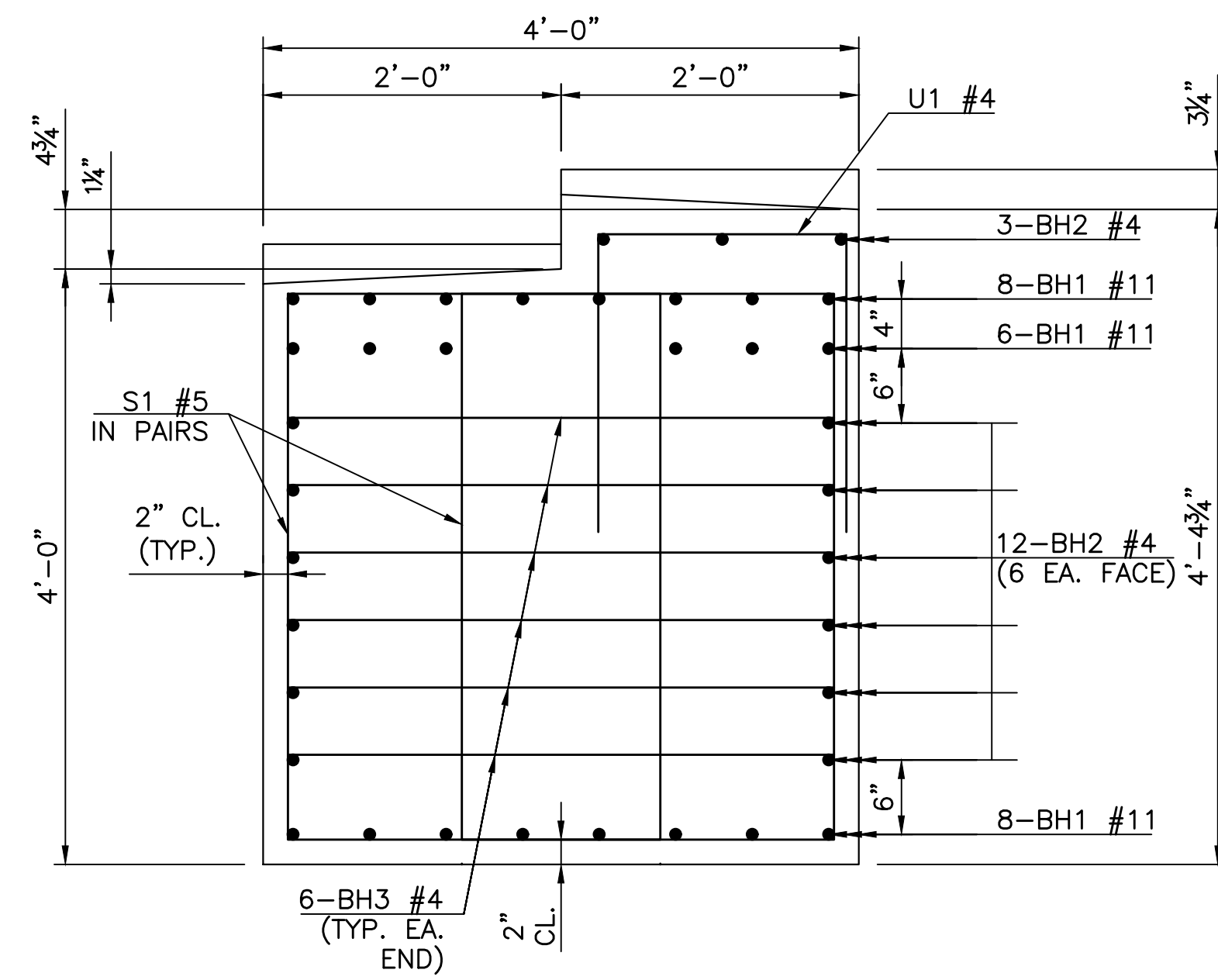
