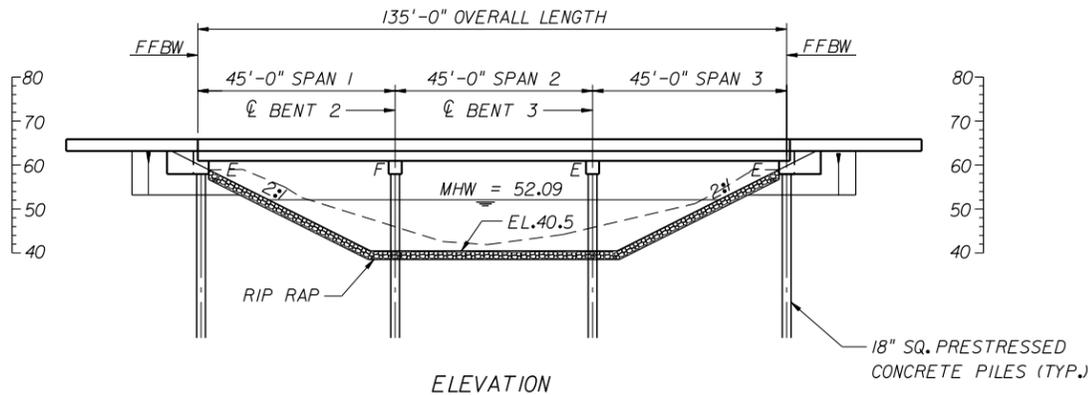
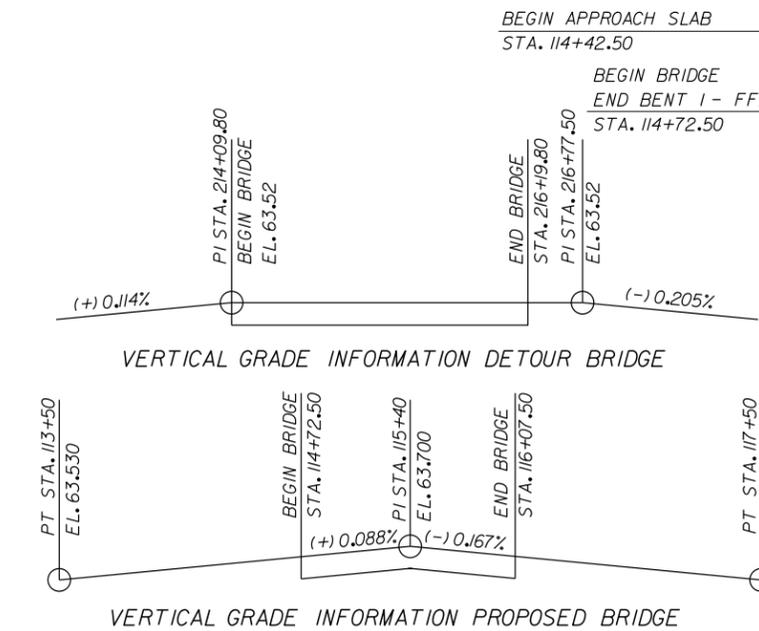
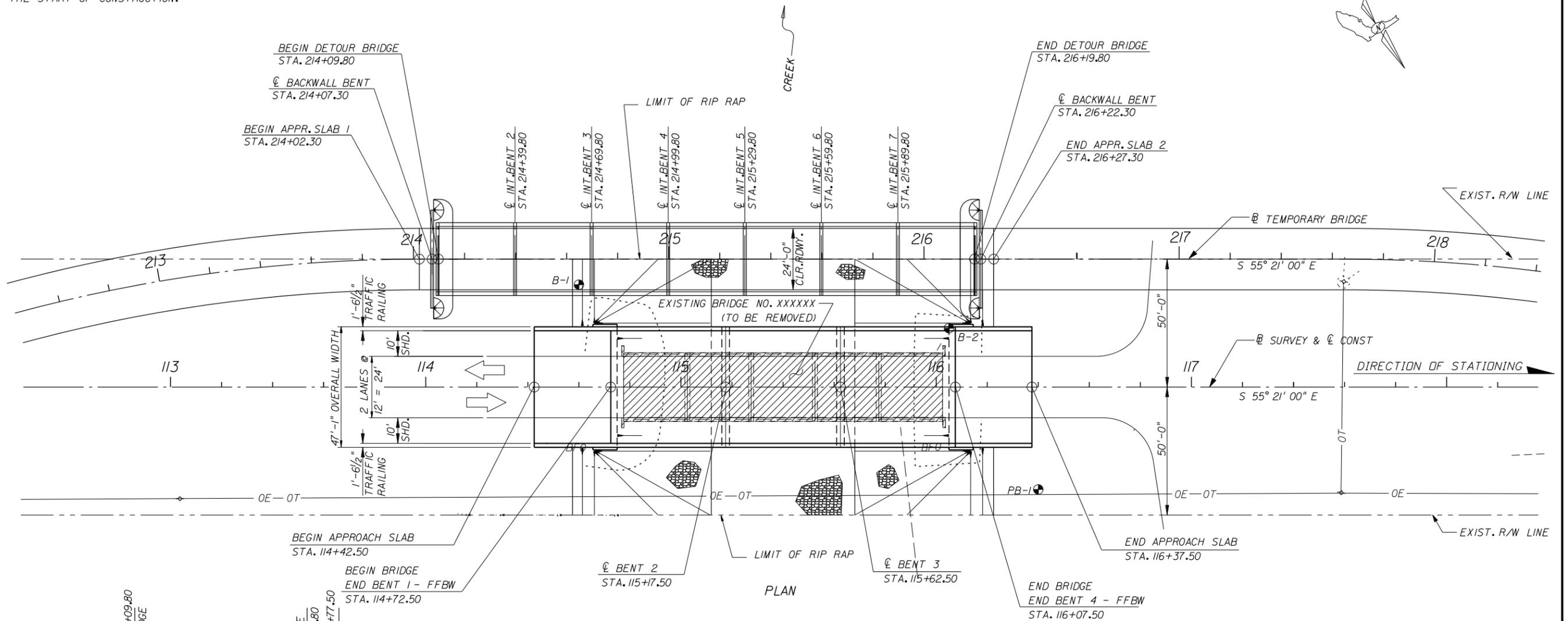


| REVISIONS | | | | STRUCTURES DESIGN OFFICE | | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE | | REF. DWG. NO. |
|-----------|----|-------------|------|--------------------------|-------------|----------|---|----------------------|---|-------------|-----------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | PLAN AND ELEVATION EXAMPLE 1 CURVED STEEL FLYOVER RAMP | | SHEET NO. | |
| | | | | | | | | | | | | |

NOTE:
 ALL EXISTING UTILITIES IN CONFLICT WITH PROPOSED
 BRIDGE SHALL BE RELOCATED BY OTHERS PRIOR TO
 THE START OF CONSTRUCTION.



TRAFFIC DATA - CR 523

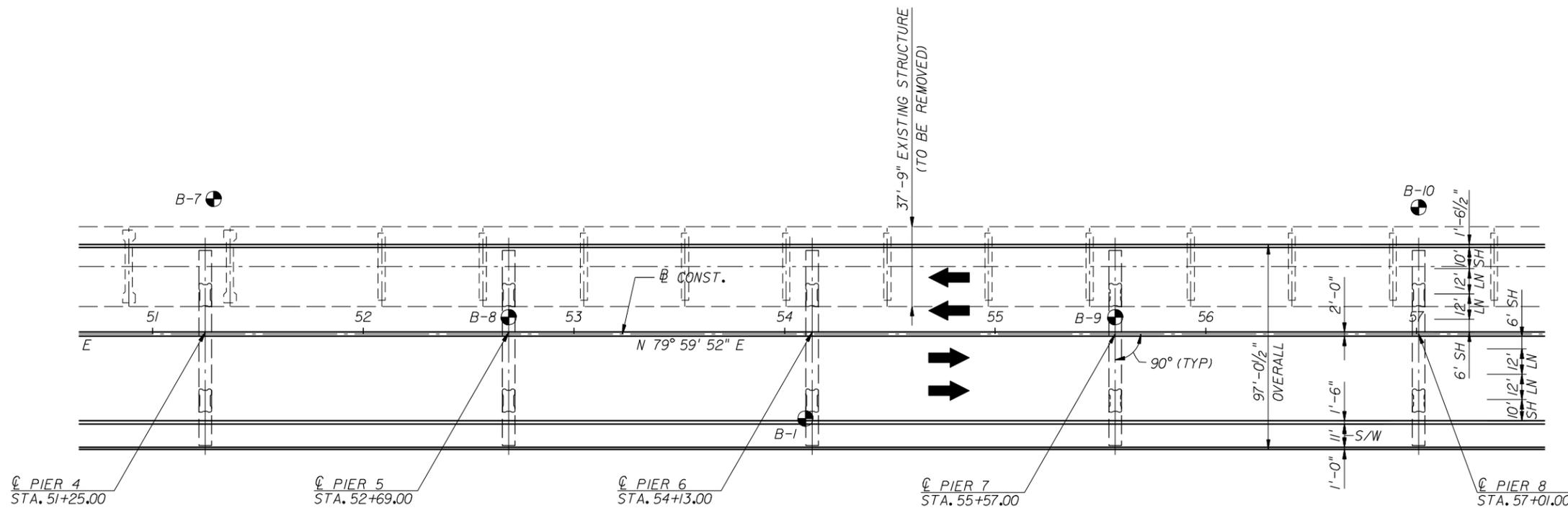
2002 ADT = 4,117
 2022 ADT = 6,426
 K = 9.5%
 D = 60%
 DESIGN SPEED = 50MPH

LEGEND:

- INDICATES SOIL BORING LOCATION
- ▨ INDICATES EXISTING STRUCTURE TO BE REMOVED

BRIDGE NO. XXXXXX

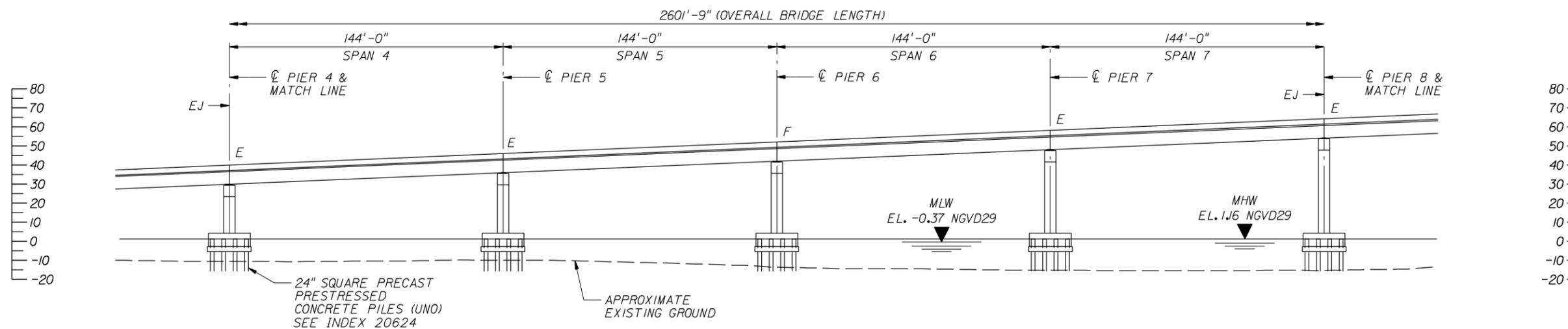
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PLAN AND ELEVATION EXAMPLE 2 BRIDGE REPLACEMENT WITH TEMPORARY DETOUR BRIDGE | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



PARTIAL PLAN

LEGEND

- ⊕ APPROXIMATE LOCATION OF SOIL BORING
- EJ = DECK EXPANSION JOINT



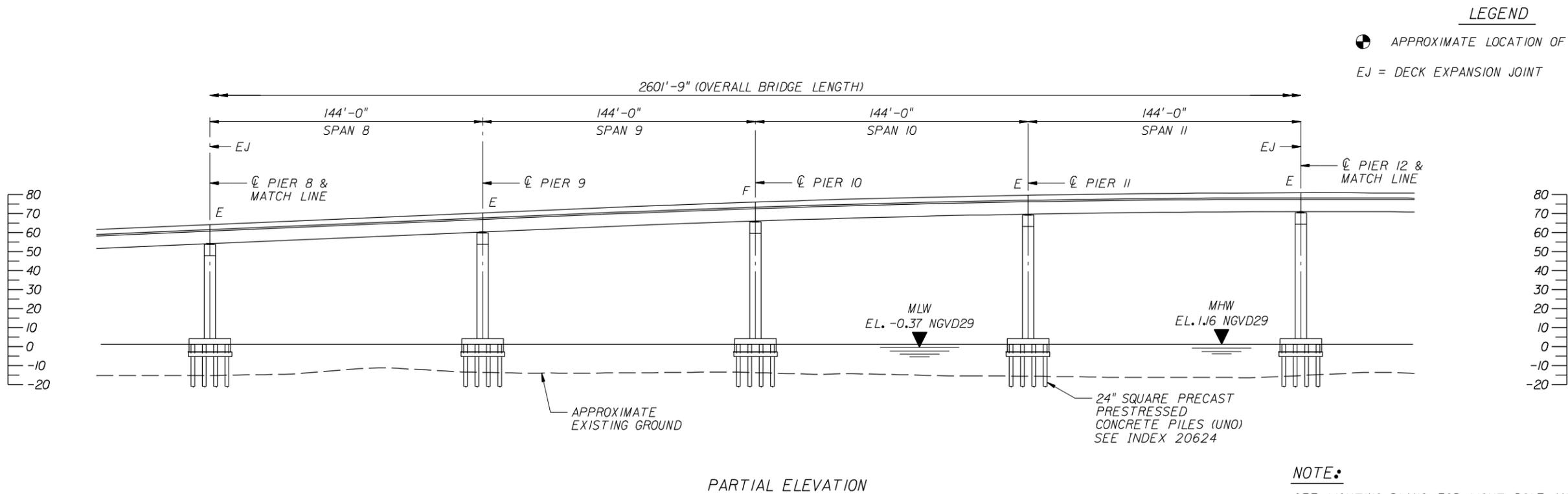
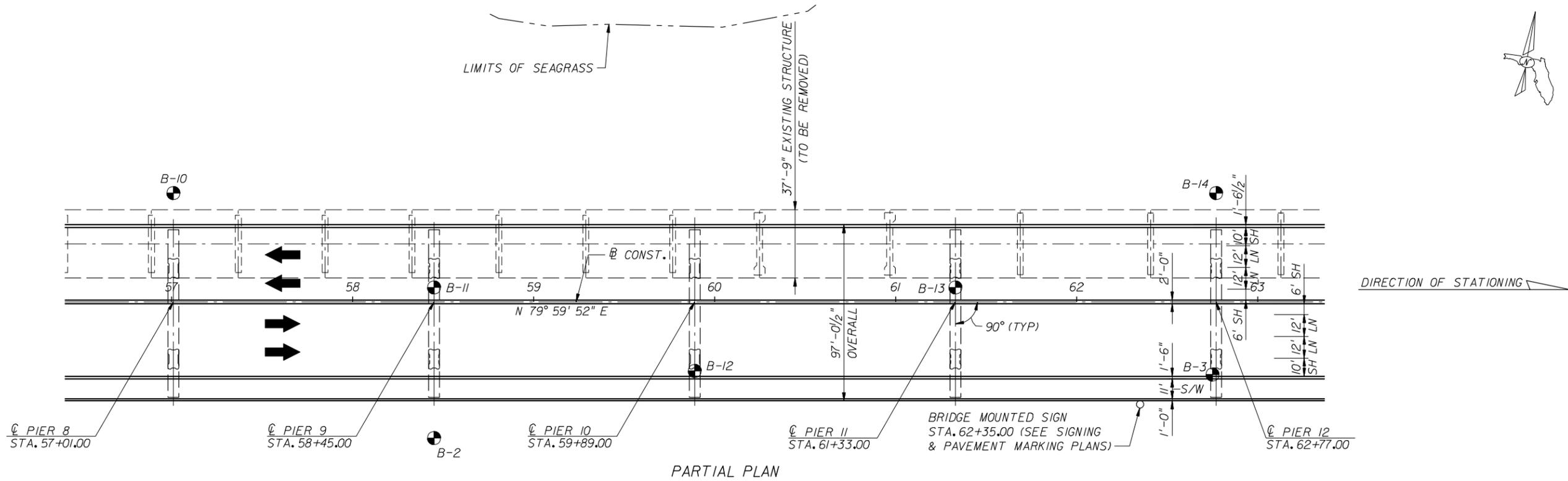
PARTIAL ELEVATION

NOTE:

SEE LIGHTING PLANS, FOR LIGHT POLE AND PEDESTRIAN LIGHT LOCATIONS.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PLAN AND ELEVATION EXAMPLE 3 MULTI-SHEET PLAN AND ELEVATION (SHEET 2 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



LEGEND

⊕ APPROXIMATE LOCATION OF SOIL BORING

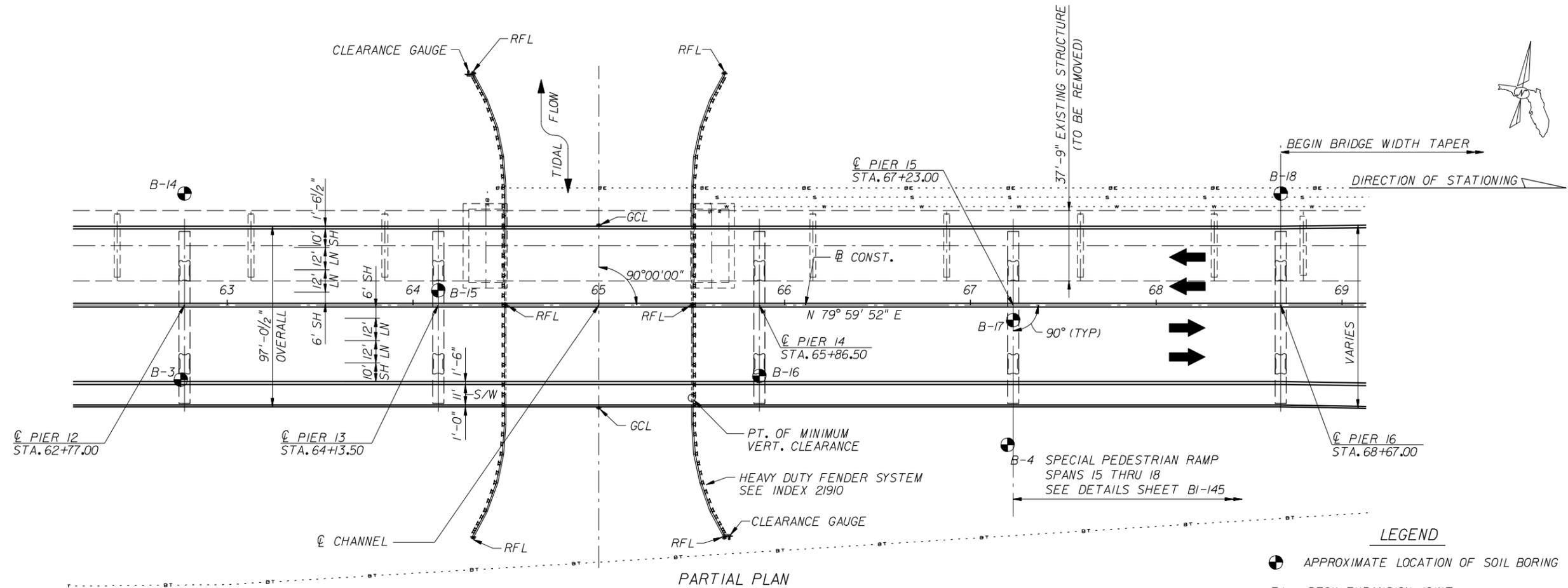
EJ = DECK EXPANSION JOINT

NOTE:

SEE LIGHTING PLANS, FOR LIGHT POLE AND PEDESTRIAN LIGHT LOCATIONS.

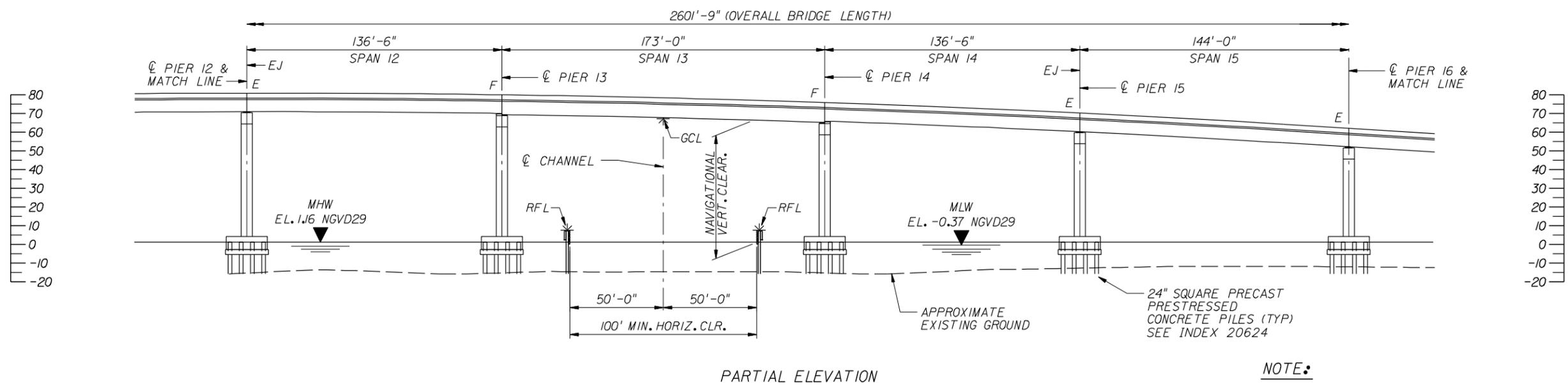
BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PLAN AND ELEVATION EXAMPLE 3 MULTI-SHEET PLAN AND ELEVATION (SHEET 3 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



LEGEND

- APPROXIMATE LOCATION OF SOIL BORING
- EJ = DECK EXPANSION JOINT



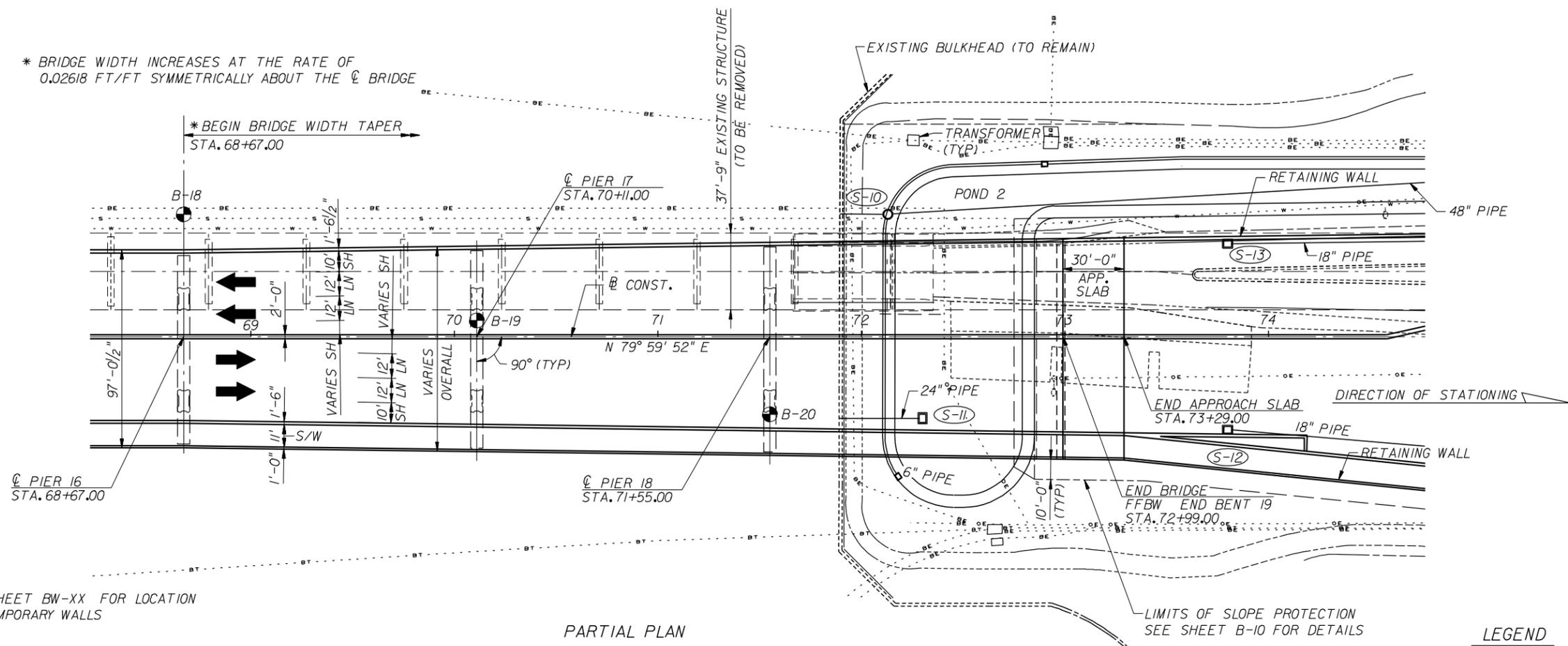
NOTE:
 SEE LIGHTING PLANS, FOR LIGHT POLE AND PEDESTRIAN LIGHT LOCATIONS.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PLAN AND ELEVATION EXAMPLE 3 MULTI-SHEET PLAN AND ELEVATION (SHEET 4 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |

* BRIDGE WIDTH INCREASES AT THE RATE OF 0.02618 FT/FT SYMMETRICALLY ABOUT THE C BRIDGE

* BEGIN BRIDGE WIDTH TAPER STA. 68+67.00



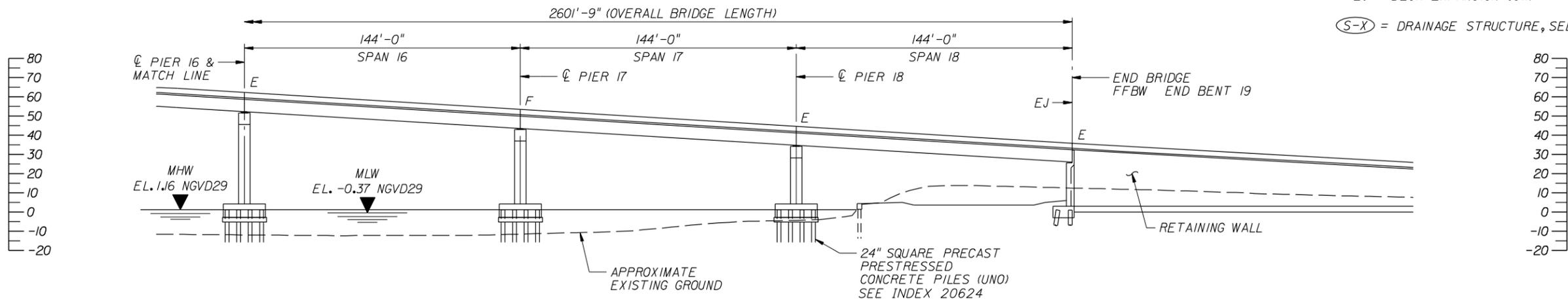
SEE SHEET BW-XX FOR LOCATION OF TEMPORARY WALLS

PARTIAL PLAN

LIMITS OF SLOPE PROTECTION SEE SHEET B-10 FOR DETAILS

LEGEND

- ⊕ APPROXIMATE LOCATION OF SOIL BORING
- EJ = DECK EXPANSION JOINT
- (S-X) = DRAINAGE STRUCTURE, SEE ROADWAY PLANS



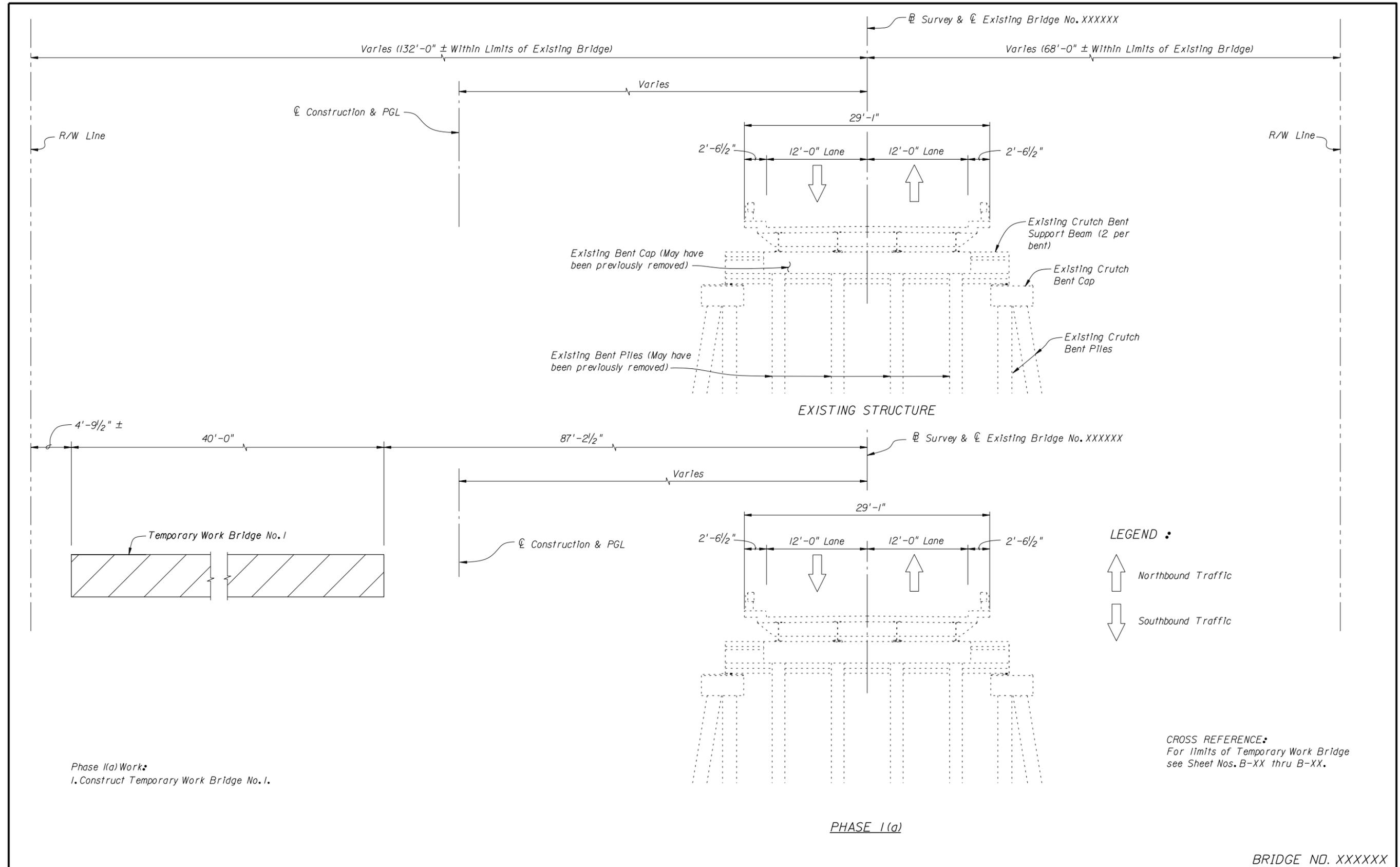
PARTIAL ELEVATION

NOTE:

SEE LIGHTING PLANS, FOR LIGHT POLE AND PEDESTRIAN LIGHT LOCATIONS.

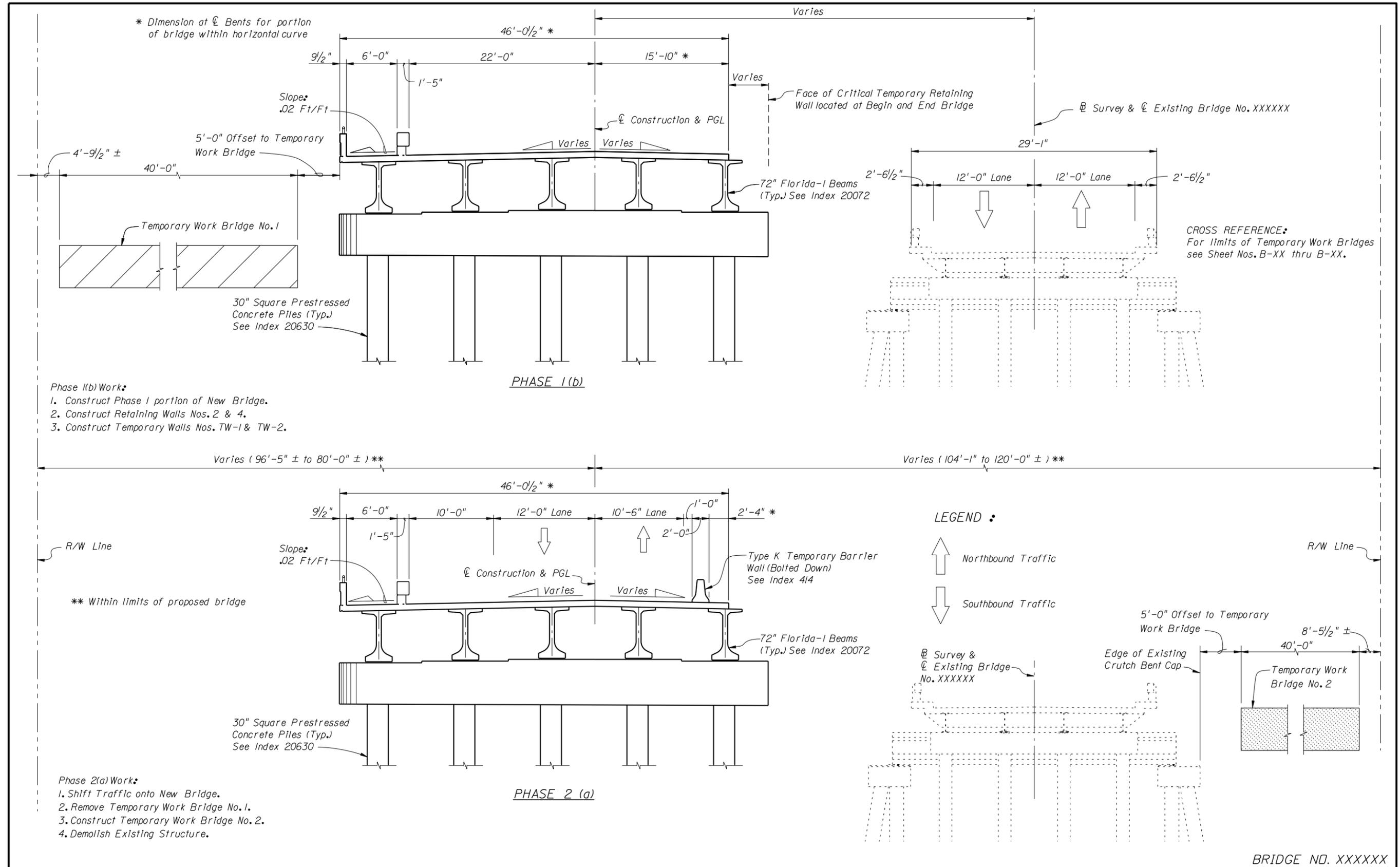
BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PLAN AND ELEVATION EXAMPLE 3 MULTI-SHEET PLAN AND ELEVATION (SHEET 5 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



BRIDGE NO. XXXXXX

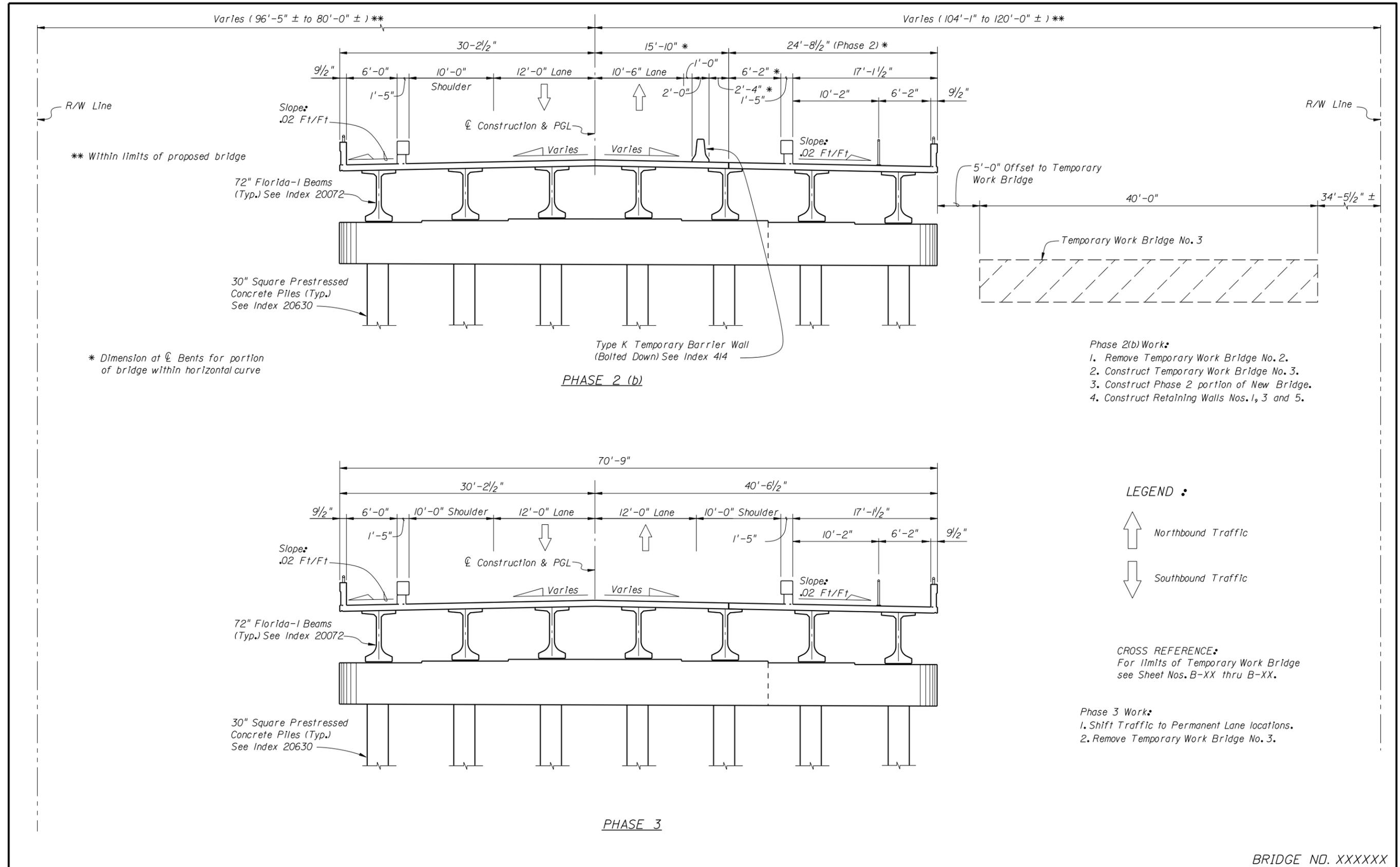
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CONSTRUCTION SEQUENCE EXAMPLE 1 UTILIZING TEMPORARY WORK BRIDGE (SHEET 1 OF 3) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



- Phase 1(b) Work:**
1. Construct Phase 1 portion of New Bridge.
 2. Construct Retaining Walls Nos. 2 & 4.
 3. Construct Temporary Walls Nos. TW-1 & TW-2.

