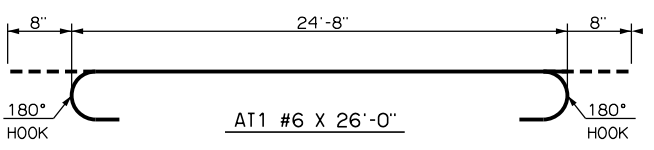


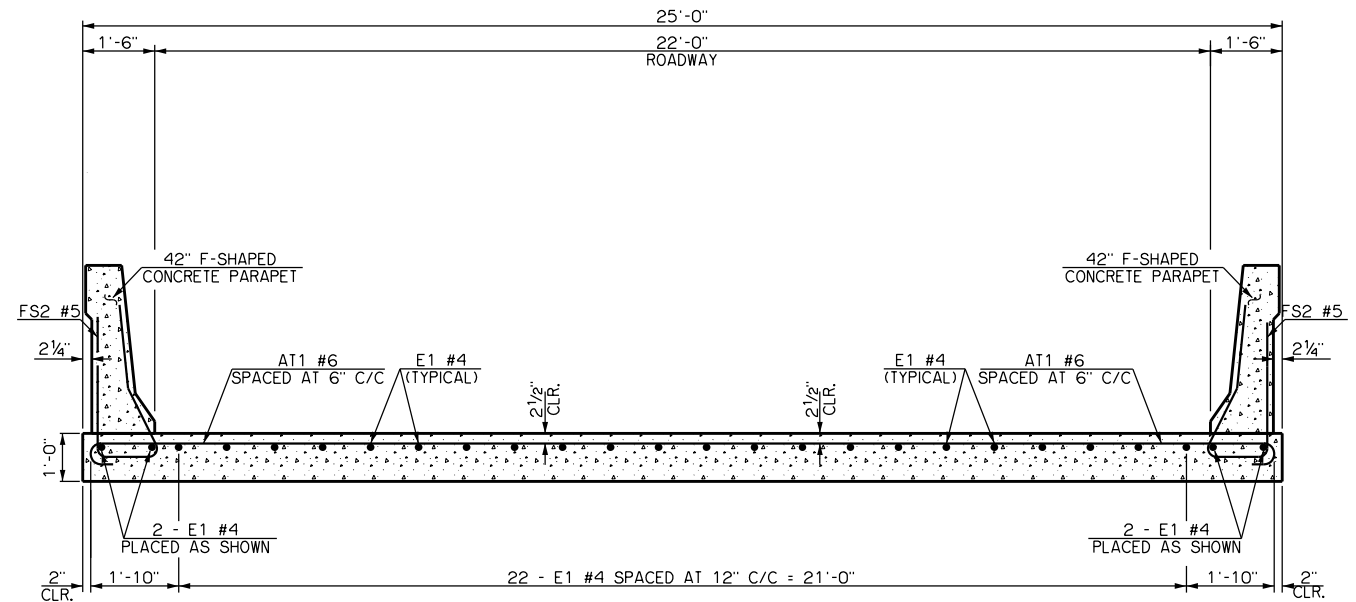
TYPICAL SECTION NO. 1
APPROXIMATE STA. 126+45.88 TO STA. 127+34.93



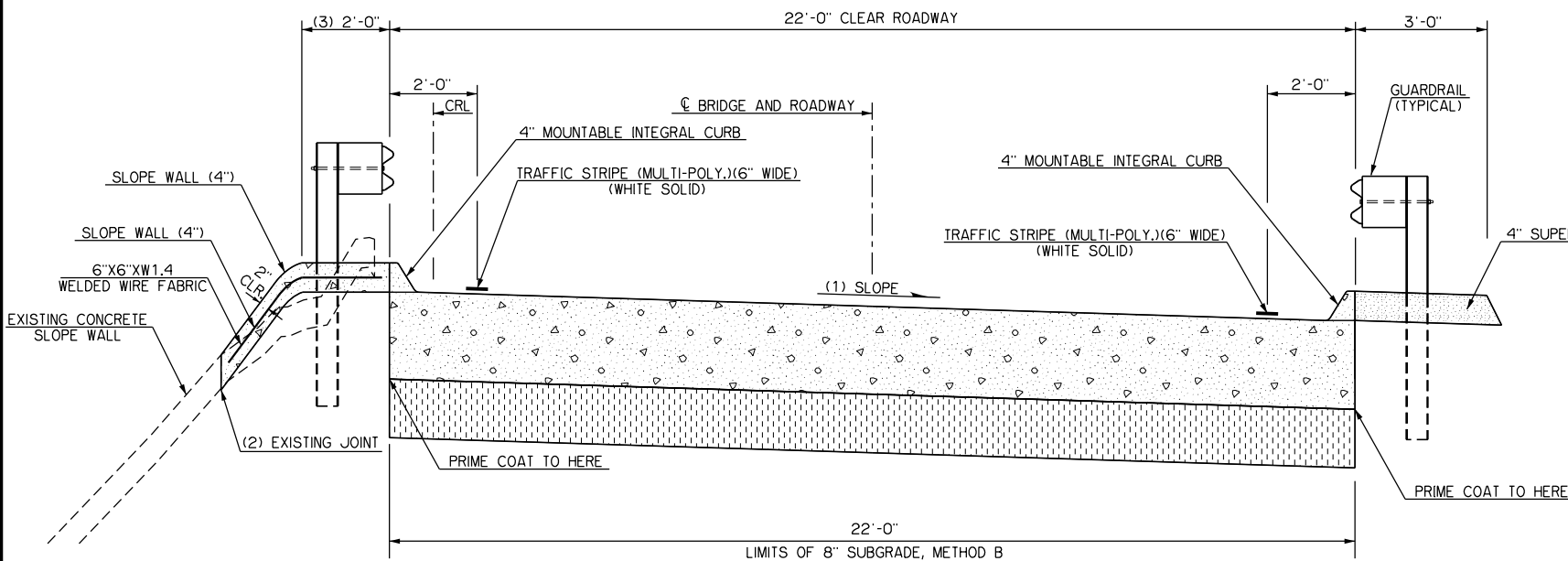
DETAILS OF BENT REINFORCING STEEL

BAR LIST - SLAB AND PARAPET				
MARK	SIZE	NO.	FORM	LENGTH
AT1	#6	178	BNT.	26'-0"
E1	#4	26	STR.	90'-8"
FS2	#5	177	BNT.	7'-4"
FS6	#5	5	BNT.	7'-6 1/2"

