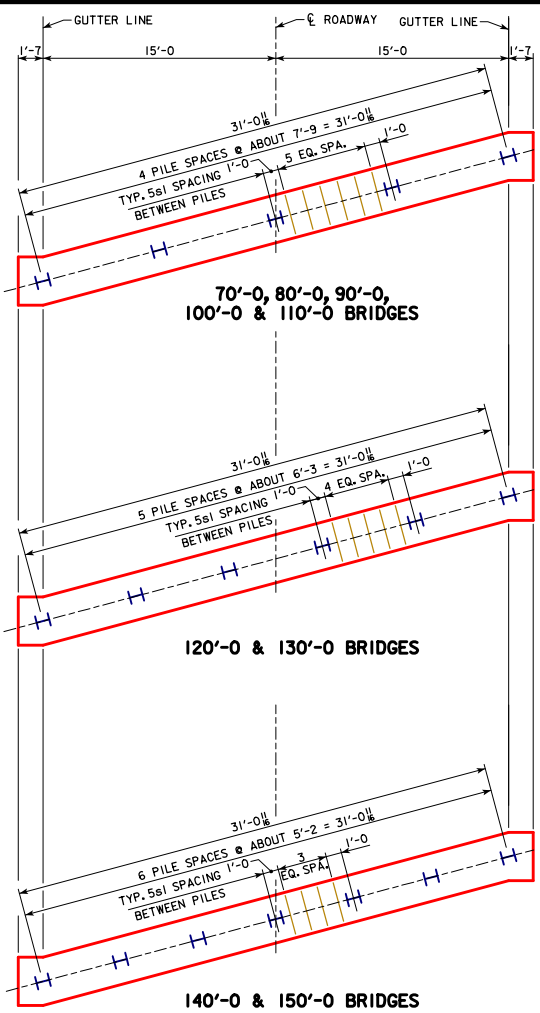
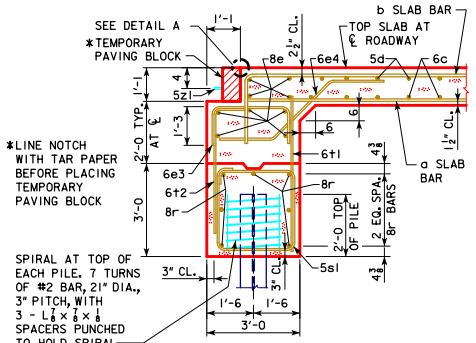


REVISED 10-2013, REVISION FOR LRFD PILE DESIGN PI, STRENGTH LOADS IN TABLE.
REVISED 03-2020, UPDATED BRIDGE ENGINEER SIGNATURE, CHANGED PAVING BLOCK LIFTING HOOP BAR MARK, WAS EX11.

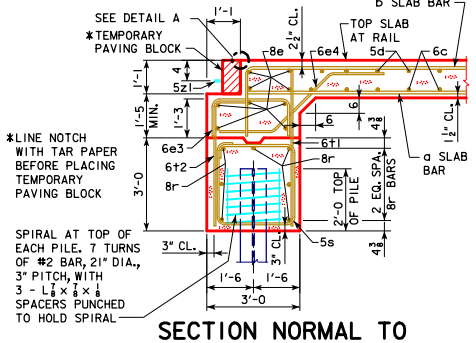


NUMBER OF PILES AND ABUTMENT DESIGN LOADS									
BRIDGE LENGTH	70'-0	80'-0	90'-0	100'-0	110'-0	120'-0	130'-0	140'-0	150'-0
PIILING - NUMBER	5	5	5	5	5	6	6	7	7
PI, STRENGTH I DESIGN LOAD - KIPS	381	406	429	460	489	522	555	Δ 650	Δ 688

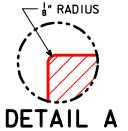
Δ INCLUDES DYNAMIC LOAD ALLOWANCE
NOTE: PI, STRENGTH I DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.



SECTION NORMAL TO ABUTMENT AT CL

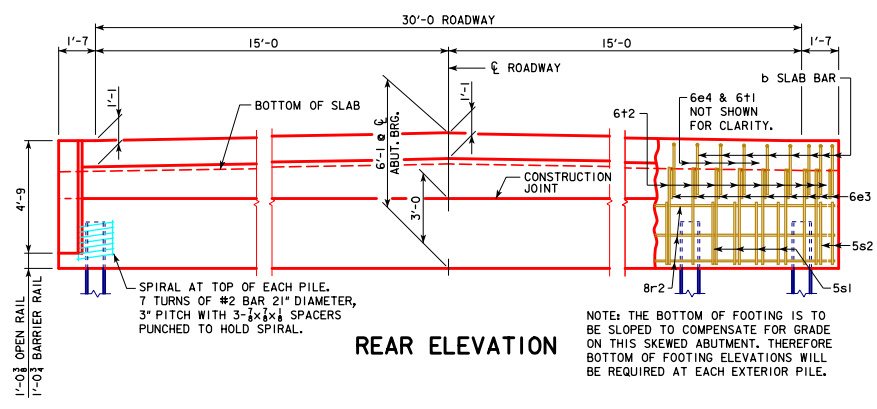


SECTION NORMAL TO ABUTMENT AT GUTTERLINE

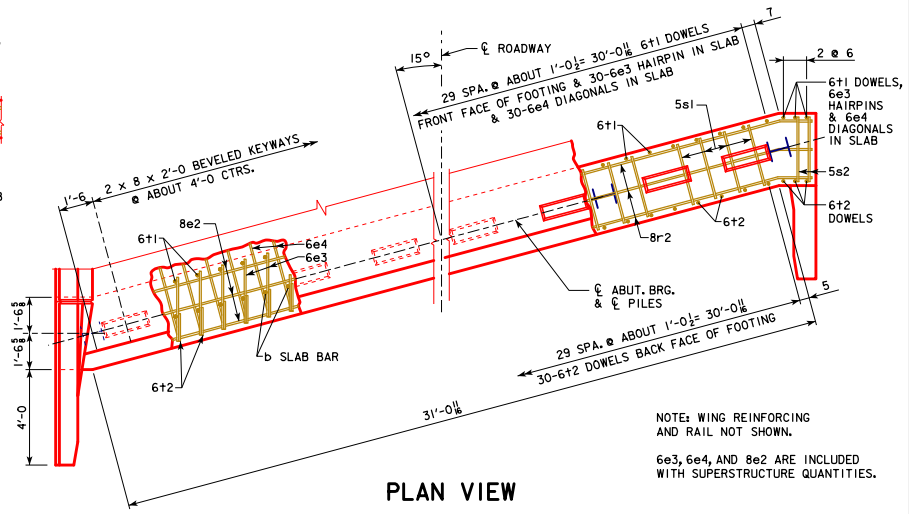


ABUTMENT NOTES:

- 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.



REAR ELEVATION



PLAN VIEW

08-2020 LATEST REVISION DATE APPROVED BY BRIDGE ENGINEER	
	STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006
	ABUTMENT DETAILS 15° SKEW - STEEL PILING

J30-35-06