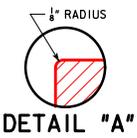
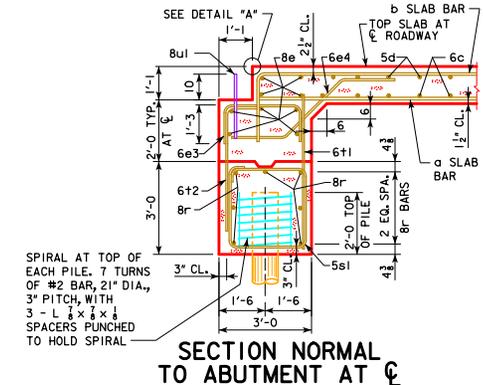
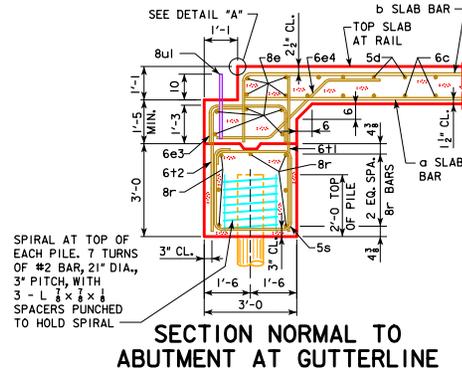
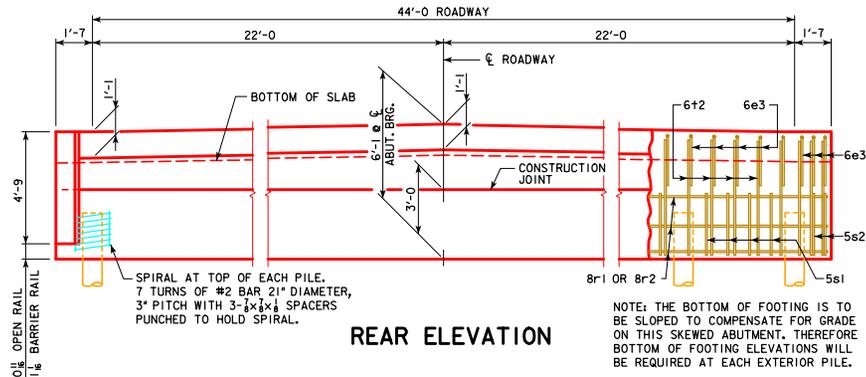
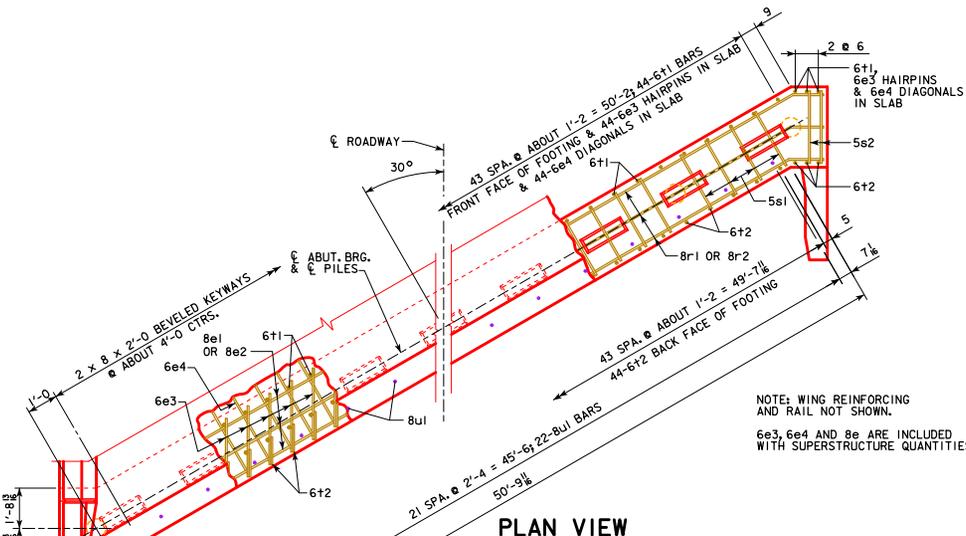


REVISED 03-2016 - REVISION FOR ADDITION OF PAVING NOTCH BAR 8u1.



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	11	11	12	12	13	14	15	17	18
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.

03-2016
LATEST REVISION DATE

Thomas E. McQuillan
APPROVED BY BRIDGE ENGINEER

STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES

CONTINUOUS CONCRETE SLAB BRIDGES

JULY, 2014

30° ABUTMENT DETAILS

SKEW - TIMBER PILING

J44-34-14