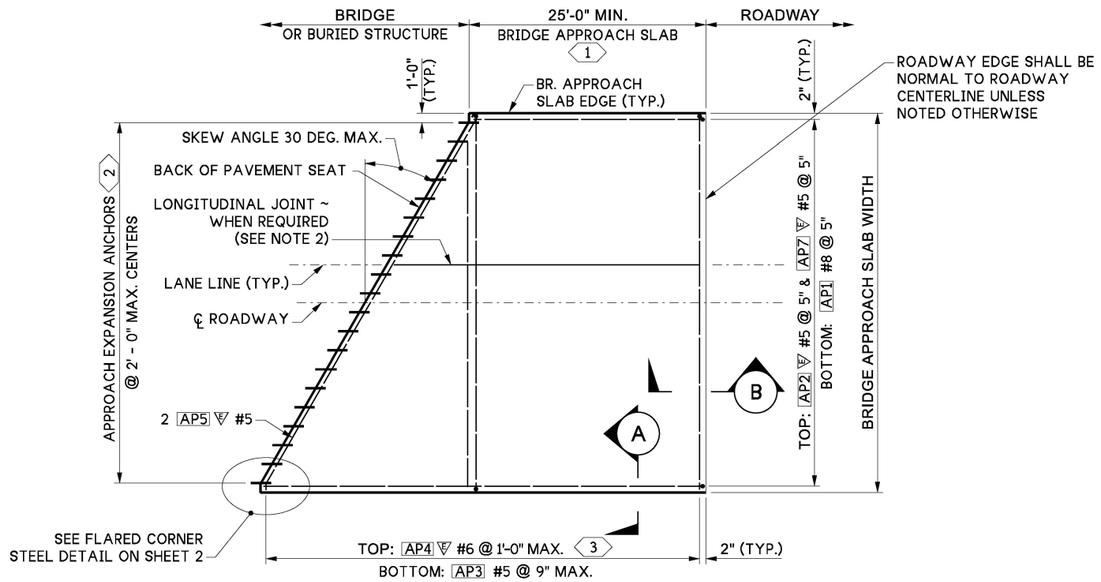
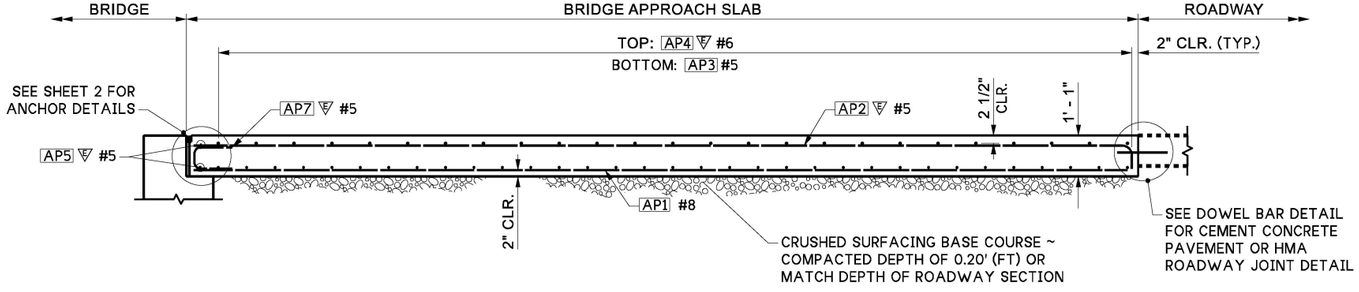
DRAWN BY: MICHAEL REED

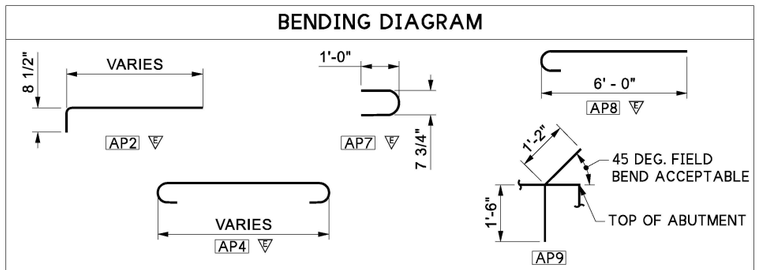


PLAN
(FOR STEPPED APPROACH SLAB SEE SHEET 2)



LONGITUDINAL SECTION

BENDING DIAGRAM



IF AP4 IS SPLICED, HOOKS ARE ONLY REQUIRED AT EDGE OF APPROACH SLAB.

