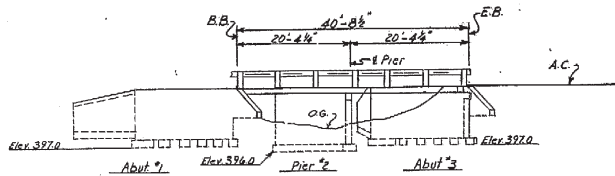
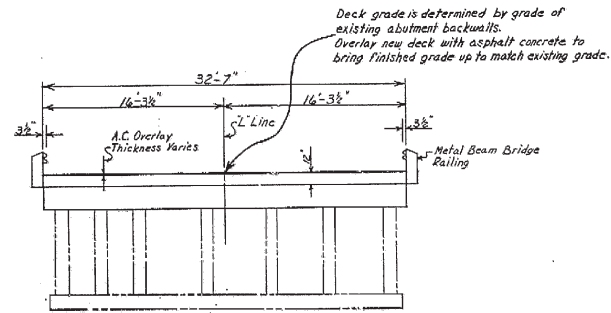


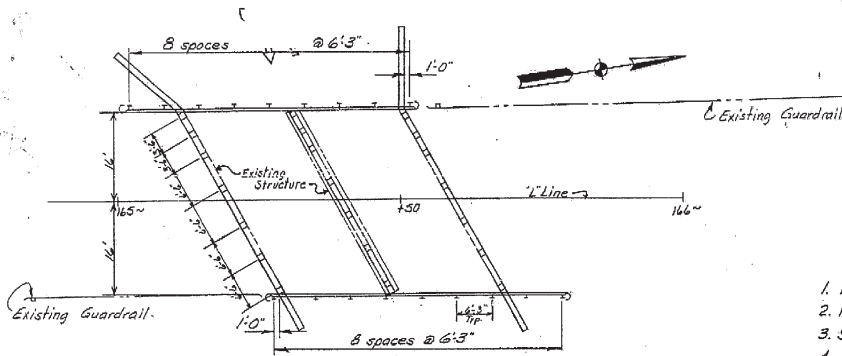
The Bridge As-Built Plans and corresponding BrDR Models are provided for example only and may not represent the modeling techniques used by your agency.



ELEVATION  
Scale 1"=10'



TYPICAL SECTION  
Scale 1"=3'



PLAN  
Scale 1"=10'

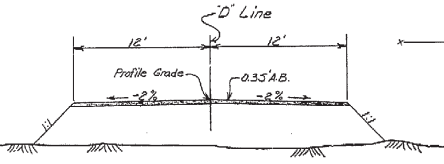
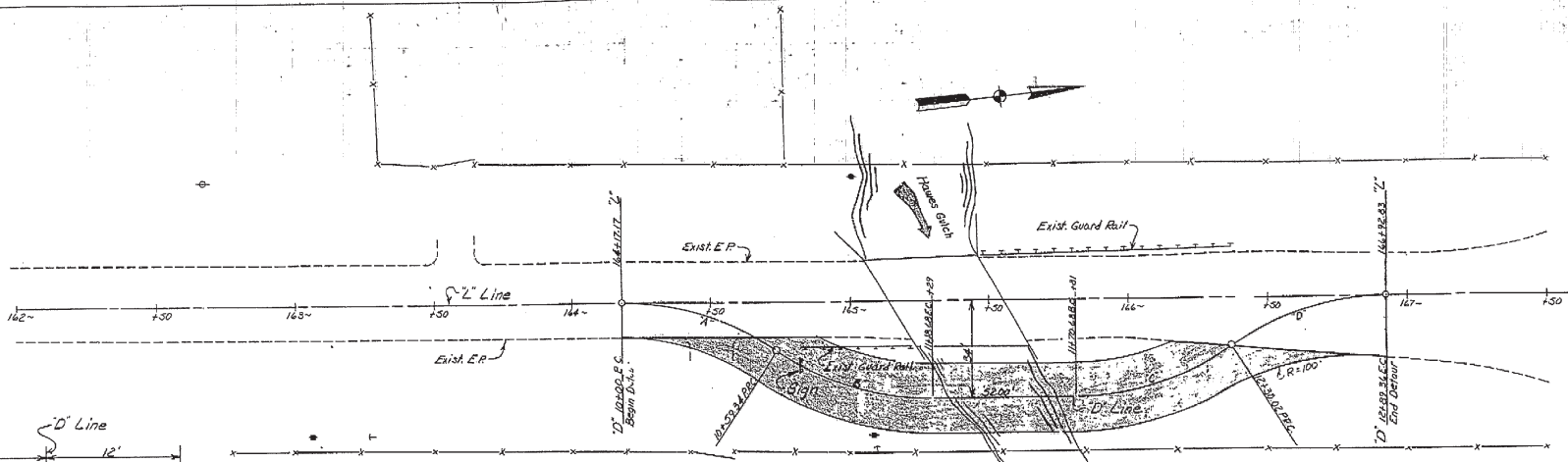
INDEX TO PLANS

