

NOTES

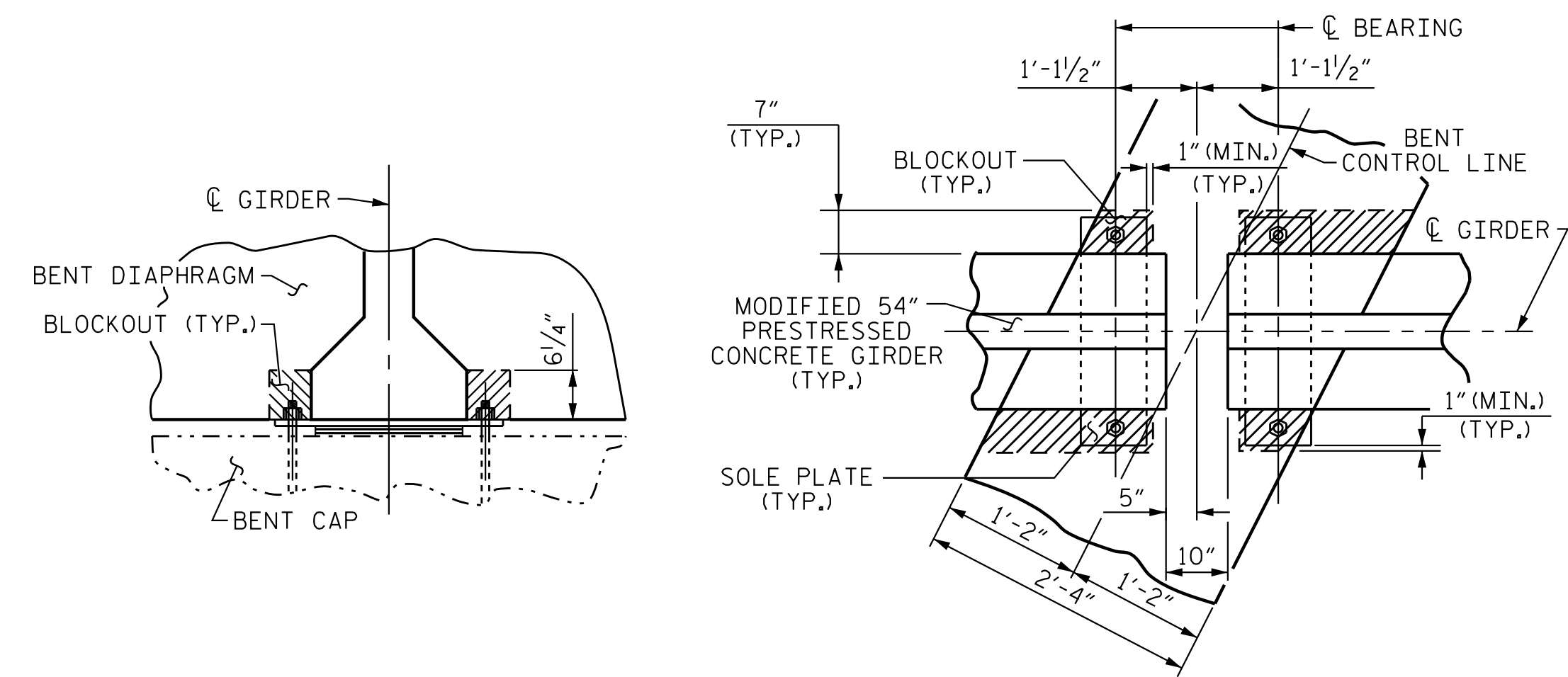
PROVIDE 1/4" HIGH BEAM BOLSTERS UPPER AT 4'-0" CTS. ATOP THE METAL STAY-IN-PLACE FORMS TO SUPPORT THE BOTTOM MAT OF "A" BARS. WHEN USING REMOVABLE FORMS, PROVIDE CONTINUOUS HIGH CHAIRS FOR METAL DECK (C.H.C.M.) @ 4'-0" CTS. WITH A HEIGHT TO SUPPORT THE BOTTOM MAT OF "A" BARS A CLEAR DISTANCE OF 2 1/2" ABOVE THE TOP OF THE REMOVABLE FORM.

