

Origination Form
Proposed Revisions to a Standard Plans Index

Originator:	Turley, Joshua	Index Number:	400-090
Date:	5/15/2025	Sheet Number(s):	Sheet 2
E-mail:	Joshua.Turley@dot.state.fl.us	Index Title:	APPROACH SLABS (30 FT.) (FLEXIBLE PAVEMENT APPROACHES)

Summary of the changes:

Sheet 2: Converted starred notes to numerical notes; Adjusted the coping embed requirements for the top of the retaining wall in SECTION THRU APPROACH SLAB AND RETAINING WALL.

Commentary/Background:

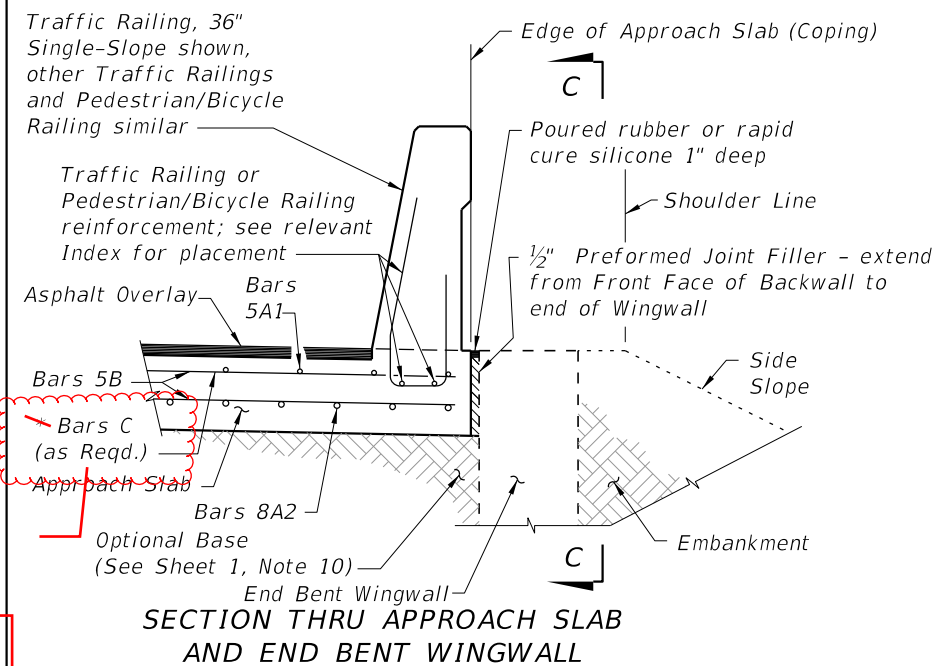
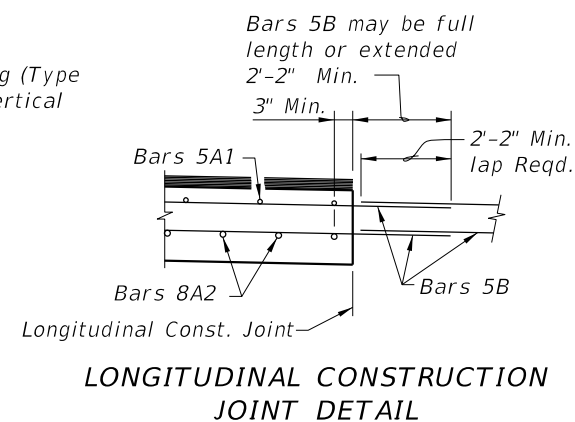
