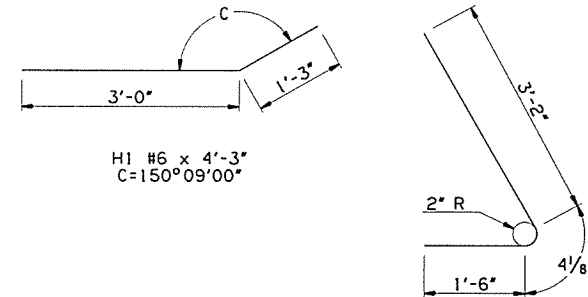
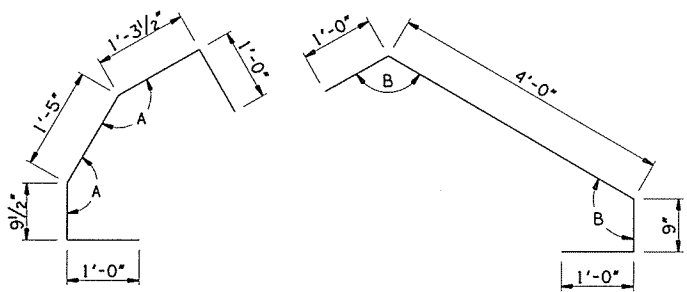
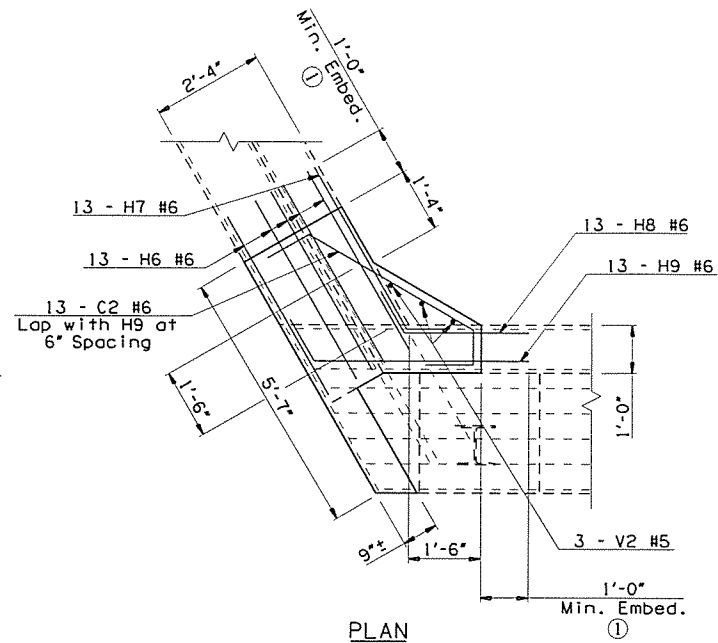
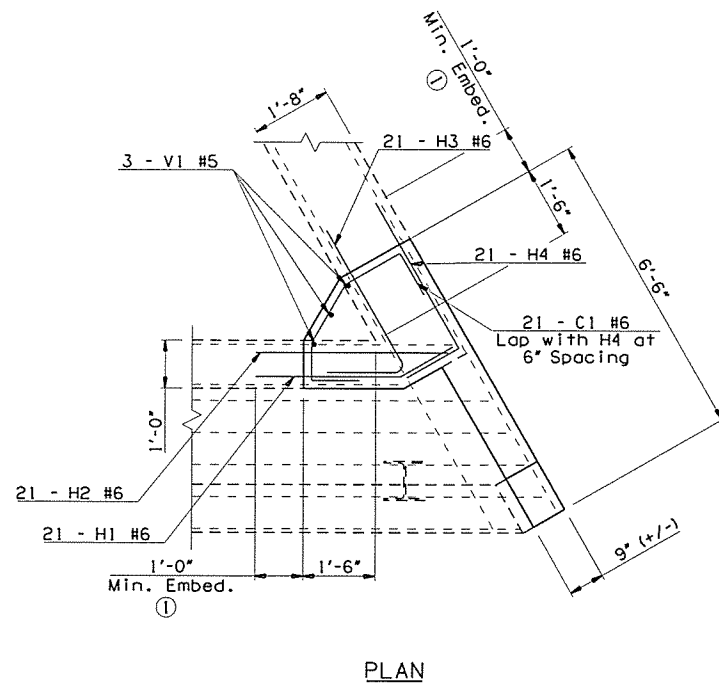


