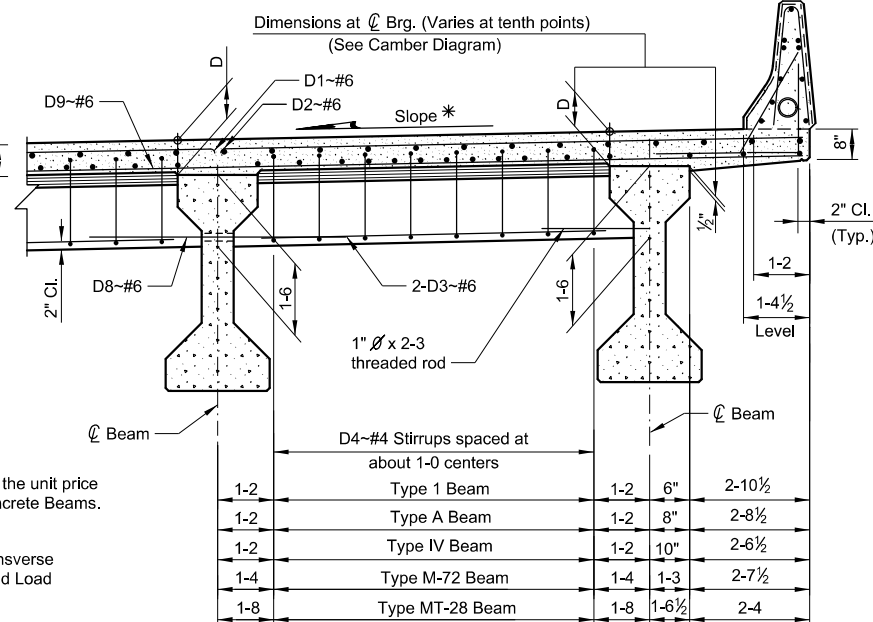
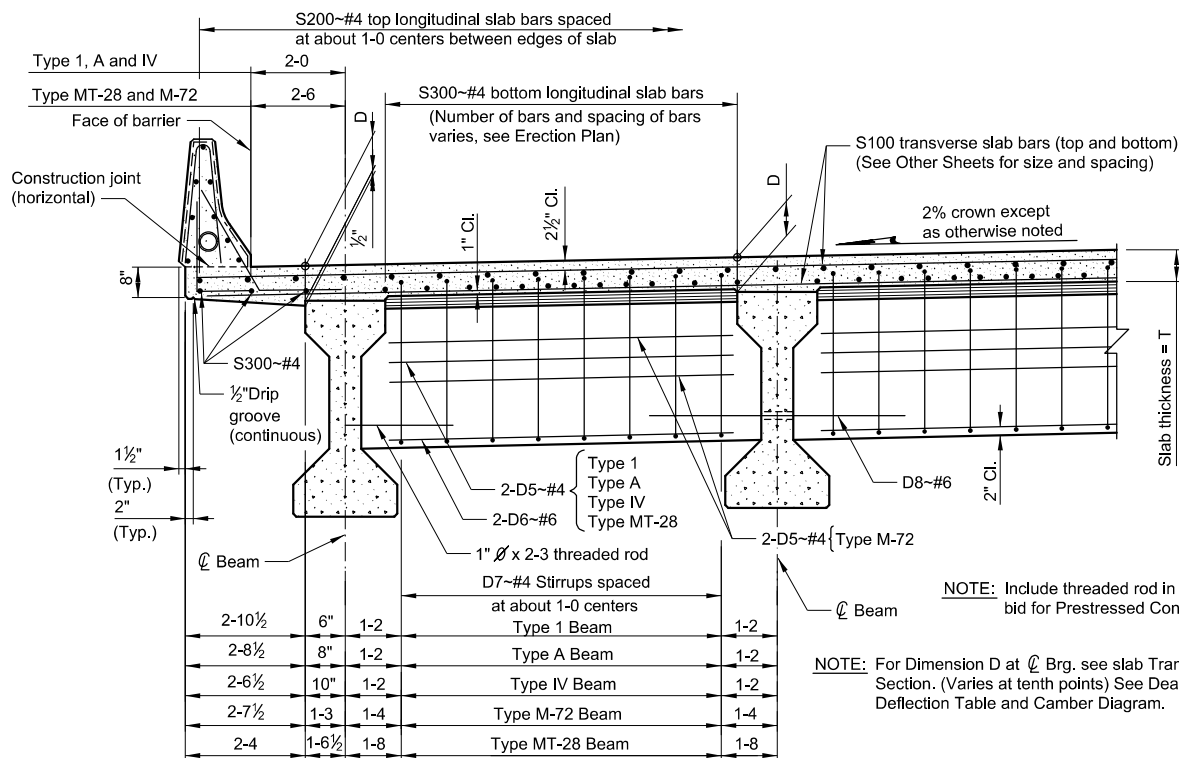


*** NOTE: The detail for end bents with expansion joints is similar to the detail for an expansion joint at an intermediate bent.

