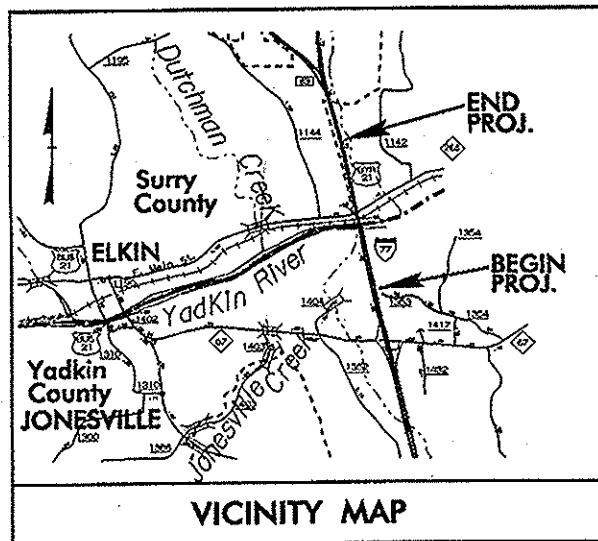


I-4025

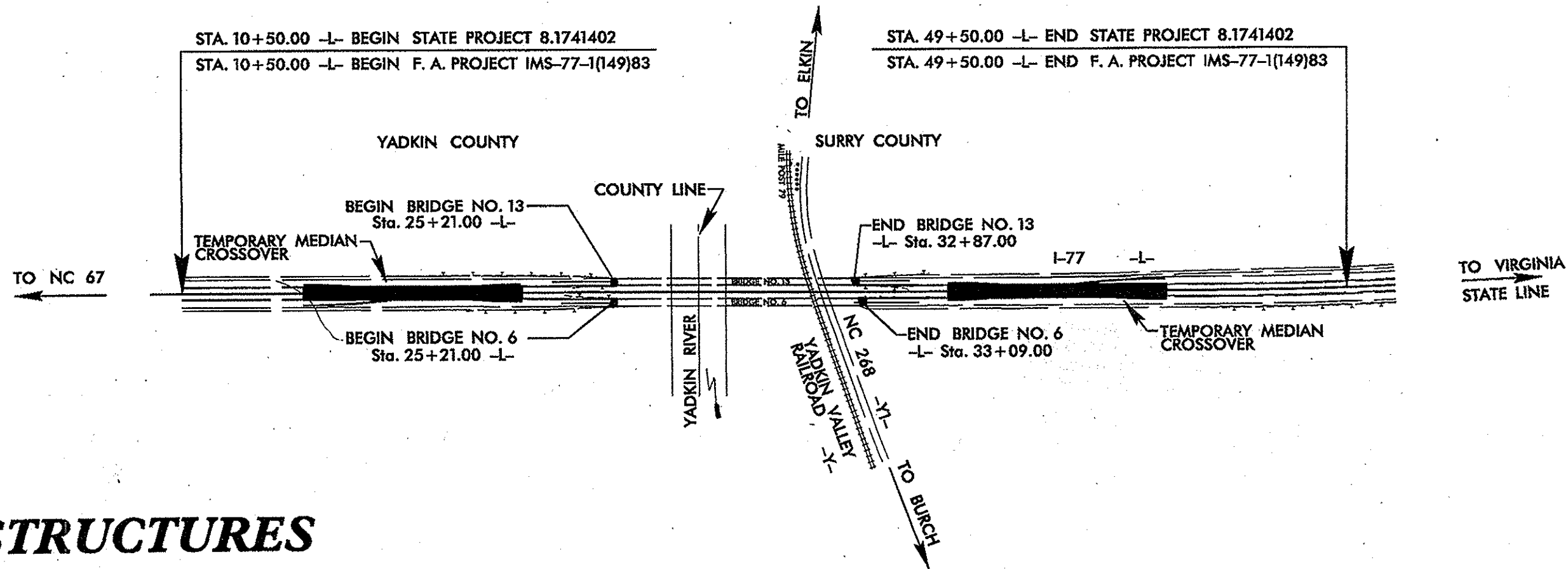
PROJECT: 8.1741402



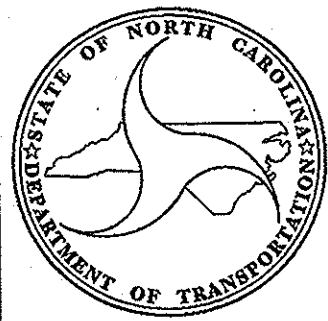
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
YADKIN AND SURRY COUNTIES

LOCATION: BRIDGE NO. 13 ON SBL I-77 AND
BRIDGE NO. 6 ON NBL I-77 OVER
YADKIN RIVER, RAILROAD AND NC 268
TYPE OF WORK: GRADING, DRAINAGE, STRUCTURE REHAB,
PAVING AND GUARDRAIL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-4025		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
8.1741402	IMS-77-1(149)83	P.E.	
8.1741402	IMS-77-1(149)83	CONST.	



STRUCTURES



DESIGN DATA	
ADT 2000 =	38,150
ADT 2025 =	59,400 *
DHV =	10 %
D =	60 %
T =	23 % *
V =	70 MPH
* TTST 18%	DUAL 5 %

PROJECT LENGTH	
LENGTH ROADWAY F. A. PROJECT IMS-77-1(149)83	= 0.590 MILE
LENGTH STRUCTURE F. A. PROJECT IMS-77-1(149)83	= 0.149 MILE
LENGTH ROADWAY STATE PROJECT 8.1741402	= 0.739 MILE
* USED NBL, BRIDGE NO. 6 FOR LENGTH	

Prepared in the Office of:

DIVISION OF HIGHWAYS

1995 STANDARD SPECIFICATIONS

LETTING DATE:
SEPTEMBER 18, 2001

R. M. GIROLAMI, P.E.
PROJECT ENGINEER

B. C. HUNT, P.E.
PROJECT DESIGN ENGINEER

STRUCTURE DESIGN UNIT
1000 BIRCH RIDGE DR.
RALEIGH, N.C. 27610

6/26/01

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

D. M. Barlow, P.E.
STATE DESIGN ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED
DIVISION ADMINISTRATOR

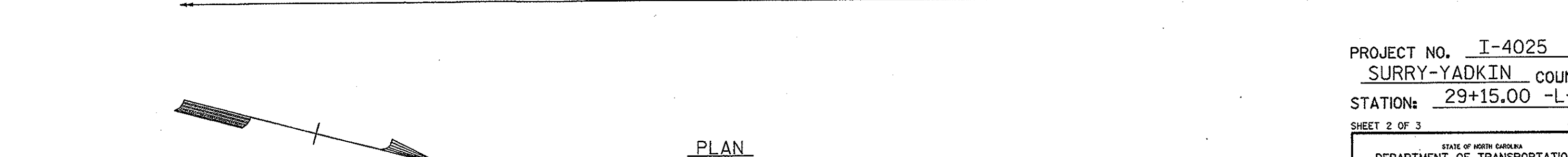
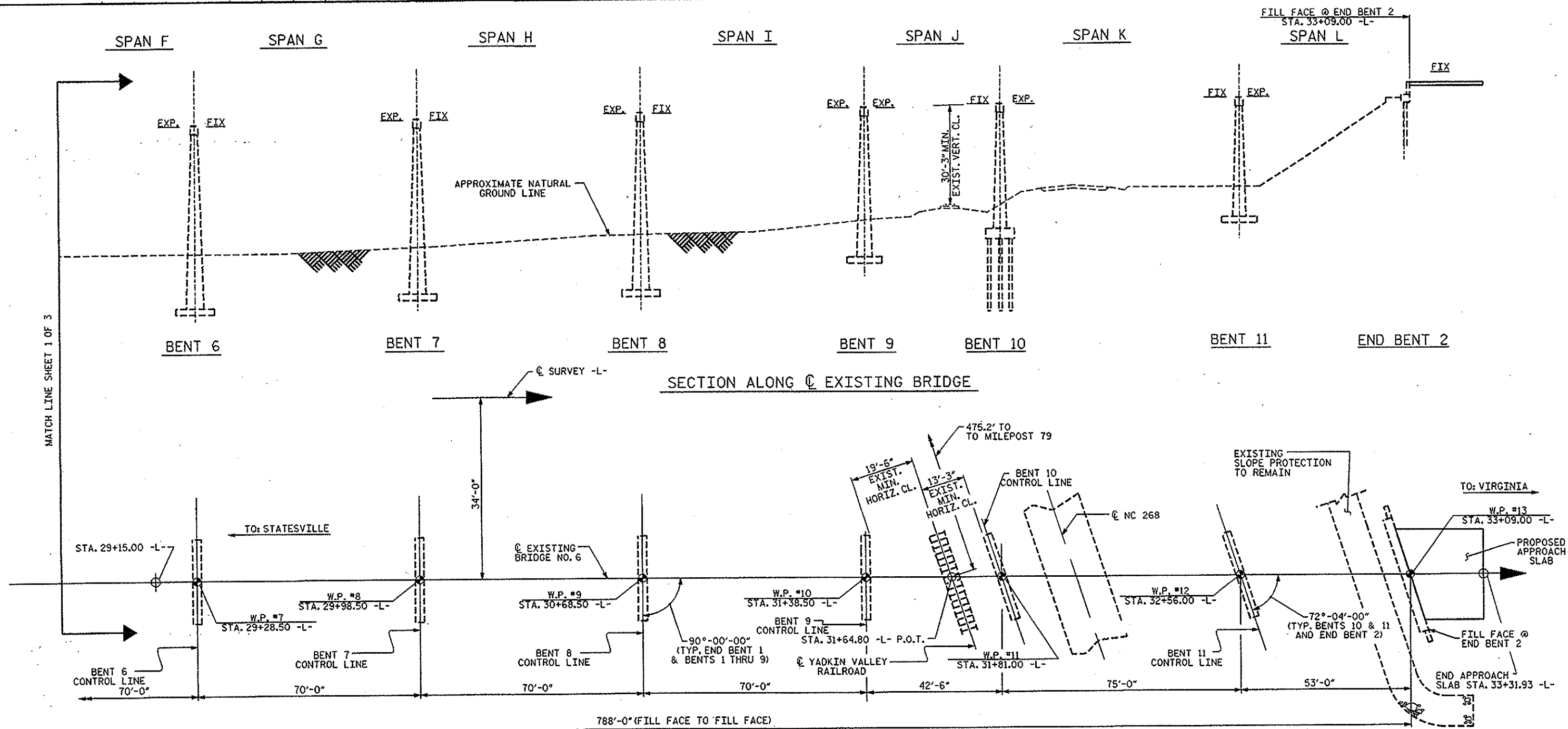
DATE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
GENERAL DRAWING FOR
BRIDGE ON I-77 NBL
OVER NC 268, YADKIN
VALLEY R.R., & YADKIN
RIVER BETWEEN
STATESVILLE &
VIRGINIA LINE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS
2			4			18

