

**GENERAL NOTES**

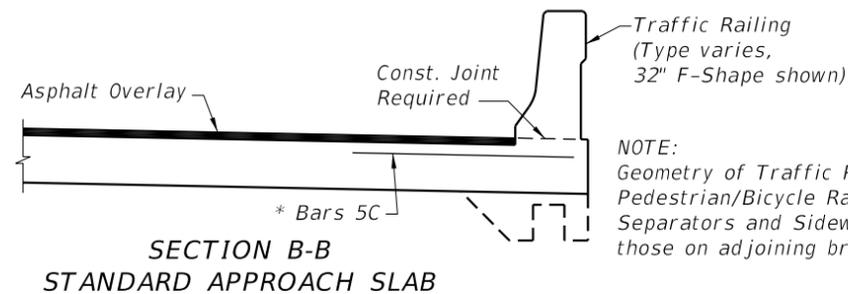
1. SURFACE TREATMENT: As an option to Class 4 Floor Finish (Bridge Floor Grooving) per Section 400 a hand tined or heavy broomed finish may be permitted on the concrete portion of the riding surface. Sidewalk areas shall receive a broomed finish. The top surface of the concrete beneath the asphalt overlay 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 ( $\theta$ ) =  $0^\circ$ . Relevant details also apply to CASE 2.
5. The plan view for CASE 2 applies where the skew angle ( $\theta$ ) is  $> 0^\circ$ . 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 Developmental Specification Section Dev415FRP and Dev932FRP.
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:**

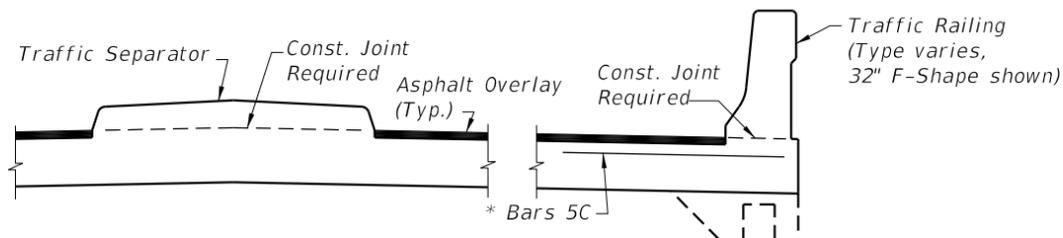
For Section B-B, Longitudinal Construction Joint Detail and Approach Slab Details see Sheet 2.

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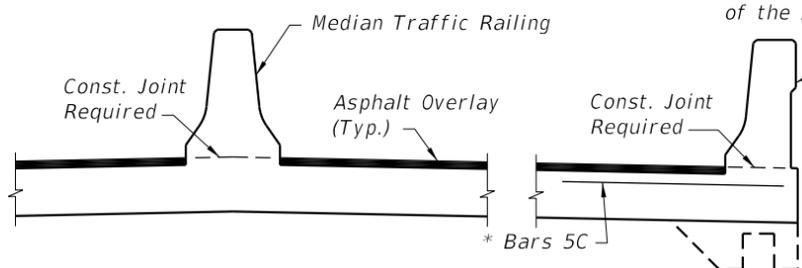
LAST REVISION 06/01/16	REVISION	DESCRIPTION:	<b>DEVELOPMENTAL DESIGN STANDARDS</b>	<b>APPROACH SLABS - GFRP REINFORCED (FLEXIBLE PAVEMENT APPROACHES)</b>	INDEX NO. D22900	SHEET NO. 1 of 2
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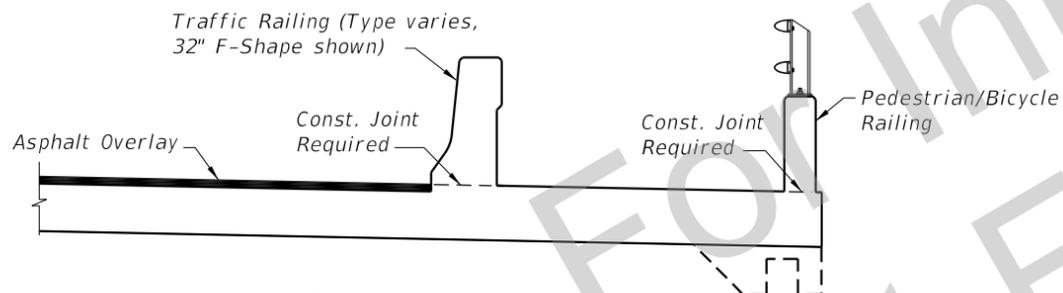
**SECTION B-B  
STANDARD APPROACH SLAB**



