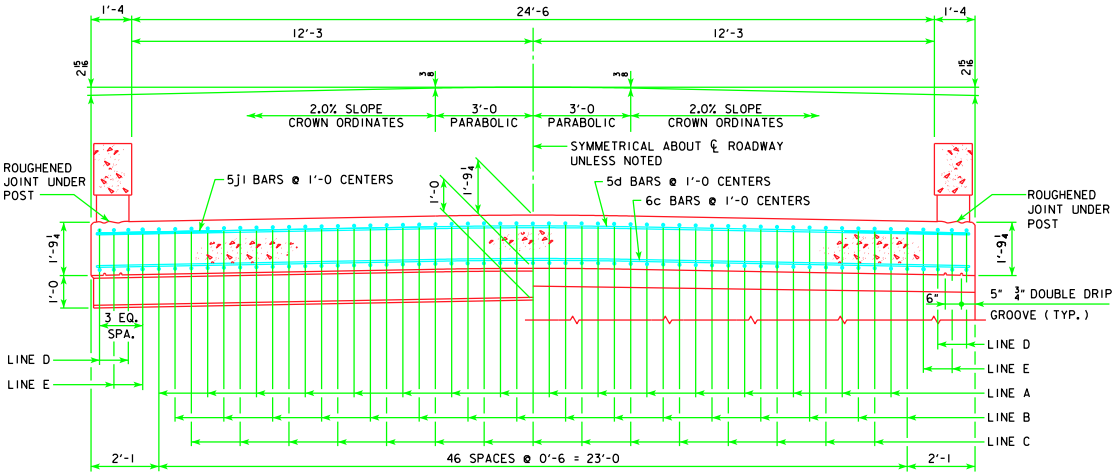
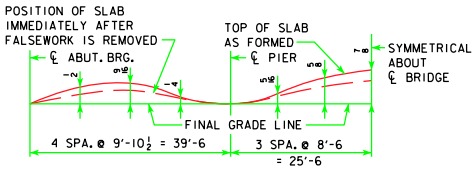


HALF SECTION NEAR PIER HALF SECTION NEAR ABUTMENT

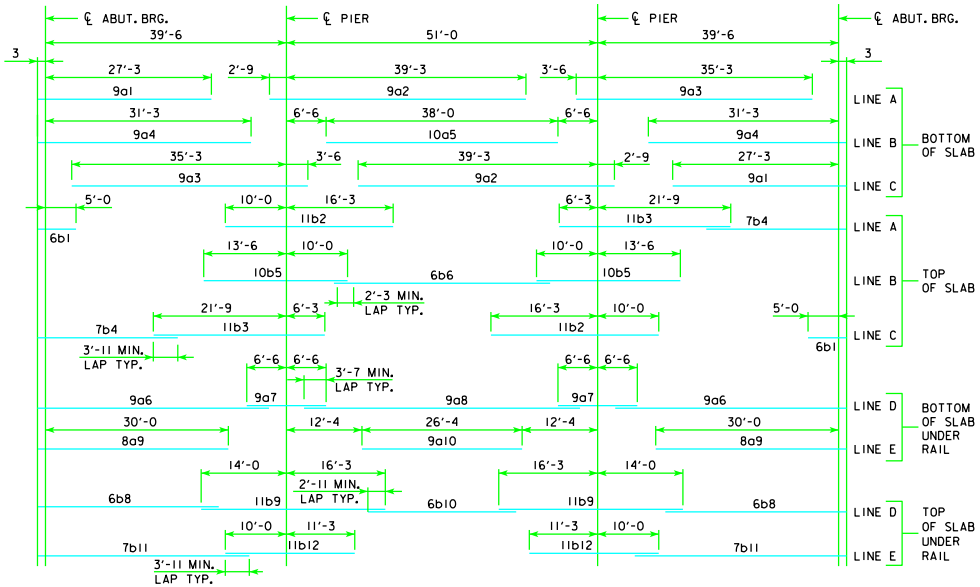
SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 48.11 SQ. FT.



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 2½" CLEAR BELOW TOP OF SLAB. BOTTOM LONGITUDINAL REINFORCING STEEL IS TO BE PARALLEL TO AND 1½" CLEAR ABOVE BOTTOM OF SLAB. REINFORCING STEEL IS TO BE SECURELY WIRED IN PLACE AND ADEQUATELY SUPPORTED ON METAL BAR CHAINS BEFORE CONCRETE IS PLACED.



PLACEMENT FOR LONGITUDINAL REINFORCEMENT

REVISED 12-08 - CHANGED DISTANCE OF END OF REBAR TO ℄ OF ABUTMENT BEARING FROM 1'-4 TO 3 INCHES.

12-08
LATEST REVISION DATE

Thomas K. McCandless
APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 24' ROADWAY, 3 SPAN BRIDGES

CONTINUOUS CONCRETE SLAB BRIDGES

NOVEMBER, 2006

SUPERSTRUCTURE DETAILS
130'-0 BRIDGE

J24-14-06