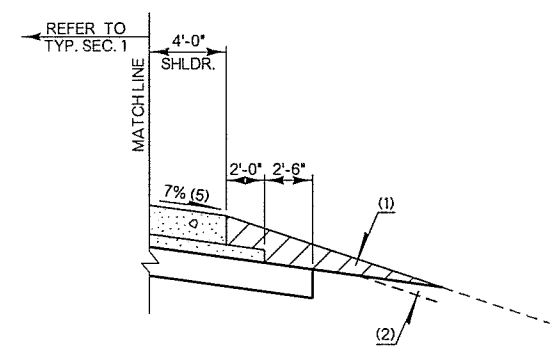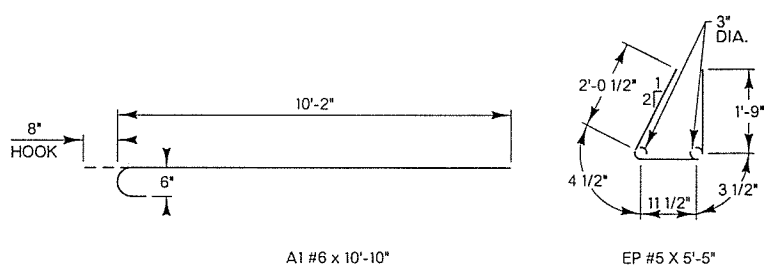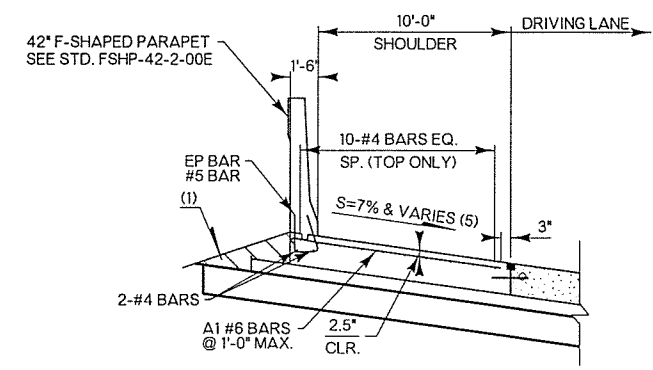**TYPICAL SECTION NO. 1**
NOT TO SCALE
STA. 335+10.00 TO STA. 336+56.26
STA. 339+27.15 TO STA. 340+50.00

CRL

VARIES 3'- 4 1/2" TO 5'-0"

10'-0" SHOULDER | 12'-0" DRIVING LANE | 12'-0" DRIVING LANE | SHLDR.

1'-6"
(4)
(1)
2'-6" 2'-0"
S=7% &VARIES (5)
LONGITUDINAL JOINT
FIN. GR. AS SHOWN ON P&P SHEETS
SLOPE=7% (5)
MATCH LINE
(3)
(1)
1:3 MAX
GRADE TO THIS LINE SLOPE=7%
EDGE DRAIN
1.33' BELOW FINISHED GRADE
(2)
41'-2"
LIMITS OF INITIAL GRADING, SEPARATOR FABRIC AND PRIME COAT

▲ C.R.L. STA. 335+60.00 TO STA. 336+06.26 5'-0" (RT.)
C.R.L. STA. 336+06.25 TO STA. 336+56.26 TRANS. 5'-0" TO 3'-4 1/2" (RT.)
C.R.L. STA. 339+27.15 TO STA. 339+77.15 TRANS. 3'-4 1/2" TO 5'-0" (RT.)
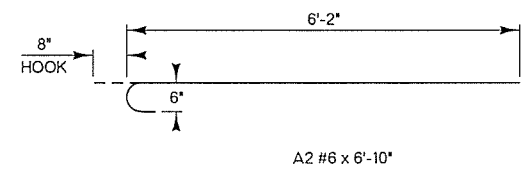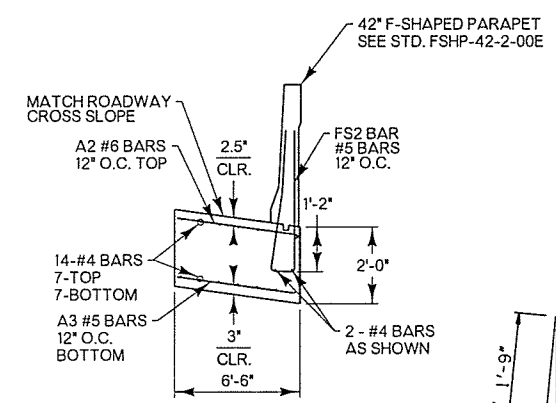C.R.L. STA. 339+77.15 TO STA. 340+50.00 5'-0" (RT.)

