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.

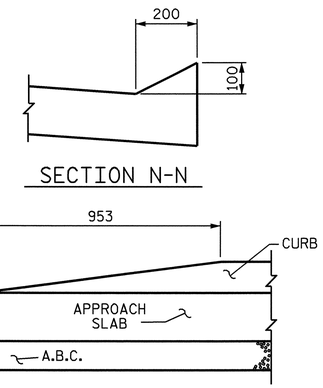
THE 150mm COMP. A.B.C. SHALL EXTEND 3m BEYOND THE END OF THE APPROACH SLAB AND 300mm OUTSIDE OF EACH EDGE OF THE SLAB.

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.

FOR EVAZOTE JOINT SEALS, SEE SPECIAL PROVISIONS.

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



CURB DETAILS

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

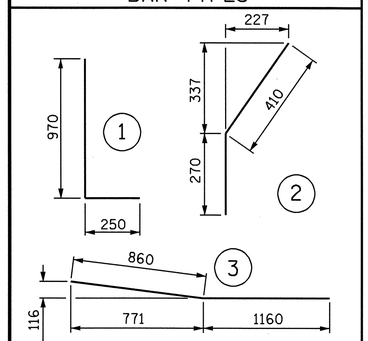
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✳ A1	49	#16	STR	11600	882
✳A101	1	#16	STR	11280	18
✳A102	1	#16	STR	9580	15
✳A103	1	#16	STR	7860	12
✳A104	1	#16	STR	6140	10
✳A105	1	#16	STR	4420	7
✳A106	1	#16	STR	2720	4
✳A107	1	#16	STR	1000	2
A2	98	#13	STR	6140	598
A201	2	#13	STR	5980	12
A202	2	#13	STR	5120	10
A203	2	#13	STR	4260	8
A204	2	#13	STR	3400	7
A205	2	#13	STR	2540	5
A206	2	#13	STR	1700	3
A207	2	#13	STR	840	2
✳B101	11	#19	STR	7400	182
✳B102	11	#19	STR	7540	185
✳B103	11	#19	STR	7680	189
✳B104	11	#19	STR	7840	193
✳B105	11	#19	STR	7980	196
✳B106	11	#19	STR	8120	200
✳B107	11	#19	STR	8260	203
✳B108	1	#19	STR	8400	19

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B201	11	#25	STR	7480	327
B202	11	#25	STR	7620	333
B203	11	#25	STR	7760	339
B204	11	#25	STR	7920	346
B205	11	#25	STR	8060	352
B206	11	#25	STR	8200	358
B207	11	#25	STR	8340	364
B208	1	#25	STR	8480	34
✳B1	14	#16	STR	3540	77
✳B2	2	#16	3	2020	6
✳G1	1	#16	3	11680	18
✳S1	50	#16	STR	980	76
✳S2	50	#16	1	1220	95
✳S3	20	#16	2	680	21

