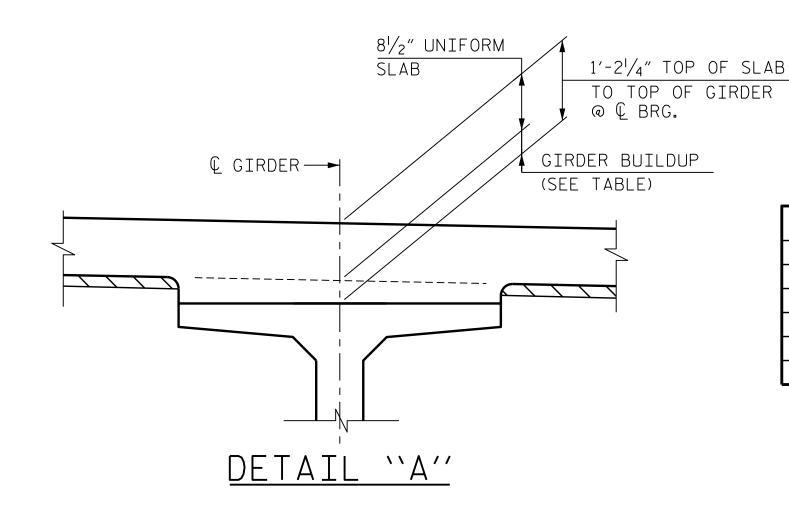
DES BY: H. ABU NIMEH

DES CHK: K. DICKENS

120'-3" (OUT-TO-OUT)  $61'-7\frac{1}{2}''$ 58'-71/2" 2′-5″ — 1'-71/2"  $58'-9\frac{1}{2}$ " (CLEAR ROADWAY)  $55'-9^{1/2}$ " (CLEAR ROADWAY)  $1'-7\frac{1}{2}''$ √ 3′-9″ CLOSURE POUR STAGE 1 CONSTRUCTION = 63'-0" STAGE 2 CONSTRUCTION = 53'-6" 1'-6" 49'-0" 46'-0" 1'-6" 11'-0" 11'-0" 1<sup>1</sup>/<sub>2</sub>" ▶ <u></u> -L\_RT--L\_LT- -1'-41/2" CONCRETE BARRIER RAIL 3'-6" (TYP<sub>e</sub>) CONCRETE MEDIAN BARRIER (TYPE T) "B" AND "C" CROWN - CONST.JOINT POINT --SEE DETAIL "A" GRADE (LEVEL) (TYP.) 0.02 0.02 POINT POINT 0.02 0.02 - CONCRETE INSERT PIPE DECK DRAINS (TYP.EA.SIDE) 1'-2<sup>1</sup>/<sub>4</sub>" (TYP<sub>•</sub>) ← Q GDR.8 **←** € GDR.3 ← (£ GDR. 2\ └ 72″MODIFIED BULB TEE -SIP METAL FORMS (TYP.EA.BAY EXCEPT (MBT) PRESTRESSED └-4″Ø ELECTRICAL | 3′-9″ | 2'-0" CLOSURE POUR BAY) CONCRETE GIRDER (TYP.) CONDUIT (SEE NOTES) © GDR.7 → 4'-0" 7′-9″ 4'-0" 6 SPA.@ 9'-6" = 57'-0" 5 SPA.@ 9'-6" = 47'-6"

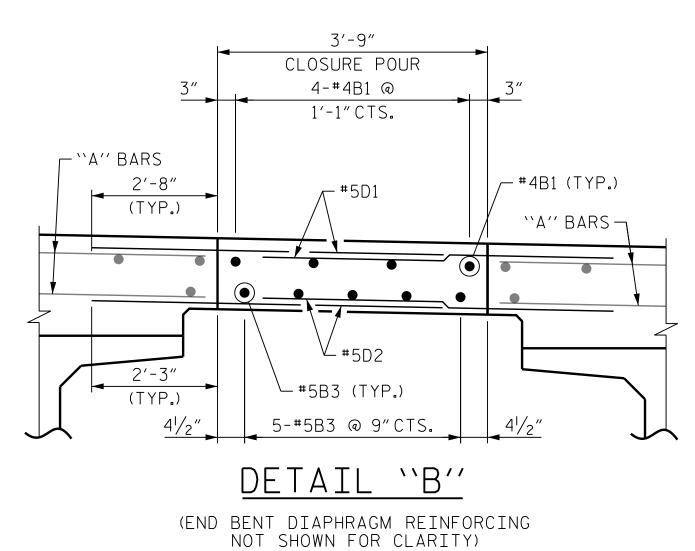
## TYPICAL SECTION

(SEE "SUPERSTRUCTURE TYPICAL SECTION" SHEETS 2, 3 AND 4 FOR ADDITIONAL DETAILS NOT SHOWN HERE)



GIRDER BUILDUP								
	SPAN A		SPAN B					
	ℚ BRG	MIDSPAN 🛦	₽ BRG	MIDSPAN 🔺				
GIRDERS 1 & 13	5¾"	4 <sup>11</sup> / <sub>16</sub> "	5¾″	411/16"				
GIRDERS 2-6 & 9-12	5¾"	4 <sup>1</sup> /2"	5¾″	411/16"				
GIRDER 7	53/4"	4 <sup>3</sup> / <sub>16</sub> "	5¾″	41/2"				
GIRDER 8	5¾"	3 <sup>13</sup> / <sub>16</sub> "	5¾″	41/2"				

▲ = MAXIMUM BUILDUP BASED ON PREDICTED FINAL CAMBER AND THEORETICAL GRADE LINE ELEVATIONS.



DWG BY: B. PETERSON

CHK BY: K.DICKENS

DATE: 04/21

\_ DATE : 06/21

·	3'-9"	1
	CLOSURE POUR	
3"	4-#4B1 @ 1'-1"CTS.	3"
	W/ 6-#6B2 (*)	
~ ``A'' BARS 2'-8" (TYP.)	#5D1	#6B2 (TYP.) -#4B1 (TYP.) '`A'' BARS-
		/
		• •
2'-3" (TYP.) 4 <sup>1</sup> / <sub>2</sub> "	#5D2 #4B4 (TYP.) -#5B3 (TYP.) 5-#5B3 @ 9"CTS.	41/2"
172	W/ 4-#4B4 (***)	<u> </u>
	DCTATI VCU	

DETAIL "C" (SHOWN AT BENT 1)

\* SPACE #6B2 PAIRS EQUALLY AS SHOWN BETWEEN #4B1 BARS \* \* SPACE #4B4 EQUALLY AS SHOWN BETWEEN #5B3 BARS

NOTES

PROVIDE 11/4" 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 OF THE REMOVABLE FORM.

LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE

DOWELS SHALL BE PLACED IN THE SAME HORIZONTAL PLANE AS THE TOP AND BOTTOM SLAB REINFORCING STEEL.

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.

ALL DIMENSIONS SHOWN ARE HORIZONTAL OR VERTICAL UNLESS OTHERWISE NOTED.

THE INTERMEDIATE STEEL DIAPHRAGMS IN THE CLOSURE POUR BAYS SHALL BE INSTALLED AFTER THE TWO ADJACENT DECK SECTIONS ARE 6" Ø PVC PLASTIC PLACED, AND BEFORE THE CLOSURE POUR IS PLACED.

> FOR LOCATIONS OF 6" Ø PVC PLASTIC PIPE DECK DRAINS, SEE "SUPERSTRUCTURE PLAN OF SPANS" SHEET 9 OF 9.

> FOR ELECTRICAL CONDUIT DETAILS, SEE "ELECTRICAL CONDUIT SYSTEM FOR SIGNALS" SHEET.

> > PROJECT NO. <u>B-3186/B-5898</u>

HAYWOOD

STATION: 42+71.13 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

COUNTY

SHEET NO. S01-07

TOTAL SHEETS 59

SUPERSTRUCTURE TYPICAL SECTION



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ENT DICK STATE							
1/25/2022	REVISIONS						
1/25/2022	NO.	BY:	DATE:	NO.	BY:	DATE:	

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