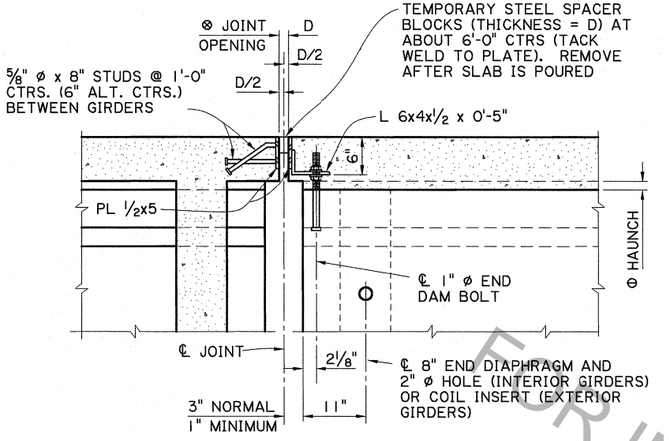


PART SECTION BETWEEN GIRDERS

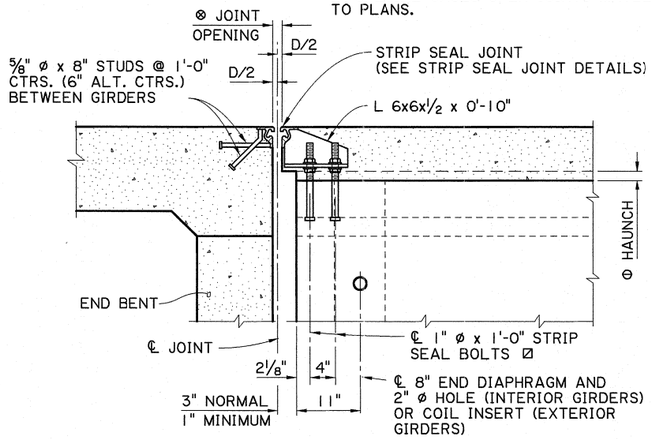
PART SECTION AT GIRDER

CONNECTION DETAIL AT EXPANSION BENTS

(SCALE: 1" = 1'-0")

NOTE:
OPEN JOINTS WITH END DAMS ARE USED AT INTERMEDIATE BENTS. WHERE REQUIRED STRIP SEAL JOINTS SHALL BE USED. DETAILS ARE SIMILAR EXCEPT AS SHOWN ON STRIP SEAL JOINT DETAILS.

NOTE:
STRIP SEAL JOINTS ARE REQUIRED AT END BENTS. IN SPECIAL CASES OPEN JOINTS MAYBE USED, REFER TO PLANS.



PART SECTION BETWEEN GIRDERS

PART SECTION AT GIRDER

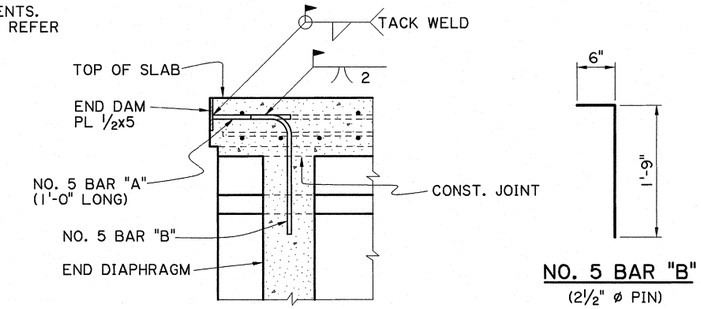
CONNECTION DETAIL AT END BENT

(SCALE: 1" = 1'-0")

Θ HAUNCH THICKNESS REQUIRED BY THE PLANS IS TO BE MAINTAINED AT ℄ BEARING EXCEPT FOR GIRDER FABRICATION AND CONSTRUCTION TOLERANCES. THIS DIMENSION IS TO BE VARIED AS REQUIRED WITHIN THE SPAN IN ORDER TO MAINTAIN CONSTANT SLAB THICKNESS AND TO CONSTRUCT THE DECK TO PROPER GRADE.

⊗ SEE SPAN DETAILS FOR JOINT OPENING.

☑ SEE BENT DETAILS FOR STRIP SEAL BOLTS AT END BENT.



NO. 5 BAR "B"
(2 1/2" ø PIN)

SECTION BETWEEN GIRDERS

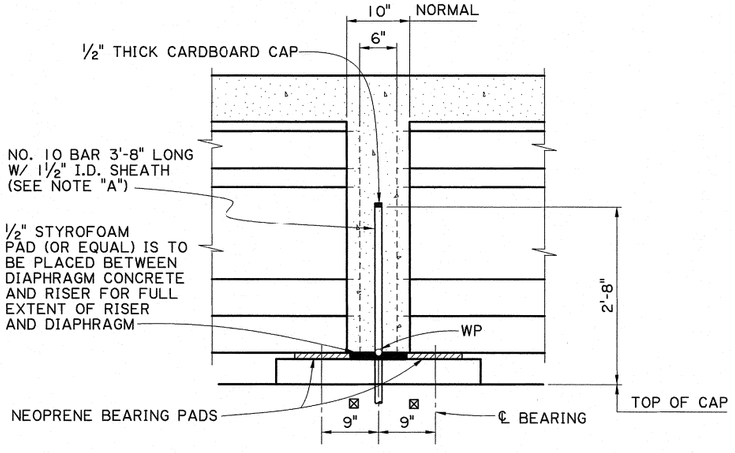
(SHOWING END DAM STABILIZER BARS)
(NTS)

END DAM STABILIZER BARS:

NO. 5 BARS "B" SHALL BE PLACED IN ONE END DIAPHRAGM PER JOINT EQUALLY SPACED BETWEEN END DAM ANCHOR ANGLES AND BOLTS AT 4'-6" MAXIMUM CENTERS. NO. 5 BARS "A" TO BE TACK WELDED TO THE END DAM PLATE AT THE NO. 5 BARS "B" LOCATIONS. STABILIZER BARS ARE NOT REQUIRED FOR STRIP SEAL JOINTS.

