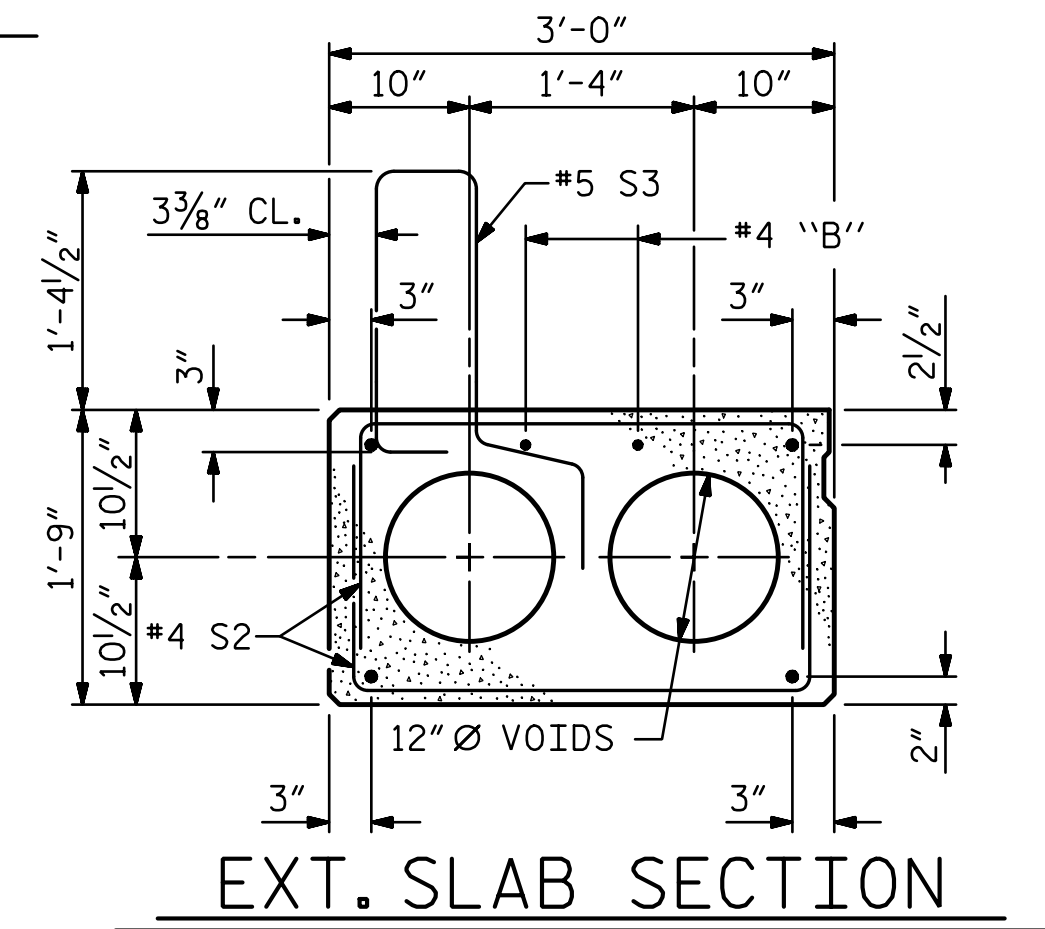
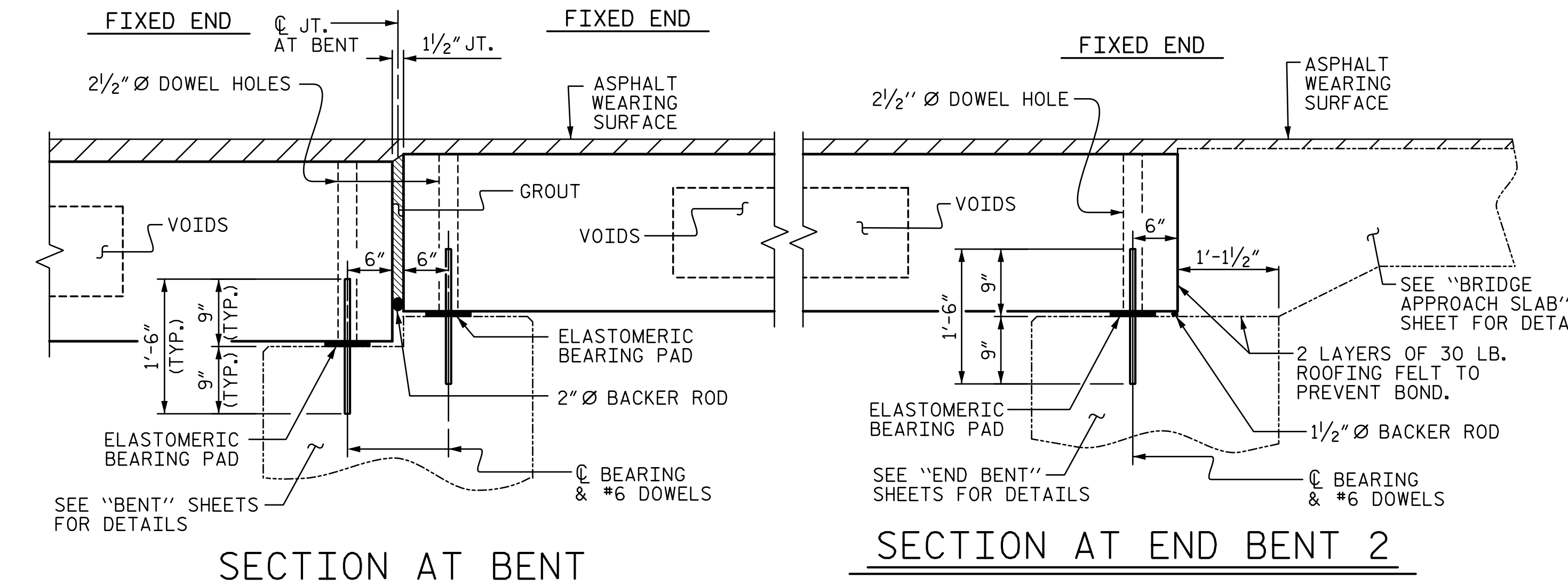


