

PART PLAN

GENERAL NOTES

DESIGN SPECIFICATIONS: THIS STANDARD DRAWING CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1992, INCLUDING THE 1993 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING: HS20-44 AND THE ALTERNATE MILITARY LOADING.

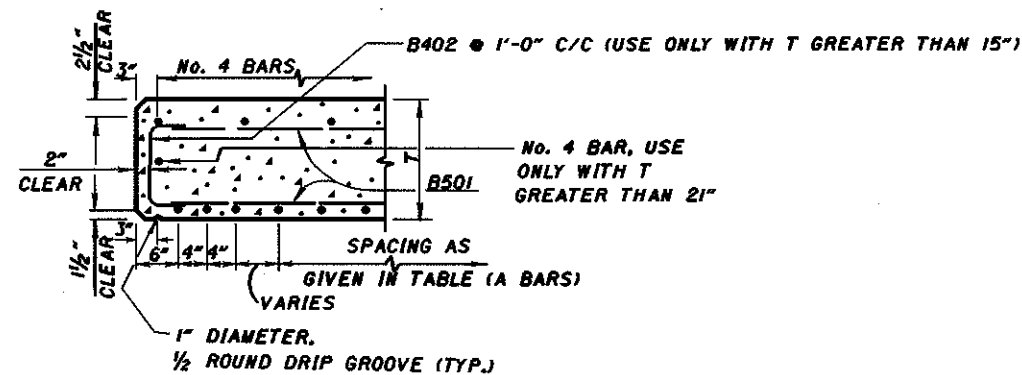
DESIGN DATA:
CONCRETE CLASS "S" - COMPRESSIVE STRENGTH 4500 P.S.I. (SUPERSTRUCTURE)
REINFORCING STEEL- ASTM A615, A616 OR A617, GRADE 60, WITH A MINIMUM YIELD STRENGTH OF 60,000 P.S.I. AND SHALL BE EPOXY COATED.

SKREW: THIS STANDARD SHOULD NOT BE USED FOR ANY BRIDGE WHICH IS TO BE BUILT AT A SKEW ANGLE WHICH EXCEEDS 35°.

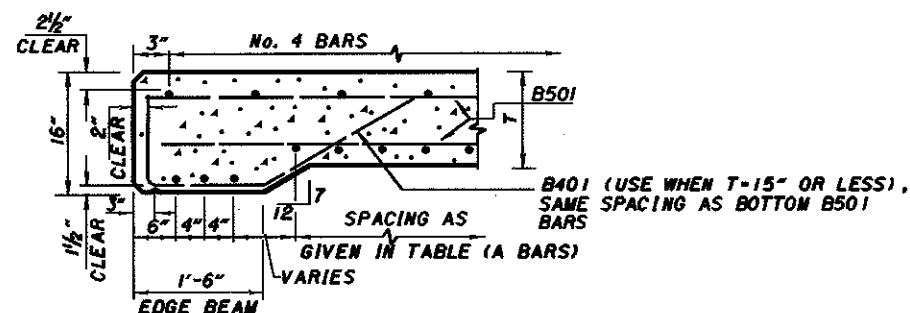
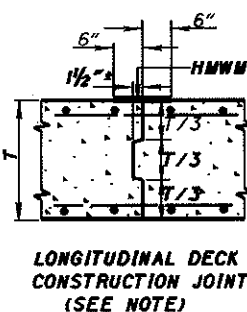
DECK CONSTRUCTION JOINT: A LONGITUDINAL CONSTRUCTION JOINT IN THE DECK SLAB, PREFERABLY AT OR NEAR THE CENTERLINE OF THE ROADWAY, WILL BE PERMITTED. SEAL WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) RESIN.

EDGE BEAM OPTION: IN LIEU OF FORMING AN EDGE BEAM, THE CONTRACTOR MAY FURNISH A 16" SLAB, OR A SLAB VARYING IN THICKNESS FROM 16" AT THE EDGE TO T AT THE CENTERLINE OF ROADWAY. IF THE CONTRACTOR CHOOSES TO USE EITHER OPTION HE SHALL REPLACE THE B401 BARS WITH B402 BARS. AN EDGE BEAM SHALL BE USED FOR COMPUTING THE PAY QUANTITY FOR THE SUPERSTRUCTURE CONCRETE.

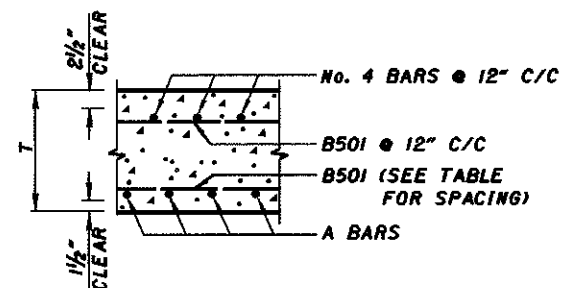
CAMBER: THE DECK SLAB FORMS SHALL BE CAMBERED IN ORDER TO COMPENSATE FOR SLAB AND FALSEWORK DEFLECTIONS AND TO PROVIDE FOR ROADWAY VERTICAL CURVATURE.



