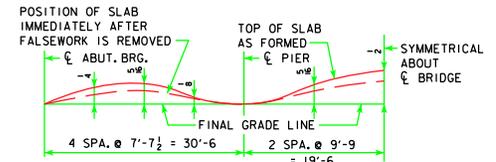


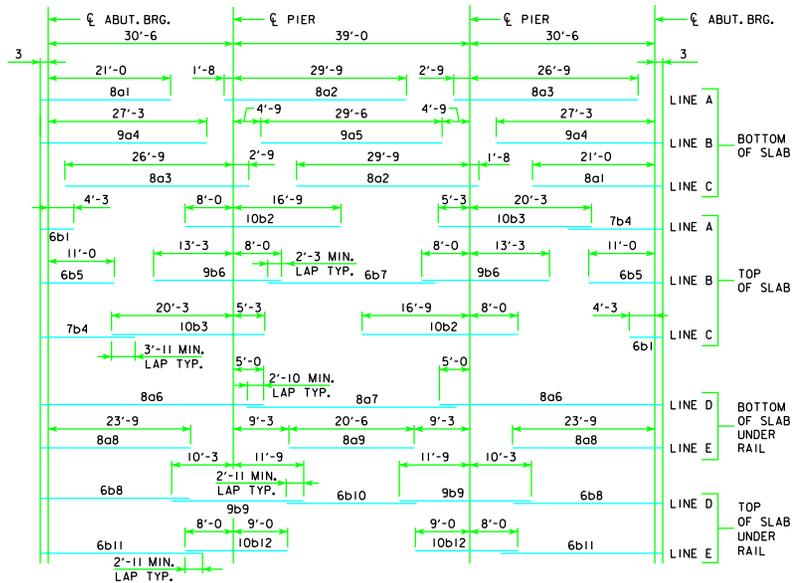
HALF SECTION NEAR PIER HALF SECTION NEAR ABUTMENT

SLAB CROSS-SECTIONAL AREA FOR OPEN RAIL = 39.62 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.



PLACEMENT FOR LONGITUDINAL REINFORCEMENT

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.

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 100'-0" BRIDGE		J24-08-06	

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