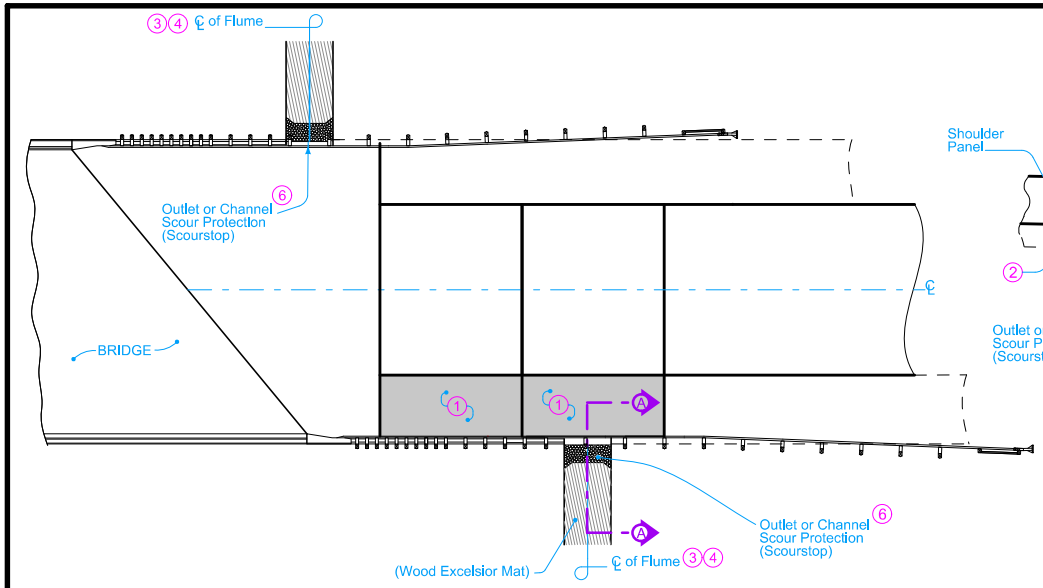
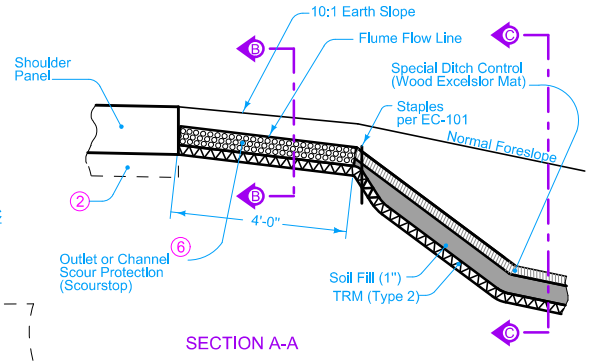
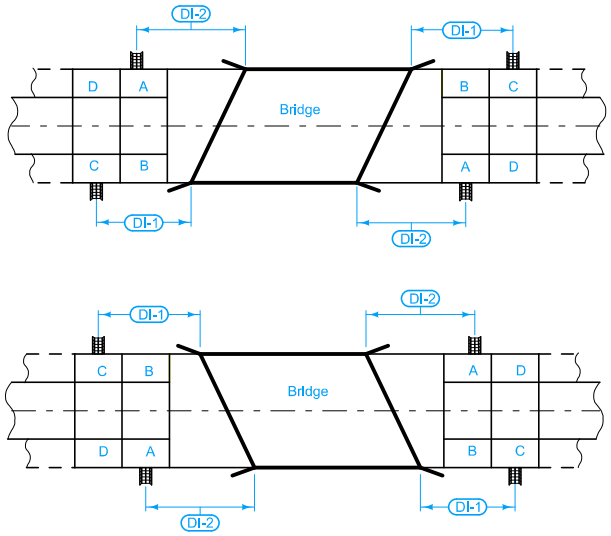


PLAN

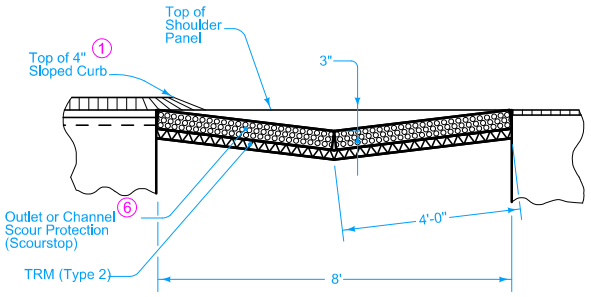


SECTION A-A

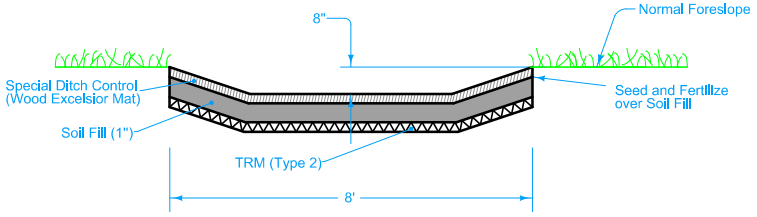
1. Continue 4 inch sloped curb to edge of flume per section B-B. Refer to RK-20, RK-25, RK-26, or RK-27 for details of 4 inch curb.
2. Install modified subbase and polymer grid under PCC shoulder panels as shown in Section A-A on RK-20, RK-25,or RK-26, or RK-27.
3. DI-1 and DI-2 distances measured from center of Bolt Pattern. Locate center of flume 9 feet or more from the nearest transverse pavement joint. Joint locations are determined by the bridge approach section.
4. Extend TRM flume to low point of ditch.
5. Transition the flume flow line depth from 3 inches at the downstream edge of Scourstop to 8 inches with an approximate transition rate of 1 vertical inch vertical per 1 foot horizontal.
6. Abut Scourstop panels to the edge of the pavement to prevent from being undercut by water. Cut panels to fit around guardrail posts to ensure pavement edge contact. No deduction will be made for area of Scourstop panel removed for guardrail posts.



PCC SHOULDER PANEL LOCATIONS 3



SECTION B-B



SECTION C-C 5

Possible Contract Items:
- Outlet or Channel Scour Protection (Scourstop)
- Paved Shoulder, Portland Cement Concrete (Paved Shoulder Panel for Bridge-End Drain)
- Turf Reinforced Mat (TRM)

Incidental to Paved Shoulder:
- Modified Subbase
- Polymer Grid

Incidental to Turf Reinforced Mat (TRM):
- Soil Fill
- Special Ditch Control (Wood Excelsior Mat)
- Seeding and Fertilizing
- Watering for Sod, Special Ditch Control, or Slope Protection

Possible Tabulation:
- 104-8A

Iowa Department of Transportation

REVISION 18 10-15-13

STANDARD ROAD PLAN

RF-39

SHEET 1 of 1

REVISIONS: Modified circle notes and Possible Contract Items.

Brian Smith
APPROVED BY DESIGN METHODS ENGINEER

SCOUR PROTECTION FOR BRIDGE END DRAIN