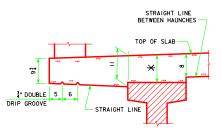
#### INTERIOR BEAMS



#### EXTERIOR BEAMS @ OPEN RAIL

## TYPICAL SLAB AND HAUNCH DETAIL

\* FOR SLAB THICKNESS OVER BEAMS SEE
"SLAB THICKNESS DETAILS "ON SHEET

# TOP OF SLAB HEADER CUT TO FIT SHAPE OF CROWN AND DRILLED FOR LONGITUDINAL REINFORCING. BEVELED 1 x 3

TRANSVERSE SLAB CONSTRUCTION JOINT

### **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. I.M. 451.01 REQUIREMENTS SHALL APPLY FOR BAR CHAIRS.

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)".

M. Charles 06-12 ATEST REVISION DATE Thurs L. APPROVED BY



lowa Department of Transportation Highway Division

STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

DECEMBER, 2006

SUPERSTRUCTURE DETAILS

H24-04-06