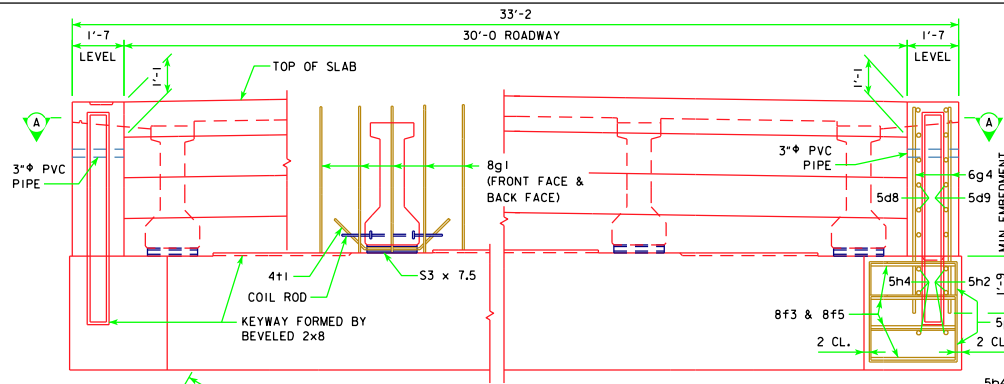
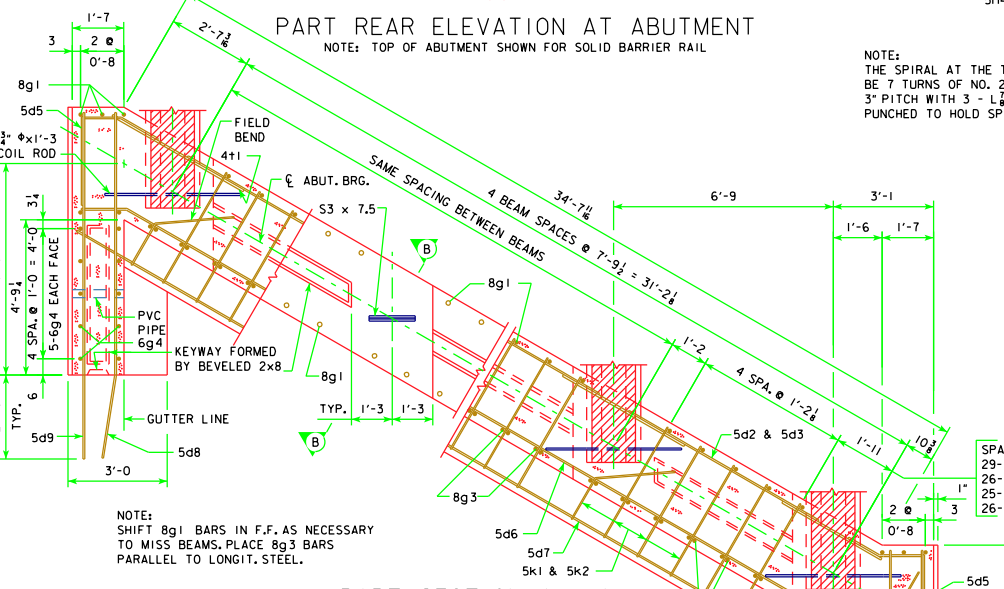


REVISED 07-10 - PILING NO. & DESIGN LOADS CHANGED TO LRFD. ABUT. WING SHAPE CHANGED.



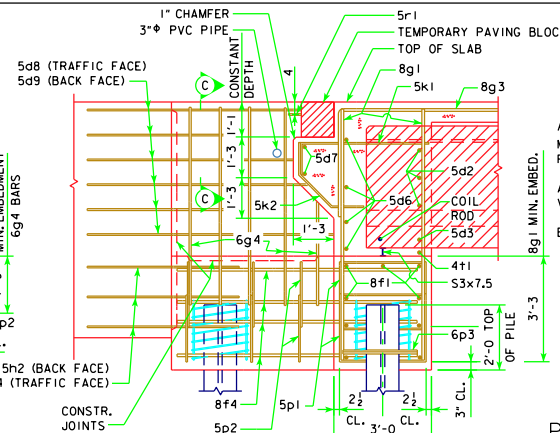
PART REAR ELEVATION AT ABUTMENT
NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