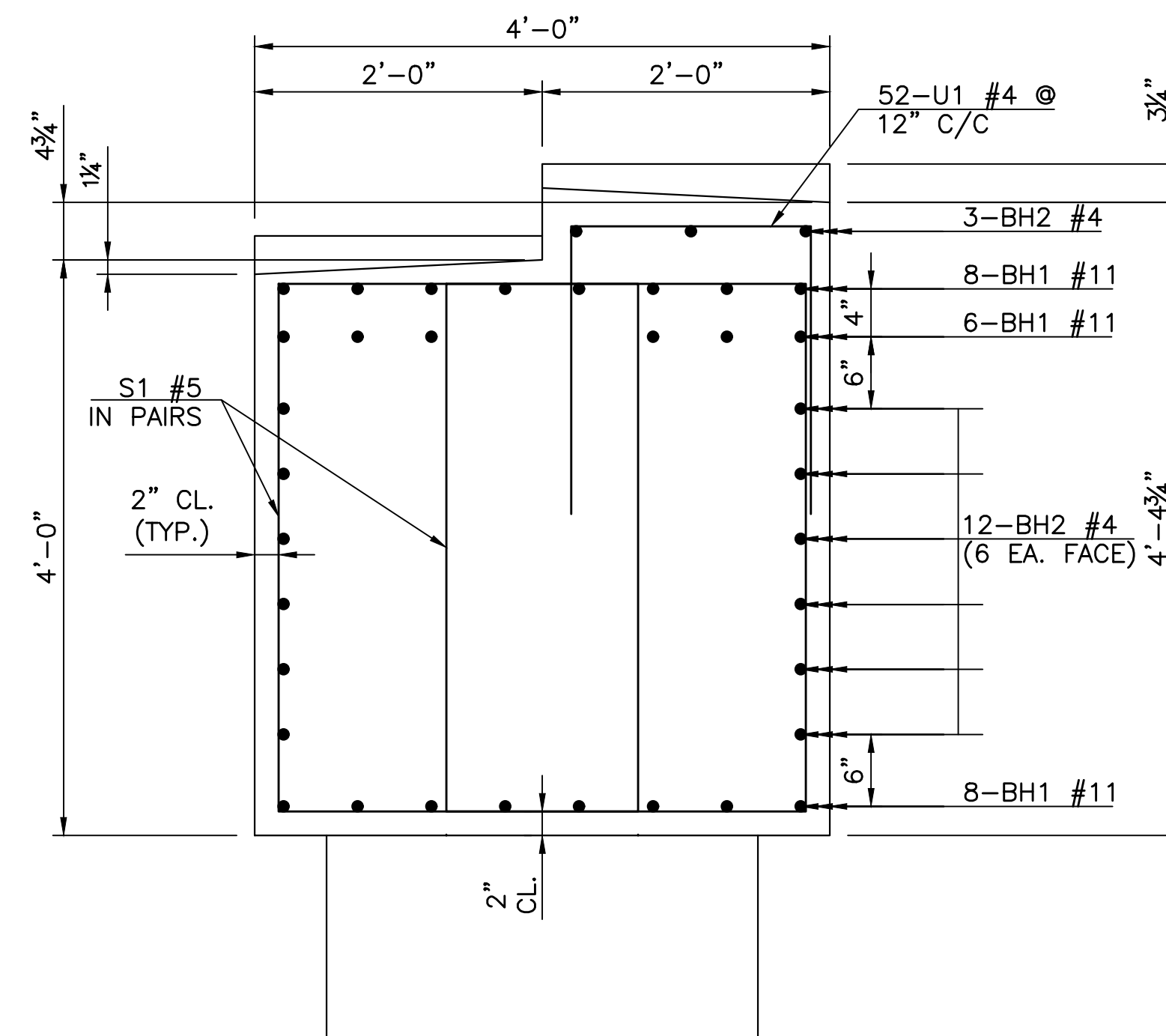


