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GENERAL NOTES

EXPANSION JOINT MATERIAL SHALL MEET AASHTO SPECIFICATIONS M-213.

THE FINAL FINISH FOR THE SURFACES OF THE SLAB OVERHANGS, CURBS AND MONUMENTS SHALL BE CLASS 2. ALL OTHER EXPOSED CONCRETE SURFACES SHALL RECEIVE A CLASS 1 FINAL FINISH TO ONE FOOT BELOW THE FINISHED GROUND LINE.

THE STEEL BRIDGE RAIL AND PEDESTRIAN FENCE SHALL BE PAINTED IN ACCORDANCE WITH SECTION 509 OF THE CDOT STANDARD SPECIFICATIONS. THE COLOR OF THE BRIDGE RAIL AND PEDESTRIAN FENCE SHALL BE FOREST GREEN, EQUIVALENT TO FEDERAL STANDARD 595B COLOR NO 14056.

THE FOLLOWING STRUCTURAL STEEL SHALL BE AASHTO M-183 (ASTM A-36): INTERMEDIATE DIAPHRAGMS. THE FOLLOWING STRUCTURAL STEEL SHALL BE AASHTO M-270 (ASTM A572): ABUTMENT PILES

ALL BOLTS SHALL BE 7/8" DIAMETER, HIGH STRENGTH, ASTM A325 UNLESS OTHERWISE NOTED.

GRADE 60 REINFORCING STEEL IS REQUIRED.

ALL REINFORCING STEEL SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED.

(B) DENOTES NONCOATED 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.

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: SIKAPRINTO 19TF, SIKADUR 55SLV, OR DENEFF DENEDECK PER MANUFACTURER'S SPECIFICATIONS.

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

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

UTILITY LOCATIONS SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

DESIGN DATA

AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 16TH EDITION WITH 1997, 1998, 1999 AND 2000 INTERIMS; CDOT BRIDGE DESIGN MANUAL

DESIGN METHOD: LOAD FACTOR DESIGN - BRIDGE DESIGN
SERVICE LOAD DESIGN - FOUNDATION DESIGN

LIVE LOAD: HS-25-44, COLORADO PERMIT VEHICLE AND INTERSTATE ALTERNATE.
DEAD LOAD: ASSUMES 36 LBS PER SQ FT FOR FUTURE ROADWAY OVERLAY AND 5 LBS PER SQ FT FOR UTILITIES.

REINFORCED CONCRETE:

CLASS B CONCRETE: f'c = 3,000 psi AT 28 DAYS
CLASS D CONCRETE: f'c = 4,500 psi AT 28 DAYS
REINFORCING STEEL: fy = 60,000 psi

CAISSON CONCRETE:

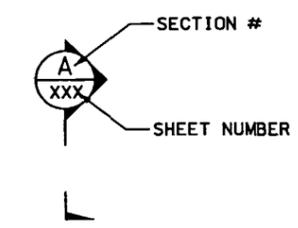
CLASS BZ CONCRETE: f'c = 4,000 psi AT 28 DAYS
REINFORCING STEEL: fy = 60,000 psi

STRUCTURAL STEEL: AASHTO M-183 (ASTM A-36) Fy = 36,000 psi
AASHTO M-270 (ASTM A572) Fy = 50,000 psi

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

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SECTION

BRIDGE DESCRIPTION

2 - SPAN (77'-3 5/8", 77'-8 1/2" @ BRG TO @ BRG)
160'-3 1/8" BRIDGE
CONCRETE PRESTRESSED I-GIRDERS, CONTINUOUS
130'-0" ROADWAY, 154'-0" TOTAL WIDTH WITH SIDEWALKS AND CURBS
HAMPDEN AVENUE OVER I-25
70°19'16" SKEW
BRIDGE RAIL TYPE 10M

DESIGNED BY: BO	ISSUE RECORD		
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	1	APPROVED FOR CONSTRUCTION	11NOV03
CHECKED BY: JB	2	FDC S1095 - REVISED DRAINS	29JAN04
	3	AFC - FDC S1388 - ADD EXPANSION PLATES	26JUL04
	AB	AS-BUILT	14FEB07

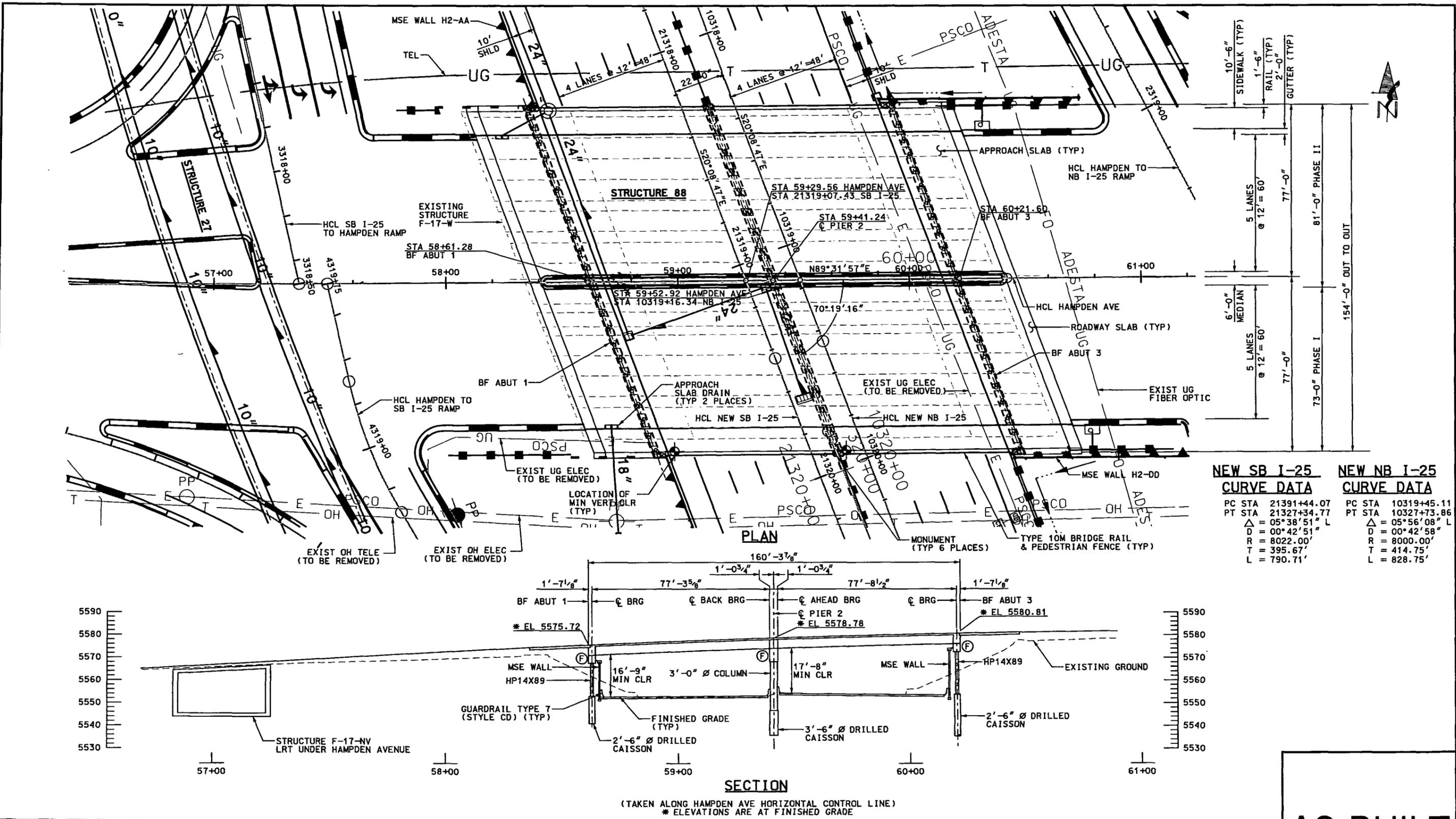


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
 HAMPDEN AVENUE OVER I-25
 GENERAL INFORMATION
 STRUCTURE NO F-17-0T SECC STRUCTURE NO 88

