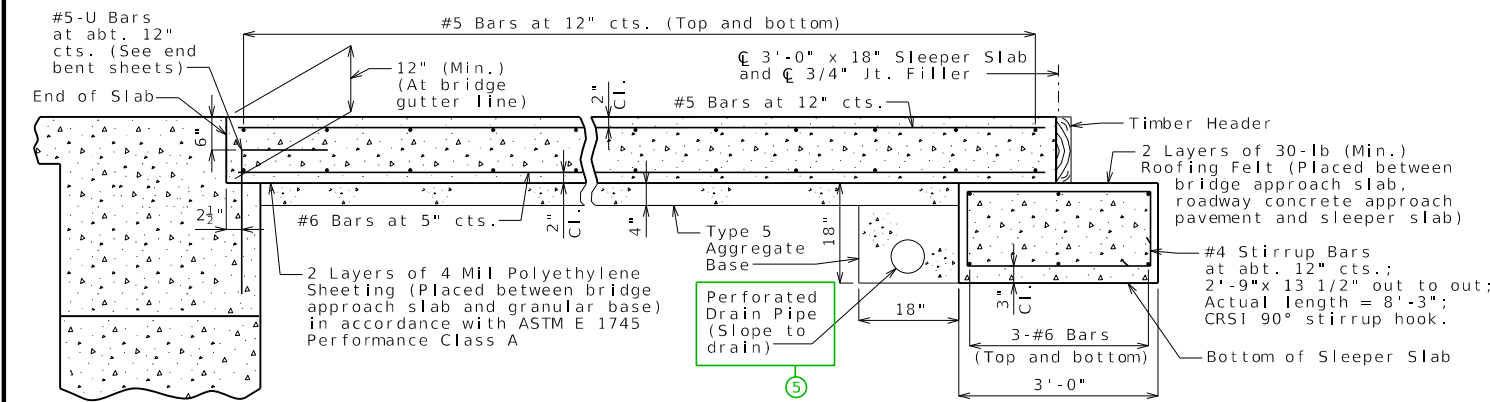
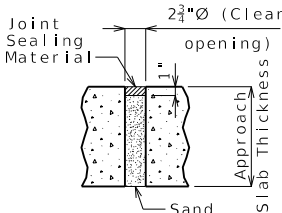


With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.

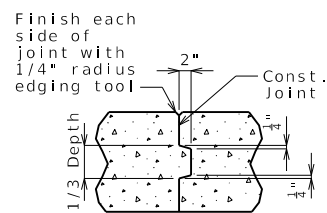


SECTION C-C

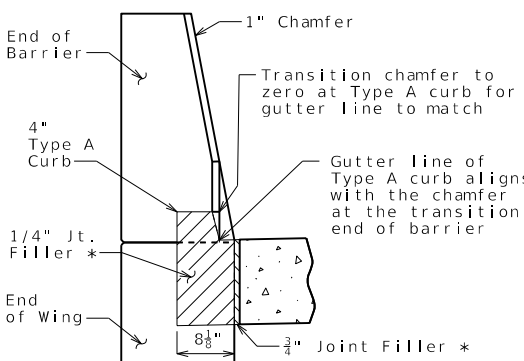
BRIDGE APPROACH SLAB (MAJOR)



UNDERSEAL ACCESS HOLE DETAIL  
(If required)



CONSTRUCTION JOINT DETAIL



SECTION BETWEEN CURB AND BARRIER

General Notes:

All concrete for the bridge approach slab and sleeper slab shall be in accordance with Sec 503 (f'c = 4,000 psi).

The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with fy = 60,000 psi.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 24 inches for #5 bars and 40 inches for #6 bars, or by mechanical bar splice.

Mechanical bar splices shall be in accordance with Sec 710.

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

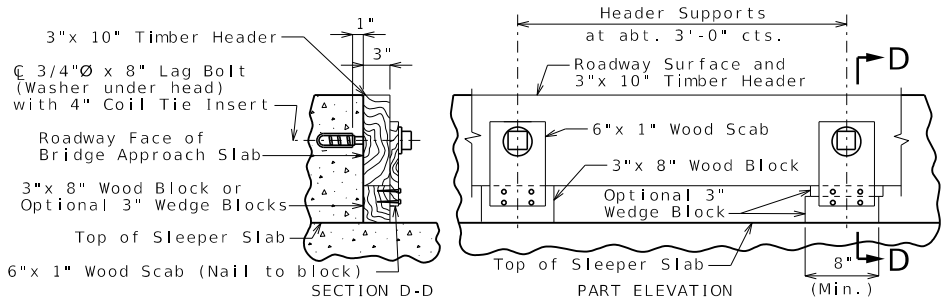
Longitudinal construction joints in approach slab and sleeper slab shall be aligned with longitudinal construction joints in bridge slab.

For concrete approach pavement details, see roadway plans.

See Missouri Standard Plan 609.00 for details of Type A curb.

Payment for furnishing all materials, labor and excavation necessary to construct the approach slab, including the timber header, sleeper slab, underdrain, Type 5 aggregate base, joint filler and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Major) per square yard.

\* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.



DETAILS OF TIMBER HEADER

Remove timber header when concrete pavement is placed.

Detailed  
Checked

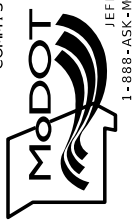
Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

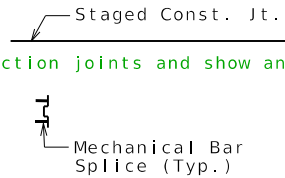


APP01\_major\_la\_i      Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):

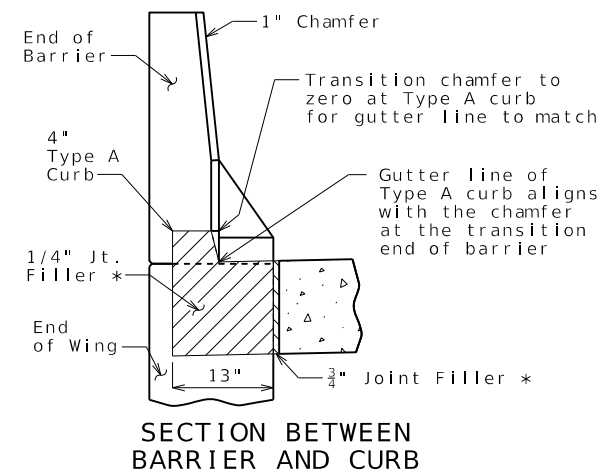
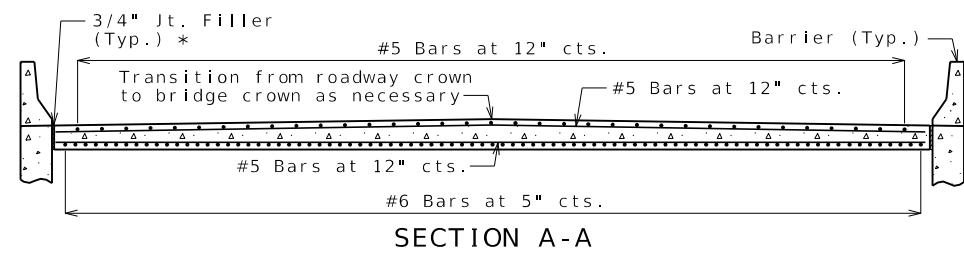
See Structural Project Manager or Liaison for preference on revising details as follows to specify staged construction.

- ① Show & call out any required staged construction joints.
- ② Show any required construction joints and show and call out any mechanical bar splices.



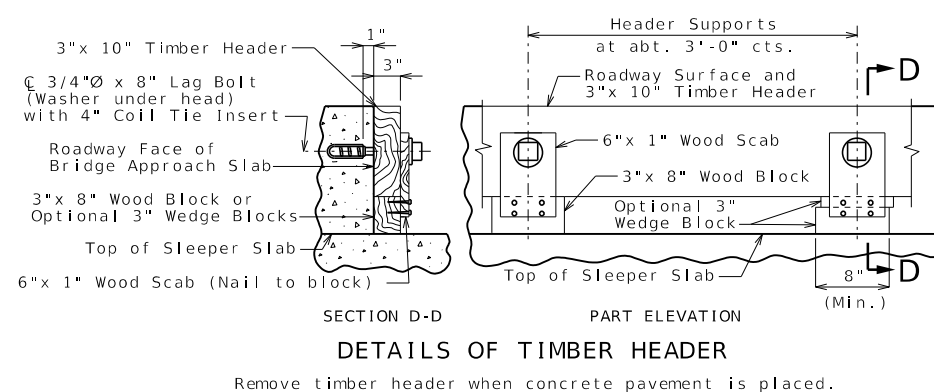
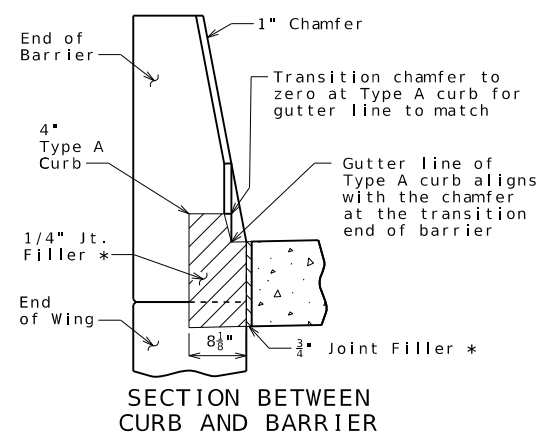
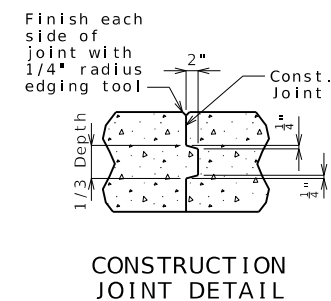
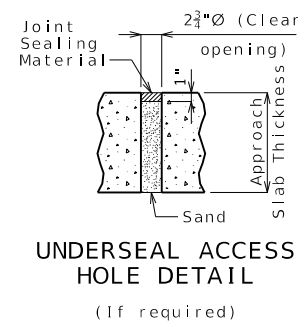
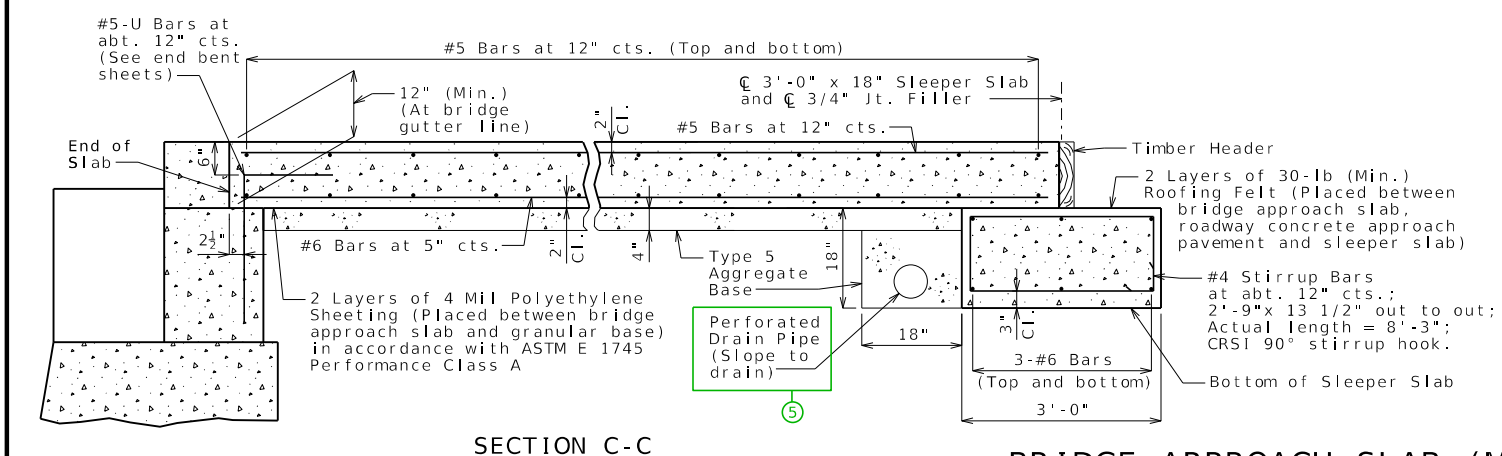
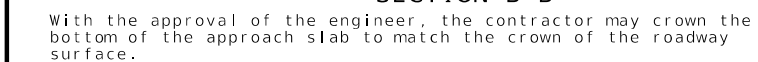
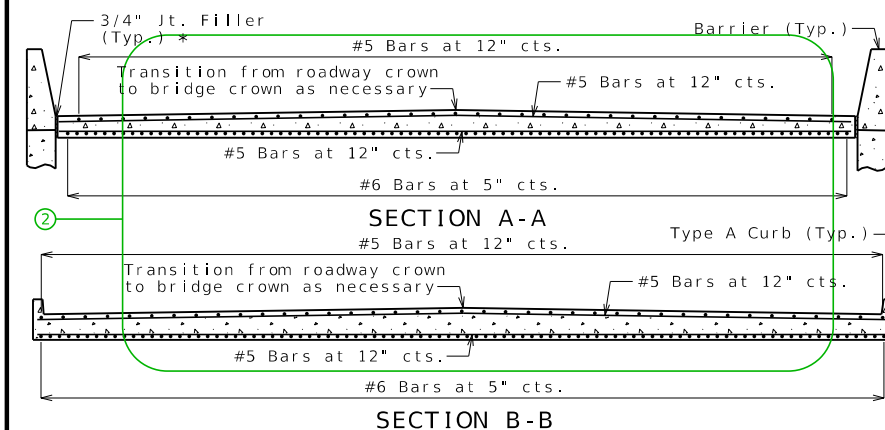
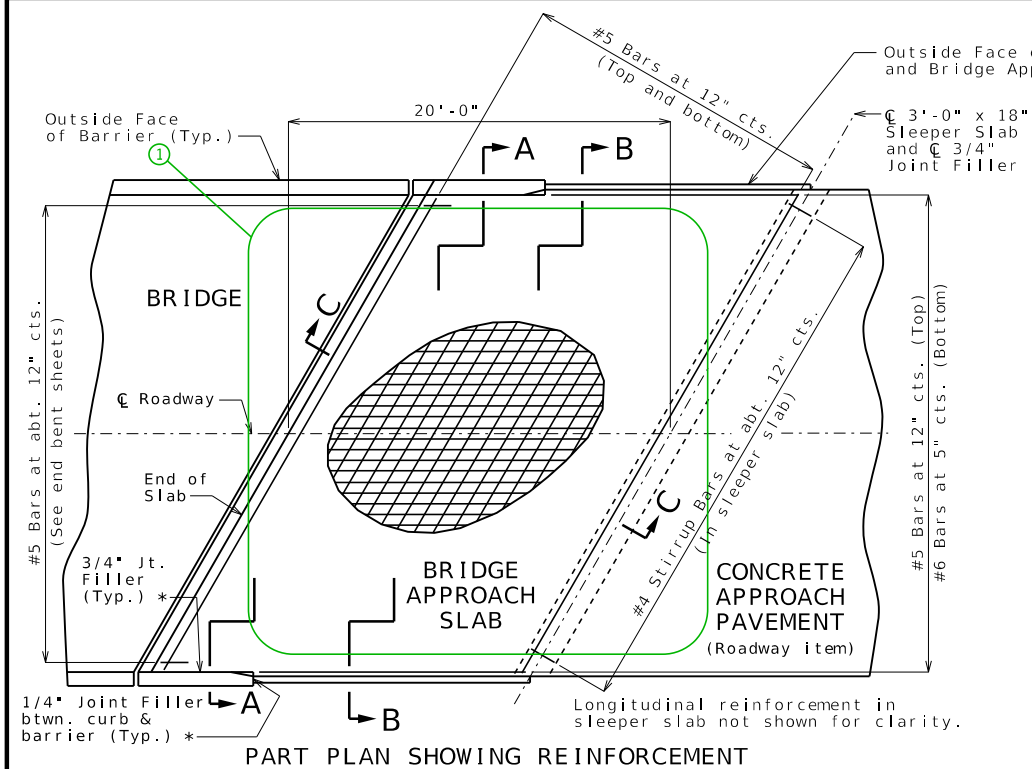
- ③ When mechanical bar splices are required due to staged construction, add the following after the indicated note:  
(Estimated \_\_\_ splices per slab)  
Input the estimated number of required mechanical bar splices including those in the sleeper slab.
- ④ See Notes K1.11 and K1.12 in EPG 751.50 for wording of notes when semi-deep abutments are used.

- ⑤ If the end of a wing wall extends beyond the end of the bridge approach slab, it will be necessary to revise the length of the sleeper slab shown and to redirect the perforated drain pipe adjacent to the sleeper slab to go under the sleeper slab and then turn to daylight. This should be nonperforated drain pipe at this point.



ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)





General Notes:

All concrete for the bridge approach slab and sleeper slab shall be in accordance with Sec 503 ( $f'c = 4,000$  psi).

The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with  $f_y = 60,000$  psi.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

Minimum clearance to reinforcing steel shall be 1 1/2",  
unless otherwise shown.

The reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 24 inches for #5 bars and 40 inches for #6 bars, or by mechanical bar splice.

Mechanical bar splices shall be in accordance with Sec 710. (3)

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

Longitudinal construction joints in approach slab and sleeper slab shall be aligned with longitudinal construction joints in bridge slab. (4)

For concrete approach pavement details, see roadway plans.

See Missouri Standard Plan 609.00 for details of Type A curb.

Payment for furnishing all materials, labor and excavation necessary to construct the approach slab, excluding the time header sleeper, 5' underdrain, Type 5 aggregate base, joint filler and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Major) per square yard.

\* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

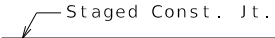
[illegible]



Standard Drawing Guidance (do not show on plans):

See Structural Project Manager or Liaison for preference on revising details as follows to specify staged construction.

- ① Show & call out any required staged construction joints.



- ② Show any required construction joints and show and call out any mechanical bar splices.

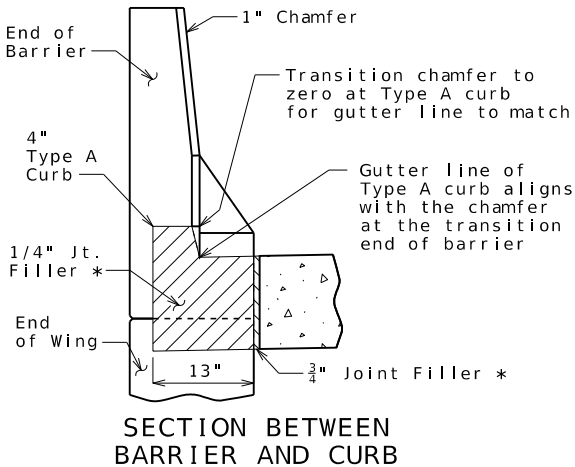
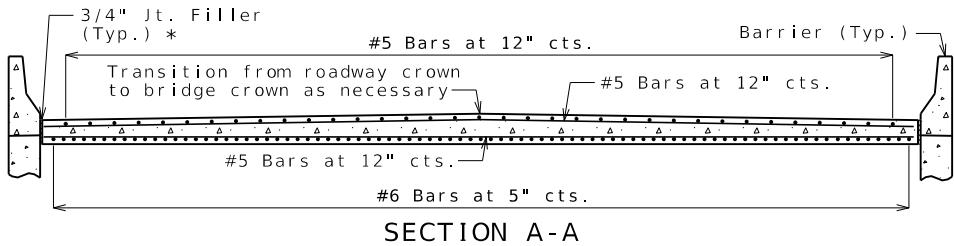


- ③ When mechanical bar splices are required due to staged construction, add the following after the indicated note:  
(Estimated \_\_\_ splices per slab)

Input the estimated number of required mechanical bar splices including those in the sleeper slab.

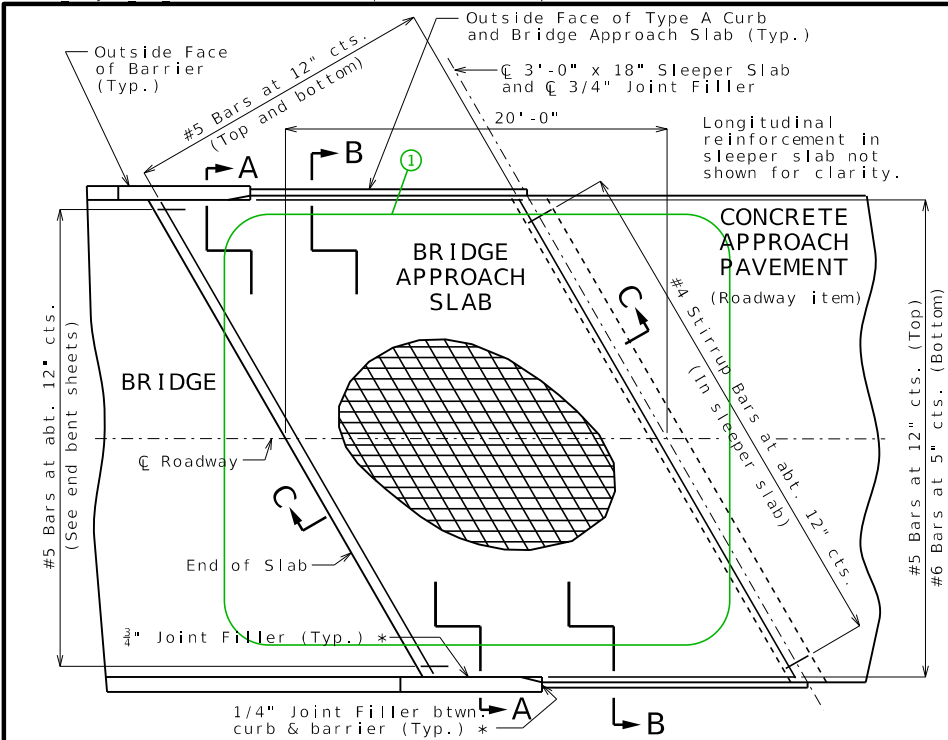
- ④ See Notes K1.11 and K1.12 in EPG 751.50 for wording of notes when semi-deep abutments are used.

- ⑤ If the end of a wing wall extends beyond the end of the bridge approach slab, it will be necessary to revise the length of the sleeper slab shown and to redirect the perforated drain pipe adjacent to the sleeper slab to go under the sleeper slab and then turn to daylight. This should be nonperforated drain pipe at this point.

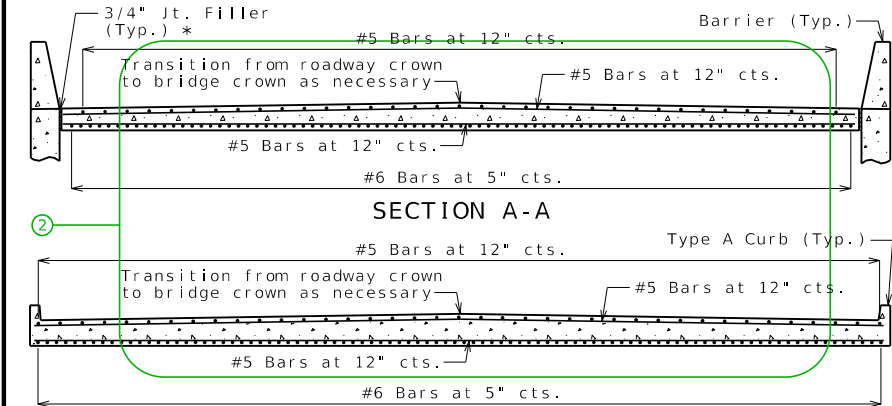


ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)



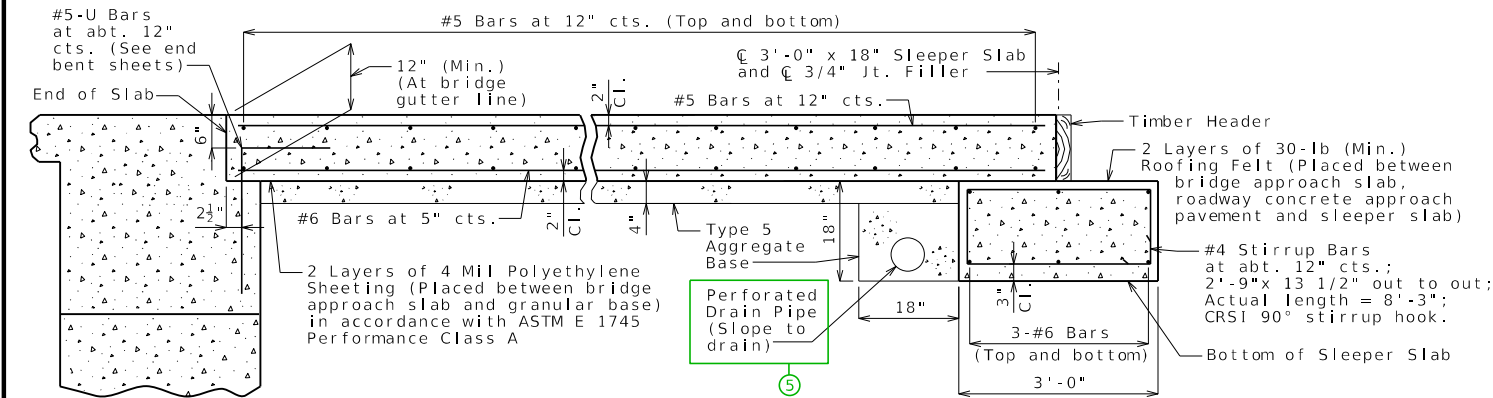


PART PLAN SHOWING REINFORCEMENT



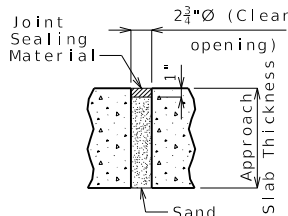
SECTION B-B

With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.



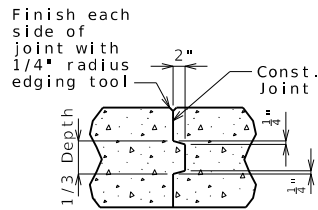
SECTION C-C

BRIDGE APPROACH SLAB (MAJOR)



UNDERSEAL ACCESS HOLE DETAIL

(If required)



CONSTRUCTION JOINT DETAIL

General Notes:

All concrete for the bridge approach slab and sleeper slab shall be in accordance with Sec 503 (f'c = 4,000 psi).

The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with fy = 60,000 psi.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 24 inches for #5 bars and 40 inches for #6 bars, or by mechanical bar splice.

Mechanical bar splices shall be in accordance with Sec 710.

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

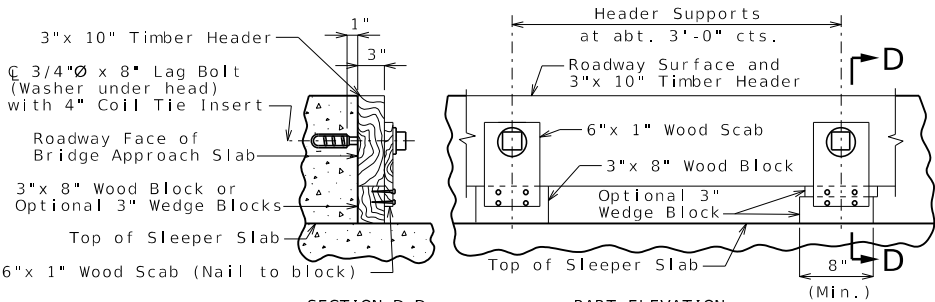
Longitudinal construction joints in approach slab and sleeper slab shall be aligned with longitudinal construction joints in bridge slab.

For concrete approach pavement details, see roadway plans.

See Missouri Standard Plan 609.00 for details of Type A curb.

Payment for furnishing all materials, labor and excavation necessary to construct the approach slab, including the timber header, sleeper slab, underdrain, Type 5 aggregate base, joint filler and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Major) per square yard.

\* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.



SECTION D-D

PART ELEVATION

DETAILS OF TIMBER HEADER

Remove timber header when concrete pavement is placed.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

DATE PREPARED 4/21/2025	
ROUTE	STATE MO
DISTRICT	SHEET NO. 3
COUNTY	
JOB NO.	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

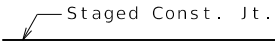


APP03\_major\_ra\_i      Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):

See Structural Project Manager or Liaison for preference on revising details as follows to specify staged construction.

① Show & call out any required staged construction joints.



② Show any required construction joints and show and call out any mechanical bar splices.



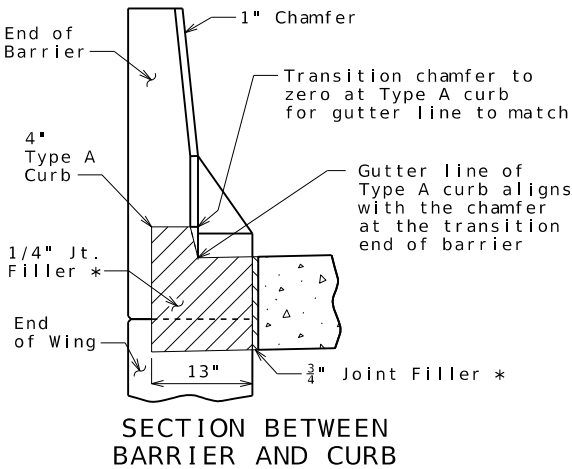
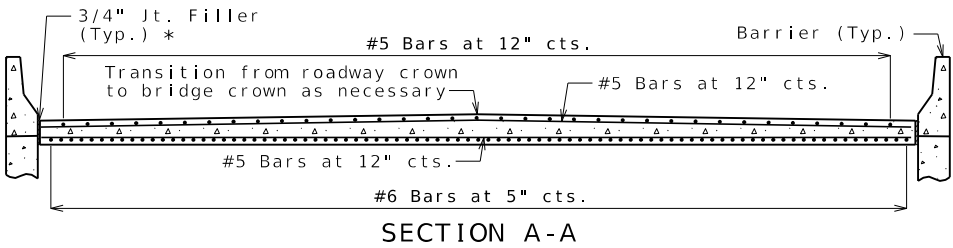
③ When mechanical bar splices are required due to staged construction, add the following after the indicated note:

(Estimated \_\_\_ splices per slab)

Input the estimated number of required mechanical bar splices including those in the sleeper slab.

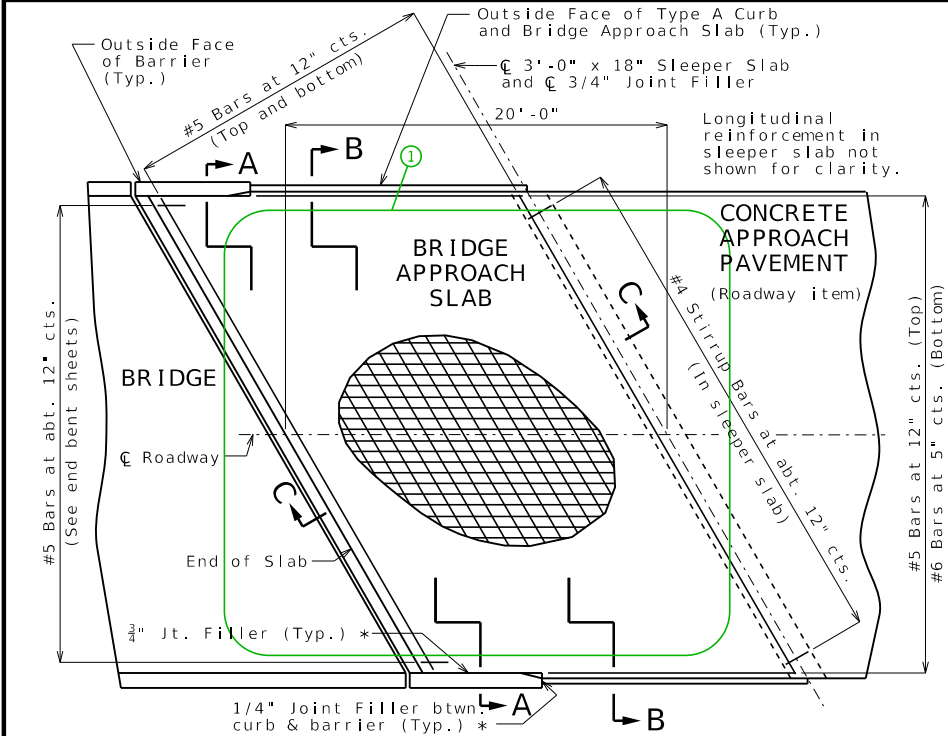
④ See Notes K1.11 and K1.12 in EPG 751.50 for wording of notes when semi-deep abutments are used.

⑤ If the end of a wing wall extends beyond the end of the bridge approach slab, it will be necessary to revise the length of the sleeper slab shown and to redirect the perforated drain pipe adjacent to the sleeper slab to go under the sleeper slab and then turn to daylight. This should be nonperforated drain pipe at this point.

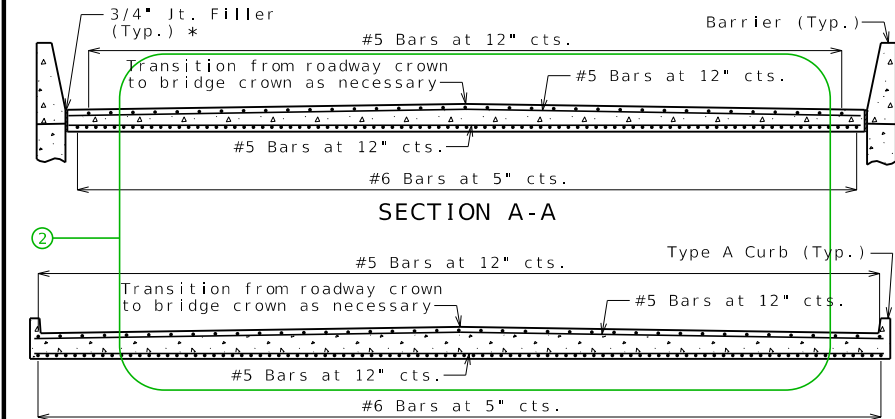


ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)



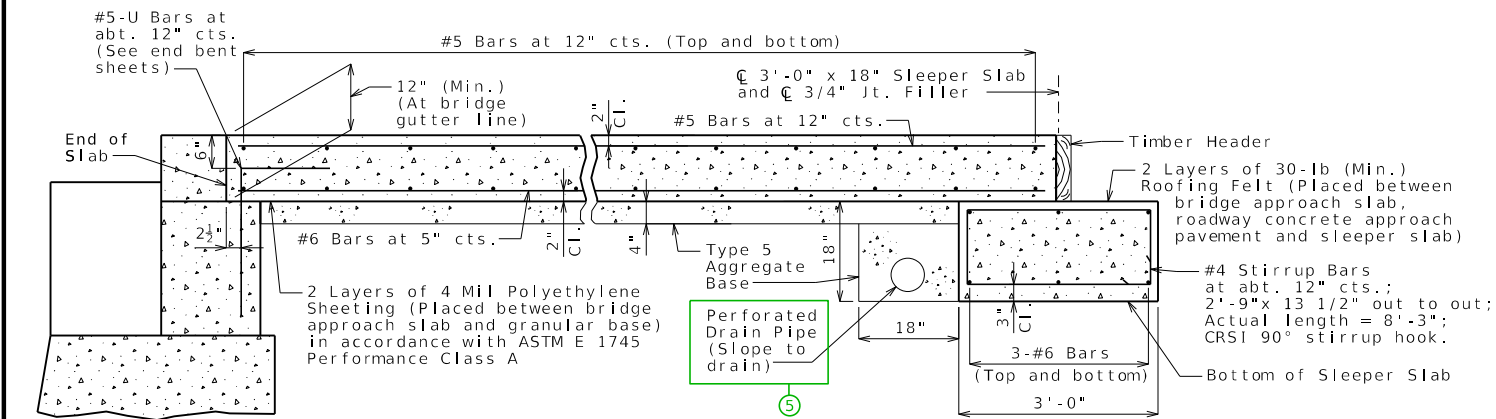


PART PLAN SHOWING REINFORCEMENT



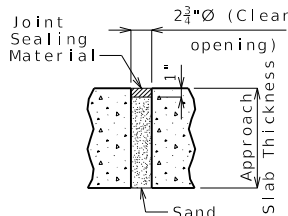
SECTION B-B

With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.