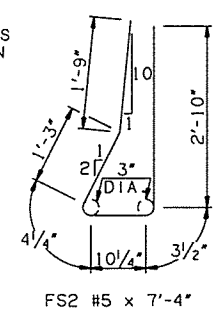| PAVEMENT REQUIREMENT			
12" PAVT. STRUCTURE	12'-0" DRIVING LANES	LEFT SHOULDER	RIGHT SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" PLAIN JOINTED P.C. CONCRETE	24" REINFORCED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	
	12" AGGREGATE BASE TYPE A	12" AGGREGATE BASE TYPE A	

EDGE TREATMENT 1-1
NOT TO SCALE
STA. 335+10.00 TO STA. 335+60.00 RT.
STA. 335+10.00 TO STA. 335+60.00 LT. (OPPOSITE HAND)

REFER TO TYP. SEC. 1
4'-0" SHLDR.
MATCH LINE
7% (5)
2'-0" 2'-6"
(1)
(2)

42" F-SHAPED PARAPET SEE STD. FSHP-42-2-00E

10'-0" SHOULDER | DRIVING LANE

1'-6"
10-#4 BARS EQ. SP. (TOP ONLY)
EP BAR #5 BAR
(1)
S=7% & VARIES (5)
3"
2-#4 BARS
A1 #6 BARS @ 1'-0" MAX.
2.5" CLR.

3" DIA.
2'-0 1/2"
1'-9"
4 1/2"
11 1/2"
3 1/2"
EP #5 X 5'-5"

8" HOOK
10'-2"
6"
A1 #6 x 10'-10"

REINFORCED PAVED SECTION FOR
42" F-SHAPED PARAPET AT SHOULDER LEFT
NOT TO SCALE

42" F-SHAPED PARAPET SEE STD. FSHP-42-2-00E

MATCH ROADWAY CROSS SLOPE
A2 #6 BARS 12" O.C. TOP
2.5" CLR.
FS2 BAR #5 BARS 12" O.C.
1'-2"
2'-0"
14-#4 BARS 7-TOP 7-BOTTOM
A3 #5 BARS 12" O.C. BOTTOM
3" CLR.
6'-6"
2 - #4 BARS AS SHOWN

8" HOOK
6'-2"
6"
A2 #6 x 6'-10"

1'-9"
1'-3"
10
2"
3" DIA.
4 1/4"
10 1/4"
3 1/2"
2'-10"
FS2 #5 x 7'-4"

REINFORCED PAVED SECTION FOR
42" F-SHAPED PARAPET AT SHOULDER (RIGHT)
NOT TO SCALE

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. COST INCLUDED IN OTHER ITEMS OF WORK.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) CONSTRUCT F-SHAPED PARAPET. SEE DETAIL FOR REINFORCEMENT RIGHT

(4) CONSTRUCT F-SHAPED PARAPET. SEE DETAIL FOR REINFORCEMENT LEFT

(5) PROPOSED SUPERELEVATION RATE AND TRANSITIONS SHALL MATCH EXISTING.

DESIGN	MDF	3/16	I-44 OVER I-244 NB
DRAWN	TML	3/16	
CHECKED	KMM	5/16	TYPICAL SECTIONS
APPROVED			
SQUAD	GARVER		STATE JOB NO. 29775(04) SHEET NO. 2

16:09:53   I:\2014\14037190 – ODOT EC 1591 Bridge Rehab Tulsa Co\Drawings\29775(04) I-44\29775(04) TYP 001.dgn   7/7/2016   TULSA COUNTY