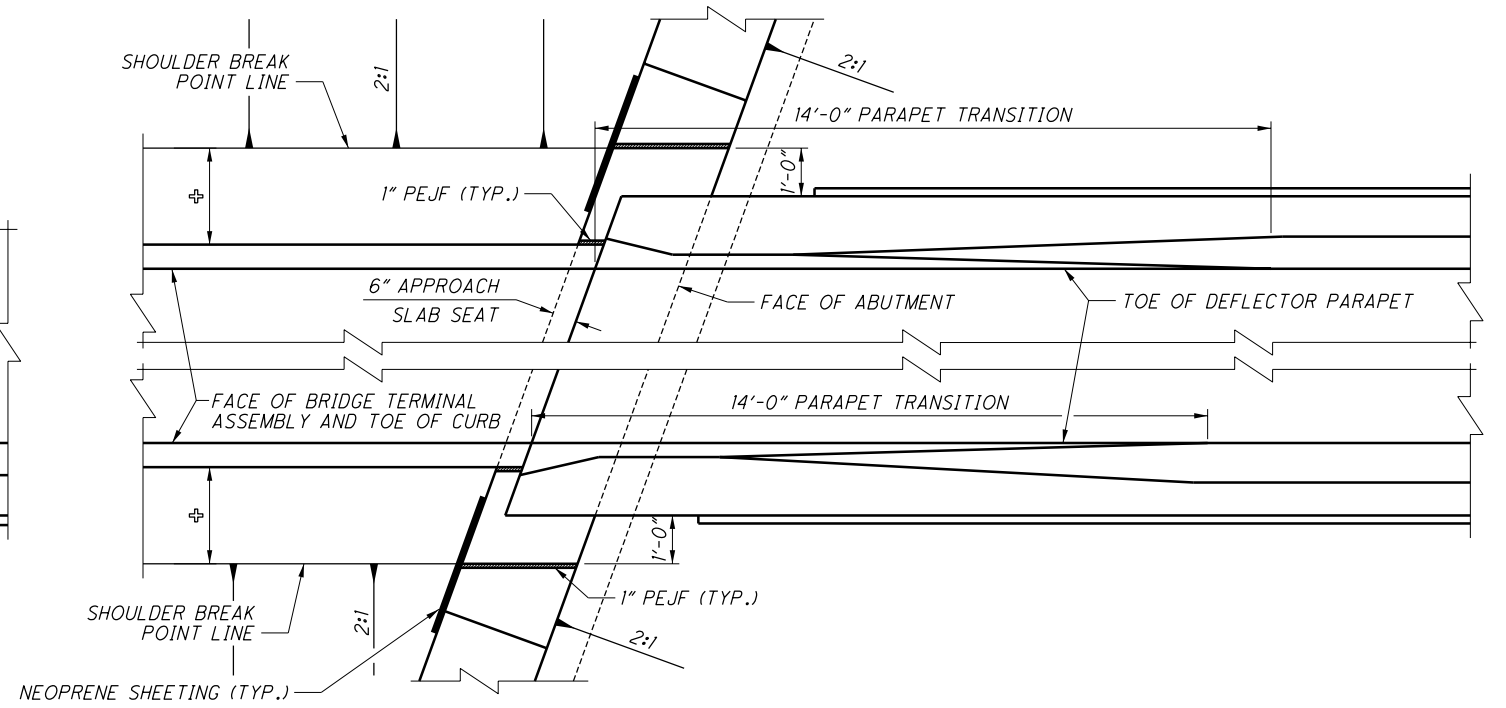
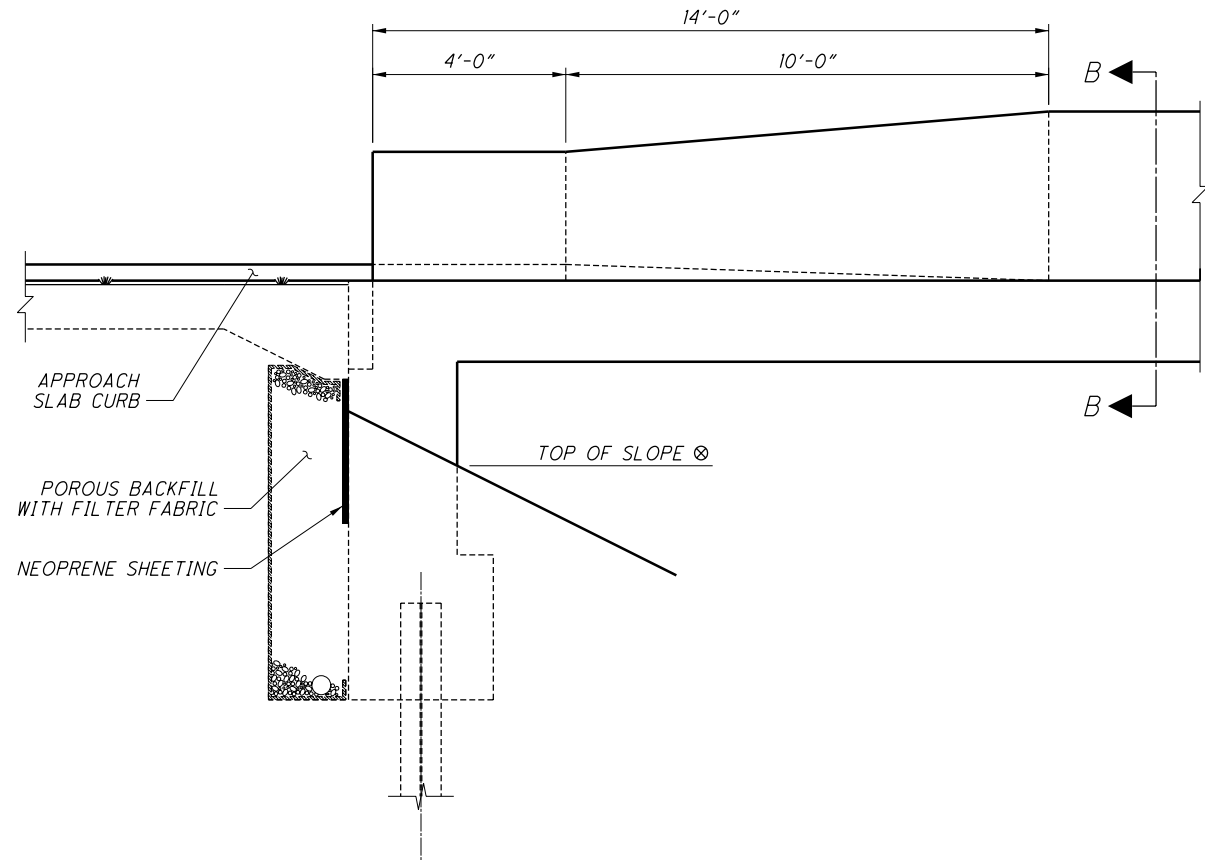


