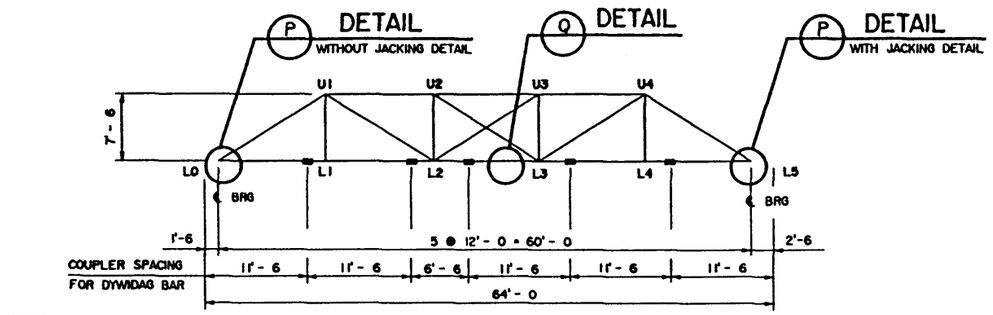
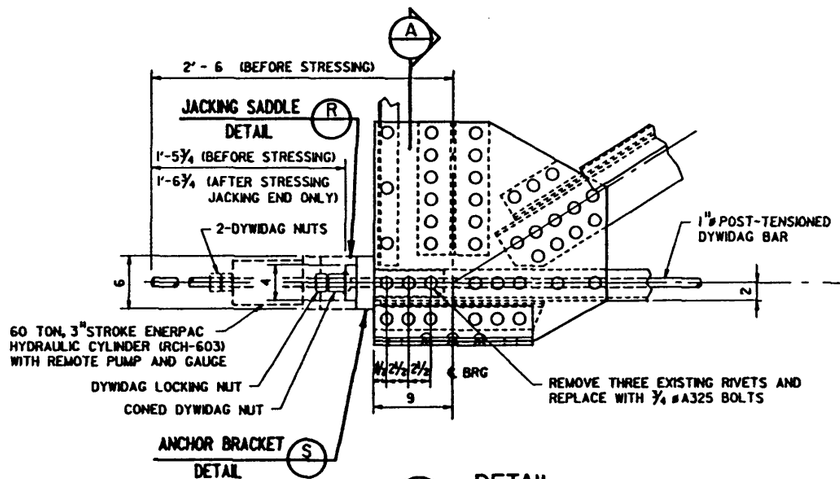


KEY DIAGRAM

1/8" = 1'-0

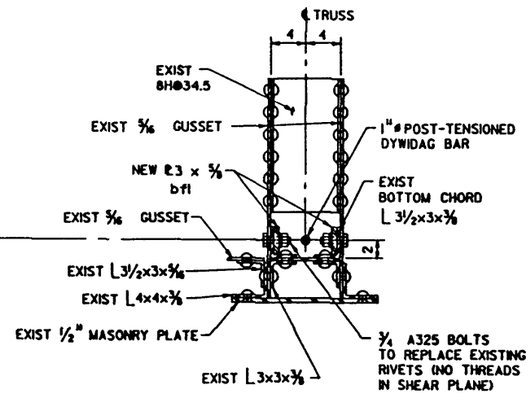
NOTE

EXCESS DYWIDAG BAR SHALL BE CUT OFF LEAVING A MINIMUM LENGTH OF 5" BEYOND THE CONED NUT FOR FUTURE COUPLER ATTACHMENT.

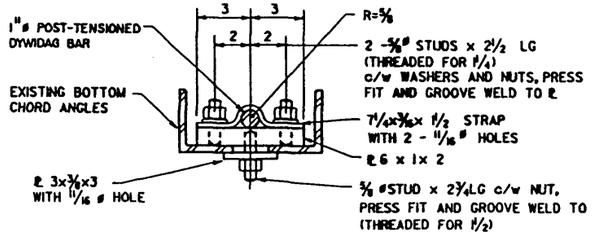


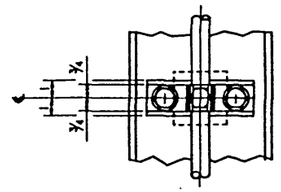
P DETAIL

1 1/2" = 1'-0



A SECTION





PLAN

NOTE PLATE MAY BE DRILLED AND TAPPED IN LIEU OF WELDED STUDS

NOTE LOCATE SUPPORT BRACKET AS CLOSE AS POSSIBLE TO EACH INTERIOR PANEL POINT AND AT MIDPOINT OF EACH PANEL

Q SUPPORT BRACKET DETAIL - bf3

3" = 1'-0

GENERAL NOTES

- ALL DIMENSIONS ARE GIVEN IN IMPERIAL UNITS.
- STEEL FOR DYWIDAG BARS, NUTS AND COUPLERS SHALL CONFORM TO THE CURRENT REQUIREMENTS OF ASTM A722 TYPE II. ALL OTHER STEEL SHALL CONFORM TO THE CURRENT REQUIREMENTS OF ASTM A36 OR CSA G40.21M-300W.
- DYWIDAG BARS SHALL BE SHOP-COATED WITH TWO COATS OF EPOXY PAINT EXCEPT FOR 6" AT COUPLER ENDS AND 36" AT ANCHORAGE ENDS.

