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NOTES

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

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

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

THE BARRIER RAIL ON THE APPROACH SLAB SHALL NOT BE CAST UNTIL CONCRETE IN THAT SLAB HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.

THE JOINT IN THE BRIDGE DECK AND APPROACH SLAB SHALL BE FORMED PRIOR TO CASTING OF BARRIER RAIL.

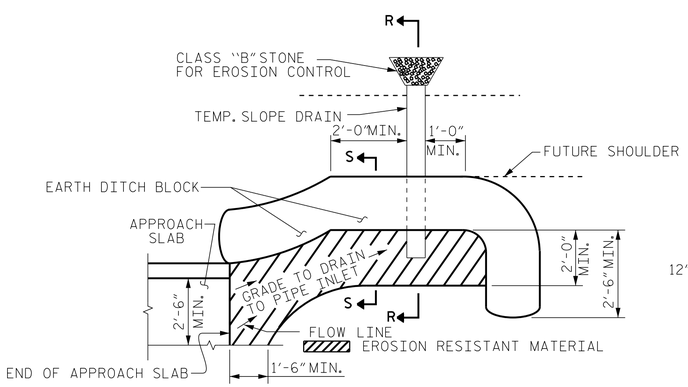
ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.

THE S3, S4, S5, S6 AND S7 BARS SHALL BE INSTALLED, USING AN ADHESIVE ANCHORING SYSTEM, AFTER SAWING THE JOINT. THE YIELD LOAD FOR THE S3, S4, S5, S6 AND S7 BARS IS 18.6 KIPS. FIELD TESTING FOR THE ADHESIVE BONDINGSYSTEM IS NOT REQUIRED.

GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. THE CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN BARRIER RAIL EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF BARRIER RAIL SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

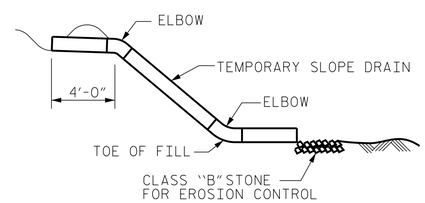
FOR GUARDRAIL ANCHORAGE DETAILS, SEE "GUARDRAIL ANCHORING FOR BARRIER RAIL" SHEET.

FOR EXPANSION JOINT SEALS, SEE "EXPANSION JOINT SEAL DETAILS" SHEETS.

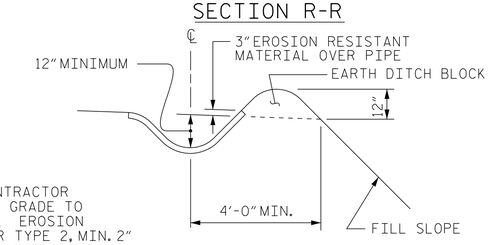


NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 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.

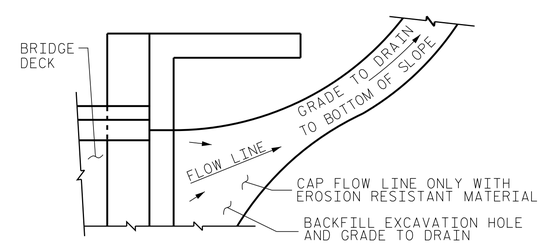
PLAN VIEW



SECTION R-R



SECTION S-S



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

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)

PROJECT NO. B-5119

GUILFORD COUNTY

STATION: 26+31.94 -L - 16+43.93 -Y1-

SHEET 4 OF 4

NORTH CAROLINA PROFESSIONAL SEAL 12186 ENGINEER CECIL L. NARRON

DocuSigned by: Cecil L. Narron C169A3D645024DD... 11/3/2014

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
BRIDGE APPROACH SLAB DETAILS

REVISIONS						
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			
2			4			

SHEET NO. S-47

TOTAL SHEETS 77

10/31/2014	ASSEMBLED BY : JIK	DATE : 10/14	
	CHECKED BY : JCW	DATE : 10/14	
	DRAWN BY : FCJ 11/88	REV. 10/1/11	MAA/GM
	CHECKED BY : ARB 11/88	REV. 7/12	MAA/GM
		REV. 6/13	MAA/GM

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STD. NO. BAS4