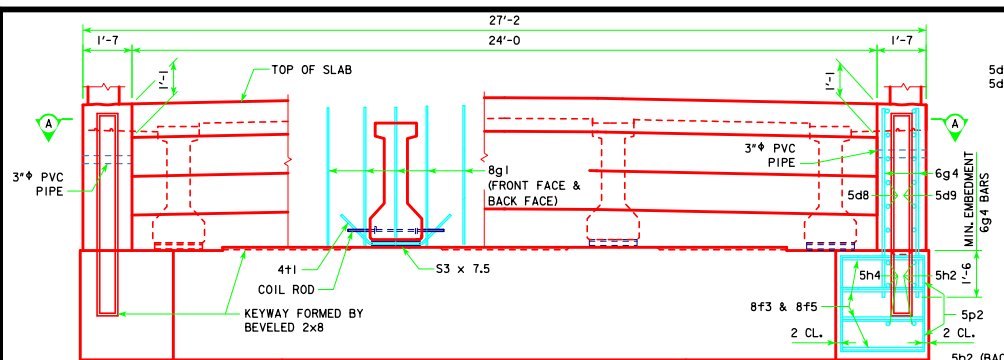
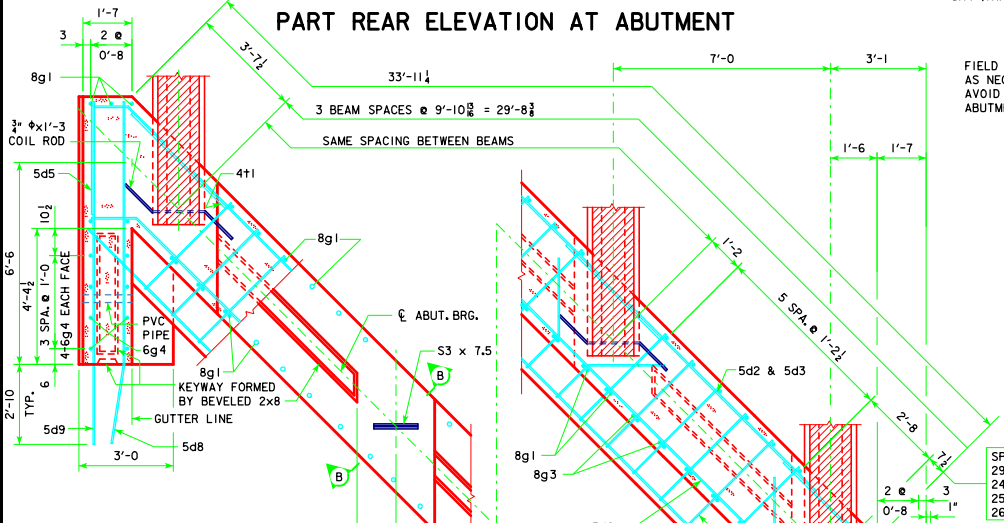


REVISED 05-13 - REVISION FOR LRPD PILE DESIGN.



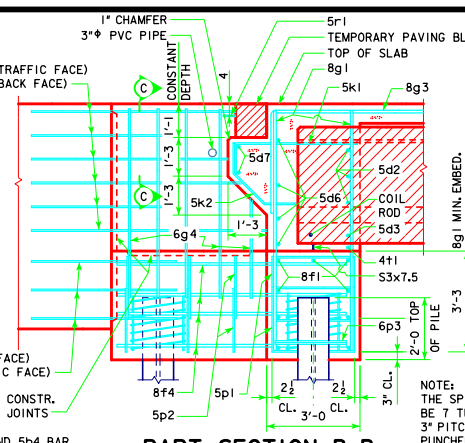
PART REAR ELEVATION AT ABUTMENT



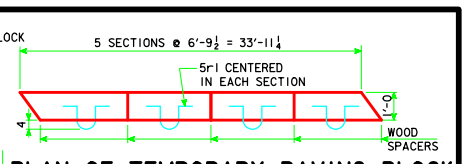
PART SECTION A-A

ABUTMENT PILE SPACING		201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	*A* PILE SPACES	5	5	5	6
	B (FT. - IN.)	6'-5	6'-5	6'-5	5'-4
	C (FT. - IN.)	3'-3 3/8	3'-3 3/8	3'-3 3/8	3'-3 3/8
	D EQUAL SPACES	4	4	4	3
	NO. OF PILES PER ABUT.	8	8	8	9
	P _u STRENGTH I DESIGN LOAD (KIPS)	137	141	145	132

NOTE: P_u STRENGTH I DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.



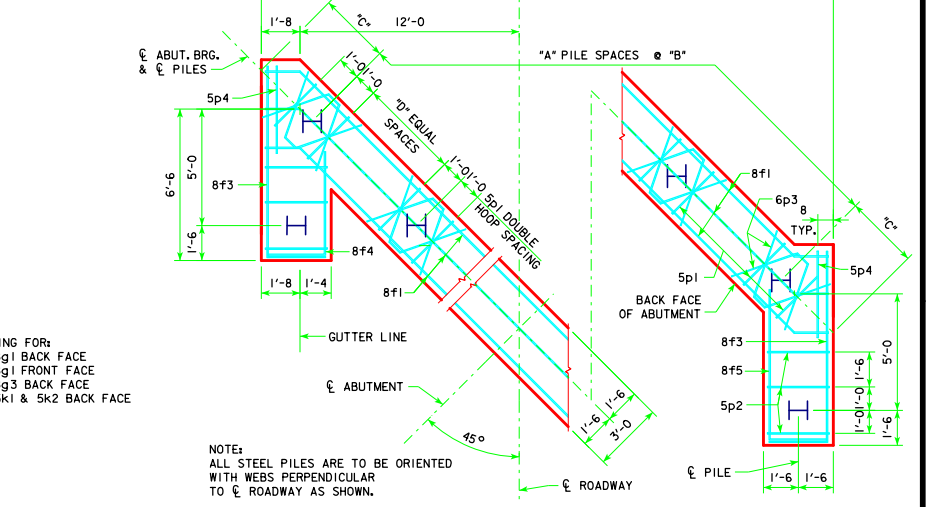
PART SECTION B-B



PLAN OF TEMPORARY PAVING BLOCK

NOTE: LINE PAVING NOTCH WITH TAR PAPER BEFORE PLACING THE TEMPORARY PAVING BLOCK.

NOTE: THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - L₄ x 3/8 x 3/8 SPACERS PUNCHED TO HOLD SPIRAL.



ABUTMENT PILE PLAN

ABUTMENT NOTES:
 MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.
 ABUTMENT PILES SHALL BE DRIVEN TO VALUES SHOWN IN DESIGN PLANS.
 BARRIER RAIL NOT SHOWN IN DETAILS.
 IF ROCK IS CLOSER THAN 15' BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.

LATEST REVISION DATE
 05-13
 APPROVED BY BRIDGE ENGINEER
 Thomas E. M. Dwyer

Iowa Department of Transportation
 Highway Division

STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

DECEMBER, 2006

ABUTMENT DETAILS
 45° SKEW C BEAMS

H24-26-06