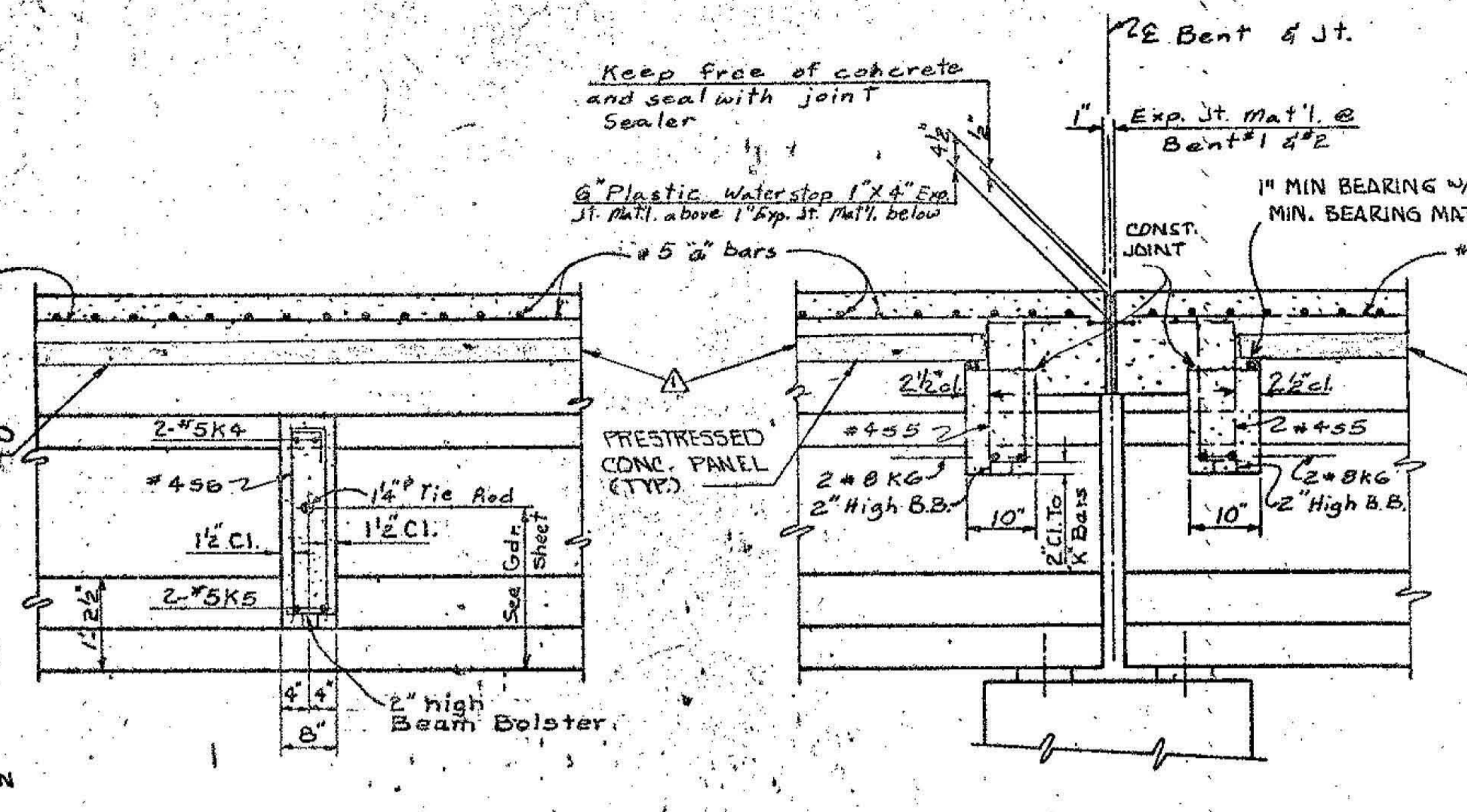
