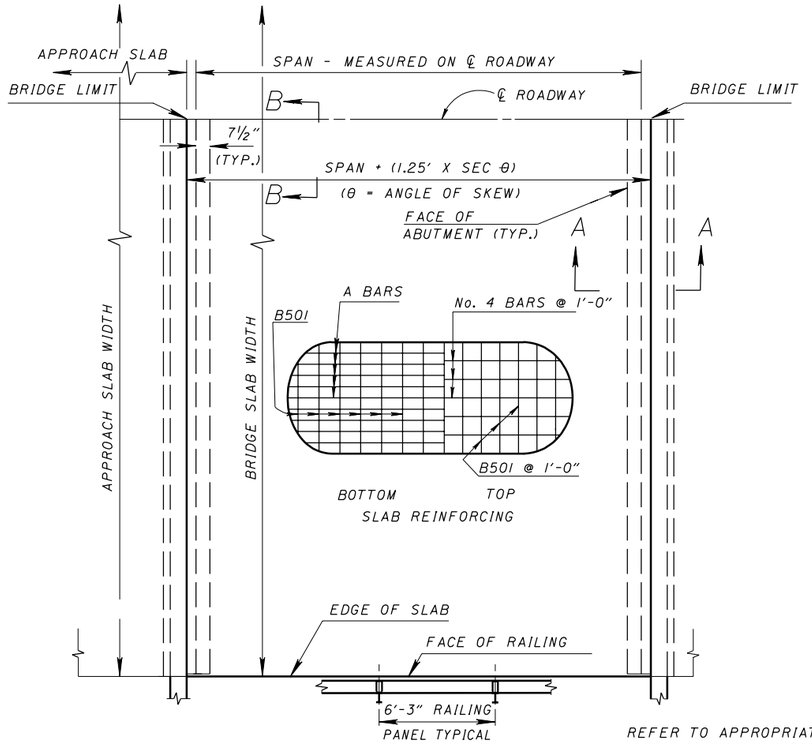
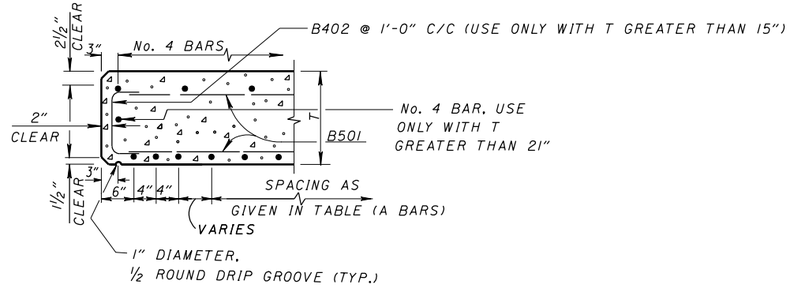
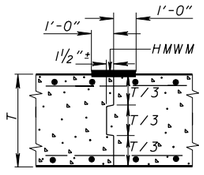


PART PLAN

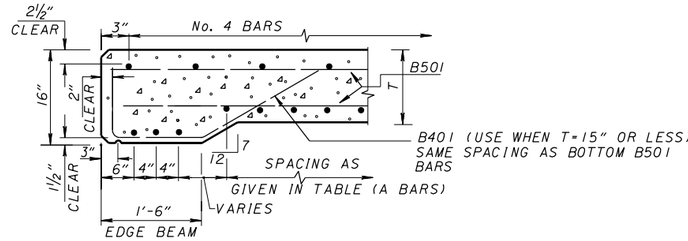


PART SECTION DECK FASCIA

(DO NOT USE EDGE BEAM WHERE T IS 16" OR MORE)



LONGITUDINAL DECK CONSTRUCTION JOINT (SEE NOTE)

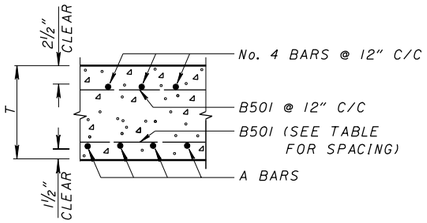


PART SECTION DECK FASCIA

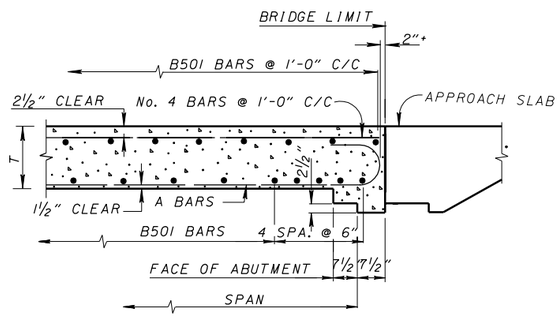
(USE EDGE BEAM WHERE T IS LESS THAN 16")

