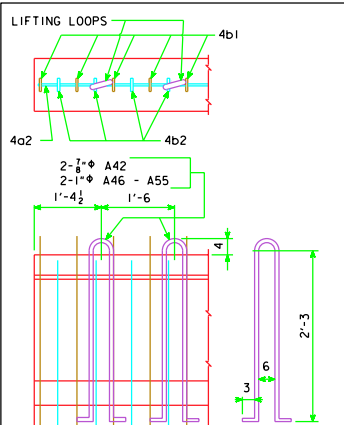
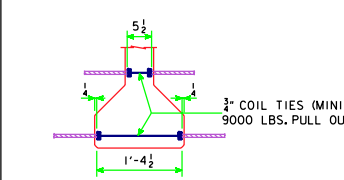


REVISED 11-09 - THE SPECIFICATION REFERENCES WERE CHANGED. THE BEAM DATA WAS UPDATED TO THE CURRENT BEAMS.

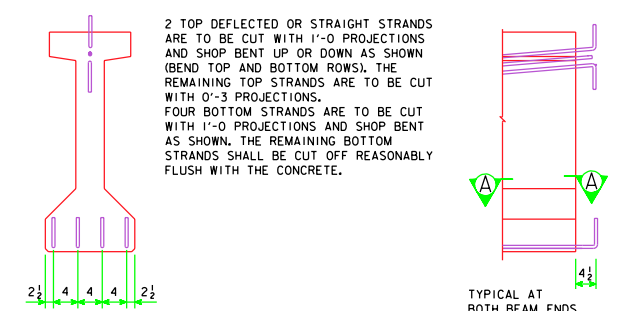


LIFTING LOOP DETAIL
ALTERNATE TYPES MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER. LIFTING LOOPS ARE TO BE STRUCTURAL GRADE.

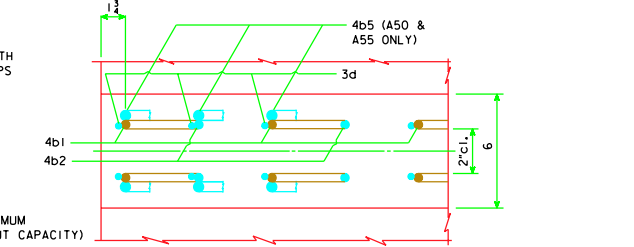


COIL TIE DETAIL
NUMBER AND EXACT LOCATION OF COIL TIES TO BE AS DETAILED ON SPECIFIC BRIDGE DESIGN.

ΔΔ 4b1 BARS TO BE EPOXY COATED.
** WHERE DEFLECTING STRANDS INTERFERE WITH PLACEMENT, SOME IN-PLACE BENDING MAY BE NECESSARY.

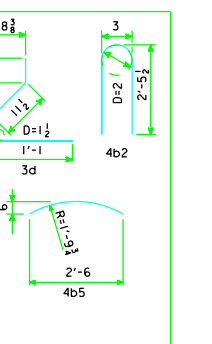


STRAND PROJECTION AT BEAM ENDS WHEN EMBEDDED IN CONCRETE END DIAPHRAGMS



SECTION A-A SHOWING PLACEMENT OF STIRRUPS NEAR END OF BEAM

REINFORCING BAR LIST					
BEAM	A42	A46	A50	A55	
SPAN	42'-6"	46'-8"	50'-10"	55'-0"	
BAR SHAPE	NO.	LENGTH	NO.	LENGTH	NO.
5a1	4	22'-10"	4	24'-11"	4
4a2	2	3'-3"	2	3'-3"	2
4b1	40	6'-8"	44	6'-8"	46
4b2	12	5'-0"	12	5'-0"	8
4b5	—	—	—	8	2'-9"
3c1	40	1'-3"	44	1'-3"	46
3d	104	2'-8"	112	2'-8"	108
3e	20	1'-6"	20	1'-6"	18



ALL DIMENSIONS ARE OUT TO OUT. RADIUS TO ϕ BAR. D = PIN DIAMETER.

A BEAM DATA

BEAM	SPAN LENGTH ϕ - ϕ BEARING	OVERALL BEAM LENGTH (L)	STRAND SIZE	NO. OF STRANDS		TOTAL INITIAL PRESTRESS ϕ KIPS	HOLD DOWN FORCE-KIPS	CAMBER (in.)		DEFLECTION (in.) Δ_D		PERMISSIBLE SPACING		WEIGHT (TONS)	CONCRETE (C. Y.)	REINFORCING STEEL (Lb)		
				STRAIGHT	DEFLECTED			AT RELEASE	AFTER LOSSES	IMMEDIATE Δ_1 (ELASTIC)		TIME (PLASTIC) Δ_2						
										CONC.	STEEL	CONC.	STEEL				HL93 LOADING	
A42	42'-6"	43'-6"	0.6"	7	2	383	9.3	0.70	1.24	0.38	0.35	0.09	0.09	7'-6"	7'-6"	7.1	3.49	452
A46	46'-8"	47'-8"	0.6"	8	2	426	8.5	0.76	1.35	0.50	0.47	0.13	0.12	7'-6"	7'-6"	7.7	3.82	488
A50	50'-10"	51'-10"	0.6"	9	3	510.9	11.7	1.02	1.82	0.69	0.65	0.17	0.16	7'-6"	7'-6"	8.4	4.15	503
A55	55'-0"	56'-0"	0.6"	10	3	553.4	10.8	1.29	2.30	0.94	0.88	0.23	0.22	7'-6"	7'-6"	9.1	4.49	547

