The Department now requires shop drawings be submitted as full size drawings. In addition, our Materials and Testing Lab requires the CONSPAN drawings to list the location of the Fabrication Plant to be able to schedule the required inspections.

The CONSPAN shop drawings previously have been submitted on 8-1/2” x 11” drawings as this sheet size has advantages for shop personnel performing the fabrication. These smaller size drawing sheet Shop drawings may be used but must be submitted to the Department using a consolidation of up to four (4) – 8 1/2” x 11” drawings on a full size drawing sheet (see Layout Sketch on page 2).

Approval Drawing Note 2(b) is revised as follows:
1. Design/Contract Drawings to be submitted as 11”x17” or 22” x 34”.
2. Shop Drawings to be submitted as full size (22” x 34”). Drawing’s text size must meet or exceed minimum font size listed in Design Manual.
3. Shop Drawings must list Name of Fabricator and Plant address.

Current Note 2(b) Wording:
Provide at no expense to the Department four sets (three sets to District and one set to Central Office Bridge Division) of construction drawings (22”x36”), calculations, erection methods, and detailed erection plans for approval……. The District Bridge Engineer will sign the final design plans.

Revised Note 2(b) Wording shown in bold:
Provide at no expense to the Department four sets (three sets to District and one set to Central Office Bridge Division) of Design/Contract drawings (11”x17” or 22”x34”), shop drawings (22”x34”), calculations, erection methods, and detailed erection plans for approval……

Shop drawings are to list name of Fabricator and Plant address and contain text size that meets or exceeds the minimum font size listed in Design Manual. The District Bridge Engineer will sign the final design plans.
Please note implementation of these revisions is immediate.
Direct any questions concerning the above issue to:

Gary P. Gordon
Phone: (717) 783-7551
Fax: (717) 787-2882
gagordon@pa.gov

Archived copies of all previously distributed e-Notifications can be obtained from the PennDOT Bridge Standards website at [http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx](http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx) and clicking on “Subscribe to E-mail Notification System” and then “Previous E-Mail Notifications”.

Layout Sketch
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

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http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx
12-603-BDTD, Sht. AS-1:

SECTION D-D:
LONGITUDINAL JOINT OPTION 1

SECTION D-D:
LONGITUDINAL JOINT OPTION 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:

DETAIL 2 & DETAIL 3 to have similar correction
12-603-BDTD, Sht. AS-4:

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

SECTION A-A
SLEEPER SLAB - DETAIL 3
END OF APPROACH SLAB
ADJACENT TO FLEXIBLE PAVEMENT

DETAIL 4 & DETAIL 5 to have similar correction

SECTION A-A: TYPICAL LONGITUDINAL
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.
**PennDOT e-Notification No. 54**

**April 16, 2015 (Revised April 2016)**

| 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 11 is 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:

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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**PennDOT e-Notification No. 55**

*May 22, 2015  (Revised April 2016)*

| 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:

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 PennDOT Bridge Standards website at http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx
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
H-PILE CONNECTION TO PILE CAP

NOTES: 1. IN LIEU OF (6) STUDS, (3) \( \frac{3}{8} \)" 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.
\textbf{PIPE PILE CONNECTION TO PILE CAP}
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:

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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DESIGN SPECIFICATIONS

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

DECK SLAB THICKNESS INCLUDES A 1/2 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.

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.

ALL STRUCTURAL DESIGN:

ERS CANNOT BE CAMBERED.

SLOPE SHALL BE

DERED FOR THE DESIGN.

TRONIC COPY OF

IGN CALCULATIONS FOR THE

EM™ TO THE ENGINEER FOR

STRUCTION DRAWINGS AND

A PROFESSIONAL

THE COMMONWEALTH OF

RE IN INK, A BUSINESS

STRUCTION DRAWINGS.

I PLACED ABOVE THE

"ALL DESIGN ASSUMPTIONS
NOTES TO THE CONTRACTOR OR
CONSTRUCTION

1.0 GENERAL

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408, CURRENT VERSION, AASHTO/AMS 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 270W, GRADE 50 (ASTM A 709/A 709W, 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 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 OH (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 1/2 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 3/8 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 GIRDERS 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
BACKGROUND: It was noticed that there was an inconsistency due to a note on the soon to be released BC-726M – STEEL GRID REINFORCED CONCRETE BRIDGE DECK was not on BD-604M. It was also brought to our attention that the 3” bearing bar size is no longer available and therefore needs to be removed from this standard’s Table 1.

