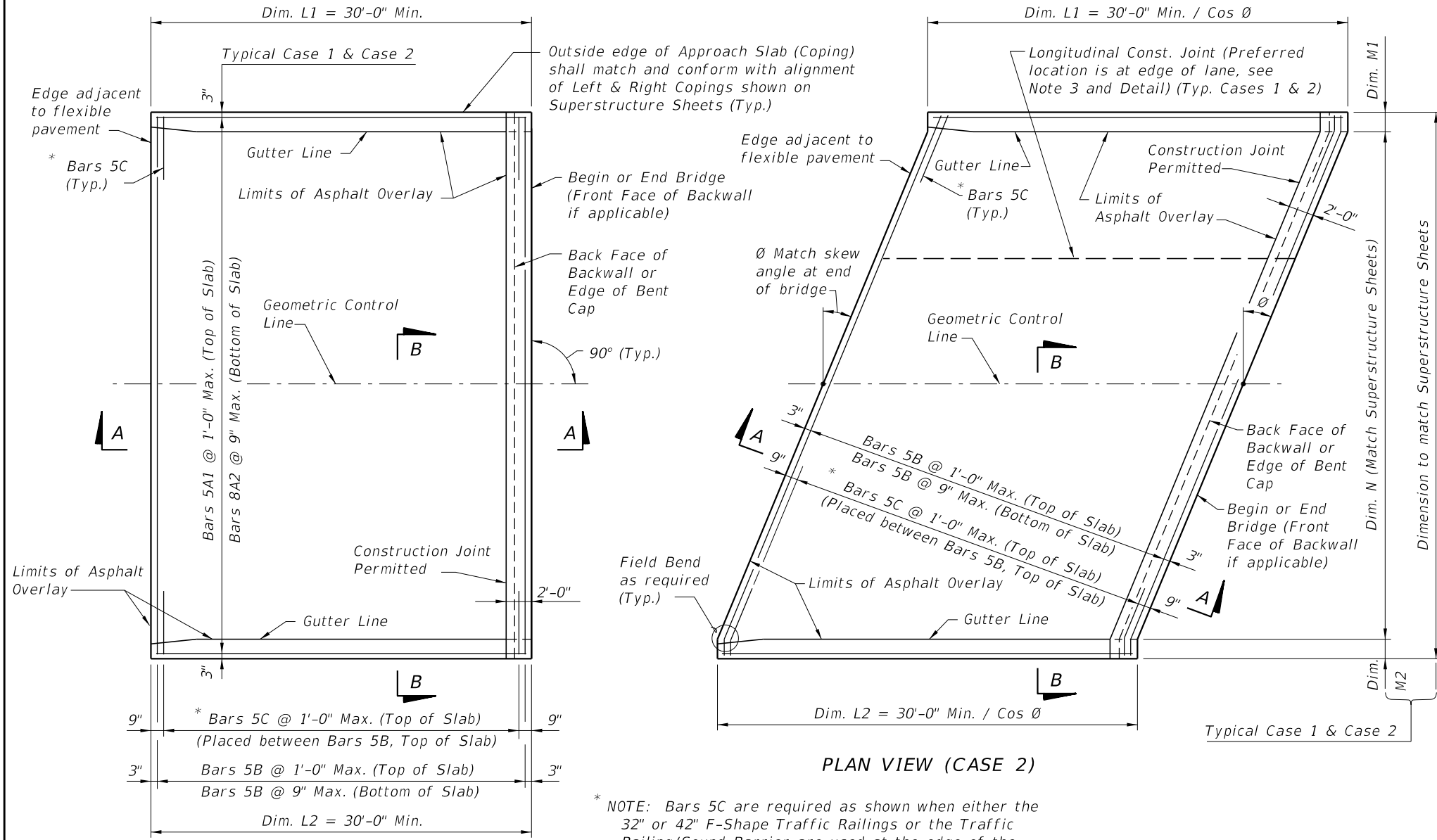
