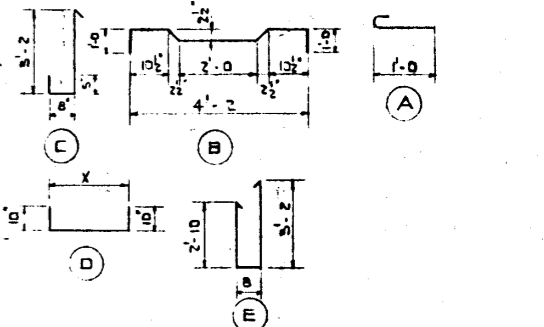
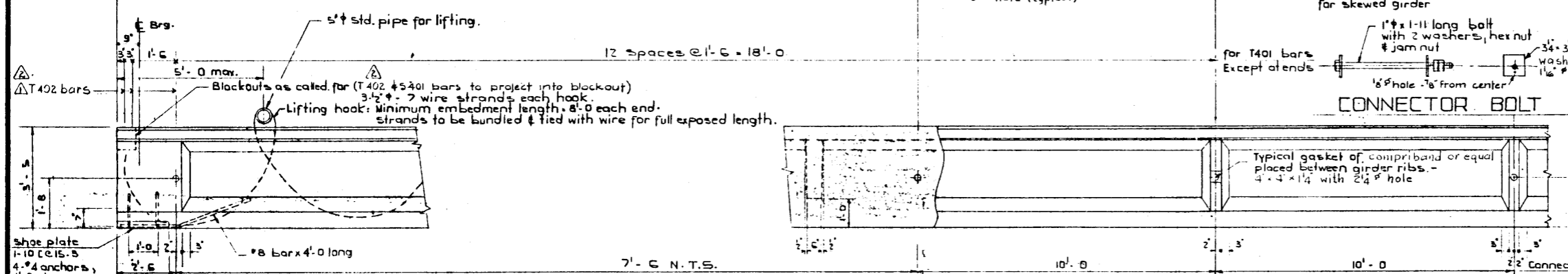
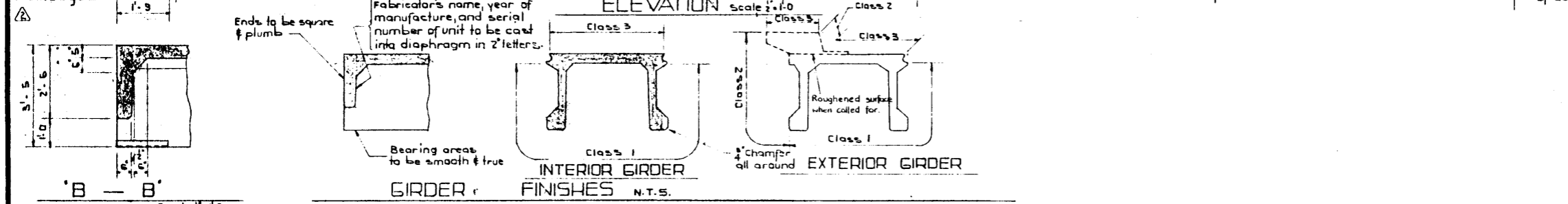


BAR LIST For unskewed girder							
MARK	SIZE	NO	TYPE	LENGTH	WEIGHT		
S 301	3	128	A	1'-6"	172		
S 401	4	14	Str.	21'-0"	196		
S 402	4	48	B	6'-4"	203		
S 501	5	98	Str.	4'-9"	486		
T 401	4	46	C	4'-9"	146		
D 601	6	4	D	4'-2"	35		
D 602	6	4	D	5'-0"	40		
T 402	4	12	E	7'-6"	61		
T 601	6	8	Str.	2'-11"	35		
					Total lbs:	1,239	
						1,313	
						1,274	

