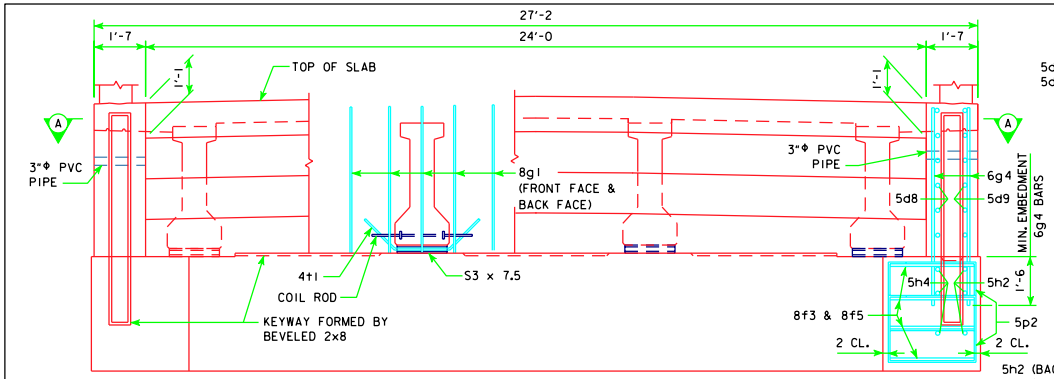
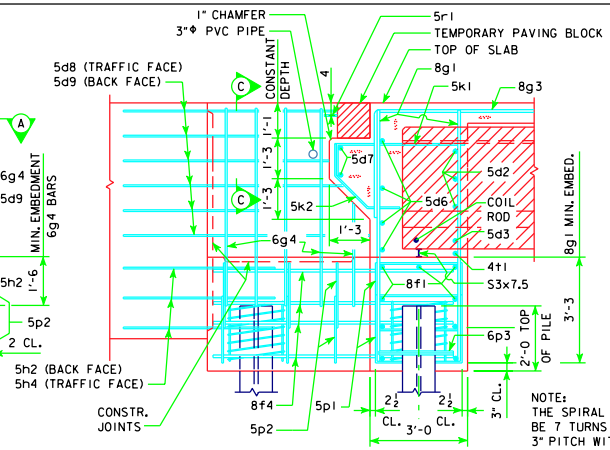


