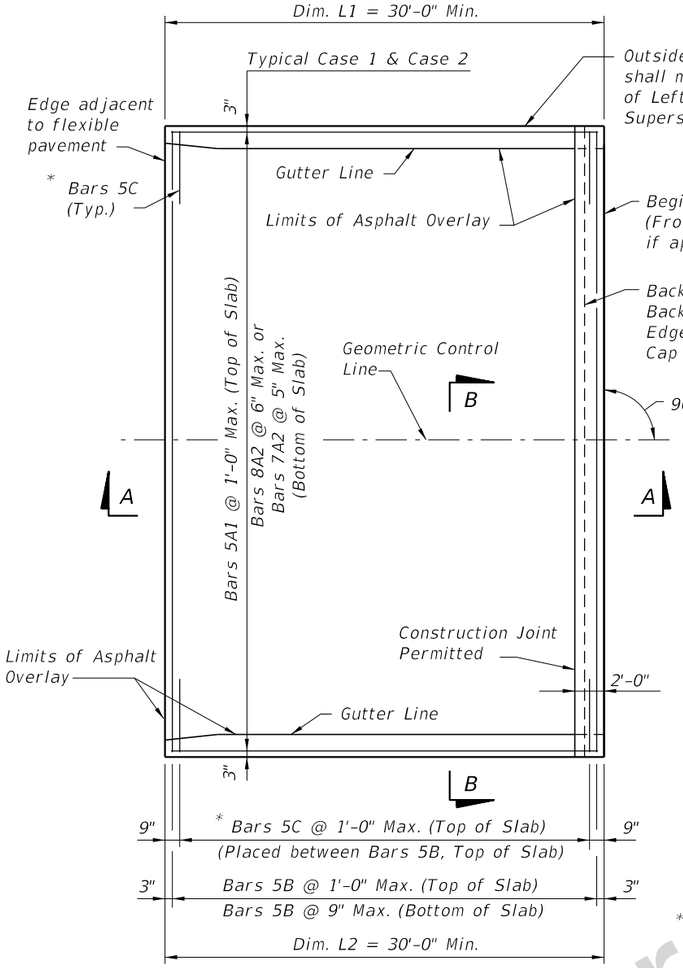
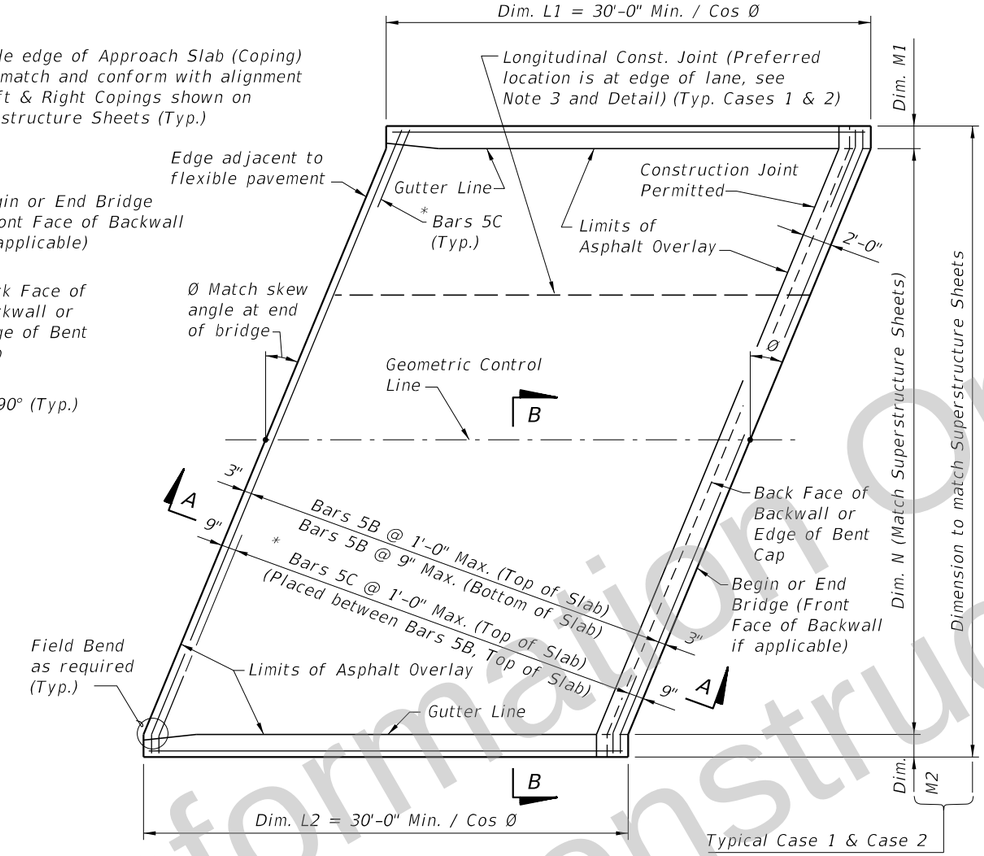
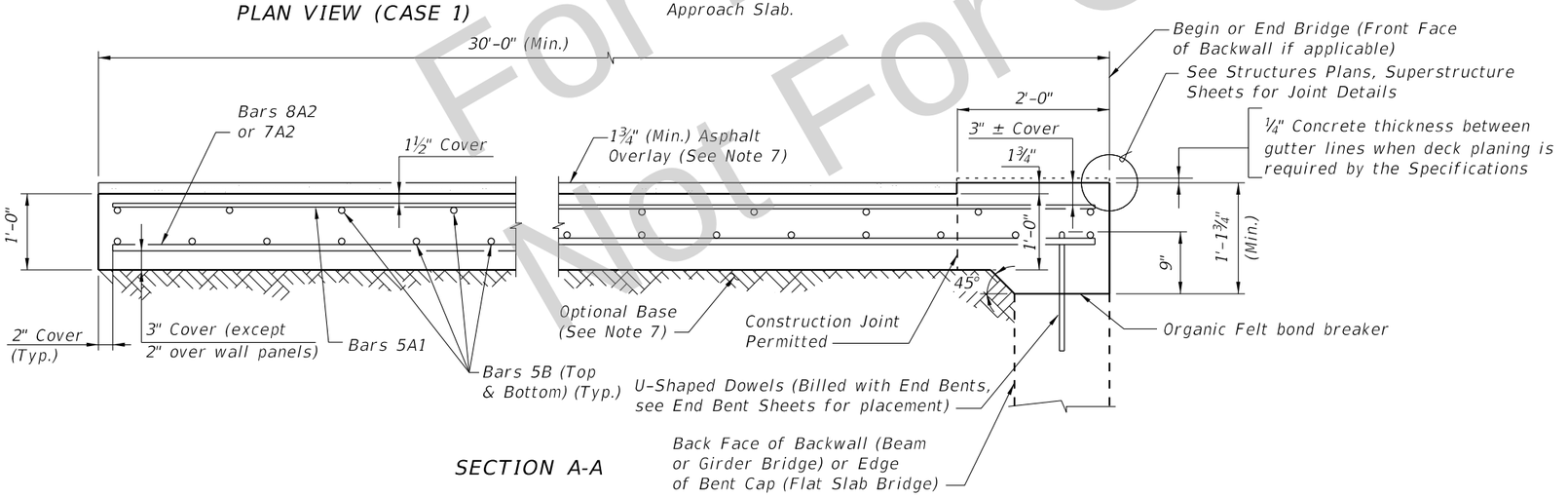



