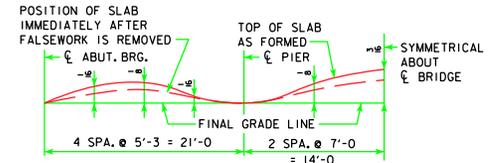


HALF SECTION NEAR PIER HALF SECTION NEAR ABUTMENT

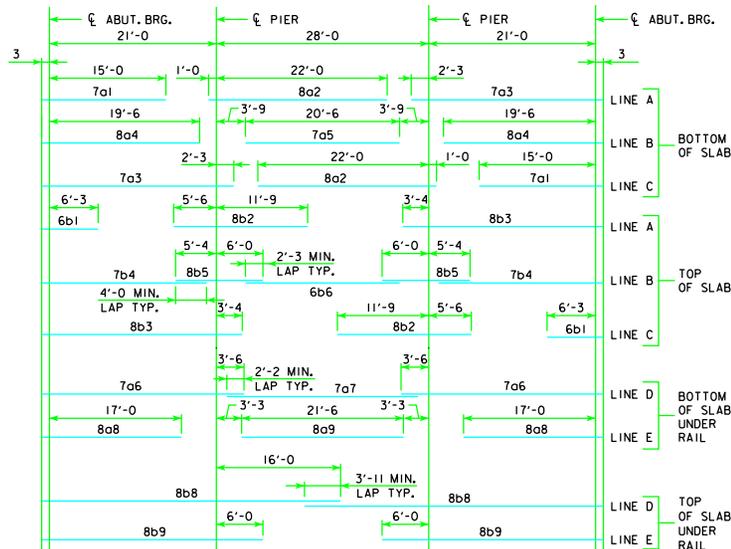
SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 32.83 SQ. FT.



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 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 METAL BAR CHAIRS BEFORE CONCRETE IS PLACED.



PLACEMENT FOR LONGITUDINAL REINFORCEMENT

12-08 LATEST REVISION DATE	<i>Thomas C. McQuinn</i> APPROVED BY BRIDGE ENGINEER		
		STANDARD DESIGN - 24' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
SUPERSTRUCTURE DETAILS 70'-0" BRIDGE		J24-02-06	

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