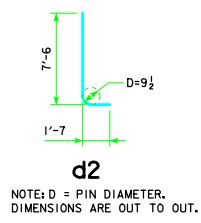


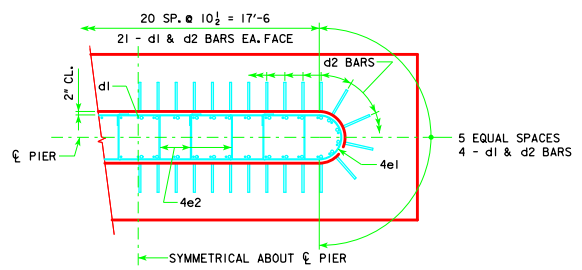
H IN ABUT. FT.	PILING (HP10x57)		FOOTING SIZE	
	CL - CL BRG.	NO. & LAYOUT		
16 TO 18	160'-0"	10A	206	4' x 8' x 25'
	180'-0"	11A	208	
	200'-0"	12A	204	
	220'-0"	13A	205	
	240'-0"	14A	204	
	260'-0"	14A	218	
	280'-0"	16A	213	
	300'-0"	16C	218	
	320'-0"	17A	215	
	340'-0"	17B	213	
19 TO 21	160'-0"	10A	213	4' x 8' x 25'
	180'-0"	11A	215	
	200'-0"	12A	211	
	220'-0"	13A	211	
	240'-0"	14A	210	
	260'-0"	15A	215	
	280'-0"	16B	214	
	300'-0"	16D	220	
	320'-0"	17B	208	
	340'-0"	17B	217	
22 TO 24	160'-0"	10B	215	4' x 9' x 25'
	180'-0"	11B	216	
	200'-0"	12B	212	
	220'-0"	13B	212	
	240'-0"	14B	210	
	260'-0"	15B	215	
	280'-0"	16B	218	
	300'-0"	16F	209	
	320'-0"	17B	212	
	340'-0"	18A	211	
25 TO 27	160'-0"	10C	218	4' x 10' x 25'
	180'-0"	11C	218	
	200'-0"	12C	213	
	220'-0"	13C	213	
	240'-0"	14C	211	
	260'-0"	15C	215	
	280'-0"	16C	217	
	300'-0"	16F	212	
	320'-0"	17B	215	
	340'-0"	18A	214	
28 TO 30	160'-0"	11C	210	4' x 10' x 25'
	180'-0"	12C	206	
	200'-0"	12C	218	
	220'-0"	13C	217	
	240'-0"	14C	214	
	260'-0"	15C	214	
	280'-0"	16D	217	
	300'-0"	16F	215	
	320'-0"	17B	217	
	340'-0"	18A	216	
31 TO 33	160'-0"	11D	212	4' x 11' x 25'
	180'-0"	12D	207	
	200'-0"	12D	219	
	220'-0"	13D	218	
	240'-0"	14D	215	
	260'-0"	15D	218	
	280'-0"	16E	216	
	300'-0"	16F	217	
	320'-0"	17B	219	
	340'-0"	18A	218	
34 TO 36	160'-0"	11E	213	4' x 11' x 27'
	180'-0"	12E	209	
	200'-0"	13E	204	
	220'-0"	13E	214	
	240'-0"	14E	215	
	260'-0"	15E	218	
	280'-0"	16F	208	
	300'-0"	16F	220	
	320'-0"	18A	211	
	340'-0"	19A	213	

H IN ABUT. FT.	PILING (HP10x57)		FOOTING SIZE	
	CL - CL BRG.	NO. & LAYOUT		
37 TO 40	160'-0"	12F	200	4' x 12' x 27'
	180'-0"	12F	211	
	200'-0"	13F	212	
	220'-0"	14F	214	
	240'-0"	15F	201	
	260'-0"	15F	213	
	280'-0"	16F	211	
	300'-0"	17B	214	
	320'-0"	18A	215	
	340'-0"	19A	218	