Sheet 2 – TYPICAL EXPANSION/RELIEF JOINT – DETAIL A: Add ‘SEE EXTRUSION NOTE’ call-out to top weld of extrusion to trim plate. Also add the following note:

EXTRUSION NOTE: ONE PIECE EXTRUSION IN LIEU OF TWO PIECE MEMBER (EXTRUSION AND PLATE COMBINATION) IS PERMITTED. WELD IN ACCORDANCE WITH AASHTO/AWS D1.5M SPECIFICATIONS. (FULL PENETRATION WELD AND N.D.T. REQUIRED)

Sheet 4 – TABLE 1: Remove 3” bearing bar size data and row from Table 1. The corrected Table is indicated with red markups in the attached 8½”x11” sheet.

Please note that implementation of this correction and clarification 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

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e-Notification No. 60, BD-604M, Sht. 2 – TYPICAL EXPANSION/RELIEF JOINT – DETAIL A Clarification:

SEE EXTRUSION NOTE

NOTES

DECK AT:
1. ATT.
2. DESIGN
3. USE
4. IF (4"
5. A VA
6. ALT.
7. GRID
8. SPL

BD-604M, Sht. 4 – TABLE 1 correction:

MAXIMUM SPANS FOR INFINITE FATIGUE LIFE

<table>
<thead>
<tr>
<th>BEARING BAR</th>
<th>BEARING BAR SPACING</th>
<th>NUMBER OF SUPPLEMENTAL BARS (SEE NOTE 3)</th>
<th>SIZE OF SUPPLEMENTAL BARS (IN)</th>
<th>MAXIMUM SPAN (FT) (SEE NOTE 2)</th>
<th>TYPE OF CONCRETE FILL</th>
<th>OVERALL DECK WEIGHT (STEEL AND CONCRETE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0</td>
<td>N/A</td>
<td>N/A</td>
<td>4.8</td>
<td>OVERFILL</td>
<td>69</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>N/A</td>
<td>N/A</td>
<td>4.0</td>
<td>FLUSH FILL</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>N/A</td>
<td>N/A</td>
<td>4.0</td>
<td>FLUSH FILL</td>
<td>62</td>
</tr>
</tbody>
</table>

CANTILEVER RISER SIZE AND SPACING (SEE NOTE 1)

STRENGTHENED TO RESIST PL-3 GRADE LOAD (FT) (SEE NOTE 4)

MAXIMUM OVERHANG BASED ON OLS (FT)

MAXIMUM OVERHANG BASED ON OLS (FT)
PennDOT e-Notification No. 63

November 21, 2016

Interim Revision to Bridge Standard Drawing(s) BD-605M, FULL DEPTH PRECAST CONCRETE DECK PANELS, April 29, 2016, Sheet 1 – DRAWING & SEQUENCE OF CONSTRUCTION notes: Addition of Blast Cleaning and Pre-wetting of Joints Notes

BACKGROUND: Contractors shared their concern that this standard needed to include a requirement to blast clean the edges of the panels to create an exposed aggregate surface to ensure that closure pours result in a solid concrete deck.

Sheet 1 – DRAWING NOTES: added NOTE 6:

INTERFACE OF PRECAST PANELS ALONG THE TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE BLAST CLEANED TO CREATE AN EXPOSED AGGREGATE FINISH.

Sheet 1 – SEQUENCE OF CONSTRUCTION notes: added the following text to Notes 6 and 12 using the ■ symbol: PRE-WET PRECAST INTERFACE OF JOINT WITH WATER TO CREATE A SATURATED SURFACE CONDITION.

The red markups of the above referenced Notes are provided in the attached 8½"x11" sheet.

Please note that implementation of these note modifications 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

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DRAWING NOTES

5. **THE INSIDE FACES OF THE SHEAR BLOCKOUTS AND ALL SHEAR KEYS SHALL BE BLAST CLEANED TO HAVE AN EXPOSED AGGREGATE FINISH.**

6. **INTERFACE OF PRECAST PANELS ALONG THE TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE BLAST CLEANED TO CREATE AN EXPOSED AGGREGATE FINISH.**

SEQUENCE OF CONSTRUCTION

5. ADJUST EACH PANEL TO PROPER ELEVATION USING VERTICAL ADJUSTMENT DEVICES. ADJUST TORQUE IN VERTICAL ADJUSTMENT DEVICE TO PROPERLY DISTRIBUTE DECK DEAD LOAD TO BEAMS (AS DETERMINED BY DESIGN).

