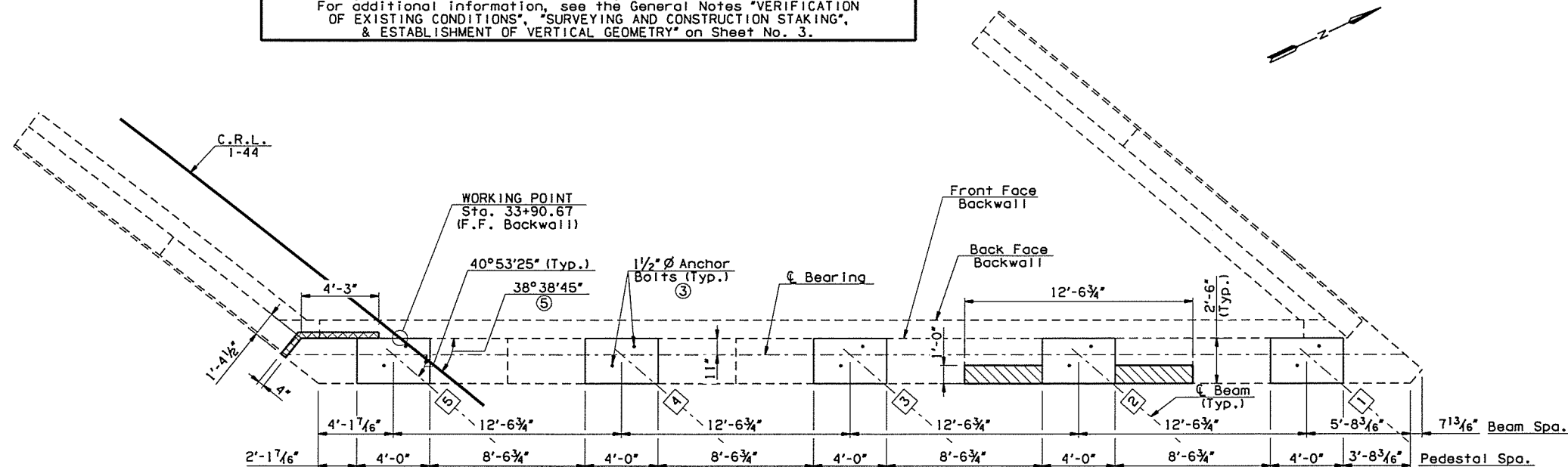
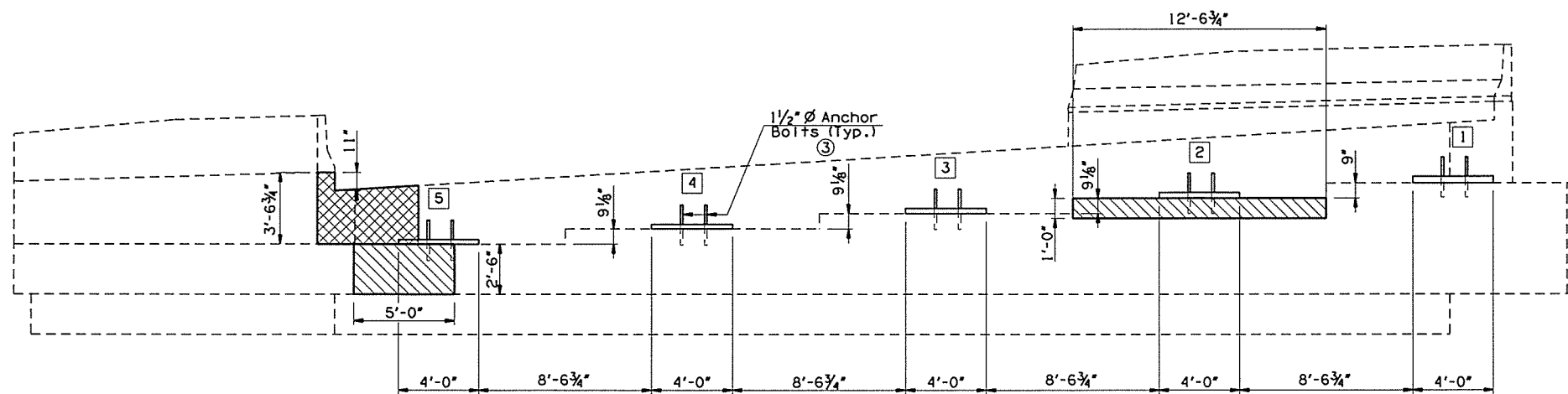


All information included in these plans is based on the existing As-Surveyed data. It is solely the Contractor's responsibility to accurately verify this information prior to any demolition or construction. For additional information, see the General Notes "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & ESTABLISHMENT OF VERTICAL GEOMETRY" on Sheet No. 3.

