

* GIRDER TYPE II - IV SHOWN. GIRDER TYPE BT-72 SIMILAR EXCEPT AS SHOWN.

NOTES - GIRDER:

- 1. 2" ϕ HOLE FOR INTERIOR GIRDERS AND 1" ϕ COIL INSERT FOR EXTERIOR GIRDERS ARE REQUIRED AT ϕ INTERMEDIATE DIAPHRAGM WHEN CALLED FOR ON THE PROJECT PLANS.
- 2. THIS DIMENSION MAY BE ADJUSTED TO CLEAR DRAPED STRANDS WHEN NECESSARY AND IS TYPICAL FOR ALL GIRDERS REGARDLESS OF ROADWAY CROWN.
- 3. SEE CONCRETE DECK JOINT DETAILS FOR JOINT ANCHOR BOLTS.
- 4. COIL INSERTS SHALL BE WILLIAMS TYPE C17-1x4 THIN SLAB LIFTING INSERT OR AN APPROVED EQUAL OR BETTER SOLUTION.

NOTES - BEARING PAD AND ANCHORAGE ASSEMBLY:

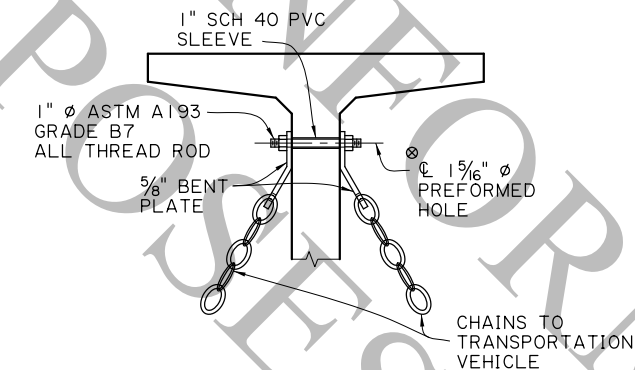
- 1. INSTALL BEARING PADS AT ALL GIRDER ENDS. ALL COSTS ASSOCIATED WITH THE MANUFACTURING, TESTING, SHIPPING, AND PLACING OF BEARINGS WILL BE PAID FOR UNDER THE DESIGNATED BEARING PAD PAY ITEMS.
- 2. BEARING ANCHORAGE ASSEMBLY CONSISTING OF ANGLES, CAP SCREWS, WASHERS, THREADED INSERTS, AND ANCHOR BOLTS, ARE REQUIRED ONLY ON GIRDER ENDS SPECIFIED IN THE PROJECT PLANS TO BE ANCHORED.
- 3. WASHERS AND CAP SCREWS AT BEARING ANCHORAGE ASSEMBLY ARE TO BE GALVANIZED. AT THE CONTRACTOR'S OPTION, THREADED INSERTS AT BEARING ASSEMBLY MAY BE GALVANIZED OR ELECTROPLATED AND COVERED WITH GREASE. ALL STEEL CLIP ANGLES SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH THE SPECIFICATIONS.

DAMAGED GALVANIZED COATS THAT ARE NOT TO BE EMBEDDED IN MORE THAN THREE INCHES OF CONCRETE SHALL BE REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.

NOTES - PAYMENT:

- 1. MATERIALS TO BE INCLUDED IN PRICE BID PER LINEAR FOOT OF PRECAST-PRESTRESSED CONCRETE GIRDERS ARE LISTED ON SHEETS 2 & 3 OF 3.

DETAIL A
EXTERIOR GIRDER AT DIAPHRAGMS

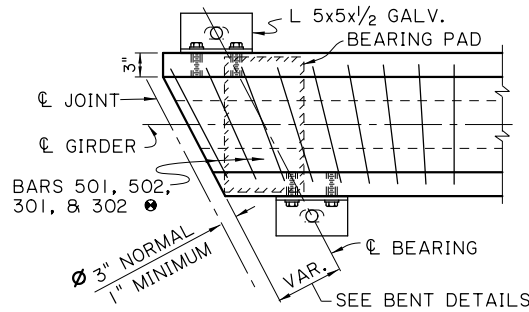


TRANSPORTATION GIRDER BT-72

- 1. FIELD DRILLING OF HOLES IS NOT PERMITTED.
- 2. NUMBER & LOCATION OF HOLES TO BE SHOWN ON SHOP DRAWINGS.
- 3. SUGGESTED METHOD SHOWN ABOVE. SHOW METHOD TO BE USED ON SHOP DRAWINGS.
- 4. AFTER TRANSPORTATION, HOLES IN GIRDER WEB SHALL BE CLEANED OF FORM MATERIAL AND FORM RELEASE MATERIAL, THEN FILLED COMPLETELY WITH A NON-SHRINK GROUT THAT MATCHES OR EXCEEDS THE GIRDER CONCRETE STRENGTH.

