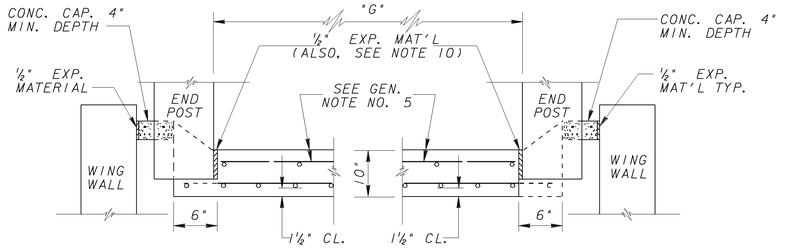
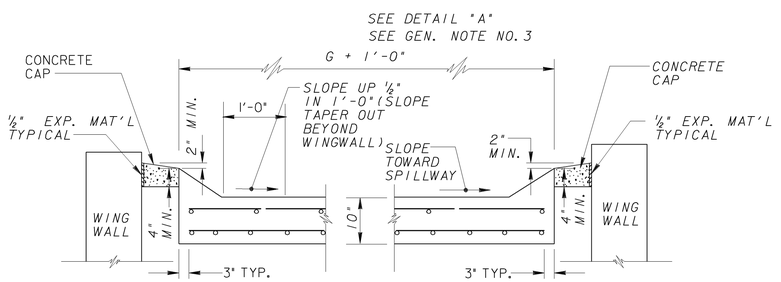
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



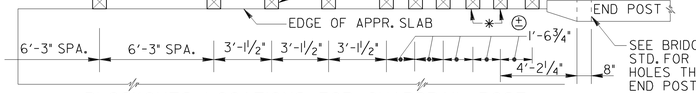
SECTION B-B SECTION C-C

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.



SECTION D-D (SHOWN WHERE SPILLWAY IS NOT REQ'D.) SECTION E-E (SHOWN WHERE SPILLWAY IS REQ'D.)

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

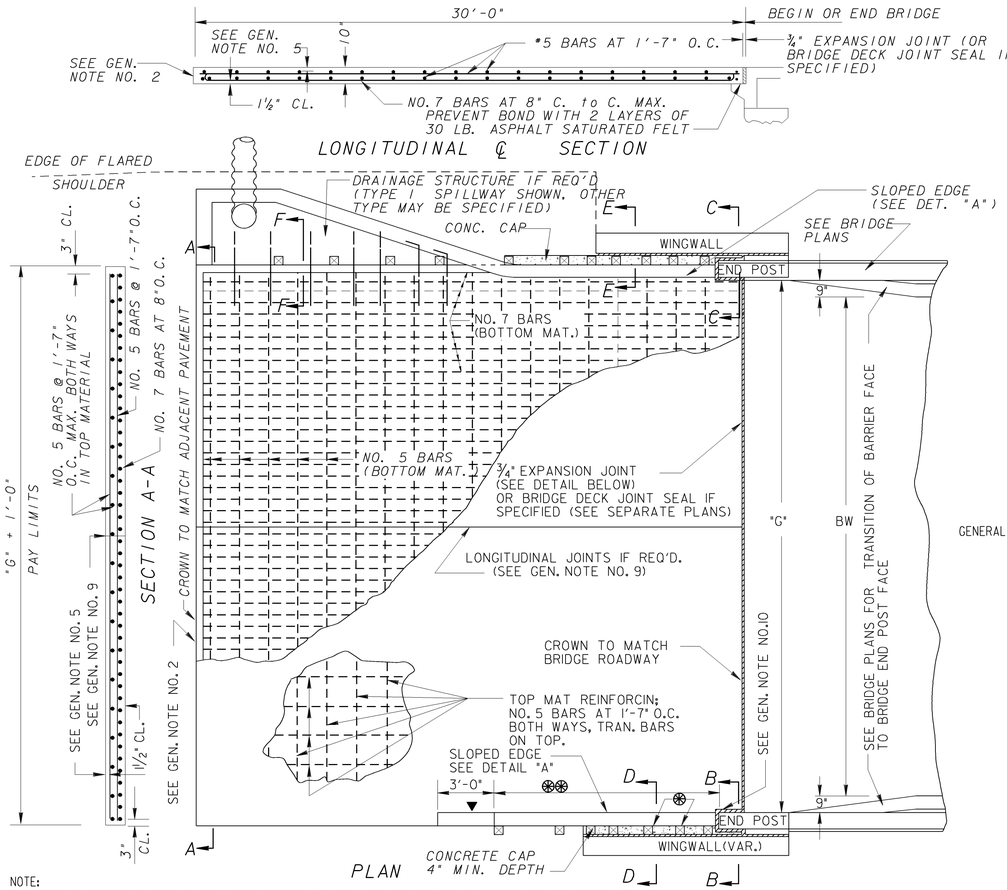


BLOCKOUTS LOCATIONS FOR GUARDRAIL POST

*IF GUARDRAIL IS WARRANTED AT THE TRAILING END OF 4 OR MORE LANES, BLOCKOUTS FLAGED WITH AN ASTERISK ARE OMITTED.

