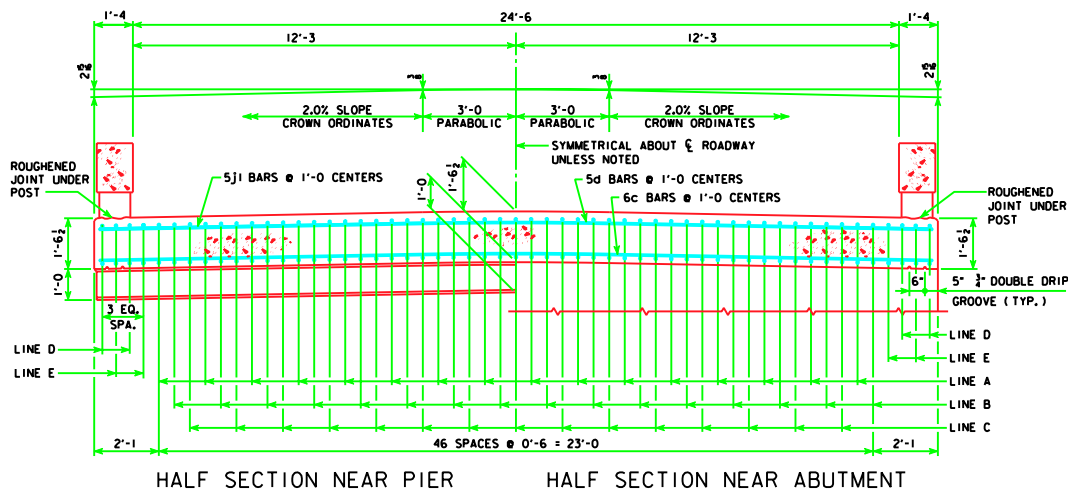
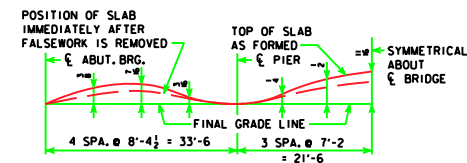




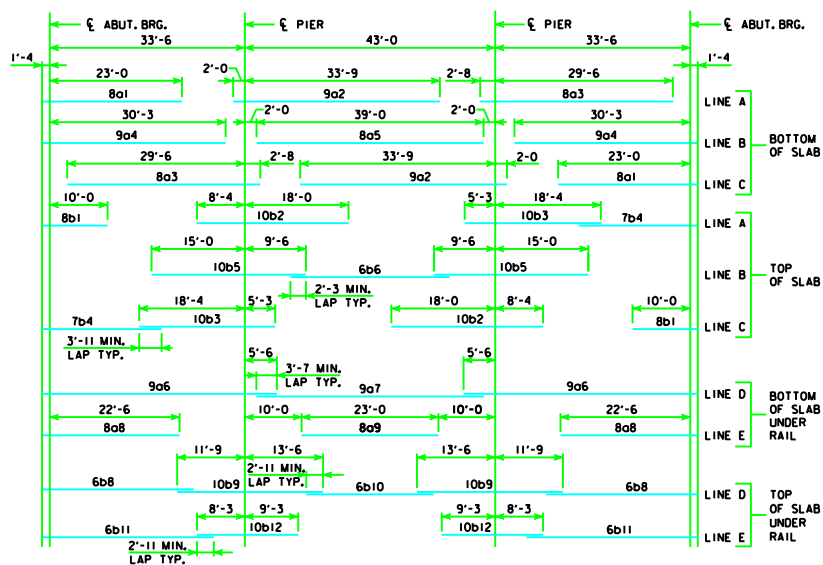
SLAB CROSS-SECTIONAL AREA
FOR OPEN RAIL = 41.88 SQ. FT.



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.

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 PLACED.



LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER



Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 24' ROADWAY, 3 SPAN BRIDGES

**CONTINUOUS CONCRETE
SLAB BRIDGES**

NOVEMBER, 2006

SUPERSTRUCTURE DETAILS
110'-0" BRIDGE

J24-10-06