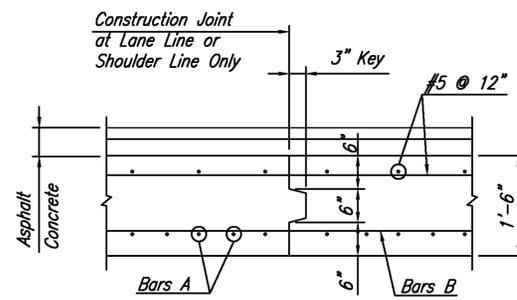
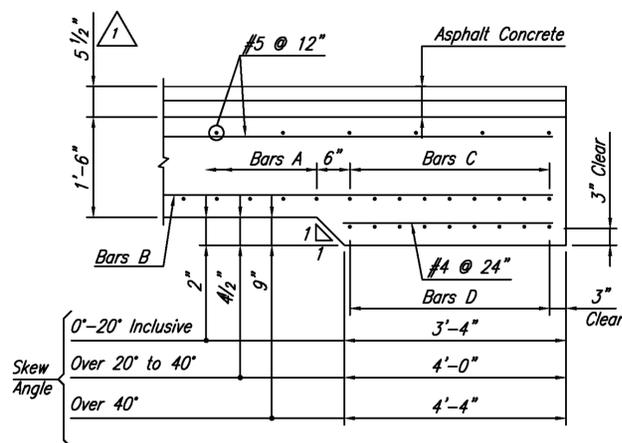


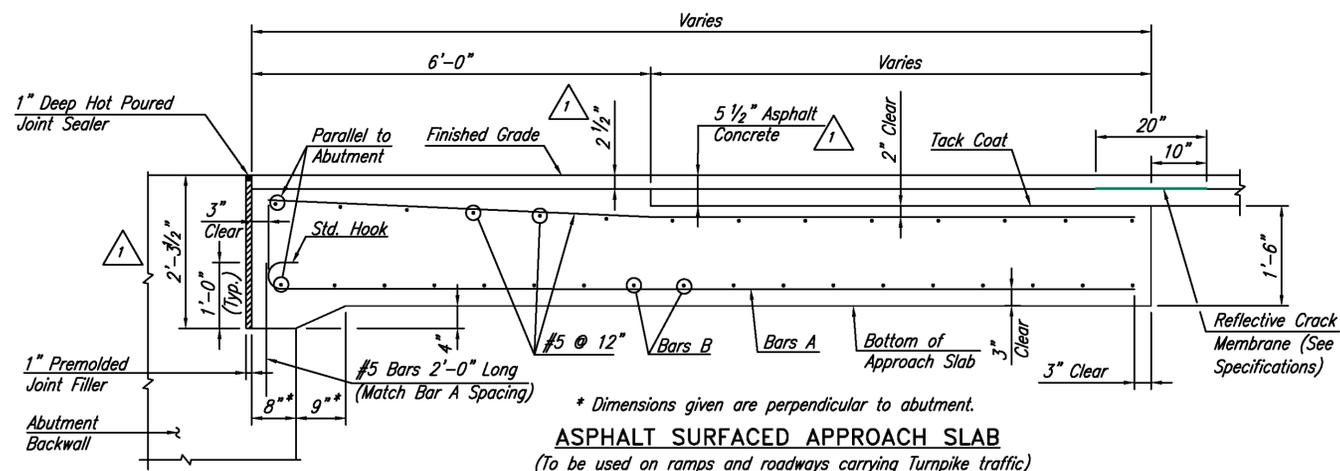
PLAN
3/16" = 1'-0"



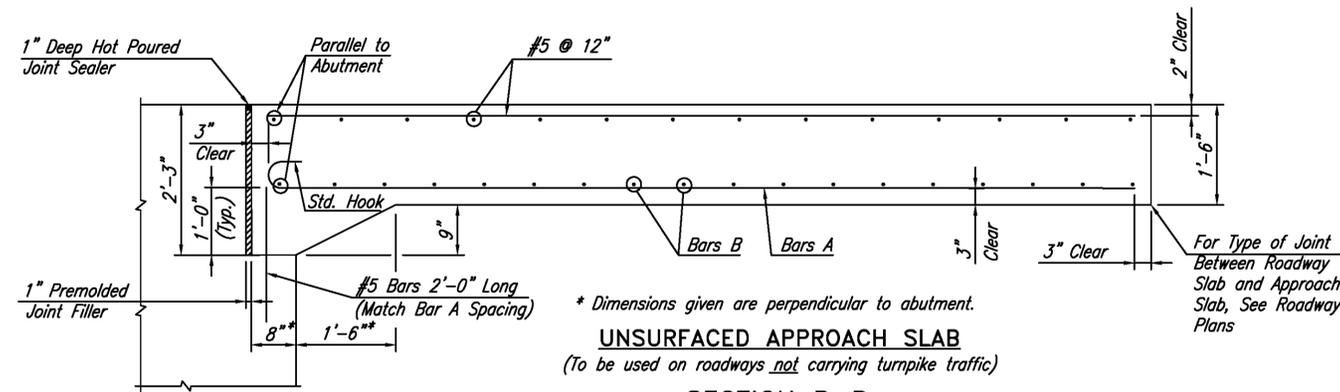
SECTION C-C
3/4" = 1'-0"



