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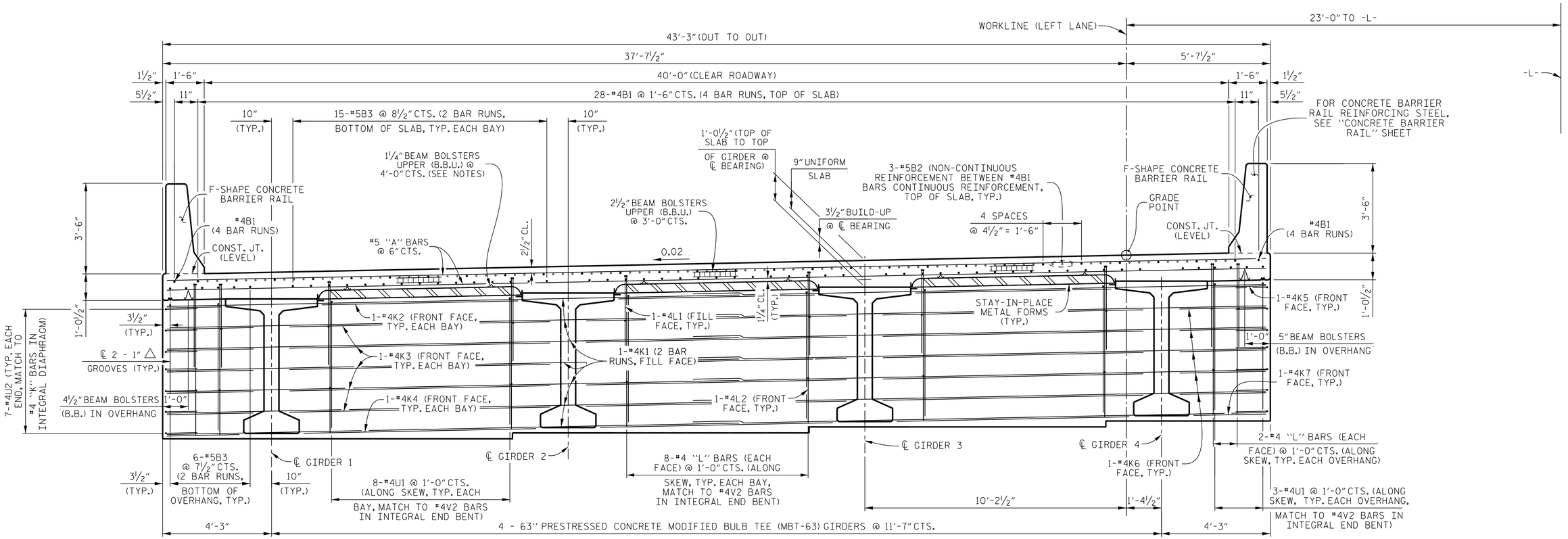
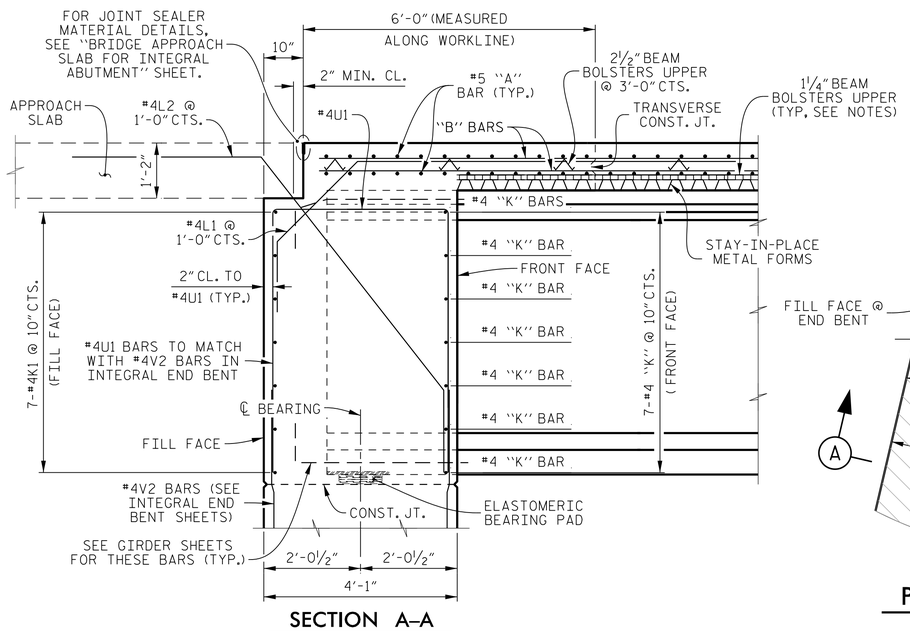


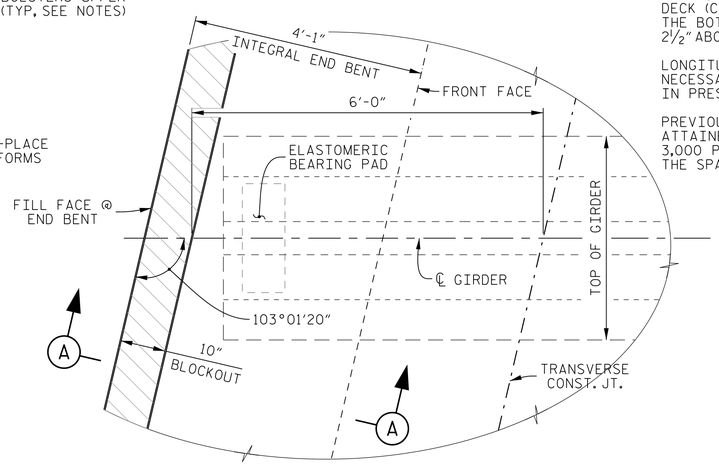
TYPICAL SECTION AT INTEGRAL END BENT 1 AND END BENT 2



SECTION A–A

SECTION THRU INTEGRAL END BENT

(END BENT 1 SHOWN, END BENT 2 SIMILAR)



PLAN OF GIRDER – INTEGRAL END BENT

(END BENT 1 SHOWN, END BENT 2 SIMILAR)

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

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

FOR F-SHAPE CONCRETE BARRIER RAIL DETAILS, SEE "CONCRETE BARRIER RAIL" SHEET.

FOR POURING SEQUENCE, SEE "SUPERSTRUCTURE BILL OF MATERIAL" SHEET.

FOR END VIEW OF INTEGRAL DIAPHRAGM, SEE SHEET 2 OF 2.

PROJECT NO. R–2707C

CLEVELAND COUNTY

STATION: 611+32.01 –L–

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

TYPICAL SECTION (LEFT LANE)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL SEAL 19299 ENGINEER THOMAS M HARRIS

Docusigned by: Thomas M Harris 84C113A0C7F4...

2/3/2017

REVISIONS						SHEET No.
No.	BY:	DATE:	No.	BY:	DATE:	S9–5
1			3			TOTAL SHEETS
2			4			25

DRAWN BY : K. E. LOFTON DATE : 6–16
CHECKED BY : T. M. HARRIS DATE : 10–16
DESIGN ENGINEER : T. M. HARRIS DATE : 10–16

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FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

FILE: j:\r-2707c structures\structures\plans - smu_final\409_009_R2707C_smu_h1_S9-5.dgn
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STR. #9