

HALF SECTION NEAR ABUTMENT

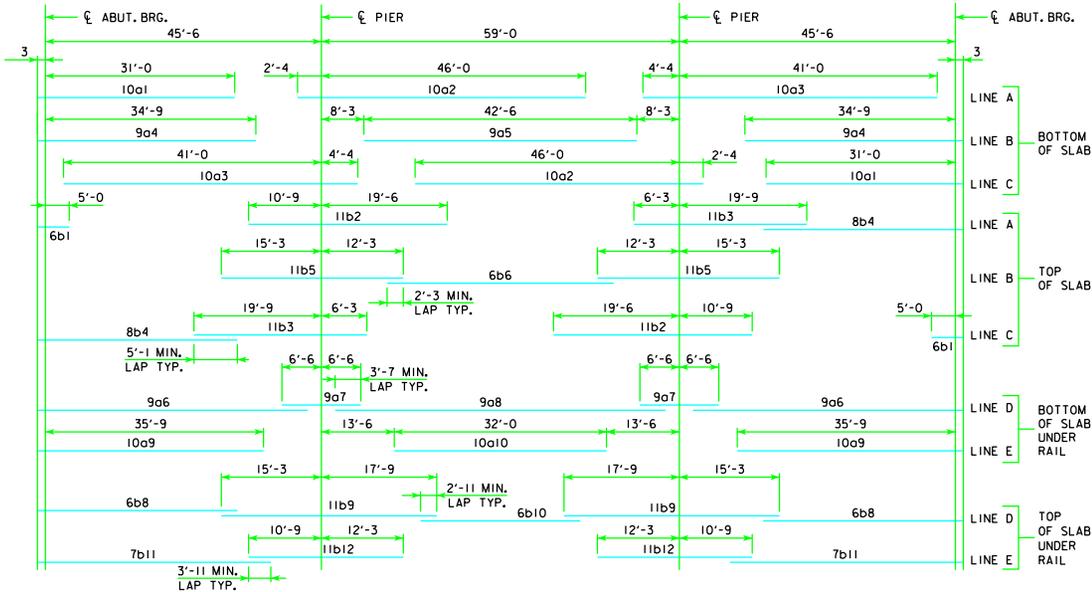
HALF SECTION NEAR PIER

* NOTE: DOUBLE DRIP GROOVES FOR OPEN RAIL OPTION ONLY.

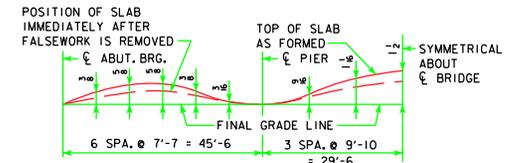
SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 66.34 SQ. FT.

NOTE: TOP LONGITUDINAL REINFORCING STEEL IS TO BE PARALLEL TO AND 2 1/2" CLEAR BELOW TOP OF SLAB. BOTTOM LONGITUDINAL REINFORCING STEEL IS TO BE PARALLEL TO AND 1 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 = 66.39 SQ. FT.



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.

12-08 LATEST REVISION DATE	 IOWA DEPARTMENT OF TRANSPORTATION Highway Division	STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES	
		CONTINUOUS CONCRETE SLAB BRIDGES	
 APPROVED BY BRIDGE ENGINEER	NOVEMBER, 2006		J30-18B-06
	SUPERSTRUCTURE DETAILS 150'-0" BRIDGE		
NON-EPOXY COATED REINFORCING			

REVISED 12-08 - CHANGED DISTANCE FROM END OF REBAR TO $\bar{\epsilon}$ ABUT. BRG. FROM 1'-4" TO 3" INCHES.