# CHAPTER 406

Prestressed-Concrete Structure

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CHAPTER 406

PRESTRESSED CONCRETE

406-1.0 GENERAL [REV. MAY 2013]

The requirements of this Chapter will apply to each bridge designed with normal or lightweight concrete reinforced with prestressed or post-tensioned strands. Partial prestressing is not permitted. The requirements described herein are based on a 28-day concrete strength, $f'_c$, of 4 to 8 ksi.

406-2.0 DEFINITIONS

See LRFD 5.2.

406-3.0 NOTATIONS

See LRFD 5.3.

406-4.0 MATERIAL PROPERTIES

406-4.01 General

The material properties cited herein are based on the construction materials specified in LRFD 5.4. The minimum acceptable properties and test procedures shall be specified in the contract documents.


The minimum $f'_c$ for prestressed or post-tensioned concrete components shall be shown on the plans. Such a strength outside the range shown in Section 406-1.0 is not permitted without written approval of the Director of Bridges. For lightweight concrete, the air dry unit weight shall be shown on the plans as 119 lb/ft$^3$. The modulus of elasticity will be calculated using the 119 lb/ft$^3$ value. The unit weight of the lightweight concrete will be taken as 124 lb/ft$^3$. The additional weight is to account for the mild reinforcing steel and the tensioning strands. See LRFD 5.4.2.2 for the coefficient of thermal expansion.
The following will apply to concrete.

1. The design compressive strength of normal-weight and lightweight concrete at 28 days, $f'_c$, shall be in the range as follows:
   
   a. prestressed box beam: 5 to 7 ksi
   b. prestressed I-beam: 5 to 7 ksi
   c. prestressed bulb-tee beam: 6 to 8 ksi

   An exception to the range shown above will be allowed for a higher strength if the higher strength can be documented to be of significant benefit to the project, it can be effectively produced, and approval is obtained from the Director of Bridges.

2. At release of the prestressing strands, $f'_c$ shall not be less than 4 ksi, and shall be determined during the beam design. The specified concrete compressive strength at release shall be rounded to the next higher 0.1 ksi.

406-4.02(01) Shrinkage and Creep [Rev. Jun. 2021]

Losses due to creep and shrinkage, for other than than a segmentally-constructed bridge, that require a more-precise estimate including specific materials, structural dimensions, site conditions, construction methods, and age at various stages of erection, can be estimated by means of the methods specified in LRFD 5.4.2.3.2 and 5.4.2.3.3. Other acceptable methods are those described in the CEB-FIP code, or ACI, see LRFD 5.4.2.3.1. The annual average ambient relative humidity shall be taken as 70%.

406-4.02(02) Modulus of Elasticity, Poisson’s Ratio, and Modulus of Rupture

The modulus of elasticity shall be calculated as specified in LRFD Eqn. 5.4.2.4-1. Poisson’s ratio shall be taken as 0.2. See LRFD 5.4.2.6 for modulus-of-rupture values depending on whether the concrete is normal weight or lightweight, and whether the intended application is control of cracking, deflection, camber, or shear resistance.


The use of lightweight concrete, with normal-weight sand mixed with lightweight coarse aggregate, is permitted with a specified density of 119 lb/ft³. The use of lightweight concrete shall be demonstrated to be necessary and cost effective during the structure-size-and-type study.
The modulus of elasticity will be less than that for normal-weight concrete. Creep, shrinkage, and deflection shall be appropriately evaluated and accounted for if lightweight concrete is to be used. The formula shown in *LRFD* 5.4.2.6 shall be used in lieu of physical test values for modulus of rupture. The formula for sand-lightweight concrete shall be used for lightweight concrete.

**406-4.04 Prestressing Steel**

Prestressing strands shall be of the low-relaxation type with a minimum tensile strength of 270 ksi. Unless there is a reason to do otherwise, only the following three-strand diameters shall be used.

1. Nominal 3/8 in., $A_s = 0.085 \text{ in}^2$, for use in a stay-in-place deck panel.

2. Nominal 1/2 in., $A_s = 0.167 \text{ in}^2$, for use in an I, bulb-tee, or box beam, or post-tensioned member.

3. Nominal 0.6 in., $A_s = 0.217 \text{ in}^2$, for use in a in a bulb-tee beam or post-tensioned member.

See *LRFD* Table 5.4.4.1-1 for values of yield strength, tensile strength, and modulus of elasticity of prestressing strands or bars.

Prestressing threadbars are used for grouted construction. If the bars are used for permanent non-grouted construction, the bars shall be epoxy coated.

**406-4.05 Post-Tensioning Anchorage and Couplers**

See *LRFD* 5.4.5 regarding the use of anchorages or couplers. Tendons, anchorages, end fittings, and couplers shall be protected against corrosion. If couplers are used to connect bars, they shall be enclosed in duct housings long enough to permit the necessary movement.

**406-4.06 Ducts**

See *LRFD* 5.4.6 for types of ducts, radius-of-curvature limits, general considerations for tendons, and size requirements. Polyethylene ducts shall be used in a corrosive environment such as in a bridge deck or in a substructure element under a joint. The contract documents shall indicate the type of duct material to be used.

Ducts for a post-tensioned bulb-tee beam shall be of round, semi-rigid, galvanized-metal. The wall thickness shall not be less than 28 gage. A radius that requires prebending shall be avoided if possible.
If the bridge is to be constructed by means of post-tensioning precast components together longitudinally or transversely by use of a cast-in-place concrete joint, the end of each duct shall be extended beyond the concrete interface for not less than 3 in. and not more than 6 in. to facilitate joining the ducts. If necessary, the extension can be in a local blockout at the concrete interface. Joints between sections of ducts shall be positive metallic connections, which do not result in angle changes at the joints.

The plans shall show all pertinent geometry required for development of working drawings with the correct tendon alignment in both elevation and plan views. This includes anchorage regions and areas where there are tight or reverse curvatures of the tendons.

Curved ducts that run parallel to each other or around a void or re-entrant corner shall be encased in concrete and reinforced as necessary to avoid radial failure, or pullout into another duct or void.

Upon completion of post-tensioning, the ducts shall be grouted.

Ducts or anchorage assemblies for post-tensioning shall be provided with a pipe or other suitable connection at each end for the injection of grout after prestressing. A duct of over 200 ft in length shall be in accordance with the recommendations of the PTI. Vents shall be ½-in. minimum diameter standard pipe or suitable plastic pipe. Connections to the ducts shall be made with metallic or plastic fasteners. Plastic components, if selected and approved, shall not react with the concrete or enhance corrosion of the prestressing steel, and shall be free of water-soluble chlorides. The vents shall be mortar tight, taped as necessary, and shall provide means for injection of grout through the vents and for positive sealing of the vents. Ends of steel vents shall be removed at least 1 in. below the concrete deck surface, if appropriate, after the grout has set. Ends of plastic vents shall be removed to the surface of the concrete after the grout has set. Grout injection pipes shall be fitted with positive mechanical shut-off valves. Vents and ejection pipes shall be fitted with valves. Caps shall not be removed or opened until the grout has set.

406-5.0 LIMIT STATES

406-5.01 General

In addition to service, fatigue, strength, and extreme-event limit states, prestressed or post-tensioned components shall be investigated for stresses and deformations for each critical stage during construction, stressing, handling, transportation, and erection.

See LRFD 5.6.7 or control of cracking, 5.6.3.5 for deformations, and 5.9.2 for stress limits for concrete.

406-5.03 Fatigue-Limit State

See LRFD 5.5.3.1 to determine if fatigue shall be considered. Use the stress ranges for prestressing tendons provided in LRFD 5.5.3.3 if necessary.

406-5.04 Strength-Limit State

See LRFD 5.5.4.2 and Table 5.5.4.2.2-1 for resistance factors for tension-controlled, compression-controlled, or transition prestressed concrete sections, shear, torsion, or anchorage zones. For segmental construction, the resistance factors shall be modified for flexure and shear accordingly. See LRFD 5.5.4.3 for required stability checks.


See LRFD 5.5.5 and Table 3.4.1-1.

406-6.0 DESIGN CONSIDERATIONS, FLEXURE AND AXIAL FORCE EFFECTS [REV. APR. 2017, JUN. 2021]

See LRFD 5.8.2 for a strut-and-tie model overview that can be used in the design of an anchorage zone, deep beam, bracket, or corbel.

The assumptions for service and fatigue limit states are described in LRFD 5.6.1. Assumptions for strength and extreme-event-limit states are described in LRFD 5.6.2.

For stress calculations in prestressing steel at nominal flexure resistance, the equations for components with bonded and unbonded tendons provided in LRFD 5.6.3.1.1 and 5.6.3.1.2 are acceptable. For components with both bonded and unbonded tendons, the simplified analysis provided in LRFD 5.6.3.1b is acceptable.

The flexural resistance may be computed with the equations provided in LRFD 5.6.3.2, or a more-precise calculation can be used as described in LRFD 5.6.3.2.5.

The amount of prestressed tensile reinforcement is limited by the minimum reinforcement requirements provided in LRFD 5.6.3.3.
Instantaneous deflections, long-term deflections, and cambers shall be computed with the modulus of elasticity, moment of inertia, and cracking moment specified in *LRFD* 5.6.3.5.2. The methods provided therein to obtain long term deflections from instantaneous deflections are acceptable.

406-7.0 SHEAR AND TORSION


*LRFD* 5.8.2 allows the strut-and-tie model and the sectional-design model for shear design of prestressed concrete. In a region near a discontinuity, the strut-and-tie model shall be used. The sectional-design model is appropriate for the design of a girder, slab, or other region of components where the assumptions of traditional beam theory are valid. See *LRFD* 5.8.2 and *PCI Bridge Design Manual* Section 8.12 for more information regarding the strut-and-tie model.