6. PLACE FORMWORK FOR TRANSVERSE JOINTS. COUPLE POST-TENSIONING DUCTS (IF REQUIRED). FILL TRANSVERSE JOINTS WITH ULTRA HIGH PERFORMANCE CONCRETE IN ACCORDANCE WITH ULTRA HIGH PERFORMANCE CONCRETE STANDARD SPECIAL PROVISION, IF APPLICABLE OR NON-SHRINK EPOXY GROUT PER SECTION 1080.2(c) OF PENNDOT PUB.408.

11. PLACE FORMWORK FOR LONGITUDINAL JOINT IN ACCORDANCE WITH ULTRA HIGH PERFORMANCE CONCRETE STANDARD SPECIAL PROVISION.

12. FILL LONGITUDINAL CLOSURE POUR WITH ULTRA HIGH PERFORMANCE CONCRETE IN ACCORDANCE WITH ULTRA HIGH PERFORMANCE CONCRETE STANDARD SPECIAL PROVISION.

PRE-WET PRECAST INTERFACE OF JOINT WITH WATER TO CREATE A SATURATED SURFACE CONDITION.
PennDOT e-Notification No. 64

November 29, 2016

| Interim Revision to Bridge Standard Drawing(s) | BD-617M, PA TYPE 10M BRIDGE BARRIER, April 29, 2016, Sheet 10 – SECTIONS N-N & P-P: correction of missing longitudinal rebar in top of curb. |

BACKGROUND: It was pointed out to us that one of the top three #4 longitudinal rebars in the curb had been eliminated without any explanation being given.

Sheet 10 – SECTIONS N-N & P-P: added #4 longitudinal rebar back in top of curb as had been shown in these details before the 2016 release.

The red markups of the above referenced details are provided in the attached 8½"x11" sheet.

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

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SECTION N-N
(BARRIER ON STRUCTURE)

SECTION P-P
(BARRIER ON STRUCTURE)
Add the following note to the General Notes in Section 1.7.4 of Design Manual – Part 4’s Policy and Procedures:

30. Contract plans to indicate a minimum width of 2 ½" @ 68°F for strip seal installations unless otherwise indicated.

The corresponding detail on Sheet 1 of BC-767M will be revised to shown a 2 ⅛’ min. installation width for strip seals and it will be included in the next Pub. 219M Change.

Please note that implementation of these changes is effective with P.S. & E. approval date of Jan. 20, 2017 or sooner at discretion of District Bridge Engineer.
**PennDOT e-Notification No. 66**

**December 20, 2016**

|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**BACKGROUND:** Prestress Concrete Beam fabricators have requested that General Note 10 be listed instead of PRESTRESS ZONE + 2” which has impacted shop drawings approval.

Sheet 1:

- **STANDARD PA I-BEAM & AASHTO I-BEAM - ELEVATIONS:** end of beam callout PRESTRESS ZONE + 2” replaced with SEE GENERAL NOTE 10.

- **ADDITIONAL NOTCH REINF. END VIEW:** removed callout LOWER LIMIT OF 601 BARS TO BE 2” ABOVE PRESTRESS ZONE and added dimension lines with SEE GENERAL NOTE 10 for distance from bottom of beam to 601 rebar.

Sheet 2:

- **PA BULB-TEE BEAM - ELEVATION:** end of beam callout PRESTRESS ZONE + 2” replaced with SEE GENERAL NOTE 10 ON SHEET 1.

- **ADDITIONAL NOTCH REINF. END VIEW:** removed callout LOWER LIMIT OF 601 BARS TO BE 2” ABOVE PRESTRESS ZONE and added dimension lines with SEE GENERAL NOTE 10 ON SHEET 1 for distance from bottom of beam to 601 rebar.

The red markups of the above referenced details are provided in the attached three (3) 8½”x11” sheets.

