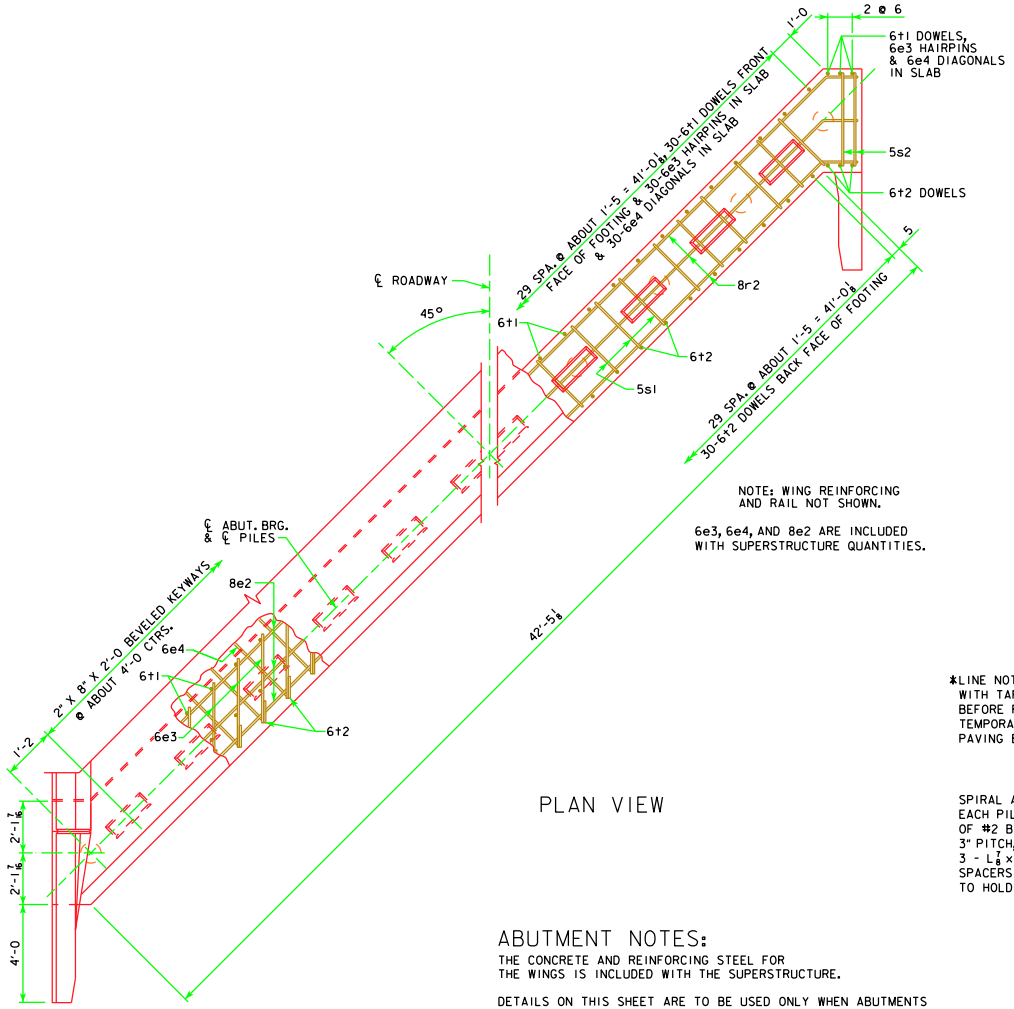
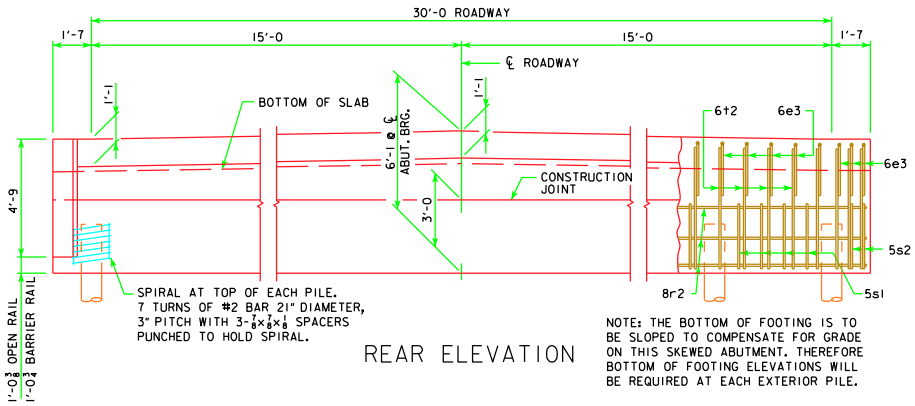


PLAN VIEW

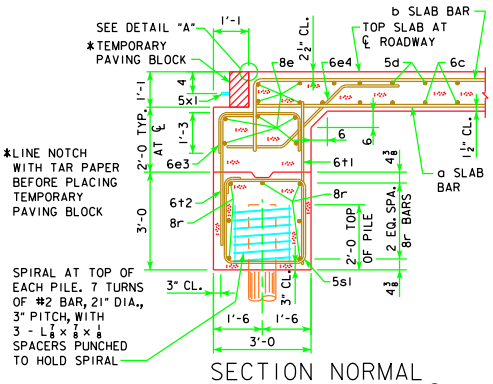
NOTE: WING REINFORCING AND RAIL NOT SHOWN.

6e3, 6e4, AND 8e2 ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES.

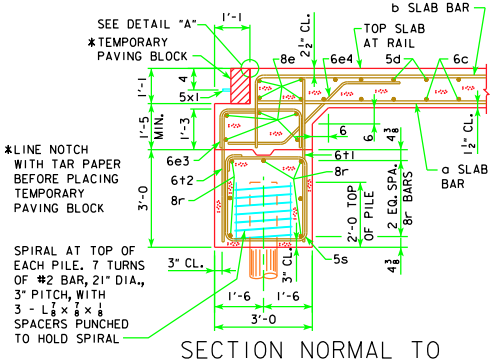


REAR ELEVATION

NOTE: THE BOTTOM OF FOOTING IS TO BE SLOPED TO COMPENSATE FOR GRADE ON THIS SKEWED ABUTMENT. THEREFORE BOTTOM OF FOOTING ELEVATIONS WILL BE REQUIRED AT EACH EXTERIOR PILE.



SECTION NORMAL TO ABUTMENT AT ℄



SECTION NORMAL TO ABUTMENT AT GUTTERLINE

ABUTMENT NOTES:

THE CONCRETE AND REINFORCING STEEL FOR THE WINGS IS INCLUDED WITH THE SUPERSTRUCTURE.

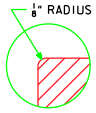
DETAILS ON THIS SHEET ARE TO BE USED ONLY WHEN ABUTMENTS ARE PLACED ON TIMBER PILES.

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 SHEET J30-32-06, 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.



DETAIL "A"

REVISED 12-08 - REVISED SHEET FOR NEW PAVING NOTCH. DESIGN FOR HL-93 LOADING.

12-08 LATEST REVISION DATE	APPROVED BY BRIDGE ENGINEER	Iowa Department of Transportation Highway Division
		STANDARD DESIGN - 30' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006
		ABUTMENT DETAILS 45° SKEW - TIMBER PILING
		J30-31-06