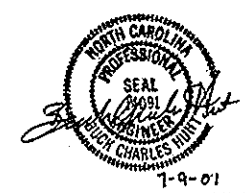
NBL



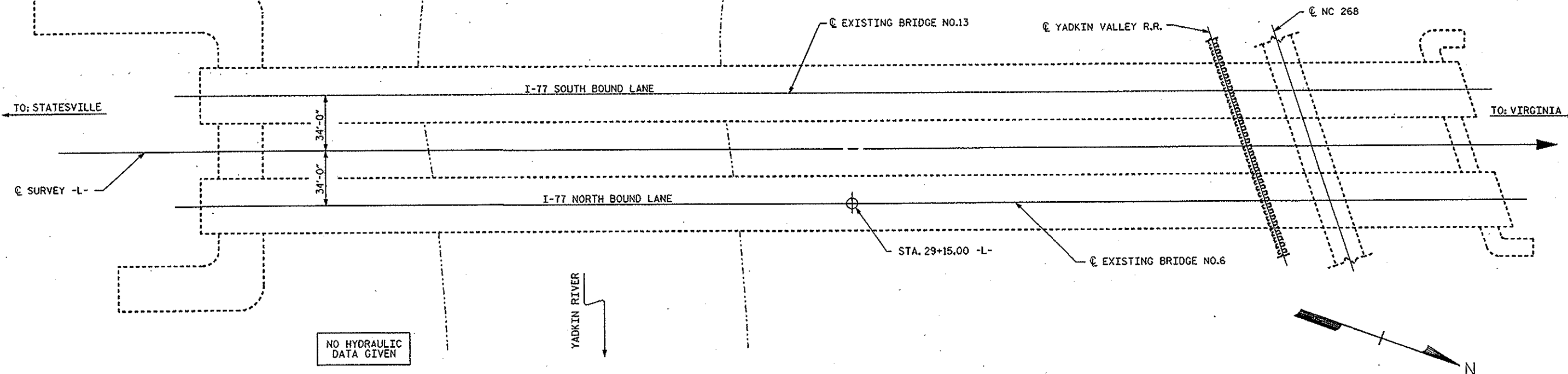
PROJECT NO. I-4025
SURRY-YADKIN COUNTY
 STATION: 29+15.00 -L-

SHEET 2 OF 3

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			18
2			4			



DRAWN BY: B. C. HUNT DATE: 1-10-01
 CHECKED BY: G. S. HOLMES DATE: 5-7-01



LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

	BRIDGE APPROACH SLABS	PAINTING STRUCTURAL STEEL	CLASS I SURFACE PREPARATION	CLASS IA SURFACE PREPARATION	CLASS II SURFACE PREPARATION	CLASS III SURFACE PREPARATION	LATEX MODIFIED CONCRETE OVERLAY	PLACING AND FINISHING OF LATEX MODIFIED CONCRETE OVERLAY	SHOTCRETE REPAIRS	SHOTCRETE CORE SAMPLES	EVAZOTE JOINT SEALS	POLLUTION CONTROL
	LUMP SUM	LUMP SUM	SO. YDS.	SO. YDS.	SO. YDS.	SO. YDS.	CU. YDS.	SO. YDS.	CU. FT.	EA.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE			2451.6	149.8	735.0	10.0	118.8	2737.8				
SUBSTRUCTURE									262.4	5		
TOTAL	LUMP SUM	LUMP SUM	2451.6	149.8	735.0	10.0	118.8	2737.8	262.4	5	LUMP SUM	LUMP SUM

NOTES

FOR CLASS I, IA, II, AND III SURFACE PREPARATION, SEE SPECIAL PROVISIONS

FOR LATEX MODIFIED CONCRETE OVERLAY, SEE SPECIAL PROVISIONS.

FOR EVAZOTE JOINT SEALS, SEE SPECIAL PROVISIONS.

FOR PAINTING STRUCTURAL STEEL, SEE SPECIAL PROVISIONS.

FOR POLLUTION CONTROL, SEE "PAINTING STRUCTURAL STEEL" SPECIAL PROVISION.

FOR SHOTCRETE REPAIRS AND SHOTCRETE CORE SAMPLES, SEE SPECIAL PROVISIONS.

FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS.

FOR MINIMIZING RAILROAD FLAGGING, SEE SPECIAL PROVISIONS.

CLASS IA SURFACE PREPARATION SHALL EXTEND FOR A DISTANCE OF 50 FT. BEYOND EACH END OF THE BRIDGE. THE FIRST SECTION OF RIGID PAVEMENT AT THE ENDS OF THE BRIDGE THAT IS TO BE REPLACED BY THE PROPOSED APPROACH SLABS SHALL NOT BE SCARIFIED. THE QUANTITY OF CLASS IA SHOWN ON THE PLANS DOES NOT INCLUDE THIS AREA.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

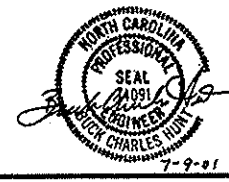
FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK OVER OR ADJACENT TO TRAFFIC, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

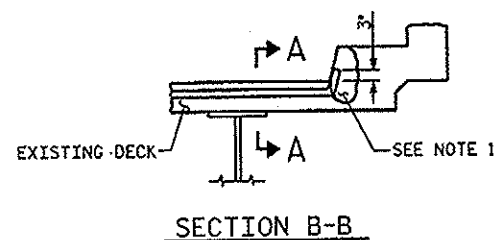
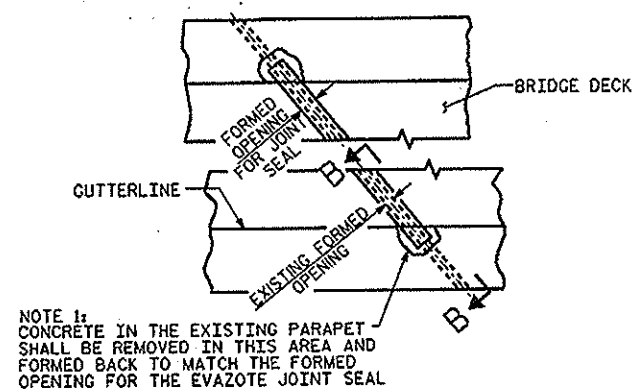
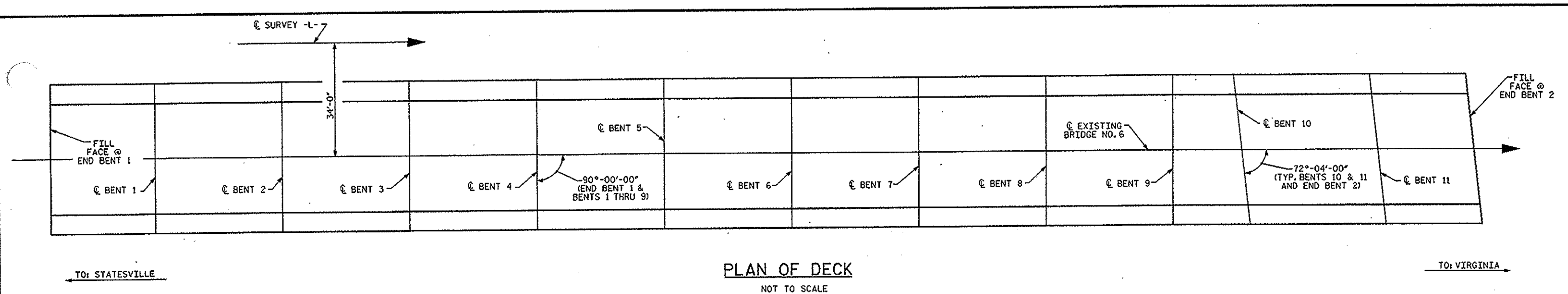
PROJECT NO. I-4025
SURRY-YADKIN COUNTY
STATION: 29+15.00 -L-
SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
GENERAL DRAWING FOR
BRIDGE ON I-77 NBL
OVER NC 268, YADKIN
VALLEY R.R., & YADKIN
RIVER BETWEEN
STATESVILLE &
VIRGINIA LINE



