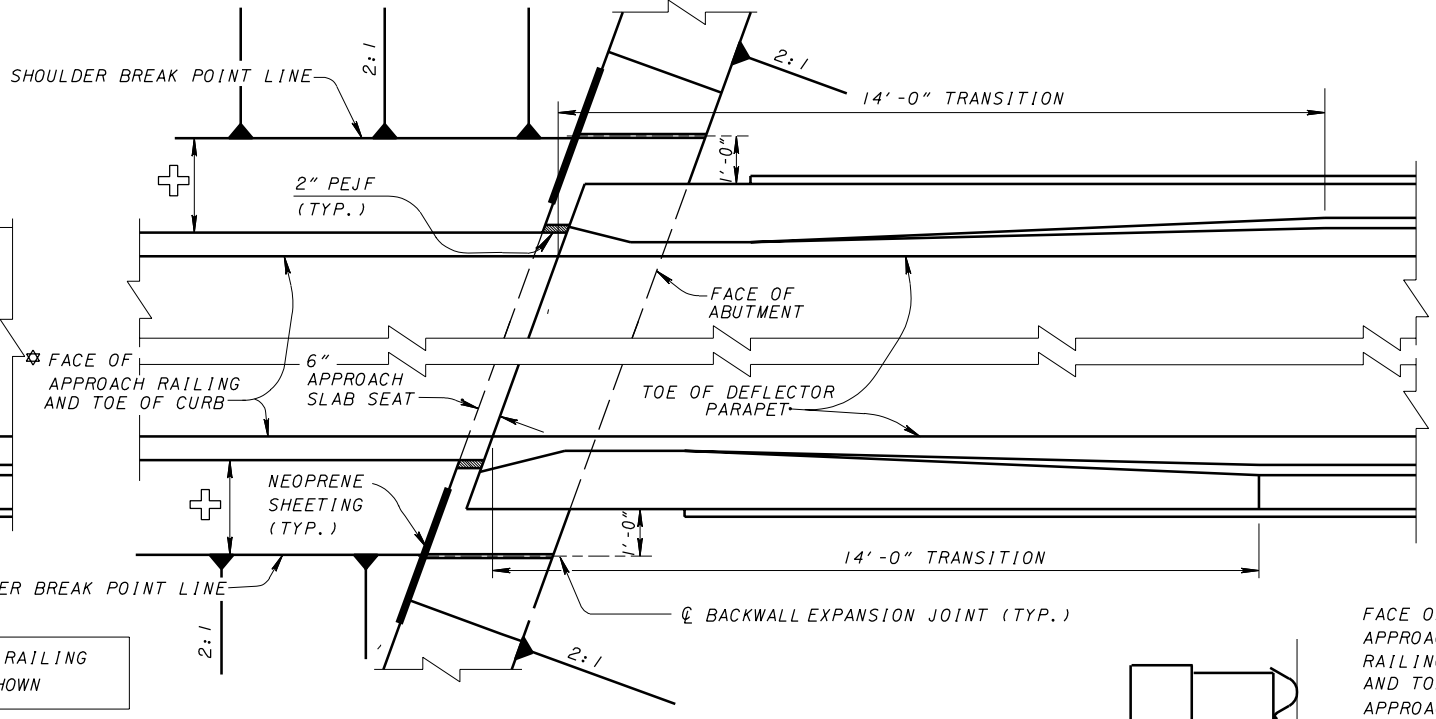


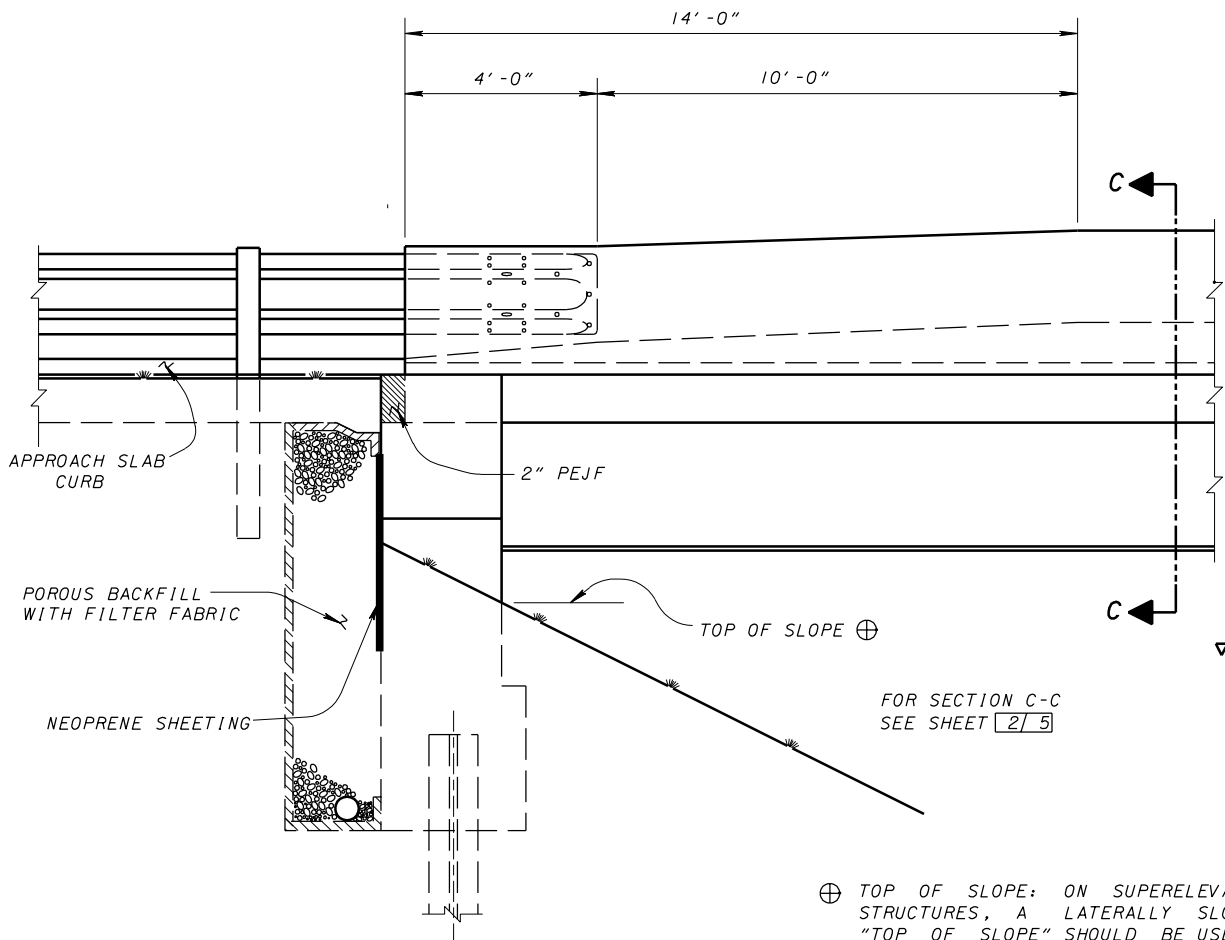
PART PLAN AT ABUTMENT
 SQUARE STRUCTURE WITH DEFLECTOR
 PARAPET TYPE RAILING
 (BR-1 SHOWN, SBR-1-99 SHALL BE SIMILAR)

