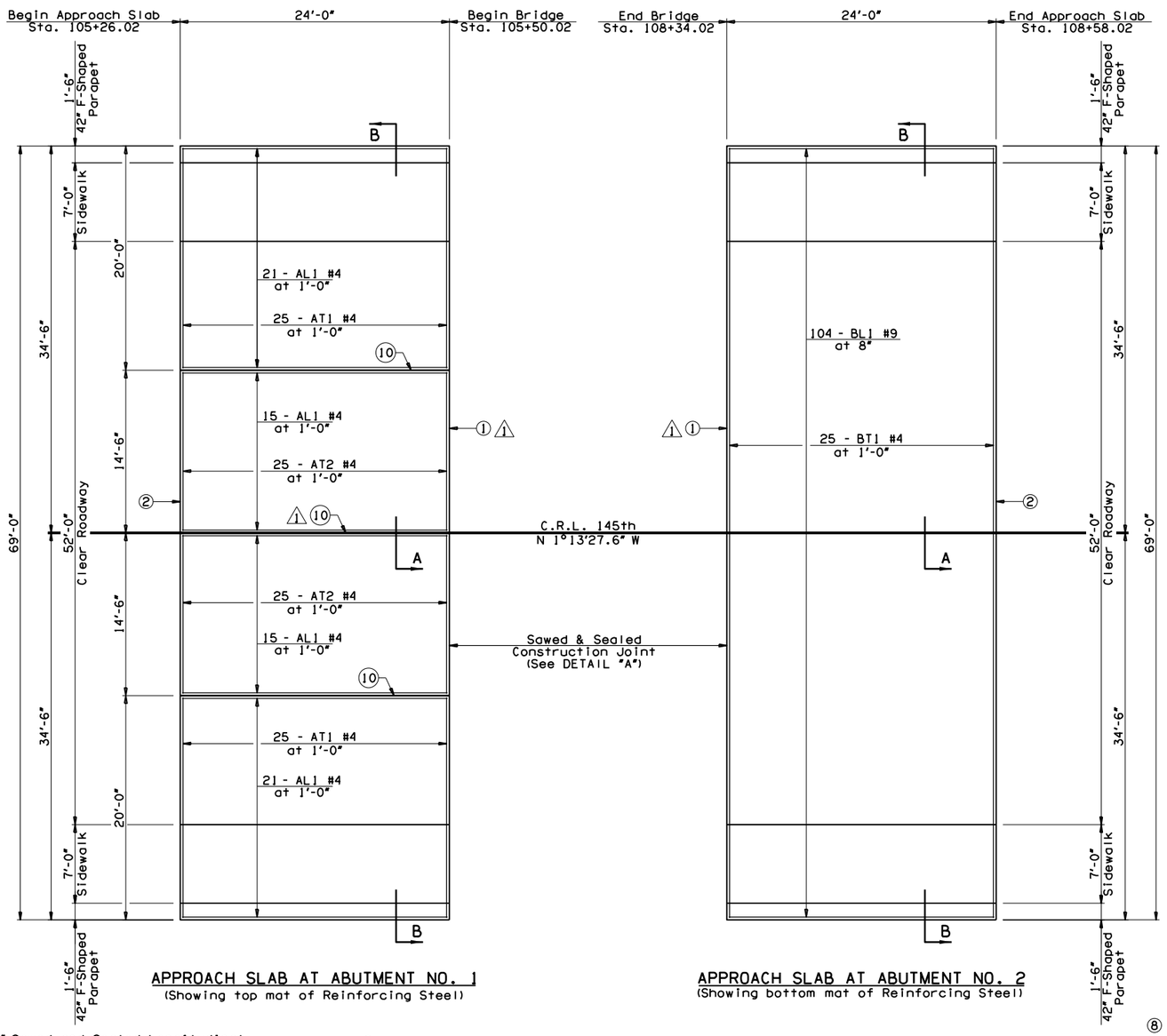
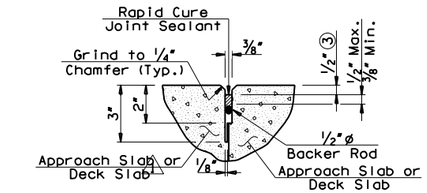


