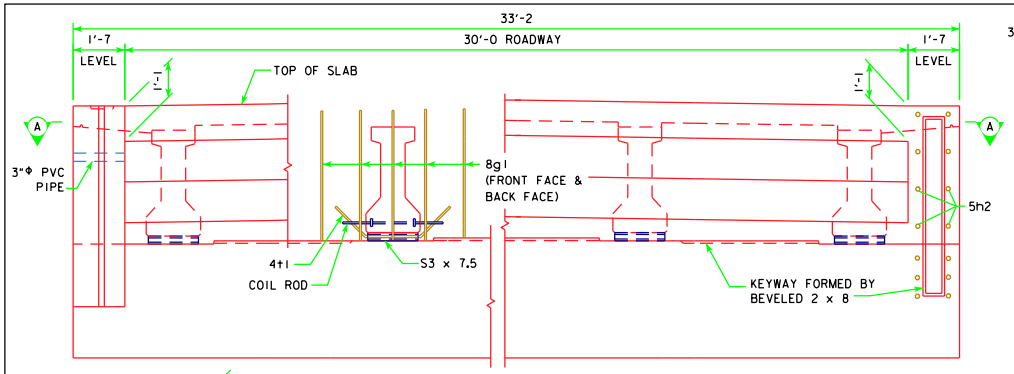
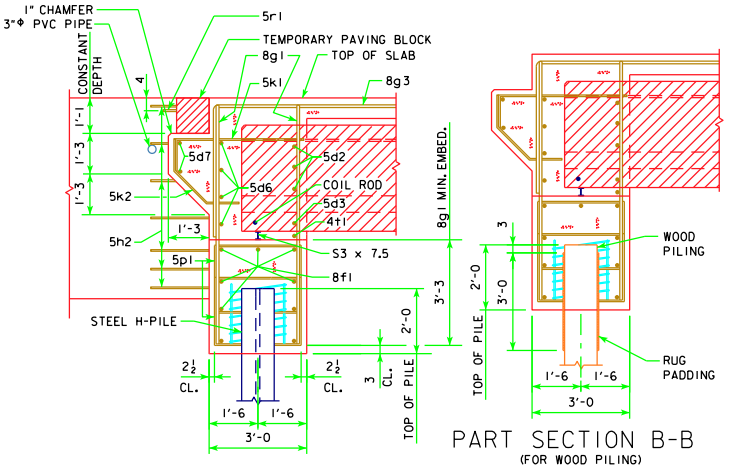


PART REAR ELEVATION AT ABUTMENT

NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



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 - $L\frac{7}{8} \times \frac{7}{8} \times \frac{1}{8}$ SPACERS PUNCHED TO HOLD SPIRAL.

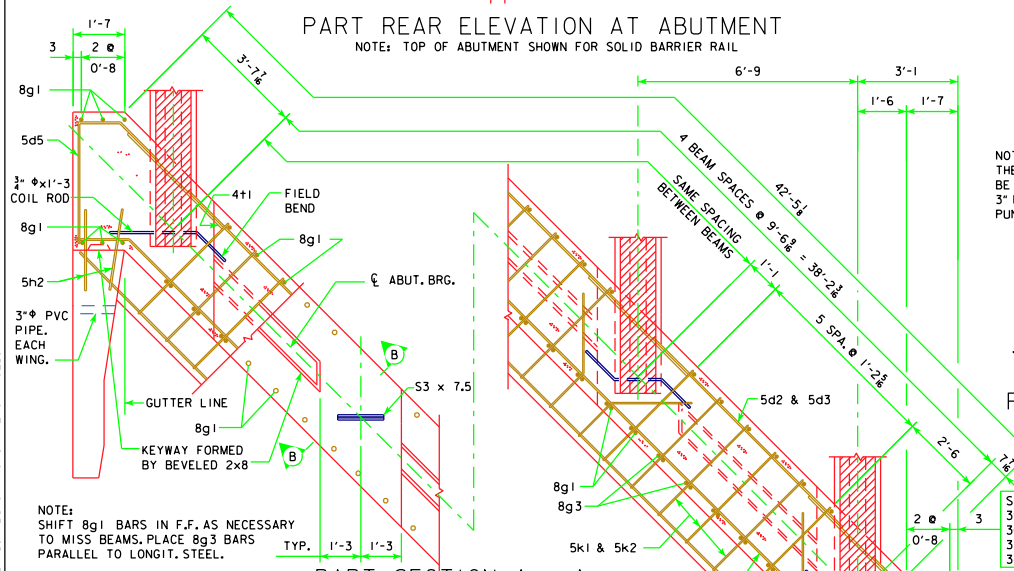
PART SECTION B-B

(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.