⊕ SEE ROADWAY
 TYPICAL SECTION

☆ APPROACH RAILING
 NOT SHOWN



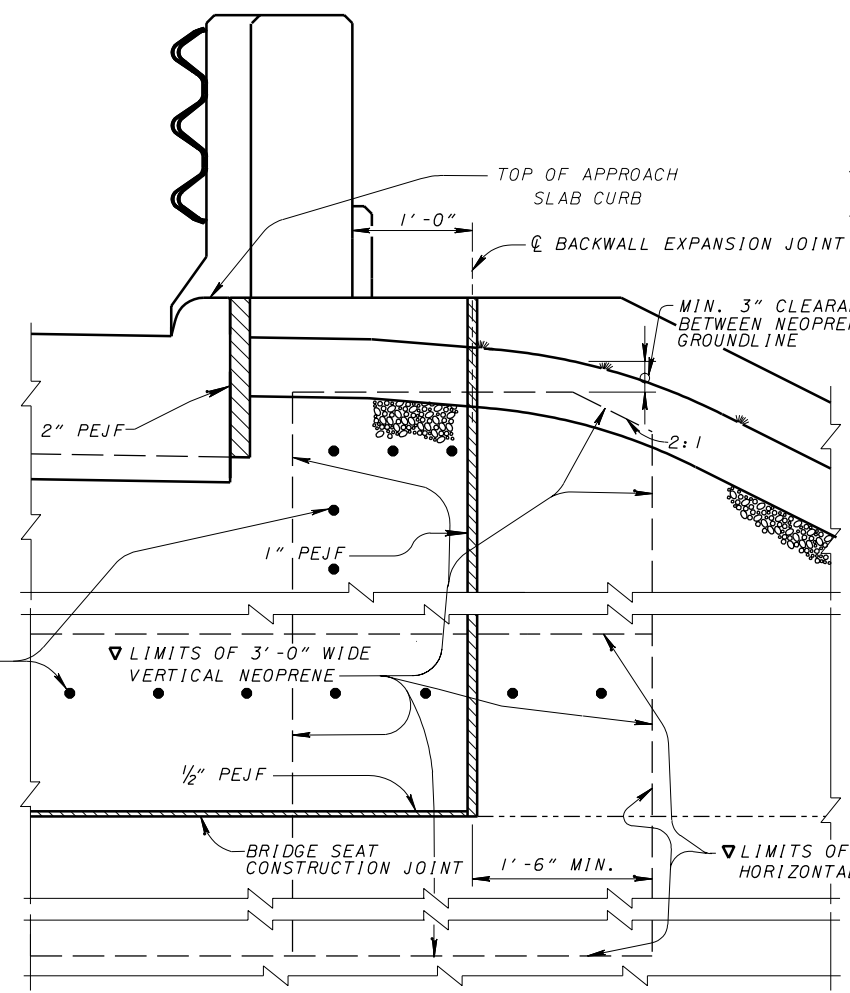
PART PLAN AT ABUTMENT
 SKEWED STRUCTURE WITH
 DEFLECTOR PARAPET TYPE RAILING
 (BR-1 SHOWN, SBR-1-99 SHALL BE SIMILAR)



ELEVATION

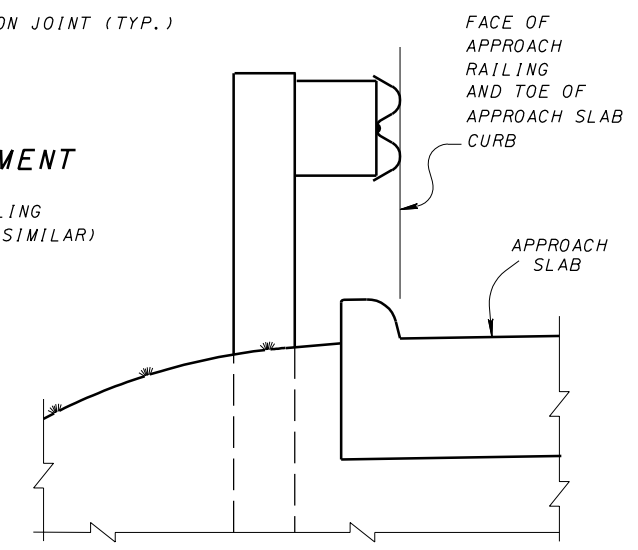
⊕ TOP OF SLOPE: ON SUPERELEVATED
 STRUCTURES, A LATERALLY SLOPING
 "TOP OF SLOPE" SHOULD BE USED TO
 AVOID EXCESSIVELY LONG WING LENGTHS

