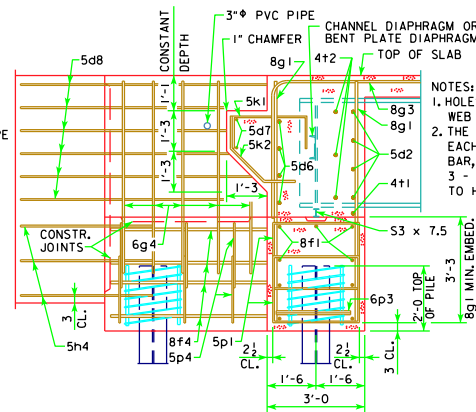




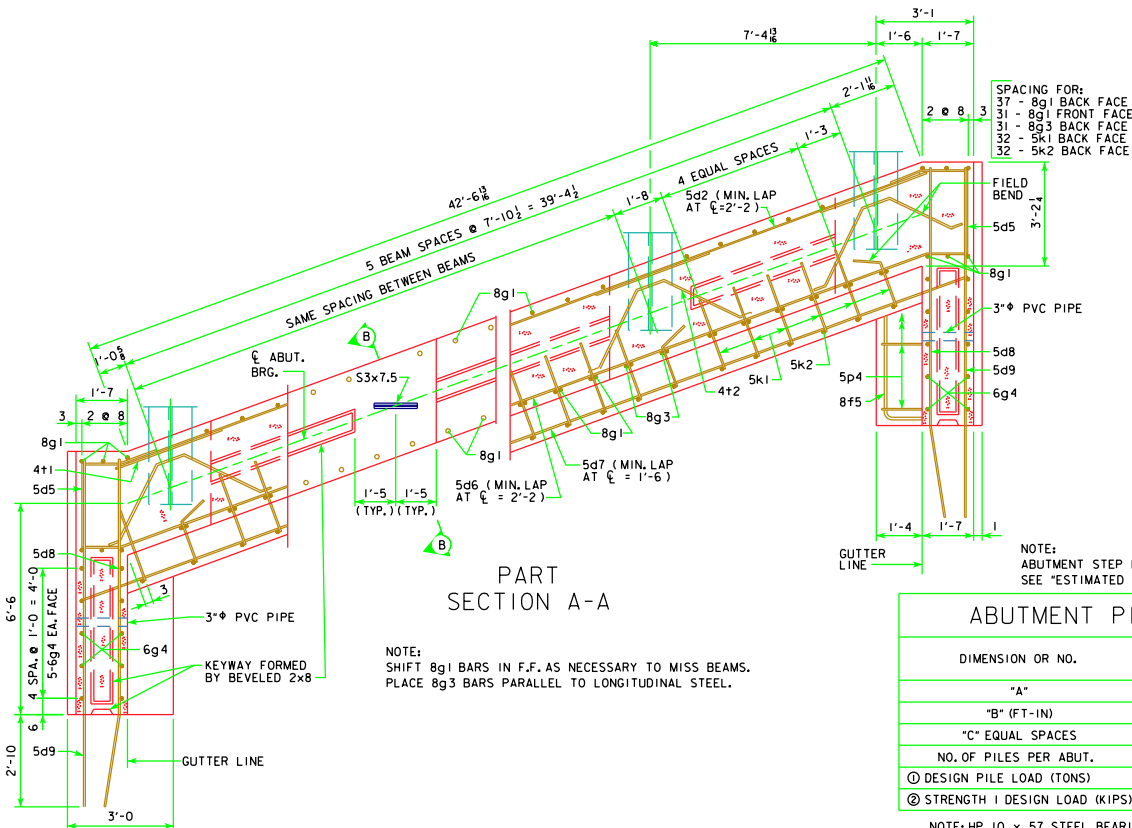
PART SECTION B-B

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
2 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.

BARRIER RAIL NOT SHOWN IN DETAILS.



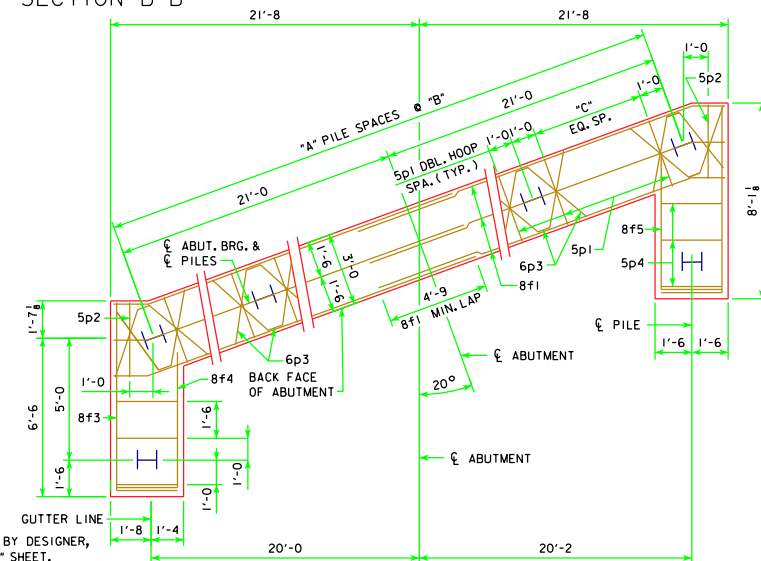
PART
SECTION A-A

NOTE:
SHIFT 8g1 BARS IN F.F. AS NECESSARY TO MISS BEAMS.
PLACE 8a3 BARS PARALLEL TO LONGITUDINAL STEEL.

NOTE: GUTTER L I
ABUTMENT STEP DIAGRAM PROVIDED BY DESIGNER,
SEE "ESTIMATED BRIDGE QUANTITIES" SHEET.

ABUTMENT PILE SPACING	
DIMENSION OR NO.	£ TO £ ABUTMENT BEARING
	340'-0
"A"	9
"B" (FT-IN)	4'-8
"C" EQUAL SPACES	3
NO. OF PILES PER ABUT.	12
① DESIGN PILE LOAD (TONS)	50
② STRENGTH I DESIGN LOAD (KIPS)	144

NOTE: HP 10 x 57 STEEL BEARING PILING REQUIRED.
 ① FOR DETERMINING ACTUAL PILE LENGTHS IN FIELD.
 ② FOR ESTIMATING PILE LENGTHS USING AASHTO LRFD SPECIFICATIONS.



ABUTMENT PILE PLAN



Iowa Department of Transportation
Highway Division

STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES
ROLLED STEEL BEAM BRIDGES

JUNE, 2010

ABUTMENT DETAILS
20° SKEW

RS40-012-10

TEST	REVISION	DATE
1		

James E. McDonald