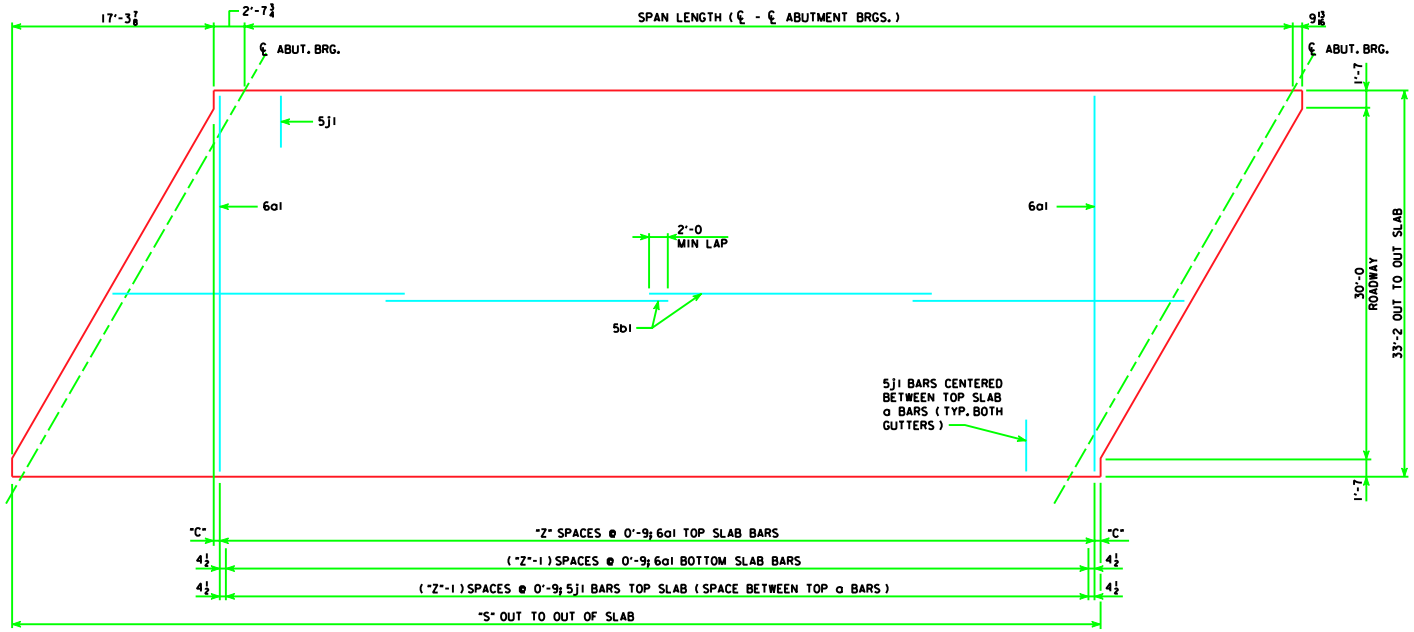
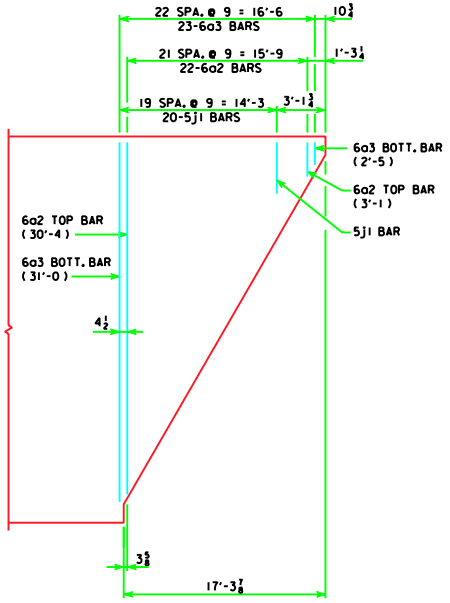


SLAB LAYOUT

(LEFT AHEAD SKEW SHOWN, RIGHT AHEAD SKEW SIMILAR)



END OF SLAB REINFORCING

(TYPICAL EACH END OF DECK)

SPAN LENGTH (℄ - ℄ ABUTMENT BRGS.)		46'-8	55'-0	67'-6	80'-0	90'-0	100'-0	110'-0
LOCATION OF EXTREME 6a1 TOP BAR FROM END OF SLAB	"C"	3 3/8	3 7/8	2 3/8	5 3/8	2 3/8	3 7/8	5 3/8
NO. OF SPACES FOR 6a1 TOP BARS	"Z"	43	54	71	87	101	114	127
OUT TO OUT OF SLAB	"S"	50'-1 9/16	58'-5 9/16	70'-11 9/16	83'-5 9/16	93'-5 9/16	103'-5 9/16	113'-5 9/16
VERTICAL CURVE TOP OF SLAB TO ABUTMENT TOP AT ℄ ABUTMENT BEARING	"U"	3'-7 11/16	3'-7 11/16	4'-2 11/16	4'-8 11/16	5'-5 9/16	5'-5 7/8	5'-5 13/16
STRAIGHT GRADE TOP OF SLAB TO ABUTMENT TOP AT ℄ ABUTMENT BEARING	"U"	3'-7 7/8	3'-7 7/8	4'-3 1/16	4'-9 1/8	5'-5 7/8	5'-6 5/8	5'-6 11/16
D.L. ABUTMENT REACTION (D.L. + F.W.S.)	KIPS	298.2	338.1	406.3	453.9	523.7	564.9	605.9
L.L. ABUTMENT REACTION (HS20-44) NO IMPACT	KIPS	115.2	119.6	124.2	127.2	129.0	130.6	131.8

LATEST REVISION DATE :

APPROVED BY

STANDARD DESIGN - 30' ROADWAY, SINGLE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

JANUARY, 2005 HS20-44 LOADING

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

SUPERSTRUCTURE
30° SKEW

H30S1-21-05