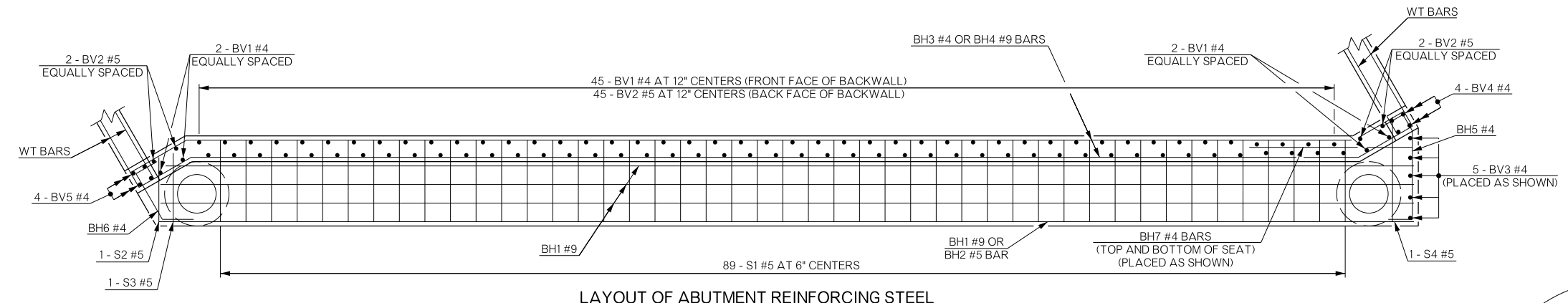
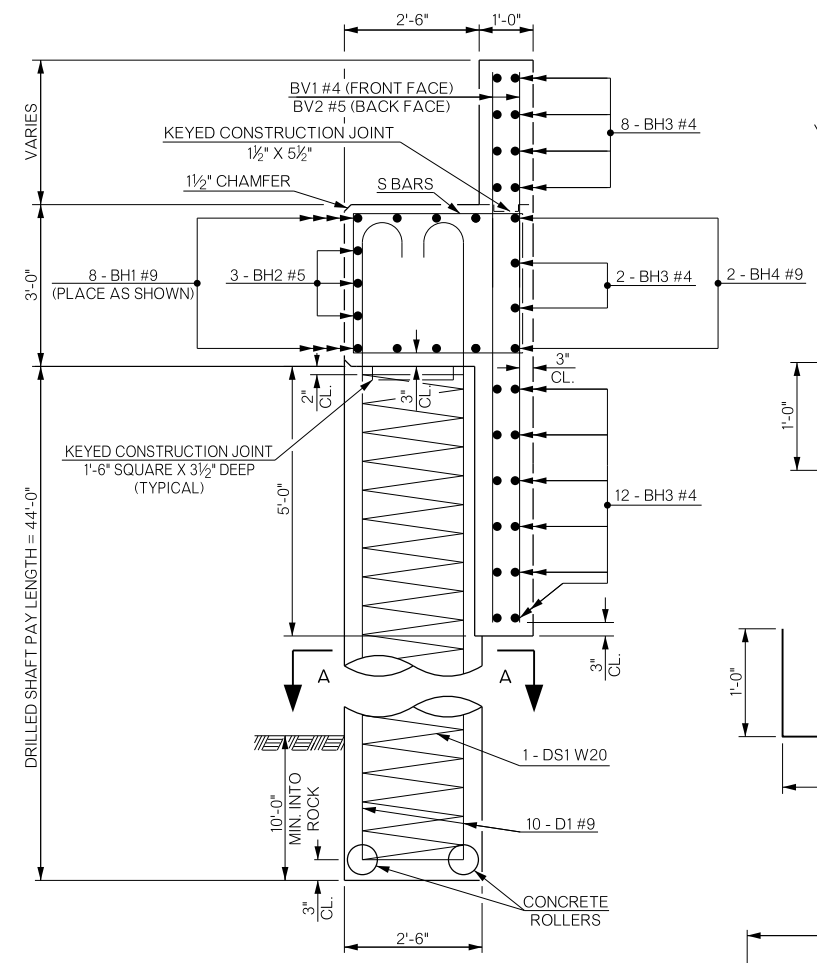


