

APPROACH SLAB @ END BENT 1

APPROACH SLAB @ END BENT 2

NOTES

THE COST OF THE BARRIER RAIL ON THE APPROACH SLAB SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE BID FOR BRIDGE APPROACH SLABS.

APPROACH SLAB SHALL NOT BE CONSTRUCTED PRIOR TO COMPLETION OF THE BRIDGE DECK.

FOR REINFORCED BRIDGE APPROACH FILL INCLUDING FABRIC, IMPERMEABLE GEOMEMBRANE, 102mm Ø DRAINAGE PIPE, #78M STONE, AND SELECT MATERIAL, SEE ROADWAY PLANS.

TEMPORARY DRAINAGE AND TEMPORARY BERM AND SLOPE DRAINS WILL BE PAID FOR UNDER THE LUMP SUM PRICE FOR BRIDGE APPROACH SLAB.

AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

THE 150mm COMP. A.B.C. SHALL EXTEND 3m BEYOND THE END OF THE APPROACH SLAB AND 300mm OUTSIDE OF EACH EDGE OF THE SLAB.

THE CONTRACTOR MAY USE 100mm TYPE B-25.0B ASPHALT CONCRETE COURSE IN LIEU OF 150mm COMP. A.B.C. IF THIS OPTION IS USED, THE BASE COURSE SHALL EXTEND 300mm BEYOND THE END OF THE APPROACH SLAB AND THE WIDTH SHALL BE THE SAME AS THAT OF THE APPROACH SLAB.

THE CONTRACTOR MAY USE 125mm CLASS "A" CONCRETE BASE IN LIEU OF 150mm COMP. A.B.C. IF THIS OPTION IS USED, THE CONCRETE BASE SHALL EXTEND 300mm BEYOND THE END OF THE APPROACH SLAB AND THE WIDTH SHALL BE THE SAME AS THAT OF THE APPROACH SLAB. THE CONCRETE SHALL BE FINISHED TO A SMOOTH SURFACE AND A LAYER OF 13.6 kg. ROOFING FELT SHALL BE PLACED BETWEEN THE CONCRETE BASE AND THE APPROACH SLAB TO PREVENT BOND. THE APPROACH SLAB SHALL NOT BE CAST UNTIL THE CONCRETE BASE HAS REACHED AN AGE OF THREE CURING DAYS.

APPROACH SLAB GROOVING IS NOT REQUIRED. TINE CONCRETE ONLY WITHIN THE LIMITS OF THE ASPHALT PAVEMENT AND IN ACCORDANCE WITH ARTICLE 422-3 OF THE STANDARD SPECIFICATIONS.

ARC OFFSETS ARE NEGLIGIBLE FOR APPROACH SLAB AT END BENT 2.

FOR EVAZOTE JOINT SEALS, SEE SPECIAL PROVISIONS.

THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE EVAZOTE JOINT SEAL SHALL BE 64mm.

BILL OF MATERIAL

FOR ONE APPROACH SLAB (2 REQ'D)

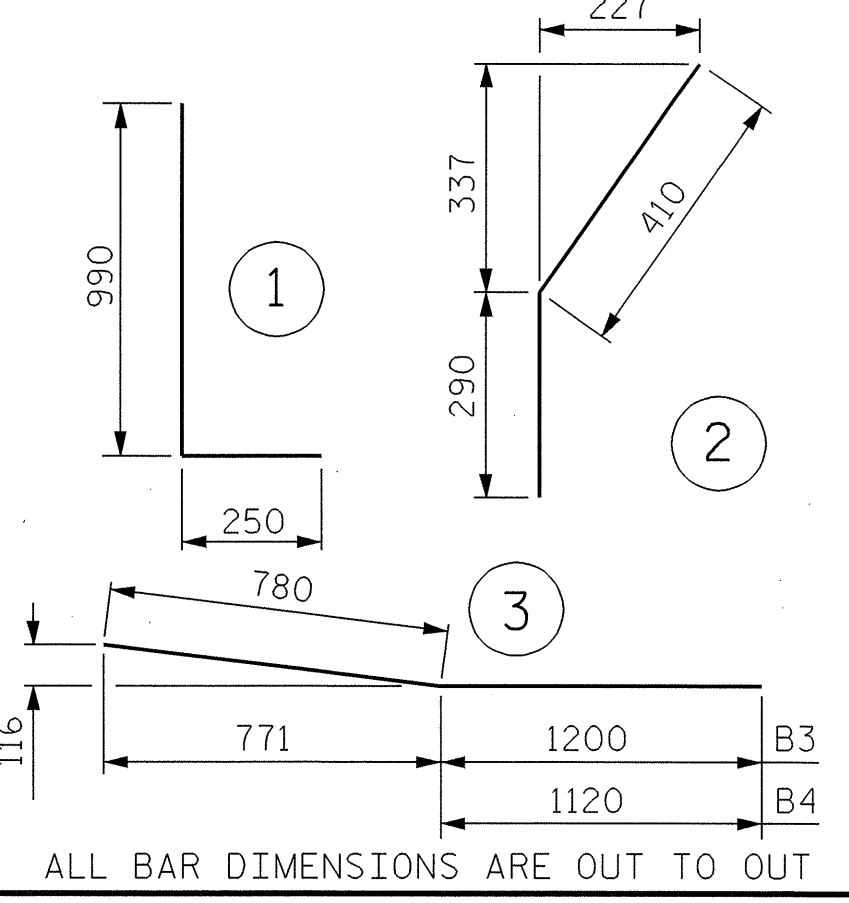
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	23	#16	STR	11860	423
A2	16	#13	STR	6220	99
*B1	79	#19	STR	3420	604
B2	79	#19	STR	3560	629
*B3	1	#16	3	1980	3
*B4	1	#16	3	1900	3
*B5	14	#16	STR	3520	76
*S1	58	#16	STR	1000	90
*S2	42	#16	1	1240	81
*S3	20	#16	2	700	22

