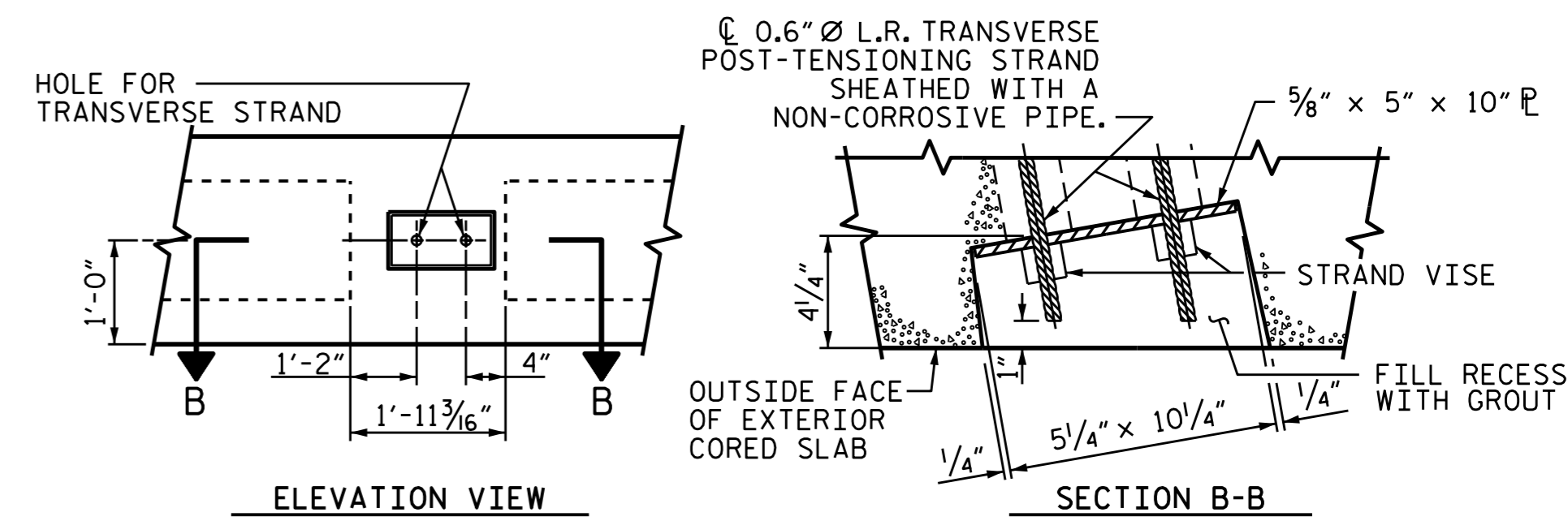
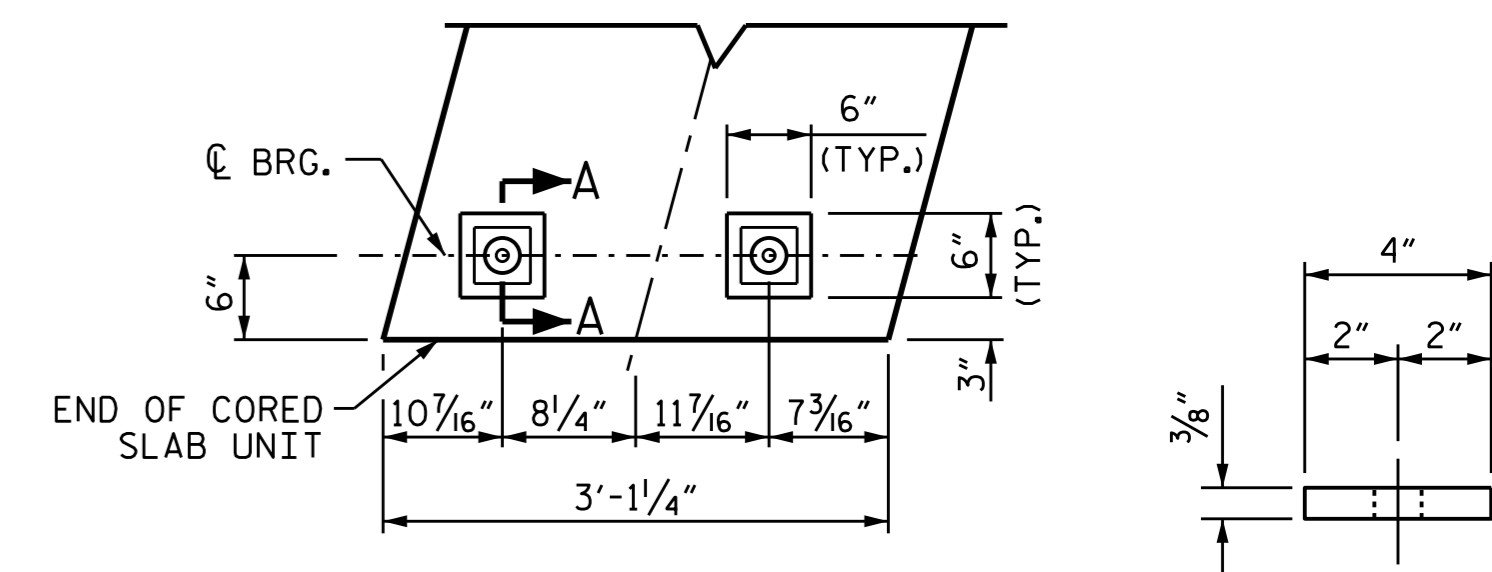


