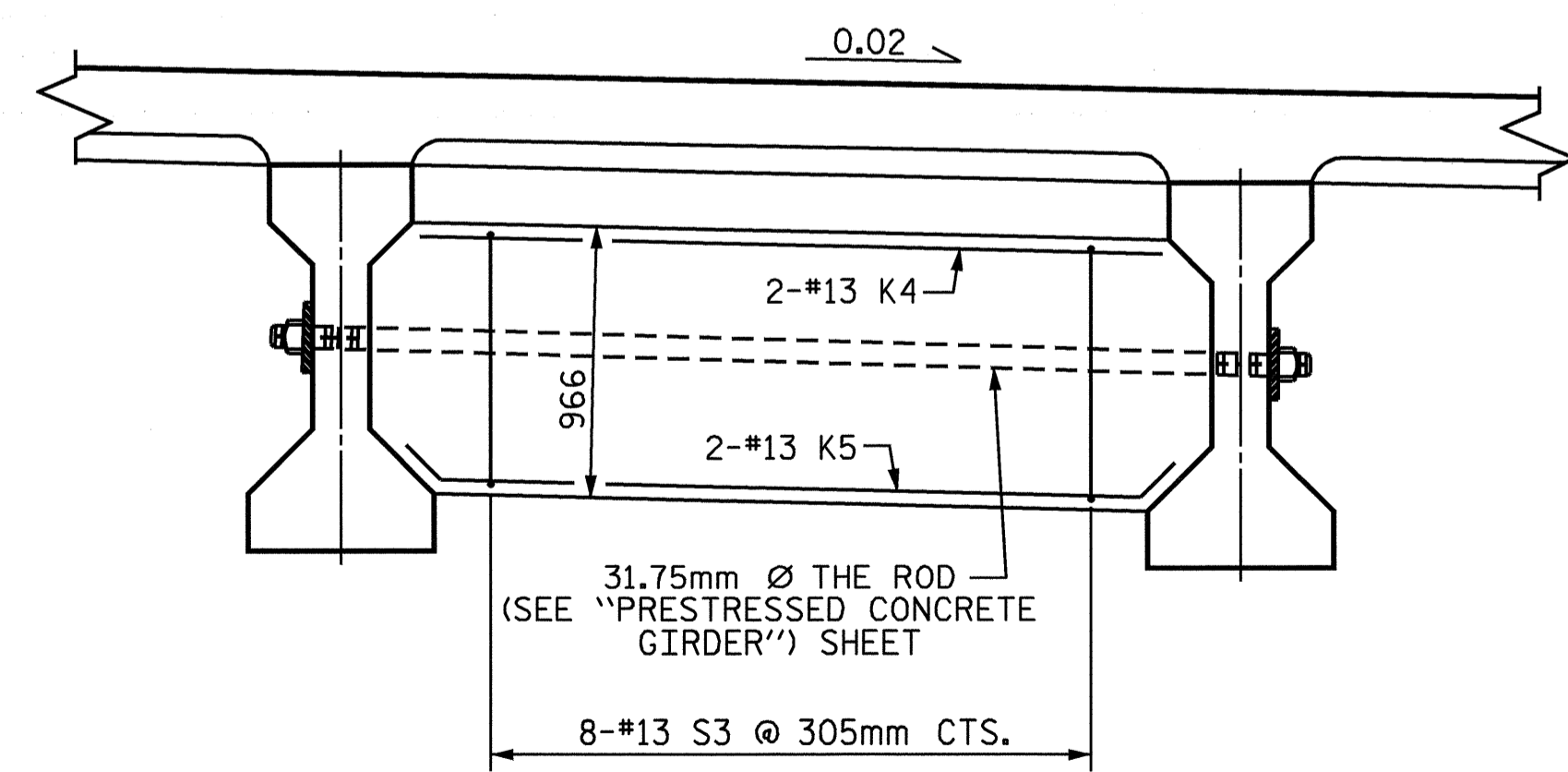
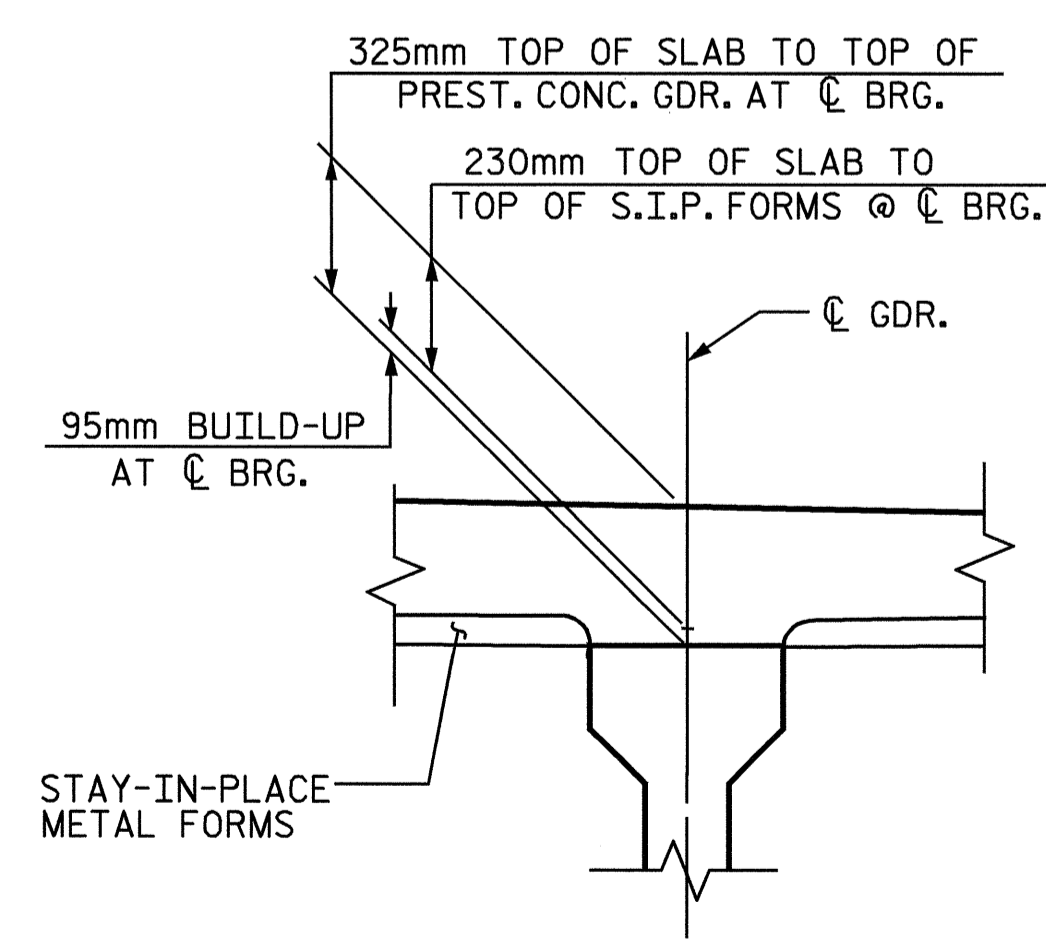


