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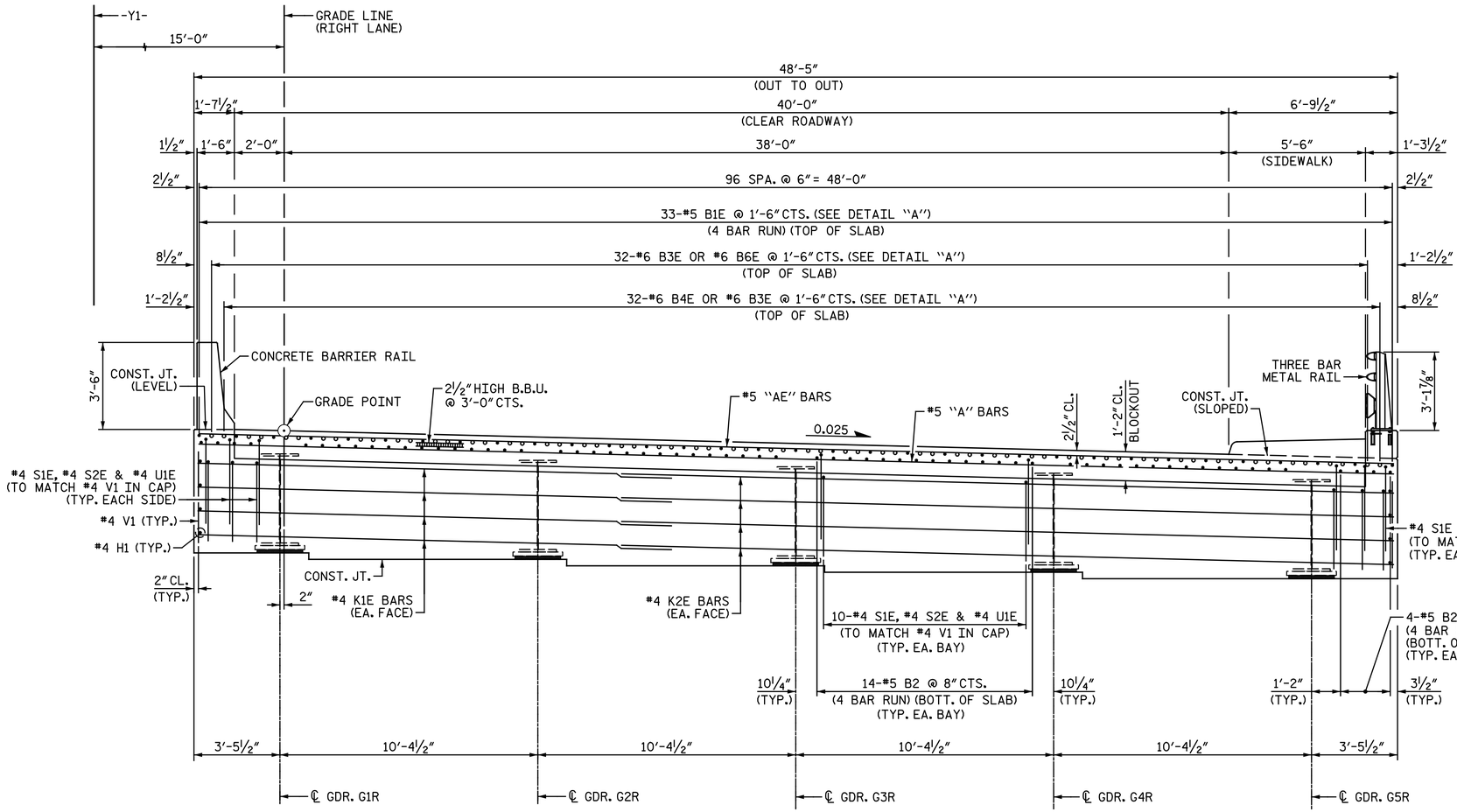


TYPICAL SECTION THRU INTEGRAL END BENT

(END BENT 1 SHOWN, END BENT 2 SIMILAR)
(#5 A3E BARS ARE NOT SHOWN FOR CLARITY)

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 FACILITATE INSTALLATION OF CONCRETE BARRIER RAIL REINFORCEMENT.

METAL STAY-IN-PLACE FORMS SHALL NOT BE WELDED TO BEAM OR GIRDER FLANGES IN THE ZONES REQUIRING CHARPY V-NOTCH TEST. SEE STRUCTURAL STEEL DETAIL SHEETS.

PREVIOUSLY CAST CONCRETE IN A 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.

SIDEWALK 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.

STRUCTURAL STEEL ERECTION IN A CONTINUOUS UNIT SHALL BE COMPLETE BEFORE FALSEWORK OR FORMS ARE PLACED ON THE UNIT.