SUMMARY OF QUANTITIES - ABUTMENT NO. 1		
ITEM	UNIT	TOTAL
SPECIAL CONCRETE FINISH	S.Y.	49.00
CLASS A CONCRETE	C.Y.	3.40
EPOXY COATED REINFORCING STEEL	LB.	922.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	88.00
PREPARATION OF CRACKS, ABOVE WATER	L.F.	144.00
EPOXY RESIN, ABOVE WATER	GAL.	4.80
PNEUMATICALLY PLACED MORTAR	S.Y.	37.40

BAR LIST - ABUTMENT NO. 1					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
EPOXY COATED REINFORCING STEEL					
C1	#6	21	BENT	5'-6"	-
H1	#6	21	BENT	4'-3"	-
H2	#6	21	STR.	4'-0"	-
H3	#6	21	BENT	5'-0"	-
H4	#6	21	BENT	4'-9"	-
H5	#6	21	BENT	4'-9"	-
V1	#5	3	STR.	9'-10"	-

SUMMARY OF QUANTITIES - ABUTMENT NO. 2		
ITEM	UNIT	TOTAL
SPECIAL CONCRETE FINISH	S.Y.	48.00
CLASS A CONCRETE	C.Y.	3.10
EPOXY COATED REINFORCING STEEL	LB.	511.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	40.00
PREPARATION OF CRACKS, ABOVE WATER	L.F.	96.00
EPOXY RESIN, ABOVE WATER	GAL.	3.20
PNEUMATICALLY PLACED MORTAR	S.Y.	16.00

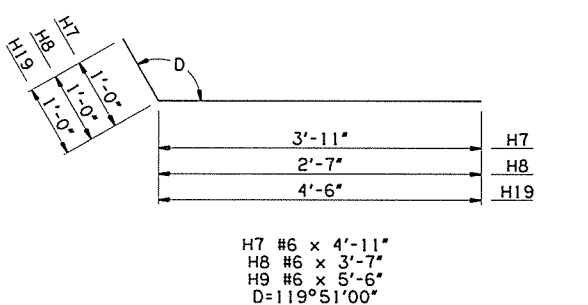
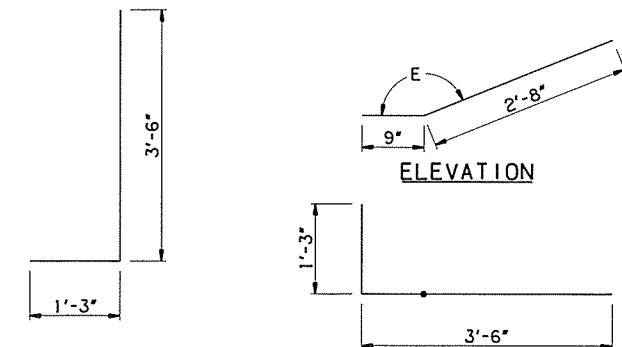
BAR LIST - ABUTMENT NO. 2					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
EPOXY COATED REINFORCING STEEL					
C2	#6	13	BENT	6'-9"	-
H6	#6	13	STR.	4'-3"	-
H7	#6	13	BENT	4'-11"	-
H8	#6	13	BENT	3'-7"	-
H9	#6	13	BENT	5'-6"	-
V2	#5	3	STR.	7'-0"	-



C1 #6 x 5'-6"
A=149°55'30"

C2 #6 x 6'-9"
B=120°04'30"

