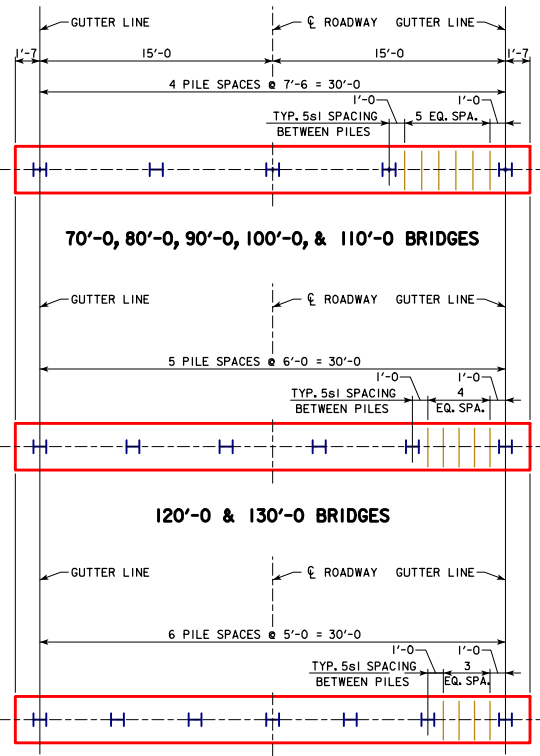


REVISED 06-2013; REVISION FOR LRFD PILE DESIGN. REVISED 09-2020; UPDATED BRIDGE ENGINEER SIGNATURE. CHANGED PAVING BLOCK LIFTING HOOP BAR MARK (WAS 5X1).



70'-0, 80'-0, 90'-0, 100'-0, & 110'-0 BRIDGES

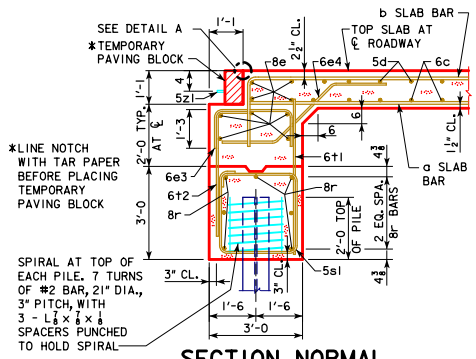
120'-0 & 130'-0 BRIDGES

140'-0 & 150'-0 BRIDGES

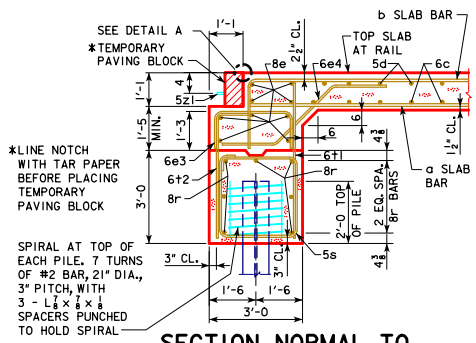
**PILE PLAN - 0° SKEW STEEL PILING**

**ABUTMENT NOTES:**

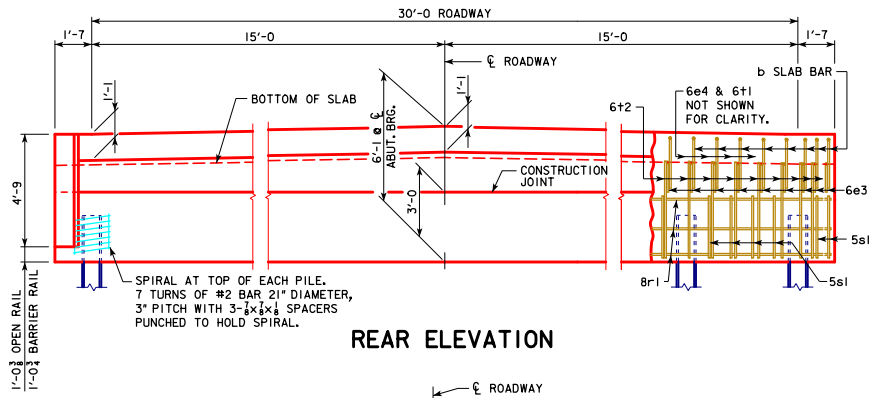
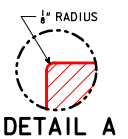
- ALL PILING HP 10x42.
- THE CONCRETE AND REINFORCING STEEL FOR THE WINGS IS INCLUDED WITH THE SUPERSTRUCTURE.
- DETAILS ON THIS SHEET ARE TO BE USED ONLY WHEN ABUTMENTS ARE PLACED ON STEEL PILES. IF ROCK IS ENCOUNTERED CLOSER THAN 12'-0 BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.
- THE MINIMUM CLEAR DISTANCE FROM THE FACE OF THE CONCRETE TO NEAR REINFORCING BAR IS TO BE 2 INCHES UNLESS OTHERWISE NOTED OR SHOWN.
- STEEL ABUTMENT PILES SHALL BE DRIVEN TO FULL PENETRATION IF PRACTICABLE BUT IN NO CASE TO A BEARING VALUE LESS THAN SHOWN IN DESIGN PLANS.
- 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.



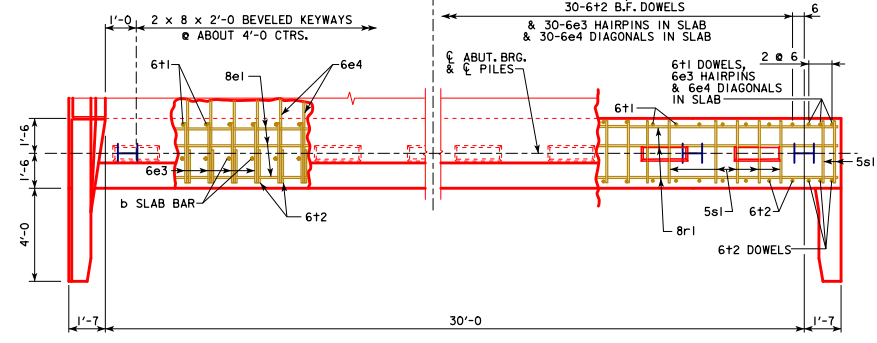
**SECTION NORMAL TO ABUTMENT AT CL**



**SECTION NORMAL TO ABUTMENT AT GUTTERLINE**



**REAR ELEVATION**



**PLAN VIEW**

NOTE: WING REINFORCING AND RAIL NOT SHOWN.  
6e3, 6e4, AND 6e1 ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES.

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	5	5	5	5	5	6	6	7	7	
PU, STRENGTH I DESIGN LOAD - KIPS	377	402	426	456	485	519	561	Δ 646	Δ 684	

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

09-2020 LATEST REVISION DATE  APPROVED BY BRIDGE ENGINEER	
	STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES <b>CONTINUOUS CONCRETE SLAB BRIDGES</b> NOVEMBER, 2006
	<b>0° ABUTMENT DETAILS</b> <b>0° SKEW - STEEL PILING</b>
<b>J30-34-06</b>	