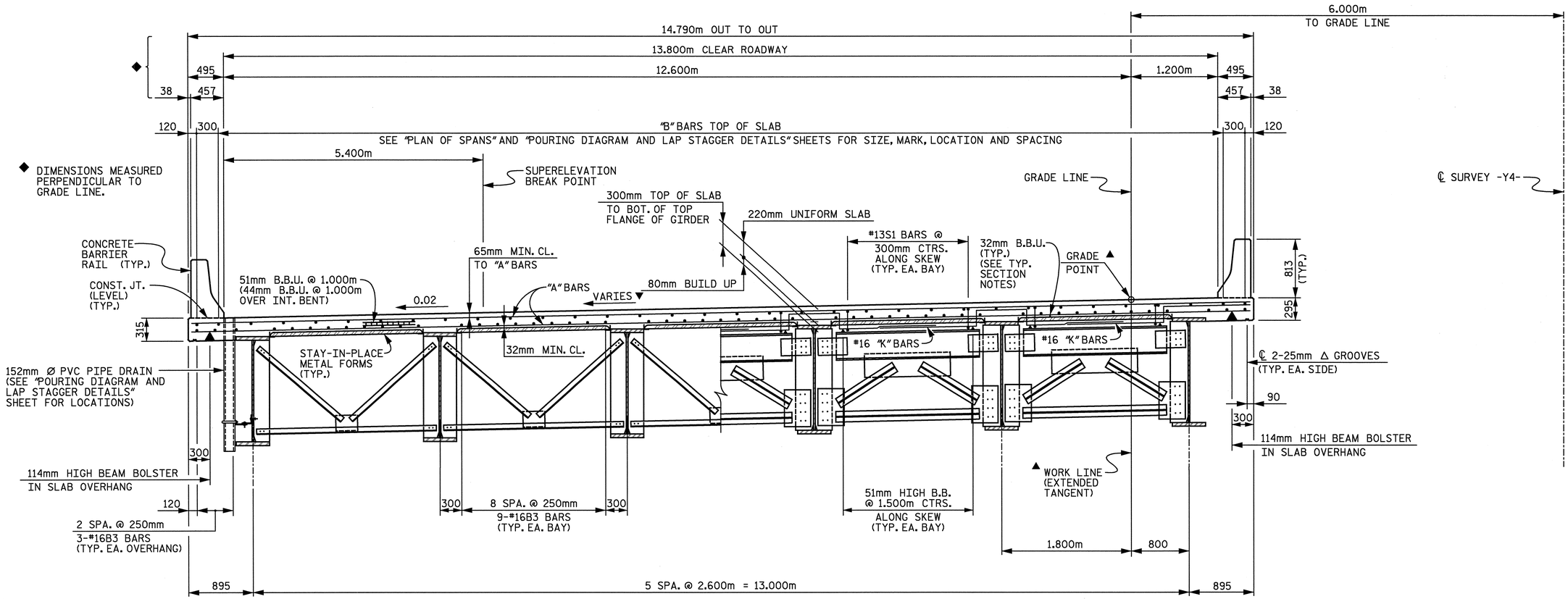
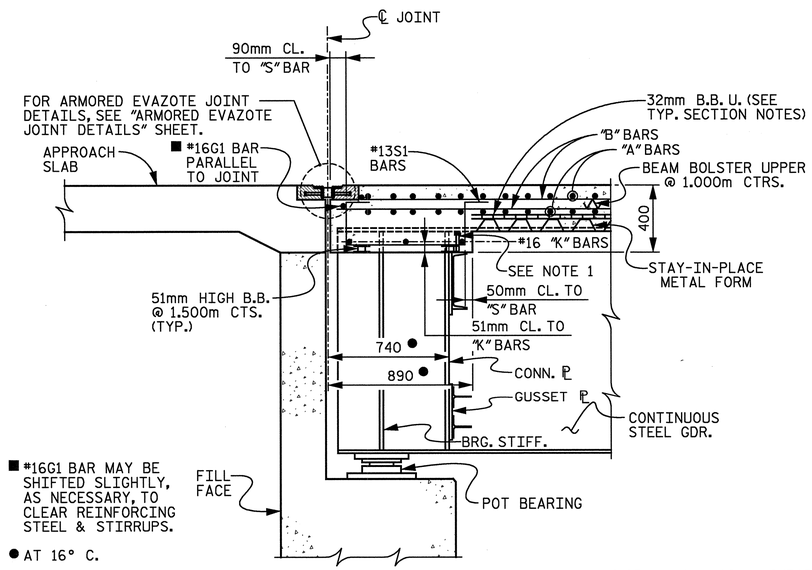


INTERMEDIATE CROSSFRAMES

END CROSSFRAMES

TYPICAL SECTION



SECTION A-A

(AT END BENT 1, END BENT 2 SIMILAR)

NOTES : 1. 19.05mm Ø X 102mm SHEAR CONNECTORS @ 300mm (MAX.) CTRS. ARE REQUIRED ON CHANNEL (TYP.).

