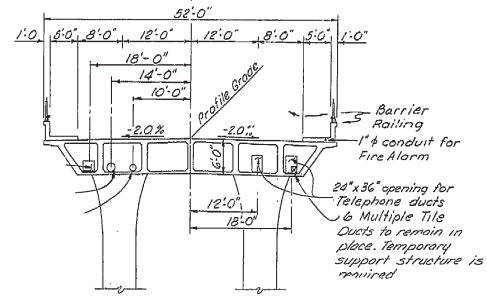
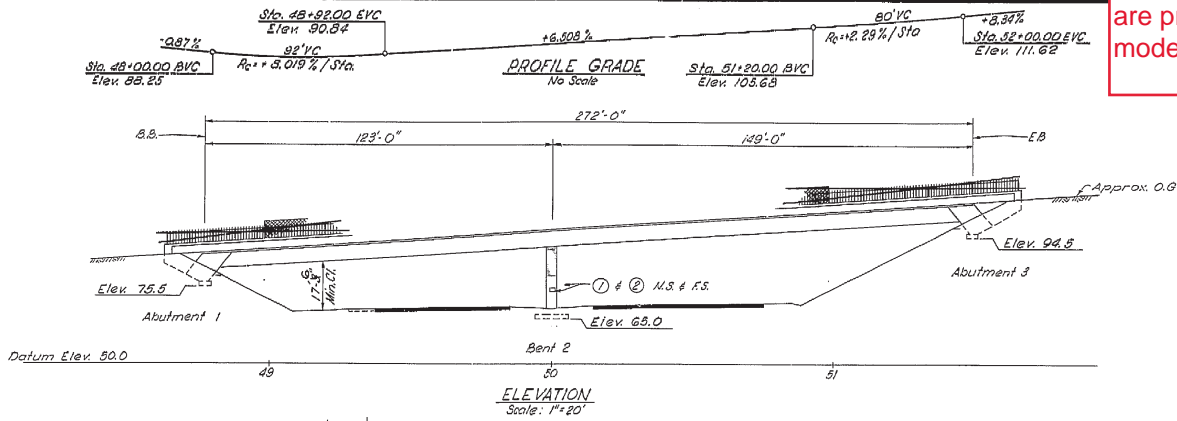


The Bridge As-Built Plans and corresponding BrDR Models are provided for example only and may not represent the modeling techniques used by your agency.



C-I-P Prestressed Concrete  
TYPICAL SECTION  
Scale: 1"=10"

