63.245m (W.P. #2 TO W.P. #3) (LONG CHORD)

21.034m (W.P.#1 TO W.P.#2) (SHORT CHORD) | 21.086m (W.P.#2 TO W.P.#3) (SHORT CHORD) | 21.150m (W.P.#3 TO W.P.#4) (SHORT CHORD)

RADIAL DIMENSIONS

1.222m

383-#16 A1 @ 160mm CTS. (TOP OF SLAB)
383-#16 A2 @ 160mm CTS. (BOTTOM OF SLAB)

902

8.000m | 8.000m | 8.000m | 8.000m

1.500m SPLICE | 3.300m | 3.300m | 1.500m SPLICE | 1.500m SPLICE | 3.300m | 3.300m | 1.500m SPLICE

℄ JT @ E.B. 1

℄ JT @ E.B. #2

457 (TYP.) | 38 (TYP.)

12.990m (TYP.)
11.295m (TYP.)
10.800m (TYP.)

195 (TYP.) | 420 (TYP.)

*25 K1 (ONE EA. FACE) (TYP. OVER EA. EXT. GDR.)

29-#13 B1 @ 450mm CTS. (2 BAR RUN) TOP OF SLAB

29-#22 B2 @ 450mm CTS. TOP OF SLAB

28-#22 B3 @ 450mm CTS. TOP OF SLAB

29-#13 B4 @ 450mm CTS. TOP OF SLAB

℄ GIRDER A1 | ℄ GIRDER B1 | ℄ GIRDER C1

GUTTERLINE

FILL FACE

℄ GIRDER A2 | ℄ GIRDER B2 | ℄ GIRDER C2

*25 K2 (ONE EA. FACE) (TYP. OVER EA. INT. GDR.)

8-#13 S2 @ 300mm CTS. (TYP. EA. INT.)

*16 K3 OR *16 K4 (TYP. EA. INT. DIAPHRAGM)

4-#13 K8 (TYP. EA. DIA.) (2 BAR RUN)

℄ GIRDER A3 | ℄ GIRDER B3 | ℄ GIRDER C3

260mm END BENT DIAPHRAGM (TYP.)

720mm BENT DIAPHRAGM

204mm INTERMEDIATE DIAPHRAM (TYP.)

4-#13 "K" (TYP. EA. BAY)

6-#13 U2 @ 300mm CTS. (TYP. EA. BAY)

#13 S3 @ 300mm CTS. (22 PER BAY) (TYP. EA. BAY)

10-#16 B5 @ 240mm CTS. (4 BAR RUN) (BOTT. OF SLAB) (TYP. EA. BAY)

8-#16 S1 @ 300mm CTS. (TYP. EA. BAY & EA. FACE)

℄ GIRDER A4 | ℄ GIRDER B4 | ℄ GIRDER C4

#13 U1 (TYP. EA. BAY)

#16 A101 (TOP OF SLAB) & #16 A201 (BOTT. OF SLAB)

#16 A106 (TOP OF SLAB) & #16 A206 (BOTT. OF SLAB)

W.P. #1

#16 A1 (TOP OF SLAB) & #16 A2 (BOTT. OF SLAB)

#16 A1 (TOP OF SLAB) & #16 A2 (BOTT. OF SLAB)

W.P. #4

CONTROL LINE

TRANSVERSE CONST. JT.

SHORT CHORD

88° 48' 34" TO SHORT CHORD

SHORT CHORD

TRANSVERSE CONST. JT.

89° 02' 55" TO SHORT CHORD

SHORT CHORD

SEE DETAIL A

91° 13' 04" TO SHORT CHORD

W.P. #2

W.P. #3

89° 18' 33" TO SHORT CHORD

SEE DETAIL B

℄ GIRDER A5 | ℄ GIRDER B5 | ℄ GIRDER C5

GUTTERLINE

1.695m (TYP.)
1.200m (TYP.)

457 (TYP.) | 38 (TYP.)

7.000m (RADIAL)

BARRIER RAIL (FOR DETAILS, SEE BARRIER RAIL SHEET)

2.000m

BENT #1 CONTROL LINE

91° 02' 21" TO SHORT CHORD

90° 46' 42" TO SHORT CHORD

2.000m

BENT #2 CONTROL LINE

3-#16 B5 @ 240mm CTS. (4-BAR RUN) (BOTTOM OF OVERHANG) (TYP. EA. OVERHANG)

#16 A101-#16 A105 @ 160mm CTS. (TOP OF SLAB) 160

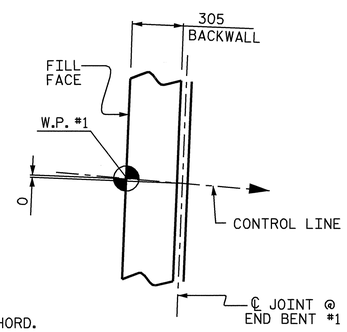
#16 A201-#16 A205 @ 160mm CTS. (BOTTOM OF SLAB) 160

#16 A106-#16 A108 @ 160mm CTS. (TOP OF SLAB) 160

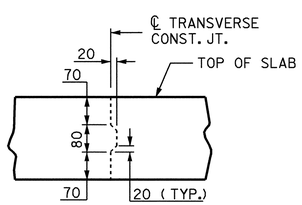
#16 A206-#16 A208 @ 160mm CTS. (BOTTOM OF SLAB) 160

℄ -L- REV

SPAN A



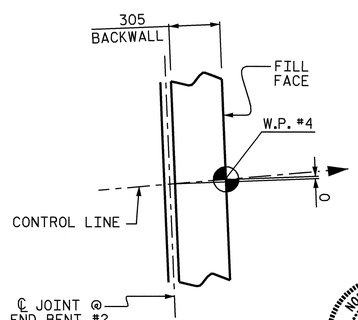
SPAN B



TRANSVERSE CONSTRUCTION JOINT DETAIL

NOTE: REINFORCING STEEL IN SLAB NOT SHOWN. LONGITUDINAL REINFORCING STEEL SHALL BE CONTINUOUS THRU JOINT.

SPAN C



NOTES

"A" BARS ARE TO BE PLACED PERPENDICULAR TO SHORT CHORD.

DETAIL A

DETAIL B

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER EMMANUEL I. OMILE

10/19/04

PROJECT NO. R-2562C

BLADEN COUNTY

STATION: 178+79.500 -L- REV

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

PLAN OF SPANS

(LEFT LANE)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7
1			3			TOTAL SHEETS
2			4			68

DRAWN BY : J. G. KHARVA DATE : 06-15-04
CHECKED BY : E. I. OMILE DATE : 08-25-04

18-OCT-2004 11:25
W:\squadh\r2562C\Jkharva\left lane\r2562c_sd_ps_01.dgn
Jkharva