Torsional effects shall be investigated only if the condition in *LRFD* 5.7.2.1 for normal weight concrete, or slightly modified for lightweight concrete, is satisfied.

Transverse reinforcement, minimum and maximum requirements, types of transverse reinforcement, and shear stresses of concrete are provided in *LRFD* 5.7.2. They shall be satisfied in the design.


*LRFD* 5.7.3 discusses the sectional-design model. The general formulas used to calculate the nominal shear resistance are shown in *LRFD* 5.7.3.3-1. The parameters used to evaluate these expressions depend on the adopted approach. For a prestressed-concrete structure, the use of either the General Procedure shown in *LRFD* 5.7.3.4.2 or the General Procedure for Shear Design with Tables in *LRFD* Appendix B5 is acceptable.

In order to account for the tension caused by shear, the longitudinal-reinforcement requirements shown in *LRFD* 5.7.3.5 and 5.7.3.6.3 shall be satisfied.

A cast-in-place concrete deck designed to act compositely with precast-concrete beams shall be able to resist the horizontal shearing forces at the interface between the two elements. LRFD 5.7.4.1 discusses the requirements for shear transfer. The nominal shear resistance of the interface and the factored interface shear force are provided in LRFD 5.7.4.5. The most appropriate condition of the interaction between concrete-slab and concrete-girder surfaces shall be selected individually from the six situations of cohesion and friction factors provided in LRFD 5.7.4.4. The requirement for minimum area of interface shear reinforcement provided in LRFD 5.7.4.2 shall be satisfied.

406-7.04 Segmental Concrete Bridges [Rev. Jun. 2021]

Segmental concrete bridges should be designed in accordance with LRFD 5.12.5.

406-8.0 PRESTRESSED CONCRETE

406-8.01 General Considerations and Stress Limitations [Rev. Jun. 2021]

General requirements for design, concrete strength, buckling, section properties, crack control, location of tendon relative to the duct, and stresses due to imposed deformations are provided in LRFD 5.9.1. Contrary to the LRFD requirements, INDOT does not allow a transformed section for a pretensioned member.

The stress limitations for prestressing tendons, deformed high-strength bars, and concrete before and after losses have occurred, are provided in LRFD 5.9.2.2.


Total prestress losses in a member constructed and prestressed in a single stage are provided in LRFD 5.9.3. The losses are defined as instantaneous losses such as anchorage set, friction, elastic shortening, and time-dependent losses. The acceptable methods provided for determining the time-dependent losses are an approximate and a refined method. The refined method can be used for the final design of a nonsegmental prestressed concrete member. For a post-tensioned concrete member with multistage construction or prestressing, the prestress losses shall be computed by means of a time-dependent-analysis method such as that described in CEB-FIP (1978 / 1990). The approximate lump-sum estimate method shall be used for preliminary design only.

The values of the wobble and curvature friction coefficients, and the anchor-set loss assumed for the design shall be shown on the plans.
406-9.0 PRESTRESSING-REINFORCEMENT REQUIREMENTS


The minimum and maximum spacing of pretensioned strands are provided in LRFD 5.9.4. The minimum and maximum spacing of post-tensioning ducts are provided in LRFD 5.9.5. However, bundling of ducts will not be permitted. LRFD 5.9.5.3 provides requirements for longitudinal post-tensioning couplers.


LRFD 5.9.5.4 provides general requirements for tendon confinement, and in-plane and out-of-plane force effects. Shear resistance of the concrete cover against pullout shall be satisfied, or fully-anchored tiebacks shall be provided. Local confining reinforcement shall be provided if out-of-plane forces exceed the factored shear resistance of concrete cover. LRFD 5.9.5.5 provides the maximum unsupported length of external tendons.


LRFD 5.9.5.6 provides general requirements for the anchorage zones at the end and intermediate anchorages. Requirements for design of general zones are provided in LRFD 5.9.5.6.5. The strut-and-tie, elastic stress analysis, and approximate method are acceptable. The design requirements for a local zone including special anchorage devices are provided in LRFD 5.8.4.4, 5.9.5.6.3, and 5.9.5.6.6. For a pretensioned anchorage zone, LRFD 5.9.4.4 shall be followed.

406-10.0 DEVELOPMENT OF PRESTRESSING STRANDS AND DEBONDING [REV. JUN. 2021]

The transfer length of pretensioned components is shown in LRFD 5.9.4.3. The specific requirements for development length and variation of pretensioned stress in strands for bonded or debonded strands are provided in LRFD 5.9.4.3.2 and 5.9.4.3.3. Where debonded, or shielded, strands are used, the following apply:

1. In a bulb-tee beam, not more than 25% of the total number of strands and not more than 40% in each horizontal row shall be debonded. The allowable percentage of debonded strands for an AASHTO I-beam or a box beam shall be not more than 50% of the total number of strands and of the strands in each horizontal row. Strands placed in the top flange of the beam shall not be included in the percentages shown above.
2. Exterior strands in each horizontal row shall not be debonded.

3. Bonded and debonded strands shall preferably alternate both vertically and horizontally.

4. Debonding termination points shall be staggered at intervals of not less than 3 ft.

5. Not more than four strands, or 40% of the total debonded strands, whichever is greater, shall be terminated at one point.

   See *LRFD* 5.9.4.3.3 for additional guidelines.

6. Two strands shall be considered in the top of a box beam, 2 or 4 strands in the top flange of an I-beam, or up to 6 strands in a bulb-tee beam. This can significantly reduce the need for debonded strands in the bottom of the beam, and it facilitates the placement of the top mild reinforcement. Where strands are placed in the top flange, a note shall be shown on the plans indicating that these strands are to be cut at the center of the beam after the bottom strands are released and the pocket is then to be filled with grout. The top strands may not need to be cut if ultimate moment controls the number of strands in the bottom flange.

7. Top strands in a concrete box beam shall be placed near the sides of the box.

Minimum concrete cover for prestressing strands and metal ducts, and the general protection requirements for prestressing tendons are described in *LRFD* 5.14.

### 406-11.0 DIAPHRAGMS [REV. JUN. 2021]

Design considerations for diaphragms are provided in *LRFD* 5.12.4.

#### 406-11.01 General Requirements

A multi-girder bridge, except for one with adjacent box beams, shall have diaphragms provided at the abutments, end bents, and interior piers or bents, to resist lateral forces and transmit loads to points of support. For certain span lengths, permanent intermediate diaphragms shall be provided to stabilize the beams during construction.

To simplify the bill of materials, the longitudinal and transverse reinforcing bars in concrete diaphragms and transverse edge beams, except the #6 threaded bars, may be epoxy coated.
406-11.02 Intermediate Diaphragms

Intermediate diaphragms shall be provided for an I-beam or bulb-tee beam superstructure as follows.

1. For a span greater than 80 ft but less than or equal to 120 ft, provide diaphragms at the midspan.

2. For a span greater than 120 ft, provide diaphragms at the span third points.

A spread-box-beam superstructure having an inside radius of curvature of less than 800 ft shall have intermediate diaphragms between the individual boxes. The required spacing will depend upon the radius of curvature and the proportions of the webs and flanges. The diaphragms shall be placed on the radial lines. Other box-beam superstructures do not require intermediate diaphragms.

406-11.03 Structural-Steel and Reinforced-Concrete Interior Diaphragms

Structural-steel interior diaphragms shall be specified if interior diaphragms are required. This use of structural steel instead of concrete does not affect the bridge design. Structural-steel interior diaphragms shall be shown on the plans. The quantities in pounds shall be shown in the superstructure bill of materials and on the Bridge Summary sheet.

If it is determined that cast-in-place concrete interior diaphragms shall be used, the Director of Bridges shall be provided with a written justification for the concrete diaphragms. Once the Director concurs in the justification, such diaphragms shall be shown on the plans. The required quantities of concrete and reinforcing steel shall be incorporated into those for the bridge deck.

A note shall also be placed on the plans that states the following:

\[
\text{Concrete in the intermediate diaphragms shall attain a compressive strength of 3 ksi before the deck concrete is poured.}
\]
406-11.04 End Diaphragms

End diaphragms or edge beams are mandatory, though not on an adjacent precast-concrete box-beam superstructure. Integral end bents function as full-depth diaphragms. An end diaphragm serves the purposes as follows:

1. as a perimeter beam for the deck;
2. supports the deck-joint device; and
3. transfers lateral loads to the end bent.

For typical details of an end diaphragm, or transverse edge beam, see Section 404-3.03. For typical details of integral end bents, see Section 409-2.01.

406-11.05 Interior Pier or Bent Diaphragms

End diaphragms are mandatory at each interior pier or bent, except for an adjacent precast concrete-box-beam superstructure. They serve the purposes as follows:

1. transfer lateral loads to the piers or bents, and
2. for beams made continuous for live load, strengthen the cast-in-place closure placement by providing lateral restraint.

The minimum diaphragm width for bulb-tee beams shall be 36 in., for I-beams 30 in., or for spread box beams 24 in. The clear distance between beam ends shall be 6 in. unless otherwise approved. This dimension shall always be determined parallel to the longitudinal centerline of the beam.

See Section 406-16.0 for typical details of cast-in-place concrete pier and bent diaphragms. The information illustrated in the figures therein is as follows:

1. diaphragm widths;
2. diaphragm reinforcement;
3. cap-keyway details;
4. clear distance between adjacent beam ends;
5. bearing-pad location details;
6. cap-sizing details; and
7. beam threaded-bar-hole INSERT location details.
The figures in Section 406-16.0 also show bearing layouts for a skewed structure with I-beams, bulb-tee beams, or box beams. For the same skew angle, the bearing pads are oriented differently in these figures. The ideal orientation of the pads, between the direction of the beams and the normal drawn to the bearing line, is a function of the skew, the length-to-width ratio, the component rigidities, and the position of loads. The structural significance of the orientation is small, therefore geometric requirements shall govern.

