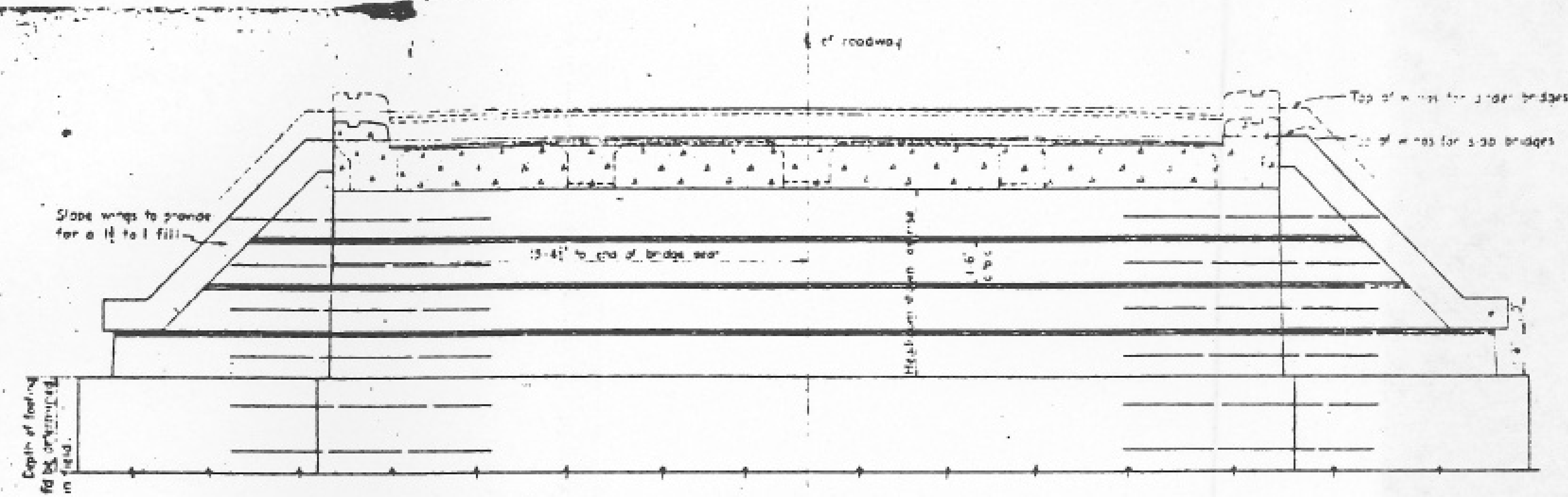
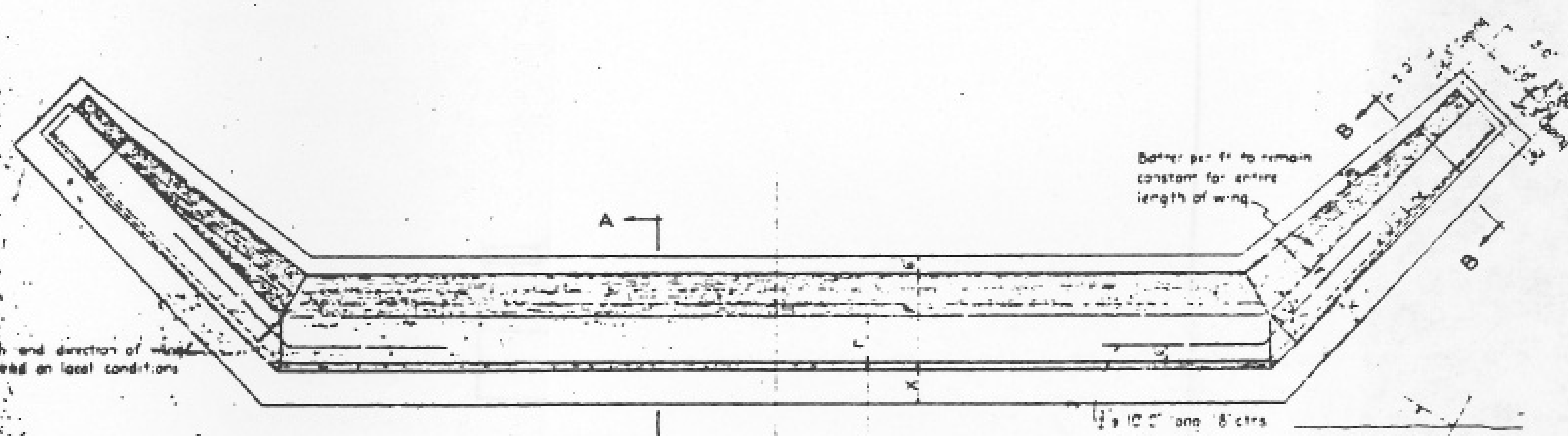
NOTE: QUANTITIES GIVEN IN THESE TABLES ARE NOT TO BE USED FOR FINAL ESTIMATES