PROJECT NO./CODE	NH 0252-299 11584
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DRAWING NUMBER	B401

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NEW SB I-25 CURVE DATA		NEW NB I-25 CURVE DATA	
PC STA	21391+44.07	PC STA	10319+45.11
PT STA	21327+34.77	PT STA	10327+73.86
Δ	$05^{\circ}38'51''$ L	Δ	$05^{\circ}56'08''$ L
D	$00^{\circ}42'51''$ L	D	$00^{\circ}42'58''$ L
R	8022.00'	R	8000.00'
T	395.67'	T	414.75'
L	790.71'	L	828.75'

ISSUE RECORD		
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C	FINAL DESIGN SUBMITTAL	24OCT03
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2	FDC S1095 - REVISED DRAINS	29JAN04
AB	AS-BUILT	14FEB07



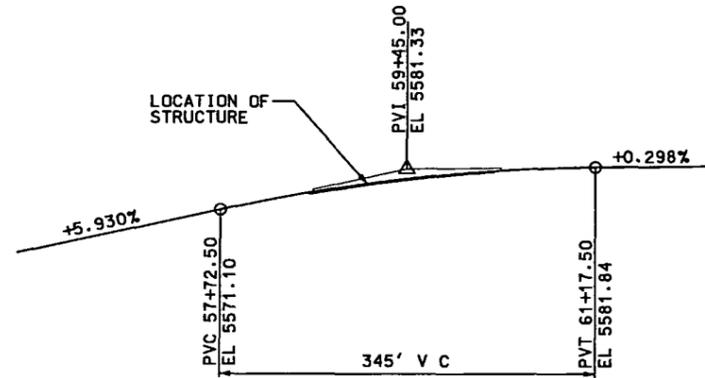
SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
 HAMPDEN AVENUE OVER I-25
 GENERAL LAYOUT

STRUCTURE NO F-17-0T SECC BRIDGE NO 88

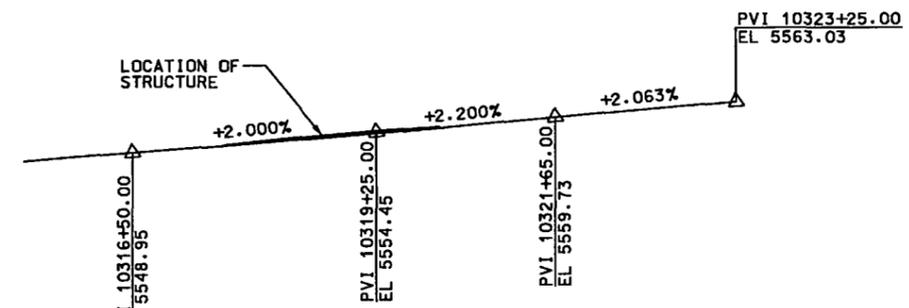
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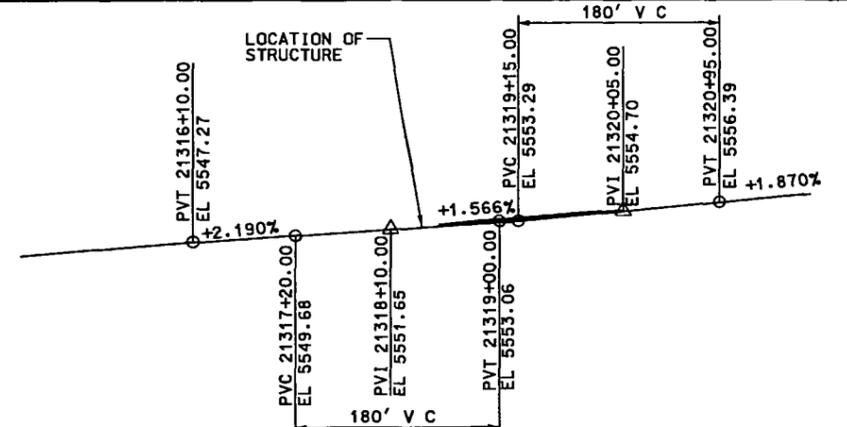
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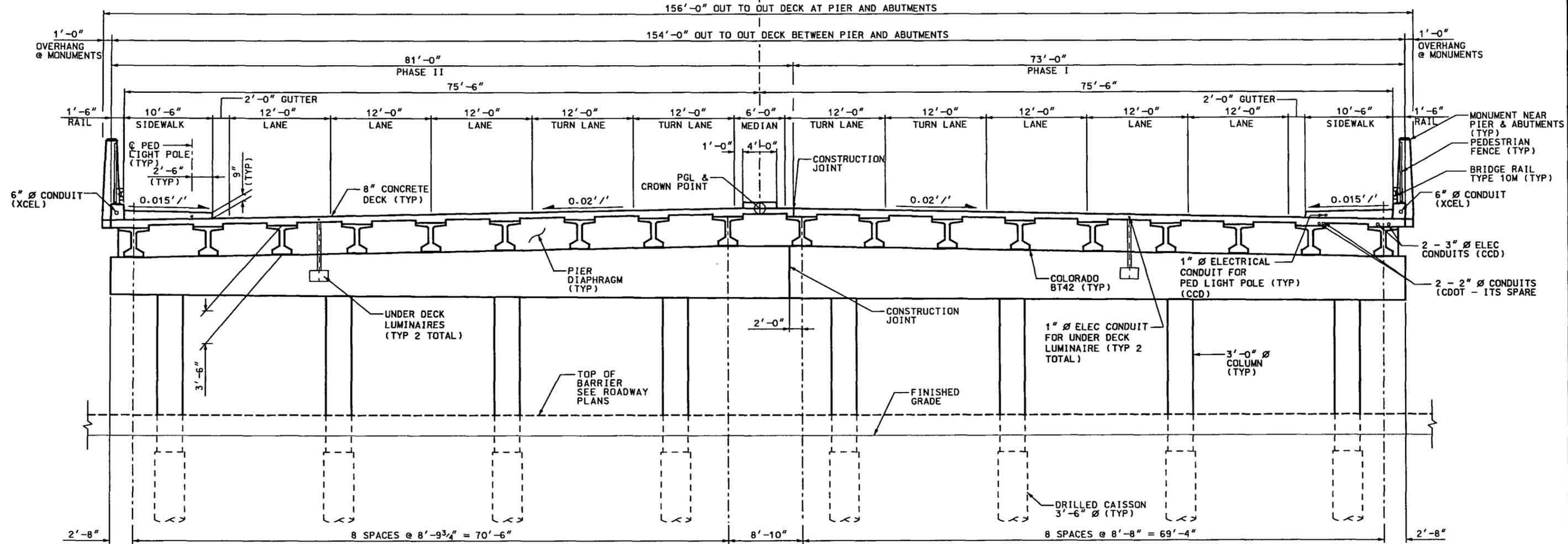
HAMPDEN AVENUE PROFILE GRADE