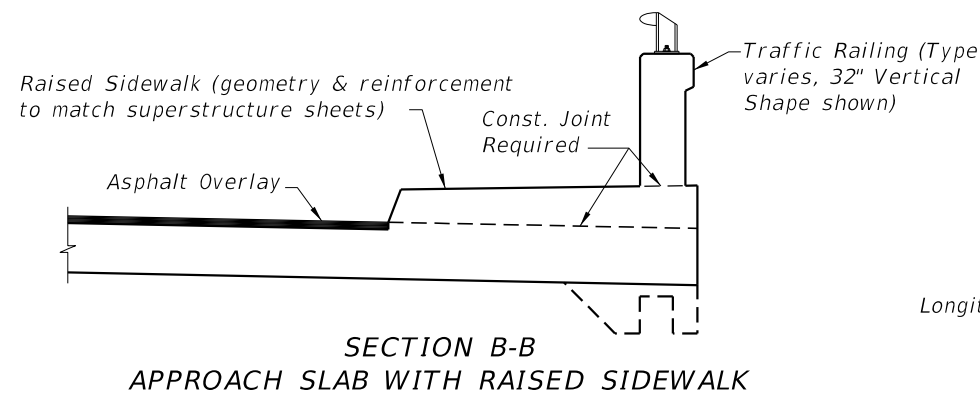
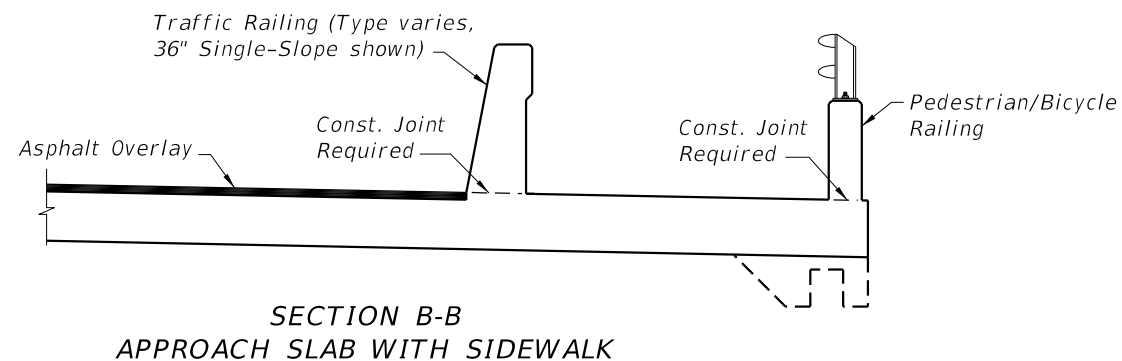
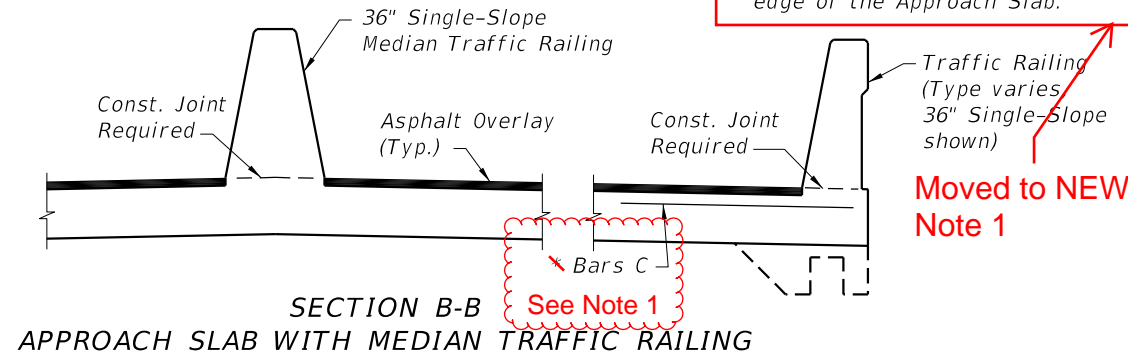
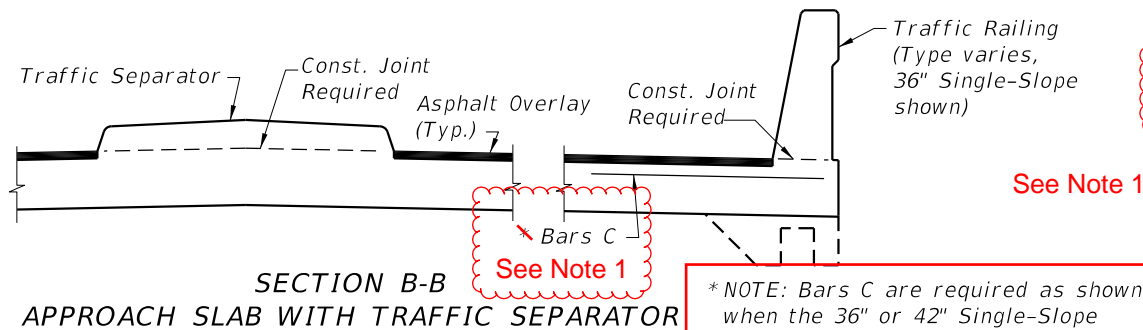
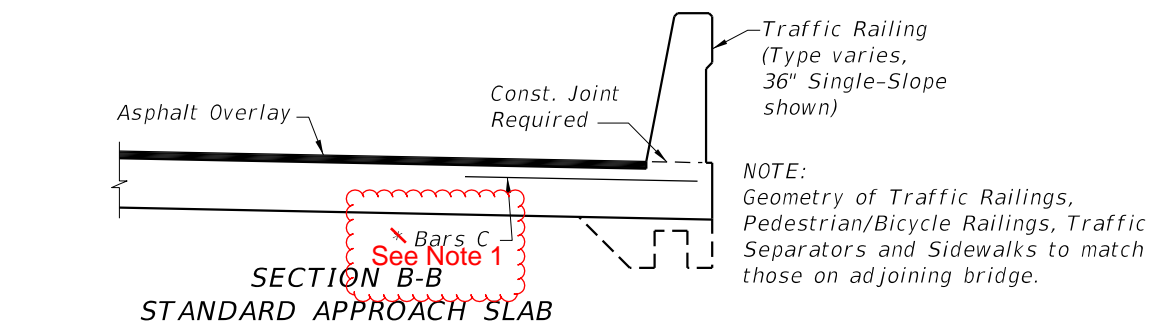
Contractors had trouble meeting top-of-wall elevations for MSE walls due to settlement issues. When predicted settlement didn't occur, walls were too high and required sawcutting. To address this, minimum thickness and embedment requirements for Expanded Polystyrene were relaxed, allowing better control over final wall elevations.