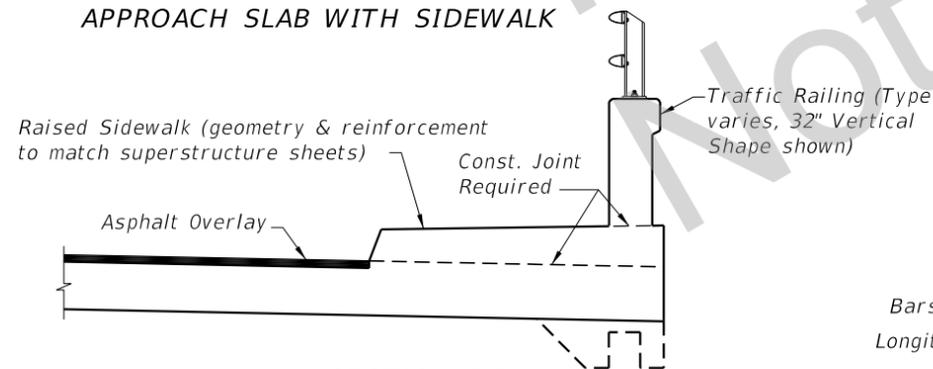
**SECTION B-B  
APPROACH SLAB WITH TRAFFIC SEPARATOR**



**SECTION B-B  
APPROACH SLAB WITH MEDIAN TRAFFIC RAILING**



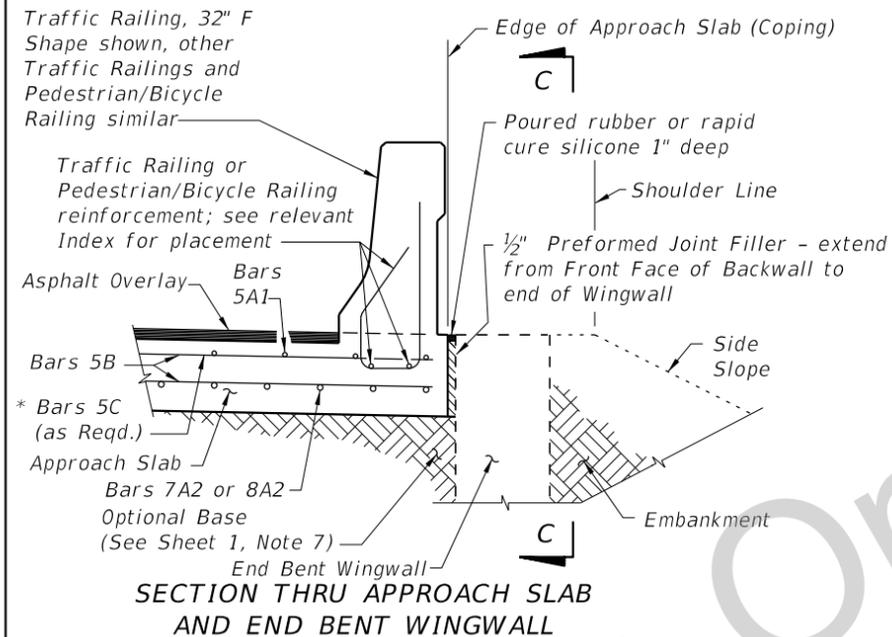
**SECTION B-B  
APPROACH SLAB WITH SIDEWALK**



**SECTION B-B  
APPROACH SLAB WITH RAISED SIDEWALK**

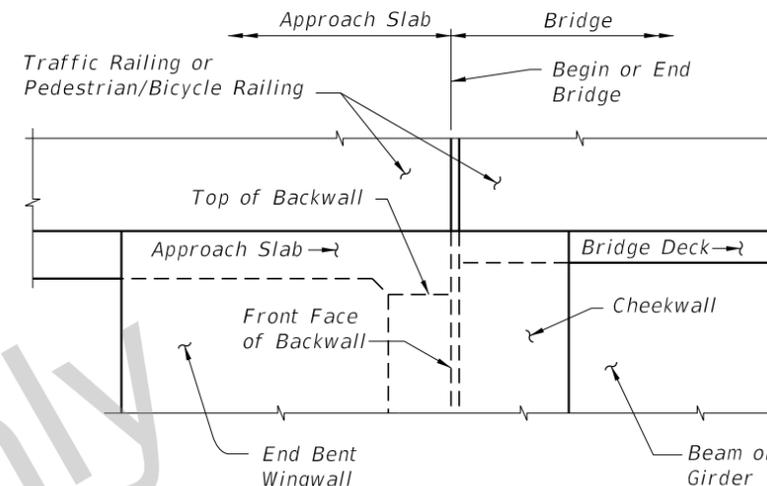
NOTE:  
Geometry of Traffic Railings,  
Pedestrian/Bicycle Railings, Traffic  
Separators and Sidewalks to match  
those on adjoining bridge.

\* 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.