NEW NB I-25 PROFILE GRADE



NEW SB I-25 PROFILE GRADE



TYPICAL SECTION
(LOOKING UPSTATION)
DIMENSIONS PERPENDICULAR TO Q BRIDGE

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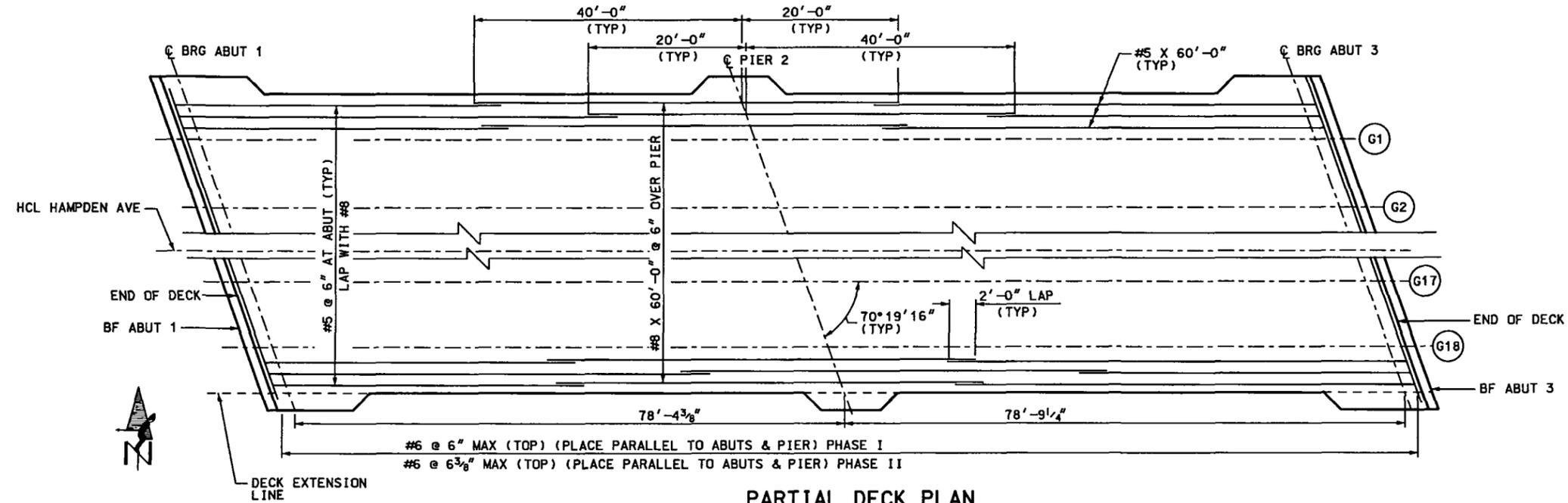


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
HAMPDEN AVENUE OVER I-25
TYPICAL SECTION
 STRUCTURE NO F-17-0T SECC BRIDGE NO 88

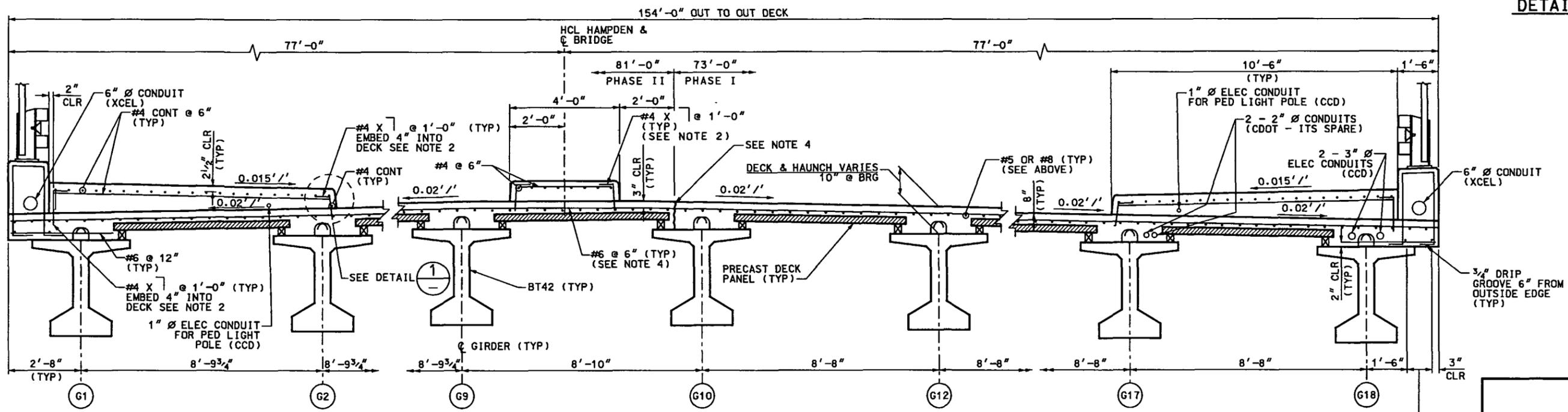
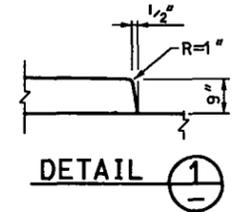
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- NOTES:**
- ALL REINFORCING SHALL BE EPOXY COATED.
 - 3/4" THREADED INSERTS WILL BE REQUIRED ON BRIDGE DURING PHASING. INSERTS SHALL BE PLACED IN DECK FOR SIDEWALK AND MEDIAN. 3/4" THREADED RODS SHALL BE ASTM A36 OR ASTM A193 GRADE B-7 STEEL. ALTERNATE: CONTRACTOR MAY DRILL AND EPOXY GROUT SIDEWALK AND MEDIAN REINFORCING USING HILTI HSE 2421 OR APPROVED EQUAL. CONTRACTOR SHALL ENSURE THAT DRILL HOLES ARE SPACED BETWEEN DECK REINFORCING. Z-TYPE #4 BARS MAY BE SUBSTITUTED FOR THREADED INSERTS OR DRILLED/GROUTED #4 BARS FROM DECK TO PHASE II SIDEWALK.
 - FOR DECK REINFORCING AT MONUMENT OVERHANGS, SEE MONUMENT DETAILS SHEET.
 - AT THE PHASING CONSTRUCTION JOINT THE CONTRACTOR SHALL MECHANICALLY SPLICE BARS. MECHANICAL SPLICES SHALL BE BARSPLICE PRODUCTS, INC. BAR-GRIP SYSTEMS OR APPROVED EQUAL.
 - TRANSVERSE BARS, #6 @ 6" MAX, CAN BE SPLICED USING A NON-STAGGERED PATTERN WITH A 4'-10" LAP.