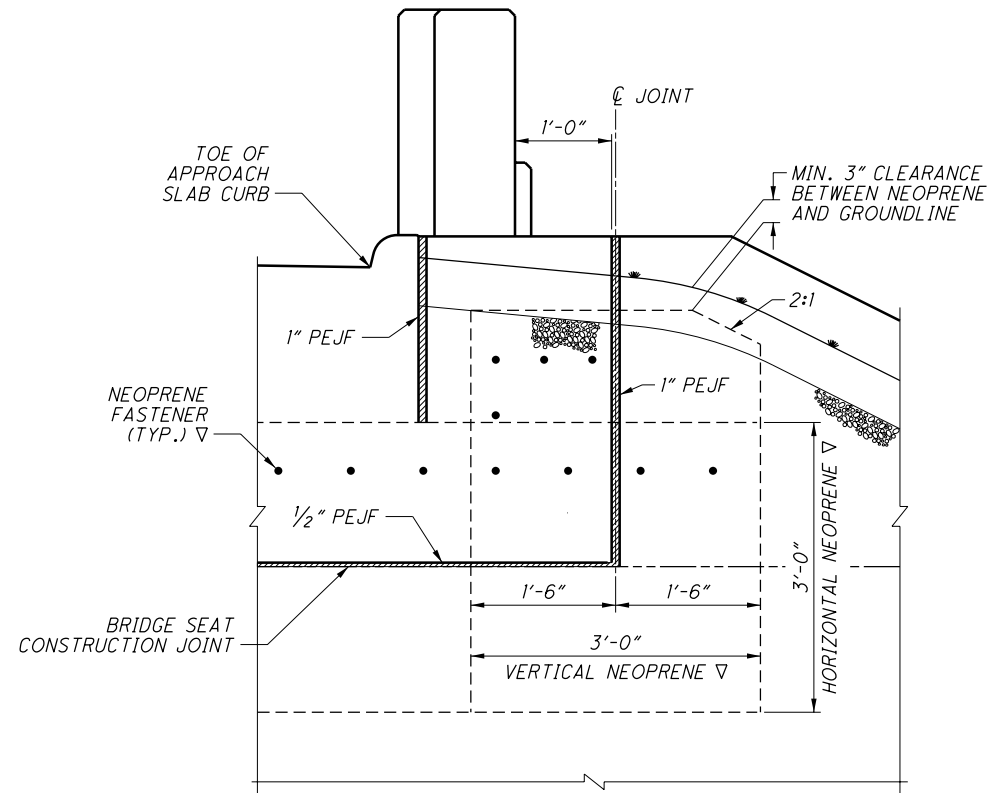
PART PLAN AT ABUTMENT
 SQUARE STRUCTURE WITH SBR-1
 DEFLECTOR PARAPET TYPE RAILING
 (BRIDGE TERMINAL ASSEMBLY NOT SHOWN)



PART PLAN AT ABUTMENT
 SKEWED STRUCTURE WITH SBR-1
 DEFLECTOR PARAPET TYPE RAILING
 (BRIDGE TERMINAL ASSEMBLY NOT SHOWN)