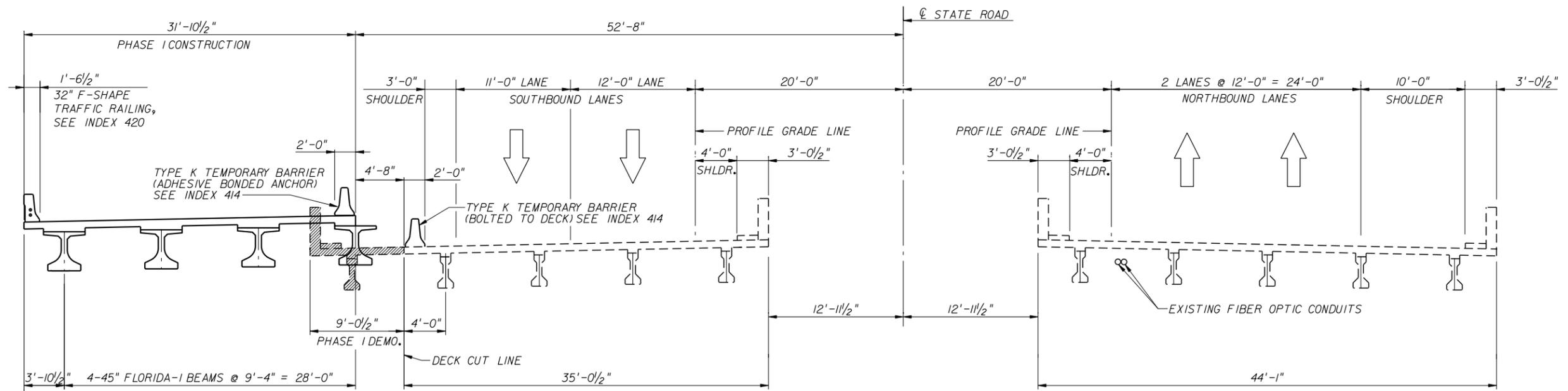
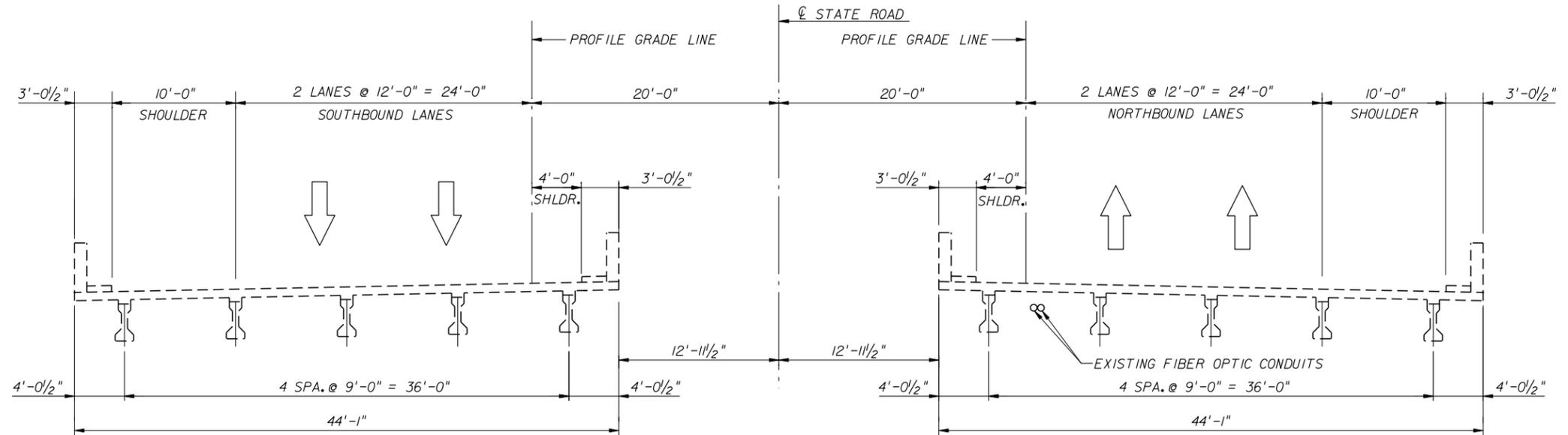
- Phase 2(a) Work:**
1. Shift Traffic onto New Bridge.
 2. Remove Temporary Work Bridge No. 1.
 3. Construct Temporary Work Bridge No. 2.
 4. Demolish Existing Structure.

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CONSTRUCTION SEQUENCE EXAMPLE 1 UTILIZING TEMPORARY WORK BRIDGE (SHEET 2 OF 3) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CONSTRUCTION SEQUENCE EXAMPLE 1 UTILIZING TEMPORARY WORK BRIDGE (SHEET 3 OF 3) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |

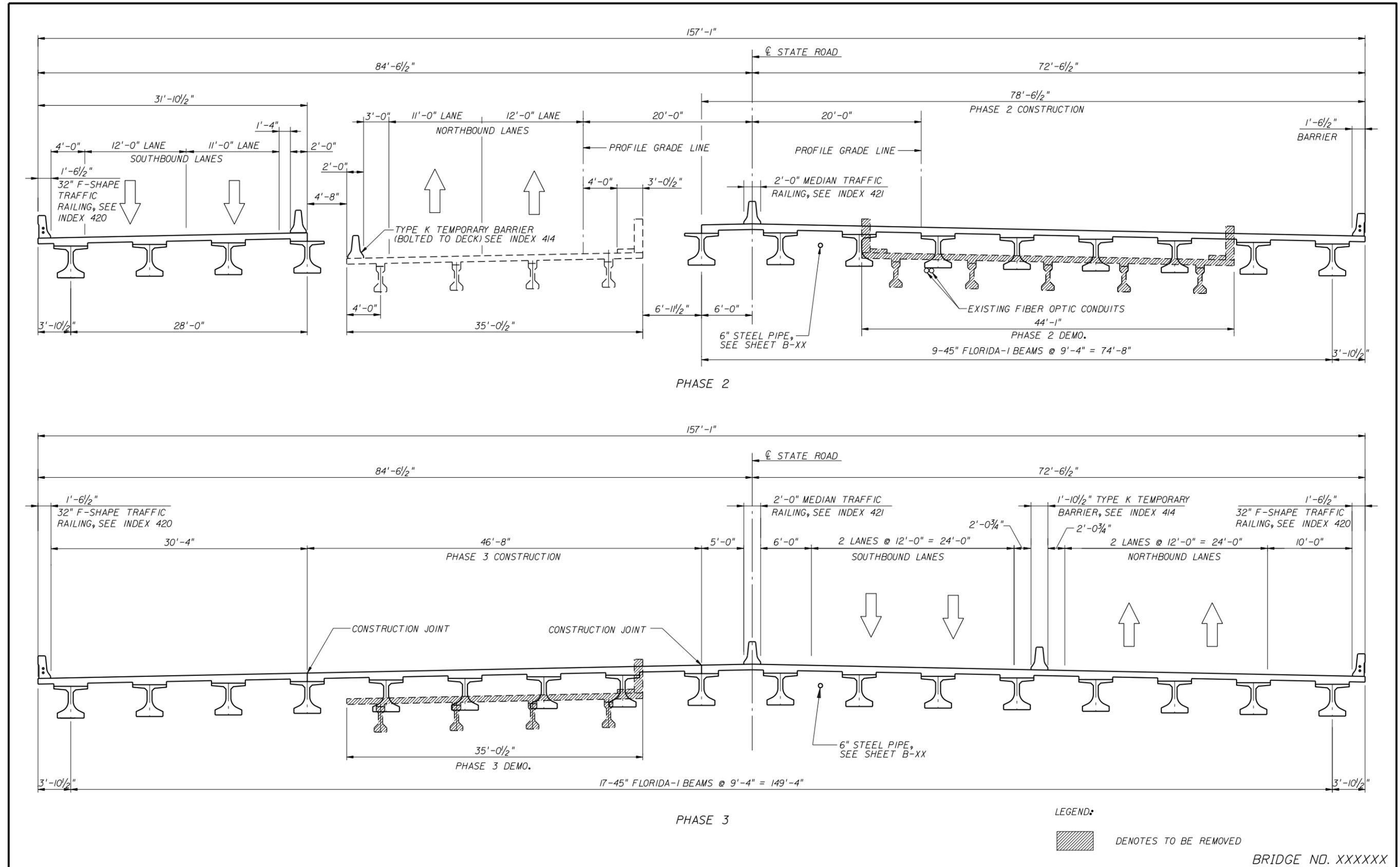
NOTE:
 THE CONTRACTOR SHALL ERECT APPROPRIATE DEMOLITION SHIELDS TO PREVENT DEBRIS FROM FALLING ONTO THE ROAD BELOW. THE COST OF THE DEBRIS SHIELDS SHALL BE INCLUDED IN THE REMOVAL OF EXISTING BRIDGE PAY ITEM NO. 110-3.



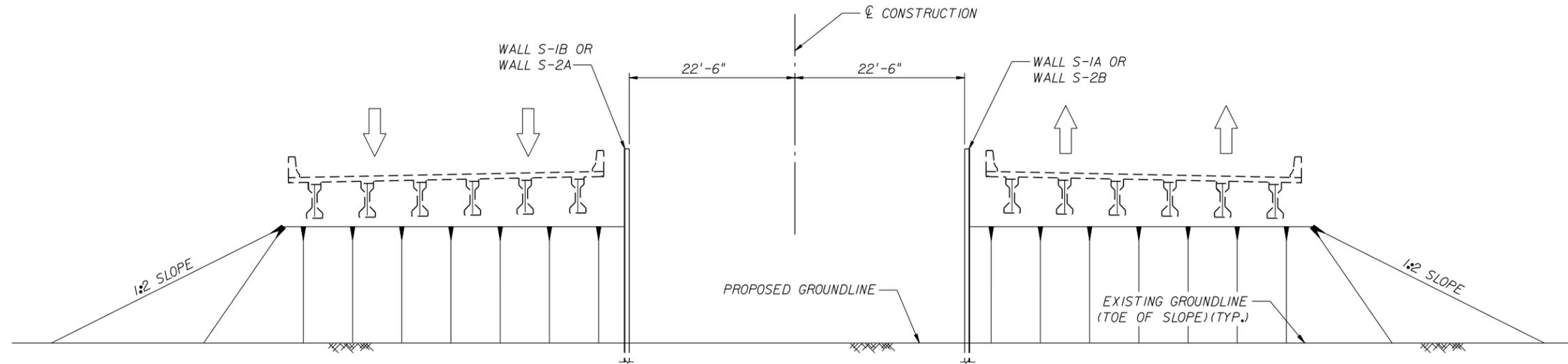
LEGEND:
 DENOTES TO BE REMOVED

BRIDGE NO. XXXXXX

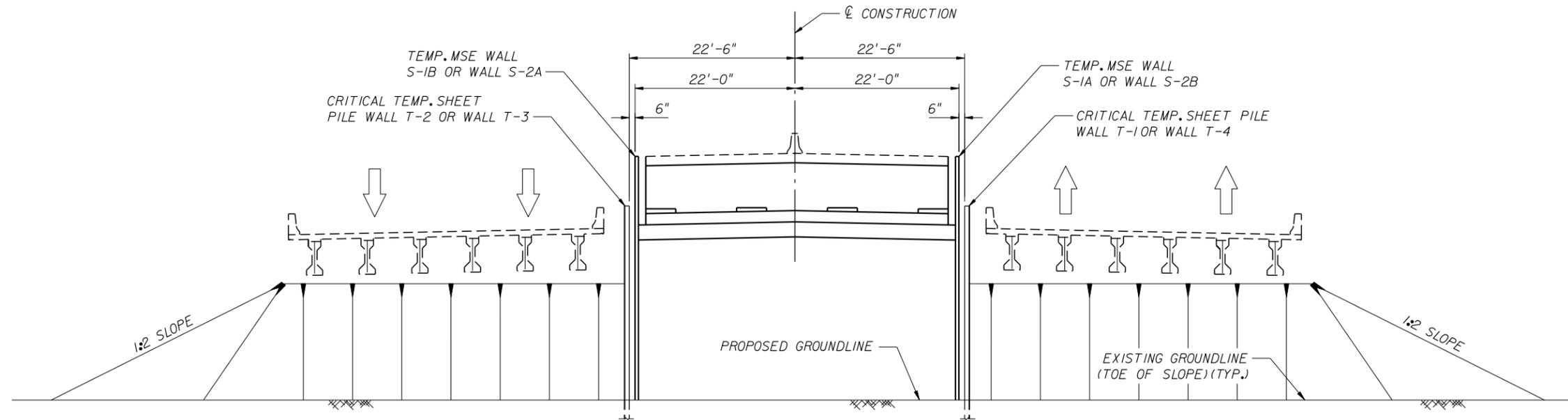
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CONSTRUCTION SEQUENCE EXAMPLE 2 - PRESTRESSED CONCRETE BEAM SUPERSTRUCTURE (SHEET 1 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CONSTRUCTION SEQUENCE EXAMPLE 2 - PRESTRESSED CONCRETE BEAM SUPERSTRUCTURE (SHEET 2 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



ELEVATION
 DURING PHASE I CONSTRUCTION



ELEVATION
 END OF PHASE I CONSTRUCTION

PHASE I SEQUENCE OF CONSTRUCTION (BEGIN OF BRIDGE):

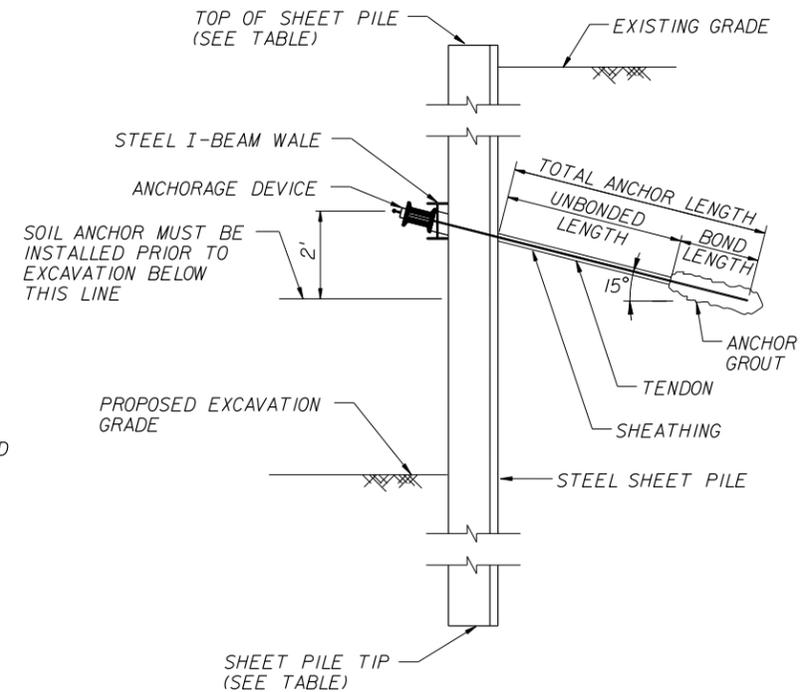
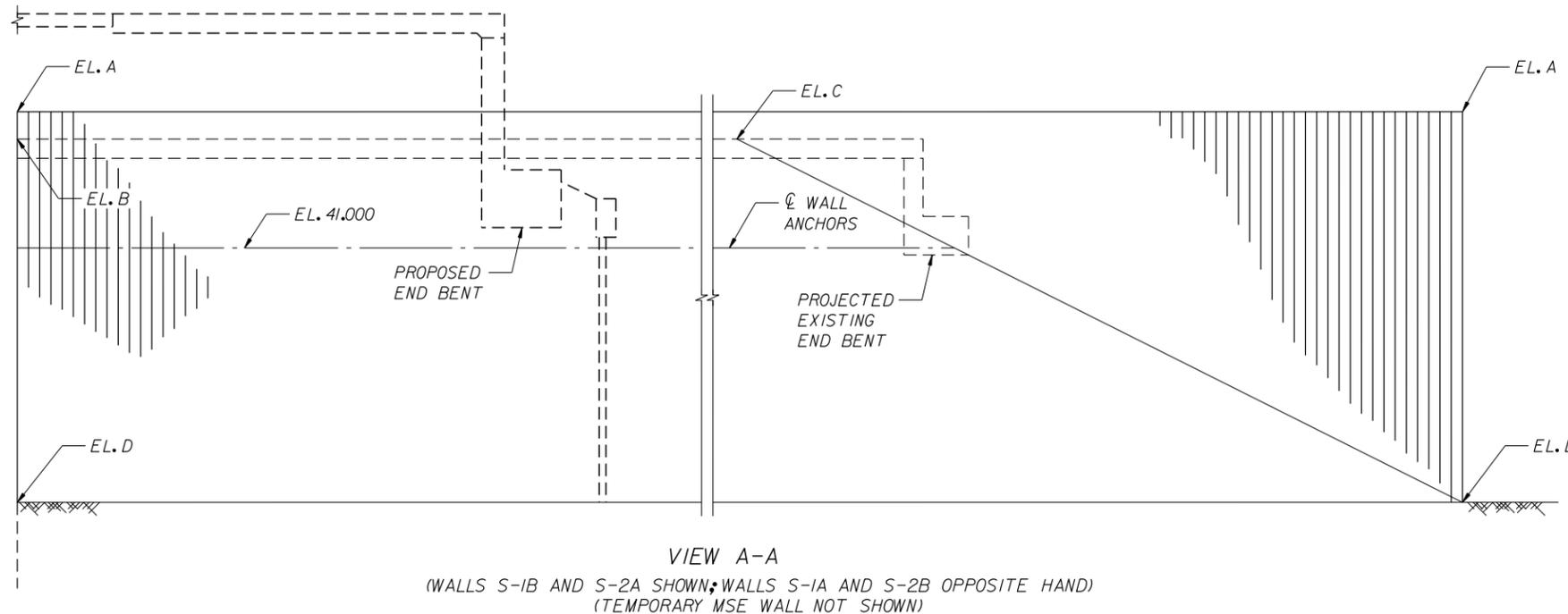
1. CONSTRUCT TEMPORARY SHEET PILE WALL S-1A AND WALL S-1B.
2. EXCAVATE TO PROPOSED GROUNDLINE ELEVATION.
3. CONSTRUCT TEMP. MSE WALL T-1, WALL T-2 AND PHASE I PORTIONS OF PERMANENT WALL 1-B AND END BENT NO. 1.

PHASE I SEQUENCE OF CONSTRUCTION (END OF BRIDGE):

1. CONSTRUCT TEMPORARY SHEET PILE WALL S-2A AND WALL S-2B.
2. EXCAVATE TO PROPOSED GROUNDLINE ELEVATION.
3. CONSTRUCT TEMP. MSE WALL T-3, WALL T-4 AND PHASE I PORTIONS OF PERMANENT WALL 2-B AND END BENT NO. 2.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CONSTRUCTION SEQUENCE EXAMPLE 3 CRITICAL TEMPORARY SHEET PILE WALL (SHEET 1 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



| WALL NAME | EL. A | EL. B | EL. C | EL. D |
|-----------|--------|--------|--------|--------|
| WALL S-1A | 47.000 | 44.886 | 45.789 | 26.620 |
| WALL S-1B | 47.000 | 45.037 | 45.789 | 26.286 |
| WALL S-2A | 47.000 | 44.919 | 45.794 | 26.588 |
| WALL S-2B | 47.000 | 45.180 | 45.842 | 26.598 |

(SEE CHART BELOW FOR TIP ELEVATION)

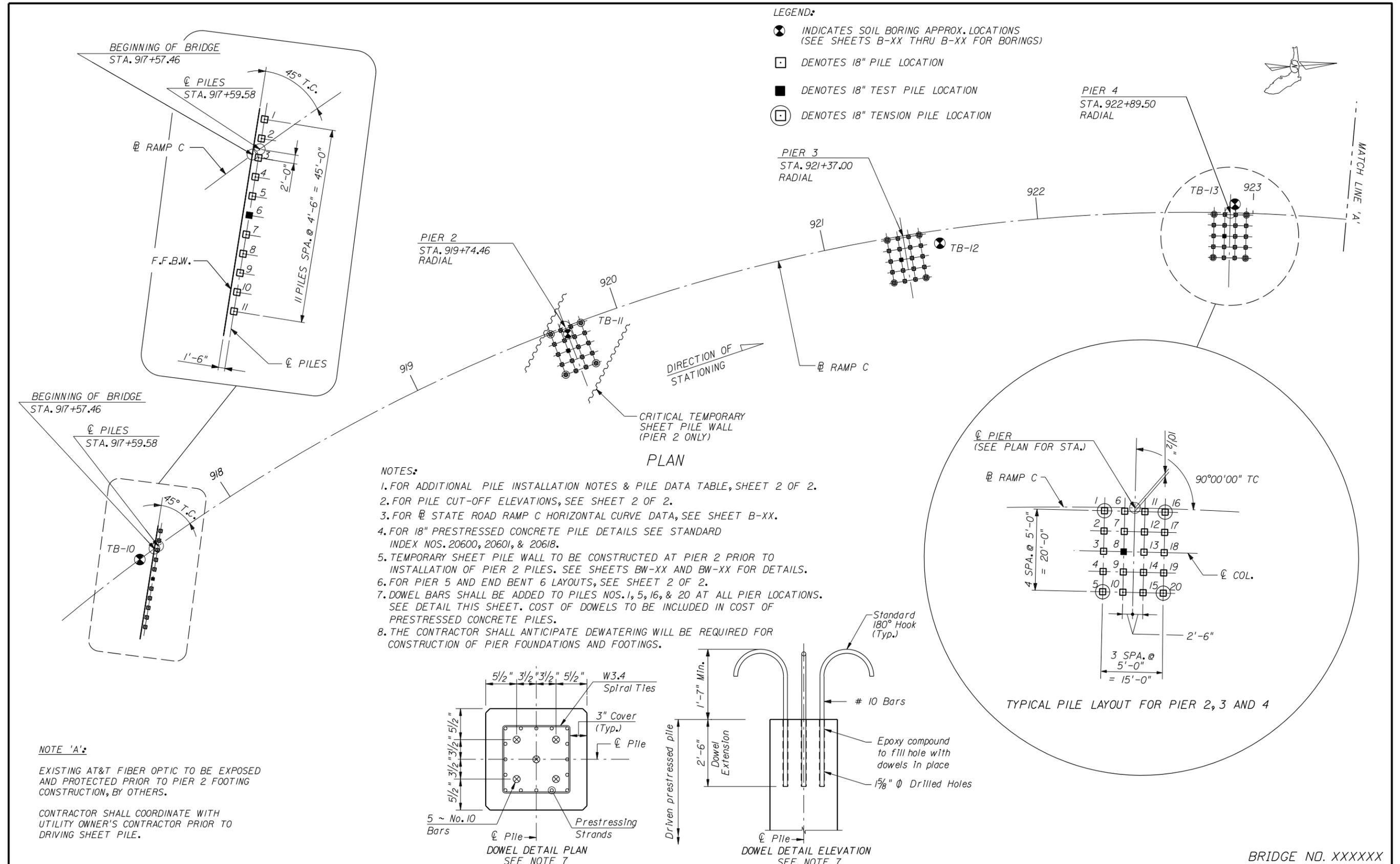
| Wall Location | | | Anchor Type | Anchor Elev. at Water | Max. Allowable Anchor Spacing (ft) | Req. Horizontal Anchor Capacity (KLF) | Minimum Wall Tip Elev. (ft) | Min. Horiz. Soil Anchor Length Unbonded (ft) | Min. Section Modulus (in ³ /ft) | | Max. Bending Moment (ft-lb/ft) | Min. Required Moment of Inertia (in ⁴ /ft) | Max. Scaled Deflection (lb-in ³) |
|---------------|----------------------------|-------------|-------------|-----------------------|------------------------------------|---------------------------------------|-----------------------------|--|--|-------|--------------------------------|---|--|
| Wall Name | Approx. Sta. (Begin - End) | Offset (ft) | | | | | | | A-328 | A-572 | | | |
| WALL S-1A | 275+64 to 277+04 | 22.50' Lt. | Soil Anchor | 41 | 10 | 4.5 | 17.6 | 19.2 | 10.2 | 8.0 | 21207 | 9.6 | 1.7 X 10 ⁹ |
| WALL S-1B | 275+52 to 276+92 | 22.50' Rt. | Soil Anchor | 41 | 10 | 4.7 | 17.1 | 19.9 | 11.0 | 8.6 | 22981 | 11.2 | 2.0 X 10 ⁹ |
| WALL S-2A | 277+73 to 279+11 | 22.50' Lt. | Soil Anchor | 41 | 10 | 4.5 | 17.6 | 19.2 | 10.2 | 8.0 | 21207 | 9.6 | 1.7 X 10 ⁹ |
| WALL S-2B | 277+61 to 278+99 | 22.50' Rt. | Soil Anchor | 41 | 10 | 4.5 | 17.6 | 19.2 | 10.2 | 8.0 | 21207 | 9.6 | 1.7 X 10 ⁹ |

1. OMIT GROUTED ANCHORS IN FRONT OF EXISTING END BENTS.
2. A TOTAL OF 44 SOIL ANCHORS ARE ASSUMED FOR THE PROJECT. THE CONTRACTOR MAY INCREASE OR DECREASE THE NUMBER OF SOIL ANCHORS, PROVIDED THAT MAXIMUM ANCHOR SPACING OF 10 FEET IS NOT EXCEEDED AND THE REQUIRED ANCHOR CAPACITY LISTED IN THE DATA TABLE IS ALSO SATISFIED. HOWEVER, ONLY 44 SOILS ANCHORS WILL BE INCLUDED FOR PAYMENT PURPOSES, AT THE UNIT BID PRICE FOR PRESTRESSED SOIL ANCHOR.

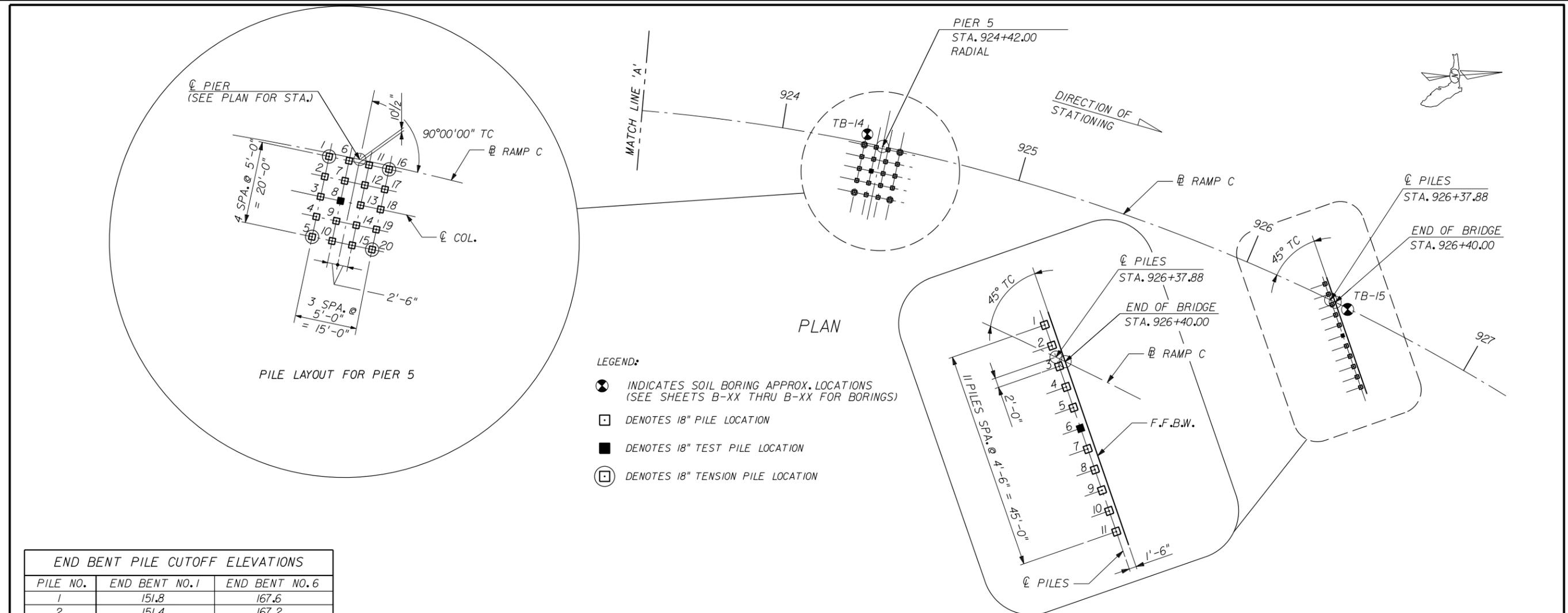
- ① DIVIDE REQUIRED HORIZONTAL ANCHOR CAPACITY BY THE COSINE OF THE ANCHOR ANGLE FROM HORIZONTAL TO OBTAIN REQUIRED AXIAL CAPACITY. DIVIDE MINIMUM HORIZONTAL SOIL ANCHOR UNBONDED LENGTH BY THE COSINE OF THE ANCHOR ANGLE FROM THE HORIZONTAL TO OBTAIN MINIMUM AXIAL UNBONDED LENGTH.
- ② IN ACCORDANCE WITH SECTION 455-5.8.
- ③ ALLOWABLE DESIGN STRESS. BASED ON 65% OF THE YIELD STRESS (F_y).
- ④ BASED ON MAXIMUM SHEET PILE DEFLECTION OF 3 INCHES.
- ⑤ DIVIDE MAXIMUM SCALED DEFLECTION PER FOOT OF WALL BY MODULUS OF ELASTICITY (lb/in²) TO OBTAIN DEFLECTION IN INCHES. SHEET PILE WALL DEFLECTIONS SHALL BE LIMITED TO 3 INCHES OR LESS. WALL DEFLECTIONS WILL CAUSE DISTRESS OF ADJACENT PAVEMENT DURING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN PAVEMENT CONDITIONS BEHIND THE SHEET PILE WALLS DURING CONSTRUCTION. THE COST OF MAINTAINING ADJACENT PAVEMENT SHALL BE INCLUDED IN THE COST OF THE STEEL SHEET PILE WALL PAY ITEMS 455-133 AND 455-133-1.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CONSTRUCTION SEQUENCE EXAMPLE 3 CRITICAL TEMPORARY SHEET PILE WALL (SHEET 2 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FOUNDATION LAYOUT EXAMPLE 1 PILE FOUNDATION (SHEET 1 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



LEGEND:

- ⊗ INDICATES SOIL BORING APPROX. LOCATIONS (SEE SHEETS B-XX THRU B-XX FOR BORINGS)
- DENOTES 18" PILE LOCATION
- DENOTES 18" TEST PILE LOCATION
- ⊕ DENOTES 18" TENSION PILE LOCATION

| PILE NO. | END BENT NO.1 | END BENT NO.6 |
|----------|---------------|---------------|
| 1 | 151.8 | 167.6 |
| 2 | 151.4 | 167.2 |
| 3 | 151.0 | 166.9 |
| 4 | 150.6 | 166.5 |
| 5 | 150.2 | 166.2 |
| 6 | 149.8 | 165.8 |
| 7 | 149.4 | 165.5 |
| 8 | 149.0 | 165.2 |
| 9 | 148.6 | 164.8 |
| 10 | 148.2 | 164.5 |
| 11 | 147.8 | 164.1 |

| PILE NO. | PIER NO. 2 | PIER NO. 3 | PIER NO. 4 | PIER NO. 5 |
|------------|------------|------------|------------|------------|
| 1 THRU. 20 | 125.0 | 120.0 | 120.0 | 140.0 |

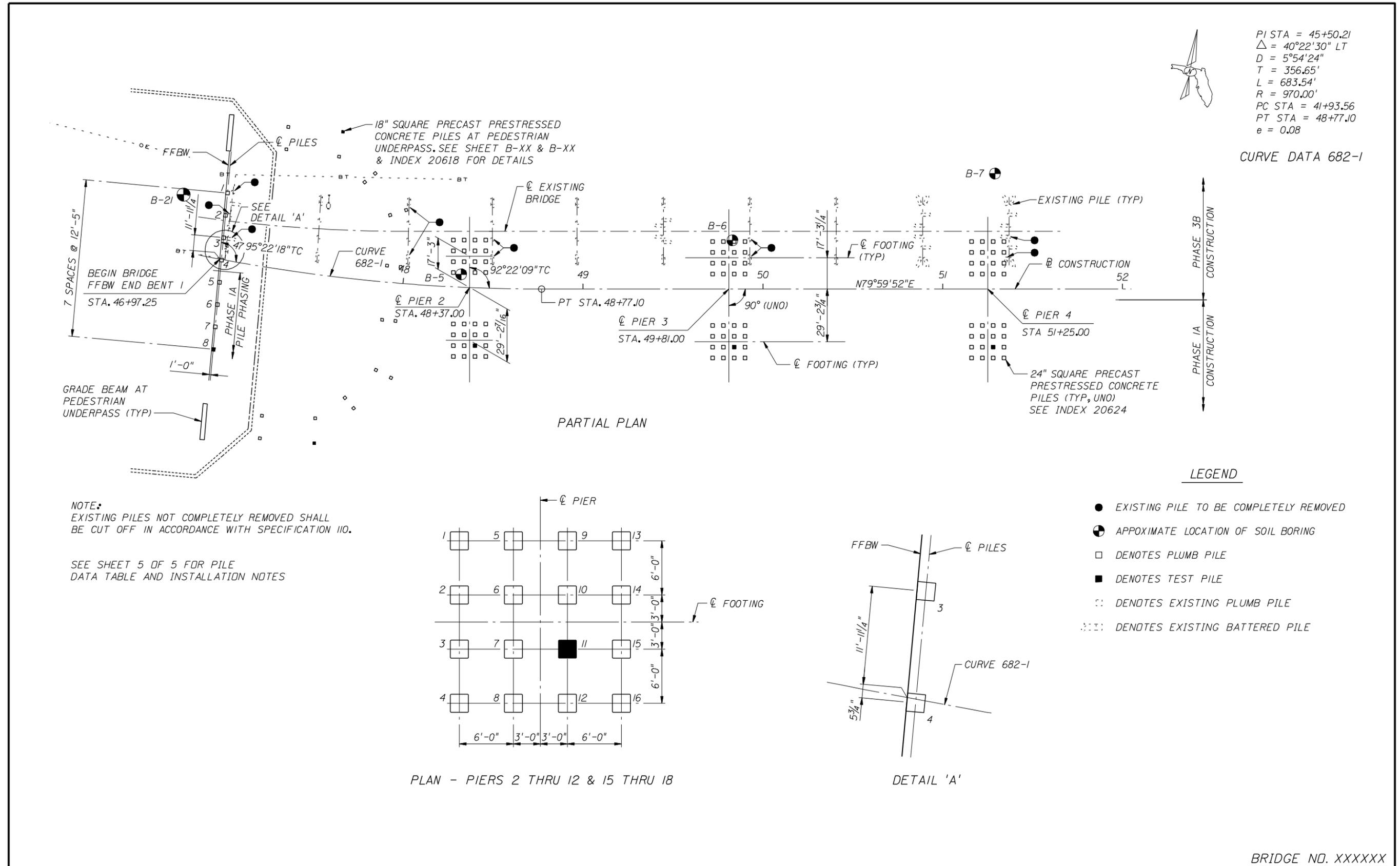
- NOTES:**
- ALL PILES ARE 18 IN SQ. PRESTRESSED CONCRETE PILES AND SHALL BE DRIVEN PLUMB. SEE INDEXES 20600 & 20601 & 20618 FOR PILE NOTES AND DETAILS.
 - TEST PILES SHALL BE DRIVEN IN THE POSITION OF PERMANENT PLUMB PILES AT THE LOCATIONS INDICATED OR AS DIRECTED BY THE ENGINEER.
 - TEST PILES SHALL NOT BE DRIVEN WITHOUT APPROVAL OF THE ENGINEER.
 - PILES WITHIN THE MSE WALL VOLUME SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE WALLS.
 - MSE WALL STRAPS/MESH SHALL BE PLACED TO AVOID CONFLICT WITH END BENT PILES AND END BENT CAPS.
 - THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO DRIVING PILES. FOR ADDITIONAL UTILITY INFORMATION, SEE ROADWAY PLANS.
 - FOR END BENT 1 AND PIER 2 THRU PIER 4 PILE LAYOUTS SEE SHEET 1 OF 2.
 - MINIMUM TIP ELEVATION IS REQUIRED FOR LATERAL STABILITY.
 - DO NOT JET OR PREFORM THE PILE LOCATIONS WITHOUT PRIOR APPROVAL OF THE ENGINEER.
 - THE CONTRACTOR SHALL ANTICIPATE DEWATERING WILL BE REQUIRED FOR CONSTRUCTION OF PIER FOUNDATIONS AND FOOTINGS.

| INSTALLATION CRITERIA | | | | | | | DESIGN CRITERIA | | | | | | | Ø |
|-----------------------|----------------|-----------------------------------|---------------------------|---------------------|-----------------------|-----------------------------|-----------------------------------|-----------------------------|------------------|-------------------------------|-----------------------------|---------------------------------|----------------------------------|------|
| PIER OR BENT | PILE SIZE (IN) | NOMINAL BEARING RESISTANCE (TONS) | TENSION RESISTANCE (TONS) | MIN. TIP ELEV. (FT) | TEST PILE LENGTH (FT) | REQUIRED JET ELEVATION (FT) | REQUIRED PREFORMED ELEVATION (FT) | FACTORED DESIGN LOAD (TONS) | DOWN DRAG (TONS) | TOTAL SCOUR RESISTANCE (TONS) | NET SCOUR RESISTANCE (TONS) | 100 YEAR SCOUR ELEVATION (TONS) | LONG TERM SCOUR ELEVATION (TONS) | |
| 1 | 18 | 169 | N/A | 106 | 120 | N/A | 120 | 93 | 17 | N/A | N/A | N/A | N/A | 0.75 |
| 2 | 18 | 245 | 24* | 97 | 115 | N/A | 112 | 159 | N/A | N/A | N/A | N/A | N/A | 0.75 |
| 3 | 18 | 245 | 24* | 111 | 105 | N/A | 126 | 159 | N/A | N/A | N/A | N/A | N/A | 0.75 |
| 4 | 18 | 245 | 24* | 112 | 100 | N/A | 127 | 159 | N/A | N/A | N/A | N/A | N/A | 0.75 |
| 5 | 18 | 245 | 24* | 117 | 120 | N/A | 132 | 159 | N/A | N/A | N/A | N/A | N/A | 0.75 |
| 6 | 18 | 251 | N/A | 113 | 120 | N/A | 128 | 87 | 76 | N/A | N/A | N/A | N/A | 0.75 |

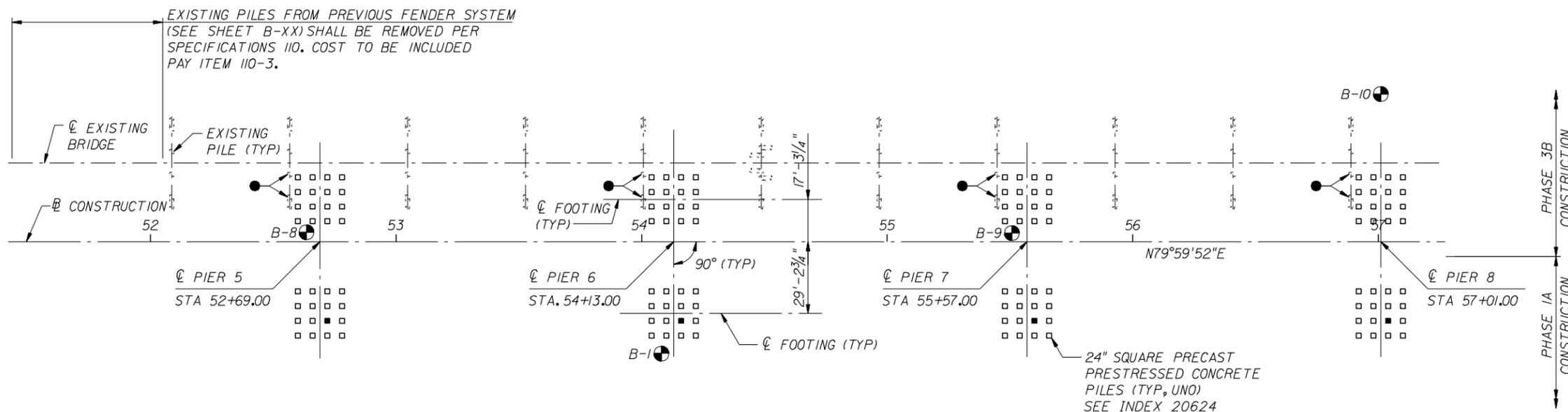
* DOWEL BARS SHALL BE ADDED TO PILES NOS. 1, 5, 16 & 20 AT ALL PIER LOCATIONS. SEE DETAILS SHEET 1 OF 2. COST OF DOWELS TO BE INCLUDED IN COST OF PRESTRESSED CONCRETE PILES.

BRIDGE NO. XXXXXX

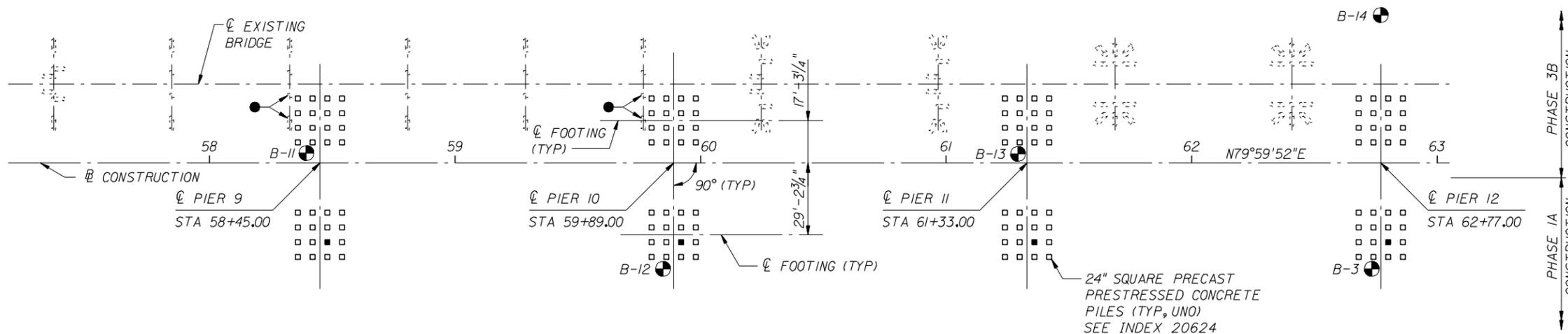
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| REVISIONS | | | | STRUCTURES DESIGN OFFICE | | | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: | | REF. DWG. NO. | |
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | FOUNDATION LAYOUT EXAMPLE 1 PILE FOUNDATION (SHEET 2 OF 2) | | |
| | | | | | | | | | | | | PROJECT NAME: | | SHEET NO. |



| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FOUNDATION LAYOUT EXAMPLE 2 SHOWING EXISTING PILE REMOVAL (SHEET 1 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



PARTIAL PLAN



PARTIAL PLAN

LEGEND

- EXISTING PILE TO BE COMPLETELY REMOVED
- ⊕ APPROXIMATE LOCATION OF SOIL BORING
- DENOTES PLUMB PILE
- DENOTES TEST PILE
- ⋮ DENOTES EXISTING PLUMB PILE
- ⋮⋮ DENOTES EXISTING BATTERED PILE

NOTE:
 EXISTING PILES NOT COMPLETELY REMOVED SHALL BE CUT OFF IN ACCORDANCE WITH SPECIFICATION 110.

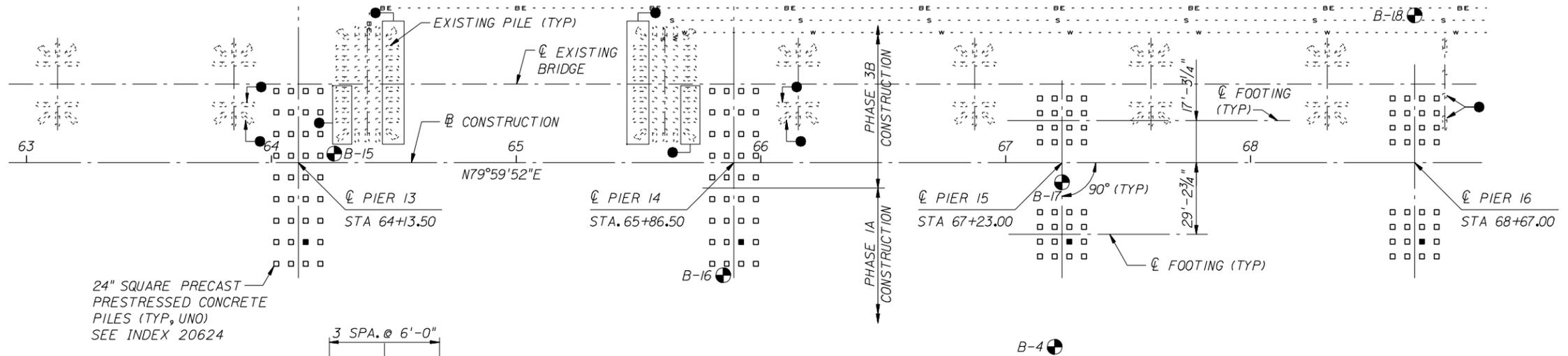
SEE SHEET 5 OF 5 FOR PILE DATA TABLE AND INSTALLATION NOTES

BRIDGE NO. XXXXXX

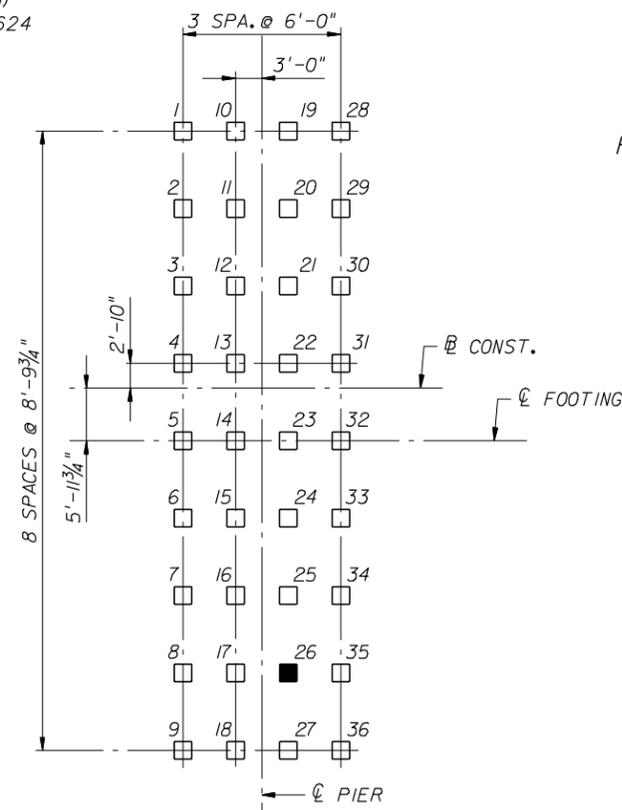
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FOUNDATION LAYOUT EXAMPLE 2 SHOWING EXISTING PILE REMOVAL (SHEET 2 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



NOTE:
 FENDER SYSTEM PILES NOT SHOWN.



24" SQUARE PRECAST
 PRESTRESSED CONCRETE
 PILES (TYP, UNO)
 SEE INDEX 20624



PARTIAL PLAN

PLAN - PIERS 13 & 14

LEGEND

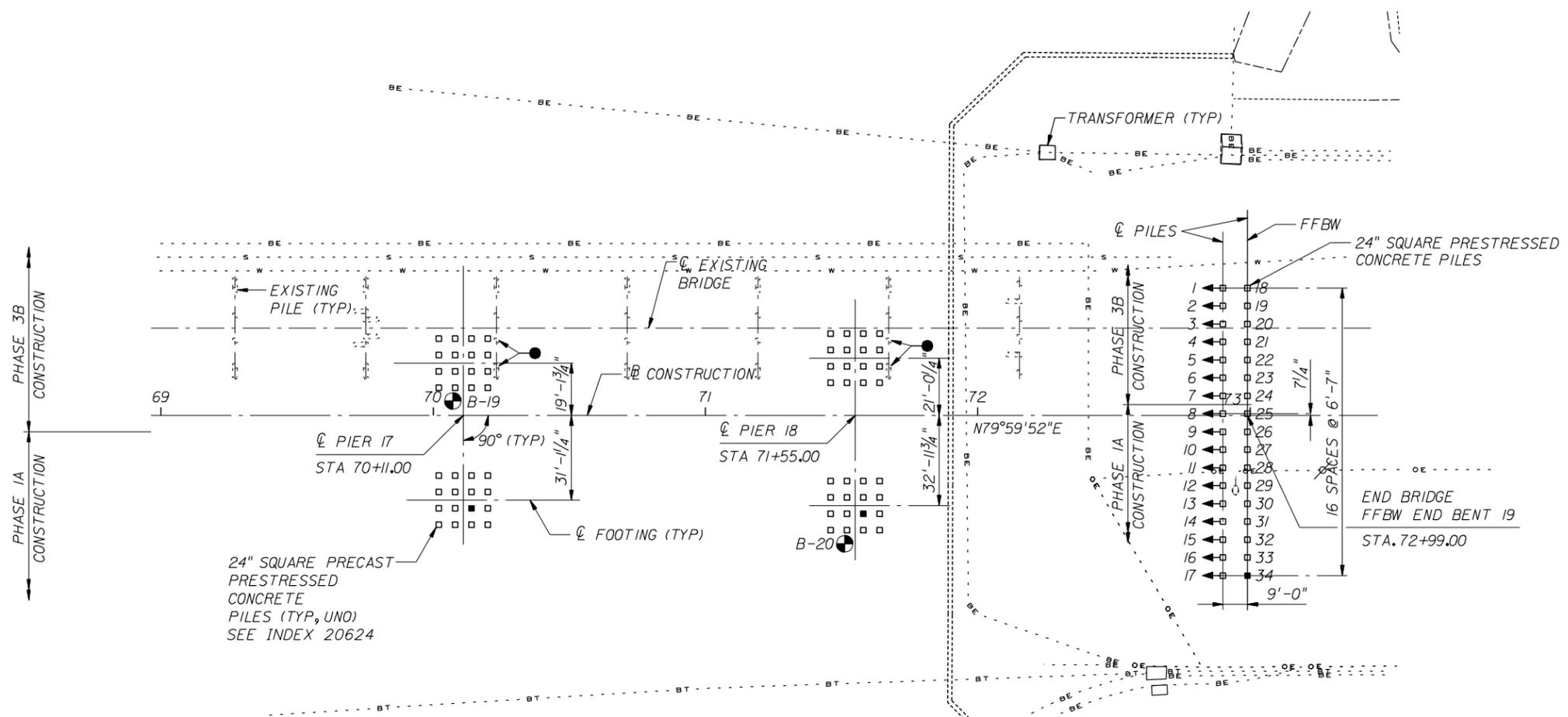
- EXISTING PILE TO BE COMPLETELY REMOVED
- ⊕ APPROXIMATE LOCATION OF SOIL BORING
- DENOTES PLUMB PILE
- DENOTES TEST PILE
- DENOTES EXISTING PLUMB PILE
- ⊞ DENOTES EXISTING BATTERED PILE

NOTE:
 EXISTING PILES NOT COMPLETELY REMOVED
 SHALL BE CUT OFF IN ACCORDANCE WITH
 SPECIFICATION 110.

SEE SHEET 5 OF 5 FOR PILE
 DATA TABLE AND INSTALLATION NOTES

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FOUNDATION LAYOUT EXAMPLE 2 SHOWING EXISTING PILE REMOVAL (SHEET 3 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



NOTE:
 EXISTING PILES NOT COMPLETELY REMOVED SHALL
 BE CUT OFF IN ACCORDANCE WITH SPECIFICATION 110.

SEE SHEET 5 OF 5 FOR PILE
 DATA TABLE AND INSTALLATION NOTES

PARTIAL PLAN

LEGEND

- EXISTING PILE TO BE COMPLETELY REMOVED
- ⊙ APPROXIMATE LOCATION OF SOIL BORING
- DENOTES PLUMB PILE
- DENOTES TEST PILE
- ⊘ DENOTES EXISTING PLUMB PILE
- ⊘⊘ DENOTES EXISTING BATTERED PILE
- ◀◻ DENOTES BATTERED PILE 2:1

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FOUNDATION LAYOUT EXAMPLE 2 SHOWING EXISTING PILE REMOVAL (SHEET 4 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |

$$\frac{\text{FACTORED DESIGN LOAD} + \text{NET SCOUR RESISTANCE} + \text{DOWN DRAG}}{\phi} \leq \text{NOMINAL BEARING RESISTANCE}$$

TENSION RESISTANCE - THE ULTIMATE SIDE FRICTION CAPACITY THAT MUST BE OBTAINED BELOW THE 100 YEAR SCOUR ELEVATION TO RESIST PULLOUT OF THE PILE (SPECIFY ONLY WHEN DESIGN REQUIRES TENSION CAPACITY).

TOTAL SCOUR RESISTANCE - AN ESTIMATE OF THE ULTIMATE STATIC SIDE FRICTION RESISTANCE PROVIDED BY THE SCOURABLE SOIL.

NET SCOUR RESISTANCE - AN ESTIMATE OF THE ULTIMATE STATIC SIDE FRICTION RESISTANCE PROVIDED BY THE SOIL FROM THE REQUIRED PREFORMED OR JETTING ELEVATION TO THE SCOUR ELEVATION.

100-YEAR SCOUR ELEVATION - ESTIMATED ELEVATION OF SCOUR DUE TO THE 100 YEAR STORM EVENT.

LONG TERM SCOUR ELEVATION - ESTIMATED ELEVATION OF SCOUR USED IN DESIGN FOR EXTREME EVENT LOADING.

PILE INSTALLATION NOTES:

THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL UTILITIES AND NOTIFY ALL INVOLVED UTILITY COMPANIES PRIOR TO EXCAVATION, PILE DRIVING OR CONSTRUCTION AND SHALL BE RESPONSIBLE FOR MAKING ITS OWN DETERMINATION TO AVOID DAMAGE. THE CONTRACTOR SHALL ASSURE THAT ACTIVE UTILITIES ARE PROPERLY MAINTAINED DURING CONSTRUCTION.

PILE SPACINGS ARE MEASURED HORIZONTALLY ALONG FRONT FACE BACK WALL AT BOTTOM OF THE END BENT CAP AND ALONG ϕ PIER AT BOTTOM OF PILE CAP.

MINIMUM TIP ELEVATION IS REQUIRED FOR LATERAL STABILITY OR TENSION CAPACITY AT ALL LOCATIONS AND SHALL MEET THE REQUIREMENTS OF SECTION 455 OF THE SPECIFICATIONS.

END BENT PILES SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF THE WALLS. BEFORE PREFORMING OR DRIVING PILES AT END BENT 1, CONTRACTOR SHALL EXPOSE BULKHEAD WALL TIE-BACKS. CONTACT THE ENGINEER IF TIE-BACKS CONFLICT WITH PROPOSED PILE LOCATIONS.

WHEN A REQUIRED JETTING ELEVATION IS SHOWN, THE JET SHALL BE LOWERED TO THE ELEVATION AND CONTINUE TO OPERATE AT THIS ELEVATION UNTIL THE PILE DRIVING IS COMPLETED. IF JETTING OR PREFORMING ELEVATIONS DIFFER FROM THOSE SHOWN ON THE TABLE, THE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINATION OF THE REQUIRED DRIVING RESISTANCE.

THE CONTRACTOR SHOULD NOT ANTICIPATE BEING ALLOWED TO JET PILES BELOW THE 100 YEAR SCOUR ELEVATION.

AT EACH BENT, PILE DRIVING IS TO COMMENCE AT THE CENTER OF THE BENT AND PROCEED OUTWARD.

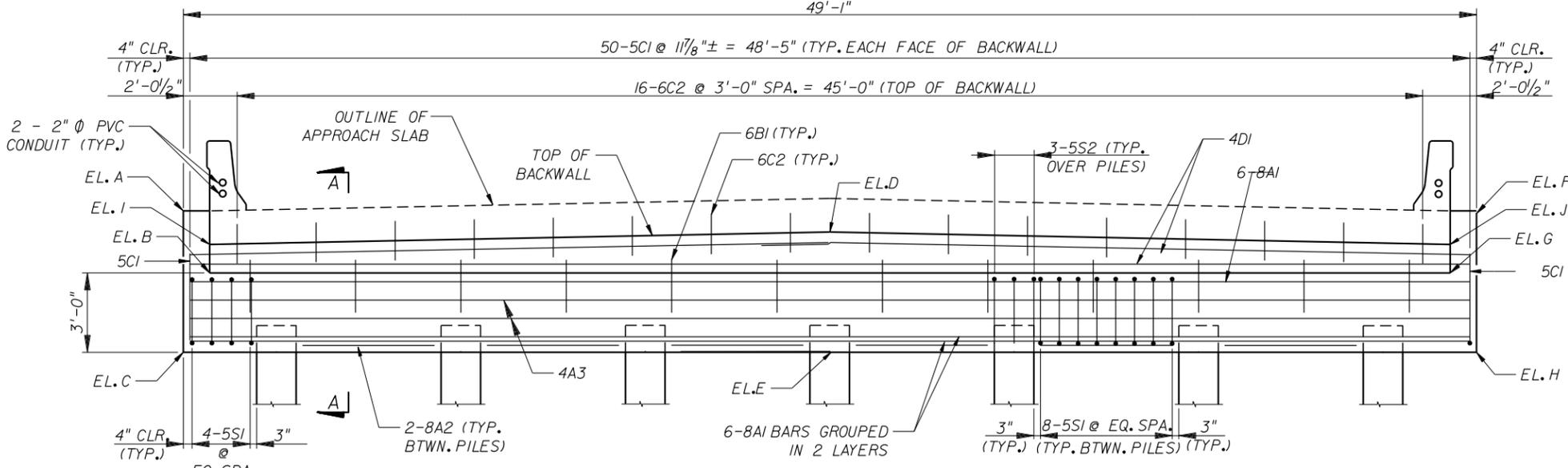
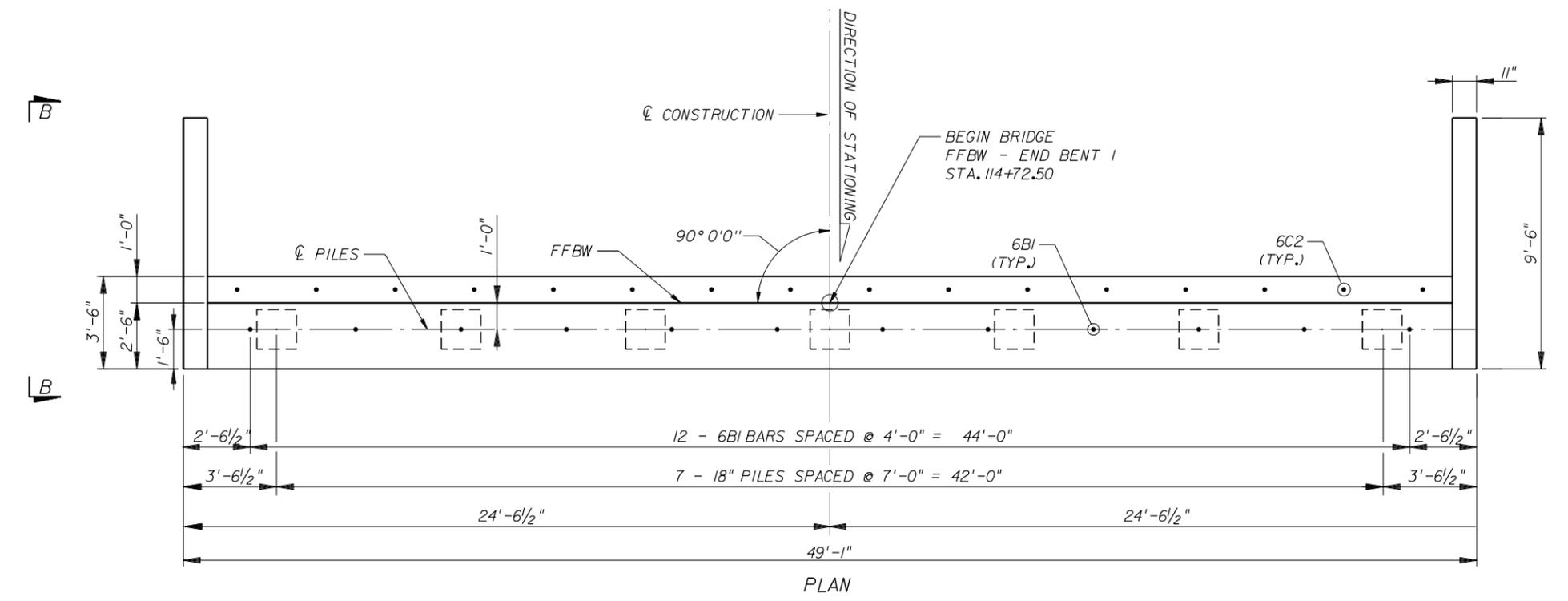
| PILE DATA TABLE | | | | | | | | | | | | | | | | |
|-----------------------|-----------------|-----------------------------------|---------------------------|-----------------------------|------------------------|------------------------------|----------------------------------|-----------------------------|------------------|-------------------------------|-----------------------------|--------------------------------|---------------------------------|-----------------------------|--------------------|-----------|
| INSTALLATION CRITERIA | | | | | | | | DESIGN CRITERIA | | | | | | PILE CUT-OFF ELEVATIONS | | |
| PIER OR BENT NUMBER | PILE SIZE (in.) | NOMINAL BEARING RESISTANCE (tons) | TENSION RESISTANCE (tons) | MINIMUM TIP ELEVATION (ft.) | TEST PILE LENGTH (ft.) | REQUIRED JET ELEVATION (ft.) | REQUIRED PREFORM ELEVATION (ft.) | FACTORED DESIGN LOAD (tons) | DOWN DRAG (tons) | TOTAL SCOUR RESISTANCE (tons) | NET SCOUR RESISTANCE (tons) | 100-YEAR SCOUR ELEVATION (ft.) | LONG TERM SCOUR ELEVATION (ft.) | RESISTANCE FACTOR- ϕ * | PILE NUMBERS | ELEVATION |
| END BENT 1 | 24 | 369 | 0 | -40 | 80 | N/A | -30 | 240 | 0 | N/A | N/A | N/A | N/A | | SEE SEPARATE TABLE | |
| PIER 2 | 24 | 388 | 56 | -55 | 85 | -17 | N/A | 240 | N/A | 17 | 12 | -17.1 | -1.5 | 0.75 | 1-16 L & R | -5.0 |
| PIER 3 | 24 | 383 | | -60 | 85 | -20 | | 240 | | 13 | 9 | -20.0 | -5.6 | | 1-16 L & R | 1.9 |
| PIER 4 | 24 | 426 | | -55 | 120 | -22 | | 250 | | 39 | 27 | -22.2 | -9.5 | | 1-16 L & R | 1.9 |
| PIER 5 | 24 | 414 | | -55 | 85 | -22 | | 250 | | 26 | 19 | -22.8 | -9.6 | | 1-16 L & R | 1.9 |
| PIER 6 | 24 | 398 | | -56 | 120 | -24 | | 250 | | 12 | 9 | -24.7 | -13.0 | | 1-16 L & R | 1.9 |
| PIER 7 | 24 | 434 | | -55 | 115 | -28 | | 250 | | 45 | 32 | -28.4 | -15.0 | | 1-16 L & R | 1.9 |
| PIER 8 | 24 | 443 | | -75 | 115 | -28 | | 261 | | 38 | 27 | -28.0 | -14.7 | | 1-16 L & R | 1.9 |
| PIER 9 | 24 | 422 | | -75 | 115 | -26 | | 261 | | 19 | 13 | -26.9 | -13.0 | | 1-16 L & R | 1.9 |
| PIER 10 | 24 | 409 | | -75 | 120 | -28 | | 261 | | 7 | 5 | -28.0 | -13.0 | | 1-16 L & R | 1.9 |
| PIER 11 | 24 | 415 | | -75 | 115 | -26 | | 261 | | 13 | 9 | -26.6 | -13.0 | | 1-16 L & R | 1.9 |
| PIER 12 | 24 | 442 | | -70 | 120 | -28 | | 277 | | 14 | 10 | -28.0 | -12.5 | | 1-16 L & R | 1.9 |
| PIER 13 | 24 | 431 | | -70 | 130 | -28 | | 277 | | 4 | 3 | -28.5 | -14.5 | | 1-36 | 0.9 |
| PIER 14 | 24 | 434 | | -70 | 125 | -28 | | 277 | | 7 | 5 | -28.7 | -13.8 | | 1-36 | 0.9 |
| PIER 15 | 24 | 429 | | -70 | 130 | -29 | | 277 | | 3 | 2 | -29.0 | -14.4 | | 1-16 L & R | 1.9 |
| PIER 16 | 24 | 383 | | -55 | 90 | -27 | | 242 | | 10 | 7 | -27.1 | -12.5 | | 1-16 L & R | 1.9 |
| PIER 17 | 24 | 394 | | -55 | 115 | -27 | | 242 | | 20 | 14 | -27.2 | -11.0 | | 1-16 L & R | 1.9 |
| PIER 18 | 24 | 398 | | -55 | 75 | -22 | | 242 | | 25 | 17 | -22.4 | -3.5 | | 1-16 L & R | 1.9 |
| END BENT 19 | 24 | 409 | | 0 | -62 | 80 | | N/A | | -52 | 266 | 0 | N/A | | N/A | N/A |

| END BENT 1 PILE CUT-OFF ELEVATIONS | |
|------------------------------------|-----------|
| PILE NO. | ELEVATION |
| 1 | 6.2 |
| 2 | 7.2 |
| 3 | 8.2 |
| 4 | 9.3 |
| 5 | 10.3 |
| 6 | 11.3 |
| 7 | 12.4 |
| 8 | 13.4 |

* ϕ IS BASED ON THE USE OF DYNAMIC LOAD TEST.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FOUNDATION LAYOUT EXAMPLE 2 SHOWING EXISTING PILE REMOVAL (SHEET 5 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|---|---|--|----------|--------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | | | DESCRIPTION | ROAD NO. | COUNTY | | |
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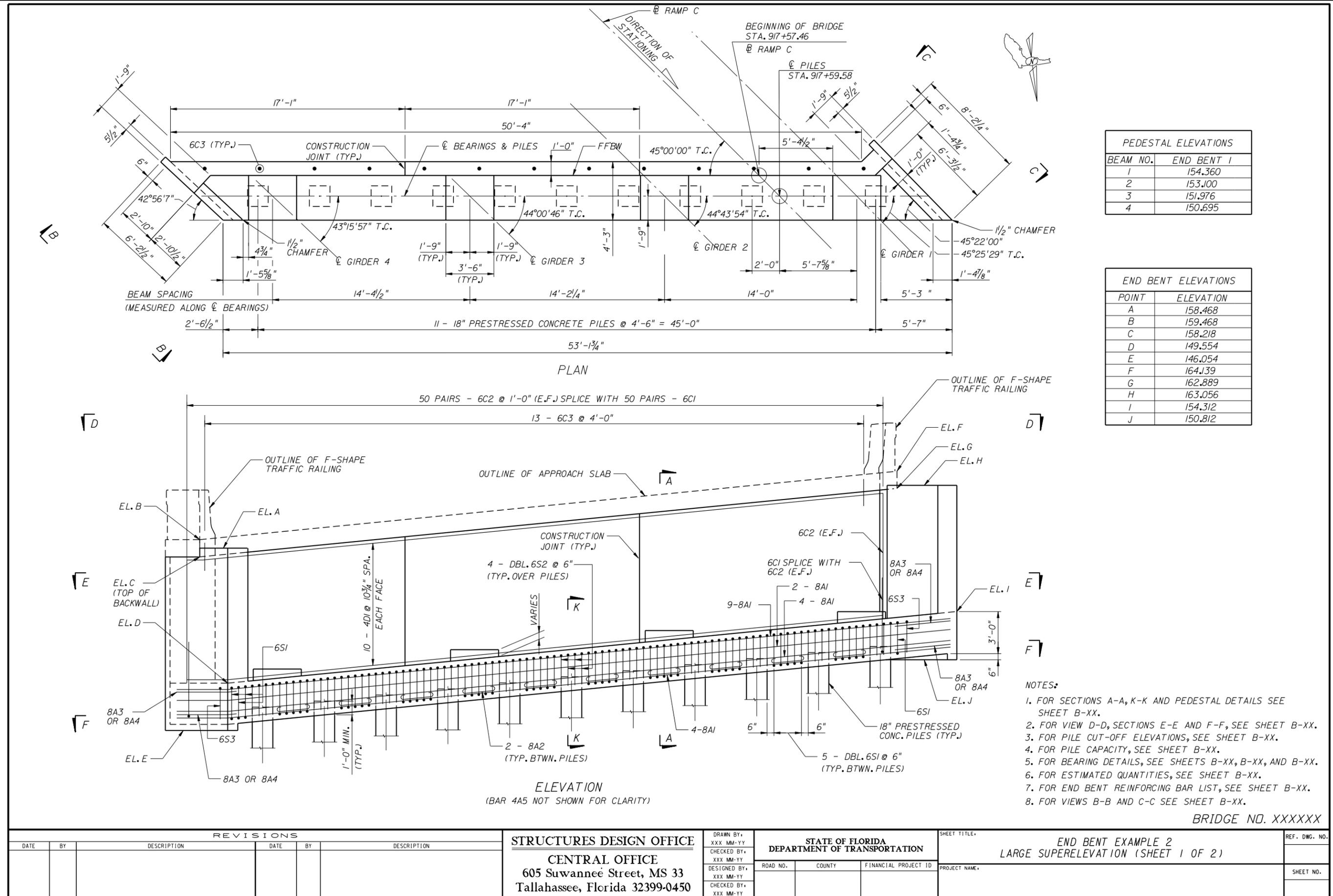
- NOTES:**
1. FOR SECTION A-A, VIEWS B-B AND C-C, SEE SHEET B-XX.
 2. FOR ESTIMATED QUANTITIES SEE SHEET B-XX.
 3. FOR REINFORCING BAR LIST SEE SHEET B-XX.
 4. DOWEL BARS 6BI REQUIRED IN CAP. SEE SHEET B-XX.

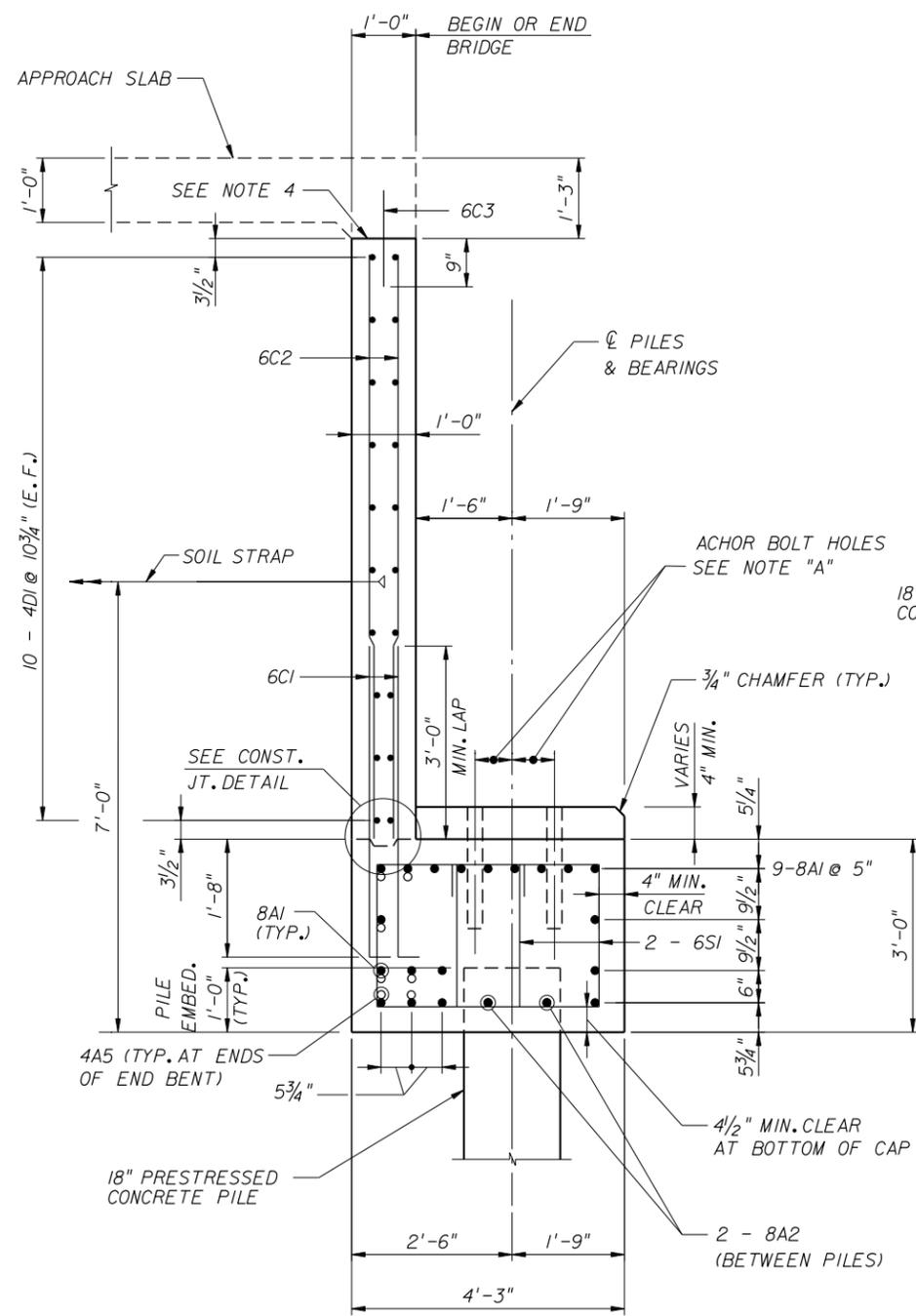
| POINT | ELEVATION | POINT | ELEVATION |
|-------|-----------|-------|-----------|
| A | 63.170 | F | 63.170 |
| B | 61.215 | G | 61.215 |
| C | 58.215 | H | 58.215 |
| D | 62.391 | I | 61.920 |
| E | 58.215 | J | 61.920 |

| PILE NO. | END BENT NO. 1 |
|----------|----------------|
| 1 Thru 9 | 59.2 |

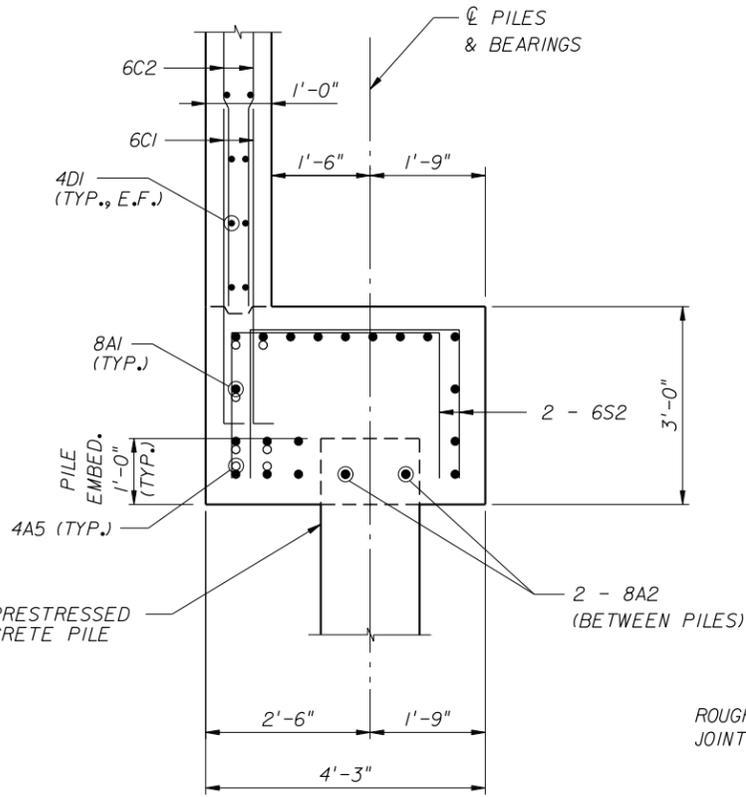
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| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: END BENT EXAMPLE 1 FLAT SLAB SUPERSTRUCTURE | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
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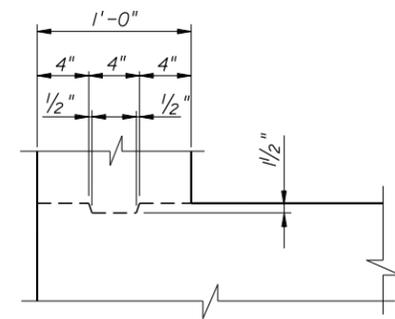




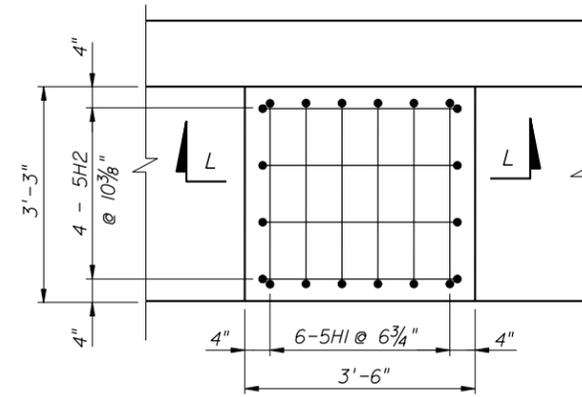
SECTION A-A
 (PEDESTAL REINFORCEMENT NOT SHOWN)
 NOTE A: PROVIDE 4" DIAMETER PREFORMED ANCHOR BOLT HOLES.
 ADJUST SPACING OF BARS 8AI AS REQUIRED.



