

REV. NO.	DESCRIPTION	REVISIONS	DATE

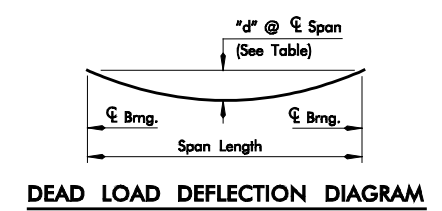
DESIGN DATA

LOADING: MS 18+1 kPa Future Wearing Surface

CONCRETE: (26-28-30 m Spans)
 $f_c = 41 \text{ MPa}$
 $f_{ci} = 31 \text{ MPa}$

CONCRETE: (32 m Span)
 $f_c = 55 \text{ MPa}$
 $f_{ci} = 41 \text{ MPa}$

FABRICATOR SHALL PROVIDE REQUIRED DESIGN STRENGTH



SPAN	DEAD LOAD DEFLECTION "d"	OPERATING RATING
26	18	HS 58
28	25	HS 58
30	33	HS 57
32	42	HS 59

GENERAL NOTES

PRESTRESSED CONCRETE BEAMS:
CHAMFER REQUIREMENT: Chamfer all exposed edges of P.C. Beams 19 unless otherwise noted.
FORMS & PALLETS: All beams shall be cast in concrete floored pallets and metal forms.
FINISH: Top of beams to be rough floated. At approximately the time of initial set, entire top of beam shall be scrubbed transversely with coarse wire brush to remove all laitance and to produce a roughened surface for bonding slab.
CEMENT: Type I or III Portland Cement may be used for the Prestressed Concrete Beams.
HANDLING: In the handling of the beams, they must be maintained in an upright position at all times and must be picked up from the lifting eye provided at the beam ends. Disregard of this requirement may lead to collapse of the member.
SPECIFICATIONS FOR STEEL STRANDS: Grade 270, 7-wire, uncoated, low relaxation steel strand shall conform to the requirements of AASHTO M203 (ASTM A-416) and Supplement I.
STRAND: All strands shall be the size and type as shown on the Plans. Initial load per strand shall be 75% of the breaking strength of strand for low relaxation strand.
TREATMENT OF CUT STRANDS: All cut off strands that will be exposed are to be coated with two coats of an approved zinc rich paint (minimum 80 μm). Painting to be done by fabricator.
SHOP DRAWINGS: The Contractor shall have his Prestressed Concrete Beam Fabricator furnish the Bridge Engineer, for his approval, two sets of checked shop drawings. Shop drawings shall show the casting length center to center of bearings, and the calculated prestress shortening. One copy shall be returned to the fabricator with any desired corrections indicated. The fabricator shall then furnish the Bridge Engineer with as many, generally seven, corrected copies of the shop drawings as may be required for approval and distribution. The approval of the shop drawings in no way relieves the Contractor or his fabricator of the responsibility for mistakes on the shop drawings.

The Prestressed Concrete Beams may be redesigned to use "Debonded" and or 15 mm strands rather than the "Draped" strands shown. The New Design and Structural Calculations for "Debonded" and or 15 mm strands must be prepared by and sealed by a Professional Engineer registered in the State of Oklahoma and submitted to the Bridge Engineer for approval.

If "Debonded" Strands are used the "U" bars shall extend an additional 1200 mm, toward the middle of the span, just past the point of debonding.