406-12.0 ADDITIONAL DESIGN FEATURES


Design requirements are provided for precast slab superstructures, beams, girders, diaphragms, segmental construction, arches, and prestressed piles LRFD 5.12.

406-12.02 Prestressed-Concrete-Member Sections

406-12.02(01) General

The standard prestressed-concrete-member sections used are as follows:

8. AASHTO I-beam type I, II, III, or IV;
9. Indiana bulb-tee beams; and
10. Indiana composite and non-composite box beams.

To ensure that the structural system has an adequate level of redundancy, a minimum of four beam lines shall be used.

An alternative prestressed-concrete-beam section may be considered if its use can be justified. The use of a beam section not available through local producers will be more expensive if the forms must be purchased or rented for a small number of beams. One or more beam fabricators shall be contacted early in project development to determine the most practical and cost-effective alternative beam section for a specific site.

406-12.02(02) AASHTO I-Beam Type I, II, III, or IV

See Figures 406-13A through 406-13D for details and section properties. I-beam type IV shall not be used unless widening of an existing bridge is required. The 54-in.-depth beam shall be used for a new structure where this member depth and span length is required.
406-12.02(03) **Indiana Bulb-Tee Beam** [Rev. Oct. 2012]

See Figures 406-14A through 406-14F, and 406-14M through 406-14R for details and section properties. For a long-span bridge, bulb-tee beams with a top-flange width of 60 in. shall be considered for improved stability during handling and transporting. Draped strands may be considered for use in a bulb-tee beam, but shall only be considered if tensile stresses in the top of the beam near its end are exceeded if using straight strands. The maximum allowable compressive strength, tensile strength, extent of strand debonding, and number of top strands shall be considered in evaluating the need for draped strands. If draped strands are used, the maximum allowable hold-down force per strand shall be 3.8 kip, with a maximum total hold-down force of 38 kip. For additional information on draped strands, see Section 406-12.03. Semi-lightweight concrete may be used for this type of beam if it is economically justified. See Section 406-4.03. Lightweight concrete may be used for this type of beam if it is economically justified. See Section 406-4.03.

Prestressed-concrete bulb-tee members identified as wide bulb-tees have been approved for use. One of these sections shall be considered if it is deemed to be more economical or structurally adequate than an Indiana bulb-tee member. See Figures 406-14G through 406-14L, and 406-14S through 406-14X for details and section properties.

406-12.02(04) **Indiana Composite or Non-Composite Box Beam**

See Figures 406-15A through 406-15L for details and section properties of composite members. See Figures 406-15M through 406-15R for details and section properties of non-composite members. It is not acceptable to use non-composite box beams for a permanent State highway bridge. The use of non-composite box beams is limited to a non-Federal-aid local public agency bridge, or a temporary bridge. The desirable limit for the end skew is 30 deg. An end skew of over 30 deg shall be avoided unless measures have been considered for potential warping or cracking of the beam at its ends and congested reinforcement in the acute angle corner of the beam.

For a spread-box-beam structure, diaphragms of 8-in. thickness shall be placed within the box section for increased stability and torsion resistance during delivery and erection of the beams. The maximum spacing of the diaphragms is 25 ft.

For an adjacent-box-beams structure, interior diaphragms shall be provided to accommodate the transverse tension rods or tendons. Effective means for transferring shear between the box beams shall be provided (see Section 406-12.06). Because the longitudinal joints between adjacent box beams have shown a tendency to leak, use of adjacent box beams shall be limited to where maintaining a thin construction depth is critical, where construction time is critical, or where substantial life-cycle cost savings can be demonstrated.
Each void in a box beam shall be equipped with a vertical drainage pipe to prevent accumulation of water and ice therein. The inside diameter of the pipe shall be approximately 5/8 in. It shall be located at the lowest point of the void in the finished structure.

If the cost of a superstructure using precast-concrete AASHTO I-beams or bulb-tees is close to the cost of precast concrete spread box beams, the I-beam or bulb-tee superstructure is preferred unless other factors such as a thin structure depth are critical.

406-12.03 Strand Configuration and Mild-Steel Reinforcement

406-12.03(01) General

Mild reinforcing steel shall be detailed to allow its placement after the strands have been tensioned. If the reinforcement is a one-piece bar to be placed around the strands, it requires that the strands be threaded through the closed bars. By using two-piece bars that can be placed after the strand is tensioned, the fabrication process is simplified.

In specifying concrete cover and spacing of strands and bars, reinforcing-bar diameters and bend radii shall be considered to avoid conflicts. Beam producers prefer to locate at least two strands in the top of each I-beam or bulb-tee beam below the top transverse bars and between the vertical legs of the web reinforcement to support the reinforcing-steel cage. This will also reduce the need for debonded strands.


See Sections 406-13.0, 406-14.0, and 406-15.0 for typical strand patterns for standard prestressed beam sections. Other strand patterns may be used if there is reason for deviation from the standard pattern, and the LRFD criteria for spacing and concrete cover are followed. If 11 strands are placed in a horizontal row in the bottom of a bulb-tee beam, the bending diagram for the vertical stirrup must be modified. The strand pattern shown may be used for nominal ½-in. or 0.6-in. diameter strands. Section 406-4.03 provides criteria for the strand diameters used.
The strand-pattern configurations shown in Sections 406-13.0, 406-14.0, and 406-15.0 were developed in accordance with the following.

1. Minimum center-to-center spacing of prestressing strands equal to 2 in.

2. Minimum concrete cover for prestressing strands shall be 1½ in., which includes the modification factor of 0.8 for a water/cement ratio equal to or less than 0.40 as described in LRFD 5.10.1.

3. Minimum concrete cover to stirrups and confinement reinforcement shall be 1 in.

The strand pattern has been configured so as to maximize the number of vertical rows of strands that can be draped. Due to the relatively thin top flange of a bulb-tee beam, strands placed in the top of the beam shall be at least 6 in. from the outside edge of the flange.


See Sections 406-13.0, 406-14.0, and 406-15.0 for typical mild-steel reinforcement configurations for the standard prestressed beam sections. The vertical shear reinforcement shall be #4 stirrup bars where possible. To fully develop the bar for shear, the ends of the stirrup bar shall include a standard 90-deg stirrup hook. The maximum spacing of the vertical stirrups shall be in accordance with LRFD 5.7.2.6. The maximum longitudinal spacing of reinforcement for interface shear transfer shall be in accordance with LRFD 5.7.4.5.

A minimum of three horizontal U-shaped #4 bars shall be placed in the web of each bulb-tee at the ends of the beam. See Section 406-14.0 for location and spacing of these bars. This reinforcement will help reduce the number and size of cracks, which can appear in the ends of the beams due to the prestress force. LRFD 5.9.4.4.1 requires that vertical mild reinforcement shall be placed in the beam ends within a distance of one fourth of the member depth. This is to provide bursting resistance of the pretensioned anchorage zone. Enough mild reinforcing steel shall be provided to resist not less than 4% of the prestress force at transfer. The end vertical bars shall be as close to the ends of the beam as possible. The stress in the reinforcing steel shall not exceed 20 ksi.

Confinement reinforcement in accordance with LRFD 5.9.4.4.2 shall be placed in the bottom flange of each I-beam or bulb-tee as shown in Section 406-13.0 or 406-14.0, respectively. The reinforcement shall be #3 bars spaced at 6 in. for a minimum distance of 1.5 times the depth of the member from the end of the beam or to the end of the strand debonding, whichever is greater.
406-12.04 Stage Loading for Pretensioned Construction

406-12.04(01) Strands Tensioned in the Stressing Bed

It is the fabricator’s responsibility to consider seating losses, relaxation of the strands, and temperature changes in the strands prior to placement of the concrete during the fabrication of the beam and to make adjustments to the initial strand tension to ascertain that the tension prior to release satisfies the design requirements.

406-12.04(02) Strands Released and Force Transferred to the Concrete

The region near the end of the member does not receive the benefit of bending stresses due to dead load, and can develop tensile stresses in the top of the beam large enough to crack the concrete. The critical sections for computing the critical temporary stresses in the top of the beam shall be near the end and at all debonding points. If the transfer length of the strands is chosen to be at the end of the beam and at the debonding points, the stress in the strands shall be assumed to be zero at the end of the beam or debonding point, and shall vary linearly to the full transfer of force to the concrete at the end of the strand transfer length.

The accepted methods to relieve excessive tensile stresses near the ends of the beam are as follows:

1. debonding, wherein the strands are kept straight but wrapped in plastic over a predetermined distance;
2. adding additional strands in the top of the beam, debonding them in the middle third, and releasing them at the center of the beam; or
3. draping some of the strands to reduce the strand eccentricity at the end of the beam.

406-12.04(03) Camber Growth and Prestress Losses

This condition occurs several weeks to several months after strand release. If a cast-in-place composite deck is placed, field adjustments to the haunch-fillet thickness are needed to provide the proper vertical grade on the top of deck and to keep the deck thickness uniform. Reliable estimates of deflection and camber are needed to prevent excessive fillet thickness or to avoid significant encroachment of the top of beam into the bottom of the concrete deck. Stresses at this stage are not critical.
Unless other more-accurate methods of determining camber are utilized (see PCI Bridge Design Manual, Section 8.7), the beam camber at the time of placement of the composite concrete deck shall be assumed to be the initial camber due to prestress minus the deflection due to the dead load of the beam times a multiplier of 1.75.

