GENERAL NOTES

1. GENERAL SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (2004 EDITION) AND SUPPLEMENTS THERETO.

2. DESIGN SPECIFICATIONS:
AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), LRFD BRIDGE DESIGN SPECIFICATIONS 2004 EDITION.

FDOT STRUCTURES DESIGN GUIDELINES FOR LOAD AND RESISTANCE FACTOR DESIGN, 2005.

3. DESIGN METHOD:
LOAD AND RESISTANCE FACTOR DESIGN METHOD (LRFD).

PRESTRESSED BEAMS HAVE BEEN DESIGNED FOR SERVICE LOAD, SERVICE CASES I & III, AND CHECKED FOR STRENGTH LIMIT STATES IN ACCORDANCE WITH THE AASHTO LRFD CODE.

PRESTRESSED PILES HAVE BEEN CHECKED TO VERIFY NO TENSION EXISTS IN THE CONCRETE UNDER ANY SERVICE LOAD CONDITION.

4. DESIGN LOADING:
A.) OPERATIONAL IMPORTANCE FACTOR = 1.0, IN ACCORDANCE WITH THE FDOT STRUCTURES DESIGN GUIDELINES

B.) DEAD LOADS

UNIT WEIGHT OF REINFORCED CONCRETE (DC)	0.150 KCF
UNIT WEIGHT OF POST-TENSIONED CONCRETE (DC)	0.155 KCF
TRAFFIC RAILING BARRIERS (DC)	0.421 KLF EACH
TRAFFIC RAILING MEDIAN BARRIERS (DC)	0.486 KLF EACH
⚠23 SIP FORMS (SEE NOTE 16)	0.015 KSF

ALLOW ½ INCH SACRIFICIAL DECK THICKNESS FOR GRINDING AND GROOVING.

C.) LIVE LOAD HL-93 LOADING.

D.) SEISMIC
DESIGN CONFORMS WITH THE FDOT STRUCTURES DESIGN GUIDELINES SEISMIC PROVISIONS, SECTION 2.3.

5. FUTURE WEARING SURFACE:
DESIGN DOES NOT INCLUDE ALLOWANCE FOR FUTURE WEARING SURFACE.

7. REINFORCING STEEL:
ALL REINFORCING STEEL SHALL BE ASTM A615, GRADE 60, UNCOATED (BLACK), EXCEPT THAT SPIRAL TIES SHALL BE MANUFACTURED FROM COLD-DRAWN STEEL WIRE MEETING THE REQUIREMENTS OF ASTM A82.

8. ENVIRONMENTAL CLASSIFICATION:
SUBSTRUCTURE: EXTREMELY AGGRESSIVE (CHLORIDES)
SUPERSTRUCTURE: EXTREMELY AGGRESSIVE (CHLORIDES)

9. CONCRETE SURFACE FINISH:
A CLASS 5 FINISH COATING SHALL BE APPLIED TO THE FOLLOWING EXPOSED CONCRETE SURFACES: TRAFFIC RAILING BARRIERS (SEE FIGURE 1).

10. PLAN DIMENSIONS:
ALL DIMENSIONS IN THESE PLANS ARE MEASURED IN FEET EITHER HORIZONTALLY OR VERTICALLY UNLESS OTHERWISE NOTED.

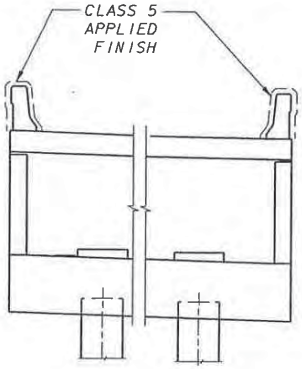
12. SCOUR:
THE STRUCTURE HAS BEEN DESIGNED FOR THE SCOUR ELEVATIONS SHOWN IN THE PILE INSTALLATION TABLE. THE 100 YEAR SCOUR ELEVATION IS APPLICABLE TO ALL LIMIT STATES. THE 500 YEAR SCOUR ELEVATION IS CONSIDERED AN EXTREME LIMIT STATE.

13. EXPANSION JOINTS:
ALL EXPANSION JOINTS ARE DESIGNED FOR THE FOLLOWING TOTAL MOVEMENTS:

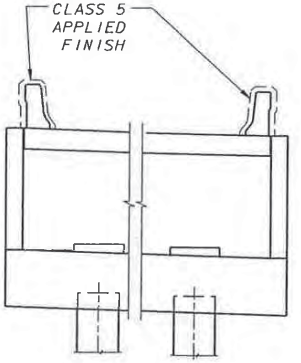
LOCATION	JOINT TYPE	TOTAL MOVEMENT
END BENT 1	STRIP SEAL	1.25 IN
PIERS 4, 8, 12, 16, 20, 24, 28, 32, 36 AND 40	STRIP SEAL	2.50 IN
PIER 44	FINGER JOINT	4.50 IN
PIER 49	FINGER JOINT	4.50 IN
PIERS 53, 57, 61, 65, 69, 73, 77, 81, 85, 89, 93, 97, 100W AND 101E	STRIP SEAL	2.50 IN
END BENTS 103W,104E	STRIP SEAL	1.25 IN

14. UTILITIES:
THE UNDERGROUND UTILITIES IN THE BRIDGE PLANS ARE AT APPROXIMATE LOCATIONS. REFER TO THE ROADWAY PLANS FOR ADDITIONAL UTILITY DETAILS.

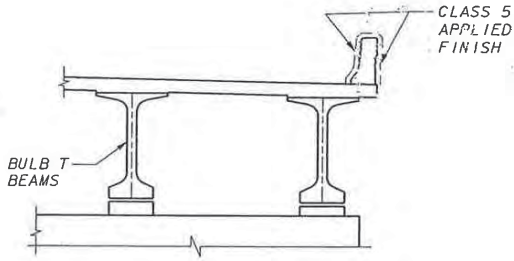
FOR LOCATIONS OF EXISTING UTILITIES, SEE PLAN AND ELEVATION SHEETS.



AT WEST END BENTS
(WINGWALLS NOT SHOWN)



AT EAST END BENTS



AT PIERS AND PILE BENTS

FIGURE 1

*SILICA FUME IS REQUIRED FOR CONCRETE BELOW ELEVATION 14.0 FEET.

**SILICA FUME ONLY FOR TRESTLE BENT PILES. (EXCEPT END BENTS & PIERS 2 & 3)

CONCRETE COVER:
CIP SUPERSTRUCTURE = 2 IN. (TYPICAL, EXCEPT AS NOTED)
CIP/PRECAST SUBSTRUCTURE = 4½ IN. FOR EXTERNAL SURFACES CAST AGAINST EARTH
AND SURFACES IN CONTACT WITH THE WATER
= 4 IN. FOR OTHER EXTERNAL SURFACES
= 2 IN. FOR PEDESTALS

CONCRETE COVERS SHOWN IN THE PLANS DO NOT INCLUDE PLACEMENT AND FABRICATION TOLERANCES UNLESS SHOWN AS "MINIMUM COVER".

GENERAL NOTES, CONT.

15. SCREEDING DECK SLABS:
SCREED THE RIDING SURFACE OF THE BRIDGE DECK AND APPROACH SLABS TO ACHIEVE THE FINISH GRADE ELEVATIONS SHOWN IN THE PLANS. ACCOUNT FOR THEORETICAL DEFLECTIONS DUE TO DECK SELF WEIGHT, DECK CASTING SEQUENCE, DECK FORMING SYSTEMS, CONSTRUCTION LOADS, OVERLAYS AND TEMPORARY SHORING, ETC. AS REQUIRED. MEET THE FINISH AND SMOOTHNESS REQUIREMENTS OF THE SPECIFICATIONS.

23 68 32 16. STAY-IN-PLACE FORMS:
STAY-IN-PLACE POLYMER LAMINATED GALVANIZED STEEL FORMS SHALL ONLY BE PERMITTED FOR SPANS: 1 THRU 11 & 94 THRU 103 (EASTBOUND), 1 THRU 8 * (WESTBOUND) AND 44 THRU 48 (EASTBOUND AND WESTBOUND).
*- STAY-IN-PLACE FORMS NOT PERMITTED BETWEEN GIRDERS 1, 2 & 3 FOR SPAN 5 (WESTBOUND).

17. JOINTS IN CONCRETE:
CONSTRUCTION JOINTS WILL BE PERMITTED ONLY AT LOCATIONS INDICATED ON THE PLANS. ADDITIONAL CONSTRUCTION JOINTS OR ALTERATIONS TO THOSE SHOWN SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

BEFORE DEPOSITING NEW CONCRETE ON OR AGAINST CONCRETE WHICH HAS HARDENED, PREPARE SURFACE IN ACCORDANCE WITH SPECIFICATION 400-9.

18. STABILITY OF END BENTS:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE STABILITY OF THE END BENTS DURING CONSTRUCTION.

19. CONCRETE CHAMFER:
ALL CONCRETE EDGES SHALL HAVE A 3/4" CHAMFER.

20. CHANNEL CLEARANCE:
THE MINIMUM CHANNEL HORIZONTAL CLEARANCE SHALL BE MAINTAINED AT 150 FT. UNLESS OTHER U.S. COAST GUARD APPROVAL IS OBTAINED.

21. ELEVATIONS:

ELEVATIONS ARE BASED ON NAVD 1988 VERTICAL DATUM.

22. TURBIDITY DURING REMOVAL AND INSTALLATION OF PILES IN WATER PIERS:

IF THE CONTRACTOR ELECTS OR IS REQUIRED TO USE PREFORMED PILE HOLES AND/OR JETTING AT THE PIERS, TURBIDITY CONTROL MEASURES SHALL BE EMPLOYED WHICH SATISFY THE MINIMUM REQUIREMENTS OF THE PERMITTING AGENCY (S).

23. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH CSX RAILROAD WHEN CONSTRUCTION ACTIVITIES FALL WITHIN RAILROAD RIGHT-OF-WAY.

24. ABBREVIATIONS:

CIP	-	CAST-IN-PLACE	R/W	-	RIGHT-OF-WAY
FFBW	-	FRONT FACE BACK WALL	SQ.	-	SQUARE
EF	-	EACH FACE	CONC.	-	CONCRETE
NF	-	NEAR FACE	APPROX.	-	APPROXIMATE
FF	-	FAR FACE	UNO	-	UNLESS NOTED OTHERWISE
BFBW	-	BACK FACE BACK WALL			
TYP.	-	TYPICAL			
TC	-	TANGENT OF CURVE			
CONST.	-	CONSTRUCTION			
EX.	-	EXISTING			
SPA.	-	SPACES			
EQ.	-	EQUAL			

GENERAL NOTES, CONT.

