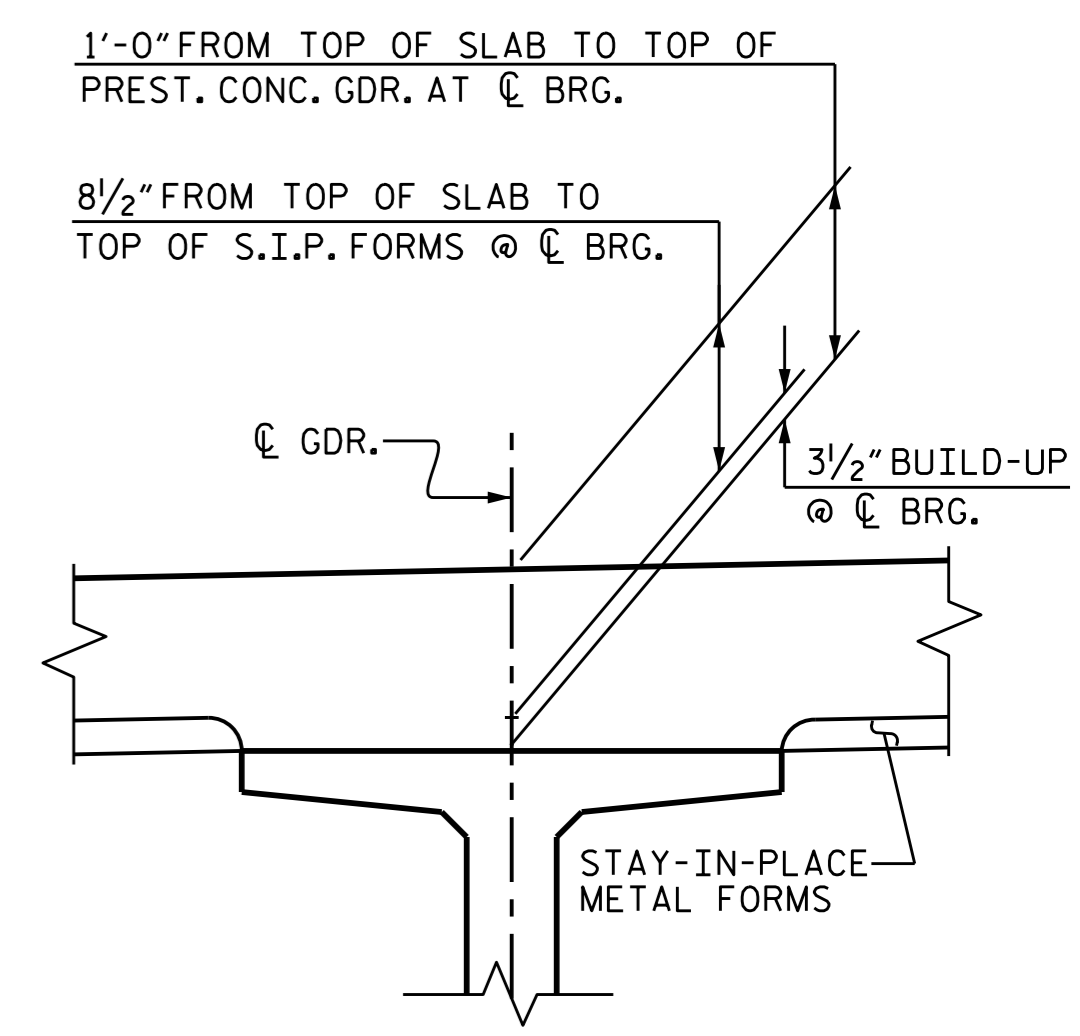


**TYPICAL SECTION @ INTEGRAL END BENT**

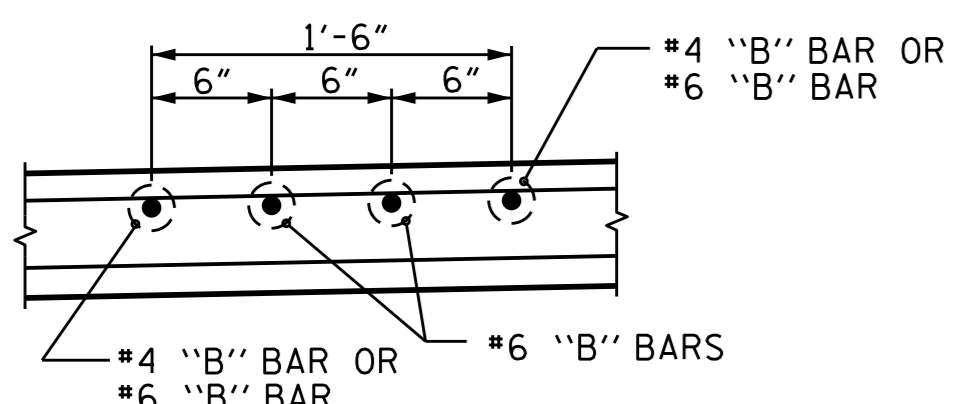
NOTE: #4 U1, #4 U2, #4 S1, #4 S2 BARS & #4 V1 TO MATCH WITH #4 'V' BARS IN INTEGRAL END BENT CAP

**NOTES:**  
 PROVIDE 1/4" 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 2 1/2" ABOVE THE TOP OF THE REMOVABLE FORM.  
 LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.  
 PREVIOUSLY CAST CONCRETE IN CONTINUOUS UNIT SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI BEFORE ADDITIONAL CONCRETE IS CAST IN THE UNIT.  
 BARRIER RAIL IN A 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.

