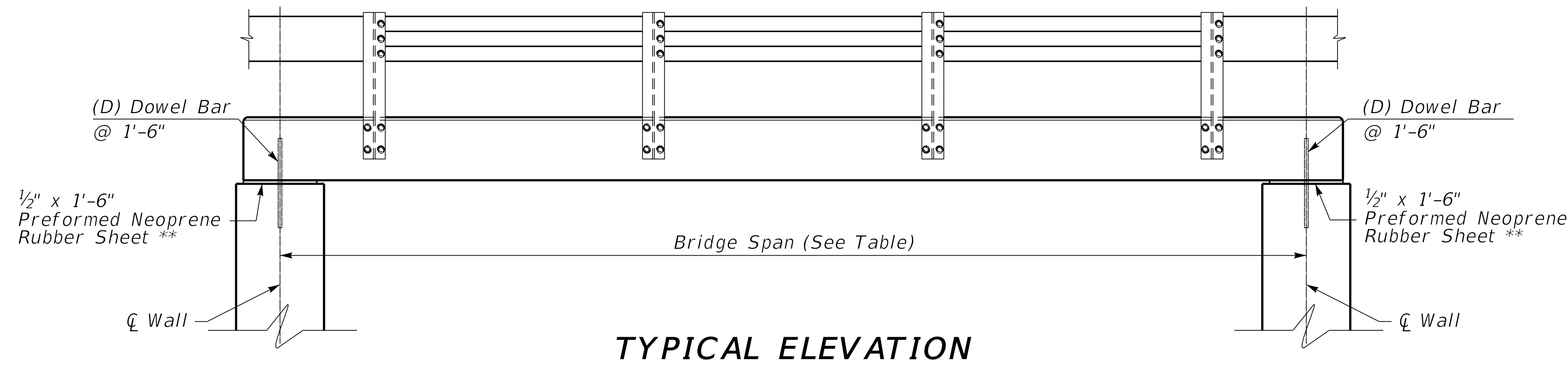


General Notes

** Preformed Neoprene Rubber Sheet: 50 Durometer AASHTO M251, Grade 3



SLAB OPTION: The superstructure option shown on this Standard Drawing may be used in lieu of composite or non-composite adjacent box beams. Notify the Director of the Division of Structural Design when this option is used. Slabs are designed for a minimum out to out width of 12'.

CLASS "AA" REINFORCED CONCRETE: All falsework is to remain in place until the Class "AA" Concrete compressive strength is 4000 PSI. Class "AA" Concrete is to be used throughout the superstructure.

ELEVATIONS: Determine final elevations using the elevations, slopes, and grades shown on the detailed plans.

STEEL REINFORCEMENT: Ensure steel reinforcement is ASTM A 615 Grade 60 and epoxy coated. "A" bars to be hooked on each end.

SURFACE FINISH: The top of the slab surface may be finished with a floated surface finish in accordance with Section 601.03.18 and textured in accordance with Section 609.03.10.

