

GENERAL NOTES

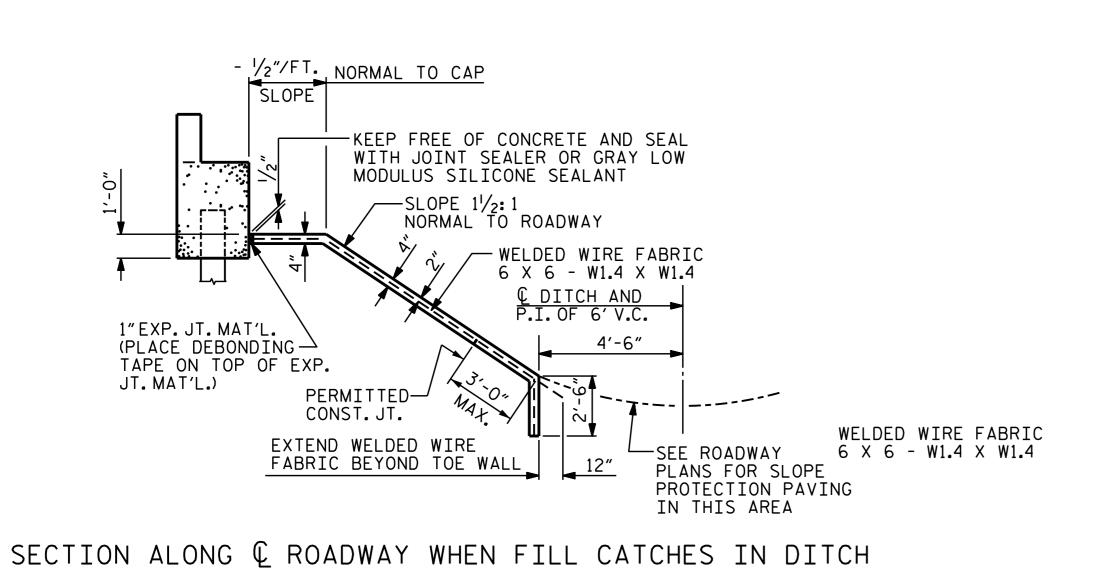
SLOPE PROTECTION SHALL BE PLACED UNDER THE ENDS OF THE BRIDGE AS SHOWN IN THE DETAILS. MEASUREMENT AND PAYMENT SHALL BE AS PRESCRIBED IN SECTION 462 OF THE STANDARD SPECIFICATIONS. FOR BERM WIDTH, SEE GENERAL DRAWING.

ALTERNATE "A"

ALTERNATE "A" SHALL CONSIST OF 4" POURED-IN-PLACE CONCRETE PAVING AS SHOWN IN THE DETAILS ON THIS SHEET. CONCRETE SHALL BE CLASS "B". THE CONCRETE SURFACE SHALL BE FLOATED WITH A WOODEN FLOAT AND FINISHED. WELDED WIRE FABRIC REINFORCING SHALL BE 6 X 6 - W1.4 X W1.4, 60" WIDE. SLOPE PROTECTION SHALL BE POURED IN 5'STRIPS AS SHOWN IN THE "POURING DETAIL" WITH 2'-O"LONG #4 BARS PLACED ALONG THE SLOPE BETWEEN STRIPS AT 1'-6" MAXIMUM SPACING. SLOPE PROTECTION MAY BE POURED IN ALTERNATE 4' AND 5' STRIPS AS SHOWN IN THE "OPTIONAL POURING DETAIL" WITH ADJACENT RUNS OF WELDED WIRE FABRIC LAPPING AT LEAST 6". THE COST OF THE WELDED WIRE FABRIC AND #4 BARS, IF USED, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER SQUARE YARD FOR SLOPE PROTECTION.

BRIDGE @ STA. 28+29.35 -Y10- (RIGHT LANE)	4 INCH SLOPE PROTECTION	* WELDED WIRE FABRIC 60 INCHES WIDE
	SQUARE YARDS	APPROX.L.F.
END BENT 1	239	478
END BENT 2	250	500

* QUANTITY SHOWN IS BASED ON 5' POURS.



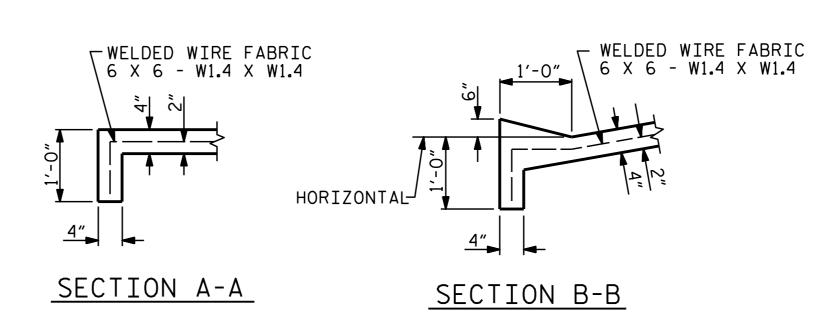
ASSEMBLED BY: B.L.GREEN DATE: 6/14/13 CHECKED BY: M.D.PISO DATE: 6/26/13

TLA/GM MAA/GM MAA/GM

DRAWN BY: ELR 5/92 REV. 5/1/06 REV. 10/1/II REV. 12/21/II

2'-0"LONG #4 BARS 4'-0" 5'-0" 4'-0" 5'-0" SPA. @ 1'-6" CTS. MAX. 5'-0" 5'-0" 5'-0" CONST.JT.TO BE NORMAL TO END BENT CAP OR HORIZONTAL CONST. JT. TO BE NORMAL TO END BENT CAP OR HORIZONTAL POUR A 4'-0" STRIP FIRST. STRIP WIDTHS MAY VARY IN CURVED PORTION. STRIP WIDTHS MAY VARY IN CURVED PORTION. OPTIONAL POURING DETAIL

POURING DETAIL



PROJECT NO. R-2514D JONES & CRAVEN COUNTY STATION: 28+29.35 -Y10-

SHEET 1 OF 1

14045

Tim Coggins

DEFD4A8D48FA47B... 3/24/2015

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SLOPE PROTECTION

DETAILS (RIGHT LANE)

SHEET NO. REVISIONS S16-029 NO. BY: DATE: DATE: BY:

24-MAR-2015 07:37
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STD. NO. SP1 (SHT 5) STR. #16