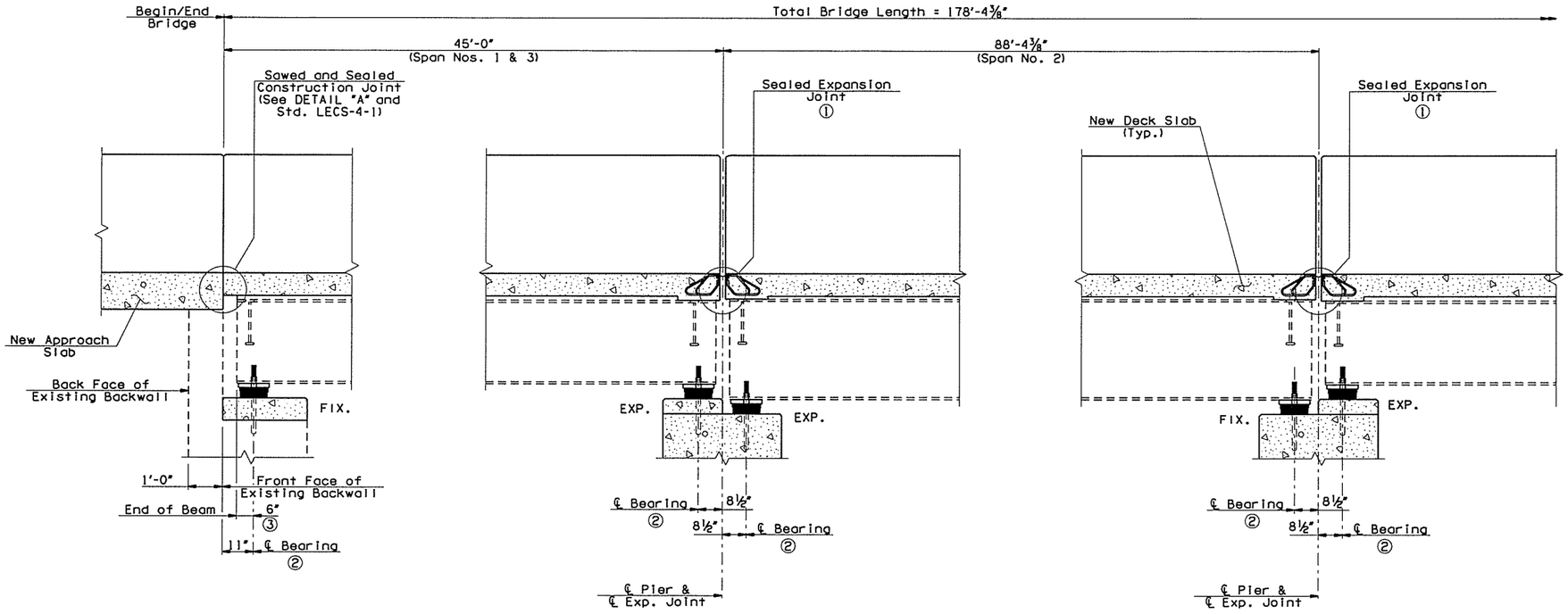
All information included in these plans is based on the existing As-Surveyed data. It is solely the Contractor's responsibility to accurately verify this information prior to any demolition or construction. For additional information, see the General Notes "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING 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)			

REVISIONS	
DESCRIPTION	DATE

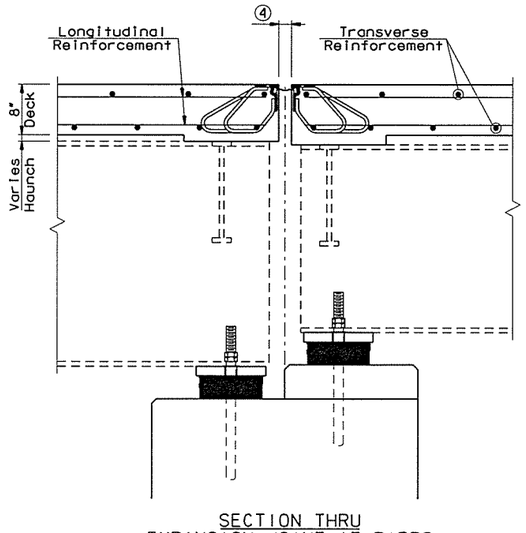


ABUTMENT NOS. 1 & 2
(Abutment No. 1 shown, Abutment No. 2 similar but opposite hand)

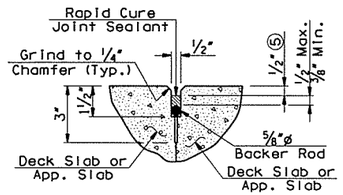
PIER NO. 1

PIER NO. 2

LONGITUDINAL SECTION
(Do not groove within 6" of any construction joints)



SECTION THRU EXPANSION JOINT AT PIERS



DETAIL "A"

⑤ This dimension shall taper from ½" at edge of driving lane/shoulder to ⅛" at rail for Transverse Joints only.

① Sealed Expansion Joints shall be constructed as shown in the plans and in accordance with Standards EJ-SK-03E and EJ-DTL-01E.

② Measured Perpendicular to Front Face of Backwall (Abutments) or ℄ Pier Cap (Piers).

③ Measured Along ℄ Beam.

④ The Expansion Joint Openings shall be set at the time the Deck Slab Concrete is poured. The width of the opening, calculated in inches, shall be as follows:

At Pier No. 1 = 2.4535 - (0.00756 x T)
At Pier No. 2 = 2.1530 - (0.00255 x T)

Where "T" equals the Ambient Air Temperature in degrees Fahrenheit at the time the Deck Slab Concrete is poured. (10°F<T<120°F).

Note that the Expansion Joint Opening shall be measured perpendicular to the centerline of the joint.

I-44 OVER I-244 NB BRIDGE "A" — TULSA COUNTY

LONGITUDINAL SECTION

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. 28