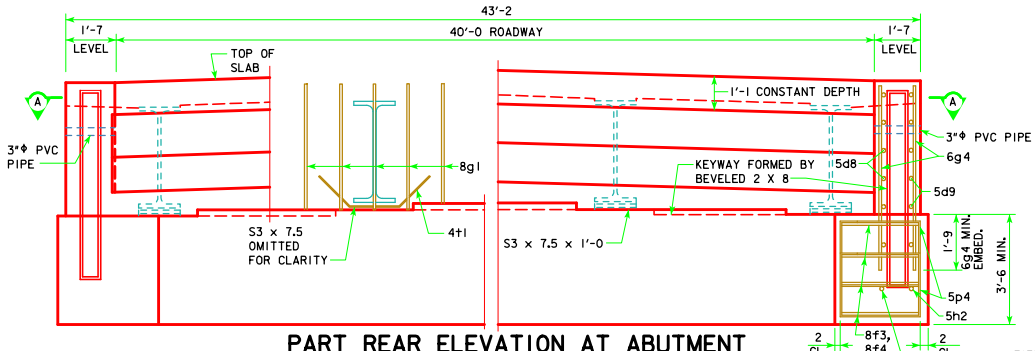
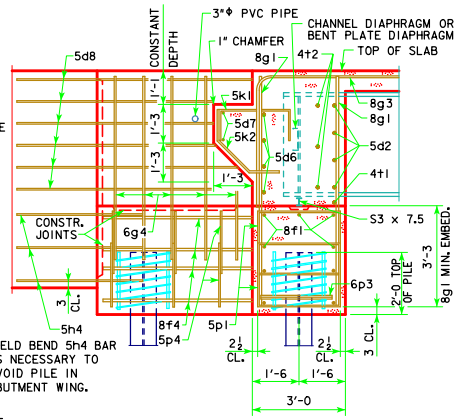


