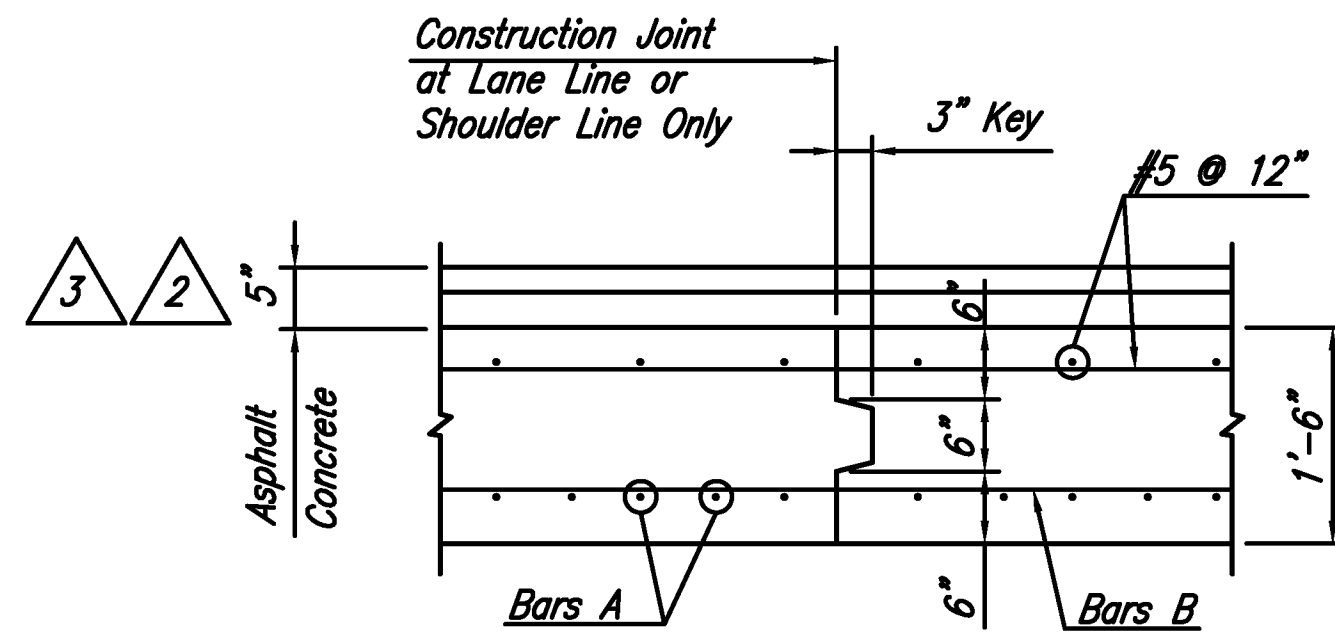
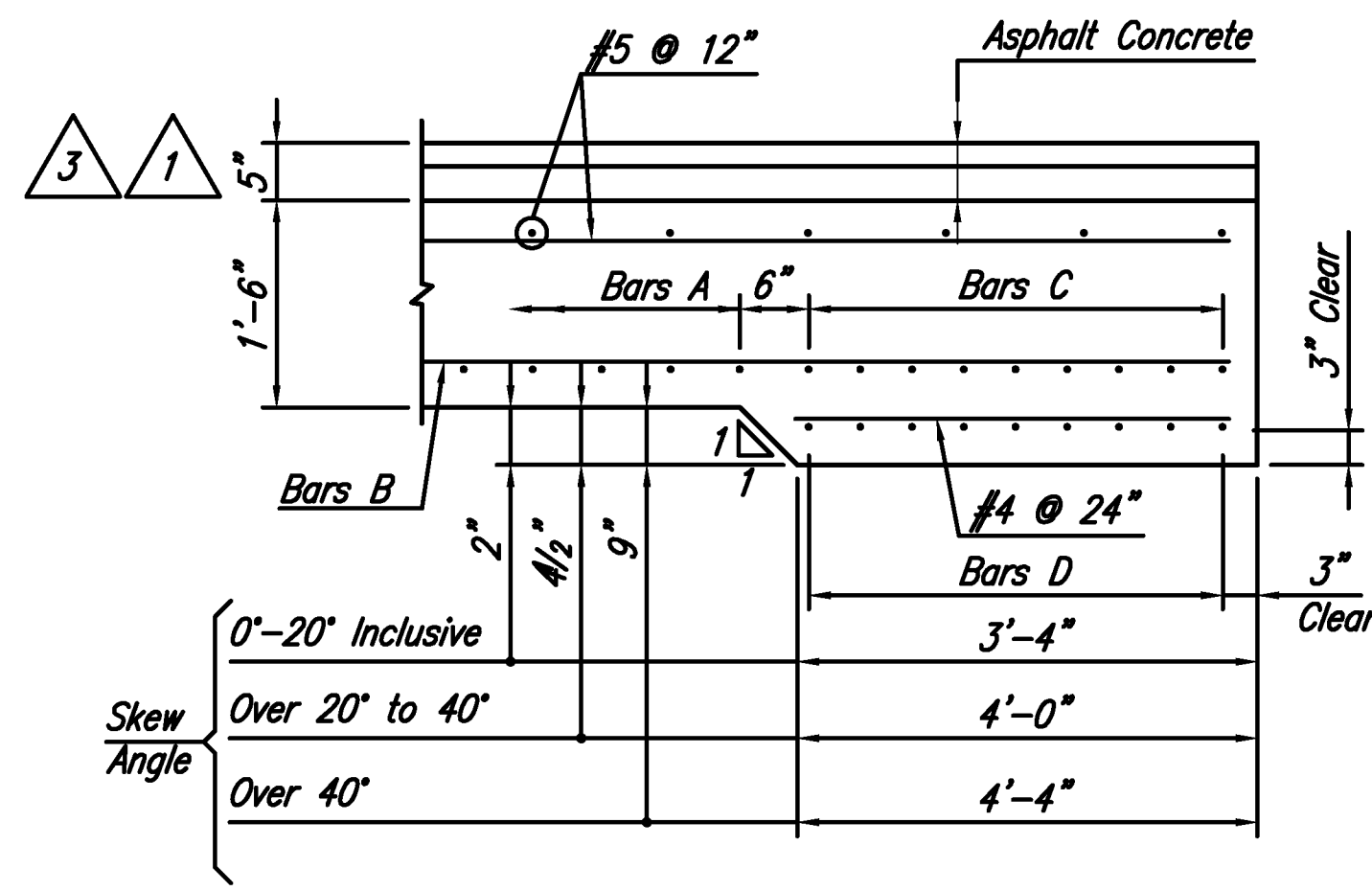