**406-12.04(04) Maximum Service Load, Minimum-Prestress Stage**

At this stage, all prestress losses have occurred and loads are at their maximum. The tensile stress in the bottom fibers of the beam at mid-span will likely control the design.

**406-12.05 Continuity for Superimposed Loads [Rev. Jun. 2021]**

A multi-span bridge using composite beams shall be made continuous for live load if possible. The design of the beams for a continuous structure is approximately the same as that for simple spans except that, in the area of negative moments, the member is treated as an ordinary reinforced-concrete section. The members shall be assumed to be fully continuous with a constant moment of inertia in determining both the positive and negative moments due to superimposed loads.

The traditional method of making simply-supported beams continuous is to construct a closure joint between the adjacent beam ends over the pier, conveniently as part of the diaphragm, and to place extra longitudinal steel in the deck over the pier support to resist the negative moment. Spans made continuous for live load are assumed to be treated as prestressed members in the positive-moment zone between supports, and as conventionally-reinforced members in the negative-moment zone over the support. The reinforcing steel in the deck shall carry all of the tension in the composite section due to the negative moment. The longitudinal reinforcing steel in the deck that makes the girder continuous over an internal support shall be designed in accordance with LRFD 5.12.3.3.8.

Continuity diaphragms shall be designed in accordance with LRFD 5.12.3.3.10 based on the compressive strength of the precast girder regardless of the strength of the cast-in-place concrete.

No allowable tension limit is imposed on the top-fiber stresses of the beam in the negative-moment region. However, crack width, fatigue, and ultimate strength shall be checked. If partial-depth precast, prestressed concrete stay-in-place forms are to be used, such as for an AASHTO I-beam superstructure, only the top mat of longitudinal steel reinforcement shall be used to satisfy the negative-moment requirements.

Potential positive moments at the piers shall also be considered in the design of a precast, prestressed-concrete beam structure made continuous for live load. Creep of the beams under the net effects of prestressing, self-weight, deck weight, and superimposed dead loads will tend to produce additional upward camber with time. Shrinkage of the deck concrete will tend to produce downward camber of the composite system with time. Loss of prestress due to creep, shrinkage, or relaxation will result in downward camber. Depending on the properties of the concrete materials and the age at which the beams are erected and subsequently made continuous, either positive or negative moments can occur over the continuous supports.

Where beams are made continuous at the relatively young age of less than 120 days from time of manufacture, it is more likely that positive moments will develop with time at the supports. These positive restraint moments are the result of the tendency of the beams to continue to camber upward as a result of ongoing creep strains associated with the transfer of prestress. Shrinkage of the concrete deck, loss of prestress, or creep strains due to self-weight, deck weight, or superimposed dead loads all have a tendency to reduce this positive moment.

For a span of over 150 ft or for concrete whose creep behavior is known to be poor, a time-dependent analysis shall be made to predict positive restraint moments at the piers. The PCI Bridge Design Manual, Section 8.13.4.3, describes two methods to evaluate restraint moments at the piers. Positive-moment connections at the piers that have proven successful in the past shall be used based on experience with similar spans and concrete-creep properties.

Unless positive-moment-connecting steel calculations are made, the minimum number of strands to be used for the positive-moment connection over the pier shall be one-half the number of strands in the bottom row of the bottom flange of a bulb-tee or an I-beam. The minimum is 5 strands for a bulb-tee or I-beam type IV, 4 strands for an I-beam type II or III, or 3 strands for an I-beam type I.

The strands shall be extended and bent up without the use of heat to make the positive moment connection. For a box beam, the minimum number of strands to be extended into the positive-moment connection and bent up shall be 6 strands for a beam deeper than 27 in., or 4 strands for a beam depth equal to or less than 27 in.

The strands extended into the positive-moment connection between beams shall not be debonded. The strands that are not used for the positive-moment connection shall be trimmed back to the beam end to permit ease of beam and concrete placement.
The prestressing-strand and concrete strengths shall be as shown in Section 406-4.0. The tensile and compressive stress limits shall be as shown in LRFD 5.9.2.3. LRFD requires that only 80% of the live-load moment is to be applied in checking the tensile stress at service condition.

406-12.07 Transverse Connection of Precast Box Beams

The shear keys on adjacent, precast, prestressed box beams tend to crack and leak with a thin concrete deck placed composite with the beams. The following methods shall be considered toward minimizing cracking in the shear keys between the beams.

1. Use epoxy grout due to its high bond strength.

2. Use a full-depth shear key to stop the joint from performing like a hinge and prevent the joint from opening. In the past, the area below the key was open and free to rotate. With this area grouted, the movement of the joint will be reduced.

3. Apply compression across the joint by means of transverse tensioning rods. This will help prevent opening of the joint.

Figure 406-12A illustrates a method to minimize cracking in this type of structure.

The joints between the beam shear keys, and the recesses for the transverse tensioning rods on the exterior face of the beam, shall be grouted with an epoxy grout as shown in the figure.

After the joints between the beams are grouted, a preliminary tightening of the transverse tensioning rods shall be performed. Once this is completed, a final tensioning of the rods shall be performed to yield 20 ksi.

406-12.08 Segmental Construction

Prestressed concrete beam lengths in the range of 100 ft to 120 ft are common. For a continuous structure, the girders are fabricated in lengths to span from support to support. A closure pour is then made over the piers to provide continuity for live load and superimposed dead loads. This type of construction is cost effective because the girders can be erected in one piece without falsework. However, if girders are too long or too heavy to be shipped in lengths to accommodate the spans, spliced girders or segmental construction are options. Construction techniques have been developed that reduce the cost and can make concrete girders competitive with steel girders for spans in excess of 250 ft. The most commonly-used techniques are as follows:
1. segmental post-tensioned box girders erected on temporary falsework or by means of the balanced cantilever method; or

2. precast-concrete girders spliced at the construction site. These girders can either be supported on temporary falsework or spliced on the ground and lifted into place onto the supports.

Most spliced-girder bridges have bulb-tee beams with post-tensioning. Cambers, deflections, stresses, and end rotations of the structural components shall be calculated during the stages of construction.

For further information, see publications of the Precast/Prestressed Concrete Institute, Post-Tensioning Institute, and the Segmental Concrete Bridge Institute.

406-12.09 Dimensioning Precast Beams

If a precast beam is to be placed on a longitudinal slope, its manufactured dimensions shall be modified to accommodate the geometric consequences of the grade. The casting bed is always horizontal. Consequently, the out-to-out beam length becomes $L_{CL}$, as follows:

$$L_{CL} = \frac{L}{\cos \theta}$$

where:

$\theta = \arctan \left( \frac{S}{100} \right) =$ angle of slope of the beam

$L = $ length of beam as it appears in plan view, ft

$S = $ slope of beam as shown in elevation view, percent

As shown in Figure 406-12B, the plans and the working drawings shall identify dimensions $L$, $L_{CL}$, $a$, and $b$. The seat surfaces are always horizontal and the end surfaces are always vertical once the beam is in place.

Maintaining vertical end surfaces of the in-place beams often has only a minimal effect on the constructability of this type of superstructure, and need be considered only where dimension $b$ in Figure 406-12B exceeds 1½ in.
If the slope of the beam between supports is more than 1.0%, a beveled recess will be required in the bottom of the beam at the supports. For an integral end bent, a steel sole plate cast into the beam recess will be required. The recess in the bottom flange of the beam shall have a minimum recess dimension of \( \frac{1}{4} \) in. The minimum concrete cover over the prestressing strands at the opposite end of the recess shall be 1 in. as shown in Figure 406-12B. For a severe grade where use of the minimum \( \frac{1}{4} \)-in. recess results in less than 1 in. of cover, either the beam seat shall be sloped, or the bottom strand clearance shall be increased in \( \frac{1}{4} \)-in. increments until the 1-in. cover is achieved.

For a beam length in excess of 80 ft, the length of the prestressing strands prior to release shall be increased due to the elastic shortening, creep, and shrinkage anticipated to occur prior to casting the deck slab. Due to variables beyond the designer’s control, the beam fabricator is responsible for making this change.

To avoid sharp corners which can be damaged during construction due to a skew of 15 deg or greater, a chamfer of at least 3 in. width shall be placed at each acute corner of a prestressed box beam.

**406-12.10 Other Design Features**

**406-12.10(01) Skew [Rev. Apr. 2017]**

Although normal flexural effects due to live load tend to decrease as the skew angle increases, shear does not. There is a considerable redistribution of shear forces in the end zone due to the development of involuntary negative moments therein. For a skew angle of less than 30 deg, the skew may be ignored, and the bridge may be analyzed as a square structure whose span lengths are equal to the skewed span lengths.

*LRFD* 4.6.2.2.2e and 4.6.2.2.3c provide tabulated assistance to roughly estimate these live-load effects. The factors shown in the tables can be applied to either a simple span or a continuous-spans skewed bridge. The correction factors for shear apply only to support shears at the obtuse corner of an exterior beam. Shear in portions of the beam away from the end supports need not be corrected for skew effects.
To obtain a better assessment of skewed-structure behavior and to utilize potential benefits in reduced live-load moments, more sophisticated methods of analysis are required. The refined methods most often used to study skewed-structure behavior are the grillage analysis and the finite element method. The finite element analysis requires the fewest simplifying assumptions in accounting for the greatest number of variables that govern the structural response of the bridge. However, input preparation time and derivation of overall forces for a composite beam can be tedious. Data preparation for the grillage method is simpler, and integration of stresses is not needed.

