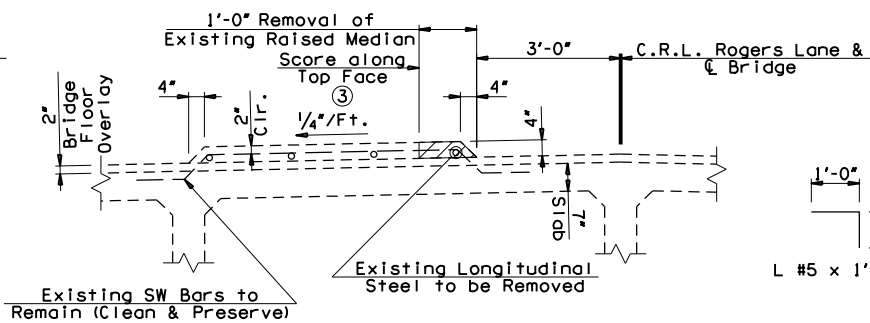


If reinforcing steel is found, sawcut flush with driving surface & drill out ends of reinforcing to a maximum depth of 1/2"

COMPLETE MEDIAN REMOVAL DETAILS

(Removal at Bridge shown; Removal at Roadway similar)
 Roadway: Sta. 51+25.00 to Sta. 52+16.04
 Bridge: Sta. 52+16.04 to Sta. 53+09.00



PARTIAL MEDIAN REMOVAL DETAILS

(Removal at Bridge shown; Removal at Roadway similar)
 Bridge: Sta. 53+09.00 to Sta. 54+35.71
 Roadway: Sta. 54+35.71 to Sta. 56+04.00

A1	4'-8"
A2	Varies 4'-8" to 16'-8"
A3	12'-2"
A4	Varies 12'-2" to 10'-0"
A5	Varies 14'-6" to 13'-1"
A6	Varies 13'-1" to 9'-6"
A7	9'-6"
A8	Varies 9'-6" to 3'-6"

- A1 #5 x 6'-2"
- A2 #5 x 12'-2" Avg.
- A3 #5 x 13'-8"
- A4 #5 x 12'-7" Avg.
- A5 #5 x 15'-3 1/2" Avg.
- A6 #5 x 12'-9 1/2" Avg.
- A7 #5 x 11'-0"
- A8 #5 x 8'-0" Avg.

SUMMARY OF RAISED MEDIAN QUANTITIES				
ITEM	UNIT	BRIDGE	ROADWAY	TOTAL
DIAMOND GRINDING CONCRETE PAVEMENT	S.Y.	44.00	35.00	79.00
RAPID CURE JOINT SEALANT	L.F.	465.00	1,282.90	1,747.90
BRIDGE DECK CONCRETE OVERLAY	S.Y.	77.00		77.00
CLASS AA CONCRETE	C.Y.	16.40	50.50	66.90
EPOXY COATED REINFORCING STEEL	LB.	4,740.00	11,206.00	15,946.00
REMOVAL OF BRIDGE ITEMS	LSUM			1.000

RAISED MEDIAN BAR LIST					
MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
EPOXY COATED REINFORCING STEEL					
A1	#5	69	BENT	6'-2"	-
A2	#5	57	BENT	12'-2" AVG.	6'-2" TO 18'-2"
A3	#5	129	BENT	13'-8"	-
A4	#5	72	BENT	12'-7" AVG.	13'-8" TO 11'-6"
A5	#5	54	BENT	15'-3 1/2" AVG.	16'-0" TO 14'-7"
A6	#5	85	BENT	12'-9 1/2" AVG.	14'-7" TO 11'-0"
A7	#5	61	BENT	11'-0"	-
A8	#5	36	BENT	8'-0" AVG.	11'-0" TO 5'-0"
B1	#4	6	STR.	93'-4"	-
B2	#4	6	STR.	227'-4"	-
B3	#4	8	STR.	186'-9" AVG.	171'-7" TO 201'-11"
B4	#4	4	STR.	19'-6" AVG.	6'-10" TO 32'-2"
B5	#4	14	STR.	173'-3"	-
B6	#4	14	STR.	82'-4"	-
B7	#4	14	STR.	210'-9"	-
B8	#4	11	STR.	66'-4"	-
L	#5	1,444	BENT	1'-9"	-

