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157'-6" (FILL FACE @ END BENT #1 TO FILL FACE @ END BENT #2)

78'-9" (W.P.#1 TO W.P.#2) (SPAN A)

78'-9" (W.P.#2 TO W.P.#3) (SPAN B)

#4B2 (SPAN A) (TOP OF SLAB) (2 BAR RUNS)

#4B2 (SPAN B) (TOP OF SLAB) (2 BAR RUNS)

FOR REINFORCING STEL IN BARRIER RAIL, SEE "CONCRETE BARRIER RAILS" SHEET

28'-8"

28'-8"

11'-10"

11'-10"

2'-10" MIN. SPLICE (TYP.)

1'-7½"

3"

7½"

6"

#6B3

1'-0"

1'-1"

℄ BENT 1

5-#4K10 BARS @ ℄ DIAPHRAGM (5 BAR RUNS)

5-#5B1 @ 7" CTS. (3 BAR RUNS) (BOT. OF SLAB) (TYP. EA. OVERHANG)

2'-4" BENT DIAPH.

1'-3" (TYP.)

2-#8K1 BARS (TYP. OVER EXT.GDR.) (TYP. EA END)

#5A1

#5A3

GDR. A1

GUTTERLINE

GDR. B1

GDR. A2

GDR. B2

2-#8K2 BARS (TYP. OVER INT.GDR. U.O.N) (TYP. EA. END)

INTERMEDIATE STEEL DIAPHRAGM (TYP. EACH BAY)

11-#4 "U" BARS @ 11" CTS. (TYP. EA. BAY, U.O.N)

10½" (TYP.) (U.O.N.)

GDR. A3

GDR. B3

10" DIAPHRAGM (TYP. EA. BAY) (TYP. EA. END)

#5G1 (3 BAR RUNS)

#4S2 BARS (42 REQUIRED) (TYP. EA. BAY, U.O.N)

18-#5B1 BARS @ 7" CTS. (BOT. OF SLAB) (3 BAR RUNS) (TYP. EA. BAY) (U.O.N)

81-#4B2 BARS @ 1'-6" CTS. (SPAN A, TOP OF SLAB) (2 BAR RUNS) (1'-11" MIN. SPLICE)

81-#6B3 BARS @ 1'-6" CTS. (TOP OF SLAB)

80-#6B3 BARS @ 1'-6" CTS. (TOP OF SLAB)

80-#6B4 BARS @ 1'-6" CTS. (TOP OF SLAB)

81-#4B2 BARS @ 1'-6" CTS. (SPAN B, TOP OF SLAB) (2 BAR RUNS) (1'-11" MIN. SPLICE)

1'-3" (TYP.)

11-#5S1 BARS @ 11" CTS. (TYP. EA. BAY U.O.N) (TYP. EA. END)

1'-3" (TYP.)

TRANSVERSE CONST. JT.

GDR. A4

GDR. B4

#4 "K" BARS (TYP. EA. BAY)

2'-0" MIN. SPLICE (TYP.)

FOR REINFORCING STEEL IN VERTICAL RAIL, SEE "CONCRETE BARRIER RAILS" SHEET

#5G1 (3 BAR RUNS)

W.P. #3

2-#8K3 BARS (OVER GDR. 5 & 6) (TYP. EA. END)

#5A4

TRANSVERSE CONST. JT.

TRANSVERSE CONST. JT.

TRANSVERSE CONST. JT.

11½"

GDR. A5

GDR. B5

W.P. #2

SEE "DETAIL A"

13-#5B1 BARS @ 7" CTS. (BOT. OF SLAB) (3 BAR RUNS)

8-#5S1 BARS @ 11" CTS. (TYP. EA. END)

GDR A6

GDR. B6

90°00'-00"

11½"

1'-0"

10'-0" PEDESTRIAN WALKWAY

5'-0"

5'-0"

-Y-

W.P. #1

#5A2

FILL FACE @ E.B. 1

FILL FACE @ E.B. 2

65'-0"

59'-0"

1'-0"

1'-5½"

121'-3" (OUT-TO-OUT)

118'-0" (CLEAR ROADWAY)

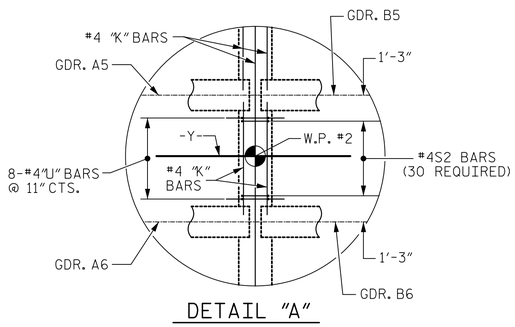
53'-0"

47'-0"

118-#4J1 BARS @ 1'-0" CTS. (TYP. EA. END) SEE "EXPANSION JOINT SEAL DETAILS" SHEET

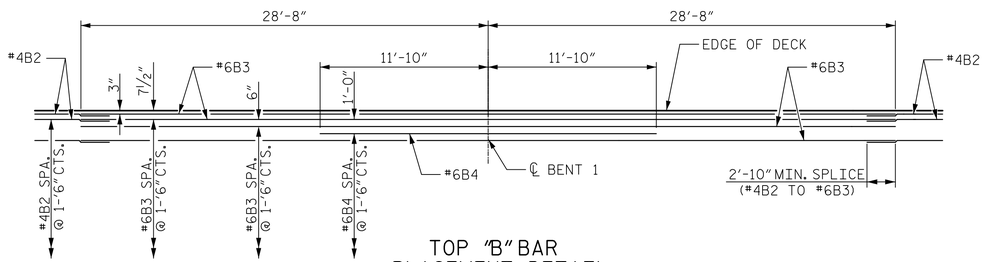
372-#5 "A" BARS @ 5" CTS (TOP OF SLAB) (3 BAR RUNS COMPRISED OF 2-A1 BARS AND 1-A2 BAR) (2'-5" MIN. SPLICE)

372-#5 "A" BARS @ 5" CTS (BOT. OF SLAB) (3 BAR RUNS COMPRISED OF 2-A3 BARS AND 1-A4 BAR) (2'-0" MIN. SPLICE)



DETAIL "A"

PLAN OF SPANS - A & B



TOP "B" BAR PLACEMENT DETAIL

DRAWN BY : J.A. LEE DATE : 12/13/18
CHECKED BY : J.S. HOBSON DATE : 2/12/19
DESIGN ENGINEER OF RECORD : J.S. HOBSON DATE : 02/07/20

Mead & Hunt
111 E. Hargett Street
Suite 300
Raleigh, NC 27601
919-714-8670
meadhunt.com
NC License No. F-1235

NORTH CAROLINA PROFESSIONAL SEAL 043177 ENGINEER JOHN S. HOBSON

DocuSigned by: Jack Hobson 4/16/2020
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PROJECT NO. R-4707
GUILFORD COUNTY
STATION: 41+39.51 -Y-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

PLAN OF SPANS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-08
1			3			TOTAL SHEETS
2			4			39