Bureau of Project Delivery
Bridge Design and Technology
Division

PennDOT e-Notification No. 50

July 30, 2014

Interim Revision to Bridge Standard Drawing(s)	**Precast Concrete Substructure Standards, PennDOT Drawing 12-603-BDTD, March 18, 2013 (New Product No. 56),** **Sheets AS-1 thru AS-5, incorrect Bridge Approach Slab thicknesses in multiple details replaced with a note.**

BACKGROUND: A designer has pointed out an inconsistency in the approach slab thicknesses shown on the "Approach Slab" drawing sheets. BDTD contacted the original developer of this standard to confirm what had been the intent regarding the thickness of the bridge approach slab.

Shts. AS-1 & AS-2 - SECTION D-D (OPTIONS 1 & 2), B-B, E-E & F-F: replaced approach slab thickness of 13" with "SEE NOTE 1" or "SEE NOTE 2" and added the statement shown below as a note on the right hand side of the sheets.

Shts. AS-3 & AS-4 – SECTIONS A-A: replaced approach slab thickness of 1'-3" with "SEE NOTE 5" and added the statement shown below as a note on the right hand side of the sheets.

Sht. AS-5 - SECTION A-A & TYPICAL TRANSVERSE SECTION: replaced approach slab thickness of 13" with "SEE NOTE 1" and added the statement shown below as a note on the right hand side of the sheet.

NOTE:
APPROACH SLAB THICKNESS IN ACCORDANCE WITH BD-628M OR A SMALLER THICKNESS MAY BE USED IF CONFIRMED BY DESIGN COMPUTATIONS WHICH TAKE INTO ACCOUNT THE HIGHER CONCRETE STRENGTH OF PRECAST CONCRETE.

Changes made to details are indicated with yellow highlighting on the five (5) attached pages and the following statement has been added to the bottom of each drawing sheet:

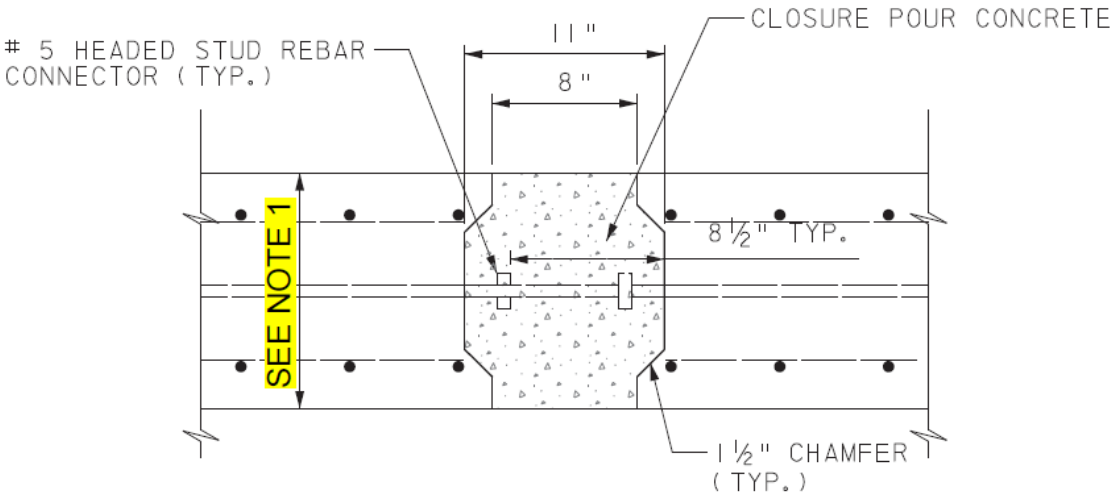
CORRECTIONS TO THE SLAB THICKNESS INDICATED WITH YELLOW HIGHLIGHTING MADE BY BRIDGE DESIGN AND TECHNOLOGY DIVISION ON 7-30-14 AFTER COMMUNICATION WITH STANDARD DEVELOPER.

Please note that implementation of these corrections is immediate.

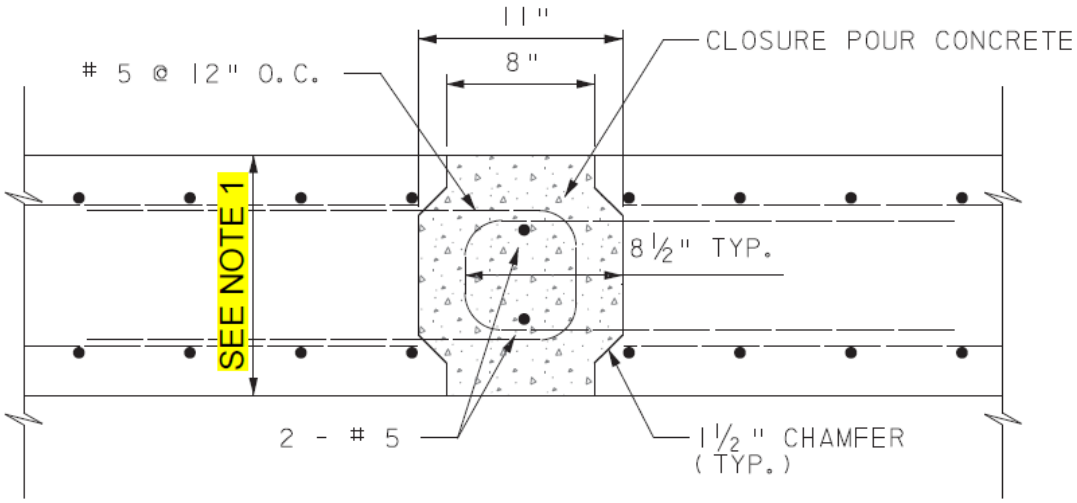
Direct any questions concerning the above issue to:

Guozhou Li, P.E.
PennDOT, Bureau of Project Delivery
Bridge Design and Technology Division
Phone: (717) 214-8773 Fax: (717) 787-2882
guli@pa.gov

12-603-BDTD, Sht. AS-1:

