72.700m (FILL FACE AT END BENT #1 TO FILL FACE AT END BENT #2)

SPAN "A" = 36.700m (FILL FACE AT END BENT #1 TO ℄ BENT #1)

36.354 (℄ JOINT END BENT #1 TO ℄ BENT #1)

#16A127 THRU #16A161 @ 140mm CTS. (TOP OF SLAB) | 140 | (26) #16A1 @ 140mm CTS. (TOP OF SLAB) | 140

#16A327 THRU #16A361 @ 140mm CTS. (BOT. OF SLAB) | (26) #16A3 @ 140mm CTS. (BOT. OF SLAB)

MATCH LINE

℄ JOINT AT END BENT #1

(4) #16A161 OR (4) #16A361

#16AE161 OR #16A161

(2) #13B1 (TOP OF SLAB) (9 BAR RUNS) (SEE "DETAIL -1", "TYPICAL SECTION AND DETAILS" SHEET)

#16A127 OR #16A327

℄ ABG1

TRANSVERSE CONSTRUCTION JOINT (SEE NOTE 3)

5.200m (TO FIRST FULL LENGTH SET OF "A" BARS)

(10) #13S1 (@ 300mm CTS. (TYP. EACH GIRDER SPACE)

℄ ABG2

633mm BENT DIAPHRAGM

#16G2

℄ ABG3

#16A2 OR #16A4

#16A1 OR #16A3

WORK POINT #1

℄ SURVEY -Y2-

℄ ABG4

136

66°47'58"

#16A2 OR #16A4

FILL FACE @ END BENT #1

#16A126 OR #16A326

℄ ABG5

A

(3) #16K2 OVER INT. GIRDERS (TYP.)

#16A101 OR #16A301

℄ ABG6

#16G1

(3) #16K1 OVER EXT. GIRDERS (TYP.)

℄ ABG7

(2) #13B1 (TOP OF SLAB) (9 BAR RUNS) (SEE "DETAIL -1", "TYPICAL SECTION AND DETAILS" SHEET)

#16A101 THRU #16A126 @ 140mm CTS. (TOP OF SLAB)

#16A301 THRU #16A326 @ 140mm CTS. (BOT. OF SLAB)

140

(446) #16A1 & #16A2 @ 140mm CTS. (TOP OF SLAB) (INVERT ALTERNATE BARS)

(446) # 16A3 & #16A4 @ 140mm CTS. (BOTTOM OF SLAB) (INVERT ALTERNATE BARS)

MATCH LINE

22.590m (OUT TO OUT)

21.600m (CLEAR ROADWAY)

10.800m

10.800m

495

539

12.153m

11.614m

24.578m

12.425m

11.886m

720

100

(48) #13B1 @ 450mm CTS. (TOP OF SLAB) (9 BAR RUNS)

W/ (94) #19B2 @ 150mm CTS. BETWEEN #13B1 BARS (TOP OF SLAB)

(3 BAR RUNS) (SEE "TYPICAL LAYOUT FOR #19B2 BARS" ON SHEET 2 OF 3)

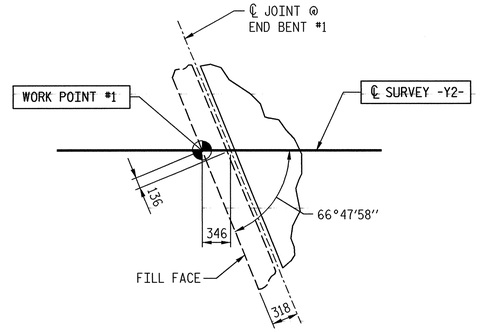
(80) #16B3 (BOTTOM OF SLAB) (5 BAR RUNS)

(SEE "TYPICAL SECTION" FOR SPACING)

PARTIAL PLAN OF SPAN "A"

NOTES:

1. #16G1 & #16G2 BARS ARE PARALLEL TO JOINT AND MAY BE SHIFTED SLIGHTLY, AS NECESSARY TO CLEAR REINFORCING STEEL AND STIRRUPS.
2. FOR CONCRETE BARRIER RAIL REINFORCING STEEL THAT MUST BE CAST IN DECK SLAB, SEE "CONCRETE BARRIER RAIL" SHEET.
3. TRANSVERSE CONSTRUCTION JOINT SHALL BE PLACED ALONG THE SKEW. FOR TRANSVERSE CONSTRUCTION JOINT DETAIL, SEE "BILL OF MATERIAL" SHEET.
4. FOR SECTION "A-A", SEE "TYPICAL SECTION AND DETAILS" SHEET.
5. SKEWED DIMENSIONS AT END BENT#1 ARE BASED UPON A JOINT OPENING OF 25mm AT 16°C.
6. LONGITUDINAL REINFORCING STEEL SHALL BE CONTINUOUS THROUGH TRANSVERSE CONSTRUCTION JOINT.



DETAIL OF OFFSET DIMENSIONS

(SEE NOTE No. 5)

PROJECT NO. R-2552AB

JOHNSTON COUNTY

STATION: 52+34.693 -L- =

18+60.011 -Y2-

SHEET 1 OF 3

TRANSYSTEMS CORPORATION
75 Beattie Place, Suite 400
Greenville, SC 29601 (864) 234-0866

NORTH CAROLINA PROFESSIONAL SEAL 16335 ENGINEER DAVID B. HOFF

3-5-05

6 of 31

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE
PARTIAL PLAN OF
SPAN "A"

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-409
1			3			TOTAL SHEETS
2			4			429

DRAWN BY : M.T. BELISLE DATE : 4/01

CHECKED BY : D.B. HOFF DATE : 10/01

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