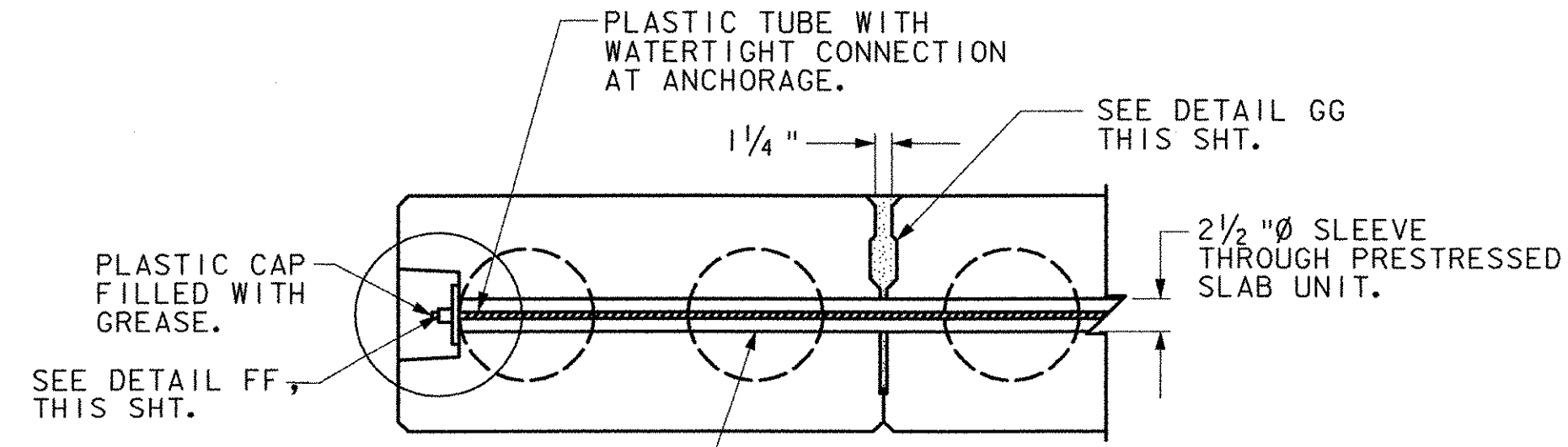


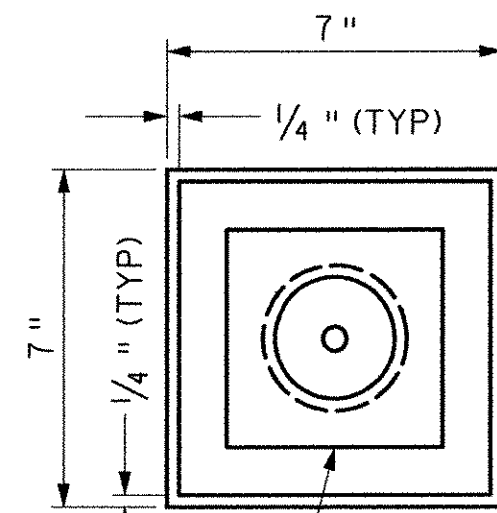
PRESTRESSED CONCRETE NOTES

- SLABS ARE DETAILED WITH NOMINAL DIMENSIONS AND NOMINAL 1/2" JOINTS BETWEEN UNITS TO ACCOUNT FOR CONSTRUCTION TOLERANCES AND TO PROVIDE FOR AN EXACT OVERALL STRUCTURE WIDTH.
- LIFTING DEVICES ARE THE RESPONSIBILITY OF THE PRECASTER.
- THE CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 6000 PSI. THE MINIMUM REQUIRED COMPRESSIVE STRENGTH AT STRESS TRANSFER SHALL NOT BE LESS THAN 4000 PSI.
- PRESTRESSING STRANDS SHALL CONSIST OF UNCOATED HIGH STRENGTH SEVEN WIRE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 1/2" CONFORMING TO THE REQUIREMENTS OF AASHTO STANDARD SPECIFICATION M 203 (ASTM DESIGNATION A 416) GRADE 270.
- ALL STRANDS SHALL BE PRETENSIONED TO A FORCE OF 30.9 K BEFORE CASTING OF CONCRETE. THE EFFECTIVE PRESTRESSING FORCE IN EACH STRAND AFTER LOSSES SHALL NOT BE LOWER THAN 24.8 K.
- LATERAL TIES SHALL CONSIST OF SEVEN WIRE HIGH STRENGTH UNCOATED LOW-RELAXATION PRESTRESSING STRANDS HAVING A NOMINAL DIAMETER OF 1/2" CONFORMING TO AASHTO DESIGNATION M 203 (ASTM DESIGNATION A 416) GRADE 270. LATERAL TIES SHALL BE INCLUDED IN THE UNIT PRICE FOR PRESTRESSED CONCRETE DECK UNITS. CORROSION PROTECTION OF THE LATERAL TIES SHALL BE AS DETAILED ON THE DRAWINGS.
- NON-PRESTRESSED REINFORCEMENT SHALL CONFORM TO AASHTO DESIGNATION M 31 (ASTM DESIGNATION A 615) GRADE 60 AND SHALL BE EPOXY COATED.
- ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4-INCH.
- ANY STRUCTURAL MEMBERS DAMAGED DURING FABRICATION, SHIPPING OR ERECTION, SUCH THAT THEIR STRUCTURAL INTEGRITY IS COMPROMISED, SHALL BE REJECTED AND REPLACED AT THE CONTRACTOR'S OWN EXPENSE. THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE IN DETERMINING THE STRUCTURAL INTEGRITY OF DAMAGED PRESTRESSED MEMBERS.
- DURING HANDLING, THE BEAMS MUST BE MAINTAINED IN AN UPRIGHT POSITION AT ALL TIMES AND MUST BE PICKED ONLY BY MEANS OF APPROVED LIFTING DEVICES AT THEIR APPROVED SUPPORT POINTS.
- DIMENSIONAL TOLERANCES SHALL NOT EXCEED THOSE RECOMMENDED IN THE LATEST EDITION OF THE PCI MANUAL FOR QUALITY CONTROL FOR PLANTS AND OF PRECAST PRESTRESSED CONCRETE PRODUCTS.