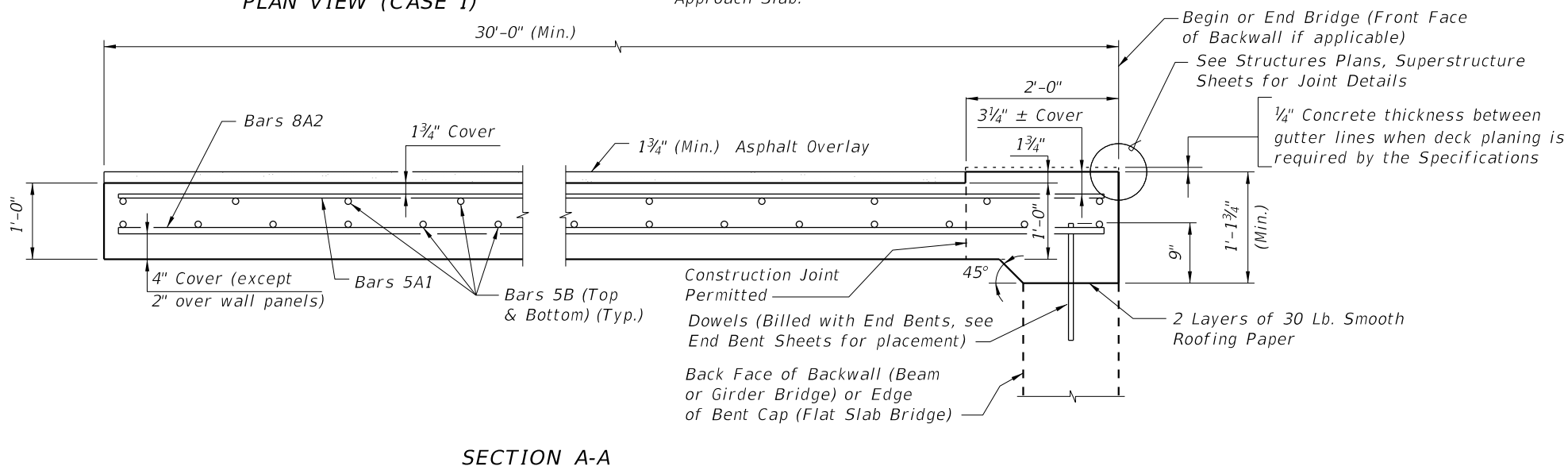


