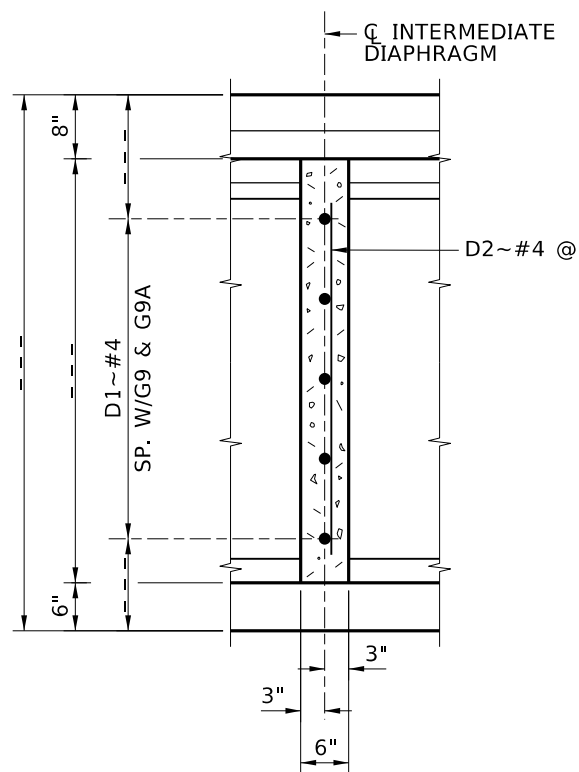
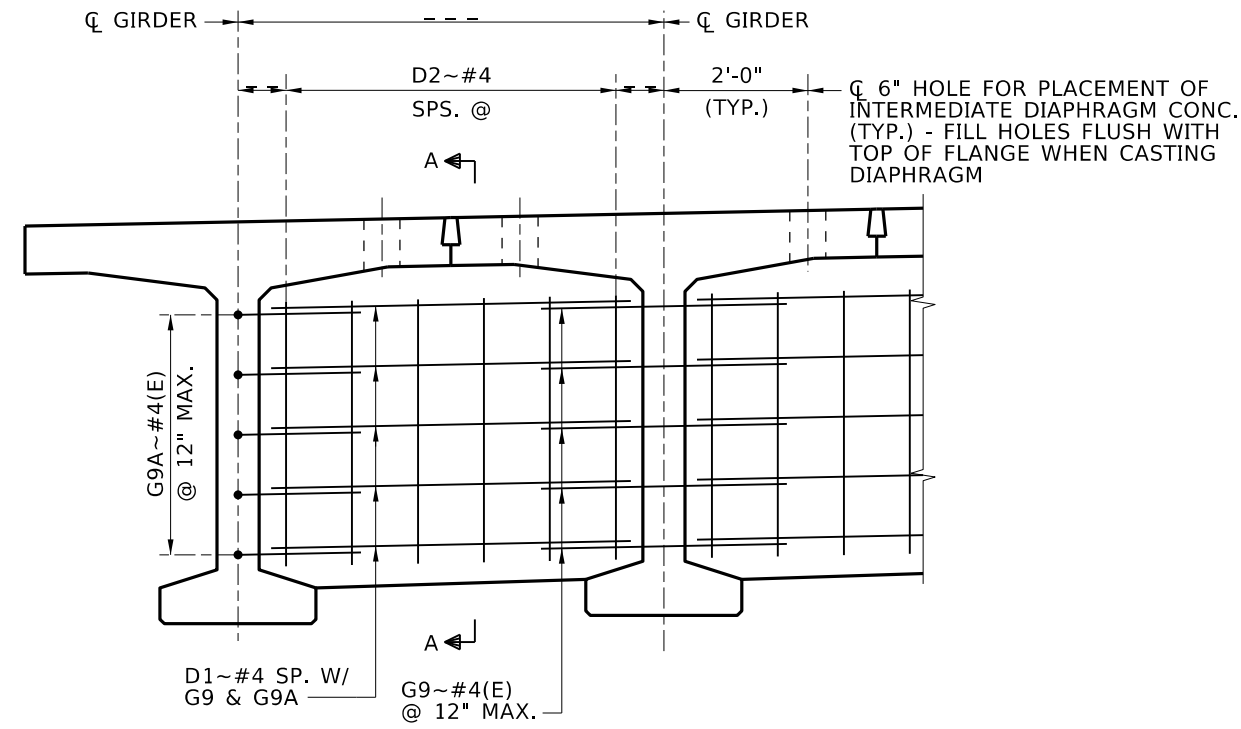


