PIER CLOSURE POUR TRAFFIC RAIL CONSTRUCTION JOINT TRAFFIC RAIL CONSTRUCTION JOINT TRAFFIC RAIL CONTROL CRACK JOINT SAWED AND SEALED 6" Q Θ Θ FIX CONT. EXP. CONT. EXP. 2 2 2 1 **@** BEARING **@** BEARING END OF BEAM END OF BEAM 7" 11" 7" END OF BEAM 2" 1'-6" 7" BACK FACE SEAT 2" € PIER 65'-9" 100'-0" INTERMEDIATE DIAPHRAGMS INTERMEDIATE DIAPHRAGMS ABUTMENT

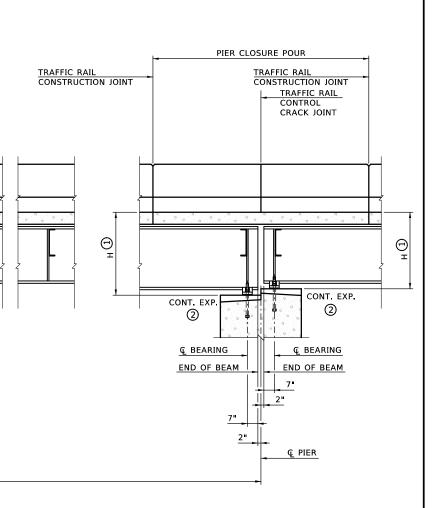
> LONGITUDINAL SECTION SCALE: ½" = 1'-0"

> > () dimension is from top of deck slab to bottom of bearing assembly at ${\bf C}$ bearing.

(2) FOR BEARING ASSEMBLY, SEE ODOT STD. B40-I-BRG-RB

HEIGHT DIMENSIO			
LOCATION	Н		
ABUTMENT NO.1	3'-9 7		
PIER NO. 1 DWN STA.	4'-2		
PIER NO.1 UP STA.	4'-6 5/		
PIER NO. 2 DWN STA.	4'-6 5/		
PIER NO.2 UP STA.	4'-2		
ABUTMENT NO.2	3'-9 7		

INSTALL ALL DIAPHRAGMS AND TIGHTEN ALL BOLTS BEFORE PLACING CONCRETE FOR THE DECK SLAB OR APPLYING OTHER MASSIVE LOADS TO THE BEAMS,



1
/8"
"
16"
16"
/8"

Design	MKR	7/16	SH 10 OVER BIG CABIN CREEK CRAIG COUNTY	
Drawn	RAH	7/16	BRIDGE A	
Checked	MKR	7/16	LONGITUDINAL SECTION	
Approved	SAK	9/16		
Squad	BEN	нам	Job Plece No29068(04) Sheet No50	