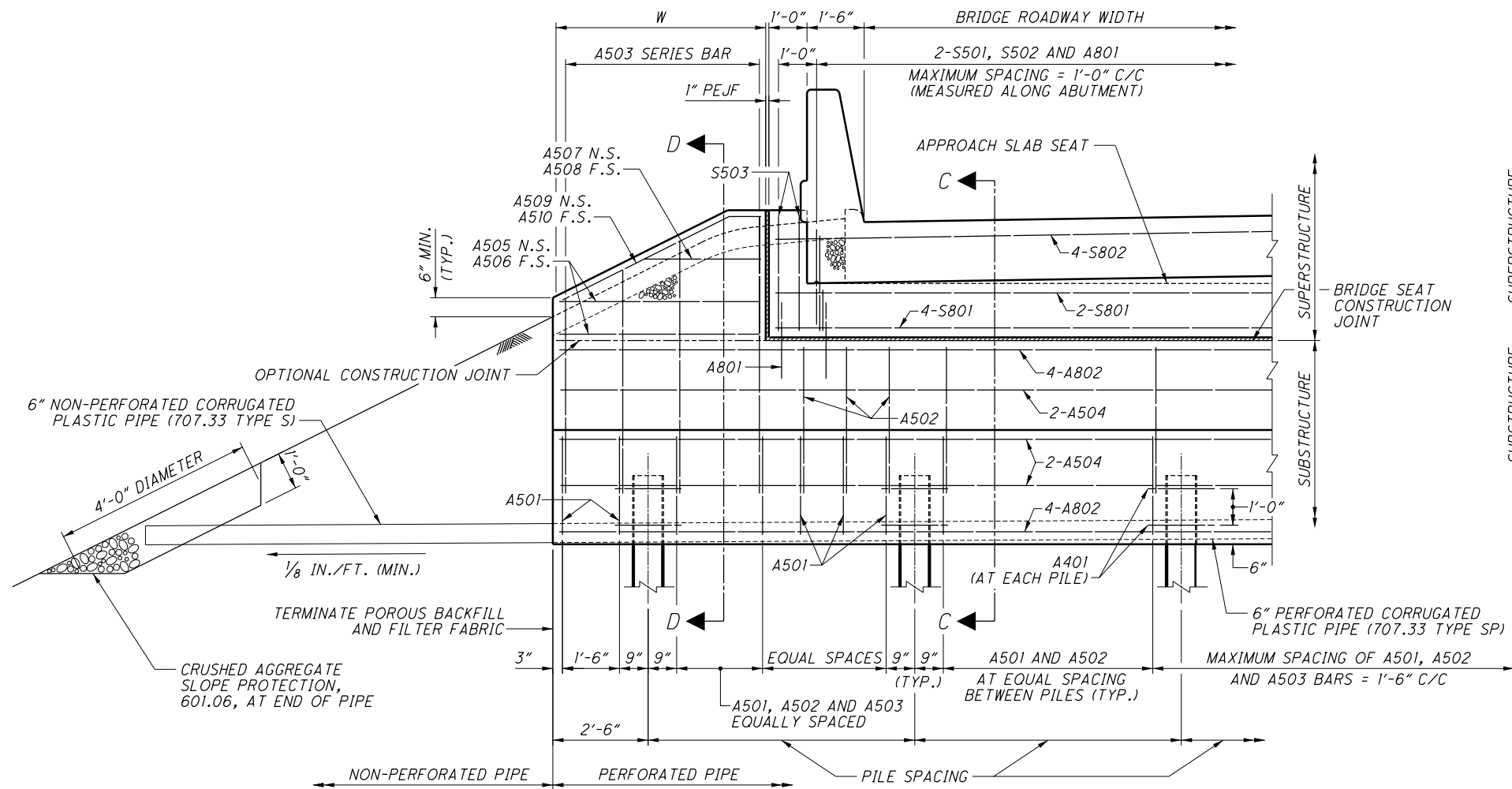
ELEVATION
 FOR SECTION B-B SEE SHEET 2 OF 4
 (BRIDGE TERMINAL ASSEMBLY NOT SHOWN)



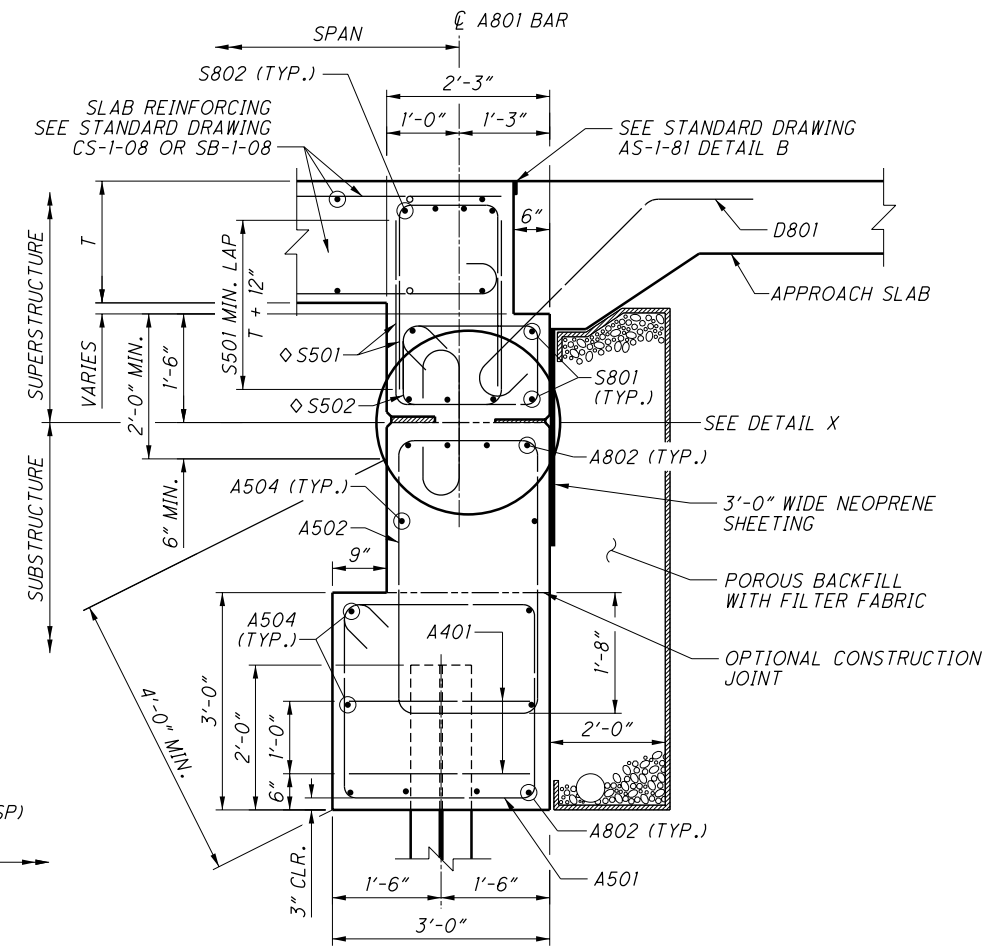
SECTION A-A
 (BRIDGE TERMINAL ASSEMBLY NOT SHOWN)

