

GENERAL NOTES

GENERAL:  
THIS STANDARD DRAWING PROVIDES DESIGN AND GENERAL CONSTRUCTION DETAILS FOR THREE SPAN SLAB BRIDGES. THE PROJECT PLANS FOR EACH STRUCTURE WILL SHOW SPAN LENGTHS, ROADWAY WIDTHS, SKEW, CURVE, AND SUPERELEVATION (IF ANY), ELEVATIONS, SLAB REINFORCEMENT DETAILS IN PLAN AND CROSS SECTIONS, SUBSTRUCTURE DETAILS, ESTIMATED QUANTITIES, REINFORCING STEEL LIST AND OTHER NECESSARY DETAILS AND SPECIAL NOTES.

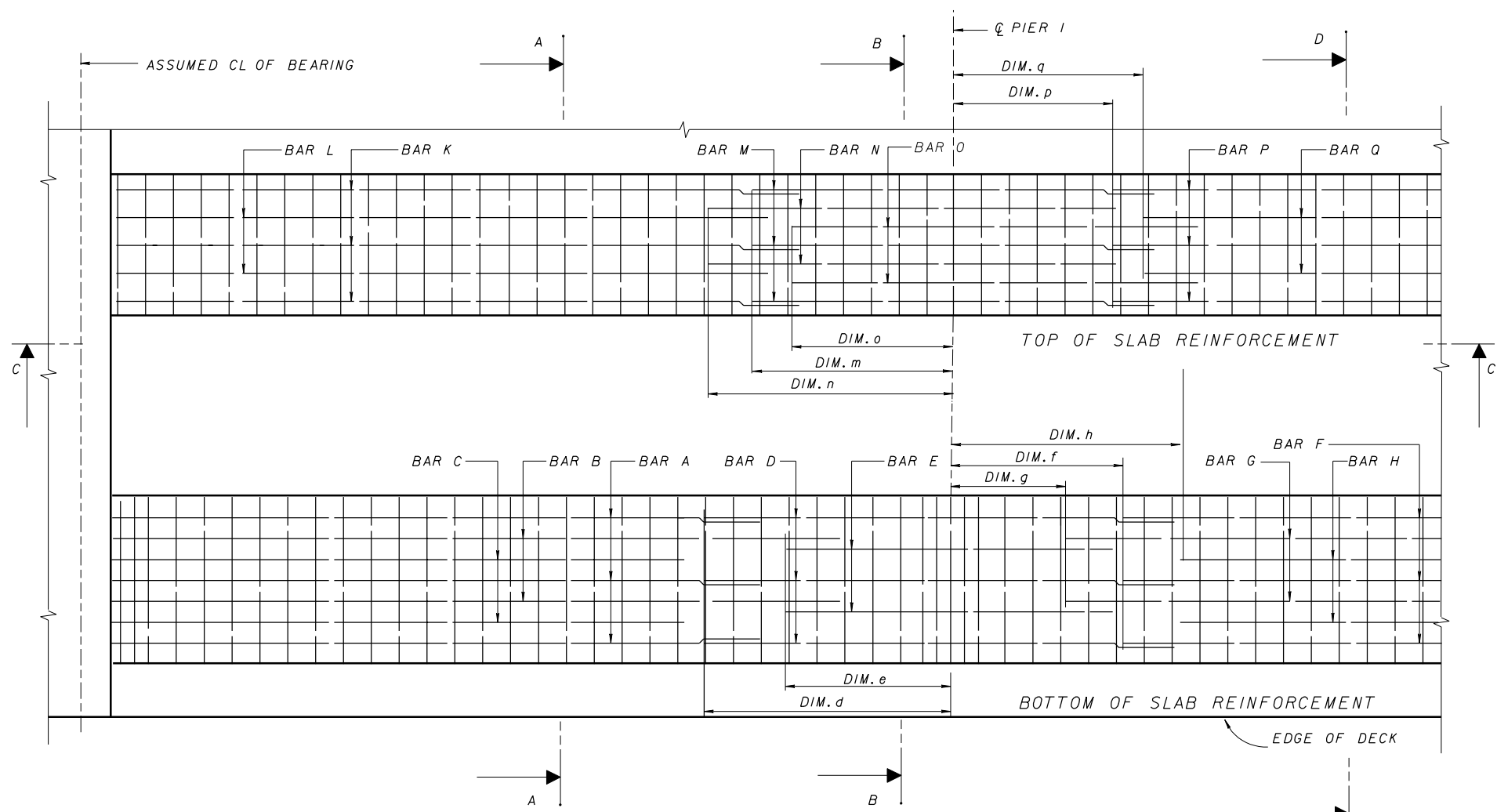
ADDITIONAL INTERIOR SPANS OF THE SAME LENGTH AS THE MIDDLE SPAN OF THE THREE SPAN SLAB BRIDGE WITH A .8 END SPAN RATIO MAY BE INCORPORATED INTO THE STRUCTURE WITHOUT CHANGE IN SLAB THICKNESS OR REINFORCEMENT. ADDITIONAL INTERIOR SPANS OF THE SAME LENGTH AS THE MIDDLE SPANS OF THE THREE SPAN SLAB BRIDGE WITH .7 END SPAN RATIOS REQUIRE A 20% INCREASE IN THE TOP SLAB REINFORCING STEEL AT THE PIERS OTHER THAN THE PIERS CLOSEST TO THE ABUTMENTS.

