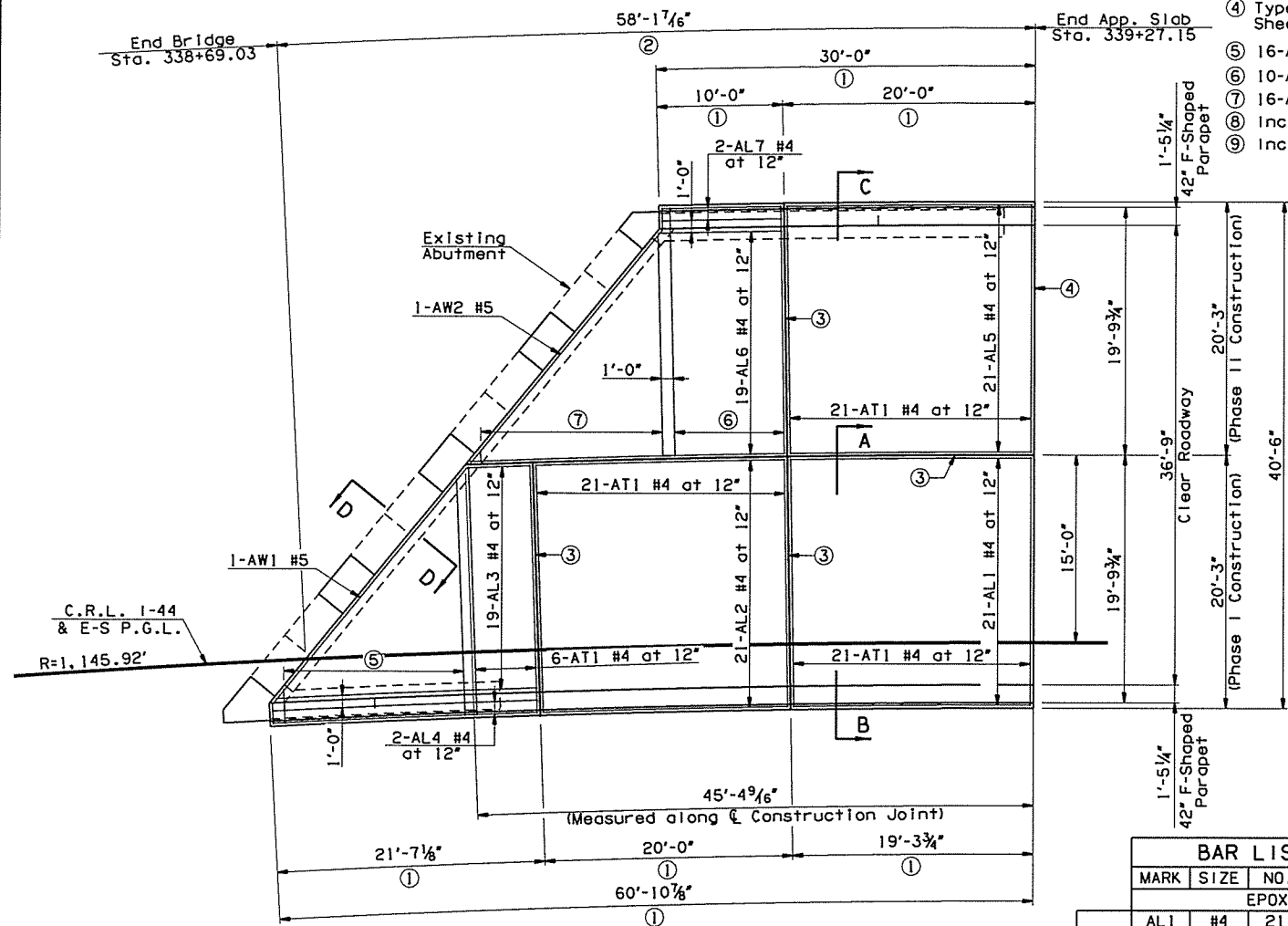


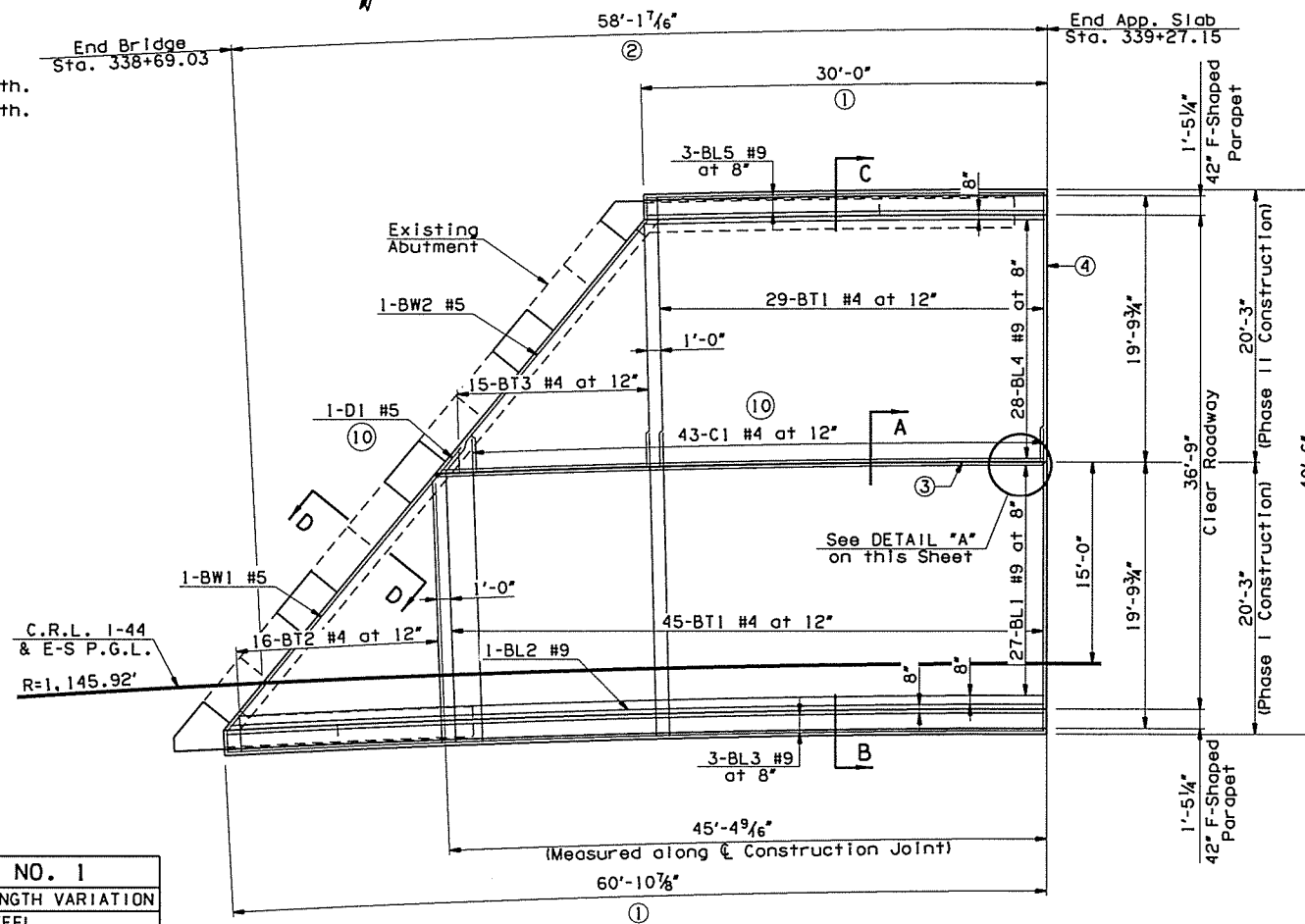
All information included in these plans is based on the existing As-Surveyed data. It is solely the Contractor's responsibility to accurately verify this information prior to any demolition or construction. For additional information, see the General Notes "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & ESTABLISHMENT OF VERTICAL GEOMETRY" on Sheet No. 3.

- ① Measured Along Outside Edge of Slab
- ② Measured Along C.R.L.
