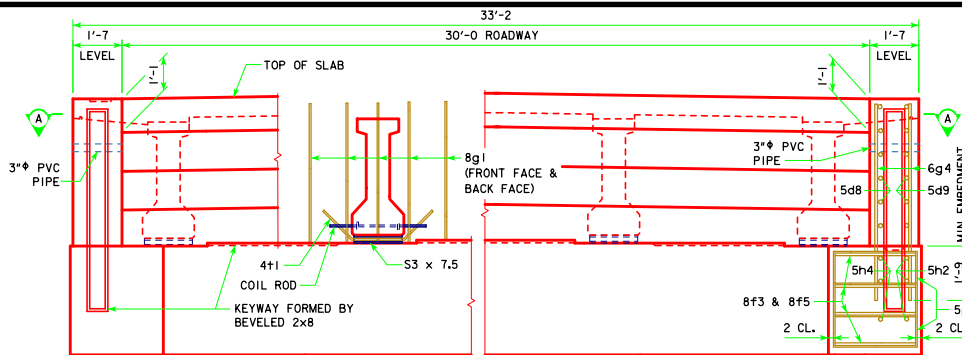
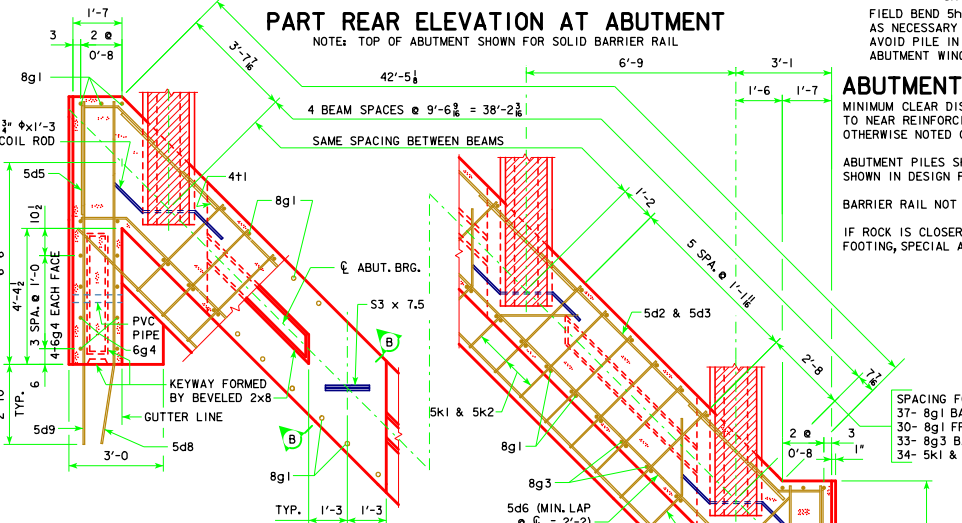


REVISED 04-13 -- REVISION FOR LRFD PILE DESIGN.



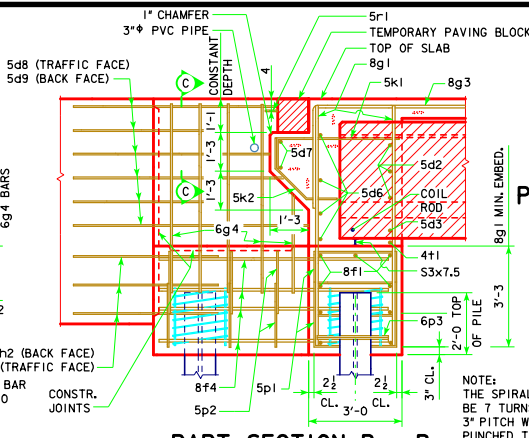
**PART REAR ELEVATION AT ABUTMENT**  
NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



**PART SECTION A - A**

ABUTMENT PILE SPACING		201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	*A* PILE SPACES	6	6	6	7
	*B* (FT. - IN.)	6'-9	6'-9	6'-9	5'-9
	*C* (FT. - IN.)	3'-3 $\frac{3}{8}$	3'-3 $\frac{3}{8}$	3'-3 $\frac{3}{8}$	3'-5 $\frac{5}{8}$
	*D* EQUAL SPACES	4	4	4	3
	NO. OF PILES PER ABUT.	9	9	9	10
P <sub>u</sub> STRENGTH I DESIGN LOAD (KIPS)		132	136	140	130

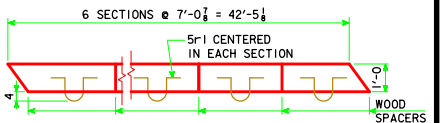
NOTE: P<sub>u</sub> STRENGTH I DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.



**PART SECTION B - B**

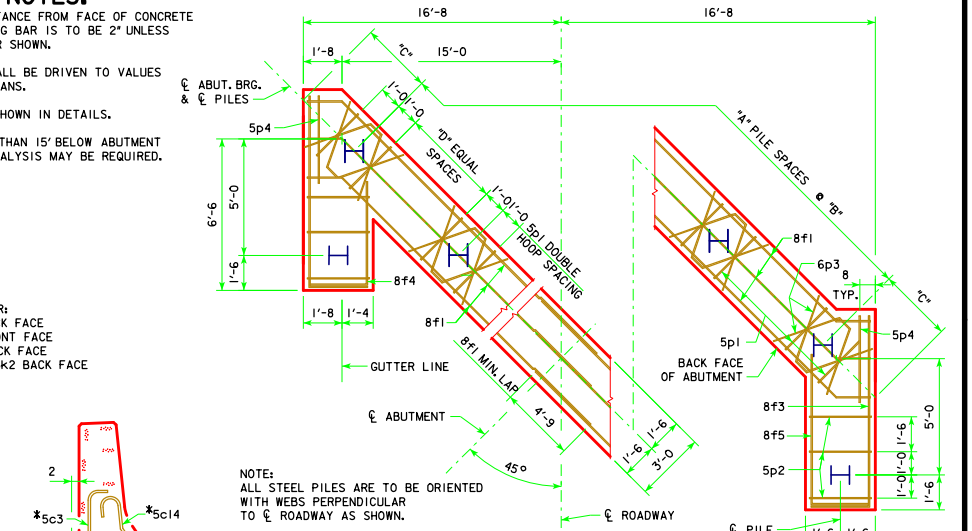
**ABUTMENT NOTES:**  
MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2\"/>

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.

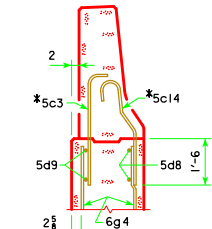


**PLAN OF TEMPORARY PAVING BLOCK**

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



**ABUTMENT PILE PLAN**



**PART SECTION C-C**

\* NOTE: SEE BARRIER RAIL SHEET FOR DETAILS. REINFORCING BARS 5c3 AND 5c14 ARE INCLUDED IN SUPERSTRUCTURE QUANTITIES.

LATEST REVISION DATE 04-13 <i>Thomas E. M. Donnell</i> APPROVED BY BRIDGE ENGINEER	<b>Iowa Department of Transportation</b> Highway Division	
	STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES <b>PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES</b> DECEMBER, 2006	
	<b>ABUTMENT DETAILS</b> 45° SKEW C BEAMS	<b>H30-26-06</b>