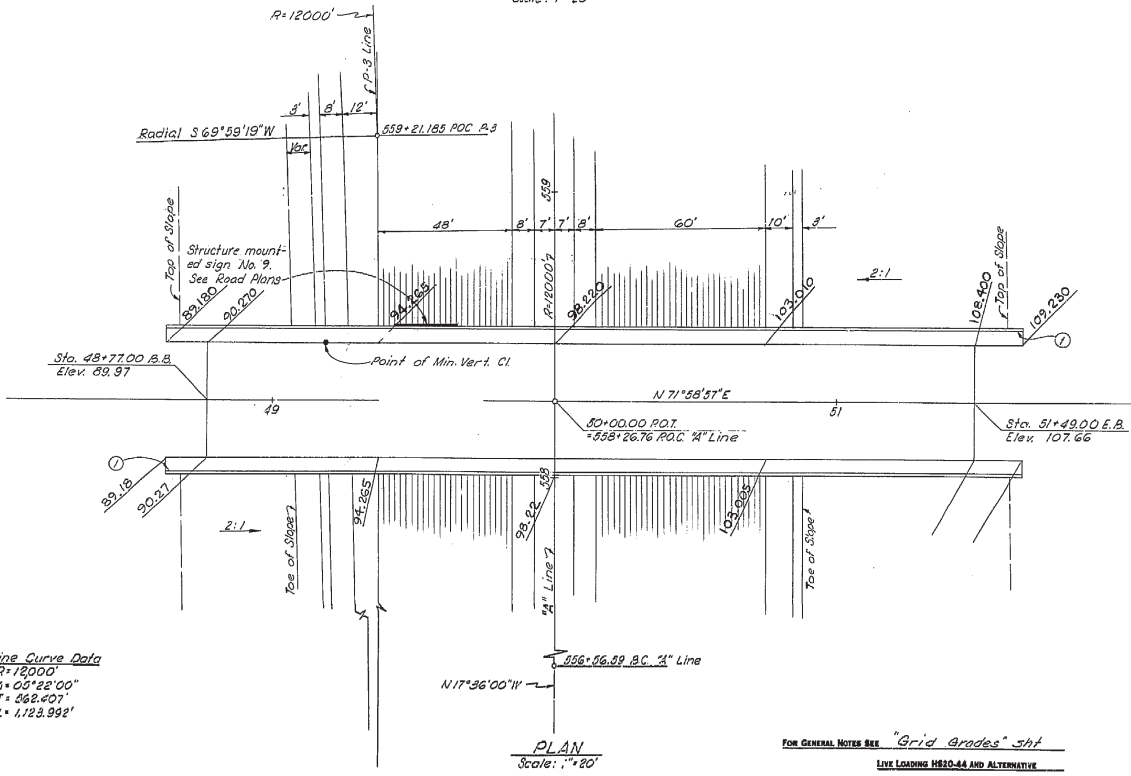
APPROXIMATE QUANTITIES

	LUMP SUM
TEMPORARY SUPPORT STRUCTURE	LUMP SUM
PRESTRESSING CAST-IN-PLACE CONCRETE	LUMP SUM
METAL RAILING ( TYPE 9 )	622 LF
PICKET RAILING ( TYPE 13 )	208 LF
TYPE 13 PICKET ( CHAIN LINK ) RAILING	402 LF

FINAL QUANTITIES

STRUCTURE EXCAVATION ( BRIDGE )	470 CY
STRUCTURE BACKFILL ( BRIDGE )	265 CY
STRUCTURE CONCRETE, BRIDGE FOOTING	117 CY
PERVIOUS BACKFILL, MATERIAL	25 CY
STRUCTURE CONCRETE, BRIDGE	300 CY
CAST-IN-PLACE PRESTRESSED CONCRETE ( GRADE 35-50 )	840 CY
BAR REINFORCING STEEL ( BRIDGE )	215,000 LB

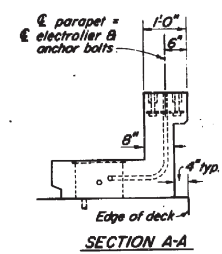
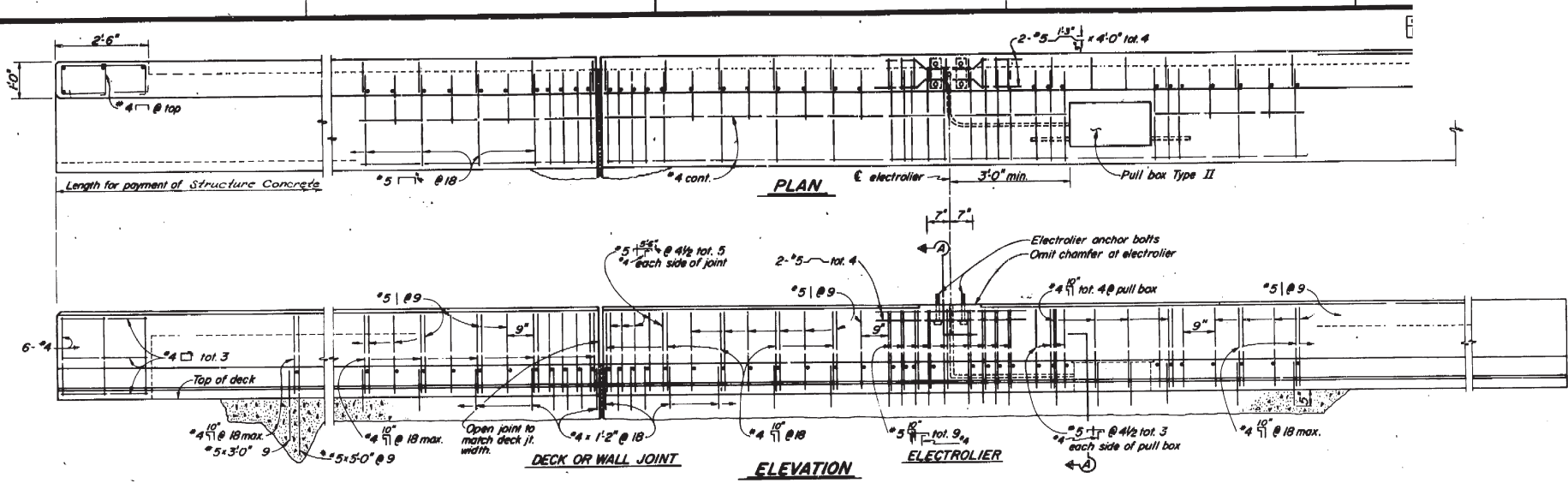