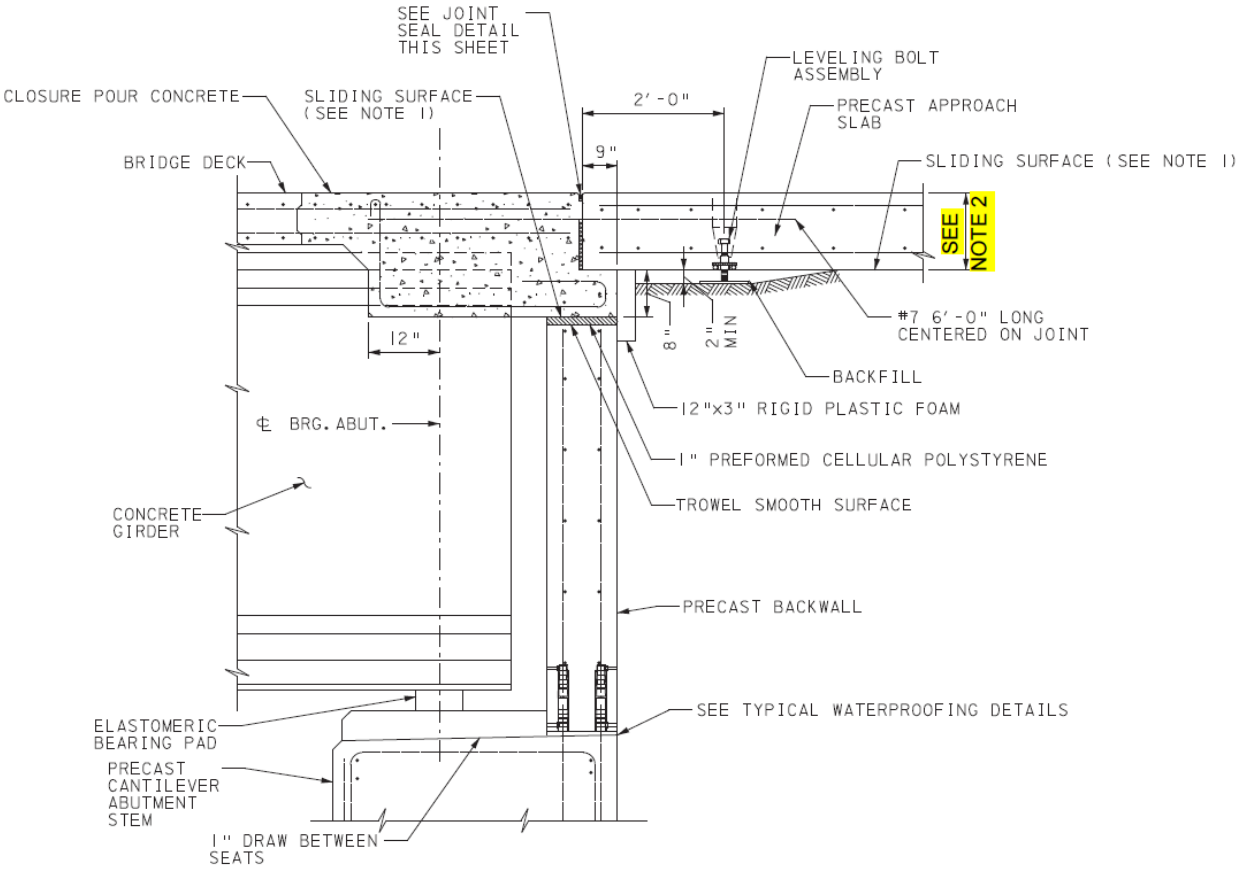


SECTION D-D:
LONGITUDINAL JOINT OPTION 1



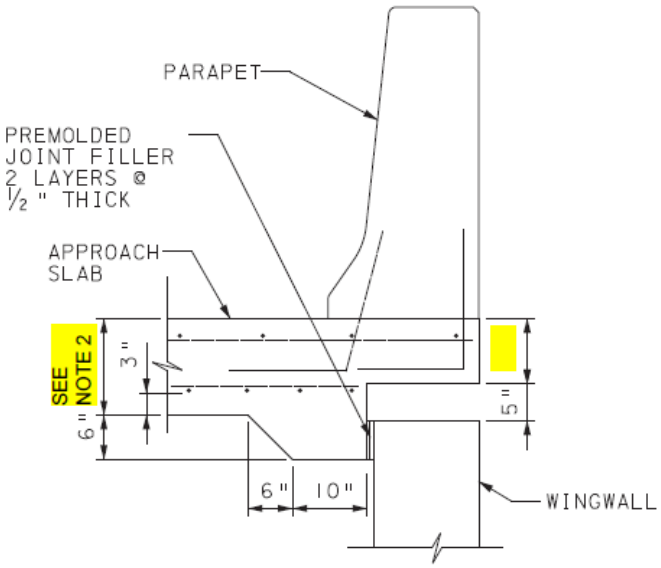
SECTION D-D:
LONGITUDINAL JOINT OPTION 2

12-603-BDTD, Sht. AS-2:



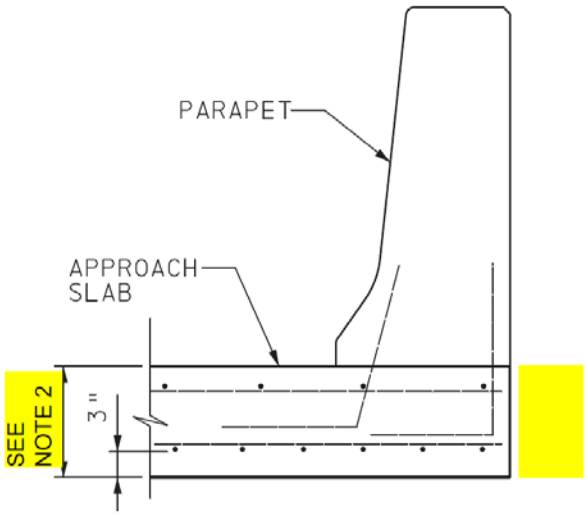
SECTION B-B: CANTILEVER ABUTMENT

NOTE: CONCRETE GIRDER SHOWN
STEEL BEAM SIMILAR.



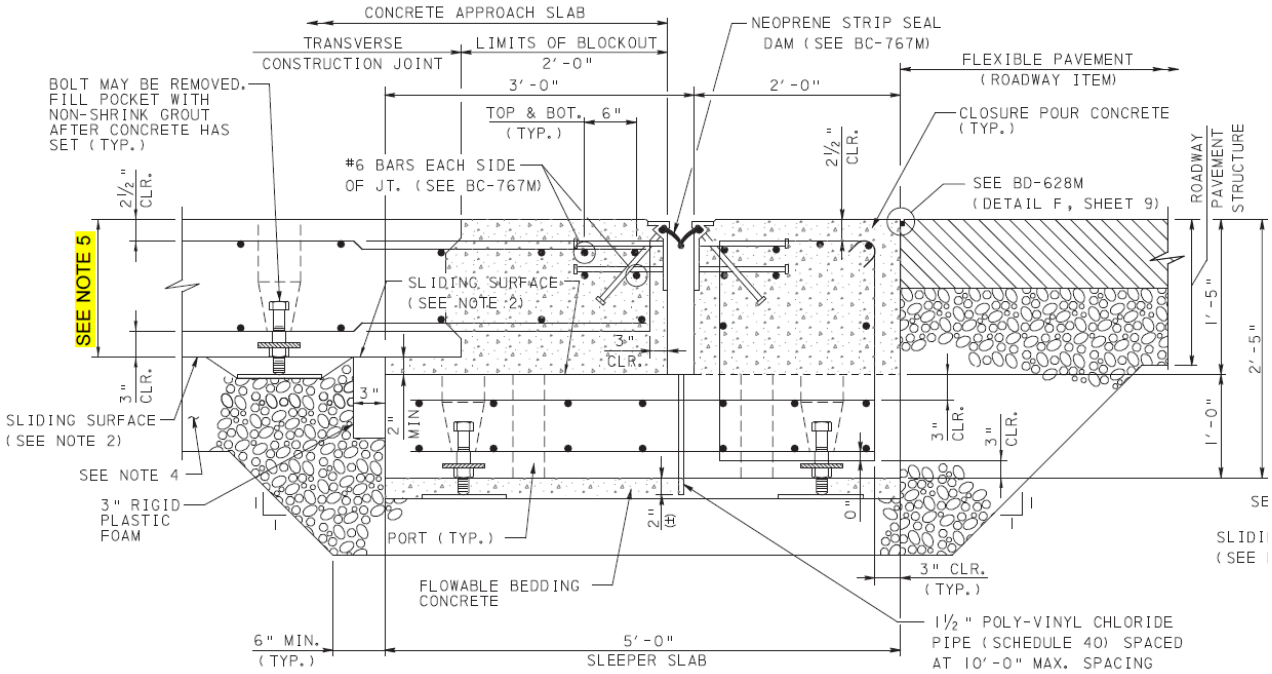
SECTION E-E

12-603-BDTD, Sht. AS-2 (cont.):



SECTION F-F

12-603-BDTD, Sht. AS-3:

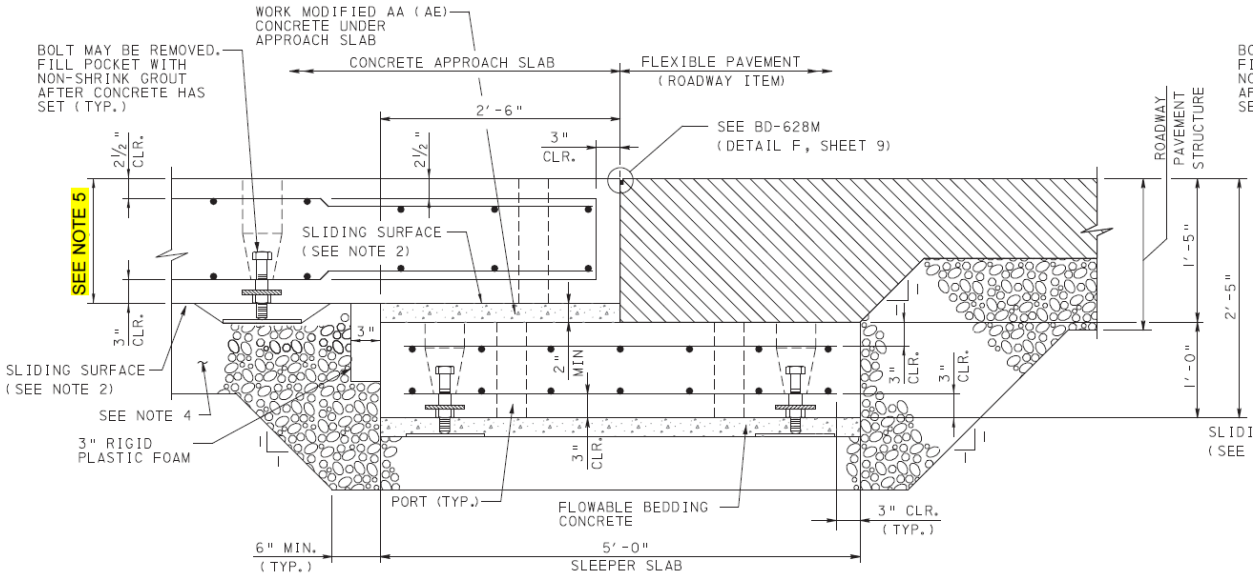


SECTION A-A
SLEEPER SLAB - DETAIL I

END OF APPROACH SLAB WITH NEOPRENE STRIP SEAL DAM ADJACENT TO FLEXIBLE PAVEMENT

DETAIL 2 & DETAIL 3 to have similar correction

12-603-BDTD, Sht. AS-4:

