

NOTES

ALL PRESTRESSING STRANDS SHALL BE 7-WIRE LOW-RELAXATION GRADE 270 STRANDS AND SHALL CONFORM TO AASHTO M203 EXCEPT FOR SAMPLING REQUIREMENTS WHICH SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL REINFORCING STEEL SHALL BE GRADE 60.

APPLY EPOXY PROTECTIVE COATING TO END OF GIRDER SURFACES INDICATED IN ELEVATION VIEW.

EMBEDDED PLATE "B-1" SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ANCHOR STUDS SHALL CONFORM TO AASHTO M169 GRADES 1010 THROUGH 1020 OR APPROVED EQUAL, AND SHALL MEET THE TYPE "B" REQUIREMENTS OF SUBSECTION 7.3 OF THE ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE.

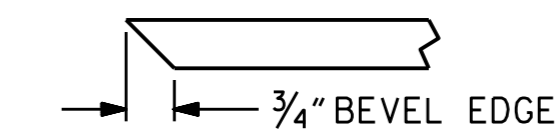
AT ENDS OF GIRDERS TO BE EMBEDDED IN CONCRETE DIAPHRAGMS OR END WALLS, PRESTRESSING STRANDS MAY EXTEND A MAXIMUM OF 2" BEYOND THE GIRDER ENDS. OTHERWISE, PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE GIRDER ENDS.

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE GIRDER SHALL BE DONE WHEN CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 7100 PSI FOR SPAN A AND 5800 PSI FOR SPAN B.

DEPENDING ON THE TYPE OF SYSTEM USED TO SUPPORT THE DECK SLAB FORMS, PRESET ANCHORS MAY BE NECESSARY IN THE PRESTRESSED CONCRETE GIRDER.

THE TOP SURFACE OF THE GIRDER, EXCLUDING THE OUTSIDE 4", SHALL BE RAKED TO A DEPTH OF 1/4".

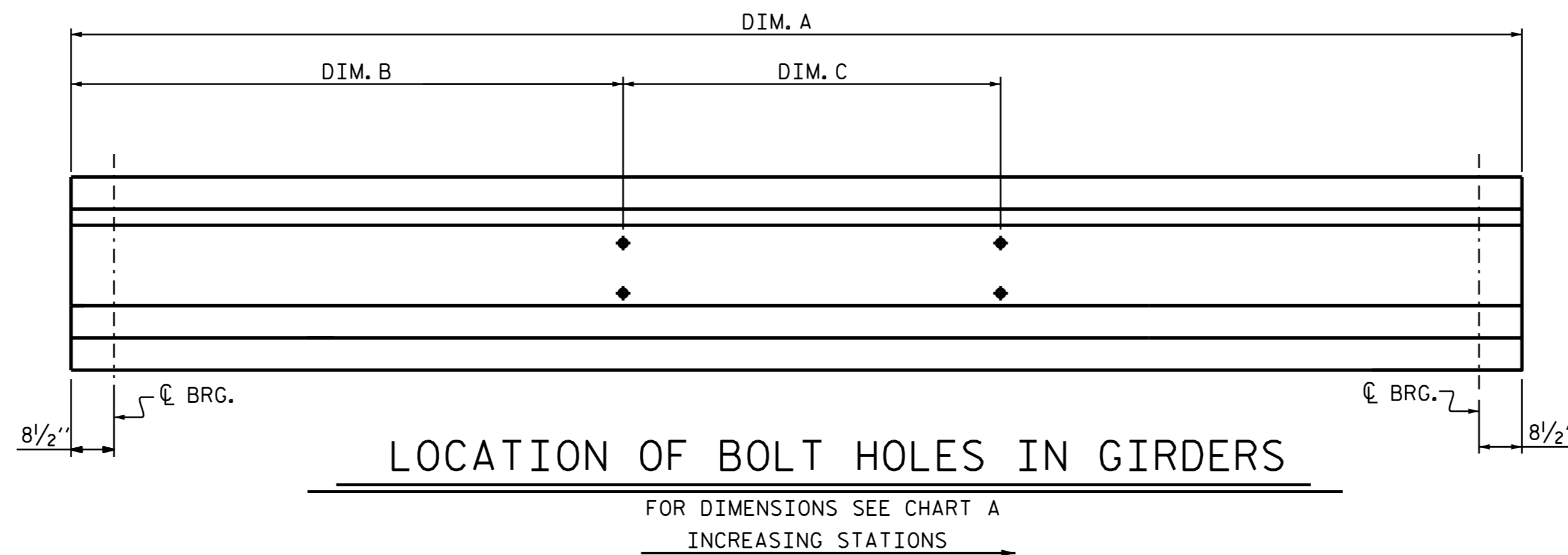
THE CONTRACTOR HAS THE OPTION TO PROVIDE, AT NO ADDITIONAL COST TO THE DEPARTMENT, 2 ADDITIONAL STRANDS AT THE TOP OF THE GIRDER TO FACILITATE TYING OF THE REINFORCING STEEL. THESE STRANDS SHALL BE PULLED TO A LOAD OF 4500 lbs.