"A" Line Curve Data  
R=12000'  
Δ=00°22'00"  
T=362.407'  
L=1,123.992'

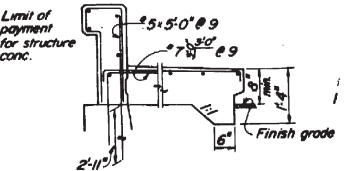
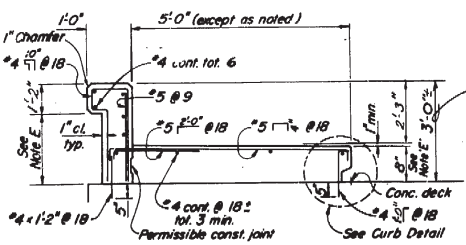
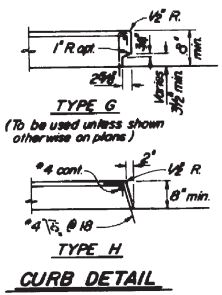
PLAN  
Scale: 1"=20"

FOR GENERAL NOTES SEE "Grid Grades" sht  
LIVE LOADING HS20-44 AND ALTERNATIVE

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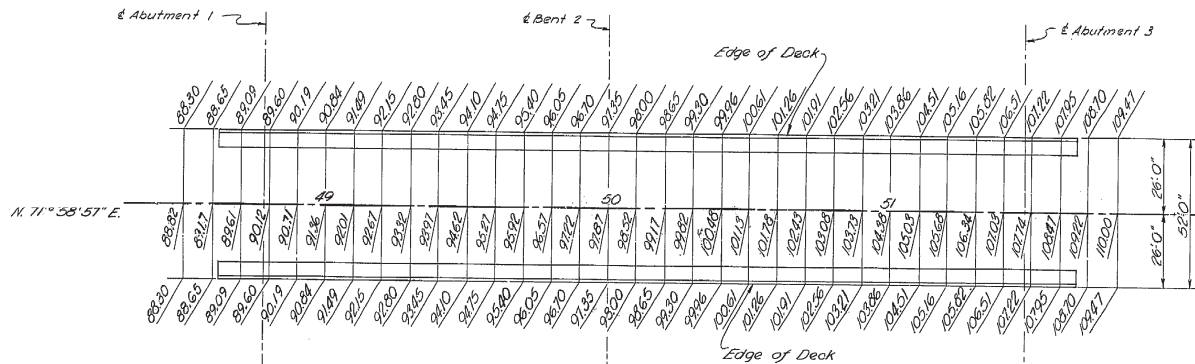


- Notes:
- E. Dimension will vary with cross slope and with certain thicknesses of surfacing. See bridge plans.
  - G. Walls are to be backfilled before railing is placed.
  - H. Clearance to reinforcing steel in curb and railing to be 1". Longitudinal reinforcement to stop at all joints.
  - J. See Project Plans for electrolier locations.



SECTION ON STRUCTURE

SECTION OFF STRUCTURE



Note: Elevations shown are figured normal from the  $\pm$  of 12<sup>th</sup> st at 10' intervals. These elevations do not include camber.

