Bridge Design Details 9.1 June 2025

Girder Layout

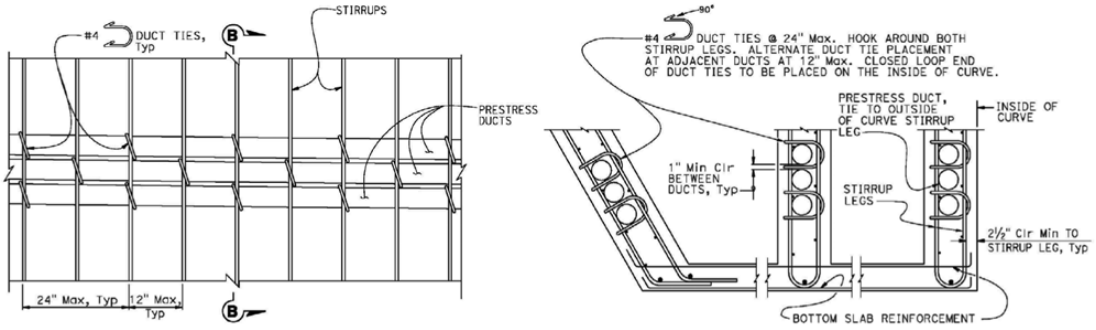
The GIRDER LAYOUT sheet provides specific details for the girder layout, camber diagram, and end diaphragm section. For more details regarding girders and end diaphragms, see 14 Prestressed Post-Tensioned Concrete.

For more details regarding steel girders, see 11 Steel Girder Bridge.

Plan

1. Orient the PLAN view the same as the GENERAL PLAN. Combine the GIRDER LAYOUT and TYPICAL SECTION sheets when possible.
2. Preferred scale ⅛" = 1'-0"; on larger structures, 1" = 20’ may be used to show line diagram type GIRDER LAYOUT sheets. For widenings, it may be necessary to use larger ¼" = 1' -0" scale to show portions of the original structure to capture controlling alignments or limits of scope of work.
3. Show North Arrow. If several GIRDER LAYOUT sheets are used, such as in a long curved structure, show North Arrow on all layouts.
4. Do not show stations and layout information given on GENERAL PLAN or FOUNDATION PLAN.
5. Dimension girder spacing along centerline of support from station line to centerline of exterior girders, but do not show intermediate girder spacing unless it differs from the TYPICAL SECTION.
6. Show centerlines of girders. Designate girders with lettered callouts (Ⓐ, Ⓑ, Ⓒ, etc.).
7. Show the bearing layout of the centerline of girders; do not repeat alignment layout information shown elsewhere. Lengths of precast girders are tabulated on precast girder standard detail sheets. Lengths of steel girders are shown on GIRDER DETAILS in ELEVATION.
8. Show girders with solid lines (main view is of concrete section including girders, bent caps, end diaphragms, and hinges prior to deck placement). If edge of deck is shown, use a dashed line.
9. Show portion of transverse deck reinforcement on skewed bridges, see 8.8 Typical Transverse Reinforcement. Reinforcement is not required for skews less than or equal to 20 degrees. Label prefabricated and post-fabricated epoxy-coated reinforcement.
10. Detail deck corners on skewed bridge abutments or hinges, see 8.9 Skewed Deck Corner Reinforcement. Label prefabricated and post-fabricated epoxy-coated reinforcement.
11. Show intermediate diaphragms.

12. Dimension locations of any optional or required field splices of precast or steel girders.
13. Dimension locations and spacing of lateral bracings, cross frames, and diaphragms along the layout line or centerline of structure.
14. Show locations of bearing stiffeners and spacing of intermediate stiffeners along the centerline of steel girders. Show thickness and widths of bearing and intermediate stiffeners on GIRDER DETAILS.
15. Show concrete box girder flare lengths and stem thickness at both ends of flares.
    i. Sloped exterior girders must be flared to 18" minimum web thickness at the end diaphragms over a minimum of 16-foot length. Designate girder width symbol (12) in inches.
16. Place “DETAIL A” for curved box girders on TYPICAL SECTION sheet. “DETAIL A” can also be placed on GIRDER LAYOUT sheet if there is not enough room on TYPICAL SECTION. For “DETAIL A”, see *Bridge Design Memo* 5.27.



17. Show soffit slab flare locations.
18. Show vertical fillets (not required for skews less than or equal to 20 degrees).
19. Show utility opening and future utility locations and call out type per *Standard Plan*: B7-10 *Utility Opening Box Girder* or *Standard Plan*: B6-10 *Utility Openings T-Beam*.
20. S how location of soffit and deck access openings, see *Standard Plan*: B14-5 *Water Supply Line (Details) (Pipe Sizes Less Than 4")*. A minimum of one opening per span should be placed for bays that contain utilities for future access. Dimension from centerline of support.
21. Show deck drain locations and drainpipes. Additional DECK DRAINAGE sheet may be used to provide additional drainage details.
22. Show concrete box vents and call out *Standard Plan*: B7-1 *Box Girder Details* (Detail V-1). Soffit vents should be placed per notes on standard details.
23. Do not show prestressing ducts or duct vents.

Longitudinal Section

1. Draw LONGITUDINAL SECTION not to scale. Typically placed as a projection from the PLAN view. To show details more clearly, you may exaggerate vertically.
2. Show stirrup spacing. Combine callouts on similar girders to save space.
    i. Provide stirrups at no more than 12-inch spacing for a minimum of 8 feet at supports and anchor ends.
3. Show soffit flare thickness and lengths. Show non-typical soffit and deck thickness along the bridge LONGITUDINAL SECTION (e.g., soffit thickness near in-span hinge seat).
4. Show cable path for prestressed bridges. Note control dimensions to center of gravity of prestressing force at centerline of supports and locate inflection points of cable path. Dimension high points, low points, points of inflection, and cable ends from bottom of soffit. The cable path should be labeled as: “Cable path is a parabolic curve between points shown”.
5. Add standard cell for PRESTRESSING NOTES.
    i. Give type of strands (e.g., 270 ksi low relaxation strands).
    ii. Specify P_{jack} (kips) and the number of girders for which it applies.
    iii. Include all assumptions for prestress losses (assumed K and μ as well as assumed long term loss stress).
    iv. Include the final force ratio allowed between any two girders.
    v. Clearly identify the physical location of the point of no movement along the cable path in the LONGITUDINAL SECTION view. Indicate the force coefficient at the point of no movement ☒ in decimal form (rounded to nearest 0.001). Add symbol description to LEGEND.
    vi. Specify either one end or two end stressing. If one end stressing, specify which end is to be the stressing end.
    vii. Give concrete strengths (ksi) at 28 days f'c and at time of stressing f'ci.

Camber Diagram

1. Draw proportionally correct, but not to scale.
2. Add note: “Does not include allowance for falsework settlement”.
3. Use one diagram for all girders except unusual conditions.
4. Avoid negative camber values especially in conjunction with flat bridge profiles. May be impossible to avoid in cantilever spans with a hinge where extra care should be taken.
5. Camber units are shown in feet and to the nearest 0.01'.
    i. Camber values for deck and barrier dead loads for precast girders are tabulated on precast girder standard detail sheets. Additional camber considerations may be required, including weights of utilities and roadway vertical curve.
    ii. Camber values for web and screed camber of steel girders should be detailed on GIRDER DETAIL sheets.

End Diaphragm Section

1. Use scale ½" = 1'-0" minimum.
2. END DIAPHRAGM section should be taken from PLAN view on the GIRDER LAYOUT sheet. SECTION may be shown on TYPICAL SECTION sheet if space is limited.
3. Show width of diaphragm.
4. Show approximate prestress blockout location. For prestressing Grillage, reference *Standard Plan B8-5*. For reinforcement, see *Bridge Design Memo 5.26*.
5. Label all reinforcement. Show limits of transverse deck reinforcement.
6. Show sealed joint (MR ≤ 2") or joint seal blockout (MR > 2").
7. Only show lines that intersect the section cut plane (do not show lines and reinforcement that are beyond the section cut plane).
8. In some cases, multiple SECTIONS may be required. If multiple SECTIONS are required, then consider adding END DIAPHRAGM DETAILS sheet.
9. Show utility opening details and refer to Standard Plans for typical reinforcement.
10. Show paving notch and reinforcement.