SECTION "F"

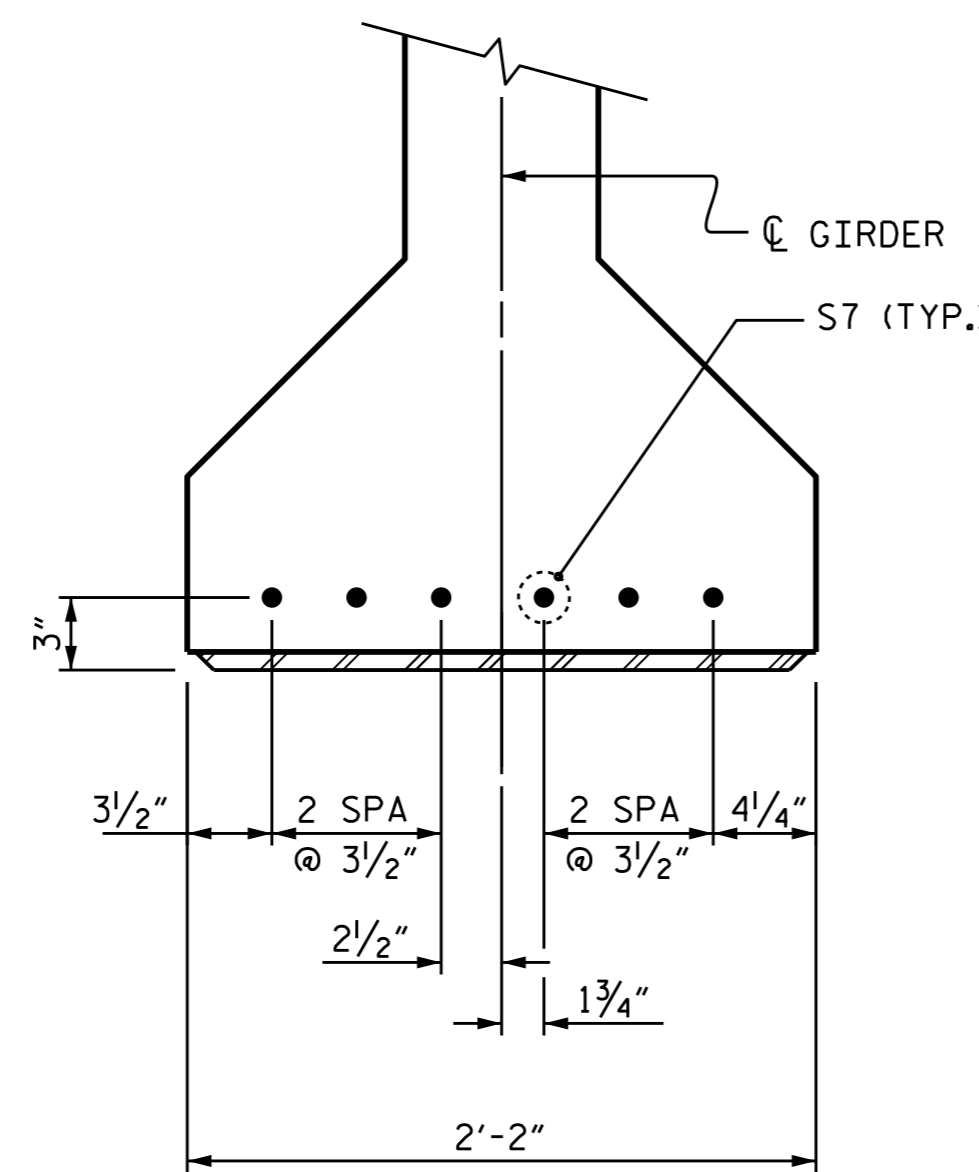
(SEE NOTES)

