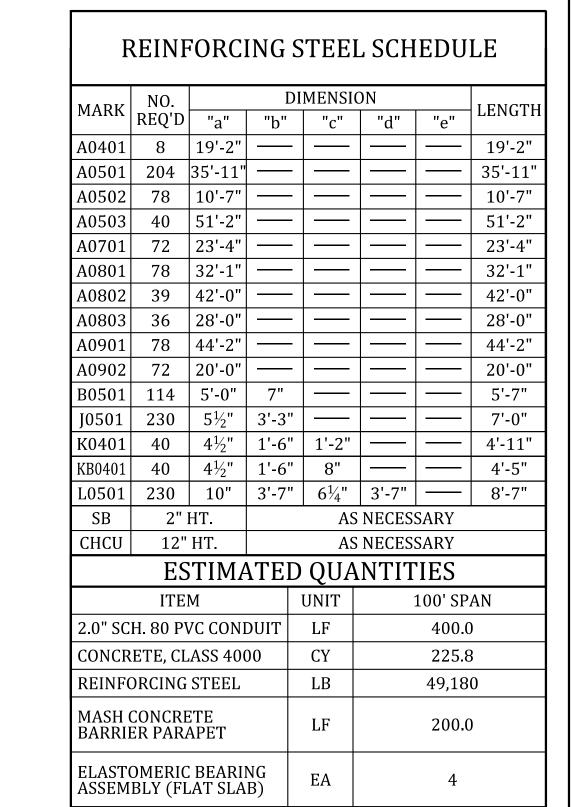
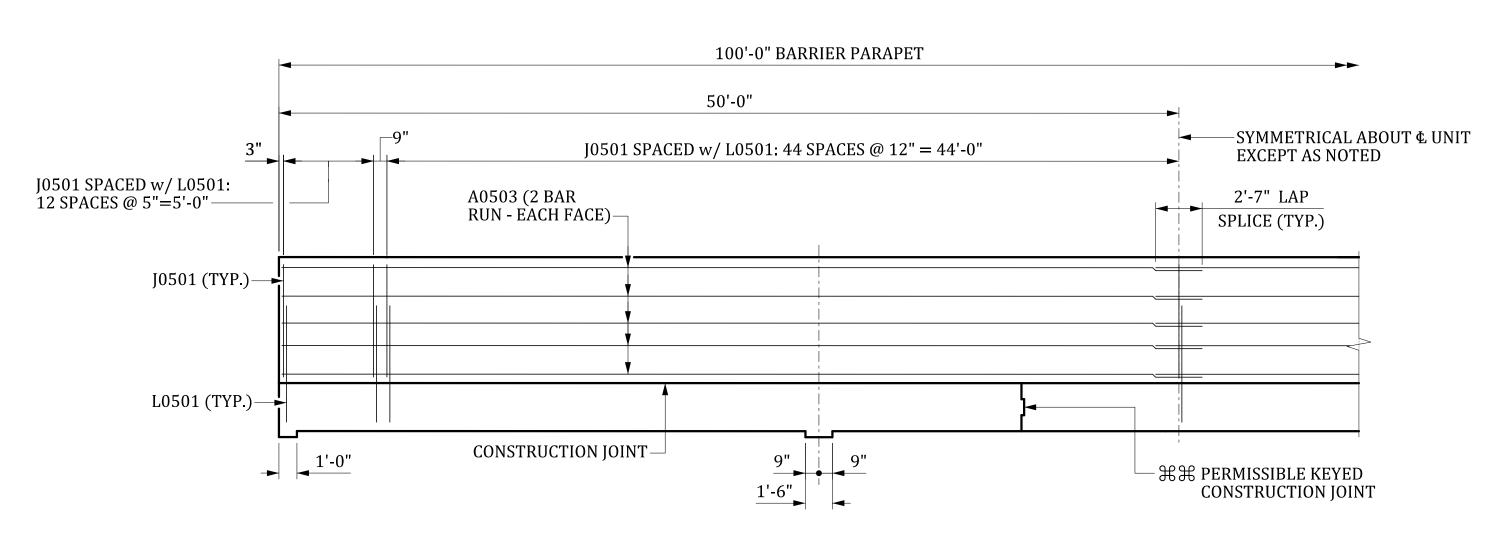
BRIDGE PLANS ID SHEET
###-### ####