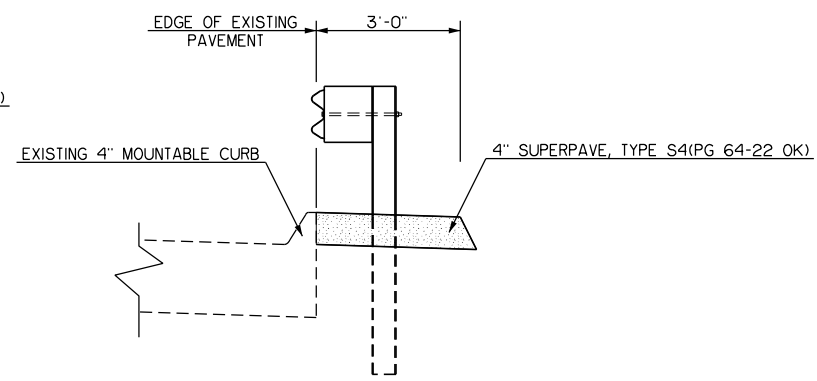
(4) LENGTH INCLUDES ONE 2'-0" LAP, LAPS SHALL BE STAGGERED.



TYPICAL SECTION NO. 1 WITH REINFORCEMENT



TYPICAL SECTION NO. 2
APPROXIMATE STA. 113+88.75 TO STA. 115+13.75



GUARDRAIL WIDENING DETAILS
APPROXIMATE STA. 127+34.93 TO STA. 129+60.12

- NOTES**
- CROSS SLOPE AT THE APPROACH END OF BRIDGE "A" WILL MATCH EXISTING 6.00% CROSS SLOPE. THE CROSS SLOPE AT THE TRAILING END OF BRIDGE "A" WILL MATCH EXISTING 1.56% CROSS SLOPE (SEE SHEETS BO01-BO04 FOR TRANSITION EXTENTS).
 - CONCRETE TO BE REMOVED TO NEAREST EXISTING JOINT ON FACE OF SLOPE WALL. THIS JOINT IS TO BE SEALED WITH NEW SLOPE WALL CONSTRUCTION IN ACCORDANCE WITH ROADWAY STANDARD LECS-5-2.
 - DIMENSION IS FOR THE TOP PORTION OF THE NEW SLOPE WALL IN WHICH THE NEW GUARDRAIL WILL BE CONSTRUCTED UPON. THE SLOPE WALL CONSTRUCTION BEHIND THIS DIMENSION WILL BE DETERMINED IN A MANNER APPROVED BY THE ENGINEER.

2ND STREET RAMP OVER I-244, BNSF AND TULSA COUNTY
SS RAILROADS AND HEAVY TRAFFIC WAY
BRIDGE 'A'

TYPICAL SECTIONS

BNSF RAILWAY COMPANY NOTES

NOTIFICATION OF WORK

THE CONTRACTOR IS REQUIRED TO GIVE THE BNSF RAILWAY COMPANY AT LEAST 10 WORKING DAYS ADVANCE NOTICE, IN WRITING, BEFORE ANY WORK IS STARTED ON THE SITE. TO AVOID HAZARDS, THE BNSF RAILWAY COMPANY MAY HAVE A REPRESENTATIVE PRESENT, IF DEEMED NECESSARY, FOR THE PURPOSE OF INSPECTION AND THE ISSUANCE OF ANY APPROPRIATE INSTRUCTIONS FOR RAILWAY OPERATIONS DURING THE BRIDGE REHABILITATION ON THE I-244 AND 2ND STREET BRIDGE REHAB, OVER BNSF RAILWAY IN TULSA COUNTY AS IT RELATES TO THE BNSF RAILWAY COMPANY'S PROPERTY. (BNSF SPRINGFIELD DIVISION, CHEROKEE SUBDIVISION, LS 1003, DOT NO. 669493R, MILEPOST 424.07, GPS: 36.151112, -96.001350)

THE CONTRACTOR SHALL NOTIFY:

MR. WESLEY SWEETWOOD BNSF ROADMASTER BNSF RAILWAY COMPANY PHONE: 918-323-6474 WESLEY.SWEETWOOD@BNSF.COM	MR. TIM HUYA MANAGER PUBLIC PROJECTS BNSF RAILWAY COMPANY PHONE: 817-352-2902 TIM.HUYA@BNSF.COM
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FLAGGING AND INSURANCE

FLAGGING AND INSURANCE SHALL BE PROVIDED AS SPECIFIED IN SECTION 107 OF THE STANDARD SPECIFICATIONS AND IN THE SPECIAL PROVISIONS FOR RAILROAD FLAGGING (SEE PROPOSAL FOR SPECIAL PROVISIONS) AND WHAT IS STATED IN THE BNSF RAILWAY COMPANY CONTRACTOR'S GENERAL CONSTRUCTION AGREEMENT, (C AND C-1 DOCUMENT). BNSF RAILWAY COMPANY, AT THEIR DISCRETION, SHALL PROVIDE FLAGGING FOR THE RAILWAY DURING CONSTRUCTION OPERATIONS.

THE CONTRACTOR IS REQUIRED TO REIMBURSE BNSF RAILWAY COMPANY FOR FLAGGING SERVICES PROVIDED.

THE CONTRACTOR SHALL ALSO FURNISH SATISFACTORY EVIDENCE TO THE STATE OF OKLAHOMA THAT THEY HAVE PROVIDED INSURANCE OF THE KINDS AND AMOUNTS AS SPECIFIED IN THE SPECIAL PROVISIONS FOR RAILROAD INSURANCE AND IN THE BNSF RAILWAY CONTRACTOR'S GENERAL CONSTRUCTION AGREEMENT, (C AND C-1 DOCUMENT).