CHART A			
GIRDER	DIM. A	DIM. B	DIM. C
GDR. A1	93'-5 7/8"	44'-0 9/16"	--
GDR. A2	93'-5 7/8"	44'-0 9/16"	5'-4 3/4"
GDR. A3	93'-5 7/8"	44'-0 9/16"	5'-4 3/4"
GDR. A4	93'-5 7/8"	44'-0 9/16"	5'-4 3/4"
GDR. A5	93'-5 7/8"	44'-0 9/16"	5'-4 3/4"
GDR. A6	93'-5 7/8"	49'-5 5/16"	--
GDR. B1	84'-5 7/8"	39'-6 9/16"	--
GDR. B2	84'-5 7/8"	39'-6 9/16"	5'-4 3/4"
GDR. B3	84'-5 7/8"	39'-6 9/16"	5'-4 3/4"
GDR. B4	84'-5 7/8"	39'-6 9/16"	5'-4 3/4"
GDR. B5	84'-5 7/8"	39'-6 9/16"	5'-4 3/4"
GDR. B6	84'-5 7/8"	44'-11 5/16"	--



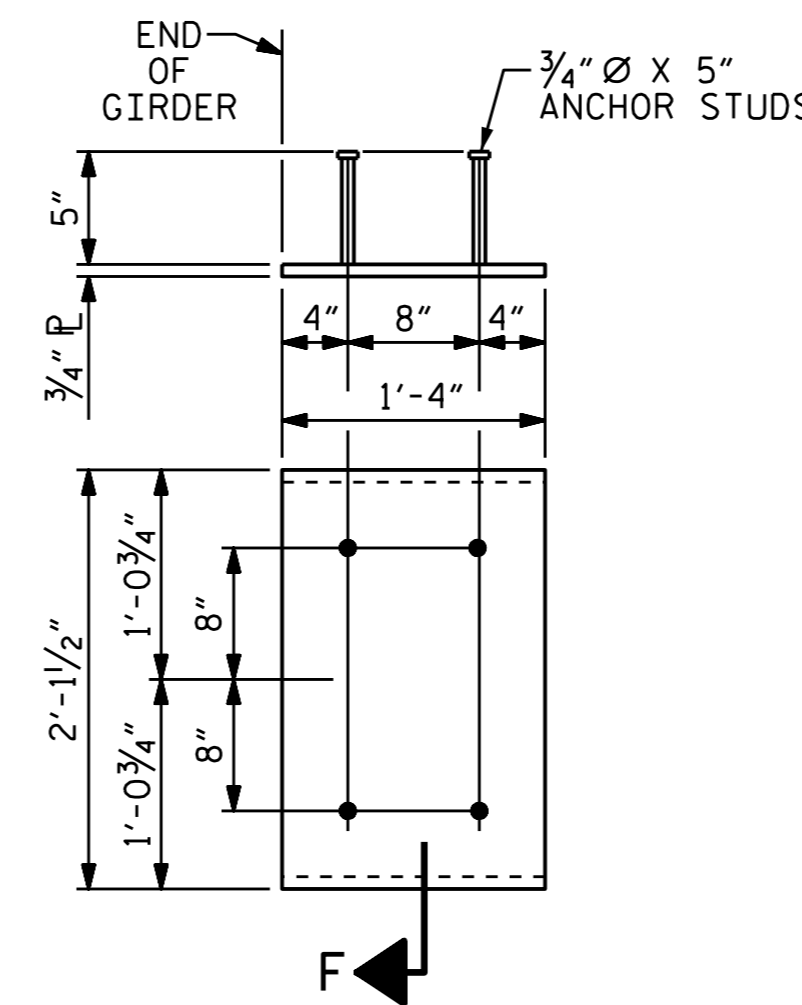
LOCATION OF BOLT HOLES IN GIRDERS

FOR DIMENSIONS SEE CHART A
INCREASING STATIONS



DETAIL "A"

(FOR AASHTO TYPE IV GIRDERS)



EMBEDDED PLATE "B-1" DETAILS FOR AASHTO TYPE IV GIRDER

(2 REQ'D PER GIRDER)

DEAD LOAD DEFLECTION TABLE FOR SPAN A GIRDERS																						
0.6" Ø LOW RELAXATION TENTH POINTS	GIRDERS 1 & 6										GIRDERS 2 THRU 5											
	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0	
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.0	0.066	0.125	0.171	0.201	0.211	0.201	0.171	0.125	0.066	0.0	0.0	0.066	0.125	0.171	0.201	0.211	0.201	0.171	0.125	0.066	0.0
* DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.0	0.045	0.085	0.116	0.136	0.143	0.136	0.116	0.085	0.045	0.0	0.0	0.048	0.091	0.125	0.146	0.154	0.146	0.125	0.091	0.048	0.0
