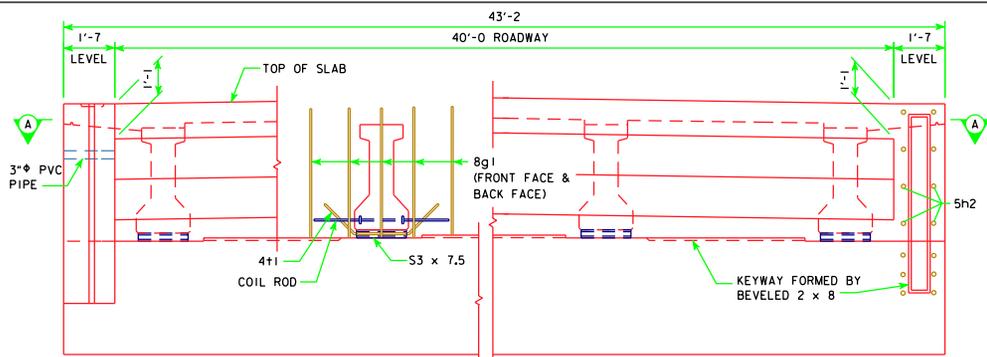
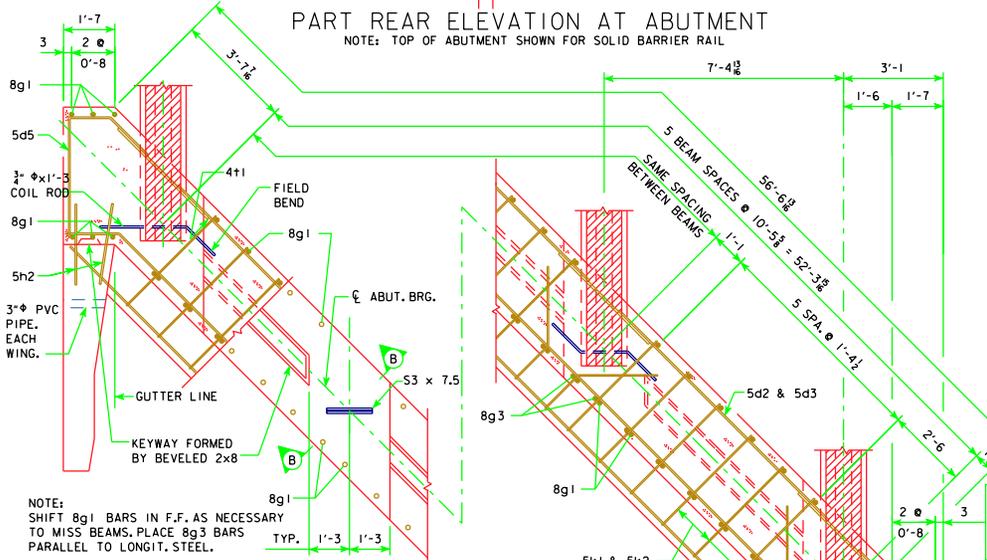


REVISED 01-10 - ADDED DETERMINING & ESTIMATING DESCRIPTIONS FOR PILE LENGTHS.



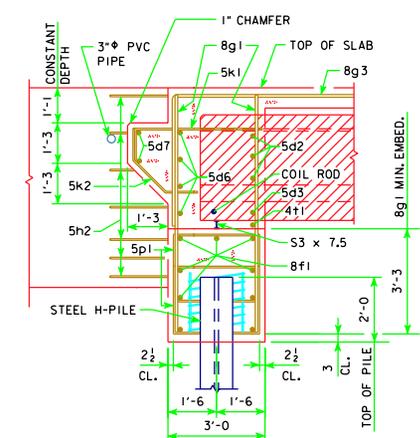
PART REAR ELEVATION AT ABUTMENT
NOTE: TOP OF ABUTMENT SHOWN FOR SOLID BARRIER RAIL