THE CONTRACTOR WILL BE REQUIRED TO ENTER INTO A CONTRACTOR'S GENERAL CONSTRUCTION AGREEMENT, (C AND C-1 DOCUMENT), WITH THE BNSF RAILWAY COMPANY BEFORE THEY WILL BE ALLOWED ON THE RAILROAD'S RIGHT-OF-WAY.

PRE-WORK MEETING

PRIOR TO WORKING ON THE BNSF RAILWAY COMPANY'S RIGHT-OF-WAY OR IN THE VICINITY OF THEIR TRACKS, YOU **MUST** CONTACT THE LOCAL ROADMASTER FOR THE BNSF RAILWAY COMPANY TO COORDINATE YOUR WORK. IT IS **VITAL** THAT YOU HAVE CONTACT WITH THE BNSF RAILWAY COMPANY ROADMASTER PRIOR TO GETTING ON THE RAILROAD'S PROPERTY.

COORDINATION WITH RAILROAD

THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS IN A MANNER WHICH WILL NOT DELAY OR INTERFERE WITH TRAIN OPERATIONS. CONSTRUCTION ACTIVITY WITHIN 25 (TWENTY-FIVE) FEET OF ACTIVE TRACKS WILL REQUIRE A FLAGMAN TO BE PROVIDED BY THE BNSF RAILROAD COMPANY AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE BNSF RAILWAY COMPANY ROADMASTER, A MINIMUM OF 30 (THIRTY) CALENDAR DAYS IN ADVANCE OF WHEN FLAGGING IS REQUIRED.

SPECIAL PERMISSION MUST BE OBTAINED FROM THE BNSF RAILWAY COMPANY BEFORE MOVING ANY EQUIPMENT OR OTHER OBJECT WHICH COULD MAKE THE TRACK IMPASSABLE IF IT FELL WITHIN THE AREA SHOWN ON THE CONSTRUCTION CLEARANCE DIAGRAM.

RAILROAD FLAGGERS, PROTECTIVE SERVICES, AND PROTECTIVE DEVICES WILL BE REQUIRED, BUT NOT LIMITED TO, EVENTS WHEN:

- THE CONTRACTOR WORK ACTIVITIES ARE WITHIN 25 (TWENTY-FIVE) FEET OF THE TRACK, MEASURED FROM THE TRACK CENTERLINE.
- ACTIVITIES ARE OVER OR UNDER THE TRACK.
- CRANES OR SIMILAR EQUIPMENT WILL NOT BE POSITIONED WHERE THEY COULD FOUL THE TRACK IF THEY TIPPED OVER OR EXPERIENCED SOME OTHER CATASTROPHIC EVENT.
- IN THE OPINION OF THE BNSF RAILWAY COMPANY REPRESENTATIVE:
 - IT IS NECESSARY TO SAFEGUARD THE BNSF RAILWAY COMPANY PROPERTY, EMPLOYEES, TRAINS, ENGINES, AND FACILITIES.
 - WHEN ANY EXCAVATION IS PERFORMED BELOW THE BOTTOM OF THE ELEVATIONS AND TRACK OR OTHER BNSF RAILWAY COMPANY FACILITIES MAY BE SUBJECT TO MOVEMENT OR SETTLEMENT.
 - WHEN WORK IN ANY WAY INTERFERES WITH SAFE OPERATION OF TRAINS AND TIMETABLE SPEEDS.
 - WHEN ANY HAZARD IS PRESENTED TO RAILROAD TRACK, SIGNALS, COMMUNICATIONS, ELECTRICAL, OR OTHER FACILITIES EITHER DUE TO PERSON, MATERIAL, EQUIPMENT, OR BLASTING IN THE AREA.

- CONTRACTOR SHALL SUBMIT PLAN FOR EQUIPMENT TIE DOWN AND LOCATION OFF ROW SO NOT TO AFFECT RAIL OPERATIONS.
- DISCUSS IN DETAIL THE RAILROAD TRACK PROTECTION FROM MOVEMENT OF TRAINS AND EQUIPMENT—I.E. FLAGMAN, FORM B, ETC.
- WILL THERE BE EQUIPMENT NEXT TO THE TRACKS OR CLOSE ENOUGH TO FOUL THE TRACKS? INCLUDE TEXT, DRAWINGS OR PHOTOS TO COMMUNICATE THE TYPES OF EQUIPMENT AND LOCATIONS TO EXECUTE BRIDGE PAINTING; PRIMARILY INTERESTED IN WORK ASSOCIATED WITH THE SPANS OVER TRACKS.

THESE ISSUES WILL BE ADDRESSED BY ODOT'S CONTRACTOR AND PROVIDED TO BNSF RAILWAY COMPANY PRIOR TO ANY WORK DONE ON THE RAILWAY COMPANY'S PROPERTY.

PROTECTION OF RAILROAD UNDER BRIDGE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE RAILROAD TRACK BED DURING ALL CONSTRUCTION OPERATIONS. PRIOR TO ANY WORK BEING STARTED, A PROPOSED METHOD OF PREVENTING DEBRIS FROM FALLING ON THE RAILROAD TRACK BED SHALL BE SUBMITTED TO THE RAILROAD REPRESENTATIVE FOR HIS APPROVAL. ALLOW FOUR WEEKS FOR BNSF RAILWAY COMPANY TO REVIEW.

THE CONTRACTOR SHALL NOT BE PERMITTED TO LEAVE ANY WORKER SCAFFOLDING IN PLACE IN WORKING POSITION. AT THE END OF EACH WORKDAY, THE SCAFFOLDING SHALL BE REMOVED AND SET A SAFE DISTANCE FROM ANY OPERATING RAILWAY LINE. SCAFFOLDING SHALL AT ALL TIMES MAINTAIN THE MINIMUM CLEARANCE AS SHOWN ON THE "FALSEWORK DIAGRAM" ON THE PLANS (SHEET NO. XX).

