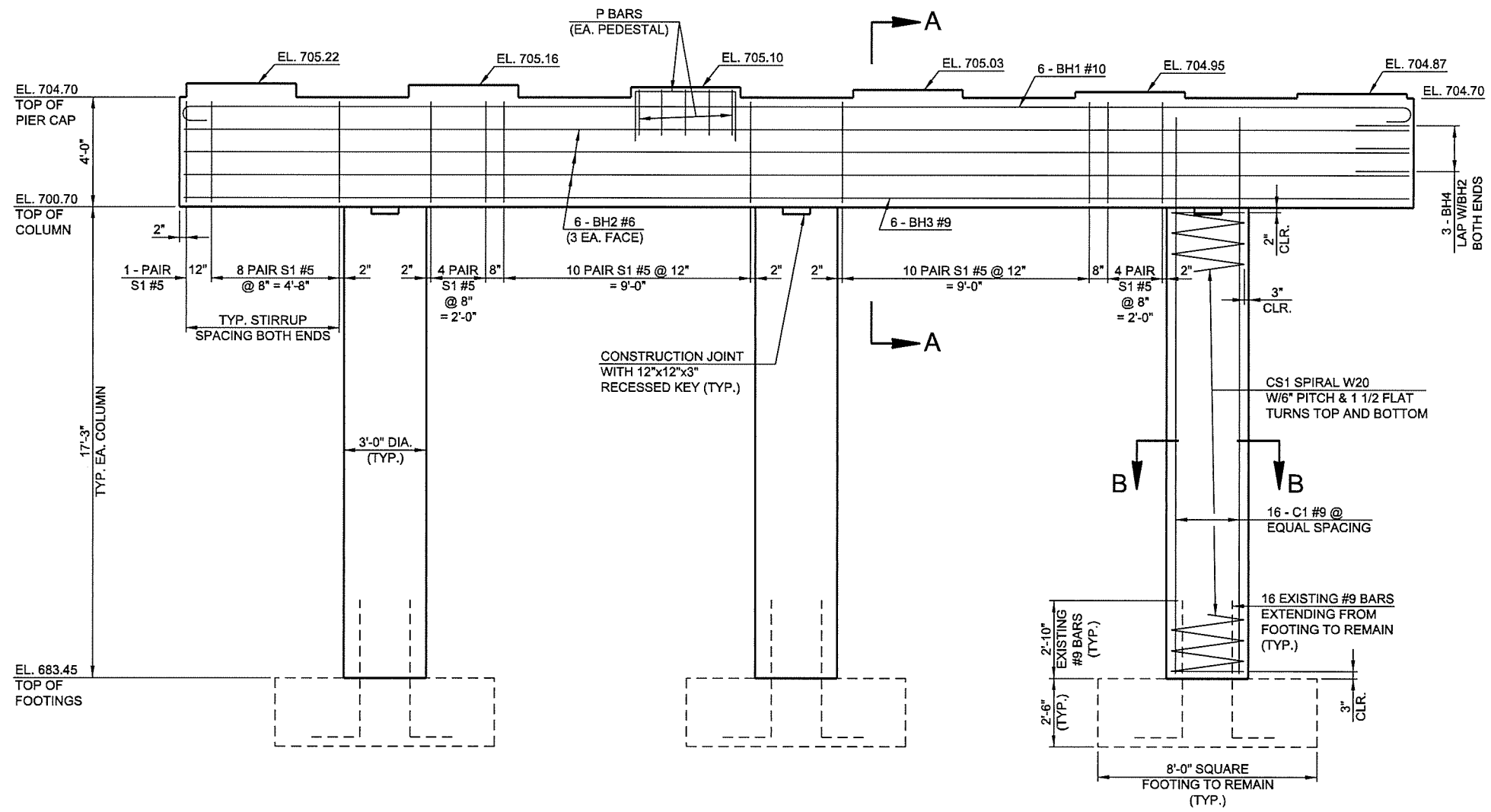
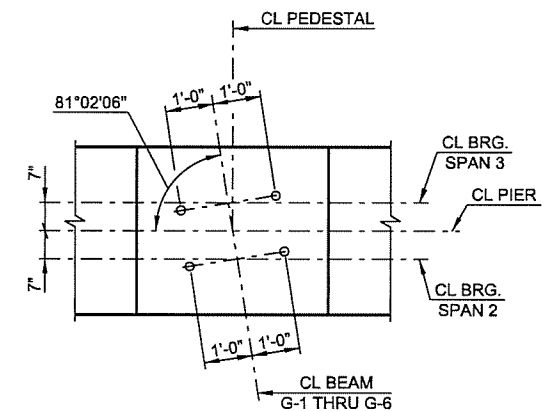
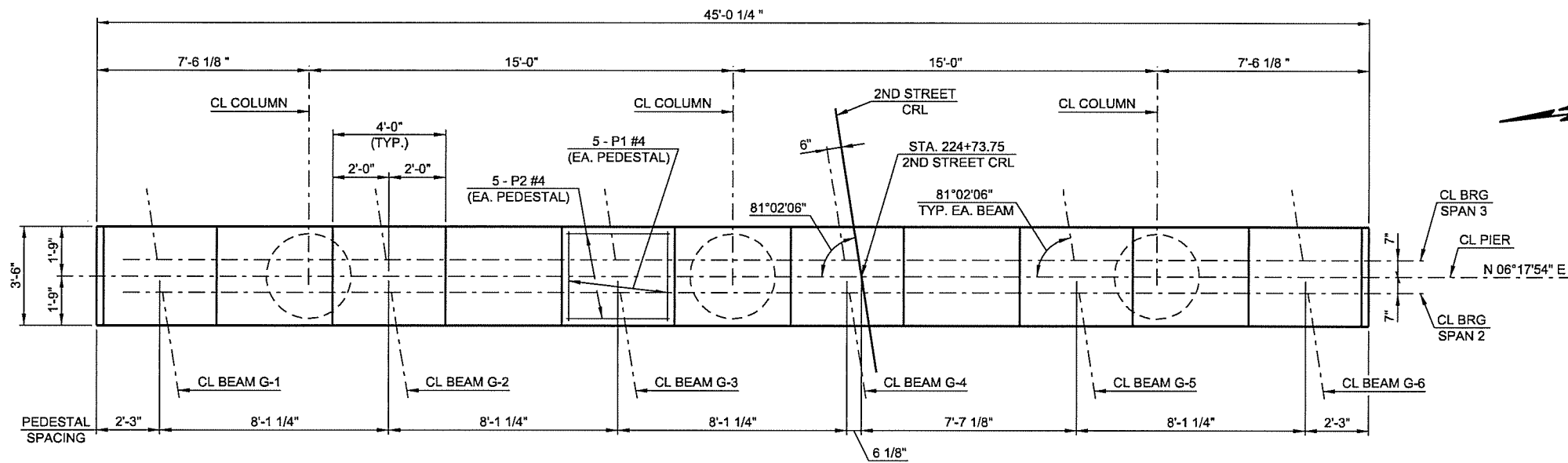


