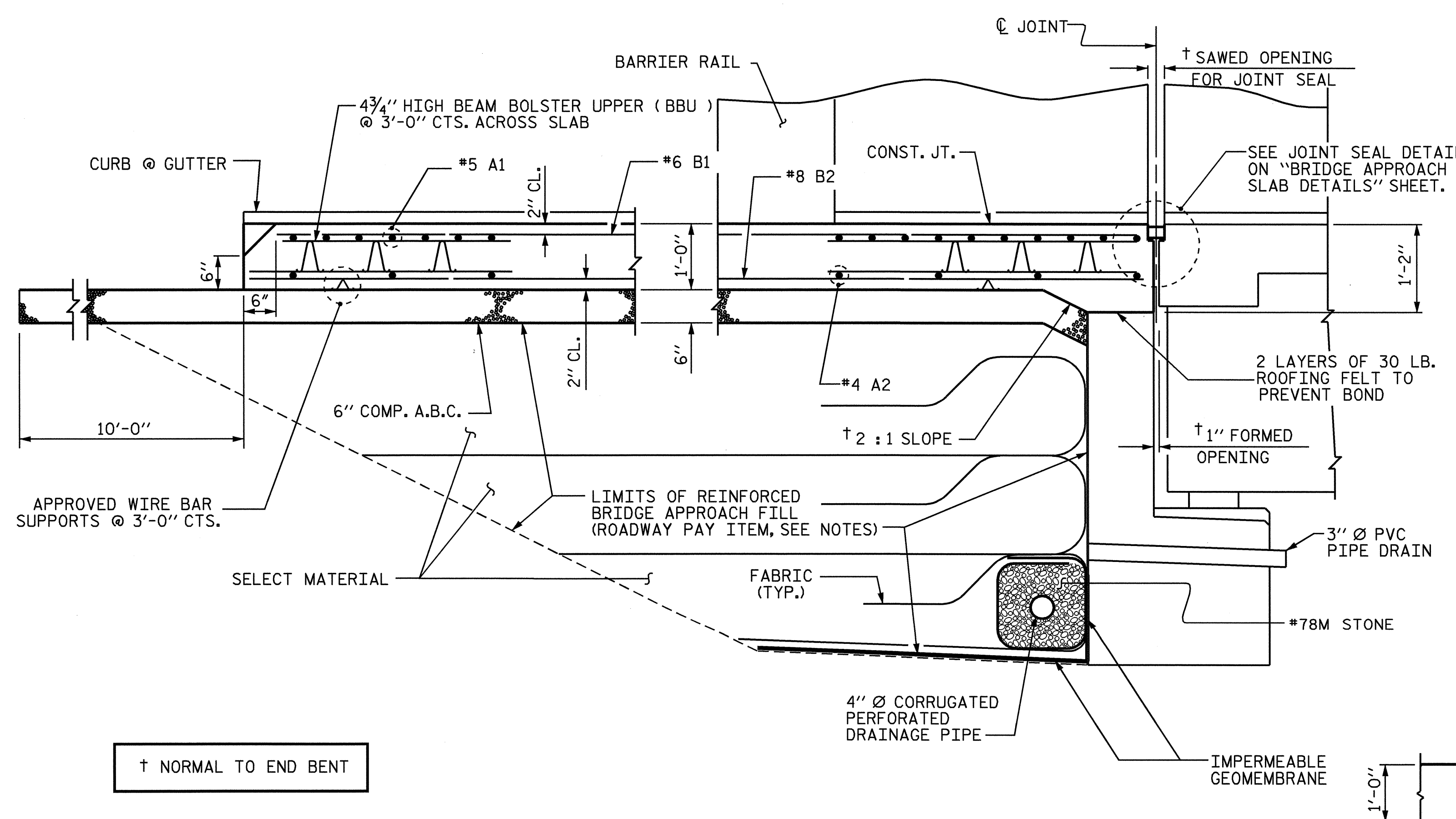