Other Affected Documents/Offices	Person Contacted	Affected (Yes/No)
Other Standard Plans		No
FDOT Design Manual		No
Standard Specifications		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No

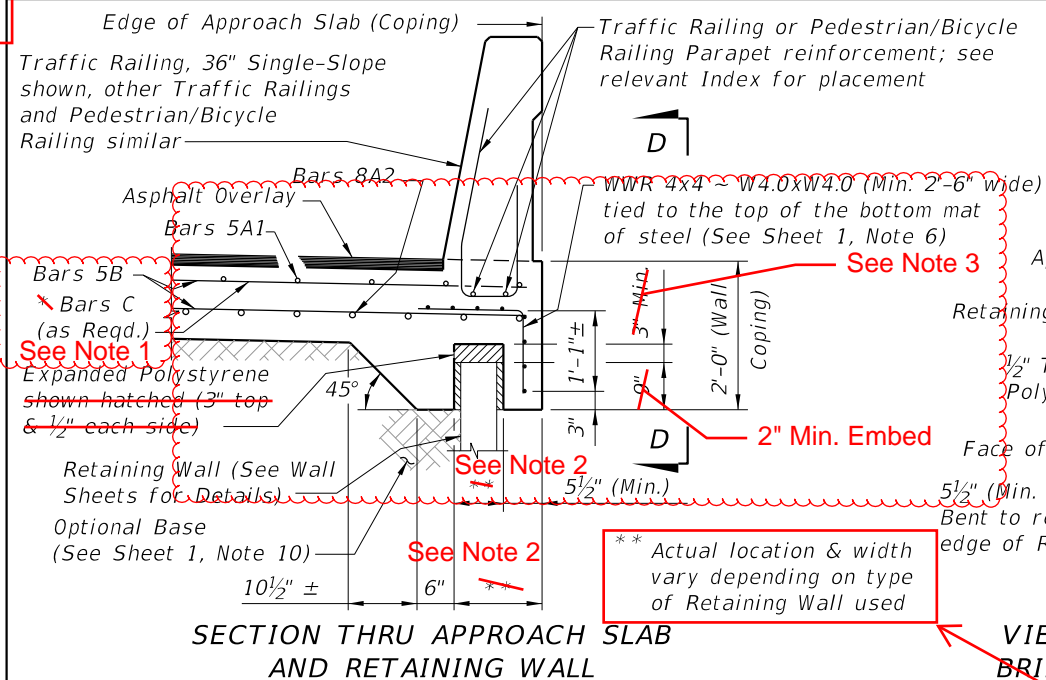
