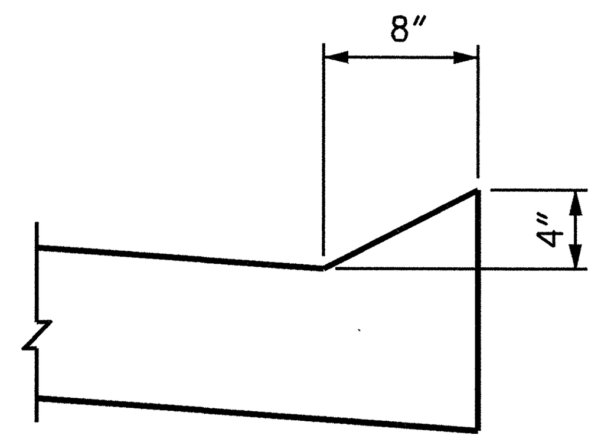
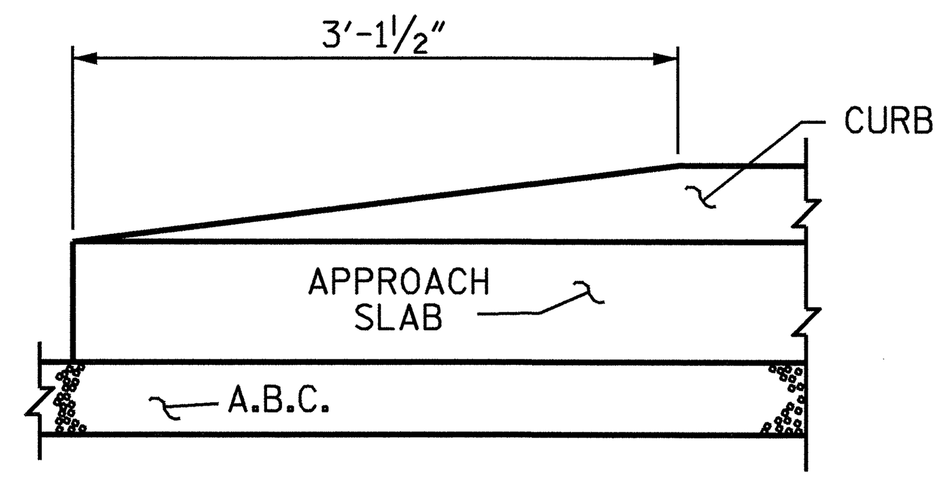
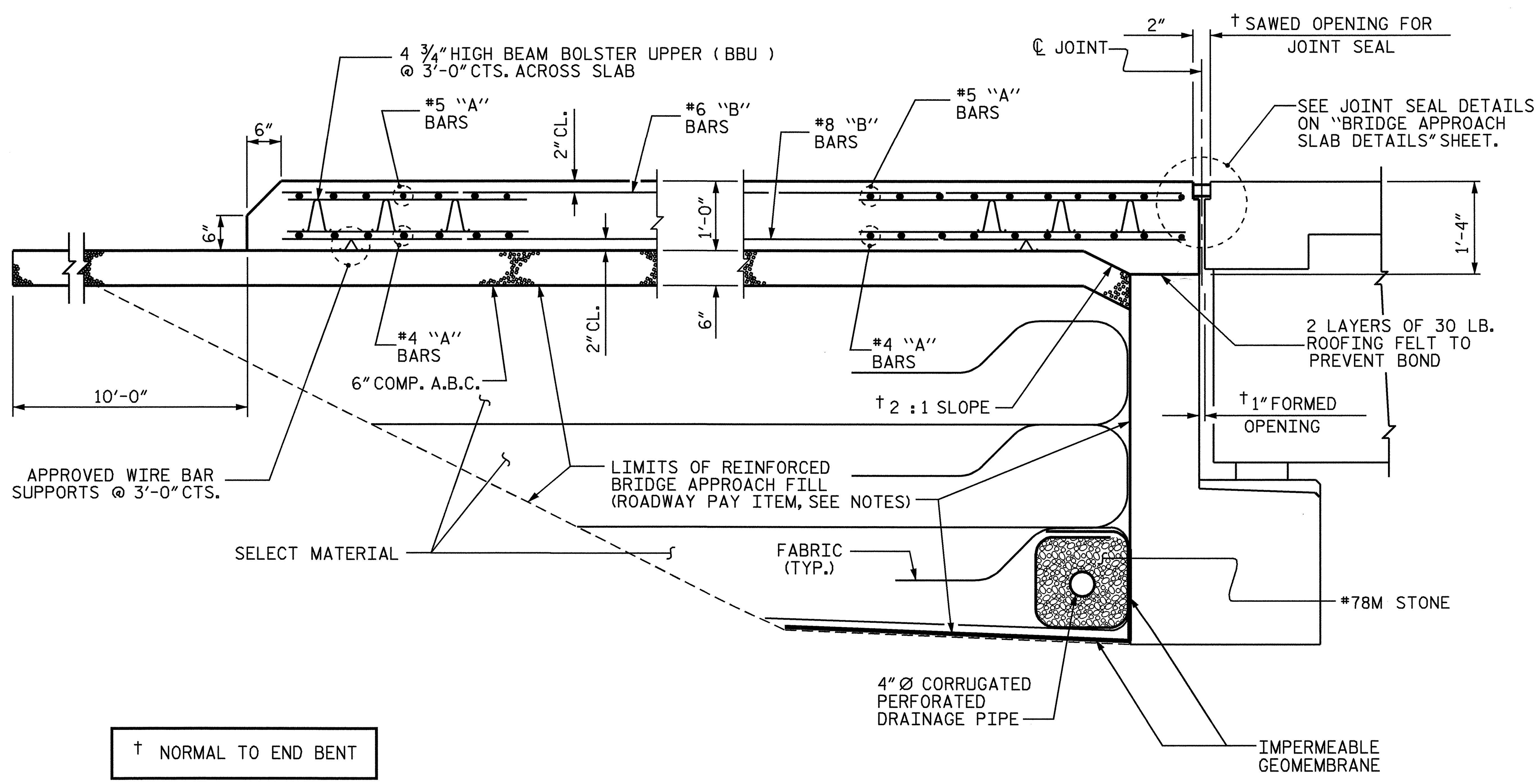