- ALL SHOP DRAWINGS SHALL BE SUBMITTED TO THE RESIDENT ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING.
- ALL PRESTRESSING STEEL AND EPOXY COATED REINFORCING BARS SHALL BE SECURELY TIED TO PREVENT DISLOCATION. TIES USED FOR THE EPOXY COATED REINFORCING STEEL SHALL ALSO BE COATED.
- THE DETAILS OF ALL INSERTS, ANCHORS, AND ANY OTHER ITEMS REQUIRED TO BE CAST INTO THE PRECAST PRESTRESSED UNITS (WHETHER DETAILED ON THE CONTRACT DRAWINGS OR PROVIDED FOR THE CONTRACTOR'S CONVENIENCE) SHALL BE SHOWN ON THE SHOP DRAWINGS. PRECAST UNITS SHALL NOT BE FIRED OR DRILLED INTO FOR ATTACHMENT PURPOSES. ALL HARDWARE SHALL BE GALVANIZED.
- THE NON-SHRINK GROUT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 10,000 PSI AFTER 28 DAYS AS DETERMINED BY TESTING UNDER ASTM DESIGNATION C-109 AND SHALL NOT EXHIBIT ANY MEASURABLE DECREASE IN VOLUME AFTER CURING. THE CONTRACTOR SHALL STRICTLY FOLLOW THE MANUFACTURER'S RECOMMENDATIONS. NO TRAFFIC OR EQUIPMENT SHALL BE PERMITTED ON THE STRUCTURE UNTIL THE GROUT HAS CURED FOR AT LEAST 72 HOURS OR AS DIRECTED BY THE RESIDENT ENGINEER. GROUTING SHALL BE PERFORMED IN ACCORDANCE WITH THE DETAILS SHOWN. THE COST OF THE GROUT SHALL BE SUBSIDIARY TO THE COST OF THE PRESTRESSED CONCRETE UNITS.
- ALLOWANCES FOR FABRICATION TOLERANCES SHALL BE PERMITTED IN ACCORDANCE WITH AASHTO AND PCI.
- CONTRACTOR SHALL PERFORM SURVEY OF TOP OF THE VOIDED SLAB SECTIONS PRIOR TO SHIPPING AND REPORT CAMBER TO ENGINEER. THE RESULTS OF THIS SURVEY WILL BE USED TO CREATE BEAM PROFILES AND TO ADJUST ABUTMENT SEAT ELEVATIONS IF NECESSARY.
- VOID DRAIN HOLES SHALL BE 3/4" DIAMETER, NONFERROUS AND THE DRAINS WILL BE CLEANED AFTER ERECTION.
- THE FABRICATOR MAY SUBMIT ALTERNATE MEMBERS (VARIATION IN THE SECTION GEOMETRIES) FOR APPROVAL PROVIDED THE OVERALL DEPTH AND WIDTH OF THE TYPICAL SECTION ARE NOT GREATER THAN THAT DETAILED.
- TWO WEEKS PRIOR TO THE START OF THE WORK NOTIFICATION SHALL BE GIVEN TO THE RESIDENT ENGINEER AND VTRANS MATERIAL AND RESEARCH STRUCTURAL CONCRETE UNIT'S SUPERVISOR FOR SCHEDULING AN INSPECTION OF THE UNITS. FIVE WORKING DAYS PRIOR TO STARTING WORK, THE FABRICATOR SHALL CONFIRM THE START DATE WITH THE VTRANS MATERIAL AND RESEARCH STRUCTURAL CONCRETE UNIT'S SUPERVISOR.