Figure 9A.A.1 Girder Layout Detailing Example 1

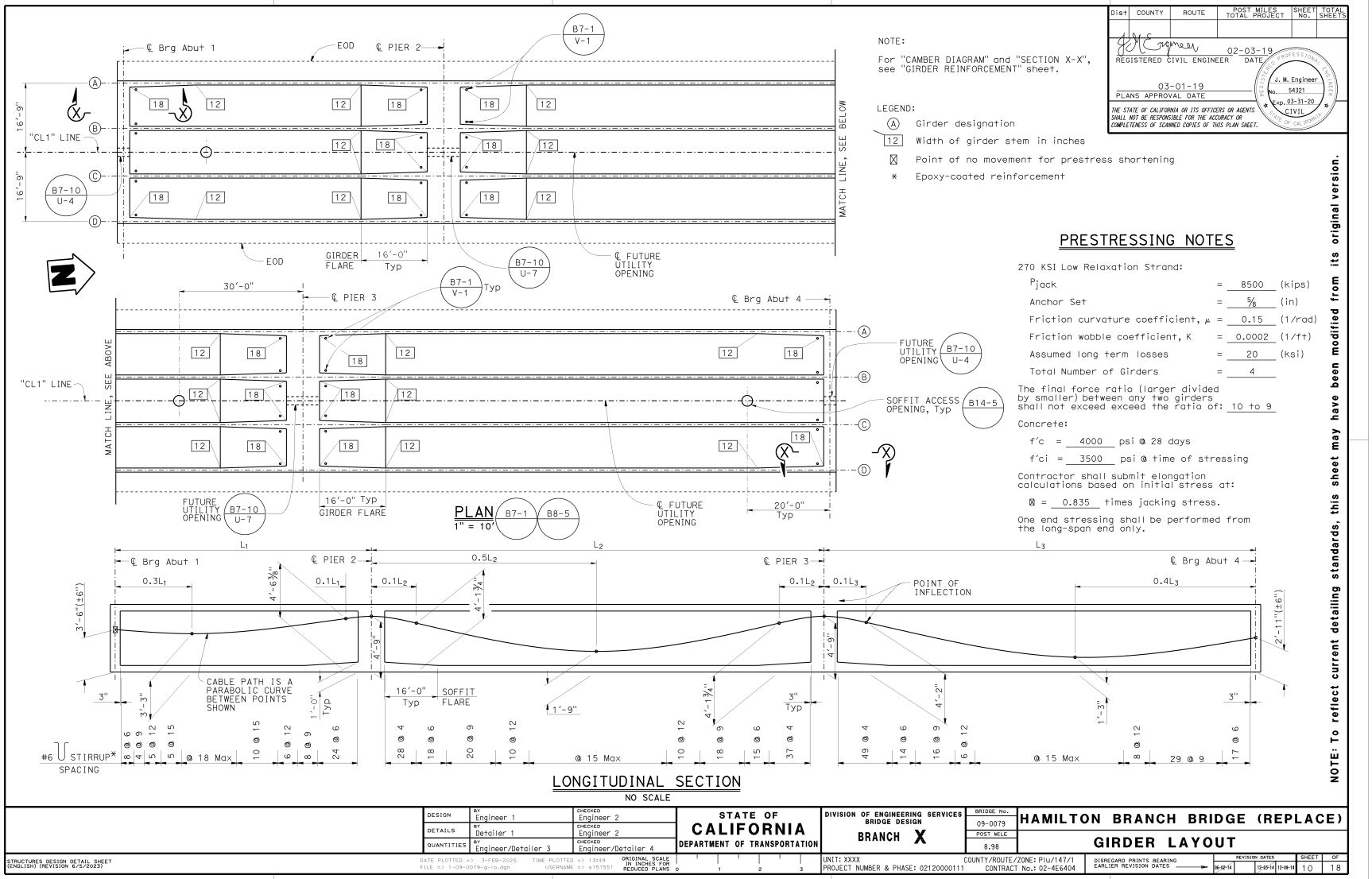


Figure 9A.A.2 Girder Layout Detailing Example 2

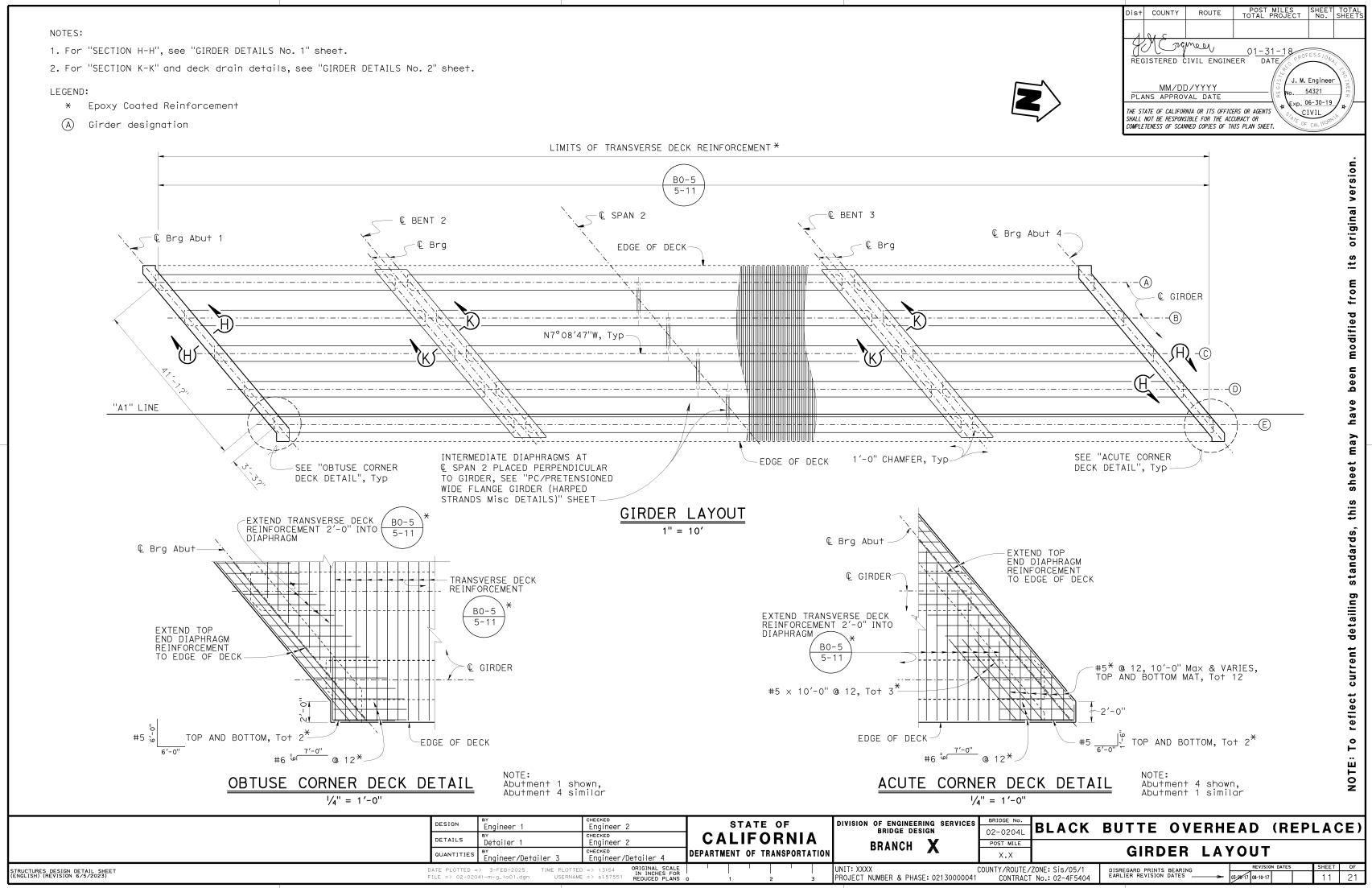


Figure 9A.A.3 Girder Layout Detailing Example 3

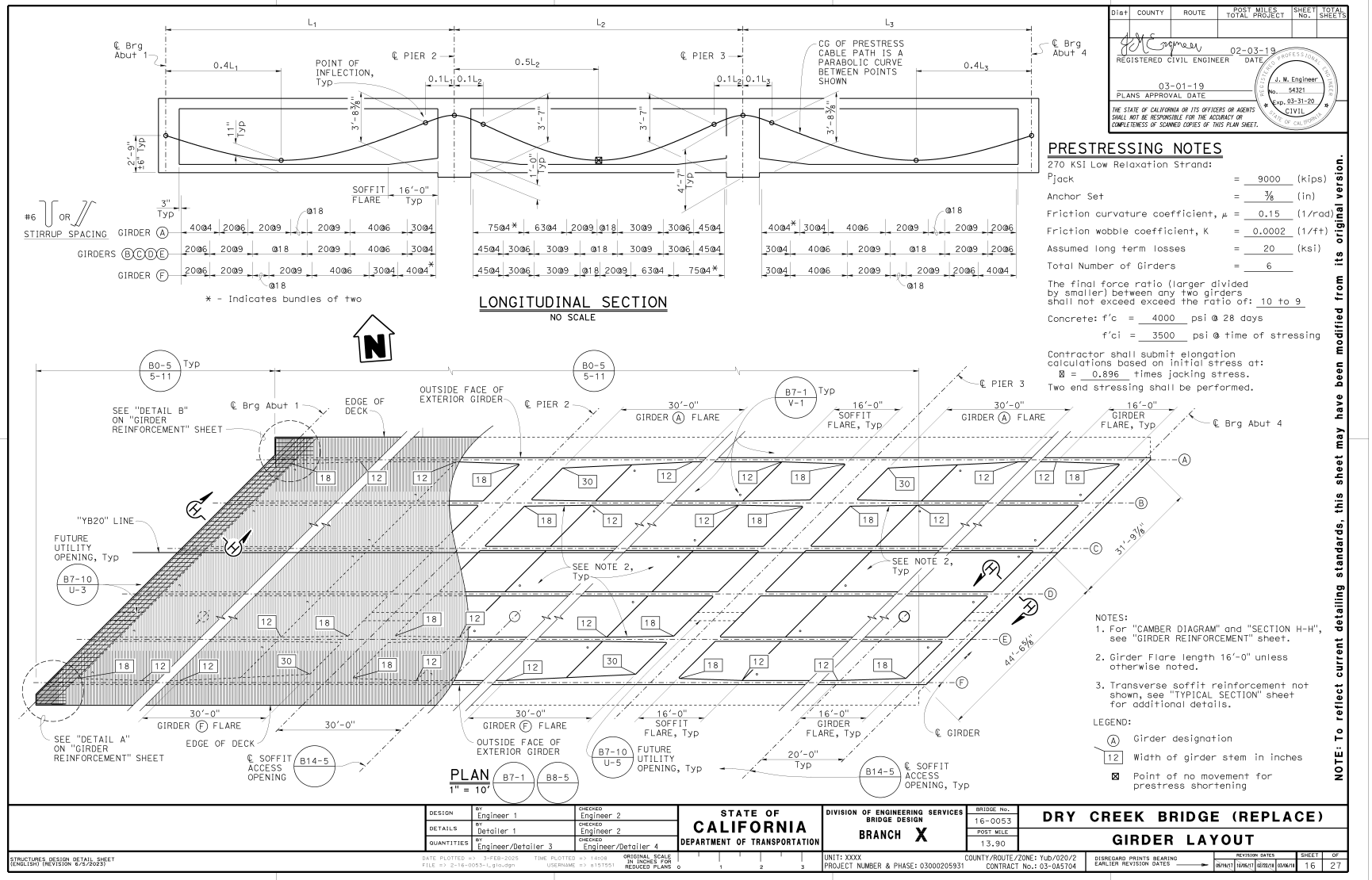


Figure 9A.A.4 Girder Layout Detailing Example 4

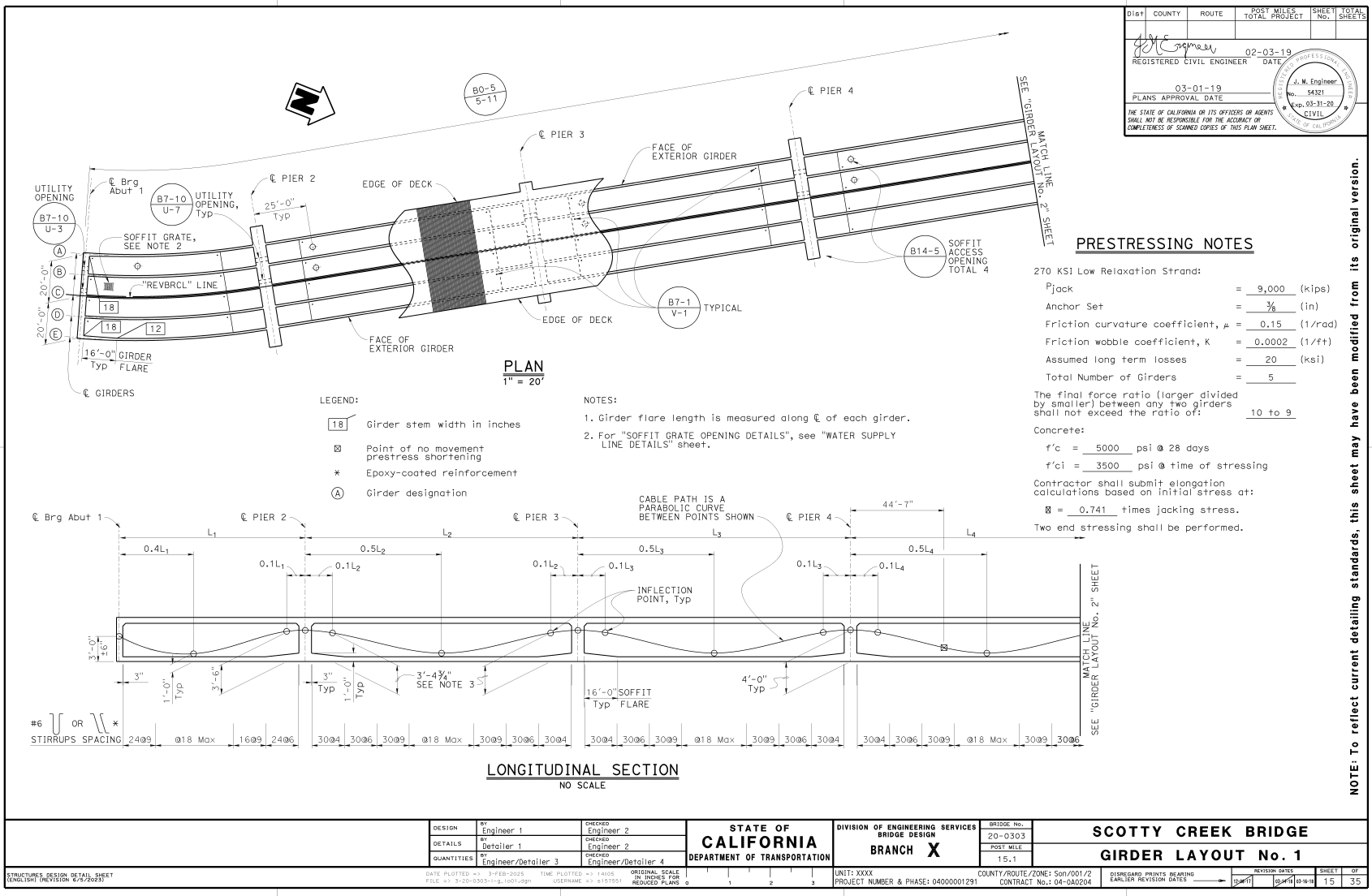


Figure 9A.A.5 Girder Layout Detailing Example 5

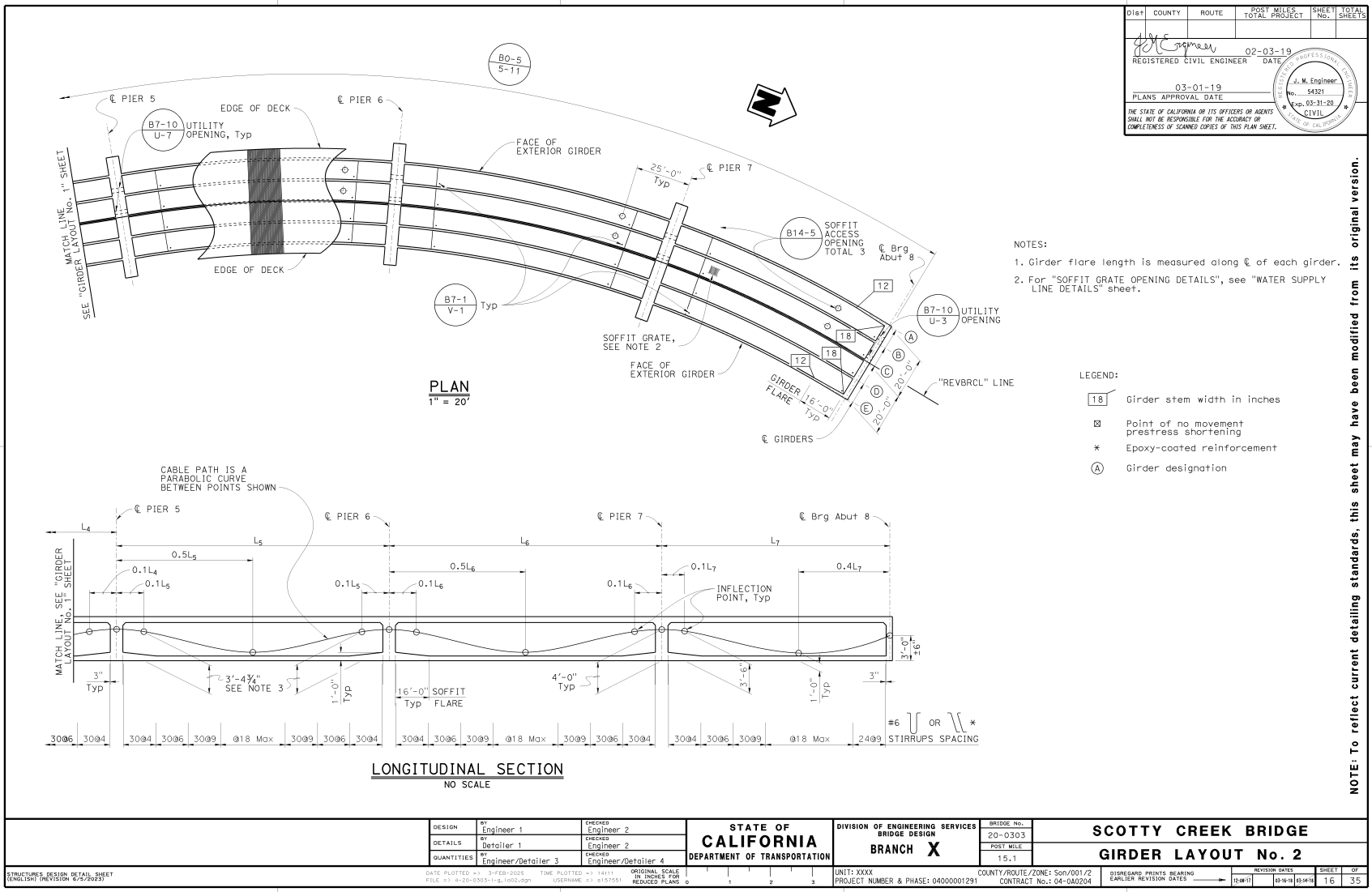


Figure 9A.A.6 Girder Layout Detailing Example 6

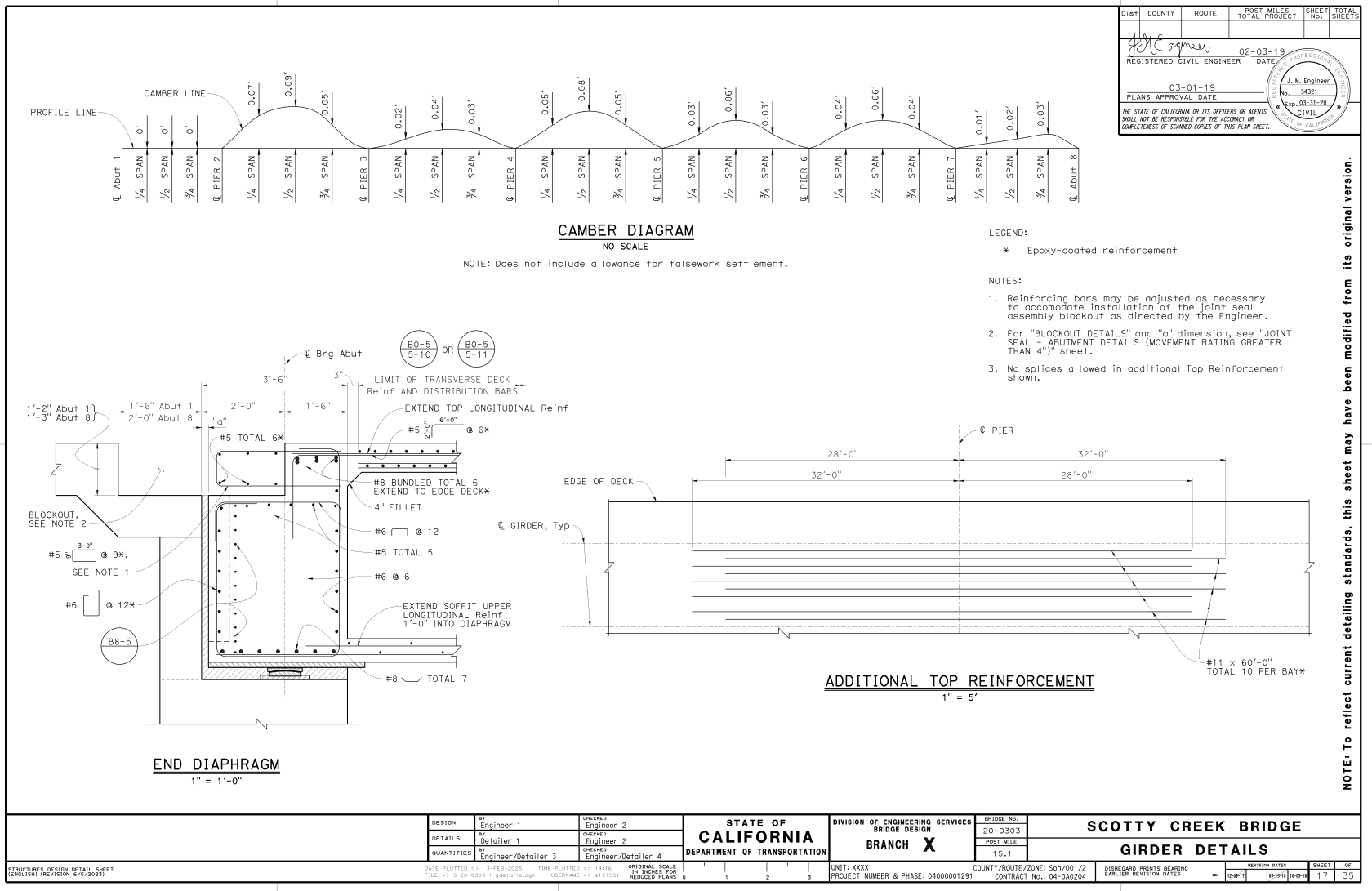


Figure 9A.A.7 Girder Layout Detailing Example 7

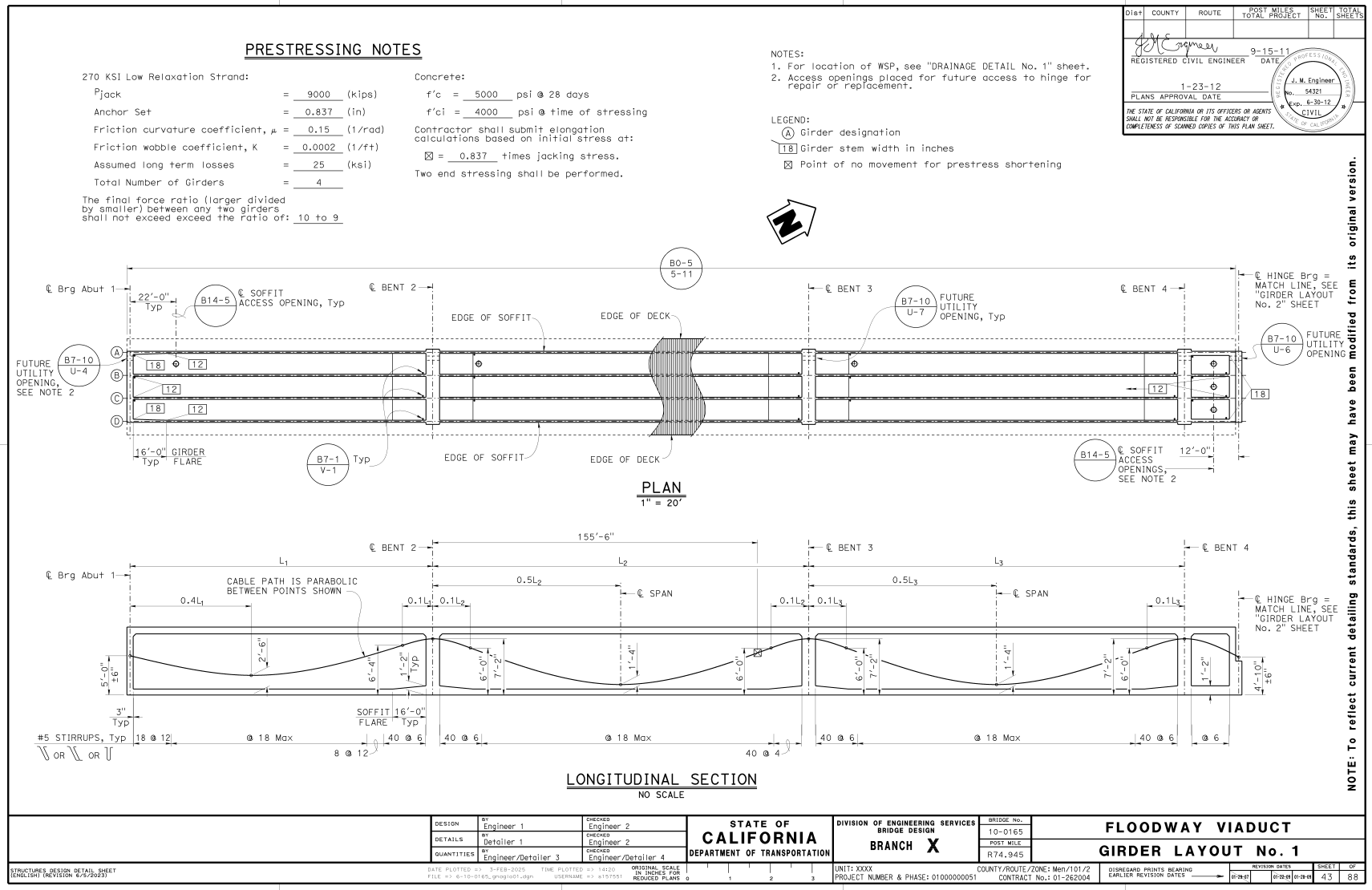


Figure 9A.A.8 Girder Layout Detailing Example 8

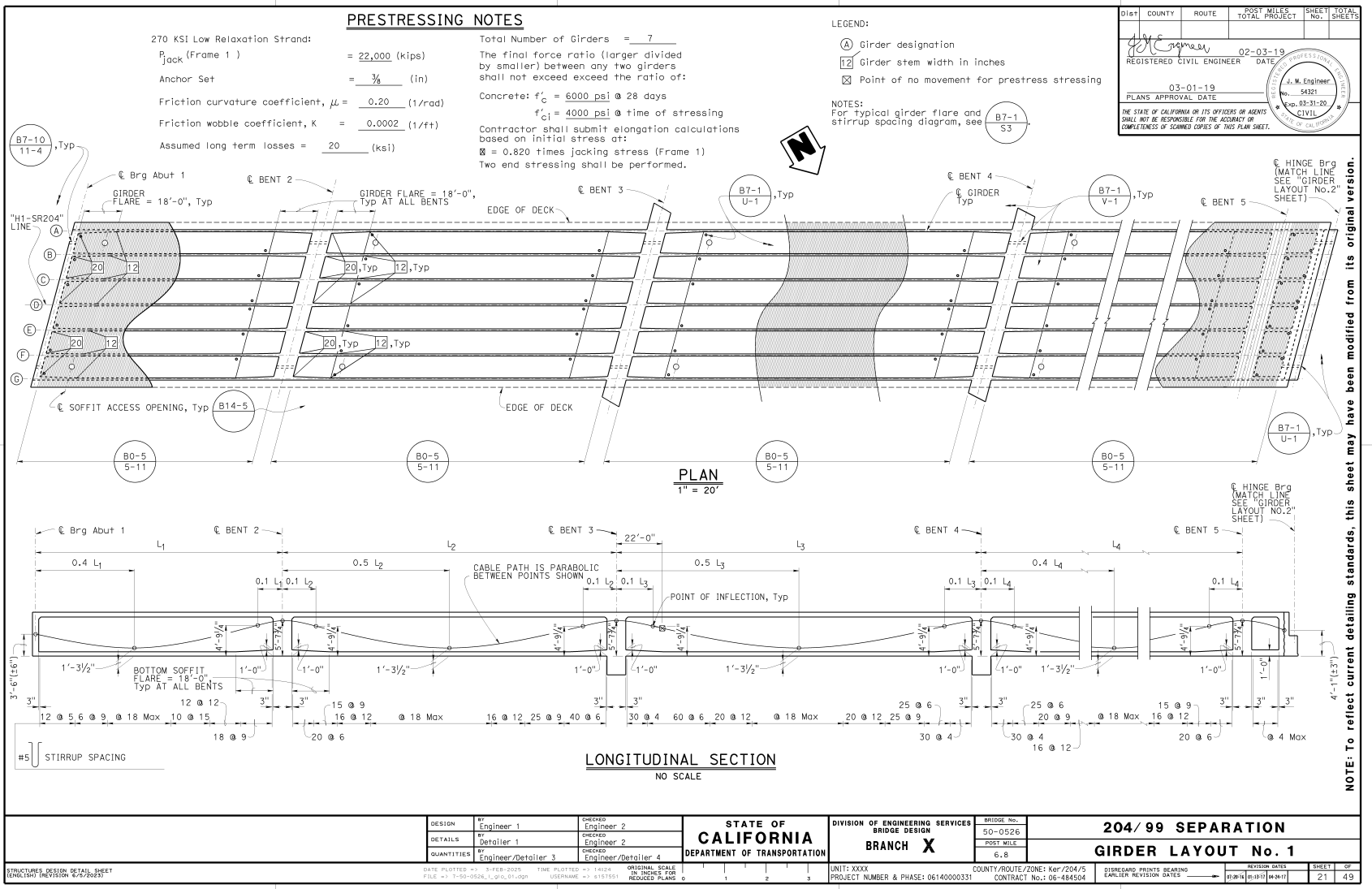


Figure 9A.A.9 Girder Layout Detailing Example 9

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

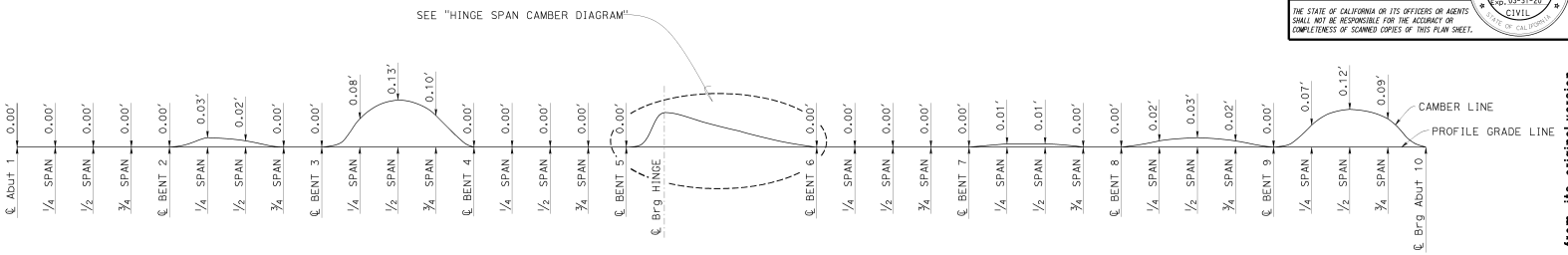
REGISTERED CIVIL ENGINEER — 02-03-19 DATE

J. M. Engineer No. 54321 Exp. 03-31-20 CIVIL — STATE OF CALIFORNIA