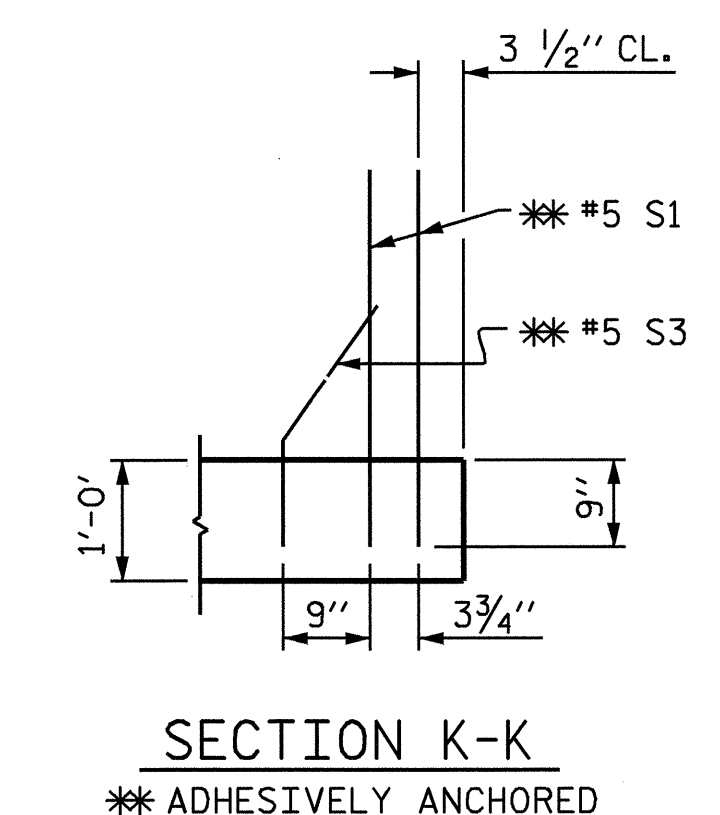