406-12.10(02) Shortening of Superstructure

For a long continuous structure, the shortening of the superstructure due to creep, shrinkage, temperature, and post-tensioning, if applicable, shall be considered in the design of the beam supports and the substructure.

406-13.0 AASHTO I-BEAMS

Figures 406-13A through 406-13D show details and section properties for these beams.

406-14.0 INDIANA BULB-TEE BEAMS

Figures 406-14A through 406-14Z show details and section properties for these beams.

406-15.0 INDIANA COMPOSITE AND NON-COMPOSITE BOX BEAMS

Figures 406-15A through 406-15R show details and section properties for these beams.

406-16.0 MISCELLANEOUS DETAILS

Figures 406-16A through 406-16X show details for diaphragms, closure pours, support cap sizing, and bearing pad layouts for I beams, bulb-tees, and box beams.
ADJACENT BOX BEAMS WITH TRANSVERSE TENSIONING RODS
(Section View)

Figure 406-12A
NOTES:
1. BEAM FABRICATOR IS RESPONSIBLE FOR ADJUSTING THE CASTING LENGTH TO ACCOMMODATE AN INCREASE IN BEAM LENGTH DUE TO DIMENSION b. IF DIMENSION b IS LESS THAN 1 1/2 in., THE END OF THE BEAM SHALL NOT BE ADJUSTED.

2. THE LENGTH OF THE RECESS SHALL PROVIDE A BEAM OVERHANG OF AT LEAST 2 in. PAST THE FACE OF THE BEARING PAD FOR A BULB-T BEAM OR 1 in. FOR AN I-BEAM OR A BOX BEAMS.

DIMENSIONING PRESTRESSED-CONCRETE BEAM ON SLOPE

Figure 406-12B
### Beam Properties

- $A_B = 276 \text{ in.}^2$
- $I_B = 22,744 \text{ in.}^4$
- $S_{TB} = 1,476 \text{ in.}^3$
- $S_{BB} = 1,807 \text{ in.}^3$
- $Y_{TB} = 15.4 \text{ in.}$
- $Y_{BB} = 12.6 \text{ in.}$
- Wt. = 288 lb/lf

### Notes:
1. Bars 301 and 302 combined to form one stirrup.
2. *Denotes epoxy-coated bar

---

**I - Beam Type I**

Figure 406-13A

(page 1 of 3)
I - BEAM TYPE I
BAR BENDING DETAILS

Figure 406-13A
(page 2 of 3)
END BENT
CUT BONDED STRANDS IN BOTTOM ROW WITH 1'-10" PROJECTION AND SHOP BEND AS SHOWN. DO NOT HEAT. (TYP. EA. END)

INTERIOR BENT OR PIER

*DENOTES EPOXY-COATED BAR

I - BEAM TYPE I
ELEVATIONS SHOWING END REINFORCEMENT

Figure 406-13A
(page 3 of 3)
BEAM PROPERTIES

<table>
<thead>
<tr>
<th>Property</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>$A_B$</td>
<td>369 in.$^2$</td>
</tr>
<tr>
<td>$I_B$</td>
<td>50,979 in.$^4$</td>
</tr>
<tr>
<td>$S_{TB}$</td>
<td>2,527 in.$^3$</td>
</tr>
<tr>
<td>$S_{BB}$</td>
<td>3,221 in.$^3$</td>
</tr>
<tr>
<td>$Y_{TB}$</td>
<td>20.2 in.</td>
</tr>
<tr>
<td>$Y_{BB}$</td>
<td>15.8 in.</td>
</tr>
<tr>
<td>Wt.</td>
<td>384 lb/lf</td>
</tr>
</tbody>
</table>

NOTES:

1. BARS 301 AND 302 COMBINED TO FORM ONE STIRRUP.

2. □ □ *DENOTES EPOXY-COATED BAR

---

I - BEAM TYPE II

Figure 406-13B
(page 1 of 3)
I - BEAM TYPE II
BAR BENDING DETAILS

Figure 406-13B
(page 2 of 3)
Figure 406-13B

I - BEAM TYPE II
ELEVATIONS SHOWING END REINFORCEMENT

CUT BONDED STRANDS IN BOTTOM ROW WITH 1'-10" PROJECTION AND SHOP BEND AS SHOWN. DO NOT HEAT.

*DENOTES EPOXY-COATED BAR

PAGE 3 OF 3
**BEAM PROPERTIES**

\[
\begin{align*}
A_B &= 560 \text{ in.}^2 \\
I_B &= 125,390 \text{ in.}^4 \\
S_{TB} &= 5,071 \text{ in.}^3 \\
S_{BB} &= 6,185 \text{ in.}^3 \\
Y_{TB} &= 24.7 \text{ in.} \\
Y_{BB} &= 20.3 \text{ in.} \\
Wt. &= 583 \text{ lb/lf}
\end{align*}
\]

**NOTES:**

1. BARS 301 AND 302 COMBINED TO FORM ONE STIRRUP.

2. **DENOTES EPOXY-COATED BAR**

**Figure 406-13C**

*I - BEAM TYPE III*

*(page 1 of 3)*
I - BEAM TYPE III
BAR BENDING DETAILS

Figure 406-13C
(page 2 of 3)
I - BEAM TYPE III

ELEVATIONS SHOWING END REINFORCEMENT

Figure 406-13C
(page 3 of 3)
I - BEAM TYPE IV

Figure 406-13D

(Page 1 of 3)
I - BEAM TYPE IV
BAR BENDING DETAILS

Figure 406-13D
(Page 2 of 3)
I - BEAM TYPE IV

ELEVATIONS SHOWING END REINFORCEMENT

Figure 406-13D
(Page 3 of 3)
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.
BULB-TEE BEAM, TYPE BT 54 x 48
BAR BENDING DETAILS

Figure 406-14A
(Sheet 2 of 2)
BEAM PROPERTIES

$A = 929 \text{ in}^2$
$y_b = 32.4 \text{ in.}$
$y_t = 27.6 \text{ in.}$
$y_C = 447,455 \text{ in}^4$
$I_C = 71,072 \text{ in}^4$
$S_x = 13,804 \text{ in}^3$
$S_y = 16,221 \text{ in}^3$
Wt. = 968 lb/ft
V/SA = 4.01 in$^3$/in$^2$

NOTES:

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 60 x 48

Figure 406-14B
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 60 x 48
BAR BENDING DETAILS

Figure 406-14B
(Sheet 2 of 2)
**BEAM PROPERTIES**

- $A = 971$ in$^2$
- $y_b = 35.5$ in.
- $y_c = 30.5$ in.
- $I_x = 569,764$ in$^4$
- $I_y = 71,243$ in$^4$
- $S_{x} = 16,052$ in$^3$
- $S_{y} = 18,678$ in$^3$
- Wt. = 1,011 lb/ft
- $V/SA = 3.99$ in$^3$/in$^2$

**NOTES:**

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

---

**BULB-TEE BEAM**

**TYPE BT 66 x 48**

Figure 406-14C

(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 66 x 48
BAR BENDING DETAILS

Figure 406-14C
(Sheet 2 of 2)
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

Figure 406-14D
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 72 x 48
BAR BENDING DETAILS

Figure 406-14D
(Sheet 2 of 2)
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BEAM PROPERTIES</strong></td>
<td></td>
</tr>
<tr>
<td>( A = 1,055 , \text{in}^2 )</td>
<td></td>
</tr>
<tr>
<td>( \gamma_b = 41.6 , \text{in} )</td>
<td></td>
</tr>
<tr>
<td>( \gamma_t = 36.4 , \text{in} )</td>
<td></td>
</tr>
<tr>
<td>( I_{x} = 867,535 , \text{in}^4 )</td>
<td></td>
</tr>
<tr>
<td>( I_{y} = 71,586 , \text{in}^4 )</td>
<td></td>
</tr>
<tr>
<td>( S_{x} = 20,835 , \text{in}^3 )</td>
<td></td>
</tr>
<tr>
<td>( S_{y} = 23,859 , \text{in}^3 )</td>
<td></td>
</tr>
<tr>
<td>Wt. = 1,099 lb/ft</td>
<td></td>
</tr>
<tr>
<td>V/SA = 3.94 in³/in²</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**
1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

**Figure 406-14E**
(Sheet 1 of 2)
Figure 406-14E
Bar Bending Details
Bulb-Tee Beam, Type BT 78 x 48

Sheet 2 of 2
Figure 406-14F
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 84 x 48
BAR BENDING DETAILS

Figure 406-14F
(Sheet 2 of 2)
BEAM PROPERTIES

<table>
<thead>
<tr>
<th>Property</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>878 in²</td>
</tr>
<tr>
<td>( y_b )</td>
<td>18.2 in</td>
</tr>
<tr>
<td>( y_t )</td>
<td>17.8 in</td>
</tr>
<tr>
<td>( I_{xX} )</td>
<td>145,539 in⁴</td>
</tr>
<tr>
<td>( I_{yY} )</td>
<td>102,564 in⁴</td>
</tr>
<tr>
<td>( S_{eb} )</td>
<td>8,008 in³</td>
</tr>
<tr>
<td>( S_{et} )</td>
<td>8,165 in³</td>
</tr>
<tr>
<td>Wt.</td>
<td>915 lb/ft</td>
</tr>
<tr>
<td>V/SA</td>
<td>4.16 in³/in²</td>
</tr>
</tbody>
</table>

NOTES:

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 36 x 49

Figure 406-14G
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 36 x 49
BAR BENDING DETAILS