03-01-19
PLANS APPROVAL DATE

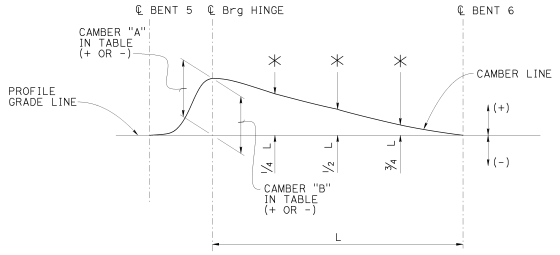
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:
Unfactored supported hinge dead load = 1642 kips and prestress reaction = 171 kips.



CAMBER DIAGRAM
NO SCALE

NOTE: Does not include allowance for falsework settlement.



HINGE SPAN CAMBER DIAGRAM
NO SCALE

✳ Long cantilever adjusted camber-see table for time dependent values

DAYS ※	CAMBER "A"	CAMBER "B"	LONG CANTILEVER ADJUSTED CAMBER @¼L	@½L	@¾L
30	0.11	0.11	0.08	0.05	0.02
60	0.11	0.11	0.08	0.05	0.02
90	0.10	0.11	0.08	0.05	0.02
120	0.10	0.11	0.08	0.05	0.02
180	0.10	0.11	0.08	0.05	0.02
240	0.10	0.11	0.08	0.05	0.02
360	0.10	0.11	0.08	0.05	0.02
720	0.10	0.10	0.08	0.05	0.02

NOTE: Camber values are in feet.
※ Elapsed time in days measured from prestressing short hinge side until closure and load transfer

NOTE: To reflect current detailing standards, this sheet may have been modified from its original version.

