

SECTION SHOWING END BENT DIAPHRAGMS      SECTION SHOWING INTERMEDIATE DIAPHRAGMS

**TYPICAL SECTION**  
STEEL PLATE GIRDER 34" WEB DEPTH

**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.

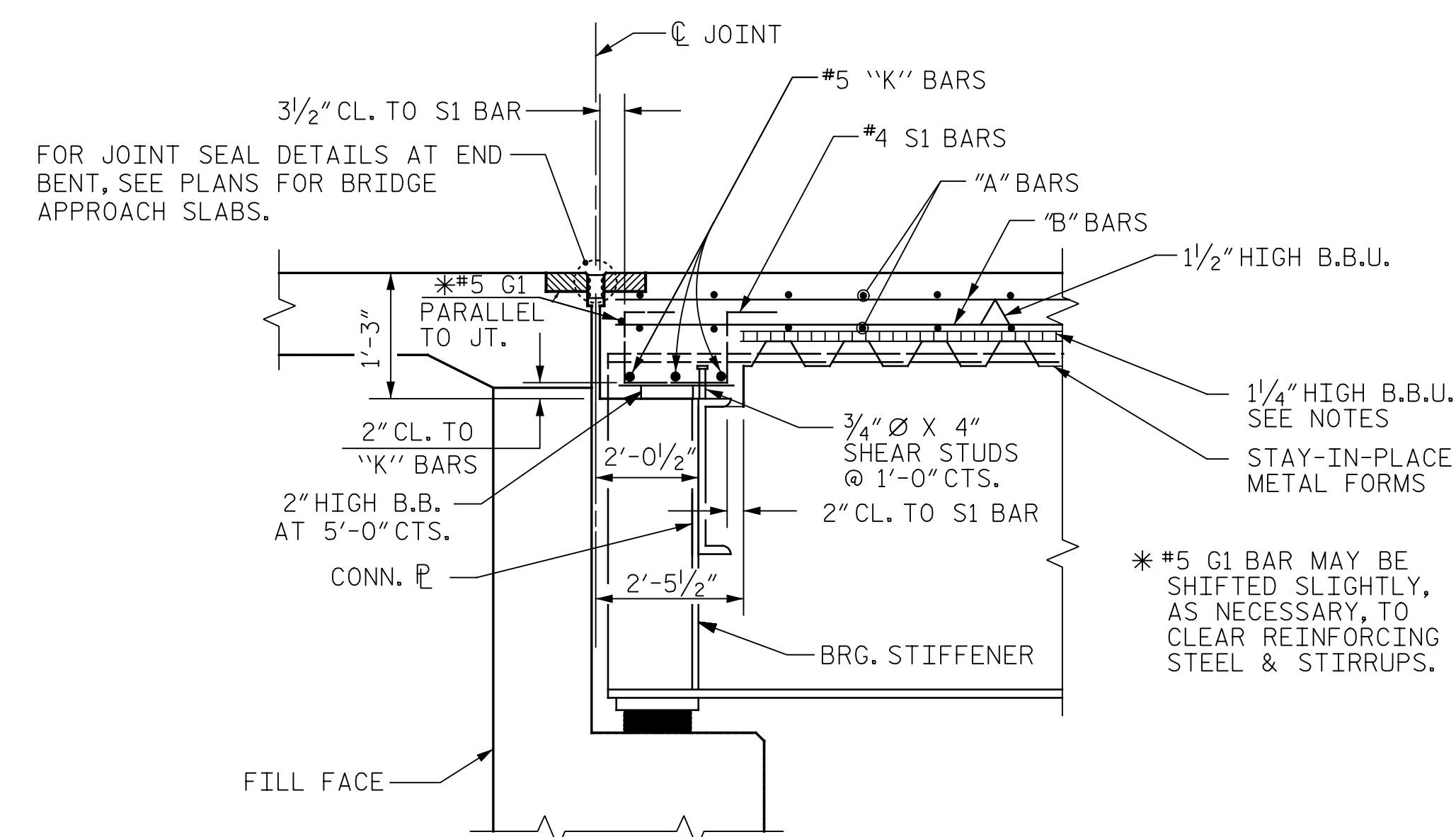
BARRIER RAIL SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.

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 VERTICAL CONCRETE BARRIER RAIL REINFORCING STEEL AND DETAILS, SEE "VERTICAL CONCRETE BARRIER RAIL PLAN & DETAIL" SHEET.

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



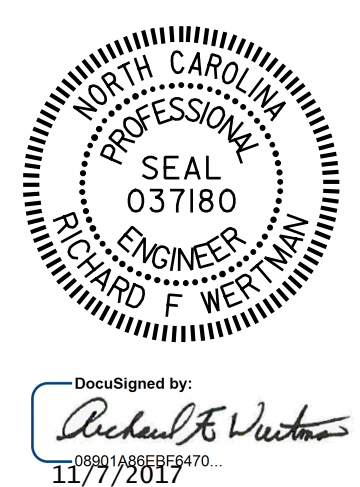
END OF GIRDER DETAIL AT END BENT

DRAWN BY : B.A. WHITE	DATE : 09/11/17
CHECKED BY : R.F. WERTMAN	DATE : 09/24/17
DESIGN ENGINEER OF RECORD : R.F. WERTMAN	DATE : 11/06/17

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PROJECT NO. 41665.7A  
CUMBERLAND COUNTY  
STATION: 21+57.23 -L-  
109+69.94 -L2-

SHEET 1 OF 3

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUPERSTRUCTURE TYPICAL SECTION					
SHEET NO. S01-5					
TOTAL SHEETS 24					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		