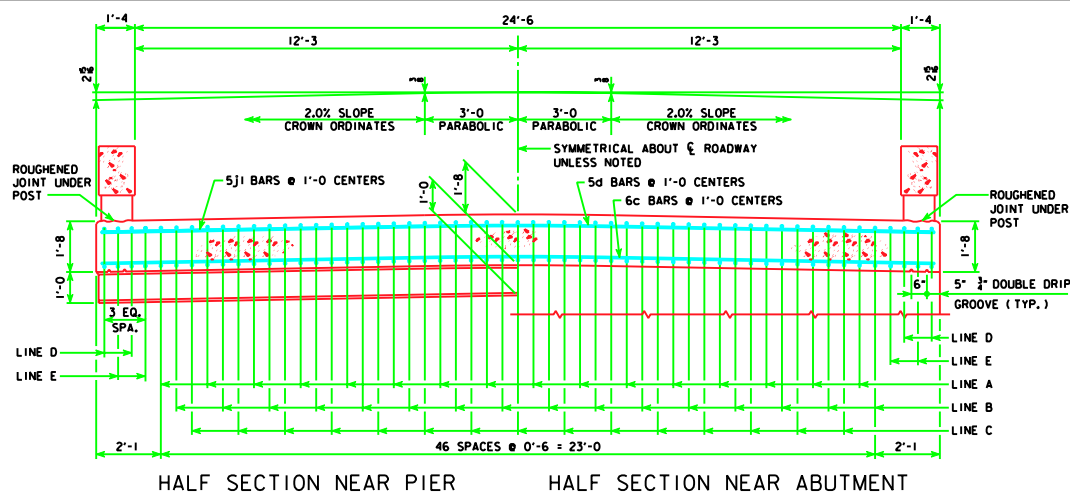
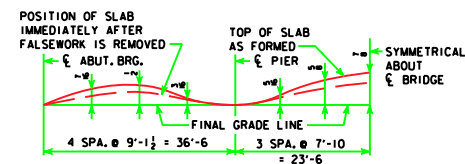




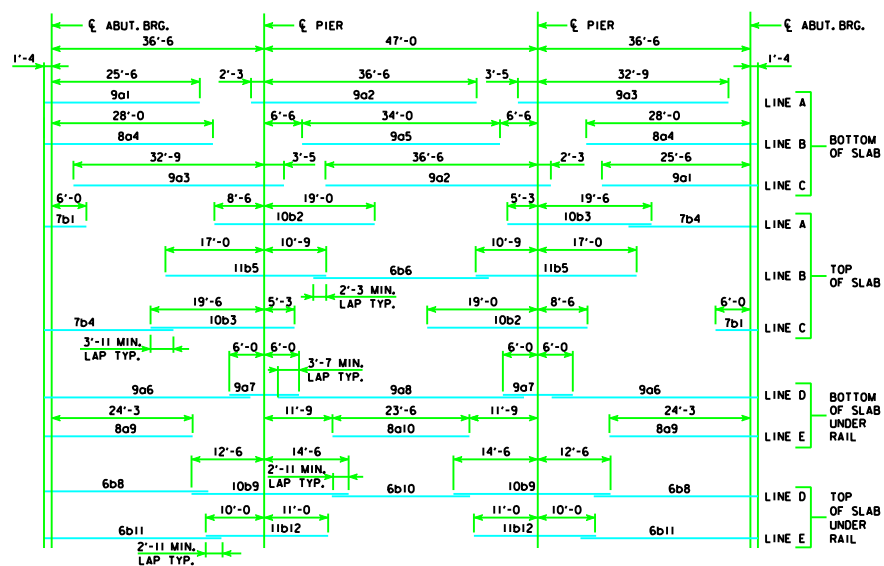
SLAB CROSS-SECTIONAL AREA
FOR OPEN RAIL = 45.28 SQ. FT.



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'- CLEAR BELOW TOP OF SLAB. BOTTOM
LONGITUDINAL REINFORCING STEEL IS TO BE PARALLEL TO
AND 1'- 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 <i>November 2, 2006</i> 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 120'-0" BRIDGE	J24-12-06