DEMOLITION OF STRUCTURES OVER RAILROAD

ALL DEMOLITION PLANS FOR REMOVAL OF STRUCTURES OVER RAILROAD LINES SHALL BE REVIEWED AND APPROVED BY THE BNSF RAILWAY COMPANY BEFORE ANY REMOVAL MAY BEGIN. THE CONTRACTOR SHALL ALLOW A MINIMUM OF FOUR WEEKS FOR REVIEW BY THE BNSF RAILWAY COMPANY.

DEMOLITION OF STRUCTURES WILL BE PERFORMED IN ACCORDANCE WITH THE RAILWAY'S "INSTRUCTIONS FOR PREPARATION OF DEMOLITION PLANS FOR STRUCTURES OVER THE BNSF RAILROAD."

EROSION CONTROL AND DRAINAGE

THE CONTRACTOR WILL INSTALL, MAINTAIN, AND REMOVE ALL EROSION CONTROL MEASURES DEEMED NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.

THE CONTRACTOR WILL MAINTAIN THE RAILROAD DRAINAGE AT ALL TIMES WHEN WORKING WITHIN THE RAILROAD RIGHT OF WAY.

RAIL TRAFFIC

THE BNSF RAILWAY COMPANY HAS 1 TRAINS PER DAY AT 30 MPH, ON THE CHEROKEE SUBDIVISION. RAIL TRAFFIC IS FOR INFORMATION PURPOSES ONLY. ACTUAL RAIL TRAFFIC MAY VARY.

2ND STREET RAMP OVER I-244, BNSF AND TULSA COUNTY
SS RAILROADS AND HEAVY TRAFFIC WAY
BRIDGE 'A'

NOTES AND SUMMARY OF
PAY QUANTITIES - BRIDGE
(SHEET NO. 1 OF 3)

SS (SAND SPRINGS) RAILWAY COMPANY NOTES

NOTIFICATION OF WORK

THE CONTRACTOR IS REQUIRED TO GIVE THE SAND SPRINGS RAILWAY COMPANY AT LEAST 10 WORKING DAYS ADVANCE NOTICE, IN WRITING, BEFORE ANY WORK IS STARTED ON THE SITE. TO AVOID HAZARDS, THE SAND SPRINGS RAILWAY MAY HAVE A REPRESENTATIVE PRESENT, IF DEEMED NECESSARY, FOR THE PURPOSE OF INSPECTION AND THE ISSUANCE OF ANY APPROPRIATE INSTRUCTIONS FOR RAILROAD OPERATIONS DURING THE BRIDGE REHABILITATION CONSTRUCTION ON I-244 AND 2ND STREET, AS IT RELATES TO THE SAND SPRINGS RAILWAY'S PROPERTY UNDER THE PROJECT.

THE CONTRACTOR SHALL NOTIFY:

MRS. GLENDA HOFFMAN
GENERAL MANAGER
SAND SPRINGS RAILWAY
1650 S. 81 W. AVE
TULSA, OK 74127
PHONE: 918-245-8625
GHOFFMAN@OMNITRAX.COM

MR. BRADY PETERS
DIVISION ENGINEER
OMNITRAX
PHONE: 217-621-9985
BPETERS@OMNITRAX.COM

FLAGGING AND INSURANCE

FLAGGING AND INSURANCE SHALL BE PROVIDED AS SPECIFIED IN SECTION 107 OF THE STANDARD SPECIFICATIONS AND IN THE SPECIAL PROVISIONS FOR RAILROAD FLAGGING (SEE PROPOSAL FOR SPECIAL PROVISIONS) AND WHAT IS STATED IN THE SAND SPRINGS RAILWAY CONTRACTOR'S RIGHT OF ENTRY AGREEMENT. SAND SPRINGS RAILWAY, AT THEIR DISCRETION, SHALL PROVIDE FLAGGING FOR THE RAILROAD DURING CONSTRUCTION OPERATIONS.

THE CONTRACTOR IS REQUIRED TO REIMBURSE SAND SPRINGS RAILWAY FOR FLAGGING SERVICES PROVIDED.

THE CONTRACTOR SHALL ALSO FURNISH SATISFACTORY EVIDENCE TO THE STATE OF OKLAHOMA THAT HE HAS PROVIDED INSURANCE OF THE KINDS AND AMOUNTS AS SPECIFIED IN THE SPECIAL PROVISIONS FOR RAILROAD INSURANCE AND IN THE SAND SPRINGS RAILWAY CONTRACTOR'S RIGHT OF ENTRY AGREEMENT.

THE CONTRACTOR WILL BE REQUIRED TO ENTER INTO A CONTRACTOR'S RIGHT OF ENTRY AGREEMENT WITH THE SAND SPRINGS RAILWAY BEFORE THEY WILL BE ALLOWED ON THE RAILROADS RIGHT-OF-WAY.

PRE-WORK MEETING

PRIOR TO WORKING ON THE SAND SPRINGS RAILWAY RIGHT-OF-WAY OR IN THE VICINITY OF THEIR TRACKS, YOU **MUST** CONTACT THE LOCAL MANAGER OF TRACK MAINTENANCE FOR THE SAND SPRINGS RAILWAY TO COORDINATE YOUR WORK.

COORDINATION WITH RAILROAD

THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS IN A MANNER WHICH WILL NOT DELAY OR INTERFERE WITH TRAIN OPERATIONS. CONSTRUCTION ACTIVITY WITHIN 25 (TWENTY-FIVE) FEET OF ACTIVE TRACKS WILL REQUIRE A FLAGMAN TO BE PROVIDED BY THE SAND SPRINGS RAILWAY AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE SAND SPRINGS RAILWAY'S GENERAL MANAGER, A MINIMUM OF 30 (THIRTY) CALENDAR DAYS IN ADVANCE OF WHEN FLAGGING IS REQUIRED.

