

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.

HALF SECTION NEAR ABUTMENT

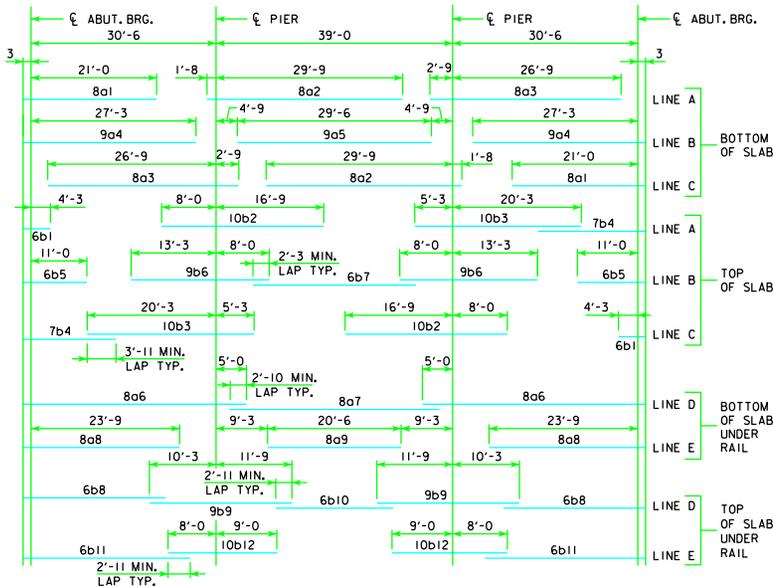
HALF SECTION NEAR PIER

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

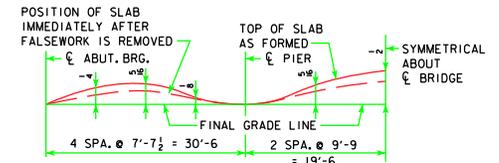
SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 48.37 SQ. FT.

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 = 48.42 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	<i>Thomas C. McQuinn</i> APPROVED BY BRIDGE ENGINEER		
		STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
SUPERSTRUCTURE DETAILS 100'-0" BRIDGE		J30-08B-06	
NON-EPOXY COATED REINFORCING			

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