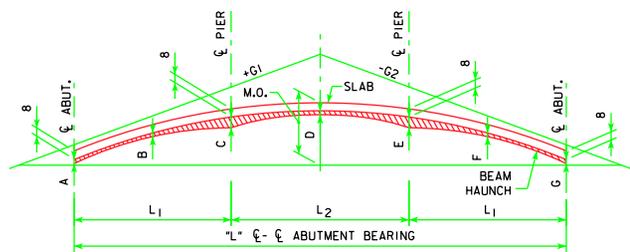


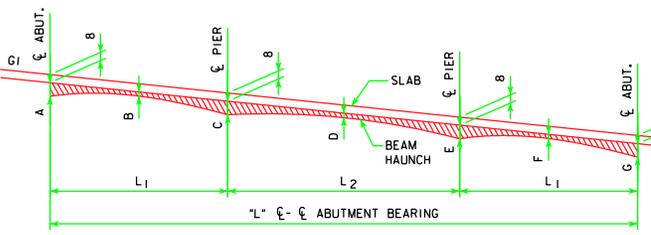
REVISED 07-10 - TEE PIER NOTES WERE CHANGED TO LRFD SPECS.



CL-CL ABUT. BRG. "L"	A ABUT.	B	C PIER	D	E PIER	F	G ABUT.
138'-10	2	2	1 1/2	9/16	1 1/2	2	1 1/2
151'-4	2	2	1 1/2	9/16	1 1/2	2	1 1/2
163'-10	2	2	1 1/2	9/16	1 1/2	2	1 1/2
176'-4	2	2	1 1/2	9/16	1 1/2	2	1 1/2
188'-10	1	2	2	1 1/2	2	2	1
201'-4	2	2	1 1/2	9/16	1 1/2	2	1 1/2
213'-10	2	2	1 1/2	9/16	1 1/2	2	1 1/2
226'-4	1	2	2	1 1/2	2	2	1
243'-0	1 1/2	2	1 1/2	9/16	1 1/2	2	1 1/2

LENGTH OF VERTICAL CURVE REQUIRED =  $(20,000 \times G1 - G2)$   
M.O. =  $(G1 - G2) \times \text{LENGTH OF V.C.}$   
(G1-G2) IS THE ALGEBRAIC DIFFERENCE OF THE APPROACH GRADES EXPRESSED IN DECIMAL FORM. G1 NEED NOT HAVE THE SAME VALUE AS G2. MAXIMUM VALUE OF G1 OR G2 IS 5%. LENGTH OF CURVE AND M.O. ARE IN FEET.

