

REVISIONS		
REV. NO.	DESCRIPTION	DATE

PROVIDE PNEUMATIC MORTAR AT END OF EXISTING PARAPET TO PROVIDE A 1/2" MIN. COVER. INSTALL 1/2" PREFORMED EXPANSION JOINT FILLER BETWEEN EXISTING PARAPET AND NEW PARAPET. ALL COST INCLUDED IN OTHER ITEMS OF WORK.

BEGIN APPROACH SLAB STA. 521+72.00

522

BEGIN BRIDGE STA. 521+91.14

U.S. 75

523

END BRIDGE STA. 522+93.51

APPROX. 27'-0" SIDE DRAIN SEE SHEET 6 FOR DETAILS

END APPROACH SLAB STA. 523+17.00

6" CURB

P.O.C. STA. 523+51.52

P.G.L. & C.R.L. N-1ST

END RIGHT CURB STA. 523+51.52

PIER NO. 1 STA. 522+59.50

6" CURB

CAST SLOPED FACE ON WALL BETWEEN BRIDGES (SEE SHEET 17)

REMOVE AND REPLACE 17 S.Y. MEDIAN. ALL COSTS INCLUDED IN THE CONTRACT UNIT PRICE OF "5" CONCRETE SIDEWALK".

ADJACENT ABUTMENT E-1ST

SLOPE VARIES

ROADWAY VARIES

N-1ST

RESET EXIST. LIGHT POLE STA. 522+75

PLAN
1" = 10'

DESIGN DATA

CONCRETE CLASS AA f'c = 4 K.S.I.
 REINFORCING STEEL (GRADE 60) fy = 60 K.S.I.
 STRUCTURAL STEEL M270 (GRADE 50W) Fy = 50 K.S.I.
 STAINLESS STEEL A240 (TYPE 316) Fy = 30 K.S.I.

LOADING:
 HL-93 OR OKLAHOMA OVERLOAD TRUCK
 20 PSF FUTURE WEARING SURFACE

DESIGN:
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6th EDITION
 ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
 ANSI/AWS D1.6 STRUCTURAL WELDING CODE - STAINLESS STEEL

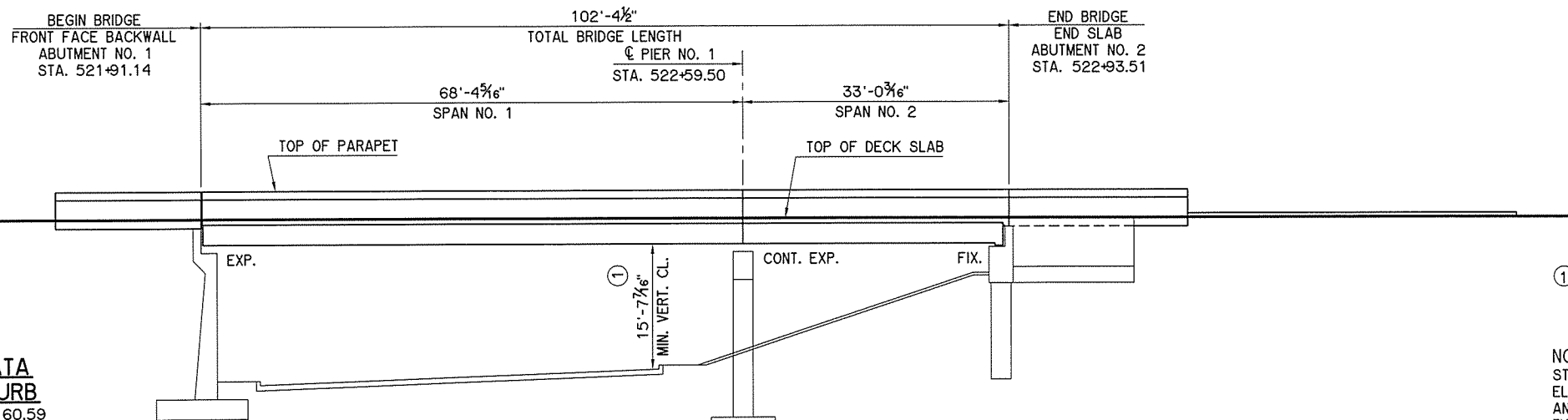
HL93 INVENTORY RATING FACTOR: 1.11
 HL93 OPERATING RATING FACTOR: 1.95

