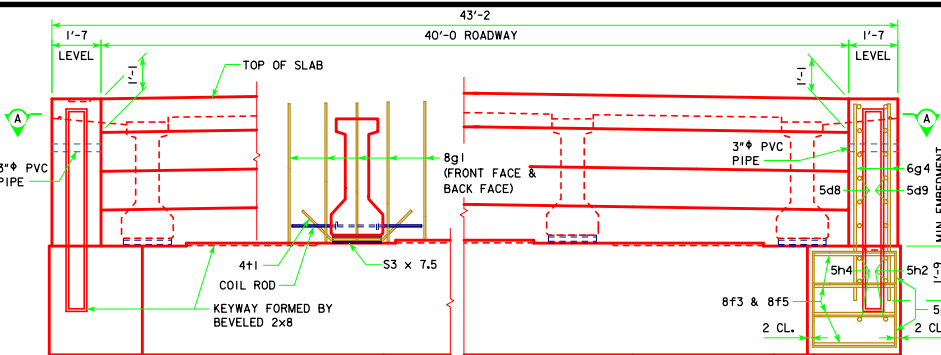
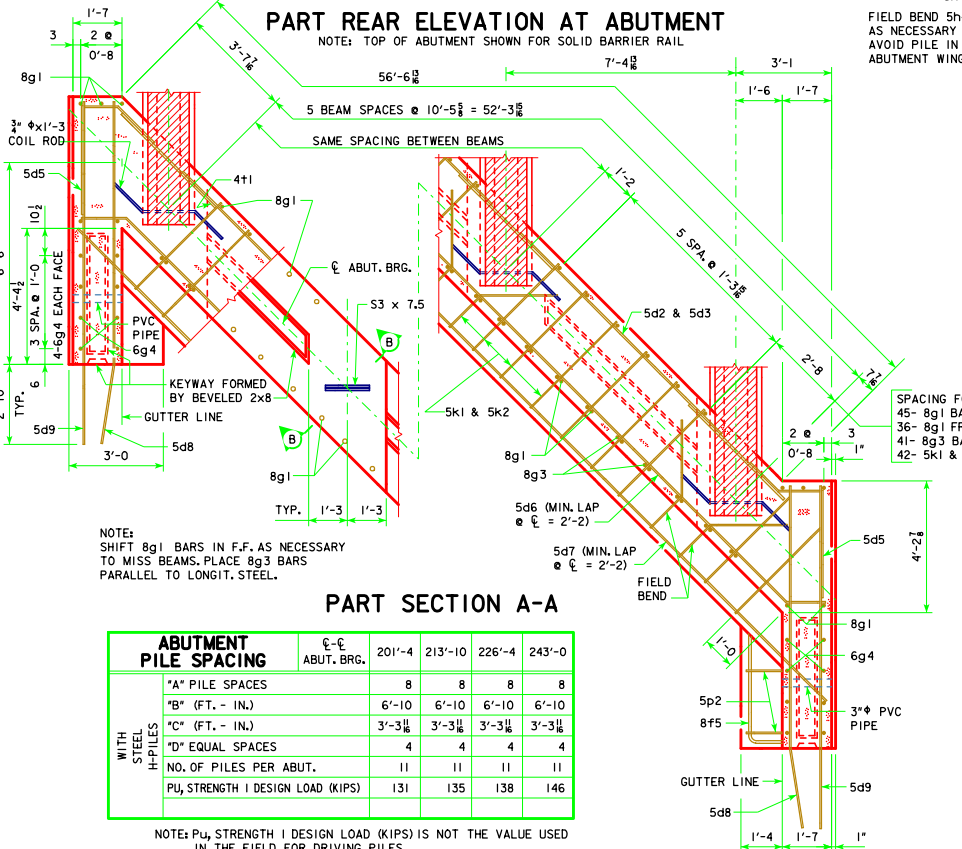


REVISED 05-13 - REVISION FOR LRFD PILE DESIGN.



