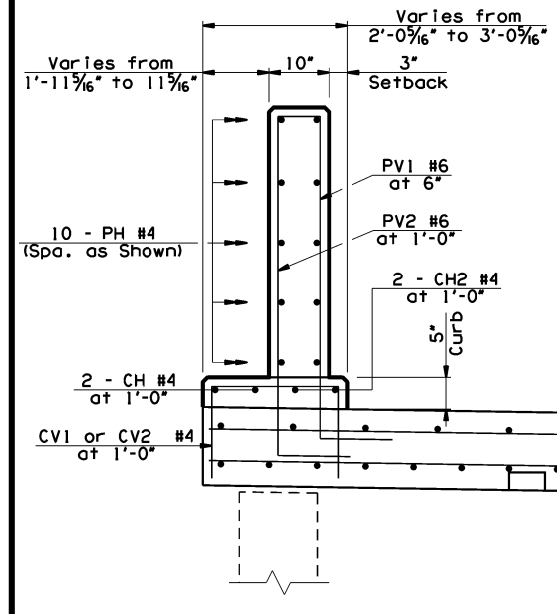
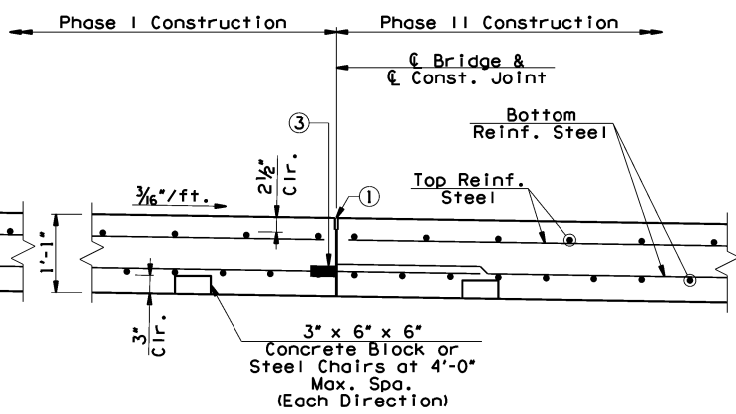


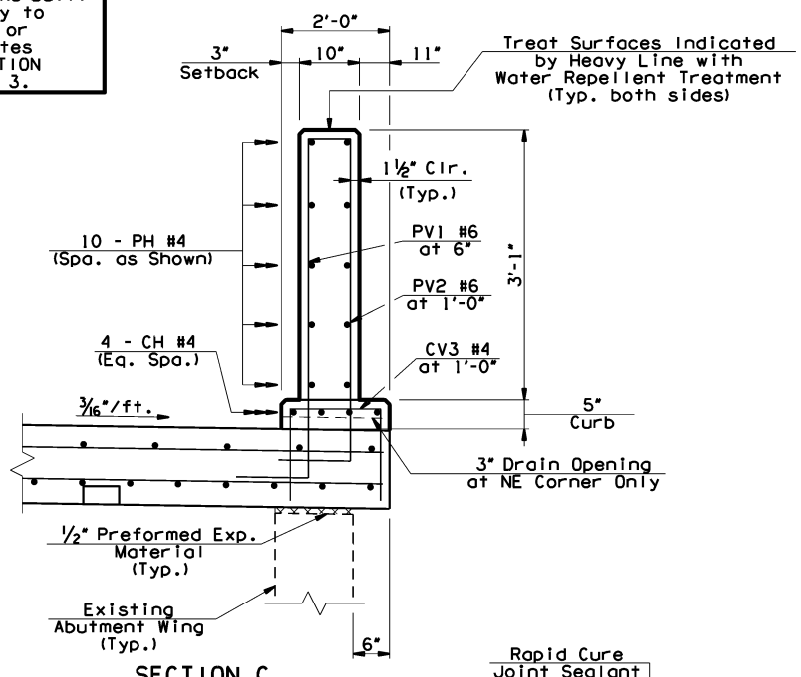
All information included in these plans is based on the existing As-Built and surveyed data. It is solely the Contractor's responsibility to accurately verify this information prior to any demolition or construction. For additional information, see the General Notes "VERIFICATION OF EXISTING CONDITIONS",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