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

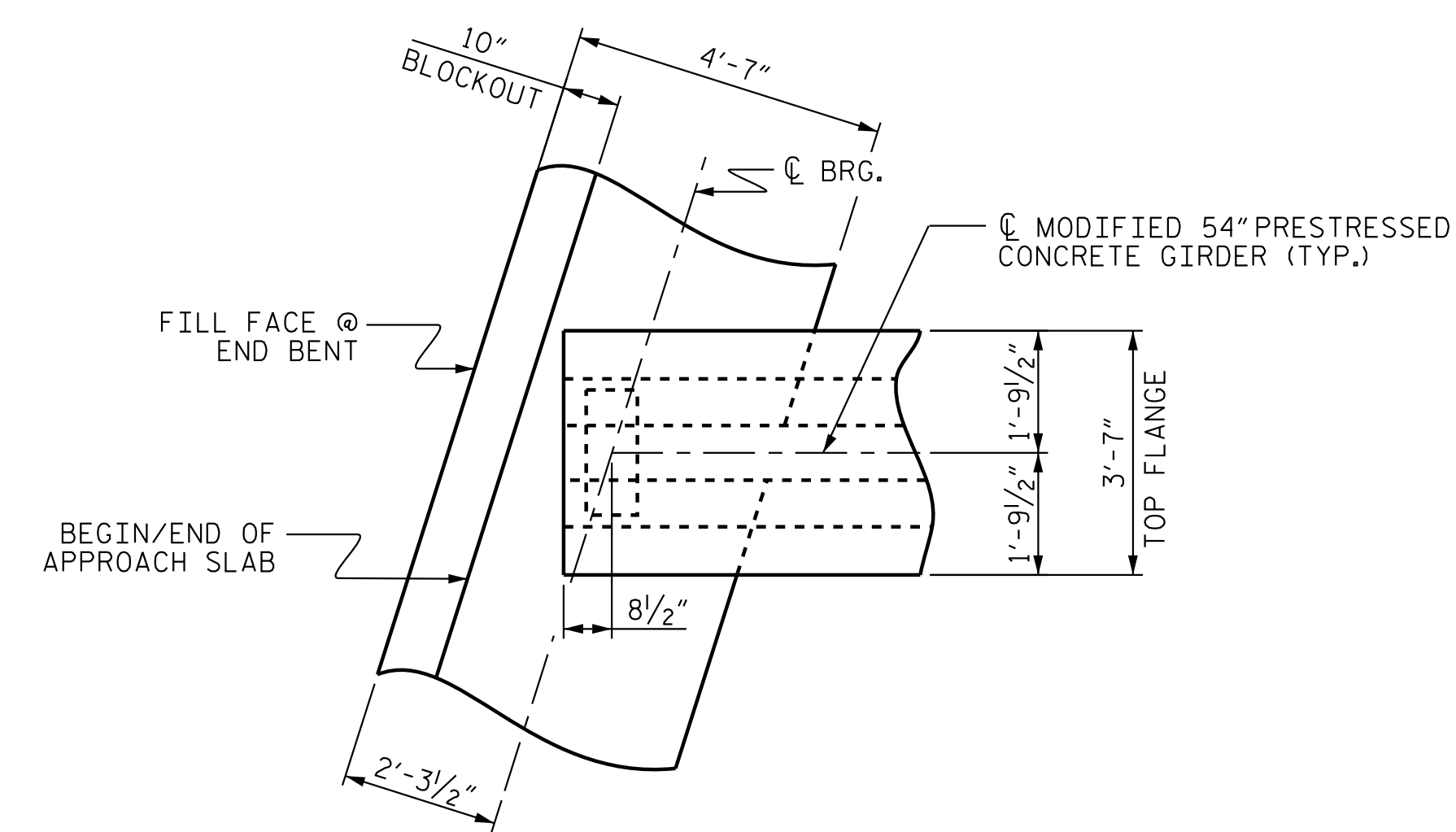
NO CHAMFER IS REQUIRED ON CORNERS OF GIRDER BUILDUPS.

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.

#5 GI BAR MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO CLEAR REINFORCING STEEL AND STIRRUPS.

