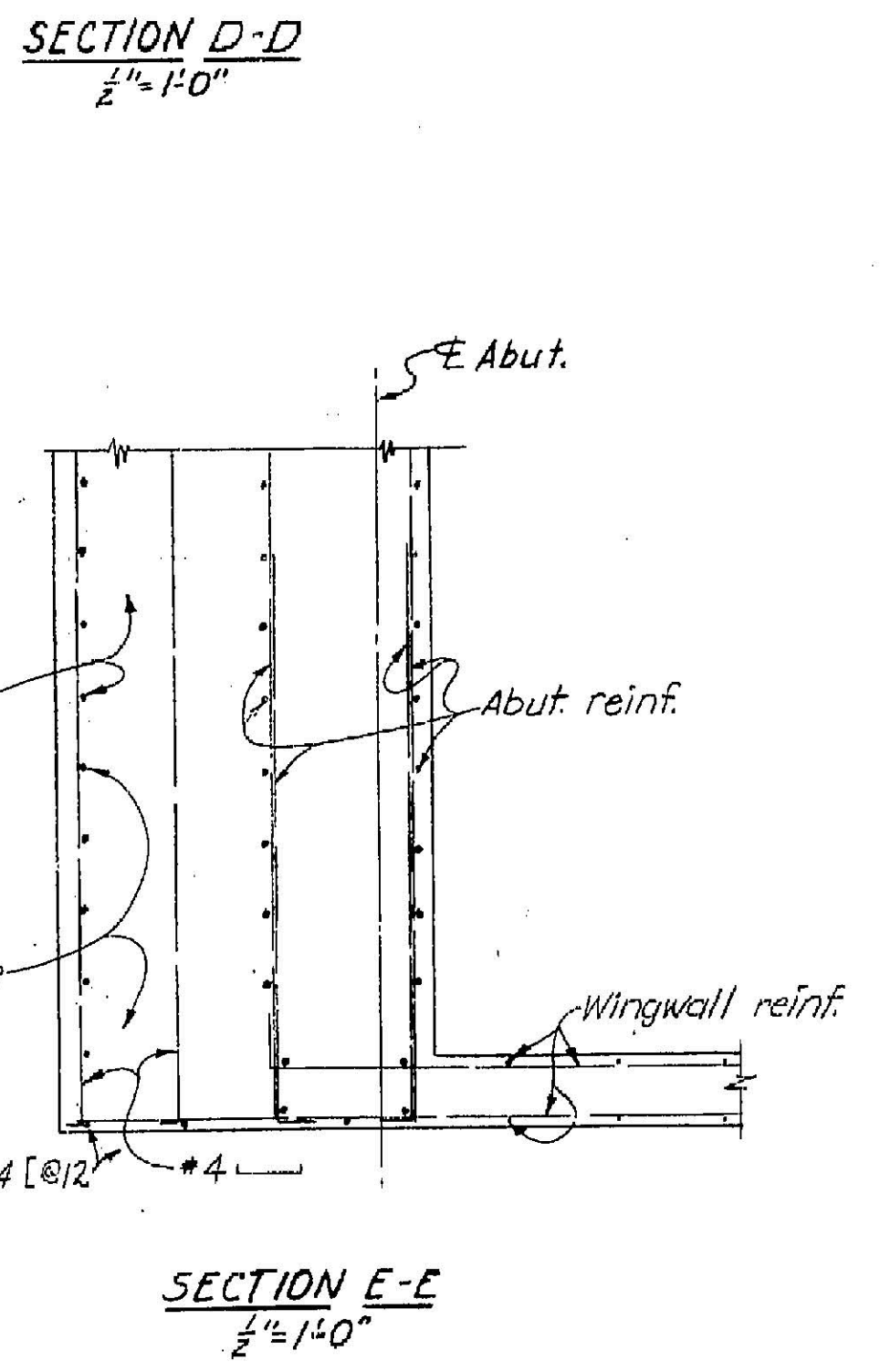
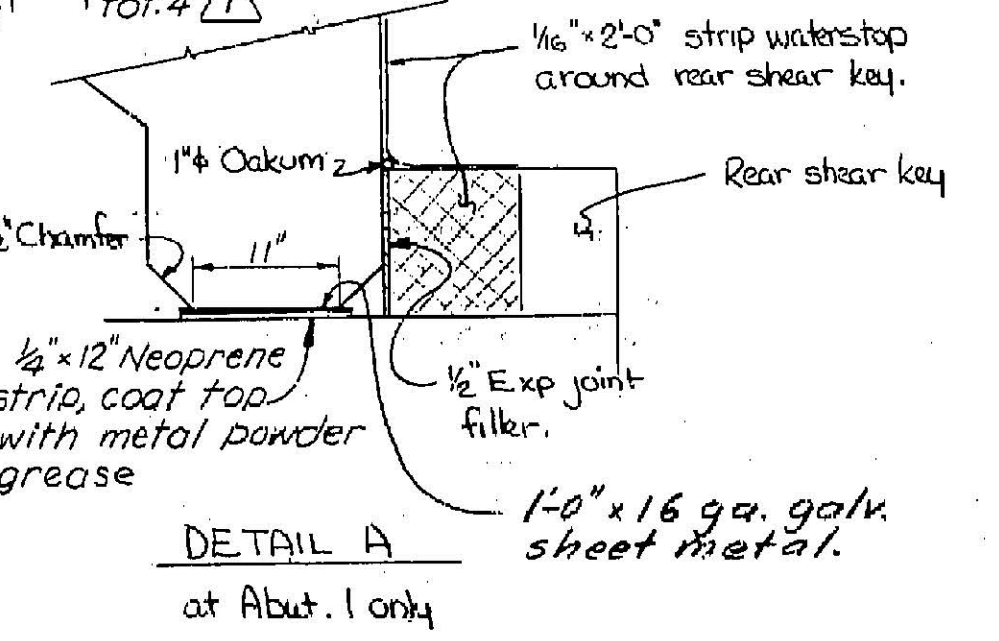
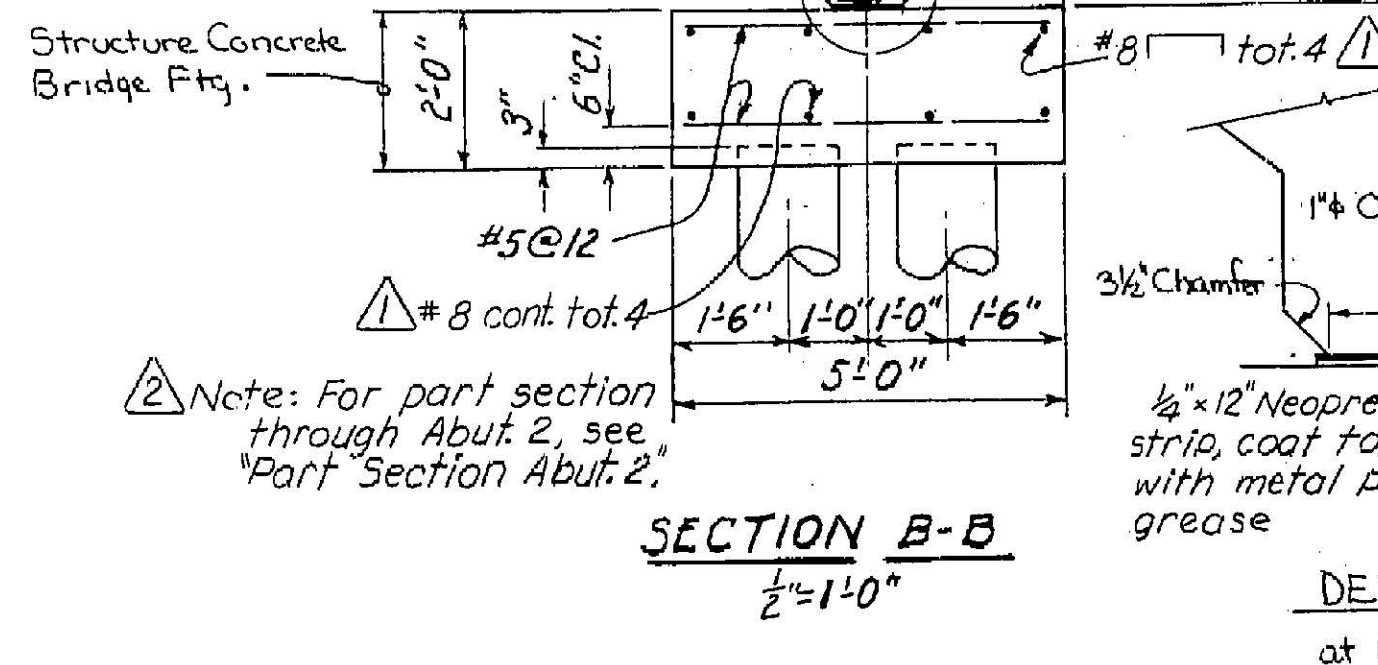
