THE REDI-SPAN™ ADVANTAGE

Redi-Span™ reduces traffic impacts of bridge construction projects.

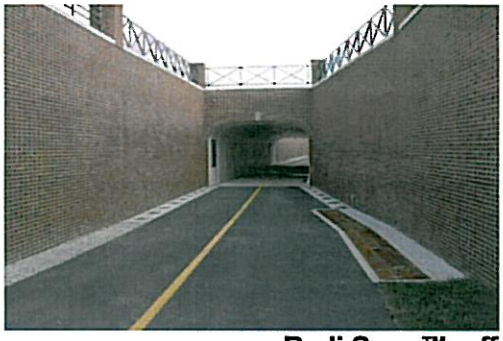
Redi-Span is fabricated off-site in a controlled environment. This reduces traffic disruption and saves time with production tasks such as curing and formwork construction.

Redi-Span™ makes construction more environment-friendly.

With an off-site production, Redi-Span™ will lessen the amount and the time that heavy equipment is used at the actual jobsite. This will create a less disruptive situation for the environment. Environmental specialists will value the Redi-Span's™ subdued environmental impact, as well as its adaptation of environmental designs.

Redi-Span™ increases construction zone protection.

Again, with Redi-Span's™ offsite fabrication, this will reduce the amount of time workers are required to operate on-site, which can improve construction zone safety for your employees. Jobsite restrictions such as power lines, or tall landscape are also lessened with the offsite fabrication of the Redi-Span™ .



Redi-Span™ enhances quality and reduce life-cycle expenses.

Redi-Span decreases the amout of time spent in the project schedule because of its fabrication in a controlled offsite location. Redi-Span lessens the importance placed on weather and increases the quality of the structure itself. By improving the quality of a structure, this will reduce the life-cycle costs.

Redi-Span™ offers an aesthetic approach to developments.

With Redi-Span's natural arch, it provides projects with a visually pleasing result. Further aesthetic advancement can be achieved by incorporating a variety of appealing finishes to compliment your project.

Redi-Span™ reduces fabrication costs.

Because of the inherent advantages of the arch design, there is considerable less concrete and steel required for the spans, thus reducing fabrication costs. In addition, depending on the design requirements, arch spans can be offered with or without a paved bottom, which also will reduce material cost.

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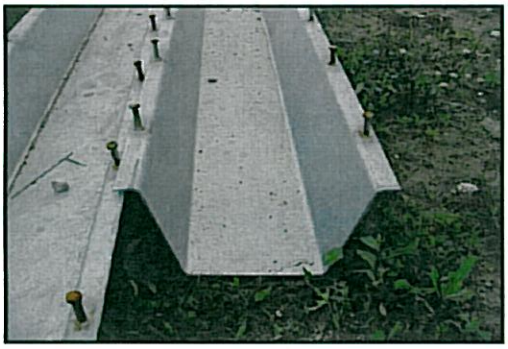
Con-Struct™ Prefabricated Bridge System

The cost of a Con-struct Prefabricated Bridge System compares to that of a concrete box culvert plus the availability of 60' clear spans, the Con-struct Prefabricated Bridge System can reduce/ eliminate disturbance to any underlying drainage ditch or stream. The costof the Construct Prefabricated Bridge System, for longer spans, is less than that of conventionallyconstructed steel or concrete beam bridges. By precasting the deck, the costs of form, finish and curing are reduced by up to 65%. These are typically the most time consuming and expensive components of the superstructure.



No welding or lateral bracing is required due to the trapezoidal shape of the Con-Struct steel beams. This eliminates costly fabrication of steel cross frames and the construction time required to erect them. The hot dipped galvanized steel beam protects the steel from corrosion and provide 50+ years of maintenance free protection.

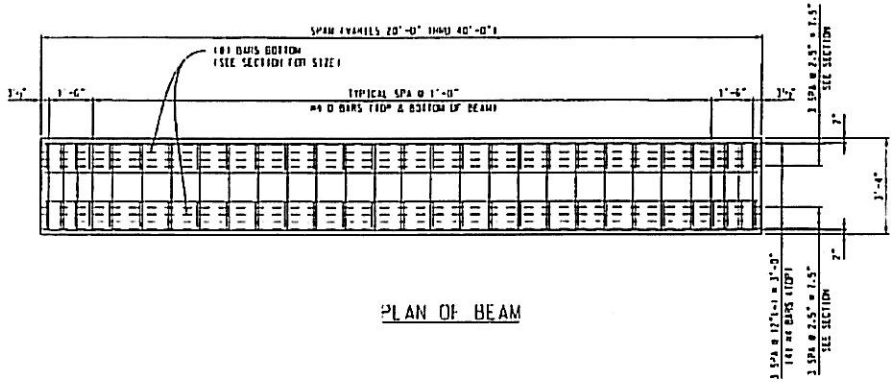
The Con-Struct prefabricated Bridge System is prefabricated with the final driving surface which allows for installation and traffic ready in one day. Each beam is erected similar to precast concrete beams and designed for simple span dead and live load. Once in place, they can be tied together by transverse post-tensioning and/or a cast-in-place concrete tie pour.