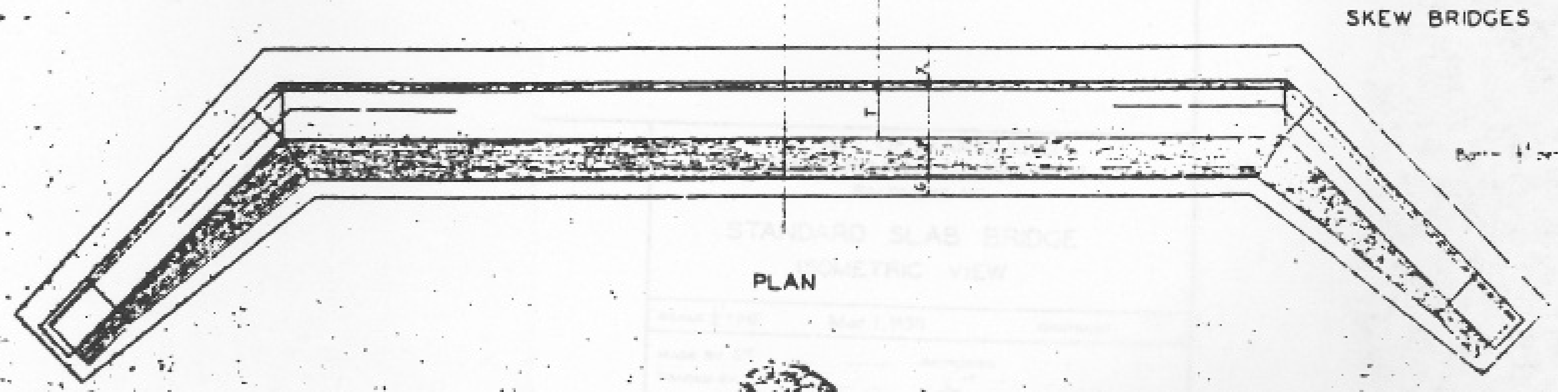


ELEVATION



Span is measured along the ℄ of roadway
A is the angle of crossing
In girder bridges the slab bars shall be spaced on the ℄ of roadway and placed perpendicular to the same

SKEW BRIDGES



PLAN

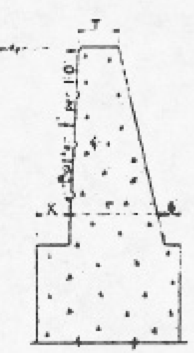
DIMENSIONS & QUANTITIES - SLAB BRIDGE ABUTMENTS