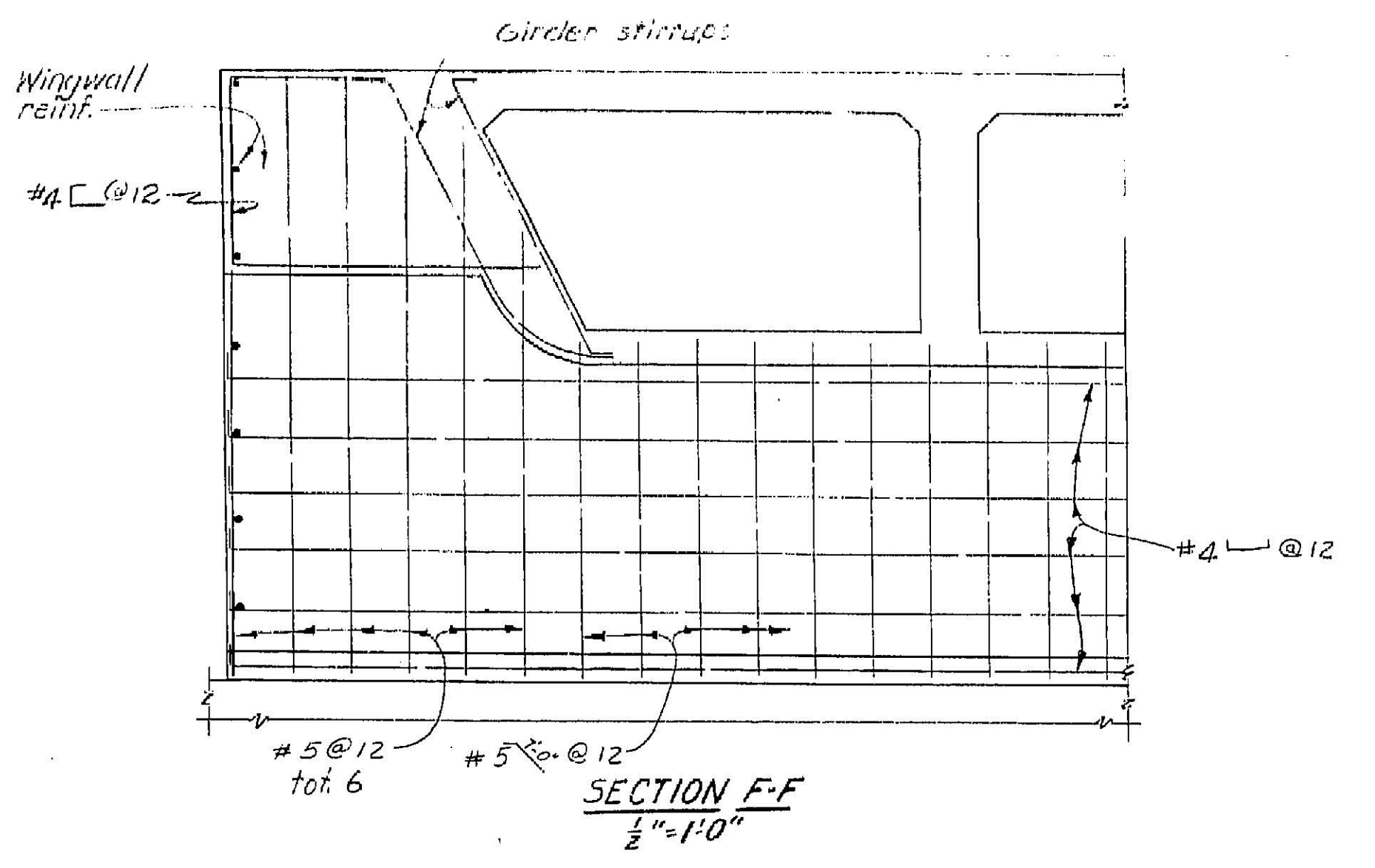
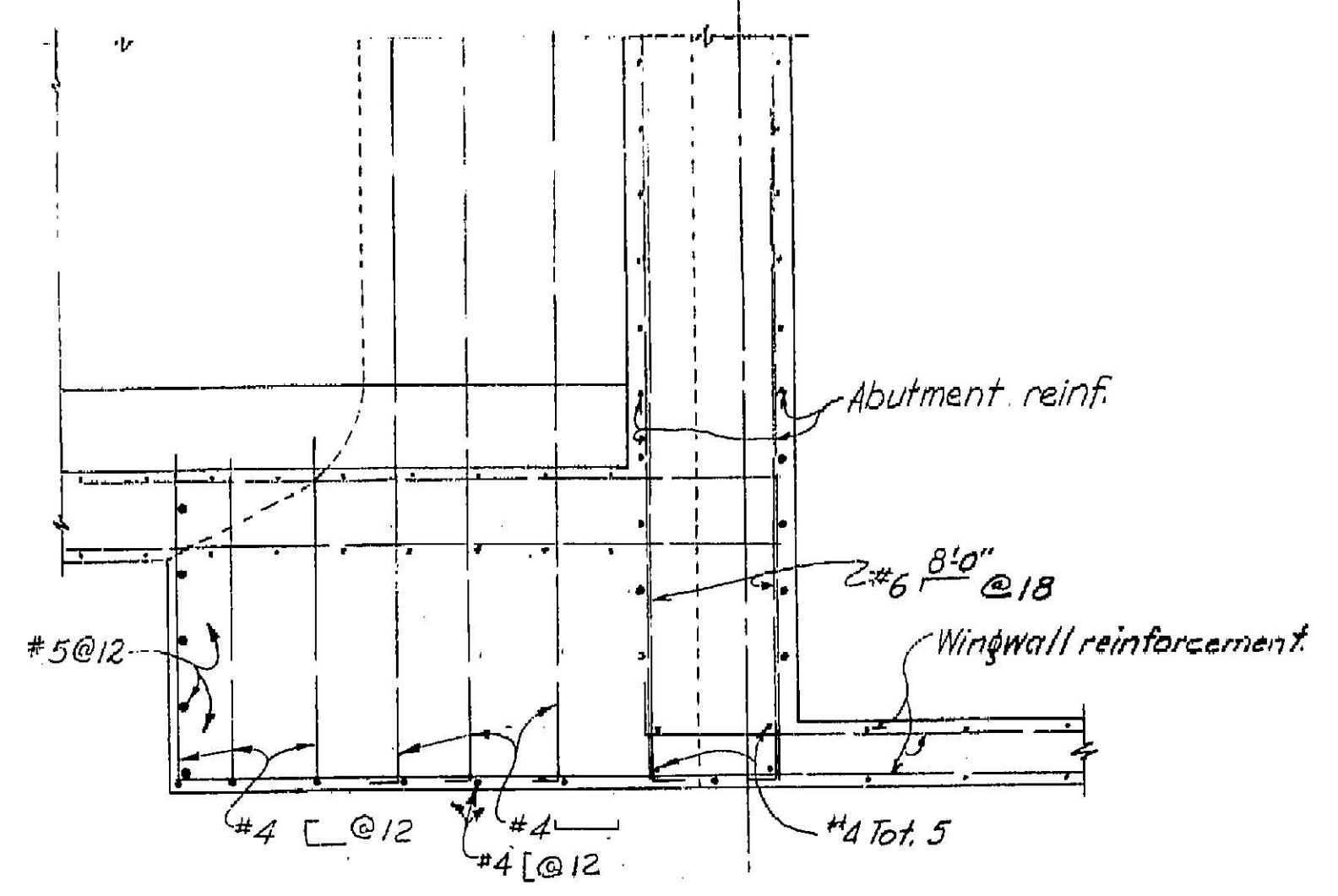
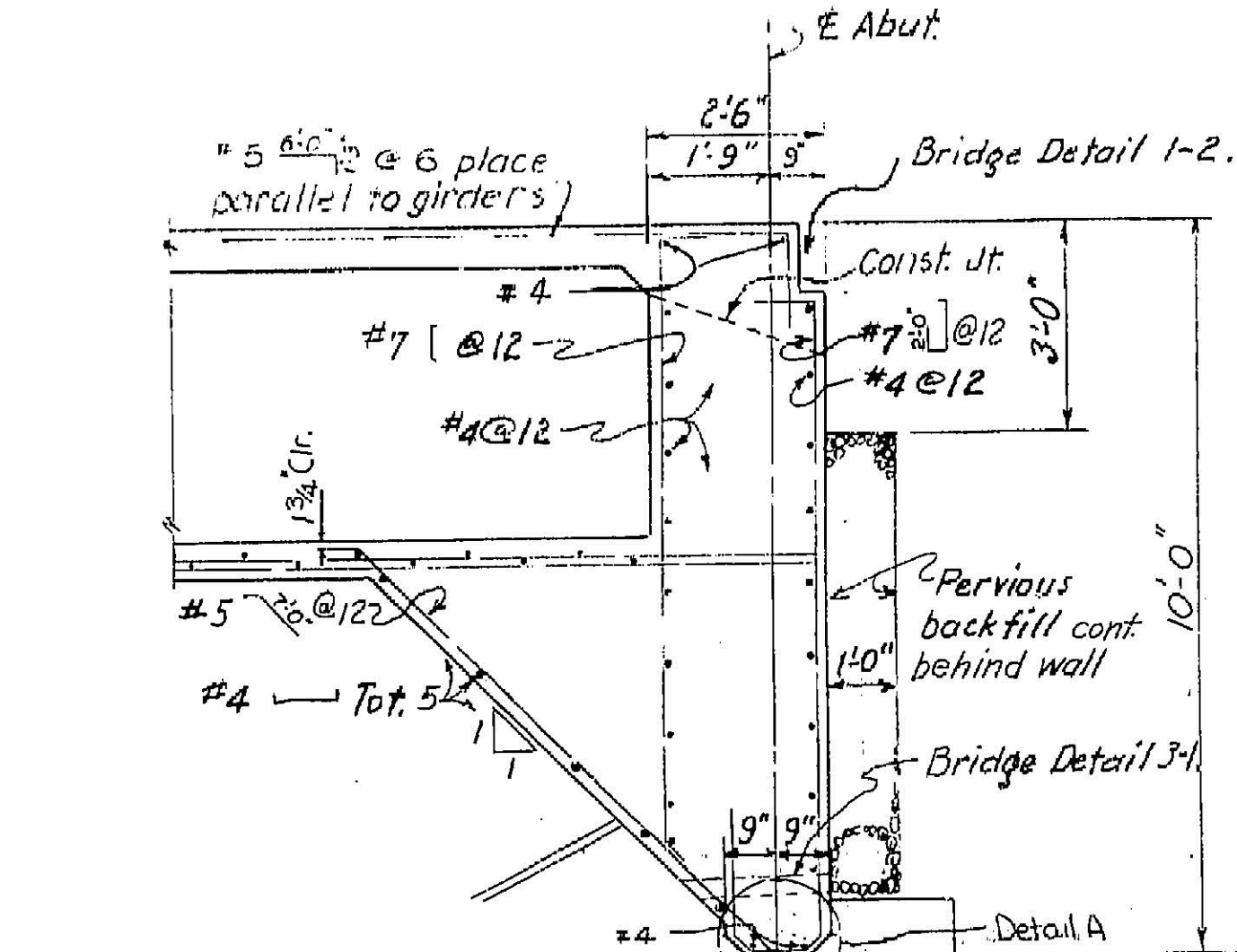
ABUTMENT ELEVATION
No Scale

