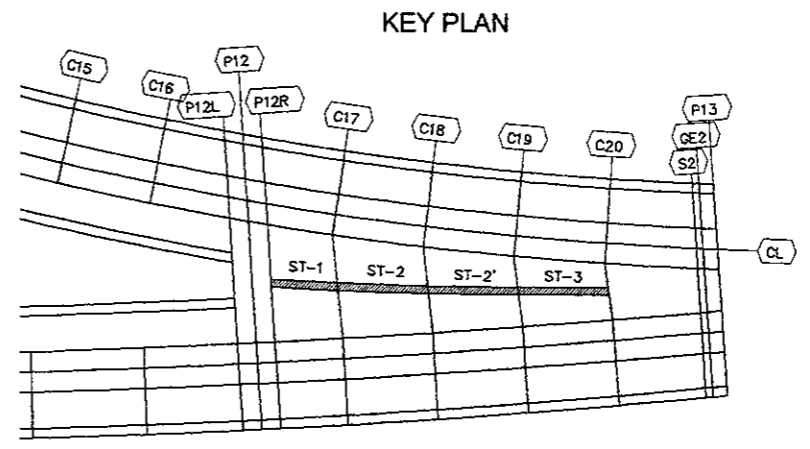
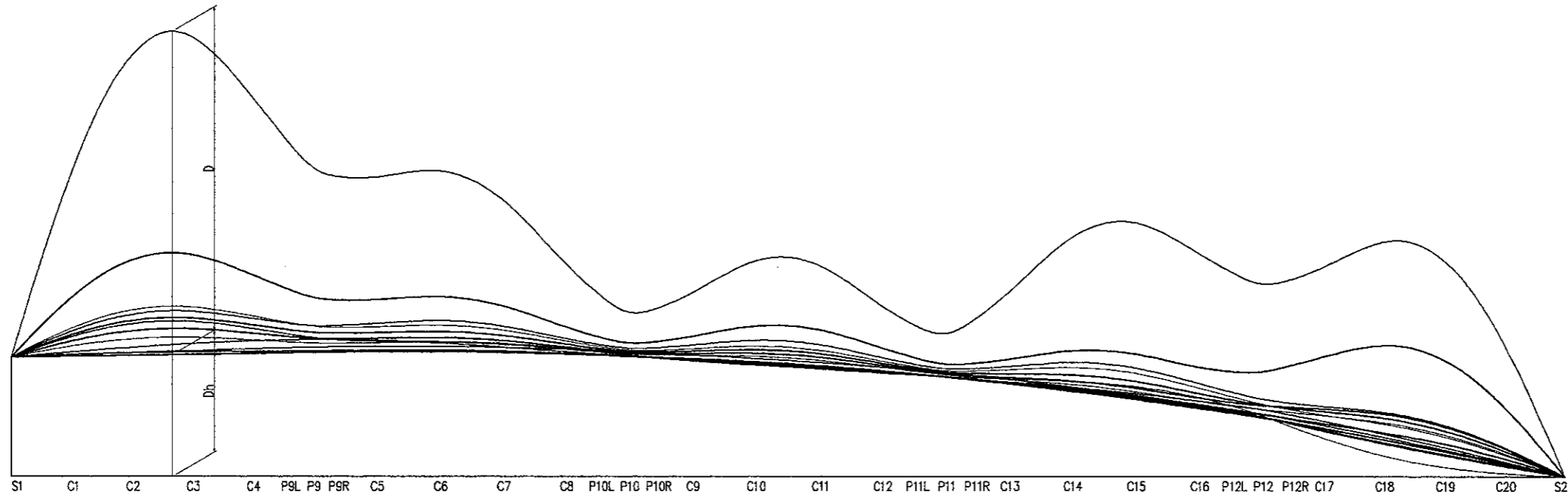


| | L1 | L2 | t1 |
|-------|------|----|----|
| (C17) | 1200 | 44 | 36 |
| (C18) | 800 | 60 | 20 |
| (C19) | 800 | 60 | 20 |



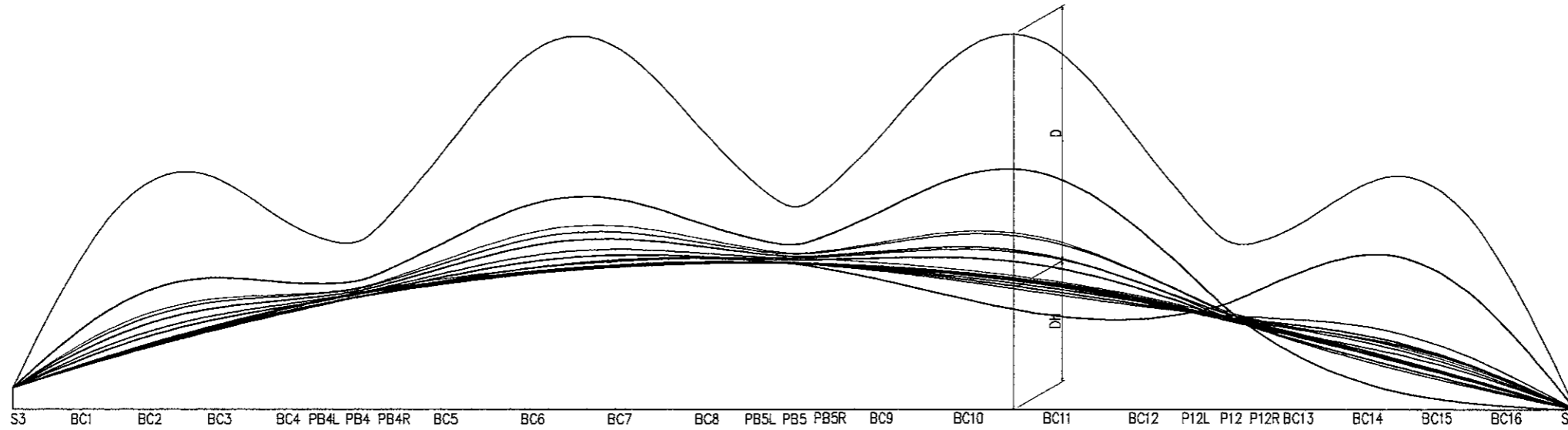
- NOTES :**
1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 3. MARK "*" SHALL BE HIGH TENSION TORSION TYPE BOLT

| DESIGNED BY | | CHECKED BY | | SUBMITTED BY | |
|-------------|-----------|------------|------------|--------------|-----------|
| Name | S. MATSUI | Name | T. OKUMURA | Name | M. KIUCHI |
| Sign | | Sign | | Sign | |
| Date | | Date | | Date | |



| | | S1 | C1 | C2 | C3 | C4 | P9L | P9 | P9R | C5 | C6 | C7 | C8 | P10L | P10 | P10R | C9 | C10 | C11 | C12 | P11L | P11 | P11R | C13 | C14 | C15 | C16 | P12L | P12 | P12R | C17 | C18 | C19 | C20 | S2 | |
|-----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| DUE TO VERTICAL ALIGNEMENT | Dh | 945.6 | 953.1 | 960.5 | 968.0 | 975.5 | 981.4 | 982.9 | 984.5 | 989.7 | 990.2 | 984.1 | 971.3 | 956.3 | 951.9 | 947.2 | 928.9 | 903.9 | 872.2 | 833.9 | 798.5 | 788.9 | 779.0 | 737.2 | 678.9 | 613.9 | 542.2 | 484.8 | 468.1 | 451.2 | 382.8 | 295.6 | 202.2 | 102.9 | 0.0 | |
| DUE TO FUTURE OVERLAY | D1 | 0.0 | 1.3 | 2.1 | 2.1 | 1.6 | 1.2 | 1.1 | 1.1 | 1.0 | 1.2 | 1.0 | 0.5 | 0.3 | 0.3 | 0.3 | 0.4 | 0.8 | 0.8 | 0.5 | 0.3 | 0.3 | 0.3 | 0.5 | 0.8 | 0.9 | 0.8 | 0.9 | 1.0 | 1.1 | 1.5 | 2.1 | 2.1 | 1.4 | 0.0 | |
| DUE TO DECK SLAB | D2 | 0.0 | 5.1 | 8.1 | 8.2 | 6.2 | 4.6 | 4.4 | 4.1 | 4.0 | 4.5 | 3.9 | 2.1 | 1.1 | 1.1 | 1.0 | 1.7 | 3.1 | 3.2 | 1.8 | 1.0 | 1.0 | 1.0 | 1.9 | 3.4 | 3.8 | 3.1 | 3.3 | 3.6 | 3.9 | 5.7 | 7.8 | 7.8 | 5.0 | 0.0 | |
| DUE TO RAILLING AND MEDIAN | D3 | 0.0 | 2.4 | 3.8 | 3.9 | 2.9 | 2.2 | 2.1 | 2.0 | 1.9 | 2.2 | 1.9 | 1.0 | 0.5 | 0.5 | 0.5 | 0.8 | 1.4 | 1.4 | 0.8 | 0.5 | 0.5 | 0.5 | 1.1 | 2.0 | 2.2 | 1.6 | 1.1 | 1.1 | 1.0 | 1.0 | 1.3 | 1.3 | 0.8 | 0.0 | |
| DUE TO PAVEMENT OVERLAY | D4 | 0.0 | 0.9 | 1.4 | 1.4 | 1.1 | 0.8 | 0.7 | 0.7 | 0.7 | 0.8 | 0.7 | 0.4 | 0.2 | 0.2 | 0.2 | 0.3 | 0.5 | 0.5 | 0.3 | 0.2 | 0.2 | 0.2 | 0.3 | 0.6 | 0.6 | 0.5 | 0.6 | 0.6 | 0.7 | 1.0 | 1.4 | 1.4 | 0.9 | 0.0 | |
| DUE TO DECK SLAB | D5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| DUE TO STEEL WEIGH | D6 | 0.0 | 1.9 | 2.9 | 3.0 | 2.3 | 1.7 | 1.6 | 1.5 | 1.5 | 1.7 | 1.4 | 0.8 | 0.4 | 0.4 | 0.4 | 0.6 | 1.1 | 1.1 | 0.6 | 0.4 | 0.4 | 0.4 | 0.7 | 1.4 | 1.5 | 1.2 | 1.0 | 1.0 | 1.0 | 1.3 | 1.8 | 1.8 | 1.1 | 0.0 | |
| DUE TO HAUNCH | D7 | 0.0 | 2.2 | 3.5 | 3.5 | 2.7 | 2.2 | 2.1 | 2.0 | 2.2 | 2.6 | 2.2 | 1.2 | 0.6 | 0.6 | 0.6 | 1.1 | 1.9 | 1.9 | 1.1 | 0.6 | 0.7 | 0.7 | 1.3 | 2.4 | 2.6 | 2.0 | 1.5 | 1.5 | 1.5 | 1.7 | 2.2 | 2.2 | 1.4 | 0.0 | |
| DUE TO COPPING | D8 | 0.0 | 0.3 | 0.6 | 0.9 | 1.0 | 1.0 | 1.0 | 1.0 | 0.9 | 0.7 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | -0.1 | -0.1 | -0.1 | -0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.5 | 0.6 | 0.6 | 0.6 | 0.6 | 0.5 | 0.3 | 0.2 | 0.0 | |
| DUE TO PIER | D9 | 0.0 | 0.1 | 0.2 | 0.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.1 | 0.1 | 0.0 |
| DUE TO OUTER GUTTER AND MEDIAN | D10 | 0.0 | 1.7 | 2.7 | 2.7 | 2.0 | 1.3 | 1.2 | 1.0 | 0.8 | 0.8 | 0.7 | 0.4 | 0.1 | 0.1 | 0.0 | -0.1 | -0.2 | -0.2 | -0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| DUE TO FALLING FENCE FOR RAILLING | D11 | 0.0 | 0.1 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| DUE TO FUTURE OVERLAY (RAMP) | D12 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.3 | 0.2 | 0.1 | 0.0 | 0.0 | -0.2 | -0.4 | -0.3 | -0.2 | 0.0 | |
| DUE TO DECK SLAB (RAMP) | D13 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.1 | -0.1 | -0.2 | -0.2 | 0.0 | 0.1 | 0.4 | 0.8 | 1.1 | 1.0 | 0.4 | 0.2 | -0.1 | -0.8 | -1.4 | -1.3 | -0.8 | 0.0 | |
| DUE TO RAILLING AND MEDIAN (RAMP) | D14 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.3 | 0.3 | 0.1 | 0.1 | 0.0 | -0.2 | -0.3 | -0.2 | -0.1 | 0.0 | |
| DUE TO PAVEMENT OVERLAY (RAMP) | D15 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.1 | 0.0 | 0.0 | -0.1 | -0.2 | -0.2 | -0.1 | 0.0 | |
| DUE TO DECK SLAB (RAMP) | D16 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.4 | 0.6 | 0.6 | 0.4 | 0.0 | | |
| DUE TO STEEL WEIGH (RAMP) | D17 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.3 | 0.3 | 0.4 | 0.6 | 0.7 | 0.5 | 0.0 | | |
| TOTAL DEFLECTION | D | 0.0 | 16.0 | 25.5 | 26.2 | 20.2 | 15.4 | 14.7 | 13.9 | 13.5 | 14.9 | 12.7 | 6.9 | 3.7 | 3.5 | 3.3 | 5.0 | 8.6 | 8.6 | 5.0 | 3.2 | 3.4 | 3.6 | 7.0 | 12.8 | 14.7 | 12.2 | 10.5 | 10.6 | 10.6 | 12.5 | 16.2 | 16.3 | 10.4 | 0.0 | |

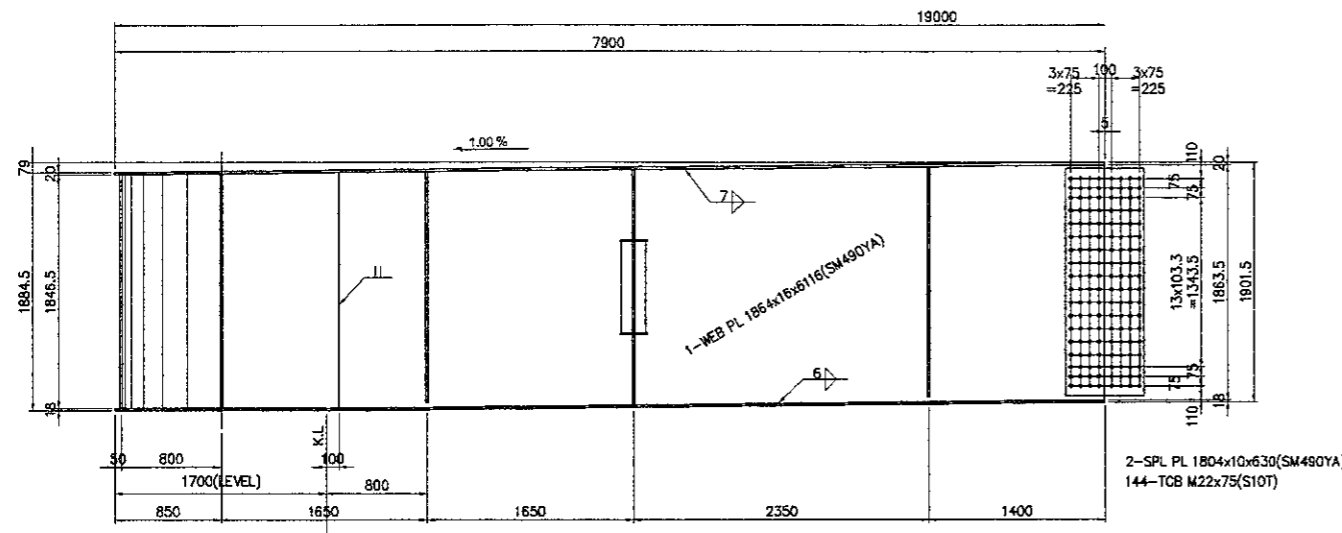
DEAD LOAD CAMBER DIAGRAM OF GIRDER
 NOT TO SCALE



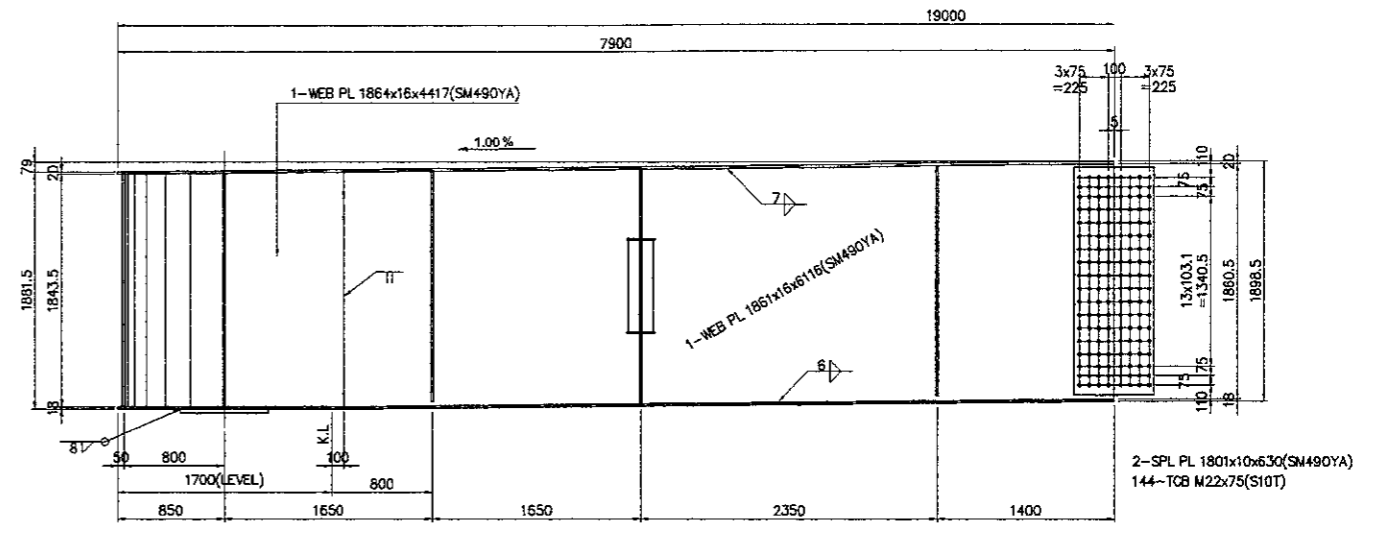
| | | S3 | BC1 | BC2 | BC3 | BC4 | PB4L | PB4 | PB4R | BC5 | BC6 | BC7 | BC8 | PB5L | PB5 | PB5R | BC9 | BC10 | BC11 | BC12 | P12L | P12 | P12R | BC13 | BC14 | BC15 | BC16 | S2 |
|-----------------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| DUE TO VERTICAL ALIGNEMENT | Dh | 150.6 | 306.8 | 447.3 | 572.2 | 681.5 | 756.8 | 775.1 | 792.7 | 870.5 | 941.6 | 988.3 | 1010.3 | 1009.8 | 1007.6 | 1004.8 | 980.3 | 928.3 | 851.7 | 750.4 | 631.3 | 608.7 | 585.8 | 500.9 | 383.8 | 260.5 | 131.6 | 0.0 |
| DUE TO FUTURE OVERLAY | D1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | -0.2 | -0.5 | -0.6 | -0.4 | 0.2 | 0.4 | 0.5 | 1.2 | 2.0 | 2.1 | 1.3 | 0.0 |
| DUE TO DECK SLAB | D2 | 0.0 | -0.1 | -0.1 | -0.1 | -0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.4 | 0.5 | 0.4 | 0.0 | -0.1 | -0.1 | -0.8 | -1.8 | -2.2 | -1.4 | 0.7 | 1.3 | 2.0 | 4.5 | 7.3 | 7.5 | 4.8 | 0.0 |
| DUE TO RAILLING AND MEDIAN | D3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| DUE TO PAVEMENT OVERLAY | D4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | -0.2 | -0.3 | -0.4 | -0.3 | 0.1 | 0.2 | 0.4 | 0.8 | 1.3 | 1.4 | 0.9 | 0.0 |
| DUE TO DECK SLAB | D5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DUE TO STEEL WEIGHT | D6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.1 | -0.2 | -0.2 | -0.1 | 0.1 | 0.2 | 0.3 | 0.5 | 0.8 | 0.9 | 0.6 | 0.0 |
| DUE TO HAUNCH | D7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.1 | -0.1 | -0.2 | 0.0 | 0.2 | 0.3 | 0.3 | 0.6 | 1.0 | 1.1 | 0.7 | 0.0 |
| DUE TO COPPING | D8 | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.0 |
| DUE TO PIER | D9 | 0.0 | 0.1 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.1 | 0.1 | 0.0 |
| DUE TO OUTER GUTTER AND MEDIAN | D10 | 0.0 | -0.1 | -0.2 | -0.1 | -0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DUE TO FALLING FENCE FOR RAILLING | D11 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| DUE TO FUTURE OVERLAY (RAMP) | D12 | 0.0 | 0.7 | 1.1 | 0.9 | 0.5 | 0.3 | 0.3 | 0.3 | 0.7 | 1.3 | 1.3 | 0.6 | 0.3 | 0.3 | 0.4 | 1.0 | 1.9 | 2.1 | 1.2 | 0.3 | 0.2 | 0.0 | -0.4 | -0.6 | -0.5 | -0.3 | 0.0 |
| DUE TO DECK SLAB (RAMP) | D13 | 0.0 | 2.9 | 4.2 | 3.5 | 1.8 | 1.1 | 1.1 | 1.2 | 2.8 | 5.2 | 5.0 | 2.4 | 1.2 | 1.3 | 1.4 | 3.8 | 7.5 | 8.1 | 4.8 | 1.2 | 0.6 | 0.0 | -1.5 | -2.2 | -2.0 | -1.1 | 0.0 |
| DUE TO RAILLING AND MEDIAN (RAMP) | D14 | 0.0 | 1.5 | 2.2 | 1.9 | 1.0 | 0.6 | 0.6 | 0.6 | 1.4 | 2.6 | 2.5 | 1.3 | 0.6 | 0.6 | 0.6 | 1.6 | 3.1 | 3.2 | 1.8 | 0.6 | 0.5 | 0.3 | 0.2 | 0.4 | 0.6 | 0.5 | 0.0 |
| DUE TO PAVEMENT OVERLAY (RAMP) | D15 | 0.0 | 0.5 | 0.7 | 0.6 | 0.3 | 0.2 | 0.2 | 0.2 | 0.5 | 0.9 | 0.9 | 0.4 | 0.2 | 0.2 | 0.2 | 0.6 | 1.3 | 1.4 | 0.8 | 0.2 | 0.1 | 0.0 | -0.3 | -0.4 | -0.3 | -0.2 | 0.0 |
| DUE TO DECK SLAB (RAMP) | D16 | 0.0 | 1.2 | 1.7 | 1.4 | 0.7 | 0.4 | 0.4 | 0.4 | 1.1 | 2.1 | 2.0 | 1.0 | 0.5 | 0.5 | 0.5 | 1.1 | 2.1 | 2.2 | 1.2 | 0.5 | 0.4 | 0.4 | 0.6 | 1.1 | 1.3 | 0.8 | 0.0 |
| DUE TO STEEL WEIGHT (RAMP) | D17 | 0.0 | 1.7 | 2.5 | 2.1 | 1.0 | 0.6 | 0.6 | 0.7 | 1.6 | 3.1 | 3.0 | 1.5 | 0.7 | 0.7 | 0.7 | 1.7 | 3.3 | 3.4 | 1.9 | 0.7 | 0.6 | 0.5 | 0.6 | 1.1 | 1.4 | 0.9 | 0.0 |
| TOTAL DEFLECTION | D | 0.0 | 8.5 | 12.4 | 10.6 | 5.6 | 3.7 | 3.8 | 4.0 | 9.2 | 16.6 | 16.1 | 8.4 | 3.8 | 3.9 | 3.9 | 8.9 | 17.0 | 17.5 | 10.3 | 5.5 | 5.4 | 5.3 | 7.4 | 12.4 | 13.8 | 9.1 | 0.0 |

DEAD LOAD CAMBER DIAGRAM OF GIRDER
 NOT TO SCALE

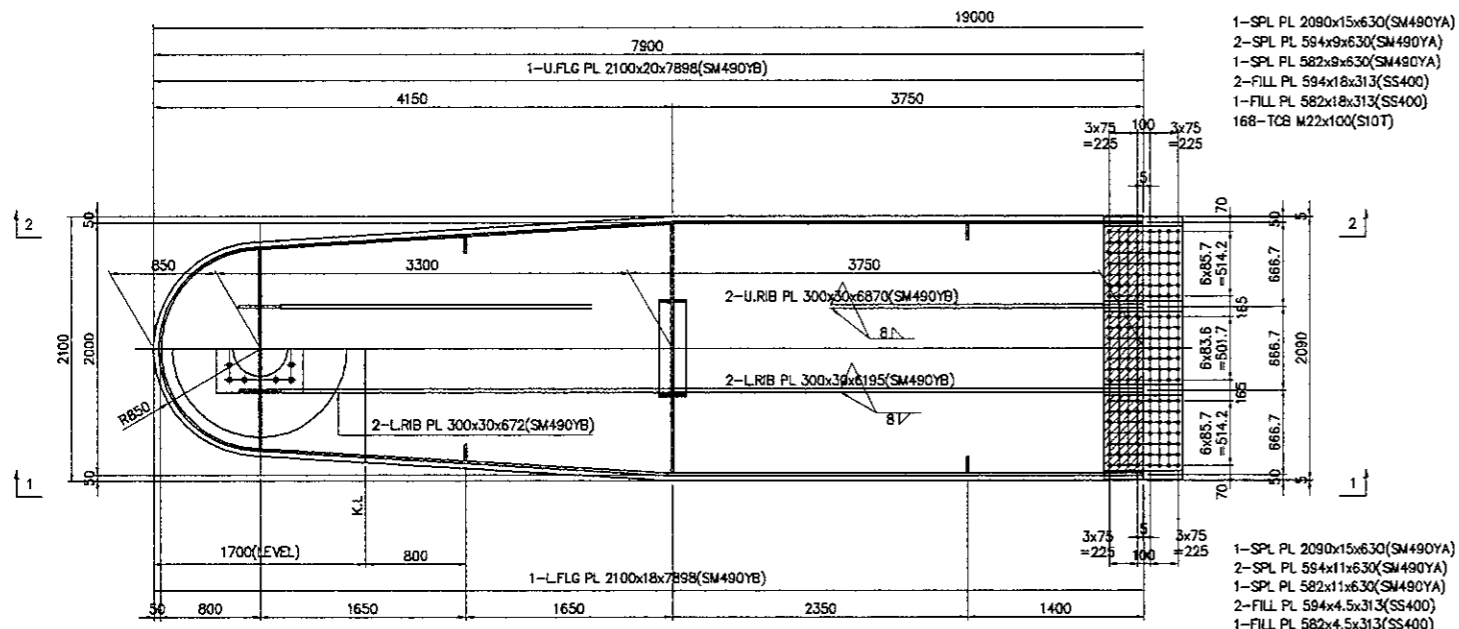
| DESIGNED BY | CHECKED BY | SUBMITTED BY |
|-----------------|------------------|-----------------|
| Name: S. MATSUI | Name: T. OKUMURA | Name: M. KIUCHI |
| Sign | Sign | Sign |
| Date | Date | Date |