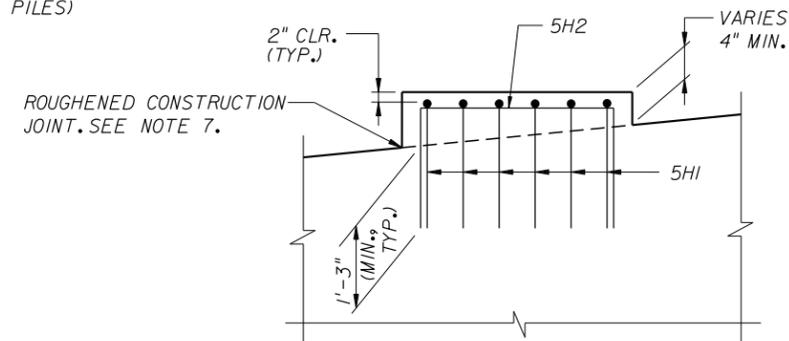
SECTION K-K



BACKWALL CONST. JOINT DETAIL
 (VERTICAL JOINT SIMILAR)



PEDESTAL PLAN



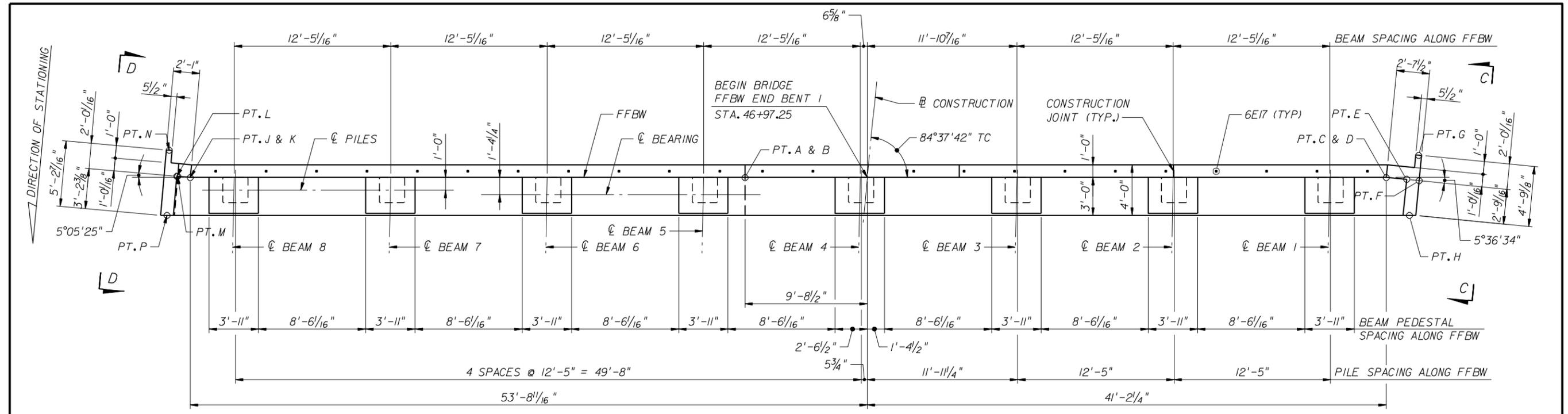
SECTION L-L

NOTES:

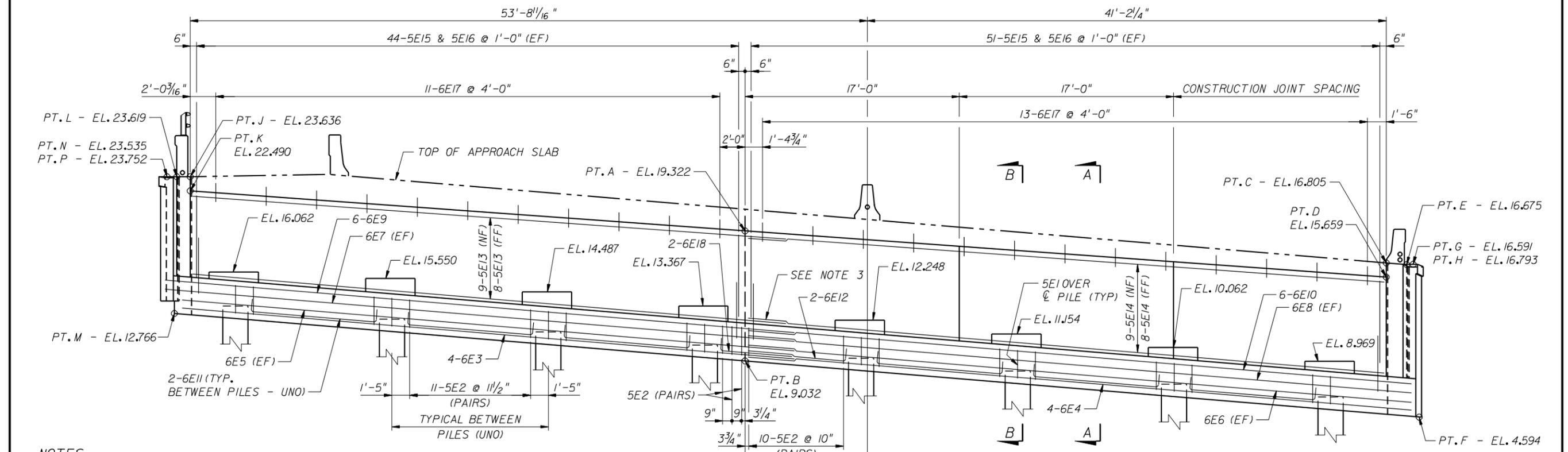
1. FOR END BENT PLAN AND ELEVATION VIEWS, SEE SHEET 1 OF 2.
2. FOR OTHER END BENT DETAILS, SEE SHEET B-XX.
3. FOR END BENT REINFORCING BAR LIST, SEE SHEET B-XX.
4. PROVIDE TWO LAYERS OF #55 SMOOTH ROOFING PAPER BETWEEN BACKWALL AND APPROACH SLAB.
5. SOIL REINFORCING STRAPS SHALL BE DESIGNED AND PROVIDED BY THE PROPRIETARY WALL COMPANY AND SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. DESIGN LOAD SHALL BE 8.0 KIPS/FT WALL.
6. FOR DETAILS OF SOIL REINFORCING STRAPS AND ANCHORAGE INTO BACKWALL, SEE PROPRIETARY MSE WALL DRAWINGS.
7. ROUGHENED CONSTRUCTION JOINTS SHALL HAVE A MINIMUM 1/4" AMPLITUDE ROUGHNESS.
8. PROVIDE 3" CONCRETE COVER EXCEPT WHERE NOTED.
9. FOR ESTIMATED QUANTITIES, SEE SHEET B-XX.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: END BENT EXAMPLE 2 LARGE SUPERELEVATION (SHEET 2 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
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PLAN

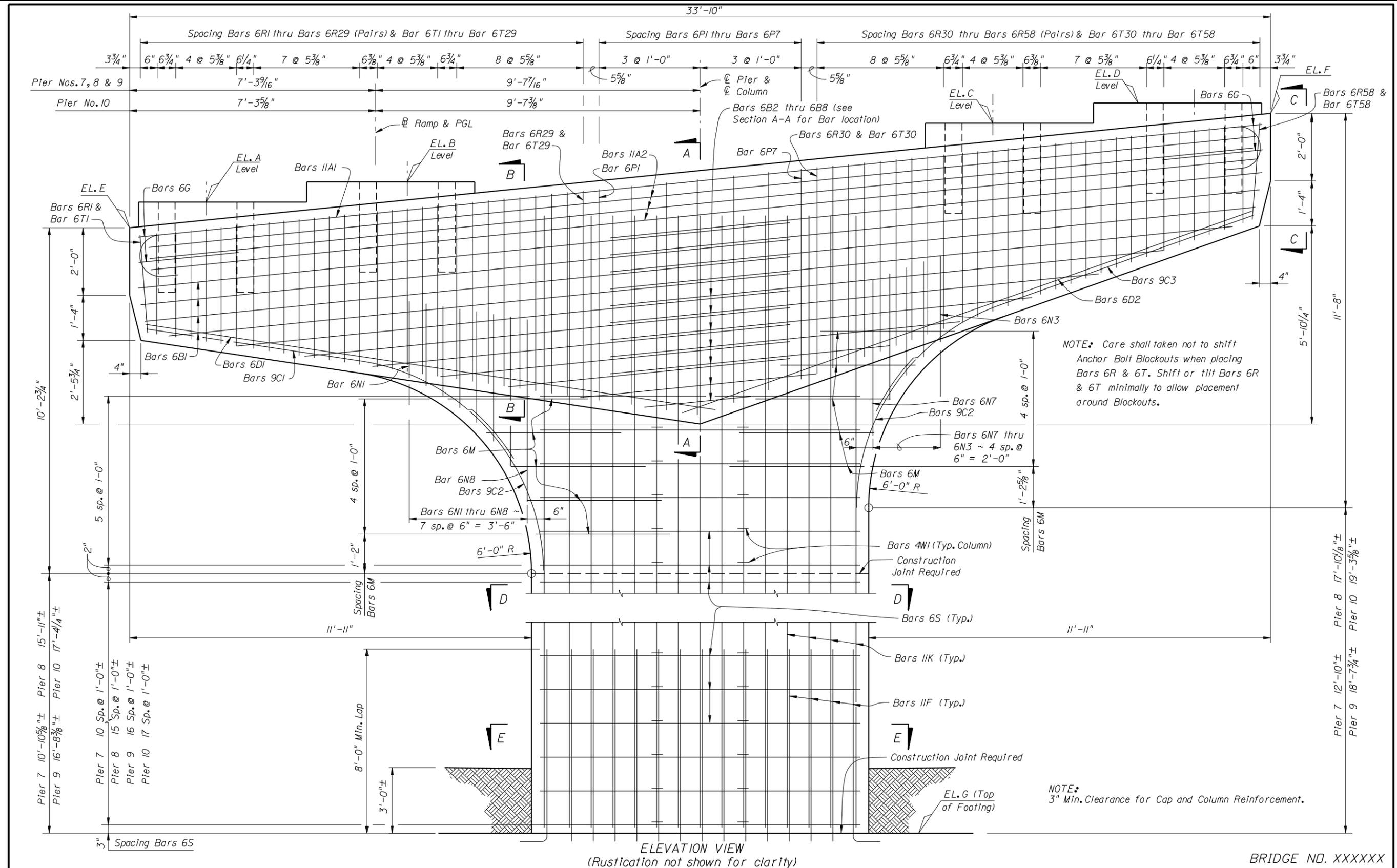


ELEVATION

| PILE CUTOFF ELEVATIONS | | | | | | | | |
|------------------------|-------|-------|-------|-------|--------|--------|--------|--------|
| PILE NO. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ELEVATION | 6.177 | 7.207 | 8.237 | 9.267 | 10.297 | 11.327 | 12.357 | 13.387 |

- NOTES**
1. ALL REINFORCING STEEL SHALL HAVE 4" CLEAR COVER, UNLESS NOTED OTHERWISE.
 2. TOPS OF BEARING PEDESTALS ARE LEVEL.
 3. PROVIDE 3'-0" MINIMUM LAP FOR #5 BARS AND 3'-8" MINIMUM LAP FOR #6 BARS.
 4. SEE SHEET BI-XX FOR BACKWALL CONSTRUCTION JOINT DETAILS.

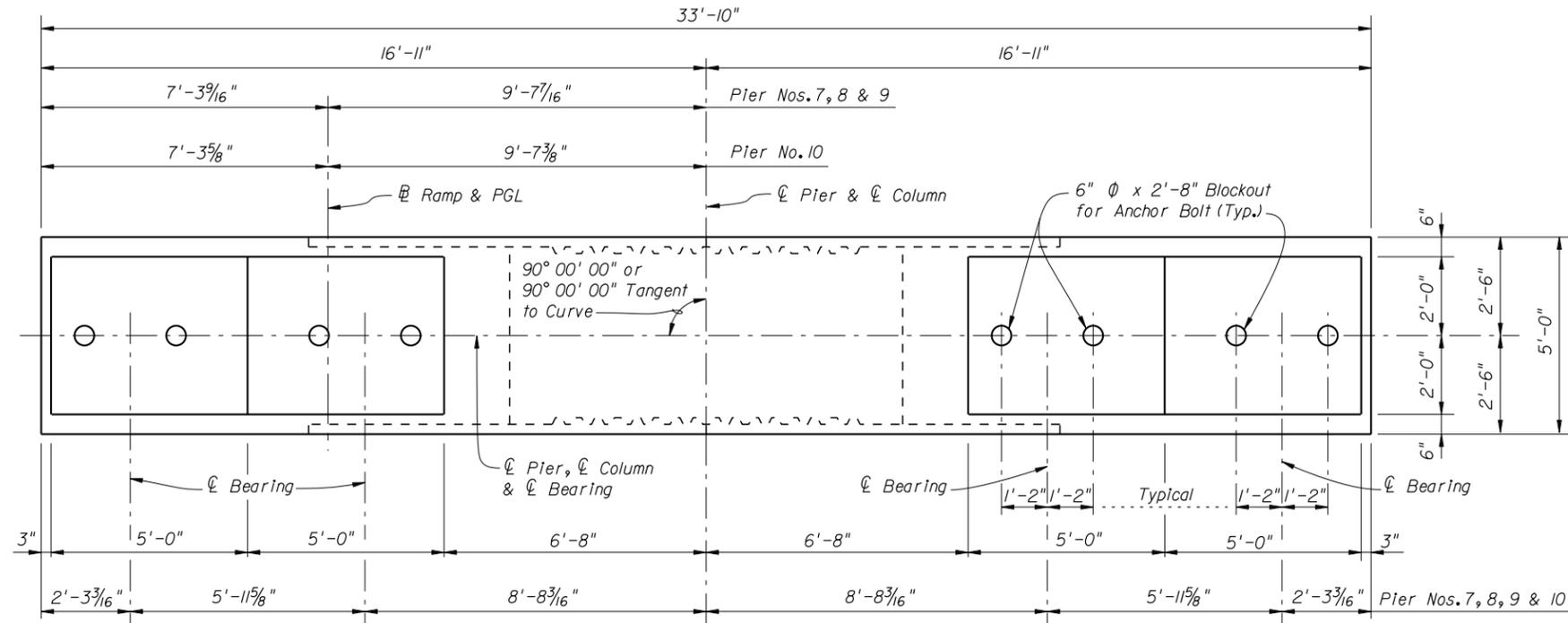
| <p>REVISIONS</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | | | | DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | | | | | <p>STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450</p> | | | <p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <table border="1"> <tr> <td>ROAD NO.</td> <td>COUNTY</td> <td>FINANCIAL PROJECT ID</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table> | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | | | <p>SHEET TITLE: END BENT EXAMPLE 3 PHASED CONSTRUCTION WITH SIDEWALK</p> | | <p>REF. DWG. NO.</p> |
|--|--------|----------------------|------|------|-------------|--------------------------|------|------------------|-------------|--|--|--|--|--|--|---|--|--|--|--|--|----------|--------|----------------------|--|--|--|--|--|----------------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>WORK THIS SHEET WITH SHEET(S) BI-XX THRU BI-XX.</p> | | | | | | <p>BRIDGE NO. XXXXXX</p> | | <p>SHEET NO.</p> | | | | | | | | | | | | | | | | | | | | | | |



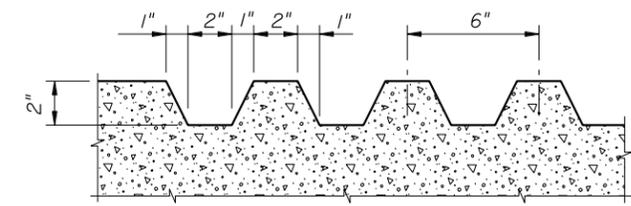
NOTE: Care shall taken not to shift Anchor Bolt Blockouts when placing Bars 6R & 6T. Shift or tilt Bars 6R & 6T minimally to allow placement around Blockouts.

NOTE: 3" Min. Clearance for Cap and Column Reinforcement.

| REVISIONS | | | | STRUCTURES DESIGN OFFICE | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE | | REF. DWG. NO. |
|-----------|----|-------------|------|--------------------------|-------------|---|--------|----------------------|--|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | PIER EXAMPLE 1 HAMMERHEAD PIER (SHEET 1 OF 3) | | |
| | | | | | | | | | PROJECT NAME | | SHEET NO. |



PLAN VIEW
 PIER NOS. 7, 8, 9 & 10



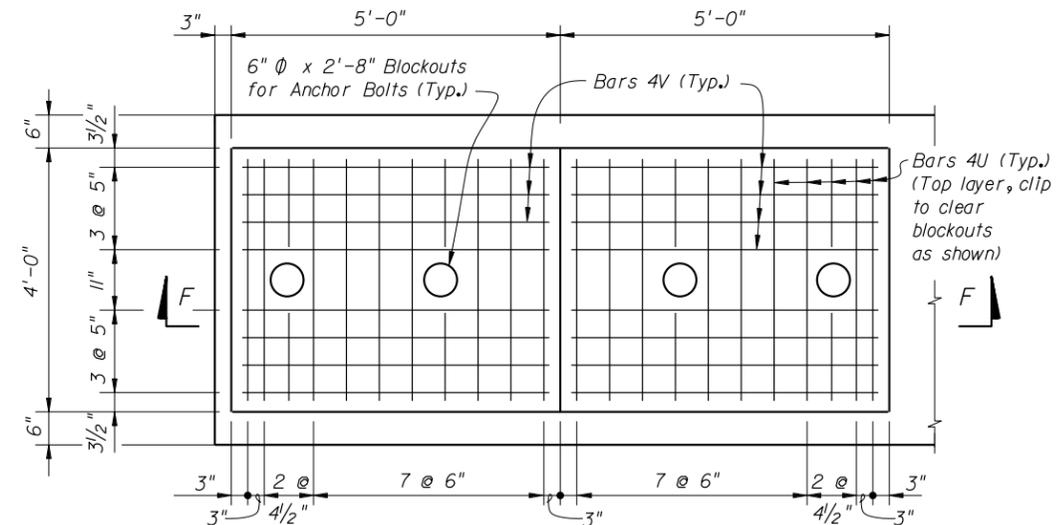
RUSTICATION DETAIL
 NOTE: Rustication shall be applied to pier column from top of footing to bottom of pier cap.

| ESTIMATED QUANTITIES | | | | | |
|--|------|------------|------------|------------|-------------|
| ITEM | UNIT | QUANTITY | | | |
| | | Pier No. 7 | Pier No. 8 | Pier No. 9 | Pier No. 10 |
| Class V Concrete (Mass) (Substructure) | C.Y. | 152.69 | 190.86 | 171.25 | 193.16 |
| Reinforcing Steel (Substructure) | LB. | 33569 | 38866 | 35113 | 39281 |
| 24" Sq. Prestressed Concrete Piles | L.F. | ** | ** | ** | ** |

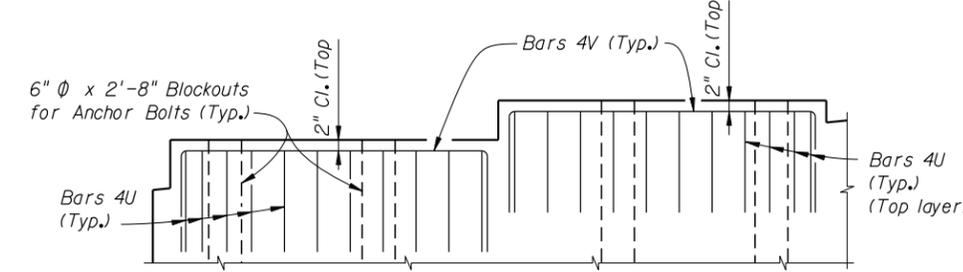
** See Summary of Bridge Pay Items

| CONCRETE BREAKDOWN | | | | |
|--------------------|------------|------------|------------|-------------|
| ITEM | Pier No. 7 | Pier No. 8 | Pier No. 9 | Pier No. 10 |
| Cap | 35.71 | 35.71 | 35.71 | 35.70 |
| Column | 27.28 | 35.41 | 36.69 | 37.72 |
| Footing | 98.85 | 119.74 | 98.85 | 119.74 |

| TABLE OF ELEVATIONS | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|
| PIER NO. | ELEV. A | ELEV. B | ELEV. C | ELEV. D | ELEV. E | ELEV. F | ELEV. G |
| Pier No. 7 | 114.576 | 115.174 | 116.910 | 117.507 | 113.718 | 117.101 | 92.600 |
| Pier No. 8 | 116.005 | 116.602 | 118.338 | 118.935 | 115.147 | 118.530 | 89.000 |
| Pier No. 9 | 116.791 | 117.388 | 119.125 | 119.722 | 115.933 | 119.316 | 89.000 |
| Pier No. 10 | 117.445 | 118.036 | 119.754 | 120.344 | 116.586 | 119.970 | 89.000 |



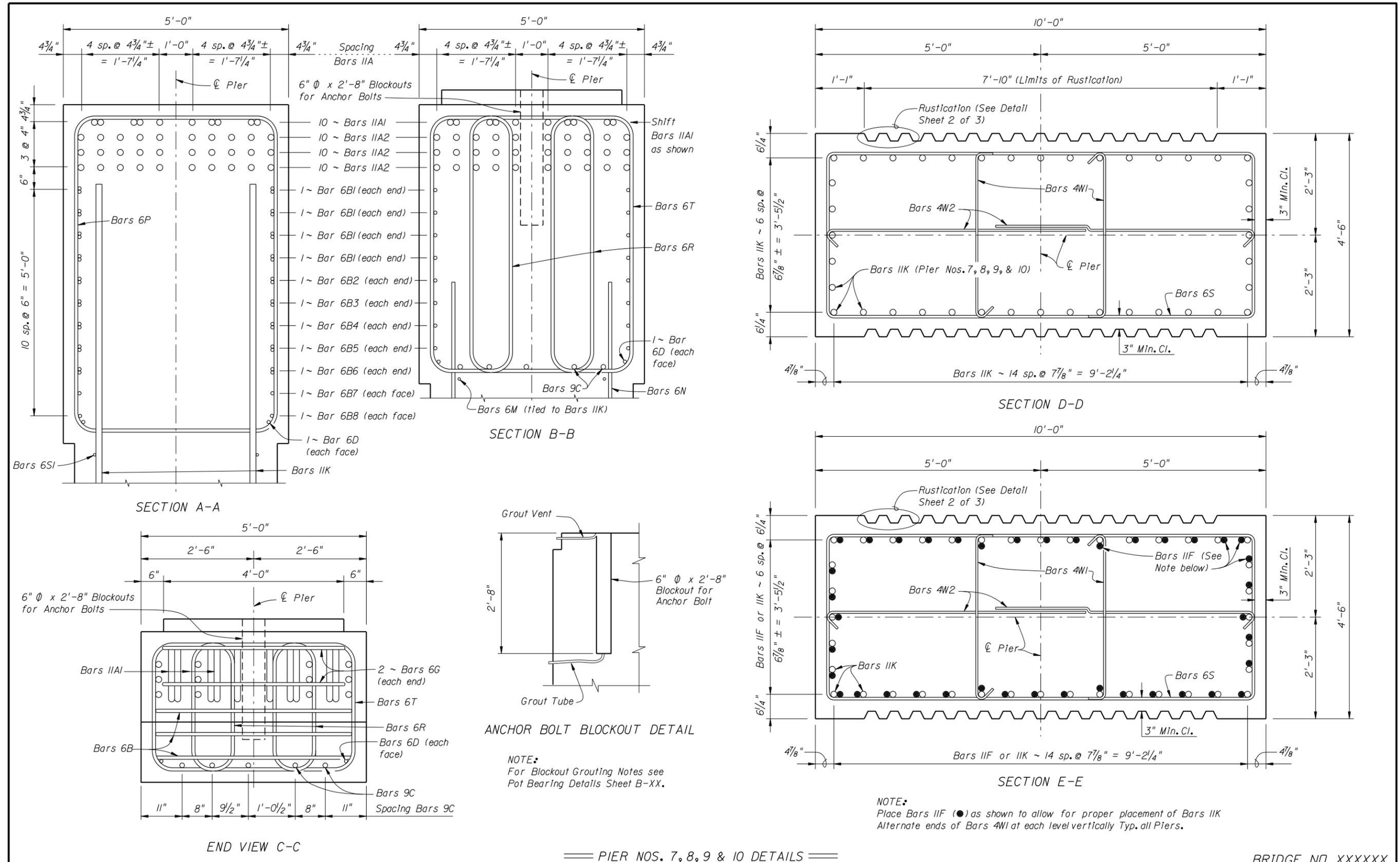
PEDESTAL PLAN VIEW



SECTION F-F
 PEDESTAL DETAILS - PIER NOS. 7, 8, 9, & 10

BRIDGE NO. XXXXXX

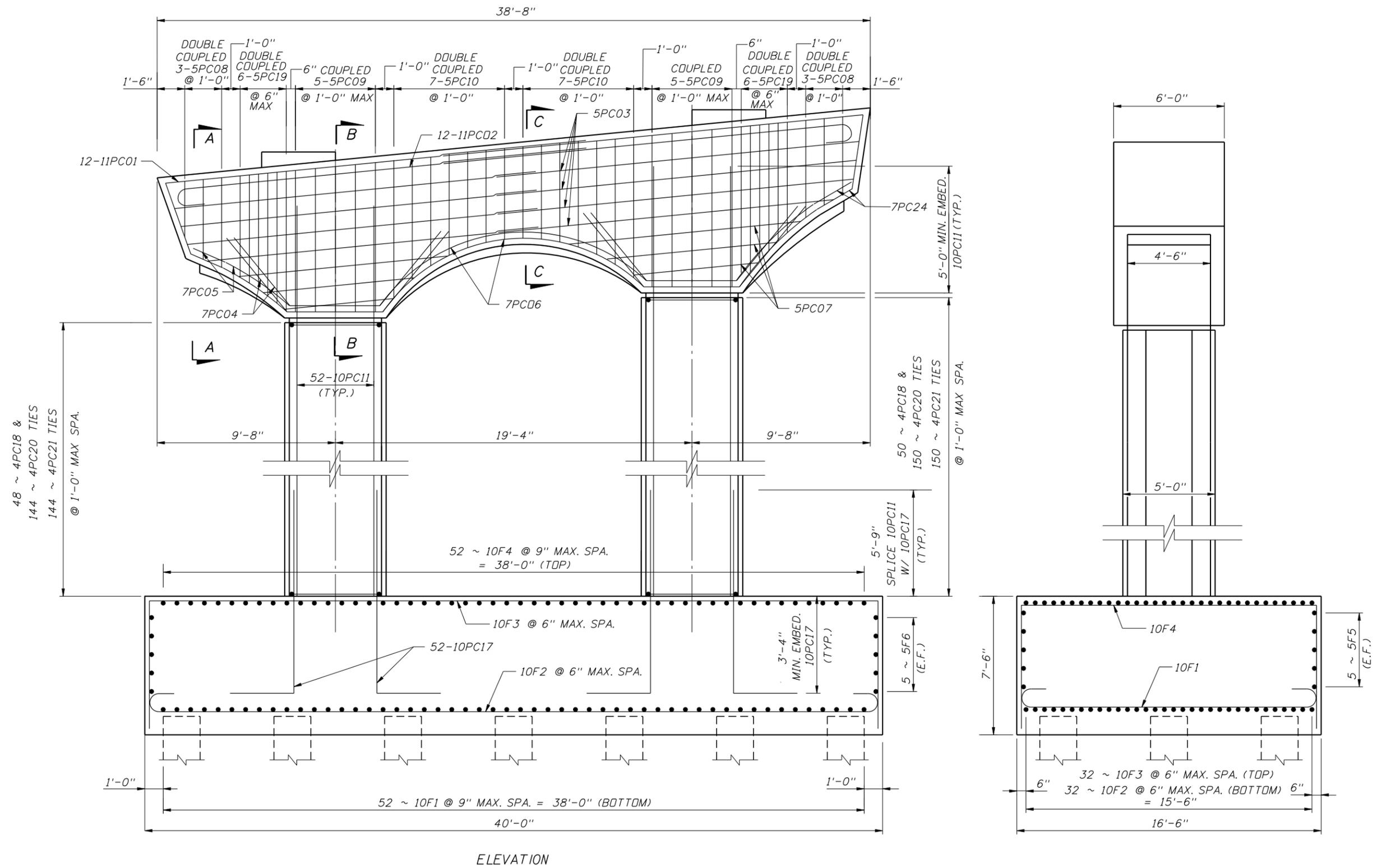
| REVISIONS | | | | STRUCTURES DESIGN OFFICE | | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE | | REF. DWG. NO. |
|-----------|----|-------------|------|--------------------------|-------------|----------|---|----------------------|--|-------------|-----------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | PIER EXAMPLE 1 HAMMERHEAD PIER (SHEET 2 OF 3) | | SHEET NO. | |
| | | | | | | | | | | | | |



PIER NOS. 7, 8, 9 & 10 DETAILS

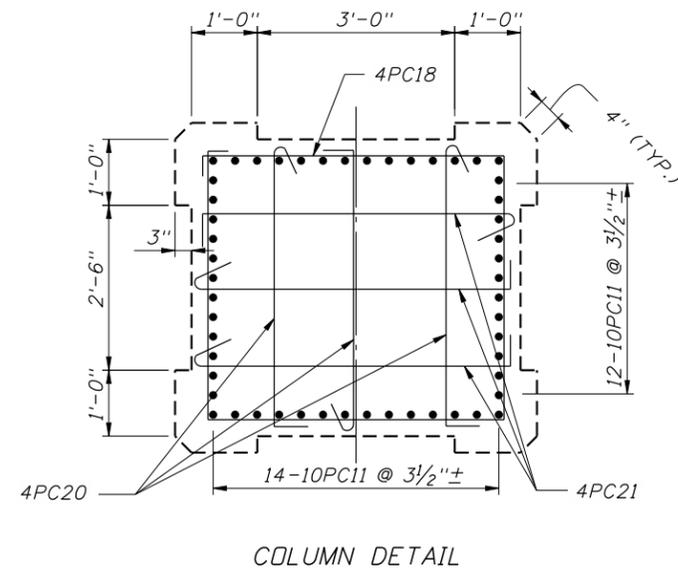
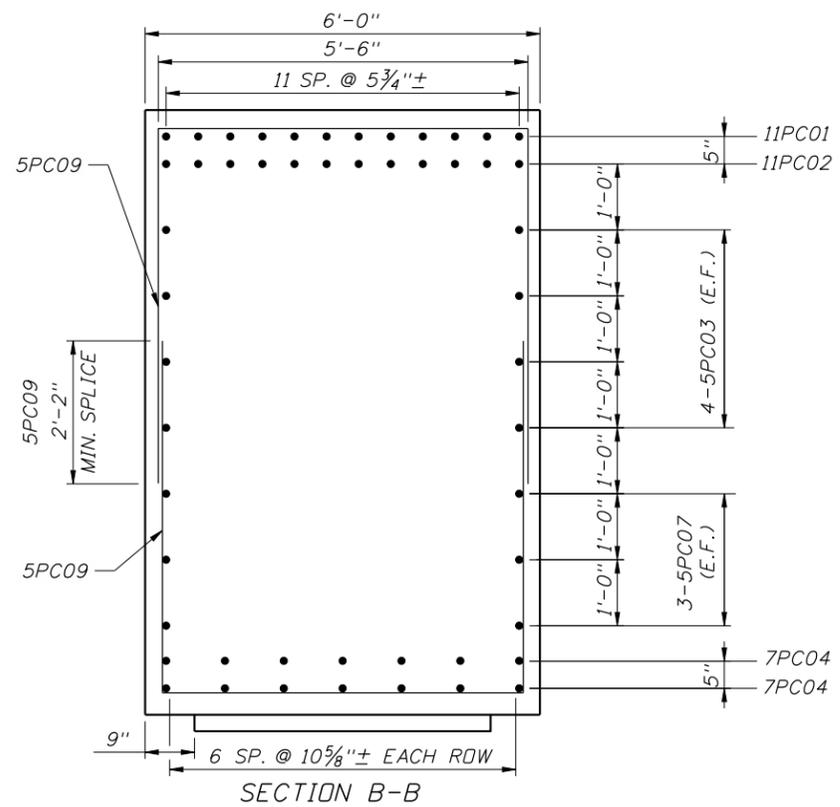
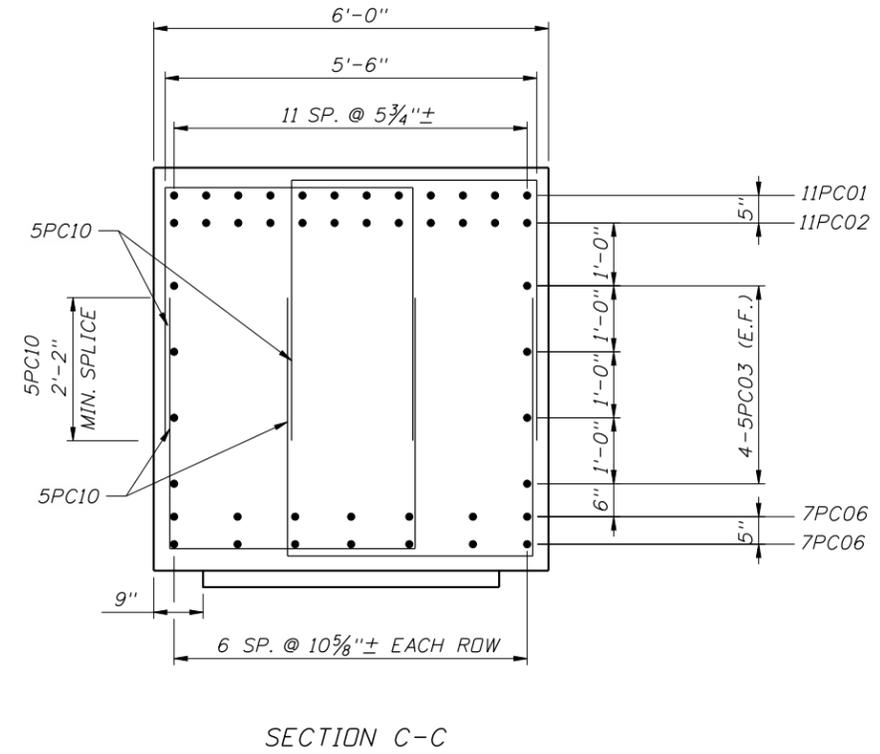
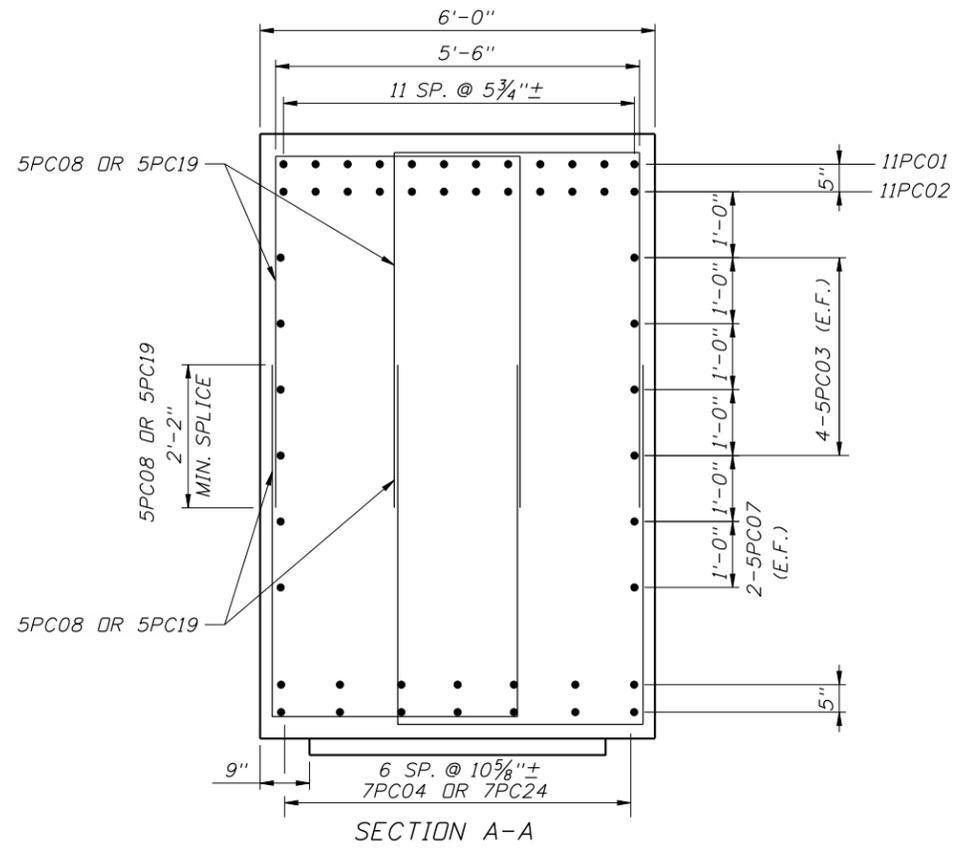
BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PIER EXAMPLE 1 HAMMERHEAD PIER (SHEET 3 OF 3) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PIER EXAMPLE 2 MULTI-COLUMN PIER (SHEET 1 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



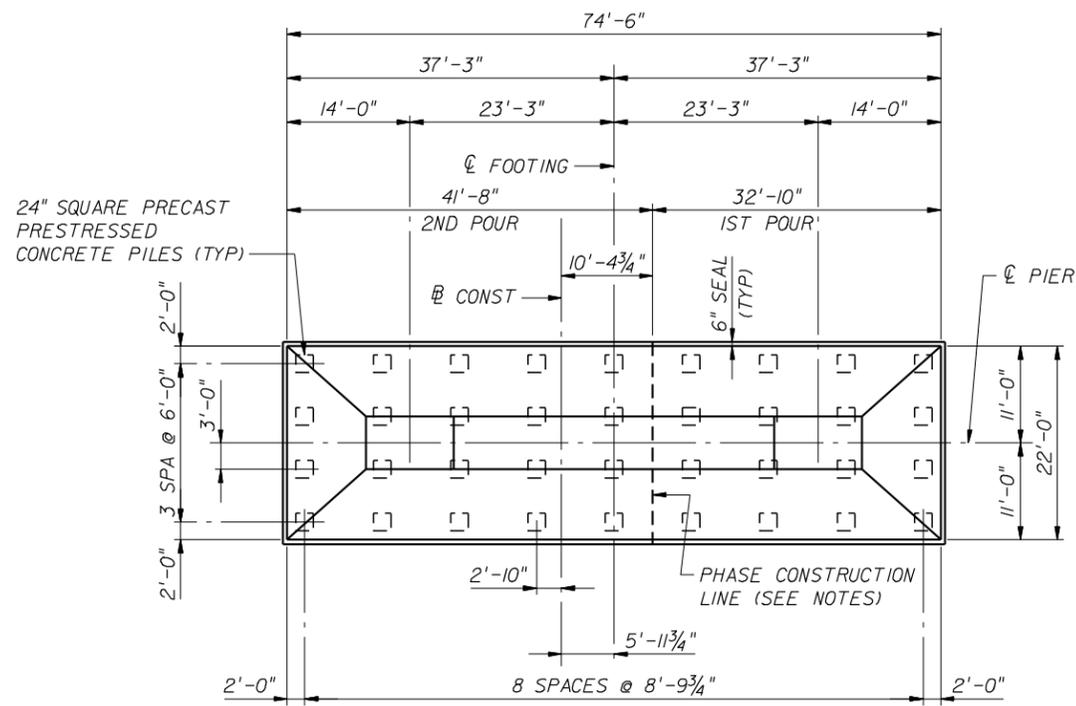
BRIDGE NO. XXXXXX

| REVISIONS | | | | | |
|-----------|----|-------------|------|----|-------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |

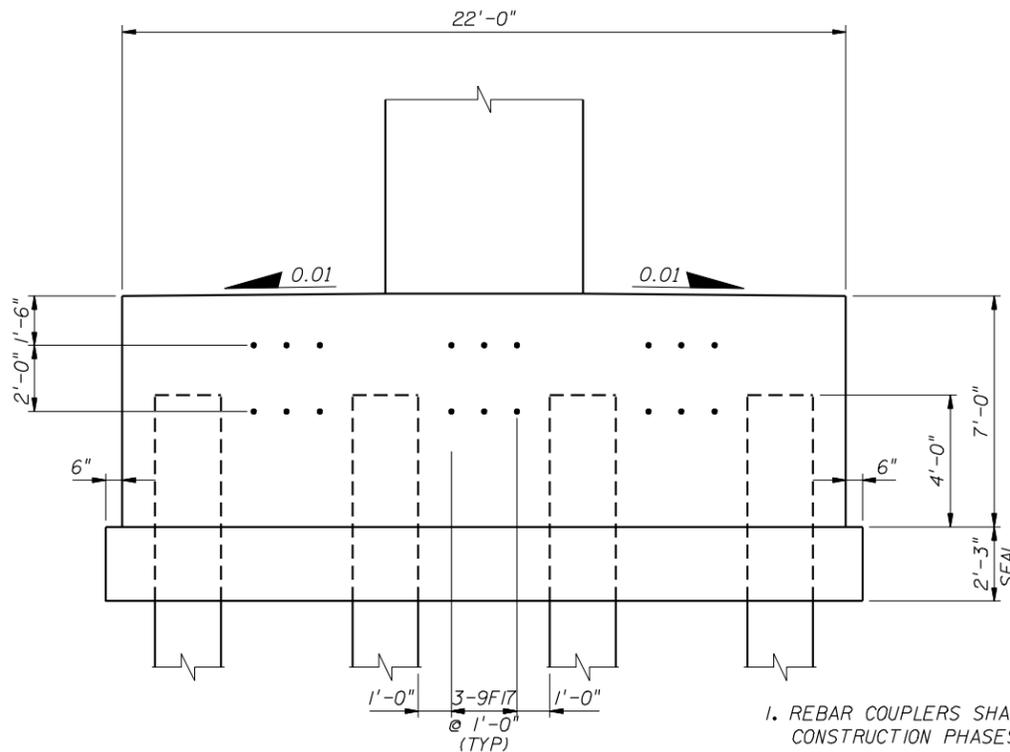
STRUCTURES DESIGN OFFICE
 CENTRAL OFFICE
 605 Suwannee Street, MS 33
 Tallahassee, Florida 32399-0450

| | | | |
|---------------------------|--|--------|----------------------|
| DRAWN BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| CHECKED BY: XXX MM-YY | ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| DESIGNED BY: XXX MM-YY | | | |
| CHECKED BY: XXX MM-YY | | | |

| | |
|---|---------------|
| SHEET TITLE: PIER EXAMPLE 2 MULTI-COLUMN PIER (SHEET 2 OF 2) | REF. DWG. NO. |
| PROJECT NAME: | SHEET NO. |



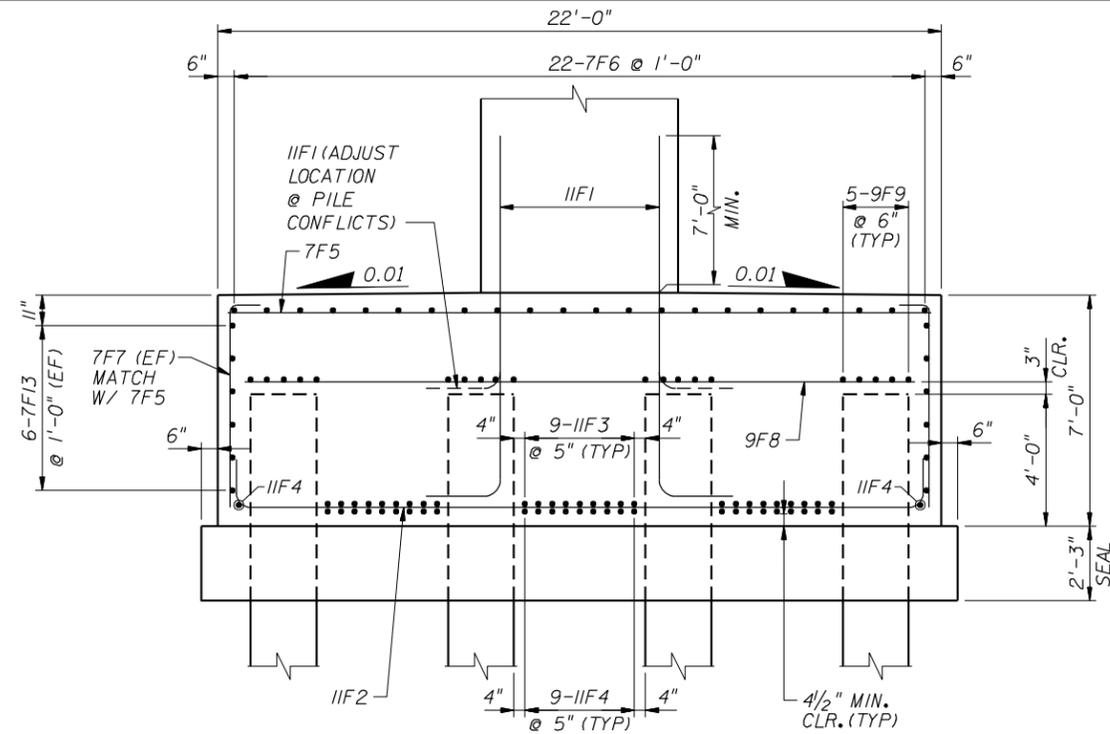
PLAN OF FOOTING



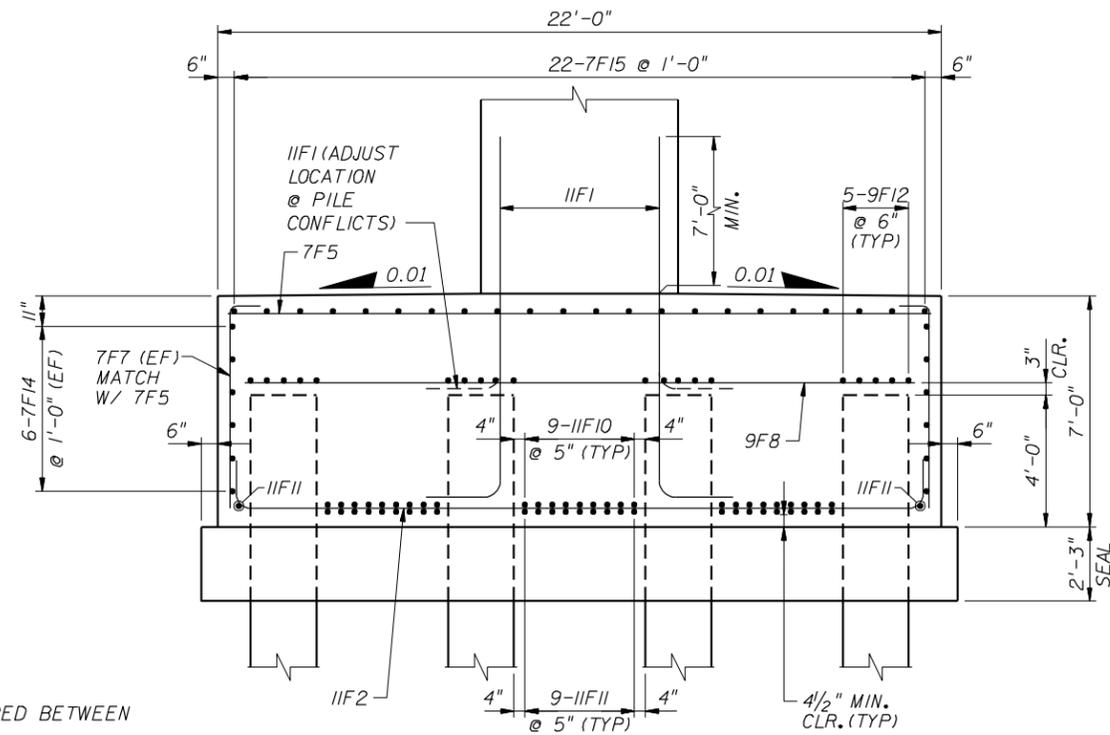
DOWEL DETAIL

NOTES

1. REBAR COUPLERS SHALL BE GREASED & CAPPED BETWEEN CONSTRUCTION PHASES.
2. FOR PHASE 3B CONSTRUCTION DRILL & EPOXY #9 DOWEL BARS IN ACCORDANCE WITH DOWEL DETAIL USING AN EPOXY FOR STRUCTURAL APPLICATIONS. APPLY EPOXY BONDING COMPOUND TO CONCRETE SURFACE TO ENHANCE CONCRETE BOND BETWEEN PHASE 1A AND PHASE 3B CONSTRUCTION.



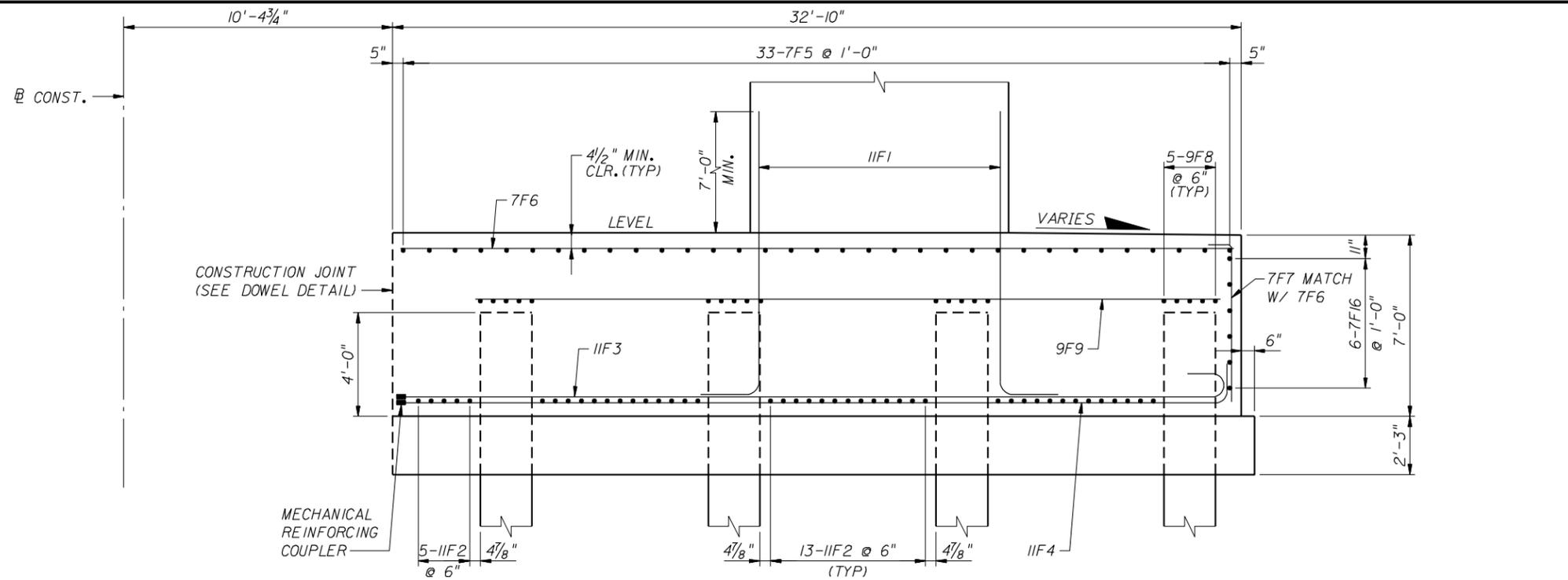
POUR 1 - LONGITUDINAL SECTION



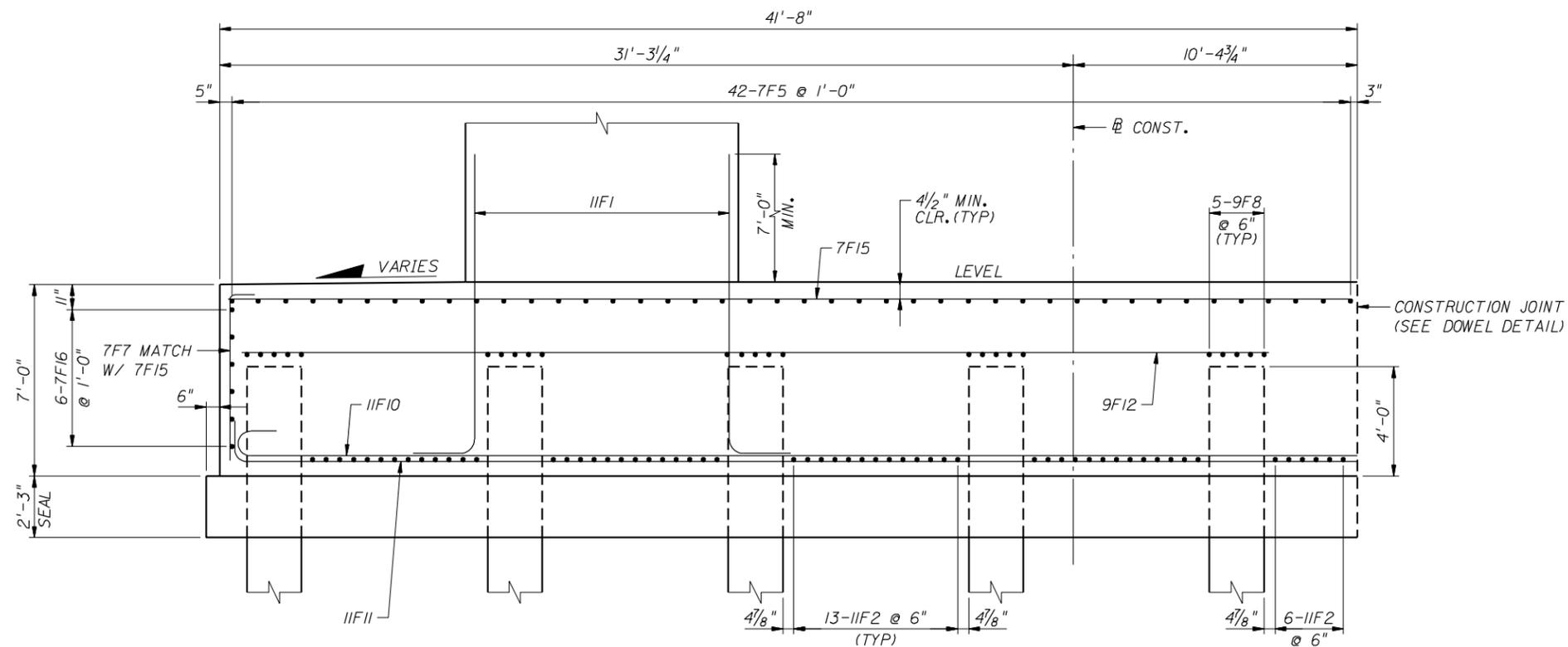
POUR 2 - LONGITUDINAL SECTION

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PIER FOOTING DETAILS EXAMPLE 1 WITH COFFERDAM SEAL AND SHIP IMPACT (SHEET 1 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



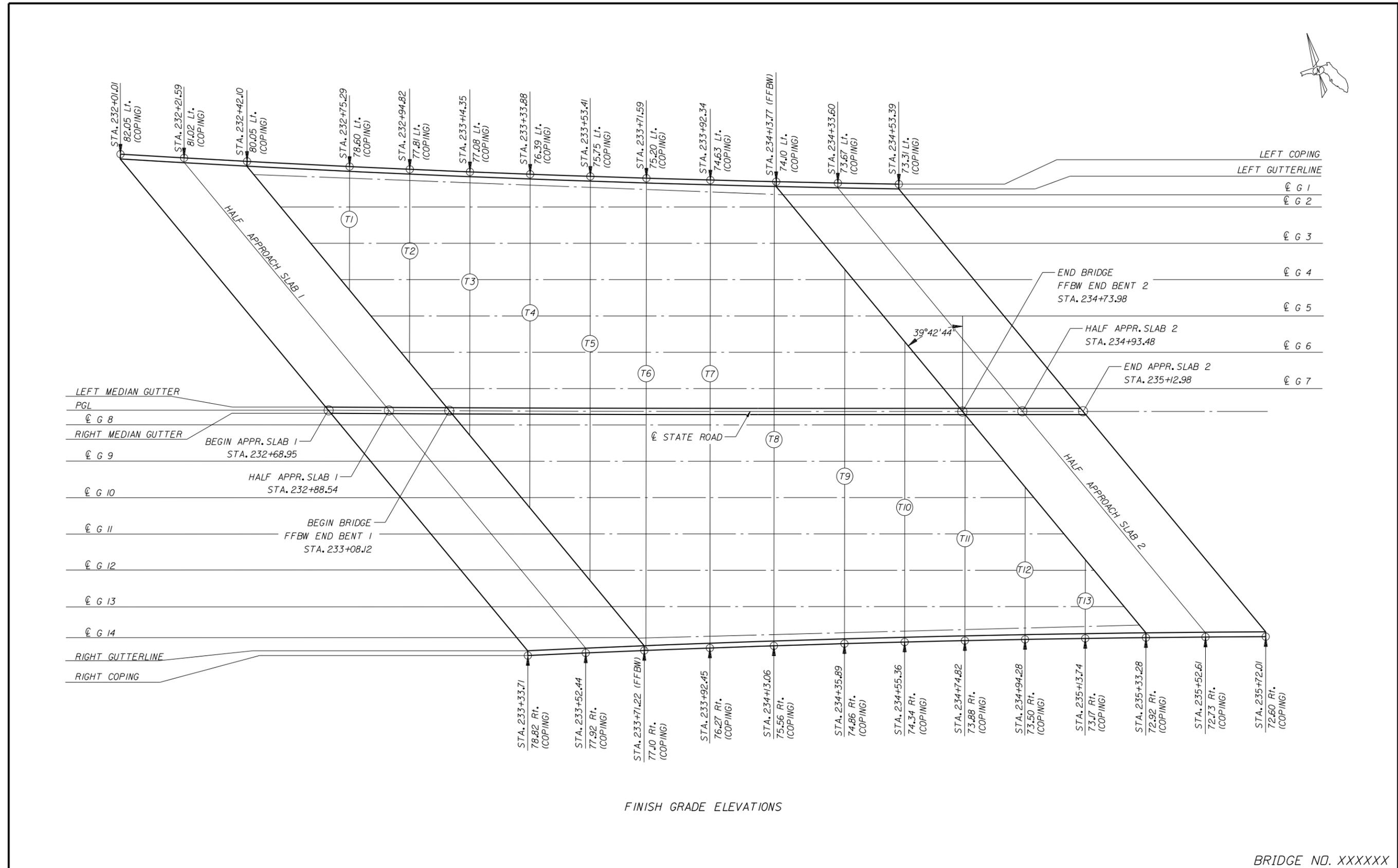
POUR 1 - TRANSVERSE SECTION



POUR 2 - TRANSVERSE SECTION

BRIDGE NO. XXXXXX

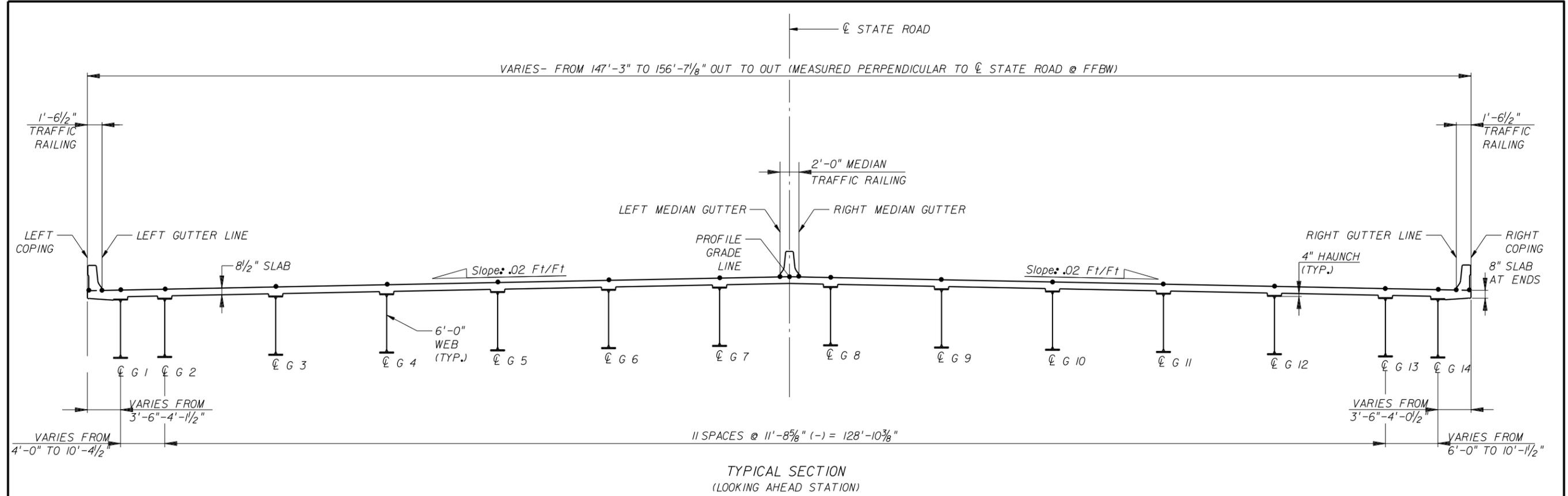
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: PIER FOOTING DETAILS EXAMPLE 1 WITH COFFERDAM SEAL AND SHIP IMPACT (SHEET 2 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



FINISH GRADE ELEVATIONS

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FINISH GRADE ELEVATIONS EXAMPLE 1 SKEWED STEEL SUPERSTRUCTURE (SHEET 1 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |

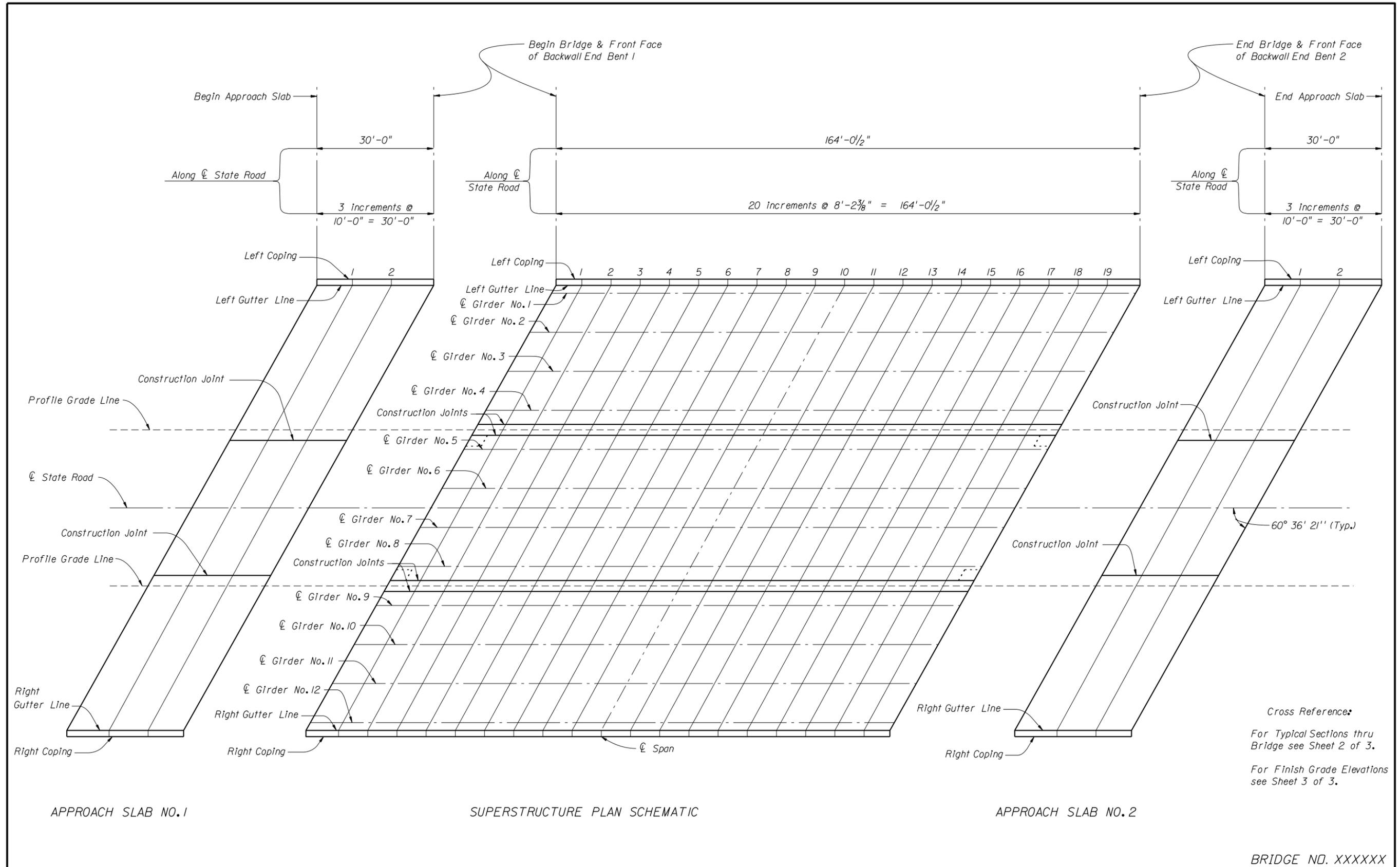


TYPICAL SECTION
 (LOOKING AHEAD STATION)

| LOCATION | BEGIN APPR. SLAB | HALF APPR. SLAB | FFBW END BENT 1 | T-1 | T-2 | T-3 | T-4 | T-5 | T-6 | T-7 | T-8 | T-9 | T-10 | T-11 | T-12 | T-13 | FFBW END BENT 2 | HALF APPR. SLAB | END APPR. SLAB | LOCATION |
|---------------------|------------------|-----------------|-----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------|-----------------|----------------|---------------------|
| LEFT COPING | 135.776 | 135.986 | 136.186 | 136.492 | 136.662 | 136.824 | 136.979 | 137.126 | 137.256 | 137.396 | 137.528 | | | | | | 137.532 | 137.649 | 137.758 | LEFT COPING |
| LEFT GUTTERLINE | 135.806 | 136.016 | 136.216 | 136.523 | 136.693 | 136.855 | 137.010 | 137.157 | 137.287 | 137.427 | 137.558 | | | | | | 137.562 | 137.680 | 137.788 | LEFT GUTTERLINE |
| G 1 | | | 136.290 | 136.568 | 136.734 | 136.895 | 137.049 | 137.197 | 137.329 | 137.473 | 137.610 | | | | | | 137.628 | | | G 1 |
| G 2 | | | 136.572 | 136.753 | 136.905 | 137.051 | 137.190 | 137.323 | 137.442 | 137.570 | 137.691 | | | | | | 137.725 | | | G 2 |
| G 3 | | | 136.887 | 136.988 | 137.140 | 137.286 | 137.425 | 137.558 | 137.676 | 138.804 | 137.925 | | | | | | 138.012 | | | G 3 |
| G 4 | | | 137.201 | 137.223 | 137.375 | 137.520 | 137.659 | 137.792 | 137.910 | 138.038 | 138.159 | 138.284 | | | | | 138.298 | | | G 4 |
| G 5 | | | 137.513 | | 137.610 | 137.755 | 137.894 | 138.027 | 138.145 | 138.273 | 138.394 | 138.518 | | | | | 138.582 | | | G 5 |
| G 6 | | | 137.823 | | 137.844 | 137.990 | 138.129 | 138.261 | 138.379 | 138.507 | 138.628 | 138.752 | 138.851 | | | | 138.865 | | | G 6 |
| G 7 | | | 138.132 | | | 138.224 | 138.363 | 138.496 | 138.614 | 138.741 | 138.862 | 138.987 | 139.086 | | | | 139.146 | | | G 7 |
| LEFT MEDIAN GUTTER | 137.986 | 138.143 | 138.293 | | | 138.348 | 138.489 | 138.622 | 138.741 | 138.869 | 138.990 | 139.114 | 139.213 | | | | 139.298 | 139.385 | 139.465 | LEFT MEDIAN GUTTER |
| STATE ROAD (P.G.L.) | 138.013 | 138.170 | 138.320 | | | 138.368 | 138.509 | 138.642 | 138.761 | 139.889 | 139.010 | 139.134 | 139.233 | | | | 139.322 | 139.408 | 139.488 | STATE ROAD (P.G.L.) |
| RIGHT MEDIAN GUTTER | 138.000 | 138.156 | 138.306 | | | 138.348 | 138.489 | 138.622 | 138.741 | 139.869 | 138.990 | 139.114 | 139.213 | | | | 139.306 | 139.392 | 139.471 | RIGHT MEDIAN GUTTER |
| G 8 | | | 138.257 | | | 138.278 | 138.420 | 138.554 | 138.674 | 138.802 | 138.923 | 139.048 | 139.147 | 139.239 | | | 139.252 | | | G 8 |
| G 9 | | | 138.095 | | | | 137.186 | 138.320 | 138.439 | 138.568 | 138.689 | 138.813 | 138.913 | 139.005 | | | 139.061 | | | G 9 |
| G 10 | | | 137.932 | | | | 137.952 | 138.086 | 138.205 | 138.334 | 138.454 | 138.579 | 138.678 | 138.771 | 138.856 | | 139.868 | | | G 10 |
| G 11 | | | 137.766 | | | | | 137.852 | 137.971 | 138.099 | 138.220 | 138.345 | 138.444 | 138.536 | 138.622 | | 138.674 | | | G 11 |
| G 12 | | | 137.599 | | | | | 137.618 | 137.737 | 137.865 | 137.986 | 138.110 | 138.210 | 138.302 | 138.388 | 138.467 | 138.478 | | | G 12 |
| G 13 | | | 137.430 | | | | | | 137.503 | 137.631 | 137.752 | 137.876 | 137.975 | 138.068 | 138.153 | 138.233 | 138.280 | | | G 13 |
| G 14 | | | 137.282 | | | | | | 137.301 | 137.440 | 137.571 | 137.708 | 137.817 | 137.919 | 138.015 | 138.104 | 138.179 | | | G 14 |
| RIGHT GUTTERLINE | 136.960 | 137.106 | 137.246 | | | | | | 137.251 | 137.395 | 137.530 | 137.668 | 137.777 | 137.879 | 138.973 | 138.058 | 138.136 | 138.206 | 138.267 | RIGHT GUTTERLINE |
| RIGHT COPING | 136.929 | 137.076 | 137.216 | | | | | | 137.220 | 137.364 | 137.500 | 137.637 | 137.747 | 137.848 | 138.942 | 138.027 | 138.105 | 138.175 | 138.236 | RIGHT COPING |

BRIDGE NO. XXXXXX

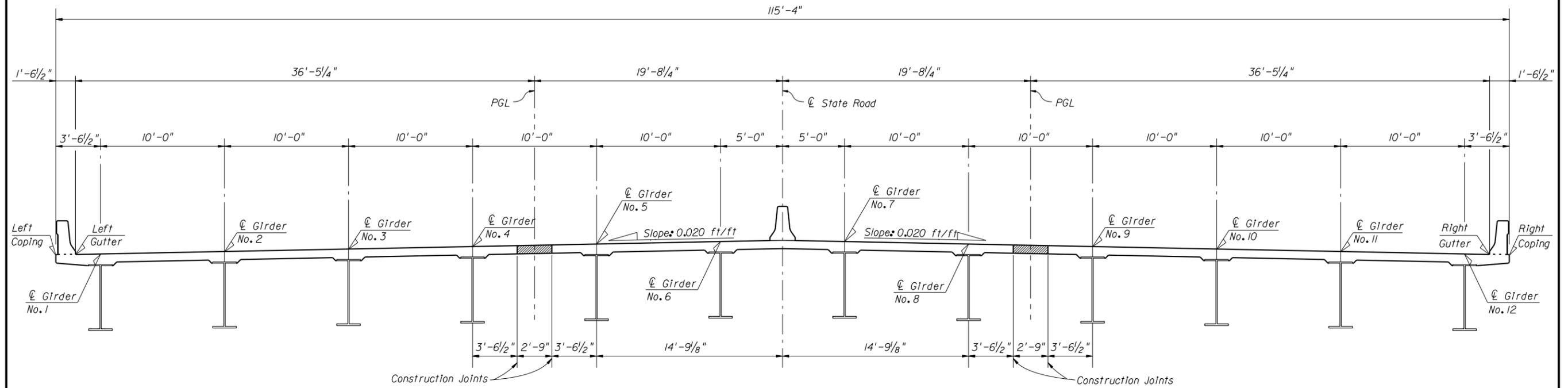
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|--|--|--|--|--|--|--|---|--|--|--|--|--|---|--|--|---------------|
| REVISIONS DATE BY DESCRIPTION _____ _____ _____ | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | | | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. COUNTY FINANCIAL PROJECT ID | | | SHEET TITLE: FINISH GRADE ELEVATIONS EXAMPLE 1 SKEWED STEEL SUPERSTRUCTURE (SHEET 2 OF 2) | | | REF. DWG. NO. |
| | | | | | | | | | | PROJECT NAME: | | | SHEET NO. | | | |



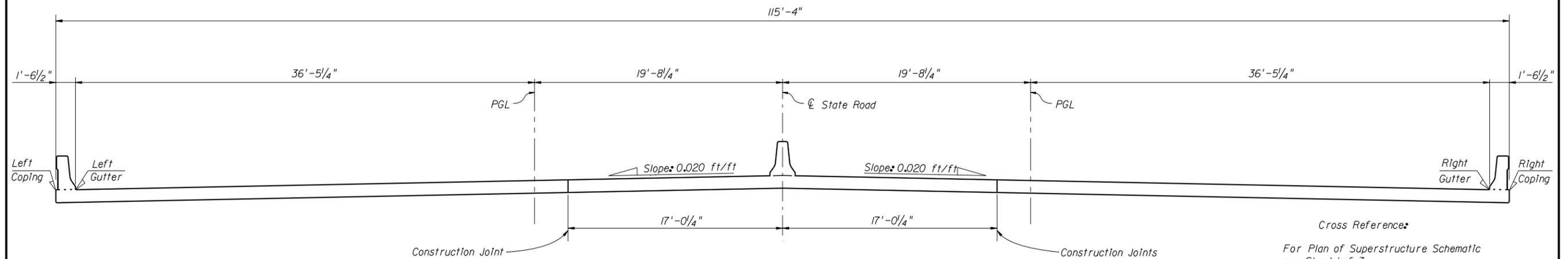
Cross Reference:
 For Typical Sections thru Bridge see Sheet 2 of 3.
 For Finish Grade Elevations see Sheet 3 of 3.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FINISH GRADE ELEVATIONS EXAMPLE 2 SKEWED T-LINES (SHEET 1 OF 3) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