PLAN VIEW (CASE 1)




PLAN VIEW (CASE 2)

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




SECTION A-A

## 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) 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.
6. Provide GFRP Reinforcing in accordance with Specification Section 415 and 932.
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 on retaining walls is not 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.

CROSS REFERENCES:

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

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| LAST REVISION | REVISION | DESCRIPTION: | DEVELOPMENTAL DESIGN STANDARDS | APPROACH SLABS - GFRP REINFORCED (FLEXIBLE PAVEMENT APPROACHES) | INDEX NO. | SHEET NO. |
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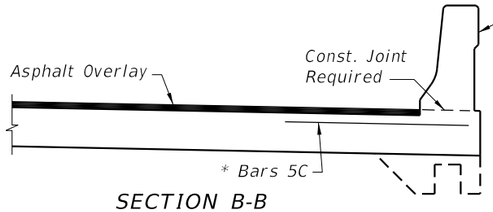
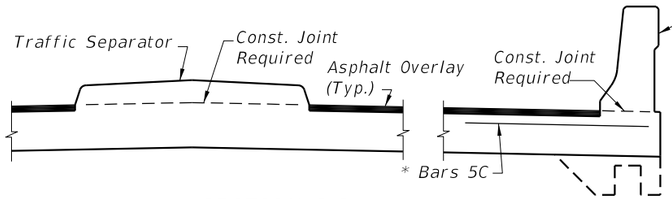
| 04/21/17 | | | | | D22900 | 1 of 2 |



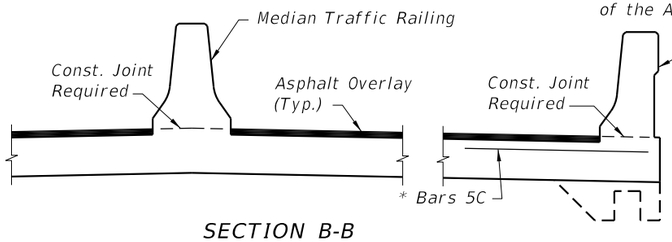

NOTE:
Geometry of Traffic Railings, Pedestrian/Bicycle Railings, Traffic Separators and Sidewalks to match those on adjoining bridge.