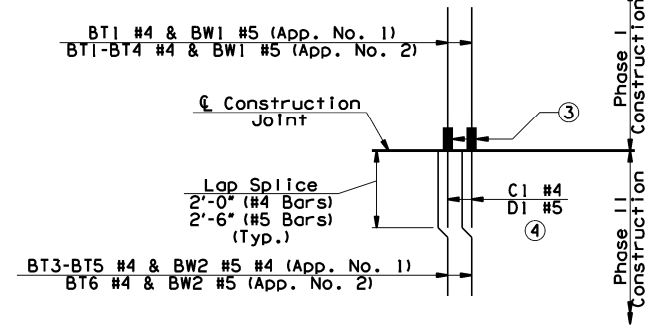
**SECTION B**



**SECTION A THRU APPROACH SLAB**



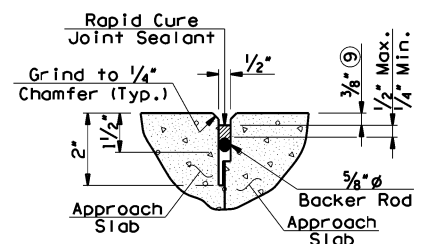
**SECTION C**



**DETAIL "B"**

**NOTES:**  
 Mechanical couplers shall only be used in Phase I Construction on Approach Slab Nos. 1 & 2.  
 Cost of installing mechanical splices shall be included in the price bid per Each of "MECHANICAL SPLICES".

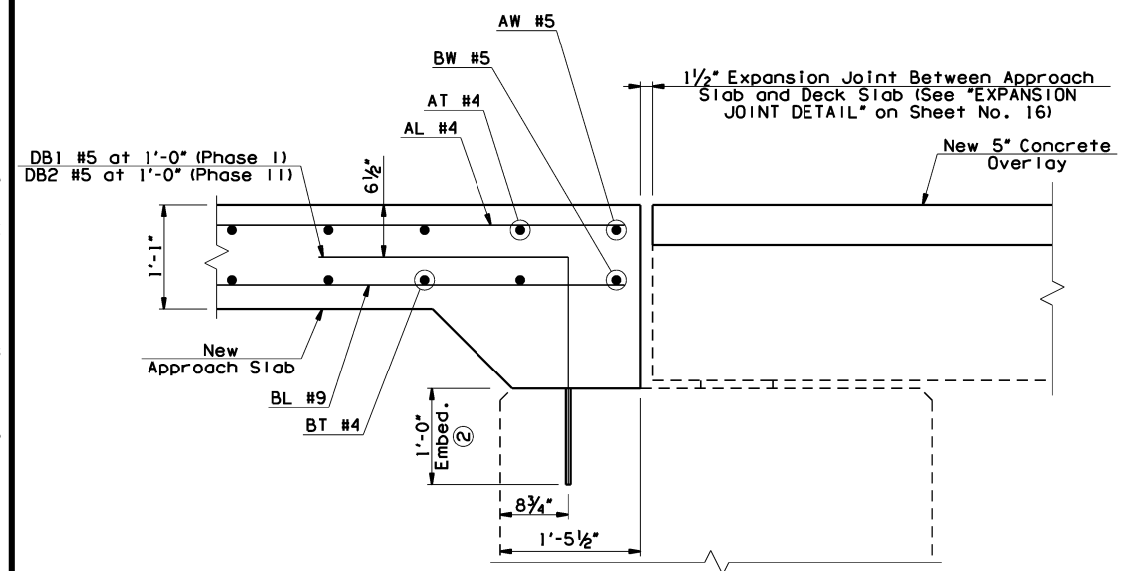
- ③ Install Mechanical Reinforcing Bar Coupler (Epoxy Coated) in accordance with Section 511.04.C.3. Installation shall follow the Manufacturer's recommendations. Couplers shall be attached to BT1 #4 & BW1 #5 Bars in bottom of App. Slab No. 1, and BT1-BT4 #4 & BW1 #5 in the bottom of App. Slab No. 2.
- ④ Splice the following bars at Approach Slab No. 1: BT1 #4 & BW1 #5 to C1 #4 & D1 #5  
 Splice the following bars at Approach Slab No. 2: BT1-BT4 #4 & BW1 #5 to C1 #4 & D1 #5  
 Lap the following bars at Approach Slab No. 1: C1 #4 & D1 #5 Bars w/ BT3-BT5 #4 & BW2 #5 #4 Bars  
 Lap the following bars at Approach Slab No. 2: C1 #4 & D1 #5 Bars w/ BT6 #4 & BW2 #5 Bars



**DETAIL "A"**

⑨ This dimension shall taper from 3/8" at edge of driving lane/shoulder to 1/8" at rail for Transverse Joints only.