▽ NEOPRENE
 FASTENERS



SECTION B-B

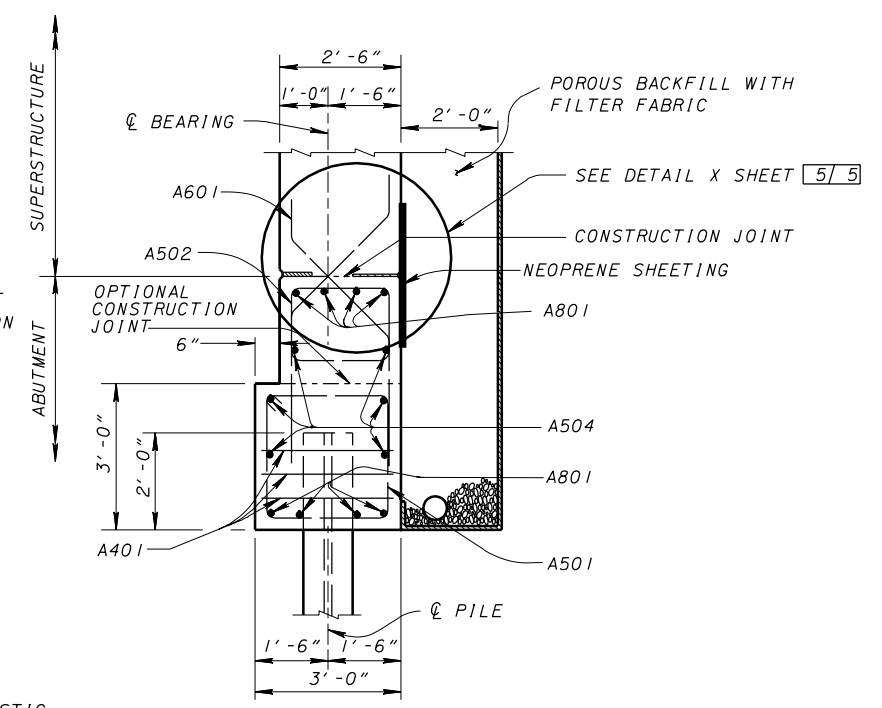
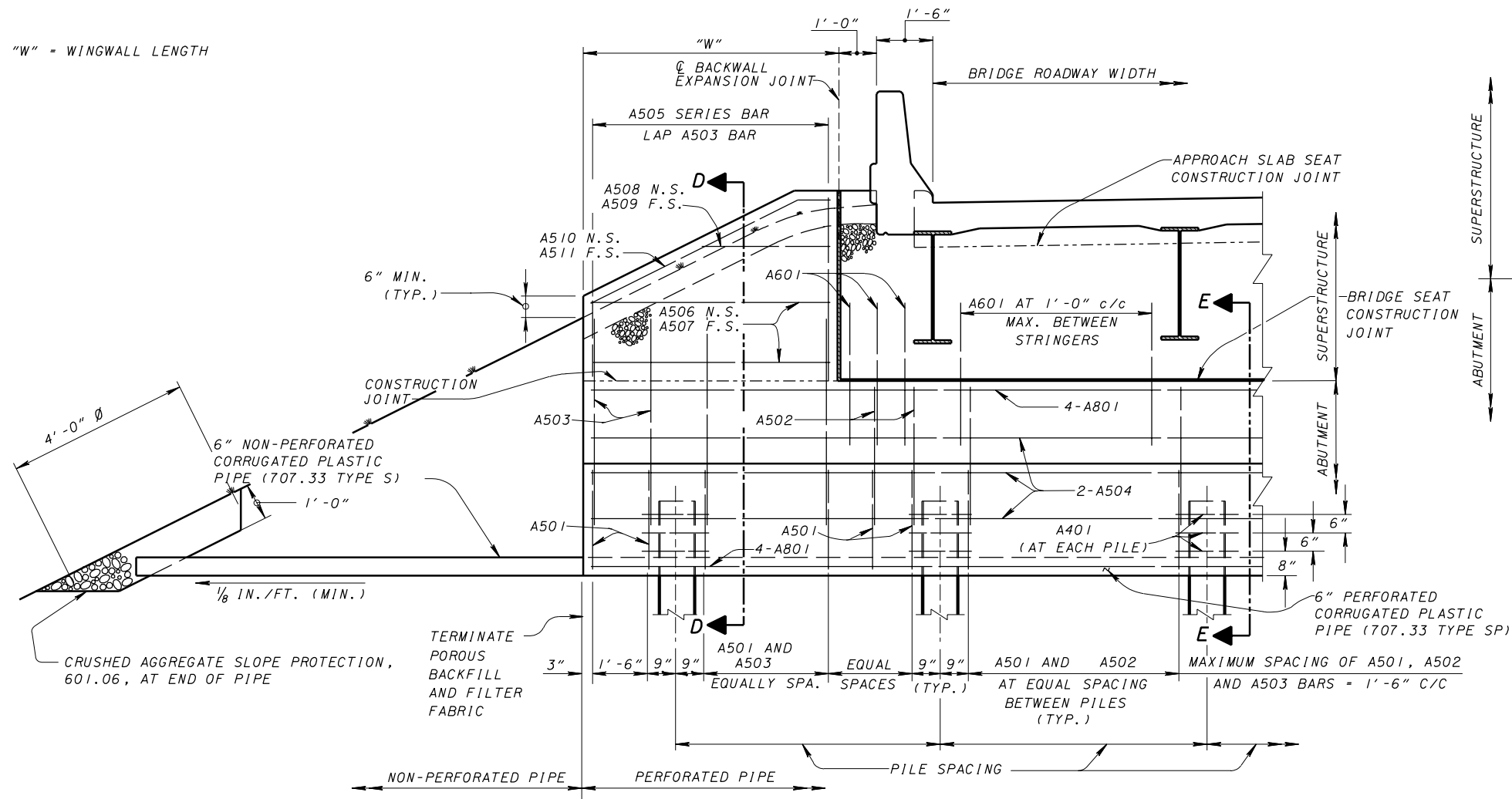
▽ SEE PROJECT PLANS FOR ADDITIONAL NEOPRENE
 SHEETING PLACEMENT REQUIREMENTS



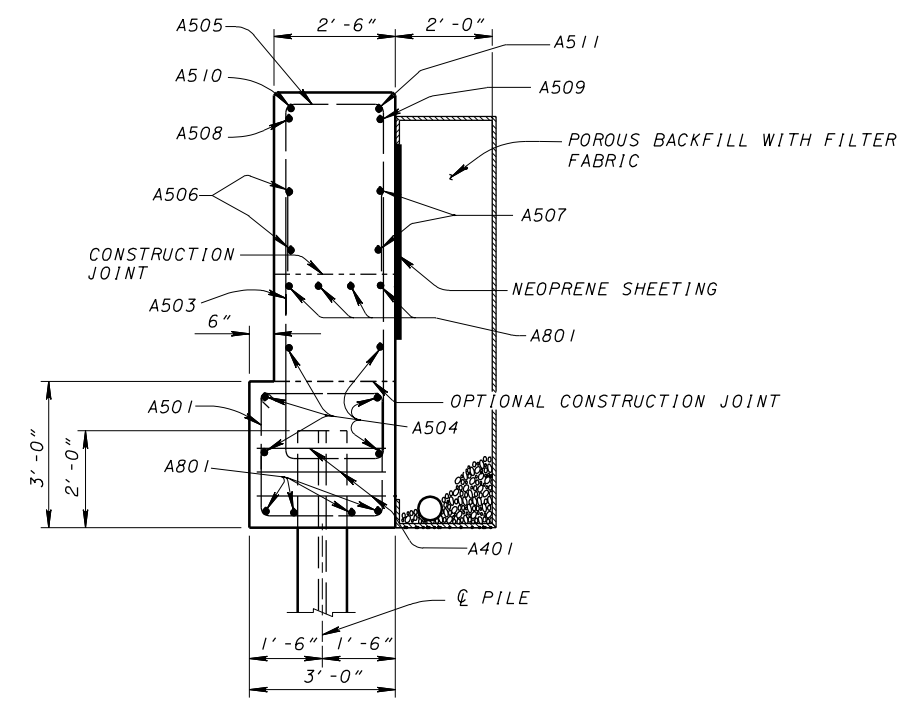
SECTION A-A

DESIGN AGENCY	OFFICE OF	STRUCTURAL ENGINEERING
STATE OF OHIO DEPARTMENT OF TRANSPORTATION	DATE	3-20-95
REVIEWED	WJJ/LMM	ICD-1-82
CHECKED	RLD/JS	
DESIGNED	MPB/MLM	
REVISIONS	04-20-01	
	07-19-02	
STANDARD		
INTEGRAL CONSTRUCTION DETAILS FOR STEEL BEAM AND GIRDER BRIDGES ON FLEXIBLE ABUTMENTS		
		1/5