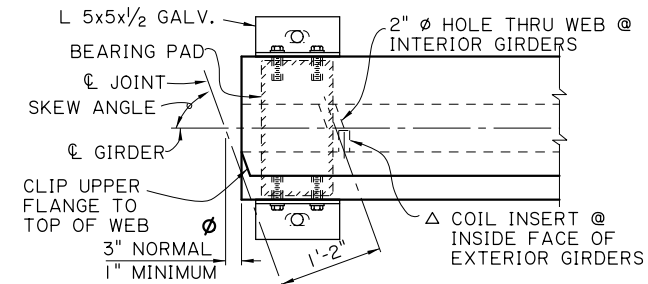
INDEX

SERIES	DESCRIPTION
1 OF 3	GIRDER HARDWARE AND BEARING PADS
2 OF 3	MILD STEEL REINFORCEMENT
3 OF 3	WELDED WIRE FABRIC REINFORCEMENT



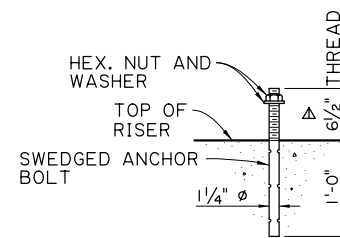
SKUEW JOINT AT END AND TRANSITION BENTS*

DETAILS NOT SHOWN ARE SIMILAR TO DETAILS SHOWN TO THE RIGHT
 * ADJUSTMENT TO STANDARD BAR DIMENSIONS FOR 501, 502, 301, AND 302 WILL BE REQUIRED IN HIGH SKEW ENDS.



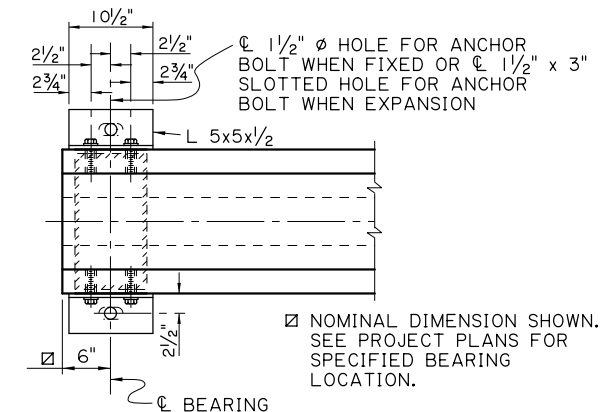
SKUEW JOINT AT INTERMEDIATE BENT*

Δ SKUEW THREADED INSERTS AT GIRDER ENDS ADJACENT TO END BENT WHEN SKEW ANGLE EXCEEDS 15° FROM NORMAL.
 ϕ PERPENDICULAR TO ϕ JOINT.



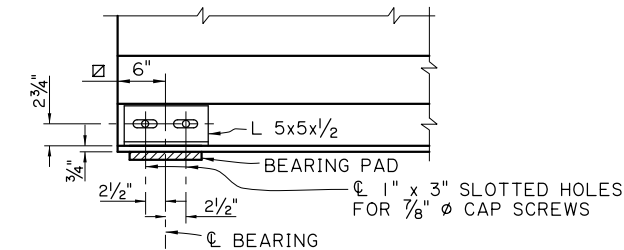
GIRDER BEARING ANCHOR BOLT

Δ ASSUMES A MAXIMUM BEARING PAD THICKNESS OF 3". LENGTHEN ANCHOR BOLT FOR THICKER BEARING PADS.