LATERAL TIE DETAIL

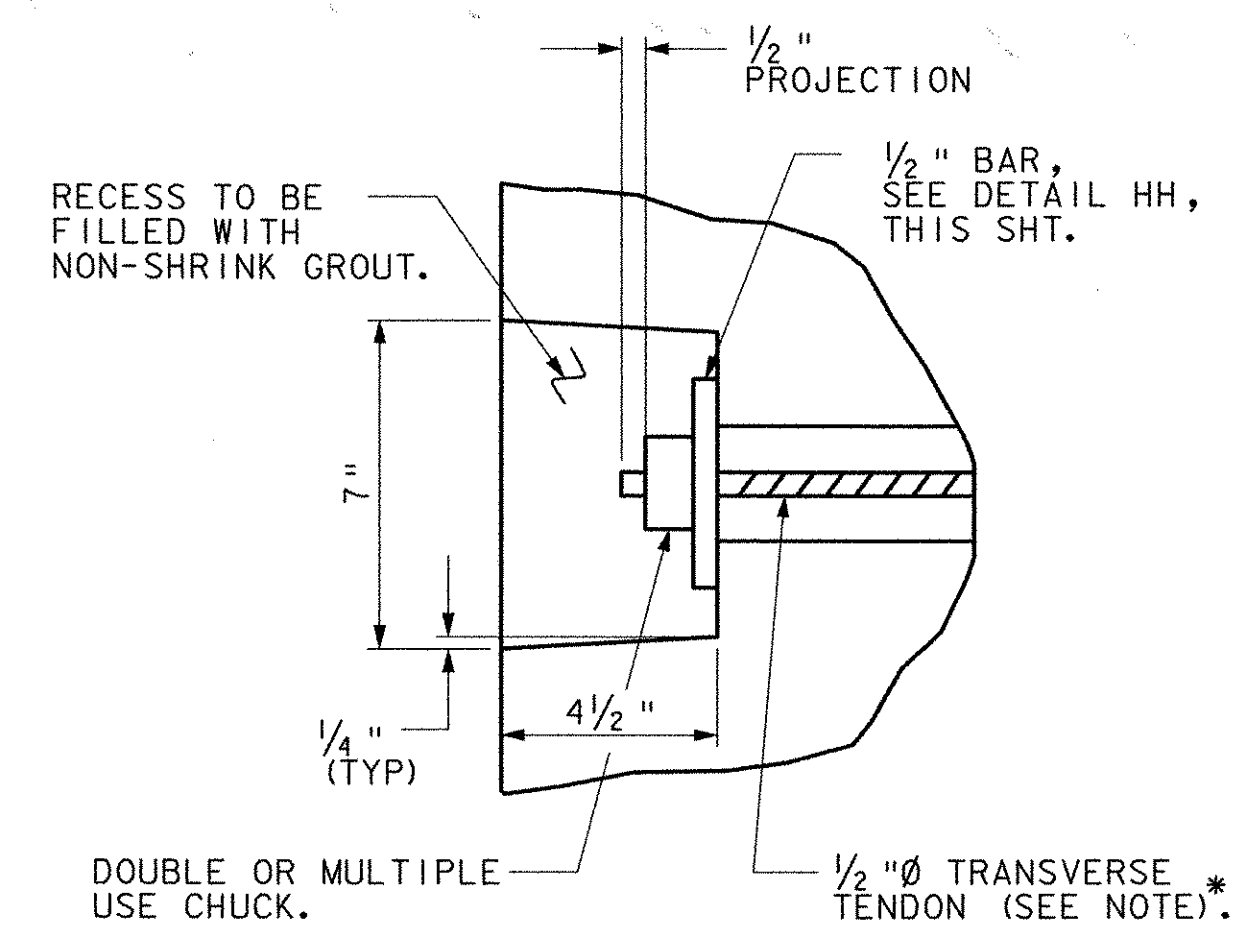
SCALE: 1" = 1'-0"