	BY	CHECKED
DESIGN	Engineer 1	Engineer 2
DETAILS	Detailer 1	Engineer 2
QUANTITIES	Engineer/Detailer 3	Engineer/Detailer 4

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
BRIDGE DESIGN
BRANCH X

BRIDGE No. 50-0526
POST MILE 6.8

204/99 SEPARATION
CAMBER DIAGRAM

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REVISION 6/6/2023)

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COUNTY/ROUTE/ZONE: Ker/204/5
CONTRACT No.: 06-484504

DISREGARD PRINTS BEARING EARLIER REVISION DATES

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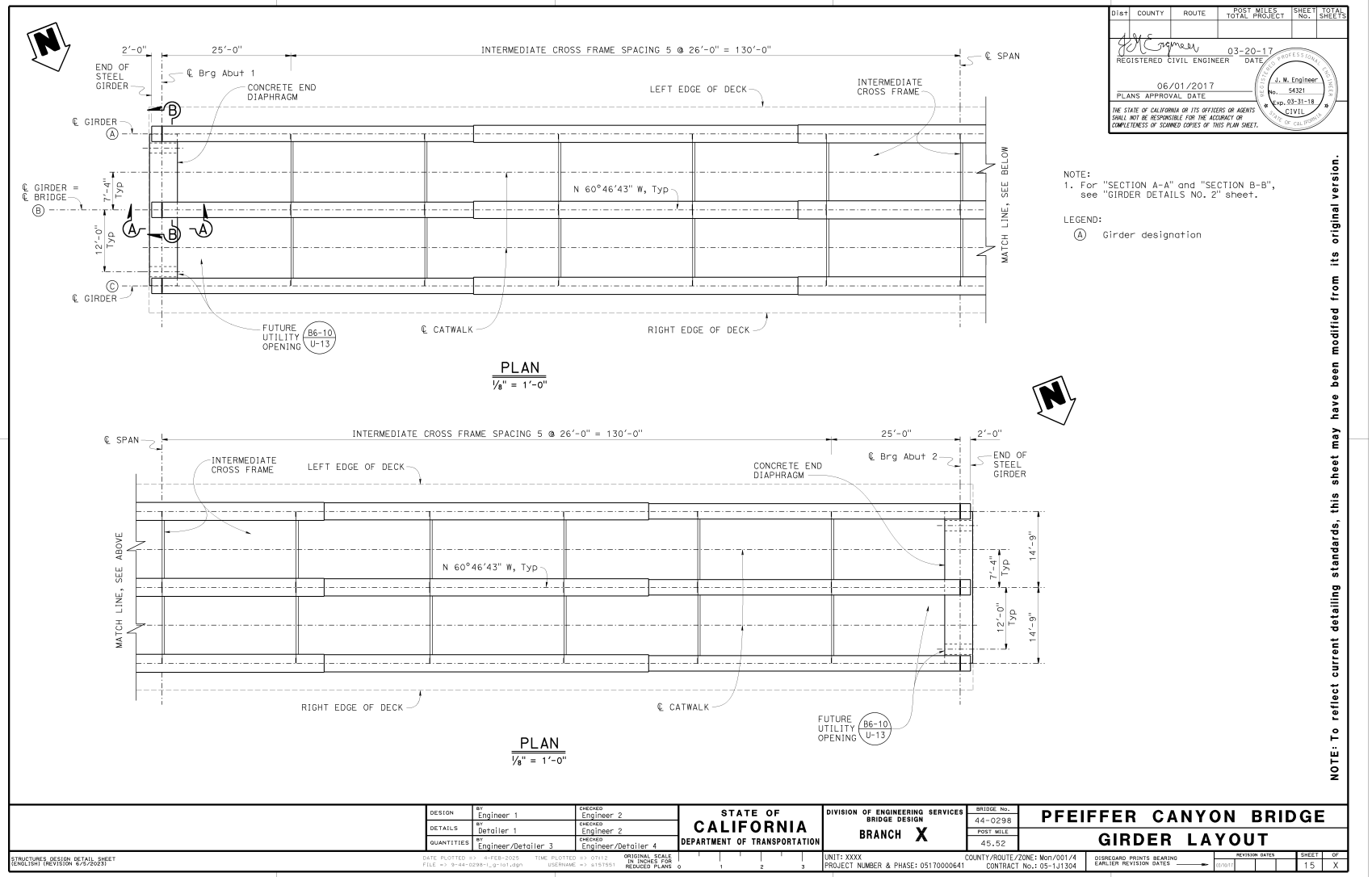
Figure 9A.A.10 Girder Layout Detailing Example 10



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

03-20-17
REGISTERED CIVIL ENGINEER DATE

06/01/2017
PLANS APPROVAL DATE

J. M. Engineer
No. 54321
Exp. 03-31-18
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:
1. For "SECTION A-A" and "SECTION B-B", see "GIRDER DETAILS NO. 2" sheet.

