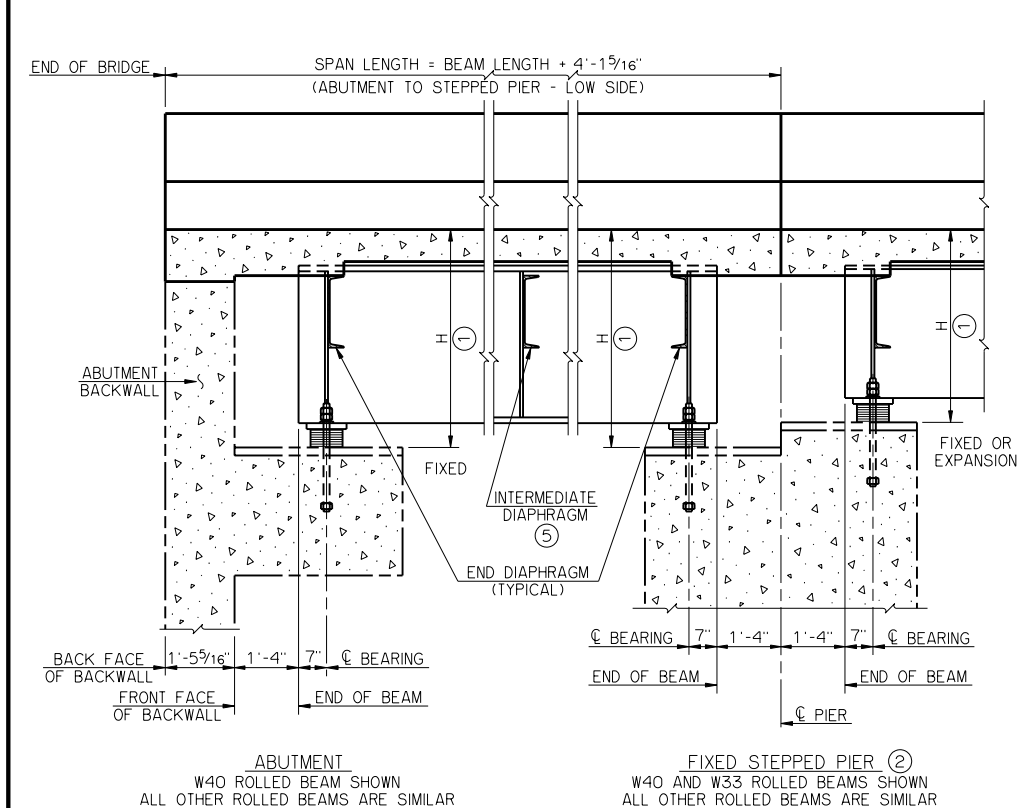
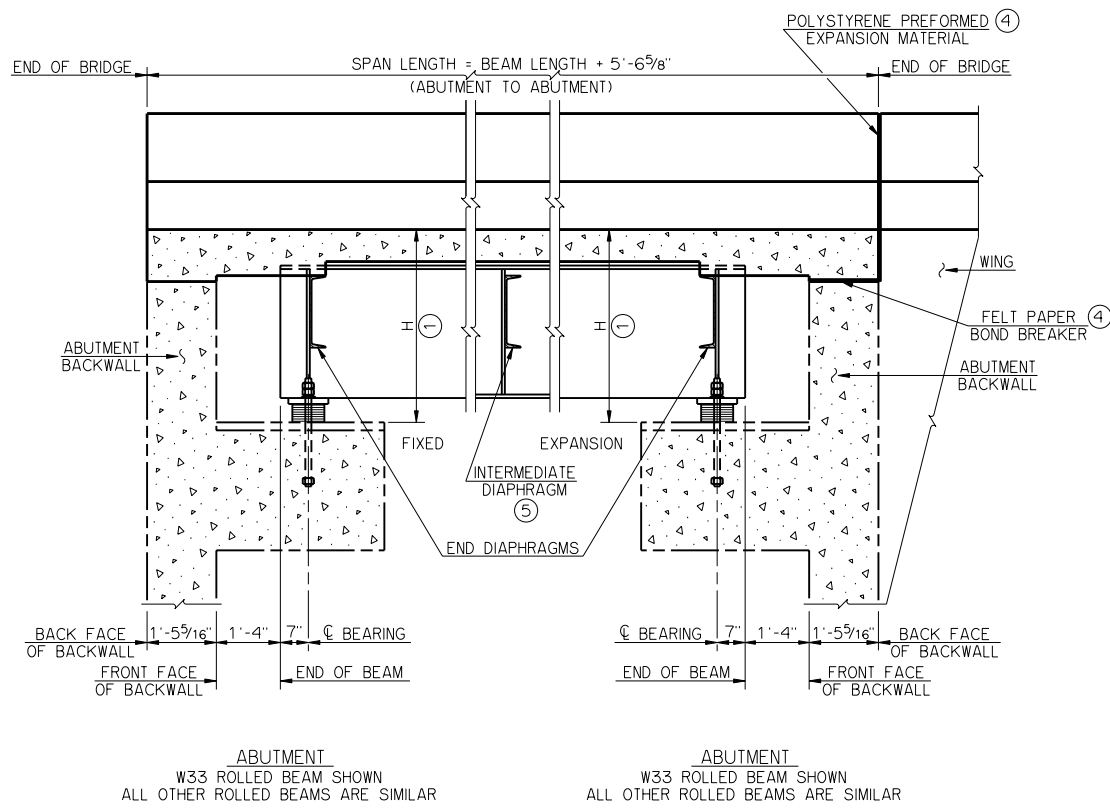