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
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e-Notification No. 66, BD-662M, Sheet 1 change:

STANDARD PA I-BEAM
ADDITIONAL NOTCH
REINF. END VIEW
e-Notification No. 66, BD-662M, Sheet 1 change (cont.):

**AASHTO I-BEAM - ELEVATION**

**TYPICAL END REINF.**
**WITHOUT NOTCH**

**TYPICAL END REINF.**
**WITH NOTCH**

**402 SPACED AS REQ'D BY DESIGN**
**BUT NOT TO EXCEED 21' FULL LENGTH OF BEAM**

**403 @ 12'' FULL LENGTH OF BEAM**

**4 ADD'TL 401 @ 4''**

**Q INTERIOR DIAPHRAGM**

**402, EPO MAY BE F AS TWO B**

**6-4 FUL OF**

**2' -0''**

**2'-0''**

**2-602**

**2-601**

**2-601 BARS**

**2-601 Bars**

**LOWER LIMIT OF 601 BARS TO BE 2' ABOVE PRESTRESS ZONE**

**MODIFY 401 BAR, AS REQ'D, TO ACCOMMODATE BEAM NOTCH,**

**SEE GENERAL NOTE TO**

**PRESTRESS ZONE **2''**

**SEE GENERAL NOTE 10**

**401 SPLITTING ZONE REINF.**

**MATCH 404 W/ 401**

**401 SPACE AS**

**401 SPACE AS**

**401 SPACE AS**

**REQ'D BY DESIGN, BUT NOT TO EXCEED 6''**

**REQ'D BY DESIGN, BUT NOT TO EXCEED 6''**

**REQ'D BY DESIGN, BUT NOT TO EXCEED 6''**

**MATCH 404 W/ 401**

**** A x BEAM DEPTH**

**1/3 x SPAN LENGTH**

**A = 1.5 FOR 5/8'' AND 5/8'' SPECIAL STRANDS**

**A = 2.0 FOR 0.8 STRANDS**
e-Notification No. 66, BD-662M, Sheet 2 change:

**PA BULB-TEE BEAM - ELEVATION**

**NOTES:**
1. FOR GENERAL NOTES AND TYPICAL CAMBER DIAGRAM SEE SHEET 1.
2. FOR AASHTO AND PA I-BEAM DETAILS, SEE SHEET 1.
3. BEAM ENDS ARE PERMITTED TO BE CLIPPED TO AVOID INTERFERENCE WITH ANOTHER BEAM OR BACKWALL. CLIP MUST NOT EXTEND INTO THE WEB UNLESS THE REQUIRED BEAM NOTCH EXTENDS TO THE WEB.
Interim Revision to Bridge Standard Drawing(s)

| Interim Revision to Bridge Standard Drawing(s) | BD-621M, REINFORCED CONCRETE ABUTMENTS, April 29, 2016, Sheet 1 – PILE ANCHORAGE DETAILS: Revision of note for when this detail is required. |

**BACKGROUND:** Designers have been confused about whether or not pile anchorage is required on footings since the seismic design criteria has been modified.

**Sheet 1:**

**PILE ANCHORAGE DETAILS:** Replace “(REQUIRED FOR SEISMIC ZONE 2 ONLY)” note beneath title with the following criteria:

**REQUIRED IF ANY OF THE FOLLOWING CONDITIONS EXISTS:**

1. SITE CLASS E & F
2. RESPONSE ACCERLARATION COEFFICIENT GREATER THAN OR EQUAL TO 0.1
3. PILE IS SUBJECT TO UPLIFT FORCES AT STRENGTH OR EXTREME LIMIT STATES.

The red markups of the above referenced detail is provided on the attached 8½”x11” sheet.

Please note that implementation of this correction 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 PennDOT Bridge Standards website at http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx


**TABLE 1**

SIZE OF THREADED BAR BASED ON PILE SIZE

<table>
<thead>
<tr>
<th>PILE SIZE</th>
<th>BAR SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP 8 x 36</td>
<td>#5</td>
</tr>
<tr>
<td>HP 10 x 42</td>
<td>#5</td>
</tr>
<tr>
<td>HP 10 x 57</td>
<td>#6</td>
</tr>
<tr>
<td>HP 12 x 53</td>
<td>#6</td>
</tr>
<tr>
<td>HP 12 x 63</td>
<td>#6</td>
</tr>
<tr>
<td>HP 12 x 74</td>
<td>#6</td>
</tr>
<tr>
<td>HP 12 x 84</td>
<td>#7</td>
</tr>
<tr>
<td>HP 14 x 73</td>
<td>#6</td>
</tr>
<tr>
<td>HP 14 x 89</td>
<td>#7</td>
</tr>
<tr>
<td>HP 14 x 102</td>
<td>#7</td>
</tr>
<tr>
<td>HP 14 x 117</td>
<td>#8</td>
</tr>
</tbody>
</table>

**CIP-PILE ANCHORAGE DETAIL B**

PILE ANCHORAGE DETAILS

(REQUIRED FOR SEISMIC ZONE 2 ONLY)

REQUIRED IF ANY OF THE FOLLOWING CONDITIONS EXIST:
1. SITE CLASS E & F
2. RESPONSE ACCELERATION COEFFICIENT GREATER THAN OR EQUAL TO 0.1
3. PILE IS SUBJECT TO UPLIFT FORCES AT STRENGTH OR EXTREME LIMIT STATES.

