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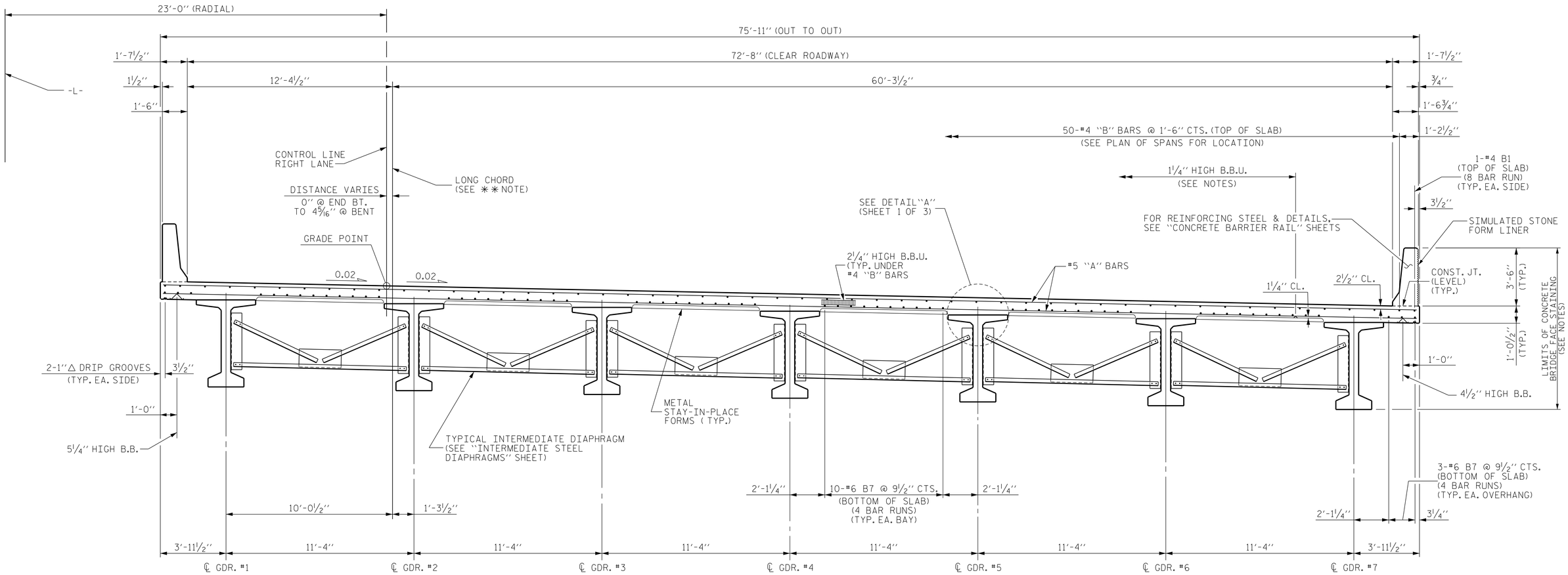

AT INTERMEDIATE DIAPHRAGMS

TYPICAL SECTION

✳✳ NOTE : GIRDERS AND OUTSIDE EDGES OF SUPERSTRUCTURE ARE PARALLEL TO THE LONG CHORD

NOTES :

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. WHEN USING REMOVABLE FORMS, PROVIDE CONTINUOUS HIGH CHAIRS FOR METAL DECK @ 4'-0" CTS. WITH A HEIGHT TO SUPPORT THE BOTTOM MAT OF "A" BARS A CLEAR DISTANCE OF 2½" ABOVE THE TOP OF THE REMOVABLE FORM.

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

ALL REINFORCING STEEL IN BARRIER RAIL SHALL BE EPOXY COATED.

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.

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

RIGHT EXTERIOR FACE OF BRIDGE (CONCRETE BARRIER RAIL, OVERHANG AND GIRDER) SHALL BE STAINED. FOR CONCRETE STAINING, SEE SPECIAL PROVISION FOR ARCHITECTURAL CONCRETE SURFACE TREATMENTS.

PROJECT NO. U-2579B
FORSYTH COUNTY
STATION: 642+81.42 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE
TYPICAL SECTION
(RIGHT LANE)

NORTH CAROLINA PROFESSIONAL SEAL 026891 ENGINEER JOHN T. DIFFEE III

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Raleigh, N.C. 27606
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TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-513
1			3			TOTAL SHEETS
2			4			707

DRAWN BY : J.M. BRITT DATE : 10-9-13
CHECKED BY : B.C. HUNT DATE : 4-1-14
DESIGN ENGINEER OF RECORD : T. DIFFEE DATE : 4-15-14

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