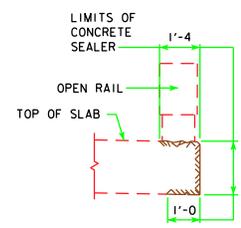
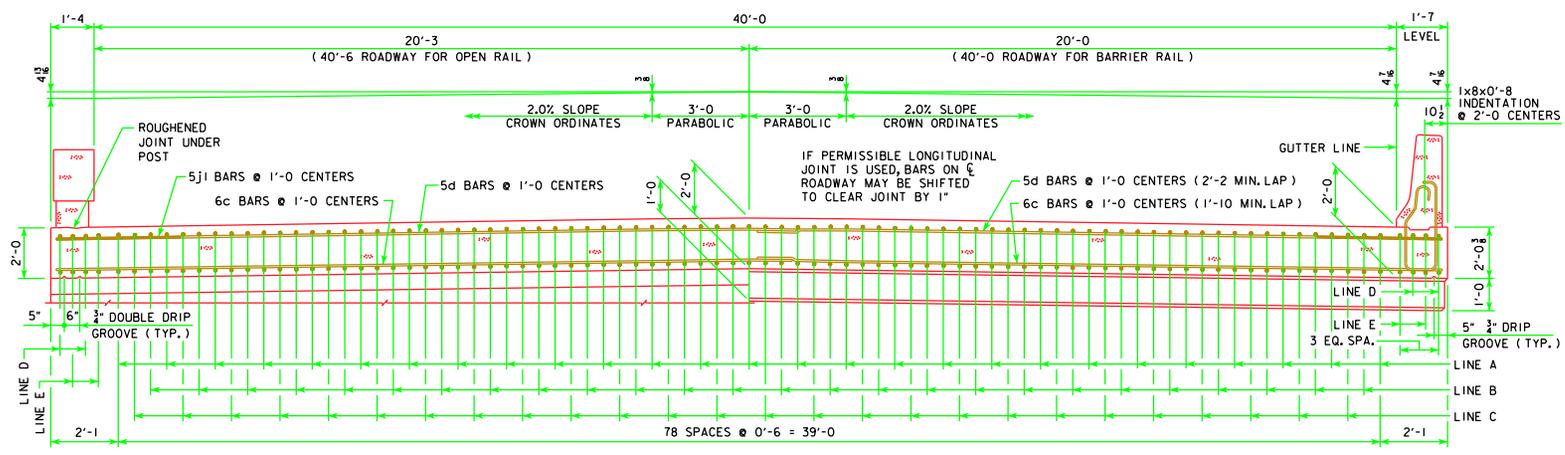


REVISED 11-08 - CHANGED DISTANCE OF END OF REBAR TO  $\bar{\bar{C}}$  OF ABUTMENT BEARING FROM 1'-4 TO 3 INCHES. REMOVED PERMISSIBLE LONGITUDINAL CONSTRUCTION JOINT.



**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.

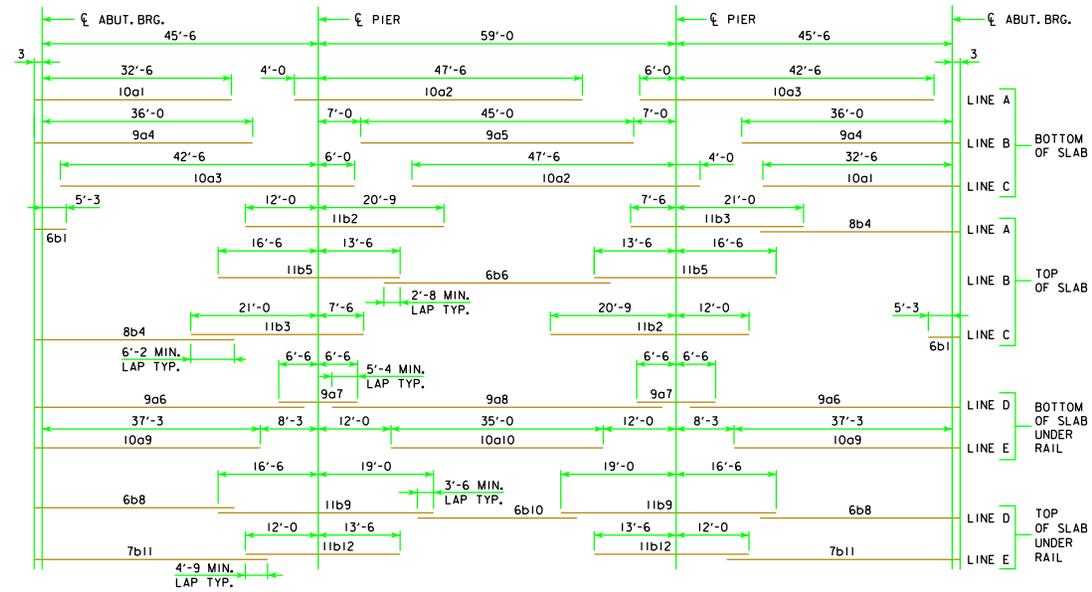
**HALF SECTION NEAR ABUTMENT**

SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 86.33 SQ. FT.

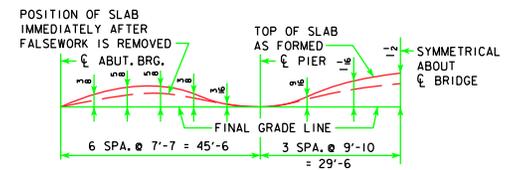
**HALF SECTION NEAR PIER**

SLAB CROSS-SECTIONAL AREA FOR BARRIER RAIL = 86.38 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 EPOXY COATED BAR CHAIRS BEFORE CONCRETE IS POURED.



**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.

11-08 LATEST REVISION DATE  <i>Thomas E. McQuinn</i> APPROVED BY BRIDGE ENGINEER	<p><b>Iowa Department of Transportation Highway Division</b></p>	
	STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES <b>CONTINUOUS CONCRETE SLAB BRIDGES</b> NOVEMBER, 2006	
SUPERSTRUCTURE DETAILS 150'-0 BRIDGE		J40-18-06