

SLOPE PAVING

Slope protection under bridges shall generally be provided under the end spans of grade separations and interchange structures and at railroad overpasses. Slope protection shall be concrete or crushed rock. Consult with the District to determine which one shall be used.

Concrete slope paving shall be used in urban and suburban areas where vandalism could be a problem. Vandalism may be anticipated even if pedestrian traffic is prohibited under the bridge. Concrete slope paving may also be required by a duly constituted authority such as a railroad company. The maximum recommended slope for concrete slope paving is 2:1.

Crushed rock of approximately 4" maximum dimension may be used at locations where vandalism is not likely to be a problem. The District should verify that a material's source for the rock is readily available.

Avoid unpaved areas between slope paving and sidewalks. Avoid conducting water drained from slope paving across the top of a sidewalk.

For dual structures over 15° skew, the end flared section shall be the same as for single structures over 15° skew.

The center section shown on the standard drawing is typical for all dual structures at any skew angle with medians not more than 76' edge to edge of traveled lanes. For median strips greater than 76' use two single structures.

Welded wire fabric may be deleted if fiber reinforced concrete is used. Modify the Standard Drawing details accordingly and add the following note to the Standard Drawing:

Polypropylene fibrillated fibers, Fiber Mesh MD or equal, shall meet the material specifications of ASTM C-1116, Type 111 Section 4.1.3 (Synthetic Fiber Reinforced Concrete or Shotcrete). The weight of the fibers shall be 1.5 lb/cy.

Calculate the data shown in the following sketch and show on the drawing to make the field layout easier.

