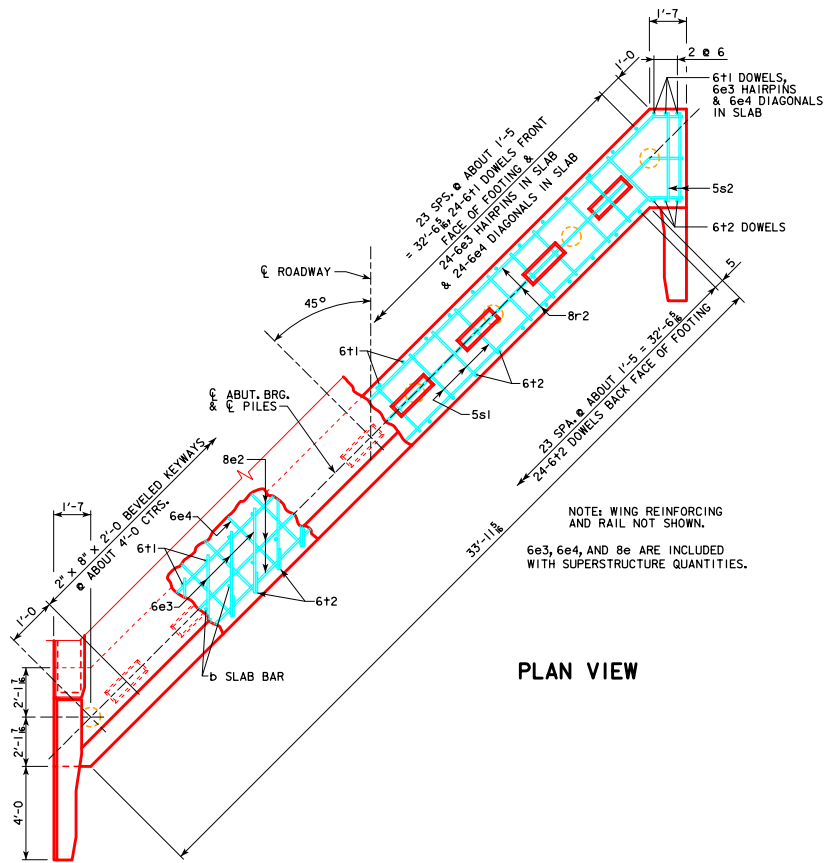


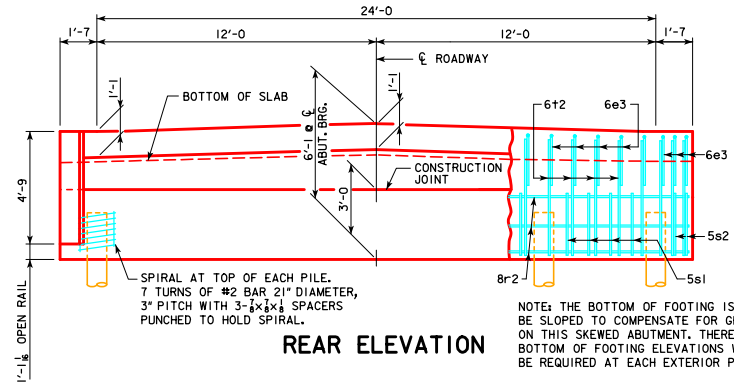
REVISED 06-13 - REVISION FOR LRED, PILE DESIGN.
REVISED 08-2022: UPDATED BRIDGE ENGINEER SIGNATURE. CHANGED PAVING BLOCK LIFTING HOOP BAR MARK, WAS 5x11.



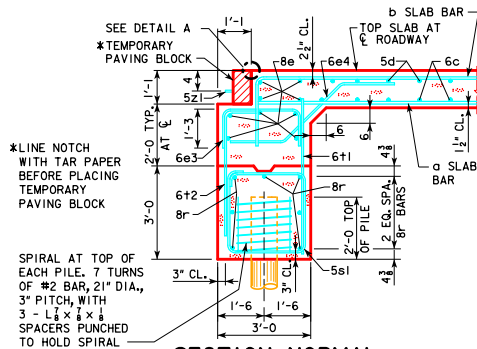
PLAN VIEW

ABUTMENT NOTES:

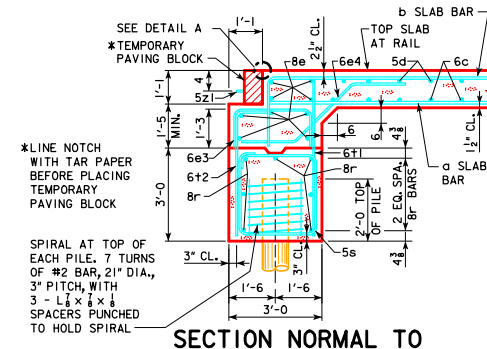
- THE CONCRETE AND REINFORCING STEEL FOR THE WINGS IS INCLUDED WITH THE SUPERSTRUCTURE.
- DETAILS ON THIS SHEET ARE TO BE USED ONLY WHEN ABUTMENTS ARE PLACED ON TIMBER PILES.
- THE MINIMUM CLEAR DISTANCE FROM THE FACE OF THE CONCRETE TO NEAR REINFORCING BAR IS TO BE 2 INCHES UNLESS OTHERWISE NOTED OR SHOWN.
- 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.



REAR ELEVATION



SECTION NORMAL TO ABUTMENT AT CL



SECTION NORMAL TO ABUTMENT AT GUTTERLINE



DETAIL A

08-2022 LATEST REVISION DATE APPROVED BY BRIDGE ENGINEER 	STANDARD DESIGN - 24'-0" ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
	45° ABUTMENT DETAILS SKEW - TIMBER PILING	J24-31-06
	08-2022 LATEST REVISION DATE APPROVED BY BRIDGE ENGINEER 	