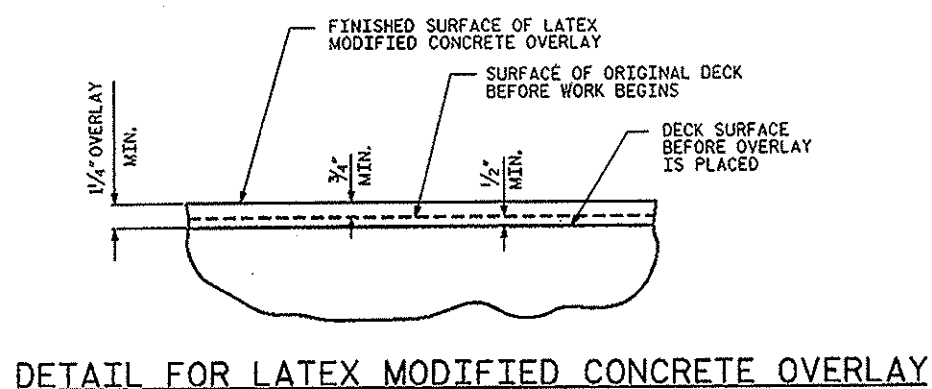
DRAWN BY: B. C. HUNT DATE: 3-1-99
CHECKED BY: G. S. HOLMES DATE: 4-4-01

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			3			5-3 TOTAL SHEETS 18
2			4			



DETAIL OF JOINT TURN UP AT PARAPET

FOR FORMED OPENING WIDTHS FOR THE EVAZOTE JOINT SEALS SEE THE SHEET ENTITLED "STANDARD ARMORED EVAZOTE JOINT DETAILS".



NOTES

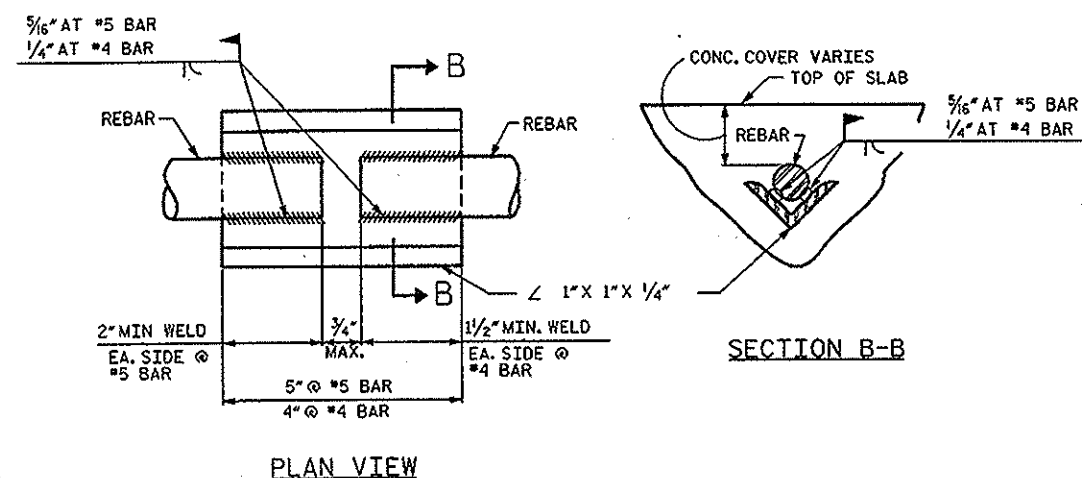
FOR CLASS I, IA, II, AND III SURFACE PREPARATION SEE THE SPECIAL PROVISION ENTITLED "REPAIR OF BRIDGE DECKS AND APPROACH PAVEMENT WITH LATEX MODIFIED CONCRETE".

FOR LATEX MODIFIED CONCRETE OVERLAY, SEE SPECIAL PROVISIONS.

FOR EVAZOTE JOINT SEAL, SEE SPECIAL PROVISIONS.

FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.



WELD DETAIL FOR SPLICING REINFORCING STEEL

SPLICES 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. D12.1). CHEMICAL ANALYSIS OF THE EXISTING REINFORCING STEEL WILL NOT BE REQUIRED.

PROJECT NO. I-4025
SURRY-YADKIN COUNTY
STATION: 29+15.00 -L-

BILL OF MATERIAL

	CLASS I SURFACE PREPARATION	CLASS IA SURFACE PREPARATION	CLASS II SURFACE PREPARATION	CLASS III SURFACE PREPARATION	LATEX MODIFIED CONCRETE OVERLAY	PLACING AND FINISHING OF LATEX MODIFIED CONC. OVERLAY	EVAZOTE JOINT SEALS
UNITS	SQUARE YDS.	SQUARE YDS.	SQUARE YDS.	SQUARE YDS.	CUBIC YDS.	SQUARE YDS.	LUMP SUM
DECK REPAIR	2451.6	149.8	735.0	10.0	118.8	2737.8	LUMP SUM
TOTAL	2451.6	149.8	735.0	10.0	118.8	2737.8	LUMP SUM

DRAWN BY: B. C. HUNT DATE: 1-10-01
CHECKED BY: G. S. HOLMES DATE: 5-7-01



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE DECK
REHABILITATION
DETAILS
(N.B.L.)

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	TOTAL SHEETS
1			3			5-4
2			4			18

09-JUL-2001 12:22
\\nsquod\ukinf\4025\4025rehab.dgn
chunt

NOTES

ANGLES SHALL CONFORM TO AASHTO M270 GRADE 36 STEEL OR APPROVED EQUAL. ALL STUD ANCHORS SHALL CONFORM TO AASHTO M169 GRADES 1010 THRU 1020 OR APPROVED EQUAL.

STUD ANCHORS SHALL BE SHOP WELDED AND ALL HOLES SHALL BE SHOP DRILLED AS SHOWN ON THE PLANS. STUD ANCHORS SHALL BE ELECTRIC ARC END WELDED WITH COMPLETE FUSION.

UPON COMPLETION OF SHOP FABRICATION, THE ENTIRE ANCHOR ASSEMBLY SHALL BE METALLIZED TO A MINIMUM THICKNESS OF 6 MILS. THE 1/2" Ø STUD ANCHORS AND ANCHOR TABS NEED NOT BE METALLIZED. SEE SPECIAL PROVISION FOR THERMAL SPRAYED COATINGS (METALLIZATION).

ANCHOR ASSEMBLY SHALL BE MADE CONTINUOUS THE LENGTH OF THE JOINT FROM CUTTER TO GUTTER. FOR FIELD SPLICES AT ALL CROWN BREAK POINTS, THE ENDS OF THE STEEL ANGLES SHALL BE CUT PARALLEL TO THE BRIDGE CENTERLINE. FINISHED FIELD WELDS SHALL BE GROUND SMOOTH AND COATED WITH A MINIMUM THICKNESS OF 4 DRY MILS OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

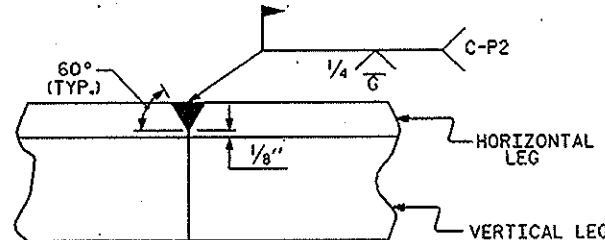
ANCHOR ASSEMBLY SEGMENTS SHALL NOT BE LESS THAN 12 FEET NOR MORE THAN 20 FEET IN LENGTH. SHORTER SEGMENTS MAY BE USED AT THE EDGE OF ROADWAY OR AT POINTS OF STAGED CONSTRUCTION.

THE ANCHOR ASSEMBLY SHALL BE SECURED AND LEVELED AS SHOWN IN THE "ARMORED JOINT ANCHOR ASSEMBLY DETAILS". NO SUBMITTALS ARE REQUIRED FOR 3/8" Ø EXPANSION ANCHORS, NUTS OR WASHERS. THE CONTRACTOR MAY SUBMIT FOR APPROVAL AN ALTERNATE METHOD OF ALIGNING AND LEVELING THE ANGLES. THE ALTERNATE METHOD SHALL NOT INCLUDE ANY WELDING TO THE OUTSIDE FACE OF THE ANGLES.

