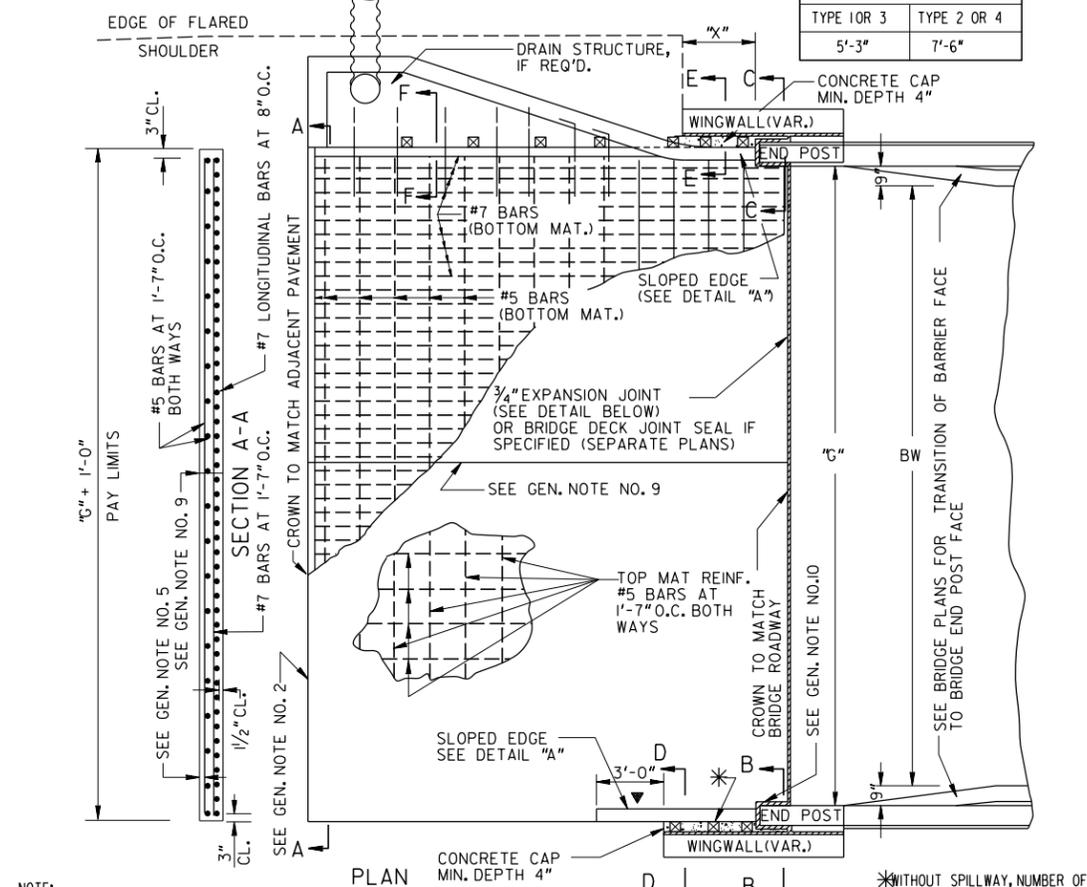
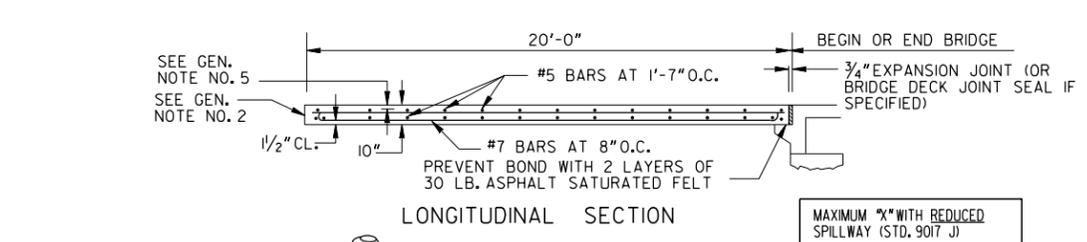
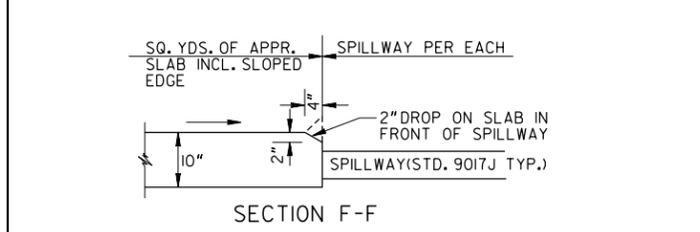
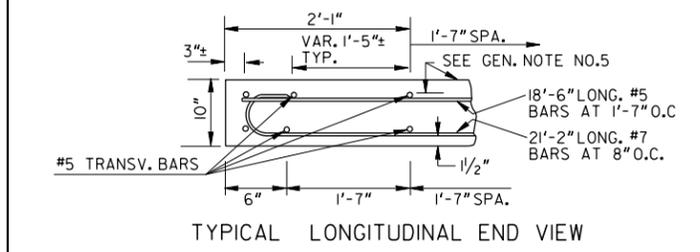
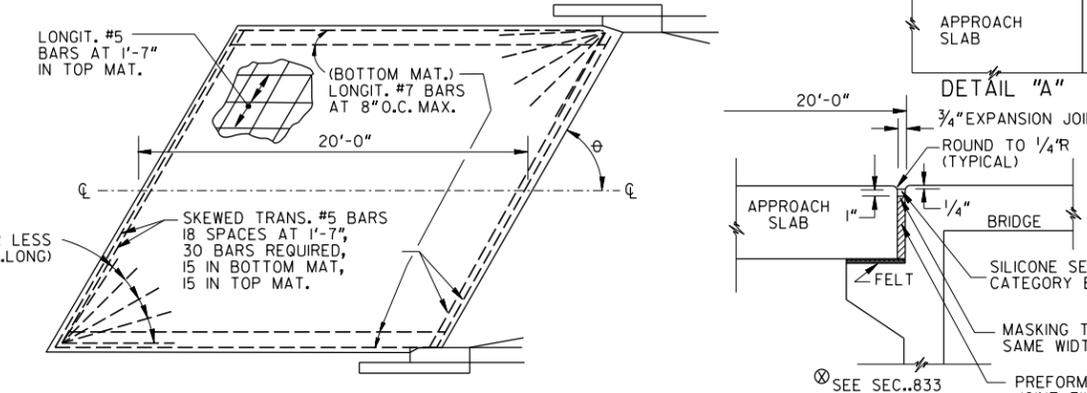


