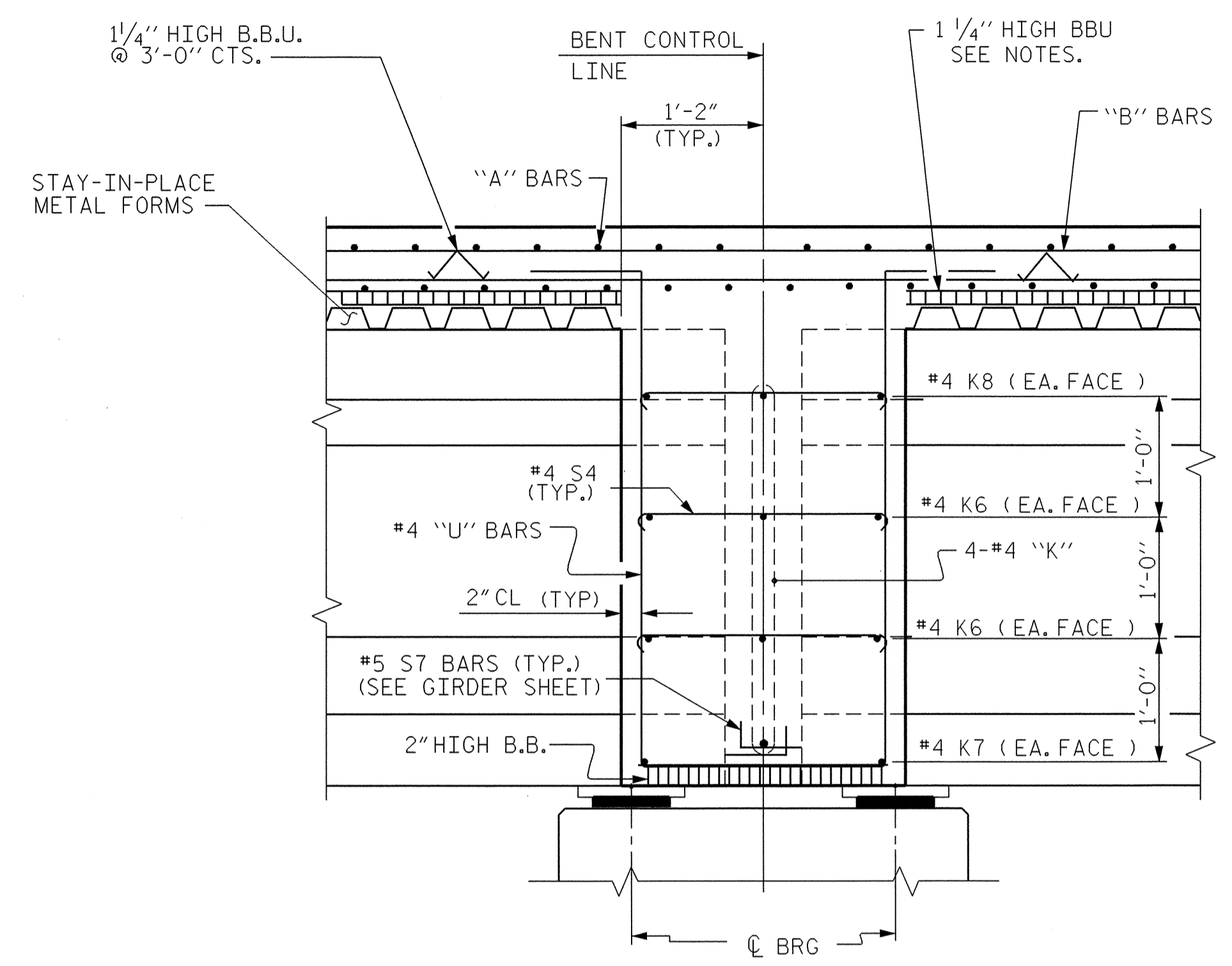