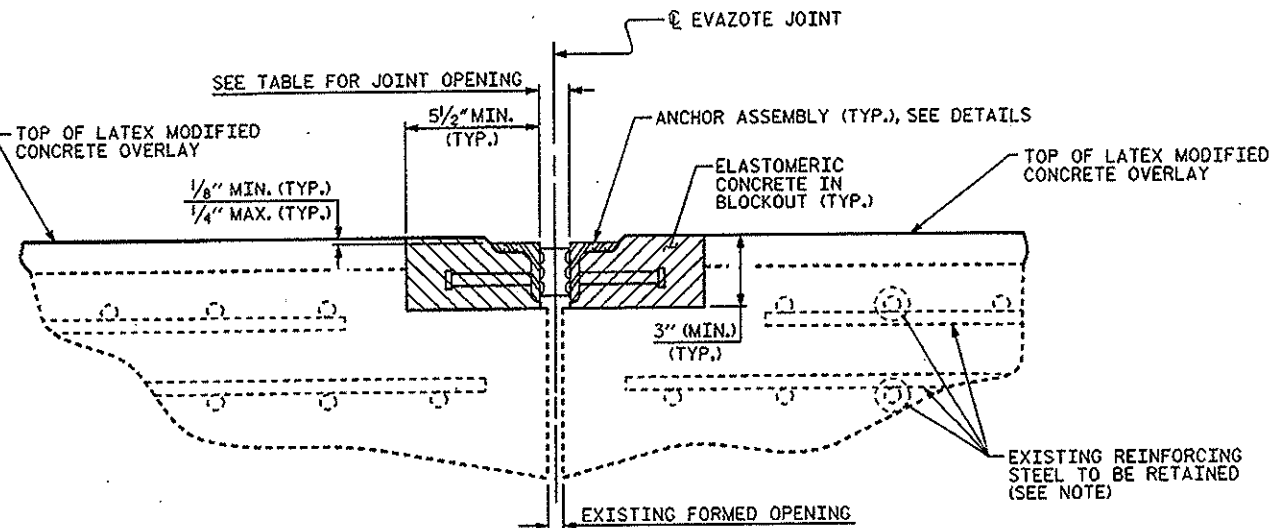
AFTER THE ELASTOMERIC CONCRETE HAS BEEN CAST ON BOTH SIDES OF THE JOINT, REMOVE ANY EXCESS CONCRETE THAT COMES THROUGH THE WEEP HOLES AND THOROUGHLY CLEAN THE ANGLES. ANY DAMAGED STEEL SHALL BE COATED WITH A MINIMUM OF 4 MILS OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

SEE SPECIAL PROVISIONS FOR EVAZOTE JOINT SEALS.

FOR ELASTOMERIC CONCRETE, SEE SPECIAL PROVISIONS.



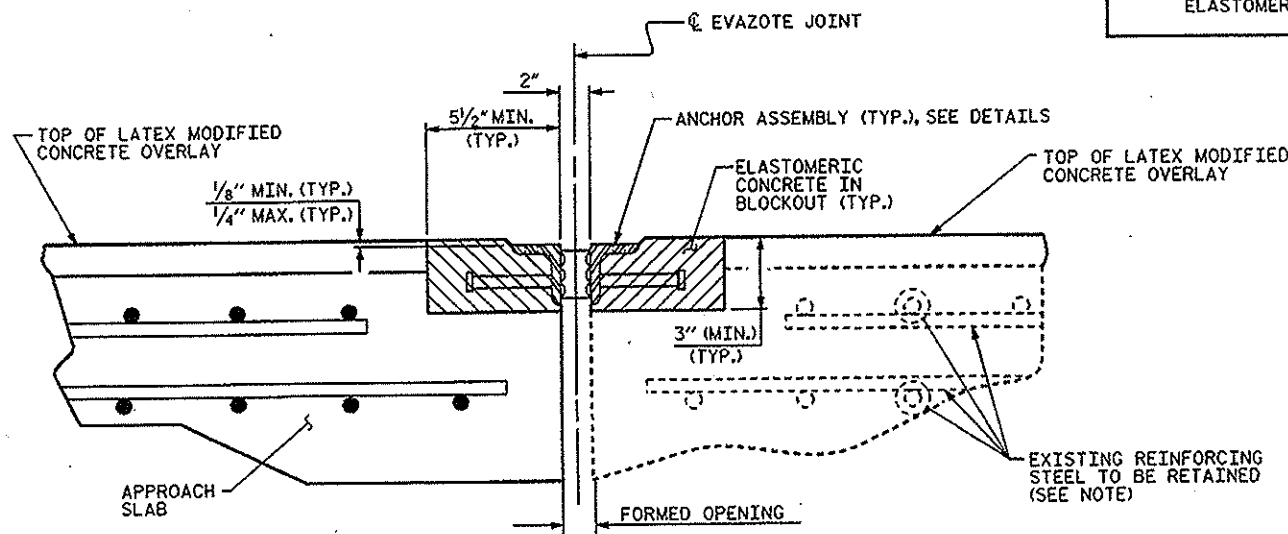
DETAIL- FIELD WELD
SPLICE OF ANGLE



ARMORED JOINT DETAILS

SECTION NORMAL TO JOINT AT BENT

NOTE: EXISTING REINFORCING STEEL THAT IS IN CONFLICT WITH THE BLOCKOUT FOR ELASTOMERIC CONCRETE SHALL BE REMOVED.



ARMORED JOINT DETAILS

SECTION NORMAL TO JOINT AT END BENT

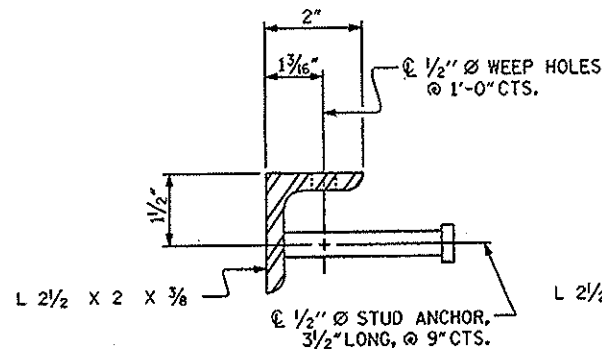
MOVEMENT AND SETTING AT EVAZOTE JOINT						
BENT NO.	SKEW ANGLE	NOMINAL UNCOMPRESSED SEAL WIDTH	TOTAL MOVEMENT (ALONG C.R.WY.)	PERPENDICULAR JOINT OPENING AT 30° F	PERPENDICULAR JOINT OPENING AT 60° F	PERPENDICULAR JOINT OPENING AT 90° F
1 - 8	90°-00'-00"	2 13/16"	13/16"	1 15/16"	1 15/16"	1 11/16"
10 & 11	72°-04'-00"	2 13/16"	13/16"	1 15/16"	1 15/16"	1 11/16"
9	90°-00'-00"	3 1/8"	1 5/16"	2 5/16"	2"	1 11/16"

TOTAL MOVEMENT IS CALCULATED ALONG THE CENTERLINE OF ROADWAY. JOINT OPENINGS ARE MEASURED PERPENDICULAR TO THE JOINT.

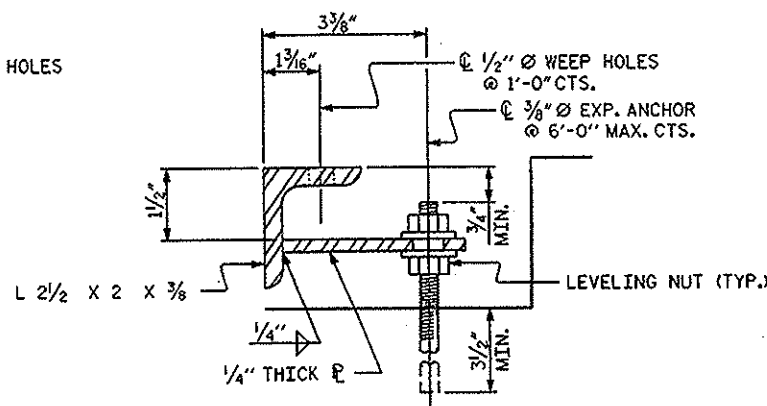
THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE EVAZOTE JOINT SEAL AT END BENTS 1 AND 2 IS 2 13/16".

BILL OF MATERIAL			
END BENT NO.	BENT NO.	ELASTOMERIC CONCRETE * (CU. FT.) (EA. JOINT)	TOTAL LENGTH OF ANGLE (FT.) (EA. JOINT)
	1 - 8	6.4	56.0
	10 & 11	6.7	58.9
	9	6.4	56.0
1		6.4	56.0
2		6.7	58.9

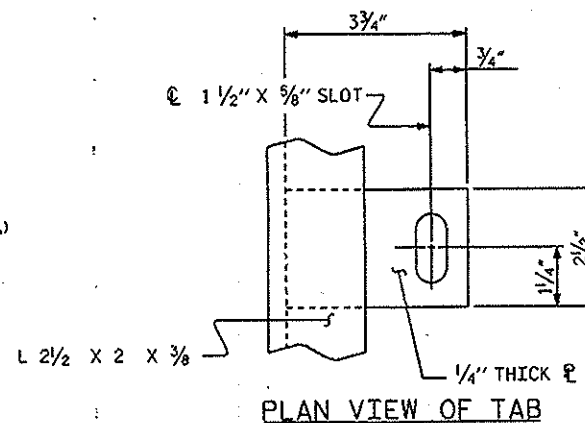
* BASED ON THE MINIMUM BLOCKOUT SHOWN.



SECTION VIEW OF STUD



SECTION VIEW OF TAB



PLAN VIEW OF TAB

PROJECT NO. I-4025
SURRY-YADKIN COUNTY
STATION: 29+15.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
ARMORED EVAZOTE
JOINT DETAILS
(N.B.L.)