RAILROAD FLAGGERS, PROTECTIVE SERVICES, AND PROTECTIVE DEVICES WILL BE REQUIRED, BUT NOT LIMITED TO, EVENTS WHEN:

- THE CONTRACTOR WORK ACTIVITIES ARE WITHIN 25 (TWENTY-FIVE) FEET OF THE TRACK, MEASURED FROM THE TRACK CENTERLINE.
- ACTIVITIES ARE OVER OR UNDER THE TRACK.
- CRANES OR SIMILAR EQUIPMENT WILL NOT BE POSITIONED WHERE THEY COULD FOUL THE TRACK IF THEY TIPPED OVER OR EXPERIENCED SOME OTHER CATASTROPHIC EVENT.
- IN THE OPINION OF THE SAND SPRINGS RAILWAY REPRESENTATIVE:
 - IT IS NECESSARY TO SAFEGUARD THE SAND SPRINGS RAILWAY PROPERTY, EMPLOYEES, TRAINS, ENGINES, AND FACILITIES.
 - WHEN ANY EXCAVATION IS PERFORMED BELOW THE BOTTOM OF THE ELEVATIONS AND TRACK OR OTHER SAND SPRINGS RAILWAY FACILITIES MAY BE SUBJECT TO MOVEMENT OR SETTLEMENT.
 - WHEN WORK IN ANY WAY INTERFERES WITH SAFE OPERATION OF TRAINS AND TIMETABLE SPEEDS.
 - WHEN ANY HAZARD IS PRESENTED TO RAILROAD TRACK, SIGNALS, COMMUNICATIONS, ELECTRICAL, OR OTHER FACILITIES EITHER DUE TO PERSON, MATERIAL, EQUIPMENT, OR BLASTING IN THE AREA.

EROSION CONTROL AND DRAINAGE

THE CONTRACTOR WILL INSTALL, MAINTAIN, AND REMOVE ALL EROSION CONTROL MEASURES DEEMED NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.

THE CONTRACTOR WILL MAINTAIN THE RAILROAD DRAINAGE AT ALL TIMES WHEN WORKING WITHIN THE RAILROAD RIGHT OF WAY. THE PROPOSED PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES.

RAIL TRAFFIC

THE SAND SPRINGS RAILWAY HAS **ONE (1) TRAINS PER DAY AT 10 MPH.** RAIL TRAFFIC IS FOR INFORMATION PURPOSES ONLY. ACTUAL RAIL TRAFFIC MAY VARY.

2ND STREET RAMP OVER I-244, BNSF AND TULSA COUNTY
SS RAILROADS AND HEAVY TRAFFIC WAY
BRIDGE 'A'

NOTES AND SUMMARY OF
PAY QUANTITIES - BRIDGE
(SHEET NO. 2 OF 3)

PAY ITEM NOTES

- (BR-1) PAYMENT FOR THIS ITEM WILL BE BASED UPON PLAN QUANTITIES ONLY. SEE SECTION 109.01.B OF THE STANDARD SPECIFICATIONS.
- (BR-2) ESTIMATED QUANTITY TO BE USED AS APPROVED BY THE ENGINEER.
- (BR-3) INCLUDES THE FOLLOWING FOR FABRICATION OF STEEL PARTS OF BEARING ASSEMBLIES:
 XX POUNDS OF WEATHERING STEEL PER EXPANSION BEARING ASSEMBLY
 XX POUNDS OF WEATHERING STEEL PER FIXED BEARING ASSEMBLY

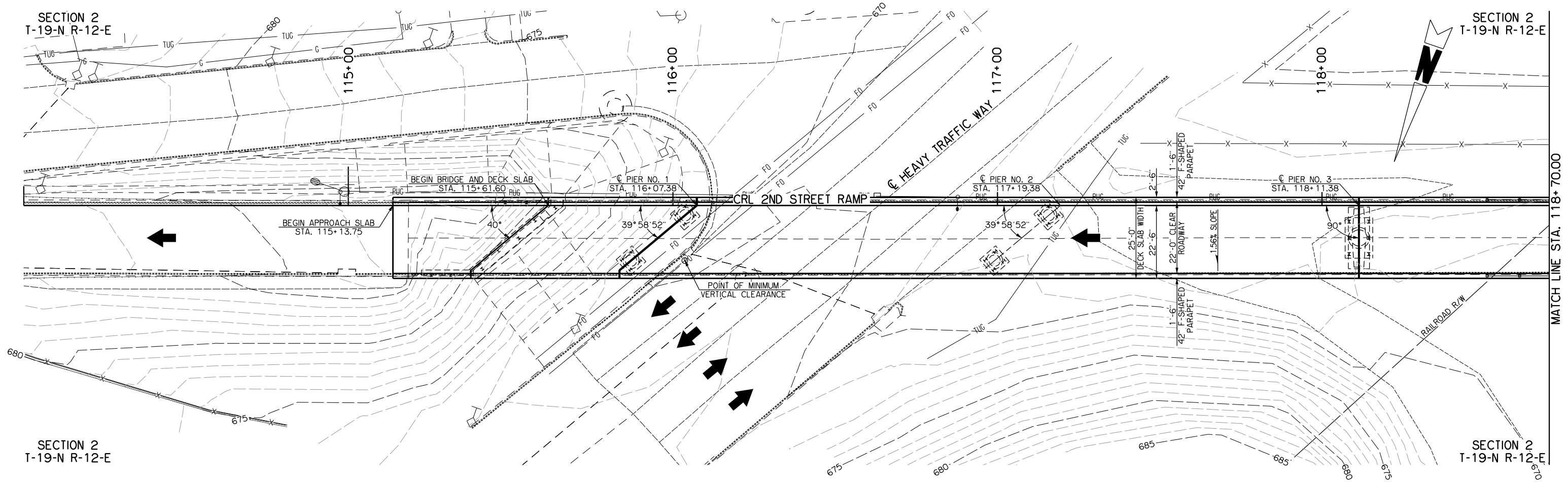
30367(04)				
PAY QUANTITIES				
0200 BRIDGE 'A' - NBI NO. 18364 - THIRTEEN SPAN (45'-112':92'-90':90'-90':90'-80':80:80'-30') TANGENT AND CURVED STEEL I-GIRDER BRIDGE WITH 22'-0" CLEAR ROADWAY AND 42" F-SHAPED PARAPETS				
ITEM		DESCRIPTION	UNIT	QUANTITY
501(G)	1800	CLSM BACKFILL	(BR-2) CY	-
502(B)	3310	FALSEWORK AND JACKING	LSUM	1.00
504(A)	5200	APPROACH SLAB	(BR-1) SY	-
504(B)	5300	SAW-CUT GROOVING	(BR-1) SY	-
504(E)	5520	42" F-SHAPED PARAPET	(BR-1) LF	-
506(A)	7200	STRUCTURAL STEEL	(BR-2) LB	-
507(A)	8210	WEATHERING STEEL FIXED BEARING ASSEMBLY	(BR-1)(BR-3) EA	-
507(B)	8310	WEATHERING STL EXP. BEARING ASSEMBLY	(BR-1)(BR-3) EA	-
509(A)	0210	CLASS AA CONCRETE	(BR-1) CY	-
509(B)	0320	CLASS A CONCRETE	(BR-1) CY	-
510(C)	1450	SLOPE WALL (5")	SY	-
511(A)	2210	REINFORCING STEEL	(BR-1) LB	-
511(B)	2310	EPOXY COATED REINFORCING STEEL	(BR-1) LB	-
512(A)	3200	PAINTING EXISTING STRUCTURES	LSUM	1.00
512(B)	3300	COLLECTION AND HANDLING OF WASTE	LSUM	1.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1) SY	-
517	9110	ELASTOMERIC COATING	(BR-1) SF	-
518(B)	0300	SEALED EXPANSION JOINTS	(BR-1) LF	-
520(A)	1200	PREPARATION OF CRACKS, ABOVE WATER	(BR-2) LF	-
520(C)	1400	EPOXY RESIN, ABOVE WATER	(BR-2) GAL	-
521(A)	2200	PNEUMATICALLY PLACED MORTAR	(BR-2) SY	-
523(A)	3200	SEALER CRACK PREPARATION	(BR-1) LF	-
523(B)	3300	SEALER RESIN	(BR-1) GAL	-
535	7100	CORROSION INHIBITOR(SURFACE APPLIED)	(BR-2) SY	-
540	8104	(PL)REPAIR BRIDGE ITEMS	(BR-1) EA	-
624(E)	3640	FENCE-STYLE CLF (8'HIGH, CLASS A)	LF	-
619(B)	6304	REMOVAL OF BRIDGE ITEMS	LSUM	1.00

