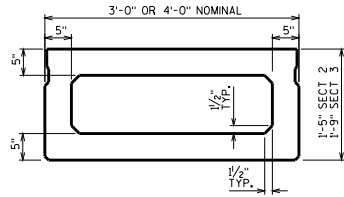
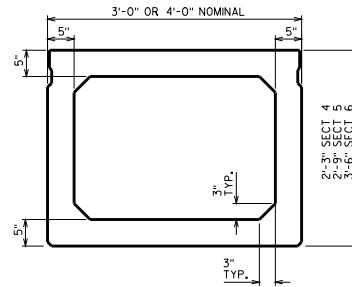


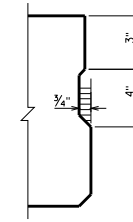
SECTION 1



SECTIONS 2 & 3



SECTIONS 4 THRU 6



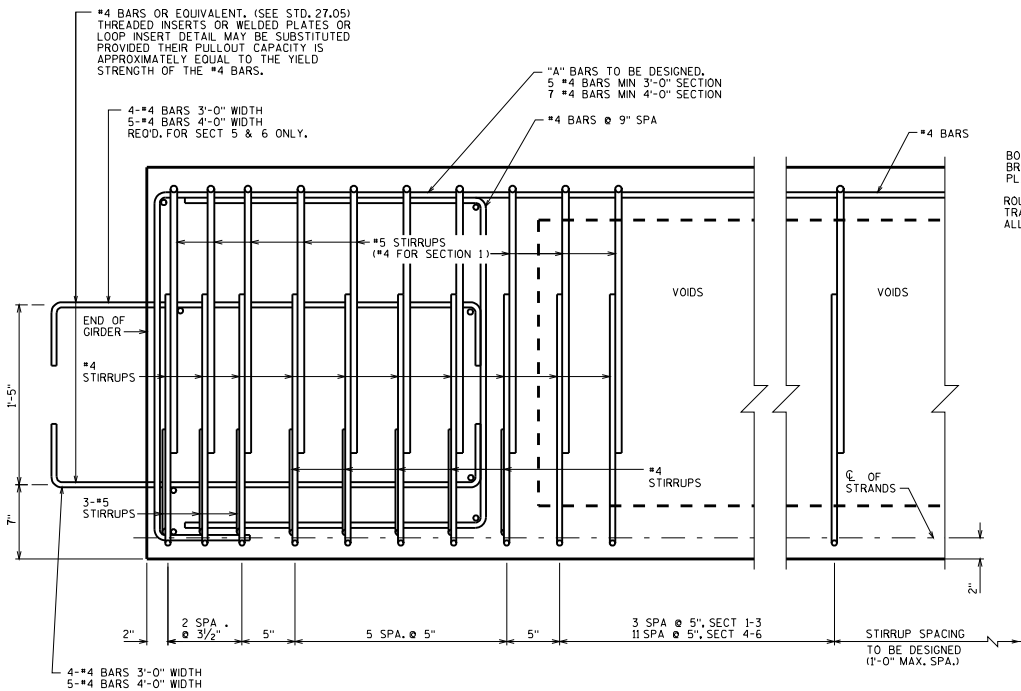
SHEAR KEY

OMIT SHEAR KEY ON EXTERIOR FACE OF EXTERIOR GIRDERS.

