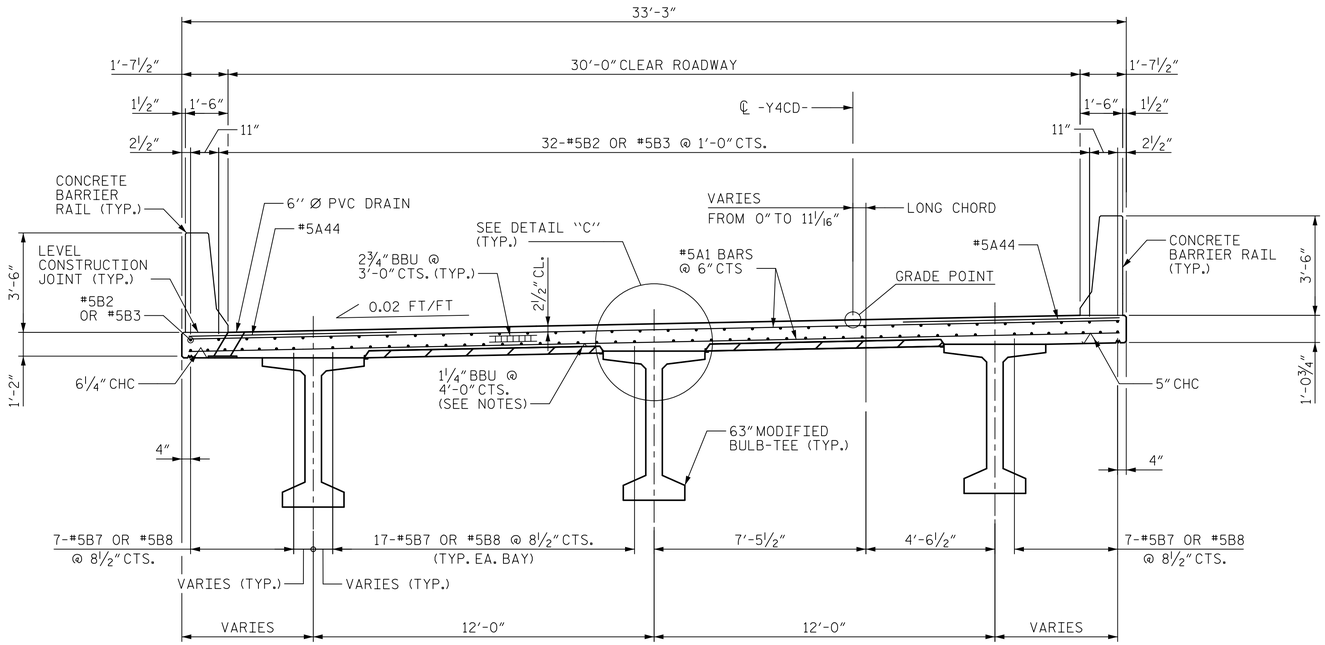

TYPICAL SECTION

(THRU MID SPANS)

NOTES:

1. LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.
2. PREVIOUSLY CAST CONCRETE IN A CONTINUOUS UNIT SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI BEFORE ADDITIONAL CONCRETE IS CAST IN THE UNIT.
3. 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 3000 PSI.
4. FOR BARRIER RAIL REINFORCEMENT, DRIP NOTCH DETAIL AND BEAM OVERHANG BOLSTER DIMENSIONS, SEE "CONCRETE BARRIER RAIL" SHEET.
5. FOR PVC DECK DRAIN DETAILS, SEE "6" DIAMETER PVC DECK DRAIN DETAILS" SHEET.
6. PROVIDE 1¼" HIGH BEAM BOLSTERS UPPER AT 4'-0" CTS. ATOP THE METAL STAY-IN-PLACE FORMS TO SUPPORT THE BOTTOM MAT OF "A" BARS.

PROJECT NO. U-2579B

FORSYTH COUNTY

STATION: 33+15.67 -Y4CD-

DocuSigned by: Steven K. Doerner
8/6/2014
NORTH CAROLINA PROFESSIONAL SEAL 16572 ENGINEER STEVEN K. DOERNER

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

TYPICAL SECTION AT MID SPAN

Prepared by:
JACOBS
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111 CORNING ROAD, SUITE 200
CARY, NORTH CAROLINA 27518
TEL: (919) 859-5000

DWG. NO. 7 OF 43

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-273
1			3			TOTAL SHEETS
2			4			707

DRAWN BY : EML DATE : 9/26/13
CHECKED BY : OKH DATE : 10/14/13

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