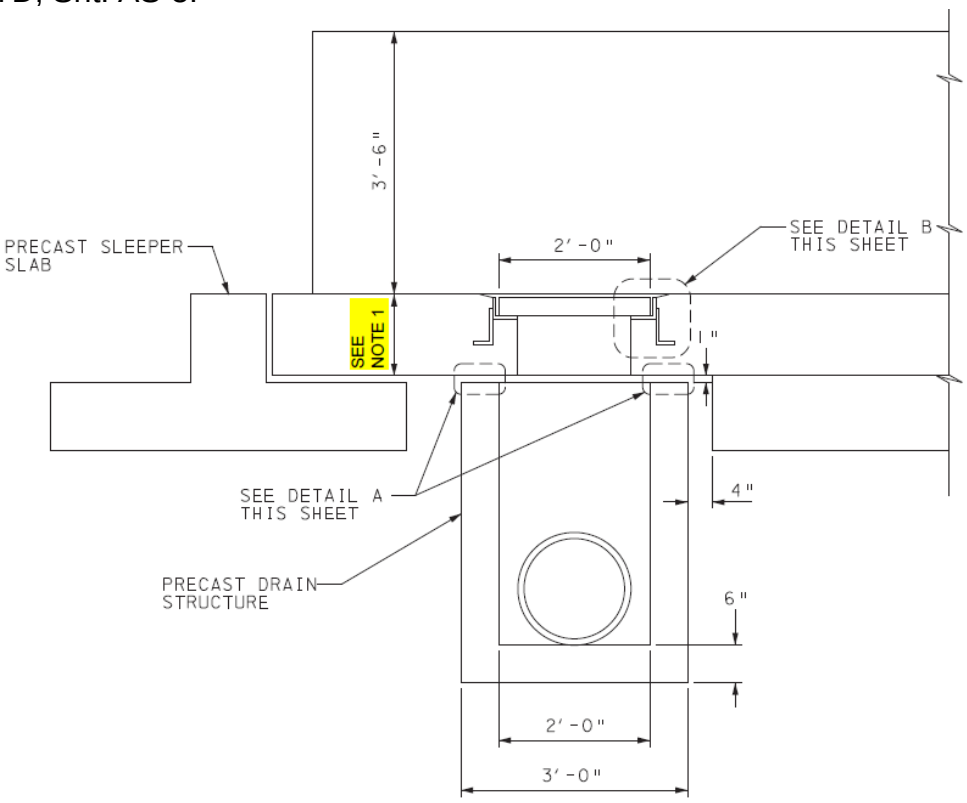


SECTION A-A
SLEEPER SLAB - DETAIL 3

END OF APPROACH SLAB
ADJACENT TO FLEXIBLE PAVEMENT

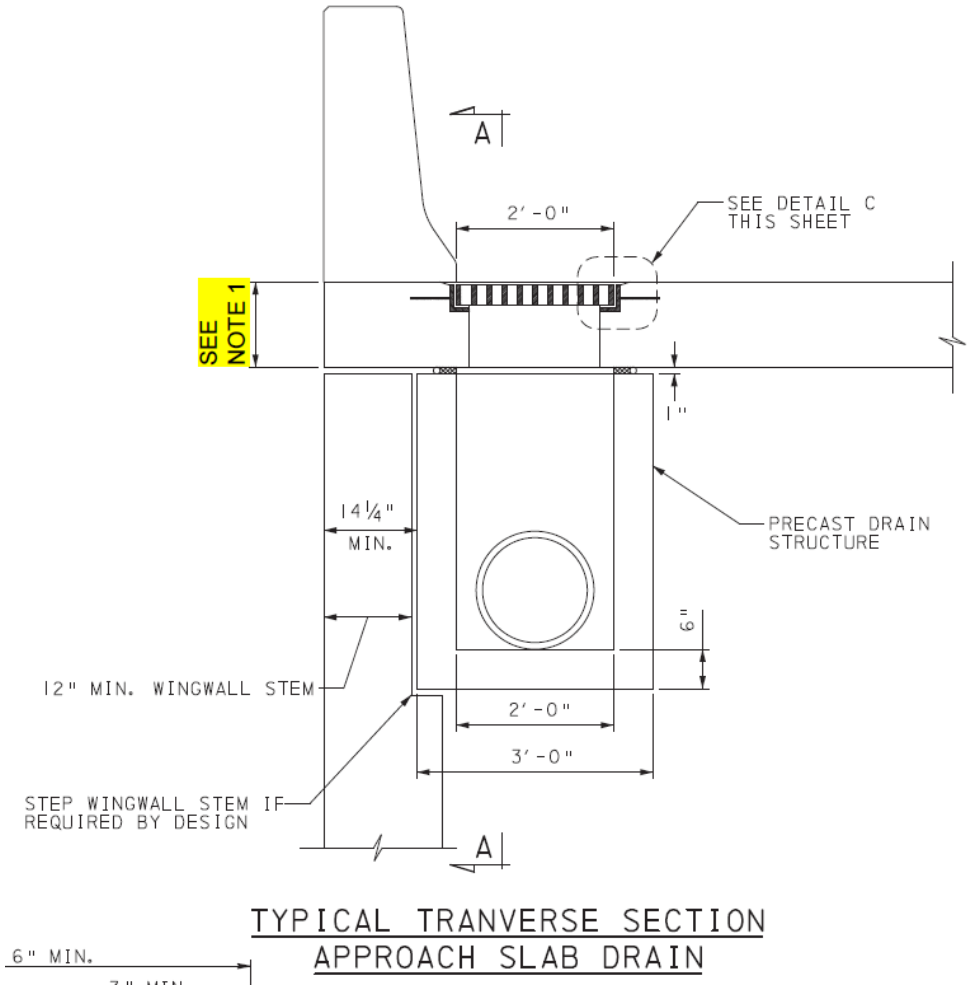
DETAIL 4 & DETAIL 5 to have similar correction

12-603-BDTD, Sht. AS-5:



SECTION A-A: TYPICAL LONGITUDINAL
APPROACH SLAB DRAIN

12-603-BDTD, Sht. AS-5 (cont.):



TYPICAL TRANVERSE SECTION
APPROACH SLAB DRAIN

Notes added to Sheets AS-1 thru AS-5:

NOTE:

APPROACH SLAB THICKNESS IN ACCORDANCE WITH BD-628M OR A SMALLER THICKNESS MAY BE USED IF CONFIRMED BY DESIGN COMPUTATIONS WHICH TAKE INTO ACCOUNT THE HIGHER CONCRETE STRENGTH OF PRECAST CONCRETE.

CORRECTIONS TO THE SLAB THICKNESS INDICATED WITH YELLOW HIGHLIGHTING MADE BY BRIDGE DESIGN AND TECHNOLOGY DIVISION ON 7-30-14 AFTER COMMUNICATION WITH STANDARD DEVELOPER.

Bureau of Project Delivery
Bridge Design and Technology Division

PennDOT e-Notification No. 54

April 16, 2015

Interim Revision to Bridge Standard Drawing(s)	**Acrylite Soundstop Structure Mounted Sound Barrier System, PennDOT Drawing 2012-050A PE, May 1, 2014 (New Product No. 68), Sheet 1. Specifying the tightening method for all bolts and post construction tolerance**

BACKGROUND: a request for post construction tolerance and bolt tightening method in Acrylite Soundstop Structure Mounted Sound Barrier System from standard developer has been reviewed. The following items have been accepted by BDTD and added to Sheet 1 of the above drawings.

Sheet 1 has been revised as follows:

- REV. 1 added to Drawing Number and along with Approval Date of 4/10/15 entered into Revision Table.
- NOTE 10: Added "POSTS MUST BE SET WITH ±¼" OF PLAN. VARIANCES FROM POST CANNOT ADD UP TO MORE THAN ±¼" ".
- NOTE 11is replaced with: "ALL BOLTS ARE $^{5}/_{8}$" DIA. ASTM A325 OR A325T UNLESS INDICATED OTHERWISE. BOLTS SHALL BE PRETENSIONED WITH THE TURN OF NUT METHOD PER THE LASTEST VERSION OF THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS.".

Changes made to drawing are indicated with yellow highlighting. Please note that implementation of these corrections is immediate. Direct any questions concerning the above issue to:

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guli@pa.gov

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Bureau of Project Delivery
Bridge Design and Technology Division

PennDOT e-Notification No. 55

May 22, 2015

Interim Revision to Bridge Standard Drawing(s)	**Precast Concrete Substructure Standards, PennDOT Drawing 12-603-BDTD, March 18, 2013 (New Product No. 56),** **Sheets IA-2 and IA-5, Integral Abutment's Pile to Pipe Cap Connection Detail revisions.**

BACKGROUND: Pile to pile cap connection showed 8 rebars inserted through the top of the pile's web. The original developer of this standard was asked to add two details for the H-Pile and Pipe Pile connection to an integral abutment's pile cap.

Sht. IA-2 - NOTES: Added Note 4: REFER TO SHEET IA-5 FOR DETAILS OF PILE CONNECTION IN PRECAST PILE CAP FOR INTEGRAL ABUTMENT. This addition has a Rev.1 triangle placed next to it.

Sht. IA-2 – WINGWALL SECTION D-D: removed indication of the 8 rebars or studs in the top of the pile which is located within the corrugated metal pipe. Also, removed 1'-0" MIN. pile insertion dimension.

Sht. IA-5 – Pile Connection to Pile Cap Details: added H-PILE CONNECTION TO PILE CAP and PIPE PILE CONNECTION TO PILE CAP details both indicate a 2'-0" MIN. insertion of pile into pile cap. (see attached sheets).