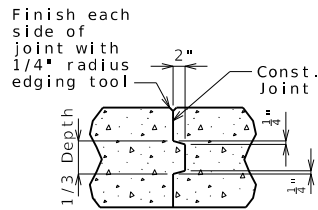
SECTION C-C

BRIDGE APPROACH SLAB (MAJOR)



UNDERSEAL ACCESS HOLE DETAIL

(If required)



CONSTRUCTION JOINT DETAIL

General Notes:

All concrete for the bridge approach slab and sleeper slab shall be in accordance with Sec 503 ( $f'c = 4,000$  psi).

The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with  $f_y = 60,000$  psi.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 24 inches for #5 bars and 40 inches for #6 bars, or by mechanical bar splice.

Mechanical bar splices shall be in accordance with Sec 710. ③

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

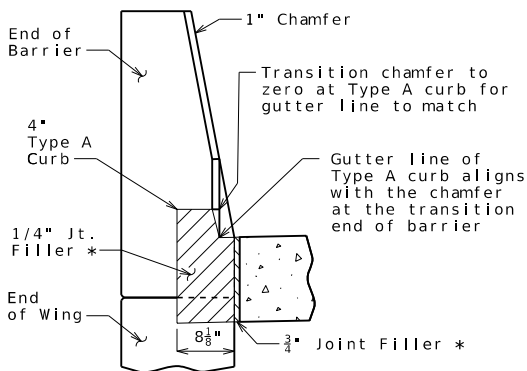
Longitudinal construction joints in approach slab and sleeper slab shall be aligned with longitudinal construction joints in bridge slab. ④

For concrete approach pavement details, see roadway plans.

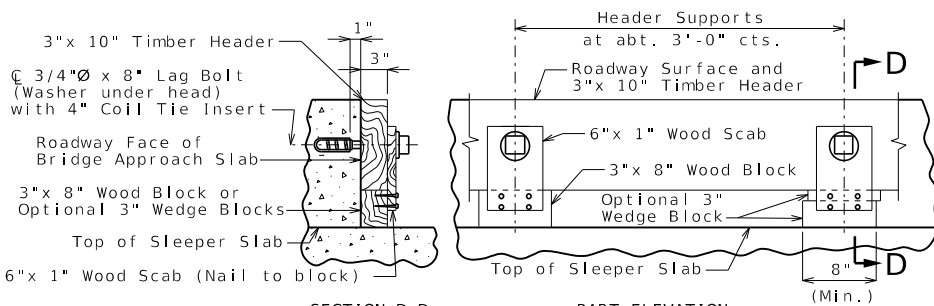
See Missouri Standard Plan 609.00 for details of Type A curb.

Payment for furnishing all materials, labor and excavation necessary to construct the approach slab, including the timber header, sleeper slab, underdrain, Type 5 aggregate base, joint filler and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Major) per square yard.

\* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.



SECTION BETWEEN CURB AND BARRIER



SECTION D-D

PART ELEVATION

DETAILS OF TIMBER HEADER

Remove timber header when concrete pavement is placed.

Detailed  
Checked

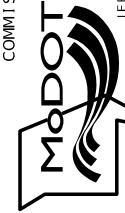
Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

DATE PREPARED  
4/21/2025

ROUTE STATE

DISTRICT SHEET NO.

4

COUNTY

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

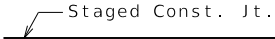


APP04\_major\_ra\_n      Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):

See Structural Project Manager or Liaison for preference on revising details as follows to specify staged construction.

- ① Show & call out any required staged construction joints.



- ② Show any required construction joints and show and call out any mechanical bar splices.



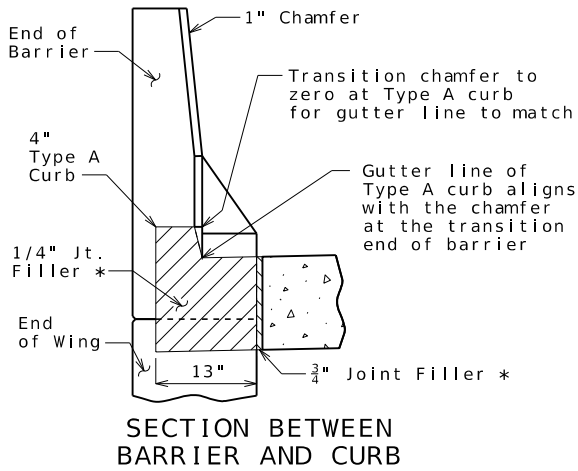
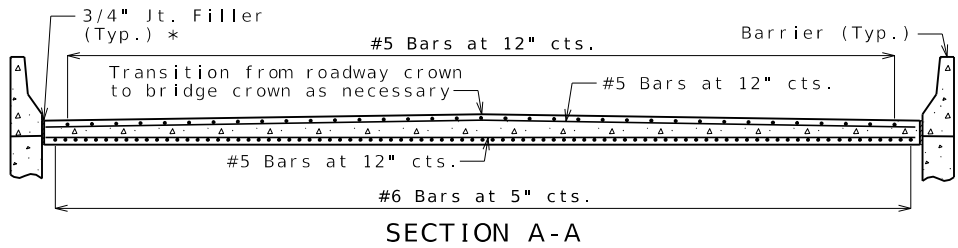
- ③ When mechanical bar splices are required due to staged construction, add the following after the indicated note:

(Estimated \_\_\_ splices per slab)

Input the estimated number of required mechanical bar splices including those in the sleeper slab.

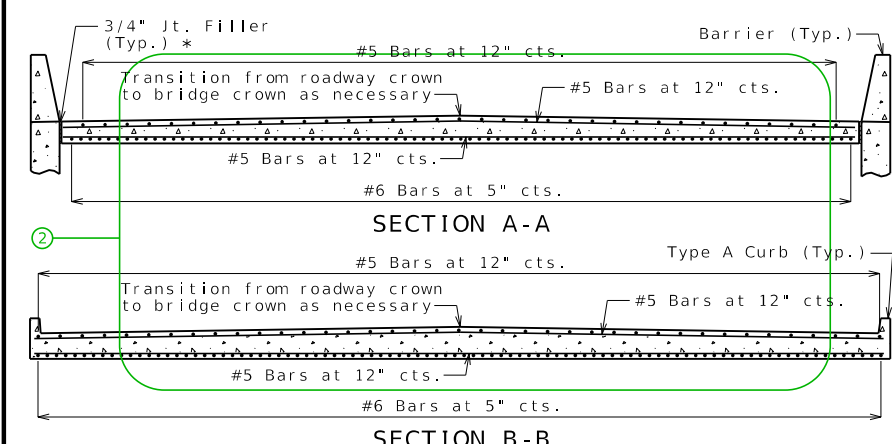
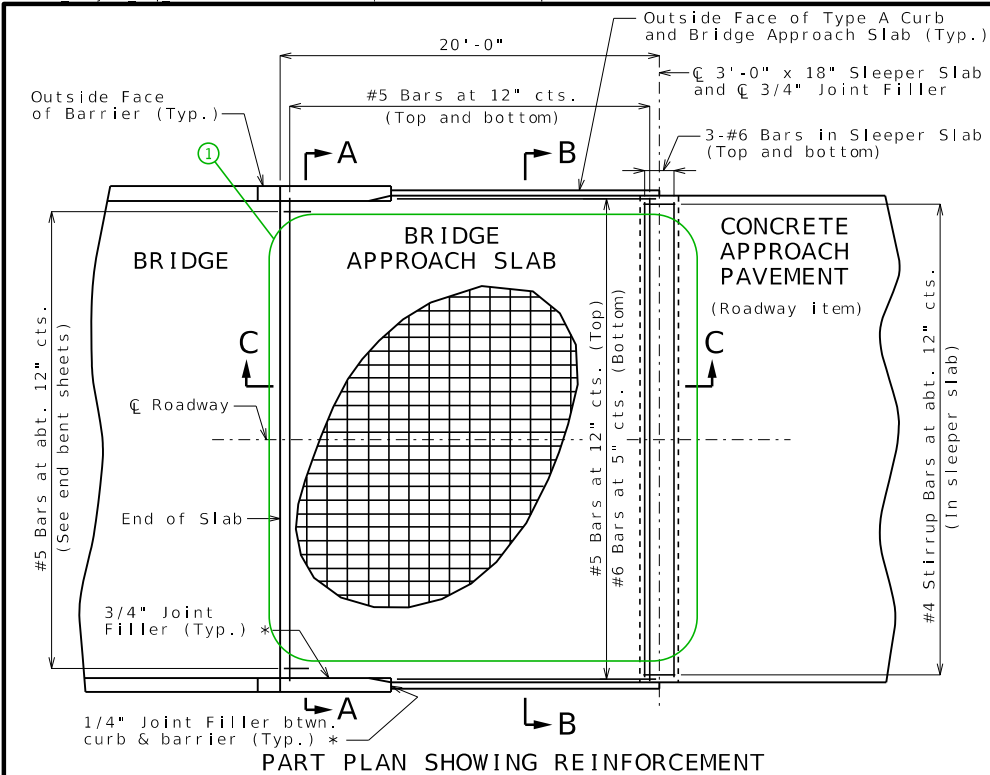
- ④ See Notes K1.11 and K1.12 in EPG 751.50 for wording of notes when semi-deep abutments are used.

- ⑤ If the end of a wing wall extends beyond the end of the bridge approach slab, it will be necessary to revise the length of the sleeper slab shown and to redirect the perforated drain pipe adjacent to the sleeper slab to go under the sleeper slab and then turn to daylight. This should be nonperforated drain pipe at this point.

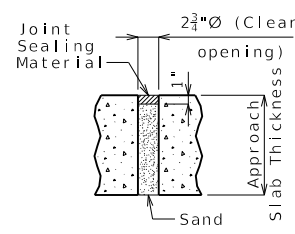
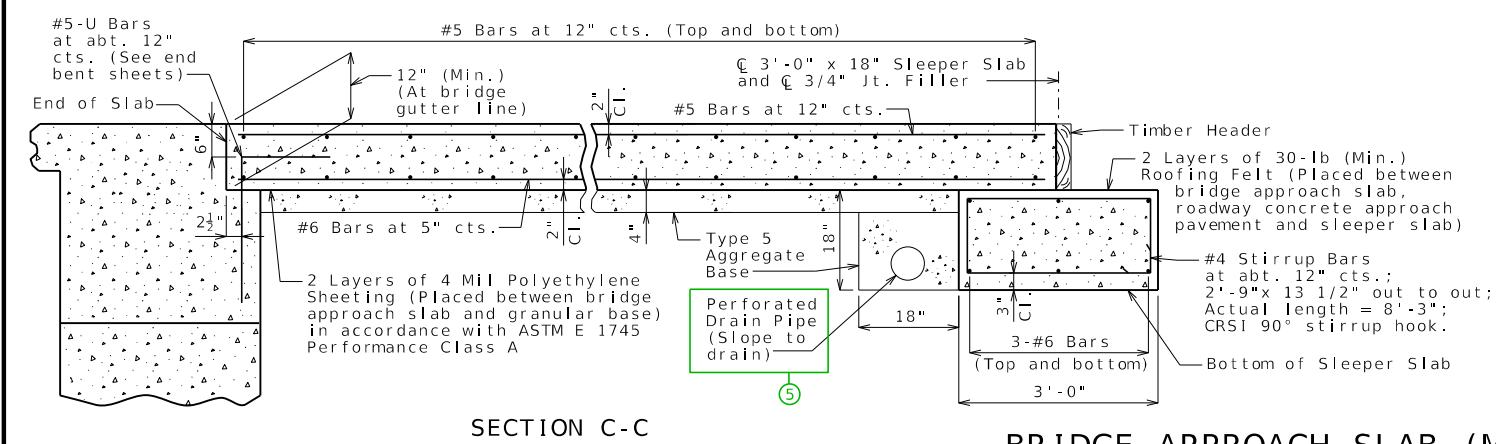


ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)

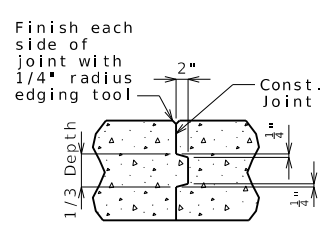




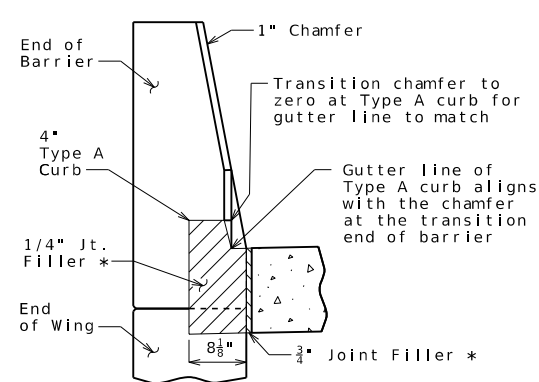
With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.



UNDERSEAL ACCESS HOLE DETAIL  
(If required)



CONSTRUCTION JOINT DETAIL



SECTION BETWEEN CURB AND BARRIER

General Notes:

All concrete for the bridge approach slab and sleeper slab shall be in accordance with Sec 503 (f'c = 4,000 psi).

The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with fy = 60,000 psi.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 24 inches for #5 bars and 40 inches for #6 bars, or by mechanical bar splice.

Mechanical bar splices shall be in accordance with Sec 710.

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

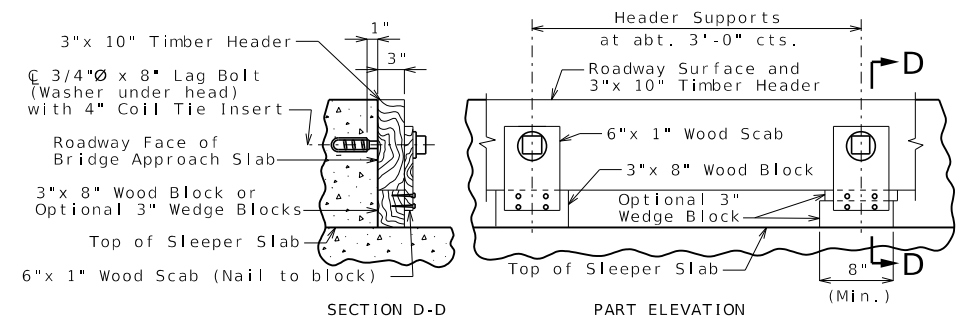
Longitudinal construction joints in approach slab and sleeper slab shall be aligned with longitudinal construction joints in bridge slab.

For concrete approach pavement details, see roadway plans.

See Missouri Standard Plan 609.00 for details of Type A curb.

Payment for furnishing all materials, labor and excavation necessary to construct the approach slab, including the timber header, sleeper slab, underdrain, Type 5 aggregate base, joint filler and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Major) per square yard.

\* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.



SECTION D-D  
PART ELEVATION  
DETAILS OF TIMBER HEADER

Remove timber header when concrete pavement is placed.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DATE PREPARED		4/21/2025
ROUTE	STATE	MO
DISTRICT	SHEET NO.	5
COUNTY		
JOB NO.		
CONTRACT ID.		
PROJECT NO.		
BRIDGE NO.		
DESCRIPTION		
DATE		
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION		
MDOT		
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)		



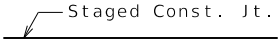
APP05\_major\_sq\_i

Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):

See Structural Project Manager or Liaison for preference on revising details as follows to specify staged construction.

① Show & call out any required staged construction joints.



② Show any required construction joints and show and call out any mechanical bar splices.



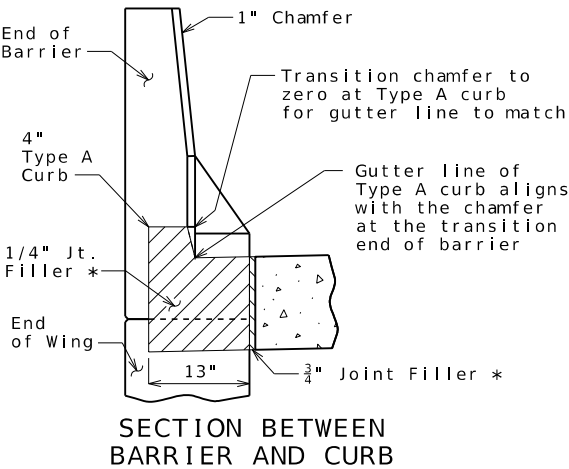
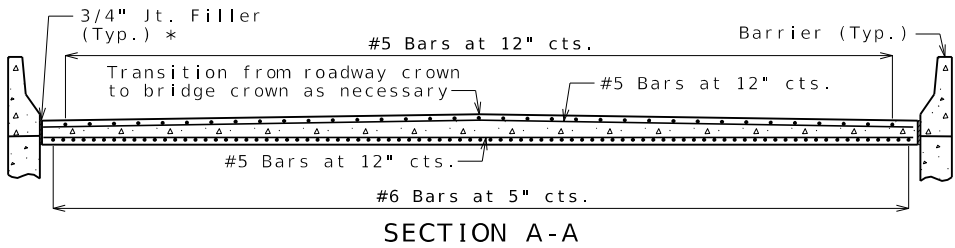
③ When mechanical bar splices are required due to staged construction, add the following after the indicated note:

(Estimated \_\_\_ splices per slab)

Input the estimated number of required mechanical bar splices including those in the sleeper slab.

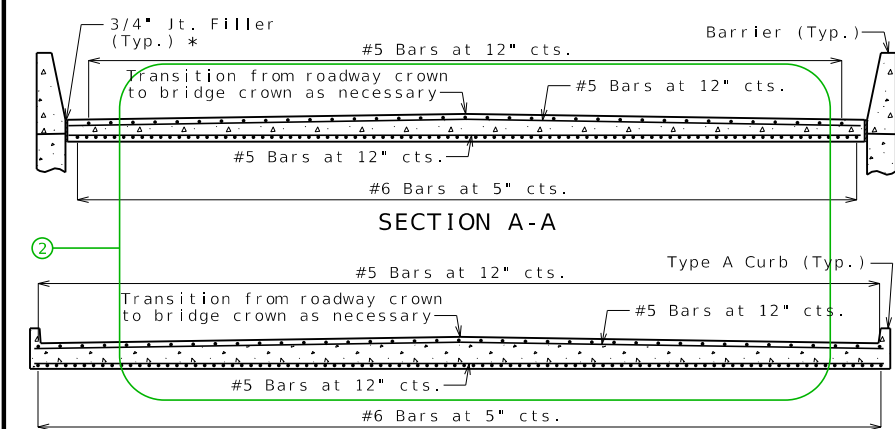
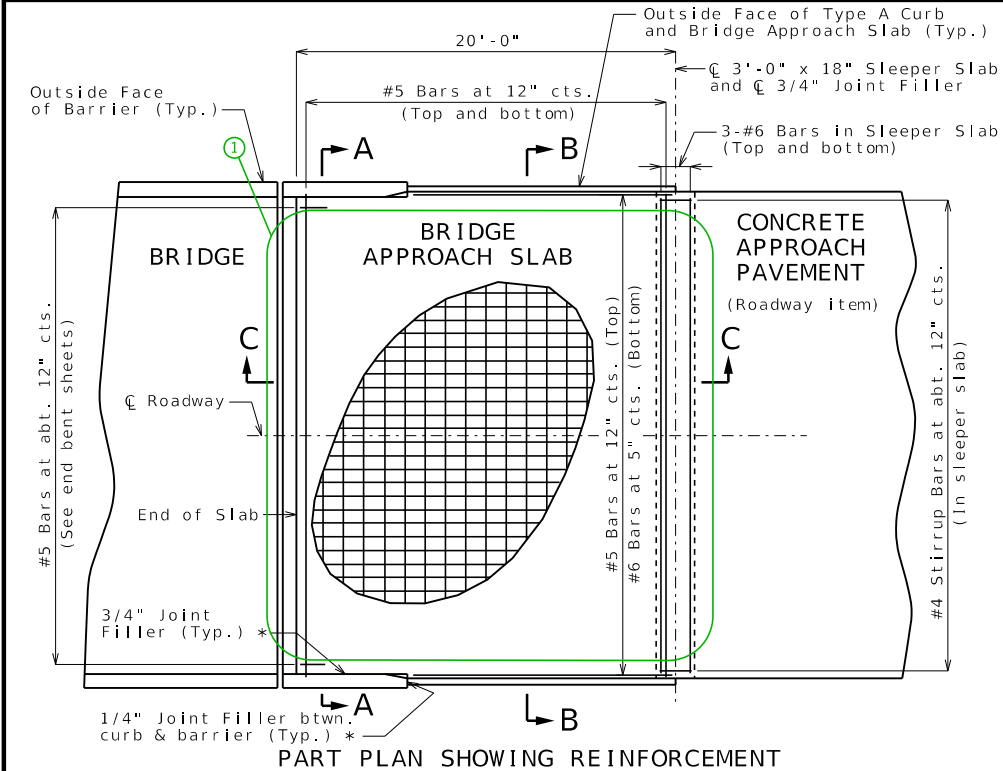
④ See Notes K1.11 and K1.12 in EPG 751.50 for wording of notes when semi-deep abutments are used.

⑤ If the end of a wing wall extends beyond the end of the bridge approach slab, it will be necessary to revise the length of the sleeper slab shown and to redirect the perforated drain pipe adjacent to the sleeper slab to go under the sleeper slab and then turn to daylight. This should be nonperforated drain pipe at this point.

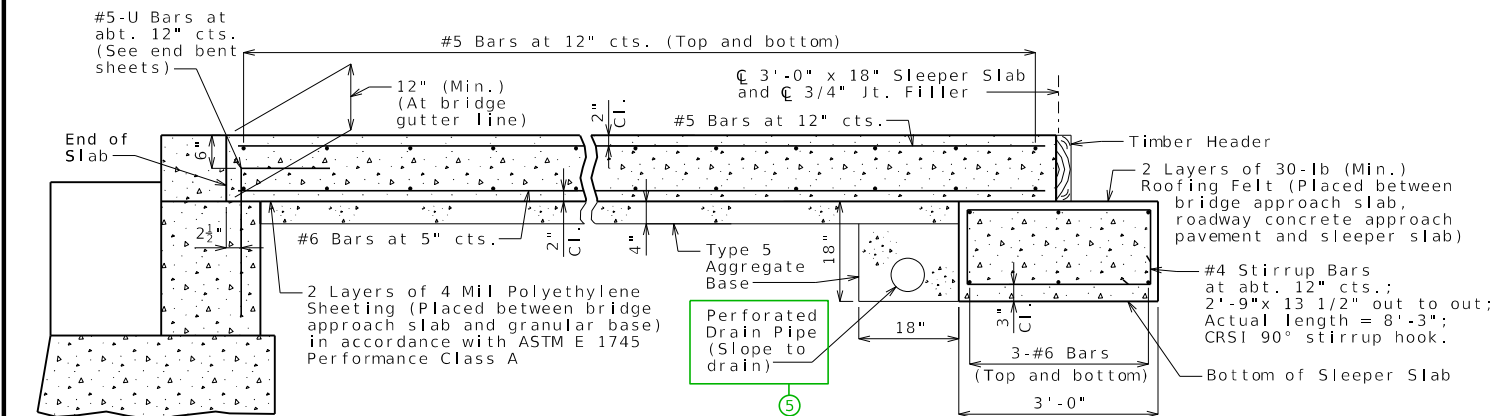


ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)



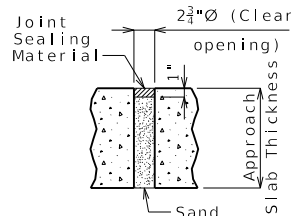


With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.



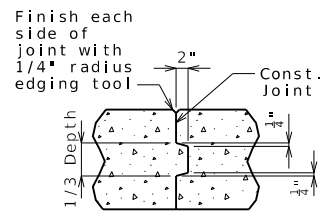
SECTION C-C

BRIDGE APPROACH SLAB (MAJOR)



UNDERSEAL ACCESS HOLE DETAIL

(If required)



CONSTRUCTION JOINT DETAIL

General Notes:

All concrete for the bridge approach slab and sleeper slab shall be in accordance with Sec 503 (f'c = 4,000 psi).

The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with fy = 60,000 psi.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 24 inches for #5 bars and 40 inches for #6 bars, or by mechanical bar splice.

Mechanical bar splices shall be in accordance with Sec 710.

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

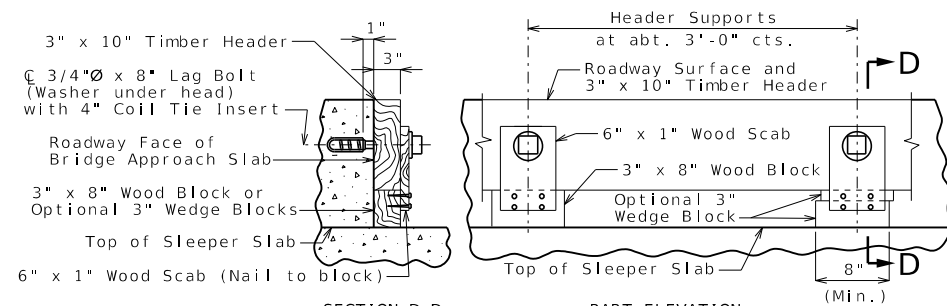
Longitudinal construction joints in approach slab and sleeper slab shall be aligned with longitudinal construction joints in bridge slab.

For concrete approach pavement details, see roadway plans.

See Missouri Standard Plan 609.00 for details of Type A curb.

Payment for furnishing all materials, labor and excavation necessary to construct the approach slab, including the timber header, sleeper slab, underdrain, Type 5 aggregate base, joint filler and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Major) per square yard.

\* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.



SECTION D-D

PART ELEVATION

DETAILS OF TIMBER HEADER

Remove timber header when concrete pavement is placed.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

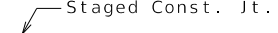





APP06\_major\_sq\_n

Guidance and Alternate Details

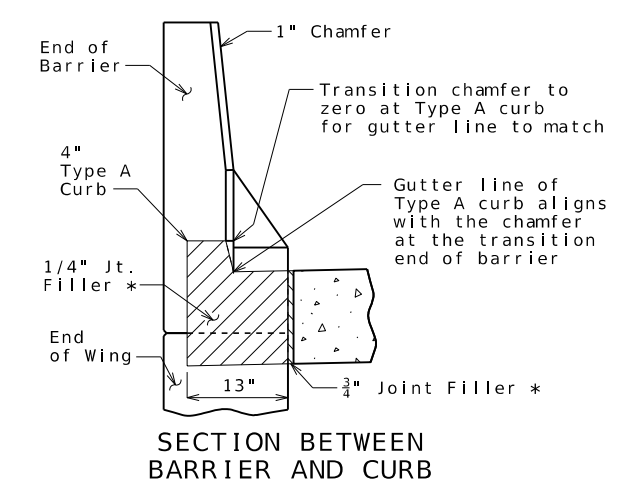
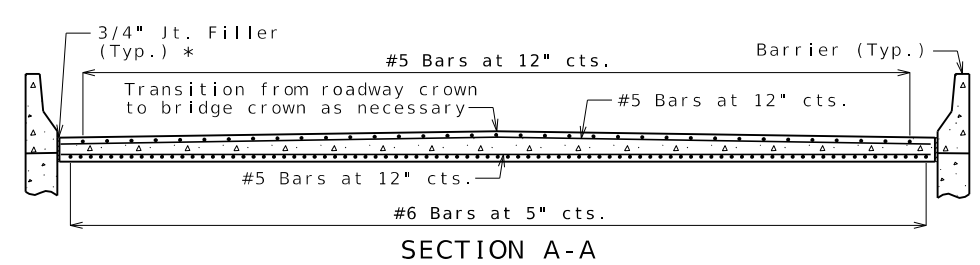
- Standard Drawing Guidance (do not show on plans):
- See Structural Project Manager or Liaison for preference on revising details as follows to specify staged construction.
- ① Show & call out any required staged construction joints.


- ② Show any required construction joints and show and call out any mechanical bar splices.


- ③ When mechanical bar splices are required due to staged construction, add the following after the indicated note:  
(Estimated \_\_\_ splices per slab)  
Input the estimated number of required mechanical bar splices including those in the sleeper slab.

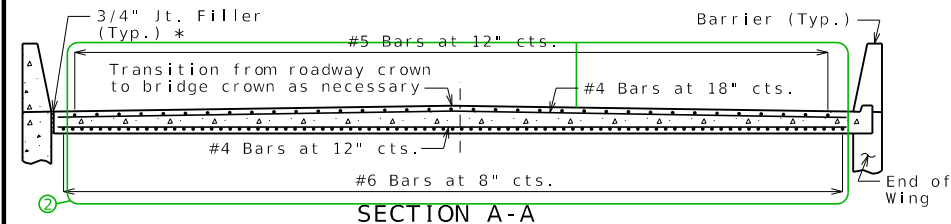
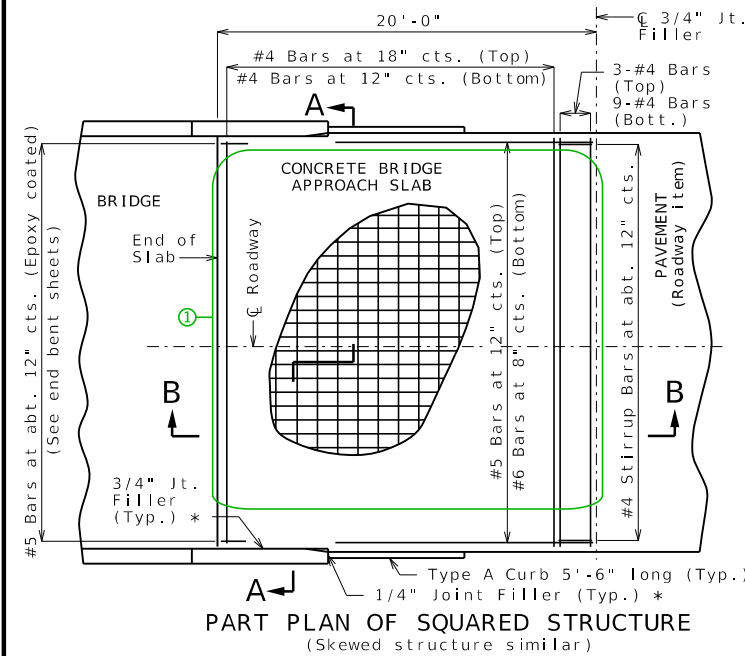
④ See Notes K1.11 and K1.12 in EPG 751.50 for wording of notes when semi-deep abutments are used.

⑤ If the end of a wing wall extends beyond the end of the bridge approach slab, it will be necessary to revise the length of the sleeper slab shown and to redirect the perforated drain pipe adjacent to the sleeper slab to go under the sleeper slab and then turn to daylight. This should be nonperforated drain pipe at this point.

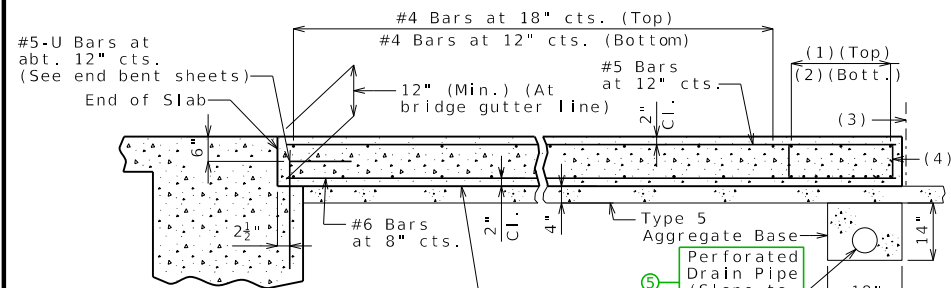


ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)

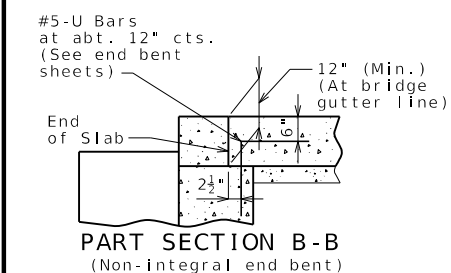




With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.

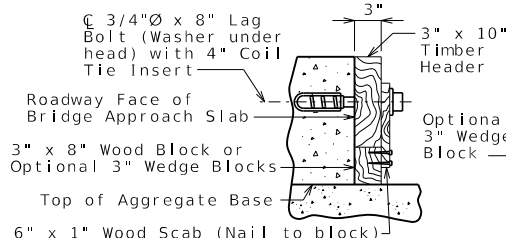


SECTION B-B  
(Integral end bent)



PART SECTION B-B  
(Non-integral end bent)

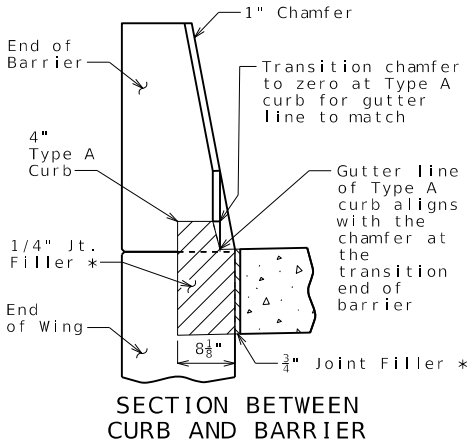
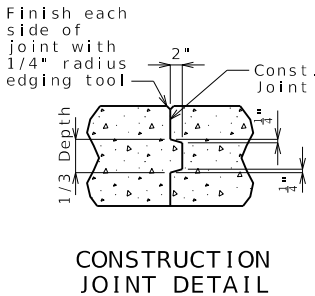
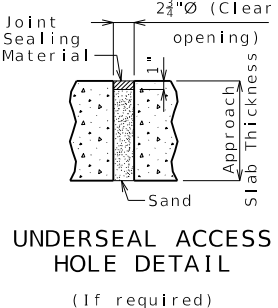
2 Layers of 4 Mil Polyethylene Sheeting between bridge approach slab and granular base in accordance with ASTM E 1745 Performance Class A



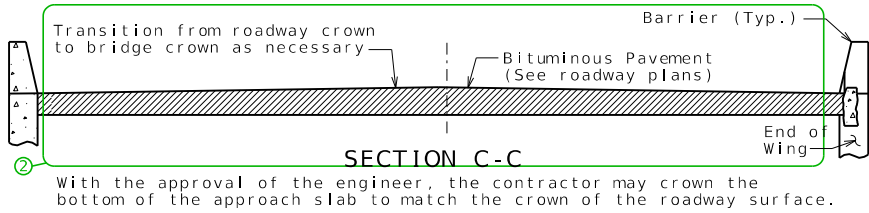
SECTION E-E

DETAILS OF TIMBER HEADER  
Remove timber header when concrete pavement is placed.

