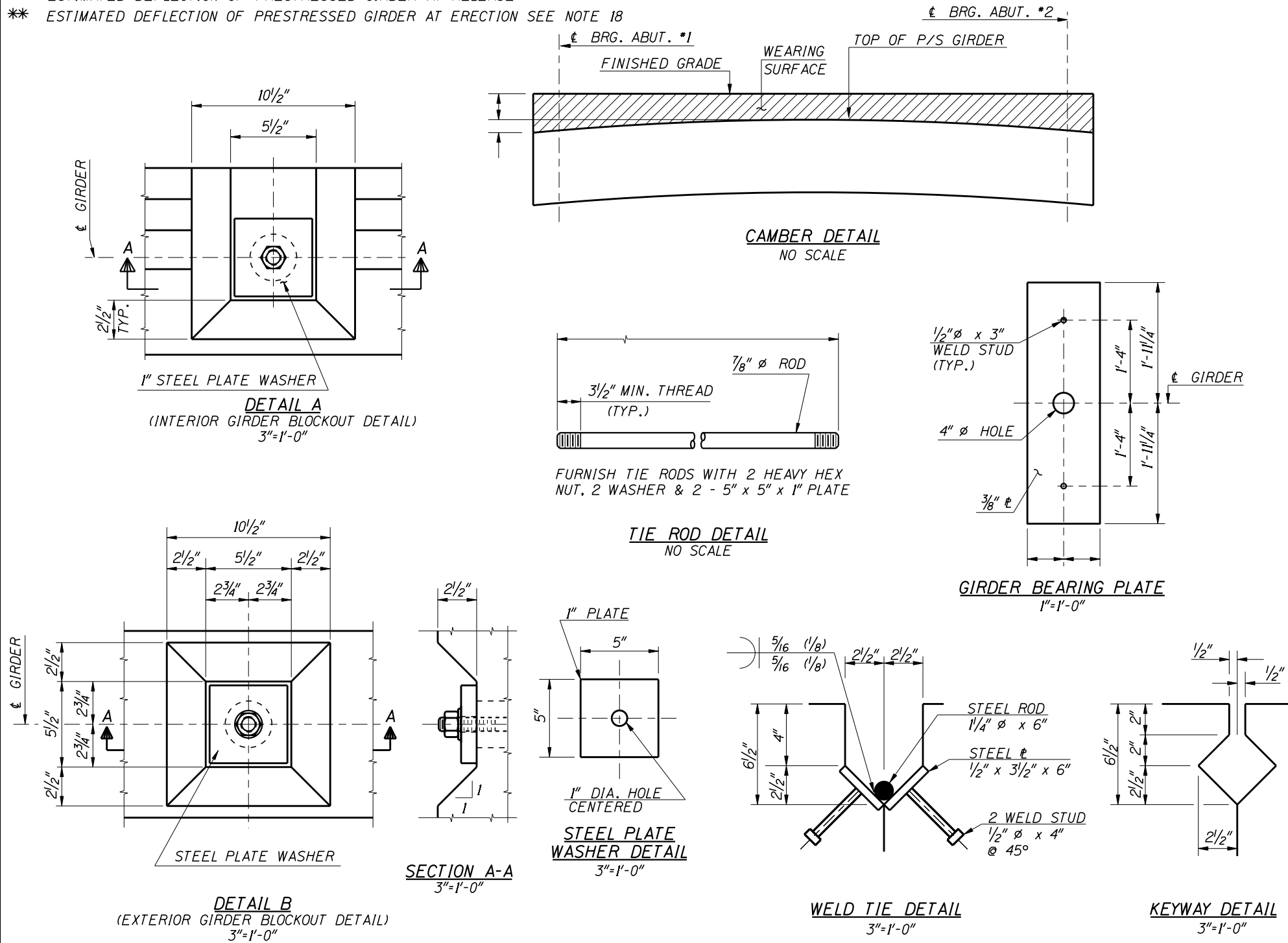


DEFLECTION DATA ~ INCHES							
LOCATION	ΔP PRESTRESS	ΔG GIRDER	$\Sigma \Delta^*$ $P + \Delta G$	ΔI^{**} $1.55 \Delta P + 1.65 \Delta G$	ΔS NON COMP DL	ΔC COMP DL	$\Delta 2$ $\Delta S + \Delta C$

* ESTIMATED DEFLECTION OF PRESTRESSED GIRDER AT RELEASE
** ESTIMATED DEFLECTION OF PRESTRESSED GIRDER AT ERECTION SEE NOTE 18



NOTES

LOSSES

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

TIE RODS

- TIE RODS SHALL BE 7/8" ϕ ASTM A-449 HIGH STRENGTH RODS.
- TIE RODS SHALL HAVE AN INITIAL MINIMUM TENSION OF 39,250 LBS.
- BOLT TENSION SHALL BE MEASURED BY THE USE OF DIRECT TENSION INDICATORS. THE D.T.I. SHALL CONFORM TO ASTM F-959.
- HARDENED STEEL WASHERS SHALL CONFORM TO ASTM F-436.
- BEARING PLATES SHALL CONFORM TO ASTM A-36.
- NUTS SHALL CONFORM TO ASTM A-563, GRADE DH.
- TIE RODS, NUTS, WASHERS AND BEARING PLATES SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION. AN ANTIGALLING LUBRICANT SHALL BE APPLIED TO THE THREADS PRIOR TO TENSIONING THE TIE RODS.