KEY NOTES

1. FOR BURIED STRUCTURES AND WITH THE APPROVAL OF THE STATE GEOTECHNICAL ENGINEER, THE LENGTH MAY BE REDUCED TO THE CLEAR SPAN OR 10 FEET. WHICHEVER IS GREATER.

2. EXPANSION ANCHORS FOR SEMI-INTEGRAL TYPE ABUTMENT OR BURIED STRUCTURE SHOWN. L-TYPE ABUTMENT PINNED ANCHORS SIMILAR EXCEPT AT 1'-0" MAX. SPACING.

3. APPROACH SLAB EDGES WITH CONCRETE TRAFFIC BARRIER SHALL ALSO HAVE AP8 #6 PLACED MIDWAY BETWEEN EACH SET OF AP4 REINFORCING BARS.

4. MECHANICAL COUPLERS MEETING THE REQUIREMENTS OF SECTION 6-02.3(24)F MAY BE SUBSTITUTED IN PLACE OF LAP SPLICE.

NOTES

1. All edges of the approach slab shall have 1/2" (in) radii except at longitudinal construction joints and adjacent to L-Type abutments.

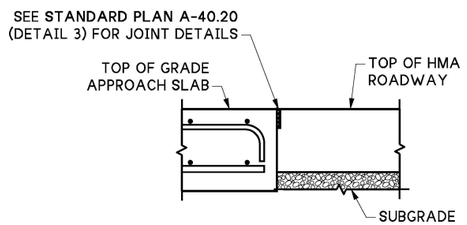
2. Longitudinal joints shall be placed on lane lines and shall be constructed and sealed in accordance with **Standard Specification Section 5-05.3(8)**. Joints may be either a sawcut crack control joint or a construction joint. Sawcut joints shall terminate 1'-0" before reaching edge of slab and must be sawcut as soon as possible after placement of concrete.

   (A) Approach slabs less than 40' (ft) wide - no joint is required.

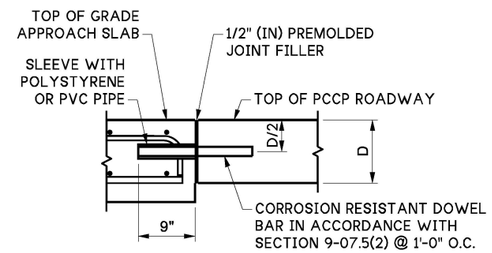
   (B) Approach slabs wider than 40' (ft) - one or more joints are required to divide the slab into approximately 24' (ft) wide sections.

3. Optional lap splices are permitted for AP1, AP2, AP3, and AP4 reinforcing bars. The minimum lap splice of #5 is 2'-0", ▽ #5 is 2'-6", ▽ #6 is 3'-0", and #8 is 3'-3". Alternate lap splice location on adjacent reinforcing bars so that no more than 50% of rebar is spliced at the same location.

4. Concrete for approach slabs shall be class 4000A.

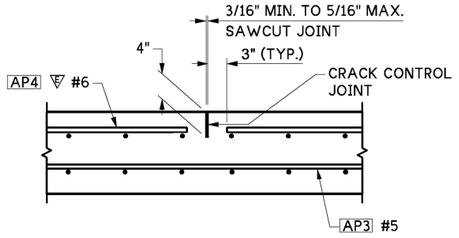


SECTION (B)
AT HMA ROADWAY JOINTS

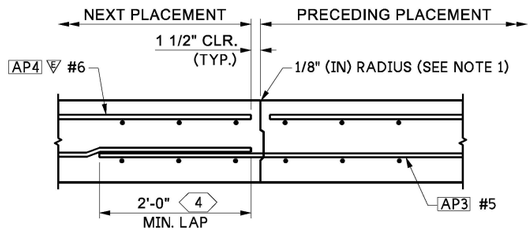


INSERT DOWELS PARALLEL TO THE ROADWAY CENTER LINE ALONG TRANSVERSE CONSTRUCTION JOINT

SECTION (B)
AT CEMENT CONCRETE PAVEMENT JOINTS (OMIT DOWELS ON LONGITUDINAL EDGES OF APPROACH SLABS WITH STEPS)



LONGITUDINAL JOINT
(SEE NOTE 2)



EDGE PRECEEDING PLACEMENT ONLY WITH 1/8" (IN) RADIUS

ALTERNATE LONGITUDINAL JOINT DETAIL
(SEE NOTE 2)