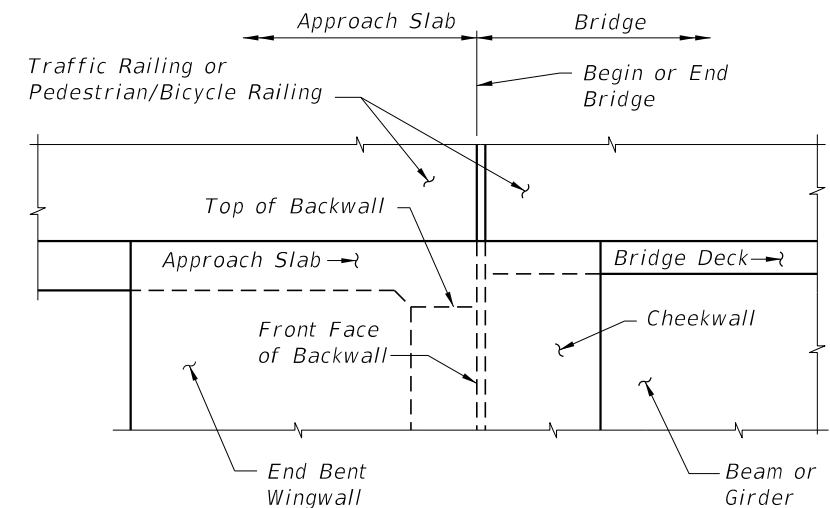
Implementation

["FY-Standard Plans (Next Release)"]

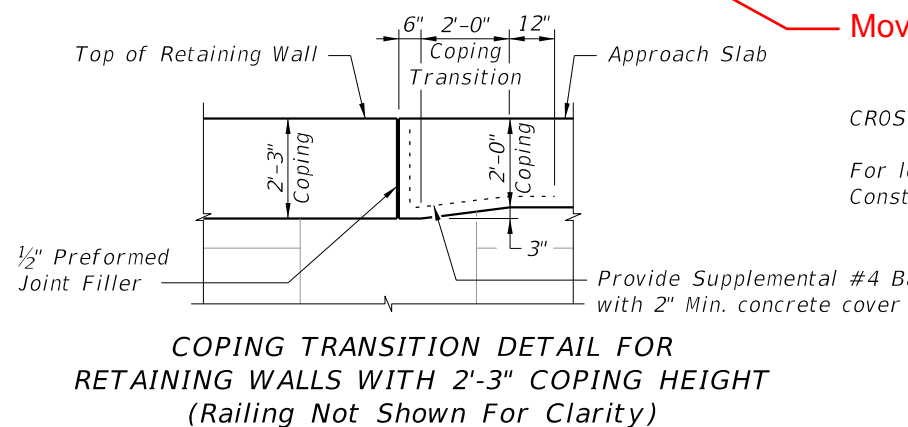
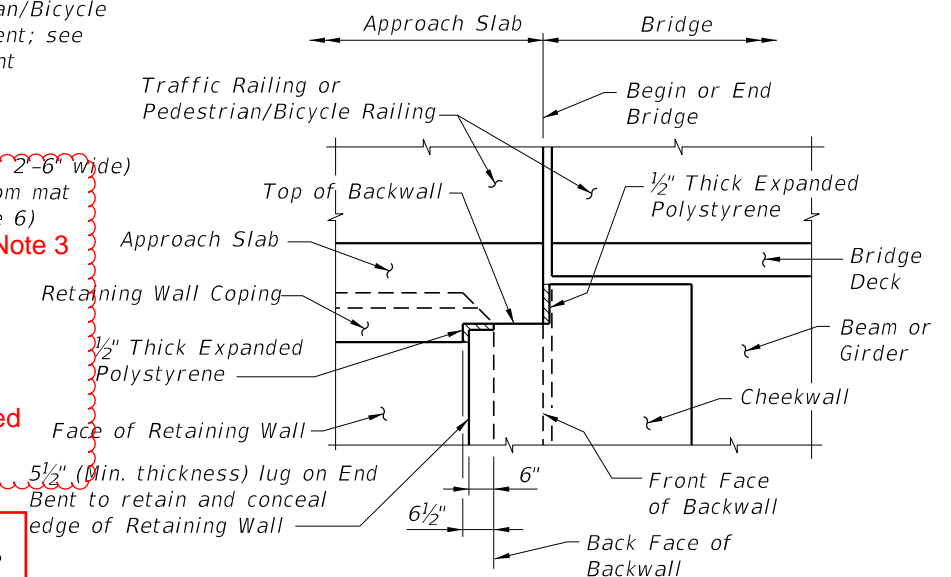
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APPROACH SLAB WITH WINGWALL DETAILS