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

DESIGN METHOD: LOAD FACTOR DESIGN  
DESIGN LOADING: HS20-44 AND THE ALTERNATE MILITARY LOADING  
SUPERIMPOSED DEAD LOADS: 75 LBS. PER SQ. FT.  
DESIGN STRESSES:  
CONCRETE - COMPRESSIVE STRENGTH = 4500 PSI  
REINFORCING STEEL - MIN. YIELD STRENGTH = 60 KSI

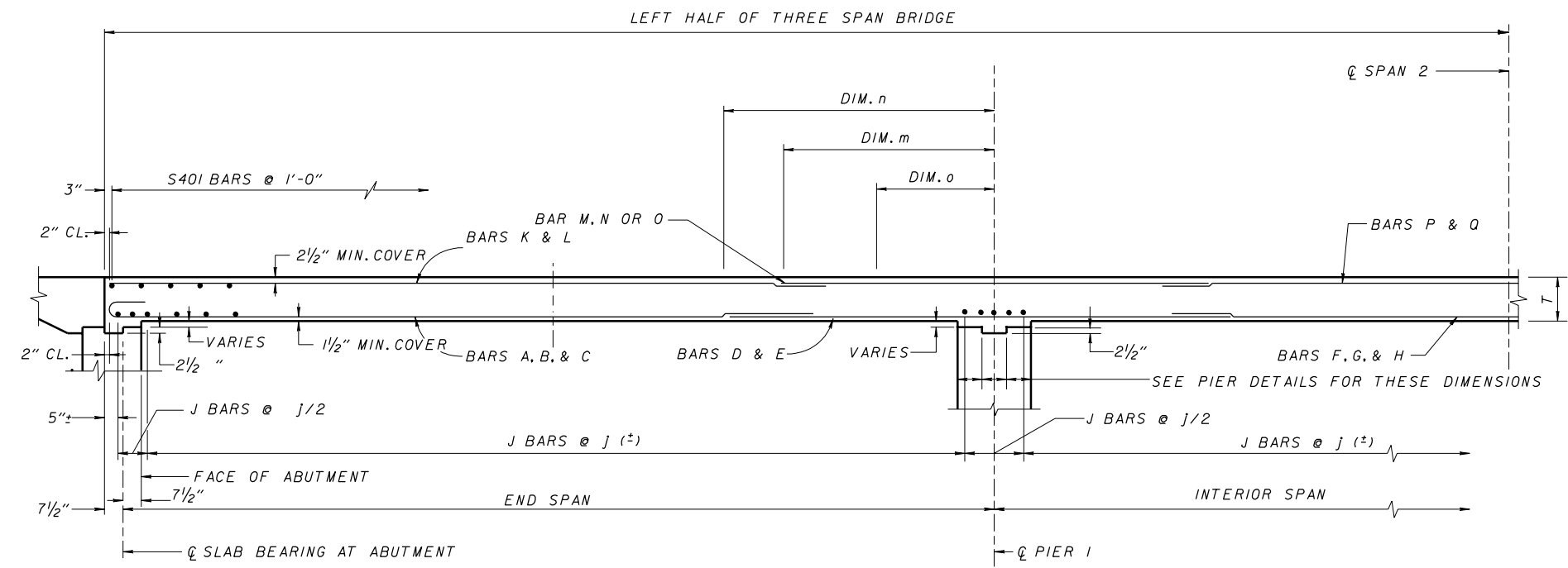
WEARING SURFACE: MONOLITHIC CONCRETE - ONE INCH ASSUMED  
DECK PROTECTION METHOD - EPOXY COATED REINFORCING STEEL, TOP AND BOTTOM MATS

SKEW:  
FOR BRIDGES WITH SKEW, LONGITUDINAL BARS SHALL BE PLACED PARALLEL TO CENTERLINE OF THE ROADWAY AND TRANSVERSE BARS PARALLEL TO PIERS AND ABUTMENTS. THIS STANDARD SHALL NOT BE USED FOR SKEWS GREATER THAN 30°.



SEE SHEET NO. 2/3 FOR SECTIONS A - A, B - B AND D - D

PARTIAL PLAN VIEW



SECTION C - C