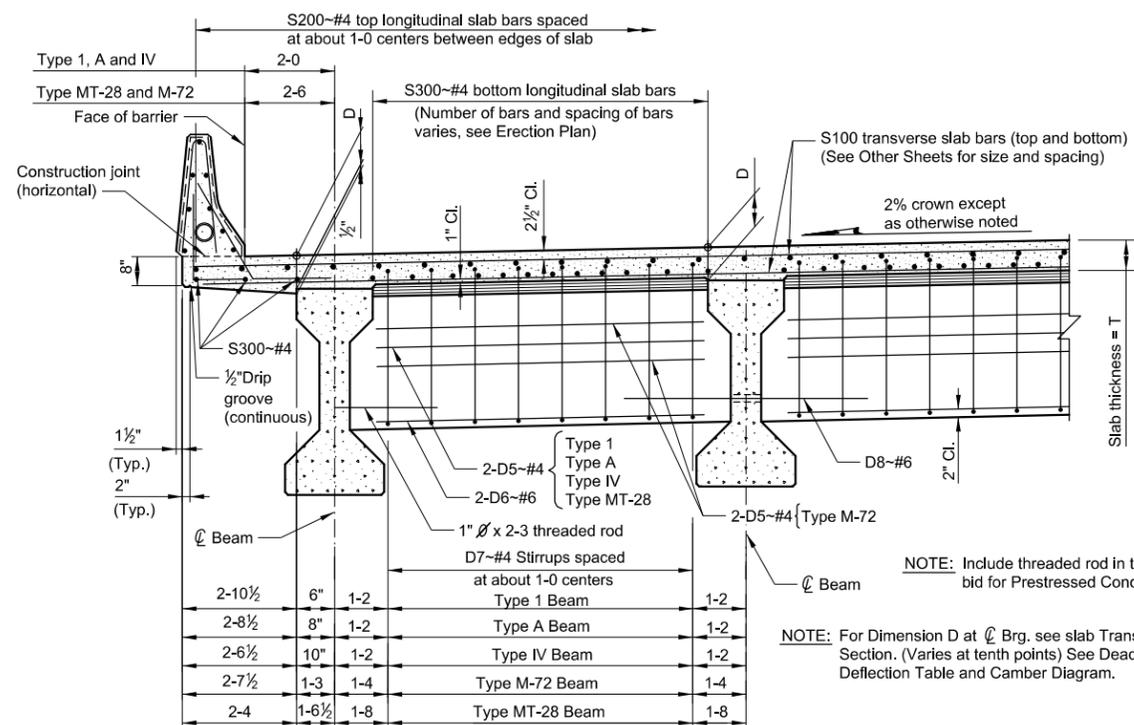
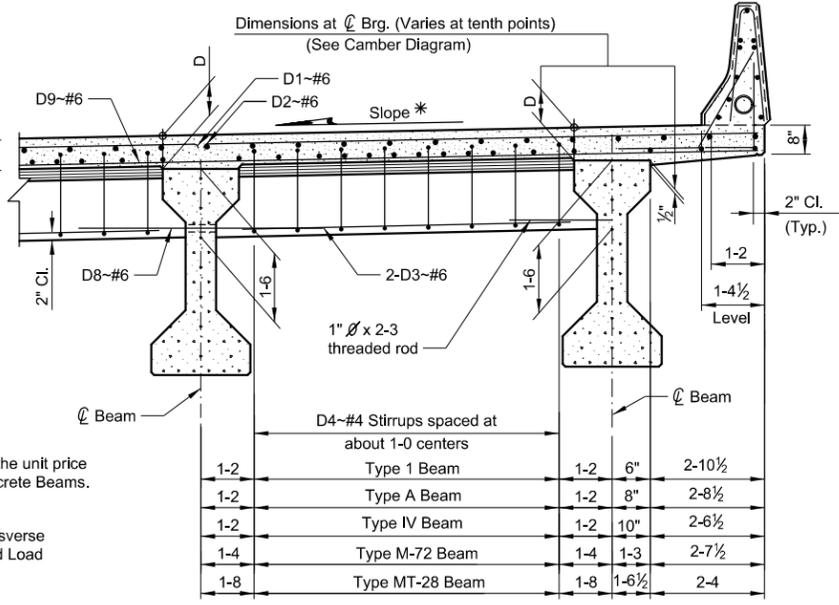