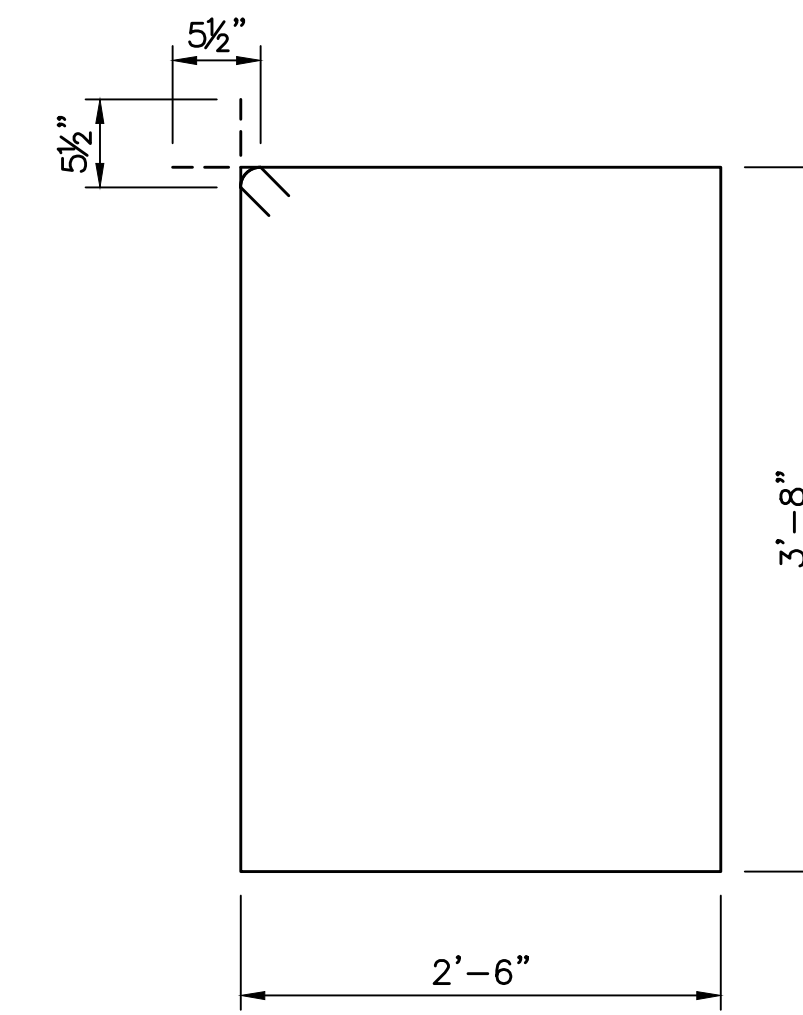
REVISIONS		
REV. NO.	DESCRIPTION	DATE



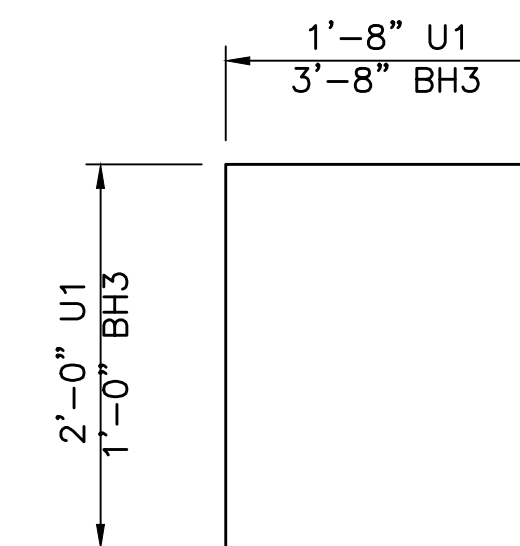
