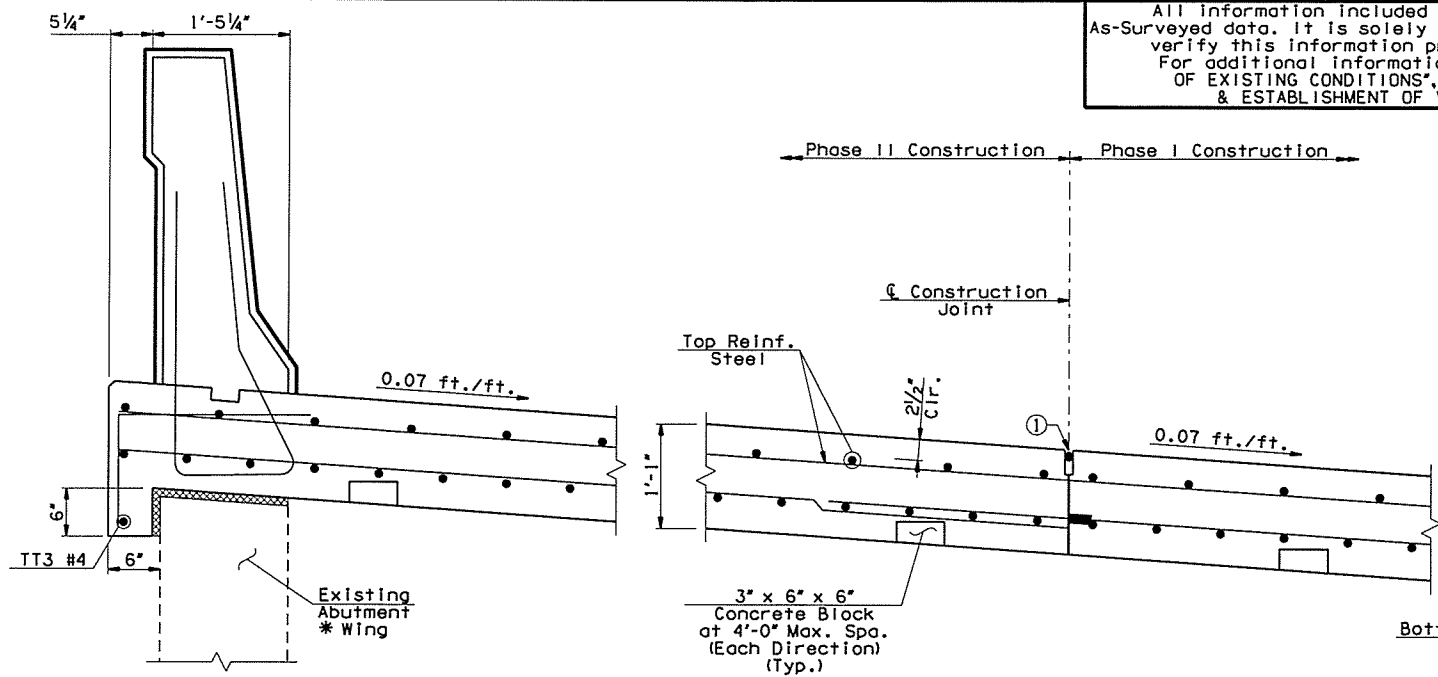


All information included in these plans is based on the existing As-Surveyed data. It is solely the Contractor's responsibility to accurately verify this information prior to any demolition or construction. For additional information, see the General Notes "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING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