REINFORCING STEEL	kg	728
*EPOXY COATED REINFORCING STEEL	kg	1,302

CLASS AA CONCRETE BREAKDOWN

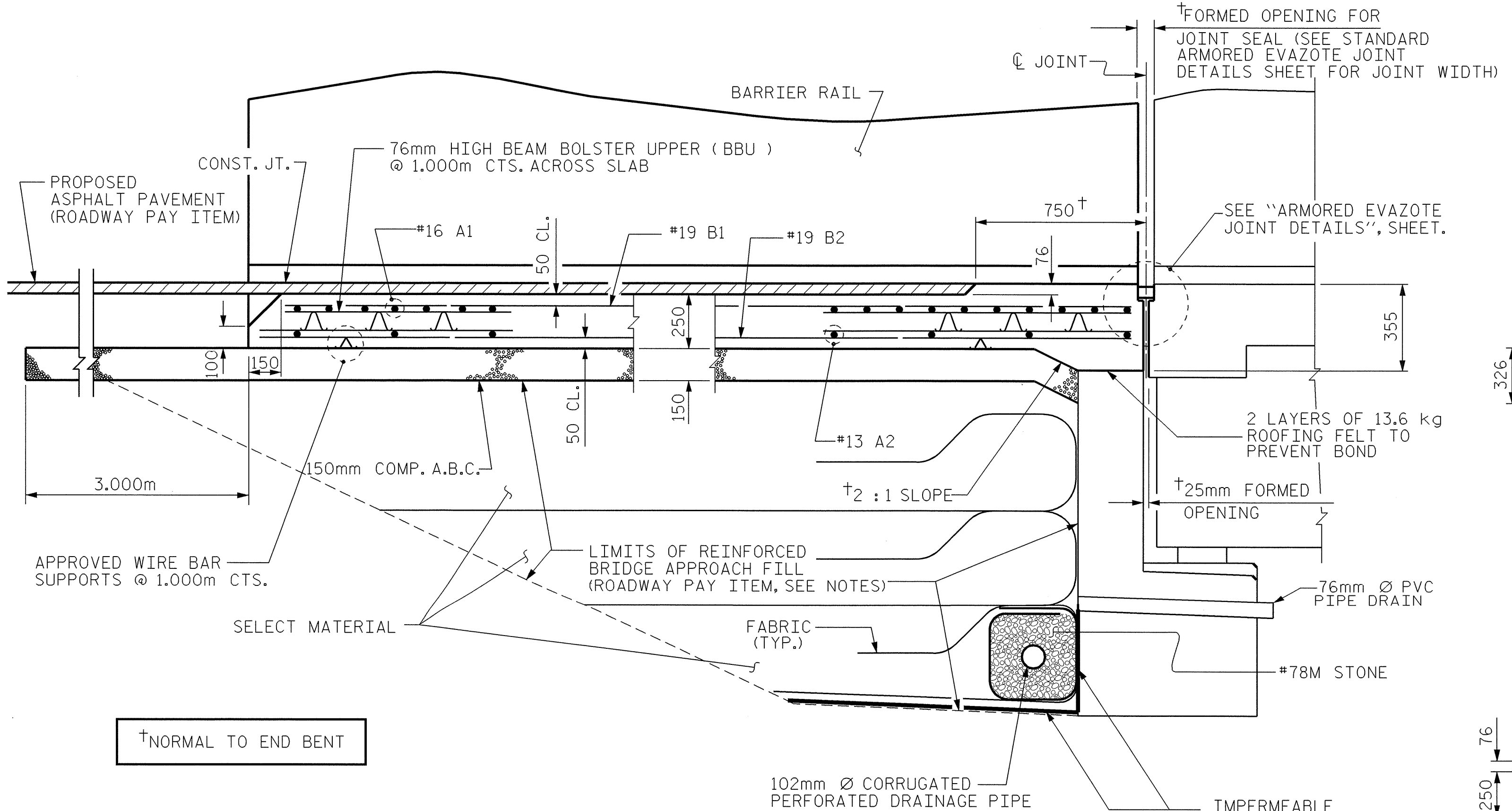
POUR 1 SLAB	C. M.	11.9
POUR 2 RAIL	C. M.	1.6
CLASS AA CONCRETE	C. M.	13.5

