

GENERAL NOTES

EXPANSION JOINT MATERIAL SHALL MEET AASHTO SPECIFICATIONS M-213.

A COLORED CONCRETE COATING WILL BE REQUIRED, AS SHOWN ON THE PLANS, ON EXPOSED CONCRETE SURFACES. THE MAIN COLOR SHALL BE FEDERAL COLOR #33711 (TAN) AND THE ACCENT COLOR SHALL BE FEDERAL COLOR #20400 (ACCENT BROWN) OR EQUAL UPON APPROVAL BY T-REX, SELECTED FROM TEST PANELS PROVIDED BY THE CONTRACTOR.

EXPOSED CONCRETE SURFACES SHALL RECEIVE A CLASS 1 FINAL FINISH TO ONE FOOT BELOW THE GROUND LINE.

GRADE 60 REINFORCING STEEL IS REQUIRED.

ALL REINFORCING STEEL SHALL BE EPOXY-COATED UNLESS OTHERWISE NOTED.

(B) DENOTES NON-COATED REINFORCING STEEL.

CHAMFER ALL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

LEVELING PADS ARE UNLAMINATED BEARINGS. THEY SHALL BE CUT OR MOLDED FROM AASHTO ELASTOMER GRADE 3, 4 OR 5 AS DESCRIBED IN TABLES 705-1 AND 705-2 OF THE STANDARD SPECIFICATIONS WITH A DUROMETER (SHORE "A") HARDNESS OF 60.

THE FOLLOWING TABLE GIVES THE MINIMUM CLASS B LAP SPLICE LENGTH FOR REINFORCING BARS PLACED IN ACCORDANCE WITH SUBSECTION 602.06.

		BAR SIZE								
		#4	#5	#6	#7	#8	#9	#10	#11	
EPOXY COATED	CLASS B CONCRETE	1'-7"	2'-0"	2'-7"	3'-6"	4'-7"	5'-9"	7'-3"	8'-11"	
REBAR	CLASS D CONCRETE	1'-7"	2'-0"	2'-5"	2'-10"	3'-9"	4'-8"	5'-11"	7'-4"	
COATED	CLASS B CONCRETE	1'-1"	1'-4"	1'-9"	2'-4"	3'-1"	3'-10"	4'-10"	6'-0"	
BLACK	CLASS B CONCRETE	1'-1"	1'-4"	1'-7"	1'-11"	2'-6"	3'-2"	4'-0"	4'-11"	
REBAR	CLASS D CONCRETE	1'-1"	1'-4"	1'-7"	1'-11"	2'-6"	3'-2"	4'-0"	4'-11"	

THESE SPLICES SHALL BE MODIFIED BY THE FOLLOWING FACTORS WHEN:

- REINFORCING IS SPACED BY LESS THAN 6" ON CENTER.....1.25
- TOP REINFORCEMENT - SO PLACED THAT MORE THAN 12" OF CONCRETE IS CAST BELOW THE REINFORCEMENT
- EPOXY COATED.....1.15
- BLACK BARS.....1.40

MECHANICAL COUPLER SHALL PRODUCE 125% OF REBAR STRENGTH.

THE ABOVE SPLICE LENGTHS SHALL BE INCREASED BY 20 PERCENT FOR 3 BAR BUNDLES AND 33 PERCENT FOR 4 BAR BUNDLES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION.

STATIONS, ELEVATIONS, AND DIMENSIONS CONTAINED IN THESE PLANS ARE CALCULATED FROM A RECENT FIELD SURVEY. THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.

CONTRACTOR SHALL FOLLOW THE DIG SAFE PROGRAM ESTABLISHED FOR THIS PROJECT.

CONTRACTOR SHALL SEAL THE BRIDGE DECK AND APPROACH SLAB SURFACE NO EARLIER THAN ONE YEAR AFTER THE DECK HAS BEEN POURED. SEALANT SHALL BE ONE OF THE FOLLOWING PRODUCTS AT SECC'S DISCRETION: SIKAPRONT 19TF, SIKADUR 55SLV, OR DENEUF DENEDECK PER MANUFACTURER'S SPECIFICATIONS.

DESIGN DATA

AASHTO, STANDARD SPECIFICATION FOR HIGHWAY BRIDGES 16TH EDITION WITH 1997, 1998, 1999 AND 2000 INTERIMS.

DESIGN METHOD: LOAD FACTOR DESIGN.

LIVE LOAD: HS-25-44, COLORADO PERMIT VEHICLE AND INTERSTATE ALTERNATE.
DEAD LOAD: ASSUMES 36 PSF FOR BRIDGE DECK OVERLAY.

REINFORCED CONCRETE:
CLASS B CONCRETE: f'c = 3,000 psi
CLASS D CONCRETE: f'c = 4,500 psi
REINFORCING STEEL: fy = 60,000 psi

CAISSON CONCRETE:
CLASS BZ CONCRETE: f'c = 4,000 psi
REINFORCING STEEL: fy = 60,000 psi

PRESTRESSED CONCRETE: CLASS S CONCRETE f'c = (SEE DETAILS ON BT SHEETS)
f's = 270,000 psi (LOW RELAXATION)
f'c = 7500 PSI (STRADDLE PIER BEAM)

STRUCTURAL STEEL: AASHTO M-223 (ASTM A-572) Fy = 50,000 psi

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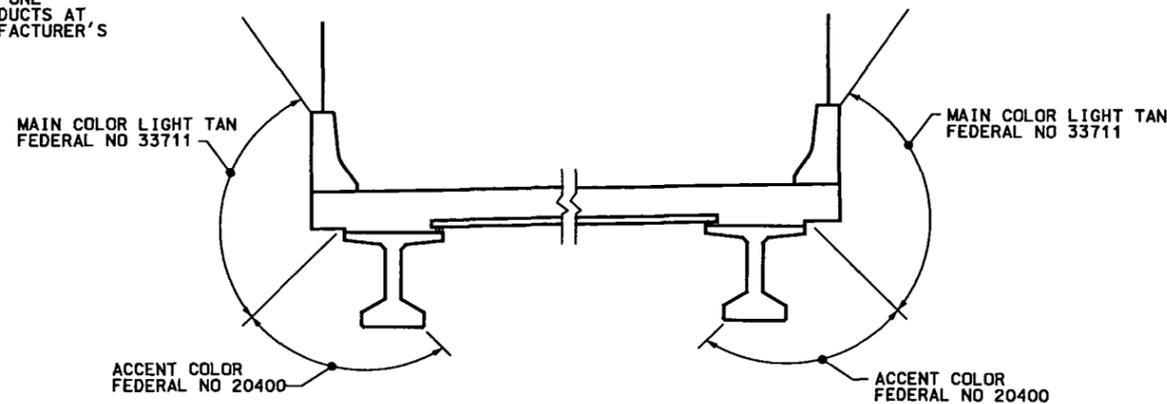
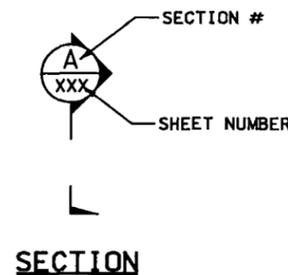
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BRIDGE DESCRIPTION

3 SPAN (145'-3", 165'-0" & 163'-6"), CONCRETE SLAB AND PRESTRESSED BT84 GIRDERS

BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225

36'-0" ROADWAY, CURB TO CURB
NO SKEW, TYPE 7 BARRIERS



SUPERSTRUCTURE CONCRETE COATING DIAGRAM

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2	FDC S1100 - VINYL COATING FENCES, C.O. 096	23FEB04
3	AFC - NCE 1261 - CHANGE DOWNDRAIN	11JUN04
AB	AS-BUILT	12FEB07



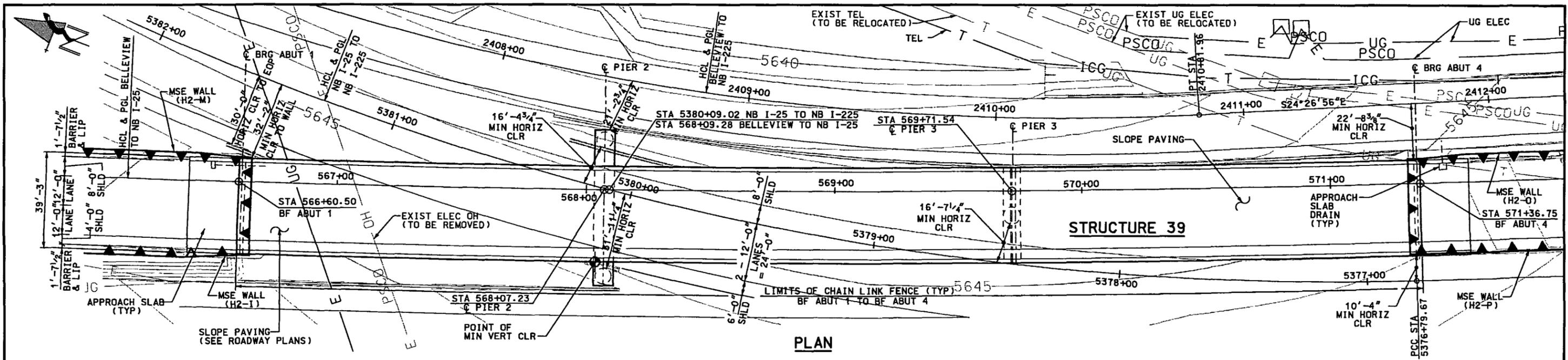
SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
AREA 2.2
BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
GENERAL INFORMATION

PROJECT NO./CODE	NH 0252-299 11584
FILE NAME	22STN00061
DRAWING NUMBER	B401

STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

AS-BUILT

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PLAN

NB I-25 TO NB I-225 **NB I-25 TO NB I-225** **BELLEVIEW TO NB I-25** **BELLEVIEW TO NB I-225**

CURVE 195 DATA

PT STA	5374+96.00
PCC STA	5376+79.67
Δ	1°23'18"
D	0°45'21"
R	7579.44'
T	91.84'
L	183.67'

CURVE 196 DATA

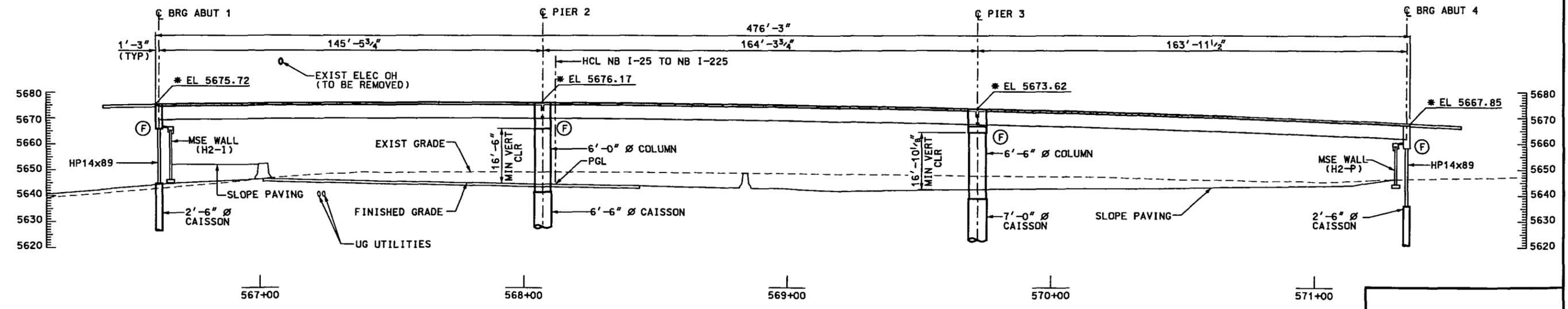
PCC STA	5376+79.67
PT STA	5396+51.35
Δ	98°34'36"
D	4°59'59"
R	1146.00'
T	1331.80'
L	1971.68'