Figure 406-14G
(Sheet 2 of 2)
BEAM PROPERTIES

<table>
<thead>
<tr>
<th>Property</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>926 in²</td>
</tr>
<tr>
<td>( y_c )</td>
<td>21.1 in</td>
</tr>
<tr>
<td>( y_L )</td>
<td>20.9 in</td>
</tr>
<tr>
<td>( I_X )</td>
<td>217,378 in⁴</td>
</tr>
<tr>
<td>( I_Y )</td>
<td>102,820 in⁴</td>
</tr>
<tr>
<td>( S_{b} )</td>
<td>10,303 in³</td>
</tr>
<tr>
<td>( S_{t} )</td>
<td>10,400 in³</td>
</tr>
<tr>
<td>Wt.</td>
<td>965 lb/ft</td>
</tr>
<tr>
<td>V/SA</td>
<td>4.15 in³/in²</td>
</tr>
</tbody>
</table>

NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 42 x 49

Figure 406-14H
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 42 x 49
BAR BENDING DETAILS

Figure 406-14H
(Sheet 2 of 2)
NOTES:

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

**BEAM PROPERTIES**

<table>
<thead>
<tr>
<th>Property</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>974 in²</td>
</tr>
<tr>
<td>yb</td>
<td>24.0 in</td>
</tr>
<tr>
<td>yt</td>
<td>24.0 in</td>
</tr>
<tr>
<td>VX</td>
<td>305,873 in⁴</td>
</tr>
<tr>
<td>VY</td>
<td>103,076 in³</td>
</tr>
<tr>
<td>Sp</td>
<td>12,729 in³</td>
</tr>
<tr>
<td>Sa</td>
<td>12,760 in³</td>
</tr>
<tr>
<td>Wt</td>
<td>1,015 lb/ft</td>
</tr>
<tr>
<td>V/SA</td>
<td>4.14 in³/in²</td>
</tr>
</tbody>
</table>

**BULB-TEE BEAM**

**TYPE BT 48 x 49**

**Figure 406-14I**

(Sheet 1 of 2)
Figure 406-14I
(Sheet 2 of 2)
**BEAM PROPERTIES**

- \( A = 1,022 \text{ in}^2 \)
- \( y_b = 27.0 \text{ in.} \)
- \( y_t = 27.0 \text{ in.} \)
- \( I_x = 411,891 \text{ in}^4 \)
- \( I_y = 103,332 \text{ in}^4 \)
- \( S_{xy} = 15,274 \text{ in}^3 \)
- \( S_{yz} = 15,236 \text{ in}^3 \)
- \( \text{Wt.} = 1,065 \text{ lb/ft} \)
- \( V/SA = 4.14 \text{ in}^3/\text{in}^2 \)

**NOTES:**

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

---

**BULB-TEE BEAM**

**TYPE BT 54 x 49**

**Figure 406-14J**

(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 54 x 49
BAR BENDING DETAILS

Figure 406-14J
(Sheet 2 of 2)
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 60 x 49

Figure 406-14K
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 60 x 49
BAR BENDING DETAILS

Figure 406-14K
(Sheet 2 of 2)
BEAM PROPERTIES

- $A = 1,118 \text{ in}^2$
- $\gamma_b = 32.9 \text{ in.}$
- $\gamma_t = 33.1 \text{ in.}$
- $I_{xx} = 679,955 \text{ in}^4$
- $I_{yy} = 103,844 \text{ in}^4$
- $S_{y0} = 20,695 \text{ in}^3$
- $S_{y1} = 20,516 \text{ in}^3$
- Wt. = 1,165 lb/ft
- $V/SA = 4.12 \text{ in}^3/\text{in}^2$

NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 66 x 49

Figure 406-14L
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 66 x 49
BAR BENDING DETAILS

Figure 406-14L
(Sheet 2 of 2)
BEAM PROPERTIES

- $A = 941 \text{ in}^2$
- $y_b = 30.6 \text{ in.}$
- $V_{ct} = 23.4 \text{ in.}$
- $V_Y = 367,677 \text{ in}^4$
- $t_X = 110,320 \text{ in}^4$
- $S_{cb} = 12,007 \text{ in}^3$
- $S_Y = 15,727 \text{ in}^3$
- Wt: $981 \text{ lb/ft}$
- $V/SA = 3.89 \text{ in}^3/\text{in}^2$

NOTES:

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

Figure 406-14M

BULB-TEE BEAM
TYPE BT 54 x 60

(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 54 x 60
BAR BENDING DETAILS

Figure 406-14M
(Sheet 2 of 2)
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

**BEAM PROPERTIES**

- $A = 983 \text{ in}^2$
- $y_{b} = 33.8 \text{ in.}$
- $Y_{t} = 26.2 \text{ in.}$
- $A_{c} = 480,492 \text{ in}^4$
- $I_{c} = 110,491 \text{ in}^4$
- $S_{b} = 14,209 \text{ in}^3$
- $S_{t} = 18,351 \text{ in}^3$
- Wt. = 1,024 lb/ft
- $V/SA = 3.88 \text{ in}^3/\text{in}^2$

**BULB-TEE BEAM**

**TYPE BT 60 x 60**

*Figure 406-14N*

(Sheet 1 of 2)
Figure 406-14N
(Bulb-Tee Beam, Type BT 60 x 60
Bar Bending Details)

(Bottom of Sheet 2 of 2)
NOTES:
1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

Figure 406-14O
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 66 x 60
BAR BENDING DETAILS

Figure 406-14O
(Sheet 2 of 2)
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

Figure 406-14P
(Sheet 1 of 2)
Figure 406-14P
(Best reading details)

BULB-TEE BEAM, TYPE BT 72 x 60
BAR BENDING DETAILS

302 x 1'-7"
301 x 4'-7"

6'-3 1/2"
4 1/2"
6" Hk.

3 1/2" Ø

2 1/2" Ø

401E x 13'-5"
403 x 11'-10"
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.
BULB-TEE BEAM, TYPE BT 78 x 60
BAR BENDING DETAILS

Figure 406-14Q
(Sheet 2 of 2)
BEAM PROPERTIES

\[
\begin{align*}
A &= 1,151 \text{ in}^2 \\
\gamma_b &= 46.5 \text{ in.} \\
\gamma_t &= 37.5 \text{ in.} \\
I_{bc} &= 1,115,719 \text{ in}^4 \\
I_{tc} &= 111,177 \text{ in}^4 \\
S_{y,b} &= 24,018 \text{ in}^3 \\
S_{y,t} &= 29,716 \text{ in}^3 \\
\text{Wt.} &= 1,199 \text{ lb/ft} \\
V/SA &= 3.82 \text{ in}^3/\text{in}^2
\end{align*}
\]

NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

Figure 406-14R
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 84 x 60
BAR BENDING DETAILS

Figure 406-14R
(Sheet 2 of 2)
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

**BEAM PROPERTIES**

- $A = 932 \text{ in}^2$
- $y_b = 19.1 \text{ in.}$
- $y_{ft} = 16.9 \text{ in.}$
- $I_X = 158,022 \text{ in}^4$
- $I_Y = 143,460 \text{ in}^4$
- $S_{sb} = 8,281 \text{ in}^3$
- $S_{sp} = 9,341 \text{ in}^3$
- Wt. = 971 lb/ft
- V/SA = 4.00 in$^3$/in$^2$

**BULB-TEE BEAM**

**TYPE BT 36 x 61**

Figure 406-14S

(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 36 x 61
BAR BENDING DETAILS

Figure 406-14S
(Sheet 2 of 2)
Beam Properties

- $A = 980 \text{ in}^2$
- $y_b = 22.1 \text{ in.}$
- $t = 19.9 \text{ in.}$
- $X = 235,306 \text{ in}^4$
- $V/Y = 143,716 \text{ in}^2$
- $S_{gb} = 10,632 \text{ in}^3$
- $S_y = 11,844 \text{ in}^3$
- Wt.: $1,021 \text{ lb/ft}$
- $V/SA = 4.00 \text{ in}^3/\text{in}^2$

Notes:

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

Bulb-Tee Beam
Type BT 42 x 61

Figure 406-14T
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 42 x 61
BAR BENDING DETAILS

Figure 406-14T
(Sheet 2 of 2)
BEAM PROPERTIES

\[ A = 1,028 \text{ in}^2 \]
\[ \gamma_b = 25.2 \text{ in.} \]
\[ \gamma_{f} = 22.8 \text{ in.} \]
\[ I_X = 330,233 \text{ in}^4 \]
\[ I_Y = 143,972 \text{ in}^4 \]
\[ S_{bX} = 13,116 \text{ in}^3 \]
\[ S_{bY} = 14,470 \text{ in}^3 \]
\[ \text{Wt.} = 1,071 \text{ lb/ft} \]
\[ V/SA = 4.00 \text{ in}^3/\text{in}^2 \]

NOTES:

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 48 x 61

Figure 406-14U
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 48 x 61
BAR BENDING DETAILS

Figure 406-14U
(Sheet 2 of 2)
BEAM PROPERTIES

\[
\begin{align*}
A &= 1,076 \text{ in}^2 \\
\gamma_b &= 28.2 \text{ in.} \\
\gamma_t &= 25.8 \text{ in.} \\
I_{X} &= 443,668 \text{ in}^4 \\
S_{xy} &= 15,722 \text{ in}^2 \\
S_{y}^2 &= 17,209 \text{ in}^3 \\
Wt. &= 1,121 \text{ lb/ft} \\
V/SA &= 4.00 \text{ in}^3/\text{in}^2
\end{align*}
\]

NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 54 x 61

Figure 406-14V
(Sheet 1 of 2)
BULB-TEE BEAM, TYPE BT 54 x 61
BAR BENDING DETAILS

301 x 6'-5"

302 x 2'-8"

3 1/2" Ø

1' 4"

126°

1' 4"

63°

3 1/2"

3'-1 1/2"

4'-9 1/2"

5 1/2"

6' Hk.

