NOTES:

PROVIDE 1¼" 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 2½" 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 ADDIONAL 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.
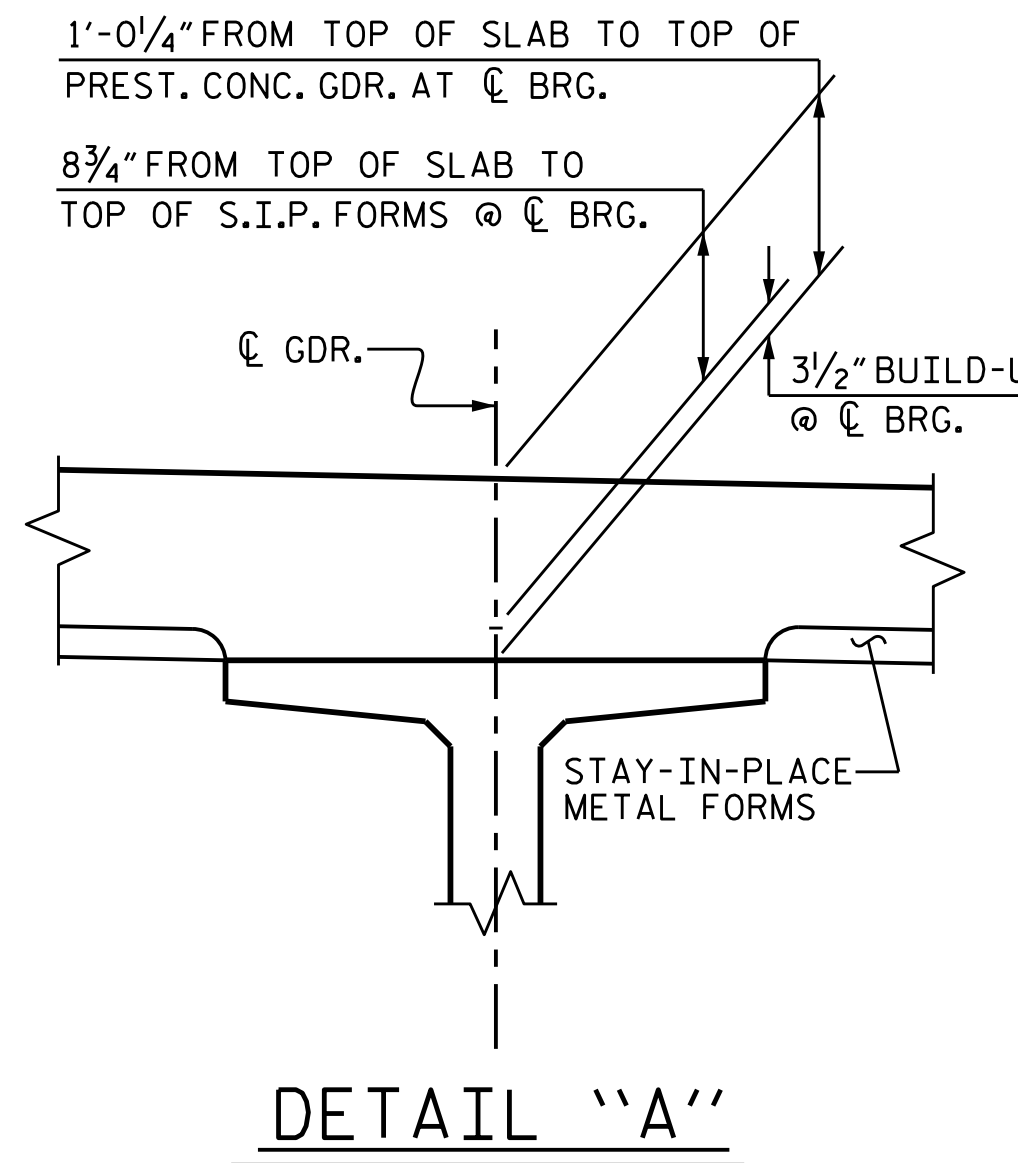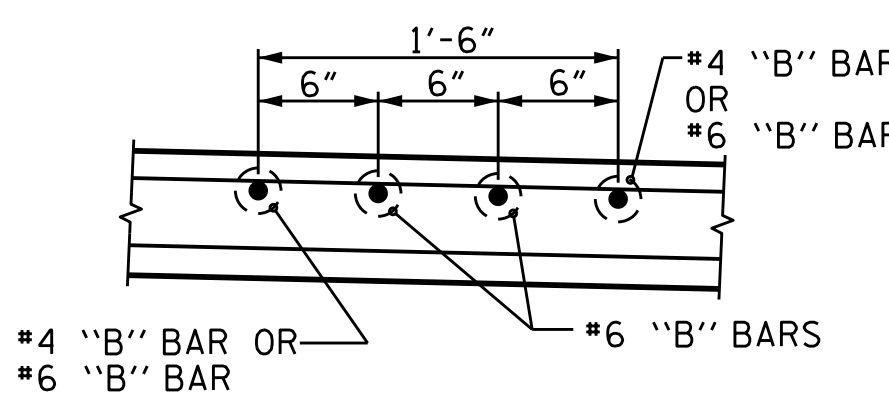