

AASHTO T-3 TRIAL DESIGN BRIDGE DESCRIPTION

State: Missouri

Trial Design Designation: MO-1

Bridge Name: Bridge Over Rte. 60

Superstructure Type: Continuous steel plate girder with composite concrete deck

Span Length(s): Four spans (ft.) 29.5-125.3-125.3-29.5

Substructure Type: Three reinforced concrete columns @ Bent 2

Foundation: _____

Abutments: _____

Seismic Design Category (SDC): _____

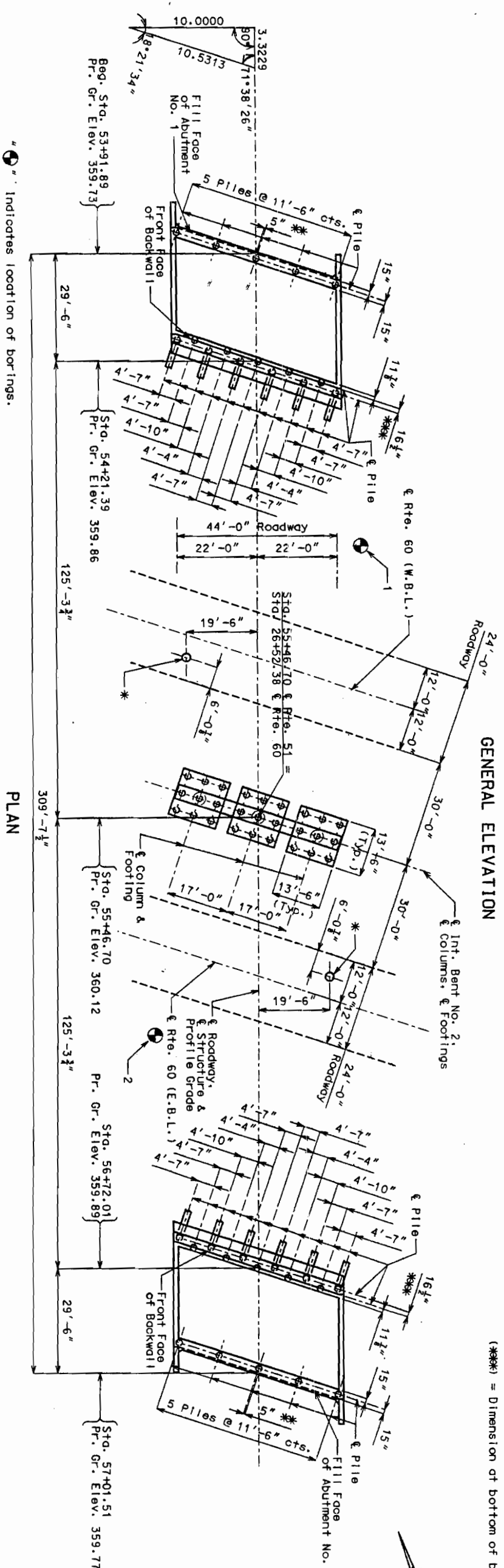
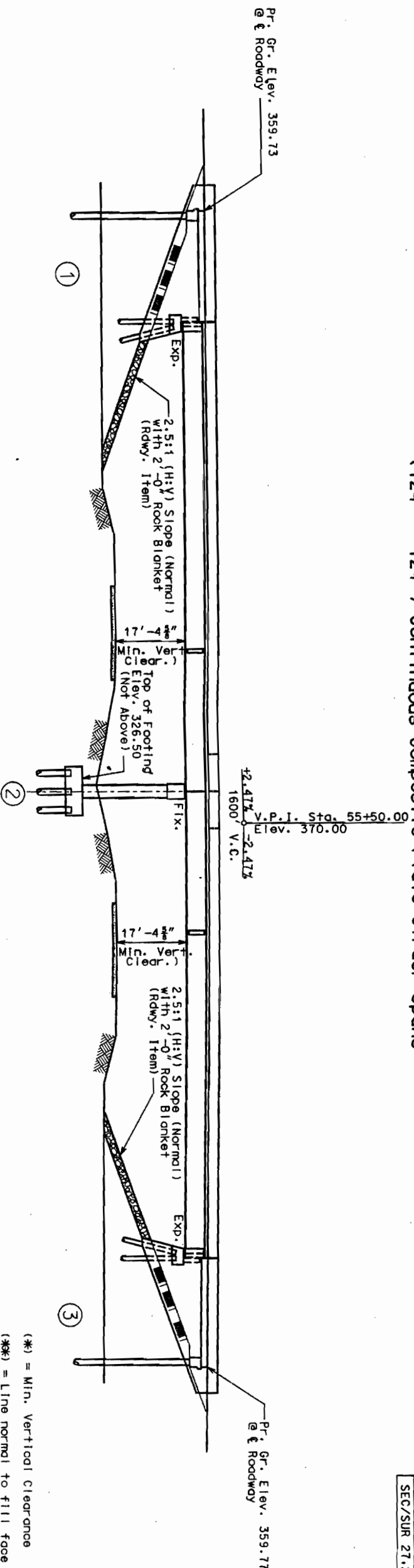
Seismic Design Strategy (Type 1, 2 or 3): _____

