

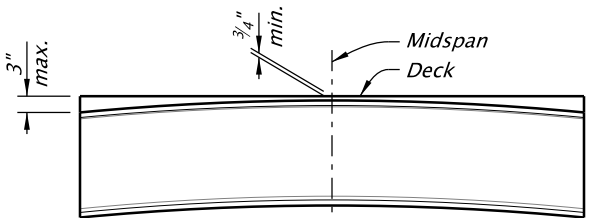
GIRDER SCHEDULE

Girder number	Number required	Left = left exterior Right = right exterior	Span number	Span Length ctr.-ctr. Bearings along girder &	"A"=out-out girder length (horizontal length after shortening and grade correction)	"W"=width of top flange	Girder weight, kips	Concrete strength @ 28 days, ksi	Concrete strength @ release, ksi	"N"=Number of strands per girder	"Ds"=deflected strands per girder	Figure number for strand pattern	Stirrup Spaces		Girder End Dimensions				Back End (On Stationing)				Ahead End (On Stationing)				Diaphragm Offset (6" min.)		Estimated Midspan Deflection (inches)			
															Back on Station		Ahead on Station		Negative Values Indicate Point Beyond Girder End				Negative Values Indicate Point Beyond Girder End						Upward at release		Upward 1 month after release	
													"a"	"b"	"e"	Ø	"e"	Ø	End Block	"F _L "	"E _L "	"F _R "	"E _R "	End Block	"F _L "	"E _L "	"F _R "	"E _R "	"D _L "	"D _R "		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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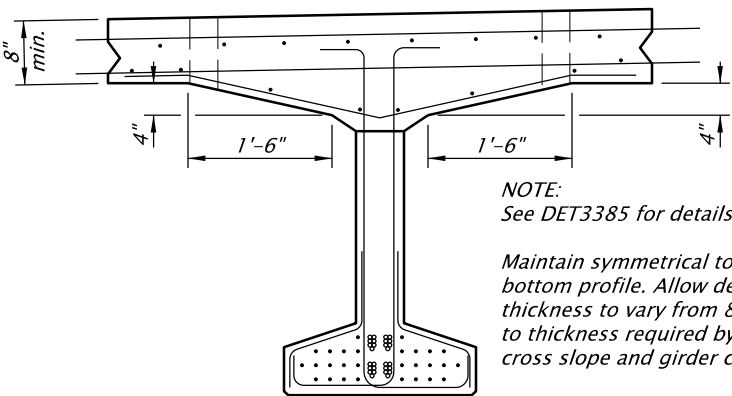
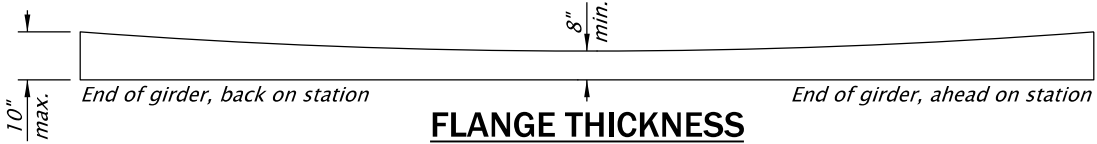
FIGURES

FIGURE 1		FIGURE 2		FIGURE 3	
"N"					
"D _s "					
"Y _c "					
"h _c "					
Back	Ahead	Back	Ahead	Back	Ahead
"Y _e "					
"h _e "					

TOP FLANGE THICKNESS ADJUSTMENT AT TENTH POINTS ALONG SPAN (inches)											
Location	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

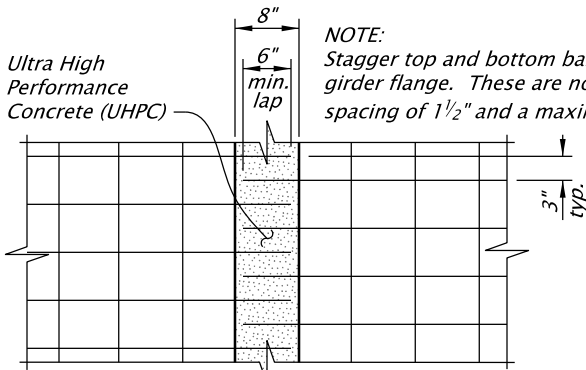


NOTE:
PPC build-up, varying flange thickness, or a combination thereof may be used for minimizing the camber effect on the finished vertical roadway profile.



