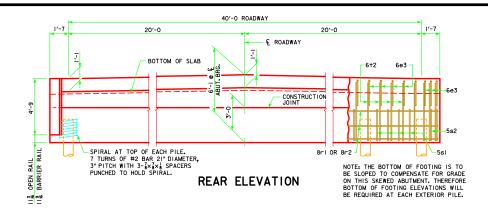
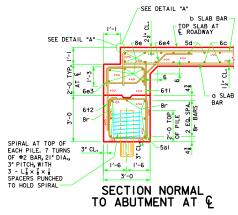
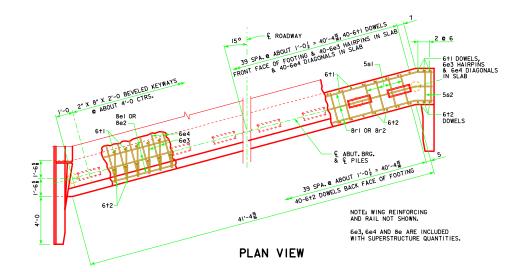


b SLAB BAR







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.

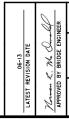
ALL REINFORCING STEEL IS TO BE GRADE 60.

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

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	10	10	- 11	- II	12	13	13	15	16
PU, STRENGTH I DESIGN LOAD - KIPS	488	520	550	590	627	671	713	Δ 835	Δ884

Δ INCLUDES DYNAMIC LOAD ALLOWANCE

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



lowa Department of Transportation
Highway Division

STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES

CONTINUOUS CONCRETE SLAB BRIDGES

NOVEMBER, 2006

ABUTMENT DETAILS 15° SKEW - TIMBER PILING

J40-32-06