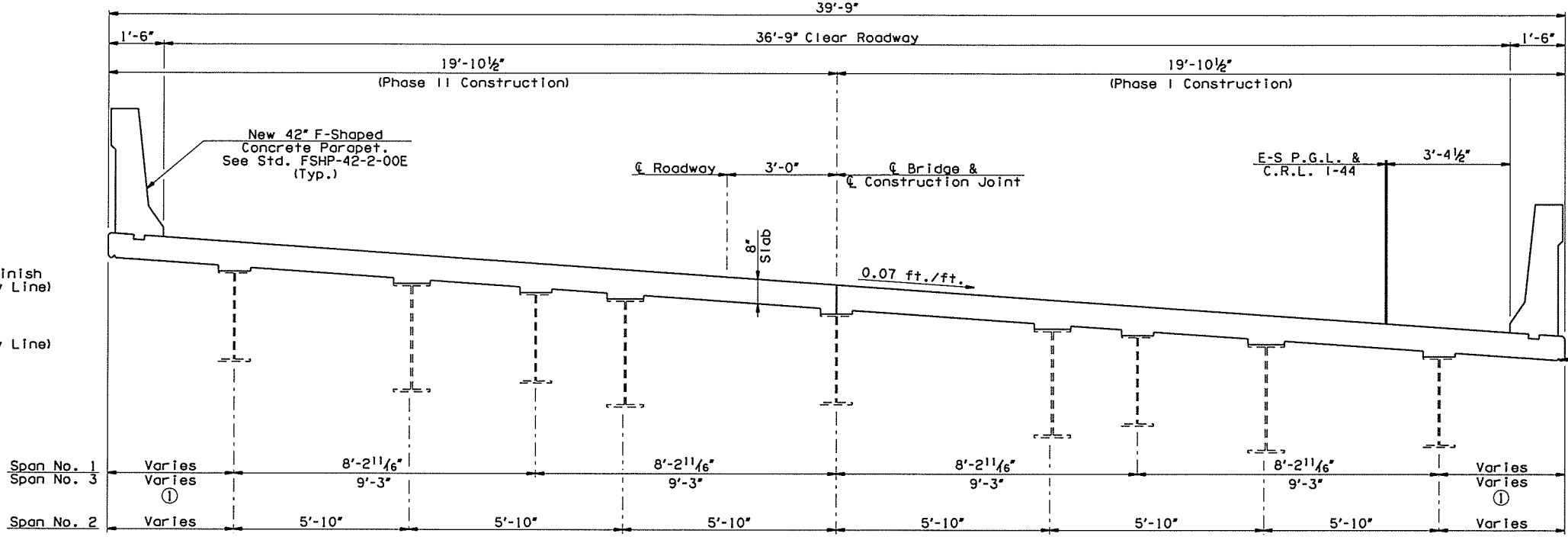


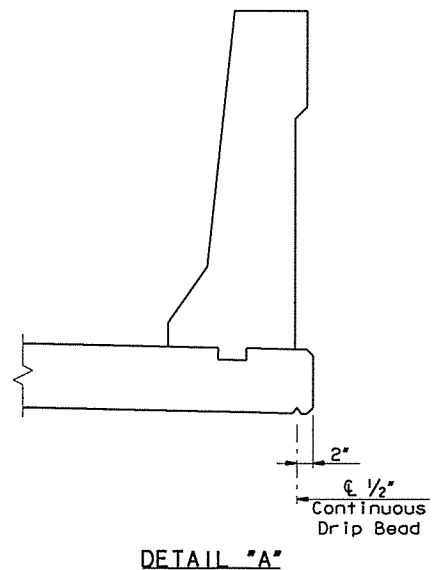
① See Sheet No. 34 for additional details.