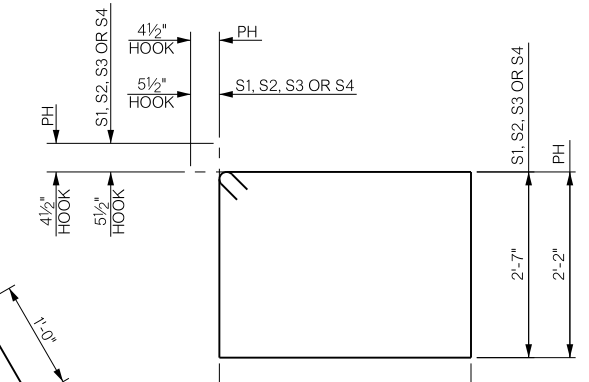
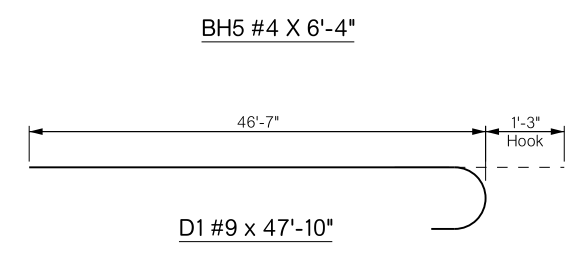
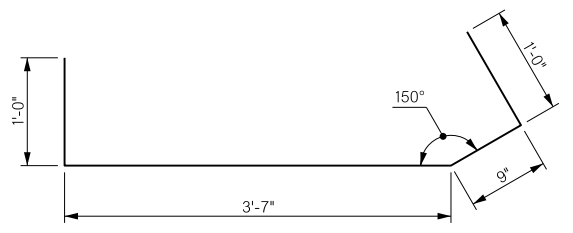
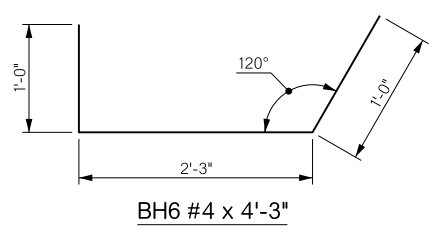
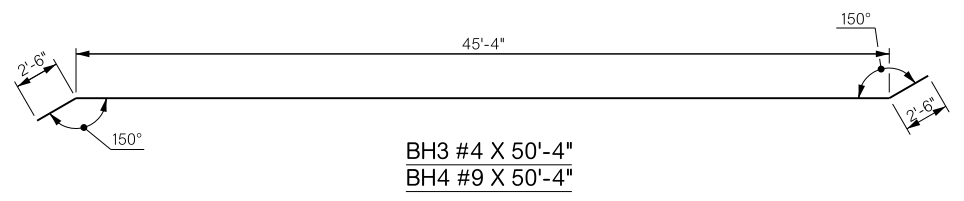
REVISIONS		
REV. NO.	DESCRIPTION	DATE



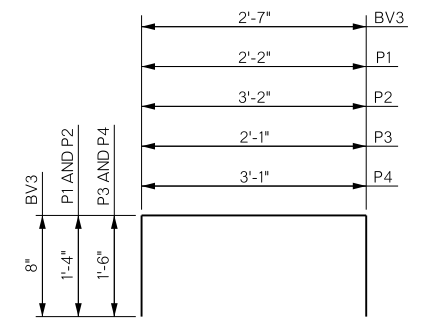
LAYOUT OF ABUTMENT REINFORCING STEEL



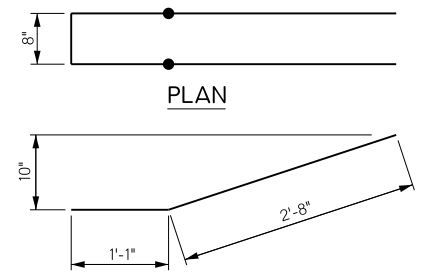
TYPICAL SECTION THRU THE SEAT



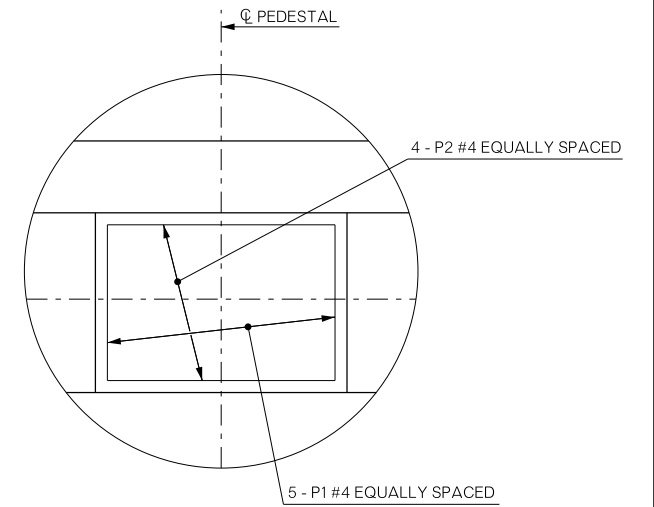
- PH #4 X 11'-5"
- S1 #5 X 12'-3"
- S2 #5 X 11'-1"
- S3 #5 X 11'-9"
- S4 #5 X 14'-1"