SPLICED GIRDER MAIN SPAN UNIT

1. THERMAL LOADS:
   NORMAL MEAN TEMPERATURE 70°F
   THERMAL COEFFICIENT 6.0 x 10-6 PER °F
   TEMPERATURE RANGE FOR DESIGN OF STRUCTURE
     RISE 25°F
     FALL 25°F
   DIFFERENTIAL TEMPERATURE
   POSITIVE NONLINEAR GRADIENT
     T1 = 41°F
     T2 = 11°F
     T3 = 0°F
   NEGATIVE NONLINEAR GRADIENT
     T1 = -12.3°F
     T2 = -3.3°F
     T3 = 0.0°F

3. DESIGN METHOD - STRESSES/LOADS
   SPLICED GIRDER UNIT DESIGNED FOR SERVICE LIMIT STATES AND CHECKED FOR STRENGTH LIMIT STATES IN ACCORDANCE WITH THE AASHTO LRFD CODE.

4. TEMPORARY WORKS
   A.) THE CONTRACTOR SHALL DESIGN AND PROVIDE ALL TEMPORARY WORKS REQUIRED FOR THE ERECTION OF THE MAIN UNIT SUPERSTRUCTURE. THESE ITEMS INCLUDE, BUT ARE NOT LIMITED TO: TEMPORARY SUPPORTS, CROSS-BRACING, STRONG-BACKS, AND DEVICES TO SECURE SEGMENTS TRANSVERSELY AND LONGITUDINALLY. THE DESIGN AND SHOP DRAWINGS SUBMITTAL SHALL BE DONE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". IN ADDITION, A THOROUGH LIST OF THE ANTICIPATED CONSTRUCTION LOADS DURING EACH STEP OF THE ERECTION SEQUENCE SHALL BE INCLUDED.

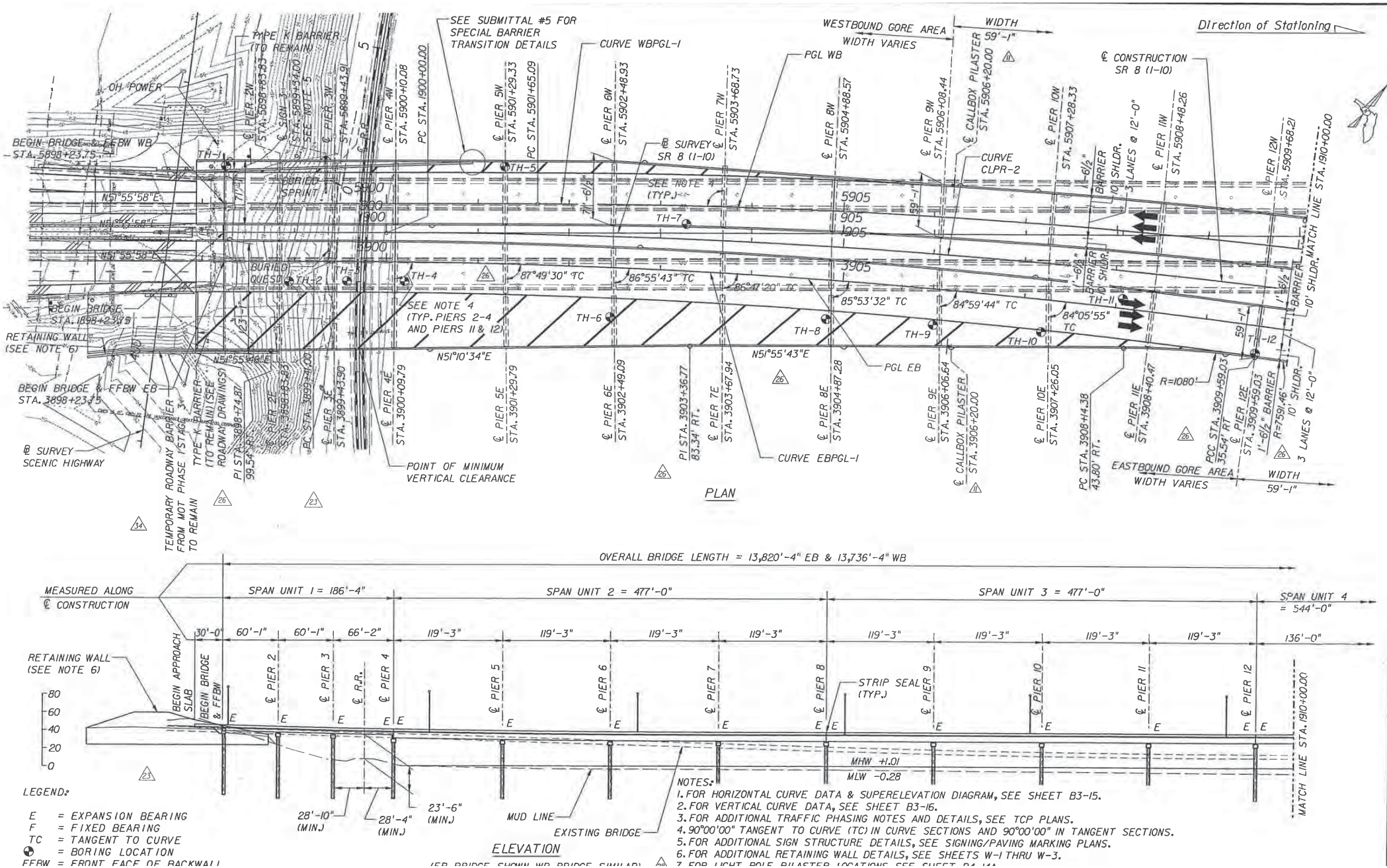
   B.) THE CONTRACTOR SHALL INCLUDE IN THE PRESTRESSED BEAM SHOP DRAWINGS SUBMITTAL ANY INSERTS OR HOLES CAST IN THE BEAMS FOR THE PURPOSE OF TEMPORARY CROSS-BRACING.

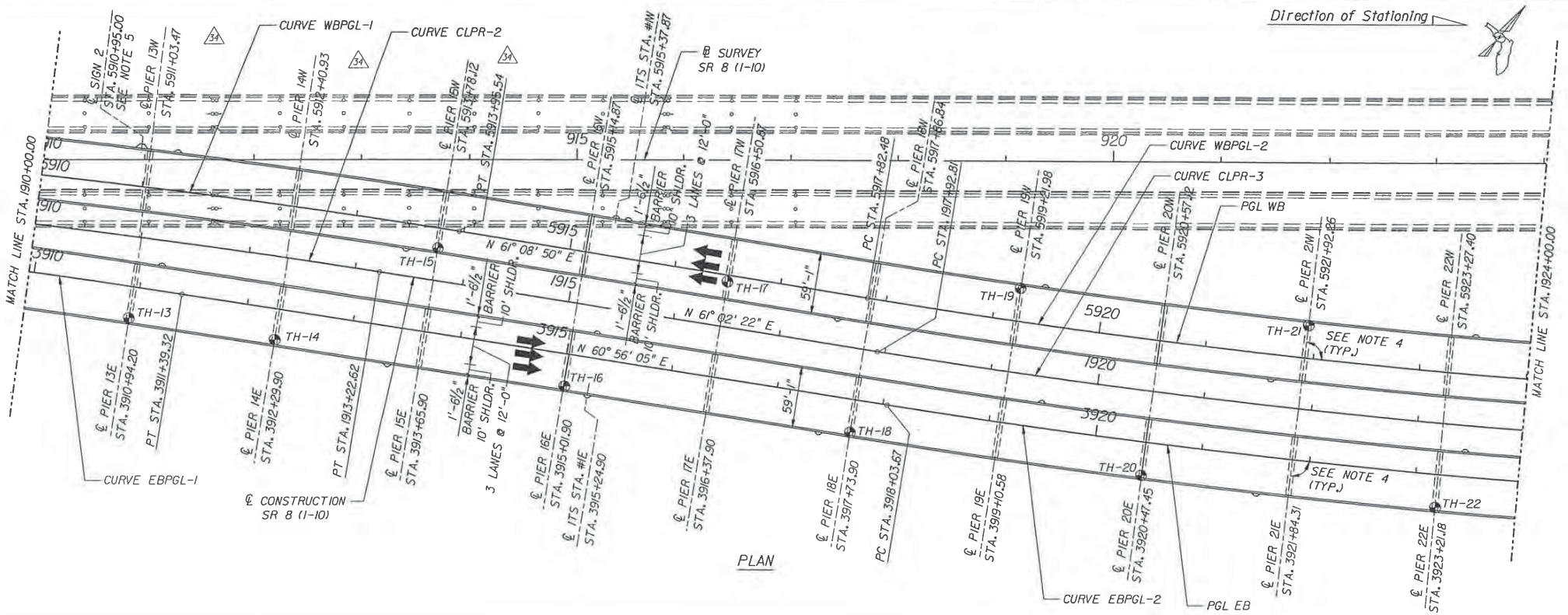
   C.) AFTER CONSTRUCTION IS COMPLETED, TEMPORARY SUPPORTS SHALL BE REMOVED.

