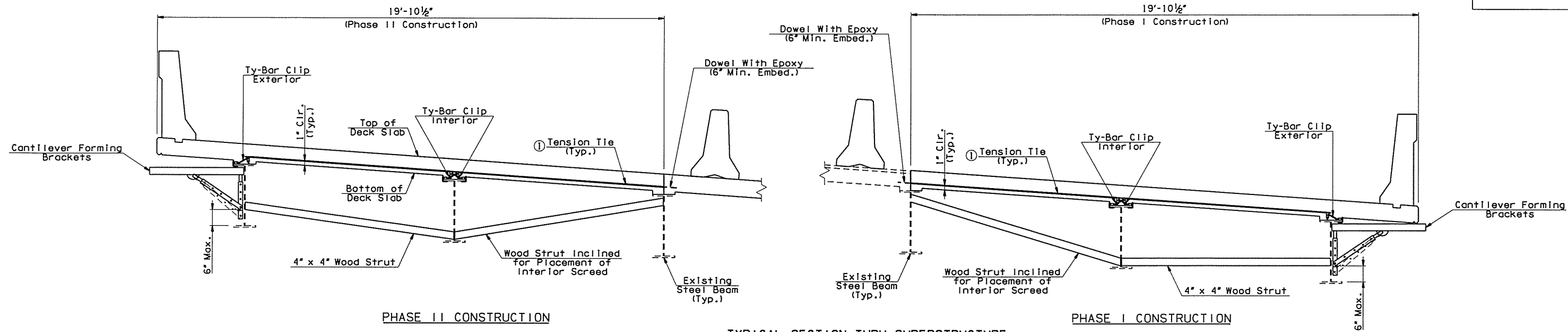


OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.	29775(04)				
DESCRIPTION						DATE
REVISIONS						

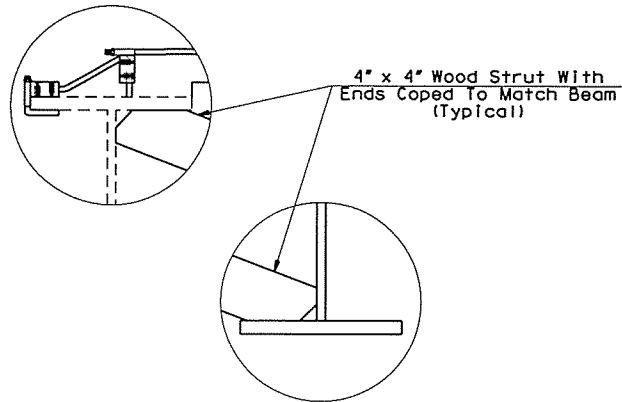
① Bracing and tension ties shall not be spaced at intervals greater than 4'-0".



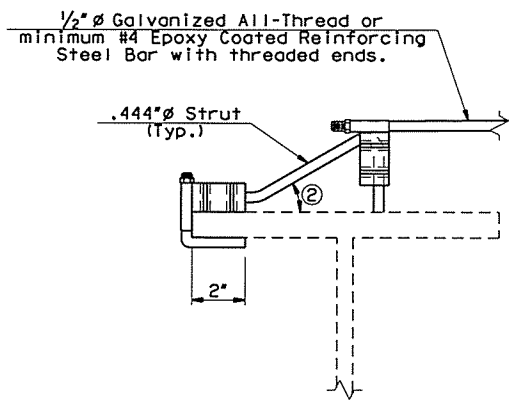
PHASE II CONSTRUCTION

PHASE I CONSTRUCTION

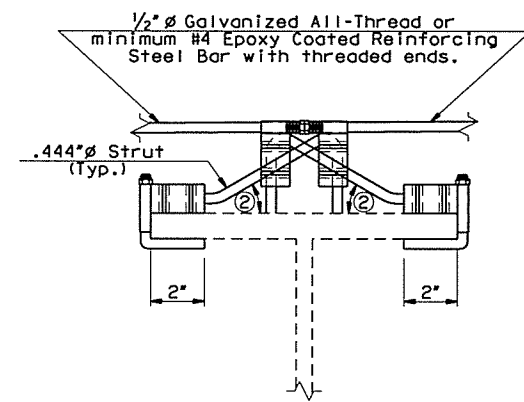
TYPICAL SECTION THRU SUPERSTRUCTURE
(Span Nos. 1 & 3, Span No. 2 similar)



