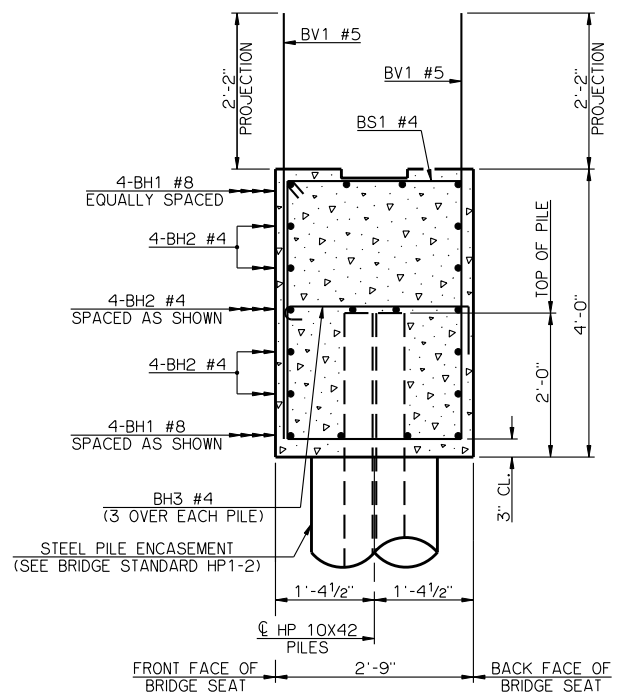
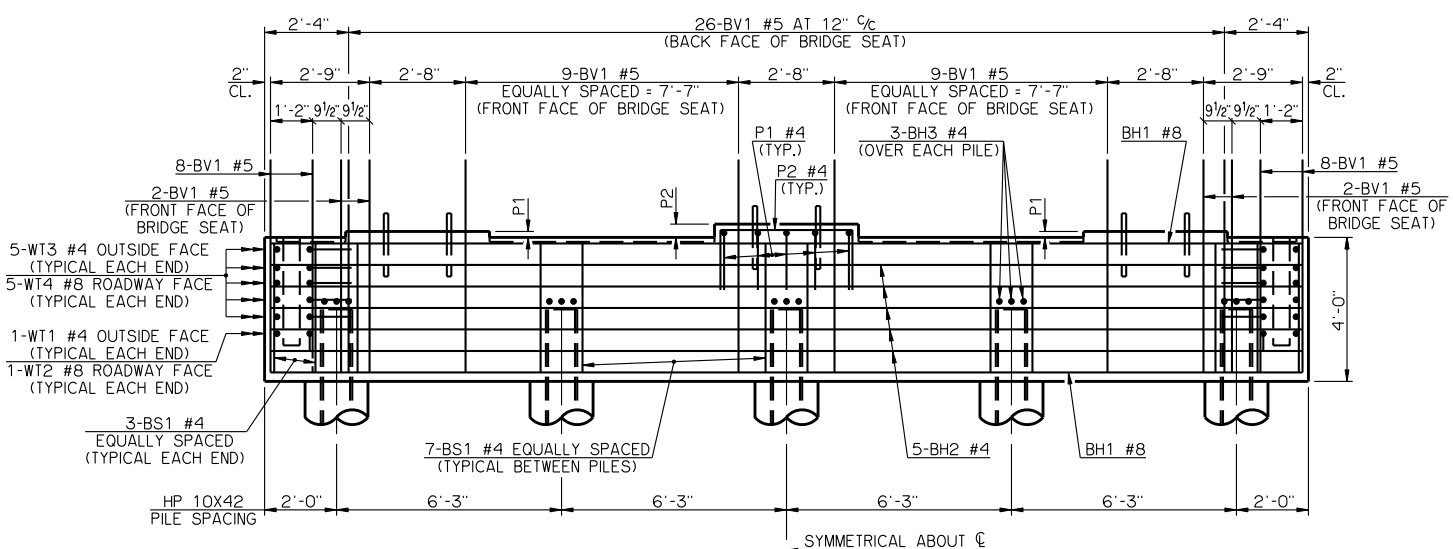


SPAN	P1	P2
30'	7 7/8"	10 3/8"
35'	5 1/16"	7 9/16"
40'	2 5/16"	4 3/4"
45'	2 1/8"	4 9/16"
50'	2"	4 7/16"