---

**e-Notification No. 67**

BD-621M, SHT.1
(APRIL 29, 2016)

REPLACEMENT OF NOTE LOCATED DIRECTLY BENEATH THE TITLE OF ANCHORAGE DETAILS
PennDOT e-Notification No. 68

March 28, 2017

Interim Revision to Bridge Standard Drawing(s) | BD-601M, CONCRETE DECK SLAB, April 29, 2016, Sheet 10 – TABLE 4 Deck Slab Reinforcement: Revision of data for three beam spacings.

BACKGROUND: Design values in Table 4, although provided adequate strength, had an inconsistency in deck thickness and rebar size that was pointed out by designers, and as a result, revisions are being made to the values for three beam spacings.

Sheet 10, TABLE 4:
For beam spacing, $S = 8'-6"$: $T = 8"$ instead of $8 \frac{1}{2}"$.
$S2 = #5 @5\frac{1}{2}"$ instead of $#6 @ 5-1/2"$.
$So = 4'-10"$ instead of $4'-11"$.

For beam spacings, $S = 12'-9"$ & $13'-9"$: $S1 = #5 @5\frac{1}{2}"$ instead of $#6 @ 7"$.
$S3 = #5 @6"$ instead of $#5 @7"$.

The red markups of the above referenced Table are provided on the attached 8½"x11" sheet.

Please note to implement these revisions as directed by the District Bridge Engineer.

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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**TABLE 4: DISTANCE FROM DESIGN SECTION FOR NEGATIVE MOMENT TO CENTERLINE OF BEAM = 12 IN.**

**USE FOR:**
* PRECAST PRESTRESSED PA BULB-TEE AND I-BEAMS WITH TOP FLANGE WIDTH > 36"*
* STEEL I-BEAMS OR STEEL CLOSED BOXES WITH TOP FLANGE WIDTH ≥ 48"

