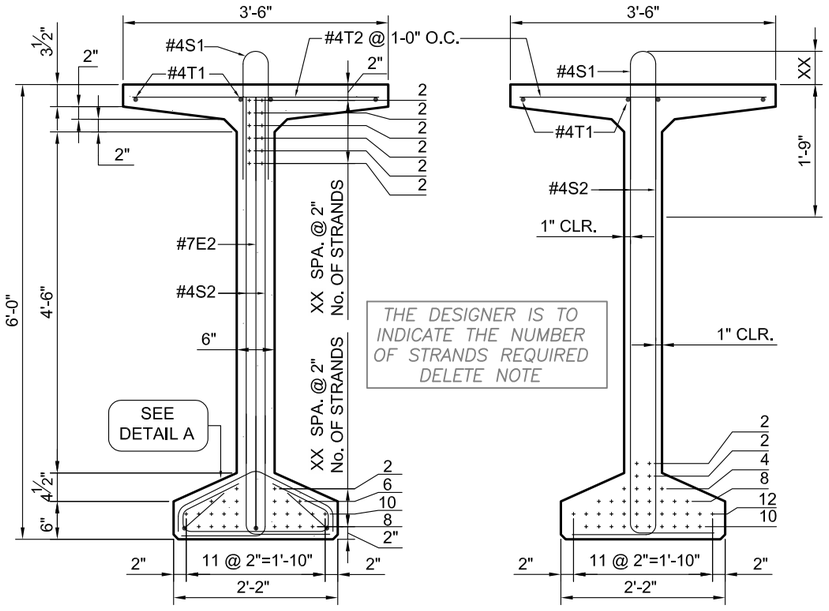
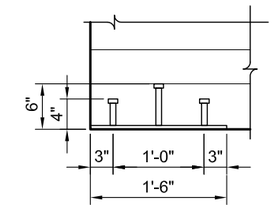
CONTROL No.	SHEET No.



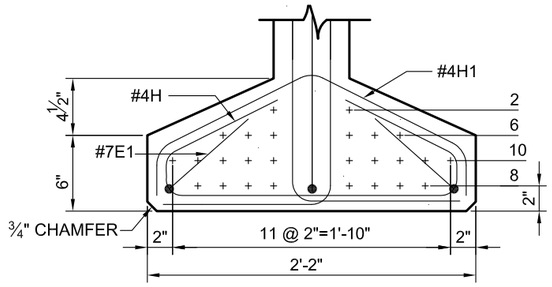
END VIEW

SECTION NEAR
OF ℄ GIRDER

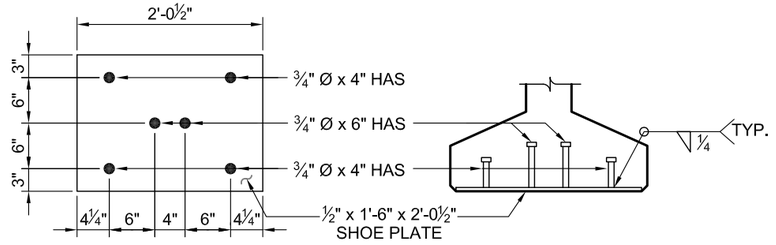
THE DESIGNER IS TO INDICATE THE NUMBER OF STRANDS REQUIRED DELETE NOTE



SHOE PLATE ELEVATION

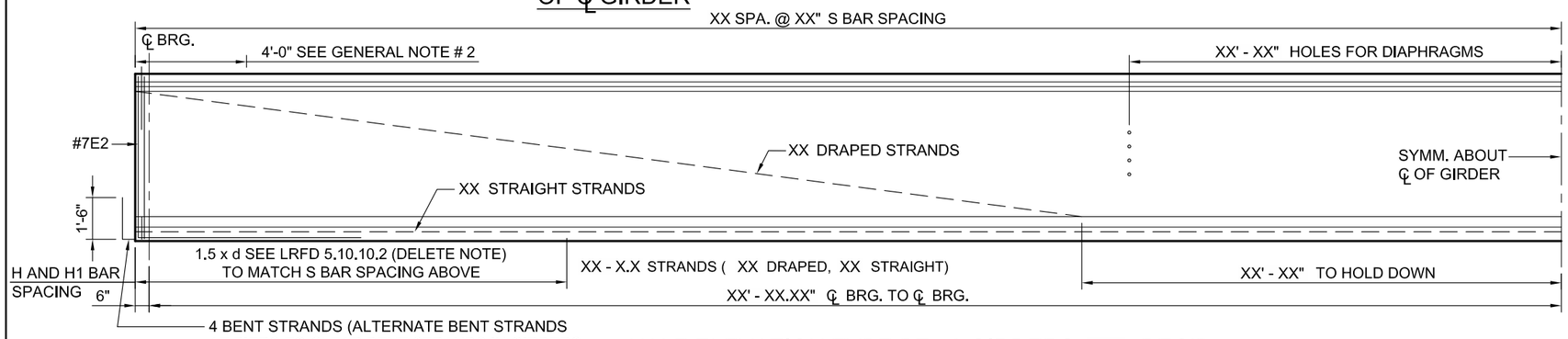


DETAIL A



SHOE PLATE DETAIL

END VIEW SHOE PLATE



HALF ELEVATION TYPE BT-72 GIRDERS XX REQ'D

(fpe = XX.X LBS. PER STRAND; LOSSES = XX.X LBS. PER STRAND)

GENERAL NOTES

1. THE CAMBER AT ERECTION DIMENSION LISTED IS THE CALCULATED VALUE DUE TO THE EFFECT OF PRESTRESSING WITH THE WEIGHT OF THE GIRDER ACTING, WITH AN ALLOWANCE FOR CAMBER GROWTH TO 90 DAYS. THE CONTRACTOR SHALL LIMIT THE CAMBER GROWTH TO A VALUE NOT TO EXCEED THE PREDICTED CAMBER AT ERECTION DIMENSION BY 2 INCHES AT THE TIME OF DECK SLAB PLACEMENT. CAMBER GROWTH IS TO BE LIMITED BY WEIGHTING, FABRICATION SCHEDULING OR OTHER APPROVED MEANS.

2. REINFORCING BARS PROJECTING FROM THE TOP OF THE GIRDER AND ALL REINFORCING LOCATED WITHIN FOUR FEET OF GIRDER ENDS SHALL BE UNCOATED CORROSION RESISTANT STEEL.

3. THE DESIGN SHOWN IS BASED ON THE USE OF ½" DIAMETER LOW-RELAXATION STRANDS MEETING THE REQUIREMENTS OF AASHTO M-203 (GRADE 270). INITIAL PRESTRESSING FORCE SHALL BE 30,975 LBS. PER STRAND. SLIGHT OVERSTRESSING UP TO 33,000 LBS. PER STRAND WILL BE ALLOWED TO OFFSET SEATING LOSSES. THE DESIGN IS BASED ON ½" Ø STRANDS.

DELETE ONE NOTE

3. THE DESIGN SHOWN IS BASED ON THE USE OF 0.6" DIAMETER LOW-RELAXATION STRANDS MEETING THE REQUIREMENTS OF AASHTO M-203 (GRADE 270). INITIAL PRESTRESSING FORCE SHALL BE 43,900 LBS. PER STRAND. SLIGHT OVERSTRESSING UP TO 46,800 LBS. PER STRAND WILL BE ALLOWED TO OFFSET SEATING LOSSES. THE DESIGN IS BASED ON 0.6" Ø STRANDS.

GIRDER DATA	
WEIGHT	XX.X TONS
CAMBER @ RELEASE	XX.X IN.
CAMBER @ ERECTION	XX.X IN.
DEAD LOAD DEFLECTION	XX.X IN.

NOTE TO DESIGNERS		
	½"Ø	0.6"Ø
fpu	41.3 KIPS	58.6 KIPS
fpy	37.2 KIPS	52.7 KIPS

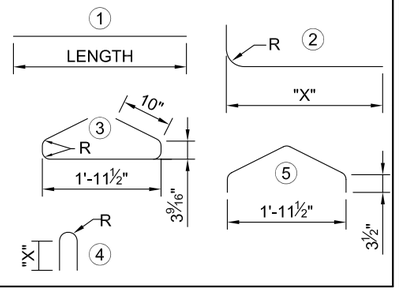
FOR REHABILITATION / WIDENING PROJECTS, CONTACT THE NMDOT BRIDGE BUREAU TO DISCUSS THE DESIGN REQUIREMENTS.

(DESIGNER PLEASE DELETE NOTE & TABLE)

GIRDER

BAR	TYPE	SIZE	"R"	"X"	LENGTH	NO. REQ'D
E1	②	#7	3⅜"	8'-0"	8'-8"	4
E2	②	#7	3⅜"	5'-8"	13'-7"	2
S1	④	#4	1¾"	XXXX	XXXX	XXXX
S2	②	#4	1½"	5'-8"	6'-8"	XXXX
H	③	#4	1½"		4'-1"	XXXX
H1	⑤	#4	1½"		2'-8"	XXXX
T1	①	#4			XXXX	XXXX
T2	①	#4			3'-3"	XXXX

BAR BENDING DIAGRAM



BRIDGE DESIGN DATA

DESIGN IS IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS DATED XXXX AND CURRENT INTERIMS.

GIRDERS
f'ci (MIN. COMPRESSIVE STRENGTH OF CONCRETE AT TIME OF INITIAL PRESTRESS) = XX ksi.

f'c = 9.5 ksi (ULTIMATE COMPRESSIVE STRENGTH)

PRESTRESSING STEEL:
XX.X DIAMETER SEVEN WIRE LOW RELAXATION STRANDS.

fpu = XX.X KIPS PER STRAND;
fpy = XX.X KIPS PER STRAND.

CONVENTIONAL REINFORCING BARS:
fy = 60 KSI

COMPOSITE SLAB:
f'c = 4.0 KSI

ALLOWANCE FOR FUTURE WEARING SURFACE = 30 psf

LIVE LOAD = HL-93 / NMDOT PERMIT VEHICLE P327-13.

STAY-IN-PLACE DECK FORM = 15 psf.

BRIDGE

REVISIONS			
NO.	DESCRIPTION	DATE	BY

NEW MEXICO DEPARTMENT OF TRANSPORTATION

PRESTRESSED CONCRETE
BRIDGE MEMBER
TYPE BT-72

STA. SHEET NO.

DESIGNED BY: ____ DRAWN BY: ____ CHECKED BY: ____ PLOT DATE: _____ DRAWING PATH:

APPROVED FOR CONSTRUCTION: _____ DATE: _____