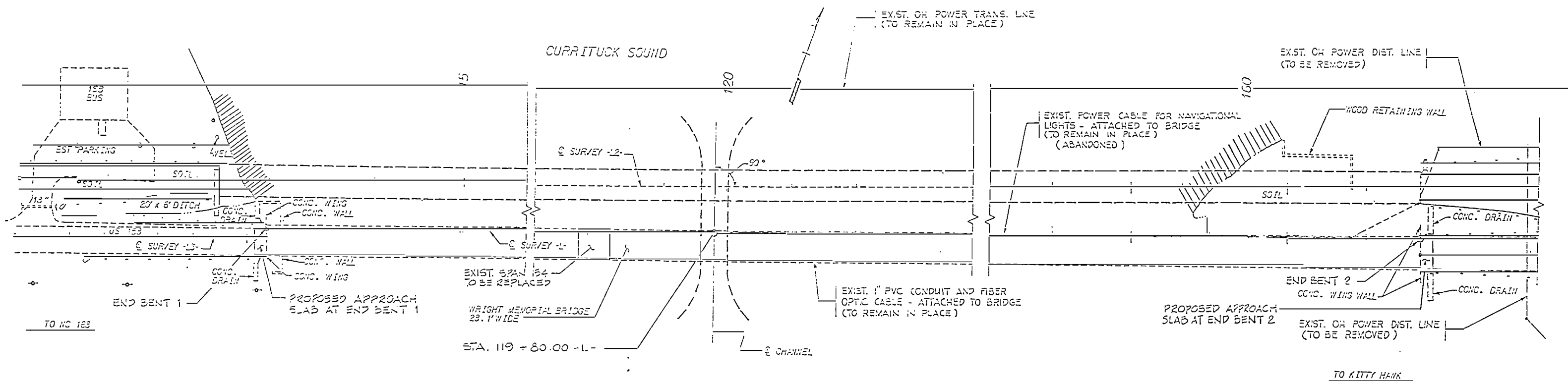


BENCHMARK-BRASS DISK IN WING WALL OF BRIDGE STA. 12 + 83, ELEV. 12.03 - NGS 1981.



LOCATION SKETCH

-NOTE -  
FOR UTILITY INFORMATION, SEE  
UTILITY SPECIAL PROVISIONS

HYDRAULIC DATA

DESIGN DISCHARGE = N/A  
 FREQUENCY OF DESIGN FLOOD = 50 YRS.  
 DESIGN HIGH WATER ELEVATION = 6.6 FT.  
 DRAINAGE AREA = TICAL  
 BASIC DISCHARGE ( 01:03 ) = N/A  
 BASIC HIGH WATER ELEVATION = 7.2 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = N/A  
 FREQUENCY OF OVERTOPPING FLOOD = 100 YRS. +  
 OVERTOPPING FLOOD ELEVATION = 6.7 FT.

Professional Engineer Seal for North Carolina, dated 5-22-95, No. 6,049,003T.

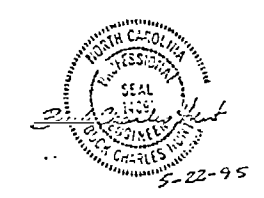
PROJECT NO. R-2418A  
 CURRITUCK-DARE COUNTY  
 STATION: 119 + 80.00-L-  
 REHABILITATION OF BRIDGE NO. 16

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION					
REHABILITATION OF WRIGHT MEMORIAL BRIDGE OVER CURRITUCK SOUND					
REVISIONS					SHEET NO. 5-1
NO.	BY	DATE	NO.	DATE	
1			2		
					TOTAL SHEETS 20

DRAWN BY: V.K. NICHOLS DATE: 4-25-95  
 CHECKED BY: DATE: 4-27-95

NOTES

ASSUMED LIVE LOAD = HS 20-44 OR ALTERNATE LOADING  
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET S-A.  
 FOR LATEX MODIFIED CONCRETE, SEE SPECIAL PROVISIONS.  
 FOR SHOTCRETE REPAIRS, SEE SPECIAL PROVISIONS.  
 FOR MAINTENANCE OF WATER TRAFFIC, SEE SPECIAL PROVISIONS.  
 PRESTRESSED CONCRETE CORED SLAB UNITS SHALL CONTAIN CALCIUM NITRATE CORROSION INHIBITOR. SEE SPECIAL PROVISIONS FOR "CALCIUM NITRATE CORROSION INHIBITOR".  
 ALL REINFORCING STEEL SHALL BE GRADE 60.  
 FOR ADHESIVELY ANCHORED BOLTS, DOWNELS, SEE SPECIAL PROVISIONS.  
 SPAN LENGTHS FOR PRESTRESSED CONCRETE CORED SLAB UNITS ARE SUBJECT TO CHANGE TO FIT ACTUAL SPAN LENGTHS. SPAN LENGTHS SHALL BE CHECKED BY THE RESIDENT ENGINEER AS EARLY AS IS PRACTICAL IN ORDER TO DETERMINE WHETHER SPAN LENGTHS FOR PRESTRESSED CONCRETE CORED SLAB UNITS AS SHOWN ON THE PLANS ARE CORRECT. PRESTRESSED CORED SLAB UNITS SHALL NOT BE FABRICATED UNTIL SPAN LENGTHS HAVE BEEN FIELD CHECKED BY THE ENGINEER.  
 THE EXISTING STRUCTURE SHALL HAVE SPAN 154 CONSISTING OF A STEEL GRID DECK FLOOR ON I-BEAMS AND A SPAN LENGTH OF 45'-0" TO BE REMOVED. BENTS 133 AND 134 SUPPORTING SPAN 154 SHALL HAVE PARTIAL REMOVAL. FOR REMOVAL OF CONCRETE, SEE STANDARD SPECIFICATIONS.  
 FOR CONCRETE CORE SAMPLES, SEE THE SPECIAL PROVISION ENTITLED "SHOTCRETE REPAIRS".  
 FOR JOINT SEAL REPLACEMENT, SEE SPECIAL PROVISIONS.  
 FOR INSTALLATION OF ONE BAR METAL RAIL, SEE SPECIAL PROVISIONS.  
 SHOTCRETE REPAIR, DECK REHABILITATION, CONSTRUCTION OF APPROACH SLABS AND JOINT SEAL REPLACEMENT SHALL NOT BE DONE UNTIL TRAFFIC IS REMOVED FROM THE BRIDGE.  
 FOR CLASS II AND CLASS III SURFACE PREPARATION, SEE THE SPECIAL PROVISION ENTITLED "REPAIR OF EXISTING BRIDGE DECK".  
 FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.



PROJECT NO. R-2418A  
 CURRITUCK-DARE COUNTY  
 STATION: 119 + 20.00-L

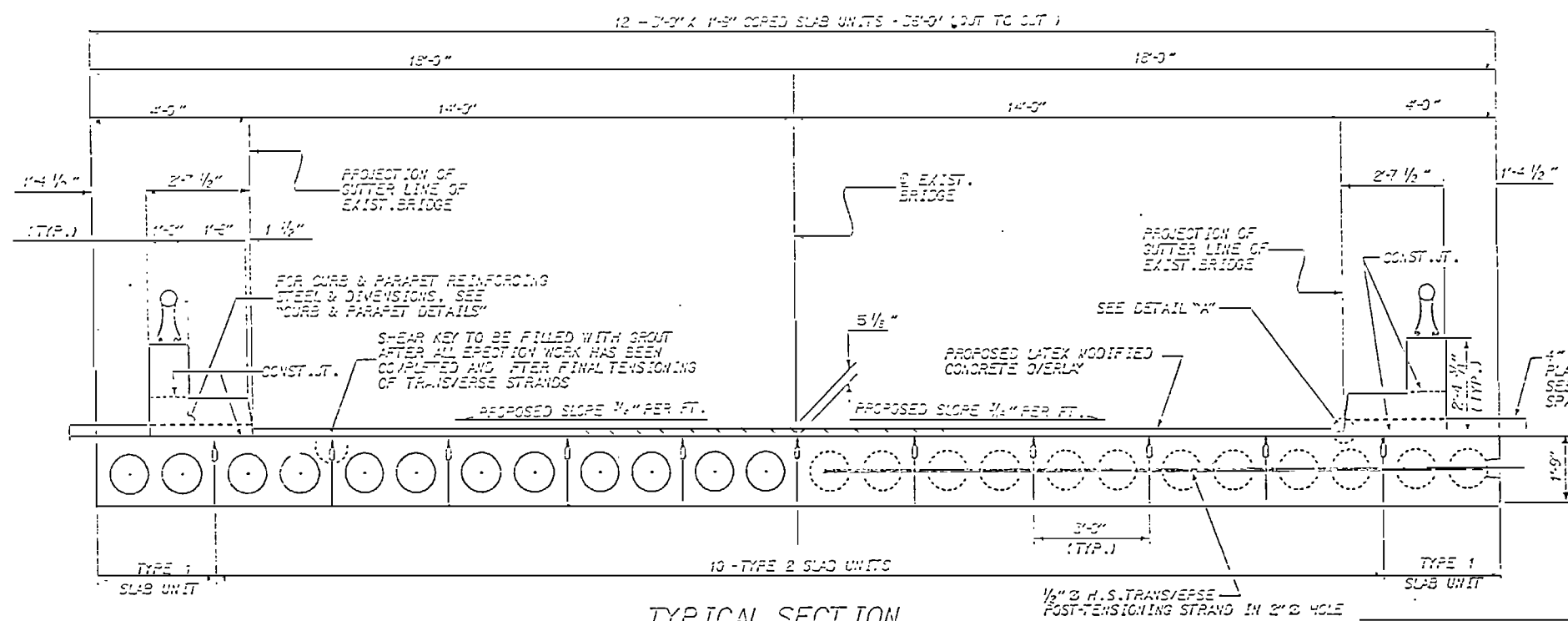
ORIGINAL BILL OF MATERIAL

	REMOVAL OF EXIST. STRUCTURE AT STA. 119+20.00-L	CLASS AA CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	CLASS II SURFACE PREPARATION	CLASS III SURFACE PREPARATION	LATEX MODIFIED CONC. OVERLAY	PLACING & FINISHING OF LATEX MODIFIED CONC. OVERLAY	ELASTOMERIC BEARINGS	5' 0" x 1'-9" PRESTRESSED CONC. CORED SLABS	JOINT SEAL REPLACEMENT	SHOTCRETE REPAIRS	CONCRETE CORE SAMPLES	INSTALLATION OF ONE BAR METAL RAIL	PREFORMED JOINT SEALS
UNITS	LUMP SUM	C.Y.	LUMP SUM	LS.	S.Y.	S.Y.	C.Y.	S.Y.	LUMP SUM	L.F.	LUMP SUM	C.F.	EACH	LUMP SUM	LUMP SUM
SUPERSTRUCTURE		12.6	LUMP SUM	1,014	235.0	5	14.7	140.0	LUMP SUM	537.0	LUMP SUM	25.0		LUMP SUM	LUMP SUM
SUBSTRUCTURE		15.2		2,578								2,931.0	205		
TOTAL	LUMP SUM	30.8 ✓	LUMP SUM	3,392 ✓	235.0 ✓	5 ✓	14.7 ✓	140.0 ✓	LUMP SUM	537.0 ✓	LUMP SUM	2,956.0 ✓	205 ✓	LUMP SUM ✓	LUMP SUM ✓

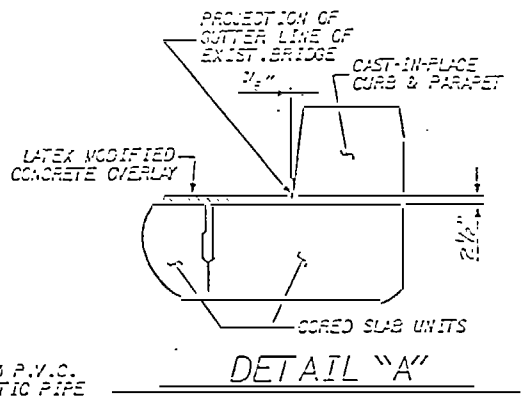
STATE OF NORTH CAROLINA					
DEPARTMENT OF TRANSPORTATION					
RALEIGH					
REHABILITATION OF EXISTING BRIDGE #16 ON US 158 ACROSS CURRITUCK SOUND					
REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		
					SHEET NO. 5-2
					TOTAL SHEETS 20

DRAWN BY V. X. MUMFORD DATE 5-22-95  
 CHECKED BY A. P. WINT DATE 5-22-95

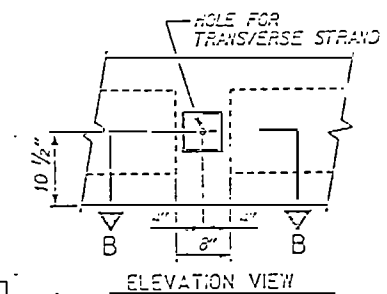
5-11-97  
 5-22-95



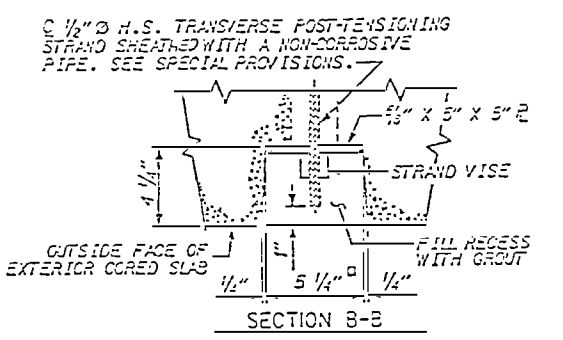
TYPICAL SECTION



DETAIL "A"



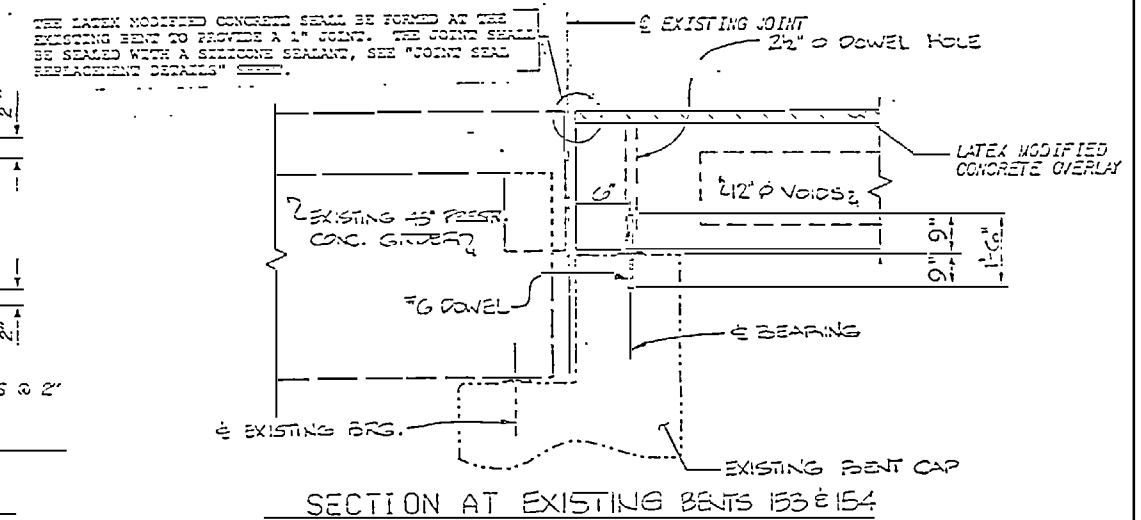
ELEVATION VIEW



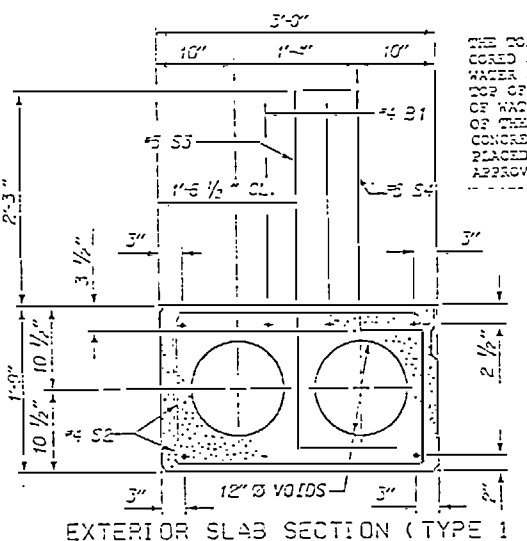
SECTION B-B

BOND SHOULD BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 4'-0" FROM THE END OF THE CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 10757.

GRAUDED RECESS AT END OF POST-TENSIONED STRAND CORED SLABS

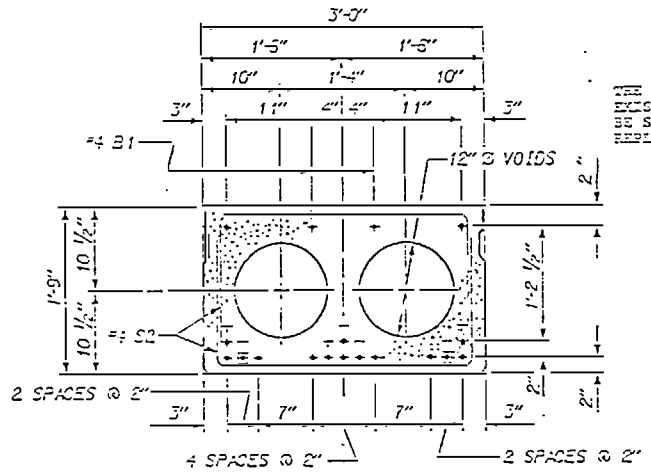


SECTION AT EXISTING BENTS 153 & 154



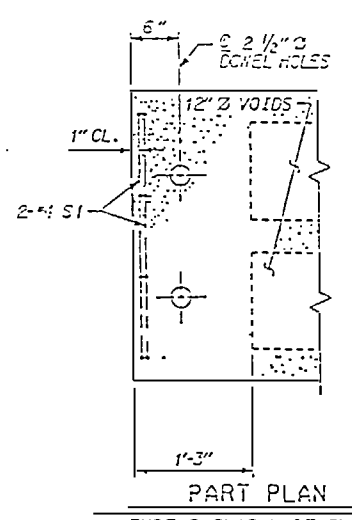
EXTERIOR SLAB SECTION (TYPE 1)

(FOR PRESTRESSED STRAND LAYOUT, SEE INTERIOR SLAB SECTION - TYPE 2)



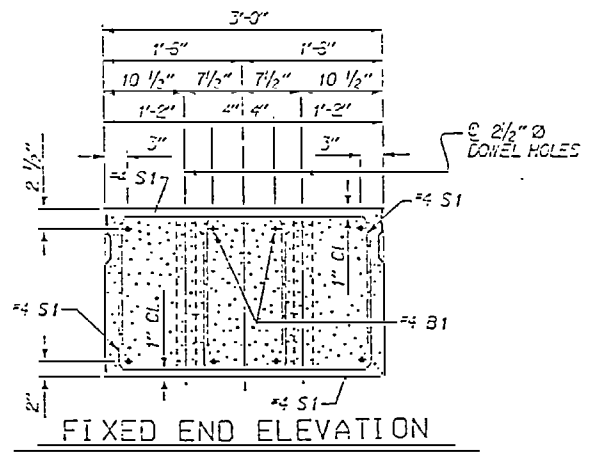
INTERIOR SLAB SECTION (TYPE 2)

1/2" Ø LOW RELAXATION STRAND LAYOUT



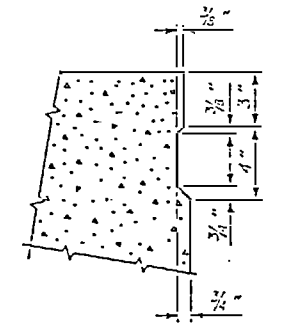
PART PLAN

TYPE 2 SLAB UNIT SHOWN  
TYPE 1 SIMILAR



FIXED END ELEVATION

SHOWING PLACEMENT OF DOUBLE STIRRUPS AND LOCATION OF DOWEL HOLES. (STRAND LAYOUT NOT SHOWN.) INTERIOR SLAB SECTION SHOWN-EXTERIOR SLAB SECTION SIMILAR EXCEPT SHEAR KEY LOCATION.



SHEAR KEY DETAIL

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

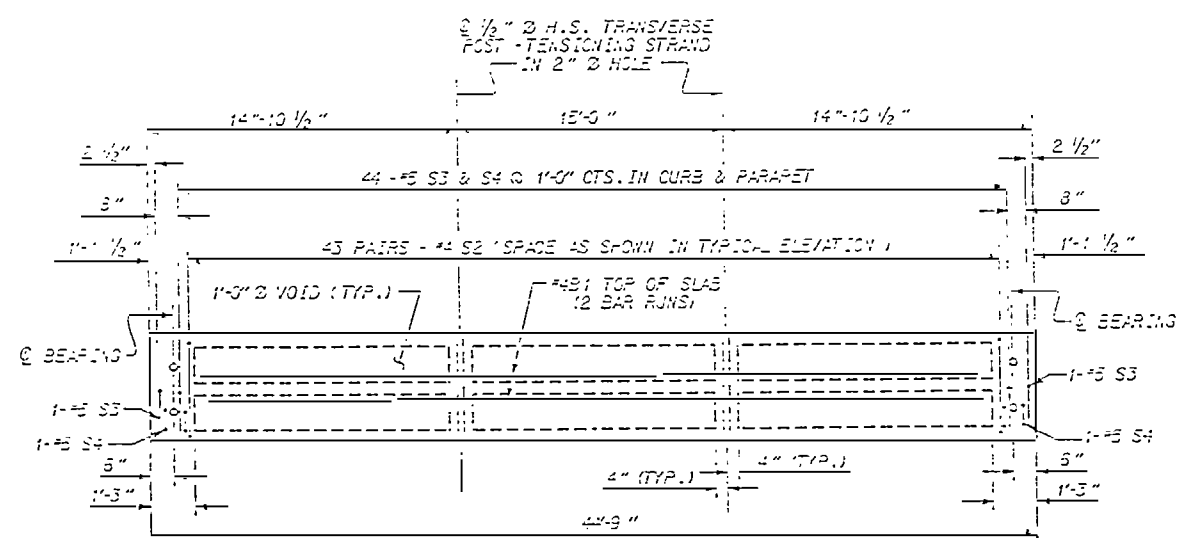


PROJECT NO. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119 + 80.00-L  
SHEET 1 OF 5

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
REVISIONS  
TYPICAL SECTION & DETAILS  
SPAN 154

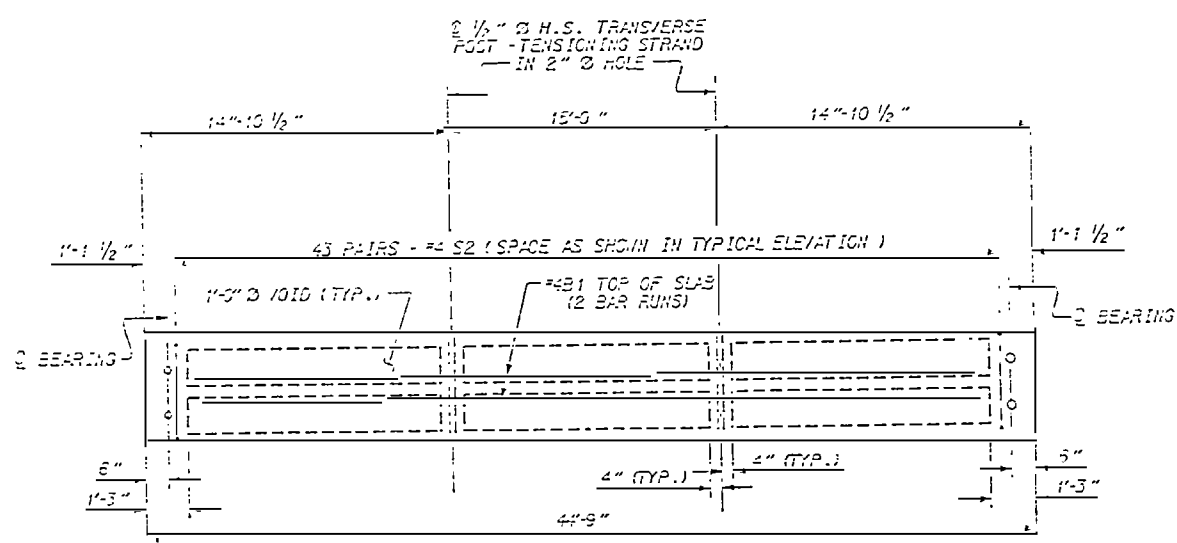
REVISIONS						SHEET NO. 5-3
NO.	BY	DATE	NO.	BY	DATE	
1		20				TOTAL SHEETS 20
2		15				

DESIGNED BY: V. X. NGUYEN DATE: 5-29-91  
CHECKED BY: K. C. HILL DATE: 5-29-93



PLAN OF EXTERIOR CORED SLAB UNIT (TYPE 1)

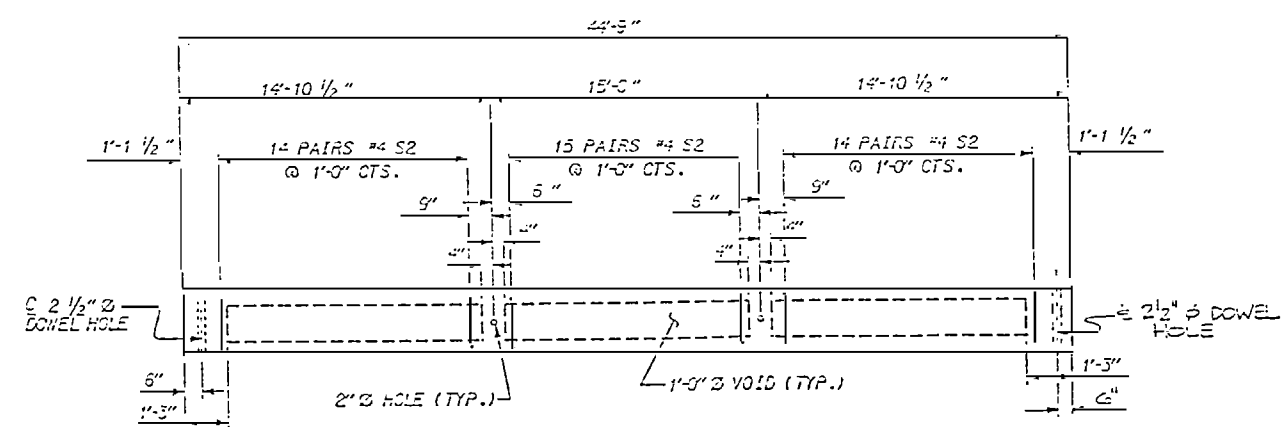
(FOR #4 S1 PLACEMENT IN END OF SLAB UNIT, SEE "PART PLAN" TYPICAL SECTIONS & DETAILS SHEET)



PLAN OF INTERIOR CORED SLAB UNIT (TYPE 2)

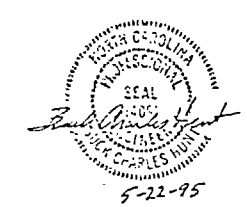
(FOR #4 S1 PLACEMENT IN END OF SLAB UNIT, SEE "PART PLAN" TYPICAL SECTIONS & DETAILS SHEET)

NOTE: NO CURB OR PARAPET STEEL IS REQD IN TYPE 2 SLAB



TYPICAL SLAB UNIT ELEVATION

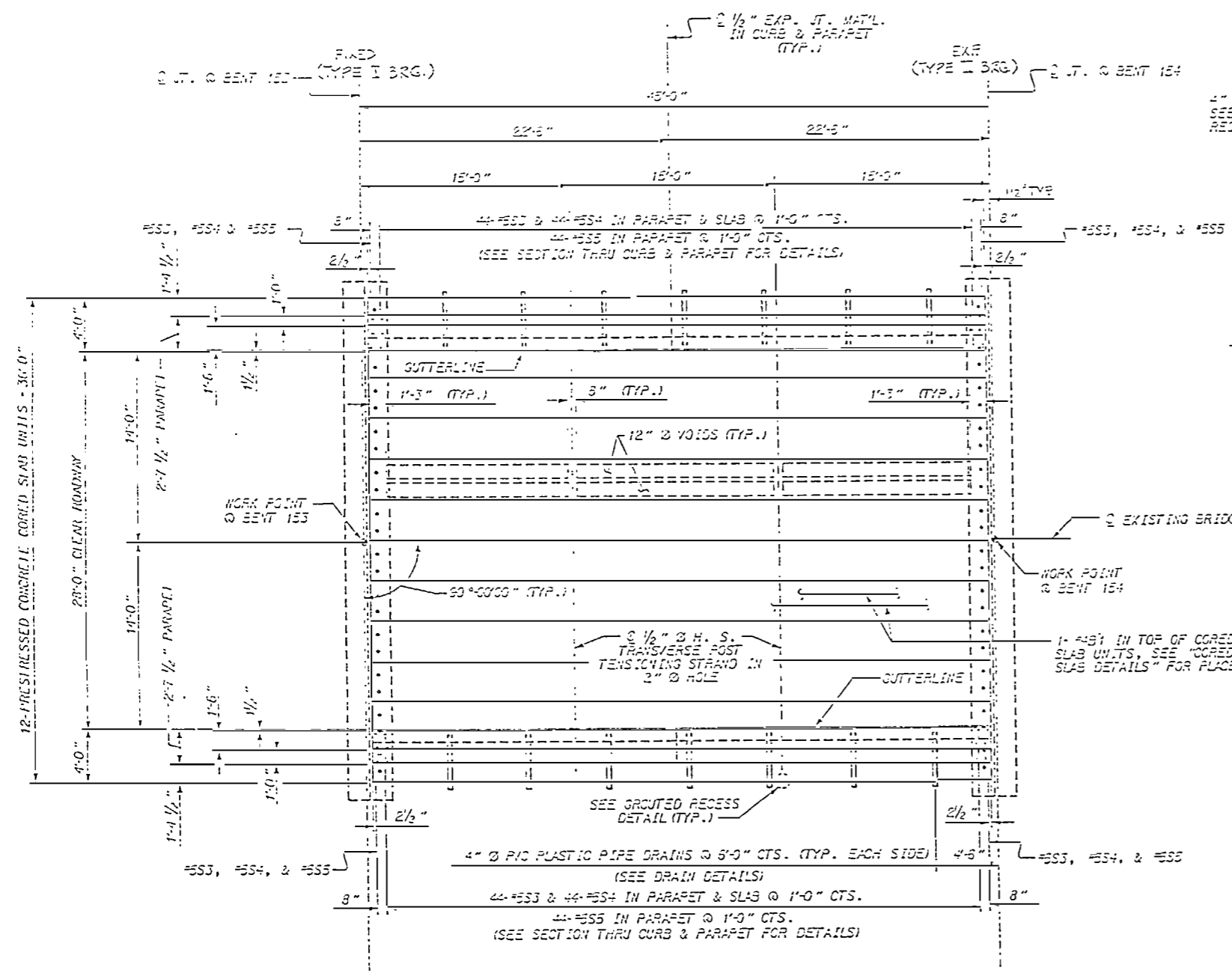
PROJECT NO. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119 + 80.00-L  
SHEET 2 OF 5



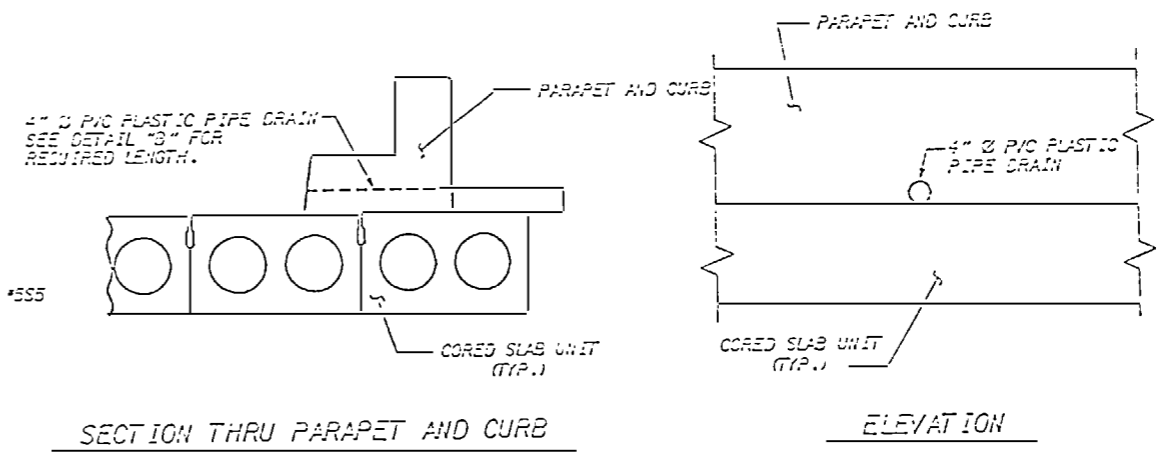
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
CORED SLAB DETAILS  
SPAN 154

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
01			01			5-4
02			04			20

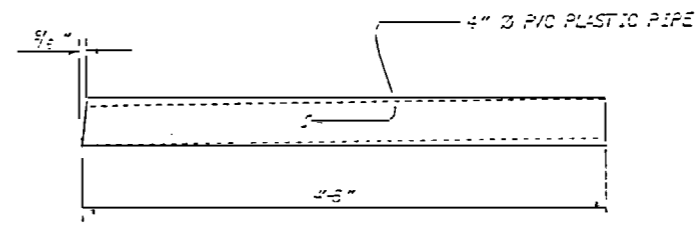
DRAWN BY: J.E. MANSUM DATE: 5-30-91  
CHECKED BY: J.L. B... DATE: 6-1-91



**PLAN OF SPAN 154**  
(SEE "CORED SLAB DETAILS" FOR STIRRUPS IN UNITS)



**SECTION THRU PARAPET AND CURB**      **ELEVATION**



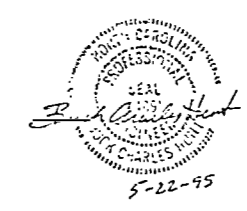
**DETAIL "B"**  
(14 PVC PLASTIC PIPE DRAINS REQUIRED)

**PIPE DRAIN DETAILS**  
(TYP. BOTH SIDES)

**NOTES**

DRAINS MAY BE MOVED SLIGHTLY TO MAINTAIN A 2" MINIMUM CLEARANCE TO THE #5 BARS

DRAWN BY: J.E. MANGUM      DATE: 5-31-91  
CHECKED BY: J.L. ROSE      DATE: 6-1-91

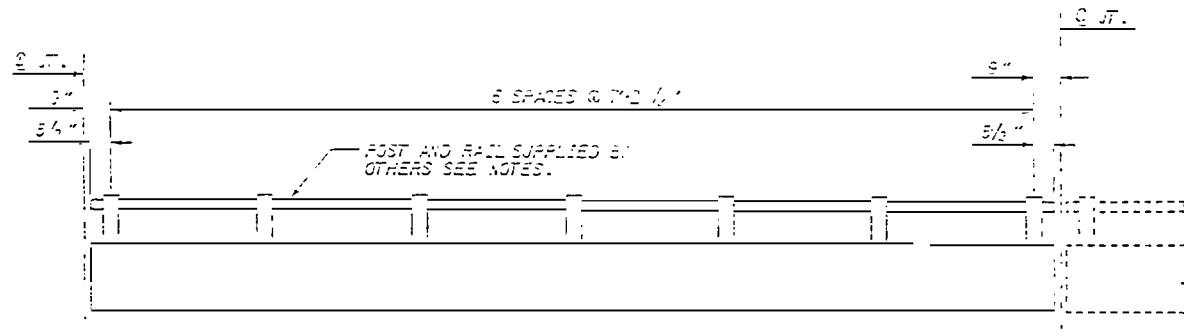


PROJECT NO. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119 + 80.00-L  
SHEET 3 OF 5

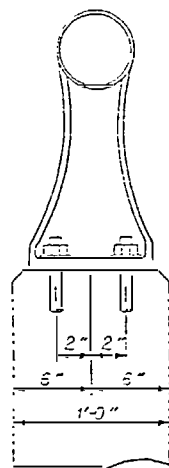
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

**PLAN OF SPAN 154**  
**CORED SLAB DETAILS**

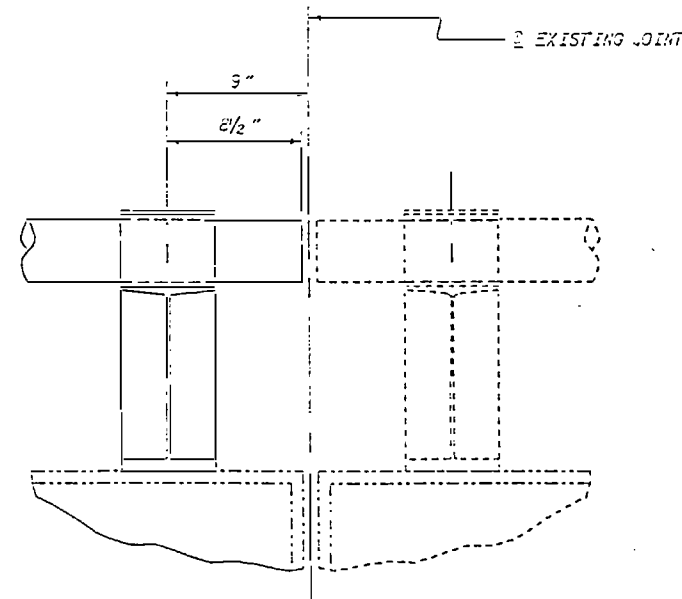
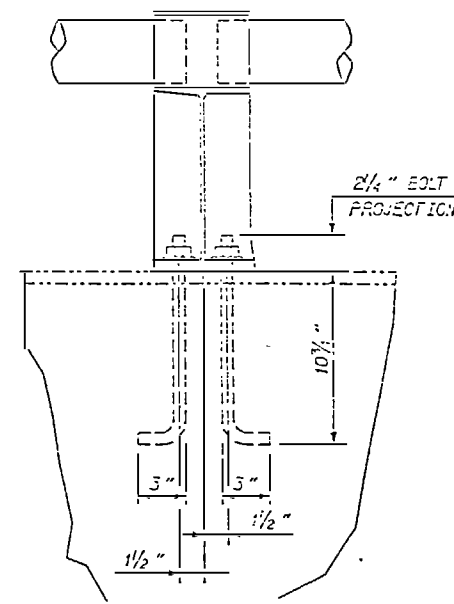
REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	S-5
01			01			TOTAL SHEETS
02			02			20



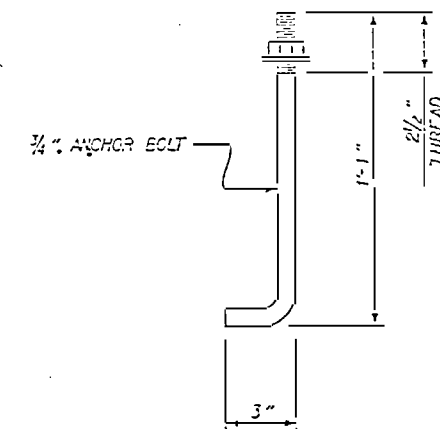
ELEVATION  
-EXISTING SPAN 154-



POST DETAIL



DETAIL @ JOINT



DETAIL OF ANCHOR BOLTS

NOTES:

THE METAL RAIL, POSTS, SHIMS, AND ALUMINUM CAULKING COMPOUND WILL BE FURNISHED BY NCDOT. THIS CONTRACTOR WILL NOTIFY THE RESIDENT ENGINEER FIVE (5) DAYS PRIOR TO INSTALLING THE RAIL. NCDOT WILL DELIVER SUFFICIENT MATERIAL TO THE SITE IN A TIMELY MANNER. THE CONTRACTOR WILL FURNISH ALL REQUIRED ANCHOR BOLTS, NUTS AND WASHERS NECESSARY TO INSTALL THE RAIL. PAYMENT WILL BE FULL COMPENSATION FOR ALL MATERIALS AND LABOR REQUIRED TO INSTALL THE RAIL AND WILL BE MADE UNDER "INSTALLATION OF ONE BAR METAL RAIL - UMP SUM."

