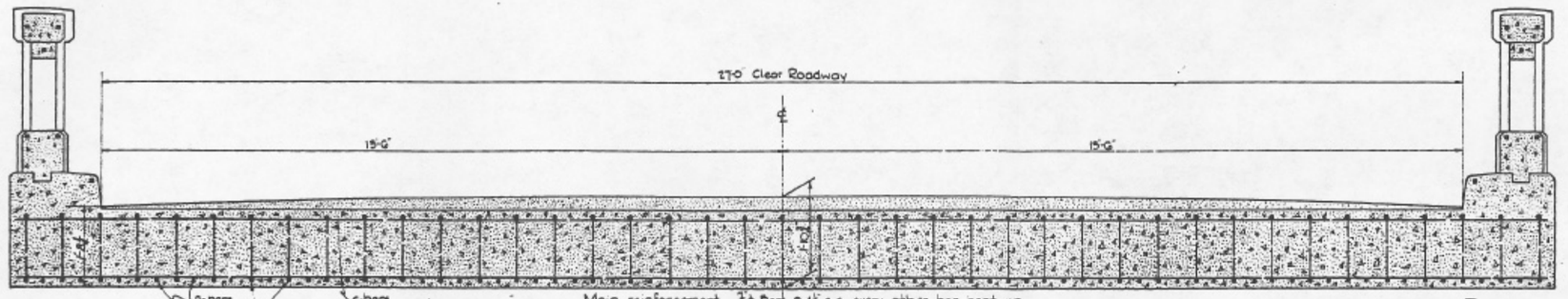
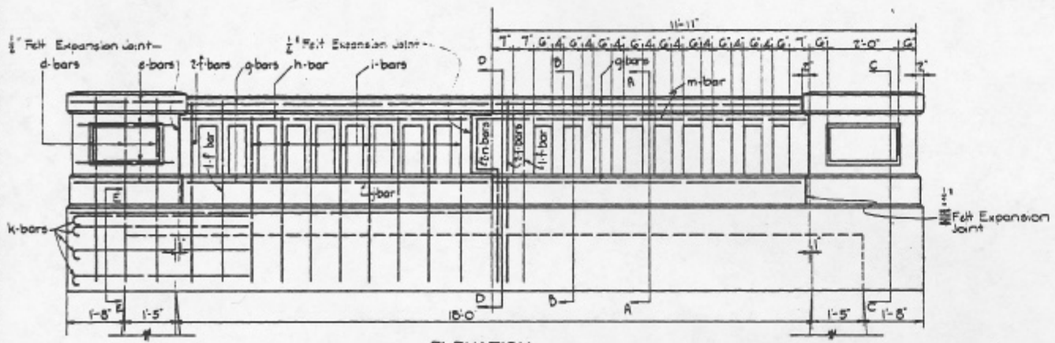
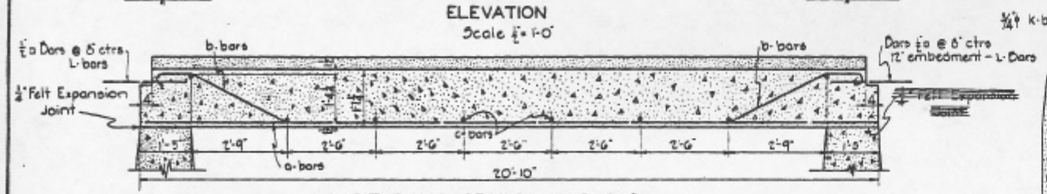


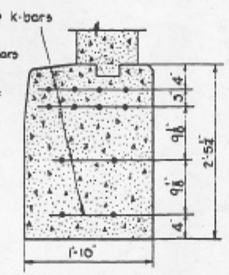
CROSS SECTION OF ROADWAY
Scale ¾" = 1'-0"



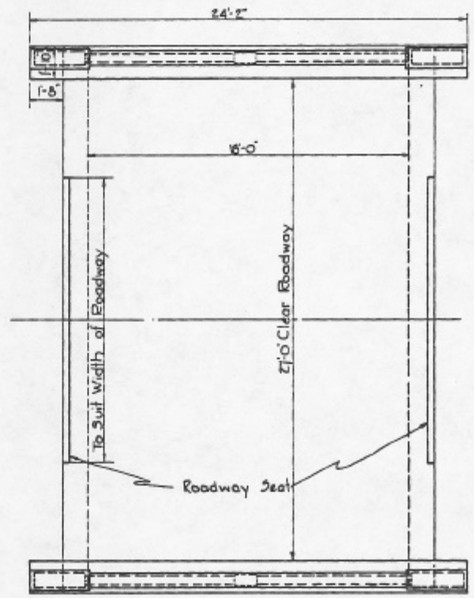
ELEVATION
Scale ½" = 1'-0"



