

Plotted By: vwu

	1.	PROVIDE 1 <sup>I</sup> / <sub>4</sub> " HIGH BEAM BOLSTERS UPPER AT 4'-O"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'-O"CTS. WITH A HEIGHT TO SUPPORT THE BOTTOM MAT OF "A" BARS A CLEAR DISTANCE OF 2 <sup>I</sup> / <sub>2</sub> " ABOVE THE TOP OF THE REMOVABLE FORM.
	2.	LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY,AS NECESSARY,TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.
	3.	CONCRETE BARRIRER RAIL SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.
	4.	DOWELS SHALL BE PLACED IN THE SAME HORIZONTAL PLANE AS THE TOP AND BOTTOM SLAB REINFORCING STEEL.
	5.	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.
	6.	HEIGHT OF BEAM BOLSTER IS CALCULATED @ € BRG CONTRACTOR SHALL ADJUST HEIGHTS,AS NECESSARY TO MAINTAIN PROPER CLEARANCE,DUE TO GIRDER CAMBER.
N. <sup>●</sup>	7.	FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE "INTERMEDIATE STEEL DIAPHRAGMS FOR TYPE IV PRESTRESSED CONCRETE GIRDERS" SHEET.
IN.	8.	FOR END DIAPHRAGM SECTION AND DETAIL, SEE CORRESPONDING "TYPICAL SECTION DETAILS" AND "PLAN OF SPAN" SHEETS.
	9.	SEE TRAFFIC CONTROL PLANS FOR LOCATION AND PAY LIMITS OF THE ANCHORED PORTABLE CONCRETE BARRIER.
	10.	MECHANICAL COUPLERS SHALL BE CONSIDERED INCIDENTAL TO REINFORCED CONCRETE DECK SLABS. NO SEPERATE
PLERS MA	2 <sup>1</sup> /2" B 2" MAX (SPAN	Image: Construction of the second
		PROJECT NO. BR-0029 MACON COUNTY STATION: 15+52.07 -L-
TH CARC		STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE TYPICAL SECTION STAGE I
SEAL		

SHEET NO.

S-08

TOTAL SHEETS

33

DATE:

REVISIONS

DATE:

BY:

NO. BY: