5′-6″

SIDEWALK

(TYP.)

— FOR PARAPET REINFORCING

STEEL AND DETAILS, SEE CONCRETE PARAPET SHEETS

FOR SIDEWALK REINFORCING

"SIDEWALK DETAILS" SHEET

STEEL AND DETAILS, SEE

(TYP.)

(TYP.)

(TYP.)

3-#5 B6 @ 8″CTS.

(B.O.S.) (TYP. EA. OVERHANG)

 $4\frac{1}{2}$ "HIGH C.H.C.

NOTES:

(TYP.)

3¹/2"

(TYP.)

(TYP.EA.

— C 2-1″∆ DRIP

GROOVES

1'-0" TO

51/4" HIGH C.H.C.

OVERHANG)

ALL HORIZONTAL DIMENSIONS ARE SHOWN RADIAL UNLESS NOTED OTHERWISE.

PROVIDE $1^{1}/_{4}$ " 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 $2\frac{1}{2}$ " ABOVE THE TOP MAT OF THE REMOVABLE FORM.

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.

CONCRETE PARAPET 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.

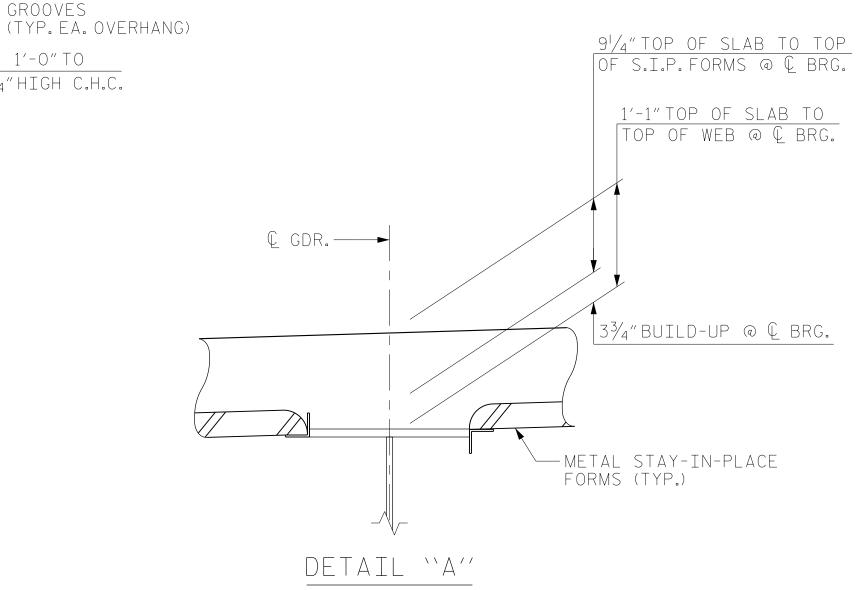
THE CONTRACTOR MAY, WHEN NECESSARY, PROPOSE A SCHEME FOR AVOIDING INTERFERENCE BETWEEN METAL STAY-IN-PLACE FORM SUPPORTS OR FORMS AND BEAM/GIRDER STIFFENERS OR CONNECTOR PLACES. THE PROPOSAL SHALL BE INDICATED, AS APPROPRIATE, ON EITHER THE STEEL WORKING DRAWINGS OR THE METAL STAY-IN-PLACE FORM WORKING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

FOR DIAPHRAGM LOCATIONS AND STEEL DETAILS, SEE "FRAMING PLAN" SHEET" AND "STRUCTURAL STEEL DETAILS" SHEET.

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

B.O.S. = BOTTOM OF SLAB

REINFORCING NOT SHOWN FOR CLARITY



PROJECT NO. U-2579AB

FORSYTH

COUNTY STATION: 22+26.35 -Y1B-

STATE OF NORTH CAROLINA

SHEET NO

S1-7

TOTAL SHEETS

47

DATE:

SHEET 1 OF 2



DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE TYPICAL SECTION

REVISIONS

10. BY:

DATE:

OCUMENT NOT CONSIDERE FINAL UNLESS ALL Signatures completed

8521 Six Forks Road, Suite 400 North Carolina License Nos. 50073 * F-0493 * C-28

RS&H Architects-Engineers-Planners, Inc.

DATE : <u>11/2019</u> 10/14/2021 X:\P\1031785002 U-2579AB WS North Beltway\Design\Structures\CAD\Site 1\401_013_U2579AB_SMU_TS_S-7_330722.dgn

MRA _DATE : <u>10/2019</u> DRAWN BY : ___ JMR DATE : <u>11/2019</u> CHECKED BY : _ DESIGN ENGINEER OF RECORD: _____MAL

3'-01/2"

€ GDR.1

38'-1" (OUT-TO-OUT)

SEE DETAIL "A"

— 2¾″HIGH B.B.U.

2"HIGH B.B. @ 5'-0"CTS.

(TYP.EA.BAY)

10'-8"

TYPICAL SECTION

7′-1″

@ 3'-0"CTS.

14'-0"

| . . | | | . . |

(TYP.)

€ GDR.2

DRAIN (SEE DRAIN CONNECTOR DETAILS,

SHEET 2 OF 2)

12-#4 S1 @ 1'-0"CTS.

(ALONG SKEW) (TYP. EA. BAY)

10'-8"

HALF SECTION AT END BENT DIAPHRAGM

38-#4 "B" BARS @ 1'-0" CTS. (TOP OF SLAB)

#5 "G" —

30'-0"(CLEAR ROADWAY)

-Y1B-

GRADE POINT

— #5 \\A''

(TYP.)

€ GDR.3

3'-7"

16'-0"

(ŚĖE NOTES)

14-#5 B6 @ 8″CTS.

(B.O.S.) (TYP. EA. BAY)

10'-8"

HALF SECTION AT

INTERMEDIATE DIAPHRAGM

© 78"WEB STEEL PLATE GIRDER (TYP.)

75-#6 ''B'' BARS @ 6"CTS.(TOP OF SLAB)

STAY-IN-PLACE

FORMS (TYP.)

2 BAR METAL RAIL-

(TYP.)

CONST.JT.

(LEVEL)

(TYP.)

(TYP.)

€ GDR.4

3'-01/2"