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BAR TABLE	
BAR	SIZE
A	#8
B	#5
D	#5
E	#5
F	#5
G	#5
T	#5

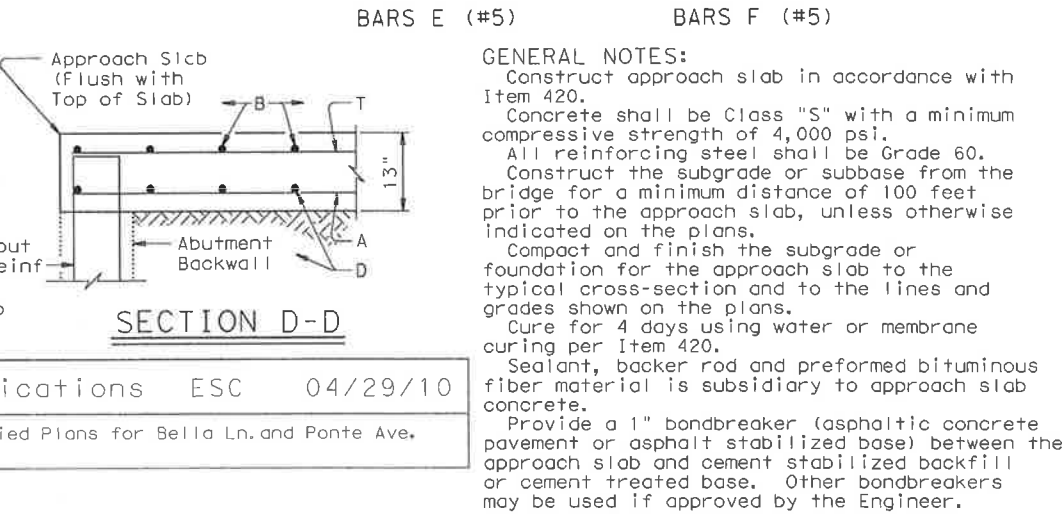
