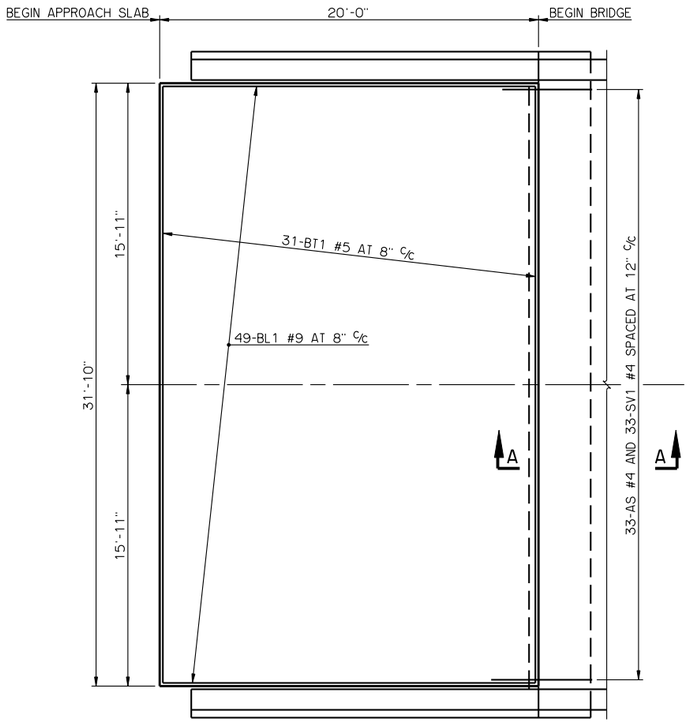
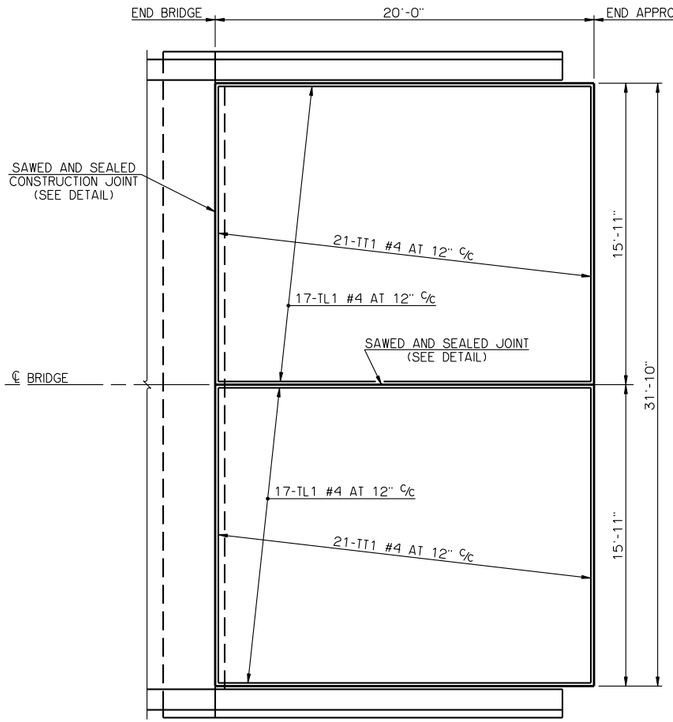


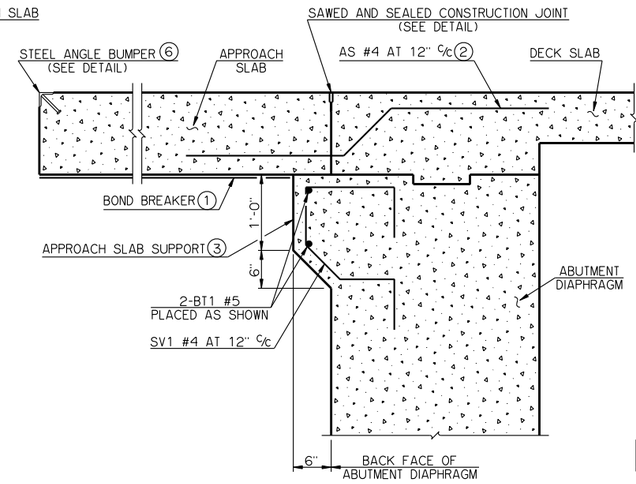
PLAN OF APPROACH SLAB AT BEGIN BRIDGE

BOTTOM LAYER OF REINFORCING STEEL SHOWN. TYPICAL FOR EACH APPROACH SLAB.

