



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, AND IV
SHOWN

FIXED PIER
WITH
STEPPED CAP
TYPE II, B,
III, C AND IV
SHOWN

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

INTERMEDIATE
DIAPHRAGM
TYPE BT-72
AND TYPE J

LONGITUDINAL SECTION

STAY-IN-PLACE DECK FORM NOTES

The Contractor may use Stay-In-Place Steel Deck Forms 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. Preformed Corrugation Filler, composed of Polystyrene or other material, may be used if bonded to the Deck Forms. No additional concrete weight of the Deck Slab is permitted. The total additional weight of the Deck Form and Filler shall not exceed 5 p.s.f. The Department considers all costs of Stay-In-Place Steel Deck Forms to be included in the contract unit price of CLASS AA CONCRETE.

The Contractor may substitute Stay-In-Place Prestressed Concrete Deck Forms, at no additional cost to the Department, if the following conditions are met:

- (1) The Bridge Engineer approves shop drawings and structural calculations for the forms submitted by the Contractor.
- (2) The Bridge Engineer approves new structural design, structural calculations, and a new reinforcing schedule for the Deck Slab submitted by the Contractor.
- (3) Shop drawings, new Deck Slab reinforcing schedule, structural designs, and calculations are prepared and sealed by a Professional Engineer licensed in the State of Oklahoma.

① Dimension is from top of Deck Slab to bottom of Bearing Assembly at $\text{\textcircled{C}}$ 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'-1 5/8"
TYPE B	3'-8"	3'-11 5/8"
TYPE III	4'-8"	4'-11 5/8"
TYPE C	4'-3"	4'-6 5/8"
TYPE IV	5'-6"	5'-9 5/8"
TYPE BT-72	7'-1"	7'-5 1/8"
TYPE J	7'-1"	7'-5 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. The Engineer may approve shortened time if the Beam and Diaphragm concrete has attained 80% of the specified compressive strength.

APPROVED BY BRIDGE ENGINEER *Scott J. Smith* DATE *4/2/10*

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

2009 SPECIFICATIONS | B40-I-LSECT-PCB | 03E
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