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DESIGNER NOTES AND DESIGN CONSIDERATIONS

THESE J30-06 BRIDGE DESIGN STANDARDS PROVIDE THE STRUCTURAL DETAILS TO ENABLE CONSTRUCTION OF A 30'-0 ROADWAY, 3 SPAN CONTINUOUS CONCRETE SLAB BRIDGE. DETAILS AND QUANTITIES ARE PROVIDED FOR:

1. NINE BRIDGE LENGTHS: 70' THRU 150' IN 10'-0" MULTIPLES.
2. FOUR SKEWS: 0°, 15°, 30° & 45°.
3. INTEGRAL TYPE ABUTMENTS.
4. TWO TYPES OF PIER CAPS.

SKEW DETAILS ARE DRAWN FOR RIGHT-AHEAD SKEWS, BUT ALL DETAILS AND DIMENSIONS ARE IDENTICAL FOR LIKE LEFT-AHEAD SKEWS. THESE BRIDGES MAY BE BUILT ON ANY PERMISSIBLE GRADE (FLAT, SLOPED OR VERTICAL CURVED).

THESE STANDARDS GIVE MOST OF THE INFORMATION NECESSARY TO BUILD THESE BRIDGES. HOWEVER, THE FOLLOWING ADDITIONAL INFORMATION IS REQUIRED FOR USE ON PRIMARY ROUTES. FOR SECONDARY ROUTES THE ENGINEER MAY NOT REQUIRE ALL SHEETS TO BE PROVIDED:

1. TITLE SHEET WITH ENGINEERS SEAL
2. ESTIMATED QUANTITIES TOTALS INCLUDING CLASS 20 EXCAVATION FOR BRIDGE
3. SITUATION PLAN LAYOUT OF BRIDGE
4. TOP OF SLAB ELEVATIONS LAYOUT
5. BOTTOM OF ABUTMENT FOOTING ELEVATIONS
6. BOTTOM OF PIER CAP ELEVATIONS
7. PILING DESIGN INFORMATION
8. SLOPE PROTECTION LAYOUT IF NEEDED
9. CONDUIT LAYOUT
10. LIGHTING LAYOUT IF NEEDED

IF THE HIGHWAY IS TO BE SALTED FOR ICE CONTROL, IT IS RECOMMENDED THAT THE REINFORCING STEEL BE EPOXY COATED. THIS STANDARD PROVIDES THE OPTION TO USE EPOXY COATED BARS. IF EPOXY BARS ARE USED IN THE DECK, THEN ALL BARS USED IN THE ABUTMENT (FOOTING AND BACKWALL), CAP, AND BARRIER RAILS SHALL BE EPOXY COATED, EXCEPT AS NOTED.

FOR CLARITY, MOST SECTIONS SHOWN ON THE FOLLOWING SHEETS ARE DRAWN WITH BARRIER RAIL ONLY. THESE SECTIONS WILL BE IDENTICAL FOR OPEN RAIL DESIGN WITH ANY MODIFICATIONS SHOWN ON SHEET J30-43-06 AND CROSS SECTION SHEETS.

PREBORE HOLES SHALL BE PROVIDED FOR ABUTMENT PILES FOR THE 140 FOOT AND 150 FOOT BRIDGES. THE PREBORED HOLES SHALL BE A MINIMUM OF 10 FEET BELOW THE BOTTOM OF THE FOOTING. THE PREBORED HOLES SHALL BE IN ACCORDANCE WITH ARTICLE 2501.03, Q, OF THE STANDARD SPECIFICATIONS. THE ELEVATION OF THE BOTTOM OF THE PREBORED HOLES SHALL BE SHOWN ON THE PLANS.

IF ROCK IS ENCOUNTERED LESS THAN 5 FOOT BELOW THE PREBORED HOLES, A SPECIAL ANALYSIS WILL BE REQUIRED. WHEN PREBORING IS NOT REQUIRED FOR THE ABUTMENT FOOTING AND ROCK IS ENCOUNTERED LESS THAN 10 FOOT BELOW THE BOTTOM OF ABUTMENT FOOTING, A SPECIAL ANALYSIS WILL BE REQUIRED.

