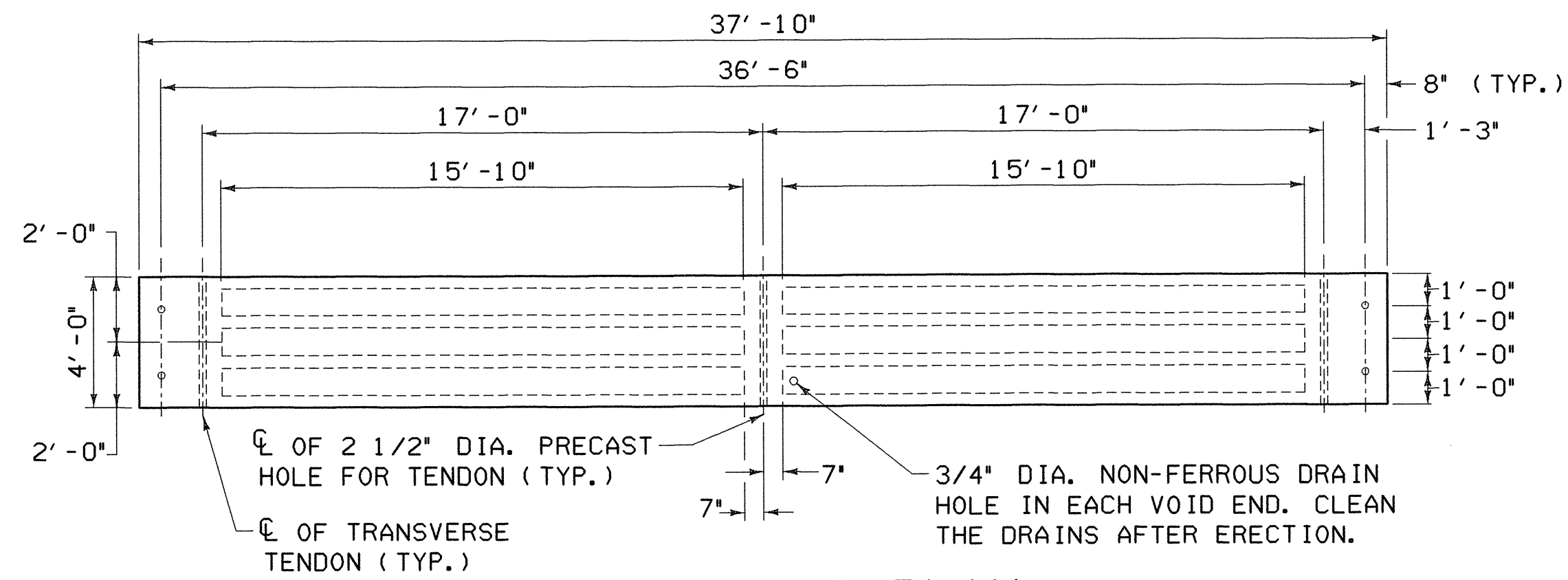
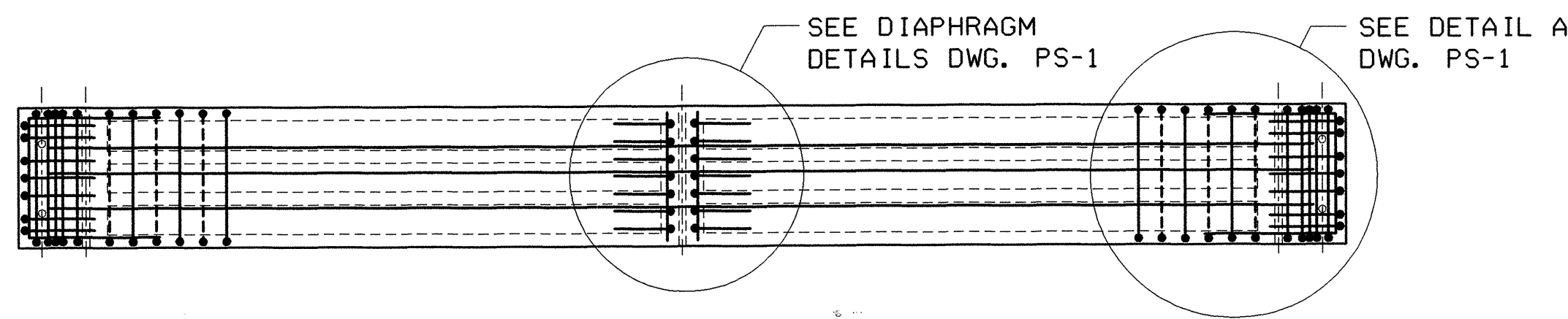