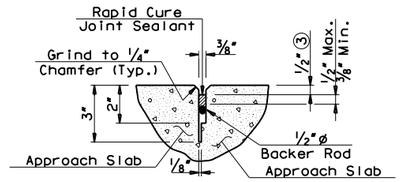
APPROACH SLAB AT ABUTMENT NO. 1
(Showing top mat of Reinforcing Steel)

APPROACH SLAB AT ABUTMENT NO. 2
(Showing bottom mat of Reinforcing Steel)



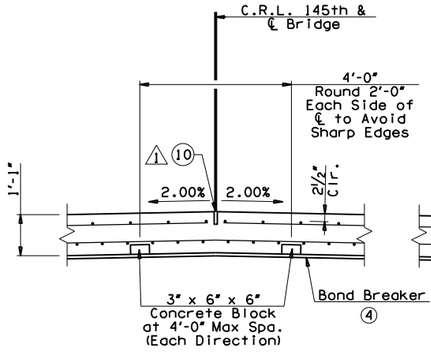
DETAIL "A"

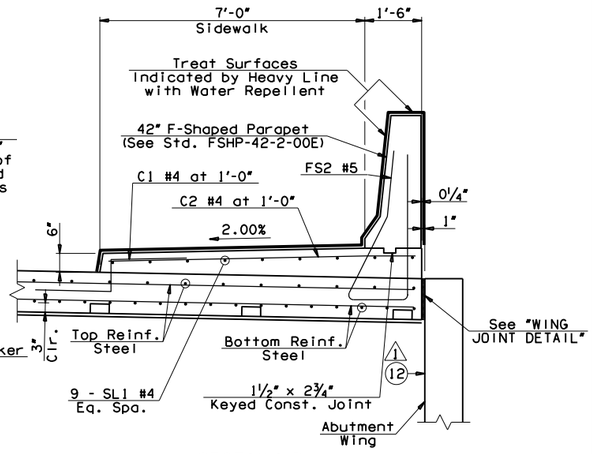
③ This dimension shall taper from 1/2" at edge of driving lane/shoulder to 1/8" at rail for Transverse Joints only.



1 DETAIL "C"

③ This dimension shall taper from 1/2" at edge of driving lane/shoulder to 1/8" at rail for Transverse Joints only.

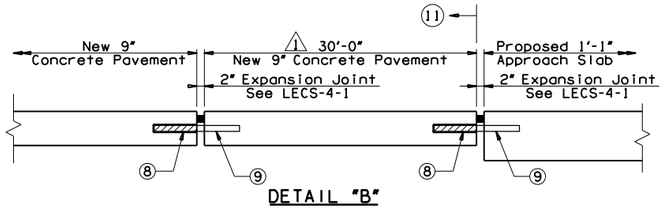




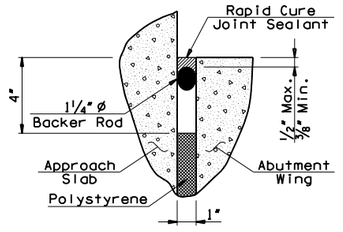
SECTION A THRU APPROACH SLAB

SECTION B

④ Bond Breaker shall be one 6 mil or two 4 mil polyethylene sheets. Bond Breaker shall extend full width of Approach Slab and full length up to the Back Face of the Abutment Diaphragm. Bond Breaker shall not be placed in notch of the Abutment Diaphragm.



DETAIL "B"



WING JOINT DETAIL

⑧ Exposed 9" of Dowel Bar shall be coated with form release agent or grease before Expansion Cap is installed to insure that the bond between Dowel Bar and Concrete Pavement is broken.