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



**SECTION D-D**

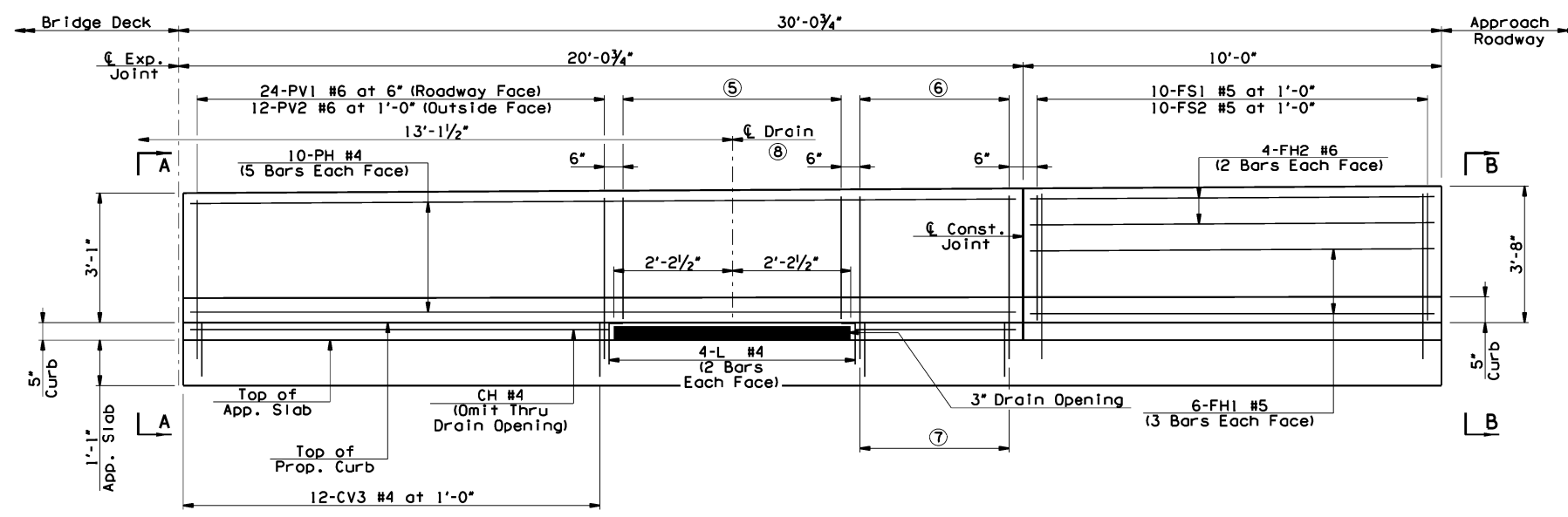
(All Dimensions Shown Perpendicular to C/L Joint)

**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".



**ELEVATION OF APPROACH BARRIER W/ OPENING**  
 (Looking at Inside face of NE Approach Barrier Transition)  
 (In order to provide drainage into the Existing Slope Drains, openings shall be provided in Approach Barrier at NE Corner.)

- ⑤ 9-PV3 #6 at 6" (Each Face)
- ⑥ 10-PV1 #6 at 6" (Roadway Face)  
5-PV2 #6 at 1'-0" (Outside Face)
- ⑦ 5-CV3 #4 at 1'-0"
- ⑧ Adjust drain locations to align with existing slope drains.

**NOTE:**  
 See Sheet No. 20 for SECTIONS A-A & B-B.

US-64/SH-51 WB OVER SHERIDAN RD.		TULSA COUNTY		DESIGN	JGS	6/15
BRIDGE "A"				DETAIL	SJL	1/17
				CHECK	BRT	1/17
				<b>GARVER</b>		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
		JOB PIECE NO. 28878(04)		SHEET NO. 24		