

DESIGN SPECIFICATIONS: THIS STANDARD DRAWING CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1977, INCLUDING THE 1978, 1979, 1980 AND 1981 INTERIM SPECIFICATIONS AND THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

DESIGN DATA
DESIGN LOADING: HS-20-44 AND THE ALTERNATE MILITARY LOADING.
CONCRETE CLASS C : COMPRESSIVE STRENGTH 4000 P.S.I

REINFORCING STEEL: ASTM A615, A616 OR A617-GRADE 60; MINIMUM YIELD STRENGTH OF 6000 P.S.I. AND SHALL BE EPOXY COATED.

REINFORCING STEEL: FOR SKEWED BRIDGES THE A AND C BARS SHALL BE PLACED PARALLEL TO THE CENTER LINE OF ROADWAY AND THE B BARS SHALL BE PLACED PARALLEL TO THE ABUTMENTS.

PREFORMED EXPANSION JOINT FILLER, TYPE "A" WATER PROOFING, AND SEALER AT THE CORNERS AND SIDES OF THE APPROACH SLAB SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARDS FOR THE APPROACH SLAB.

PREFORMED ELASTOMERIC JOINT SEALER SHOWN AT THE BRIDGE LIMIT END OF THE APPROACH SLAB SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARDS FOR THE APPROACH SLAB.

LONGITUDINAL CONSTRUCTION JOINTS REQUIRED FOR STAGE CONSTRUCTION SHALL BE AS PER 511.09.

CURBS, BRIDGES WITH SIDEWALKS : FOR BRIDGES CONSTRUCTED WITH RAISED SIDEWALKS, DEFLECTOR PARAPETS OR OTHER TYPES OF CONSTRUCTION WHICH RETAIN ROADWAY SURFACE DRAINAGE, THE APPROACH SLABS SHALL EITHER INCLUDE INTEGRAL CURBS OR BE CONSTRUCTED IN CONJUNCTION WITH BRIDGE CURBS. CURB HEIGHT SHALL BE TRANSITIONED UNIFORMLY BETWEEN BRIDGE CURB HEIGHT AND APPROACH CURB HEIGHT IN A LENGTH AS FOLLOWS: WHERE WINGWALL EXTENDS BEYOND END OF APPROACH SLAB, USE A MINIMUM LENGTH OF 10 FEET BEYOND END OF WINGWALL. WHERE THE APPROACH SLAB EXTENDS BEYOND THE END OF WINGWALL, TRANSITION IN THIS LENGTH. HOWEVER, THE TRANSITION LENGTH SHALL NOT BE LESS THAN 10 FEET AND THE TRANSITION SHALL EXTEND BEYOND THE END OF APPROACH SLAB IF NECESSARY.