TYPICAL SECTION
(SHOWING BENT DIAPHRAGMS)

TYPICAL SECTION
(SHOWING END BENT DIAPHRAGMS)



TYPICAL SECTION
(SHOWING INTERMEDIATE BENT DIAPHRAGMS)



DETAIL "A"

NOTES

- ATOP THE METAL STAY-IN-PLACE FORMS TO SUPPORT THE BOTTOM MAT OF 'A' BARS.
- LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.
- BARRIER RAIL IN A CONTINUOUS UNIT SHALL NOT BE CAST UNIT ALL SLAB CONCRETE IN THAT UNIT HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 20.7 MPa.
- 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.
- *16 G1 BAR MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO CLEAR REINFORCING STEEL AND STIRRUPS.
- ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.
- TEMPORARY STRUTS SHALL BE PLACED BETWEEN PRESTRESSED GIRDERS ADJACENT TO THE DIAPHRAGMS AND THE NUTS ON THE 31.75mm 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.
- PREVIOUSLY CAST CONCRETE IN CONTINUOUS UNIT SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 20.7 MPa BEFORE ADDITIONAL CONCRETE IS CAST IN THE UNIT.

PROJECT NO. R-2568B
DAVIDSON COUNTY
 STATION: 61+31.500 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUPERSTRUCTURE
TYPICAL SECTIONS
RIGHT LANE



DRAWN BY: QT NGUYEN DATE: 10-03
 CHECKED BY: V.X. NGUYEN DATE: 7-04

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-37
1			3			TOTAL SHEETS
2			4			64