

$$\#5 \text{ Skewed Transverse Bar (S1) Length} = \frac{\text{Bridge Width} - 4"}{\text{SF}}$$

$$* = \frac{1/2 \text{ Wall}}{\text{SF}}$$

Skew Factors	
Skew	SF
0°	1.000
5°	0.996
10°	0.985
15°	0.966
20°	0.940
25°	0.906
30°	0.866
35°	0.819
40°	0.766
45°	0.707

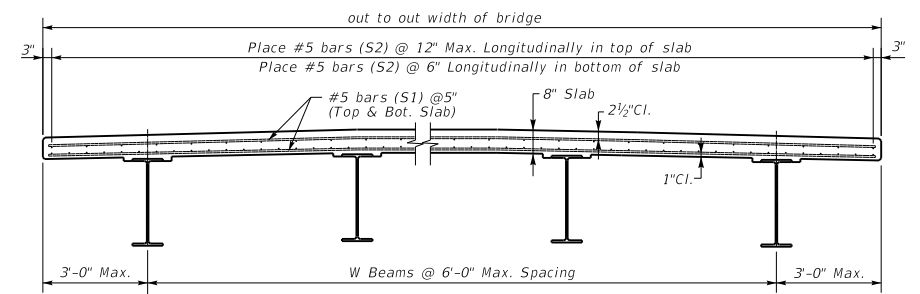
PLAN OF SLAB

NOTE: All reinforcing steel shall be epoxy coated.

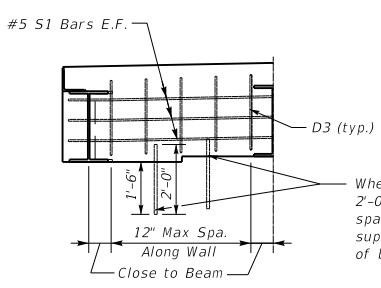
- NOTES:
- 1.) Diaphragm stirrups are to project into the slab regardless of slab forming method.
 - 2.) Place stirrup bars parallel to face of beams.

NOTE: It is recommended a crash tested barrier be attached to the Superstructure to contain all vehicles within the roadway. Recommended barriers include the Type T631 guardrail, Type 3, or 32" Vertical Face railing. See contract documents for required railing and railing drawings for additional reinforcement that may be required to be cast in deck.

$$\text{Estimate of Steel Quantities} = (\text{Bridge Length} - 4\text{in})(\text{Bridge Width} - 4\text{in}) * (3.129 \text{ lb/sq. ft.} + 5.006 \text{ lb/sq. ft.}) / \text{SF}$$

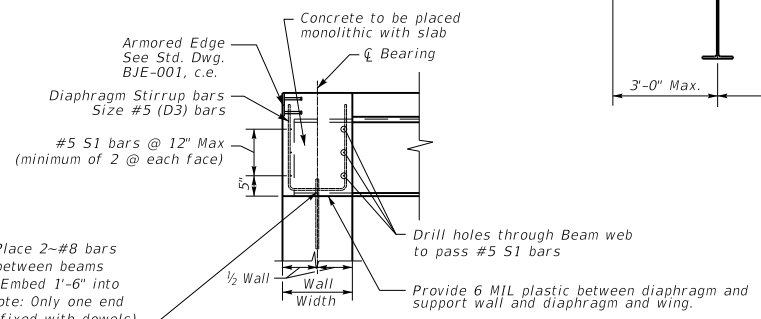


TYPICAL SECTION



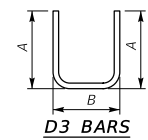
DIAPHRAGM

NOTE: End Diaphragms are required on both ends of Slabs.



DIAPHRAGM X-SECTION

(Perpendicular to Diaphragm)



Dim. "A" = Beam Depth + 4"
 Dim. "B" = $\frac{\text{Wall Width} - 4"}{\text{SF}}$

KENTUCKY
 DEPARTMENT OF HIGHWAYS
 COMPOSITE STEEL BEAM
 SUPERSTRUCTURES
 SLAB DETAILS

STANDARD DRAWING NO. BSB-103
 SUBMITTED BY *Bob Adams* DATE 02-26-20
 DIRECTOR DIVISION OF STRUCTURAL DESIGN
 APPROVED BY *[Signature]* DATE 02-26-20
 STATE ENGINEER