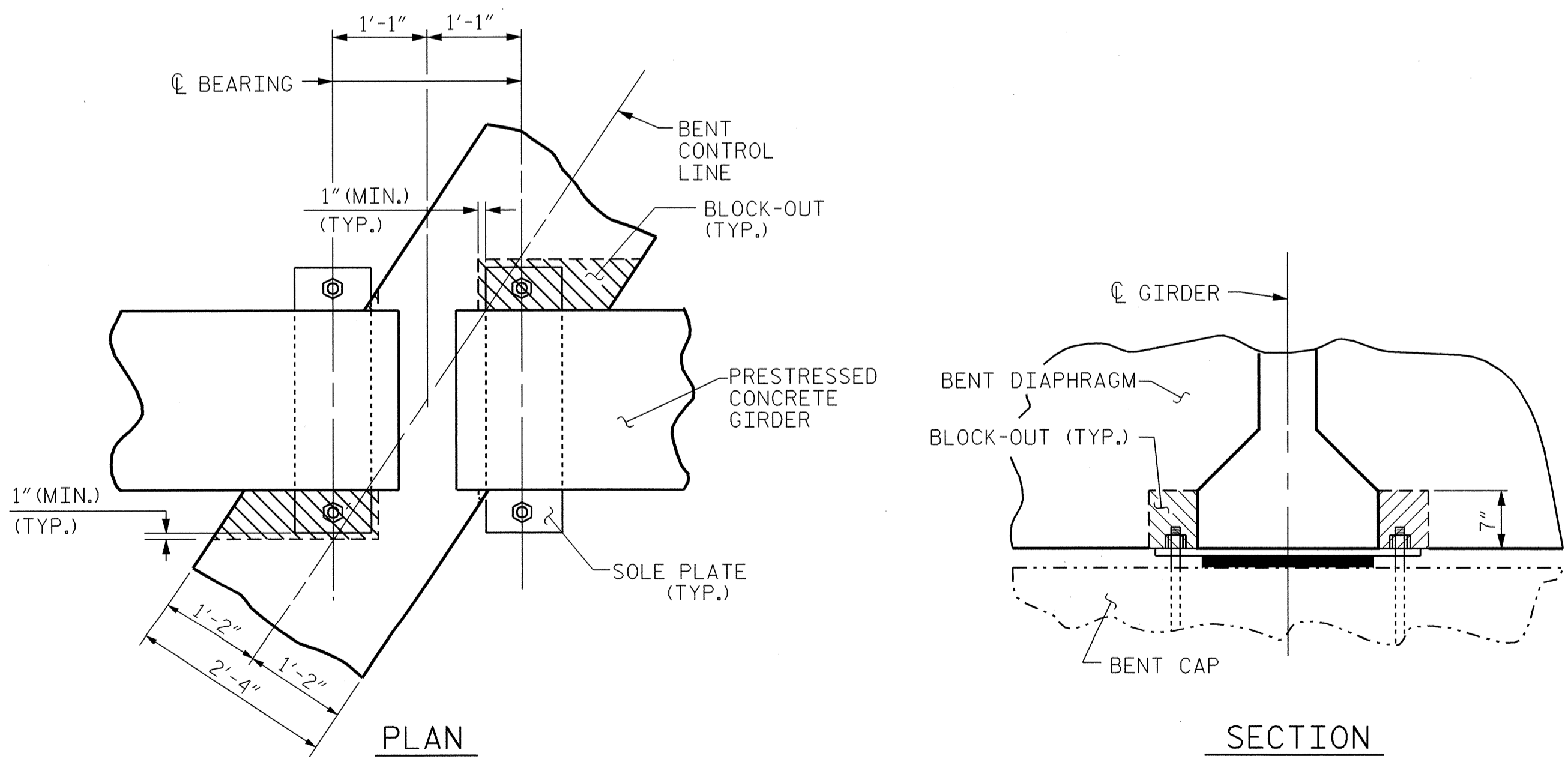