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* NOTE: Bars 5C are required as shown when either the 32" or 42" F-Shape Traffic Railings or the Traffic Railing/Sound Barrier are used at the edge of the Approach Slab.



GENERAL NOTES

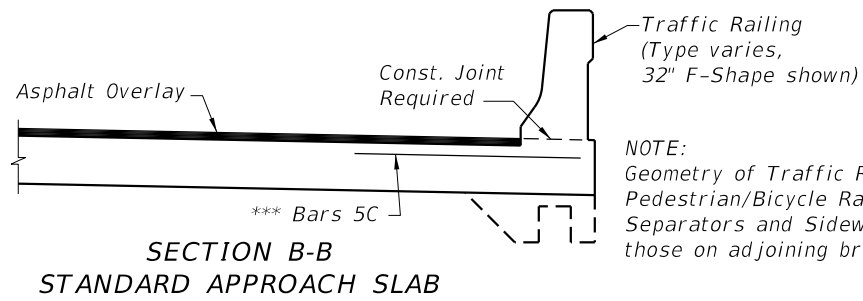
- SURFACE TREATMENT:** As an option to Class 4 Floor Finish (Bridge Floor Grooving) per Section 400 a hand tined or heavy broomed finish may be permitted on the concrete portion of the riding surface. Sidewalk areas shall receive a broomed finish. The top surface of the concrete beneath the asphalt overlay shall be raked.
- UTILITIES:** If required, see Structures Plans, Utility Conduit Detail Sheets for details.
- 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.
- The plan view for CASE 1 applies when the skew angle (θ) = 0°.
- The plan view for CASE 2 applies where the skew angle (θ) 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.
- Railings, parapets and traffic separators shall be provided as shown in Structures Plans. Payment for these items shall be included in the pay item for the required item. Raised sidewalks shall be provided as shown in the Structures Plans. Payment shall be included in the pay items for approach slab concrete and reinforcement. Welded Wire Reinforcement for the edge of Approach Slabs on retaining wall is not included in the estimated quantity for reinforcing steel and is considered incidental to the work. Welded Wire Reinforcement shall conform to ASTM A185.
