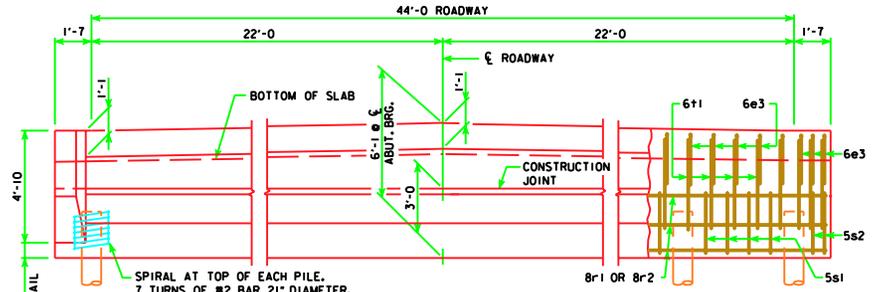


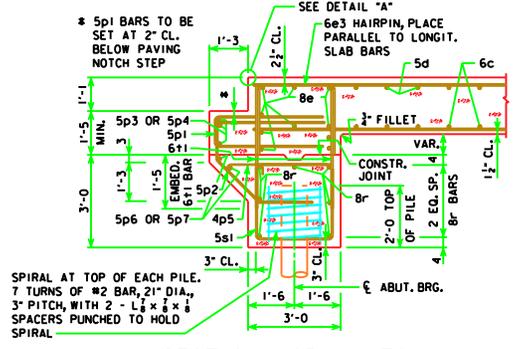
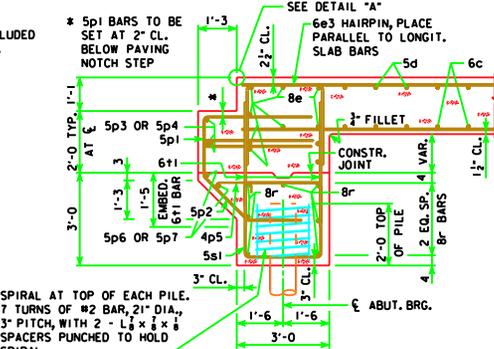
NOTE: WING REINFORCING AND RAIL NOT SHOWN. 5p1, 5p3, 5p4, 6e3 AND 8e ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES.

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 SHEET J44-37-06, NOR TO MORE THAN 40 TONS PER BEARING PILE.
- ALL REINFORCING STEEL IS TO BE GRADE 60.
- ABUTMENT PILING WAS DESIGNED FOR HS25 LOADING WITH AN ALLOWANCE FOR 20 LBS. PER SQ. FT. FUTURE WEARING SURFACE.



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.



LATEST REVISION DATE <i>Thomas E. Mc Donnell</i> APPROVED BY BRIDGE ENGINEER		
	STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006	
	45° ABUTMENT DETAILS SKEW - TIMBER PILING	J44-36-06