SECTION L-L



END OF CURB WITHOUT SHOULDER BERM GUTTER

CURB DETAILS



† NORMAL TO END BENT

SECTION THRU SLAB

NOTES

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 SAWED PRIOR TO THE CASTING OF THE PARAPET AND END POST.

WITH EVAZOTE JOINT SEAL

FOR EVAZOTE JOINT SEALS, SEE SPECIAL PROVISIONS.

THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE EVAZOTE JOINT SEAL SHALL BE 2 ½″.

BILL OF MATERIAL

APPROACH SLAB AT EB #1

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	49	#5	STR	29′-0″	1482
A2	49	#4	STR	29′-0″	949
* B1	59	#6	STR	24′-2″	2142
B2	59	#8	STR	24′-6″	3859
REINFORCING STEEL				LBS.	4808
* EPOXY COATED REINFORCING STEEL				LBS.	3624
CLASS AA CONCRETE				C. Y.	27.8

APPROACH SLAB AT EB #2

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	57	#5	STR	29′-0″	1724
A2	57	#4	STR	29′-0″	1104
* B101	5	#6	STR	24′-2″	181
* B102	5	#6	STR	24′-6″	184
* B103	5	#6	STR	24′-10″	186
* B104	5	#6	STR	25′-2″	189
* B105	5	#6	STR	25′-6″	192
* B106	5	#6	STR	25′-8″	193
* B107	5	#6	STR	26′-0″	195
* B108	5	#6	STR	26′-4″	198
* B109	5	#6	STR	26′-8″	200
* B110	5	#6	STR	27′-0″	203
* B111	5	#6	STR	27′-4″	205
* B112	3	#6	STR	27′-8″	125
B201	5	#8	STR	24′-8″	329
B202	5	#8	STR	25′-0″	334
B203	5	#8	STR	25′-4″	338
B204	5	#8	STR	25′-8″	343
B205	5	#8	STR	26′-0″	347
B206	5	#8	STR	26′-2″	349
B207	5	#8	STR	26′-6″	354
B208	5	#8	STR	26′-10″	358
B209	5	#8	STR	27′-2″	363
B210	5	#8	STR	27′-6″	367
B211	5	#8	STR	27′-10″	372
B212	3	#8	STR	28′-2″	226
REINFORCING STEEL				LBS.	5184
* EPOXY COATED REINFORCING STEEL				LBS.	3975
CLASS AA CONCRETE				C. Y.	30.0

PROJECT NO. B-3350

IREDELL COUNTY

STATION: 17+33.50 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE APPROACH SLAB WITH CURB

NORTH CAROLINA PROFESSIONAL SEAL 21545 ENGINEER STEVEN L. WANCE

4/16/04

REVISIONS								SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:			S-31
1			3					TOTAL SHEETS
2			4					35

ASSEMBLED BY : S. M. RASHIDI	DATE : 9/13/04		
CHECKED BY : SWANCEPE	DATE : 9/22/04		
DRAWN BY : EEM 3/95	REV. 10/17/00	RWW/LES	
CHECKED BY : VAP 3/95	REV. 7/10/01	LES/RDR	
	REV. 5/7/03R	RWW/JTE	

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