30367(04)				
PAY QUANTITIES				
0600 STAKING				
ITEM		DESCRIPTION	UNIT	QUANTITY
642(B)	3300	CONSTRUCTION STAKING LEVEL II	LSUM	1.00

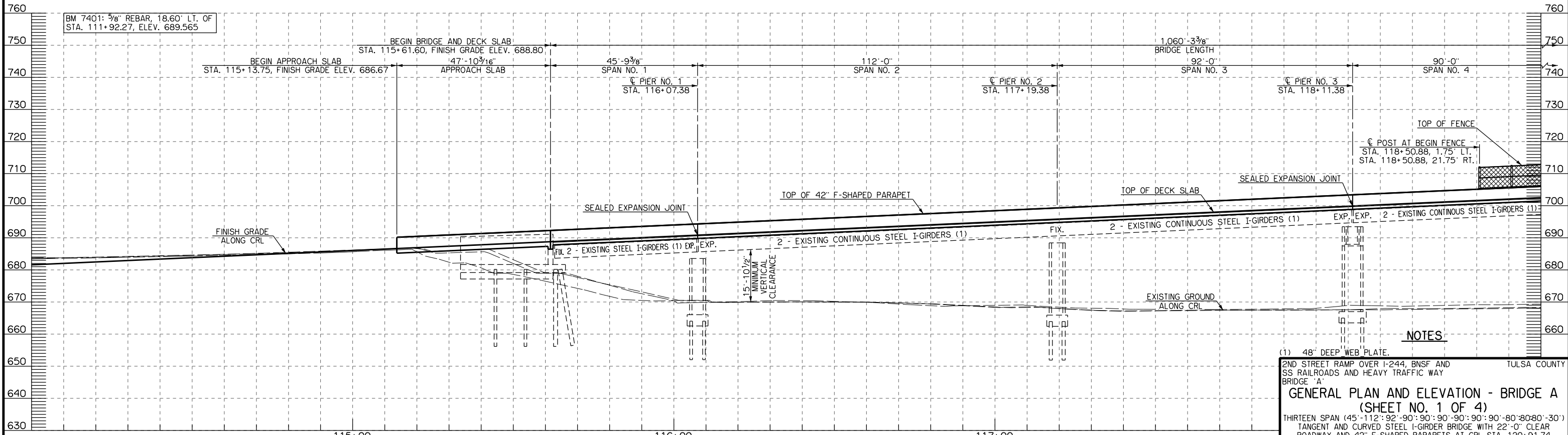
30367(04)				
PAY QUANTITIES				
0640 CONSTRUCTION				
ITEM		DESCRIPTION	UNIT	QUANTITY
220	1100	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00
641	2100	MOBILIZATION	LSUM	1.00

SECTION 2
T-19-N R-12-E

SECTION 2
T-19-N R-12-E



PLAN



ELEVATION

NOTES

(1) 48" DEEP WEB PLATE.