- ASPHALT OVERLAY:** Payment for asphalt overlay items is included in Roadway Pay Items. Continue the asphalt pavement over the approach slab and match the friction course type used on the roadway. For FC-5, place the final structural course 1.0" thick and the friction course 0.75" thick. For FC-9.5, place the final structural course 0.75" thick and the friction course 1.0" thick. For FC-12.5, place the friction course in one layer 1.75" thick.
- Approach slabs shown in Plan View Cases 1 and 2 represent a typical approach slab with edge barriers and no sidewalks. See additional approach slab sheets for sidewalk and other pertinent details.

CROSS REFERENCES:

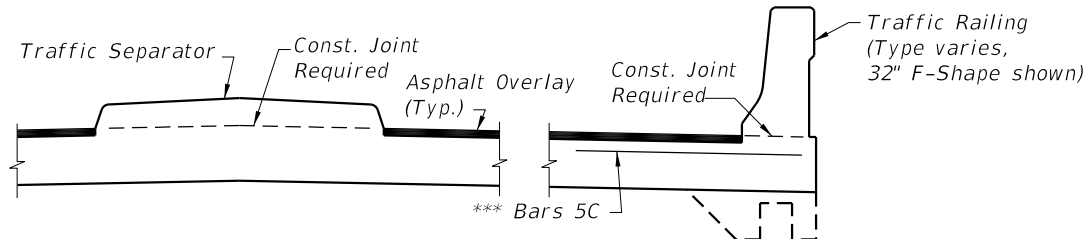
For Section B-B, Longitudinal Construction Joint Detail and Approach Slab Details see Sheet 2.
 For Estimated Quantities see Structures Plans.

LAST REVISION 01/01/12	DESCRIPTION:	 FDOT DESIGN STANDARDS FY 2012/2013	APPROACH SLABS (FLEXIBLE PAVEMENT APPROACHES)	INDEX NO. 20900	SHEET NO. 1
REVISION					

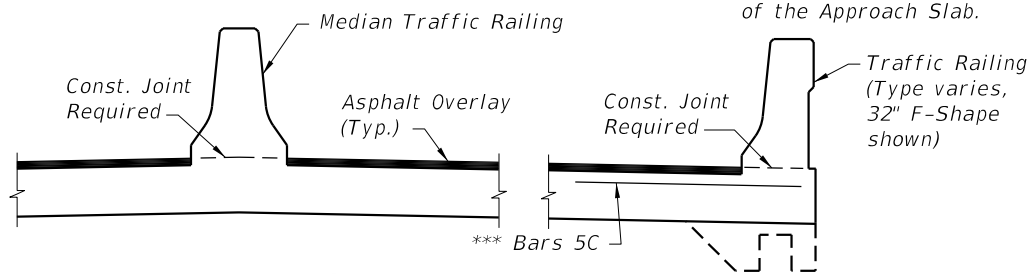
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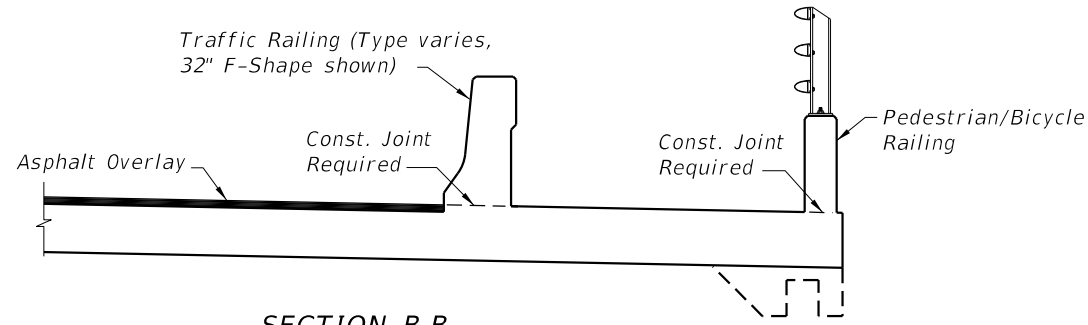
NOTE:
 Geometry of Traffic Railings,
 Pedestrian/Bicycle Railings, Traffic
 Separators and Sidewalks to match
 those on adjoining bridge.



