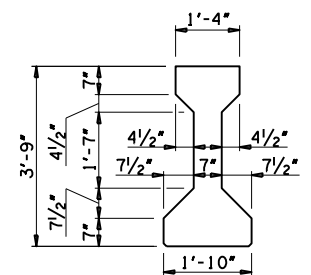
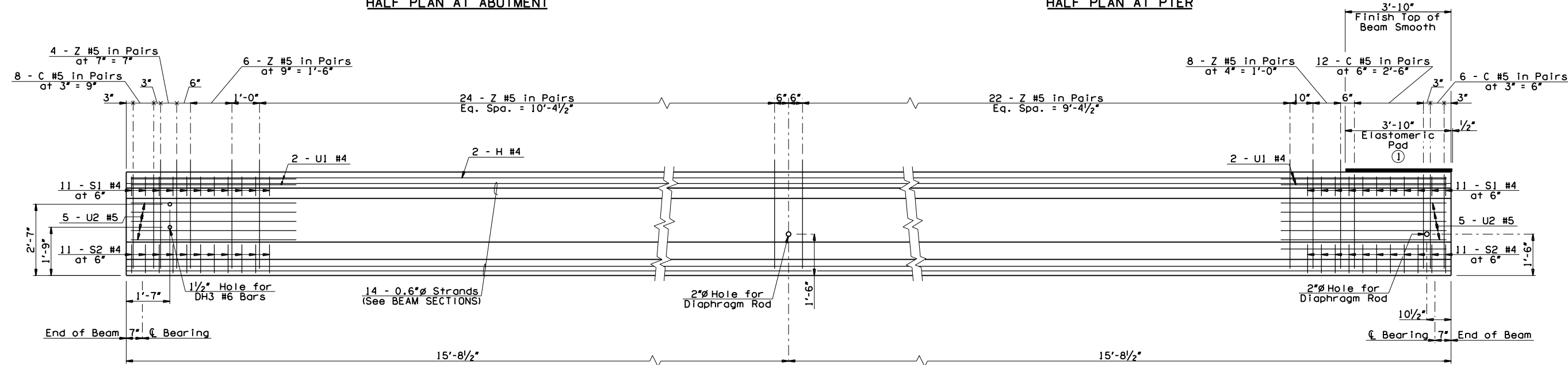


HALF PLAN AT ABUTMENT

HALF PLAN AT PIER



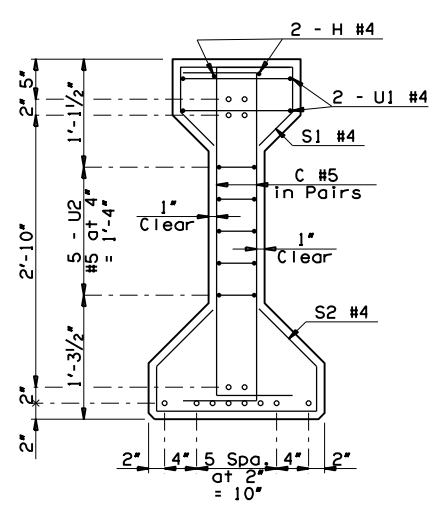
END VIEW
(Type III P.C.B.)



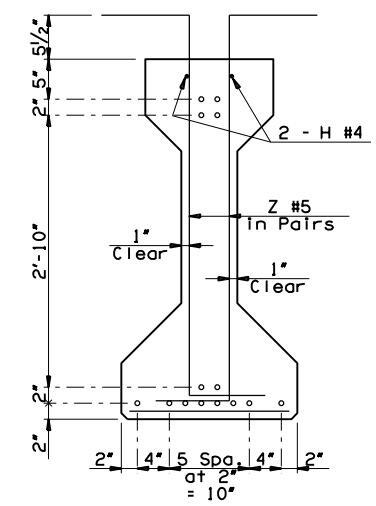
HALF ELEVATION AT ABUTMENT

HALF ELEVATION AT PIER

① Provide Elastomeric Pad with a 50 durometer hardness and consisting of a single layer 1/2" thick x 1'-4" wide x 3'-10 1/2" long. Extend pad 1/2" beyond the end of beam as shown.

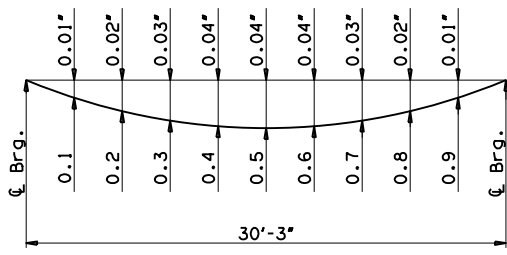


END SECTION



SECTION

BEAM SECTIONS
(14- 0.6" Ø STRANDS)



DEAD LOAD DEFLECTION DIAGRAM

NOTE:
The Dead Load Deflection shown above at the tenth points are the initial deflections due to Deck Slab + Diaphragms + Haunch + Concrete Traffic Rail. It does not include the Beam weight or Future Wearing Surface.

NOTE:
For bar bends and embedded plate details, see Sheet No. 124.

PRESTRESSED CONCRETE BEAM NOTES

COMPRESSIVE STRENGTH
The required compressive strength of the concrete is 4,500 p.s.i. at transfer of prestress and 6,000 p.s.i. at 28 days.

STRAND TYPE
The required strand type is low-relaxation. Use strands having a nominal diameter of 0.6" with ultimate tensile strength of 270 k.s.i.

LFD OPERATING RATING - 3.59
The Operating Rating shown is based on a nominal strength using only strands that are bonded for the full length of the beam. All partially bonded strands are neglected in strength computations.

145TH OVER I-44 BRIDGE 'A'	TULSA & ROGERS COUNTIES	DESIGN JMO 1/14
		DETAIL SJL 2/14
		CHECK BRT 3/14
32'-0" BEAM DETAILS (TYPE III)		
GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 21899(04)	SHEET NO. 122	