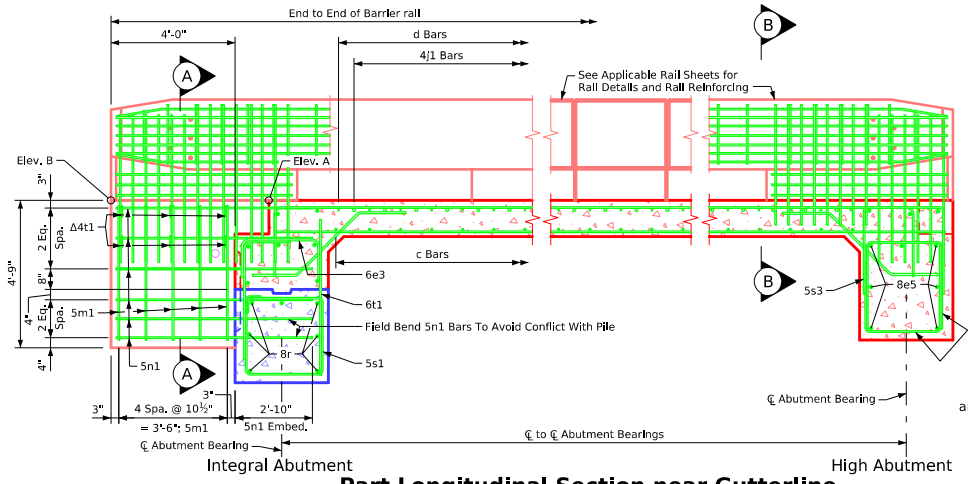
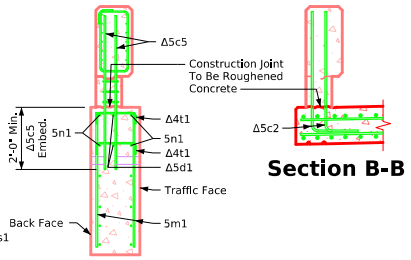


Part Longitudinal Section near Gutterline

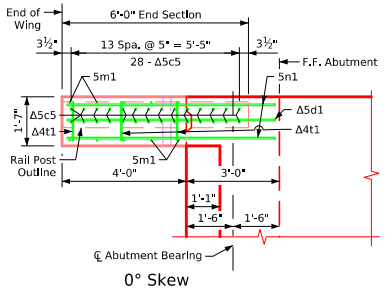


Section B-B

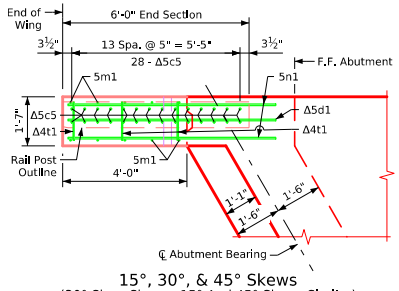
Section A-A

Δ Note:
See Open Barrier Rail Details in these plans for bars 5c5, 5d1, and 4t1 placed with the abutment or wing.

Note:
5m1 & 5n1 bars are included in Superstructure bar list.

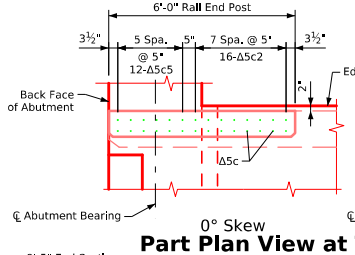


0° Skew



15°, 30°, & 45° Skews
(30° Skew Shown, 15° And 45° Skews Similar)

Part Plan View at Top of Wing - Integral Abutment with Open Rail



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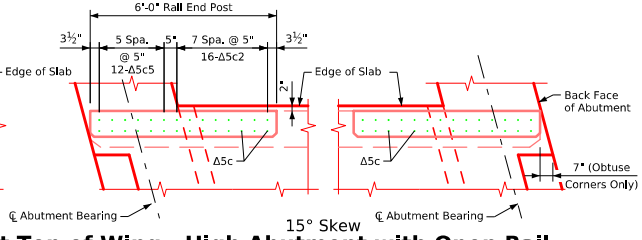
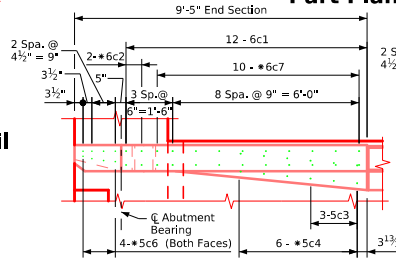