PART REAR ELEVATION AT ABUTMENT



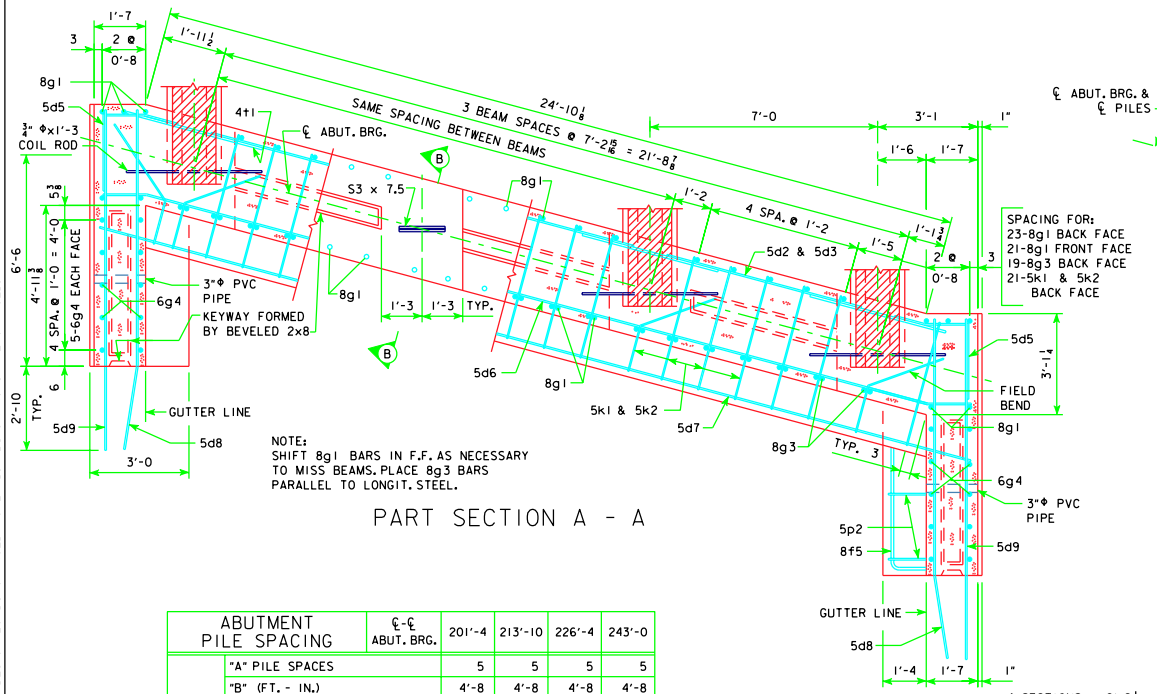
PART SECTION B - B

NOTE:
THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - $L\frac{7}{8} \times \frac{7}{8} \times \frac{1}{8}$ SPACERS PUNCHED TO HOLD SPIRAL.

ABUTMENT NOTES:

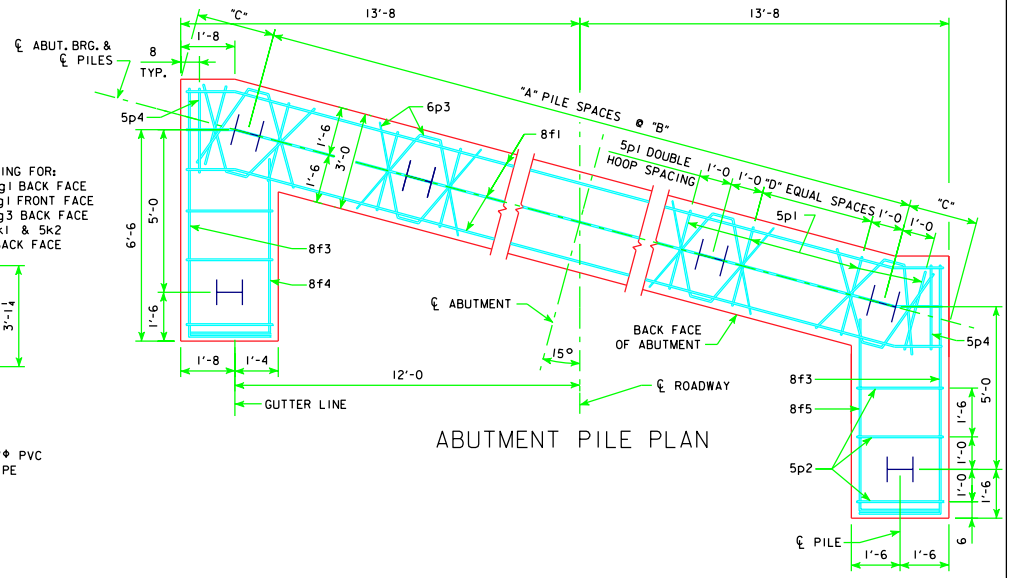
MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

ABUTMENT PILES ARE TO BE DRIVEN TO THE DESIGN BEARING VALUE AS GIVEN IN THE ABUTMENT PILE SPACING TABLE.



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

PART SECTION A - A

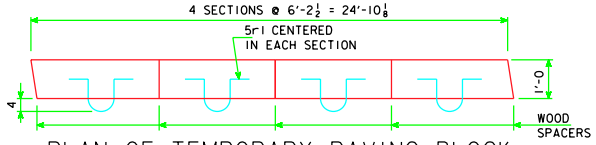


ABUTMENT PILE PLAN

ABUTMENT PILE SPACING	℄-℄ ABUT. BRG.	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 13/16"	2'-5 13/16"	2'-5 13/16"	2'-5 13/16"
	"D" EQUAL SPACES	3	3	3	3
	NO. OF PILES PER ABUT.	8	8	8	8
	(1) PILE BEARING (TONS)	45	46	47	50
	(2) STRENGTH I DESIGN LOAD (KIPS)	129	133	137	145

(1) FOR DETERMINING ACTUAL PILE LENGTHS IN FIELD.

(2) FOR ESTIMATING PILE LENGTHS USING AASHTO LRFD SPECIFICATIONS.



PLAN OF TEMPORARY PAVING BLOCK

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

REVISED 01-10 - PILLING NO. & DESIGN LOADS CHANGED TO LRFD. ABUT. WING SHAPE CHANGED.

01-10
LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

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