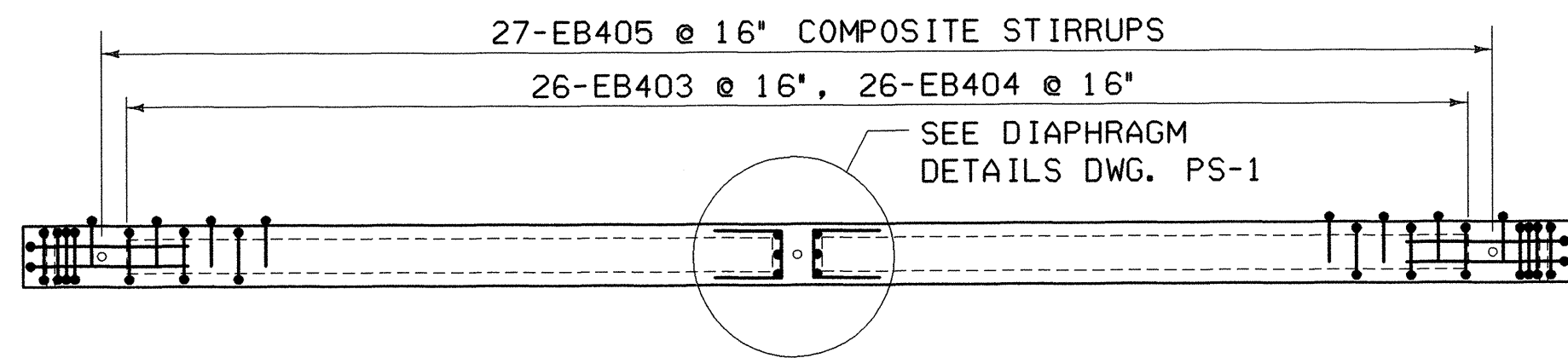
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VOIDED SLAB PLAN



VOIDED SLAB REINFORCEMENT PLAN



VOIDED SLAB REINFORCEMENT ELEVATION

4' BEAM
SCALE: 1/4" = 1'-0"