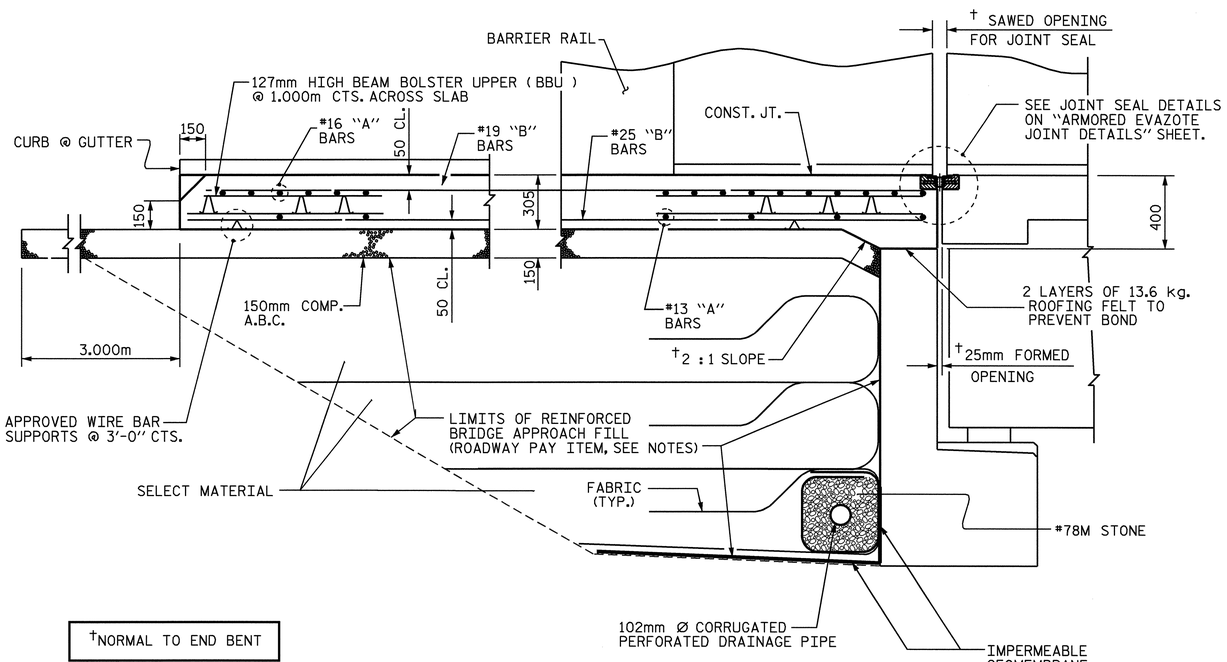
REINFORCING STEEL	kg.	3098
✳ EPOXY COATED REINFORCING STEEL	kg.	2610
CLASS AA CONCRETE BREAKDOWN		
POUR 1 SLAB	C. M.	28.8
POUR 2 RAIL	C. M.	0.4
CLASS AA CONCRETE	C. M.	29.2

✳ THESE BARS ARE EPOXY COATED.

BAR TYPES

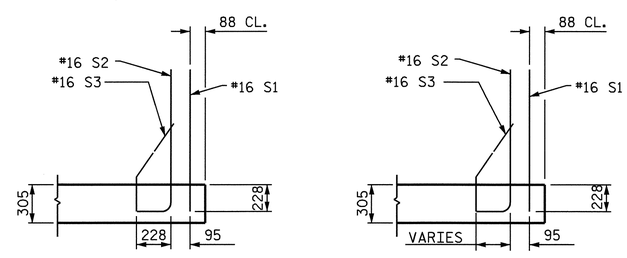


ALL BAR DIMENSIONS ARE OUT TO OUT



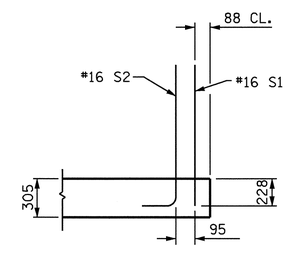
†NORMAL TO END BENT

SECTION THRU SLAB



SECTION K-K
ADHESIVELY ANCHORED

SECTION L-L



SECTION M-M

PROJECT NO. R-2568B
DAVIDSON COUNTY
STATION: 61+31.500 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD

BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT WITH BARRIER RAIL

RIGHT LANE

NORTH CAROLINA PROFESSIONAL SEAL 20125 ENGINEER
MARSHALL G. CHEEK, JR.
9-13-04

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-59
1			3			TOTAL SHEETS
2			4			64

STR. #2

STD. NO. BAS5SM

ASSEMBLED BY : J. LAMBERT		DATE : 7/04	
CHECKED BY : M. G. CHEEK		DATE : 8/04	
DRAWN BY : RWW	8/01	ADDED 12/01	
CHECKED BY : LES	8/01	REV. 5/7/03R	RWW/JTE

13-SEP-2004 11:01
W:\sdquady\r2568b\clewis\Microstation\R2568B_AS_02.dgn
clewis