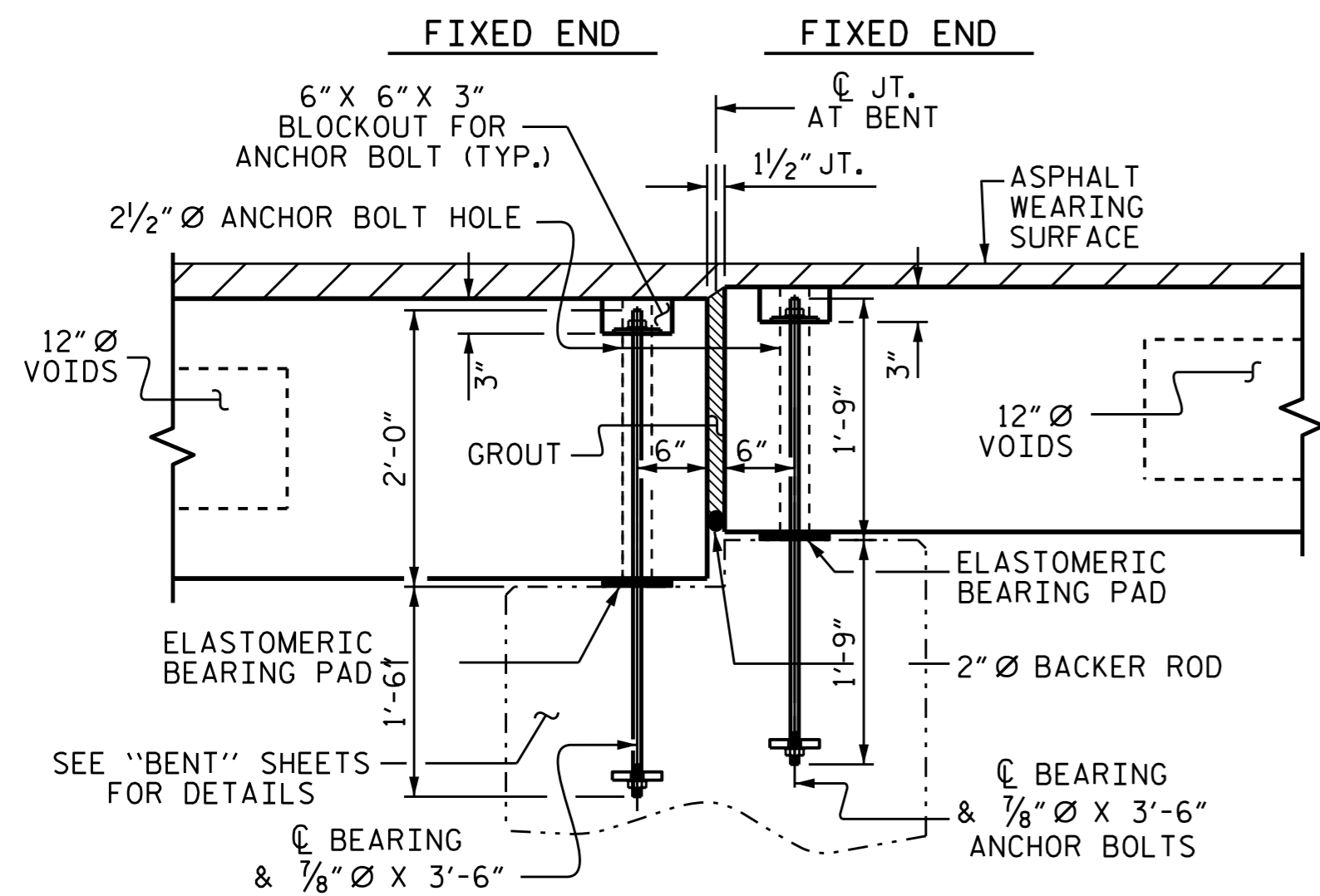
* - THE MAXIMUM OREGON RAIL HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE CURB AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE CURB FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR RAIL AND CURB HEIGHT DETAILS AND ASPHALT THICKNESS SEE THE "42" OREGON RAIL SECTION" DETAIL.