CURVE 247 DATA

PC STA	565+55.70
PT STA	573+16.89
Δ	5°47'06"
D	0°45'36"
R	7539.00'
T	380.92'
L	761.20'

CURVE 240 DATA

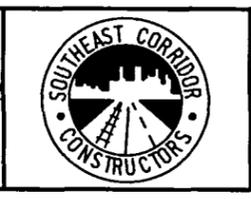
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PT STA	2410+81.96
Δ	57°05'49"
D	5°43'46"
R	1000.00'
T	544.05'
L	996.53'



SECTION

(TAKEN ALONG BELLEVIEW TO NB I-25 HCL)
 * ELEVATIONS ARE AT FINISHED GRADE

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	3	AFC - NCE 1216 - MOVE PIER 2	14MAY04
CHECKED BY:	4	AFC - NCE 1261, NCE 1267 & RFC CHANGES - CHANGE DOWNDRAIN	11JUN04
	AB	AS-BUILT	12FEB07

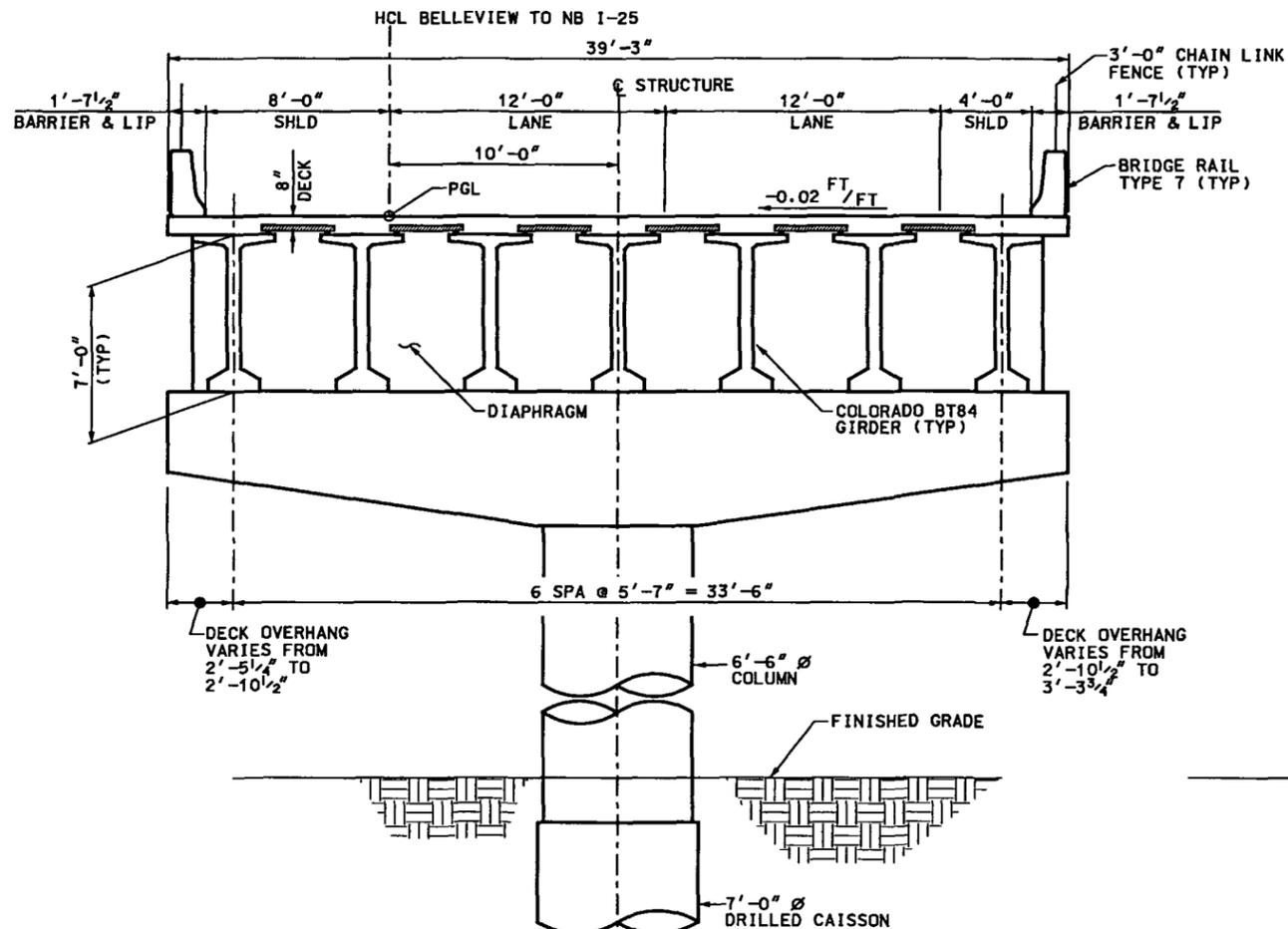


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.2
 BELLEVIEW TO NB I-25 OVER NB I-25 TO NB I-225
 GENERAL LAYOUT
 STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

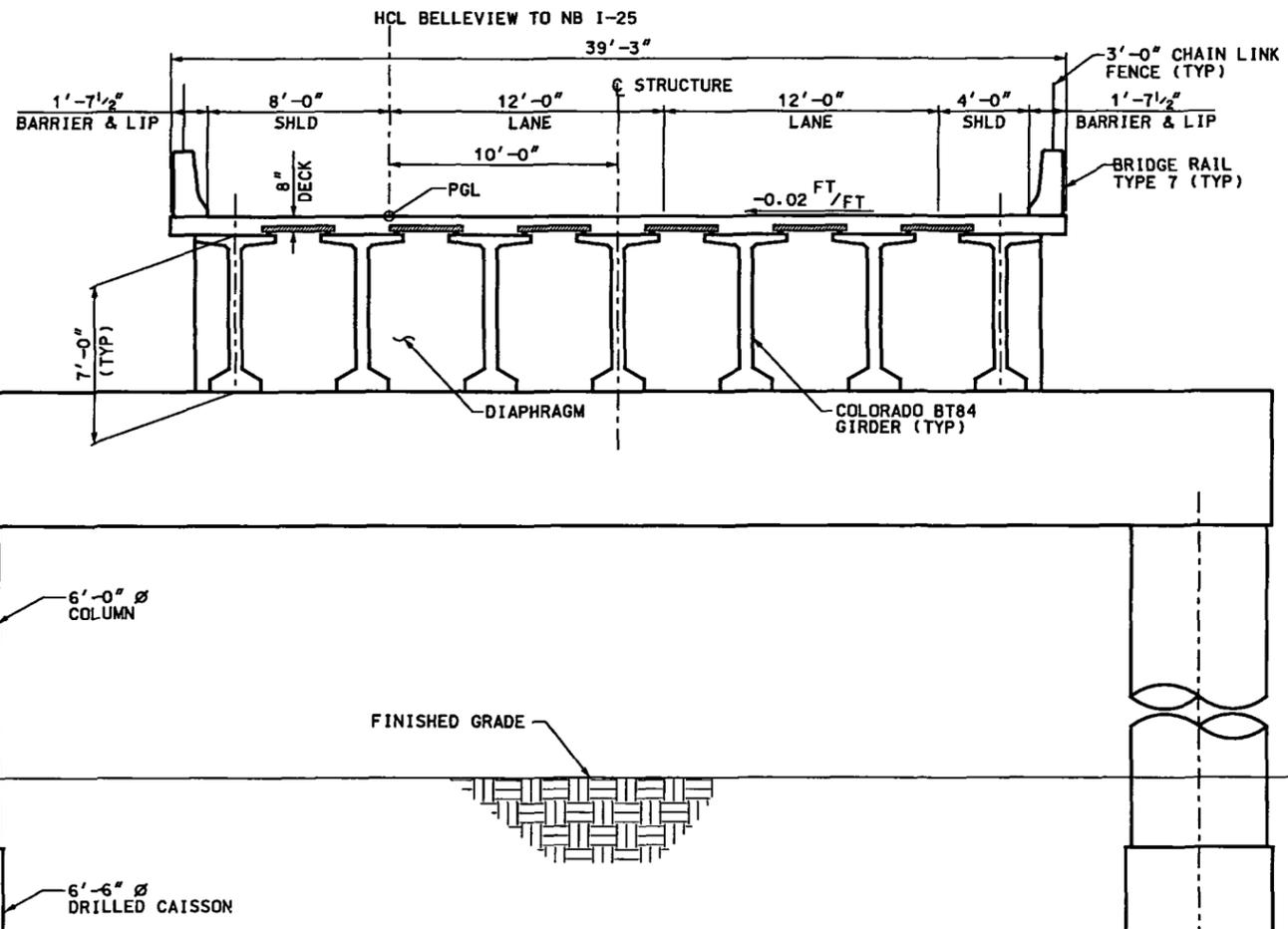
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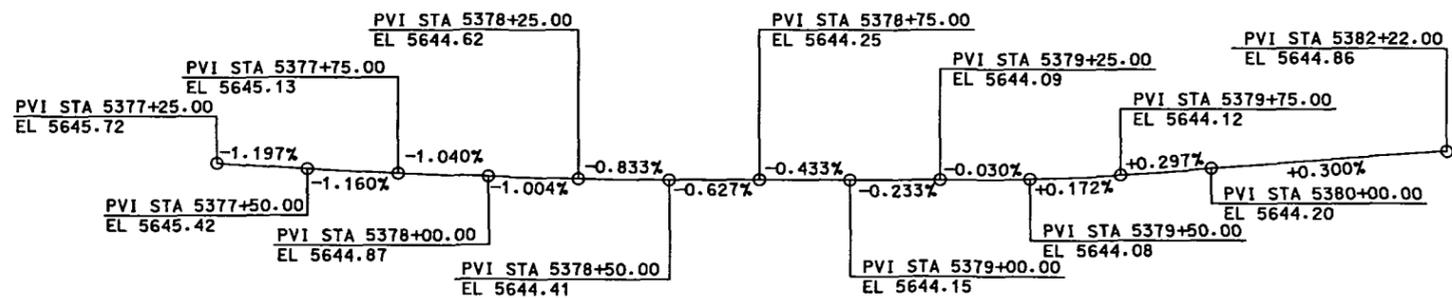
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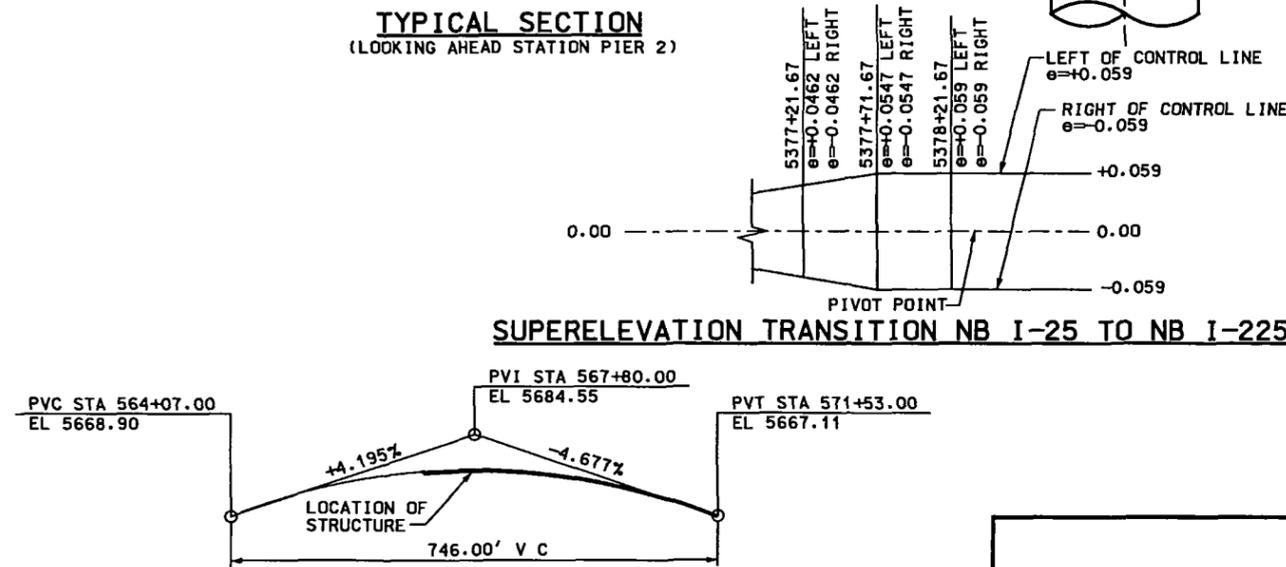
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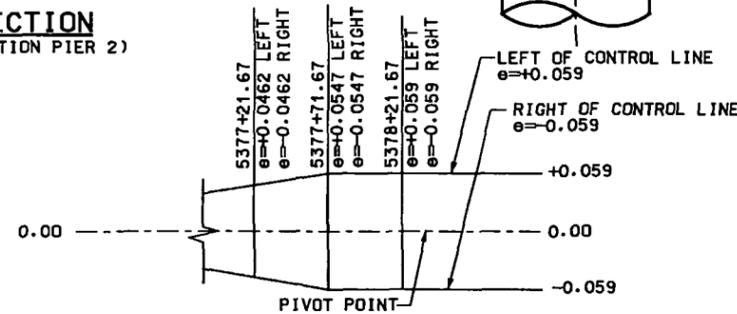
TYPICAL SECTION
(LOOKING AHEAD STATION PIER 2)