SEE GENERAL NOTE NO. 3

± VARIED TO MISS BRIDGE PAV. REST



PLAN

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 I,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.

▼ SLOPED EDGE SHALL BE CONSTRUCTED MONOLITHIC WITH APPROACH SLAB. SLOPED EDGE SHALL BE TAPERED OUT BEYOND WINGWALL. EXCEPT WHERE BRIDGE DRAINAGE MUST BE CARRIED ACROSS SLAB TO ROADWAY STRUCTURE. SLOPED EDGE SHALL THEN RUN FULL LENGTH OF SLAB.

⊛ WITHOUT SPILLWAY, NUMBER OF BLOCKOUTS VARY ACCORDING TO LENGTH OF WINGWALL

⊛⊛ SLOPED EDGE LENGTH SHALL EXTEND TO END OF WINGWALL OR SHALL BE 12'-0" IN LENGTH, WHICHEVER IS GREATER.

QUANTITIES & REINFORCEMENT FOR TYPICAL SLAB SIZES **

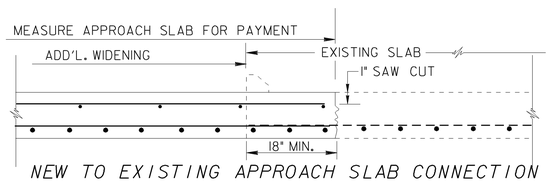
BW	"G" (= BW + 1'-6")	SQ. YDS. OF APPR. SLAB = (G+1')x 30 / 9	BOTTOM MAT REINF. 31'-2" LONG #7 LONGIT. BARS -NUMBER- (=1.5G + 1.75)	BOTTOM MAT REINF. 21- # 5 TRAIL BARS -LENGTH- (=G + 6')	TOP MAT REINF. 29'-6" LONG #5 LONGIT. BARS -NUMBER- =12/19(G+0.5)+1	TOP MAT REINF. 21- # 5 TRAIL BARS -LENGTH- (=G + 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.

GENERAL NOTES:

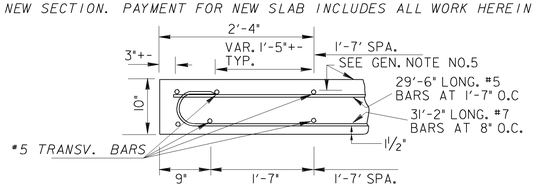
1. SPECIFICATIONS: GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THERETO.
2. WHERE PORTLAND CEMENT CONCRETE PAVEMENT IS TO BE USED FOR ROADWAY PAVING, DOWEL BARS WILL BE INSTALLED IN THE APPROACH SLAB PER STANDARD 5046 H. PAYMENT FOR THE APPROACH SLAB WILL INCLUDE THESE DOWELS, WHEN THE APPROACH SLAB IS CONSTRUCTED BEFORE THE PCC PAVEMENT CONSTRUCTION.
3. THE CONCRETE CAPS ADJACENT TO THE APPROACH SLAB WILL HAVE HOLES APPROXIMATELY 9"39", BLOCKED OUT FOR GUARDRAIL POST INSTALLATIONS (SEE DETAIL). PAYMENT FOR APPROACH SLAB WILL INCLUDE THE ½"EXPANSION MATERIAL & CONCRETE CAPS WITH BLOCKED OUT HOLES. (SEE DETAIL AT FAR LEFT).
4. 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 9017-M.
5. COVER OVER TOP MAT OF REINFORCING WILL MATCH THAT OF THE BRIDGE DECK.
6. WHERE APPROACH SLAB IS INTERCEPTED BY THE BRIDGE END POST, EXTERIOR BARS WILL BE SHORTENED AS NEEDED TO GIVE A 3"CLEARANCE TO STRUCTURE.
7. PAY AREA FOR APPROACH SLAB SHALL BE COMPUTED AS A PRODUCT OF THE OVERALL SLAB WIDTH (G+1') 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.
8. SEE SEPARATE PLAN DETAILS FOR SUBBASE OR OTHER MATERIALS UNDER THE APPROACH SLAB. IF "CS"CONC. OR P.C. CONC. SUBBASE IS 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.
9. 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 WHEEL PATHS.
10. IF BRIDGE DECK JOINT SEAL IS USED BETWEEN APPROACH SLAB AND BRIDGE, THE END OF SLAB ADJACENT TO END POST WILL BE SEALED WITH LOW MODULUS SILICONE SEALANT.

