

NOTES:

#4 S1 BARS MAY BE REPOSITIONED AS FOUND NECESSARY TO CLEAR PRESTRESSED GIRDERS.

"A" BARS, "B" BARS & BARRIER RAIL REINFORCEMENT ARE NOT SHOWN IN DECK SLAB FOR CLARITY.

FOR SECTION A-A, SECTION B-B, & ELEVATION C-C, SEE SUPERSTRUCTURE "TYPICAL SECTION (DETAILS)", SHT. 3 OF 3.

(2 BR) DENOTES 2 BAR RUN.

☒ DENOTES CONC. BLOCKOUT. SEE END BENT SHTS. AND SUPERSTRUCTURE TYPICAL SECTION DETAILS.

TYPICAL END BENT DIAPHRAGM REINFORCING DETAIL

DETAILS AT END BENT 1 SHOWN.
 DETAILS AT END BENT 2 ARE SIMILAR BY ROTATION.

BENT 1 DIAPHRAGM REINFORCING DETAIL

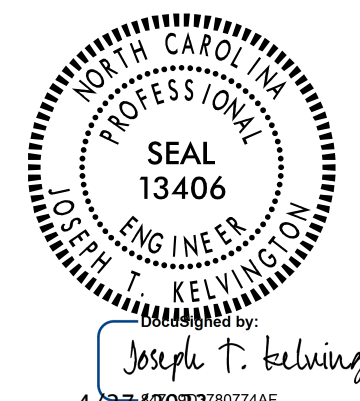
NOTE: DECK "B" AND "A" DECK REINFORCING NOT SHOWN FOR CLARITY.

PROJECT NO. R-2707D
CLEVELAND COUNTY
 STATION: 20+16.72 -Y2-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUPERSTRUCTURE
 PLAN OF SPANS
 DETAILS -
 DIAPHRAGMS

REVISIONS						SHEET NO. S2-11
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 35
2			4			



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NOTE: "U" BAR SPACING TYP. IN EA. BAY
 ① 2 SPA. @ 8 1/2"
 ② 2 SPA. @ 10"

S2 AND S3 BARS MAY BE REPOSITIONED AS NECESSARY TO CLEAR PRESTRESSED GIRDERS AND OTHER REINFORCING BAR CONFLICTS.

SEE "END BENT 1 DETAILS - WING WALLS" AND "END BENT 2 DETAILS - WING WALLS" FOR REINFORCEMENT IN WINGS.

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jHagenbush

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