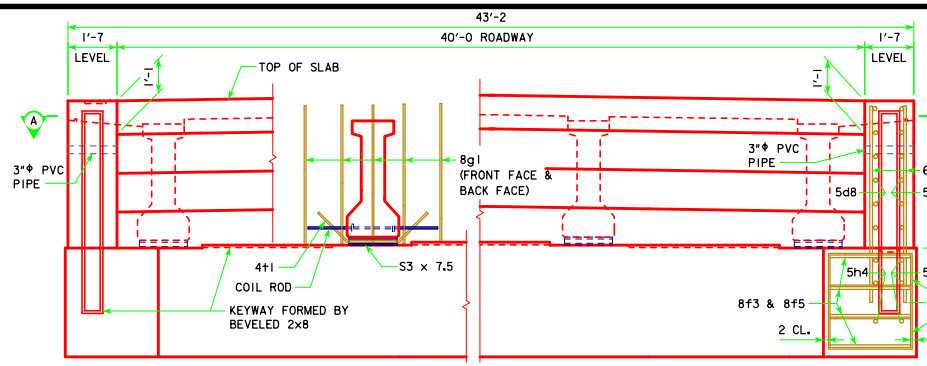
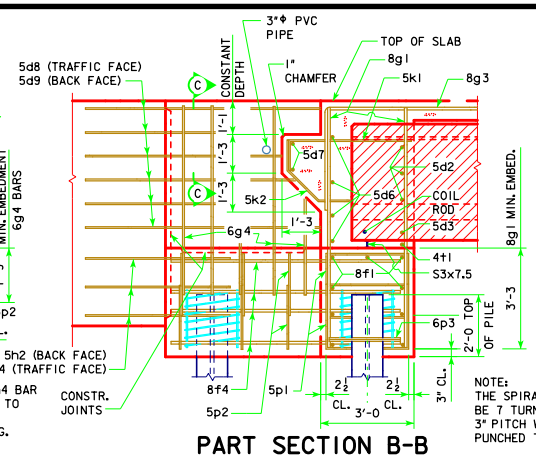
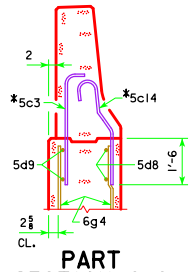