PART SECTION A - A

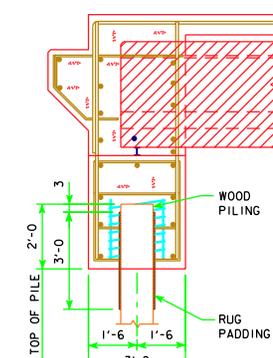
ABUTMENT PILE SPACING		CL-CL ABUT. BRG.	138'-10	151'-4	163'-10	176'-4	188'-10
WITH WOOD PILES	"A" PILE SPACES		14	15	16	17	17
	"B" (FT. - IN.)		3'-10	3'-7	3'-5	3'-2	3'-2
	"C" (FT. - IN.)		3'-8 ³ / ₈	3'-7 ¹ / ₂	3'-2 ¹ / ₂	3'-7 ³ / ₈	3'-7 ³ / ₈
	"D" EQUAL SPACES		2	2	2	1	1
	NO. OF PILES PER ABUT.		15	16	17	18	18
WITH STEEL H-PILES	① PILE BEARING (TONS)		20	20	20	19	20
	② STRENGTH I DESIGN LOAD (KIPS)		58	56	57	55	57
	"A" PILE SPACES		7	7	7	7	7
	"B" (FT. - IN.)		7'-9	7'-9	7'-9	7'-9	7'-9
	"C" (FT. - IN.)		3'-4 ¹ / ₂				
WITH STEEL H-PILES	① PILE BEARING (TONS)		41	42	45	46	48
	② STRENGTH I DESIGN LOAD (KIPS)		118	122	130	135	139

- ① FOR DETERMINING ACTUAL PILE LENGTHS IN FIELD.
- ② FOR ESTIMATING PILE LENGTHS USING AASHTO LRFD SPECIFICATIONS.



PART SECTION B-B (FOR STEEL H-PIILING)

NOTE: THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF NO. 2 BAR, 21" DIAMETER, 3" PITCH WITH 3 - 1¹/₈ x 1¹/₈ x 1¹/₈ SPACERS PUNCHED TO HOLD SPIRAL.



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" PITCH, CARE IS TO BE TAKEN NOT TO DAMAGE PADDING WHEN PLACING CONCRETE. RUG PADDING MAY BE EITHER OF THE FOLLOWING:
(1) HAIR AND JUTE RUG PADDING, RUBBERIZED ON BOTH SIDES, AND WEIGHING NOT LESS THAN 47 OZ. PER SQ. YD.
(2) BONDED URETHANE OR BONDED POLYFOAM WITH A MINIMUM DENSITY OF 5 LBS. PER CU. FT. AND SHALL BE AT LEAST 1/2 IN. THICK, (MATERIAL LESS THAN 1/2 IN. IN THICKNESS MAY BE USED, BUT WILL REQUIRE ADDITIONAL WRAPS FOR A TOTAL OF AT LEAST ONE INCH).

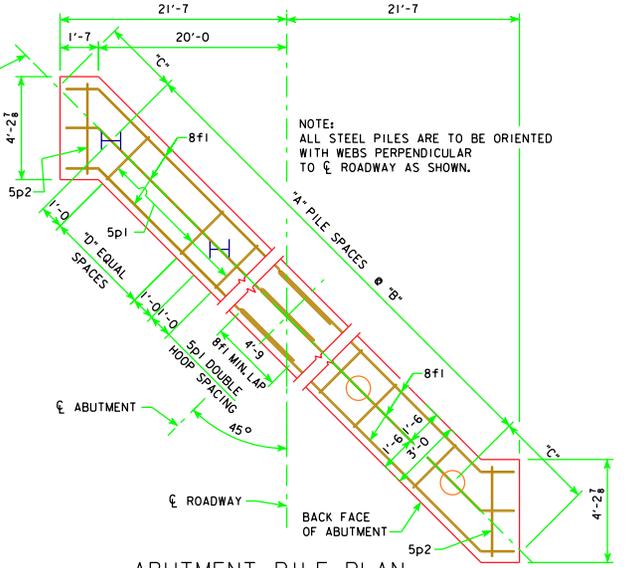
ABUTMENT NOTES:
MINIMUM CLEAR DISTANCE FROM FACE OF THE BRIDGE DECK OR BACKWALL FROM CONSTRUCTION EQUIPMENT, AN APPROPRIATE METHOD OF PROTECTION APPROVED BY THE ENGINEER SHALL BE PROVIDED BY THE BRIDGE CONTRACTOR AT NO EXTRA COST TO THE COUNTY OR STATE.

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 ARE TO BE DRIVEN TO THE DESIGN BEARING VALUE AS GIVEN IN THE ABUTMENT PILE SPACING TABLE.

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

BARRIER RAIL NOT SHOWN IN DETAILS.



ABUTMENT PILE PLAN

LATEST REVISION DATE 01-10	APPROVED BY BRIDGE ENGINEER <i>Thomas L. McDaniel</i>		
		STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES AUGUST, 2009	
		ABUTMENT DETAILS 45° SKEW A & B BEAMS	H40-25-06