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AB	AS-BUILT	14FEB07	

TRC
 METRO DENVER / COLORADO

SOUTHEAST CORRIDOR CONSTRUCTORS
 Southeast Corridor Constructors
 7200 South Alton Way
 Englewood, CO 80112

SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
 HAMPDEN AVENUE OVER I-25
 BRIDGE DECK TYPICAL SECTION

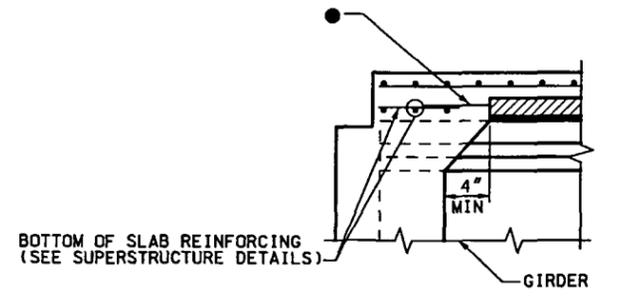
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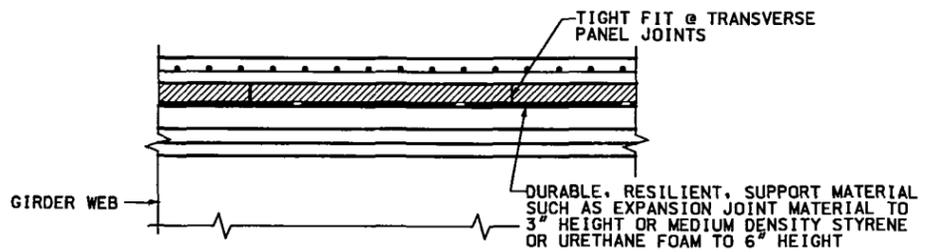
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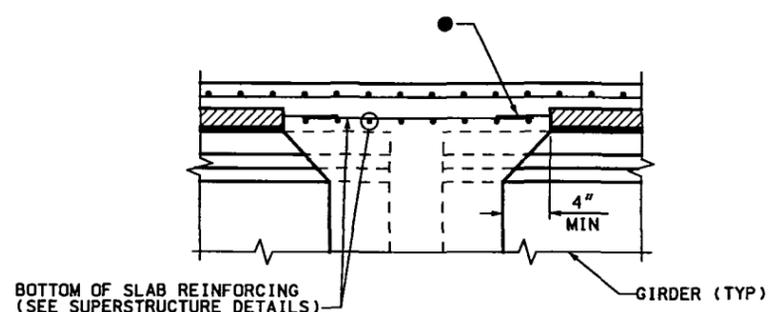
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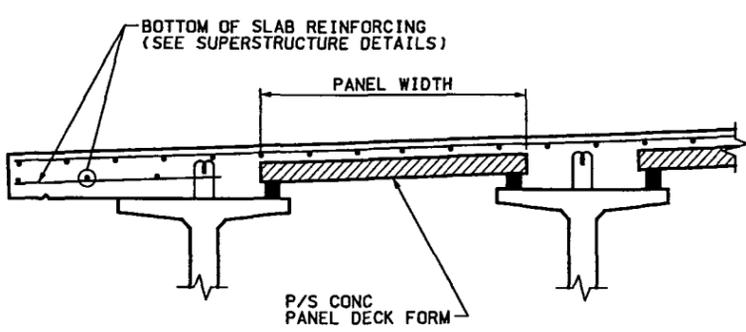
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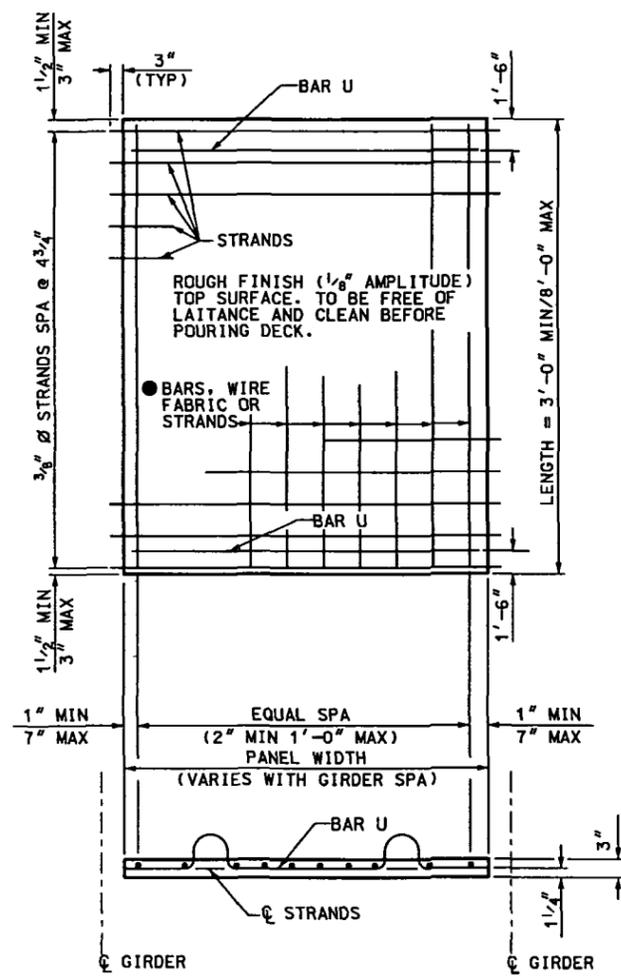
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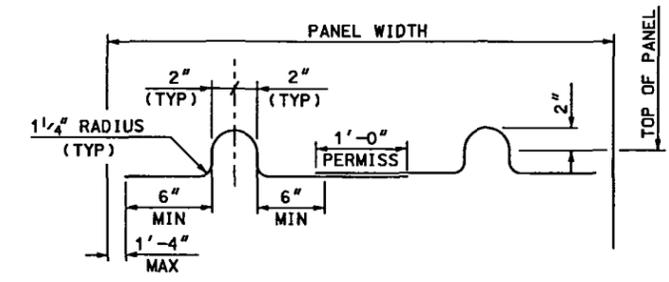
SECTION AT PIER



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) SHEET.
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 $\pm 1/4"$. THE TOLERANCE ON PANEL THICKNESS SHALL NOT EXCEED $\pm 1/4"$.
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			
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AB	AS-BUILT	14FEB07	



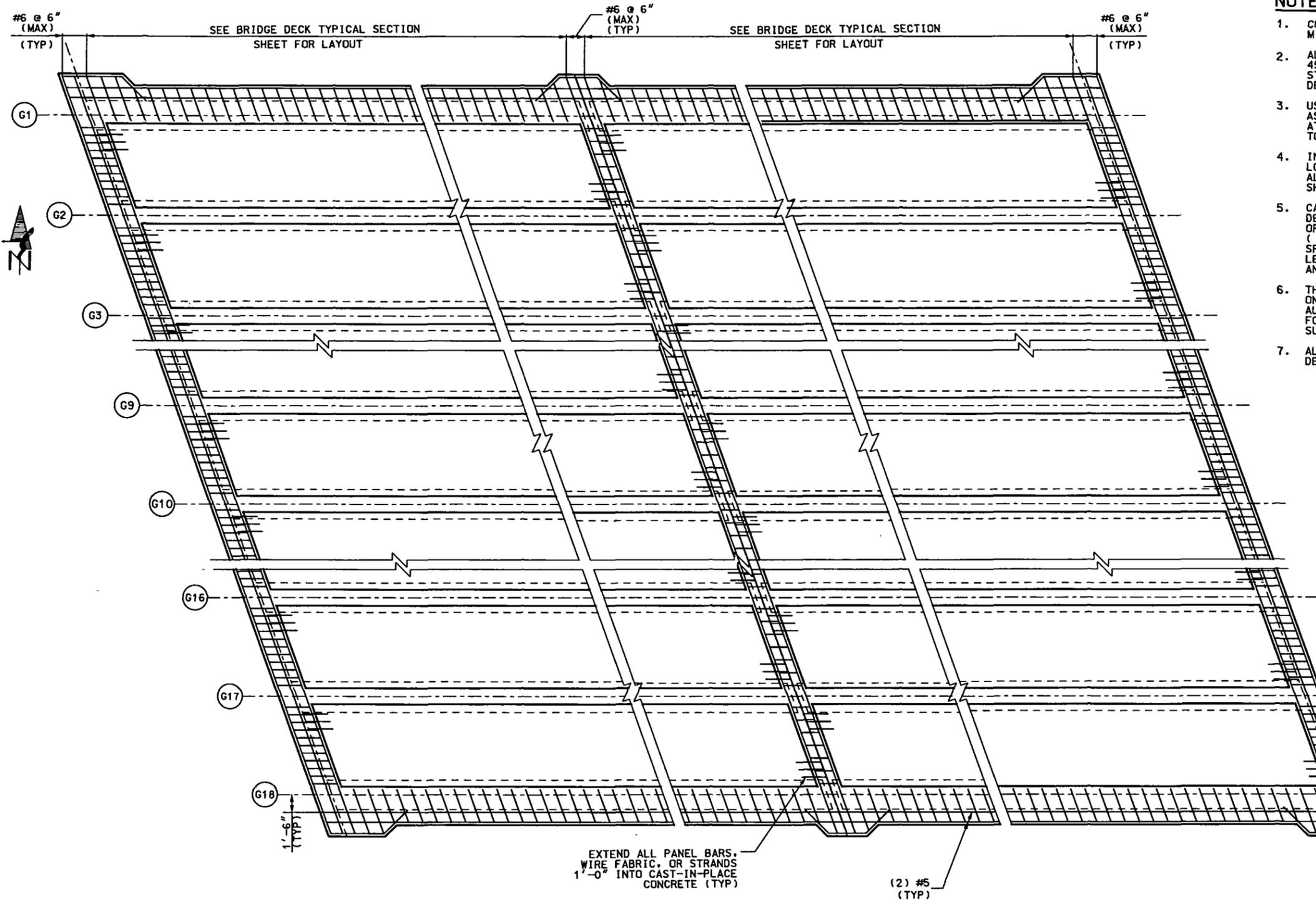
SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
 HAMPDEN AVENUE OVER I-25
 PRECAST PANEL DECK FORM (1)