<table>
<thead>
<tr>
<th>S</th>
<th>T (in.)</th>
<th>S1</th>
<th>S2</th>
<th>S3</th>
<th>S3'</th>
<th>S6</th>
<th>S7</th>
<th>S8</th>
<th>L</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>4'-3&quot;</td>
<td>8</td>
<td>#5 09-1/2</td>
<td>#5 011</td>
<td>#4 09</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>2'-8&quot;</td>
<td>4'-2&quot;</td>
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</tr>
<tr>
<td>4'-7&quot;</td>
<td>8</td>
<td>#5 09-1/2</td>
<td>#5 011</td>
<td>#4 09</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>2'-10&quot;</td>
<td>4'-1&quot;</td>
<td></td>
</tr>
<tr>
<td>4'-11&quot;</td>
<td>8</td>
<td>#5 09</td>
<td>#5 011</td>
<td>#4 08-1/2</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>3'-1&quot;</td>
<td>4'-1&quot;</td>
<td></td>
</tr>
<tr>
<td>5'-2&quot;</td>
<td>8</td>
<td>#5 09</td>
<td>#5 011</td>
<td>#4 08-1/2</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>3/-3&quot;</td>
<td>4'-2&quot;</td>
<td></td>
</tr>
<tr>
<td>5'-6&quot;</td>
<td>8</td>
<td>#5 09</td>
<td>#5 010-1/2</td>
<td>#4 08-1/2</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>3/-5&quot;</td>
<td>4'-2&quot;</td>
<td></td>
</tr>
<tr>
<td>5'-10&quot;</td>
<td>8</td>
<td>#5 09</td>
<td>#5 010</td>
<td>#4 08-1/2</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>3/-7&quot;</td>
<td>4'-2&quot;</td>
<td></td>
</tr>
<tr>
<td>6'-2&quot;</td>
<td>8</td>
<td>#5 08-1/2</td>
<td>#5 09-1/2</td>
<td>#4 08</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>3/-10&quot;</td>
<td>4'-2&quot;</td>
<td></td>
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<tr>
<td>6'-6&quot;</td>
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<td>#5 08</td>
<td>#5 09</td>
<td>#4 07-1/2</td>
<td>#4 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>4'-1&quot;</td>
<td>4'-2&quot;</td>
<td></td>
</tr>
<tr>
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<td>8</td>
<td>#5 08</td>
<td>#5 08</td>
<td>#4 07-1/2</td>
<td>#4 06-1/2</td>
<td>#5 16</td>
<td>1 16</td>
<td>4/-3&quot;</td>
<td>4'-2&quot;</td>
<td></td>
</tr>
<tr>
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<td>8</td>
<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 011</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>4'-6&quot;</td>
<td>4'-2&quot;</td>
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<tr>
<td>7'-6&quot;</td>
<td>8</td>
<td>#5 07</td>
<td>#5 05-1/2</td>
<td>#5 010</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>4'-8&quot;</td>
<td>4'-2&quot;</td>
<td></td>
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<tr>
<td>7'-10&quot;</td>
<td>8</td>
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<td>#5 05-1/2</td>
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<td>#5 16</td>
<td>1 16</td>
<td>4/-10&quot;</td>
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<td>#5 06</td>
<td>#5 16</td>
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</tr>
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<td>#5 05-1/2</td>
<td>#5 08-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
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<td>4'-2&quot;</td>
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<td>#6 05-1/2</td>
<td>#6 08-1/2</td>
<td>#6 06</td>
<td>#6 16</td>
<td>1 16</td>
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<td>4'-2&quot;</td>
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<td>#5 05-1/2</td>
<td>#6 05-1/2</td>
<td>#6 08-1/2</td>
<td>#6 06</td>
<td>#6 16</td>
<td>1 16</td>
<td>5/-7&quot;</td>
<td>4'-2&quot;</td>
<td></td>
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<tr>
<td>10'-5&quot;</td>
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<td>#5 05-1/2</td>
<td>#6 05-1/2</td>
<td>#6 08-1/2</td>
<td>#6 06</td>
<td>#6 16</td>
<td>1 16</td>
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<td>#6 05-1/2</td>
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<td>#6 06</td>
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<td>#6 08-1/2</td>
<td>#6 06</td>
<td>#6 16</td>
<td>1 16</td>
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<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>4/-10&quot;</td>
<td>4/-2&quot;</td>
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<tr>
<td>12'-1&quot;</td>
<td>10</td>
<td>#5 05-1/2</td>
<td>#5 05-1/2</td>
<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
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<td>#5 05-1/2</td>
<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
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<td>#5 05-1/2</td>
<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
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<td>4/-2&quot;</td>
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<td>#6 05-1/2</td>
<td>#6 06-1/2</td>
<td>#6 06</td>
<td>#6 16</td>
<td>1 16</td>
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<td>3/-1&quot;</td>
<td></td>
</tr>
<tr>
<td>13'-5&quot;</td>
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<td>#6 05-1/2</td>
<td>#6 06-1/2</td>
<td>#6 06</td>
<td>#6 16</td>
<td>1 16</td>
<td>5/-7&quot;</td>
<td>3/-1&quot;</td>
<td></td>
<td></td>
</tr>
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<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>5/-10&quot;</td>
<td>3/-1&quot;</td>
<td></td>
</tr>
<tr>
<td>14'-1&quot;</td>
<td>10</td>
<td>#5 05-1/2</td>
<td>#5 05-1/2</td>
<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>5/-10&quot;</td>
<td>3/-1&quot;</td>
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<tr>
<td>14'-5&quot;</td>
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<td>#6 07</td>
<td>#6 06</td>
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<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>5/-10&quot;</td>
<td>3/-1&quot;</td>
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</tr>
<tr>
<td>14'-9&quot;</td>
<td>11</td>
<td>#6 07</td>
<td>#6 05-1/2</td>
<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>6/-6&quot;</td>
<td>3/-2&quot;</td>
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<td>15'-1&quot;</td>
<td>11</td>
<td>#6 07</td>
<td>#6 06</td>
<td>#5 07-1/2</td>
<td>#5 06</td>
<td>#5 16</td>
<td>1 16</td>
<td>6/-6&quot;</td>
<td>3/-2&quot;</td>
<td>C</td>
</tr>
</tbody>
</table>

**EDIT VALUES OF TABLE 4**
BACKGROUND: In the April 2016 Edition version of BD-656M, the rebar cover in concrete diaphragms was increased from 1 ½” to 2 ½” which caused the thickness of all concrete diaphragms to increase by 2”. The increased diaphragm thicknesses were not carried through to BD-653M which caused there to be inconsistencies that are being addressed by this e-Notification.