5. BEAM ERECTION
   A.) SEE SUBMITTAL #5 FOR PROPOSED ERECTION SEQUENCE.

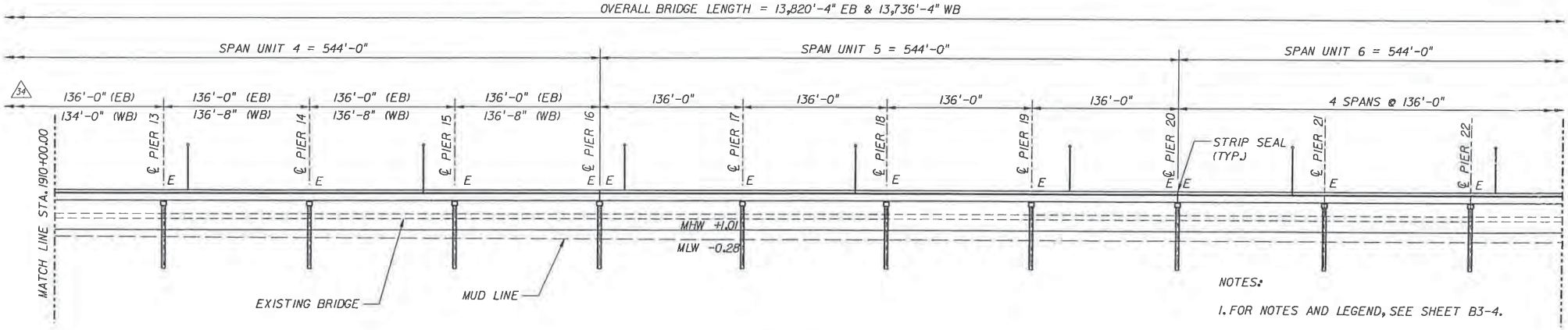
   B.) THE CONTRACTOR SHALL SUBMIT ANY DEVIATION FROM THE PROPOSED ERECTION SEQUENCE TO THE ENGINEER FOR APPROVAL. THE ENGINEER MAY REQUIRE SIGNED AND SEALED DESIGN CALCULATIONS FROM THE CONTRACTOR'S SPECIALTY ENGINEER.

6. THE CONTRACTOR SHALL VERIFY THAT ALL BLOCKOUT DIMENSIONS FIT THE CONTRACTOR'S STRESSING EQUIPMENT AND ANCHORAGE BEARING PLATES.


SEE SUBMITTAL #5 FOR SPECIAL BARRIER TRANSITION DETAILS
WESTBOUND GORE AREA
WIDTH VARIES
WIDTH 59'-1"
Direction of Stationing
TYPE K BARRIER (TO REMAIN)
OH POWER
CURVE WBPGL-1
PGL WB
℄ CONSTRUCTION SR 8 (I-10)
BEGIN BRIDGE & FFBW WB STA. 5898+23.75
℄ CALLBOX PILASTER STA. 5906+20.00
CURVE CLPR-2
℄ SURVEY SR 8 (I-10)
SEE NOTE 4 (TYP.)
BURIED SPRINT
BURIED QUEST
℄ PIER 1W STA. 5908+48.26
℄ PIER 12W STA. 5909+68.21
10' SHLDR. MATCH LINE STA. 1910+00.00
6½" BARRIER
10' SHLDR.
3 LANES @ 12'-0"
87°49'30" TC
86°55'43" TC
86°47'20" TC
85°53'32" TC
84°59'44" TC
84°05'55" TC
BEGIN BRIDGE STA. 1898+23.75
RETAINING WALL (SEE NOTE 6)
SEE NOTE 4 (TYP. PIERS 2-4 AND PIERS 11 & 12)
N51°10'34"E
N51°55'43"E
PGL EB
R=1080'
BEGIN BRIDGE & FFBW EB STA. 3898+23.75
℄ SURVEY SCENIC HIGHWAY
POINT OF MINIMUM VERTICAL CLEARANCE
CURVE EBPGL-1
EASTBOUND GORE AREA
WIDTH VARIES
WIDTH 59'-1"
TEMPORARY ROADWAY BARRIER 3 STAGE TYPE K BARRIER (TO REMAIN) (SEE ROADWAY DRAWINGS)
PLAN
OVERALL BRIDGE LENGTH = 13,820'-4" EB & 13,736'-4" WB
MEASURED ALONG ℄ CONSTRUCTION
SPAN UNIT 1 = 186'-4"
SPAN UNIT 2 = 477'-0"
SPAN UNIT 3 = 477'-0"
SPAN UNIT 4 = 544'-0"
30'-0"
60'-1"
60'-1"
66'-2"
119'-3"
136'-0"
RETAINING WALL (SEE NOTE 6)
BEGIN APPROACH SLAB
BEGIN BRIDGE & FFBW
℄ PIER 2
℄ PIER 3
℄ R.R.
℄ PIER 4
℄ PIER 5
℄ PIER 6
℄ PIER 7
℄ PIER 8
℄ PIER 9
℄ PIER 10
℄ PIER 11
℄ PIER 12
STRIP SEAL (TYP.)
MATCH LINE STA. 1910+00.00
80
60
40
20
0
MHW +1.01
MLW -0.28
28'-10" (MIN.)
28'-4" (MIN.)
23'-6" (MIN.)
MUD LINE
EXISTING BRIDGE
ELEVATION
LEGEND:
E = EXPANSION BEARING
F = FIXED BEARING
TC = TANGENT TO CURVE
◉ = BORING LOCATION
FFBW = FRONT FACE OF BACKWALL
NOTES:
1. FOR HORIZONTAL CURVE DATA & SUPERELEVATION DIAGRAM, SEE SHEET B3-15.
2. FOR VERTICAL CURVE DATA, SEE SHEET B3-16.
3. FOR ADDITIONAL TRAFFIC PHASING NOTES AND DETAILS, SEE TCP PLANS.
4. 90°00'00" TANGENT TO CURVE (TC) IN CURVE SECTIONS AND 90°00'00" IN TANGENT SECTIONS.
5. FOR ADDITIONAL SIGN STRUCTURE DETAILS, SEE SIGNING/PAVING MARKING PLANS.
6. FOR ADDITIONAL RETAINING WALL DETAILS, SEE SHEETS W-1 THRU W-3.
7. FOR LIGHT POLE PILASTER LOCATIONS, SEE SHEET B1-11.



