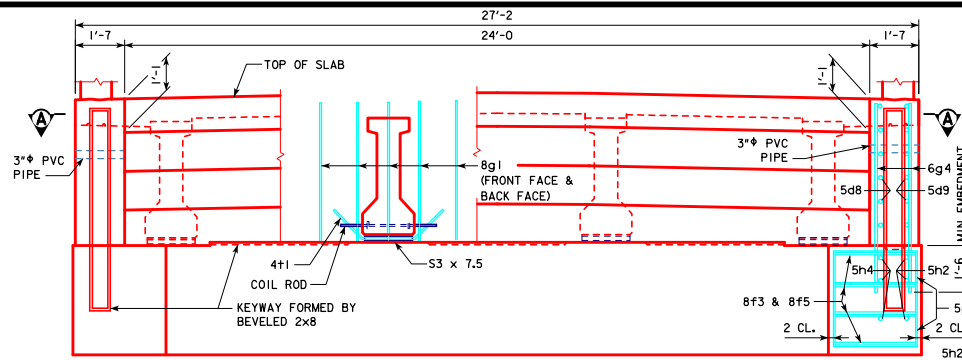
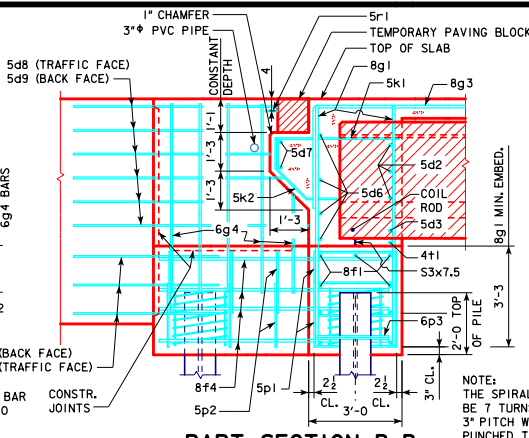


REVISED 05-13 - REVISION FOR LRFD PILE DESIGN.
REVISED 10-2016 - REMOVED SECTION DIRECTORS "C-C" FROM PART SECTION B-B, THEY WERE VOID BECAUSE THERE WAS NO SECTION C-C DETAIL.

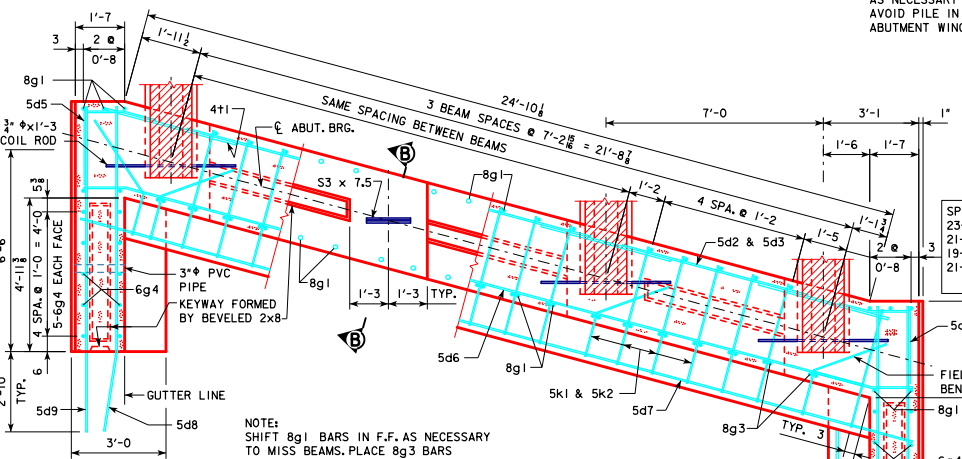


PART REAR ELEVATION AT ABUTMENT

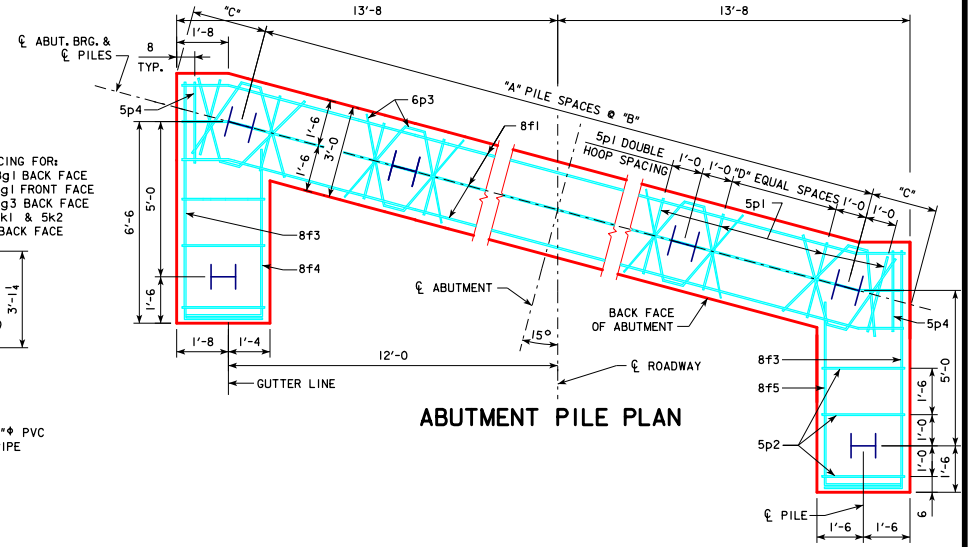


PART SECTION B-B

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.



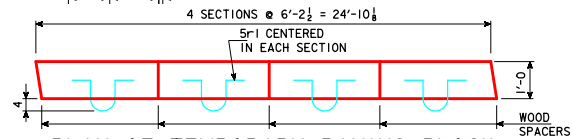
PART SECTION A-A



ABUTMENT PILE PLAN

ABUTMENT PILE SPACING		201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	*A* PILE SPACES	5	5	5	5
	B (FT. - IN.)	4'-8	4'-8	4'-8	4'-8
	C (FT. - IN.)	2'-5 5/8	2'-5 5/8	2'-5 5/8	2'-5 5/8
	D EQUAL SPACES	3	3	3	3
NO. OF PILES PER ABUT.		8	8	8	8
PU, STRENGTH I DESIGN LOAD (KIPS)		129	133	137	145

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



PLAN OF TEMPORARY PAVING BLOCK

LATEST REVISION DATE
 10-2016
 APPROVED BY BRIDGE ENGINEER
 [Signature]

Iowa Department of Transportation
 Highway Division
 STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE
PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES
 DECEMBER, 2006

ABUTMENT DETAILS
 15° SKEW C BEAMS
H24-12-06