Changes made to details are indicated with revision 1 symbols and are highlighted in yellow on the three (3) attached 8.5"x11" pages. Revision 1, entitled "PILE CONNECTION", was entered in the revision tables on these two drawing sheets.

Please note that implementation of these corrections is immediate.
Direct any questions concerning the above issue to:

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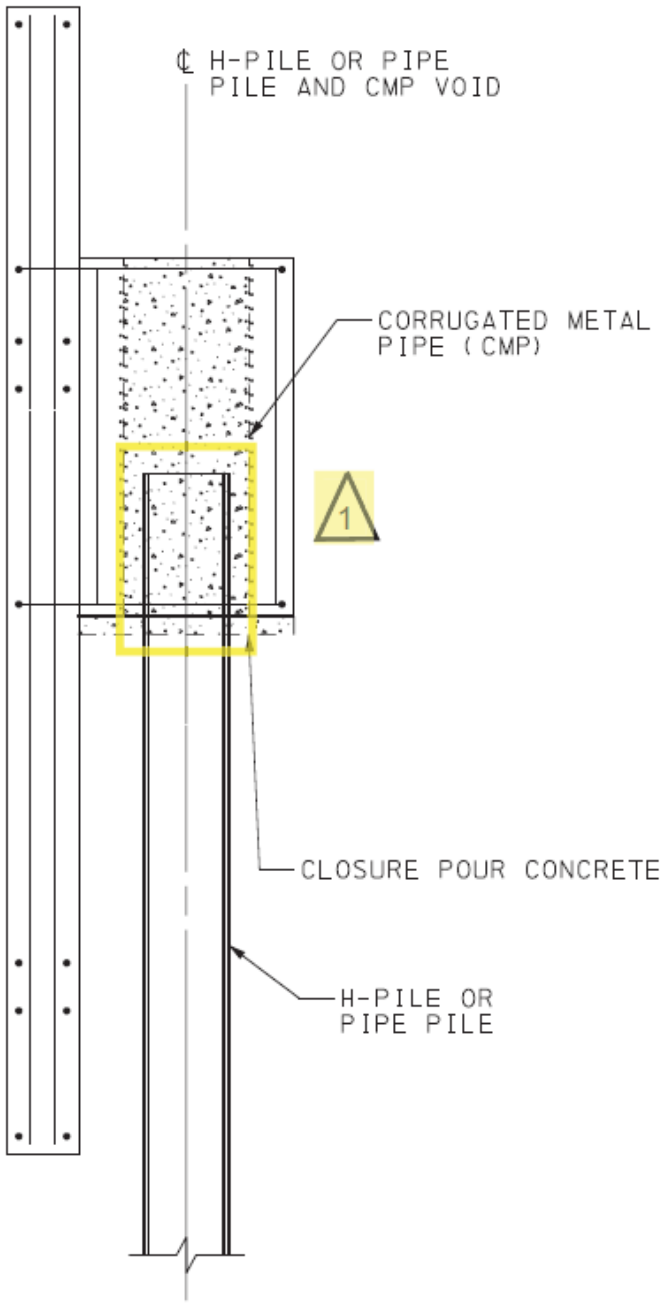
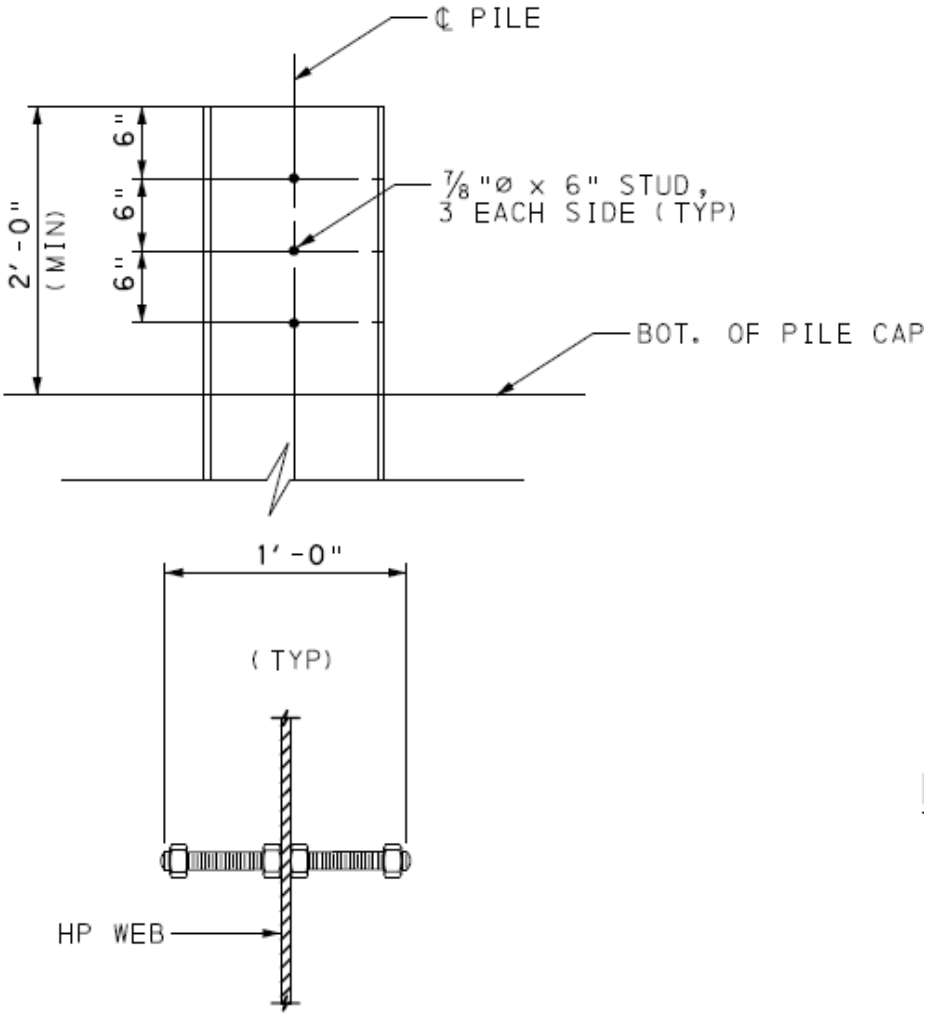
NOTES:

1. ALL REINFORCING NOT SHOWN FOR CLARITY.
2. PROVIDE TEMPORARY BRACING/SHORING UNTIL CONNECTION HAS ACHIEVED ADEQUATE STRENGTH.
3. INSTALL DEEP FOUNDATION PRIOR TO SETTING WINGWALL ELEMENTS.
4. REFER TO SHEET IA-5 FOR DETAILS OF PILE CONNECTION IN PRECAST PILE CAP FOR INTEGRAL ABUTMENT.



WINGWALL SECTION D-D

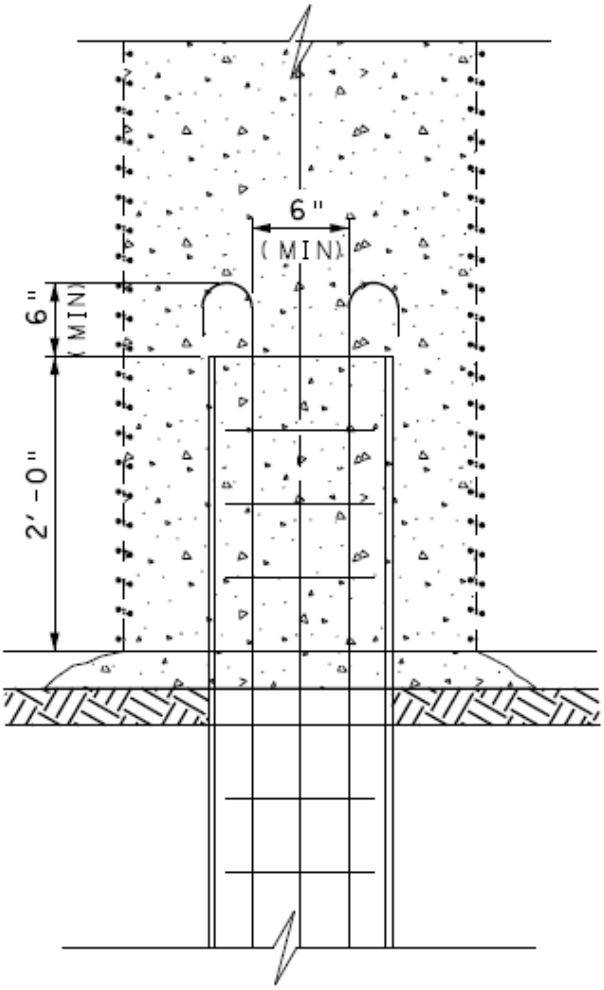
12-603-BDTD, Sht. IA-5 (New Detail):



1 H-PILE CONNECTION TO PILE CAP

NOTES: 1. IN LIEU OF (6) STUDS, (3) 7/8"ø x 1'-0" LONG, THREADED F1554 GRADE 36 ANCHOR RODS WITH (4) A563 GRADE A HEX NUTS MAY BE USED. HOLES SHALL BE DRILLED OR PUNCHED IN ACCORDANCE WITH 1105.03(c) OF PUB 408.