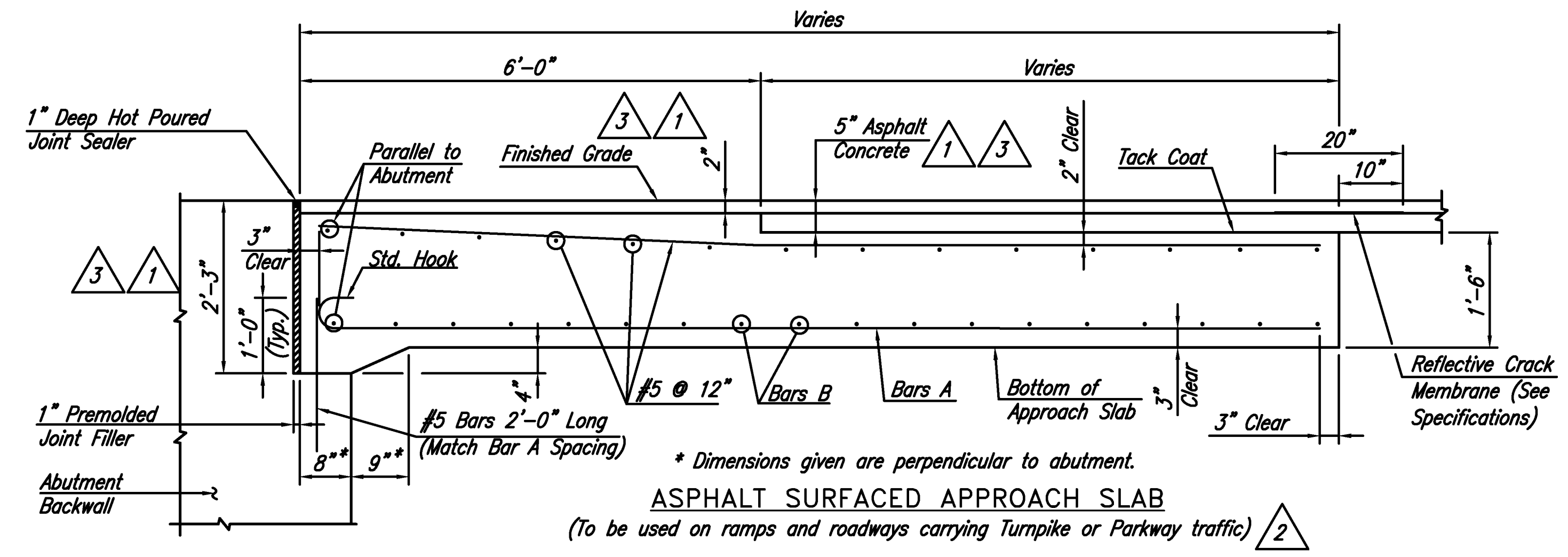
PLAN
3/16" = 1'-0"