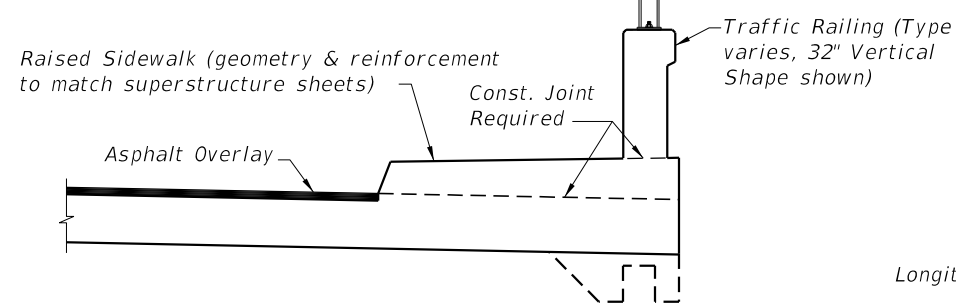
*** NOTE: Bars 5C are required as
 shown when either the 32" or
 42" F-Shape Traffic Railing
 or the Traffic Railing/Sound
 Barrier are used at the edge of the Approach Slab.



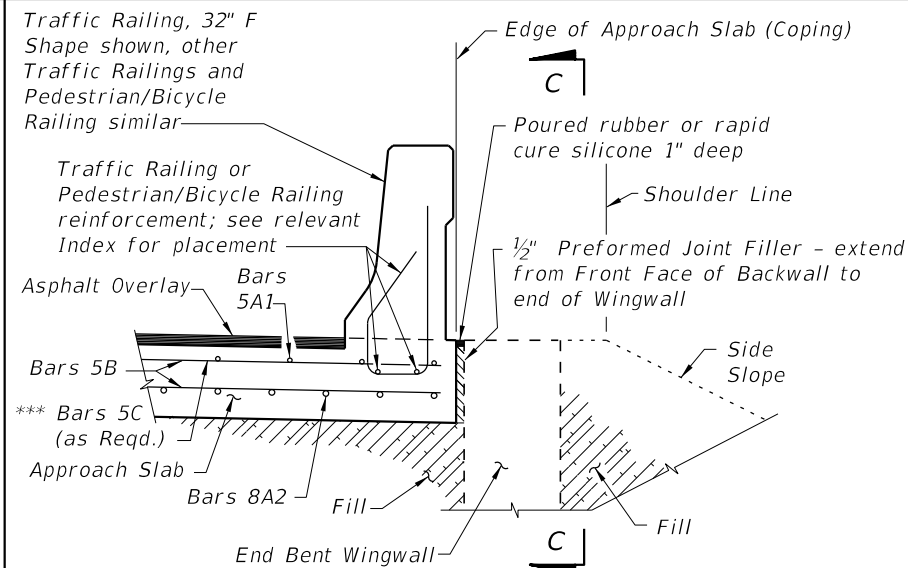
SECTION B-B
 APPROACH SLAB WITH MEDIAN TRAFFIC RAILING



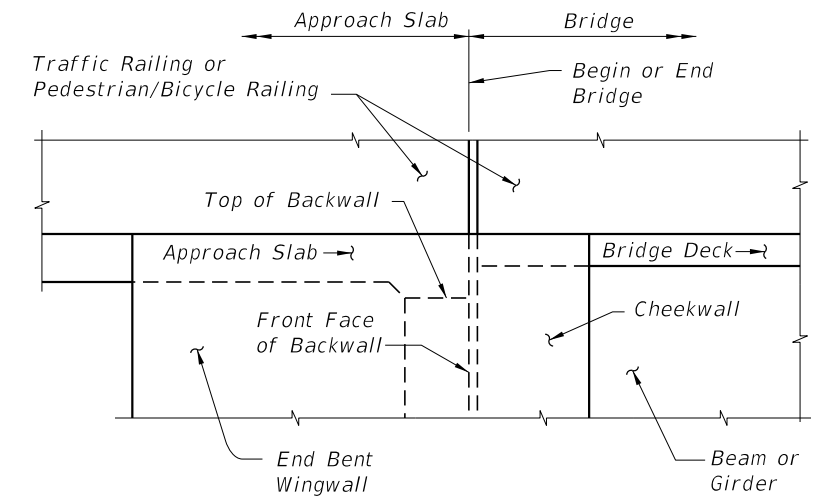
SECTION B-B
 APPROACH SLAB WITH SIDEWALK



