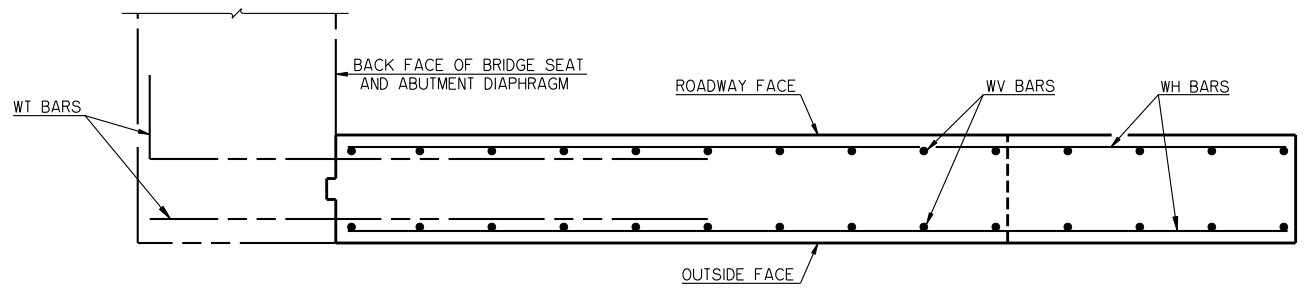
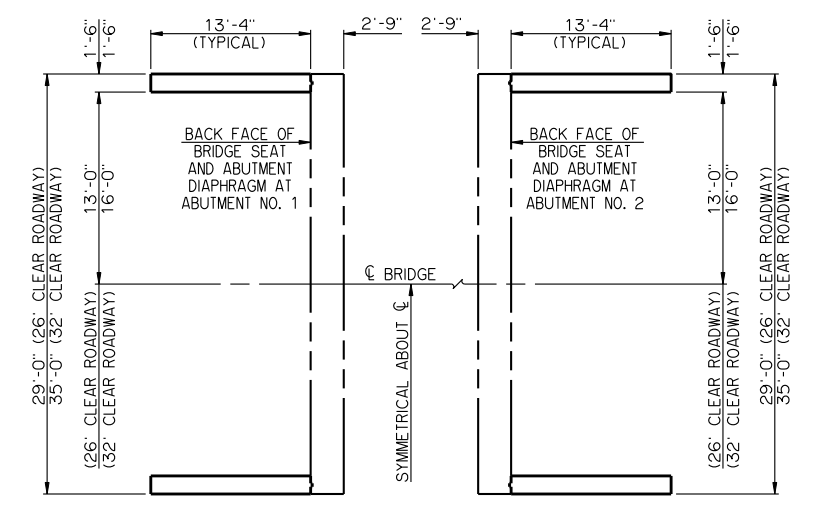