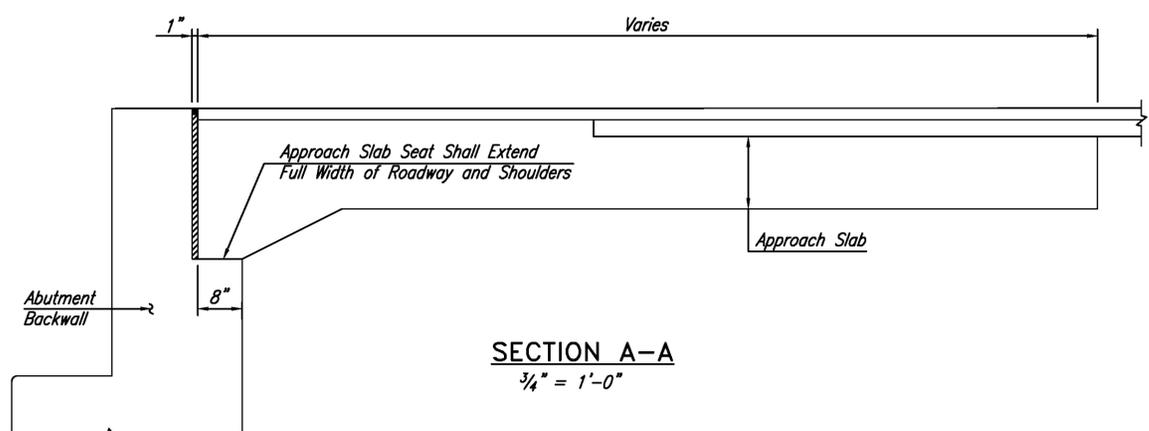
**SECTION D-D
THRU EDGE BEAM**
3/4" = 1'-0"



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



UNSURFACED APPROACH SLAB
(To be used on roadways not carrying turnpike traffic)



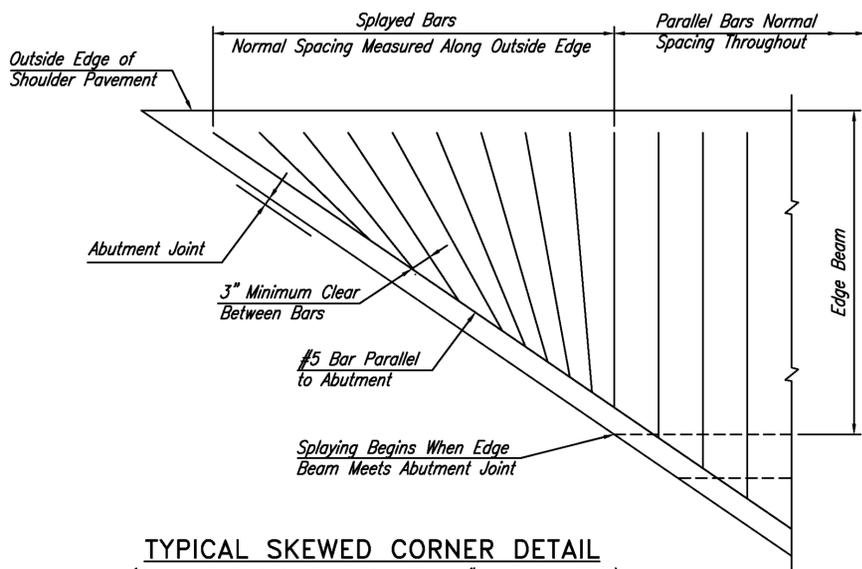
SECTION A-A
3/4" = 1'-0"

TABLE OF MAIN REINFORCEMENT

SKEW ANGLE	BARS A	BARS 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	BARS C	BARS 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:

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



**NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE**

BRIDGE APPROACH SLABS

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

OFFICE OF THE CHIEF ENGINEER
WOODBRIIDGE, NEW JERSEY

2004 STANDARD
DRAWING
BR-6