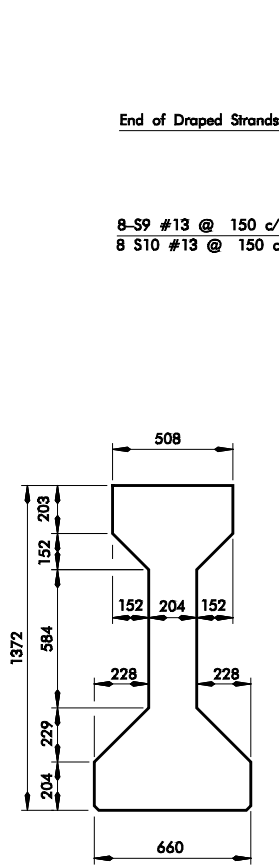
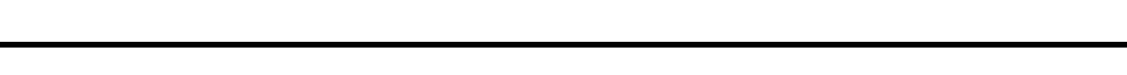
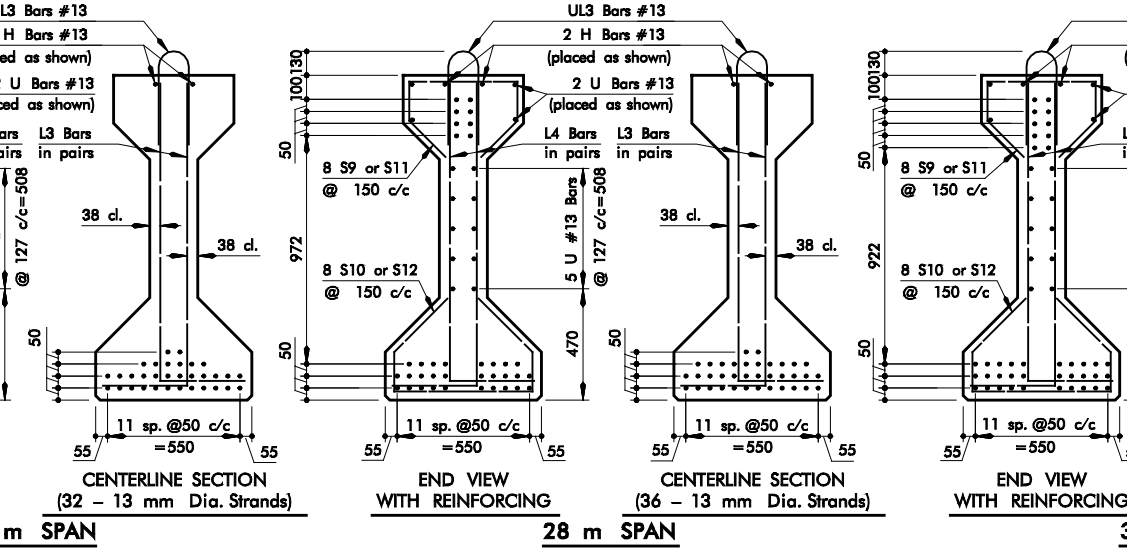