Note: Abut. 1 shown, abut. 3 similar except as noted.

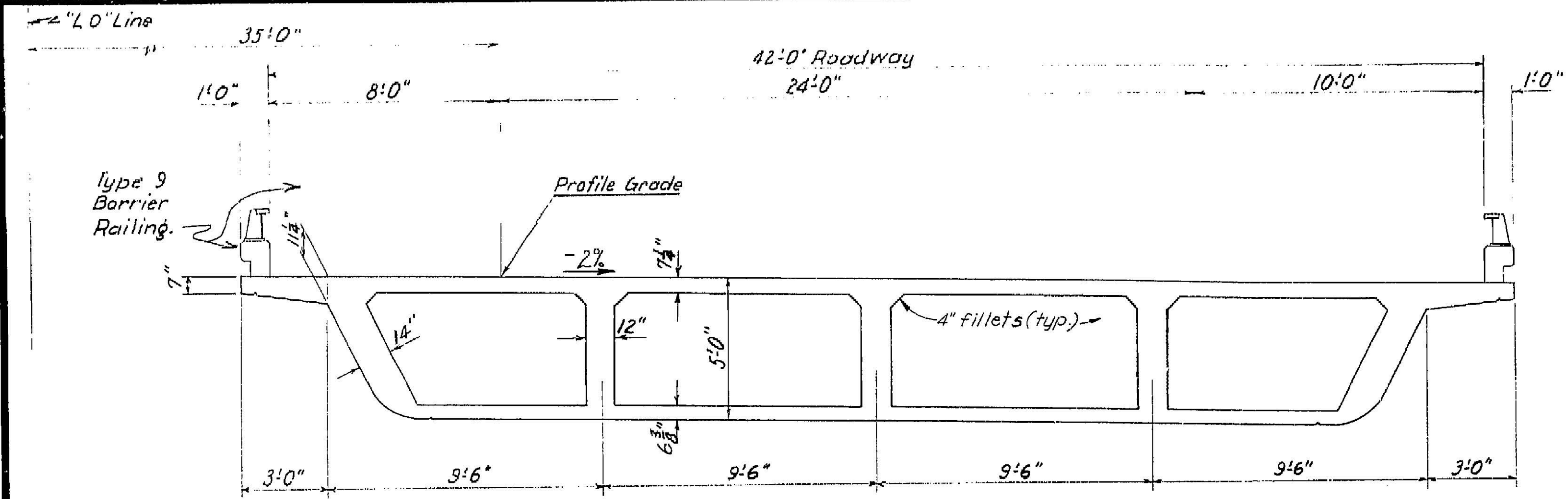


SHEAR KEY
3/8" = 1'-0"

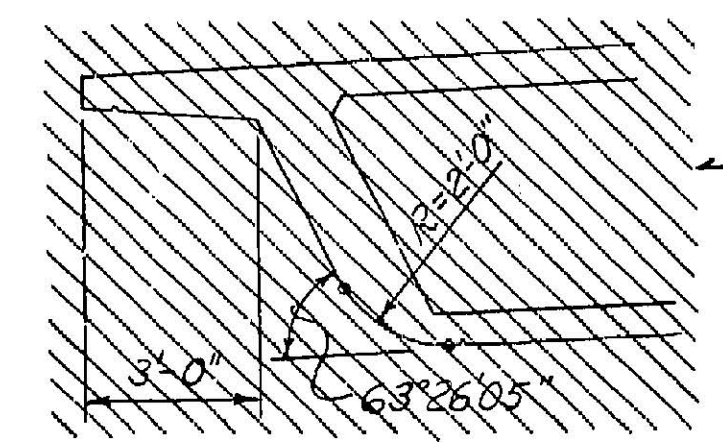
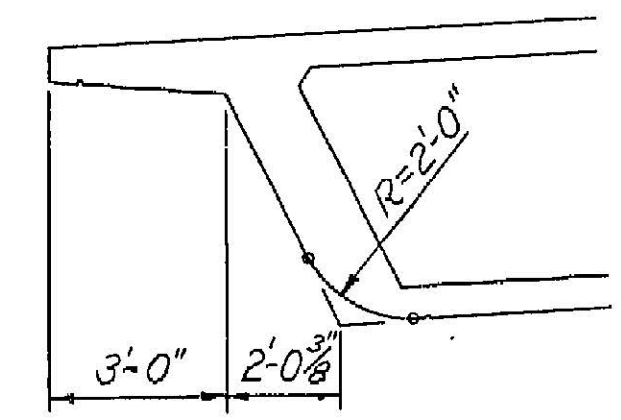
Note: For details of Sections B-B, C-C, D-D, E-E, F-F, & G-G see 'Abutment Details' sheet.



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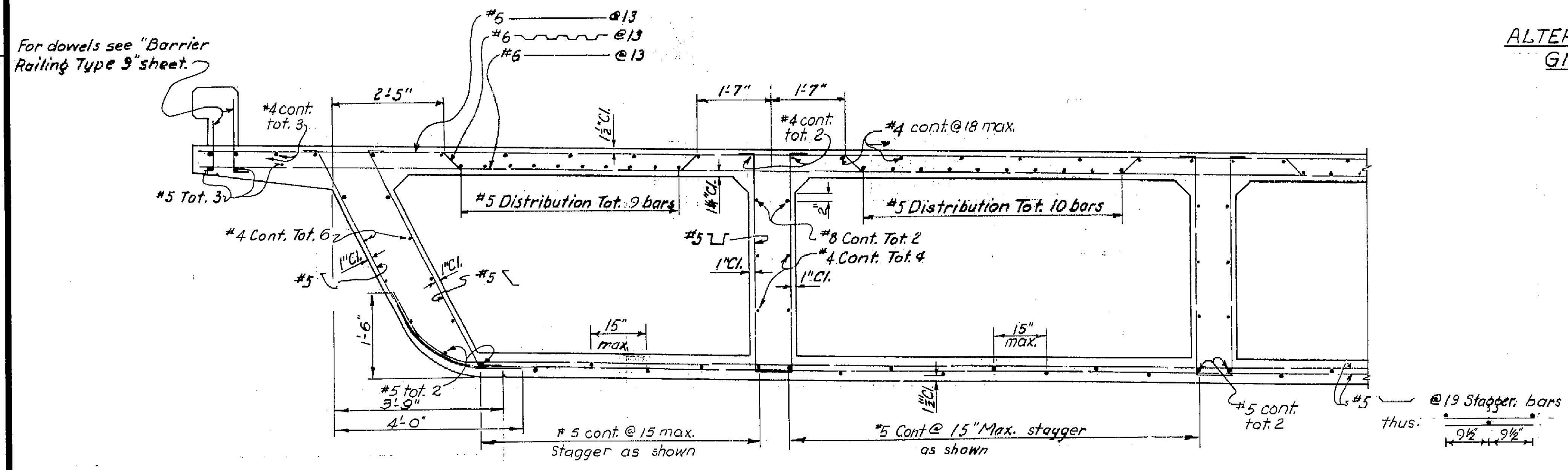


TYPICAL SECTION
3/8" = 1'-0"



Not Used.

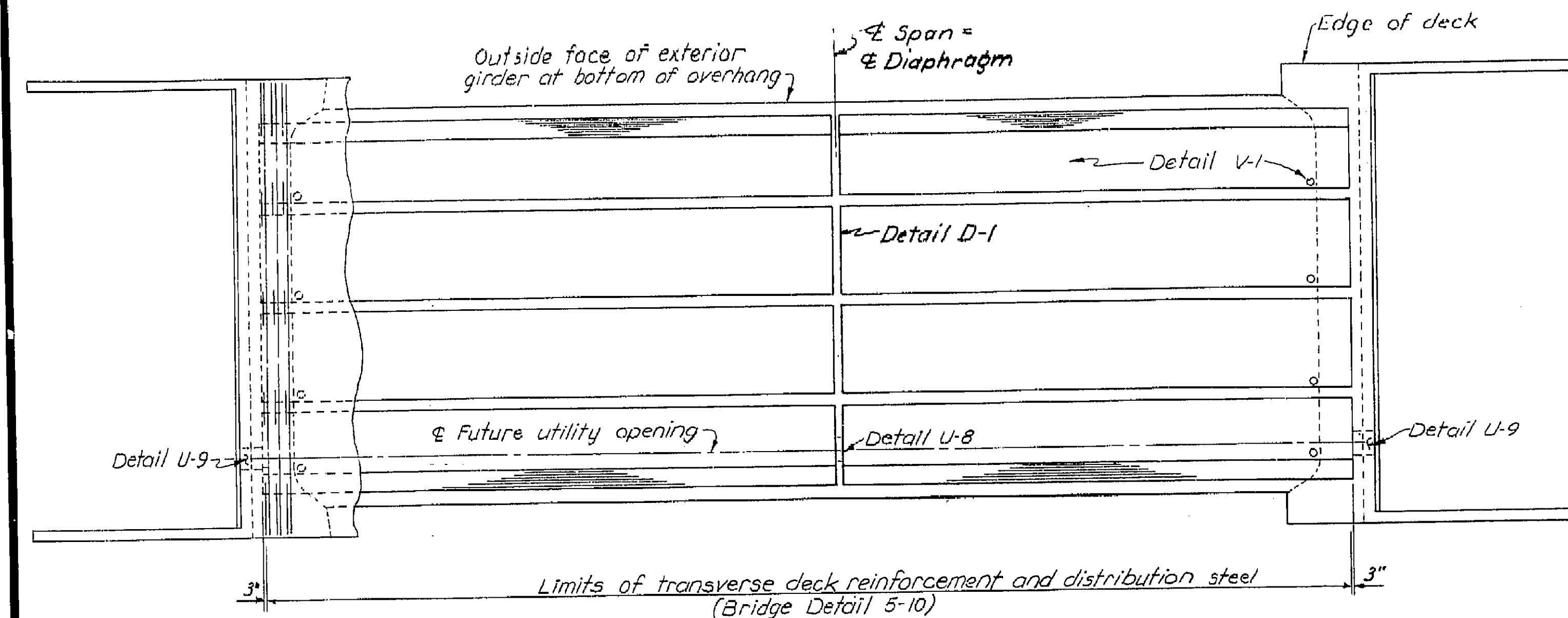
ALTERNATIVE EXTERIOR GIRDER SHAPES
3/8" = 1'-0"



