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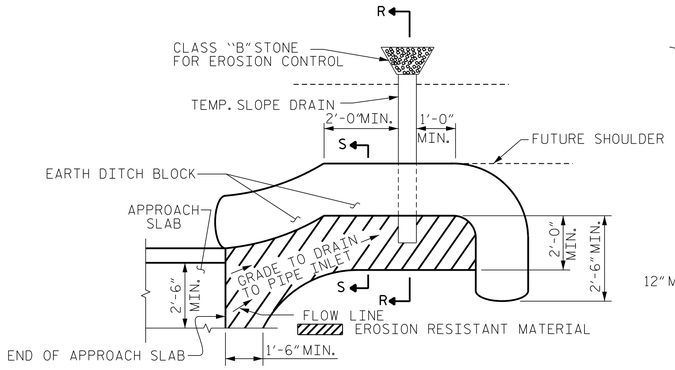
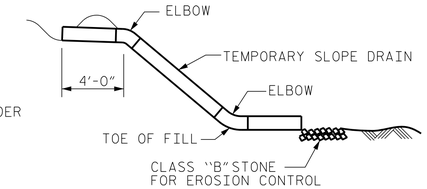
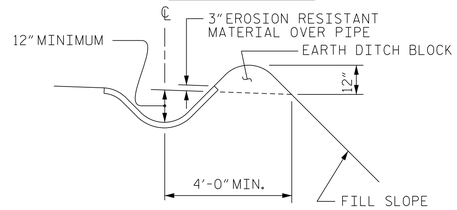


NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 2" DEPTH, 2) EROSION CONTROL MAT, OR 3) CONCRETE, AS DIRECTED BY THE ENGINEER. THE SLOPE DRAIN SHALL CONSIST OF A NON-PERFORATED TEMPORARY DRAINAGE PIPE, 12 INCHES IN DIAMETER.

PLAN VIEW



SECTION R-R



SECTION S-S

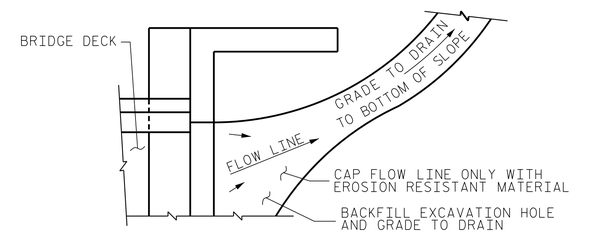
TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)

BAR SPLICE CHART	
BAR	SPLICE
#4A1 (TOP BAR)	2'-0"
#4A2 (BOT. BAR)	1'-9"

BILL OF MATERIAL — APPROACH AT END BENT 1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	52	#4	STR	26'-11"	935
A2	52	#4	STR	26'-8"	926
* B1	104	#5	STR	24'-0"	2603
B2	104	#6	STR	24'-6"	3827
REINFORCING STEEL				LBS.	4753
* EPOXY COATED REINFORCING STEEL				LBS.	3538
CLASS AA CONCRETE				C. Y.	56.6

BILL OF MATERIAL — APPROACH AT END BENT 2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	52	#4	STR	26'-11"	935
A2	52	#4	STR	26'-8"	926
* B1	104	#5	STR	24'-0"	2603
B2	104	#6	STR	24'-6"	3827
REINFORCING STEEL				LBS.	4753
* EPOXY COATED REINFORCING STEEL				LBS.	3538
CLASS AA CONCRETE				C. Y.	56.6



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 ROVING 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