SEQUENCE OF CONSTRUCTION FOR PRESTRESSED VOIDED SLABS

- (A) LAYOUT WORKING LINES
 - LAYOUT WORKING LINES FOR THE BRIDGE'S ENTIRE WIDTH ON THE BEAM SEAT. MEASURE ALL WORKING LINES FROM A COMMON WORKING POINT.
 - THE WORKING LINES ARE TO BE BASED ON THE NOMINAL BEAM WIDTHS.
- (B) VERIFY BEAM SEAT ELEVATIONS
 - TAKE ELEVATIONS AT BEAM SEATS
 - IF SEATS ARE HIGH, GRIND TO CORRECT ELEVATION
 - IF SEATS ARE LOW, ADD SHIMS
 - INSTALL BEARINGS
- (C) ERECT BEAMS
 - BEAMS SHALL BE PLACED TO FIT WITHIN THE WORKING LINES
 - AS WORK PROGRESSES, INSTALL HARDWOOD WEDGES BETWEEN ADJACENT BEAMS TO MAINTAIN PROPER JOINT OPENING (A MINIMUM OF ONE WEDGE AT EACH LATERAL TIE)
- (D) INSTALL OAKUM OR EQUIVALENT JOINT FILLER (BACKER ROD)
 - FILLER SHALL BE PLACED BELOW THE KEYS BOTTOM AS SHOWN ON THE PLANS
- (E) GROUT DOWEL ENDS AT THE FIXED ENDS AT BRIDGE SEATS AND PLACE COLD Poured JOINT SEALER AT EXPANSION END.
- (F) INSTALL TRANSVERSE TIES
 - A SEAMLESS POLYPROPYLENE SHEATH SHALL COVER TIES (WITH CORROSION INHIBITOR GREASE BETWEEN SHEATH AND STRAND).
 - FEED TIES THROUGH DUCTS.
 - VERIFY THAT HARDWOOD WEDGES ARE IN PLACE AS REQUIRED TO PREVENT SLIPPAGE OF BEAMS.
 - USING CALIBRATED JACK, POST-TENSION TIES TO APPROXIMATELY 5,000 LBS. TO REMOVE SAG IN THE TIE AND TO SEAT THE CHUCK.
- (G) GROUT SHEAR KEYS
 - CLEAN JOINT WITH AN OIL FREE AIR-BLAST IMMEDIATELY BEFORE GROUT PLACEMENT. THEN VERIFY THAT THE BACKER ROD IS STILL IN PLACE.
 - ADDITIONAL JOINT PREPARATION AND GROUT PLACEMENT SHALL BE PER MANUFACTURER'S RECOMMENDATION.
 - CAREFULLY ROD JOINTS TO ELIMINATE ANY POSSIBILITY OF VOIDS
- (H) POST-TENSION TRANSVERSE TIES
 - GROUT SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 1,500 PSI BASED ON THE MANUFACTURER'S RECOMMENDATIONS, PRIOR TO STRESSING.
 - USING A CALIBRATED JACK OPERATED BY QUALIFIED PERSONNEL, POST-TENSION TIES TO 30,000 LBS.
- (I) FINISH WORK
 - REMOVE WEDGES, AND PATCH DECK AND FASCIA BEAMS AT TRANSVERSE TIES.
 - WITHIN 24 HOURS OF THE START OF THE DECK POUR THE TOPS OF THE BEAMS SHALL RECEIVE A HIGH PRESSURE WATER WASH TO REMOVE LAITANCE AND DIRT. THE HIGH PRESSURE WATER WASH SHALL BE SUFFICIENTLY STRONG TO REMOVE DIRT AND LAITANCE BUT NOT SO STRONG THAT IT DAMAGES THE PRESTRESS BEAMS, REINFORCING MESH, OR EPOXY COATING ON THE COMPOSITE REINFORCING. THE PRESSURE WASH EQUIPMENT SHALL BE CAPABLE OF PROVIDING PRESSURE OF 3000 - 5000 psi.
 - THE TOPS OF THE PRESTRESSED BEAMS SHALL BE CONTINUOUSLY WETTED FOR A MINIMUM OF 12 HOURS PRIOR TO THE START OF THE DECK POUR. IMMEDIATELY PRIOR TO THE DECK POUR THE TOPS OF THE BEAMS MUST APPEAR VISIBLY WET BUT WITHOUT ANY STANDING WATER.
 - THE CONTRACTOR SHALL KEEP SURFACE OF THE SLAB CLEAR FROM GREASE, OIL AND OTHER PENETRATING CONTAMINENTS UNTIL DECK OVERLAY HAS BEEN PLACED
 - PLACE OVERLAY

RE-ADVERTISED

PROJECT NO.

BHO 1445 (28)

Greenman-Pedersen CONSULTING ENGINEERS GPI <small>55 Monument Ave. Bennington, VT. 05201</small>	LINCOLN BRIDGE 13 OVER COTA BROOK			
	PRESTRESSED VOIDED SLAB DETAILS			
DRAWING NO. PS-2	SCALE: AS SHOWN	DATE: DEC., 1999	SHEET NO. 8 OF 13	