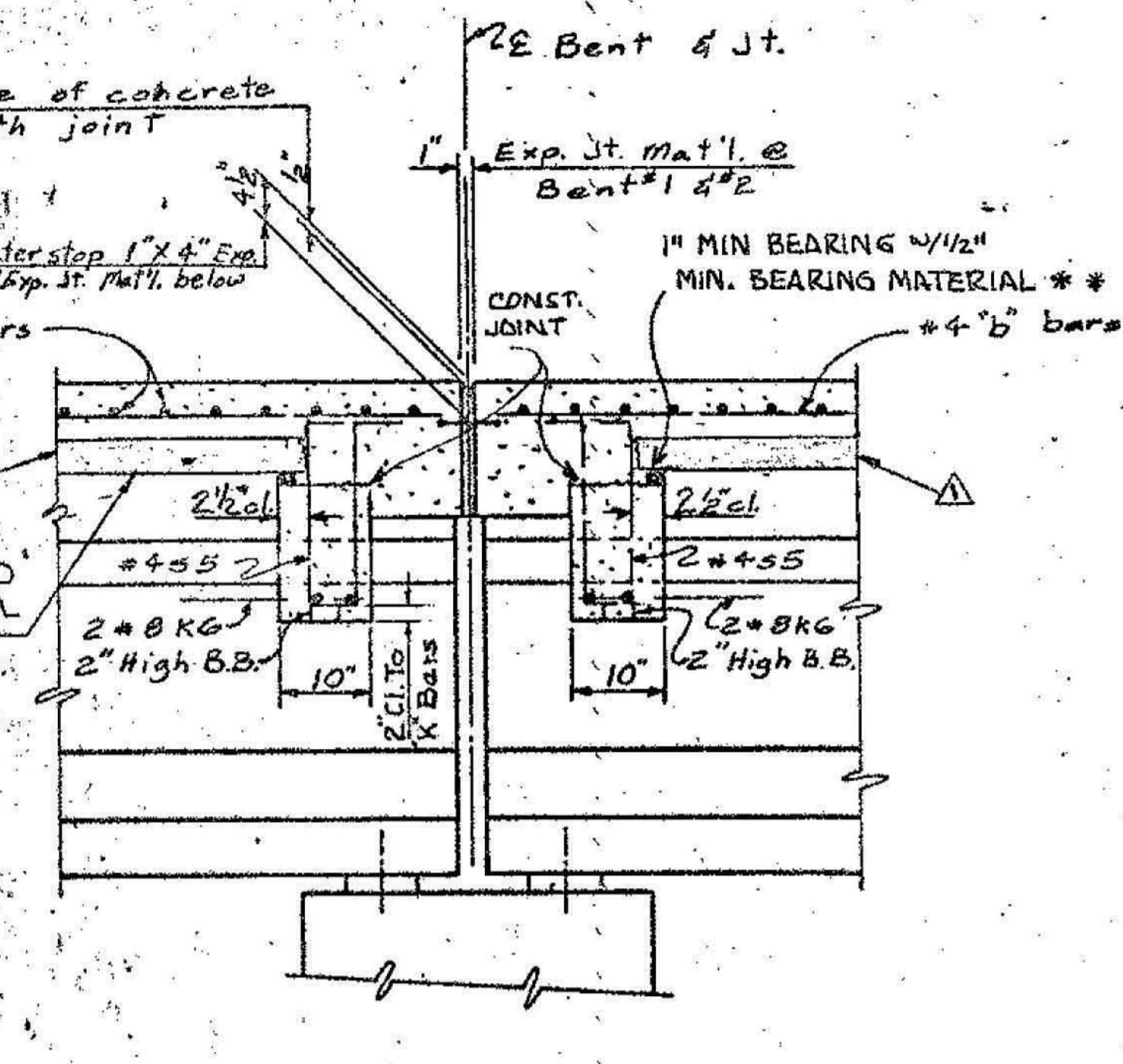