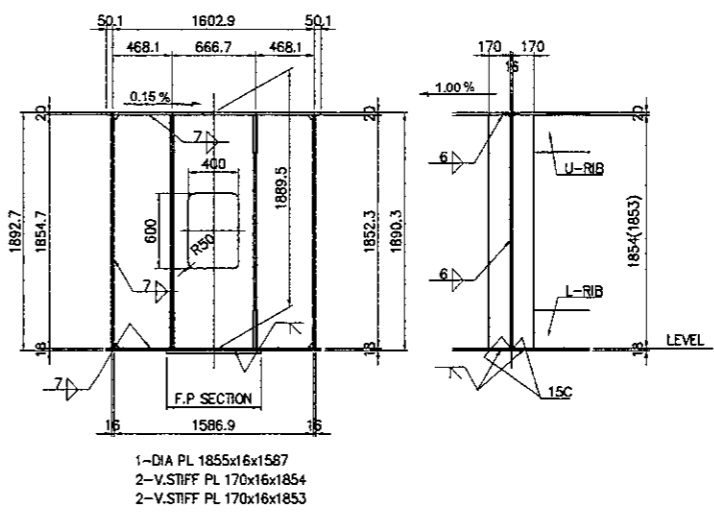
SECTION 1-1
 SCALE : 1:60



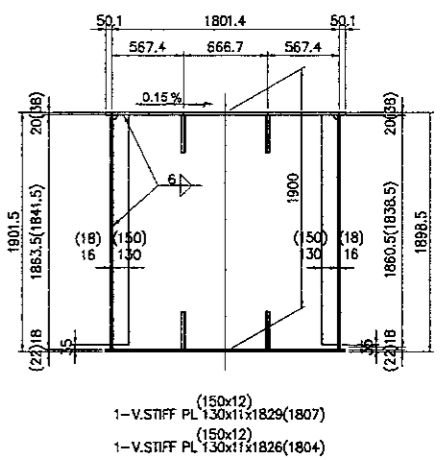
SECTION 2-2
 SCALE : 1:60



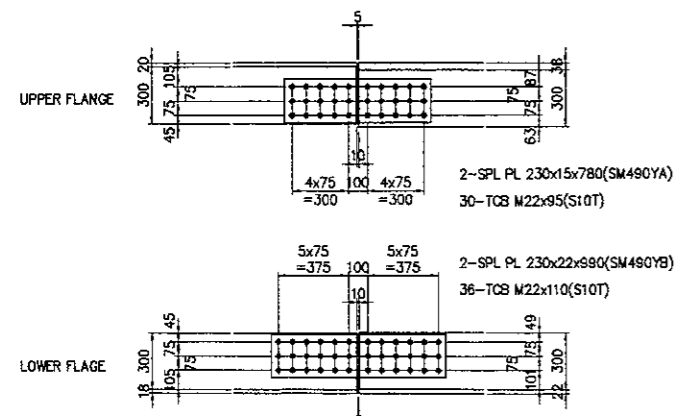
PLAN
 SCALE : 1:60



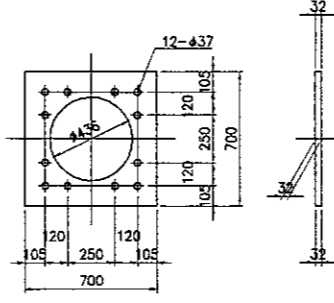
DETAIL D1
 SCALE : 1:60



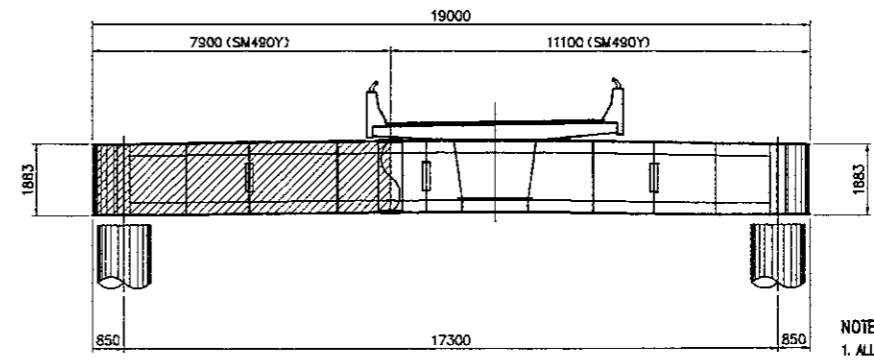
DETAIL ST1 (ST6)
 SCALE : 1:60



VERTICAL RIB
 SCALE : 1:40



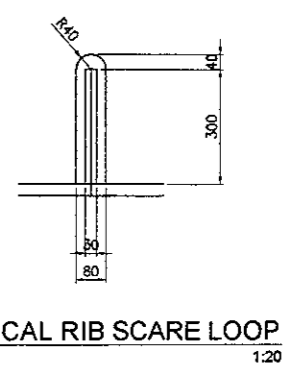
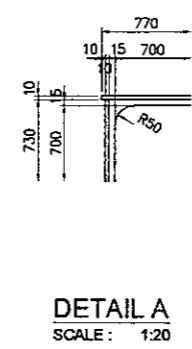
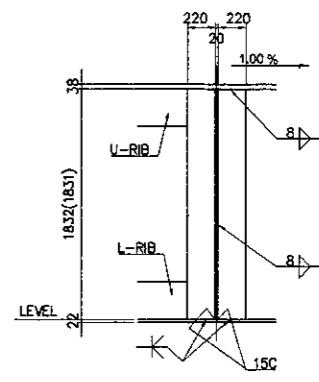
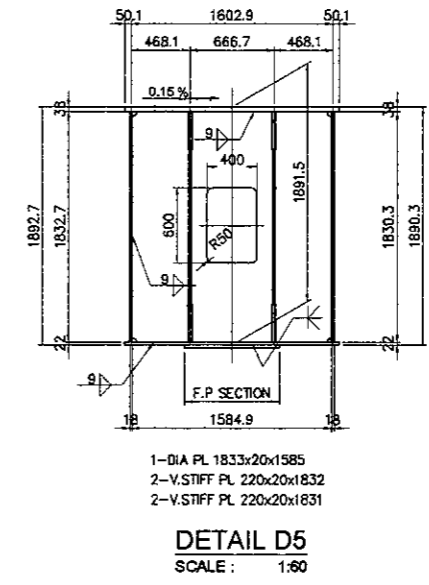
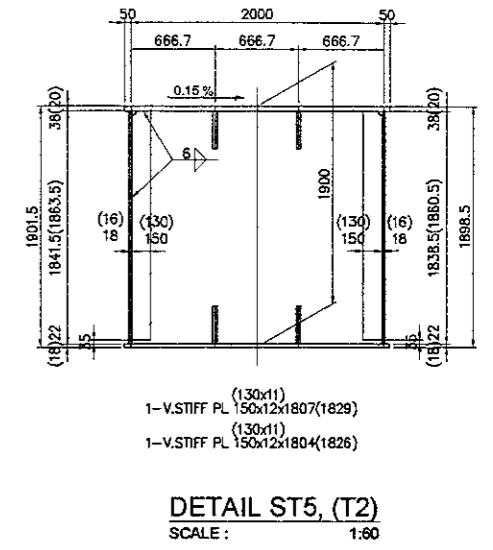
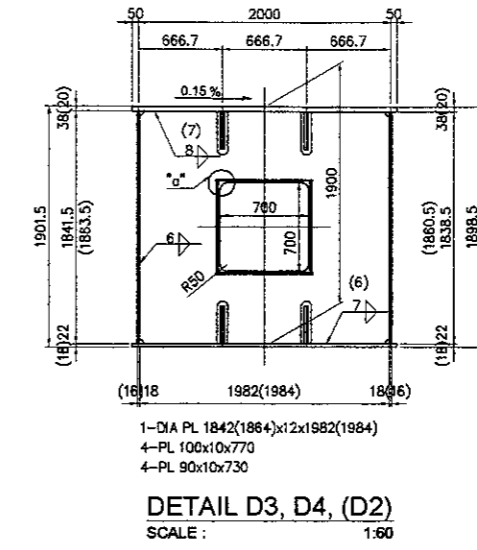
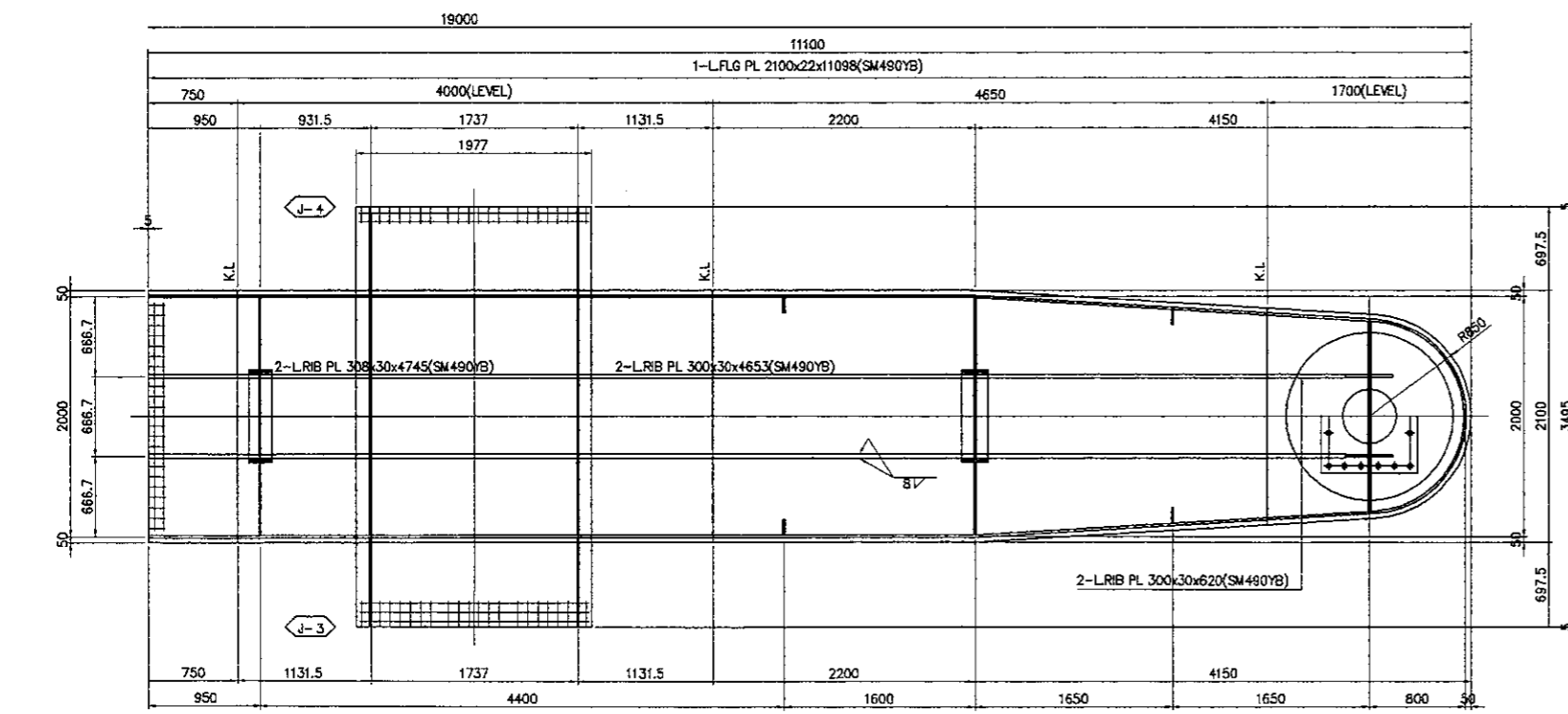
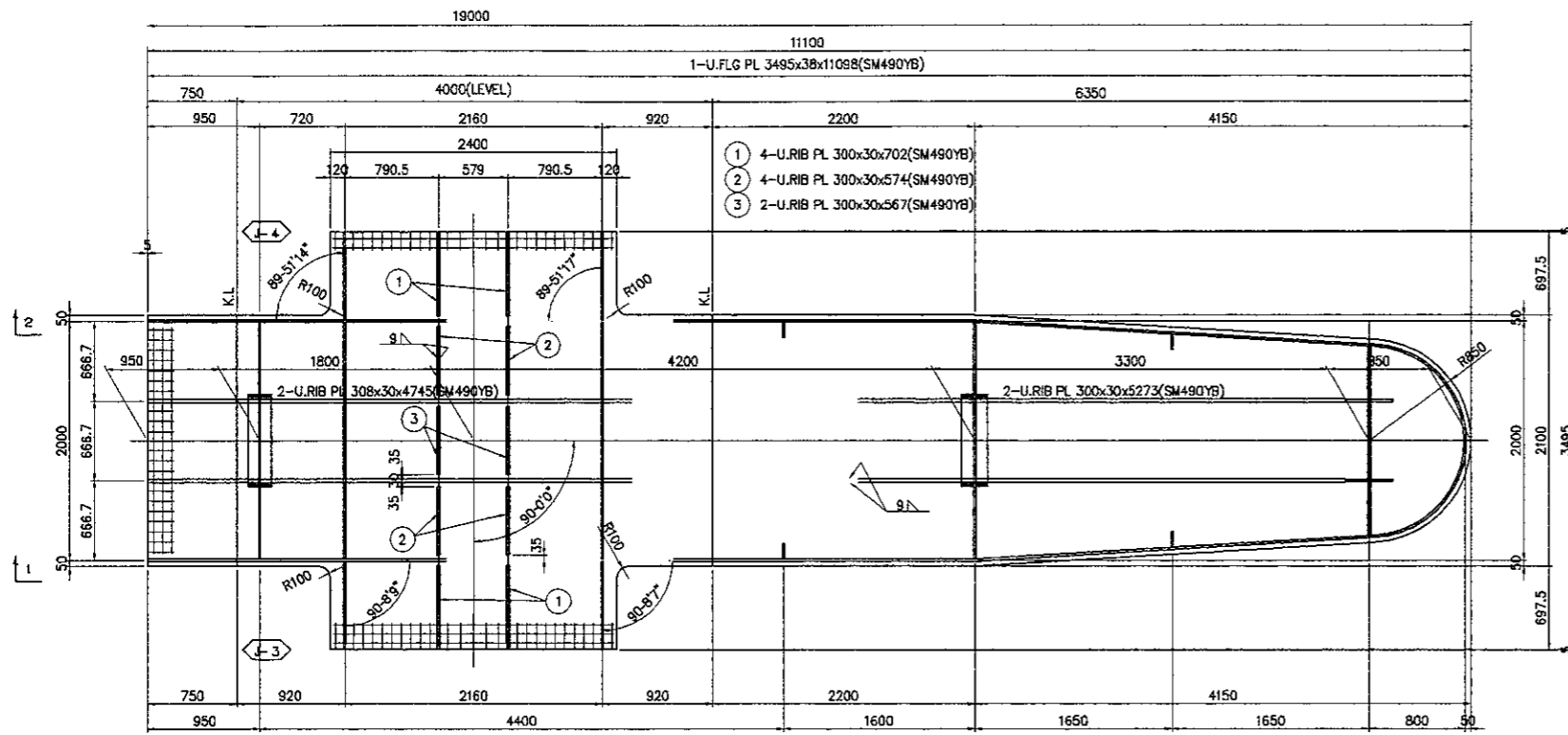
SOPE PLATE
 SCALE : 1:40



KEY PLAN
 SCALE : 1:200

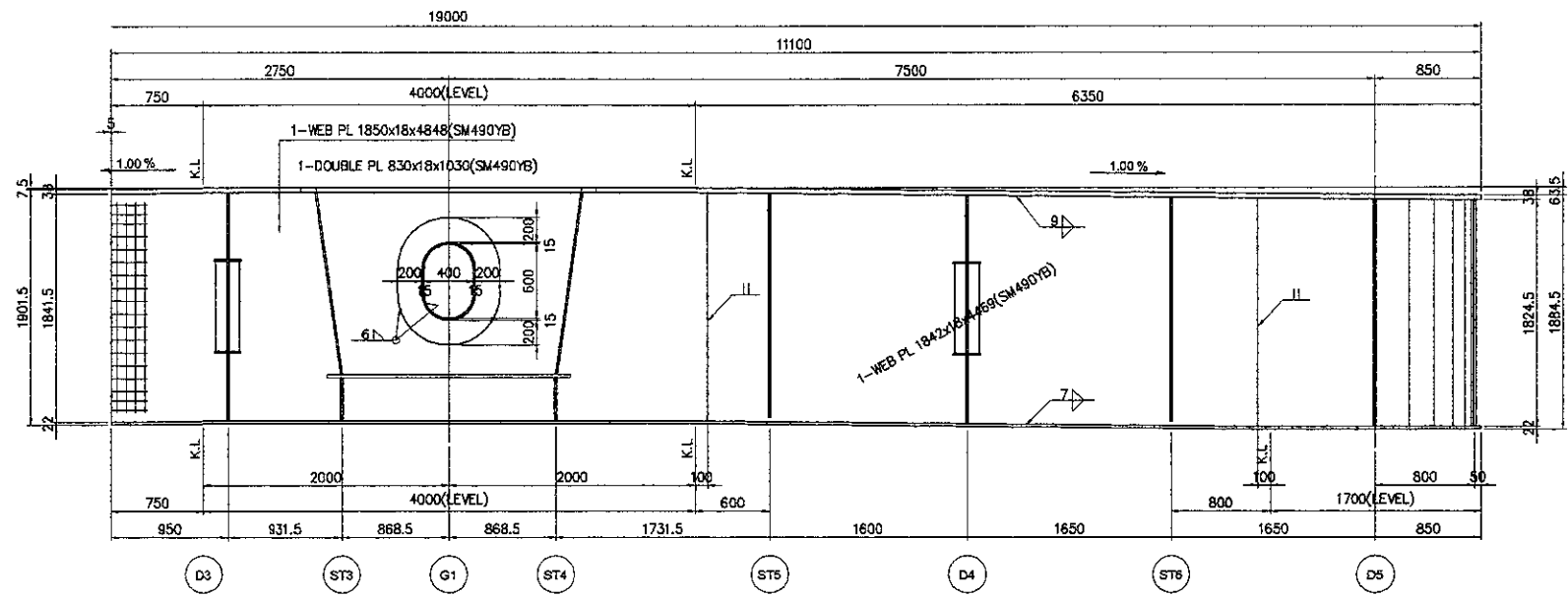
NOTES:
 1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 3. MARK "+" SHALL BE HIGH TENSION TORSON TYPE BOLT

| DESIGNED BY | | CHECKED BY | | SUBMITTED BY | |
|-------------|-----------|------------|------------|--------------|-----------|
| Name | S. MATSUI | Name | T. OKUMURA | Name | M. KIUCHI |
| Sign | | Sign | | Sign | |
| Date | | Date | | Date | |

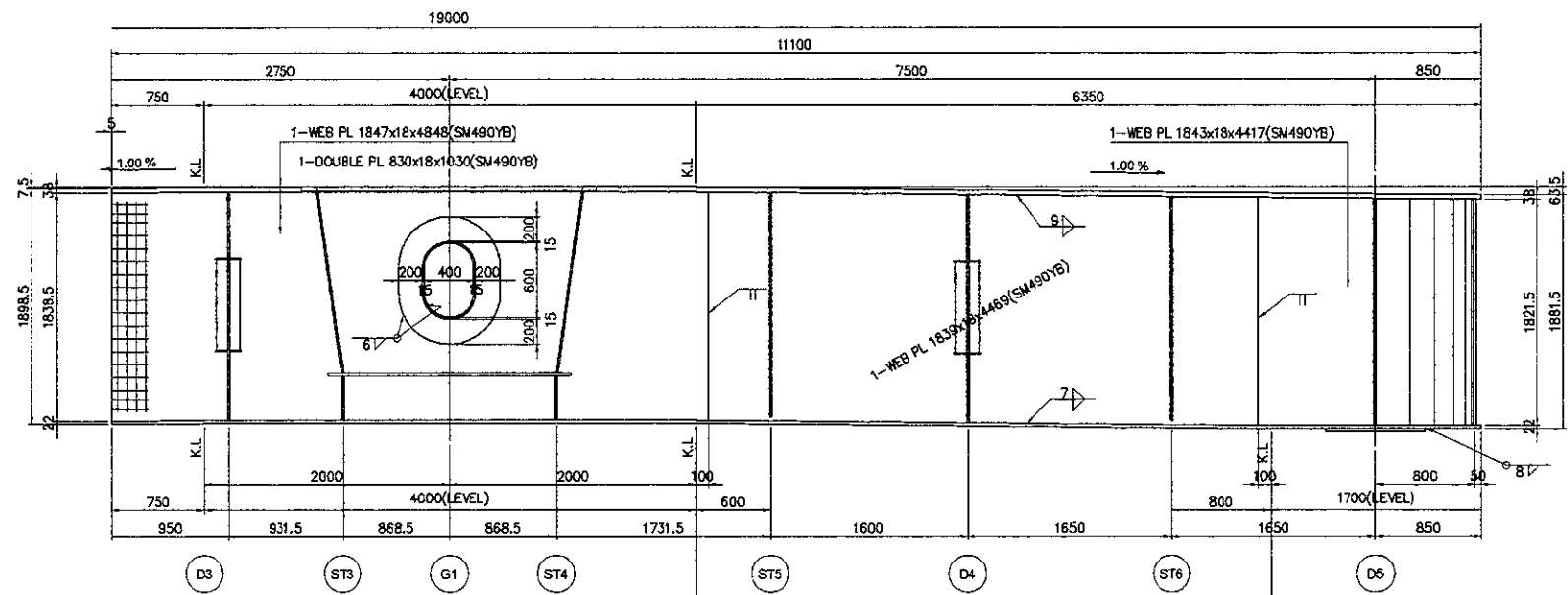


NOTES:
 1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 3. MARK "*" SHALL BE HIGH TENSION TORSION TYPE BOLT

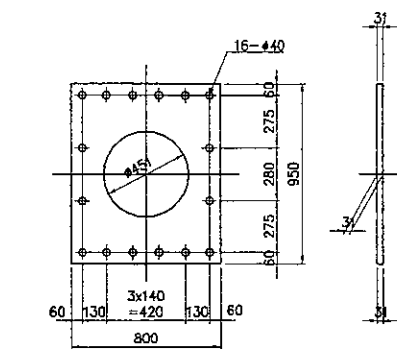
| DESIGNED BY | | CHECKED BY | | SUBMITTED BY | |
|-------------|-----------|------------|------------|--------------|-----------|
| Name | S. MATSUI | Name | T. OKUMURA | Name | M. KIUCHI |
| Sign | | Sign | | Sign | |
| Date | | Date | | Date | |



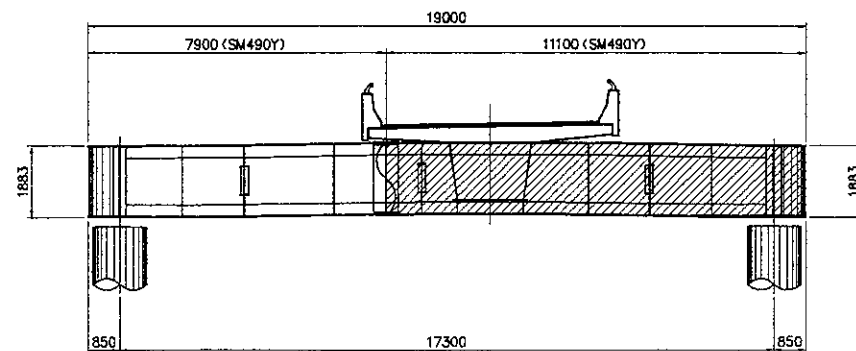
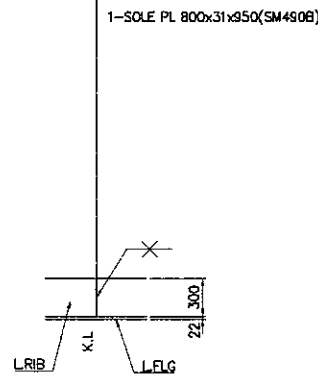
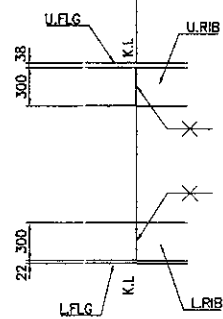
SECTION 2-2
 SCALE : 1:60



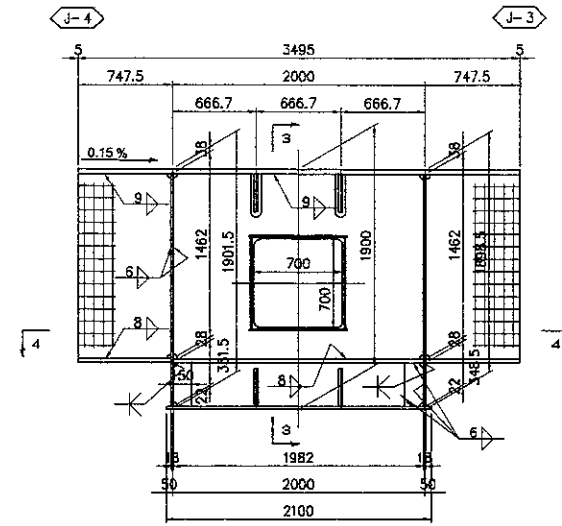
SECTION 1-1
 SCALE : 1:60



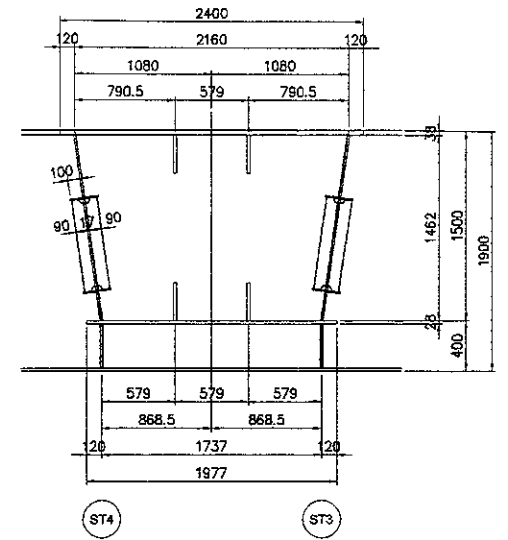
SOPE PLATE
 SCALE : 1:40



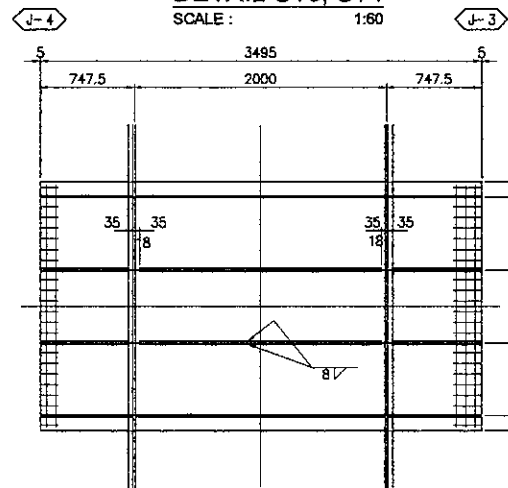
KEY PLAN
 SCALE : 1:200



DETAIL ST3, ST4
 SCALE : 1:60



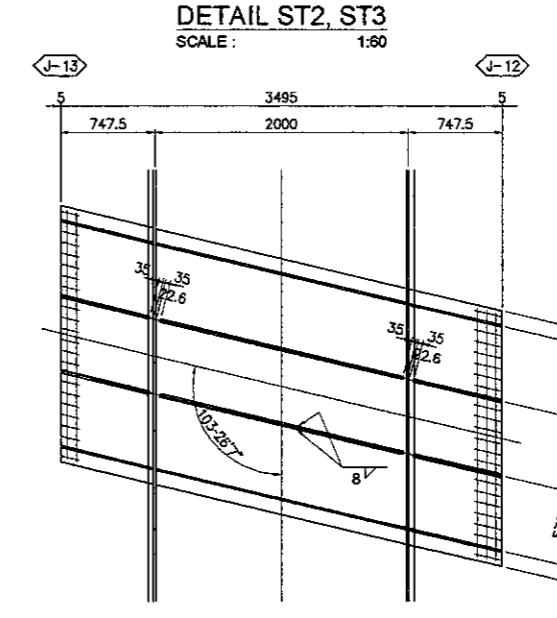
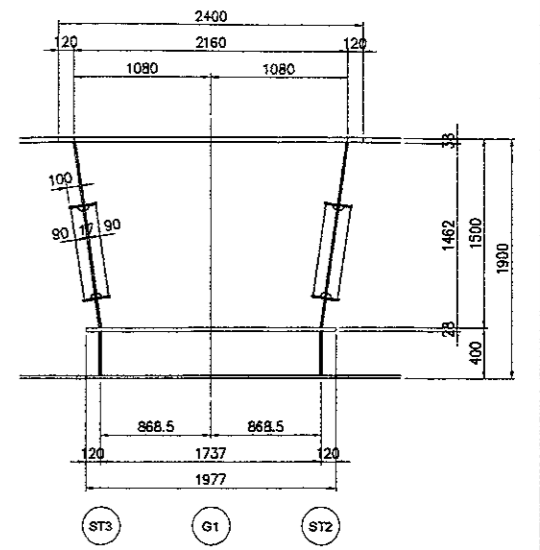
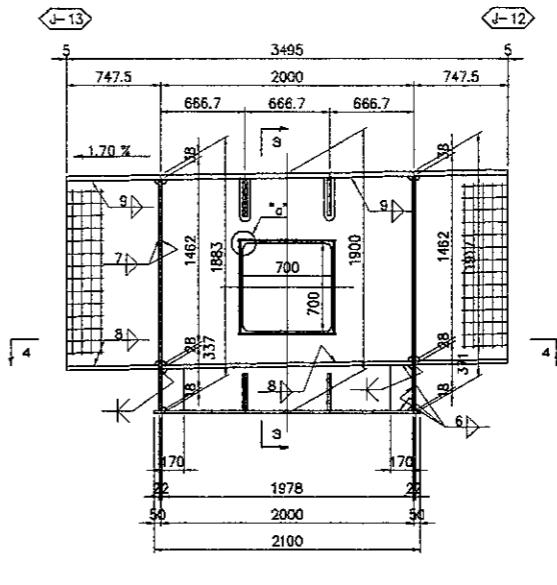
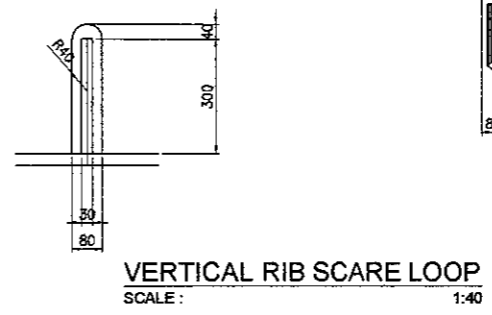
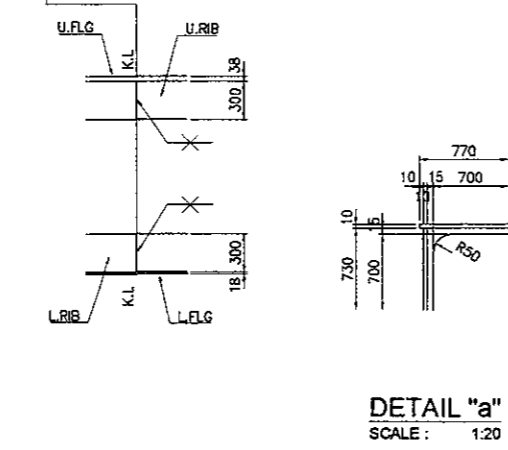
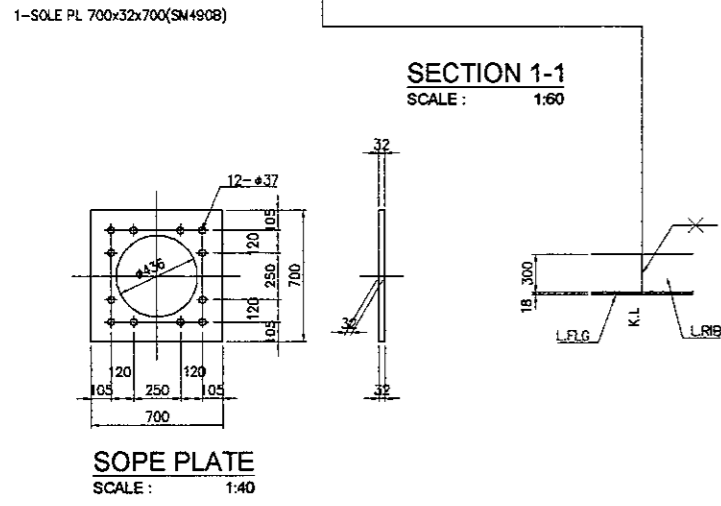
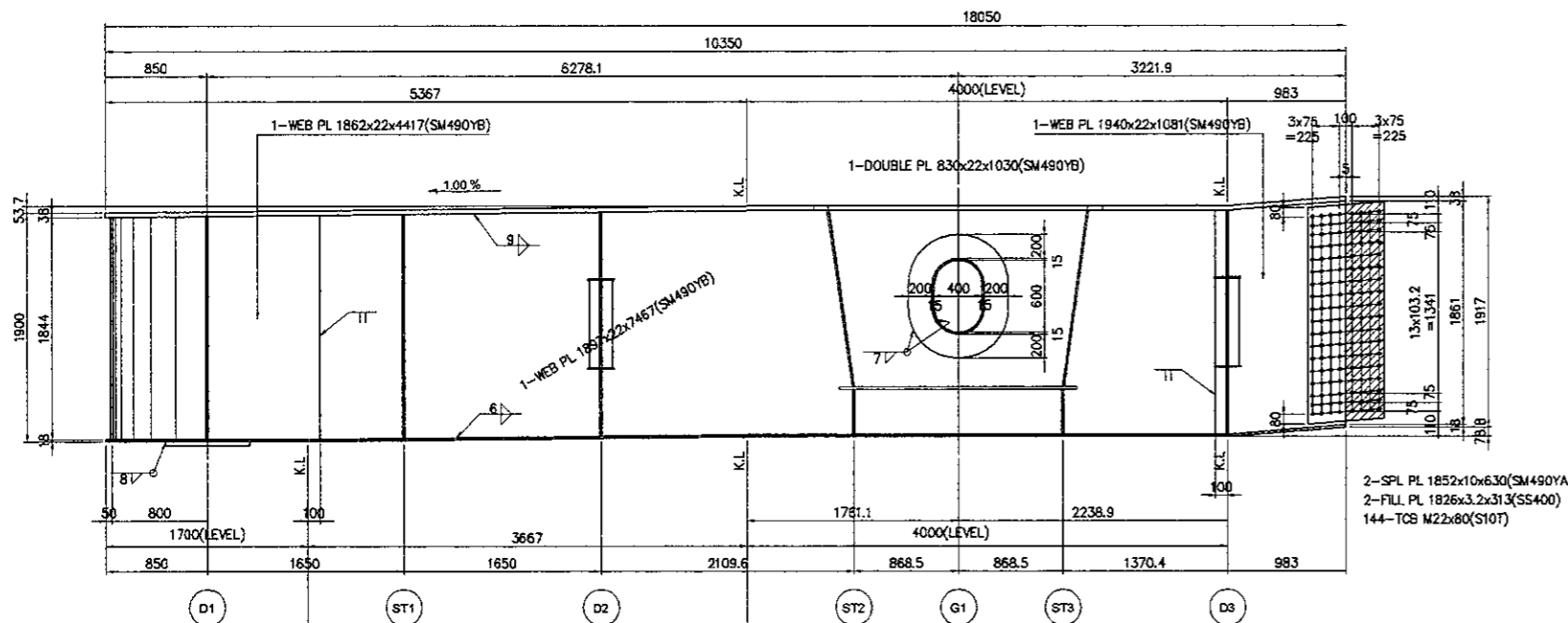
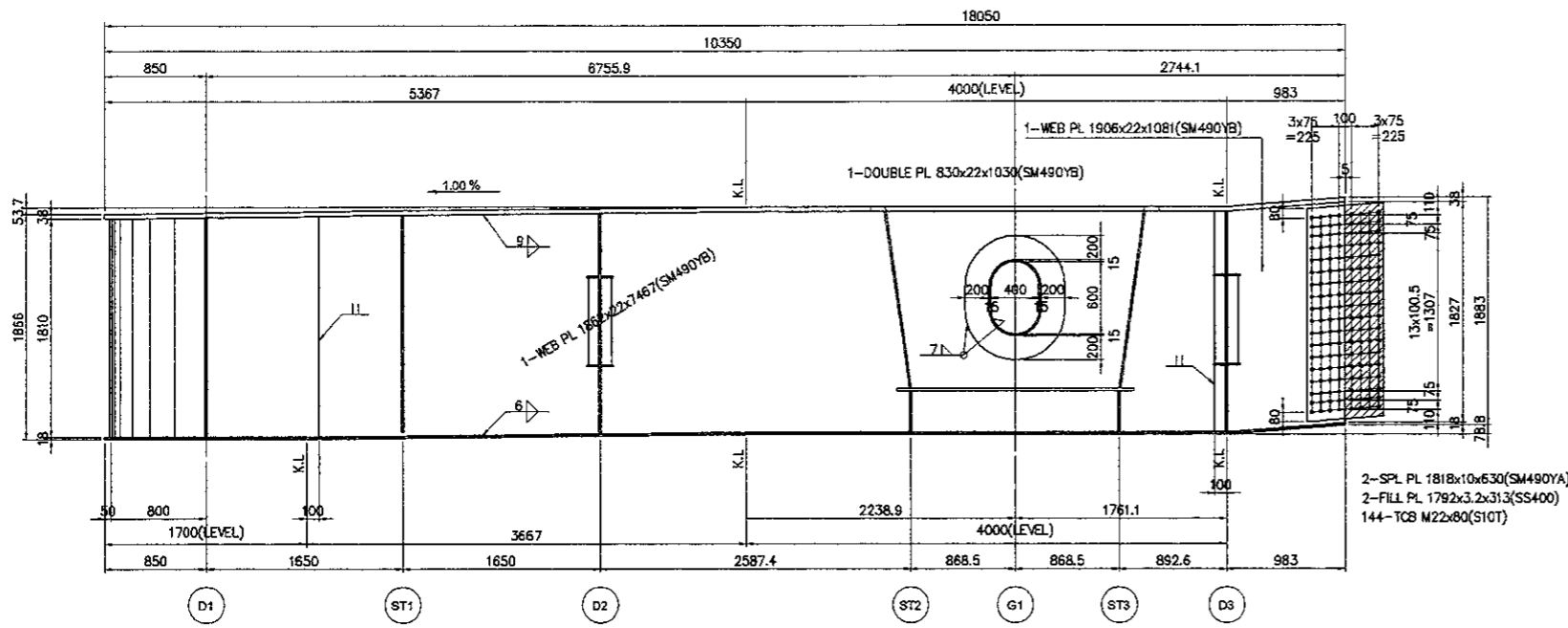
SECTION 3-3
 SCALE : 1:60



