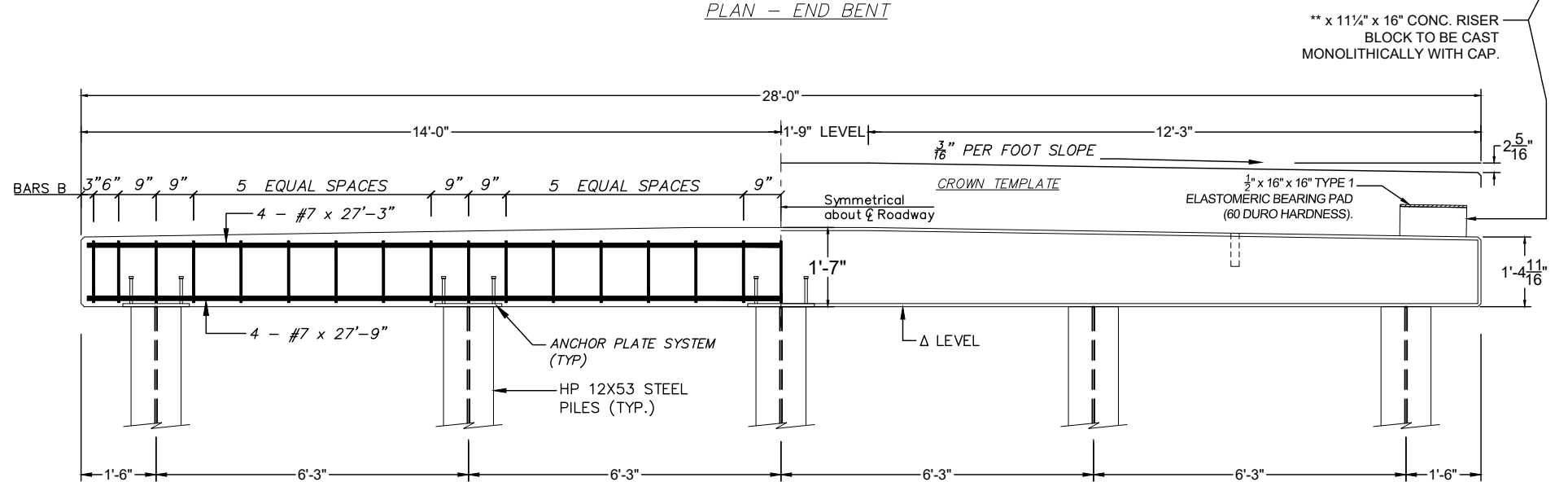


PLAN - END BENT



ELEVATION - END BENT

NOTE: THE CONTRACTOR SHALL CLEAN AND PAINT ALL STEEL PLATE AND PILING SURFACES THAT COME INTO CONTACT WITH CONCRETE BEFORE THE CONCRETE IS INSTALLED.

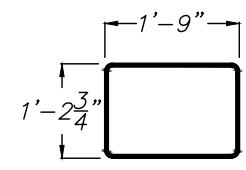
Δ CAPS SHALL BE ERECTED SO THAT THE BOTTOM OF THE CAP IS LEVEL. CAPS ERECTED WITH A SLOPE ON THE BOTTOM OF THE CAP GREATER THAN 1/16" PER FOOT SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER OF RECORD AT NO ADDITIONAL COST TO THE PROJECT.

**** DEPTH OF RISER BLOCK**

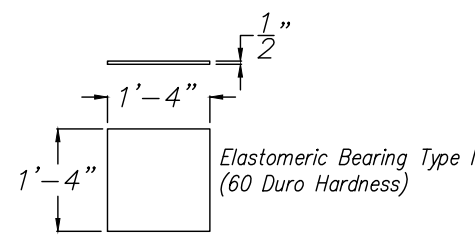
24' SPAN	NA
34' SPAN	4"
40' SPAN	7"

***** PREFORMED EXP. JT. FILLER**

24' SPAN	1/4" x 16" x 24'-6"
34' SPAN	1/4" x 20" x 24'-6"
40' SPAN	1/4" x 23" x 24'-6"