APPROACH SLAB WITH RETAINING WALL DETAILS



Moved to NEW Note 2

CROSS REFERENCES:

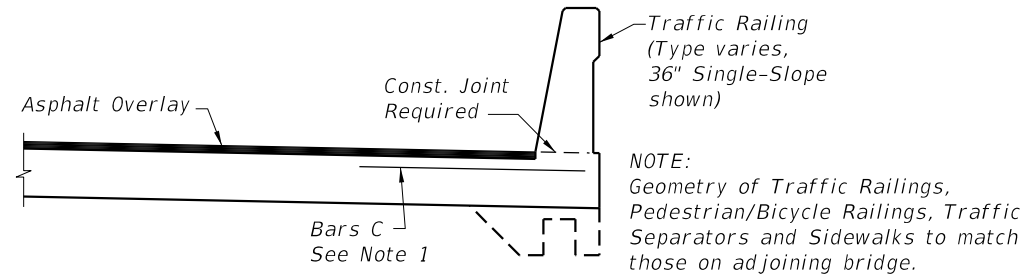
For location of Section B-B and Longitudinal Construction Joint see Sheet 1.

NEW Notes Section Notes:

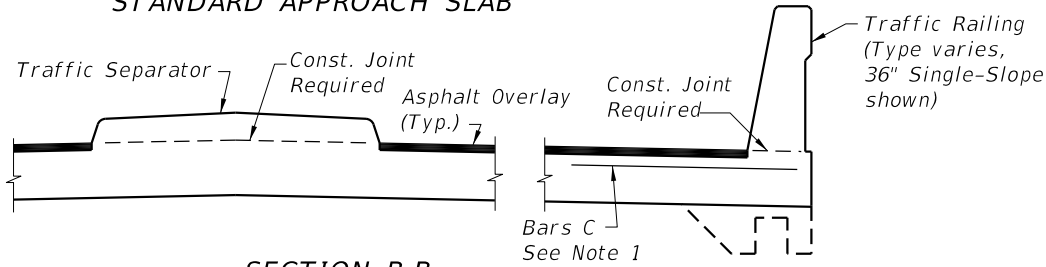
- 1.
- 2.
3. Expanded Polystyrene 1" min. top for MSE walls, 3" min. top for rigid retaining walls. 1/2" each side.

LAST REVISION	DESCRIPTION:	FY 2025-26 2026-27	APPROACH SLABS (30 FT.) (FLEXIBLE PAVEMENT APPROACHES)	INDEX	SHEET
11/01/24 11/01/25		STANDARD PLANS		400-090	2 of 2