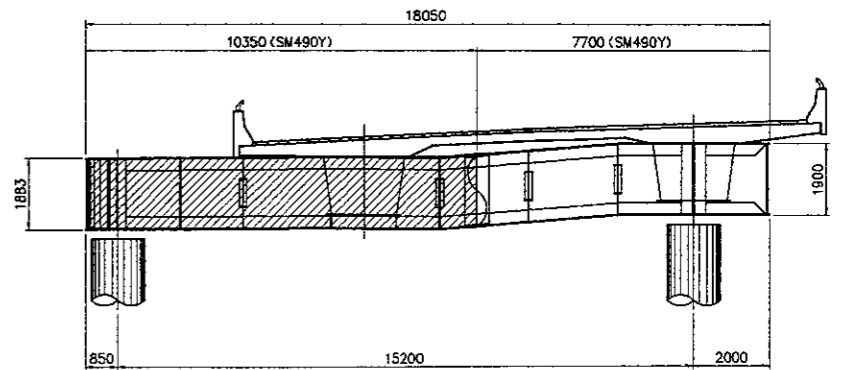
SECTION 4-4
 SCALE : 1:60

- 4-WEB PL 1463x17x739(SM490YB)
- 2-DIA PL 1465x17x1982(SM490YB)
- 8-PL 100x10x770
- 8-PL 90x10x730
- 2-L.FLG PL 1977x28x739(SM490YB)
- 1-L.FLG PL 1977x28x1982(SM490YB)
- 4-L.RIB PL 300x30x699(SM490YB)
- 2-L.RIB PL 300x30x1912(SM490YB)
- 2-V.STIFF PL 150x12x352
- 2-V.STIFF PL 150x12x348

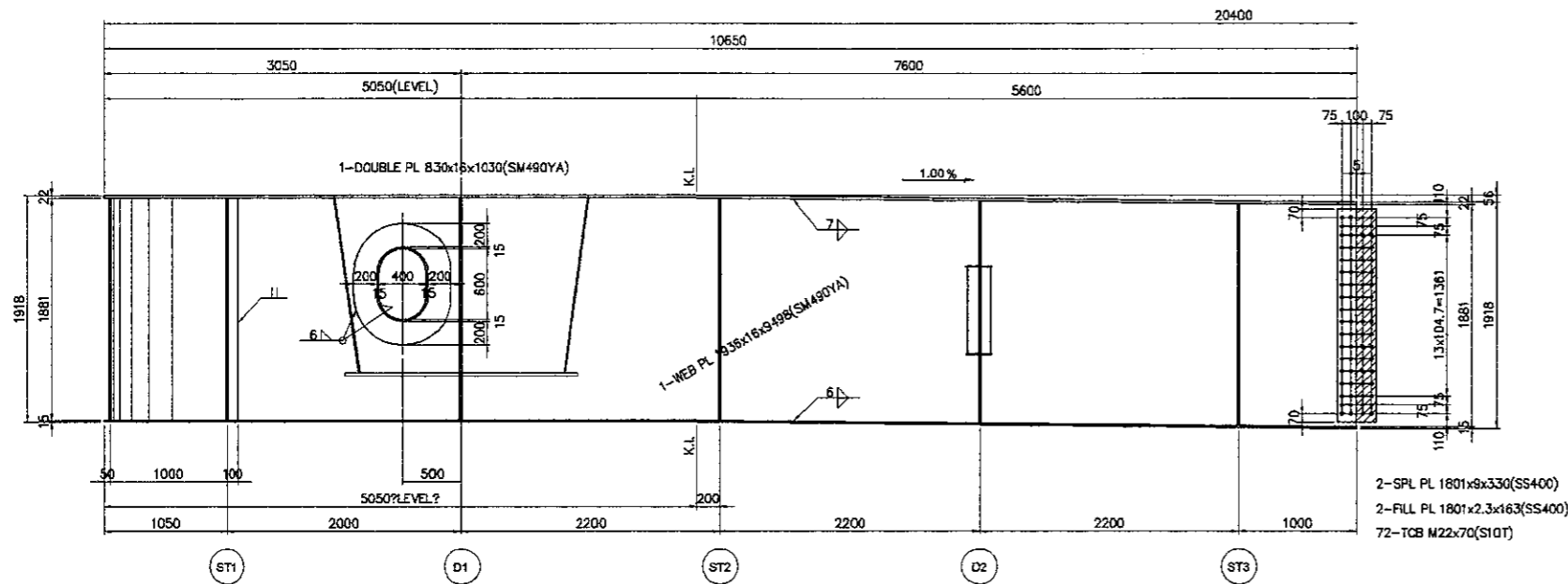
- NOTES :**
1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 3. MARK "*" SHALL BE HIGH TENSION TORSION TYPE BOLT



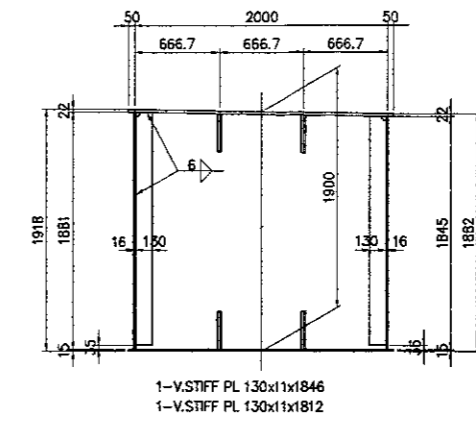
- 4-WEB PL 1489x17x757(SM490YB)
- 2-DIA PL 1510x17x2034(SM490YB)
- 8-PL 100x10x770
- 8-PL 90x10x730
- 2-L.FLG PL 2216x28x737(SM490YB)
- 1-L.FLG PL 2506x28x1978(SM490YB)
- 4-L.RIB PL 300x30x702(SM490YB)
- 2-L.RIB PL 300x30x1967(SM490YB)
- 2-V.STIFF PL 170x14x340
- 2-V.STIFF PL 170x14x371



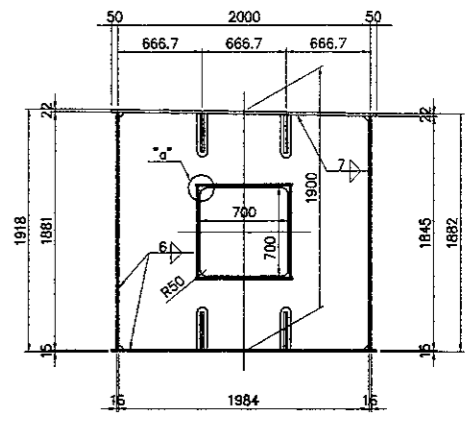
- NOTES :**
- ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 - ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 - MARK "H" SHALL BE HIGH TENSION TORSION TYPE BOLT



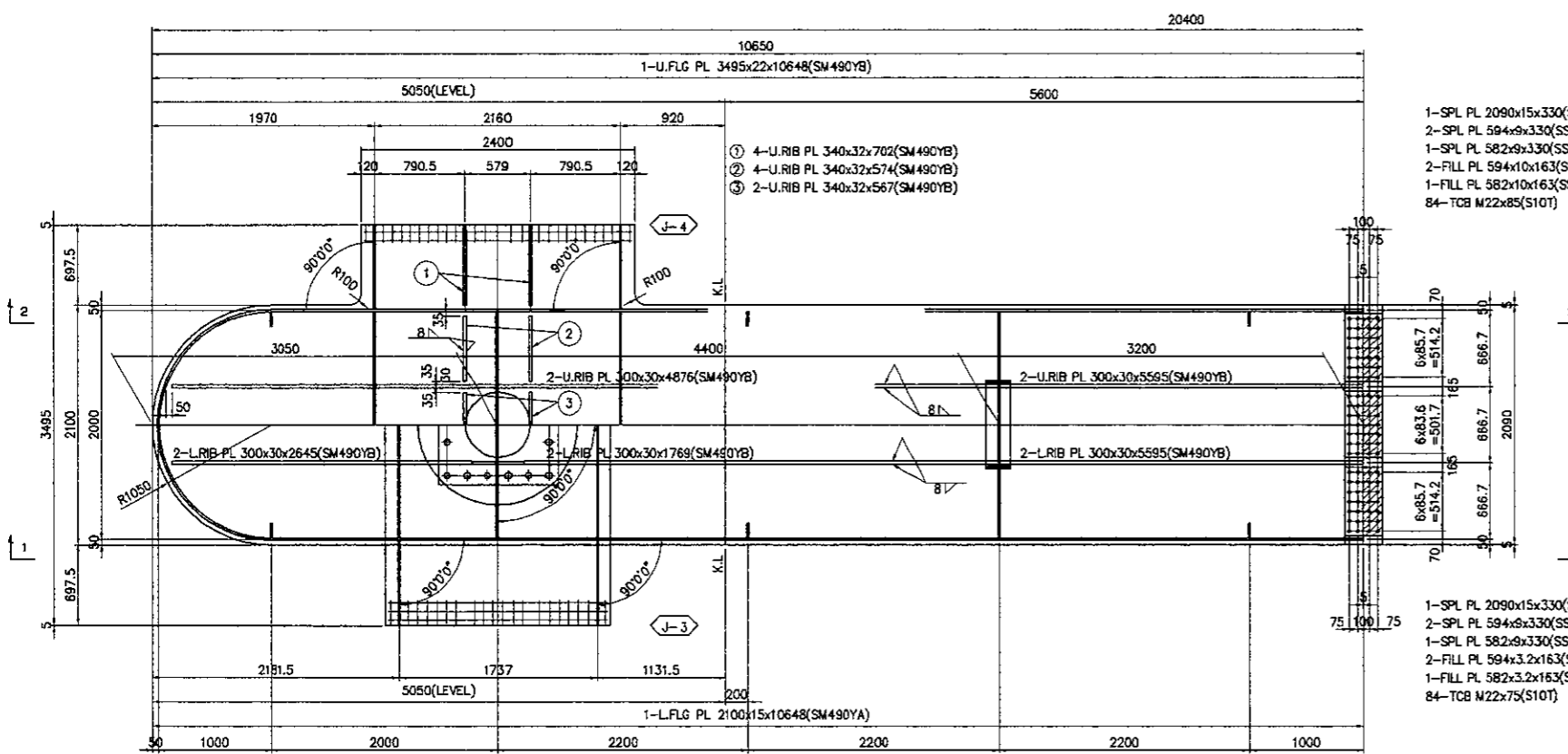
SECTION 1-1
 SCALE : 1:60



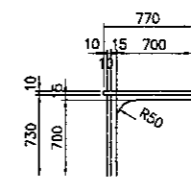
DETAIL ST1,ST2,ST3
 SCALE : 1:60



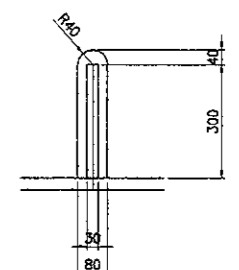
DETAIL D2
 SCALE : 1:60



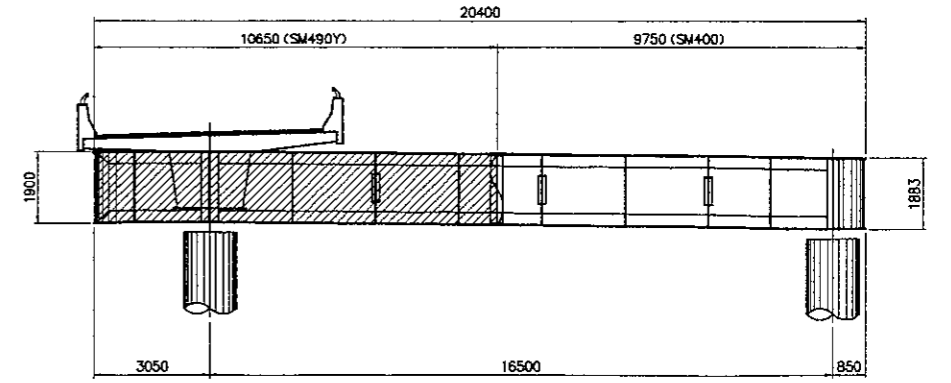
PLAN
 SCALE : 1:60



DETAIL A
 SCALE : 1:20

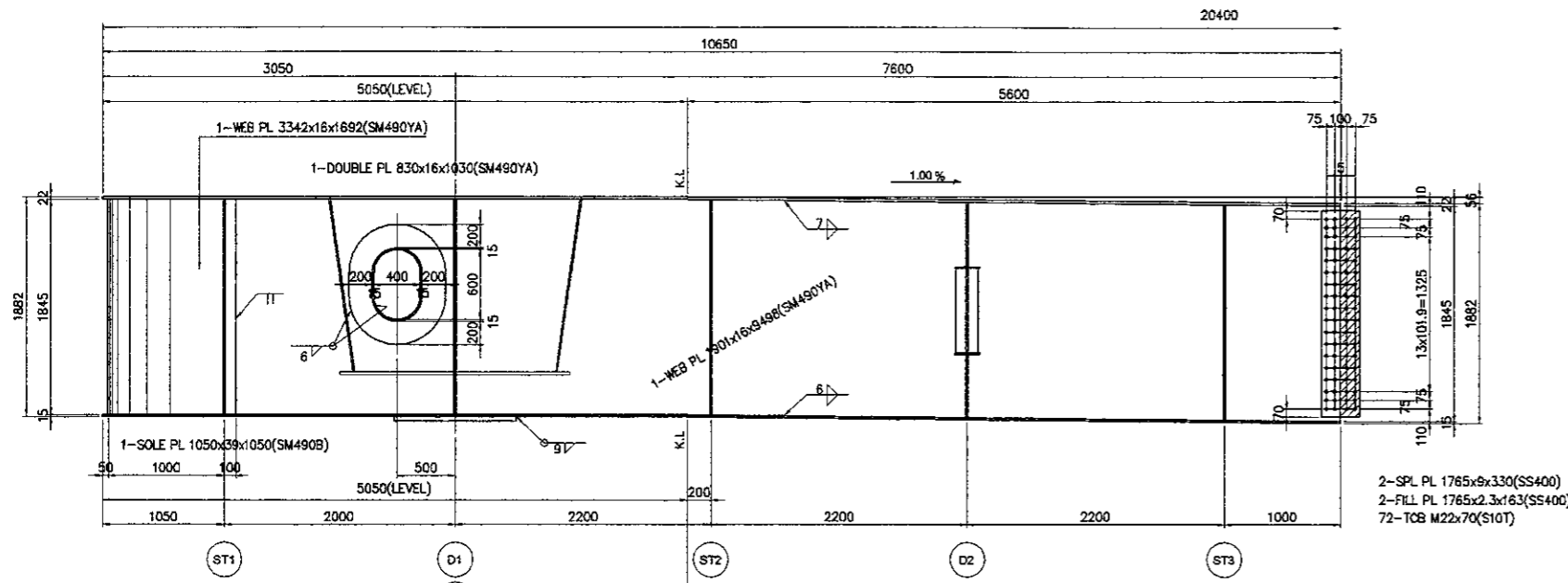


VERTICAL RIB SCARE LOOP
 SCALE : 1:20

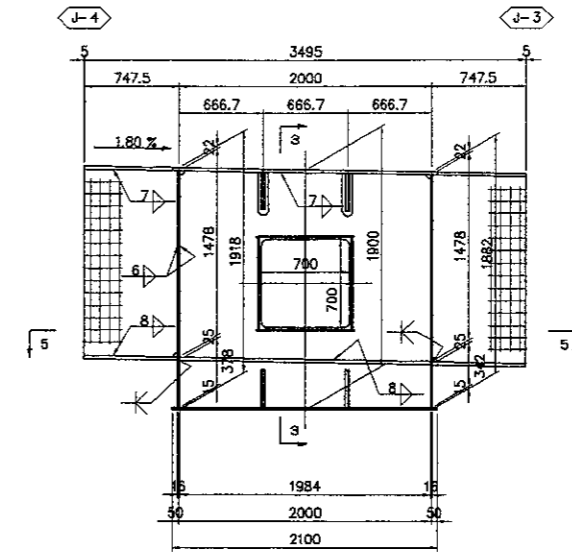


KEY PLAN
 SCALE : 1:200

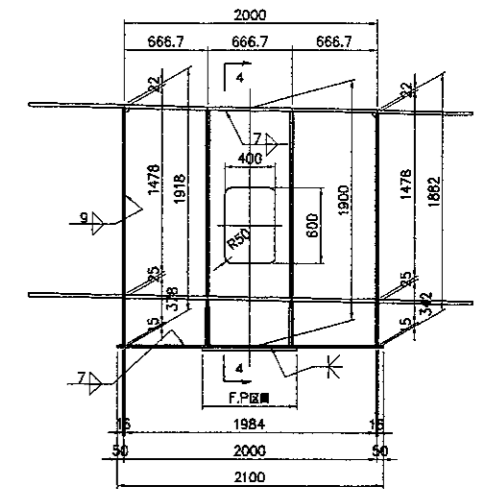
NOTES :
 1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 3. MARK "*" SHALL BE HIGH TENSION TORSION TYPE BOLT



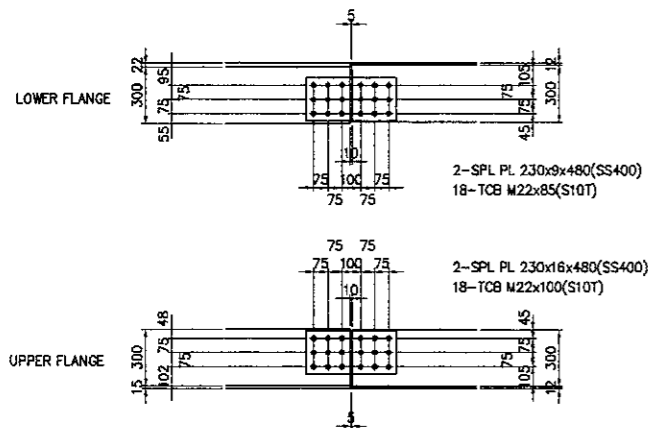
DETAIL 1-1
 SCALE : 1:60



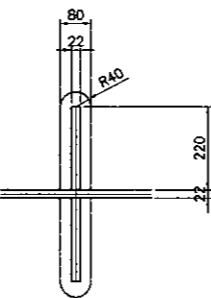
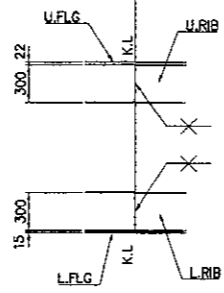
DETAIL G2
 SCALE : 1:60



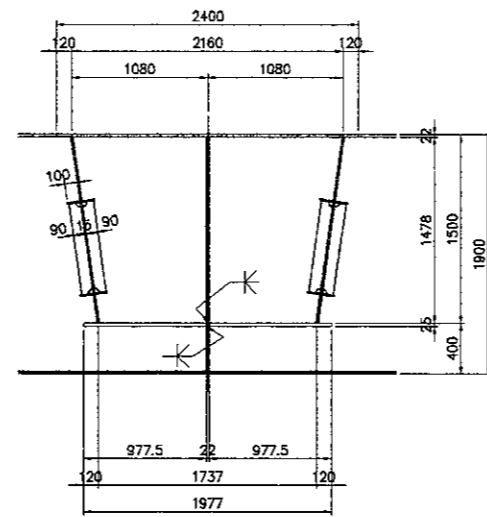
DETAIL D1
 SCALE : 1:60



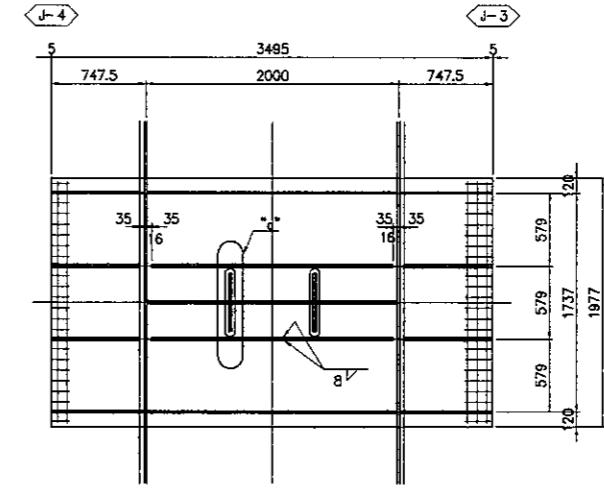
VERTICAL RIB
 SCALE : 1:40



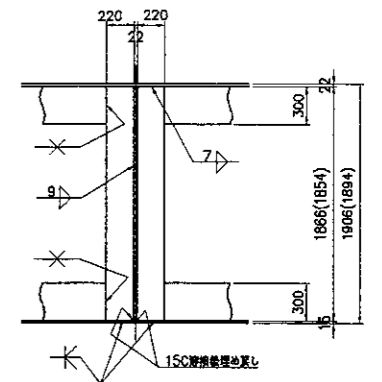
DETAIL A
 SCALE : 1:20



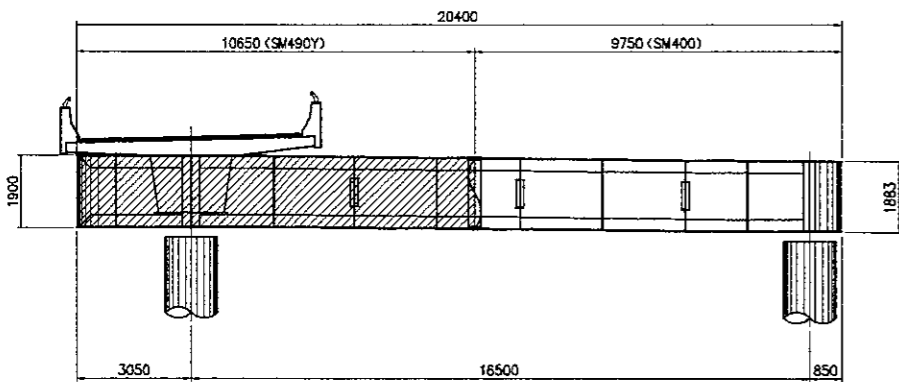
SECTION 3-3
 SCALE : 1:60



SECTION 5-5
 SCALE : 1:60

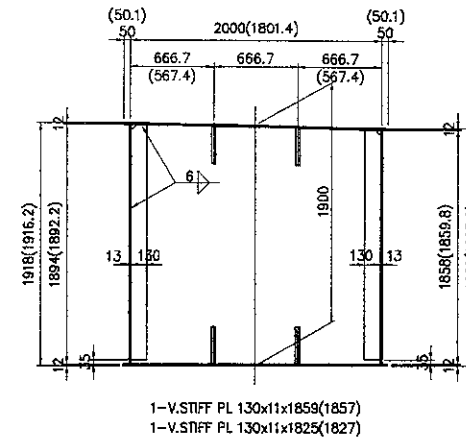
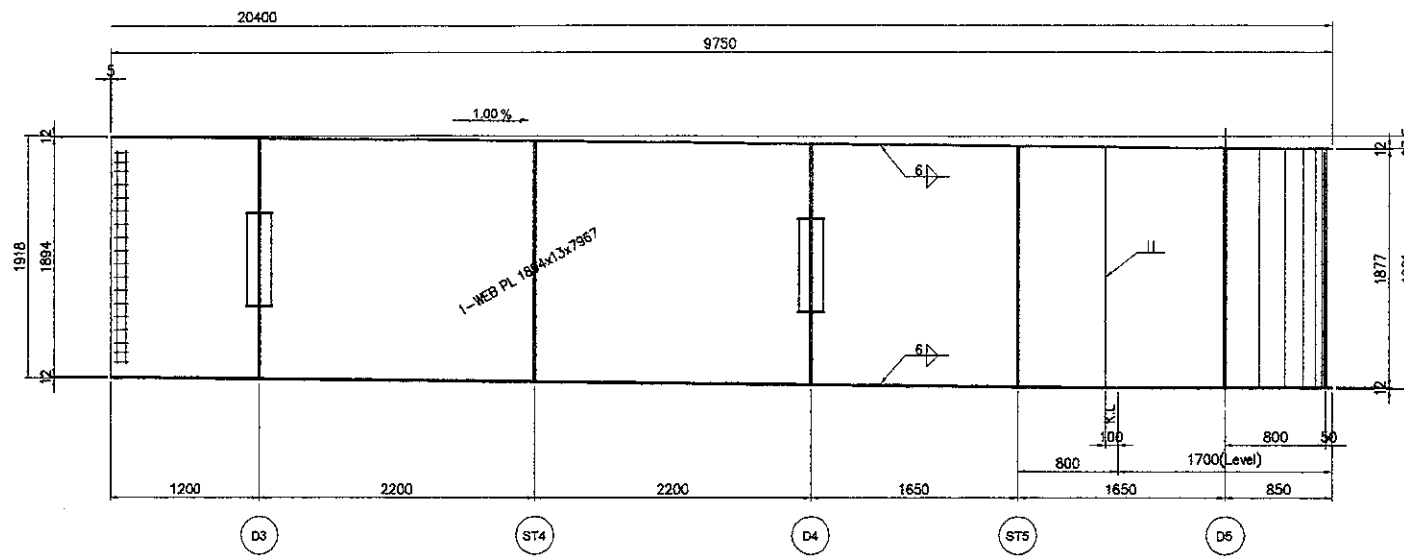


SECTION 4-4
 SCALE : 1:60

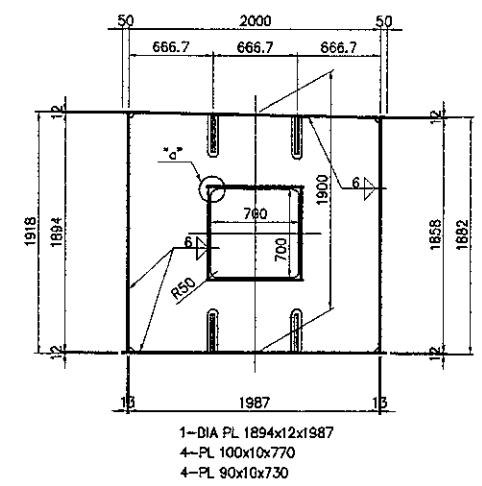


KEY PLAN
 SCALE : 1:200

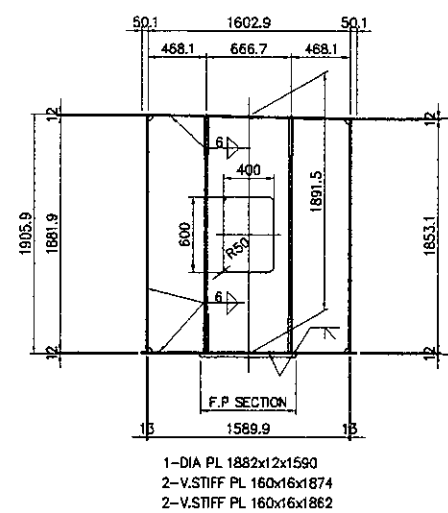
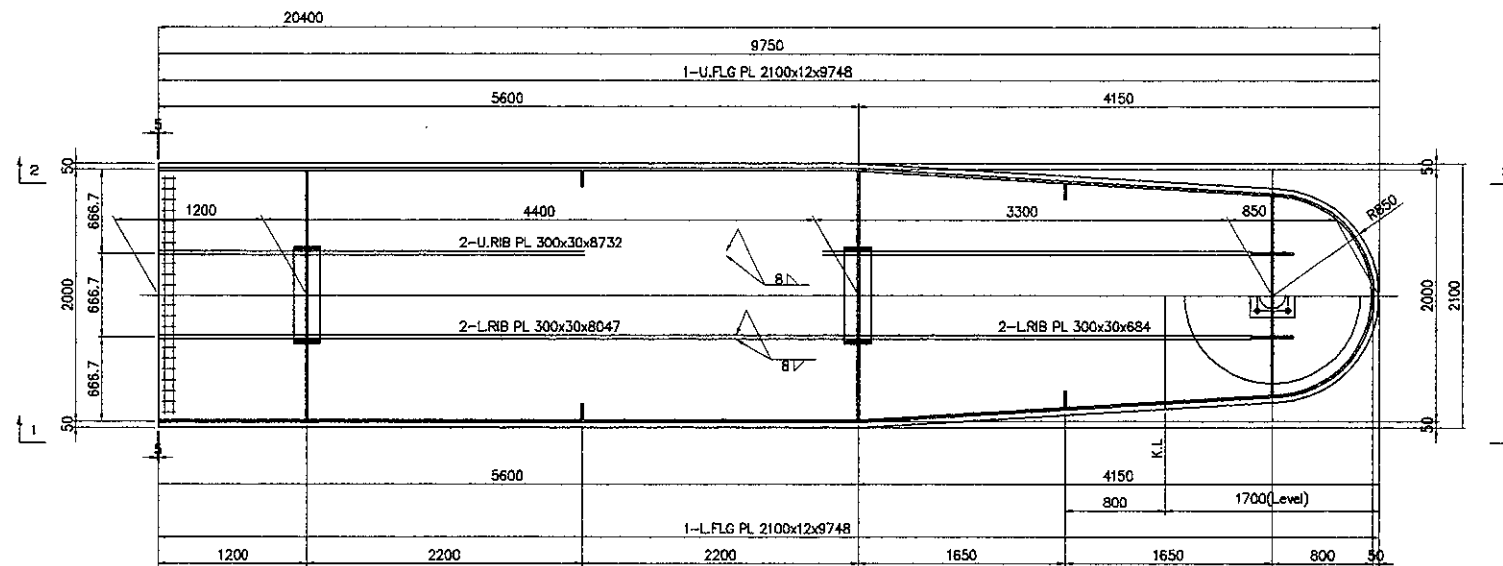
NOTES :
 1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 3S RADIUS UNLESS OTHERWISE NOTED
 3. MARK "*" SHALL BE HIGH TENSION TORSION TYPE BOLT
 4. FOR SOLE PLATE DETAIL REFER TO (PB4 GIRDER DWG.)