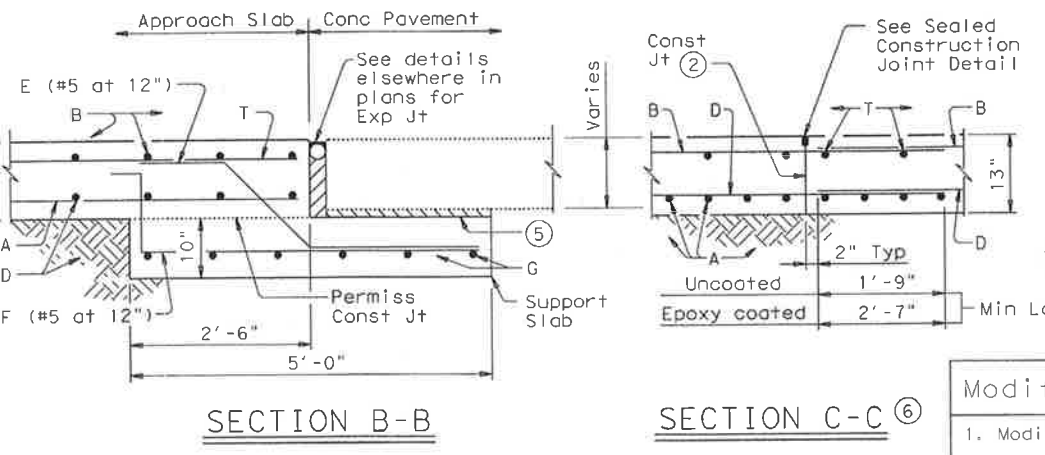
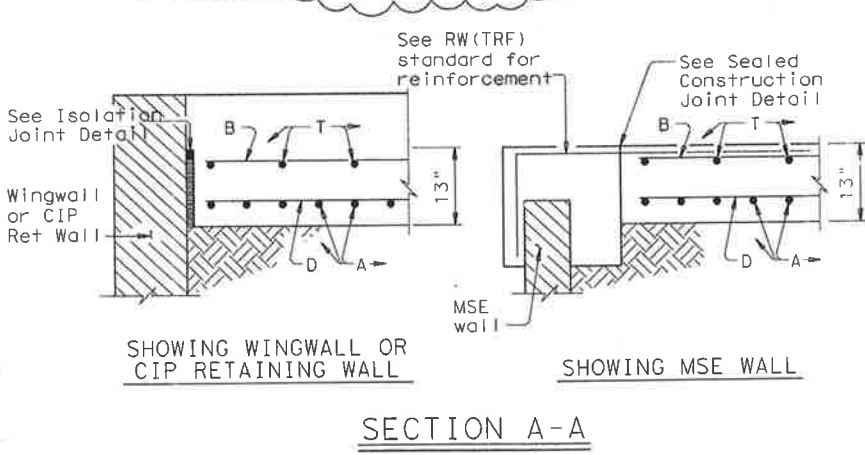
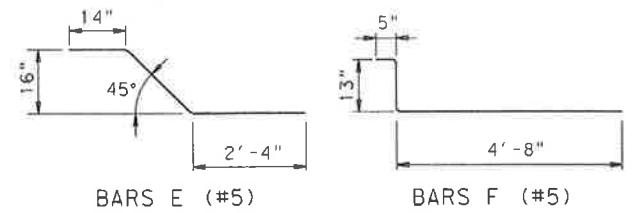
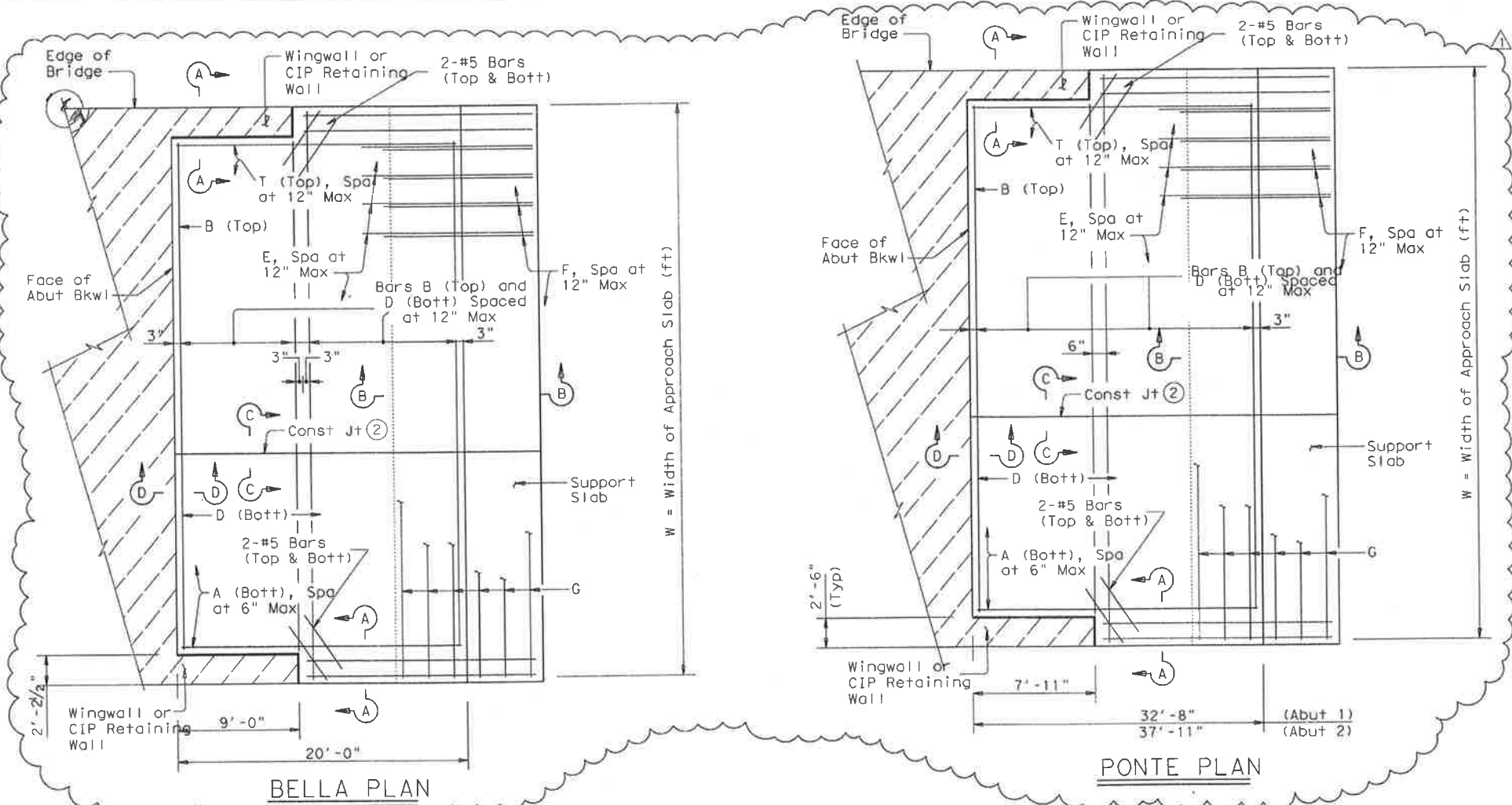
APPROXIMATE QUANTITIES ④