DETAIL HH

SCALE: 3" = 1'-0"

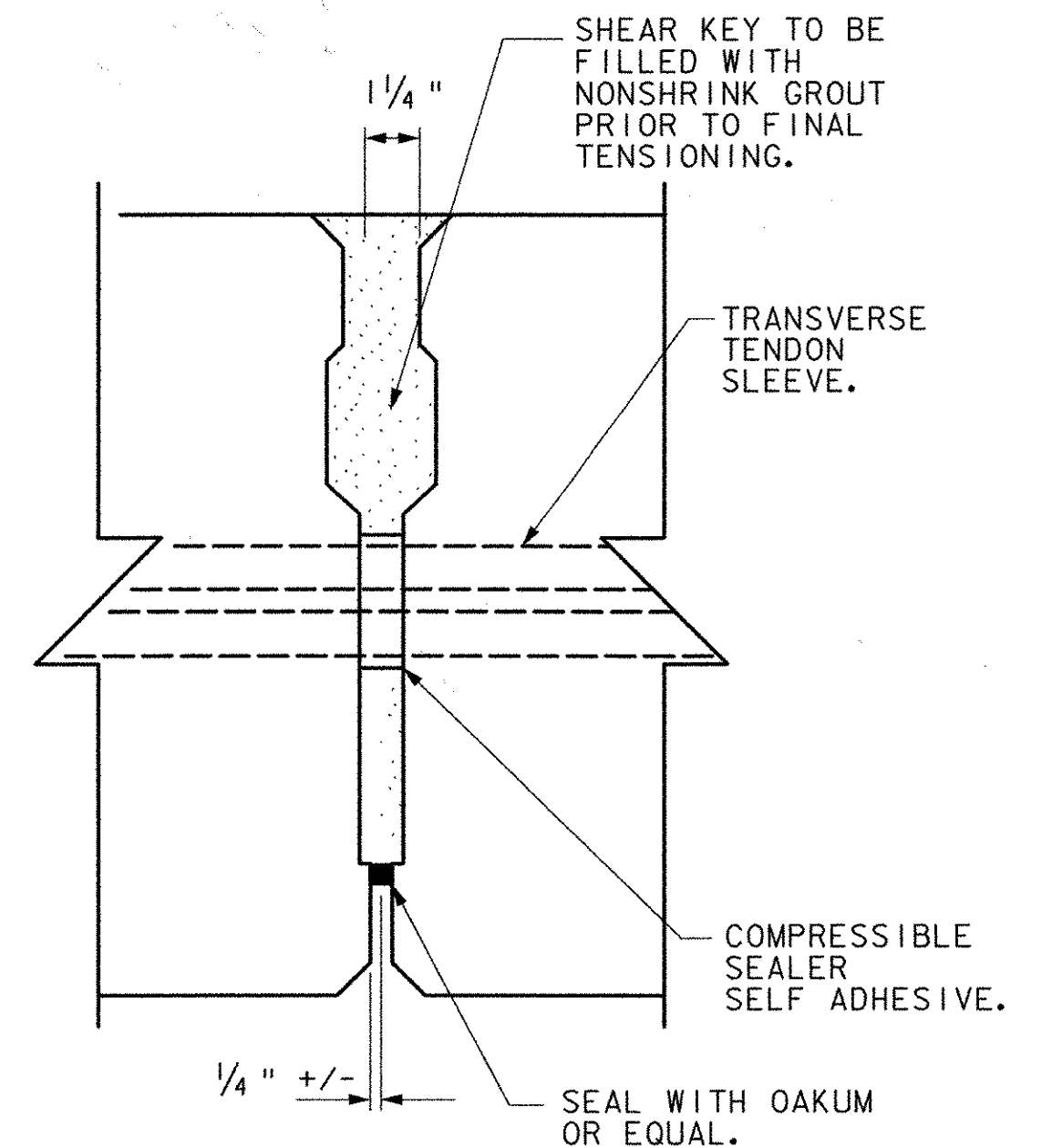
1/2" x 4 1/2" x 4 1/2"
AASHTO M 270
GRADE 50 STEEL BAR



