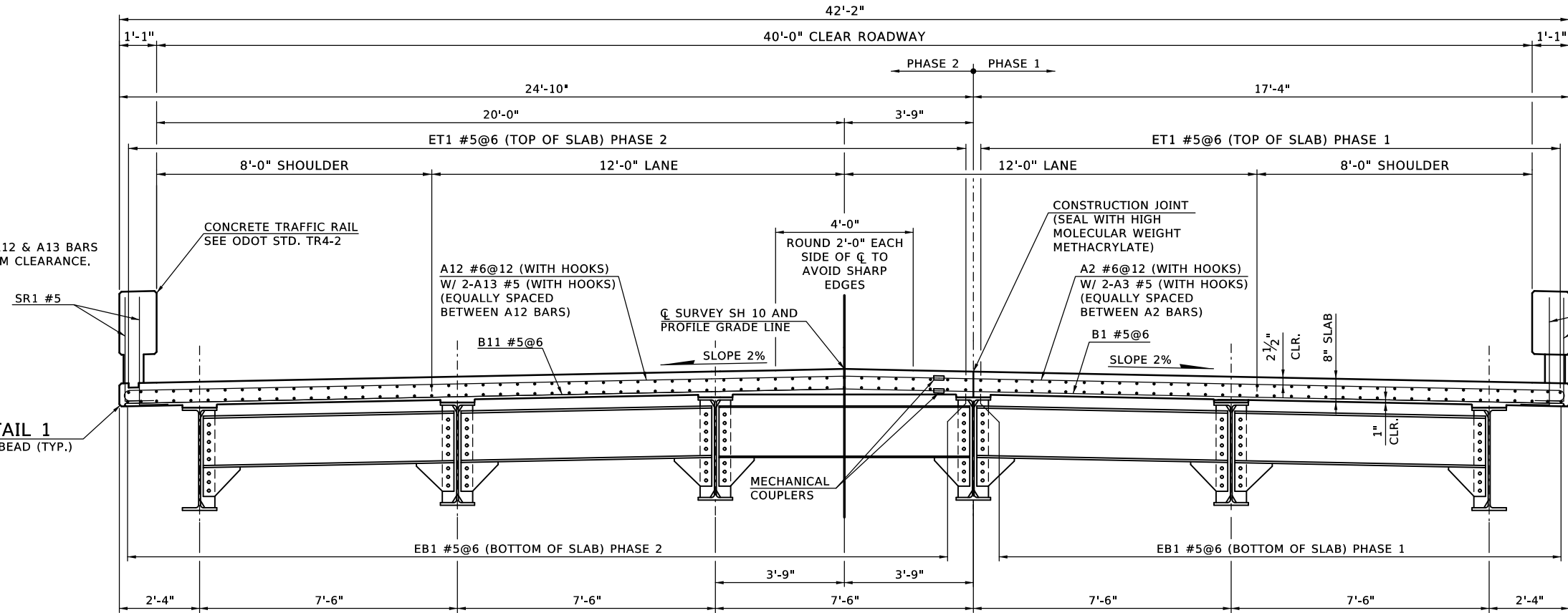


NOTE:
ROTATE HOOKS ON A12 & A13 BARS TO MAINTAIN MINIMUM CLEARANCE.

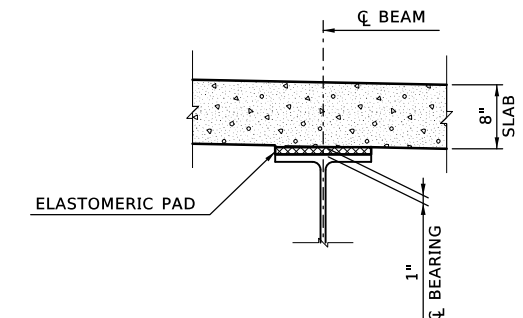
NOTE:
ROTATE HOOKS ON A2 & A3 BARS TO MAINTAIN MINIMUM CLEARANCE.

DETAIL 1
DRIP BEAD (TYP.)