Design Spectral Acceleration at 1-second Period (S_{D1}): _____

Additional Description (Optional): Trial design is currently being done for this bridge.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION
(124' - 124') Continuous Composite Plate Girder Spans

State	Proj. No.	Sheet No.
MD		
SEC/SUR 27.28	TWP 25	RCE 8



(*) = Min. Vertical Clearance
 (**) = Line normal to fill face of & Roadway
 (***) = Dimension at bottom of bearing beam

⊕ Indicates location of borings.

The locations of all subsurface borings for this structure are shown on the bridge plan sheet for this structure. Boring data for the numbered locations is shown on sheet no. 3. The boring data for all locations indicated, as well as any other boring logs or other factual records of subsurface data and investigations performed by the department for the design of the project, is available from the Project Contract upon written request as outlined in the Project Special Provisions. No greater significance or weight should be given to the boring data depicted on the plan sheets than is subsurface data available from the district or elsewhere.

The Commission does not represent or warrant that any such boring data accurately depicts the conditions to be encountered in constructing this project. A contractor assumes all risks it may encounter in basing its bid prices, time or schedule of performance on the boring data depicted here or those available from the district or on any other documentation not expressly warranted, which the contractor may obtain from the Commission.

Roadway fill shall be completed to the final roadway section and up to the elevation of the structure and for not less than 25 feet in back of the fill face of the end bents before any piles are driven for any bents falling within the embankment section.

Note: For General Notes, Pile Data, Estimated Quantities, Estimated Quantities for Sid on Steel and Estimated Quantities for Sid on Semi-Deep Abutments, see Sheet No. 2.

B.M. #6 Elev. 333.57 @ Top N End RCP FES
 25.1' RT Std. 54+58.2 @ Reico Rte. 51
BRIDGE OVER RTE. 60

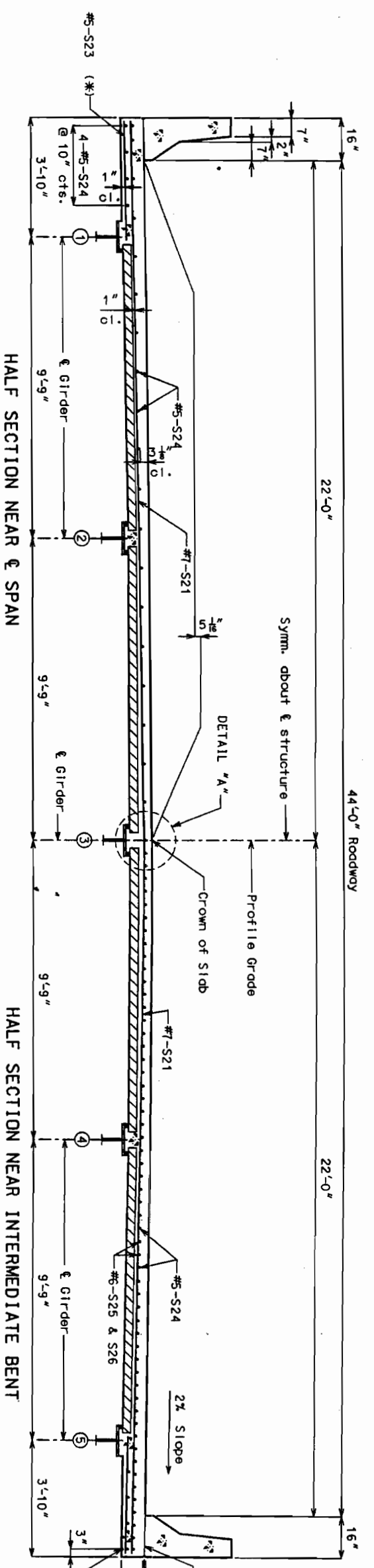
STATE ROAD
 ABOUT
 PROJECT NO.
 JOB NO. JOP0572E

