

13 - S1 #4  
(Top of Beam)  
13 - S2 #4  
(Bottom of Beam)

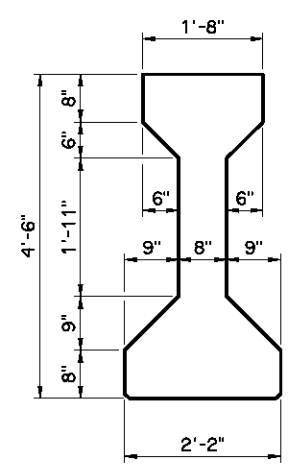
**PLAN**

**PRESTRESSED CONCRETE BEAM NOTES**

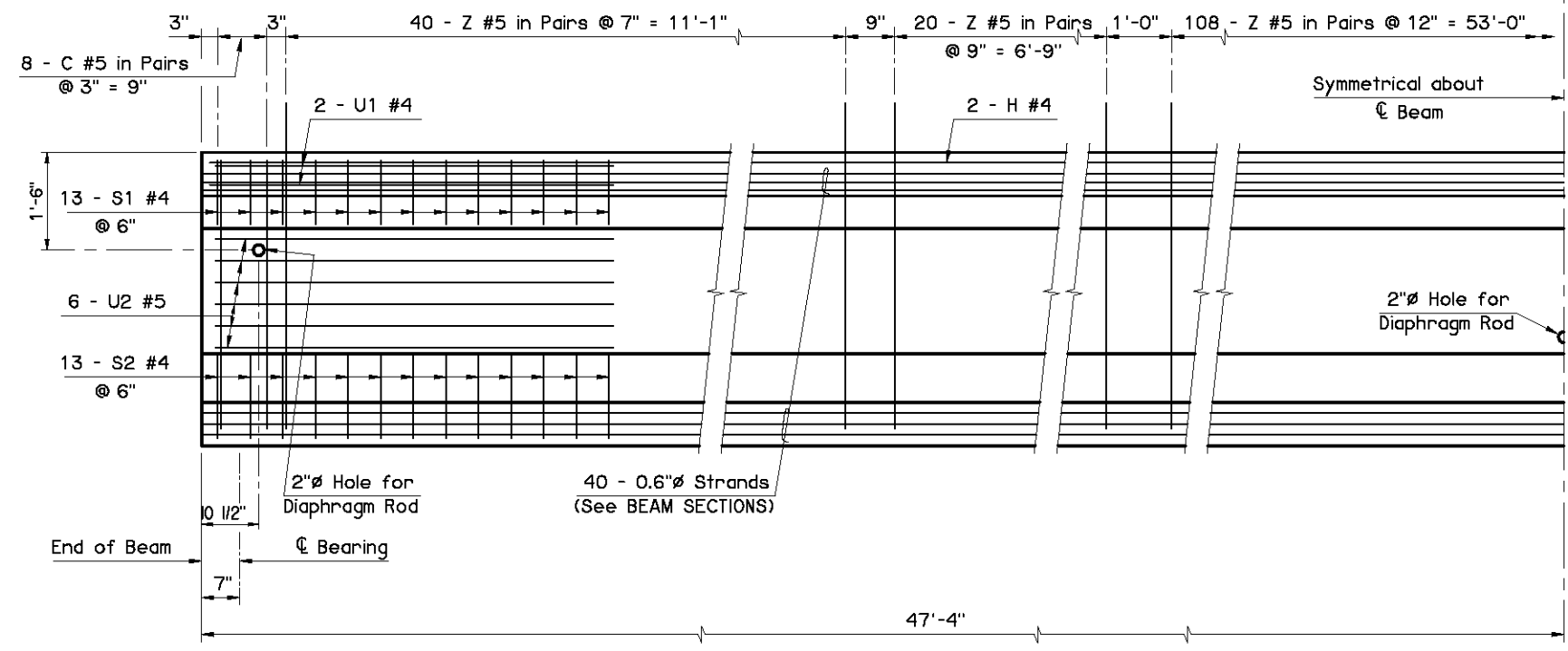
**COMPRESSIVE STRENGTH**  
Provide concrete with a compressive strength of 6,300 p.s.i. at transfer of prestress and 9,000 p.s.i. at 28 days.

**STRAND TYPE**  
Provide low-relaxation strands having a nominal diameter of 0.6" with ultimate tensile strength of 270 k.s.i.