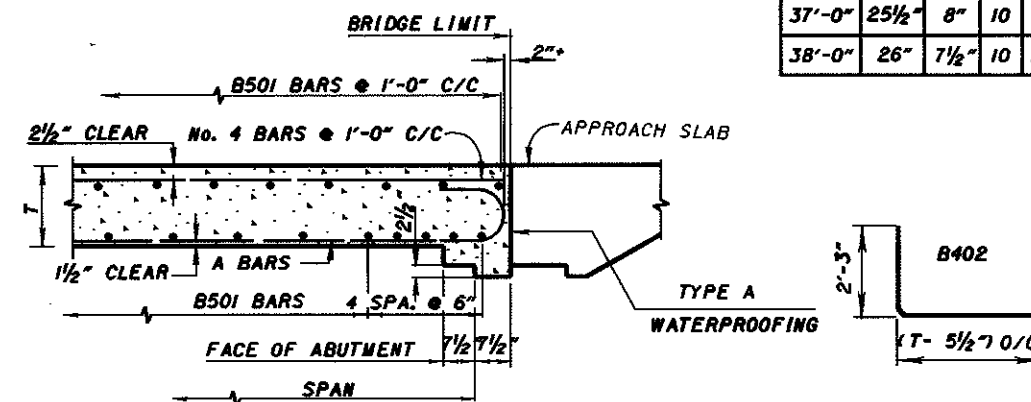
PART SECTION DECK FASCIA
(DO NOT USE EDGE BEAM WHERE T IS MORE THAN 16")



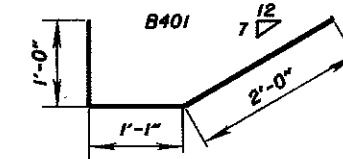
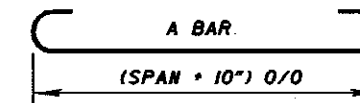
PART SECTION DECK FASCIA
(USE EDGE BEAM WHERE T IS LESS THAN 16")



SECTION B-B



SECTION A-A



LEGEND: O/O = OUT TO OUT

DESIGN INSTRUCTIONS

GENERAL: THIS DRAWING PROVIDES DESIGN AND GENERAL CONSTRUCTION DETAILS. THE PROJECT PLANS FOR EACH STRUCTURE SHALL SHOW STATIONS, SPAN LENGTH, ROADWAY WIDTH, SKEW, CURVE AND SUPERELEVATION (IF ANY) DATA, ELEVATIONS, ABUTMENT DETAILS, ESTIMATED QUANTITIES, REINFORCING STEEL LIST AND OTHER NECESSARY DETAILS AND SPECIAL NOTES.

DECK CROSS-SECTION: PROJECT PLANS SHALL SHOW DECK CROSS-SECTIONS IN ACCORDANCE WITH THE APPROVED TYPICAL SECTION.

REINFORCING STEEL: THE TRANSVERSE B501 REINFORCING BARS, AT THE OPTION OF THE CONTRACTOR, MAY BE FURNISHED EITHER IN ONE LENGTH AS SHOWN HEREON, OR SPLICED. IF THE SPLICE OPTION IS CHOSEN, THE B501 BAR SHALL BE LAPPED THREE FEET. A STAGGERED LAP SPLICE ARRANGEMENT SHOULD BE USED.

PAYMENT FOR REINFORCING SHALL BE THE PLAN QUANTITY. DO NOT ADJUST THE PLAN QUANTITY TO INCLUDE BAR WEIGHTS FURNISHED TO PROVIDE LAP SPLICES.

THE TOP AND BOTTOM LONGITUDINAL REINFORCING STEEL SHALL BE PLACED PARALLEL TO THE CENTER LINE OF ROADWAY. THE TOP AND BOTTOM TRANSVERSE REINFORCING STEEL SHALL BE PLACED PARALLEL TO THE FACE OF ABUTMENTS.

SLAB DATA				
SPAN	THICKNESS T	REINFORCING		
		A BARS	B501	B501
		BAR SIZE NUMBER	SPACING (BOTTOM)	
11'-0"	11 1/4"	8"	7	14"
12'-0"	11 3/4"	7 1/2"	7	14"
13'-0"	12 1/2"	7 1/4"	7	14"
14'-0"	13"	7"	7	14"
15'-0"	13 1/2"	6 3/4"	7	14"
16'-0"	14"	6 1/4"	7	13 1/2"
17'-0"	14 3/4"	8 1/4"	8	13 1/2"
18'-0"	15 1/4"	7 3/4"	8	13 1/2"
19'-0"	15 3/4"	7 3/4"	8	13 1/2"
20'-0"	16 1/4"	7 1/2"	8	13 1/2"
21'-0"	16 3/4"	7 1/4"	8	13 1/2"
22'-0"	17 1/4"	8 3/4"	9	13"
23'-0"	17 3/4"	8 3/4"	9	13"
24'-0"	18 1/4"	8 1/2"	9	13"
25'-0"	18 3/4"	8 1/4"	9	13"
26'-0"	19 1/4"	8 1/4"	9	13"
27'-0"	19 3/4"	8"	9	13"
28'-0"	20 1/2"	9 3/4"	10	13"
29'-0"	21"	9 1/2"	10	13"
30'-0"	21 1/2"	9 1/4"	10	12 1/2"
31'-0"	22"	9"	10	12 1/2"
32'-0"	22 3/4"	8 3/4"	10	12 1/2"
33'-0"	23 1/4"	8 3/4"	10	12 1/2"
34'-0"	23 3/4"	8 1/2"	10	12 1/2"
35'-0"	24 1/4"	8 1/4"	10	12 1/2"
36'-0"	25"	8 1/4"	10	12"
37'-0"	25 1/2"	8"	10	12"
38'-0"	26"	7 1/2"	10	11 1/2"

DESIGN AGENCY: BUREAU OF BRIDGES AND STRUCTURAL DESIGN
 STATE OF OHIO DEPARTMENT OF TRANSPORTATION
 REVIEWED: L/MW
 CHECKED: H/LM
 DESIGNED: J/M
 DRAWN: R/S/J/JF
 DATE: 12-19-94
 ENGINEER OF BRIDGES
 STANDARD: SINGLE SPAN SLAB BRIDGE
 SB-06-94