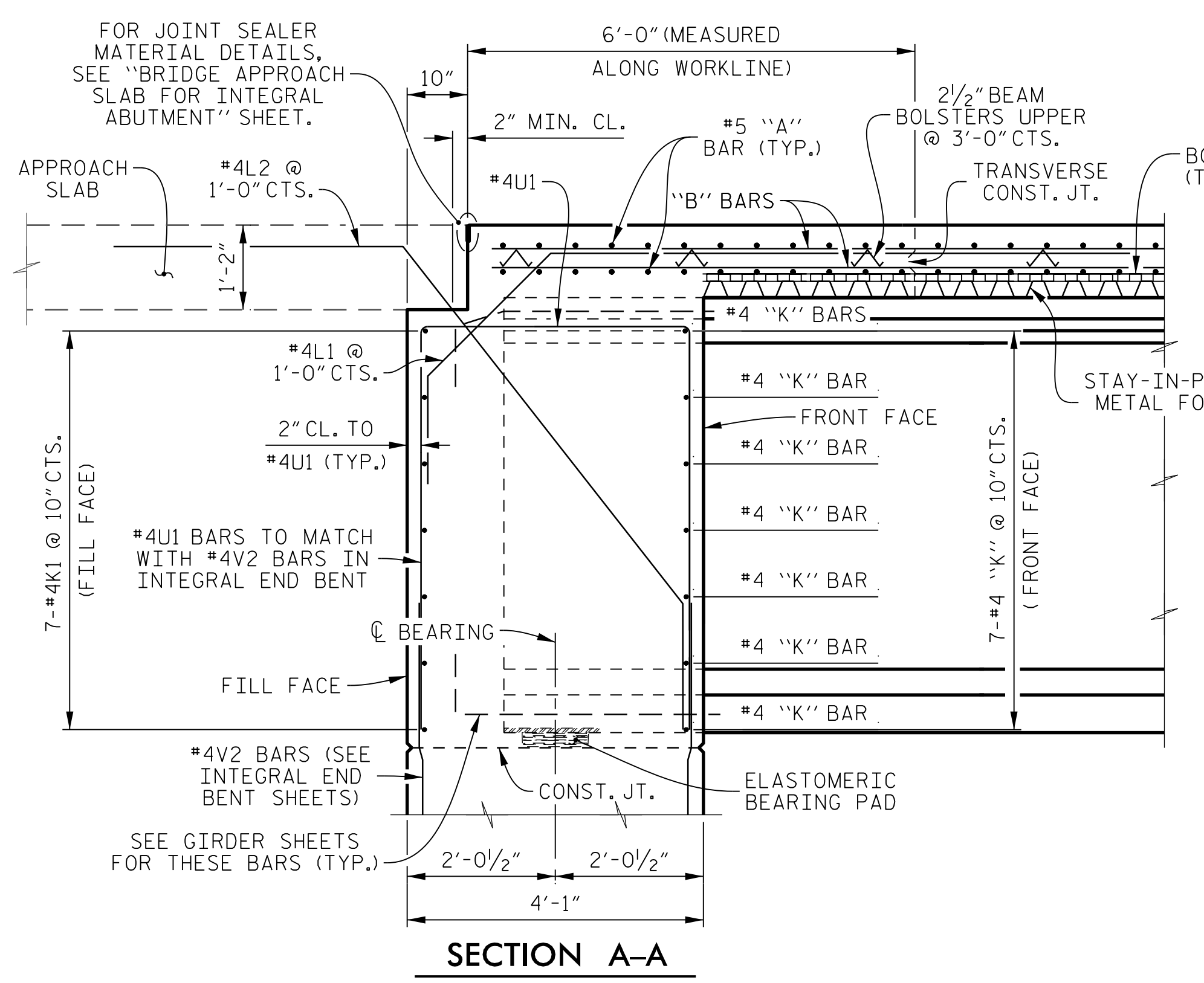
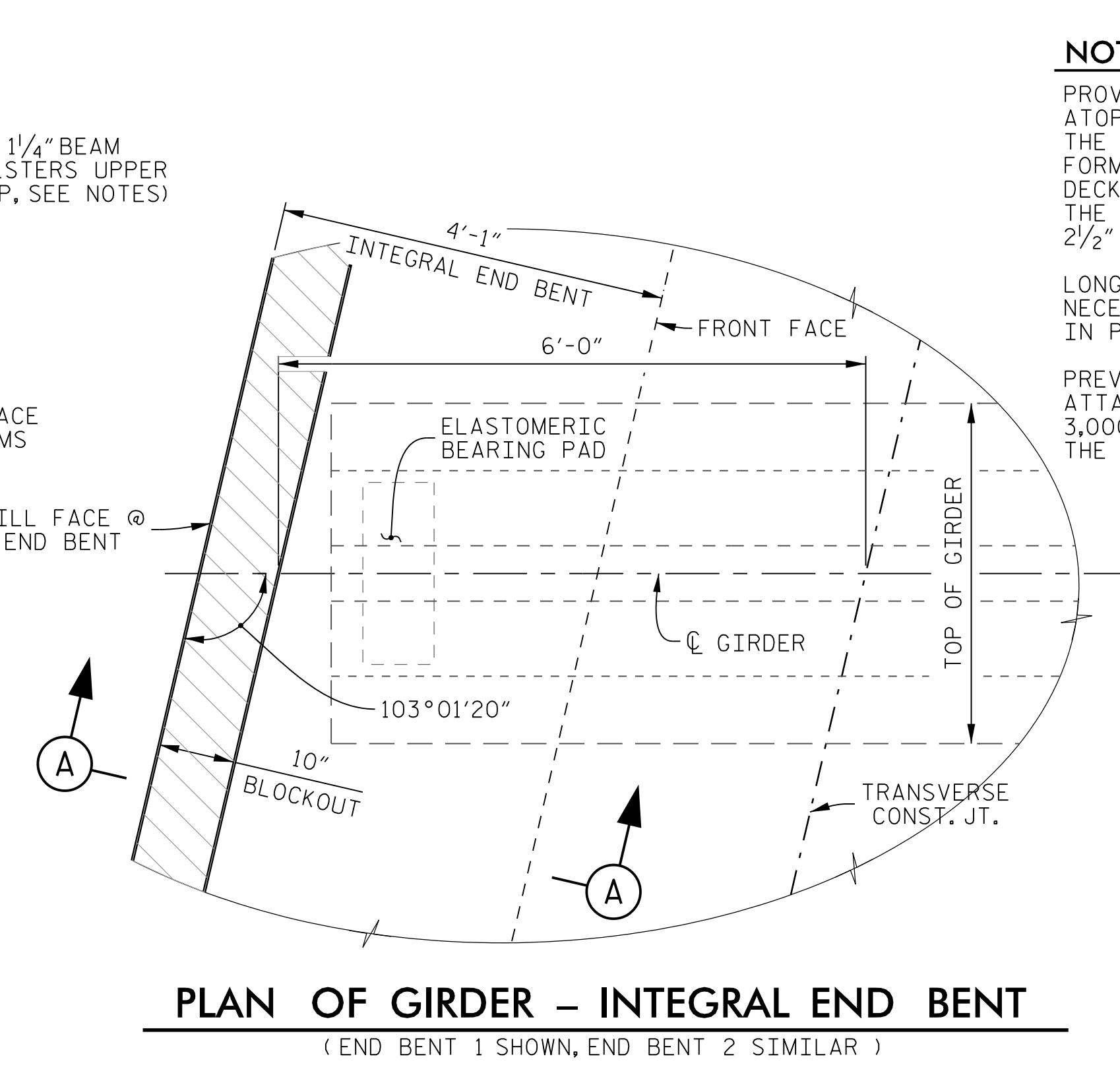