PLAN

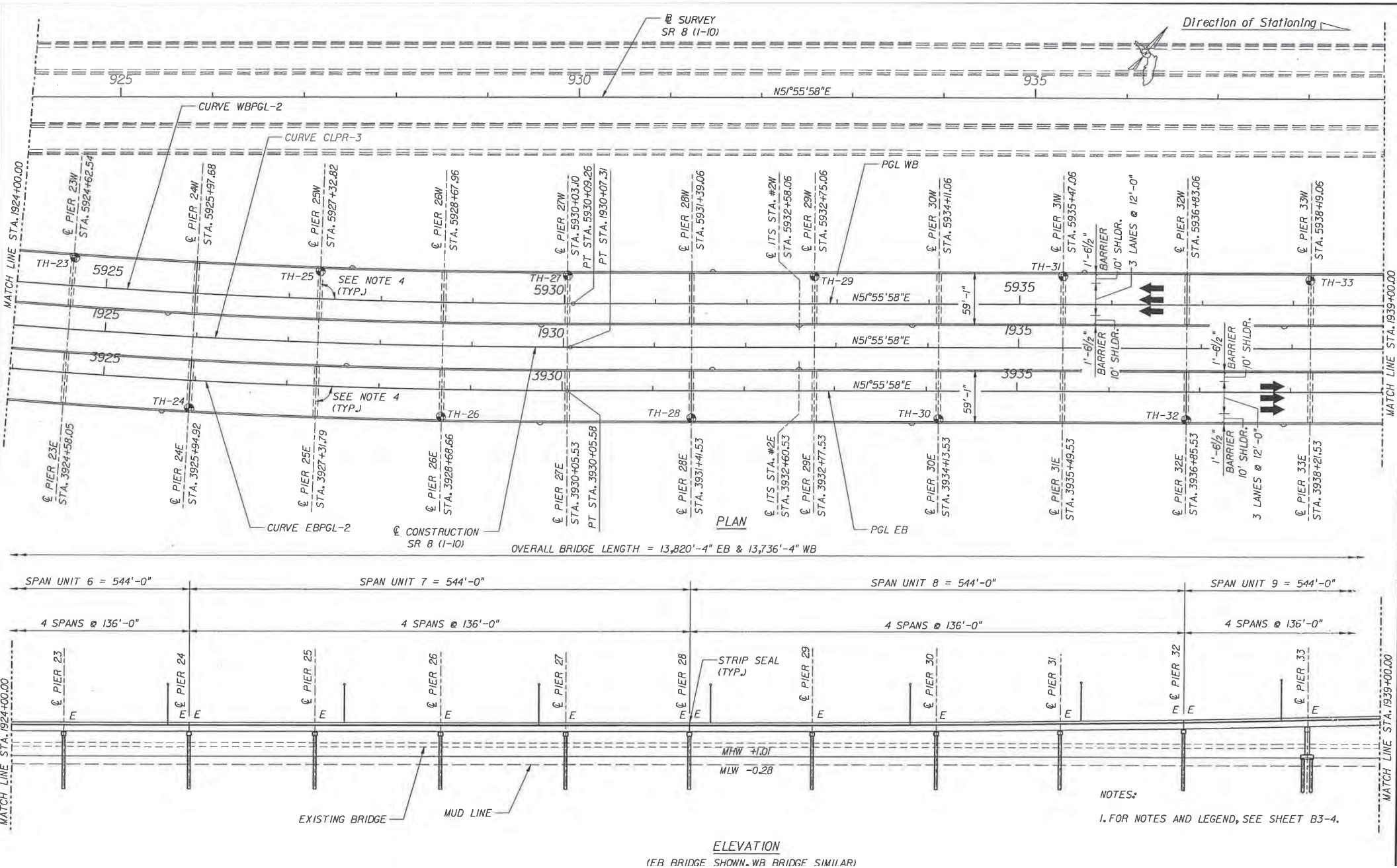


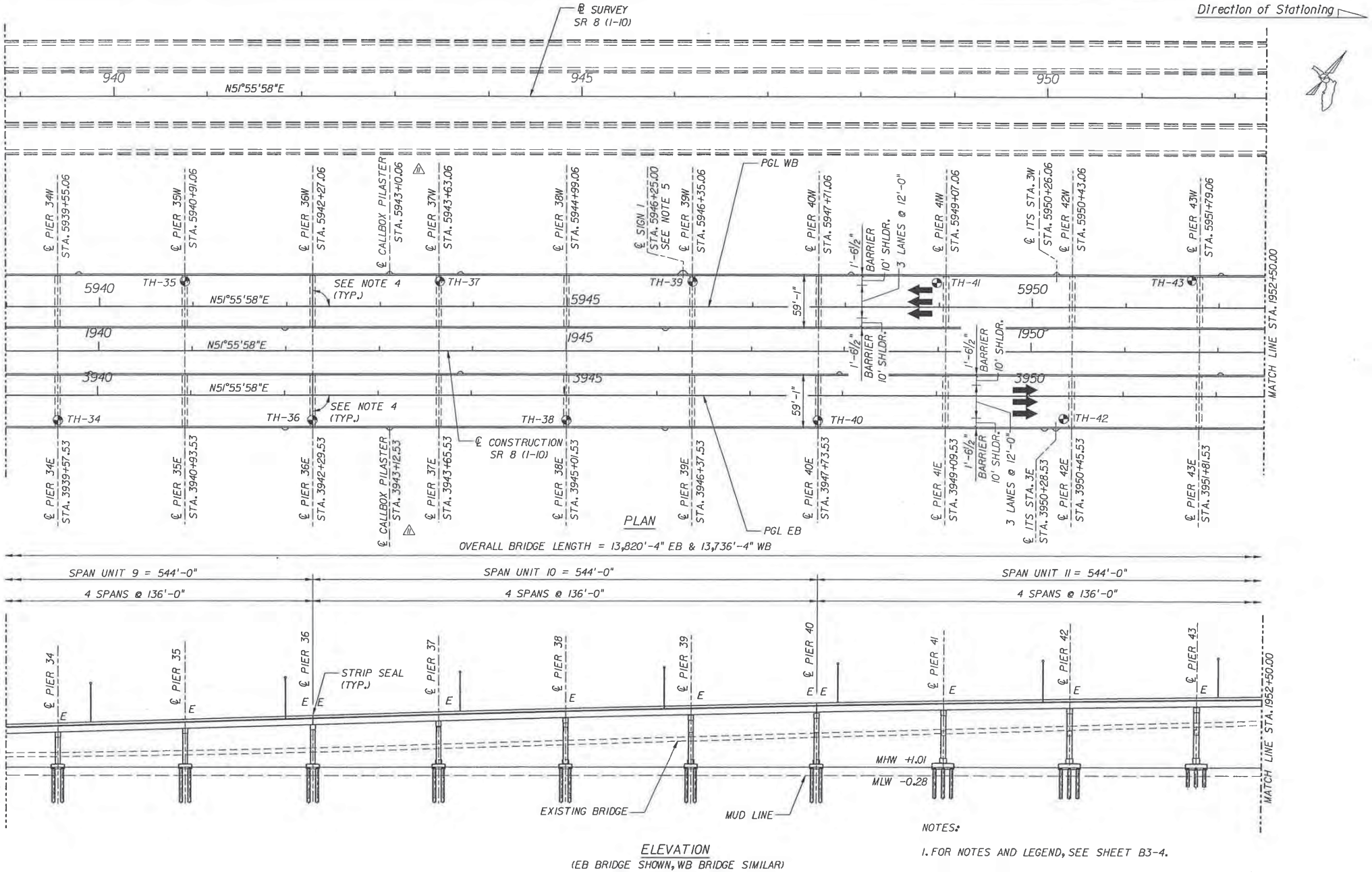
NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET B3-4.

ELEVATION

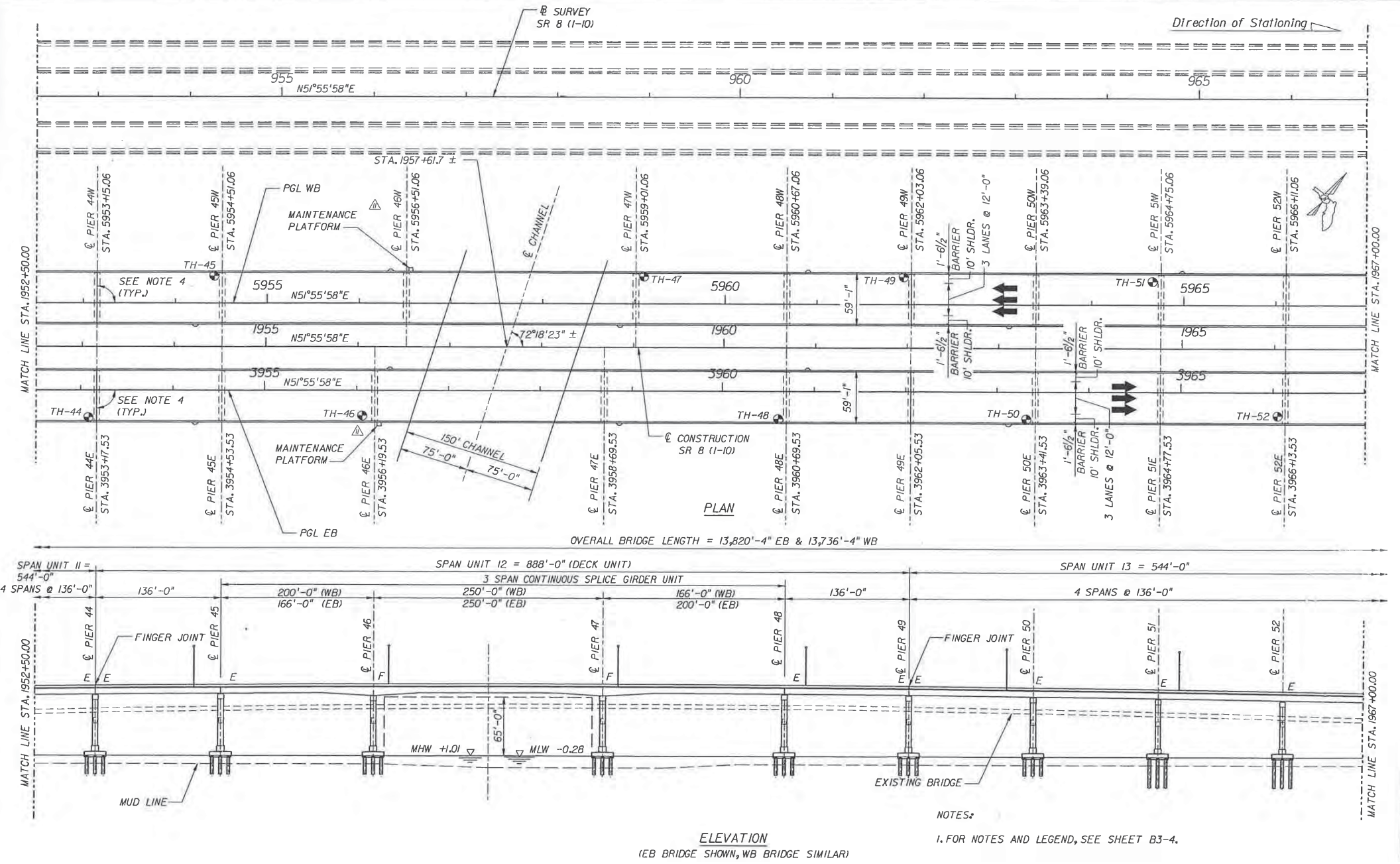
(EB BRIDGE SHOWN, WB BRIDGE SIMILAR)


℄ SURVEY SR 8 (I-10)
Direction of Stationing
925
930
935
N51°55'58"E
CURVE WBPGL-2
CURVE CLPR-3
PGL WB
MATCH LINE STA. 1924+00.00
MATCH LINE STA. 1939+00.00
℄ PIER 23W STA. 5924+62.54
℄ PIER 24W STA. 5925+97.68
℄ PIER 25W STA. 5927+32.82
℄ PIER 26W STA. 5928+67.96
℄ PIER 27W STA. 5930+03.10
PT STA. 5930+09.26
PT STA. 1930+07.31
℄ PIER 28W STA. 5931+39.06
℄ ITS STA. #2W STA. 5932+58.06
℄ PIER 29W STA. 5932+75.06
℄ PIER 30W STA. 5934+11.06
℄ PIER 31W STA. 5935+47.06
℄ PIER 32W STA. 5936+83.06
℄ PIER 33W STA. 5938+19.06
TH-23
TH-25
TH-27
TH-29
TH-31
TH-33
5925
5930
5935
1925
1930
1935
3925
3930
3935
59'-1"
1'-6½" BARRIER
10' SHLDR.
3 LANES @ 12'-0"
SEE NOTE 4 (TYP.)
TH-24
TH-26
TH-28
TH-30
TH-32
℄ PIER 23E STA. 3924+58.05
℄ PIER 24E STA. 3925+94.92
℄ PIER 25E STA. 3927+31.79
℄ PIER 26E STA. 3928+68.66
℄ PIER 27E STA. 3930+05.53
PT STA. 3930+05.58
℄ PIER 28E STA. 3931+41.53
℄ ITS STA. #2E STA. 3932+60.53
℄ PIER 29E STA. 3932+77.53
℄ PIER 30E STA. 3934+13.53
℄ PIER 31E STA. 3935+49.53
℄ PIER 32E STA. 3936+85.53
℄ PIER 33E STA. 3938+21.53
CURVE EBPGL-2
℄ CONSTRUCTION SR 8 (I-10)
PGL EB
PLAN
OVERALL BRIDGE LENGTH = 13,820'-4" EB & 13,736'-4" WB
SPAN UNIT 6 = 544'-0"
SPAN UNIT 7 = 544'-0"
SPAN UNIT 8 = 544'-0"
SPAN UNIT 9 = 544'-0"
4 SPANS @ 136'-0"
℄ PIER 23
℄ PIER 24
℄ PIER 25
℄ PIER 26
℄ PIER 27
℄ PIER 28
℄ PIER 29
℄ PIER 30
℄ PIER 31
℄ PIER 32
℄ PIER 33
E
STRIP SEAL (TYP.)
MHW +1.01
MLW -0.28
EXISTING BRIDGE
MUD LINE
NOTES:
1. FOR NOTES AND LEGEND, SEE SHEET B3-4.
ELEVATION
(EB BRIDGE SHOWN, WB BRIDGE SIMILAR)