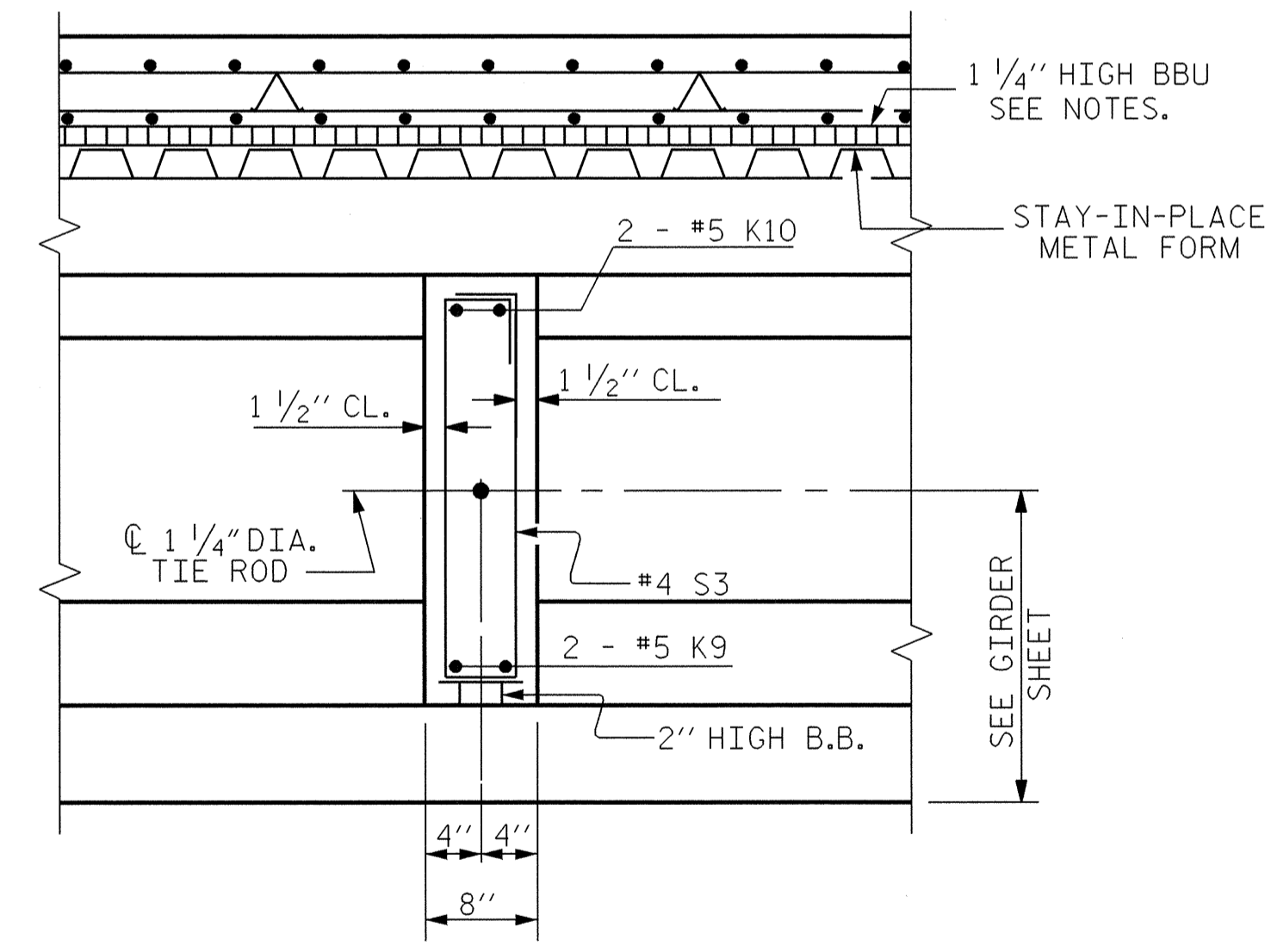
TYPICAL SECTION THRU END BENT



TYPICAL SECTION THRU BENT



BENT DIAPHRAGM BLOCK-OUT DETAIL



TYPICAL SECTION THRU INTERMEDIATE DIAPHRAGM
(SPANS A & B)

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.

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.

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

CONCRETE IN INTERMEDIATE DIAPHRAGMS MAY BE CLASS A IN LIEU OF CLASS AA, PAYMENT SHALL BE MADE UNDER THE UNIT CONTRACT PRICE FOR REINFORCED CONCRETE DECK SLAB.

#5 G1 BAR MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO CLEAR REINFORCING STEEL AND STIRRUPS.

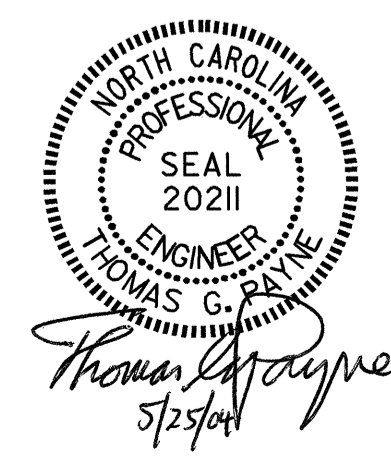
TEMPORARY STRUTS SHALL BE PLACED BETWEEN PRESTRESSED GIRDERS ADJACENT TO THE DIAPHRAGMS AND THE NUTS ON THE 1 1/4" DIA. TIE RODS SHALL BE FULLY TIGHTENED BEFORE THE DIAPHRAGMS ARE CAST. STRUTS SHALL REMAIN IN PLACE 3 DAYS AFTER CONCRETE IS PLACED. THE TIE RODS SHALL BE RE-TIGHTENED AFTER THE STRUTS HAVE BEEN REMOVED.

PROJECT NO. B-3310
BUNCOMBE COUNTY
STATION: 19+80.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE
TYPICAL SECTIONS



DRAWN BY : A.R.CHESSON DATE : 5-03
CHECKED BY : S.H.SOCKWELL DATE : 11-03

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			32