TYPICAL SECTION THRU SUPERSTRUCTURE



TYPICAL SECTION THRU APPROACH SLAB

Cross Reference:
 For Plan of Superstructure Schematic
 see Sheet 1 of 3.
 For Finish Grade Elevations
 see Sheet 3 of 3.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FINISH GRADE ELEVATIONS EXAMPLE 2 SKEWED T-LINES (SHEET 2 OF 3) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |

| SPAN NO. 1 | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|-----------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------|
| LOCATION | T-LINES & BENTS | BEGIN BRIDGE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | END BRIDGE |
| LEFT COPING | | 119.951 | 119.816 | 119.682 | 119.544 | 119.403 | 119.262 | 119.121 | 118.976 | 118.829 | 118.681 | 118.533 | 118.383 | 118.228 | 118.074 | 117.917 | 117.759 | 117.602 | 117.438 | 117.277 | 117.113 | 116.946 |
| LEFT GUTTER | | 119.984 | 119.849 | 119.711 | 119.573 | 119.436 | 119.295 | 119.150 | 119.006 | 118.862 | 118.714 | 118.563 | 118.412 | 118.261 | 118.107 | 117.949 | 117.792 | 117.631 | 117.470 | 117.306 | 117.142 | 116.975 |
| CENTERLINE GIRDER NO. 1 | | 120.043 | 119.908 | 119.774 | 119.636 | 119.495 | 119.354 | 119.213 | 119.068 | 118.924 | 118.776 | 118.625 | 118.474 | 118.323 | 118.169 | 118.012 | 117.854 | 117.697 | 117.536 | 117.372 | 117.208 | 117.041 |
| CENTERLINE GIRDER NO. 2 | | 120.338 | 120.207 | 120.072 | 119.934 | 119.797 | 119.659 | 119.518 | 119.373 | 119.229 | 119.085 | 118.934 | 118.786 | 118.635 | 118.481 | 118.327 | 118.169 | 118.012 | 117.854 | 117.690 | 117.530 | 117.362 |
| CENTERLINE GIRDER NO. 3 | | 120.633 | 120.502 | 120.367 | 120.233 | 120.098 | 119.961 | 119.820 | 119.678 | 119.534 | 119.390 | 119.242 | 119.094 | 118.944 | 118.793 | 118.638 | 118.484 | 118.327 | 118.169 | 118.009 | 117.848 | 117.684 |
| CENTERLINE GIRDER NO. 4 | | 120.928 | 120.797 | 120.666 | 120.531 | 120.397 | 120.259 | 120.121 | 119.980 | 119.839 | 119.695 | 119.551 | 119.403 | 119.255 | 119.104 | 118.953 | 118.799 | 118.642 | 118.484 | 118.327 | 118.166 | 118.005 |
| CONSTRUCTION JOINT | | 121.033 | 120.906 | 120.774 | 120.640 | 120.505 | 120.367 | 120.230 | 120.092 | 119.948 | 119.806 | 119.662 | 119.514 | 119.367 | 119.216 | 119.065 | 118.911 | 118.757 | 118.599 | 118.442 | 118.281 | 118.120 |
| PROFILE GRADE LINE | | 121.076 | 120.945 | 120.814 | 120.682 | 120.548 | 120.410 | 120.272 | 120.135 | 119.990 | 119.849 | 119.705 | 119.557 | 119.409 | 119.259 | 119.108 | 118.953 | 118.799 | 118.645 | 118.484 | 118.327 | 118.163 |
| CONSTRUCTION JOINT | | 121.115 | 120.988 | 120.856 | 120.722 | 120.587 | 120.453 | 120.315 | 120.174 | 120.033 | 119.892 | 119.747 | 119.600 | 119.452 | 119.301 | 119.150 | 118.999 | 118.845 | 118.688 | 118.530 | 118.369 | 118.209 |
| CENTERLINE GIRDER NO. 5 | | 121.220 | 121.093 | 120.961 | 120.830 | 120.696 | 120.561 | 120.423 | 120.285 | 120.144 | 120.000 | 119.856 | 119.711 | 119.564 | 119.413 | 119.265 | 119.111 | 118.957 | 118.799 | 118.642 | 118.484 | 118.323 |
| CENTERLINE GIRDER NO. 6 | | 121.516 | 121.388 | 121.257 | 121.125 | 120.994 | 120.860 | 120.722 | 120.584 | 120.446 | 120.305 | 120.161 | 120.016 | 119.872 | 119.724 | 119.573 | 119.423 | 119.268 | 119.114 | 118.957 | 118.799 | 118.642 |
| CENTERLINE STATE ROAD | | 121.660 | 121.532 | 121.404 | 121.273 | 121.142 | 121.007 | 120.873 | 120.735 | 120.597 | 120.456 | 120.315 | 120.171 | 120.026 | 119.879 | 119.728 | 119.577 | 119.426 | 119.272 | 119.117 | 118.957 | 118.799 |
| CENTERLINE GIRDER NO. 7 | | 121.608 | 121.483 | 121.355 | 121.224 | 121.093 | 120.961 | 120.827 | 120.689 | 120.551 | 120.410 | 120.269 | 120.125 | 119.980 | 119.836 | 119.685 | 119.537 | 119.383 | 119.232 | 119.075 | 118.921 | 118.760 |
| CENTERLINE GIRDER NO. 8 | | 121.506 | 121.381 | 121.253 | 121.125 | 120.994 | 120.863 | 120.728 | 120.594 | 120.456 | 120.318 | 120.177 | 120.036 | 119.895 | 119.747 | 119.600 | 119.452 | 119.301 | 119.150 | 118.996 | 118.839 | 118.684 |
| CONSTRUCTION JOINT | | 121.470 | 121.345 | 121.217 | 121.089 | 120.961 | 120.827 | 120.696 | 120.561 | 120.423 | 120.285 | 120.148 | 120.003 | 119.862 | 119.718 | 119.570 | 119.423 | 119.272 | 119.121 | 118.967 | 118.812 | 118.655 |
| PROFILE GRADE LINE | | 121.453 | 121.329 | 121.204 | 121.076 | 120.945 | 120.814 | 120.682 | 120.548 | 120.410 | 120.272 | 120.135 | 119.993 | 119.849 | 119.705 | 119.557 | 119.409 | 119.259 | 119.108 | 118.957 | 118.799 | 118.645 |
| CONSTRUCTION JOINT | | 121.440 | 121.316 | 121.188 | 121.063 | 120.932 | 120.801 | 120.669 | 120.535 | 120.397 | 120.259 | 120.121 | 119.980 | 119.836 | 119.692 | 119.547 | 119.396 | 119.249 | 119.098 | 118.944 | 118.789 | 118.632 |
| CENTERLINE GIRDER NO. 9 | | 121.401 | 121.280 | 121.152 | 121.027 | 120.896 | 120.768 | 120.633 | 120.499 | 120.364 | 120.226 | 120.089 | 119.948 | 119.803 | 119.659 | 119.514 | 119.367 | 119.219 | 119.068 | 118.914 | 118.760 | 118.606 |
| CENTERLINE GIRDER NO. 10 | | 121.296 | 121.175 | 121.050 | 120.925 | 120.797 | 120.666 | 120.538 | 120.404 | 120.269 | 120.135 | 119.997 | 119.856 | 119.715 | 119.573 | 119.426 | 119.281 | 119.134 | 118.983 | 118.832 | 118.678 | 118.524 |
| CENTERLINE GIRDER NO. 11 | | 121.191 | 121.070 | 120.948 | 120.823 | 120.696 | 120.568 | 120.436 | 120.305 | 120.174 | 120.039 | 119.902 | 119.764 | 119.623 | 119.482 | 119.341 | 119.193 | 119.049 | 118.898 | 118.750 | 118.599 | 118.445 |
| CENTERLINE GIRDER NO. 12 | | 121.086 | 120.965 | 120.843 | 120.719 | 120.594 | 120.466 | 120.338 | 120.210 | 120.075 | 119.944 | 119.806 | 119.672 | 119.534 | 119.393 | 119.249 | 119.108 | 118.960 | 118.816 | 118.665 | 118.514 | 118.363 |
| RIGHT GUTTER | | 121.063 | 120.945 | 120.820 | 120.699 | 120.574 | 120.446 | 120.318 | 120.187 | 120.056 | 119.925 | 119.790 | 119.652 | 119.514 | 119.373 | 119.232 | 119.088 | 118.944 | 118.796 | 118.648 | 118.497 | 118.346 |
| RIGHT COPING | | 121.033 | 120.912 | 120.791 | 120.666 | 120.541 | 120.417 | 120.289 | 120.157 | 120.026 | 119.892 | 119.757 | 119.623 | 119.482 | 119.344 | 119.199 | 119.058 | 118.914 | 118.766 | 118.615 | 118.468 | 118.314 |

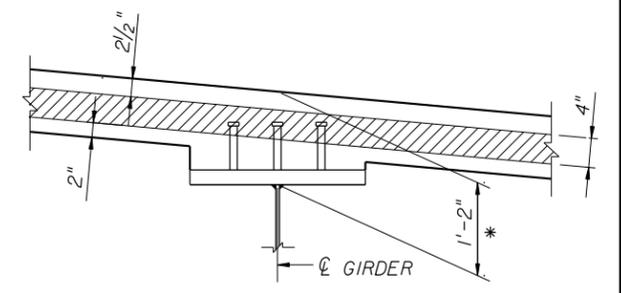
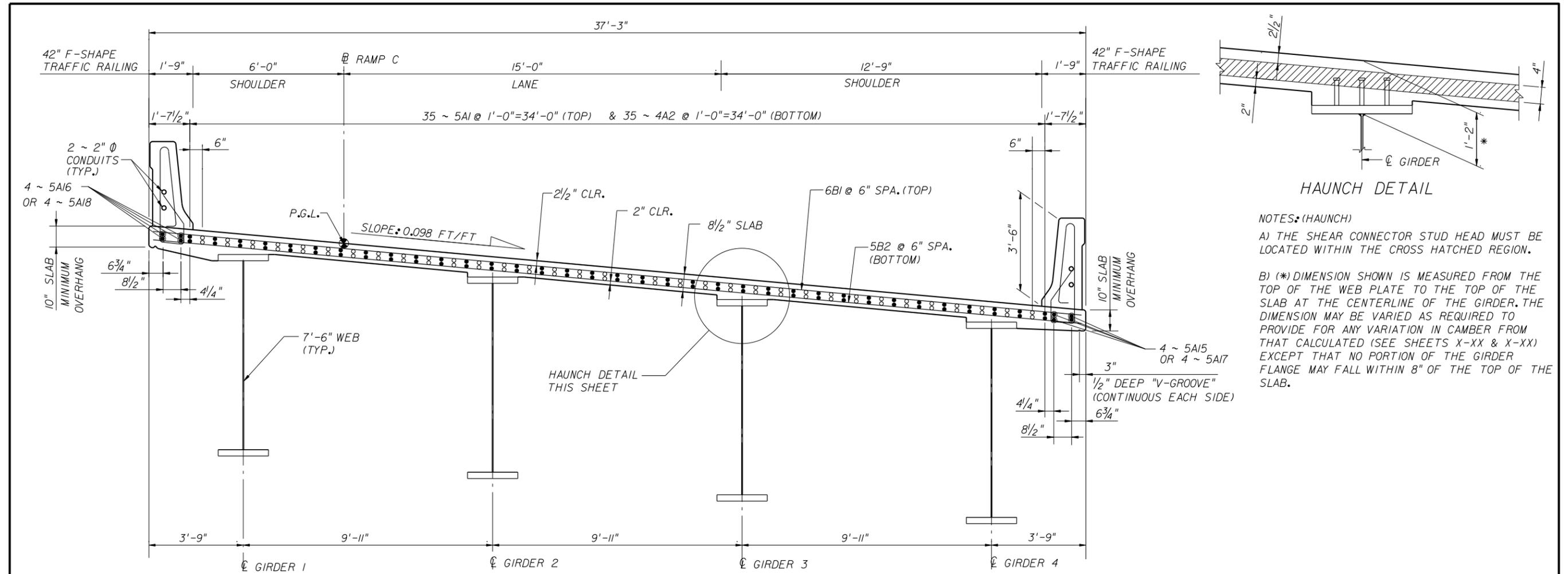
| APPROACH SLAB NO. 1 | | | | | |
|-----------------------|-----------------|-----------------|---------|---------|--------------|
| LOCATION | T-LINES & BENTS | BEGIN APP. SLAB | 1 | 2 | BEGIN BRIDGE |
| LEFT COPING | | 120.472 | 120.302 | 120.128 | 119.951 |
| LEFT GUTTER | | 120.502 | 120.331 | 120.157 | 119.984 |
| PROFILE GRADE LINE | | 121.578 | 121.414 | 121.247 | 121.076 |
| CONSTRUCTION JOINT | | 121.654 | 121.490 | 121.325 | 121.155 |
| CENTERLINE STATE ROAD | | 122.152 | 121.991 | 121.827 | 121.660 |
| CONSTRUCTION JOINT | | 121.965 | 121.808 | 121.647 | 121.483 |
| PROFILE GRADE LINE | | 121.936 | 121.778 | 121.617 | 121.453 |
| RIGHT GUTTER | | 121.526 | 121.375 | 121.220 | 121.063 |
| RIGHT COPING | | 121.493 | 121.342 | 121.188 | 121.033 |

| APPROACH SLAB NO. 2 | | | | | |
|-----------------------|-----------------|------------|---------|---------|---------------|
| LOCATION | T-LINES & BENTS | END BRIDGE | 1 | 2 | END APP. SLAB |
| LEFT COPING | | 116.946 | 116.722 | 116.493 | 116.263 |
| LEFT GUTTER | | 116.975 | 116.752 | 116.526 | 116.296 |
| PROFILE GRADE LINE | | 118.163 | 117.946 | 117.723 | 117.500 |
| CONSTRUCTION JOINT | | 118.248 | 118.031 | 117.812 | 117.589 |
| CENTERLINE STATE ROAD | | 118.799 | 118.586 | 118.366 | 118.146 |
| CONSTRUCTION JOINT | | 118.665 | 118.455 | 118.238 | 118.022 |
| PROFILE GRADE LINE | | 118.645 | 118.432 | 118.219 | 118.002 |
| RIGHT GUTTER | | 118.346 | 118.140 | 117.933 | 117.723 |
| RIGHT COPING | | 118.314 | 118.110 | 117.904 | 117.690 |

Cross Reference:
 For locations of Elevations
 see Sheets 1 of 3 and 2 of 3.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FINISH GRADE ELEVATIONS EXAMPLE 2 SKEWED T-LINES (SHEET 3 OF 3) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



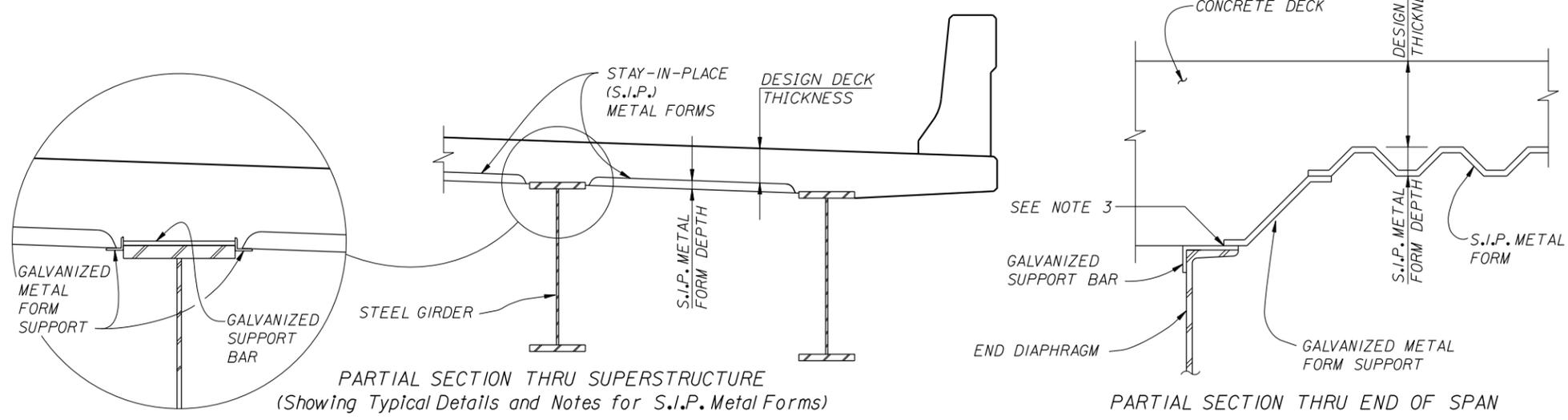
HAUNCH DETAIL

NOTES: (HAUNCH)

A) THE SHEAR CONNECTOR STUD HEAD MUST BE LOCATED WITHIN THE CROSS HATCHED REGION.

B) (*) DIMENSION SHOWN IS MEASURED FROM THE TOP OF THE WEB PLATE TO THE TOP OF THE SLAB AT THE CENTERLINE OF THE GIRDER. THE DIMENSION MAY BE VARIED AS REQUIRED TO PROVIDE FOR ANY VARIATION IN CAMBER FROM THAT CALCULATED (SEE SHEETS X-XX & X-XX) EXCEPT THAT NO PORTION OF THE GIRDER FLANGE MAY FALL WITHIN 8" OF THE TOP OF THE SLAB.

SUPERSTRUCTURE CROSS-SECTION
 (BARS 6B3 NOT SHOWN)



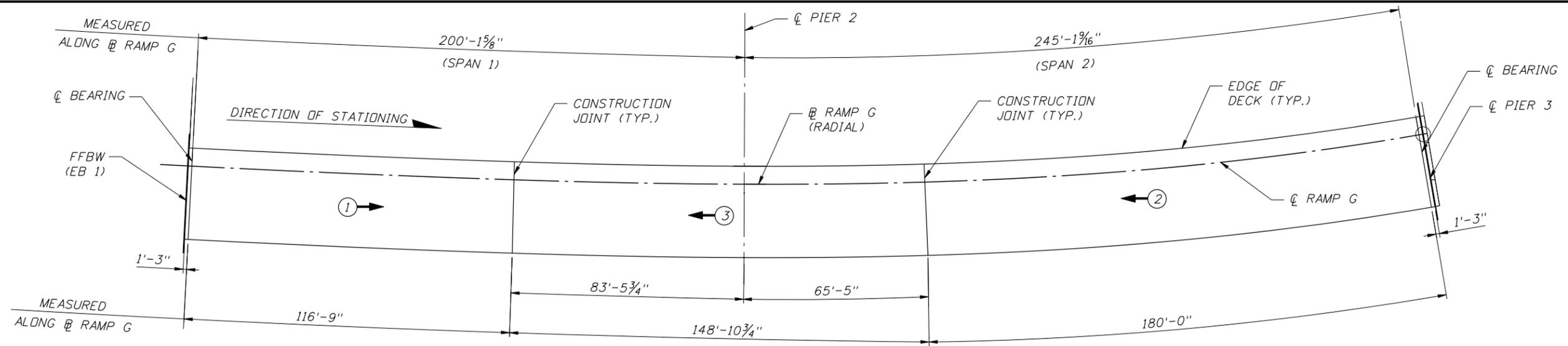
STAY-IN-PLACE METAL FORM NOTES:

1. THE SUPERSTRUCTURE CONCRETE QUANTITIES SHOWN DO NOT INCLUDE THE CONCRETE REQUIRED TO FILL THE STAY-IN-PLACE METAL FORM FLUTES.
2. THE COST OF STAY-IN-PLACE METAL FORMS, THE CONCRETE REQUIRED TO FILL THE FLUTES, THE METAL FORM ATTACHMENTS AND ACCESSORIES AND ALL MISCELLANEOUS ITEMS REQUIRED TO INSTALL THE FORMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE SUPERSTRUCTURE CONCRETE.
3. SEE SECTION 400 OF THE SPECIFICATIONS FOR INSTALLATION REQUIREMENTS FOR S.I.P. FORMS AND SUPPORT COMPONENTS. ELECTRICAL GROUNDING TO REINFORCING STEEL IS PROHIBITED.
4. COORDINATE S.I.P. FORMS AND GIRDER FRAMING SHOP DRAWINGS. ENSURE THAT S.I.P. FORMS WILL NOT CONFLICT WITH TOP FLANGE LATERAL BRACING.

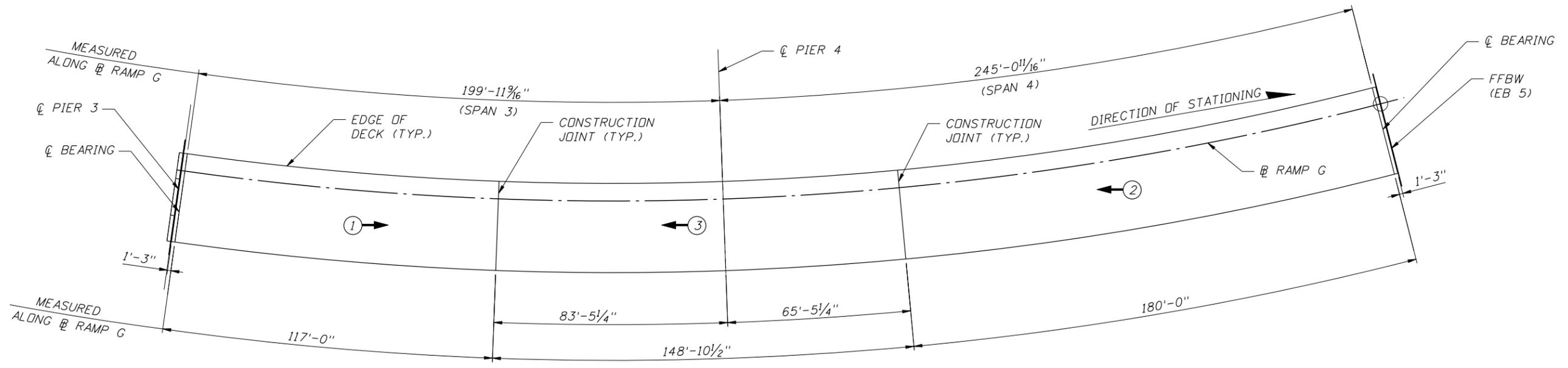
STAY-IN-PLACE METAL FORM DETAILS

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: SUPERSTRUCTURE DETAILS EXAMPLE 1 SUPERSTRUCTURE SECTION - STEEL I-GIRDER | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



POURING SEQUENCE - UNIT 1 (SPANS 1 THRU 2)



POURING SEQUENCE - UNIT 2 (SPANS 3 THRU 4)
 A MINIMUM OF 72 HOURS IS REQUIRED BETWEEN ADJACENT POURS.

LEGEND:

← ② POUR SEQUENCE AND DIRECTION

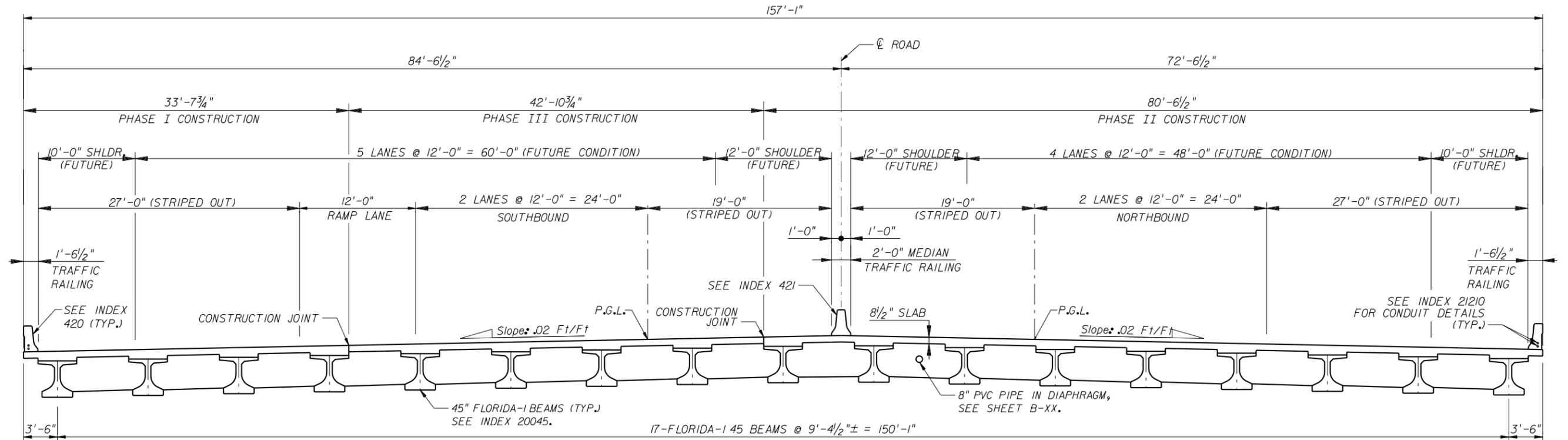
NOTE:

A MINIMUM OF 72 HOURS IS REQUIRED BETWEEN POURS IN A GIVEN CONTINUOUS UNIT.

| ESTIMATED QUANTITIES | | UNIT 1 | | | UNIT 2 | | |
|--|------|--------|--------|--------|--------|--------|--------|
| ITEM | UNIT | POUR 1 | POUR 2 | POUR 3 | POUR 1 | POUR 2 | POUR 3 |
| CLASS II CONCRETE (SUPERSTRUCTURE) | CY | 111.4 | 171.4 | 141.9 | 111.4 | 171.4 | 141.9 |
| REINFORCING STEEL (SUPERSTRUCTURE) | LB | 87,070 | | | 87,070 | | |
| CONCRETE TRAFFIC RAILING, BRIDGE (32" F-SHAPE) | LF | 892 | | | 892 | | |
| BRIDGE DECK GROOVING & PLANING | SY | 3,270 | | | | | |

BRIDGE NO. XXXXXX

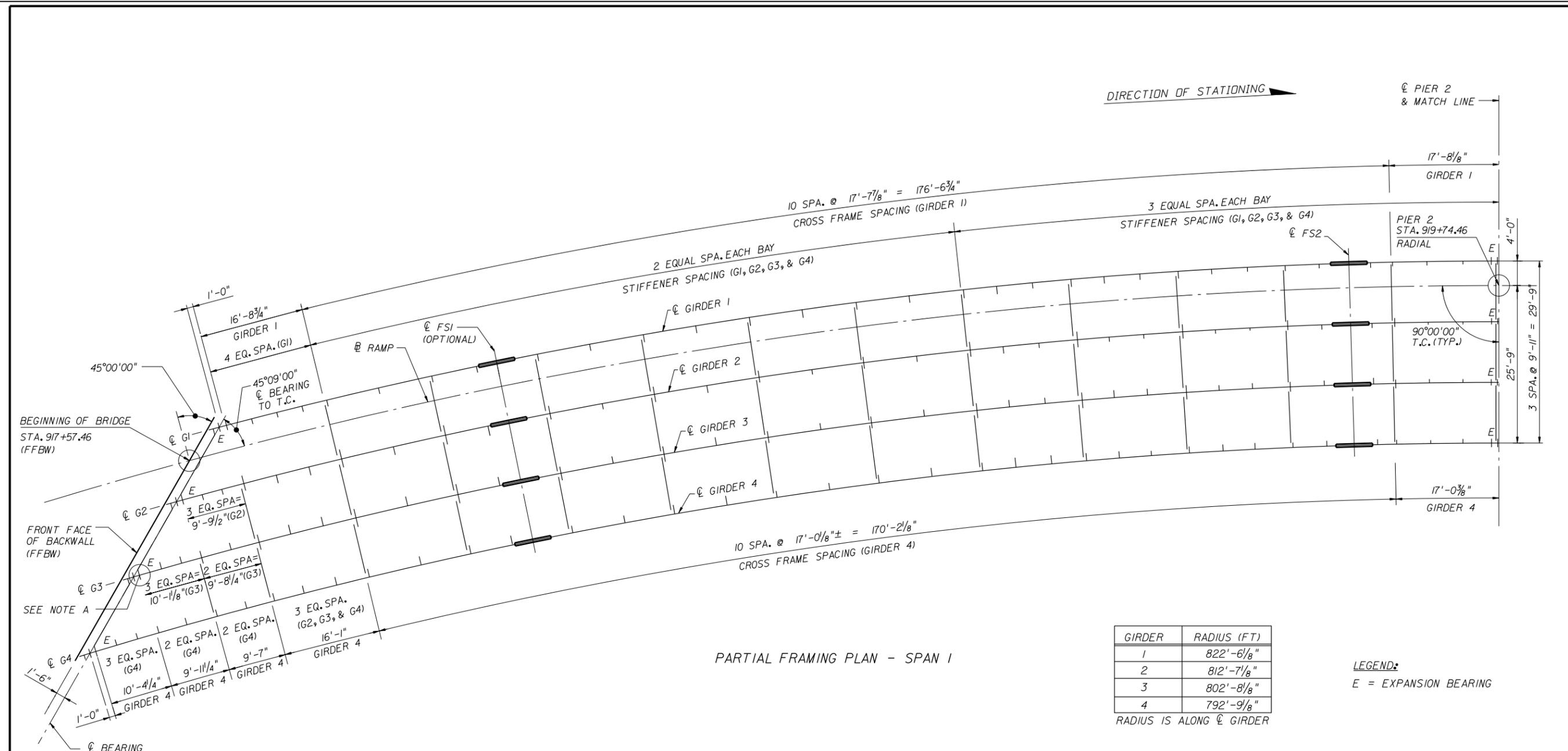
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE | | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE | | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|--|--|---|--------|----------------------|--|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | SUPERSTRUCTURE DETAILS EXAMPLE 2 POURING SEQUENCE | | SHEET NO. |
| | | | | | | | | | | | | | | |



TYPICAL SUPERSTRUCTURE SECTION

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: TYPICAL SECTION - EXAMPLE 1 PRESTRESSED CONCRETE BEAM SUPERSTRUCTURE | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



PARTIAL FRAMING PLAN - SPAN I

LEGEND:
 E = EXPANSION BEARING

NOTE A:

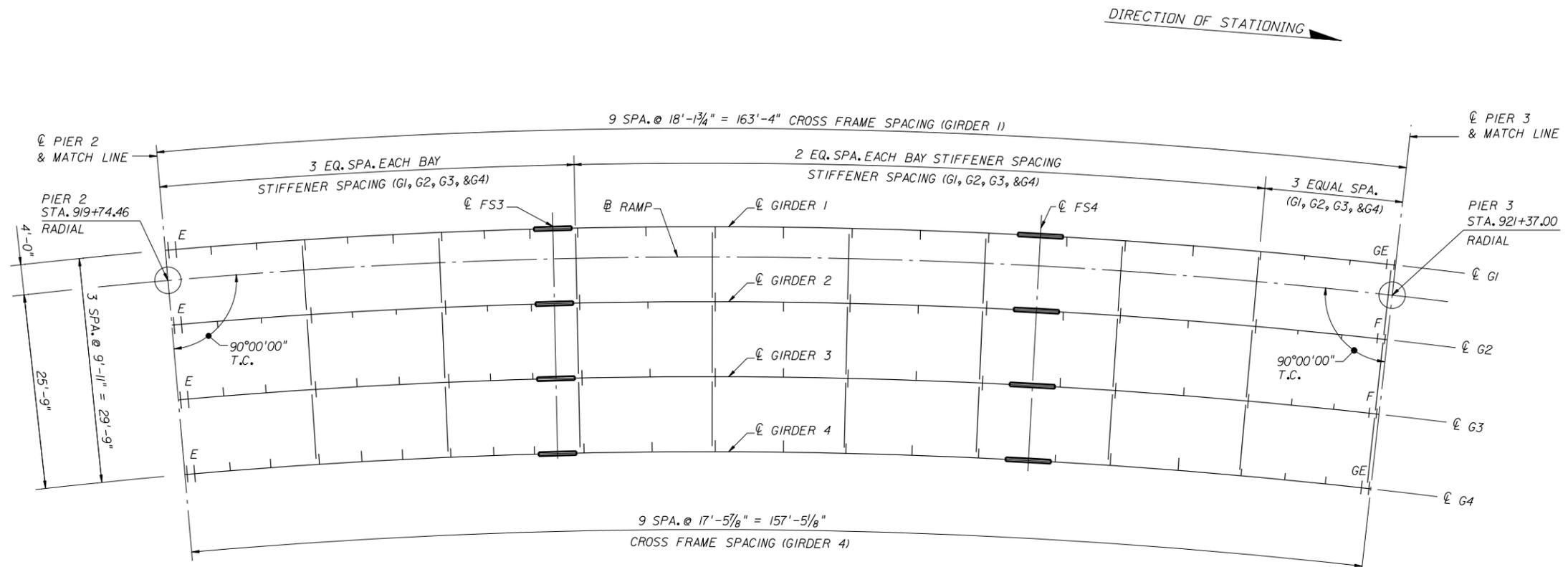
ALL INTERMEDIATE CROSS FRAME GUSSET PLATES ADJACENT TO BEARING STIFFENERS AT END BENTS SHALL UTILIZE 1 5/16" X 4" SLOTTED HOLES TO ACCOUNT FOR DIFFERENTIAL GIRDER DEFLECTION. BOLTS AT SLOTTED HOLES SHALL NOT BE TIGHTENED UNTIL DECK POUR IS COMPLETED (6 LOCATIONS TOTAL, 3 PER END BENT). CONNECTION PLATES WITH SLOTTED HOLES SHALL BE DETAILED ON THE STRUCTURAL STEEL SHOP DRAWINGS.

NOTES:

- CROSS FRAME SPACING IS MEASURED ALONG \bar{C} GIRDER.
- FS = FIELD SPLICE.
- TRANSVERSE INTERMEDIATE STIFFENERS SHALL BE PLACED AT EQUAL SPACES AS SHOWN.
- ADJUST STIFFENERS TO CLEAR SPLICE PLATES AS REQUIRED.
- ALL INTERMEDIATE CROSSFRAMES SHALL BE RADIAL TO THE \bar{C} GIRDERS.
- SEE GIRDER ELEVATION FOR LOCATION OF FLANGE STIFFENER PLATES
- CHARPY V-NOTCH IMPACT TEST IS REQUIRED FOR ALL WEB PLATES AND FLANGE PLATES OF THE GIRDERS (INCLUDING FIELD SPLICE PLATES).

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FRAMING PLAN EXAMPLE 1 CURVED STEEL I-GIRDER SUPERSTRUCTURE (SHEET 1 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



| GIRDER | RADIUS (FT) |
|--------|--------------------------------------|
| 1 | 822'-6 ¹ / ₈ " |
| 2 | 812'-7 ¹ / ₈ " |
| 3 | 802'-8 ¹ / ₈ " |
| 4 | 792'-9 ¹ / ₈ " |

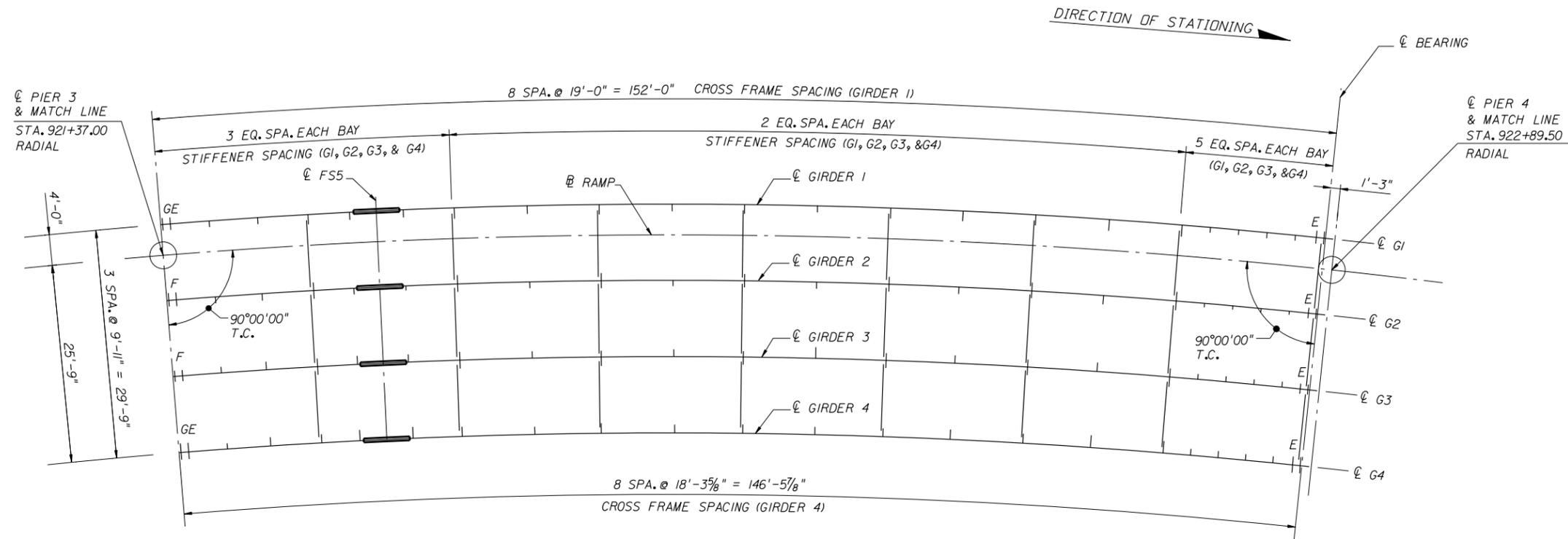
RADIUS IS ALONG ϕ GIRDER

- NOTES:**
- CROSS FRAME SPACING IS MEASURED ALONG ϕ GIRDER.
 - FS = FIELD SPLICE.
 - TRANSVERSE INTERMEDIATE STIFFENERS SHALL BE PLACED AT EQUAL SPACES AS SHOWN.
 - ADJUST STIFFENERS TO CLEAR SPLICE PLATES AS REQUIRED.
 - ALL INTERMEDIATE CROSSFRAMES SHALL BE RADIAL TO THE ϕ GIRDERS.
 - SEE GIRDER ELEVATION FOR LOCATION OF FLANGE STIFFENER PLATES

- LEGEND:**
- E = EXPANSION BEARING
 - F = FIXED BEARING
 - GE = GUIDED EXPANSION BEARING

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FRAMING PLAN EXAMPLE 1 CURVED STEEL I-GIRDER SUPERSTRUCTURE (SHEET 2 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



PARTIAL FRAMING PLAN - SPAN 3

NOTES:

1. CROSS FRAME SPACING IS MEASURED ALONG ϕ GIRDER.
2. FS = FIELD SPLICE.
3. TRANSVERSE INTERMEDIATE STIFFENERS SHALL BE PLACED AT EQUAL SPACES AS SHOWN.
4. ADJUST STIFFENERS TO CLEAR SPLICE PLATES AS REQUIRED.
5. ALL INTERMEDIATE CROSSFRAMES SHALL BE RADIAL TO THE ϕ GIRDERS.
6. SEE GIRDER ELEVATION FOR LOCATION OF FLANGE STIFFENER PLATES

| GIRDER | RADIUS (FT) |
|--------|-------------|
| 1 | 822'-6 1/8" |
| 2 | 812'-7 1/8" |
| 3 | 802'-8 1/8" |
| 4 | 792'-9 1/8" |

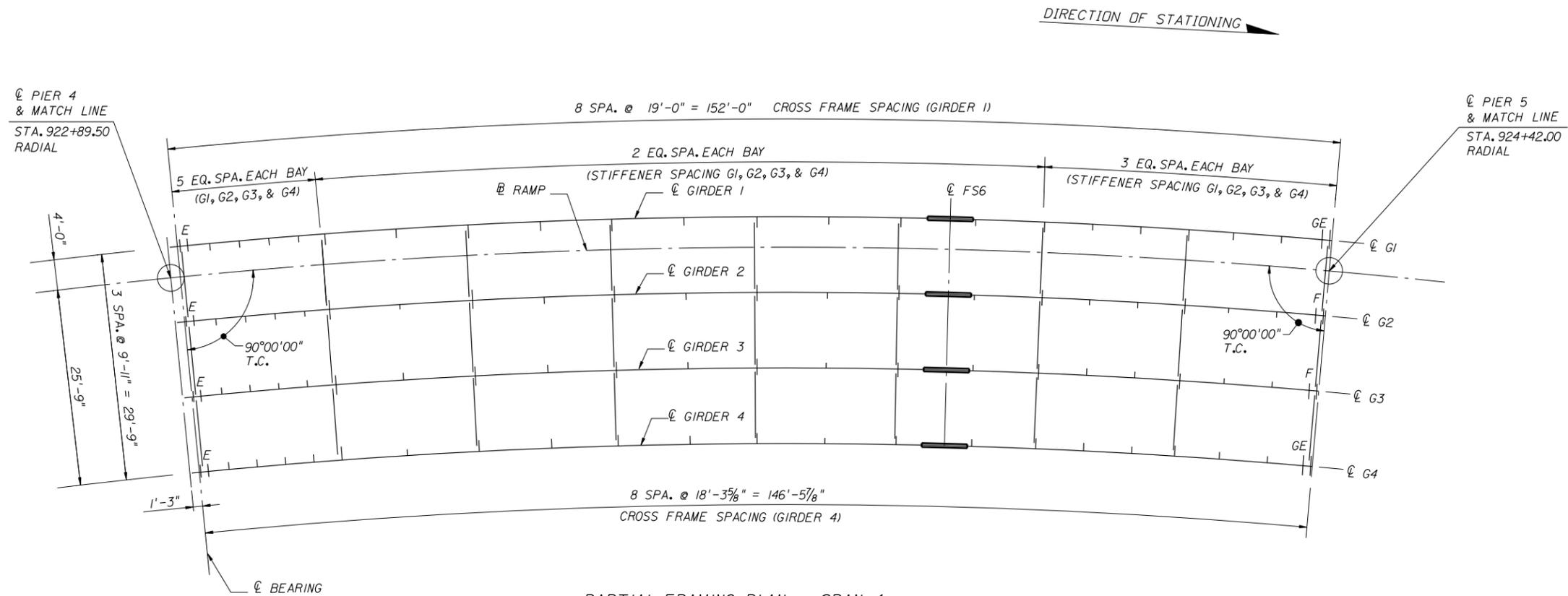
RADIUS IS ALONG ϕ GIRDER

LEGEND:

- E = EXPANSION BEARING
- F = FIXED BEARING
- GE = GUIDED EXPANSION BEARING

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FRAMING PLAN EXAMPLE 1 CURVED STEEL I-GIRDER SUPERSTRUCTURE (SHEET 3 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



PARTIAL FRAMING PLAN - SPAN 4

| GIRDER | RADIUS (FT) |
|--------|-------------|
| 1 | 822'-6 1/8" |
| 2 | 812'-7 1/8" |
| 3 | 802'-8 1/8" |
| 4 | 792'-9 1/8" |

RADIUS IS ALONG ϕ GIRDER

NOTES:

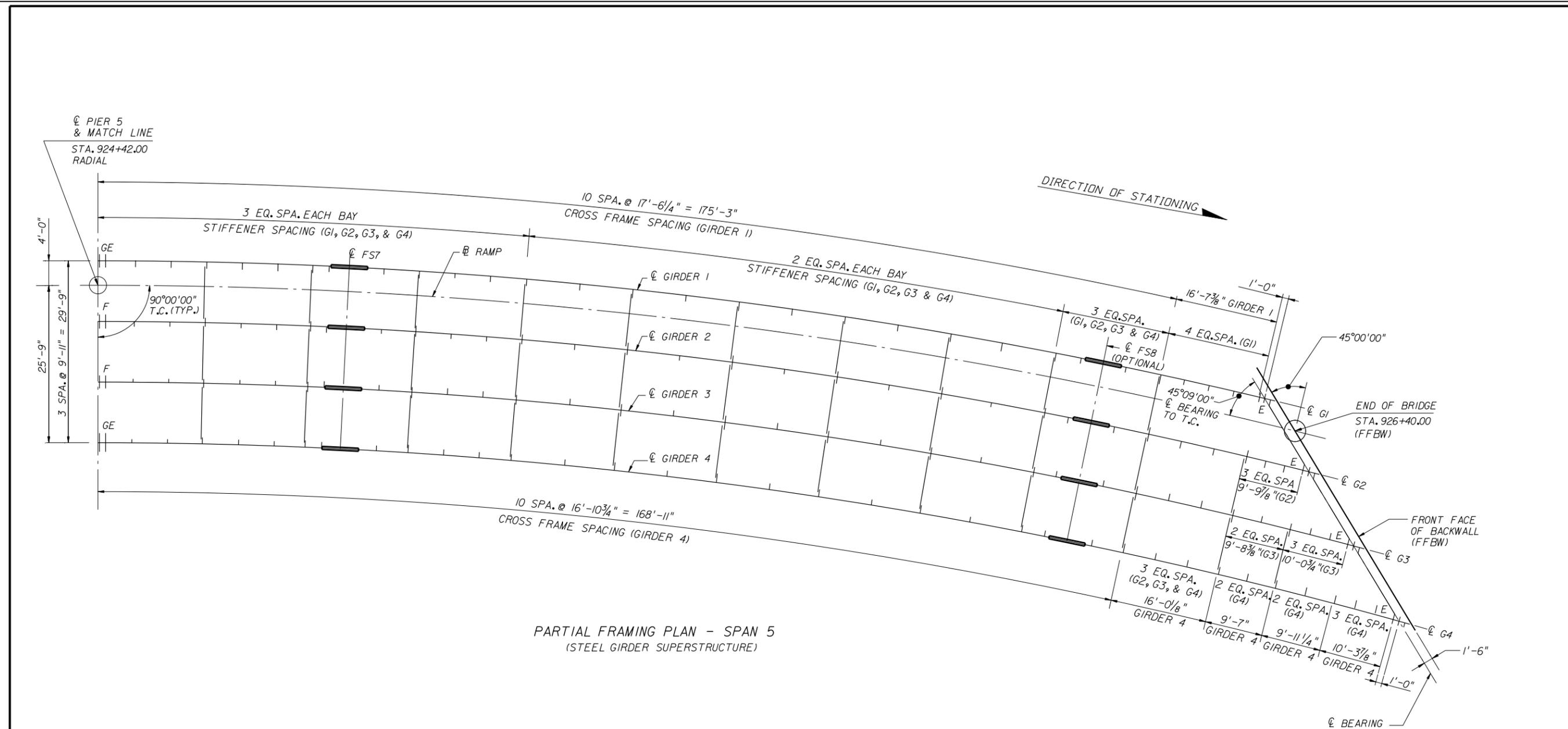
1. CROSS FRAME SPACING IS MEASURED ALONG ϕ GIRDER.
2. FS = FIELD SPLICE.
3. TRANSVERSE INTERMEDIATE STIFFENERS SHALL BE PLACED AT EQUAL SPACES AS SHOWN.
4. ADJUST STIFFENERS TO CLEAR SPLICE PLATES AS REQUIRED.
5. ALL INTERMEDIATE CROSSFRAMES SHALL BE RADIAL TO THE ϕ GIRDERS.
6. SEE GIRDER ELEVATION FOR LOCATION OF FLANGE STIFFENER PLATES

LEGEND:

- E = EXPANSION BEARING
- F = FIXED BEARING
- GE = GUIDED EXPANSION BEARING

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FRAMING PLAN EXAMPLE 1 CURVED STEEL I-GIRDER SUPERSTRUCTURE (SHEET 4 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



PARTIAL FRAMING PLAN - SPAN 5
 (STEEL GIRDER SUPERSTRUCTURE)

| GIRDER | RADIUS (FT) |
|--------|--------------------------------------|
| 1 | 822'-6 ¹ / ₈ " |
| 2 | 812'-7 ¹ / ₈ " |
| 3 | 802'-8 ¹ / ₈ " |
| 4 | 792'-9 ¹ / ₈ " |

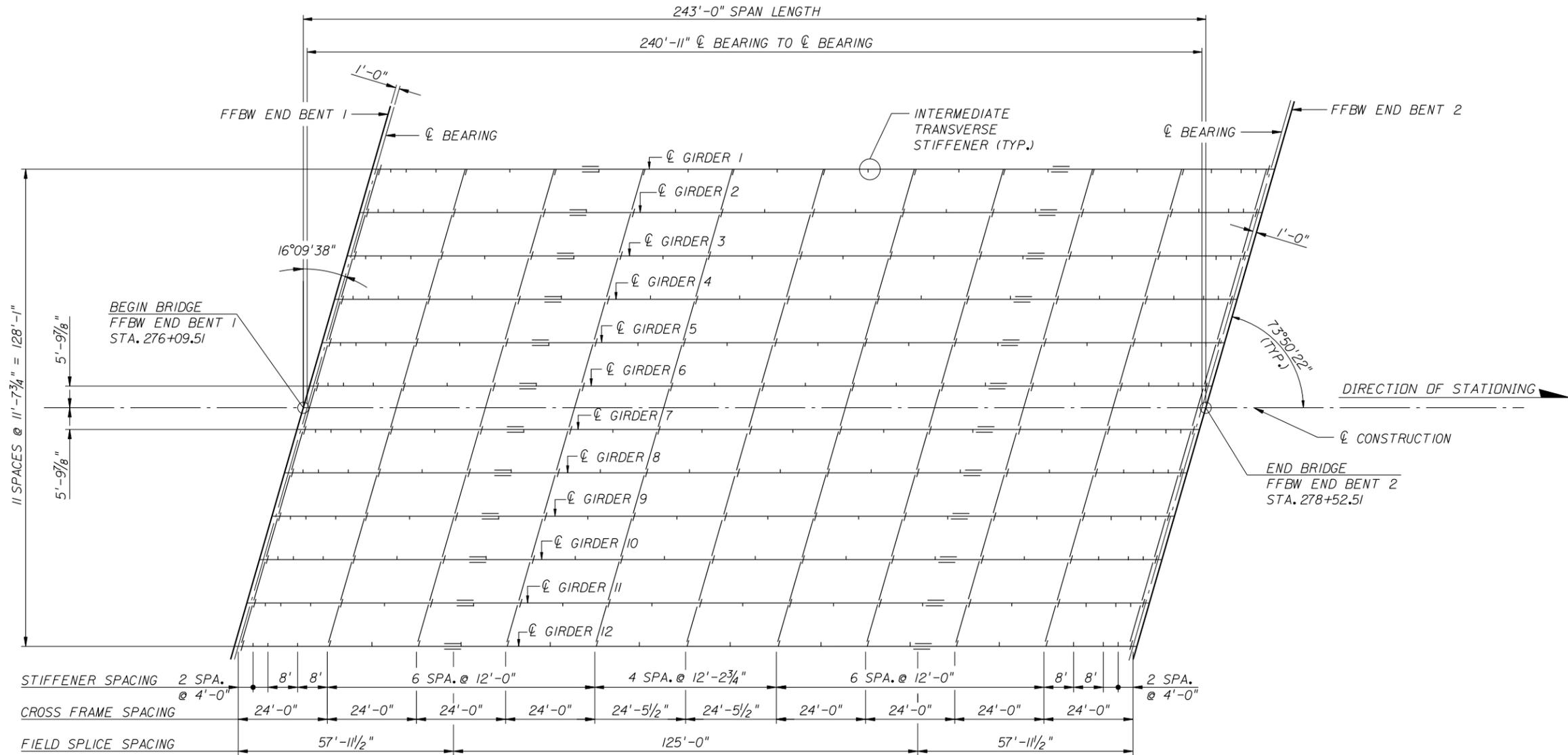
RADIUS IS ALONG \bar{C} GIRDER

LEGEND:
 E = EXPANSION BEARING
 F = FIXED BEARING
 GE = GUIDED EXPANSION BEARING

- NOTES:**
- CROSS FRAME SPACING IS MEASURED ALONG \bar{C} GIRDER.
 - FS = FIELD SPLICE.
 - TRANSVERSE INTERMEDIATE STIFFENERS SHALL BE PLACED AT EQUAL SPACES AS SHOWN.
 - ADJUST STIFFENERS TO CLEAR SPLICE PLATES AS REQUIRED.
 - ALL INTERMEDIATE CROSSFRAMES SHALL BE RADIAL TO THE \bar{C} GIRDERS.
 - SEE GIRDER ELEVATION FOR LOCATION OF FLANGE STIFFENER PLATES
 - SEE NOTE A, SHEET 1 OF 5 REGARDING INTERMEDIATE CROSS FRAME GUSSET PLATE AT END BENTS.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FRAMING PLAN EXAMPLE 1 CURVED STEEL I-GIRDER SUPERSTRUCTURE (SHEET 5 OF 5) | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|---|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



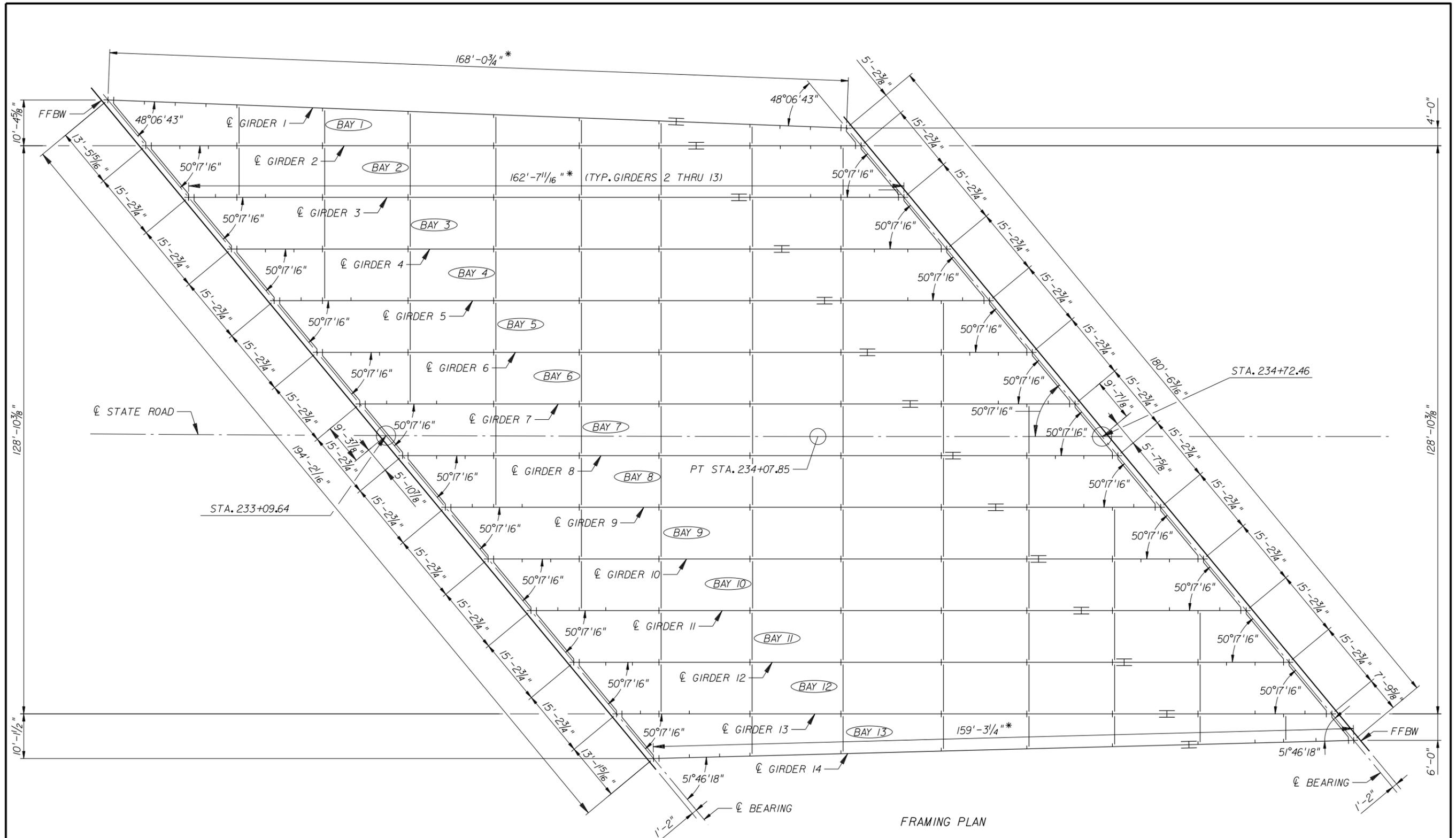
FRAMING PLAN

NOTES:

1. CONNECTION AND STIFFENER PLATES SHALL BE LOCATED ON THE INTERIOR FACE OF THE EXTERIOR GIRDER WEBS AND LOCATED ON THE INTERIOR GIRDER WEBS AS SHOWN.
2. ALL LONGITUDINAL DIMENSIONS ARE ALONG ϕ GIRDER, UNLESS NOTED OTHERWISE.
3. ENDS OF GIRDERS, STIFFENER PLATES, BEARING STIFFENERS AND CONNECTION PLATES SHALL BE NORMAL TO THE BOTTOM FLANGE UPON COMPLETION OF CONSTRUCTION.
4. FOR FIELD SPLICE DETAILS, SEE FIELD SPLICE DETAIL SHEET.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: FRAMING PLAN EXAMPLE 2 STRAIGHT STEEL I-GIRDER SUPERSTRUCTURE | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | | | | | |



* DENOTES LENGTH ALONG GIRDER CENTERLINE FROM CENTERLINE OF BEARING END BENT 1 TO CENTERLINE OF BEARING END BENT 2

BRIDGE NO. XXXXXX

| REVISIONS | | | | | |
|-----------|----|-------------|------|----|-------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |

STRUCTURES DESIGN OFFICE
 CENTRAL OFFICE
 605 Suwannee Street, MS 33
 Tallahassee, Florida 32399-0450

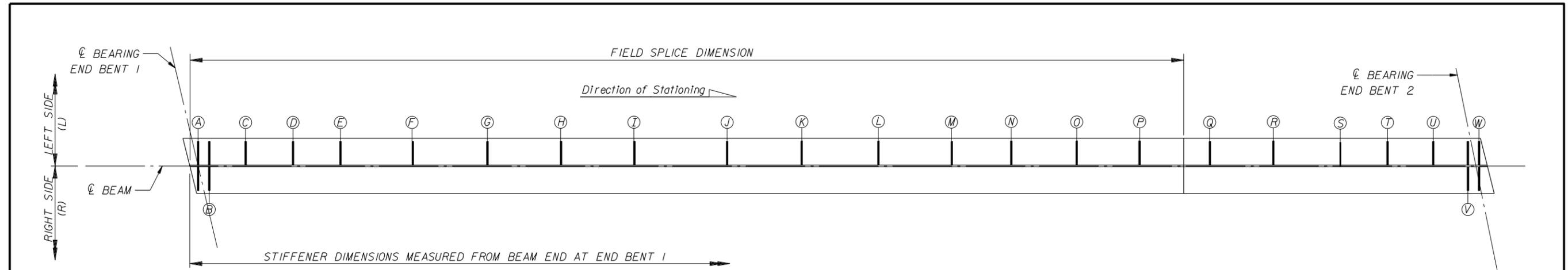
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| | | |
|----------|--------|----------------------|
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | | |

SHEET TITLE:
FRAMING PLAN EXAMPLE 3
SPLAYED STEEL I-GIRDER SUPERSTRUCTURE (SHEET 1 OF 2)

PROJECT NAME:

REF. DWG. NO.
 SHEET NO.



| STIFFENER DIMENSIONS & DETAILS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|-------------------------------------|------|------|------------------------------------|------|------|-------------------------------------|------|------|---------------------------------------|------|------|---------------------------------------|------|------|--------------------------------------|------|------|--------------------------------------|------|------|---------------------------------------|------|------|---------------------------------------|------|------|--------------------------------------|------|------|---------------------------------------|------|------|---------------------------------------|------|------|
| BEAM NO. | STIFFENER MARK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A | | | B | | | C | | | D | | | E | | | F | | | G | | | H | | | I | | | J | | | K | | | L | | |
| | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE |
| 1 | 1'-0 ¹ / ₁₆ " | I | L/R | 2'-3 ³ / ₈ " | I | L/R | 9'-3 ⁵ / ₁₆ " | II | R | 16'-4 ¹ / ₁₆ " | II | R | 23'-4 ⁷ / ₈ " | II | R | 30'-4 ⁹ / ₁₆ " | III | R | - | - | - | 49'-10" | III | R | - | - | - | 69'-3 ¹ / ₁₆ " | III | R | - | - | - | 88'-9 ⁷ / ₈ " | III | R |
| 2 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 8'-8 ¹ / ₂ " | II | R | 15'-2 ⁵ / ₁₆ " | II | R | 21'-8 ³ / ₁₆ " | III | L/R | - | - | - | - | - | - | 41'-11 ¹ / ₁₆ " | III | L/R | - | - | - | 60'-7 ¹ / ₄ " | III | L/R | - | - | - | 80'-0 ³ / ₄ " | III | L/R |
| 3 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 7'-1" | II | L | 11'-11 ¹ / ₁₆ " | III | L/R | 18'-5 ¹ / ₄ " | II | L | - | - | - | 31'-4 ⁵ / ₁₆ " | III | L/R | - | - | - | 50'-10 ⁷ / ₁₆ " | III | L/R | - | - | - | 70'-4" | III | L/R | - | - | - |
| 4 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 8'-8 ¹ / ₂ " | II | R | 15'-2 ⁵ / ₁₆ " | II | R | 21'-8 ³ / ₁₆ " | III | L/R | - | - | - | - | - | - | 41'-11 ¹ / ₁₆ " | III | L/R | - | - | - | 60'-7 ¹ / ₄ " | III | L/R | - | - | - | 80'-0 ³ / ₄ " | III | L/R |
| 5 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 7'-1" | II | L | 11'-11 ¹ / ₁₆ " | III | L/R | 18'-5 ¹ / ₄ " | II | L | - | - | - | 31'-4 ⁵ / ₁₆ " | III | L/R | - | - | - | 50'-10 ⁷ / ₁₆ " | III | L/R | - | - | - | 70'-4" | III | L/R | - | - | - |
| 6 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 8'-8 ¹ / ₂ " | II | R | 15'-2 ⁵ / ₁₆ " | II | R | 21'-8 ³ / ₁₆ " | III | L/R | - | - | - | - | - | - | 41'-11 ¹ / ₁₆ " | III | L/R | - | - | - | 60'-7 ¹ / ₄ " | III | L/R | - | - | - | 78'-8 ¹ / ₁₆ " | III | L/R |
| 7 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 7'-1" | II | L | 11'-11 ¹ / ₁₆ " | III | L/R | 18'-5 ¹ / ₄ " | II | L | - | - | - | 31'-4 ⁵ / ₁₆ " | III | L/R | - | - | - | 50'-10 ⁷ / ₁₆ " | III | L/R | - | - | - | 68'-11 ⁵ / ₁₆ " | III | L/R | - | - | - |
| 8 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 8'-8 ¹ / ₂ " | II | R | 15'-2 ⁵ / ₁₆ " | II | R | 21'-8 ³ / ₁₆ " | III | L/R | - | - | - | - | - | - | 41'-11 ¹ / ₁₆ " | III | L/R | - | - | - | 59'-3 ³ / ₁₆ " | III | L/R | - | - | - | 79'-11 ³ / ₈ " | III | L/R |
| 9 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 7'-1" | II | L | 11'-11 ¹ / ₁₆ " | III | L/R | 18'-5 ¹ / ₄ " | II | L | - | - | - | 31'-4 ⁵ / ₁₆ " | III | L/R | - | - | - | 49'-6 ⁷ / ₁₆ " | III | L/R | - | - | - | 70'-2 ⁵ / ₈ " | III | L/R | - | - | - |
| 10 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 8'-8 ¹ / ₂ " | II | R | 15'-2 ⁵ / ₁₆ " | II | R | 21'-8 ³ / ₁₆ " | III | L/R | - | - | - | - | - | - | 39'-9 ¹ / ₁₆ " | III | L/R | - | - | - | 60'-5 ⁷ / ₈ " | III | L/R | - | - | - | 81'-2 ¹ / ₈ " | III | L/R |
| 11 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 7'-1" | II | L | 11'-11 ¹ / ₁₆ " | III | L/R | 17'-11 ⁵ / ₁₆ " | II | L | - | - | - | 30'-0 ⁷ / ₈ " | III | L/R | - | - | - | 50'-9 ¹ / ₈ " | III | L/R | - | - | - | 71'-5 ⁵ / ₁₆ " | III | L/R | - | - | - |
| 12 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 8'-3 ¹ / ₈ " | II | R | 14'-3 ³ / ₈ " | II | R | 20'-4 ¹ / ₈ " | III | L/R | - | - | - | - | - | - | 41'-0 ³ / ₈ " | III | L/R | - | - | - | 61'-8 ⁹ / ₁₆ " | III | L/R | - | - | - | 84'-6 ³ / ₈ " | III | L/R |
| 13 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 6'-4 ⁷ / ₈ " | II | L | 10'-7 ³ / ₈ " | III | L/R | 17'-6 ¹ / ₈ " | II | L | - | - | - | 31'-3 ⁹ / ₁₆ " | III | L/R | - | - | - | 51'-11 ³ / ₁₆ " | III | L/R | - | - | - | 74'-9 ⁹ / ₁₆ " | III | L/R | - | - | - |
| 14 | 11 ¹ / ₁₆ " | I | L/R | 2'-2 ⁵ / ₈ " | I | L/R | 9'-1 ¹ / ₄ " | II | L | 16'-0" | II | L | 22'-10 ¹ / ₂ " | III | L | - | - | - | - | - | - | 43'-6 ³ / ₁₆ " | III | L | - | - | - | 66'-4 ¹ / ₁₆ " | III | L | - | - | - | 85'-10 ⁵ / ₁₆ " | III | L |

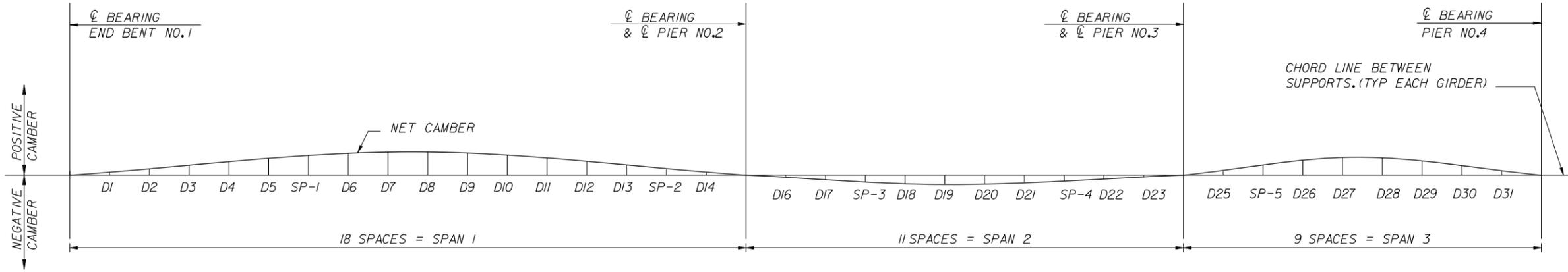
| STIFFENER DIMENSIONS & DETAILS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|--------------------------------------|------|------|---------------------------------------|------|------|--|------|------|--|------|------|---------------------------------------|------|------|---------------------------------------|------|------|--|------|------|--|------|------|--|------|------|---------------------------------------|------|------|---------------------------------------|------|------|------|------|
| BEAM NO. | STIFFENER MARK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | M | | | N | | | O | | | P | | | Q | | | R | | | S | | | T | | | U | | | V | | | W | | | | |
| | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE | SIDE | DIM. | TYPE |
| 1 | - | - | - | 108'-3 ¹ / ₁₆ " | III | R | - | - | - | 126'-4 ¹ / ₁₆ " | III | R | - | - | - | 147'-1 ¹ / ₈ " | III | R | 153'-11 ⁵ / ₁₆ " | II | R | 160'-10 ⁹ / ₁₆ " | II | R | 167'-9 ³ / ₁₆ " | I | L/R | 169'-0 ³ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 2 | - | - | - | 99'-6 ¹ / ₄ " | III | L/R | - | - | - | 117'-7 ³ / ₄ " | III | L/R | - | - | - | 138'-4" | III | L/R | 145'-2 ⁵ / ₁₆ " | II | R | 152'-1 ⁹ / ₁₆ " | II | R | 159'-0 ³ / ₁₆ " | III | L/R | 162'-4 ¹ / ₈ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 3 | 89'-9 ¹ / ₂ " | III | L/R | - | - | - | 107'-11" | III | L/R | - | - | - | 128'-7 ³ / ₁₆ " | III | L/R | - | - | - | 142'-4 ³ / ₁₆ " | II | L | 149'-3 ¹ / ₁₆ " | III | L/R | 155'-9 ⁵ / ₁₆ " | II | L | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 4 | - | - | - | 98'-2 ¹ / ₄ " | III | L/R | - | - | - | 118'-10 ⁷ / ₁₆ " | III | L/R | - | - | - | 132'-8 ¹ / ₁₆ " | II | R | 139'-6 ¹ / ₁₆ " | III | L/R | 147'-11 ⁵ / ₁₆ " | II | R | 154'-9 ³ / ₁₆ " | II | R | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 5 | 88'-5 ⁷ / ₁₆ " | III | L/R | - | - | - | 109'-11 ¹ / ₁₆ " | III | L/R | - | - | - | 129'-9 ⁵ / ₁₆ " | III | L/R | - | - | - | 145'-7 ¹ / ₁₆ " | II | L | 152'-7 ¹ / ₁₆ " | II | R | 157'-6 ¹ / ₁₆ " | II | L | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 6 | - | - | - | 99'-4 ⁵ / ₁₆ " | III | L/R | - | - | - | 120'-1 ¹ / ₈ " | III | L/R | - | - | - | - | - | - | 142'-10 ⁹ / ₁₆ " | III | L/R | 149'-4 ³ / ₄ " | II | R | 155'-10 ⁵ / ₁₆ " | II | R | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 7 | 89'-8 ³ / ₁₆ " | III | L/R | - | - | - | 110'-4 ³ / ₈ " | III | L/R | - | - | - | 133'-2 ³ / ₁₆ " | III | L/R | - | - | - | 146'-1 ⁷ / ₈ " | II | L | 152'-7 ¹ / ₁₆ " | II | R | 157'-6 ¹ / ₁₆ " | II | L | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 8 | - | - | - | 100'-7 ⁵ / ₈ " | III | L/R | - | - | - | 123'-5 ³ / ₈ " | III | L/R | - | - | - | - | - | - | 142'-10 ⁵ / ₁₆ " | III | L/R | 149'-4 ³ / ₄ " | II | R | 155'-10 ⁵ / ₁₆ " | II | R | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 9 | 90'-10 ⁷ / ₈ " | III | L/R | - | - | - | 113'-8 ⁵ / ₈ " | III | L/R | - | - | - | 133'-2 ³ / ₁₆ " | III | L/R | - | - | - | 146'-1 ⁷ / ₈ " | II | L | 152'-7 ¹ / ₁₆ " | II | R | 157'-6 ¹ / ₁₆ " | II | L | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 10 | - | - | - | 103'-11 ⁷ / ₈ " | III | L/R | - | - | - | 123'-5 ³ / ₈ " | III | L/R | - | - | - | - | - | - | 142'-10 ⁵ / ₁₆ " | III | L/R | 149'-4 ³ / ₄ " | II | R | 155'-10 ⁵ / ₁₆ " | II | R | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 11 | - | - | - | 103'-11 ⁷ / ₈ " | II | L | 113'-8 ⁵ / ₈ " | III | L/R | - | - | - | 133'-2 ³ / ₁₆ " | III | L/R | - | - | - | 146'-1 ⁷ / ₈ " | II | L | 152'-7 ¹ / ₁₆ " | II | R | 157'-7 ¹ / ₁₆ " | II | L | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 12 | - | - | - | 103'-11 ⁷ / ₈ " | III | L/R | - | - | - | 123'-5 ³ / ₈ " | III | L/R | - | - | - | - | - | - | 142'-10 ⁵ / ₁₆ " | III | L/R | 149'-4 ³ / ₄ " | II | R | 155'-10 ⁵ / ₁₆ " | II | R | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 13 | 94'-3 ¹ / ₈ " | III | L/R | - | - | - | 113'-8 ⁵ / ₈ " | III | L/R | - | - | - | 133'-2 ³ / ₁₆ " | III | L/R | - | - | - | 146'-1 ⁷ / ₈ " | II | L | 152'-7 ¹ / ₁₆ " | II | R | 157'-6 ¹ / ₁₆ " | II | L | 162'-4 ⁷ / ₁₆ " | I | L/R | 163'-7 ³ / ₈ " | I | L/R | | |
| 14 | - | - | - | 105'-3 ⁵ / ₁₆ " | III | L | - | - | - | - | - | - | 124'-9 ¹ / ₂ " | III | L | - | - | - | 137'-9 ¹ / ₄ " | II | L | 144'-3 ¹ / ₈ " | III | L | 151'-7 ¹ / ₁₆ " | II | L | 159'-0 ¹ / ₈ " | I | L/R | 160'-2 ¹ / ₁₆ " | I | L/R | | |

- NOTES:
- ALL STIFFENER DIMENSIONS ARE MEASURED FROM BEAM END AT END BENT 1 AND ALONG ϕ BEAM.
 - FOR DETAILS ON STIFFENER TYPES, SEE SHEET B-XX.

| FIELD SPLICE DIMENSIONS | | |
|--------------------------------------|--------------------------------------|--------------------------------------|
| BEAM 1 | BEAM 2-13 | BEAM 14 |
| 130'-3 ³ / ₄ " | 126'-1 ³ / ₈ " | 122'-8 ⁵ / ₈ " |

BRIDGE NO. XXXXXX

| REVISIONS | | | | STRUCTURES DESIGN OFFICE | | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE | | REF. DWG. NO. | |
|-----------|----|-------------|------|--------------------------|-------------|---|---|--|----------|-------------|----------------------|--|-----------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | FRAMING PLAN EXAMPLE 3 SPRAYED STEEL I-GIRDER SUPERSTRUCTURE (SHEET 2 OF 2) | SHEET NO. |
| | | | | | | | | | | | | | |



| GIRDER | CAMBER DATA | SPAN NO. 1 | | | | | | | | | | | | | | | | | | SPAN NO. 2 | | | | | | | | | | | | |
|--------|-------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| | | CL BRG | D1 | D2 | D3 | D4 | D5 | SP-1 | D6 | D7 | D8 | D9 | D10 | D11 | D12 | D13 | SP-2 | D14 | CL BRG | CL BRG | D16 | D17 | SP-3 | D18 | D19 | D20 | D21 | SP-4 | D22 | D23 | CL BRG | |
| 4 | STEEL | 0.000 | 0.346 | 0.668 | 0.960 | 1.396 | 1.710 | 1.837 | 1.885 | 1.948 | 1.907 | 1.765 | 1.534 | 1.232 | 0.887 | 0.536 | 0.341 | 0.228 | 0.000 | 4 | 0.000 | -0.114 | -0.143 | -0.127 | -0.122 | -0.093 | -0.062 | -0.045 | -0.043 | -0.040 | 0.000 | |
| | NCDL | 0.000 | 0.865 | 1.671 | 2.410 | 3.538 | 4.367 | 4.708 | 4.837 | 5.014 | 4.921 | 4.565 | 3.978 | 3.209 | 2.324 | 1.418 | 0.907 | 0.612 | 0.000 | | 0.000 | -0.335 | -0.457 | -0.461 | -0.454 | -0.412 | -0.355 | -0.311 | -0.300 | -0.282 | -0.213 | 0.000 |
| | CDL | 0.000 | 0.133 | 0.258 | 0.373 | 0.550 | 0.684 | 0.744 | 0.768 | 0.805 | 0.798 | 0.747 | 0.657 | 0.534 | 0.391 | 0.241 | 0.155 | 0.104 | 0.000 | | 0.000 | -0.055 | -0.071 | -0.066 | -0.064 | -0.054 | -0.042 | -0.035 | -0.034 | -0.032 | -0.026 | 0.000 |
| | VCC | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | TOTAL | 0.000 | 1.344 | 2.597 | 3.743 | 5.484 | 6.761 | 7.289 | 7.490 | 7.767 | 7.626 | 7.077 | 6.169 | 4.975 | 3.602 | 2.195 | 1.403 | 0.944 | 0.000 | | 0.000 | -0.504 | -0.671 | -0.654 | -0.640 | -0.559 | -0.459 | -0.391 | -0.377 | -0.357 | -0.279 | 0.000 |
| 3 | STEEL | N/A | 0.000 | 0.344 | 0.671 | 1.201 | 1.635 | 1.843 | 1.934 | 2.107 | 2.147 | 2.052 | 1.831 | 1.506 | 1.109 | 0.687 | 0.445 | 0.302 | 0.000 | 3 | 0.000 | -0.176 | -0.249 | -0.261 | -0.258 | -0.238 | -0.200 | -0.164 | -0.151 | -0.131 | -0.087 | 0.000 |
| | NCDL | N/A | 0.000 | 0.823 | 1.598 | 2.832 | 3.818 | 4.277 | 4.472 | 4.834 | 4.897 | 4.658 | 4.145 | 3.407 | 2.514 | 1.564 | 1.015 | 0.691 | 0.000 | | 0.000 | -0.416 | -0.606 | -0.665 | -0.663 | -0.648 | -0.594 | -0.525 | -0.496 | -0.446 | -0.304 | 0.000 |
| | CDL | N/A | 0.000 | 0.130 | 0.254 | 0.454 | 0.618 | 0.698 | 0.733 | 0.800 | 0.816 | 0.781 | 0.698 | 0.577 | 0.427 | 0.267 | 0.173 | 0.117 | 0.000 | | 0.000 | -0.068 | -0.094 | -0.097 | -0.096 | -0.087 | -0.075 | -0.064 | -0.060 | -0.054 | -0.038 | 0.000 |
| | VCC | N/A | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | TOTAL | N/A | 0.000 | 1.297 | 2.523 | 4.487 | 6.071 | 6.818 | 7.139 | 7.741 | 7.860 | 7.491 | 6.674 | 5.490 | 4.050 | 2.518 | 1.633 | 1.111 | 0.000 | | 0.000 | -0.660 | -0.949 | -1.023 | -1.017 | -0.973 | -0.869 | -0.753 | -0.707 | -0.631 | -0.429 | 0.000 |
| 2 | STEEL | N/A | N/A | 0.000 | 0.366 | 0.992 | 1.548 | 1.843 | 1.983 | 2.270 | 2.390 | 2.340 | 2.128 | 1.781 | 1.338 | 0.850 | 0.558 | 0.381 | 0.000 | 2 | 0.000 | -0.239 | -0.356 | -0.396 | -0.394 | -0.384 | -0.341 | -0.285 | -0.260 | -0.220 | -0.134 | 0.000 |
| | NCDL | N/A | N/A | 0.000 | 0.778 | 2.088 | 3.219 | 3.807 | 4.084 | 4.635 | 4.851 | 4.729 | 4.292 | 3.592 | 2.700 | 1.721 | 1.132 | 0.775 | 0.000 | | 0.000 | -0.502 | -0.767 | -0.883 | -0.885 | -0.899 | -0.848 | -0.755 | -0.708 | -0.619 | -0.399 | 0.000 |
| | CDL | N/A | N/A | 0.000 | 0.129 | 0.349 | 0.542 | 0.644 | 0.693 | 0.791 | 0.831 | 0.813 | 0.739 | 0.618 | 0.464 | 0.295 | 0.193 | 0.132 | 0.000 | | 0.000 | -0.081 | -0.118 | -0.128 | -0.127 | -0.123 | -0.109 | -0.094 | -0.088 | -0.077 | -0.050 | 0.000 |
| | VCC | N/A | N/A | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | TOTAL | N/A | N/A | 0.000 | 1.273 | 3.429 | 5.309 | 6.294 | 6.760 | 7.696 | 8.072 | 7.882 | 7.159 | 5.991 | 4.502 | 2.866 | 1.883 | 1.288 | 0.000 | | 0.000 | -0.822 | -1.241 | -1.407 | -1.406 | -1.406 | -1.298 | -1.134 | -1.056 | -0.916 | -0.583 | 0.000 |
| 1 | STEEL | N/A | N/A | N/A | 0.000 | 0.771 | 1.475 | 1.859 | 2.046 | 2.447 | 2.649 | 2.643 | 2.439 | 2.064 | 1.564 | 1.002 | 0.662 | 0.455 | 0.000 | 1 | 0.000 | -0.304 | -0.468 | -0.538 | -0.538 | -0.537 | -0.486 | -0.407 | -0.371 | -0.310 | -0.183 | 0.000 |
| | NCDL | N/A | N/A | N/A | 0.000 | 1.391 | 2.670 | 3.369 | 3.712 | 4.449 | 4.826 | 4.824 | 4.460 | 3.786 | 2.879 | 1.857 | 1.232 | 0.851 | 0.000 | | 0.000 | -0.590 | -0.937 | -1.116 | -1.124 | -1.169 | -1.117 | -0.993 | -0.927 | -0.802 | -0.496 | 0.000 |
| | CDL | N/A | N/A | N/A | 0.000 | 0.248 | 0.475 | 0.599 | 0.659 | 0.789 | 0.854 | 0.852 | 0.785 | 0.664 | 0.503 | 0.322 | 0.213 | 0.146 | 0.000 | | 0.000 | -0.095 | -0.144 | -0.162 | -0.162 | -0.159 | -0.145 | -0.125 | -0.116 | -0.100 | -0.063 | 0.000 |
| | VCC | N/A | N/A | N/A | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | TOTAL | N/A | N/A | N/A | 0.000 | 2.410 | 4.620 | 5.827 | 6.417 | 7.685 | 8.329 | 8.319 | 7.684 | 6.514 | 4.946 | 3.181 | 2.107 | 1.452 | 0.000 | | 0.000 | -0.989 | -1.549 | -1.816 | -1.824 | -1.865 | -1.748 | -1.525 | -1.414 | -1.212 | -0.742 | 0.000 |

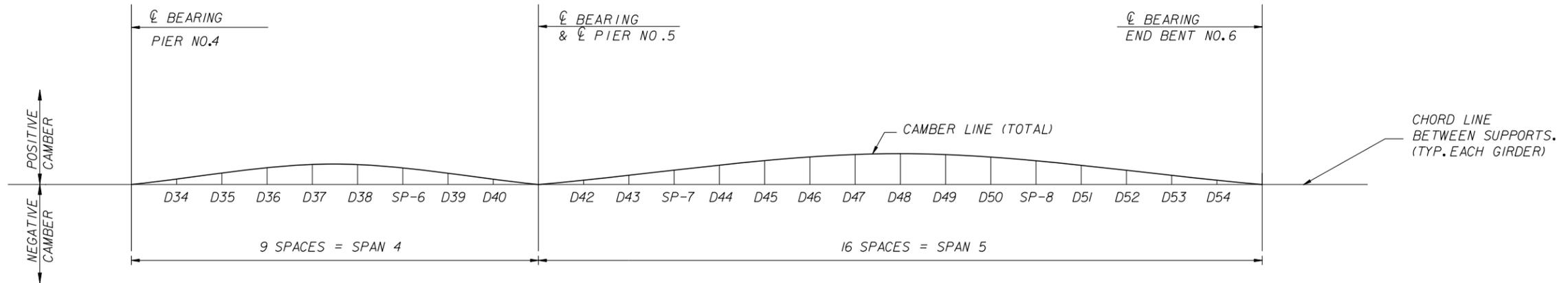
| GIRDER | CAMBER DATA | SPAN NO. 3 | | | | | | | | | |
|--------|-------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | | CL BRG | D25 | SP-5 | D26 | D27 | D28 | D29 | D30 | D31 | CL BRG |
| 4 | STEEL | 0.000 | 0.113 | 0.182 | 0.257 | 0.384 | 0.455 | 0.448 | 0.360 | 0.202 | 0.000 |
| | NCDL | 0.000 | 0.481 | 0.763 | 1.070 | 1.571 | 1.839 | 1.801 | 1.440 | 0.803 | 0.000 |
| | CDL | 0.000 | 0.062 | 0.099 | 0.139 | 0.204 | 0.239 | 0.234 | 0.188 | 0.105 | 0.000 |
| | VCC | 0.000 | 1.116 | 1.548 | 1.920 | 2.388 | 2.544 | 2.388 | 1.908 | 1.104 | 0.000 |
| | TOTAL | 0.000 | 1.772 | 2.592 | 3.386 | 4.547 | 5.172 | 4.871 | 3.896 | 2.214 | 0.000 |
| 3 | STEEL | 0.000 | 0.164 | 0.257 | 0.356 | 0.518 | 0.604 | 0.590 | 0.471 | 0.262 | 0.000 |
| | NCDL | 0.000 | 0.582 | 0.912 | 1.265 | 1.837 | 2.139 | 2.087 | 1.666 | 0.928 | 0.000 |
| | CDL | 0.000 | 0.075 | 0.117 | 0.163 | 0.236 | 0.274 | 0.268 | 0.213 | 0.119 | 0.000 |
| | VCC | 0.000 | 1.116 | 1.548 | 1.920 | 2.388 | 2.544 | 2.388 | 1.896 | 1.104 | 0.000 |
| | TOTAL | 0.000 | 1.937 | 2.834 | 3.704 | 4.979 | 5.561 | 5.333 | 4.246 | 2.413 | 0.000 |
| 2 | STEEL | 0.000 | 0.216 | 0.333 | 0.456 | 0.652 | 0.753 | 0.731 | 0.581 | 0.323 | 0.000 |
| | NCDL | 0.000 | 0.680 | 1.054 | 1.451 | 2.090 | 2.421 | 2.354 | 1.873 | 1.042 | 0.000 |
| | CDL | 0.000 | 0.088 | 0.136 | 0.187 | 0.267 | 0.308 | 0.298 | 0.236 | 0.131 | 0.000 |
| | VCC | 0.000 | 1.116 | 1.548 | 1.908 | 2.388 | 2.544 | 2.376 | 1.896 | 1.092 | 0.000 |
| | TOTAL | 0.000 | 2.100 | 3.071 | 4.002 | 5.397 | 6.026 | 5.759 | 4.586 | 2.588 | 0.000 |
| 1 | STEEL | 0.000 | 0.269 | 0.410 | 0.557 | 0.790 | 0.908 | 0.877 | 0.695 | 0.386 | 0.000 |
| | NCDL | 0.000 | 0.778 | 1.198 | 1.639 | 2.345 | 2.711 | 2.632 | 2.089 | 1.160 | 0.000 |
| | CDL | 0.000 | 0.102 | 0.156 | 0.213 | 0.302 | 0.347 | 0.335 | 0.265 | 0.147 | 0.000 |
| | VCC | 0.000 | 1.118 | 1.548 | 1.913 | 2.395 | 2.554 | 2.388 | 1.910 | 1.109 | 0.000 |
| | TOTAL | 0.000 | 2.267 | 3.312 | 4.322 | 5.832 | 6.520 | 6.232 | 4.959 | 2.802 | 0.000 |

CAMBER NOTES:

1. ALL CAMBER ORDINATES ARE MEASURED FROM A CHORD INTERSECTING THE CENTERLINE OF BEARING AT THE SUPPORTS.
2. "STEEL" INCLUDES THE DEAD LOAD DUE TO THE STEEL GIRDER, SPLICE PLATES, STIFFENERS, MISCELLANEOUS DETAILS AND DIAPHRAGMS.
3. "NCDL" NON-COMPOSITE DEAD LOAD INCLUDES THE CONCRETE SLAB AND HAUNCHES.
4. "CDL" COMPOSITE DEAD LOAD IS THE SUPERIMPOSED DEAD LOAD CONSISTING OF THE CONCRETE TRAFFIC RAILINGS.
5. "VCC" VERTICAL CURVE CORRECTION INCLUDES THE ADJUSTMENTS NECESSARY DUE TO THE ROADWAY PROFILE AND CROSS SLOPE.
6. ALL CAMBER ORDINATES ARE GIVEN IN INCHES.
7. POSITIVE DEFLECTIONS ARE DOWNWARD, POSITIVE CAMBERS ARE UPWARD.
8. CAMBER VALUES SHOWN ARE BASED ON A GRID ANALYSIS.
9. SEE SHEETS B-XX & B-XX FOR LOCATIONS OF CAMBER POINTS.