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Sep 11, 2023

BRIDGE APPROACH SLAB

STANDARD PLAN A-40.50-03

SHEET 1 OF 3 SHEETS

APPROVED FOR PUBLICATION

Mark A Gaines Sep 12, 2023

STATE DESIGN ENGINEER

Washington State Department of Transportation

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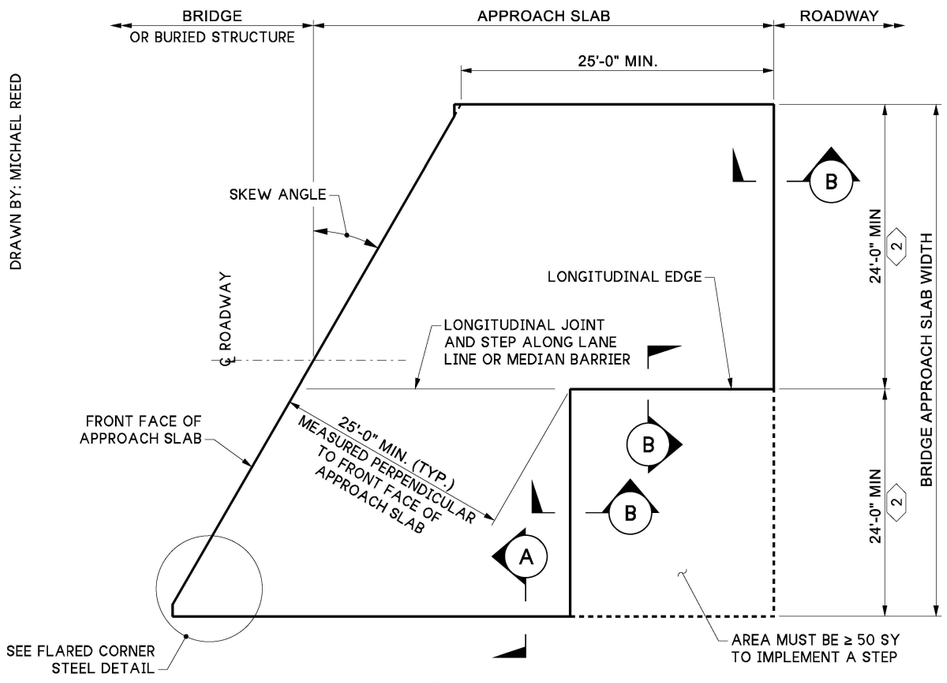
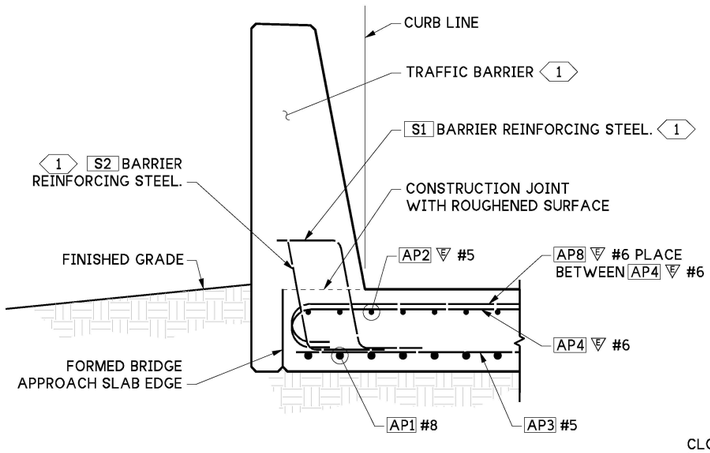
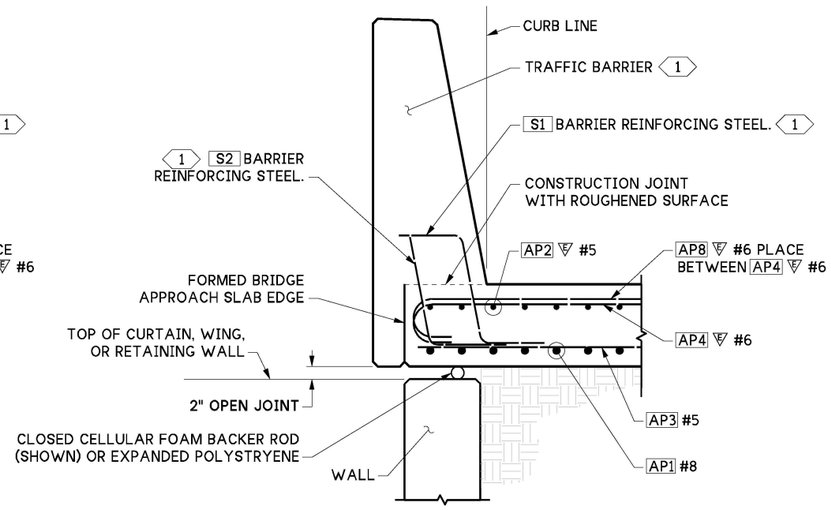