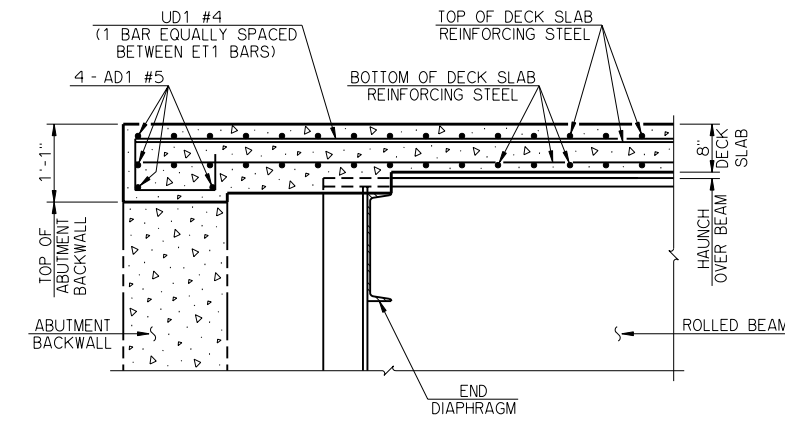
LONGITUDINAL SECTION



LONGITUDINAL SECTION



LONGITUDINAL SECTION



TYPICAL SLAB REINFORCING AT ABUTMENT BACKWALL

- DIMENSION IS FROM TOP OF DECK SLAB TO BOTTOM OF BEARING ASSEMBLY AT C BEARING.
- FIXED PIER DESIGNATION INDICATES CONTINUOUS DECK SLAB OVER PIER. ENGINEER SHALL DETERMINE WHETHER FIXED OR EXPANSION BEARING ASSEMBLIES ARE REQUIRED.
- EXPANSION PIER DESIGNATION INDICATES EXPANSION JOINT IN DECK SLAB OVER PIER. EXPANSION PIER REQUIRES EXPANSION BEARING ASSEMBLIES IN AT LEAST ONE OF THE SPANS. ENGINEER SHALL DETERMINE WHETHER FIXED OR EXPANSION BEARING ASSEMBLIES ARE REQUIRED IN THE ADJACENT SPAN.
- AT EXPANSION ABUTMENTS, FELT PAPER BOND BREAKER SHALL BE PLACED ON TOP OF THE BACKWALL FOR THE FULL WIDTH OF THE DECK SLAB, AND 3/4" THICK POLYSTYRENE PREFORMED EXPANSION MATERIAL SHALL BE PLACED BETWEEN THE END OF THE DECK SLAB AND THE ENDS OF THE WINGS AND BETWEEN THE ENDS OF THE CONCRETE TRAFFIC RAILS (TR3) ON THE DECK SLAB AND WINGS. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
- ONLY ONE INTERMEDIATE DIAPHRAGM SHOWN. SEE "ROLLED BEAM DETAILS" FOR ACTUAL NUMBER OF INTERMEDIATE DIAPHRAGMS.

SCHEDULE FOR DIMENSION H

SPAN	H
30'	3'-4 <sup>7</sup> / <sub>8</sub> "
35'	3'-4 <sup>7</sup> / <sub>8</sub> "
40'	3'-5 <sup>1</sup> / <sub>16</sub> "
45'	3'-7 <sup>5</sup> / <sub>16</sub> "
50'	3'-9 <sup>3</sup> / <sub>4</sub> "
55'	3'-10 <sup>1</sup> / <sub>8</sub> "
60'	4'-0 <sup>3</sup> / <sub>4</sub> "
65'	4'-2 <sup>1</sup> / <sub>16</sub> "
70'	4'-3"
75'	4'-5 <sup>3</sup> / <sub>16</sub> "
80'	4'-5 <sup>5</sup> / <sub>8</sub> "
85'	4'-5 <sup>5</sup> / <sub>16</sub> "
90'	4'-5 <sup>5</sup> / <sub>8</sub> "
95'	4'-6"
100'	4'-6"

APPROVED BY BRIDGE ENGINEER *Robert J. Rusch* DATE 10/16/05

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
COUNTY BRIDGE STANDARD (ENGLISH)

LONGITUDINAL SECTION  
ROLLED BEAMS

32' CLEAR ROADWAY - CONVENTIONAL - SKEWED 30°

1999 STANDARD SPECIFICATIONS CB32-C-SK30-LSECT-RB OOE  
CB-606E