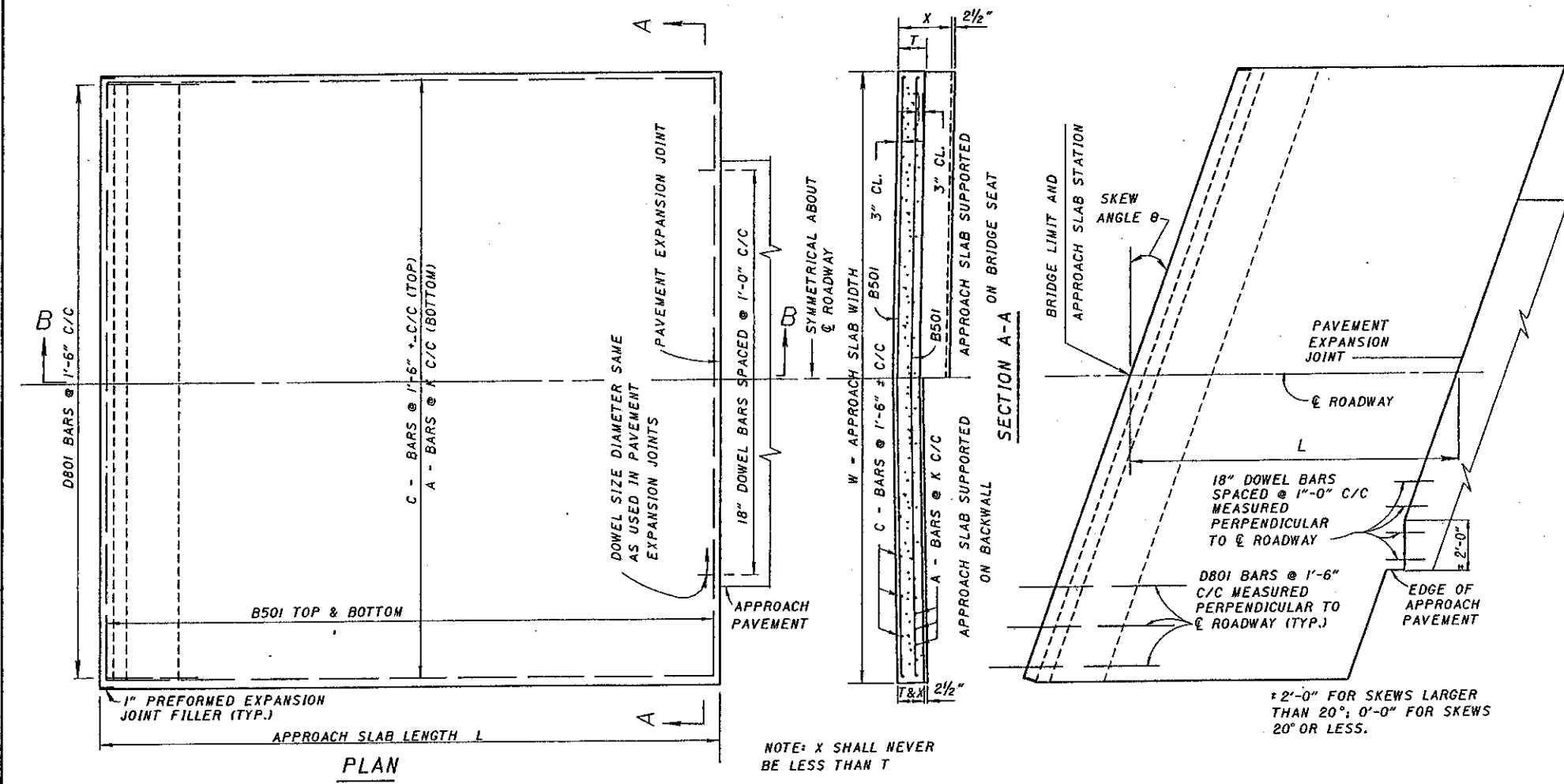
APPROACH SLAB WIDTH (W): APPROACH SLABS SHALL BE THE SAME WIDTH AS THE BRIDGE ROADWAY.

THE LENGTH OF APPROACH SLABS SHOULD BE BASED ON FACTORS SUCH AS THE SIZE AND AMOUNT OF EXCAVATION BEHIND THE ABUTMENTS, NEW OR EXISTING EMBANKMENTS AND SKEW OF THE BRIDGE.

CROWN SHALL CONFORM TO THAT OF THE APPROACH PAVEMENT AND BRIDGE DECK. IF THE RATE OF CROWN OF THE BRIDGE DECK DIFFERS FROM THAT OF THE APPROACH PAVEMENT, A SMOOTH TRANSITION SHALL BE PROVIDED WITHIN THE LIMITS OF THE APPROACH SLAB.

WEARING SURFACE: GENERALLY APPROACH SLABS SHALL HAVE AN ASPHALT CONCRETE WEARING SURFACE ONLY WHEN BOTH THE APPROACH PAVEMENT SURFACE AND THE BRIDGE WEARING SURFACE ARE ASPHALT CONCRETE.

EXPANSION JOINT DETAILS AT THE APPROACH PAVEMENT END OF THE APPROACH SLAB ARE USED ONLY IN CONJUNCTION WITH CONCRETE PAVEMENT OR CONCRETE BASE COURSE. PAYMENT FOR THE EXPANSION JOINT, INCLUDING DOWEL BARS, PREFORMED EXPANSION JOINT FILLER AND JOINT SEALER, IS INCLUDED IN THE PRICE BID PER SQ. YD. FOR THE APPROACH SLAB.