SHEET NO.	TITLE
1	General Plan
2	Plan & Profile
3	Pier & Abut Reinforcement
4	Slab Reinforcement
5	Metal Beam Bridge Railing

APPROXIMATE QUANTITIES

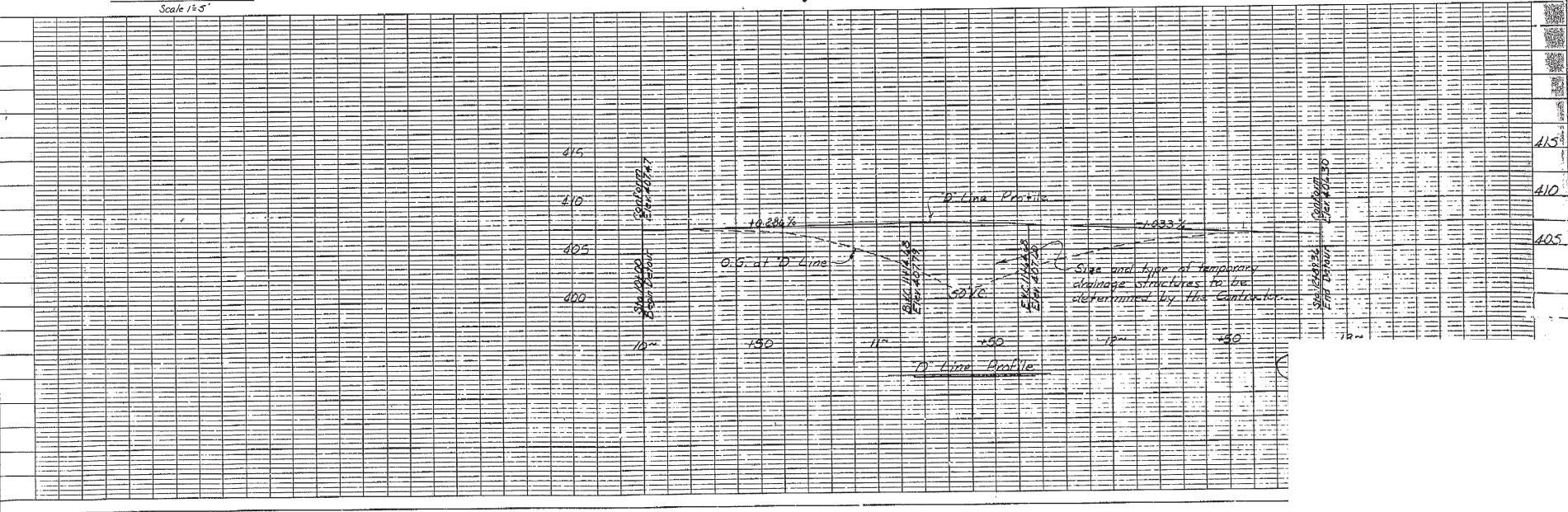
ITEM	QUANTITY
1. Detour	L.S.
2. Removing Por. of Exist. Bridge	L.S.
3. Structure Excavation	70 C.Y. (F)
4. Structure Backfill	65 C.Y. (F)
5. Type "B" Asphalt Concrete	30 Tons
6. Portland Cement Concrete	72 C.Y. (F)
7. Bar Reinforcing Steel	15,000 Lbs. (F)
8. Metal Beam Bridge Rail	106 L.F.

