	GIRDER SCHEDULE																															
			TOP FLANGE	PLAN LENGTH	(alki) Ek ENI) DELATIS					1		NUMBER OF STRANDS LOCATION OF ST H(SEE GIRDER NOTE 2)C.G. STRANDS			I .		MIDSPAN VERTICAL		REINFORCEMENT DETAILS				SHIPPING AND HANDLING DETAILS									
	. <u>  84</u>	ERIE9	WIDTH W	(ALONG GIRDER	шш	La	Θ1	θ2	P1	P2	10	111			E	F£	Fo	END 1	END 2	1	ECTION D	ZON	E 1	ZONE	2 ZC	NE 3	MAXIMUM MIDSPAN	L	L1	L2	$\kappa_{\Theta}$	W <sub>cc</sub>
SPAN	GIRDE	GIRDER S		GRADE) (SEE GIRDE NOTE 1)	END 1 TYP END 2 TYP						@ 28-DAY9 F'C (KSI)	@ RELEASI F'CI (KSI)	STRAIGHT	HARPED						WER BOUND 40 DAYS	PER BOUND 120 DAYS	SPACING	LENGTH	SPACING	N	LENGTH	VERTICAL DEFLECTION AT				SPRING	MINIMUM SHIPPING SUPPORT CNTRTO-CNTR. WHEEL
<u> </u>	+ +		-	_		-	_	_	-	_	-	_	-	-	_	-	_	(2) TO(2)	@TO@	107	, 70	_	-	_		<u> </u>	_	-	_		CONSTANT	SPACING -
L	-	-	-	-		·	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	÷	-	-

## NOTES TO DESIGNER:

- 1. WF DECK GIRDER DETAIL SHEETS 2 TO 5 ARE INTENDED TO BE USED AS IS WITHOUT NEED FOR MODIFICATION FOR MOST PROJECTS WHERE GIRDERS CAN BE SET NORMAL TO THE ROADWAY SURFACE WITH A MAXIMUM CROSS SLOPE OF 2%. PROJECT SPECIFIC GIRDER DETAILS ARE THEN LIMITED TO THE GIRDER SCHEDULE.
- 2. ZONE 1 IS INTENDED TO BE THE SPLITTING RESISTANCE ZONE DEFINED BY BDM 5.6.2.F. ZONE 2 IS INTENDED TO BE THE CONFINEMENT REINFORCEMENT ZONE DEFINED BY BDM 5.6.2.G.
- 3. DIMENSIONS IN THE GIRDER SCHEDULE SHALL BE SHOWN TO THE NEAREST 1/8" EXCEPT THE "A" DIMENSION WHICH SHALL BE SHOWN TO THE NEAREST 1/4".
- 4. THE NUMBER OF HARPED STRANDS SHOULD NOT EXCEED HALF THE NUMBER OF STRAIGHT STRANDS UNLESS THE STRAIGHT STRAND PATTERN IS FULL.
- 5. MINIMUM WIDTH "W" SHALL BE 5'-O" TO ALLOW FOR INSPECTION ACCESS. MAXIMUM WIDTH "W" SHALL BE 8'-O".
- 6. ENSURE HARPED STRANDS EXIT GIRDER END BELOW BLOCKOUT FOR END TYPE B.
- 7. GIRDER END SKEW IS LIMITED TO 30°.
- 8. IT IS ASSUMED THAT PROFILE GRADE MATCHING IS ACHIEVED BY VARYING THE TOP FLANGE THICKNESS. VARIATION IN OVERLAY THICKNESS COULD ALSO BE CONSIDERED.
- 9. THE DESIGNER SHALL MODIFY THE TOP FLANGE REINFORCING AS REQUIRED FOR ROADWAY DECK DEMANDS.

			TOP	FLANC	BE THI	CKNES	39, TF				
	GIR. 10TH PT.										
SPAN	€ BRG.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	€ BRG.
F	-	ē	-	-	-	6"	-	÷	-	-	-
F	-	-	-	-	-	6"	-	-	-	-	-

## GIRDER NOTES

- 1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
- 2. ALL PRETENSIONED AND TEMPORARY STRANDS SHALL BE 0.6" AASHTO M203 GRADE 270 LOW RELAXATION STRANDS, JACKED TO 202.5 KSI (43.94 KIPS PER STRAND).
- 3. STRUCTURAL STEEL SHAPES AND ASSEMBLIES SHALL BE ASTM A36. THEY SHALL BE PAINTED WITH A PRIMER COAT IN ACCORDANCE WITH STD. SPEC. 6-07.3(9). WELD TIES SHALL BE PAINTED WITH A FIELD PRIMER COAT OF AN ORGANIC ZINC PAINT AFTER FIELD WELDING.
- 4. THE ENTIRE TOP SURFACE OF GIRDERS SHALL BE TEXTURED IN ACCORDANCE WITH 6-02.3(25)H

0															
	Bridge Design Engr.	M:\ST/	M:\STANDARDS\Girders\WFDG\WFDG UHPC\WFDG UHPC GIRDER DETAILS 1 OF 5.MAN												
3K	Supervisor			Т		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS					
	Designed By														
	Checked By					10	WASH								
	Detailed By					TOP	NUMBER								
	Bridge Projects Engr.					JUBI	NUMBER								
	Prelim. Plan By														
	Architect/Specialist	DATE	REVISION	BY	APP'D										
	Tue Nav 27 14:53:08 2018														

BRIDGE AND STRUCTURES OFFICE

