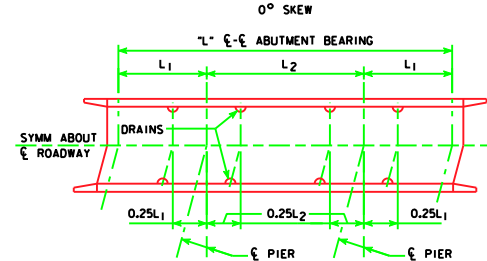
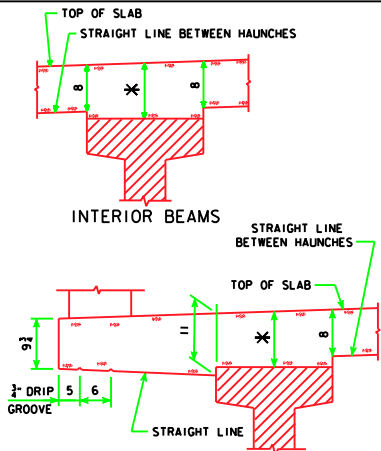
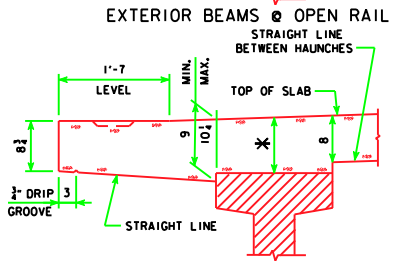


REVISION 03-07 - DRAIN PAYMENT CHANGED IN GENERAL NOTES.

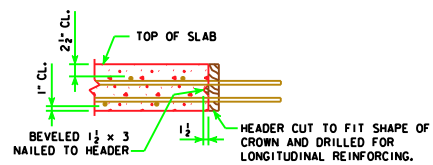


15°, 30° AND 45° SKEW
SITUATION SKETCH
(SHOWING DRAIN LOCATIONS)

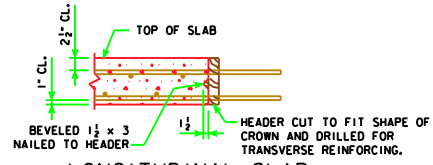


EXTERIOR BEAMS @ BARRIER RAIL
TYPICAL SLAB AND HAUNCH DETAIL

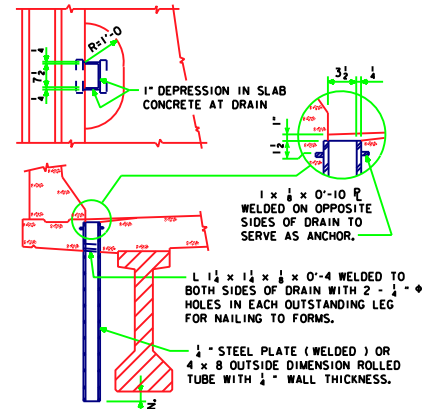
* FOR SLAB THICKNESS OVER BEAMS SEE "SLAB THICKNESS DETAILS" ON SHEET H30-03-06.



TRANSVERSE SLAB CONSTRUCTION JOINT



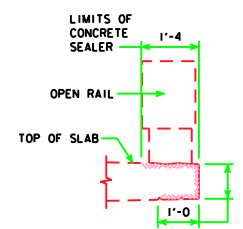
LONGITUDINAL SLAB CONSTRUCTION JOINT



DRAIN DETAILS
USE FOR BARRIER RAIL ONLY.
NOT REQUIRED FOR OPEN RAIL.

NOTE :
DRAINS ARE TO BE GALVANIZED AFTER FABRICATION. SEE "SITUATION SKETCH" FOR LOCATION OF DRAINS. WEIGHT OF DRAINS IS INCLUDED IN THE QUANTITY FOR "STRUCTURAL STEEL". WEIGHT IS BASED ON ROLLED TUBE.

DATA FOR ONE DRAIN			
BEAM SIZE	A	B	C
WT. LBS.	71	82	92
LENGTH FT.	3'-7 1/2"	4'-2 1/2"	4'-8 1/2"

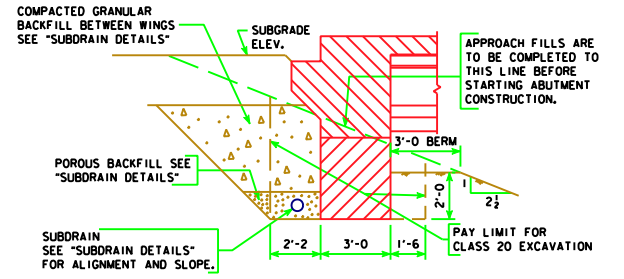


CONCRETE SEALER LIMITS FOR OPEN RAILS

CONCRETE SEALER SHALL BE APPLIED TO BOTH SIDES OF BRIDGE SLAB ON THE TOP EDGE OF SLAB AND UNDER SLAB FOR FULL LENGTH OF BRIDGE TO LIMITS SHOWN IN DETAIL. SEALER SHALL BE APPLIED IN ACCORDANCE WITH STANDARD SPECIFICATION 2403.21D.

GENERAL NOTES:

- CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR SHALL BE 2" UNLESS OTHERWISE NOTED OR SHOWN.
- ALL REINFORCING BARS ARE TO BE SECURELY WIRED IN PLACE AND ADEQUATELY SUPPORTED ON BAR CHAIRS BEFORE CONCRETE IS PLACED. IF THE EPOXY COATED BAR OPTION IS USED THEN ALL REINFORCING SHALL BE ADEQUATELY SUPPORTED ON EPOXY COATED BAR CHAIRS BEFORE CONCRETE IS POURED.
- ALL PRESTRESSED CONCRETE BEAMS ARE TO BE SET VERTICAL.
- FORMS FOR THE SLAB AND RAILS ARE TO BE SUPPORTED BY THE PRESTRESSED CONCRETE BEAMS.
- WEIGHT OF DRAINS IS INCLUDED IN THE STRUCTURAL STEEL QUANTITY.
- THE PIER AND ABUTMENT DIAPHRAGM CONCRETE IS TO BE PLACED MONOLITHICALLY WITH THE FLOOR SLAB.
- ALL REINFORCING STEEL IS TO BE GRADE 60.
- COST OF ALL PREFORMED EXPANSION JOINT FILLER MATERIAL IS TO BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE (BRIDGE)".



ABUTMENT EXCAVATION DETAILS

LATEST REVISION DATE 03-07	APPROVED BY BRIDGE ENGINEER <i>Thomas L. McQuinn</i>	Iowa Department of Transportation <i>Highway Division</i>		
		STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES		
		HL93 SUPERSTRUCTURE	DECEMBER, 2006	HS25 SUBSTRUCTURE
		SUPERSTRUCTURE DETAILS		H30-04-06