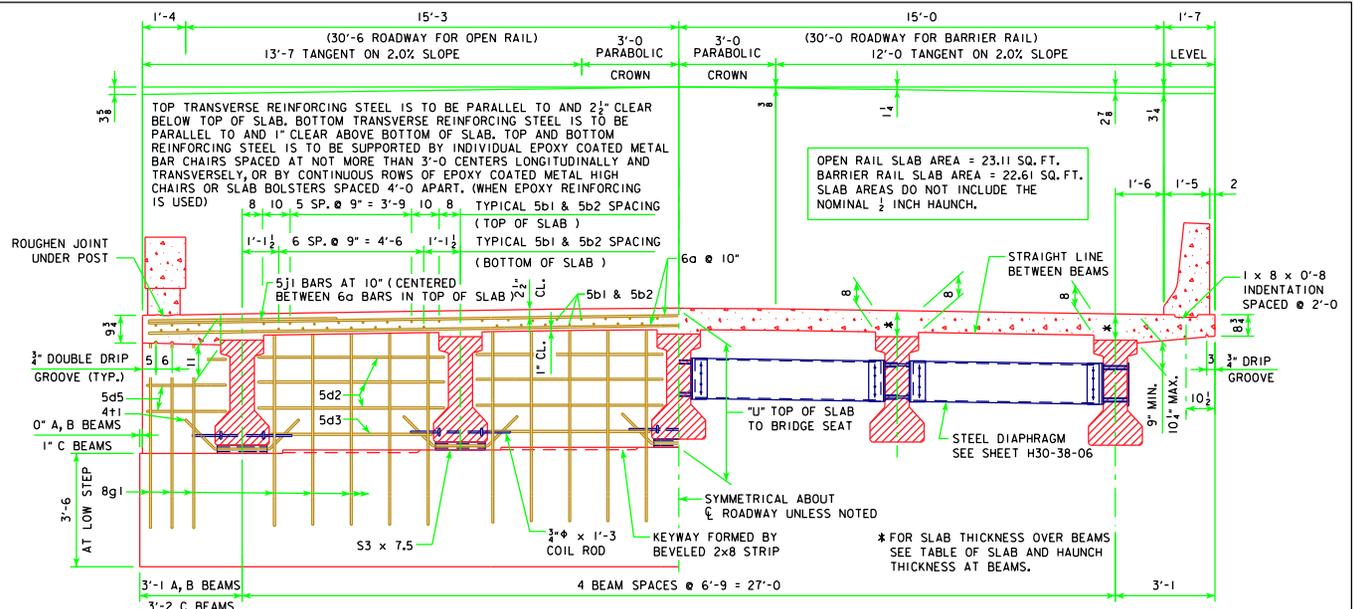
SLAB AND HAUNCH THICKNESS AT BEAMS FOR VERTICAL CURVE



CL-CL ABUT. BRG. "L"	A ABUT.	B	C PIER	D	E PIER	F	G ABUT.
138'-10	1 1/2	2	1 1/2	9/16	1 1/2	2	1 1/2
151'-4	2	2	1 1/2	9/16	1 1/2	2	1 1/2
163'-10	2	2	1 1/2	9/16	1 1/2	2	1 1/2
176'-4	2	2	2	1 1/2	2	2	2
188'-10	1 1/2	2	2 1/2	1 1/2	2 1/2	2	1 1/2
201'-4	2	2	2	1 1/2	2	2	2
213'-10	2	2	1 1/2	9/16	1 1/2	2	1 1/2
226'-4	1 1/2	2	2 1/2	1 1/2	2 1/2	2	1 1/2
243'-0	2	2	2 1/2	1 1/2	2 1/2	2	2

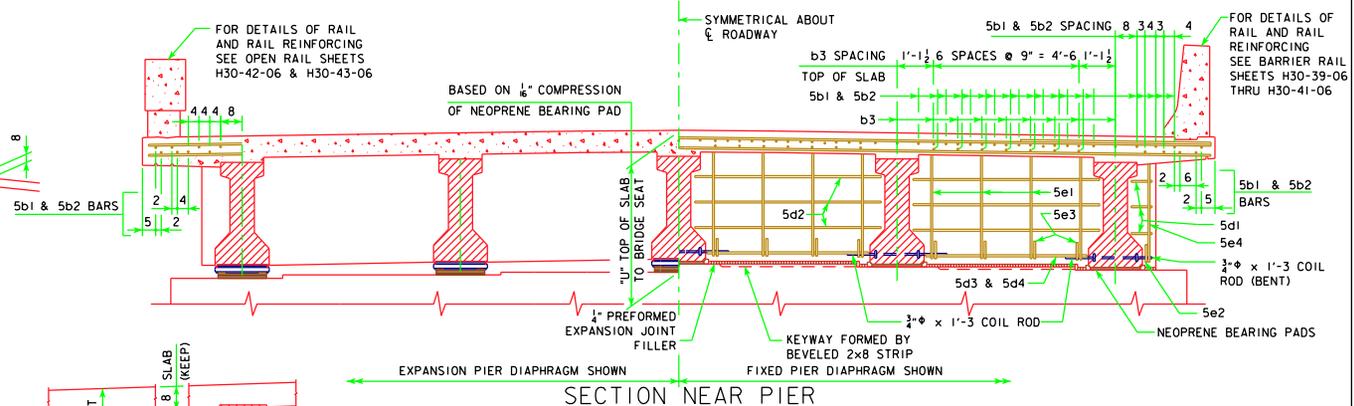
G1 MAY HAVE A + OR - SIGN. THE MINIMUM NUMERICAL VALUE OF THE GRADE IS 0.3% AND THE MAXIMUM VALUE IS 5%.

SLAB AND HAUNCH THICKNESS AT BEAMS FOR STRAIGHT GRADE



HALF SECTION NEAR ABUTMENT (OPEN RAIL SHOWN)

HALF SECTION NEAR MID SPAN (BARRIER RAIL SHOWN)



SECTION NEAR PIER

SLAB THICKNESS DETAILS

NOTE: THE SLAB THICKNESS (T) AT THE BEAMS, (8\"/>

LENGTH OF S3x7.5 (ABUTMENT BEAM SEAT)

BEAM BOTTOM FLANGE WIDTH	LENGTH OF S3 x 7.5
1'-5	1'-3 1/2
1'-8	1'-6 1/2

**Iowa Department of Transportation Highway Division**

STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES  
**PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES**  
 DECEMBER, 2006

SUPERSTRUCTURE DETAILS H30-03-06

07-10  
 LATEST REVISION DATE  
 Approved by Bridge Engineer  
 [Signature]