PLAN  
Scale: 1" = 20'-0"

INDEX TO PLANS

SHEET NO.	TITLE
1.	GENERAL PLAN
2.	GRID GRADES
3.	FOUNDATION PLAN
4.	ABUTMENT DETAILS
5.	BENT DETAILS
6.	TYPICAL SECTION
7.	UTILITY OPENINGS - BOX GIRDER
8.	TYPE 13 PICKET RAILINGS (CHAIN LINK)
9.	LOG OF TEST BORINGS

STANDARD PLANS DATED JANUARY, 1971

AS2-B-2	EXCAVATION AND BACKFILL, BRIDGES AND WALLS
BS-1-3, 5	BRIDGE DETAILS
B7-1	BOX GIRDER DETAILS
BS-5	CAST-IN-PLACE PRESTRESSED GIRDER DETAILS
B11-42	BARB
B11-43	META
B11-44	BARR

PRESTRESSING NOTES

\* $P_{jack} = 12,300$  kips total at jacking ends.  $A_g = \frac{P_{jack}}{.75 f'_g}$   
 Total number of girders = 7  
 CONCRETE:  $f'_c = 4,300$  psi at time of stressing;  $f'_{ci} = 3,500$  psi at time of stressing  
 GENERAL: \*1. Design is based on  $u = 0.25$  and  $k = 0.0002$ .  $P_{jack}$  specified at the jacking ends includes friction losses and provision for 25,000 psi loss in stress.  
 2. Tendons to be jacked to  $.75 f'_g$  and anchored at an equivalent anchor set =  $5/8"$ .  
 3. Contractor to submit elongation and jacking calculations based on  $u \times K1 = -.093$  and initial stress at  $x = .916$  times jacking stress.

THE FOLLOWING NOTES SUPERCEDE CONFLICTING PORTIONS OF SHEET BS-5 OF THE STANDARD PLANS:

CLEARANCES FOR DUCTS:

- Horizontal clearance between units = 2 1/2" minimum
  - Units may be bundled vertically in groups of 3 maximum.
  - Vertical clearance between bundled units = 3" minimum
- Girder stems shall be flared as necessary near anchorage to provide a minimum of 2" concrete covering the ducts, flare may be on one side of girder only. Bar reinforcement interfering with the prestressing tendon alignment shall be adjusted as directed by the Engineer.

DISTRIBUTION OF PRESTRESSING FORCE:

Unless otherwise noted the prestressing force shall be distributed with an approximately equal amount in each girder and shall be placed symmetrically about the structure. In slabs, the prestressing force shall be uniformly distributed across the slab.

STRESSING SEQUENCE:

No more than 1/2 of the prestressing force in any girder may be stressed before an equal force is stressed in the adjacent girders. At no time during the stressing operations will more than 1/6 of the total prestressing force be applied eccentrically about the centerline of the structure.

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:  $f'_g = 24,000$  psi, except  
 $= 20,000$  psi in transverse deck slabs and stirrups  
 $f'_c = 1,300$  psi, except  
 $= 1,200$  psi in transverse deck slabs  
 $n = 10$

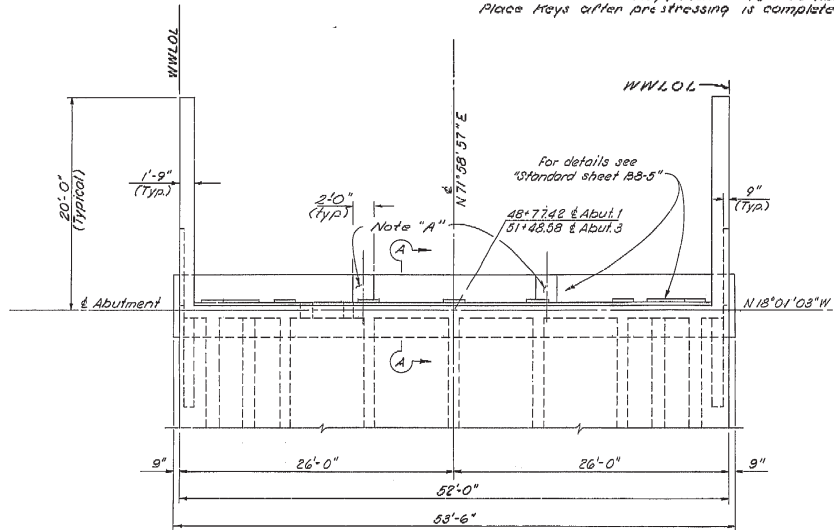
FOOTING PRESSURE: ( TONS PER SF )	ALLOWABLE	DESIGN
ABUTMENTS	2.5	2.5
BENTS	3.0	3.0