12-603-BDTD, Sht. IA-5 (New Detail):



1 PIPE PILE CONNECTION TO PILE CAP

Bureau of Project Delivery
Bridge Design and Technology Division

PennDOT e-Notification No. 57

June 6, 2016

Interim Revision to Bridge Standard Drawing(s)	**Folded Steel Plate Girder System, PennDOT Drawing No. 14-604-BDTD, Sept. 2, 2014 (New Product No. 71), Sheets 1 & 2 – Folded Steel Plate Girder System – Correction of Steel Hardware Galvanization Notes.**

BACKGROUND: It was recently pointed out to BDTD that the notes for galvanizing the steel hardware needed to be corrected since they were requiring hardware to be hot dipped galvanized instead of mechanically galvanized in both the Design and Construction Specifications.

Sheets 1 – Design Specifications: In third column, 4th paragraph; replace HOT DIP GALVANIZED with EITHER HOT DIP GALVANIZED OR MECHANICALLY GALVANIZED. Also added (MECHANICALLY GALVANIZED) or (HOT DIP GALVANIZED) after the four hardware items listed. The corrected text is indicated with clouding in the attached 8½"x11" sheet.

Sheets 2 – Construction Specifications: In first column, 5th paragraph; replace HOT DIP GALVANIZED with EITHER HOT DIP GALVANIZED OR MECHANICALLY GALVANIZED. Also added (MECHANICALLY GALVANIZED) or (HOT DIP GALVANIZED) after four hardware items listed. The corrected text is indicated with clouding in the attached 8½"x11" sheet.

Please note that implementation of these corrections is immediate.

Direct any questions concerning the above issue to:

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e-Notification No.57, 14-604-BDTD, Sht. 1 – Correction of Steel Hardware Galvanization Note:

DESIGN SPECIFICATIONS

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"ALL DESIGN ASSUMPTIONS
NOTES TO THE CONTRACTOR OR

HAUNCH AND BARRIER ARE EXCLUDED FROM THE COMPOSITE GIRDER SECTION PROPERTIES.

DECK SLAB THICKNESS INCLUDES A ½ IN. INTEGRAL WEARING SURFACE, EPOXY OVERLAY, OR LMC OVERLAY.

PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M 270/M 270M, GRADE 50 (ASTM A 709/A 709M, GRADE 50) DESIGNATION, EXCEPT WHEN NOTED OTHERWISE. ALL STRUCTURAL STEEL SHALL BE HOT DIP GALVANIZED.

ALL STRUCTURAL STEEL HARDWARE SHALL BE ~~HOT DIP GALVANIZED:~~ EITHER HOT DIP GALVANIZED OR MECHANICALLY GALVANIZED:

- HIGH STRENGTH BOLTS: ASTM A325, TYPE 1 (MECHANICALLY GALVANIZED)
- ANCHOR BOLTS: ASTM F1554, GRADE 55 (HOT DIP GALVANIZED)
- NUTS: ASTM A563/A563M, GRADE DH (MECHANICALLY GALVANIZED)
- WASHERS: ASTM F436/F436M, TYPE 1 (MECHANICALLY GALVANIZED)

SEPARATOR PLATES SHALL BE SPACED BY DESIGN.

e-Notification No.57, 14-604-BDTD, Sht. 2 – Correction of Steel Hardware Galvanization Note:

CONSTRUCTION

1.0 GENERAL

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408, CURRENT VERSION, AASHTO/AWS D1.5/D1.5: 2008 BRIDGE WELDING CODE, AND THE CONTRACT SPECIAL PROVISIONS.

STEEL AND CONCRETE FABRICATORS MUST BE BULLETIN 15 (PENNDOT PUB. 35) APPROVED.

PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M 270/M 270M, GRADE 50 (ASTM A 709/A 709M, GRADE 50) DESIGNATION, EXCEPT WHEN NOTED OTHERWISE. ALL STRUCTURAL STEEL SHALL BE HOT DIP GALVANIZED.

PROVIDE FABRICATED STRUCTURAL STEEL IN ACCORDANCE WITH PUBLICATION 408 SECTION 1050 AND 1105, AS MODIFIED BY THE CONTRACT SPECIAL PROVISIONS.

ALL STRUCTURAL STEEL HARDWARE SHALL BE ~~HOT DIP GALVANIZED:~~ EITHER HOT DIP GALVANIZED OR MECHANICALLY GALVANIZED:

HIGH STRENGTH BOLTS: ASTM A325, TYPE 1 (MECHANICALLY GALVANIZED)

ANCHOR BOLTS: ASTM F1554, GRADE 55 (HOT DIP GALVANIZED)

NUTS: ASTM A563/A563M, GRADE DH (MECHANICALLY GALVANIZED)

WASHERS: ASTM F436/F436M, TYPE 1 (MECHANICALLY GALVANIZED)

PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.

DECK SLAB THICKNESS INCLUDES A ½ IN. INTEGRAL WEARING SURFACE, EPOXY OVERLAY, OR LATEX MODIFIED CONCRETE (LMC OVERLAY.

SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68°F.

PROVIDE MINIMUM EMBEDMENT AND SPLICE LENGTHS IN ACCORDANCE WITH STANDARD DRAWING BC-736M, UNLESS OTHERWISE INDICATED.

2.0 NOTES FOR STEEL GIRDERS

SHOP OR FIELD SPLICES WILL NOT BE PERMITTED.

DO NOT USE FORM SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.

ALL FASTENERS ARE ⅞ IN. DIAMETER HS BOLTS, EXCEPT AS NOTED.

PREPARE BEARING AREAS AS SPECIFIED IN PUBLICATION 408, SECTION 1001.3(K)9.

DO NOT WELD PERMANENT METAL DECK FORMS OR OTHER ATTACHMENTS TO GIRDER TOP FLANGES IN TENSION AREAS. (TENSION AREAS OF TOP FLANGES ARE DESIGNATED ON THE PLANS.) THREADED STUDS FOR THE SUPPORT OF THE OVERHANG DECK FORMING BRACKET ARE PERMITTED PROVIDED

Bureau of Project Delivery
Bridge Design and Technology
Division

PennDOT e-Notification No. 70

Aug. 23, 2017

Interim Revision to Bridge Standard Drawing(s)	**PREFABRICATED T-WALL RETAINING WALL SYSTEM, PennDOT Drawing No. 87-402 PE, April 13, 2017 (New Product No. 76), Sheet 1 – Correction of Note regarding LRFD Specifications.**

BACKGROUND: The general note which lists the AASHTO LRFD Specifications was listing a specific Edition and Interim revisions which might cause an inconsistency with other documents.

Sheet 1, T-WALL Design Specifications:

Revise **3.0 Design** section note 3.0.d(4) as indicated below:

Current appearance:

(4) AASHTO LRFD Bridge Design Specifications, fifth edition with 2010 revisions

New appearance:

(4) AASHTO LRFD Bridge Design Specifications

A text box describing this correction with yellow highlighting is being added next to the drawing border.

The above referenced modification is provided on the attached 8½”x11” sheet.

Please note to implement this change immediately. Direct any questions concerning the above issue to:

Guozhou Li, P.E.
PennDOT, Bureau of Project Delivery / Bridge Design and Technology Division
Phone: (717) 214-8773 Fax: (717) 787-2882
guli@pa.gov

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e-Notification No. 70 – New Product No. 76 – Drawing No. 87-402 PE, Sheet 1:

d. In the event that certain design Parameters, Stresses or Specifications are in conflict, the following order of precedence governs:

(1) Design requirements listed in "Special Drawings and Special Design Requirements" of the special provisions.

(2) Pennsylvania Department of Transportation current Design Manual Part 4

(3) Pennsylvania Department of Transportation standard drawings.

(4) AASHTO LRFD Bridge Design Specifications

PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
RECOMMENDED

Thomas P Macioce

CHIEF BRIDGE ENGINEER

4/13/2017

I CERTIFY THAT ALL ASSUMPTIONS MADE IN DESIGNING THIS WALL HAVE BEEN VALIDATED THROUGH CONSTRUCTION DETAILS, SPECIAL NOTES AND/OR INSTRUCTIONS TO THE FABRICATOR, ERECTOR AND CONTRACTOR

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
KAMAL DEV DIXIT
ENGINEER
NO. PE082486

KAMAL DEV DIXIT

LRFD SPECIFICATIONS NOTE MODIFIED TO PERMIT CONSISTENCY WITH OTHER DOCUMENTS BY BRIDGE DESIGN & TECHNOLOGY DIVISION ON 8-23-17.

DESIGNER

THE NEEL COMPANY
8328-D TRAFORD LANE
SPRINGFIELD, VA 22152
PH: (703) 913-7858
FX: (703) 913-7859
Web: www.neelco.com

DATE:	03-23-17
SCALE:	NO SCALE
DESIGNED:	CAA
DRAWN:	CAA/CJW
CHECKED:	CCG/KD
TNC JOB #:	TW3634
TNC SHT #:	1 OF 67

Bureau of Project Delivery
Bridge Design and Technology
Division

PennDOT e-Notification No. 74

September 19, 2019

Interim Revision to Bridge Standard Drawing(s)	**BD-601M, BD-620M, BD-624M, BD-627M, BD-628M and BD-660M – Correction of unintended changes and errors found in Change #2 of the 2016 Edition of the Bridge Design (BD) Standards (Publication 218M)**

BACKGROUND: Unintended changes and errors were found in the recently released Change #2 of the April 2016 Edition of the Bridge Design (BD) Standards (Publication 218M) and need to be corrected.

