



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

FIXED PIER
WITH
STEPPED CAP
TYPE II AND
TYPE BT-72
OR TYPE J
SHOWN

INTERMEDIATE
DIAPHRAGM
TYPE BT-72
AND TYPE J

LONGITUDINAL SECTION

STAY-IN-PLACE DECK FORM NOTES

Stay-In-Place Steel Deck Forms may be used 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. No additional concrete weight of the Deck Slab is permitted. Additional steel of the Deck Forms shall not exceed 5 p.s.f. Stay-In-Place Prestressed Concrete Deck Forms may be used if the following conditions are met:

- (1) Shop drawings and structural calculations for the forms are submitted to the Bridge Engineer for approval.
- (2) A new structural design, structural calculations, and a new reinforcing schedule for the Deck Slab is submitted to the Bridge Engineer for approval.
- (3) Shop drawings, new Deck Slab reinforcing schedule, structural designs, and calculations shall be prepared by and sealed by a Professional Engineer registered in the State of Oklahoma.

All costs associated with the use of Stay-In-Place Forms, including all materials, labor, equipment, incidentals, and professional services shall be at the Contractor's expense. For additional information concerning the use of Stay-In-Place Forms, see Section 502 of the Specifications.

① Dimension is from top of Deck Slab to bottom of Bearing Assembly at ϕ Bearing.

NOTE:
For Deck Slab Pouring Sequence Diagram, see SUPERSTRUCTURE BAR LIST.

SCHEDULE FOR DIMENSION H	
P.C. BEAM	H AT ABUTMENT / H AT PIER
TYPE II	3'-10" / 4'-4 1/8"
TYPE B	3'-8" / 4'-2 1/8"
TYPE III	4'-8" / 5'-0 5/8"
TYPE C	4'-3" / 4'-7 5/8"
TYPE IV	5'-6" / 5'-9 5/8"
TYPE BT-72	7'-1" / 7'-4 5/8"
TYPE J	7'-1" / 7'-4 5/8"

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. This time may be shortened if the concrete has attained 80% of the specified compressive strength.

APPROVED BY BRIDGE ENGINEER *Charles H. Wood* DATE 10-10-05

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

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