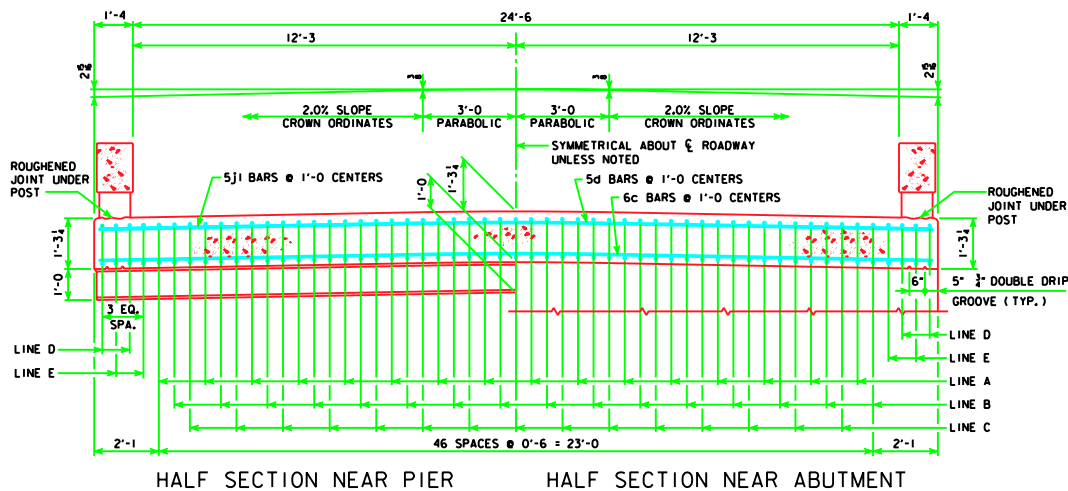


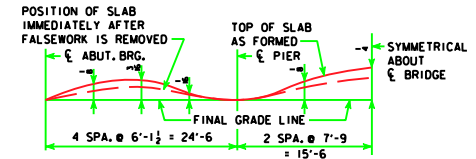


HALF SECTION NEAR PIER

HALF SECTION NEAR ABUTMENT

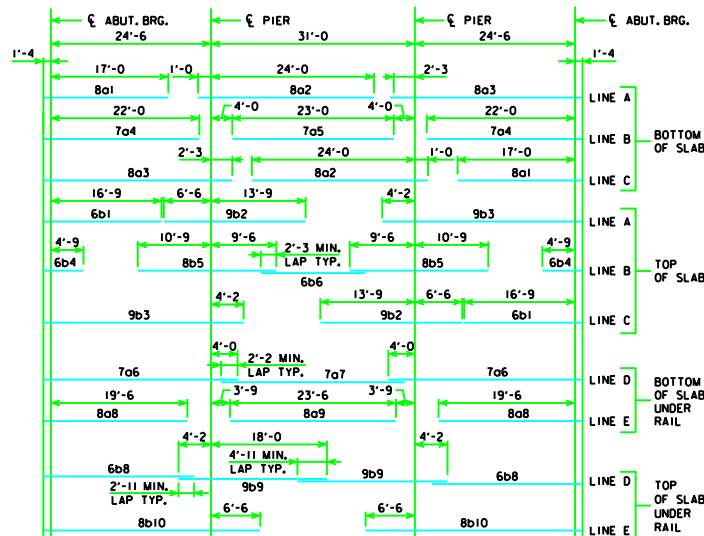
SLAB CROSS-SECTIONAL AREA
FOR OPEN RAIL = 34.53 SQ. FT.

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 METAL BAR CHAIRS BEFORE CONCRETE IS PLACED.



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.



PLACEMENT FOR LONGITUDINAL REINFORCEMENT

LATEST REVISION DATE	 Iowa Department of Transportation Highway Division	STANDARD DESIGN - 24' ROADWAY, 3 SPAN BRIDGES	
		CONTINUOUS CONCRETE SLAB BRIDGES	
		NOVEMBER, 2006	
		SUPERSTRUCTURE DETAILS 80'-0" BRIDGE	
APPROVED BY BRIDGE ENGINEER 		J24-04-06	