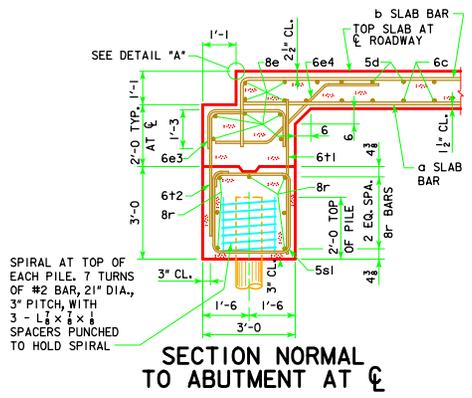
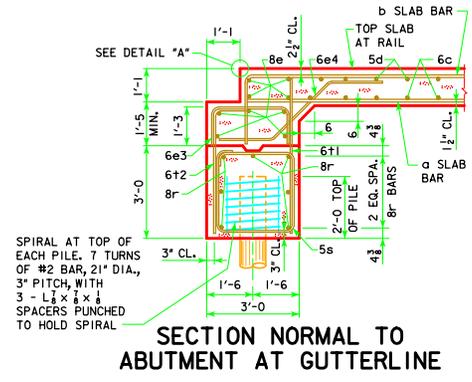


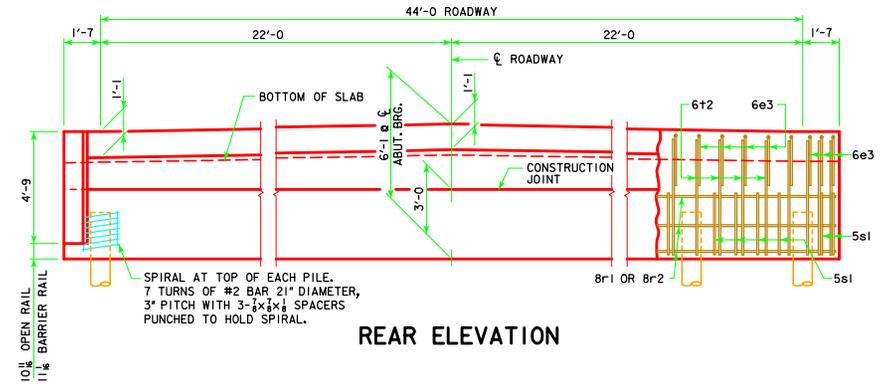
REVISED 06-13 - REVISION FOR LRED PILE DESIGN.



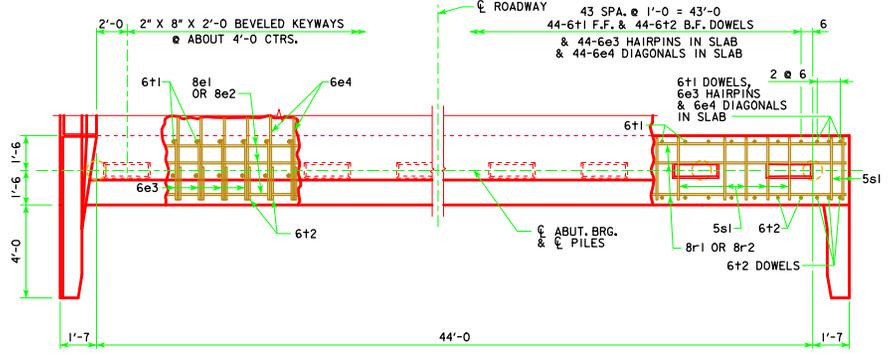
**SECTION NORMAL TO ABUTMENT AT CL**



**SECTION NORMAL TO ABUTMENT AT GUTTERLINE**



**REAR ELEVATION**



**PLAN VIEW**

NOTE: WING REINFORCING AND RAIL NOT SHOWN.  
6e3, 6e4, AND 8e ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES.



**DETAIL "A"**

**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	11	11	12	13	13	14	16	17
PU, STRENGTH I DESIGN LOAD - KIPS	504	539	571	613	653	699	744	Δ 869	Δ 922

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

LATEST REVISION DATE  
06-13

**Iowa Department of Transportation**  
Highway Division

STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES

**CONTINUOUS CONCRETE SLAB BRIDGES**

NOVEMBER, 2006

**0° ABUTMENT DETAILS**  
**SKEW - TIMBER PILING**

APPROVED BY BRIDGE ENGINEER

J44-30-06