STRUCTURE NO F-17-0T SECC STRUCTURE NO 88

PROJECT NO./CODE	NH 0252-299 11584
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DRAWING NUMBER	B423

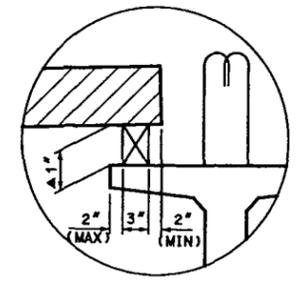
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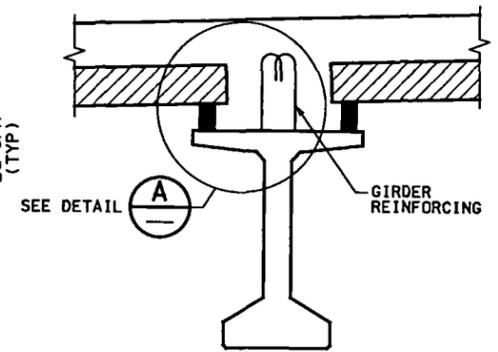


NOTES:

1. COMPOSITE TOTAL SLAB DESIGNED FOR HS 25-44 AND ALTERNATE MILITARY LOADING.
2. ALL CONCRETE SHALL BE CLASS S WITH RELEASE STRENGTH $f'_{oi} = 4500$ 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.
3. USE $\frac{3}{8}$ " ϕ 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.
4. 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.
5. 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.
6. 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 SUPERSTRUCTURE DETAILS.
7. ALL PLANES OF REINFORCING STEEL SHOWN IN THE SUPERSTRUCTURE DETAILS ARE REQUIRED FOR AREAS NOT FORMED WITH PRECAST PANELS.



DETAIL A



SUPPORT DETAIL

PART PLAN AND BOTTOM SLAB REINFORCING

TOP REINFORCING NOT SHOWN FOR CLARITY.
SEE BRIDGE DECK TYPICAL SECTION SHEET FOR LAYOUT

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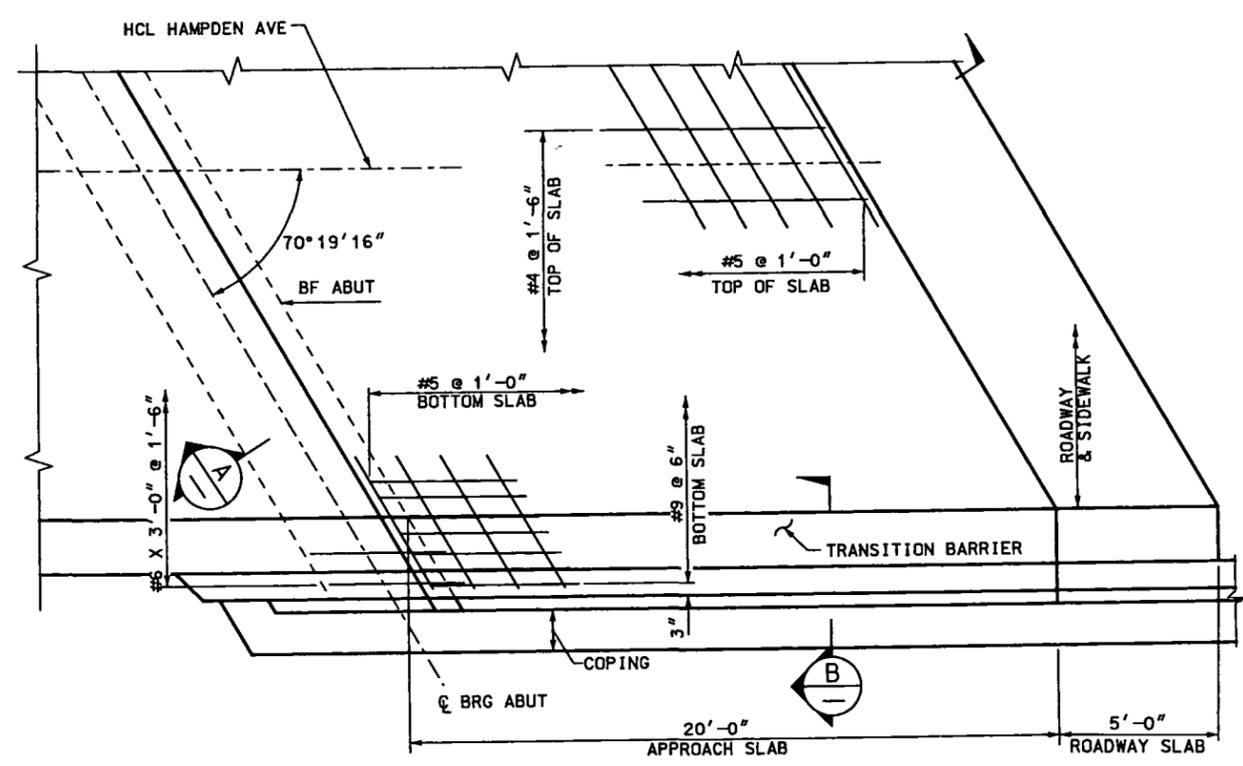


SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
 HAMPDEN AVENUE OVER I-25
 PRECAST PANEL DECK FORM (2)
 STRUCTURE NO F-17-0T SECC STRUCTURE NO 88

