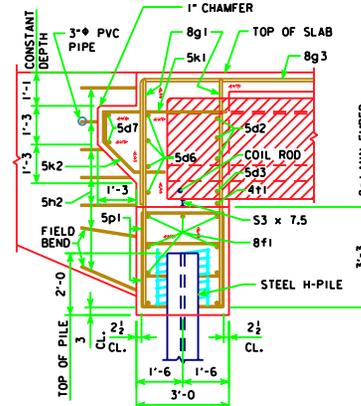


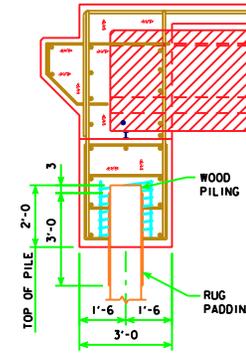
PART REAR ELEVATION AT ABUTMENT

NOTE: BARRIER RAIL NOT SHOWN.  
(SHOWN FOR SOLID BARRIER RAIL)



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

NOTE:  
THE SPIRAL AT THE TOP OF EACH PILE TO  
BE 7 TURNS OF NO. 2 BAR, 21\"/>

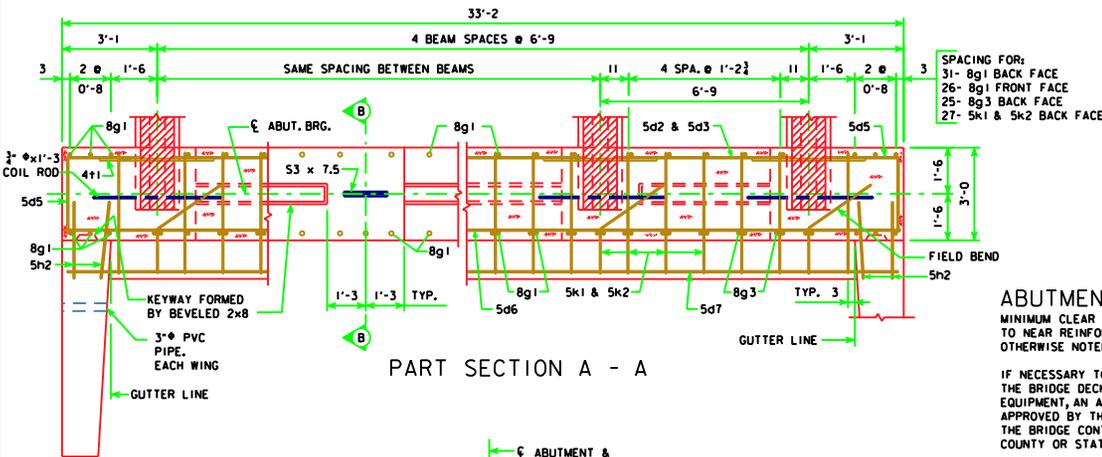


PART SECTION B-B  
(FOR WOOD PILING)

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\"/>

(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\"/>



PART SECTION A - A

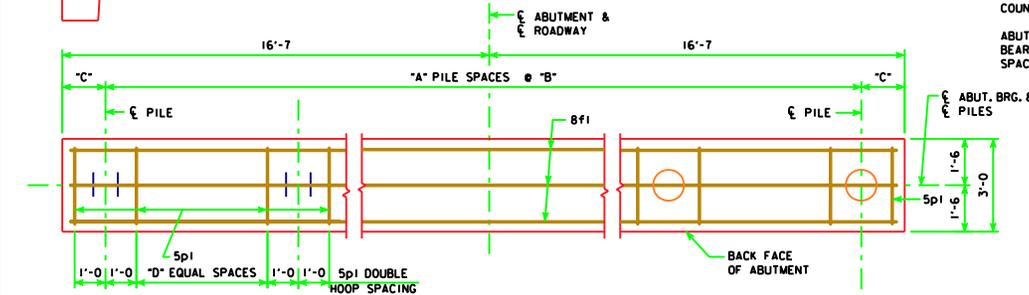
ABUTMENT NOTES:

MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE  
TO NEAR REINFORCING BAR IS TO BE 2\"/>

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.

ABUTMENT PILE SPACING		E-E ABUT. BRG.					
		138'-10	151'-4	163'-10	176'-4	188'-10	
WITH WOOD PILES	"A" PILE SPACES	9	10	11	11	12	
	"B" (FT. - IN.)	3'-2	2'-10	2'-7	2'-7	2'-6	
	"C" (FT. - IN.)	2'-4	2'-5	2'-4 1/2	2'-4 1/2	1'-7	
	"D" EQUAL SPACES	1	1	1	1	1	
		NO. OF PILES PER ABUT.	10	11	12	12	13
		DESIGN PILE LOAD (TONS)	20	19	19	20	19
WITH STEEL H-PILES	"A" PILE SPACES	4	4	4	5	5	
	"B" (FT. - IN.)	7'-2	7'-2	7'-2	5'-8	5'-8	
	"C" (FT. - IN.)	2'-3	2'-3	2'-3	2'-5	2'-5	
	"D" EQUAL SPACES	5	5	5	3	3	
		NO. OF PILES PER ABUT.	5	5	5	6	6
		DESIGN PILE LOAD (TONS)	44	46	49	43	44



ABUTMENT PILE PLAN

LATEST REVISION DATE	
	STANDARD DESIGN - 30' ROADWAY, THREE SPAN BRIDGES <b>PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES</b>
	HL93 SUPERSTRUCTURE      DECEMBER, 2006      HS25 SUBSTRUCTURE
	<b>ABUTMENT DETAILS</b> 0° SKEW A & B BEAMS
 APPROVED BY BRIDGE ENGINEER	<b>H30-05-06</b>