SLAB DATA				
SPAN	THICKNESS T	REINFORCING		
		A BARS		B501
		SPACING	BAR SIZE NUMBER	SPACING (BOTTOM)
11'-0"	11¼"	8"	7	14"
12'-0"	11¾"	7½"	7	14"
13'-0"	12½"	7¼"	7	14"
14'-0"	13"	7"	7	14"
15'-0"	13½"	6¾"	7	14"
16'-0"	14"	6¼"	7	13½"
17'-0"	14¾"	8¼"	8	13½"
18'-0"	15¼"	7¾"	8	13½"
19'-0"	15¾"	7¾"	8	13½"
20'-0"	16¼"	7½"	8	13½"
21'-0"	16¾"	7¼"	8	13½"
22'-0"	17¼"	8¾"	9	13"
23'-0"	17¾"	8¾"	9	13"
24'-0"	18¼"	8½"	9	13"
25'-0"	18¾"	8¼"	9	13"
26'-0"	19¼"	8¼"	9	13"
27'-0"	19¾"	8"	9	13"
28'-0"	20½"	9¾"	10	13"
29'-0"	21"	9½"	10	13"
30'-0"	21½"	9¼"	10	12½"
31'-0"	22"	9"	10	12½"
32'-0"	22¾"	8¾"	10	12½"
33'-0"	23¼"	8¾"	10	12½"
34'-0"	23¾"	8½"	10	12½"
35'-0"	24¼"	8¼"	10	12½"
36'-0"	25"	8¼"	10	12"
37'-0"	25½"	8"	10	12"
38'-0"	26"	7½"	10	11½"

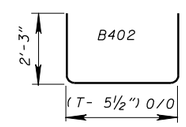
REFER TO APPROPRIATE STANDARD BRIDGE DRAWING FOR RAILING DETAILS (DBR-2-73 SHOWN)

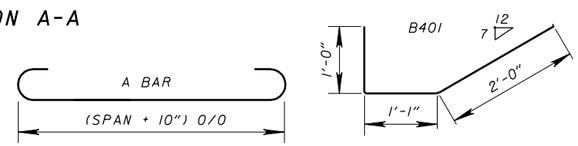


SECTION B-B



SECTION A-A





LEGEND: O/O = OUT TO OUT

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:
DEAD LOAD - 60 LB/FT^2 (FUTURE WEARING SURFACE)
LIVE LOAD - HS20-44 AND THE ALTERNATE MILITARY LOADING

DESIGN DATA:
CONCRETE - COMPRESSIVE STRENGTH = 4500 PSI
REINFORCING STEEL - MINIMUM YIELD STRENGTH = 60,000 PSI

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

EDGE BEAM OPTION: IN LIEU OF FORMING AN EDGE BEAM, FURNISH A 16" CONSTANT DEPTH SLAB OR A SLAB VARYING IN THICKNESS FROM 16" AT THE EDGE TO T AT THE CENTERLINE OF ROADWAY. WITH EITHER OPTION, REPLACE THE B401 BARS WITH B402 BARS. THE DEPARTMENT WILL NOT PAY FOR ADDITIONAL CONCRETE ABOVE THE QUANTITY REQUIRED FOR AN EDGE BEAM DESIGN.

CAMBER: CAMBER THE DECK SLAB FORMS IN ORDER TO COMPENSATE FOR SLAB AND FALSEWORK DEFLECTIONS AND TO PROVIDE FOR ROADWAY VERTICAL CURVATURE. THE DESIGNER SHALL PROVIDE DEFLECTION AND CAMBER DATA IN THE PLANS.

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.

REINFORCING STEEL: THE B501 BARS MAY BE LAPPED. THE MINIMUM LAP LENGTH IS 3'-0". THE LAP LENGTH ASSUMES EPOXY COATED STEEL. IF THE B501 BARS ARE SPLICED, PLACE LAP SPLICES IN A STAGGERED ARRANGEMENT. THE DEPARTMENT WILL NOT PAY FOR THE ADDITIONAL STEEL REQUIRED FOR THE LAP SPLICE.

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

DESIGN AGENCY
OFFICE OF STRUCTURAL ENGINEERING

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
12-19-94
DATE
ENGINEER OF BRIDGES

REVIEWED LMW
CHECKED MLM
DESIGNED JAM
DRAWN RJS/JFF

SB-06-94

REVISIONS
07-19-02

STANDARD
SINGLE SPAN SLAB BRIDGE

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