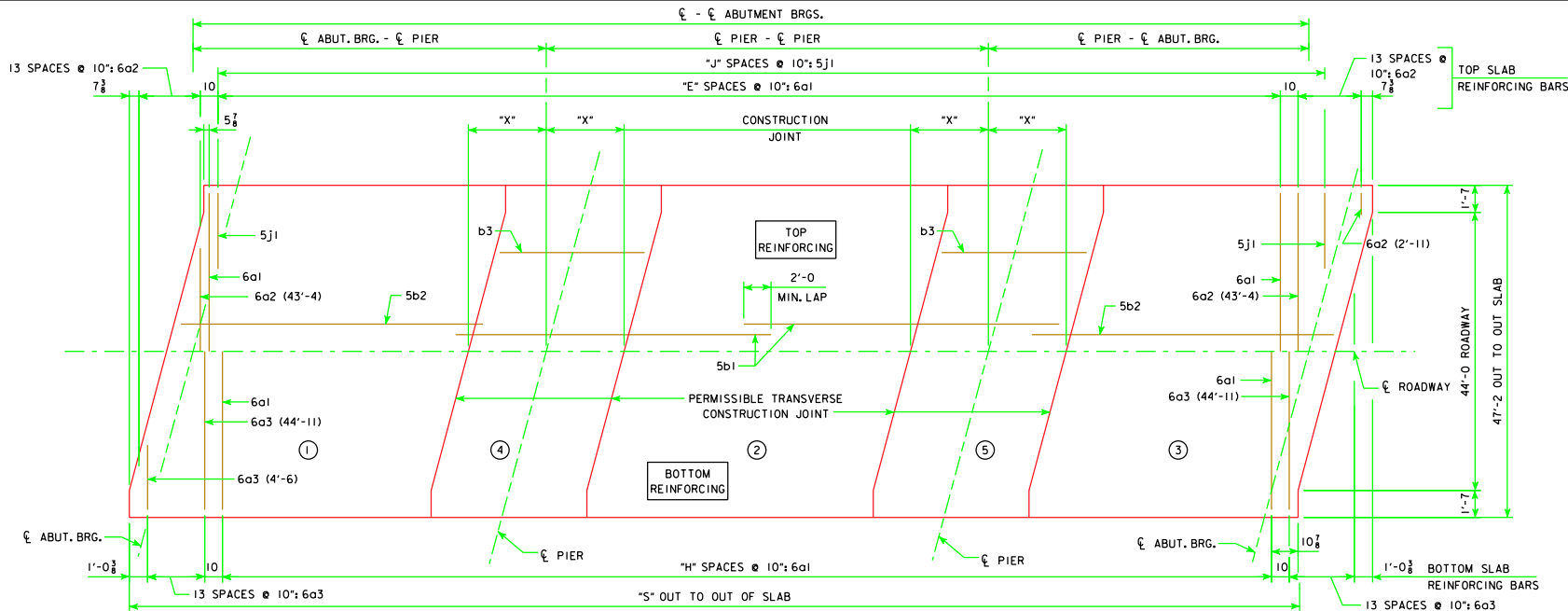




NOTE: CONCRETE DECK SLAB SHALL BE PLACED IN SECTIONS AND SEQUENCES INDICATED. ALTERNATE PROCEDURES FOR PLACING SLAB CONCRETE MAY BE SUBMITTED FOR APPROVAL TOGETHER WITH A STATEMENT OF THE PROPOSED METHOD AND EVIDENCE THAT THE CONTRACTOR POSSESSES THE NECESSARY EQUIPMENT AND FACILITIES TO ACCOMPLISH THE REQUIRED RESULTS.