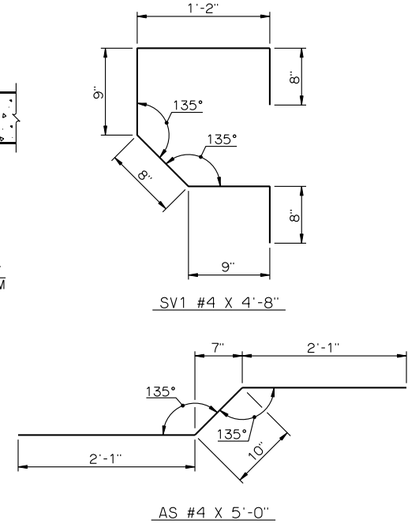


PLAN OF APPROACH SLAB AT END BRIDGE

TOP LAYER OF REINFORCING STEEL SHOWN. TYPICAL FOR EACH APPROACH SLAB. DO NOT SAW-CUT GROOVE THE APPROACH SLAB WITHIN 6" OF CONSTRUCTION JOINTS OR SAWED AND SEALED JOINTS.

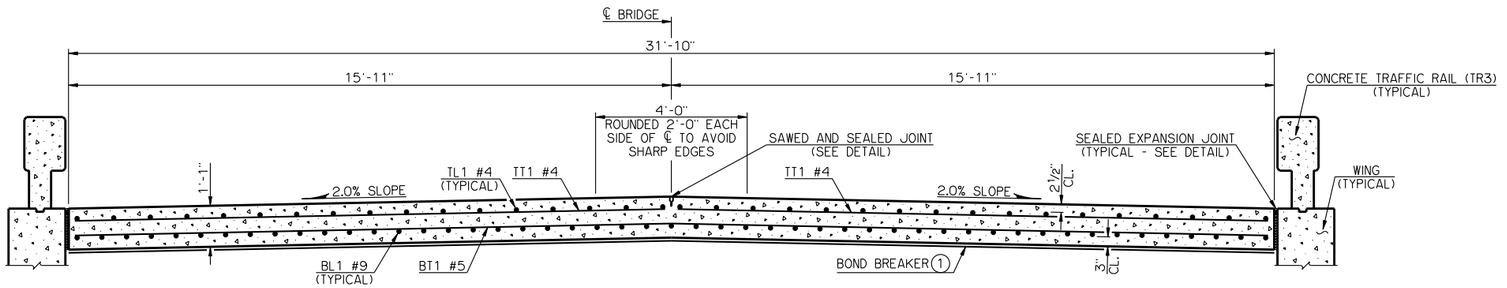


SECTION A-A



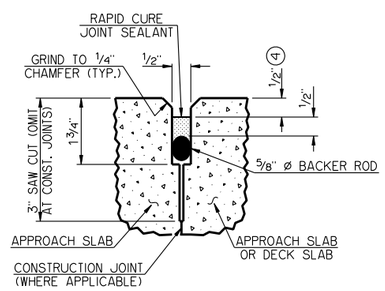
DETAILS OF BENT REINFORCING STEEL

BAR LIST ONE APPROACH SLAB				
MARK	NO.	SIZE	FORM	LENGTH
AS	33	#4	BNT.	5'-0"
BL1	49	#9	STR.	19'-8"
BT1	33	#5	STR.	31'-6"
SV1	33	#4	BNT.	4'-8"
TL1	34	#4	STR.	19'-8"
TT1	42	#4	STR.	15'-7"

