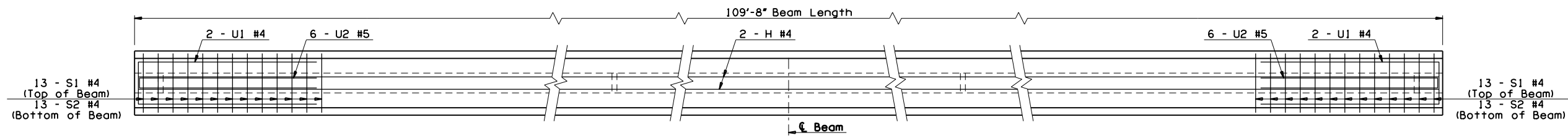
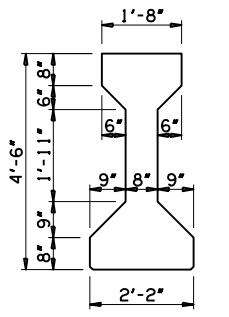


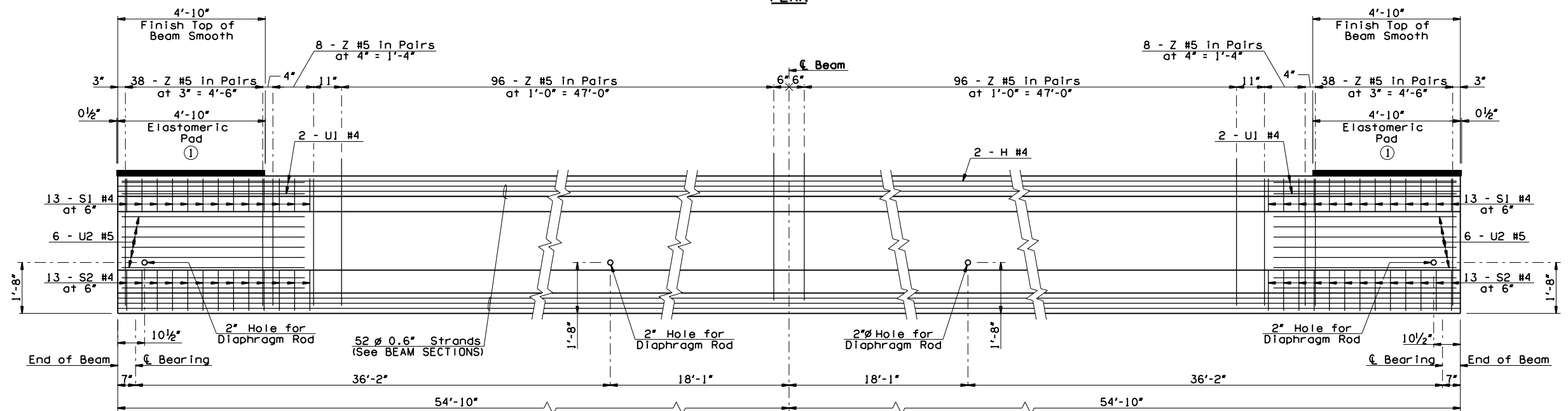
DEBOND SCHEDULE	
DEBOND PAIR	DEBOND LENGTH FROM END OF BEAM
B1	32'-0"
D1	22'-0"
C2	10'-0"
E2	10'-0"
B3	4'-0"
D3	4'-0"



PLAN

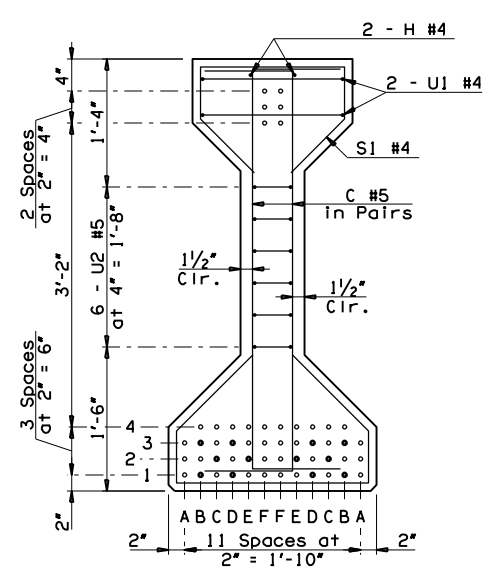


END VIEW
(Type IV P.C.B.)

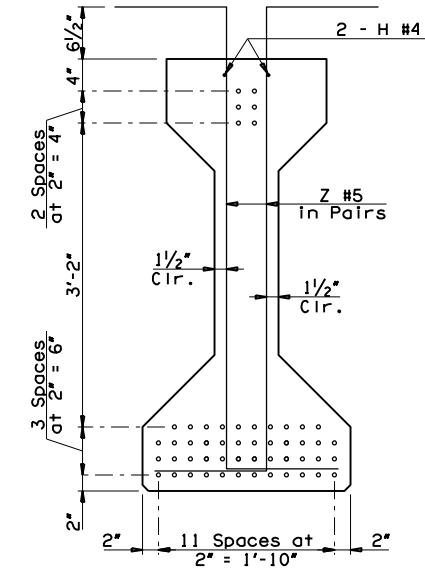


ELEVATION

① Provide Elastomeric Pad with a 50 durometer hardness and consisting of a single layer 2 1/2\"/>

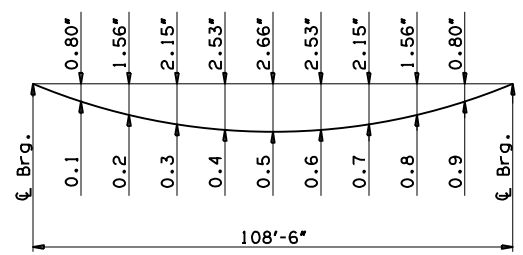


END SECTION



SECTION

BEAM SECTIONS
(52 - 0.6\"/>



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 7,000 p.s.i. at transfer of prestress and 10,000 p.s.i. at 28 days.

STRAND TYPE
The required strand type is low-relaxation. Use strands having a nominal diameter of 0.6\"/>

LFD OPERATING RATING - 1.73
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
110'-0" BEAM DETAILS (TYPE IV)		
GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 21899(04)	SHEET NO. 123	