PLAN OF APPROACH SLAB @ END BENT No. 1

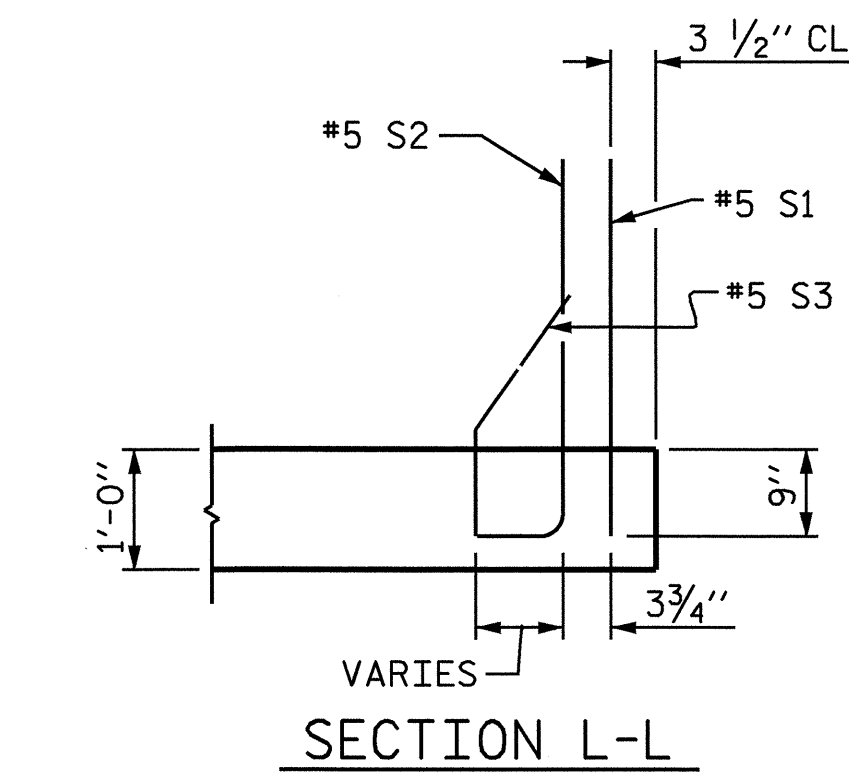
PLAN OF APPROACH SLAB @ END BENT No. 2



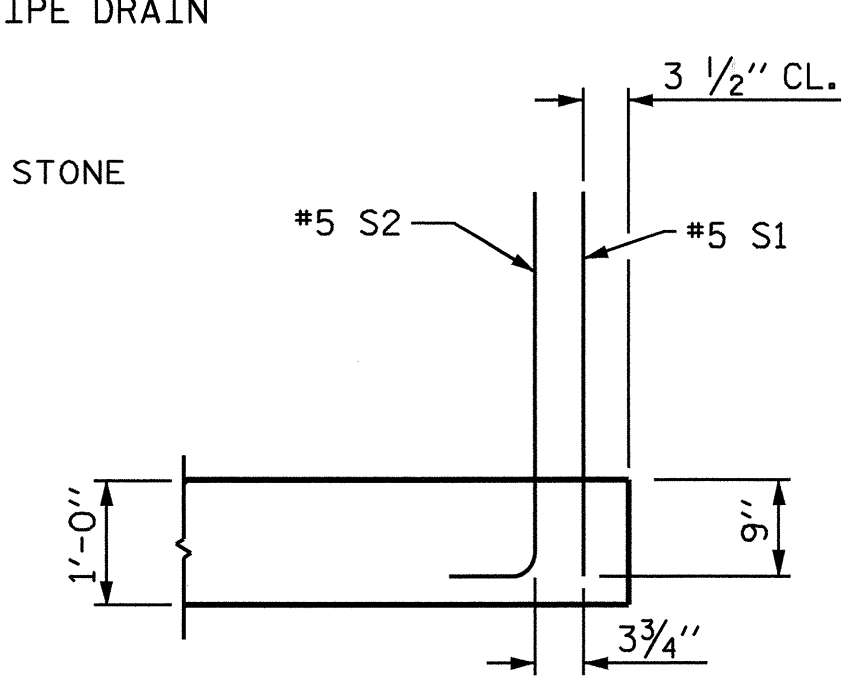
SECTION THRU SLAB



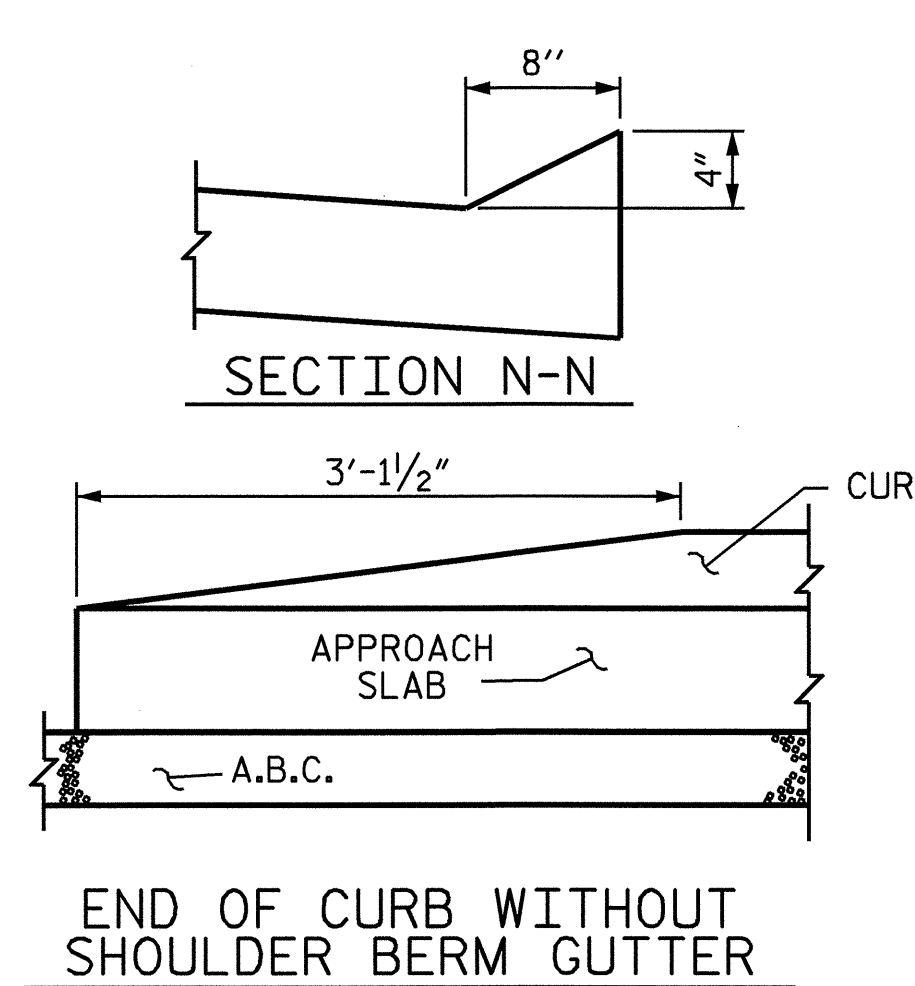
SECTION K-K  
\*\* ADHESIVELY ANCHORED



SECTION L-L  
VARIES



SECTION M-M



SECTION N-N  
END OF CURB WITHOUT SHOULDER BERM GUTTER

**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, 4" 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 6" COMP. A.B.C. SHALL EXTEND 10'-0" BEYOND THE END OF THE APPROACH SLAB AND 1'-0" OUTSIDE OF EACH EDGE OF SLAB.

THE CONTRACTOR MAY USE 4" TYPE B-25.0B ASPHALT CONCRETE BASE COURSE IN LIEU OF 6" COMP. A.B.C. IF THIS OPTION IS USED, THE BASE COURSE SHALL EXTEND 1'-0" BEYOND THE END OF THE APPROACH SLAB AND THE WIDTH SHALL BE THE SAME AS THAT OF THE APPROACH SLAB.

THE CONTRACTOR MAY USE 5" CLASS "A" CONCRETE BASE IN LIEU OF 6" COMP. A.B.C. IF THIS OPTION IS USED, THE CONCRETE BASE SHALL EXTEND 1'-0" 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 30 LB 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.

THE JOINT SHALL BE SAWS PRIOR TO THE CASTING OF THE BARRIER RAIL.

FOR EVAZOTE JOINT SEALS, SEE SPECIAL PROVISIONS.

THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE EVAZOTE JOINT SEAL SHALL BE 2 1/2".

THE EFFECT OF THE HORIZONTAL CURVE ON THE APPROACH SLAB AT END BENT No. 1 IS NEGLIGIBLE FOR CONSTRUCTION.