NB I-25 TO NB I-225 PROFILE GRADE



BELLEVUE TO NB I-25 PROFILE GRADE



SUPERELEVATION TRANSITION NB I-25 TO NB I-225

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	C FINAL DESIGN SUBMITTAL	11APR03
	1 APPROVED FOR CONSTRUCTION	28APR03
CHECKED BY: TDM	2 FDC S1100 - VINYL COATING FENCES, C.O. 096	23FEB04
	AB AS-BUILT	12FEB07

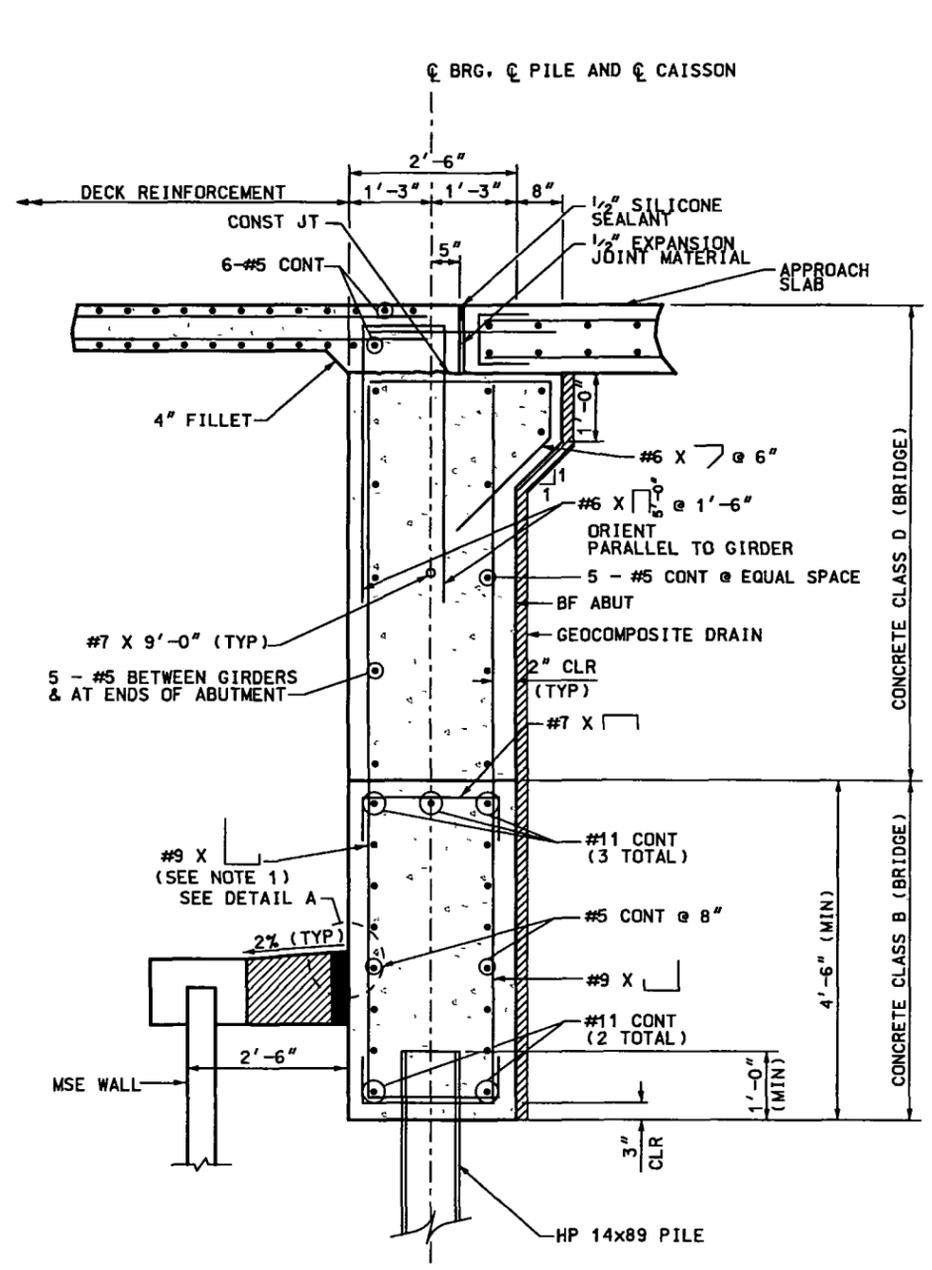


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.2
 BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
 TYPICAL SECTIONS
 STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

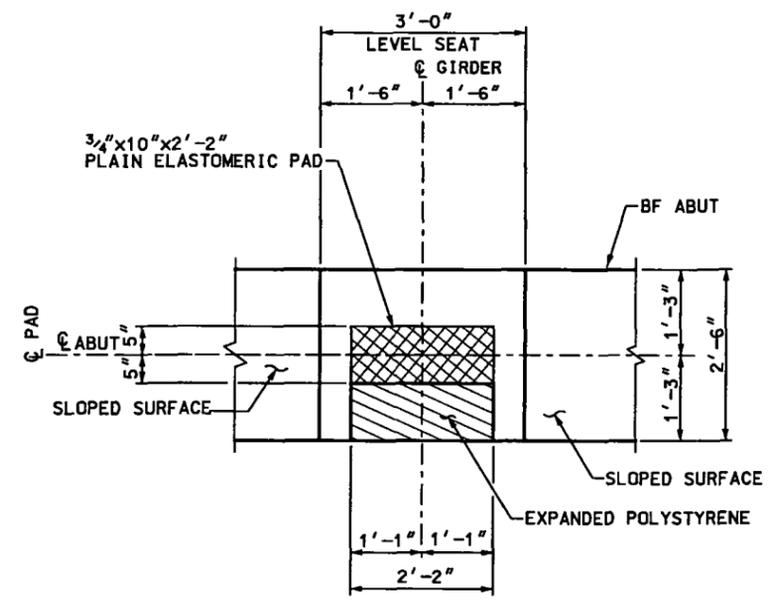
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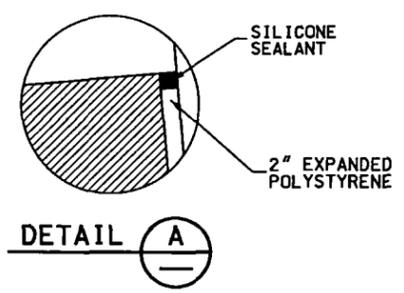
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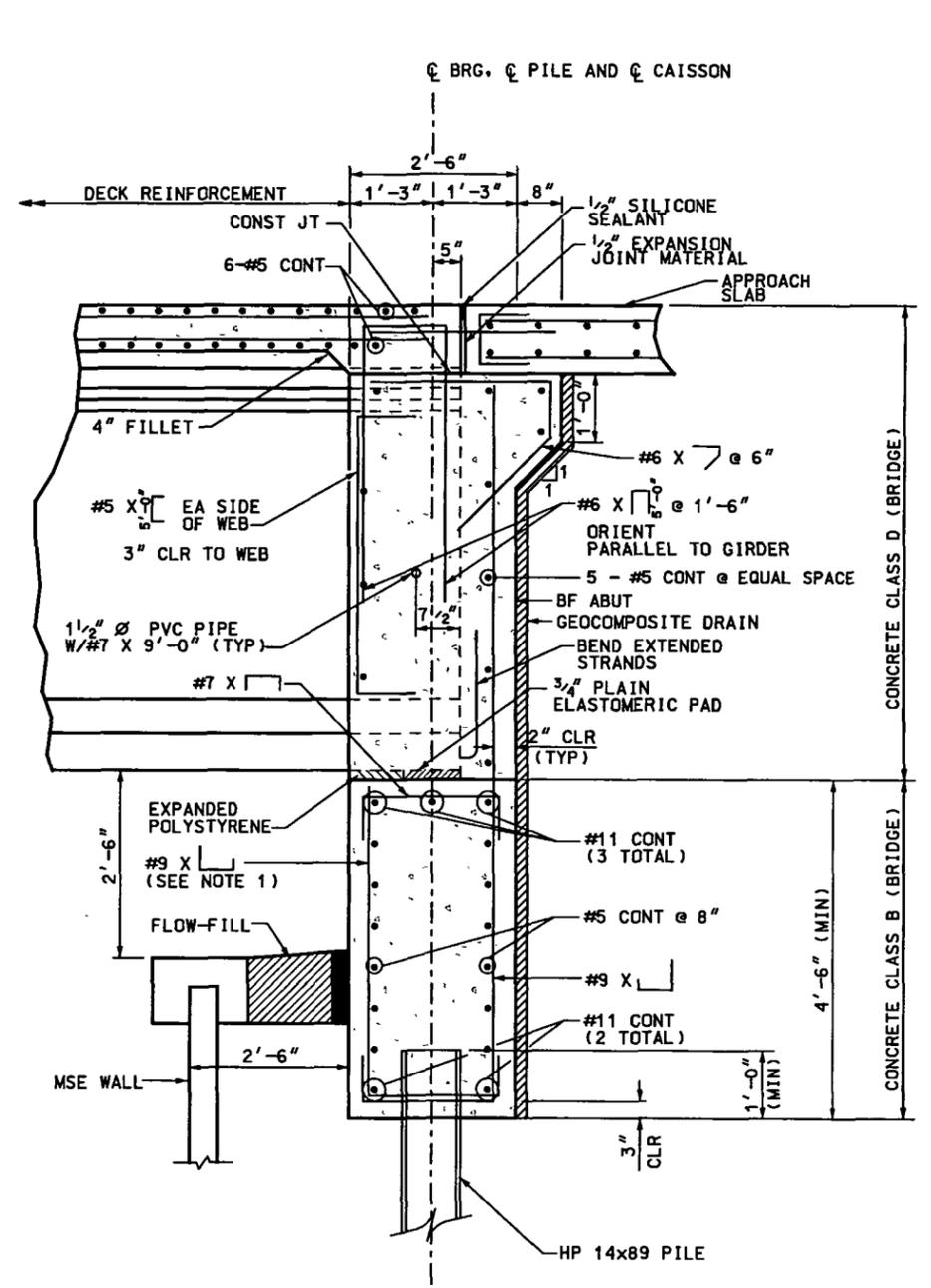
SECTION A
CUT BETWEEN GIRDERS B408



