**Design Notes:**

- The beam thickness is assumed to be 10.75 in. at the transfer point.
- The beam camber is assumed to be 75% of the camber at transfer.
- The slab thickness is assumed to be 9 in. at the transfer point.

**Table:**

<table>
<thead>
<tr>
<th>Beam Type</th>
<th>Design Load</th>
<th>Beam Depth</th>
<th>Unit Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>F90</td>
<td>800 kips</td>
<td>24 in</td>
<td>136 lbs/ft</td>
</tr>
<tr>
<td>F120</td>
<td>1200 kips</td>
<td>26 in</td>
<td>176 lbs/ft</td>
</tr>
<tr>
<td>F140</td>
<td>1400 kips</td>
<td>28 in</td>
<td>214 lbs/ft</td>
</tr>
<tr>
<td>F160</td>
<td>1600 kips</td>
<td>30 in</td>
<td>251 lbs/ft</td>
</tr>
</tbody>
</table>

**Diagrams:**

- Typical Section
- Drip Groove Detail
- Slab Thickness Table
- Camber Table (Mid-Span)
- Load Table
- Beam Properties

**Legend:**

- **D** - Denotes straight bonded strand
- **S** - Denotes straight debonded strand
- **X** - Denotes straight tensioned to 2.2 kips

**Additional Notes:**

- All bonding and debonding of strands shall be done in accordance with the New York State Standard Specifications for Highway Bridges.
- The beam camber is assumed to be 75% of the camber at transfer.
- The slab thickness is assumed to be 9 in. at the transfer point.
- All beams shall have an exposed aggregate finish on any surface that may be in contact with the traveling public concrete used in longitudinal joints and backwalls.
- PRE-CAST CONCRETE BRHGS.
- **D** - Denotes straight bonded strand
- **S** - Denotes straight debonded strand
- **X** - Denotes straight tensioned to 2.2 kips

**Additional Information:**

- The beam camber is assumed to be 75% of the camber at transfer.
- The slab thickness is assumed to be 9 in. at the transfer point.
- All beams shall have an exposed aggregate finish on any surface that may be in contact with the traveling public concrete used in longitudinal joints and backwalls.