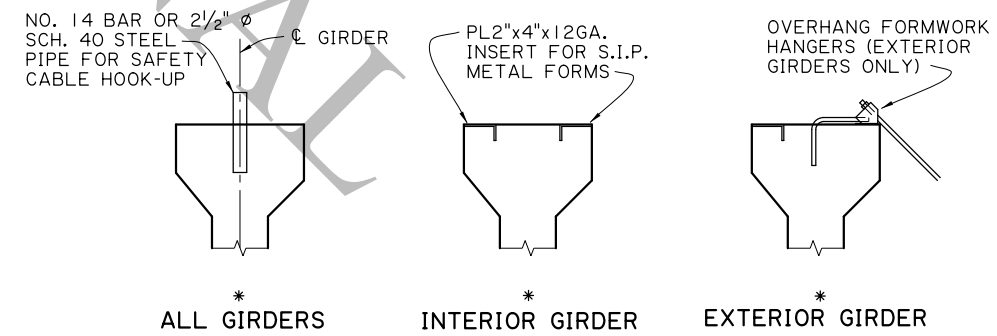
PART PLAN AT END OF GIRDER*

SHOWING BEARING ANCHOR DETAILS AND APPLIES ONLY TO GIRDERS TO BE ANCHORED AS SPECIFIED ON PROJECT PLANS.