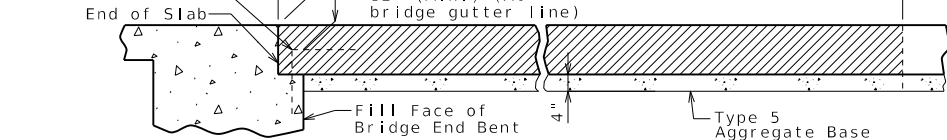
OPTIONAL CONCRETE SLAB



- (1) 3-#4 Bars
- (2) 9-#4 Bars
- (3) 3/4" Jt. Filler
- (4) #4 Stirrup Bars at abt. 12" cts.; 2'-0" x 8" (Min.) out to out; Actual length = 5'-10" (Min.); 90° stirrup hook at bottom; Stirrup height (8") and actual length vary due to crown.



With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.



SECTION D-D

OPTIONAL ASPHALT SLAB (NOT ALLOWED WITH CONCRETE PAVEMENT)

### Notes For Concrete Slab Only:

All concrete for the bridge approach slab shall be in accordance with Sec 503 (f'c = 4,000 psi).

The reinforcing steel in the bridge approach slab shall be epoxy coated Grade 60 with fy = 60,000 psi.

Longitudinal construction joints in bridge approach slab shall be aligned with longitudinal construction joints in bridge slab.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The reinforcing steel in the bridge approach slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 26 inches for #4 bars, or by mechanical bar splice.

③ Mechanical bar splices shall be in accordance with Sec 710.

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

Payment for furnishing all materials, labor and excavation necessary to construct the concrete bridge approach slab, including the timber header, underdrain, Type 5 aggregate base, joint filler, and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Minor) per square yard.

See Missouri Standard Plan 609.00 for details of Type A curb.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

\* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

### General Notes:

Contractor shall have the option to construct either slab except as noted.

④ The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

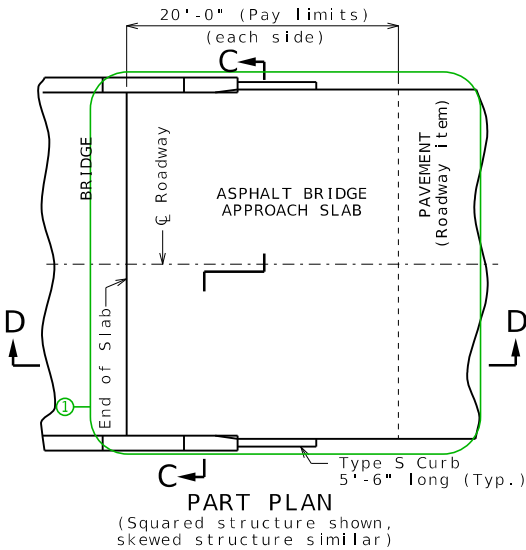
MoDOT Construction personnel will indicate the bridge approach slab used for this structure:

- ☐ Concrete Bridge Approach Slab
- ☐ Asphalt Bridge Approach Slab

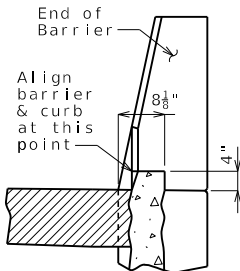
### Notes For Asphalt Slab Only:

Payment for furnishing all materials, labor and excavation necessary to construct the asphalt bridge approach slab, including tack, curb, and Type 5 aggregate base within the pay limits shown, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Minor) per square yard.

Application of tack is required between lifts per Sec 403.



PART PLAN  
(Squared structure shown, skewed structure similar)



4" TYPE S CURB  
See Missouri Standard Plan 609.00 for details of Type S curb.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of



APP07\_minor

Guidance and Alternate Details

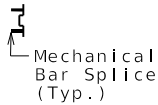
Standard Drawing Guidance  
(do not show on plans):

Asphalt approach slab should not be used for rehabilitation projects unless a vertical drain system is installed or is in place at end bent fill face.

Roadway drainage should be addressed by the core team & the consensus decision noted on the Bridge Memorandum. For roadway drainage options for Bridge Approach Slab (Minor), see EPG 503 Bridge Approach Slab.

See Project Manager or Liaison for preference on revising details as follows to specify staged construction.

- ① Show & call out any required staged construction joints.
- ② Show any required construction joints and show and call out any mechanical bar splices.



- ③ When mechanical bar splices are required due to staged construction, add the following after note:

(Estimated \_\_\_ splices per slab)

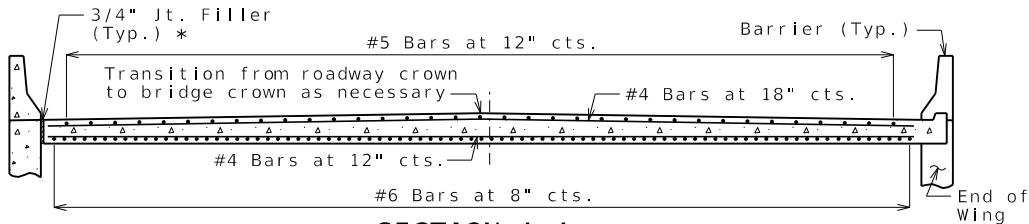
Input estimated number of required mechanical bar splices.

- ④ See Notes K1.11 & K1.12 in EPG 751.50 for wording of notes when semi-deep abutments are used.

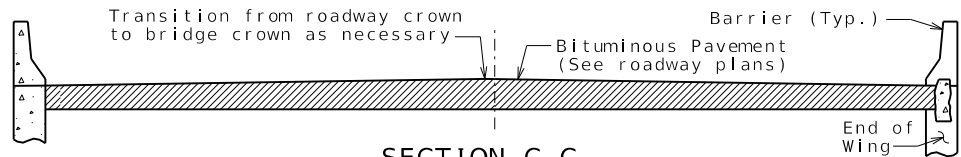
- ⑤ If the end of a wing wall extends beyond the end of the bridge approach slab, it will be necessary to redirect the perforated drain pipe at the end of the bridge approach slab to turn to daylight. This should be nonperforated drain pipe at this point.

If either slab option is not required, either delete or cross out the option not used and delete or modify the first general note.

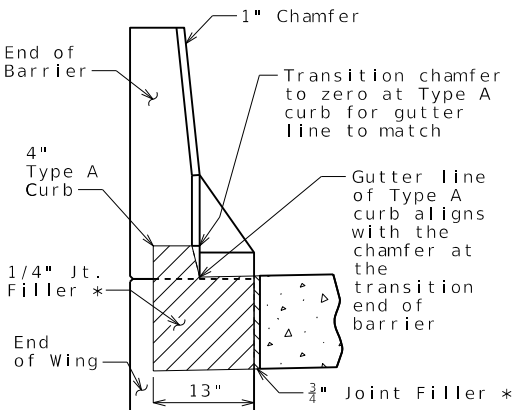
All wing lengths should have the curbs extended beyond their ends as shown to assist with directing bridge end drainage away from bridge ends. The standard drawing will work for most bridges with average wing lengths. For long wings, adjustments to the length of curbs may be necessary when the length of wings would prevent extending a full 5'-6" of curb length from the end of the wing to the end of the bridge approach slab. It may be necessary to extend the curb beyond the end of the bridge approach slab integral with concrete pavement or adjacent to asphalt pavement. Work any adjustments to the curb lengths with the details as shown on Standard Plan 609.40 & modify those details as necessary by either a note or detail.



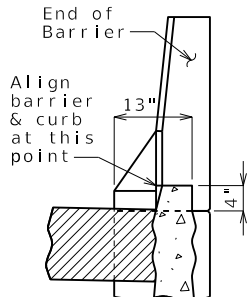
SECTION A-A  
CONCRETE OPTION



SECTION C-C  
ASPHALT OPTION



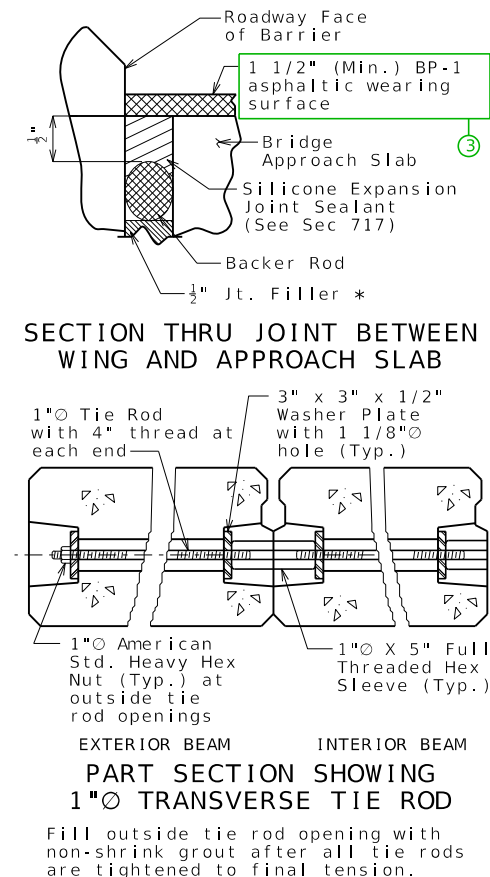
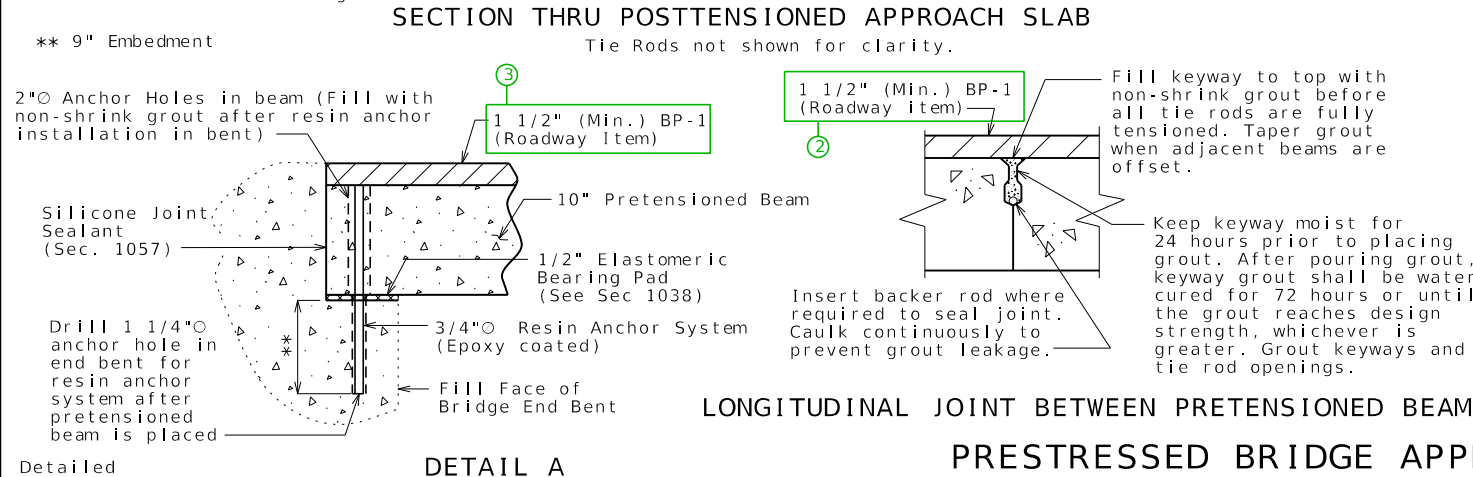
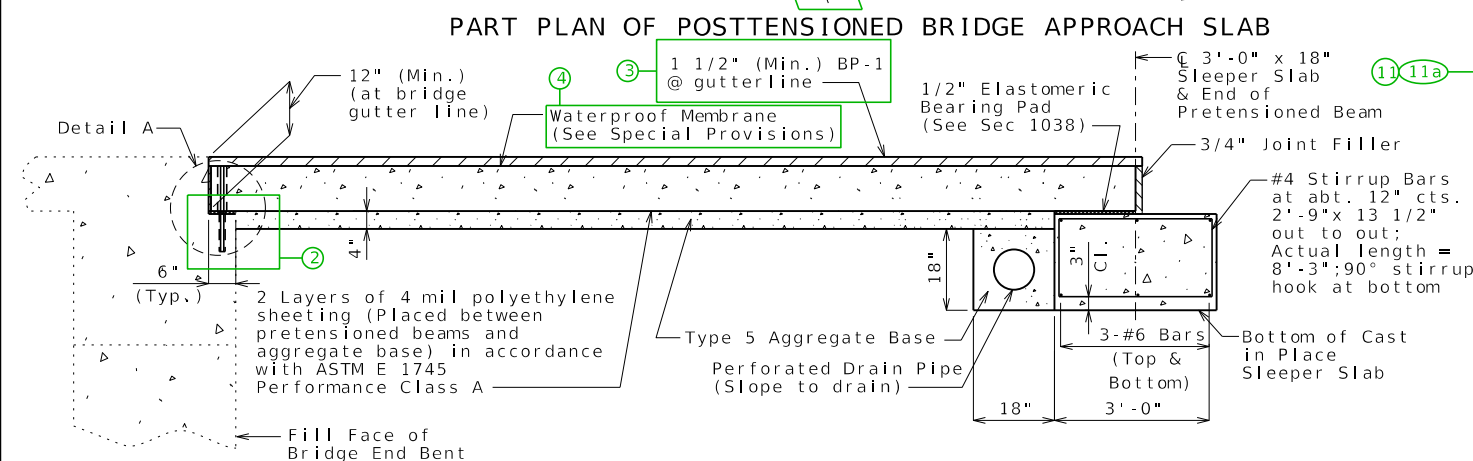
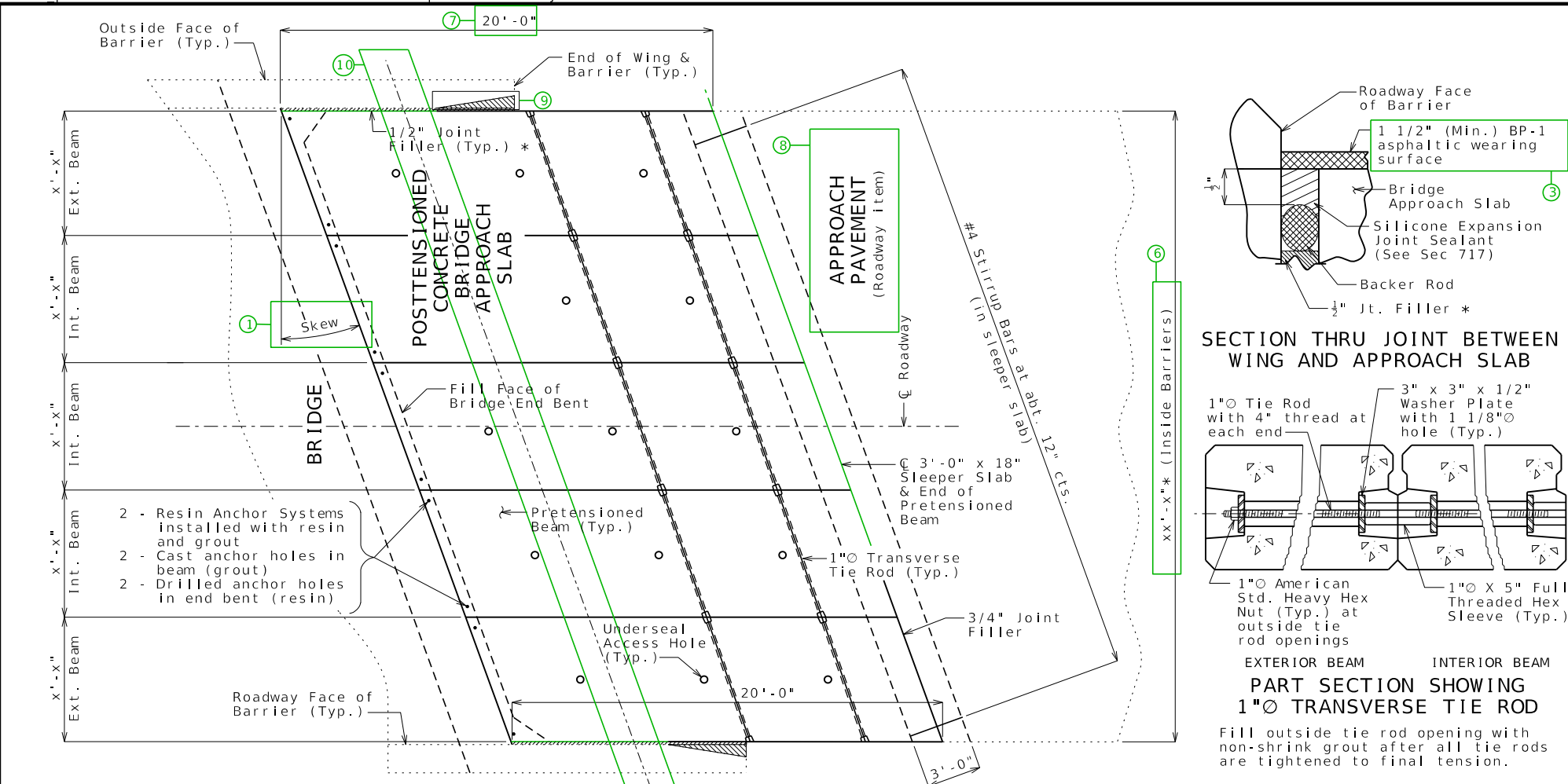
SECTION BETWEEN  
BARRIER AND CURB  
CONCRETE OPTION



4" TYPE S CURB  
ASPHALT OPTION

ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)





General Notes (Posttensioned Slab):

Contractor shall verify all dimensions in field before finalizing the shop drawings.

Concrete for the sleeper slab shall be in accordance with Sec 503 ( $f'c = 4,000$  psi).

Reinforcing steel in the sleeper slab shall be epoxy coated Grade 60 with  $f_y = 60,000$  psi.

Tie rod plates shall be ASTM A709 Grade 36.

Sleeves, nuts and 1 inch diameter tie rods shall be A307.

All tie rods, plates, sleeves, and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

Minimum clearance to reinforcing steel shall be 1 1/2 inch, unless otherwise shown.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler, except as noted.

Drain pipe may be either 6 inch diameter corrugated metallic-coated pipe underdrain, 4 inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4 inch diameter corrugated polyethylene (PE) drain pipe.

Resin Anchor System: An epoxy coated #6 Grade 60 reinforcing bar 17 inches long shall be substituted for the 3/4-inch diameter threaded rod.

When moving pretensioned beams, the roadway (top) face shall be kept face-up at all times. Beams shall be supported within 12 inches of the ends only.

Use non-shrink grout for filling the keyways.

For approach pavement details, see roadway plans. 8

Payment for furnishing all materials, labor and excavation necessary to construct the prestressed approach slab, including the sleeper slab, underdrain, asphaltic wearing surface, joint filler and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Prestressed Bridge Approach Slab per square yard.

\* Contractor may adjust dimensions based on actual field measurements with approval of the engineer.

### Placement and Partial Width Posttensioning Instructions:

Top of aggregate base shall be made flush with top of bridge approach notch and top of sleeper slab, and uniformly graded at all points in between.

Place first exterior beam \*\*\*

Place adjacent interior beam \*\*\*

Place partial width tie rods through both beams and connect to hex sleeve.

Tighten all tie rods in the beam to about one-half of the specified tension before proceeding with the final tensioning. Begin with most centered tie rod in span.

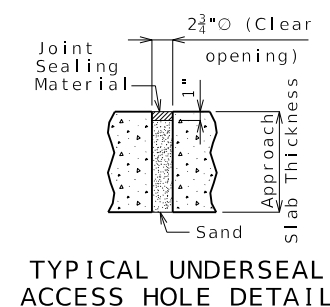
Fill keyway with grout. See "Longitudinal Joint Between Pretensioned Beams". (Fill tie rod openings.)

Tie rod nuts shall be tightened to provide a final tension of one-half that specified for ASTM F3125 Grade A325 bolts in Section 712.7.3 of the Missouri Standard Specifications.

Place the next adjacent beam and partial width tie rod and connect to hex sleeve, following same sequence, until last exterior beam is placed and tightened.

Grout outside tie rod openings.

\*\*\* Apply Silicone Joint Sealant to the entire beam end at bent and trowel uniformly for complete seal just before placing the beam.



Access Hole Notes:

12 Voids Under Completed Prestressed Concrete Approach Slabs:  
Prior to acceptance of the work, all underseal access holes shall be opened by the the contractor to permit investigation by the engineer. Any voids or cavities found shall be filled by the contractor using an approved method. Care shall be taken during pumping operations to avoid raising the approach slab either individual beams or as a whole.

### Filling Holes:

At the completion of the investigation or underseal pumping, the holes shall be filled with sand to within one inch of the top and the remainder filled with joint sealing material.

No direct payment will be made for investigating void conditions under the completed slab or for filling any voids found for prestressed bridge approach slabs.

DATE PREPARED	
3/7/2024	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	8
COUNTY	

JOB NO.
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

USE ONLY WITH  
APPROVAL OF  
ASSISTANT STATE  
BRIDGE ENGINEER



APP08\_precast1      Guidance

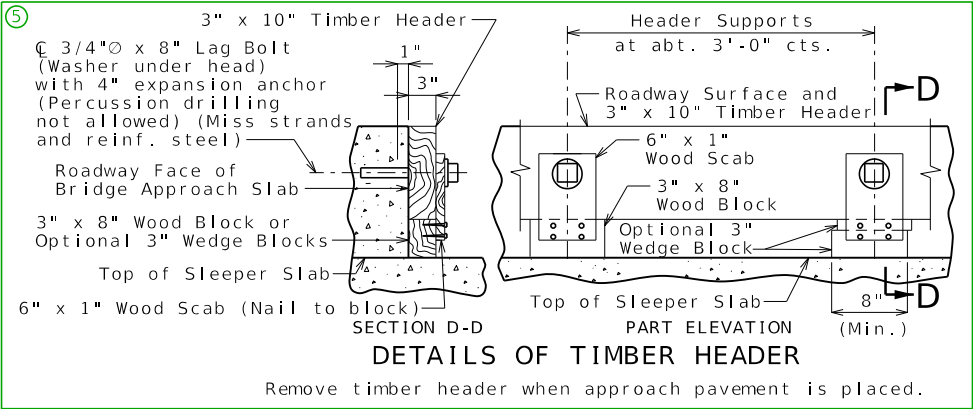
Standard Drawing Guidance (do not show on plans):

Turn off Bridge-Guidance level to hide all guidance.

Prestressed bridge approach slab is to be used for approach slab replacement only.

Roadway drainage should be addressed by the core team and the consensus noted on the Bridge Memorandum and the Standard Drawing. For roadway drainage options for Prestressed Bridge Approach Slab, see EPG 503 Bridge Approach Slab.

- ① Replace "Skew" with actual skew angle.
- ② Top of approach notch must be flat or uniformly sloped (no crown) and sleeper slab must be parallel in elevation to top of approach notch.
- ③ Identify asphalt overlay and thickness. Coordinate with district if better to make a roadway item and then note accordingly and revise pay item note.
- ④ Waterproof membrane is required when slab is overlaid with asphalt. Omit "Special Provisions" as needed.
- ⑤ Timber Header will not normally be needed, since prestressed beams will be used for replacements only. Use only if requested by District RE to protect ends of beams during construction.
- ⑥ Request field measurements between wings at end of slab and end of wings before dimensioning width of approach slab and determining beam widths to be used.
- ⑦ The 20'-0" slab dimension can be changed to 25'-0", the title can then be changed from (20 FEET) to (25 FEET).
- ⑧ Modify or remove based on actual conditions of the job.
- ⑨ Fill with asphalt or seal.
- ⑩ Number of tie rods: Ideally, install 3 tie rods at midpoint and quater points; one will have to go through wing wall; drill hole in wing, install, grout and seal. Realistically, install 2 tie rods as shown. (Only 2 tie rods were used successfully with favorable results in the correlated research.)
- ⑪ For "Placement and Full Width Posttensioning Instructions:", see Development Section. Partial width posttensioning is preferred.
- ⑪a Tie rods shall be placed along skew since shifting the beams longitudinally relative to each other during the tightening operation is prevented due to the anchorage of the beams to the end bent and the development of friction at the beam/aggregate interface.
- ⑫ Unlike conventional bridge approach slabs, prestressed concrete bridge approach slabs still require formed access holes for required investigation as specified prior to 2018 Standard Specifications.



USE ONLY WITH  
APPROVAL OF  
ASSISTANT STATE  
BRIDGE ENGINEER







APP09\_precast2

Guidance

Standard Drawing Guidance (do not show on plans):

Turn off level "Bridge-Guidance" to hide.

- 1

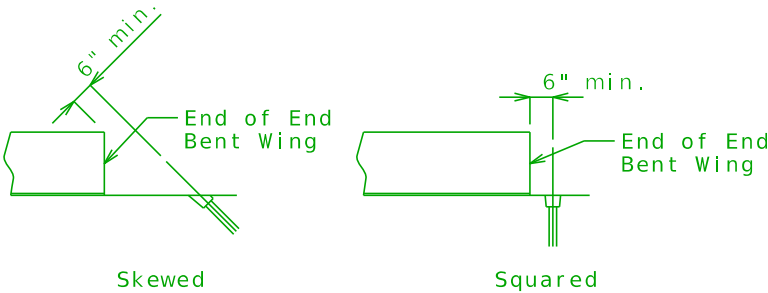
Replace "Skew" with actual skew angle.
- 2

Use "smooth finish" if slab is to be overlaid with membrane and asphalt. When slab is to be overlaid with concrete wearing surface, use "surface finish in accordance with Sec 1029.6.16."
- 3

Standard beam widths are 6' and 8', and should be used wherever possible. The 8' beam is the fabricator's preferred width. However, beam widths may be reduced up to 6" to get them to fit with 1/2" clearance to wing wall. Use same strands and reinforcing steel and adjust spacing.
- 3a

A beam width that is less than the standard beam widths should be shown with adjusted spacing.
- 4

Calculate dimension using guidelines shown here (8'-0" Max.):



- 5

For squared structures, use Shape 10.
- 6

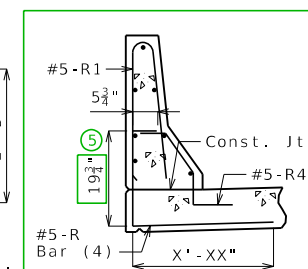
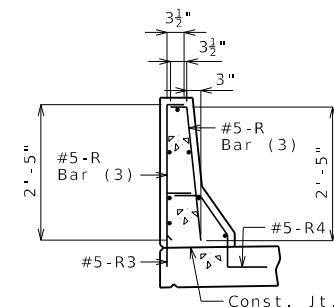
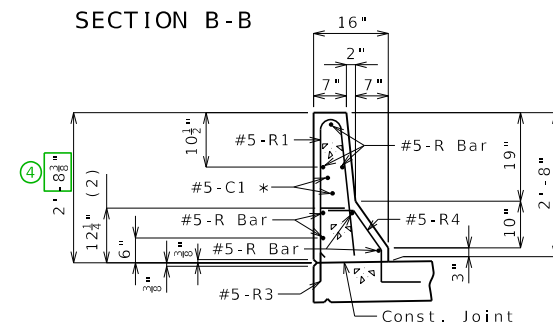
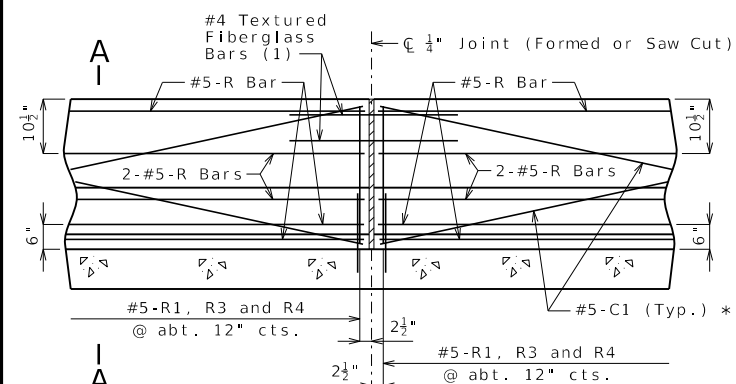
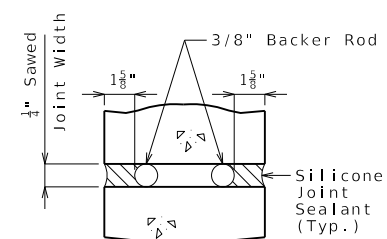
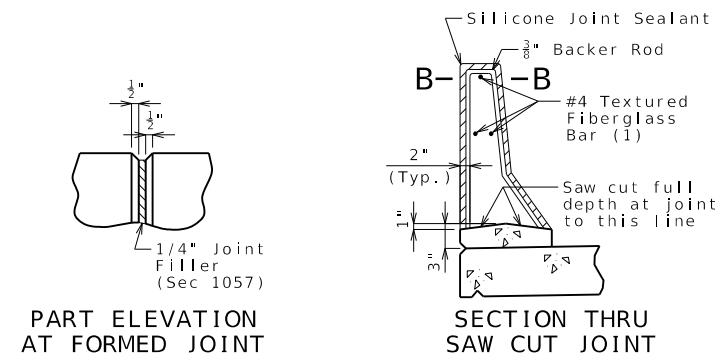
The 20'-0" slab dimension can be changed to 25'-0", the title can be changed from (20 FEET) to (25 FEET) and the "Bill of Reinforcing Steel" dimensions shall be changed accordingly.
- 7

Number of tie rods: Ideally, install 3 tie rods at midpoint and quarter points; one will have to go through wing wall; drill hole in wing, install, grout and seal. Realistically, install 2 tie rods as shown. (Only 2 tie rods were used successfully with favorable results in the correlated research.)
- 8

For 25-foot prestressed bridge approach slab, use four access holes at spacings of 3'-0" - 6'-0" - 6'-0" - 6'-0" - 4'-0".

USE ONLY WITH  
APPROVAL OF  
ASSISTANT STATE  
BRIDGE ENGINEER





ELEVATION OF BARRIER  
(Left barrier shown, right barrier similar)  
Longitudinal dimensions are horizontal.

General Notes:

\* Slip-formed option only.

Conventional forming or slip forming may be used. Saw cut joints may be used with conventional forming.

Top of barrier shall be built parallel to grade with barrier joints (except at end bents) normal to grade.

All exposed edges of barrier shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.

Payment for all concrete and reinforcement, complete in place, will be considered completely covered by the contract unit price for Type B Barrier per linear foot.

Concrete in the barrier shall be Class B-1.

Measurement of barrier is to the nearest linear foot for each structure, measured along the outside top of slab from end of wing to end of wing. ①

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type B Barrier.

Joint sealant and backer rods shall be in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

For slip-formed option, both sides of barrier shall have a vertically broomed finish and the top shall have a transversely broomed finish.

② Plastic waterstop shall not be used with saw cut joints.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

BAC01 elev.dgn 1:48:11 PM 4/18/2025



BAC01\_elev      Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):

- In the available space, draw the elevation of the left barrier showing:
- Span ranges.
  - All horizontal #5-R bars in each span with all specified by bar marks.
  - First & last vertical #5-R bars dimensioned with total number in barrier.
  - All joints (as joint-filler joints) and centerlines with one centerline labeled as:

    @ 1/4" Joint (Barrier only) (Typ.)

- If slip forming is allowed then add the following two items:
- All #5-C bars in each span with all specified by bar marks (include asterisk)
  - All fiberglass bars with bars at one location labeled as:

    #4 Textured Fiberglass Bars (Typ.) \*

Adjust longitudinal dimensions note under elevation title as necessary.

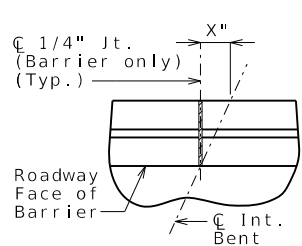
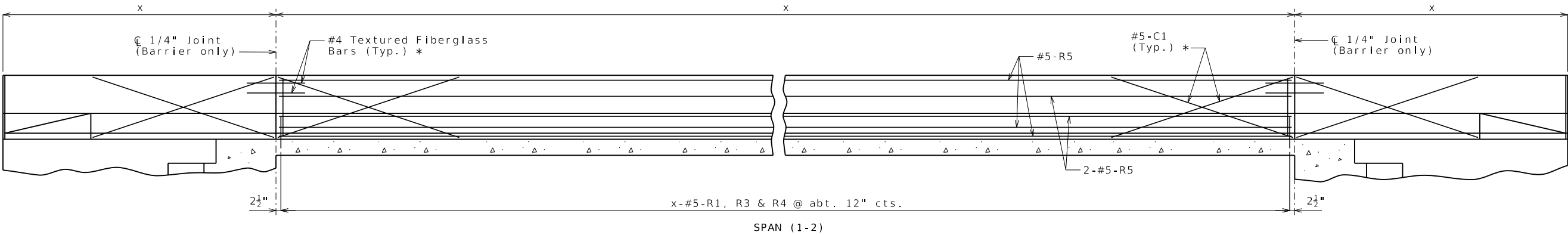
If right barrier differs from left (typical with curved bridges), show both Elevation of Left Barrier and Elevation of Right Barrier. The longitudinal dimensions note can be relocated as the first note under the General Notes.

Dimensions are based on a 2.0%-sloped deck. Modify accordingly the outside dimensions in R-Bar Permissible Alternate Shape and Section A-A, and the 2.27 sq. ft. area in Section A-A for superelevated decks.

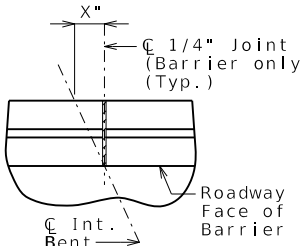
If conduit is required, indicate left or right or both barriers in a note.

- ① For barrier ending at end of slab:  
Exclude "(except at end bents)"  
Revise measurement to "end of slab to end of slab".
- ② Plastic waterstop detail and notes are required for all grade separations except over railroads and county roads. Remove if not required.
- ③ List C bars in the Bill of Reinforcing Steel and note that bars are for the slip-formed option only.  
  