THIS TABLE DOES NOT HOLD GOOD FOR BRIDGES ASKEW

Clear Span	Rise	T	F	X	Abutments - Cubic Yards: Abuts Proper	Depth of Footing 2.0'	3.0'	4.0'	Wings - Cubic Yards: Wings Proper	Depth of Footing 2.0'	3.0'	4.0'	Total Cu Yd 4.0' Ftg.
6'-0"	3-3	0-9	1-1	1-0	9.0	17.0	22.9	[illegible]	4.7	7.4	[illegible]	14.7	35.5
	4-0	-	1-4	1-0	13.7	16.7	22.0	33.3	7.5	10.0	15.0	19.9	[illegible]
	[illegible]		1-10	1-0	[illegible]	15.6	27.8	[illegible]	[illegible]	13.5	18.5	36.2	84.4
	6-0	-	3-5	[illegible]	26.7	25	[illegible]	43.2	[illegible]	18.2	24.3	37.4	115.5
8'-0"	3-3	0-10	[illegible]	[illegible]	9.3	15	[illegible]	32.3	4.4	7.6	[illegible]	15.1	[illegible]
	4-0	-	2-3	1-0	14.4	17.0	29.6	34	8.0	10.3	15.3	20.6	[illegible]
	5-0	-	[illegible]	1-0	20.3	18.6	27.9	[illegible]	12.0	13.3	18.9	26.5	[illegible]
	6-0	-	3-4	1-0	27.2	20.4	37.6	40.8	17.8	16.4	24.9	35.0	[illegible]
10'-0"	3-3	1-0	1-0	1-0	[illegible]	15.9	23.3	[illegible]	3.4	7.8	11.9	9.6	62.4
	4-0		2-6	1-0	15.7	17.4	26.2	34.8	6.6	10.7	[illegible]	21.4	80.6
	5-0		[illegible]	1-0	[illegible]	[illegible]	23.5	[illegible]	12.8	13.7	20.5	27.4	[illegible]
	6-0	-	3-4	[illegible]	21.7	20.5	30.7	[illegible]	16.5	16.8	23.3	33.8	[illegible]
12'-0"	3-3	[illegible]	[illegible]	[illegible]	[illegible]	15.9	23.4	31.8	3.9	8.7	12.4	16.5	65.7
	4-0	-	2-6	1-0	[illegible]	17.6	26.4	[illegible]	[illegible]	11.0	[illegible]	22.9	82.8
	5-0	-	3-0	1-3	22.3	19.4	29.2	38.9	13.7	14.0	[illegible]	[illegible]	104.3
	6-0	-	3-5	1-3	27.8	21.0	[illegible]	42.0	18.6	17.4	26	34.5	[illegible]
14'-0"	3-3	1-3	2-2	1-0	11.6	16.5	24.5	32.6	6.5	[illegible]	13.0	17.4	67.9
	4-0	-	2-7	1-0	[illegible]	17.8	26.8	35.8	7.8	11.4	[illegible]	22.0	[illegible]
	5-0	-	3-0	1-3	22.5	19.4	29.2	38.9	14.4	14.4	[illegible]	28.8	105.9
	6-0	-	3-6	1-3	31.6	21.5	32.2	41.6	21.5	17.8	26.8	35.8	[illegible]
	8-0	-	4-5	1-3	48	25.5	38.3	[illegible]	38.6	26.3	39.4	52.6	[illegible]
	10-0	-	5-3	1-3	64.4	28.7	42.3	56.4	64.2	35.0	52.6	[illegible]	[illegible]
16'-0"	3-0	1-4	2-2	1-0	[illegible]	16.3	24.5	32.6	6.7	8.9	13.8	17.8	69.0
	4-0	-	2-8	1-0	15.0	18.5	27.4	36.6	10.4	11.8	[illegible]	23.6	88.6
	5-0	-	3-1	1-0	24.8	19.8	29.7	39.6	15.3	14.9	22.4	29.8	109.5
	6-0	-	3-6	1-3	32.2	22.4	33.6	44.8	21.8	18.8	28.2	37.6	136.4
	8-0	-	4-5	1-3	50.0	25.6	38.4	51.2	39.4	26.7	40.0	53.4	[illegible]
	10-0	-	5-4	1-3	[illegible]	28.5	42.8	57.0	66.3	35.7	53.5	71.4	265.8
18'-0"	3-3	1-5	2-3	1-0	12.5	16.7	[illegible]	33.4	7.2	9.3	13.9	18.6	[illegible]
	4-0	-	2-8	1-0	18.5	18.4	27.6	36.8	[illegible]	12.1	18.1	24.2	90.9
	5-0	-	3-2	1-3	25.3	20.2	30.3	40.4	16.3	15.4	23.0	30.7	[illegible]
	6-0	-	3-7	1-3	33.4	22.8	34.2	45.6	22.6	19.3	29.0	38.6	140.4
	8-0	-	4-6	1-3	51.6	25.9	38.9	51.8	41.3	27.3	41.0	54.6	189.3
	10-0	-	5-5	1-3	73.2	28.9	43.3	57.8	68.6	36.4	54.6	72.8	275.4
20'-0"	3-3	1-6	2-3	1-0	12.8	16.7	[illegible]	33.4	7.6	9.9	14.3	19.0	72.8
	4-0	-	2-8	1-0	18.8	18.7	28.1	37.4	[illegible]	12.5	18.7	25.0	93.3
	5-0	-	3-2	1-0	26.2	20.3	30.4	40.8	17.0	15.7	23.5	31.4	[illegible]
	6-0	-	3-8	1-3	34.0	23.1	34.7	46.3	23.9	19.8	29.8	39.7	143.9
	8-0	-	4-0	1-3	52.6	26.3	39.0	52.5	42.1	27.7	41.5	55.4	[illegible]
	10-0	-	5-5	1-3	[illegible]	28.0	[illegible]	58.5	70.4	36.8	55.2	73.6	[illegible]