4 1/2"

401E x 10'-5"

403 x 12'-0"

END VIEW  SIDE VIEW

Figure 406-14V
(Sheet 2 of 2)
BEAM PROPERTIES

<table>
<thead>
<tr>
<th>Property</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1,124 in²</td>
</tr>
<tr>
<td>$\gamma_b$</td>
<td>31.3 in</td>
</tr>
<tr>
<td>$\gamma_c$</td>
<td>28.7 in</td>
</tr>
<tr>
<td>$I_X$</td>
<td>576,476 in⁴</td>
</tr>
<tr>
<td>$I_Y$</td>
<td>144,484 in⁴</td>
</tr>
<tr>
<td>$S_{xy}$</td>
<td>18,443 in²</td>
</tr>
<tr>
<td>$S_{x}$</td>
<td>20,056 in³</td>
</tr>
<tr>
<td>Wt.</td>
<td>1,171 lb/lf</td>
</tr>
<tr>
<td>V/SA</td>
<td>4.00 in³/in²</td>
</tr>
</tbody>
</table>

NOTES:

1. Bars 301 and 302 combined to form one stirrup.
2. "E" denotes epoxy coated reinforcing bars.
3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.

BULB-TEE BEAM
TYPE BT 60 x 61

Figure 406-14W
(Sheet 1 of 2)
Figure 406-14W
(Sheet 2 of 2)

BULB-TEE BEAM, TYPE BT 60 x 61
BAR BENDING DETAILS
NOTES:

1. Bars 301 and 302 combined to form one stirrup.

2. "E" denotes epoxy coated reinforcing bars.

3. 0.5" Ø or 0.6" Ø Prestressing Strands. See IDM 406-10 for guidance related to prestressing strands.
BULB-TEE BEAM, TYPE BT 66 x 61
BAR BENDING DETAILS

Figure 406-14X
(Sheet 2 of 2)
ELEVATIONS SHOWING END REINFORCEMENT

NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

BULB - TEE BEAM (36 DEPTH)

Figure 406-14Y
(Page 1 of 9)
NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

END BENT

INTERIOR BENT OR PIER

BULB - TEE BEAM (42 DEPTH)
ELEVATIONS SHOWING END REINFORCEMENT

Figure 406-14Y
(Page 2 of 9)
NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

END BENT

INTERIOR BENT OR PIER

BULB - TEE BEAM (48 DEPTH)
ELEVATIONS SHOWING END REINFORCEMENT

Figure 406-14Y
(Page 3 of 9)
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

NOTES:

BULB - TEE BEAM (54 DEPTH)
ELEVATIONS SHOWING END REINFORCEMENT

END BENT

INTERIOR BENT OR PIER

Figure 406-14Y
(Page 4 of 9)
Figure 406-14Y

BULB - TEE BEAM (60 DEPTH)
ELEVATIONS SHOWING END REINFORCEMENT

NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

END BENT

INTERIOR BENT
OR PIER

Cut bonded strands in bottom row with 1'-10" projection and shop bend as shown. Do not heat.

Figure 406-14Y
(Page 5 of 9)
NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

BULB - TEE BEAM (66 DEPTH)
ELEVATIONS SHOWING END REINFORCEMENT

Figure 406-14Y
(Page 6 of 9)
Figure 406-14Y
ELEVATIONS SHOWING END REINFORCEMENT

BULB - TEE BEAM (72 DEPTH)

NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

END BENT

INTERIOR BENT
OR PIER

Cut bonded strands in bottom row with 1'-10" projection and shop bend as shown. Do not heat.

Figure 406-14Y
(Page 7 of 9)
NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

BULB - TEE BEAM (78 DEPTH)
ELEVATIONS SHOWING END REINFORCEMENT

Figure 406-14Y
(Page 8 of 9)
NOTES:
1. The 302 and 403 bars required in some sections are not shown.
2. "E" denotes epoxy-coated bars.

**BULB - TEE BEAM (84 DEPTH)**
**ELEVATIONS SHOWING END REINFORCEMENT**

Figure 406-14Y
(Page 9 of 9)
BULB - TEE BEAM
SECTION AT END SHOWING DRAPE STRANDS

Figure 406-14Z
BEAM PROPERTIES

AB = 423 in²
I_B = 5,124 in⁴
S_TB = 850 in³
S_BB = 858 in³
Y_TB = 6.03 in
Y_BB = 5.97 in
Wt. = 441 lbs/ft

NOTES:
1. ■*DENOTES EPOXY-COATED BAR

BOX BEAM
TYPE CB 12 x 36

Figure 406-15A
**BEAM PROPERTIES**

- $A_B = 471 \text{ in}^2$
- $I_B = 14,169 \text{ in}^4$
- $S_{TB} = 1,653 \text{ in}^3$
- $S_{BB} = 1,681 \text{ in}^3$
- $Y_{TB} = 8.57 \text{ in}$
- $Y_{BB} = 8.43 \text{ in}$
- Wt. = 491 lbs/ft

**NOTES:**

1. *DENOTES EPOXY-COATED BAR

---

**BOX BEAM**

**TYPE CB 17 x 36**

Figure 406-15B
BOX BEAM
TYPE CB 21 x 36

Figure 406-15C
**BEAM PROPERTIES**

- $A_B = 581$ in$^2$
- $I_B = 50,627$ in$^4$
- $S_{TB} = 3,712$ in$^3$
- $S_{BB} = 3,789$ in$^3$
- $Y_{TB} = 13.64$ in
- $Y_{BB} = 13.36$ in
- Wt. = 605 lbs/ft

**NOTES:**

1. □ *DENOTES EPOXY-COATED BAR

---

**BOX BEAM**

**TYPE CB 27 x 36**

Figure 406-15D
BEAM PROPERTIES

AE = 647 in²
I_E = 86,092 in⁴
STB = 5,168 in³
SBB = 5,269 in³
YT_E = 16.66 in
YBB = 16.34 in
Wt. = 674 lbs/ft

NOTES:
1. *DENOTES EPOXY-COATED BAR

BOX BEAM
TYPE CB 33 x 36

Figure 406-15E
**BOX BEAM**

**TYPE CB 42 x 36**

**Figure 406-15F**
BEAM PROPERTIES

- $A_B = 567 \text{ in}^2$
- $I_B = 6,852 \text{ in}^4$
- $S_{TB} = 1,138 \text{ in}^3$
- $S_{BB} = 1,146 \text{ in}^3$
- $Y_{TB} = 6.02 \text{ in}$
- $Y_{BB} = 5.98 \text{ in}$
- Wt. = 591 lbs/ft

NOTES:

1. ❄️ *DENOTES EPOXY-COATED BAR

BOX BEAM
TYPE CB 12 x 48

Figure 406-15G
**BEAM PROPERTIES**

\[ A_B = 603 \text{ in}^2 \]
\[ I_B = 18,866 \text{ in}^4 \]
\[ S_{TB} = 2,204 \text{ in}^3 \]
\[ S_{BB} = 2,235 \text{ in}^3 \]
\[ Y_{TB} = 8.56 \text{ in} \]
\[ Y_{BB} = 8.44 \text{ in} \]
\[ Wt. = 628 \text{ lbs/ft} \]

**NOTES:**

1. **DENOTES EPOXY-COATED BAR**

**BOX BEAM**

**TYPE CB 17 x 48**

*Figure 406-15H*
BEAM PROPERTIES

A_B = 647 in^2
I_B = 33,881 in^4
S_{TB} = 3,202 in^3
S_{BB} = 3,252 in^3
Y_{TB} = 10.58 in
Y_{BB} = 10.42 in
Wt. = 674 lbs/ft

NOTES:
1. *DENOTES EPOXY-COADED BAR

BOX BEAM
TYPE CB 21 x 48

Figure 406-15 I
BEAM PROPERTIES

$A_B = 713 \text{ in}^2$
$I_B = 66,216 \text{ in}^4$
$S_{TB} = 4,865 \text{ in}^3$
$S_{BB} = 4,945 \text{ in}^3$
$Y_{TB} = 13.61 \text{ in}$
$Y_{BB} = 13.39 \text{ in}$

Wt. = 743 lbs/ft

NOTES:
1. *DENOTES EPOXY-COATED BAR

3' 5 Eq. Spa. = 3'-6"
1 1/4 " cl.
2 @ 2" = 4"
1" Chamfer
2" 5 1/2 "
1 1/4 " cl.
4" 3"
3/4" Chamfer

BOX BEAM
TYPE CB 27 x 48

Figure 406-15J
BOX BEAM
TYPE CB 33 x 48

Figure 406-15K
**BEAM PROPERTIES**

- $A_B = 878 \text{ in}^2$
- $I_B = 205,798 \text{ in}^4$
- $S_{TB} = 9,721 \text{ in}^3$
- $S_{BB} = 9,880 \text{ in}^3$
- $Y_{TB} = 21.17 \text{ in}$
- $Y_{BB} = 20.83 \text{ in}$
- Wt. = 915 lbs/ft

**NOTES:**

1. *DENOTES EPOXY-COATED BAR

---

**BOX BEAM**

**TYPE CB 42 x 48**

Figure 406-15L
BOX BEAM
TYPE WS 12 x 48

Figure 406-15M
BEAM PROPERTIES

\[ A_B = 564 \text{ in}^2 \]
\[ I_B = 18,467 \text{ in}^4 \]
\[ S_{TB} = 2,212 \text{ in}^3 \]
\[ S_{BB} = 2,135 \text{ in}^3 \]
\[ Y_{TB} = 8.35 \text{ in} \]
\[ Y_{BB} = 8.65 \text{ in} \]
\[ Wt. = 588 \text{ lbs/ft} \]