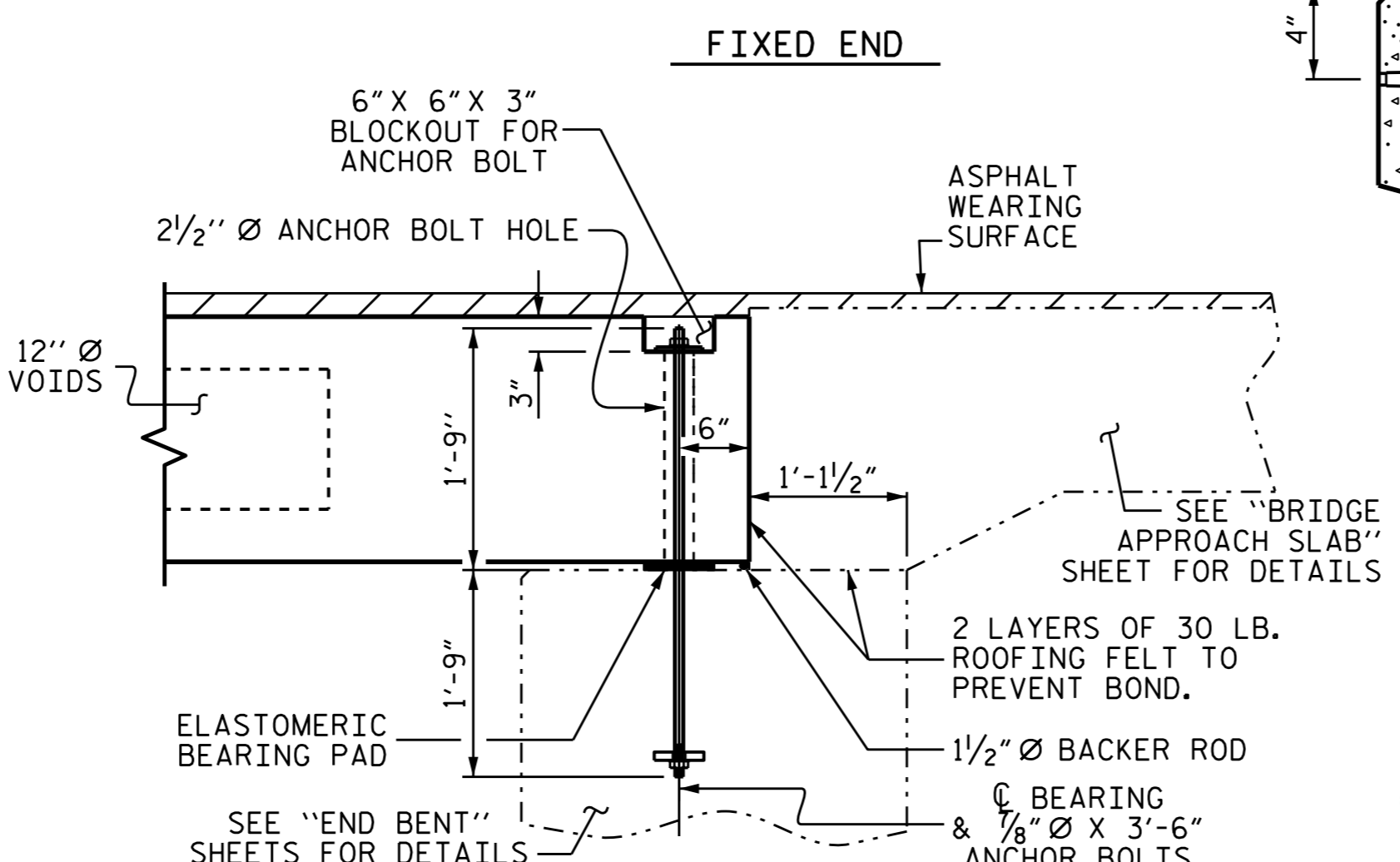
GROUTED RECESS AT END OF POST-TENSIONED STRAND-CORED SLABS



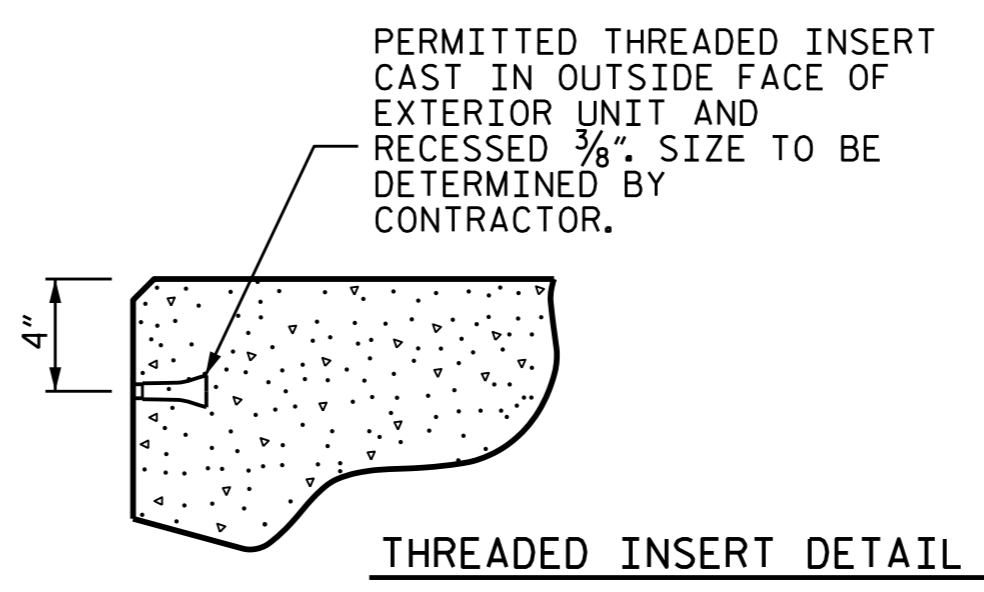
TYPICAL PLAN



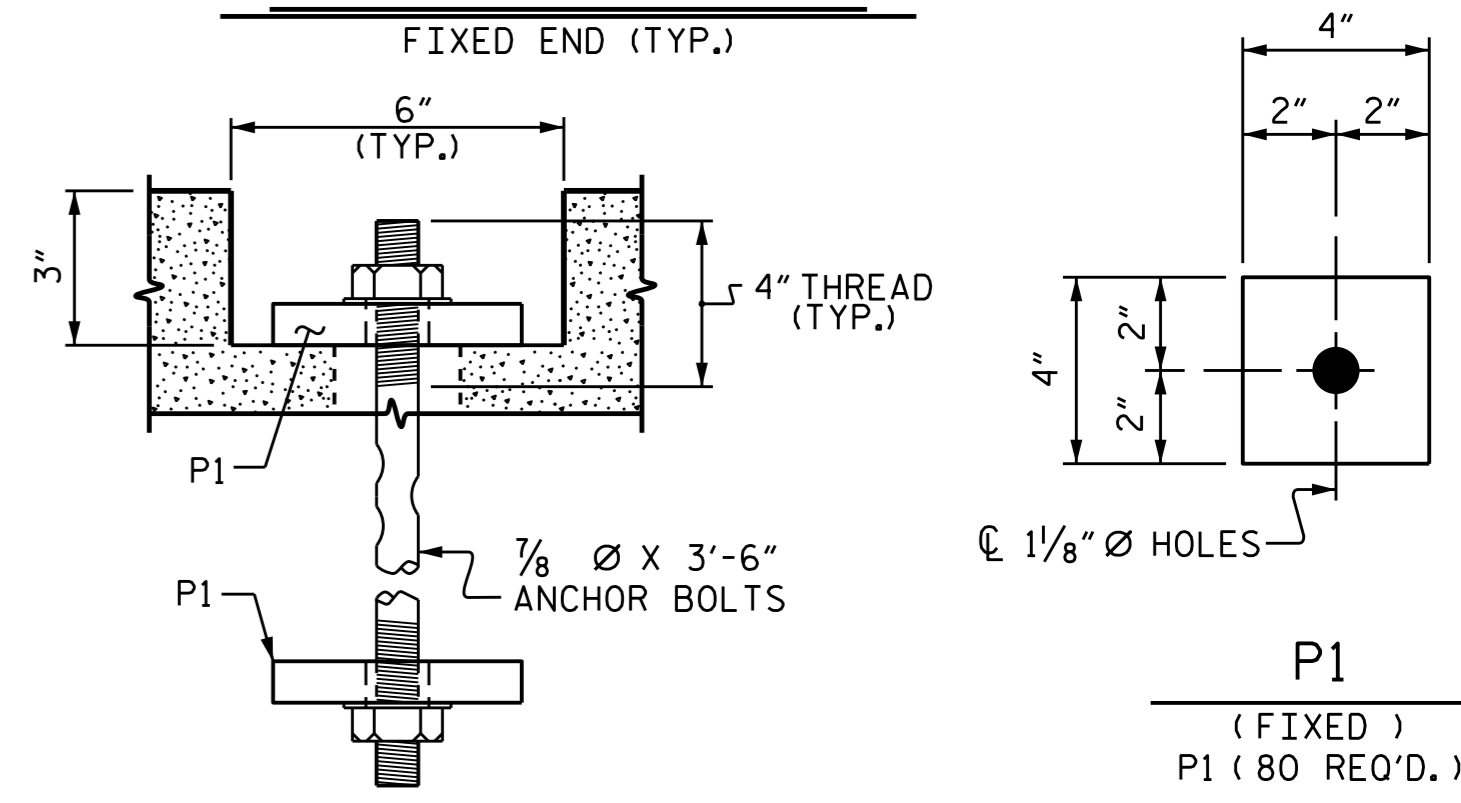
SECTION AT BENT 2



SECTION AT END BENT 2