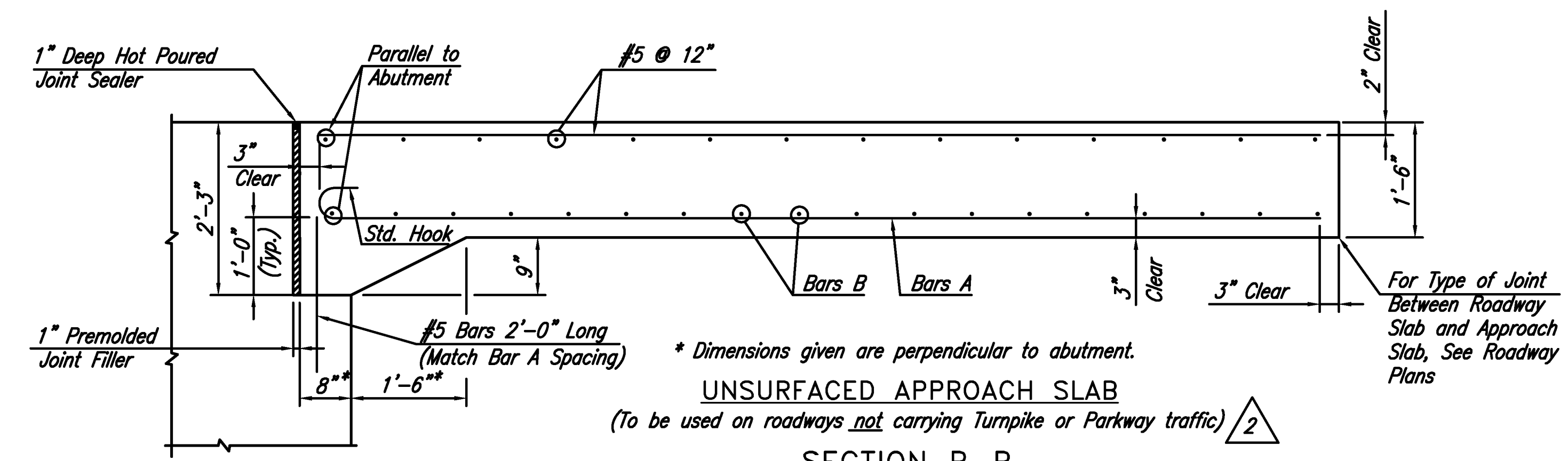
SECTION C-C
3/4" = 1'-0"



