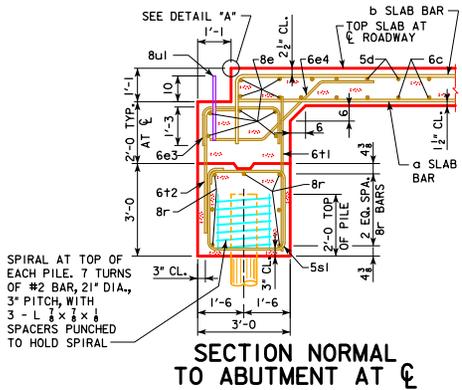


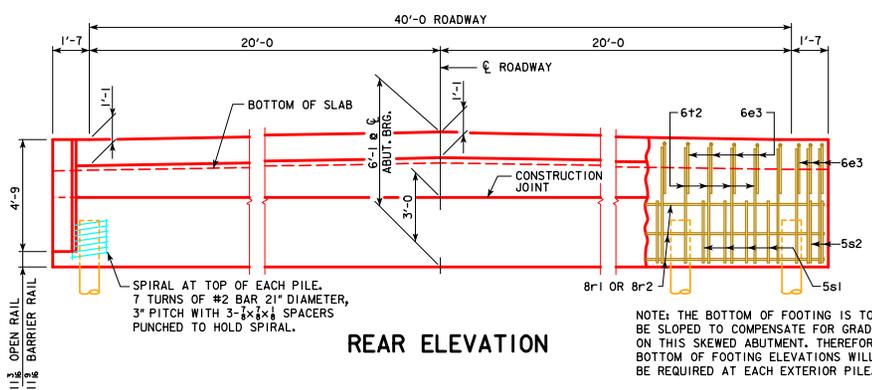
SECTION NORMAL TO ABUTMENT AT GUTTERLINE



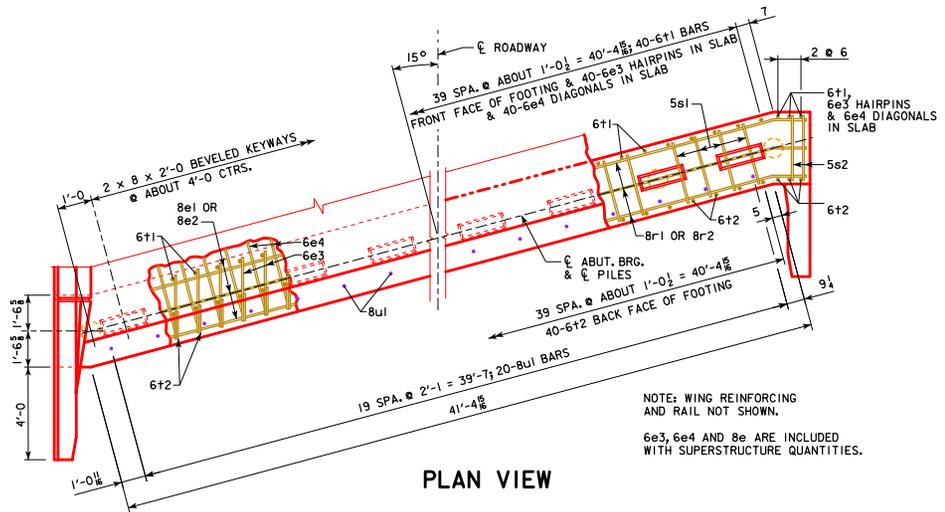
SECTION NORMAL TO ABUTMENT AT E



DETAIL "A"



REAR ELEVATION



PLAN VIEW

**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	10	11	11	12	13	13	15	16
PU, STRENGTH I DESIGN LOAD - KIPS	488	520	550	590	627	671	713	Δ 835	Δ 884

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

03-2016  
LATEST REVISION DATE

*Norman E. McQuinn*  
APPROVED BY BRIDGE ENGINEER

STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES

**CONTINUOUS CONCRETE SLAB BRIDGES**

JULY, 2014

**15° ABUTMENT DETAILS SKEW - TIMBER PILING**

**J40-32-14**

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