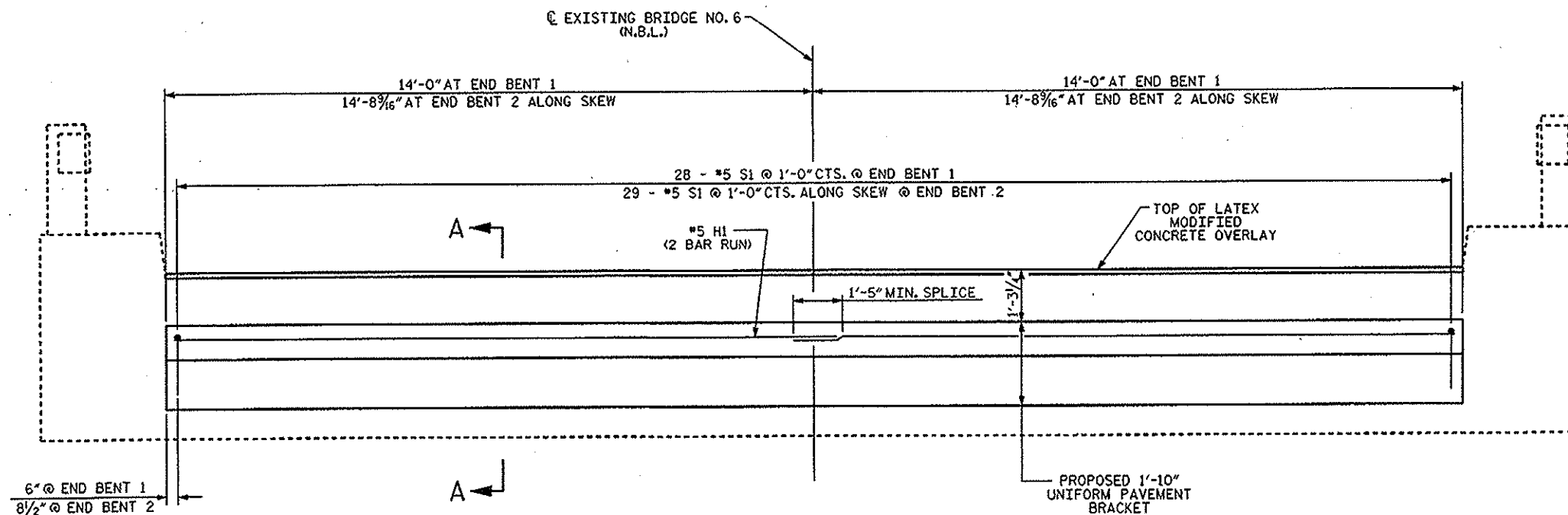
ASSEMBLED BY: B. C. HUNT
CHECKED BY: G. S. HOLMES
DATE: 5-4-01
DATE: 5-4-01
DRAWN BY: EEM 1/96
CHECKED BY: ROW 1/96
REV. 7/17/98 RWW/LES
REV. 8/16/99 RWW/LES
REV. 10/17/00 RWW/LES

ARMORED JOINT ANCHOR ASSEMBLY DETAILS



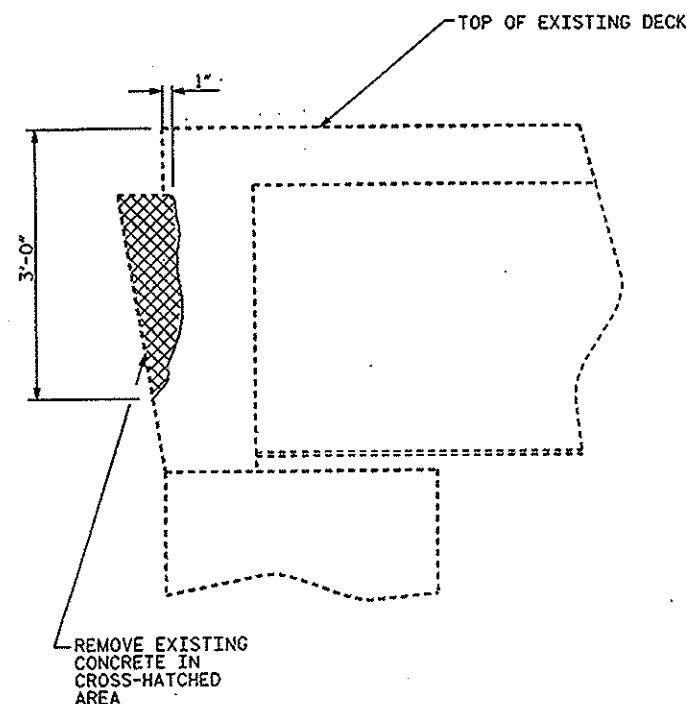
REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			3			S-5
2			4			TOTAL SHEETS: 18

STD. NO. AEJ1

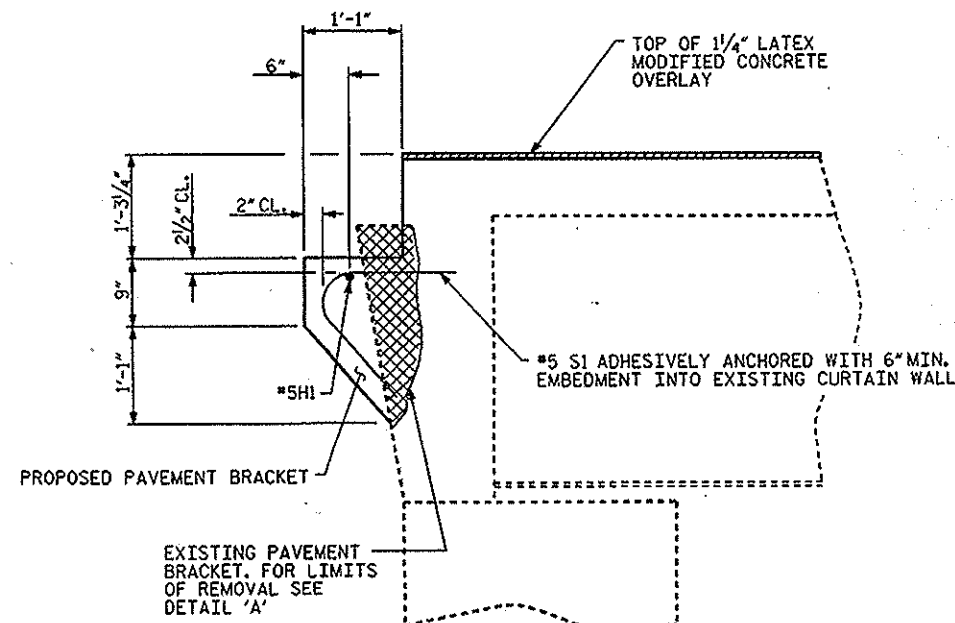


ELEVATION OF PROPOSED PAVEMENT BRACKET AT EXISTING CURTAIN WALL

VIEW LOOKING AT FILL FACE OF END BENT



DETAIL 'A'



SECTION A-A

NOTES

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

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

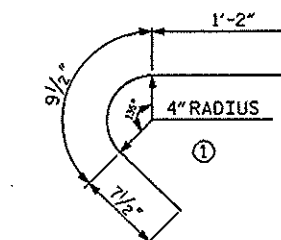
ALL CONCRETE IN THE PROPOSED PAVEMENT BRACKET SHALL BE CLASS AA.

THE #5 S1 BAR SHALL BE INSTALLED IN THE EXISTING CURTAIN WALL USING AN ADHESIVE ANCHORING SYSTEM. SEE SPECIAL PROVISIONS FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS. TESTING OF THE ADHESIVE BONDING SYSTEM IS REQUIRED.

THE YIELD LOAD OF THE #5 S1 BAR IS 18,600 LBS.

THE COST OF REMOVING THE EXISTING PAVEMENT BRACKET AND CONSTRUCTION OF THE PROPOSED PAVEMENT BRACKET INCLUDING ALL CONCRETE AND REINFORCING STEEL SHALL BE INCLUDED IN THE PRICE BID FOR "BRIDGE APPROACH SLABS - LUMP SUM".

— BAR TYPES —



ALL BAR DIMENSIONS ARE OUT TO OUT

TOTAL BILL OF MATERIAL FOR END BENTS 1 & 2

BAR NO.	SIZE	TYPE	LENGTH	WEIGHT
H1 4	5	STR	15-3	64
S1 57	5	1	2-7	154

REINFORCING STEEL LBS. 218

CLASS AA CONCRETE		
@ END BENT 1	C.Y.	1.6
@ END BENT 2	C.Y.	1.7
TOTAL	C.Y.	3.3

PROJECT NO. I-4025
SURRY-YADKIN COUNTY
STATION: 29+15.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

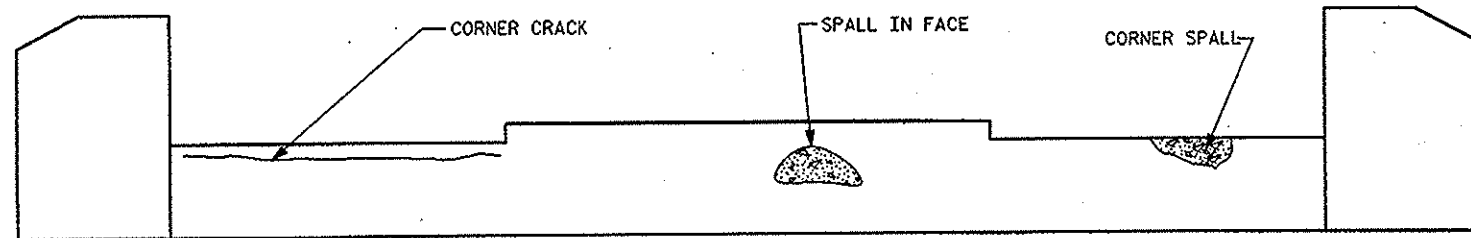
PAVEMENT
BRACKET
DETAILS
(N.B.L.)



