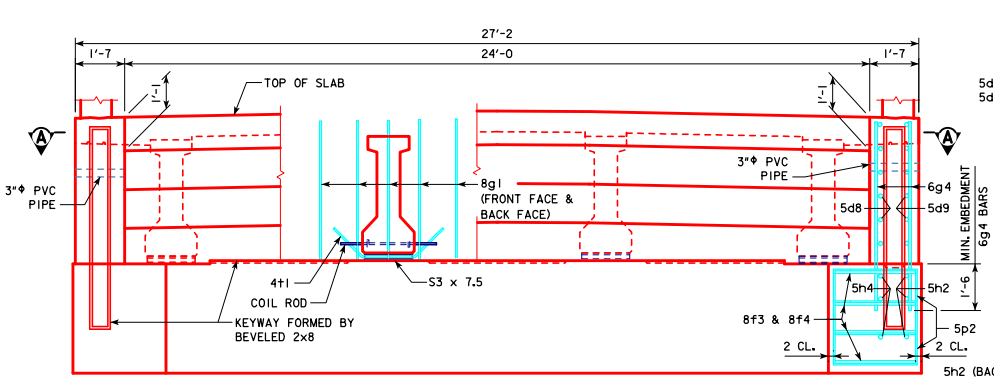
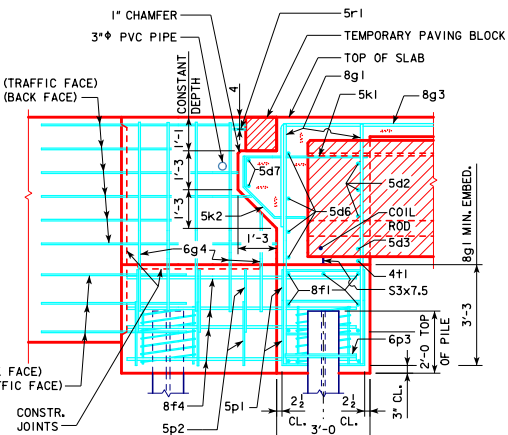


REVISED 05-13 - REVISION FOR LRFD PILE DESIGN.
REVISED 10-2016 - REMOVED SECTION DIRECTORS "C-C" FROM PART SECTION B-B, THEY WERE VOID BECAUSE THERE WAS NO SECTION C-C DETAIL.



PART REAR ELEVATION AT ABUTMENT



PART SECTION B-B

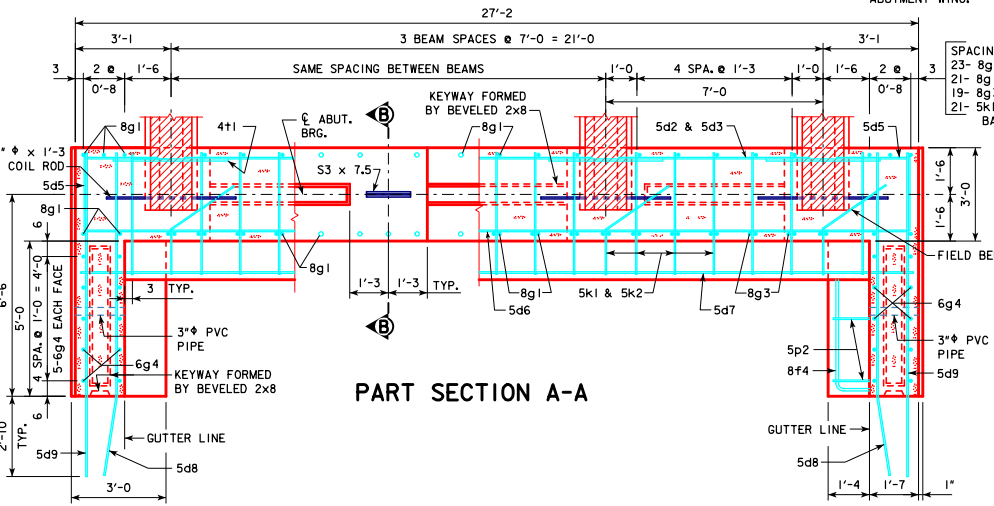
ABUTMENT NOTES:
MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

ABUTMENT PILES SHALL BE DRIVEN TO VALUES SHOWN IN DESIGN PLANS.

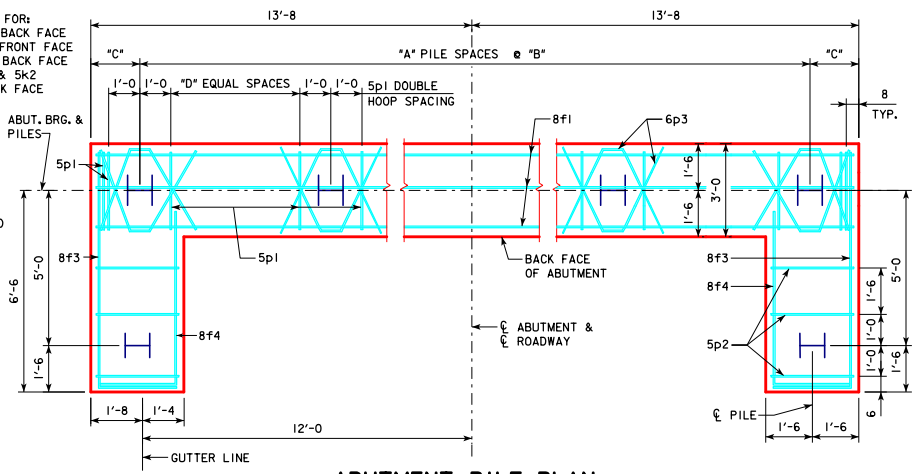
BARRIER RAIL NOT SHOWN IN DETAILS.

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

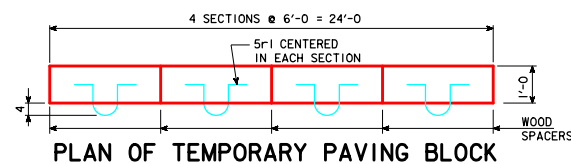
NOTE:
THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - 1 1/2" x 1/2" x 1/2" SPACERS PUNCHED TO HOLD SPIRAL.



PART SECTION A-A



ABUTMENT PILE PLAN



PLAN OF TEMPORARY PAVING BLOCK

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

ABUTMENT PILE SPACING		201'-4	213'-10	226'-4	243'-0
WITH STEEL I-PILES	"A" PILE SPACES	5	5	5	5
	"B" (FT. - IN.)	4'-6	4'-6	4'-6	4'-6
	"C" (FT. - IN.)	2'-5	2'-5	2'-5	2'-5
	"D" EQUAL SPACES	2	2	2	2
NO. OF PILES PER ABUT.		8	8	8	8
P _u STRENGTH DESIGN LOAD (KIPS)		128	132	136	144

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

LATEST REVISION DATE: 10-2016
APPROVED BY BRIDGE ENGINEER: *Thomas E. M. Dwyer*

Iowa Department of Transportation
Highway Division
STANDARD DESIGN - 24' ROADWAY, THREE SPAN BRIDGE
PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES
DECEMBER, 2006

ABUTMENT DETAILS
0° SKEW C BEAMS

H24-06-06