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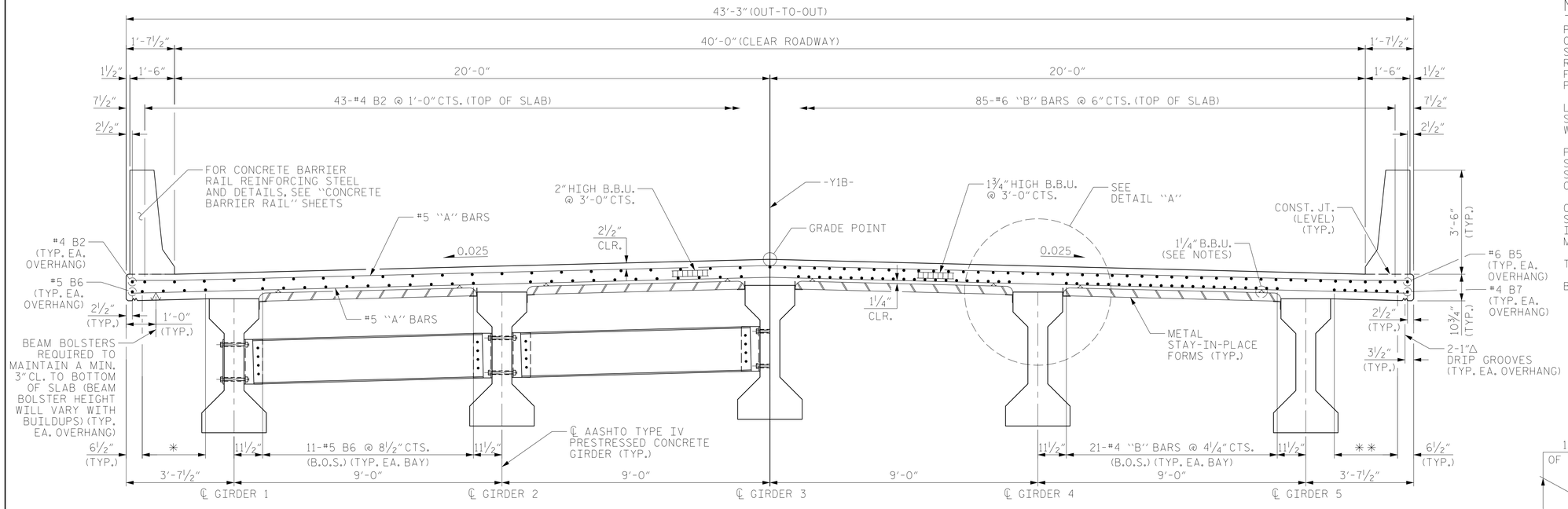
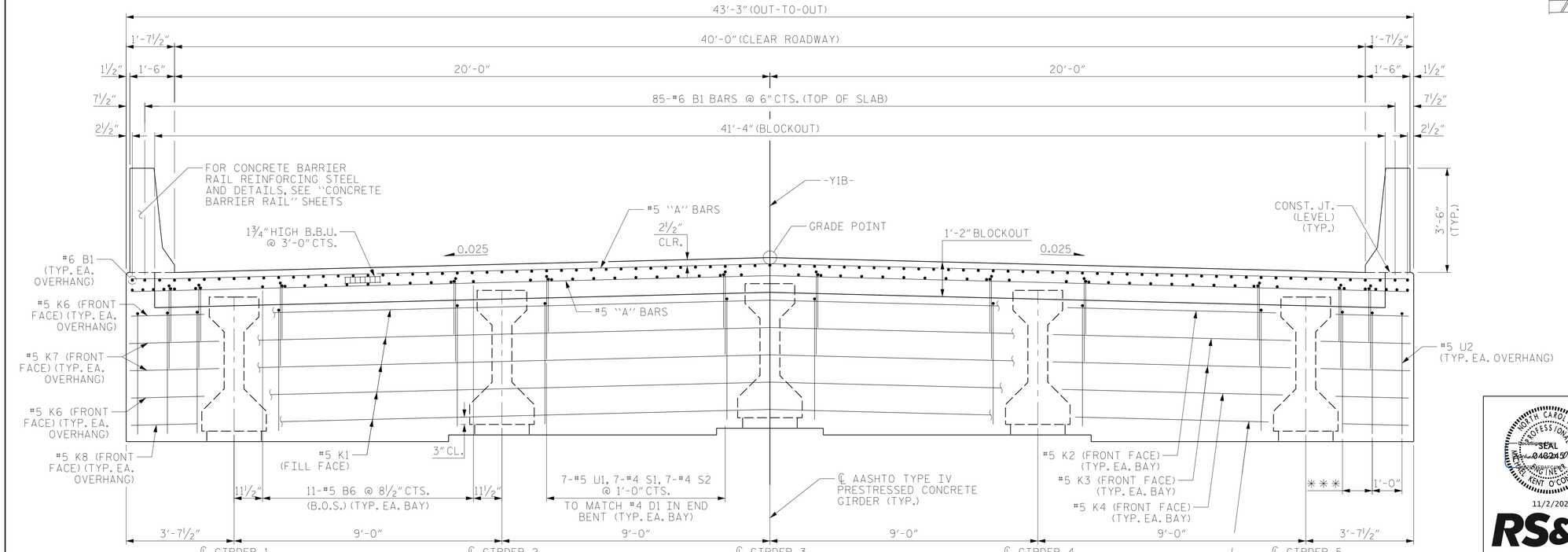


HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION AT BENT

TYPICAL SECTION

* 4-#5 B6 @ 8½" CTS. (B.O.S.) (TYP. EA. OVERHANG)
** 7-#4 "B" BARS @ 4¼" CTS. (B.O.S.) (TYP. EA. OVERHANG)



TYPICAL SECTION AT INTEGRAL END BENT

*** 2-#5 U1, 2-#4 S1, 2-#4 S2 @ 1'-0" CTS. TO MATCH #4 D1 IN END BENT (TYP. EA. OVERHANG)

NOTES:

PROVIDE 1¼" HIGH BEAM BOLSTER UPPERS 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 @ 4'-0" CTS. WITH A HEIGHT TO PROVIDE 2½" CLEAR DISTANCE ABOVE FORMS.

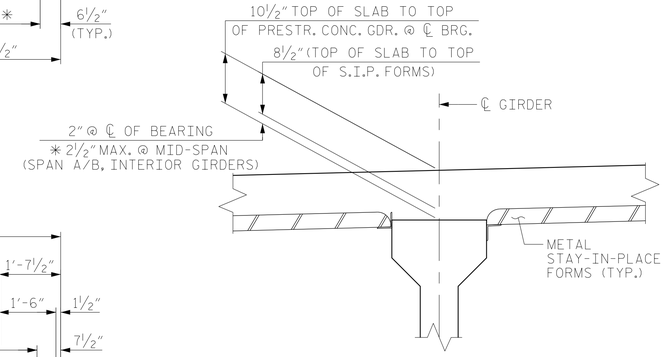
LONGITUDINAL REINFORING MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.

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

T.O.S. = TOP OF SLAB

B.O.S. = BOTTOM OF SLAB



DETAIL "A"

* BASED ON PREDICTED FINAL CAMBER AND THEORETICAL GRADE LINE ELEVATIONS

PROJECT NO. R-5751

ROBESON COUNTY

STATION: 37+99.89 -Y1B-

SHEET 1 OF 2

DRAWN BY : TWL DATE : 10/2021
CHECKED BY : MRA DATE : 10/2021
DESIGN ENGINEER OF RECORD: MKO DATE : 10/2022

10/25/2022
X:\P\1030036026_R-5751 US 74_NC 72_NC_130 Final Design\Design\Structures\CAD\Final Plans\401_011_R5751_SMU_TS_S-6_770535.dgn
AcostaM

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 043250 KENT O'CONNOR

11/2/2022

RS&H

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

TYPICAL SECTION

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			28