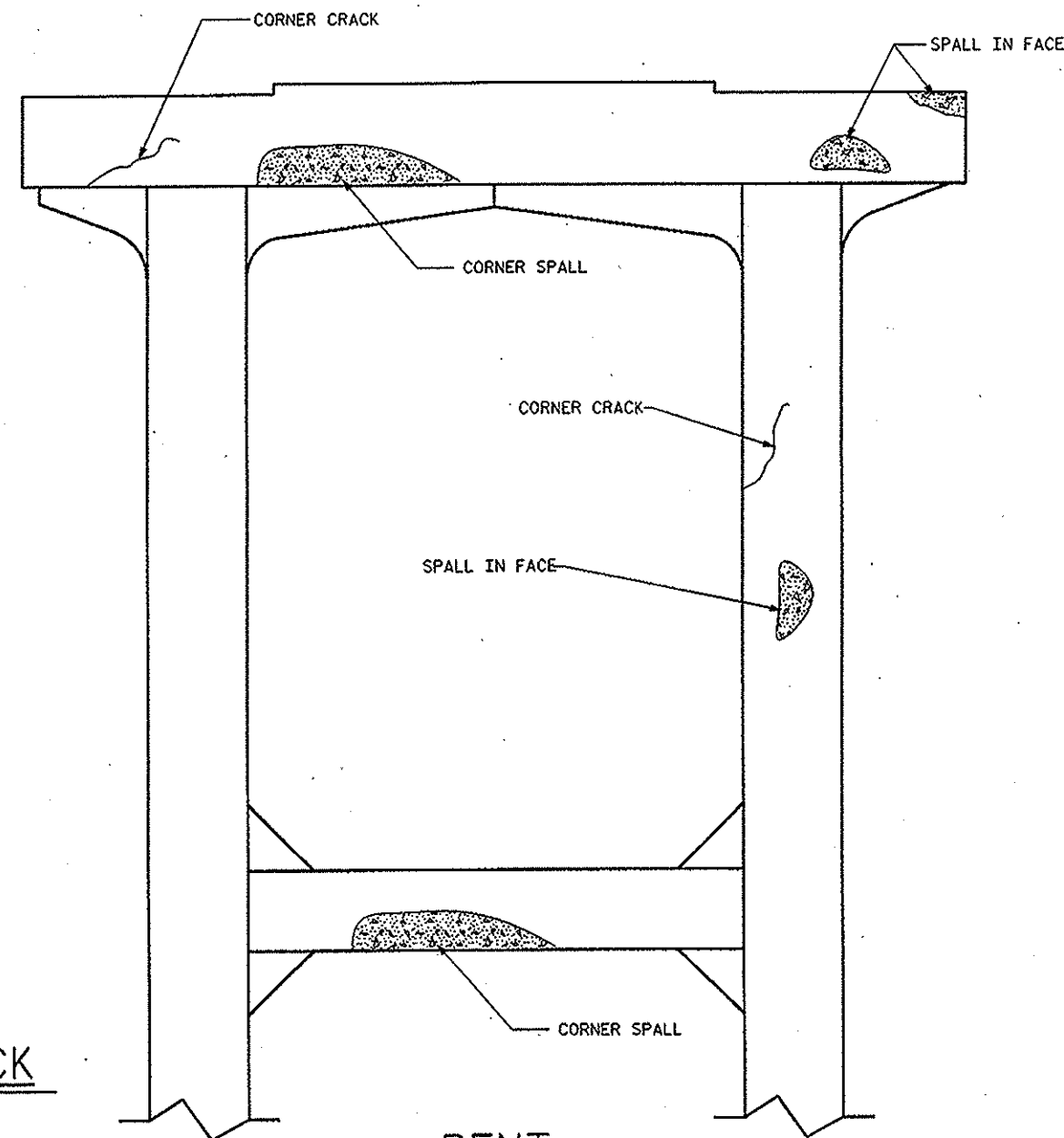
DRAWN BY: B. C. HUNT DATE: 1-11-01
CHECKED BY: G. S. HOLMES DATE: 5-7-01

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	5-6
1			3			TOTAL SHEETS 18
2			4			

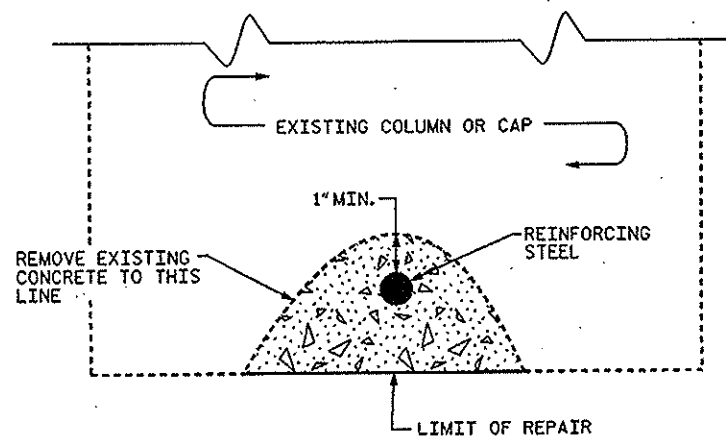
NC006



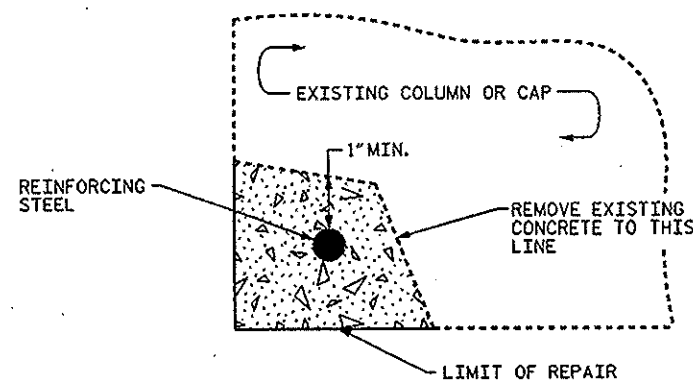
END BENT



BENT



REPAIR DETAIL FOR SPALL IN FACE



REPAIR DETAIL FOR CORNER SPALL OR CRACK

NOTES

CONCRETE REPAIRS SHALL MATCH THE LINE OF THE SURROUNDING SURFACES.

DETAILS SHOWN ON THE PLANS ARE TYPICAL AREAS OF DAMAGE FOUND ON THE SUBSTRUCTURE. SPECIFIC LOCATIONS OF DAMAGE ARE NOT SHOWN. FOR SCOPE OF SUBSTRUCTURE REPAIR WORK, SEE SPECIAL PROVISIONS FOR SHOTCRETE REPAIR.

WHEN REINFORCING STEEL IS EXPOSED, THE EXISTING CONCRETE SHALL BE REMOVED AT LEAST 1" CLEAR AROUND THE EXPOSED STEEL.

EXPOSED REINFORCING STEEL SHALL BE SANDBLASTED PRIOR TO SHOTCRETE REPAIR.

FOR SHOTCRETE REPAIR, SEE SPECIAL PROVISIONS.

FOR SHOTCRETE CORE SAMPLES, SEE SPECIAL PROVISIONS FOR SHOTCRETE REPAIR.

SHOTCRETE REPAIR

	EBT #1	BT #1	BT #2	BT #3	BT #4	BT #5	BT #6	BT #7	BT #8	BT #9	BT #10	BT #11	EBT #2	TOTAL
CUBIC FEET OF REPAIR	10.0	20.9	23.0	19.5	20.3	23.3	23.6	24.6	16.0	25.7	29.5	16.0	10.0	262.4
SHOTCRETE CORE SAMPLES														5

PROJECT NO. I-4025
SURRY-YADKIN COUNTY
 STATION: 29+15.00 -L-

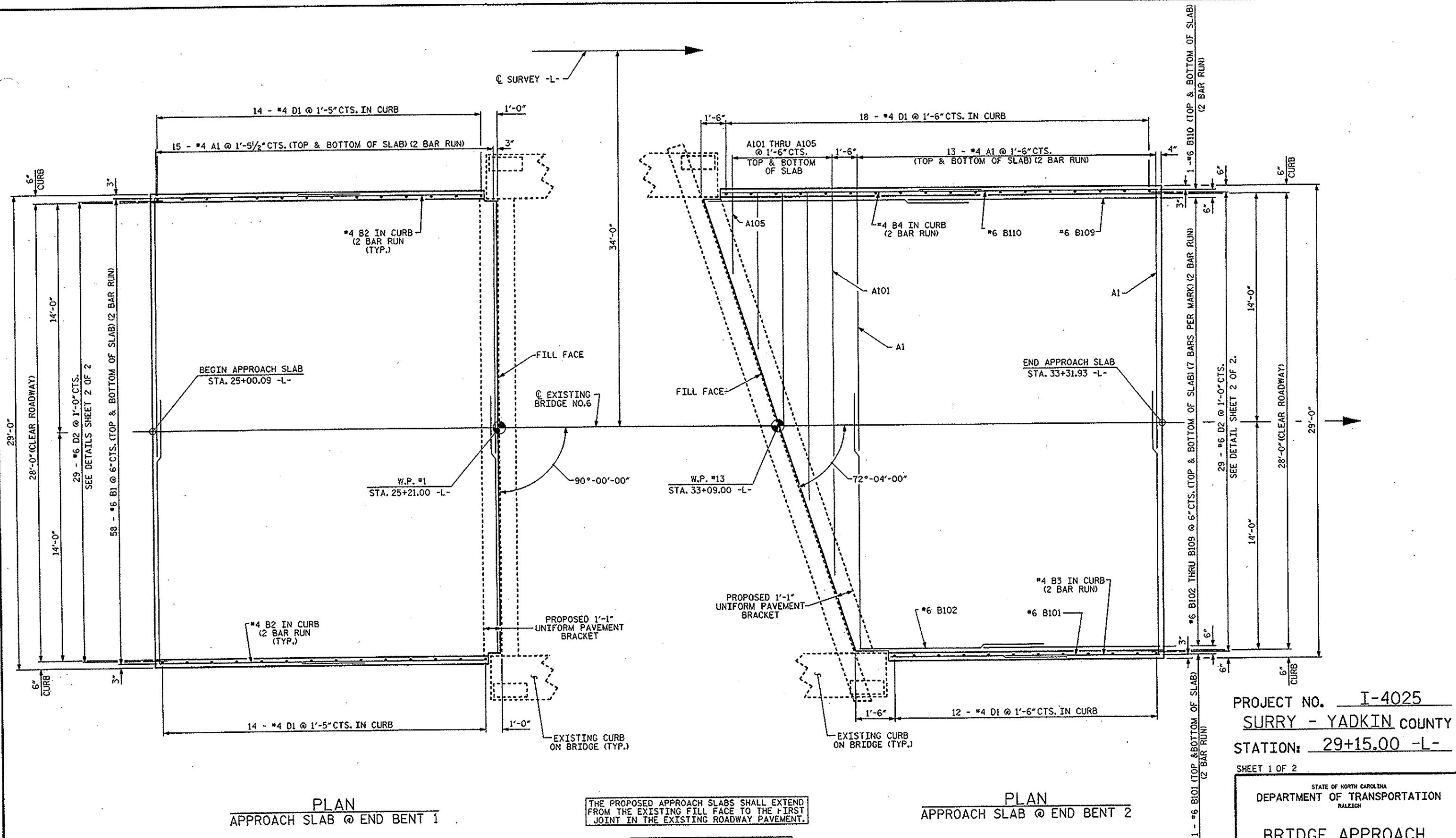
DRAWN BY: B. C. HUNT DATE: 1-11-01
 CHECKED BY: G. S. HOLMES DATE: 4-4-01