30'-0" SPAN 20'-0" B0501: 22 SP. @ 24" = 44'-0" (TOP) -SYMMETRICAL ABOUT & UNIT = 4'-0''2'-7" LAP SPLICE 4'-8" LAP SPLICE **UNLESS NOTED OTHERWISE** —A0901 A0902— A0502 TO A0901 A0901 TO A0901 B0501 (TOP) TOP REINFORCING 2'-0" 2'-0" STAGGER ' STAGGER 9'-0" 21'-10" 22'-4" BEGIN OR END BRIDGE & & A0401, KB0401 (END BENT) AND 一米米 PERMISSIBLE KEYED SYMMETRICAL END BENT 1 OR 4--**℄** BENT 2 OR 3 K0401 (INTERIOR BENT) ABOUT & BRIDGE-IN BUILD-DOWNS NOT SHOWN. 11'-3" 34'-0" 90°00'00" SECOND POUR FIRST POUR (TYP.)A0501: 48 SP. @ 12" = 48'-0" (TOP & BOTTOM)2 SP. @ $7\frac{1}{2}$ " = 1'-3" 7'-0" A0501 (TOP & BOTTOM) – A0501 (TOP & BOTTOM) 2'-0" STAGGER 2'-0" STAGGER ARMOR PLATE BOTTOM REINFORCING 1'-6" BUILD-DOWN BUILD-DOWN 3'-3" LAP SPLICE A0801 TO A0802

100'-0" (OUT TO OUT)

PARTIAL PLAN



PARTIAL ELEVATION

NOTES:

CAST THE 100' CONTINUOUS UNIT IN ONE POUR FROM ONE END OF SPAN TO THE OTHER USING A SUITABLE SCREED. USE AN APPROVED RETARDING AGENT AND ESTABLISH AND MAINTAIN A MINIMUM POURING RATE OF 50 CY PER HOUR UNLESS APPROVED OTHERWISE BY THE RCE. IF A POURING RATE OF 50 CY PER HOUR IS NOT POSSIBLE, CAST THE 100' CONTINUOUS UNIT USING THE PERMISSIBLE KEYED CONSTRUCTION JOINT SHOWN.

DO NOT REMOVE SLAB FALSEWORK UNTIL THE ENTIRE 100' SPAN UNIT HAS BEEN POURED AND CURED ACCORDING TO SECTION 702 OF THE STANDARD SPECIFICATIONS.

CAST BARRIER PARAPET CONCRETE AFTER SLAB FALSEWORK HAS BEEN STRUCK.

FOR ARMOR PLATE DETAIL, SEE "GENERAL DETAILS" SHEET.

FOR TYPICAL SECTION, SECTION THRU BARRIER PARAPET, SLAB BUILD-DOWN DETAILS AND DRAIN DETAILS, SEE "100' FLAT SLAB UNIT (3 SPAN) SUPERSTRUCTURE DETAILS" SHEET.

FOR SLAB DRAIN LOCATIONS, SEE "BRIDGE PLAN AND PROFILE" SHEET.

FOR REINFORCING BENDING DETAILS, SEE "REINFORCING BENDING DETAILS" SHEETS.

lpha mash barrier parapet

THIS DRAWING IS FURNISHED FOR INFORMATION

ONLY. ALL DIMENSIONS SHOWN ARE SHEET SPECIFIC. ANY USE OF THIS DESIGN AND

DRAWING, INCLUDING DIMENSIONS, MUST BE CHECKED BY THE USER'S ENGINEER TO ENSURE DESIGN IS ADEQUATE FOR THE INTENDED USE. ALL DRAWINGS MUST BE SIGNED AND SEALED BY A SOUTH CAROLINA REGISTERED PROFESSIONAL

ENGINEER WHEN USED.

光 ONLY ONE CONSTRUCTION JOINT IS ALLOWED IN THE 100' CONTINUOUS UNIT.

