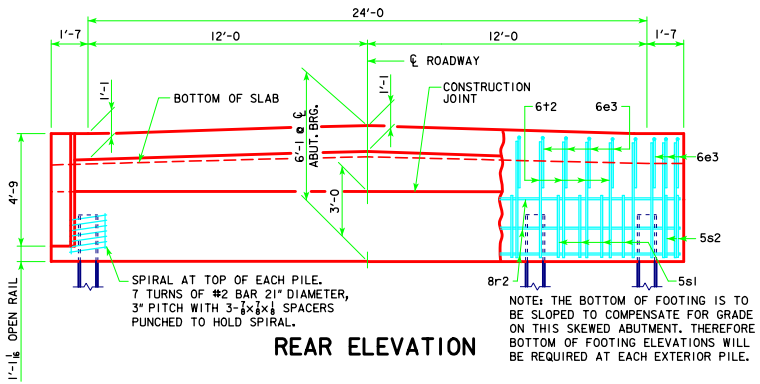
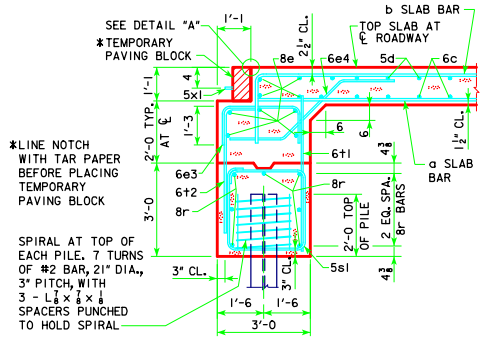
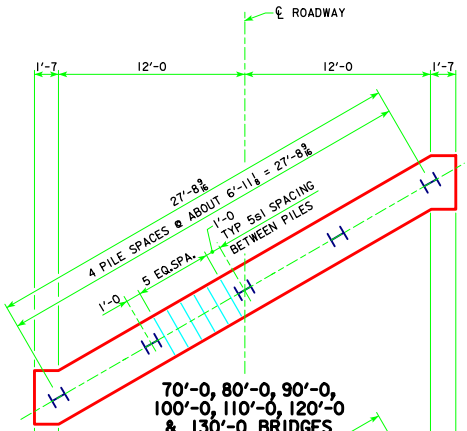


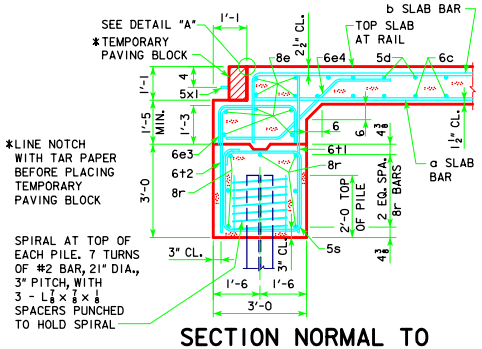
REAR ELEVATION



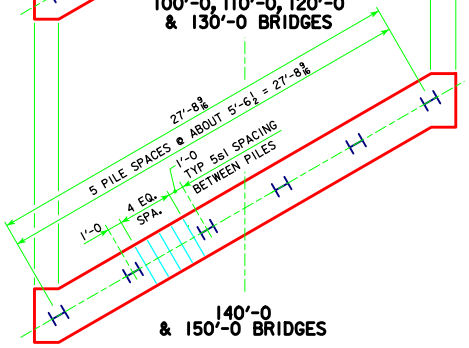
SECTION NORMAL TO ABUTMENT AT ℄



70'-0, 80'-0, 90'-0, 100'-0, 110'-0, 120'-0 & 130'-0 BRIDGES

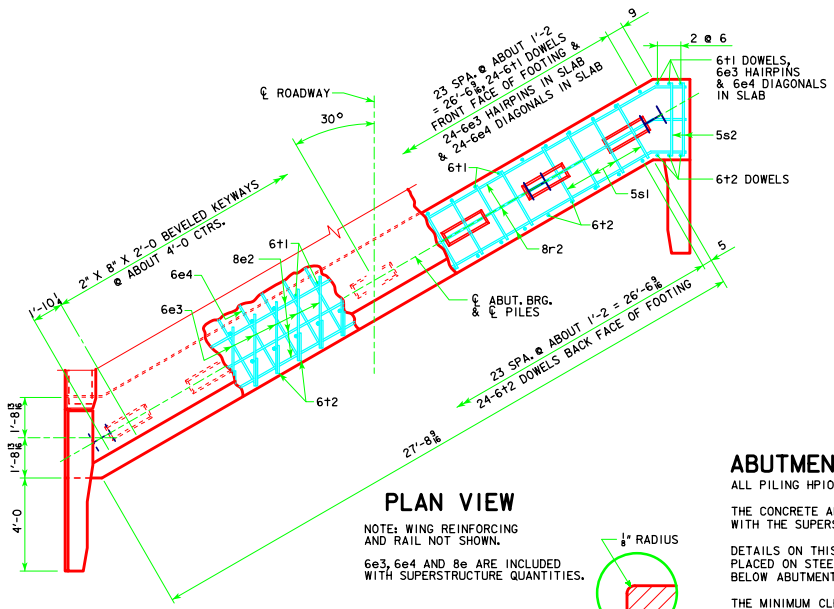


SECTION NORMAL TO ABUTMENT AT GUTTERLINE



140'-0 & 150'-0 BRIDGES

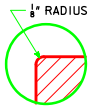
PILE PLAN - 30° SKEW STEEL PILING



PLAN VIEW

NOTE: WING REINFORCING AND RAIL NOT SHOWN.

6e3, 6e4 AND 8e ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES.



DETAIL "A"

NUMBER OF PILES AND ABUTMENT DESIGN LOADS

BRIDGE LENGTH	70'-0	80'-0	90'-0	100'-0	110'-0	120'-0	130'-0	140'-0	150'-0
PILING - NUMBER	5	5	5	5	5	5	5	6	6
PU, STRENGTH I DESIGN LOAD - KIPS	358	379	400	427	452	481	510	Δ 601	Δ 632

Δ INCLUDES DYNAMIC LOAD ALLOWANCE

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

ABUTMENT NOTES:

ALL PILING HP10x42.

THE CONCRETE AND REINFORCING STEEL FOR THE WINGS IS INCLUDED WITH THE SUPERSTRUCTURE.

DETAILS ON THIS SHEET ARE TO BE USED ONLY WHEN ABUTMENTS ARE PLACED ON STEEL PILES. IF ROCK IS ENCOUNTERED CLOSER THAN 12' BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.

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

STEEL ABUTMENT PILES SHALL BE DRIVEN TO FULL PENETRATION IF PRACTICABLE BUT IN NO CASE TO A BEARING VALUE LESS THAN SHOWN IN DESIGN PLANS.

ALL REINFORCING STEEL IS TO BE GRADE 60.

ABUTMENT PILING WAS DESIGNED FOR HL-93 LOADING WITH AN ALLOWANCE FOR 20 LBS. PER SQ. FT. FUTURE WEARING SURFACE.

06-13
LATEST REVISION DATE

APPROVED BY BRIDGE ENGINEER

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 24' ROADWAY, 3 SPAN BRIDGES

CONTINUOUS CONCRETE SLAB BRIDGES

NOVEMBER, 2006

ABUTMENT DETAILS
30° SKEW - STEEL PILING

J24-36-06

REVISED 06-13 - REVISION FOR LRFD PILE DESIGN.