



BW	"G" (= BW + 1'-6")	SQ. YDS. OF APPR. SLAB (G + 1') x 20 9	BOTTOM MAT REINF.		TOP MAT REINF.	
			21'-2" LONG #7 LONGIT. BARS NUMBER (= 1.5G + 1.75)	15 TRANS. #5 BARS LENGTH (= G + 6')	19'-6" LONG #5 LONGIT. BARS NUMBER (= 1.5G + 0.5) + 1	15 TRANS. #5 BARS LENGTH (= G + 6')
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 9/16" BLOCKED OUT FOR GUARDRAIL POST INSTALLATIONS (SEE DETAILS). PAYMENT FOR APPROACH SLAB WILL INCLUDE THE 1/2" EXPANSION MATERIAL AND THE CAPS WITH 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') TIMES THE LENGTH (20') 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.
 - SEE SEPARATE PLAN DETAILS FOR SUBBASE OR OTHER MATERIALS UNDER APPROACH SLAB. IF "CS" CONC. OR P.C. CONC. SUBBASE IS USED, CLEAR POLYETHYLENE SHEETING 8 MILS MIN. THICKNESS, WITH A 6" OVERLAP, UNIFORMALLY 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 9017G.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
STANDARD REINFORCED CONCRETE APPROACH SLAB 20 FT. LENGTH	
TYPICAL. USE: WHERE SHOULDER IS ADJACENT TO ROADWAY AND/OR ACROSS BRIDGE.	
SCALE AS SHOWN	
JUNE, 1985	
DES. RMU (SUBMITTED) <i>Alfred E. Hardy</i>	NUMBER 9017Q
DRW. RMU (STATE ROAD & AIRPORT DESIGN ENGR.)	
TRA. GME (APPROVED) <i>Walter R. Rouse</i>	
CHK. RKC (STATE HIGHWAY ENGINEER)	