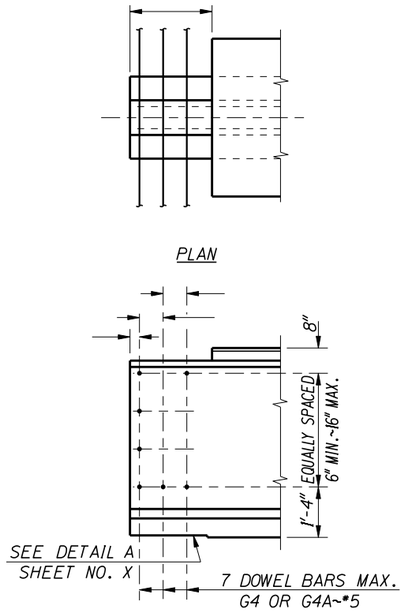
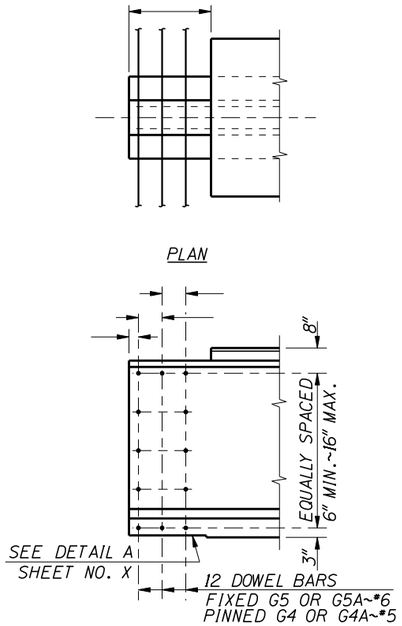
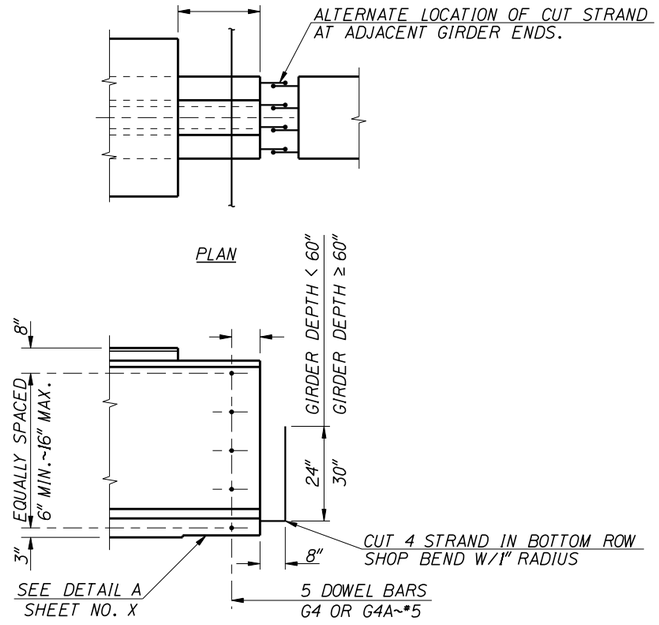


TYPE A
EXPANSION

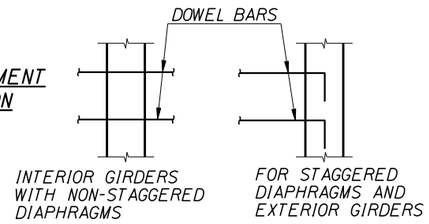


TYPE B
FIXED OR PINNED

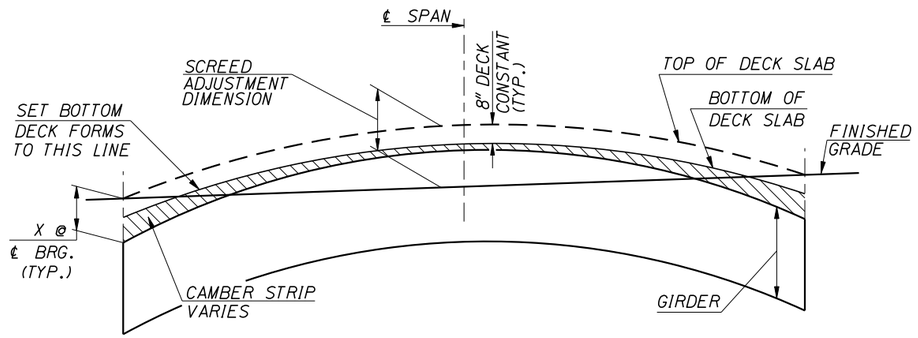
GIRDER END DETAILS
1/2"=1'-0"



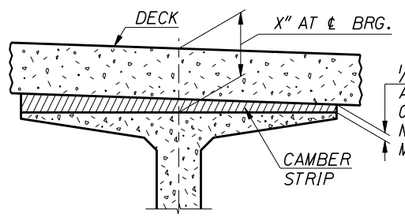
TYPE C
POSITIVE MOMENT
CONNECTION



INTERMEDIATE DIAPHRAGM DOWEL DETAILS
3/4"=1'-0"



