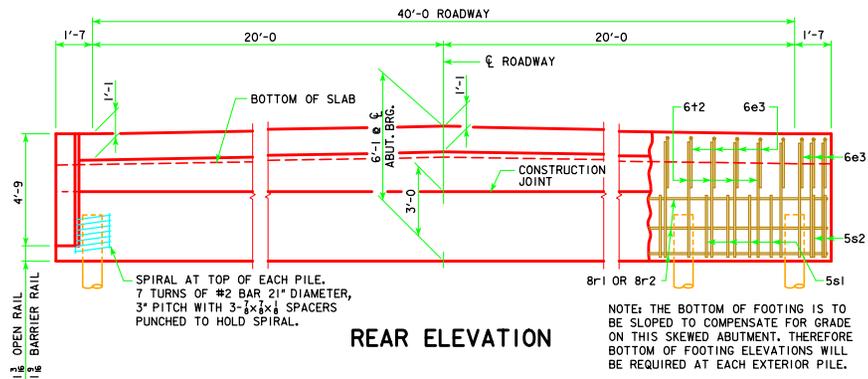
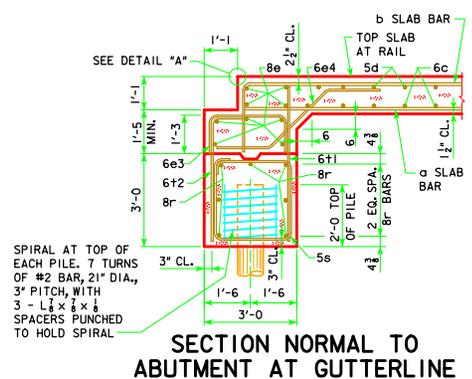


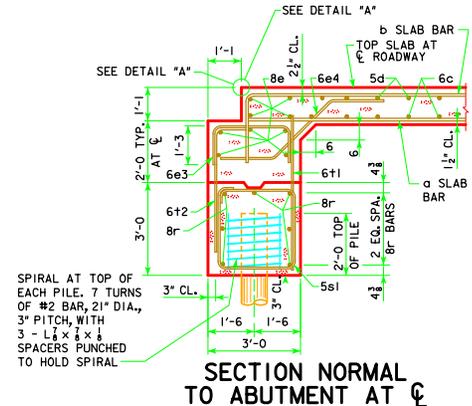
REVISED 06-13 - REVISION FOR LRFD PILE DESIGN.



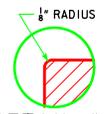
REAR ELEVATION



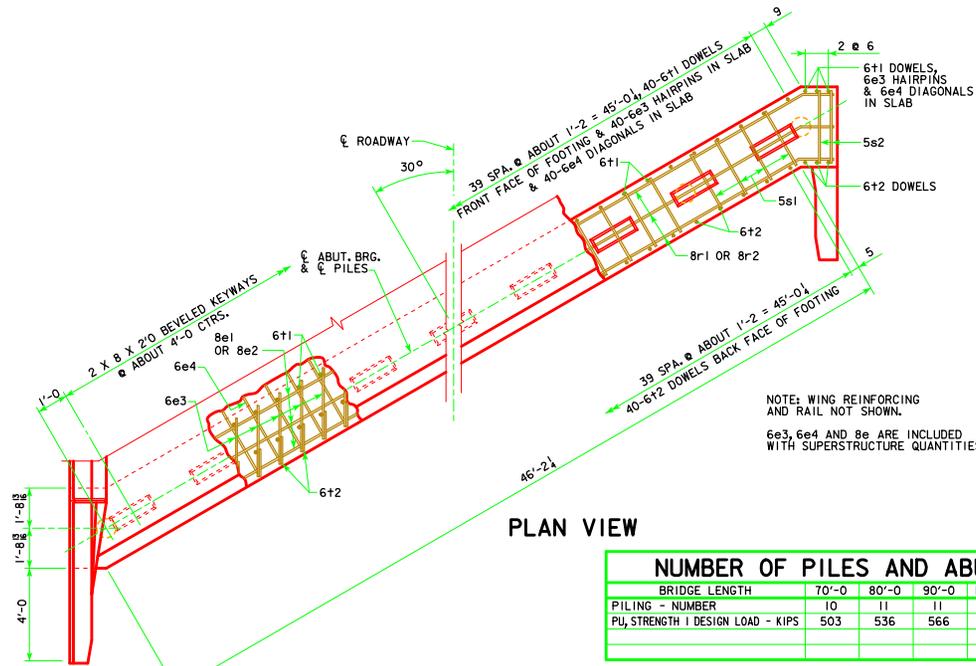
SECTION NORMAL TO ABUTMENT AT GUTTERLINE



SECTION NORMAL TO ABUTMENT AT CL



DETAIL "A"



PLAN VIEW

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"
PIILING - NUMBER	10	11	11	12	12	13	14	16	17
PU, STRENGTH I DESIGN LOAD - KIPS	503	536	566	606	644	687	729	Δ 852	Δ 901

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:

- 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 TIMBER PILES.
- THE MINIMUM CLEAR DISTANCE FROM THE FACE OF THE CONCRETE TO NEAR REINFORCING BAR IS TO BE 2 INCHES UNLESS OTHERWISE NOTED OR SHOWN.
- TIMBER PILES SHALL BE DRIVEN TO FULL PENETRATION IF PRACTICABLE BUT IN NO CASE TO A BEARING VALUE LESS THAN SHOWN IN DESIGN PLANS. TIMBER PILES SHALL NOT BE DRIVEN TO MORE THAN 160 TONS.
- 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.

LATEST REVISION DATE
06-13
Approved by Bridge Engineer
Thomas E. McQuinn

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES
CONTINUOUS CONCRETE
SLAB BRIDGES
NOVEMBER, 2006

30° ABUTMENT DETAILS SKEW - TIMBER PILING	J40-34-06
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