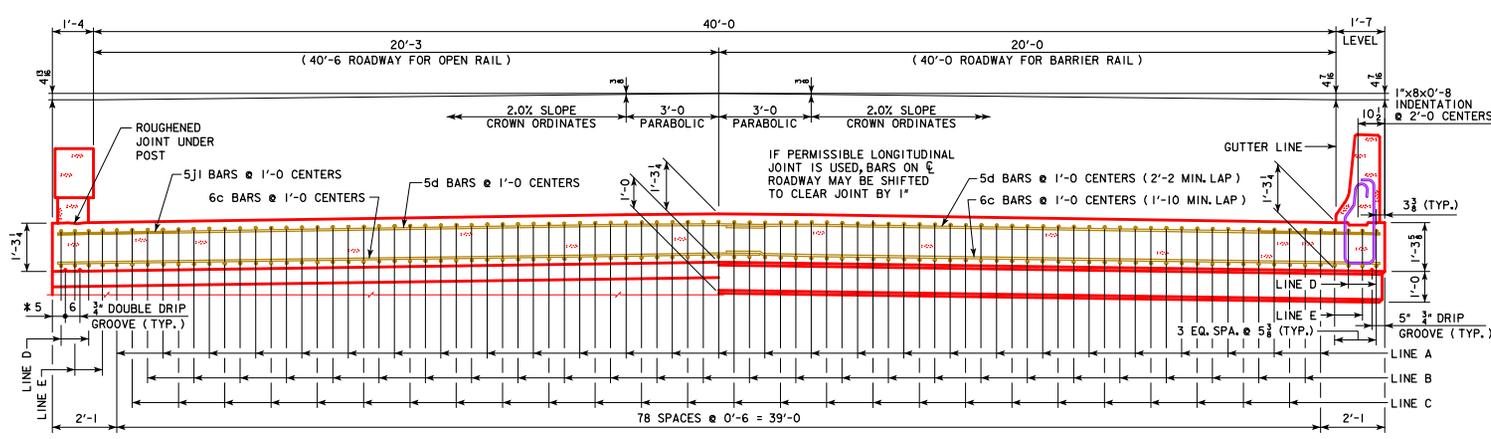


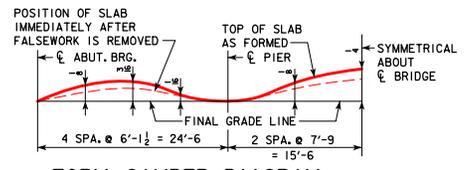
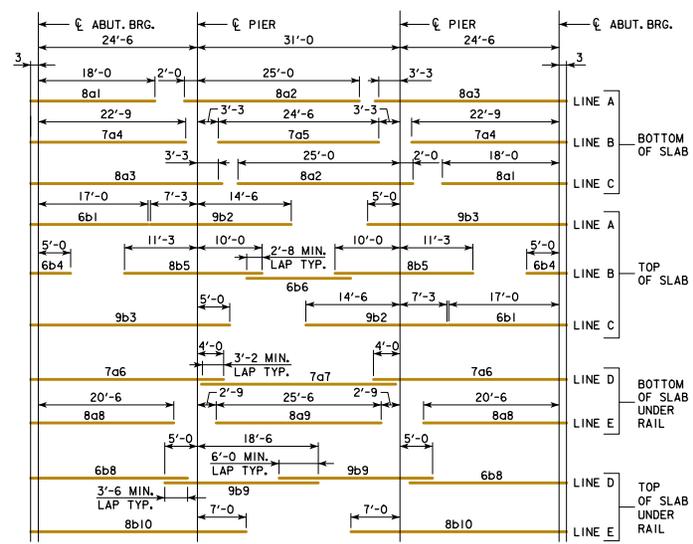
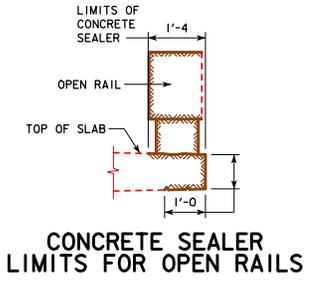
REVISED 08-2020: UPDATED BRIDGE ENGINEER SIGNATURE. ADDED 3/1 (TYP.) HORIZONTAL DIMENSIONS TO LONGITUDINAL SLAB REINFORCING LINE D & E IN "HALF SECTION NEAR PIER".



SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 54.86 SQ. FT.

SLAB CROSS-SECTIONAL AREA FOR BARRIER RAIL = 54.91 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 BAR CHAIRS BEFORE CONCRETE IS POURED. I.M. 451.01 REQUIREMENTS SHALL APPLY FOR BAR CHAIRS.



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.

08-2020 LATEST REVISION DATE	APPROVED BY BRIDGE ENGINEER	IOWADOT Highway Division	
		STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES	
		CONTINUOUS CONCRETE SLAB BRIDGES JULY, 2014	
SUPERSTRUCTURE DETAILS 80'-0 BRIDGE		J40-04-14	