TYPICAL SECTION

#8 DOWELS
2" DOWEL HOLES

VOID
BOX BEAM WEARING SURFACE
CONCRETE WEARING SURFACE

END BENT
SECTION AT BENT
SECTION AT END BENT

PROJECT NO.
COUNTY
STATION:

DEPARTMENT OF TRANSPORTATION
STANDARD
3'-0" X 9"
PRESTRESSED CONCRETE BOX BEAM UNIT

NOTES

ALL PRESTRESSING STRANDS SHALL BE TWISTED LOW RELAXATION GRADE 770 STEEL AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BOX BEAMS.

ALL REINFORCING STEEL CAST WITH THE BOX BEAM SECTIONS SHALL BE GRADE 60 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BOX BEAMS.

JOINT SEALER MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF TYPE M BOND BREAKER. SEE SECTION 1028 OF THE STANDARD SPECIFICATIONS.

THE TRANSFER OF LOAD FROM THE ANCHORAGE TO THE BOX BEAM UNIT SHALL BE DONE WITH THE CONCRETE HAVING A COMPRESSIVE STRENGTH OF NOT LESS THAN 5000 PSI.

ALL PRESTRESSING STEEL IN HANGER BARS AND CONCRETE WEARING SURFACE SHALL BE 304 STAINLESS STEEL.

PRESTRESSING STRANDS SHALL BE CUT Flush WITH THE BOX BEAM UNIT END.

VERTICAL GROOVED CONTRACTION JOINTS, 3" IN DEPTH, SHALL BE TOOL ED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A VERTICAL CONTRACTION JOINT, 3" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE CONCRETE WEARING SURFACE. FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.

THE COST OF THE REINFORCING STEEL CAST WITH THE CONCRETE WEARING SURFACE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BOX BEAMS.

APPLY EPOXY PROTECTIVE COATING TO BOX BEAM UNIT ENDS.

CONTRACTOR TO ATTACH FALSEWORK AND FORMWORK DURING CONSTRUCTION.

THE MORTAR OR CONCRETE JOINTS SHALL BE FILLED WITH JOINT SEALER MATERIAL TO 1" ABOVE THE TOP OF DOWELS AND THEN FILLED WITH GROUT.

THE 2" DOWEL HOLES AT FIXED ENDS OF BOX BEAM SECTIONS SHALL BE FILLED WITH JOINT SEALER MATERIAL TO 1" ABOVE THE TOP OF DOWELS AND THEN FILLED WITH GROUT.

HOLLOWED OUT SPACES FOR TRANSVERSE STRANDS SHALL BE GROUTED AFTER THE TENSIONING OF THE PRESTRESSING STRANDS.

THE LOCATION OF THE VOID DRAINS MAY BE SHIFTED SLIGHTLY WHERE NECESSARY TO CLEAR PRESTRESSING STRANDS OR TRANSVERSE REINFORCING STEEL. THE LOCATION OF THE VERTICAL CONTRACTION JOINTS, 3" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE CONCRETE WEARING SURFACE.

THE CONTRACTOR IS RESPONSIBLE FOR THE PLACEMENT OF THE CONCRETE WEARING SURFACE. FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.

THE TRANSFER OF LOAD FROM THE ANCHORAGE TO THE BOX BEAM UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 4000 PSI.

THE TRANSFER OF LOAD FROM THE ANCHORAGE TO THE BOX BEAM UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 5000 PSI.

THE CONTRACTOR SHALL PREVENT BONDING OF THE EXPOSED CONCRETE FACE AT THE BARRIER RAIL EXPANSION Joints.

FLAME CUTTING OF THE TRANSVERSE POST-TENSIONING STRAND IS NOT ALLOWED.

THE CONTRACTOR SHALL INSTALL A TYPICAL SECTION AT THE END BENT.

CALIBRATION OF THE REINFORCING STEEL bars IN ACCORDANCE WITH THE REQUIREMENTS OF TYPE M BOND BREAKER. SEE SECTION 1028 OF THE STANDARD SPECIFICATIONS.

CONTRACTOR SHALL ATTACH A TYPICAL SECTION AT THE END BENT.

THE CONTRACTOR IS RESPONSIBLE FOR THE PLACEMENT OF THE CONCRETE WEARING SURFACE. FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL INSTALL A TYPICAL SECTION AT THE END BENT.

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THE JOINT SEALER MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF TYPE M BOND BREAKER. SEE SECTION 1028 OF THE STANDARD SPECIFICATIONS.

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