"W" = WINGWALL LENGTH



SECTION E-E



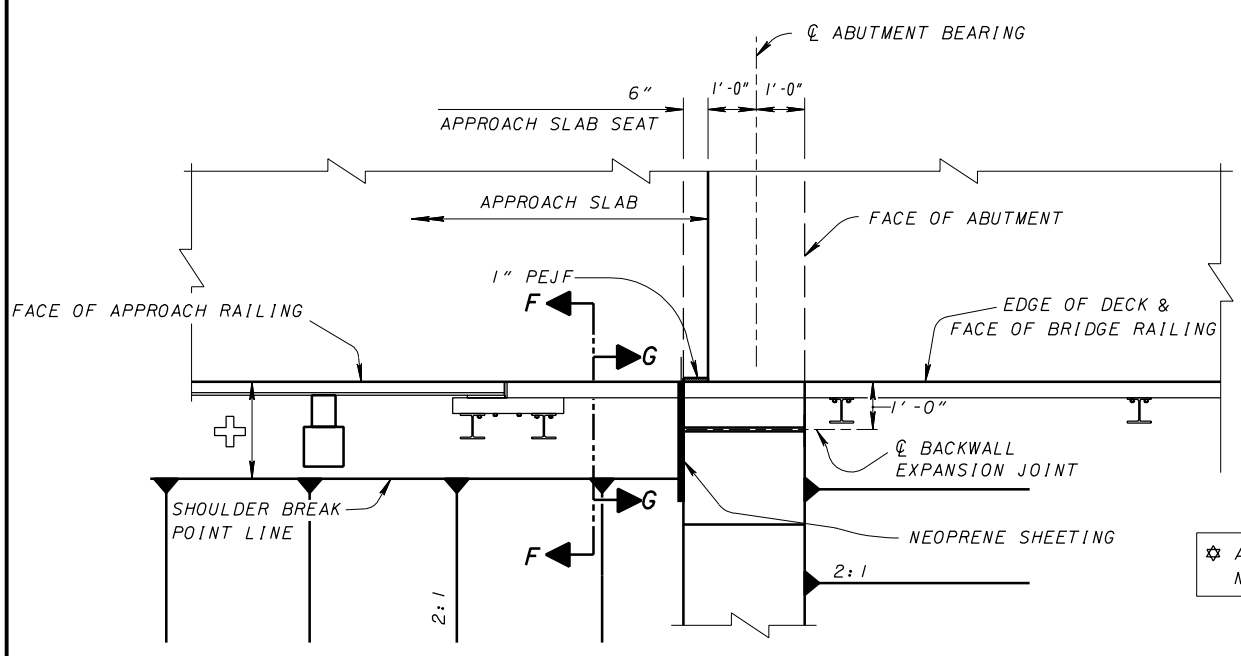
SECTION D-D

SECTION C-C

REINFORCING STEEL			BENDING DIAGRAMS	
MARK	LENGTH	SHAPE		
A801	①	ST.		
A601	10'-9"	BT.		
A501	11'-0"	BT.		
A502	A	BT.		
A503	A	BT.		
A504	①	ST.		
A505	B	BT.		
A506	②	ST.		
A507	②	ST.		
A508	②	ST.		
A509	②	ST.		
A510	②	BT.		
A511	②	BT.		
A401	9'-1"	BT.		

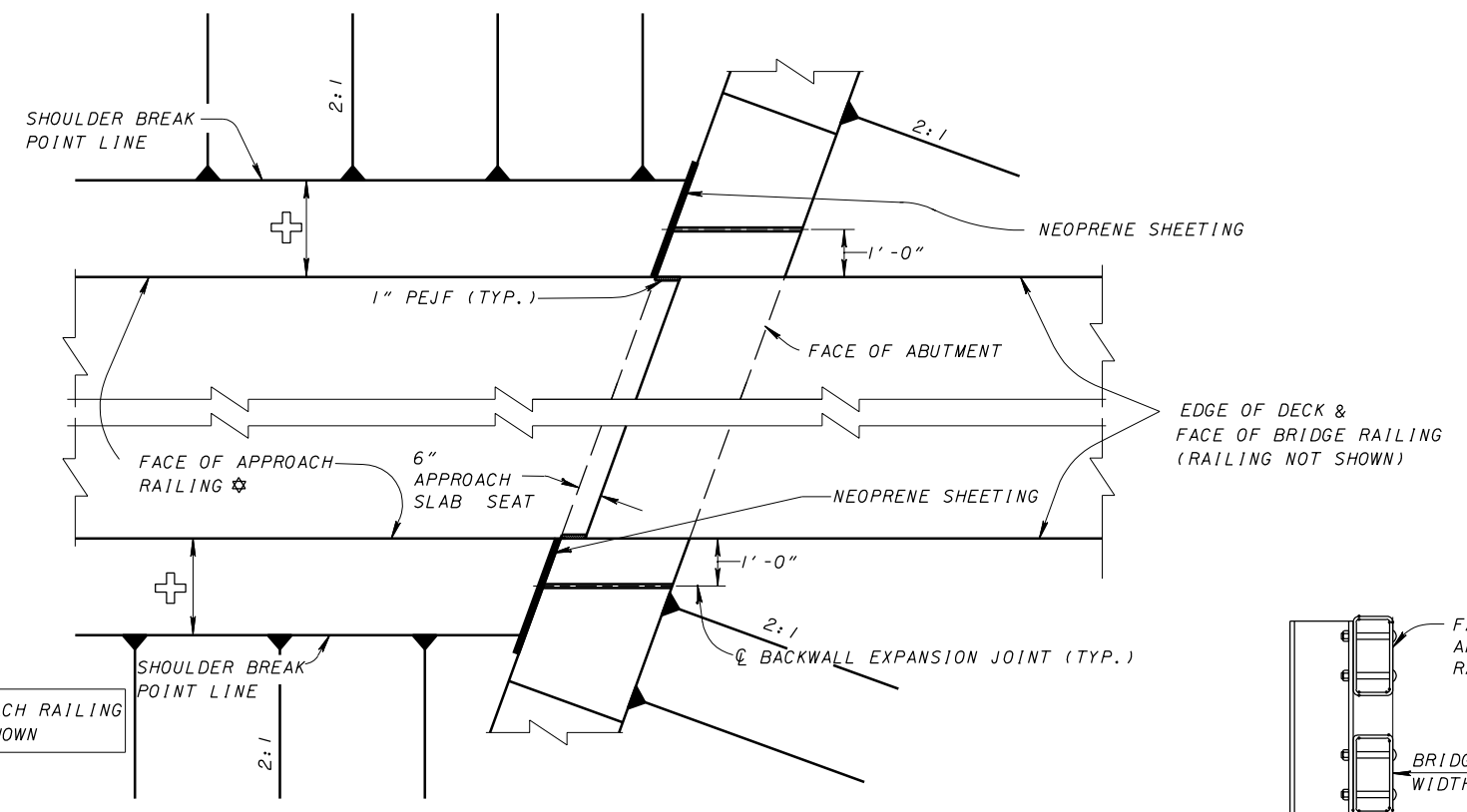
A,C,D-LENGTH MAY VARY WITH EACH INDIVIDUAL STRUCTURE.
 B-LENGTH AND INCREMENT (SERIES BAR) MAY VARY WITH EACH INDIVIDUAL STRUCTURE.