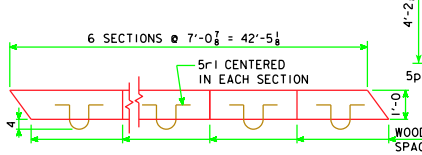
(2) BONDED URETHANE OR BONDED POLYFOAM WITH A MINIMUM DENSITY OF 5 LBS. PER CU. FT. AND SHALL BE AT LEAST ½ IN. THICK, (MATERIAL LESS THAN ½ IN. IN THICKNESS MAY BE USED, BUT WILL REQUIRE ADDITIONAL WRAPS FOR A TOTAL OF AT LEAST ONE INCH).



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

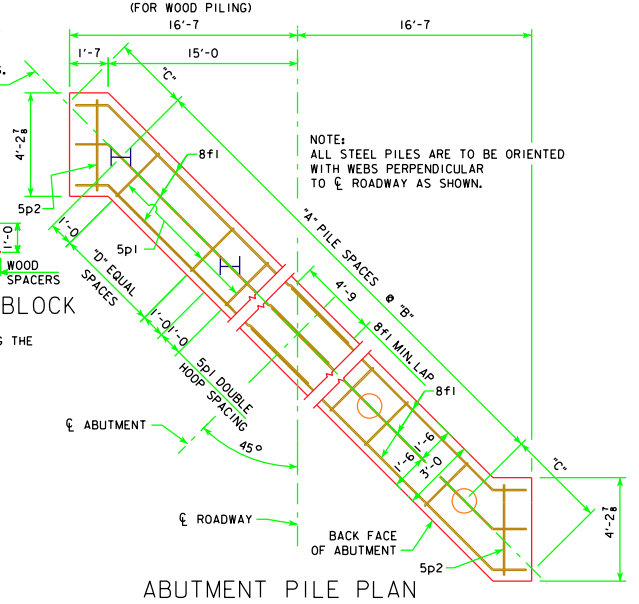
SPACING FOR:
39- 8g1 BACK FACE
30- 8g1 FRONT FACE
33- 8g3 BACK FACE
34- 5k1 & 5k2 BACK FACE

PART SECTION A - A



PLAN OF TEMPORARY PAVING BLOCK

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



NOTE:
ALL STEEL PILES ARE TO BE ORIENTED WITH WEBS PERPENDICULAR TO ℄ ROADWAY AS SHOWN.

ABUTMENT PILE PLAN

ABUTMENT PILE SPACING		℄-℄ ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10
WITH WOOD PILES	"A" PILE SPACES		11	12	13	13	13
	"B" (FT. - IN.)		3'-10	3'-6	3'-3	3'-3	3'-3
	"C" (FT. - IN.)		2'-4 7/16	2'-5 7/16	2'-3 15/16	2'-3 15/16	2'-3 15/16
	"D" EQUAL SPACES		2	2	1	1	1
	NO. OF PILES PER ABUT.		12	13	14	14	14
(1)	PILE BEARING (TONS)		20	19	19	20	20
(2)	STRENGTH I DESIGN LOAD (KIPS)		57	54	54	56	58
WITH STEEL H-PILES	"A" PILE SPACES		5	5	5	5	5
	"B" (FT. - IN.)		8'-0	8'-0	8'-0	8'-0	8'-0
	"C" (FT. - IN.)		3'-5 7/16	3'-5 7/16	3'-5 7/16	3'-5 7/16	3'-5 7/16
	"D" EQUAL SPACES		5	5	5	5	5
	NO. OF PILES PER ABUT.		6	6	6	6	6
(1)	PILE BEARING (TONS)		43	44	47	49	50
(2)	STRENGTH I DESIGN LOAD (KIPS)		123	128	137	141	146

(1) FOR DETERMINING ACTUAL PILE LENGTHS IN FIELD.
(2) FOR ESTIMATING PILE LENGTHS USING AASHTO LRFD SPECIFICATIONS.

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.

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

BARRIER RAIL NOT SHOWN IN DETAILS.

07-10
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

45° SKEW A & B BEAMS

H30-25-06

REVISED 07-10 - PILING NO. & DESIGN LOADS CHANGED TO LRFD. ABUT. WING SHAPE CHANGED.