





BOTTOM OF SLAB 6†2 6e3 -6e3 CONSTRUCTION 582 SPIRAL AT TOP OF EACH PILE.
7 TURNS OF #2 BAR 21" DIAMETER,
3" PITCH WITH 3-3×3×4 SPACERS NOTE: THE BOTTOM OF FOOTING IS TO PUNCHED TO HOLD SPIRAL. BE SLOPED TO COMPENSATE FOR GRADE ON THIS SKEWED ABUTMENT, THEREFORE REAR ELEVATION BE REQUIRED AT EACH EXTERIOR PILE. ROADWAY

23 SPA: 0 ABOUT 10-02

23 SPA: 0 AFOT DOWELS

23-106, 24-611 DOWELS

FRONT FACE OF FOOTING

FRONT FACE OF FOOTING

1 AIRPINS IN SLAT THUNI FACE UF FUUTING &

24-683 HAIRPINS IN SLAB

24-684 DIAGONALS IN SLAB 2 @ 6 2" X 8" X 2'-0 BEVELED KEYNAYS RABOUT 4'-0 CTRS. -6+1 DOWELS, 6e3 HAIRPINS & 6e4 DIAGONALS IN SLAB 5s2 8e2 DOWELS ABUT. BRG. 23 SPA. C ABOUT 11-01 = 23-10 2 24-612 DOWELS BACK FACE OF FOOTING 24'-10% NOTE: WING REINFORCING AND RAIL NOT SHOWN. 6e3, 6e4, AND 8e ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES. PLAN VIEW NUMBER OF PILES AND ABUTMENT DESIGN LOADS

24'-0

12'-0

© ROADWAY

12'-0

WITH THE SUPERSTRUCTURE.

RADIUS

DETAIL "A"

ABUTMENT NOTES:

THE CONCRETE AND REINFORCING STEEL FOR THE WINGS IS INCLUDED

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.

TIMBER PILES SHALL BE DRIVEN TO FULL PENETRATION IF PRACTICABLE BUT IN NO CASE TO A BEARING VALUE LESS THAN SHOWN IN DESIGN PLANS. TIMBER PILES SHALL NOT BE DRIVEN TO MORE THAN 160 TONS.

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.

DRIDGE LENGIN	10 -0	80 -0	30 -0	100 -0	110 -0	120 -0	130 -0	140 -0	150 -0
PILING - NUMBER	7	7	8	8	8	9	9	10	10
PU, STRENGTH I DESIGN LOAD - KIPS	348	369	390	417	442	471	499	Δ 590	Δ 622

A INCLUDES DYNAMIC LOAD ALLOWANCE

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

