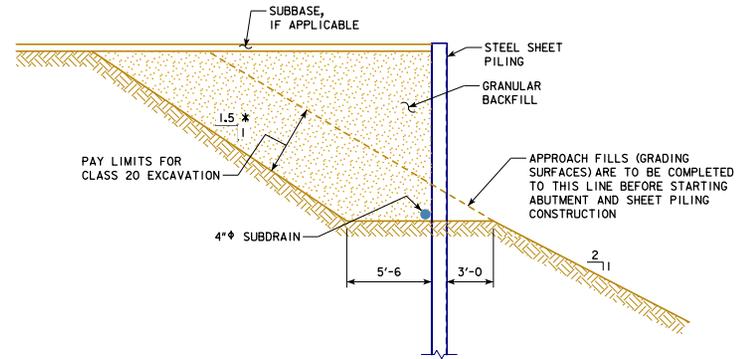


**BACKFILL DETAIL
(SECTION THRU ABUTMENT)**

NOTES:
SUBDRAIN SHALL SLOPE DOWNWARD 2% FROM ϕ APPROACH ROADWAY.
* OR FLATTER AS REQUIRED FOR STABILITY.



**BACKFILL DETAIL
(SECTION THRU WING)**

NOTES:
SUBDRAIN SHALL SLOPE DOWNWARD 2% FROM ϕ APPROACH ROADWAY.
* OR FLATTER AS REQUIRED FOR STABILITY.

ABUTMENT BACKFILL NOTES:

THE GRANULAR BACKFILL SHALL CONSIST OF IOWA DOT GRADATION NO.1 (4110-PCC FINE AGGREGATE). PLACE BACKFILL BEHIND BOTH ABUTMENTS SIMULTANEOUSLY SO THAT THE TWO FILLS ARE KEPT AT APPROXIMATELY THE SAME DEPTH AT ALL TIMES.
THE COST OF FURNISHING AND PLACING SUBDRAINS (INCLUDING EXCAVATION, SUBDRAIN OUTLETS, AND ENGINEERING FABRIC SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR "GRANULAR BACKFILL". NO EXTRA PAYMENT WILL BE MADE.

NOTES:
▲ ENGINEERING FABRIC IS TO BE PLACED FULL WIDTH OF SHEET PILING AND EXTEND 2'-0" MINIMUM PAST VERTICAL COVER PLATES.
THE ENGINEERING FABRIC SHALL BE IN ACCORDANCE WITH ARTICLE 4196.01, B, 6 OF THE STANDARD SPECIFICATIONS. IF THE ENGINEERING FABRIC IS LAPPED, THE LAPS SHALL BE A MINIMUM OF ONE FOOT IN LENGTH, SHINGLE FASHION AND STAPLED FOR CONTINUITY.
THE INTENDED PURPOSE OF THE ENGINEERING FABRIC IS TO PREVENT THE BACKFILL FROM SPILLING BETWEEN SHEET PILING AND ABUTMENT. THE CONTRACTOR SHALL ENSURE ALL GAPS ARE SEALED TO RETAIN THE BACKFILL TO THE SATISFACTION OF THE ENGINEER.

NOTE:
CONSTRUCTION AND INSTALLATION OF BEAMS, BEAM PINS, UHPC JOINTS AND ABUTMENT BACKWALL SHALL BE COMPLETED PRIOR TO BEGINNING INSTALLATION OF BACKFILL.

NOTE:
SEE SUBDRAIN DETAILS SHEET FOR DETAILS NOT SHOWN ON THIS SHEET WHICH ARE PERTINENT TO THIS STRUCTURE.

LATEST REVISION DATE	
	STANDARD DESIGN - 24'-0" ROADWAY, SINGLE SPAN CONCRETE BOX BEAM BRIDGES
	DECEMBER, 2016
APPROVED BY BRIDGE ENGINEER 	ABUTMENT BACKFILL DETAILS SHEET PILE WINGS
	B24-69-16