DETAIL FF

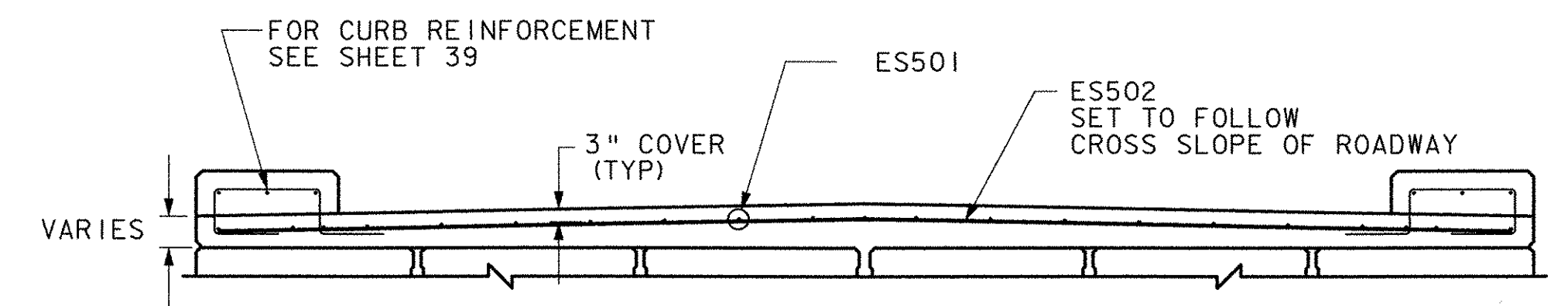
SCALE: 3" = 1'-0"

* TRANSVERSE TIES SHALL BE COVERED BY SEAMLESS POLYPROPYLENE SHEATH (WITH CORROSION INHIBITER GREASE BETWEEN SHEATH AND STRAND) FOR THE LENGTH OF STRAND, EXCEPT AT ANCHORAGE LOCATIONS. TENSION TIE TO 5,000 LBS PRIOR TO GROUTING JOINTS. AFTER GROUT IS CURED, TENSION TIE TO 30,000 LBS.