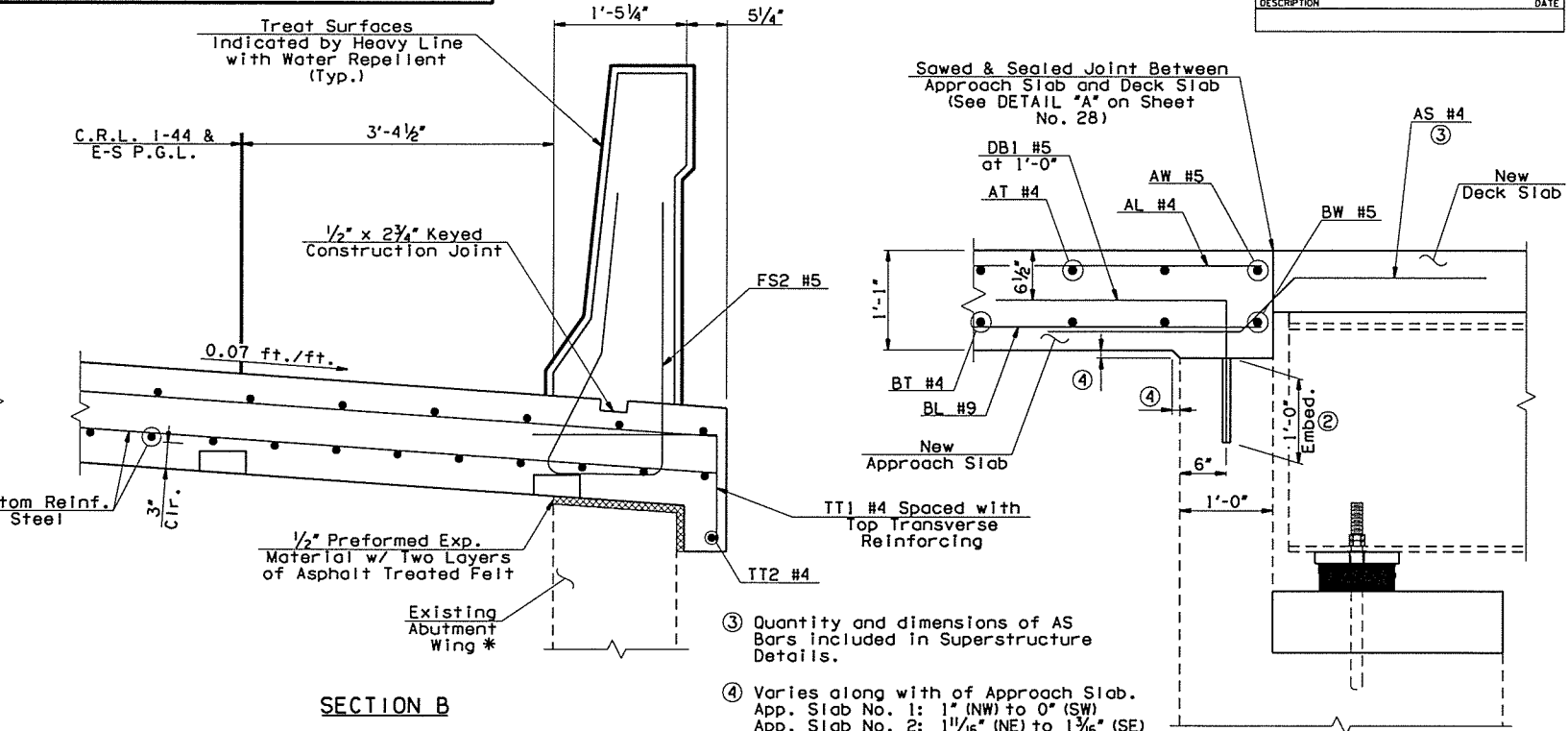
OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	29775(04)			
DESCRIPTION			REVISIONS	DATE	



① 1/2" Sawed and Sealed Construction Joint in the top of each Approach Slab. See DETAIL "A" on Sheet No. 28.

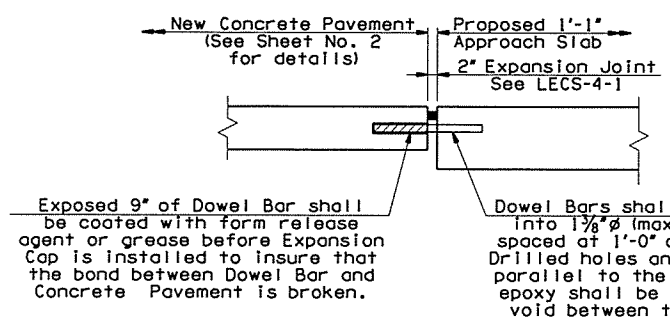
* Top of Wingwall shall be 1/2" below bottom of new Approach Slab.