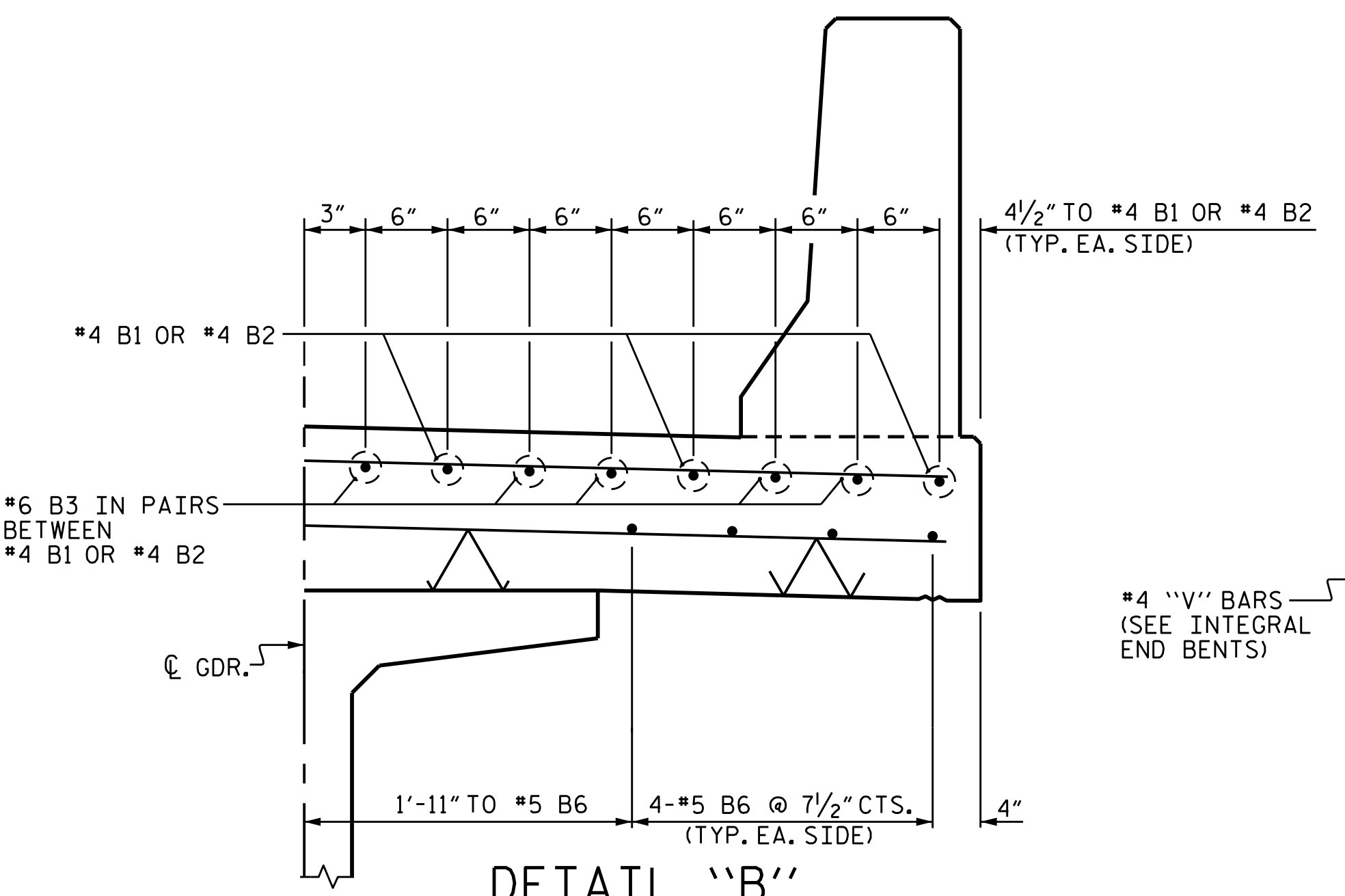
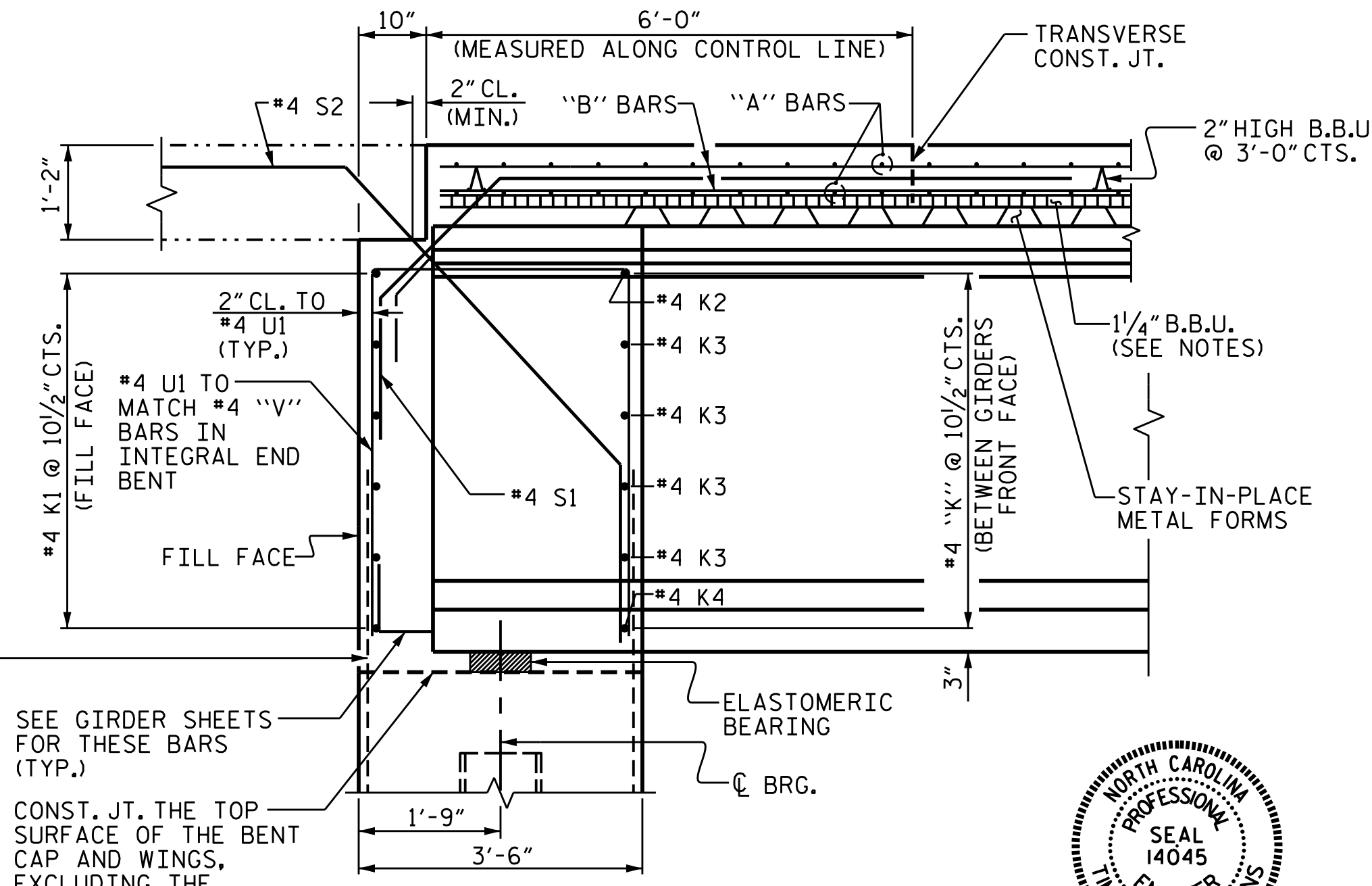### TYPICAL SECTION @ INTEGRAL END BENT

