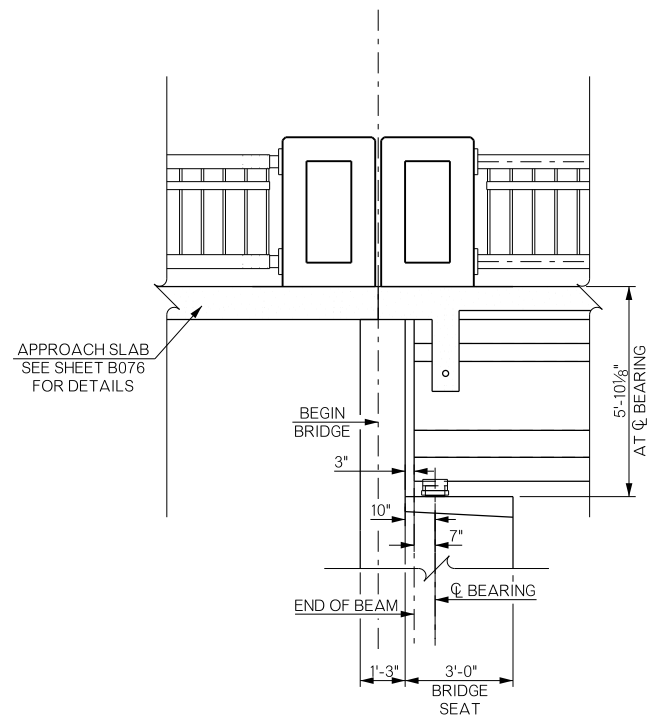
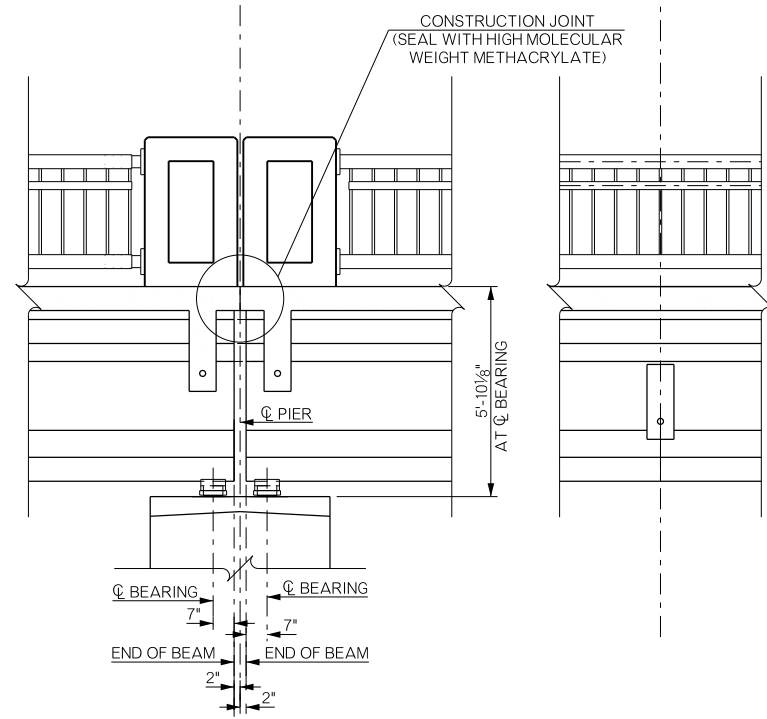