LONGITUDINAL SECTION

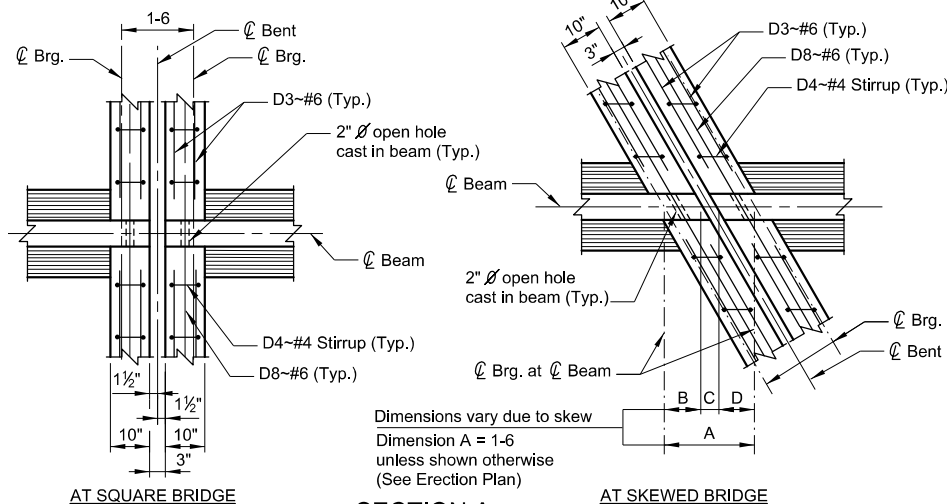


NOTE: Include threaded rod in the unit price bid for Prestressed Concrete Beams.

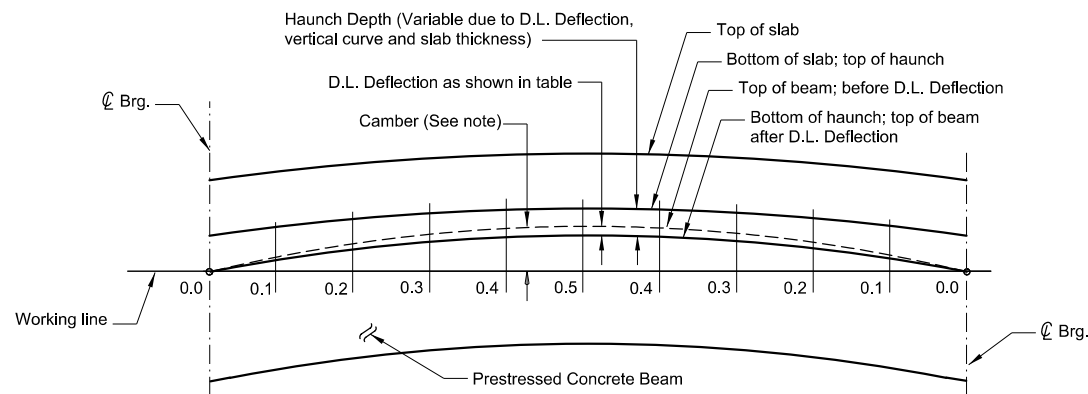
NOTE: For Dimension D at centerline, see slab Transverse Section. (Varies at tenth points) See Dead Load Deflection Table and Camber Diagram.

TRANSVERSE SECTION NEAR INTERMEDIATE BENT AT HIGH SIDE

* NOTE: Detail shown is for superelevations other than normal crown.



SECTION A



NOTE: Camber is noted as the distance from the working line to the top of beam and may vary from theoretically calculated D.L. deflection.

NOTE: See Erection plan for theoretical D.L. Deflection Table for Prestressed Concrete Beams.

NOTES

Use details shown on this sheet only as they apply to the project. See the General Layout or Other Sheets for beam spacing, slab thickness, size and spacing of S100 bars, number and spacing of S200 and S300-#4 bars, deck joint arrangement, barrier length, bill of reinforcing steel and roadway width.

When adjoining spans have a different number of longitudinal slab bars, make the longitudinal bars of the shorter span continuous over the bent and extend them 3-0 into the longer span.

If the bridge is skewed, place the transverse slab reinforcing steel as shown on Other Sheets.

Do not place concrete barrier for at least 72 hours after concrete in slab has taken initial set.

See Standard Bridge Rail Type Barrier drawing for barrier details.

STANDARD SLAB, BARRIER AND DIAPHRAGM DETAILS



REVISED	REVISED	REVISED	REVISED	APPROVED	CHECKED	DRAWN	DATE	ST	TIME	FILE	ABBREVS
3-15-17	2-27-15	3-21-12	3-26-08	10-5-07	10-3-07	T.J.B.					

DRAWING NO. SL-5