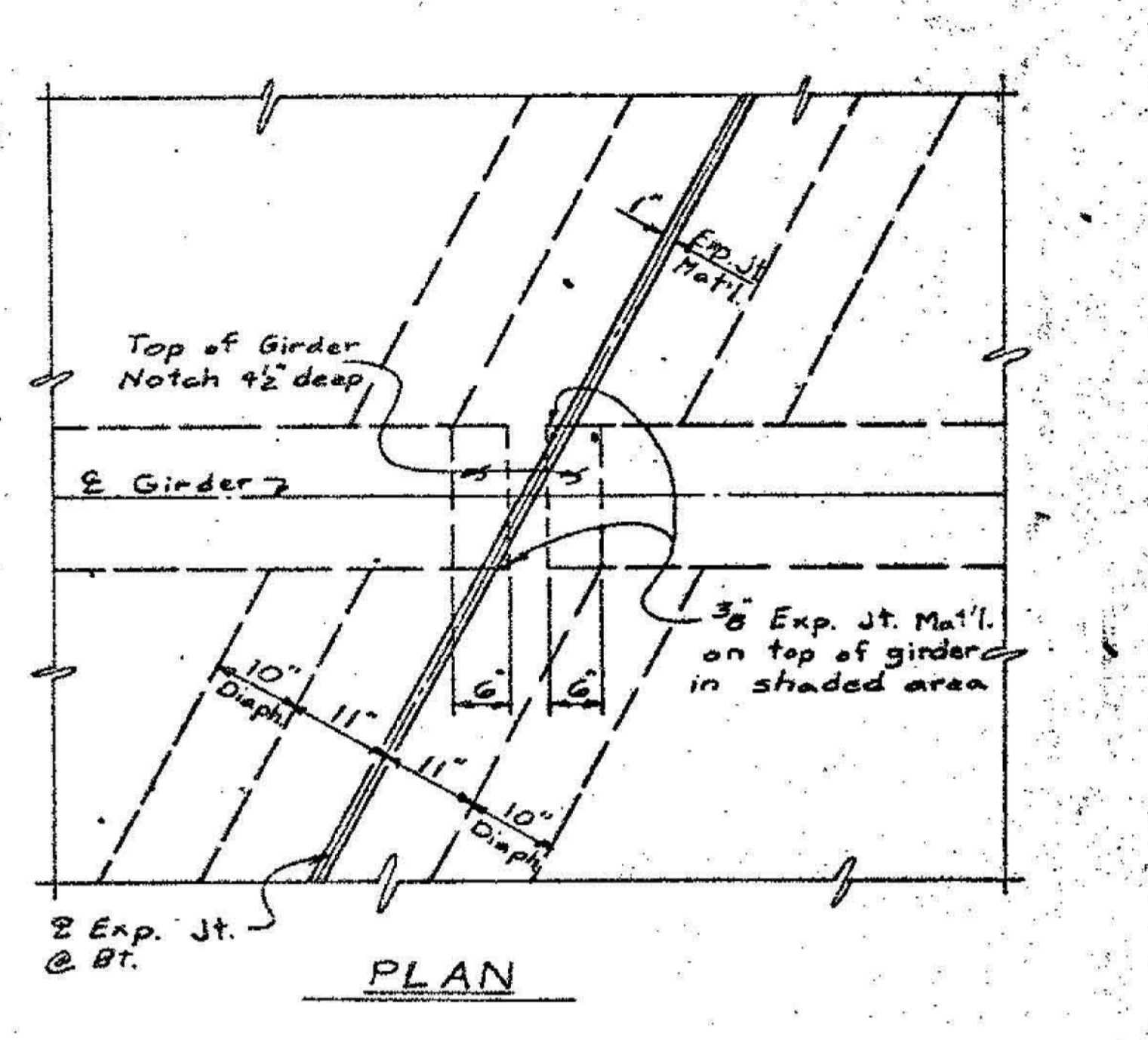
SECTION THRU CURTAIN WALL