THE BASE OF RAIL POSTS, OR ANY OTHER ALUMINUM SURFACE IN CONTACT WITH CONCRETE SHALL BE THOROUGHLY COATED WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND OF APPROVED QUALITY.

MATERIAL FOR SHIMS TO BE A.S.T.M. 5-209 ALLOY 6061-T6.

MATERIAL FOR ANCHOR BOLTS SHALL BE TYPE 430 STAINLESS STEEL WITH MINIMUM 70,000 P.S.I. ULTIMATE STRENGTH. BOLTS TO BE EMBEDDED 10" IN CONCRETE. NUTS SHALL BE AMERICAN STANDARD FINISHED HEXAGON THICK NUT, CLASS 2B THREAD.

METAL RAIL POSTS TO BE SET TO MATCH EXISTING RAIL.

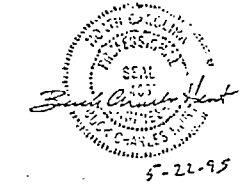
SHIMS TO BE USED AS NECESSARY FOR POST ALIGNMENT.

ALLOY 6351-T6 MAY BE SUBSTITUTED FOR ALLOY 6061-T6 WHERE APPLICABLE.

COST TO SUPPLY AND INSTALL ANCHOR BOLTS SHALL BE INCLUDED IN "INSTALLATION OF ONE BAR METAL RAIL - UMP SUM".

PROJECT NO. R-2418A  
 CURRITUCK-DARE COUNTY  
 STATION: 119 + 80.00-L  
 SHEET 4 OF 5

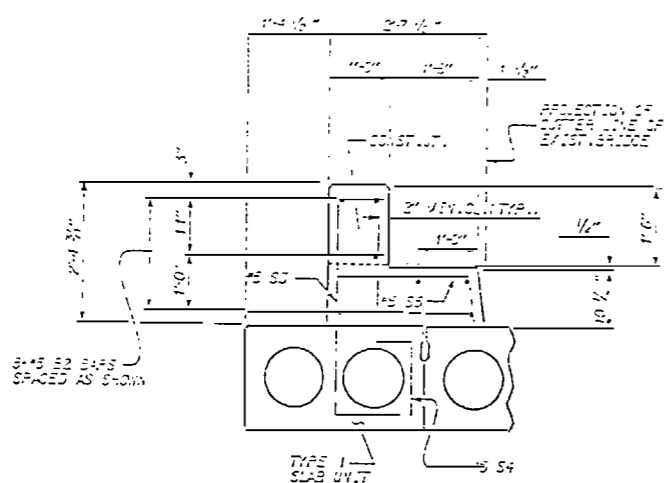
STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RAILROAD  
 ONE BAR  
 METAL RAIL  
 SPAN 154



DRAWN BY: J.E. VANDUM DATE: 5-29-91  
 CHECKED BY: J.E. VANDUM DATE: 6-1-91

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			1			5-6
2			2			20

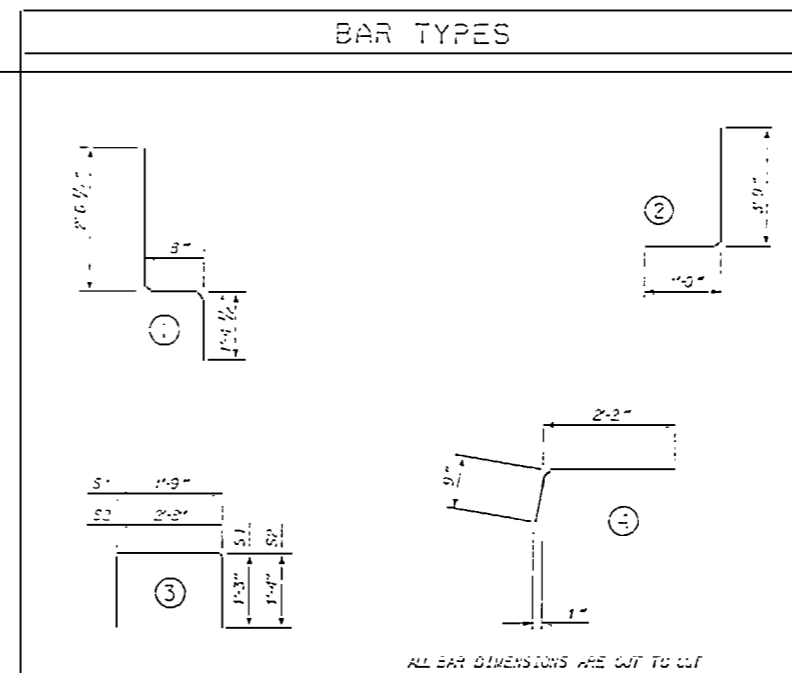
ADDITONAL SHEET NUMBER



**CURB & PARAPET DETAILS**  
(TYP. BOTH SIDES)

ITEM	
LATEX MODIFIED CONCRETE OVERLAY	14.7 CU.Y.
PLACING AND FINISHING OF LATEX MODIFIED CONCRETE OVERLAY	143 S.F.

NOTE: FOR LATEX MODIFIED CONCRETE OVERLAY, SEE SPECIAL PROVISIONS.



**BAR TYPES**

ALL BAR DIMENSIONS ARE OUT TO OUT

**DEAD LOAD DEFLECTION AND CAMBER**

	3'-0" x 1'-3"	1/2" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	7/8" ↑	1 1/8" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	7/8" ↓	7/8" ↓
FINAL CAMBER	1" ↑	1 5/8" ↑

\*\* INCLUDES FUTURE WEARING SURFACE

**BILL OF MATERIAL FOR CONCRETE CURB & PARAPET**

BAR	NO. BARS PER SPAN	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
S2	32	32	#5	STR.	22'-0"	734
S5	92	92	#5	4	2'-11"	250
REINFORCING STEEL			1,014 LBS.			
CLASS AA CONCRETE			12.5 CU.YDS.			
TOTAL LIN. FT. OF CONCRETE CURB & PARAPET			50 LIN.FT.			

**BILL OF MATERIAL FOR ONE CORED SLAB SECTION**

BAR	NUMBER	SIZE	TYPE	TYPE I		TYPE II		
				LENGTH	WEIGHT	LENGTH	WEIGHT	
S1	4	#4	STR.	23'-4"	62	23'-4"	62	
S2	8	#4	3	4'-3"	23	4'-3"	23	
S3	35	#4	3	5'-4"	306	5'-4"	306	
S4	15	#5	2	4'-3"	223			
S4	45	#5	1	4'-7"	220			
REINFORCING STEEL			LBS.		839		391 LBS.	
5,000 P.S.I. CONCRETE			6.1 CU.YDS.					
1/2" Ø L.R. STRANDS			NO. 16					

**NOTES**

ALL PRESTRESSING STRANDS SHALL BE 7-WIRE LOW RELAXATION  
 TYPE 178 STRANDS AND SHALL CONFORM TO ASTM A4219  
 REQUIREMENTS FOR SUPPLIERS REQUIREMENTS SHALL BE IN  
 ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL REINFORCING STEEL CAST WITH THE CORED SLAB SECTIONS SHALL  
 BE PLACED AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR  
 PRESTRESSED CONCRETE CORED SLABS.

RECESSES FOR TRANSVERSE STRANDS SHALL BE GRouted AFTER THE  
 TENSIONING OF THE STRANDS.

THE 2 1/2" DIA. DOWEL HOLES AT FIXED ENDS OF SLAB SECTIONS  
 SHALL BE FILLED WITH GROUT. THE 2 1/2" DIA. DOWEL HOLES AT  
 EXPANSION ENDS OF SLAB SECTIONS SHALL BE FILLED WITH HOT  
 FUSED RUBBER ASPHALT MATERIAL TO 1/2" ABOVE TOP OF DOWELS  
 AND THEN FILLED WITH GROUT.

FOR GROUT FOR PRESTRESSED CORED SLABS, SEE SPECIAL PROVISIONS.  
 THE HOT FUSED RUBBER ASPHALT MATERIAL SHALL CONFORM TO THE  
 REQUIREMENTS FOR JOINT SEALER, SEE STANDARD SPECIFICATIONS.

FOR PRESTRESSED CORED SLABS, SEE SPECIAL PROVISIONS.  
 FOR ELASTOMERIC BEARINGS, SEE SPECIAL PROVISIONS.

PRESTRESSED CONCRETE CORED SLAB UNITS SHALL CONTAIN  
 CALCIUM NITRATE CORROSION INHIBITOR. SEE SPECIAL PROVISIONS  
 FOR CALCIUM NITRATE CORROSION INHIBITOR.

CURB AND PARAPET WILL BE PAD FOR BY 0.5% OF CLASS "AA"  
 CONCRETE AND LES. OF REINFORCING STEEL.

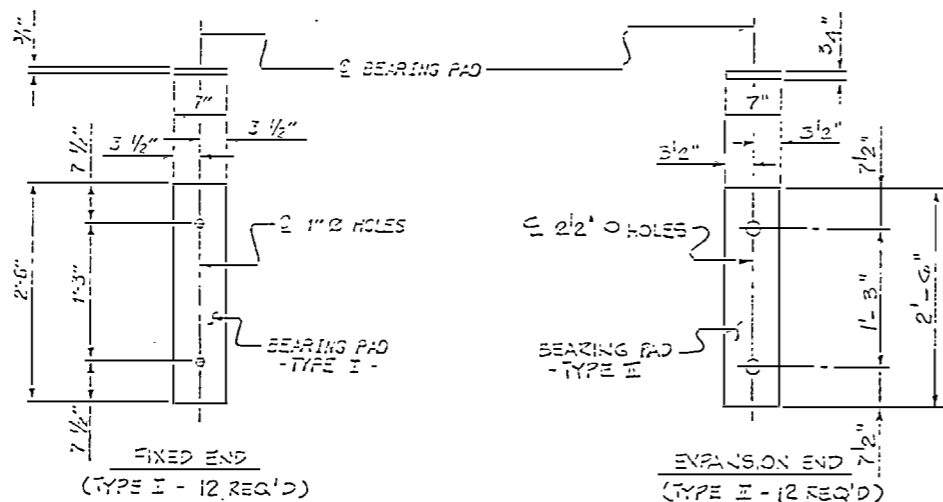
WHEN CORED SLABS ARE CAST, A POSITIVE HOLD-DOWN SYSTEM  
 SHALL BE EMPLOYED TO PREVENT VOIDS FROM RISING OR MOVING  
 SIDEWAYS. THIS SYSTEM SHALL BE DESIGNED TO BE LEFT IN  
 PLACE UNTIL THE CONCRETE HAS REACHED RELEASE STRENGTH.  
 AT LEAST THREE WEEKS PRIOR TO CASTING CORED SLABS, THE  
 CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW AND  
 APPROVAL, LEAVE-DRAWINGS OF THE PROPOSED HOLD-DOWN  
 SYSTEM. IN ADDITION TO STRUCTURAL DETAILS, LOCATION AND  
 SPACING OF THE HOLD-DOWNS SHALL BE INDICATED.

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE CORED  
 SLAB UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED  
 A COMPRESSIVE STRENGTH OF NOT LESS THAN 4000 PSI.

PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE CORED SLAB  
 UNIT ENDS.  
 APPLY EPOXY PROTECTIVE COATING TO CORED SLAB UNIT ENDS.  
 FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.

GRADE 270 STRANDS	
AREA (SQ. INCHES)	0.153
ULTIMATE STRENGTH (LBS. PER STRAND)	41,000
APPLIED PRESTRESS (LBS. PER STRAND)	20,500

CORED SLABS REQUIRED			
SLAB TYPE	NUMBER	LENGTH	TOTAL LENGTH
TYPE 1	2	44.75 L.F.	89.5 L.F.
TYPE 2	10	44.75 L.F.	447.5 L.F.
TOTAL	12		537.0 L.F.



**ELASTOMERIC BEARING DETAILS**

DRAWN BY: J.E. VANRANBYN DATE: 5-31-91  
 CHECKED BY: T. J. REED DATE: 6-11-91

PROJECT NO. R-2418A  
 CURRITUCK-DARE COUNTY  
 STATION: 119 + 80.00-L  
 SHEET 5 OF 5

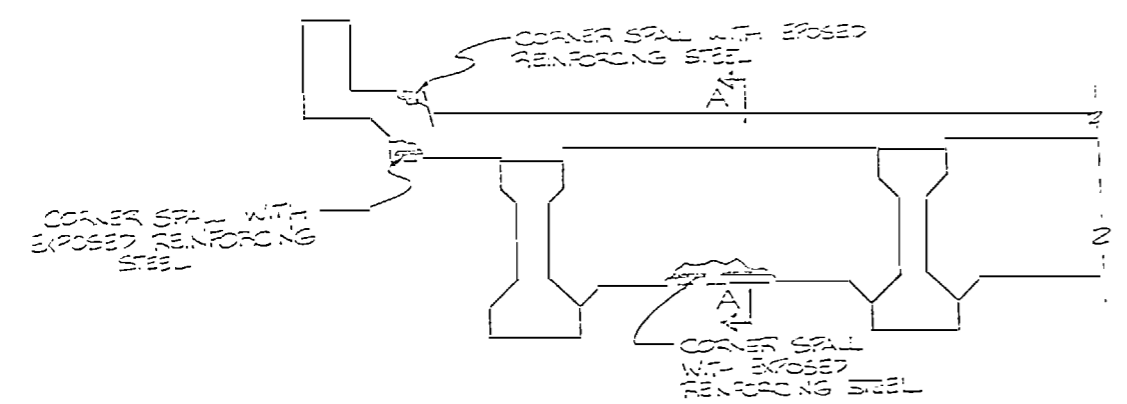
STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 Raleigh

**BILL OF MATERIAL & DETAILS**  
 SPAN 154

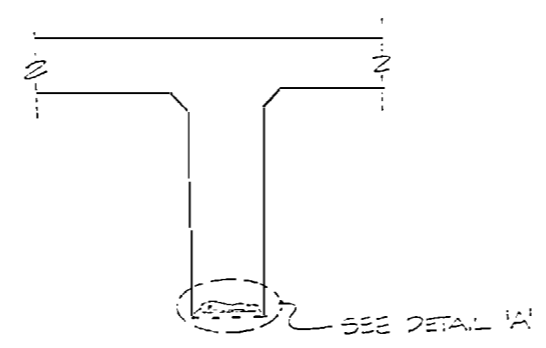
REVISIONS						SHEET NO. 5-7
NO.	BY	DATE	NO.	BY	DATE	
1			2			TOTAL SHEETS 20
2			3			

NOTES

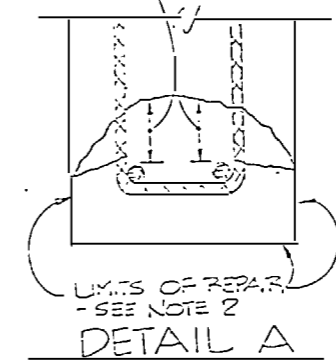
1. WHEN THE REINFORCING STEEL IS EXPOSED, THE EXISTING CONCRETE SHALL BE REMOVED FOR AT LEAST ONE INCH CLEAR AROUND THE REINFORCING STEEL.
2. CONCRETE LINES SHALL MATCH THE LINES OF SURROUNDING SURFACES. EDGES SHALL BE HORIZONTAL OR VERTICAL AND CORNERS SHALL BE SQUARE.
3. FOR CLASS II AND III SURFACE PREPARATION, SEE SPECIAL PROVISIONS FOR "REPAIR OF EXISTING BRIDGE DECK".



TYPICAL SECTION @ INTERMEDIATE DIAPHRAGM

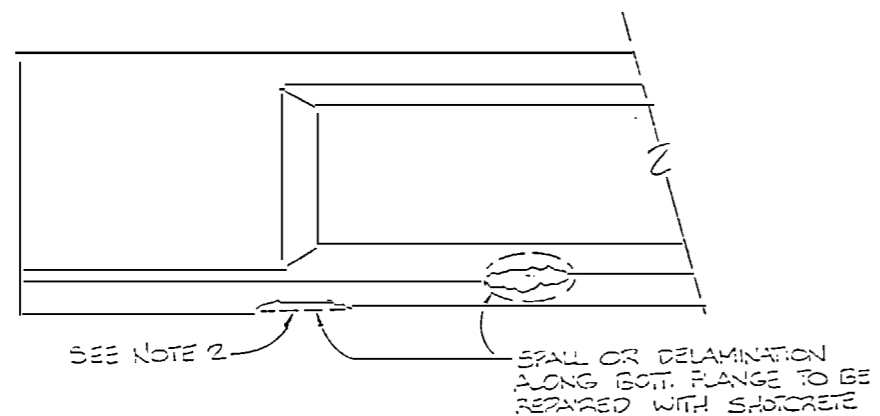


SECTION A-A

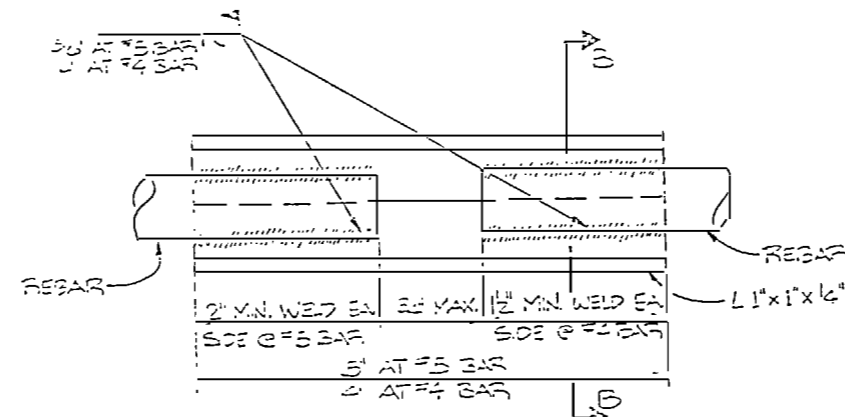


DETAIL A

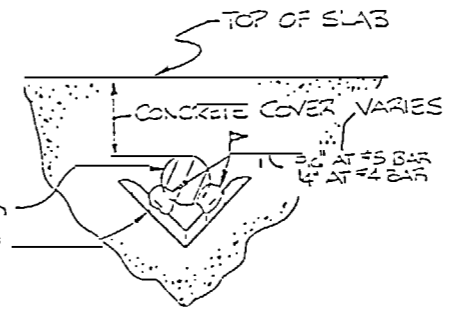
SUPERSTRUCTURE SHOTCRETE REPAIR	
TOTAL GIRDER & DIAPHRAGM REPAIR	15.0 CU. FT.
TOTAL OVER-HANG, PARAPET AND CURB	10.0 CU. FT.
TOTAL	25.0 CU. FT.