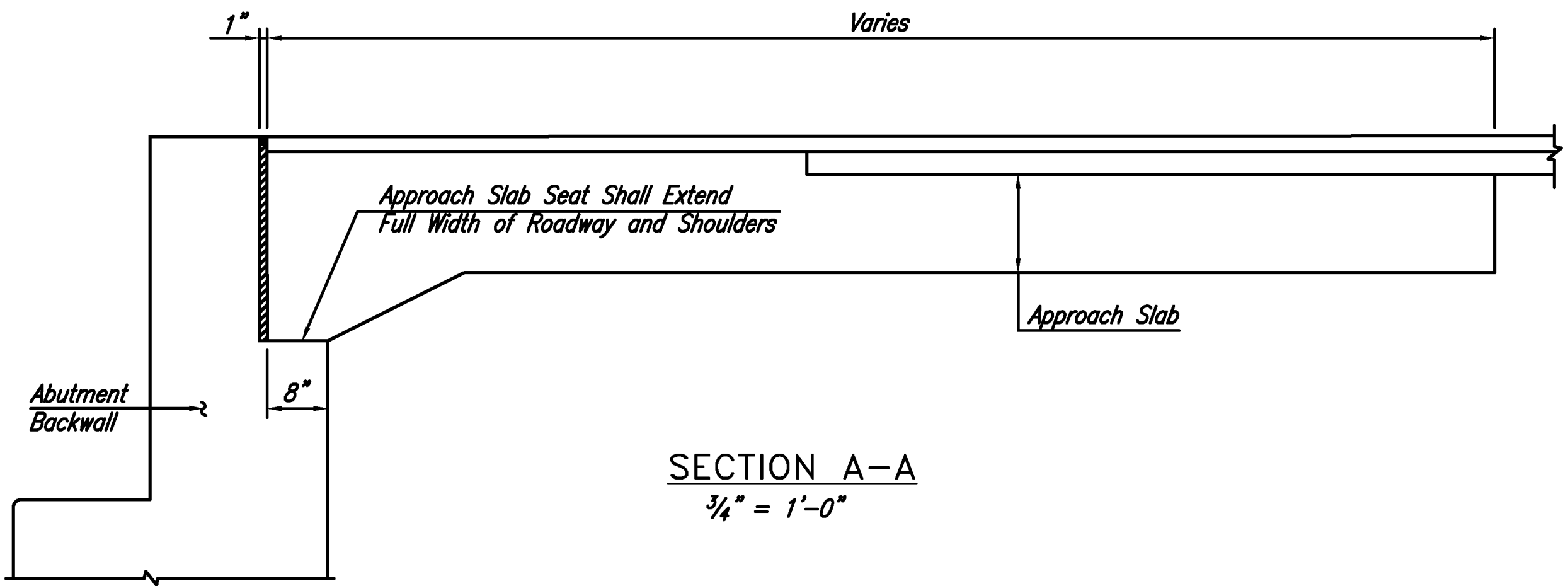
SECTION D-D THRU EDGE BEAM
3/4" = 1'-0"



ASPHALT SURFACED APPROACH SLAB
(To be used on ramps and roadways carrying Turnpike or Parkway traffic) 2



UNSURFACED APPROACH SLAB
(To be used on roadways not carrying Turnpike or Parkway traffic) 2



