

CEC // TRANSPORTATION REVISIONS

DESCRIPTION

| ABUTMENT NO. 1 BAR LIST | | | | | |
|-------------------------|--------|-------|-------|----------------|------------------|
| | | | | COATED REINFOR | |
| MARK | SIZE | NO. | FORM | LENGTH | LENGTH VARIATION |
| AH13 | #5 | 41 | BNT. | 74'-3" | |
| AH14 | #5 | 41 | BNT. | 71'-4" | |
| AH15 | #5 | 41 | BNT. | 7'-4" | |
| AH16 | #5 | 7 | STR. | 55'-0" | |
| AH17 | #5 | 26 | BNT. | 50'-6" | |
| AH18 | #5 | 97 | BNT. | 7'-4" | |
| AH19 | #4 | 8 | BNT. | 55'-6" | |
| AH20 | #5 | 15 | BNT. | 57'-0" | |
| AH21 | #5 | 11 | BNT. | 18'-2" AVG. | 16'-8" TO 19'-8 |
| AH22 | #5 | 1 | BNT. | 4'-11" | |
| AH23 | #5 | 1 | BNT. | 3'-2" | |
| AH24 | #5 | 29 | BNT. | 7'-2" | |
| AP10 | #4 | 1 | BNT. | 19'-11" | |
| AP11 | #4 | 1 | BNT. | 5'-1" | |
| AP12 | #4 | 25 | BNT. | 6'-11" | |
| AP13 | #4 | 3 | BNT. | 9'-3" AVG. | 8'-9" TO 9'-9" |
| AP14 | #4 | 3 | BNT. | 17'-11" | |
| AP15 | #4 | 3 | BNT. | 8'-2" | |
| AP16 | #4 | 2 | BNT. | 21'-8" | |
| AP17 | #4 | 1 | BNT. | 7'-2" | |
| AP18 | #4 | 1 | BNT. | 6'-8" | |
| AP19 | #4 | 1 | BNT. | 5'-2" | |
| AP20 | #4 | 3 | BNT. | 9'-8" AVG. | 9'-0" TO 10'-4' |
| AV8 | #7 | 70 | BNT. | 23'-5" | |
| AV9 | #7 | 25 | BNT. | 34'-9" | |
| AV10 | #5 | 11 | STR. | 33'-5" | |
| AV11 | #5 | 13 | STR. | 14'-5" | |
| AV12 | #10 | 70 | STR. | 28'-10" | |
| AV13 | #10 | 21 | STR. | 33'-5" | |
| AV14 | #4 | 52 | STR. | 9'-10" | |
| FA5 | #6 | 85 | STR. | 22'-7" | |
| FA6 | #11 | 85 | BNT. | 25'-9" | |
| FA7 | #6 | 12 | STR. | 13'-11" AVG. | 6'-7" TO 21'-3' |
| FA8 | #11 | 12 | BNT. | 15'-6" AVG. | 8'-2" TO 22'-10 |
| FB5 | #6 | 32 | STR. | 12'-6" | |
| FB6 | #11 | 32 | BNT. | 14'-1" | |
| FB7 | #6 | 5 | STR. | 8'-10" AVG. | 6'-3" TO 11'-5' |
| FB8 | #11 | 5 | BNT. | 10'-5" AVG. | 7'-10" TO 13'-0 |
| FC4 | #6 | 62 | STR. | 73'-3" AVG. | 66'-11" TO 79'-7 |
| FC5 | #6 | 3 | STR. | 70'-7" | |
| FD2 | #6 | 22 | STR. | 28'-0" AVG. | 25'-11" TO 30'-1 |
| FP4 | #4 | 123 | BNT. | 4'-6" | |
| FP5 | #4 | 3 | STR. | 75'-10" | |
| FP6 | #4 | 3 | STR. | 55'-6" | |
| FP7 | #4 | 3 | STR. | 17'-0" | |
| WH3 | #6 | 33 | STR. | 25'-4" | |
| WH4 | #6 | 33 | STR. | 19'-4" | |
| WH5 | #4 | 32 | STR | 25'-4" | |
| WV6 | #9 | 25 | BNT. | 23'-0" | |
| WV7 | #6 | 53 | BNT. | 21'-9" | |
| WV8 | #9 | 25 | BNT. | 21'-8" AVG. | 21'-4" TO 22'-0 |
| WV9 | #6 | 53 | STR. | 17'-10" | |
| WV10 | #6 | 15 | STR. | 15'-4" | |
| | ES ONE | E LAP | AT 3' | -0" | |

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③ TWO SETS OF 31.④ TWO SETS OF 11.

5 INCLUDES ONE LAP AT 1'-10".

OKLAHOMA CITY BLVD. OVER CLASSEN BLVD. OKLAHOMA COUNTY BRIDGE B DESIGN T.A.C DRAWN T.A.C. ABUTMENT NO. 1-CHECKED T.A.C WALL REINFORCEMENT T.A.C. APPROV. JOB PIECE NO. 17428(88) CEC SQUAD