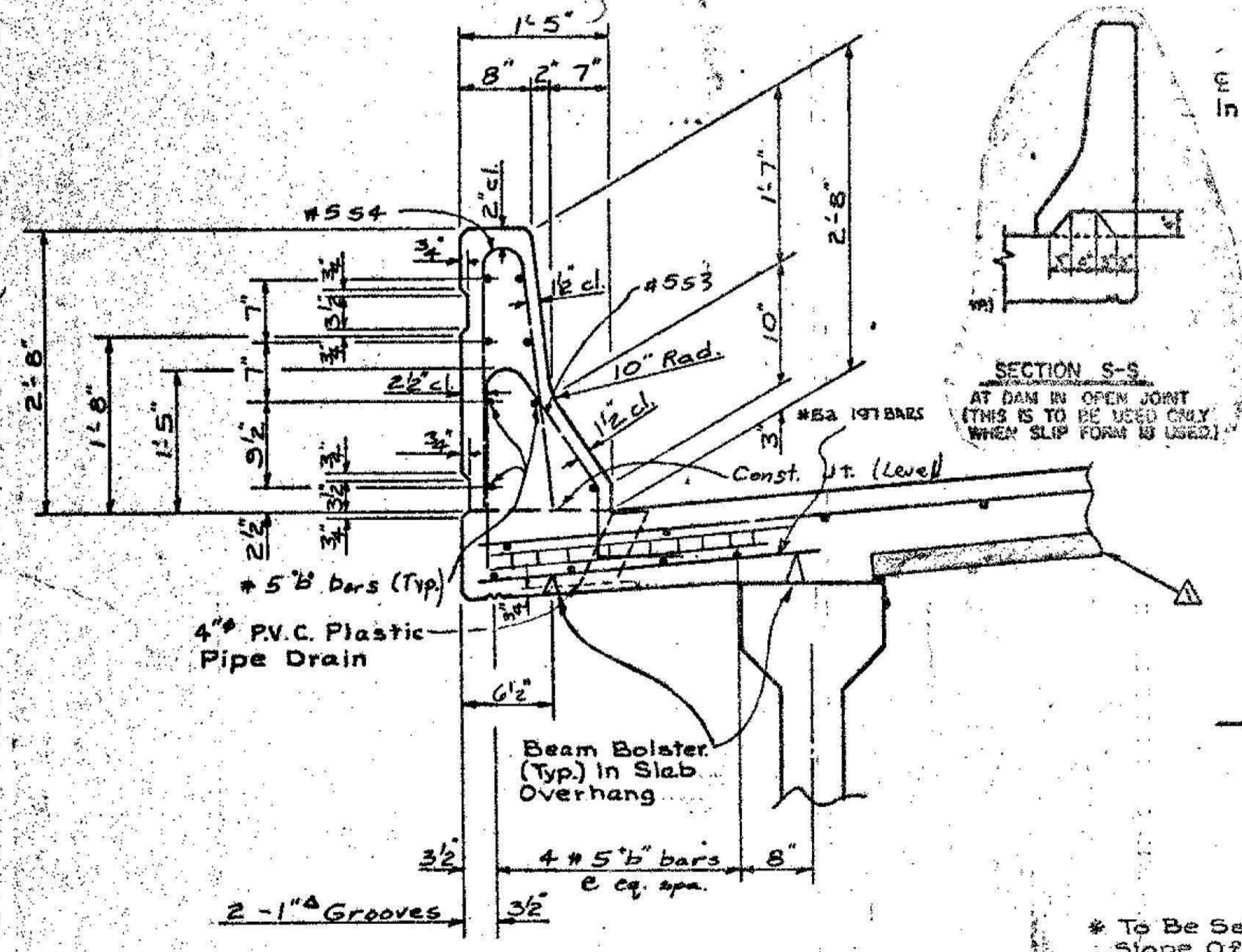
SECTION THRU INT DIAPHRAGM



