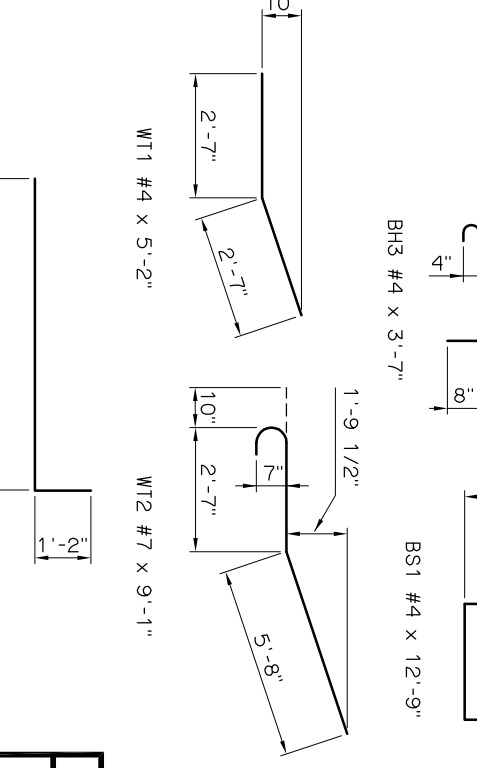
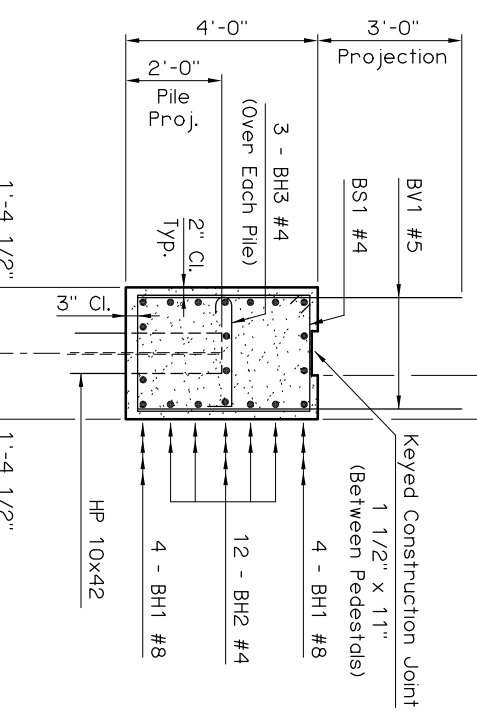
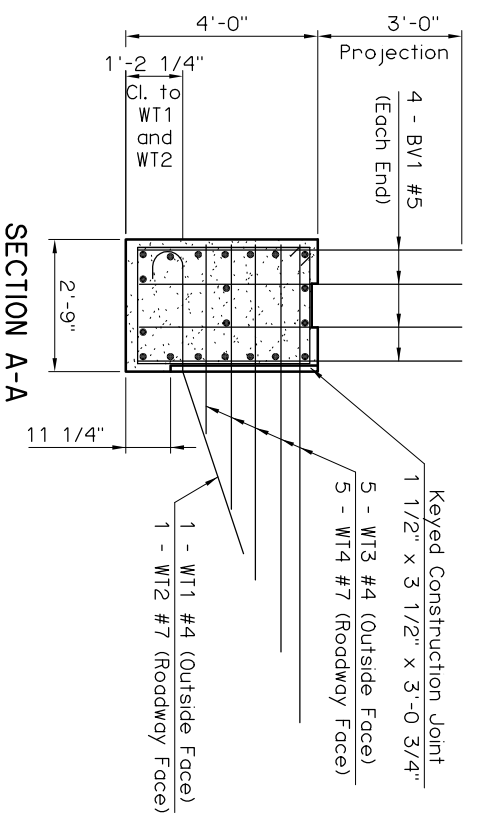
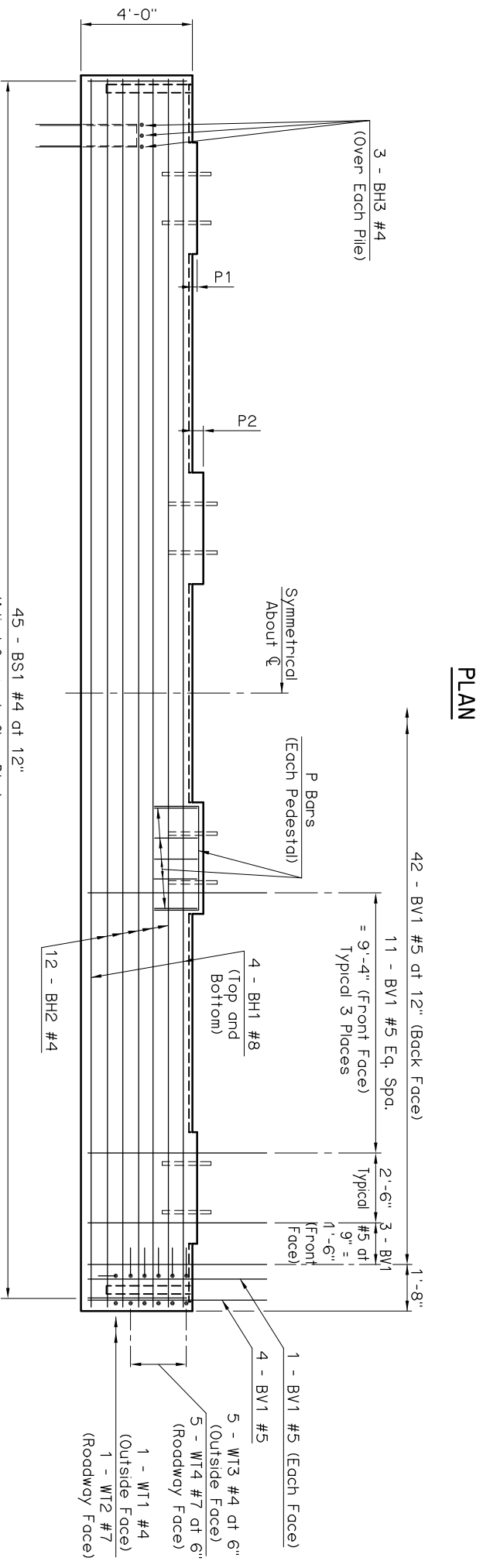


