

GENERAL NOTES :

1. Tolerances shown are maximum permissible variations from the dimensions shown on the plans or shop drawings. Tolerances shall not be considered cumulative. Longitudinal tolerances are based on design length. Casting length shall be adjusted to compensate for shrinkage and plastic flow.

2. End stirrup bars shall not be more than 50mm from the end of the beam.

3. Mild reinforcing steel concrete cover tolerance shall be -3mm to + 10mm.

④ Tolerances for reinforcing bars for composite beam.

⑤ Variation of camber shall not be more than 25 mm on one span nor more than 13 mm between adjacent members to be measured at time of erection.

Permitted camber variation from design camber is as follows:

I-beam or bulb-tee beam: ±3 mm per 3-m length with ±13 mm maximum for member length of 24 m or less
±25 mm maximum for member length of greater than 24 m

Box beam: ±3 mm per 3-m length with ±13 mm maximum

⑥ Tolerance in length of beam shall be checked after the final curing phase and within three days prior to shipping.

⑦ Horizontal-alignment tolerance shall be checked immediately after removal of forms and strand release, and prior to removal from bed.

⑧ At concrete bearing area, deviation from plane surface when tested in all directions of the plane surface with a steel straightedge shall not be more than ±2 mm.

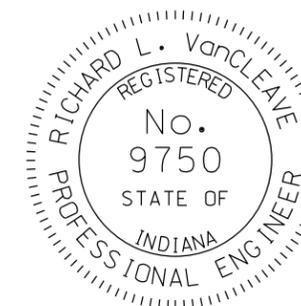
All Dimensions are in mm unless otherwise specified.

INDIANA DEPARTMENT OF TRANSPORTATION

FABRICATION TOLERANCES
GENERAL NOTES

SEPTEMBER 2011

STANDARD DRAWING NO. 707-BPBF-04



DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave 09/01/11
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 09/01/11
CHIEF HIGHWAY ENGINEER DATE