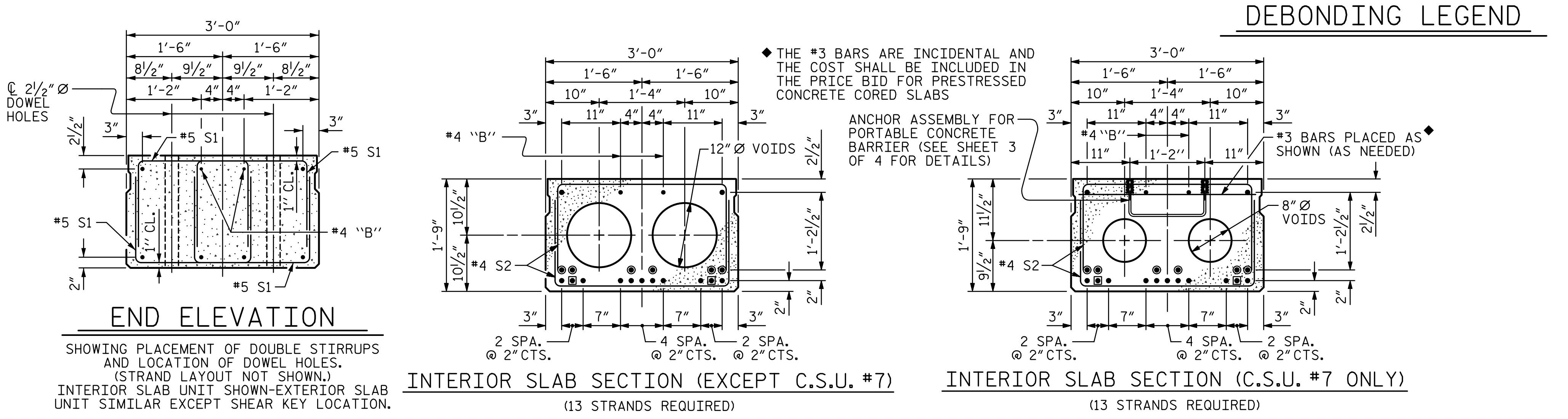
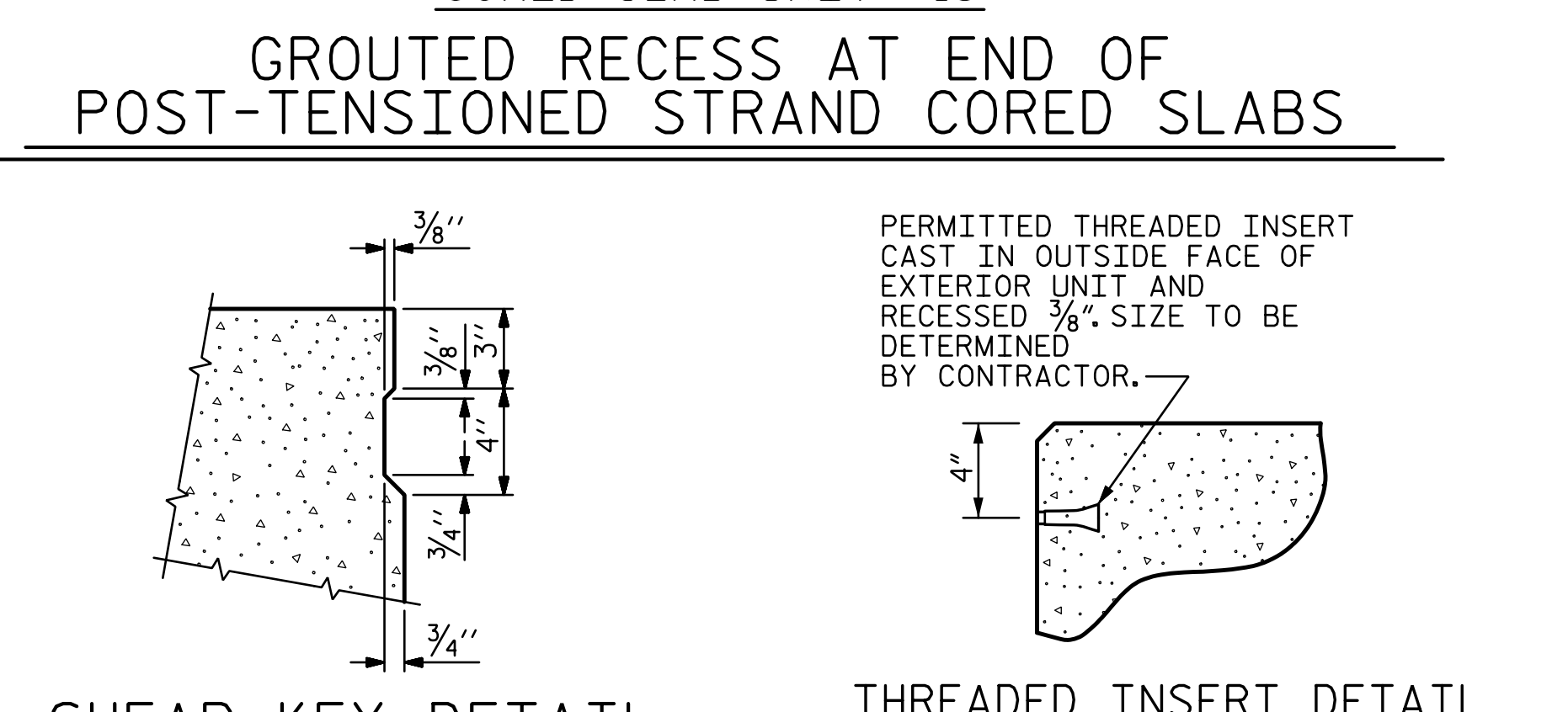
**TYPICAL SECTION**