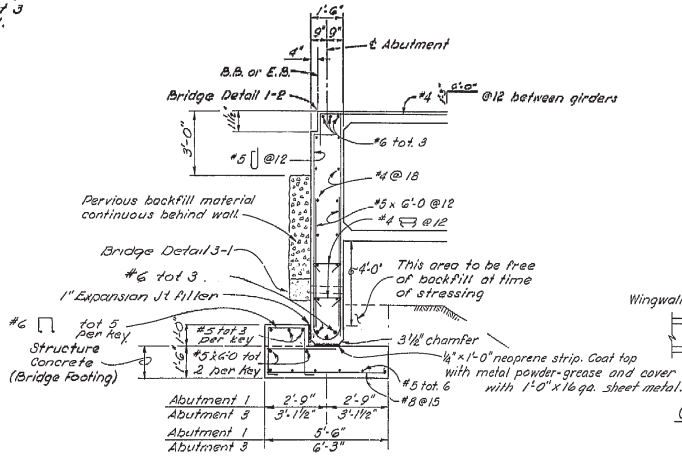




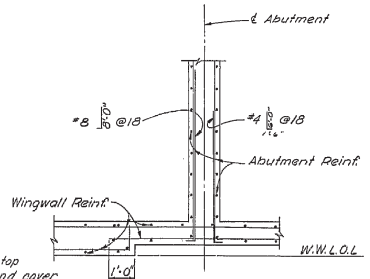
Note "A"  
 1'-0" x 2'-0" Key, Place @ 1/8 Pts Abut 1  
 1'-0" x 2'-0" Key, Place @ 1/8 Pts Abut 3  
 Place keys after prestressing is completed.



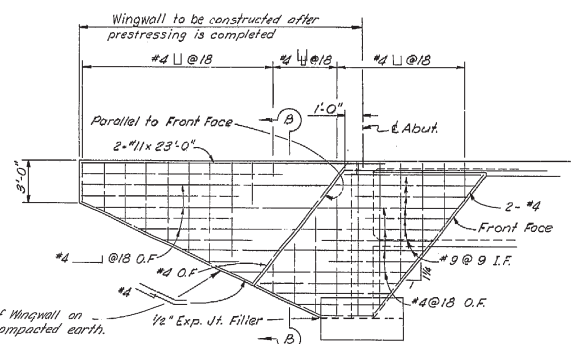
**PLAN**  
 Scale: 3/16"=1'-0"



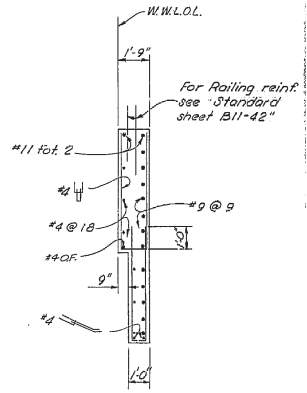
**SECTION A-A**  
 Scale: 3/16"=1'-0"