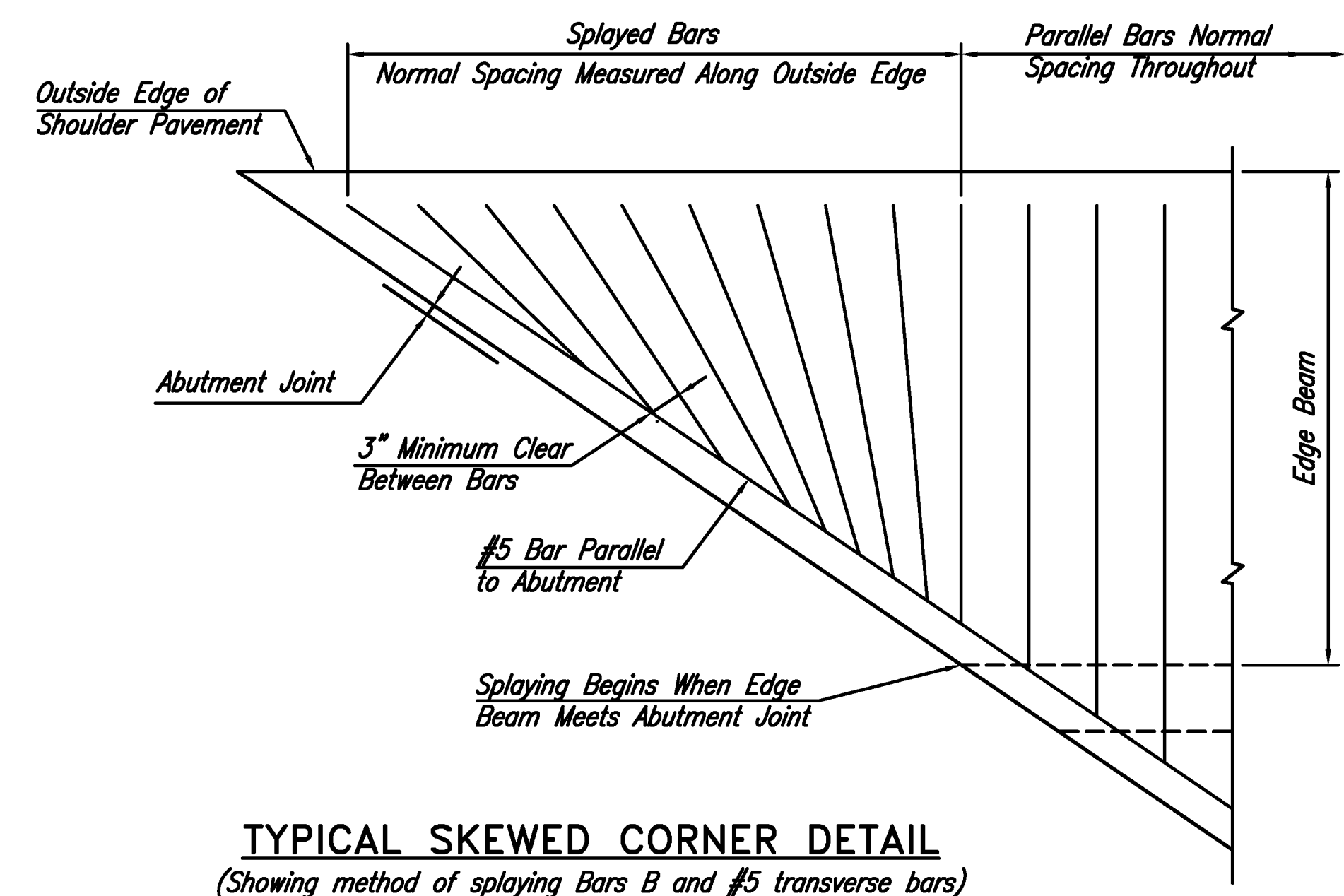
SECTION A-A
3/4" = 1'-0"

TABLE OF MAIN REINFORCEMENT

SKEW ANGLE	BAR A	BAR B
0°-20° Inclusive	#11 @ 8"	#8 @ 12"
Over 20° to 30°	#11 @ 8"	#11 @ 12"
Over 30° to 40°	#11 @ 8"	#11 @ 9"
Over 40°	#11 @ 9"	#11 @ 8"

TABLE OF EDGE BEAM REINFORCEMENT

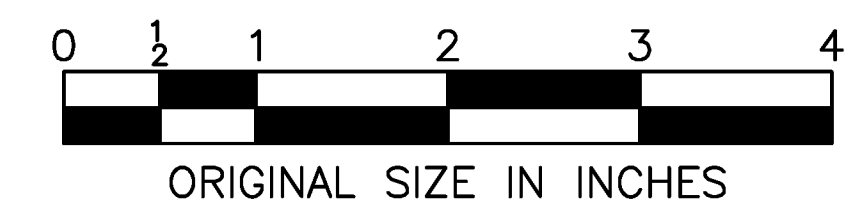
SKEW ANGLE	BAR C	BAR D
0°-20° Inclusive	None	7 - #11
Over 20° to 40°	None	9 - #11
Over 40°	9 - #11	9 - #11



TYPICAL SKEWED CORNER DETAIL
(Showing method of splaying Bars B and #5 transverse bars)
Not to Scale

NOTES:

- Top mat reinforcement steel shall be epoxy coated.
- For abutment headblock details, see Standard Drawing BR-13.
- Concrete to be Class B, air entrained for Asphalt Surfaced Slabs and HPC for Unsurfaced Slabs.
- Bridge approach slabs shall be full width of roadway and shoulders (i.e. toe of parapet to toe of parapet).
- Bridge approach slabs shall conform to Section 304.



App. No.	DATE	REVISION
3	8/09	REVISED THICKNESS OF ASPHALT CONCRETE SURFACE COURSE
2	3/09	VARIOUS REVISIONS
1	2/08	REVISED THICKNESS OF ASPHALT CONCRETE SURFACE COURSE
	2/05	REISSUED; CONFORMS TO 2004 SPECS

NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE

BRIDGE APPROACH SLABS

OFFICE OF THE CHIEF ENGINEER
WOODBRIIDGE, NEW JERSEY

2004 STANDARD DRAWING
BR-6