BEARING DETAIL FOR ABUTMENTS



- NOTES:**
1. PROVIDE #9 XL 5" MAX FROM EACH SIDE OF BOTTOM FLANGE OF EACH GIRDER.
 2. FOR EXPANSION DEVICE DETAILS SEE BRIDGE EXPANSION DEVICE (0-4 INCH) SHEET.



SECTION B
CUT AT GIRDER B408

ISSUE RECORD		
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B	FINAL DESIGN SUBMITTAL	11APR03
1	APPROVED FOR CONSTRUCTION	28APR03
2	AFC FDC S1516 - MOVE EXPANSION DEVICE	10NOV04
AB	AS-BUILT	12FEB07

TRC
METRO DENVER / COLORADO

Southeast Corridor Constructors
7200 South Alton Way
Englewood, CO 80112



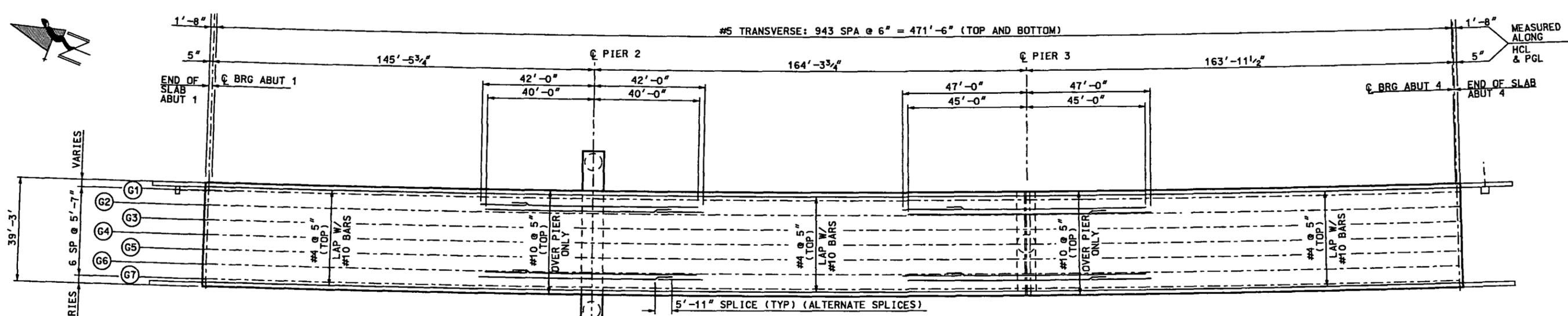
SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
AREA 2.2
BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
ABUTMENT DETAILS (1)

STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

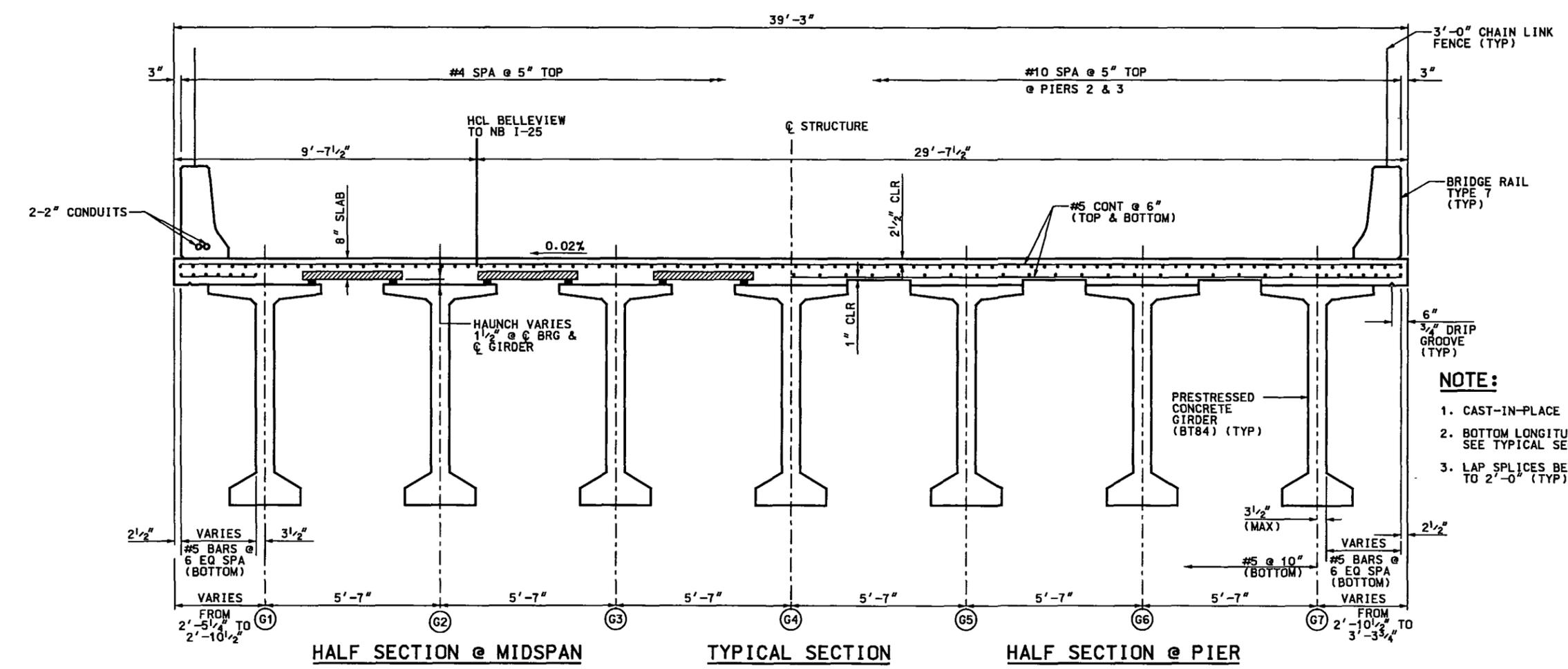
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PLAN-SLAB REINFORCING
BRIDGE RAILS NOT SHOWN FOR CLARITY



- NOTE:**
- CAST-IN-PLACE CONCRETE SHALL BE CLASS D.
 - BOTTOM LONGITUDINAL BARS NOT SHOWN ON PLAN. SEE TYPICAL SECTION.
 - LAP SPLICES BETWEEN #4 AND #10 BARS SHALL BE EQUAL TO 2'-0" (TYP)

ISSUE RECORD		
NO.	DESCRIPTION	DATE
B	FINAL DESIGN SUBMITTAL	11APR03
1	APPROVED FOR CONSTRUCTION	28APR03
2	FDC S1100 - VINYL COATING FENCES, C.D. 096	23FEB04
3	AFC - NCE 1216 - MOVE PIER 2	14MAY04
AB	AS-BUILT	12FEB07

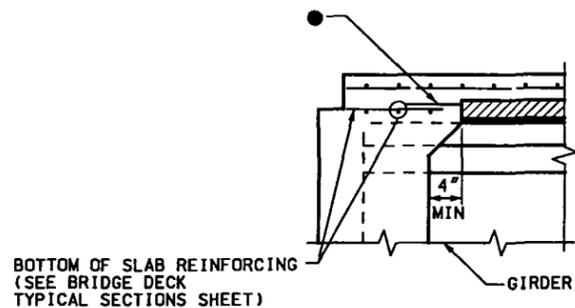


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.2
 BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
 BRIDGE DECK TYPICAL SECTIONS
 STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

