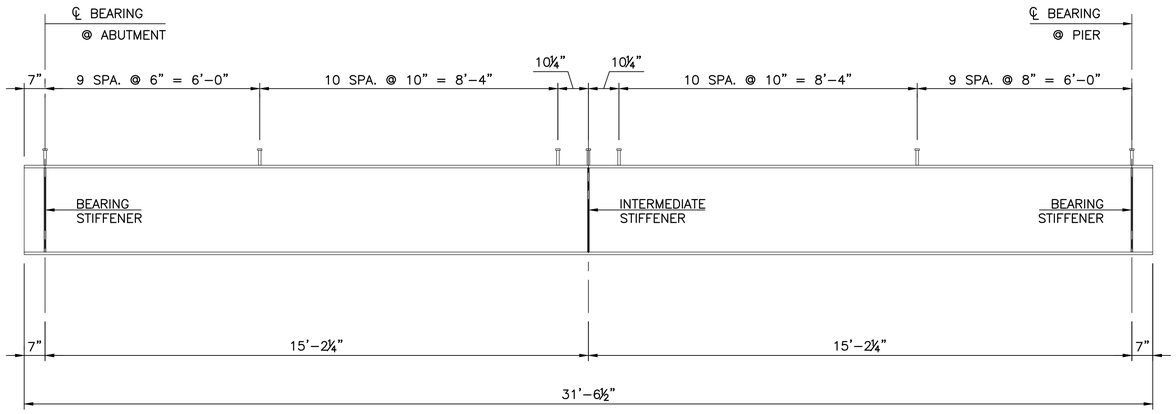
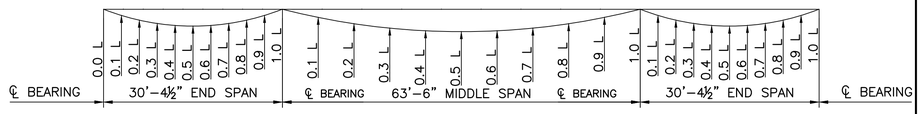
REVISIONS		
REV. NO.	DESCRIPTION	DATE

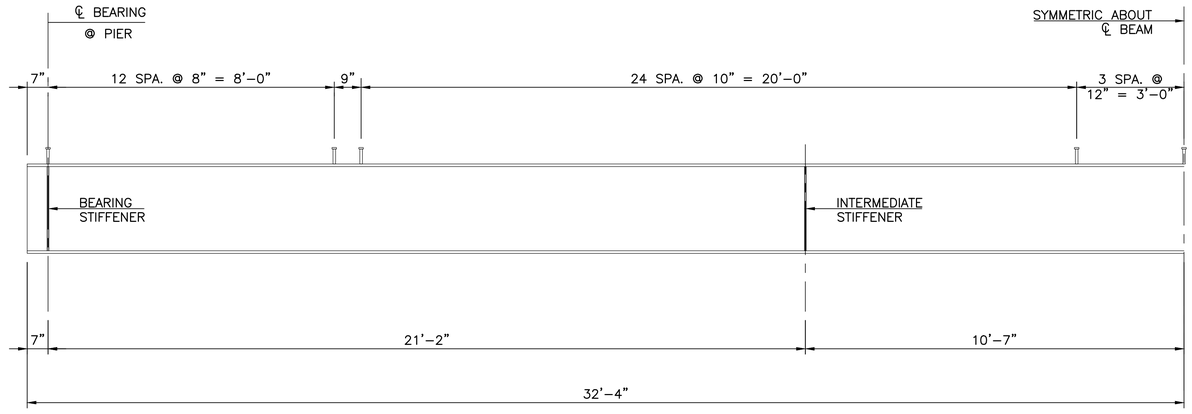


ELEVATION W27x84 (SPAN NO. 1 & 3)
(NOT TO SCALE)

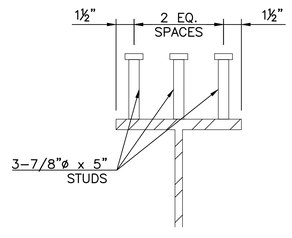


DEFLECTION SCHEDULE												
SPAN	BEAM AND DIAPHRAGM DEFLECTION (in.)						DECK SLAB, HAUNCH, TRAFFIC RAIL DEFLECTION (2) (in.)					
	CL BRG	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5	CL BRG	.1 & .9	.2 & .8	.3 & .7	.4 & .6	.5
END SPAN	0	0.007	0.014	0.019	0.022	0.023	0	0.061	0.116	0.158	0.184	0.194
MIDDLE SPAN	0	0.091	0.172	0.235	0.276	0.289	0	0.414	0.783	1.073	1.256	1.32

(2) The Dead Load Deflection shown at the tenth points are the deflections due to the Deck Slab + Haunch + Concrete Traffic Rail. It does not include the Beam weight, Diaphragms or Future Wearing Surface.



ELEVATION W30x173 (SPAN NO. 2)
(NOT TO SCALE)



SHEAR CONNECTOR DETAIL

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 STRUCTURAL STEEL (SHEET 1 OF 2)

STATE JOB NO. 28884(04) SHEET NO. 52

V:\W12\2012\12003-07 ODOT EC-1414 US-64 Task 3\Civil\Cad\Shts\52-53-W12-12003-07-STRUCTURAL STEEL.dwg Jan 12, 2017 - 9:27am sspahk