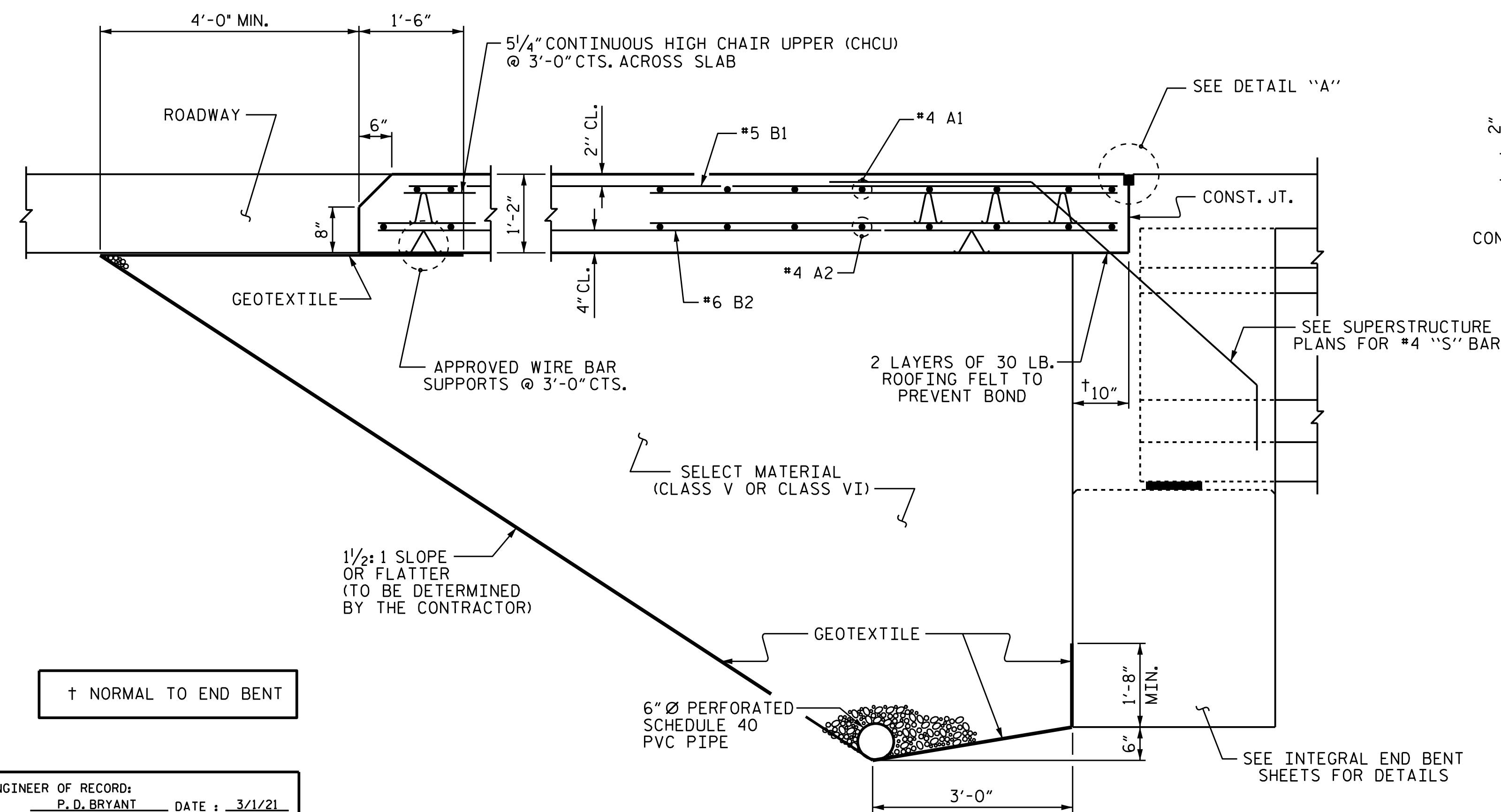


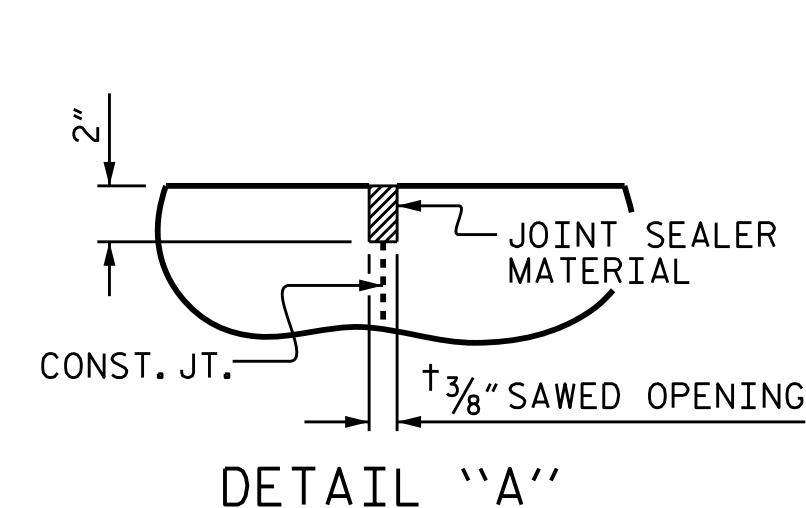
PLAN @ END BENT 1      PLAN @ END BENT 2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS

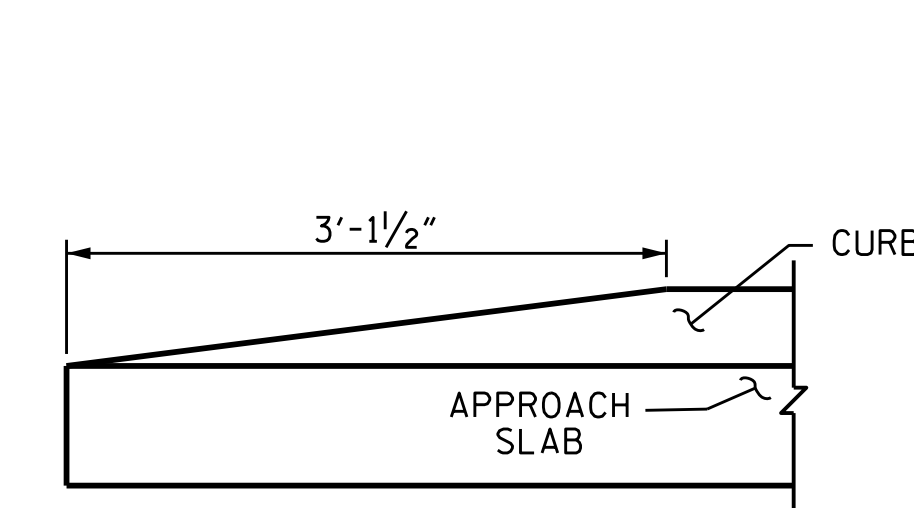


SECTION THRU SLAB

(TYPE I - STANDARD APPROACH FILL)



DETAIL "A"



END OF CURB WITHOUT SHOULDER BERM GUTTER

NOTES

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

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 6" Ø DRAINAGE PIPE, AND SELECT MATERIAL, SEE ROADWAY PLANS.

GEOTEXTILE SHALL BE TYPE I IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.

SELECT MATERIAL BACKFILL (CLASS V OR CLASS VI) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

SELECT MATERIAL BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

FOR THE 6" Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.

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.

AT THE CONTRACTORS OPTION, "TYPE A - ALTERNATE APPROACH FILL" IN LIEU OF "TYPE I - STANDARD APPROACH FILL" MAY BE CONSTRUCTED AT NO ADDITIONAL COST TO THE DEPARTMENT. SEE SHEET 2 OF 2 FOR DETAILS AND NOTES.

BILL OF MATERIAL

FOR ONE APPROACH SLAB (2 REQ'D)

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	16	#4	STR	21'-8"	232
A2	16	#4	STR	21'-8"	232
* B1	80	#5	STR	14'-7"	1217
B2	80	#6	STR	14'-7"	1752

REINFORCING STEEL      LBS.    1984

\* EPOXY COATED REINFORCING STEEL      LBS.    1449

CLASS AA CONCRETE      C. Y.    26.1

SPLICE LENGTHS

BAR SIZE	EPOXY COATED	UNCOATED
#4	1'-11"	1'-7"
#5	2'-5"	2'-0"
#6	3'-7"	2'-5"

PROJECT NO. BR-0017  
DUPLIN COUNTY  
STATION: 18+27.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

STANDARD

BRIDGE APPROACH SLAB  
FOR INTEGRAL ABUTMENT  
WITH FLEXIBLE PAVEMENT



DocuSigned by:  
P. Corey Newton  
4FFE39D1431B407  
3/30/2021

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-27
1			3			TOTAL SHEETS
2			4			28

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DESIGN ENGINEER OF RECORD: P. D. BRYANT      DATE: 3/1/21	
ASSEMBLED BY: P. K. NEWTON      DATE: 1/22/21	CHECKED BY: D. R. SHACKELFORD      DATE: 2/9/21
DRAWN BY: TLA 10/05      REV. 6/13      MAA/GM	CHECKED BY: GM 5/06      REV. 12/17      MAA/THC
	REV. 06/19      BNB/THC