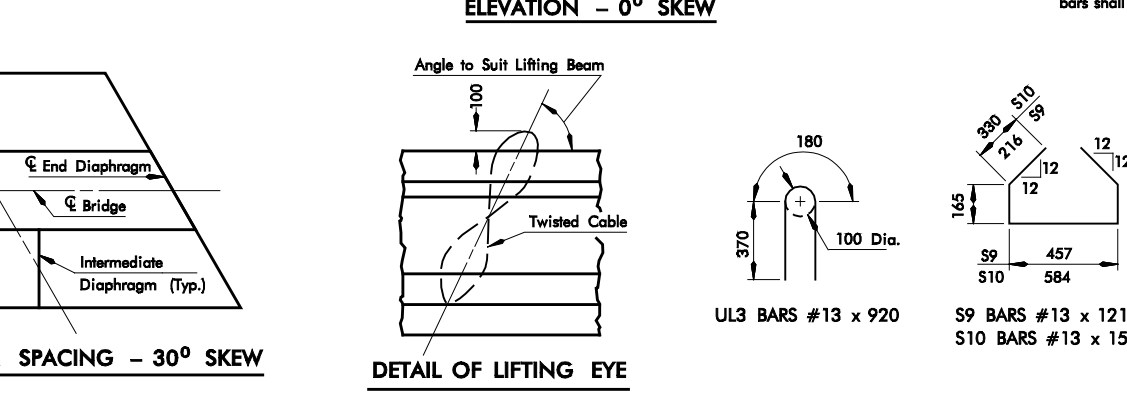
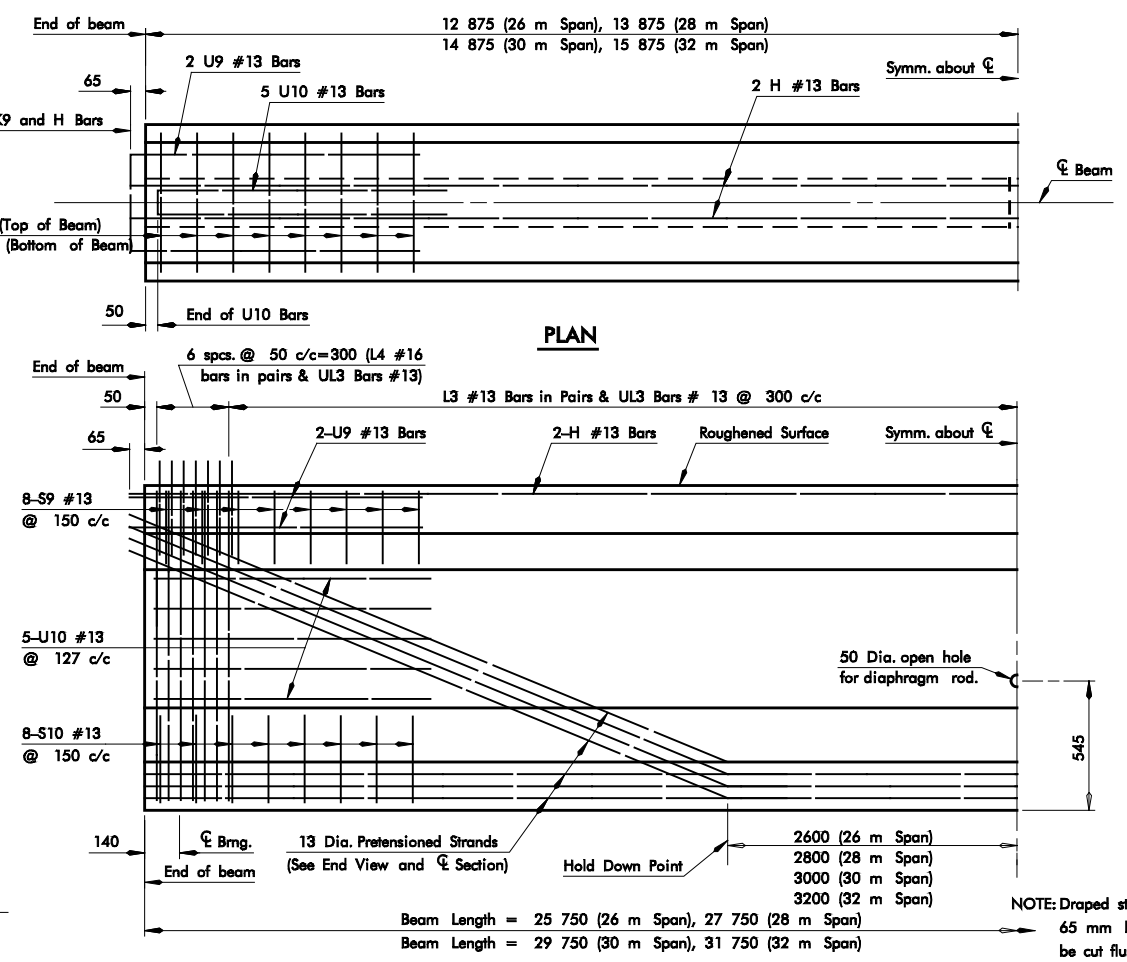
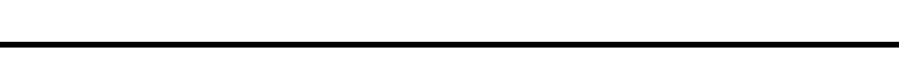
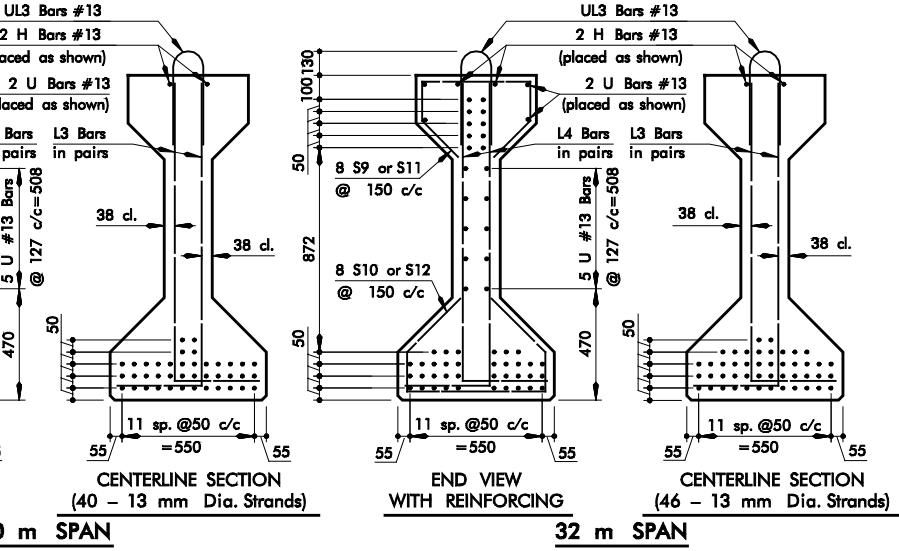