CONSULTANT NAME/LOGO

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

100' FLAT SLAB UNIT (3 SPAN) SUPERSTRUCTURE (34'-0" ROADWAY)

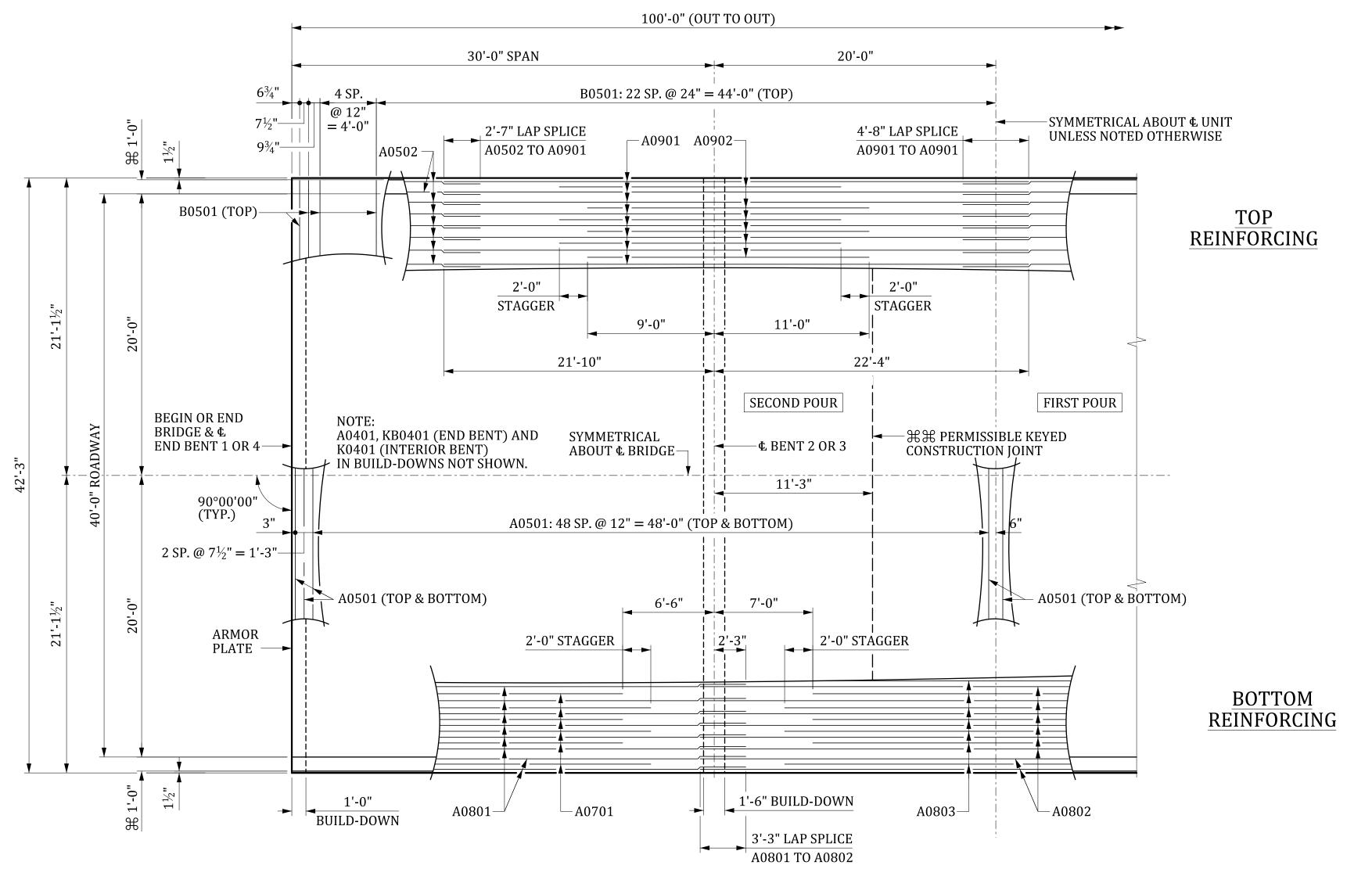
ROUTE: ####

COUNTY: ####

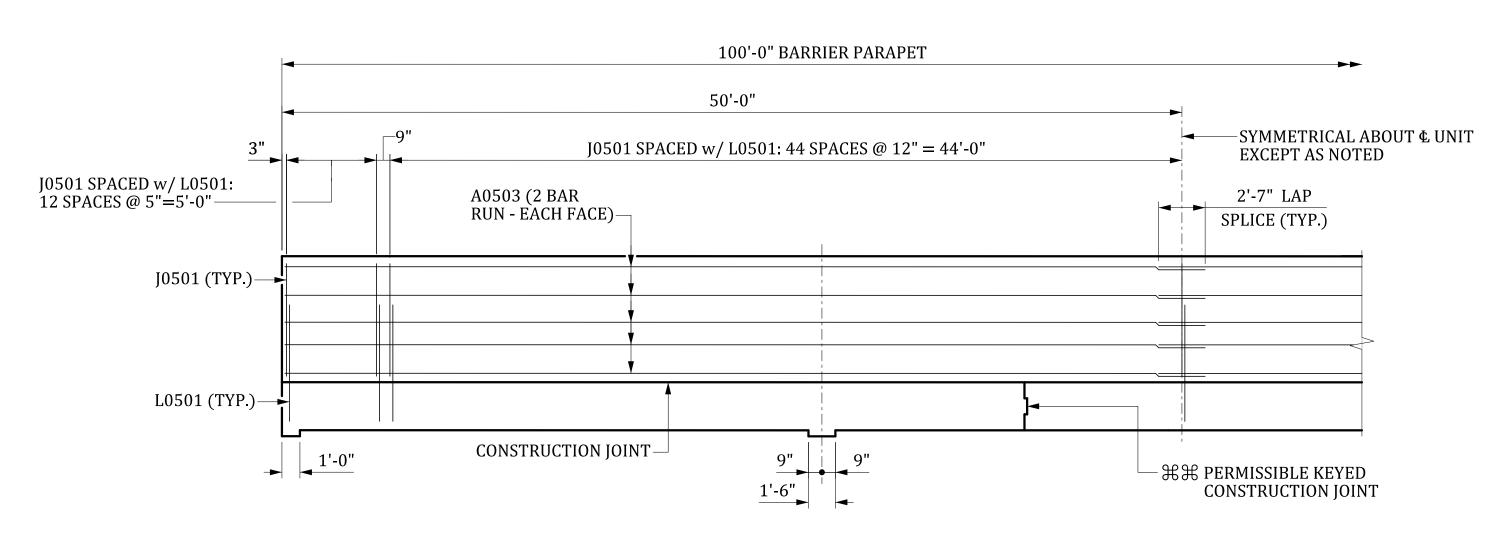
DRAWING NUMBER: 702-FS.S100.3SP.R34

:WED MB . CTM GCM 11-23 RI . CTM MWB 11-23 RI . SJA DPP 10-23 RI

BRIDGE PLANS ID #### ####-#### REINFORCING STEEL SCHEDULE LENGTH REQ'D "a" 25'-2" A0501 204 41'-11" 41'-11 10'-7" 51'-2" 40 | 51'-2" | 23'-4" 84 | 23'-4" | 90 |32'-1"| — | 32'-1" 45 | 42'-0" | 42'-0" 42 | 28'-0" | 28'-0" 90 | 44'-2" | 44'-2" 20'-0" B0501| 114 | 5'-0" | 5'-7" $230 \mid 5\frac{1}{2}$ " | 3'-3" 7'-0" 4'-11" 4'-5" L0501 | 230 | 10" | 3'-7" | 6½" | 3'-7" | —— 2" HT. AS NECESSARY 12" HT. AS NECESSARY **ESTIMATED QUANTITIES** ITEM UNIT 100' SPAN LF 400.0 CY 263.4 LB 56,036 200.0 EA ₩₩ ONLY ONE CONSTRUCTION JOINT IS ALLOWED IN THE 100' CONSULTANT NAME/LOGO SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION



PARTIAL PLAN



PARTIAL ELEVATION

THIS DRAWING IS FURNISHED FOR INFORMATION ONLY. ALL DIMENSIONS SHOWN ARE SHEET SPECIFIC. ANY USE OF THIS DESIGN AND DRAWING, INCLUDING DIMENSIONS, MUST BE CHECKED BY THE USER'S ENGINEER TO ENSURE DESIGN IS ADEQUATE FOR THE INTENDED USE. ALL DRAWINGS MUST BE SIGNED AND SEALED BY A SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER WHEN USED. COUNTY: ####

