

NOTE: PLACE CLOSED END OF DUCT TIES IN DIRECTION OF FLARE

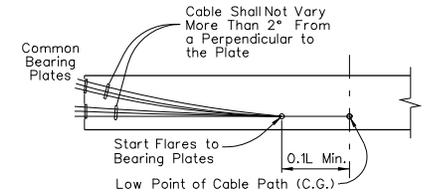
PLAN

STIRRUP REINFORCEMENT AT FLARE OF GIRDER STEM

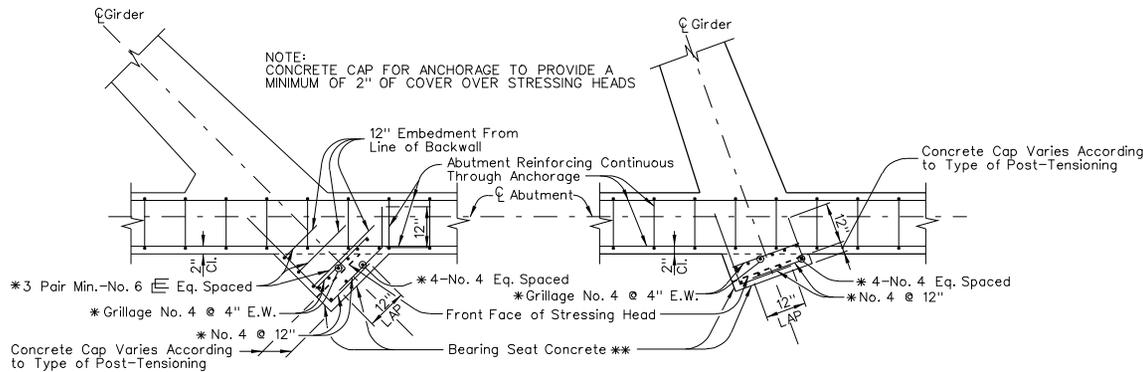
DISTRIBUTION OF PRESTRESSING FORCE:  
UNLESS OTHERWISE NOTED THE PRESTRESSING FORCE, P JACK OR PF, SHALL BE DISTRIBUTED WITH AN APPROXIMATELY EQUAL AMOUNT IN EACH GIRDER AND SHALL BE PLACED SYMMETRICALLY ABOUT THE CENTERLINE OF THE STRUCTURE. IN SLABS, THE PRESTRESSING FORCE SHALL BE UNIFORMLY DISTRIBUTED ACROSS THE SLAB.

STRESSING SEQUENCE:  
NO MORE THAN 1/2 OF THE PRESTRESSING FORCE IN ANY GIRDER MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT GIRDERS, AT NO TIME DURING THE STRESSING OPERATIONS WILL MORE THAN 1/6 OF THE TOTAL PRESTRESSING FORCE BE APPLIED ECCENTRICALLY ABOUT THE CENTERLINE OF THE STRUCTURE.  
GIRDER STEM SHALL BE FLARED NEAR ANCHORAGE TO PROVIDE A MINIMUM OF 1/2" CONCRETE COVERING THE REBAR, FLARE MAY BE ON ONE SIDE OF THE GIRDER ONLY. BAR REINFORCEMENT INTERFERING WITH THE PRESTRESSING TENDON ALIGNMENT SHALL BE ADJUSTED AS APPROVED BY THE ENGINEER.

\* BARS MARKED THUSLY ARE TO BE INCLUDED IN THE COST OF PRESTRESSING CAST-IN-PLACE CONCRETE.  
\*\* CONCRETE USED IN THE BEARING SEATS IS TO BE INCLUDED IN THE COST OF PRESTRESSING CAST-IN-PLACE CONCRETE.  
\*\*\* ADD ADDITIONAL No.4 STIRRUP BARS, IN PAIRS, AS NECESSARY TO MAINTAIN A 12 INCH STIRRUP SPACING. SEE PLANS FOR STIRRUP BENDING DIMENSIONS AND EPOXY COATING REQUIREMENTS. ADDITIONAL No.4 STIRRUP BARS TO BE INCLUDED IN COST OF PRESTRESSING.



COMMON BEARING PLATE PRESTRESSING PATH



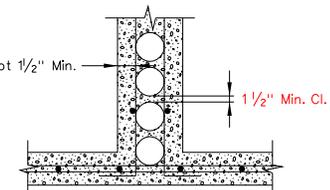
SKUEW OVER 20° PLAN

BEARING SEAT FOR PRESTRESSED ANCHORAGE AT DIAPHRAGM TYPE ABUTMENTS

SKUEW 20° AND UNDER PLAN

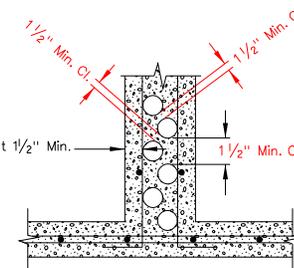
BEARING SEAT FOR PRESTRESSED ANCHORAGE AT DIAPHRAGM TYPE ABUTMENTS

2 1/2" Min. Cl., Except 1 1/2" Min. Near Anchorage



DUCTS OVER 4" O.D.

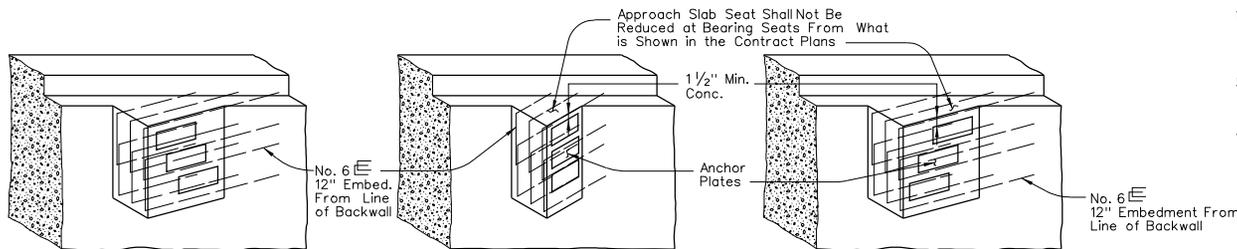
2 1/2" Min. Cl., Except 1 1/2" Min. Near Anchorage



DUCTS 4" O.D. & LESS

CLEARANCE REQUIREMENTS FOR DUCTS

1. DUCT PATTERNS SHOWN ARE FOR 12" WIDE GIRDER STEM; FOR OTHER WIDTHS THE MINIMUM CLEARANCES MUST BE MAINTAINED.
2. VERTICAL DIMENSIONS AT TENTH POINTS TO BE SHOWN IN ORDER TO FACILITATE THE PLACING OF THE DUCTS ACCURATELY.
3. APPROVAL OF THE ENGINEER IS REQUIRED FOR DEVIATIONS.



EXT.SLOPING GIRDER

VERTICAL GIRDER

EXT.SLOPING GIRDER

NOTE: DETAILS MAY BE MODIFIED TO SUIT SPECIFIC ANCHORAGE  
TYPICAL BEARING SEAT ILLUSTRATIONS

NEVADA DEPARTMENT OF TRANSPORTATION

CAST-IN-PLACE PRESTRESSED GIRDER DETAILS

Signed Original On File	B-28.1.1 (503)
CHIEF BRIDGE ENGINEER	ADOPTED 3/85 REVISION 1/09