NOTES

- FOUR WAY SLING MUST BE USED TO ENGAGE ALL 4 LIFTING DEVICES ON BOTH ENDS OF UNITS.
- STRANDS SHALL BE FLUSH WITH END OF UNIT.
- VOIDS SHALL BE VENTED AND DRAINED BY CASTING (2)-1" Ø TUBES AT EACH END OF VOID SEGMENT. LOCATE TUBES AT BOTTOM EDGES OF THE CORNER FILLETS.
- SLOPE BEAM SEATS TO MATCH ROADWAY CROWN.
- SLOPE BEAM SEATS PARALLEL TO GRADE LINE IF GRADE > 1%. PLACE ELEVATIONS ON PLANS TO MEET THESE REQUIREMENTS.
- POST-TENSIONING OF THE TRANSVERSE TENDONS SHALL NOT BEGIN UNTIL THE GROUT BETWEEN THE PRECAST BEAMS HAS BEEN ALLOWED TO CURE FOR 48 HOURS.
- BAR STEEL REINFORCEMENT SHALL BE GRADE 60. (fy=60 KSI).
- PRESTRESSING STEEL ULTIMATE STRENGTH = 270 KSI.
- PRESTRESSED CONCRETE STRENGTH AT 28 DAYS = 5.0 KSI.
- THE CONCRETE MIX FOR THE BEAMS SHALL CONTAIN FLY ASH AS STATED IN SECTION 503.2.2 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE AMOUNT OF PORTLAND CEMENT REPLACED WITH FLY ASH SHALL BE BETWEEN 20 AND 25%. THE AIR CONTENT SHALL BE 8% ± 1.5%.
- THE CEMENT AND FINE AGGREGATE FOR THE GROUT BETWEEN THE POST-TENSIONED BEAMS SHALL BE PROPORTIONED BY WEIGHT AS INDICATED IN THE SPECIAL PROVISIONS.
- THE MAXIMUM ALLOWABLE SKEW ANGLE OF THE STRUCTURE SHALL BE 30°.
- ABUTMENT BACKWALLS AND CONCRETE OVERLAY SHALL NOT BE POURED UNTIL AFTER THE POST-TENSIONING HAS BEEN COMPLETED.
- SEAL WASHER SHALL BE SPONGE NEOPRENE GASKET 2 1/2" MIN. THICK. STRESS POCKETS SHALL BE FILLED WITH CHLORIDE FREE NON-SHRINK GROUT AFTER POST-TENSIONING (REFER TO SPECIAL PROVISION FOR NON-SHRINK GROUT SPECIFICATIONS.)
- TRANSITION BETWEEN CHANGING SLOPES OF POST-TENSIONING DUCTS SHALL BE PROVIDED BY EITHER A CIRCULAR OR PARABOLIC CURVE WITH A MINIMUM LENGTH OF 3'-0".
- POST-TENSIONING DUCTS SHALL BE PRESSURE GROUTED FROM ONE GROUT PIPE UNTIL ALL ENTRAPPED AIR IS EXPELLED AND GROUT BEGINS TO FLOW FROM THE OPEN GROUT PIPE. THE OPEN GROUT PIPE SHALL BE CLOSED AND A PRESSURE OF 50 PSI MAINTAINED FOR 15 SECONDS. THE GROUT COMPOSITION SHALL BE IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS.

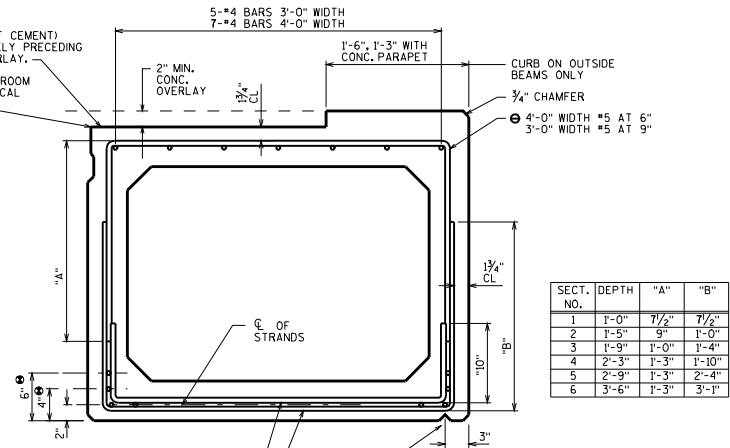
⊖ SPACING SHOWN FOR TOP STIRRUPS ARE MAXIMUMS. THE CONTRACTOR MAY ELECT (AT NO ADJUSTMENT IN BID PRICE) TO REDUCE THE SPACING OF THESE BARS OR TO ADD ADDITIONAL REINFORCEMENT TO FACILITATE TYING OF THE REINFORCEMENT.



PART GIRDER ELEVATION

(TRANSVERSE BARS NOT LABELED ARE #4 BARS.)

BONDING COAT (NEAT CEMENT) BRUSH ON IMMEDIATELY PRECEDING PLACEMENT OF OVERLAY.
ROUGH FLOAT AND BROOM TRANSVERSELY (TYPICAL ALL BEAMS).



SECT. NO.	DEPTH	"A"	"B"
1	1'-0"	7 1/2"	7 1/2"
2	1'-5"	9"	1'-0"
3	1'-9"	1'-0"	1'-4"
4	2'-3"	1'-3"	1'-10"
5	2'-9"	1'-3"	2'-4"
6	3'-6"	1'-3"	3'-1"

#4 AND #5 BARS AT ENDS OF BEAM. SEE ELEVATION FOR SPACING.
#4 BARS AT 1'-0" MAX. CTRS.
3/4" CONTINUOUS "V" DRIP GROOVE OR EQUIVALENT REQ'D. ON OUT-SIDE OF FASCIA BEAM. OPTIONAL ON INTERIOR BEAMS. END 2'-0" FROM SUPPORTS.

CROSS SECTION

⊖ SHOW SPACING FOR THESE STRANDS ONLY IF REQUIRED BY DESIGN.

PRESTRESSED SLAB AND BOX GIRDER SECTIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: **Scot Becker** DATE: 7-09