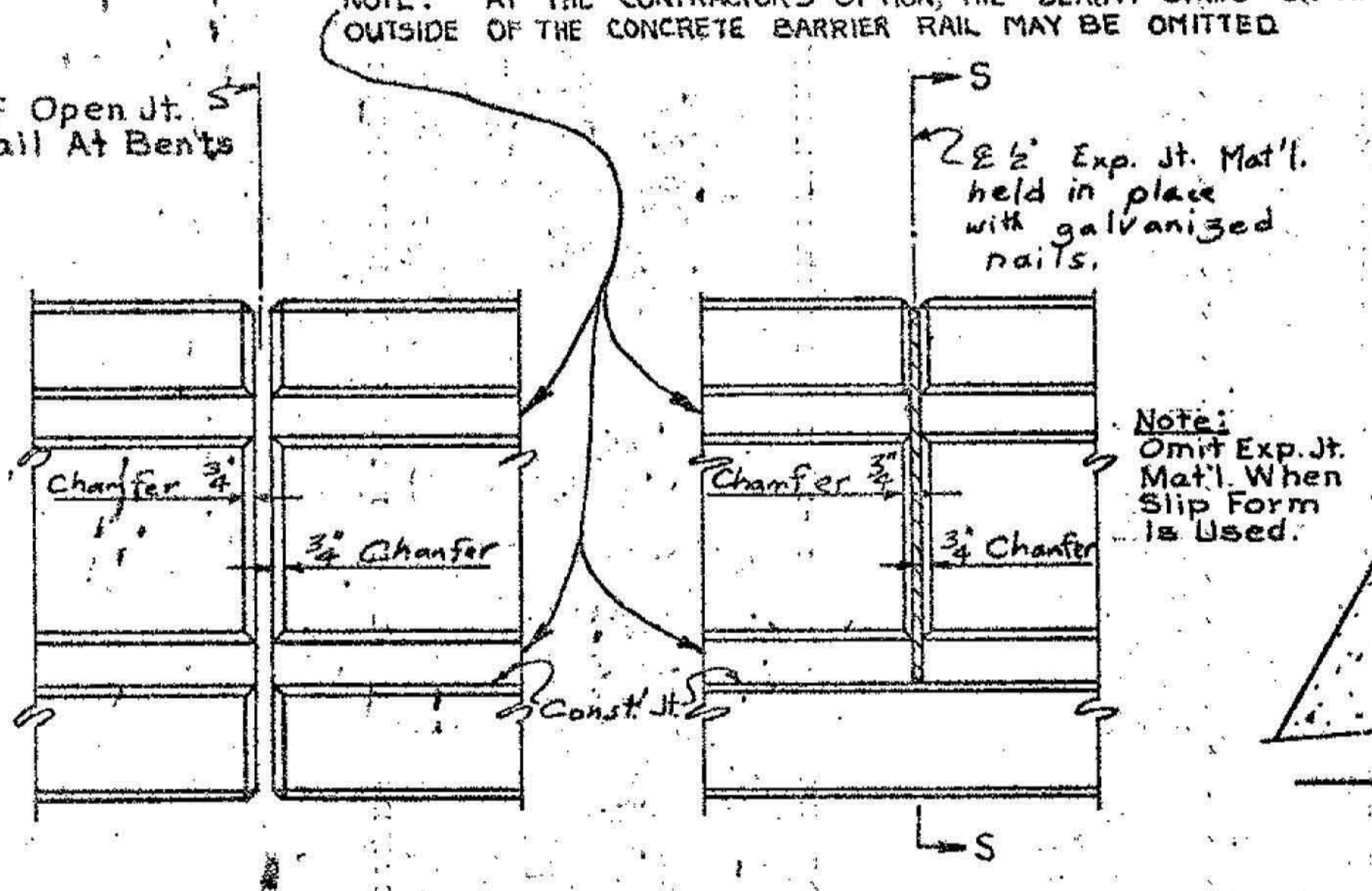
SECTION THRU BENT