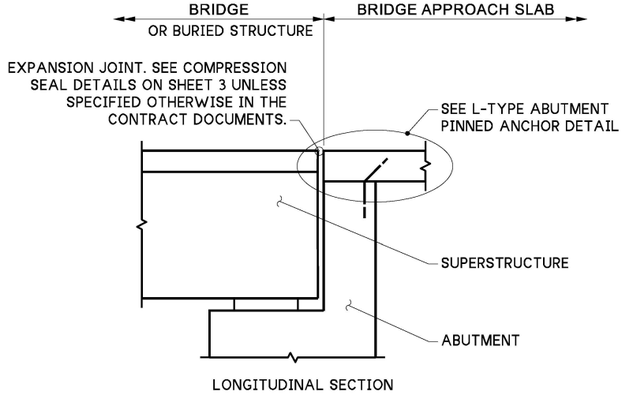
PLAN
STEPPED APPROACH SLAB
(FOR REINFORCING REQUIREMENTS AND OTHER INFORMATION NOT SHOWN SEE PLAN ON SHEET 1)



SECTION A
APPROACH SLAB WITH
BARRIER AT GRADE

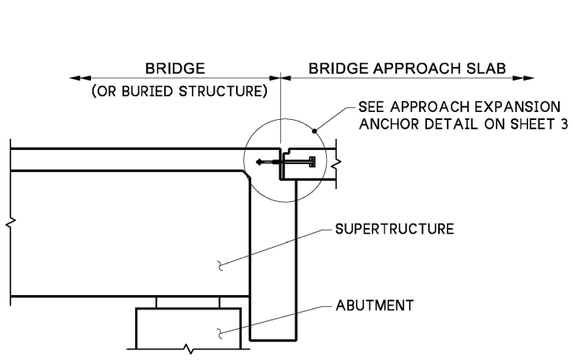


SECTION A
APPROACH SLAB WITH
BARRIER AT WALL



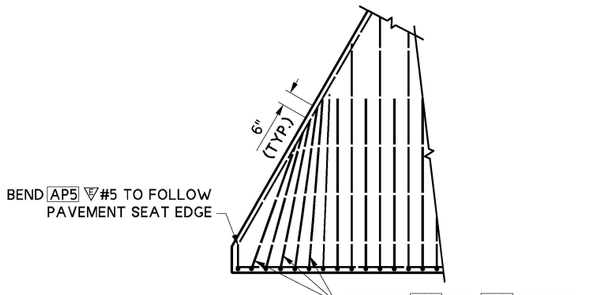
LONGITUDINAL SECTION

L-TYPE ABUTMENT

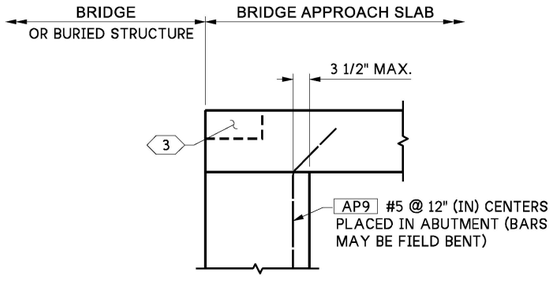


LONGITUDINAL SECTION

SEMI-INTEGRAL TYPE ABUTMENT



FLARED CORNER STEEL DETAIL



L-TYPE ABUTMENT PINNED
ANCHOR DETAIL

NOTE:

1. For approach slab seat and expansion anchor details for buried structures, see Standard Plans E-20.10 and E-20.20.

KEY NOTES

1. SEE CONTRACT DOCUMENTS FOR TRAFFIC BARRIER AND CONDUIT BLOCKOUT REQUIREMENTS. 42" SINGLE SLOPE CONCRETE TRAFFIC BARRIER SHOWN. OTHER TEST LEVEL 4 OR LOWER CONCRETE TRAFFIC BARRIERS ARE ACCEPTABLE. FOR 42" SINGLE SLOPE BARRIER (TL-4) ON STRUCTURE DETAILS SEE STANDARD PLAN C-81.10.
2. DIMENSION MAY BE TWO LANE WIDTHS OR ONE LANE WIDTH PLUS THE SHOULDER WIDTH IF THE SHOULDER ≥ 8'-0".
3. SEE CONTRACT PLANS FOR BLOCKOUT DETAILS WHEN EXPANSION JOINTS OTHER THAN COMPRESSION SEALS ARE USED.

