

33'-2"

32'-8" Roadway for W-Beam Guardrail

30'-6" Roadway for Open Rail

30'-0" Roadway for Single Slope Rail

16'-7"

16'-7"

3'

3'

1'-4"

1'-7"

Level

Level

1'-4"

1'-7"

3/4"

3/4"

3/4"

3/4"

2% Slope

2% Slope

2% Slope

2% Slope

Crown Ordinates (Single Slope Rail)

Parabolic

Parabolic

Crown Ordinates (W-Beam and Open Rail)

1"x8"x0'-8"

Indentation @ 2'-0" Centers

10 3/4"

Single Slope Rail

6#1 Bars (Single Slope Rail)

5d Bars

7c Bars

4#1 Bars (Steel or Open Rail)

2'-0"

2'-0"

2'-0"

2'-0"

3/4" Drip

5"

Groove (Typ.)

Line E

Line F

3"

(Typ.)

Line A

Line B

Line C

Line D

1'-4 1/4"

81 Spaces @ 4 1/2" = 30'-4 1/2"

1'-4 1/4"

6"

5"

* 3/4" Double Drip

Groove (Typ.)

Line E

Line F

*Note: Double drip Open Rail & Guardrail o

Diagram illustrating the bridge deck profile and the position of the slab immediately after falsework is removed. The diagram shows the final grade line and the top of the slab as formed. The vertical dimensions are 1' 6", 3' 6", 3' 6", 3' 6", and 1' 6". The horizontal dimension is 6 Spaces at 8'-4" = 50'-0".

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.

Camber values were computed for 0 degree skew. Other skews will result in slightly smaller deflection. Adjustments in camber may be considered if a wearing surface will not be placed.

Top longitudinal reinforcing steel is to be parallel to and 2½ inches clear below top of slab.
Bottom longitudinal reinforcing steel is to be parallel to and 1½ inch clear above bottom of slab.
Reinforcing steel is to be securely wired in place and adequately supported on bar chairs before concrete is poured.

I.M. 451.01 requirements shall apply for bar chairs.

See Slab Reinforcing Plan Details for the top and bottom transverse slab reinforcing steel.

Transverse Section

50'-0"

End of Reinforcing 1'-4"

Bottom Reinforcing

4'-5"

11a2

10a1

11a3

10'-2"

6b1

4'-1" Min. Lap

6b1

6'-6"

5b2

5'-9"

11a4

10a5

6'-11"

4b3

2'-6" Min. Lap

4b3

6'-11"

4b4

3"

Top Reinforcing

End of Reinforcing 1'-4"

Bottom Reinforcing

Line A

Line B

Line C

Line D

Bottom of Slab

Line A

Line B

Line C

Line D

Top of Slab

Line E

Line F

Bottom of Slab At Rail

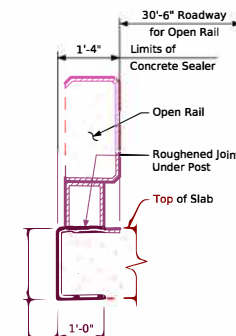
Line E

Line F

Top of Slab At Rail

Slab Cross-Section Area for
Open Rail and W-Beam
Guardrail = 66.33 sq ft

Slab Cross-Section Area for
Barrier Rail = 66.38 sq ft



Concrete sealer shall be applied to both sides of bridge slab on the top, edge of slab, and under the slab. The concrete sealer shall also be applied to the open rail on the top, traffic face side, bottom of rail, and on all sides of the open rail posts.

The concrete sealer limits are shown in the detail and shall apply to the full length of bridge. Concrete sealer shall be applied in accordance with Article 2403.03, P. 3 of the Standard Specifications.

11-2025 Latest Revision Date	 Standard Design - 30'-0" Roadway, Single Span Bridge Single Span Concrete Slab Bridges July, 2025	J30S-09-25
	Superstructure Details 50'-0" Bridge	