DETAIL GG

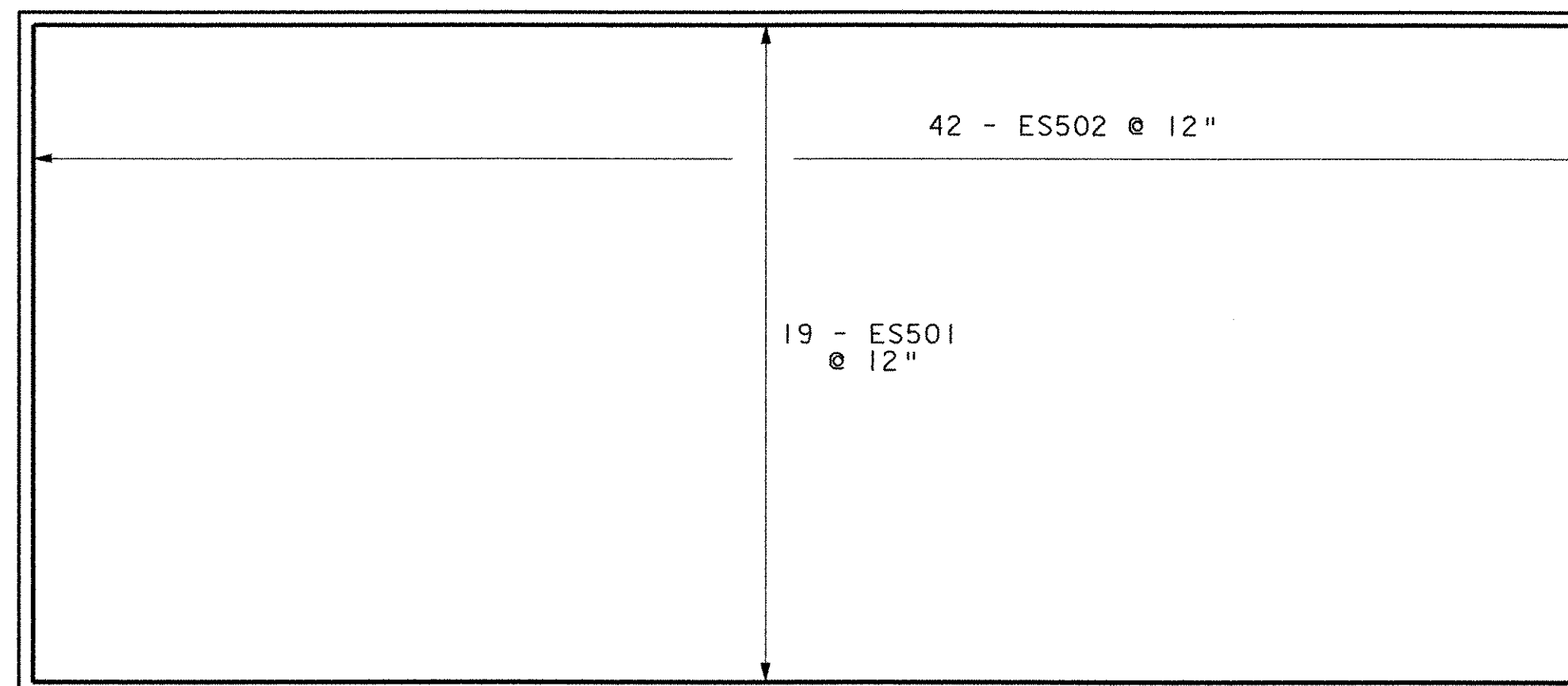
SCALE: 3" = 1'-0"



CROSS SECTION

CONCRETE OVERLAY REINFORCING

1/4" = 1'



PLAN

CONCRETE OVERLAY REINFORCING

1/4" = 1'



**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	MAIDSTONE, VT STRATFORD, NH	Bridge No.	1
Highway No.	MAIDSTONE STATE HWY	Log Sta.	
		Surv. Sta.	

DECK DETAILS - SPAN 1

Designed By	J. MESSIER	Drawn By	C. DONOHUE
Checked By	Date	Bridge Design Supervisor	Date
D.B.	SULLIVAN	08/01/03	

PROJECT	MAIDSTONE-STRATFORD	PROJECT NO.	BHO 1447 (24)
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I.G.C. Info.	
Bridge Sheet No.	Sheet 40 of 65

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