INDEX OF SHEETS

- 2 BRIDGE GENERAL NOTES AND SUMMARY OF BRIDGE PAY QUANTITIES
- 4 GENERAL PLAN AND ELEVATION
- 5-6 ABUTMENT REPAIR
- 7-16 SUPERSTRUCTURE DETAILS
- 17-18 APPROACH SLAB DETAILS

STANDARD

- EJ-DTL-01E
- EJ-SK-03E
- SFP1-2-00E
- LECS-4-1
- DC-3-2



ELEVATION
1" = 10'

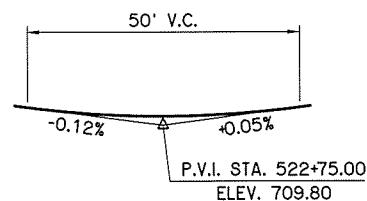
① PER EXISTING PLANS. NEW BEAMS WILL HAVE 3/2" MORE VERTICAL CLEARANCE WHICH SHOULD RESULT IN 15'-10 1/16" VERTICAL CLEARANCE.

NOTE:
 STATIONS, VERTICAL & HORIZONTAL CURVE DATA, SUPERELEVATION DATA, ELEVATIONS AND DIMENSIONS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE TAKEN FROM EXISTING PLANS, PROJECT NO. 1-244-2(115)096. THE CONTRACTOR SHALL VERIFY THE GRADE LINE AND SUPERELEVATION BEFORE STARTING ANY REMOVAL OR CONSTRUCTION OPERATIONS.

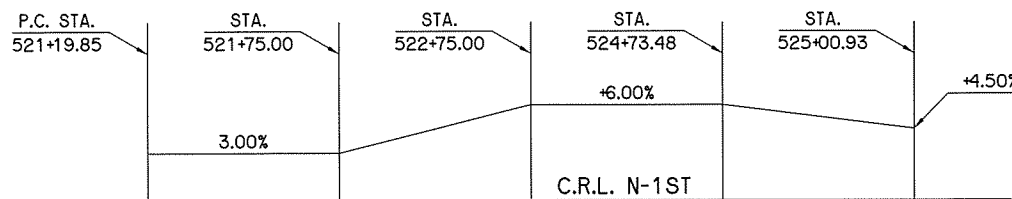
FOR SUMMARY OF BRIDGE QUANTITIES AND PIER WATER REPELLENT DETAIL, SEE SHEET 8.

EXISTING HORIZONTAL CURVE DATA

C.R.L.		RIGHT CURB	
P.I. = 524+13.00	P.I. = 522+60.59	P.I. = 524+13.00	P.I. = 522+60.59
Δ = 113° 49' 50" LT.	Δ = 58° 01' 03" LT.	Δ = 113° 49' 50" LT.	Δ = 58° 01' 03" LT.
D = 30° 00' 00"	D = 28° 51' 52"	D = 30° 00' 00"	D = 28° 51' 52"
T = 293.18'	T = 110.07'	T = 293.18'	T = 110.07'
L = 379.44'	L = 201.00'	L = 379.44'	L = 201.00'
R = 190.99'	R = 198.50'	R = 190.99'	R = 198.50'
V = 25 M.P.H.		V = 25 M.P.H.	
S = 0.06 FT/FT		S = 0.06 FT/FT	



EXISTING VERTICAL CURVE DATA



EXISTING SUPERELEVATION DATA

N-1ST RAMP OVER U.S. 75		TULSA COUNTY		Design	JNS
GENERAL PLAN & ELEVATION		68.4'-34.0' CONT. ROLLED BEAM SPANS, VARYING CL. ROADWAY W/ F-SHAPED PARAPETS, VARYING SKEW		Detail	HEJ
				Check	JNS
C.R.L. N-1ST		CENT. STA. 522+42.33		WHITE ENGINEERING ASSOCIATES	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 28879(04) SHEET NO. 4	