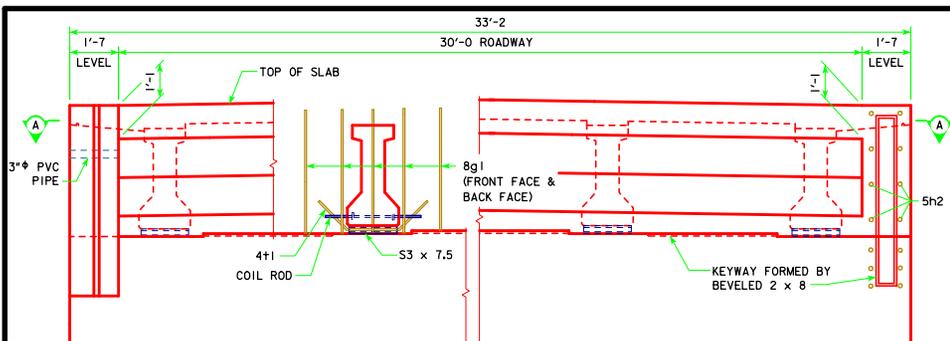
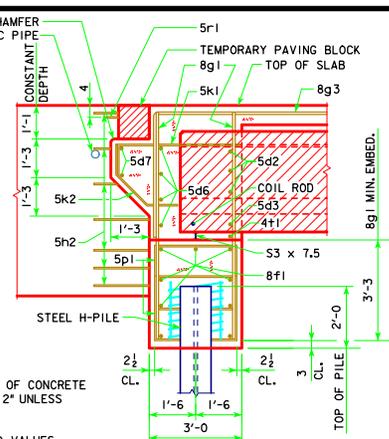


REVISED 04-13 - REVISION FOR LRED PILE DESIGN.

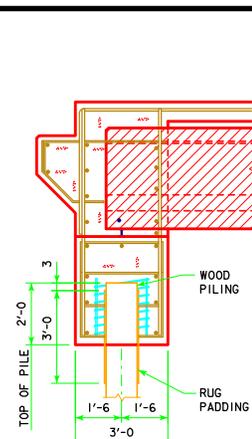


PART REAR ELEVATION AT ABUTMENT
NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL

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.



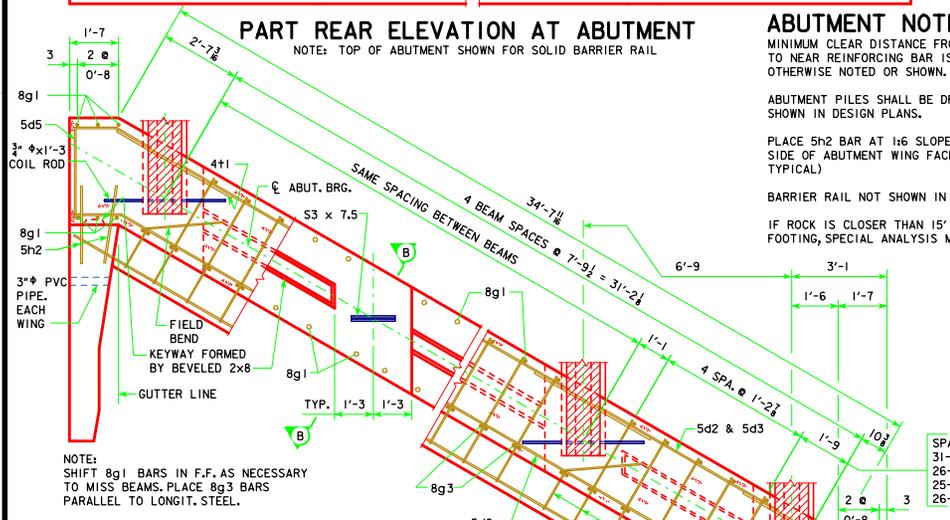
PART SECTION B-B
(FOR STEEL H-PILING)



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.

NOTE:
THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - L₃ x 1/2 x 1/2 SPACERS PUNCHED TO HOLD SPIRAL.

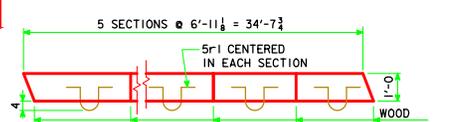


PART SECTION A-A

ABUTMENT PILE SPACING	ABUT. BRG.				
	138'-10	151'-4	163'-10	176'-4	188'-10
WITH WOOD PILES					
A PILE SPACES	11	11	12	12	13
B (FT. - IN.)	3'-2	3'-2	2'-10	2'-10	2'-8
C (FT. - IN.)	1'-8 1/2	1'-8 1/2	2'-1 1/8	2'-1 1/8	1'-9 1/8
D EQUAL SPACES	1	1	1	1	1
NO. OF PILES PER ABUT.	12	12	13	13	14
P _u , STRENGTH I DESIGN LOAD (KIPS)	54	56	55	57	55
WITH STEEL H-PILES					
A PILE SPACES	5	5	5	5	5
B (FT. - IN.)	6'-7	6'-7	6'-7	6'-7	6'-7
C (FT. - IN.)	2'-8 1/2	2'-8 1/2	2'-8 1/2	2'-8 1/2	2'-8 1/2
D EQUAL SPACES	4	4	4	4	4
NO. OF PILES PER ABUT.	6	6	6	6	6
P _u , STRENGTH I DESIGN LOAD (KIPS)	117	122	130	135	139

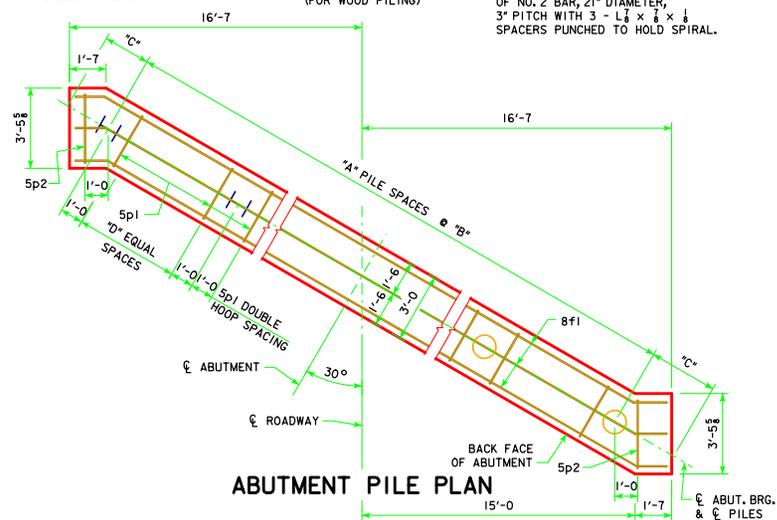
NOTE: P_u, STRENGTH I DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.

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



PLAN OF TEMPORARY PAVING BLOCK

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



ABUTMENT PILE PLAN

LATEST REVISION DATE
04-13
APPROVED BY BRIDGE ENGINEER
Thomas E. M. Dwyer

Iowa Department of Transportation
Highway Division
STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES
PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES
DECEMBER, 2006

ABUTMENT DETAILS 30° SKEW A & B BEAMS	H30-18-06
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