SECTION B-B
STANDARD APPROACH SLAB

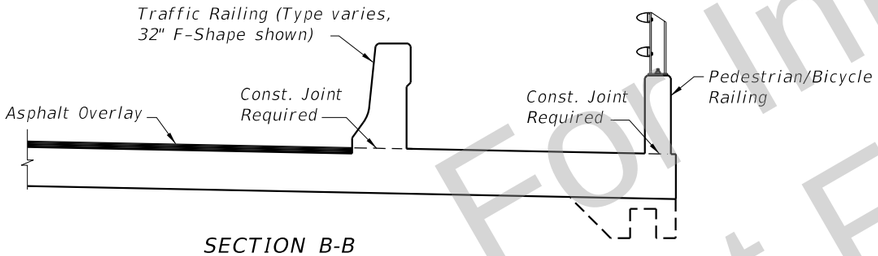



SECTION B-B
APPROACH SLAB WITH TRAFFIC SEPARATOR

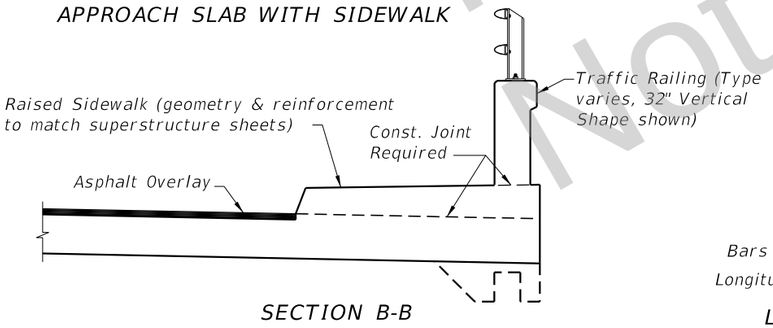
* NOTE: Bars 5C are required as shown when either the 32" or 42" F-Shape Traffic Railing or the Traffic Railing/Noise Wall are used at the edge of the Approach Slab.