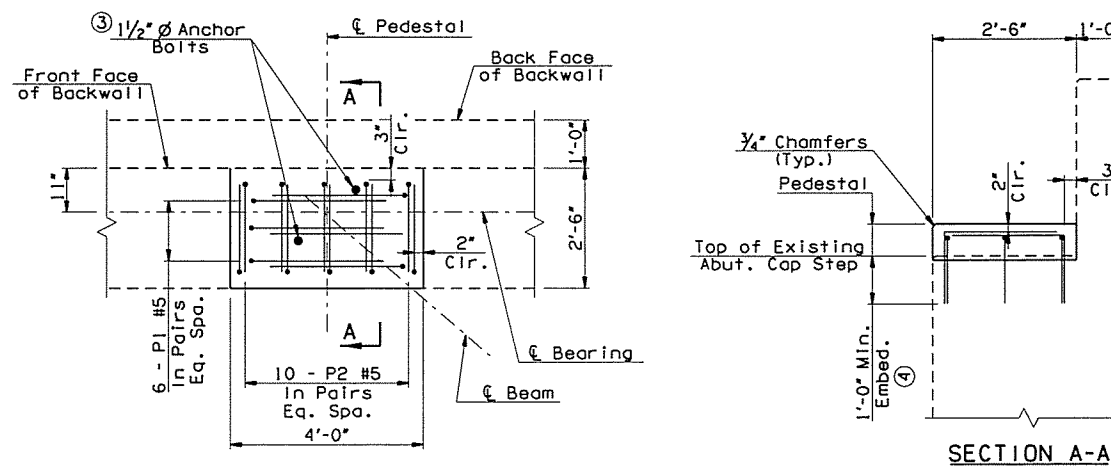
OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.	29775(04)				
DESCRIPTION				REVISIONS	DATE	



PLAN



ELEVATION



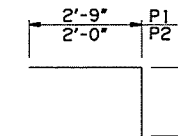
PLAN VIEW

SECTION A-A

PEDESTAL REINFORCING DETAILS

SUMMARY OF QUANTITIES - ABUTMENT NO. 1		
ITEM	UNIT	TOTAL
SPECIAL CONCRETE FINISH	S.Y.	44.00
CLASS A CONCRETE	C.Y.	0.70
EPOXY COATED REINFORCING STEEL	LB.	316.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	11.30
PREPARATION OF CRACKS, ABOVE WATER	L.F.	96.00
EPOXY RESIN, ABOVE WATER	GAL.	3.20
PNEUMATICALLY PLACED MORTAR	S.Y.	3.30
(PL) REPAIR BRIDGE ITEMS	S.Y.	1.70

BAR LIST - ABUTMENT NO. 1				
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
P1	#5	30	BENT	4'-3"
P2	#5	50	BENT	3'-6"



P1 #5 x 4'-3"
P2 #5 x 3'-6"

ANCHORAGE SYSTEM:

The Contractor shall use an Anchorage System that has been approved by ODOT's materials division. The Anchorage System shall be capable of developing the full strength of the reinforcing steel that is to be anchored. The embedment depth shown is to be adjusted to meet the Manufacturer's requirements. Anchorages shall be installed in accordance with the Manufacturer's specifications for the system used.

Drilling into the existing concrete to install the anchorage shall be accomplished without cutting existing concrete reinforcing steel bars. Prior to drilling, the Contractor shall locate and mark the existing concrete reinforcing steel bars with non-destructive tools, equipment and methods approved by the Engineer. If existing reinforcing steel bars are encountered during drilling, the drilling shall cease and the hole shall be grouted. The hole shall then be relocated to clear the existing reinforcing steel bars. Any adjustment in the locations of the new reinforcing bars from the plan locations shown shall be the minimum amount necessary to avoid cutting the existing concrete reinforcing steel bars and shall be approved by the Engineer.

All costs of the Anchorage Assemblies including labor, materials, tools, drilling, and incidentals necessary to complete the work shown in the plans shall be included in the price bid per Pound of "EPOXY COATED REINFORCING STEEL".

PEDESTAL & CAP STEP ELEVATIONS		
BEAM NO.	PEDESTAL ELEVATION ②	CAP STEP ELEVATION ①
1	725.72	725.40
2	724.96	724.69
3	724.20	723.95
4	723.44	723.21
5	722.67	722.45

LEGEND

- Pneumatically Placed Mortar
- Class A Concrete
- Existing Structure
- Proposed Structure

NOTES:

- ① All Pedestals shall be constructed using Class A concrete.
- ② For Abutment No. 1 Anchor Bolt layout, see Sheet No. 26.

- ① Based on As-Surveyed information.
- ② Pedestal elevations shown are based on Vertical Grade Data shown on Sheet No. 13. For additional information see the General Note "ESTABLISHMENT OF VERTICAL GEOMETRY" on Sheet No. 3.
- ③ Anchor bolts for new pedestals on existing abutment shall be drilled and epoxy anchor bolts after pedestal concrete has been placed.
- ④ See "ANCHORAGE SYSTEM" note on this sheet for details regarding the drilling and epoxying of the proposed P1 & P2 #5 bars.
- ⑤ Measured between front face of backwall and tangent line at Working Point.

I-44 OVER I-244 NB BRIDGE 'A'		TULSA COUNTY	DESIGN	JTR	5/16
			DETAIL	JTR	5/16
			CHECK	BRT	5/16
			GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION				
	JOB PIECE NO. 29775(04)	SHEET NO. 16			