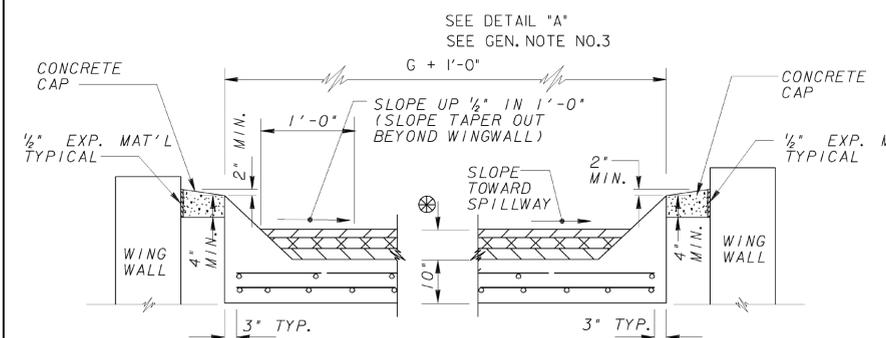
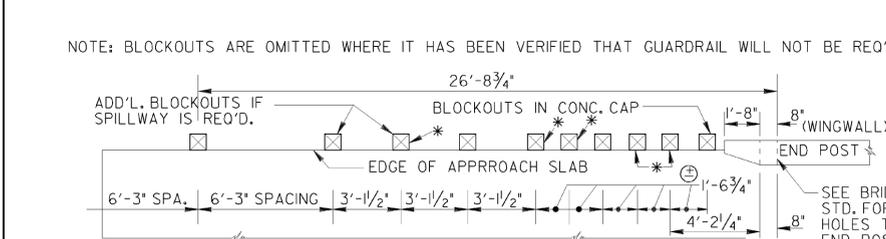


