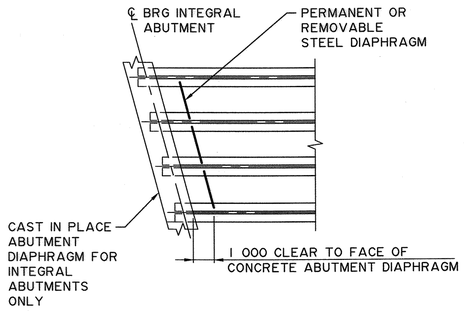
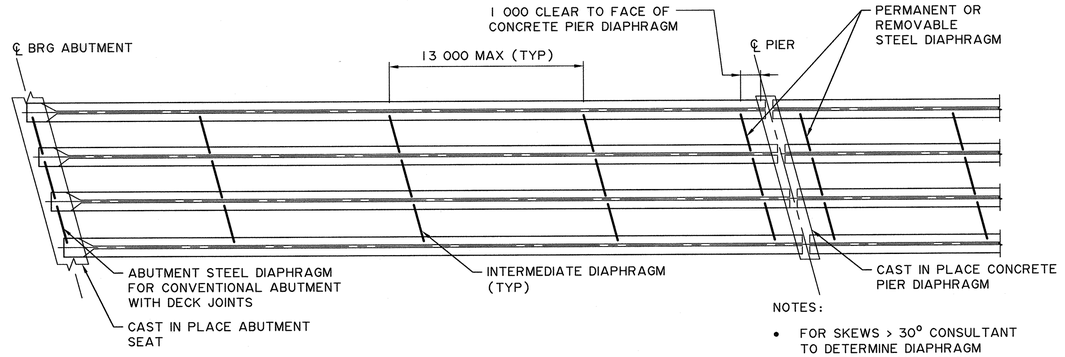


INTEGRAL ABUTMENT END

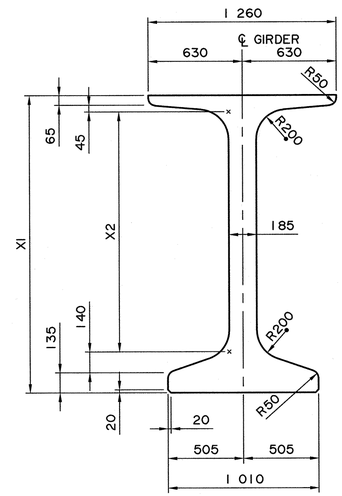


NOTES:

- FOR SKEWS > 30° CONSULTANT TO DETERMINE DIAPHRAGM ORIENTATION AND LAYOUT
- STEEL DIAPHRAGMS SHALL BE K-BRACING

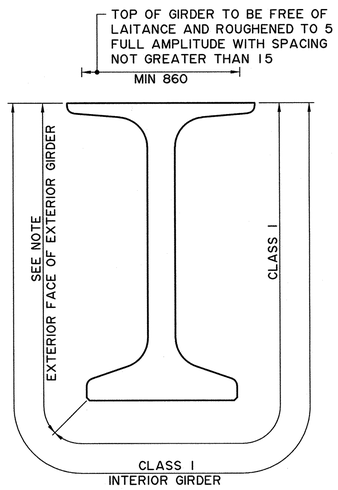
TYPICAL DIAPHRAGM LAYOUTS FOR SKEWS ≤ 30°