DIAPHRAGM



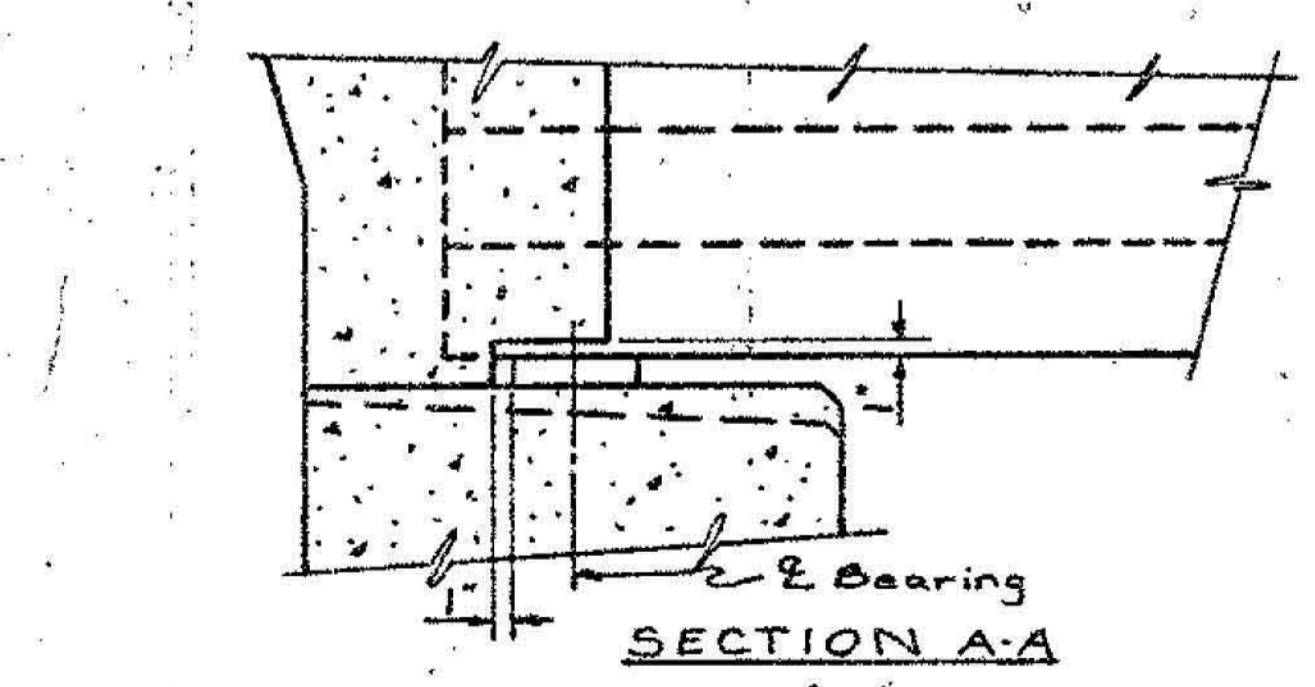