Refer to EPG 751.12.1.2.1 for lengths of C bars.
- ④ Subtract 1/8" for a 3/16"-per-foot sloped deck.
- ⑤ Based on 8½" slab. Adjust for different slab thickness.
- ⑥ Remove for CIP slab.

EXAMPLE (SINGLE SPAN)

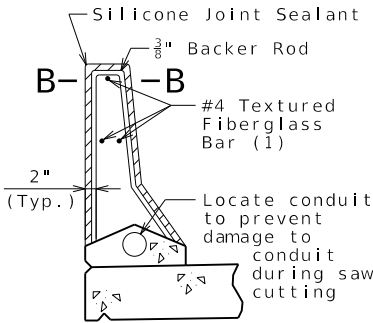


PART PLAN SHOWING  
JOINT LOCATION  
Left Advance



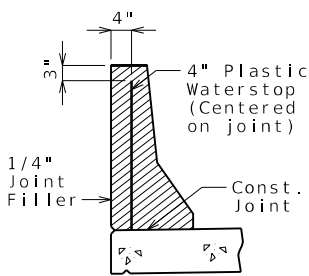
PART PLAN SHOWING  
JOINT LOCATION  
Right Advance

(Skewed bridges only)



SECTION THRU  
SAW CUT JOINT

(Use when conduit is required)

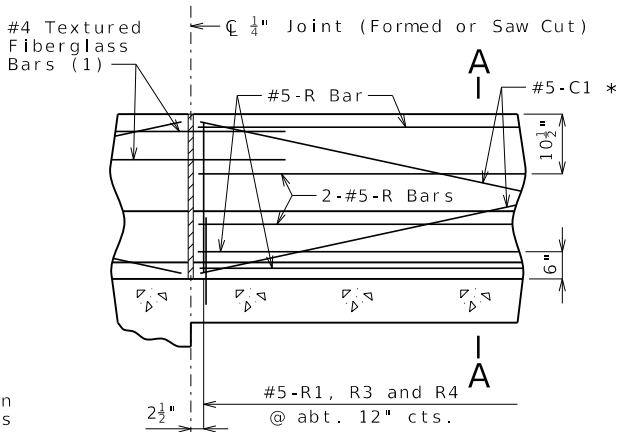


WATERSTOP DETAIL

Plastic waterstop shall be placed in all formed joints, except structures with superelevation, use on lower joints only.

Cost of plastic waterstop, complete in place, will be considered completely covered by the contract unit price for Type B Barrier.

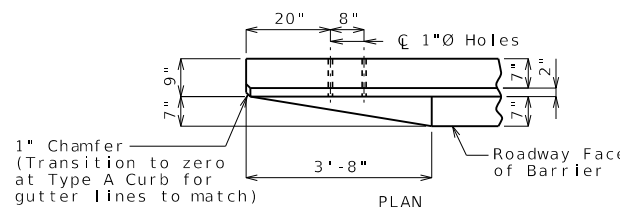
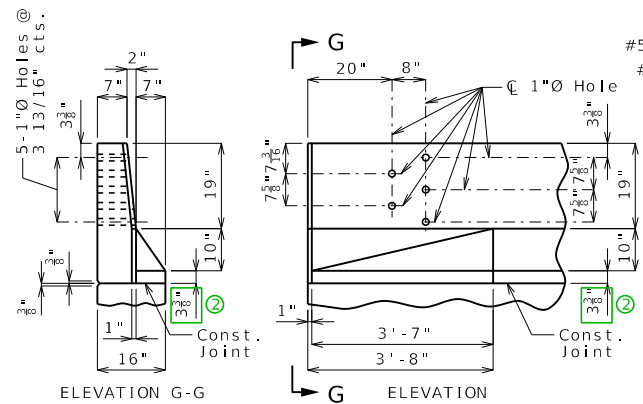
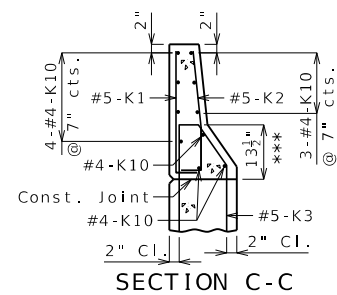
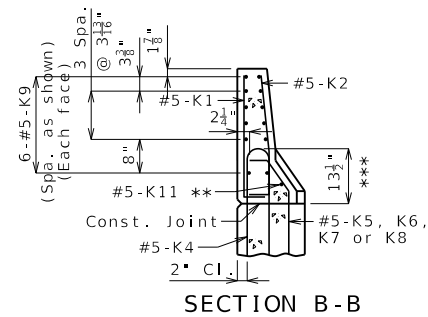
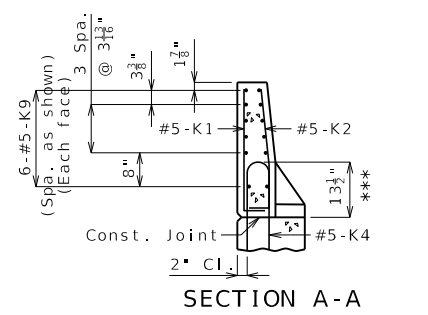
(Use for grade separations)



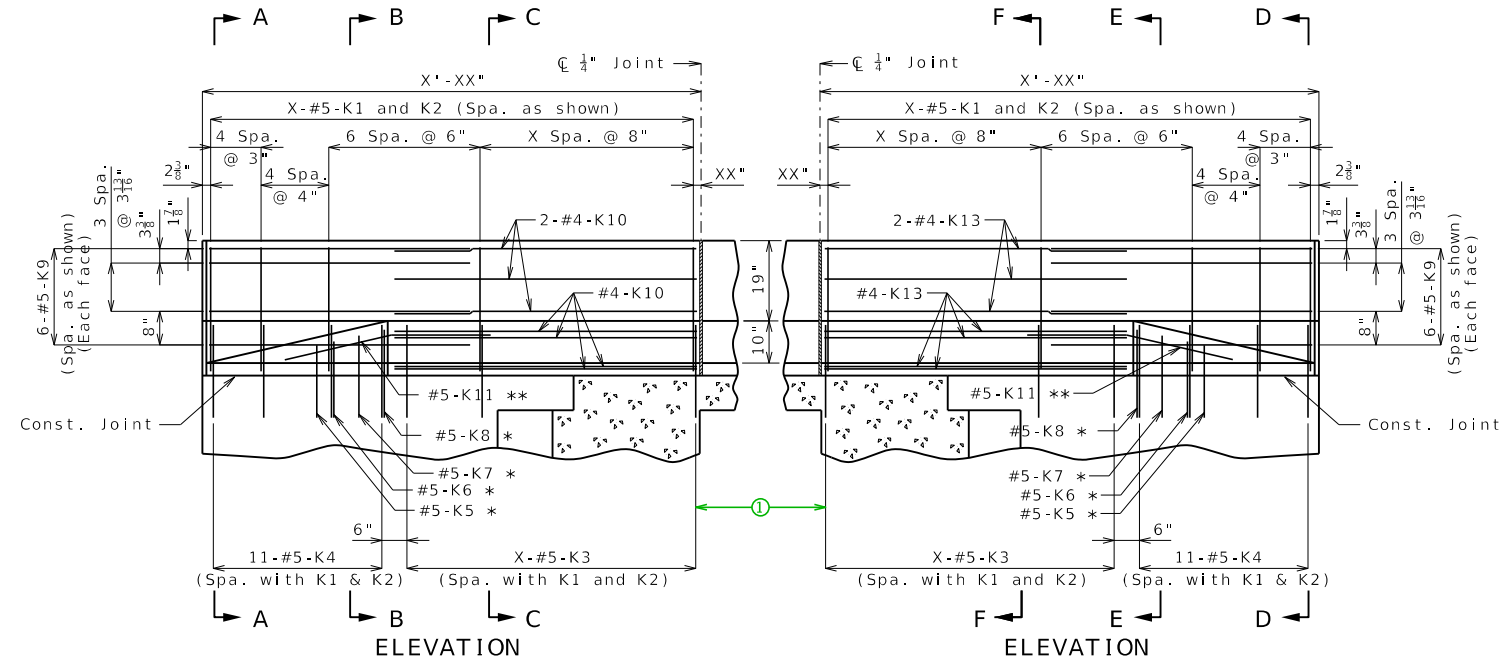
PART ELEVATION OF BARRIER

ALTERNATE  
DETAIL FOR  
SINGLE SPAN





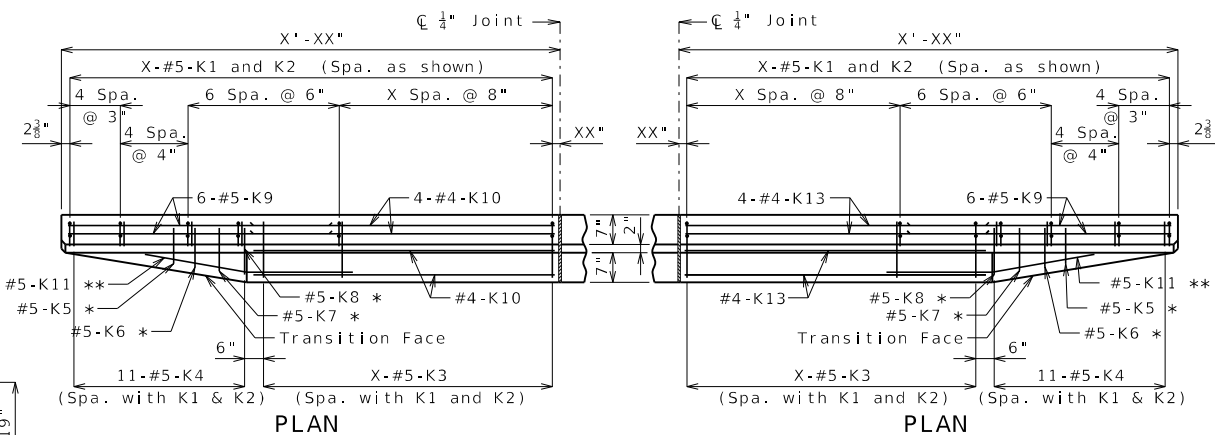
### DETAILS OF GUARD RAIL ATTACHMENT



\* Spaced with #5-K4 bars and embed 24" into end bent.

```
** Fit bar to follow transition face of barrier.
```

```
*** To top of bar
```



General Notes:

Reinforcing Steel:

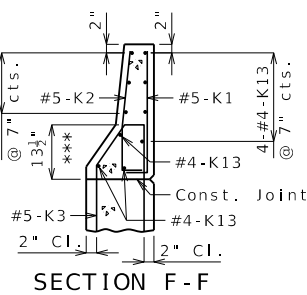
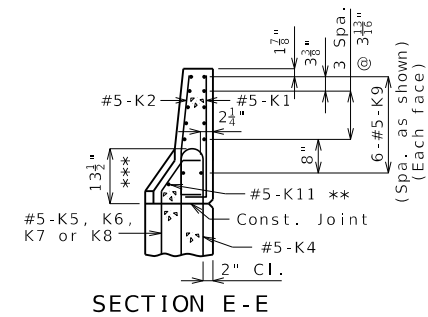
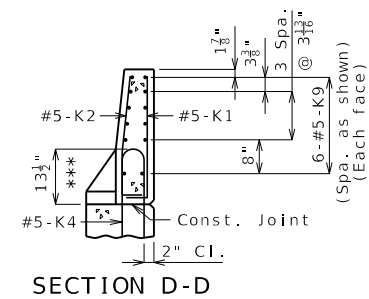
Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type B Barrier.

Minimum clearance to reinforcing steel shall be 1 1/2" except as shown for bars embedded into end bent.

Use a minimum lap of 2'-7" between K9 and K10 or K13 bars.

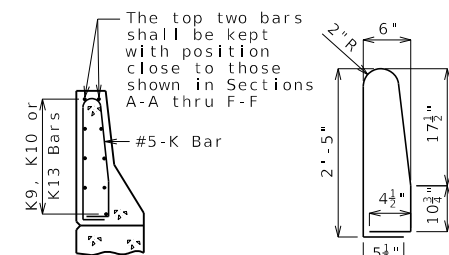
## TYPE B BARRIER AT END BENTS

(Left barrier shown, right barrier similar)



Standard Drawing Guidance:  
(do not show on plans)

- ① For skews greater than 3 degrees, use standard drawing BAC4a, which substitutes a K12 bar for the end K3 bar.
- ② Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.



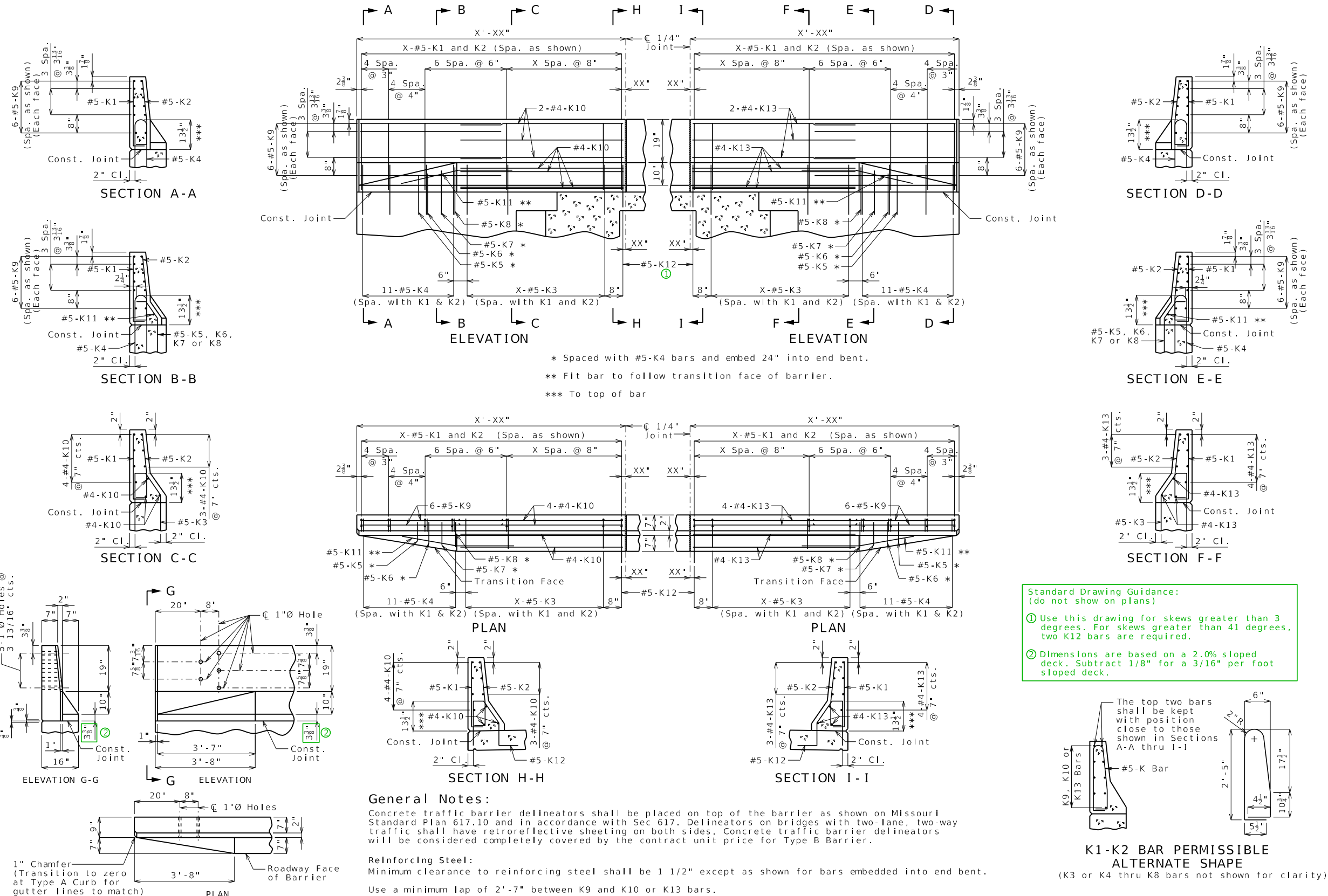
K1-K2 BAR PERMISSIBLE  
ALTERNATE SHAPE  
(K3 or K4 thru K8 bars not shown for clarity)

The K1-K2 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.

[illegible]





**Standard Drawing Guidance:**  
(do not show on plans)

- ① Use this drawing for skews greater than 3 degrees. For skews greater than 41 degrees, two K12 bars are required.
- ② Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.

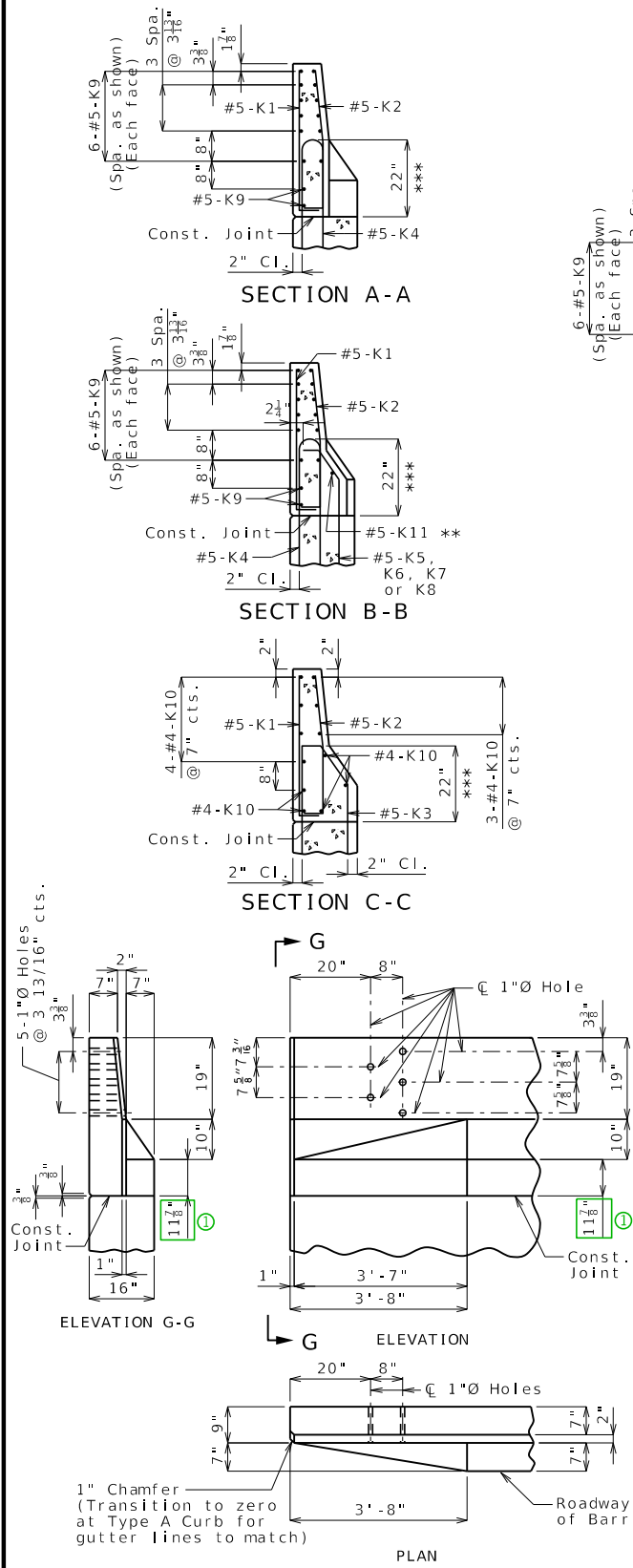
K1-K2 BAR PERMISSIBLE  
ALTERNATE SHAPE  
(K3 or K4 thru K8 bars not shown for clarity)

The K1-K2 bar combination may be furnished as one bar as shown, at the contractor's option.

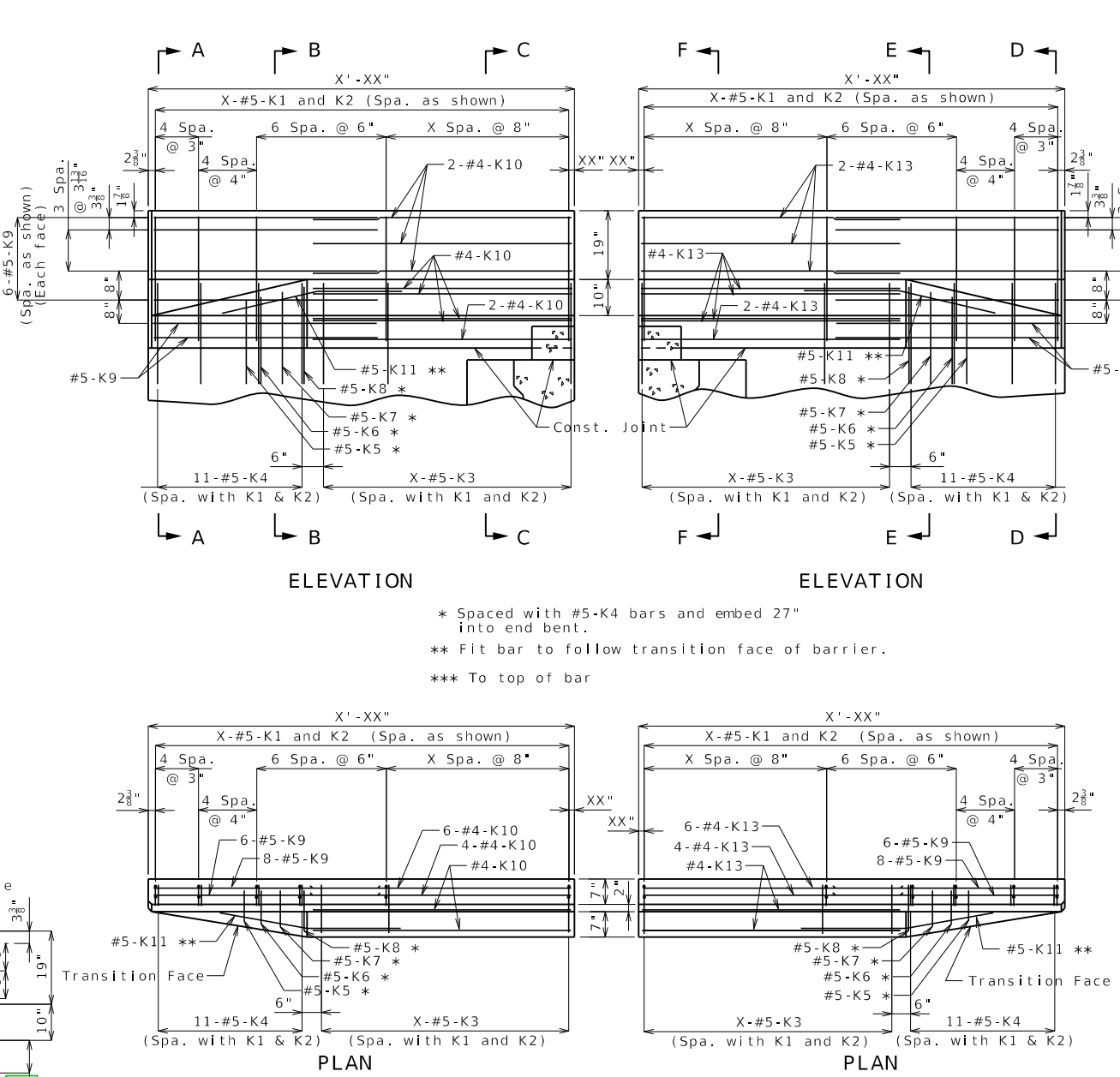
All dimensions are out to out.

[illegible]





DETAILS OF GUARD RAIL ATTACHMENT

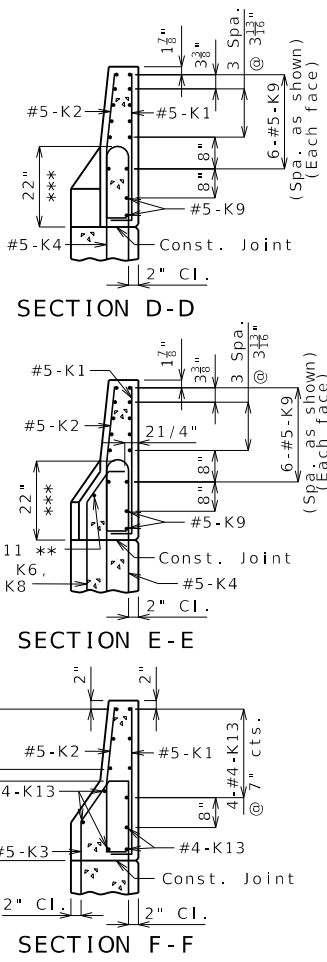


**General Notes:**  
Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type B Barrier.

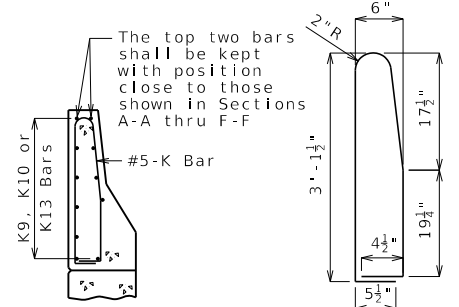
**Reinforcing Steel:**  
Minimum clearance to reinforcing steel shall be 1 1/2" except as shown for bars embedded into end bent.

Use a minimum lap of 2'-7" between K9 and K10 or K13 bars.

**TYPE B BARRIER AT END BENTS**  
(Left barrier shown, right barrier similar)



Standard Drawing Guidance:  
(do not show on plans)  
① Dimensions are based on a 2.0% sloped deck.  
Subtract 1/8" for a 3/16" per foot sloped deck.



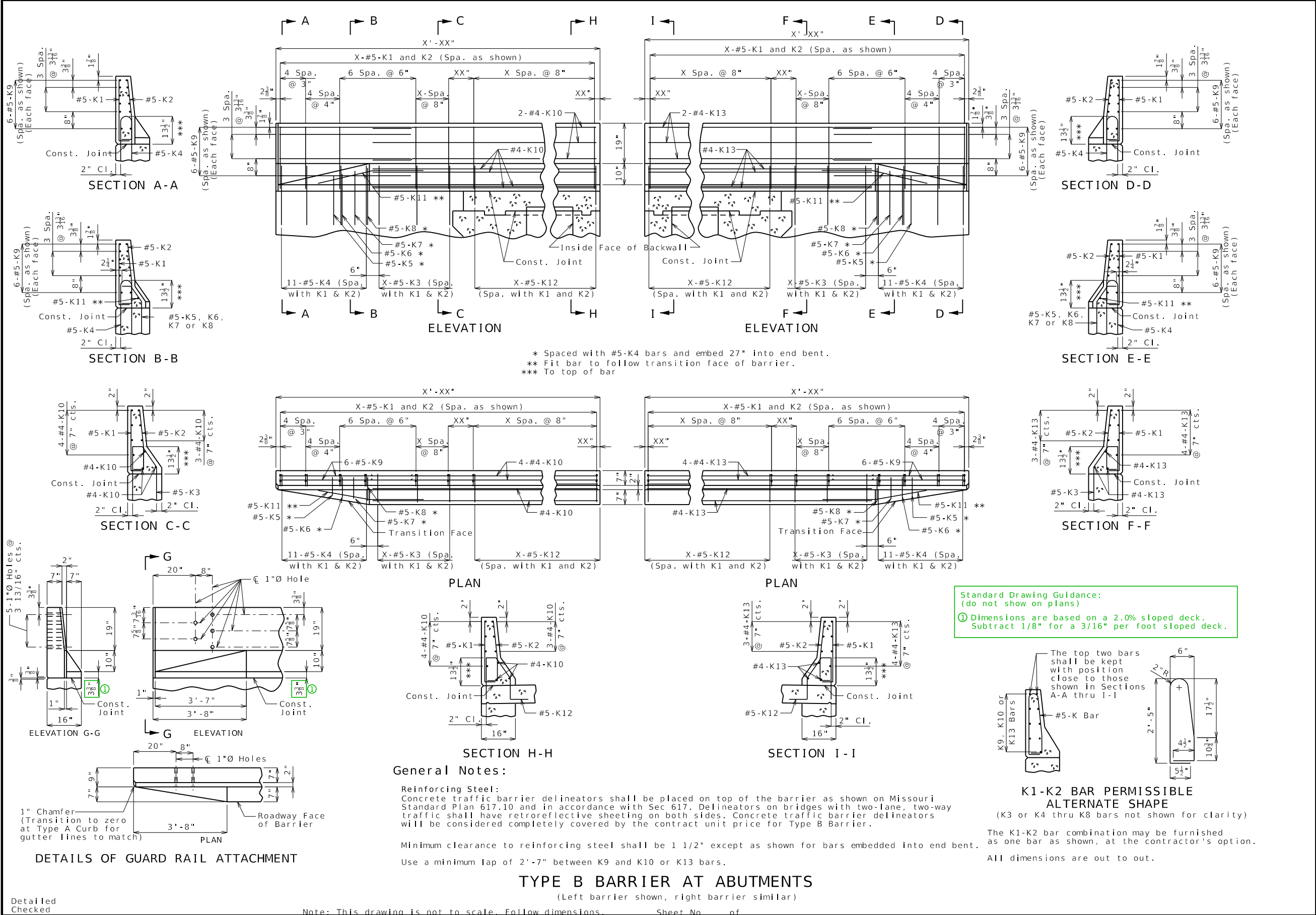
**K1-K2 BAR PERMISSIBLE ALTERNATE SHAPE**  
(K3 or K4 thru K8 bars not shown for clarity)


The K1-K2 bar combination may be furnished as one bar as shown, at the contractor's option.  
All dimensions are out to out.

Detailed  
Checked

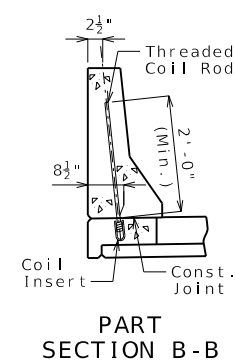
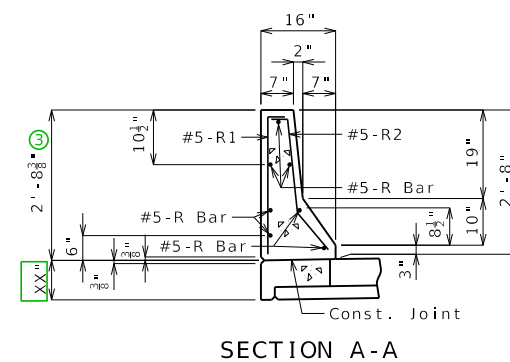
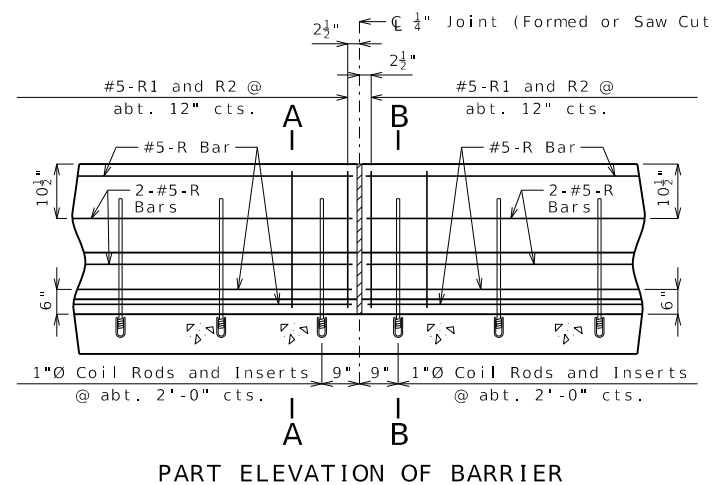
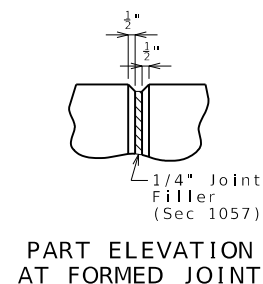
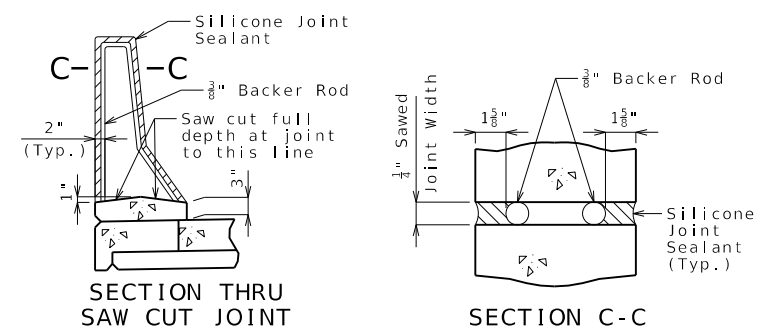
DATE PREPARED		10/12/2023	
ROUTE		STATE	
DISTRICT		MO	
		SHEET NO.	
		4	
COUNTY			
JOB NO.			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			





DATE PREPARED 10/12/2023	
ROUTE	STATE MO
DISTRICT	SHEET NO. 5
COUNTY	
JOB NO.	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
DESCRIPTION	
DATE	
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	





Use a minimum lap of 2'-6" for #5 horizontal barrier bars.

The cross-sectional area above the slab is 2.27 square feet.

## TYPE B BARRIER

ELEVATION OF BARRIER  
(Left barrier shown, right barrier similar)  
Longitudinal dimensions are horizontal.

General Notes:

Conventional forming shall be used, and saw cut joints may be used.

- ① Top of barrier shall be built parallel to grade with barrier curb joints (except at end bents) normal to grade.

All exposed edges of barrier shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.

Payment for all concrete and reinforcement, complete in place, will be considered completely covered by the contract unit price for Type B Barrier per liner foot.

Concrete in the barrier shall be Class B-1.

Measurement of barrier is to the nearest linear foot for each structure, measured along the outside top of slab from end of wing to end of wing.

- Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type B Barrier.

Joint sealant and backer rods shall be in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

- ② Plastic waterstop shall not be used with saw cut joints.

Coil inserts shall have a concrete ultimate pullout strength of not less than 36,000 pounds in 5,000 psi concrete and an ultimate tensile strength of not less than 36,000 pounds.