LEGEND:
Ⓐ Girder designation

NOTE: To reflect current detailing standards, this sheet may have been modified from its original version.

	BY	CHECKED
DESIGN	Engineer 1	Engineer 2
DETAILS	Detailer 1	Engineer 2
QUANTITIES	Engineer/Detailer 3	Engineer/Detailer 4

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
BRIDGE DESIGN
BRANCH X

BRIDGE No. 44-0298
POST MILE 45.52

PFEIFFER CANYON BRIDGE
GIRDER LAYOUT

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CONTRACT No.: 05-1J1304
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REVISION DATES 03/10/17
SHEET 15 OF X

Figure 9A.A.11 Girder Layout Detailing Example 11

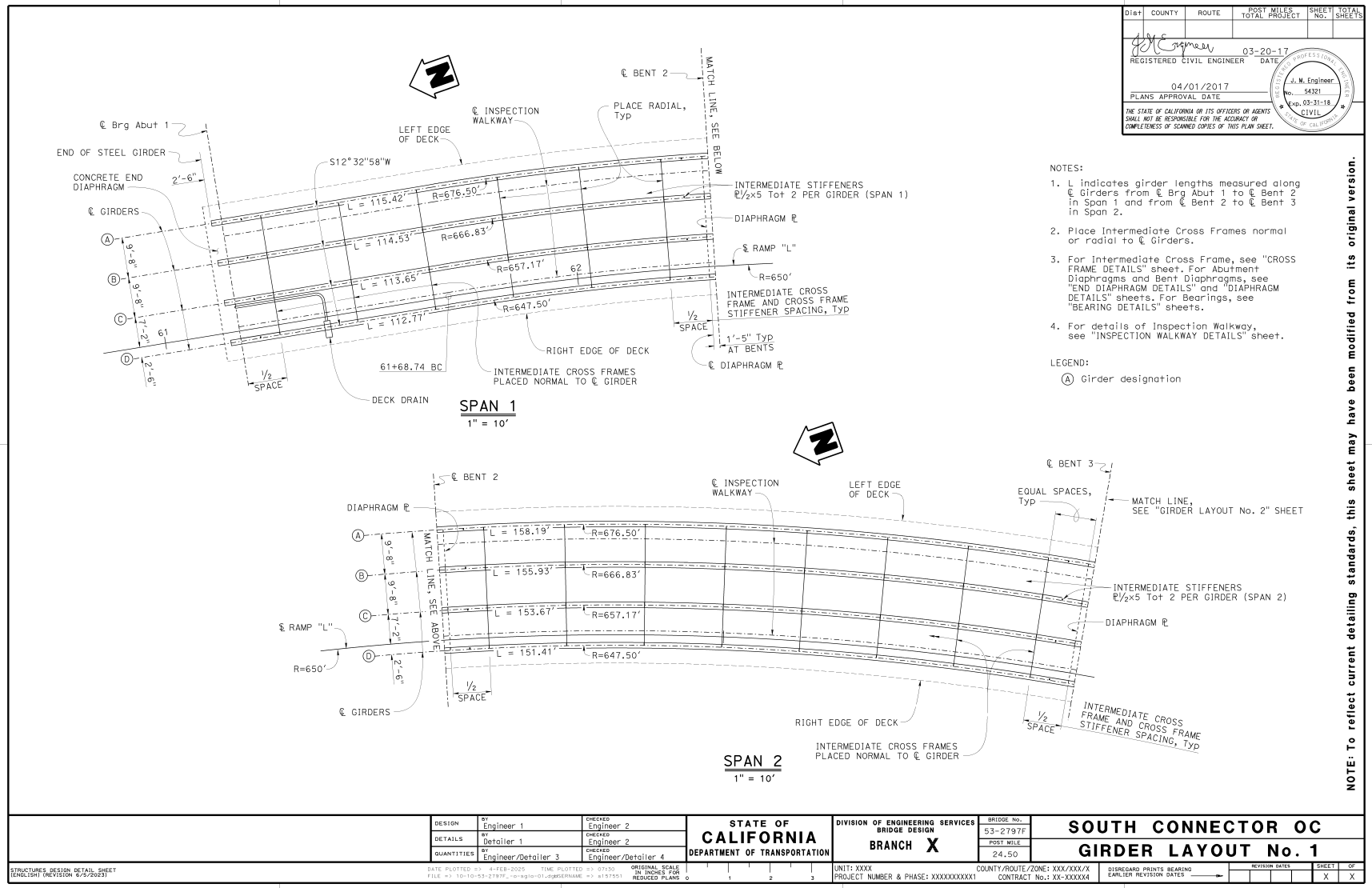


Figure 9A.A.12 Girder Layout Detailing Example 12

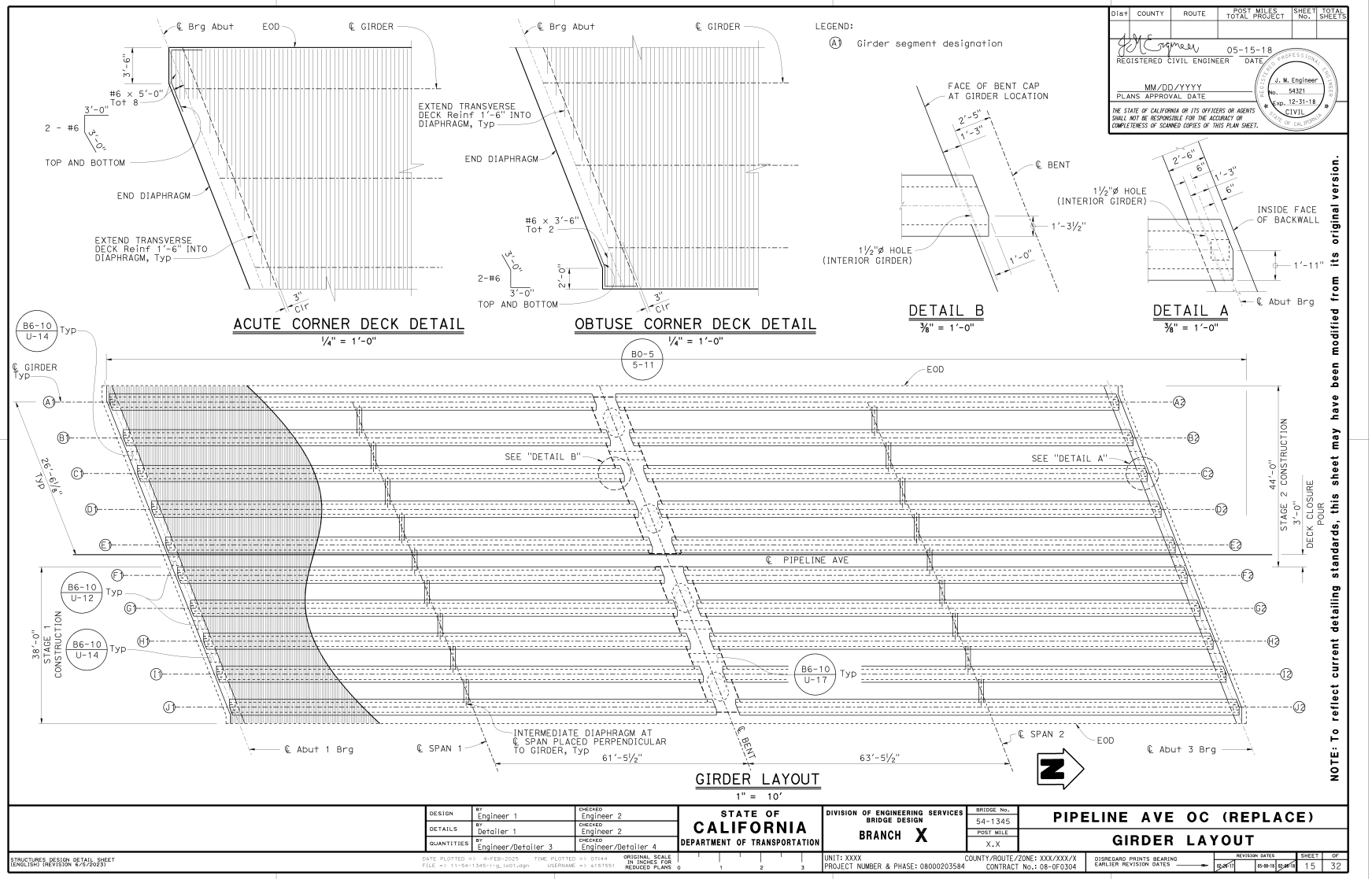
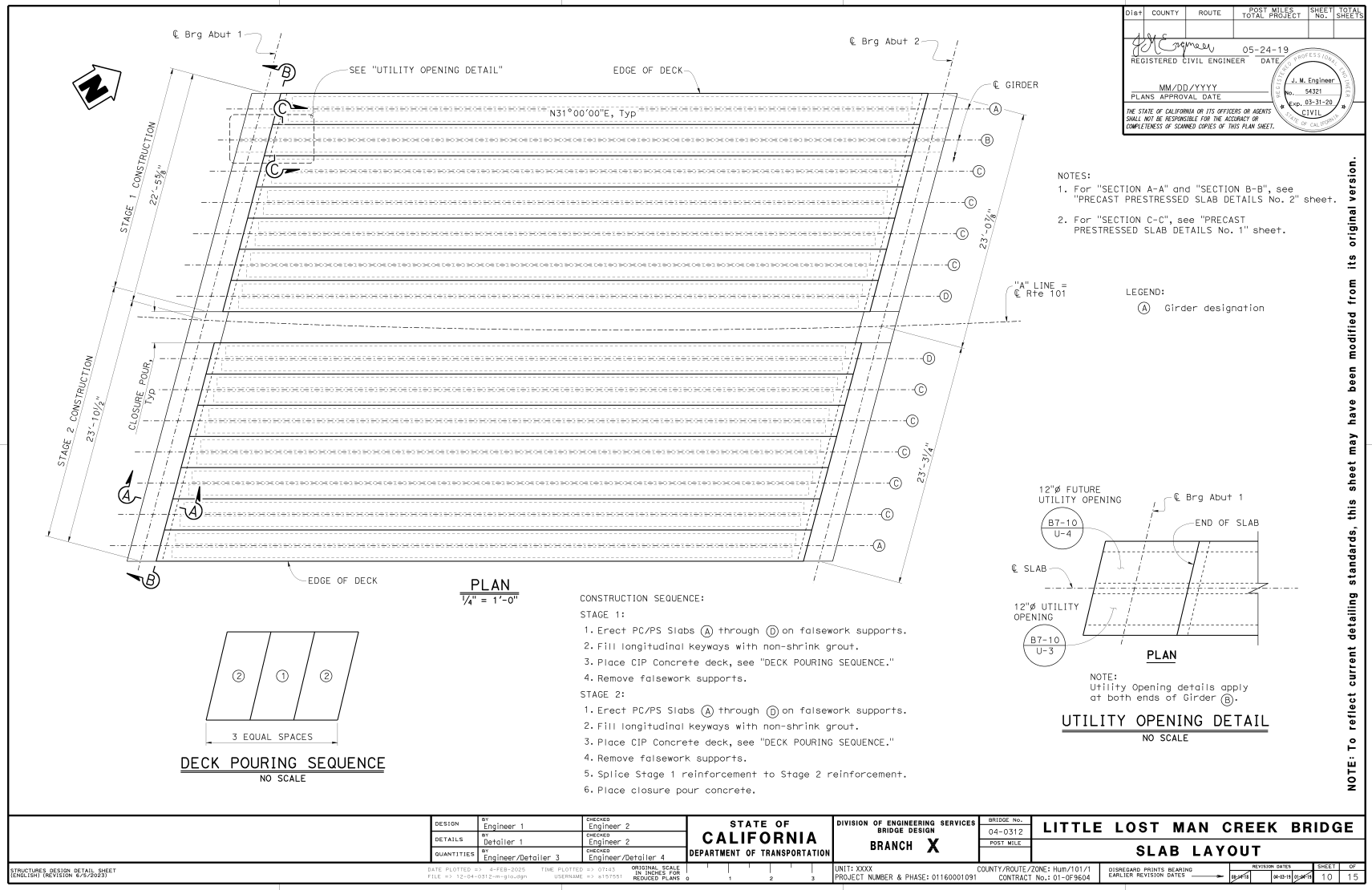


Figure 9A.A.13 Girder Layout Detailing Example 13



Bridge Design Details 9.2 June 2025

Camber Diagrams for Cast-In-Place Concrete Girders

For steel girder camber diagram details, see 11 Steel Girder Bridge.