BD-601M, Sheet 1 – NOTES: Several inadvertent changes need to be undone. In Note 4, correct the barrier concrete cover from 2½″ to 2″, correct the sidewalk top cover from 2″ to 2½″, and correct the minimum transverse reinforcement bar spacing from 5″ to 5½″. Also, return the sentence “SEE DESIGN MANUAL PART 4, SECTION D5.4.3.1.” from the end of Note 5 to the end of Note 6.

BD-620M, Sheet 4 – TOP FLANGE LATERAL BRACING CONNECTIONS: The note under the detail title was incorrectly replaced to be consistent with the 2014 Edition of the Design Manual, Part (DM-4). This change should not have occurred because the DM-4 was already being revised in the forthcoming edition to be consistent with BD-620M. The preferred arrangement remains to attach lateral bracing to the bottom flange as shown on BC-754M because oversized holes are specified for the installation of the bracing to prevent pseudo-box girder behavior. Revert back to the previous note that stated this preference.

BD-624M, Sheet 2 – SECTION C-C and ALTERNATE SECTION C-C: In the call-out of the class of concrete to be used in the lower portion of the flared safety wings, correct “VERTICAL CONSTRUCTION JOINT” to “HORIZONTAL CONSTRUCTION JOINT”.

BD-627M, Sheet 3 – REFINFORCEMENT FOR BARRIER WITH ASPHALT-PAVED CONCRETE SHOULDER: In the detail title, delete “CONCRETE” which was intended to be deleted when the terminology was changed from “BITMUMINOUS CONCRETE” to “ASPHALT-PAVED”.

BD-628M, Sheet 24 – TYPE 3 APPROACH SLAB - DETAIL 19: The #6 transverse bar passing through the adjacent box beams and placed inside the hook of the approach slab anchor bar was incorrectly deleted and shall be provided.

BD-660M, Sheet 1 – NOTES: In Note 1, after “WORK QUALITY” delete “MANSHIP” which was intended to be deleted when the terminology was changed from “WORKMANSHIP” to “WORK QUALITY”.

These corrections are indicated with red markups on the six attached 8½”x11” sheets.

Please note that implement of these corrections is immediate. Direct any questions concerning the above issue to:

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e-Notification No. 74, BD-601M, Sheet 1 – Correction of Notes:

4. DESIGN CONTROLS:
- CONCRETE COVER:
  - DECK TOTAL TOP COVER = 2½"
  - DECK BOTTOM COVER = 1"
  - BARRIER = 2½" 2"
  - SIDEWALK TOP COVER = 2 " 2½"
  - ALTERNATE SIDEWALK DETAIL BARRIER = 2"
- MIN. VERTICAL CLEAR DISTANCE BETWEEN LONGITUDINAL REINFORCEMENTS IN TOP MAT AND LONGITUDINAL REINFORCEMENTS IN THE BOTTOM MAT = 2"
- MIN. VERTICAL CLEAR DISTANCE BETWEEN TRANSVERSE REINFORCEMENTS IN TOP MAT AND TRANSVERSE REINFORCEMENTS IN THE BOTTOM MAT = 2"
- BAR SIZE:
  - MAXIMUM BAR SIZE: #6, EXCEPT FOR BARS DESIGNED TO MEET ③
  - MINIMUM BAR SIZE: S1, S2, S5, AND S6 BARS: #5
    S4, S3, S3', AND S7 BARS: #4
- BAR SPACINGS:
  - MAXIMUM SPACING IN SLAB AND BARRIERS = 12"
  - MINIMUM TRANSVERSE REINFORCEMENT SPACING = 5 " 5½"
  - SPACING INCREMENTS = ½"
- THE TOP ½" OF THE SLAB IS CONSIDERED TO BE AN INTEGRAL WEARING SURFACE.
- STAGGER LONGITUDINAL REBARS SUCH THAT NO REBAR IN THE TOP MAT IS DIRECTLY ABOVE A REBAR IN THE BOTTOM MAT.
- DECK THICKNESS: MINIMUM THICKNESS INCLUDING ½" INTEGRAL WEARING SURFACE = ((DISTANCE BETWEEN DESIGN SECTIONS FOR NEGATIVE MOMENT + 120") / 30 + ½") ≥ 8", THICKNESS INCREMENTS = ½"
- Z FACTOR FOR CRACK CONTROL = 130 KIPS/IN.

5. USE ONLY FUSION BONDED EPOXY COATED REINFORCEMENT IN ACCORDANCE WITH PUBLICATION 408, SECTION 709. ~~SEE DESIGN MANUAL PART 4, SECTION D 5.4.3.1.~~
6. FOR ALL BARRIER REINFORCEMENT AND FOR HOOKED OR BENT BARS IN THE DECK SLAB, DO NOT USE RAIL STEEL (A 996). SEE DESIGN MANUAL PART 4, SECTION D5.4.3.1.

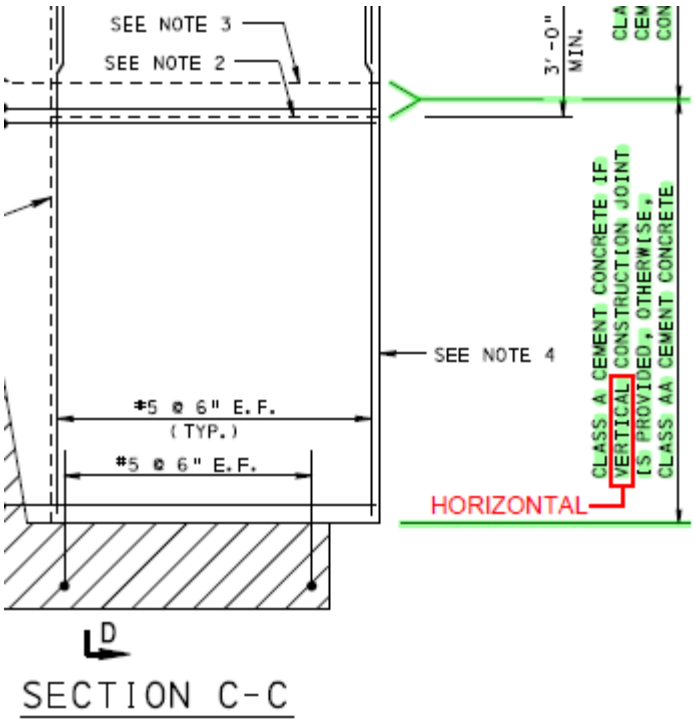
e-Notification No. 74, BD-620M, Sheet 4 – Reversion of Lateral Bracing Note:

TOP FLANGE LATERAL BRACING CONNECTIONS

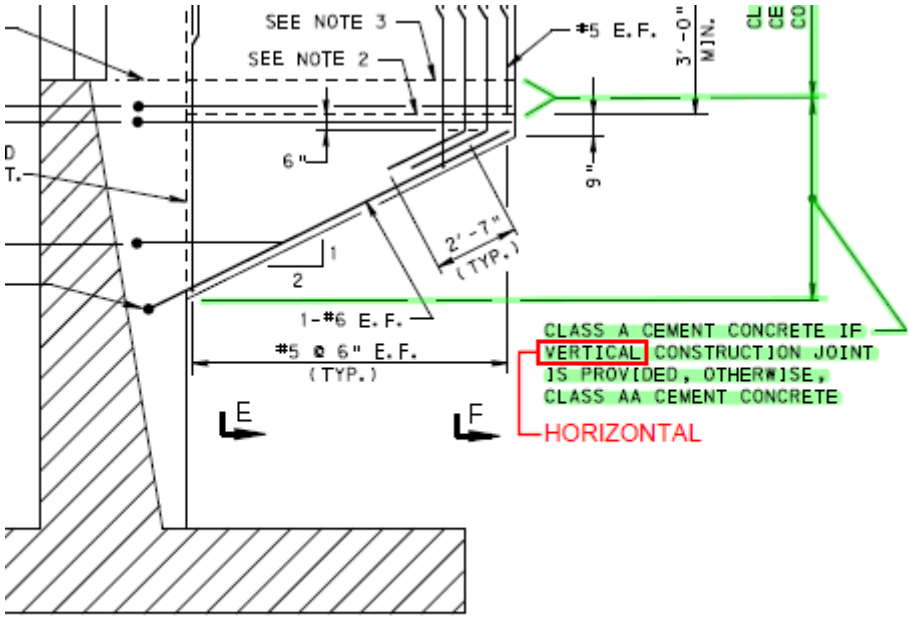
NOTE: ~~PREFERRED ARRANGEMENT IS TO ATTACH LATERAL BRACING TO THE TOP FLANGE. ATTACHING THE LATERAL BRACING TO THE BOTTOM FLANGE ON STRAIGHT GIRDER BRIDGES WITH NARROW TOP FLANGE WIDTHS IS PERMITTED PER BC-745M.~~

