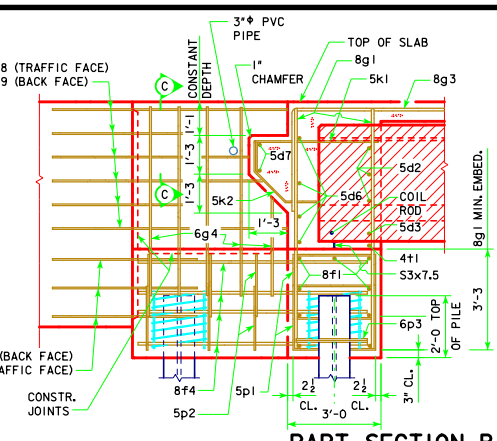


PART REAR ELEVATION AT ABUTMENT
 NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



PART SECTION B-B

ABUTMENT NOTES:

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

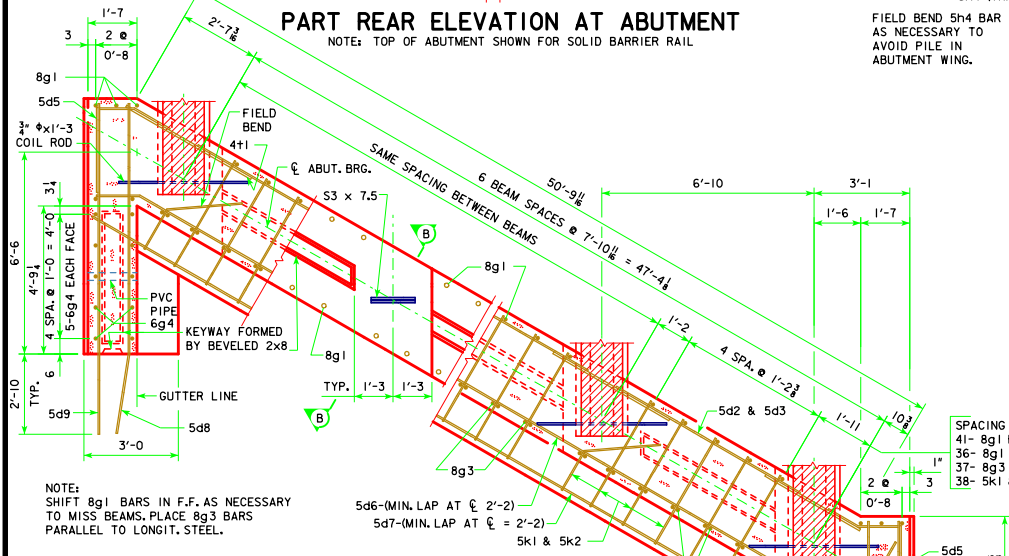
IF NECESSARY TO PREVENT DAMAGE TO THE END OF THE BRIDGE DECK OR BACKWALL FROM CONSTRUCTION EQUIPMENT, AN APPROPRIATE METHOD OF PROTECTION APPROVED BY THE ENGINEER SHALL BE PROVIDED BY THE BRIDGE CONTRACTOR AT NO EXTRA COST TO THE COUNTY OR STATE.

ABUTMENT PILES SHALL BE DRIVEN TO VALUES SHOWN IN DESIGN PLANS.

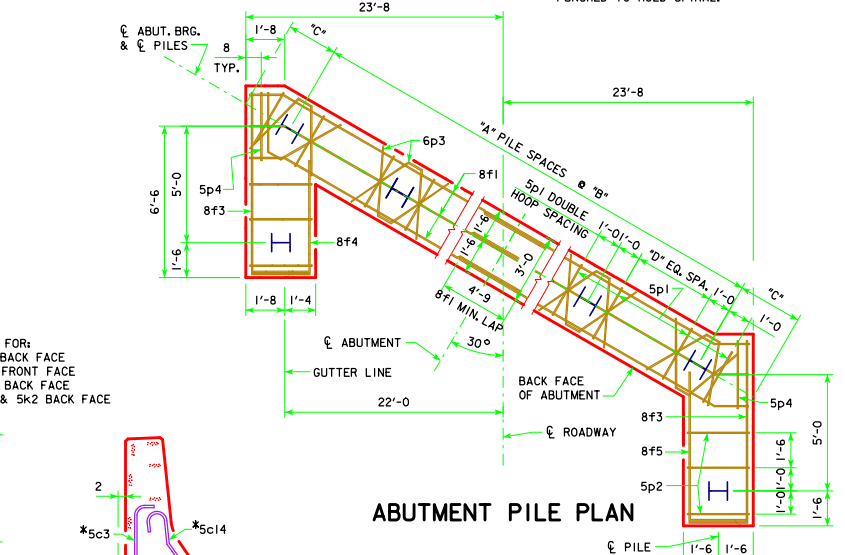
BARRIER RAIL NOT SHOWN IN DETAILS.

IF ROCK IS CLOSER THAN 15' BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.

NOTE:
 THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - 1/2" x 1/2" x 1/2" SPACERS PUNCHED TO HOLD SPIRAL.



PART SECTION A-A



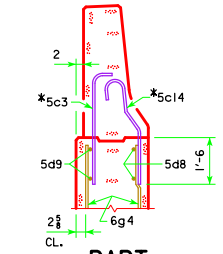
ABUTMENT PILE PLAN

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

SPACING FOR:
 41- 8g1 BACK FACE
 36- 8g1 FRONT FACE
 37- 8g3 BACK FACE
 38- 5k1 & 5k2 BACK FACE

ABUTMENT PILE SPACING		CL-CL ABUT. BRG.	201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	"A" PILE SPACES	8	8	8	8	9
	"B" (FT. - IN.)	6'-2	6'-2	6'-2	5'-5	
	"C" (FT. - IN.)	2'-7 1/8	2'-7 1/8	2'-7 1/8	2'-11 1/8	
	"D" EQUAL SPACES	4	4	4	3	
NO. OF PILES PER ABUT.		11	11	11	12	
PI, STRENGTH 1 DESIGN LOAD (KIPS)		132	136	141	134	

NOTE: PI, STRENGTH 1 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.



PART SECTION C-C

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

LATEST REVISION DATE
 Approved by Bridge Engineer
 APPROVED BY BRIDGE ENGINEER

IOWADOT Highway Division

STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE
PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES
 SEPTEMBER, 2014

ABUTMENT DETAILS
 30° SKEW C BEAMS

H44-19-14