THE TOP 1/2 INCH OF THE SLAB IS CONSIDERED TO BE AN INTEGRAL WEARING SURFACE.

THE DEAD LOAD OF THE BARRIER RAIL IS SPREAD OVER ENTIRE SLAB EXCEPT IN THE DESIGN OF THE EDGE BEAM WHERE 50% OF THE RAIL WEIGHT IS ASSUMED TO BE CARRIED BY THE EDGE BEAM.

SLAB MOMENTS DUE TO PASSIVE EARTH PRESSURE ON THE ABUTMENTS ARE CONSIDERED.

THIS STANDARD IS NOT DESIGNED SO THAT ADDITIONAL INTERIOR SPANS MAY BE ADDED WITHOUT CAUSING SOME OVERSTRESSES.

CLASS 20 EXCAVATION WILL BE REQUIRED TO CONSTRUCT THE INTEGRAL ABUTMENTS. THE QUANTITIES FOR CLASS 20 ARE NOT INCLUDED ON THESE SHEETS, BUT SHALL BE CALCULATED AND INCLUDED IN THE FINAL PLANS.

FOR PIERS SUBJECT TO SCOUR THE DESIGN BEARING SHALL BE OBTAINED BELOW SCOUR ELEVATION. SCOUR ELEVATION SHALL BE SHOWN ON THE SITUATION PLAN.

3" WING PVC PIPE IS INCIDENTAL TO STRUCTURAL CONCRETE.

KEYWAY DIMENSIONS SHOWN ON THE PLANS ARE BASED ON NOMINAL DIMENSIONS UNLESS STATED OTHERWISE. IN ADDITION, THE BEVEL USED ON THE KEYWAY SHALL BE LIMITED TO A MAXIMUM OF 10 DEGREES FROM VERTICAL.

THESE BRIDGE PLANS LABEL ALL REINFORCING STEEL WITH ENGLISH NOTATION (50# IS 5/8 INCH DIAMETER BAR). ENGLISH REINFORCING STEEL RECEIVED IN THE FIELD MAY DISPLAY THE FOLLOWING "BAR DESIGNATION". THE "BAR DESIGNATION" IS THE STAMPED IMPRESSION ON THE REINFORCING BARS, AND IS EQUIVALENT TO THE BAR DIAMETER IN MILLIMETERS.

ENGLISH SIZE	3	4	5	6	7	8	9	10	11
BAR DESIGNATION	10	13	16	19	22	25	29	32	36

SPECIFICATIONS:

DESIGN: AASHTO LRFD, SERIES OF 2004 WITH INTERIM 2005.

CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2009, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 3rd Ed, SERIES OF 2004. REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, GRADE 60. CONCRETE IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'c = 3,500 PSI, STRUCTURAL STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 6. ASTM A709 GRADE 36 OR GRADE 50 (AASHTO M270 GRADE 36 OR GRADE 50).

n = 9 FOR TENSION STEEL
 2n = 18 FOR COMPRESSION STEEL
 HL-93 LIVE LOAD PLUS 20 LBS. PER SQ. FT. FOR FUTURE WEARING SURFACE. END SPAN LENGTH IS USED TO CALCULATE EQUIVALENT WIDTH IN LIVE LOAD DISTRIBUTION.

SIX FOOT OF APPROACH SLAB DEAD & LIVE LOAD INCLUDED IN ABUTMENT LOADS. CONTROL OF CRACKING BY DISTRIBUTION OF REINFORCEMENT FOR SLAB DESIGN BASED ON PRE 2005 LRFD INTERMS.

07-09 LATEST REVISION DATE	Approved by <i>Norman C. McQuinn</i> APPROVED BY BRIDGE ENGINEER	 Iowa Department of Transportation Highway Division	STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
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