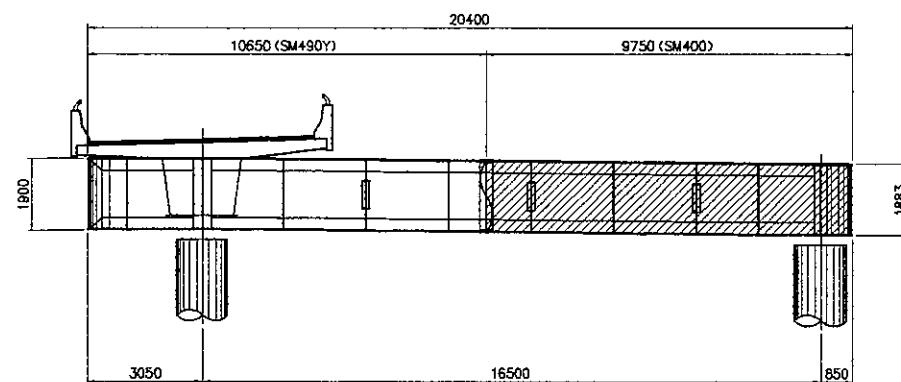
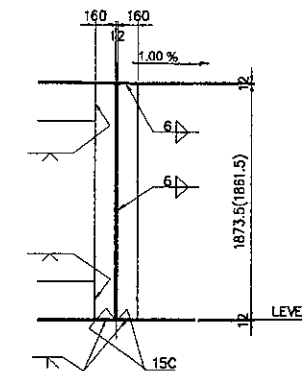
DETAIL ST4 (ST5)
 SCALE : 1:60



DETAIL D3, D4
 SCALE : 1:60



DETAIL D5
 SCALE : 1:60

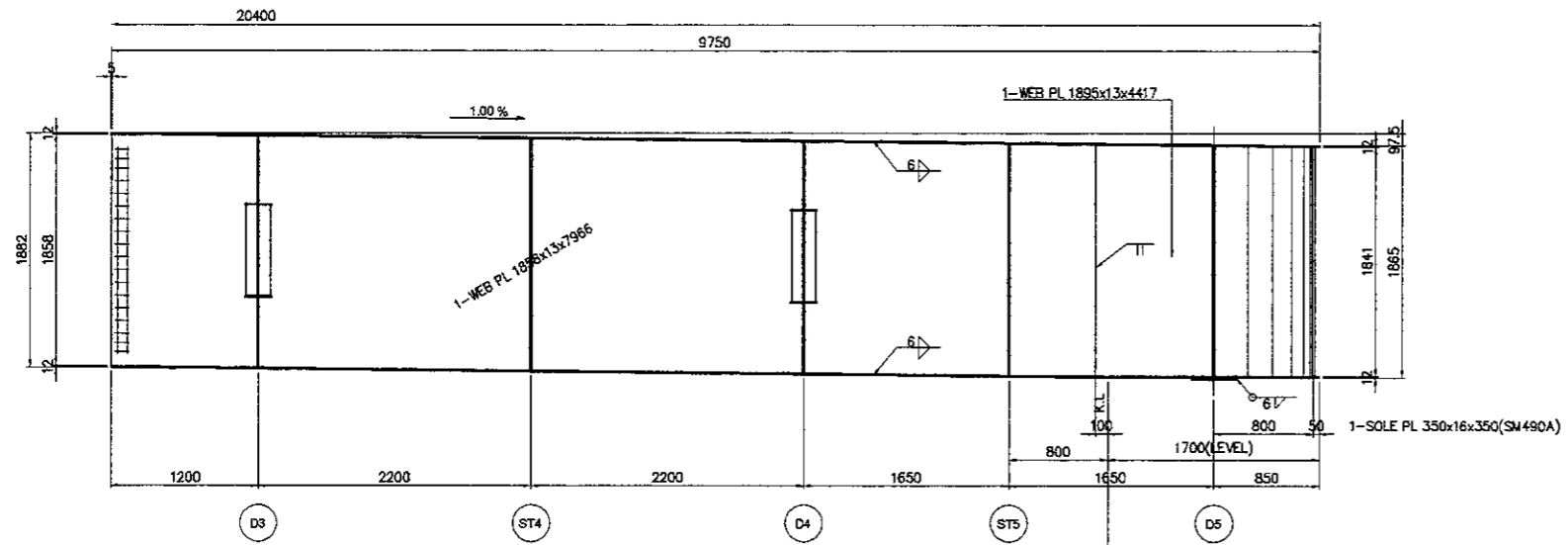


- NOTES :
1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 3. MARK "+" SHALL BE HIGH TENSION TORSION TYPE BOLT

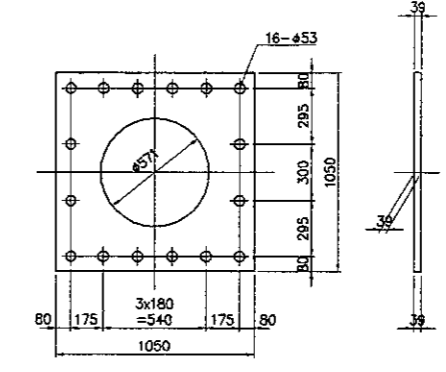
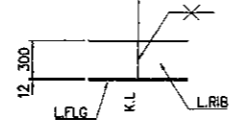
| DESIGNED BY | | CHECKED BY | | SUBMITTED BY | |
|-------------|-----------|------------|------------|--------------|-----------|
| Name | S. MATSUI | Name | T. OKUMURA | Name | M. KIUCHI |
| Sign | | Sign | | Sign | |
| Date | | Date | | Date | |

APPROVED BY: Ir. HERRY VAZA M,Eng.Sc
 NIP. : 110038400

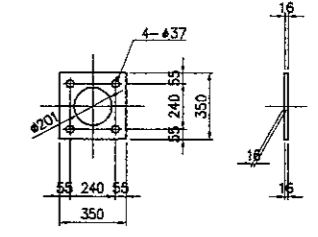
SCALE :
 1 : 200
 1 : 60
 1 : 40
 FULL SIZE A3



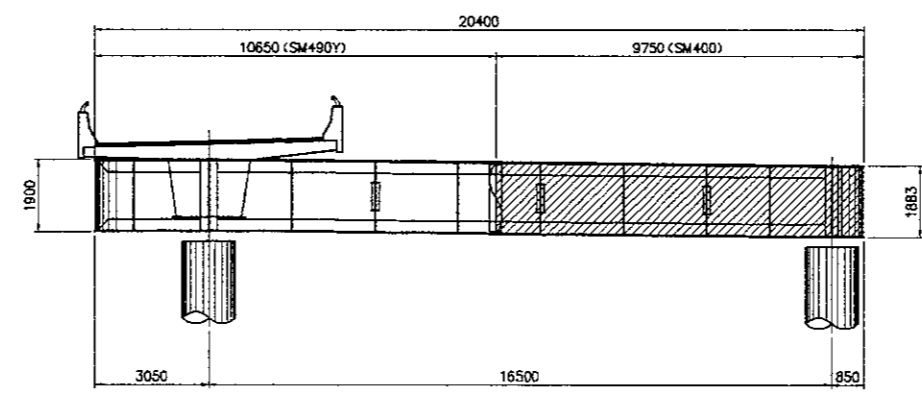
SECTION 1-1
 SCALE : 1:60



SOLE PLATE
 SCALE : 1:20

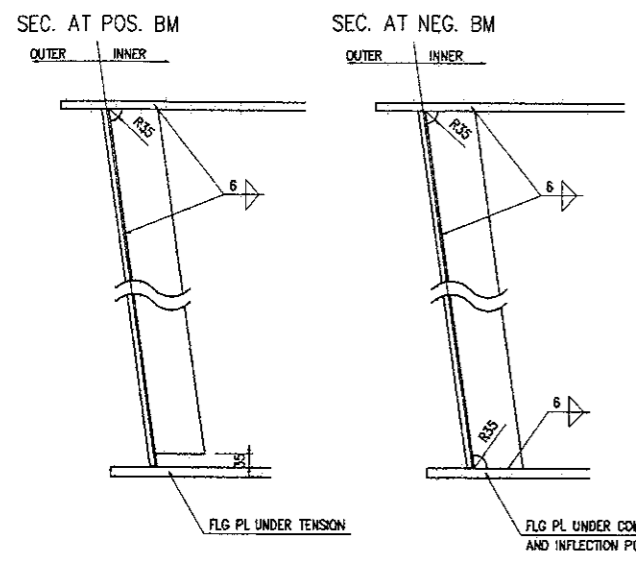


DETAIL PB4
 SCALE : 1:20

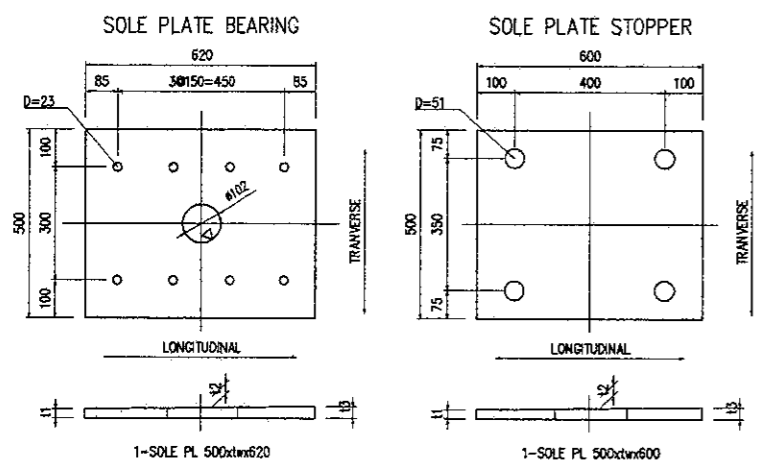


KEY PLAN
 SCALE : 1:200

- NOTES :
1. ALL STEEL GRADE SHALL BE SM400A UNLESS OTHERWISE NOTED
 2. ALL SCARE LOOPS SHALL BE 35 RADIUS UNLESS OTHERWISE NOTED
 3. MARK "+" SHALL BE HIGH TENSION TORSION TYPE BOLT



DETAIL OF VERTICAL WEB STIFFENER
 SCALE 1 : 20



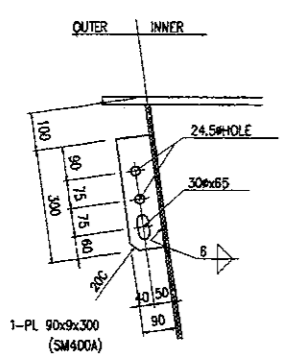
SOLE PLATE BEARING THICKNESS

| | S1(P2) | | S2(P6) | |
|----|--------|------|--------|------|
| | G1 | G2 | G1 | G2 |
| t1 | 22.5 | 22.2 | 43.5 | 39.9 |
| t2 | 36 | 36 | 33 | 31 |
| t3 | 49.5 | 49.8 | 22.5 | 22.1 |
| tw | 52 | 52 | 46 | 42 |

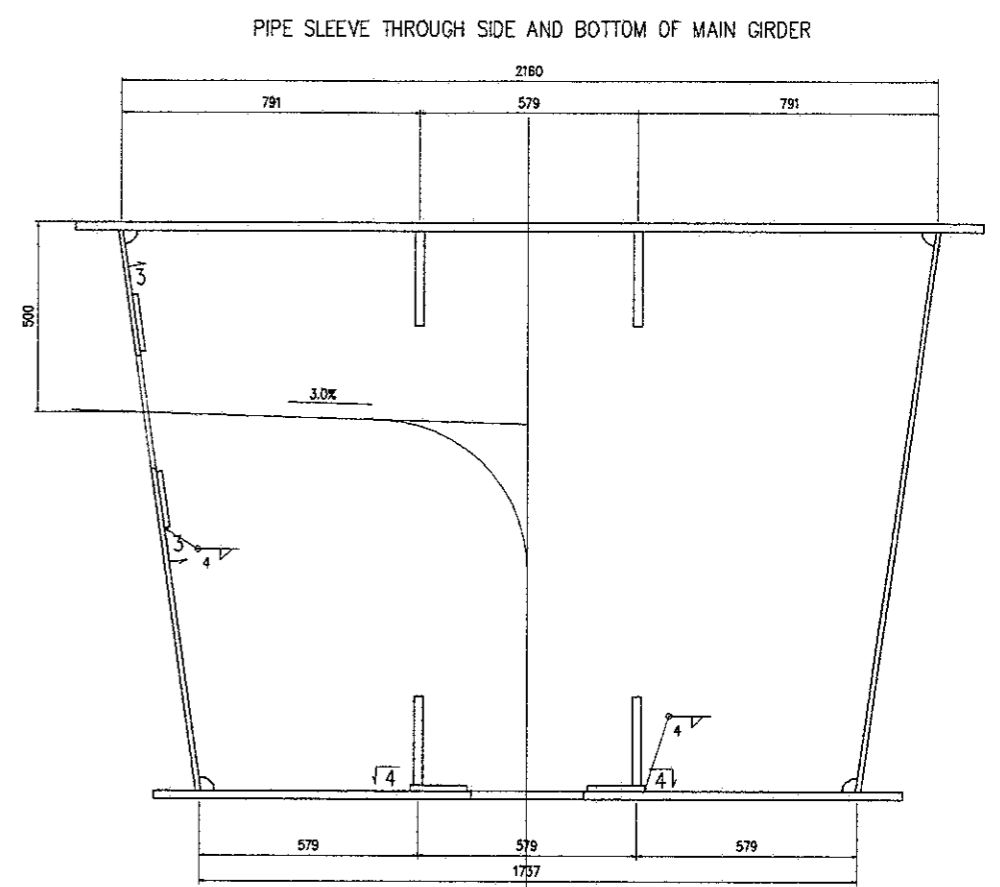
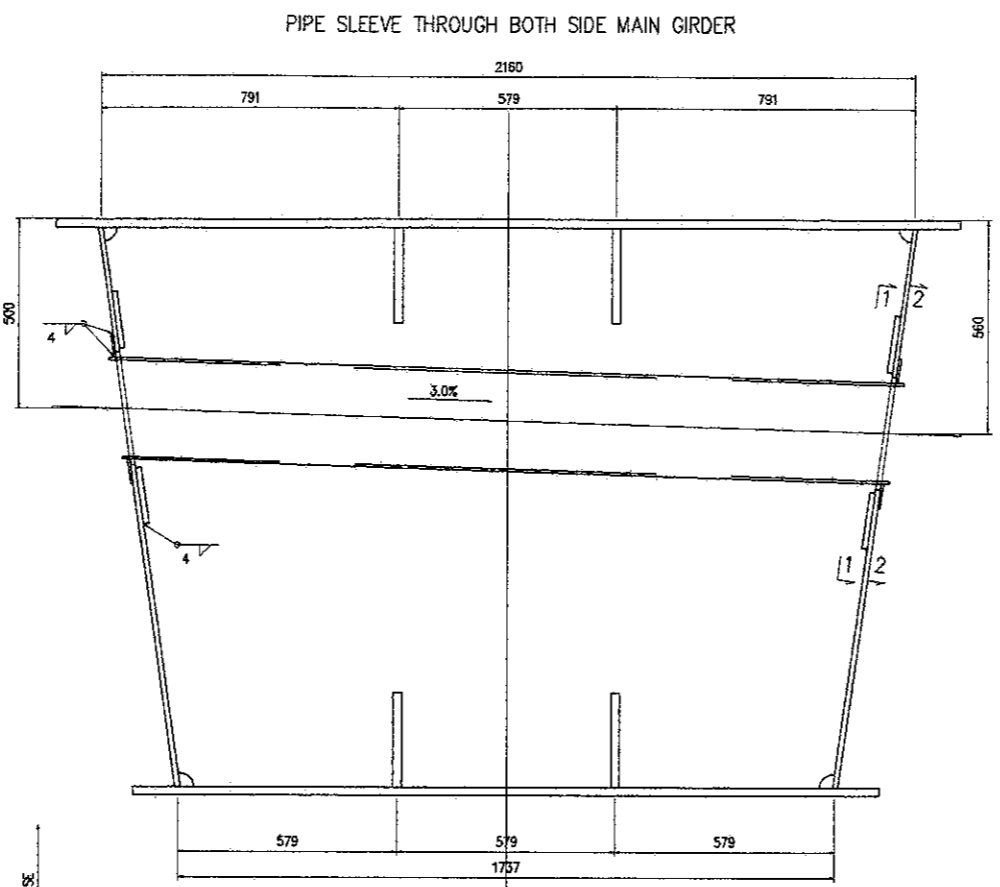
SOLE PLATE STOPPER THICKNESS

| | S1(P2) | | S2(P6) | |
|----|--------|------|--------|------|
| | G1 | G2 | G1 | G2 |
| t1 | 22.0 | 22.7 | 43.1 | 39.6 |
| t2 | 35 | 36 | 33 | 31 |
| t3 | 48.0 | 49.4 | 22.9 | 22.4 |
| tw | 50 | 52 | 46 | 42 |

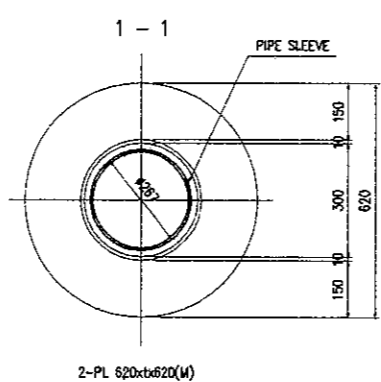
DETAIL OF SOLE PLATE
 SCALE 1 : 20



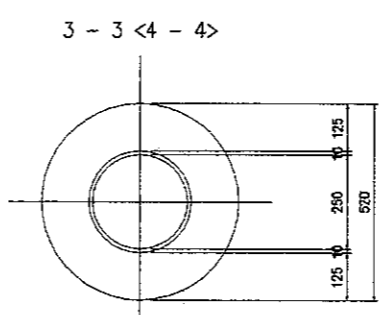
DIMENSION OF GIRDER
 SCALE 1 : 20



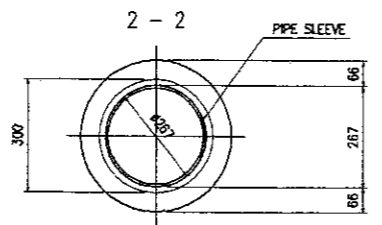
DRAINAGE OPENING DETAIL
 SCALE 1 : 20



2-PL 620x620(M)

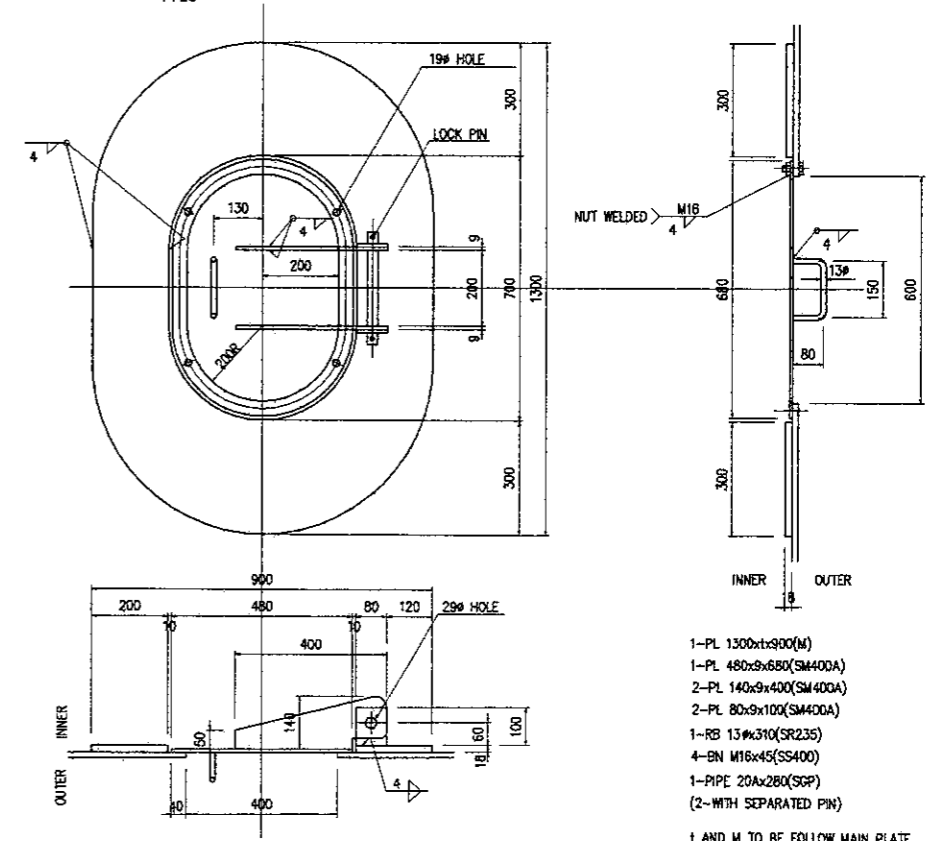


1-PL 520x620(M)



2-PL 400x6x400(SM400A)
 1-PIPE #267.4x6.6x2110(STK400)

REINFORCING PLATE FOR OPENING
 SCALE 1 : 20



DETAIL OF MAN HOLE
 SCALE 1 : 20



JAPAN INTERNATIONAL COOPERATION AGENCY

KATAHIRA & ENGINEERS INTERNATIONAL

| DESIGNED BY | | CHECKED BY | | SUBMITTED BY | |
|-------------|-----------|------------|------------|--------------|-----------|
| Name | S. MATSUI | Name | T. OKUMURA | Name | M. KIUCHI |
| Sign | | Sign | | Sign | |
| Date | | Date | | Date | |



REPUBLIC OF INDONESIA
MINISTRY OF PUBLIC WORKS
DIRECTORATE GENERAL OF HIGHWAYS

APPROVED BY
Ir. HERRY VAZA M.Eng.Sc
NIP. : 110038400

PROJECT AND LOCATION :

DETAILED DESIGN STUDY OF
NORTH JAVA CORRIDOR FLYOVER PROJECT
MERAK FLYOVER - CONTRACT PACKAGE 1
(MERAK - BALARAJA)
BANTEN PROVINCE

SCALE :

1 : 20
1 : 400

DRAWING TITLE :

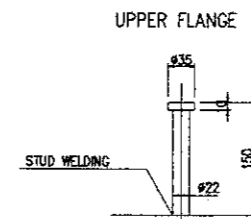
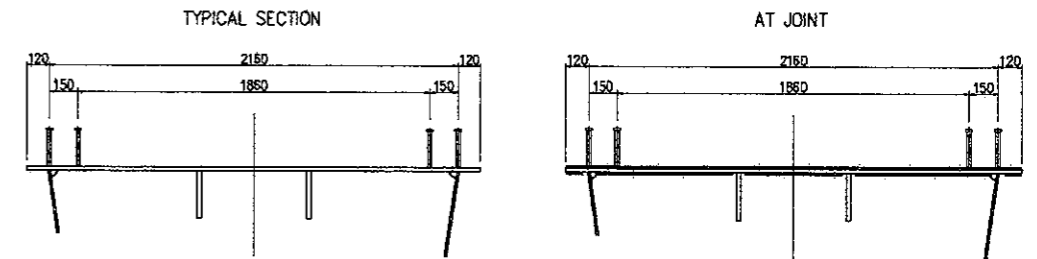
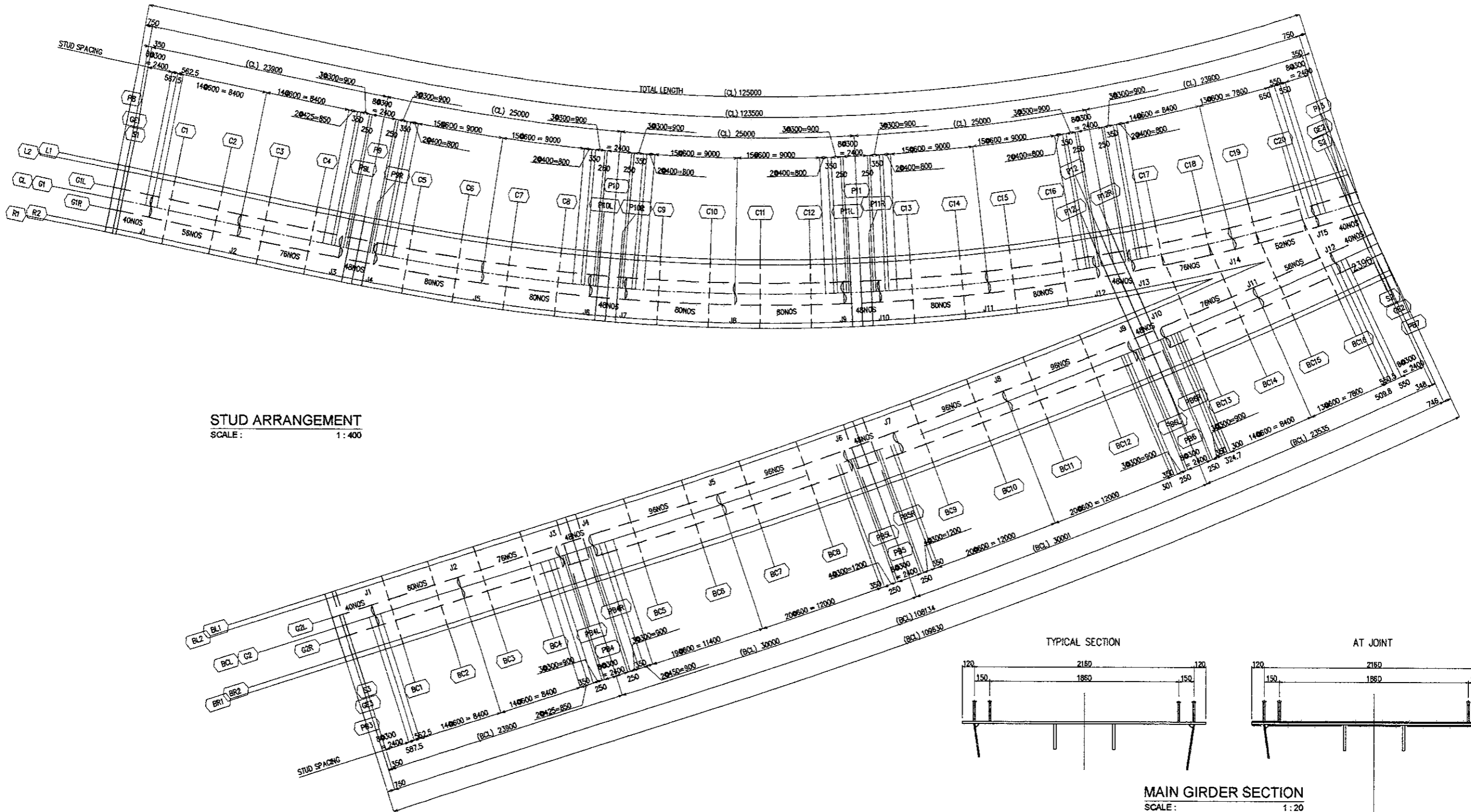
DETAIL OF GIRDER ACCESSORIES
(2 OF 2)

DRAWING NO. :

MST-056

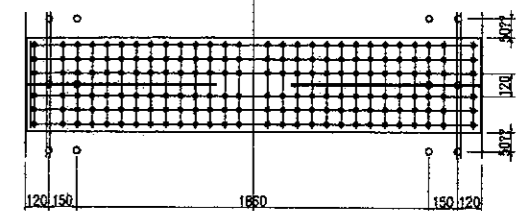
SHEET NO. :