Reinf steel weight = 8.5 Lbs/SF of Approach Slab
= 18.4 Lbs/LF of Support Slab

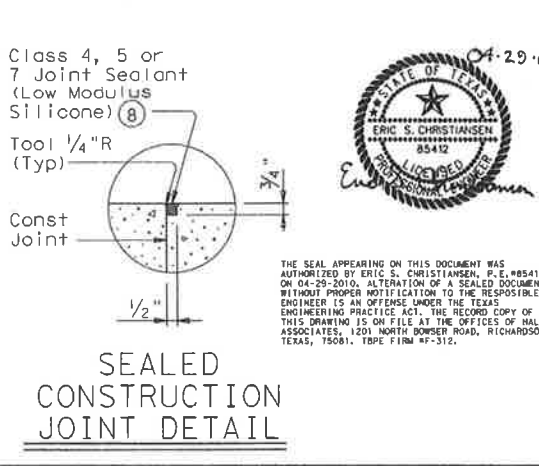
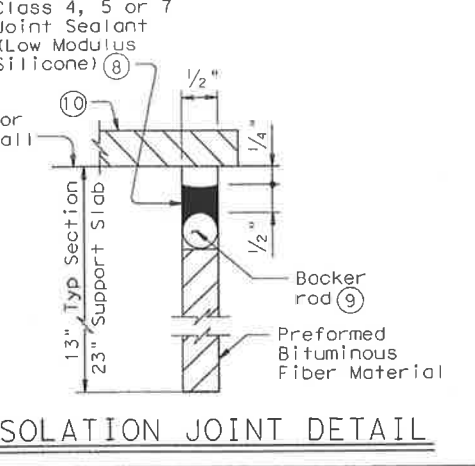
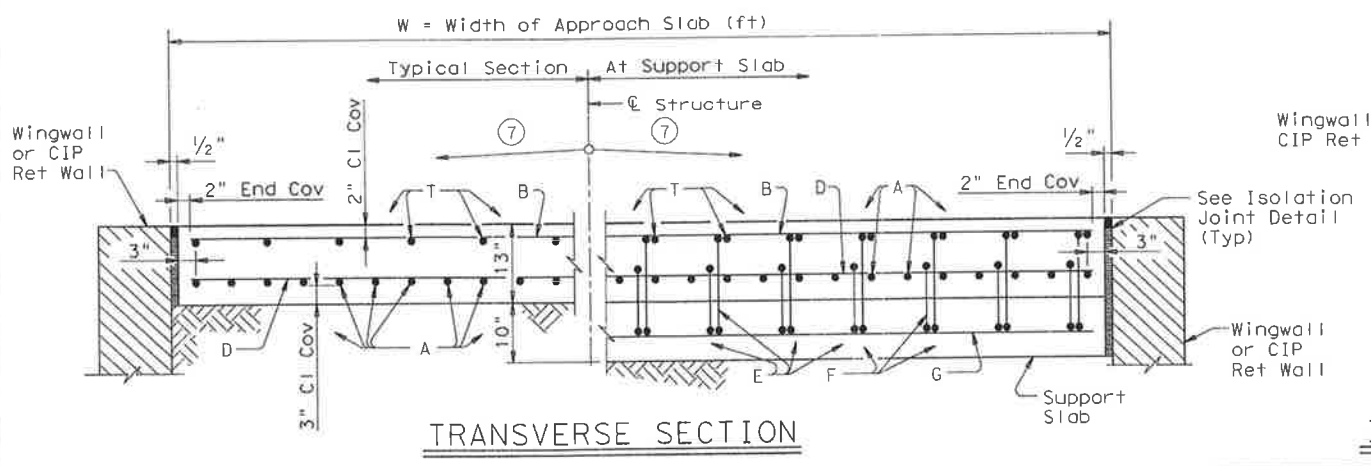
Area of Appr Slab = $20W + 0.5W^2 \tan S$ (SF)
(Support Slab not included)

W = Width of Approach Slab (ft)
S = Skew Angle (deg)

- Flare Bars B and D in this region (1'-6" Max Spa, 3" Min Spa). Minimum flared bar length = 2'-6". Bend bars as necessary.
- Provide longitudinal construction joints that align with longitudinal construction joints in the bridge slab with bridges built in stages. Other longitudinal construction joints must receive approval of the Engineer.
- See details elsewhere in plans for shoulder drain location and details.
- For Contractor's information only.
- On portion of support slab that supports the concrete pavement, adjust top surface elevation, if required, to accommodate concrete pavement thickness. Smooth trowel finish. Oil top of support slab with 60 grade oil and apply heavy coat of powdered graphite. Press down one layer of 30# roofing felt.
- Multiple piece tie bars are acceptable at longitudinal construction joints provided minimum laps shown are achieved.
- See details elsewhere in plans for required cross-slope.
- Place in accordance with Item 438.
- Backer rod shall be 25% larger than joint opening and shall be compatible with the sealant.
- Place 1/2" Preformed Bituminous Fiber Material between concrete railing and top of approach slab as shown when concrete railing projects over the approach slab.



Modifications ESC 04/29/10
1. Modified Plans for Bella Ln. and Ponte Ave.



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Texas Department of Transportation
Bridge Division

**BRIDGE APPROACH SLAB
CONCRETE PAVEMENT**

BAS-C (MOD)

FILE: bascstsl.dgn	DATE: TxDOT	CHK: TxDOT	DATE: TxDOT	CHK: TxDOT
© TxDOT April 2006	DISTRICT	FEDERAL AID PROJECT	SHEET	
REVISIONS		COUNTY	CONTROL	SECT
		JOB	HIGHWAY	

LEVELS DISPLAYED
1