**TYPICAL SECTION AT INTEGRAL END BENT 1 AND END BENT 2**



**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 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 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-**

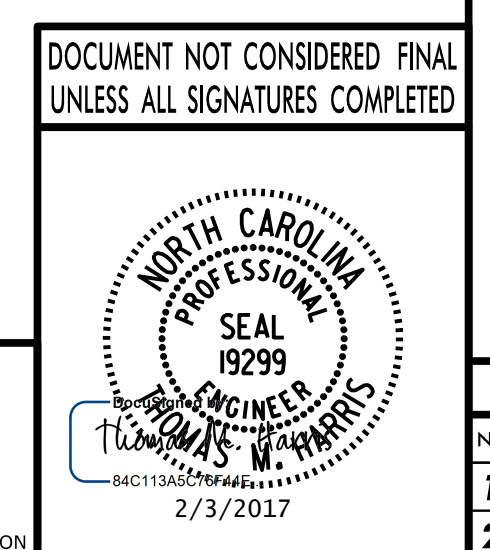
SHEET 1 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUPERSTRUCTURE**

**TYPICAL SECTION (RIGHT LANE)**

REVISIONS						SHEET No.
No.	BY	DATE	No.	BY	DATE	TOTAL SHEETS
1			3			25
2			4			



PLANS PREPARED BY:  
**PARSONS**  
 5540 CenterView Drive, Suite 217  
 Raleigh, NC 27606-3386  
 NC LICENSE No. F-0246  
 FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

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

FILE: I:\2707C\structures\typical\plans - smc\final\410\_009\_R2707C\_smc\_r1\_510-5.dgn  
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