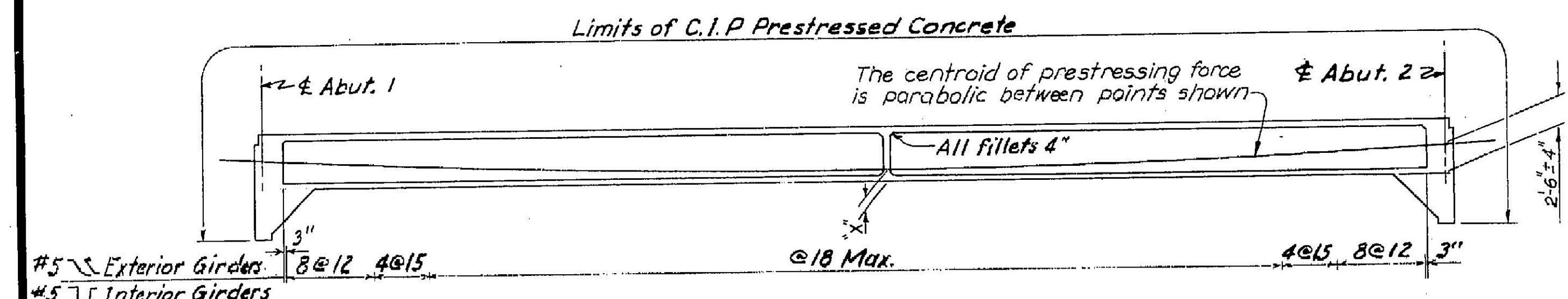
PART SECTION
3/8" = 1'-0"

For dowels see "Barrier Railing Type 9" sheet.

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GIRDER LAYOUT
1/8" = 1'-0"



LONGITUDINAL SECTION
1/8" = 1'-0"

PRESTRESSING NOTES

Working Force: The total force per bridge at ϕ span remaining after losses including those due to creep and shrinkage of concrete and creep of steel have occurred shall not be less than:

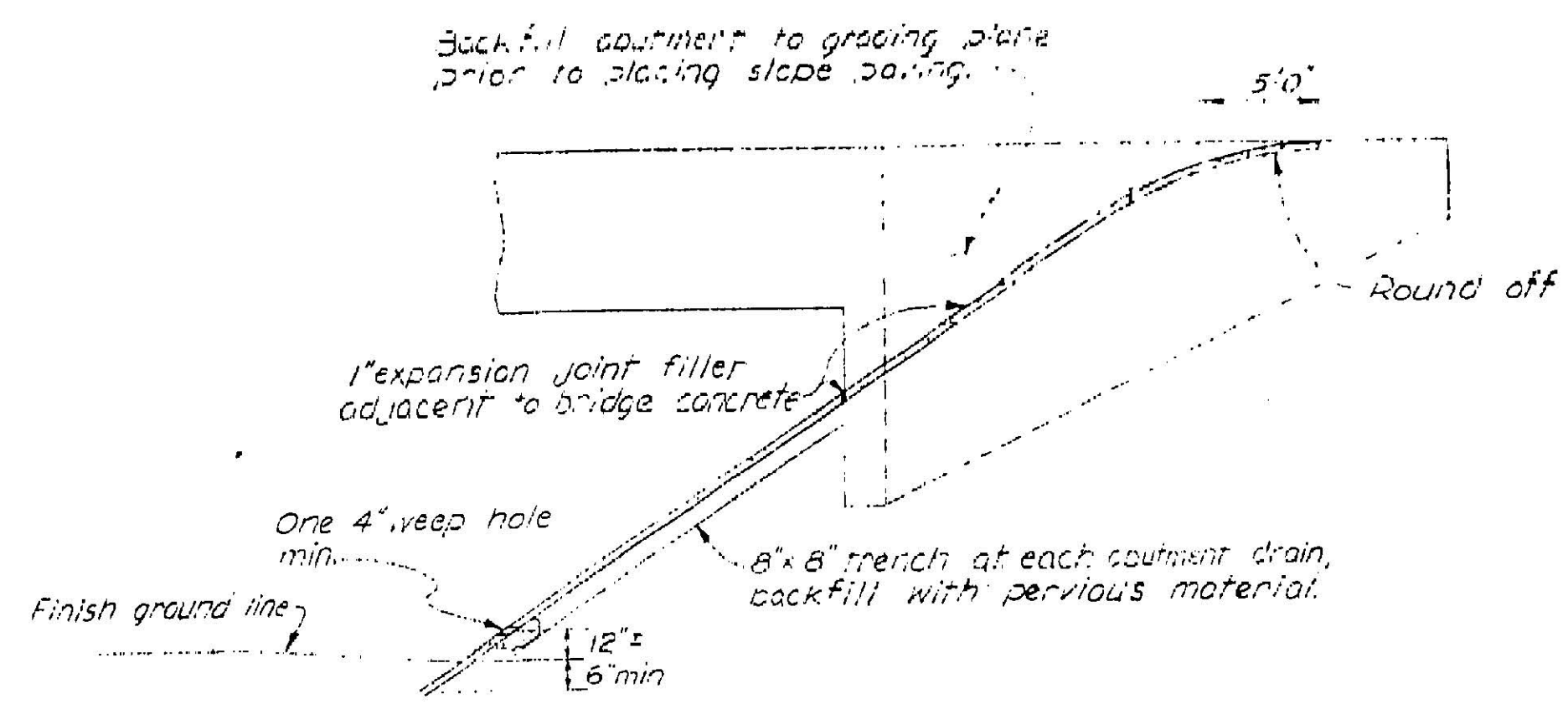
"X" in inches	Working force in kips
8-7/2	6900 6813
10	7250
12	7650