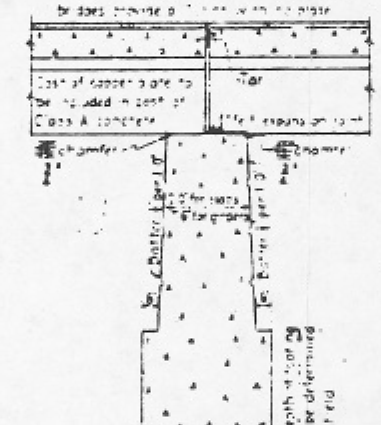
For slab spans on grade use 1" dowels 3'-0" c-c 1'-6" long 9" projection into fixed end of slab.

For girder spans on grade use 4-1" dowels 3'-0" long at fixed end of each girder 1'-6" projection into girders.



SECTION A-A

For girder bridges provide a ½" expansion joint with lead, rolled copper plate. For slab bridges provide a ½" joint with no plate.



SECTION THRU PIER FOR DOUBLE SPANS

SECTION B-B

SCORING DETAIL

DIMENSIONS & QUANTITIES - GIRDER BRIDGE ABUTMENTS

THIS TABLE DOES NOT HOLD GOOD FOR BRIDGES ASKEW

Clear Span	Rise	T	F	X	Abutments - Cubic Yards: Abuts Proper	Depth of Footing 2.0'	3.0'	4.0'	Wings - Cubic Yards: Wings Proper	Depth of Footing 2.0'	3.0'	4.0'	Total Cu Yd 4.0' Ftg.
22'-0"	3.0	1-6	1-9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	4.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	5.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	6.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	8.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	10.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	12.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
24'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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	12.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
26'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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	8.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	10.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	12.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	4.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	5.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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30'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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32'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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34'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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36'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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38'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	4.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	5.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	6.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	8.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	10.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	12.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
40'-0"	3.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	4.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	5.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	6.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	8.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	10.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	12.0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

All concrete in abutments [illegible]
Maximum soil pressure [illegible]

Revisions
Chamfer at top of pier changed from 1½" to 2" 4-30-31 W.J.M.
Dowels in fixed end of spans on grade 6-28-33 C.B.

STATE OF MARYLAND
STATE ROADS COMMISSION
BALTIMORE MD.

STANDARD BRIDGE ABUTMENTS

TO ACCOMPANY STANDARD SUPERSTRUCTURE DETAILS

SCALE · Mar. 1930

MADE BY W. J. M. E. N. E. C.
TRACED BY W. J. M. [illegible]
CHECKED [illegible]
Corrected 6/5/90

1930

- IMPORTANT SCALE NOTE -
THIS PRINT IS A 50% REDUCTION OF THE ORIGINAL DRAWING
COMPENSATE FOR REDUCTION WHEN SCALING