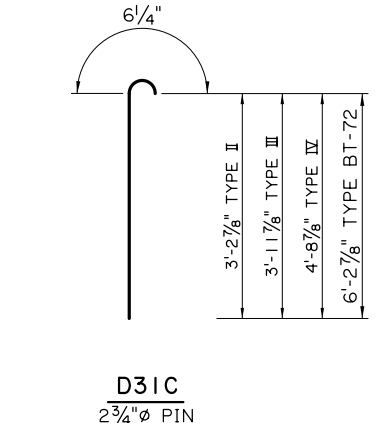
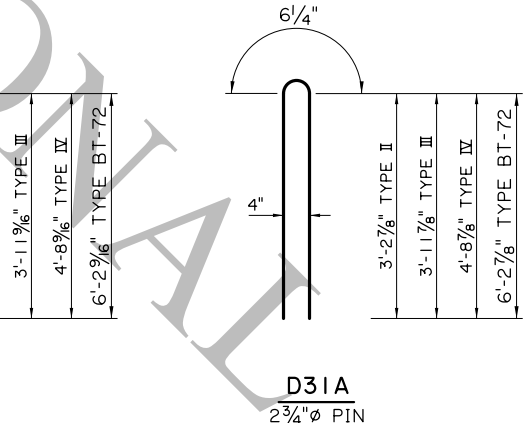
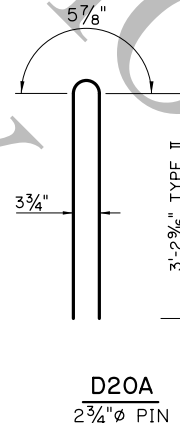
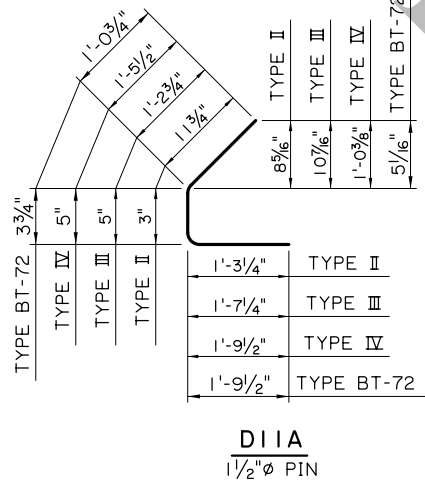
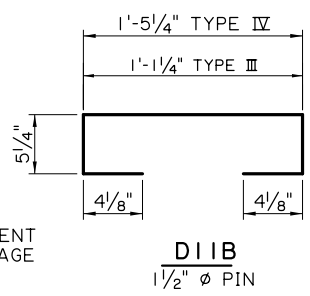
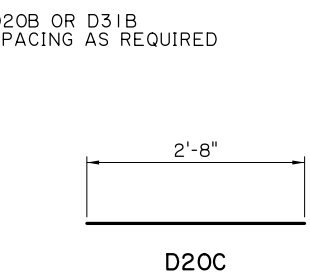
