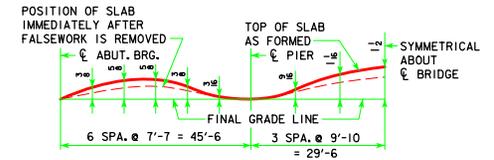


HALF SECTION NEAR PIER      HALF SECTION NEAR ABUTMENT

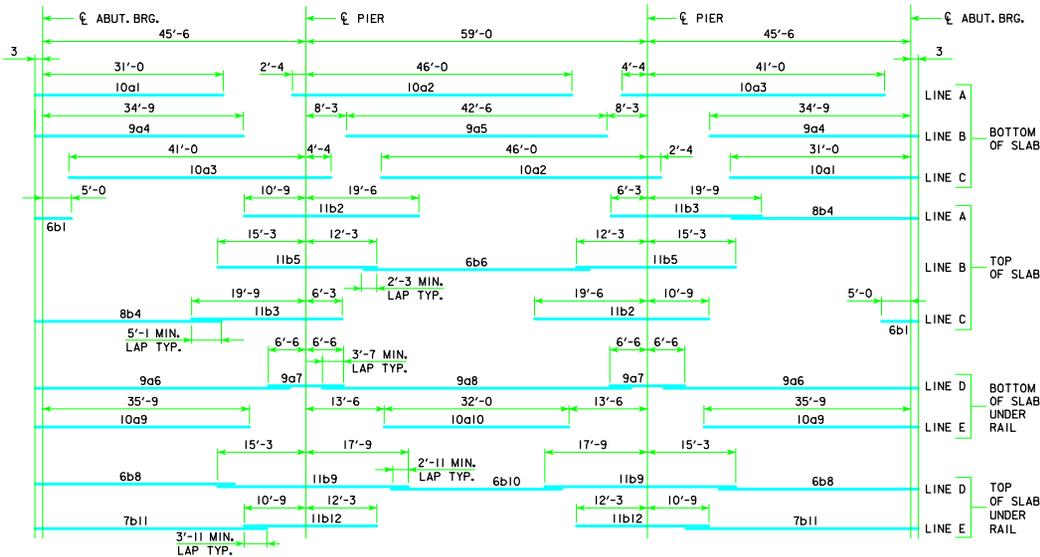
SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 54.33 SQ. FT.



**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 BAR CHAIRS BEFORE CONCRETE IS PLACED. I.M. 451.01 REQUIREMENTS SHALL APPLY FOR BAR CHAIRS.



PLACEMENT FOR LONGITUDINAL REINFORCEMENT

REVISED 06-12 - I.M. REQUIREMENT ADDED TO BAR CHAIR NOTE.

06-12 LATEST REVISION DATE  <i>Thomas E. McQuinn</i> APPROVED BY BRIDGE ENGINEER	
	STANDARD DESIGN - 24' ROADWAY, 3 SPAN BRIDGES <b>CONTINUOUS CONCRETE          SLAB BRIDGES</b> NOVEMBER, 2006
	<b>SUPERSTRUCTURE DETAILS          150'-0" BRIDGE</b>

**J24-18-06**