STA. 55+46.70
 RTE. 51

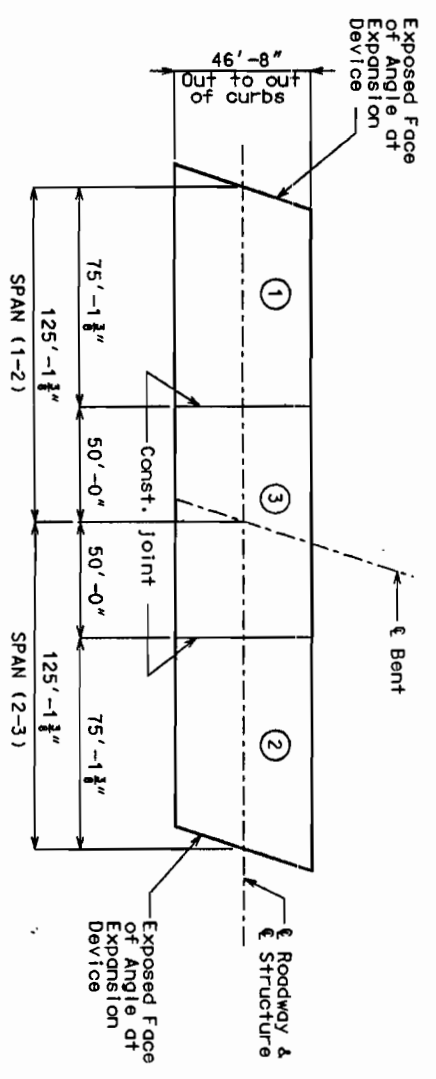
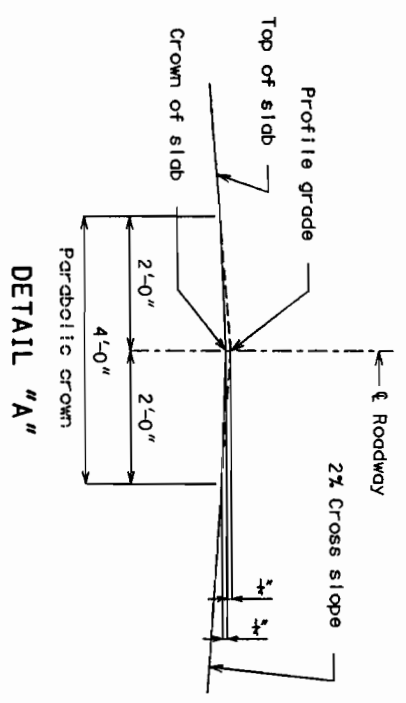
STD. 609.00
STD. 611.60
STD. 702.02
STD. 706.35

Designed Jan. 2005
 Detailed Dec. 2004

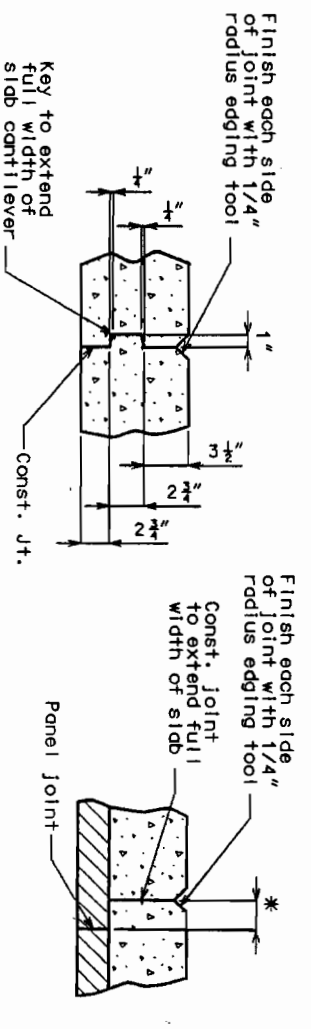
State	Proj. No.	Sheet No.
MO		



(*): Alternate bar shape available. see Safety Barrier Curb sheet.



SLAB CONSTRUCTION JOINT DETAILS



* Adjust the construction joint to a clearance of 6 inches minimum from the panel joint.

Basic sequence	Sequence of Pours		Min. rate of pour cu. yds./hr. with retarder	No retarder
	Direction	Direction		
Alternate pours to the basic skip sequence are subject to the approval of the engineer in accordance with Sec 703.	1	2	25	25
Alternate "A" pours	1	3 + 2	50	50
Alternate "B" pours	1 + 3 + 2	1 to end	30	30

Note: The contractor shall pour and satisfactorily finish the slab pours at the rate given. Retarder, if used, shall be an approved type and retard the set of concrete to 2.5 hours.

SLAB POURING SEQUENCE

Note: For plan of Slab Showing Reinforcement, see Sheet No. 28.

For details of precast prestressed panels, see Sheet No. 24.
 For details and reinforcement of safety barrier curbs not shown, see Sheets No. 29, 30, and 31.
 For Theoretical Bottom of Slab Elevations, see Sheet No. 18.
 For Theoretical Slab Haunching Diagram and Girder Camber Diagram, see Sheet No. 18.
 For details, and location of Slab Drains, see Sheet No. 25.