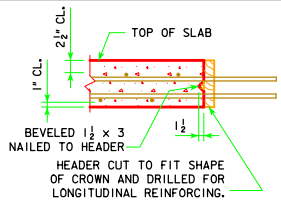
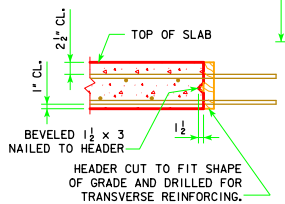
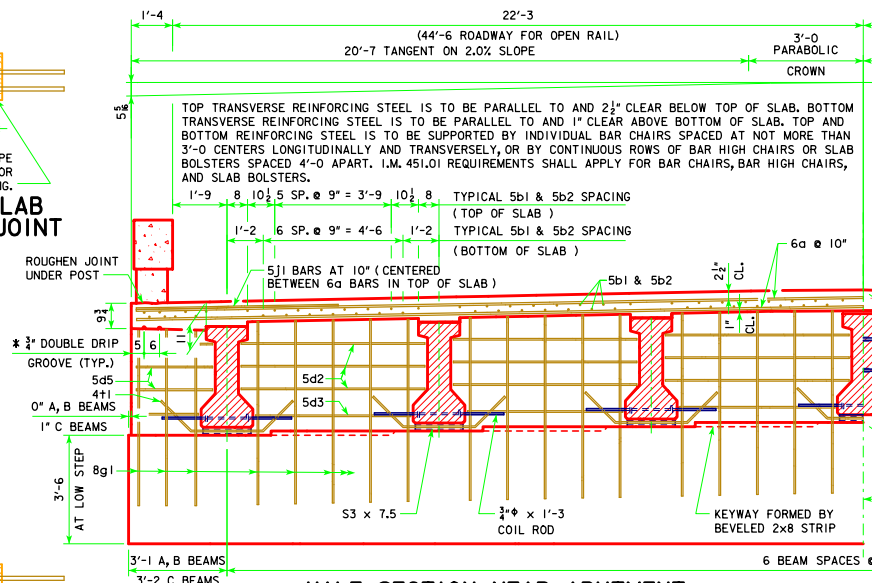


TRANSVERSE SLAB CONSTRUCTION JOINT

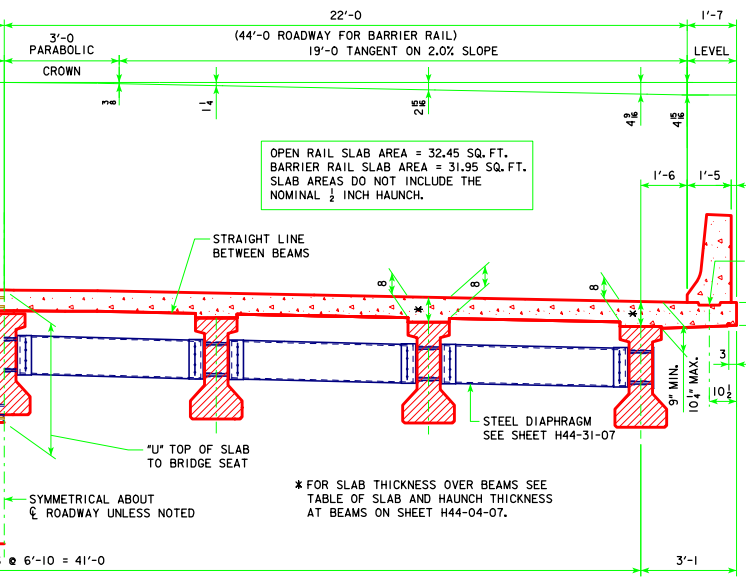


LONGITUDINAL SLAB CONSTRUCTION JOINT



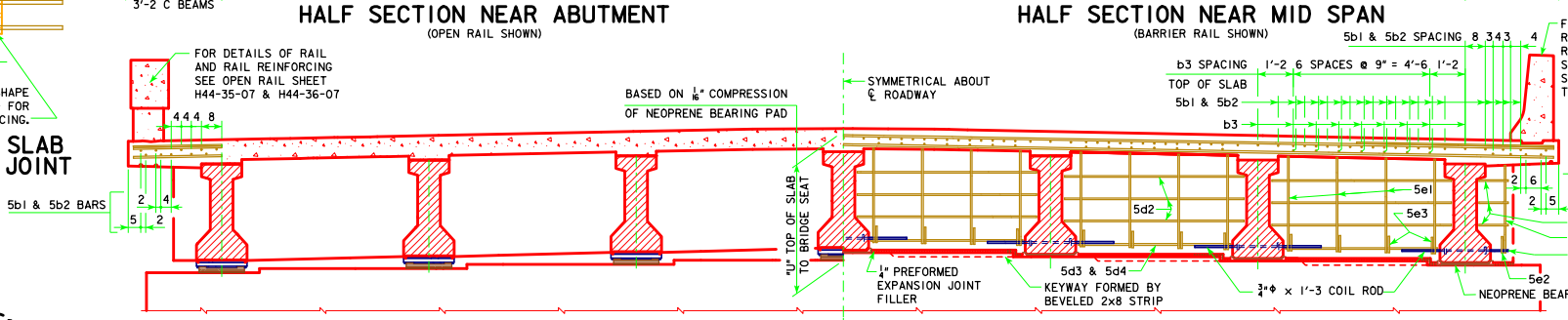
HALF SECTION NEAR ABUTMENT

(OPEN RAIL SHOWN)



HALF SECTION NEAR MID SPAN

(BARRIER RAIL SHOWN)



SECTION NEAR PIER

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.

WEIGHT OF DRAINS IS INCLUDED IN THE STRUCTURAL STEEL QUANTITY.

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)".

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 BEAMS (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.

LENGTH OF S3 x 7.5

(ABUTMENT BEAM SEAT)

BEAM BOTTOM FLANGE WIDTH	LENGTH OF S3 x 7.5
1'-5	1'-3½
1'-8	1'-6½

06-12
LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

MARCH, 2007

SUPERSTRUCTURE DETAILS | H44-03-07

REVISED 06-12 - I.M. REQUIREMENT ADDED TO BAR CHAIR NOTE.