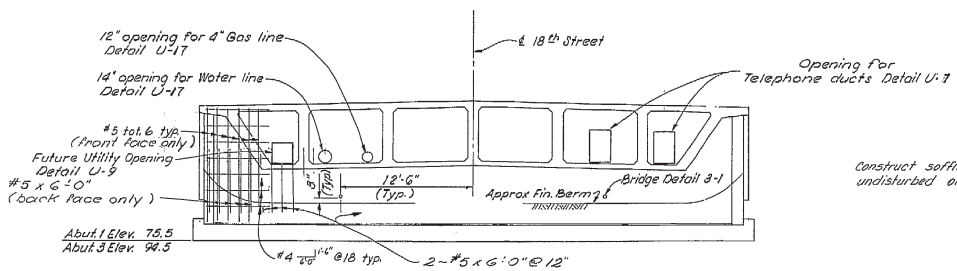
**CORNER REINFORCEMENT**  
 Scale: 3/16"=1'-0"



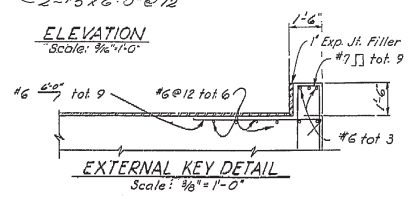
**TYPICAL WINGWALL**  
 Scale: 3/16"=1'-0"