Threaded coil rods shall have an ultimate capacity of 36,000 pounds. All coil inserts and threaded coil rods shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

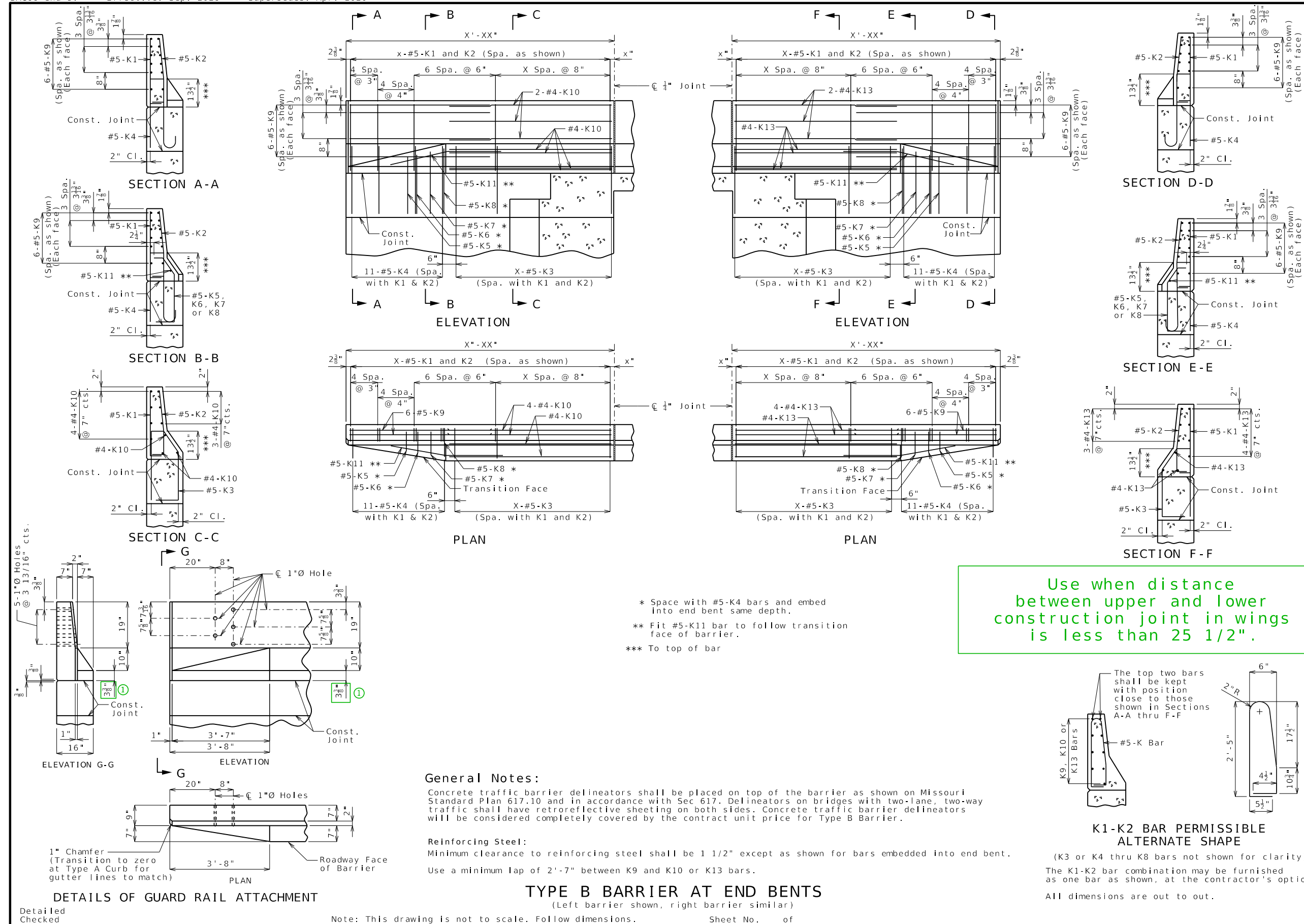
Payment for furnishing and installing coil inserts and threaded coil rods will be considered completely covered by the contract unit price for Type B Barrier.

[illegible]









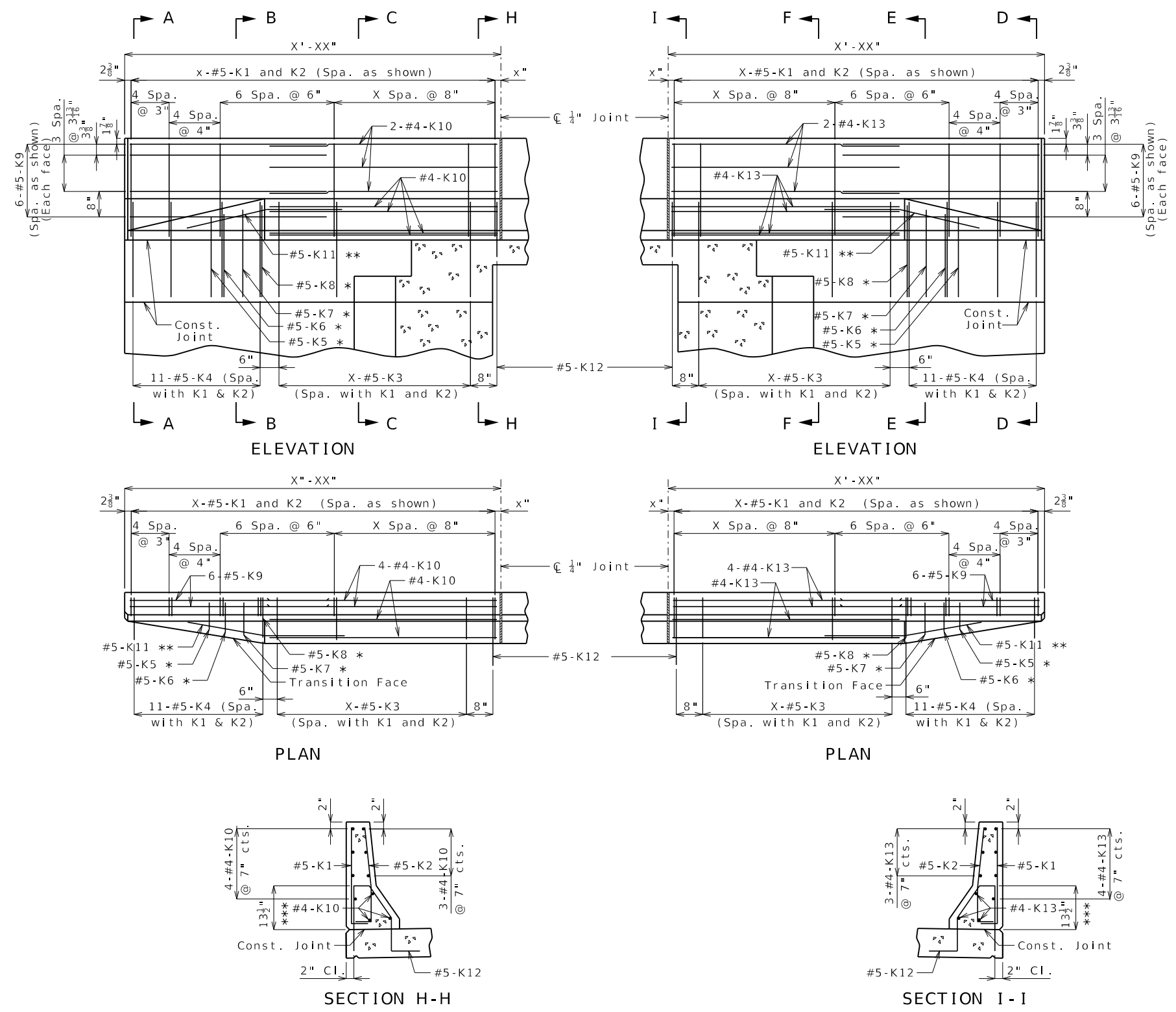


BAC11\_end\_si      Guidance & Alternate Details

Standard Drawing Guidance: (do not show on plans)

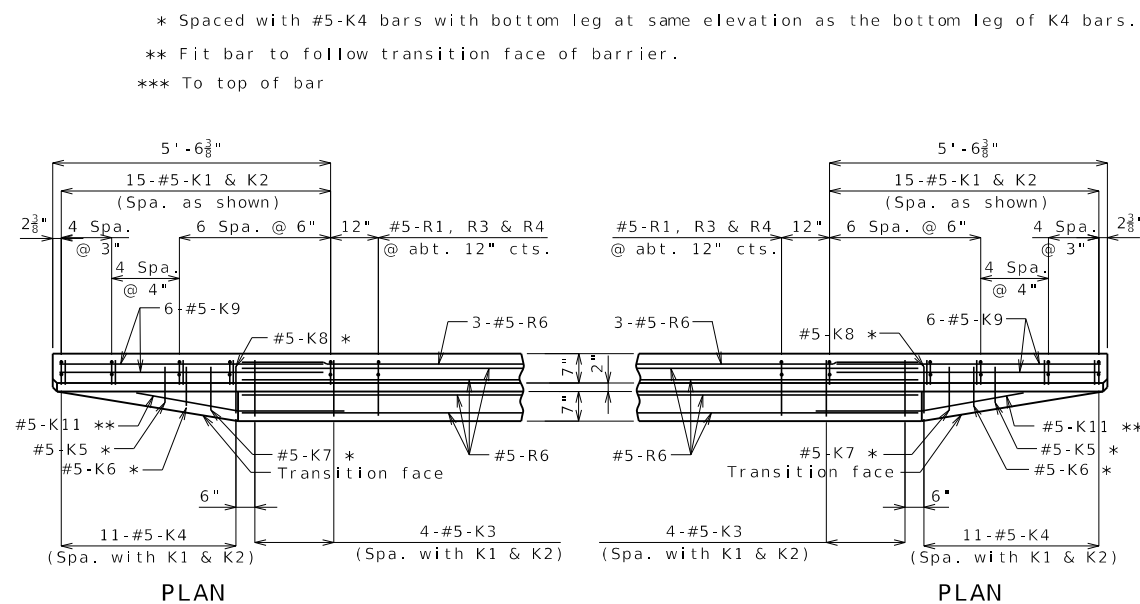
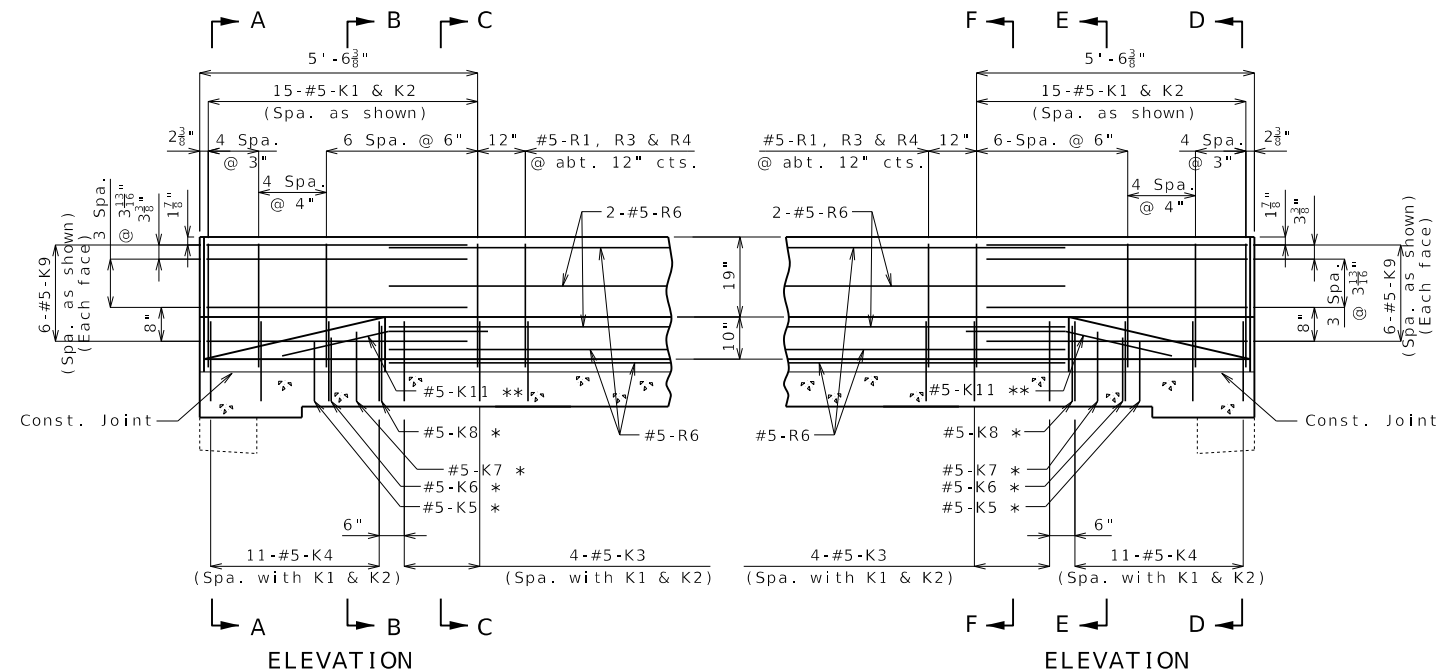
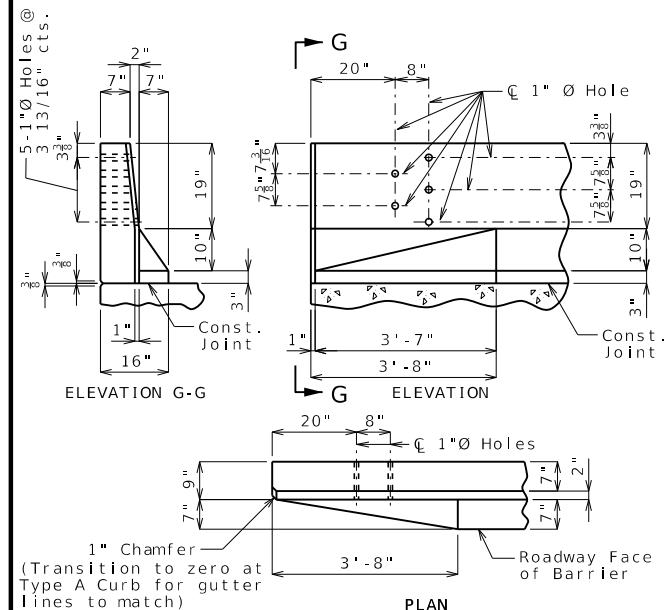
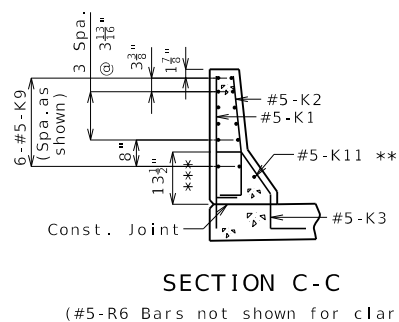
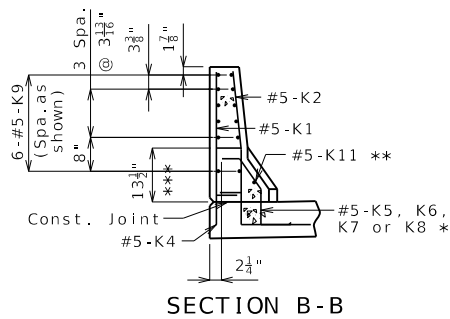
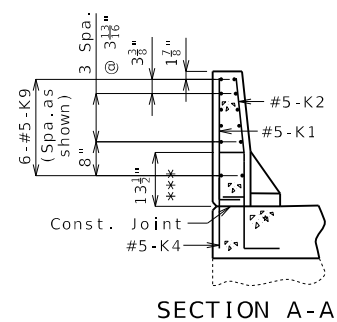
For skews greater than 3 degrees, use alternate details above, which substitutes a K3 bar for the end K2 bar. For skews greater than 41 degrees, two K3 bars are required.

① Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.



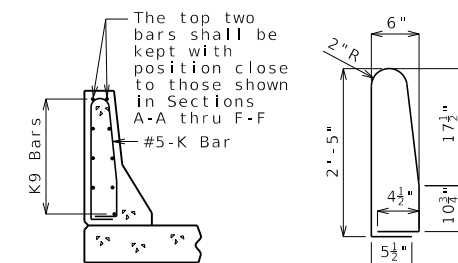
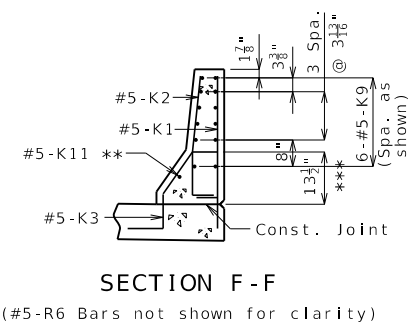
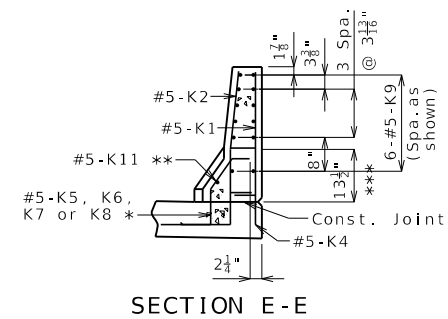
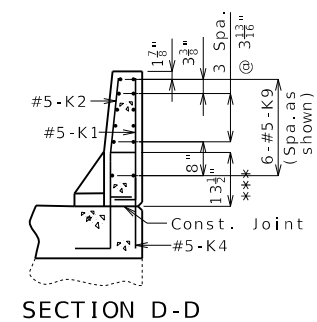
ALTERNATE DETAILS FOR SKEWED BRIDGES REQUIRING K3 BARS





Notes: Use a minimum lap of 2'-6" between K9 and R6 bars.

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type B Barrier.



K1-K2 BAR PERMISSIBLE  
ALTERNATE SHAPE  
(K3 or K4 thru K8 bars not shown for clarity)

The K1-K2 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.

[illegible]



# BAC14\_end

## Guidance

Add Standard Note H9.1a, or H9.1b or H10.7.1 depending upon the use of guardrail or barrier system.

Use the following formulas for determining bar dimensions. These formulas work for all cross slopes.

K3 BARS

$$B = \text{SLAB (t)} + \text{W.S. (t)} + 10\frac{1}{2}"$$

$$E = \text{SLAB (t)} + \text{W.S. (t)} - \frac{3}{4}"$$

K4 BARS

$$C = \text{SLAB (t)} + \text{W.S. (t)} + 10"$$

K5, K6, K7 & K8 BARS

$$E = \text{SLAB (t)} + \text{W.S. (t)} + \frac{1}{2}"$$

R3 BARS

$$B = \text{SLAB (t)} + \text{W.S. (t)} + 9\frac{1}{4}"$$

R4 BARS

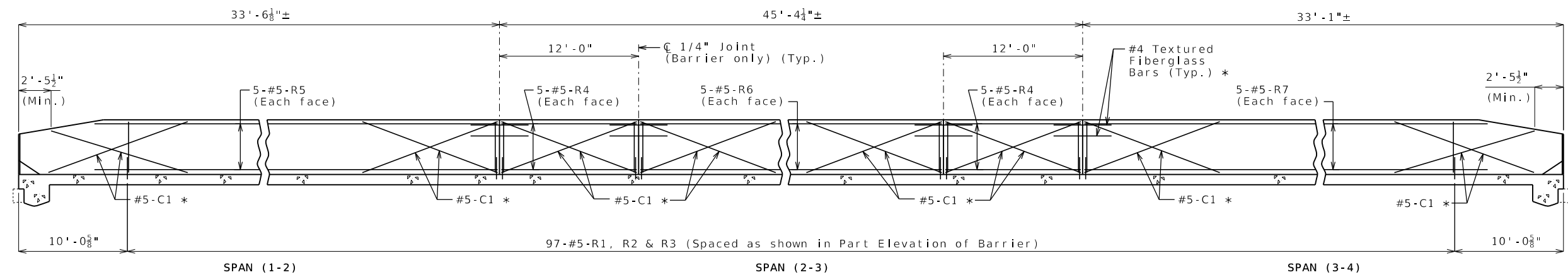
$$E = \text{SLAB (t)} + \text{W.S. (t)} - \frac{3}{4}"$$



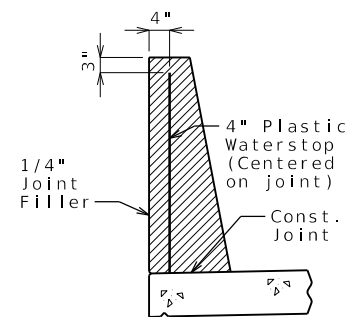
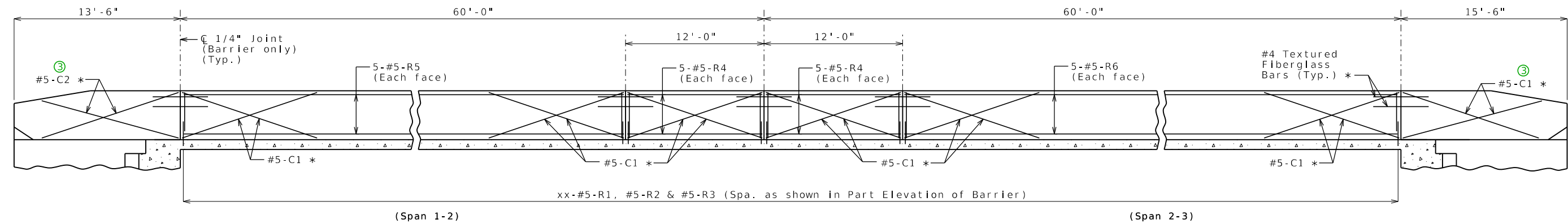




EXAMPLE - REDECK



EXAMPLE - NEW BRIDGE

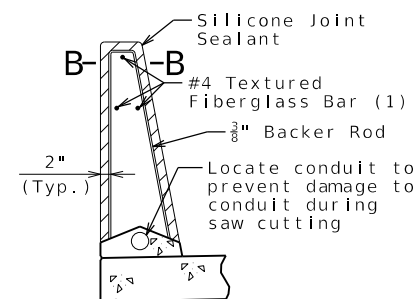


WATERSTOP DETAIL

Plastic waterstop shall be placed in all formed joints, except structures with superelevation, use on lower joints only.

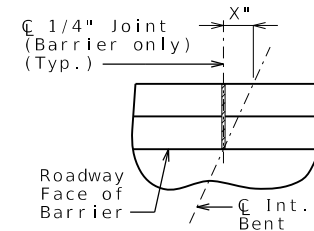
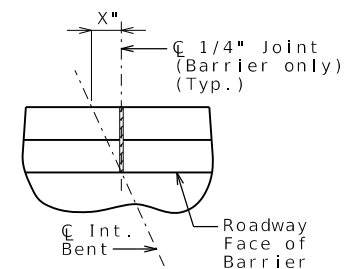
Cost of plastic waterstop, complete in place, will be considered completely covered by the contract unit price for Type D Barrier.

(Use for grade separation)



SECTION THRU SAW CUT JOINT

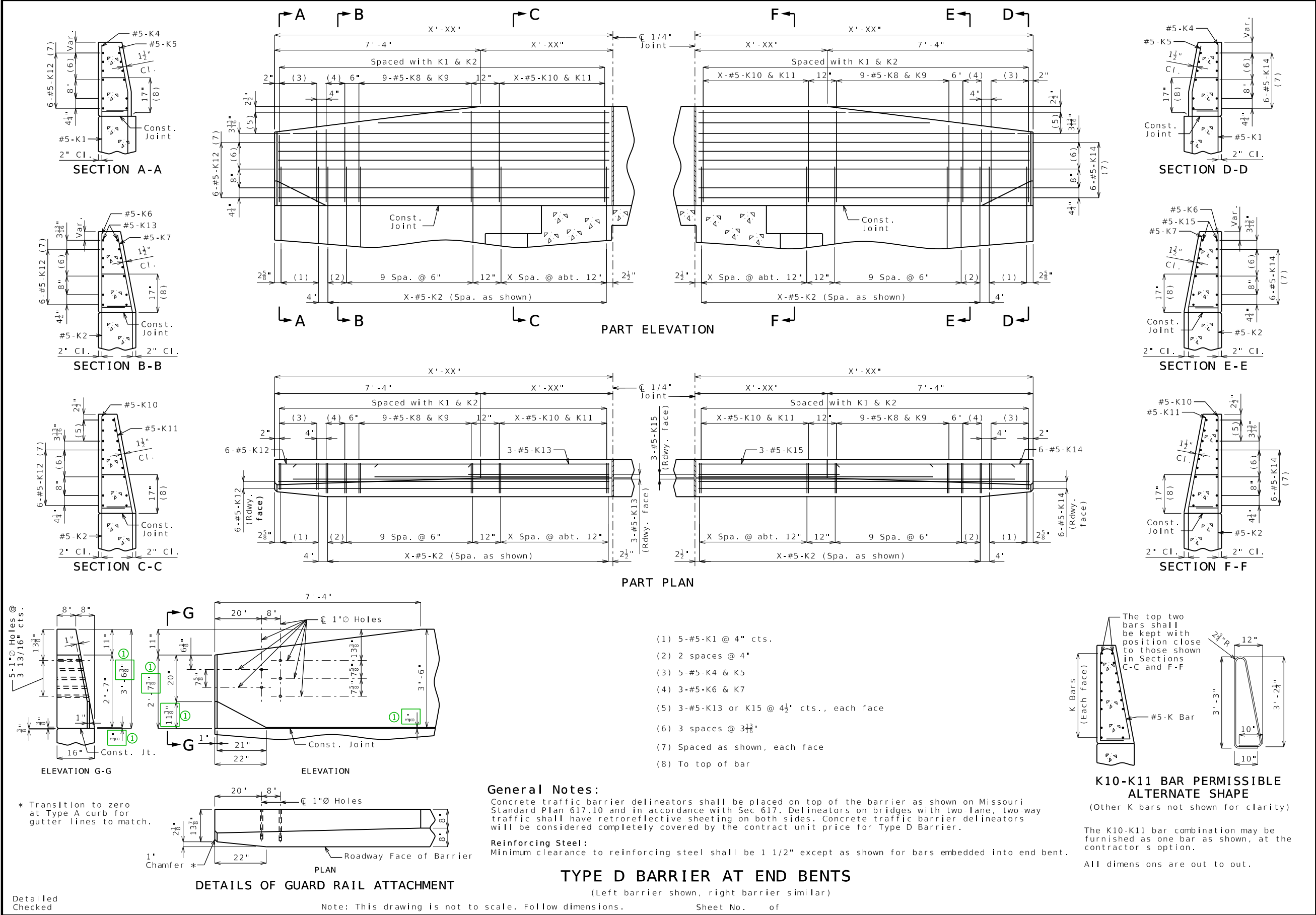
(Use when conduit is required)

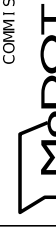


PART PLAN SHOWING JOINT LOCATION

(For skewed structures only)





DATE PREPARED		10/13/2023	
ROUTE		STATE	
DISTRICT		MO	
		SHEET NO.	
		1	
COUNTY			
JOB NO.			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
DESCRIPTION			
DATE			
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION			
			
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)			

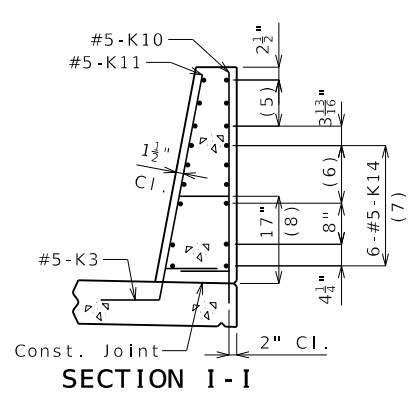
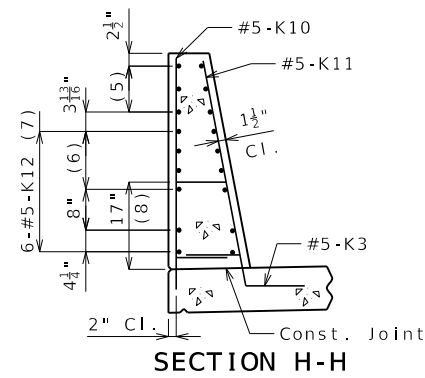
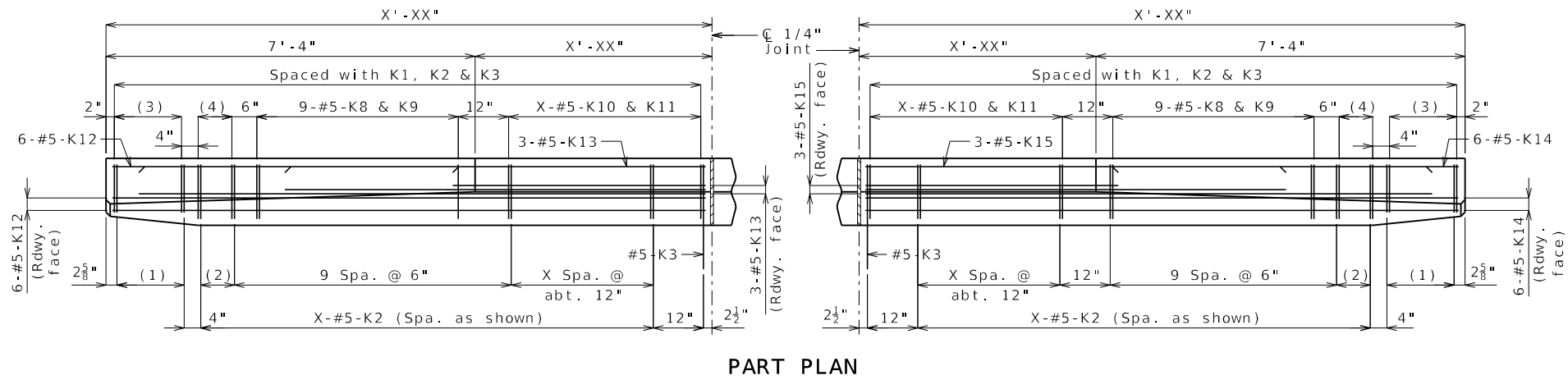
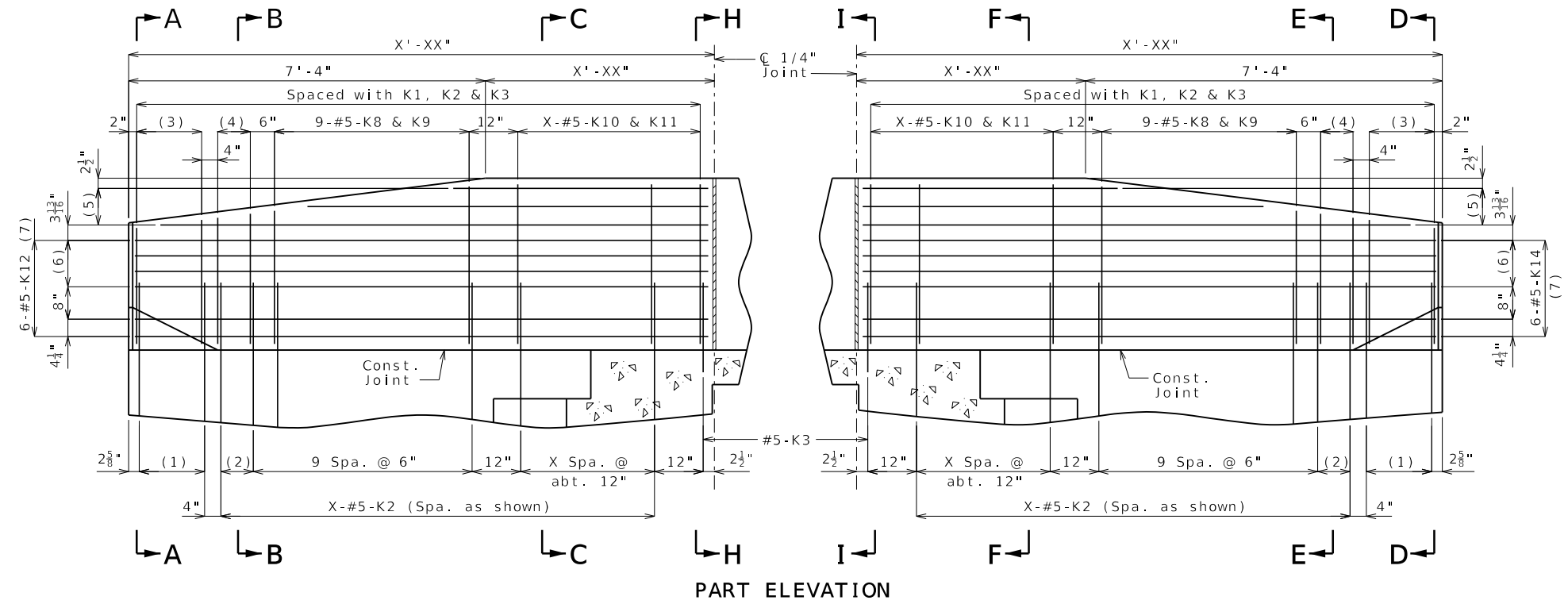


BAR02\_D\_end\_i      Guidance & Alternate Details

Standard Drawing Guidance: (do not show on plans)

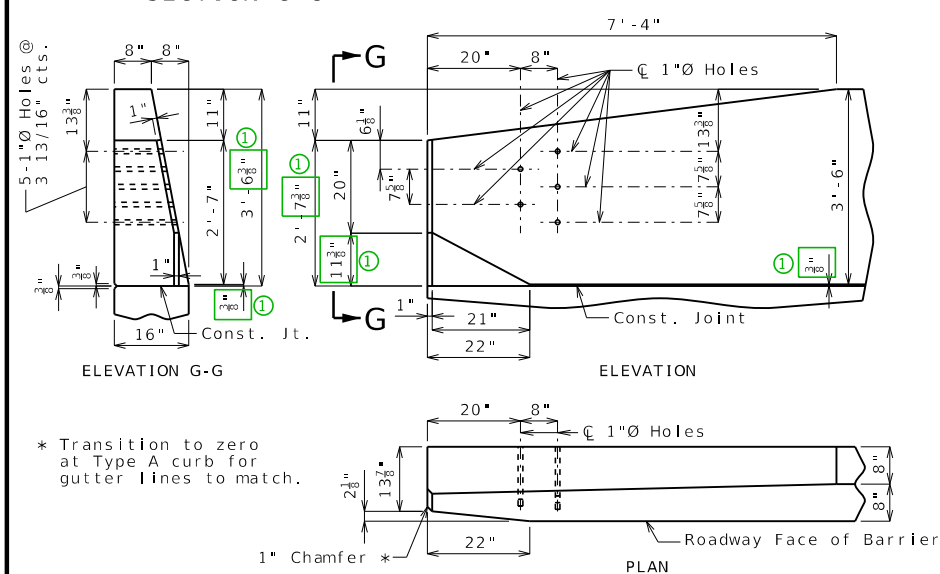
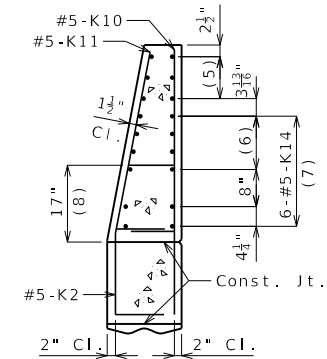
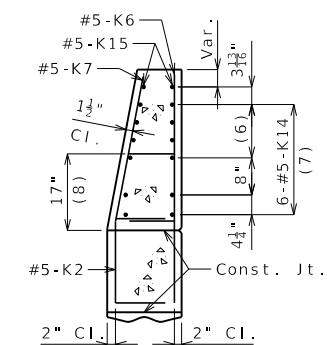
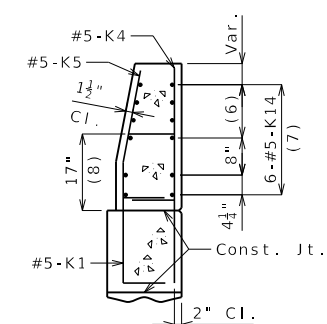
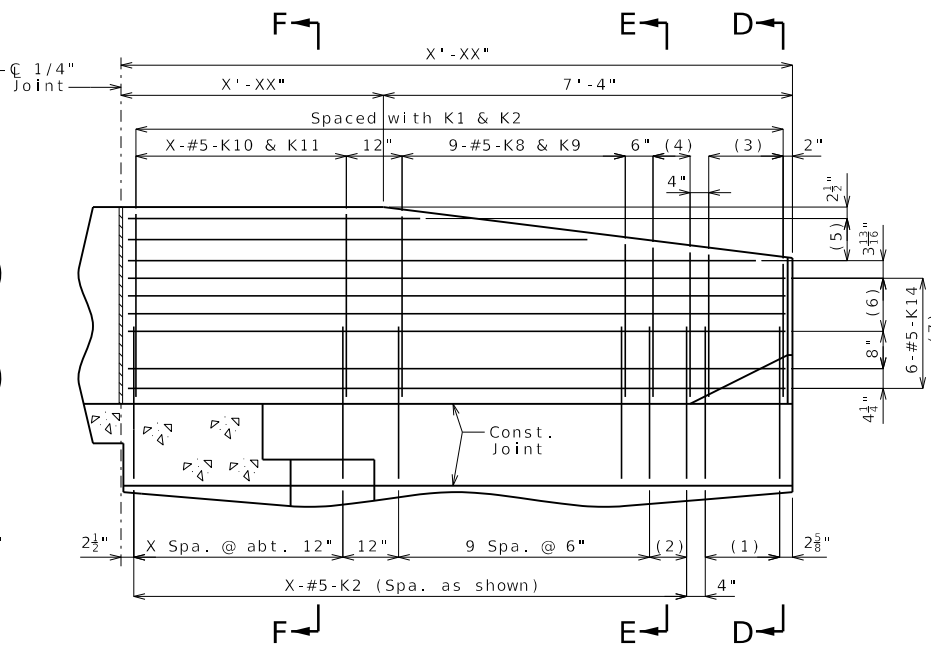
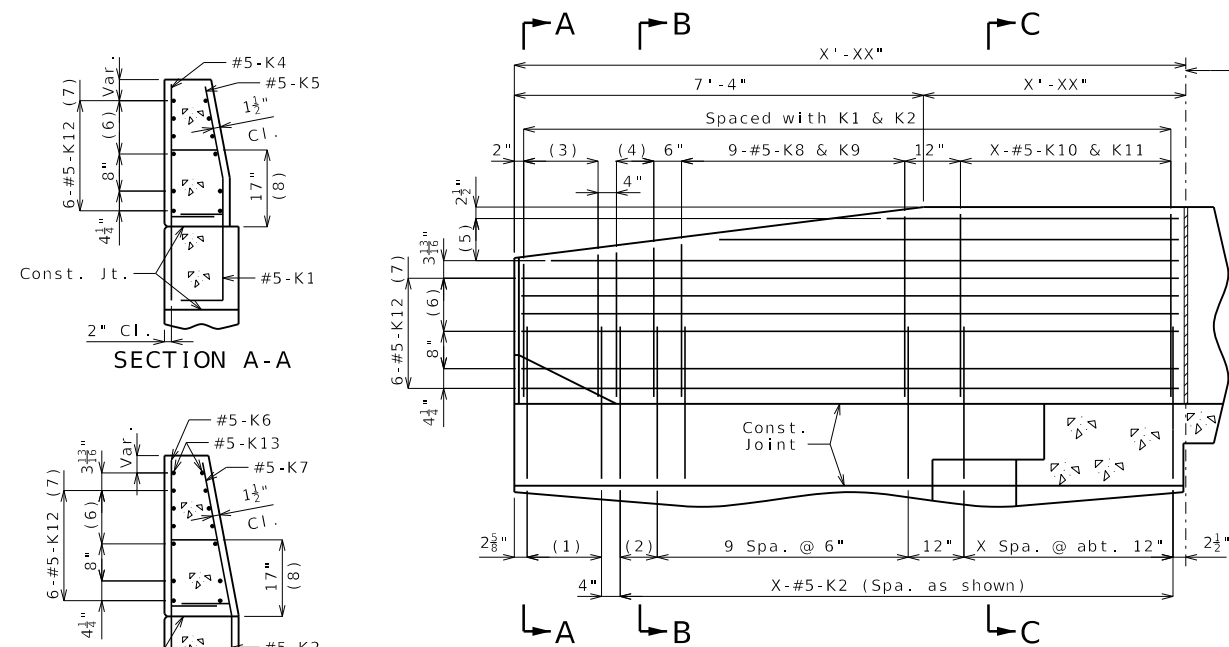
For skews greater than 3 degrees, use alternate details, which substitute a K3 bar for the end K2 bar. For skews greater than 41 degrees, two K3 bars are required.

① Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.



Alternate Details for Skewed Bridges Requiring K3 Bars





General Notes:

Reinforcing Steel:

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type D Barrier.

Minimum clearance to reinforcing steel shall be 1 1/2" except as shown for bars embedded into end bent.

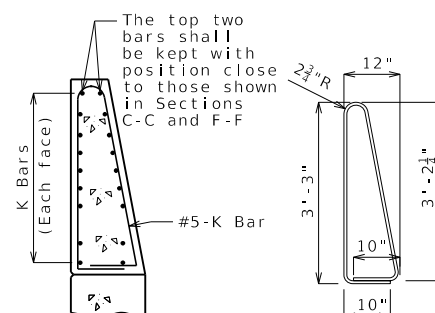
## TYPE D BARRIER AT END BENTS

(Left barrier shown, right barrier similar)

- (1) 5-5-K1 @ 4" cts.
- (2) 2 spaces @ 4"
- (3) 5-5-K4 & K5
- (4) 3-5-K6 & K7
- (5) 3-5-K13 or K15 @ 4½" cts., each face
- (6) 3 spaces @ 3½"
- (7) Spaced as shown, each face
- (8) To top of bar

## Integral End Bent with Shallow Superstructure

Use when distance between upper and lower construction joints in wings is less than 25 1/2 inches.



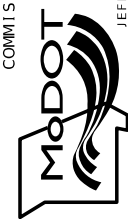
K10-K11 BAR PERMISSIBLE  
ALTERNATE SHAPE

(Other K bars not shown for clarity)  
The K10-K11 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.

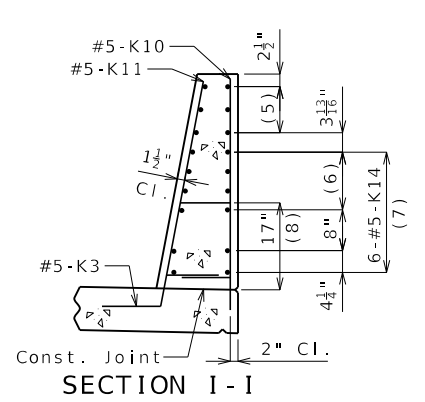
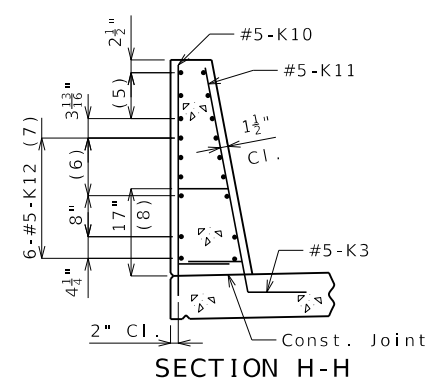
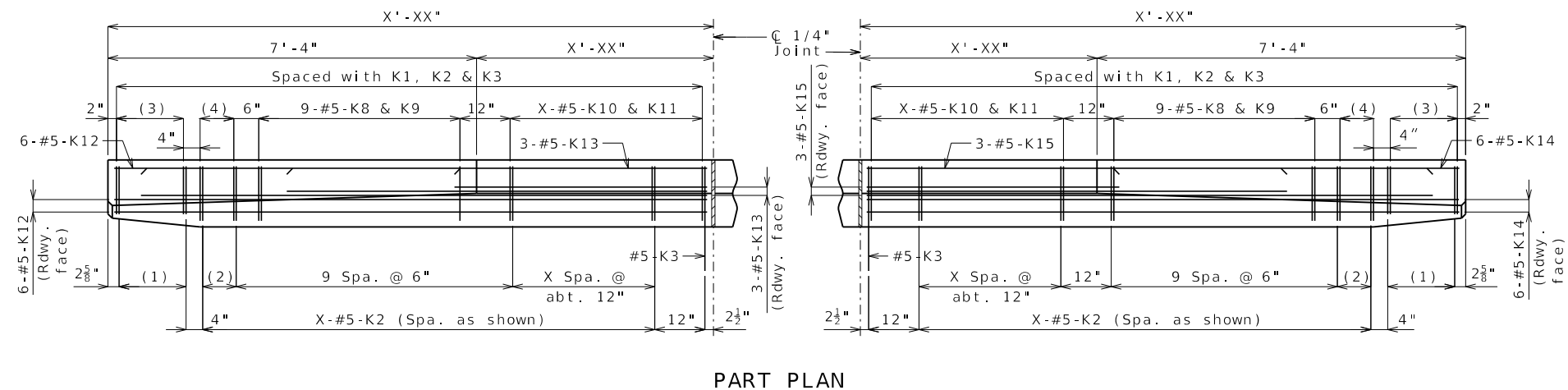
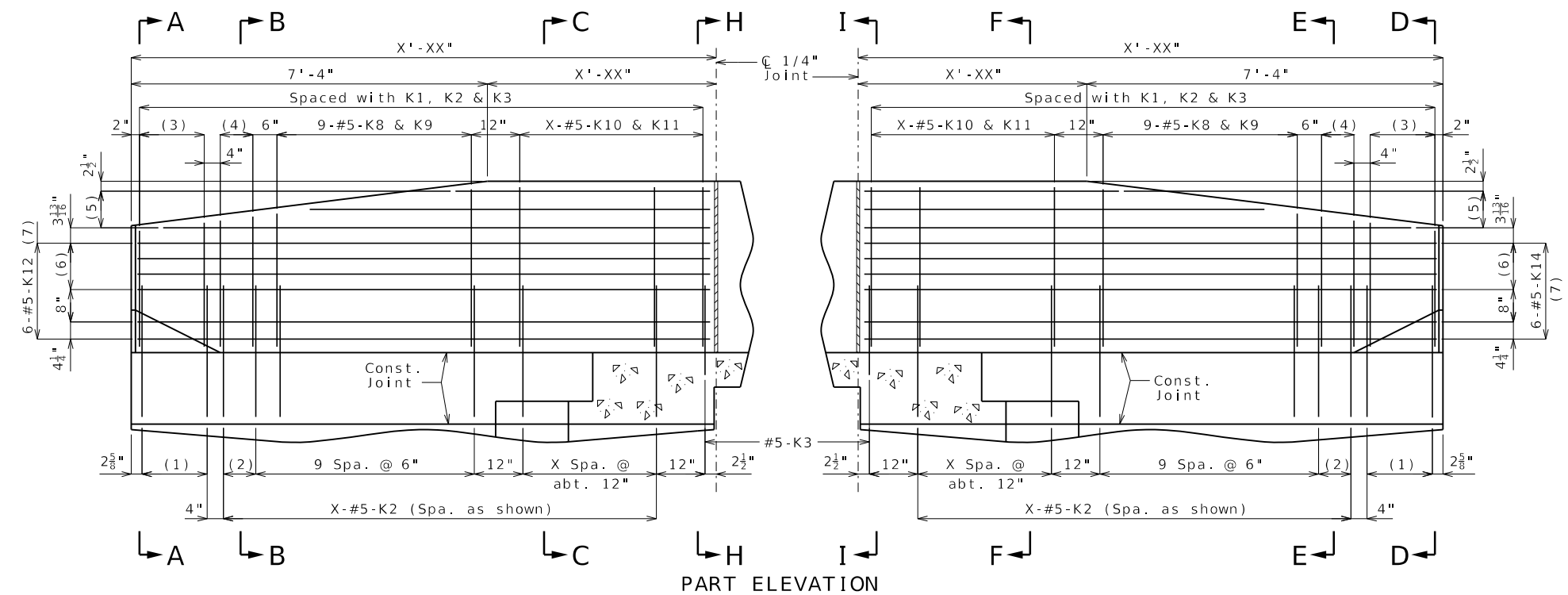
DATE PREPARED	
4/18/2025	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	2

JOB NO.
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





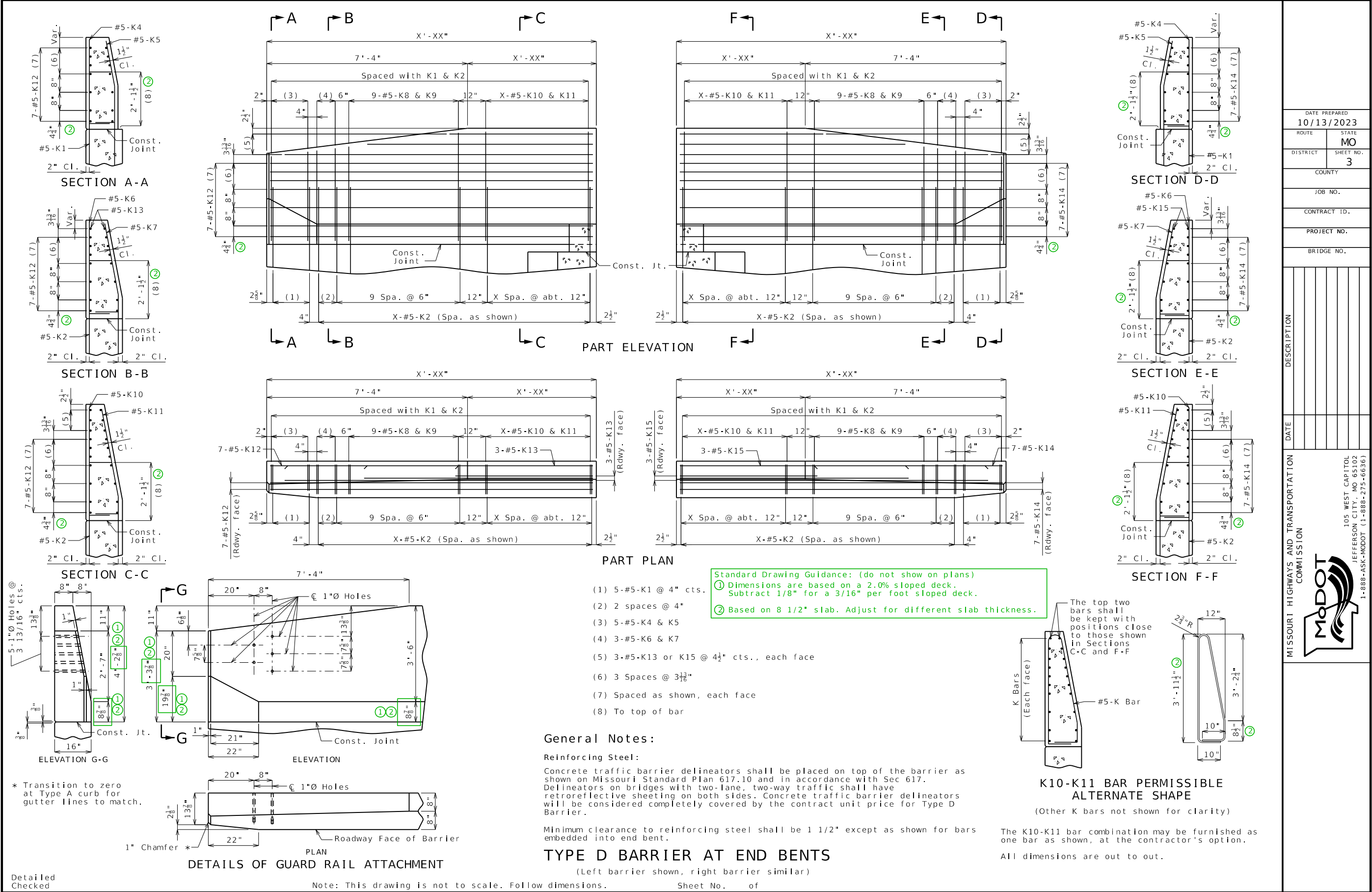
Standard Drawing Guidance: (do not show on plans)

For skews greater than 3 degrees, use alternate details above, which substitutes a K3 bar for the end K2 bar. For skews greater than 41 degrees, two K3 bars are required.

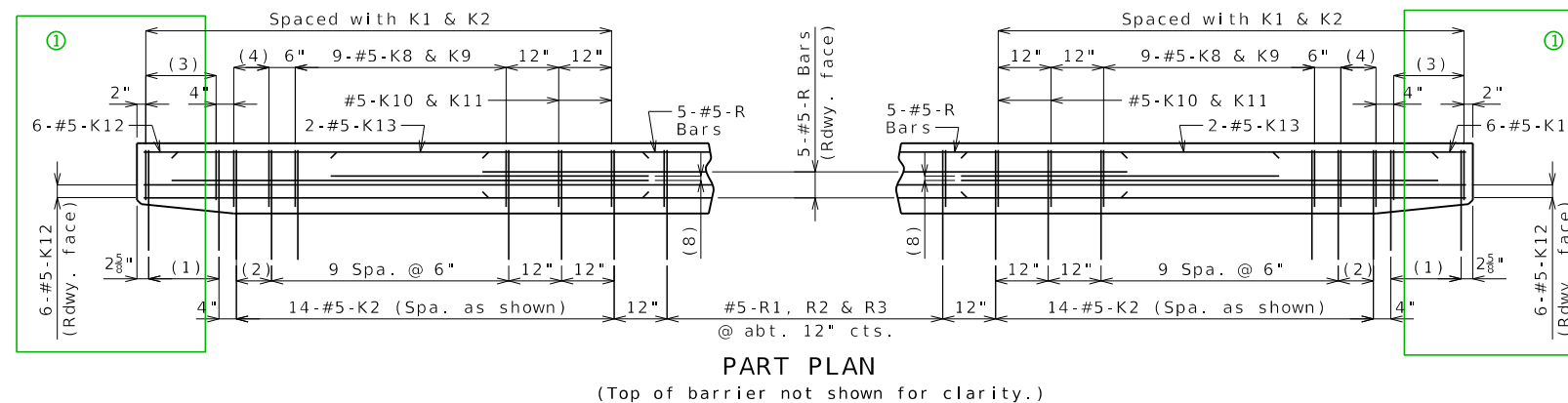
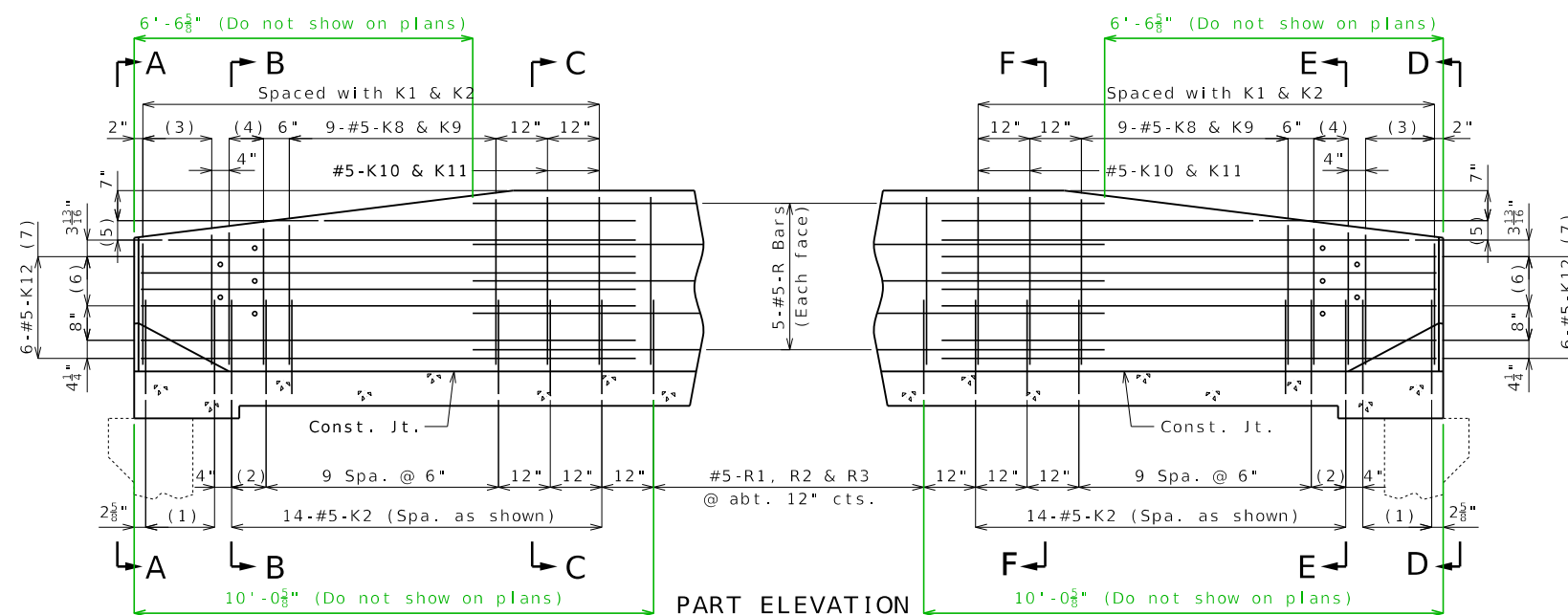
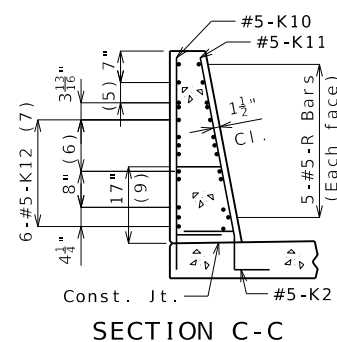
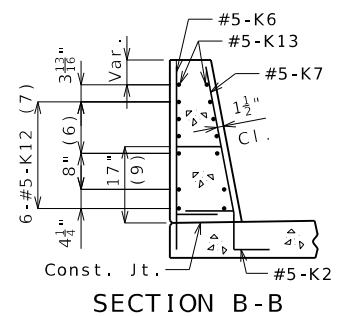
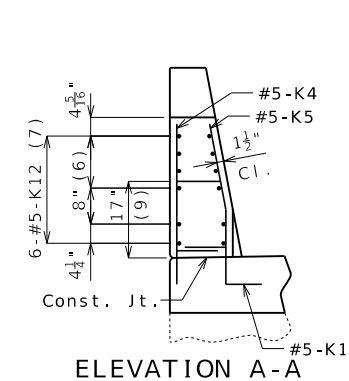
① Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.

ALTERNATE DETAILS FOR SKEWED BRIDGES REQUIRING K3 BARS

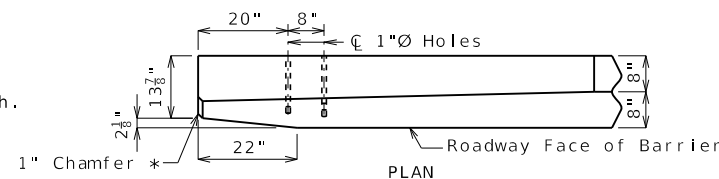
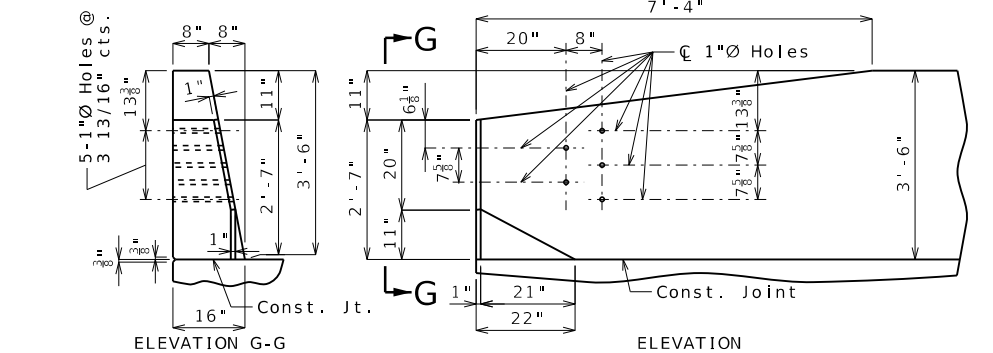
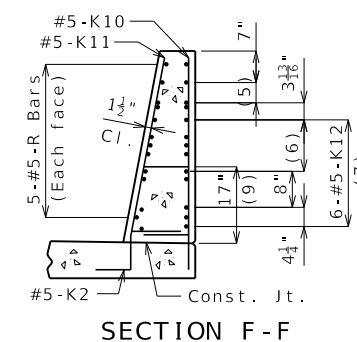
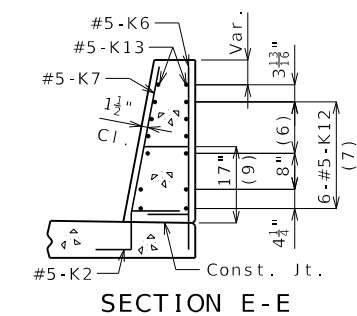
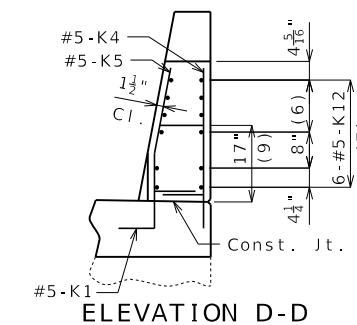








(Top of barrier not shown for clarity.)



- \* Transition to zero at Type A curb for gutter lines to match.

### DETAILS OF GUARD RAIL ATTACHMENT

- (1) 5-#5-K1 @ 4" cts.
- (2) 2 spaces @ 4"
- (3) 5-#5-K4 & K5
- (4) 3-#5-K6 & K7
- (5) 2-#5-K13 @ 4 $\frac{1}{2}$ " cts., each face
- (6) 3 spaces @ 3 $\frac{13}{16}$ "
- (7) Spaced as shown, each face
- (8) 2-#5-K13 (Roadway face)
- (9) To top of bar

General Notes:

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type D Barrier.

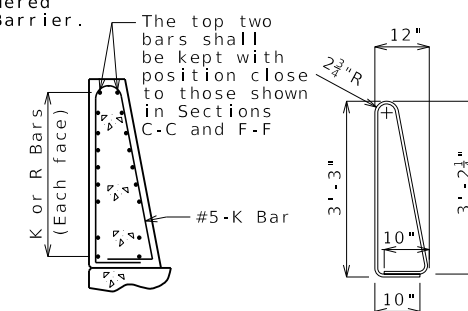
Reinforcing Steel:

Minimum clearance to reinforcing steel shall be 1 1/2".

Use a minimum lap of 2'-6" between horizontal K bars and R bars.

Standard Drawing Guidance: (Do not show on plans)

① Show part of existing end bent.



K10-K11 BAR PERMISSIBLE  
ALTERNATE SHAPE

(Other K bars not shown for clarity)

The K10-K11 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.

DATE PREPARED	
9/17/2025	
ROUTE	STATE
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DISTRICT	SHEET NO
	4

JOB NO.
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CONTRACT ID.
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PROJECT NO.
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BRIDGE NO.[illegible]

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

**MoDOT**

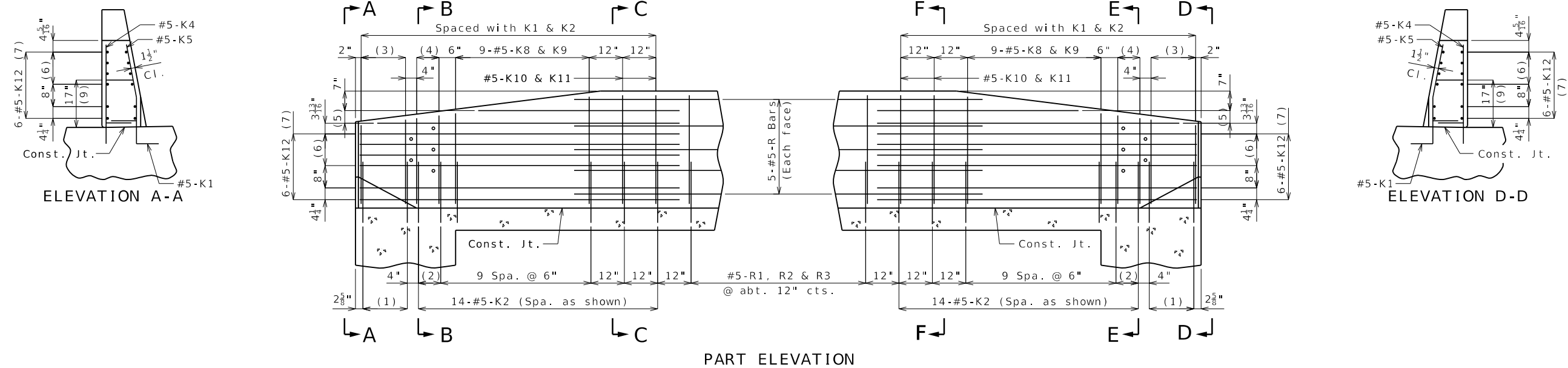
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102

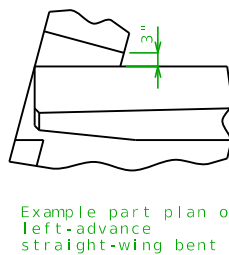
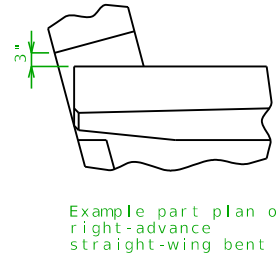
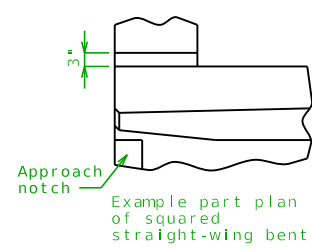
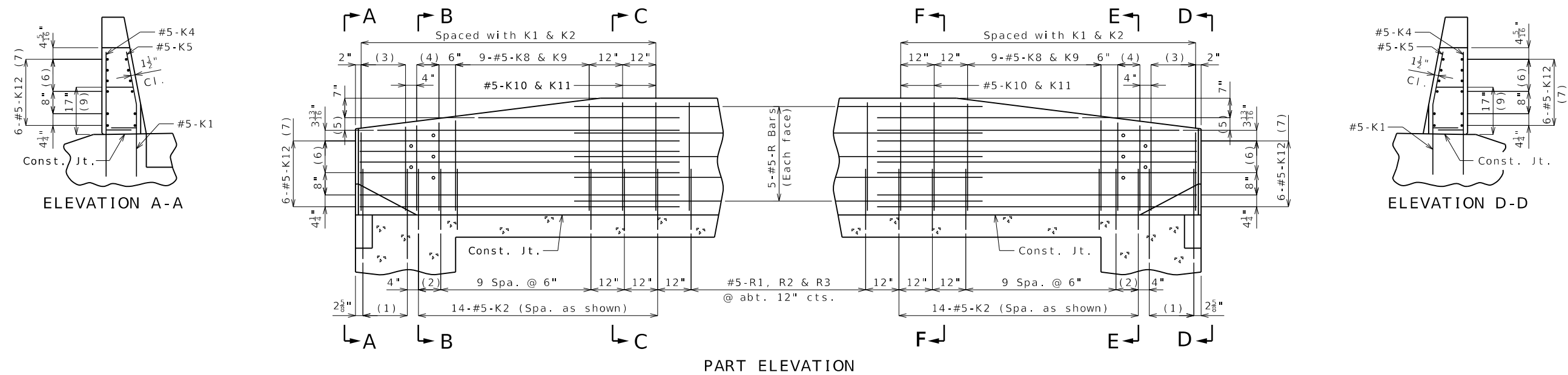




BAR05 Alternate Details



New Bridge



For K1 bars, use dimensions for integral end bent.

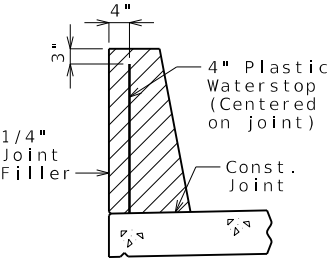
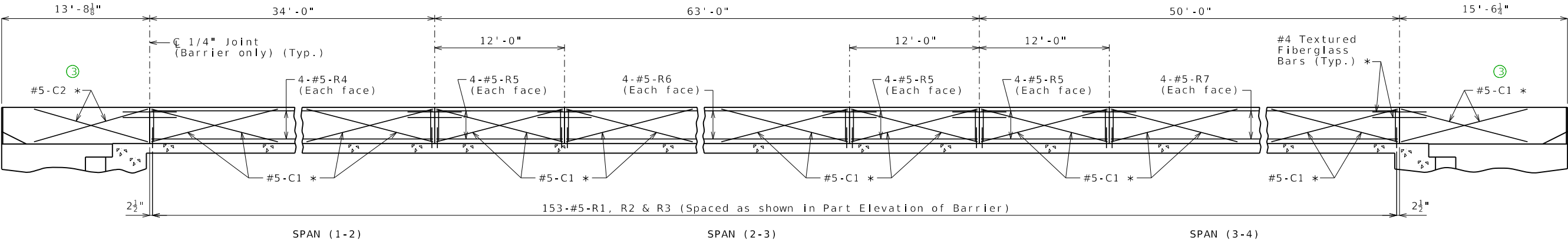
End Bents with straight wings (elephant ear)







EXAMPLE ELEVATION

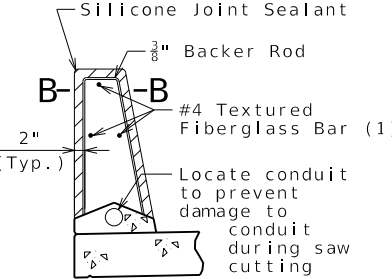


WATERSTOP DETAIL

Plastic waterstop shall be placed in all formed joints, except structures with superelevation, use on lower joints only.

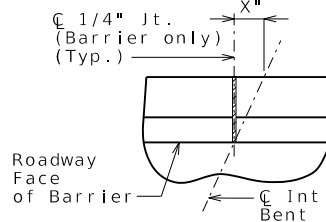
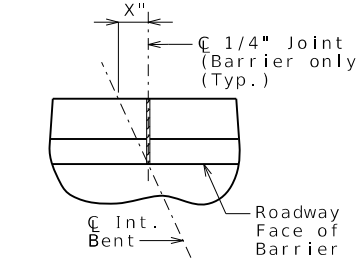
Cost of plastic waterstop, complete in place, will be considered completely covered by the contract unit price for Type H Barrier.