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 REPAIR
 DETAILS
 (N.B.L.)

REVISIONS						SHEET NO.	
NO.	BY	DATE	NO.	BY	DATE	5-7	
1			3			TOTAL	18
2			4				



PROJECT NO. I-4025
 SURRY - YADKIN COUNTY
 STATION: 29+15.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

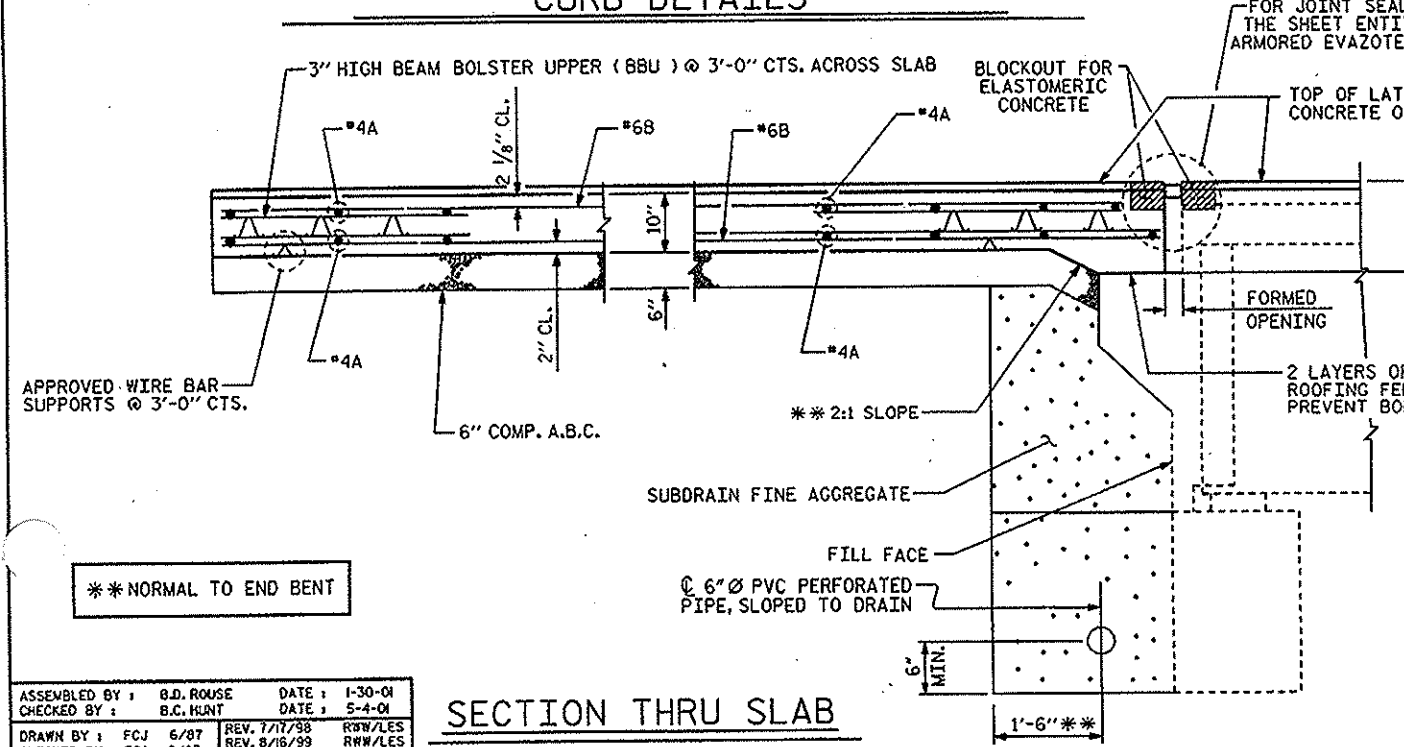
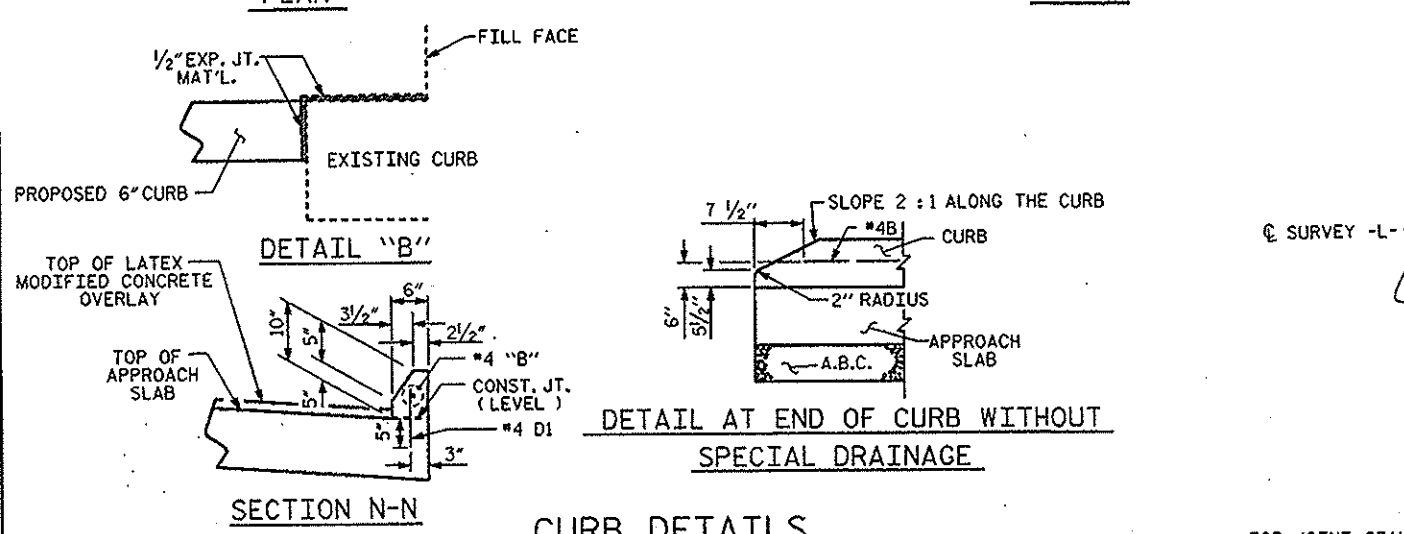
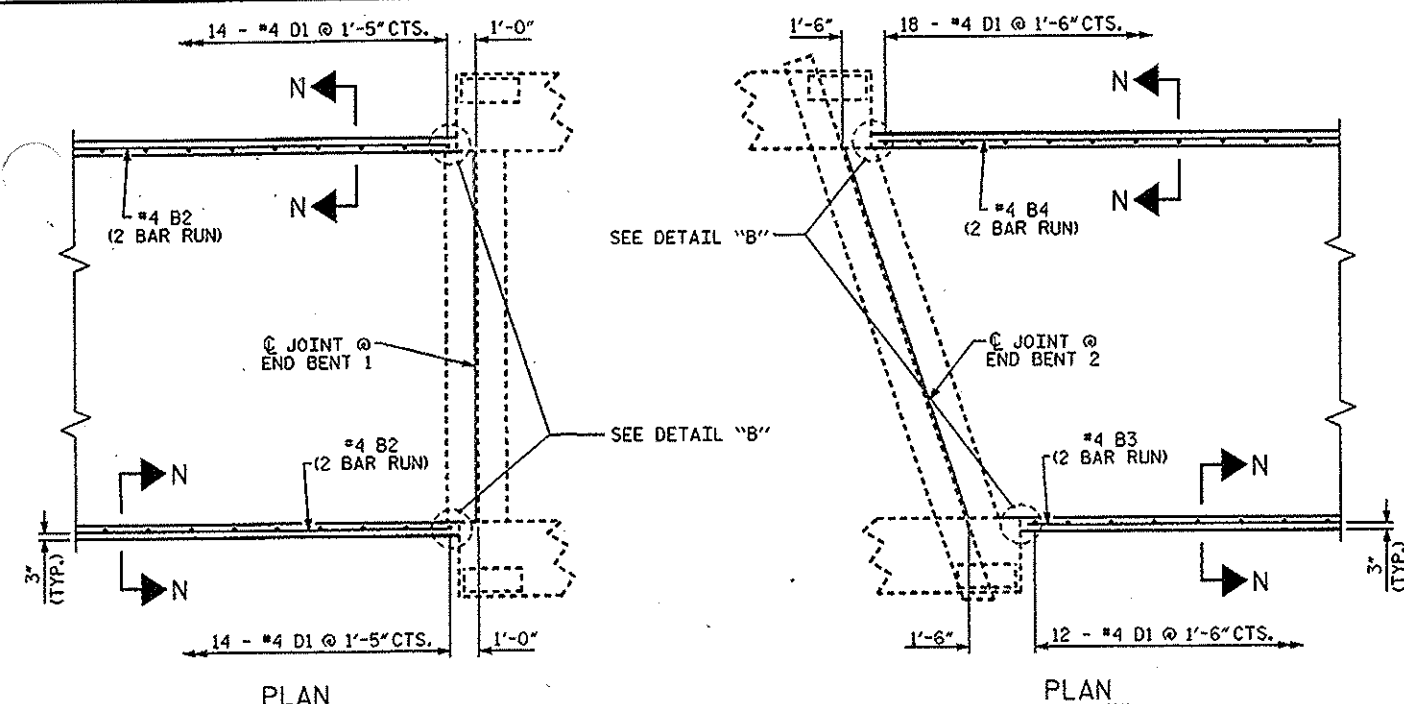
BRIDGE APPROACH
 SLABS