REMOVE CONCRETE FROM 18\"/>

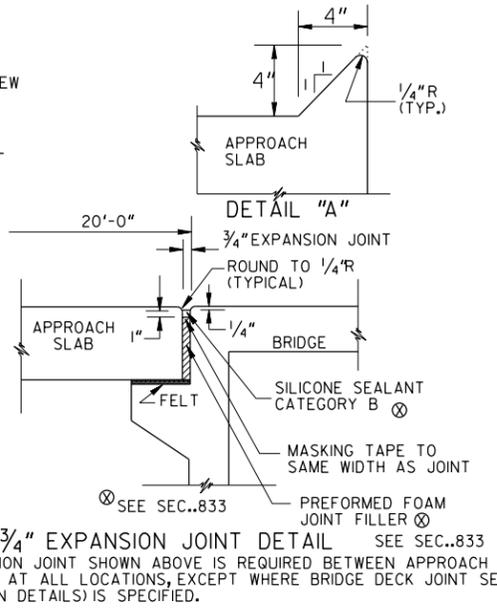


NOTE: PLAN VIEW IS PRESENTED WITH A TYPE 1 SPILLWAY ON ONE SIDE AND NO DRAINAGE STRUCTURE ON THE OTHER SIDE. SPILLWAY, WHERE REQUIRED, MAY BE TYPE 1, 2, 3 OR 4 AND REQUIRED ON BOTH SIDES OF APPROACH, OR JUST ONE SIDE, OR NO SPILLWAY AS CONDITIONS WARRANT. APPROACH SLAB QUANTITIES AND PAY ITEM WILL NOT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

NOTES FOR SKEWED SLAB:
 LONGITUDINAL BARS-NOMINAL LENGTH AND NUMBER REQ'D. SAME AS FOR UNSKEWED SLAB.
 TRANSVERSE #5 BARS-NUMBER REQ'D. SAME AS FOR UNSKEWED SLAB. NOMINAL LENGTH ON SKEW = UNSKEWED LENGTH DIVIDED BY SIN θ .