(Use for grade separation)



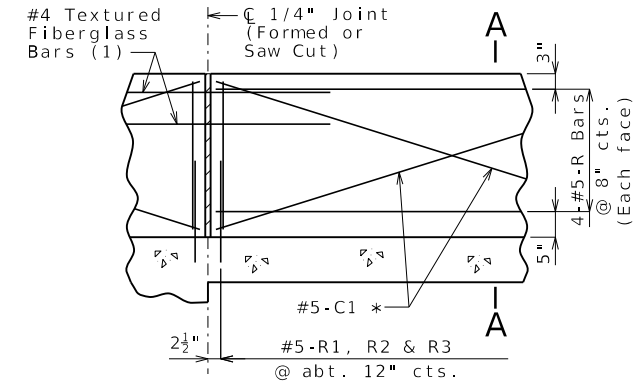
SECTION THRU SAW CUT JOINT

(Use when conduit is required)



PART PLAN SHOWING JOINT LOCATION

(For skewed structures only)

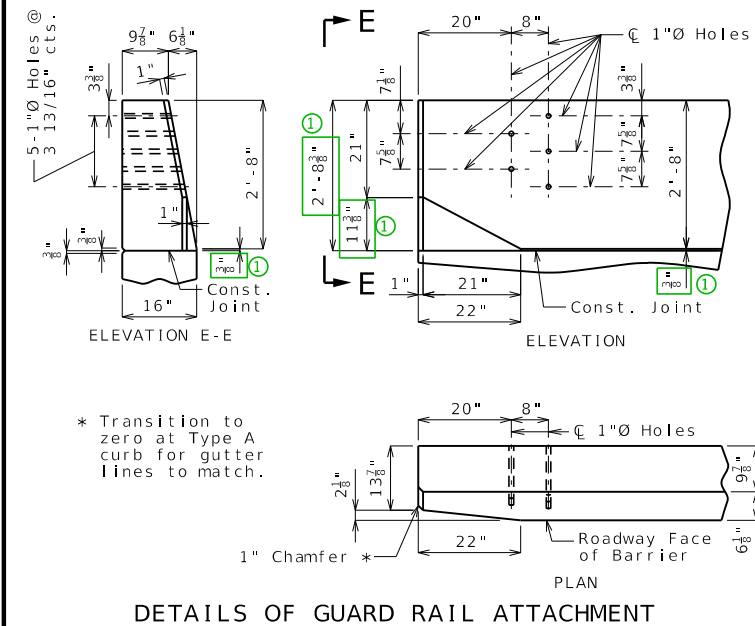
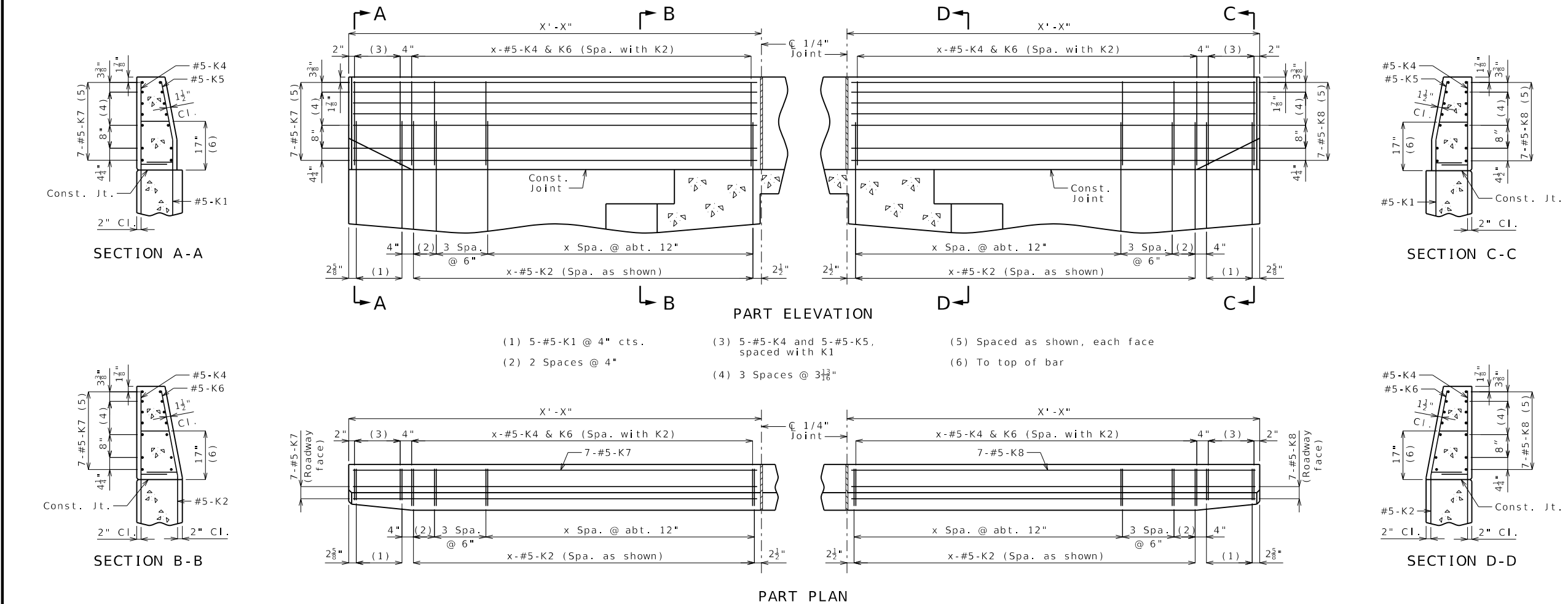


PART ELEVATION OF BARRIER

(1) Four feet long, centered on joint, slip-formed option only

ALTERNATE DETAIL FOR SINGLE SPAN






DETAILS OF GUARD RAIL ATTACHMENT

TYPE H BARRIER AT END BENTS

(Left barrier shown, right barrier similar)

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DATE PREPARED		10/13/2023
ROUTE	STATE	MO
DISTRICT	SHEET NO.	6
COUNTY		
JOB NO.		
CONTRACT ID.		
PROJECT NO.		
BRIDGE NO.		
DESCRIPTION	DATE	
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION		
		
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)		

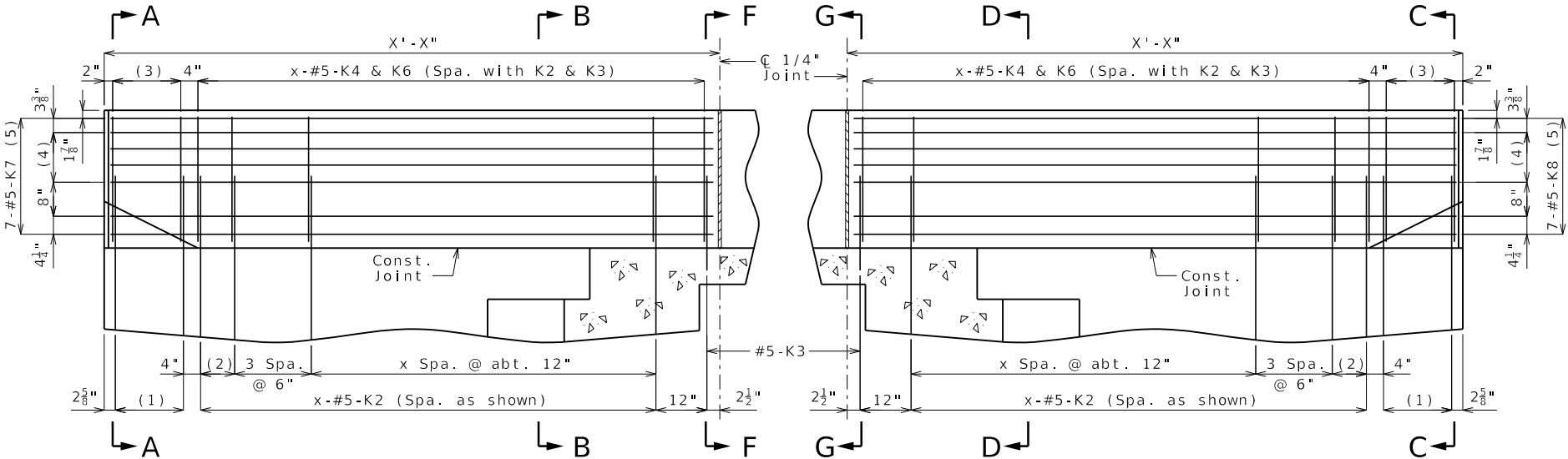


Standard Drawing Guidance: (do not show on plans)

For skews greater than 3 degrees, use alternate details above, which substitutes a K3 bar for the end K2 bar. For skews greater than 41 degrees, two K3 bars are required.

① Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.

② Based on 8 1/2" slab. Adjust for different slab thickness.



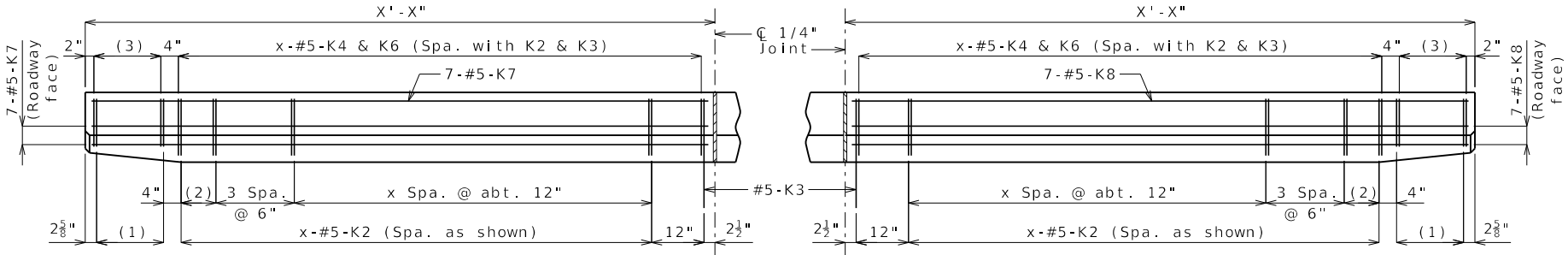
PART ELEVATION

- (1) 5-#5-K1 @ 4" cts.

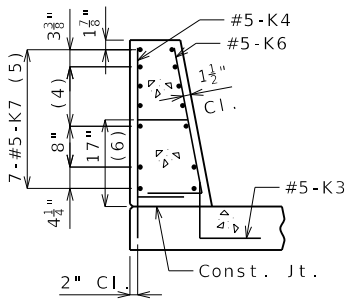
(2) 2 Spaces @ 4"
- (3) 5-#5-K4 and 5-#5-K5, spaced with K1

(4) 3 Spaces @ 3 1/16"
- (5) Spaced as shown, each face

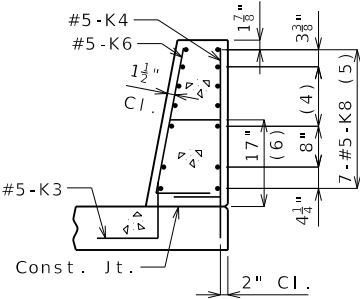
(6) To top of bar



PART PLAN

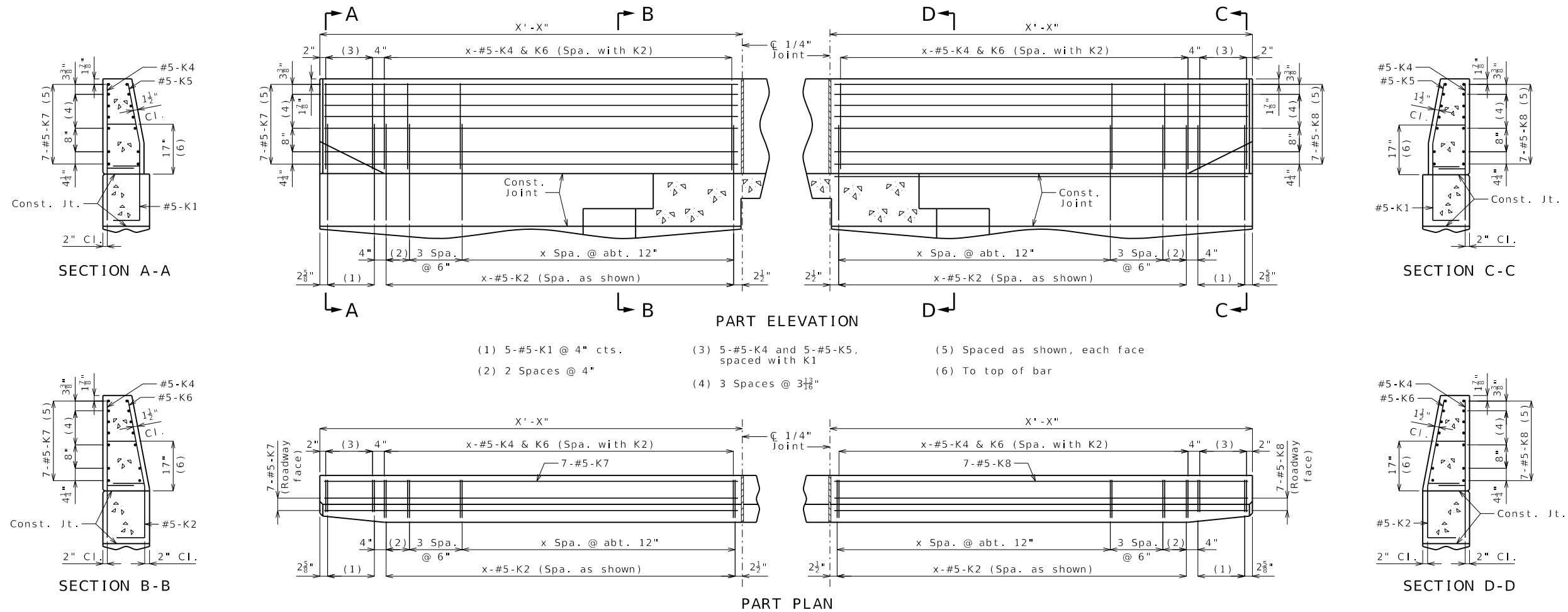


SECTION F-F



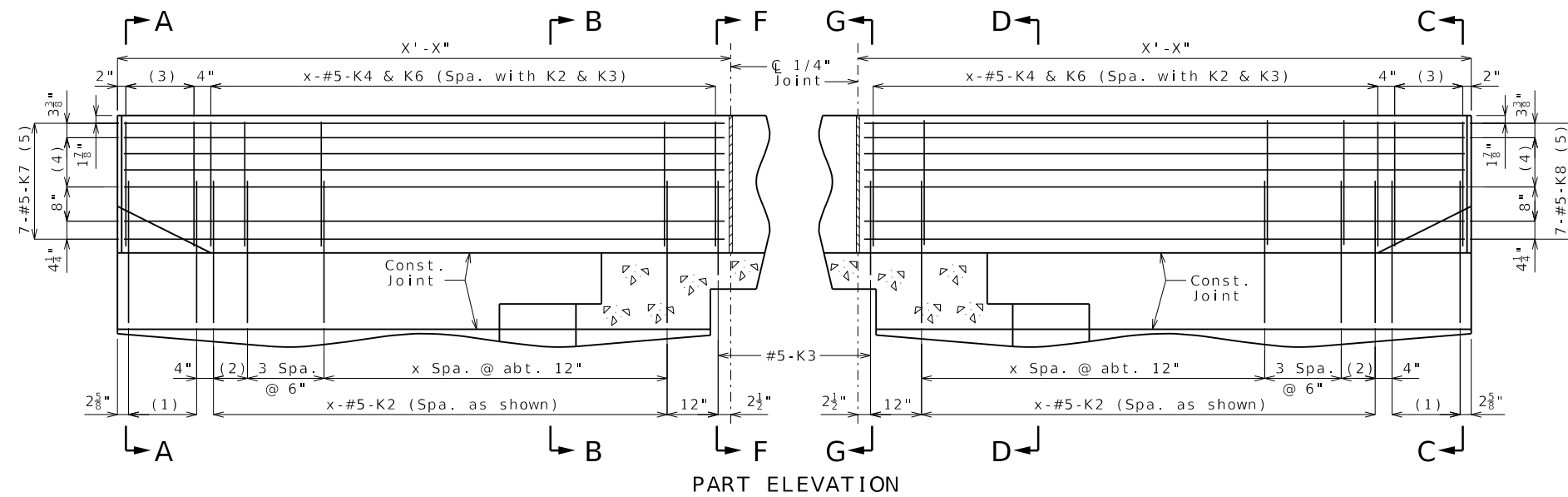
SECTION G-G



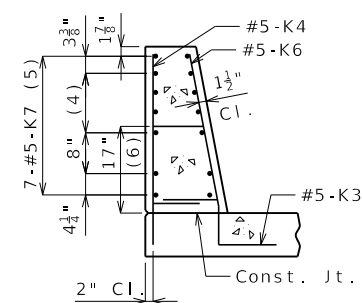
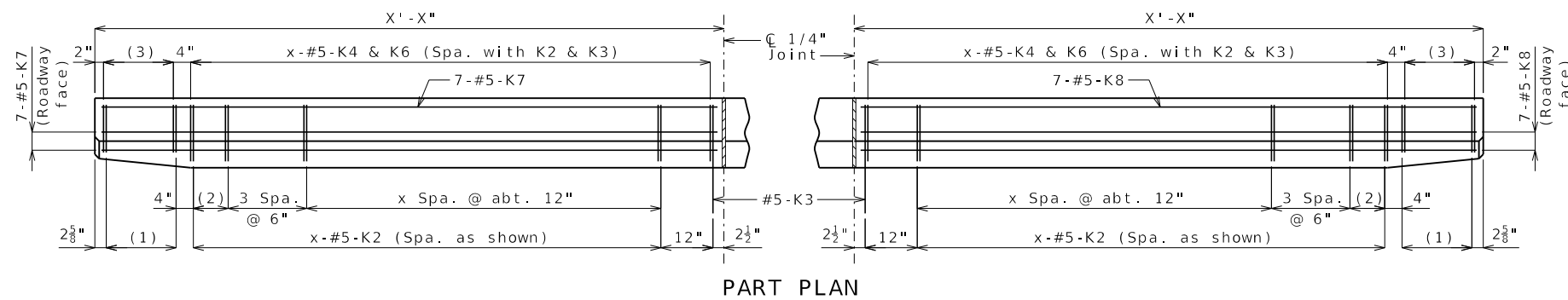
[illegible]



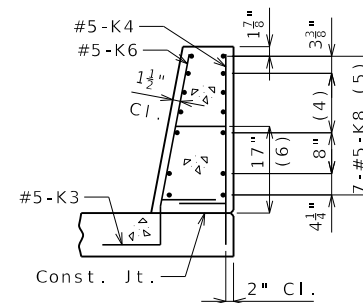
- ① Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.
- ② Based on 8 1/2" slab. Adjust for different slab thickness.



- (1) 5-#5-K1 @ 4" cts. (3) 5-#5-K4 and 5-#5-K5, spaced with K1 (5) Spaced as shown, each face
- (2) 2 Spaces @ 4" (4) 3 Spaces @  $3\frac{13}{16}$ " (6) To top of bar

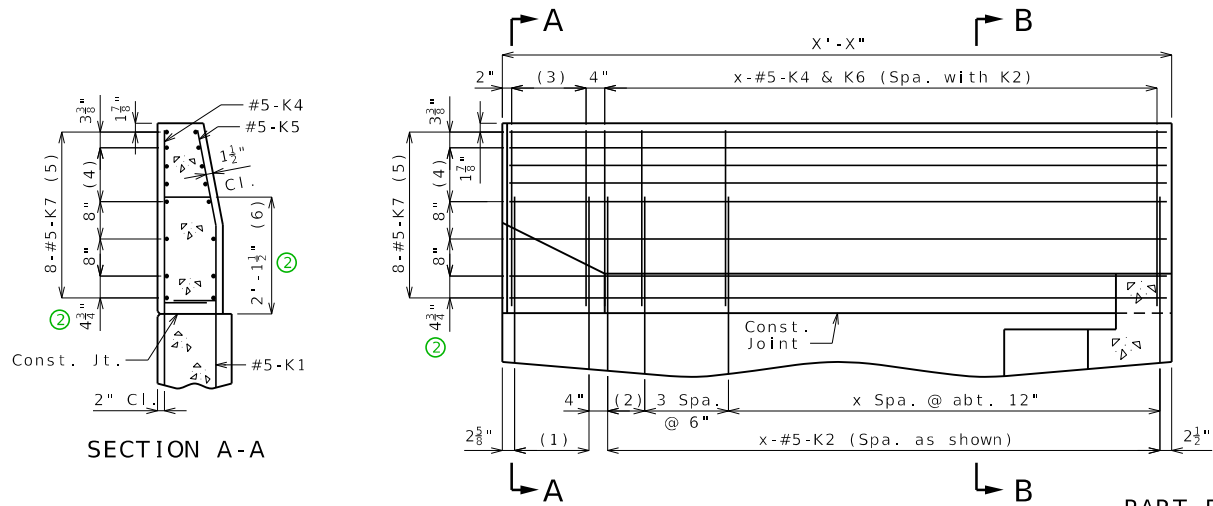


SECTION F - F



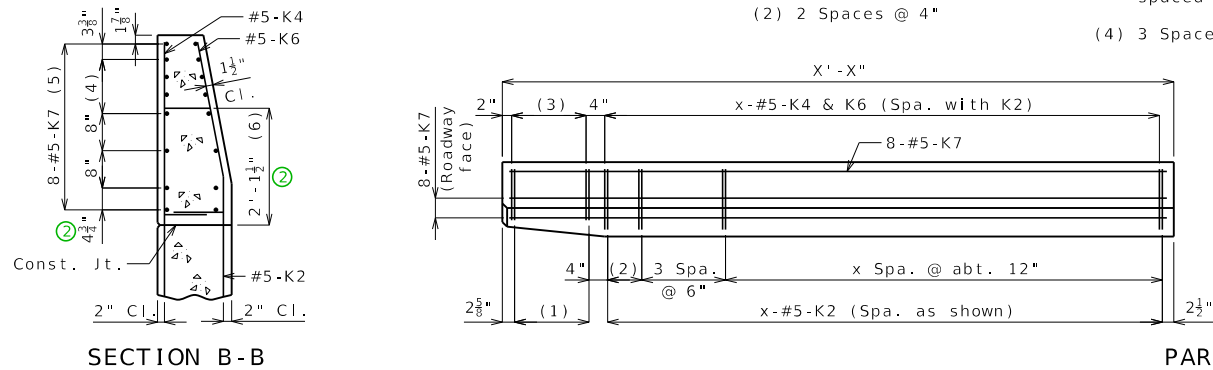
SECTION G-G



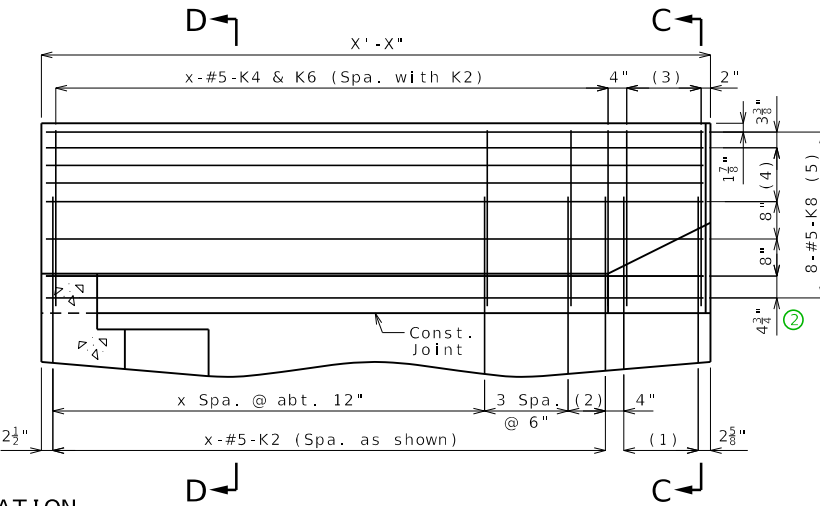


PART ELEVATION

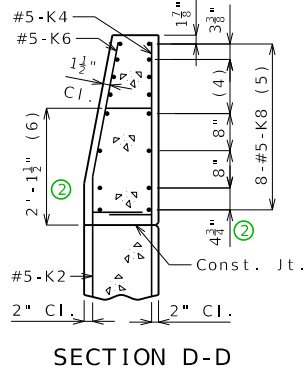
- (1) 5-#5-K1 @ 4" cts. (3) 5-#5-K4 and 5-#5-K5, spaced with K1 (5) Spaced as shown, each face  
(2) 2 Spaces @ 4" (4) 3 Spaces @ 3 13/16" (6) To top of bar



PART PLAN

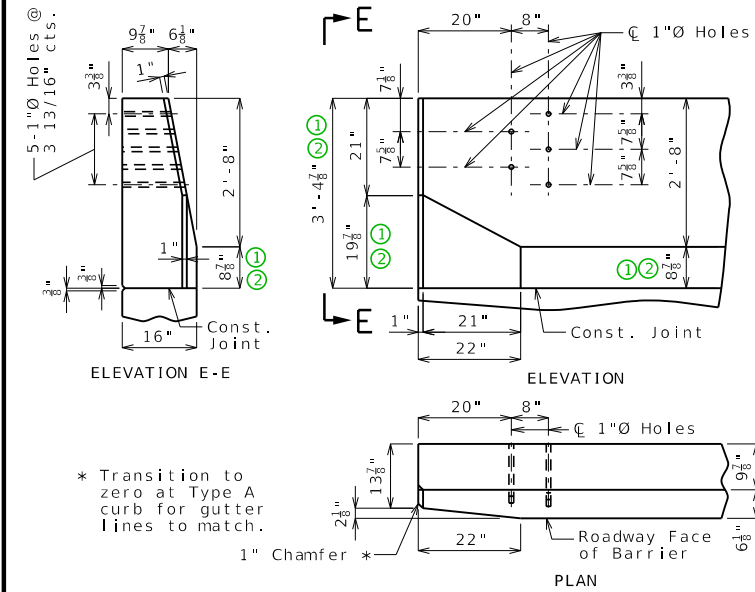


SECTION C-C



SECTION D-D

- Standard Drawing Guidance: (Do not show on plans)  
① Dimensions are based on a 2.0% sloped deck. Subtract 1/8" for a 3/16" per foot sloped deck.  
② Based on 8 1/2" slab. Adjust for different slab thickness.



DETAILS OF GUARD RAIL ATTACHMENT

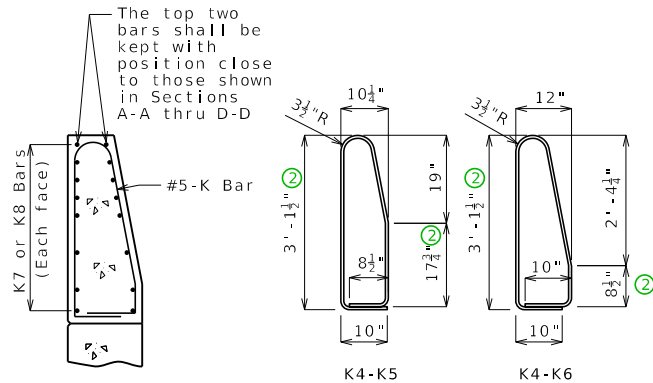
General Notes:

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type H Barrier.

Reinforcing Steel:

Minimum clearance to reinforcing steel shall be 1 1/2" except as shown for bars embedded into end bent.

TYPE H BARRIER AT END BENTS  
(Left barrier shown, right barrier similar)



PERMISSIBLE ALTERNATE SHAPES

(Other K bars not shown for clarity)

The K4-K5 and K4-K6 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.

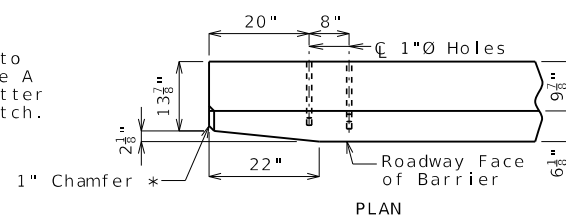
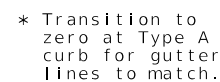
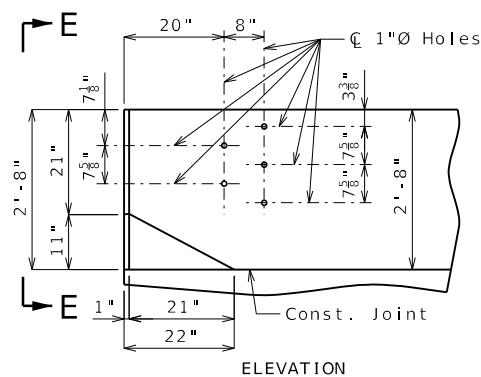
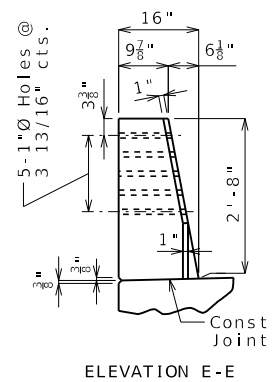
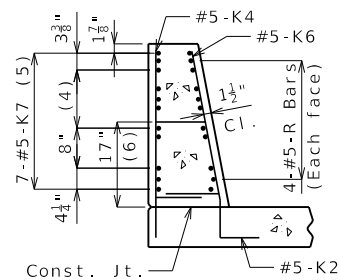
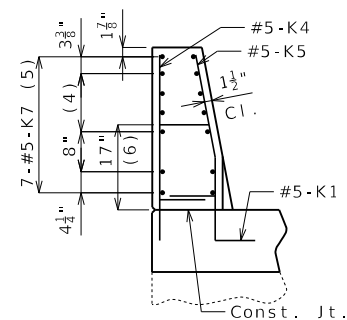
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

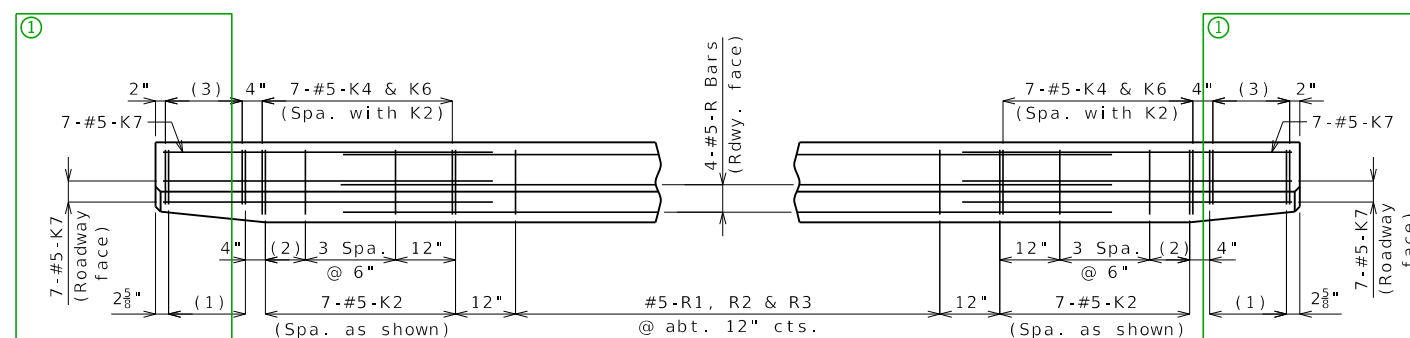
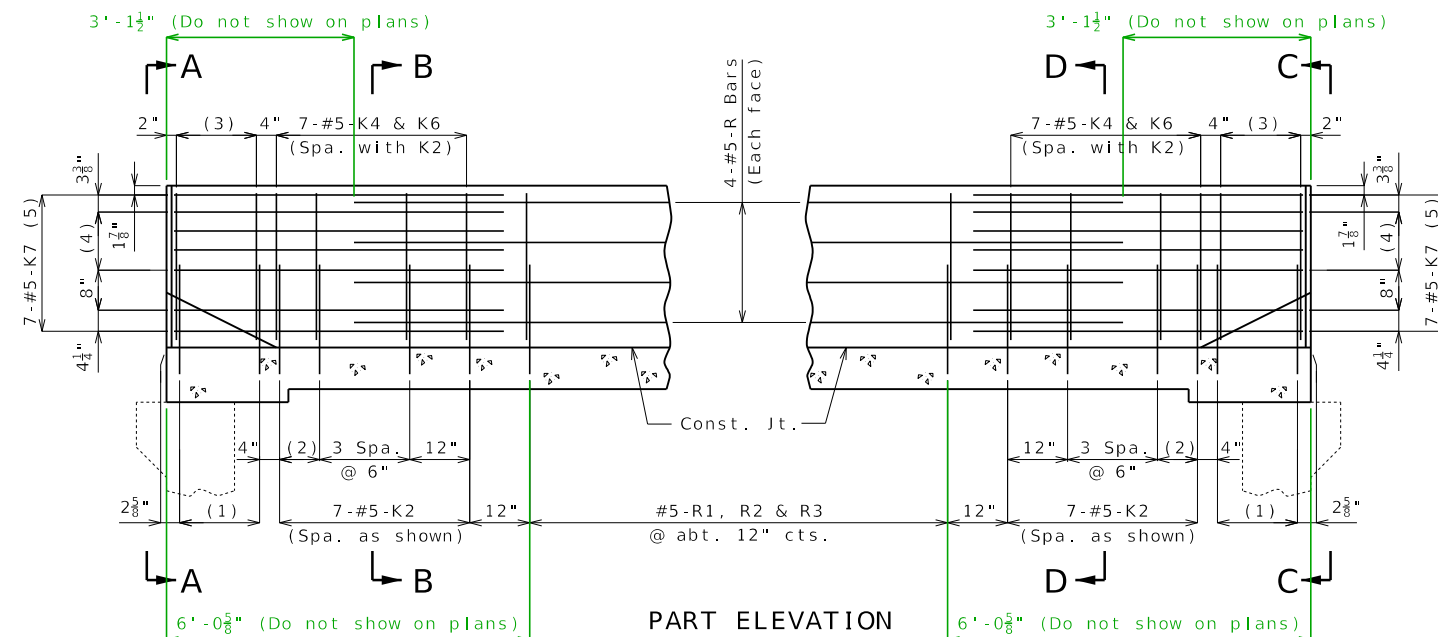
Sheet No. of

DATE PREPARED		10/13/2023	
ROUTE		STATE	
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DISTRICT		SHEET NO.	
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COUNTY			
JOB NO.			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
DESCRIPTION			
DATE			





### DETAILS OF GUARD RAIL ATTACHMENT



Standard Drawing Guidance: (Do not show on plans)

① Show part of existing end bent.

General Notes:

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type H Barrier.

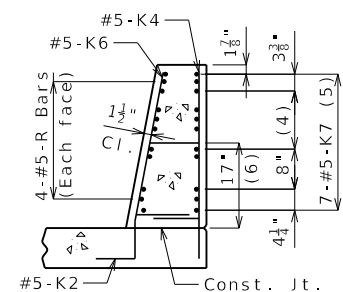
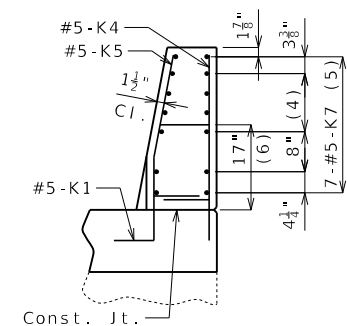
Reinforcing Steel :

Minimum clearance to reinforcing steel shall be 1 1/2".