SECTION A-A



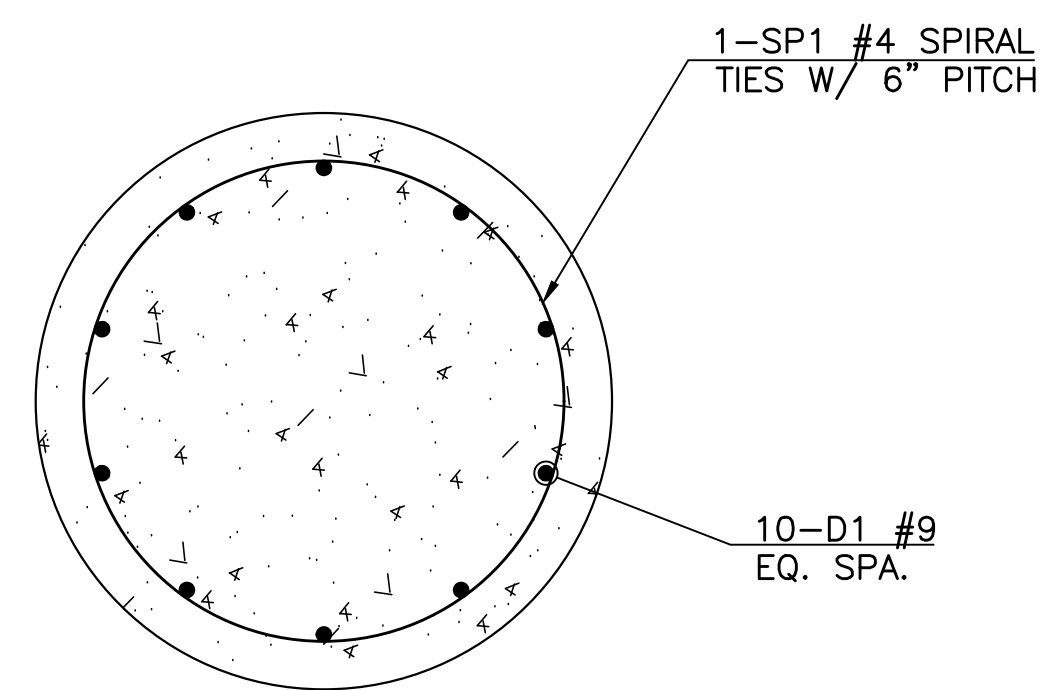
SECTION B-B



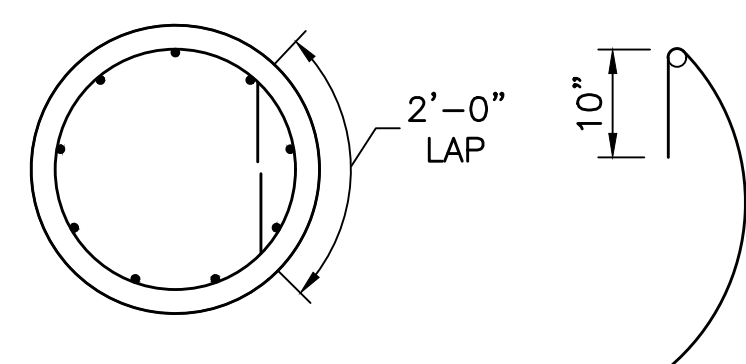
S1 #5 x 13'-3"