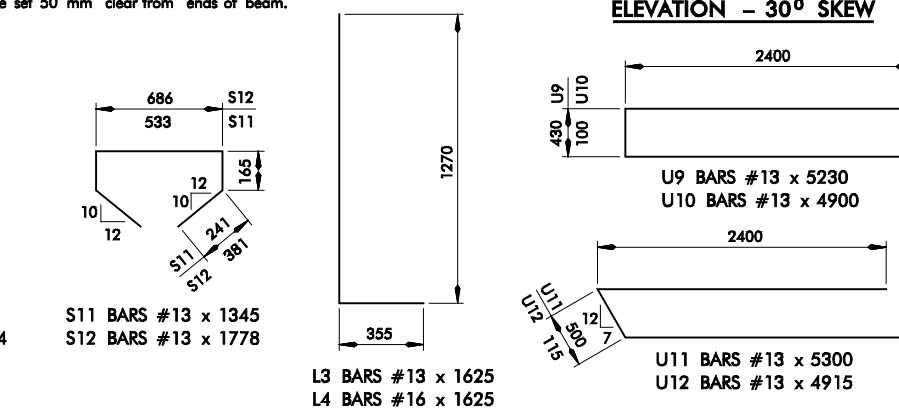
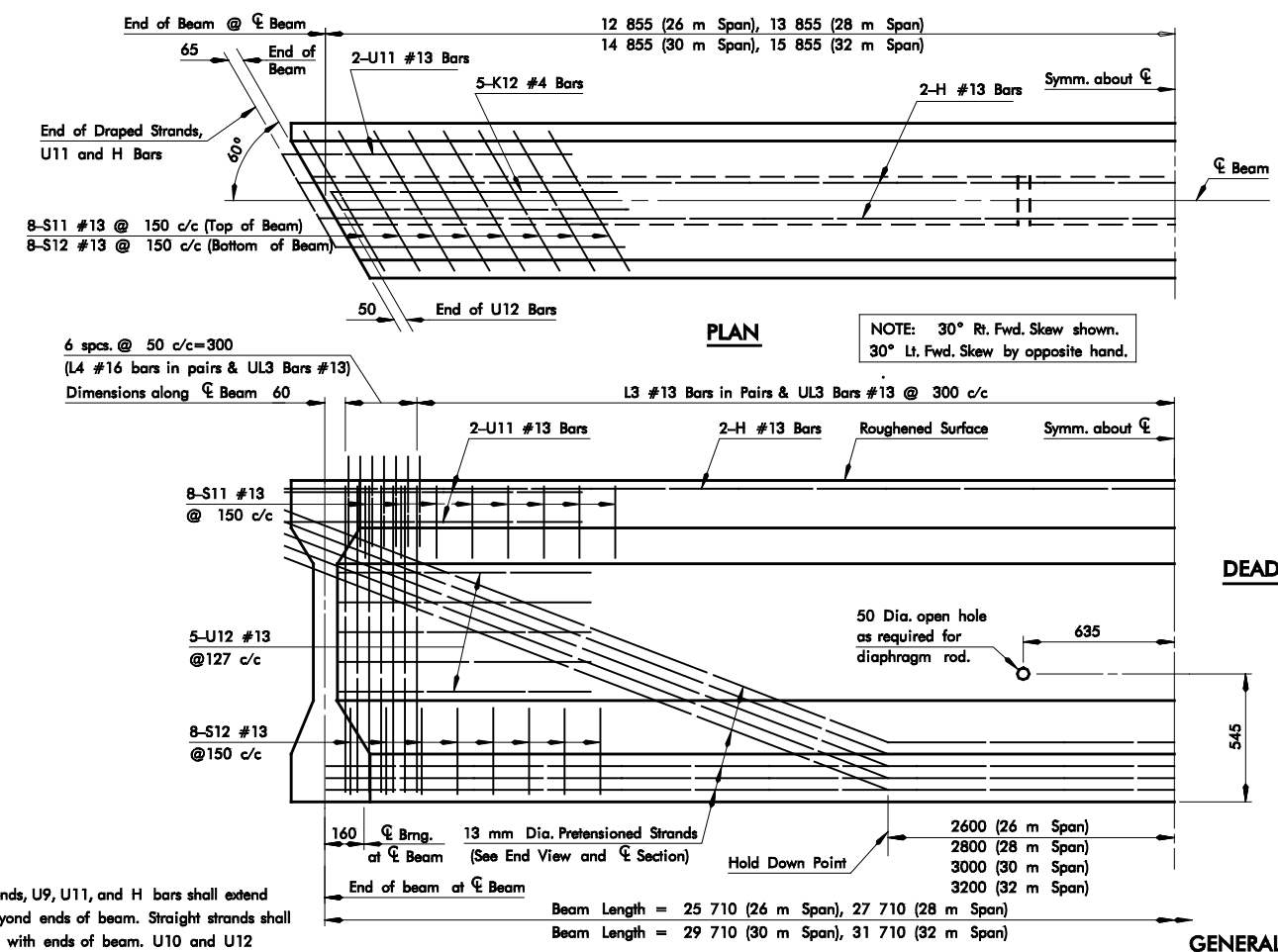
APPROVED BY BRIDGE ENGINEER _____ DATE _____