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Sep 11, 2023

BRIDGE APPROACH SLAB

STANDARD PLAN A-40.50-03

SHEET 2 OF 3 SHEETS

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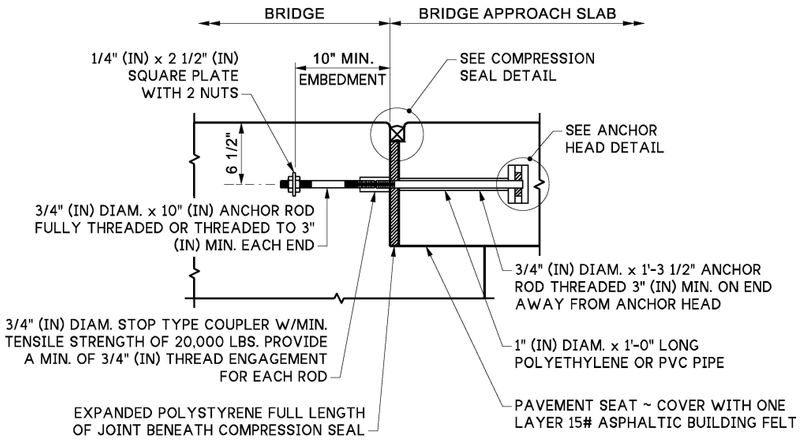
STATE DESIGN ENGINEER

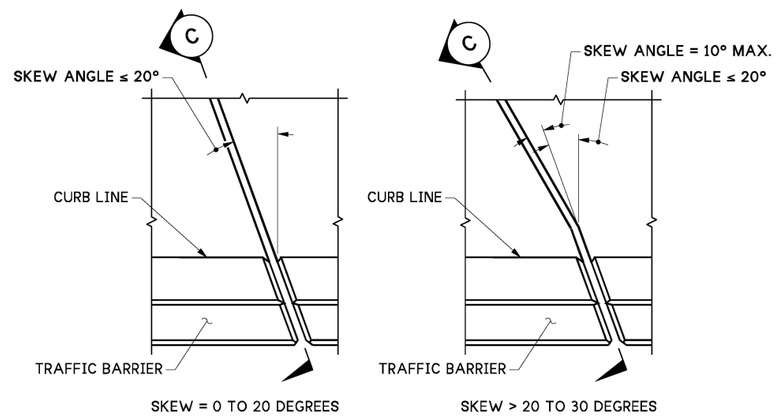
Washington State
Department of Transportation

DRAWN BY: MICHAEL REED



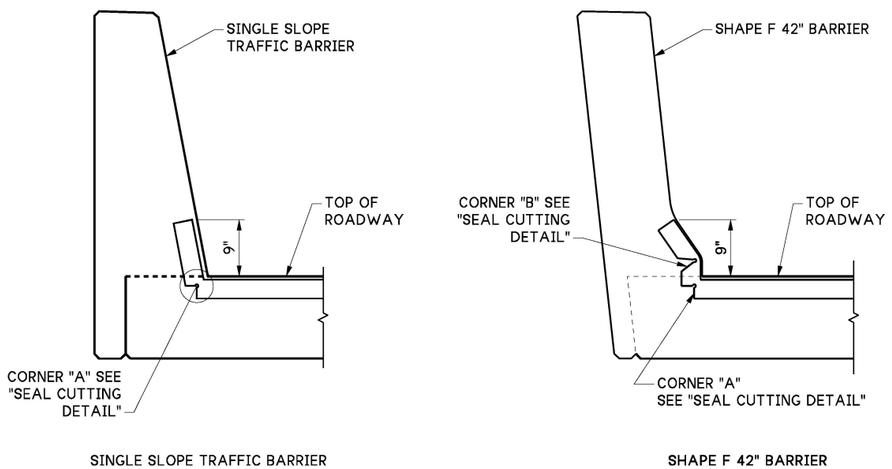
APPROACH EXPANSION ANCHOR - METHOD A

SEMI-INTEGRAL TYPE ONLY
(SIMILAR FOR SPLIT BOX AND 3-SIDED BURIED STRUCTURES.
SEE STD. PLANS D-20.10 AND D-20.20 FOR DETAILS)

