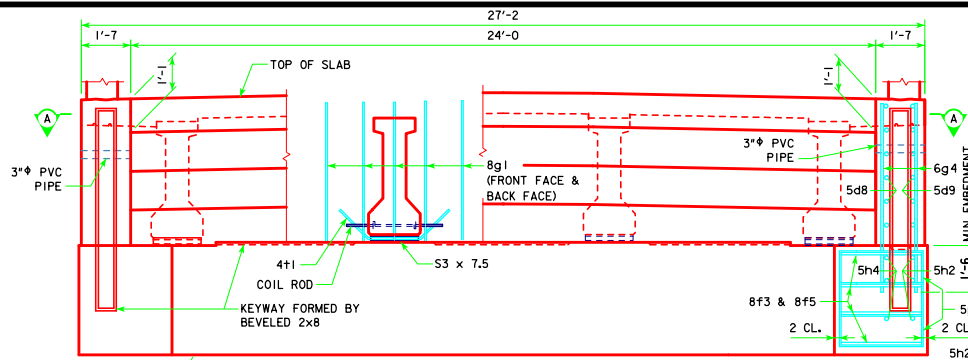
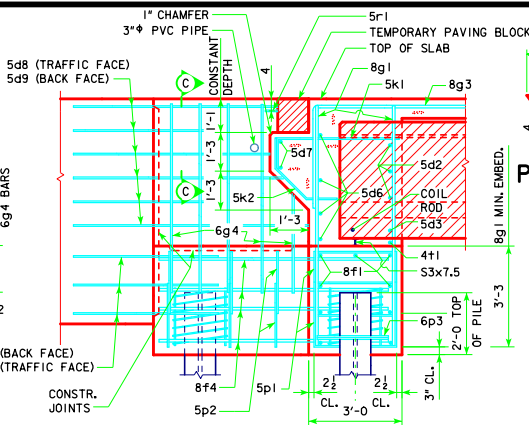


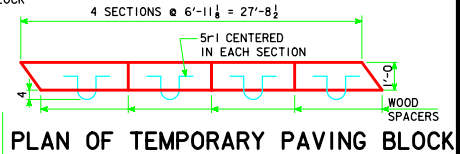
REVISED 05-13 - REVISION FOR LRPD PILE DESIGN.



PART REAR ELEVATION AT ABUTMENT

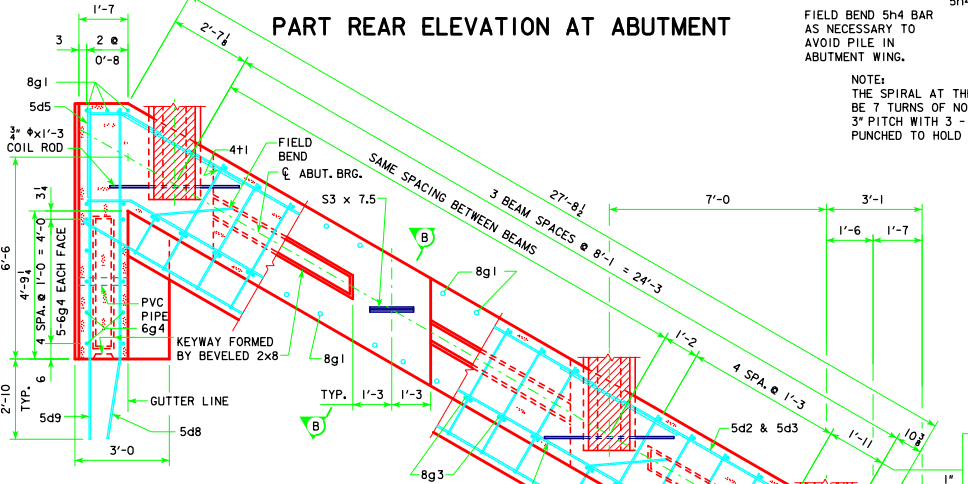


PART SECTION B-B

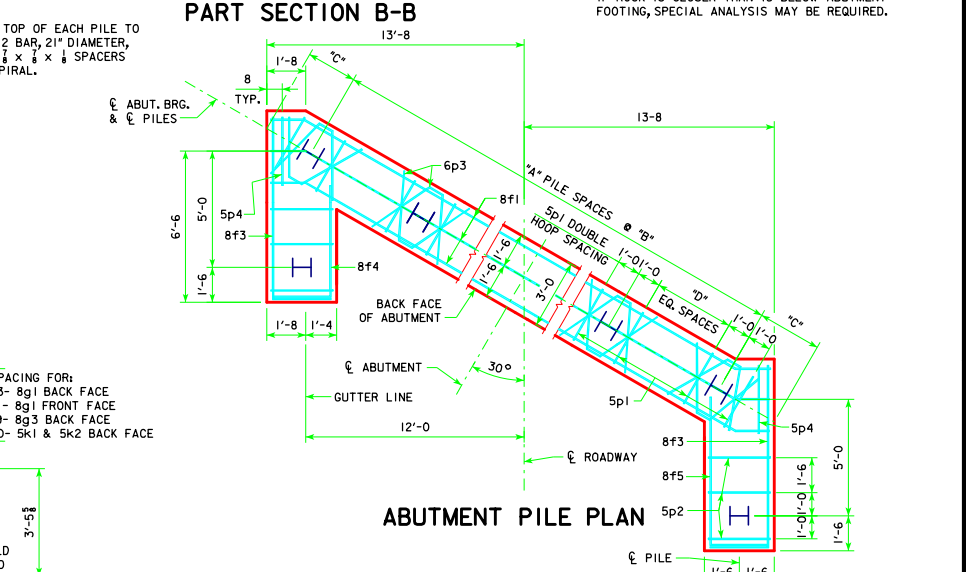


PLAN OF TEMPORARY PAVING BLOCK
 NOTE 1:
 LINE PAVING NOTCH WITH TAR PAPER BEFORE PLACING THE TEMPORARY PAVING BLOCK.

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.



PART SECTION A-A



ABUTMENT PILE PLAN

ABUTMENT PILE SPACING		CL-CL ABUT. BRG.	201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	"A" PILE SPACES		5	5	5	6
	"B" (FT. - IN.)		5'-3	5'-3	5'-3	4'-4
	"C" (FT. - IN.)		2'-7 7/8	2'-7 7/8	2'-7 7/8	2'-9 3/8
	"D" EQUAL SPACES		3	3	3	2
	NO. OF PILES PER ABUT.		8	8	8	9
	P _u STRENGTH I DESIGN LOAD (KIPS)		131	136	140	127

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

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
 30° SKEW C BEAMS

H24-19-06