SECTION C



③ Quantity and dimensions of AS Bars included in Superstructure Details.
 ④ Varies along with of Approach Slab. App. Slab No. 1: 1" (NW) to 0" (SW) App. Slab No. 2: 1 1/16" (NE) to 1 3/16" (SE)

SECTION D-D



Exposed 9" of Dowel Bar shall be coated with form release agent or grease before Expansion Cop is installed to insure that the bond between Dowel Bar and Concrete Pavement is broken.
 Dowel Bars shall be epoxyed (non-capped end) into 1 3/8" (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.

DETAIL "A"

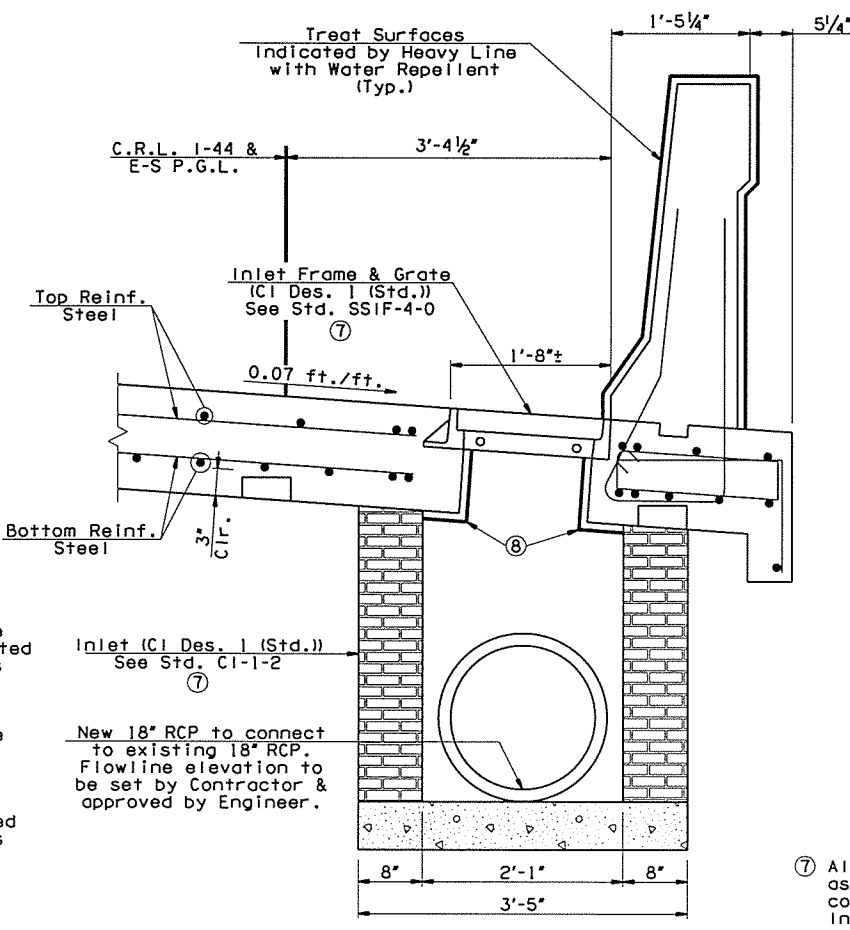
NOTES:
 All costs of installation of Terminal Joint, including dowel bars, epoxy, expansion joint, materials, labor, equipment, and any incidentals necessary to complete the work as shown shall be included in "APPROACH SLAB".
 For details of dowel bars, see Std. CRCP2-3-0.

② ANCHORAGE SYSTEM:

The Contractor shall use an Anchorage System that has been approved by ODOT's materials division. The Anchorage System shall be capable of developing the full strength of the reinforcing steel that is to be anchored. The embedment depth shown is to be adjusted to meet the Manufacturer's requirements. Anchorages shall be installed in accordance with the Manufacturer's specifications for the system used.

Drilling into the existing concrete to install the anchorage shall be accomplished without cutting existing concrete reinforcing steel bars. Prior to drilling, the Contractor shall locate and mark the existing concrete reinforcing steel bars with non-destructive tools, equipment and methods approved by the Engineer. If existing reinforcing steel bars are encountered during drilling, the drilling shall cease and the hole shall be grouted. The hole shall then be relocated to clear the existing reinforcing steel bars. Any adjustment in the locations of the new DB1 Bars from the plan locations shown shall be the minimum amount necessary to avoid cutting the existing concrete reinforcing steel bars and shall be approved by the Engineer.