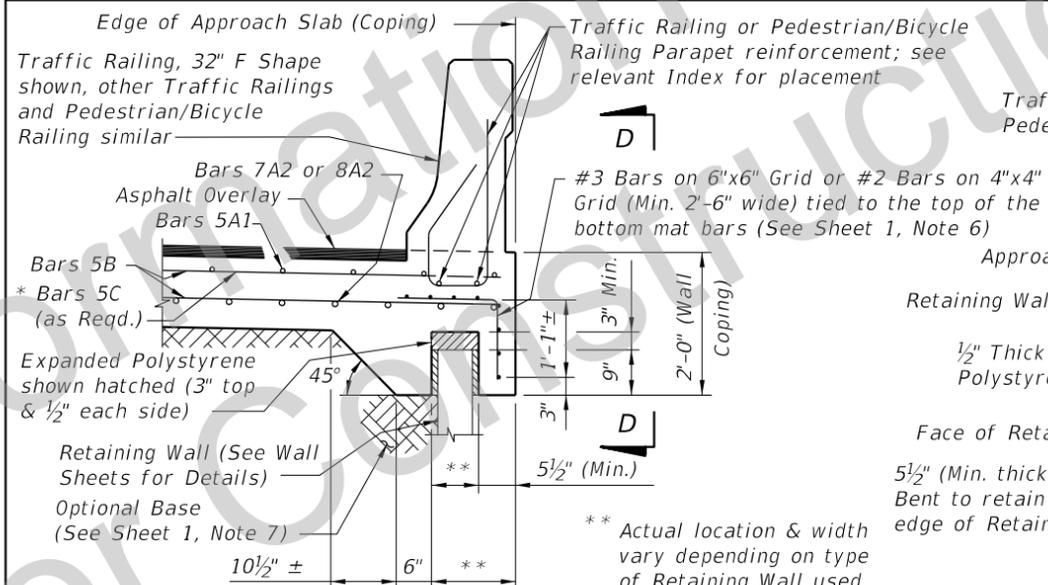


**SECTION THRU APPROACH SLAB  
AND END BENT WINGWALL**

**APPROACH SLAB WITH WINGWALL DETAILS**

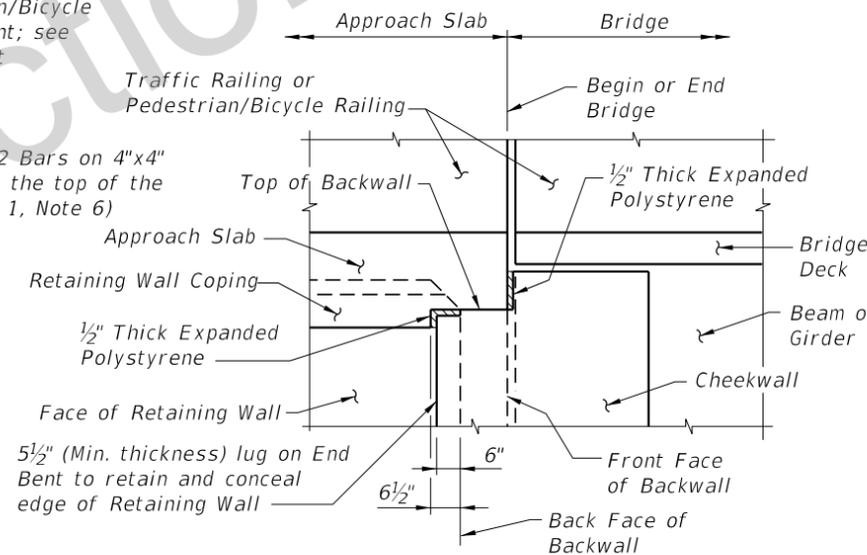


**VIEW C-C AT BEGIN OR END BRIDGE (BEAM  
BRIDGE SHOWN, FLAT SLAB BRIDGE SIMILAR)**

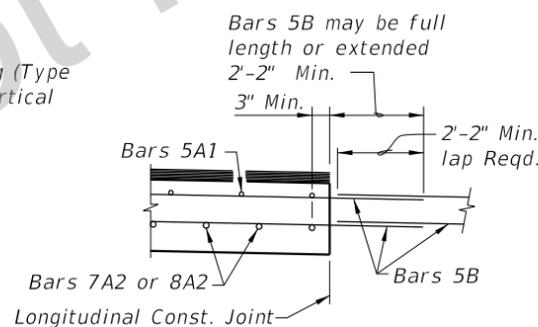


**SECTION THRU APPROACH SLAB  
AND RETAINING WALL**

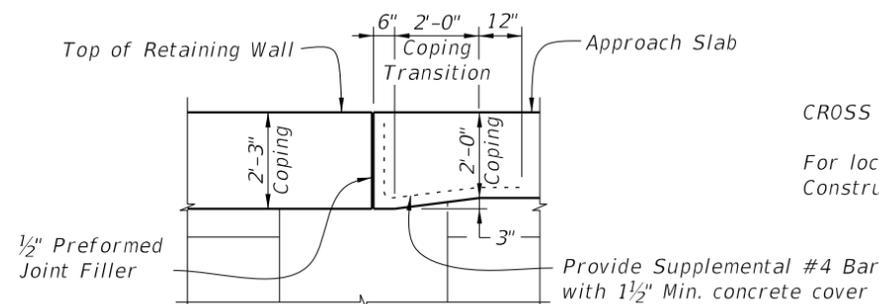
**APPROACH SLAB WITH RETAINING WALL DETAILS**



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



**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.

SDATES

LAST REVISION  
06/01/16

DESCRIPTION:



**DEVELOPMENTAL  
DESIGN STANDARDS**

**APPROACH SLABS - GFRP REINFORCED  
(FLEXIBLE PAVEMENT APPROACHES)**

INDEX NO.  
D22900

SHEET NO.  
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