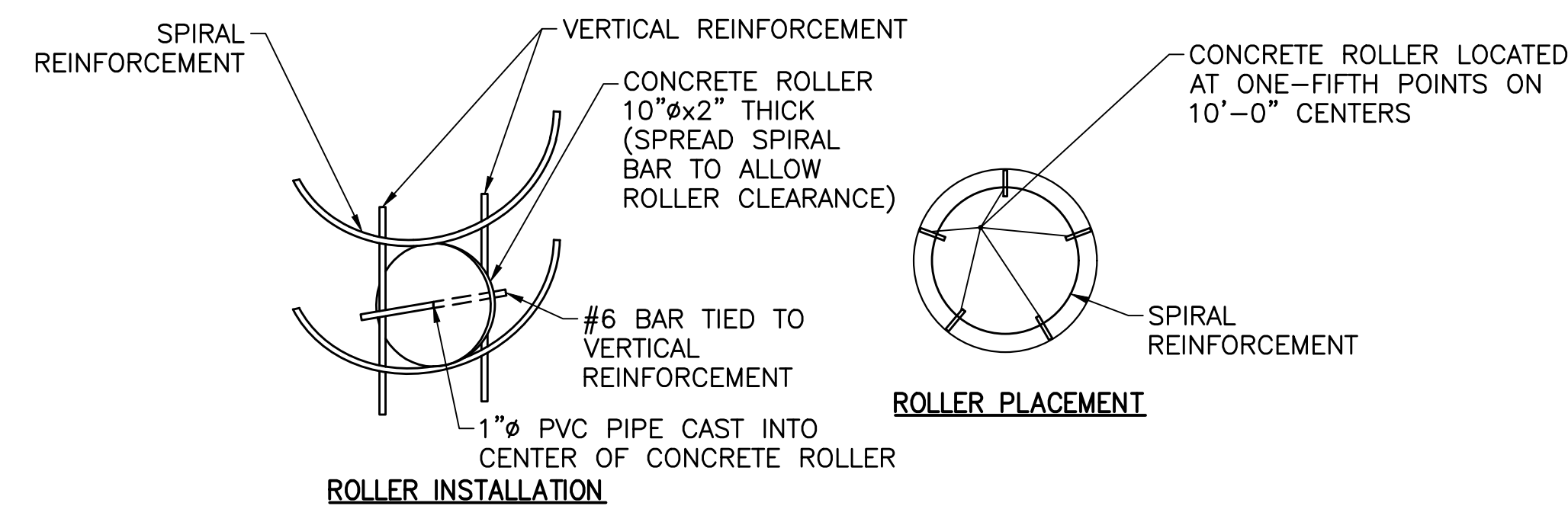
**U1 #4 x 5'-8"
BH3 #4 x 5'-8"**



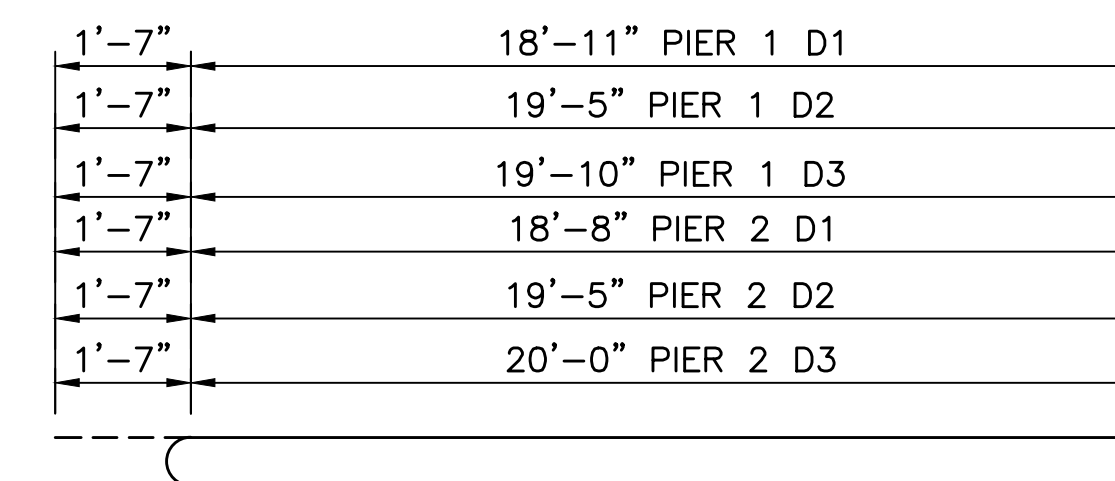
SECTION C-C



DETAIL OF SPIRAL REINFORCING SPLICE
SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTH DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



DETAIL OF CONCRETE ROLLER
NOTE: CONCRETE USED IN THE CONCRETE ROLLERS SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 P.S.I. SLAB BOLSTERS, HIGH CHAIRS AND PLASTIC ROLLERS SHALL NOT BE SUBSTITUTED FOR THE CONCRETE ROLLERS.



PIER 1 D1 #9 x 20'-6"
PIER 1 D2 #9 x 21'-0"
PIER 1 D3 #9 x 21'-5"
PIER 2 D1 #9 x 20'-3"
PIER 2 D2 #9 x 20'-0"
PIER 2 D3 #9 x 21'-7"

TULSA COUNTY US-64 OVER 97TH W. AVE.

DESIGN	MW	11/16
DRAWN	SDK	11/16
CHECKED	HRA	11/16
APPROVED		
WALTER P MOORE		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**DETAILS OF PIERS
BRIDGE "B"
(SHEET 2 OF 2)**

STATE JOB NO. 28884(04) SHEET NO. 46

V:\MISC\2012\2000-07 0000 EC-1414 US-64 Tola 3\CD\04\04\04-05-06-012-1000-07-PIERS.dwg Jan 12, 2017 - 9:26am sponk