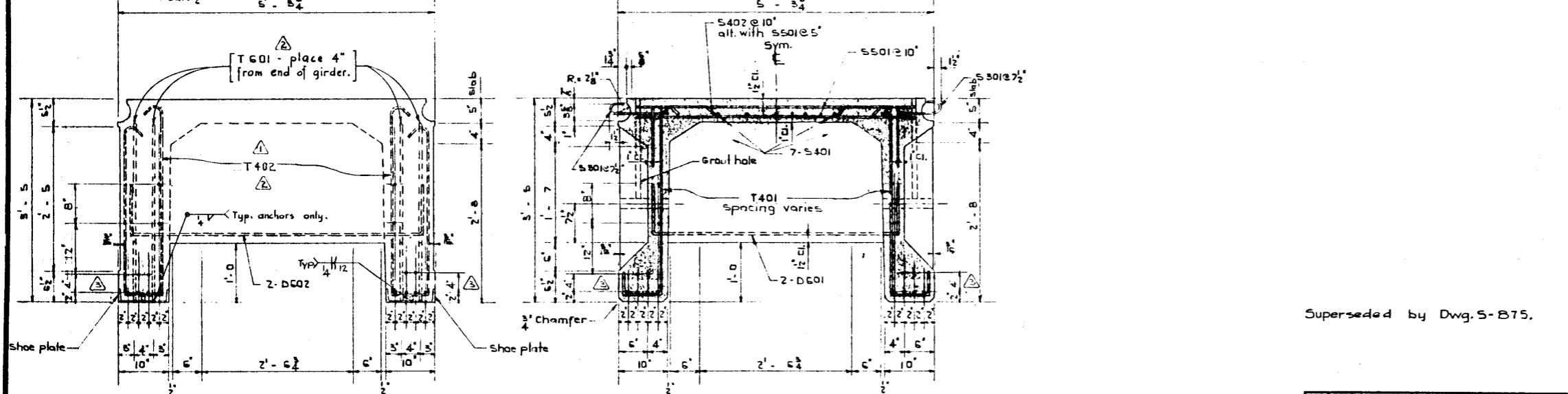
**BAR TYPES:**  
(All bar dimensions are out to out)



**GENERAL NOTES:**  
**DESIGN**  
A.A.S.H.O. 1961 Specification  
Loading: 0.97 of one wheel line of an H20-S16-44 truck plus full dead load plus 2" wearing surface



**MATERIALS**  
Concrete shall be of standard weight aggregate with a maximum size of 3/4". Minimum compressive strength shall be 5000 p.s.i. at 28 days. Entrained air shall be not less than 5%.  
Prestressing steel is 7/8" - 7 wire strand.  
**FABRICATION**  
Reinforcement: Diameters of all bars shall conform to the recommended sizes and all hooks, unless otherwise noted shall conform to the recommended sizes detailed in the A.C.I. Manual of Standard Practice for Detailing Reinforced Concrete Structures.  
Prestressing steel: Initial tensioning load: 25% of strand Design Load.  
Concrete must attain 4000 p.s.i. compressive strength before the prestressing force is transferred.  
Units are to conform to the requirements of the Alberta Bridge Branch Specifications for the Manufacture of Prestressed Concrete Bridge units.



**NOTE:**  
16 - 1/2" #7 wire strand, required per girder

**ERECTION**  
Lifting force at each hook must be vertical.  
Scaffolding must be level at all times.

SUPERSEDED

PRESTRESSED CONCRETE  
40'-0" TYPE FC GIRDER

GOVERNMENT OF THE PROVINCE OF ALBERTA  
DEPARTMENT OF HIGHWAYS  
BRIDGE BRANCH, EDMONTON

FILE NO.	HWY. NO.	DWG. NO.
LOCATION	SCALE	5-B748
STREAM	SHEET	OF

Superseded by Dwg. S-B75.

NO.	DATE	DESCRIPTION	BY
△	Oct. 2/64	No. of strands added	V.G.B.
△	Sept. 10/62	Dimensions	L.K.
△	July 6/64	End block rebars.	D.H.Q.
△	June 2/64	End block rebars	D.H.Q.

DESIGNED BY: L. Kohlmann  
 CHECKED BY:  
 DATE: February 1964