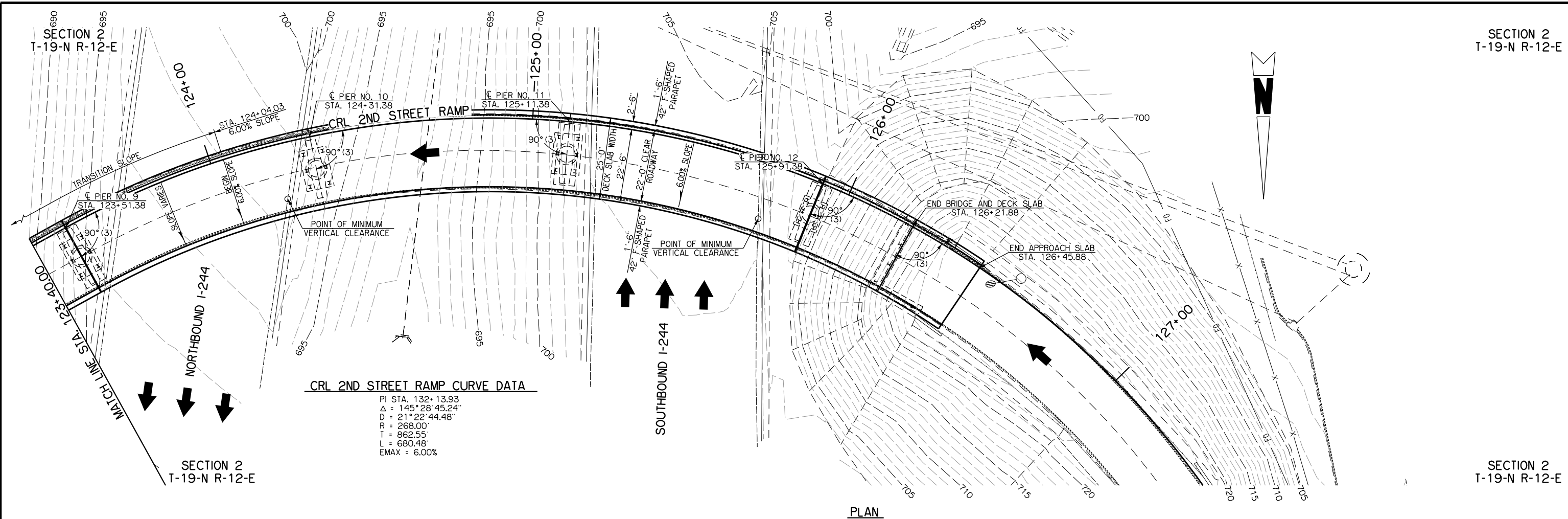
2ND STREET RAMP OVER I-244, BNSF AND TULSA COUNTY SS RAILROADS AND HEAVY TRAFFIC WAY BRIDGE 'A'

GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 1 OF 4)

THIRTEEN SPAN (45'-112'-92'-90'-90'-90'-90'-90'-90'-80'-80'-30')

TANGENT AND CURVED STEEL I-GIRDER BRIDGE WITH 22'-0" CLEAR ROADWAY AND 42" F-SHAPED PARAPETS AT CRL STA. 120+91.74

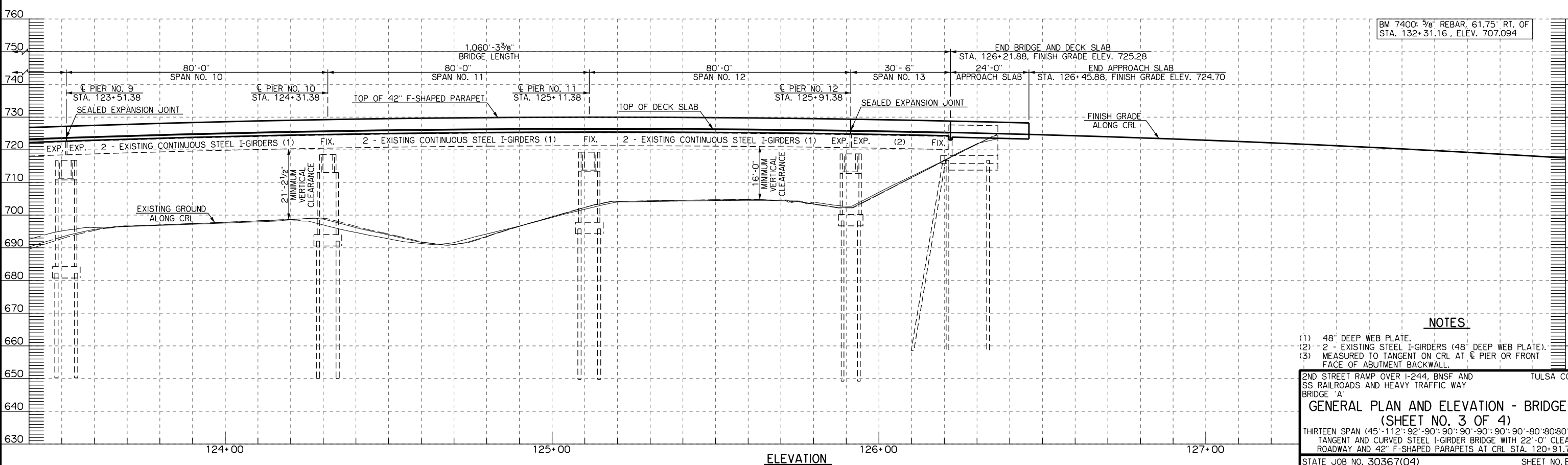
STATE JOB NO. 30367(04) SHEET NO. B001



CRL 2ND STREET RAMP CURVE DATA

PI STA.	132+13.93
Δ	145°28'45.24"
D	21°22'44.48"
R	268.00'
T	862.55'
L	680.48'
EMAX	6.00%

PLAN



ELEVATION

- NOTES**
- 48" DEEP WEB PLATE.
 - 2 - EXISTING STEEL I-GIRDERS (48" DEEP WEB PLATE).
 - MEASURED TO TANGENT ON CRL AT PIER OR FRONT FACE OF ABUTMENT BACKWALL.