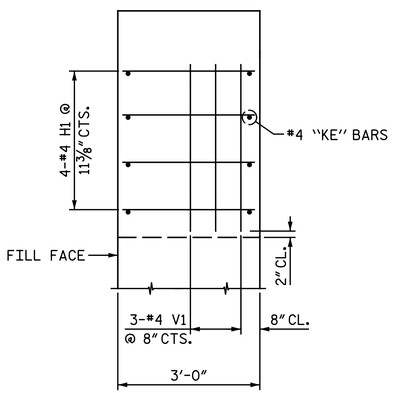
THE CONTRACTOR MAY, WHEN NECESSARY, PROPOSE A SCHEME FOR AVOIDING INTERFERENCE BETWEEN METAL STAY-IN-PLACE FORM SUPPORTS OR FORMS AND BEAM/GIRDER STIFFENERS OR CONNECTOR PLATES. THE PROPOSAL SHALL BE INDICATED, AS APPROPRIATE, ON EITHER THE STEEL WORKING DRAWINGS OR THE METAL STAY-IN-PLACE FORM WORKING DRAWINGS.

FOR CONCRETE BARRIER RAIL DETAILS, SEE "CONCRETE BARRIER RAIL" SHEET.

FOR THREE BAR METAL RAIL DETAILS, SEE "3 BAR METAL RAIL" SHEETS.

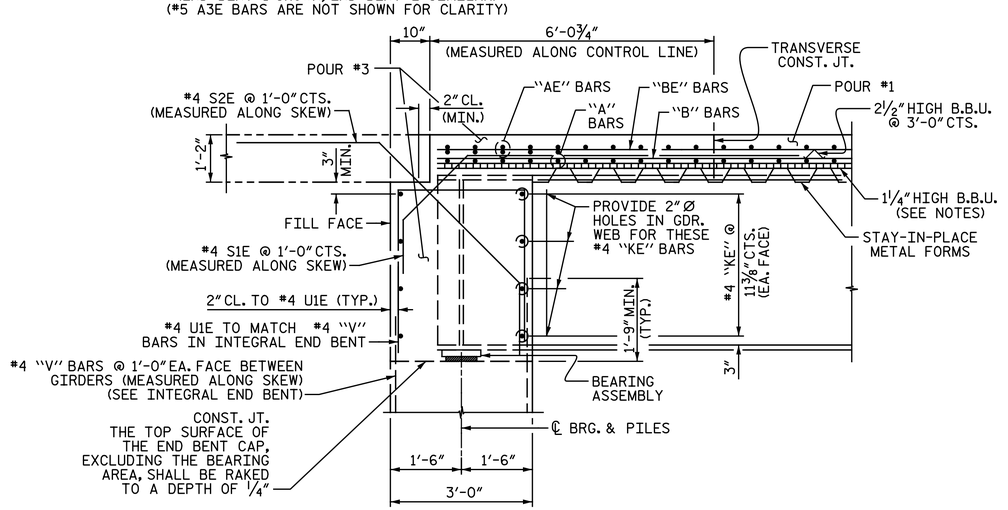
FOR SIDEWALK DETAILS, SEE "SIDEWALK DETAILS" SHEET.

FOR BLOCKOUT DETAILS, SEE "BRIDGE APPROACH SLAB FOR INTEGRAL ABUTMENT" SHEET.



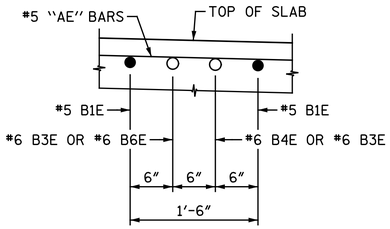
END OF DIAPHRAGM DETAIL

(END BENT 1 SHOWN, END BENT 2 SIMILAR)



END OF GIRDER DETAIL AT INTEGRAL END BENT

(DIMENSIONS SHOWN ARE NORMAL TO END BENT, U.N.O.)
(END BENT 1 SHOWN, END BENT 2 SIMILAR)



DETAIL "A"

PROJECT NO. U-3330
NASH COUNTY
STATION: 18+22.61 -Y1-

SHEET 1 OF 2

DRAWN BY : CEM / MDM DATE : 8-8-16
CHECKED BY : B. J. BELL DATE : 9-7-16

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL SEAL 042399 ENGINEER BRADLEY J. BELL

DocuSigned by: Bradley J. Bell C41A3F8ECA3C434... 2/3/2017

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE

TYPICAL SECTION

RIGHT LANES

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-5
1			3			TOTAL SHEETS
2			4			39