\* - THE MAXIMUM BARRIER RAIL HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE BARRIER RAIL AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE BARRIER RAIL FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR RAIL HEIGHT DETAILS AND ASPHALT THICKNESS SEE THE "VERTICAL CONCRETE BARRIER RAIL SECTION" DETAIL.



**DEBONDING LEGEND**

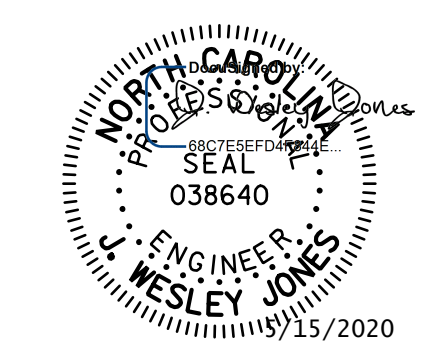
- BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 2'-0" FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.
- OPTIONAL FULL LENGTH DEBONDED STRANDS. THESE STRANDS ARE NOT REQUIRED. IF THE FABRICATOR CHOOSES TO INCLUDE THESE STRANDS IN THE CORED SLAB UNIT, THE STRANDS SHALL BE DEBONDED FOR THE FULL LENGTH OF THE UNIT AT NO ADDITIONAL COST. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.



**0.6" Ø LOW RELAXATION STRAND LAYOUT**

NOTE: OMIT SHEAR KEY ON OUTSIDE FACE OF EXTERIOR CORED SLABS.

PROJECT NO. **BR-0126**  
**WILKES** COUNTY  
 STATION: **16+62.00 -L-**  
 SHEET 1 OF 4



**STV** 100 YEARS  
 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**3'-0" X 1'-9"**  
**PRESTRESSED CONCRETE CORED SLAB UNIT**  
**90° SKEW (SPAN B)**

REVISIONS				SHEET NO.
NO.	BY:	DATE:	NO.	DATE:
1			3	
2			4	

S-11  
TOTAL SHEETS 23

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DRAWN BY: LAH DATE: 11-19  
 CHECKED BY: JWJ DATE: 3-20  
 DESIGN ENGINEER OF RECORD: JWJ DATE: 5-20