SPAN	MAXIMUM FACTORED PILE LOAD
30'	54.2 TON
35'	57.2 TON
40'	59.9 TON
45'	62.5 TON
50'	65.0 TON

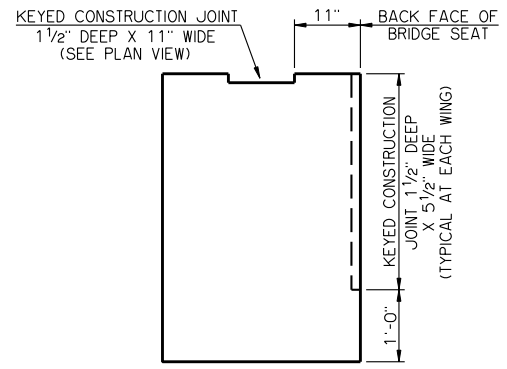
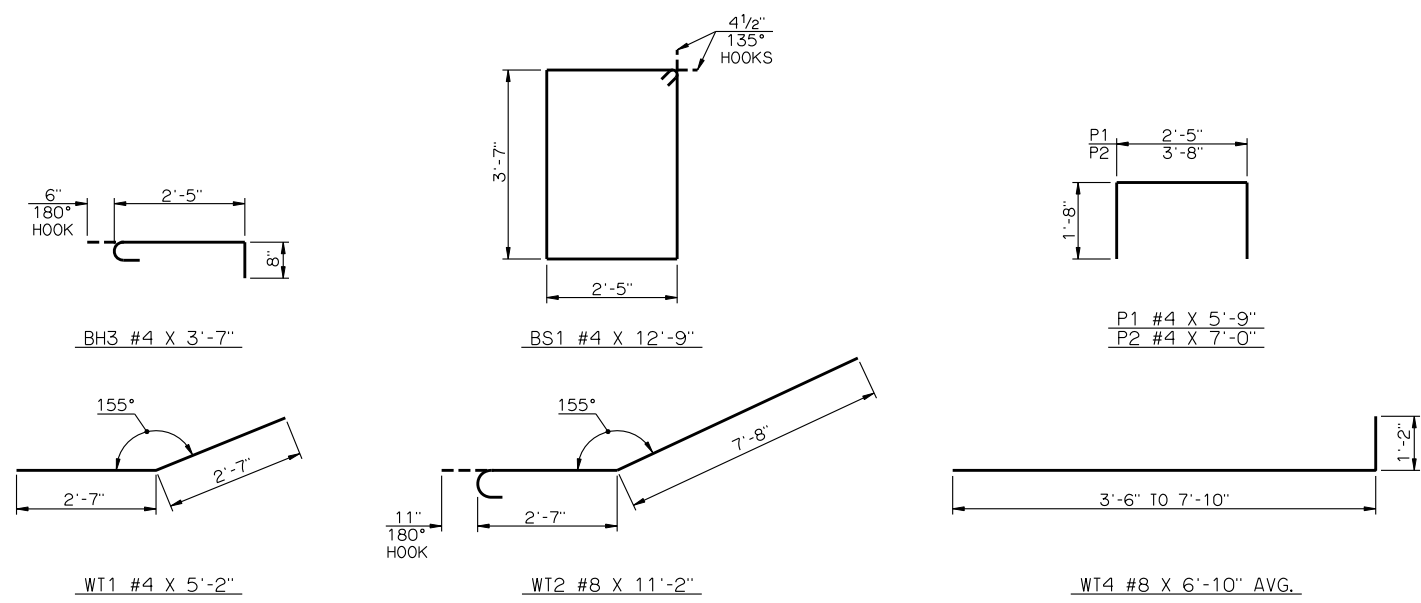


MARK	NO.	SIZE	FORM	LENGTH	LENGTH VARIATION
BH1	8	#8	STR.	28'-8"	-
BH2	12	#4	STR.	28'-8"	-
BH3	15	#4	BNT.	3'-7"	-
BS1	34	#4	BNT.	12'-9"	-
BV1	64	#5	STR.	5'-11"	-
P1	15	#4	BNT.	5'-9"	-
P2	12	#4	BNT.	7'-0"	-
WT1	2	#4	BNT.	5'-2"	-
WT2	2	#8	BNT.	11'-2"	-
WT3	10	#4	STR.	5'-8" AVG.	3'-6" TO 7'-10"
WT4	10	#8	BNT.	6'-10" AVG.	4'-8" TO 9'-0"

① NO. INCLUDES TWO SETS OF 5 BARS

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION, COMMON	CY	30.00
GRANULAR BACKFILL	CY	19.00
CLASS A CONCRETE	CY	12.70
REINFORCING STEEL	LB	1,970.00
PILES, FURNISHED (HP 10X42)	LF	-
PILES, DRIVEN (HP 10X42)	LF	-
6" PERFORATED PIPE UNDERDRAIN	LF	26.00
6" NON-PERFORATED PIPE UNDERDRAIN	LF	-

② EXCLUDES WINGS



NOTES

ABUTMENT WING CONCRETE SHALL NOT BE POURED UNTIL THE ABUTMENT DIAPHRAGMS OF THE SUPERSTRUCTURE AND THE DECK SLAB CONCRETE HAVE ATTAINED A STRENGTH OF 3,000 PSI.

ALL WT WING REINFORCING STEEL TIED TO BRIDGE SEAT REINFORCING STEEL MUST BE IN PLACE PRIOR TO POURING THE BRIDGE SEAT CONCRETE.

APPROVED BY BRIDGE ENGINEER *Robert J. Duch* DATE 9-9-2011

OKLAHOMA DEPARTMENT OF TRANSPORTATION
COUNTY BRIDGE STANDARD (ENGLISH)

ABUTMENT DETAILS
30' THRU 50' ROLLED BEAMS

26' CLEAR ROADWAY - INTEGRAL - SKEWED 0°

2009 SPECIFICATIONS CB26-I-SKO-ABUT-RB-3050 01E CB-373E