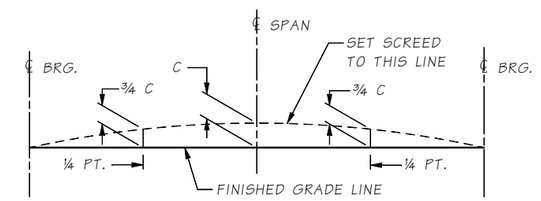
# GIRDER SCHEDULE

| SPAN | GIRDER | GIRDER SERIES | PLAN LENGTH (ALONG GIRDER GRADE) (SEE GIRDER NOTE 1) | INT. DIAPHRAGM TYPE (FULL OR PARTIAL) | GIRDER END DETAILS | | | | | | | MIN. CONC. COMP. STRENGTH | | NUMBER OF STRANDS (SEE GIRDER NOTE 2) | | | LOCATION OF C.G. STRANDS | | | STRAIGHT STRANDS TO EXTEND | | | | "A" DIMENSION AT ℄ BEARINGS | DECK SCREED CAMBER C | MIDSPAN VERTICAL DEFLECTION D | | REINFORCEMENT DETAILS | | | | | | | SHIPPING AND HANDLING DETAILS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | END 1 TYPE | END 2 TYPE | $L_d$ | $\theta_1$ | $\theta_2$ | $P_1$ | $P_2$ | @ 28-DAYS F'C (KSI) | @ RELEASE F'CI (KSI) | STRAIGHT | HARPED | TEMPORARY | E | F℄ | Fo | END 1 STRANDS | END 1 EXTENSION LENGTH | END 2 STRANDS | END 2 EXTENSION LENGTH | | | LOWER BOUND @ 40 DAYS | UPPER BOUND @ 120 DAYS | ZONE 1 SPACING | ZONE 1 LENGTH | ZONE 2 SPACING | ZONE 2 LENGTH | ZONE 3 SPACING | ZONE 3 LENGTH | H1 | MAXIMUM MIDSPAN VERTICAL DEFLECTION AT SHIPPING | L | $L_1$ | $L_2$ | $K_\theta$ MINIMUM SHIPPING SUPPORT ROTATIONAL SPRING CONSTANT | $W_{CC}$ MINIMUM SHIPPING SUPPORT CNTR.-TO-CNTR. WHEEL SPACING |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ?TO? | - | ?TO? | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES TO DESIGNER:

1. WF GIRDER DETAIL SHEETS 2 TO 5 ARE INTENDED TO BE USED AS IS WITHOUT NEED FOR MODIFICATION FOR MOST PROJECTS. PROJECT SPECIFIC GIRDER DETAILS ARE THEN LIMITED TO THE GIRDER SCHEDULE. WF GIRDER DETAIL SHEET 5 MAY BE OMITTED IF TEMPORARY TOP STRANDS ARE NOT USED.
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. G1 STIRRUP HEIGHT "H1" IS GENERALLY THE GIRDER HEIGHT + 3" + "A" DIMENSION. HOWEVER, DESIGNERS SHALL CHECK "H1" FOR THE EFFECT OF VERTICAL CURVE AND INCREASE AS NECESSARY.
4. DIMENSIONS IN THE GIRDER SCHEDULE SHALL BE SHOWN TO THE NEAREST ⅛" EXCEPT THE "A" DIMENSION WHICH SHALL BE SHOWN TO THE NEAREST ¼".
5. THE NUMBER OF HARPED STRANDS SHOULD NOT EXCEED HALF THE NUMBER OF STRAIGHT STRANDS UNLESS THE STRAIGHT STRAND PATTERN IS FULL.

NOTE TO DESIGNER:
PLACE DETAIL ON BRIDGE DECK REINFORCEMENT PLAN.




## SCREED SETTING DIMENSIONS

FOR DIMENSION "C" SEE GIRDER SCHEDULE

## 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"ø AASHTO M203 GRADE 270 LOW RELAXATION STRANDS, JACKED TO 202.5 KSI (43.9 KIPS PER STRAND).

Last revised on : 3/08/2018

SR ____ FILE NO. ____ SHEET ____

5.6-A4-1

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|---|---|---|---|---|---|---|---|---|---|---|
| Bridge Design Engr. | M:\STANDARDS\Girders\WF\WF GIRDER DETAILS 1 OF 5.MAN | | | | REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS | BRIDGE AND STRUCTURES OFFICE |
| Supervisor | | | | | 10 | WASH. | | | | Washington State Department of Transportation |
| Designed By | | | | | JOB NUMBER | | | | | STANDARD PRESTRESSED CONCRETE GIRDERS |
| Checked By | | | | | | | | | | WF GIRDER DETAILS 1 OF 5 |
| Detailed By | | | | | | | | | | BRIDGE SHEET NO. |
| Bridge Projects Engr. | | | | | | | | | | SHEET OF SHEETS |
| Prelim. Plan By | | | | | | | | | | |
| Architect/Specialist | DATE | REVISION | BY | APP'D | | | | | | |

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