

① Elastomeric Pad shall have a 50 durometer hardness and consist of a single layer 3/4" thick x 1'-8" wide x 4'-10 1/2" long. The pad shall extend 1/2" beyond the end of the beam as shown.

**HALF ELEVATION AT ABUTMENT**

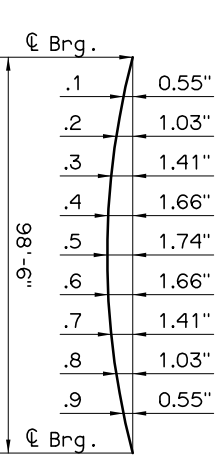
**HALF ELEVATION AT PIER**

**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.

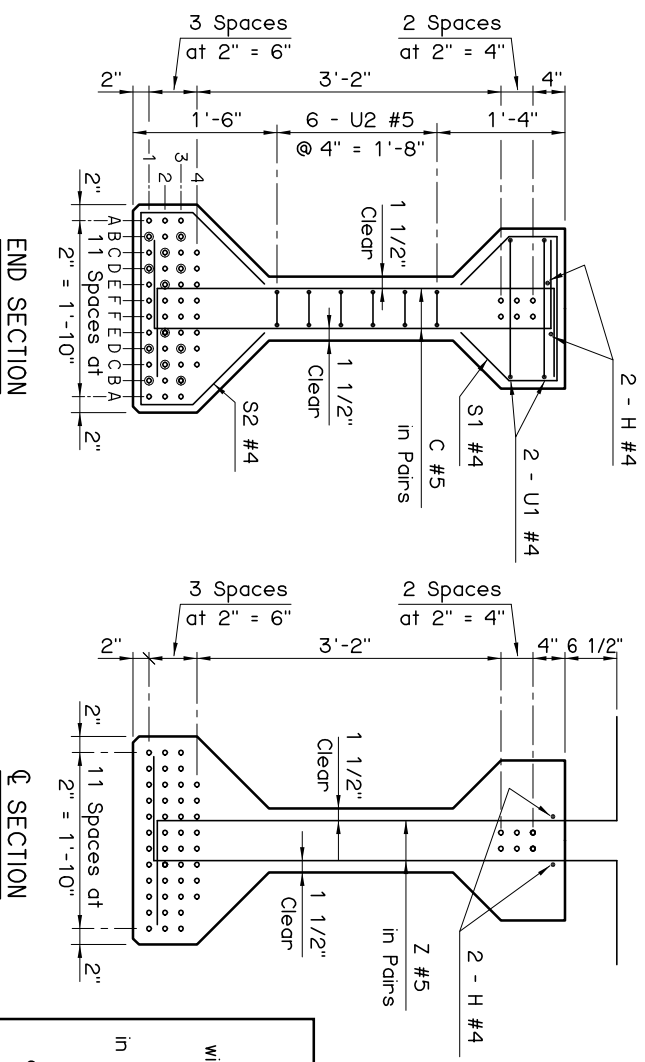
**STRAND TYPE**  
The required strand type is low-relaxation. Use strand having a nominal diameter of 0.6" with ultimate tensile strength of 270 k.s.i.

**LFD OPERATING RATING - HS 34.4**  
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.



**DEAD LOAD DEFLECTION DIAGRAM**

**NOTE:**  
The Dead Load Deflection shown above at the tenth points are the initial deflections due to Deck Slab + Diaphragms + 5 p.s.f. Deck Form Allowance + Concrete Traffic Rail. It does not include the Beam weight or Future Wearing Surface.



**END SECTION**

**SECTION**

DEBOND SCHEDULE	
DEBOND PAIR	DEBOND LENGTH FROM END OF BEAM
B1 & D1	28'-0"
C2 & E2	14'-0"
B3 & D3	7'-0"

**BEAM SECTIONS**  
(50 - 0.6" Ø STRANDS)

Information shown on this sheet is applicable only to the standard bridge cross-section with 40' Clear Roadway, 8" Deck Slab and 4 Beams at 11'-4" spacing. Stay-in-Place Deck Forms are permitted if the conditions listed in the STAY-IN-PLACE DECK FORM NOTES on LONGITUDINAL SECTION sheet are satisfied.

Any modification will require a custom design with an appropriate Dead Load Deflection Diagram.

APPROVED BY BRIDGE ENGINEER *Chad Head* DATE 12-1-04

OKLAHOMA DEPT. OF TRANSPORTATION  
BRIDGE STANDARD (ENGLISH)  
TYPE IV P.C. BEAM DETAILS  
100' SPAN  
INTEGRAL

1999 SPECIFICATIONS B40-I-PCB-IV-100 O1E B-111E