- ③ 1/2" Sawed and Sealed Construction Joint in the top of Approach Slab No. 2. See DETAIL "A" on Sheet No. 28.
- ④ Type III Terminal Joint. See DETAIL "A" on Sheet No. 41.
- ⑤ 16-AT2 #4 at 12"
- ⑥ 10-AT1 #4 at 12"
- ⑦ 16-AT3 #4 at 12"
- ⑧ Includes One 8'-0" Lap Length.
- ⑨ Includes One 2'-6" Lap Length.

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	29775(04)			
DESCRIPTION			REVISIONS	DATE	



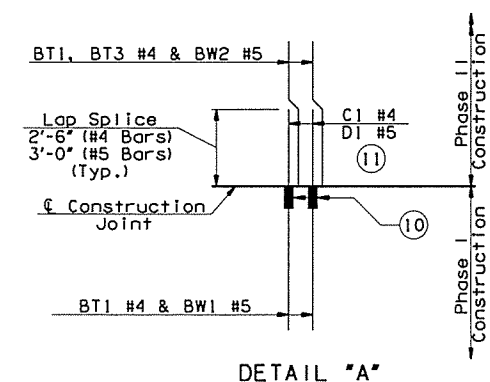
APPROACH SLAB AT ABUTMENT NO. 2
(Showing Top Mat of Reinforcing Steel)



