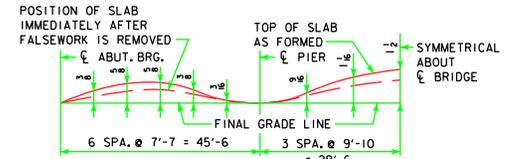


HALF SECTION NEAR PIER      HALF SECTION NEAR ABUTMENT

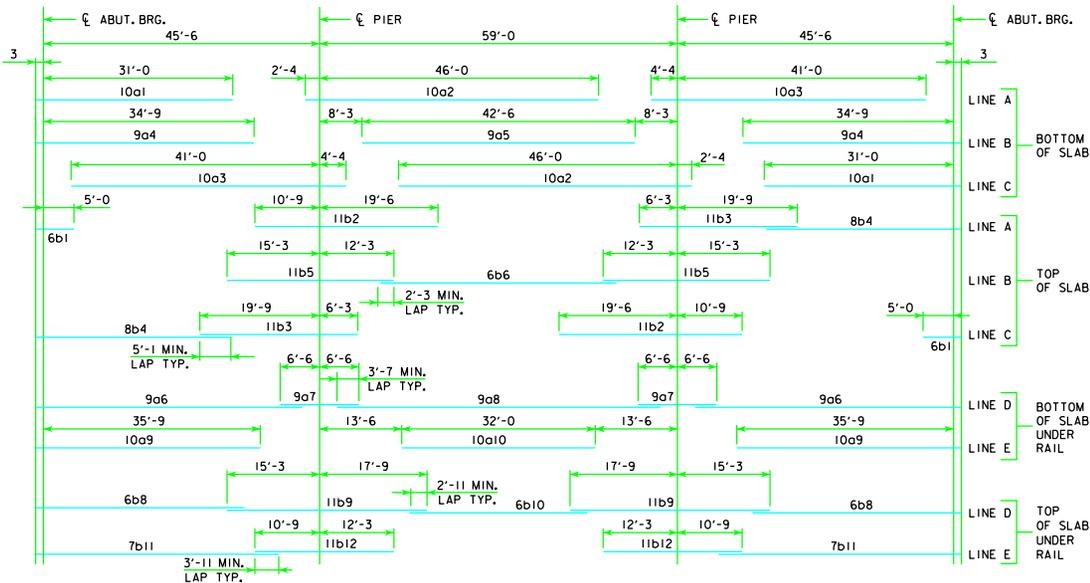
SLAB CROSS-SECTIONAL AREA  
FOR OPEN RAIL = 54.33 SQ. FT.



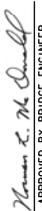
FORM CAMBER DIAGRAM

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 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

LATEST REVISION DATE	 APPROVED BY BRIDGE ENGINEER	 <b>Iowa Department of Transportation</b> Highway Division	STANDARD DESIGN - 24' ROADWAY, 3 SPAN BRIDGES <b>CONTINUOUS CONCRETE</b> <b>SLAB BRIDGES</b> NOVEMBER, 2006	
			SUPERSTRUCTURE DETAILS 150'-0" BRIDGE	

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