BAR TYPES

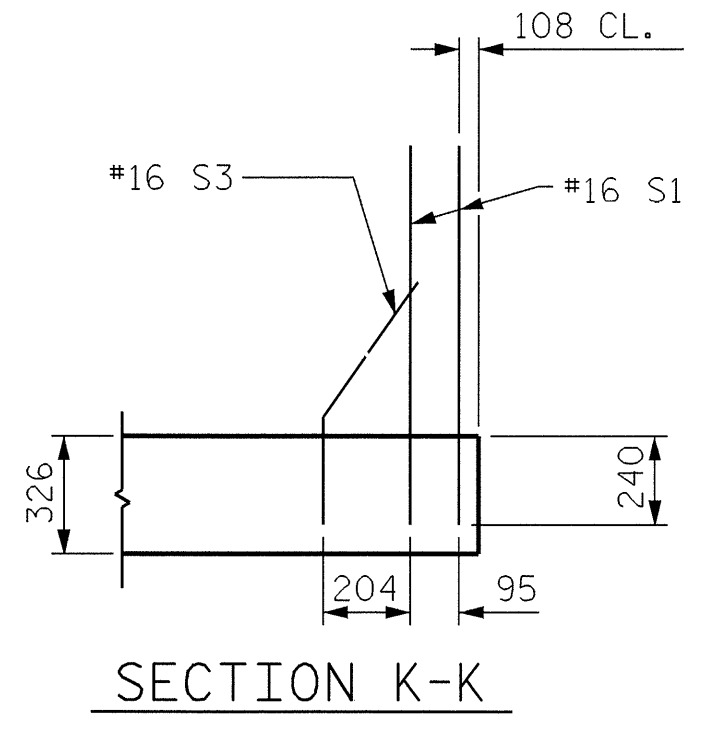


ALL BAR DIMENSIONS ARE OUT TO OUT

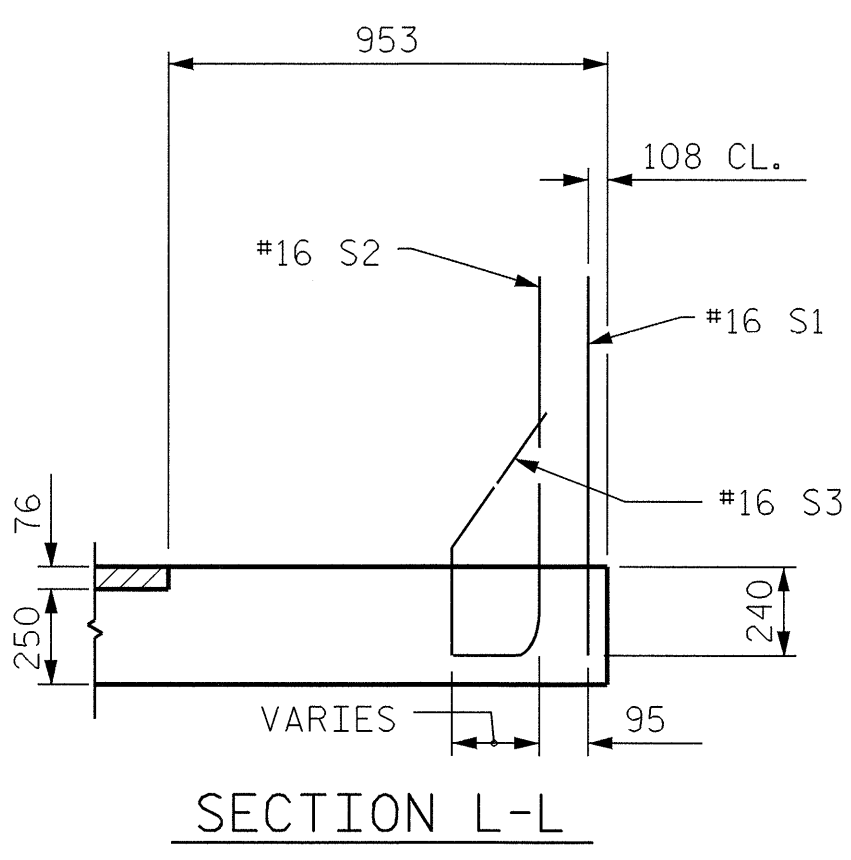
* THESE BARS ARE EPOXY COATED.