PART REAR ELEVATION AT ABUTMENT

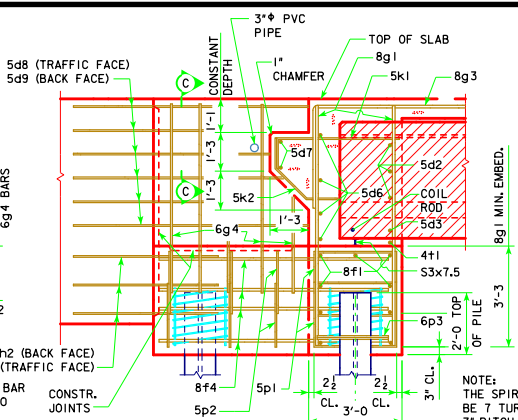
NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



PART SECTION A-A

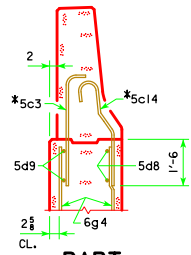
ABUTMENT PILE SPACING		ℓ-ℓ ABUT. BRG.	201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	*A* PILE SPACES		8	8	8	8
	B (FT. - IN.)		6'-10	6'-10	6'-10	6'-10
	C (FT. - IN.)		3'-3 1/2	3'-3 1/2	3'-3 1/2	3'-3 1/2
	D EQUAL SPACES		4	4	4	4
	NO. OF PILES PER ABUT.		11	11	11	11
P _u STRENGTH I DESIGN LOAD (KIPS)			131	135	138	146

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



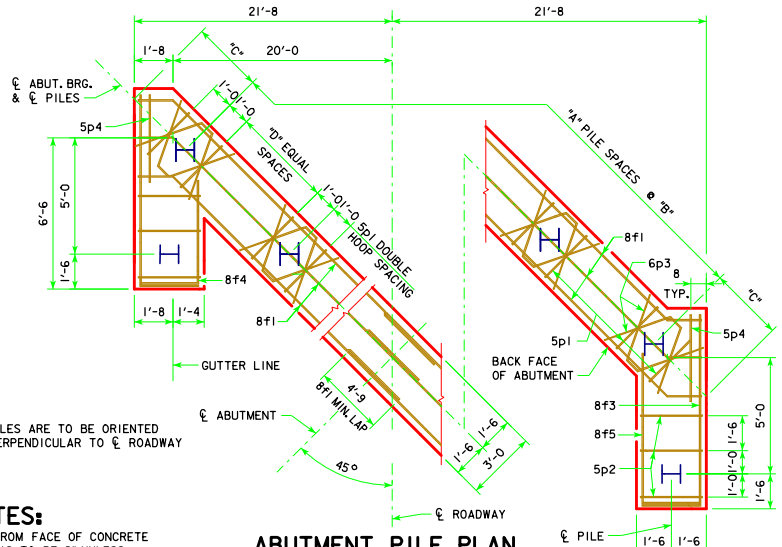
PART SECTION B-B

NOTE: THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21\"/>



PART SECTION C-C

* NOTE: SEE BARRIER RAIL SHEET FOR DETAILS. REINFORCING BARS 5c3 AND 5c14 ARE INCLUDED IN SUPERSTRUCTURE QUANTITIES.



ABUTMENT PILE PLAN

ABUTMENT NOTES:

MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2\"/>

IF NECESSARY TO PREVENT DAMAGE TO THE END OF THE BRIDGE DECK OR BACKWALL FROM CONSTRUCTION EQUIPMENT, AN APPROPRIATE METHOD OF PROTECTION APPROVED BY THE ENGINEER SHALL BE PROVIDED BY THE BRIDGE CONTRACTOR AT NO EXTRA COST TO THE COUNTY OR STATE.

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.

LATEST REVISION DATE
05-13
APPROVED BY BRIDGE ENGINEER
Thomas E. Mc Donnell

Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

AUGUST, 2009

ABUTMENT DETAILS 45° SKEW C BEAMS	H40-26-06
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