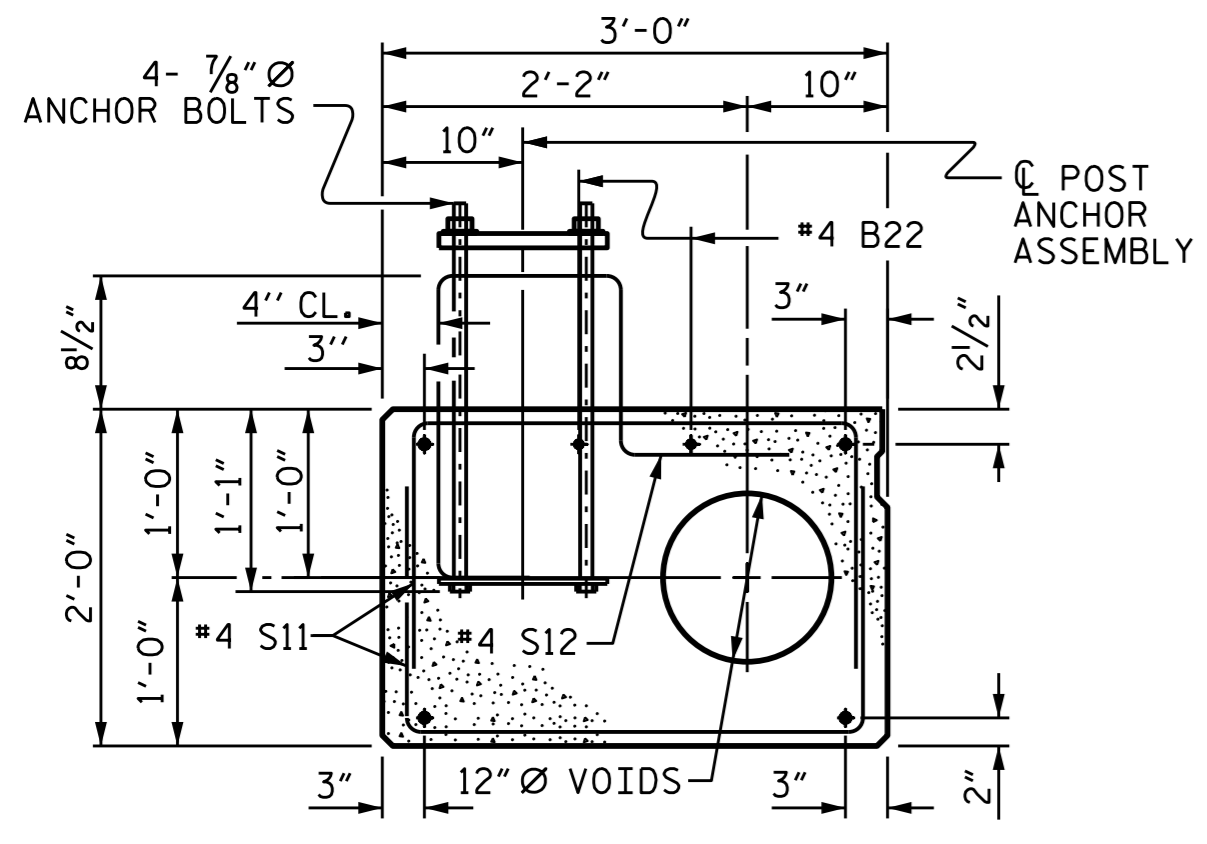
THREADED INSERT DETAIL



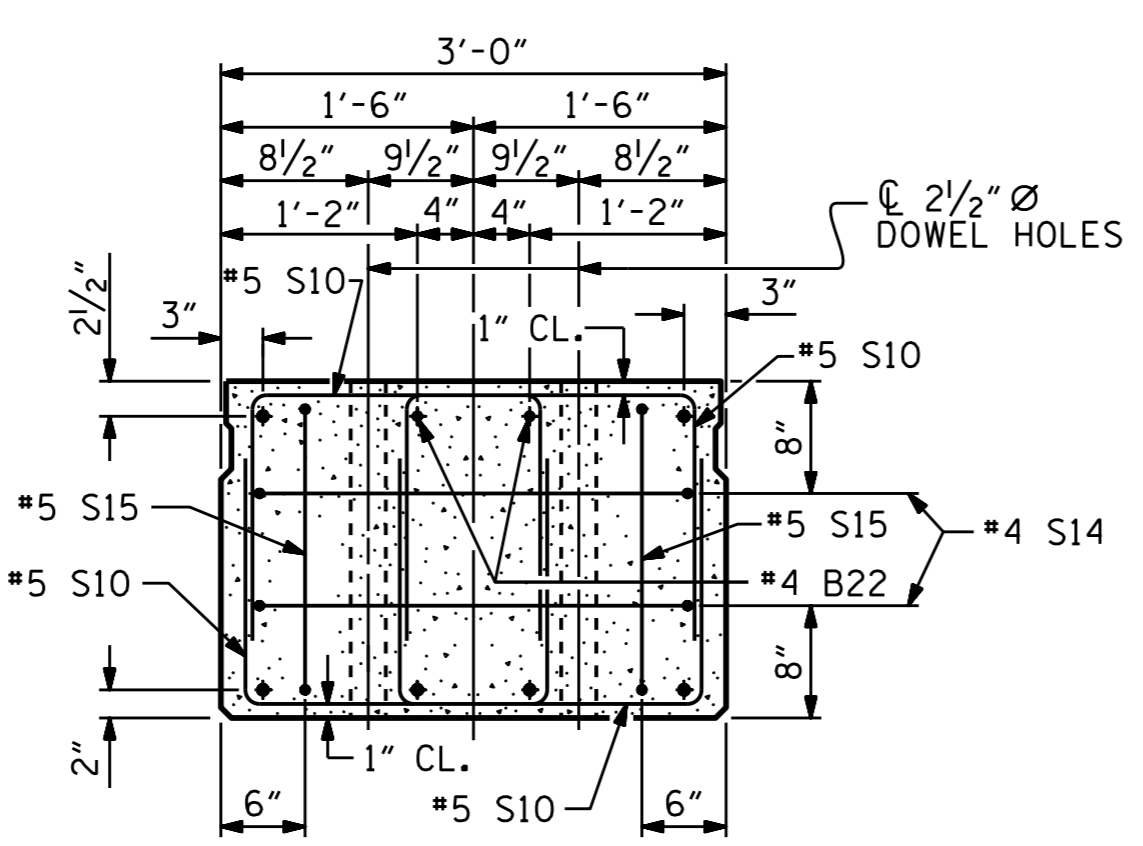
SECTION A-A

PLATE DETAILS

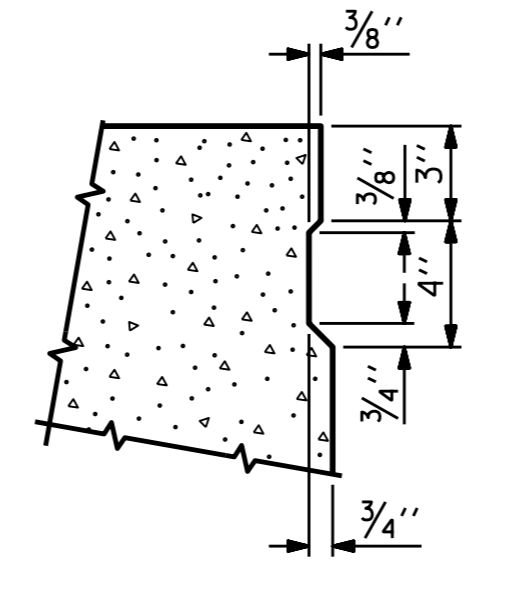
BLOCKOUT DETAIL FOR ANCHOR BOLTS



EXTERIOR SLAB SECTION