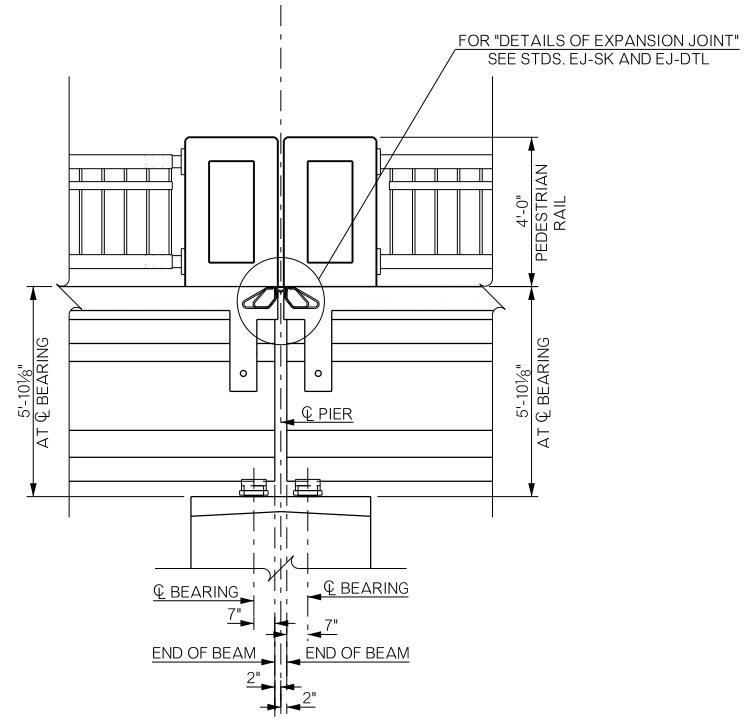
REVISIONS		
REV. NO.	DESCRIPTION	DATE



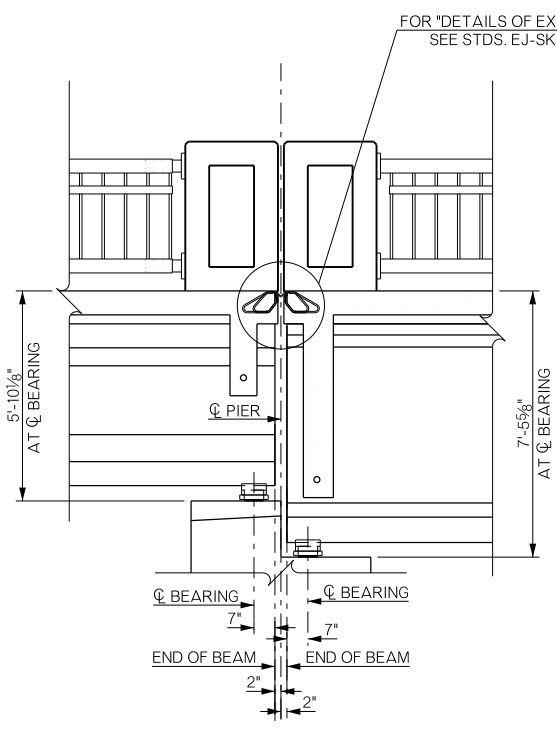
FIXED ABUTMENT
ABUTMENT 1



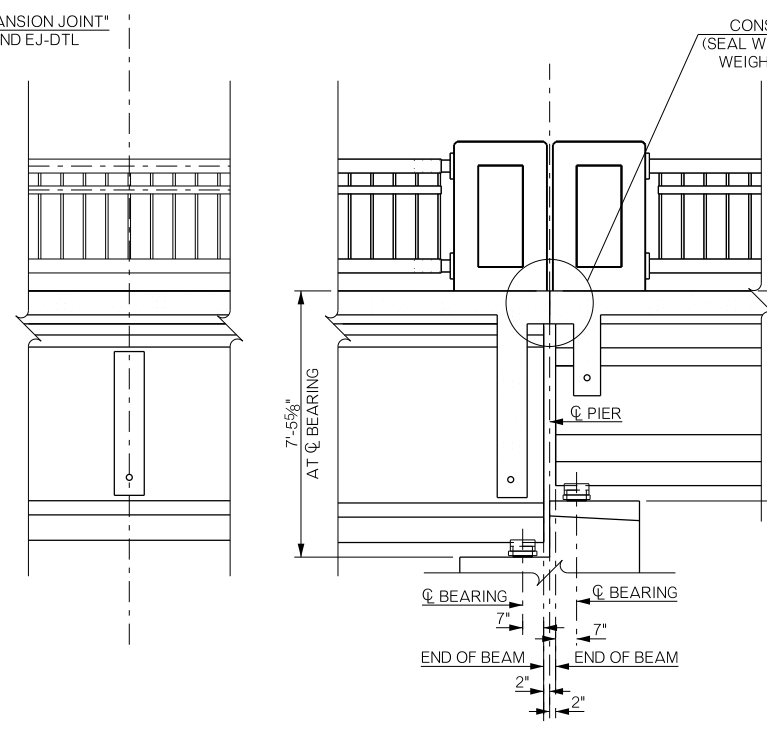
FIXED/CONT. EXP. PIER
PIER 1, 3, 4, 5, 7, 8, 9, 11, 12, & 15