TYPICAL SECTION  
 $\frac{1}{4}'' = 1'-0''$



SECTION A-A  
 $\frac{1}{2}'' = 1'-0''$



ELEVATION - TYPICAL INTERMEDIATE DIAPHRAGM  
 $\frac{3}{8}'' = 1'-0''$

**GIRDER NOTES**

- REFER TO SPECIAL PROVISIONS FOR REQUIREMENTS FOR ALTERNATE PRECAST PRESTRESSED GIRDER SECTIONS.
- THE CURB MAY BE CAST DIRECTLY ONTO THE EXTERIOR GIRDERS IN THE PRECAST YARD BEFORE SHIPPING TO JOB SITE. THE CURB MUST BE A SECONDARY CAST. THIS METHOD REQUIRES APPROVAL BEFORE CASTING THE GIRDERS. SHOW DETAILS ON THE SHOP DRAWINGS.
- PROVIDE A SCREED OR FLOAT FINISH TO THE TOP SURFACE OF THE GIRDER IN ACCORDANCE WITH 502.03.
- SHOW THE SIZE AND LOCATION OF CAST-IN HOLES AND ANCHORS ON THE SHOP PLANS. FIELD-DRILLED HOLES ARE NOT PERMITTED.
- PROVIDE TEMPORARY BRACING AT EACH END OF THE GIRDER TO MAINTAIN GIRDER STABILITY. PLACE TEMPORARY BRACING BEFORE RELEASING THE GIRDER FROM THE ERECTION EQUIPMENT. REMOVE TEMPORARY BRACING AS NOTED IN THE CONSTRUCTION SEQUENCE. SUBMIT TEMPORARY BRACING LOCATIONS, BRACING AND CONNECTION DETAILS AND ANY REQUIRED ADDITIONAL GIRDER REINFORCEMENT ON THE SHOP PLANS. PROVIDE TEMPORARY BRACING DESIGN AND DETAILS THAT ARE SIGNED AND SEALED BY AN IDAHO LICENSED PROFESSIONAL ENGINEER.
- SUBMIT A METHOD OF EQUALIZING THE DECK BULB TEE GIRDER CAMBERS FOR REVIEW AND APPROVAL. EQUALIZE GIRDER CAMBERS UTILIZING THE APPROVED METHOD WHEN THE DIFFERENCE IN GIRDER CAMBERS BETWEEN ADJACENT GIRDERS MEASURED AT MID-SPAN EXCEEDS  $\frac{1}{4}$  INCH. NOTIFY THE ENGINEER BEFORE GIRDER EQUALIZATION WHEN CAMBERS BETWEEN ADJACENT GIRDERS EXCEEDS 1.5 INCHES. GIRDER CAMBER EQUALIZATION IS A PROGRESSIVE OPERATION THAT REQUIRES STARTING AT THE LOCATION OF MAXIMUM CAMBER DIFFERENCE AND PROGRESSING TO THE LOCATION OF MINIMUM CAMBER DIFFERENCE.
- SANDBLAST, CLEAN, AND GROUT KEYWAYS LEVEL WITH SURROUNDING GIRDER SURFACES AFTER WELD TIE CONNECTIONS HAVE BEEN INSTALLED.
- PROVIDE GROUT TYPE "B", CLASS I NON-METALLIC, NON-SHRINK IN ACCORDANCE WITH 705.02.
- NO VEHICULAR TRAFFIC IS ALLOWED ON THE STRUCTURE UNTIL THE KEYWAY GROUT HAS ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
- APPLY TYPE E SPRAY-APPLIED CONCRETE WATERPROOFING SYSTEM ON TOP FLANGES OF GIRDERS IN ACCORDANCE WITH 511-005A. APPLY CURB TO CURB FROM BEGIN BRIDGE TO END BRIDGE AND ON APPROACH SLABS.
- PLACE PLANT MIX PAVEMENT OVERLAY CURB TO CURB BEGIN BRIDGE TO END BRIDGE AND APPROACH SLABS. SEE ROADWAY PLANS FOR QUANTITIES.
- CONSTRUCTION SEQUENCE:
  - ERECT GIRDERS AND INSTALL TEMPORARY BRACING.
  - EQUALIZE GIRDER CAMBER, INSTALL WELD TIE CONNECTIONS (MINIMUM OF 3, SEE NOTE 6), RELEASE EQUALIZING EQUIPMENT, MOVE EQUALIZING EQUIPMENT TO NEXT LOCATIONS, AND REPEAT THIS STEP AS NEEDED.
  - INSTALL REMAINING WELD TIE CONNECTIONS.
  - GROUT SHEAR KEY, CAST INTERMEDIATE DIAPHRAGMS, AND CAST END DIAPHRAGMS AFTER WELD TIE CONNECTIONS HAVE BEEN INSTALLED.
  - REMOVE TEMPORARY BRACING.
- SUBMIT PRECAST GIRDER SHOP DRAWINGS AT THE SAME TIME AS THE CURB MOUNT RAIL SHOP DRAWINGS.
- PLACE GIRDERS PERPENDICULAR TO THE CROSS-SLOPE WHEN THE CROSS SLOPE IS  $\leq 4\%$ .
- WELDED WIRE REINFORCEMENT STIRRUPS MAY BE PROVIDED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE OPTIONAL PRESTRESSED GIRDER WWR DETAILS SHEET.

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED
DESIGN CHECKED
DETAILED
DWG. CHECKED
CORRECTIONS

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY  
 CADD FILE NAME: Standards/Bridge Standard Drawings/B05\_4A.DGN  
 DRAWING DATE: DEC 2024

**IDAHO TRANSPORTATION DEPARTMENT**  
 YOUR Safety→YOUR Mobility→YOUR Economic Opportunity  
 APPROVED BY: BRIDGE ENGINEER MICHAEL T. JOHNSON DATE: \_\_\_\_\_

ENGLISH PROJECT NO. \_\_\_\_\_

TYPICAL DECK BULB TEE SECTION AND DETAILS  
 OFF SYSTEM AND LOCAL ROADS  
 BRIDGE LRFD DESIGN MANUAL, B5.4A

BRIDGE PLANS	
BRIDGE KEY NO.	
COUNTY	KEY NO.
BRIDGE DWG. NO.	SHEET OF