

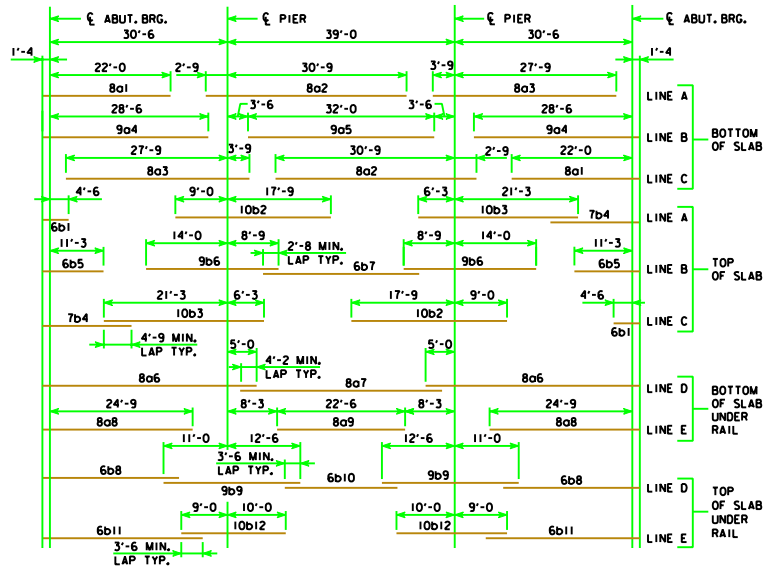
HALF SECTION NEAR ABUTMENT

SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 68.78 SQ. FT.

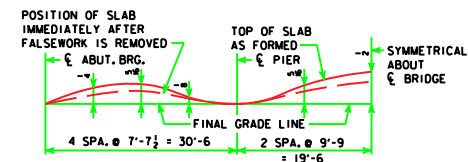
NOTE: TOP LONGITUDINAL REINFORCING STEEL IS TO BE PARALLEL TO AND 2 1/2" CLEAR BELOW TOP OF SLAB. BOTTOM LONGITUDINAL REINFORCING STEEL IS TO BE PARALLEL TO AND 1 1/2" CLEAR ABOVE BOTTOM OF SLAB. REINFORCING STEEL IS TO BE SECURELY WIRED IN PLACE AND ADEQUATELY SUPPORTED ON EPOXY COATED BAR CHAIRS BEFORE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

HALF SECTION NEAR PIER

SLAB CROSS-SECTIONAL AREA FOR BARRIER RAIL = 68.83 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	 <div>Iowa Department of Transportation Highway Division</div>	STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES	
		CONTINUOUS CONCRETE SLAB BRIDGES	
		NOVEMBER, 2006	
		SUPERSTRUCTURE DETAILS 100'-0" BRIDGE	J44-08-06