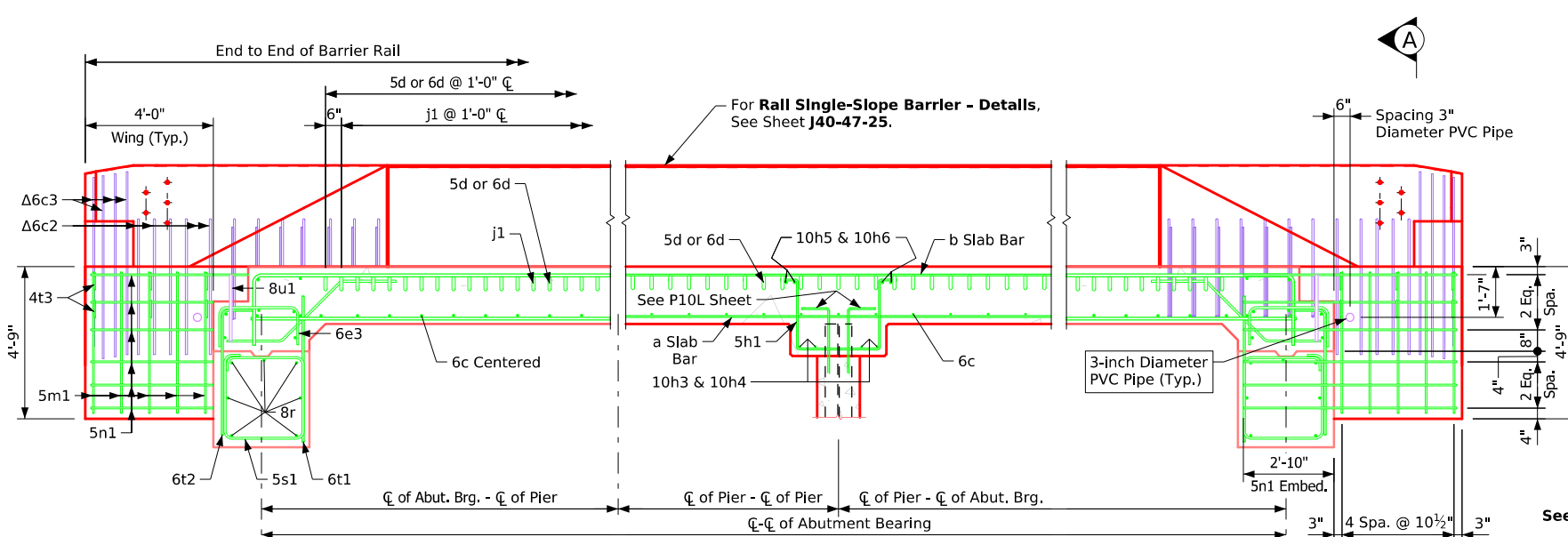
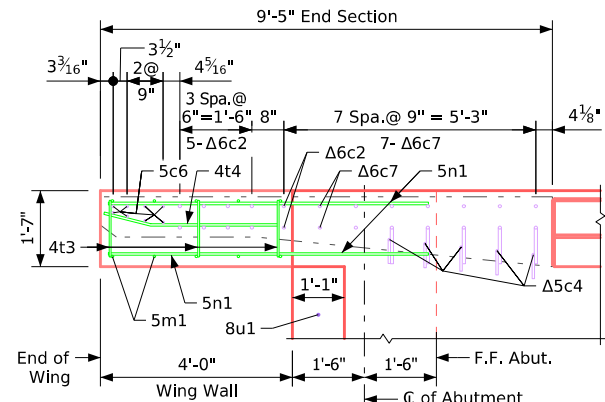
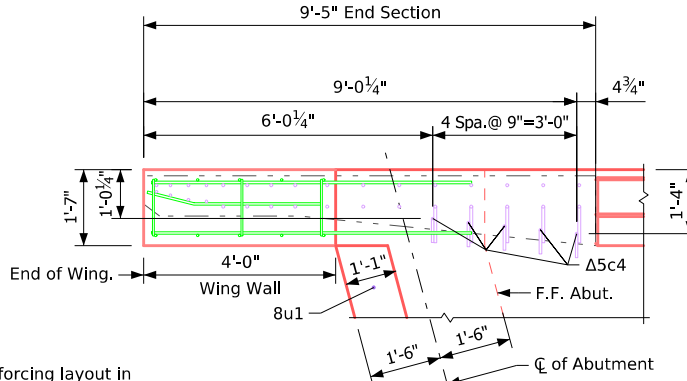