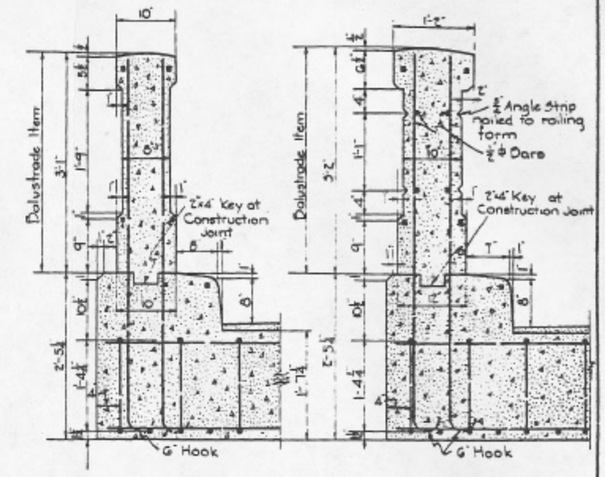
LONGITUDINAL SECTION ALONG ℄
Scale ½" = 1'-0"



SECTION E-E
Scale 1" = 1'-0"

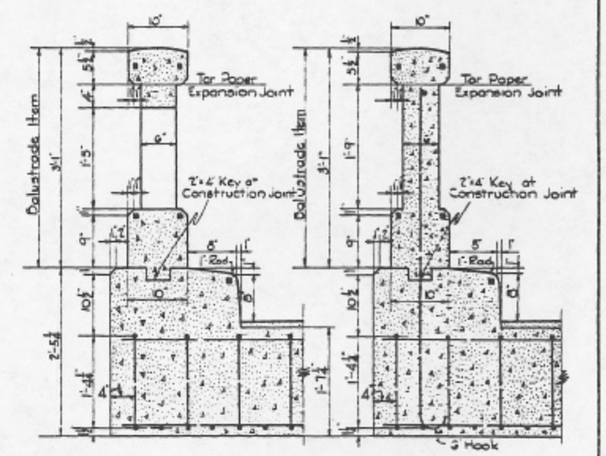


PLAN
Scale ¼" = 1'-0"



SECTION D-D
Scale 1" = 1'-0"

SECTION C-C
Scale 1" = 1'-0"



SECTION B-B
Scale 1" = 1'-0"

SECTION A-A
Scale 1" = 1'-0"

APPROXIMATE SUPERSTRUCTURE QUANTITIES FOR PRELIMINARY ESTIMATE ONLY
45.69 C. Yds. Concrete Excluding Balustrades
4.12 C. Yds. Concrete in Balustrades

TOTAL WEIGHT OF REINFORCING STEEL = 5,169#

Note	No.	Size	Length	Total Length	Wt. #/ft.	Total Weight	Description
a	40	7/8"φ	20'-7"	823'-4"	2.04	1679.6	20'-7"
b	41	7/8"φ	21'-11"	898'-7"	2.04	1833.1	6" hook 0'-11½" 3'-5" 12'-6" 2'-9" 0'-11½" 6" hook
c	8	7/8"φ	30'-5"	243'-4"	2.04	496.4	30'-5"
d	24	½"□	5'-10"	140'-0"	.85	119.0	5'-6" 6" hook
e	32	½"□	2'-10"	90'-8"	.85	77.1	2'-10"
f	12	½"□	5'-9"	69'-0"	.85	58.7	5'-5" 6" hook
g	16	½"□	8'-7"	137'-4"	.85	116.7	8'-7"
h	2	½"□	8'-2"	16'-4"	.85	13.9	8'-2"
i	34	½"□	5'-4"	181'-4"	.85	154.1	4'-10" 6" hook
j	2	½"□	25'-10"	47'-8"	.85	40.5	25'-10"
k	48	3/4"φ	5'-8"	272'-0"	1.50	408.0	5'-0" 6" hook
* L	80	½"□	2'-0"	160'-0"	.85	136.0	2'-0"
m	2	½"□	9'-4"	18'-8"	.85	15.9	9'-4"
n	4	½"□	5'-10"	23'-4"	.85	19.8	6" hook 5'-5" 1'-0" Vary with skew of roadway from direction of roadway

* These bars to be omitted if roadway surfacing is of other material than concrete.

General Notes
All concrete in superstructure to be Class A, 1-2-4 Mix
All steel to be deformed bars
All intersecting bars shall be rigidly wired together with No. 16 annealed wire
Interior and exterior paneling on end posts to be same
Cost of felt expansion joints to be included in cost of Class A concrete
Specifications - Latest S.R.C. Specifications
Loading H-20 as per U.S. Dept. of Agriculture Bulletin #1259

REVISIONS
1. Expansion joints at end posts in handrail changed from ½" to ¾". Expansion joint removed from bridge seat at one end of span. 4-28-51 W.J.M.

STATE OF MARYLAND
STATE ROADS COMMISSION
BALTIMORE, MD.

STANDARD 18'-0" SLAB BRIDGE
SUPERSTRUCTURE DETAILS

SCALE Various | Mar. 1, 1950 | CONTRACT

MADE BY J.L.B.
TRACED BY C.T.
CHECKED BY
CORRECT
5/5/30
BRIDGE ENGINEER
APPROVED
CHIEF ENGINEER
SHEET NO.