FINAL CAMBER	↑ 0.0	1/4"	1/2"	11/16"	3/4"	13/16"	3/4"	11/16"	1/2"	1/4"	0.0	0.0	3/16"	7/16"	9/16"	5/8"	11/16"	5/8"	9/16"	7/16"	3/16"	0.0

* INCLUDES FUTURE WEARING SURFACE
ALL VALUES ARE SHOWN IN FEET (DECIMAL FORM), EXCEPT "FINAL CAMBER", WHICH IS GIVEN IN INCHES (FRACTION FORM).

DEAD LOAD DEFLECTION TABLE FOR SPAN B GIRDERS																						
0.6" Ø LOW RELAXATION TENTH POINTS	GIRDERS 1 & 6										GIRDERS 2 THRU 5											
	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0	
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.0	0.047	0.089	0.122	0.143	0.150	0.143	0.122	0.089	0.047	0.0	0.0	0.047	0.089	0.122	0.143	0.150	0.143	0.122	0.089	0.047	0.0
* DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.0	0.032	0.061	0.084	0.098	0.103	0.098	0.084	0.061	0.032	0.0	0.0	0.035	0.066	0.090	0.106	0.111	0.106	0.090	0.066	0.035	0.0
FINAL CAMBER	↑ 0.0	3/16"	5/16"	7/16"	9/16"	9/16"	7/16"	5/16"	3/16"	0.0	0.0	1/8"	1/4"	3/8"	7/16"	7/16"	3/8"	1/4"	1/8"	0.0	0.0	0.0

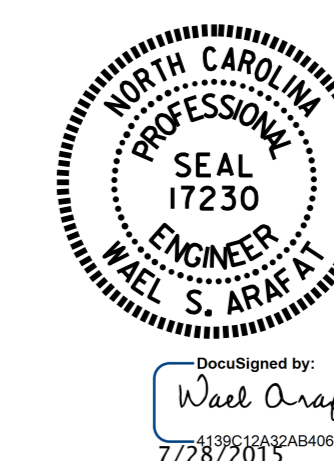
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PROJECT NO. R-2915A
WATAUGA/ASHE COUNTY
STATION: 11+18.63 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PRESTRESSED CONCRETE GIRDER
CONTINUOUS FOR LIVE LOAD
DETAILS



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS
2			4			31

DRAWN BY: V.X. NGUYEN DATE: 8-5-14
CHECKED BY: D. HODGE DATE: 2-15
DESIGN ENGINEER OF RECORD: A.M. LEE DATE: 4-15