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

29'-3" (OUT TO OUT)
26'-0" (CLEAR ROADWAY)
22'-0"
20-#4 B1 BARS @ 1'-6" CTS. (2 BAR RUNS) (TOP OF SLAB)
38-#6 B3 @ 6" CTS. BETWEEN #4 B1 (SEE DETAIL "C") (TOP OF SLAB)
23'-0" (℄ -Y10-)

CONTROL LINE (RIGHT LANE)
GRADE POINT
2" HIGH B.B.U. @ 3'-0" CTS.
1¼" B.B.U. (SEE NOTES)
SEE DETAIL "A"
STAY-IN-PLACE METAL FORMS (TYP.)
#5 "A" BARS @ 7" CTS.
#4 K2 (FRONT FACE) (TYP. EA. BAY)
2½" CL.
CONST. JT. (LEVEL) (TYP.)
CONCRETE BARRIER RAIL (TYP.)
SEE DETAIL "B"
#4 K5 (EA. FACE) (TYP. EA. SIDE)
#4 K6 (FRONT FACE) (TYP. EA. SIDE)
#4 K8 (FRONT FACE) (TYP. EA. SIDE)
#4 K7 (FRONT FACE) (TYP. EA. SIDE)

1'-0" TO ℄ 5¼" C.H.C.
1'-0" TO ℄ 5" C.H.C.
1'-0" TO ℄ 4½" C.H.C.
1'-0" TO ℄ 4¼" C.H.C.

3'-6" (TYP.)
1'-0¼" (TYP.)
0.025

#4 K1 (FILL FACE) (2 BAR RUNS)
#4 K3 (FRONT FACE) (TYP. EA. BAY)
#4 K4 (FRONT FACE) (TYP. EA. BAY)
2-#4 S2 @ 11" CTS. (TYP. EA. END)

3-#4 V1 @ 1'-0" CTS. (TYP. IN FRONT OF EA. GDR. FILL FACE ONLY)
℄ 2-1" △ DRIP GROOVES (TYP. EA. END)
℄ 63" PRESTRESSED CONCRETE MODIFIED BULB TEES

2'-0½" (TYP.)
8-#4 S1 & #4 S2 @ 11" CTS. (TYP. EA. BAY)
8-#4 U1 @ 11" CTS. (TYP. EA. BAY)
3-#4 U1 & #4 S1 @ 11" CTS. (TYP. EA. END)
3-#4 U2 @ 11" CTS. (TYP. EA. SIDE)

3½"
℄ GDR. #1
1'-11" (TYP.)
9-#5 B6 @ 10" CTS. (BOTTOM OF SLAB) (TYP. EA. BAY)
℄ GDR. #2
℄ GDR. #3

7'-2 7/16"
4'-1½"
1'-6"
9'-0"
10'-6" (BAY 1)
10'-6" (BAY 2)
4'-1½"
7'-2 5/16"
2'-1"
11"

DETAIL "A"

1'-0¼" FROM TOP OF SLAB TO TOP OF PREST. CONC. GDR. AT ℄ BRG.
8¾" FROM TOP OF SLAB TO TOP OF S.I.P. FORMS @ ℄ BRG.
℄ GDR.
3½" BUILD-UP @ ℄ BRG.
STAY-IN-PLACE METAL FORMS

DETAIL "C"

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

1'-6"
6" 6" 6"
#4 "B" BAR OR #6 "B" BAR
#6 "B" BARS

DETAIL "B"

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

3" 6" 6" 6" 6" 6" 6" 6"
4½" TO #4 B1 OR #4 B2 (TYP. EA. SIDE)
#4 B1 OR #4 B2
#6 B3 IN PAIRS BETWEEN #4 B1 OR #4 B2
℄ GDR.
1'-11" TO #5 B6
4-#5 B6 @ 7½" CTS. (TYP. EA. SIDE)
4"

END OF GIRDER DETAIL @ INTEGRAL END BENT

(#4 "V" BARS IN FRONT OF GIRDER NOT SHOWN)

10"
6'-0" (MEASURED ALONG CONTROL LINE)
TRANSVERSE CONST. JT.
2" CL. (MIN.)
"B" BARS
"A" BARS
2" HIGH B.B.U. @ 3'-0" CTS.
#4 S2
1'-2"
2" CL. TO #4 U1 (TYP.)
#4 U1 TO MATCH #4 "V" BARS IN INTEGRAL END BENT
#4 K1 @ 10½" CTS. (FILL FACE)
#4 "K" @ 10½" CTS. (BETWEEN GIRDERS FRONT FACE)
#4 K2
#4 K3
#4 K3
#4 K3
#4 S1
#4 K3
#4 K3
#4 K4
1¼" B.B.U. (SEE NOTES)
STAY-IN-PLACE METAL FORMS
FILL FACE
#4 "V" BARS (SEE INTEGRAL END BENTS)
SEE GIRDER SHEETS FOR THESE BARS (TYP.)
CONST. JT. THE TOP SURFACE OF THE BENT CAP AND WINGS, EXCLUDING THE BEARING AREA, SHALL BE RAKED TO A DEPTH OF ¼".
ELASTOMERIC BEARING
℄ BRG.
1'-9"
3'-6"
3"