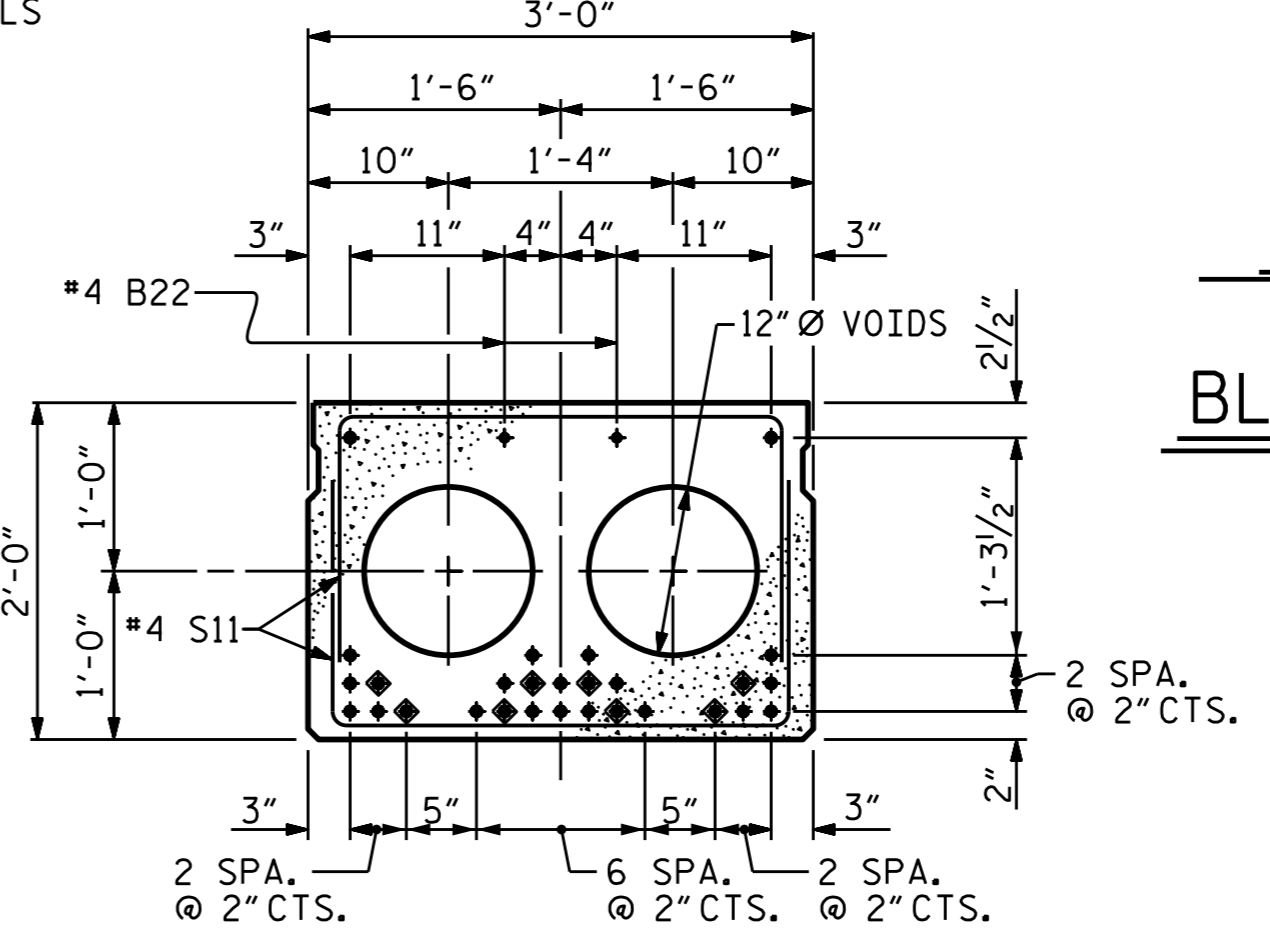


END ELEVATION



SHEAR KEY DETAIL

SHOWING PLACEMENT OF DOUBLE STIRRUPS AND LOCATION OF DOWEL HOLES. (STRAND LAYOUT NOT SHOWN.) INTERIOR SLAB SECTION SHOWN-EXTERIOR SLAB SECTION SIMILAR EXCEPT SHEAR KEY LOCATION.