- LEGEND**
- Existing Structure
 - Proposed Structure
 - Special Concrete Finish (Hatching and Heavy Line)
 - Water Repellent (Hatching and Heavy Line)

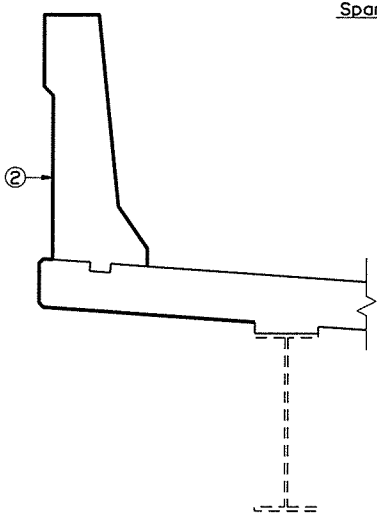


TYPICAL SECTION - PROPOSED

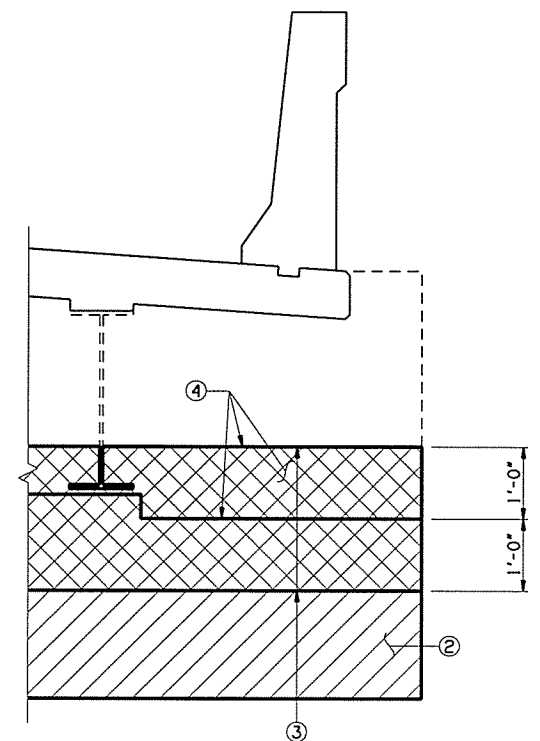
- ② Water Repellent on the 42" F-Shaped Parapets & Cantilever to be paid for in Superstructure quantities. Water Repellent on the Abutment faces to be paid for in Abutment Quantities.
- ③ Mask sides and ends of Abutment Cap along this line to provide a clean straight finish at top and bottom of Special Concrete Finish application. See "GENERAL NOTE" on Sheet No. 4 for Special Concrete Finish Specifications.
- ④ Apply CIM-100 (Special Concrete Finish), or approved equal, to the surfaces indicated by crosshatch and heavy lines, including pedestals, cap steps, backwall, & ends of cap. included in Abutment Quantities.



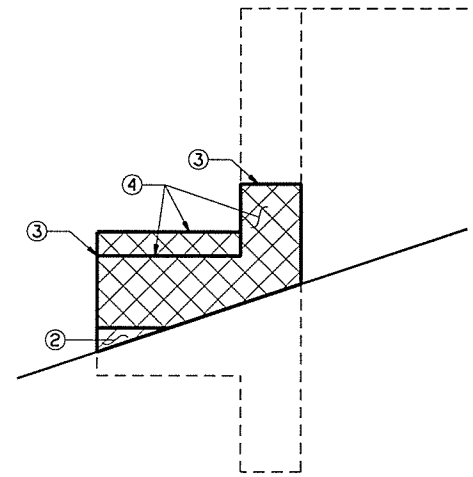
DETAIL "A"