EXISTING GIRDER REPAIR DETAILS



PLAN VIEW



SECTION B-B

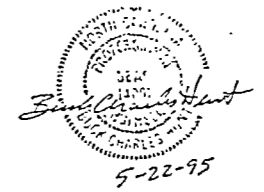
WELD DETAIL FOR SPlicing REINFORCING STEEL

SPICES OF REINFORCING STEEL SHALL BE WELDED AS DETAILED AND ALL WELDING SHALL CONFORM TO THE LATEST EDITION OF THE AMERICAN WELDING SOCIETY REINFORCING STEEL WELDING CODE (A.W.S. D 12.1). CHEMICAL ANALYSIS OF THE EXISTING REINFORCING STEEL WILL NOT BE REQUIRED.

SUPERSTRUCTURE SURFACE PREPARATION QUANTITIES	
CLASS II SURFACE PREPARATION	235.0 SQ. YDS.
CLASS III SURFACE PREPARATION	5.0 SQ. YDS.

PROJECT NO. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119+80.00-L

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUPERSTRUCTURE  
REPAIR DETAILS



REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	S-5
1			3			TOTAL SHEETS 20
2			4			



SH 18 of 21  
15 26

NOTES

JOINT REPAIR ON THE EXISTING BRIDGE IS TO BE DISPOSED USING A LOW-MODULUS-SILICONE SEALANT AS MANUFACTURED BY MOBAY CORPORATION, DOW CORNING CORPORATION OR APPROVED EQUAL. SEE STANDARD SPECIFICATION 1018-4 FOR REQUIRED PROPERTIES.

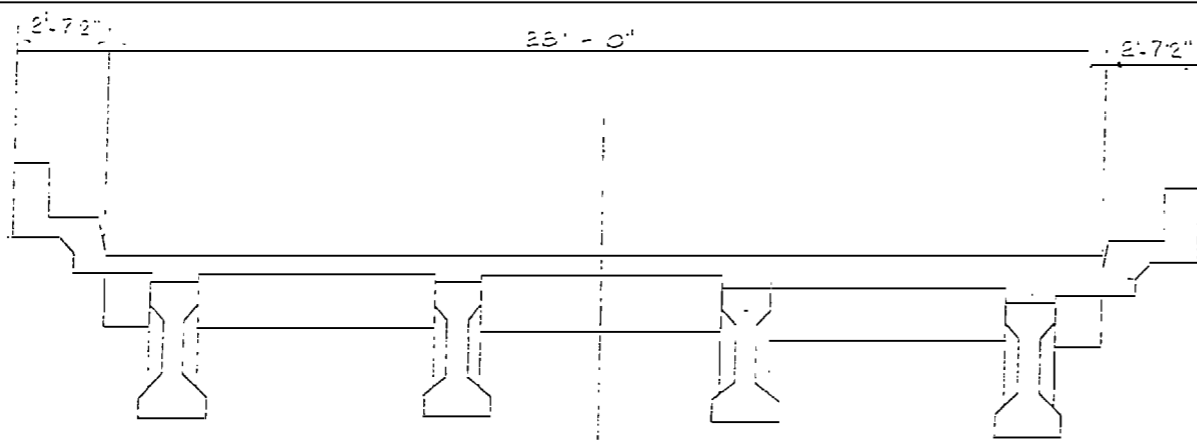
REMOVE OLD SEALANT BY SAW CUTTING THE JOINT, OR MECHANICALLY REMOVE EXISTING SEALANT. BOTH FACES OF THE JOINT SHOULD THEN BE SANDBLASTED, FOLLOWED BY HIGH PRESSURE AIR BLOWING JUST PRIOR TO SEALANT APPLICATION, TO REMOVE ANY WIND-BLOWN DEBRIS.

JOINT REPLACEMENT REQUIRED AT 147 BENT LOCATIONS.

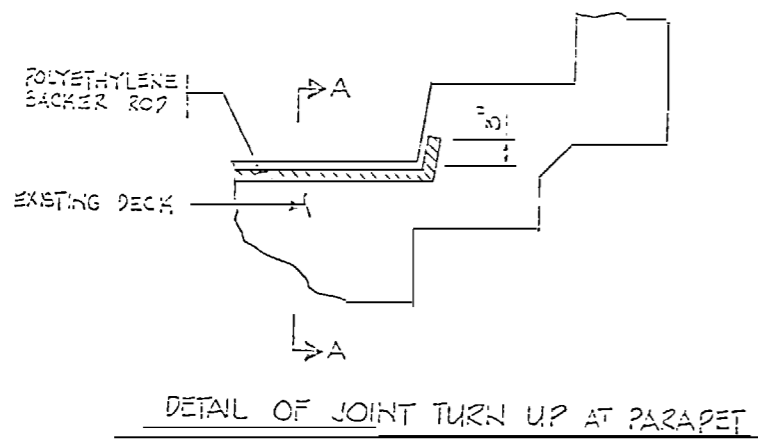
LOW MODULUS SILICONE SEALANT SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS.

THE POLYETHYLENE FOAM BACKER ROD SHALL BE CLOSED CELL POLYETHYLENE FOAM OR OPEN CELL POLYETHYLENE FOAM WITH AN INTERVIOUS SKIN.

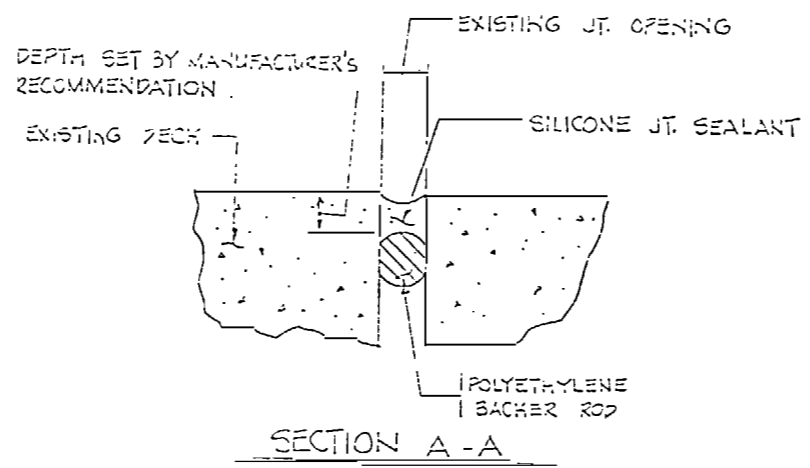
THE COST OF FURNISHING AND INSTALLING THE LOW MODULUS SILICONE SEALANT AND THE POLYETHYLENE BACKER ROD SHALL BE PAID FOR IN THE LUMP SUM BID FOR "JOINT SEAL REPLACEMENT". SEE SPECIAL PROVISIONS.



TYPICAL SECTION AT BENTS

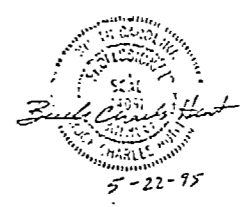


DETAIL OF JOINT TURN UP AT PARAPET



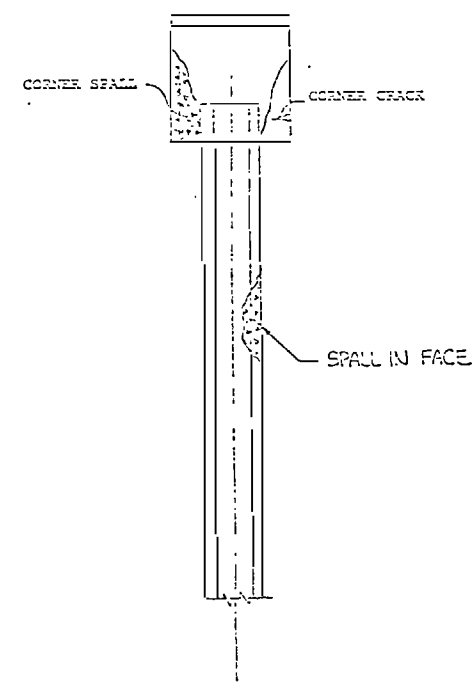
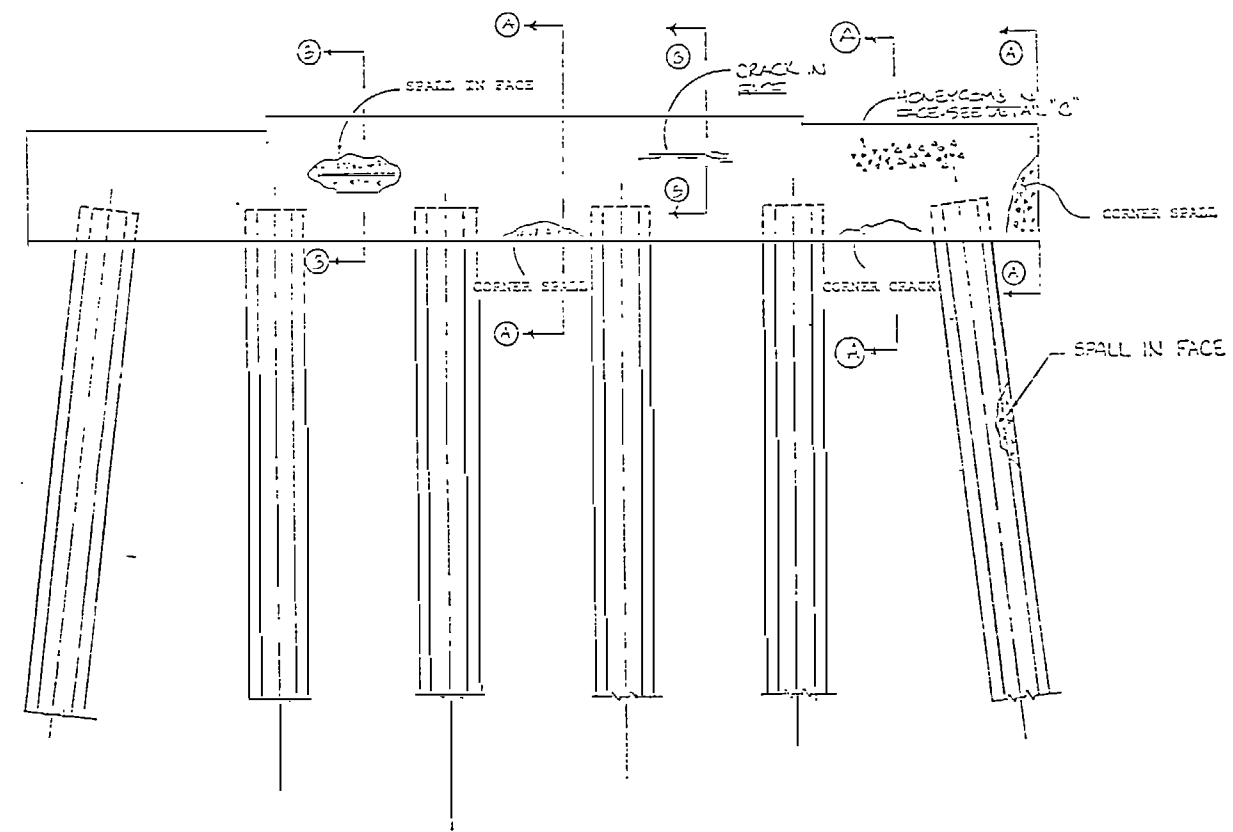
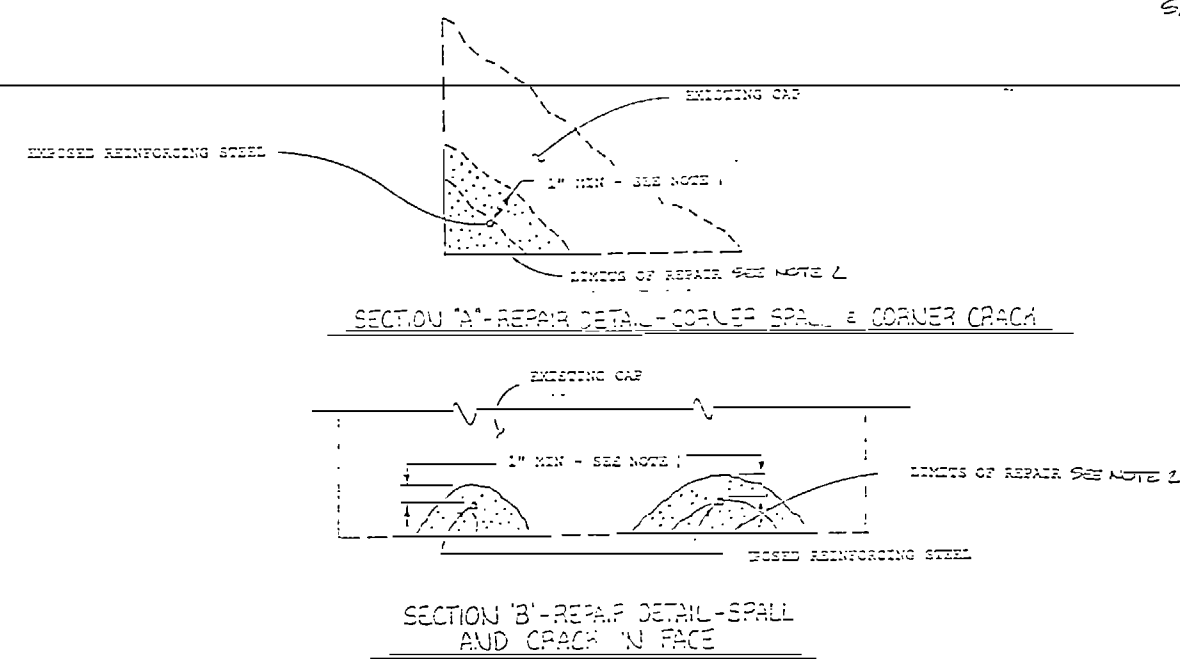
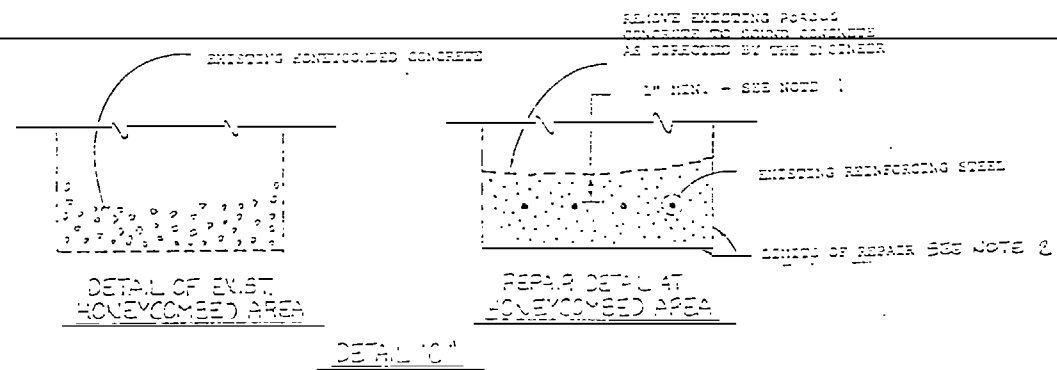
SECTION A-A

PROJECT NO. R-2418A  
CURRITUCK - VAZE COUNTY  
STATION: 119 + 80.00 - L-



STATE OF NORTH CAROLINA						
DEPARTMENT OF TRANSPORTATION						
RALEIGH						
JOINT SEAL REPLACEMENT						
DETAILS						
REVISIONS						
NO.	BY	DATE	NO.	BY	DATE	SHEET NO.
1			3			6-6
2			4			TOTAL SHEETS 20

DRAWN BY V. R. NAYDEN DATE JUNE 1991  
CHECKED BY C. H. HUNT DATE JUNE 1991



- NOTES
1. WHEN THE REINFORCING STEEL IS EXPOSED, THE EXISTING CONCRETE SHALL BE REMOVED FOR AT LEAST ONE INCH CLEAR AROUND THE REINFORCING STEEL.
  2. CONCRETE REPAIRS SHALL MATCH THE LINES OF THE SURROUNDING SURFACES. EDGES SHALL BE HORIZONTAL OR VERTICAL AND CORNERS SHALL BE SQUARE.
  3. FOR SHOTCRETE REPAIR, SEE SPECIAL PROVISIONS.
  4. TOPS OF PIER CAPS THAT ARE INACCESSIBLE FOR SHOTCRETE REPAIR MAY BE REPAIRED USING CLASS "A" CONCRETE. SEE SPECIAL PROVISIONS.



PROJECT No. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119+80 -L-

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUBSTRUCTURE  
REPAIR DETAILS

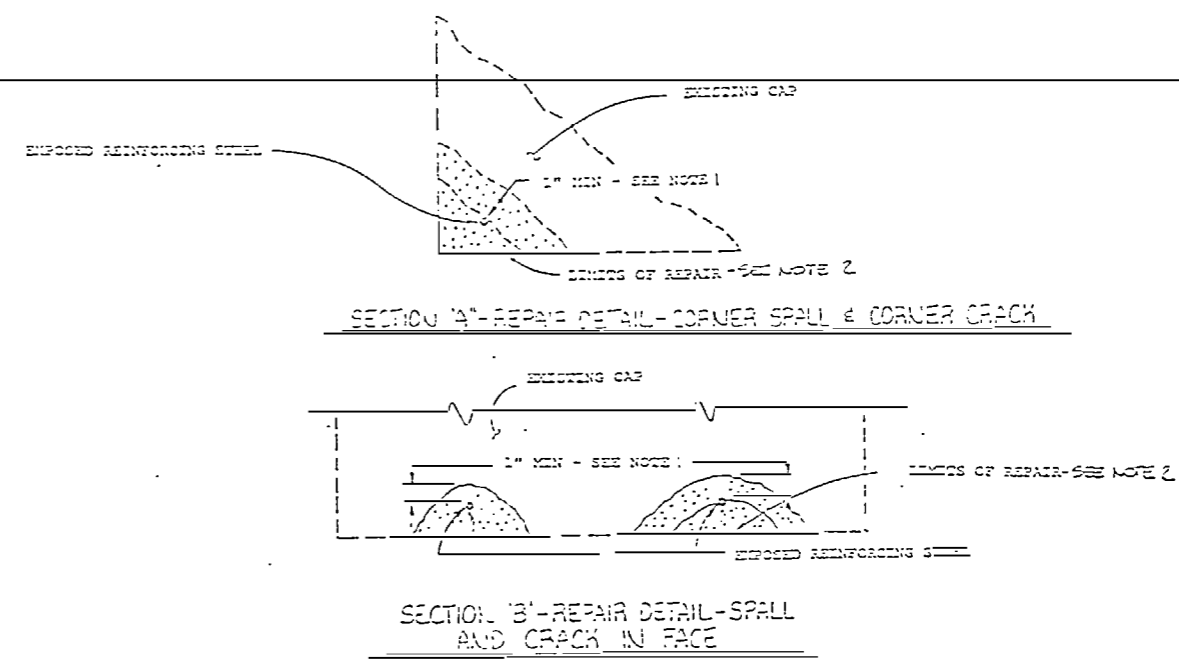
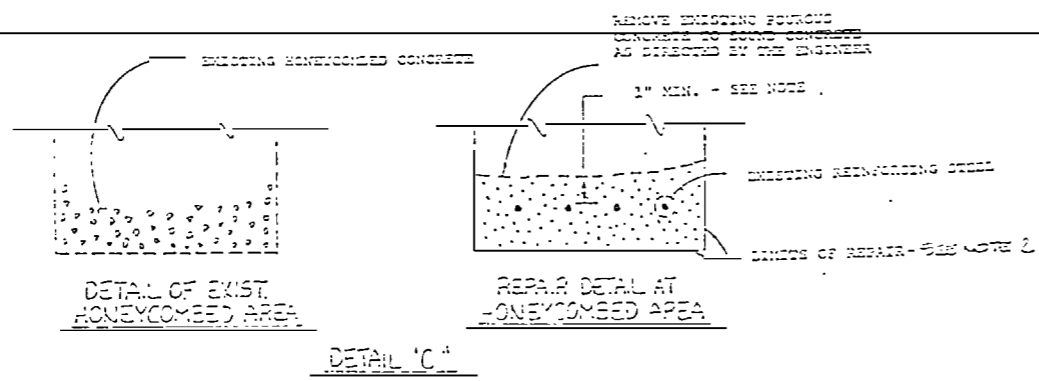
REVISIONS						SHEET NO. 5-10
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS 20
2			4			