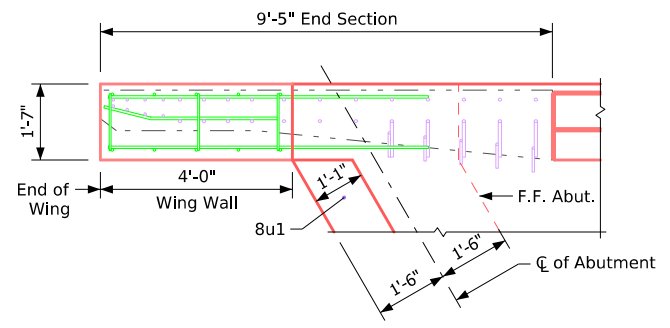
Part Longitudinal Section Near Gutter Line
(Detail Not Shown For Open Barrier Rail, For Rail Open Barrier - Details, See Sheet J40-51-25)



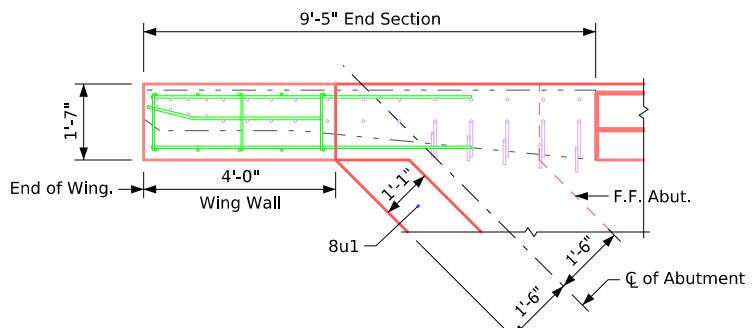
Part Plan 0° Skew
(End Section Not Shown)



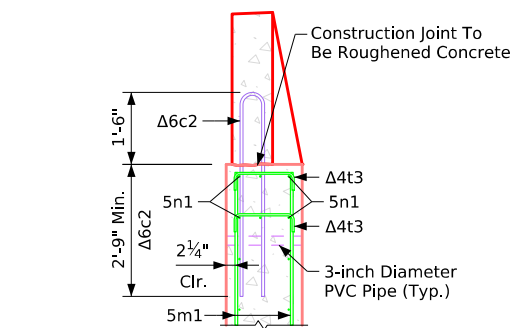
Part Plan 15° Skew
(End Section Not Shown)



Part Plan 30° Skew
(End Section Not Shown)

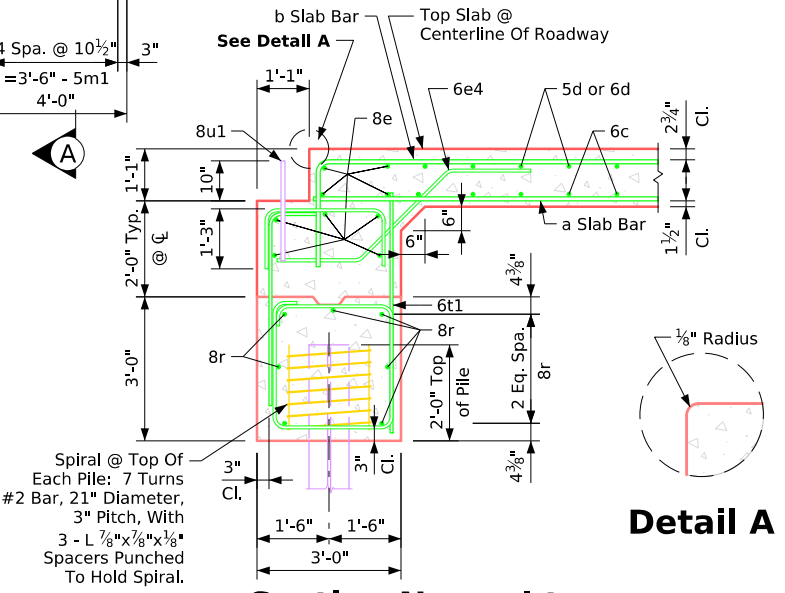


Part Plan 45° Skew
(End Section Not Shown)