DESCRIPTION	REVISIONS	DATE



- NOTES:
1. THE EXISTING PIER CAP AND COLUMNS SHALL BE REMOVED IN THEIR ENTIRETY DOWN TO THE TOP OF THE EXISTING FOOTINGS AS SHOWN. ALL EXISTING REINFORCING EXTENDING FROM THE FOOTINGS INTO THE COLUMNS SHALL REMAIN IN PLACE. ANY REINFORCING DAMAGED DUE TO THE CONTRACTORS OPERATIONS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE BY MEANS OF DRILLING AND EPOXY NEW REINFORCING BARS AS APPROVED BY THE ENGINEER.
 2. FOOTING ELEVATIONS WERE OBTAINED FROM THE BRIDGE "AS-BUILT" PLANS. AFTER THE FOOTINGS ARE EXPOSED, THE CONTRACTOR SHALL VERIFY THE ELEVATIONS OF THE FOOTINGS AND DIMENSIONS OF THE PROPOSED PIER AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
 3. ALL EXPOSED PIER CAP EDGES SHALL HAVE 1 1/2" CHAMFER AND ALL PEDESTAL EXPOSED EDGES SHALL HAVE 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED.
 4. COLUMN REINFORCING SHOWN IS TYPICAL FOR ALL COLUMNS.
 5. PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE TOP, SIDES, ENDS, AND PEDESTALS OF THE PIER CAPS AND ALL EXPOSED AREAS OF THE COLUMNS.

2ND STREET OVER I-444 - BRIDGE 'A'

DESIGN	LWN	2-16	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	MRM	2-16	
CHECKED	JSH	3-16	
APPROVED			
SQUAD	TT		

PIER NO. 2 DETAILS
SHEET 1 OF 2
STATE JOB NO. 28865(04) SHEET NO. 24
TULSA CO. 2ND STREET

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