56 / 74



G1: 1012 - STUD $\phi 22 \times 150$
G2: 876 - STUD $\phi 22 \times 150$

STUD DETAIL
SCALE : 1 : 10



STUD TO BE WELDED ON UPPER FLANGE JOINT PLATE

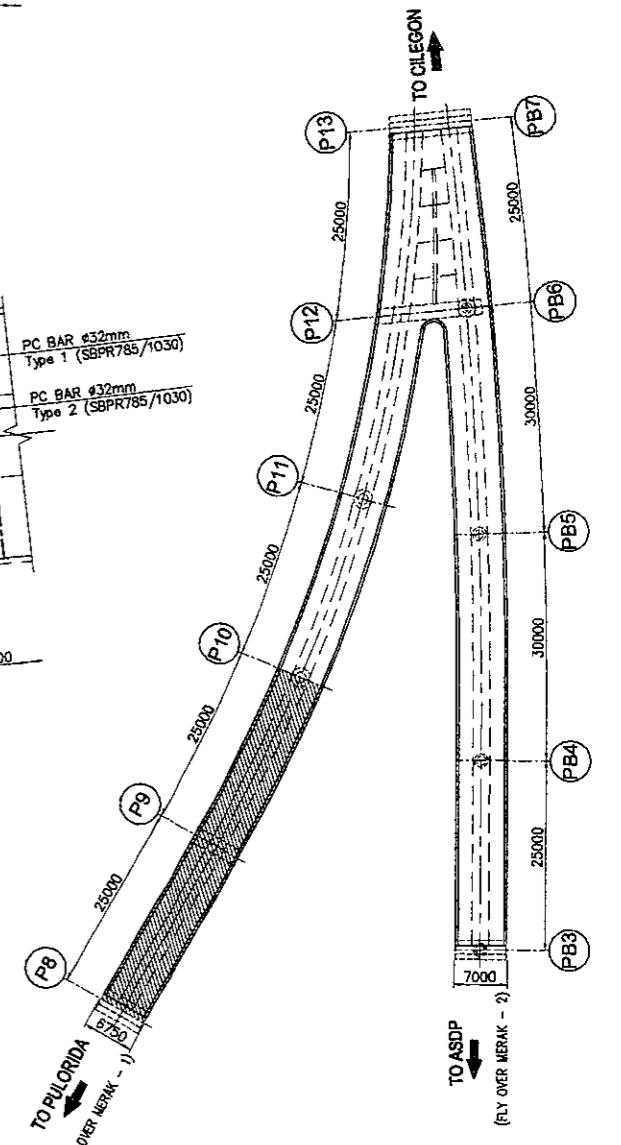
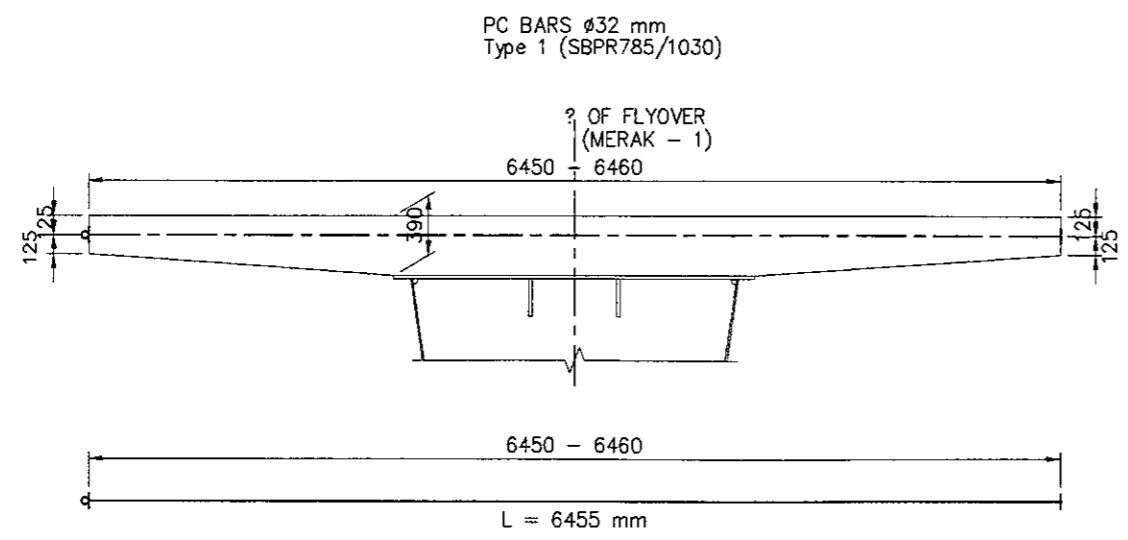
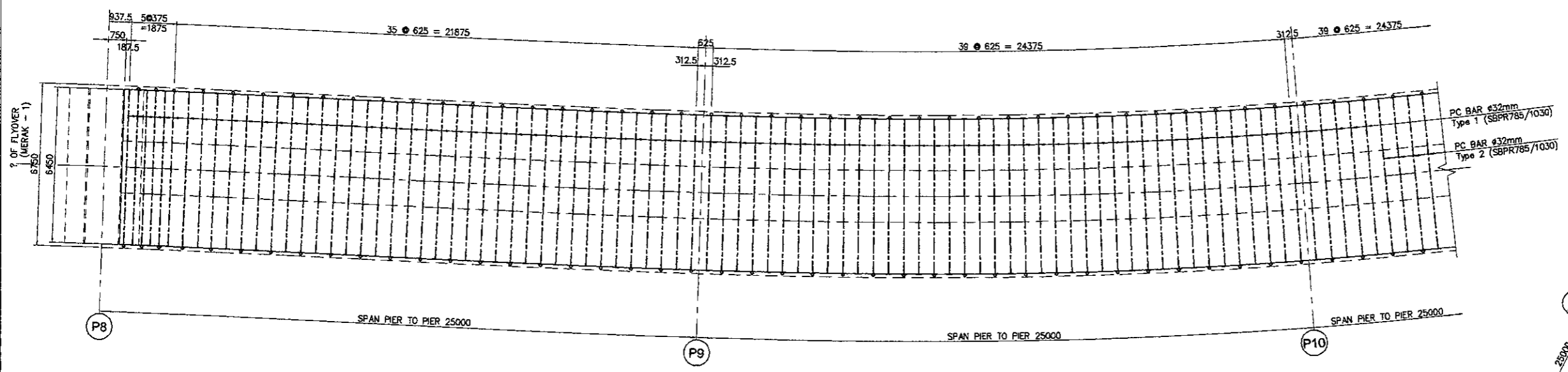
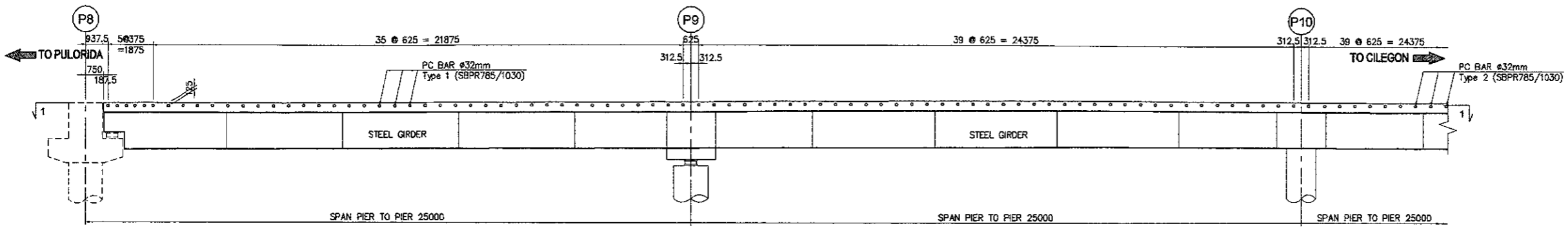


TABLE OF DECK SLAB BAR FOR P8 - P10

| Length (m) | NOS | Unit Weight (kg / m) | Weight / 1 nos (kg) | Weight (kg) | Remarks |
|--------------------------------|-----|----------------------|---------------------|-------------|---------------------------------------|
| Type 1 6.455 | 81 | 6.31 | 40.73 | 3,299.22 | STRESSING ANCHORAGE ONE SIDE STAGERED |
| TOTAL LENGTH (L) = 522.855 m | | | | | |
| TOTAL WEIGHT (W) = 3,299.22 kg | | | | | |

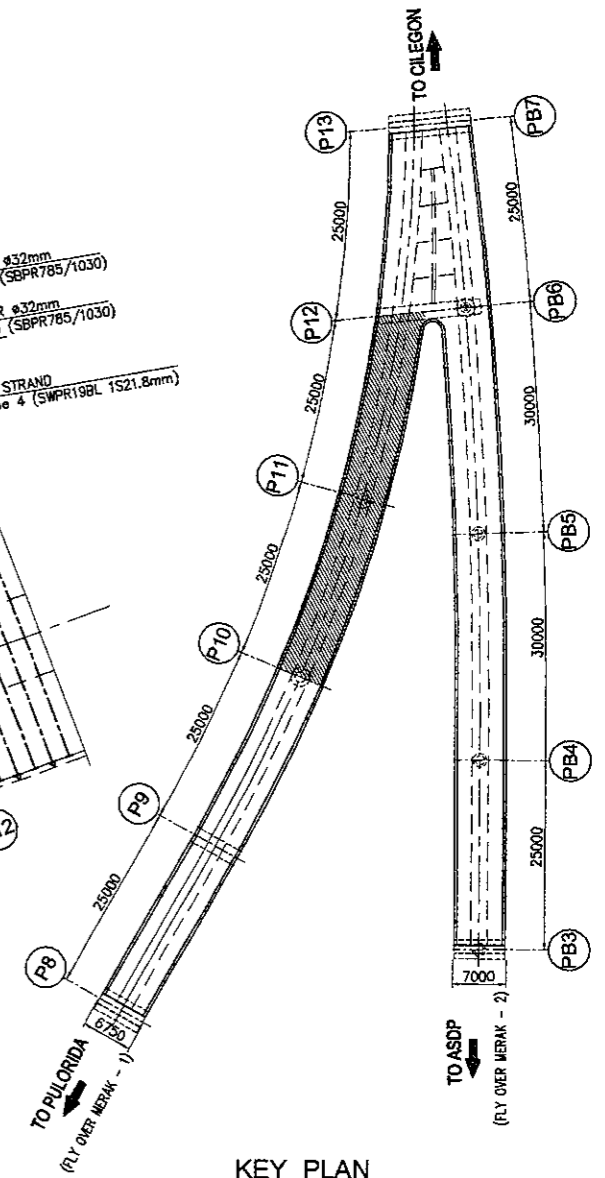
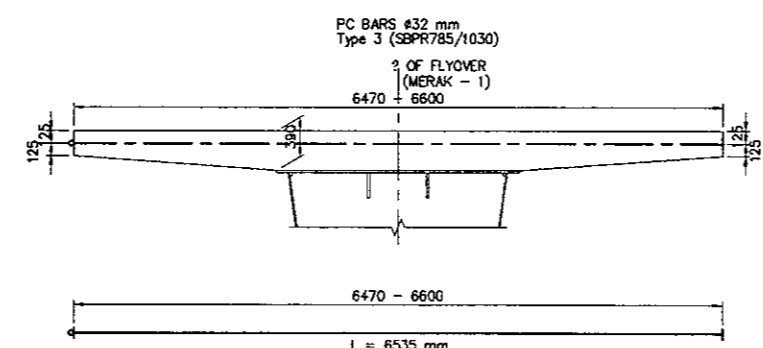
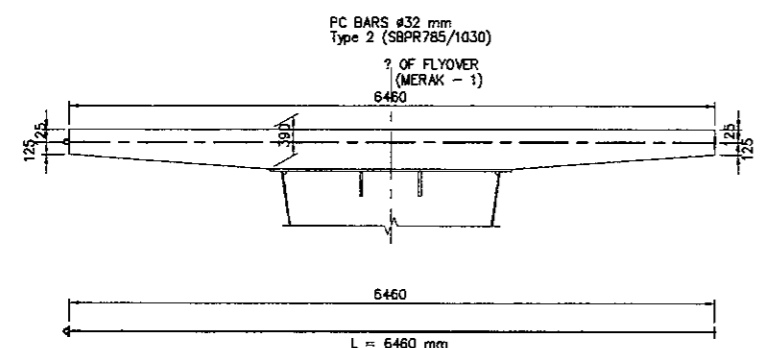
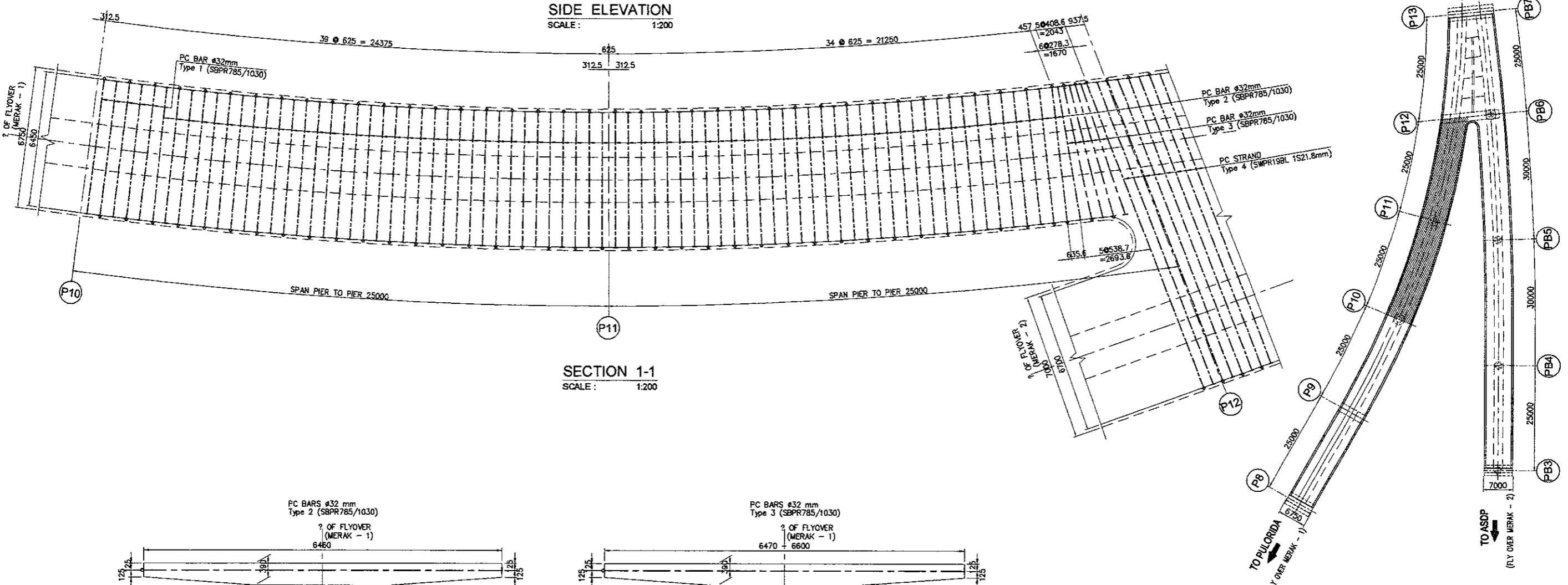
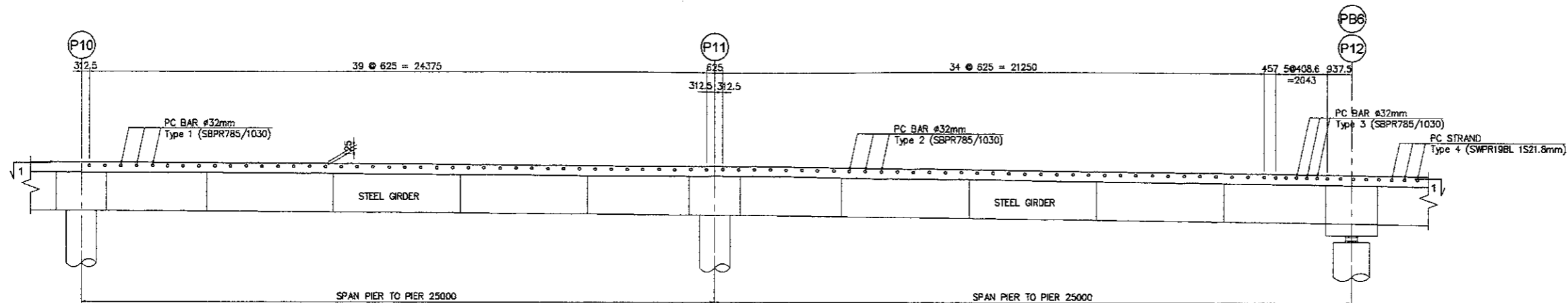
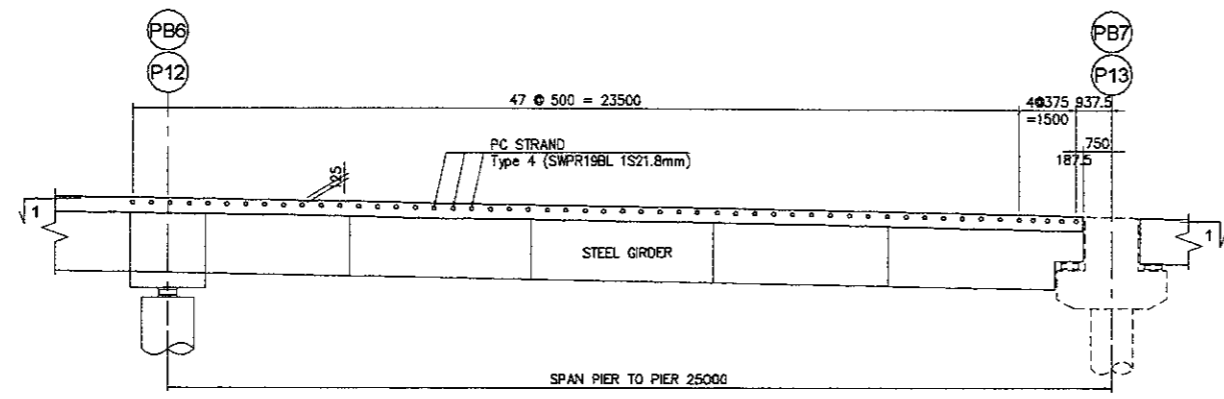


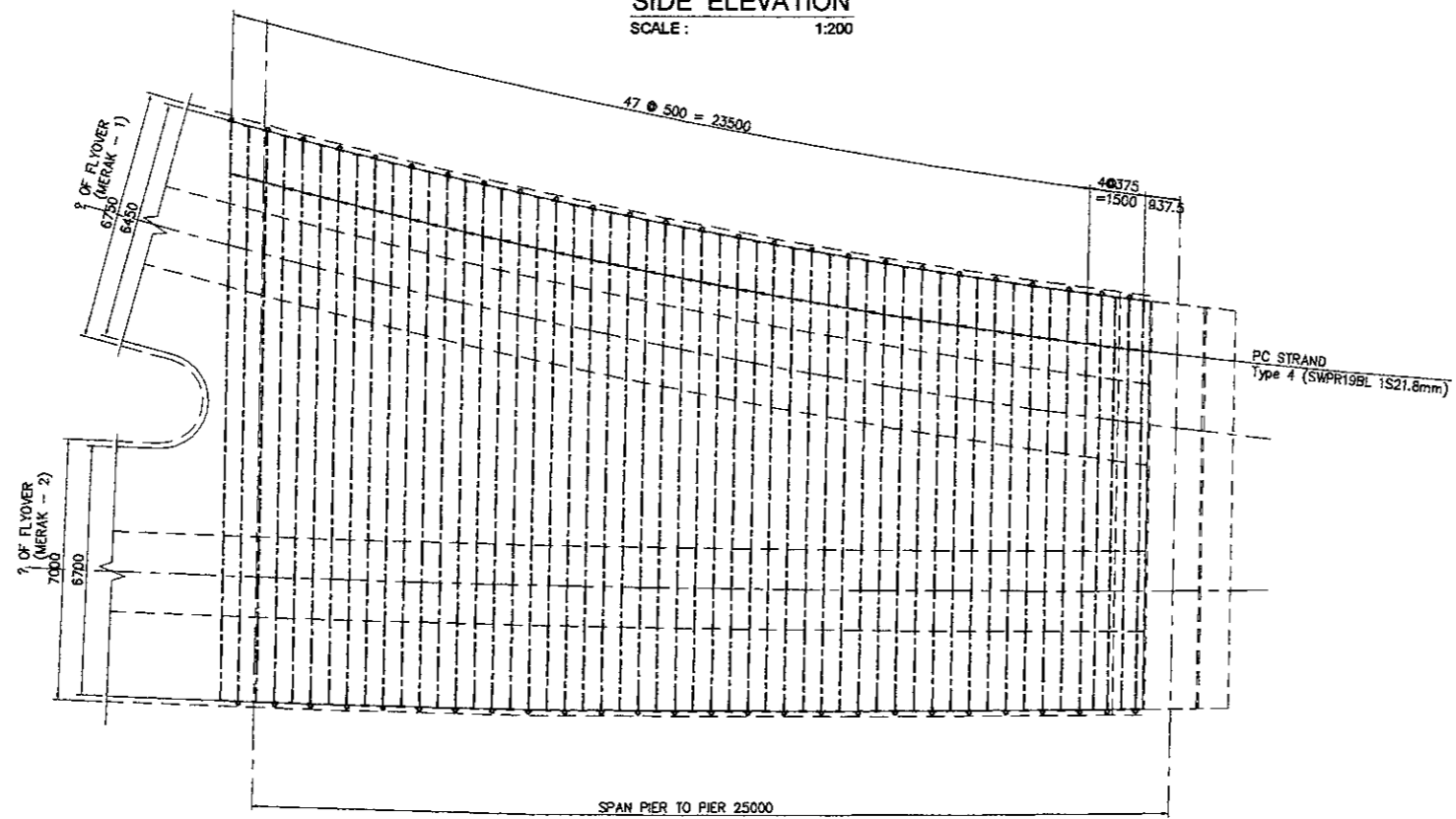
TABLE OF DECK SLAB BAR FOR P10 - P12

| Length (m) | NOS | Unit Weight (kg / m) | Weight / 1 nos (kg) | Weight (kg) | Remarks |
|-----------------|-----|----------------------|---------------------|-------------|---------------------------------------|
| Type 2 6.460 | 70 | 6.31 | 40.76 | 2,853.38 | STRESSING ANCHORAGE ONE SIDE STAGERED |
| Type 3 6.535 | 5 | 6.31 | 41.65 | 206.18 | |

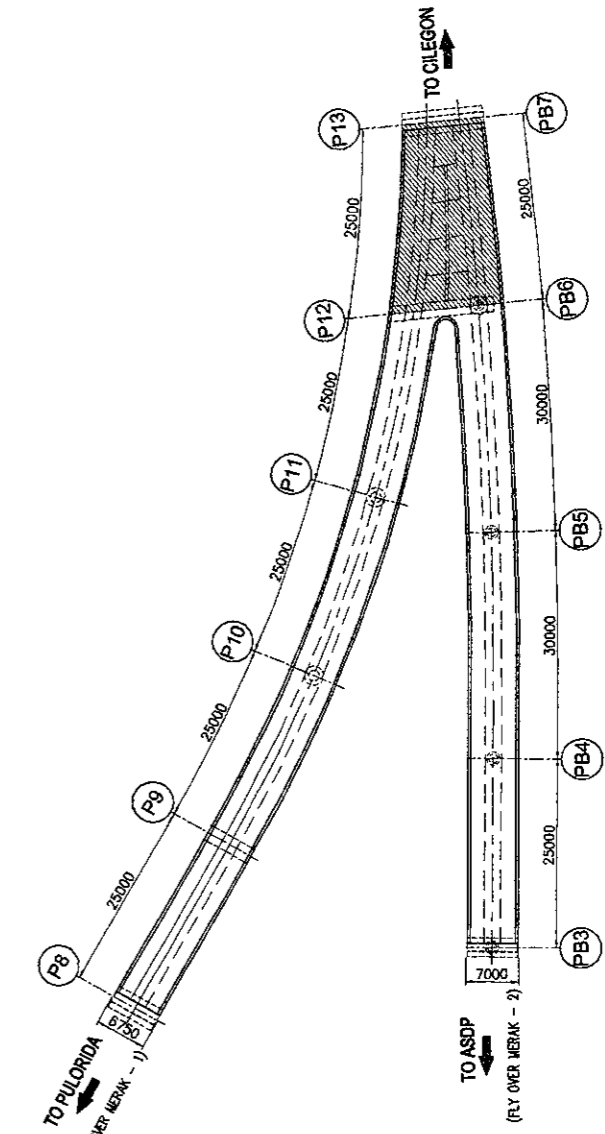
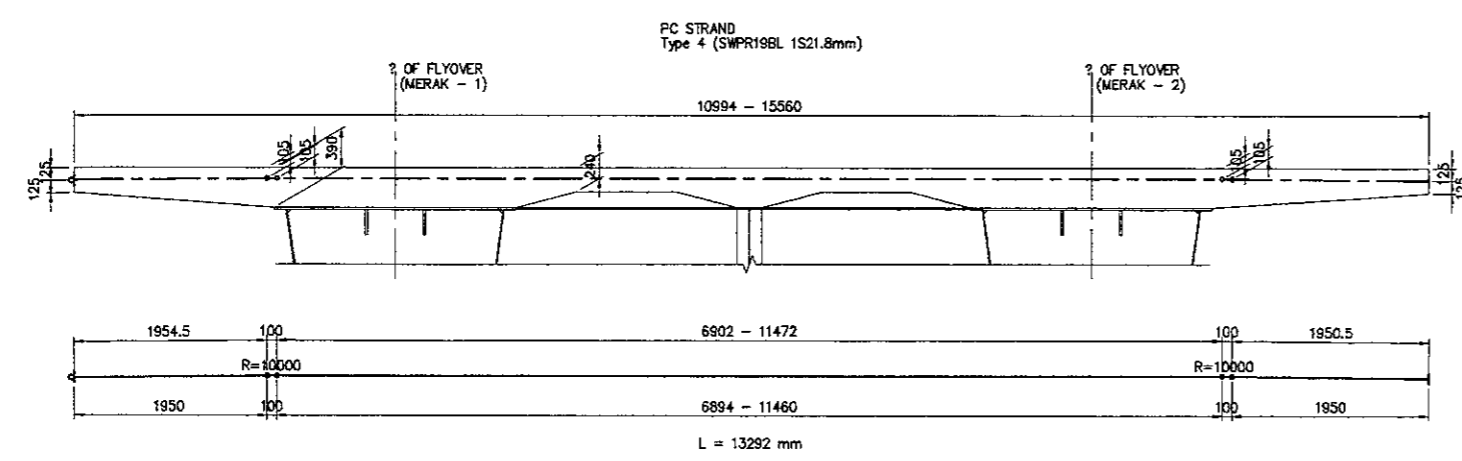
TOTAL LENGTH (L) = 484.875 m
 TOTAL WEIGHT (W) = 3,059.56 kg



SIDE ELEVATION
 SCALE : 1:200



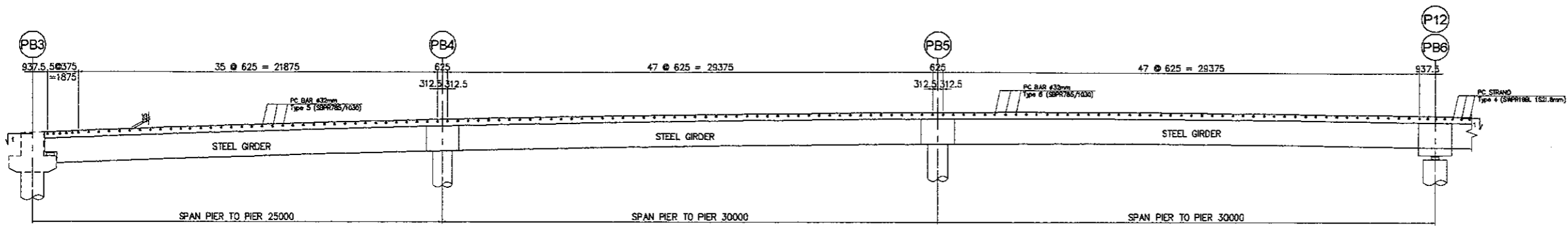
SECTION 1-1
 SCALE : 1:200



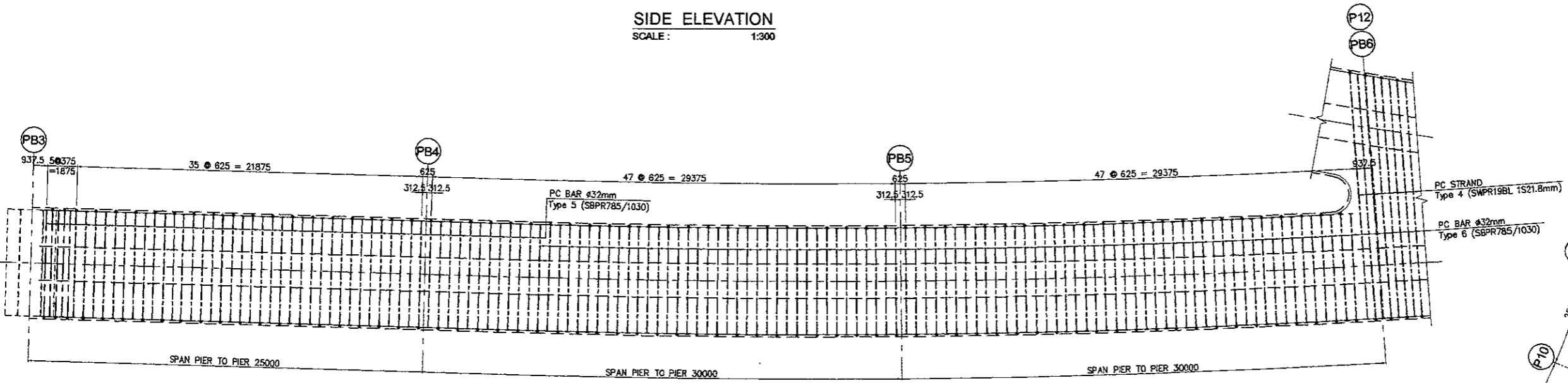
KEY PLAN
 NOT TO SCALE

TABLE OF DECK SLAB CABLES FOR P12 - P13

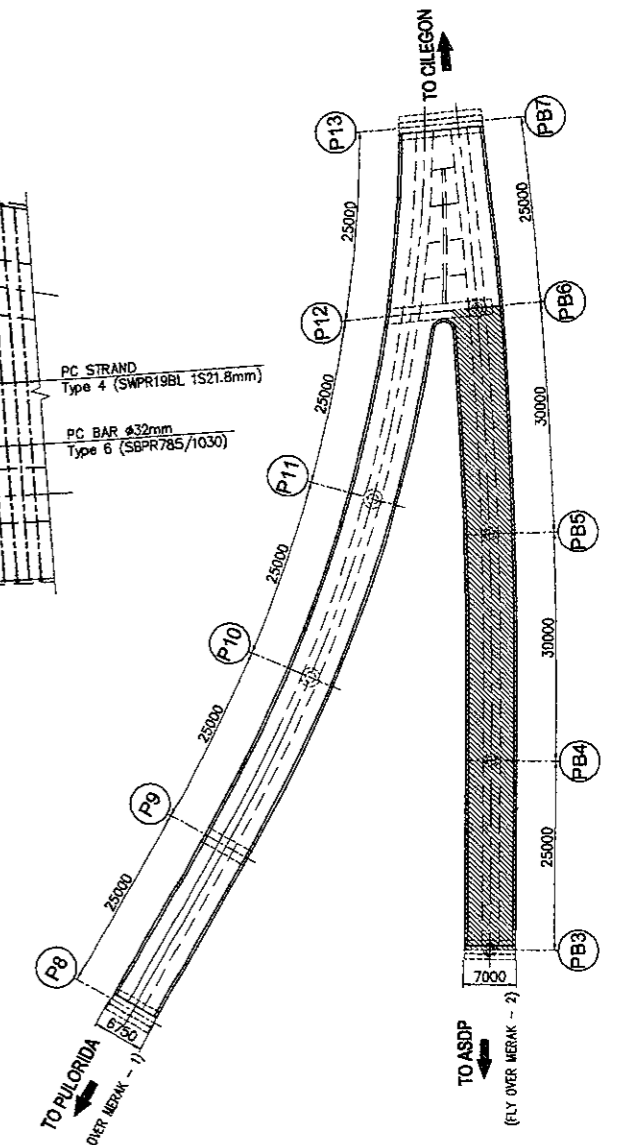
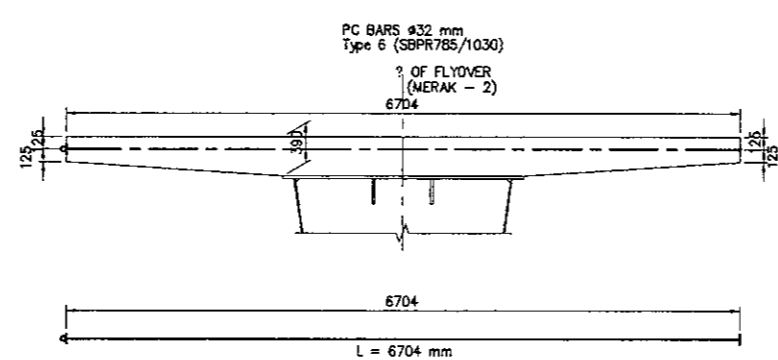
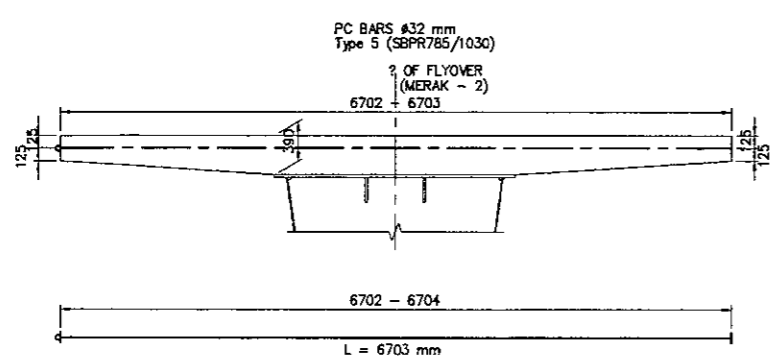
| Length (m) | NOS | Unit Weight (kg / m) | Weight / 1 nos (kg) | Weight (kg) | Remarks |
|--|-----|----------------------|---------------------|-------------|--|
| Type 4 13.292 | 52 | 2.482 | 32.99 | 1,715.52 | STRESSING ANCHORAGE ONE SIDE STAGGERED |
| TOTAL LENGTH (L) = 691.184 m TOTAL WEIGHT (W) = 1,715.52 kg | | | | | |



