Concrete thickness between Cover
13 Bars 5C @ 1'-0" Max. (Top of Slab)

± Cover Dim. L1 = 30'-0" Min. / Cos Ø

Bar 8A2 @ 1'-0" Max. (Top of Slab)
Bar 8A2 @ 9" Max. (Bottom of Slab)

Limit of Asphalt Overlay
Gutter Line

Limit of Asphalt Overlay
Gutter Line

Limit of Asphalt Overlay
Gutter Line

Note: Bars 5C are required as shown when either the skew angle (Ø) = 0° or any skew angle (Ø) > 0°.

Gutter Line

Geometric Control Line

Limits of Asphalt Overlay
Gutter Line

Geometric Control Line

Limits of Asphalt Overlay
Gutter Line

Geometric Control Line

Limits of Asphalt Overlay
Gutter Line

Geometric Control Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

Limits of Asphalt Overlay
Gutter Line

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.

6. Deformed WWR must meet the requirements of Specification Section 931. Continue the asphalt pavement over the approach slab and match the friction course type used on the roadway.

7. Approach slabs shown in Plan View Cases 1 and 2 represent a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets and raised sidewalks as detailed in the Contract Plans.

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 and raised sidewalks as detailed in the Contract Plans.

9. KEEP: Details for the edge of Approach Slabs on retaining walls shall not be included in the estimated quantity for reinforcing steel and is considered incidental to the work. See Roadway Plans for Asphalt Overlay and Optional Base details and quantities.

GENERAL NOTES

1. 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.

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 (Ø) = 0°. Relevant details also apply to CASE 2.

5. The plan view for CASE 2 applies where the skew angle (Ø) > 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.

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

7. Continue the asphalt pavement over the approach slab and match the friction course type used on the roadway.

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 and raised sidewalks as detailed in the Contract Plans.

9. PAYMENT: Deformed WWR for the edge of Approach Slabs shown in Plan View Cases 1 and 2 represents a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets and raised sidewalks as detailed in the Contract Plans.

10. 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.

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

12. Continue the asphalt pavement over the approach slab and match the friction course type used on the roadway.

13. Approach slabs shown in Plan View Cases 1 and 2 represent a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets and raised sidewalks as detailed in the Contract Plans.

14. PAYMENT: Deformed WWR for the edge of Approach Slabs shown in Plan View Cases 1 and 2 represents a typical approach slab with edge barriers and no sidewalks. Provide railings, parapets and raised sidewalks as detailed in the Contract Plans.

15. KEEP: Details for the edge of Approach Slabs on retaining walls shall not be included in the estimated quantity for reinforcing steel and is considered incidental to the work. See Roadway Plans for Asphalt Overlay and Optional Base details and quantities.
**Approach Slab Details**

**Approach Slab with Traffic Separator**

- Standard Approach Slab
- Approach Slab with Median Traffic Railing
- Approach Slab with Raised Sidewalk

**Approach Slab with 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

**Index for Placement**

- Traffic Railings, 32" F-Shape shown, other Traffic Railings and Pedestrian/Bicycle Railing similar
- Traffic Railing or Pedestrian/Bicycle Railing reinforcement; see relevant Index for placement

**Notes**

- Geometry of Traffic Railings, Pedestrian/Bicycle Railings, Traffic Separators and Sidewalks to match those on adjoining bridge.
- Bars SC1 are required as shown when either the 32" or 42" F-Shape Traffic Railing or the Traffic Railing/horse Wall are used at the edge of the Approach Slab.

**Design Standards**

- FY 2017-18
- Rigid Pavement Approaches

**Revision Information**

- Sheet No. 20910
- REV: 02/01/16
- Description: Approach Slabs
- Last Revision: 01/01/16