## NOTE

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4" Ø DRAINAGE PIPE, AND \*78M STONE BACKFILL, SEE ROADWAY PLANS.

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

\*78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

\*78M STONE BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

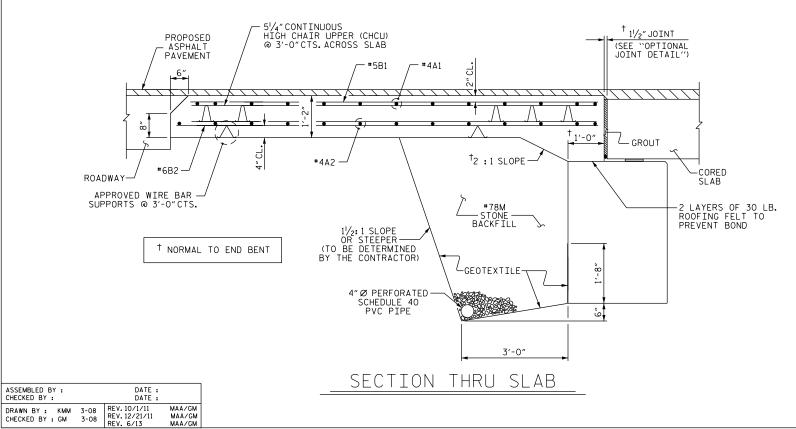
FOR THE 4" Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.

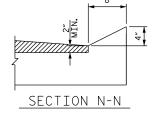
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED.SEE ROADWAY PLANS.

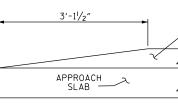
APPROACH SLAB GROOVING IS NOT REQUIRED. FOR JOINT DETAILS, SEE ``PRESTRESSED CONCRETE CORED SLAB UNIT'' SHEETS.

THE JOINT AT THE END BENT SHALL BE GROUTED AS SOON AS PRACTICAL AFTER THE CONSTRUCTION OF THE APPROACH SLABS.

THE CONTRACTOR HAS THE OPTION TO OMIT GROUT BETWEEN THE APPROACH SLAB AND THE CORED SLAB UNITS AND POUR THE APPROACH SLAB DIRECTLY AGAINST THE CORED SLAB UNITS.SEE "OPTIONAL JOINT DETAIL".







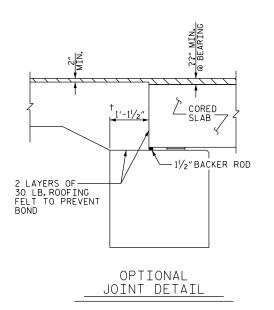
END OF CURB WITHOUT SHOULDER BERM GUTTER

CURB DETAILS

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|                        | BI         | LL O            | F MA | TERIAL |        |  |  |  |
|------------------------|------------|-----------------|------|--------|--------|--|--|--|
| APPROACH SLAB AT EB #1 |            |                 |      |        |        |  |  |  |
| BAR                    | NO.        | SIZE            | TYPE | LENGTH | WEIGHT |  |  |  |
| * A                    |            | #4              | STR  |        |        |  |  |  |
| Α                      |            | #4              | STR  |        |        |  |  |  |
|                        |            |                 |      |        |        |  |  |  |
| * B                    |            | <b>#</b> 5      | STR  |        |        |  |  |  |
| В                      |            | #6              | STR  |        |        |  |  |  |
|                        |            |                 |      |        |        |  |  |  |
| REINF                  | ORCI       | NG STE          | EL   | LBS.   |        |  |  |  |
|                        | XY CONFORC | DATED<br>SING S | TEEL | LBS.   |        |  |  |  |
|                        |            |                 |      |        |        |  |  |  |
| CLASS                  | δ ΑΑ Ι     | CONCRE          | TE   | С.Ү.   |        |  |  |  |
| AP                     | PRO        | АСН             | SLAE | β ΑΤ Ε | B #2   |  |  |  |
| BAR                    | NO.        | SIZE            | TYPE | LENGTH | WEIGHT |  |  |  |
| * A                    |            | #4              | STR  |        |        |  |  |  |
| Α                      |            | #4              | STR  |        |        |  |  |  |
|                        |            |                 |      |        |        |  |  |  |
| ¥В                     |            | <b>#</b> 5      | STR  |        |        |  |  |  |
| В                      |            | #6              | STR  |        |        |  |  |  |
|                        |            |                 |      |        |        |  |  |  |
| REINFORCING STEEL LBS. |            |                 |      |        |        |  |  |  |
|                        | XY CONFORC | DATED           | LBS. |        |        |  |  |  |
|                        |            |                 |      |        |        |  |  |  |
| CLASS AA CONCRETE C.Y. |            |                 |      |        |        |  |  |  |



| SPLICE LENGTHS |                 |          |  |  |  |  |
|----------------|-----------------|----------|--|--|--|--|
| BAR<br>SIZE    | EPOXY<br>COATED | UNCOATED |  |  |  |  |
| #4             | 2'-0"           | 1'-9″    |  |  |  |  |
| #5             | 2'-6"           | 2'-2"    |  |  |  |  |
| #6             | 3'-10"          | 2'-7"    |  |  |  |  |

| _ | CURB |  |
|---|------|--|
|   |      |  |

| SIŻE  | COATED        | UNCOATED                            | PROJECT NO |              |        |        |              |                               |        |                 |
|---|---------------|-------------------------------------|------------|--------------|--------|--------|--------------|-------------------------------|--------|-----------------|
| #4  | 2'-0"         | 1'-9"                               | '          |              | UULU   |        |              |                               |        |                 |
| #5  | 2'-6"         | 2'-2"                               |            |              |        |        |              |                               | CO     | UNTY            |
| #6  | 3'-10"        | 2'-7"                               |            | ST           | ATI    | ON:    |              |                               |        |                 |
|   |               |                                     |            | SHE          | ET 1 0 | F 2    |              |                               |        |                 |
| ₿   |               |                                     |            |              | DEPA   | RTMENT | OF           | NORTH CARG<br>TRAN<br>RALEIGH | SPORTA | TION            |
| BRIDGE APPROACH SLA<br>FOR PRESTRESSED CONCE<br>CORED SLAB UNIT<br>(SUB-REGIONAL TIER |               |                                     |            |              | RETE   |        |              |                               |        |                 |
|   |               |                                     |            |              |        | REVIS  | SION         | ٩S                            |        | SHEET NO.       |
|   | FINAL U       | T CONSIDE<br>NLESS ALL<br>S COMPLET | RED        | №.<br>1<br>2 | BY:    | DATE:  | ™.<br>3<br>4 | BY:                           | DATE:  | TOTAL<br>SHEETS |
|   | STD. NO. BAS6 |                                     |            |              |        |        |              |                               |        |                 |