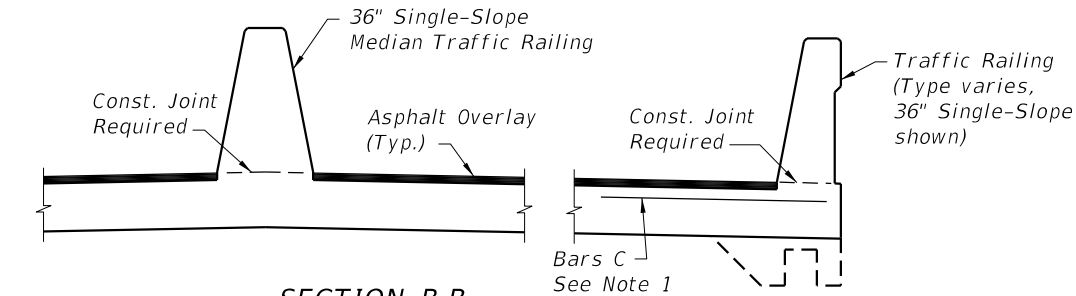
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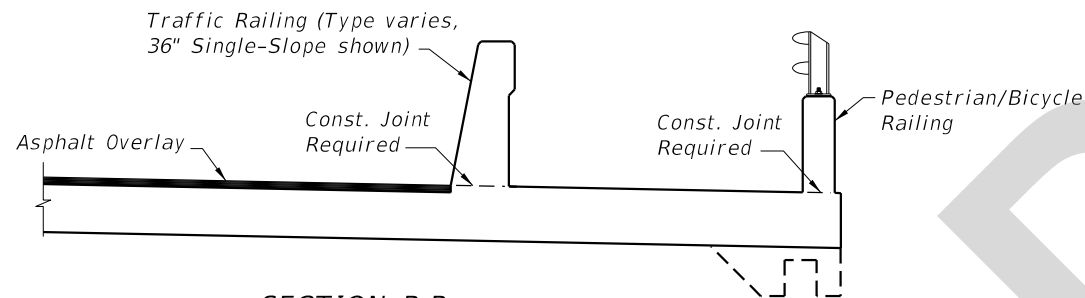
SECTION B-B
STANDARD APPROACH SLAB



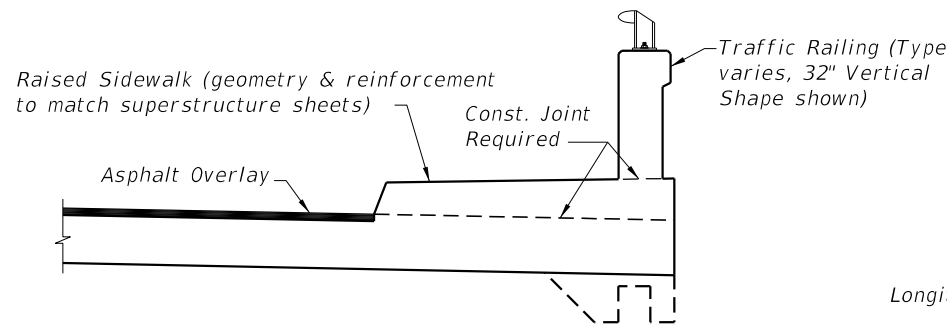
SECTION B-B
APPROACH SLAB WITH TRAFFIC SEPARATOR



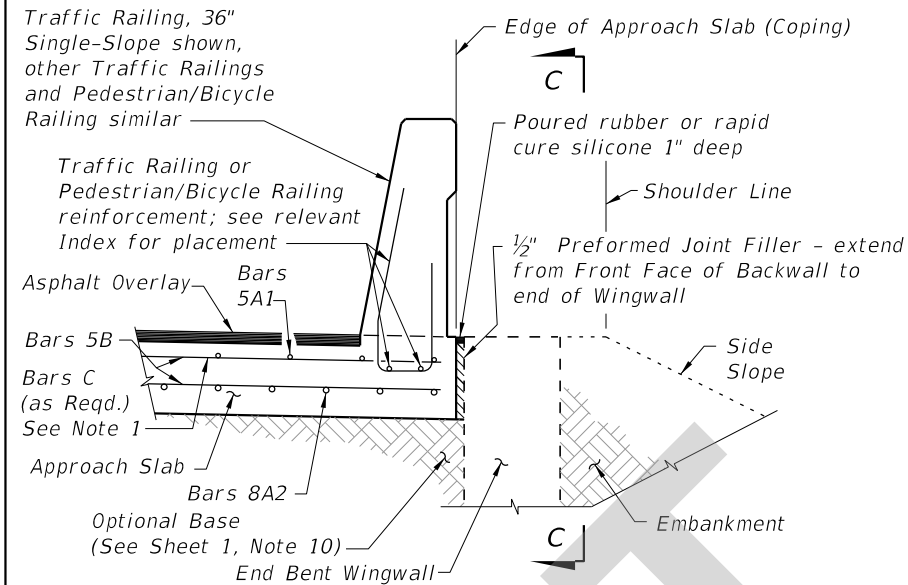
SECTION B-B
APPROACH SLAB WITH MEDIAN TRAFFIC RAILING