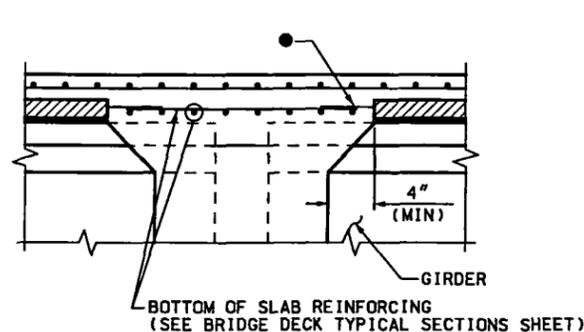
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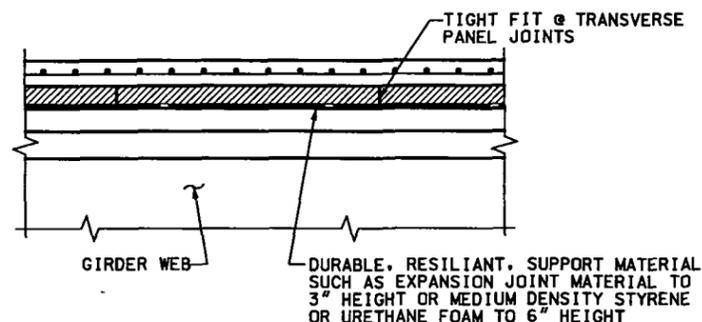
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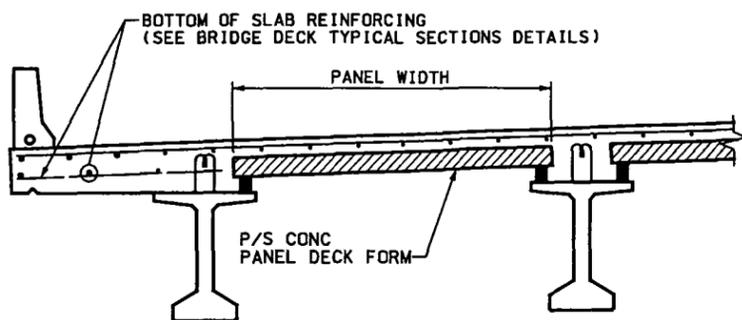
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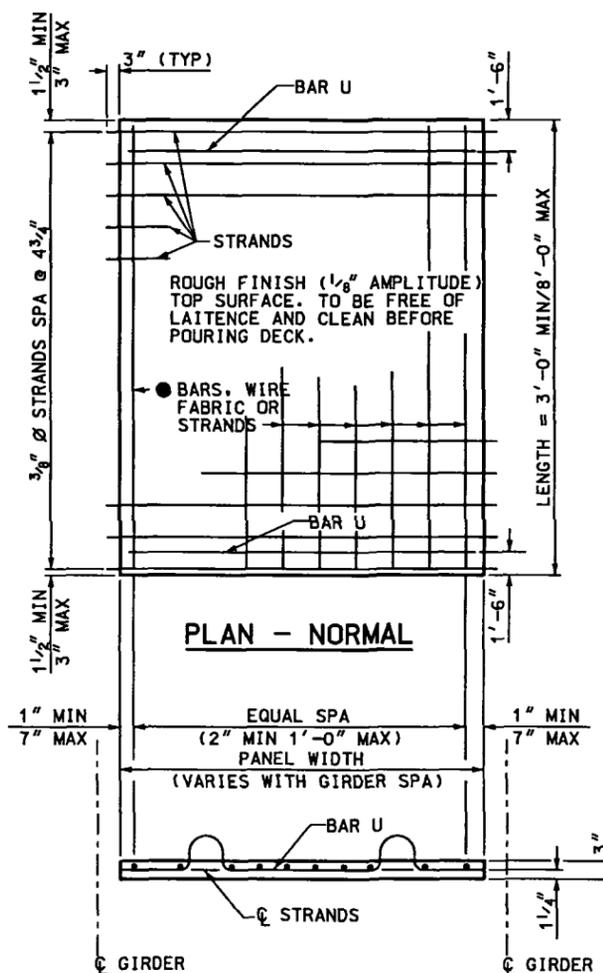
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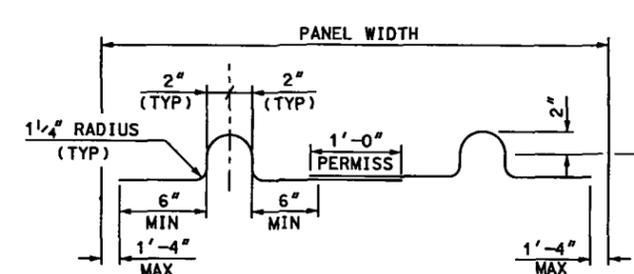
SECTION THRU TRANSVERSE PANEL JOINTS



SECTION



PRESTRESSED PANEL DETAILS



**BAR U (#3)
PRESTRESSED PANEL DETAILS**

NOTES:

1. SAWING OF PANELS IS ACCEPTABLE IN AREAS WHERE PROJECTING REINFORCEMENT IS NOT REQUIRED. IT IS DESIRABLE TO HAVE THE PRESTRESSING STRANDS PROJECT FROM THE PANELS AS LONG AS THE PROJECTING STRANDS DO NOT INTERFERE WITH OTHER BRIDGE COMPONENTS.
2. REINFORCING PERPENDICULAR TO STRANDS MAY BE DEFORMED REINF BARS, WELDED WIRE FABRIC, OR WELDED DEFORMED BAR MATS, AND SHALL BE PLACED DIRECTLY ABOVE THE STRANDS. MINIMUM AREA OF REINFORCING PERPENDICULAR TO STRANDS SHALL BE 0.11 SQ IN PER FT. TENSIONED OR UNTENSIONED STRANDS MAY ALSO BE USED. THESE INDIVIDUAL BARS OR WIRES SHALL BE NO LARGER THAN 0.375" DIAMETER. FOR LOCATION OF LONGITUDINAL BAR EXTENSIONS, SEE PRECAST PANEL DECK FORM (2).
3. THE LONGITUDINAL REINFORCING STEEL IN THE CAST-IN-PLACE PORTION OF THE DECK MAY REST DIRECTLY ON THE PANELS AS NECESSARY TO OBTAIN CLEARANCES AT THE TOP OF DECK, UNLESS OTHERWISE NOTED.
4. THE TOLERANCE ON STRAND PLACEMENT SHALL NOT EXCEED 1/4". THE TOLERANCE ON PANEL THICKNESS SHALL NOT EXCEED 1/4".
5. CONCENTRATED CONSTRUCTION LOADS SHALL NOT EXCEED 500 LB UNLESS THE LOAD IS DISTRIBUTED TO LESS THAN 117 PSF. TOTAL LOADS APPLIED TO ANY PANEL DURING CONSTRUCTION SHALL NOT EXCEED 117 PSF.
6. BOTTOM FLEXURAL CRACKS GREATER THAN 0.010", OR CAMBERS & SAGS GREATER THAN 0.5" WILL BE CONSIDERED EVIDENCE OF MISHANDLING, OVERLOADING, OR EXCEEDING ALLOWABLE TOLERANCES, AND MAY BE CAUSE FOR REJECTING PANELS AT THE ENGINEER'S DISCRETION.

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	IN-PROCESS DESIGN SUBMITTAL	12MAR03
B	FINAL DESIGN SUBMITTAL	11APR03
1	APPROVED FOR CONSTRUCTION	28APR03
AB	AS-BUILT	12FEB07

TRC
METRO DENVER / COLORADO

Southeast Corridor Constructors
7200 South Alton Way
Englewood, CO 80112

SOUTHEAST CORRIDOR CONSTRUCTORS

SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
AREA 2.2
BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
PRECAST PANEL DECK FORM (1)

STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

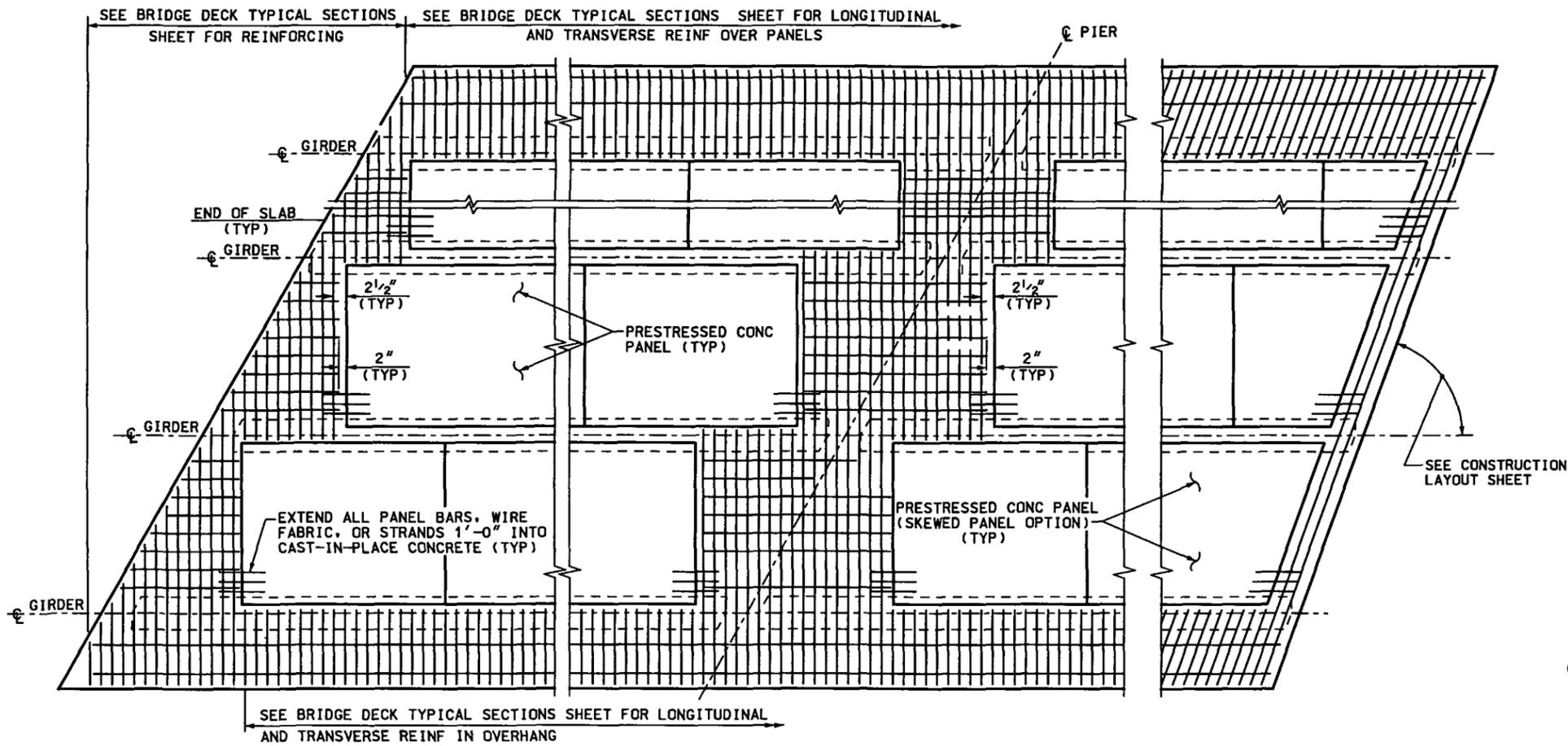
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11584

FILE NAME
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DRAWING NUMBER
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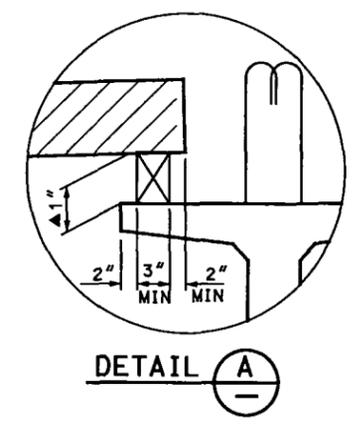
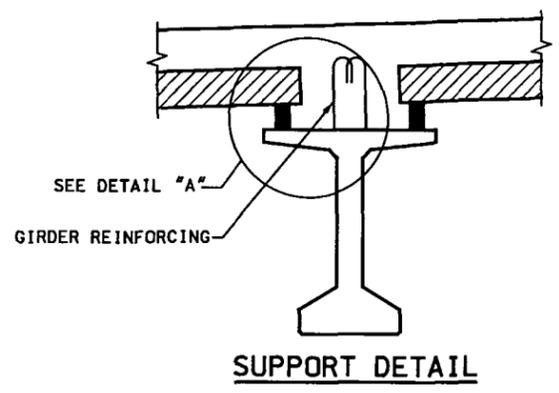


**END OF SLAB
 RECTANGULAR PANEL OPTION AND
 SKEWS LESS THAN 70°**
 RECTANGULAR PANEL OPTION SHALL BE
 USED FOR SKEWS LESS THAN 70°