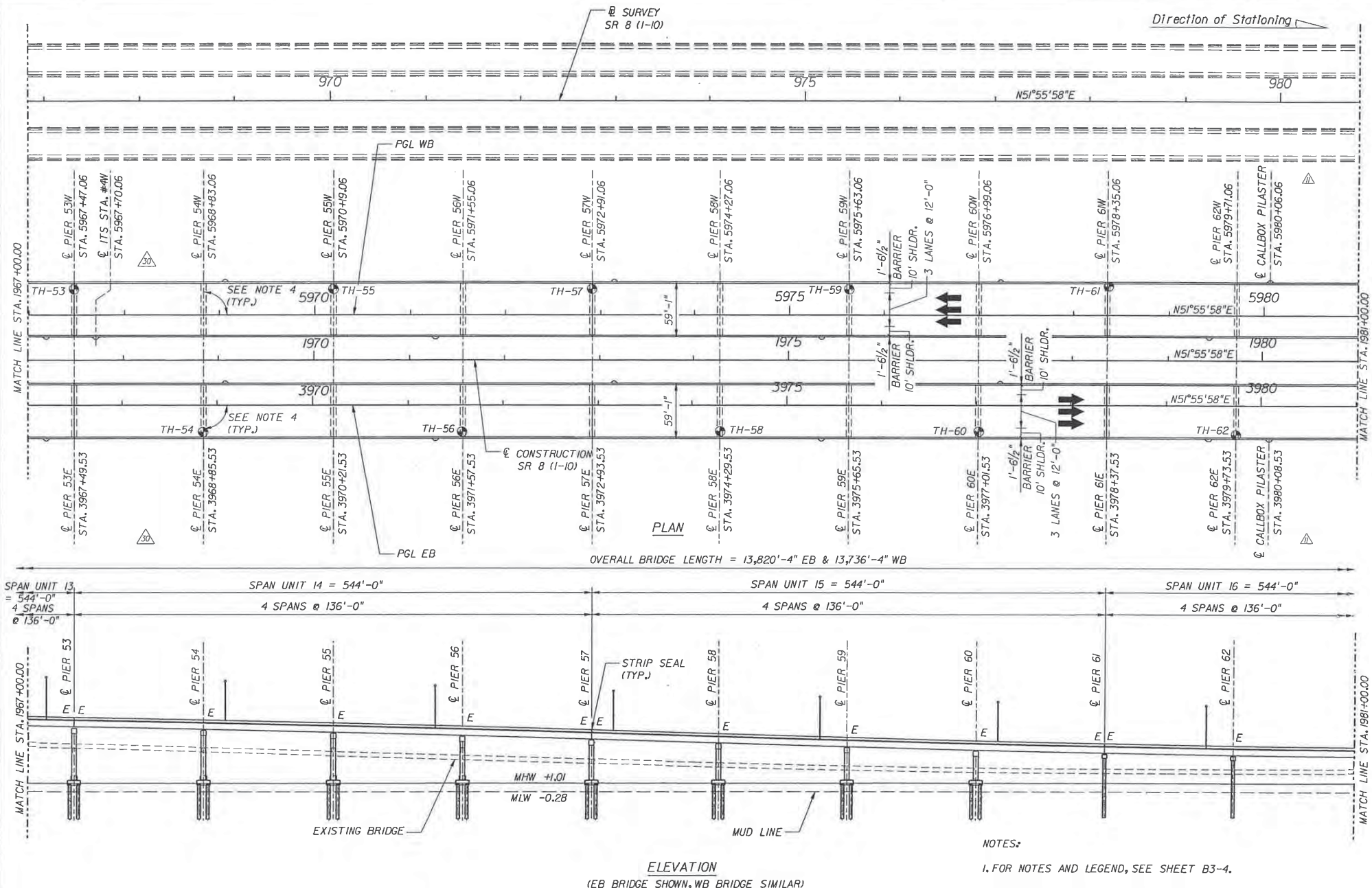
NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET B3-4.



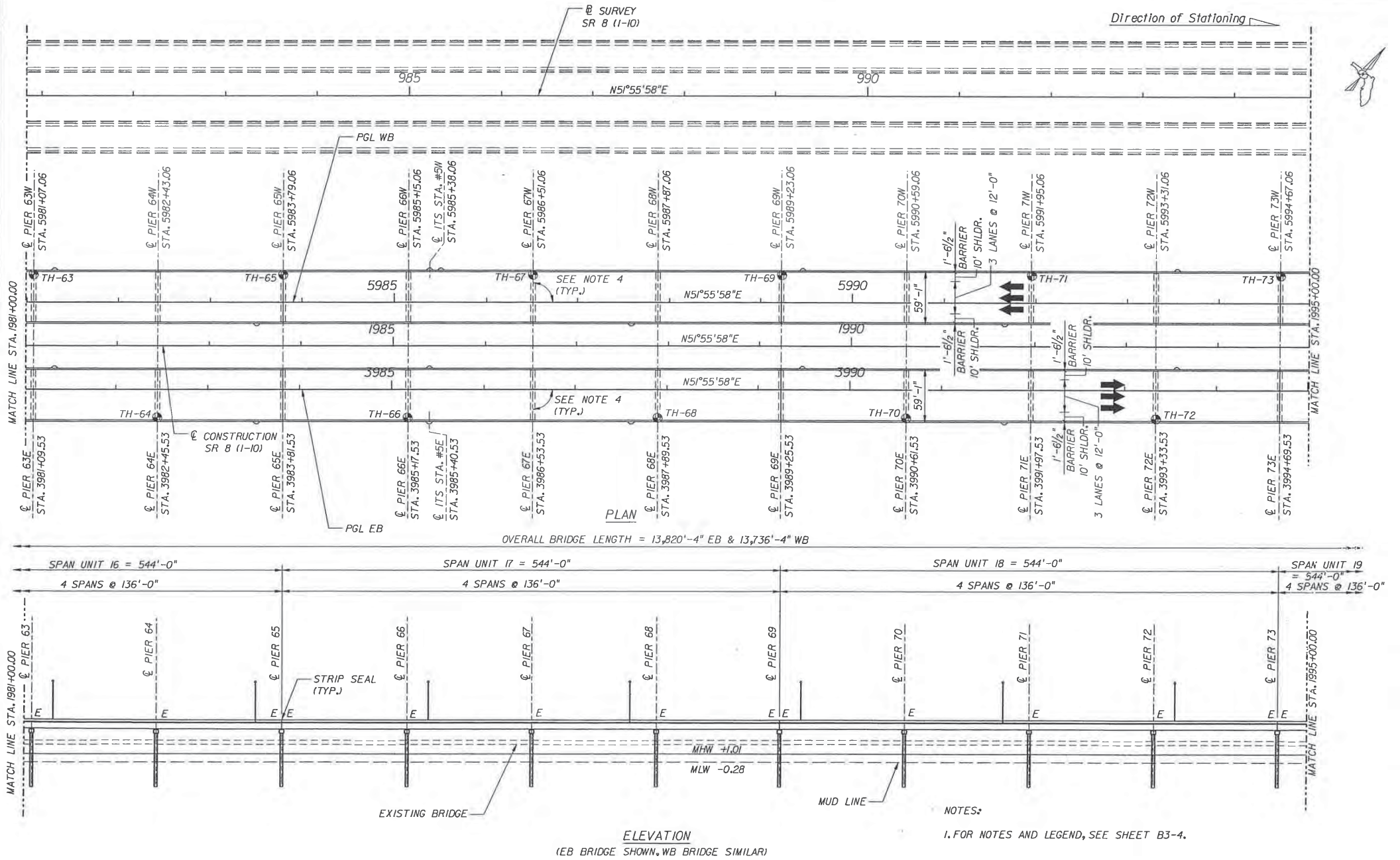
NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET B3-4.



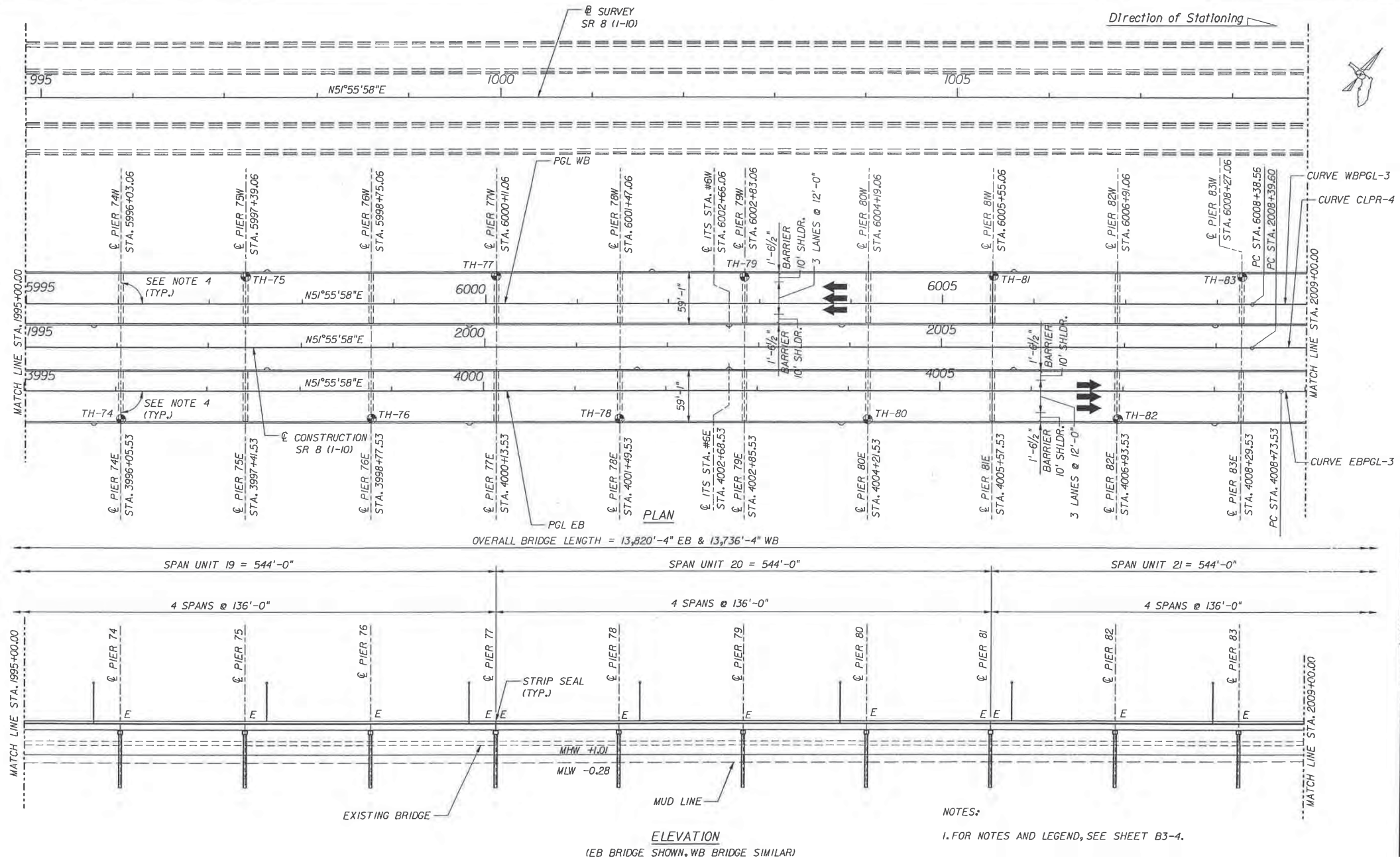
NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET B3-4.



NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET B3-4.



PLAN

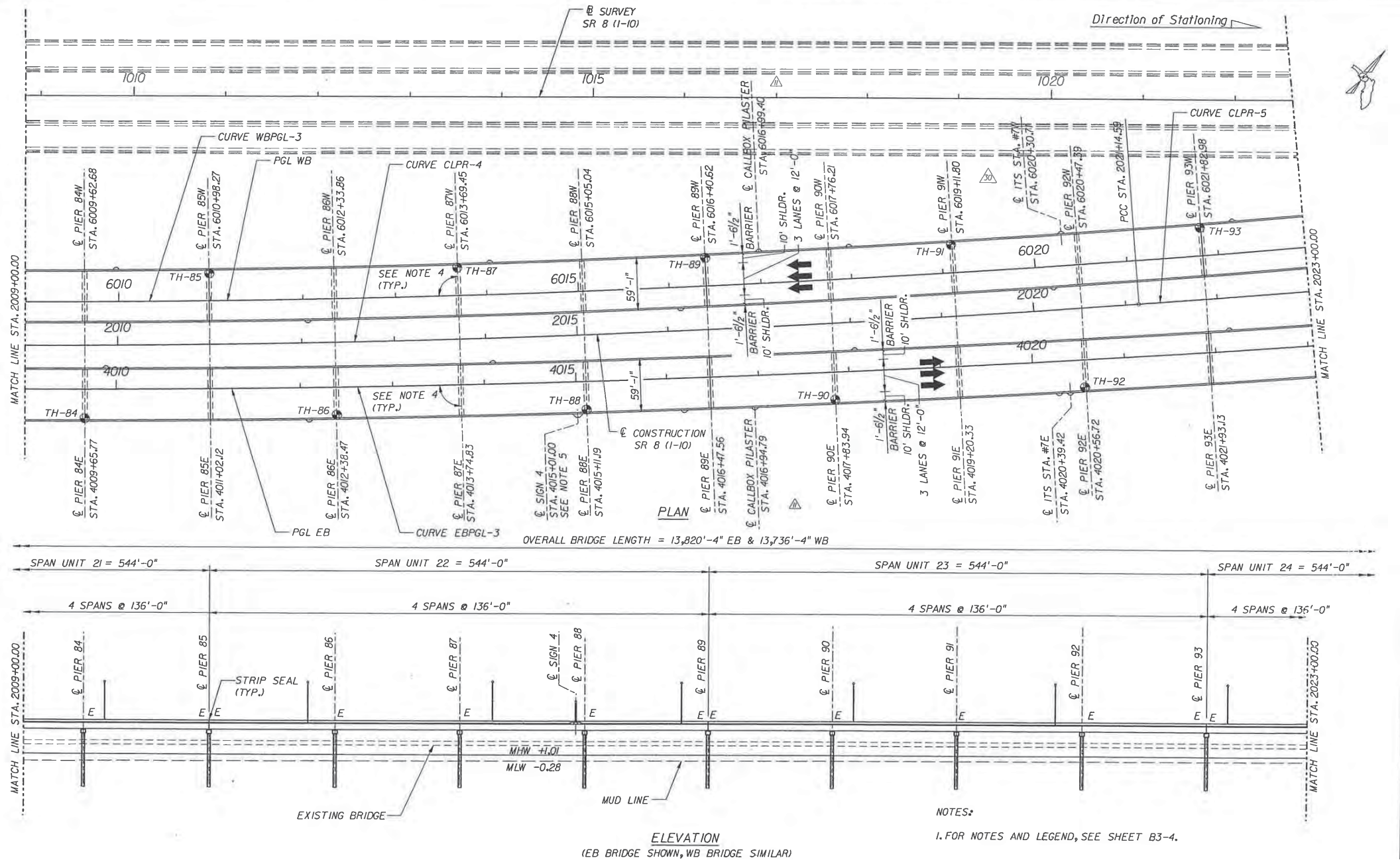
OVERALL BRIDGE LENGTH = 13,820'-4" EB & 13,736'-4" WB

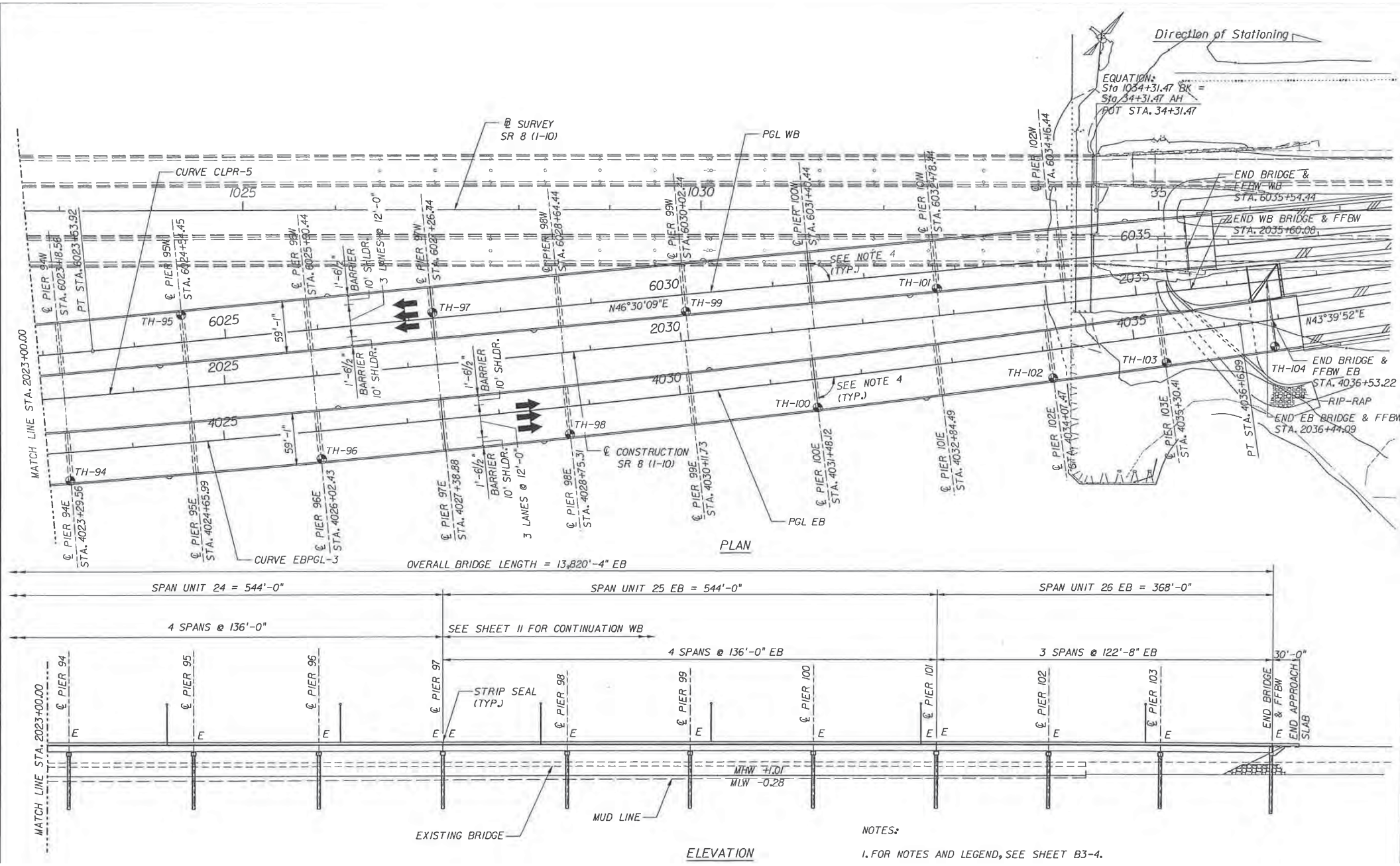
ELEVATION

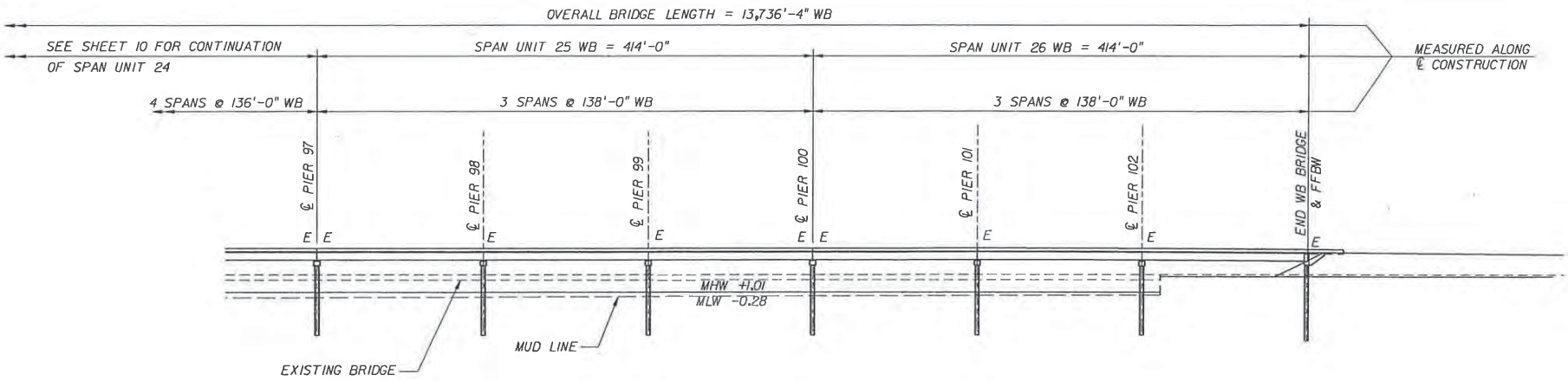
(EB BRIDGE SHOWN. WB BRIDGE SIMILAR)

NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET B3-4.


