-WINGWALL, FOR (W1)DETAILS SEE END BENT SHEETS -2-#4 U4 @ 51/2"CTS. (TYP.EA.SIDE) 3" — WINGWALL ---FRONT FACE BLOCKOUT ∠OUTSIDE EDGE OF -1<sup>1</sup>/<sub>2</sub>"EXP. SUPERSTRUCTURE AND JT. MAT'L INTEGRAL DIAPHRAGM FILL FACE --CONST.JT. EDGE OF APPROACH SLAB — -GUTTERLINE SLAB BLOCKOUT

BLOCKOUT DETAIL - PLAN VIEW END BENT 1 SHOWN, END BENT 2 SIMILAR.

 $10\frac{3}{4}$ " TOP OF SLAB TO TOP OF PREST. CONC. GDR. AT (L BRG.  $8\frac{1}{4}$ " TOP OF SLAB TO TOP OF S.I.P. FORMS AT C BRG. ¢ GIRDER →  $2\frac{1}{2}$ " BUILD-UP AT ¢ BRG. - METAL STAY-IN-PLACE FORMS (TYP.)

DETAIL "A" (TYPICAL EACH GIRDER @ EACH BENT)

## NOTES:

PROVIDE 11/4" HIGH BEAM BOLSTERS UPPER AT 4'-0" CTS. 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.) @ 4'-0"CTS.WITH A HEIGHT TO SUPPORT THE BOTTOM MAT OF "A" BARS A CLEAR DISTANCE OF 21/2" ABOVE THE TOP OF THE REMOVABLE

LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY. AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.

PREVIOUSLY CAST CONCRETE IN A CONTINUOUS UNIT SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI BEFORE ADDITIONAL CONCRETE IS CAST IN THE UNIT.

CONCRETE BARRIER RAIL IN EACH CONTINUOUS UNIT SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE IN THE UNIT HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.

--- WORK LINE 45'-3" (OUT TO OUT) 1'-71/2" 42'-0"(CLEAR ROADWAY) 1'-6" 1'-6" 6'-0" 36'-0" 1'-33/4" 1'-33/4"-33-#6 B1 @ 1'-3"CTS.(TOP OF SLAB) | '2'-0"| | |2',-0" 34-#6 B1 @ 1'-3"CTS.(TOP OF SLAB) 12'-0" FOR REINFORCING STEEL - $-1^{1}/_{4}$ " HIGH B.B.U. IN CONCRETE BARRIER RAIL, @ 4'-0"CTS. SEE "CONCRETE BARRIER RAIL" (SEE NOTES) SHEETS (TYP.) CONST. JT. -CONCRETE BARRIER RAIL (LEVEL) (TYP.) #6 B1 #5 \`A'' BARS 3'-6" (TYP<sub>e</sub>) (TYP.) SEE DETAIL A (TYP.EA. √@ 6"CTS. CROWN-GRADE POINT OVERHANG) - $-1\frac{1}{2}$ " B.B.U. 0.02 0.02 @ 3'-0"CTS. **A** / #4 K7 FRONT FACE (TYP.EA.SIDE) - #4 K6 FRONT FACE (TYP.EA.SIDE) SEE BLOCKOUT DETAIL (TYP.) \* #4 U1 & #4 S2 (TYP. EA OVERHANG)  $3\frac{1}{2}$ " (TYP.) 36"AASHTO TYPE II PRESTRESSED CONCRETE L#4 K2 (FRONT FACE) -METAL STAY-IN-PLACE CONST.JT. (TYP.EA.BAY) → #4 K5 FRONT FACE FORMS (TYP.) GIRDER (TYP.) — © 2-1" △ GROOVES (TYP.EA.SIDE) └-2"LEVELING └#4 K3 (FRONT FACE) -#4 K1 IN FILL FACE (TYP.EA.SIDE) PAD (TYP.) (TYP.EA.BAY) (2 BAR RUN) 7-#4 U1 @ 1'-0"CTS. \* #4 U1, #4 S1, & #4 S2 1'-0" (1'-9" MIN. SPLICE) └#4 K3 (FRONT FACE) (ALONG SKEW) (TYP.EA.OVERHANG) 7-#4 S1 & #4 S2 TO MATCH #4 D1  $3\frac{1}{2}$ " HIGH B.B. (TYP.) (TYP.EA.BAY) @ 1'-0"CTS. BARS IN END BENT CAP (TYP. EACH BAY) T(TYP.) (TYP.) -#4 K4 (FRONT FACE) (TYP.EACH BAY) (TYP.EA.BAY) (TYP.) (TYP.) 11-#5 B7 @ 8"CTS. 4'-7" (TYP.) 3′-3″ (TYP.) (4 BAR RUN) 4-#5 B7 @ 8″CTS. (BOTTOM OF SLAB) (4 BAR RUN) (TYP.EA.OVERHANG) — (TYP.EA.BAY) 3'-0<sup>1</sup>/<sub>2</sub>" 3'-0<sup>1</sup>/<sub>2</sub>" 7′-10″ 7′-10″ 7′-10″ 7′-10″ 7′-10″ © GDR. G2 ─► © GDR. G5 —— © GDR. G1 ── © GDR. G3 —► © GDR. G4 ── © GDR. G6 →

TYPICAL SECTION AT INTEGRAL END BENTS

\* TO MATCH #4 D1 BARS IN END BENT CAP

ICA Engineering, Inc. 555 Fayetteville St., Suite 900 Raleigh, NC 27601

SEAL

TYPICAL SECTIONS

SHEET NO REVISIONS S-5 NO. BY: DATE: DATE: BY: TOTAL SHEETS

DRAWN BY : \_\_\_\_\_D. H. CARTER \_DATE : FEB 2018 CHECKED BY : M. T. NEIHEISEL \_ DATE : FEB 2018 DESIGN ENGINEER OF RECORD: M. T. NEIHEISEL DATE: FEB 201

PROJECT NO.\_ ROCKINGHAM

STATION: P.O.T. 22+16.89 -L-

SHEET 1 OF 4

DEPARTMENT OF TRANSPORTATION SUPERSTRUCTURE

STATE OF NORTH CAROLINA

B-5352

COUNTY

Matt Nupusel 2/20/2018

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