



ABUTMENT NOTES:

ALL PILING HPI0x42.

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 STEEL PILES. IF ROCK IS ENCOUNTERED CLOSER THAN 12' BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.

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

STEEL ABUTMENT PILES SHALL BE DRIVEN TO FULL PENETRATION IF PRACTICABLE BUT IN NO CASE TO A BEARING VALUE LESS THAN SHOWN IN DESIGN PLANS.

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	8	8	8	8	8	8	8	9	10	
PU, STRENGTH I DESIGN LOAD - KIPS	527	562	594	636	676	723	768	Δ 893	Δ 946	

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

03-2016

APPROVED BY BRIDGE ENGINEER

Thomas E. M. [Signature]

IOWADOT Highway Division

STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES

CONTINUOUS CONCRETE SLAB BRIDGES

JULY, 2014

J44-41-14

REVISED 03-2016 - REVISION FOR ADDITION OF PAVING NOTCH BAR 8u1.