$KB0401 \mid 52 \mid 4\frac{1}{2}" \mid 1'-6"$ CHCU

2.0" SCH. 80 PVC CONDUIT CONCRETE, CLASS 4000 REINFORCING STEEL MASH CONCRETE BARRIER PARAPET ELASTOMERIC BEARING ASSEMBLY (FLAT SLAB)

NOTES:

CAST THE 100' CONTINUOUS UNIT IN ONE POUR FROM ONE END OF SPAN TO THE OTHER USING A SUITABLE SCREED. USE AN APPROVED RETARDING AGENT AND ESTABLISH AND MAINTAIN A MINIMUM POURING RATE OF 55 CY PER HOUR UNLESS APPROVED OTHERWISE BY THE RCE. IF A POURING RATE OF 55 CY PER HOUR IS NOT POSSIBLE, CAST THE 100' CONTINUOUS UNIT USING THE PERMISSIBLE KEYED CONSTRUCTION JOINT SHOWN.

DO NOT REMOVE SLAB FALSEWORK UNTIL THE ENTIRE 100' SPAN UNIT HAS BEEN POURED AND CURED ACCORDING TO SECTION 702 OF THE STANDARD SPECIFICATIONS.

CAST BARRIER PARAPET CONCRETE AFTER SLAB FALSEWORK HAS BEEN STRUCK.

FOR ARMOR PLATE DETAIL, SEE "GENERAL DETAILS" SHEET.

FOR TYPICAL SECTION, SECTION THRU BARRIER PARAPET, SLAB BUILD-DOWN DETAILS AND DRAIN DETAILS, SEE "100' FLAT SLAB UNIT (3 SPAN) SUPERSTRUCTURE DETAILS" SHEET.

FOR SLAB DRAIN LOCATIONS, SEE "BRIDGE PLAN AND PROFILE" SHEET.

FOR REINFORCING BENDING DETAILS, SEE "REINFORCING BENDING DETAILS" SHEETS.

Ⅲ MASH BARRIER PARAPET

CONTINUOUS UNIT.

100' FLAT SLAB UNIT (3 SPAN) SUPERSTRUCTURE (40'-0" ROADWAY)