LONGITUDINAL SECTION

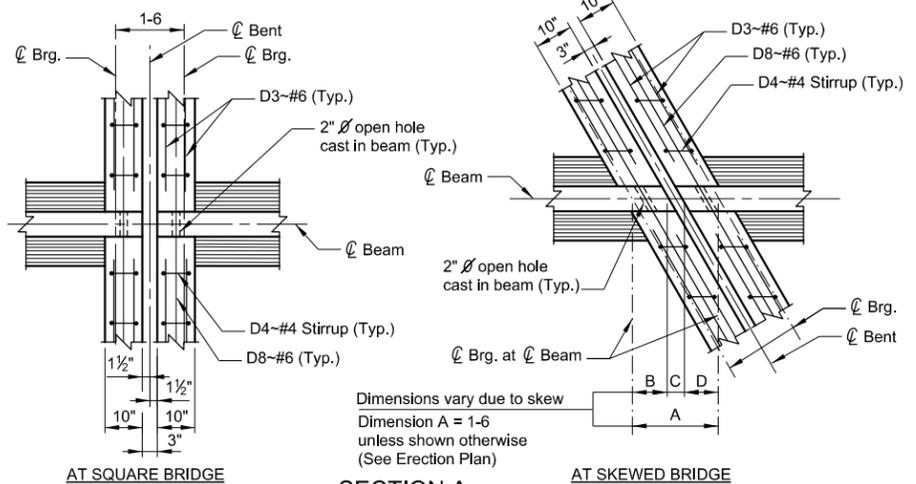
NOTES
 Use details shown on this sheet only as they apply to the project. See the General Layout or Other Sheets for beam spacing, slab thickness, size and spacing of S100 bars, number and spacing of S200 and S300-#4 bars, deck joint arrangement, barrier length, bill of reinforcing steel and roadway width.
 When adjoining spans have a different number of longitudinal slab bars, make the longitudinal bars of the shorter span continuous over the bent and extend them 3-0 into the longer span.
 If the bridge is skewed, place the transverse slab reinforcing steel as shown on Other Sheets.
 Do not place concrete barrier for at least 72 hours after concrete in slab has taken initial set.
 See Standard Bridge Rail Type Barrier drawing for barrier details.



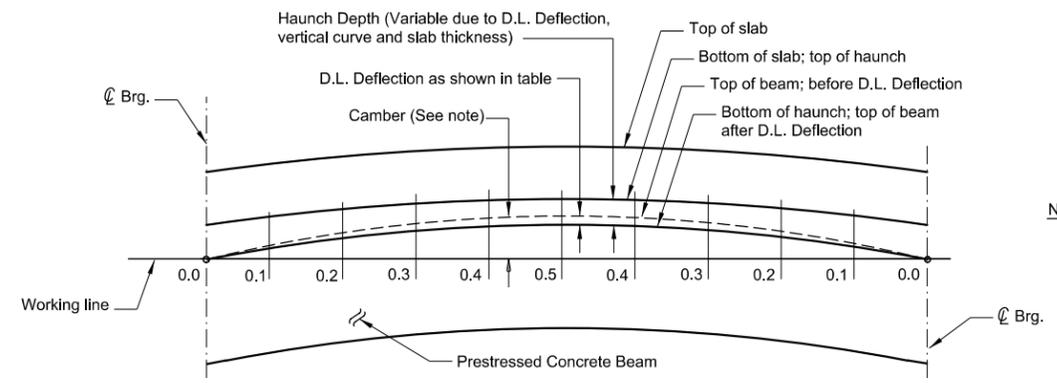
TRANSVERSE SECTION NEAR INTERMEDIATE DIAPHRAGM AT LOW SIDE



TRANSVERSE SECTION NEAR INTERMEDIATE BENT AT HIGH SIDE



SECTION A



CAMBER DIAGRAM

NOTE: Camber is noted as the distance from the working line to the top of beam and may vary from theoretically calculated D.L. deflection.
NOTE: See Erection plan for theoretical D.L. Deflection Table for Prestressed Concrete Beams.

STANDARD SLAB, BARRIER AND DIAPHRAGM DETAILS



REVISED	3-15-17	D.F.J.	FILE/ABBREVS
REVISED	2-27-15	D.F.J.	\$TIMES
REVISED	3-21-12	D.F.J.	
APPROVED	3-26-08	D.F.J.	
CHECKED	10-5-07	D.J.R.	
DRAWN	10-3-07	T.J.B.	

DRAWING NO. SL-5

No Scale