PEDESTAL SCHEDULE		
SPAN	P1	P2
55'	6 5/8"	9 1/2"
60'	6 1/4"	9 1/8"
65'	3 1/2"	6 3/8"
70'	3 1/8"	6"
75'	3 1/2"	6 3/8"
80'	3 1/8"	6"
85'	2 3/4"	5 5/8"
90'	2 3/8"	5 1/4"
95'	2 1/4"	5 1/8"
100'	2"	4 7/8"

PILE SCHEDULE						
SPAN	TOTAL NUMBER OF PILES	N	A	B	C	MAXIMUM FACTORED PILE LOAD
55'	7	3	6'-9"	0"	1'-11"	67.9 TON
60'	7	3	6'-9"	0"	1'-11"	70.6 TON
65'	8	3	5'-8"	2'-10"	2'-4"	64.2 TON
70'	8	3	5'-8"	2'-10"	2'-4"	66.5 TON
75'	9	4	5'-0"	0"	2'-2"	61.2 TON
80'	9	4	5'-0"	0"	2'-2"	63.3 TON
85'	9	4	5'-0"	0"	2'-2"	65.6 TON
90'	9	4	5'-0"	0"	2'-2"	67.8 TON
95'	10	4	4'-6"	2'-3"	1'-11"	63.0 TON
100'	10	4	4'-6"	2'-3"	1'-11"	65.0 TON

All WT Wing reinforcing tied to Abutment Seat reinforcing must be in place prior to pouring Abutment Seat concrete. Abutment Wings shall not be poured until the Abutment Diaphragm and Deck Slab have attained a strength of 3000 p.s.i. For additional details, see ABUTMENT DIAPHRAGM DETAILS (SHEET 1 OF 2 AND SHEET 2 OF 2) and ABUTMENT WING DETAILS (SHEET 2 OF 2).



ABUTMENT SEAT BAR LIST				
MARK	SIZE	NO.	FORM	LENGTH VARIATION
EPOXY COATED REINFORCING				
BV1	#5	93	STR.	6'-9"
BH1	#8	8	STR.	44'-0"
BH2	#4	12	STR.	44'-0"
BS1	#4	45	BNT.	12'-9"
P1	#4	20	BNT.	6'-1"
P2	#4	16	BNT.	7'-4"
WT1	#4	2	BNT.	5'-2"
WT2	#7	2	BNT.	9'-1"
WT3	#4	10	STR.	6'-11" AVG.
WT4	#7	10	BNT.	8'-1" AVG.
7 PILE ABUTMENT				
BH3	#4	21	BNT.	3'-7"
8 PILE ABUTMENT				
BH3	#4	24	BNT.	3'-7"
9 PILE ABUTMENT				
BH3	#4	27	BNT.	3'-7"
10 PILE ABUTMENT				
BH3	#4	30	BNT.	3'-7"

① 2 Sets of 5

APPROVED BY BRIDGE ENGINEER *Chad Head* DATE 12-1-04  
 OKLAHOMA DEPT. OF TRANSPORTATION  
 BRIDGE STANDARD (ENGLISH)  
 55' THRU 100' ROLLED BEAM SPANS  
 INTEGRAL (SHEET 1 OF 2)  
 1999 SPECIFICATIONS B40-I-ABUT-RB-55100-1 O1E B-50E