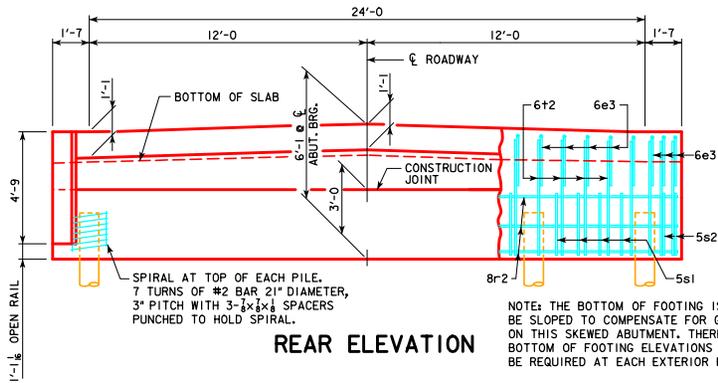
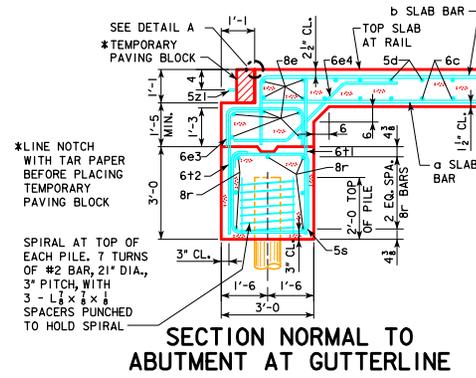


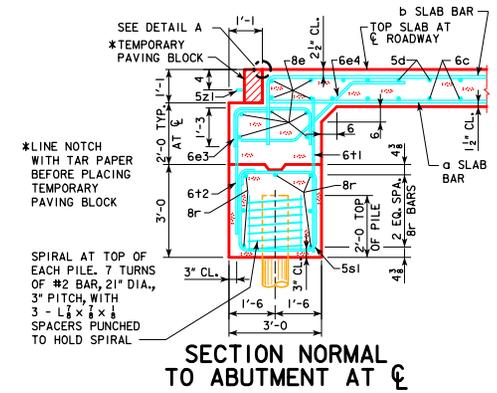
REVISED 06-13 - REVISION FOR LINED PILE DESIGN.
REVISED 08-2022: UPDATED BRIDGE ENGINEER SIGNATURE. CHANGED PAVING BLOCK LIFTING HOOP BAR MARK (WAS 5x1).



REAR ELEVATION



SECTION NORMAL TO ABUTMENT AT GUTTERLINE



SECTION NORMAL TO ABUTMENT AT CL



DETAIL A

ABUTMENT NOTES:

THE CONCRETE AND REINFORCING STEEL FOR THE WINGS IS INCLUDED WITH THE SUPERSTRUCTURE.

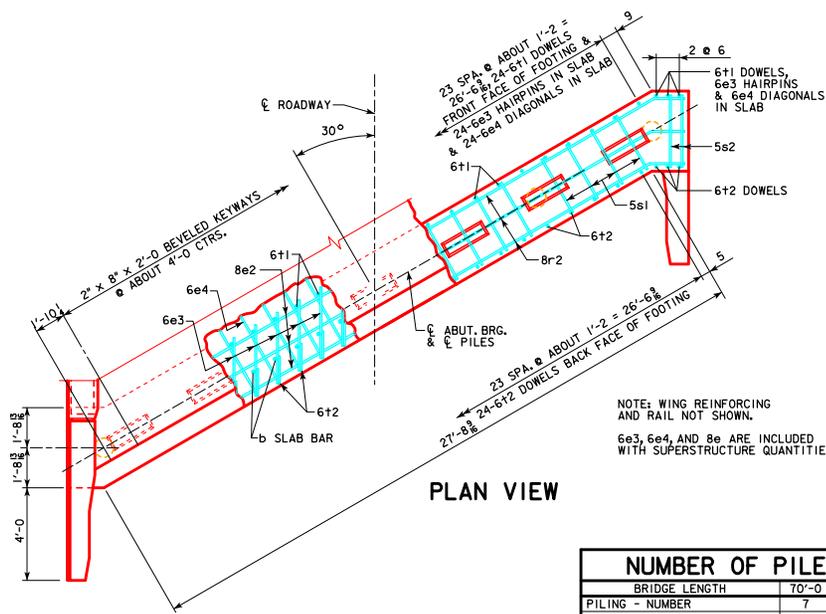
DETAILS ON THIS SHEET ARE TO BE USED ONLY WHEN ABUTMENTS ARE PLACED ON TIMBER PILES.

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.



PLAN VIEW

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	7	7	8	8	9	9	10	11	12
PU, STRENGTH I DESIGN LOAD - KIPS	358	379	400	427	452	481	510	Δ 601	Δ 632

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

08-2022 LATEST REVISION DATE APPROVED BY BRIDGE ENGINEER	 STANDARD DESIGN - 24'-0" ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
	30° ABUTMENT DETAILS SKEW - TIMBER PILING	J24-29-06