- ① - 1/2 (LENGTH OF ABUTMENT-4") + 1/2 BAR LAP.
- ② - LENGTH IS DEPENDENT UPON DIMENSION "W" (LENGTH OF WINGWALL).

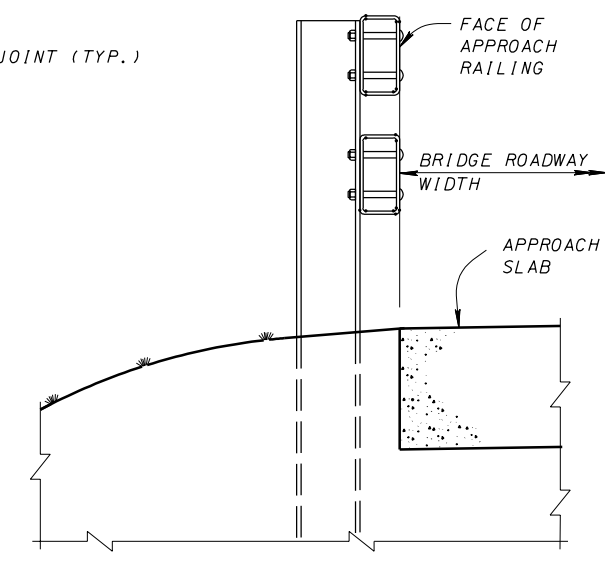


PART PLAN AT ABUTMENT
SQUARE STRUCTURE WITH TWIN
STEEL TUBE BRIDGE RAILING

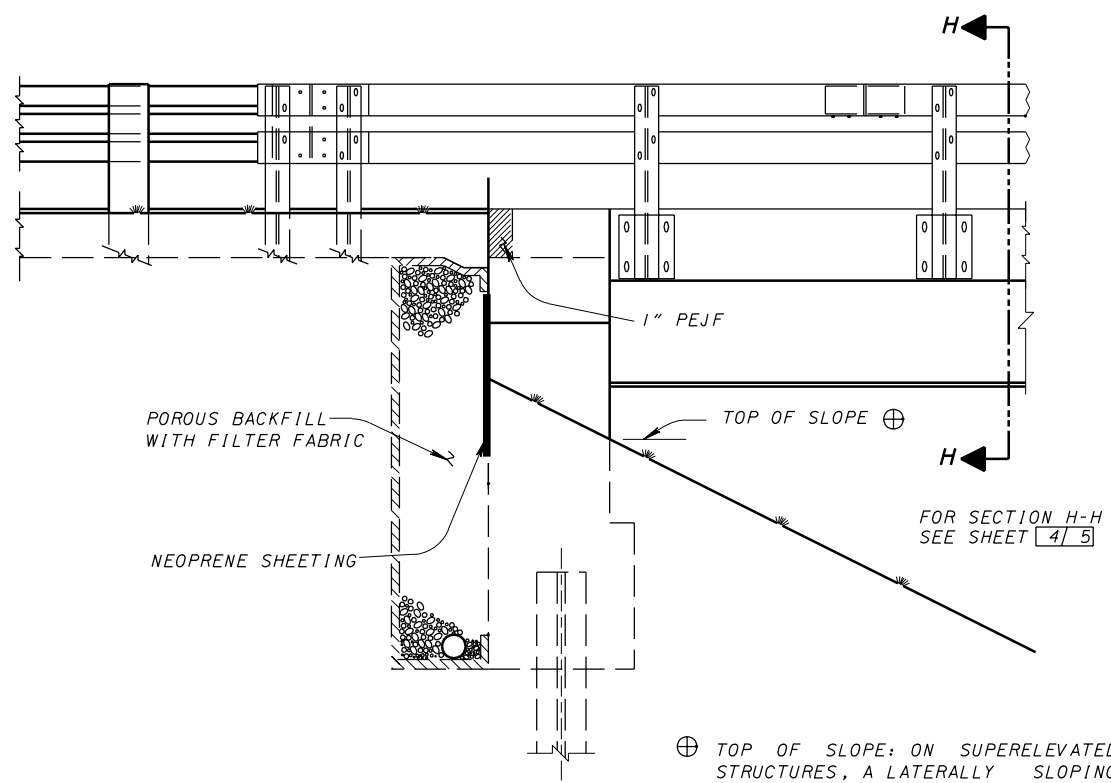
⊕ SEE ROADWAY
TYPICAL SECTIONS



PART PLAN AT ABUTMENT
SKEWED STRUCTURE WITH TWIN
STEEL TUBE BRIDGE RAILING

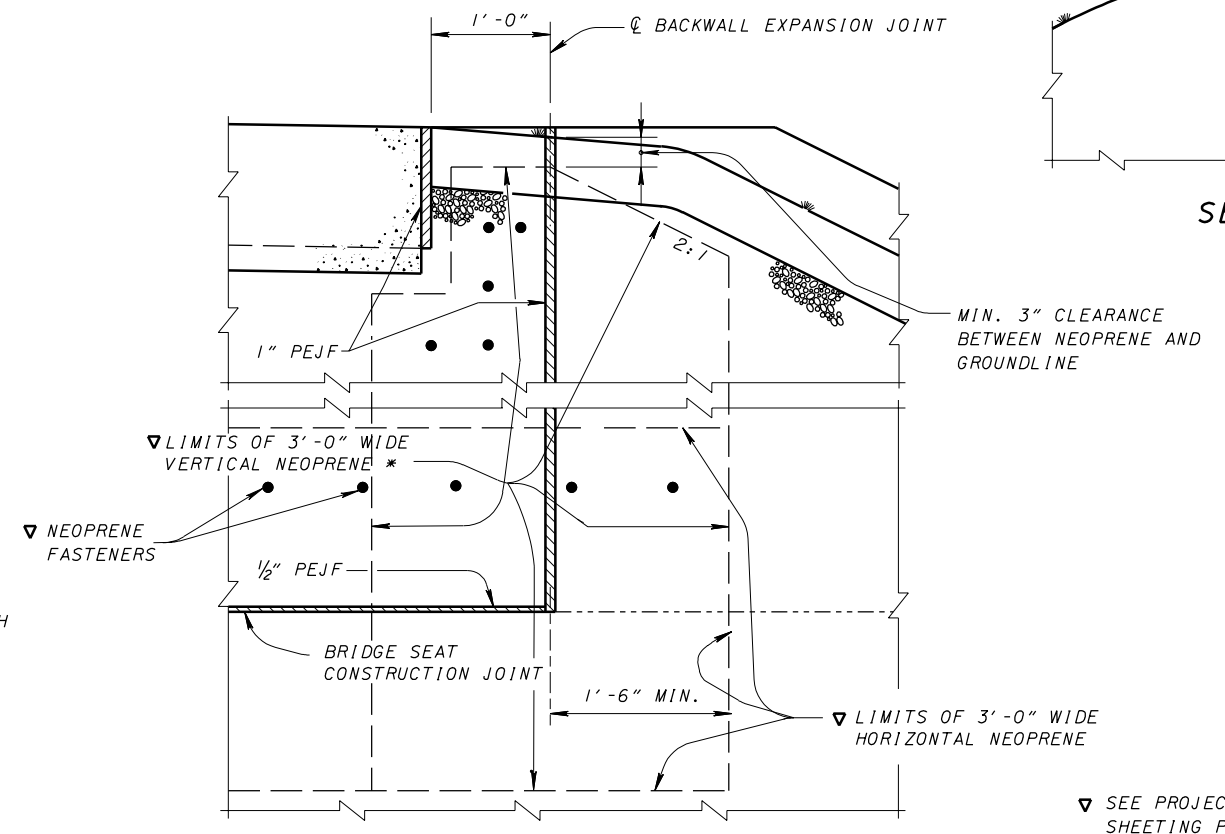


SECTION F-F



ELEVATION

⊕ TOP OF SLOPE: ON SUPERELEVATED
STRUCTURES, A LATERALLY SLOPING
"TOP OF SLOPE" SHOULD BE USED TO
AVOID EXCESSIVELY LONG WING WALL
LENGTHS