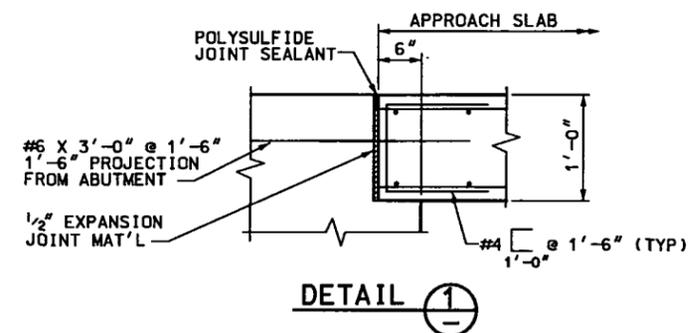
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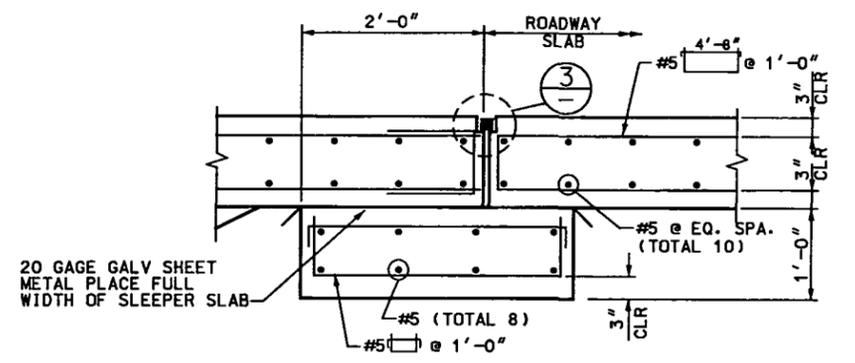
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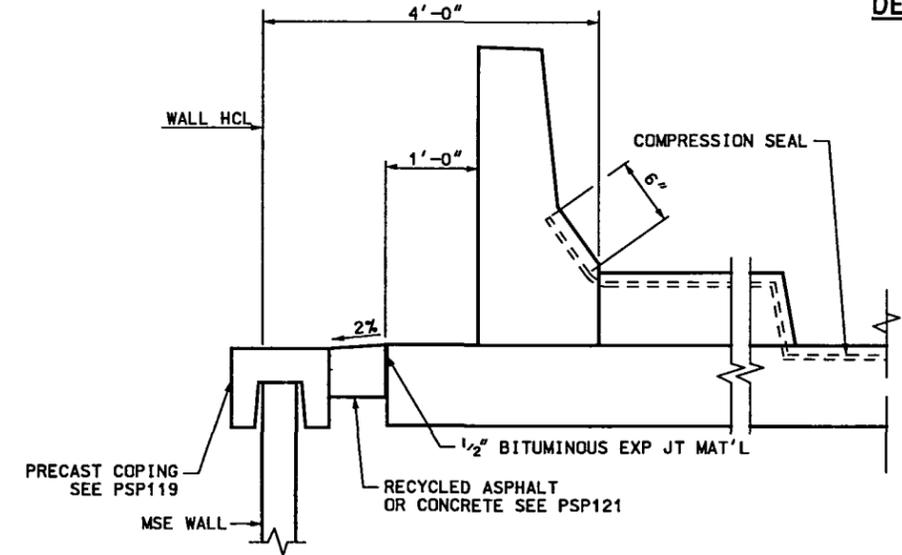
PLAN
 ABUTMENT 3 SHOWN
 ABUTMENT 1 SIMILAR



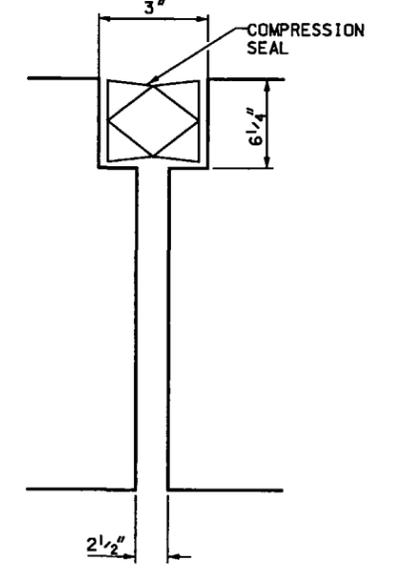
DETAIL 1



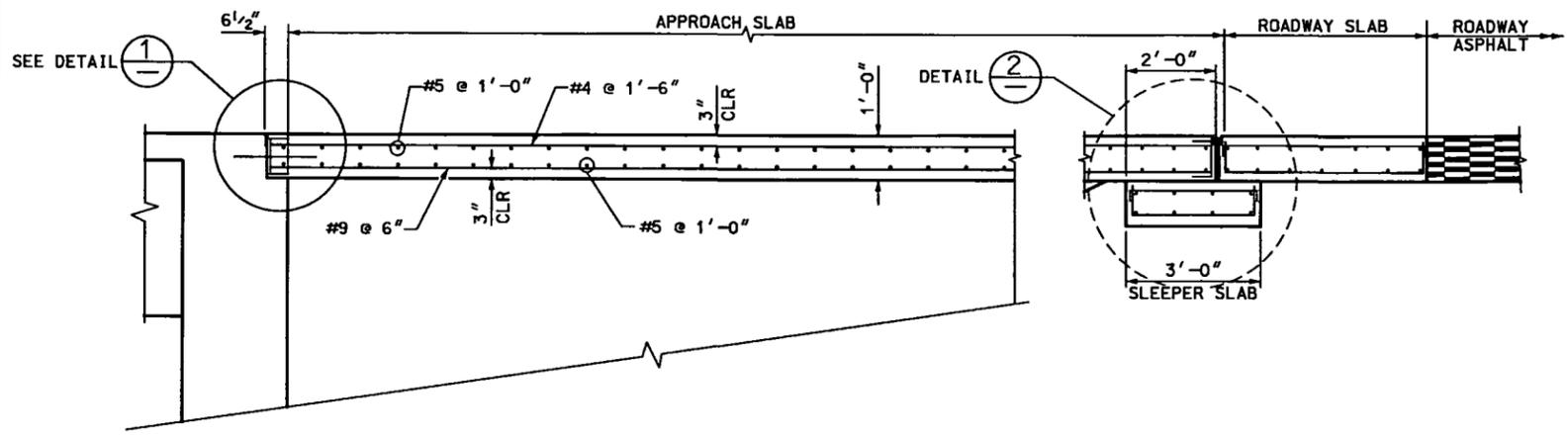
DETAIL 2



SECTION B



DETAIL 3



SECTION A

- NOTES:**
1. CONCRETE CLASS D (BRIDGE) SHALL BE USED FOR APPROACH SLABS.
 2. FOR RAIL DETAILS SEE BRIDGE RAIL TYPE 7 SHEET.
 3. DO NOT INSTALL JOINT SEALANT ABOVE 80°F OR BELOW 35°F.
 4. COMPRESSION SEAL SHALL BE D. S. BROWN CV-4500 OR APPROVED EQUAL.
 5. AT THE PHASING CONSTRUCTION JOINT MECHANICAL SPLICES SHALL BE USED FOR #5 REINF IN APPROACH SLAB AND ROADWAY SLAB IF 2'-0" LAP SPLICE CAN NOT BE ACHIEVED. MECHANICAL SPLICES SHALL BE BARSPLICE PRODUCTS, INC. BAR-GRIP SYSTEMS OR APPROVED EQUAL.
 6. SEE BRIDGE EXPANSION DEVICE (BRIDGE RAIL & SIDEWALK) FOR COVER PLATE DETAILS.