Sheet 1, FRAMING PLAN FOR SPREAD BOX BEAMS:
At two Intermediate diaphragm call-outs: thickness increased from 10” to 1'-0”.
Spread box beam interior diaphragm thickness call-out: replace 10” with 1'-0”.
End diaphragms for abutments w/o backwalls: thickness increased from 1'-3” to 1'-6”.
End diaphragms for abutments with backwalls: thickness increased from 1'-0” to 1'-2”.
End diaphragms at pier: thickness increased from 1'-0” to 1'-2”.

Sheet 1, FRAMING PLAN FOR I-BEAMS:
At two Intermediate diaphragm call-outs: thickness increased from 10” to 1'-0”.
End diaphragms for abutments with backwalls: thickness increased from 1'-0” to 1'-2”.
End diaphragms at pier: thickness increased from 1'-0” to 1'-2”.

The red markups of the above referenced details are provided on the attached 8½”x11” sheet.

Please note to implement these revisions 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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http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx
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

Archived copies of all previously distributed e-Notifications can be obtained from the PennDOT Bridge Standards website at http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx
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

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

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

DESIGNER
THE NEEL COMPANY
3100 TRANSFER LANE
Hagerstown, Maryland 21740
Phone: (301) 790-3300
Fax: (301) 790-3303
Web: www.neelco.com

DRAWN: GAAQ JW
CHECKED: CCGRD
TNC JOB #: TH604
TNC SHEET #: 1 OF 57
List Server email Subject:  e-Notification No. 71 - Design Manual - Part 4, Appendix J, dated 4-29-15 – Online listing of PennDOT Accepted Commercially Available Software, issued on 8-24-17

Email’s Message:

======================================
PennDOT BDTD Publication e-Notification
Bureau of Project Delivery
Bridge Design & Technology Division
======================================
Publication No. 15M
Standard:         Design Manual – Part 4
RE:                     Appendix J
No.                    71
Date:                 8-24-17

The list of Accepted Commercially Available or Consultant Developed Software that had previously only resided in the DM-4’s Appendix J is now available online on PennDOT’s Bridge Information website (http://www.penndot.gov/ProjectAndPrograms/Bridges). You can find the link under the “Software and Computer Programs” subsection on the Plans and Specifications page. As additional software/programs or newer versions are accepted, the on-line list will be updated in near “real time” instead of having to wait for a new DM-4 edition or change to be released.

Consultants must be pre-qualified to utilize certain Department accepted software/computer programs for 3D or refined structural analysis. To become pre-qualified, consultants must request the Department’s prequalification packet, perform the appropriate analysis and submit their calculations to the Department’s Bridge Design and Technology Division to demonstrate their proficiency with the software and ability to properly perform a 3D or refined structural analysis including moving loads and influence surface generation. Please note that consultant pre-approvals are tracked internally by the Department, and are not visible online.

For more information about software acceptance and consultant pre-qualification for utilizing refined analysis software, or to request a submission package and initiate the acceptance review process, please contact:

Paul E. Brandl, P.E.
PA Department of Transportation | Bureau of Project Delivery | Bridge Design & Technology Division
P.O. Box 3560, Harrisburg, PA 17105-3560
Phone: 717. 787.7057
pbrandl@pa.gov

Archived copies of all previously distributed e-Notifications can be obtained from the PennDOT Bridge Standards website at http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx
List Server email Subject:  e-Notification No. 72 – Old Standard Drawings available via Lookup Spreadsheet from “Plans and Specifications” Web Page, issued on 11-17-17

Email’s Message:

======================================

PennDOT BDTD Publication e-Notification
Bureau of Project Delivery
Bridge Design & Technology Division

Publication No.:  Various
Standard:         Drawings
RE:                     Web Page Update
No.                    72
Date:                 11-17-17

There are 1,115 old standards drawings available on our web site folders and they can be accessed using the attached Lookup Spreadsheet. A link to this spreadsheet has been added to the Bridge Division’s “Plan and Specifications” web page.

Previously, five (5) sets of “Old Standards” were included at the top of both the BC-700M Series and BD-600M Series Standards Archives. The archives had been only accessed from a link provided on the BCs and BDs Series Index sheets. Links to these archives have also been added to the Bridge Division’s “Plan and Specifications” web page (see attached screen capture with additions highlighted in yellow). A request has been submitted to remove these five volumes from the BCs and BDs archives.

