



<p>ABUTMENT TYPE II, B, III, C AND IV (TYPE BT-72 AND TYPE J SIMILAR)</p>	<p>INTERMEDIATE DIAPHRAGM TYPE II, B, III, C AND IV</p>	<p>FIXED PIER WITH STANDARD CAP TYPE II, B, III, C AND IV SHOWN</p>	<p>FIXED PIER WITH STEPPED CAP TYPE II, B, III, C AND IV SHOWN</p>	<p>EXPANSION PIER WITH STANDARD CAP TYPE II, B, III, C AND IV SHOWN</p>	<p>EXPANSION PIER WITH STEPPED CAP TYPE IV AND TYPE BT-72 OR TYPE J SHOWN</p>	<p>INTERMEDIATE DIAPHRAGM TYPE BT-72 AND TYPE J</p>
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LONGITUDINAL SECTION

STAY-IN-PLACE DECK FORM NOTES

Stay-In-Place Steel Deck Forms may be used if the minimum Deck Slab thickness of 8" is obtained by measuring from the top of the Deck Slab to the top portion of the steel corrugation. No additional concrete weight of the Deck Slab is permitted. Additional steel of the Deck Forms shall not exceed 5 P.S.F.

Stay-In-Place Prestressed Concrete Deck Forms may be used if the following conditions are met:

- (1) Shop drawings and structural calculations for the forms are submitted to the Bridge Engineer for approval.
- (2) A new structural design, structural calculations, and a new reinforcing schedule for the Deck Slab is submitted to the Bridge Engineer for approval.
- (3) Shop drawings, new Deck Slab reinforcing schedule, structural designs, and calculations shall be prepared by and sealed by a Professional Engineer registered in the State of Oklahoma.

All costs associated with the use of Stay-In-Place Forms, including all materials, labor, equipment, incidentals, and professional services shall be at the Contractor's expense. For additional information concerning the use of Stay-In-Place Forms, see Section 502 of the Specifications.

DECK SLAB NOTES

The Deck Slab shall be poured one span at a time. No adjacent span at a Fixed Pier shall be poured until at least 48 hours after any adjacent pour has been completed.

Construction Joints at the Fixed Piers shall not be keyed. In the event of an emergency, pouring of Deck Slab may be halted with a Construction Joint made perpendicular to the direction of traffic as directed by the Engineer. Longitudinal reinforcing shall be continuous thru all Construction Joints. No heavy equipment will be permitted on the finished Deck Slab within 5' of any Construction Joint until the Deck Slab is in place on both sides of the respective joint. All Construction Joints within the Deck Slab shall be sealed using High Molecular Weight Methacrylate in accordance with the Special Provision "CONCRETE SURFACE REPAIR BY SEALING". All cost of the High Molecular Weight Methacrylate Sealer shall be included in the contract unit price of "(SP) SEALER RESIN". All cost for equipment and labor for the installation of the High Molecular Weight Methacrylate Sealer shall be included in the contract unit price of "(SP) SEALER CRACK PREPARATION". Do not Time within 6" of any Construction Joint.

SCHEDULE FOR DIMENSION H	
P.C. BEAM	H
TYPE II	4'-4 1/8"
TYPE B	4'-2 1/8"
TYPE III	5'-0 5/8"
TYPE C	4'-7 5/8"
TYPE IV	5'-9 5/8"
TYPE BT-72	7'-4 5/8"
TYPE J	7'-4 5/8"

- ① Dimension is from top of Deck Slab to bottom of Bearing Assembly at Bearing.
- ② Fixed Pier designation indicates continuous Deck Slab over Pier. Engineer shall determine whether Fixed or Expansion Bearing Assembly is required.
- ③ Expansion Pier designation indicates Sealed Expansion Joint in Deck Slab over Pier. Expansion Pier requires Expansion Bearing Assemblies for at least one of the spans. Engineer shall determine whether Fixed or Expansion Bearing Assemblies are required for the adjacent span.

Do not place the concrete for the Deck Slab or apply other massive loads to the Beams or Diaphragms until the concrete in the Diaphragms has been in place a minimum of 10 days or at the discretion of the Engineer. This time may be shortened if the concrete has attained 80% of the specified compressive strength.

APPROVED BY BRIDGE ENGINEER <i>Robert J. ...</i>	DATE 3-7-08
OKLAHOMA DEPT. OF TRANSPORTATION BRIDGE STANDARD (ENGLISH) <b>LONGITUDINAL SECTION</b> P.C. BEAMS CONVENTIONAL	
1999 SPECIFICATIONS	B40-C-LSECT-PCB
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