LEGEND

- ⊕ SEE ROADWAY TYPICAL SECTION.
- ⊗ ON SUPERELEVATED STRUCTURES, A LATERALLY SLOPING "TOP OF SLOPE" SHOULD BE USED TO AVOID EXCESSIVELY LONG WINGWALL LENGTHS.
- ▽ SEE PROJECT PLANS FOR ADDITIONAL NEOPRENE SHEETING PLACEMENT REQUIREMENTS.

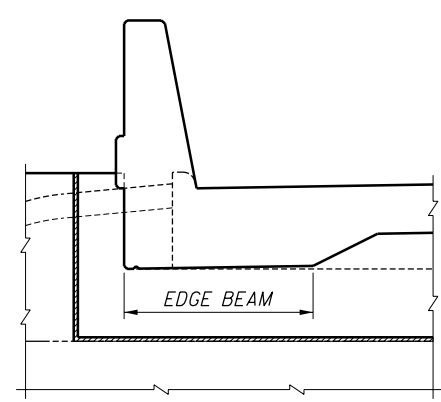


SECTION B-B
W = WINGWALL LENGTH

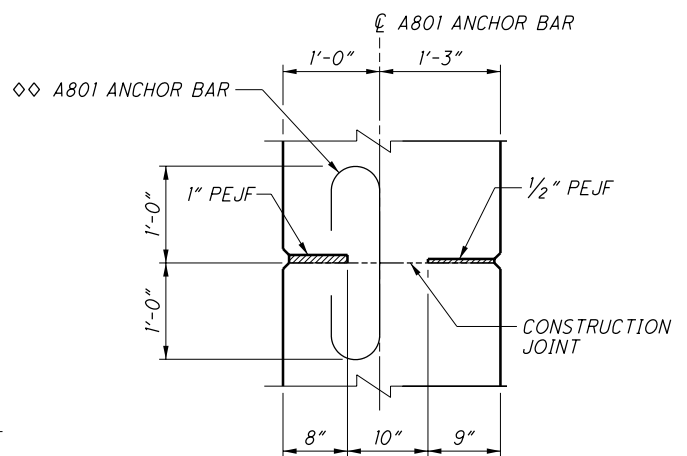


SECTION C-C

◇ PLACE S501, S502 AND S503 BARS PARALLEL WITH THE DECK SLAB LONGITUDINAL BARS.
T = SLAB THICKNESS

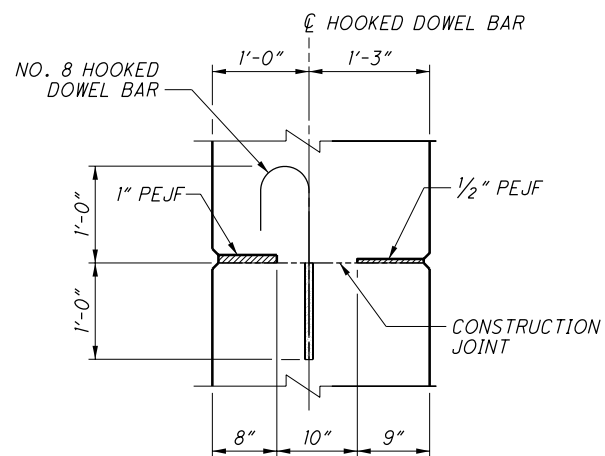


SLAB EDGE BEAM
(WHEN REQUIRED)