SCREED ADJUSTMENT DIAGRAM
SEE DECK CONTOUR SHEET, SHEET NO. X
NO SCALE



CAMBER STRIP DETAIL
NTS

SCREED ADJUSTMENT DIMENSIONS AT ℄ OF GIRDERS											
0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	SPAN (TENTH POINTS)
0										0	SCREED ADJUSTMENT DIMENSION - INCHES

* ESTIMATED DEFLECTION OF PRESTRESSED GIRDER AT RELEASE

** ESTIMATED DEFLECTION OF PRESTRESSED GIRDER AT GIRDER ERECTION/DECK PLACEMENT SEE NOTE 11.

NOTES

LOSSES

1. GIRDERS DESIGNED USING IMMEDIATE PRESTRESS LOSSES OF psi AND FINAL TOTAL PRESTRESS LOSSES OF psi.

DOWELS

2. DOWELS MAY BE PROVIDED BY ANY OF THE FOLLOWING METHODS:
   a. CAST IN PLACE AS SHOWN, PROVIDED THAT HOOKED BARS ARE USED WHEN NECESSARY ON THE EXTERIOR GIRDER.
   b. COIL ROD INSERTS AND THREADED DOWELS MAY BE PROVIDED, IF THE ULTIMATE STRENGTH OF THE INSERT IS IN ACCORDANCE WITH THE FOLLOWING:

BAR SIZE	MINIMUM ULTIMATE TENSION CAPACITY (LBS.)
#4	12,000
#5	18,600
#6	26,400

   c. ON INTERIOR GIRDERS ONLY, 1 1/2" ø HOLES MAY BE PROVIDED DURING FABRICATION AND DOWELS GROUTED IN PLACE AFTER DELIVERY TO THE JOB SITE.
3. END DIAPHRAGM DOWELS SHALL BE PLACED PARALLEL TO ℄ BEARING. INTERMEDIATE DIAPHRAGM DOWELS SHALL BE PLACED PERPENDICULAR TO ℄ GIRDERS.

SHOP DRAWINGS

4. SHOP DRAWING DETAILS SHALL CONFORM TO CURRENT AASHTO SPECIFICATIONS. DETENSIONING SEQUENCE AND GIRDER LIFT POINTS SHALL BE SHOWN ON SHOP DRAWINGS.
5. DURING TRANSPORTATION AND ERECTION, THE GIRDER SHALL BE LATERALLY RESTRAINED UNTIL DIAPHRAGMS ARE PLACED. THE METHOD OF LATERAL RESTRAINT SHALL BE SHOWN ON THE SHOP DRAWINGS.

MISCELLANEOUS GIRDER DETAILS

6. END OF GIRDERS SHALL BE PLUMB WHEN GIRDERS ARE SET TO GRADE.
7. DIMENSION (A) IN TABLE IS A HORIZONTAL DIMENSION. FINISHED LENGTH OF GIRDER SHALL BE CORRECTED FOR GRADE AND ALLOWANCE MADE FOR BEAM SHORTENING.
8. SEE SHEET X FOR TEMPORARY DIAPHRAGM DETAILS.
9. TOP FLANGE OF BULB TEE GIRDERS SHALL BE BLOCKED OUT TO ALLOW PLACEMENT OF CONCRETE FOR THE END DIAPHRAGMS.
10. IF THE TOP FLANGE OVERHANG IS TO BE USED FOR SUPPORT OF DECK FORMS OR SCREEDS, APPROVAL BY THE ENGINEER OF THE METHOD TO BE USED WILL BE REQUIRED PRIOR TO CASTING OF THE BEAMS. THE METHOD OF DECK FORM AND SCREED SUPPORT SHALL BE SHOWN ON SHOP DRAWINGS, AND THE REINFORCEMENT DESIGNED ACCORDINGLY.
11. GIRDER ERECTION/DECK PLACEMENT ASSUMED TO OCCUR WITHIN 60-90 DAYS AFTER GIRDER FABRICATION.

DEFLECTION DATA ~ INCHES							
LOCATION	Δ P PRESTRESS	Δ G GIRDER	Σ Δ* Δ P + Δ G	Δ I** 1.55 Δ P + 1.65 Δ G	Δ S NON COMP DL	Δ C COMP DL	Δ 2 Δ S + Δ C

REVISIONS			
NO.	DATE	BY	DESCRIPTION
△			
△			
△			
△			
△			

DESIGNED
DESIGN CHECKED
DETAILED
DWG. CHECKED
CORRECTIONS

SCALES SHOWN ARE FOR 34" X 22" PRINTS ONLY

CADD FILE NO.
\prj00000\bridge\
b05_3o.dgn

DRAWING DATE:
JUNE 2006

ORIGINAL SIGNED BY:

DATE SIGNED: DATE

ORIGINAL STORED AT ITD BRIDGE SECTION

IDAHO TRANSPORTATION DEPARTMENT

English

PROJECT NO.

PRESTRESSED BULB TEE GIRDER DETAILS

BRIDGE PLANS

BRIDGE LRFD MANUAL, PAGE B5.30

COUNTY	KEY NO.
BRIDGE DRAWING NO.	SHEET OF