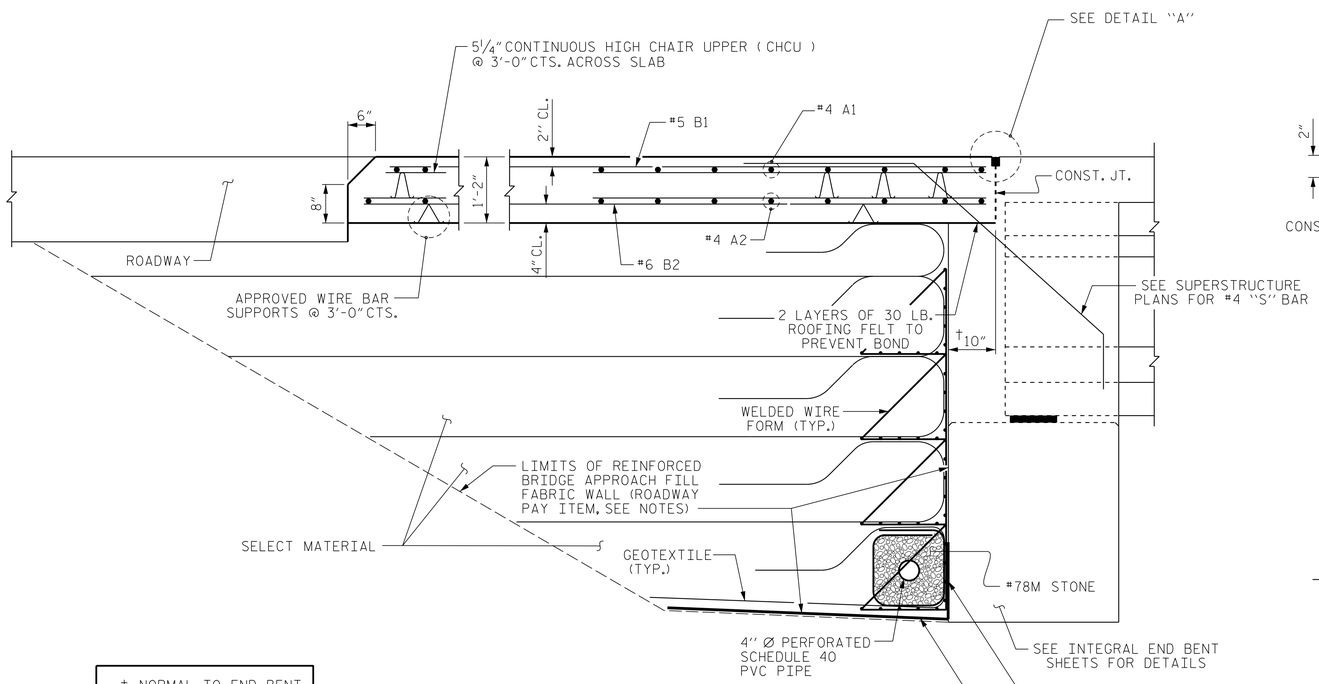
NOTES

APPROACH SLAB SHALL NOT BE CONSTRUCTED PRIOR TO COMPLETION OF THE BRIDGE DECK.

FOR REINFORCED BRIDGE APPROACH FILL FABRIC WALL INCLUDING GEOTEXTILE, IMPERMEABLE GEOMEMBRANE, 4" Ø DRAINAGE PIPE, #78M STONE, WELDED WIRE FORM, AND SELECT MATERIAL, SEE ROADWAY PLANS.

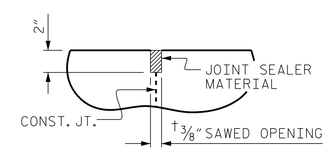
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

THE JOINT OPENING AT THE APPROACH SLAB/DECK INTERFACE SHALL BE SAWED NO MORE THAN 12 HOURS AFTER THE APPROACH SLAB IS CAST. THE JOINT SHALL BE CLEANED OF ALL DEBRIS BEFORE THE SEALANT IS APPLIED. THE JOINT SEALER MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1028-3 OF THE STANDARD SPECIFICATIONS.

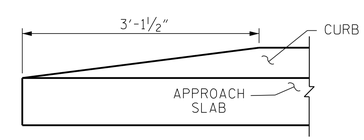


† NORMAL TO END BENT

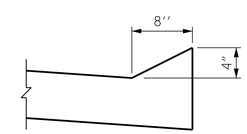
SECTION THRU SLAB



DETAIL "A"



END OF CURB WITHOUT SHOULDER BERM GUTTER



SECTION N-N

PROJECT NO. U-2579B
FORSYTH COUNTY
STATION: 46+87.16 -Y4CD-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE APPROACH SLAB FOR INTEGRAL ABUTMENT

NORTH CAROLINA PROFESSIONAL SEAL 026891 ENGINEER JOHN T. DIFFEE III

WETHERILL ENGINEERING
559 Jones Franklin Rd. Suite 164
Raleigh, N.C. 27606
Bus: 919 851 8077
Fax: 919 851 8107
License: F-0377
TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-469
1			3			TOTAL SHEETS
2			4			707

DRAWN BY :	B.C. HUNT	DATE :	4-8-14
CHECKED BY :	G.M. GILLAND	DATE :	4-15-14
DESIGN ENGINEER OF RECORD:	T. DIFFEE	DATE :	4-15-14

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