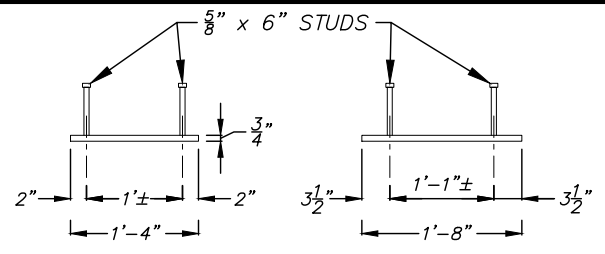
BAR BENDING DETAILS
Dimensions Are Out To Out



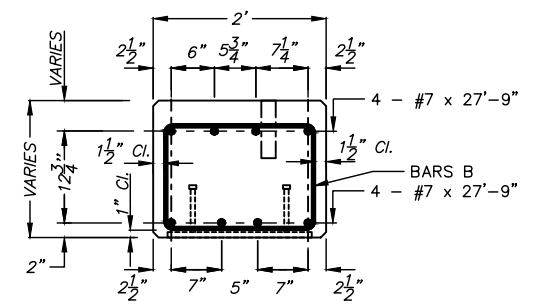
BEARING PADS

A 1/2" X 8" X 1'-4" Elastomeric Bearing, Type 1, Shall Be Used Under The Outside Legs Of The Exterior Channels.

NOTE: A PRE-FABRICATED H-PILE SPICER, SUCH AS APF HP-30000 CHAMPION SPICER OR EQUAL, SHALL BE USED FOR SPICING PILES.



ANCHOR SYSTEM



STEEL PLACEMENT DETAIL WITH APPROACH SLAB

GENERAL NOTES:

SPECIFICATIONS:
AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS
AASHTO STANDARD SPECIFICATIONS FOR TRANSPORTATION MATERIALS AND METHODS OF SAMPLING AND TESTING
AMERICAN SOCIETY FOR TESTING AND MATERIALS
AMERICAN INSTITUTE OF STEEL CONSTRUCTION

REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE GRADE 60 BILLET STEEL MEETING THE REQUIREMENTS OF AASHTO M31. ALL REINFORCING STEEL SHALL BE ACCURATELY LOCATED IN THE FORMS AND PROPER CLEARANCES MAINTAINED WITH STAINLESS STEEL, PLASTIC, OR RUBBER TIPPED CHAIRS. REINFORCING DIMENSIONS ARE CENTER TO CENTER UNLESS OTHERWISE NOTED ON PLANS.

CONCRETE: CONCRETE SHALL CONFORM TO AASHTO CLASS A(AE). MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3000 PSI. ALL EXPOSED CORNERS TO BE CHAMFERED 3/4" X 45' UNLESS OTHERWISE NOTED.

