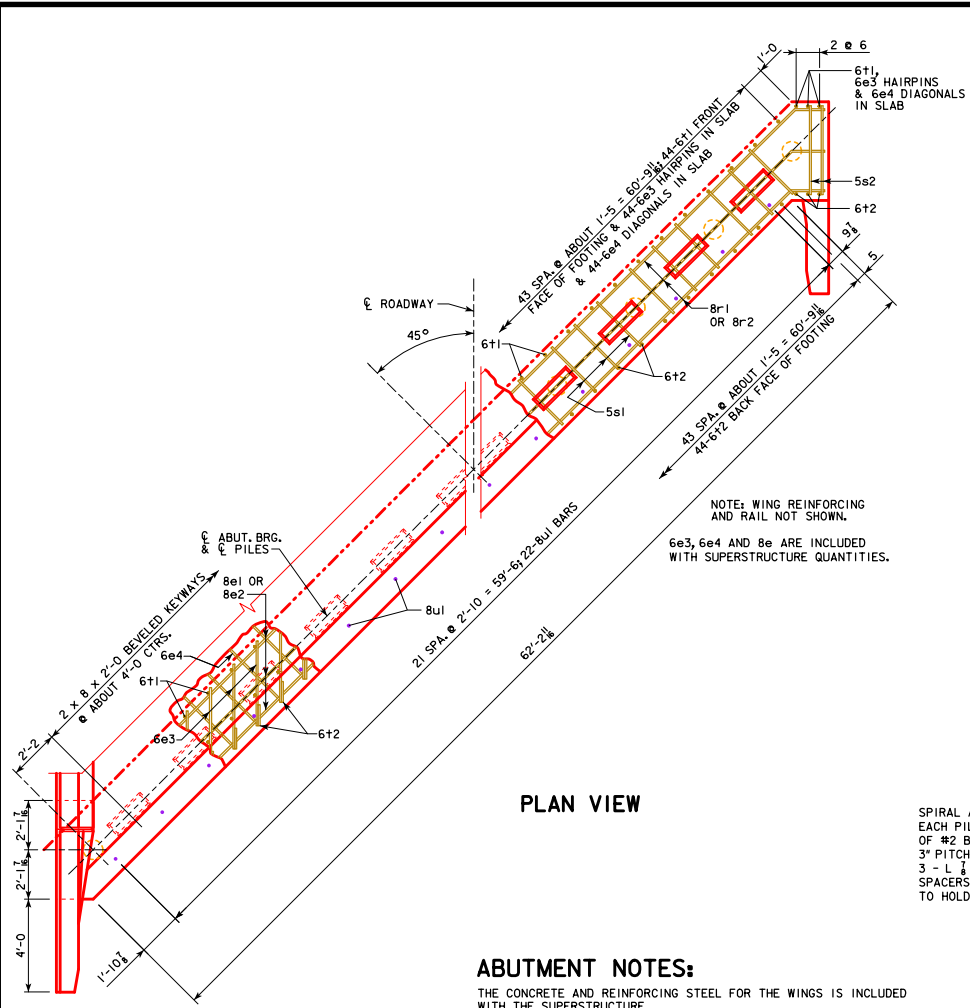


REVISED 03-2016 - REVISION FOR ADDITION OF PAVING NOTCH BAR 8u1.

