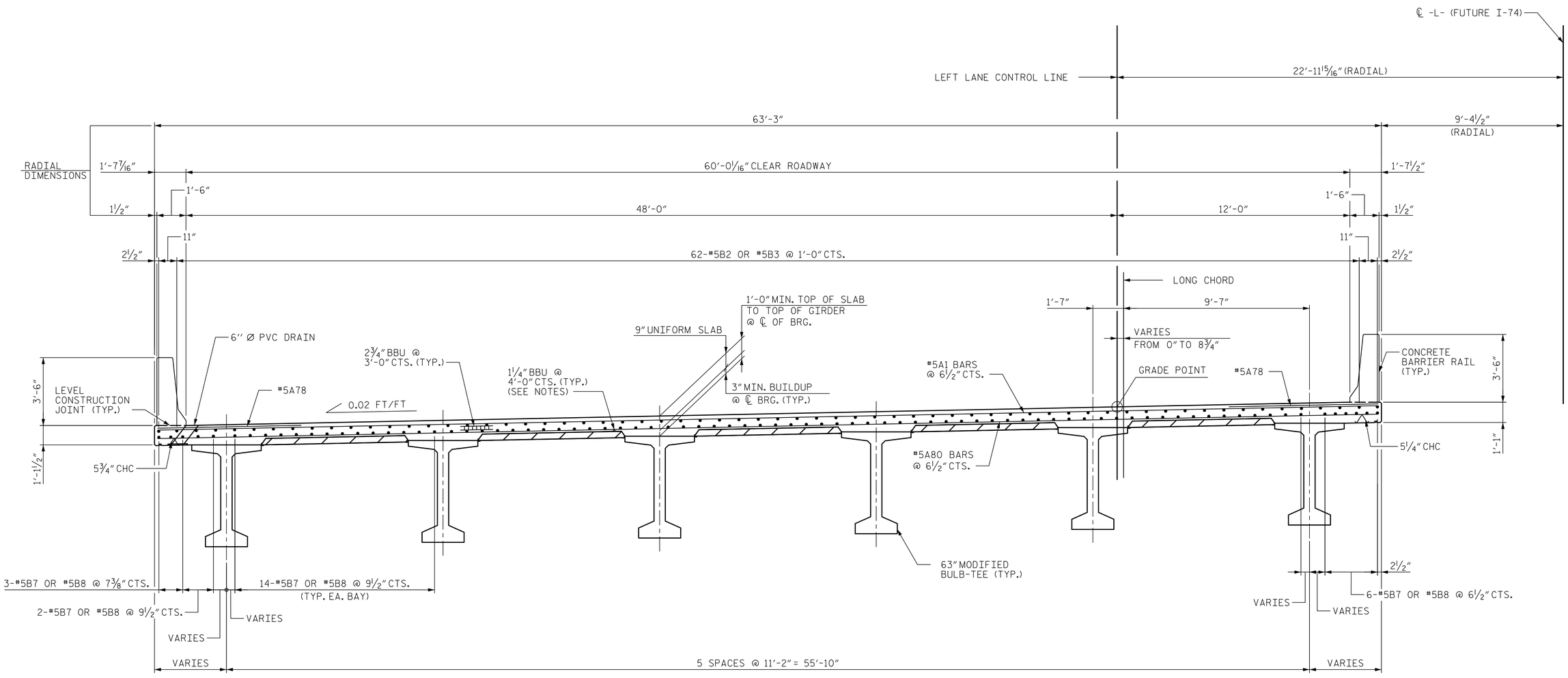

NOTES:

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, SEE "CONCRETE BARRIER RAIL" SHEET (TYP.)
5. FOR PVC DECK DRAIN DETAILS, SEE "6" DIAMETER PVC DECK DRAIN DETAILS" SHEET.
6. PROVIDE 1 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.

TYPICAL SECTION

(SHOWING MID-SPAN)

PROJECT NO. U-2579B

FORSYTH COUNTY

STATION: 628+65.50 -L-

DocuSigned by: Steven K Doerrer
A22D3DBEFA1D43F...
8/6/2014

NORTH CAROLINA PROFESSIONAL SEAL 16572 ENGINEER STEVEN K. DOERRER

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

DWG. NO. 7 OF 44

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

TYPICAL SECTION AT MID SPANS

LEFT LANE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-316
1			3			TOTAL SHEETS
2			4			707

DRAWN BY : EML DATE : 5/13/14
CHECKED BY : OKH DATE : 7/1/14

$$$$$$SYSTIME$$$$$
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$$$$USERNAME$$$$