PROCEDURES:

1) CAST NO. 5 BARS "B" BARS IN END DIAPHRAGM CONCRETE.
2) LOOSELY TIE NO. 5 BARS "A" TO NO. 5 BARS "B" AFTER END DAMS AND DECK STEEL ARE IN PLACE.
3) TACK WELD NO. 5 BARS "A" TO END DAM PLATE.
4) ADJUST END DAM. FIRMLY TIE AND THEN WELD NO. 5 BARS "A" TO NO. 5 BARS "B".
5) CAST DECK.



CONNECTION DETAIL AT CONTINUITY DIAPHRAGM

(NTS)

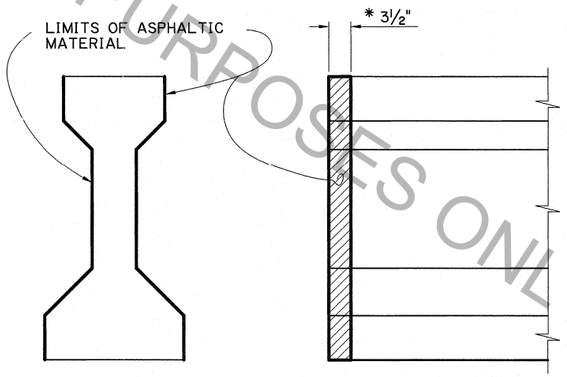
☒ NOMINAL DIMENSION SHOWN. ACTUAL BEARING LOCATION TO BE AS SPECIFIED ELSEWHERE IN THE PLANS.

NOTE "A":

DOWELS IN THE CAP SHALL BE GALVANIZED NO. 10 DEFORMED REINFORCING STEEL. PRIOR TO POURING THE CONTINUITY DIAPHRAGM, THE DOWELS SHALL BE BE SHEATHED BY A 1 1/2" I.D. RIGID SLEEVE WITH A 1/2" THICK CARDBOARD CAP ABOVE THE TOP OF THE DOWELS TO ALLOW THE GIRDERS TO DEFLECT ON THEIR BEARING PADS UNDER FUTURE LOADS.

TO FACILITATE PLACEMENT OF GIRDERS, THE CONTRACTOR MAY SET THE NO. 10 DOWELS BY ONE OF THE FOLLOWING METHODS:
1) SETTING DOWELS IN APPROVED NON-SHRINK GROUT IN PREFORMED HOLES HAVING A MINIMUM DIAMETER OF 3".
2) SETTING DOWELS AT INITIAL CASTING OF CAP.

* ON SKEWED BRIDGES, INCREASE THIS DIMENSION SO THAT THE ASPHALTIC MATERIAL EXTENDS 1 1/2" BEYOND THE EDGE OF THE CONTINUITY DIAPHRAGM. EXAMPLE: FOR A 30° SKEWED BRIDGE, THIS DIMENSION = 8 1/2".



NOTES:
1) UPON REMOVAL OF BEAMS FROM FORMS, ALL EXPOSED ENDS OF STRANDS SHALL BE CUT OFF FLUSH WITH THE CONCRETE FACE AND COATED WITH ONE (1) COAT OF SIKA SIKADUR 31 HI-MOD GEL EPOXY PASTE ADHESIVE, OR APPROVED EQUAL.
2) APPLY ASPHALTIC MATERIAL WITH A BRUSH TO ENDS OF GIRDERS AS SHOWN AT CONTINUITY DIAPHRAGMS WHERE GIRDERS ARE EMBEDDED IN CONCRETE. PAINT INSIDE FACE OF EXTERIOR GIRDERS AND BOTH SIDES OF INTERIOR GIRDERS. ASPHALTIC MATERIAL TO MEET ASTM D 1187 AND APPLIED ACCORDING TO MANUFACTURER'S RECOMMENDATION.
COST FOR THE ABOVE SHALL BE INCLUDED IN THE GIRDER PRICE, PER LINEAR FOOT.

COATING ENDS OF PRESTRESSING STRANDS AND BONDBREAKER AT CONTINUITY DIAPHRAGM

(NTS)

STATE OF LOUISIANA
JENAN NAKHLEH
REG. No. 18692
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
9/4/2012

FOR INFORMATIONAL PURPOSES ONLY

SHEET NUMBER

PARISH	CONTROL SECTION	STATE PROJECT

DESIGNED	DETAILED	SERIES NUMBER
CHECKED	CHECKED	
	C. DELATOUR	03-05-2001
	J. NAKHLEH	2 OF 5

3Y

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

MISC. SPAN AND GIRDER DETAILS

(CONNECTION DETAILS AND END DAM STABILIZERS)

STANDARD DETAIL: MISC. SPAN AND GIRDER DETAILS