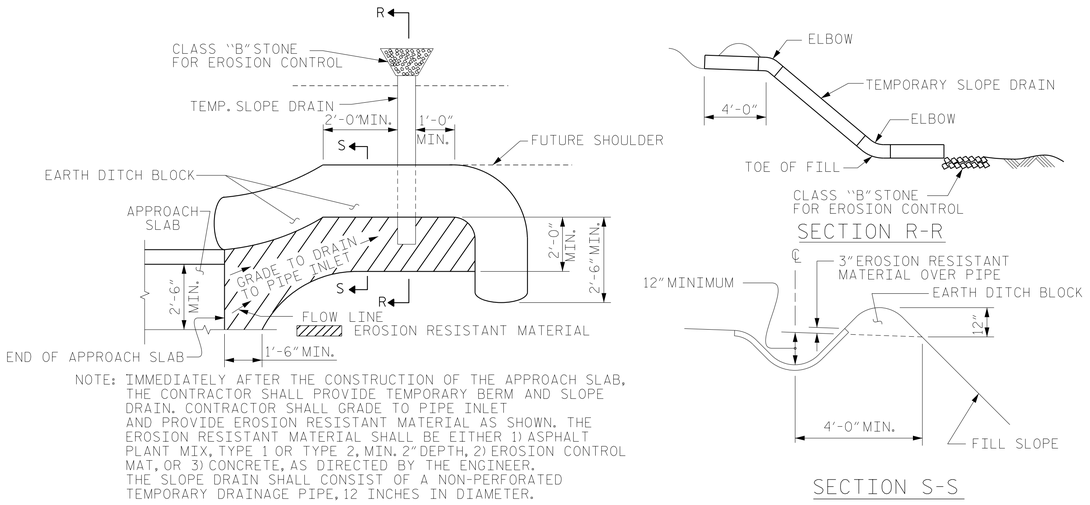


NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN.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

NOTES:

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, MSE WALL REINFORCEMENT AND BACKFILL MATERIAL SEE ROADWAY PLANS.

GEOTEXTILE SHALL BE TYPE 1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.

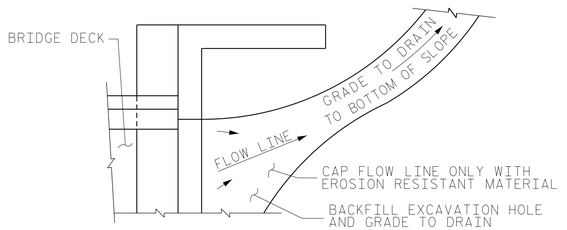
BACKFILL MATERIAL SHALL BE THE SAME MATERIAL USED IN THE MSE REINFORCED ZONE.

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

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.

FOR EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.

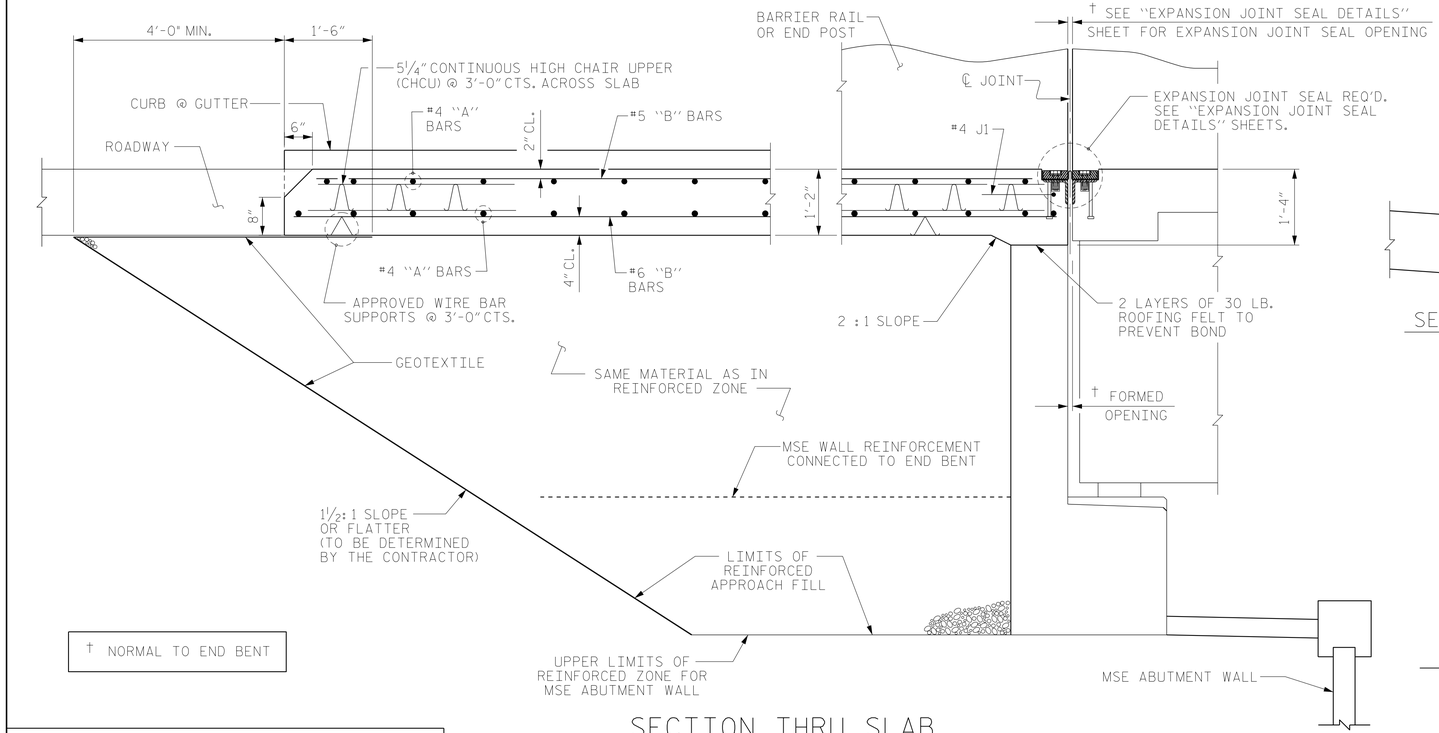
THE QUANTITY OF #4 J1 BARS ON THE BILL OF MATERIAL IS BASED ON 1'-0" CENTERS. J1 BARS SHALL BE PLACED AT EACH VERTICAL STUD ANCHOR BOLT. IN THE EVENT THAT THE NUMBER OF VERTICAL STUD ANCHORS EXCEEDS THE NUMBER OF J1 BARS SPECIFIED, ADDITIONAL J1 BARS WILL NOT BE REQUIRED.