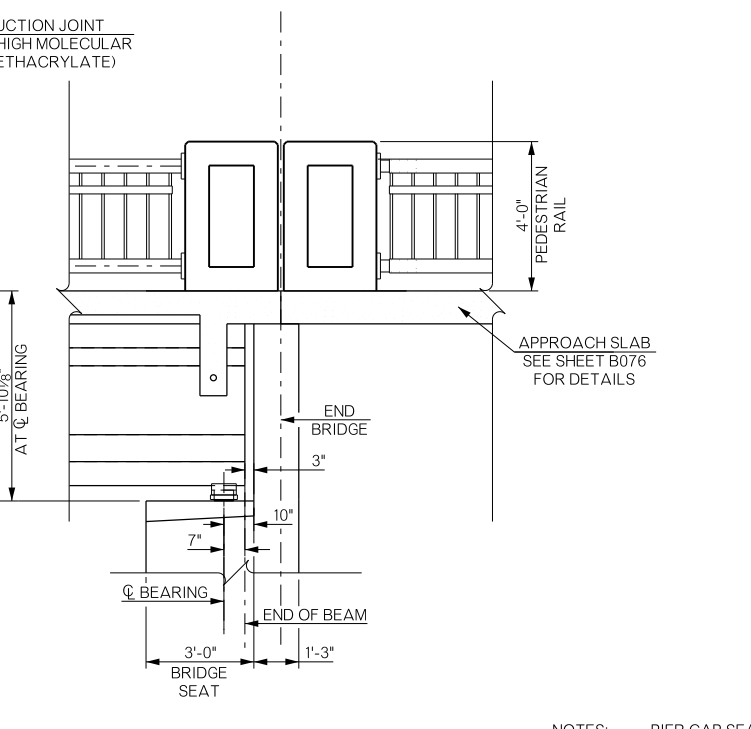
EXPANSION PIER
PIER 2, 6, 10, 16



EXPANSION PIER (STEPPED)
PIER 13



FIXED/CONT. EXP. PIER (STEPPED)
PIER 14



FIXED ABUTMENT
ABUTMENT 2

- NOTES:
- PIER CAP SEAM COVERS NOT SHOWN FOR CLARITY.
 - RAIL ROAD THROW FENCE NOT SHOWN FOR CLARITY.
 - LUMINAIRES NOT SHOWN FOR CLARITY.

DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR AT THE DISCRETION OF THE ENGINEER. THE ENGINEER MAY APPROVE SHORTENED TIME IF THE BEAM AND DIAPHRAGM CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH.

BRIDGE "A"		LOGAN COUNTY	
SH-33 OVER COTTONWOOD CREEK		Design	GT 11/15
DETAILS OF SUPERSTRUCTURE (SHEET 3 OF 14)		Detail	TIS 10/15
		Check	TT 7/16
Squad: PEARSON		Engr: HERNANDEZ	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 21860(04)	SHEET NO. B056