1:200



GIRDER SECTION

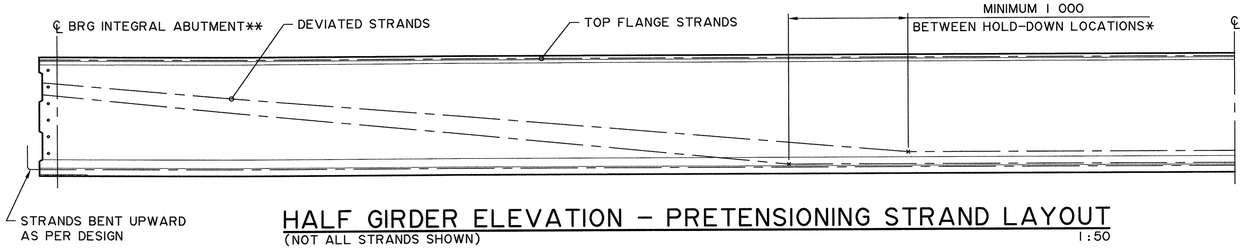
1:20



GIRDER FINISHES

1:20

NOTE:
SEE STANDARD DRAWING S-1851



HALF GIRDER ELEVATION – PRETENSIONING STRAND LAYOUT

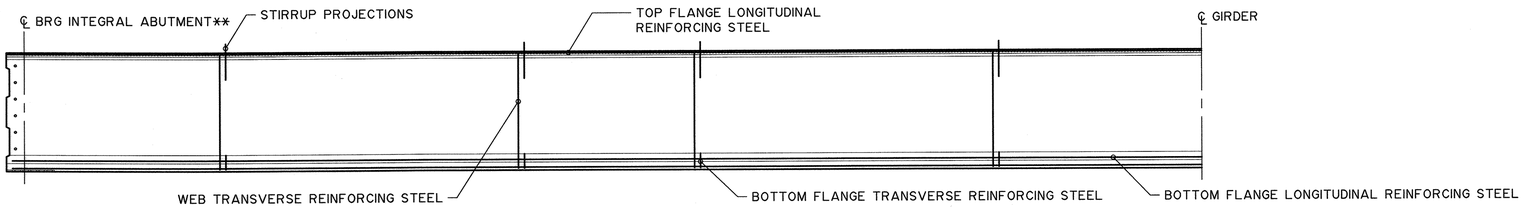
(NOT ALL STRANDS SHOWN)

1:50

*EACH LOCATION MAY VARY BY +/- 500 DEPENDING ON FABRICATORS FORM HOLD-DOWN LOCATIONS. MAXIMUM UNFACTORED HOLD-DOWN FORCE OF 213 kN

**INTEGRAL ABUTMENT END SHOWN. GIRDERS USED IN CONVENTIONAL ABUTMENTS TO HAVE END BLOCKS (NOT SHOWN)

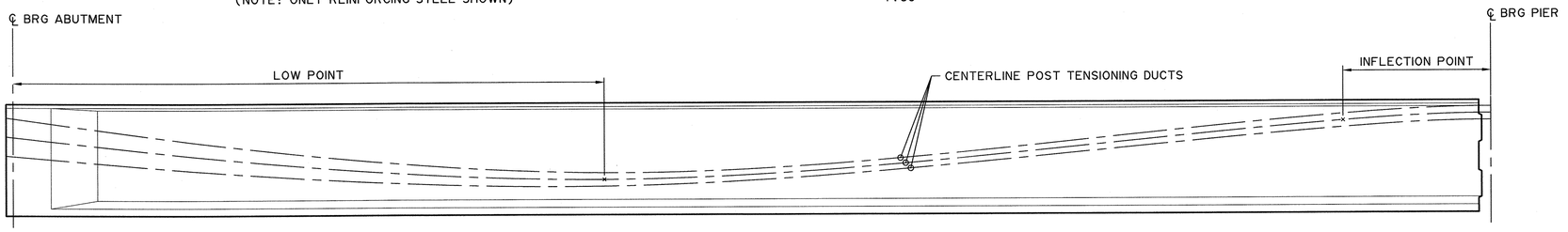
NU GIRDER DEPTH	
X1	X2
1 200	815
1 600	1 215
2 000	1 615
2 400	2 015
2 800	2 415



HALF GIRDER ELEVATION – REINFORCEMENT LAYOUT

(NOTE: ONLY REINFORCING STEEL SHOWN)

1:50



GIRDER ELEVATION – POST-TENSIONING DUCT LAYOUT

(ONLY POST-TENSIONING DUCTS SHOWN)

1:100 HORIZ
1:50 VERT

DETAILS SHOWN ARE CONCEPTUAL AND REPRESENT DEPARTMENT PRACTICES AS REFERENCED IN THE NU GIRDER BRIDGE DESIGN AND DETAILING MANUAL. THE CONSULTANT IS FULLY RESPONSIBLE FOR DESIGNING THE DETAILS AND SHALL INCORPORATE THE DETAILS ON THE SITE SPECIFIC DRAWINGS AS APPROPRIATE

NOT FOR CONSTRUCTION

- WORK THESE DRAWINGS TOGETHER: T-1751-18 TO T-1753-18

REV	DATE	REVISION	BY
5			
4			
3			
2			
1			

DESIGNER MT | CHECKER JA

RECOMMENDED DIRECTOR BRIDGE ENGINEERING

APPROVED EXECUTIVE DIRECTOR TECHNICAL SERVICES BRANCH
D Williamson
DATE 2018.10.30

Alberta Transportation

NU GIRDER BRIDGE TYPICAL DETAILS – SHEET 1

DATE	SHEET	DRAWING
2018-10-25	1 OF 4	T-1750-18