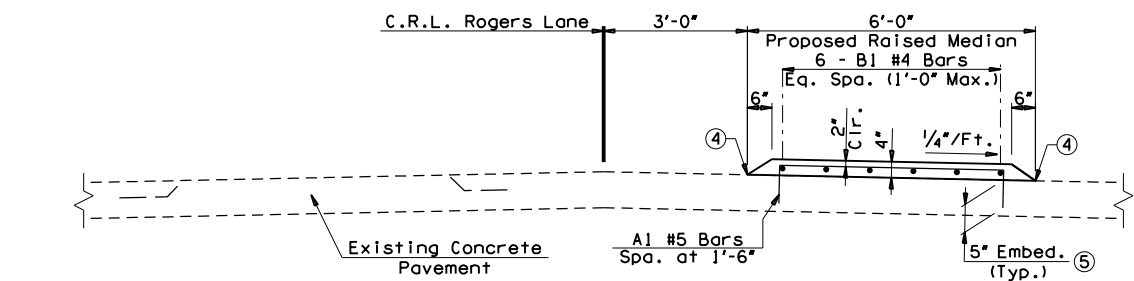
- ⑥ Includes one 2'-8" lap splice.
- ⑦ Includes two 2'-8" lap splices.
- ⑧ Includes three 2'-8" lap splices.

- ① Once the existing raised median concrete is removed & reinforcing steel is cut/drilled-out, diamond grind the driving surface to ensure a smooth rideability. Cost of drilling out exposed ends of reinforcement shall be included in price bid per Lump Sum of "REMOVAL OF BRIDGE ITEMS".
- ② Care shall be taken to not damage the High Density Concrete Overlay on the existing bridge deck. Bridge Deck Concrete Overlay shall be used, at the discretion of the Engineer, to repair any surface damage to the overlay.
- ③ Saw Cut 1" maximum not to damage existing transverse reinforcing steel.
- ④ Seal with Rapid Cure Joint Sealant
- ⑤ ANCHORAGE SYSTEM:

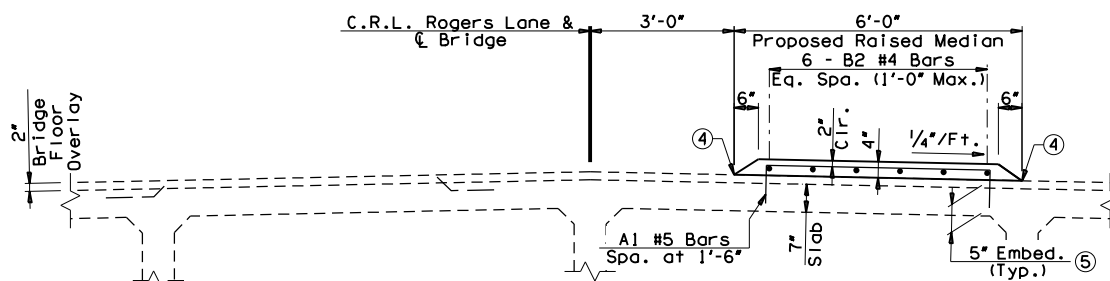
The Contractor shall use an Anchorage System that has been approved by ODOT's materials division. The Anchorage System shall be capable of developing the full strength of the reinforcing steel that is to be anchored. The embedment depth shown is to be adjusted to meet the Manufacturer's requirements. 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 A1 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.