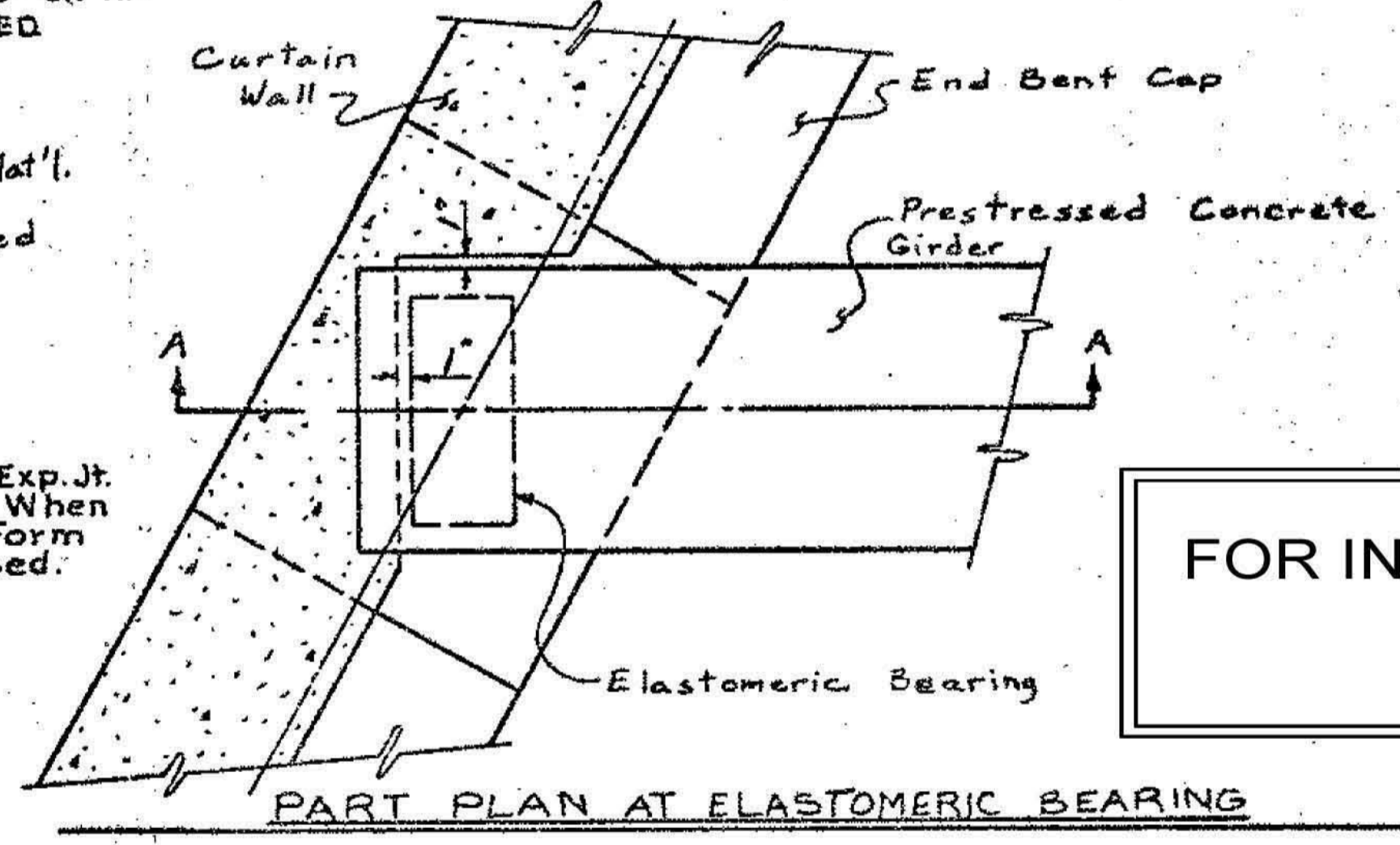
END OF GIRDER DETAIL AT INTERIOR BENTS