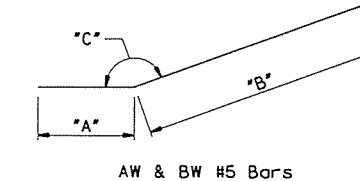
APPROACH SLAB AT ABUTMENT NO. 2
(Showing Bottom Mat of Reinforcing Steel)

BAR LIST - APPROACH SLAB NO. 1

MARK	SIZE	NO.	FORM	LENGTH	LENGTH VARIATION
EPOXY COATED REINFORCING STEEL					
AL1	#4	21	STR.	19'-2" AVG.	19'-0" TO 19'-4"
AL2	#4	21	STR.	19'-0" AVG.	19'-8" TO 20'-0"
AL3	#4	19	STR.	13'-0" AVG.	5'-1" TO 20'-11"
AL4	#4	2	STR.	21'-3"	-
AT1	#4	48	STR.	19'-11"	-
AT2	#4	16	STR.	10'-10 1/2" AVG.	2'-9" TO 19'-0"
AW1	#5	1	BENT	26'-1"	-
BL1	#9	27	STR.	52'-5 1/2"	45'-2" TO 59'-9"
BL2	#9	1	STR.	68'-4"	-
BL3	#9	3	STR.	68'-8"	-
BT1	#4	45	STR.	20'-1"	-
BT2	#4	16	STR.	11'-2 1/2" AVG.	19'-7" TO 2'-10"
BW1	#5	1	BENT	26'-4"	-
DB1	#5	21	BENT	4'-4"	-
FS2	#5	64	BENT	7'-4"	-
TT1	#4	64	BENT	3'-2"	-
TT2	#4	1	STR.	63'-0"	-
AL5	#4	21	STR.	19'-6" AVG.	19'-4" TO 19'-8"
AL6	#4	21	STR.	17'-6" AVG.	9'-10" TO 25'-2"
AL7	#4	2	STR.	9'-8"	-
AT1	#4	31	STR.	19'-11"	-
AT3	#4	16	STR.	9'-5" AVG.	1'-0" TO 17'-10"
AW2	#5	1	BENT	25'-10"	-
BL4	#9	28	STR.	37'-3 1/2" AVG.	29'-10" TO 44'-9"
BL5	#9	3	STR.	29'-8"	-
BT1	#4	29	STR.	21'-1"	-
BT3	#4	15	STR.	9'-11" AVG.	1'-9" TO 18'-1"
BW2	#5	1	BENT	26'-0"	-
C1	#4	43	STR.	2'-6"	-
D1	#5	1	STR.	3'-0"	-
DB1	#5	21	BENT	4'-4"	-
FS2	#5	31	BENT	7'-4"	-
TT1	#4	31	BENT	3'-2"	-
TT3	#4	1	STR.	29'-8"	-

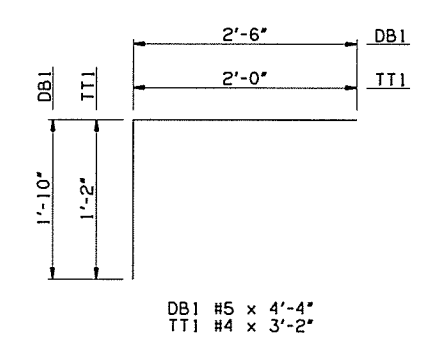


NOTES:
 Do not groove within 6" of any Longitudinal Joint or Construction Joint between the Approach Slab and the Deck Slab.
 All transverse reinforcement shall be placed along radial lines to C.R.L. and are measured along edge of slab.
 All longitudinal reinforcement shall be oriented along a curve concentric with C.R.L.
 Parapet reinforcement not shown for clarity. See Sheet No. 35 for details.
 See Sheet No. 41 for SECTIONS A, B, C & D-D and Summary of Quantities.
 For Approach Slab No. 1 details, see Sheet No. 39.



AW & BW #5 Bars

MARK	"A"	"B"	"C"	TOTAL
AW1	1'-7"	24'-6"	138°	26'-1"
AW2	1'-9"	24'-1"	139°	25'-10"
BW1	1'-7"	24'-9"	138°	26'-4"
BW2	1'-9"	24'-3"	139°	26'-0"



DB1 #5 x 4'-4"
 TT1 #4 x 3'-2"

I-44 OVER I-244 NB BRIDGE "A"	TULSA COUNTY	DESIGN	JTR	4/15
		DETAIL	SJL	5/16
		CHECK	BRT	5/16
APPROACH SLAB DETAILS (SHEET 2 OF 3)				
GARVER				
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 29775(04) SHEET NO. 40	