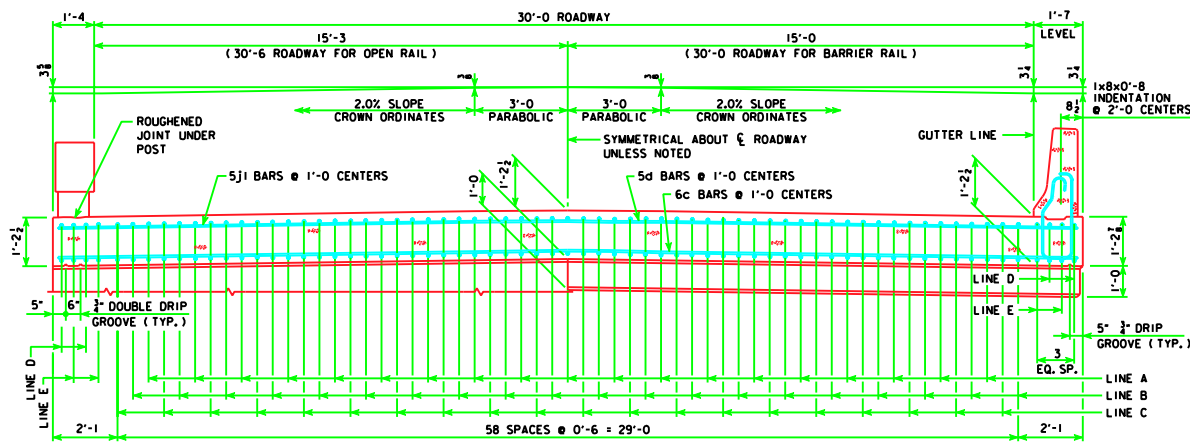




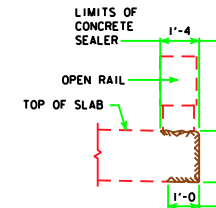
HALF SECTION NEAR ABUTMENT

HALF SECTION NEAR PIER

SLAB CROSS-SECTIONAL AREA
FOR OPEN RAIL = 40.08 SQ. FT.

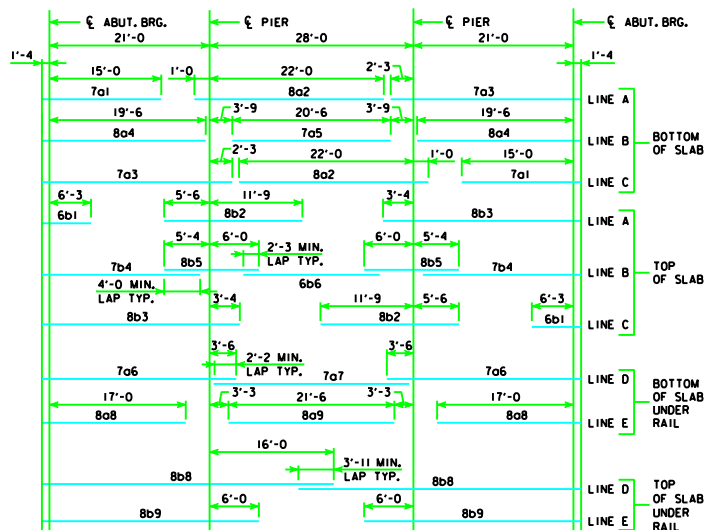
NOTE: TOP LONGITUDINAL REINFORCING
STEEL IS TO BE PARALLEL TO AND $2\frac{1}{2}$ "
CLEAR BELOW TOP OF SLAB. BOTTOM
LONGITUDINAL REINFORCING STEEL IS
TO BE PARALLEL TO AND $1\frac{1}{2}$ " CLEAR
ABOVE BOTTOM OF SLAB. REINFORCING
STEEL IS TO BE SECURELY WIRED IN PLACE
AND ADEQUATELY SUPPORTED ON METAL
BAR CHAIRS BEFORE CONCRETE IS POURED.

SLAB CROSS-SECTIONAL AREA
FOR BARRIER RAIL = 40.13 SQ. FT.

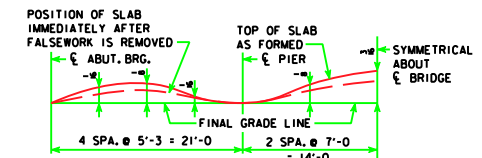


CONCRETE SEALER LIMITS FOR OPEN RAILS

CONCRETE SEALER SHALL BE APPLIED TO BOTH SIDES OF
BRIDGE SLAB ON THE TOP, EDGE OF SLAB AND UNDER SLAB
FOR FULL LENGTH OF BRIDGE TO LIMITS SHOWN IN DETAIL.
SEALER SHALL BE APPLIED IN ACCORDANCE WITH STANDARD
SPECIFICATION 2403.21D.

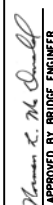


PLACEMENT FOR LONGITUDINAL REINFORCEMENT



FORM CAMBER DIAGRAM

THIS DIAGRAM SHOWS THE FORM CAMBER REQUIRED TO COMPENSATE
FOR THE ANTICIPATED ULTIMATE DEAD LOAD DEFLECTION. THE ABOVE
DIMENSIONS DO NOT INCLUDE ANY ALLOWANCE FOR FORM DEFLECTION
OR FALSEWORK SETTLEMENT.

LATEST REVISION DATE	 APPROVED BY BRIDGE ENGINEER	 Iowa Department of Transportation Highway Division	
		STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
		SUPERSTRUCTURE DETAILS 70'-0" BRIDGE	J30-02B-06
		NON-EPOXY COATED REINFORCING	