WHERE $\theta = 70^\circ$ OR LESS 5 x #6 BARS (8FT. LONG) FANNED IN ACUTE CORNERS BELOW TOP MAT. OF STEEL. (TYP.)



BW	C*	SQ. YDS. OF APPR. SLAB (= (G+1') X 20) 9	BOTTOM MAT REINF.		TOP MAT REINF.	
			21'-2\"/>			
28'-0"	29'-6"	67.78	46	30'-0"	20	30'-0"
30'-0"	31'-6"	72.22	49	32'-0"	22	32'-0"
32'-0"	33'-6"	76.67	52	34'-0"	23	34'-0"
34'-0"	35'-6"	81.11	55	36'-0"	24	36'-0"
36'-0"	37'-6"	85.55	58	38'-0"	25	38'-0"
38'-0"	39'-6"	90.00	61	40'-0"	27	40'-0"
40'-0"	41'-6"	94.44	64	42'-0"	28	42'-0"
42'-0"	43'-6"	98.89	67	44'-0"	29	44'-0"
44'-0"	45'-6"	103.33	70	46'-0"	30	46'-0"

** DATA IN ABOVE TABLE ARE BASED UPON COMMON SLAB/BIDGE WIDTHS. WHERE OTHER WIDTHS ARE ENCOUNTERED, THE FORMULAE AT COLUMN TOPS MAY BE USED IN DETERMINING ADDITIONAL DATA NEEDED.

- GENERAL NOTES:
- SPECIFICATIONS: GEORGIA STANDARD, CURRENT EDITION, AND SUPPLEMENTS THERETO.
 - 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.
 - THE CONCRETE CAPS ADJACENT TO THE APPROACH SLAB WILL HAVE HOLES APPROXIMATELY 9" X 9" BLOCKED OUT FOR GUARDRAIL POST INSTALLATIONS (SEE DETAIL). PAYMENT FOR APPROACH SLAB WILL INCLUDE THE 1/2" EXPANSION MATERIAL AND THE CAPS WITH THE BLOCKED OUT HOLES.
 - 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-N.
 - COVER OVER TOP MAT OF REINFORCING WILL MATCH THAT OF THE BRIDGE DECK.
 - 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 (20/3) WITH NO DEDUCTIONS MADE FOR AREAS OCCUPIED BY THE END POST & EXPANSION JOINT OR BY DRAINAGE STRUCTURES, AND NO ADDITIONS MADE FOR SIDEWALKS OR OTHER ITEMS WHEN REQUIRED WITH THE APPROACH SLAB.
 - 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 LAYED SHALL BE REQUIRED UNDER THE APPROACH SLAB TO PREVENT BONDING. POLYETHYLENE SHEETING SHALL BE NEW, UNUSED AND FREE OF HOLES, RIPS AND TEARS.
 - 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.
 - 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 G.

2-13-90	2-13-90	DEPARTMENT OF TRANSPORTATION	
4-27-89	4-27-89	STATE OF GEORGIA	
7-8-86	7-8-86	STANDARD	
MAXIMUM "X" DIMENSIONS		REINFORCED CONCRETE APPROACH SLAB	
BLOCKOUT SPA.		20 FT. LENGTH	
REDUCED A.S. WIDTH TO G+1'		TYPICAL USE : WHERE SHOULDER IS ADJACENT TO ROADWAY AND OR ACROSS BRIDGE	
DATE	DATE	NOT TO SCALE	REDRAWN JULY 2024
DATE	DATE	JUNE 1985	
R.M.L.L.	DES. R.M.L.L.	(SUBMITTED)	BY <i>Hal Riosso</i>
K.L.J.	DRW. R.M.L.L.	(APPROVED)	STATE HIGHWAY AIRPORT DESIGN ENGR.
R.M.L.L.	TRA. C.M.E.		NUMBER 9017Q
BY	CHK. R.K.C.		STATE HIGHWAY ENGINEER