- ① DEFLECTIONS AT MID-SPAN DUE TO WEIGHT OF SLAB AND DIAPHRAGM. THE DEFLECTIONS SHOWN ARE FOR A SLAB WEIGHT OF 75 #/FT. (8" SLAB AND 7'-6" BEAM SPACING) AND ONE CONCRETE DIAPHRAGM (1912 #) OR ONE STEEL DIAPHRAGM (285 #) AT ϕ OF SPAN. FOR DIFFERENT SLAB AND DIAPHRAGM WEIGHTS, DEFLECTIONS WILL BE DIRECTLY PROPORTIONAL.
- ② DEFLECTIONS DUE TO THE COMBINED EFFECT OF CREEP DUE TO WEIGHT OF SLAB AND DIAPHRAGMS FOR DETAILING PURPOSE:
 TOTAL BEAM DEFLECTIONS AT ϕ OF SPAN, Δ_D , DUE TO WEIGHT OF SLAB AND DIAPHRAGMS FOR DETAILING PURPOSE:
 (A) $\Delta_D = \Delta_1 + \Delta_2$ FOR SIMPLE SPAN.
 (B) $\Delta_D = \Delta_1 + 2\Delta_2$ FOR END SPANS OF CONTINUOUS BRIDGE.
 (C) $\Delta_D = \Delta_1 + \Delta_2$ FOR INTERIOR SPANS OF CONTINUOUS BRIDGE.
- ③ TOTAL INITIAL PRESTRESS IS BASED ON 72.6% f_s , $f_s = 270$ ksi AND $A_s = 0.217$ sq. in.

* MINIMUM CONCRETE f_c (AT 28 DAYS) SHALL BE 7,000 psi. MINIMUM f_c AT RELEASE SHALL BE 6,000 psi.

SPECIFICATIONS:
CONSTRUCTION: STANDARD SPECIFICATIONS OF THE IOWA DEPARTMENT OF TRANSPORTATION, CURRENT SERIES, WITH CURRENT APPLICABLE SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS.
DESIGN: A.A.S.H.T.O. LRFD, SERIES OF 2007, WITH MINOR MODIFICATIONS.

DESIGN STRESSES:
DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE TO BE IN ACCORDANCE WITH A.A.S.H.T.O. LRFD SPECIFICATIONS FOR HIGHWAY BRIDGES, SERIES OF 2007:
 REINFORCING STEEL IN ACCORDANCE WITH SECTION 5, GRADE 60.
 CONCRETE IN ACCORDANCE WITH SECTION 5, $f_c = 5000$ psi (EXCEPT AS NOTED)
 PRESTRESSING STEEL IN ACCORDANCE WITH SECTION 5, $f_s = 270,000$ psi.

NOTES:
THESE BEAMS ARE DESIGNED FOR AASHTO LIVE LOADS AS INDICATED IN ABOVE TABLE WITH AN ALLOWANCE OF 20 LB. PER SQUARE FOOT OF ROADWAY FOR FUTURE WEARING SURFACE.
HOLD DOWN POINTS FOR DEFLECTED STRANDS MAY BE MOVED TOWARD ENDS OF BEAM A DISTANCE OF 0.05 L MAXIMUM AT PRODUCER'S OPTION.
ALL PRESTRESSING STRANDS SHALL CONFORM TO ASTM A416 GRADE 270 LOW RELAXATION STRAND.
TOPS OF BEAMS ARE TO BE STRUCK OFF LEVEL AND FINISHED AS PER MATERIALS IM570.
BEARINGS SHALL BE AS DETAILED ON OTHER DESIGN SHEETS.
BEAMS TO BE USED IN BRIDGES MADE CONTINUOUS BY THE POURED IN PLACE FLOOR, ARE TO BE AT LEAST 28 DAYS OLD BEFORE THE FLOOR IS PLACED UNLESS A SHORTER CURING TIME IS APPROVED BY THE BRIDGE ENGINEER.
THE PORTIONS OF THE PRESTRESSING BEAMS THAT ARE TO BE EMBEDDED IN THE ABUTMENT AND PIER DIAPHRAGMS SHALL BE ROUGHENED FOR A DISTANCE OF 10" FROM THE BEAM END BY SANDBLASTING OR OTHER APPROVED METHODS TO PROVIDE SUITABLE BOND BETWEEN THE BEAM AND THE DIAPHRAGM IN ACCORDANCE WITH ARTICLE 2403.03, 1, OF THE STANDARD SPECIFICATIONS.
ALL BEAMS ARE TO BE INCREASED IN LENGTH TO COMPENSATE FOR ELASTIC SHORTENING, CREEP AND SHRINKAGE.
IF THE STEEL DIAPHRAGM OPTION IS ALLOWED AND USED, HOLES MUST BE CAST IN THE WEB TO ACCOMMODATE THE STEEL DIAPHRAGM ATTACHMENTS AS DETAILED ON THE STEEL DIAPHRAGM DETAIL SHEET.
IF SOLE PLATE IS REQUIRED FOR BEARING, SOLE PLATE IS TO BE SET IN FORMS WHEN BEAM IS CAST AND FORMED OUT BELOW TO EXCLUDE CONCRETE AS DETAILED ON THE BEARING SHEET.
0.6" DIAMETER STRANDS STRESSED TO NOT MORE THAN 5,000 LBS. EACH MAY BE USED IN LIEU OF THE ϕ BARS WHICH RUN THE FULL LENGTH OF THE BEAM IN THE TOP FLANGE.

LATEST REVISION DATE	11-09	M. C. McQuinn APPROVED BY BRIDGE ENGINEER	<p>Iowa Department of Transportation Highway Division</p>	STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE
				<p>PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES</p> <p>MARCH, 2007</p>
			A BEAM DETAILS	H44-25-07