

**NOTES**

**LOSSES**

- GIRDERS DESIGNED USING IMMEDIATE PRESTRESS LOSSES OF \_\_\_\_\_ psi AND FINAL TOTAL PRESTRESS LOSSES OF \_\_\_\_\_ psi.

**DOWELS**

- DOWELS MAY BE PROVIDED BY ANY OF THE FOLLOWING METHODS:
  - CAST IN PLACE AS SHOWN, PROVIDED THAT HOOKED BARS ARE USED WHEN NECESSARY ON THE EXTERIOR GIRDER.
  - 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

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

**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 GIRDER SHALL BE LATERALLY RESTRAINED UNTIL DECK IS CURED. THE METHOD OF LATERAL RESTRAINT SHALL BE SHOWN ON THE SHOP DRAWINGS.

**MISCELLANEOUS GIRDER DETAILS**

- END OF GIRDERS SHALL BE PLUMB WHEN GIRDERS ARE SET TO GRADE.
- DIMENSION (A) IN TABLE IS A HORIZONTAL DIMENSION. FINISHED LENGTH OF GIRDER SHALL BE CORRECTED FOR GRADE AND ALLOWANCE MADE FOR BEAM SHORTENING.
- SEE SHEET X FOR TEMPORARY DIAPHRAGM DETAILS.
- TOP FLANGE OF BULB TEE GIRDERS SHALL BE BLOCKED OUT TO ALLOW PLACEMENT OF CONCRETE FOR THE END DIAPHRAGMS.
- 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.
- GIRDER ERECTION/DECK PLACEMENT ASSUMED TO OCCUR WITHIN 60-90 DAYS AFTER GIRDER FABRICATION.

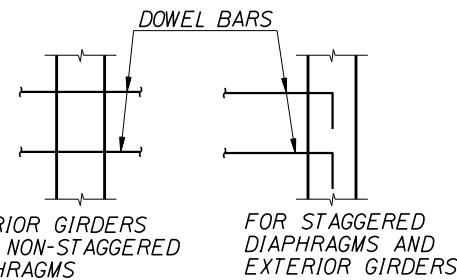
**STRAND**

- DESIGN BASED UPON (0.5") (0.6") DIA. AASHTO M203 LOW RELAXATION STRAND.

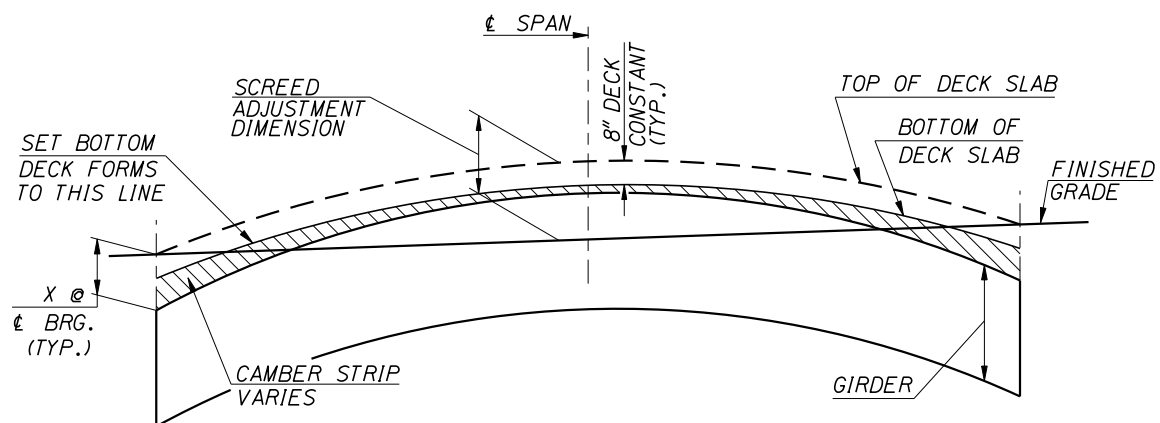
**ELEVATION TYPE A EXPANSION**

**ELEVATION TYPE B FIXED OR PINNED**

**ELEVATION TYPE C POSITIVE MOMENT CONNECTION**



**INTERMEDIATE DIAPHRAGM DOWEL DETAILS**



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

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.

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. \brdg\_stds\std\_shts\lrfd\b05\_3u.dgn  
DRAWING DATE: JULY 2009  
DATE: \_\_\_\_\_

IDAHO TRANSPORTATION DEPARTMENT

**English**  
PROJECT NO. \_\_\_\_\_

PRESTRESSED BULB TEE GIRDER DETAILS

BRIDGE PLANS	
BRIDGE LRFD MANUAL, PAGE B5.3U	
COUNTY	KEY NO.
BRIDGE DRAWING NO.	SHEET _____ OF _____