2. FOR LOCATION OF SECTION, SEE "PLAN OF SPANS".

TYPICAL SECTION NOTES

PROVIDE 32mm HIGH BEAM BOLSTERS UPPER (B.B.U.) AT 1.200m CENTERS ATOP THE METAL STAY-IN-PLACE FORMS TO SUPPORT THE BOTTOM MAT OF "A" BARS. WHEN USING REMOVABLE FORMS, PROVIDE CONTINUOUS HIGH CHAIRS FOR METAL DECK (C.H.C.M.) @ 1.2m CTS. WITH A HEIGHT TO SUPPORT THE BOTTOM MAT OF "A" BARS A CLEAR DISTANCE OF 65mm ABOVE THE TOP OF THE REMOVABLE FORM.

SHIFT "B" BARS AS NECESSARY TO CLEAR 152mm Ø PVC PIPE DRAINS.

FOR PIPE DRAIN CONNECTOR DETAILS AND NOTES, SEE "POURING DIAGRAM AND LAP STAGGER DETAILS" SHEET.

METAL STAY-IN-PLACE FORMS AND FALSEWORK SHALL NOT BE WELDED TO GIRDER FLANGES IN THE ZONES REQUIRING CHARPY V-NOTCH TEST. SEE "STRUCTURAL STEEL DETAILS" SHEETS.

PREVIOUSLY CAST CONCRETE IN A CONTINUOUS UNIT SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 20.7 MPa BEFORE ADDITIONAL CONCRETE IS CAST IN THE UNIT.

THE BARRIER RAIL IN A CONTINUOUS UNIT SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 20.7 MPa.

STRUCTURAL STEEL ERECTION IN A CONTINUOUS UNIT SHALL BE COMPLETE BEFORE FALSEWORK OR FORMS ARE PLACED ON THE UNIT.

THE CONTRACTOR MAY, WHEN NECESSARY, PROPOSE A SCHEME FOR AVOIDING INTERFERENCE BETWEEN METAL STAY-IN-PLACE FORM SUPPORTS OR FORMS AND GIRDER STIFFENER OR CONNECTOR PLATES. THE PROPOSAL SHALL BE INDICATED, AS APPROPRIATE, ON EITHER THE STEEL WORKING DRAWINGS OR THE METAL STAY-IN-PLACE FORM WORKING DRAWINGS.

THE CONTRACTOR SHALL ADJUST THE GIRDER BUILDUPS AS NECESSARY TO INCORPORATE A MAXIMUM PERMISSIBLE VARIATION IN POT BEARING DEPTH OF 13mm, SEE SPECIAL PROVISIONS FOR POT BEARINGS.

▲ FROM BEGIN BRIDGE TO STA. 23+66.431 -Y4-, THE WORK LINE IS THE EXTENDED TANGENT. FROM STA. 23+66.431 -Y4- TO END BRIDGE, THE WORK LINE IS THE GRADE LINE. SEE SHEET TITLED "GENERAL DRAWING EXTENDED TANGENT LAYOUT" FOR DETAILS.

▼ FOR VARYING CROSS SLOPE, SEE SUPERELEVATION TRANSITION ON "GENERAL DRAWING EXTENDED TANGENT LAYOUT" SHEET.

NORTH CAROLINA PROFESSIONAL SEAL 18165 ENGINEER MARK F. ROBBINS 2-21-05

NORTH CAROLINA PROFESSIONAL SEAL 26363 ENGINEER ZHUGANG LIU 2/18/05

RALPH WHITEHEAD ASSOCIATES, INC.
CONSULTING ENGINEERS
P.O. BOX 35624 CHARLOTTE, N.C. 28235

DRAWN BY LGH DATE 8-04 DWG. NO. D-1749.05
CHECKED BY TVR DATE 12-04

REVISIONS	NO.	BY	DATE
	1		
	2		
	3		
	4		

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

TYPICAL SECTION

-LEFT LANE-

PROJECT NO. R-2552C
JOHNSTON COUNTY
STATION: POT 148+08.446 -L2-
POT 23+96.446 -Y4-

SHEET NO. S-326
TOTAL SHEETS 431

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