DESIGN NOTES

1. THIS DRAWING PROVIDES INFORMATION FOR THE DESIGNER AND IS NOT INTENDED TO BE COMPLETE OR DETAILED. THE DESIGNER IS RESPONSIBLE FOR MAKING DETAILS TO MEET COMMONLY ACCEPTED PRACTICES AND SPECIFICATIONS.


3. DESIGN DATA:

SKEW - THE DESIGN DATA ARE APPLICABLE TO STRUCTURES WITH SKEW AT OR LESS THAN 5 DEGREES.

LIVE LOADING - HD-85

LIVE LOAD - THE APPROXIMATE METHODS OF ANALYSIS GIVEN IN DISTRIBUTION ASABE/ANSI ARTICLES 4.62.3.2 HAVE BEEN USED. THE APPROXIMATE METHODS OF ANALYSIS ARE COMPARABLE TO THE APPROXIMATE METHODS OF ANALYSIS GIVEN IN THE "ASABE/ANSI BRIDGE DESIGN SPECIFICATIONS".

SUPERINCREASED - AS A SNOW LOAD OF 500 LBS PER SF PER RAIL (1ST-3RD) OR 500 LBS PER SF PER RAIL (4TH-7TH) IS APPLIED TO THE DIAPHRAGM.

SEAD LOAD - INTERMEDIATE DIAPHRAGM WIND IS BASED ON THE PROJECT WIND LOADS USED IN THE BRIDGE DESIGN. THE NUMBER OF DIAPHRAGMS SHOWN ON STANDARD DRAWING PD-27-07.

CONCRETE - NO. COMpressive STRENGTH AT 28 DAYS TO 7,000 psi.

MINIMUM COMPRESSIVE STRENGTH AT TIME OF INITIAL PRESTRESS INSTALLATION.

STEEL - MILD STEEL MINIMUM YIELD STRENGTH = 50 ksi.

PRESTRESSING - ASTM A416 LOW RELAXATION STRANDS.

STEEL - 0.75% INITIAL TENSION.

initial TENSION LOAD = 35.8KIP.

A SEVERE CORROSION ENVIRONMENT WAS ASSUMED IN DESIGNING THE TENDONS. THE TENSION LOSS FACTORS GIVEN IN ASABE/ANSI ARTICLES 4.62.2.3, 4.62.2.4, AND 4.62.2.5 ARE APPLICABLE TO ACCELERATED CORROSION ENVIRONMENT.

LOAD MODIFICATIONS FOR SUCTIVITY, RESIDUE, AND OPERATIONAL IMPORTANCE WERE NOT APPLIED TO EACH GENERAL AREA OF THE DRAWING AS PER ASABE/ANSI ARTICLES 4.62.2.3 AND 4.62.2.4.

STRAIN AREAS WERE NOT TRANSFORMED IN SECTION PROPERTY CALCULATIONS. MODIFIED BARS WERE NOT CONSIDERED IN DETERMINING THE STRENGTH OF THE STRUCTURE.

WHEN BOTH CONSIDERATION FOR DEFLECTION GIVEN IN ASABE/ANSI ARTICLES 4.62.6 AND THE CRITERIA FOR SPAN-TO-DEPTH RATIOS GIVEN IN ASABE/ANSI ARTICLES 4.62.6 ARE APPLIED, THE APPROPRIATE ESTIMATE OF TIME-DEPENDENT LOADING IS NOT APPLICABLE TO THE DRAWING.

CAMBER DATA GIVEN IS THE CALIBRATED CAMBER AT TIME OF RELEASE OR BEAM, INCLUDING CALIBRATION DEVICES AND TIGHTENING DEVICES. WHERE A CAMBER IS NOT CALIBRATED AT THE TIME OF RELEASE, THE CALIBRATED CAMBER TO BE USED IS THE CALIBRATION DATA GIVEN IN APPENDIX C. THE CALIBRATED CAMBER TO BE USED FOR CAMBER AT BUILDING, CANTILEVER, AND LONG-TERM CAMBER IN THE DRAWING.

6. ROADWAY DATA BASED ON THE FOLLOWING ROADWAY WIDTHS, MEASURED BETWEEN FACE OF BRIDGE RAIL:

24 FT. X WIDTH 17 FT. 12 FT.

6. ROADWAY DATA BASED ON THE FOLLOWING ROADWAY WIDTHS, MEASURED BETWEEN FACE OF BRIDGE RAIL:

24 FT. X WIDTH 17 FT. 12 FT.

6. ROADWAY DATA BASED ON THE FOLLOWING ROADWAY WIDTHS, MEASURED BETWEEN FACE OF BRIDGE RAIL:

24 FT. X WIDTH 17 FT. 12 FT.

6. ROADWAY DATA BASED ON THE FOLLOWING ROADWAY WIDTHS, MEASURED BETWEEN FACE OF BRIDGE RAIL:

24 FT. X WIDTH 17 FT. 12 FT.

6. ROADWAY DATA BASED ON THE FOLLOWING ROADWAY WIDTHS, MEASURED BETWEEN FACE OF BRIDGE RAIL:

24 FT. X WIDTH 17 FT. 12 FT.

6. ROADWAY DATA BASED ON THE FOLLOWING ROADWAY WIDTHS, MEASURED BETWEEN FACE OF BRIDGE RAIL:

24 FT. X WIDTH 17 FT. 12 FT.

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