SIDE ELEVATION
 SCALE : 1:300



SECTION 1-1
 SCALE : 1:300



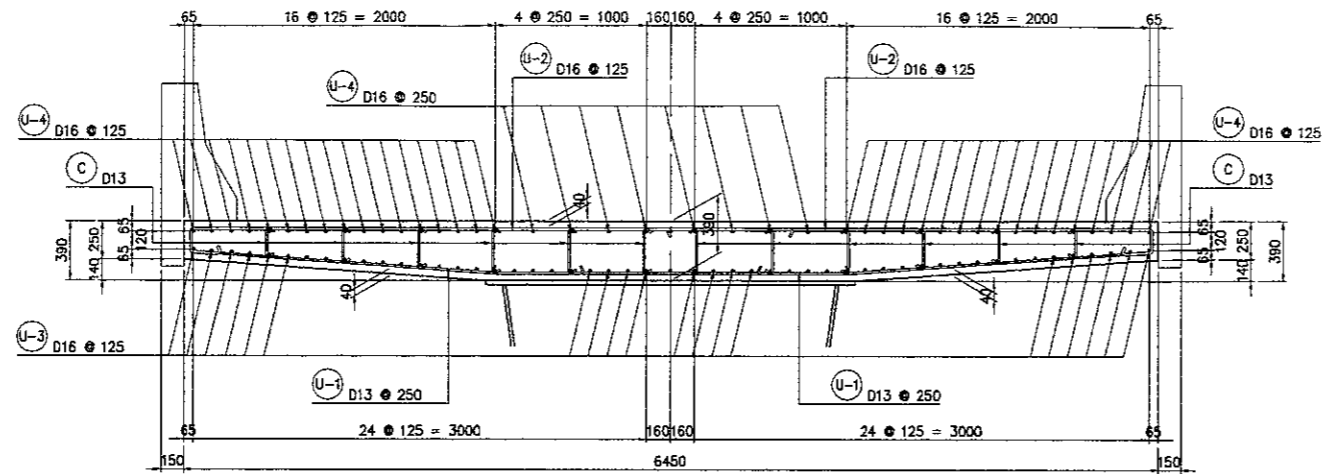
KEY PLAN
 NOT TO SCALE

TABLE OF DECK SLAB BAR FOR PB3 - PB6

| Length (m) | NOS | Unit Weight (kg / m) | Weight / 1 nos (kg) | Weight (kg) | Remarks |
|-----------------|-----|----------------------|---------------------|-------------|--|
| Type 5 6.703 | 52 | 6.31 | 42.30 | 2,199.39 | STRESSING ANCHORAGE ONE SIDE STAGGERED |
| Type 6 6.704 | 83 | 6.31 | 42.30 | 3,511.09 | |

TOTAL LENGTH (L) = 904.988 m
 TOTAL WEIGHT (W) = 5,710.47 kg

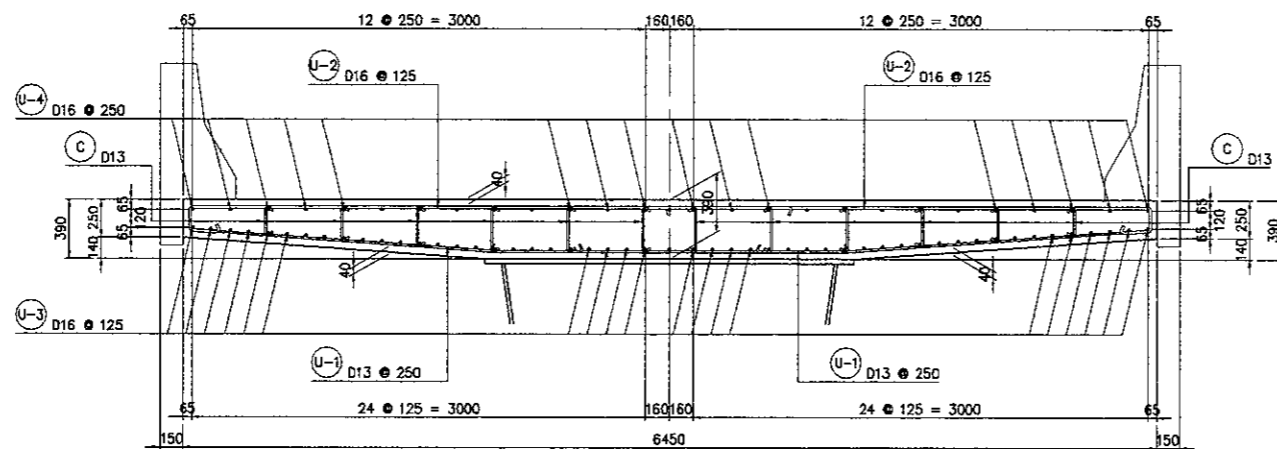
| DESIGNED BY | | CHECKED BY | | SUBMITTED BY | |
|-------------|-----------|------------|------------|--------------|-----------|
| Name | S. MATSUI | Name | T. OKUMURA | Name | M. KIUCHI |
| Sign | | Sign | | Sign | |
| Date | | Date | | Date | |



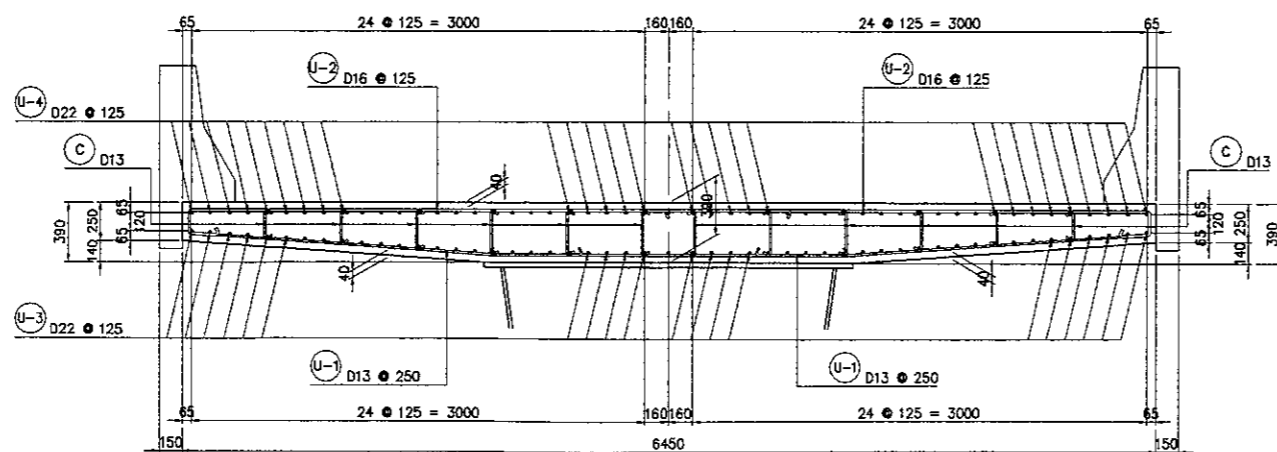
TYPICAL CROSS SECTION REINFORCEMENT AT EXP. JOINT
 SCALE : 1:50

| | |
|---------------------------|--------------|
| TRANVERSAL REBAR, LOWER | : U-1 |
| TRANVERSAL REBAR, UPPER | : U-2 |
| LONGITUDINAL REBAR, LOWER | : U-3 |
| LONGITUDINAL REBAR, UPPER | : U-4 |
| ERECTION REBAR | : C |
| REBAR CLEAR COVER | : 40 mm, ALL |

- NOTES :**
- ALL DIMENSION ARE IN MILLIMETER UNLESS NOTED OTHERWISE
 - CONCRETE , $f_c' = 35 \text{ MPa}$
 - REBARS, BJTD 40, $f_y = 400 \text{ MPa}$
 - THE CONTRACTOR SHALL BE RESPONSIBLE TO CARRY OUT THE FOLLOWING BEFORE CONSTRUCTION :
 - VERIFICATION OF ALL ELEVATIONS AND DIMENSIONS, USING ACTUAL FIELD SURVEY
 - PREPARATION AND SUBMISSION OF SHOP DRAWINGS FOR ALL BRIDGE COMPONENTS FOR THE ENGINEERS APPROVAL

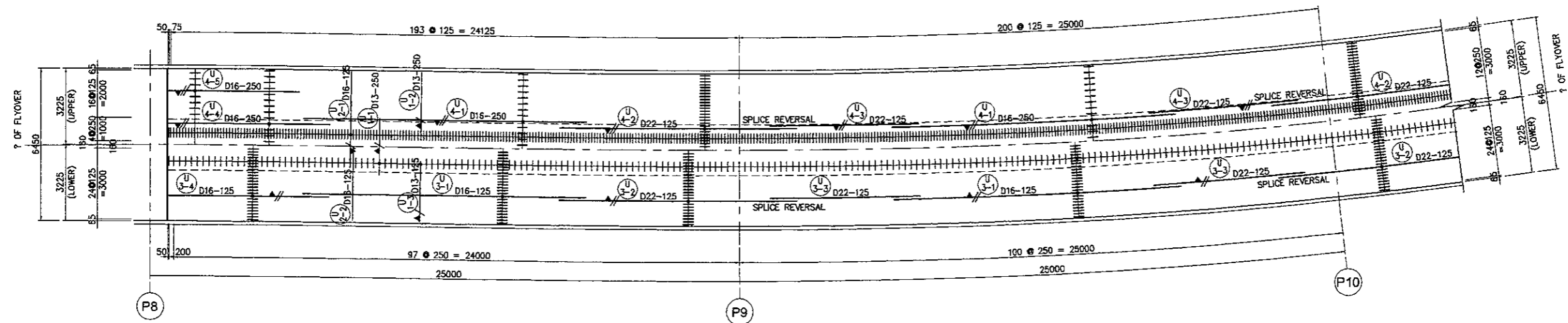


TYPICAL CROSS SECTION REINFORCEMENT AT MIDSPAN
 SCALE : 1:50



TYPICAL CROSS SECTION REINFORCEMENT AT PIER
 SCALE : 1:50

| DESIGNED BY | | CHECKED BY | | SUBMITTED BY | |
|-------------|-----------|------------|------------|--------------|-----------|
| Name | S. MATSUI | Name | T. OKUMURA | Name | M. KIUCHI |
| Sign | | Sign | | Sign | |
| Date | | Date | | Date | |

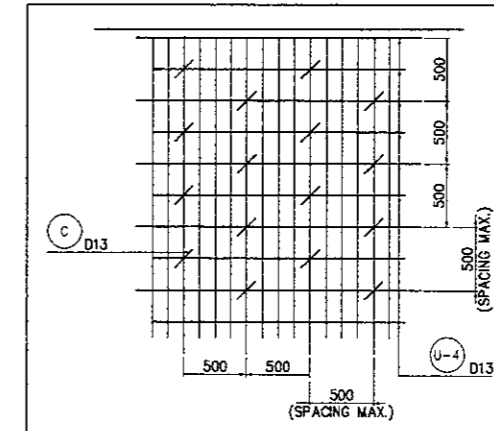


DECK SLAB REINFORCEMENT ARRANGEMENT P8 - P10
 SCALE : 1:200

DECK POURING SEQUENCE :
 TO CONTROL THE EFFECTS OF CONCRETE SHRINKAGE THE DECK IS TO BE POURED IN SECTIONS NOT EXCEEDING 30 METRES IN LENGTH WITH A MINIMUM SEVEN (7) DAY DELAY BETWEEN ADJOINING POURS. A STAGGERED SEQUENCE OF POURS MAY BE USED.

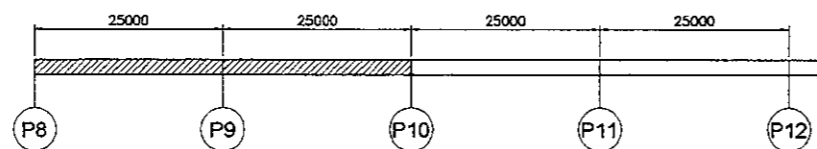
- REBARS NOTATION :**
- /— DENOTES TOP REBARS 1st LAYER
 - //— DENOTES TOP REBARS 2nd LAYER
 - /— DENOTES BOTTOM REBARS 1st LAYER
 - //— DENOTES BOTTOM REBARS 2nd LAYER

ERECTION BAR SPACING (3 NOS/Sq.m)

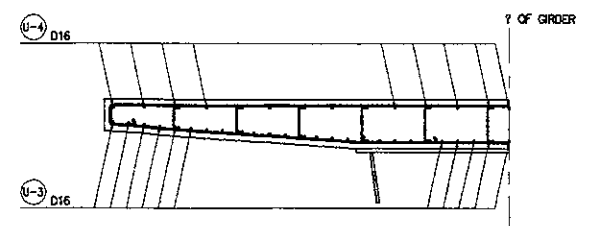
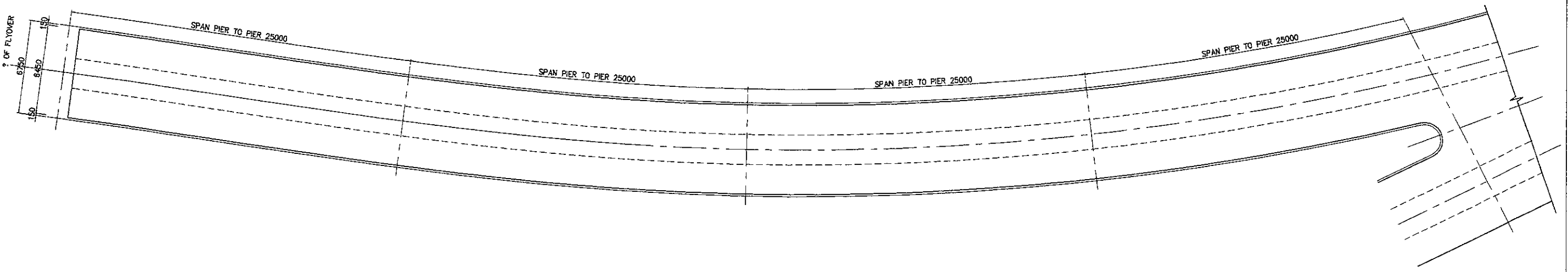
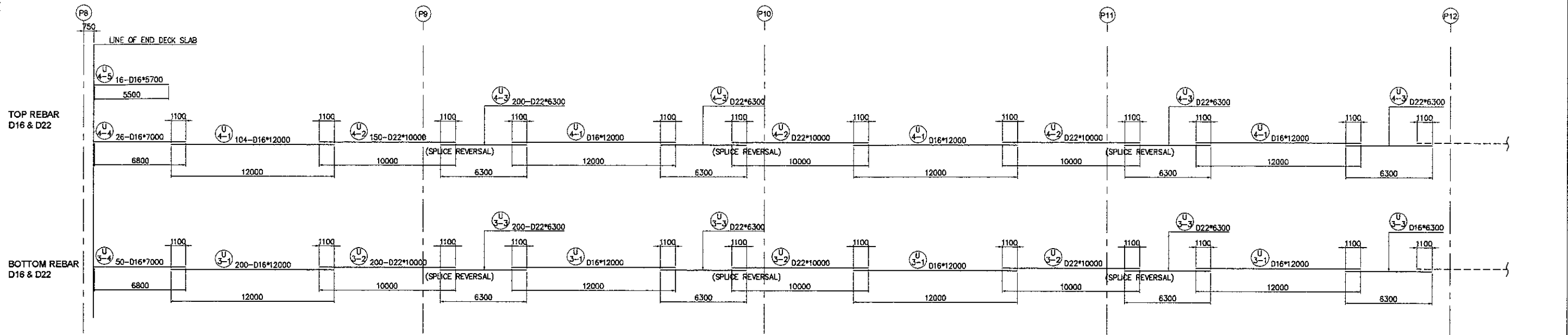


- CLEAR COVERS :**
- TOP : 40 MM
 - BOTTOM : 40 MM
 - SIDE : 40 MM

AVE. : AVERAGE LENGTH



KEY PLAN
 NOT TO SCALE

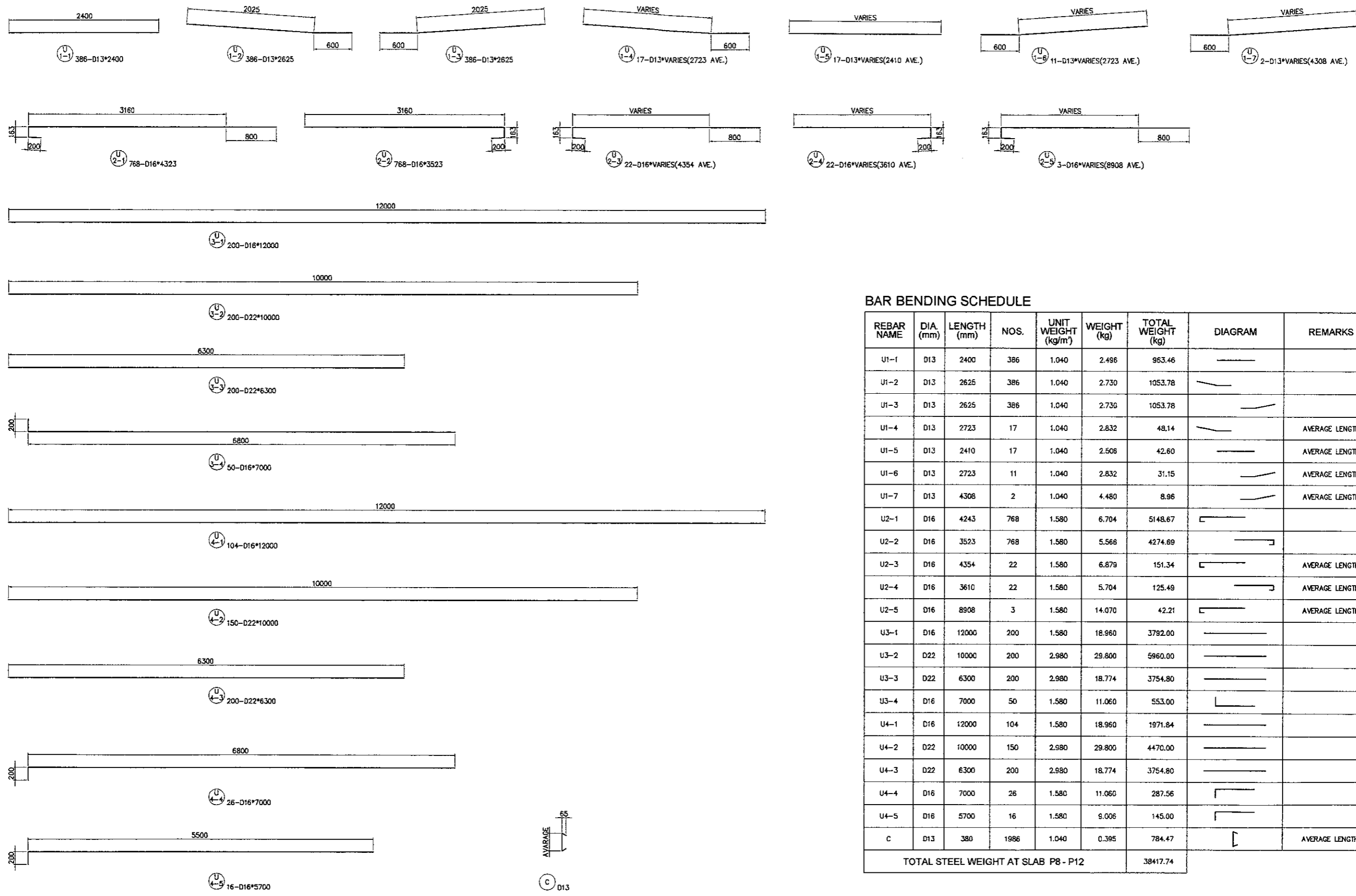


SPLICE LENGTH

| | | |
|--------------|------------|------|
| TRANSVERSAL | D13 | 600 |
| | D16 | 800 |
| LONGITUDINAL | D16 to D19 | 1000 |

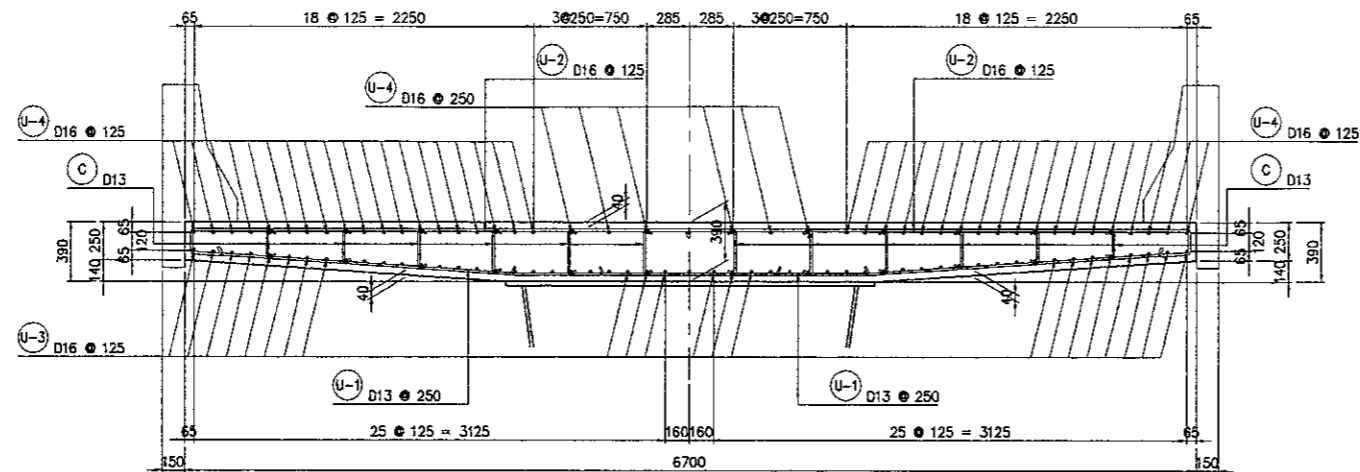
STANDARD HOOKS

| BENDING ANGLE OF REBARS | FIGURE | DIAMETER OF REBARS | DIAMETER OF BEND OF REBARS OUT TO OUT | STRAIGHT EXTENSION LENGTH |
|-------------------------|--------|----------------------------|---------------------------------------|---------------------------|
| 90° | | D10 TO 16 GENERAL | 6 db | 6 db |
| | | D10 TO 16 STIRRUP AND TIES | 4 db | 6 db |
| | | D32 | 6 db | 12 db |
| 135° | | D10 to D25 | 8 db | 6 db |



BAR BENDING SCHEDULE

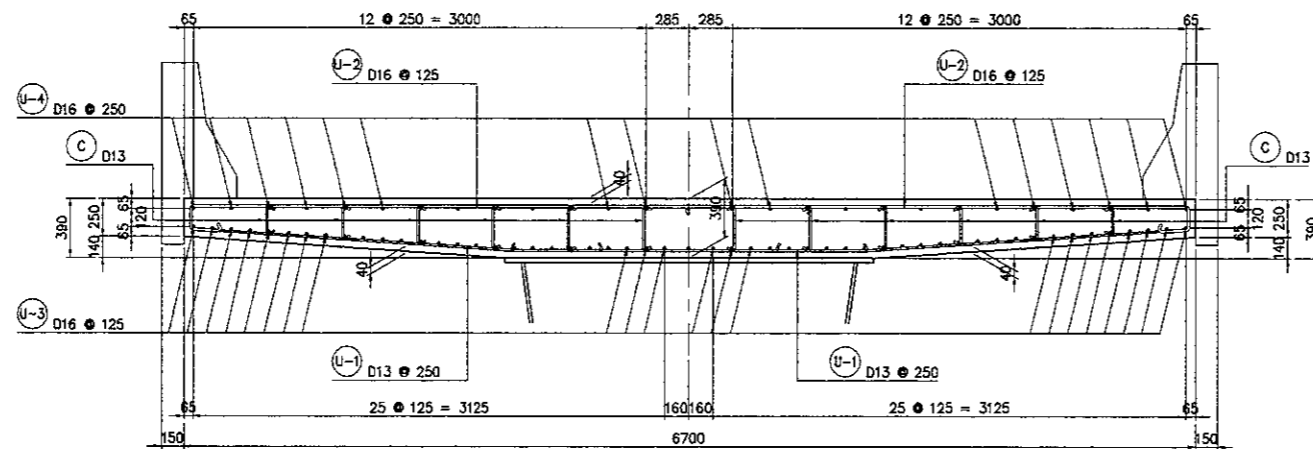
| REBAR NAME | DIA (mm) | LENGTH (mm) | NOS. | UNIT WEIGHT (kg/m ³) | WEIGHT (kg) | TOTAL WEIGHT (kg) | DIAGRAM | REMARKS |
|--|----------|-------------|------|----------------------------------|-------------|-------------------|---------|----------------|
| U1-1 | D13 | 2400 | 386 | 1.040 | 2.496 | 963.46 | | |
| U1-2 | D13 | 2625 | 386 | 1.040 | 2.730 | 1053.78 | | |
| U1-3 | D13 | 2625 | 386 | 1.040 | 2.730 | 1053.78 | | |
| U1-4 | D13 | 2723 | 17 | 1.040 | 2.832 | 48.14 | | AVERAGE LENGTH |
| U1-5 | D13 | 2410 | 17 | 1.040 | 2.506 | 42.60 | | AVERAGE LENGTH |
| U1-6 | D13 | 2723 | 11 | 1.040 | 2.832 | 31.15 | | AVERAGE LENGTH |
| U1-7 | D13 | 4308 | 2 | 1.040 | 4.480 | 8.96 | | AVERAGE LENGTH |
| U2-1 | D16 | 4243 | 768 | 1.580 | 6.704 | 5148.67 | | |
| U2-2 | D16 | 3523 | 768 | 1.580 | 5.566 | 4274.69 | | |
| U2-3 | D16 | 4354 | 22 | 1.580 | 6.879 | 151.34 | | AVERAGE LENGTH |
| U2-4 | D16 | 3610 | 22 | 1.580 | 5.704 | 125.49 | | AVERAGE LENGTH |
| U2-5 | D16 | 8908 | 3 | 1.580 | 14.070 | 42.21 | | AVERAGE LENGTH |
| U3-1 | D16 | 12000 | 200 | 1.580 | 18.960 | 3792.00 | | |
| U3-2 | D22 | 10000 | 200 | 2.980 | 29.800 | 5960.00 | | |
| U3-3 | D22 | 6300 | 200 | 2.980 | 18.774 | 3754.80 | | |
| U3-4 | D16 | 7000 | 50 | 1.580 | 11.060 | 553.00 | | |
| U4-1 | D16 | 12000 | 104 | 1.580 | 18.960 | 1971.84 | | |
| U4-2 | D22 | 10000 | 150 | 2.980 | 29.800 | 4470.00 | | |
| U4-3 | D22 | 6300 | 200 | 2.980 | 18.774 | 3754.80 | | |
| U4-4 | D16 | 7000 | 26 | 1.580 | 11.060 | 287.56 | | |
| U4-5 | D16 | 5700 | 16 | 1.580 | 9.006 | 145.00 | | |
| C | D13 | 380 | 1986 | 1.040 | 0.395 | 784.47 | | AVERAGE LENGTH |
| TOTAL STEEL WEIGHT AT SLAB P8 - P12 | | | | | | 38417.74 | | |



