**GENERAL NOTES**

1. **SURFACE TREATMENT:** Apply a Class 4 Floor Finish (Grooved) to the riding surface from begin or end approach slab joint to begin end bridge. See Bid Item Notes. Apply a broomed finish to sidewalk areas.

2. **CONDUIT:** If required, see Structures Plans for Conduit details.

3. When a longitudinal construction joint is necessary or allowed by the Engineer, the transverse steel shall be extended as shown in the Longitudinal Construction Joint Detail.

4. The plan view for CASE 1 applies when the skew angle $(\theta)$ is $> 0°$. Relevant details also apply to CASE 2.

5. The plan view for CASE 3 applies where the skew angle $(\theta)$ is $0°$. The slab shown represents a skew to the right for an approach slab at begin bridge; approach slab at the end of bridge or a left skew shall be treated similarly. The shown reinforcement shall be utilized, and Dowels provided in accordance with Index 305 and 306.

6. Deformed WWR must meet the requirements of Specification Section 931.

7. **PROFILOGRAPH:** If profilograph requirements apply, planning may be required. The permitted construction joint shown in Section A-A will facilitate the placement of the expansion joint.

8. Approach slabs shown in Plan View Cases 1 and 2 represent a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets, traffic separators and sidewalks as detailed on the additional approach slab sheets.

9. **PAYMENT:** Deformed WWR for the edge of Approach Slabs on retaining walls is not included in the estimated quantity for reinforcing steel and is considered incidental to the work. See Roadway Plans for Optional Base details and quantities.

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**DEVELOPMENTAL DESIGN STANDARDS**

**APPROACH SLABS (50 FT.)**

(RIGID PAVEMENT APPROACHES)

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**CROSS REFERENCES:**

For Section B-B, Longitudinal Construction Joint Detail and Approach Slab Details see Sheet 2.
NOTICE: Bars C1 are required at the edge of the Approach Slab.

**SECTION B-B**

**STANDARD APPROACH SLAB**

NOTE: Geometry of Traffic Railings, Pedestrian/Bicycle Railings, Traffic Separators and Sidewalks to match those on adjoining bridge.

**SECTION B-B**

**APPROACH SLAB WITH TRAFFIC SEPARATOR**

**SECTION B-B**

**APPROACH SLAB WITH MEDIAN TRAFFIC RAILING**

**SECTION B-B**

**APPROACH SLAB WITH SIDEWALK**

**SECTION B-B**

**APPROACH SLAB WITH RAISED SIDEWALK**

NOTE: Bars C1 are required as shown when the 36" or 42" Single-Slope Traffic Railing, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.

**SECTION B-B**

**APPROACH SLAB WITH MEDIAN TRAFFIC RAILING**

**SECTION B-B**

**APPROACH SLAB WITH SIDEWALK**

Traffic Separators and Sidewalks to match those on adjoining bridge.

**SECTION THRU APPROACH SLAB AND END BENT WINGWALL**

**SECTION THRU APPROACH SLAB**

Edge of Approach Slab (Coping)

Traffic Railing or Pedestrian/Bicycle Railing (Parapet reinforcement, see relevant Index for placement)

* Bars C1 as Req.

**SECTION THRU APPROACH SLAB**

Approach Slab

Bars 8A2

Longitudinal Const. Joint

 Bars 5B may be full length or extended 2'-2" Min.

Bars 5B are required as shown when the 36" or 42" Single-Slope Traffic Railing, or the Traffic Railing/Noise Wall, are used at the edge of the Approach Slab.

**SECTION THRU APPROACH SLAB**

Approach Slab

Bars 8A2

Longitudinal Const. Joint

**CROSS REFERENCES:**

For location of Section B-B and Longitudinal Construction Joint see Sheet 1.