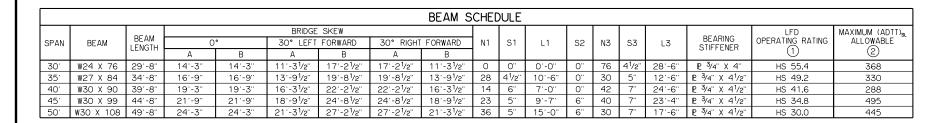
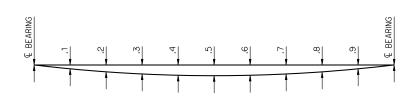


ELEVATION

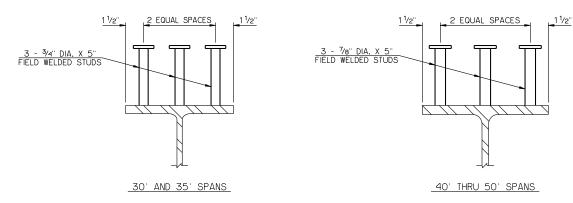
BRIDGE SKEW 30° LEFT FORWARD IS SHOWN IN DRAWING.



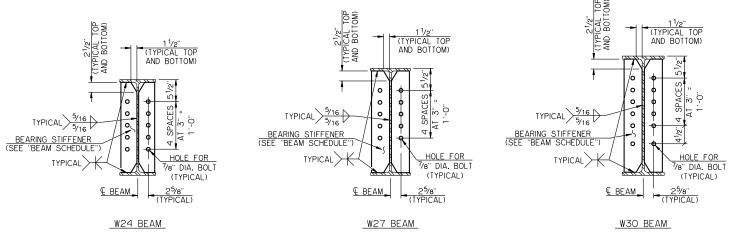


DEAD LOAD DEFLECTION DIAGRAM

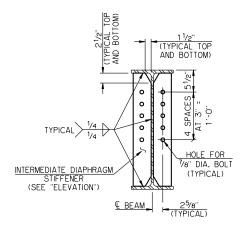
DEFLECTION SCHEDULE												
SPAN	BEAM AND DIAPHRAGM DEFLECTION						STEEL SIP FORMS, DECK SLAB, HAUNCH, AND 3 CONCRETE TRAFFIC RAIL (TR3) DEFLECTION 3					
	BEARING	.1 AND .9	.2 AND .8	.3 AND .7	.4 AND .6	.5	€ BEARING	.1 AND .9	.2 AND .8	.3 AND .7	.4 AND .6	.5
30.	0.00"	0.01"	0.01"	0.02"	0.02"	0.02"	0.00"	0.08"	0.15"	0.21"	0.24"	0.26"
35	0.00"	0.01"	0.02"	0.03"	0.03"	0.03"	0.00"	0.11"	0.22"	0.29"	0.35"	0.36"
40'	0.00"	0.02"	0.03"	0.04"	0.05"	0.05"	0.00"	0.16"	0.30"	0.41"	0.48"	0.50"
45'	0.00"	0.02"	0.05"	0.06"	0.07"	0.08"	0.00"	0.23"	0.44"	0.60"	0.70"	0.74"
50'	0.00"	0.04"	0.08"	0.10"	0.12"	0.13"	0.00"	0.32"	0.61"	0.83"	0.98"	1.03"



SHEAR CONNECTOR DETAILS



BEARING STIFFENER DETAILS DETAILS SHOWN AT INTERIOR BEAM. OMIT BOLT HOLES ONLY IN BEARING STIFFENERS AT OUTSIDE FACE OF EXTERIOR BEAMS.



INTERMEDIATE DIAPHRAGM STIFFENER DETAIL

DETAIL SHOWN AT INTERIOR BEAM. OMIT INTERMEDIATE DIAPHRAGM STIFFENERS AT OUTSIDE FACE OF EXTERIOR BEAMS.

NOTES

GRADES 1015, 1018 OR 1020, SEMI-KILLLED OR FULLY KILLED DEOXIDATION

BEAMS SHALL BE CAMBERED TO ACCOUNT FOR VERTICAL CURVE, IF NECESSARY. IF CAMBERING IS NOT REQUIRED, PLACE NATURAL CAMBER UP.

CONTRACTOR MAY ELECT TO FABRICATE PLATE GIRDERS USING EQUIVALENT PLATE SIZES IN LIEU OF ROLLED BEAM SHAPE SHOWN. WEB TO FLANGE WELDS SHALL BE MINIMUM \$716" FILLET WELDS. NON-DESTRUCTIVE TESTING WILL BE REQUIRED AS APPROPRIATE. COSTS TO CONSTRUCT PLATE GIRDERS SHALL BE AT THE CONTRACTOR'S EXPENSE CONTRACTOR'S EXPENSE.

TERMINATE FILLET WELDS $3/6^\circ$ from the edges of clipped corners and non-clipped corners of stiffener plates.

FOR ADDITIONAL DETAILS, SEE "DIAPHRAGM DETAILS."

- 1 THE LFD OPERATING RATING SHOWN IN THE TABLE IS FOR THE ROLLED BEAMS ONLY AND APPLIES ONLY TO THE ROLLED BEAMS OF A BRIDGE CONSTRUCTED IN STRICT CONFORMANCE TO ALL RELEVANT DETAILS CONTAINED IN THE COMPLETE SET OF COUNTY BRIDGE STANDARDS AND TO THE ODOT STANDARD SPECIFICATIONS.
- (2) THIS STANDARD SHALL NOT BE USED IF THE (ADIT)_{SL} EXCEEDS THE VALUE SHOWN IN THE TABLE. THE (ADIT)_{SL} IS THE NUMBER OF TRUCKS PER DAY TRAVELING THE BRIDGE IN ONE DIRECTION AVERAGED OVER A 75-YEAR DESIGN LIFE. A TRUCK IS DEFINED AS ANY VEHICLE HAVING MORE THAN EITHER TWO AXLES OR FOUR WHEELS.
- (3) THE DEAD LOAD DEFLECTIONS SHOWN AT THE TENTH POINTS ARE THE THEORETICAL BEAM DEFLECTIONS DUE TO A 5 PSF STEEL SIP FORMS ALLOWANCE, DECK SLAB, HAUNCH AND CONCRETE TRAFFIC RAIL (TR3). THE DEAD LOAD DEFLECTIONS SHALL BE ACCOUNTED FOR IN THE HAUNCH DEPTH CALCULATIONS.

PROVED BY BRIDGE ENGINEER LOCAL'S AUGUS

OKLAHOMA DEPARTMENT OF TRANSPORTATION COUNTY BRIDGE STANDARD (ENGLISH)

ROLLED BEAM DETAILS 30' THRU 50' SPANS

26' CLEAR ROADWAY - CONVENTIONAL - SKEWED O' AND 30'

DATE **9-9-2011**