DRAWN BY: [Signature] DATE: 11-81  
CHECKED BY: [Signature] DATE: 11-81

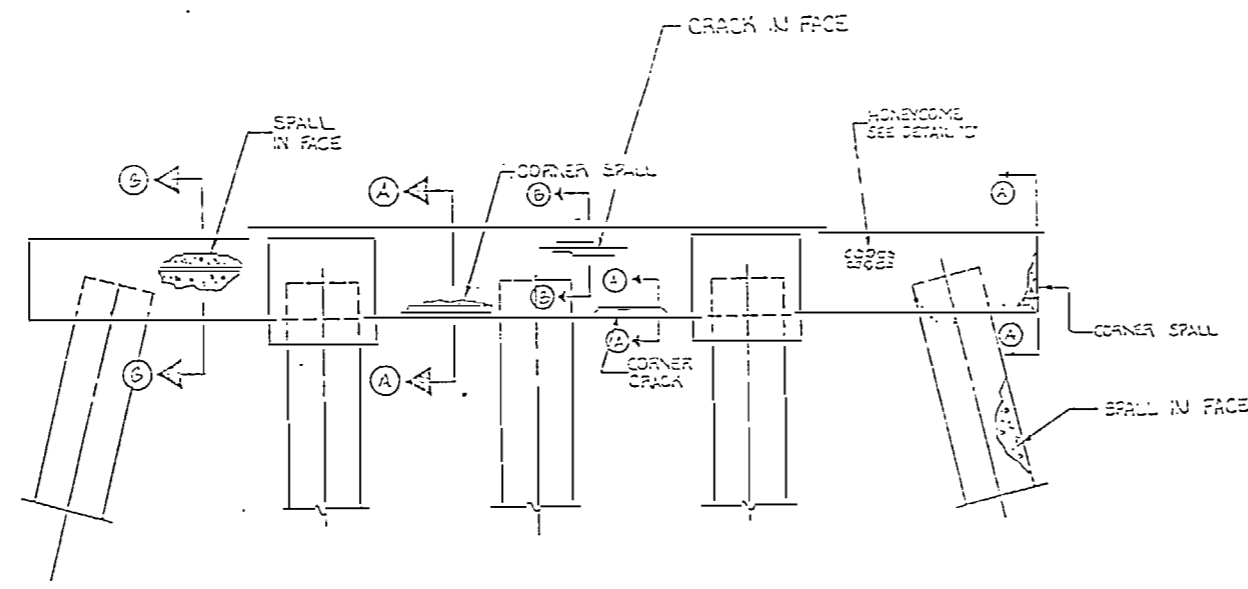
ELEVATION VIEW  
SCHEMATIC SHOWING REPAIR DETAILS FOR TYPICAL FIELD BENT

END ELEVATION

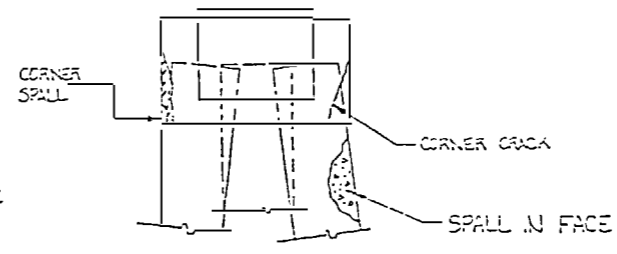
SHT 18627  
17 26



- NOTES
1. WHEN THE REINFORCING STEEL IS EXPOSED, THE EXISTING CONCRETE SHALL BE REMOVED FOR 1" AT LEAST ONE INCH CLEAR AROUND THE REINFORCING STEEL.
  2. CONCRETE REPAIRS SHALL MATCH THE ADJACENT SURFACES. EDGES SHALL BE HORIZONTAL OR VERTICAL AND CORNERS SHALL BE SQUARE.
  3. FOR SEVERE REPAIR, SEE SPECIAL PROVISIONS.
  4. TOPS OF BEER COPS THAT ARE DIMENSIONED FOR SEVERE REPAIR MAY BE REPAIRED USING CLASS "A" CONCRETE. SEE SPECIAL PROVISIONS.



ELEVATION VIEW  
SCHEMATIC SHOWING REPAIR DETAILS FOR TYPICAL BRACED PILE BENT



END ELEVATION

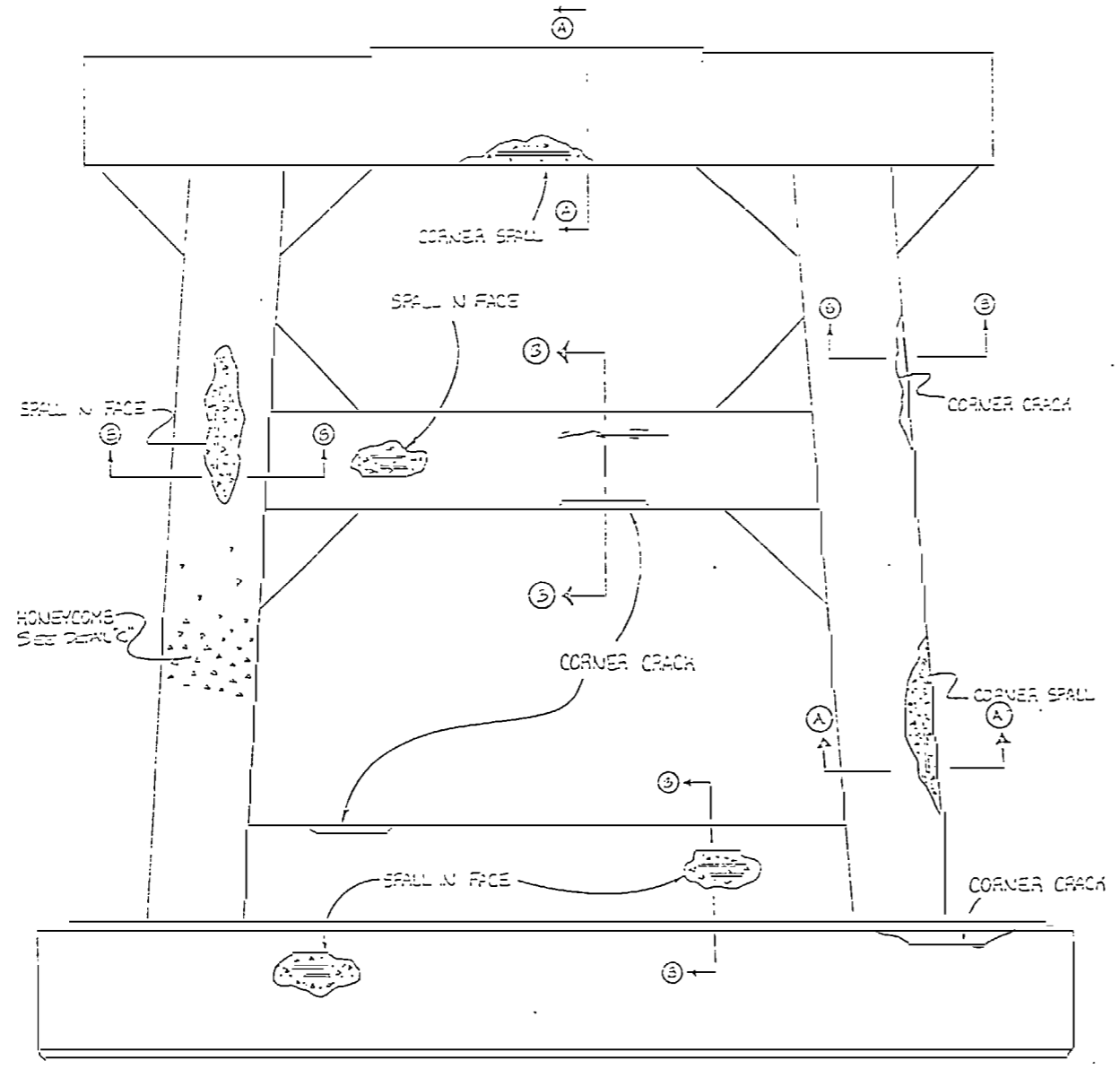
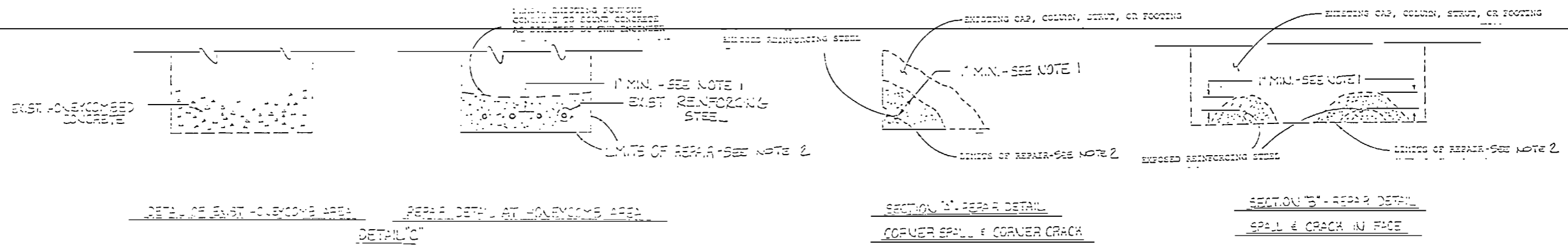


PROJECT No R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119+80.00 -L-

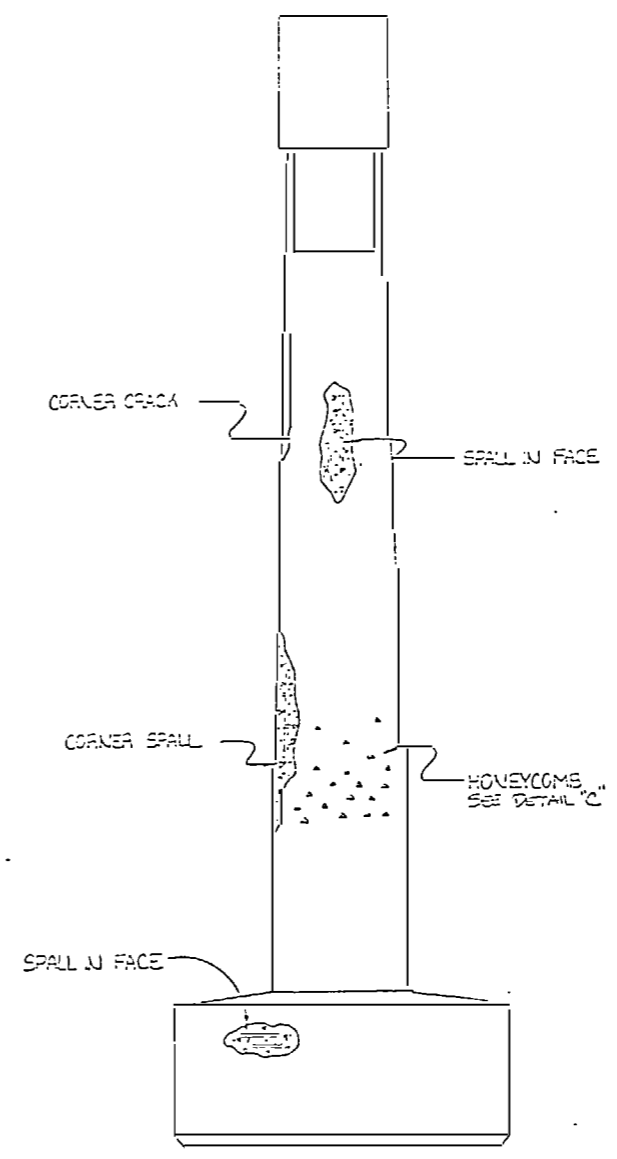
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUBSTRUCTURE  
REPAIR DETAILS

REVISIONS						SHEET NO. 5-11
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS 20
2			4			

DRAWN BY: [Signature] DATE: 12-11-91  
CHECKED BY: P. C. [Signature] DATE: 12-11-91



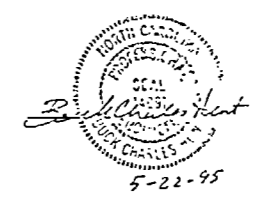
ELEVATION  
SCHEMATIC SHOWING REPAIR DETAILS FOR TYPICAL BENT



END ELEVATION

- NOTES -----
1. WHEN THE REINFORCING STEEL IS EXPOSED, THE EXISTING CONCRETE SHALL BE REMOVED FOR AT LEAST ONE INCH CLEAR AROUND THE REINFORCING STEEL.
  2. CONCRETE REPAIRS SHALL MATCH THE LINES OF THE SURROUNDING SURFACES. EDGES SHALL BE HORIZONTAL OR VERTICAL AND CORNERS SHALL BE SQUARE.
  3. FOR SHOTCRETE REPAIR, SEE SPECIAL PROVISIONS.
  4. JOBS OF BENT CAPS THAT ARE INADEQUATE FOR SHOTCRETE REPAIR MAY BE REPAIRED USING CLASS "A" CONCRETE. SEE SPECIAL PROVISIONS.

PROJECT NO. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119+60.00 -L-



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUBSTRUCTURE  
REPAIR DETAILS

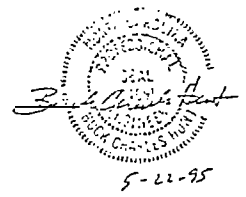
REVISIONS						SHEET
NO.	BY	DATE	NO.	BY	DATE	NO.
1			3			9-12
2			4			TOTAL SHEETS 20

DRAWN BY: S. CLAMPSON DATE: 5/21/95  
CHECKED BY: H. W. ... DATE: 5/21/95

SUT 2/26/95  
19 26

BENT NO.	QUANTITY OF REPAIR	BENT NO.	QUANTITY OF REPAIR	BENT NO.	QUANTITY OF REPAIR	BENT NO.	QUANTITY OF REPAIR
121	34.66	121	34.66	121	34.66	121	34.66
122	27.93	122	27.93	122	27.93	122	27.93
123	45.43	123	45.43	123	45.43	123	45.43
124	33.67	124	33.67	124	33.67	124	33.67
125	39.47	125	39.47	125	39.47	125	39.47
126	33.64	126	33.64	126	33.64	126	33.64
127	30.48	127	30.48	127	30.48	127	30.48
128	20.73	128	20.73	128	20.73	128	20.73
129	34.71	129	34.71	129	34.71	129	34.71
130	34.60	130	34.60	130	34.60	130	34.60
131	22.70	131	22.70	131	22.70	131	22.70
132	32.59	132	32.59	132	32.59	132	32.59
133	33.54	133	33.54	133	33.54	133	33.54
134	24.31	134	24.31	134	24.31	134	24.31
135	22.89	135	22.89	135	22.89	135	22.89
136	27.85	136	27.85	136	27.85	136	27.85
137	33.54	137	33.54	137	33.54	137	33.54
138	24.66	138	24.66	138	24.66	138	24.66
139	31.11	139	31.11	139	31.11	139	31.11
140	42.42	140	42.42	140	42.42	140	42.42
141	35.41	141	35.41	141	35.41	141	35.41
142	36.23	142	36.23	142	36.23	142	36.23
143	34.34	143	34.34	143	34.34	143	34.34
144	21.64	144	21.64	144	21.64	144	21.64
145	33.23	145	33.23	145	33.23	145	33.23
146	36.81	146	36.81	146	36.81	146	36.81
147	33.66	147	33.66	147	33.66	147	33.66
148	43.78	148	43.78	148	43.78	148	43.78
149	25.51	149	25.51	149	25.51	149	25.51
150	33.55	150	33.55	150	33.55	150	33.55
151	30.30	151	30.30	151	30.30	151	30.30
152	34.48	152	34.48	152	34.48	152	34.48
153	20.21	153	20.21	153	20.21	153	20.21
154	21.31	154	21.31	154	21.31	154	21.31
155	37.21	155	37.21	155	37.21	155	37.21
156	33.83	156	33.83	156	33.83	156	33.83
157	33.56	157	33.56	157	33.56	157	33.56
158	40.71	158	40.71	158	40.71	158	40.71
159	42.73	159	42.73	159	42.73	159	42.73
160	32.74	160	32.74	160	32.74	160	32.74
161	33.02	161	33.02	161	33.02	161	33.02
162	30.46	162	30.46	162	30.46	162	30.46
163	30.16	163	30.16	163	30.16	163	30.16
164	0	164	0	164	0	164	0
165	0	165	0	165	0	165	0
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167	0	167	0	167	0	167	0
168	0	168	0	168	0	168	0
169	0	169	0	169	0	169	0
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171	0.73	171	0.73	171	0.73	171	0.73
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173	0	173	0	173	0	173	0
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176	1.77	176	1.77	176	1.77	176	1.77
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195	0	195	0	195	0	195	0
196	0	196	0	196	0	196	0
197	0	197	0	197	0	197	0
198	0	198	0	198	0	198	0
199	0	199	0	199	0	199	0
200	0	200	0	200	0	200	0
ADDITIONAL	27.64						
TOTAL	5952.25						

PROJECT NO. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119+80.00-L-



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUBSTRUCTURE  
SUMMARY OF SHOTCRETE REPAIRS

REVISIONS						SHEET NO. 5-13
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS 20
2			4			

DRAWN BY: [Signature]  
CHECKED BY: [Signature]

12-11-97  
RTP

NOTES

SMT 2/14/27  
to 26

REINFORCING STEEL MAY BE SHIPPED AS NECESSARY TO CLEAR LAWNERS.

THE LATERAL GUIDES ARE NOT TO BE REMOVED UNTIL AFTER THE CURED SLAB UNITS ARE IN PLACE.

ELEVATIONS ARE THEORETICAL AND ARE BASED ON VERTICAL ALIGNMENT SHOWN ON EXISTING BRIDGE PLANS. ALL ELEVATIONS ARE TO BE MAINTAINED BY THE ENGINEER.

BEFORE CASTING OF 4'-6" PROPOSED EXTENSION, END FACES OF EXISTING CAP ARE TO BE INSPECTED FOR SOUNDNESS OF CONCRETE. ANY CRACKS OR DAMAGED CONCRETE SHALL BE REMOVED.

#601, #10B1, #B2 AND #7B3 BARS SHALL BE ADHESIVELY ANCHORED. FOR ADHESIVELY ANCHORED BOLTS/DOWELS, SEE SPECIAL PROVISIONS.

A MINIMUM OF ONE #10B1 AND #7B3 BAR SHALL BE CASTED FOR DESIGN STRENGTH EACH FACE OF CAP. SEE TABLE 'A' FOR REQUIRED DESIGN STRENGTH.

A MINIMUM OF SIX #601 BARS SHALL BE CASTED FOR DESIGN STRENGTH AT EACH BUILDUP. SEE TABLE 'A' FOR REQUIRED DESIGN STRENGTH.