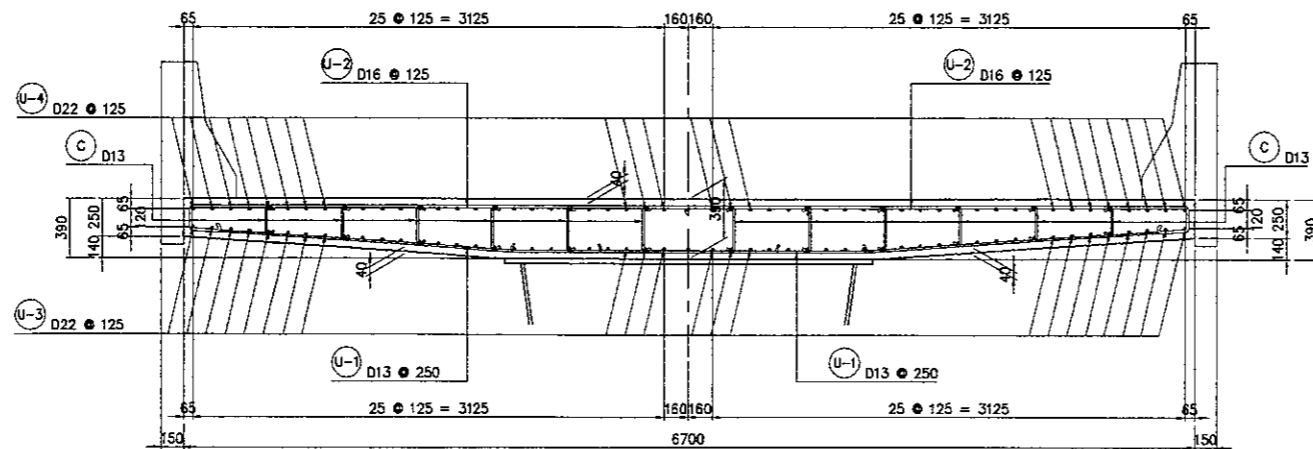
TYPICAL CROSS SECTION REINFORCEMENT AT EXP. JOINT
 SCALE : 1:50

| | |
|---------------------------|--------------|
| TRANSVERSAL REBAR, LOWER | : U-1 |
| TRANSVERSAL REBAR, UPPER | : U-2 |
| LONGITUDINAL REBAR, LOWER | : U-3 |
| LONGITUDINAL REBAR, UPPER | : U-4 |
| ERECTION REBAR | : C |
| REBAR CLEAR COVER | : 40 mm, ALL |

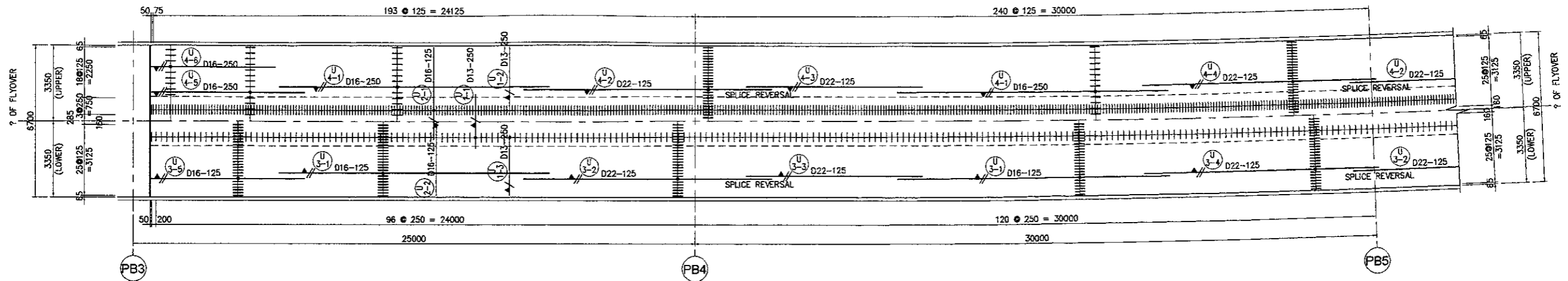
- NOTES :**
- ALL DIMENSION ARE IN MILLIMETER UNLESS NOTED OTHERWISE
 - CONCRETE , $f_c' = 35 \text{ MPa}$
 - REBARS, BJTD 40, $f_y = 400 \text{ MPa}$
 - THE CONTRACTOR SHALL BE RESPONSIBLE TO CARRY OUT THE FOLLOWING BEFORE CONSTRUCTION :
 - VERIFICATION OF ALL ELEVATIONS AND DIMENSIONS, USING ACTUAL FIELD SURVEY
 - PREPARATION AND SUBMISSION OF SHOP DRAWINGS FOR ALL BRIDGE COMPONENTS FOR THE ENGINEERS APPROVAL



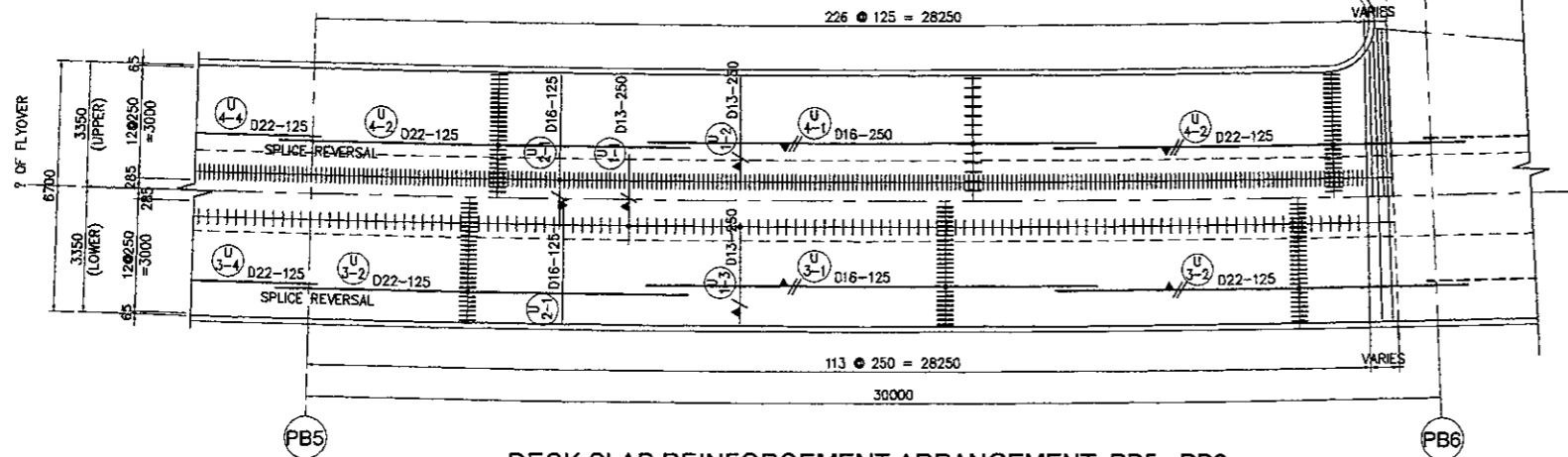
TYPICAL CROSS SECTION REINFORCEMENT AT MIDSPAN
 SCALE : 1:50



TYPICAL CROSS SECTION REINFORCEMENT AT PIER
 SCALE : 1:50



DECK SLAB REINFORCEMENT ARRANGEMENT PB3 - PB5
 SCALE : 1:200



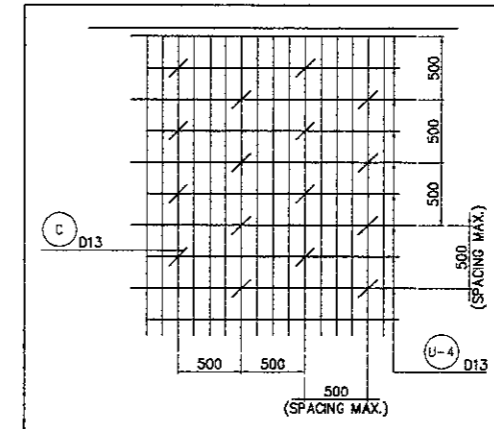
DECK SLAB REINFORCEMENT ARRANGEMENT PB5 - PB6
 SCALE : 1:200

DECK POURING SEQUENCE :
 TO CONTROL THE EFFECTS OF CONCRETE SHRINKAGE THE DECK IS TO BE POURED IN SECTIONS NOT EXCEEDING 30 METRES IN LENGTH WITH A MINIMUM SEVEN (7) DAY DELAY BETWEEN ADJOINING POURS. A STAGGERED SEQUENCE OF POURS MAY BE USED.

REBARS NOTATION :

- ↖ DENOTES TOP REBARS 1st LAYER
- ↗ DENOTES TOP REBARS 2nd LAYER
- ↘ DENOTES BOTTOM REBARS 1st LAYER
- ↙ DENOTES BOTTOM REBARS 2nd LAYER

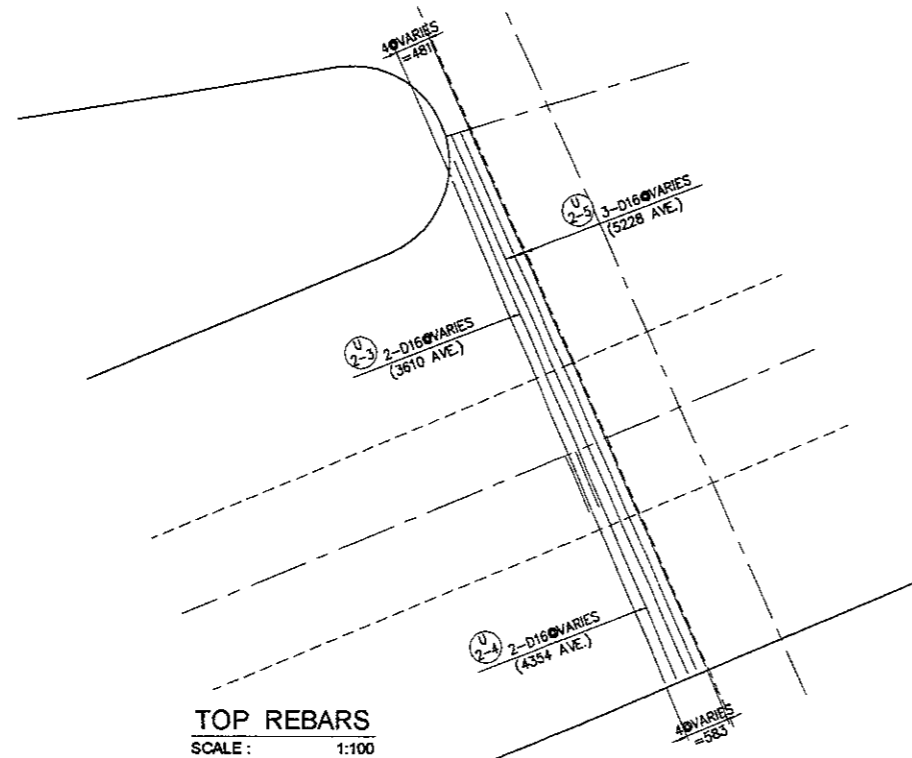
ERECTION BAR SPACING (3 NOS/Sq.m)



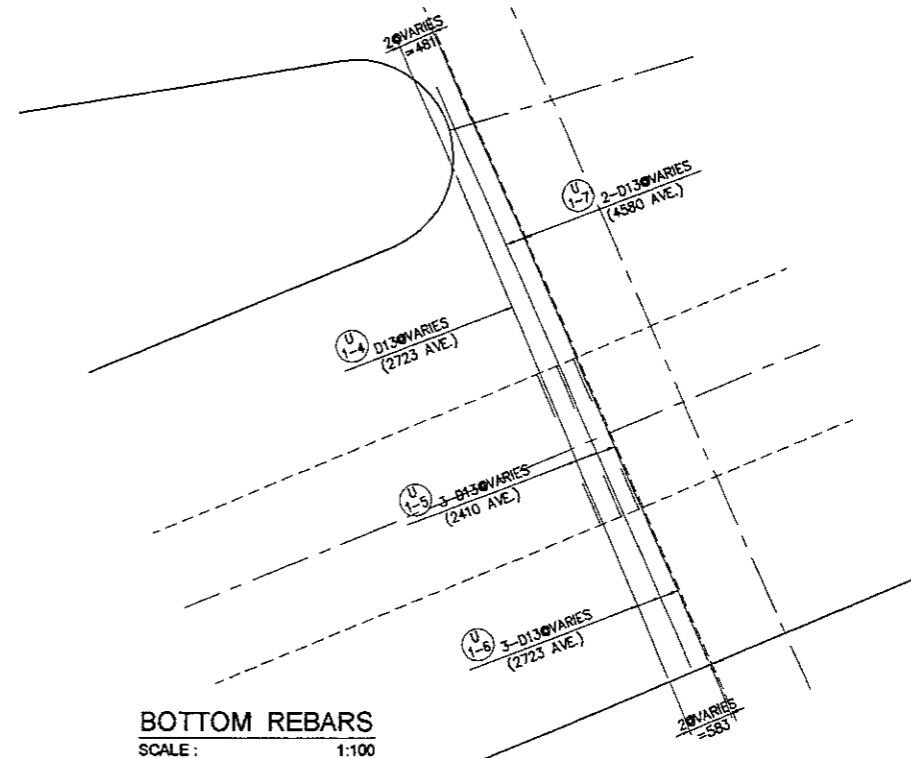
CLEAR COVERS :

TOP : 40 MM
 BOTTOM : 40 MM
 SIDE : 40 MM

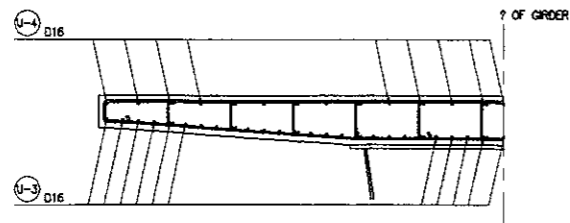
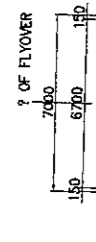
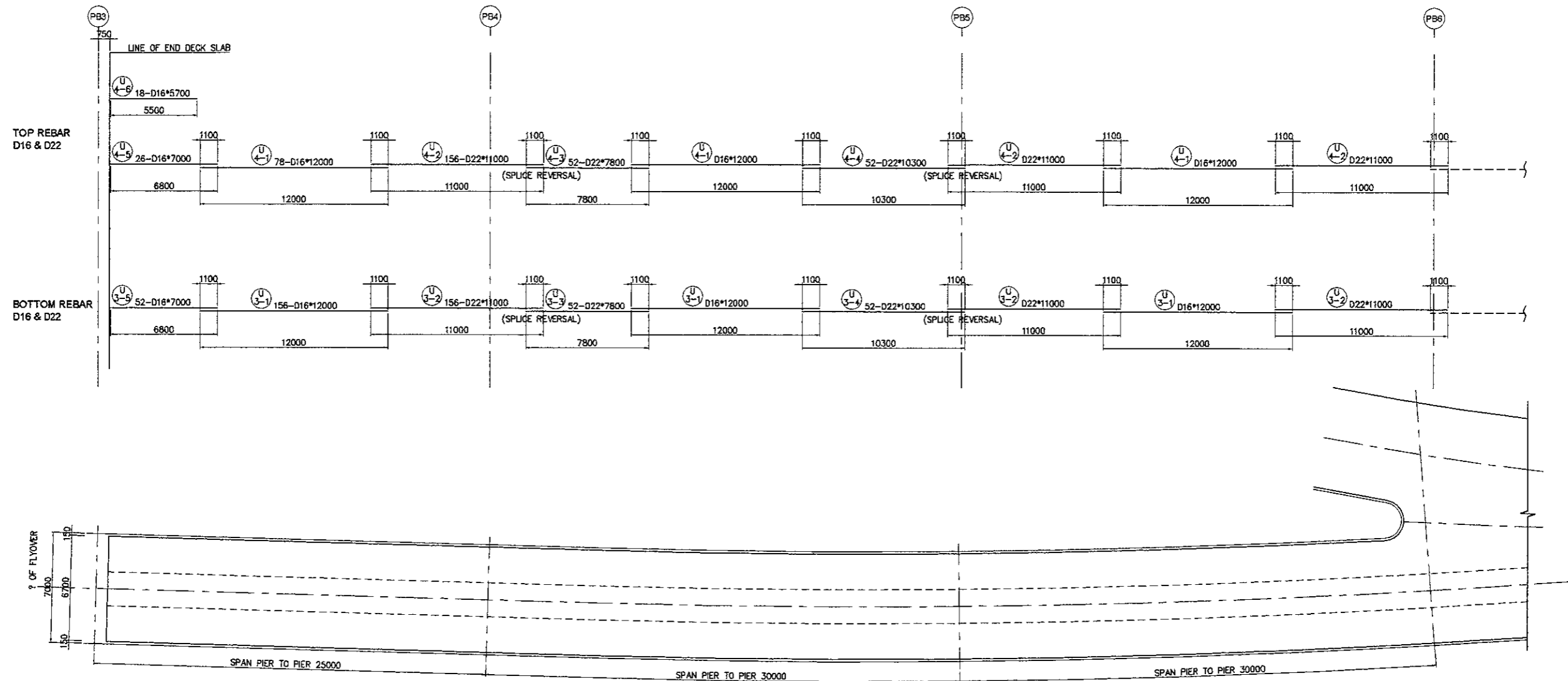
AVE. : AVERAGE LENGTH



TOP REBARS
 SCALE : 1:100



BOTTOM REBARS
 SCALE : 1:100

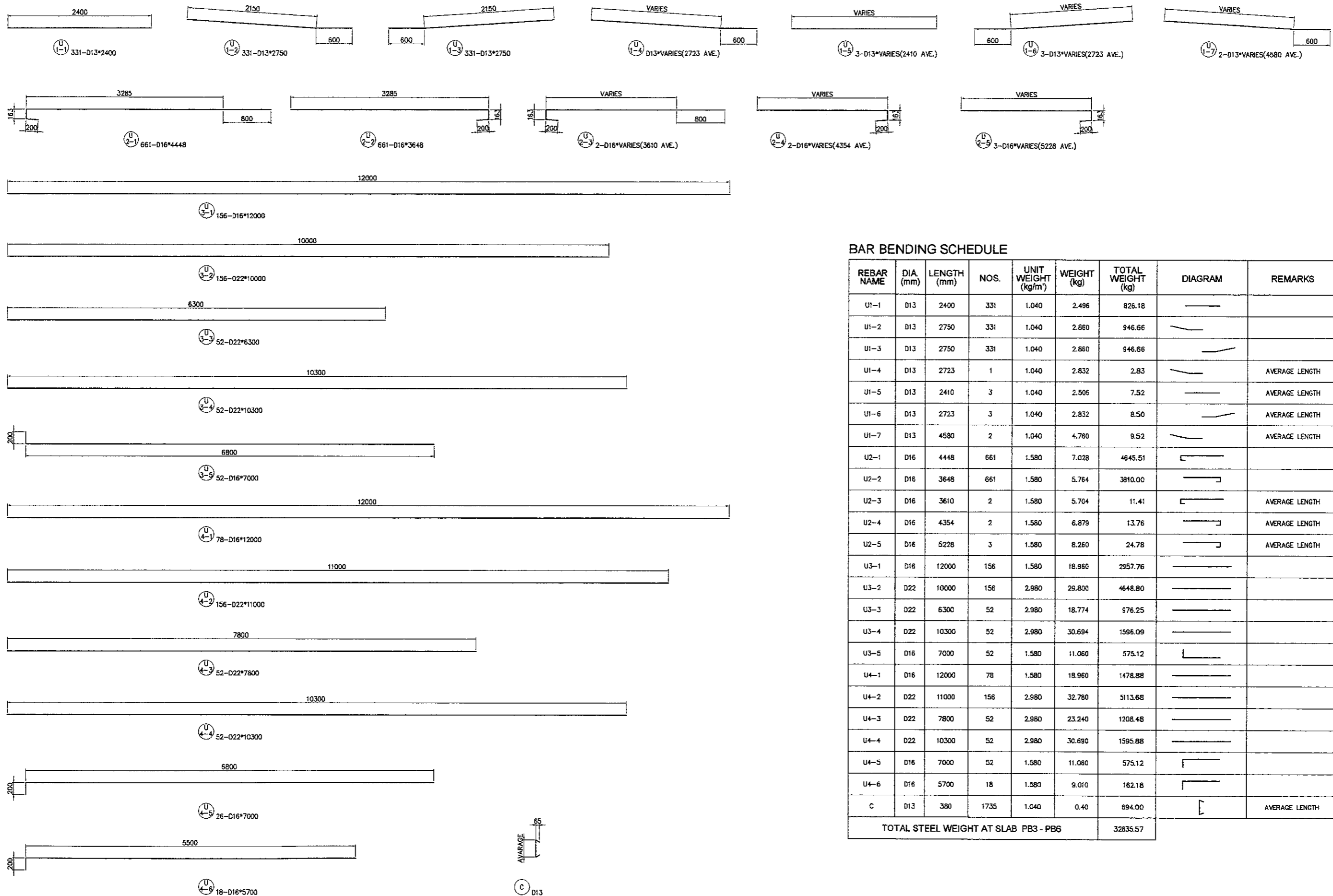


SPLICE LENGTH

| | | |
|--------------|------------|------|
| TRANSVERSAL | D13 | 600 |
| | D16 | 800 |
| LONGITUDINAL | D16 to D19 | 1000 |

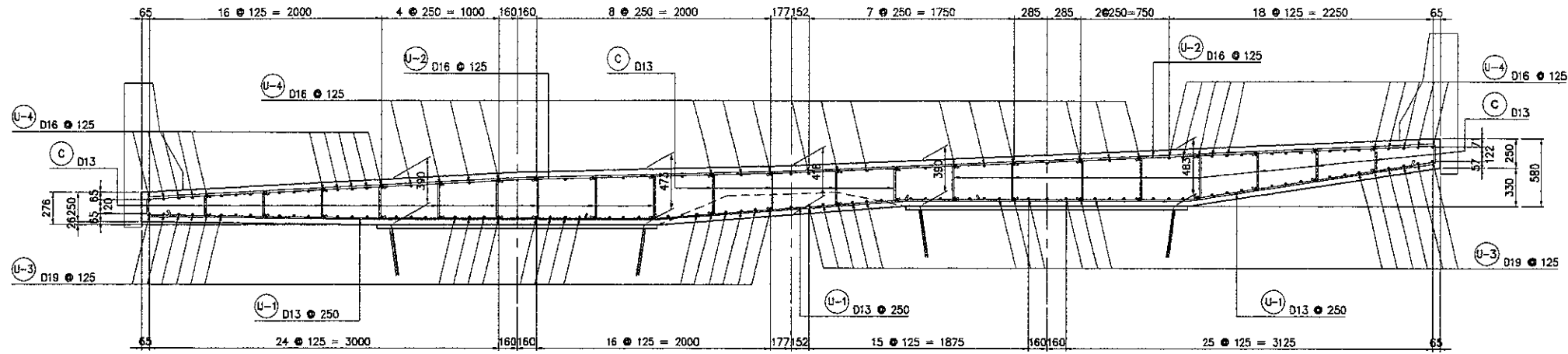
STANDARD HOOKS

| BENDING ANGLE OF REBARS | FIGURE | DIAMETER OF REBARS | DIAMETER OF BEND OF REBARS OUT TO OUT | STRAIGHT EXTENSION LENGTH |
|-------------------------|--------|----------------------------|---------------------------------------|---------------------------|
| 90° | | D10 TO 16 GENERAL | 6 db | 6 db |
| | | D10 TO 16 STIRRUP AND TIES | 4 db | 6 db |
| | | D32 | 6 db | 12 db |
| 135° | | D10 to D25 | 8 db | 6 db |



BAR BENDING SCHEDULE

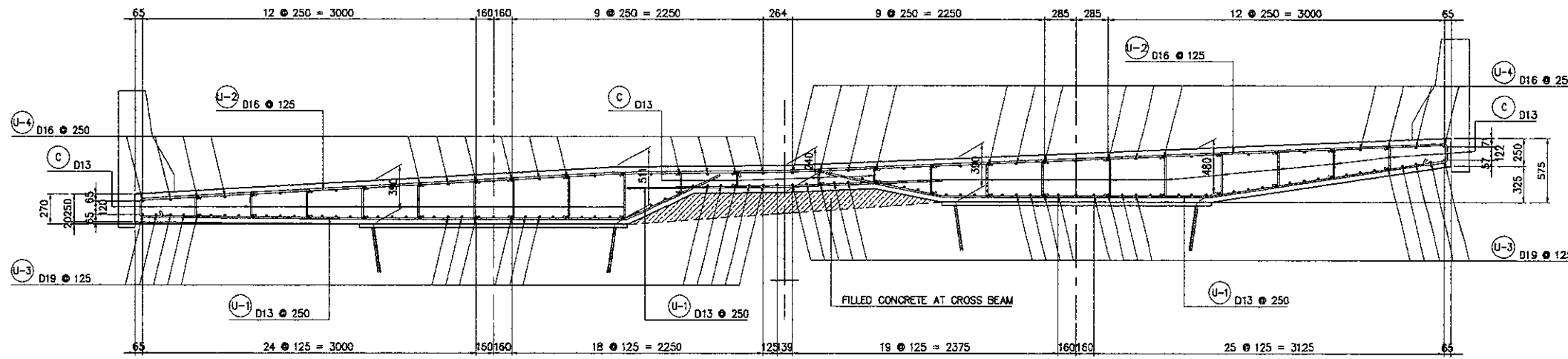
| REBAR NAME | DIA (mm) | LENGTH (mm) | NOS. | UNIT WEIGHT (kg/m) | WEIGHT (kg) | TOTAL WEIGHT (kg) | DIAGRAM | REMARKS |
|---|----------|-------------|------|--------------------|-------------|-------------------|---------|----------------|
| U1-1 | D13 | 2400 | 331 | 1.040 | 2.496 | 826.18 | | |
| U1-2 | D13 | 2750 | 331 | 1.040 | 2.860 | 946.66 | | |
| U1-3 | D13 | 2750 | 331 | 1.040 | 2.860 | 946.66 | | |
| U1-4 | D13 | 2723 | 1 | 1.040 | 2.832 | 2.83 | | AVERAGE LENGTH |
| U1-5 | D13 | 2410 | 3 | 1.040 | 2.506 | 7.52 | | AVERAGE LENGTH |
| U1-6 | D13 | 2723 | 3 | 1.040 | 2.832 | 8.50 | | AVERAGE LENGTH |
| U1-7 | D13 | 4580 | 2 | 1.040 | 4.760 | 9.52 | | AVERAGE LENGTH |
| U2-1 | D16 | 4448 | 661 | 1.580 | 7.028 | 4645.51 | | |
| U2-2 | D16 | 3648 | 661 | 1.580 | 5.764 | 3810.00 | | |
| U2-3 | D16 | 3610 | 2 | 1.580 | 5.704 | 11.41 | | AVERAGE LENGTH |
| U2-4 | D16 | 4354 | 2 | 1.580 | 6.879 | 13.76 | | AVERAGE LENGTH |
| U2-5 | D16 | 5228 | 3 | 1.580 | 8.260 | 24.78 | | AVERAGE LENGTH |
| U3-1 | D16 | 12000 | 156 | 1.580 | 18.960 | 2957.76 | | |
| U3-2 | D22 | 10000 | 156 | 2.980 | 29.800 | 4648.80 | | |
| U3-3 | D22 | 6300 | 52 | 2.980 | 18.774 | 976.25 | | |
| U3-4 | D22 | 10300 | 52 | 2.980 | 30.694 | 1596.09 | | |
| U3-5 | D16 | 7000 | 52 | 1.580 | 11.060 | 575.12 | | |
| U4-1 | D16 | 12000 | 78 | 1.580 | 18.960 | 1478.88 | | |
| U4-2 | D22 | 11000 | 156 | 2.980 | 32.780 | 5113.68 | | |
| U4-3 | D22 | 7800 | 52 | 2.980 | 23.240 | 1208.48 | | |
| U4-4 | D22 | 10300 | 52 | 2.980 | 30.690 | 1595.88 | | |
| U4-5 | D16 | 7000 | 52 | 1.580 | 11.060 | 575.12 | | |
| U4-6 | D16 | 5700 | 18 | 1.580 | 9.010 | 162.18 | | |
| C | D13 | 380 | 1735 | 1.040 | 0.40 | 694.00 | | AVERAGE LENGTH |
| TOTAL STEEL WEIGHT AT SLAB PB3 - PB6 | | | | | | 32835.57 | | |



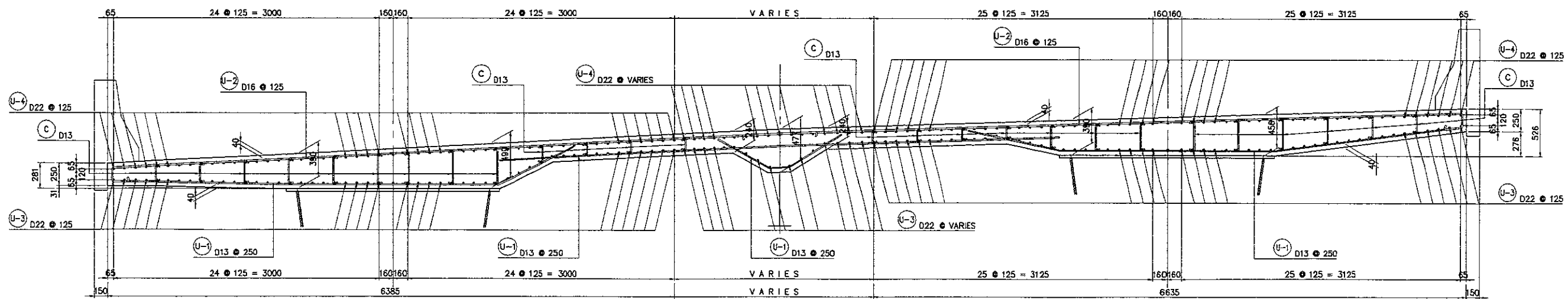
SECTION REINFORCEMENT AT EXP. JOINT P13
 SCALE : 1:50

| | |
|---------------------------|--------------|
| TRANSVERSAL REBAR, LOWER | : U-1 |
| TRANSVERSAL REBAR, UPPER | : U-2 |
| LONGITUDINAL REBAR, LOWER | : U-3 |
| LONGITUDINAL REBAR, UPPER | : U-4 |
| ERECTION REBAR | : C |
| REBAR CLEAR COVER | : 40 mm, ALL |