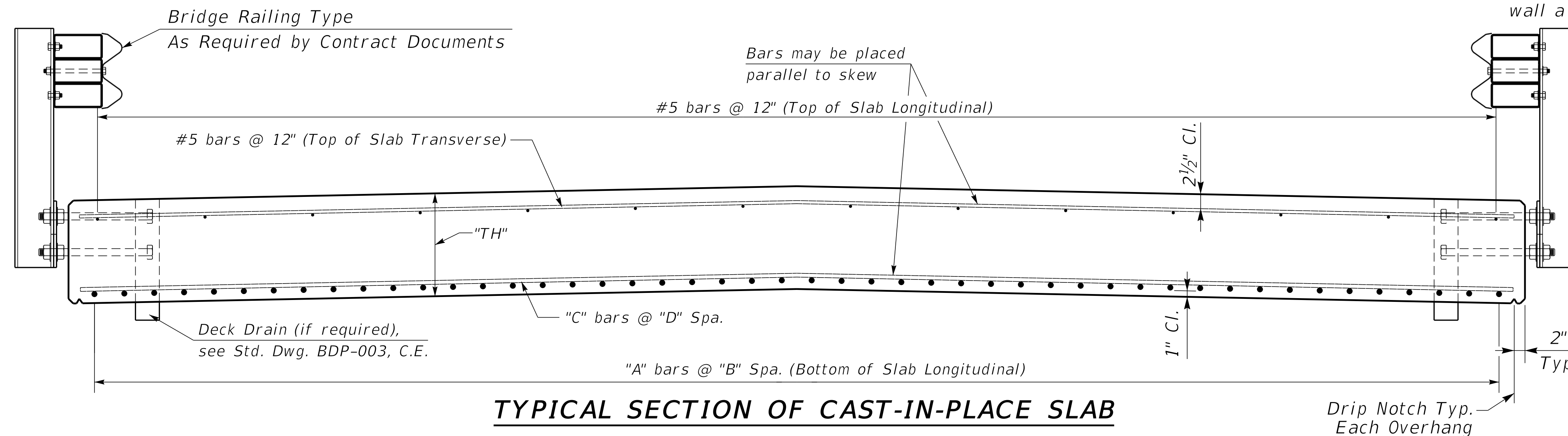
FWS: Slabs are designed for 15 psf future wearing surface.

FORMWORK: All formwork shall be designed by a Professional Engineer licensed to practice in Kentucky. The Engineer shall be responsible for accounting for all deflections of the slab after formwork is removed and deflections in formwork to ensure proper grade is maintained across the bridge. Submit formwork design and calculated deflections to the Division of Construction for approval prior to beginning work.

BOTTOM OF SLAB: Bottom of Slab may be poured flat instead of sloped as shown. See structure plans and elevations.

DOWEL BAR (D): Dowel bar shall be an epoxy coated #8 bar, 2'-0" in length. Dowel bar may be deformed or smooth. Dowel bar shall be embedded into wall a minimum of 1'-0".

SLAB BRIDGE SPAN DATA									
BRIDGE SPAN (Max. Span)	SLAB THICK.	REINFORCEMENT				DEFLECTION IN INCHES	UNFACTORED BEAM END REACTION (PER UNSKEWED FT. OF BRIDGE WIDTH)		
	"TH"	"A"	"B"	"C"	"D"	SLAB + BARRIER DL DEFL.	DC (kips)	DW (kips)	LL+I (kips)
12'	1'-2"	#8	5"	#6	9"	0.01	1.78	0.10	9.75
14'	1'-4"	#9	5"	#6	8"	0.02	2.24	0.12	9.49
16'	1'-4"	#9	5"	#6	8"	0.03	2.53	0.13	9.25
18'	1'-4"	#9	5"	#6	9"	0.05	2.82	0.14	9.02
20'	1'-5"	#9	5"	#6	9"	0.06	3.24	0.16	8.99
22'	1'-5"	#10	5"	#6	8"	0.08	3.54	0.17	8.99
24'	1'-5"	#10	5"	#6	8"	0.12	3.84	0.19	8.98
26'	1'-6"	#10	5"	#6	8"	0.15	4.32	0.20	9.07
28'	1'-7"	#10	5"	#6	9"	0.17	4.81	0.22	11.76
30'	1'-7"	#11	5"	#6	7"	0.23	5.14	0.23	11.98
32'	1'-7"	#11	5"	#6	7"	0.29	5.47	0.25	12.16
34'	1'-8"	#11	5"	#6	8"	0.33	6.01	0.26	12.31
36'	1'-9"	#11	5"	#6	8"	0.37	6.59	0.28	12.43
38'	1'-10"	#11	5"	#6	8"	0.42	7.19	0.29	12.53
40'	2'-0"	#11	5"	#6	8"	0.42	8.07	0.31	12.61



TYPICAL SECTION OF CAST-IN-PLACE SLAB

SUBMITTED *Michael Crist* 10/25/2024
DIVISION DIRECTOR DATE



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: SEPIA 045 - BEARING DETAILS

ITEM NO. COUNTY OF

SHEET NO.