PART REAR ELEVATION AT ABUTMENT

NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



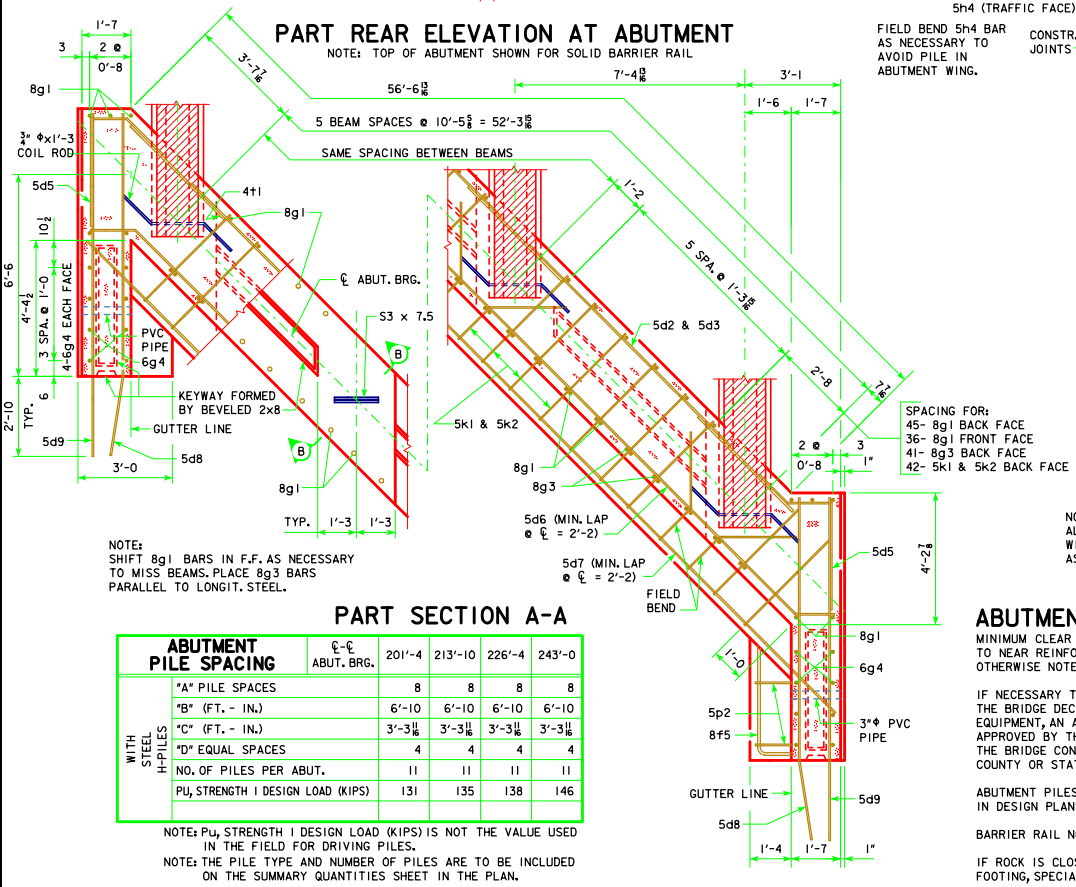
PART SECTION B-B



PART SECTION C-C

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

NOTE:
THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - L⅞ x ⅞ x ⅛ SPACERS PUNCHED TO HOLD SPIRAL.

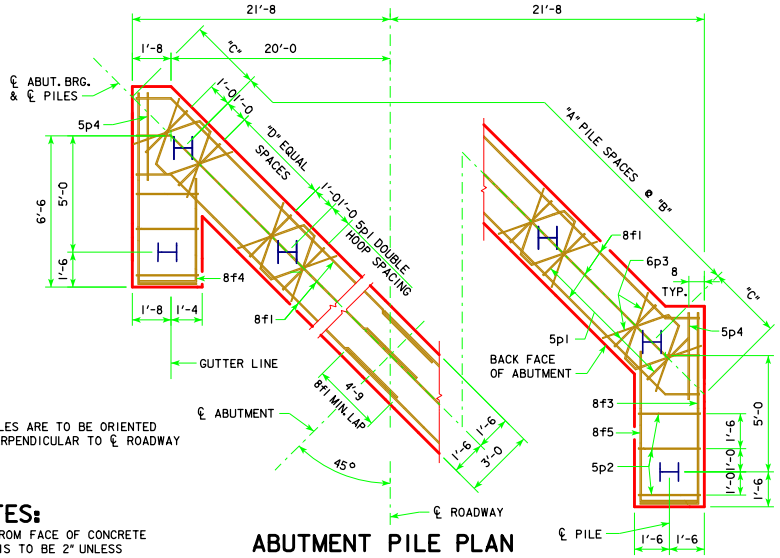


NOTE:
SHIFT 8g1 BARS IN F.F. AS NECESSARY TO MISS BEAMS. PLACE 8g3 BARS PARALLEL TO LONGIT. STEEL.

PART SECTION A-A

ABUTMENT PILE SPACING	℄-℄ 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 11/16	3'-3 11/16	3'-3 11/16	3'-3 11/16
"D" EQUAL SPACES		4	4	4	4
NO. OF PILES PER ABUT.		11	11	11	11
PU, STRENGTH I DESIGN LOAD (KIPS)		131	135	138	146

NOTE: Pu, STRENGTH I DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.
NOTE: THE PILE TYPE AND NUMBER OF PILES ARE TO BE INCLUDED ON THE SUMMARY QUANTITIES SHEET IN THE PLAN.



NOTE:
ALL STEEL PILES ARE TO BE ORIENTED WITH WEBS PERPENDICULAR TO ℄ ROADWAY AS SHOWN.

ABUTMENT PILE PLAN

ABUTMENT NOTES:

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

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

APPROVED BY BRIDGE ENGINEER

IOWA DOT Highway Division

STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE

PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES

SEPTEMBER, 2014

ABUTMENT DETAILS

45° SKEW C BEAMS

H40-26-14