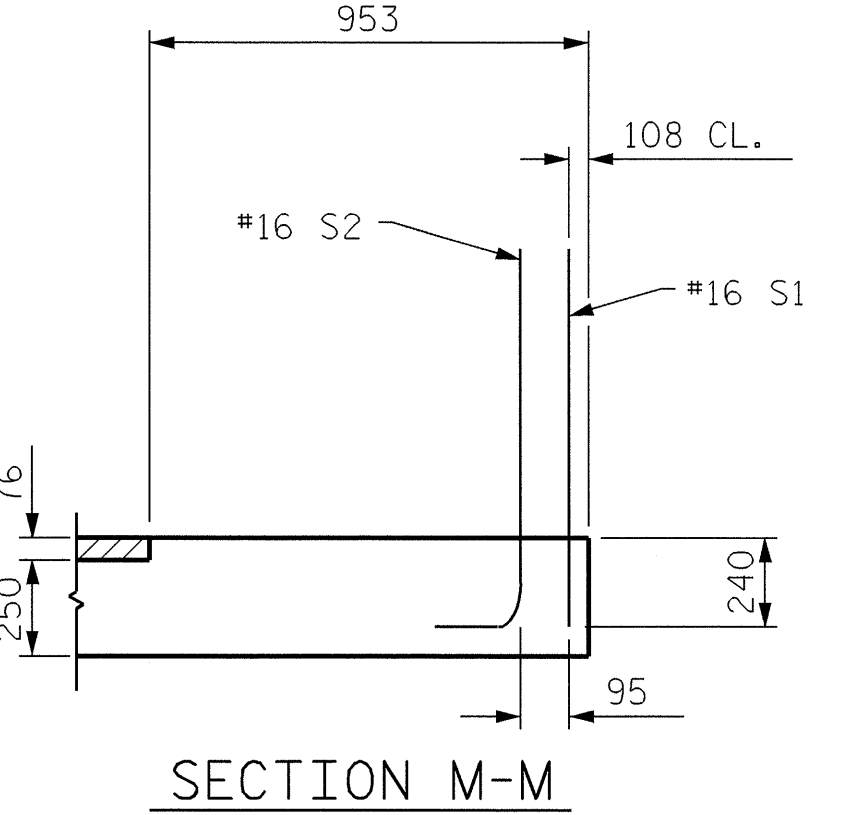
SECTION THRU SLAB



SECTION K-K

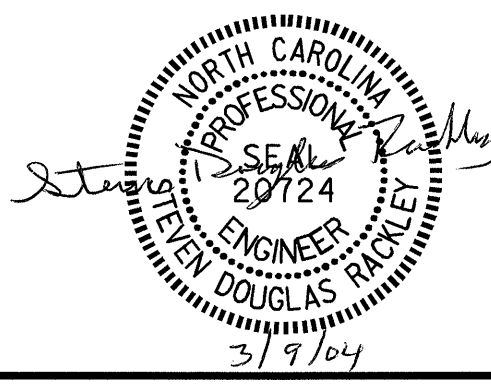


SECTION L-L



SECTION M-M

ASSEMBLED BY : A.R.CHESSON	DATE : 2-04
CHECKED BY : S.D.RACKLEY	DATE : 2-04
DRAWN BY : RWW	8/01
CHECKED BY : LES	8/01
ADDED	12/01
REV.	5/7/03
	RWW/JTE



PROJECT NO. R-2911A
 IREDELL COUNTY
 STATION: 41+59.472 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH				STANDARD	
BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT WITH BARRIER RAIL					
(RIGHT LANE)					
REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
				TOTAL SHEETS	
				106	