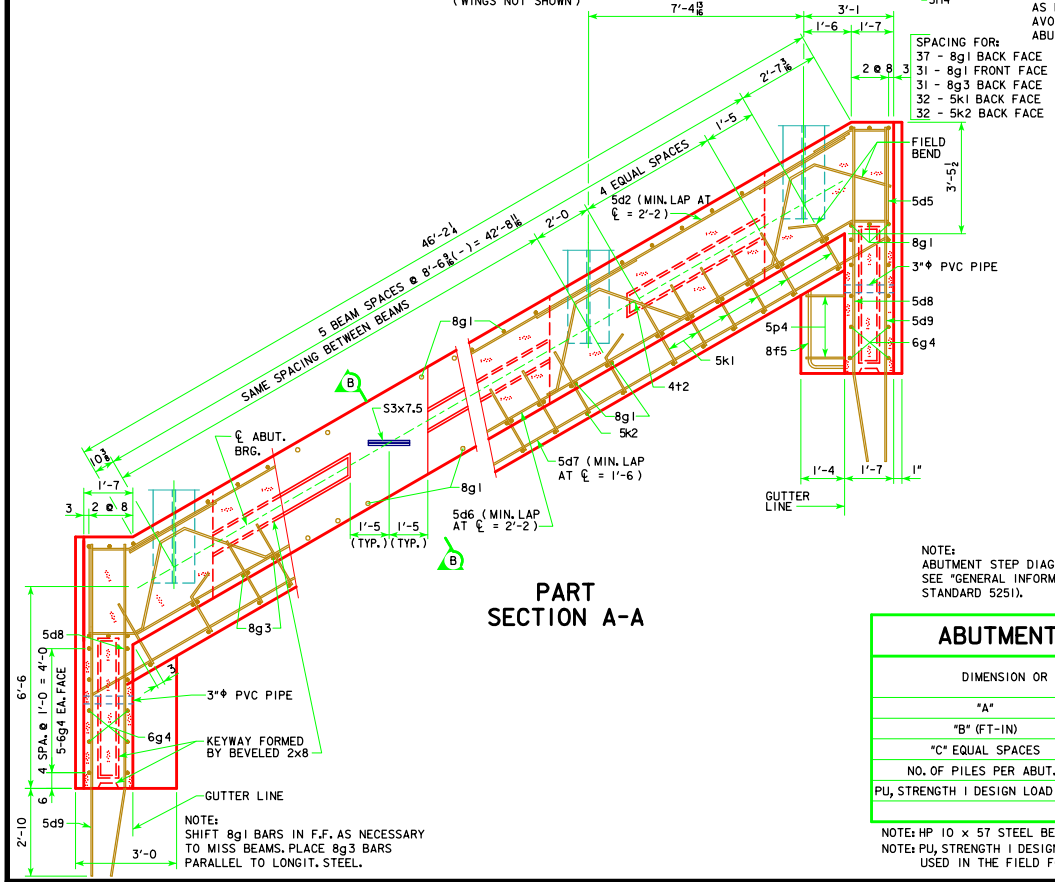
PART REAR ELEVATION AT ABUTMENT

(WINGS NOT SHOWN)



FIELD BEND 5h4 BAR AS NECESSARY TO AVOID PILE IN ABUTMENT WING.

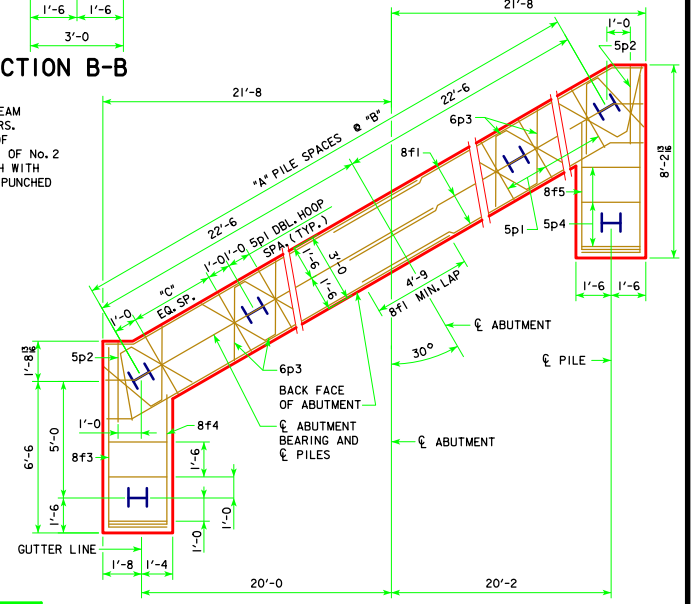
PART SECTION B-B



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

PART SECTION A-A

NOTES:
1. HOLES DRILLED THROUGH BEAM WEB FOR 5d2 AND 4t2 BARS.
2. THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF No. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - L 2" x ⅜" x ⅛" SPACERS PUNCHED TO HOLD SPIRAL.



NOTE:
ABUTMENT STEP DIAGRAM PROVIDED BY DESIGNER, SEE "GENERAL INFORMATION" SHEET (WORKING STANDARD 5251).

ABUTMENT PILE PLAN

ABUTMENT PILE SPACING

DIMENSION OR NO.	℄ TO ℄ ABUTMENT BEARING
	340'-0
"A"	10
"B" (FT-IN)	4'-6
"C" EQUAL SPACES	3
NO. OF PILES PER ABUT.	13
PU, STRENGTH I DESIGN LOAD (KIPS)	132

NOTE: HP 10 x 57 STEEL BEARING PILING REQUIRED.
NOTE: PU, STRENGTH I DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.

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.

PLACE 5h2 BAR AT 1:6 SLOPE TO MATCH TRAFFIC SIDE OF ABUTMENT WING FACE. (BOTH SIDES TYPICAL)

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

IOWADOT Highway Division

STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES

ROLLED STEEL BEAM BRIDGES

OCTOBER, 2014

ABUTMENT DETAILS 30° SKEW

RS40-014-14