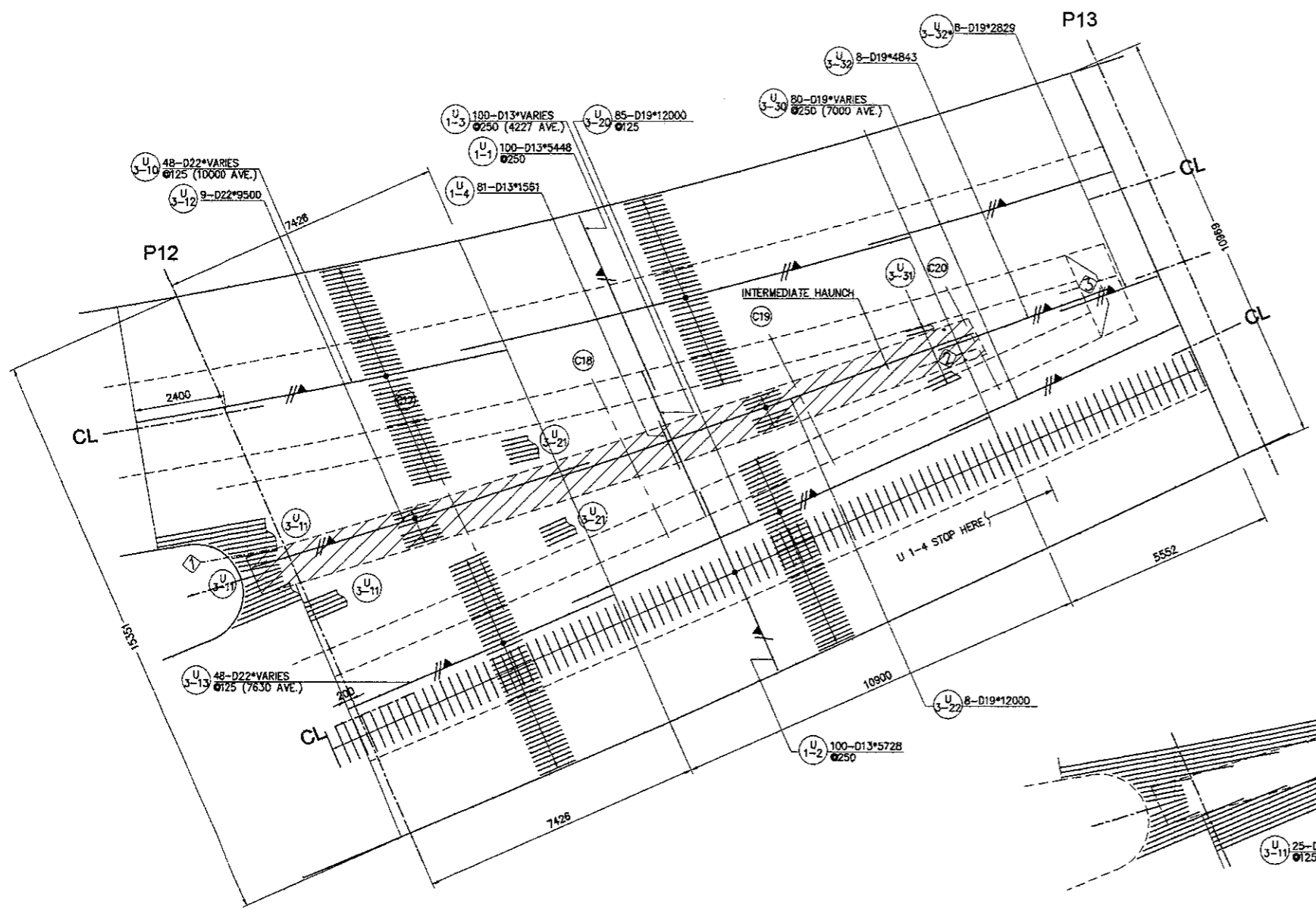
- NOTES :
- ALL DIMENSION ARE IN MILLIMETER UNLESS NOTED OTHERWISE
 - CONCRETE , $f_c' = 35 \text{ MPa}$
 - REBARS, BJTD 40, $f_y = 400 \text{ MPa}$
 - THE CONTRACTOR SHALL BE RESPONSIBLE TO CARRY OUT THE FOLLOWING BEFORE CONSTRUCTION :
 - VERIFICATION OF ALL ELEVATIONS AND DIMENSIONS, USING ACTUAL FIELD SURVEY
 - PREPARATION AND SUBMISSION OF SHOP DRAWINGS FOR ALL BRIDGE COMPONENTS FOR THE ENGINEERS APPROVAL



SECTION REINFORCEMENT AT HAUNCH TRANSITION (C-20)
 SCALE : 1:50

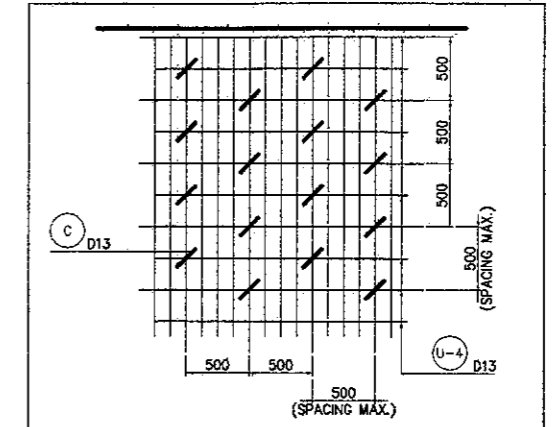


SECTION REINFORCEMENT AT PORTAL P12
 SCALE : 1:50



DECK POURING SEQUENCE :
 TO CONTROL THE EFFECTS OF CONCRETE SHRINKAGE THE DECK IS TO BE POURED IN SECTIONS NOT EXCEEDING 30 METRES IN LENGTH WITH A MINIMUM SEVEN (7) DAY DELAY BETWEEN ADJOINING POURS. A STAGGERED SEQUENCE OF POURS MAY BE USED.

ERECTION BAR SPACING (3 NOS / SQ.M)



REBARS NOTATION :

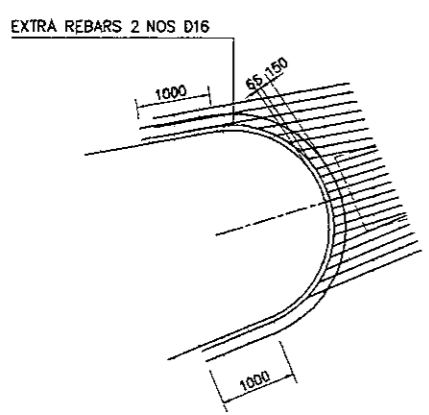
- ↖ DENOTES TOP REBARS 1st LAYER
- ↗ DENOTES TOP REBARS 2nd LAYER
- ↘ DENOTES BOTTOM REBARS 1st LAYER
- ↙ DENOTES BOTTOM REBARS 2nd LAYER

CLEAR COVERS :

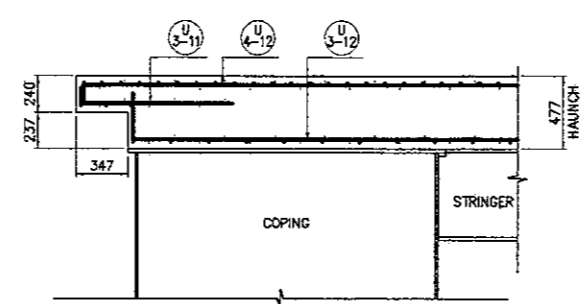
TOP : 40 MM
 BOTTOM : 40 MM
 SIDE : 40 MM

AVE. : AVERAGE LENGTH

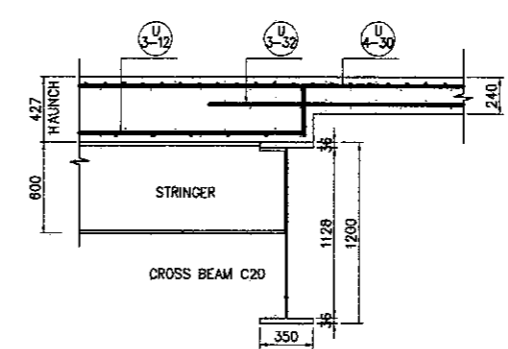
**DECK SLAB REINFORCEMENT ARRANGEMENT P12 - P13
 (BOTTOM SIDE REINFORCEMENT)**
 SCALE : 1:150



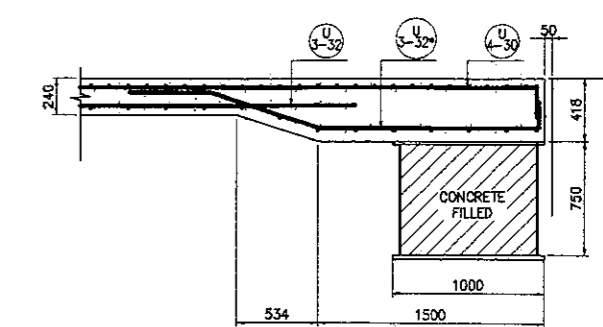
EXTRA REBARS
 SCALE : 1:100



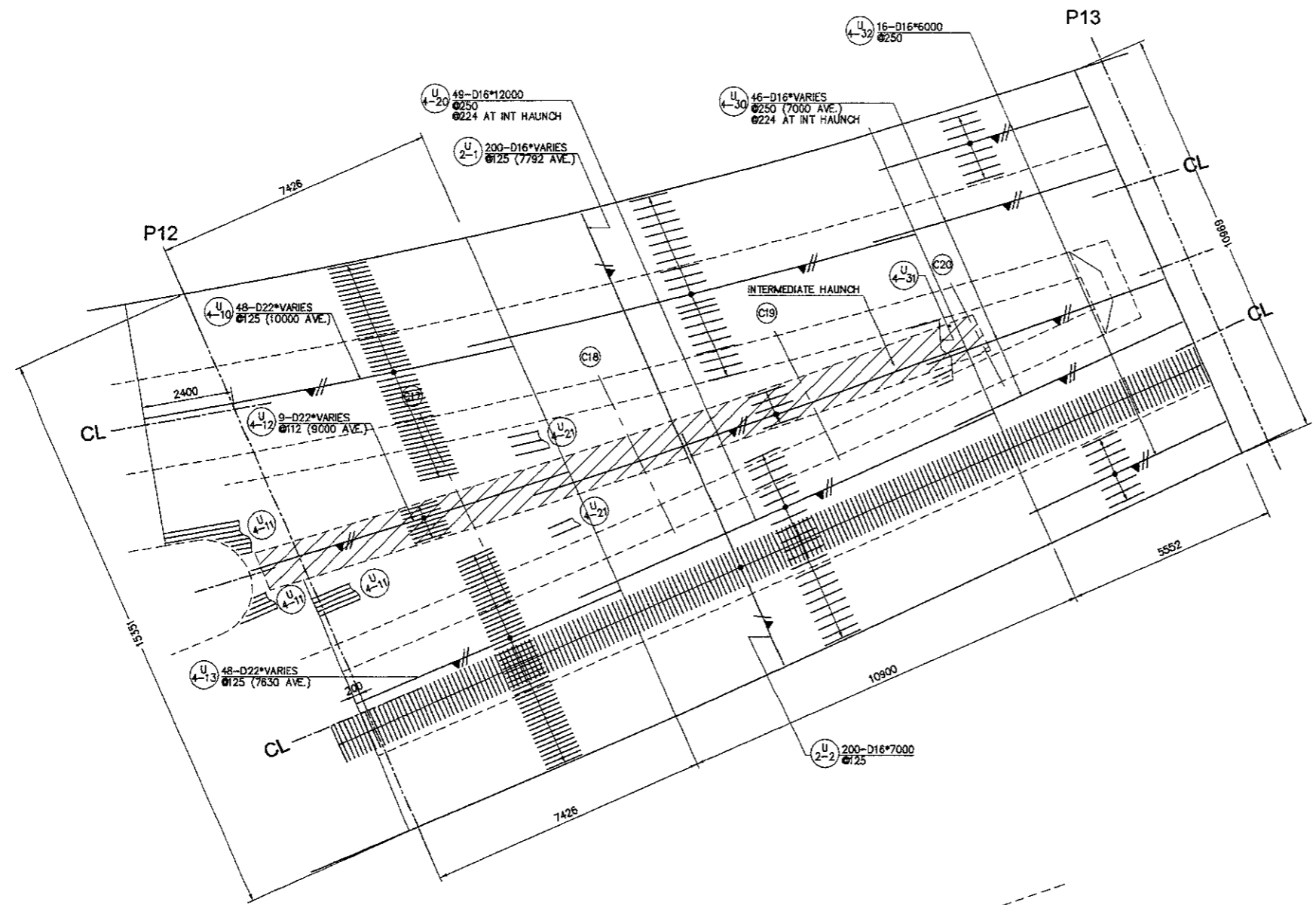
SECTION - 1
 SCALE : 1:50



SECTION - 2
 SCALE : 1:50



SECTION - 3
 SCALE : 1:50



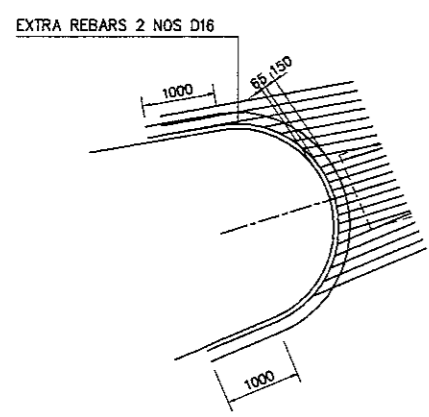
REBARS NOTATION :

- DENOTES TOP REBARS 1st LAYER
- DENOTES TOP REBARS 2nd LAYER
- DENOTES BOTTOM REBARS 1st LAYER
- DENOTES BOTTOM REBARS 2nd LAYER

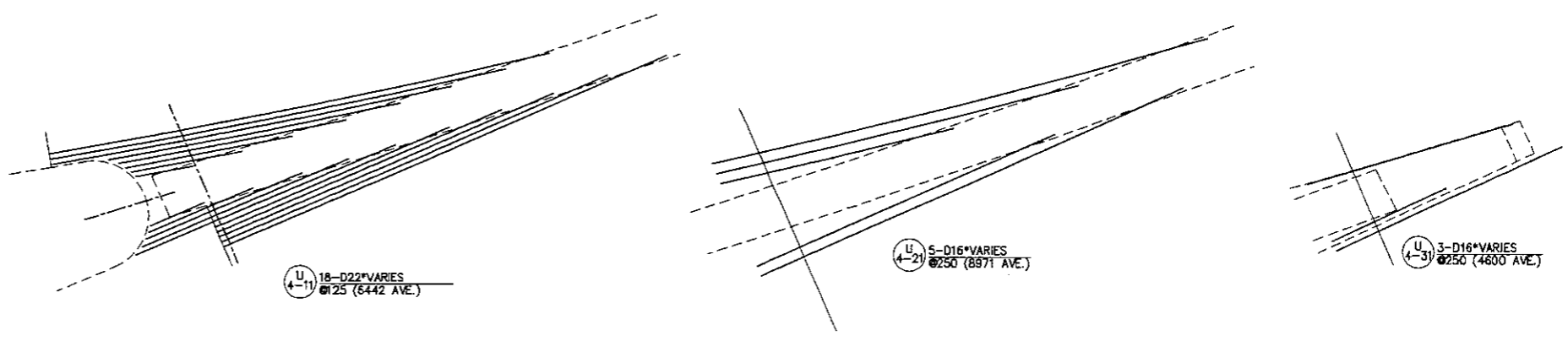
CLEAR COVERS :

TOP : 40 MM
 BOTTOM : 40 MM
 SIDE : 40 MM

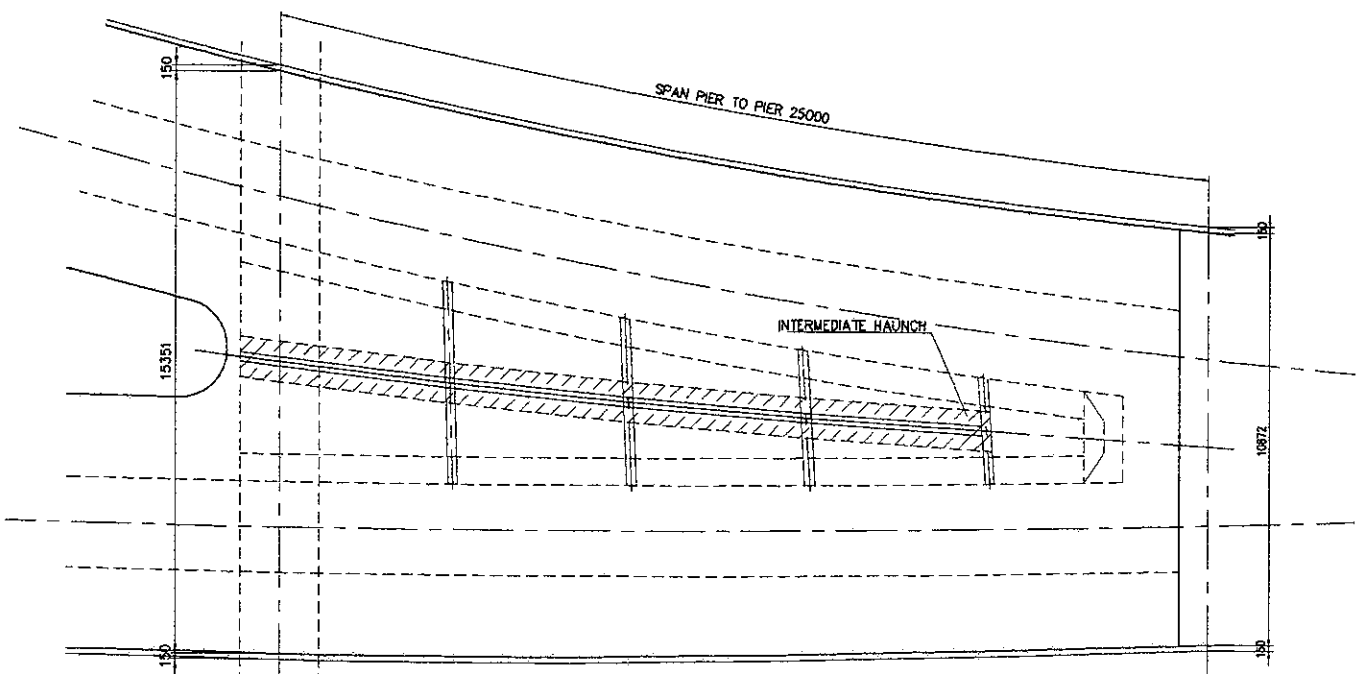
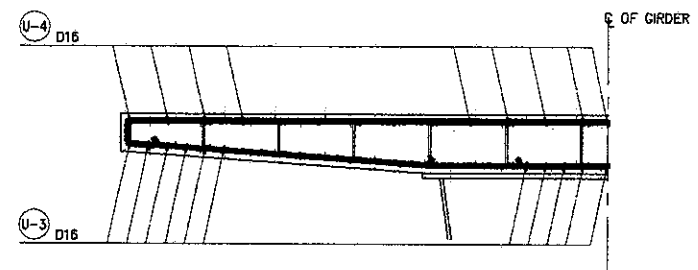
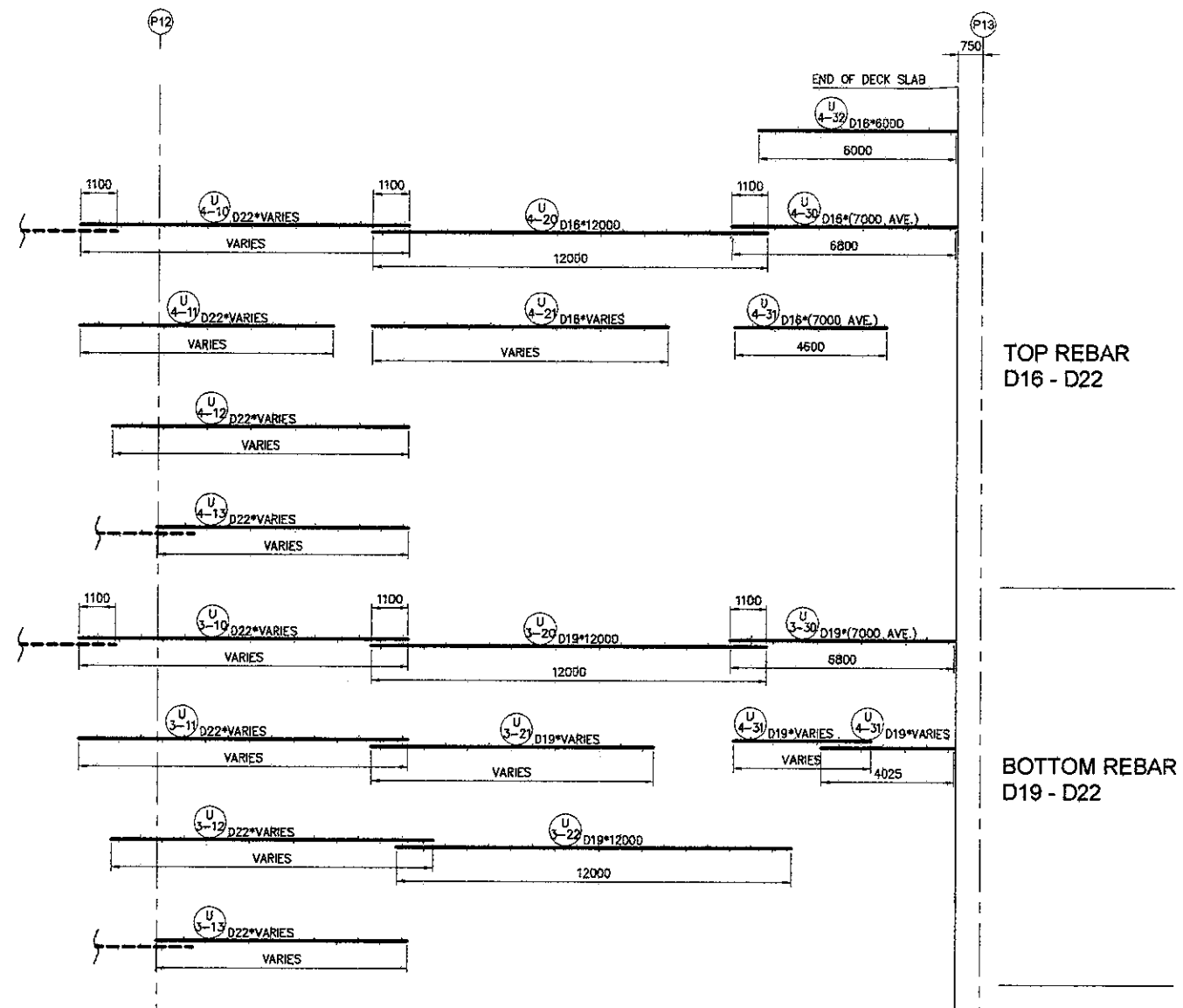
AVE. : AVERAGE LENGTH



EXTRA REBARS
 SCALE : 1:100



**DECK SLAB REINFORCEMENT ARRANGEMENT P12 - P13
 (TOP SIDE REINFORCEMENT)**
 SCALE : 1:150

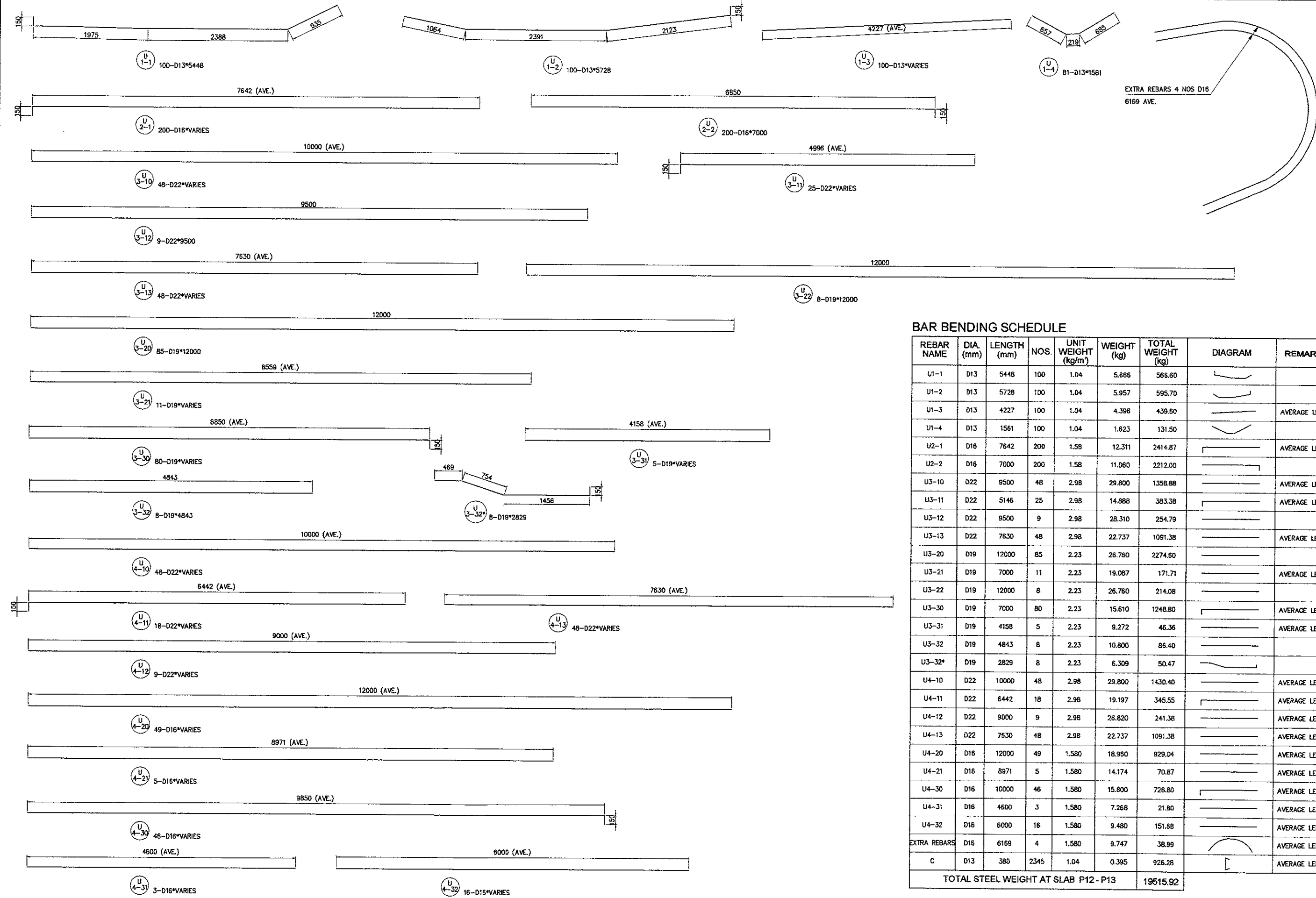


STANDARD HOOKS

| BENDING ANGLE OF REBARS | FIGURE | DIAMETER OF REBARS | DIAMETER OF BEND OF REBARS OUT TO OUT | STRAIGHT EXTENSION LENGTH |
|-------------------------|--------|----------------------------|---------------------------------------|---------------------------|
| 90° | | D10 TO 16 GENERAL | 6 db | 6 db |
| | | D10 TO 16 STIRRUP AND TIES | 4 db | 6 db |
| | | D32 | 6 db | 12 db |
| 135° | | D10 to D25 | 8 db | 6 db |

SPLICE LENGTH

| | | |
|--------------|------------|------|
| TRANSVERSAL | D13 | 500 |
| | D16 | 800 |
| LONGITUDINAL | D16 to D19 | 1000 |



BAR BENDING SCHEDULE

| REBAR NAME | DIA (mm) | LENGTH (mm) | NOS. | UNIT WEIGHT (kg/m) | WEIGHT (kg) | TOTAL WEIGHT (kg) | DIAGRAM | REMARKS |
|---|----------|-------------|------|--------------------|-------------|-------------------|-----------|----------------|
| U1-1 | D13 | 5448 | 100 | 1.04 | 5.666 | 566.60 | [Diagram] | |
| U1-2 | D13 | 5728 | 100 | 1.04 | 5.957 | 595.70 | [Diagram] | |
| U1-3 | D13 | 4227 | 100 | 1.04 | 4.396 | 439.60 | [Diagram] | AVERAGE LENGTH |
| U1-4 | D13 | 1561 | 100 | 1.04 | 1.623 | 131.50 | [Diagram] | |
| U2-1 | D16 | 7642 | 200 | 1.58 | 12.311 | 2414.87 | [Diagram] | AVERAGE LENGTH |
| U2-2 | D16 | 7000 | 200 | 1.58 | 11.060 | 2212.00 | [Diagram] | |
| U3-10 | D22 | 9500 | 48 | 2.98 | 29.800 | 1358.88 | [Diagram] | AVERAGE LENGTH |
| U3-11 | D22 | 5146 | 25 | 2.98 | 14.888 | 383.38 | [Diagram] | AVERAGE LENGTH |
| U3-12 | D22 | 9500 | 9 | 2.98 | 28.310 | 254.79 | [Diagram] | |
| U3-13 | D22 | 7630 | 48 | 2.98 | 22.737 | 1091.38 | [Diagram] | AVERAGE LENGTH |
| U3-20 | D19 | 12000 | 85 | 2.23 | 26.760 | 2274.60 | [Diagram] | |
| U3-21 | D19 | 7000 | 11 | 2.23 | 19.087 | 171.71 | [Diagram] | AVERAGE LENGTH |
| U3-22 | D19 | 12000 | 8 | 2.23 | 26.760 | 214.08 | [Diagram] | |
| U3-30 | D19 | 7000 | 80 | 2.23 | 15.610 | 1248.80 | [Diagram] | AVERAGE LENGTH |
| U3-31 | D19 | 4158 | 5 | 2.23 | 9.272 | 46.36 | [Diagram] | AVERAGE LENGTH |
| U3-32 | D19 | 4843 | 8 | 2.23 | 10.800 | 86.40 | [Diagram] | |
| U3-32* | D19 | 2829 | 8 | 2.23 | 6.309 | 50.47 | [Diagram] | |
| U4-10 | D22 | 10000 | 48 | 2.98 | 29.800 | 1430.40 | [Diagram] | AVERAGE LENGTH |
| U4-11 | D22 | 8442 | 18 | 2.98 | 19.197 | 345.55 | [Diagram] | AVERAGE LENGTH |
| U4-12 | D22 | 9000 | 9 | 2.98 | 26.820 | 241.38 | [Diagram] | AVERAGE LENGTH |
| U4-13 | D22 | 7630 | 48 | 2.98 | 22.737 | 1091.38 | [Diagram] | AVERAGE LENGTH |
| U4-20 | D16 | 12000 | 49 | 1.580 | 18.960 | 929.04 | [Diagram] | AVERAGE LENGTH |
| U4-21 | D16 | 8971 | 5 | 1.580 | 14.174 | 70.87 | [Diagram] | AVERAGE LENGTH |
| U4-30 | D16 | 10000 | 46 | 1.580 | 15.800 | 726.80 | [Diagram] | AVERAGE LENGTH |
| U4-31 | D16 | 4600 | 3 | 1.580 | 7.268 | 21.80 | [Diagram] | AVERAGE LENGTH |
| U4-32 | D16 | 6000 | 16 | 1.580 | 9.480 | 151.68 | [Diagram] | AVERAGE LENGTH |
| EXTRA REBARS | D16 | 6169 | 4 | 1.580 | 9.747 | 38.99 | [Diagram] | AVERAGE LENGTH |
| C | D13 | 380 | 2345 | 1.04 | 0.395 | 926.28 | [Diagram] | AVERAGE LENGTH |
| TOTAL STEEL WEIGHT AT SLAB P12 - P13 | | | | | | 19515.92 | | |