**CONTINUOUS SLAB
 OVER PIER**
PART PLAN

**END OF SLAB
 SKEWED PANEL OPTION FOR
 SKEWS 70° TO 90°**

- NOTES:**
- COMPOSITE TOTAL SLAB DESIGNED FOR HS 25-44 AND ALTERNATE MILITARY LOADING.
 - ALL CONCRETE SHALL BE CLASS S WITH RELEASE STRENGTH $f'_{ci} = 4500$ PSI AND MINIMUM 28 DAY STRENGTH $f'_{c} = 6000$ PSI. THE STRENGTH SHALL BE AT LEAST 5000 PSI AT THE TIME OF THE DECK POUR.
 - USE $\frac{3}{8}$ " \emptyset LOW RELAXATION STRANDS MEETING THE REQUIREMENTS OF ASTM A-416 GRADE 270. JACKING FORCE PER STRAND (F_J) SHALL BE AT LEAST 17.2 KIPS. FINAL FORCE PER STRAND (F_F) IS ESTIMATED TO BE 14.2 KIPS.
 - INSTALLATION OF BAR U (#3) IS MANDATORY. ALL FOUR BAR U (#3) LOOPS SHALL BE USED SIMULTANEOUSLY FOR LIFTING THE PANELS. ALTERNATE METHODS MAY BE USED, FOR LIFTING, PROVIDED THEY ARE SHOWN ON THE SHOP PLANS AND APPROVED BY THE ENGINEER.
 - CARE MUST BE TAKEN TO ENSURE PROPER CLEANING OF CONSTRUCTION DEBRIS AND CONSOLIDATION OF CONCRETE MORTAR UNDER THE EDGES OF THE PANELS. IT IS ALSO IMPORTANT THAT ADEQUATE SPACE (Δ MIN 1" X 2") IS PROVIDED FOR THE CONCRETE TO FILL THE SPACE UNDER THE PANEL AS THE SLAB CONCRETE IS PLACED. PANEL LENGTHS AND WIDTH SHALL BE DETERMINED BY THE CONTRACTOR AND SHOWN ON THE SHOP PLANS.
 - THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE PANELS ON THE GIRDERS. ERECTED PANELS SHALL BE UNIFORMLY SUPPORTED ALONG THE LENGTH OF THE PANEL. THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE TOTAL SLAB THICKNESS SHOWN ON THE BRIDGE DECK TYPICAL SECTION SHEET.
 - ALL PLANES OF REINFORCING STEEL SHOWN IN THE SUPERSTRUCTURE DETAILS ARE REQUIRED FOR AREAS NOT FORMED WITH PRECAST PANELS.



ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	IN-PROCESS DESIGN SUBMITTAL	12MAR03
B	FINAL DESIGN SUBMITTAL	11APR03
1	APPROVED FOR CONSTRUCTION	28APR03
AB	AS-BUILT	12FEB07

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 Constructors
 7200 South Alton Way
 Englewood, CO 80112

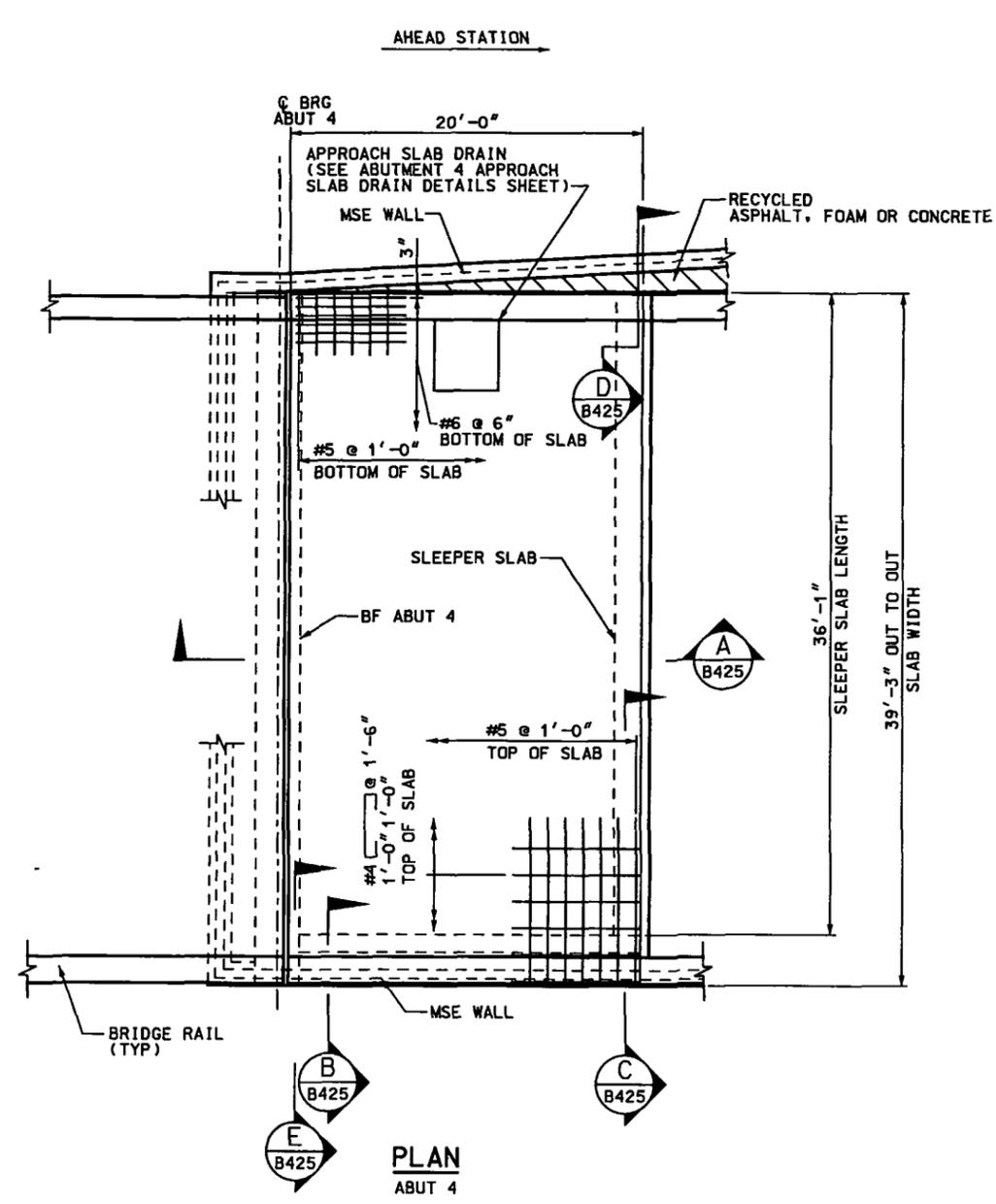
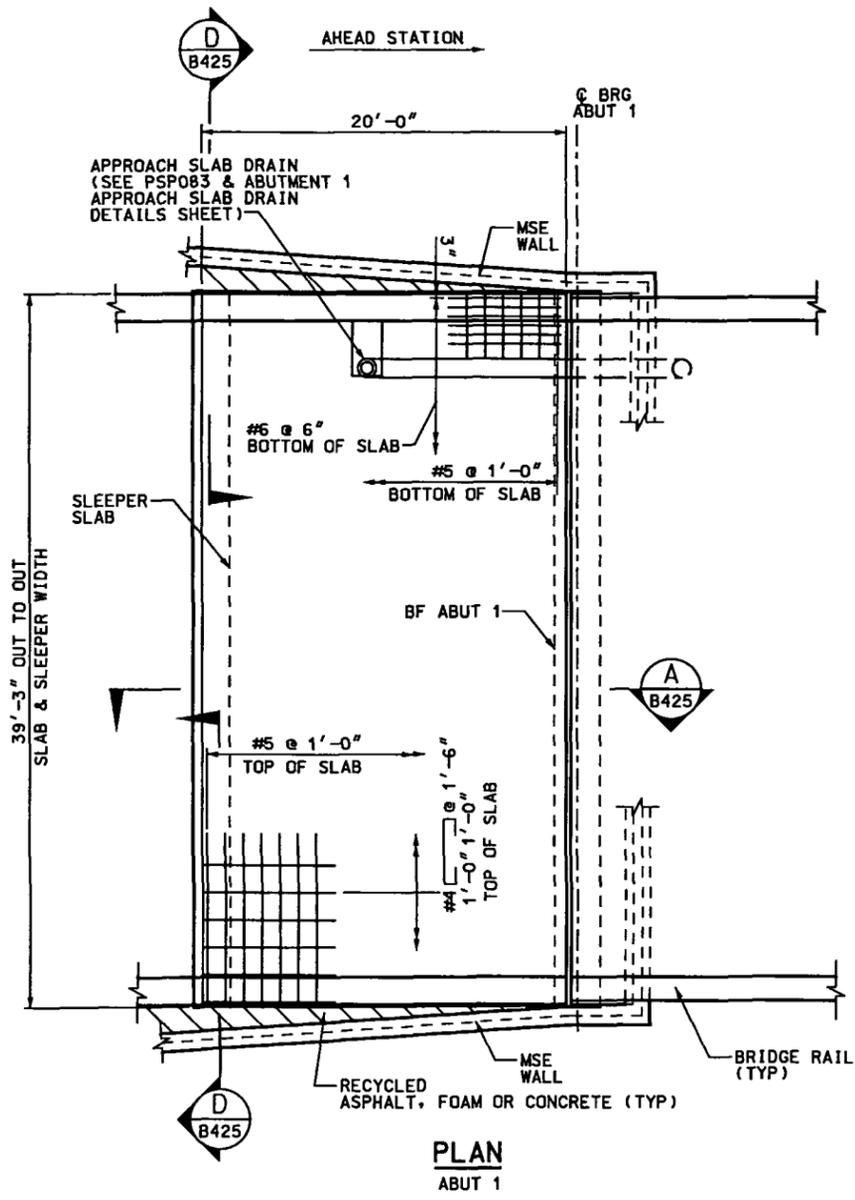


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.2
 BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
 PRECAST PANEL DECK FORM (2)
 STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

PROJECT NO./CODE	NH 0252-299 11584
FILE NAME	22STDT0241
DRAWING NUMBER	B423

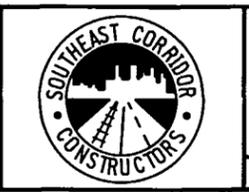
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 Date Plotted: 03/16/2007 11:29:16 AM Pen Table: S:\MICROSTATION\PLOT\TABLES\T-REX-GRAY.TBL



DESIGNED BY: EIS
 DRAFTED BY: RF
 CHECKED BY: TDM

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	IN-PROCESS DESIGN SUBMITTAL	12MAR03
B	FINAL DESIGN SUBMITTAL	11APR03
1	APPROVED FOR CONSTRUCTION	28APR03
2	AFC - NCE 1261 - CHANGE DOWNDRAIN	11JUN04
AB	AS-BUILT	12FEB07