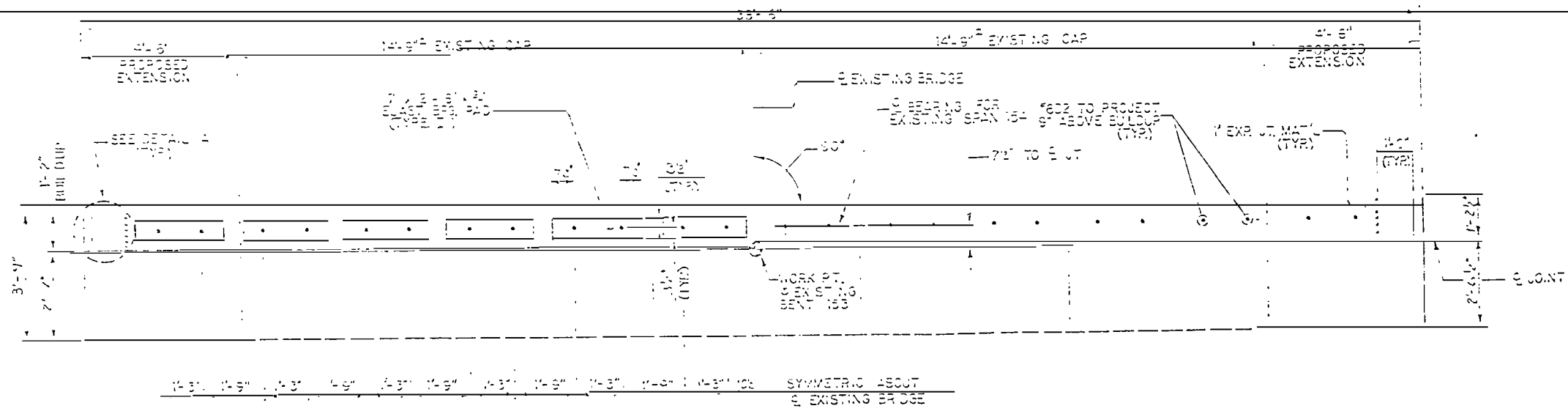
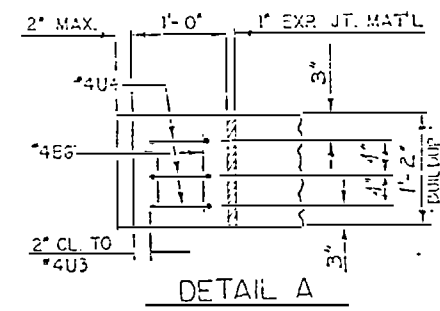
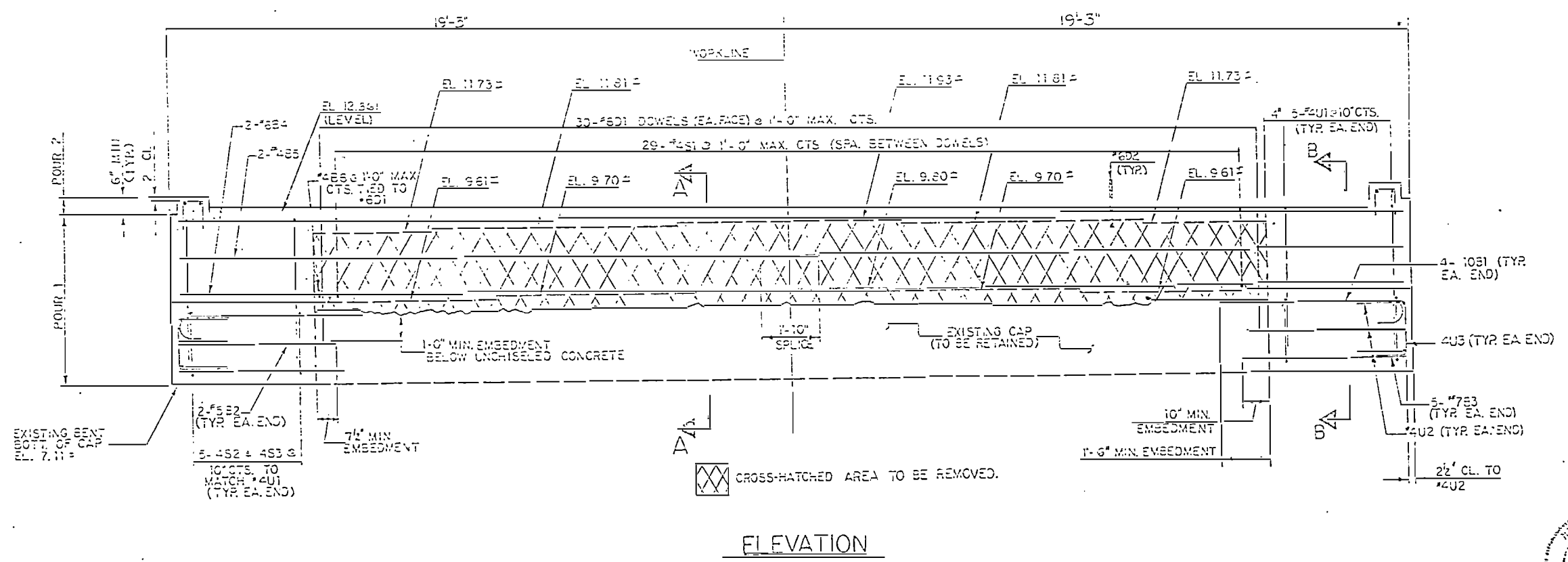


TABLE 'A'

BAR TYPE	MINIMUM EMBEDMENT	REQUIRED DESIGN STRENGTH
#10B1	1'-5"	78.2 KIPS
#B2	8"	NA
#7B3	10"	35.0 KIPS
#601	1'-0"	26.4 KIPS

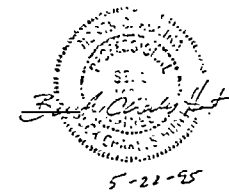


PROJECT NO. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119 + 8000-L-

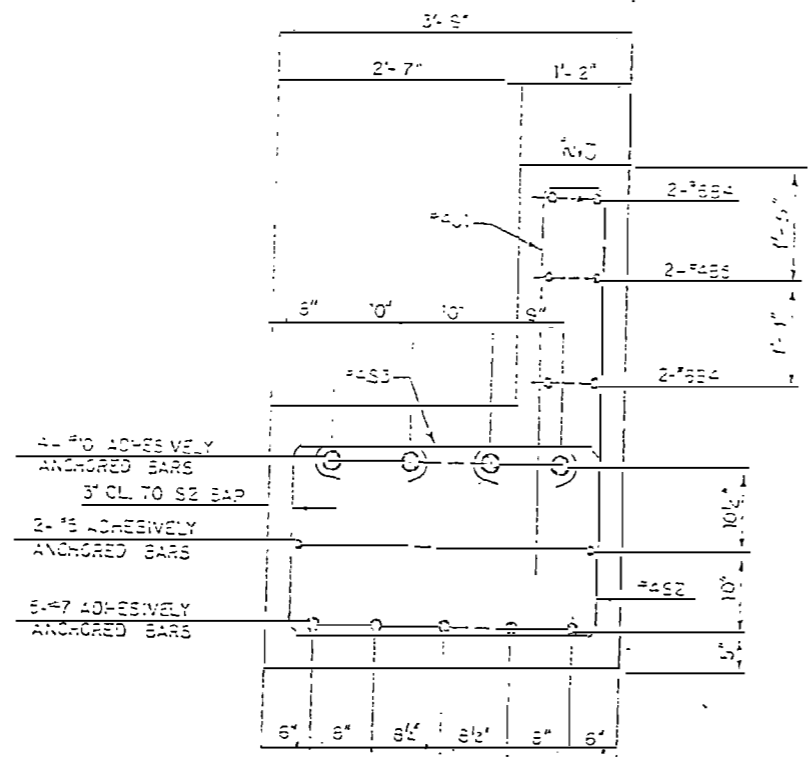
SHEET 1 OF 2

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUBSTRUCTURE  
EXISTING BENT 153 BUILDUP  
AND EXTENSION DETAILS

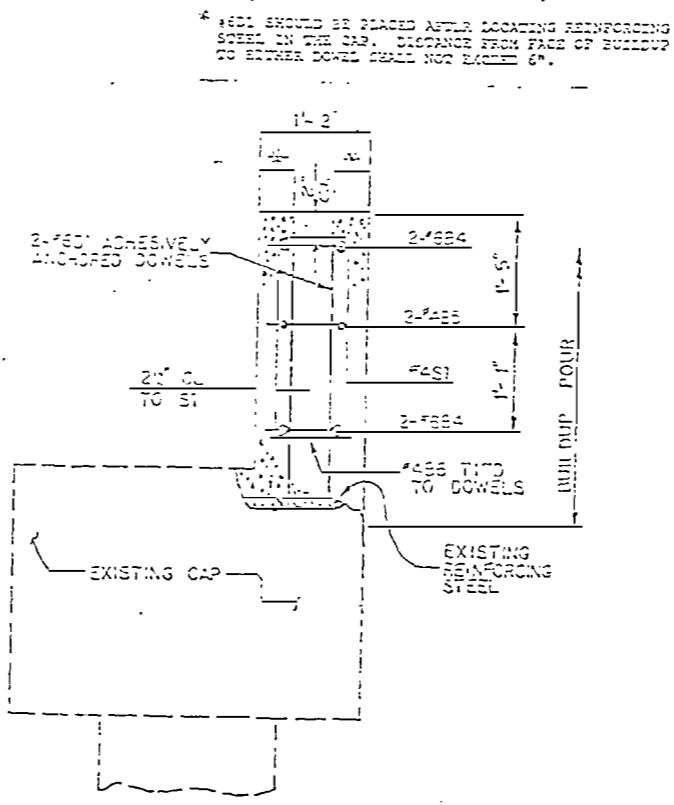
REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	5-10
1			3			TOTAL SHEETS
2			4			20



DRAWN BY: [Signature] DATE: 4/01  
CHECKED BY: [Signature] DATE: 4/23



SECTION B-B

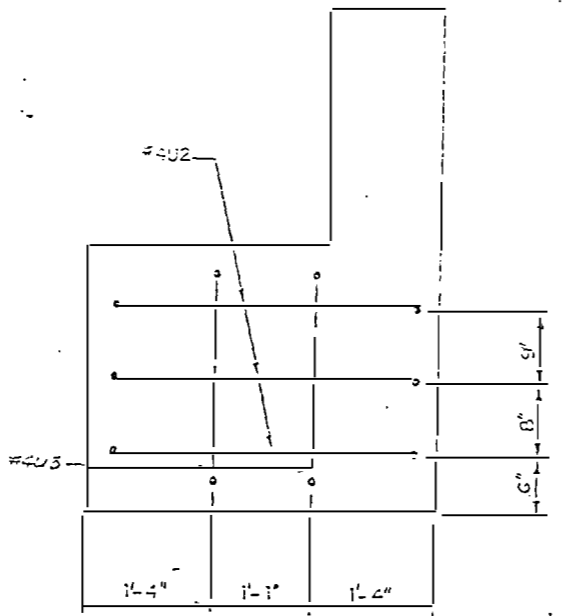


SECTION A-A

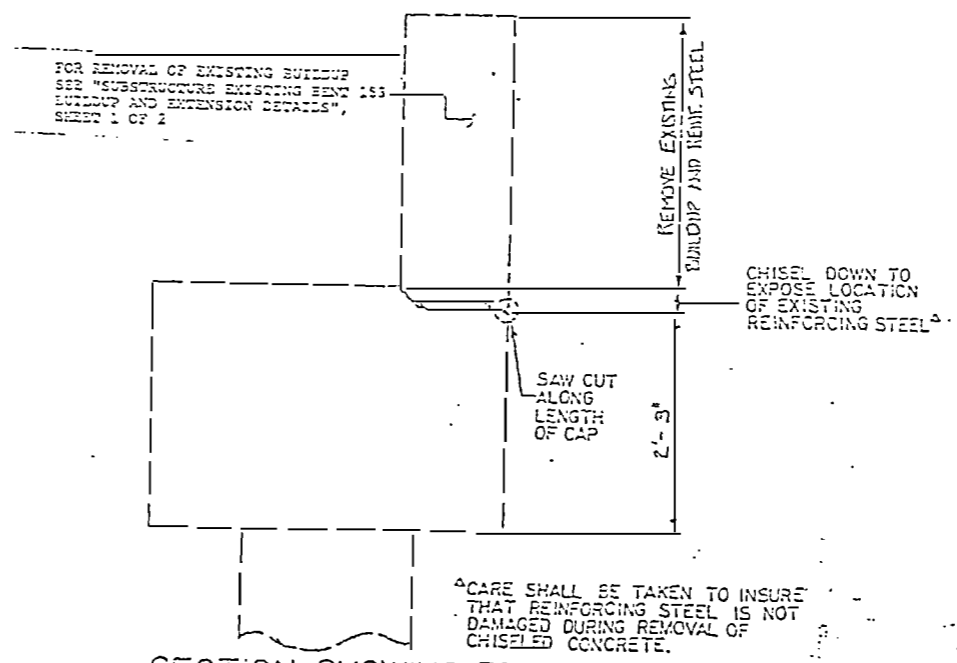
BAR NO.	SIZE	TYPE	LENGTH	QUANTITY	WEIGHT
U1	8	10	7'-3"	244	244
U2	10	6	4'-11"	21	21
U3	10	6	3'-11"	154	154
U4	8	6	3'-0"	238	238
U5	10	4	15'-11"	55	55
U6	10	4	0'-9"	17	17
S1	8	6	4'-0"	360	360
S2	10	6	2'-6"	54	54
S3	10	4	7'-10"	162	162
S4	10	4	10'-8"	72	72
S5	10	4	3'-7"	24	24
S6	10	4	8'-9"	78	78
S7	10	4	6'-7"	216	216
S8	8	4	3'-8"	18	18

REINFORCING STEEL LBS. 1459

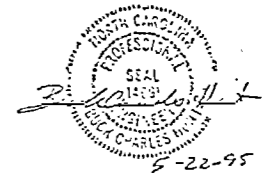
CLASS III CONCRETE STRENGTH  
FOUR #1 CAP & EXTENSION C.Y. 9.0  
FOUR #1 RETAINING BEAMS C.Y. 0.1  
TOTAL C.Y. 9.1



END VIEW



SECTION SHOWING REMOVAL OF BUILDUP



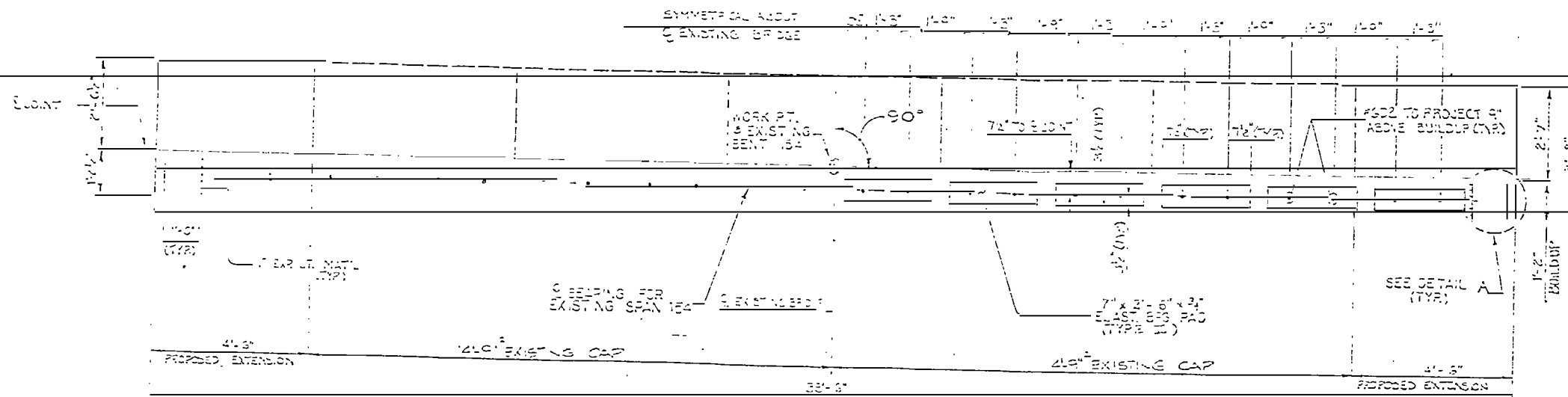
PROJECT No. R-2418A  
CURRITUCK-DARE COUNTY  
STATION: 119+80.00-L-

SHEET 2 OF 2

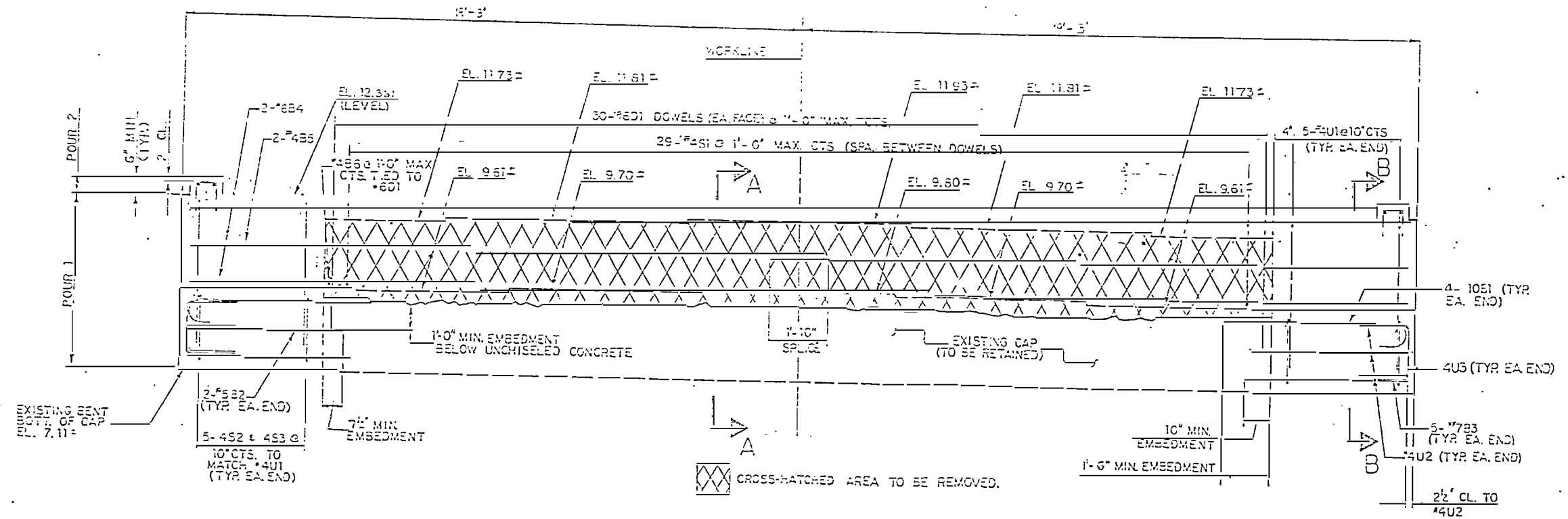
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUBSTRUCTURE  
EXISTING BENT 153 BUILDUP  
AND EXTENSION DETAILS

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	5-15
1			3			TOTAL SHEETS
2			4			20

DRAWN BY: N. KIM, 10/20/02, DATE: 11/11/02  
CHECKED BY: P. J. JOHNSON, DATE: 02-10-03



PLAN



ELEVATION

NOTES

REINFORCING LITESL MAY BE CURTLED AS NECESSARY TO CLEAR DOWELS.

THE LATERAL CURBS ARE NOT TO BE POURED UNTIL AFTER THE CURED SLAB UNITS ARE IN PLACE.

ELEVATIONS ARE THEORETICAL AND ARE BASED ON VERTICAL ALIGNMENT SHOWN ON EXISTING BRIDGE PLANS. ALL ELEVATIONS ARE TO GOVERNED BY THE ENGINEER.

BEFORE CASTING OF 4'-5\"/>

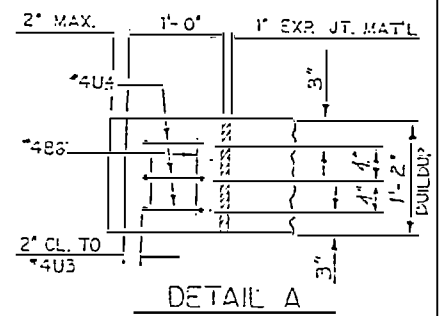
#6D1, #6E2, #6E2 AND #7E3 BARS SHALL BE ADHESIVELY ANCHORED. FOR ADHESIVELY ANCHORED BOLTS/DOWELS, SEE SPECIAL PROVISIONS.

