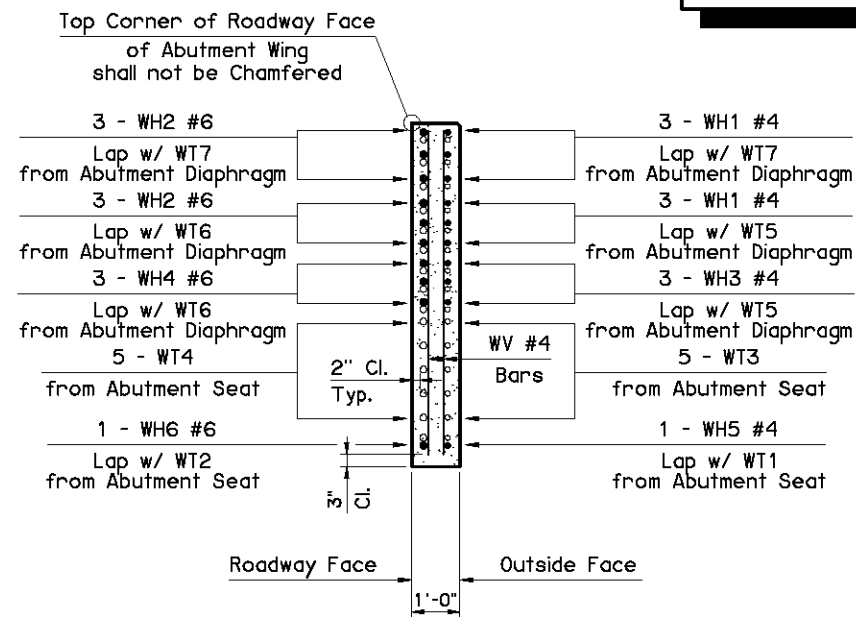
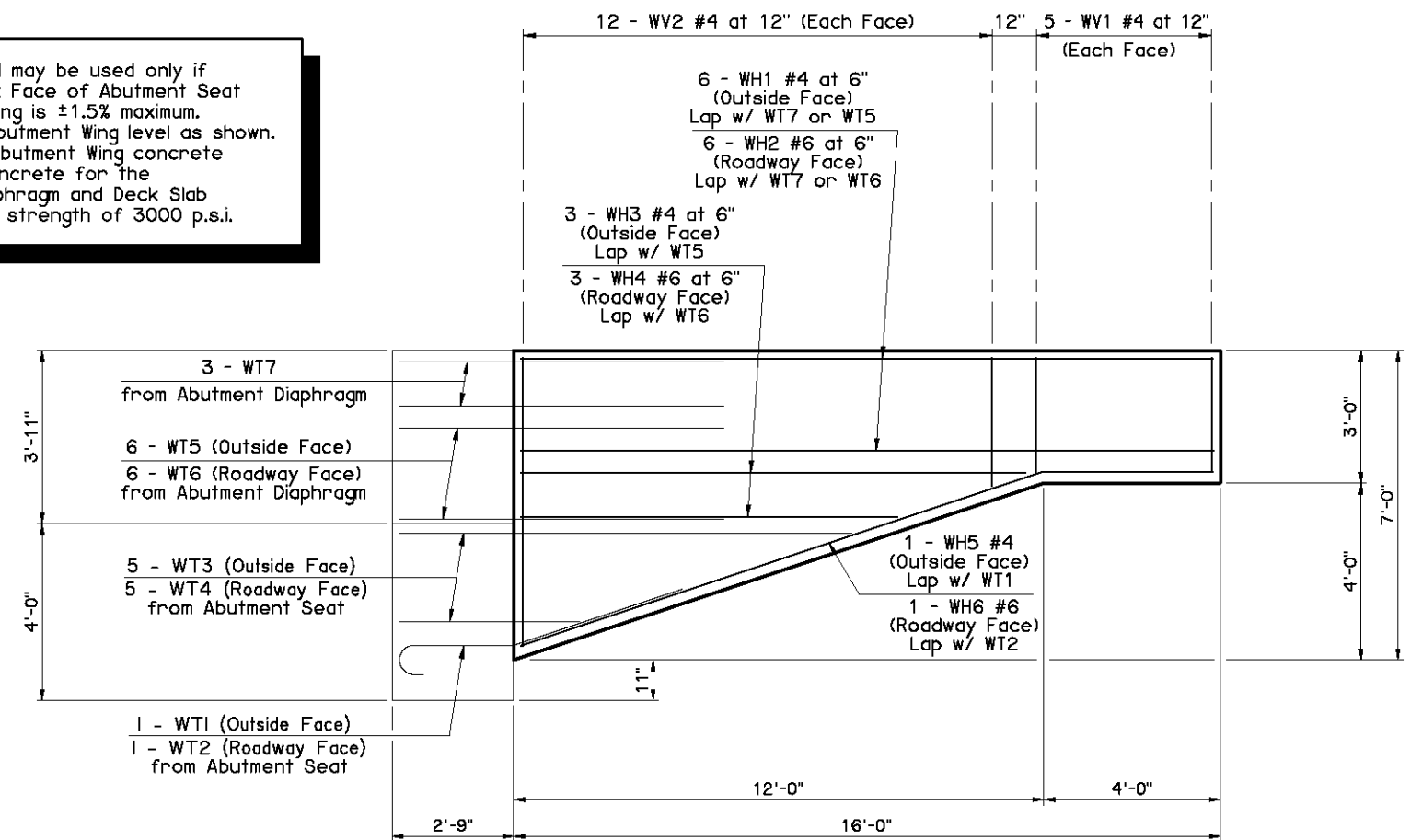