SECTION B-B
 APPROACH SLAB WITH RAISED SIDEWALK

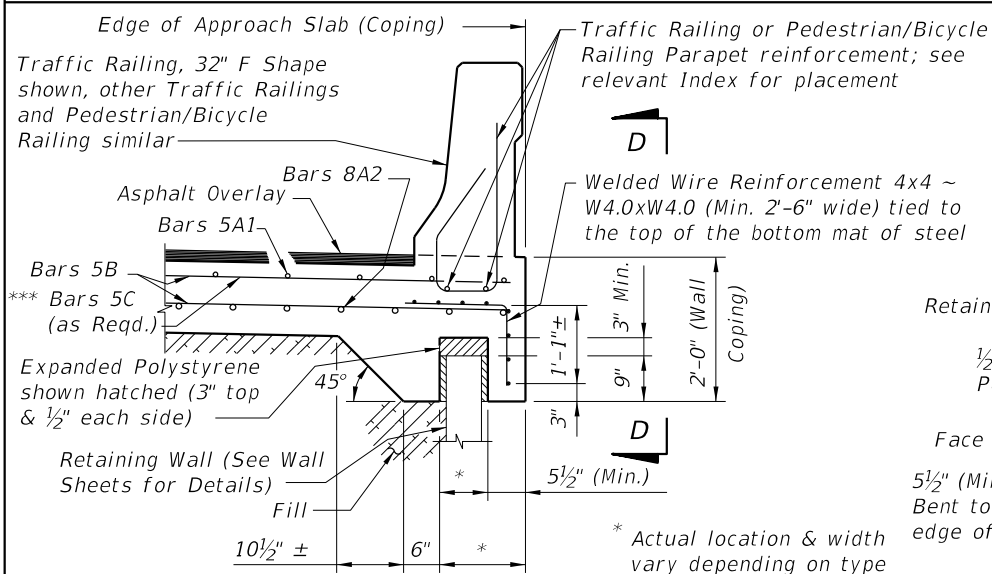


SECTION THRU APPROACH SLAB
 AND END BENT WINGWALL

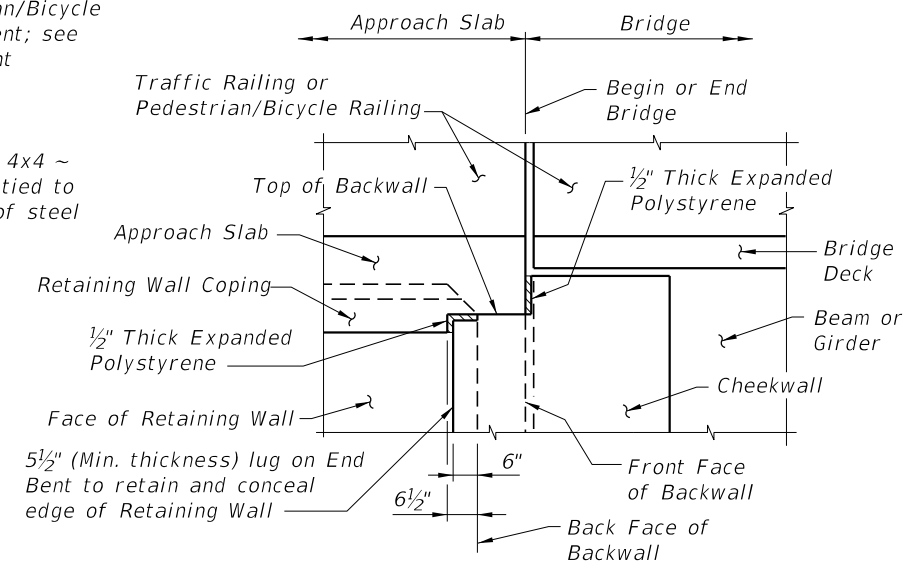


VIEW C-C AT BEGIN OR END BRIDGE (BEAM
 BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH WINGWALL DETAILS

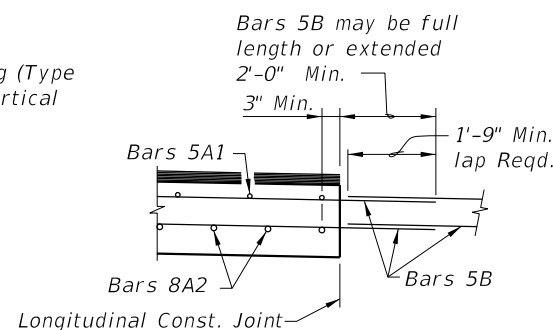


SECTION THRU APPROACH SLAB
 AND RETAINING WALL

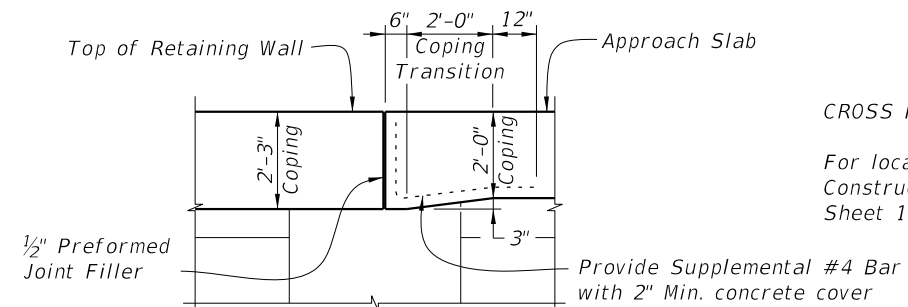


VIEW D-D AT BEGIN OR END BRIDGE (BEAM
 BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH RETAINING WALL DETAILS



LONGITUDINAL CONSTRUCTION
 JOINT DETAIL



COPING TRANSITION DETAIL FOR
 RETAINING WALLS WITH 2'-3" COPING HEIGHT
 (Railing Not Shown For Clarity)

CROSS REFERENCES:

For location of Section B-B and Longitudinal
 Construction Joint Detail see Index No. 20900,
 Sheet 1.

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