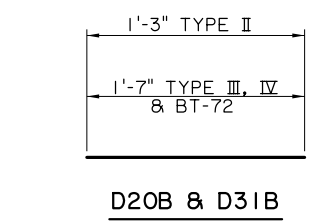
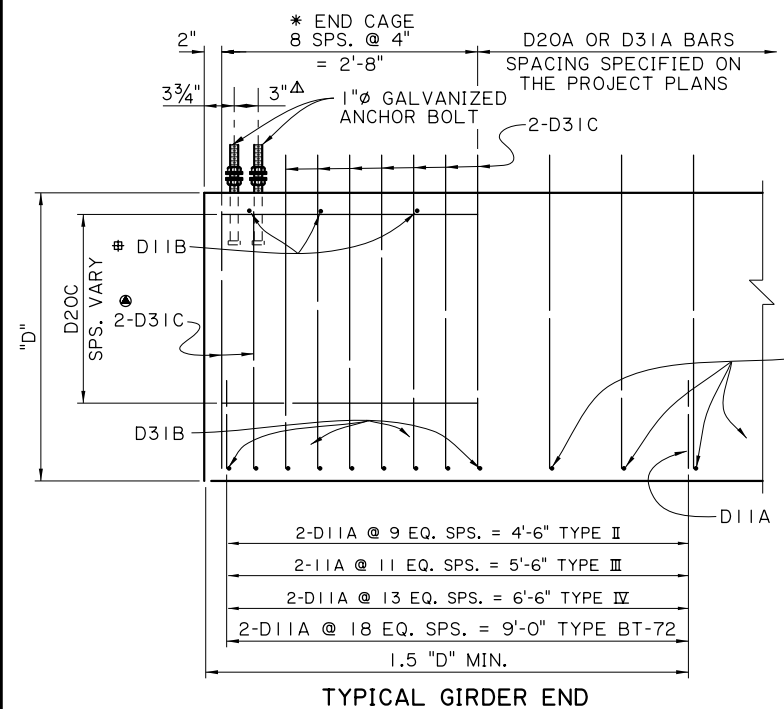
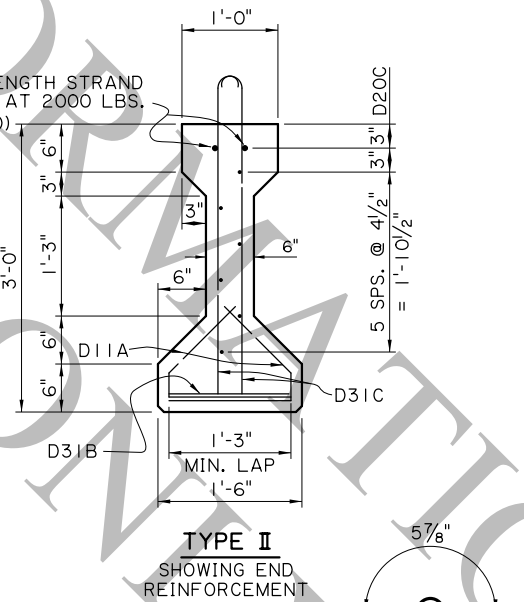
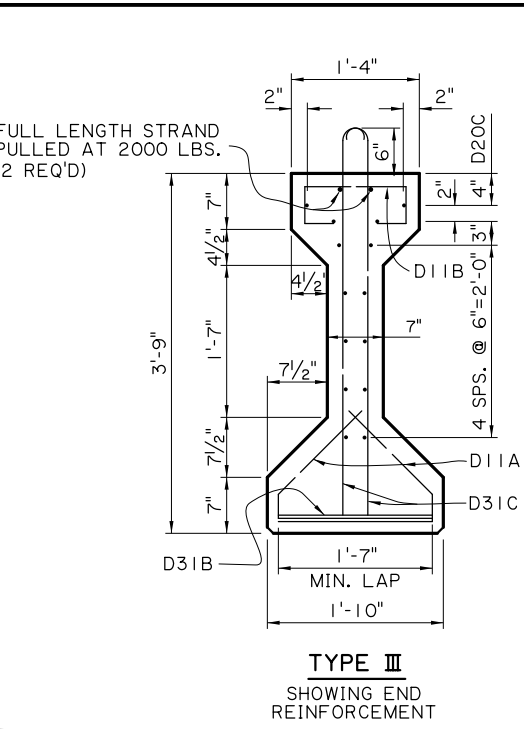
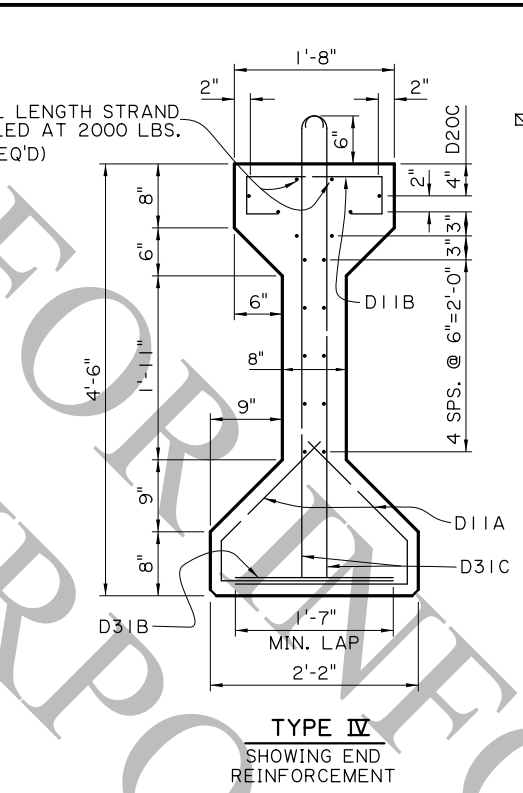
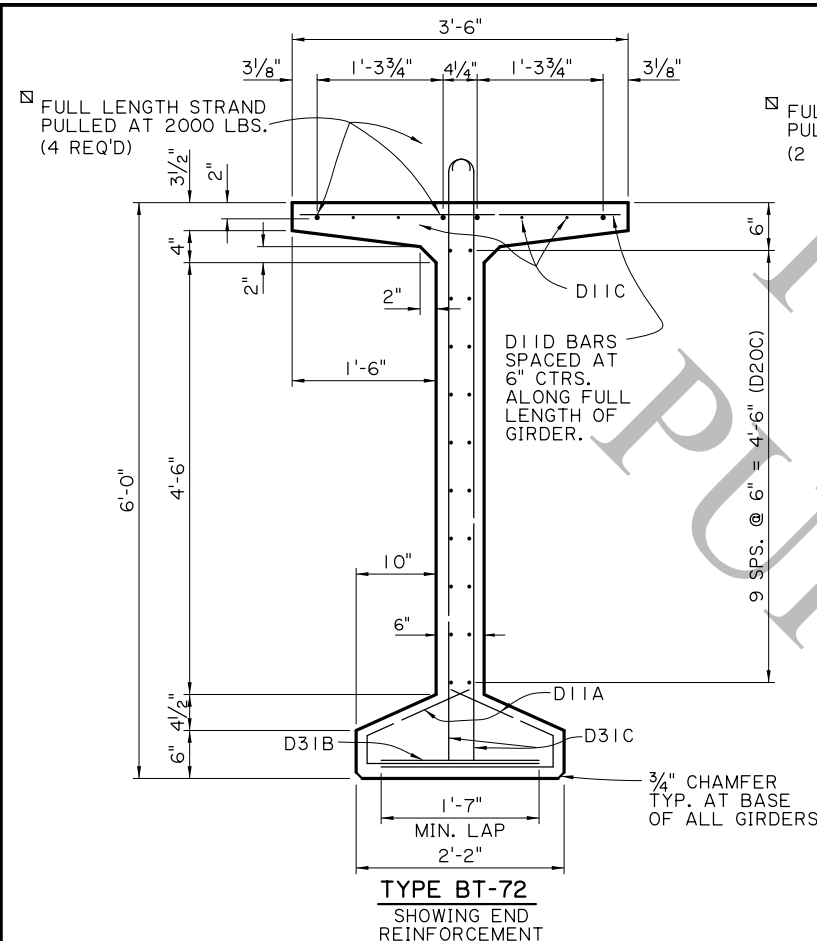
PART ELEVATION OF GIRDER END AT JOINT*