Gary P. Gordon, P.E.
PA Department of Transportation | Bureau of Project Delivery | Bridge Design & Technology Division
P.O. Box 3560, Harrisburg, PA 17105-3560
Phone: 717. 783.7551
gagordon@pa.gov

Archived copies of all previously distributed e-Notifications can be obtained from the PennDOT Bridge Standards website at http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx
<table>
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PLANS AND SPECIFICATIONS

PennDOT staff are responsible for reviewing submissions such as Type, Size and Location (TS&L); foundation submissions; final plans; value engineering; pile hammer approvals and more.

BRIDGE STANDARD DRAWINGS & RESOURCES

Bridge Design, BD-600M Series (Pub. 218M) — 2 viewing options:

- Index Sheet with links to individual standard drawings (PDF)
- All standards in a single file with bookmarks (45.8 MB PDF)
- Archived BD-600M Series Standards which are inactive (standards issued since Jan. 2, 1996)

Bridge Construction, BC-700M Series (Pub. 219M) — 2 viewing options:

- Index Sheet with links to individual standard drawings (PDF)
- All standards in a single file with bookmarks (32.6 MB PDF)
- Archived BC-700M Series Standards which are inactive (standards issued since Jan. 2, 1996)

Low-Cost Hardwood Glulam Timber Bridge Design, BLC-560 Series (Pub. 6M) — 2 viewing options:

- Index Sheet with links to individual standard drawings (PDF)
- All standards in a single file with bookmarks (12.7 MB PDF)

Old Standards Drawings's Lookup List (xism)

Approved Bridge and Structure Products (PDF)

Design Manual, Part 4 — Structures (DM-4) (Pub. 15M)

- April 2015 Edition - Initial Release (PDF)
**PennDOT e-Notification No. 73**

**September 7, 2018**

<table>
<thead>
<tr>
<th>Interim Revision to Bridge Standard Drawing(s)</th>
<th>BD-632M, R. C. BOX CULVERT, Aug. 4, 2017, Sheet 1 – Correction of Note 11, Sheet 4 – (Precast Detail) addition of min. and max. for chamfer, and Sheet 9 – addition of max. and min. to ‘F’ dimension in Slab/Wall detail.</th>
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BACKGROUND: It was a typo for foot symbol to be used instead of the inch symbol in note 11, it was suggested that a min. and max. be added to the chamfers on Sheet 4, and to add a max. and a min. to the 'F' dimension on Sheet 9.

Sheet 1 – NOTES: revised note 11. To revise the drain from 2’ minimum thick to 2” minimum thick

Sheet 4 – BOX DETAILS – WELDED WIRE FABRIC: added MIN. / 1”X1” MAX. after 3/4” X 3/4”

Sheet 9 – CONFIGURATION FOR SLAB/WALL WITH POST-TENSIONING: added MAX., 1”MIN. after ‘F’ 1 ½”

The above changes have been corrected in this e-Notification. Modification of other details in this standard are not being shown in this e-Notification. However, they need to be consistent with this modification and are to be updated in the next release of this standard.

The red markups are provided in the two attached 8½”x11” sheets.

Please note to implement these revisions 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

Archived copies of all previously distributed e-Notifications can be obtained from the PennDOT Bridge Standards website at [http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx](http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/Plans-and-Specifications.aspx)
e-Notification No. 73, BD-632M, Sheet 1 – Revision of Note 11:

11. USE 4" Ø FORMED WEEP HOLES AT 15'-0" MAXIMUM CENTERS PLACED AT A MINIMUM 1'-0" ABOVE BOTTOM OF SLAB OR 6'-0" ABOVE NORMAL FLOW LINE, FOR DETAILS SEE BC-751M. FOR WEEP HOLES LOCATED IN THE COMPACTED NO. 2A COARSE AGGREGATE AREAS OR FLOWABLE BACKFILL AREAS, PROVIDE PREFORMED DRAIN CONFORMING TO PUB.408 SECTION 625.2(4), WHICH MUST MINIMUM THICK X 4'-0" WIDE CENTERED HORIZONTALLY ON WEEP HOLE, SEE PREFORMED DRAIN DETAIL ON SHEET 5.

e-Notification No. 73, BD-632M, Sheet 4 – Addition of min./max. to Chamfer callout:
e-Notification No. 73, BD-632M, Sheet 9 – Addition of min./max. to 'F' dimension:

**Configuration for Slab/Wall with Post-Tensioning**

- **T** = \( A + B + C + D + E + F + G + H \)

Note: Place post-tensioning ducts only in corners when wall thicknesses are 1 1/2".