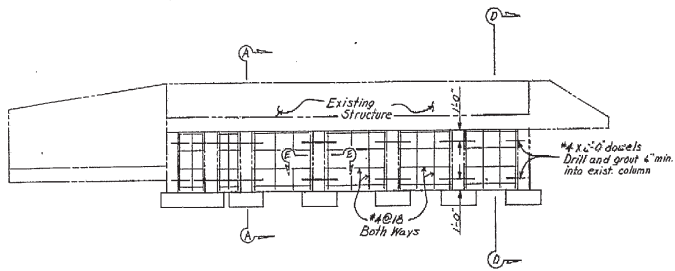
(F) indicates "Final Quantity"



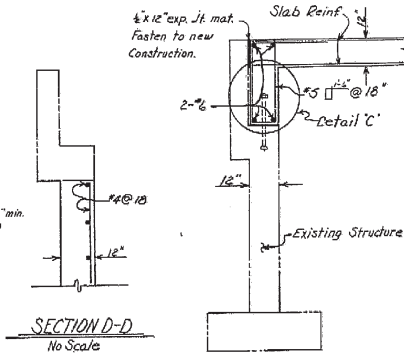
Note  
 Existing guardrail at each end of bridge is to remain.  
 Remove traffic sign and portion of guardrail which interferes with detour. Replace when detour is no longer in use.

Curves A, B, C, & D  
 $\Delta = 34^{\circ}00'00''$   
 $R = 100'$   
 $T = 30.57'$   
 $L = 59.34'$

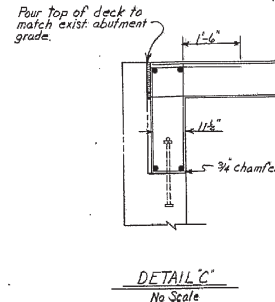




ABUTMENTS #1 & 3 - REINFORCING  
Scale 1"=3'

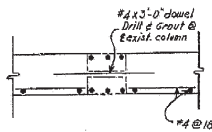


SECTION D-D  
No Scale

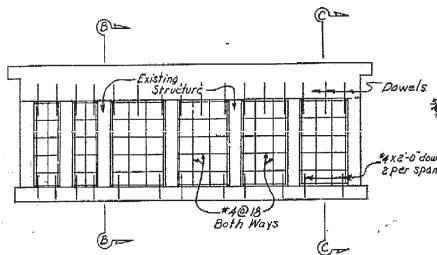


DETAIL C  
No Scale

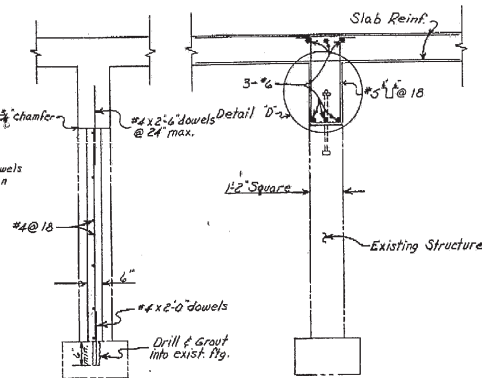
SECTION A-A  
Scale 1"=2'



SECTION E-E  
No Scale

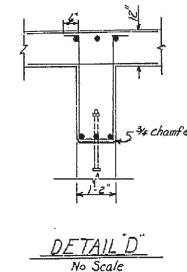


PIER REINFORCING  
Scale 1"=3'



SECTION C-C  
Scale 1"=2'

SECTION B-B  
Scale 1"=2'



DETAIL D  
No Scale

GENERAL NOTES

SPECIFICATIONS

DESIGN: AASHTO dated 1949 with revisions and as supplemented by the Bridge Planning and Design Manual.

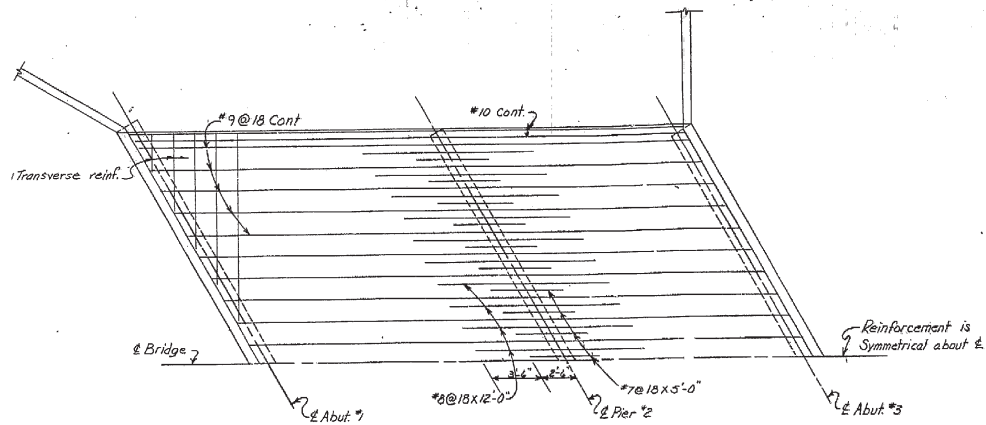
CONSTRUCTION: Standard Specifications Division of Highways, dated January, 1971, and the Special Provisions.

