

**SECTION "F"**

(SEE NOTES)

**EMBEDDED PLATE "B-1" DETAILS FOR AASHTO TYPE III GIRDER**

(2 REQ'D PER GIRDER)

**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 4,000 PSI. FOR SPANS A & C AND 4,700 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 SHOWN ON GIRDER SHEETS TO FACILITATE TYING OF THE REINFORCING STEEL. THESE STRANDS SHALL BE PULLED TO A LOAD OF 4,500 LBS.

FOR EMBEDDED CLIPS FOR PRESTRESSED CONCRETE GIRDERS, SEE SPECIAL PROVISIONS.

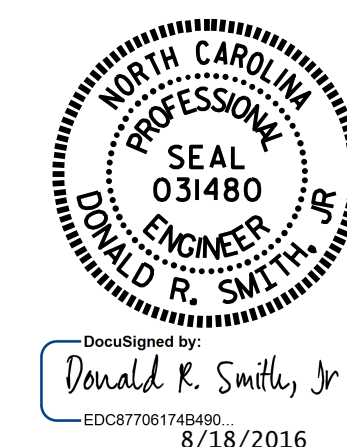
**DEAD LOAD DEFLECTION TABLE FOR GIRDERS**

0.6" Ø LOW RELAXATION	SPAN A																					
	EXTERIOR GIRDERS 1 & 4										INTERIOR GIRDERS 2 & 3											
TENTH POINTS	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0.0
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.004	0.008	0.011	0.012	0.013	0.012	0.011	0.008	0.004	0.000	0.000	0.004	0.008	0.011	0.012	0.013	0.012	0.011	0.008	0.004	0.000
* DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.001	0.002	0.002	0.003	0.003	0.003	0.002	0.002	0.001	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.003	0.002	0.001	0.000
FINAL CAMBER	↑ 0	1/16"	1/16"	1/8"	1/8"	1/8"	1/8"	1/8"	1/16"	1/16"	0	0	1/16"	1/16"	1/8"	1/8"	1/8"	1/8"	1/8"	1/16"	1/16"	0
0.6" Ø LOW RELAXATION	SPAN B																					
	EXTERIOR GIRDERS 1 & 4										INTERIOR GIRDERS 2 & 3											
TENTH POINTS	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0.0
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.031	0.058	0.079	0.092	0.097	0.092	0.079	0.058	0.031	0.000	0.000	0.031	0.058	0.079	0.092	0.097	0.092	0.079	0.058	0.031	0.000
* DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.016	0.029	0.040	0.047	0.049	0.047	0.040	0.029	0.016	0.000	0.000	0.018	0.035	0.047	0.058	0.058	0.058	0.047	0.035	0.018	0.000
FINAL CAMBER	↑ 0	3/16"	5/16"	7/16"	9/16"	9/16"	9/16"	7/16"	5/16"	3/16"	0	0	1/8"	1/4"	3/8"	7/16"	7/16"	7/16"	3/8"	1/4"	1/8"	0
0.6" Ø LOW RELAXATION	SPAN C																					
	EXTERIOR GIRDERS 1 & 4										INTERIOR GIRDERS 2 & 3											
TENTH POINTS	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0.0
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.006	0.012	0.017	0.019	0.020	0.019	0.017	0.012	0.006	0.000	0.000	0.006	0.012	0.017	0.019	0.020	0.019	0.017	0.012	0.006	0.000
* DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.003	0.006	0.008	0.009	0.009	0.009	0.008	0.006	0.003	0.000	0.000	0.003	0.007	0.009	0.011	0.011	0.011	0.009	0.007	0.003	0.000
FINAL CAMBER	↑ 0	1/16"	1/16"	1/8"	1/8"	1/8"	1/8"	1/8"	1/16"	1/16"	0	0	1/16"	1/16"	1/16"	1/8"	1/8"	1/8"	1/16"	1/16"	1/16"	0

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

PROJECT NO. U-3440  
CABARRUS COUNTY  
STATION: 68+25.60 -L-

SHEET 4 OF 4



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

ASSEMBLED BY : K. D. LAYNE DATE : 1/20/16  
CHECKED BY : J. D. HAWK DATE : 12/18/15

DRAWN BY : ELR 11/91 REV. 10/1/11 MAA/GM  
CHECKED BY : GRP 11/91 REV. 1/15 MAA/TMG  
REV. 2/15 MAA/TMG

DESIGN ENGINEER OF RECORD:  
T. R. PETERSON DATE : 6/20/16

DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-15	
1			3			TOTAL SHEETS 37	
2			4				