



ABUTMENT
TYPE II, B, III, C AND IV (TYPE BT-72 AND TYPE J SIMILAR)

INTERMEDIATE DIAPHRAGM
TYPE II, B, III, C AND IV

FIXED PIER WITH STANDARD CAP
TYPE II, B, III, C AND IV SHOWN

FIXED PIER WITH STEPPED CAP
TYPE II, B, III, C AND IV SHOWN

EXPANSION PIER WITH STANDARD CAP
TYPE II, B, III, C AND IV SHOWN

EXPANSION PIER WITH STEPPED CAP
TYPE IV AND TYPE BT-72 OR TYPE J SHOWN

INTERMEDIATE DIAPHRAGM
TYPE BT-72 AND TYPE J

LONGITUDINAL SECTION

STAY-IN-PLACE DECK FORM NOTES

The Contractor may use Stay-In-Place Steel Deck Forms 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. Preformed Corrugation Filler, composed of Polystyrene or other material, may be used if bonded to the Deck Forms. No additional concrete weight of the Deck Slab is permitted. The total additional weight of the Deck Form and Filler shall not exceed 5 p.s.f. The Department considers all costs of Stay-In-Place Steel Deck Forms to be included in the contract unit price of CLASS AA CONCRETE.

- The Contractor may substitute Stay-In-Place Prestressed Concrete Deck Forms, at no additional cost to the Department, if the following conditions are met:
- (1) The Bridge Engineer approves shop drawings and structural calculations for the forms submitted by the Contractor.
 - (2) The Bridge Engineer approves new structural design, structural calculations, and a new reinforcing schedule for the Deck Slab submitted by the Contractor.
 - (3) Shop drawings, new Deck Slab reinforcing schedule, structural designs, and calculations are prepared and sealed by a Professional Engineer licensed in the State of Oklahoma.

DECK SLAB NOTES

Epoxy-coat or galvanize steel items used to facilitate construction, such as Deck Form Hangers, Ty-Bar Clips, Insert Weld Anchors, or other appurtenances, that will remain in place in the Deck Slab. Epoxy-coat in accordance with AASHTO M284 or galvanize in accordance with AASHTO M111.

In the event of an emergency, halt the placement of concrete by forming a Construction Joint made perpendicular to the direction of traffic or as directed by the Engineer. Do not place any heavy equipment on the finished Deck Slab within 5' of any Construction Joint until concrete is in place on both sides of the respective joint and at least 48 hours has elapsed since concrete placement.

Seal all Deck Slab Construction Joints with High Molecular Weight Methacrylate in accordance with Section 523 of the Specifications. Include all cost of equipment and labor for the installation of the High Molecular Weight Methacrylate Sealer in the contract unit price of "SEALER CRACK PREPARATION". Include all cost of the High Molecular Weight Methacrylate Sealer in the contract unit price of "SEALER RESIN". The Department will not measure the preparation and sealer of emergency construction joints for payment.

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. The Engineer may approve shortened time if the Beam and Diaphragm concrete has attained 80% of the specified compressive strength.

SCHEDULE FOR DIMENSION H	
P.C. BEAM	H
TYPE II	4'-1 5/8"
TYPE B	3'-11 5/8"
TYPE III	4'-11 5/8"
TYPE C	4'-6 5/8"
TYPE IV	5'-9 5/8"
TYPE BT-72	7'-5 1/8"
TYPE J	7'-5 5/8"

- (1) Dimension is from top of Deck Slab to bottom of Bearing Assembly at C Bearing.
- (2) Fixed or Continuous Expansion designation indicates continuous Deck Slab over Pier. See GENERAL PLAN AND ELEVATION sheet for locations of Fixed or Continuous Expansion Bearing Assemblies. Install Fixed Bearing Assemblies at Fixed Bearing locations and install Expansion Bearing Assemblies at Continuous Expansion Bearing locations.
- (3) Expansion designation indicates Sealed Expansion Joint in Deck Slab over Pier. Expansion Pier requires Expansion Bearing Assemblies for at least one of the spans. See GENERAL PLAN AND ELEVATION sheet for locations of Expansion Bearing Assemblies and, if required, Fixed Bearing Assemblies.

APPROVED BY BRIDGE ENGINEER *Scott J. Smith* DATE *4/2/10*

OKLAHOMA DEPT. OF TRANSPORTATION
BRIDGE STANDARD (ENGLISH)
LONGITUDINAL SECTION
P.C. BEAMS
CONVENTIONAL

2009 SPECIFICATIONS | B40-C-LSECT-PCB | 04E
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