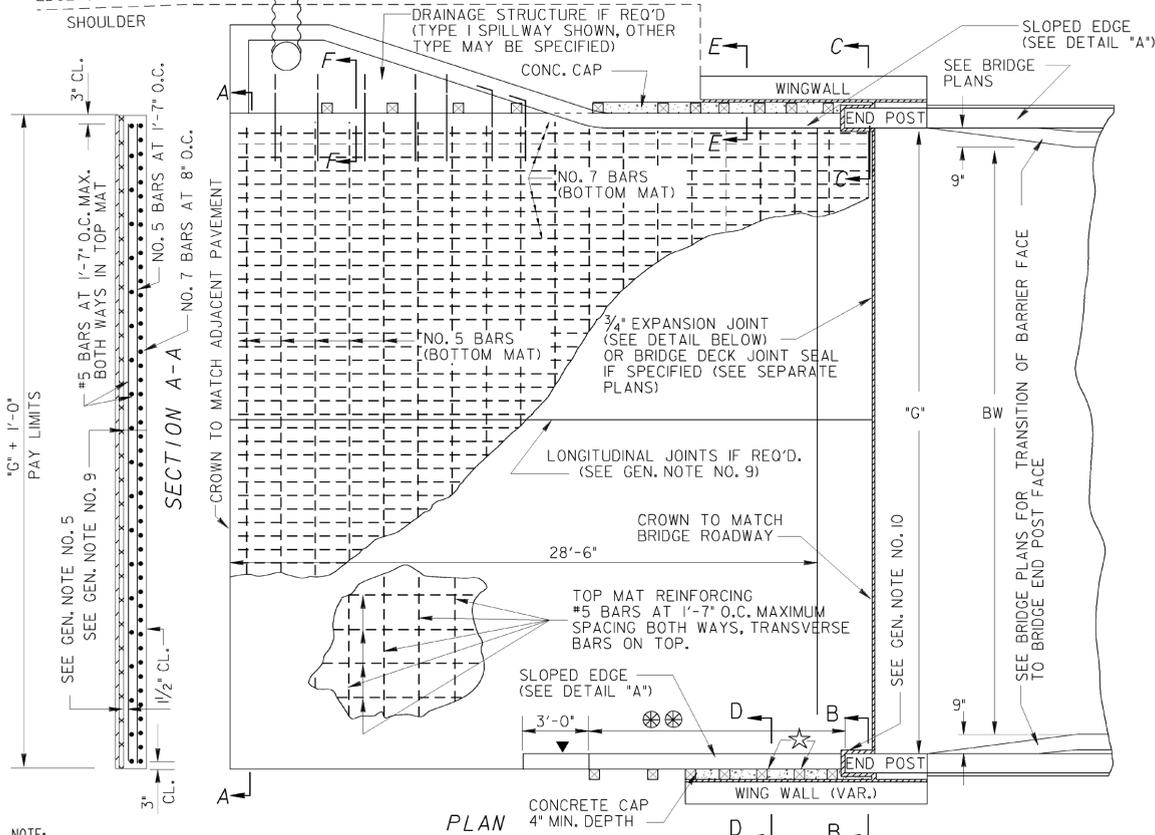
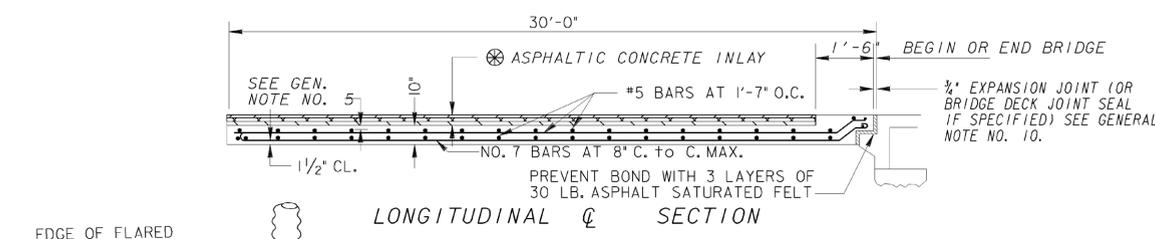
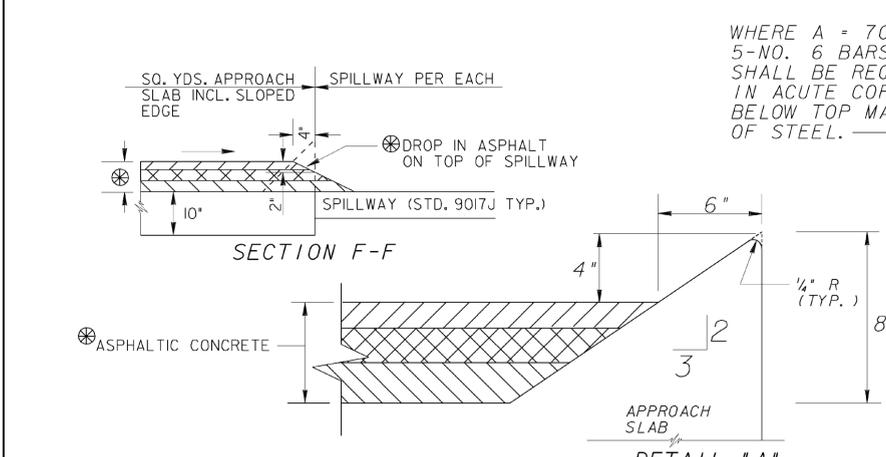
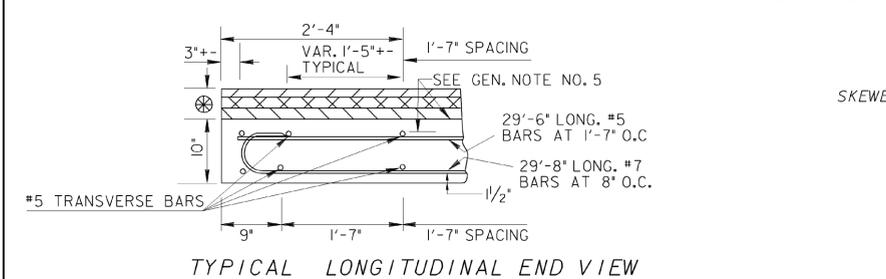
NOTE: WHERE END POST INTERSECTS APPROACH SLAB, THE INTERCEPTED REINFORCING, BOTH LONGITUDINAL & TRAVERSE, SHALL BE SHORTENED AS NEEDED TO GIVE 3" CLEARANCE TO END POST.



