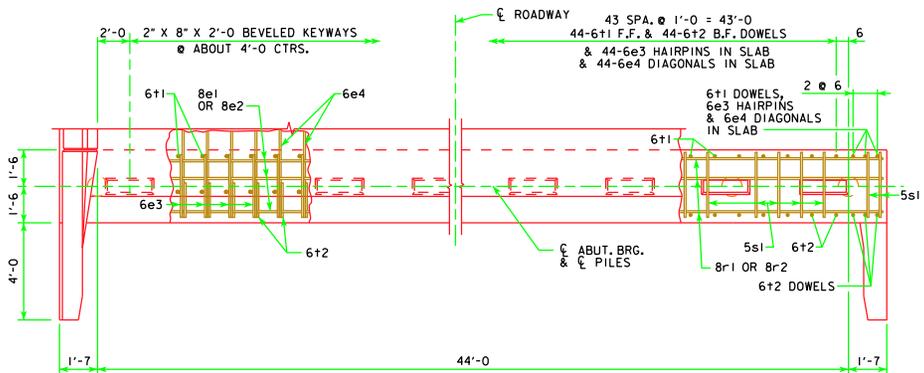
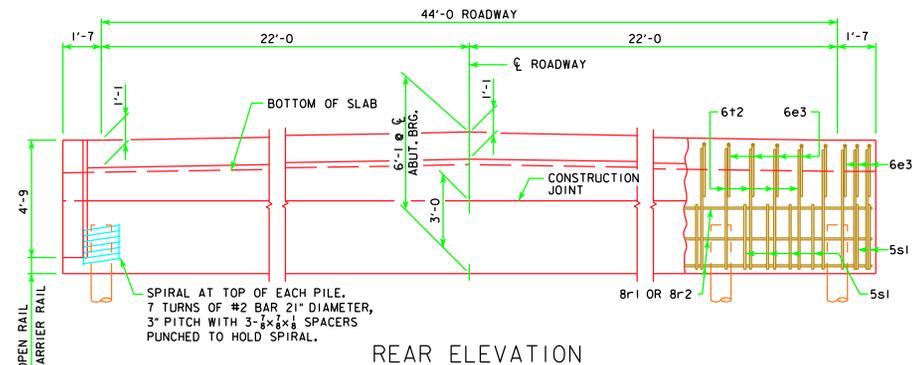
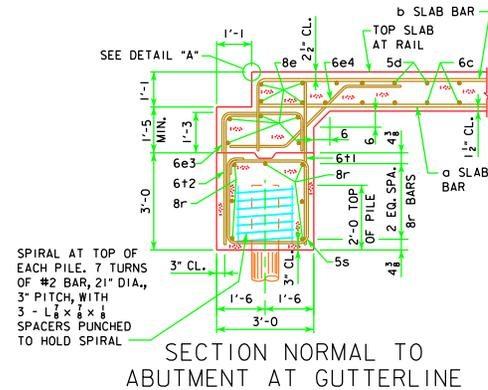
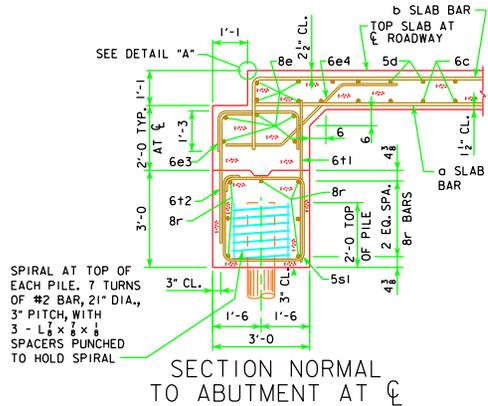
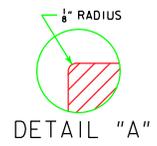


REVISED 11-08 - REVISED SHEET FOR NEW PAVING NOTCH & WING. DESIGN FOR HL-93 LOADING.



NOTE: WING REINFORCING AND RAIL NOT SHOWN.  
6e3, 6e4, AND 8e ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES.



**ABUTMENT NOTES:**

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 TIMBER PILES.

THE MINIMUM CLEAR DISTANCE FROM THE FACE OF THE CONCRETE TO NEAR REINFORCING BAR IS TO BE 2 INCHES UNLESS OTHERWISE NOTED OR SHOWN.

THE ABUTMENT PILES ARE TO BE DRIVEN TO FULL PENETRATION, IF PRACTICABLE, BUT IN NO CASE TO A BEARING VALUE LESS THAN THE PILE BEARING REQUIRED FOR EACH BRIDGE LENGTH AS SHOWN ON THIS SHEET, NOR TO MORE THAN 40 TONS PER BEARING PILE.

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.

REACTION, PILE NUMBER & BEARING									
BRIDGE LENGTH	70'-0	80'-0	90'-0	100'-0	110'-0	120'-0	130'-0	140'-0	150'-0
REACTION - KIPS	381	405	427	455	482	514	545	Δ 622	Δ 659
BEARING - TONS	20	19	20	19	19	20	20	20	20
PILING - NUMBER	10	11	11	12	13	13	14	16	17
STRENGTH I REACTION - KIPS	504	539	571	613	653	699	744	Δ 869	Δ 922

Δ INCLUDES IMPACT

11-08  
LATEST REVISION DATE

*Thomas E. McQuinn*  
APPROVED BY BRIDGE ENGINEER

STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES

**CONTINUOUS CONCRETE  
SLAB BRIDGES**

NOVEMBER, 2006

11-08  
LATEST REVISION DATE

*Thomas E. McQuinn*  
APPROVED BY BRIDGE ENGINEER

0° ABUTMENT DETAILS  
SKEW - TIMBER PILING

J44-30-06