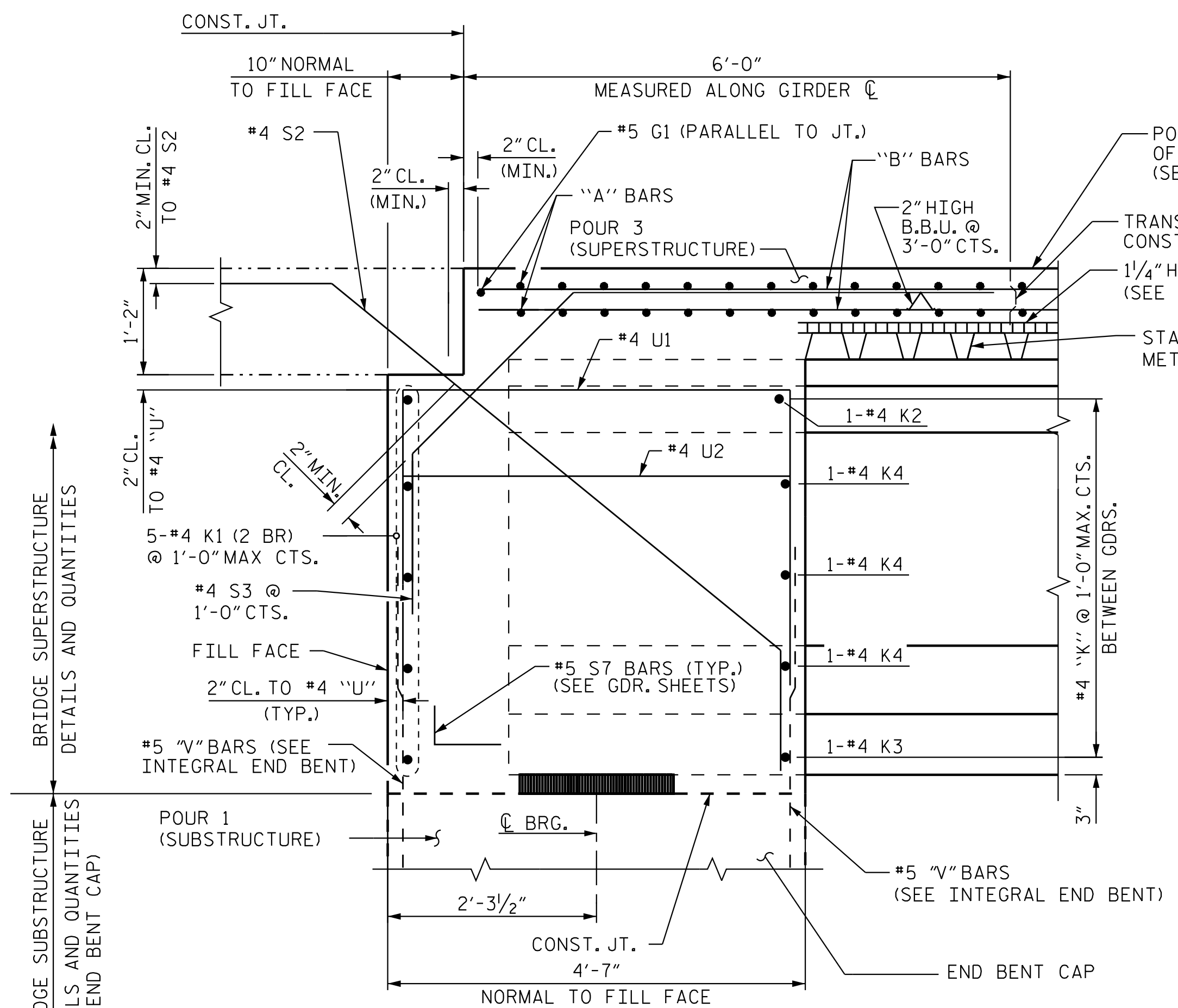


BENT DIAPHRAGM BLOCKOUT DETAIL



PLAN OF INTEGRAL END BENT

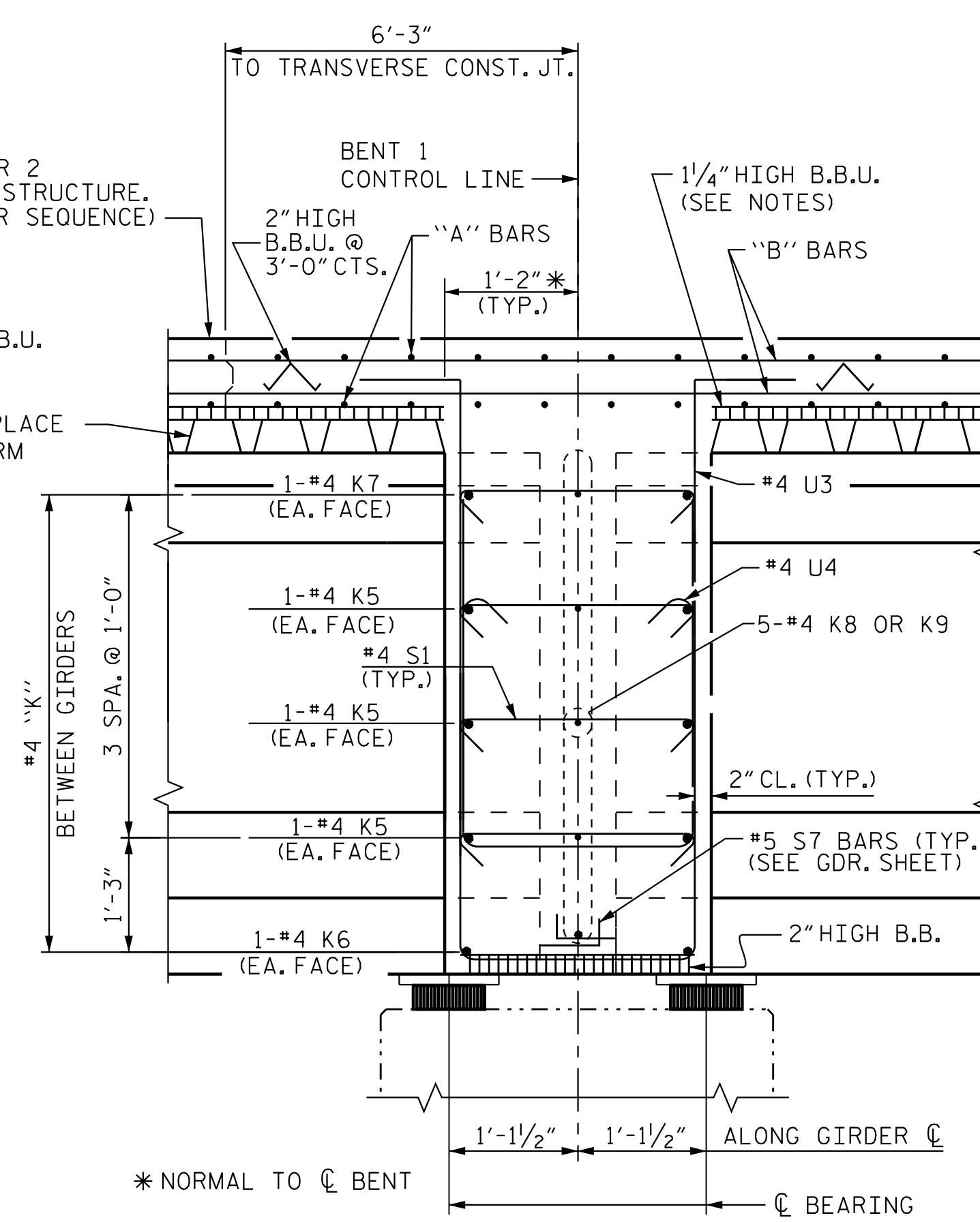
S7 BARS IN GIRDER MAY BE FIELD BENT TO CLEAR APPROACH SLAB NOTCH



SECTION B-B

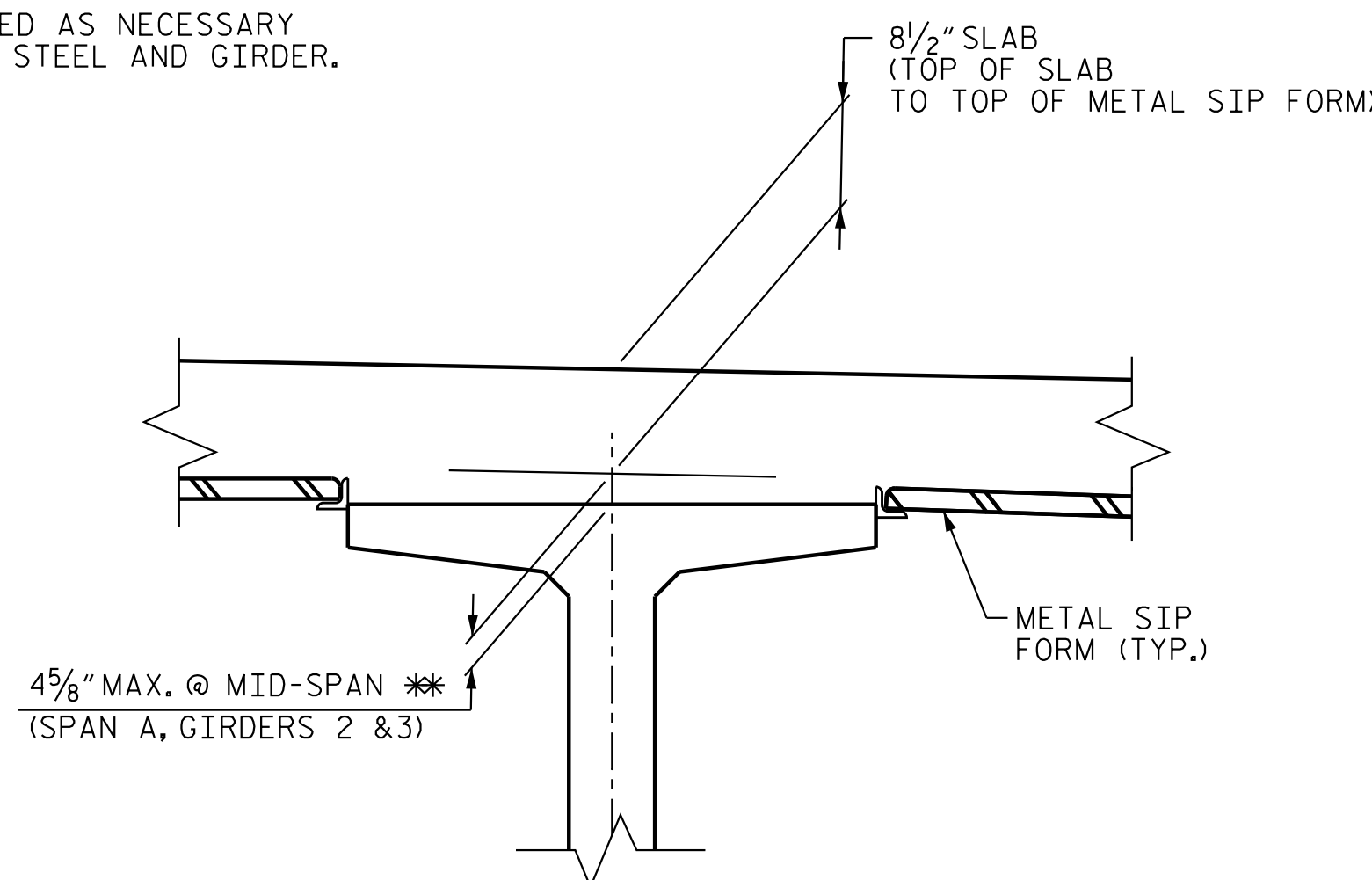
SECTION THRU INTEGRAL END BENT DIAPHRAGM, SEE "PLAN OF SPANS DETAILS - DIAPHRAGMS", SHEET 3 OF 3

#4 S2 MAY BE REPOSITIONED AS NECESSARY TO CLEAR DECK REINFORCING STEEL AND GIRDER.



SECTION A-A