STRESSING AND RELATED PROCEDURES

- CLEAN AND LUBRICATE THE EXPANSION BEARINGS AND MAKE SURE THEY ARE FREE TO MOVE. ATTACH BASE OF SUPPORT BRACKETS FOR DYWIDAG BARS.
- FEED 1" DIA DYWIDAG BARS ALONG THE BOTTOM CHORD OVER THE SUPPORT BRACKETS UNTIL ALL SECTIONS ARE IN PLACE. JOIN BARS WITH COUPLERS WHERE SHOWN.
- INSTALL ANCHOR BRACKET, CONED DYWIDAG NUT AND DYWIDAG LOCKING NUT AT ONE END OF THE SPAN. INSTALL ANCHOR BRACKET, CONED DYWIDAG NUT, JACKING SADDLE, JACK AND EXTERIOR DYWIDAG NUTS AT THE OTHER END.
- STRESS EACH DYWIDAG BAR TO A MAXIMUM FORCE OF 28 KIPS FOR A TOTAL ELONGATION OF 1" REFERENCED TO MEASUREMENTS TAKEN ON THE BAR ITSELF.
- TIGHTEN CONED DYWIDAG NUT AT ANCHOR BRACKET. RELEASE TENSION IN JACK, REMOVE EXTERIOR DYWIDAG NUTS, JACK AND JACKING SADDLE. INSTALL AND TIGHTEN DYWIDAG LOCKING NUT.
- PAINT ALL REMAINING UNPAINTED DYWIDAG BAR ENDS, COUPLERS AND NUTS WITH TWO COATS OF EPOXY PAINT.
- STRAP DOWN DYWIDAG BAR AT SUPPORT BRACKETS AS SHOWN.

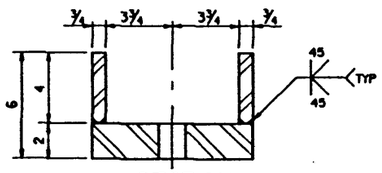
NOTE

- DUE TO THE SPECIALIZED NATURE OF THE WORK INVOLVED IN POST-TENSIONING, TECHNICAL EXPERTISE FROM THE BRIDGE ENGINEERING BRANCH IS AVAILABLE AND SHOULD BE ON SITE DURING THE STRESSING OPERATION FOR CONSIDERATIONS OF SAFETY.

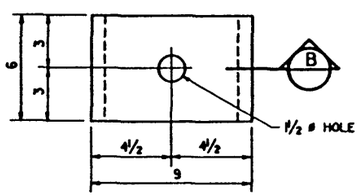
NOTE

- TIMBER BACKWALLS OR PIER MEMBERS AND ADJACENT SPANS MAY INFRINGE ON THE SPACE REQUIRED FOR THE JACKING DETAILS. REMOVE INTERFERENCE AS REQUIRED TO CARRY OUT POST-TENSIONING, MAINTAINING ALL BRIDGE FUNCTIONS. ON COMPLETION RESTORE TO ORGINAL CONDITION AS NEARLY AS POSSIBLE.

WORK THE SITE SPECIFIC BRIDGE LAYOUT DRAWING AND THESE DRAWINGS TOGETHER: S-1480, S-1481, S-1482, S-1483 AND S-1484



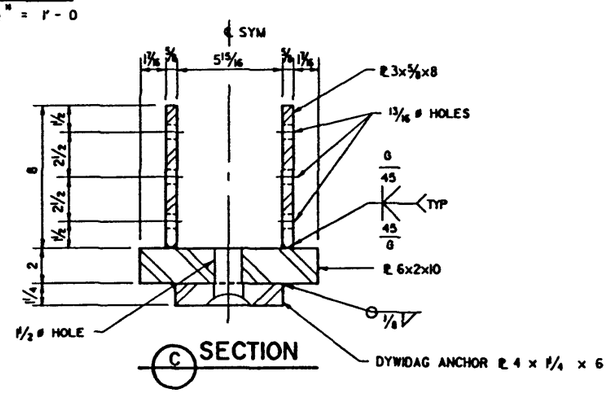
B SECTION



END ELEVATION

R JACKING SADDLE DETAIL - bf2

3" = 1'-0



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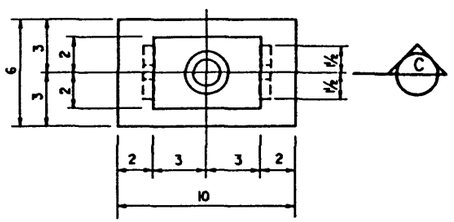

S ANCHOR BRACKET DETAIL - bf1

3" = 1'-0

REV	DATE	DESCRIPTION	BY
1			
2			
3			
4			
5			
6			

REVISIONS

APPROVED

EXECUTIVE DIRECTOR BRIDGE ENGINEERING

DATE 87-12-16

Alberta TRANSPORTATION AND UTILITIES
BRIDGE ENGINEERING BRANCH

A24 PONY TRUSS STRENGTHENING WITH STRINGER INSERTIONS OR STRINGER RESPACING BOTTOM CHORD POST-TENSIONING

DESIGNED	DRAWN	DATE	CHECKED	DATE	STREAM	LOCATION	HIGHWAY	FILE	SHEET	DRAWING
D H Q R J R	W S	87-12-16							2 of 5	S-1481

PLOTTED DEC 16, 1987 0543(150.4) S1481 2DN1