PREFERRED ARRANGEMENT IS TO ATTACH LATERAL BRACING TO BOTTOM FLANGE PER BC-754M. THE TOP FLANGE ATTACHMENT DETAILS ARE SHOWN FOR THE INFREQUENT SITUATIONS THAT NECESSITATE ATTACHMENT TO THE TOP FLANGE.

e-Notification No. 74, BD-624M, Sheet 2 – Correction of construction joint referenced in concrete call-outs:

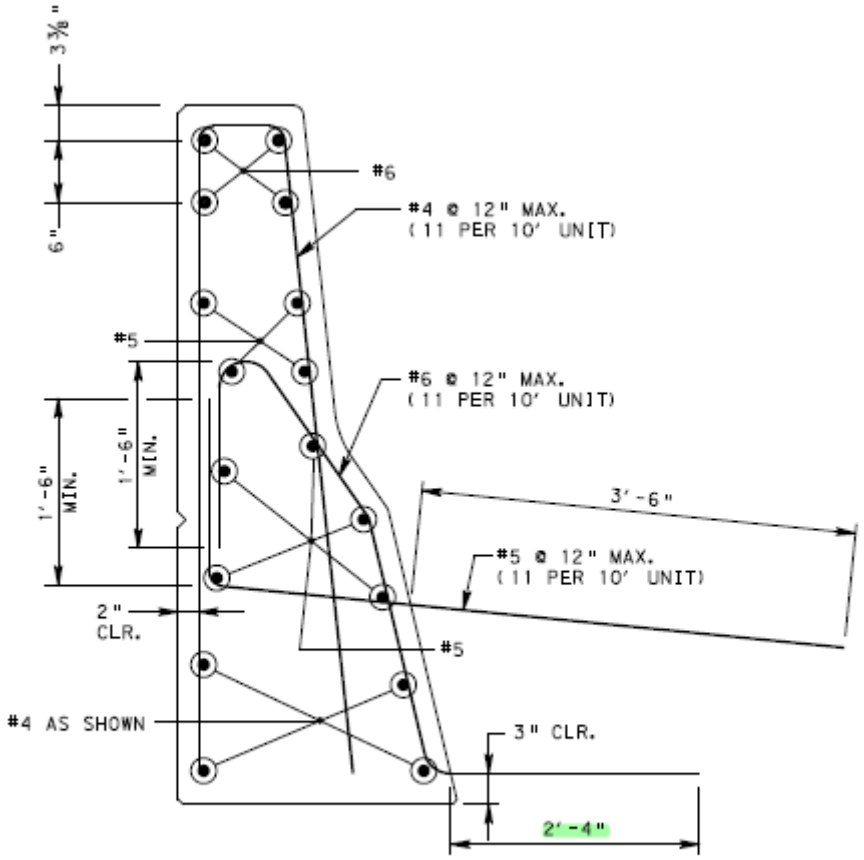


SECTION C-C



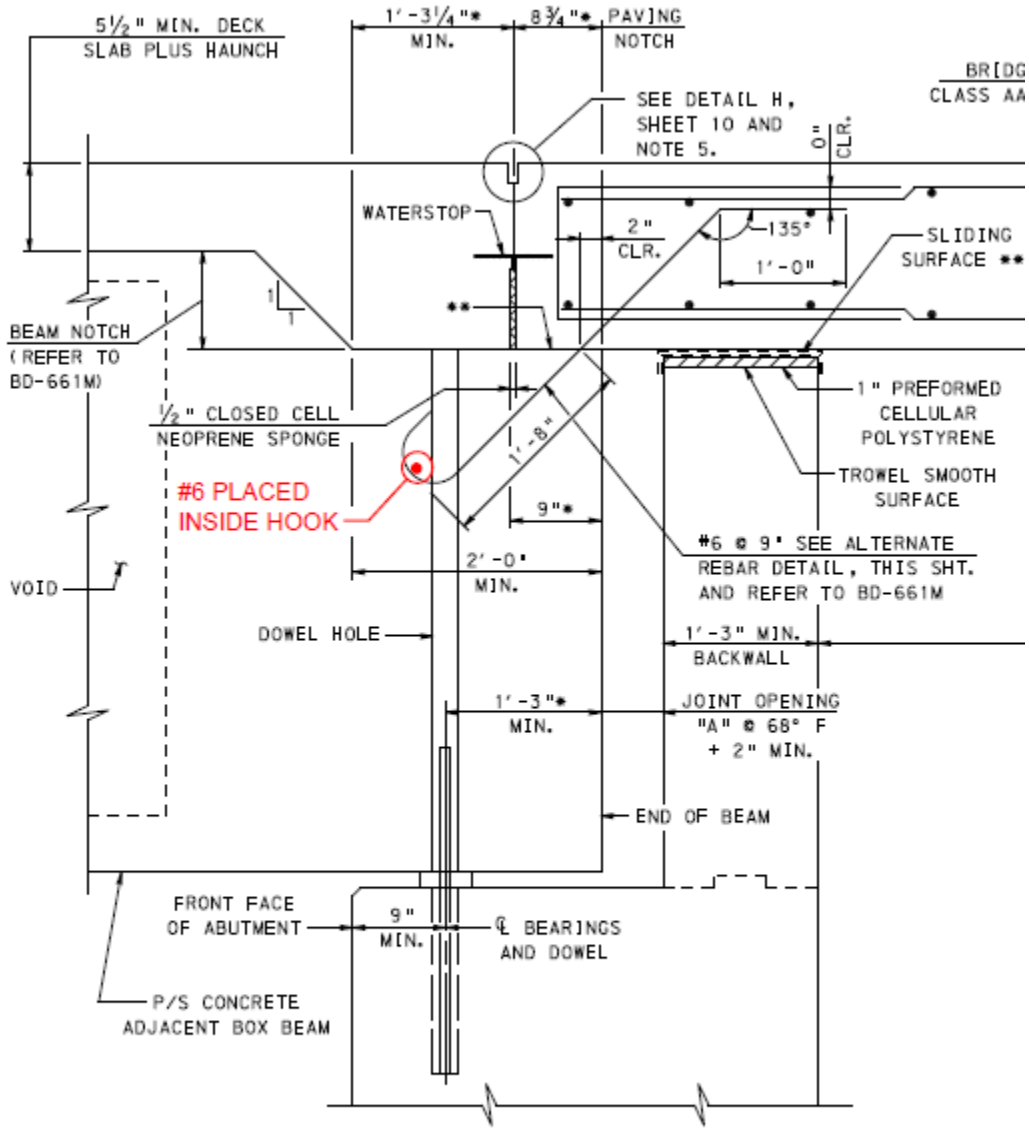
ALTERNATE SECTION C-C

e-Notification No. 74, BD-627M, Sheet 3 – Correction of Detail Title:



REINFORCEMENT FOR BARRIER WITH ASPHALT-PAVED ~~CONCRETE~~ SHOULDER

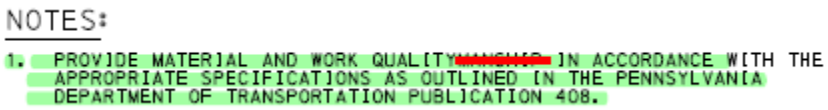
e-Notification No. 74, BD-628M, Sheet 24 – Correction of incorrectly deleted bar:



TYPE 3 APPROACH SLAB - DETAIL 19

APPROACH SLAB CONNECTED TO PRESTRESSED CONCRETE ADJACENT BOX BEAMS WITH BACKWALL, FOR BEAM DEPTHS 33" AND GREATER

e-Notification No. 74, BD-660M, Sheet 1 – Correction of Note 1:



Bureau of Project Delivery
Bridge Design and Technology
Division

PennDOT e-Notification No. 75

April 29, 2020

Interim Revision to Bridge Standard Drawing(s)	**BD-632M, R.C. BOX CULVERT, August 30, 2019, Sheet 14 – SEGMENT JOINT DETAILS: Correction of the applicability of the Precast R.C. Box Culvert configuration with squared segment joints.**

BACKGROUND: Precast R.C. Box Culvert Segment Joint Details were added to BD-632M in Change No. 2 to the April 2016 Edition of the Standards. The configuration with squared segment joints was labeled as being a second option for culverts with skew angles less than 75°. However, squared joints may be considered for all culverts, limited only by the minimum skew angle for which the end segments can be fabricated. In fact, due to post-tensioning effects, squared joints are preferred though not required.

Additionally, clarification is added to indicate that the fabricator may submit shop drawings for any of the options on this standard that meet the design.

SKEW ANGLE < 75° - OPTION 2 detail: Renamed detail “SQUARED JOINT OPTION (ALL SKEW ANGLES)”.

SKEW ANGLE ≥ 75° detail: Added “SKEWED JOINT OPTION” to detail name.

SKEW ANGLE < 75° - OPTION 1 detail: Added “SKEWED JOINT OPTION” to beginning of detail name and removed “- OPTION 1”.

DESIGN INSTRUCTIONS table: Revised the column headings to correct the applicability of the three options; corrected the segment descriptions for the Squared Joint Option; and expanded the note to clarify the fabricator’s options.