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.

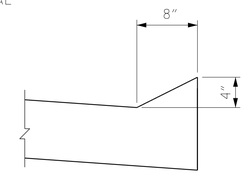
TEMPORARY DRAINAGE DETAIL

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

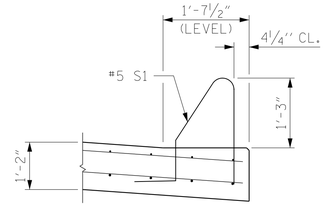


SECTION THRU SLAB

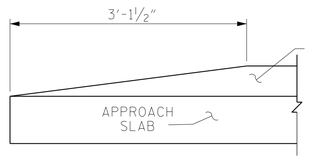
(TYPE III - REINFORCED APPROACH FILL)



SECTION N-N



SECTION K-K



END OF CURB WITHOUT SHOULDER BERM GUTTER

CURB DETAILS

BILL OF MATERIAL

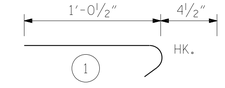
APPROACH SLAB AT END BENT 1

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	100	#4	STR	31'-2"	2082
A2	104	#4	STR	30'-9"	2136
* B1	230	#5	STR	23'-5"	5617
B2	230	#6	STR	24'-7"	8493
* B3	2	#5	STR	2'-10"	6
* B4	1	#5	STR	7'-7"	8
* B5	4	#5	STR	9'-8"	40
* B6	1	#5	STR	6'-9"	7
B7	2	#6	STR	2'-10"	9
B8	1	#6	STR	7'-7"	11
B9	4	#6	STR	9'-8"	58
B10	1	#6	STR	6'-9"	10
* J1	115	#4	1	1'-5"	109
REINFORCING STEEL					10,717 LBS.
* EPOXY COATED REINFORCING STEEL					7,869 LBS.
** CLASS AA CONCRETE					124.7 C.Y.

APPROACH SLAB AT END BENT 2

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	100	#4	STR	31'-2"	2082
A2	104	#4	STR	30'-9"	2136
* B1	230	#5	STR	23'-5"	5617
B2	230	#6	STR	24'-7"	8493
* B3	3	#5	STR	9'-8"	30
* B4	1	#5	STR	6'-7"	7
* B5	1	#5	STR	10'-7"	11
* B6	1	#5	STR	5'-2"	5
* B7	2	#5	STR	3'-0"	6
B8	3	#6	STR	9'-8"	44
B9	1	#6	STR	6'-7"	10
B10	1	#6	STR	10'-7"	16
B11	1	#6	STR	5'-2"	8
B12	2	#6	STR	3'-0"	9
* J1	115	#4	1	1'-5"	109
REINFORCING STEEL					10,716 LBS.
* EPOXY COATED REINFORCING STEEL					7,867 LBS.
** CLASS AA CONCRETE					124.7 C.Y.

BAR TYPE



ALL BAR DIMENSIONS ARE OUT TO OUT

** QUANTITIES FOR BARRIER RAIL AND PARAPET ARE NOT INCLUDED. SEE SHEET 3 OF 3.

PROJECT NO. U-2579AB

FORSYTH COUNTY

STATION: 30+67.66 -Y4-

SHEET 2 OF 3

NORTH CAROLINA PROFESSIONAL SEAL 18442 ENGINEER RICHARD LEON BOLLINGER JR.
10/14/2021

RS&H

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE APPROACH SLAB DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-36
1			3			TOTAL SHEETS
2			4			37

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DRAWN BY :	PDS	DATE : 07/2019
CHECKED BY :	JMR	DATE : 09/2019
DESIGN ENGINEER OF RECORD:	JMR	DATE : 10/2019

10/14/2021
X:\P\10317850002 U-2579AB WS North Beltway\Design\Structures\CAD\Site 2\402_071_U2579AB_SMU_AS_S-36_330723.dgn
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