4\"/>

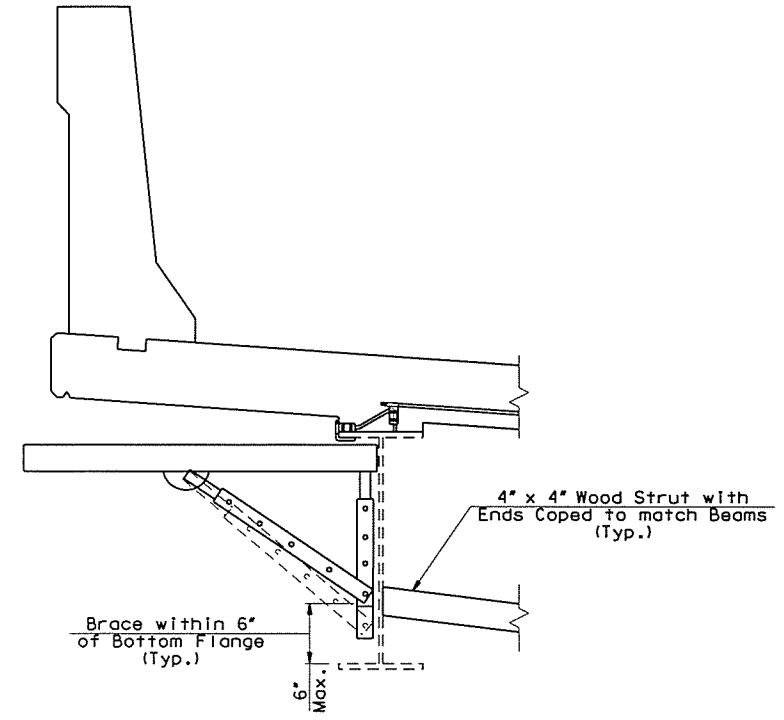


TY-BAR CLIPS EXTERIOR
(Epoxy-Coated Connection Devices)



TY-BAR CLIPS INTERIOR
(Epoxy-Coated Connection Devices)

② Set angle to accommodate cross-slope of deck.



EXTERIOR BRACING MAXIMUM SETTING DETAIL

NOTES:
Submit drawings of the bracing system to the Bridge Engineer for approval. Bracing systems other than that shown may be used if design calculations and drawings of the proposed bracing system are submitted to and approved by the Bridge Engineer. Drawings and calculations of the proposed system shall be signed and sealed by a Professional Engineer licensed in the State of Oklahoma. Do not place Deck Slab concrete until bracing system is approved. The Department considers all cost for bracing to be included in other items of work.

Use adjustable Cantilever Forming Brackets at exterior Beams capable of being adjusted during the placement of Deck Slab concrete in order to maintain proposed grades at the Deck Slab overhang. If shims are to be used to adjust the Forming Brackets, provide the Bridge Engineer a method to predict crush and settlement of shims. Bear the leg brace of the Brackets on the Beam within 6\"/>

Use #4 epoxy coated reinforcing steel with threaded ends or galvanized all thread for Tension Ties. Place Tension Ties perpendicular to the Beams. Attach Tension Ties to the top flange of the Beams with Ty-Bar Clips as shown. Do not weld Ty-Bar Clips to the top flange of the Beams.

Wedge Hardwood Struts, or another material of an equivalent strength, between Beam webs within 6\"/>

ANCHORAGE SYSTEM:
The Contractor shall use an Anchorage System that has been approved by ODOT's materials division. The Anchorage System shall be capable of developing the full strength of the tension tie that is to be anchored. The embedment depth shown is to be adjusted to meet the Manufacturer's requirements. Anchorages shall be installed in accordance with the Manufacturer's specifications for the system used.

Drilling into the existing concrete to install the anchorage shall be accomplished without cutting existing concrete reinforcing steel bars. Prior to drilling, the Contractor shall locate and mark the existing concrete reinforcing steel bars with non-destructive tools, equipment and methods approved by the Engineer. If existing reinforcing steel bars are encountered during drilling, the drilling shall cease and the hole shall be grouted. The hole shall then be relocated to clear the existing reinforcing steel bars.

All costs of the Anchorage Assemblies including labor, materials, tools, drilling, and incidentals necessary to complete the work shown in the plans shall be included in the price bid per Cubic Yard of "CLASS AA CONCRETE".

I-44 OVER I-244 NB		TULSA COUNTY		DESIGN	JTR	5/16
BRIDGE "A"				DETAIL	JTR	5/16
				CHECK	BRT	5/16
				GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION					
JOB PIECE NO. 29775(04)		SHEET NO. 36				