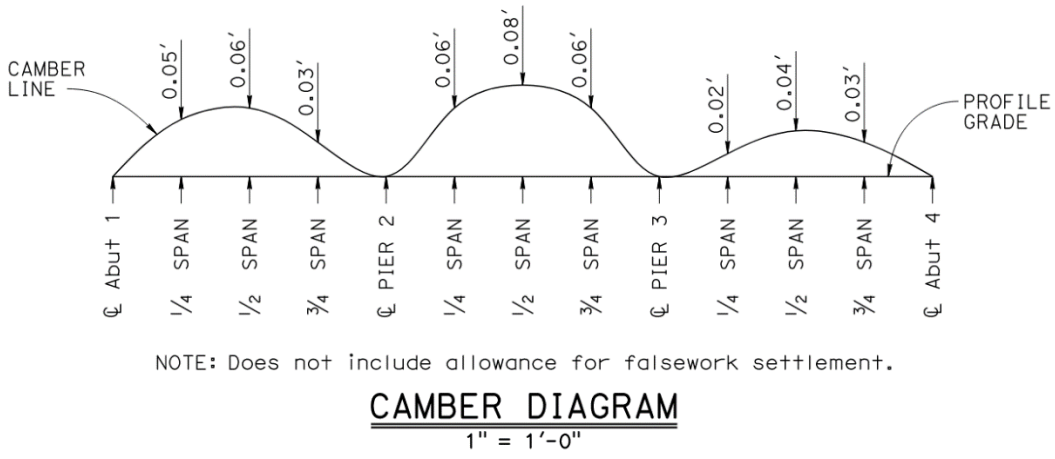


Figure 9.2.1 Three-Span Camber Diagram

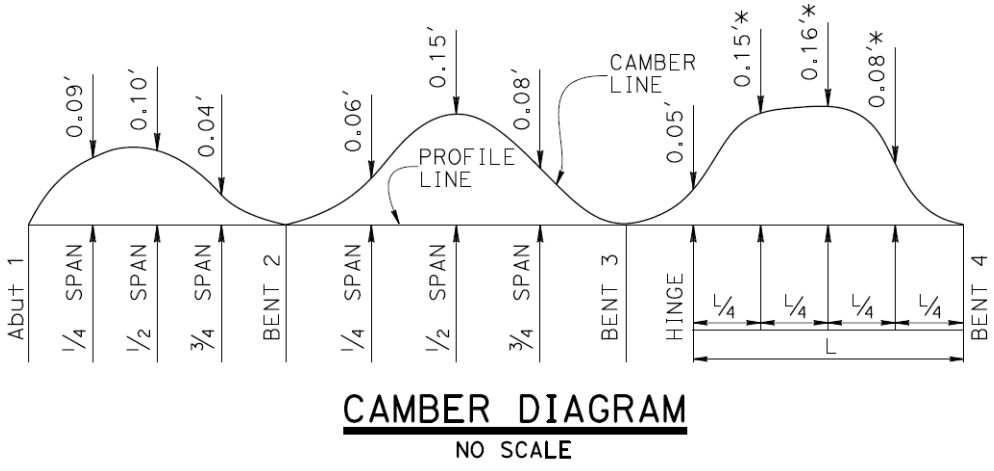


Figure 9.2.2 Three-Span with Hinge Camber Diagram

Bridge Design Details 9.3 June 2025

Center of Gravity of Prestressing Force Diagram

On multi-span continuous prestressed bridges, utilizing two-end stressing may be more economical. Use a similar center of gravity (CG) diagram for both one and two-end stressing and dimension the location of the theoretical point of no movement in all cases. For additional details, see 14.2 Longitudinal Section. Provide directions in the plans regarding stressing sequence assumed for design, using a note similar to the following: “NOTE: Two end stressing shall be performed.” Or “NOTE: One end stressing shall be performed from Abutment X side.”

Actual dimensions should be shown for single span bridges or bridges with unequal length spans.

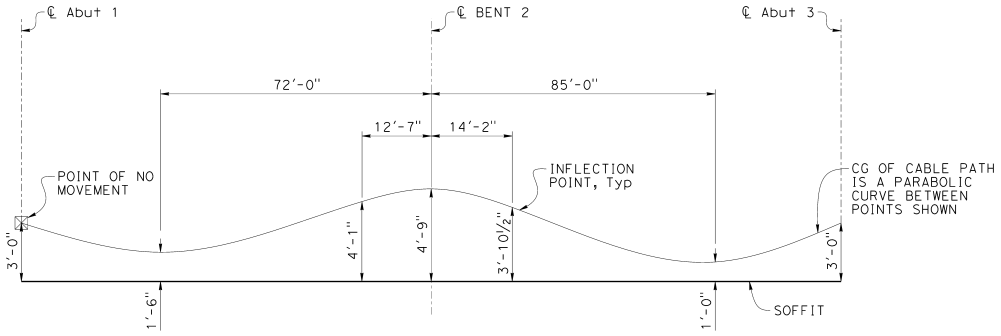


Figure 9.3.1 Unequal Span Bridge Path of CG of Prestressing Force

On bridges with variable span lengths or bridges with a radius, the span dimensions should be indicated as below. Bifurcated and curved girders will have different lengths.

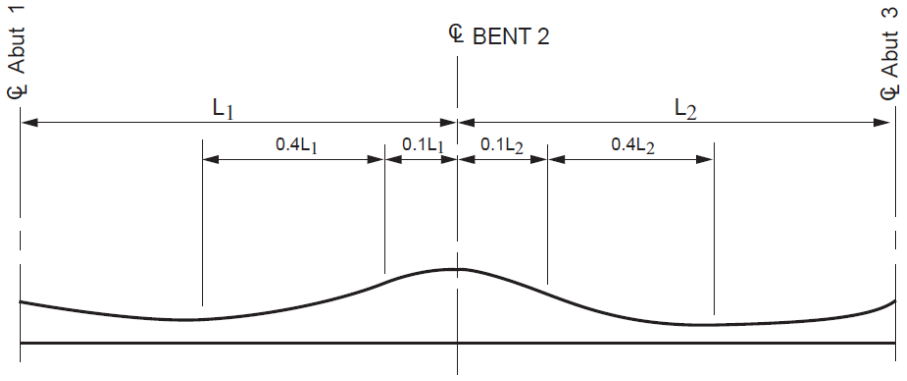


Figure 9.3.2 Variable Span Bridge Path of CG of Prestressing Force

Bridge Design Details 9.4 February 2025

Deck Joints Cast-in-Place Concrete Girder

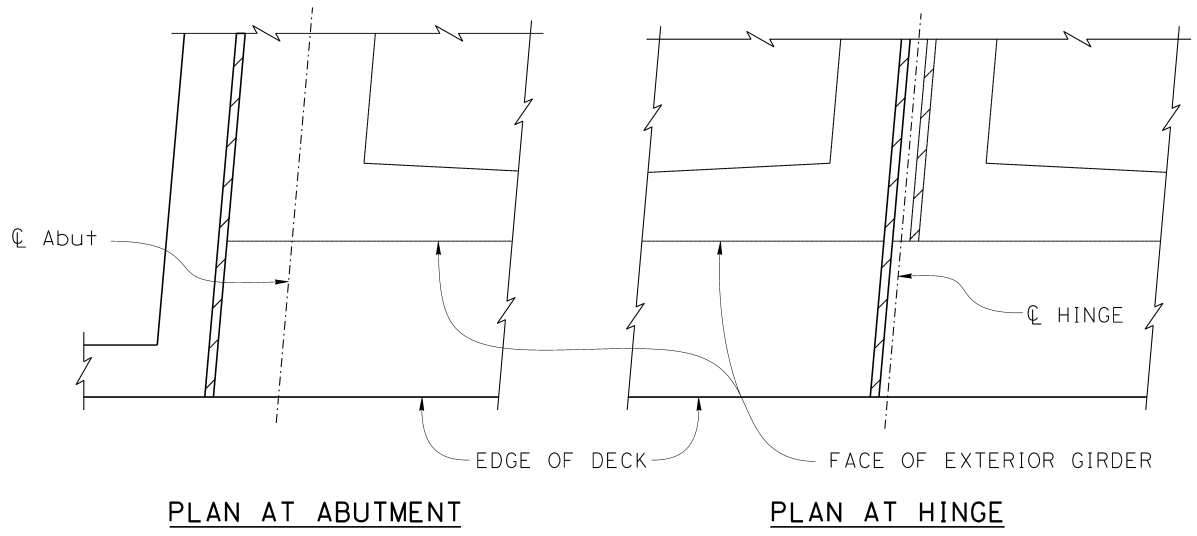


Figure 9.4.1 Deck Joints at Vertical or Sloping Exterior Girders (Skew 0° to 20°)

