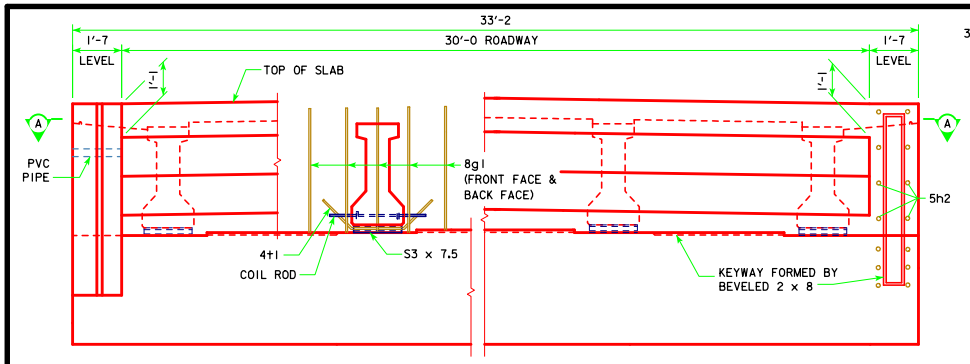
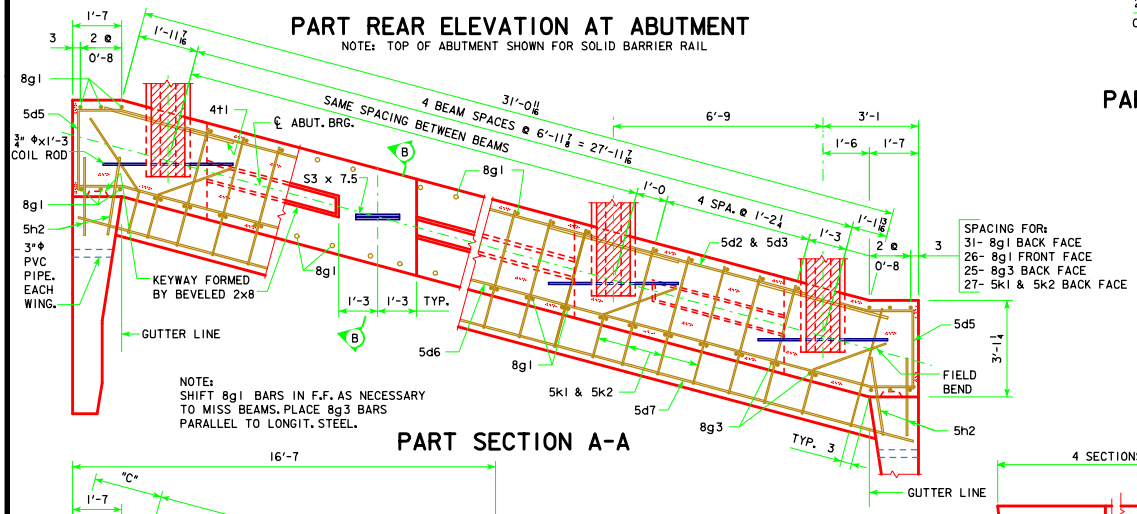


PART REAR ELEVATION AT ABUTMENT

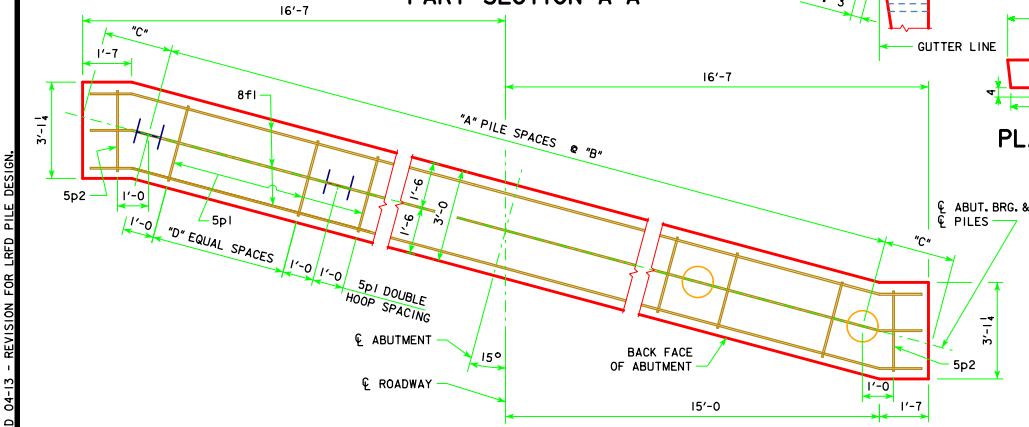
NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