ISSUE RECORD		
NO.	DESCRIPTION	DATE
A	IN-PROCESS DESIGN SUBMITTAL	18SEP03
B	FINAL DESIGN SUBMITTAL	24OCT03
1	APPROVED FOR CONSTRUCTION	11NOV03
2	AFC - FDC S1388 - ADD EXPANSION PLATES	26JUL04
AB	AS-BUILT	14FEB07



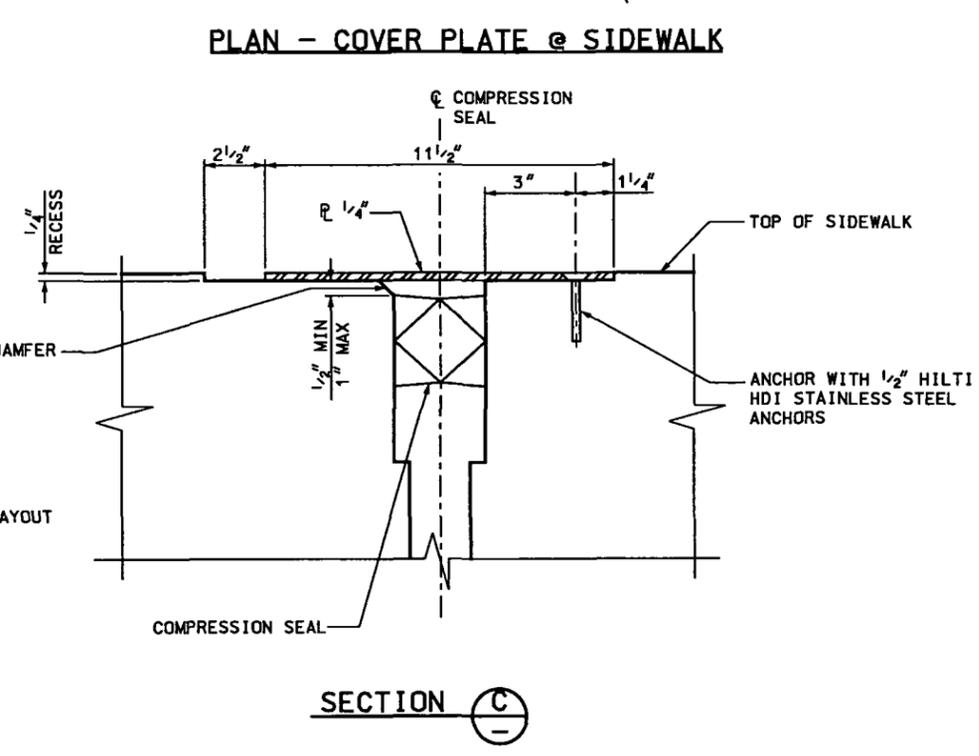
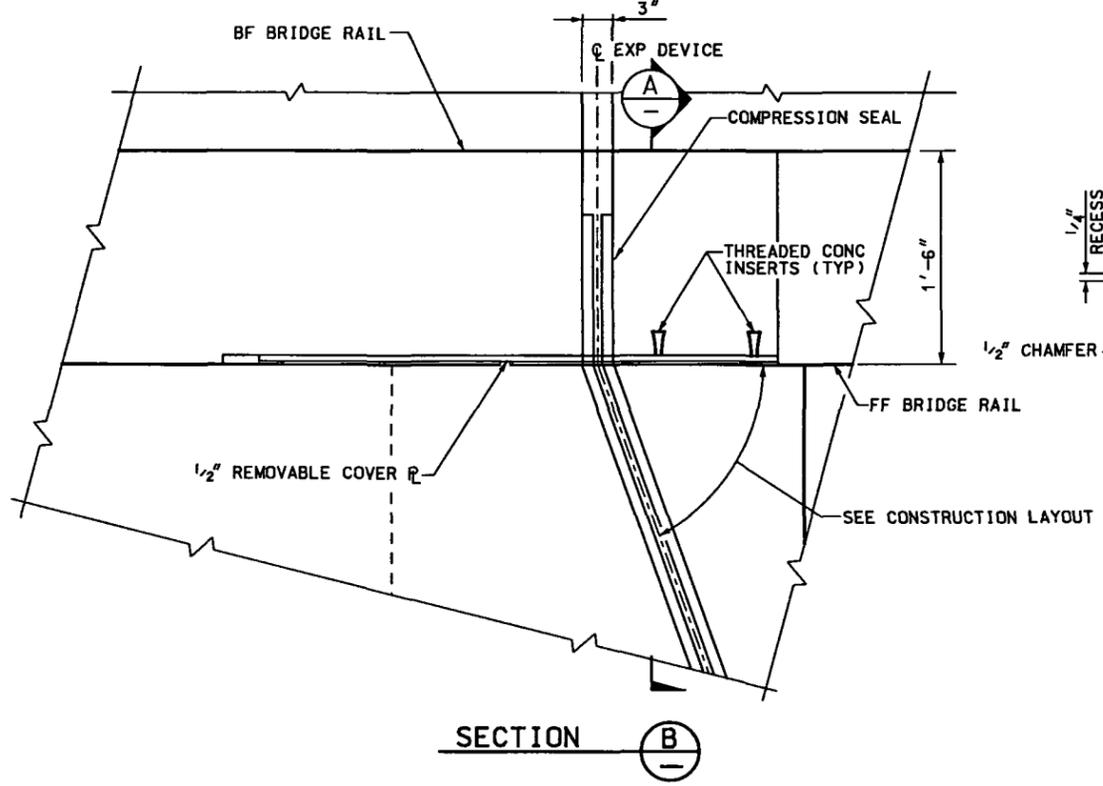
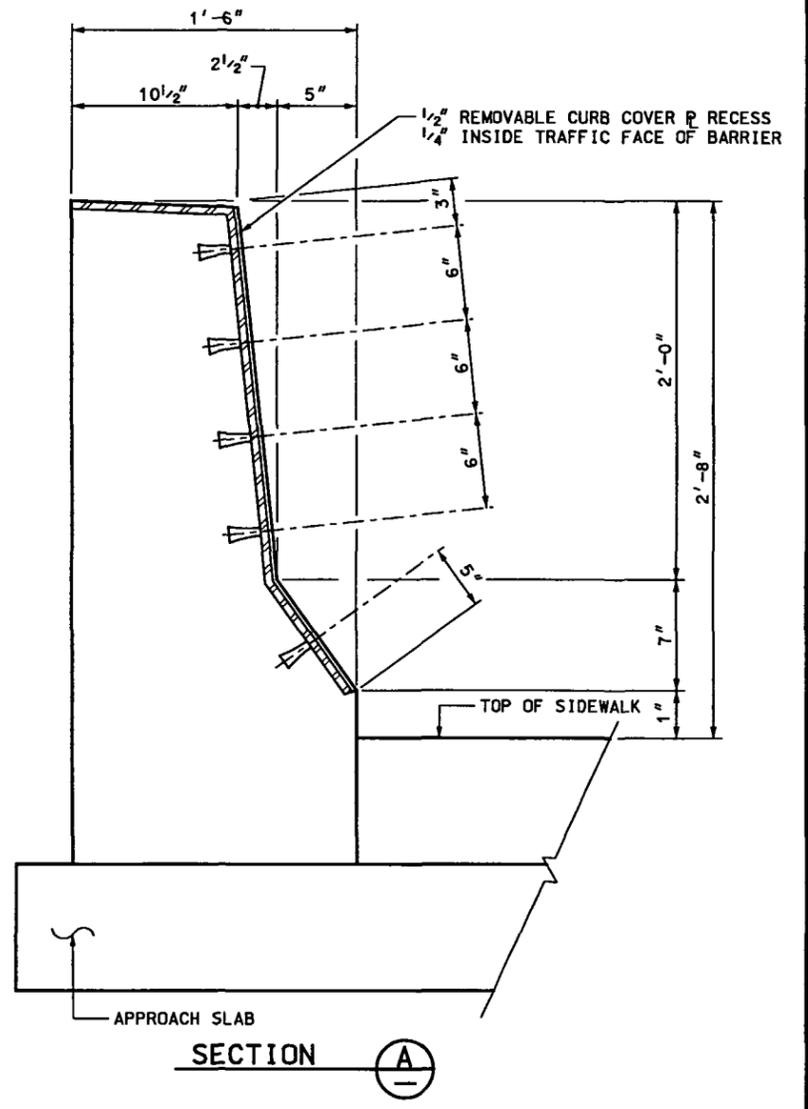
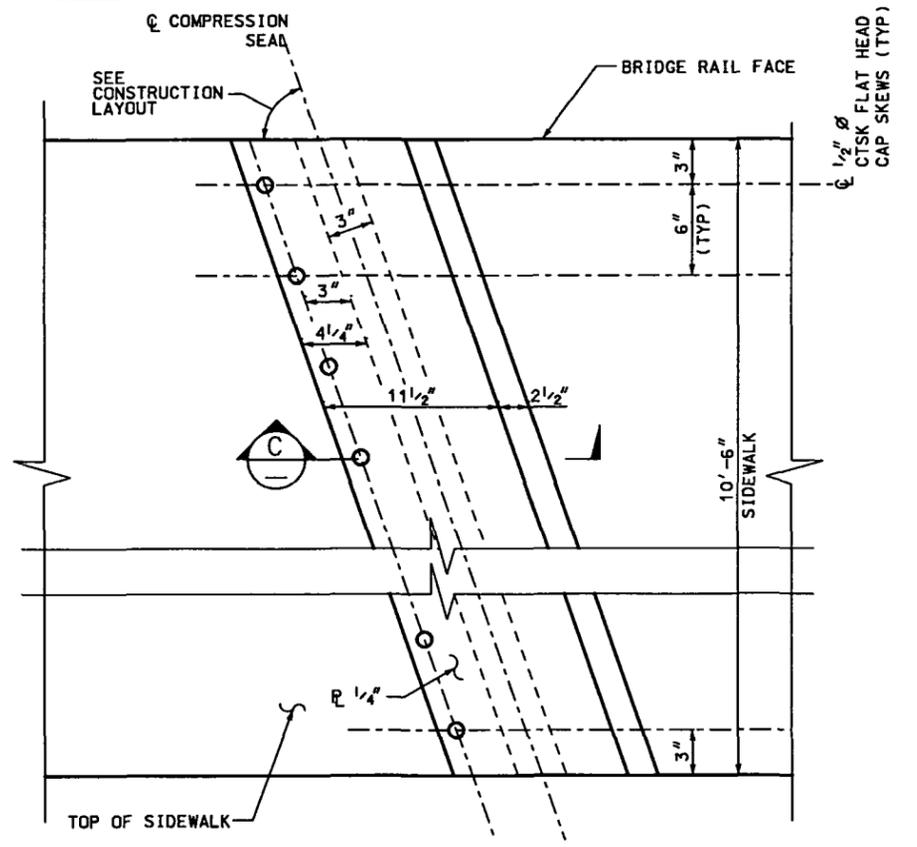
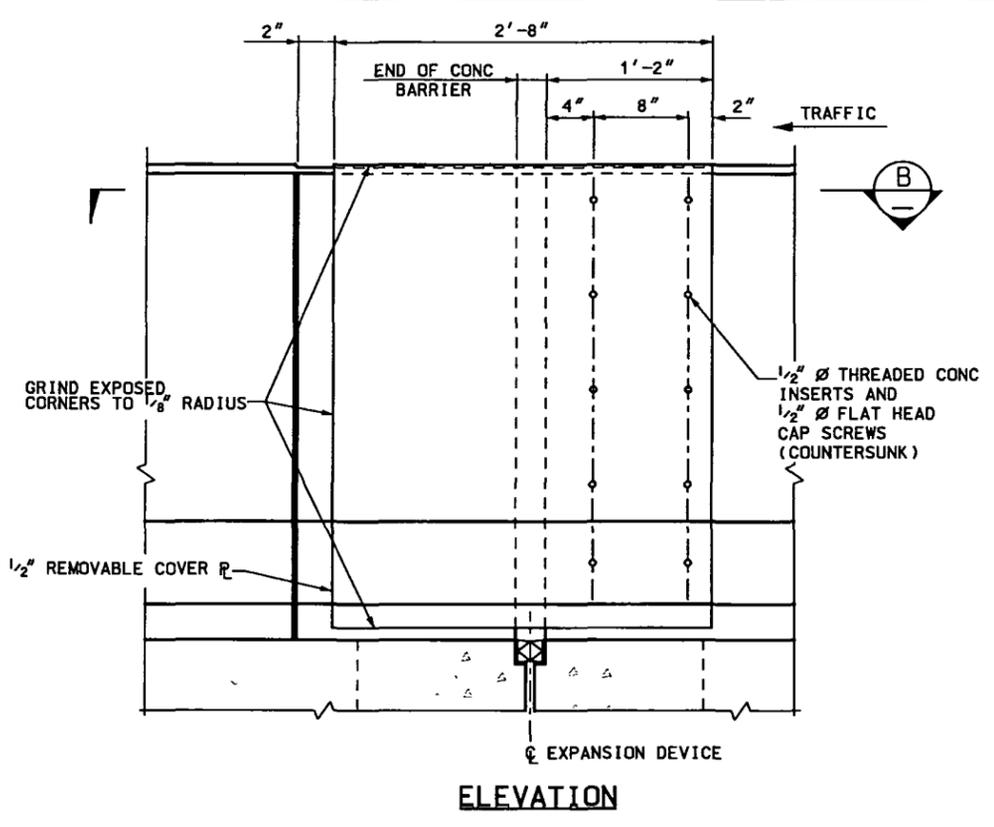
SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
 HAMPDEN AVENUE OVER I-25
 APPROACH SLAB DETAILS

STRUCTURE NO F-17-0T SECC STRUCTURE NO 88

PROJECT NO./CODE NH 0252-299 11584
FILE NAME 21STDT0160
DRAWING NUMBER B425

AS-BUILT

File Name: C:\PWORKING\DMS07724\21STDT0165.DGN
 User: PAUL.NIKOLAI
 Date Plotted: 03/23/2007
 Time Plotted: 04:26:01 PM
 Pen Table: S:\MICROSTATION\PLOTTABLES\T-REX-GRAY.TBL



ISSUE RECORD			
DESIGNED BY:	NO.	DESCRIPTION	DATE
JER	1	AFC - FDC S1388 - ADD EXPANSION PLATES	26JLU04
DRAFTED BY:	AB	AS-BUILT	14FEB07
CHECKED BY:	BO		



SOUTHEAST CORRIDOR MULTI-MODAL PROJECT
 AREA 2.1
 HAMPDEN AVENUE OVER I-25
 BRIDGE EXPANSION DEVICE (BRIDGE RAIL & SIDEWALK)

STRUCTURE NO F-17-0T SECC STRUCTURE NO 88

PROJECT NO./CODE
NH 0252-299
11584

FILE NAME
21STDT0165

DRAWING NUMBER
B427A

AS-BUILT