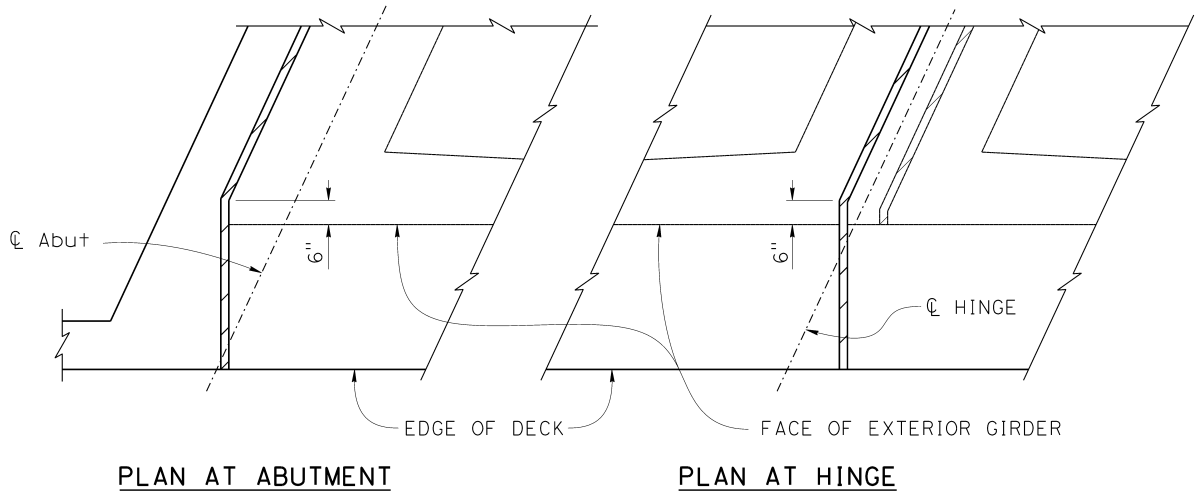
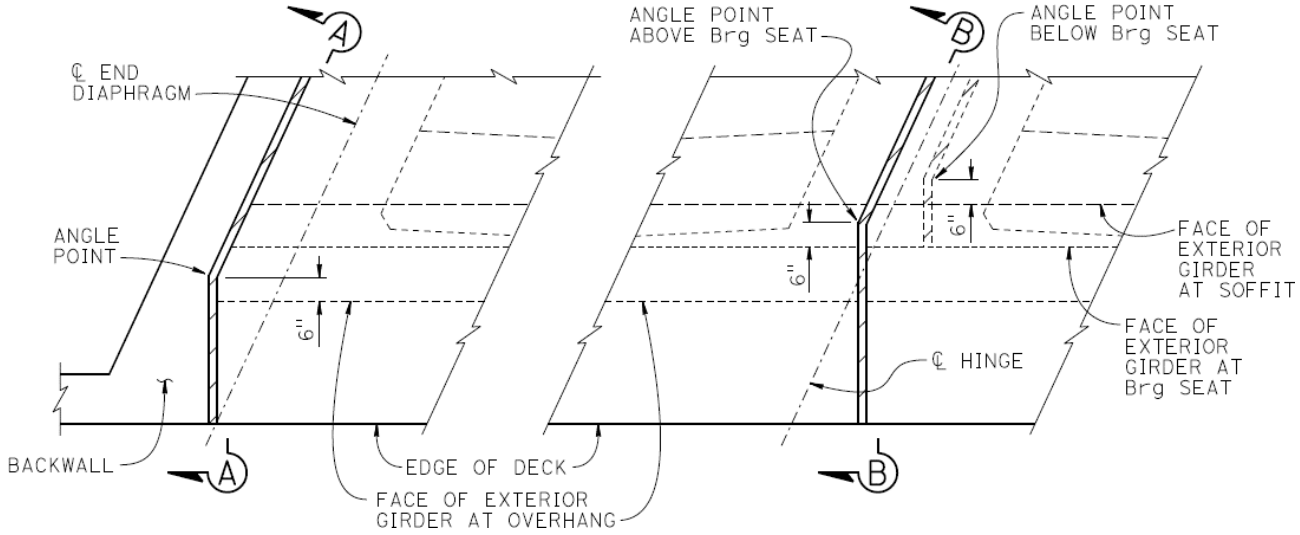
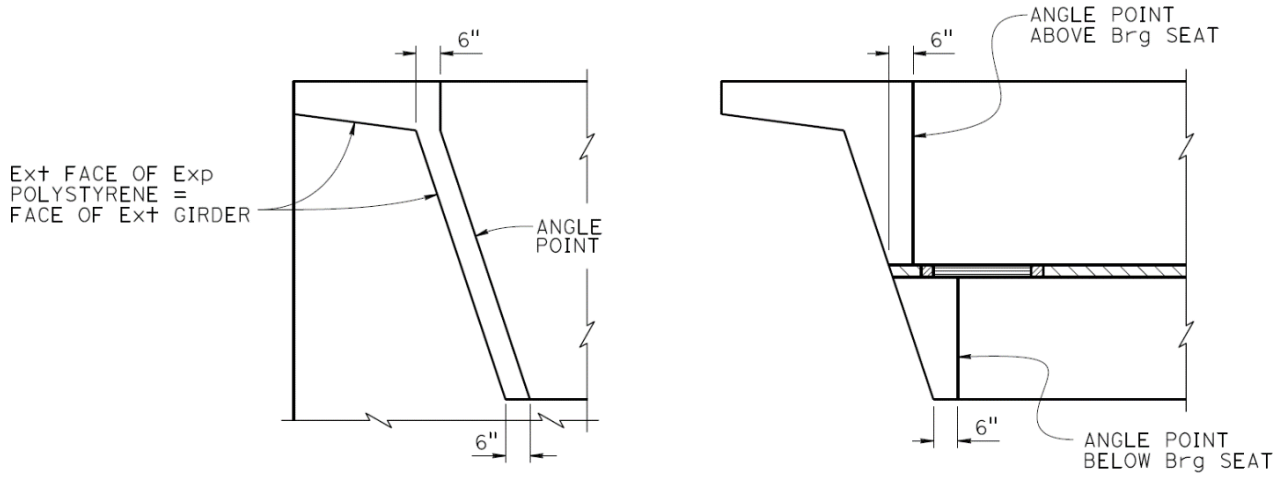


Figure 9.4.2 Deck Joints at Vertical Exterior Girders (Over 20° Skew)



PLAN AT ABUTMENT PLAN AT HINGE



SECTION A-A SECTION B-B

Figure 9.4.3 Deck Joints at Sloping Exterior Girders (Over 20° Skew)

Bridge Design Details 9.5 June 2025

Deck Joints Precast Concrete or Steel Girders

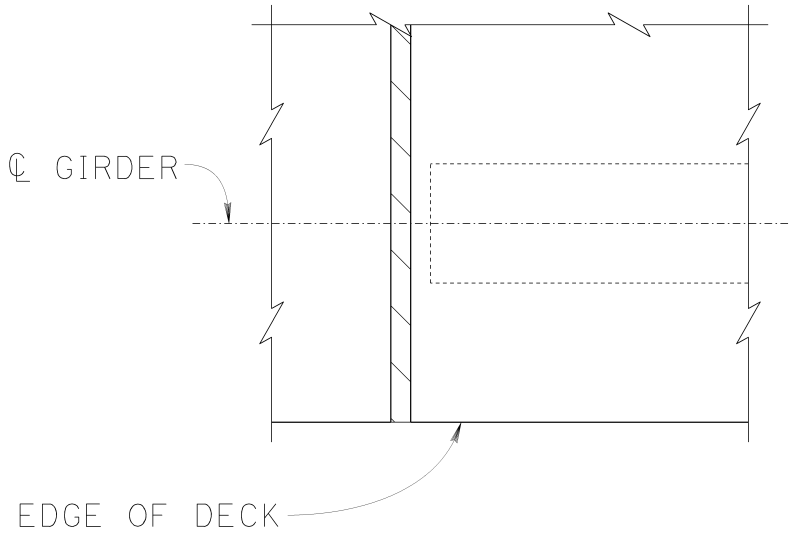


Figure 9.5.1 Deck Joints at Girders (No Skew)

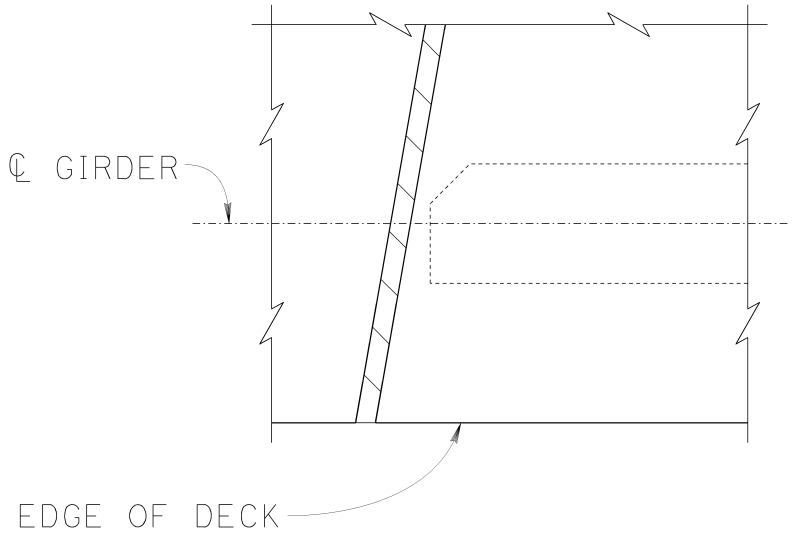


Figure 9.5.2 Deck Joints at Girders (Skew 0° to 20°)

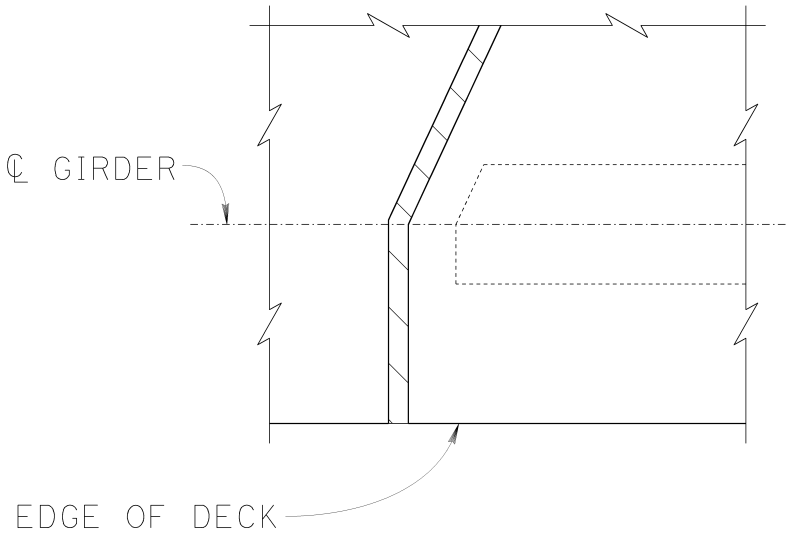
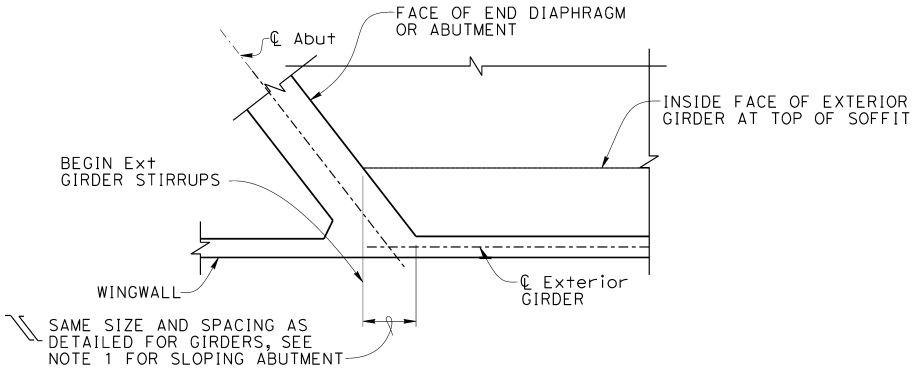


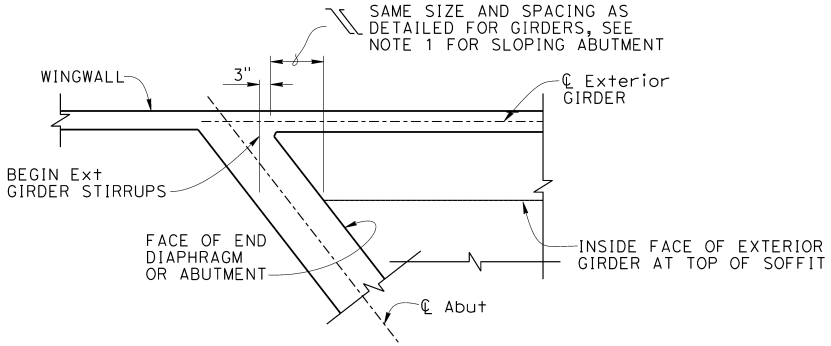
Figure 9.5.3 Deck Joints at Girders (Over 20° Skew)

Bridge Design Details 9.6 February 2025

Stirrup Reinforcement at Abutments



PART PLAN ACUTE WINGWALL AT ABUTMENT CORNER



PART PLAN OBTUSE WINGWALL AT ABUTMENT CORNER

Figure 9.6.1 Stirrup Reinforcement at Abutments (Sloping Exterior Girder)

Notes:

1. Considerations should be given to potential conflicts when accommodating prestressing flares, ducts, and anchors.
2. The details above should be shown in addition to the details on *Standard Plan*: B6-1 *T-Beam Details* and *Standard Plan*: B7-1 *Box Girder Details*.

Bridge Design Details 9.7 June 2025

Soffit Reinforcement (Skews > 20°)

For the development of the soffit slab reinforcement intersecting with end diaphragm reinforcement in bridges with seat-type abutments with skews greater than 20º, rebar clearance problems may be encountered. The soffit slab thickness and dimension between bottom of end diaphragm and bottom of soffit may not be adequate to accommodate the “stacking” of longitudinal and transverse soffit slab bars, diaphragm stirrups, and diaphragm bottom bars.

Use the details below in conjunction with 8.8 *Typical Transverse Reinforcement* and 14.5 *Level Abutment Seat*.