NOTE: THIS STANDARD REPLACES STANDARD 9017 H

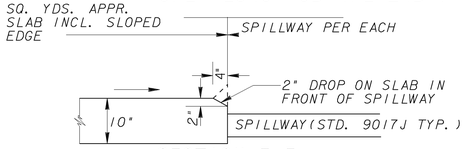


NEW TO EXISTING APPROACH SLAB CONNECTION

REMOVE CONCRETE FROM 18" STRIP WITH CARE TO MAKE CUT AS VERTICAL AS POSSIBLE. EXPOSED BARS TO BE CUT AND BENT TO FIT. ALL SCALE AND RUST REMOVED. EPOXY IS REQUIRED BETWEEN NEW AND EXISTING CONCRETE. EXISTING REINFORCING SHALL EXTEND 15" MIN. INTO NEW SECTION. PAYMENT FOR NEW SLAB INCLUDES ALL WORK HEREIN DESCRIBED.



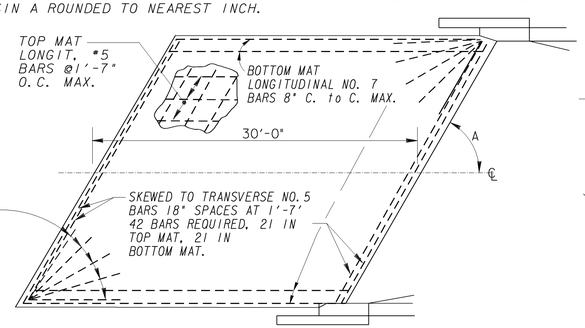
TYPICAL LONGITUDINAL END VIEW



SECTION F-F

SKEWED SLAB: LONGITUDINAL BARS-NOMINAL LENGTH AND NUMBER REQUIRED SAME AS FOR UNSKEWED SLAB.

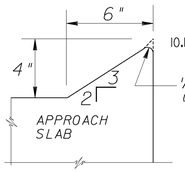
TRANSVERSE BARS-NUMBER REQUIRED SAME AS FOR UNSKEWED SLAB. NOMINAL LENGTH OF SKEWED= UNSKEWED NOMINAL LENGTH DIVIDED BY SIN A ROUNDED TO NEAREST INCH.



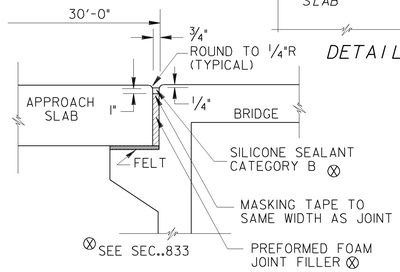
WHERE A =70° OR LESS 5-NO.6 BARS, 8FT. LONG SHALL BE REQUIRED IN ACUTE CORNERS BELOW TOP MAT OF STEEL.

SKEW MODIFICATION SKETCH

NO SCALE



DETAIL "A"



¾" EXPANSION JOINT DETAIL

THE ¾" EXPANSION JOINT SHOWN ABOVE IS REQUIRED BETWEEN APPROACH SLAB & BRIDGE AT ALL LOCATIONS, EXCEPT WHERE BRIDGE DECK JOINT SEAL (SEPARATE PLAN DETAILS) IS SPECIFIED.

DATE	REVISION	BY
9-20-02	DIM. SLOPED EDGE	S.V.M.
4-27-89	BLOCKOUT SPA.	K.L.J.
7-8-96	REDUCED A.S. WIDTH TO G+1	R.M.U.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
REINFORCED CONCRETE APPROACH SLAB
30 FT. LENGTH
TYPICAL USE : WHERE SHOULDER IS ADJACENT TO ROADWAY AND/OR BRIDGE

SCALE AS SHOWN JUNE, 1985

DES. R.M.U. (SUBMITTED) James A. Bennett
DRW. R.M.U. STATE ROAD & AIRPORT DESIGN ENGR.
TRA. G.M.E. (APPROVED) Genl L. Forbes
CHK. R.K.C. STATE HIGHWAY ENGINEER

NUMBER 9017P