Due to the cross frames elimination and the compsite action of the precast deck, steel weight is reduced by approximately 30% compared to that of conventional steel girders. The super- structure depth can also be reduced compared with other concrete superstructures. Replacement of an existing structure with a Construct Bridge System can increase underclearance while not overloading the existing

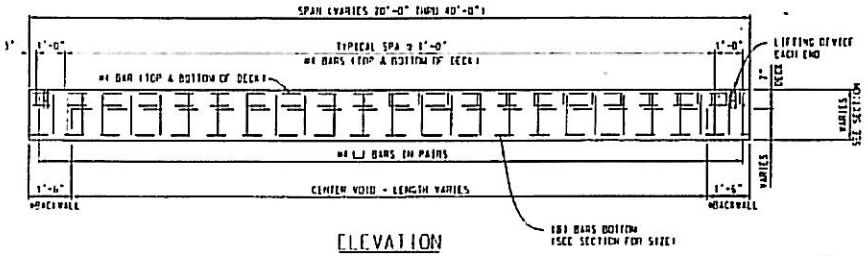
The precast concrete deck is precompressed during the innovative fabrication process; eliminating temperature and shrinkage cracks in the desk. This procedure provides superior protection of the underlying steel reinforcement.

Fascia beams can be produced with "future widening" deck rails, allowing the superstructure to be added onto quickly and cost effectively with minimal traffic interruptions.

CHANNEL BEAM SUPERSTRUCTURE



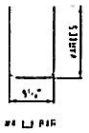
PLAN OF BEAM

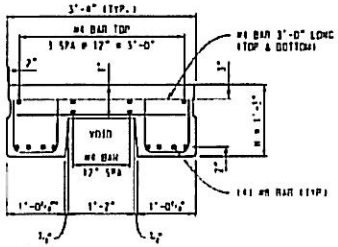


ELEVATION

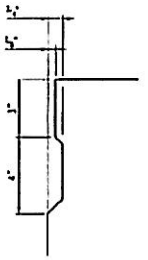
PRECAST CHANNEL BEAM

WITH VOID AT BACKWALL LOCATIONS

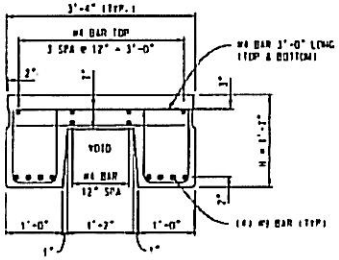




20'-30' SPAN TYPICAL SECTION



KEYWAY DETAIL



30'-40' SPAN TYPICAL SECTION

TABLE OF VARIABLE VALUES				
SPAN LENGTH	TOTAL WEIGHT	SECTION DEPTH	TUB DEPTH	
	KIPS	"D"		
20'	10KIPS	12"		
25'	5.8	15"		
30'	6.2	15"		
35'	7.4	15"		
40'	18.5	18"		
	12	18"		

GENERAL NOTES:

Designed according to AASHTO Standard Specifications, HS-20 live load.

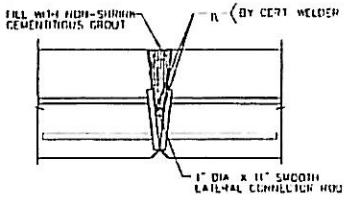
Concrete strength = f'c = 5,000 psi.

All reinforcing shall be Grade 60.

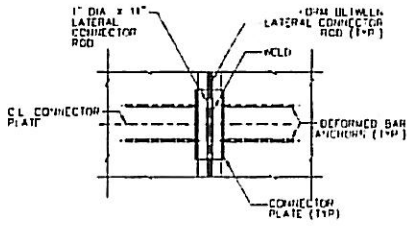
See railing details and standards for rail enclosure.

See bearing standards for bearing details and dimensions.

Lifting the prefabricated bridge units shall be by equal loads to each pair of lifting devices. The lifting device recess shall be grouted with nonshrink cementitious grout after units are erected.



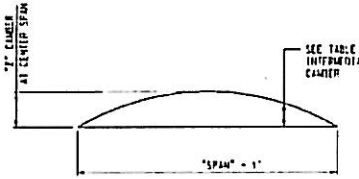
LATERAL CONNECTION SECTION



LATERAL CONNECTOR PLAN

NOTE

SEAT AND CENTER 1" DIA. SMOOTH LATERAL CONNECTOR ROD (LCR) IN THE BOTTOM OF THE FLANGE CONNECTION "V" PRIOR TO WELDING TO MINIMIZE GROUT LEAKAGE. CAULK WHERE NECESSARY BETWEEN CONNECTORS.



DEAD LOAD CAMBER DIAGRAM

SPAN LENGTH	"F"
30'	1/4"
40	1/2"

TABLE OF CAMBER	
Location	CAMBER
℄ Brg	0.0
0.1 Span	0.31 x "F"
0.2 Span	0.59 x "F"
0.3 Span	0.81 x "F"
0.4 Span	0.95 x "F"
℄ Span	"F"

NOTICE

THE DESIGN CONTAINED IN THESE DRAWINGS IS BASED ON THE DESIGN PRECAST, LTD. SPECIFICATIONS AND THE INFORMATION PROVIDED BY THE OWNER.

THESE DRAWINGS ARE FURNISHED ONLY FOR THE USE OF THOSE PROJECTS. THE PROPRIETARY INFORMATION SHOWN HEREIN IS NOT TO BE TRANSMITTED TO ANY OTHER ORGANIZATION WITHOUT AUTHORIZATION FROM DESIGN PRECAST, LTD.

McCANN CONCRETE PRODUCTS INC

T-E-C

REVISIONS		
DATE	MARK	DESCRIPTION

CHANNEL BEAM SUPERSTRUCTURE
SPANS 21 THRU 41
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