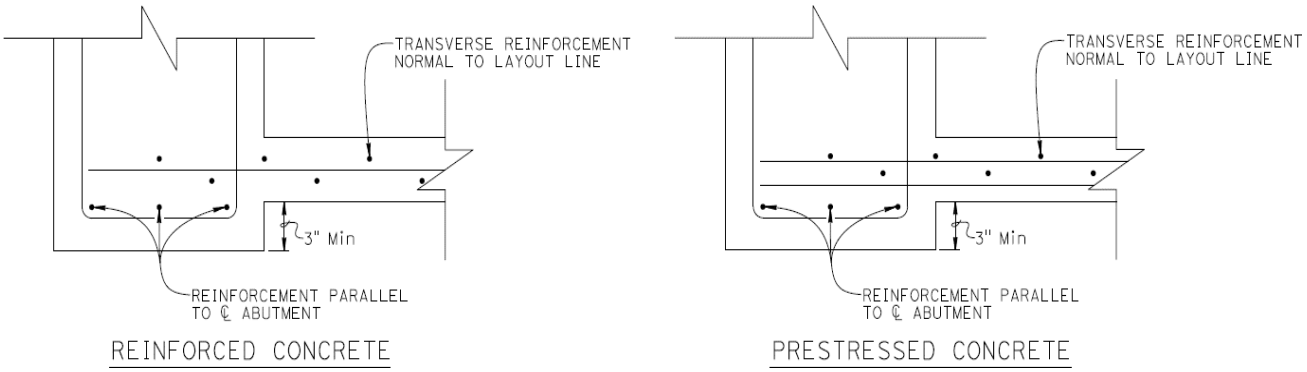


Figure 9.7.1 Drop Diaphragm Alternative

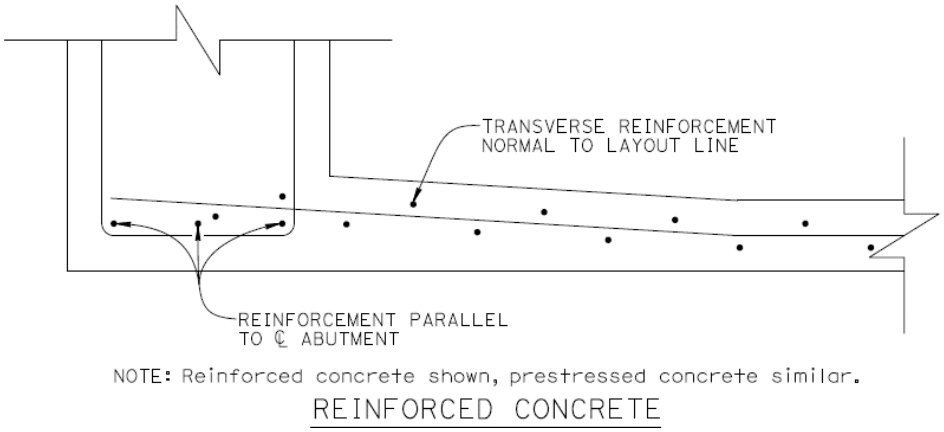


Figure 9.7.2 Flared Soffit Alternative

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Concrete Strength and Type Limits

The plans and/or specifications must clearly define the pay limits for all concrete. The *Standard Specifications* state that all concrete not otherwise designated by strength or type on the plans will have a minimum compressive strength of 3.6 ksi; likewise, the limits for all high strength concrete must be shown on the plans. These limits can be shown by the use of a CONCRETE STRENGTH AND TYPE LIMITS diagram or by providing the information directly on the detail drawings of the various elements.

All bents or piers are not required to be shown if they have the same type and strength of concrete. Precast girder limits should be shown on the diagram, but reference the detail sheets for strengths and other details. Approach slab concrete limits should not be shown.

To avoid confusion, avoid using cross hatching whenever possible. If necessary, cross hatching may be used to describe seal course or concrete pile concrete limits. Do not show the specific days to which strength should be obtained (e.g., f'$_c$ at 28 days).

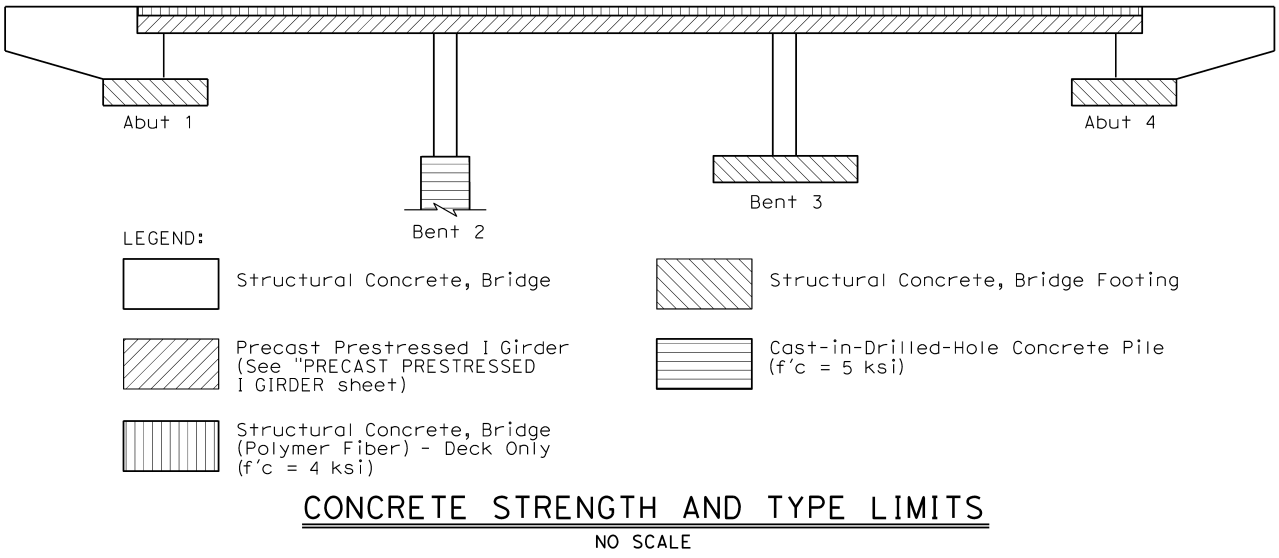

Figure 9.8.1 Concrete Strength and Type Limits Diagram Precast Prestressed Girder Bridge

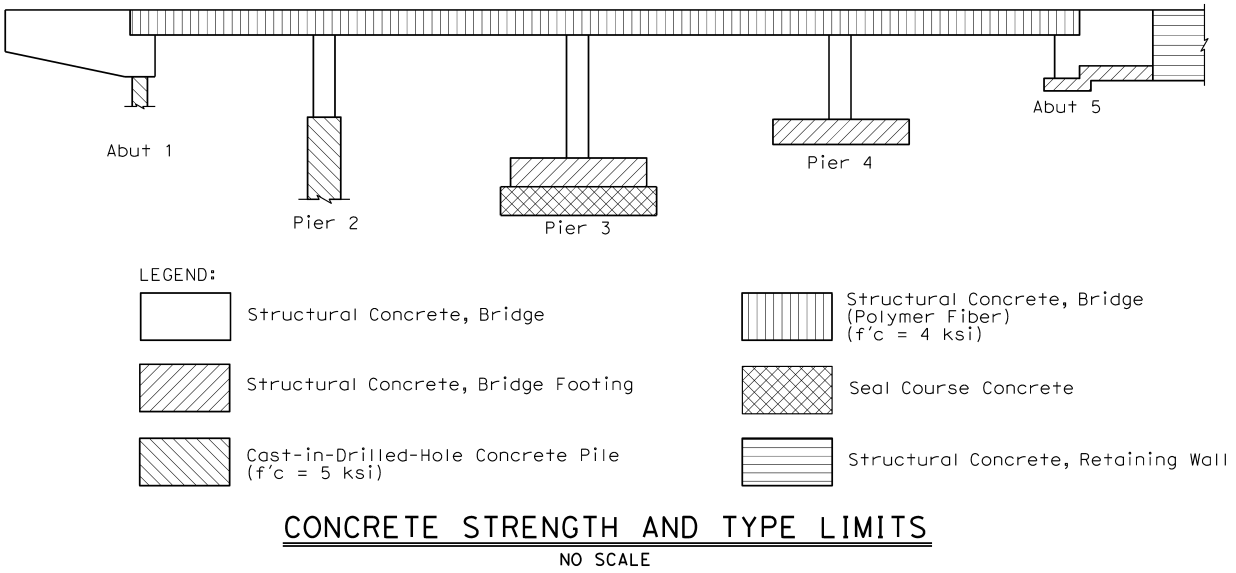

Figure 9.8.2 Concrete Strength and Type Limits Diagram Reinforced Concrete Slab Bridge

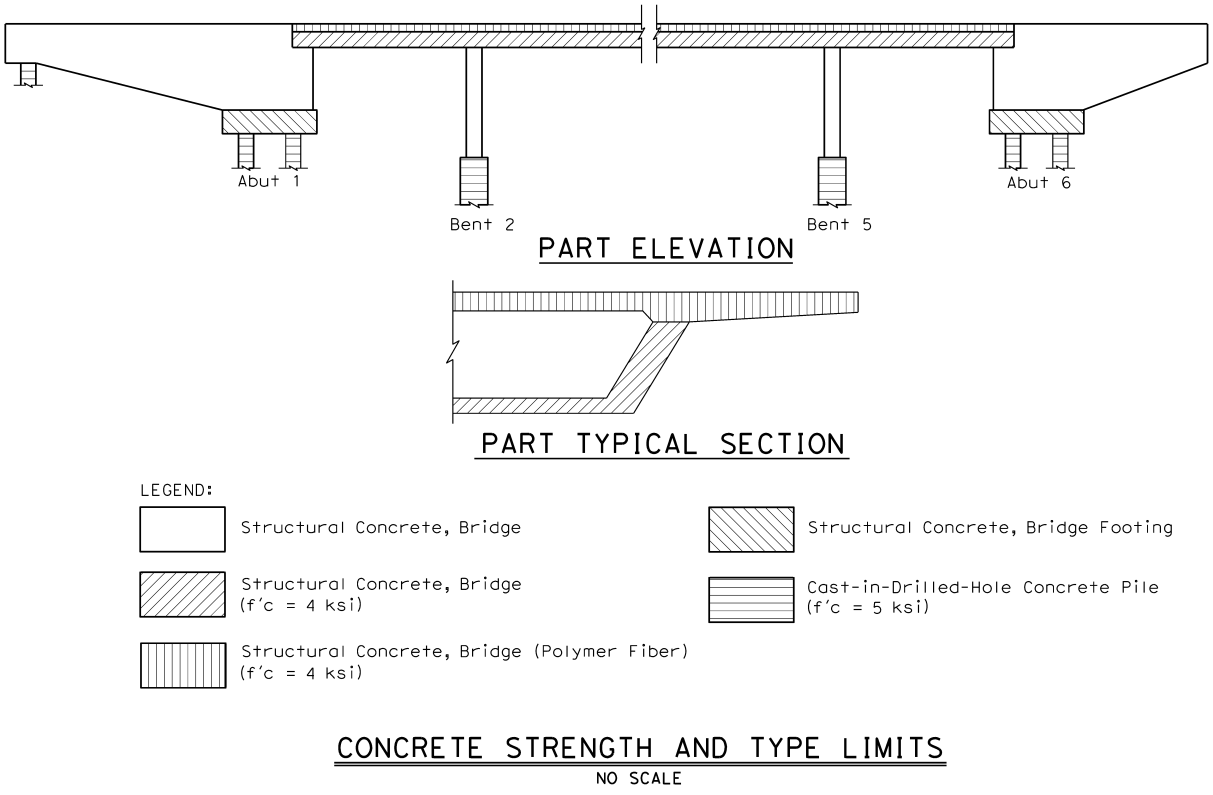

Figure 9.8.3 Concrete Strength and Type Limits Diagram Cast-in-Place Prestressed Box Girder Bridge