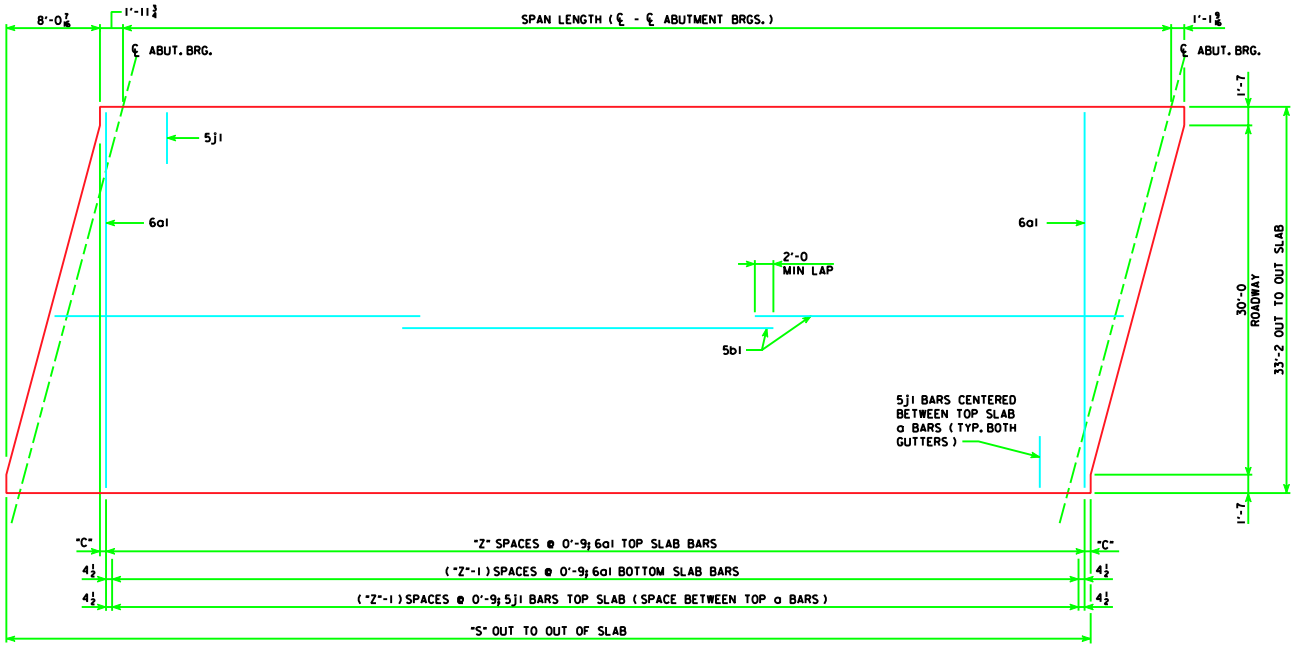
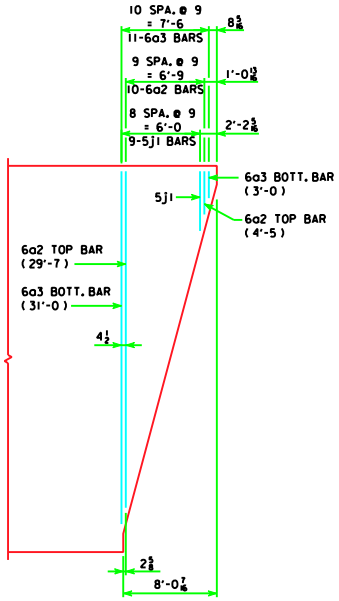


SLAB LAYOUT

(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"	2 7/8	3 3/8	6 3/8	4 7/8	6 3/8	3 3/8	4 7/8
NO. OF SPACES FOR 6a1 TOP BARS	"Z"	55	66	82	99	112	126	139
OUT TO OUT OF SLAB	"S"	49'-9 1/4	58'-1 1/4	70'-7 1/4	83'-1 1/4	93'-1 1/4	103'-1 1/4	113'-1 1/4
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 3/16	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 3/8	5'-6 11/16
D.L. ABUTMENT REACTION (D.L. + F.W.S.)	KIPS	284.7	324.7	391.9	438.6	507.2	548.4	589.4
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
15° SKEW

H30S1-14-05