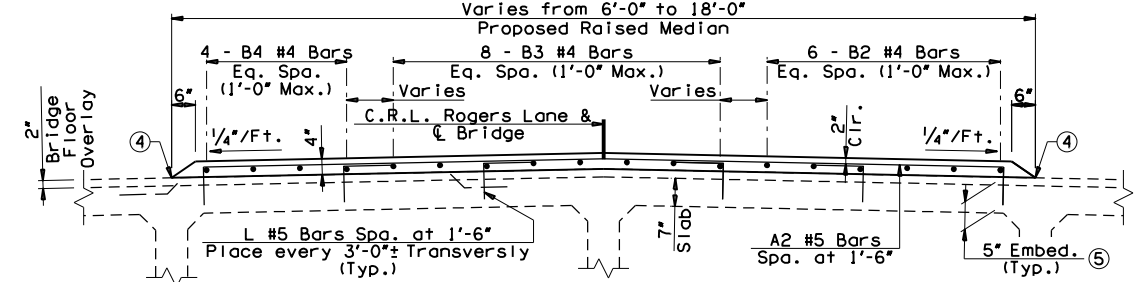
All costs of the Anchorage System including labor, materials, tools, drilling, and incidentals necessary to complete the work shown in the plans shall be included in the price bid per Pound of "EPOXY COATED REINFORCING STEEL".



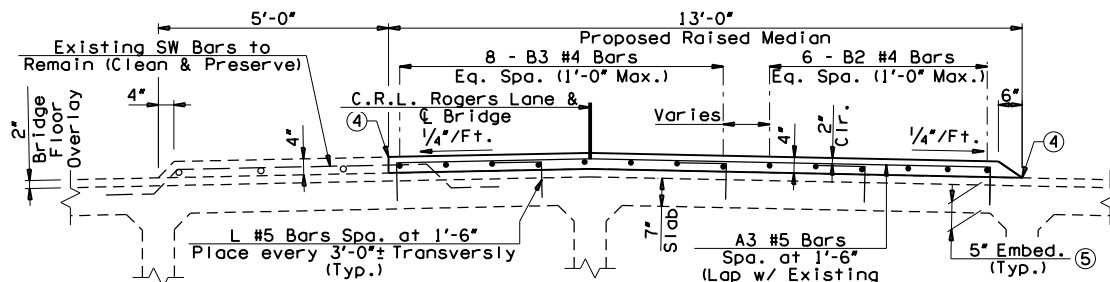
SECTION A-A
 Sta. 51+25.00 to Sta. 52+16.04
 Varies from 6'-0" to 18'-0"



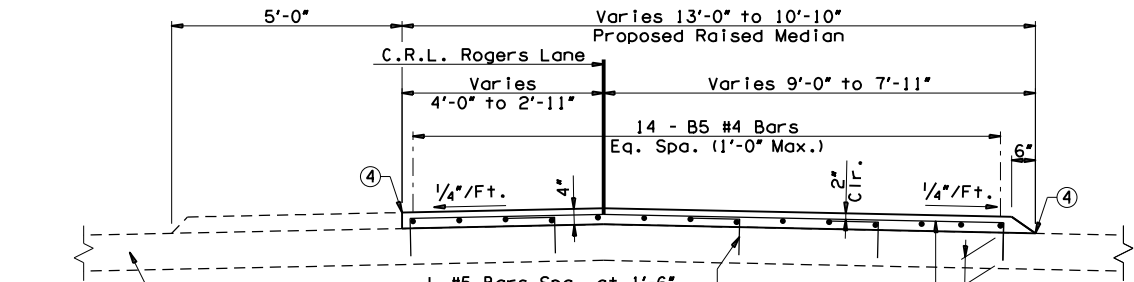
SECTION B-B
 Sta. 52+16.04 to Sta. 52+25.00