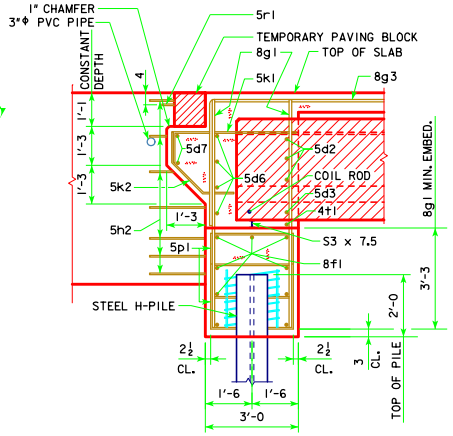
NOTE:
SHIFT 8g1 BARS IN F.F. AS NECESSARY TO MISS BEAMS. PLACE 8g3 BARS PARALLEL TO LONGIT. STEEL.

SPACING FOR:
31- 8g1 BACK FACE
26- 8g1 FRONT FACE
25- 8g3 BACK FACE
27- 5k1 & 5k2 BACK FACE

PART SECTION A-A

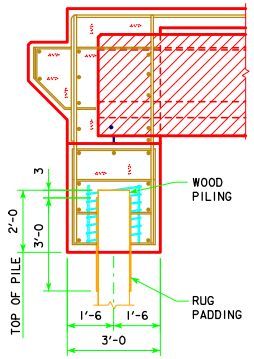


ABUTMENT PILE PLAN



PART SECTION B-B
(FOR STEEL H-PILING)

NOTE:
THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - L 7/8 x 7/8 x 1/8 SPACERS PUNCHED TO HOLD SPIRAL.

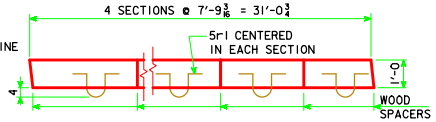


PART SECTION B-B
(FOR WOOD PILING)

WOOD PILING NOTE:
AFTER PILES ARE CUT OFF, THE UPPER 3', EXCEPT AS SHOWN, IS TO BE WRAPPED WITH A DOUBLE THICKNESS OF RUG PADDING HELD IN PLACE BY TACKING WITH GALVANIZED ROOFING NAILS AND WRAPPED WITH #14 GAUGE GALVANIZED WIRE AT A 4" PITCH, CARE IS TO BE TAKEN NOT TO DAMAGE PADDING WHEN PLACING CONCRETE. RUG PADDING MAY BE EITHER OF THE FOLLOWING:

(1) HAIR AND JUTE RUG PADDING, RUBBERIZED ON BOTH SIDES, AND WEIGHING NOT LESS THAN 47 OZ. PER SQ. YD.

(2) BONDED URETHANE OR BONDED POLYFOAM WITH A MINIMUM DENSITY OF 5 LBS. PER CU. FT. AND SHALL BE AT LEAST 1/2 IN. THICK, (MATERIAL LESS THAN 1/2 IN. IN THICKNESS MAY BE USED, BUT WILL REQUIRE ADDITIONAL WRAPS FOR A TOTAL OF AT LEAST ONE INCH).



PLAN OF TEMPORARY PAVING BLOCK

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

ABUTMENT PILE SPACING	℄-℄ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10
WITH WOOD PILES	"A" PILE SPACES	10	11	12	12	12
	"B" (FT. - IN.)	3'-1	2'-10	2'-7	2'-7	2'-7
	"C" (FT. - IN.)	1'-9	1'-7	1'-8	1'-8	1'-8
	"D" EQUAL SPACES	1	1	1	1	1
	NO. OF PILES PER ABUT.	11	12	13	13	13
	Pu, STRENGTH I DESIGN LOAD (KIPS)	57	54	54	56	58
WITH STEEL H-PILES	"A" PILE SPACES	4	4	5	5	5
	"B" (FT. - IN.)	7'-5	7'-5	5'-11	5'-11	5'-11
	"C" (FT. - IN.)	2'-4	2'-4	2'-4 1/2	2'-4 1/2	2'-4 1/2
	"D" EQUAL SPACES	5	5	4	4	4
	NO. OF PILES PER ABUT.	5	5	6	6	6
	Pu, STRENGTH I DESIGN LOAD (KIPS)	137	142	127	132	136

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

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.

PLACE 5h2 BAR AT 1:6 SLOPE TO MATCH TRAFFIC SIDE OF ABUTMENT WING FACE. (BOTH SIDES TYPICAL)

BARRIER RAIL NOT SHOWN IN DETAILS.

IF ROCK IS CLOSER THAN 15' BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.

04-13
LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

DECEMBER, 2006

ABUTMENT DETAILS
15° SKEW A & B BEAMS

H30-11-06

REVISED 04-13 - REVISION FOR LRFD PILE DESIGN.