1'-0" FROM TOP OF SLAB TO TOP OF PREST. CONC. GDR. AT CL BRG.  
 8 1/2" FROM TOP OF SLAB TO TOP OF S.I.P. FORMS @ CL BRG.

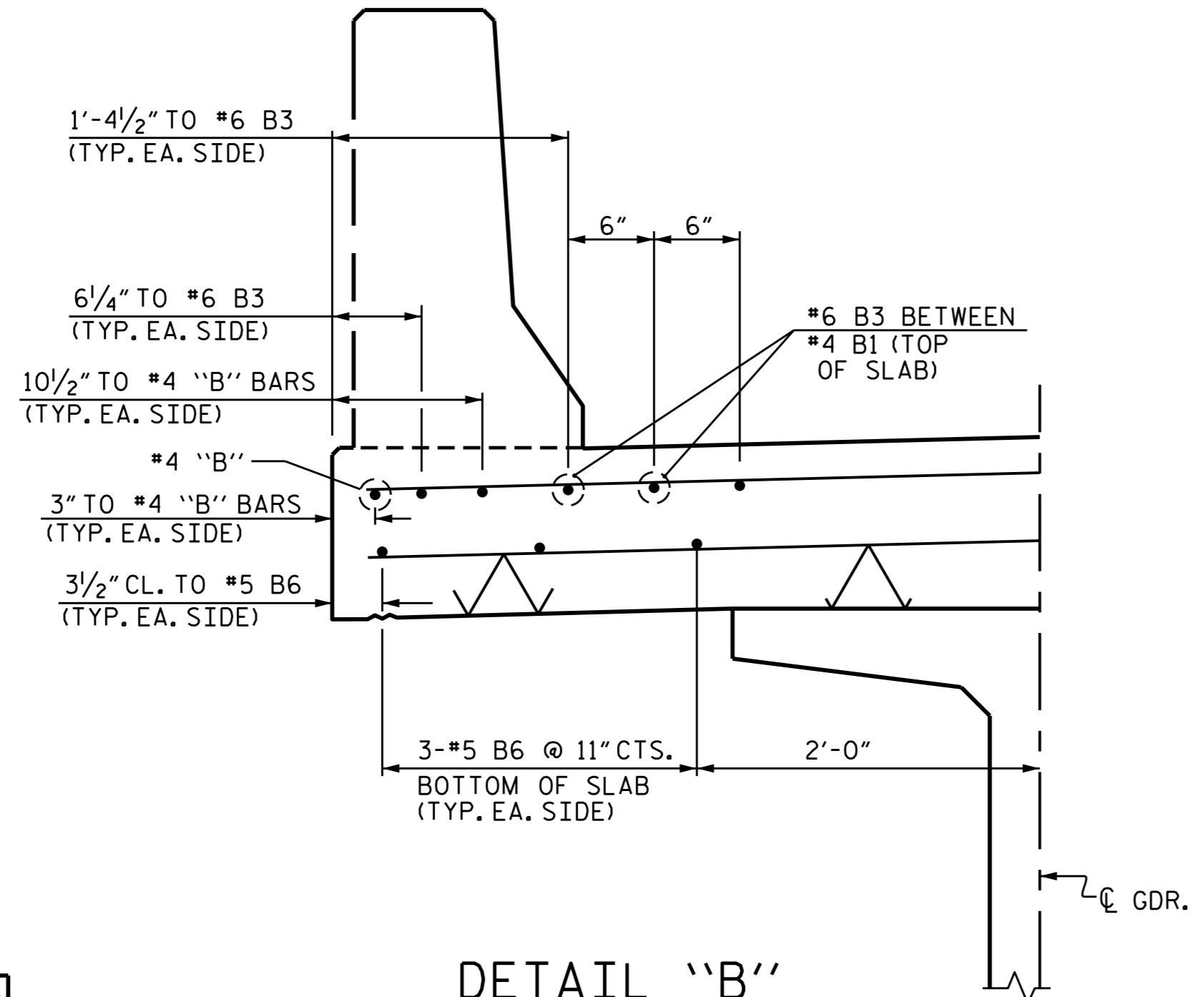


**DETAIL "A"**



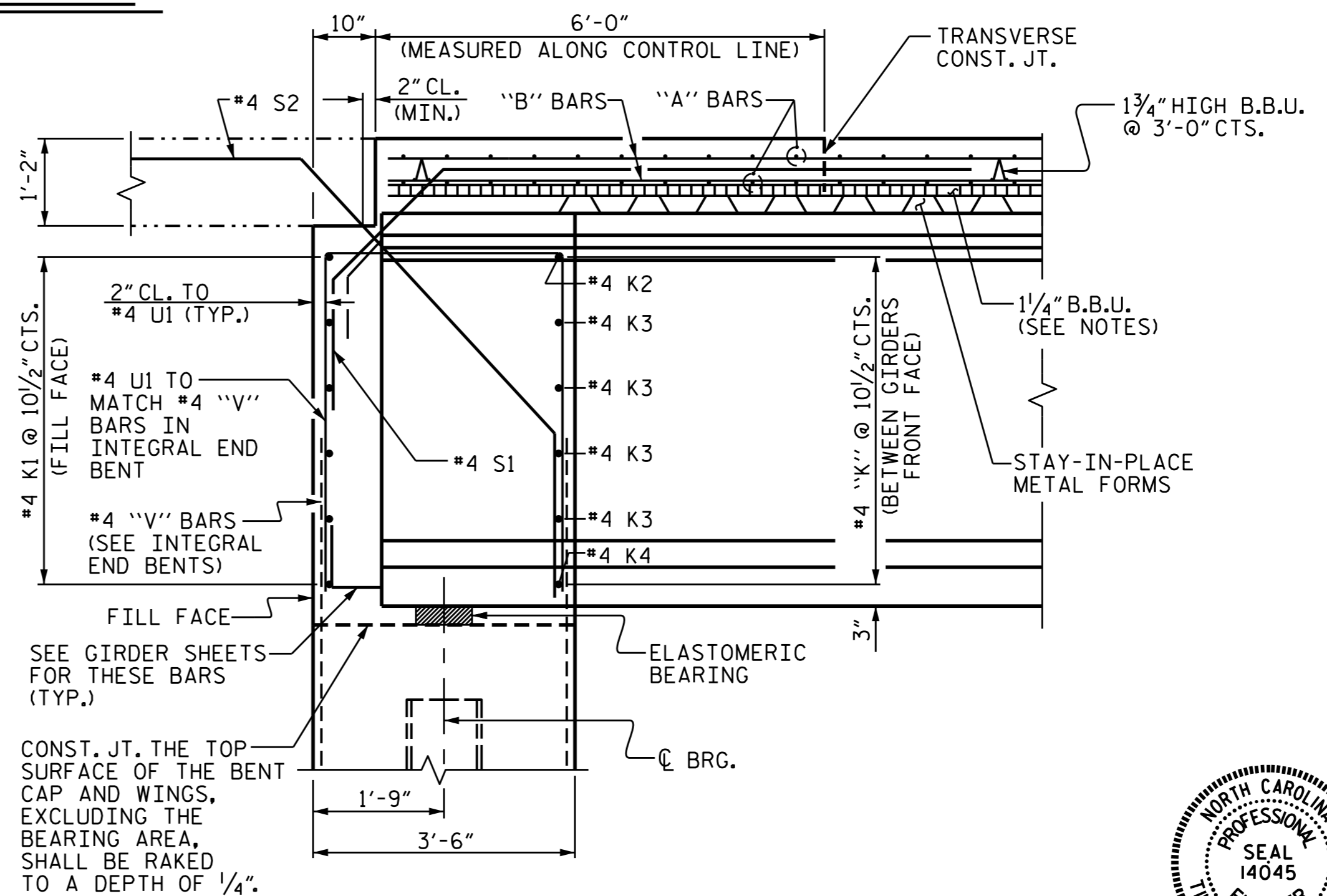
**DETAIL "C"**

SHOWING TOP OF SLAB "B" BAR SPACING @ INTEGRAL END BENT OR INTERIOR BENT



**DETAIL "B"**

SHOWING REINFORCING STEEL @ OVERHANG (TYP. EA. SIDE)



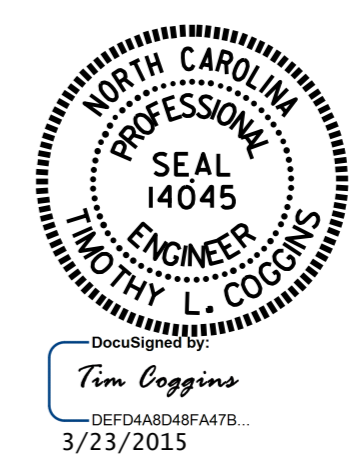
**END OF GIRDER DETAIL @ INTEGRAL END BENT**

(\*#4 'V' BARS IN FRONT OF GIRDER NOT SHOWN)

PROJECT NO. R-2514D  
 JONES & CRAVEN COUNTY  
 STATION: 28+29.35 -Y10-

SHEET 1 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUPERSTRUCTURE TYPICAL SECTION DETAILS (LEFT LANE)					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
SHEET NO. S15-005					TOTAL SHEETS 30



DRAWN BY: M.D.PISO DATE: 07-02-13  
 CHECKED BY: K.P.SEDA DATE: 09-05-14  
 DESIGN ENGINEER OF RECORD: Alplamrezakoucheh DATE: 02/2015