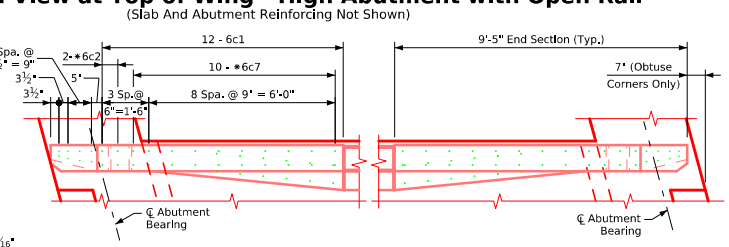
15° Skew

Part Plan View at Top of Wing - High Abutment with Open Rail

(Slab And Abutment Reinforcing Not Shown)



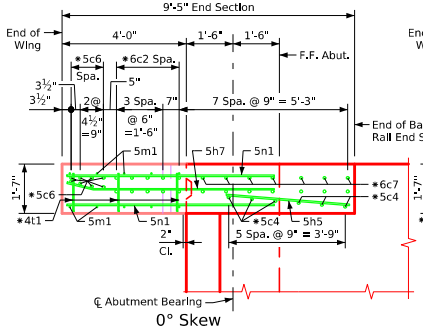
0° Skew



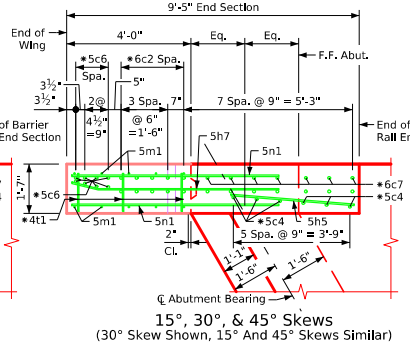
15° Skew

Part Plan View at Top of Wing - High Abutment with Single Slope Rail

(Slab And Abutment Reinforcing Not Shown)



0° Skew



15°, 30°, & 45° Skews
(30° Skew Shown, 15° And 45° Skews Similar)

Part Plan View at Top of Wing - Integral Abutment with Single Slope Rail

* Note:
See Single Slope Rail End Section Details in these plans for bars placed with the abutment or wing.

Superstructure Notes:

This bridge is designed for HL-93 loading plus an allowance of 20 pounds per square foot of roadway for future wearing surface.

The slab as shown includes a ½ inch integral wearing surface.

The minimum clear distance from face of concrete to near reinforcing bar shall be 2 inches unless otherwise noted or shown. All reinforcing steel is to be securely wired in place. See "Bar Chair Note".

All reinforcing shall be Grade 60.

The concrete slab is to be placed with a minimum of construction joints. Procedures for placing slab concrete shall 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 result. Slab falsework shall be removed prior to construction of the barrier rails, unless slab construction is staged.

Note that when portland cement approach pavement is placed, compressible joint material must be used between pavement and end of bridge.

W-Beam guardrails are alternate railing types not shown on this sheet. For W-Beam guardrail details, see Sheets J30S-36-25 and J30S-37-25. For Single Slope barrier rail details, see Sheets J30S-26-25 through J30S-31-25.

Bar Chair Note:

Top mat of reinforcing steel is to be supported by individual bar chairs spaced at not more than 3'-0" centers longitudinally and transversely. The bottom mat of reinforcing steel is to be supported by individual bar chairs spaced at not more than 3'-0" centers longitudinally and transversely, or by continuous rows of bar high chairs or slab bolsters spaced 4'-0" apart. I.M. 451.01 requirements shall apply for bar chairs, bar high chairs, and slab bolsters.

Latest Revision Date

Approved by Bridge Engineer

IOWA DOT

Standard Design - 30'-0" Roadway, Single Span Bridge

Single Span Concrete Slab Bridges

July, 2025

Superstructure Details-All Bridges

J30S-11-25