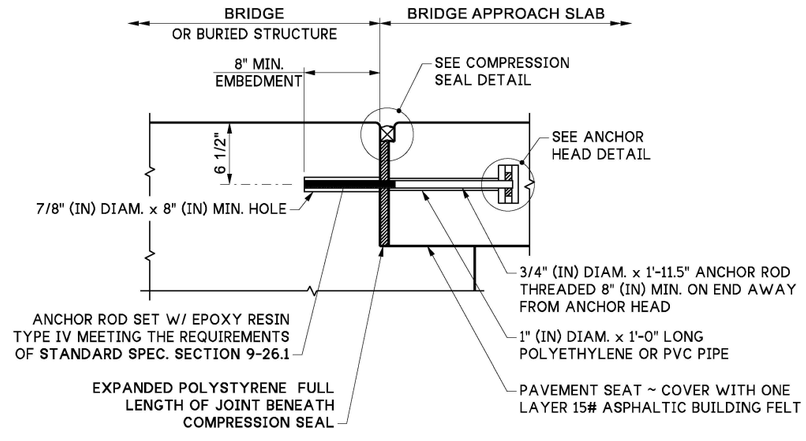


PLAN - EXPANSION JOINT

(FOR SKEW ANGLE > 30 DEGREES A SPECAIL DESIGN IS REQUIRED.)

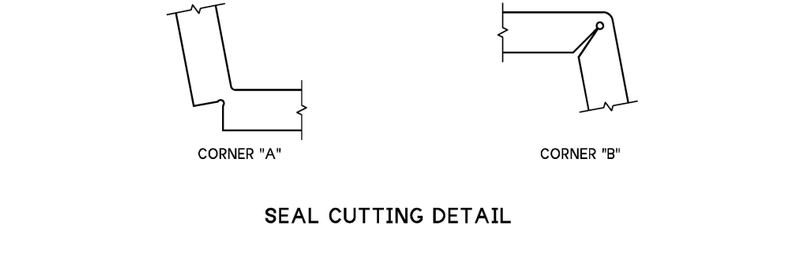


SECTION (C)



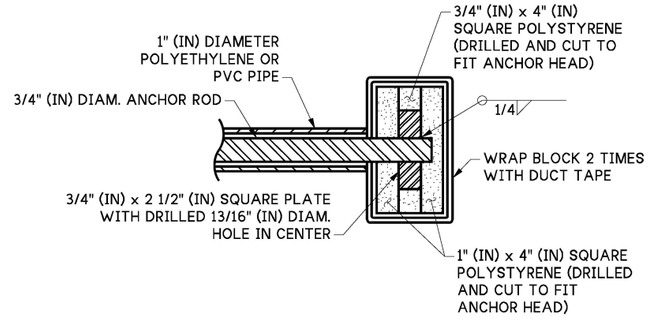
APPROACH EXPANSION ANCHOR - METHOD B

SEMI-INTEGRAL TYPE ONLY
(SIMILAR FOR SPLIT BOX AND 3-SIDED BURIED STRUCTURES.
SEE STD. PLANS D-20.10 AND D-20.20 FOR DETAILS)



COMPRESSION SEAL DETAIL

SEAL CUTTING DETAIL



ANCHOR HEAD DETAIL

NOTE

The metal components of the approach expansion anchor shall either be painted with one coat of zinc primer paint conforming to **Standard Specification Section 9-08.1(2)f** or be galvanized in accordance with **AASHTO M 232** or **ASTM F2329**, as applicable.

COMPRESSION SEAL TABLE			
D.S. BROWN		WATSON BOWMAN ACME	
SEAL	WIDTH (IN)	SEAL	WIDTH (IN)
CV-2502	2 1/2	WA-250	2 1/2

TESTING SHALL BE PER **ASTM D2628** PRIOR TO USE

KEY NOTES

(1) WHEN AN HMA AND WATERPROOF MEMBRANE IS PLACED OVER BRIDGE/BUIRED STRUCTURE AND APPROACH SLAB, REPLACE COMPRESSION SEAL WITH PREMOLDED JOINT FILLER AND USE JOINT DETAIL 6 FOR THE HMA ON STANDARD PLAN A-40.20. FOR NEW CONSTRUCTION, JOINT WIDTH MAY BE REDUCED TO 1".

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BRIDGE APPROACH SLAB

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SHEET 3 OF 3 SHEETS

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