SECTION THRU DIAPHRAGM @ INTERIOR BENT, SEE "PLAN OF SPANS DETAILS - DIAPHRAGMS", SHEET 3 OF 3

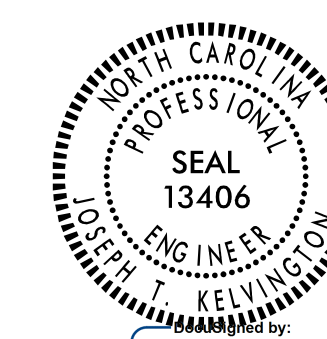


DETAIL "A"

BOTTOM OF OVERHANG ELV. @ OUTSIDE EDGE OF SUPERSTR.

OVERHANG Δ	END BENT	ELEV.
LEFT SIDE	1	900.01
RIGHT SIDE	1	899.83
LEFT SIDE	2	899.29
RIGHT SIDE	2	899.51

Δ ELEVATIONS ARE TAKEN AT OUTSIDE EDGE OF SUPERSTRUCTURE AND EXPOSED FACE OF INTEGRAL DIAPHRAGM.



PROJECT NO. R-2707D
CLEVELAND COUNTY
 STATION: 19+82.46 -Y1-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUPERSTRUCTURE
TYPICAL SECTION DETAILS

REVISIONS						SHEET NO. S1-08
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 32
2			4			

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

4/27/2023 10:20:51 AM jHagenbush 4/27/2023 10:20:51 AM jHagenbush



DRAWN BY : J. E. HAGENBUSH DATE : 01/24/18
 CHECKED BY : N. D'AIUTO DATE : 01/29/18
 DESIGN ENGINEER OF RECORD : J. KELVINGTON DATE : 04/19/23