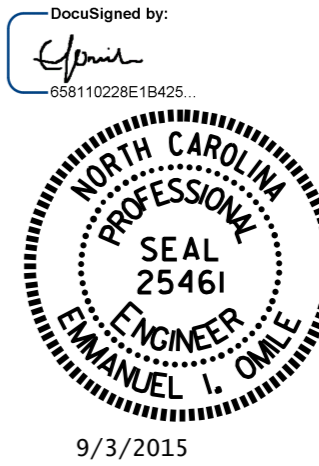


INTERIOR SLAB SECTION (70' UNIT)

0.6" Ø LOW RELAXATION STRAND LAYOUT

DEBONDING LEGEND

◆ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 12'-0" FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.



PROJECT NO. B-4959
GUILFORD COUNTY
STATION: 14+70.50 -L-

SHEET 2 OF 6

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
3'-0" X 2'-0"
PRESTRESSED CONCRETE
CORED SLAB UNIT
SPAN B

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7	
1			3			TOTAL SHEETS	
2			4			25	

ASSEMBLED BY :	E.I. OMILE	DATE :	3/03/15
CHECKED BY :	T.H. FANG	DATE :	4/24/15
DRAWN BY :	MAA	5/10	5/6/10
CHECKED BY :	GM	5/10	REV. 10/1/11
			REV. 1/15
			MAA/GM
			RWW/TMG