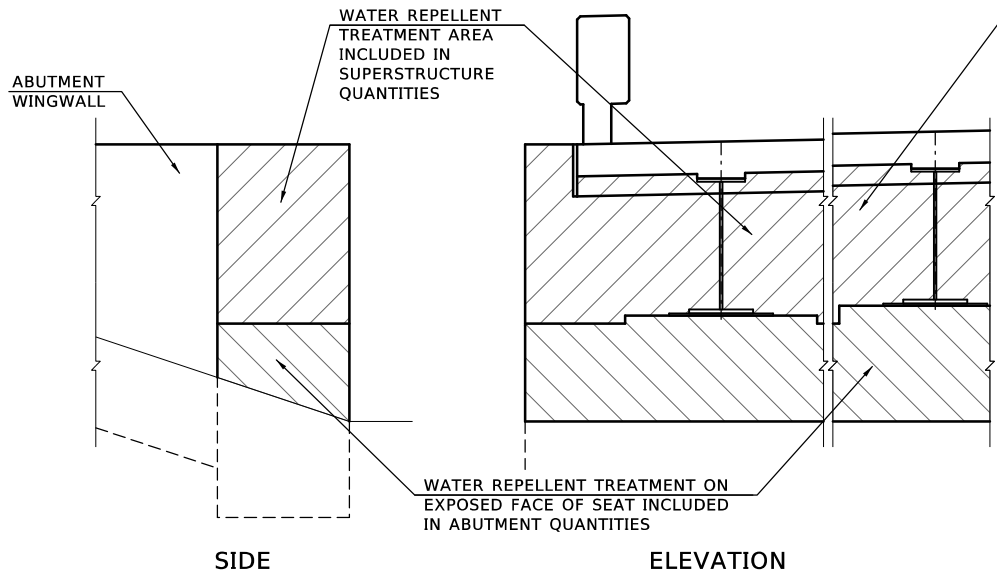
THE DECK THICKNESS IS INCREASED 1/4" TO ALLOW FOR ADDITIONAL GRINDING IN THE LANE AND ADJACENT LANES WHERE THE LONGITUDINAL CONSTRUCTION JOINT IS LOCATED. THE DECK THICKNESS SHALL BE 8 1/4" THICK AT THE LONGITUDINAL JOINT LOCATION AND TRANSITION TO 8" THICK AT THE ADJACENT BEAM LOCATED 7'-6" FROM THE JOINT (PHASE 1) AND AT THE BRIDGE PROFILE GRADE LINE (PHASE 2). GRINDING SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AFTER ANY REQUIRED SMOOTHNESS CORRECTIONS ARE DONE TO MEET REQUIREMENTS OF SP 430 PAVEMENT SMOOTHNESS. THE INTENT IS TO CORRECT ROUGHNESS AT THE LONGITUDINAL JOINT DUE TO PAVEMENT FINISHING OPERATIONS. GRINDING ADJACENT LANES MAY ALSO BE REQUIRED TO FEATHER OUT AND REMOVE GRINDING DEPTHS GREATER THAN 1/8". ALL COST OF GRINDING WILL BE INCLUDED IN THE COST OF THE CLASS AA CONCRETE PAY ITEM USED IN THE BRIDGE DECK.

SPAN 1 AND 3 SHOWN (SPAN 2 SIMILAR)
TYPICAL SECTION AT PIER DIAPHRAGM

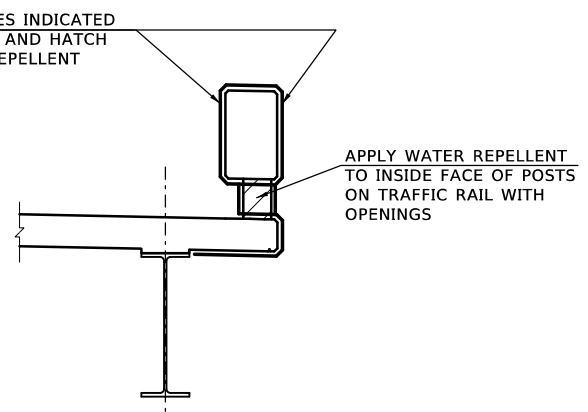


NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHT FOR PAVEMENT.

BEAM HAUNCH DETAIL
SCALE: 1" = 1'-0"



ABUTMENT DIAPHRAGM



TRAFFIC RAIL, SLAB AND BEAM

WATER REPELLENT TREATMENT DETAILS

DETAIL 1
SCALE: 3/4" = 1'-0"

Design	MKR	7/16	SH 10 OVER BIG CABIN CREEK	CRAIG COUNTY
Drawn	JT	7/16	BRIDGE A	
Checked	KSJ	7/16		
Approved	SAK	9/16		
Squad	BENHAM			

TYPICAL SECTION (1)