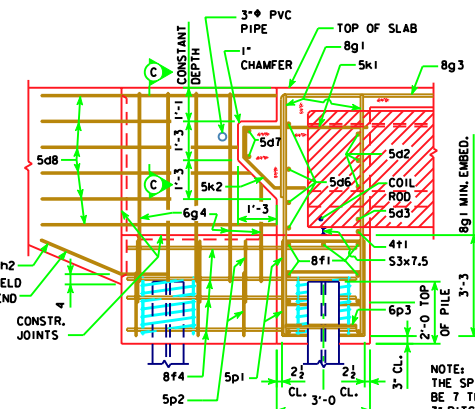
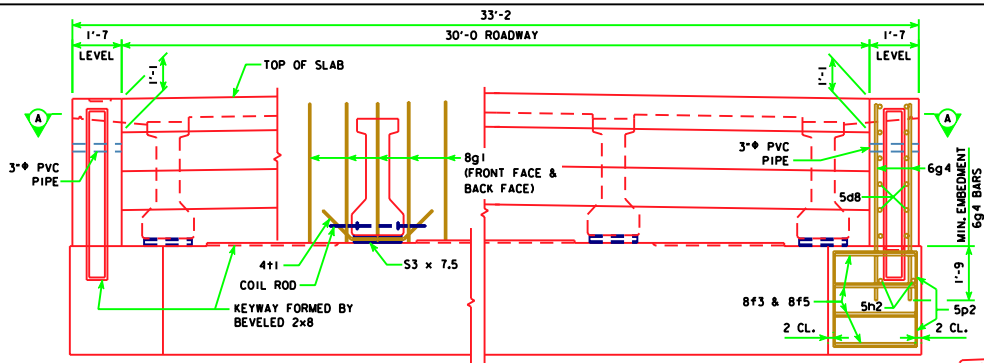
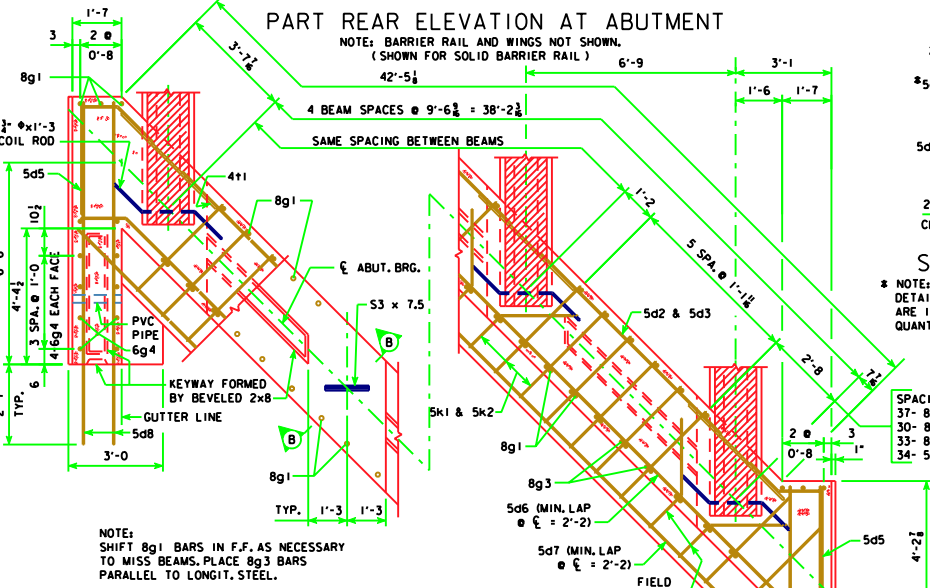




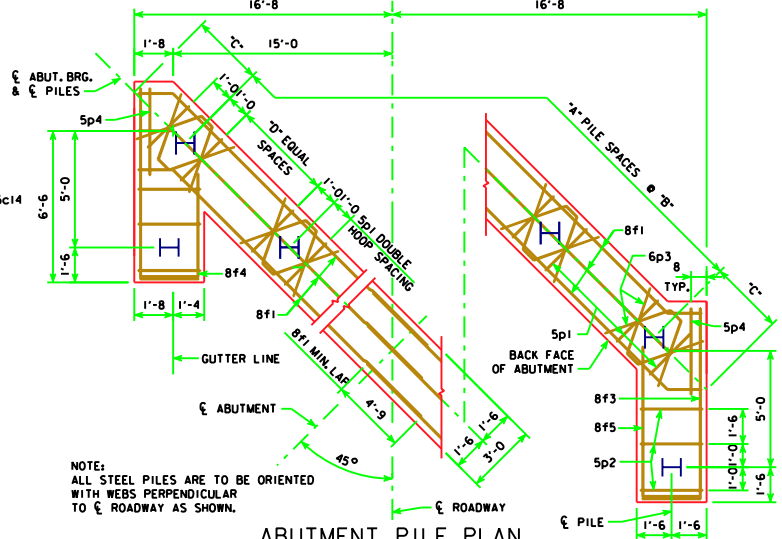
NOTE:
THE SPIRAL AT THE TOP OF EACH PILE TO
BE 7 TURNS OF NO. 2 BAR, 21\"/>



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

SPACING FOR:
37- 8g1 BACK FACE
30- 8g1 FRONT FACE
33- 8g3 BACK FACE
34- 5k1 & 5k2 BACK FACE

PART SECTION B - B



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

ABUTMENT PILE PLAN

ABUTMENT PILE SPACING		ϵ - ϵ ABUT. BRG.	201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	*A* PILE SPACES		6	6	6	6
	B (FT. - IN.)		6'-9	6'-9	6'-9	6'-9
	C (FT. - IN.)		3'-3 3/4	3'-3 3/4	3'-3 3/4	3'-3 3/4
	D EQUAL SPACES		4	4	4	4
	NO. OF PILES PER ABUT.		9	9	9	9
DESIGN PILE LOAD (TONS)			44	45	46	49

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 ARE TO BE DRIVEN TO THE DESIGN
BEARING VALUE AS GIVEN IN THE ABUTMENT PILE
SPACING TABLE.

LATEST REVISION DATE	 Iowa Department of Transportation Highway Division	STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES	
		PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES	
		HL93 SUPERSTRUCTURE	DECEMBER, 2006
		HS25 SUBSTRUCTURE	
APPROVED BY BRIDGE ENGINEER THOMAS L. MCQUINN		ABUTMENT DETAILS 45° SKEW C BEAMS	
		H30-26-06	