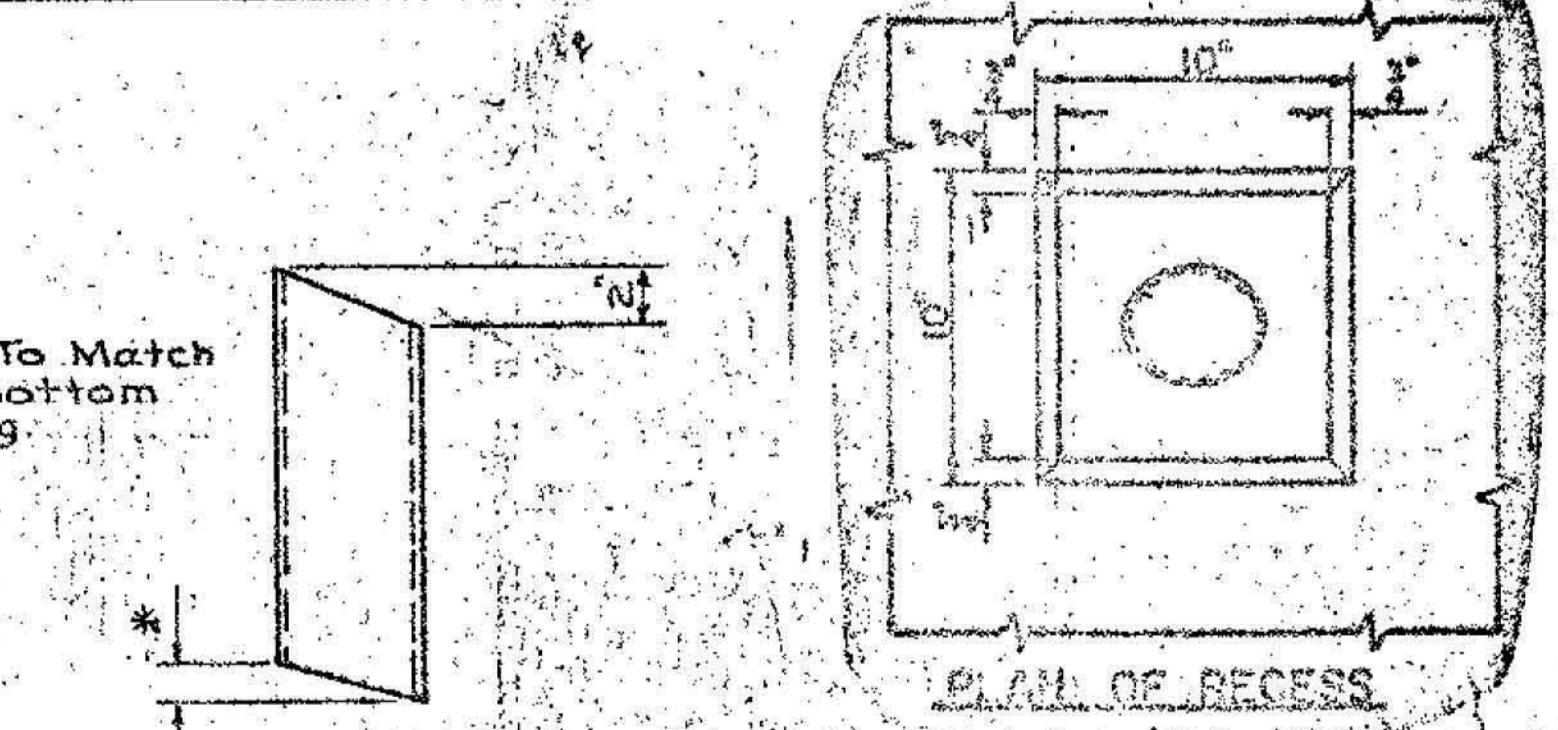
TYPICAL RAIL SECTION



RAIL ELEVATION AT EXP JOINTS



CURTAIN WALL BLOCK OUT



Drains shall be of 4\"/>

Barrier Rail in Each Span Shall Not Be Cast Until All Slab Concrete in That Span Has Been Cast And Has Reached A Minimum Compressive Strength Of 3,000 P.S.I.

NOTE: A 1 1/2\"/>

NOTE: AT THE CONTRACTOR'S OPTION, THE \"BEAUTY STRIPS\" ON THE OUTSIDE OF THE CONCRETE BARRIER RAIL MAY BE OMITTED.

Note: Omit Exp. Jt. Mat'l. When Slip Form Is Used.

FOR INFORMATION ONLY

DRAWING C13 OF 24

PROJECT No. 8.2522503  
 DURHAM COUNTY  
 STATION: 12+82.5 -L

Sheet 2 of 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUPERSTRUCTURE  
 TYPICAL SECTIONS

Jan. 1979

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1	RES	10-17-83	*		
2			*		

SHEET NO. S-4  
 TOTAL SHEETS 23

DRAWN BY: J. E. CAPPS  
 CHECKED BY: K. G. FROST  
 DATE: 11-79  
 DATE: FEB. 1977

REVISIONS BY GARY CONC. CO. TEMPORARY T-581 (NORTH CAROLINA)  
 PRESTRESSED CONC. PANELS ADDED AUG. 19, 1983