⑨ Dowel Bars shall be epoxied (non-capped end) into 1 3/8"ø (max.) by 9" deep drilled holes, spaced at 1'-0" centers, placed at mid-slab. Drilled holes and Dowel Bars shall be placed parallel to the driving surface. Sufficient epoxy shall be used to completely fill the void between the Dowel Bar and the hole.

⑪ For Base Course & Subgrade, See Roadway Typical Sections.

1 ⑫ For Void Form details see Sheet No. 111.

NOTES:
All costs of installation of Terminal Joint, including dowel bars, epoxy, expansion joint, materials, labor, equipment, and any incidentals necessary to complete the work as shown shall be included in "APPROACH SLAB".

For details of dowel bars, see Std. CRCP2-3-0.

① 1/2" Sawed and Sealed Longitudinal Joint in the top of each Approach Slab. See DETAIL "A" on this sheet.

② Type III Terminal Joint See DETAIL "B" on this Sheet.

⑩ 1/2" Sawed and Sealed Construction Joint in the top of each Approach Slab. See Detail "C" on this sheet.

BAR LIST - APPROACH SLABS
(ONE SHOWN, TWO REQUIRED)

MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING STEEL				
AL1	#4	72	STR.	23'-8"
AT1	#4	50	STR.	19'-8"
AT2	#4	50	STR.	14'-2"
BL1	#9	104	STR.	23'-8"
⑤ BT1	#4	25	STR.	70'-8"
C1	#4	50	STR.	4'-10"
C2	#4	50	BENT	8'-1"
SL1	#4	18	STR.	23'-8"
FS2	#5	46	BENT	9'-6"
FS6	#5	10	BENT	9'-2 1/2" 1

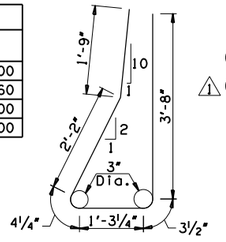
⑤ Includes One 2'-0" Lap Length. Laps shall be staggered.

SUMMARY OF QUANTITIES - APPROACH SLABS

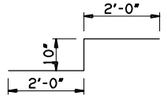
ITEM	UNIT	APPROACH SLAB NO. 1	APPROACH SLAB NO. 2	TOTAL
⑥⑦ APPROACH SLAB	S.Y.	184.00	184.00	368.00
SAW-CUT GROOVING	S.Y.	138.80	138.80	277.60
42" F-SHAPED PARAPET	L.F.	48.00	48.00	96.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	82.00	82.00	164.00

⑥ There is an estimated 153.00 C.Y. of Class AA Concrete and and estimated 26,170 LB. of Epoxy Coated Reinforcing Steel in each Approach Slab.

⑦ The contract unit price for "APPROACH SLAB" shall be full compensation for Concrete, Epoxy Coated Reinforcing Steel (including FS1 bars) and Lap Splices, Backer Rod, Rapid Cure Joint Sealant, Polystyrene, Polyethylene Sheeting, labor, equipment and other incidentals necessary to complete the work as specified on the plans.



FS2 #5 x 9'-6" 1



C2 #4 X 4'-10"

NOTES:
Place Reinforcing Steel in the top of the Approach Slab 2" either side of the Sawed and Sealed Longitudinal Joint.

For additional details, see Std. LECS-4-1.

Do not groove within 6" of any joint.

Reinforcement for 42" F-Shaped Parapet omitted for clarity, see Std. FSHP-42-2-00E for details.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	21899(04)			

REVISIONS

	DESCRIPTION	DATE
1	Updated Details	08/22/2016

145TH OVER I-44 TULSA & ROGERS COUNTIES
BRIDGE "A"

APPROACH SLAB DETAILS

DESIGN	JMO	1/14
DETAIL	JMO	1/14
CHECK	BRT	3/14

GARVER

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 21899(04) SHEET NO. 128