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$\frac{1}{4} \frac{517}{57.01} \frac{6^{-1}}{231} \frac{1}{4} \frac{61}{63} \frac{50}{14} \frac{4}{517} \frac{6^{-1}}{231} \frac{231}{247} \frac{231}{247} \frac{231}{4} \frac{231}{247} \frac{231}{27} \frac{23}{27} \frac{23}{2} \frac{23}{27} \frac{23}{27} \frac{23}{27} \frac{23}{27} \frac{23}{27} $	#4 #4	STR	20'-0"	15	*B2	10	#4	SIR	24'-6"	164	
44 STR 6'-1'' 231 **G3 16 *4 STR 2''-1'' 247 *4 STR 17'-8'' 19 **JI 134 *4 2 1'-5'' 127 *4 STR 17'-9'' 127 *JII 134 *4 2 1'-5'' 127 *4 J 3'-0'' 32 *LII 16 *4 1 3'-0''' 32 *4 J 3'-0''' 32 *LII 16 *4 1 3'-0'''''''''''''''''''''''''''''''''''					* G1	50	#4	STR	6'-11"	231	
Image: Strain bit is a	#4 #4	STR	6'-11"	231	* G3	16	#4	STR	23'-1"	247	
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$\frac{1}{G} STEEL LBS. 10922 REINFORCING STEEL LBS. 10922 TATED TING STEEL LBS. 9026 FEDXY COATED REINFORCING STEEL LBS. 9096 STORCRETE BREAKDOWN LAB 12L1 C.Y. DOUR #1 SLAB 12L2 C.Y. DOUR #2 SIDEWALK & 12L5 C.Y. MEDIAN 12L5 C.Y. DOUR #2 SIDEWALK & 12L5 C.Y. BAR TYPE LENGTHS \frac{1'-9''}{G'} 2'-2''DOUR #1'-9''G' 2'-2''ALL BAR DIMENSIONS ARE OUT TO OUTTHE OUNNITIY OF #4 JJ BARS ON THE BILLOF MATERIAL IS BASED ON 1'-0'CENTERS.JI BARS SHALL BE PLACED AT EACH VERTICALSTUD ANCHOR BOLT. IN THE EVENT THATTHE NUMBER OF JI BARS SPECIFIED.ADDITIONAL JI BARS WILL NOT BE REOUTRED.PROJECT NO. B-4490CUMBERLAND COUNTYSTATION: 29+57.01 -L-SHEET 2 OF 2STATE OF MOTO CAMOLINABRIDGE APPROACH SLABFOR FLEXIBLE PAVEMENTSTANDARDBRIDGE APPROACH SLABFOR FLEXIBLE PAVEMENT$	#1	1	3'-0"	30	₩ U1	16	#4	1	3'-0"	32	
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BAR TYPE <u>LENGTHS</u> <u>WEW LINCOATED</u> <u>O'' 1'-9''</u> <u>G'' 2'-2''</u> <u>ALL BAR DIMENSIONS ARE OUT TO OUT</u> <u>ALL BAR DIMENSIONS ARE OUT TO OUT</u> <u>ALL BAR DIMENSIONS ARE OUT TO OUT</u> THE MATRITY OF "A JIB DARS ON THE BILL OF MATERITY OF THAT THE NUMBER OF VERTICAL STUD ANCHORS EXCEEDS THE OF MOMENT OF JIB DARS SPECIFIED, ADDITIONAL JI BARS WILL NOT BE REOUIRED. PROJECT NO. <u>B-4490</u> <u>CUUMBERLAND</u> COUNTY STATION: <u>29+57.01 -L-</u> SHEET 2 OF 2 STANDARD BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>REVISIONS</u> <u>STANDARD</u> BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>REVISIONS</u> <u>STANDARD</u> BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>REVISIONS</u> <u>STANDARD</u> BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>STANDARD</u> BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u>	CONCRE	ΤΕ ΤΟ	TAL 131.	9 C.Y.	CLASS	5 AA (CONCRE	TE TO	TAL 133.	C.Y.	
LENGTHS <u>KEW UNCOATED</u> <u>O'' 1'-9''</u> <u>G'' 2'-7''</u> <u>ALL BAR DIMENSIONS ARE OUT TO OUT</u> THE OUANTITY OF "4 JI BARS ON THE BILL OF MATERIAL IS BASED ON THE OUT TO CONTERS. JEARS SHALL BE PLACED AT EACH VERTICAL STUD AMENOR BOLT. IN THE IDENT THAT STUD AMENOR BOLT. IN THE IDENT THAT STUD AMENOR BOLT. IN THE IDENT THAT STUD AMENOR BOLT. IN THE STUDENT THAT STUD AMENOR BOLT. IN THE STUDENT THAT DECEMBER OF JI BARS SPECIFIED. ADDITIONAL JI BARS WILL NOT BE REDUIRED. PROJECT NO. <u>B-4490</u> <u>CUMBERLAND</u> COUNTY STATION: <u>29+57.01 -L-</u> SHEET 2 OF 2 STATE OF MORTH CARDING DEPARTMENT OF TRANSPORTATION RECOMENT STANDARD BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>REVISIONS</u> <u>SHEET NO.</u> <u>STANDARD</u> BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>STANDARD</u> BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>STANDARD</u> BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDARD</u> <u>STANDA</u>			<u> </u>			BAR	TYF	ΡE			
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