FIXED OR EXPANSION



ELEVATION - TOP FLANGE SHOWING MISC. ATTACHMENTS

SHEET NUMBER	PARISH	CONTROL SECTION	STATE PROJECT
DESIGN: A. LANCASTER	CHECK: K. KEMP	DRAWING: A. WILLIAMS	REVIEW: K. KEMP
APPROVED BY CHIEF ENGINEER:	DATE: 12/07/2025		REVISION OR CHANGE ORDER DESCRIPTION
<p style="text-align: center;">STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT</p>			
<p>AASHTO GIRDER DETAILS</p> <p>GIRDER HARDWARE AND BEARING PADS</p> <p>AASHTO GIRDERS</p>			
<p>DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT</p> <p>STANDARD PLAN</p>			



PRESTRESSED GIRDER NOTES

- FABRICATE IN ACCORDANCE WITH THE SPECIFICATIONS.
- UNLESS OTHERWISE NOTED IN THE PLANS, PRESTRESSING STEEL SHALL BE 0.6"Ø NOMINAL DIAMETER, UNCOATED, SEVEN-WIRE STRANDS, GRADE 270, CONFORMING TO ASTM DESIGNATION A 416M, AND SHALL BE LOW-RELAXATION WITH AN INITIAL APPLIED FORCE OF 43,950 POUNDS.
- CONCRETE IN PRECAST-PRESTRESSED CONCRETE GIRDERS SHALL BE CLASS P2 CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 6,500 P.S.I. AT RELEASE OF STRANDS AND 8,500 P.S.I. AT 28 DAYS, OR AS CALLED FOR IN THE PROJECT PLANS.
- SHOW METHOD OF HOLDING DRAPED STRANDS IN PLACE AND SCHEDULE FOR RELEASE OF HOLD-DOWNS AND STRANDS ON THE SHOP DRAWINGS. PRESTRESSED GIRDERS SHALL BE MAINTAINED IN AN UPRIGHT POSITION AT ALL TIMES DURING STORAGE AND HANDLING AND SUPPORTED FROM POINTS WITHIN 3'-0" OF GIRDER ENDS. DISREGARDING THIS REQUIREMENT MAY LEAD TO COLLAPSE OF THE MEMBER.
- WELDED WIRE FABRIC FOR PRECAST PRE-STRESSED CONCRETE GIRDERS SHALL CONFORM TO ASTM DESIGNATIONS A496 & A497. WWF SHALL BE FABRICATED TO CLOSE DIMENSIONAL TOLERANCES TO PROVIDE ONE (1) INCH MINIMUM CLEARANCE FROM EDGE OF BAR TO FACE OF GIRDER. DIMENSIONS SHOWN ON WELDED WIRE DIMENSIONS ARE OUT-TO-OUT OF BAR.
- CAMBER SHOWN ELSEWHERE IN THE PLANS IS APPROXIMATE AND ASSUMES DECK PLACEMENT 90 DAYS AFTER STRAND RELEASE. CAST GIRDERS NO MORE THAN 90 DAYS BEFORE DECK PLACEMENT. ANY ADJUSTMENTS REQUIRED DUE TO AN INCREASE IN CAMBER FROM THE VALUES SHOWN SHALL BE MADE AT NO ADDITIONAL COST OR TIME TO THE DEPARTMENT.
- MEASUREMENT WILL BE LINEAR FOOT OF PRECAST-PRESTRESSED CONCRETE GIRDER IN PLACE. THE FOLLOWING MATERIALS WILL BE PAID FOR IN THE PRICE BID PER LINEAR FOOT OF GIRDER:

CLASS P2 CONCRETE, REINFORCING STEEL AND PRESTRESSING STRANDS, ANCHOR BOLTS, NUTS, AND WASHERS FOR END DAM ANCHORAGE, THREADED INSERTS, COIL INSERTS, WASHERS, CAP SCREWS S.I.P. METAL FORM INSERTS, OVERHANG FORMWORK HANGERS, STEEL PIPE FOR SAFETY CABLE, AND L 5x5x1/2 AT BEARING ASSEMBLY.
- 3/8" Ø PRESTRESSING STRANDS STRESSED TO A MAXIMUM OF 2,000 POUNDS MAY BE SUBSTITUTED FOR WWF BARS D11C.

- D31C BARS SHORTENED BY 7" AT ANCHOR BOLT LOCATIONS.
- ⊕ D11B BARS REQUIRED AT EACH END OF GIRDER FOR TYPE III & IV.
- * AT SKEWED END BENTS & TRANSITION BENTS, MILD STEEL REINFORCEMENT IN LIEU OF WWF BARS D11A, D31B & D31C, SHALL BE USED FOR END CAGE ONLY. SEE SHEETS 2 & 3 OF 3.
- △ 3" DIMENSION MAY BE ADJUSTED SLIGHTLY TO AVOID CONFLICT WITH STEEL REINFORCEMENT.

DETAIL SCALE: 1" = 1'-0"

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	A. LANCASTER	CHECK	K. KEMP	DETAIL	A. WILLIAMS	CHECK	X. WANG
APPROVED BY CHIEF ENGINEER:				REVIEW	K. KEMP	SERIES #	3 OF 3
DATE:				12/07/2025	REVISION OR CHANGE ORDER DESCRIPTION	NO.	DATE
AASHTO GIRDER DETAILS WELDED WIRE FABRIC REINFORCEMENT AASHTO GIRDERS							
STANDARD PLAN							