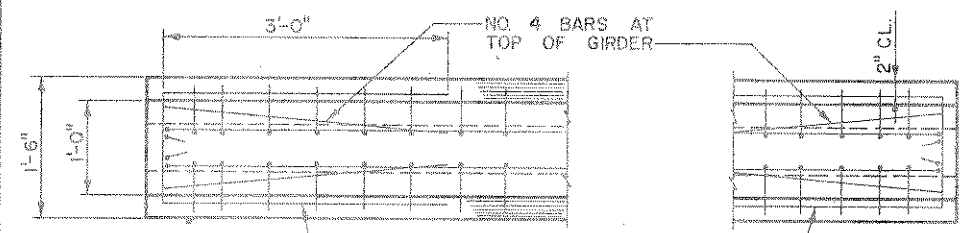
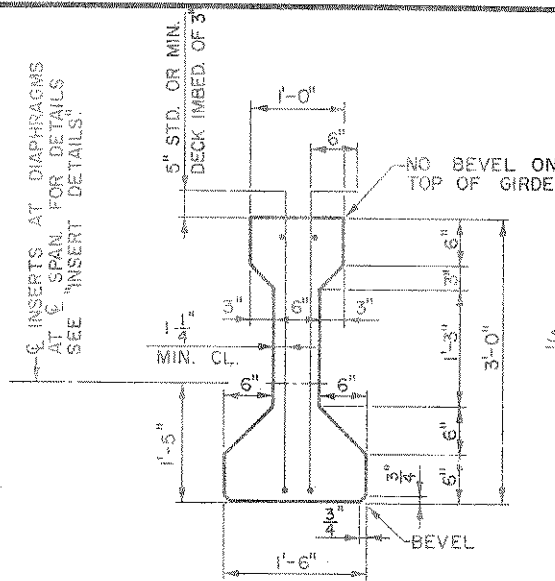


