

GENERAL NOTES:

CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR SHALL BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

ALL REINFORCING BARS ARE TO BE SECURELY WIRED IN PLACE AND ADEQUATELY SUPPORTED ON BAR CHAIRS BEFORE CONCRETE IS PLACED.

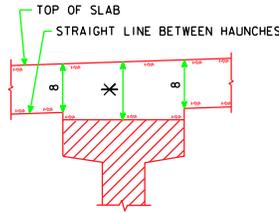
ALL PRESTRESSED CONCRETE BEAMS ARE TO BE SET VERTICAL.

FORMS FOR THE SLAB AND RAILS ARE TO BE SUPPORTED BY THE PRESTRESSED CONCRETE BEAMS.

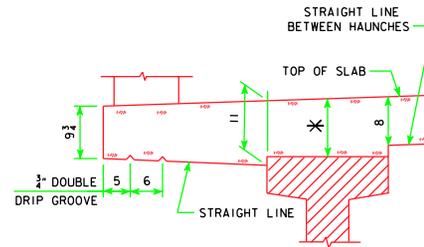
THE PIER AND ABUTMENT DIAPHRAGM CONCRETE IS TO BE PLACED MONOLITHICALLY WITH THE FLOOR SLAB.

ALL REINFORCING STEEL IS TO BE GRADE 60.

COST OF ALL PREFORMED EXPANSION JOINT FILLER MATERIAL IS TO BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE (BRIDGE)".



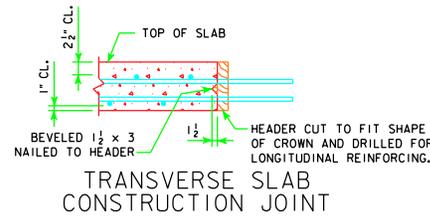
INTERIOR BEAMS



EXTERIOR BEAMS @ OPEN RAIL

TYPICAL SLAB AND HAUNCH DETAIL

* FOR SLAB THICKNESS OVER BEAMS SEE "SLAB THICKNESS DETAILS" ON SHEET H24-03-06



TRANSVERSE SLAB CONSTRUCTION JOINT

01-10 LATEST REVISION DATE <i>Norman C. McQuinn</i> APPROVED BY BRIDGE ENGINEER	 Iowa Department of Transportation Highway Division
	STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES DECEMBER, 2006
SUPERSTRUCTURE DETAILS	H24-04-06

REVISED 01-10 - DOUBLE DRIP GROOVE NOTE WAS ADDED.