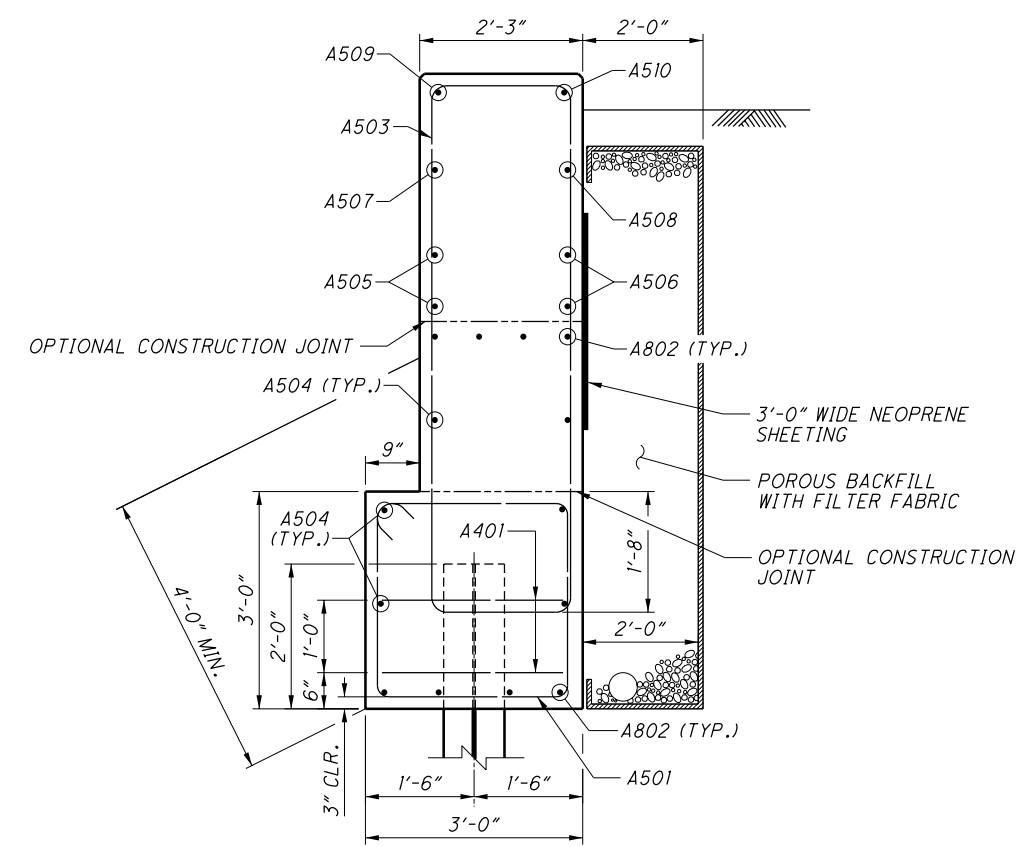
DETAIL X

THE ANCHOR BARS, OR OPTIONAL DOWEL BARS, SHALL BE PLACED VERTICALLY AT THE LOCATION SHOWN.
◇◇ SEE OPTIONAL HOOKED DOWEL BAR DETAIL.



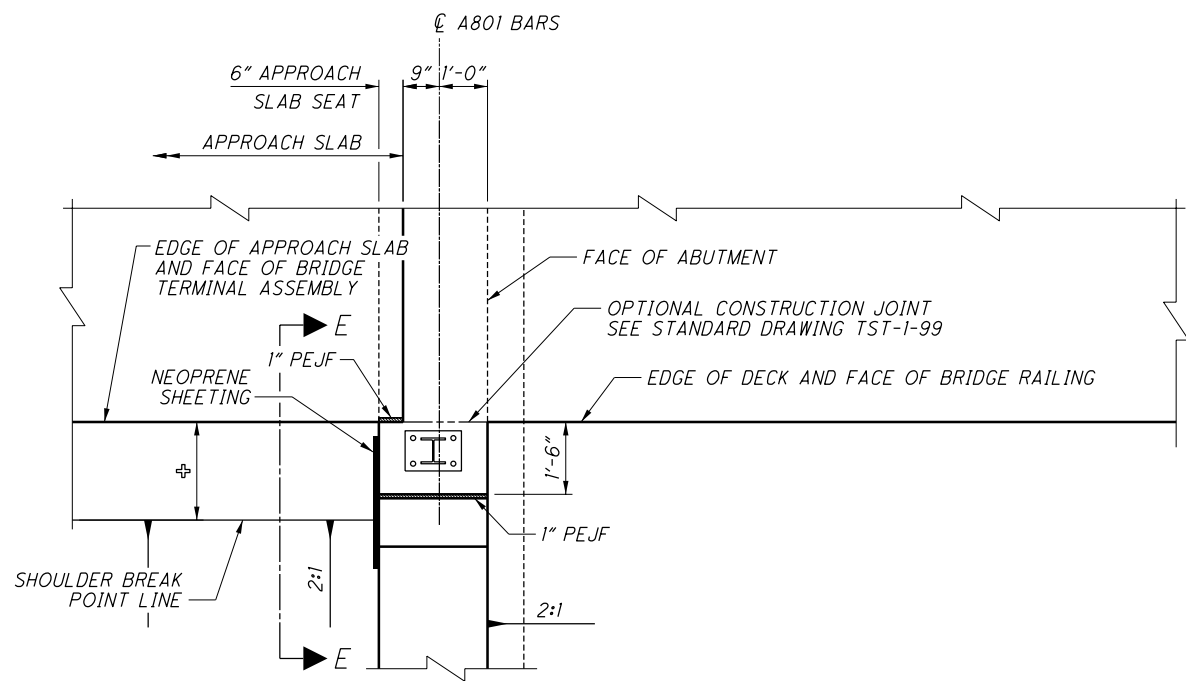
OPTIONAL HOOKED DOWEL BAR

IN LIEU OF PROVIDING THE A801 ANCHOR BARS AS SHOWN IN DETAIL X, NO. 8 HOOKED DOWEL BARS MAY BE DRILLED AND GROUTED TO A DEPTH OF 12 INCHES ACCORDING TO ITEM 510. FURNISH NONSHRINK, NONMETALLIC GROUT, 705.20. ACCURATELY PLACE SUBSTRUCTURE REINFORCING STEEL TO AVOID INTERFERENCE WITH THE DRILLING OF DOWEL HOLES.