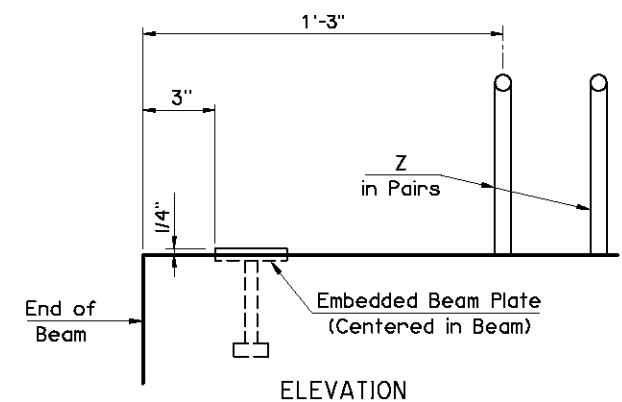
**LFD OPERATING RATING - HS 37.8**  
The Operating Rating shown is based on a nominal strength using only strands that are bonded for the full length of the beam. All partially bonded strands are neglected in strength computations.



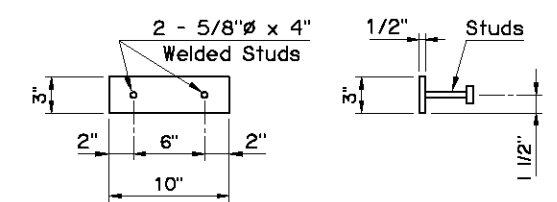
**END VIEW**  
(Type IV P.C.B.)



**ELEVATION**



**ELEVATION**

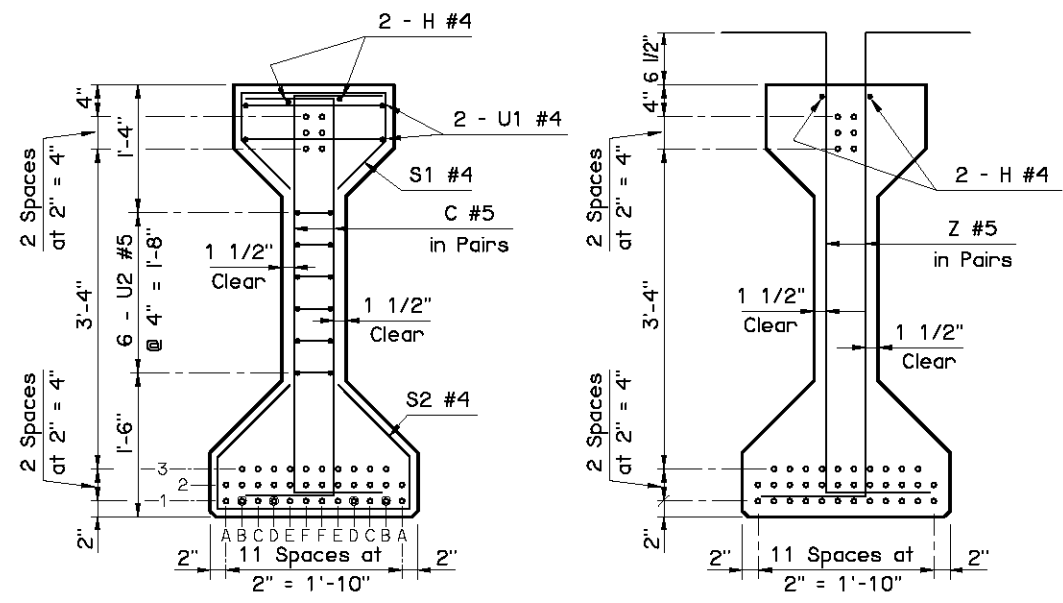


**TOP VIEW**

**END VIEW**

**EMBEDDED BEAM PLATE DETAILS**

**NOTE:**  
Provide an Embedded Beam Plate at expansion ends only.

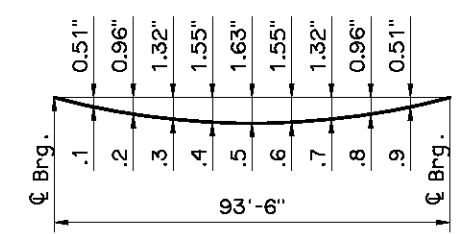


**END SECTION**

**BEAM SECTIONS**  
(40 - 0.6" STRANDS)

**C SECTION**

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. Any deviation requires custom design and details with an appropriate Dead Load Deflection Diagram.



**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 + S.I.P. Steel Deck Form Allowance + Concrete Traffic Rail. It does not include the Beam weight or Future Wearing Surface.

DEBOND SCHEDULE	
DEBOND PAIR	DEBOND LENGTH FROM END OF BEAM
B1 & D1	8'-0"

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

OKLAHOMA DEPT. OF TRANSPORTATION  
BRIDGE STANDARD (ENGLISH)  
**TYPE IV P.C. BEAM DETAILS**  
**95' SPAN**  
**CONVENTIONAL**

2009 SPECIFICATIONS | B40-C-PCB-IV-95 | 01E  
B-310E