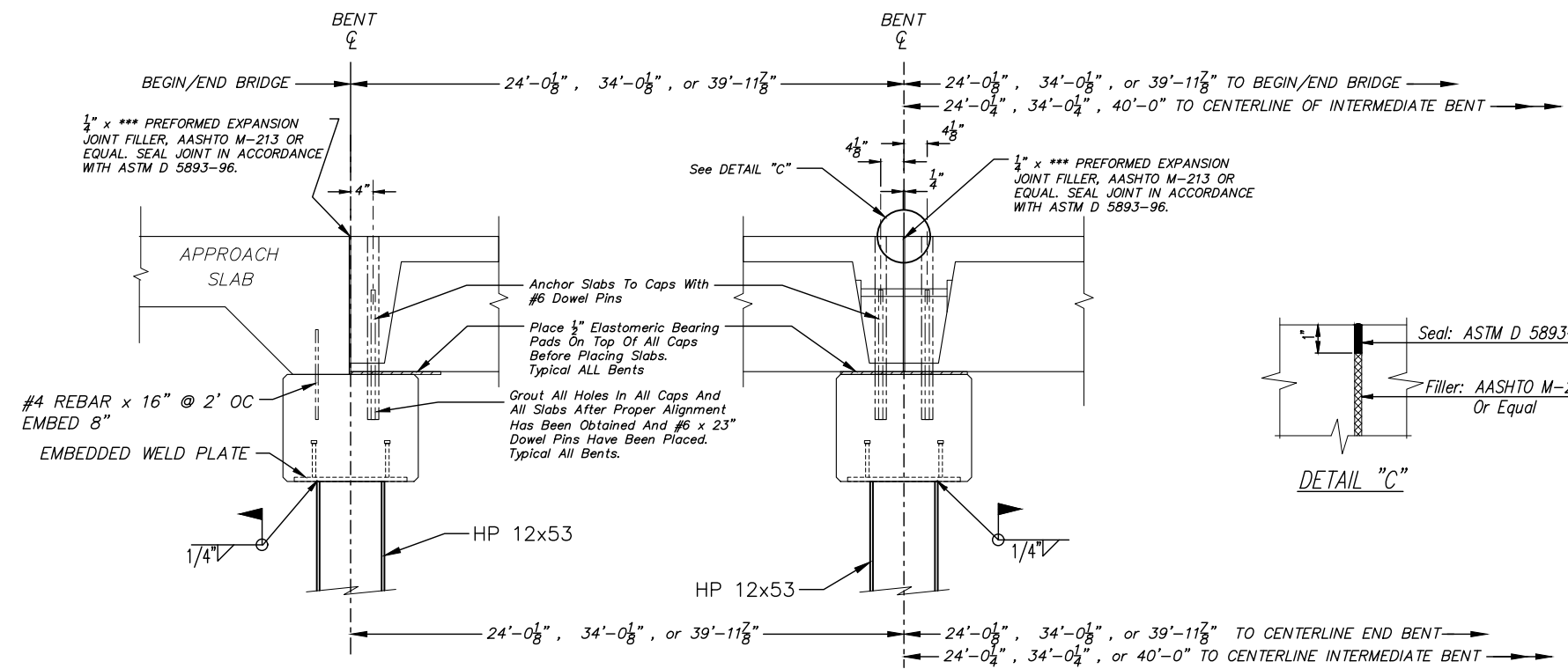
STRUCTURAL STEEL AND PILING: ALL STRUCTURAL STEEL SHALL COMPLY WITH AASHTO M270 GRADE 36. ALL PILING SHALL BE 12" STEEL "H" PILING, 53 LBS PER FOOT. ALLOWABLE PILE LOAD = 40 TONS WITH A FACTOR OF SAFETY OF 2.0 (MIN.) (HL-93).

WELDING: ALL WELDING SHALL CONFORM TO ANSI/AASHTO/ANS D 1.5 "BRIDGE WELDING CODE"

TOLERANCES: A DEVIATION OF MORE THAN 1/8" MAY BE CAUSE FOR REJECTION OF THE UNIT.

HARDWARE: ALL BOLTS SHALL CONFORM TO ASTM A-307 AND BE GALVANIZED IN ACCORDANCE WITH ASTM-A153

DESIGN DATA:
SPECIFICATIONS:.....AASHTO 2017, 8TH EDITION AND ALL INTERIMS
DESIGN LOADING:.....HL-93



TYPICAL END SECTION WITH APPROACH SLAB

TYPICAL INTERMEDIATE SECTION WITH APPROACH SLAB



457 St. Michael St. Mobile, AL 36602 (251) 433-1611	Cowles, Murphy, Glover & ASSOCIATES A Full Service Engineering Firm PERFORMANCE RELIABILITY EXPERIENCE	11880 Cranston Dr. Suite 102 Arlington, TN 38002 (901) 290-5444
C_B&E CONECU_H BRIDGE & ENGINEERING, INC		
P. O. Box 129 Troy, Alabama 36081		249 Pike County Lake Rd. Troy, Alabama 36079 334-566-7422
PRECAST CONCRETE END BENT CAP FOR USE WITH STEEL PILING & 24', 34', OR 40' PRECAST BRIDGE SLABS 24'-6" CLEAR ROADWAY WITH APPROACH SLAB		
DATE: 12/05/2022	STANDARD DWG. NO. PCA-2440-AS LRFD SHEET NO. 8 OF 27	