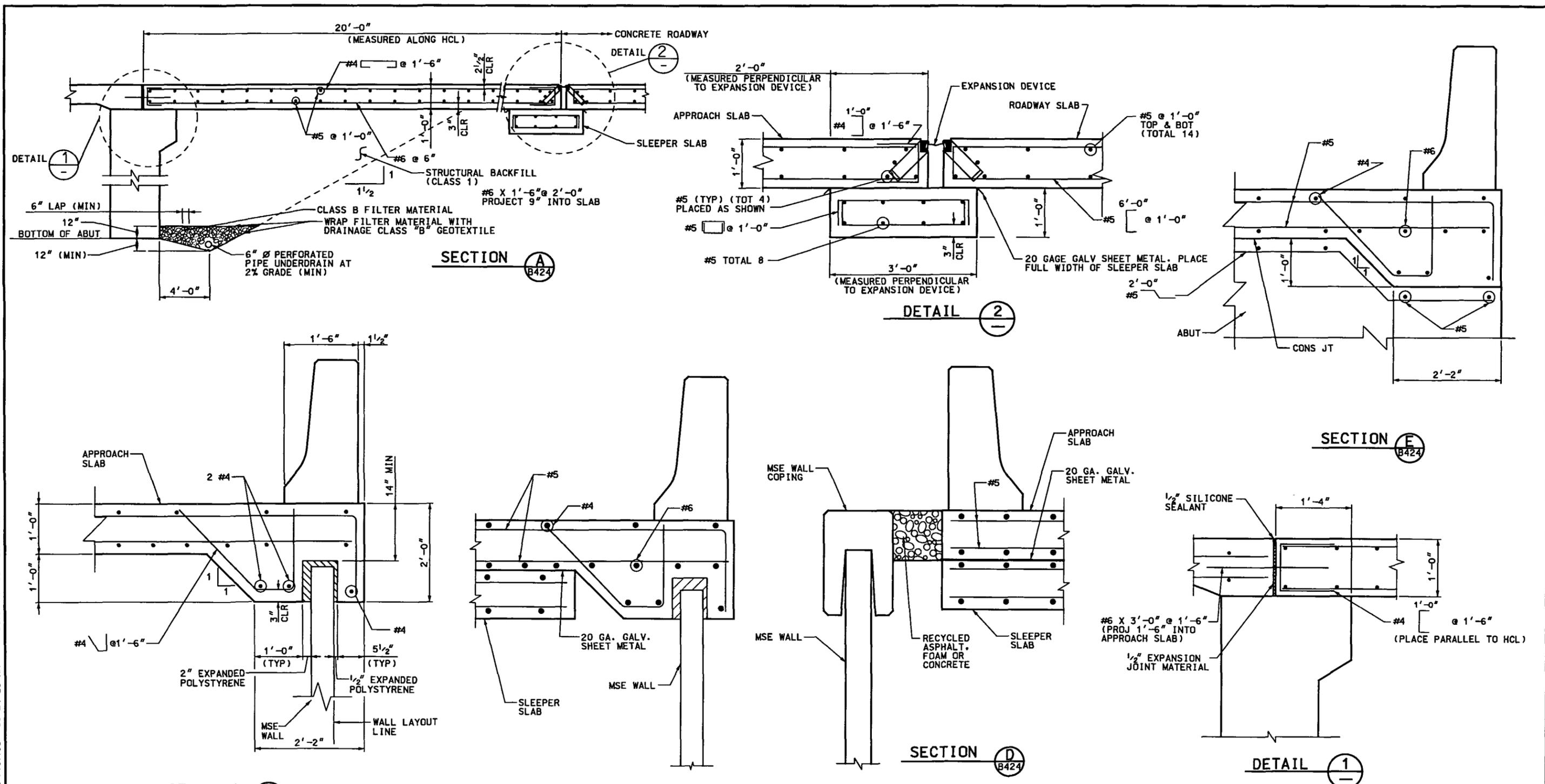
SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.2
 BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
 APPROACH SLAB LAYOUT

STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

PROJECT NO./CODE NH 0252-299 11584
FILE NAME 22STDT0260
DRAWING NUMBER B424

AS-BUILT

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NOTES:

1. CONCRETE CLASS D (BRIDGE) SHALL BE USED FOR APPROACH SLABS.
2. 1/2" EXPANSION JOINT MATERIAL SHALL MEET AASHTO SPEC. M-213.
3. FOR EXPANSION DEVICE DETAILS SEE BRIDGE EXPANSION DEVICE (0-4 INCH) SHEET.
4. FOR RAIL DETAILS SEE BRIDGE RAIL TYPE 7 (WITH GUARDRAIL TYPE 7) SHEET.

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	IN-PROCESS DESIGN SUBMITTAL	12MAR03
B	FINAL DESIGN SUBMITTAL	11APR03
1	APPROVED FOR CONSTRUCTION	28APR03
2	AFC FDC S1516 - MOVE EXPANSION DEVICE	10NOV04
AB	AS-BUILT	12FEB07

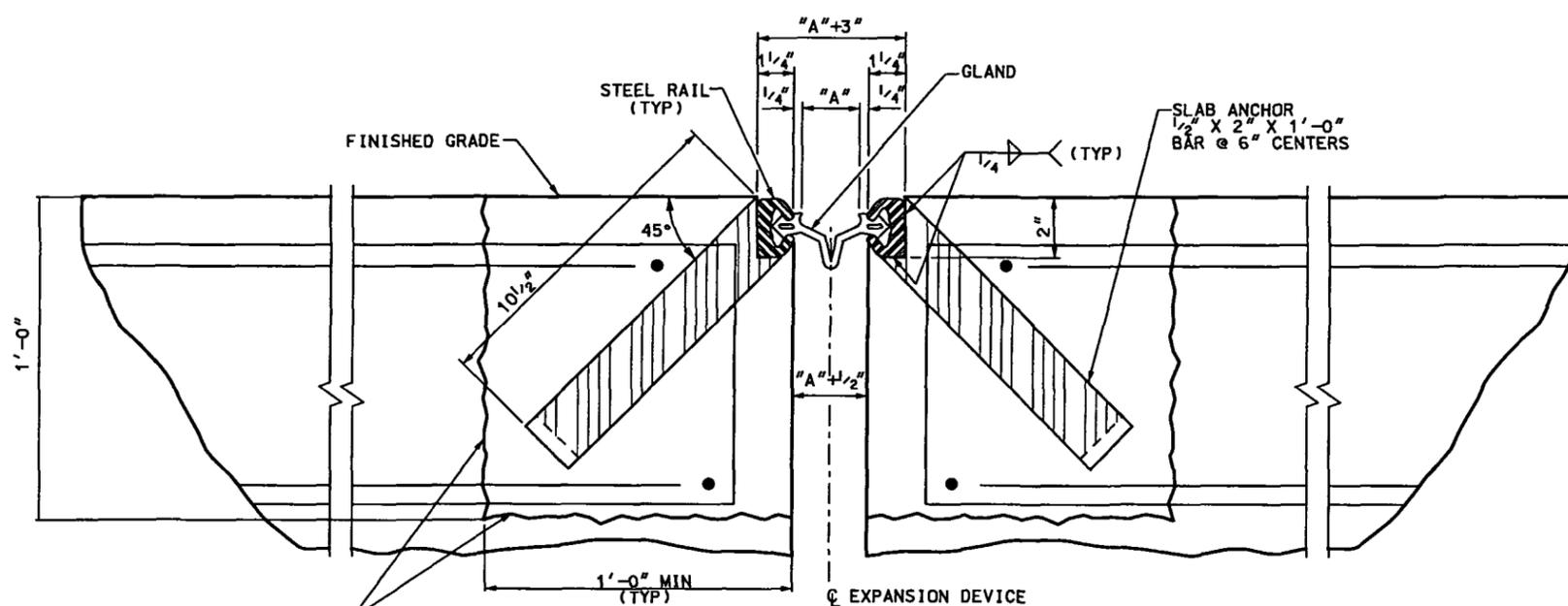


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.2
 BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
APPROACH SLAB DETAILS
 STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

PROJECT NO./CODE	NH 0252-299 11584
FILE NAME	22STDT0262
DRAWING NUMBER	B425

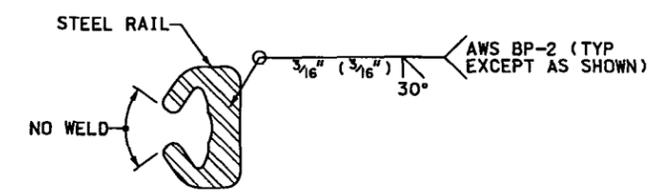
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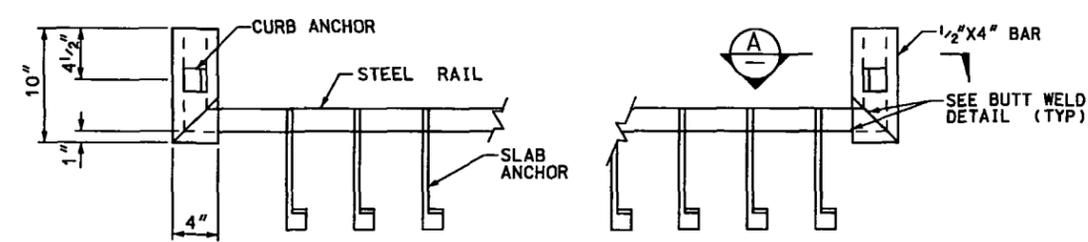


SECTION THRU STRIP SEAL BRIDGE EXPANSION DEVICE
SECTION TAKEN PERPENDICULAR TO ϕ EXPANSION DEVICE

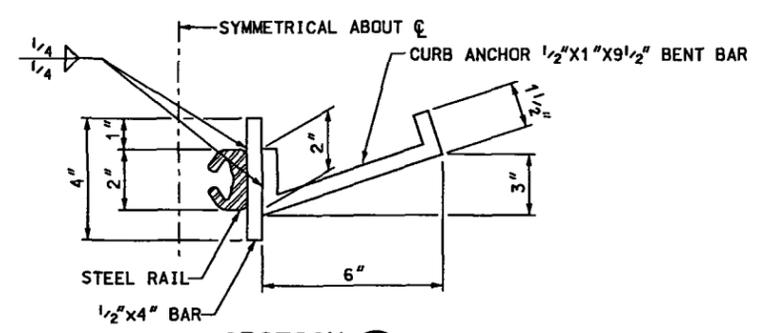
- NOTES:**
1. THE EXPANSION DEVICE SHALL BE INSTALLED ON GRADE, PARALLEL TO THE SLOPE AND GRADE OF THE DECK.
 2. AFTER THE CONCRETE HAS ATTAINED INITIAL SET, THE ATTACHMENTS USED TO HOLD THE EXPANSION DEVICE ASSEMBLY IN IT'S PROPER POSITION SHALL BE REMOVED.
 3. DO NOT PAINT STEEL SURFACES IN CONTACT WITH EITHER CONCRETE OR SEAL.
 4. THE NEOPRENE GLAND SHALL BE INSTALLED IN ONE PIECE IN ACCORDANCE WITH SECTION 518 OF THE STANDARD SPECIFICATIONS.
 5. SEE SECTION 518 IN THE STANDARD SPECIFICATIONS FOR WATER TIGHT INTEGRITY TESTING REQUIREMENTS.
 6. SEE DRAWING BRIDGE EXPANSION DEVICE (BRIDGE RAIL, TYPE 7) FOR DETAILS OF COVER PLATES AT BRIDGE RAIL.
 7. STEEL RAILS AND ANCHORS SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M111.