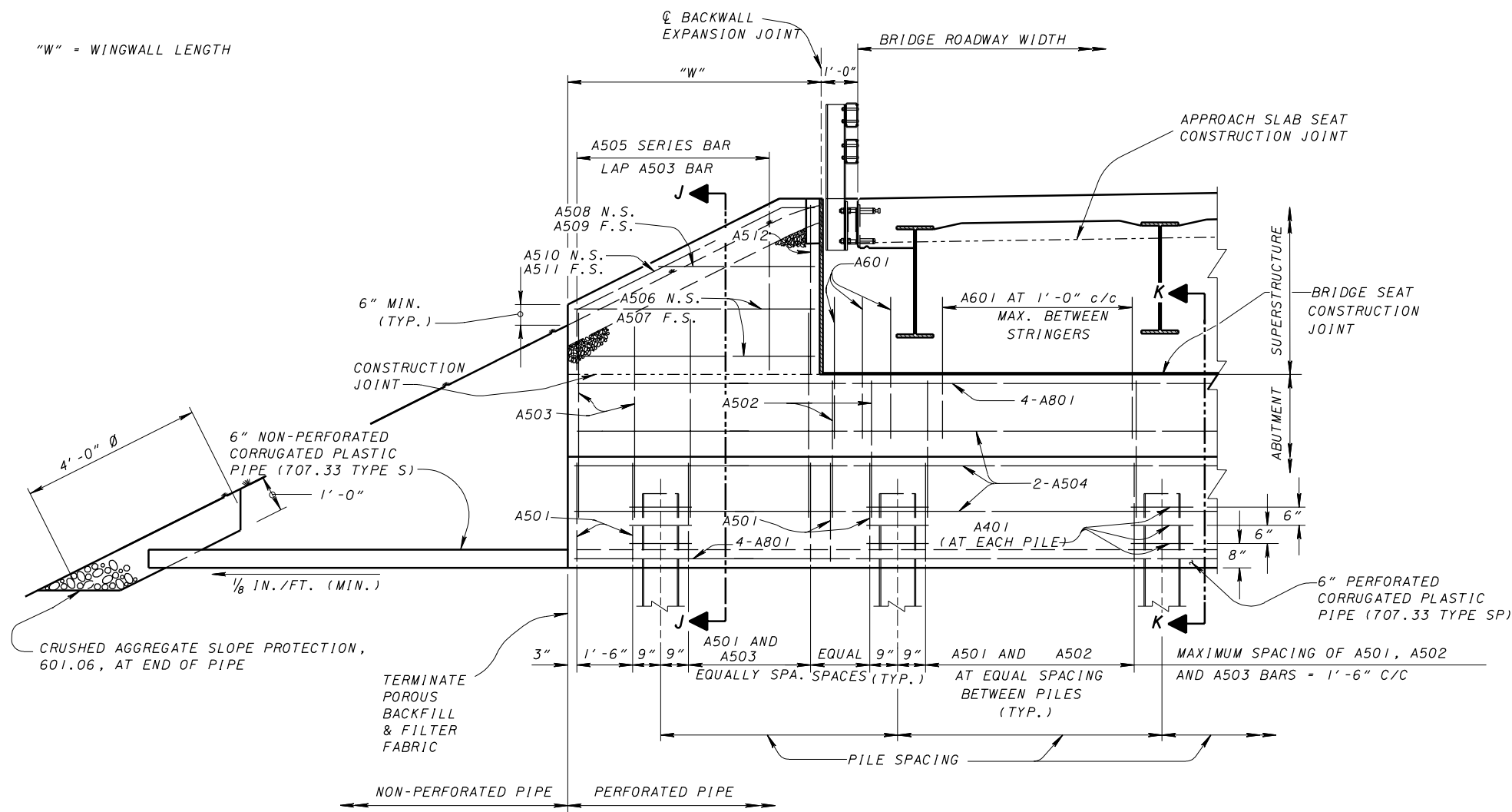


SECTION G-G

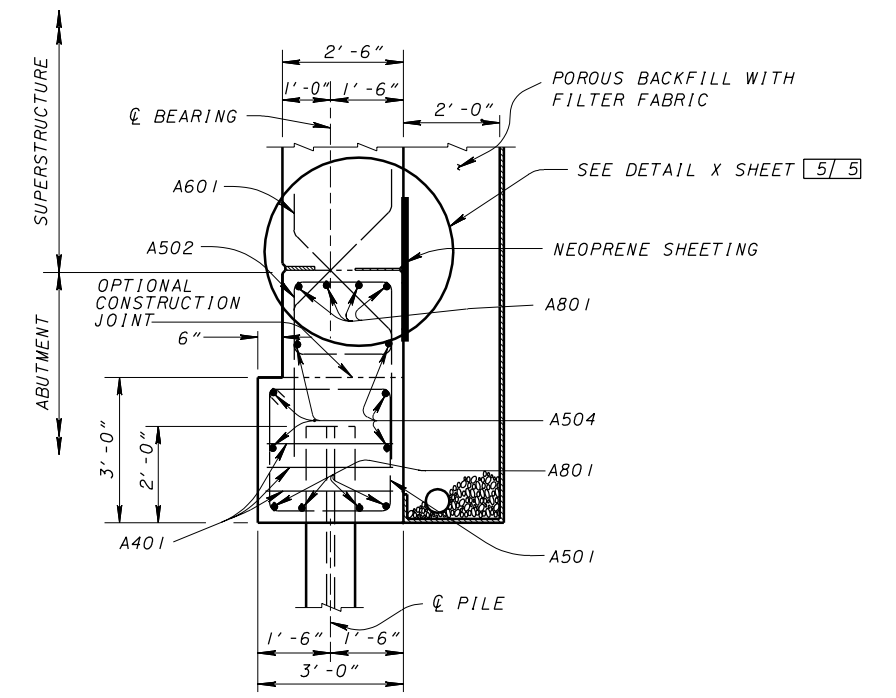
▽ SEE PROJECT PLANS FOR ADDITIONAL NEOPRENE
SHEETING PLACEMENT REQUIREMENTS

* 2" MIN. CLEARANCE OF
NEOPRENE FROM THE EDGE OF DECK