BRIDGE NO. XXXXXX

| REVISIONS | | | | STRUCTURES DESIGN OFFICE | | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: | | REF. DWG. NO. |
|-----------|----|-------------|------|--------------------------|-------------|---|--------|----------------------|--|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | CAMBER DIAGRAM EXAMPLE 1 CONTINUOUS I-GIRDER (SHEET 1 OF 2) | | SHEET NO. |
| | | | | | | | | | | | |



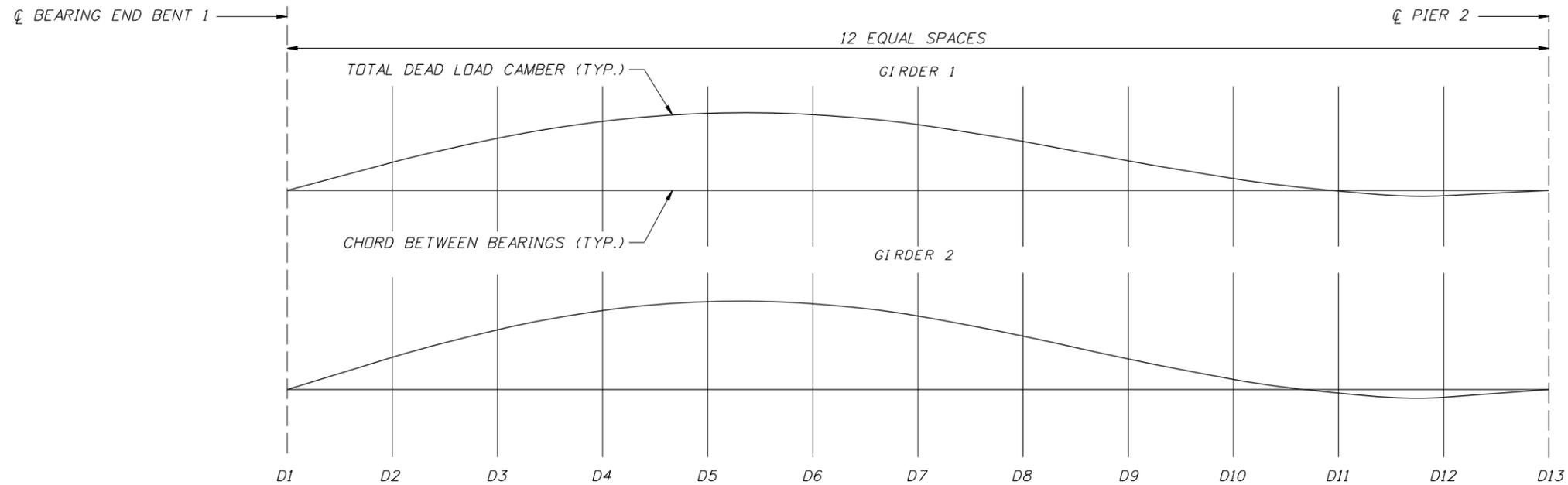
| GIRDER | CAMBER DATA | SPAN NO. 4 | | | | | | | | | | SPAN NO. 5 | | | | | | | | | | | | | | | | |
|--------|-------------|------------|-------|-------|-------|--------|--------|--------|--------|--------|-------|------------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|
| | | ℄ BRG | D34 | D35 | D36 | D37 | D38 | SP-6 | D39 | D40 | ℄ BRG | ℄ BRG | D42 | D43 | SP-7 | D44 | D45 | D46 | D47 | D48 | D49 | D50 | SP-8 | D51 | D52 | D53 | D54 | ℄ BRG |
| 4 | STEEL | 0.000 | 0.062 | 0.094 | 0.081 | 0.024 | -0.055 | -0.081 | -0.118 | -0.113 | 0.000 | 0.000 | 0.208 | 0.501 | 0.618 | 0.839 | 1.163 | 1.432 | 1.617 | 1.696 | 1.659 | 1.504 | 1.394 | 1.234 | 0.853 | 0.595 | 0.310 | 0.000 |
| | NCDL | 0.000 | 0.383 | 0.644 | 0.705 | 0.556 | 0.240 | 0.111 | -0.090 | -0.214 | 0.000 | 0.000 | 0.528 | 1.336 | 1.666 | 2.298 | 3.242 | 4.044 | 4.605 | 4.859 | 4.769 | 4.327 | 4.012 | 3.550 | 2.448 | 1.708 | 0.887 | 0.000 |
| | CDL | 0.000 | 0.041 | 0.068 | 0.072 | 0.053 | 0.018 | 0.004 | -0.018 | -0.032 | 0.000 | 0.000 | 0.081 | 0.198 | 0.245 | 0.331 | 0.456 | 0.558 | 0.626 | 0.654 | 0.637 | 0.576 | 0.534 | 0.472 | 0.326 | 0.227 | 0.118 | 0.000 |
| | VCC | 0.000 | 1.118 | 1.913 | 2.395 | 2.554 | 2.400 | 2.267 | 1.922 | 1.121 | 0.000 | 0.000 | 1.604 | 2.933 | 3.336 | 3.997 | 4.786 | 5.298 | 5.534 | 5.507 | 5.203 | 4.636 | 4.272 | 3.780 | 2.736 | 1.972 | 1.112 | 0.000 |
| | TOTAL | 0.000 | 1.604 | 2.719 | 3.253 | 3.187 | 2.603 | 2.301 | 1.696 | 0.762 | 0.000 | 0.000 | 2.421 | 4.968 | 5.865 | 7.465 | 9.647 | 11.332 | 12.382 | 12.716 | 12.268 | 11.043 | 10.212 | 9.036 | 6.363 | 4.502 | 2.427 | 0.000 |
| 3 | STEEL | 0.000 | 0.057 | 0.082 | 0.059 | -0.006 | -0.091 | -0.118 | -0.153 | -0.136 | 0.000 | 0.000 | 0.235 | 0.559 | 0.686 | 0.924 | 1.265 | 1.533 | 1.694 | 1.725 | 1.621 | 1.386 | 1.239 | 1.036 | 0.588 | 0.304 | 0.000 | N/A |
| | NCDL | 0.000 | 0.418 | 0.698 | 0.762 | 0.597 | 0.250 | 0.110 | -0.105 | -0.231 | 0.000 | 0.000 | 0.552 | 1.388 | 1.727 | 2.369 | 3.311 | 4.076 | 4.561 | 4.698 | 4.456 | 3.845 | 3.449 | 2.898 | 1.655 | 0.859 | 0.000 | N/A |
| | CDL | 0.000 | 0.043 | 0.071 | 0.074 | 0.052 | 0.014 | -0.001 | -0.024 | -0.037 | 0.000 | 0.000 | 0.087 | 0.213 | 0.261 | 0.352 | 0.480 | 0.579 | 0.638 | 0.650 | 0.611 | 0.524 | 0.469 | 0.394 | 0.224 | 0.116 | 0.000 | N/A |
| | VCC | 0.000 | 1.118 | 1.913 | 2.395 | 2.554 | 2.400 | 2.268 | 1.922 | 1.121 | 0.000 | 0.000 | 1.522 | 2.767 | 3.132 | 3.749 | 4.442 | 4.884 | 5.038 | 4.927 | 4.541 | 3.878 | 3.492 | 2.952 | 1.818 | 1.019 | 0.000 | N/A |
| | TOTAL | 0.000 | 1.636 | 2.764 | 3.290 | 3.197 | 2.573 | 2.259 | 1.640 | 0.717 | 0.000 | 0.000 | 2.396 | 4.927 | 5.806 | 7.394 | 9.498 | 11.072 | 11.931 | 12.000 | 11.229 | 9.633 | 8.649 | 7.280 | 4.285 | 2.298 | 0.000 | N/A |
| 2 | STEEL | 0.000 | 0.050 | 0.067 | 0.036 | -0.038 | -0.127 | -0.155 | -0.187 | -0.157 | 0.000 | 0.000 | 0.263 | 0.619 | 0.757 | 1.011 | 1.367 | 1.633 | 1.768 | 1.752 | 1.580 | 1.263 | 1.076 | 0.829 | 0.311 | 0.000 | N/A | N/A |
| | NCDL | 0.000 | 0.439 | 0.731 | 0.796 | 0.616 | 0.248 | 0.100 | -0.122 | -0.247 | 0.000 | 0.000 | 0.576 | 1.438 | 1.783 | 2.432 | 3.364 | 4.088 | 4.494 | 4.510 | 4.115 | 3.312 | 2.857 | 2.215 | 0.842 | 0.000 | N/A | N/A |
| | CDL | 0.000 | 0.044 | 0.072 | 0.073 | 0.049 | 0.009 | -0.007 | -0.031 | -0.041 | 0.000 | 0.000 | 0.094 | 0.227 | 0.279 | 0.372 | 0.503 | 0.599 | 0.648 | 0.642 | 0.580 | 0.466 | 0.399 | 0.308 | 0.117 | 0.000 | N/A | N/A |
| | VCC | 0.000 | 1.128 | 1.920 | 2.400 | 2.556 | 2.400 | 2.268 | 1.908 | 1.116 | 0.000 | 0.000 | 1.429 | 2.606 | 2.952 | 3.496 | 4.121 | 4.470 | 4.555 | 4.364 | 3.898 | 3.155 | 2.724 | 2.148 | 0.937 | 0.000 | N/A | N/A |
| | TOTAL | 0.000 | 1.661 | 2.790 | 3.305 | 3.183 | 2.530 | 2.206 | 1.568 | 0.671 | 0.000 | 0.000 | 2.362 | 4.890 | 5.771 | 7.311 | 9.355 | 10.790 | 11.465 | 11.268 | 10.173 | 8.196 | 7.056 | 5.500 | 2.207 | 0.000 | N/A | N/A |
| 1 | STEEL | 0.000 | 0.044 | 0.053 | 0.011 | -0.072 | -0.166 | -0.192 | -0.219 | -0.178 | 0.000 | 0.000 | 0.294 | 0.682 | 0.829 | 1.100 | 1.473 | 1.737 | 1.849 | 1.785 | 1.543 | 1.142 | 0.915 | 0.616 | 0.000 | N/A | N/A | N/A |
| | NCDL | 0.000 | 0.449 | 0.746 | 0.805 | 0.609 | 0.223 | 0.072 | -0.147 | -0.262 | 0.000 | 0.000 | 0.603 | 1.482 | 1.831 | 2.483 | 3.407 | 4.096 | 4.422 | 4.318 | 3.766 | 2.807 | 2.255 | 1.524 | 0.000 | N/A | N/A | N/A |
| | CDL | 0.000 | 0.045 | 0.072 | 0.072 | 0.045 | 0.001 | -0.015 | -0.038 | -0.047 | 0.000 | 0.000 | 0.102 | 0.243 | 0.296 | 0.394 | 0.527 | 0.621 | 0.661 | 0.638 | 0.552 | 0.409 | 0.327 | 0.221 | 0.000 | N/A | N/A | N/A |
| | VCC | 0.000 | 1.117 | 1.922 | 2.404 | 2.561 | 2.394 | 2.268 | 1.915 | 1.124 | 0.000 | 0.000 | 1.362 | 2.460 | 2.772 | 3.270 | 3.816 | 4.086 | 4.092 | 3.822 | 3.276 | 2.454 | 1.980 | 1.368 | 0.000 | N/A | N/A | N/A |
| | TOTAL | 0.000 | 1.655 | 2.793 | 3.292 | 3.143 | 2.452 | 2.133 | 1.511 | 0.637 | 0.000 | 0.000 | 2.361 | 4.867 | 5.728 | 7.247 | 9.223 | 10.540 | 11.024 | 10.563 | 9.137 | 6.812 | 5.477 | 3.729 | 0.000 | N/A | N/A | N/A |

CAMBER NOTES:

- ALL CAMBER ORDINATES ARE MEASURED FROM A CHORD INTERSECTING THE CENTERLINE OF BEARING AT THE SUPPORTS.
- "STEEL" INCLUDES THE DEAD LOAD DUE TO THE STEEL GIRDER, SPLICE PLATES, STIFFENERS, MISCELLANEOUS DETAILS AND DIAPHRAGMS.
- "NCDL" NON-COMPOSITE DEAD LOAD INCLUDES THE CONCRETE SLAB AND HAUNCHES.
- "CDL" COMPOSITE DEAD LOAD IS THE SUPERIMPOSED DEAD LOAD CONSISTING OF THE CONCRETE TRAFFIC RAILINGS.
- "VCC" VERTICAL CURVE CORRECTION INCLUDES THE ADJUSTMENTS NECESSARY DUE TO THE ROADWAY PROFILE AND CROSS SLOPE.
- ALL CAMBER ORDINATES ARE GIVEN IN INCHES.
- POSITIVE DEFLECTIONS ARE DOWNWARD, POSITIVE CAMBERS ARE UPWARD.
- CAMBER VALUES SHOWN ARE BASED ON A GRID ANALYSIS.
- SEE SHEETS B-XX & B-XX FOR LOCATIONS OF CAMBER POINTS.

BRIDGE NO. XXXXXX

| REVISIONS | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CAMBER DIAGRAM EXAMPLE 1 CONTINUOUS I-GIRDER (SHEET 2 OF 2) | REF. DWG. NO. |
|-----------|----|-------------|------|----|---|---|--|----------|--------|--|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | | | DESCRIPTION | ROAD NO. | COUNTY | | |
| | | | | | | | | | | | |



| GIRDER | ITEM | SPAN 1 | | | | | | | | | | | | |
|--------|------------------------------|--------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------|
| | | D1 | D2 | D3 | D4 | D5 | D6 | D7 | D8 | D9 | D10 | D11 | D12 | D13 |
| 1 | STEEL | 0.000 | 0.199 | 0.361 | 0.462 | 0.490 | 0.442 | 0.332 | 0.181 | 0.024 | -0.108 | -0.175 | -0.148 | 0.000 |
| | SLAB | 0.000 | 0.955 | 1.778 | 2.369 | 2.671 | 2.661 | 2.357 | 1.815 | 1.177 | 0.587 | 0.146 | -0.071 | 0.000 |
| | S. D. L. | 0.000 | 0.092 | 0.171 | 0.228 | 0.256 | 0.255 | 0.226 | 0.174 | 0.111 | 0.048 | 0.001 | -0.019 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 1.246 | 2.310 | 3.059 | 3.417 | 3.358 | 2.915 | 2.170 | 1.312 | 0.527 | -0.028 | -0.238 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | |
| 2 | STEEL | 0.000 | 0.206 | 0.370 | 0.466 | 0.478 | 0.407 | 0.269 | 0.093 | -0.081 | -0.217 | -0.269 | -0.205 | 0.000 |
| | SLAB | 0.000 | 1.121 | 2.088 | 2.785 | 3.137 | 3.117 | 2.747 | 2.090 | 1.323 | 0.624 | 0.118 | -0.113 | 0.000 |
| | S. D. L. | 0.000 | 0.101 | 0.187 | 0.248 | 0.279 | 0.276 | 0.242 | 0.183 | 0.112 | 0.042 | -0.008 | -0.026 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 1.428 | 2.645 | 3.499 | 3.894 | 3.800 | 3.258 | 2.366 | 1.354 | 0.449 | -0.159 | -0.344 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | |

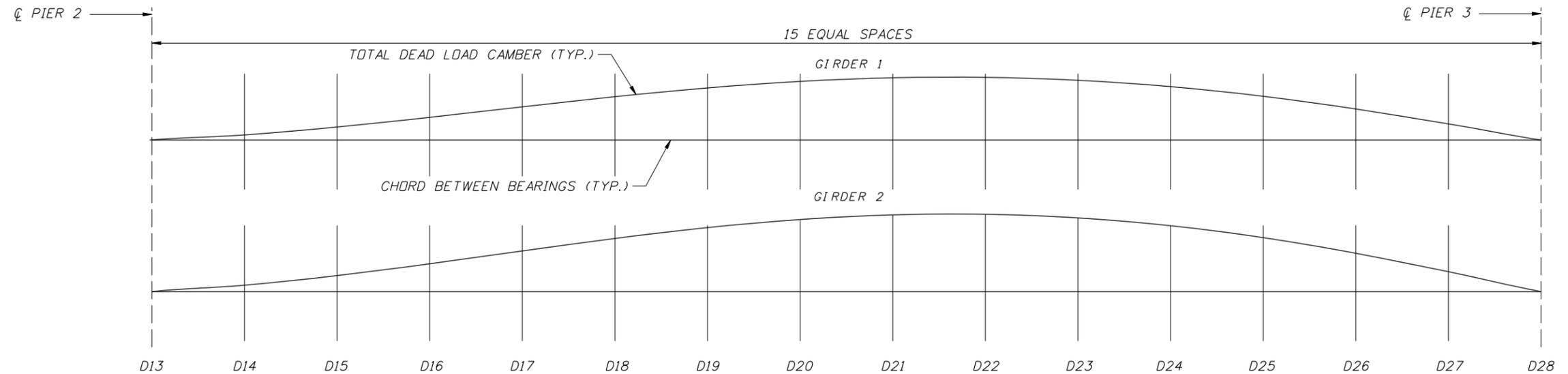
NOTES

1. ALL CAMBER ORDINATES ARE GIVEN IN INCHES.
2. STEEL IS CAMBER ORDINATE DUE TO THE STEEL BOX GIRDER, CROSS FRAMES AND OTHER MISCELLANEOUS STEEL ITEMS.
3. SLAB IS CAMBER ORDINATE DUE TO THE CONCRETE DECK SLAB, HAUNCHES AND STAY-IN-PLACE FORMS.
4. S.D.L. IS SUPERIMPOSED DEAD LOAD CONSISTING OF THE CONCRETE TRAFFIC RAILINGS.
5. SHOP DRAWINGS SHALL INDICATE VERTICAL CURVE CAMBER REQUIRED.
6. BOX GIRDER LENGTHS SHALL BE ADJUSTED FOR GIRDERS ON GRADE. SHOP DRAWINGS SHALL BE PREPARED ACCORDINGLY.
7. CAMBERED GIRDER LENGTHS SHALL BE ADJUSTED AND SOLE PLATES ARE TO BE PLACED ON THE CAMBERED GIRDER AND SHALL BE ALIGNED WITH THE ANCHORS AFTER THE DEAD LOAD DEFLECTION HAS OCCURRED. SHOP DRAWINGS SHALL BE PREPARED ACCORDINGLY.
8. CAMBER VALUES ARE BASED ON A GRID ANALYSIS.

SPAN 1 CAMBER - GIRDER 1 & 2

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CAMBER DIAGRAM EXAMPLE 2 CURVED STEEL BOX GIRDER (SHEET 1 OF 4) | | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|-----------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | PROJECT NAME | SHEET NO. | |
| | | | | | | | | | | | | | |



| GIRDER | ITEM | SPAN 2 | | | | | | | | | | | | | | | |
|--------|------------------------------|--------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------|-------|-------|-------|-------|
| | | D13 | D14 | D15 | D16 | D17 | D18 | D19 | D20 | D21 | D22 | D23 | D24 | D25 | D26 | D27 | D28 |
| 1 | STEEL | 0.000 | 0.293 | 0.694 | 1.161 | 1.651 | 2.113 | 2.502 | 2.783 | 2.930 | 2.928 | 2.773 | 2.466 | 2.011 | 1.424 | 0.739 | 0.000 |
| | SLAB | 0.000 | 0.417 | 1.100 | 1.966 | 2.926 | 3.866 | 4.690 | 5.315 | 5.678 | 5.744 | 5.493 | 4.926 | 4.044 | 2.877 | 1.498 | 0.000 |
| | S. D. L. | 0.000 | 0.067 | 0.170 | 0.295 | 0.428 | 0.553 | 0.659 | 0.736 | 0.777 | 0.778 | 0.737 | 0.656 | 0.535 | 0.379 | 0.197 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 0.777 | 1.964 | 3.422 | 5.005 | 6.532 | 7.851 | 8.834 | 9.385 | 9.450 | 9.003 | 8.048 | 6.590 | 4.680 | 2.434 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | | | | |
| 2 | STEEL | 0.000 | 0.371 | 0.867 | 1.442 | 2.045 | 2.616 | 3.099 | 3.449 | 3.634 | 3.635 | 3.443 | 3.063 | 2.499 | 1.770 | 0.918 | 0.000 |
| | SLAB | 0.000 | 0.520 | 1.353 | 2.413 | 3.596 | 4.765 | 5.795 | 6.580 | 7.043 | 7.135 | 6.830 | 6.128 | 5.034 | 3.582 | 1.863 | 0.000 |
| | S. D. L. | 0.000 | 0.080 | 0.200 | 0.343 | 0.494 | 0.634 | 0.751 | 0.835 | 0.879 | 0.879 | 0.832 | 0.739 | 0.603 | 0.427 | 0.222 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 0.971 | 2.420 | 4.198 | 6.135 | 8.015 | 9.645 | 10.864 | 11.556 | 11.649 | 11.105 | 9.930 | 8.136 | 5.779 | 3.003 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | | | | |

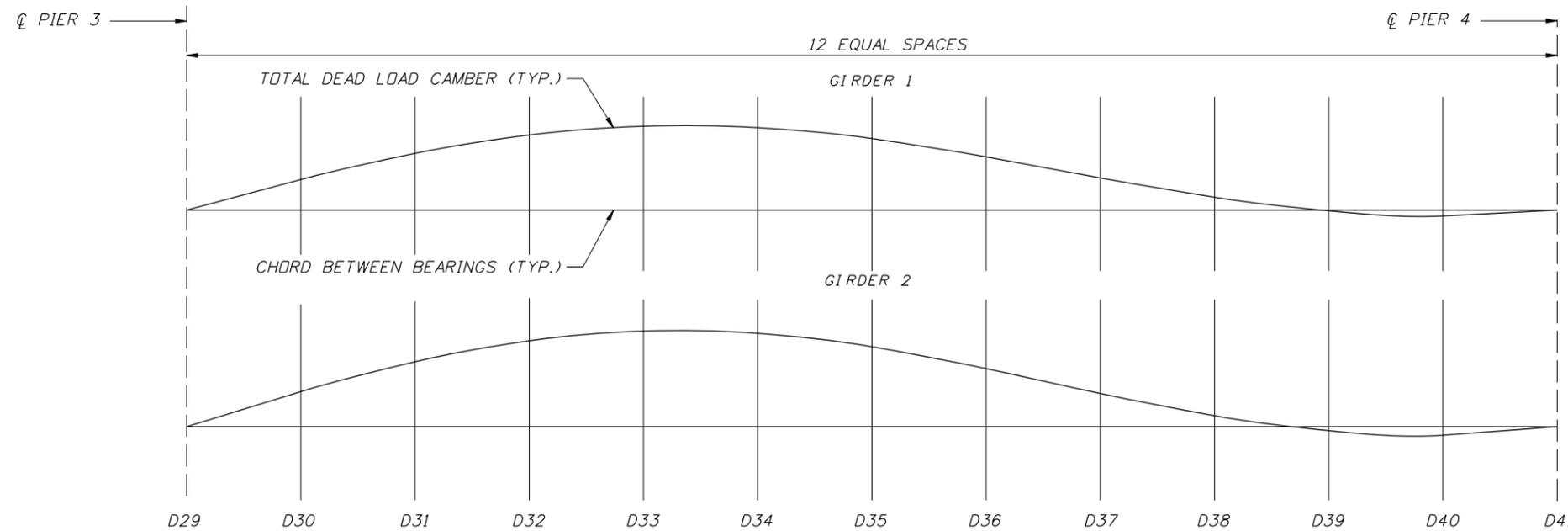
NOTES

1. ALL CAMBER ORDINATES ARE GIVEN IN INCHES.
2. STEEL IS CAMBER ORDINATE DUE TO THE STEEL BOX GIRDER, CROSS FRAMES AND OTHER MISCELLANEOUS STEEL ITEMS.
3. SLAB IS CAMBER ORDINATE DUE TO THE CONCRETE DECK SLAB, HAUNCHES AND STAY-IN-PLACE FORMS.
4. S.D.L. IS SUPERIMPOSED DEAD LOAD CONSISTING OF THE CONCRETE TRAFFIC RAILINGS.
5. SHOP DRAWINGS SHALL INDICATE VERTICAL CURVE CAMBER REQUIRED.
6. BOX GIRDER LENGTHS SHALL BE ADJUSTED FOR GIRDERS ON GRADE. SHOP DRAWINGS SHALL BE PREPARED ACCORDINGLY.
7. CAMBERED GIRDER LENGTHS SHALL BE ADJUSTED AND SOLE PLATES ARE TO BE PLACED ON THE CAMBERED GIRDER AND SHALL BE ALIGNED WITH THE ANCHORS AFTER THE DEAD LOAD DEFLECTION HAS OCCURRED. SHOP DRAWINGS SHALL BE PREPARED ACCORDINGLY.
8. CAMBER VALUES ARE BASED ON A GRID ANALYSIS.

SPAN 2 CAMBER - GIRDER 1 & 2

BRIDGE NO. XXXXXX

| | | | | | | | | | | | | | |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|--|---------------|
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CAMBER DIAGRAM EXAMPLE 2 CURVED STEEL BOX GIRDER (SHEET 2 OF 4) | | REF. DWG. NO. |
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | PROJECT NAME | | SHEET NO. |



| GIRDER | ITEM | SPAN 3 | | | | | | | | | | | | |
|--------|------------------------------|--------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------|
| | | D29 | D30 | D31 | D32 | D33 | D34 | D35 | D36 | D37 | D38 | D39 | D40 | D41 |
| 1 | STEEL | 0.000 | 0.199 | 0.361 | 0.462 | 0.490 | 0.442 | 0.332 | 0.181 | 0.024 | -0.108 | -0.175 | -0.148 | 0.000 |
| | SLAB | 0.000 | 0.955 | 1.778 | 2.369 | 2.671 | 2.661 | 2.357 | 1.815 | 1.177 | 0.587 | 0.146 | -0.071 | 0.000 |
| | S. D. L. | 0.000 | 0.092 | 0.171 | 0.228 | 0.256 | 0.255 | 0.226 | 0.174 | 0.111 | 0.048 | 0.001 | -0.019 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 1.246 | 2.310 | 3.059 | 3.417 | 3.358 | 2.915 | 2.170 | 1.312 | 0.527 | -0.028 | -0.238 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | |
| 2 | STEEL | 0.000 | 0.206 | 0.370 | 0.466 | 0.478 | 0.407 | 0.269 | 0.093 | -0.081 | -0.217 | -0.269 | -0.205 | 0.000 |
| | SLAB | 0.000 | 1.121 | 2.088 | 2.785 | 3.137 | 3.117 | 2.747 | 2.090 | 1.323 | 0.624 | 0.118 | -0.113 | 0.000 |
| | S. D. L. | 0.000 | 0.101 | 0.187 | 0.248 | 0.279 | 0.276 | 0.242 | 0.183 | 0.112 | 0.042 | -0.008 | -0.026 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 1.428 | 2.645 | 3.499 | 3.894 | 3.800 | 3.258 | 2.366 | 1.354 | 0.449 | -0.159 | -0.344 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | |

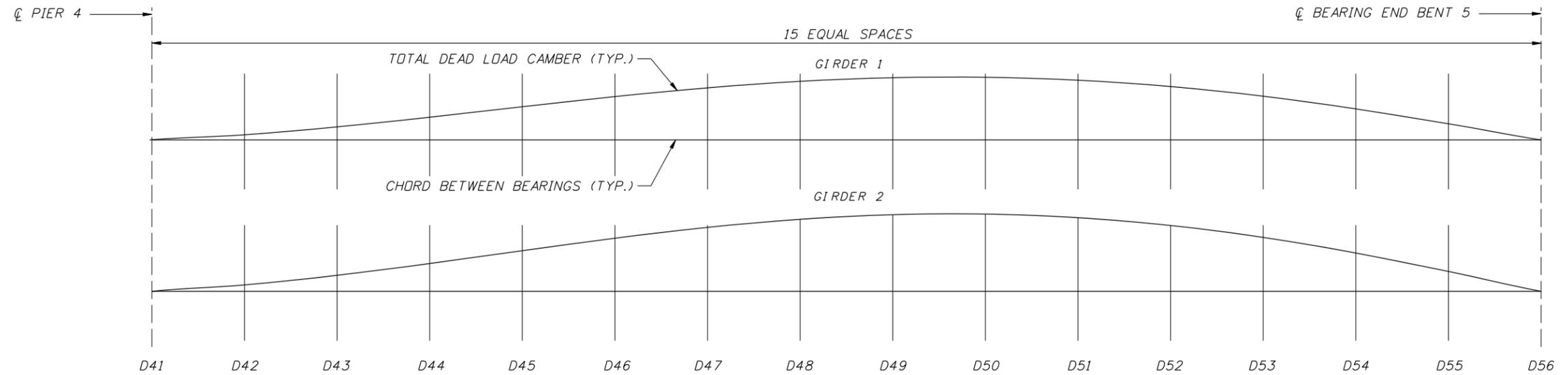
NOTES

1. ALL CAMBER ORDINATES ARE GIVEN IN INCHES.
2. STEEL IS CAMBER ORDINATE DUE TO THE STEEL BOX GIRDER, CROSS FRAMES AND OTHER MISCELLANEOUS STEEL ITEMS.
3. SLAB IS CAMBER ORDINATE DUE TO THE CONCRETE DECK SLAB, HAUNCHES AND STAY-IN-PLACE FORMS.
4. S.D.L. IS SUPERIMPOSED DEAD LOAD CONSISTING OF THE CONCRETE TRAFFIC RAILINGS.
5. SHOP DRAWINGS SHALL INDICATE VERTICAL CURVE CAMBER REQUIRED.
6. BOX GIRDER LENGTHS SHALL BE ADJUSTED FOR GIRDERS ON GRADE. SHOP DRAWINGS SHALL BE PREPARED ACCORDINGLY.
7. CAMBERED GIRDER LENGTHS SHALL BE ADJUSTED AND SOLE PLATES ARE TO BE PLACED ON THE CAMBERED GIRDER AND SHALL BE ALIGNED WITH THE ANCHORS AFTER THE DEAD LOAD DEFLECTION HAS OCCURRED. SHOP DRAWINGS SHALL BE PREPARED ACCORDINGLY.
8. CAMBER VALUES ARE BASED ON A GRID ANALYSIS.

SPAN 3 CAMBER - GIRDER 1 & 2

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CAMBER DIAGRAM EXAMPLE 2 CURVED STEEL BOX GIRDER (SHEET 3 OF 4) | | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|-----------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | PROJECT NAME | SHEET NO. | |
| | | | | | | | | | | | | | |



| GIRDER | ITEM | SPAN 4 | | | | | | | | | | | | | | | |
|--------|------------------------------|--------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------|-------|-------|-------|-------|
| | | D41 | D42 | D43 | D44 | D45 | D46 | D47 | D48 | D49 | D50 | D51 | D52 | D53 | D54 | D55 | D56 |
| 1 | STEEL | 0.000 | 0.293 | 0.694 | 1.161 | 1.651 | 2.113 | 2.502 | 2.783 | 2.930 | 2.928 | 2.773 | 2.466 | 2.011 | 1.424 | 0.739 | 0.000 |
| | SLAB | 0.000 | 0.417 | 1.100 | 1.966 | 2.926 | 3.866 | 4.690 | 5.315 | 5.678 | 5.744 | 5.493 | 4.926 | 4.044 | 2.877 | 1.498 | 0.000 |
| | S. D. L. | 0.000 | 0.067 | 0.170 | 0.295 | 0.428 | 0.553 | 0.659 | 0.736 | 0.777 | 0.778 | 0.737 | 0.656 | 0.535 | 0.379 | 0.197 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 0.777 | 1.964 | 3.422 | 5.005 | 6.532 | 7.851 | 8.834 | 9.385 | 9.450 | 9.003 | 8.048 | 6.590 | 4.680 | 2.434 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | | | | |
| 2 | STEEL | 0.000 | 0.371 | 0.867 | 1.442 | 2.045 | 2.616 | 3.099 | 3.449 | 3.634 | 3.635 | 3.443 | 3.063 | 2.499 | 1.770 | 0.918 | 0.000 |
| | SLAB | 0.000 | 0.520 | 1.353 | 2.413 | 3.596 | 4.765 | 5.795 | 6.580 | 7.043 | 7.135 | 6.830 | 6.128 | 5.034 | 3.582 | 1.863 | 0.000 |
| | S. D. L. | 0.000 | 0.080 | 0.200 | 0.343 | 0.494 | 0.634 | 0.751 | 0.835 | 0.879 | 0.879 | 0.832 | 0.739 | 0.603 | 0.427 | 0.222 | 0.000 |
| | TOTAL DEAD LOAD CAMBER REQD. | 0.000 | 0.971 | 2.420 | 4.198 | 6.135 | 8.015 | 9.645 | 10.864 | 11.556 | 11.649 | 11.105 | 9.930 | 8.136 | 5.779 | 3.003 | 0.000 |
| | VERTICAL CURVE (SEE NOTE 5) | | | | | | | | | | | | | | | | |

NOTES

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8. CAMBER VALUES ARE BASED ON A GRID ANALYSIS.

SPAN 4 CAMBER - GIRDER 1 & 2

BRIDGE NO. XXXXXX

| | | | | | | | | | | | | | |
|-----------|----|-------------|------|----|-------------|---|---|--|--------|----------------------|--|--|---------------|
| REVISIONS | | | | | | STRUCTURES DESIGN OFFICE CENTRAL OFFICE 605 Suwannee Street, MS 33 Tallahassee, Florida 32399-0450 | DRAWN BY: XXX MM-YY CHECKED BY: XXX MM-YY DESIGNED BY: XXX MM-YY CHECKED BY: XXX MM-YY | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: CAMBER DIAGRAM EXAMPLE 2 CURVED STEEL BOX GIRDER (SHEET 4 OF 4) | | REF. DWG. NO. |
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | PROJECT NAME | | SHEET NO. |