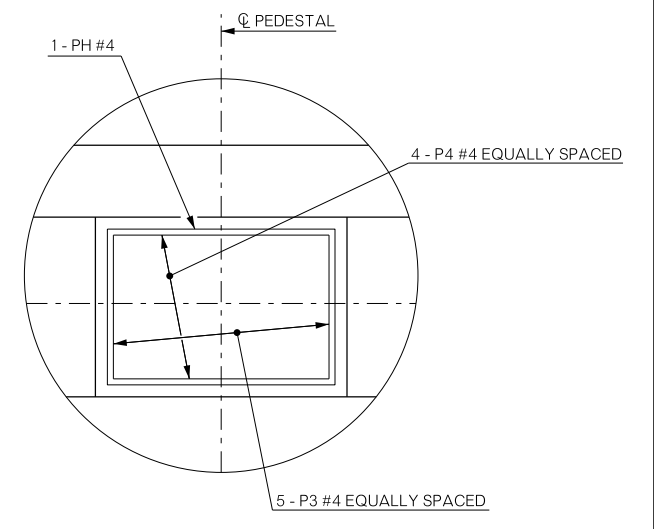
- BV3 #4 X 3'-11"
- P1 #4 X 4'-10"
- P2 #4 X 5'-10"
- P3 #4 X 5'-1"
- P4 #4 X 6'-1"



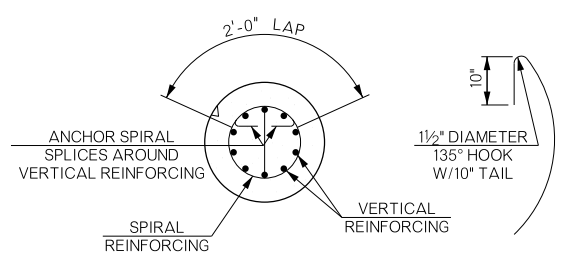
- WT2 #5 X 7'-2" AVG.
- WT3 #5 X 10'-8"



PEDESTAL REINFORCING LAYOUT FOR PEDESTALS A, B, C AND H

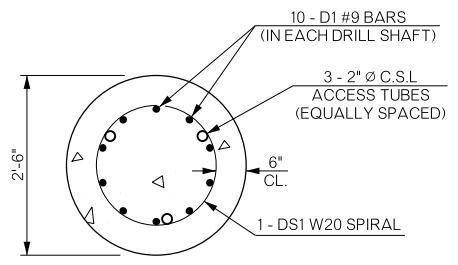


PEDESTAL REINFORCING LAYOUT FOR PEDESTALS D, E, F AND G

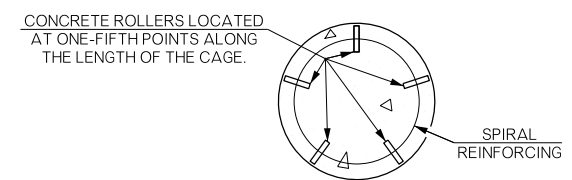


DETAIL OF SPIRAL REINFORCING SPLICE

NOTES: SPIRAL BARS SHALL CONFORM TO AASHTO M32. SPIRAL BAR LENGTH DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.

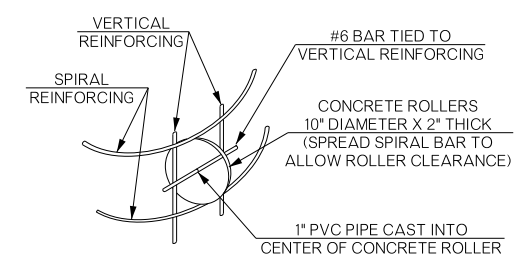


SECTION 'A-A'



ROLLER PLACEMENT

NOTE: CONCRETE USED IN THE CONCRETE ROLLERS SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 P.S.I. SLAB BOLSTERS, HIGH CHAIRS, AND PLASTIC ROLLERS SHALL NOT BE SUBSTITUTED FOR THE CONCRETE ROLLERS.



ROLLER INSTALLATION

ALL WT WING REINFORCING TIED TO ABUTMENT SEAT AND BACKWALL REINFORCING MUST BE IN PLACE PRIOR TO POURING ABUTMENT SEAT AND BACKWALL

BRIDGE "A" SH-78 OVER CHUCKWA CREEK	BRYAN COUNTY	Design	CJO	6/15
ABUTMENT NO. 1 DETAILS (SHEET 3 OF 4)		Detail	DPG	8/15
		Check	TEE	9/15
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		Sheet No. B007