**BILL OF MATERIAL**  
FOR ONE APPROACH SLAB (2 REQ'D.)

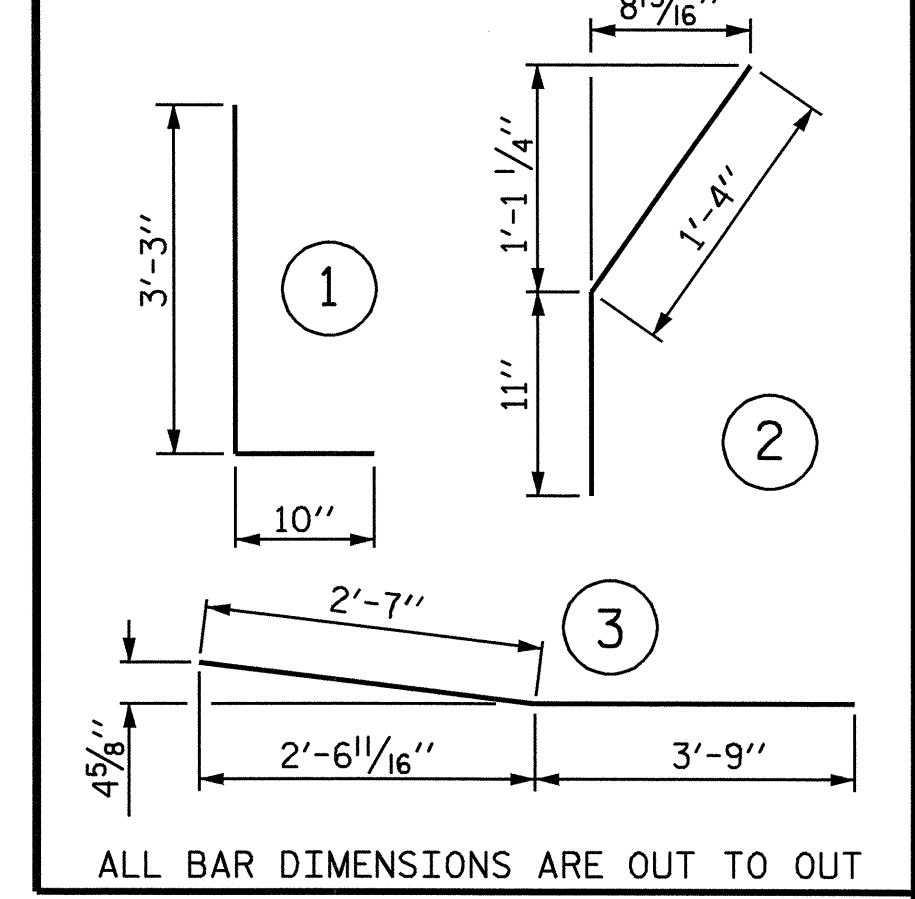
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	49	#5	STR	34'-6"	1763
A2	98	#4	STR	18'-4"	1200
*B1	70	#6	STR	24'-3"	2550
B2	70	#8	STR	24'-8"	4610
*B3	14	#5	STR	11'-8"	170
*B4	2	#5	3	6'-4"	13
*S1	56	#5	STR	3'-3"	190
*S2	40	#5	1	4'-1"	170
*S3	20	#5	2	2'-3"	47

REINFORCING STEEL	LBS.	5810
*EPOXY COATED REINFORCING STEEL	LBS.	4903

CLASS AA CONCRETE BREAKDOWN		
POUR 1 SLAB & CURB	C. Y.	32.9
POUR 2 RAIL	C. Y.	2.1

CLASS AA CONCRETE	C. Y.	35.0
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**BAR TYPES**



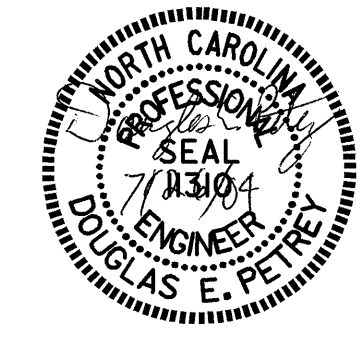
ALL BAR DIMENSIONS ARE OUT TO OUT

PROJECT NO. B-3690  
RANDOLPH COUNTY  
 STATION: 17+41.00 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 STANDARD  
 BRIDGE APPROACH SLAB  
 FOR FLEXIBLE PAVEMENT  
 WITH BARRIER RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-35
1			3			TOTAL SHEETS 37
2			4			



ASSEMBLED BY: R. G. EMERSON DATE: 04/04  
 CHECKED BY: B. N. GRADY DATE: 04/04  
 DRAWN BY: LES 8/01 REV. 5/7/03R RWW/JTE  
 CHECKED BY: RDR 8/01