ESTIMATED QUANTITIES (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS)		£-£ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
STRUCTURAL CONCRETE SUPERSTRUCTURE (INCLUDES ABUTMENT WINGS)	WITH BARRIER RAIL WITH OPEN RAIL	C.Y.	238.3	253.3	278.9	294.1	309.7	338.2	353.4	369.3	390.1
STRUCTURAL CONCRETE ABUTMENTS (w/ WOOD PILES) ***		C.Y.	38.3	38.1	38.0	38.0	37.9	-----	-----	37.3	394.3
STRUCTURAL CONCRETE ABUTMENTS (w/ STEEL H PILES) ***		C.Y.	40.0	40.0	40.0	40.0	40.0	47.8	47.8	47.8	47.8
PRETENSIONED PRESTRESSED CONCRETE BEAM, CENTER SPAN		NO.	7-450	7-A55	7-B59	7-B63	7-B67	7-C71	7-C75	7-C80	7-C80
PRETENSIONED PRESTRESSED CONCRETE BEAM, END SPAN		NO.	14-A42	14-A46	14-B50	14-B55	14-B59	14-C63	14-C67	14-CT1	14-CT1
CONCRETE RAIL (BARRIER OR OPEN)		L.F.	311.9	336.9	336.9	386.9	411.9	456.7	481.7	506.7	540.0
STRUCTURAL STEEL (w/ PILE BENT PIERS & DRAINS)		L.B.	5577	5577	5665	5665	5665	5630	5630	5630	5630
STRUCTURAL STEEL (w/ PILE BENT PIERS & NO DRAINS)		L.B.	5009	5009	5009	5009	5009	4894	4894	4894	4894
STRUCTURAL STEEL (w/ TEE PIERS & DRAINS)		L.B.	6831	6831	6919	6919	6919	7111	7111	7111	7111
STRUCTURAL STEEL (w/ TEE PIERS & NO DRAINS)		L.B.	6263	6263	6263	6263	6263	6375	6375	6375	6375
EPOXY COATED REINF. STEEL (w/ WOOD PILES & BARRIER RAIL)		L.B.	66,715	71,451	76,291	81,500	86,127	-----	-----	-----	-----
EPOXY COATED REINF. STEEL (w/ WOOD PILES & OPEN RAIL)		L.B.	67,458	72,154	77,149	82,542	87,103	-----	-----	-----	-----
EPOXY COATED REINF. (w/ STEEL H PILES & BARRIER RAIL)		L.B.	66,900	71,529	76,260	81,446	86,966	93,737	99,278	103,804	109,713
EPOXY COATED REINF. (w/ STEEL H PILES & OPEN RAIL)		L.B.	67,643	72,232	77,118	82,488	88,942	95,691	101,145	105,876	111,839
NO. OF WOOD PILES, TREATED FOR TWO ABUTMENTS		NO.	30	32	34	34	36	-----	-----	-----	-----
NO. OF STEEL H-PILES FOR TWO ABUTMENTS (HP 10 x 57)		NO.	14	14	14	16	16	20	22	22	22
PREBORED HOLES (W/WOOD PILES)		L.F.	300	320	340	340	360	-----	-----	-----	-----
PREBORED HOLES (W/STEEL H-PILES)		L.F.	140	140	140	160	160	200	220	220	220

CONCRETE PLACEMENT QUANT. (SUPERSTRUCTURE PLUS INTEGRAL ABUTMENTS)		Σ-Σ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
SLAB INCLUDING HAUNCH, ABUT. DIAPHRAGM, & WINGWALLS***, SECTIONS 1 & 3	WITH BARRIER RAIL	C.Y.	130.2	138.8	153.6	162.4	171.2	189.8	198.8	208.2	229.0
	WITH OPEN RAIL	C.Y.	131.5	140.2	155.2	164.1	173.1	191.7	200.8	210.4	231.4
SLAB INCLUDING HAUNCH, SECTION 2	WITH BARRIER RAIL	C.Y.	47.3	51.1	54.9	58.7	62.3	66.4	70.2	74.1	74.1
	WITH OPEN RAIL	C.Y.	48.0	51.9	55.7	59.6	63.3	67.4	71.2	75.2	75.2
SLAB INCLUDING HAUNCH & PIER DIAPHRAGM, SECTIONS 4 & 5	WITH BARRIER RAIL	C.Y.	53.6	56.2	62.8	65.4	68.6	73.6	76.0	78.6	78.6
	WITH OPEN RAIL	C.Y.	54.1	56.7	63.4	66.0	69.2	74.2	76.7	79.3	79.3
ABUTMENT WINGS		C.Y.	7.2	7.2	7.6	7.6	7.6	8.4	8.4	8.4	8.4
ABUTMENT FOOTINGS (w/ WOOD PILES) ***		C.Y.	38.3	38.1	38.0	38.0	37.9	-----	-----	-----	-----
ABUTMENT FOOTINGS (w/ STEEL H PILES) ***		C.Y.	40.0	40.0	40.0	40.0	40.0	47.8	47.8	47.8	47.8