No. of Girders = 5

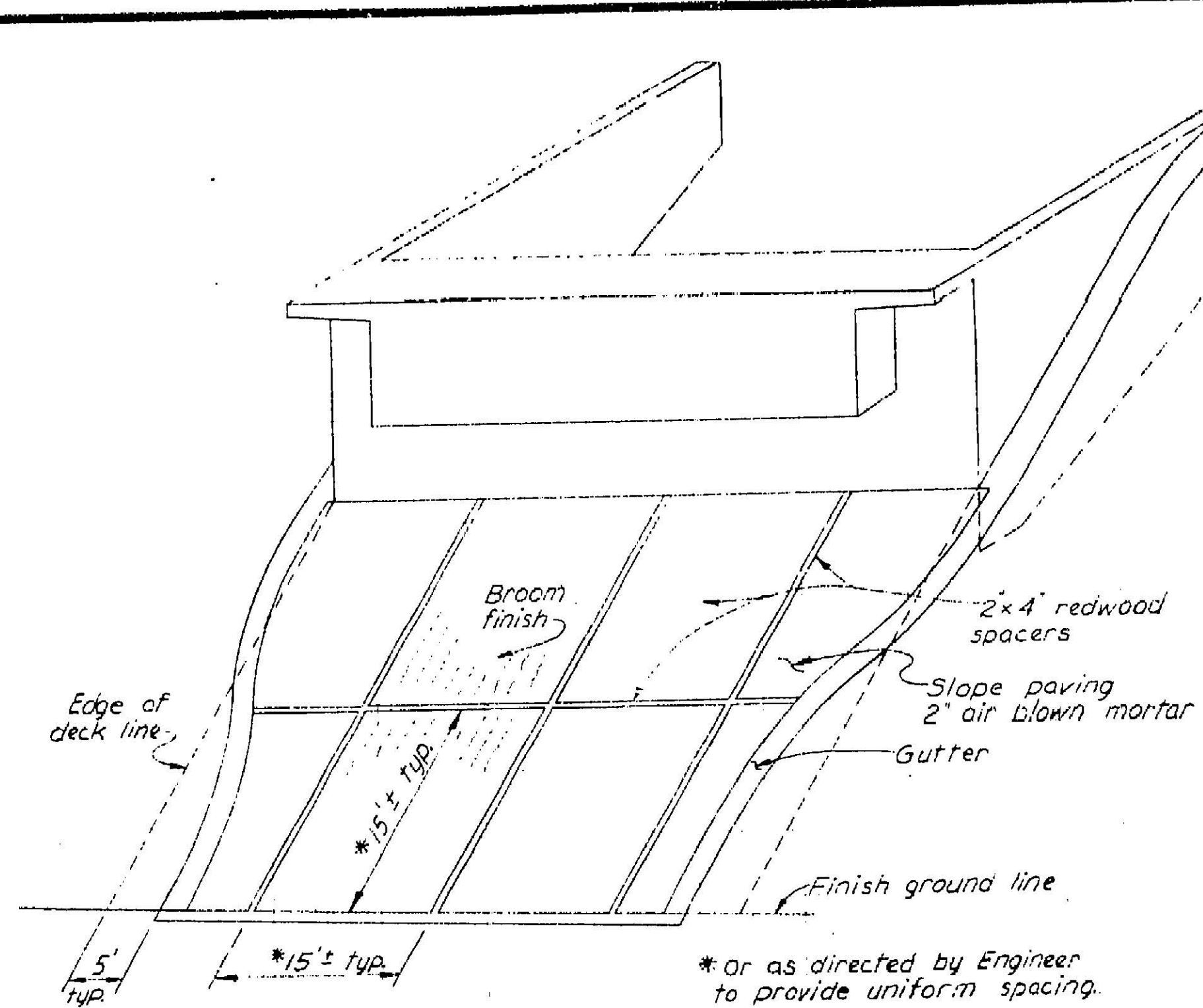
Concrete: $F'_c = 3600$ PSI @ 28 days

$F'_{ci} = 3500$ PSI @ time of stressing

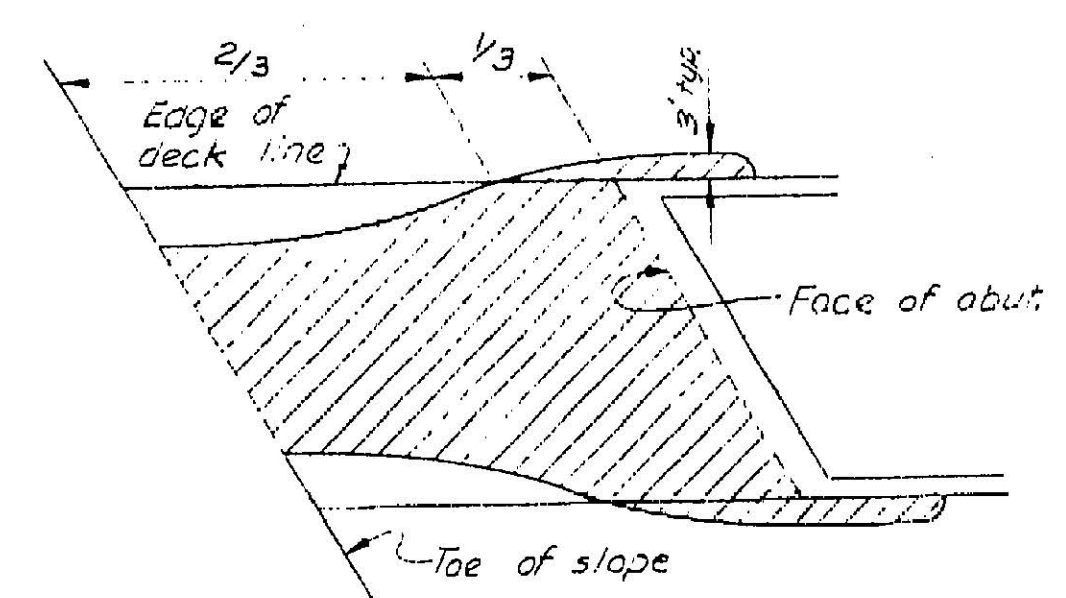
Camber: To be cast parabolic with camber at ϕ span 0.12' above profile grade. (Does not include allowance for falsework settlement.)