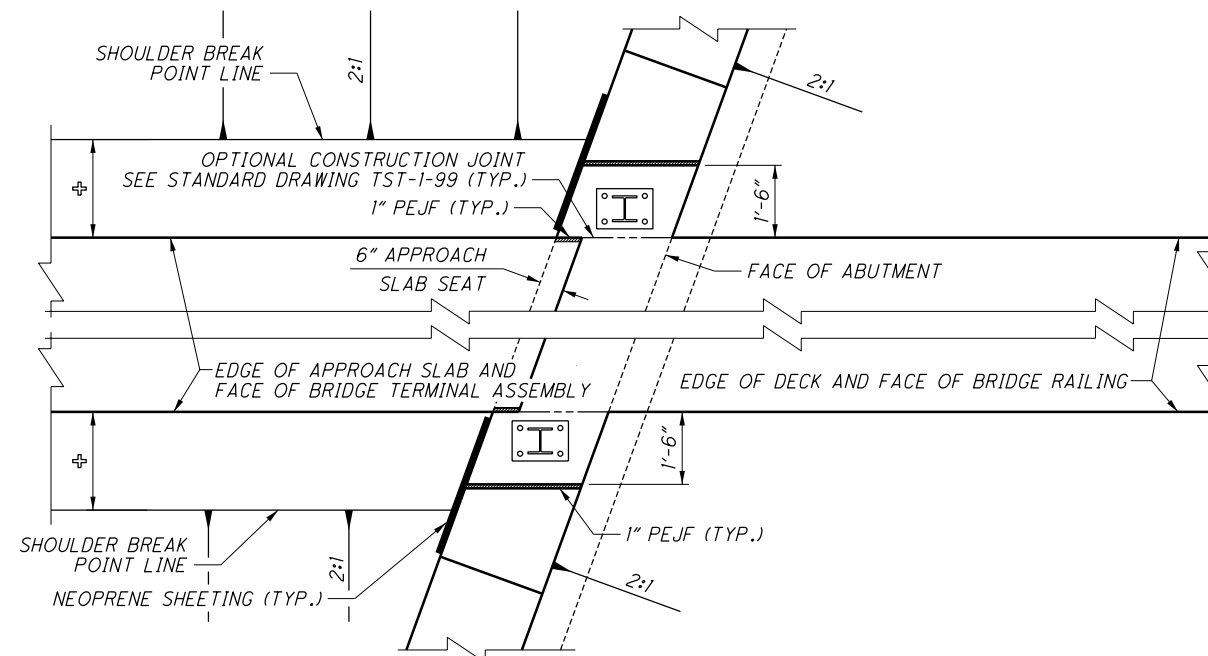
SECTION D-D

DESIGN AGENCY	OFFICE OF	STRUCTURAL ENGINEERING
STATE OF OHIO DEPARTMENT OF TRANSPORTATION	DATE	07-18-08
REVIEWED	JS	CPA-1-08
CHECKED	SAM	
DESIGNED	BMG	
DRAWN	BMC	
REVISIONS		
STANDARD	CAPED PILE ABUTMENT FOR SLAB BRIDGES	
	2	4



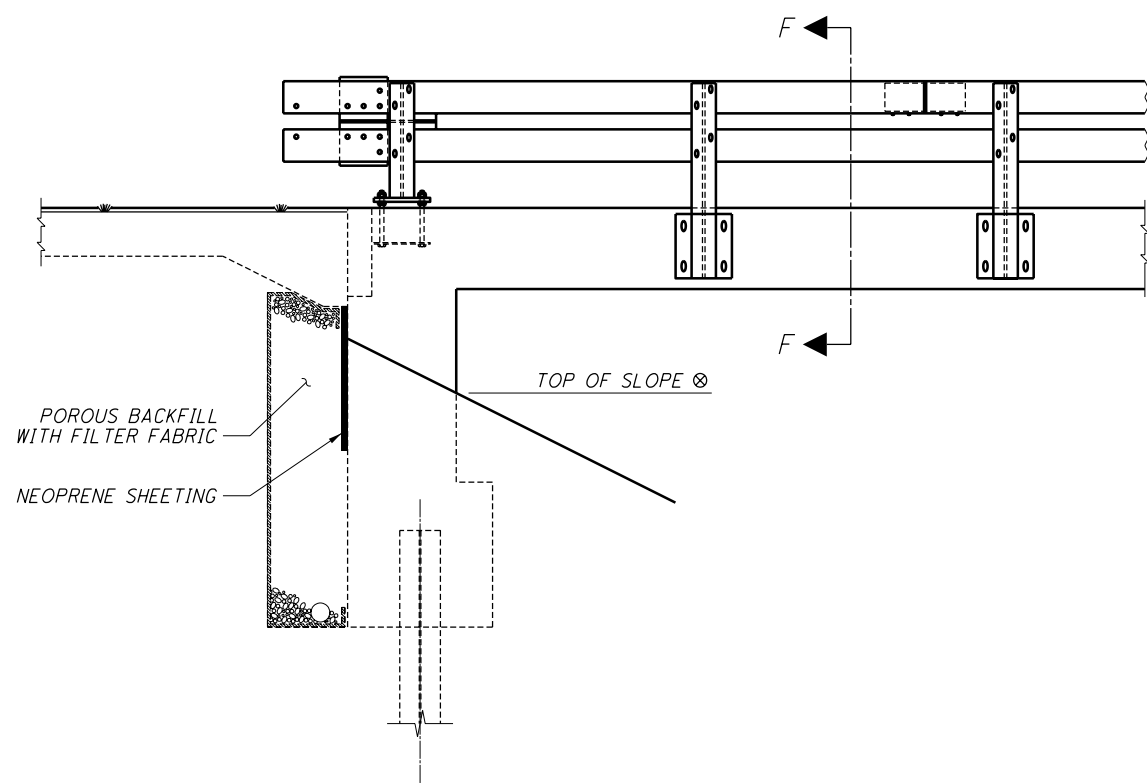
PART PLAN AT ABUTMENT

SQUARE STRUCTURE WITH TWIN STEEL TUBE BRIDGE RAILING
(BRIDGE TERMINAL ASSEMBLY AND BRIDGE RAILING NOT SHOWN)