42" F-SHAPED PARAPET AND SLAB

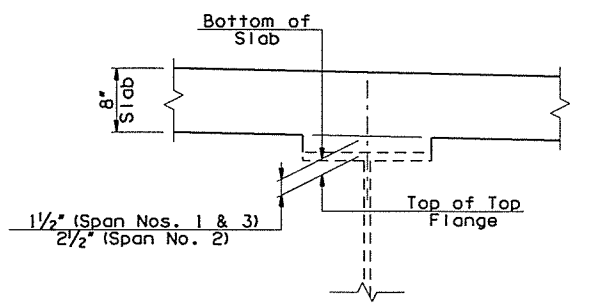


WATER REPELLENT TREATMENT DETAILS



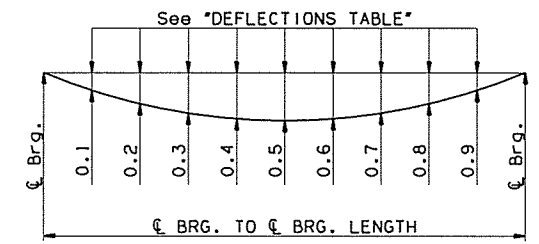
ABUTMENT

SUMMARY OF QUANTITIES - SUPERSTRUCTURE				
ITEM	UNIT	PHASE I CONSTRUCTION	PHASE II CONSTRUCTION	TOTAL
SAW-CUT GROOVING	S.Y.	361.30	355.10	716.40
SEALED EXPANSION JOINT	L.F.	57.40	56.50	113.90
42" F-SHAPED PARAPET	L.F.	179.00	172.90	351.90
STRUCTURAL STEEL	LB.			5,000.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA.			17.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA.			17.00
CLASS AA CONCRETE	C.Y.	90.10	88.50	178.60
MECHANICAL SPLICES	EA.	651.00		651.00
EPOXY COATED REINFORCING STEEL	LB.	37,298.00	34,251.00	71,549.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	220.80	220.20	441.00



BEAM HAUNCH DETAIL

NOTE:
Plan quantities for CLASS AA CONCRETE include Beam Haunches. The Haunch height shown is the theoretical Haunch height at the centerline bearing only, measured from bottom of Deck Slab to Top of Top Flange, and varies across the span. Determine the actual Haunch height (accounting for dead load deflection and roadway grade) after erection of the beams and submit to the Engineer for approval. The Engineer will not measure differences between the theoretical and the actual Haunch heights for payment.



DEAD LOAD DEFLECTION DIAGRAM

- ⑤ The Dead Load Deflections shown at the tenth points are the deflections due to Rolled Beams and Diaphragms (inches).
- ⑥ The Dead Load Deflections shown at the tenth points are the deflections due to Deck Slab + Haunch + 42" F-Shaped Parapet.

SPAN NO.	DEFLECTIONS TABLE																			
	CL BEARING		0.1		0.2		0.3		0.4		0.5		0.6		0.7		0.8		0.9	
	⑤	⑥	⑤	⑥	⑤	⑥	⑤	⑥	⑤	⑥	⑤	⑥	⑤	⑥	⑤	⑥	⑤	⑥	⑤	⑥
1	0.000*	0.000*	0.021*	0.143*	0.039*	0.257*	0.051*	0.341*	0.060*	0.397*	0.063*	0.423*	0.061*	0.407*	0.054*	0.355*	0.041*	0.270*	0.022*	0.150*
2	0.000*	0.000*	0.244*	0.788*	0.449*	1.446*	0.611*	1.965*	0.714*	2.293*	0.751*	2.408*	0.719*	2.305*	0.620*	1.989*	0.460*	1.478*	0.250*	0.803*
3	0.000*	0.000*	0.023*	0.160*	0.042*	0.288*	0.056*	0.382*	0.065*	0.443*	0.069*	0.471*	0.066*	0.455*	0.058*	0.398	0.044	0.301*	0.024*	0.166*

I-44 OVER I-244 NB		TULSA COUNTY		DESIGN	JTR	4/15
BRIDGE "A"				DETAIL	JTR	4/15
				CHECK	BRT	5/16
TYPICAL SECTION						
GARVER						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			SHEET NO. 27	
		JOB PIECE NO. 29775(04)				