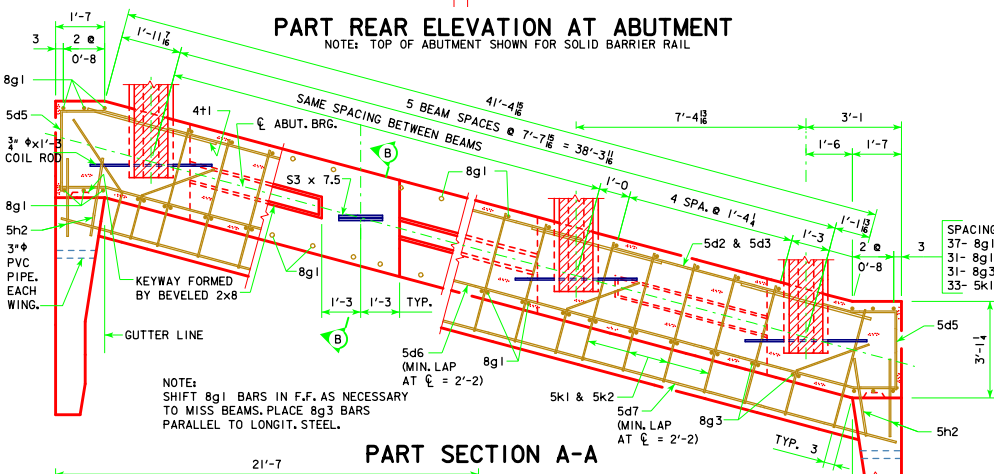
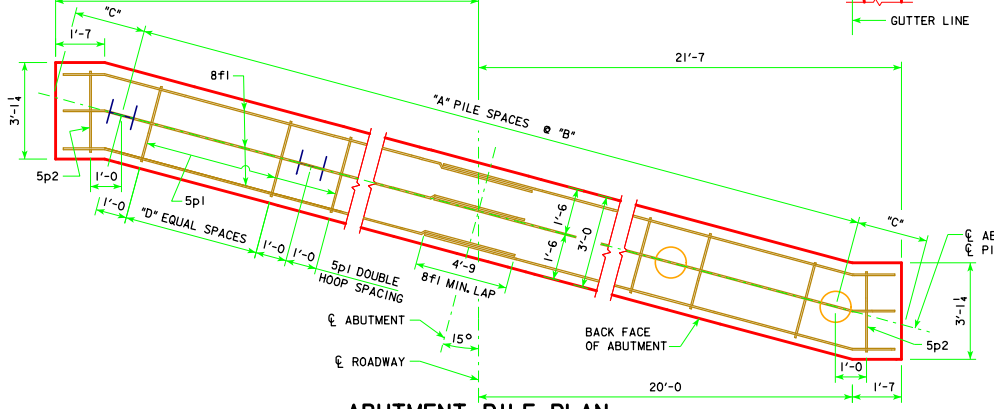


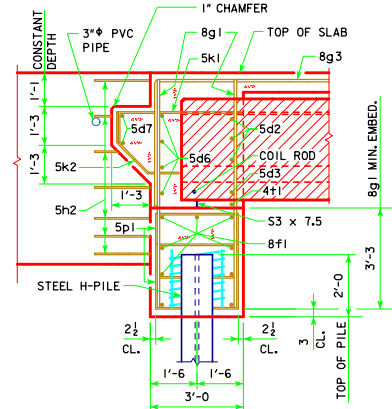
**PART REAR ELEVATION AT ABUTMENT**  
NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



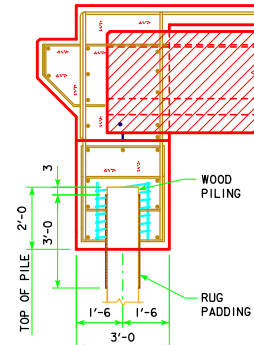
**PART SECTION A-A**



**ABUTMENT PILE PLAN**



**PART SECTION B-B (FOR STEEL H-PILE)**



**PART SECTION B-B (FOR WOOD PILING)**

**WOOD PILING NOTE:**  
AFTER PILES ARE CUT OFF, THE UPPER 3', EXCEPT AS SHOWN, IS TO BE WRAPPED WITH A DOUBLE THICKNESS OF RUG PADDING HELD IN PLACE BY TACKING WITH GALVANIZED ROOFING NAILS AND WRAPPED WITH #14 GAUGE GALVANIZED WIRE AT A 4\"/>

NOTE: THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21\"/>

SPACING FOR:  
31- 8g1 BACK FACE  
31- 8g1 FRONT FACE  
31- 8g3 BACK FACE  
33- 5k1 & 5k2 BACK FACE

**ABUTMENT NOTES:**

MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2\"/>

IF NECESSARY TO PREVENT DAMAGE TO THE END OF THE BRIDGE DECK OR BACKWALL FROM CONSTRUCTION EQUIPMENT, AN APPROPRIATE METHOD OF PROTECTION APPROVED BY THE ENGINEER SHALL BE PROVIDED BY THE BRIDGE CONTRACTOR AT NO EXTRA COST TO THE COUNTY OR STATE.

ABUTMENT PILES SHALL BE DRIVEN TO VALUES SHOWN IN DESIGN PLANS.

PLACE 5h2 BAR AT 1:6 SLOPE TO MATCH TRAFFIC SIDE OF ABUTMENT WING FACE. (BOTH SIDES TYPICAL)

BARRIER RAIL NOT SHOWN IN DETAILS.

IF ROCK IS CLOSER THAN 15' BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.

	ABUT. BRG.	ABUTMENT PILE SPACING				
		138'-10	151'-4	163'-10	176'-4	188'-10
WITH WOOD PILES	*A* PILE SPACES	13	14	15	15	16
	*B* (FT. - IN.)	3'-0	2'-10	2'-8	2'-8	2'-6
	*C* (FT. - IN.)	2'-10 1/2	2'-6 1/2	2'-4 1/2	2'-4 1/2	2'-4 1/2
	*D* EQUAL SPACES	1	1	1	1	1
	NO. OF PILES PER ABUT.	14	15	16	16	17
PU, STRENGTH 1 DESIGN LOAD (KIPS)		57	55	55	57	56
WITH STEEL H-PILES	*A* PILE SPACES	6	6	6	6	7
	*B* (FT. - IN.)	6'-8	6'-8	6'-8	6'-8	5'-8
	*C* (FT. - IN.)	2'-4 1/2	2'-4 1/2	2'-4 1/2	2'-4 1/2	2'-6 1/2
	*D* EQUAL SPACES	4	4	4	4	3
	NO. OF PILES PER ABUT.	7	7	7	7	8
PU, STRENGTH 1 DESIGN LOAD (KIPS)		124	129	138	143	129

NOTE: PU, STRENGTH 1 DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.

NOTE: THE PILE TYPE AND NUMBER OF PILES ARE TO BE INCLUDED ON THE SUMMARY QUANTITIES SHEET IN THE PLAN.

LATEST REVISION DATE	 APPROVED BY BRIDGE ENGINEER	 STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE <b>PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES</b> SEPTEMBER, 2014
		<b>ABUTMENT DETAILS</b> 15° SKEW A & B BEAMS
		<b>H40-11-14</b>