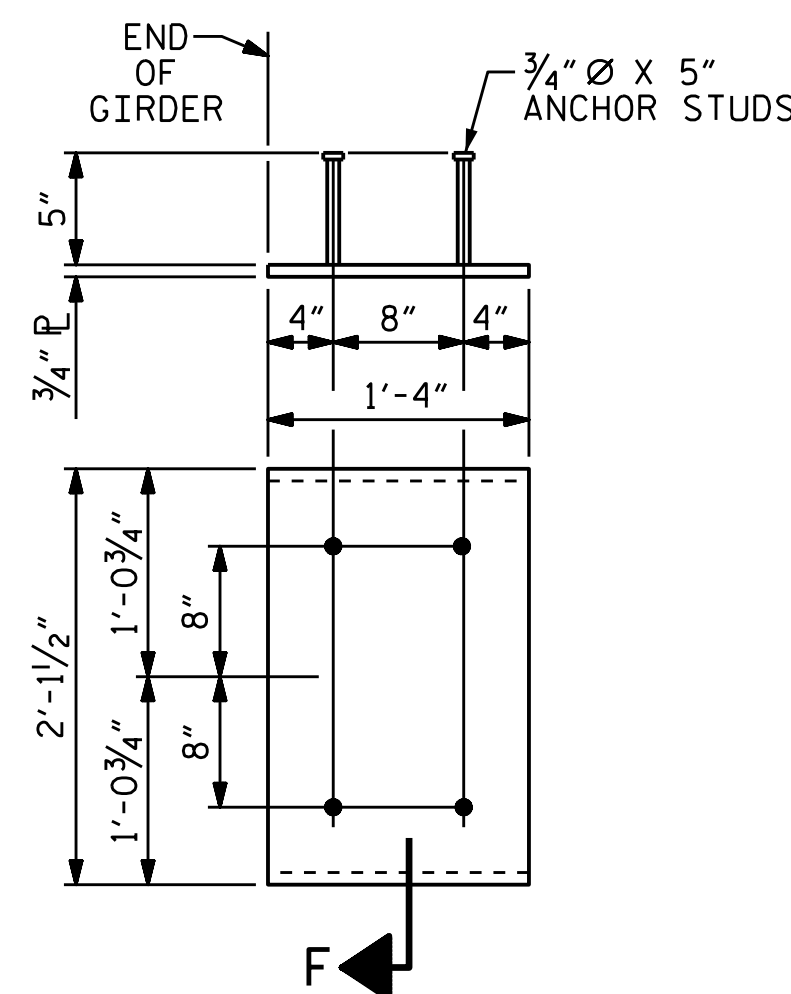
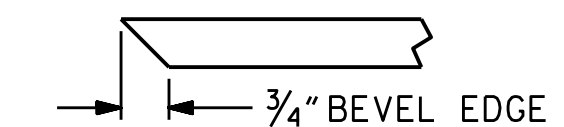


DETAIL "C"



EMBEDDED PLATE "B-1" DETAILS
FOR 63" MODIFIED BULB TEES

(2 REQ'D PER GIRDER)



SECTION "F"

(SEE NOTES)

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.

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 6,700 PSI FOR SPAN A AND 7500 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".

A 2" x 2" CHAMFER IS ALLOWED AT THE INTERSECTION OF THE WEB AND THE BOTTOM FLANGE OF THE 63" MODIFIED BULB TEES.

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 4,500 lbs.

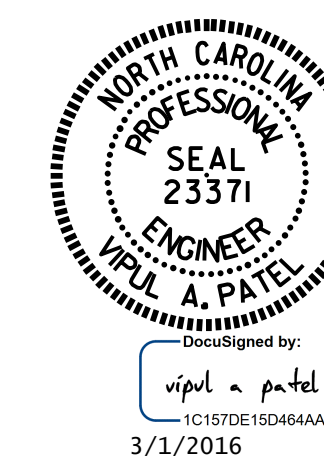
DEAD LOAD DEFLECTION TABLE FOR GIRDERS																						
0.6" Ø LOW RELAXATION	SPAN A																					
	GIRDERS 1 THROUGH 7																					
	TWENTIETH POINTS	0.0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	0.0
CAMBER (GIRDER ALONE IN PLACE)	↑	0.000	0.038	0.074	0.109	0.140	0.168	0.192	0.211	0.225	0.233	0.236	0.233	0.225	0.211	0.192	0.168	0.140	0.109	0.074	0.038	0.000
* DEFLECTION DUE TO SUPERIMPOSED D.L.	↓	0.000	0.018	0.035	0.051	0.066	0.079	0.091	0.099	0.106	0.109	0.112	0.109	0.106	0.099	0.091	0.079	0.066	0.051	0.035	0.018	0.000
FINAL CAMBER	↑	0	1/4"	1/2"	11/16"	7/8"	11/16"	13/16"	13/8"	17/16"	11/2"	11/2"	11/2"	17/16"	13/8"	13/16"	11/16"	7/8"	11/16"	1/2"	1/4"	0

DEAD LOAD DEFLECTION TABLE FOR GIRDERS																						
0.6" Ø LOW RELAXATION	SPAN B																					
	GIRDERS 1 THROUGH 7																					
	TWENTIETH POINTS	0.0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	0.0
CAMBER (GIRDER ALONE IN PLACE)	↑	0.000	0.043	0.086	0.125	0.162	0.194	0.222	0.244	0.260	0.269	0.273	0.269	0.260	0.244	0.222	0.194	0.162	0.125	0.086	0.043	0.000
* DEFLECTION DUE TO SUPERIMPOSED D.L.	↓	0.000	0.021	0.042	0.060	0.079	0.093	0.108	0.117	0.126	0.129	0.132	0.129	0.126	0.117	0.108	0.093	0.079	0.060	0.042	0.021	0.000
FINAL CAMBER	↑	0	1/4"	1/2"	13/16"	1"	13/16"	13/8"	11/2"	15/8"	11/16"	11/16"	11/16"	15/8"	11/2"	13/8"	13/16"	1"	13/16"	1/2"	1/4"	0

* INCLUDES FUTURE WEARING SURFACE EXCEPT GIRDER 1.
ALL VALUES ARE SHOWN IN FEET (DECIMAL FORM),
EXCEPT "FINAL CAMBER", WHICH IS GIVEN IN INCHES (FRACTION FORM).

PROJECT NO. B-5123
CABARRUS COUNTY
STATION: 21+44.10 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
PRESTRESSED CONCRETE GIRDER
CONTINUOUS FOR LIVE LOAD
DETAILS
(RIGHT LANE)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-51
1			3			TOTAL SHEETS 74
2			4			

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

ASSEMBLED BY : T. H. CARROLL DATE : 10/29/15
CHECKED BY : H.A. LOCKLEAR DATE : 11/1/15

DRAWN BY : ELR 11/91 REV. 10/1/11 MAA/GM
CHECKED BY : GRP 11/91 REV. 1/15 MAA/TMG
DESIGN ENGINEER OF RECORD:
H.A. LOCKLEAR DATE : 12-29-15