CONCRETE

- CONCRETE STRENGTH SHALL BE AS SHOWN ON THE PLANS.
- CONCRETE SHALL CONFORM TO SECTION 502 EXCEPT THAT ENTRAINED AIR SHALL BE 5% $\pm$ 1%.

GROUT

- GROUT SHALL CONFORM TO TYPE "B", CLASS I NON-METALLIC NON-SHRINK AS SPECIFIED IN SUBSECTION 506.03 PARAGRAPH H.
- KEYWAYS AND BLOCKOUTS SHALL BE SANDBLASTED, CLEANED, AND GROUTED LEVEL WITH SURROUNDING GIRDER SURFACES. A BACKER ROD SHALL BE USED AS A SEAL FOR THE GROUT.
- NO VEHICULAR TRAFFIC SHALL BE ALLOWED ON THE STRUCTURE UNTIL THE GROUT HAS ATTAINED A MINIMUM STRENGTH OF 4,000 PSI.

SHOP DRAWINGS

- SHOP DRAWING DETAILS SHALL CONFORM TO CURRENT AASHTO SPECIFICATIONS. DETENSIONING SEQUENCE AND GIRDER LIFT POINTS SHALL BE SHOWN ON SHOP DRAWINGS.
- DURING TRANSPORTATION AND ERECTION, THE PRESTRESSED GIRDER SHALL BE KEPT IN AN UPRIGHT POSITION AT ALL TIMES AND SHALL BE LIFTED ONLY BY MEANS OF THE LIFTING DEVICES PROVIDED. THE PROVISION FOR SUPPORT POINTS TO BE USED DURING TRANSPORTATION TO THE JOB SITE SHALL BE SUBMITTED FOR APPROVAL.

MISCELLANEOUS GIRDER DETAILS

- ALL DIMENSIONS ARE HORIZONTAL DIMENSIONS. THE FINISHED LENGTH OF THE GIRDER SHALL BE CORRECTED FOR GRADE AND ALLOWANCE MADE FOR BEAM SHORTENING.
- FABRICATION SHALL BE IN ACCORDANCE WITH SUBSECTION 506.03.
- THE TOP SURFACE OF THE GIRDER SHALL BE FINISHED IN ACCORDANCE WITH SUBSECTION 502.03, PART 1, PARAGRAPH 3d.
- GIRDER ERECTION/DECK PLACEMENT ASSUMED TO OCCUR 60-90 DAYS AFTER GIRDER FABRICATION.

CONSTRUCTION SEQUENCE

- SET GIRDERS.
- TENSION TIE RODS.
- GROUT 4" ϕ VERTICAL DOWEL HOLE AT THE ABUTMENT.
- WELD 1/4" ϕ ROD AT WELD TIE LOCATIONS.
- GROUT KEYWAY.

NOTE:
GROUT KEYWAY IS TYPICAL EACH SIDE OF GIRDERS EXCEPT EXTERIOR SIDE OF EXTERIOR GIRDERS. OMIT KEYWAY ON OUTSIDE OF EXTERIOR GIRDERS ONLY.

R E V I S I O N S				DESIGNED	SCALES SHOWN ARE FOR 34" X 22" PRINTS ONLY	ORIGINAL SIGNED BY:
NO.	DATE	BY	DESCRIPTION	DESIGN CHECKED		
△				DETAILED		
△				DWG. CHECKED		
△				CORRECTIONS		
△					CADD FILE NO.	DATE SIGNED: <u>DATE</u>
△					\\prj00000\bridge\ b05_5g.dgn	INTERNAL-STORED-AT-110-BRIDGE SECTION
△					DRAWING DATE: JUNE 2006	

IDAHO TRANSPORTATION DEPARTMENT		English	TYPICAL PRESTRESSED SLAB DETAILS	BRIDGE PLANS	
		PROJECT NO.		BRIDGE LRFD MANUAL, PAGE B5.5G	
				COUNTY	KEY NO.
				BRIDGE DRAWING NO.	SHEET OF

BRIDGE LRFD MANUAL, PAGE B5.5G	
COUNTY	KEY NO.
BRIDGE DRAWING NO.	SHEET
	OF