℄ SURVEY SR 8 (I-10)
Direction of Stationing
1010
1015
1020
CURVE WBPGL-3
PGL WB
CURVE CLPR-4
CURVE CLPR-5
℄ PIER 84W STA. 6009+62.68
℄ PIER 85W STA. 6010+98.27
℄ PIER 86W STA. 6012+33.86
℄ PIER 87W STA. 6013+69.45
℄ PIER 88W STA. 6015+05.04
℄ PIER 89W STA. 6016+40.62
℄ CALLBOX PILASTER STA. 6016+99.40
℄ PIER 90W STA. 6017+76.21
℄ PIER 91W STA. 6019+11.80
℄ ITS STA. #7W STA. 6020+30.71
℄ PIER 92W STA. 6020+47.39
PCC STA. 2021+14.59
℄ PIER 93W STA. 6021+88.98
TH-85
TH-87
TH-89
TH-91
TH-93
SEE NOTE 4 (TYP.)
1'-6½" BARRIER
10' SHLDR.
3 LANES @ 12'-0"
59'-1"
6010
6015
6020
2010
2015
2020
4010
4015
4020
TH-84
TH-86
TH-88
TH-90
TH-92
SEE NOTE 4 (TYP.)
℄ CONSTRUCTION SR 8 (I-10)
MATCH LINE STA. 2009+00.00
MATCH LINE STA. 2023+00.00
℄ PIER 84E STA. 4009+65.77
℄ PIER 85E STA. 4011+02.12
℄ PIER 86E STA. 4012+38.47
℄ PIER 87E STA. 4013+74.83
℄ SIGN 4 STA. 4015+01.00 SEE NOTE 5
℄ PIER 88E STA. 4015+11.19
℄ PIER 89E STA. 4016+47.56
℄ CALLBOX PILASTER STA. 4016+94.79
℄ PIER 90E STA. 4017+83.94
℄ PIER 91E STA. 4019+20.33
℄ ITS STA. #7E STA. 4020+39.42
℄ PIER 92E STA. 4020+56.72
℄ PIER 93E STA. 4021+93.13
PGL EB
CURVE EBPGL-3
PLAN
OVERALL BRIDGE LENGTH = 13,820'-4" EB & 13,736'-4" WB
SPAN UNIT 21 = 544'-0"
SPAN UNIT 22 = 544'-0"
SPAN UNIT 23 = 544'-0"
SPAN UNIT 24 = 544'-0"
4 SPANS @ 136'-0"
℄ PIER 84
℄ PIER 85
℄ PIER 86
℄ PIER 87
℄ SIGN 4
℄ PIER 88
℄ PIER 89
℄ PIER 90
℄ PIER 91
℄ PIER 92
℄ PIER 93
STRIP SEAL (TYP.)
MHW +1.01
MLW -0.28
MUD LINE
EXISTING BRIDGE
ELEVATION
(EB BRIDGE SHOWN, WB BRIDGE SIMILAR)
NOTES:
1. FOR NOTES AND LEGEND, SEE SHEET B3-4.


Direction of Stationing
EQUATION:
Sta 1034+31.47 BK =
Sta 34+31.47 AH
PDT STA. 34+31.47
℄ SURVEY
SR 8 (I-10)
PGL WB
CURVE CLPR-5
℄ PIER 94W
STA. 6023+18.58
PT STA. 6023+53.92
℄ PIER 95W
STA. 6024+58.45
℄ PIER 96W
STA. 6025+60.44
℄ PIER 97W
STA. 6027+26.24
℄ PIER 98W
STA. 6028+64.44
℄ PIER 99W
STA. 6030+02.24
℄ PIER 100W
STA. 6031+40.44
℄ PIER 101W
STA. 6032+78.34
℄ PIER 102W
STA. 6034+16.44
END BRIDGE &
FFBW WB
STA. 6035+54.44
END WB BRIDGE & FFBW
STA. 2035+60.08
SEE NOTE 4
(TYP.)
TH-101
TH-102
TH-103
TH-104
N43°39'52"E
END BRIDGE &
FFBW EB
STA. 4036+53.22
RIP-RAP
END EB BRIDGE & FFBW
STA. 2036+44.09
PT STA. 4036+16.99
℄ PIER 103E
STA. 4035+30.41
℄ PIER 102E
STA. 4034+07.47
PT STA. 4033+84.49
℄ PIER 101E
STA. 4032+84.49
℄ PIER 100E
STA. 4031+48.12
℄ PIER 99E
STA. 4030+11.73
℄ PIER 98E
STA. 4028+75.31
℄ CONSTRUCTION
SR 8 (I-10)
℄ PIER 97E
STA. 4027+38.88
℄ PIER 96E
STA. 4026+02.43
℄ PIER 95E
STA. 4024+65.99
℄ PIER 94E
STA. 4023+29.56
MATCH LINE STA. 2023+00.00
CURVE EBPGL-3
PGL EB
TH-94
TH-95
TH-96
TH-97
TH-98
TH-99
TH-100
N46°30'09"E
1'-6½" BARRIER
10' SHLDR.
12'-0"
3 LANES @ 12'-0"
59'-1"
1025
6025
2025
1030
6030
2030
4030
4025
35
6035
2035
4035
PLAN
OVERALL BRIDGE LENGTH = 13,820'-4" EB
SPAN UNIT 24 = 544'-0"
SPAN UNIT 25 EB = 544'-0"
SPAN UNIT 26 EB = 368'-0"
4 SPANS @ 136'-0"
SEE SHEET 11 FOR CONTINUATION WB
4 SPANS @ 136'-0" EB
3 SPANS @ 122'-8" EB
30'-0"
℄ PIER 94
℄ PIER 95
℄ PIER 96
℄ PIER 97
℄ PIER 98
℄ PIER 99
℄ PIER 100
℄ PIER 101
℄ PIER 102
℄ PIER 103
END BRIDGE & FFBW
END APPROACH SLAB
STRIP SEAL (TYP.)
E
MHW +1.01
MLW -0.28
MUD LINE
EXISTING BRIDGE
MATCH LINE STA. 2023+00.00
ELEVATION
NOTES:
1. FOR NOTES AND LEGEND, SEE SHEET B3-4.



ELEVATION
(WB BRIDGE)

NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET B3-4.

CURVE CLPR-2
PI STA. = 1906+62.70
Delta = 9° 06' 24.46" (RT)
D = 0° 41' 18.76"
T = 662.70
L = 1,322.62
R = 8,321.29
PC STA. 1900+00.00
PT STA. 1913+22.62

CURVE CLPR-3
PI STA. = 1924+01.34
Delta = 9° 06' 24.46" (LT)
D = 0° 44' 59.42"
T = 608.53
L = 1,214.50
R = 7,641.09
PC STA. 1917+92.81
PT STA. 1930+07.31

CURVE CLPR-4
PI STA. = 2014+77.43
Delta = 4° 33' 18.04" (LT)
D = 0° 21' 26.13"
T = 637.83
L = 1,274.99
R = 16,037.63
PC STA. 2008+39.60
PCC STA. 2021+14.59

CURVE CLPR-5
PI STA. = 2031+17.53
Delta = 2° 31' 08.27" (LT)
D = 0° 07' 32.16"
T = 1,002.94
L = 2,005.56
R = 45,618.08
PCC STA. 2021+14.59
PRC STA. 2041+20.15

HORIZONTAL CURVE DATA ALONG ℄ CONSTRUCTION

CURVE EBPGL-1
PI STA. = 3905+41.39
Delta = 9° 00' 07.31" (RT)
D = 0° 45' 04.40"
T = 600.39
L = 1,198.32
R = 7,627.00
PC STA. 3899+41.00
PT STA. 3911+39.32
e = *

CURVE EBPGL-2
PI STA. = 3924+05.87
Delta = 9° 00' 07.31" (RT)
D = 0° 44' 56.32"
T = 602.19
L = 1,201.91
R = 7,649.88
PC STA. 3918+03.67
PT STA. 3930+05.58
e = *

CURVE EBPGL-3
PI STA. = 4022+47.65
Delta = 8° 16' 06.02" (LT)
D = 0° 18' 04.98"
T = 1,374.11
L = 2,743.45
R = 19,010.87
PC STA. 4008+73.53
PT STA. 4036+16.99
e = *

CURVE WBPGL-1
PI STA. = 5907+81.64
Delta = 9° 12' 52.10" (RT)
D = 0° 44' 55.92"
T = 616.56
L = 1,230.46
R = 7,651.00
PC STA. 5901+65.09
PT STA. 5913+95.54
e = *

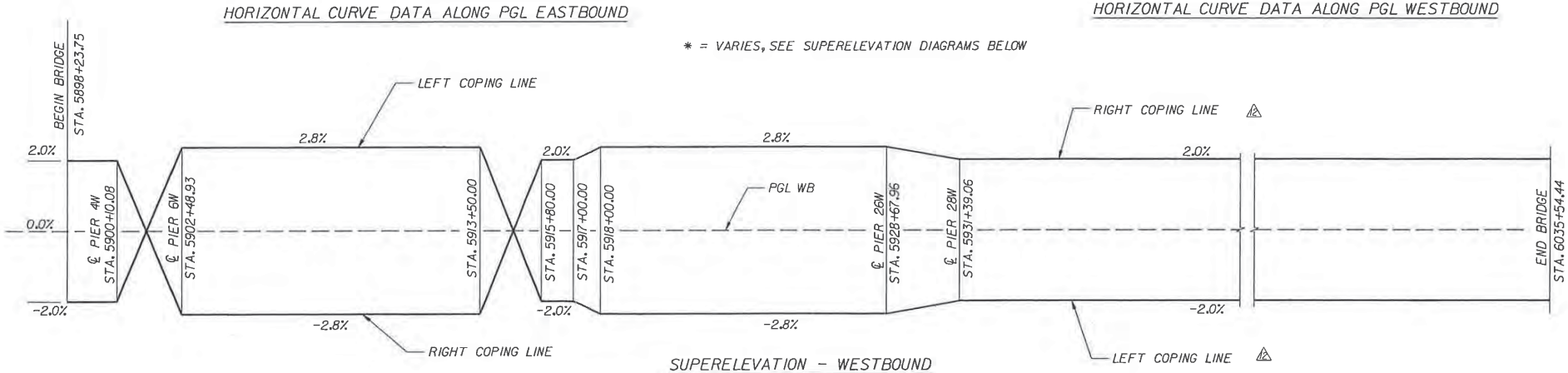
CURVE WBPGL-2
PI STA. = 5923+97.20
Delta = 9° 12' 52.10" (LT)
D = 0° 45' 04.00"
T = 614.71
L = 1,226.78
R = 7,628.13
PC STA. 5917+82.48
PT STA. 5930+09.26
e = *