LIVE LOADING: HS 20-44 and alternate

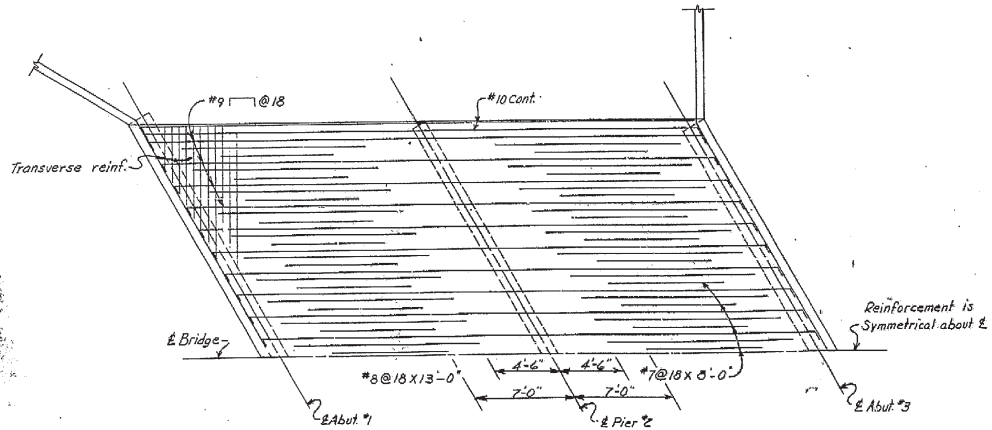
UNIT STRESSES

REINFORCED CONCRETE

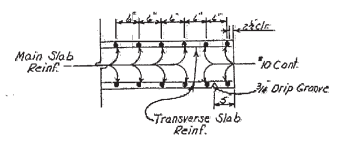
$F_s = 24,000 \text{ p.s.i.}$ ,  $F_c = 1300 \text{ p.s.i.}$ ,  $N=10$



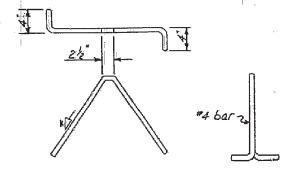
TOP OF SLAB REINFORCEMENT  
Scale 1" = 4'



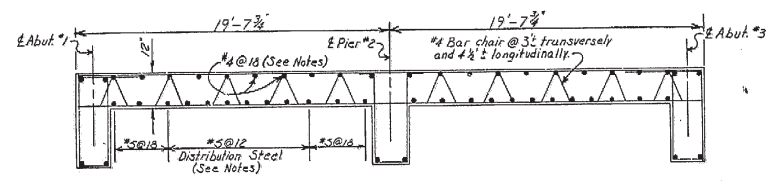
BOTTOM OF SLAB REINFORCEMENT  
Scale 1" = 4'



EDGE OF SLAB DETAILS  
No Scale

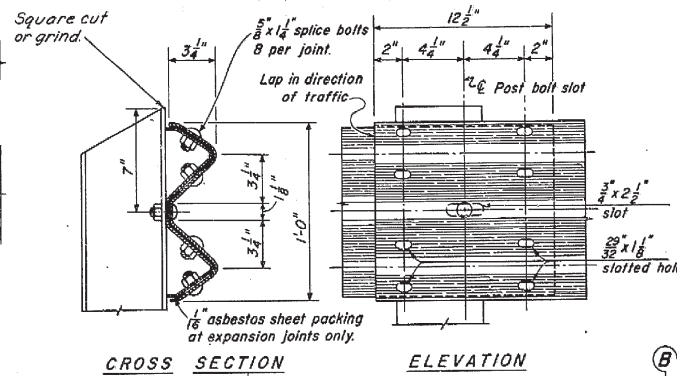
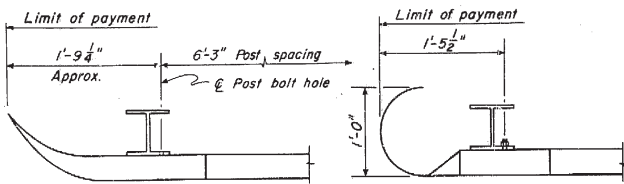


BAR CHAIR DETAILS  
No Scale



LONGITUDINAL SECTION  
No Scale

Notes:  
Splices in top main bars to be 35 dia. and located near center of span.  
Splices in bottom main bars to be 20 dia. and located near bent.  
Spacing of all transverse bars is measured normal to bars.  
Place all transverse bars perpendicular to E of bridge.