PART SECTION A - A

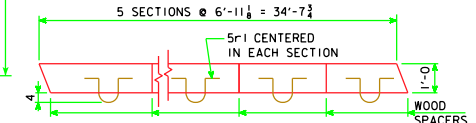
ABUTMENT PILE SPACING		201'-4	213'-10	226'-4	243'-0
WITH STEEL H-PILES	*A* PILE SPACES	6	6	6	6
	B (FT. - IN.)	5'-6	5'-6	5'-6	5'-6
	C (FT. - IN.)	2'-8 1/2	2'-8 1/2	2'-8 1/2	2'-8 1/2
	D EQUAL SPACES	3	3	3	3
NO. OF PILES PER ABUT.		9	9	9	9
① PILE BEARING (TONS)		44	45	46	49
② STRENGTH I DESIGN LOAD (KIPS)		126	130	134	142

- ① FOR DETERMINING ACTUAL PILE LENGTHS IN FIELD.
② FOR ESTIMATING PILE LENGTHS USING AASHTO LRFD SPECIFICATIONS.

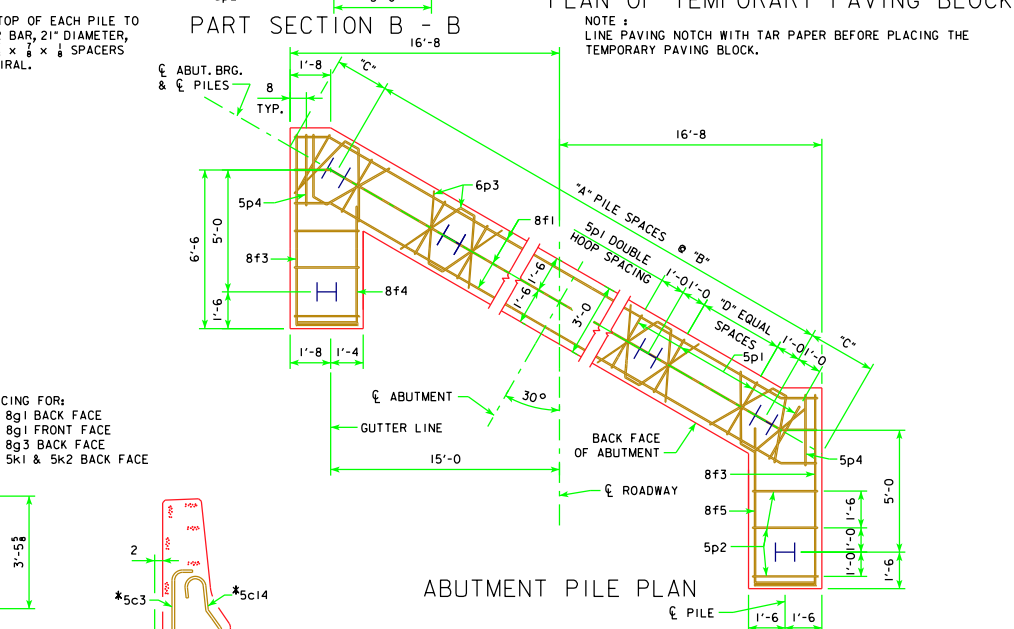


PART SECTION B - B

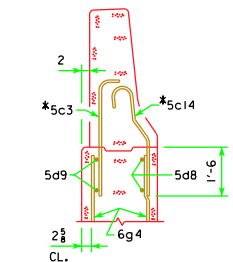
ABUTMENT NOTES:
MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.
ABUTMENT PILES ARE TO BE DRIVEN TO THE DESIGN BEARING VALUE AS GIVEN IN THE ABUTMENT PILE SPACING TABLE.
BARRIER RAIL NOT SHOWN IN DETAILS.



PLAN OF TEMPORARY PAVING BLOCK
NOTE: LINE PAVING NOTCH WITH TAR PAPER BEFORE PLACING THE TEMPORARY PAVING BLOCK.



ABUTMENT PILE PLAN



PART SECTION C-C

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

07-10
LATEST REVISION DATE

Thomas C. McQuinn
APPROVED BY BRIDGE ENGINEER

STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES
PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES
DECEMBER, 2006

ABUTMENT DETAILS
30° SKEW C BEAMS

H30-19-06