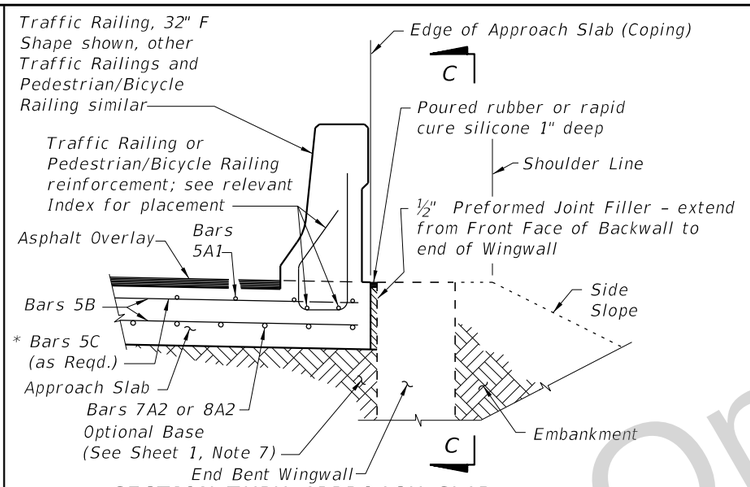

SECTION B-B
APPROACH SLAB WITH MEDIAN TRAFFIC RAILING



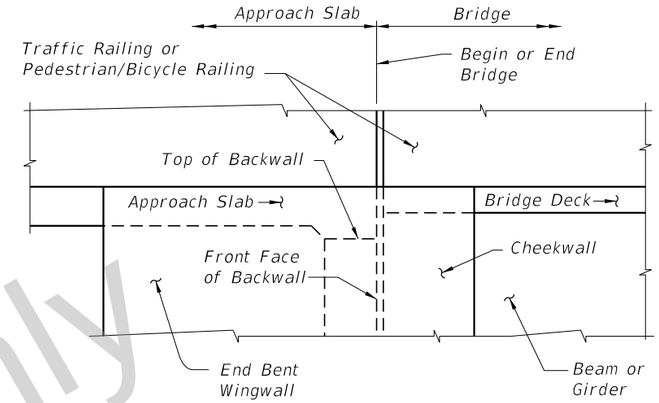

SECTION B-B
APPROACH SLAB WITH SIDEWALK




SECTION B-B
APPROACH SLAB WITH RAISED SIDEWALK

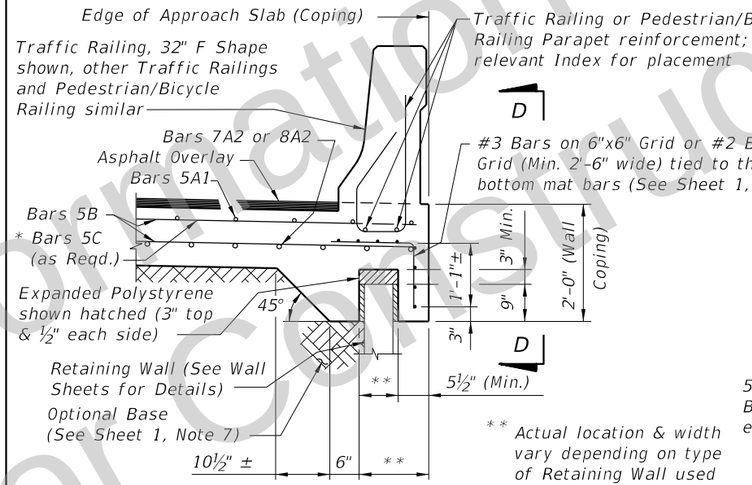



SECTION THRU APPROACH SLAB
AND END BENT WINGWALL

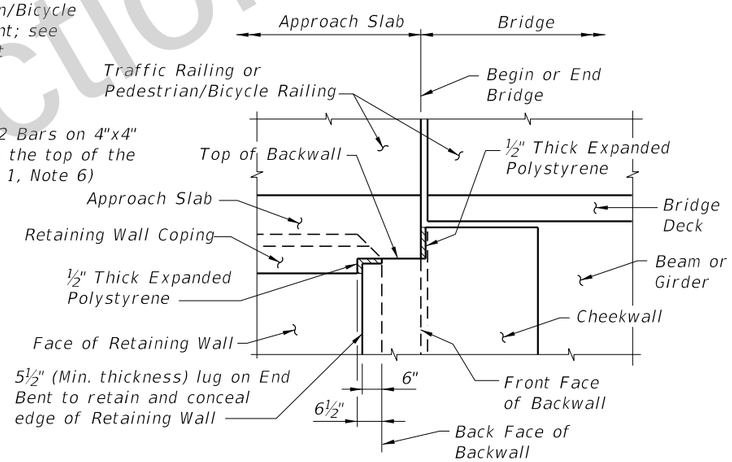



VIEW C-C AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

APPROACH SLAB WITH WINGWALL DETAILS

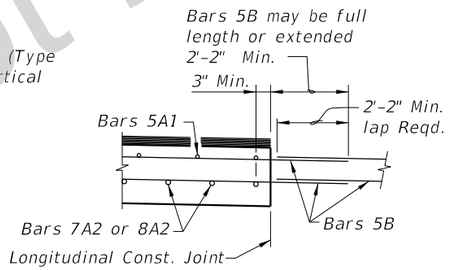



SECTION THRU APPROACH SLAB
AND RETAINING WALL

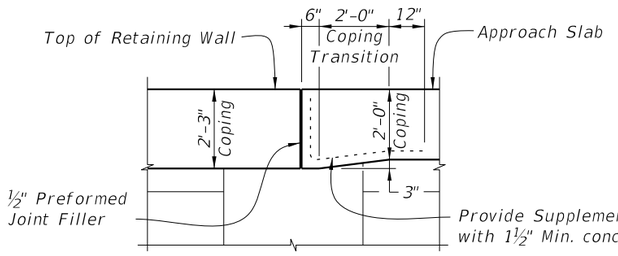



VIEW D-D AT BEGIN OR END BRIDGE (BEAM
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)

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 see Sheet 1.

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$STIMES
$DATES

| LAST REVISION | REVISION | DESCRIPTION: | DEVELOPMENTAL DESIGN STANDARDS | APPROACH SLABS - GFRP REINFORCED (FLEXIBLE PAVEMENT APPROACHES) | INDEX NO. | SHEET NO. |
|---|---|---|---|---|---|---|
| 06/01/16 | | | FDOT | | D22900 | 2 of 2 |