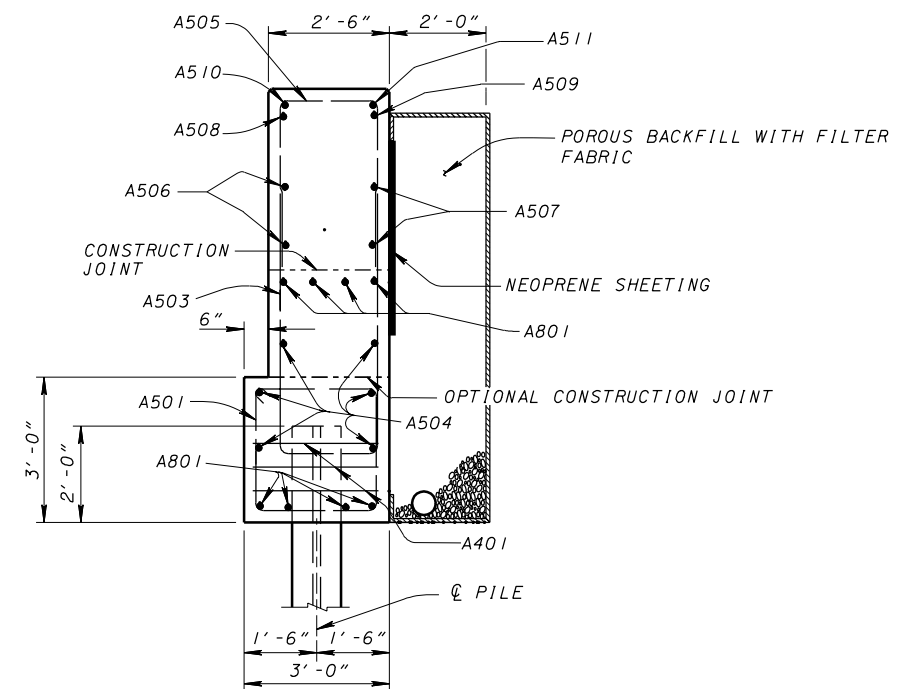
"W" = WINGWALL LENGTH



SECTION H-H



SECTION K-K



SECTION J-J

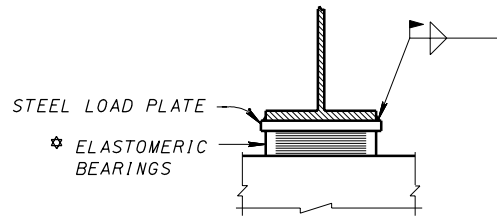
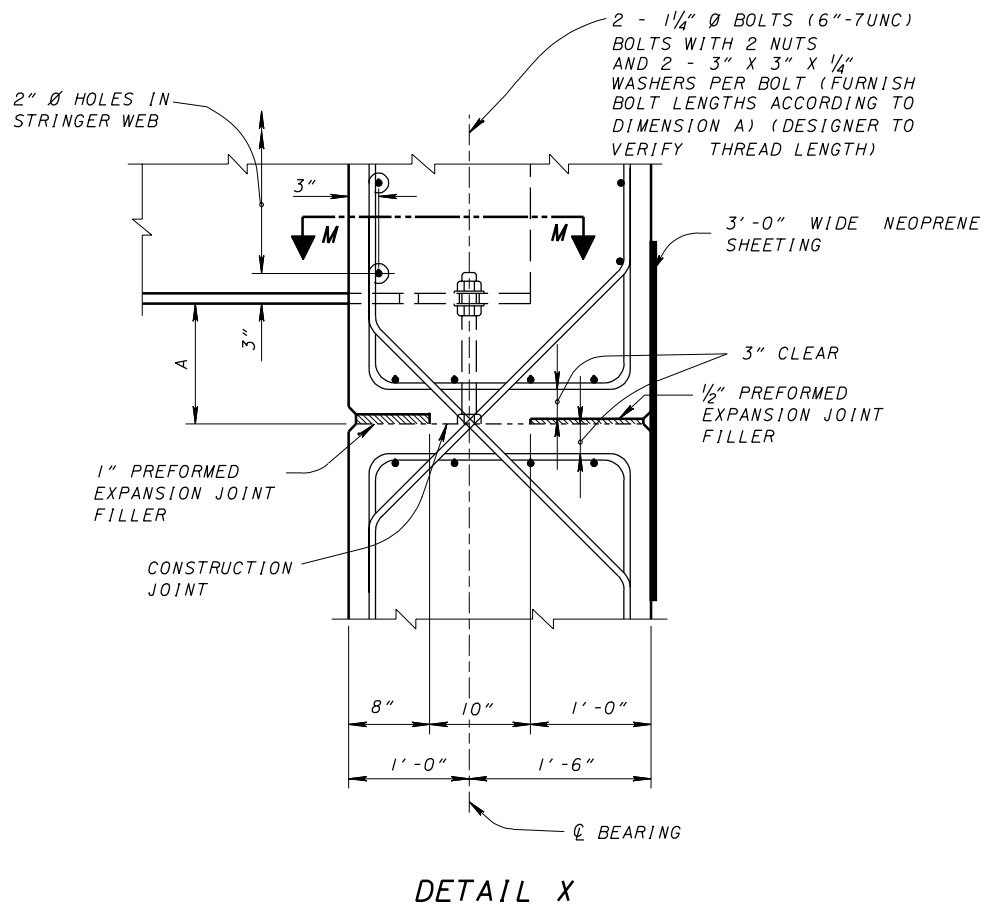
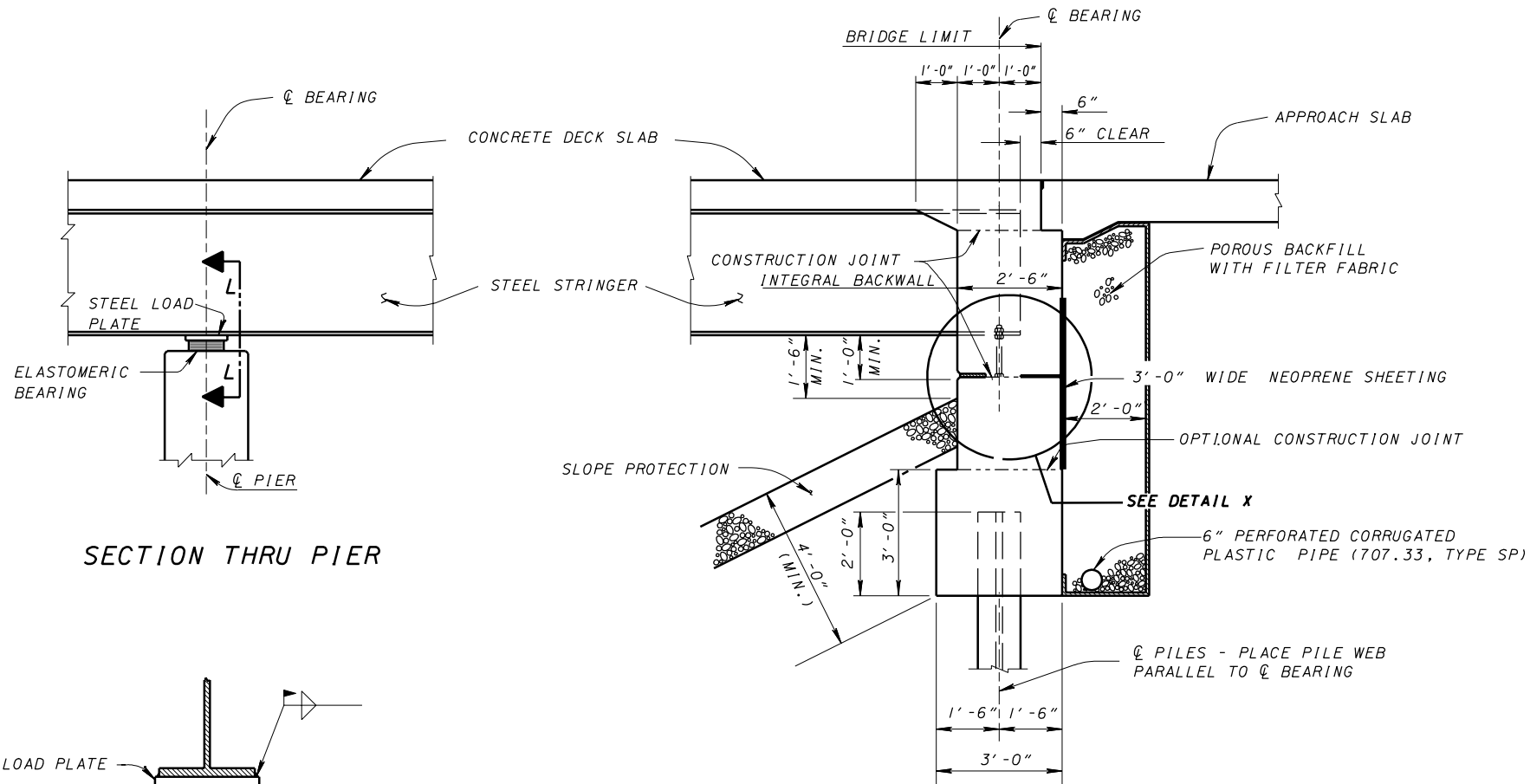
REINFORCING STEEL