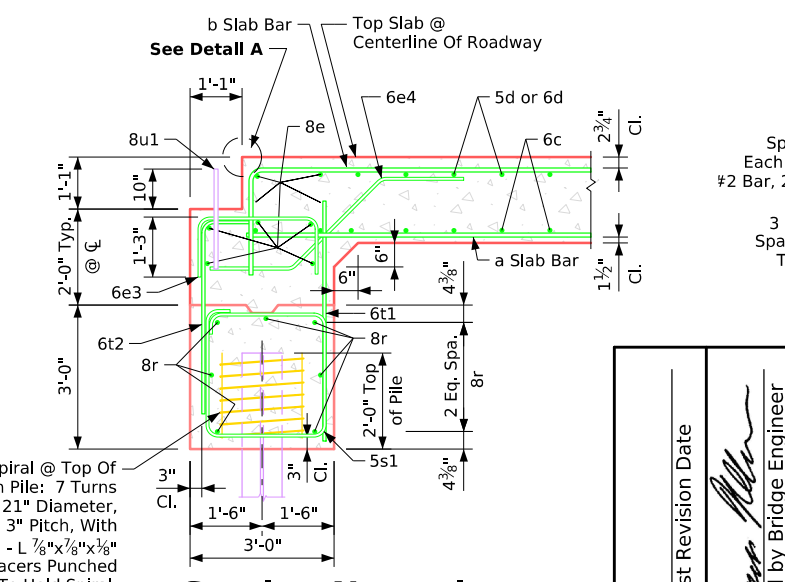


Section A-A

A Note: Refer to Rail Single-Slope Barrier - End Section Details (1 of 2) sheet on J40-49-25 for details of the barrier rail end section. Reinforcing 6c2, 5c4, and 4t3 are included in the Rail Single-Slope Barrier - End Section Details (2 of 2) sheet on J40-50-25.
Note: 5m1 and 5n1 are included in the Superstructure Quantities sheet.



Section Normal to Abutment @ C
(Bridge Lengths 70-110ft)



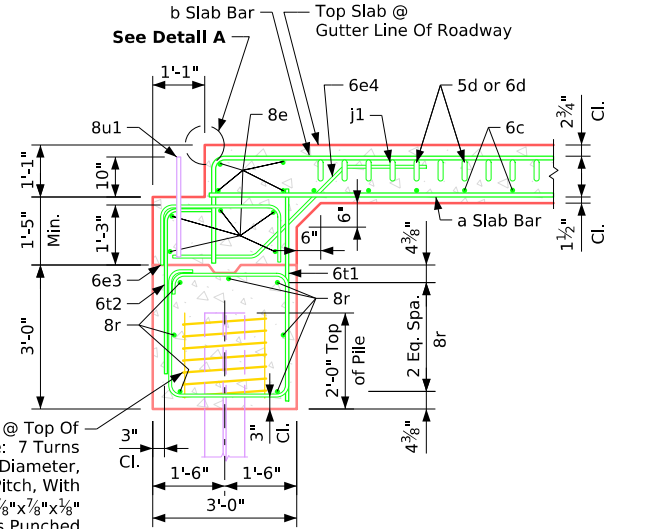
Section Normal to Abutment @ C
(Bridge Lengths 120-150ft)

Superstructure Notes:

This bridge is designed for HL-93 loading plus an allowance of 20 pounds per square foot of roadway for a future wearing surface.
The slab, as shown, includes a 3/4-inch integral wearing surface.
The minimum clear distance from the face of concrete to the nearest 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 the 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 the pavement and the end of the bridge. If necessary to prevent damage to the end of the bridge deck or backwall from construction equipment, an appropriate method of protection approved by the Engineer shall be provided by the Bridge Contractor at no extra cost to the State.
The cost of furnishing and placing a 3-inch diameter PVC pipe in each wing is included in the price bid for "Structural Concrete (Bridge)".

Bar Chair Note:

The top mat of reinforcing steel is to be supported by individual bar chairs spaced at no more than 3'-0" centers longitudinally and transversely. The bottom mat of reinforcing steel is to be supported by individual bar chairs spaced at no 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.



Section Normal to Abutment @ Gutter Line

Latest Revision Date	IOWA DOT	
	Standard Design-40'-0" Roadway, 3 Span Bridge	
	Continuous Concrete Slab Bridge	
Approved by Bridge Engineer	July, 2025	
	Superstructure General Details	J40-20-25