NOTE: BLOCKOUTS ARE OMITTED WHERE IT HAS BEEN VERIFIED THAT GUARDRAIL WILL NOT BE REQ'D.

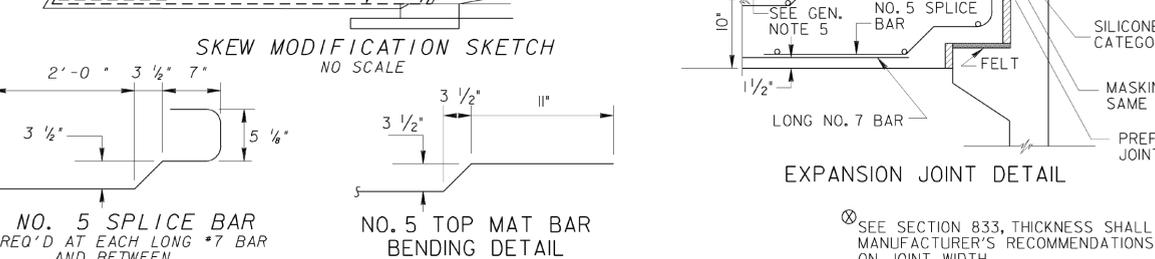
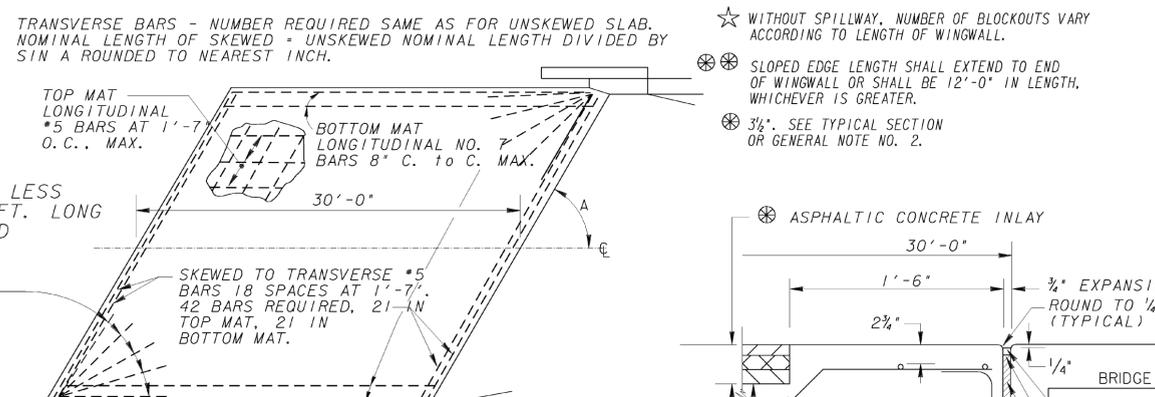


\* IF GUARDRAIL IS WARRANTED AT THE TRAILING END OF 4 OR MORE LANES, BLOCKOUTS FLAGGED WITH AN ASTERISK ARE OMITTED.   
 VARIED TO MISS BRIDGE PAV. REST



NOTE: PLAN VIEW IS PRESENTED WITH A TYPE I SPILLWAY ON ONE SIDE AND NO DRAINAGE STRUCTURE ON THE OTHER SIDE. SPILLWAY, WHERE REQUIRED, MAY BE TYPE 1, 2, 3 OR 4 AND ON BOTH SIDES OF APPROACH SLAB, ON JUST ONE SIDE, OR NO SPILLWAY, AS CONDITIONS WARRANT. APPROACH SLAB QUANTITIES AND PAY ITEM WILL NOT BE EFFECTED BY SPILLWAY REQUIREMENTS. SLOPED EDGE IS REQUIRED BOTH WITH AND WITHOUT SPILLWAY.