OKLAHOMA DEPT. OF TRANSPORTATION
COUNTY BRIDGE STANDARD (METRIC)
P.C. BEAM ELEVATIONS AND SECTIONS
TYPE IV - 7.8 m RDY

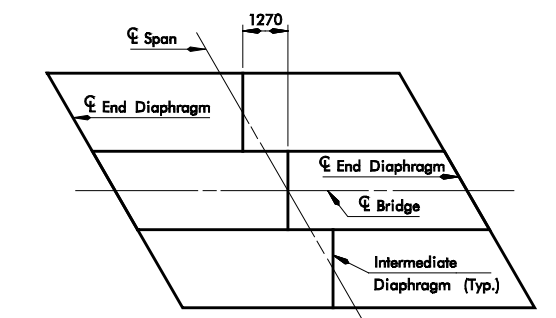
1999 SPECIFICATIONS

ALL DIMENSIONS ON THIS SHEET IN MILLIMETERS UNLESS OTHERWISE NOTED.

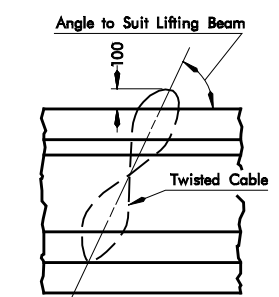
PCB7-1 OOM CB-36M



SECTION THRU BEAM



TYPICAL DIAPHRAGM SPACING - 30° SKEW



DETAIL OF LIFTING EYE