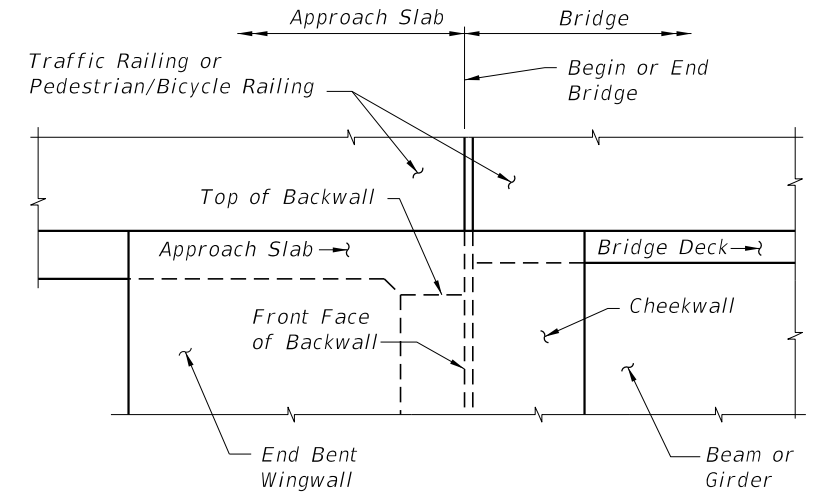
SECTION B-B
APPROACH SLAB WITH SIDEWALK



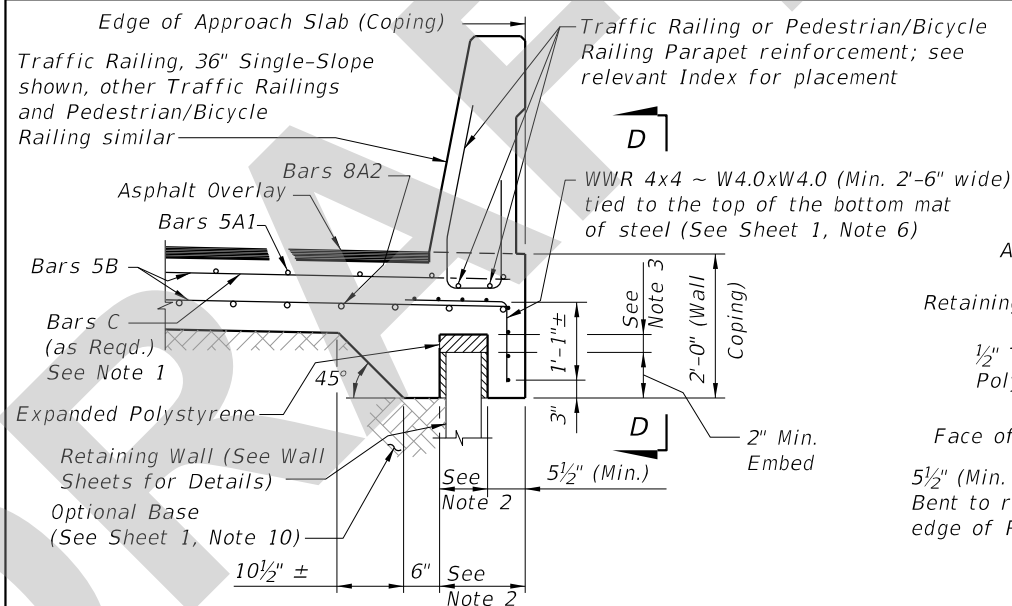
SECTION B-B
APPROACH SLAB WITH RAISED SIDEWALK



