

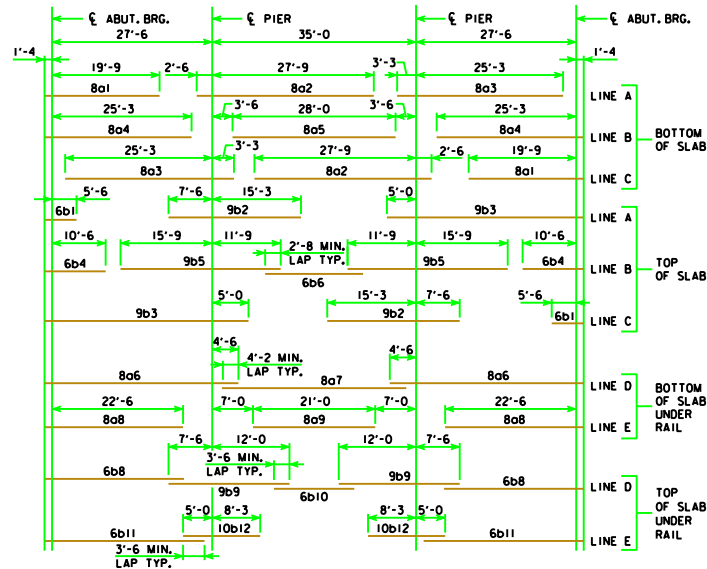
HALF SECTION NEAR ABUTMENT

SLAB CROSS-SECTIONAL AREA
FOR OPEN RAIL = 63.87 SQ. FT.

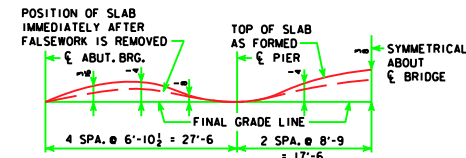
NOTE: TOP LONGITUDINAL REINFORCING
STEEL IS TO BE PARALLEL TO AND 2 1/2"
CLEAR BELOW TOP OF SLAB. BOTTOM
LONGITUDINAL REINFORCING STEEL IS
TO BE PARALLEL TO AND 1 1/2" CLEAR
ABOVE BOTTOM OF SLAB. REINFORCING
STEEL IS TO BE SECURELY WIRED IN
PLACE AND ADEQUATELY SUPPORTED ON
EPOXY COATED BAR CHAIRS BEFORE
CONCRETE IS POURED.

HALF SECTION NEAR PIER

SLAB CROSS-SECTIONAL AREA
FOR BARRIER RAIL = 63.92 SQ. FT.



PLACEMENT FOR LONGITUDINAL REINFORCEMENT



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.

LATEST REVISION DATE	APPROVED BY BRIDGE ENGINEER <i>Thomas E. McQuinn</i>		
		STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
		SUPERSTRUCTURE DETAILS 90'-0 BRIDGE	J44-06-06