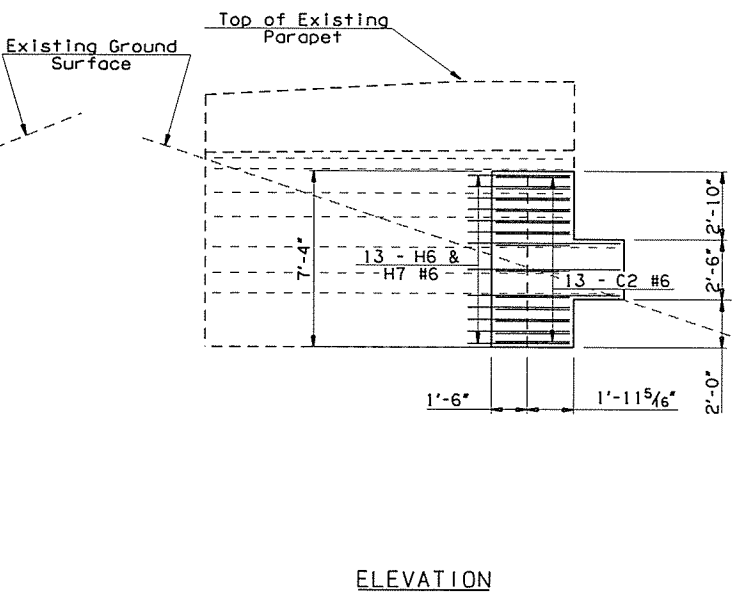
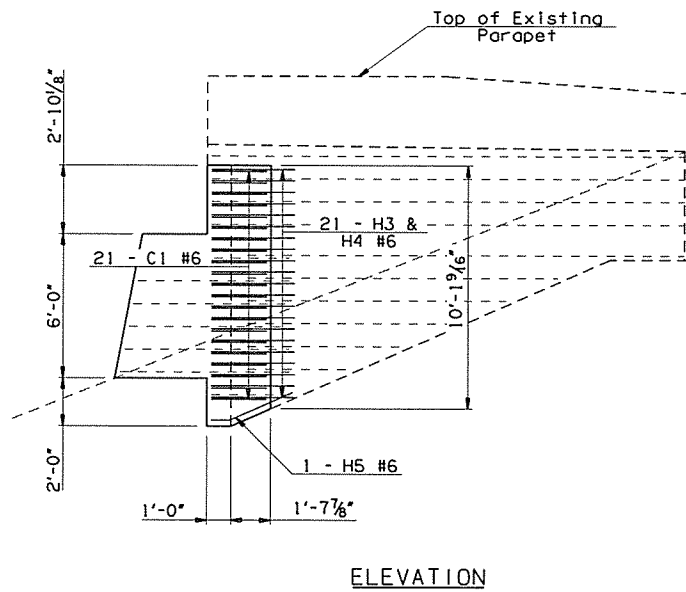
H3 #6 x 5'-0"



H7 #6 x 4'-11"
H8 #6 x 3'-7"
H9 #6 x 5'-6"
D=119°51'00"

H4 #6 x 4'-9"

H5 #6 x 4'-9"
E=156°10'00"



NORTHWEST WING
 ABUTMENT NO. 1 CONSTRUCTION DETAILS

NORTHEAST WING
 ABUTMENT NO. 2 CONSTRUCTION DETAILS

① ANCHORAGE SYSTEM:

The Contractor shall use an Anchorage System that has been approved by ODOT's materials division. The Anchorage System shall be capable of developing the full strength of the reinforcing steel that is to be anchored. The embedment depth shown is to be adjusted to meet the Manufacturer's requirements. Anchorages shall be installed in accordance with the Manufacturer's specifications for the system used.

Drilling into the existing concrete to install the anchorage shall be accomplished without cutting existing concrete reinforcing steel bars. Prior to drilling, the Contractor shall locate and mark the existing concrete reinforcing steel bars with non-destructive tools, equipment and methods approved by the Engineer. If existing reinforcing steel bars are encountered during drilling, the drilling shall cease and the hole shall be grouted. The hole shall then be relocated to clear the existing reinforcing steel bars. Any adjustment in the locations of the new reinforcing bars from the plan locations shown shall be the minimum amount necessary to avoid cutting the existing concrete reinforcing steel bars and shall be approved by the Engineer.

All costs of the Anchorage Assemblies including labor, materials, tools, drilling, and incidentals necessary to complete the work shown in the plans shall be included in the price bid per Pound of "EPOXY COATED REINFORCING STEEL".

NOTES:

All incidental construction required for the removal of portions of existing Abutments, including concrete removal, excavation, saw cutting, labor & equipment shall be included in the price per Lump Sum of "REMOVAL OF BRIDGE ITEMS".

All dimensions of the existing components shown on the plans are approximate. The contractor shall verify all data necessary to remove portions of the existing Abutments & shall be solely responsible for the accuracy thereof.

For Abutment demolition details, see Sheet Nos. 11 - 13.

Removal of portions of backwall shall be performed after removal of parapet & wing portions.

All horizontal & vertical reinforcing steel shall be cleaned & preserved, except of section loss is greater than 25%.

1-44 WB OVER S 38TH W AVE & TSU RR BRIDGE "A"	TULSA COUNTY	DESIGN JMO 8/15
		DETAIL SJL 10/15
		CHECK BRT 11/15
ABUTMENT DETAILS (SHEET 4 OF 4)		
GARVER		