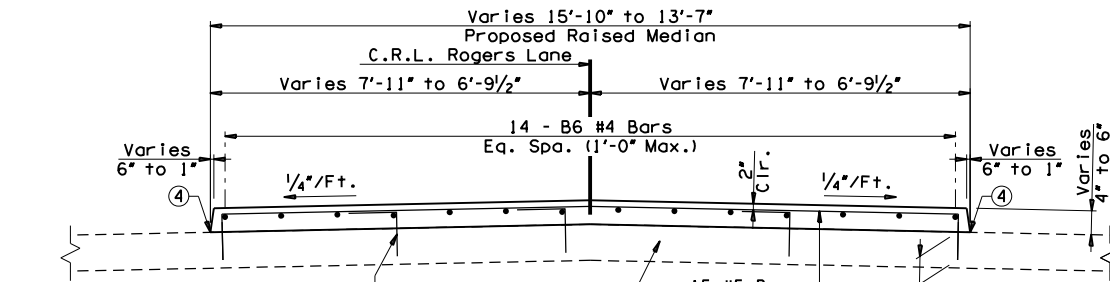
SECTION C-C
 Sta. 52+25.00 to Sta. 53+09.00



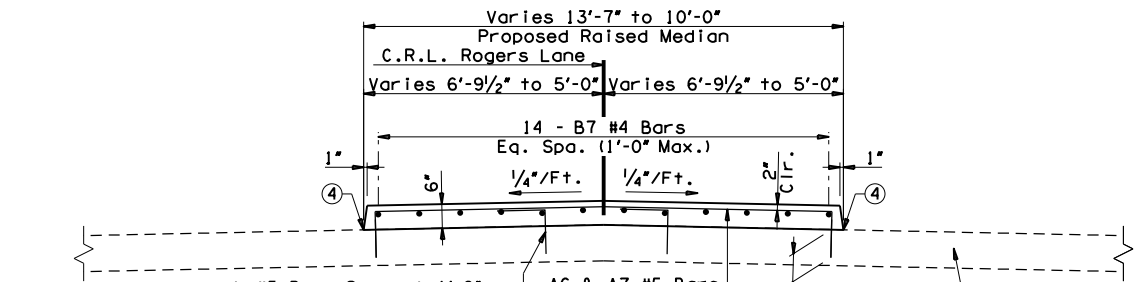
SECTION D-D
 Sta. 53+09.00 to Sta. 54+35.71



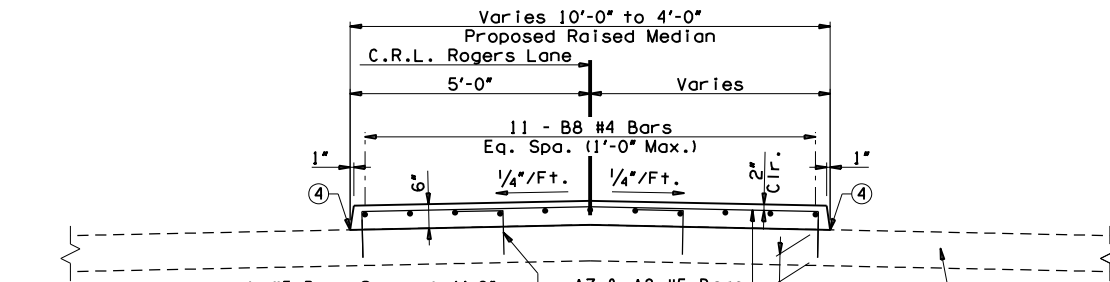
SECTION E-E
 Sta. 54+35.71 to Sta. 56+04.00



SECTION F-F
 Sta. 56+04.00 to Sta. 56+84.00



SECTION G-G
 Sta. 56+84.00 to Sta. 58+92.08



SECTION H-H
 Sta. 59+20.00 to Sta. 59+89.20

NOTE:
 For additional information, see Plan on Sheet Nos. 49 & 69.

CONSTRUCTION DETAILS

I-44 UNDER ROGERS LANE COMANCHE COUNTY		DESIGN	BRT	9/16
BRIDGE 'C'		DETAIL	BRT	9/16
RAISED MEDIAN DETAILS (SHEET 3 OF 3)		CHECK	JCL	10/16
		GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 27050(04)	SHEET NO. 153	