

**SUPERSTRUCTURE NOTES:**

THE FLOOR SLAB AS SHOWN INCLUDES 1/2" INTEGRAL WEARING SURFACE.

FORMS FOR THE SLAB AND BARRIER RAIL ARE TO BE SUPPORTED BY THE BEAMS.

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

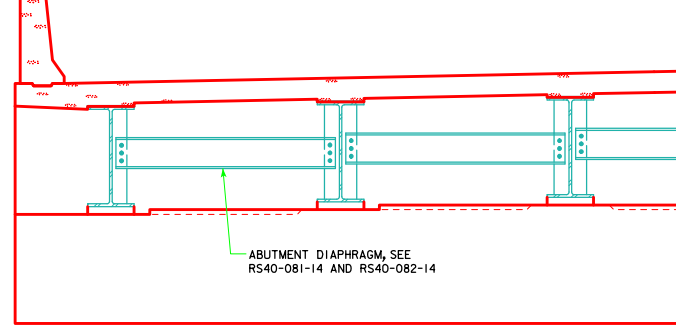
TOP TRANSVERSE REINFORCING STEEL IS TO BE PARALLEL TO AND 2 1/2" CLEAR BELOW TOP OF SLAB. BOTTOM TRANSVERSE REINFORCING STEEL IS TO BE PARALLEL TO AND 1" CLEAR ABOVE BOTTOM OF SLAB. TOP AND BOTTOM REINFORCING STEEL IS TO BE SUPPORTED BY INDIVIDUAL BAR CHAIRS SPACED AT NOT MORE THAN 3'-0" CENTERS LONGITUDINALLY AND TRANSVERSELY, OR BY CONTINUOUS ROWS OF BAR HIGH CHAIRS OR SLAB BOLSTERS SPACED 4'-0" APART. I.M. 451.01 REQUIREMENTS SHALL APPLY FOR BAR CHAIRS, BAR HIGH CHAIRS, AND SLAB BOLSTERS.

TRANSVERSE SLAB REINFORCING MAY BE SPLICED WITH ONE LAP LOCATED AS FOLLOWS: TOP BARS - LAP MIDWAY BETWEEN BEAMS (MIN. LAP = 1'-10"). BOTTOM BARS - LAP OVER GIRDERS (MIN. LAP = 1'-10"). PAYMENT FOR REINFORCING BARS SHALL BE BASED ON NO SPLICES, AND NO ALLOWANCE SHALL BE MADE FOR THE ADDITIONAL LENGTH OF BAR REQUIRED FOR THE USE OF SPLICES.

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

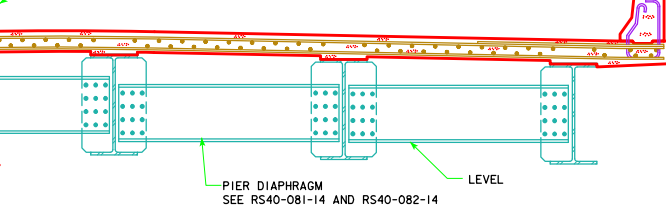
**HALF SECTION NEAR ABUTMENT**

NOTE: STEEL ABUTMENT DIAPHRAGMS OMITTED FOR CLARITY. SEE RS40-081-14 AND RS40-082-14

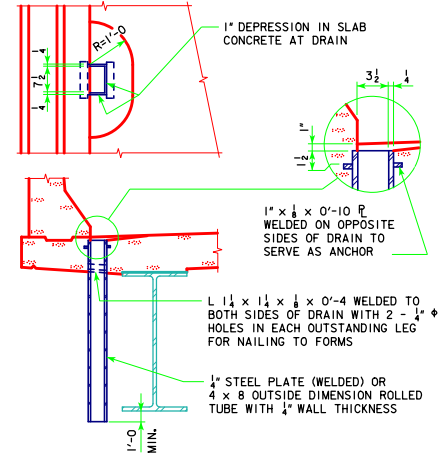


**HALF SECTION NEAR INTERMEDIATE DIAPHRAGM**

SYMMETRICAL ABOUT CL BRIDGE - REINFORCING ONLY



**HALF SECTION NEAR PIER**



**HALF SECTION NEAR ABUTMENT**

NOTE: REINFORCING OMITTED FOR CLARITY. FOR BEAM CAMBER AND THEORETICAL CONCRETE HAUNCH DIAGRAM, SEE MISC. DETAILS WORK SHEET FOR APPROPRIATE LENGTH BRIDGE.

**DRAIN DETAIL NOTE:**  
DRAINS ARE TO BE GALVANIZED. FOR NUMBER OF DRAINS REQUIRED AND LOCATION SEE "GENERAL INFORMATION SHEET" (WORKING STANDARD 5251). WEIGHT OF DRAINS IS SHOWN ON THE SUMMARY QUANTITIES SHEET IN THE BRIDGE PLANS

DATA FOR ONE DRAIN					
BEAM SIZE	W30	W33	W36	W40	W44
WT. LBS.	82	87	92	96	105
LENGTH FT.	4'-3	4'-7	4'-9	5'-0	5'-5

LATEST REVISION DATE  
*Thomas E. McQuinn*  
APPROVED BY BRIDGE ENGINEER

**IOWADOT** Highway Division  
STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES  
**ROLLED STEEL BEAM BRIDGES**  
OCTOBER, 2014  
**UNSYMMETRICAL CROSS SECTIONS**  
160'-0"-340'-0" SPANS  
**RS40-018-14**