MARK	LENGTH	SHAPE	BENDING DIAGRAMS
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A601	10'-9"	BT.	
A501	11'-0"	BT.	
A502	A	BT.	
A503	A	BT.	
A504	①	ST.	
A505	B	BT.	
A506	②	ST.	
A507	②	ST.	
A508	②	ST.	
A509	②	ST.	
A510	②	BT.	
A511	②	BT.	
A512	A	BT.	
A401	9'-1"	BT.	

① - 1/2 (LENGTH OF ABUTMENT-4") + 1/2 BAR LAP.

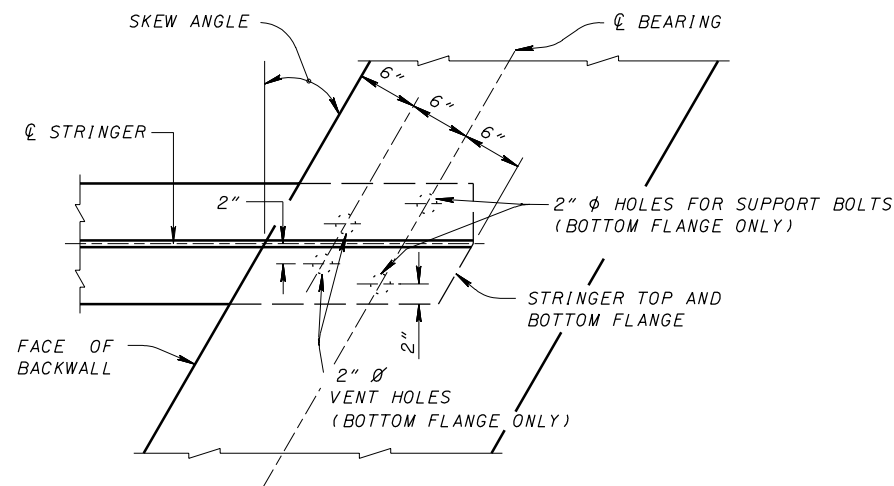
② - LENGTH IS DEPENDENT UPON DIMENSION "W" (LENGTH OF WINGWALL).

A, C, D-LENGTH MAY VARY WITH EACH INDIVIDUAL STRUCTURE.
B-LENGTH AND INCREMENT (SERIES BAR) MAY VARY WITH EACH INDIVIDUAL STRUCTURE.



* FOR BEARING DESIGN DETAILS, CONNECTIONS AND NOTES, SEE STRUCTURE PLANS (TO BE SUPPLIED BY DESIGNER)

SECTION THRU ABUTMENT



SECTION M-M
(SUPPORT BOLTS NOT SHOWN)

GENERAL NOTES

LIMITATIONS: THIS DESIGN IS INTENDED FOR SITES WHERE THERE ARE NO CONCERNS ABOUT SETTLEMENT OR DIFFERENTIAL SETTLEMENT, SKEWS NOT GREATER THAN 30°, FOR UNCURVED STRUCTURES, A BRIDGE EXPANSION LENGTH UP TO 250'-0" AND /OR A TOTAL LENGTH OF 400'-0". THE ABUTMENT TYPE MUST BE FLEXIBLE (CAPPED PILE ON A SINGLE ROW OF PILES, REGARDLESS OF PILE TYPE).

BRIDGE SEAT CONSTRUCTION JOINT: SHALL BE STRAIGHT BETWEEN ENDS OF BACKWALL.

HOLE LOCATIONS IN THE STRUCTURAL STEEL ARE TO BE DETAILED IN THE PROJECT PLANS. FLAME CUTTING OF HOLES IS NOT PERMITTED.

RECOMMENDED PIER BEARING