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IOWA DEPARTMENT OF TRANSPORTATION

To Office Bridges and Structures Date February 1, 2008

Attention All Employees Ref No. 521.1

From Gary Novey

Office Bridges and Structures

Subject The revision of the 1017 End Section Barrier Rail Standard and the voiding of the 1017A End Section Barrier Rail Standard.
(CADD M0090)

The revisions to standard 1017 and the voiding of standard 1017A are noted below.

Electronic copies are available in the following Office of Bridges and Structures standard directory **W:\Highway\Bridge\Standards\Bridges** and on the Internet:

http://www.dot.state.ia.us/bridge/standard.htm

Standard 1017 is revised as follows:

1. The reinforcement was change from #5 bars to #6 bars and the bar spacing increased to reduce the number of bars and improve constructability. The revised bar size and spacing increased the reinforcing total to 458 lbs.

2. The width of the barrier rail end section was increase by a 1/2" in thickness on the outside face and the total concrete quantity for one barrier rail end section was revised to 0.65 cubic yards.

3. The details were revised to agree with the new wing standard. See CADD M0095 for additional information on the new wing details.

Standard 1017A was voided:

The barrier rail end section standard 1017A was voided. The barrier rail end section sheet is included in the signed J24-06, J30-06, J40-06 and J44-07 Continuous Concrete Slab Bridges Standards. The end section details used in these standards will be updated as part of an upcoming general revision of the J standards.

If you have any questions on the updated sheets, please check with Thayne Sorenson or Dean Bierwagen.

GAN/dgb/bj