All costs of the Anchorage Assemblies including labor, materials, tools, drilling, and incidentals necessary to complete the work shown in the plans shall be included in the price bid per Square Yard of "APPROACH SLAB".



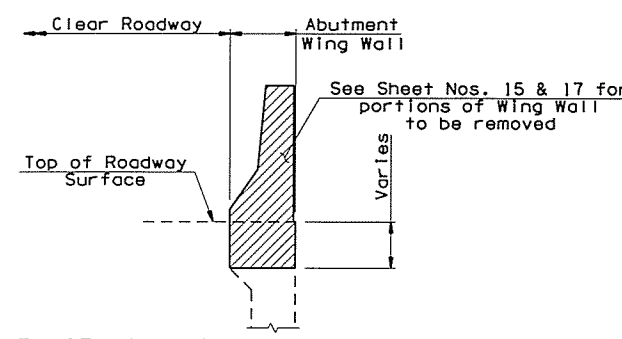
SECTION E
 (Only applicable at Approach Slab No. 1)

SUMMARY OF QUANTITIES - APPROACH SLAB NO. 1				
ITEM	UNIT	PHASE I CONSTRUCTION	PHASE II CONSTRUCTION	TOTAL
⑤ CLSM BACKFILL	C.Y.	5.00	5.00	10.00
⑥ APPROACH SLAB	S.Y.	91.70	148.60	240.30
SAW-CUT GROOVING	S.Y.	85.00	132.70	217.70
42" F-SHAPED PARAPET	L.F.	30.10	76.40	106.50
⑧ SPECIAL CONCRETE FINISH	S.Y.	1.00		1.00
⑥ CLASS AA CONCRETE	C.Y.	33.00	53.70	86.70
MECHANICAL SPLICES	EA.	57.00		57.00
⑥ EPOXY COATED REINFORCING STEEL	LB.	6,801.00	11,367.00	18,167.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	28.80	73.00	101.80
(PL) INSTALLATION OF BRIDGE ITEMS	LSUM	1.00		1.00

SUMMARY OF QUANTITIES - APPROACH SLAB NO. 2				
ITEM	UNIT	PHASE I CONSTRUCTION	PHASE II CONSTRUCTION	TOTAL
⑤ CLSM BACKFILL	C.Y.	5.00	5.00	10.00
⑥ APPROACH SLAB	S.Y.	121.30	83.20	204.50
SAW-CUT GROOVING	S.Y.	108.60	76.90	185.50
42" F-SHAPED PARAPET	L.F.	61.10	30.00	91.10
⑥ CLASS AA CONCRETE	C.Y.	43.80	30.10	73.90
MECHANICAL SPLICES	EA.	44.00		44.00
⑥ EPOXY COATED REINFORCING STEEL	LB.	8,784.00	5,953.00	14,736.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	58.40	28.70	87.10

⑤ CLSM Backfill shall be used at the discretion of the Engineer, to fill any voids prior to placement of the new Approach Slabs.
 ⑥ The contract unit price for "APPROACH SLAB" shall be full compensation for Concrete, Epoxy Coated Reinforcing Steel (including FS2 bars, Backer Rod, Rapid Cure Joint Sealant, Type III Terminal Joints, labor, equipment and other incidentals necessary to complete the work as specified on the plans.

⑦ All costs necessary to complete the work as specified in the plans including the cost of installation of Inlet Frame, Inlet Grate, Inlet, 18" RCP Pipe (to connect to existing 18" RCP), materials, labor, equipment and incidentals shall be included in the price bid per Lump Sum of "(PL) INSTALLATION OF BRIDGE ITEMS".
 ⑧ Apply Special Concrete Finish to inside faces of approach slab (indicated by heavy line) within inlet. See General Note for more information.



EXISTING CONDITIONS AT WINGWALL

1-44 OVER I-244 NB BRIDGE "A"	TULSA COUNTY	DESIGN	JTR	4/15
		DETAIL	SJL	5/16
		CHECK	BRT	5/16
GARVER				

STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 29775(04)	SHEET NO. 41