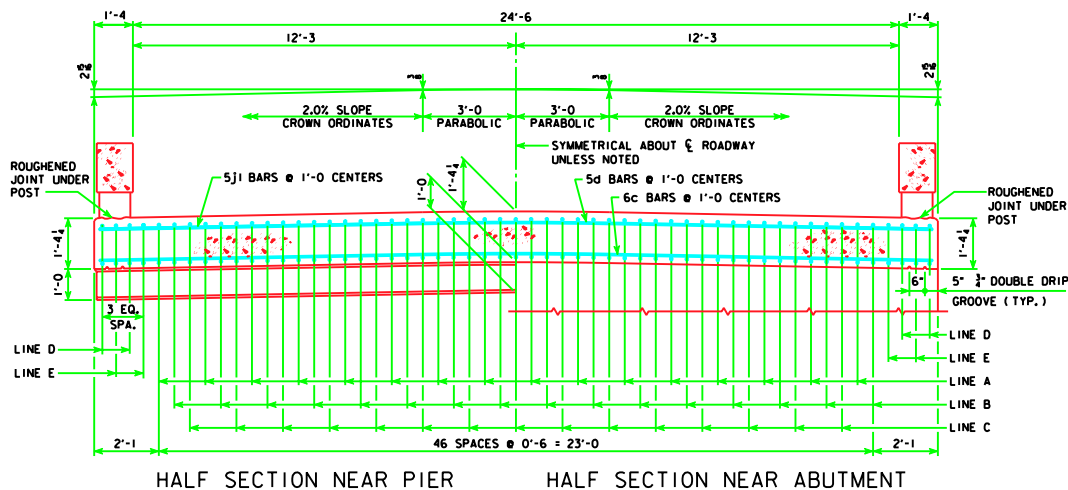
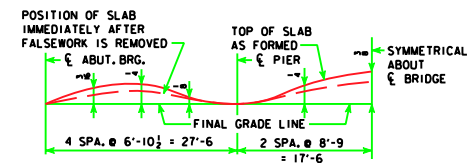




HALF SECTION NEAR PIER

HALF SECTION NEAR ABUTMENT

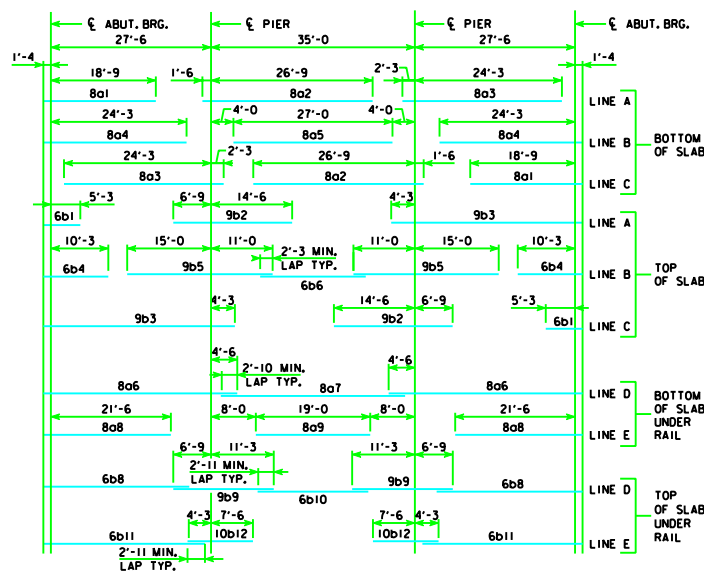
SLAB CROSS-SECTIONAL AREA
FOR OPEN RAIL = 36.79 SQ. FT.



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 $2\frac{1}{2}$ " CLEAR BELOW TOP OF SLAB. BOTTOM LONGITUDINAL REINFORCING STEEL IS TO BE PARALLEL TO AND $1\frac{1}{2}$ " 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.



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 90'-0" BRIDGE	J24-06-06