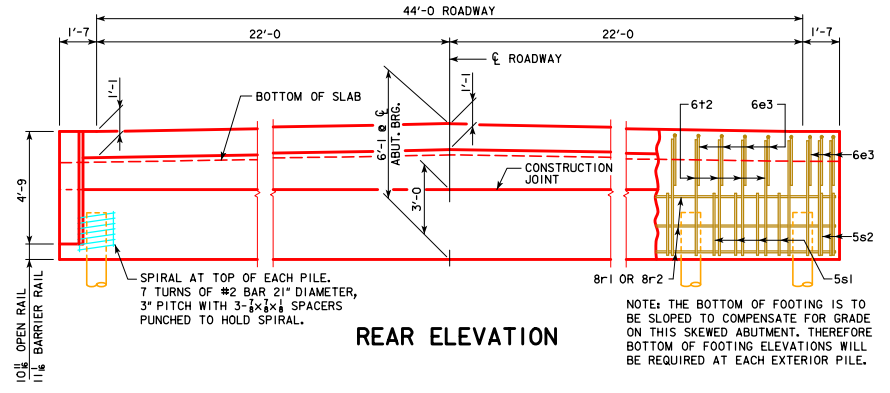


**PLAN VIEW**

**ABUTMENT NOTES:**

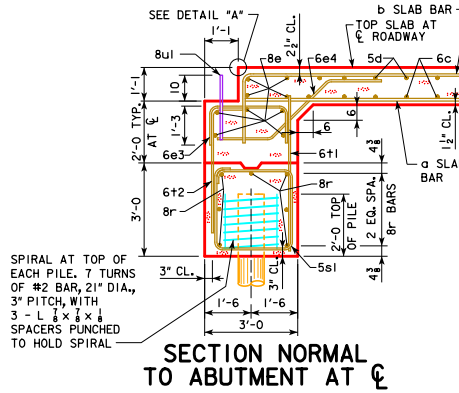
- THE CONCRETE AND REINFORCING STEEL FOR THE WINGS IS INCLUDED WITH THE SUPERSTRUCTURE.
- DETAILS ON THIS SHEET ARE TO BE USED ONLY WHEN ABUTMENTS ARE PLACED ON TIMBER PILES.
- THE MINIMUM CLEAR DISTANCE FROM THE FACE OF THE CONCRETE TO NEAR REINFORCING BAR IS TO BE 2 INCHES UNLESS OTHERWISE NOTED OR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

NOTE: WING REINFORCING AND RAIL NOT SHOWN.  
6e3, 6e4 AND 8e ARE INCLUDED WITH SUPERSTRUCTURE QUANTITIES.

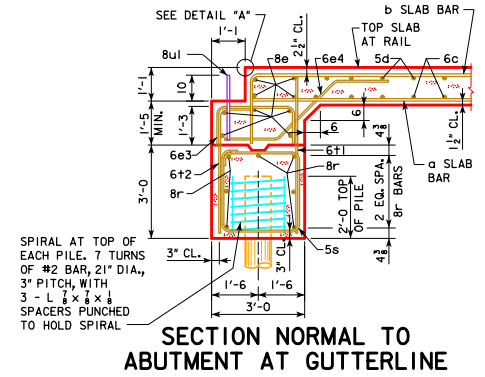


**REAR ELEVATION**

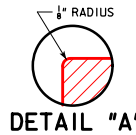
NOTE: THE BOTTOM OF FOOTING IS TO BE SLOPED TO COMPENSATE FOR GRADE ON THIS SKEWED ABUTMENT. THEREFORE BOTTOM OF FOOTING ELEVATIONS WILL BE REQUIRED AT EACH EXTERIOR PILE.



**SECTION NORMAL TO ABUTMENT AT CL**



**SECTION NORMAL TO ABUTMENT AT GUTTERLINE**



**DETAIL "A"**

<p>LATEST REVISION DATE</p> <p>03-2016</p> <p>APPROVED BY BRIDGE ENGINEER</p> <p><i>Norman E. McQuinn</i></p>	<p><b>IOWADOT</b> Highway Division</p> <p>STANDARD DESIGN - 44' ROADWAY, 3 SPAN BRIDGES</p> <p><b>CONTINUOUS CONCRETE SLAB BRIDGES</b></p> <p>JULY, 2014</p>	<p><b>J44-36-14</b></p>
<p><b>45° ABUTMENT DETAILS SKEW - TIMBER PILING</b></p>		