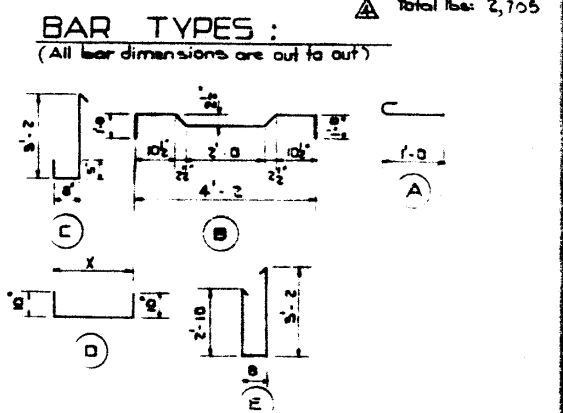


BAR NO	SIZE	NO	TYPE	LENGTH	WEIGHT
S 301	3/8"	272	A	7'-6"	155
S 401	4"	21	Str.	29'-0"	207
S 402	4"	102	Str.	6'-4"	452
S 501	5/8"	206	Str.	4'-9"	1821
T 401	4"	142	C	4'-9"	459
D 601	5/8"	4	D	4'-2"	86
D 602	5/8"	4	D	6'-0"	48
T 402	4"	12	E	7'-6"	61
T 601	5/8"	24	Str.	2'-11"	105
					Total lbs: 2,705



**GENERAL NOTES:**  
**DESIGN:**  
 A.A.S.H.O. 1961 Specification  
 Loading: 0.90 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 2". Minimum compressive strength shall be 5000 p.s.i. at 28 days. Entrained air shall be not less than 5%.  
 Prestressing steel is 1/2" x 7 wire strand.  
**FABRICATION:**  
 Reinforcement: Diameters of all bends 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 - 25.2% strand Design Load.  
 Concrete must attain 4000 p.s.i. compressive strength before the prestressing force is transferred.  
 Galvanizing shall be in accordance with A.S.T.M.-Spec. A 58.  
**ERECTOR:**  
 Units are to conform to the requirements of the Alberta Bridge Branch Specification and for the Manufacture of Prestressed Concrete Bridge Units.

**SUPERSEDED BY S-884-72**

**SUPERSEDED**

**PRESTRESSED CONCRETE**  
**85-0 TYPE FC GIRDER**

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

NO.	DATE	DESCRIPTION	BY
1	Mar. 3, 69	Shoe Plate Anchor Bar	T.B.
2	Nov. 7, 68	1 1/2" hole & galv. shoe	R.Ch.
3	Nov. 7, 68	1 1/2" hole & galv. shoe length	R.Ch.
4	Nov. 7, 68	Grout hole dimensions	R.C.
5	Nov. 7, 68	Strand locations	R.C.
6	Nov. 7, 68	Anchor bar size S-687	R.C.

REVISIONS

FILE NO. \_\_\_\_\_ REV. NO. \_\_\_\_\_  
 LOCATION \_\_\_\_\_ SCALE \_\_\_\_\_  
 DRAWN \_\_\_\_\_ CHECKED \_\_\_\_\_

**5-884**

DRAWN BY: L. Kishner  
 CHECKED BY: L. Kishner  
 DATE: February, 1969