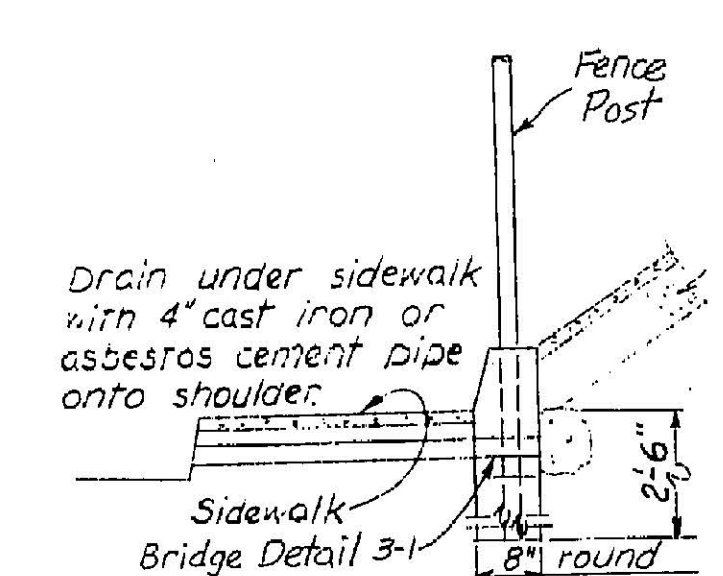
TYPICAL - NO CURB



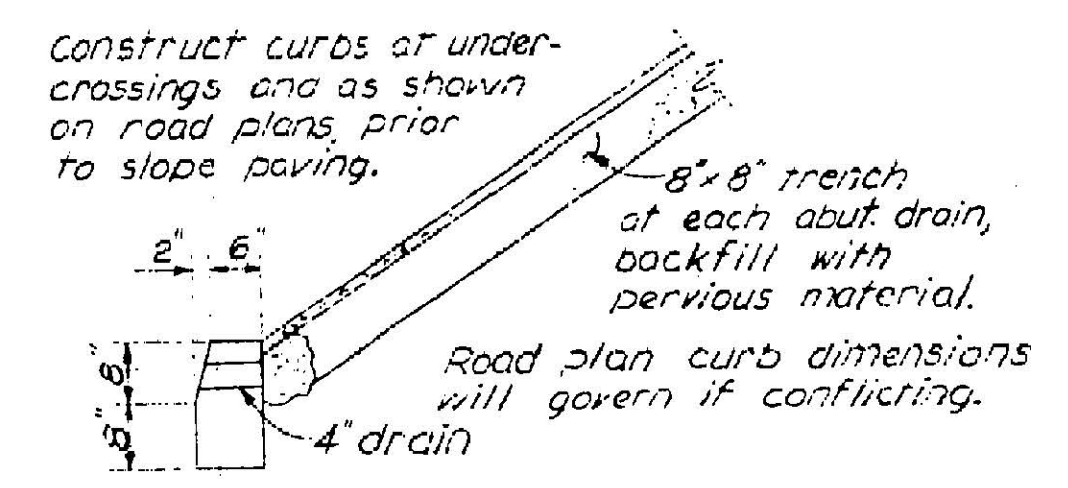
ELEVATION VIEW



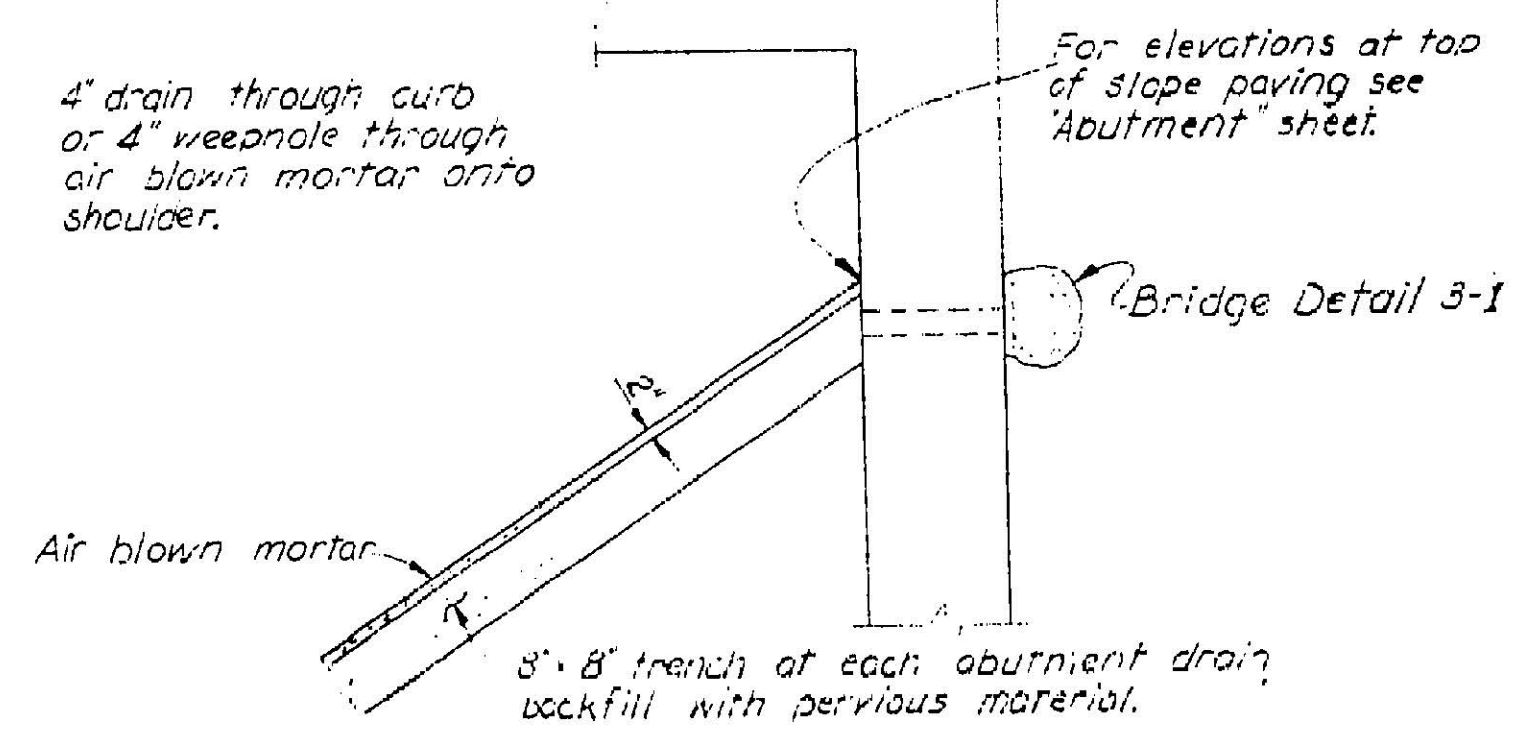
LIMITS OF SLOPE PAVING
PLAN VIEW



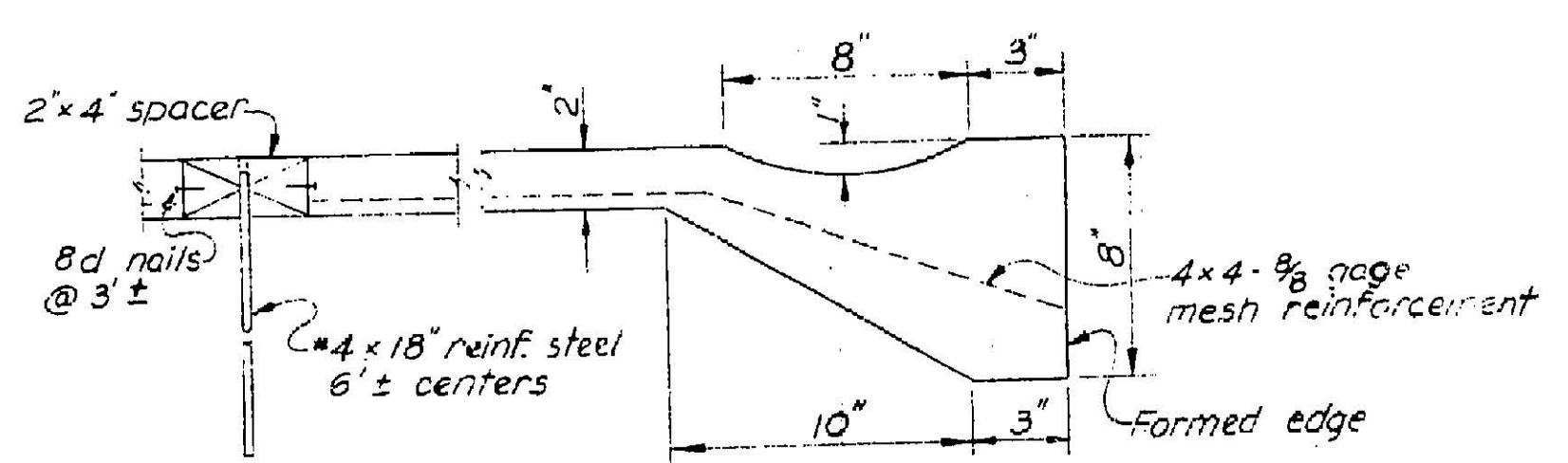
TYPICAL - WITH SIDEWALK



TYPICAL - WITH CURB

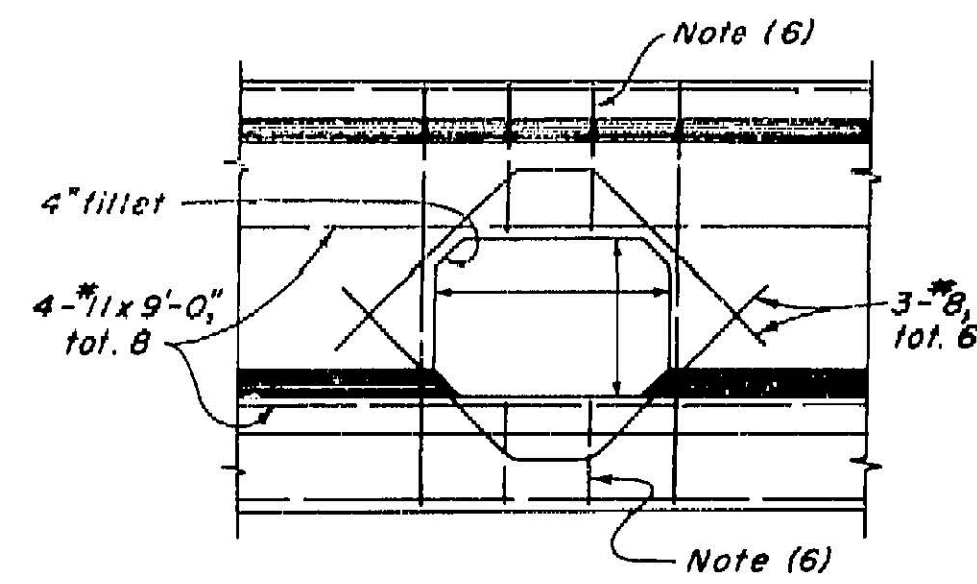


TYPICAL - DRAIN

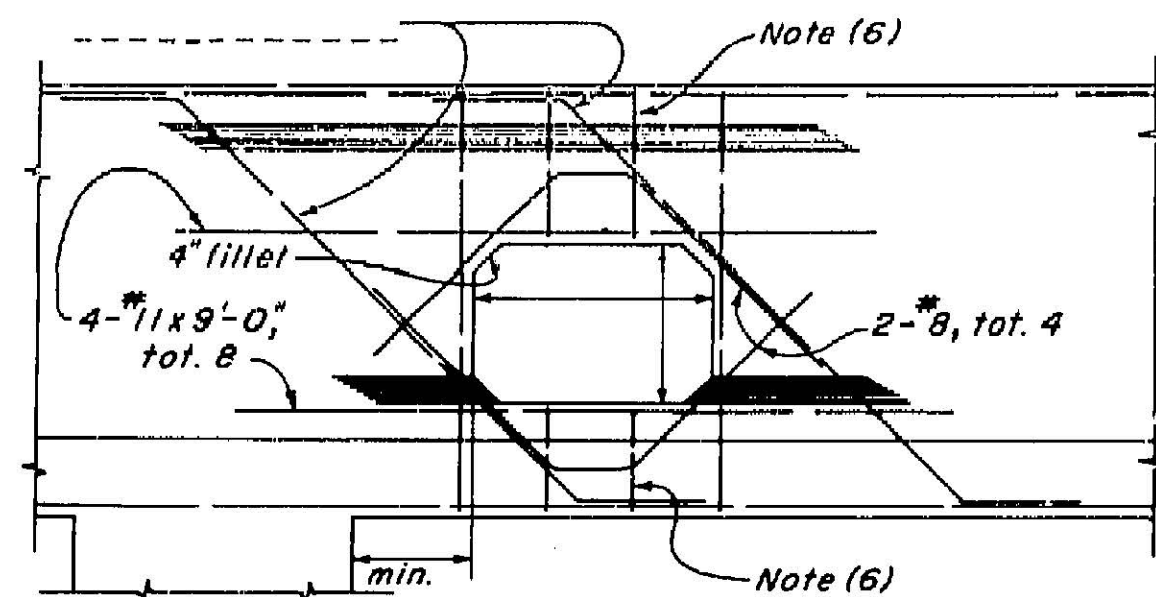


PART SECTION

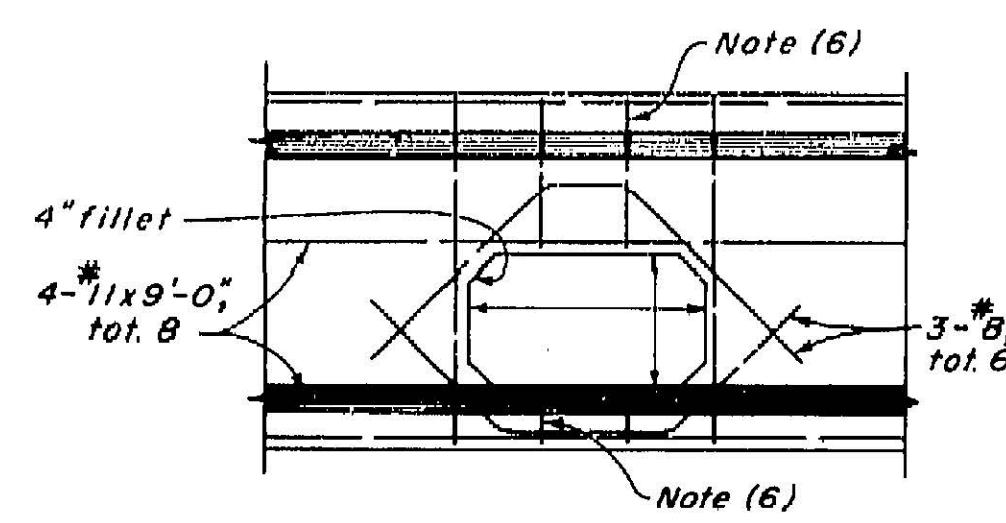
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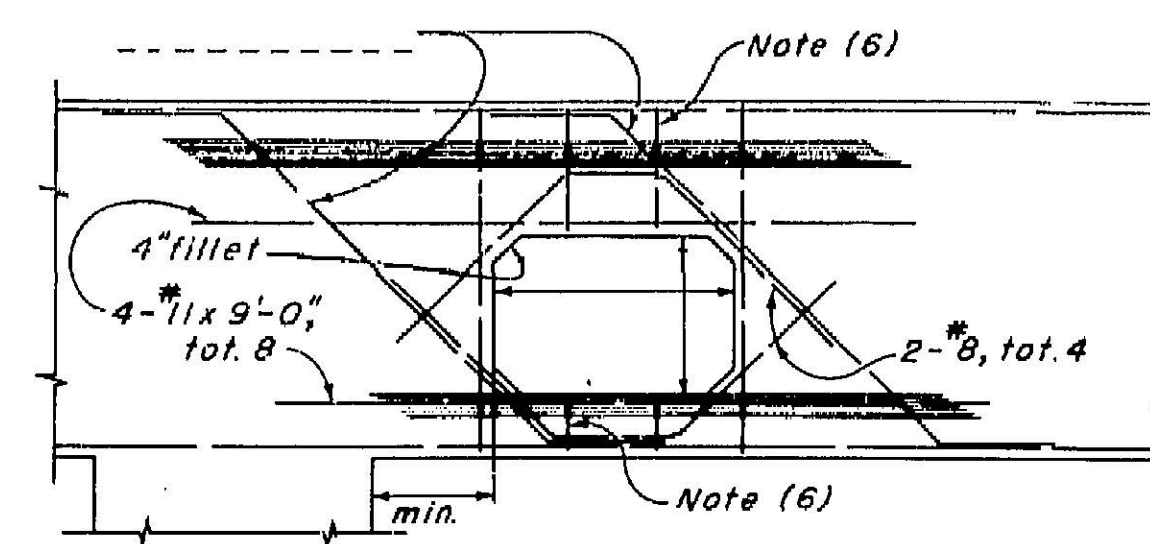
TYPICAL
DETAIL U1



