TABLE A

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>5-#5's</th>
<th>2-#5's</th>
<th>4-#6's</th>
<th>8'-6&quot;</th>
<th>6-#5's</th>
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<th>2-#7's</th>
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<th>7-#8's</th>
<th>2-#9's</th>
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<tbody>
<tr>
<td>10'-0&quot;</td>
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<td>16'-0&quot;</td>
<td>5-#5's</td>
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DESIGNER NOTES

The type of Abutment should be used when possible. The Abutment parallel to the roadway is not used for the construction of Abutments, and water elevation is above the bottom of Abutment.

**USE** OPENS FOR THE UNEVEN CLAYS WHICH ARE SOMETIMES ENCOUNTERED IN HIGHWAY MEDIAN SUPERIOR AREA.

When timber railing is used as per standard 30.24, full connection joint shall be made. If the abutment is used, the top end posts are in place.

**USE** ALL LONGITUDINAL BARS FOR CLARITY.

LRFD DESIGN LOADS (WINGS)

**USE** ALL longitudinal bars for clarity.

**USE** ALL longitudinal bars for clarity.

WING ELEVATION

WING TRAVELING UP STATION.

**USE** ALL longitudinal bars for clarity.

ALL WING BARS SHALL BE EPOXY COATED.

**USE** ALL longitudinal bars for clarity.

DETAILS FOR wings parallel to A1

ABUTMENT CENTERLINE

BUREAU OF STRUCTURES

APPROVED:

Bill Oliva

DATE: 1-17

STANDARD 12.07
Bench Mark Cap

Designer Notes

18" Rubberized waterproofing. Abutment until superstructure is in place.
Do not place fill above 3'-0" from bottom of conc. Joint sealer. (1" deep and hold "" below surface filler with non-staining gray non-bituminous sealer all exposed horiz. & vert. surfaces of 1" by beveled 2" x 6" key.

#5 bars @ 1'-0" f.f. #4 bars @ 9"
9-#8 bars @ b.f. 3'-6" max.

Maximum spa. 8'-0" (Steel "H" or C-I-P conc.) piles to be designed.

Min. (4" leg) 4'-0" horiz. spa. 3 #4 tie bars at 9" elev.

Wing detail for skewed structures

Left wing detail

Left wing detail

Seat wing detail

Ranch Mark Cap

When supplied