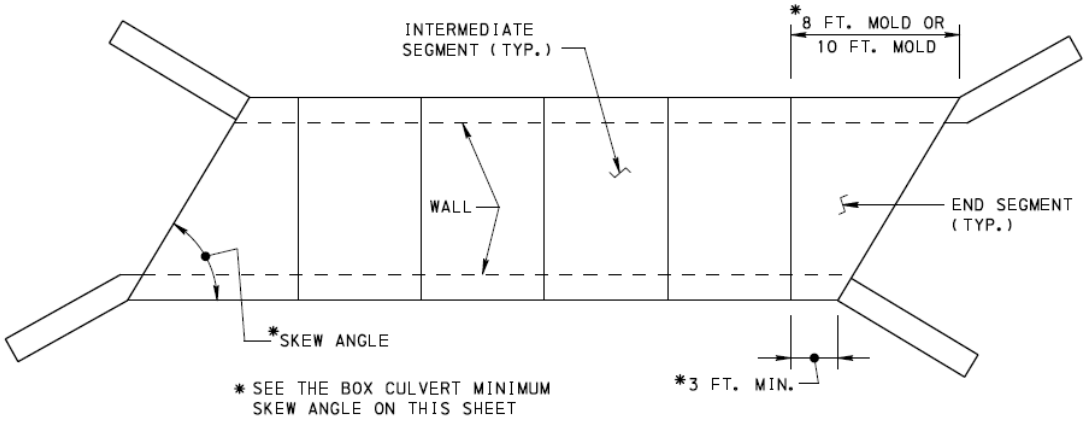
These updates are indicated with red markups on the attached 8½”x11” sheets.

Please note that implementation of these updates is immediate. Direct any questions concerning the above issue to:

Guozhou Li, P.E.
PennDOT, Bureau of Project Delivery / Bridge Design and Technology Division
Phone: (717) 214-8773 | Fax: (717) 787-2882
guli@pa.gov

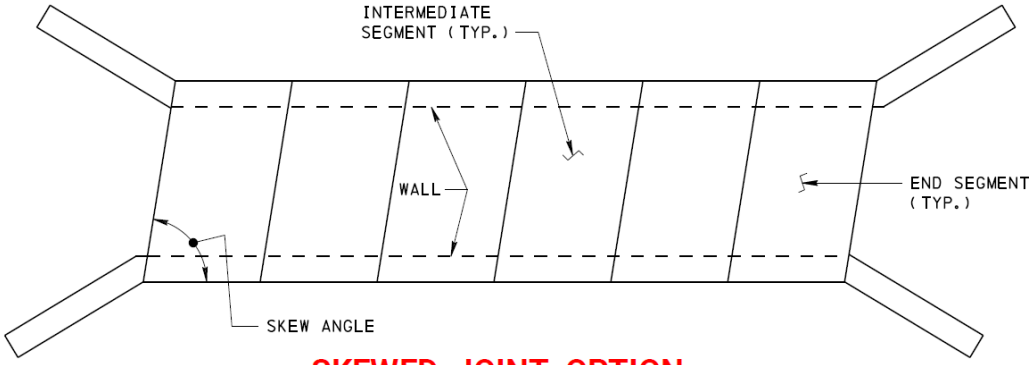
Archived copies of all previously distributed e-Notifications can be obtained from the Bridge “Plans, Standards and Specifications” page on the Department’s website: *https://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans,-Standards-and-Specifications.aspx*

e-Notification No. 75, BD-632M, Sheet 14 – Revisions to the detail names of the culvert configuration options:



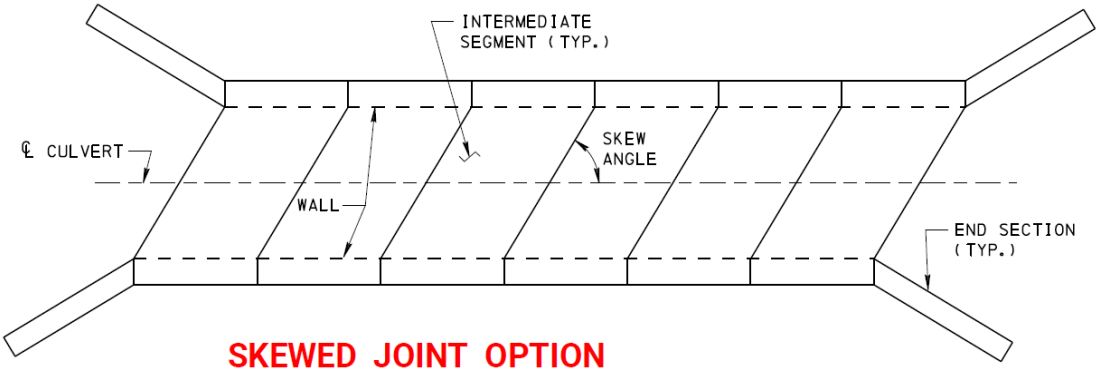
~~SKEW ANGLE < 75 DEGREES OPTION 2~~

SQUARED JOINT OPTION (ALL SKEW ANGLES)



SKEWED JOINT OPTION

SKEW ANGLE ≥ 75 DEGREES



SKEWED JOINT OPTION

SKEW ANGLE < 75 DEGREES ~~OPTION 1~~

e-Notification No. 75, BD-632M, Sheet 14 – Revisions to DESIGN INSTRUCTIONS table:

DESIGN INSTRUCTIONS:

	SKEWED JOINT OPTION **		SQUARED JOINT OPTION **
	CULVERT SKEW ≥ 75°	CULVERT SKEW < 75°	ALL CULVERT SKEWS
	CULVERT SKEW ≥ 75°	OPTION 1**	CULVERT SKEW < 75° OPTION 2**
INTERMEDIATE SEGMENTS	WALL FACES, TOP SLAB FACES AND BOTTOM FACES ALONG THE JOINT ARE SKEWED WITH CULVERT SKEW ANGLE.	WALL FACES ARE SQUARED OFF ALONG JOINT. TOP SLAB FACES AND BOTTOM FACES ALONG THE JOINT ARE SKEWED WITH CULVERT SKEW ANGLE.	WALL FACES, TOP SLAB FACES AND BOTTOM FACES ~~ALONG THE JOINT~~ ARE SQUARED OFF ALONG JOINT.
END SEGMENTS	WALL FACES, TOP SLAB FACES AND BOTTOM FACES ALONG THE JOINT ARE SKEWED WITH CULVERT SKEW ANGLE. BRIDGE	WALL FACES ARE SQUARED OFF ALONG JOINT. TOP SLAB FACES AND BOTTOM FACES ALONG THE JOINT ARE SKEWED WITH CULVERT SKEW ANGLE.	WALL FACES, TOP SLAB FACES AND BOTTOM FACES ~~ALONG THE JOINT ARE SKEWED WITH CULVERT SKEW ANGLE.~~ WALL FACES, TOP SLAB FACES AND BOTTOM FACES AT END SECTION SIDE ARE SKEWED WITH CULVERT SKEW ANGLE.

** TO BE DETERMINED BY DISTRICT ENGINEER. AT SHOP DRAWING STAGE, FABRICATOR MAY SUBMIT ANY OPTION ON THIS STANDARD. IF THE OPTION SUBMITTED MEETS THE DESIGN, THE OPTION SHOULD BE ACCEPTED.

ARE SQUARED OFF ALONG JOINT.

Bureau of Project Delivery
Bridge Design and Technology
Division

PennDOT e-Notification No. 76

June 26, 2020

Interim Revision to Bridge Standard Drawing(s)	**New e-Notification Server and Email Addresses; Subscription Renewal Required**

BACKGROUND: On June 26, 2020 the PennDOT Bridge Publications e-Notification system will be switched to a new server. This is the last e-Notification you will receive from the old server penndot-bqad-pubs@listserver.bakerprojects.com.

The new e-Notification server will use the following email addresses:

Send questions to the list:
penndot-BdtdPubs@listserv.bakerprojects.com

Send blank email to subscribe:
penndot-BdtdPubs-subscribe-request@listserv.bakerprojects.com

Send blank email to unsubscribe:
penndot-BdtdPubs-unsubscribe-request@listserv.bakerprojects.com

In the new email addresses, “bqad-pubs” now becomes “BdtdPubs” and “listserver” becomes “listserv”.

ACTION ITEMS: Starting on June 26, 2020, if you want to continue to receive e-Notifications you will need to renew your subscription by sending a blank email to penndot-BdtdPubs-subscribe-request@listserv.bakerprojects.com to subscribe to the new server. You must then reply to the confirmation email with “OK” in the body of the message to complete your subscription.

If you do not see the confirmation email in your inbox, please look for it in your spam or junk folder. If you locate the confirmation email in your spam or junk folder, then it is recommended that you add a rule to your email software to allow all emails from “@listserv.bakerprojects.com” to be delivered to your inbox.

Direct any questions concerning the above issue to:

Nikki Krise
PennDOT, Bureau of Project Delivery / Bridge Design and Technology Division
Phone: (717) 783-6416 | Fax: (717) 787-2882
nkrise@pa.gov

Archived copies of all previously distributed e-Notifications can be obtained from the Bridge “Plans, Standards and Specifications” page on the Department’s website: https://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans,-Standards-and-Specifications.aspx