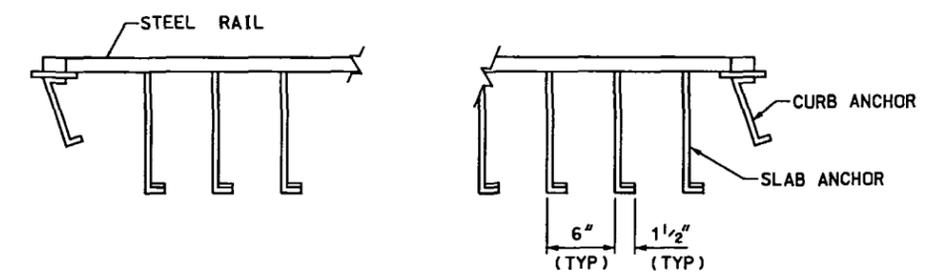
BUTT WELD DETAIL
ALL BUTT JOINTS IN STEEL RAIL (FIELD AND SHOP JOINTS) SHALL BE SINGLE V-GROOVE WELDS BP-2 WITH E-7016 OR E-7018 ELECTRODE. NO WELD IN INTERIOR OF RAIL WHERE IN CONTACT WITH RUBBER GLAND. GRIND WELD SMOOTH ON TOP SURFACE OF RAIL.



ELEVATION



SECTION A
(THRU EXPANSION DEVICE AT CURB UPTURN)



PLAN

ACCEPTABLE EXPANSION DEVICE ALTERNATES

D.S. BROWN A2R400-SSA2
WABO SE400 TYPE A
EPOXY INDUSTRIES S400-A

	ABUT 1	ABUT 4
STR TEMP	"A"	"A"
0° F	2 ¹¹ / ₁₆ "	3 ¹ / ₁₆ "
20° F	2 ³ / ₈ "	2 ⁵ / ₈ "
40° F	2"	2 ¹ / ₄ "
60° F	1 ¹¹ / ₁₆ "	1 ¹³ / ₁₆ "
80° F	1 ⁵ / ₁₆ "	1 ¹ / ₁₆ "
100° F	1"	1"

ISSUE RECORD		
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AB	AS-BUILT	12FEB07

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Englewood, CO 80112



SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
AREA 2.2
BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
BRIDGE EXPANSION DEVICE (0-4 INCH)

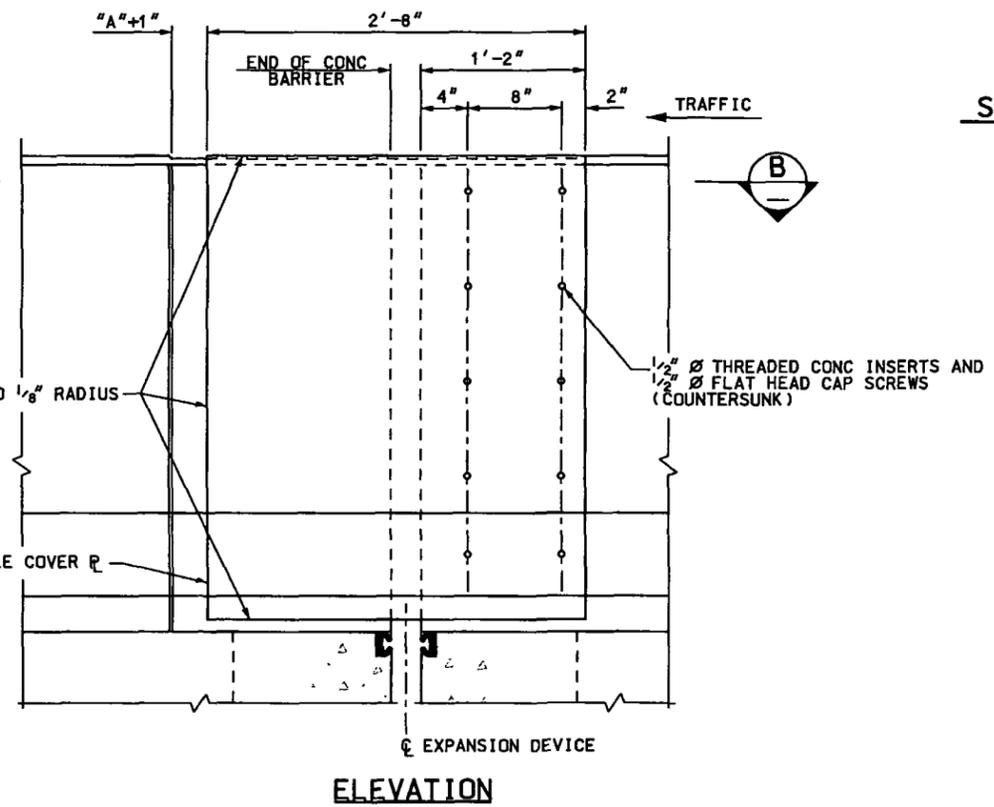
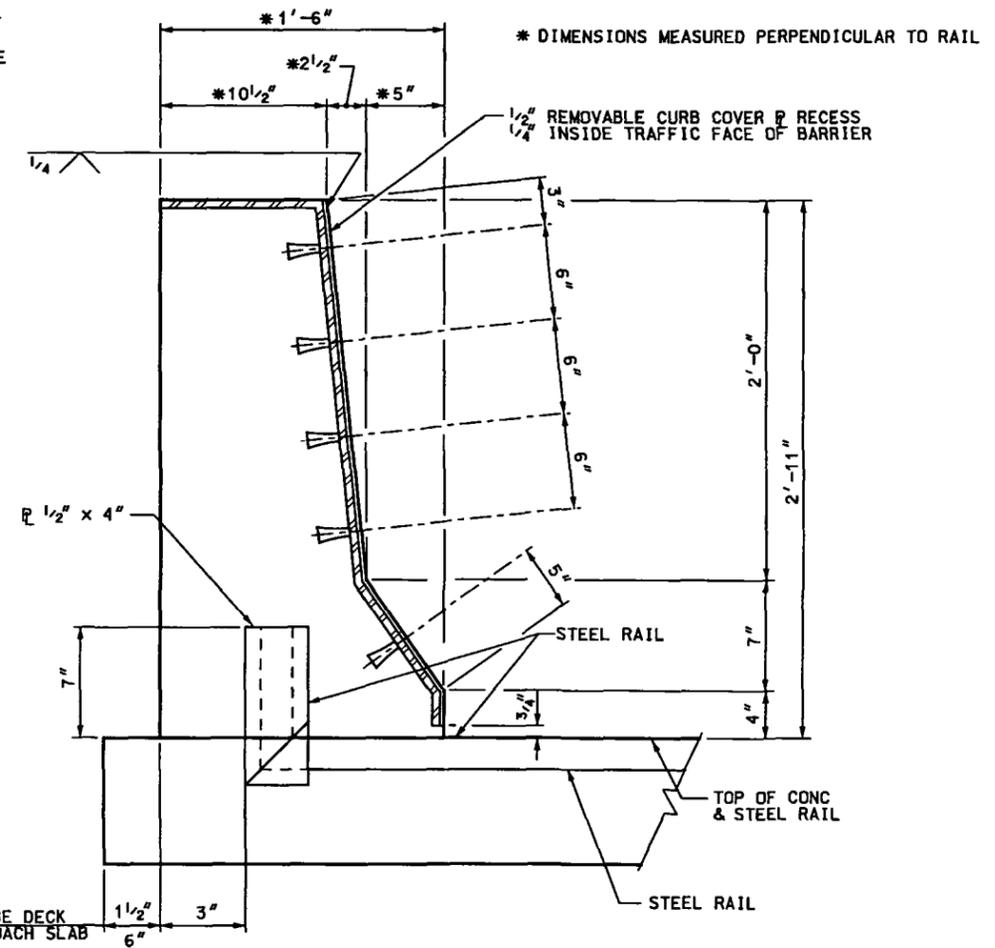
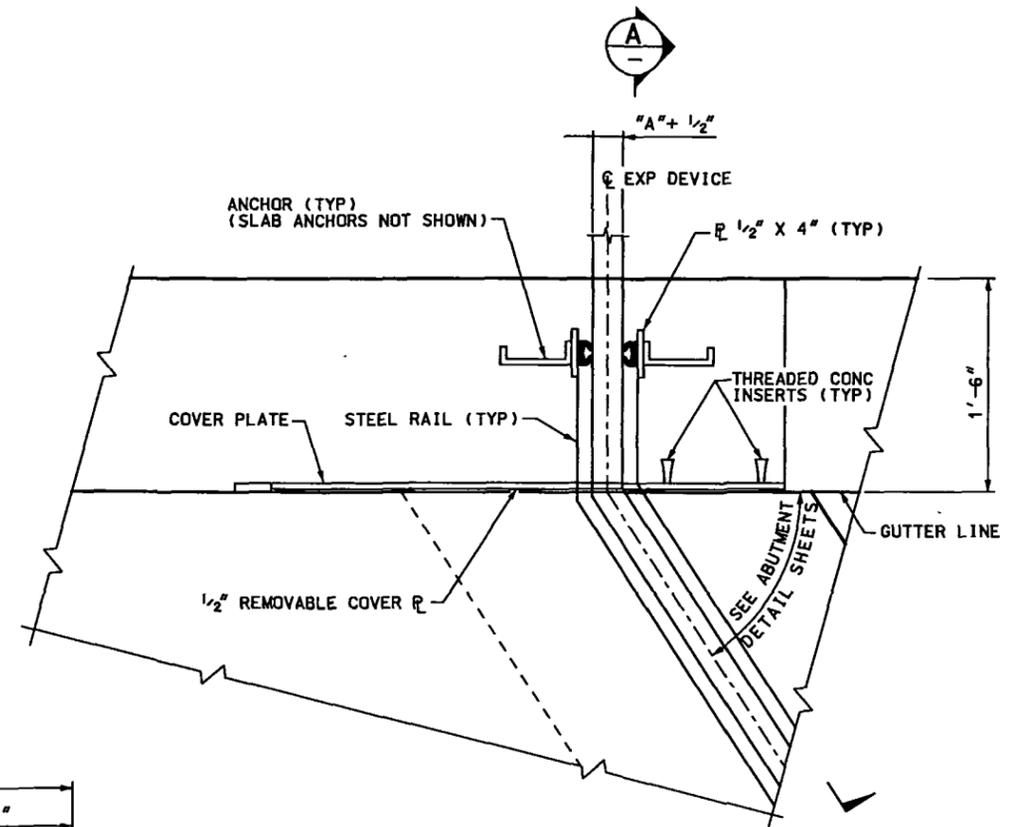
STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

PROJECT NO./CODE NH 0252-299 11584
FILE NAME 22STDT0232
DRAWING NUMBER B428

AS-BUILT

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 User: PAUL.NIKOLAI
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NOTE:
 FOR DEFINITION OF "A" DIMENSION SEE BRIDGE EXPANSION
 DEVICE (0-4 INCH) SHEET.



SECTION A

SECTION B

ELEVATION

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	IN-PROCESS DESIGN SUBMITTAL	12MAR03
B	FINAL DESIGN SUBMITTAL	11APR03
1	APPROVED FOR CONSTRUCTION	28APR03
AB	AS-BUILT	12FEB07

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 METRO DENVER / COLORADO
 Southeast
 Corridor
 Constructors
 7200 South Alton Way
 Englewood, CO 80112



SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.2
 BELLEVUE TO NB I-25 OVER NB I-25 TO NB I-225
 BRIDGE EXPANSION DEVICE (BRIDGE RAIL TYPE 7)
 STRUCTURE NO F-17-GQ SECC STRUCTURE NO 39

PROJECT NO./CODE
 NH 0252-299
 11584
 FILE
 NAME 22STDT0234
 DRAWING
 NUMBER 8429

AS-BUILT