A MINIMUM OF ONE #6E1 AND #7E3 BAR SHALL BE TESTED FOR DESIGN STRENGTH EACH FACE OF CAP. SEE TABLE 'A' FOR REQUIRED DESIGN STRENGTH.

A MINIMUM OF ONE #6D1 BARS SHALL BE TESTED FOR DESIGN STRENGTH EACH BUILDUP. SEE TABLE 'A' FOR REQUIRED DESIGN STRENGTH.

TABLE 'A'

BAR TYPE	MINIMUM EMBEDMENT	REQUIRED DESIGN STRENGTH
#6E1	1'-5"	75.2 KIPS
#6E2	8"	NA
#7E3	10"	35.0 KIPS
#6D1	1'-0"	25.4 KIPS



PROJECT No. R-2418A  
 CURRITUCK-DARE COUNTY  
 STATION: 119+8000-L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUBSTRUCTURE  
 EXISTING BENT 154 BUILDUP  
 AND EXTENSION DETAILS

REVISIONS

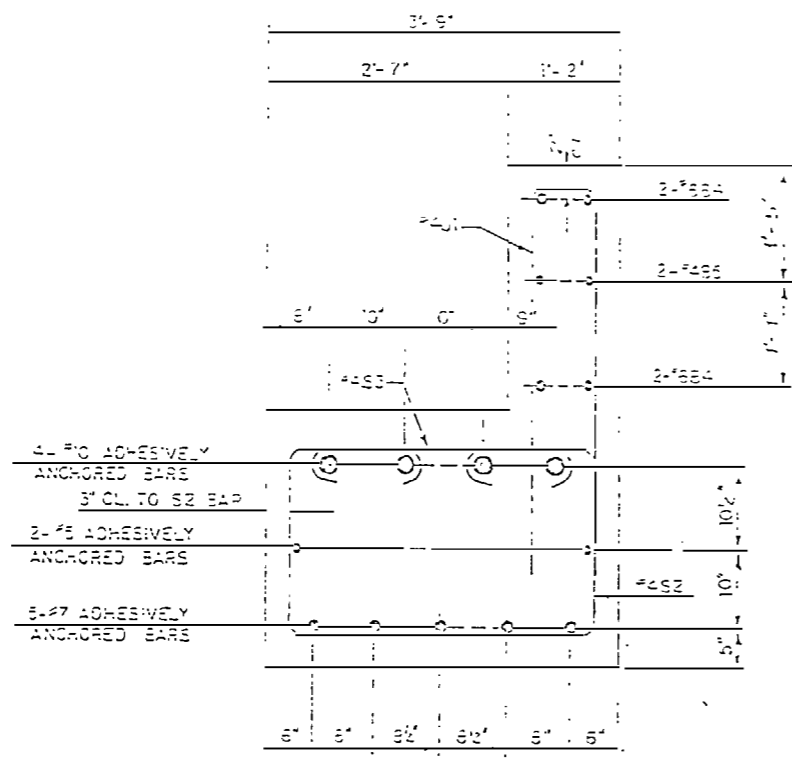
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

SHEET NO. 5-11  
 TOTAL SHEETS 20

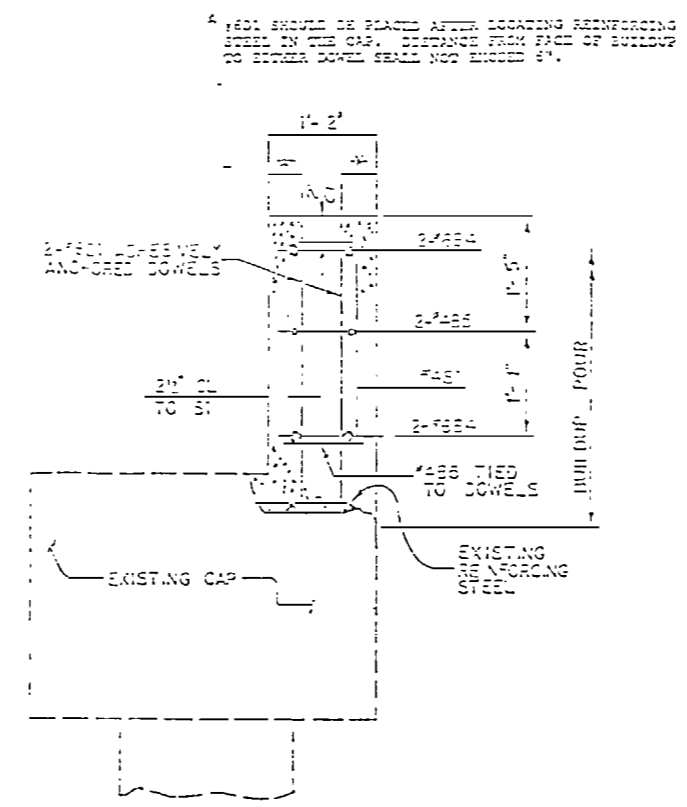


DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 DATE: 1/10/01  
 DATE: 7-21-01



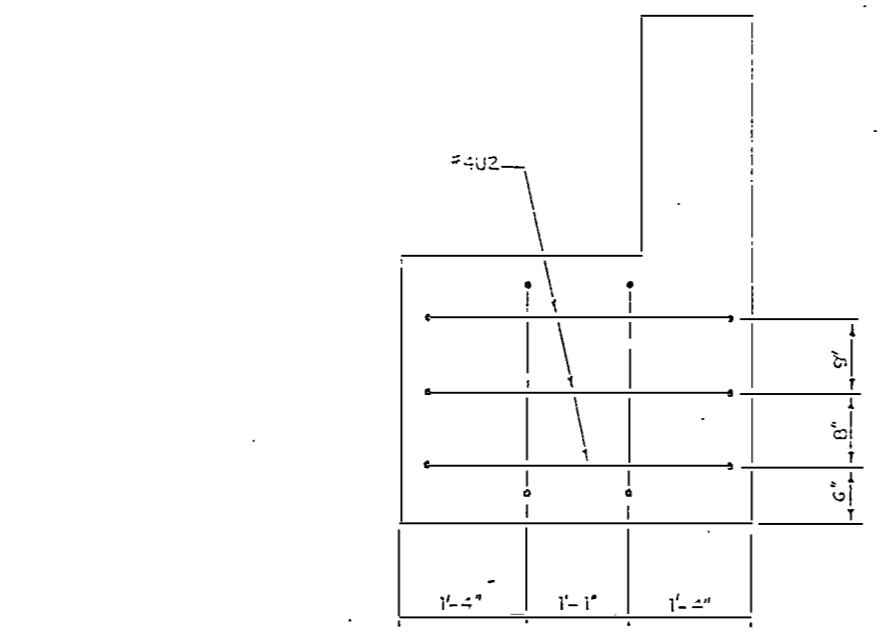


SECTION B-B

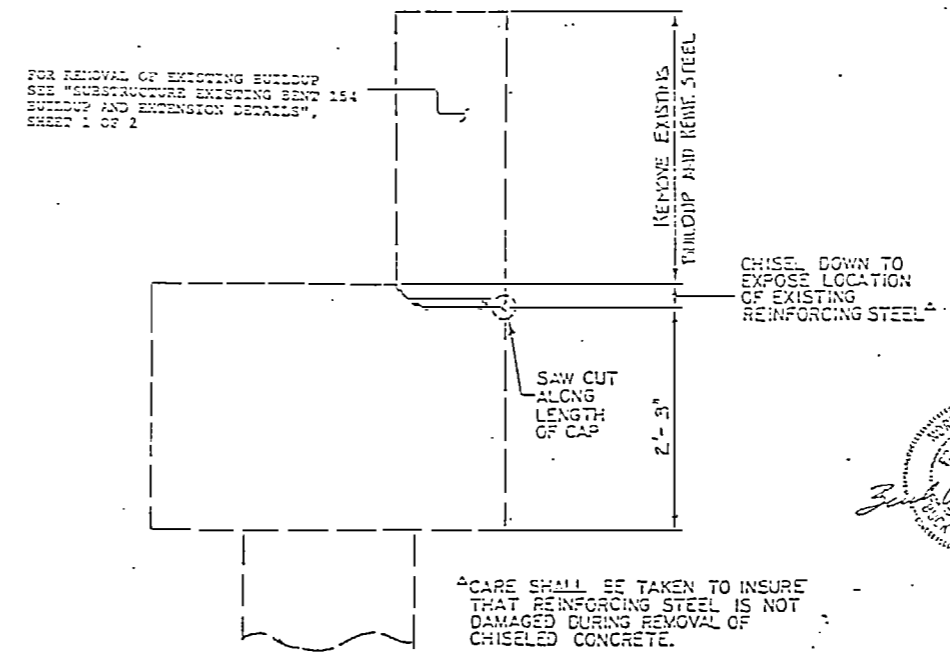


SECTION A-A

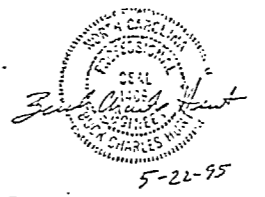
BAR TYPES				BILL OF MATERIAL			
BAR NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR NO.	SIZE	TYPE
B1	8	10	7'-10"	244	B11	6	6
B2	4	5	4'-10"	101	B12	24	6
B3	4	6	4'-10"	101	B13	4	4
B4	4	4	4'-10"	101	B14	4	4
B5	4	4	4'-10"	101	B15	4	4
B6	4	4	4'-10"	101	B16	4	4
B7	4	4	4'-10"	101	B17	4	4
B8	4	4	4'-10"	101	B18	4	4
B9	4	4	4'-10"	101	B19	4	4
B10	4	4	4'-10"	101	B20	4	4
REINFORCING STEEL				556	1455		
CLASS 'A' CONCRETE BREAKDOWN:							
FOUR #5 CAP & BUILDUP				C.V.	5.0		
FOUR #6 REINFORCING BARS				C.V.	4.1		
TOTAL				C.V.	9.1		



END VIEW



SECTION SHOWING REMOVAL OF BUILDUP



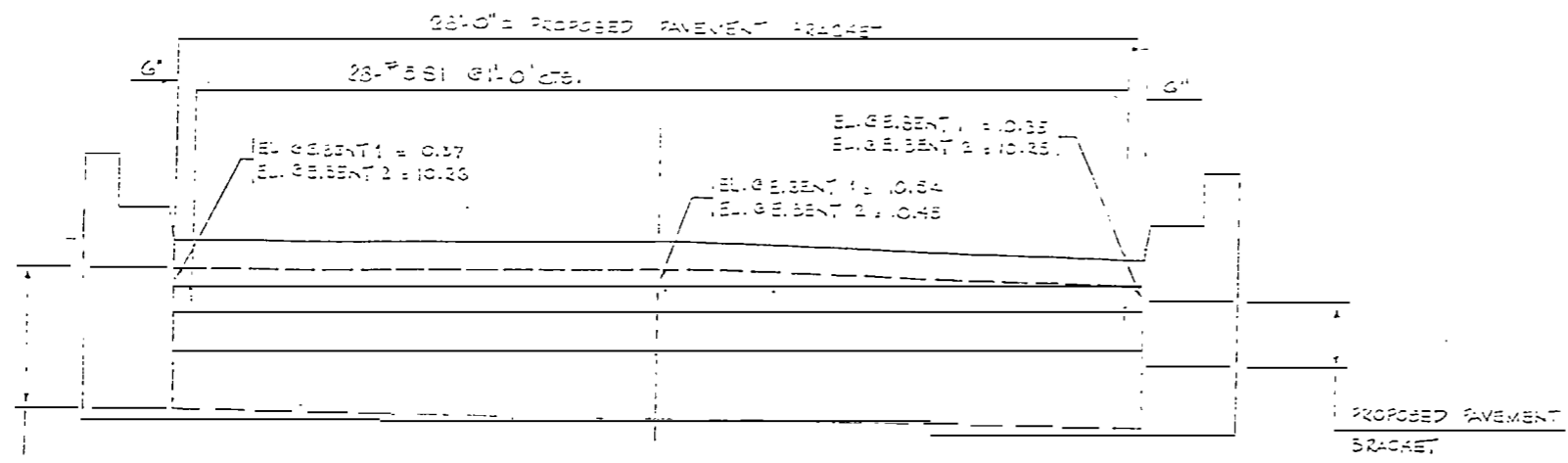
PROJECT NO. R-2418A  
 CURRITUCK-DARE COUNTY  
 STATION: 119+80.00-L-  
 SHEET 2 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUBSTRUCTURE  
 EXISTING BENT 154 BUILDUP  
 AND EXTENSION DETAILS

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

TOTAL SHEETS: 20

SHT 25 of 27  
24 26



EXISTING PAVEMENT BRACKET  
(TO BE REMOVED)

ELEVATION

NOTE: PAVEMENT BRACKET TO BE PLACED ON EACH EXISTING  
RD BED.

NOTES

THE SURFACE AREA OF THE EXISTING FULL FACE WHICH IS TO HAVE CONCRETE CAST AGAINST IT, SHALL BE CLEANED AND INTENTIONALLY ROUGHENED TO A FULL DEPTH OF 1/4".

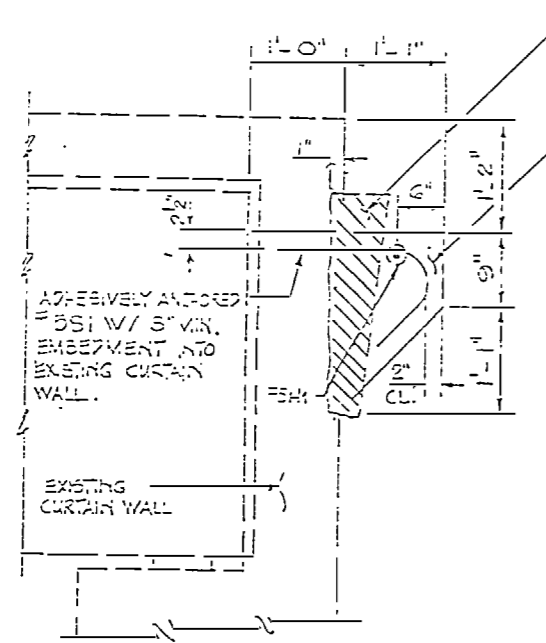
THE EXISTING PAVEMENT BRACKET SEEN IN THE CROSS-HATCHED AREA SHALL BE REMOVED ACCORDING TO THE LIMITS PROVIDED ON THE DRAWING. CARE SHOULD BE TAKEN TO INSURE THAT EXISTING CURTAIN WALL IS NOT DAMAGED DURING REMOVAL.

ALL CONCRETE IN PAVEMENT BRACKET TO BE CLASS "A".

F.R. GRADE DATA, SEE "APPROACH SLAB DETAILS" SHEET 1 OF 2.

THE #5 S1 BARS SHALL BE INSTALLED IN THE EXISTING CURTAIN WALL USING AN ADHESIVE ANCHORING SYSTEM. SEE SPECIAL PROVISIONS FOR ADHESIVELY ANCHORED BOLTS/DOWELS. TESTING OF THE ADHESIVE BONDING SYSTEM IS REQUIRED. #5 S1 BARS SHALL BE WELDED AT EACH END BENT. THE BARS TO BE TESTED SHALL BE SELECTED BY THE ENGINEER.

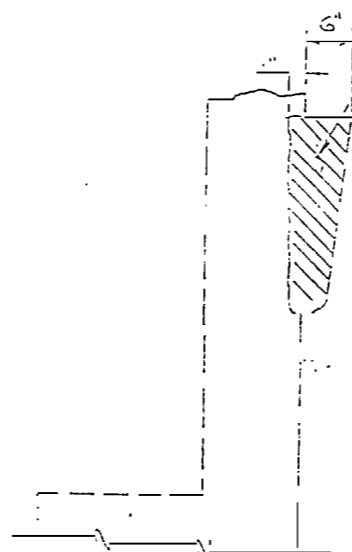
THE DESIGN STRENGTH OF THE #5 S1 BARS IS 18,000 LBS.



SECTION THRU END BENT CAP

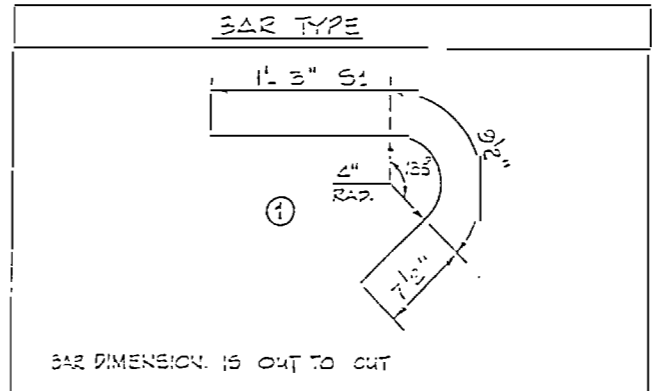
REMOVE EXISTING CONC. BRACKET. FOR LIMITS OF REMOVAL, SEE DETAIL "A"

PROPOSED PAVEMENT BRACKET



DETAIL "A"

REMOVE EXISTING CONCRETE AND REINFORCING STEEL IN CROSS-HATCHED AREA.

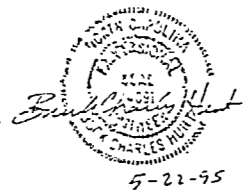


BILL OF MATERIALS FOR ONE PAVEMENT BRACKET  
( 2 REQUIRED )

BAR NO.	SIZE	TYPE	LENGTH	WEIGHT	
B1	5	STR.	27'-3	29	
S1	5	1	2'-8	72	
REIN. CROSSLING STEEL				LBS.	107
CLASS "A" CONCRETE				C.Y.	1.5

THE COST OF MATERIAL AND INSTALLATION OF THE PAVEMENT BRACKET SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR APPROACH SLABS.

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STATION: 119 + 80.00 - L-



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
APPROACH SLAB  
PAVEMENT BRACKET DETAILS

DRAWN BY: W. A. MCKAYEN DATE: JUNE 1991  
CHECKED BY: J. H. HARRIS DATE: 5-17-91

REVISIONS						SHEET NO. S-12
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS 20
2			4			

BILL OF MATERIAL 26

BILL OF MATERIAL					
ONE APPROACH SLAB (2 REQ'D)					
A 1	6	4	STR.	2 7/8"	111
A 2	10	4	STR.	2 3/4"	191
B 1	56	6	STR.	10'-1"	248
B 2	5 1/2	6	STR.	10'-6"	283
B 3	4	6	STR.	7'-6"	25
B 4	2	4	STR.	7'-6"	10
D 1	10	4	STR.	6'-10"	6
REINFORCING STEEL LBS. 2094					
CLASS "AA" CONCRETE CY. 10.4					
PAVEMENT BRACKET (2 REQUIRED)					
REINFORCING STEEL LBS. 107					
CLASS "XX" CONCRETE C.Y. 15					

NOTES

THE 5" COMP. A.B.C. IS TO EXTEND 17'-6" BEYOND THE SLAB AS SHOWN AND 1'-0" OUTSIDE OF EACH EDGE OF SLAB.

SUBGRAIN FINE AGGREGATE IS TO BE CONTINUOUS ALONG FULL FACE OF APPROACH AND END BENT FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

THE CONTRACTOR MAY, AT HIS OPTION, USE EITHER TYPE H9 BITUMINOUS CONCRETE BASE COURSE OR 5" CLASS "X" CONCRETE IN LIEU OF 5" A.B.C. IF 5" CLASS "X" CONCRETE IS USED, 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 WIDTH OF THE CONCRETE BASE SHALL BE THE SAME WIDTH AS THE APPROACH SLAB. THE APPROACH SLAB SHALL NOT BE CAST UNTIL THE CONCRETE HAS REACHED AN AGE OF THREE CURING DAYS.