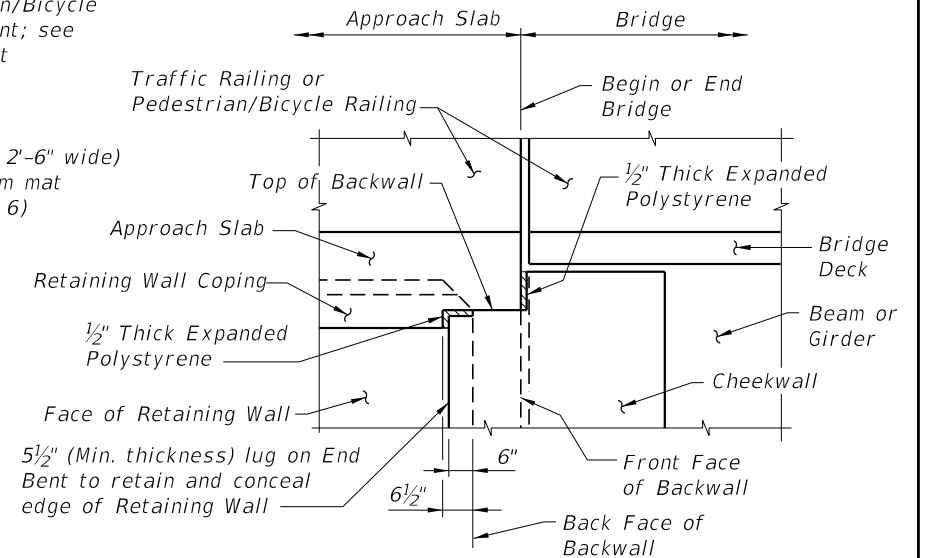
SECTION THRU APPROACH SLAB
AND END BENT WINGWALL



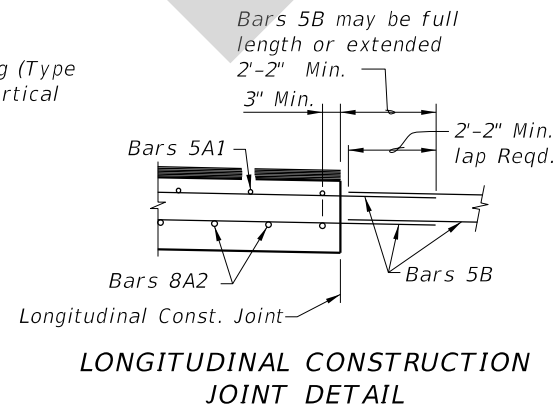
VIEW C-C AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)



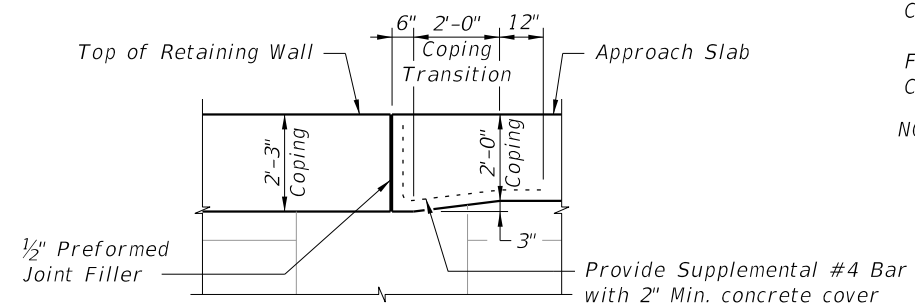
SECTION THRU APPROACH SLAB
AND RETAINING WALL



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



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 see Sheet 1.

NOTES:

1. Bars C 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.
2. Actual location & width vary depending on type of Retaining Wall used.
3. Expanded Polystyrene 1" min. top for MSE walls, 3" min. top for rigid retaining walls. 1/2" each side.

LAST REVISION 11/01/25	REVISION	DESCRIPTION:	FDOT FY 2026-27 STANDARD PLANS	APPROACH SLABS (30 FT.) (FLEXIBLE PAVEMENT APPROACHES)	INDEX 400-090	SHEET 2 of 2
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