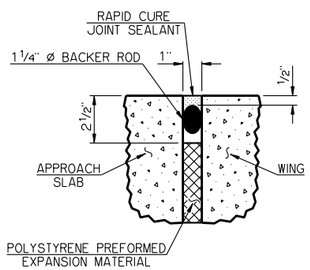


TYPICAL SECTION THRU APPROACH SLAB

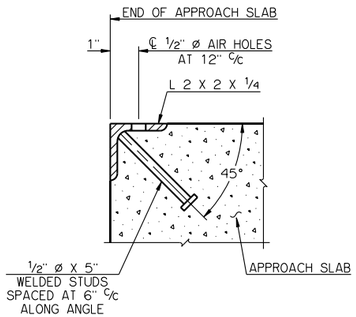
SUMMARY OF QUANTITIES - ONE APPROACH SLAB		
ITEM	UNIT	TOTAL
⑤ APPROACH SLAB	SY	70.80
SAW-CUT GROOVING	SY	57.00
⑥ STRUCTURAL STEEL	LB	130.00



DETAIL OF SAWED AND SEALED JOINT



DETAIL OF SEALED EXPANSION JOINT



DETAIL OF STEEL ANGLE BUMPER

1. THE BOND BREAKER SHALL BE ONE 6 MIL OR TWO 4 MIL POLYETHYLENE SHEETS. THE BOND BREAKER SHALL EXTEND THE FULL WIDTH AND LENGTH OF THE APPROACH SLAB BUT SHALL NOT BE PLACED IN THE NOTCH ABOVE THE APPROACH SLAB SUPPORT AT THE BACK FACE OF THE ABUTMENT DIAPHRAGM.

2. AS BARS SHALL BE TIED TO THE TOP LAYER OF REINFORCING STEEL IN THE DECK SLAB AND TO THE BOTTOM LAYER OF REINFORCING STEEL IN THE APPROACH SLAB. AS BARS SHALL BE INSTALLED BEFORE PLACING DECK SLAB CONCRETE.

3. THE APPROACH SLAB SUPPORT AT THE BACK FACE OF THE ABUTMENT DIAPHRAGM SHALL BE CONSTRUCTED WITH THE ABUTMENT DIAPHRAGM. SV1 AND BT1 BARS SHALL BE INSTALLED BEFORE PLACING THE ABUTMENT DIAPHRAGM CONCRETE.

4. AT TRANSVERSE JOINTS ONLY, THIS DIMENSION SHALL TAPER FROM ½" AT THE EDGE OF DRIVING LANES TO ⅛" AT FACE OF TRAFFIC RAILS

5. THE UNIT PRICE BID PER SQUARE YARD OF "APPROACH SLAB" SHALL INCLUDE ALL COST TO CONSTRUCT THE APPROACH SLAB AND THE APPROACH SLAB SUPPORT AT THE BACK FACE OF THE ABUTMENT DIAPHRAGM INCLUDING THE COST OF ALL CONCRETE, ALL REINFORCING STEEL INCLUDING AS, BT1 AND SV1 BARS, BACKER ROD, RAPID CURE JOINT SEALANT, POLYSTYRENE PREFORMED EXPANSION MATERIAL, POLYETHYLENE SHEETING, SAWING, GRINDING, EXCAVATION, BACKFILL, MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS.

6. STEEL ANGLE BUMPERS SHALL BE OMITTED FROM ENDS OF APPROACH SLABS ADJOINING AN APPROACH ROADWAY COMPRISED OF ASPHALT OR P.C. CONCRETE PAVEMENT. STRUCTURAL STEEL QUANTITY SHOWN IS FOR ONE STEEL ANGLE BUMPER.

APPROVED BY BRIDGE ENGINEER Robert J Lusch DATE 9-9-2011

OKLAHOMA DEPARTMENT OF TRANSPORTATION
COUNTY BRIDGE STANDARD (ENGLISH)

APPROACH SLAB DETAILS

32' CLEAR ROADWAY - INTEGRAL - SKEWED 0°

2009 SPECIFICATIONS	CB32-I-SKO-AS	01E
		CB-904E