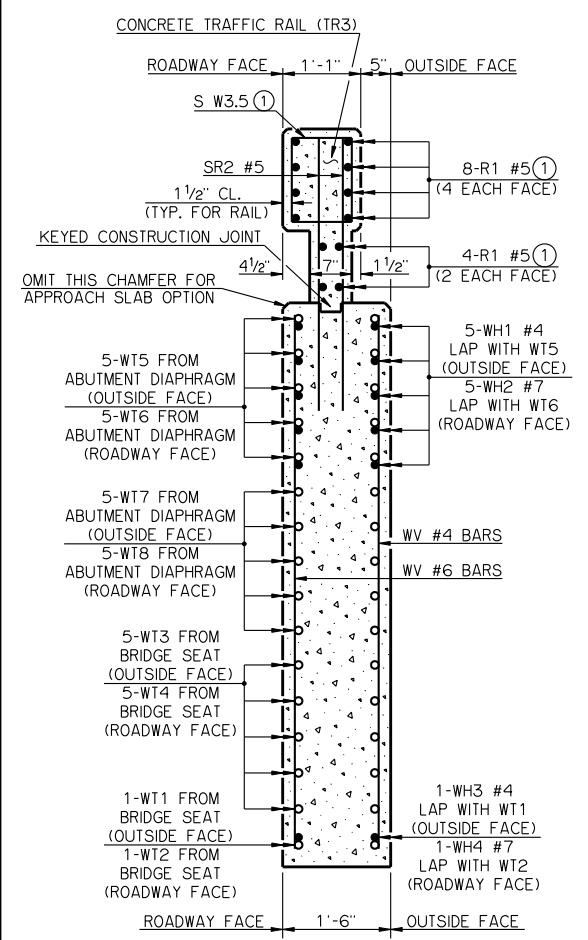
DETAILS OF BENT REINFORCING STEEL



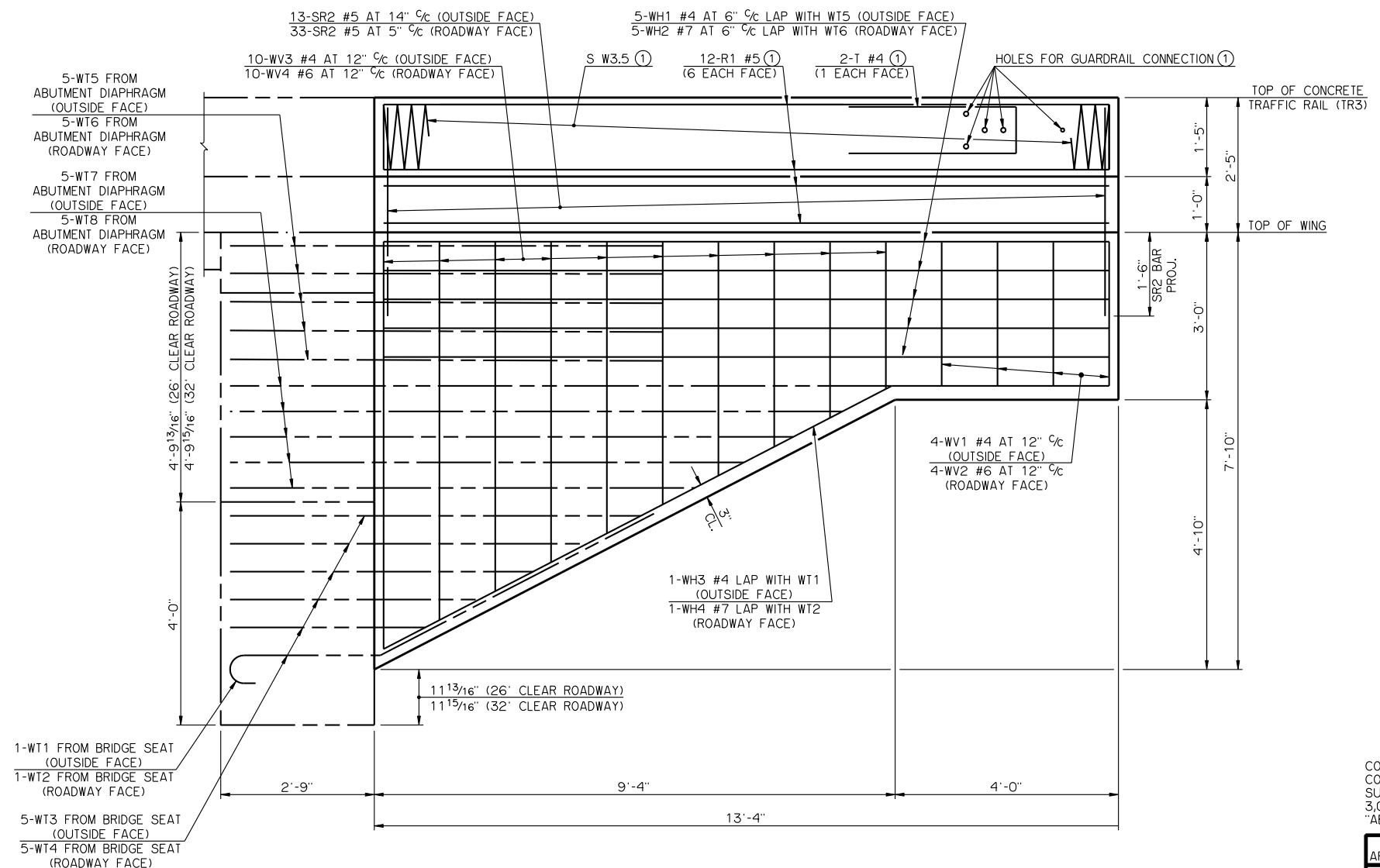
PLAN  
CONCRETE TRAFFIC RAIL (TR3) NOT SHOWN



LAYOUT OF WINGS



SECTION THRU WING AT  
BACK FACE OF BRIDGE SEAT



ELEVATION

BAR LIST - ONE WING					
MARK	NO.	SIZE	FORM	LENGTH	LENGTH VARIATION
SR2	46	#5	STR.	3'-9"	-
WH1	5	#4	STR.	13'-0"	-
WH2	5	#7	STR.	13'-0"	-
WH3	1	#4	BNT.	14'-2"	-
WH4	1	#7	BNT.	14'-2"	-
WV1	4	#4	STR.	2'-7"	-
WV2	4	#6	STR.	2'-7"	-
WV3	10	#4	STR.	4'-11" AVG.	2'-7" TO 7'-3"
WV4	10	#6	STR.	4'-11" AVG.	2'-7" TO 7'-3"

SUMMARY OF QUANTITIES - ONE WING			
ITEM	UNIT	TOTAL	
SUBSTRUCTURE EXCAVATION, COMMON	CY	10.00	
CONCRETE RAIL (TR3)	LF	13.40	
CLASS A CONCRETE	CY	3.50	
REINFORCING STEEL	LB	530.00	

(2) QUANTITY INCLUDES ALL COST OF CONCRETE TRAFFIC RAIL (TR3) INCLUDING R1, S AND T REINFORCING STEEL BARS AND CONCRETE.

NOTES

CONSTRUCT THE TOP OF THE ABUTMENT WING LEVEL AS SHOWN. 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. FOR ADDITIONAL DETAILS AND INFORMATION, SEE "ABUTMENT DETAILS" AND "ABUTMENT DIAPHRAGM DETAILS."

APPROVED BY BRIDGE ENGINEER *Robert J. Dusch* DATE 9-9-2011  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 COUNTY BRIDGE STANDARD (ENGLISH)  
**WING DETAILS**  
**TYPE III AND TYPE C P.C. BEAMS**  
**26' AND 32' CLEAR ROADWAY - INTEGRAL - SKEWED 0°**  
 2009 SPECIFICATIONS      CB26.32-I-SKO-WING-PC3      01E  
 CB-942E

(1) SEE BRIDGE STANDARD TR3-2 FOR DETAILS NOT SHOWN