ROUTE: ####

DRAWING NUMBER: 702-FS.S100.3SP.R40

BRIDGE PLANS ID 100'-0" (OUT TO OUT) ####-#### #### 30'-0" SPAN 20'-0" REINFORCING STEEL SCHEDULE B0501: 22 SP. @ 24'' = 44'-0'' (TOP) −SYMMETRICAL ABOUT & UNIT = 4'-0''2'-7" LAP SPLICE 4'-8" LAP SPLICE LENGTH REQ'D "a" UNLESS NOTED OTHERWISE ⊢A0901 A0902− A0502 TO A0901 A0901 TO A0901 29'-2" A0501 204 45'-11" 45'-11' 10'-7" B0501 (TOP) TOP 51'-2" 40 | 51'-2" | REINFORCING 92 | 23'-4" | 23'-4" 98 | 32'-1" 32'-1" 49 | 42'-0" | 42'-0" 2'-0" 2'-0" 46 | 28'-0" | 28'-0" STAGGER ' STAGGER 98 | 44'-2" | 44'-2" 9'-0" 11'-0" 20'-0" | 114 | 5'-0" | 5'-7" 21'-10" 22'-4" $230 \mid 5\frac{1}{2}$ " | 3'-3" 7'-0" 4'-11" $KB0401 \mid 60 \mid 4\frac{1}{2}" \mid 1'-6"$ 4'-5" SECOND POUR FIRST POUR L0501 | 230 | 10" | 3'-7" | 6½" | 3'-7" | —— BEGIN OR END 2" HT. AS NECESSARY ROADWAY BRIDGE & & —₩₩ PERMISSIBLE KEYED A0401, KB0401 (END BENT) AND CHCU | 12" HT. AS NECESSARY END BENT 1 OR 4--**&** BENT 2 OR 3 K0401 (INTERIOR BENT) ABOUT & BRIDGE-CONSTRUCTION JOINT **ESTIMATED QUANTITIES** IN BUILD-DOWNS NOT SHOWN. 11'-3" ITEM UNIT 100' SPAN 90°00'00" 2.0" SCH. 80 PVC CONDUIT | LF 400.0 (TYP.)A0501: 48 SP. @ 12" = 48'-0" (TOP & BOTTOM) CONCRETE, CLASS 4000 288.5 CY REINFORCING STEEL 2 SP. @ $7\frac{1}{2}$ " = 1'-3" LB 60,608 MASH CONCRETE BARRIER PARAPET 200.0 • A0501 (TOP & BOTTOM) - A0501 (TOP & BOTTOM) ELASTOMERIC BEARING ASSEMBLY (FLAT SLAB) EA 6'-6" 7'-0" ARMOR PLATE 2'-0" STAGGER 2'-0" STAGGER BOTTOM REINFORCING 1'-6" BUILD-DOWN BUILD-DOWN NOTES: 3'-3" LAP SPLICE CAST THE 100' CONTINUOUS UNIT IN ONE POUR FROM ONE END A0801 TO A0802 OF SPAN TO THE OTHER USING A SUITABLE SCREED. USE AN PARTIAL PLAN APPROVED RETARDING AGENT AND ESTABLISH AND MAINTAIN A MINIMUM POURING RATE OF 60 CY PER HOUR UNLESS APPROVED OTHERWISE BY THE RCE. IF A POURING RATE OF 60 CY PER HOUR IS NOT POSSIBLE, CAST THE 100' CONTINUOUS UNIT USING THE PERMISSIBLE KEYED CONSTRUCTION JOINT SHOWN. 100'-0" BARRIER PARAPET DO NOT REMOVE SLAB FALSEWORK UNTIL THE ENTIRE 100' SPAN UNIT HAS BEEN POURED AND CURED ACCORDING TO SECTION 702 50'-0" OF THE STANDARD SPECIFICATIONS. -SYMMETRICAL ABOUT ₲ UNIT CAST BARRIER PARAPET CONCRETE AFTER SLAB FALSEWORK J0501 SPACED w/ L0501: 44 SPACES @ 12" = 44'-0"**EXCEPT AS NOTED** HAS BEEN STRUCK. J0501 SPACED w/ L0501: 2'-7" LAP FOR ARMOR PLATE DETAIL, SEE "GENERAL DETAILS" SHEET. A0503 (2 BAR 12 SPACES @ 5"=5'-0" RUN - EACH FACE)-SPLICE (TYP.) FOR TYPICAL SECTION, SECTION THRU BARRIER PARAPET, SLAB BUILD-DOWN DETAILS AND DRAIN DETAILS, SEE "100' FLAT SLAB UNIT (3 SPAN) SUPERSTRUCTURE DETAILS" SHEET. J0501 (TYP.)— FOR SLAB DRAIN LOCATIONS, SEE "BRIDGE PLAN AND PROFILE" SHEET. FOR REINFORCING BENDING DETAILS, SEE "REINFORCING BENDING DETAILS" SHEETS. **Ⅲ** MASH BARRIER PARAPET L0501 (TYP.)— ₩₩ ONLY ONE CONSTRUCTION JOINT IS ALLOWED IN THE 100' CONTINUOUS UNIT. CONSTRUCTION JOINT – 1'-0" - ## PERMISSIBLE KEYED **CONSTRUCTION JOINT** CONSULTANT NAME/LOGO PARTIAL ELEVATION SOUTH CAROLINA THIS DRAWING IS FURNISHED FOR INFORMATION DEPARTMENT OF TRANSPORTATION ONLY. ALL DIMENSIONS SHOWN ARE SHEET SPECIFIC. ANY USE OF THIS DESIGN AND 100' FLAT SLAB UNIT (3 SPAN) SUPERSTRUCTURE DRAWING, INCLUDING DIMENSIONS, MUST BE CHECKED BY THE USER'S ENGINEER TO ENSURE DESIGN IS ADEQUATE FOR THE INTENDED USE. ALL DRAWINGS MUST BE SIGNED AND SEALED BY (44'-0" ROADWAY) A SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER WHEN USED. COUNTY: #### ROUTE: ####

DRAWING NUMBER: 702-FS.S100.3SP.R44