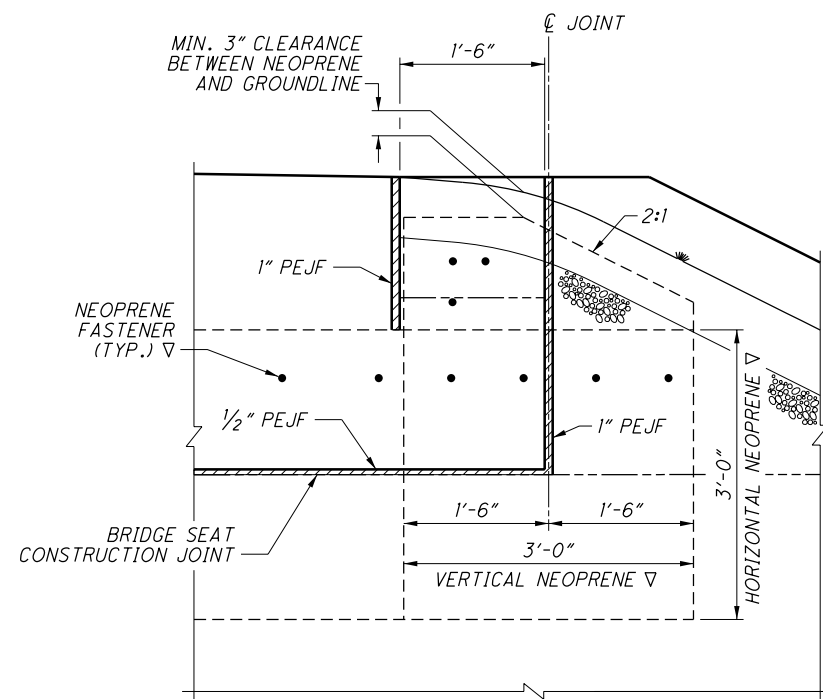
PART PLAN AT ABUTMENT

SKewed STRUCTURE WITH TWIN STEEL TUBE BRIDGE RAILING
(BRIDGE TERMINAL ASSEMBLY AND BRIDGE RAILING NOT SHOWN)



ELEVATION

FOR SECTION F-F SEE SHEET 4 OF 4
(BRIDGE TERMINAL ASSEMBLY NOT SHOWN)