CURVE WBPGL-3
PI STA. = 6015+96.81
Delta = 5° 25' 48.65" (LT
D = 0° 21' 30.03"
T = 758.25
L = 1,515.36
R = 15,989.13
PC STA. 6008+38.56
PT STA. 6023+53.92
e = *

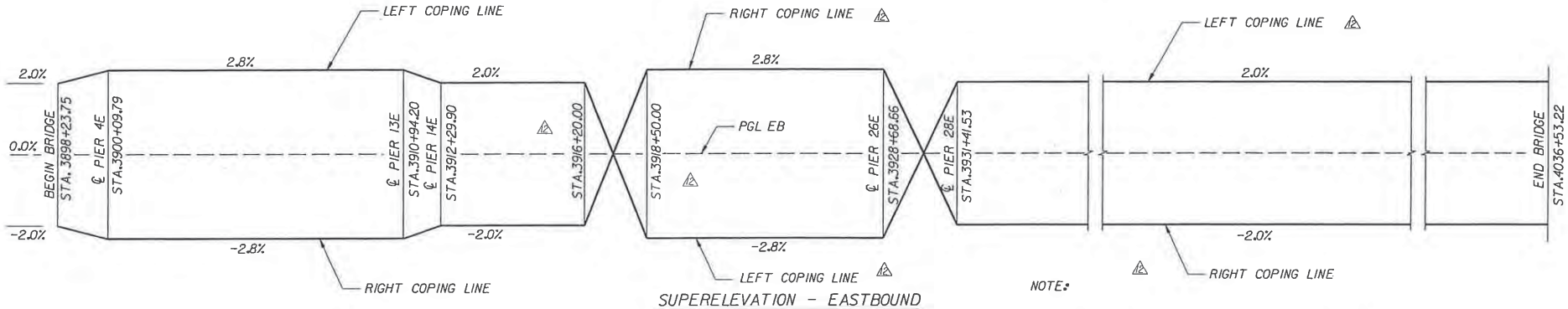
HORIZONTAL CURVE DATA ALONG PGL EASTBOUND

HORIZONTAL CURVE DATA ALONG PGL WESTBOUND

* = VARIES, SEE SUPERELEVATION DIAGRAMS BELOW



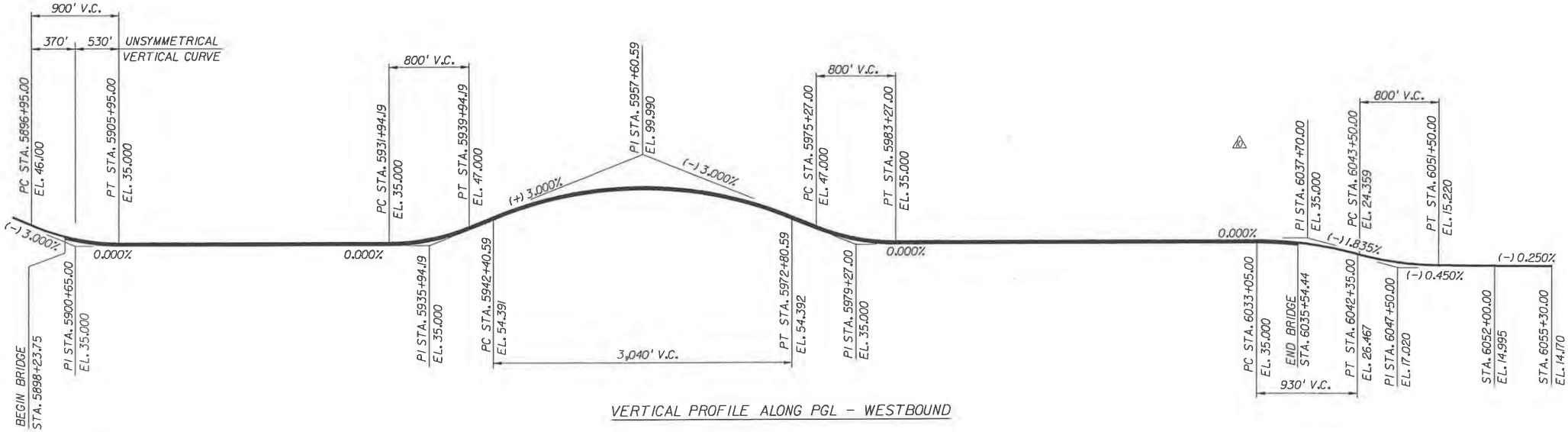
SUPERELEVATION - WESTBOUND



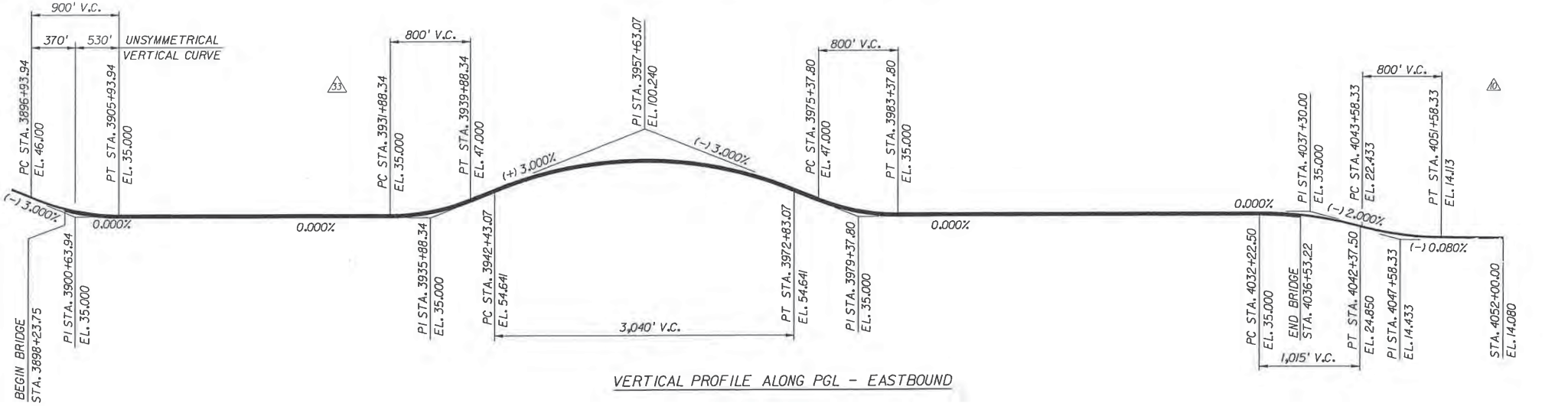
SUPERELEVATION - EASTBOUND

NOTE:

WORK THIS SHEET WITH SHEETS B3-4 THRU B3-16.



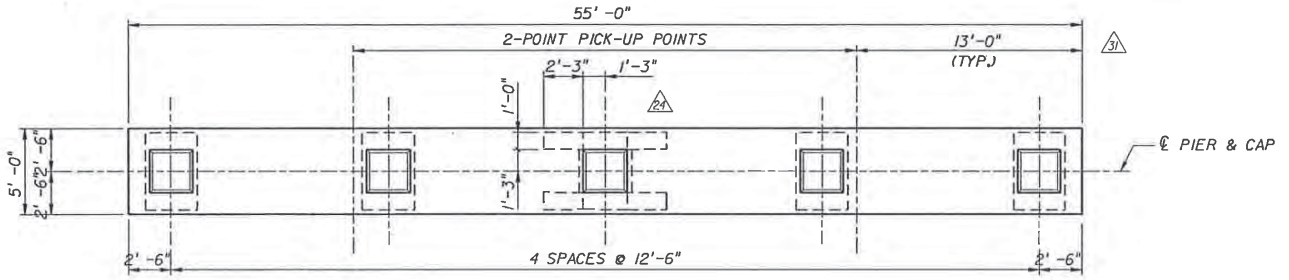
VERTICAL PROFILE ALONG PGL - WESTBOUND



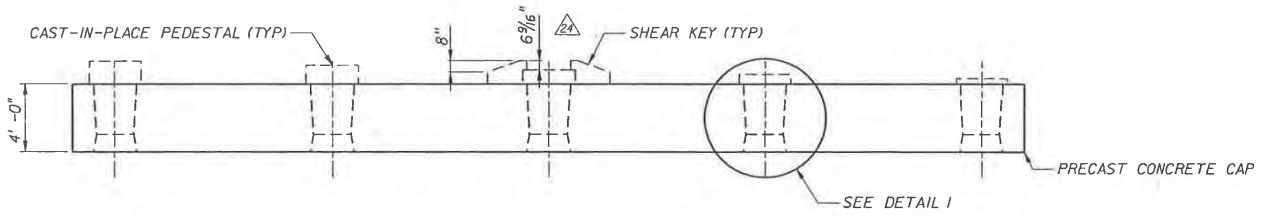
VERTICAL PROFILE ALONG PGL - EASTBOUND

NOTE:

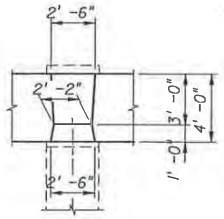
WORK THIS SHEET WITH SHEETS B3-4 THRU B3-14



PLAN



ELEVATION



DETAIL 1

ESTIMATED QUANTITIES *					
ITEM		UNIT	QUANTITY PER CAP	NUMBER OF CAPS	TOTAL
CLASS	CONCRETE (PRECAST)	CY	37.0	130	4810.0
CLASS	CONCRETE (SPEC) (6000 PSI)	CY	8.8		1144.0
REINFORCING STEEL (PIER)		LB			
REINFORCING STEEL (PILE CONNECTION)		LB			

24 * QUANTITY FOR SHEAR KEY REINFORCING INCLUDED.

NOTES:

24
1. FOR ADDITIONAL PEDESTAL & SHEAR KEY QUANTITIES, SEE SHEETS B3-64 TO B3-71.
2. REMOVE FORMS AFTER CONCRETE OBTAINS A MINIMUM STRENGTH OF
3. USE HIGH RANGE WATER REDUCER AND 3/4" MAX. AGGREGATE SIZE FOR CONCRETE (SPEC)