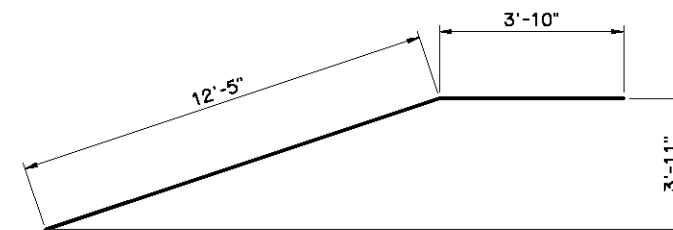
This standard may be used only if grade from Back Face of Abutment Seat to end of Wing is $\pm 1.5\%$ maximum. Construct top of Abutment Wing level as shown. Do not place Abutment Wing concrete until concrete for the Abutment Diaphragm and Deck Slab have attained a strength of 3000 p.s.i.



**SECTION THRU WING AT
BACK FACE OF ABUTMENT SEAT**



WING ELEVATION



WH5 #4 x 16'-3"
WH6 #6 x 16'-3"

| ABUTMENT QUANTITIES | | |
|--------------------------------------|------|-------|
| ITEM | UNIT | TOTAL |
| SUBSTRUCTURE EXCAVATION COMMON | C.Y. | 40 |
| CLSM BACKFILL | C.Y. | 61 |
| CLASS A CONCRETE | C.Y. | 24.1 |
| EPOXY COATED REINFORCING STEEL | LB. | 3,480 |
| PILES, FURNISHED (HP10x42) | L.F. | |
| PILES, DRIVEN (HP10x42) | L.F. | |
| WATER REPELLENT (VISUALLY INSPECTED) | S.Y. | 11 |
| 6" PERFORATED PIPE UNDERDRAIN ROUND | L.F. | 42 |
| 6" NON-PERF. PIPE UNDERDRAIN RND. | L.F. | |

NOTE:
See TYPICAL CROSS SECTION
for extent of Water Repellent
Treatment.

| ABUTMENT WING BAR LIST ONE SHOWN, TWO REQUIRED | | | | | |
|---|------|-----|------|-------------|------------------|
| MARK | SIZE | NO. | FORM | LENGTH | LENGTH VARIATION |
| EPOXY COATED REINFORCING | | | | | |
| WH1 | #4 | 6 | STR. | 15'-8" | |
| WH2 | #6 | 6 | STR. | 15'-8" | |
| WH3 | #4 | 3 | STR. | 10'-2" AVG. | 8'-8" to 11'-8" |
| WH4 | #6 | 3 | STR. | 10'-2" AVG. | 8'-8" to 11'-8" |
| WH5 | #4 | 1 | BNT. | 16'-3" | |
| WH6 | #6 | 1 | BNT. | 16'-3" | |
| WV1 | #4 | 10 | STR. | 2'-7" | |
| WV2 | #4 | 24 | STR. | 4'-8" AVG. | 2'-10" to 6'-6" |

①

① 2 Sets of 12

APPROVED BY BRIDGE ENGINEER *Scott J. Smith* DATE *4/2/10*

OKLAHOMA DEPT. OF TRANSPORTATION
BRIDGE STANDARD (ENGLISH)
ABUTMENT DETAILS
TYPE II AND TYPE B P.C. BEAMS
INTEGRAL (SHEET 2 OF 2)

2009 SPECIFICATIONS | B40-I-ABUT-PC2-2 | 01E
B-41E