NOTE:
See DET3385 for details not shown.

Maintain symmetrical top flange bottom profile. Allow deck thickness to vary from 8" min. up to thickness required by roadway cross slope and girder camber.

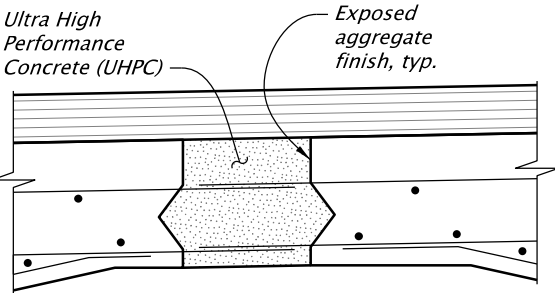


NOTE:
Stagger top and bottom bars from one girder flange to the adjacent girder flange. These are non-contact splices with a minimum spacing of 1 1/2" and a maximum spacing of 5 1/2" between bars.

Bridge rail

3" max.
PPC build-up
along gutters

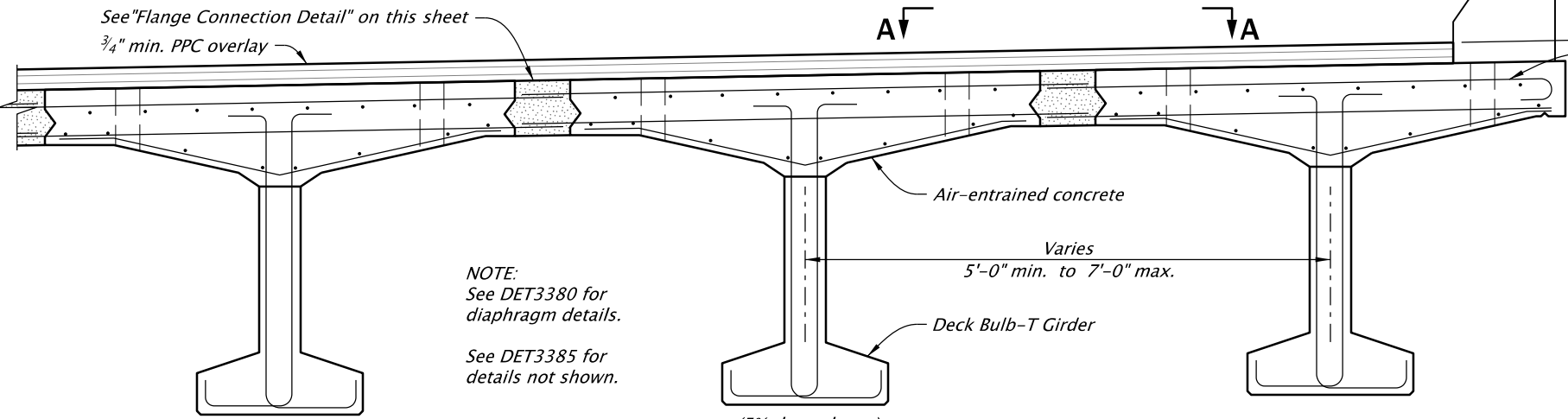
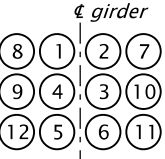
Top bar with standard 180° hook on the bridge rail side in exterior girders.
Rotate bar to have adequate clear cover
Accompanied by drawings DET3385, BR350



DETENSIONING NOTE:
Detension strands in a systematic order about girder ϕ to limit eccentricity.

TYPICAL DETENSIONING ORDER

Not To Scale



NOTE:
See DET3380 for diaphragm details.

See DET3385 for details not shown.

(5% slope shown)

SECTION NEAR GIRDER END

Scale: 1/2"=1'-0"

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

OREGON DEPARTMENT OF TRANSPORTATION



ENGINEERING AND
TECHNICAL SERVICES BRANCH

DECK BULB-T GIRDER WITH
UHPC CONNECTION

DETAIL NO.

DET3386