JOISTS MAY BE PUSHED INTO GREEN CONCRETE AFTER THE SLAB HAS BEEN SCREEDED AND FLOAT FINISHED EXCEPT AS NOTED ON THE PLANS.

TEMPORARY DRAINAGE WILL BE PAD FOR UNDER THE LUMP CUR PRICE FOR BRIDGE APPROACH SLABS

WITH COMPRESSION JOINT SEAL

FOR PREFORMED COMPRESSION JOINT SEAL, SEE SPECIAL PROVISIONS.

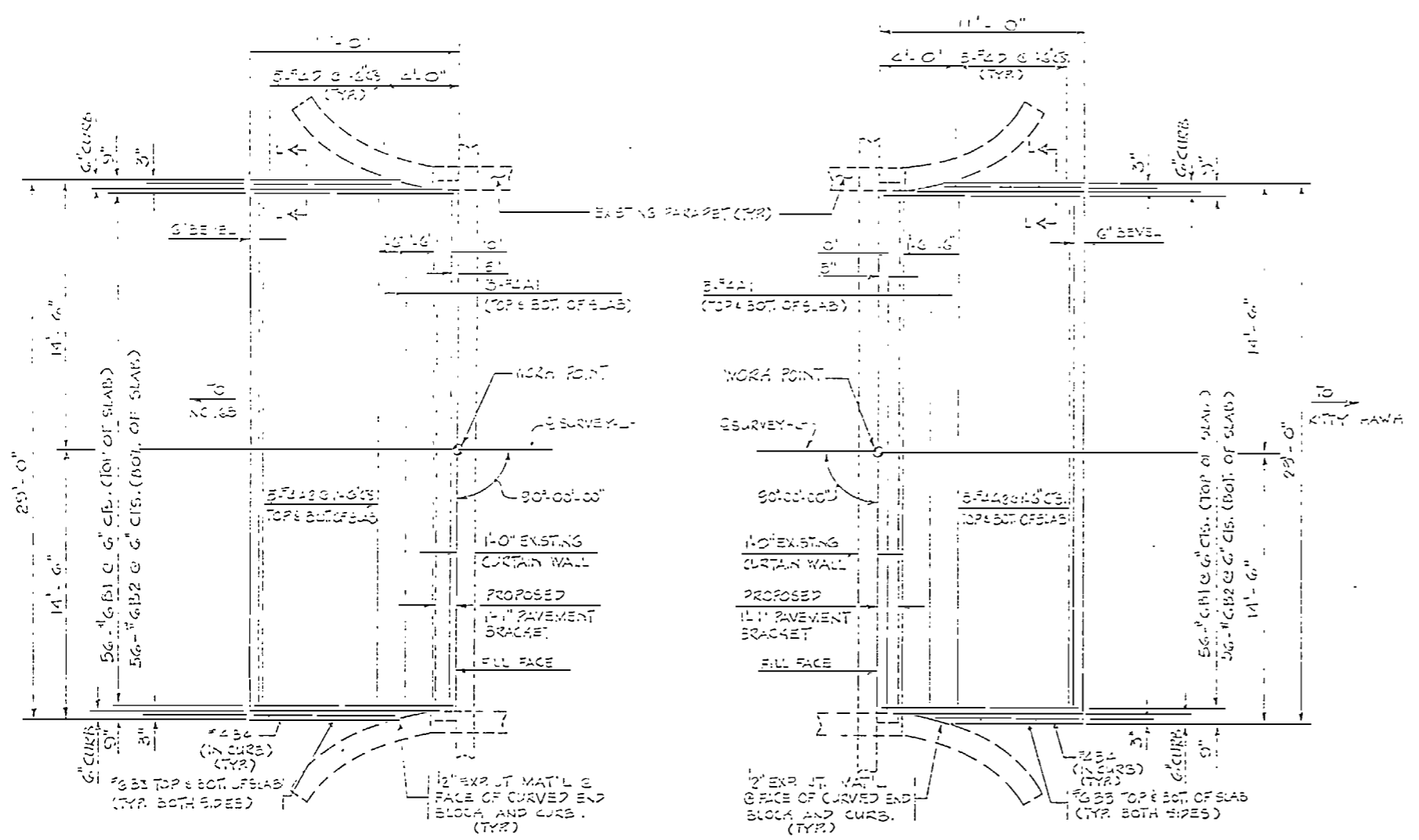
PAYMENT FOR COMPRESSION JOINT SEAL SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR "COMPRESSION JOINT SEAL"

THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE COMPRESSION JOINT SEAL SHALL BE 3".

PROOFING OF BRIDGE APPROACH SLAB IS NOT REQUIRED SEE STANDARD SPECIFICATIONS.

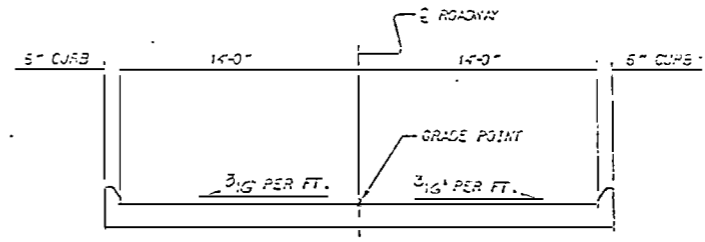
NO DIRECT PAYMENT WILL BE MADE FOR THE DRAINAGE AS SUCH WORK WILL BE CONSIDERED INCIDENTAL TO OTHER WORK BEING PAD FOR BY THE VARIOUS ITEMS IN THE CONTRACT.

FOR THE REPLACEMENT OF THE EXISTING PAVEMENT BRACKET, SEE THE SHEET ENTITLED "APPROACH SLAB PAVEMENT BRACKET DETAILS"

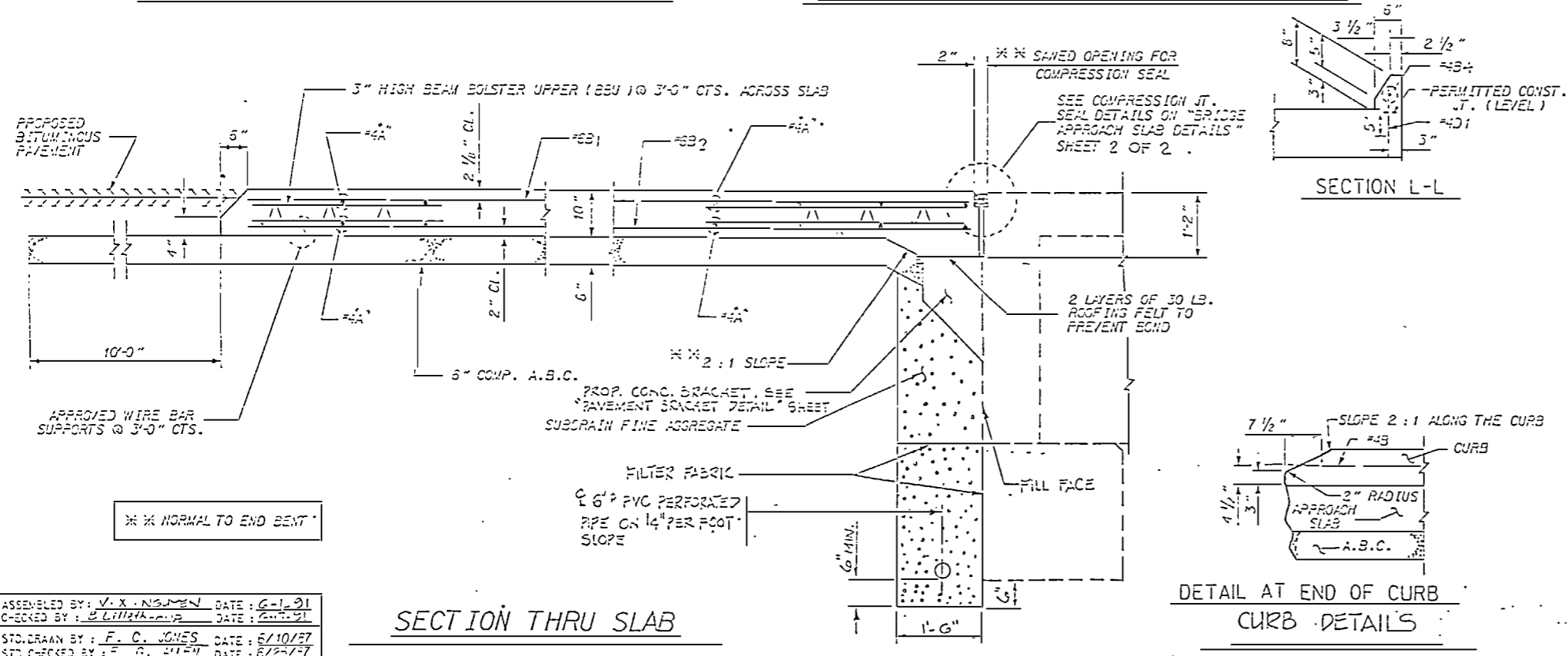


PLAN OF APPROACH SLAB AT END BENT 1

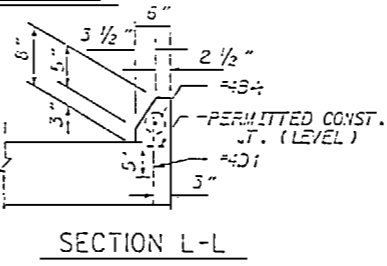
PLAN OF APPROACH SLAB AT END BENT 2



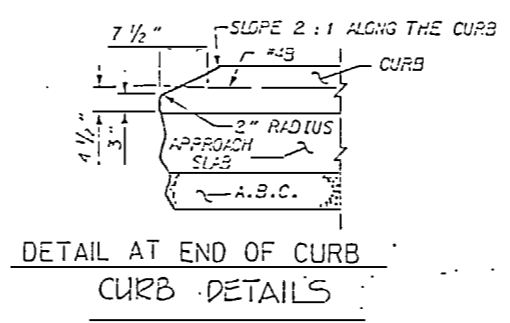
TYPICAL SECTION THRU APPROACH SLAB



SECTION THRU SLAB



SECTION L-L



DETAIL AT END OF CURB CURB DETAILS

201 154-056650 7801-10101/BAJ-VDC/HL RECORDS

REVISED 8/22/89 BY CJ JMC/CKM  
REVISED 12/1/88 BY CJ JMC/CKM  
REVISED 3/1/88 BY CJ JMC/CKM  
REVISED 2/29/88 BY CJ JMC/CKM

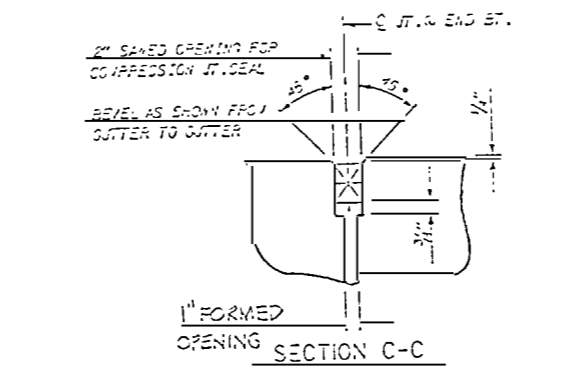
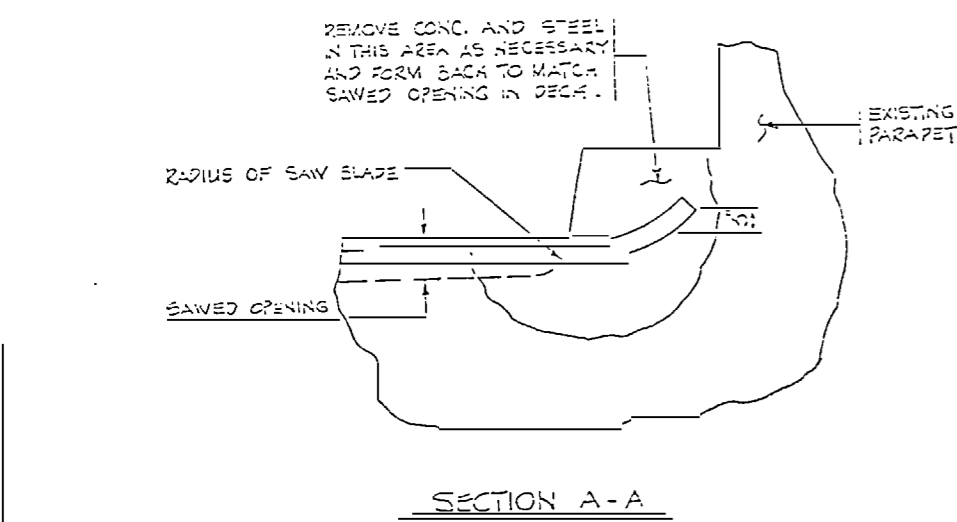
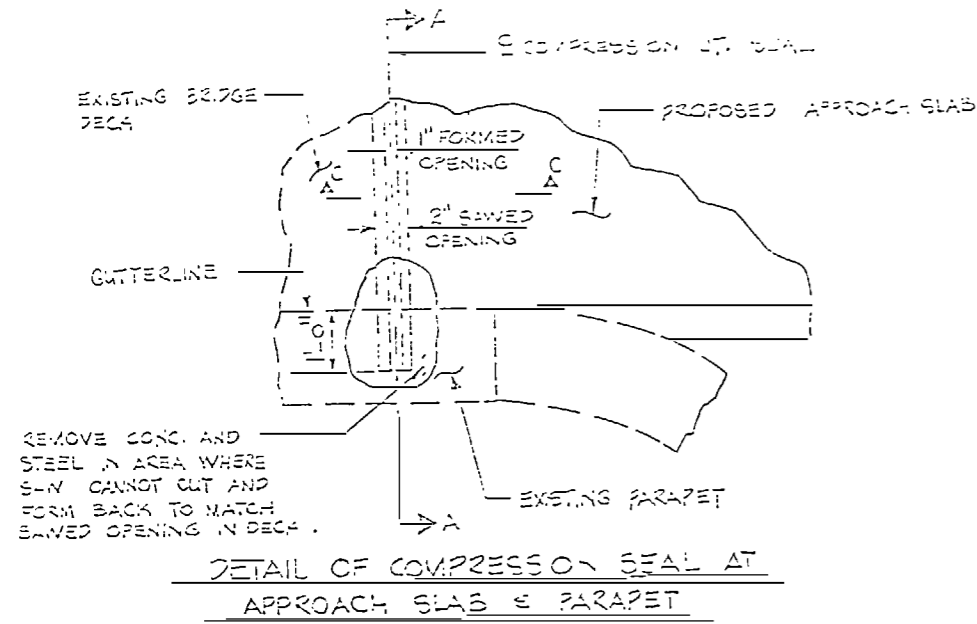
ASSEMBLED BY: V. X. NOLAN DATE: 6-1-91  
CHECKED BY: J. L. LITTLE DATE: 6-1-91  
DRAWN BY: F. C. JONES DATE: 5/10/87  
CHECKED BY: R. L. JONES DATE: 2/22/87

PROJECT NO. R-2418A  
CURRITUCK - DARE COUNTY  
STATION: 119 + 80.00 - L -

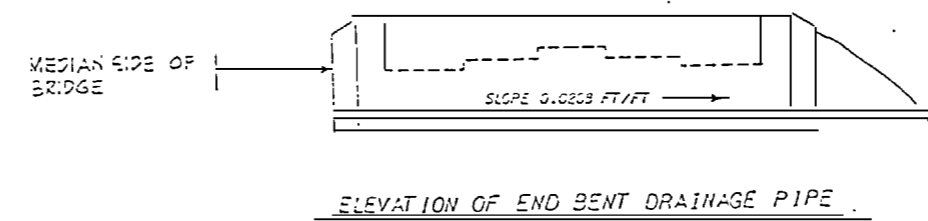
SHEET 1 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION					
BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT					
FEB. 1988					
REVISIONS					SHEET NO.
NO.	BY	DATE	NO.	BY	DATE
01			01		
02			01		
					5-19
					20

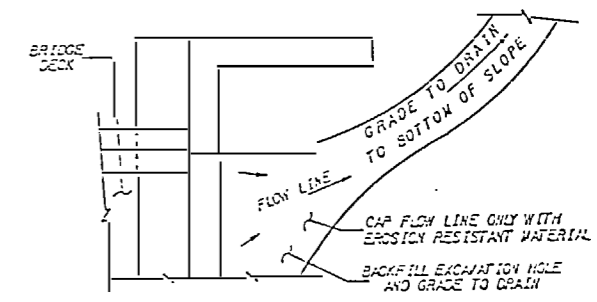
STD. NO. BAS2



COMPRESSION JOINT SEAL DETAILS  
@ END BENT

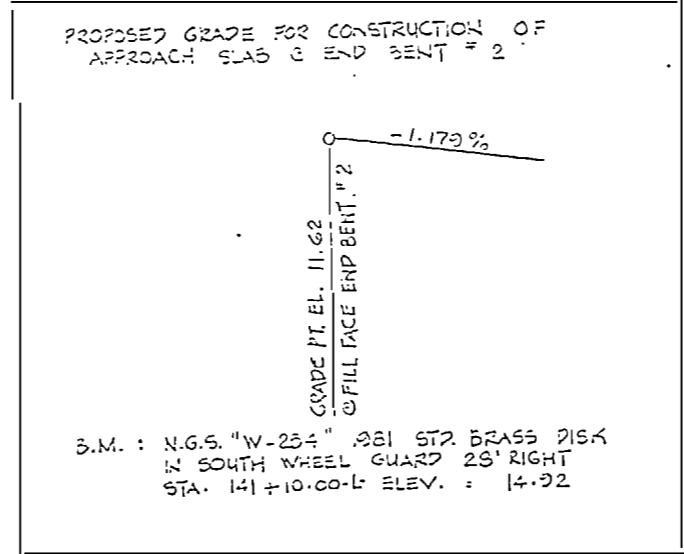
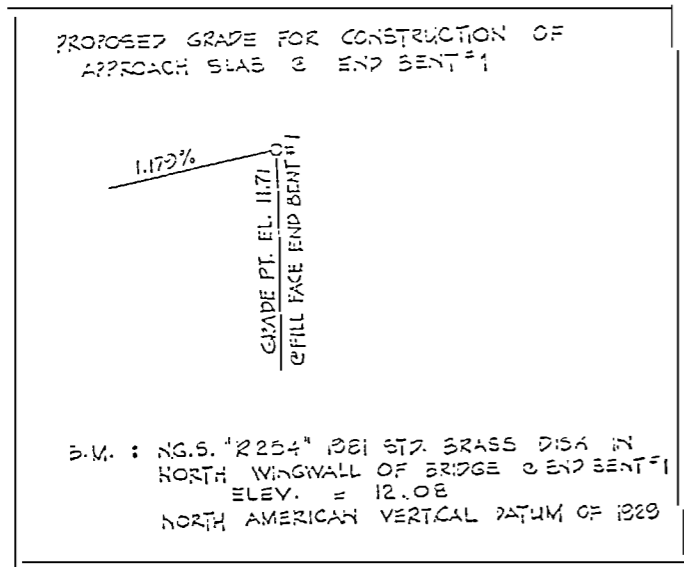


ELEVATION OF END BENT DRAINAGE PIPE

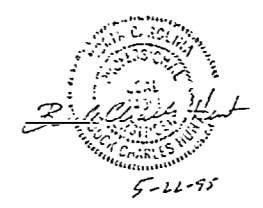


NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS FODDING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT TO THE STRUCTURE. THE CONTRACTOR WILL BE REQUIRED TO REMOVE THESE MATERIALS PRIOR TO CONSTRUCTION OF THE APPROACH SLAB.

TEMPORARY DRAINAGE DETAIL



PROJECT NO. R-2418A  
CURRITUCK - DARE COUNTY  
STATION: 119+60.00-L  
SHEET 2 OF 2



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
APPROACH SLAB DETAILS

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	5-20
1			3			20
2			4			