BOX BEAM
TYPE WS 17 x 48

Figure 406-15N
BEAM PROPERTIES

\[
\begin{align*}
A_B &= 608 \text{ in}^2 \\
I_B &= 32,826 \text{ in}^4 \\
S_{TB} &= 3,199 \text{ in}^3 \\
S_{BB} &= 3,056 \text{ in}^3 \\
Y_{TB} &= 10.26 \text{ in} \\
Y_{BB} &= 10.74 \text{ in} \\
Wt. &= 633 \text{ lbs/ft}
\end{align*}
\]

**BOX BEAM**

**TYPE WS 21 x 48**

Figure 406-15 O
**BEAM PROPERTIES**

- $A_B = 713 \text{ in}^2$
- $I_B = 66,216 \text{ in}^4$
- $S_{TB} = 4,865 \text{ in}^3$
- $S_{BB} = 4,945 \text{ in}^3$
- $Y_{TB} = 13.61 \text{ in}$
- $Y_{BB} = 13.39 \text{ in}$
- Wt. = 743 lbs/ft

**BOX BEAM**

**TYPE WS 27 x 48**

*Figure 406-15P*
BEAM PROPERTIES

\[ A_B = 779 \text{ in}^2 \]
\[ I_B = 111,384 \text{ in}^4 \]
\[ S_{TB} = 6,694 \text{ in}^3 \]
\[ S_{BB} = 6,808 \text{ in}^3 \]
\[ Y_{TB} = 16.64 \text{ in} \]
\[ Y_{BB} = 16.36 \text{ in} \]
\[ \text{Wt.} = 811 \text{ lbs/ft} \]

BOX BEAM
TYPE WS 33 x 48

Figure 406-15Q
BEAM PROPERTIES

$A_B = 878 \text{ in}^2$

$I_B = 205,798 \text{ in}^4$

$S_{TB} = 9,721 \text{ in}^3$

$S_{BB} = 9,880 \text{ in}^3$

$Y_{TB} = 21.17 \text{ in}$

$Y_{BB} = 20.83 \text{ in}$

$Wt. = 915 \text{ lbs/ft}$

BOX BEAM

TYPE WS 42 x 48

Figure 406-15R
**I-BEAM PIER DIAPHRAGM**
**SECTION BETWEEN BEAMS**

**Figure 406-16A**

[Rev. Apr. 2021]
I-BEAM PIER DIAPHRAGM
SECTION AT BEAMS

Figure 406-16B
[Rev. Apr. 2021]
I-BEAM
INTERMEDIATE DIAPHRAGM

Figure 406-16C
INTERMEDIATE
(Alternate Concrete Diaphragm)

NOTE: For steel intermediate diaphragms, see Standard Drawings.

I-BEAM
DIAPHRAGMS

Figure 406-16D
A = \frac{4''}{\cos \Theta} + 4\frac{1}{2}'' + 0.5 W \tan \Theta

B = A \cos \Theta

C = 2B \quad \text{Round cap width up to an increment of 3"}.

Actual B = 0.5 \quad \text{(Cap Width)}

D = \text{Actual B}

I-BEAM: END BENT CAP SIZING
AND BEARING LAYOUT DETAILS

Figure 406-16E
(Page 1 of 2)
NOTES:
1 Use for sizing cap only.
2 Check seismic minimum support length for expansion bent.
3 This dimension should be increased for large expansion length.

I-BEAM: END BENT CAP SIZING AND BEARING LAYOUT DETAILS

Figure 406-16E (Page 2 of 2)
I-BEAM: PIER CAP SIZING
AND BEARING LAYOUT DETAILS

Figure 406-16F
Figure 406-16G

**HOLES AT PIER DIAPHRAGM**

**I-BEAM:**

\[
x = \frac{1}{2} W - 5"
\]

\[
a = \left(\frac{x}{\cos \theta}\right) - 3"
\]

\[
b = \frac{1}{2} \text{ Web Thickness} \times \tan \theta
\]

\[
A = a + b
\]

\[
B = a - b
\]

**NOTES:**

1. If \( B < 2" \) use larger diaphragm.

2. This dimension will increase or decrease slightly if ends of beams are not vertical. See Section 406-12.0 for additional information.
BULB-TEE PIER DIAPHRAGM
SECTION BETWEEN BEAMS

Figure 406-16H
[Rev. Apr. 2021]
BULB-TEE PIER DIAPHRAGM
SECTION AT BEAMS

Figure 406-16 I
[Rev. Apr. 2021]
BULB-TEE
INTERMEDIATE DIAPHRAGM

Figure 406-16J
INTERMEDIATE
(Alternate Concrete Diaphragm)

NOTE: For steel intermediate diaphragms, see Standard Drawings.

BULB-TEE
DIAPHRAGM

Figure 406-16K
A = \frac{4''}{\cos \Theta} + 4\frac{1}{2}'' + 0.5 \ W \ \tan \Theta

B = A \cos \Theta

C = 2 \ B \ Round \ cap \ width \ up \ to \ an \ increment \ of \ 3''.

Actual B = 0.5 \ (Cap \ Width)

D = Actual \ B

NOTE:
① Clip top flange as needed.

BULB-TEE: END BENT CAP SIZING AND BEARING LAYOUT DETAILS

Figure 406-16L
(Page 1 of 2)
B. F. Mudwall

F. F. Mudwall

Pavement Ledge

Bearing

C. Bent

C. Beam

NOTES:

1. Use for sizing cap only.

2. Check seismic minimum support length for expansion bent.

3. This dimension should be increased for large expansion length.

**BULB-TEE: END BENT CAP SIZING AND BEARING LAYOUT DETAILS**

**Figure 406-16L**

(Page 2 of 2)
C = B \cos \theta

Cap Width = 2 (A + C)  Round cap width up to an increment of 3".

Actual C = 1/2 Cap Width - A

NOTES:

1 Use for sizing cap only.

2 Use 6" for pier below expansion joint.

BULB TEE: PIER CAP SIZING AND BEARING LAYOUT DETAILS

Figure 406-16M
Weblink

Beam Diaphragm

\[ B = a - b \]

\[ A = a + b \]

\[ b = \left( \frac{1}{2} \text{ Web Thickness} \right) \tan \theta \]

If \( B < 2" \) use larger diaphragm.

1. \( x = \frac{1}{2} W - 5" \)

2. \( a = (x) \frac{1}{\cos \theta} - 3" \)

\[ b = (1/2 \text{ Web Thickness}) \tan \theta \]

\[ A = a + b \]

\[ B = a - b \]

NOTES:
1. If \( B < 2" \) use larger diaphragm.

2. This dimension will increase or decrease slightly if ends of beams are not vertical. See Section 406-12.0 for additional information.

BULB-TEE
HOLES AT PIER DIAPHRAGM

Figure 406-16N
**BOX BEAM PIER DIAPHRAGM FOR SPREAD BEAMS**

**SECTION BETWEEN BEAMS**

**Figure 406-16 O**

[Rev. Apr. 2021]
Figure 406-16P
[Rev. Apr. 2021]
BOX BEAM DIAPHRAGM
AT PIER

Figure 406-16Q
BOX BEAM
CLOSURE POUR AT PIER
FOR ADJACENT BEAMS

Figure 406-16R
[Rev. Apr. 2021]
CHECK SEISMIC MINIMUM SUPPORT LENGTH FOR EXPANSION BENT.
USE FOR SIZING CAP ONLY.
ROUND UP TO AN INCREMENT OF 3".
CHECK SEISMIC MINIMUM SUPPORT LENGTH FOR EXPANSION BENT.

A = (1'-4") sec $\Theta$ + 6"
B = A cos $\Theta$
C = 0.5 L + 6"
D = B + C

ACTUAL C = D - B
E = B - 0.5 D
F = E sec $\Theta$

USE FOR SIZING CAP ONLY.

BOX BEAM: END BENT CAP SIZING AND BEARING LAYOUT DETAILS

Figure 406-16S
BEARING PAD

ELASTOMERIC USE FOR SIZING CAP ONLY.

ROUND UP TO AN INCREMENT OF 3"

CAP WIDTH = 2AB

ACUTAL B = 1/2 CAP WIDTH - A

A = 9" cos θ
B = 0.5L + 4"

USE FOR SIZING CAP ONLY. ROUND UP TO AN INCREMENT OF 3"

USE 0.5 ft. FOR PIER BELOW EXPANSION JOINT.

BOX BEAM: PIER CAP SIZING AND BEARING LAYOUT DETAILS FOR SPREAD BEAMS

Figure 406-16T
A = 9" \cos \Theta \\
B = 0.5L + 4" \\
CAP WIDTH = 2AB \\
ACTUAL B = \frac{1}{2} \text{CAP WIDTH} - A

∗ USE FOR SIZING CAP ONLY. ROUND UP TO AN INCREMENT OF 3" 
⊕ USE 0.5 ft. FOR PIER BELOW EXPANSION JOINT

BOX BEAM: PIER CAP SIZING AND BEARING LAYOUT

Figure 406-16U
A = (7" / \cos \Theta) - 3" = 

**BOX BEAM**
**INSERTS AT PIER DIAPHRAGM**

**Figure 406-16V**
MILD REINFORCEMENT FOR 36 WIDTH
SKEWED-BEAM END (45-deg Skew Shown)

Figure 406-16W
MILD REINFORCEMENT FOR 48 WIDTH
SKEWED-BEAM END (45-deg Skew Shown)

Figure 406-16X