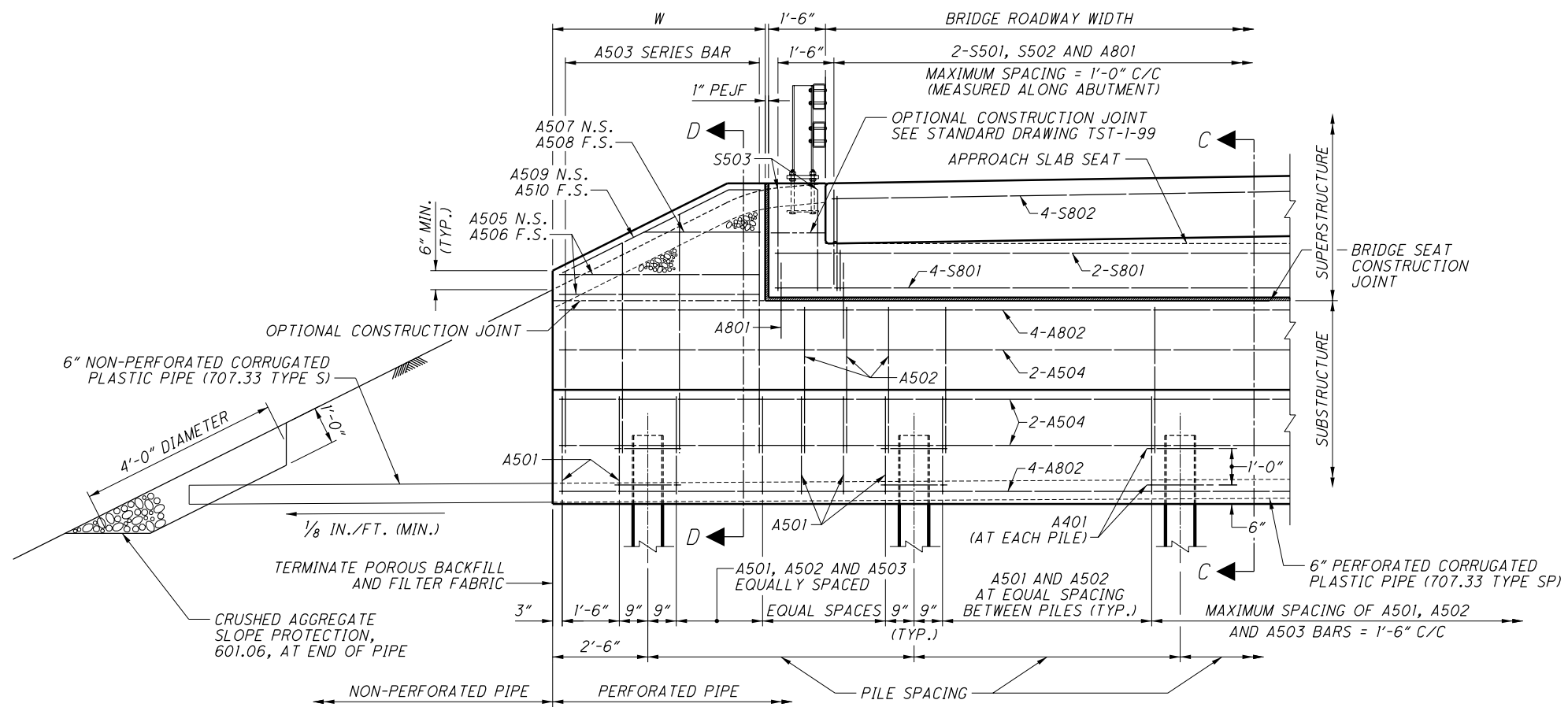
SECTION E-E

(BRIDGE TERMINAL ASSEMBLY AND BRIDGE RAILING NOT SHOWN)

LEGEND

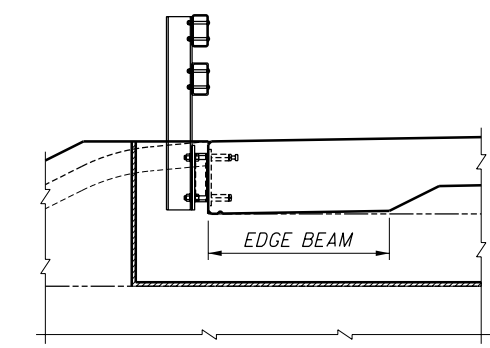
- ⊕ SEE ROADWAY TYPICAL SECTION
- ⊗ ON SUPERELEVATED STRUCTURES, A LATERALLY SLOPING "TOP OF SLOPE" SHOULD BE USED TO AVOID EXCESSIVELY LONG WINGWALL LENGTHS.
- ▽ SEE PROJECT PLANS FOR ADDITIONAL NEOPRENE SHEETING PLACEMENT REQUIREMENTS

DESIGN AGENCY OFFICE OF STRUCTURAL ENGINEERING	STATE OF OHIO DEPARTMENT OF TRANSPORTATION DATE: 07-18-08
REVIEWED: JS	ADMINISTRATOR: <i>[Signature]</i>
CHECKED: SAM	DRAWN: BMC
DESIGNED: BMC	DRAWN: BMC
STANDARD CAPPED PILE ABUTMENT FOR SLAB BRIDGES	
REVISIONS	CPA-1-08
3 / 4	



SECTION F-F

W = WINGWALL LENGTH
FOR SECTIONS C-C AND D-D SEE SHEET 2 OF 4



SLAB EDGE BEAM
(WHEN REQUIRED)

REINFORCING STEEL						BENDING DIAGRAMS		
MARK	LENGTH	TYPE	A	B	C			
A401	8'-10"	2	1'-9"	2'-6"				
A501	10'-7"	2	2'-8"	2'-7"				
A502	*	2	1'-11"	*				
A503	SERIES BAR	2	1'-11"	*				
A504	*	STR						
A505	*	STR						
A506	*	STR						
A507	*	STR						
A508	*	STR						
A509	*	5	*	*	*			
A510	*	5	*	*	*			
A801	3'-10"	3	2'-0"					
A801	2'-11"	4	2'-0"					
A802	*	STR	*					
S501	*	1	1'-5"/COS θ	*				
S502	*	2	1'-11"/COS θ	1'-1"				
S503	*	2	1'-11"/COS θ	*				
S801	*	STR	*					
S802	*	STR	*					
D801	*	6	*					

* DIMENSION MAY VARY WITH EACH INDIVIDUAL STRUCTURE.
θ = SKEW

GENERAL NOTES

DESIGN SPECIFICATIONS:
THIS STANDARD DRAWING CONFORMS TO THE "AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2007, INCLUDING THE 2008 INTERIM REVISIONS, AND THE 2007 ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA:
DESIGN METHOD - LOAD AND RESISTANCE FACTOR DESIGN
LIVE LOAD - HL93
FUTURE WEARING SURFACE - 0.06 KSF
DESIGN STRESSES:
SUBSTRUCTURE CONCRETE - COMPRESSIVE STRENGTH = 4.0 KSI
REINFORCING STEEL - MINIMUM YIELD STRENGTH = 60 KSI

DESIGN INSTRUCTIONS

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

PILES:
THE DESIGNER SHALL FURNISH THE PILE TYPE, SIZE, SPACING AND ULTIMATE BEARING VALUE ON THE PROJECT PLANS. THE MAXIMUM PILE SPACING IS 8'-0".

REINFORCING STEEL:
THE MINIMUM LAP LENGTHS FOR THE REINFORCING STEEL ARE 7'-3" FOR #8 BARS AND 3'-7" FOR #5 BARS, UNLESS NOTED OTHERWISE. THE LAP LENGTHS ASSUME EPOXY COATED REINFORCING STEEL. IF THE LONGITUDINAL BARS ARE SPLICED, PLACE LAP SPLICES IN A STAGGERED ARRANGEMENT.