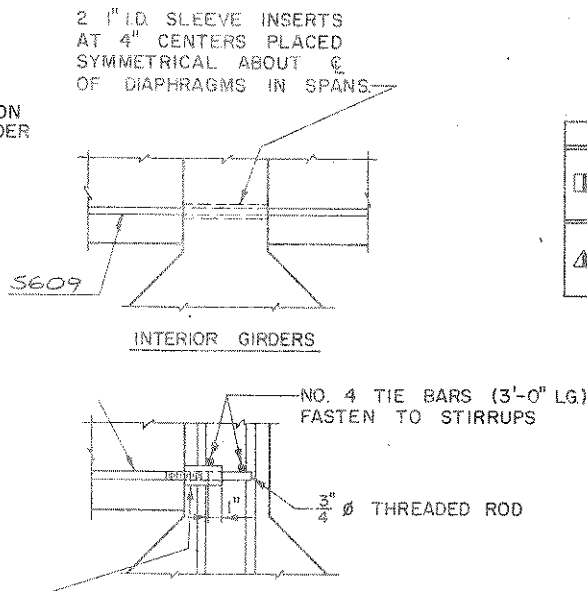
SIDE VIEW OF GIRDER



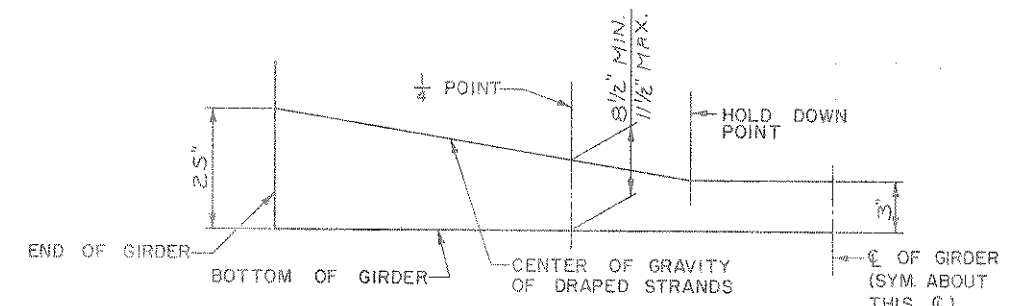
TOP VIEW OF GIRDER



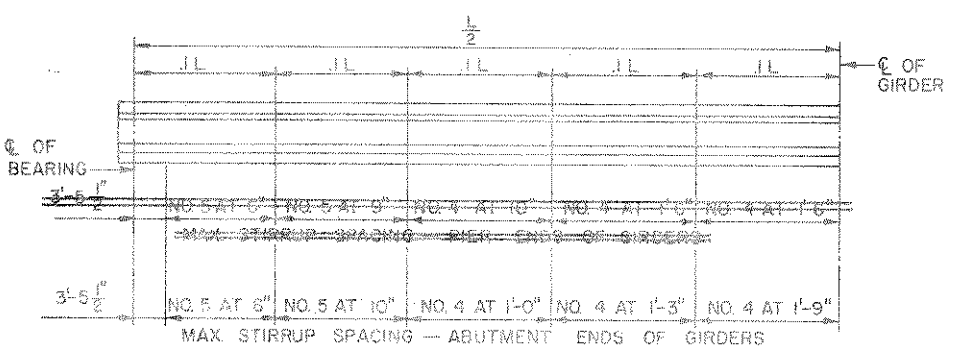
SECTION THRU GIRDER



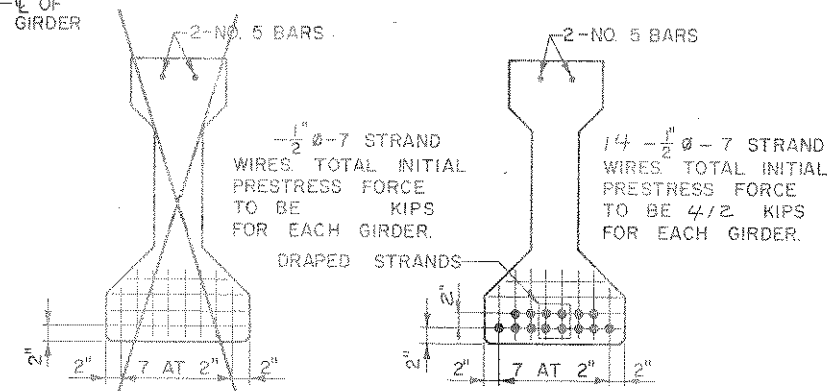
INSERT DETAILS



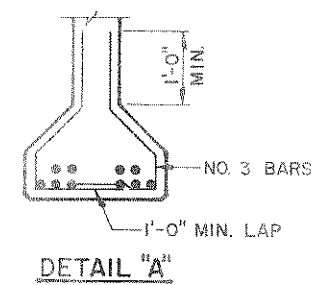
DRAPED STRAND PROFILE



SKETCH SHOWING MAXIMUM STIRRUP SPACING
 ALL STIRRUPS TO BE IN PAIRS AS SHOWN ABOVE.
 THE LOCATION OF STIRRUPS SHALL BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS.
 THE OVERALL LENGTH OF GIRDERS "L" IS 53'-0".



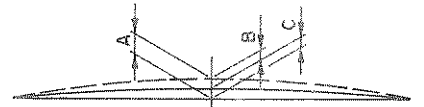
SECTION THRU GIRDER TAKEN AT CL OF SPAN



DETAIL "A"

DEFLECTION DATA

CAMBER	SPAN 1	SPAN	SPAN
* A = PRESTRESS CAMBER			
* B = DEAD LOAD DEFLECTION			
* C = RESIDUAL CAMBER			
* A = PRESTRESS CAMBER	1"		
* B = DEAD LOAD DEFLECTION	3/8"		
* C = RESIDUAL CAMBER	5/8"		



* PRESTRESS CAMBER AND DEAD LOAD DEFLECTION DATA SHOWN ARE THEORETICAL AND MAY VARY WITH CONCRETE STRENGTH, VARIABLE PRESTRESSING CONDITIONS AND PRESTRESS LOSSES.

MINIMUM CYLINDER STRENGTH OF CONCRETE AT TIME OF TRANSFER OF PRESTRESS FORCE f'ci (p.s.i.)

GIRDER TYPE	SPAN 1	SPAN	SPAN
DRAPED PATTERN □			
DRAPED PATTERN ▲	4800		
SPREAD PATTERN			

GENERAL NOTES

THE GIRDER MANUFACTURER SHALL PROVIDE A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN. STRANDS SHALL BE FLUSH WITH END OF GIRDERS. PRESTRESSING STRANDS SHALL HAVE AN ULTIMATE STRENGTH OF 270,000 p.s.i. ALL NON PRESTRESSED BAR STEEL REINFORCEMENT SHALL BE GRADE 60. TOPS OF GIRDERS TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY FOR BONDING TO SLAB, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL BE TROWEL FINISHED.

□ DENOTES STRESS RELIEVED GIRDER
 ▲ DENOTES LOW RELAXATION GIRDER

No.	Date	Revision	By
Engineers / Architects Planners / Surveyors Owen Ayres & Associates Inc. Eau Claire, Wisconsin			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-35-110			
Const. Spec.	1989	Drawn By G.L.D.	Plans Checked C.B.M.
36" PRESTRESSED GIRDER DETAILS			SHEET 6 OF 9 X82833