**Notes:**  
At rail splice nearest expansion joint in bridge deck, slot holes in movable section of rail to allow same amount of movement as is provided in bridge deck. Place 1/16" asbestos sheet packing between rail elements. Adjust bolts to provide sliding fit and set threads.

Use 3'-6" posts whenever possible. All anchor rods to have hex nuts. Provide lock washers on top anchor rods. Weld 2 3/8" x 4" x 1/4" plates on WF posts when using 1 1/4" anchor rods. Contractor to provide metal shims to align posts. Space posts to clear expansion joints by 1'-0" min. to E post. Posts and anchors to be galvanized after fabrication. Railings on retaining walls to be placed after walls are backfilled. Bend rods if necessary to maintain minimum clearance on super-elevated slabs.

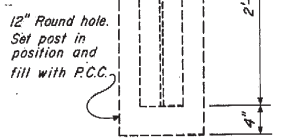
See Special Provision for rail element.  
6H22.5 posts may be substituted for 6WF15.5 posts at Contractor's option.  
2 5/8" x 4" x 1/4" plates shown on 6WF15.5 posts not required on 6H22.5 posts.

**ALTERNATIVE END DETAIL**

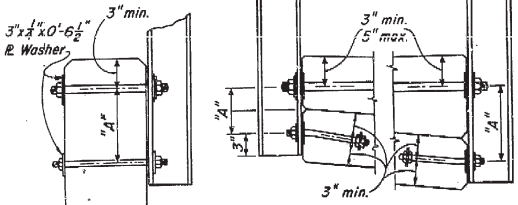
**CROSS SECTION ELEVATION**

**RAIL SPLICE**  
Scale: 3"=1'-0"

NOTE: Place end post on shoulder if structure does not accommodate 12'-6" unit length.

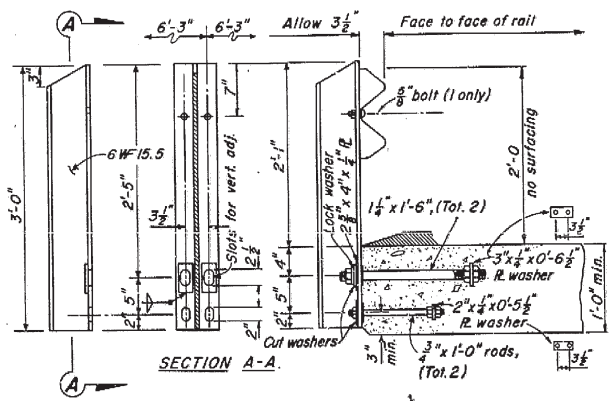


**ELEVATION END POST ON SHOULDER**

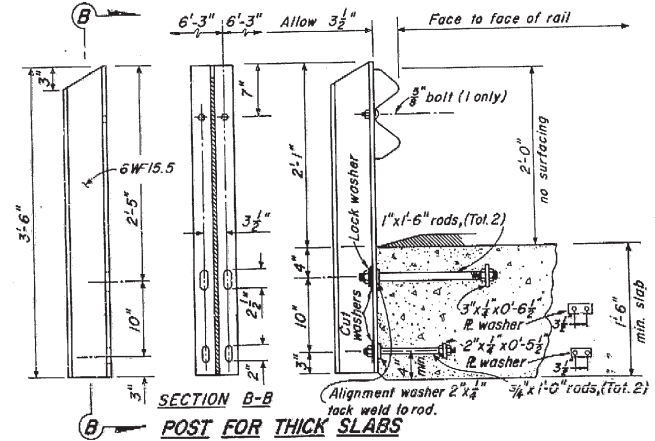


**SECTION RAIL POST ON WALL**

**RAIL POST ON CURBED SECTIONS**  
Dimension "A" will depend on cross slope of deck, height, width, and cross slope of curb. If possible use post with dimension "A" of 5" or 10". Otherwise a special post with a special dimension "A" will be required. Use 1'-2" long rods in 1'-2" wide curbs. If possible, use same post throughout the structure.



**SECTION A-A POST FOR THIN SLABS**



**SECTION B-B POST FOR THICK SLABS**

State of



Note: In lieu of using hex nuts on the imbedded ends of the rods, the contractor may butt weld the R washers to the rods.