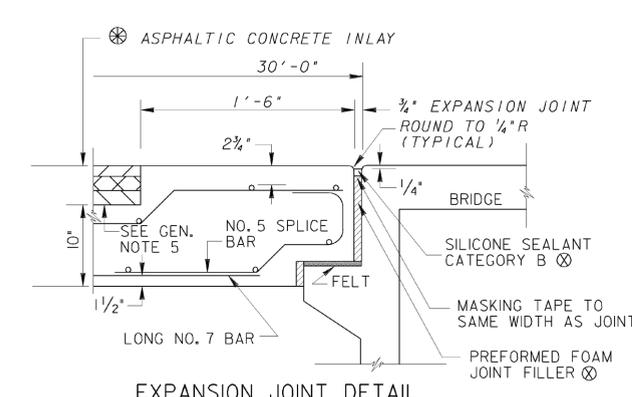
SKewed SLAB: LONGITUDINAL BARS - NOMINAL LENGTH AND NUMBER REQUIRED SAME AS FOR UNSKEWED SLAB.   
 TRANSVERSE BARS - NUMBER REQUIRED SAME AS FOR UNSKEWED SLAB. NOMINAL LENGTH OF SKEWED = UNSKEWED NOMINAL LENGTH DIVIDED BY SIN A ROUNDED TO NEAREST INCH.



BW	G* (+ BW + 1'-6")	SQ. YDS. OF APPR. SLAB = (G+1') x 30 9	BOTTOM MAT REINF.		TOP MAT REINF.	
			29'-8" LONG #7 LONGIT. BARS -NUMBER- (+ 1.56 + 1.75)	21 - # 5 TRAN. BARS -LENGTH- (+ 6 + 6')	29'-6" LONG #5 LONGIT. BARS -NUMBER- = 12(G+0.5)+1	21 - # 5 TRAN. BARS -LENGTH- (+ 6 + 6')
28'-0"	29'-6"	101.67	46	30'-0"	20	30'-0"
30'-0"	31'-6"	108.33	49	32'-0"	22	32'-0"
32'-0"	33'-6"	115.00	52	34'-0"	23	34'-0"
34'-0"	35'-6"	121.67	55	36'-0"	24	36'-0"
36'-0"	37'-6"	128.33	58	38'-0"	25	38'-0"
38'-0"	39'-6"	135.00	61	40'-0"	27	40'-0"
40'-0"	41'-6"	141.67	64	42'-0"	28	42'-0"
42'-0"	43'-6"	148.33	67	44'-0"	29	44'-0"
44'-0"	45'-6"	155.00	70	46'-0"	30	46'-0"
46'-0"	47'-6"	161.67	73	48'-0"	32	48'-0"
48'-0"	49'-6"	168.33	76	50'-0"	33	50'-0"
50'-0"	51'-6"	175.00	79	52'-0"	34	52'-0"
52'-0"	53'-6"	181.67	82	54'-0"	36	54'-0"
54'-0"	55'-6"	188.33	85	56'-0"	37	56'-0"
56'-0"	57'-6"	195.00	88	58'-0"	38	58'-0"
58'-0"	59'-6"	201.67	91	60'-0"	39	60'-0"
60'-0"	61'-6"	208.33	94	62'-0"	40	62'-0"

\*\* DATA IN ABOVE TABLE ARE BASED UPON COMMON SLAB / BRIDGE WIDTHS. WHERE OTHER WIDTHS ARE ENCOUNTERED, THE FORMULAE AT COLUMN TOPS MAY BE USED IN DETERMINING ADDITIONAL DATA NEEDED.   
 NO. 5 SPLICE BARS NOT INCLUDED. NUMBER REQUIRED IS DOUBLE THAT FOR #7 LONGITUDINAL BARS SHOWN ABOVE. SEE NO. 5 TOP MAT BAR BENDING DETAIL BELOW.