GENERAL DATA		ℓ-ℓ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10	201'-4	213'-10	226'-4	243'-0
VERTICAL CURVE	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. BRG.	"U"	3'-8 $\frac{1}{8}$	3'-7 $\frac{13}{16}$	4'-2 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-9 $\frac{3}{8}$	4'-9 $\frac{3}{8}$
	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 $\frac{1}{8}$	3'-6 $\frac{5}{8}$	4'-1 $\frac{1}{2}$	4'-1 $\frac{5}{8}$	4'-1 $\frac{5}{8}$	4'-7 $\frac{5}{8}$	4'-7 $\frac{5}{8}$	4'-7 $\frac{3}{8}$	4'-7 $\frac{3}{8}$
STRAIGHT GRADE	TOP OF SLAB TO ABUT. CONSTR. JT. AT C.L. ABUT. BRG.	"U"	3'-8 $\frac{1}{8}$	3'-7 $\frac{7}{8}$	4'-2 $\frac{1}{2}$	4'-2 $\frac{1}{2}$	4'-3 $\frac{1}{8}$	4'-8 $\frac{1}{2}$	4'-8 $\frac{1}{2}$	4'-9 $\frac{3}{8}$	4'-10
	TOP OF SLAB TO PIER TOP AT C.L. PIER*	"U"	3'-6 $\frac{5}{8}$	3'-6 $\frac{5}{8}$	4'-1 $\frac{1}{2}$	4'-1 $\frac{5}{8}$	4'-2 $\frac{1}{2}$	4'-7 $\frac{3}{8}$	4'-7 $\frac{3}{8}$	4'-8 $\frac{1}{8}$	948.7
D.L. PIER REACTION (D.L. + F.W.S.)		KIPS	481.4	519.5	594.8	635.1	675.5	812.5	858.0	903.9	948.7
L.L. PIER REACTION (H.93) NO IMPACT		KIPS	264.7	274.5	283.9	293.1	302.2	311.0	322.9	341.9	362.6
NO. OF SPACES FOR 601 BARS (TOP)		"E"	155	170	185	200	215	230	245	260	280
NO. OF SPACES FOR 601 BARS (BOTTOM)		"H"	154	169	184	199	214	229	244	259	279
NO. OF SPACES FOR 5J1 BARS (TOP)		"J"	167	182	197	212	227	242	257	272	292
OUT TO OUT OF SLAB		"S"	141'-11 $\frac{1}{2}$	154'-5 $\frac{1}{2}$	166'-11 $\frac{1}{2}$	179'-5 $\frac{1}{2}$	191'-11 $\frac{1}{2}$	204'-5 $\frac{1}{2}$	216'-11 $\frac{1}{2}$	229'-5 $\frac{1}{2}$	246'-11 $\frac{1}{2}$
SLAB TRANSVERSE CONSTR. JT. DISTANCE FROM C.L. PIER		"X"	6'-7	7'-1	7'-7	8'-1	8'-8	9'-2	9'-8	10'-2	10'-2

* VALUES SHOWN ARE FOR FIXED PIERS ONLY AND ALLOW FOR $\frac{1}{16}$ INCH DEFLECTION OF THE 1 INCH NEOPRENE BEARING PAD. AT EXPANSION PIER LOCATIONS ADD $3\frac{1}{16}$ INCHES TO "U" VALUES SHOWN.

** WINGWALLS APPLY ONLY TO BRIDGES USING "C" BEAMS.

*** SEE SHEET H44-17-07 FOR ADDITIONAL CONCRETE
REQUIRED IN ABUTMENT FOOTINGS.

11-09 LATEST REVISION DATE	 Iowa Department of Transportation Highway Division	
	STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES MARCH, 2007	
APPROVED BY: <i>Norman E. McQuinn</i> APPROVED BY: _____ APPROVED BY: _____ APPROVED BY: _____	SUPERSTRUCTURE DETAILS 15° SKEW	H44-15-07