NEAR COLUMN
DETAIL U2

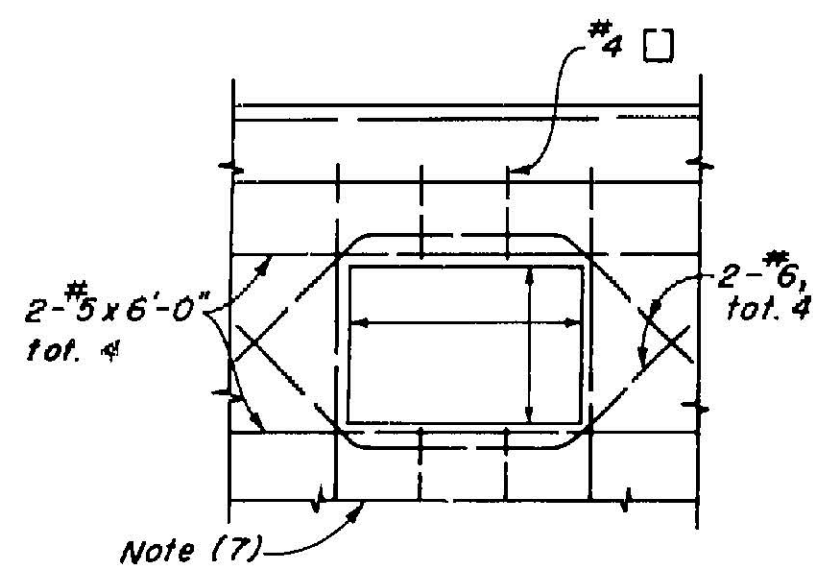


TYPICAL
DETAIL U3

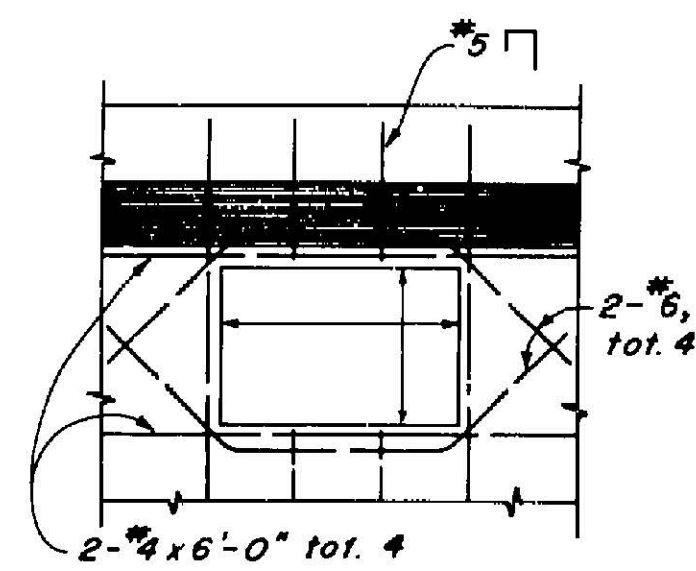


NEAR COLUMN
DETAIL U4

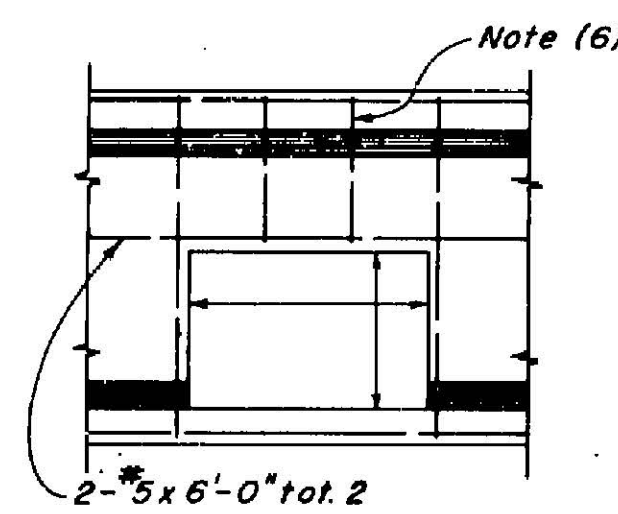
BENT CAP



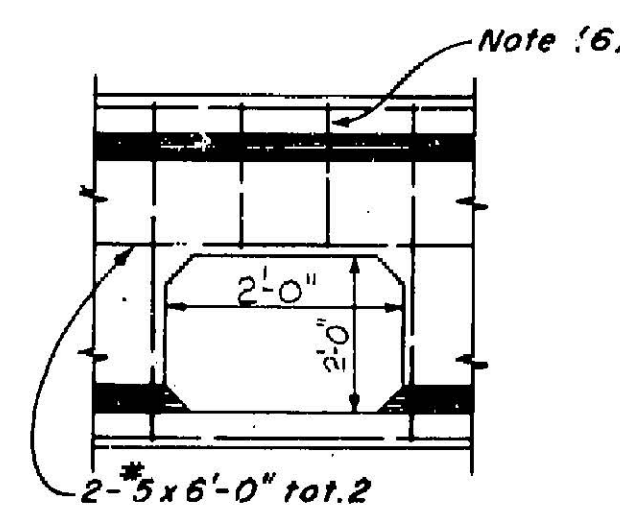
RIGID FRAME
DETAIL U5



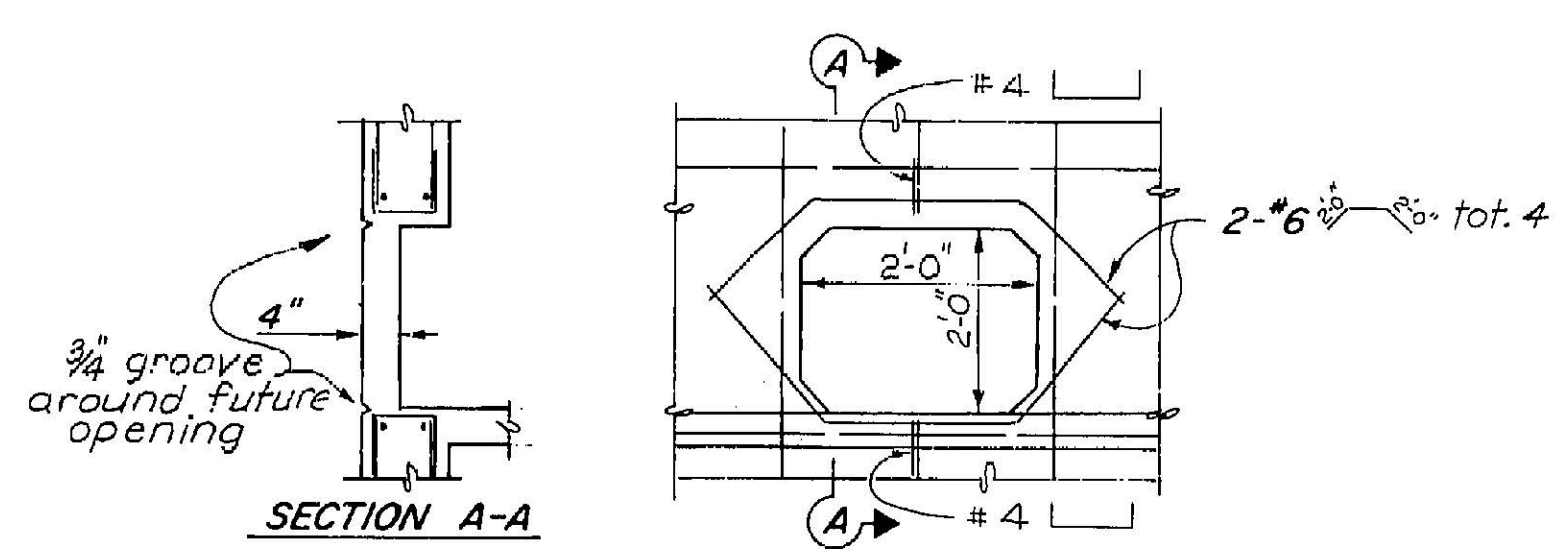
CANTILEVER TYPE
DETAIL U6



END
DETAIL U7



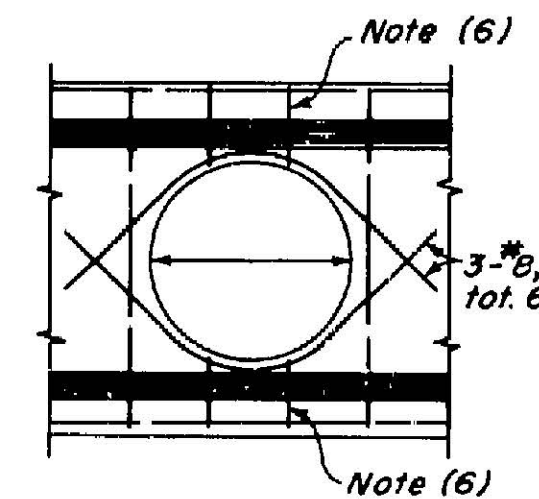
INTERMEDIATE
DETAIL U8



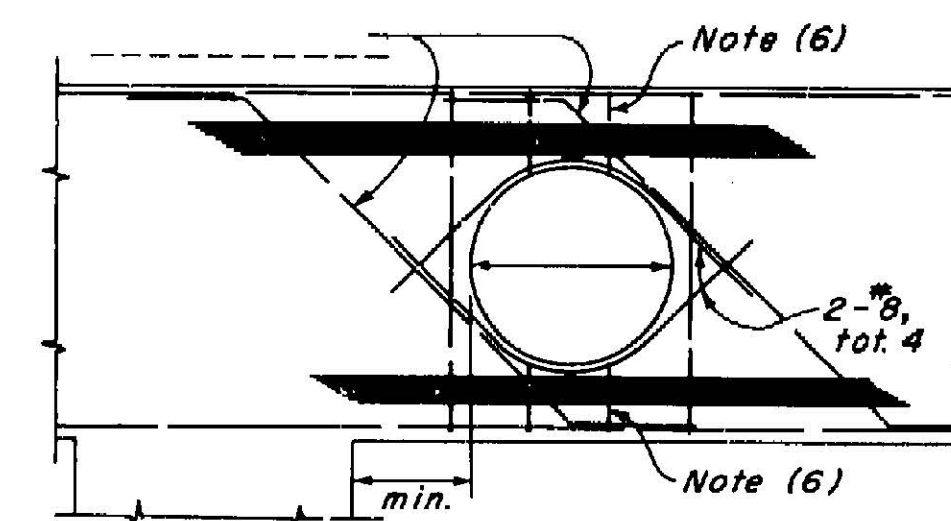
SECTION A-A
PROVISION FOR FUTURE UTILITY
THROUGH ABUTMENT BACKWALL
DETAIL U9

ABUTMENT BACKWALL

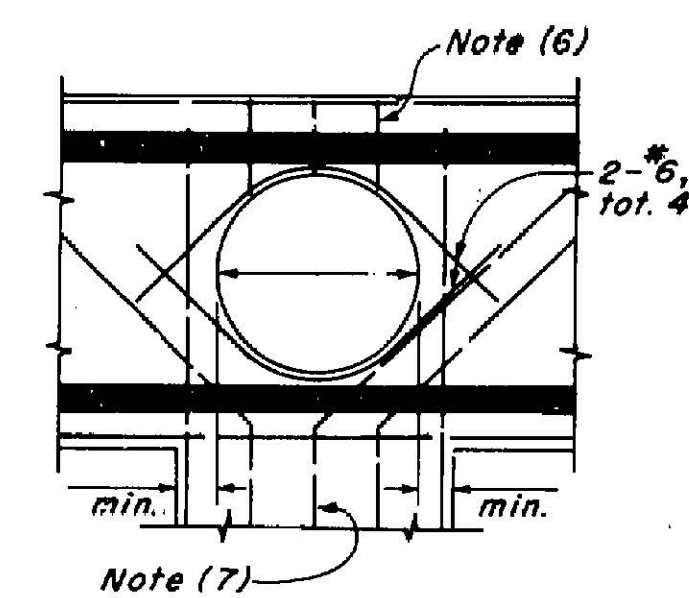
DIAPHRAGMS



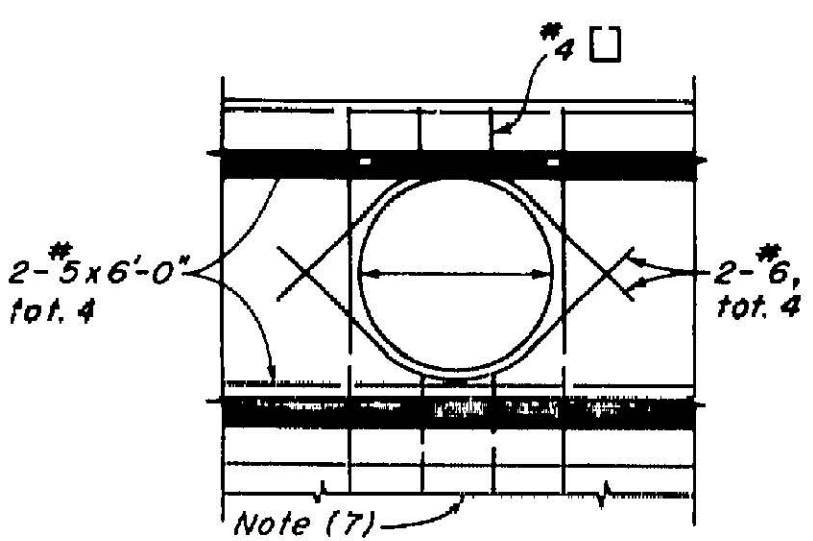
TYPICAL
DETAIL U12



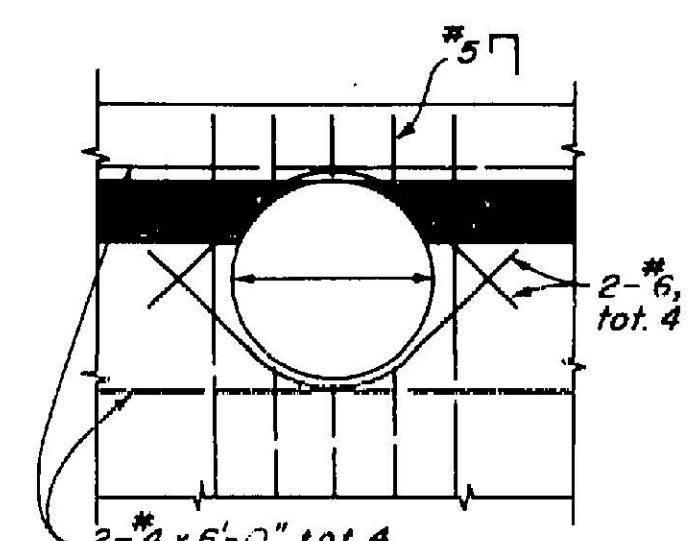
NEAR COLUMN
DETAIL U13



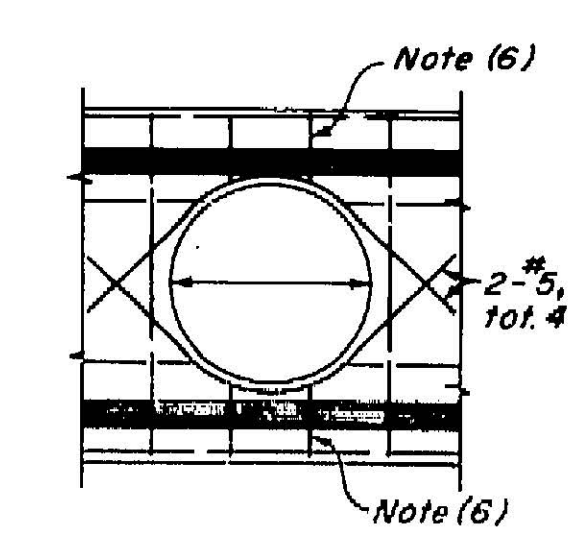
AT COLUMN
DETAIL U14



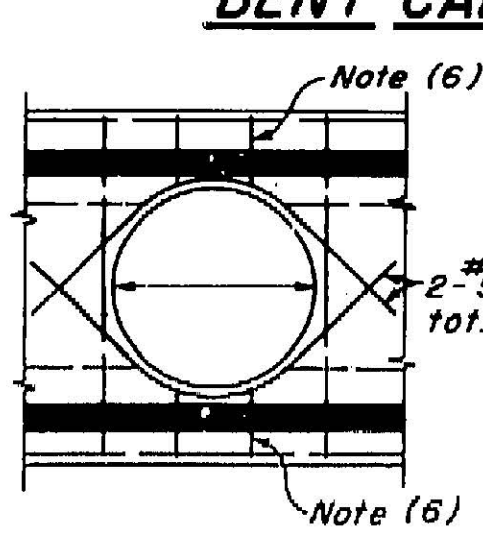
RIGID FRAME
DETAIL U15



CANTILEVER TYPE
DETAIL U16



END
DETAIL U17



INTERMEDIATE
DETAIL U18

BENT CAP

ABUTMENT BACKWALL

DIAPHRAGMS

NOTES

- (1) For exact location and direction of openings see other sheets.
- (2) Location and size of utility openings may be modified as directed by the Engineer, provided minimum dimensions are maintained.
- (3) Girders not shown, see other sheets.
- (4) Seal around utilities at abutments to be of sufficient strength to withstand earth pressure.
- (5) All reinforcement detailed to be placed in addition to reinforcement shown on other sheets.
- (6) Stirrups are same size as adjacent stirrups shown on other sheets.
- (7) Main reinforcement to clear opening as detailed on other sheets.

LEGEND OF BORING OPERATIONS

LEGEND OF EARTH MATERIALS

CLASSIFICATION OF MATERIAL BASED ON STANDARD GRADE SIZE LIMITS

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