**SECTION B-B**  
 Scale: 3/16"=1'-0"



**ELEVATION**  
 Scale: 3/16"=1'-0"

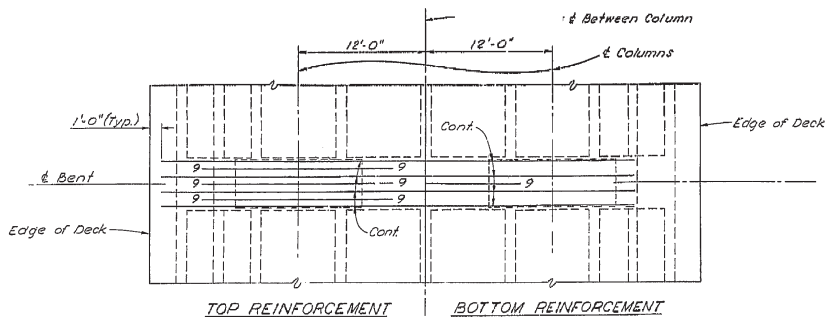


**EXTERNAL KEY DETAIL**  
 Scale: 3/16"=1'-0"

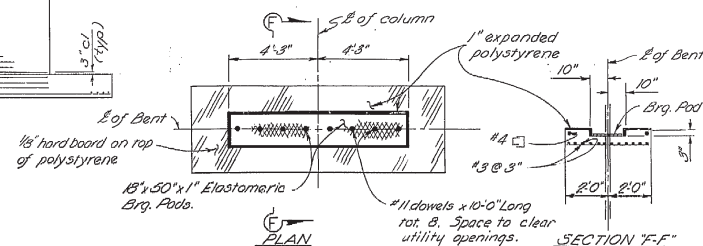
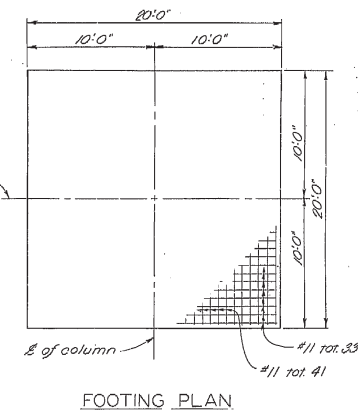
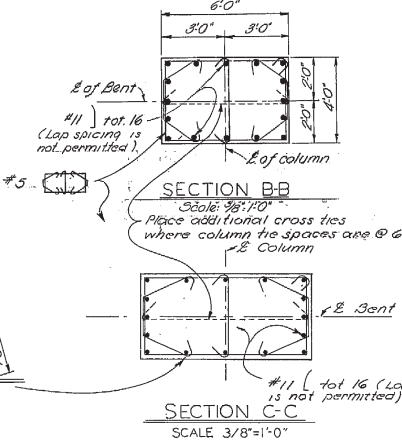
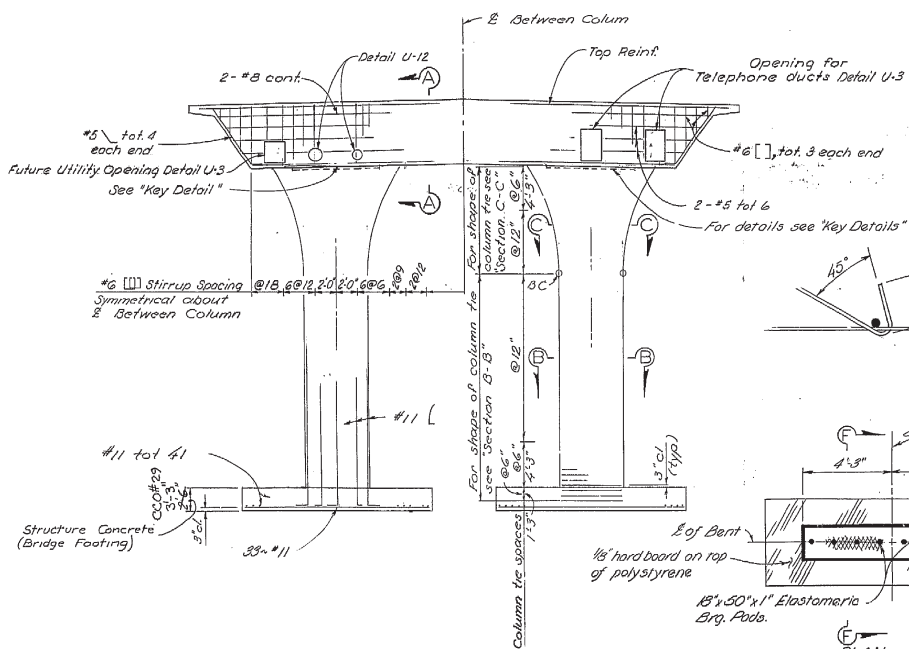
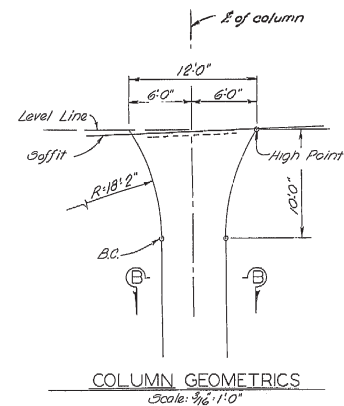
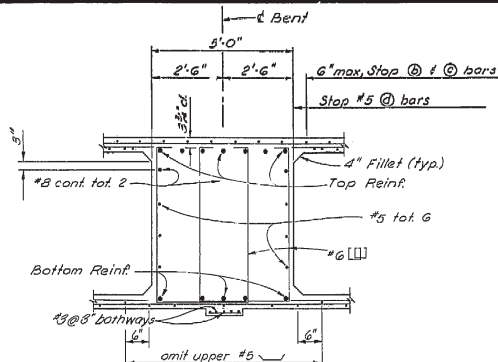
Note:  
 Abutment 3 shown,  
 Abutment 1 similar.