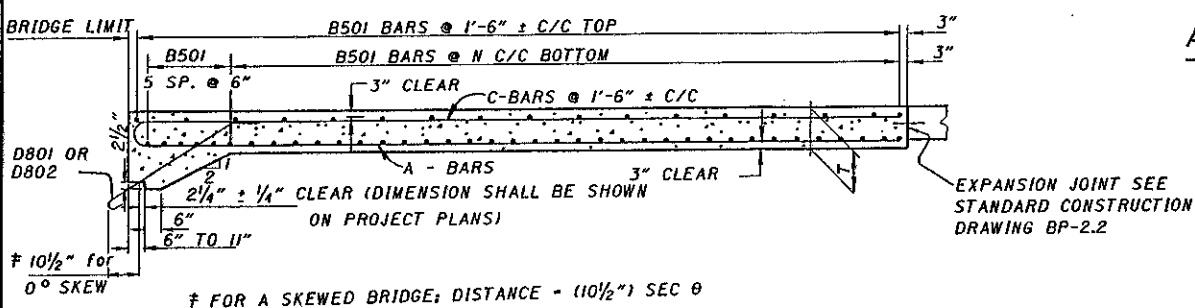


APPROACH SLAB FOR SKEWED STRUCTURE

GENERAL: THIS DRAWING PROVIDES DESIGN AND GENERAL CONSTRUCTION DETAILS. THE PROJECT PLANS WILL SHOW LENGTH, SKEW, CURBS (IF ANY), ESTIMATED QUANTITY (SQUARE YARDS), AND SPECIAL NOTES AND DETAILS WHERE NECESSARY. FOR CONDITIONS OTHER THAN THOSE INDICATED HEREON, THE APPROACH SLAB SHALL BE ADAPTED TO FIT THE ENDS OF THE BRIDGE AND THE APPROACH PAVEMENT.

ANCHOR BARS D801 OR D802 SHALL BE DETAILED FOR A SPECIFIC BRIDGE AND SHALL BE INCLUDED WITH ITEM 509 UNDER ABUTMENTS OR SUPERSTRUCTURE FOR PAYMENT. D801 BARS CANNOT BE USED AS SHOWN WHERE APPROACH SLABS ARE SUPPORTED ON BACKWALLS LESS THAN 14 INCHES THICK. D802 BARS SHALL BE USED ON PRESTRESSED CONCRETE BOX BEAM BRIDGES WHERE THE APPROACH SLAB IS SUPPORTED ON AN 11 INCHES THICK BACKWALL.

* AT THE OPTION OF THE CONTRACTOR, B501 BARS MAY BE LAPPED 20 INCHES MINIMUM AT THE CENTERLINE OF ROADWAY, OR WHERE REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINTS.



SECTION B-B

REINFORCING STEEL (FOR ONE APPROACH SLAB)

LENGTH L	THICKNESS T	A-BARS				B501 (BOTTOM)		B501 (TOP)		C-BARS		D801 OR D802 NO. REQ'D.
		SP'C'G K	MARK	LENGTH	DIMENSION A	NO. REQ'D.	SP'C'G N	NO. REQ'D.	LENGTH	NO. REQ'D.	MARK	
15'-0"	12"	10"	A1001	15'-11"	14'-6"	$\frac{1}{12} [\frac{W-0.5}{K}] + 1$ $(W-0.5) \sec \theta$	9"	22	11	C501	14'-6"	$\frac{1}{12} [\frac{W-0.5}{18}] + 1$ $\frac{1}{12} [\frac{W-0.5}{18}] + 1$
20'-0"	13"	7 1/2"	A1002	20'-11"	19'-6"		8"	31	14	C502	19'-6"	
25'-0"	15"	7"	A1003	25'-11"	24'-6"		8"	39	18	C503	24'-6"	
30'-0"	17"	6 1/2"	A1004	30'-11"	29'-6"		8 1/2"	44	21	C504	29'-6"	

- W - APPROACH SLAB WIDTH, OUT TO OUT, IN FEET
- theta - ANGLE OF SKEW
- K - A-BAR SPACING IN INCHES
- N - B-BAR SPACING IN INCHES
- X - APPROACH SLAB THICKNESS AT ABUTMENT END IN FEET
- x - OUT TO OUT