- GENERAL NOTES:
- SPECIFICATIONS: GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THERETO.
  - USE THIS STANDARD WHERE THE ROADWAY PAVING IS ASPHALTIC CONCRETE.
  - THE CONCRETE CAPS ADJACENT TO THE APPROACH SLAB WILL HAVE HOLES APPROXIMATELY 9"x9", BLOCKED OUT FOR GUARDRAIL POST INSTALLATIONS (SEE DETAIL). PAYMENT FOR APPROACH SLAB WILL INCLUDE THE 1/2" EXPANSION MATERIAL & CONCRETE CAPS WITH BLOCKED OUT HOLES. (SEE DETAIL AT FAR LEFT).
  - WIDTH OF APPROACH SLAB IS NORMALLY DETERMINED BY DISTANCE BETWEEN FACES OF BRIDGE END POSTS. DETAILS SHOWN ARE BASED UPON THE BRIDGE BARRIER FACE BEING TRANSITIONED 9" TO FACE OF END POST ON EACH SIDE. SEE BRIDGE PLANS IF BARRIER IS CONTINUED ACROSS APPROACH SLAB INSTEAD, SEE STANDARD 9017M.
  - MINIMUM COVER OVER TOP MAT OF REINFORCING SHALL BE 2".
  - WHERE APPROACH SLAB IS INTERCEPTED BY THE BRIDGE END POST, EXTERIOR BARS WILL BE SHORTENED AS NEEDED TO GIVE A 3" CLEARANCE TO STRUCTURE.
  - PAY AREA FOR APPROACH SLAB SHALL BE COMPUTED AS A PRODUCT OF THE OVERALL SLAB WIDTH [(G+1')/3] TIMES THE LENGTH (30/3) WITH NO DEDUCTIONS MADE FOR AREAS OCCUPIED BY THE END POST & EXPANSION JOINTS OR BY DRAINAGE STRUCTURES, AND NO ADDITIONS MADE FOR SIDEWALKS OR OTHER ITEMS WHEN REQUIRED WITH THE APPROACH SLAB.
  - "CS" CONC. OR P.C. CONC. SUBBASE SHALL BE USED. CLEAR POLYETHYLENE SHEETING 8 MILS MIN. THICKNESS, WITH A 6" OVERLAP, UNIFORMLY LAID, SHALL BE REQUIRED UNDER THE APPROACH SLAB TO PREVENT BONDING. POLYETHYLENE SHEETING SHALL BE NEW, UNUSED AND FREE OF HOLES, RIPS AND TEARS. PRICE FOR SUBBASE SHALL BE INCLUDED IN OVERALL PRICE BID FOR APPROACH SLAB.
  - ALL APPROACH SLABS EXCEEDING 42' IN WIDTH WILL CONTAIN A LONGITUDINAL CONSTRUCTION JOINT. SLABS EXCEEDING 60' AND 90' IN WIDTH SHALL CONTAIN 2 AND 3 LONGITUDINAL CONSTRUCTION JOINTS RESPECTIVELY. SECTIONS BETWEEN JOINTS OR BETWEEN A JOINT AND SLAB EDGE SHALL NOT BE LESS THAN 12' OR MORE THAN 30' WIDE. REINFORCEMENT STEEL REMAINS UNCHANGED AND SHALL EXTEND THRU JOINTS. JOINTS SHALL BE LOCATED AT LANE LINES TO PROVIDE OFFSET FROM WHEELPATHS.
  - SEAL JOINT BETWEEN APPROACH SLAB AND END POST WITH LOW MODULUS SILICONE SEALANT. JOINT WIDTH BEHIND ENDOPOST SHALL MATCH JOINT WIDTH BETWEEN APPROACH SLAB AND BRIDGE.
  - ASPHALTIC CONCRETE INLAY SHALL BE PAID UNDER ROADWAY PAY ITEM FOR ASPHALTIC CONCRETE.



SEE SECTION 833, THICKNESS SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS BASED ON JOINT WIDTH.

9-20-02	9-18-01	6-14-01	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
DIM. SLOPED EDGE	GEN. REV.	REV. ASPH. CONC. INLAY	REVISION	
STANDARD REINFORCED CONCRETE APPROACH SLAB WITH ASPHALT INLAY 30 FT. LENGTH				AUG. 1999
TYPICAL USE : WHERE SHOULDER IS ADJACENT TO ROADWAY AND/OR BRIDGE				
SCALE AS SHOWN				NUMBER 9017R
S.V.M.	BY	DES. (SUBMITTED) TRA. (APPROVED) CHK.	  CHIEF ENGINEER	STATE ROAD & AIRPORT DESIGN ENGR.