2ND STREET RAMP OVER I-244, BNSF AND TULSA COUNTY
SS RAILROADS AND HEAVY TRAFFIC WAY
BRIDGE 'A'
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 3 OF 4)
THIRTEEN SPAN (45'-112'-92'-90':90':90'-90':90':90'-80'-80'-30')
TANGENT AND CURVED STEEL I-GIRDER BRIDGE WITH 22'-0" CLEAR
ROADWAY AND 42" F-SHAPED PARAPETS AT CRL STA. 120+91.74
STATE JOB NO. 30367(04) SHEET NO. B003

SUMMARY OF QUANTITIES - BRIDGE 'A'							
ITEM	UNIT	ABUTMENTS	PIERS	SUPERSTRUCTURE	APPROACH SLABS	SLOPE WALLS	TOTAL
CLSM BACKFILL	CY	-	-	-	-	-	-
APPROACH SLAB	SY	-	-	-	-	-	-
SAW-CUT GROOVING	SY	-	-	-	-	-	-
42" F-SHAPED PARAPET	LF	-	-	-	-	-	-
STRUCTURAL STEEL	LB	-	-	-	-	-	-
WEATHERING STEEL FIXED BEARING ASSEMBLY	EA	-	-	-	-	-	-
WEATHERING STL EXP. BEARING ASSEMBLY	EA	-	-	-	-	-	-
CLASS AA CONCRETE	CY	-	-	-	-	-	-
CLASS A CONCRETE	CY	-	-	-	-	-	-
SLOPE WALL (5")	SY	-	-	-	-	-	-
REINFORCING STEEL	LB	-	-	-	-	-	-
EPOXY COATED REINFORCING STEEL	LB	-	-	-	-	-	-
PAINTING EXISTING STRUCTURES	LSUM	-	-	-	-	-	-
COLLECTION AND HANDLING OF WASTE	LSUM	-	-	-	-	-	-
WATER REPELLENT (VISUALLY INSPECTED)	SY	-	-	-	-	-	-
ELASTOMERIC COATING	SF	-	-	-	-	-	-
SEALED EXPANSION JOINT	LF	-	-	-	-	-	-
SEALER CRACK PREPARATION	LF	-	-	-	-	-	-
SEALER RESIN	GAL	-	-	-	-	-	-
(PL)REPAIR BRIDGE ITEMS	EA	-	-	-	-	-	-
FENCE-STYLE CLF (8'HIGH, CLASS A)	LF	-	-	-	-	-	-

INDEX OF SHEETS

SHEET NO.	SHEET DESCRIPTION
AB01-AB03	NOTES AND SUMMARY OF PAY QUANTITIES - BRIDGE
BO01-BO04	GENERAL PLAN AND ELEVATION - BRIDGE A

STRUCTURAL AND FOUNDATION DESIGN DATA

MATERIAL:
 CLASS A CONCRETE, $f'c = 3,000$ PSI
 CLASS AA CONCRETE, $f'c = 4,000$ PSI
 REINFORCING STEEL, $f_y = 60,000$ PSI
 STRUCTURAL STEEL, ASTM A 709, GRADE 36, $F_y = 36,000$ PSI

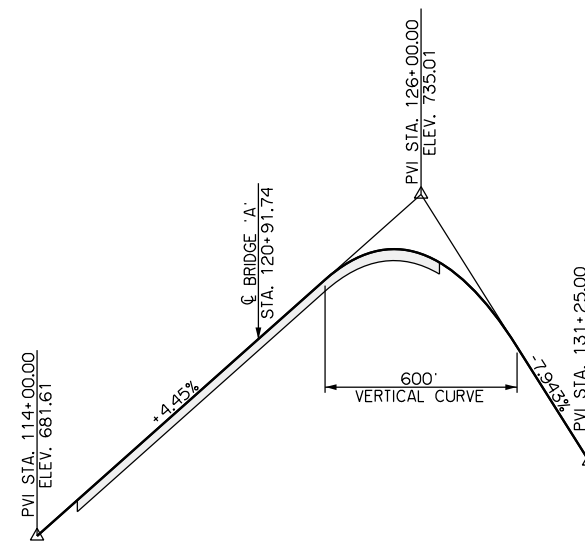
DESIGN LOADING:
 AASHTO HL-93
 5 PSF STAY-IN-PLACE FORMS
 20 PSF FUTURE WEARING SURFACE

DESIGN:
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION
 ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE

HL-93 INVENTORY RATING FACTOR: X.XX
 HL-93 OPERATING RATING FACTOR: X.XX

REQUIRED STANDARD DRAWINGS

2019 ROADWAY	2009 BRIDGE
LECS-5-2	FSHP-42-2-00E
	EJ-SQ-04E
	EJ-SK-04E
	EJ-DTL-02E



DESIGN PROFILE DATA
 FINISH GRADE ALONG CRL

2ND STREET RAMP OVER I-244, BNSF AND TULSA COUNTY
 SS RAILROADS AND HEAVY TRAFFIC WAY
 BRIDGE 'A'
GENERAL PLAN AND ELEVATION - BRIDGE A
(SHEET NO. 4 OF 4)
 THIRTEEN SPAN (45'-112'-92'-90':90':90'-90':90':90'-80'-80'-80'-30')
 TANGENT AND CURVED STEEL I-GIRDER BRIDGE WITH 22'-0" CLEAR
 ROADWAY AND 42" F-SHAPED PARAPETS AT CRL STA. 120+91.74
 STATE JOB NO. 30367(04) SHEET NO. B004

SUGGESTED MESSAGE:
WEST 2ND ST USE
FAIRVIEW ST EXIT

SUGGESTED MESSAGE:
DETOUR WEST 2ND STREET
EXIT NOW

SUGGESTED MESSAGE:
DETOUR WEST 2ND STREET
EXIT NOW

SUGGESTED MESSAGE:
WEST 2ND ST USE
EXIT 6A

SUGGESTED MESSAGE:
WEST 2ND STREET
USE QUANAH AVE

SUGGESTED MESSAGE:
DETOUR WEST 2ND STREET
EXIT NOW

ROAD CLOSED R11-2

A	DETOUR	M4-8E
1		M5-1(L)
2		M6-1(L)
3		M5-1(R)
4		M6-1(R)
5		M6-3
6	END	M4-6

KEY
 SIGN WITH POST
 TRAFFIC FLOW
 PORTABLE CHANGEABLE MESSAGE SIGN

2ND STREET RAMP OVER I-244, BNSF AND
 SS RAILROADS AND HEAVY TRAFFIC WAY
 BRIDGE 'A'

TULSA COUNTY

DETOUR ROUTE

