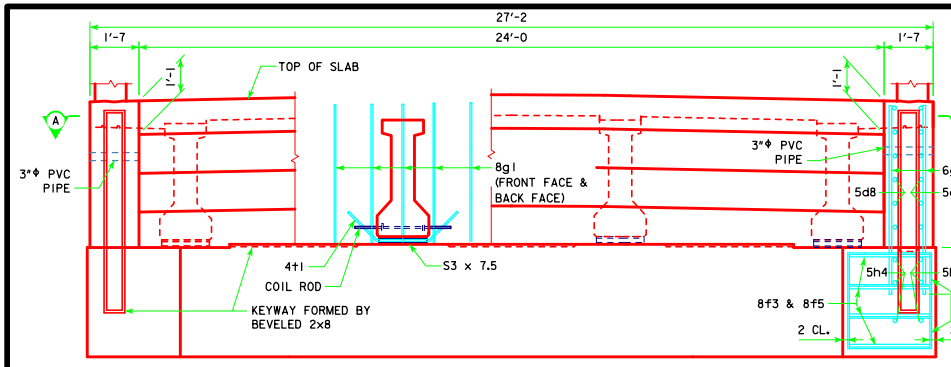
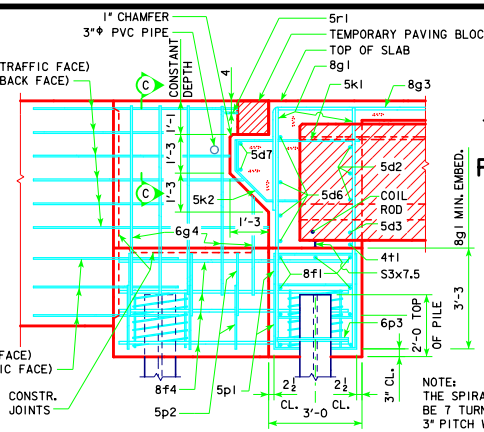


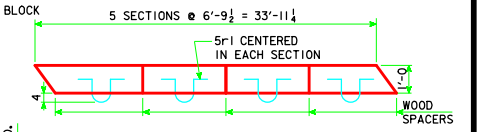
PART REAR ELEVATION AT ABUTMENT



FIELD BEND 5h4 BAR AS NECESSARY TO AVOID PILE IN ABUTMENT WING.

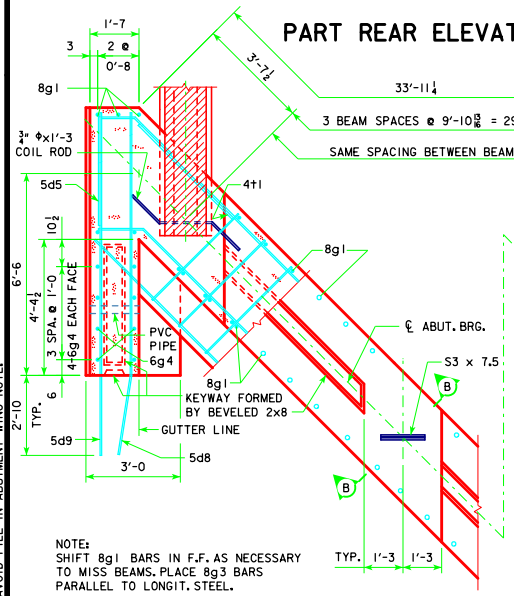
PART SECTION B - B

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.



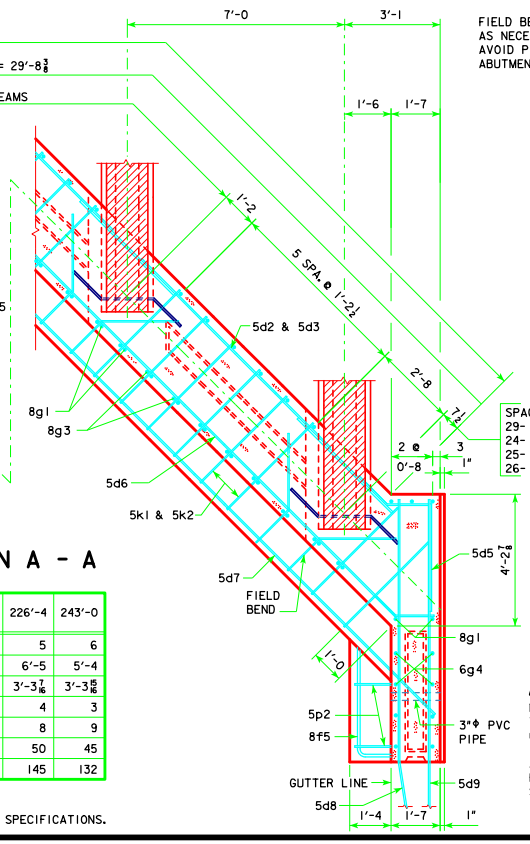
PLAN OF TEMPORARY PAVING BLOCK

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

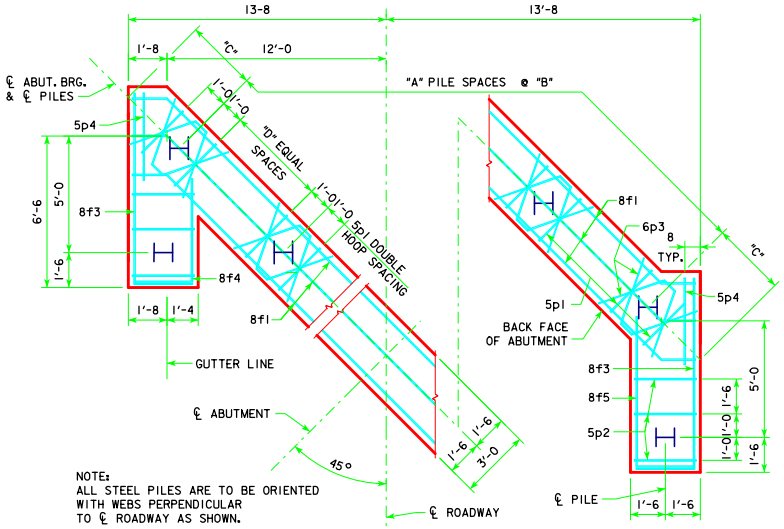


NOTE:
SHIFT 8g1 BARS IN F.F. AS NECESSARY TO MISS BEAMS. PLACE 8g3 BARS PARALLEL TO LONGIT. STEEL.

PART SECTION A - A



SPACING FOR:
29- 8g1 BACK FACE
24- 8g1 FRONT FACE
25- 8g3 BACK FACE
26- 5k1 & 5k2 BACK FACE



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

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	6
	"B" (FT. - IN.)	6'-5	6'-5	6'-5	5'-4
	"C" (FT. - IN.)	3'-3 7/16	3'-3 7/16	3'-3 7/16	3'-3 15/16
	"D" EQUAL SPACES	4	4	4	3
	NO. OF PILES PER ABUT.	8	8	8	9
	(1) PILE BEARING (TONS)	47	49	50	45
	(2) STRENGTH I DESIGN LOAD (KIPS)	137	141	145	132

(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.

01-12
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
45° SKEW C BEAMS

H24-26-06

REVISED 01-12 - ADDED FIELD BEND 5h4 BAR TO AVOID PILE IN ABUTMENT WING NOTE.