WO  
 CU



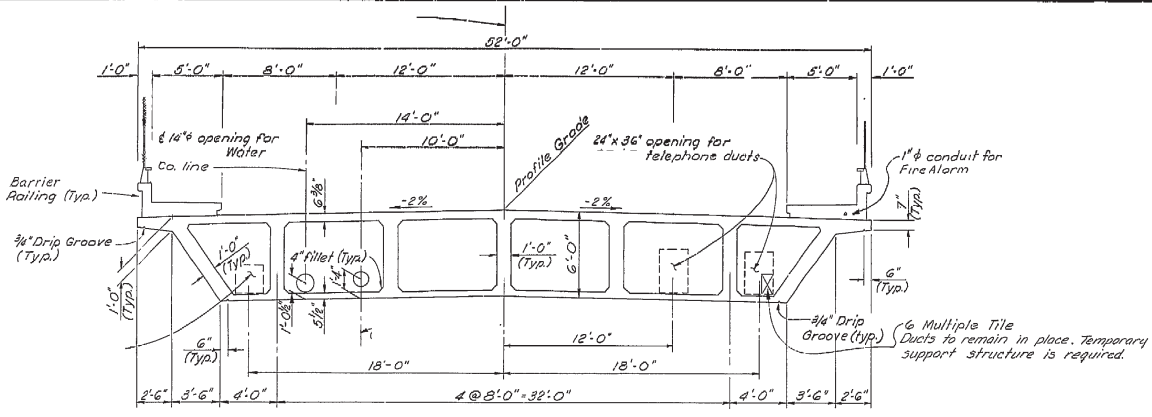


Note:  
All bars #18. Numbers at end of bars indicate distance in feet from E Column for Top Reinforcement or E Bent for Bottom Reinforcement

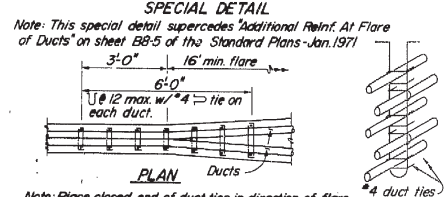
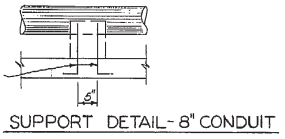




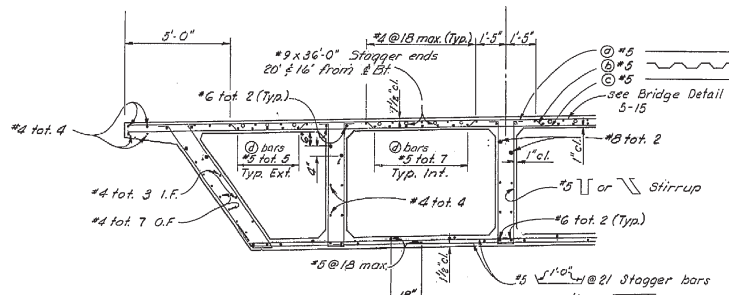
DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET	TOTAL SHEETS
11	SD	E			



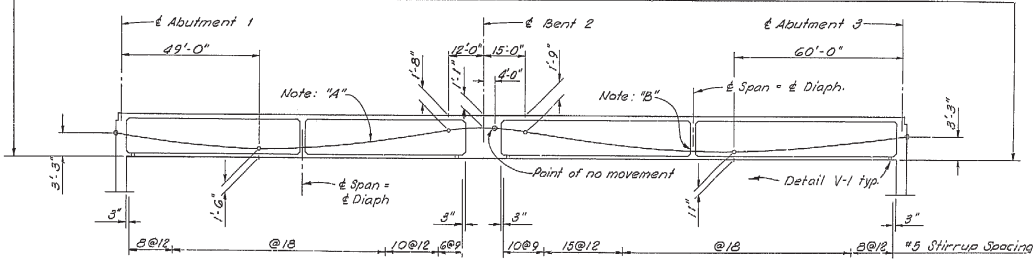
**TYPICAL SECTION**  
Scale: None



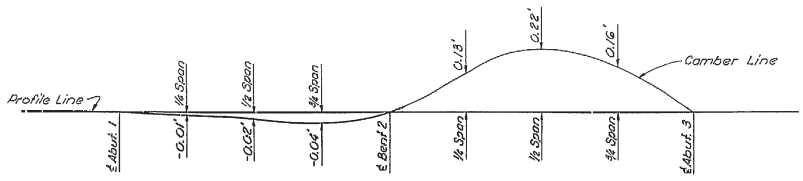
**SPECIAL DETAIL**  
Note: This special detail supercedes Additional Reinf. At Flare of Ducts on sheet BB-5 of the Standard Plans-Jan. 1971



**PART SECTION**  
Scale: None



**LONGITUDINAL SECTION**  
Scale: None



**CAMBER DIAGRAM**  
(Does not include allowance for falsework settlement)

Note: "A"  
Path of center of gravity of prestressing force is a series of second degree parabolas between points shown. Ordinates shown are vertical dimensions.

Note: "B"  
For utility opening details see, "Utility Openings-Box Girder" sht.