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			3			5-8
2			4			18

BRIDGE 6

DRAWN BY: B.D. ROUSE DATE: 1-30-01
 CHECKED BY: B.C. HUNT DATE: 2-7-01





NOTES

SUBDRAIN FINE AGGREGATE IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL AND END BENT FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

THE CONTRACTOR MAY, AT HIS OPTION, USE 4\"/>

THE CONTRACTOR MAY, AT HIS OPTION, USE 5\"/>

D1 DOWELS MAY BE PUSHED INTO GREEN CONCRETE AFTER THE SLAB HAS BEEN SCREEDED.

A 1\"/>

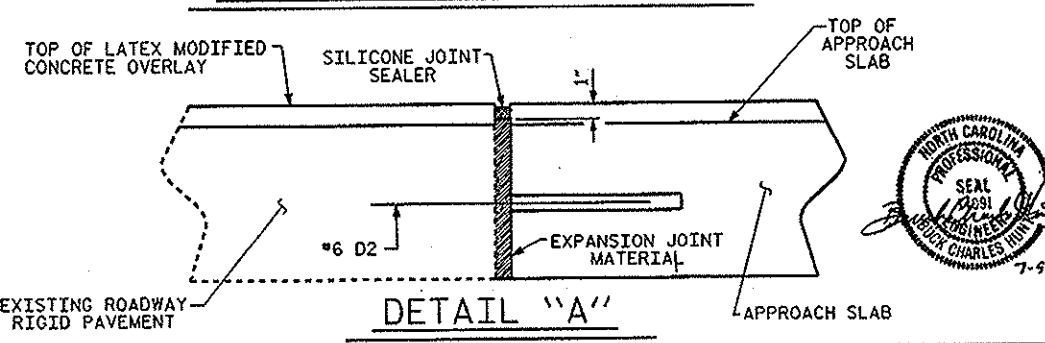
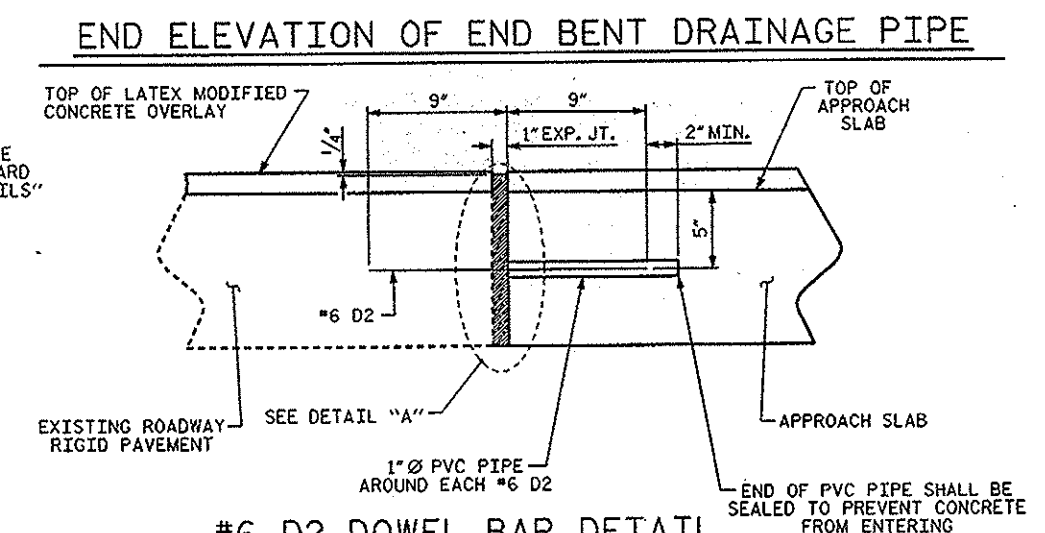
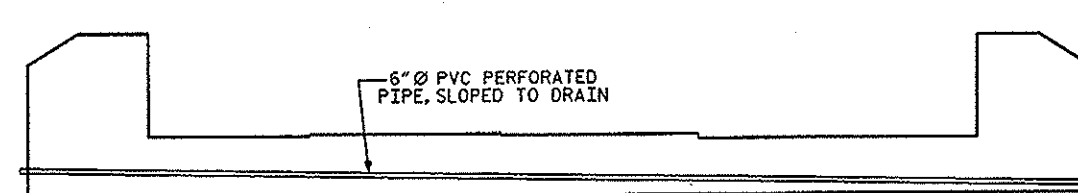
THE #6 D2 BARS SHALL BE PLACED BETWEEN THE EXISTING ROADWAY RIGID PAVEMENT AND THE PROPOSED APPROACH SLABS. THE #6 D2 BARS SHALL BE ADHESIVELY ANCHORED INTO THE EXISTING ROADWAY RIGID PAVEMENT. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE SPECIAL PROVISIONS. BEFORE CASTING THE APPROACH SLABS, A 1\"/>

FOR REMOVAL OF THE EXISTING PAVEMENT BRACKET AND DETAILS OF THE PROPOSED PAVEMENT BRACKET, SEE THE SHEET ENTITLED \"PAVEMENT BRACKET DETAILS.\"

APPROACH SLABS SHALL HAVE A RAKED FINISH.

APPROACH SLABS SHALL BE OVERLAYED WITH LATEX MODIFIED CONCRETE.

BILL OF MATERIAL						BILL OF MATERIAL					
APPROACH SLAB @ E.B. 1						APPROACH SLAB @ E.B. 2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
A1	60	#4	STR	15'-3"	611	A1	52	#4	STR	15'-3"	530
						A101	2	#4	STR	23'-4"	31
B1	232	#6	STR	12'-3"	4269	A102	2	#4	STR	18'-8"	25
B2	4	#4	STR	11'-2"	30	A103	2	#4	STR	14'-1"	19
						A104	2	#4	STR	9'-5"	13
						A105	2	#4	STR	4'-9"	6
D1	28	#4	STR	1'-0"	19						
D2	29	#6	STR	1'-6"	65	B3	2	#4	STR	9'-6"	13
REINFORCING STEEL = 4994 LBS.						B4	2	#4	STR	14'-6"	19
CLASS \"AA\" CONCRETE CU.YD. 19.9						B101	4	#6	STR	9'-10"	59
						B102	28	#6	STR	10'-11"	456
						B103	28	#6	STR	11'-5"	480
						B104	28	#6	STR	12'-0"	505
						B105	28	#6	STR	12'-7"	529
						B106	28	#6	STR	13'-2"	554
						B107	28	#6	STR	13'-9"	578
						B108	28	#6	STR	14'-3"	599
						B109	28	#6	STR	14'-10"	624
						B110	4	#6	STR	14'-5"	87
						D1	30	#4	STR	1'-0"	20
						D2	29	#6	STR	1'-6"	65
REINFORCING STEEL = 5212 LBS.											
CLASS \"AA\" CONCRETE CU.YD. 21.4											



PROJECT NO. I-4025
 SURRY - YADKIN COUNTY
 STATION: 29+15.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

BRIDGE APPROACH SLABS

REVISIONS						SHEET NO. 5-9
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS 18
2			4			

BRIDGE 6 STD. NO. BAS1

ASSEMBLED BY: B.D. ROUSE DATE: 1-30-01
 CHECKED BY: B.C. HUNT DATE: 5-4-01
 DRAWN BY: FCJ 6/87
 CHECKED BY: EGA 6/87

REV. 7/7/98 RWW/LES
 REV. 8/16/99 RWW/LES
 REV. 10/17/00 RWW/LES

SECTION THRU SLAB