GENERAL NOTES

THE CONTRACTOR MAY PLACE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

1. TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

2. THE CONTRACTOR MAY USE NO. 6 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

3. THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

4. DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

5. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

6. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELD TO THE BASKET. DO NOT FORGE DOWEL BARS PART THE DOWEL STOP.

7. EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

8. STANDARD CONTRACTION JOINT NORMAL TO C OR C.

9. STANDARD LONGITUDINAL JOINT WITH TIE BARS.

10. 1-1/4" EXPANSION JOINT WITH DOWEL BARS NORMAL TO C.

11. DOWEL BARS SPACED AT 12" C-C.

12. EXPANSION JOINT WITH DOWEL BARS NORMAL TO C.

13. EXPANSION JOINT DETAIL (RS SHOWN) OR NON-REINFORCED SLAB (RS SHOWN).

14. STANDARD CONTRACTION JOINT WITH DOWEL BARS.

15. STANDARD LONGITUDINAL JOINT NORMAL TO C.

16. THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

17. THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

18. THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

19. DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

20. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

21. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELD TO THE BASKET. DO NOT FORGE DOWEL BARS PART THE DOWEL STOP.

22. EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

23. STANDARD CONTRACTION JOINT NORMAL TO C OR C.

24. STANDARD LONGITUDINAL JOINT WITH TIE BARS.

25. 1-1/4" EXPANSION JOINT WITH DOWEL BARS NORMAL TO C.

26. DOWEL BARS SPACED AT 12" C-C.

27. EXPANSION JOINT WITH DOWEL BARS NORMAL TO C.

28. EXPANSION JOINT DETAIL (RS SHOWN) OR NON-REINFORCED SLAB (RS SHOWN).

29. STANDARD CONTRACTION JOINT WITH DOWEL BARS.

30. STANDARD LONGITUDINAL JOINT NORMAL TO C.

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27. EXPANSION JOINT WITH DOWEL BARS NORMAL TO C.

28. EXPANSION JOINT DETAIL (RS SHOWN) OR NON-REINFORCED SLAB (RS SHOWN).

29. STANDARD CONTRACTION JOINT WITH DOWEL BARS.

30. STANDARD LONGITUDINAL JOINT NORMAL TO C.
GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

SEE BRIDGE PLAN

CONFIRM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS

DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

1.5" EXPANSION JOINT WITH DOWEL BARS NORMAL TO OR .

1.5" EXPANSION JOINT (NO DOWELS)

BRIDGE APPROACHES

SECTION E - E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH
References:

FDM 14-10-15

Bid items associated with this drawing:

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NOTE: Bid items associated with Structural Approach Slab and Approach Slab Footing will be included in the bridge plan.

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Other SDDs associated with this drawing:

Bureau of Structures – Bridge Manual

Design Notes:

FDM 14-10-15 provides guidance on bridge approach pavements. This SDD reflects AASHTO’s recommendation of providing pavement expansion away from the bridge abutment.

A Structural Approach Slab and a Concrete Bridge Approach is required on all I.H. and U.S.H. bridges.

Use Sheets “a” and “b” together in plan sets for all projects involving Structural Approach Slabs. Consider Structural Approach Slabs for other locations. Coordinate directly with the chief structural design engineer for any questions regarding Structural Approach Slabs or Approach Slab Footings.

Only Sheet “a” is needed for projects involving Concrete Bridge Approach. Pay limits for the Concrete Pavement Approach Slab bid items are shown in the drawings. The remaining area of the Concrete Bridge Approach, including the additional expansion joints, is paid for under the Concrete Pavement bid items.

Bid items associated with Structural Approach Slab and Approach Slab Footing will be included in the bridge plan.

Contact Person:

Myungook Kang (MK) (608) 246-7957