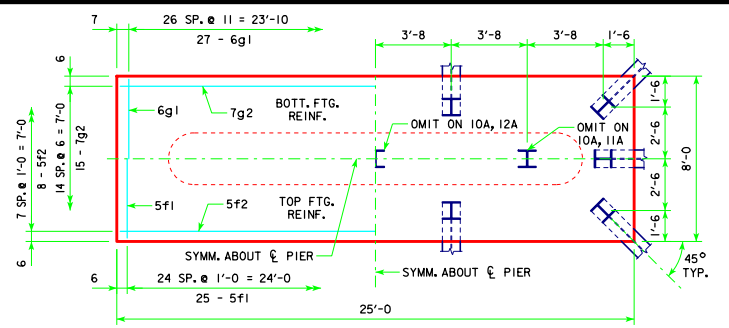


FOOTING SIZE	REINFORCING STEEL (ONE FOOTING)			TOTAL WEIGHT (LB.)	STRUCTURAL CONCRETE (CY)	
	BAR	NO., SIZE & SPACING	LENGTH			
4' x 8' x 25'	d2	50 - #9 AS SHOWN	9'-1	1544	3017	29.6
	f1	25 - #5 @ 1'-0"	7'-8	200		
	f2	8 - #5 @ 1'-0"	24'-8	206		
	g1	27 - #6 @ 0'-11"	7'-8	311		
	g2	15 - #7 @ 0'-6"	24'-8	756		
4' x 9' x 25'	d2	50 - #9 AS SHOWN	9'-1	1544	3254	33.3
	f1	25 - #5 @ 1'-0"	8'-8	226		
	f2	9 - #5 @ 1'-0"	24'-8	232		
	g1	28 - #7 @ 0'-10 1/2"	8'-8	496		
	g2	15 - #7 @ 0'-7"	24'-8	756		
4' x 10' x 25'	d2	50 - #9 AS SHOWN	9'-1	1544	3532	37.0
	f1	25 - #5 @ 1'-0"	9'-8	252		
	f2	10 - #5 @ 1'-0"	24'-8	257		
	g1	28 - #8 @ 0'-10 1/2"	9'-8	723		
	g2	15 - #7 @ 0'-8"	24'-8	756		
4' x 11' x 27'	d2	50 - #9 AS SHOWN	9'-1	1544	4387	44.0
	f1	27 - #5 @ 1'-0"	10'-8	278		
	f2	11 - #5 @ 1'-0"	26'-8	306		
	g1	34 - #9 @ 0'-9 1/2"	10'-8	968		
	g2	14 - #9 @ 0'-9 1/2"	26'-8	1269		
4' x 12' x 27'	d2	50 - #9 AS SHOWN	9'-1	1544	4876	48.0
	f1	27 - #5 @ 1'-0"	11'-8	329		
	f2	12 - #5 @ 1'-0"	26'-8	334		
	g1	33 - #9 @ 0'-9 1/2"	11'-8	1309		
	g2	15 - #9 @ 0'-9 1/2"	26'-8	1360		

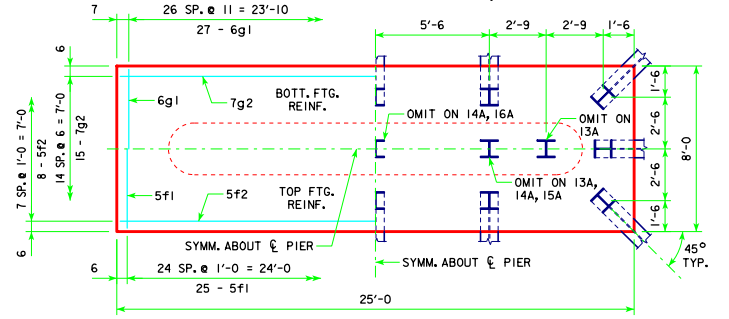
① NOTE: PU, STRENGTH / DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.



d2 BAR LAYOUT
(SEE SECTION A-A ON SHEET RS40-116-14.)



4'-0 x 8'-0 x 25'-0 FOR 10A, 11A & 12A

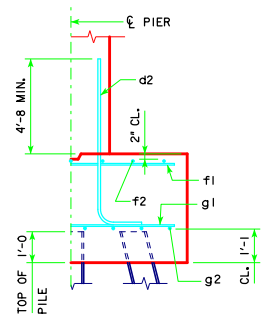


4'-0 x 8'-0 x 25'-0 FOR 13A, 14A, 15A & 16A

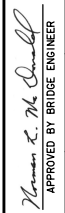

NOTE: THE REINFORCING STEEL QUANTITY IS TO BE INCLUDED ON THE SUMMARY QUANTITIES SHEET IN THE PLAN.
NOTE: THE CONCRETE QUANTITY IS TO BE INCLUDED ON THE SUMMARY QUANTITIES SHEET IN THE PLAN.
NOTE: THE PILE TYPE IS TO BE INCLUDED ON THE SUMMARY QUANTITIES SHEET IN THE PLAN.

FOOTING NOTES:

THESE FOOTINGS ARE DESIGNED AND DETAILED TO BE USED WITH THE CAP AND COLUMN DETAILS OF THE TEE PIERS AS SHOWN ON SHEET RS40-116-14.
BATTER PILES IN EXTERIOR ROWS 1:4 IN THE DIRECTION SHOWN.
STEEL PILING USED AS POINT BEARING SHALL HAVE A MINIMUM DISTANCE OF APPROXIMATELY 10 FEET FROM BOTTOM OF FOOTING TO TOP OF BEARING ROCK. THE PILE LAYOUTS ARE SUCH THAT THE DISTANCE CENTER TO CENTER OF ADJACENT PILING SHALL NOT EXCEED 8'-0".
PIER PILES SHALL BE DRIVEN TO VALUES SHOWN IN DESIGN PLANS.



TYPICAL SECTION

LATEST REVISION DATE	 APPROVED BY BRIDGE ENGINEER	 STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES ROLLED STEEL BEAM BRIDGES OCTOBER, 2014