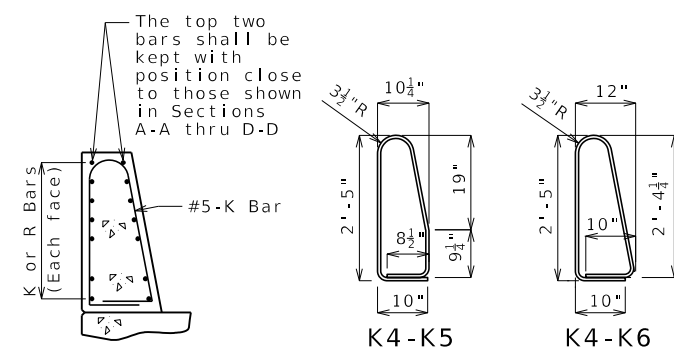
Use a minimum lap of 2'-6" between K7 bars and R bars.

## TYPE H BARRIER AT END BENTS

(Left barrier shown, right barrier similar)



SECTION D-D



### PERMISSIBLE ALTERNATE SHAPES

(Other K bars not shown for clarity)

The K4-K5 and K4-K6 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.

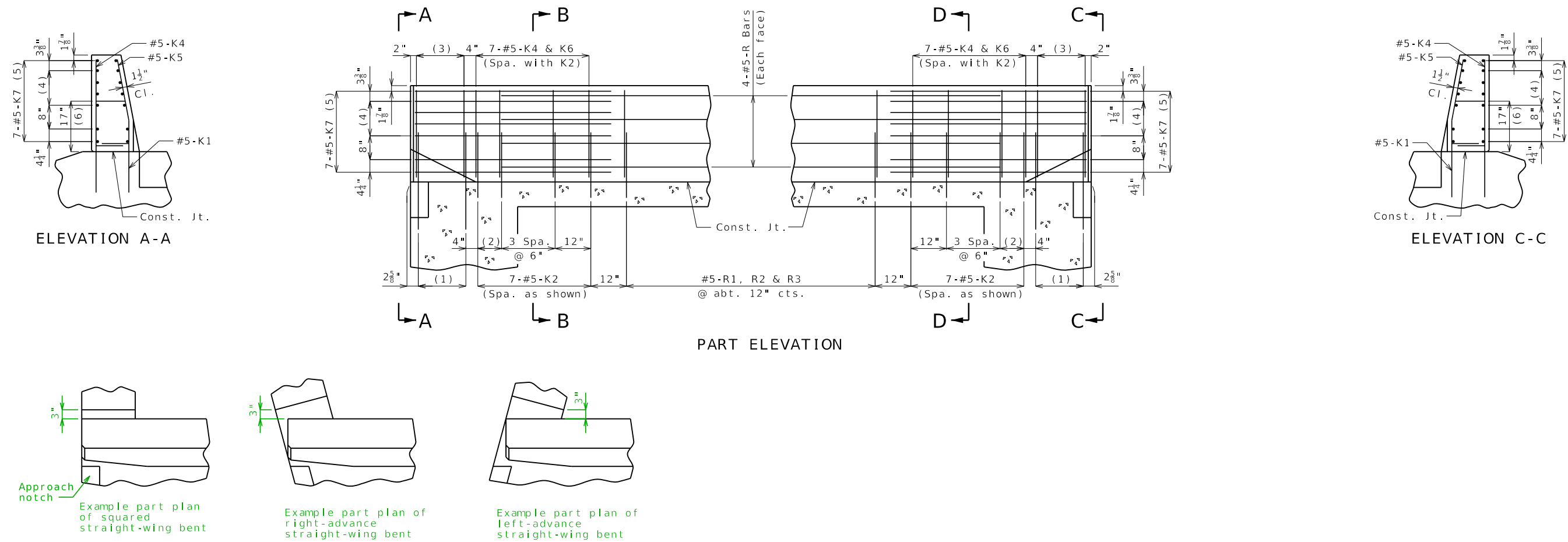
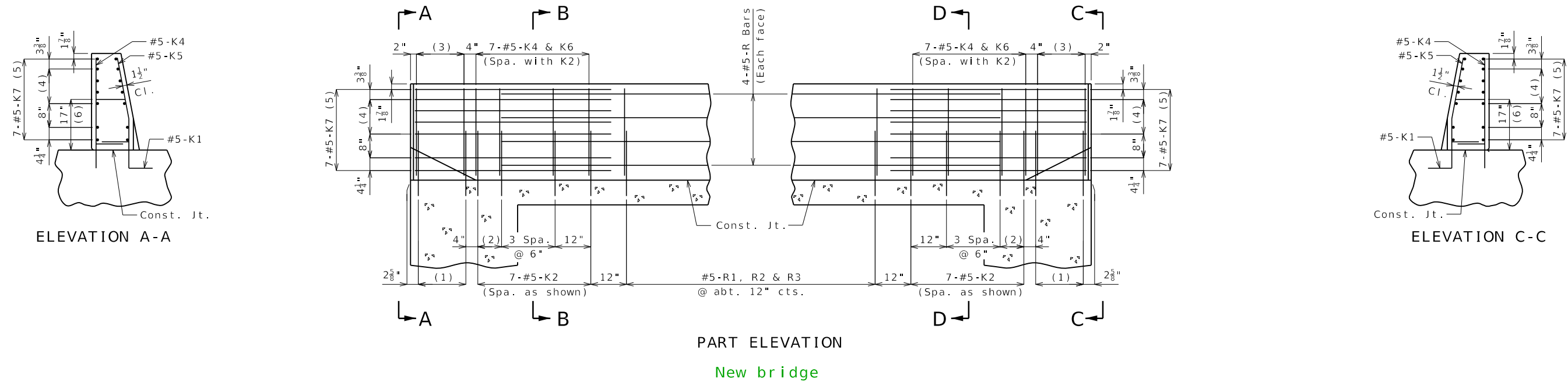
DATE PREPARED	
8/18/2025	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	BAR 10
COUNTY	

JOB NO.
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





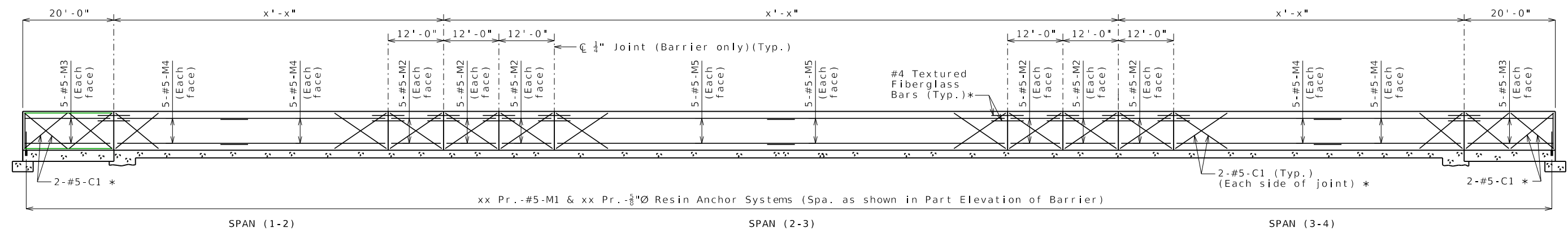
For K1 bars, use dimensions for integral end bent.  
End bents with straight wings (elephant ear)



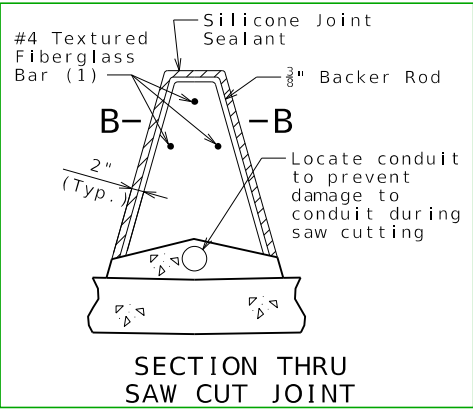




BAR11\_C\_elev      Alternate Details

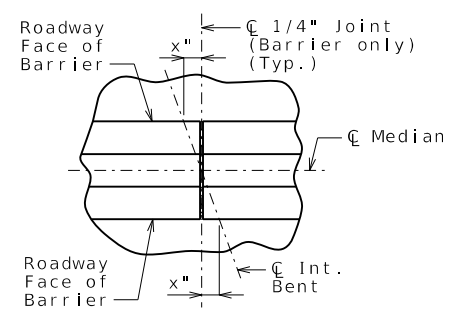


EXAMPLE ELEVATION

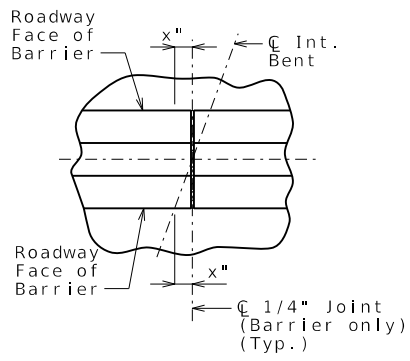


SECTION THRU  
SAW CUT JOINT

(Use when conduit is required)



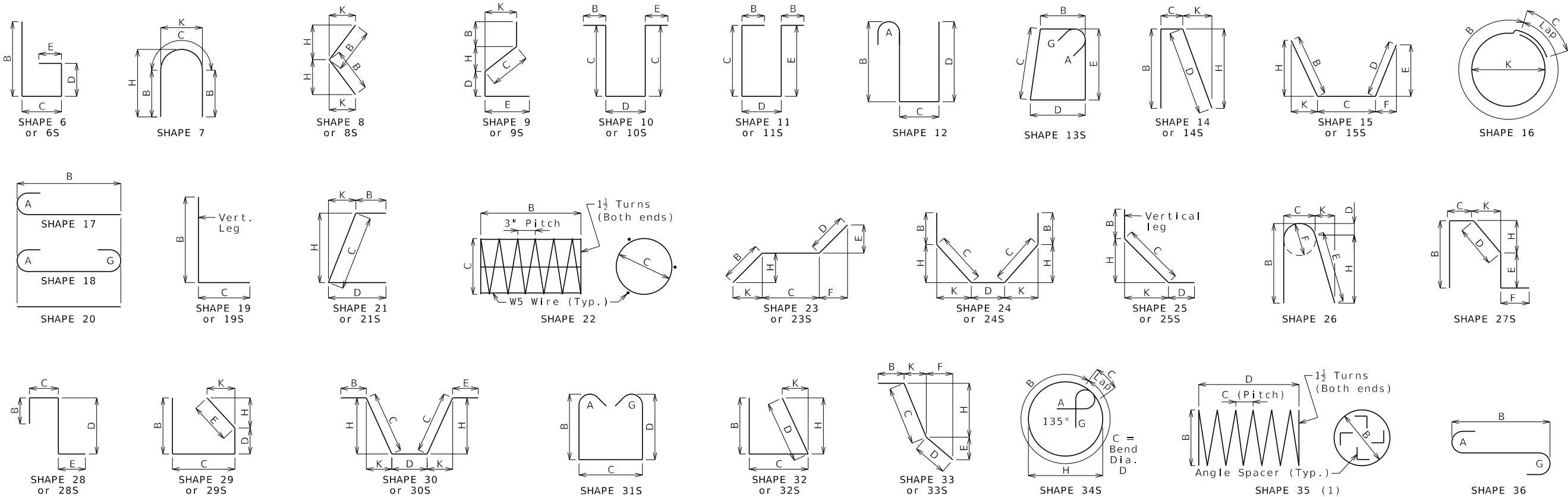
PART PLAN SHOWING  
JOINT LOCATION



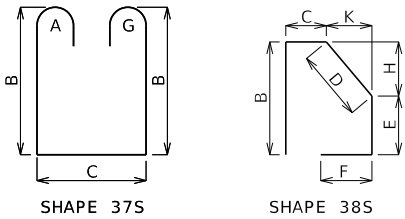
PART PLAN SHOWING  
JOINT LOCATION

(For skewed structures only)





Finished Bend Dimensions D and Hook Dimensions						
Standard Pin Bend Shapes						
Size	Case	D	A or G		J	
			90°	180°	180°	
#4	1	3"	8"	6"	4"	
#5	1	3¾"	10"	7"	5"	
#6	1	4½"	12"	8½"	6"	
#7	2	5½"	14"	9¾"	7"	
	3	7"	15"	11½"	8¾"	
#8	2	6"	16"	11"	8"	
	3	8"	17"	13¼"	10"	
#9	1	9½"	19½"	15½"	11¾"	
#10	1	10¾"	22"	17½"	13¼"	
#11	1	12"	24½"	19½"	14¾"	
#14	1	18¼"	31¼"	27½"	21⅝"	
#18	1	24"	41½"	36¼"	28½"	
Stirrup Pin Bend Shapes (S)						
Size	Case	D	A or G			J
			90°	135°	180°	
#4	2	2"	4½"	4½"	5"	2⅞"
	3	3"	5"	5¼"	6"	3"
#5	2	2½"	5¾"	5¾"	5¾"	3⅞"
	3	3¾"	6¼"	6½"	7"	3⅞"
#6	1	4½"	12"	7¾"	8¼"	4⅞"
Applicable for all grades of steel.						
Case 1 applies to all reinforcement. Case 2 applies to all reinforcement except for galvanized bars. Case 3 applies to galvanized bars only.						



BENDING DIAGRAMS

All dimensions are out to out.

Shapes ending with an S shall be bent in accordance with stirrup pin bend shapes.

Unless otherwise noted, finished bending diameter D is the same for all bends of a shape.

(1) Shall be a deformed or plain spiral bar or wire.

Four angle or channel spacers are required for each column spiral. Spacers are to be placed on inside of spirals. Length and weight of column spirals do not include splices or spacers.

DATE PREPARED 11/13/2024	
ROUTE	STATE MO
DISTRICT	SHEET NO. 1
COUNTY	
JOB NO.	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
DESCRIPTION	
DATE	
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-273-6636)	



Reinforcing Steel Totals (Pounds)									
Size	Substructure		Superstructure				Entire Bridge		
	Plain	Galv.	Slab		Barrier	Slip Form	Plain	Galv.	
			Plain	Galv.					
By Size	W5	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0
	9	0	0	0	0	0	0	0	0
	10	0	0	0	0	0	0	0	0
	11	0	0	0	0	0	0	0	0
	14	0	0	0	0	0	0	0	0
	18	0	0	0	0	0	0	0	0
By Type		0	0	0	0	0	0	0	0

All superstructure reinforcing steel shall be galvanized unless otherwise specified.

Products used to repair damaged zinc coating shall not contain aluminum.

Galvanized Reinforcement

Reinforcing Steel Totals (Pounds)									
Size	Substructure		Superstructure				Entire Bridge		
	Plain	Epoxy	Slab		Barrier	Slip Form	Plain	Epoxy	
			Plain	Epoxy					
By Size	W5	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0
	9	0	0	0	0	0	0	0	0
	10	0	0	0	0	0	0	0	0
	11	0	0	0	0	0	0	0	0
	14	0	0	0	0	0	0	0	0
	18	0	0	0	0	0	0	0	0
By Type		0	0	0	0	0	0	0	0

All superstructure reinforcing steel shall be epoxy coated unless otherwise specified.

Epoxy Coated Reinforcement









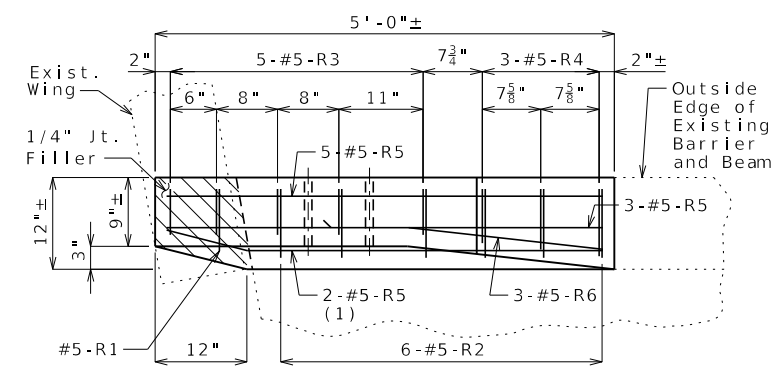






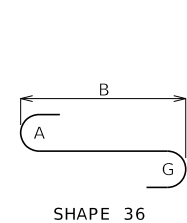






Skewed Plan



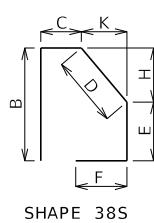


Stirrup Pin Bend Shapes (S)							
Size	Case	D	A or G			H	J
			90°	135°	180°		
#4	2	2"	4½"	4½"	5"	2⅞"	3"
	3	3"	5"	5¼"	6"	3"	3"
#5	2	2½"	5¼"	5¼"	5¼"	3⅝"	3¾"
	3	3¾"	6¼"	6¼"	7"	3⅝"	5"
#6	1	4½"	12"	7¾"	8¼"	4⅝"	6"

Applicable for all grades of steel.

Case 1 applies to all reinforcement. Case 2 applies to all reinforcement except for galvanized bars. Case 3 applies to galvanized bars only.

6d for #4 & #5,  
12d for #6



## BENDING DIAGRAMS

Nominal lengths are based on out to out dimensions shown in bending diagrams and are listed to the nearest inch for fabricator's use. Actual lengths are measured along centerline bar to the nearest inch. Weights are based on actual lengths.

Reinforcing steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Codes: C = Required coatings, where E = Epoxy Coated and G = Galvanized.

SH = Required shape, see bending diagrams.

V = Sets of varied bars and number of bars of each length. Bar dimensions vary in equal increments between dimensions shown on this line and the following line and the actual length dimension shown on this line and the following line vary by the specified increment.

All dimensions are out to out.

(1) Shall be a deformed or plain spiral bar or wire.

Shapes ending with an S shall be bent in accordance with stirrup pin bend shapes.

Unless otherwise noted,  
finished bending diameter  
D is the same for all  
bends of a shape.

(1) Shall be a deformed or plain spiral bar or wire.

Four angle or channel spacers are required for each column spiral. Spacers are to be placed on inside of spirals. Length and weight of column spirals do not include splices or spacers.

		Reinforcing Steel Totals (Pounds)						
		Substructure		Superstructure			Entire Bridge	
Size		Plain	Epoxy	Slab	Barrier	Slip Form	Plain	Epoxy
By Size	4	0	0	0	0	0	0	0
	5	0	0	0	453	0	0	453
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0
By Type		0	0	0	453	0	0	453

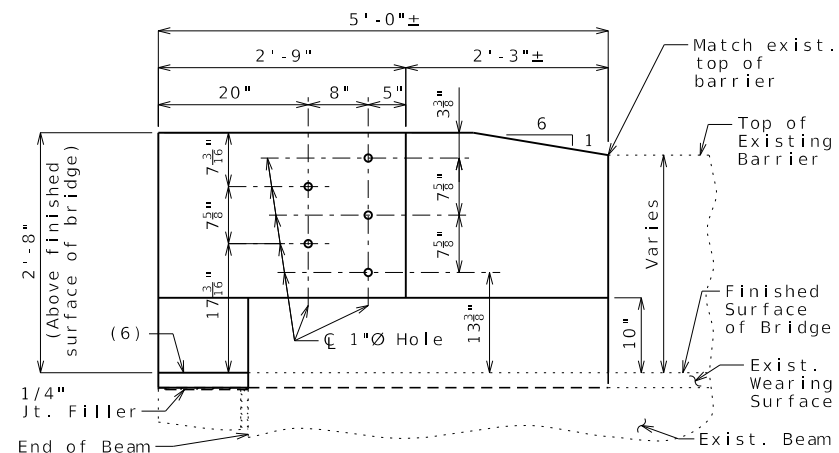
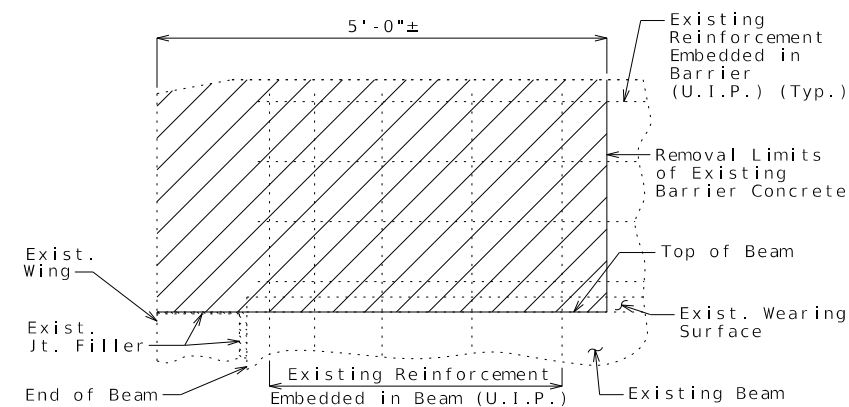
All superstructure reinforcing steel shall be epoxy coated unless otherwise specified.

[illegible]

## BENDING DIAGRAMS AND REINFORCING STEEL TOTALS



## U.I.P. &amp; REHABILITATE EXISTING (x', x') X SPANS



## Existing Wearing Surface

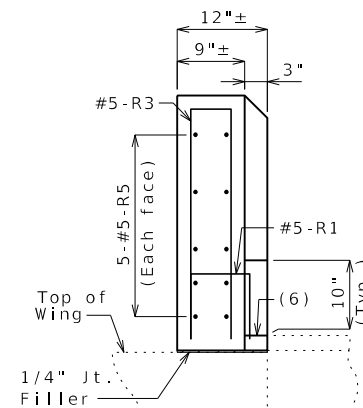
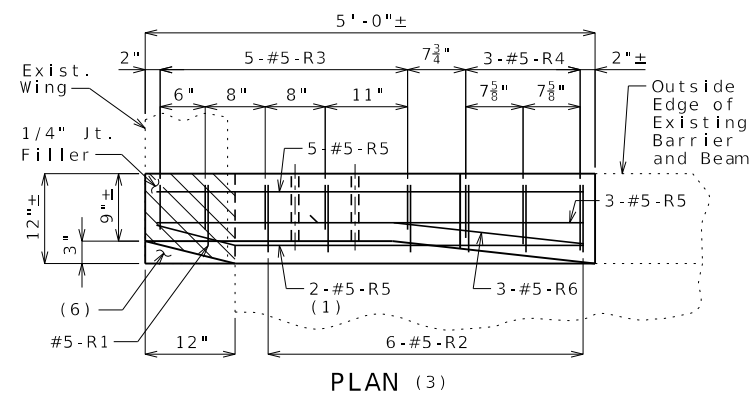
Guidance: (Do not show on plans.)

Substitute alternate Plan for skewed structures.

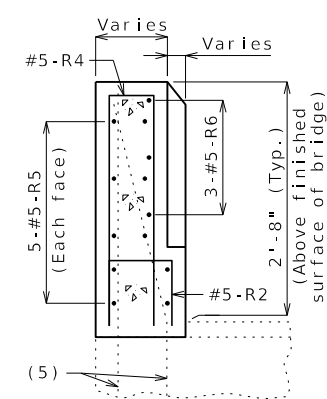
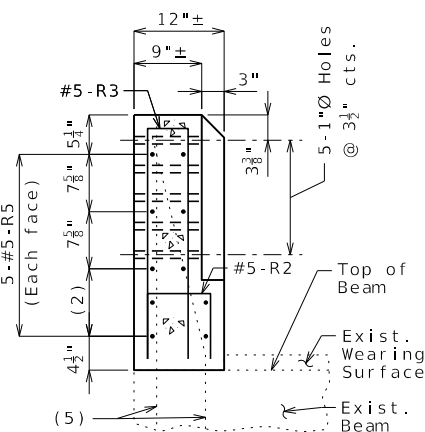
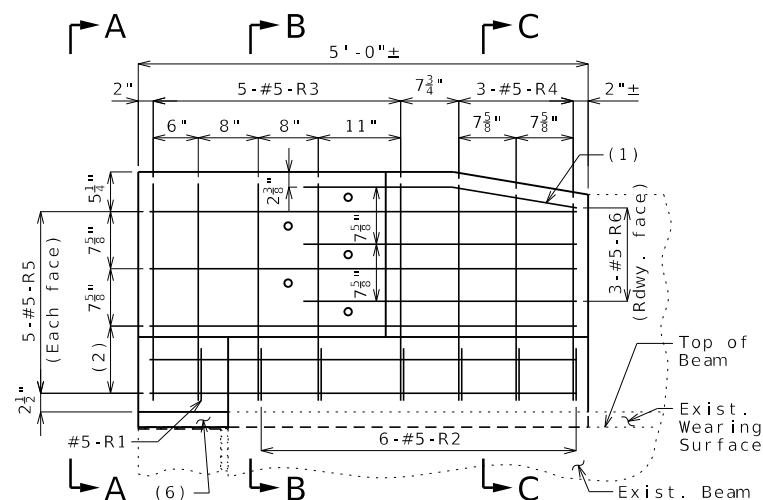
Modify details as needed to suit your structure.

Use with BEM02-2 & BEM02-3 (Bill of Reinforcing Steel).

Estimated Quantities	
Item	Total
Barrier End Modification each	4



- (1) Bend in field.
- (2) 2 Spa. @  $4\frac{1}{2}$ "
- (3) Existing reinforcement  
not shown for clarity.
- (4) Existing longitudinal  
reinforcement not  
shown for clarity.
- (5) Existing reinforcement  
embedded in beam (U.I.P.) (  
Bend in field as needed) (Typ.)
- (6) Fill with mortar or concrete.



General Notes:

Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Unit Stresses:  
Class B-1 Concrete  $f'_c = 4,000$  psi  
Reinforcing Steel (Grade 60)  $f_y = 60,000$  psi

Reinforcing Steel:  
Minimum clearance to reinforcing steel shall be 1 1/2",  
unless otherwise shown.

Miscellaneous:  
One lane of traffic shall remain open during construction. See roadway plans for traffic control.

All exposed edges of barrier shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise shown.

Outline of existing work is indicated  
lines. Heavy lines indicate new work.

All reinforcement in barrier end modification shall be epoxy coated.

Bars bonded in existing concrete not removed shall be cleanly stripped and embedded into new concrete where possible. If length is available, existing bars shall extend into new concrete at least 40 diameters for plain bars and 30 diameters for deformed bars, unless otherwise noted.

The area exposed by the removal of concrete and not covered with new concrete shall be coated with a qualified special mortar in accordance with Sec 704.

Cost of removing existing barrier concrete, and cost of furnishing and installing new concrete, new reinforcing steel, and any other work incidental to the barrier end modification, complete in place, will be considered completely covered by the contract unit price for Barrier End Modification.

REPAIRS TO BRIDGE:  
ROUTE OVER

ROUTE \_ FROM ROUTE \_ TO ROUTE \_  
ABOUT \_ MILES \_ OF ROUTE \_  
BEGINNING STATION x+x.x± (MATCH EXISTING)


DATE PREPARED	
5/7/2024	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	000
COUNTY	

JOB NO.
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CONTRACT ID.
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PROJECT NO.
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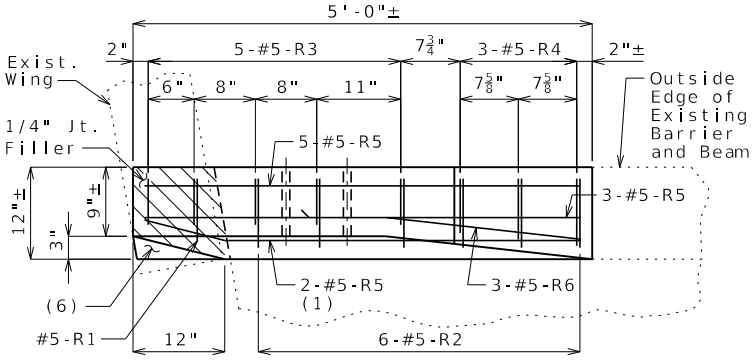
BRIDGE NO.
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[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





PLAN (3)

Skewed Plan







For one 11x17 Geotechnical Data sheet, snap to top left corner of left guidance box and snap anywhere for other corner, filling as much of the available space as possible. Delete boxes or turn off Constructions level.

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11

COMMISSION



JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

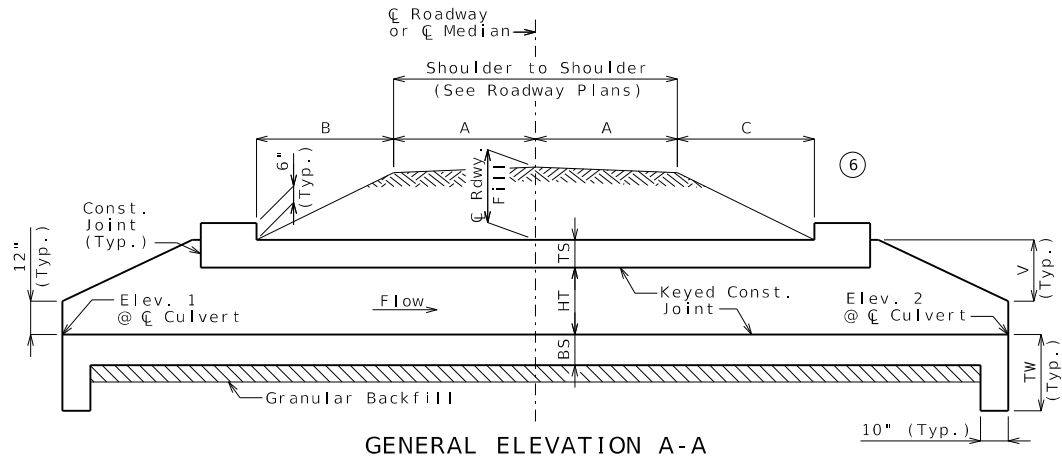
## Sheet No.      of

BOR01\_BoringLogTemplate.dgn 8:59:46 AM 4/1/202



2( 'x ' ) CONCRETE BOX CULVERT

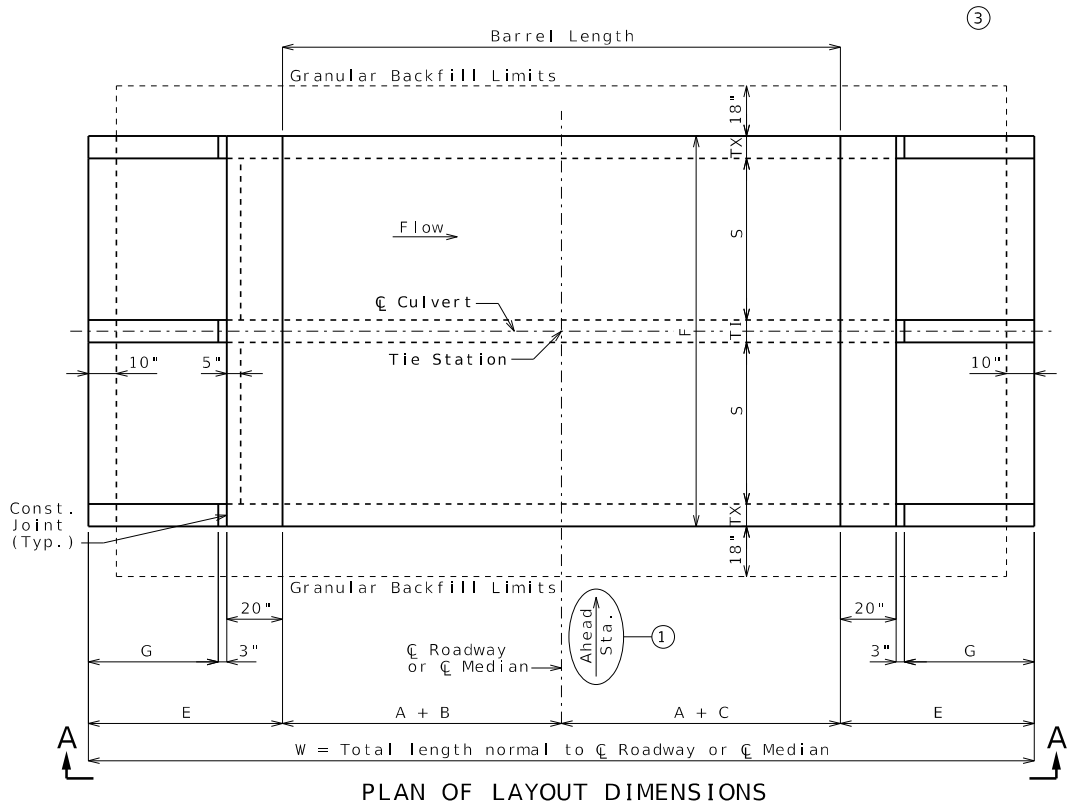
SEC/SUR \* TWP \* RGE \*



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.



PLAN OF LAYOUT DIMENSIONS

Var.

Equation

Dim.

Var.

Equation

Dim.

Var.

Equation

Dim.

S

- - -

x

TI

- - -

x

F

2S + 2TX + TI

(b)

x

HT

- - -

x

A

- - -

x

G

2V

x

TS

- - -

x

B

- - -

x

V

HT + TS - 12"

x

BS

- - -

x

C

- - -

x

W

2A + B + C + 2E

x

TX

- - -

x

E

G + 23"

x

TW

Max{3'-4" or (BS + 12")}

x

Hydrologic Data

Drainage Area = \_\_\_ mi<sup>2</sup>

Design Flood Frequency = \_\_\_ years

Design Flood Discharge = \_\_\_ cfs

Design Flood (D.F.) Elevation = \_\_\_\_\_

Base Flood (100-year)

Base Flood Elevation = \_\_\_\_\_

Base Flood Discharge = \_\_\_ cfs

Estimated Backwater = \_\_ ft

Outlet Velocity = \_\_ ft/s

Roadway Overtopping

Overtopping Flood Discharge = \_\_\_ cfs

Overtopping Flood Frequency = \_\_\_ years

\_\_\_\_\_ Flood Elevation = \_\_\_\_\_

Elevations

Upstream (Elev. 1) =

Downstream (Elev. 2) =

Pr. Gr. at Tie Sta. =

Dimensions are based on end units. Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Fill Heights

Culvert at Culvert = ft

Design (All units) = ft

Estimated Quantities

			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

General Notes:

Design Specifications:  
2010 AASHTO LRFD Bridge Design Specifications and 2010 Interim Revisions

Design Loading:  
Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert) f'c = 4,000 psi  
Reinforcing Steel (ASTM A615 Grade 60) fy = 60,000 psi

Standard Plans:  
703.37, 703.40, 703.46, 703.47

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

Traffic Handling:  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1	0.2	0.3	0.4	0.5
0.6	0.7	0.8	0.9	

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Pipe Inlet Details ④

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height) ⑤

Top Slab Reinforcement										Bottom Slab Reinforcement						Wall Reinforcement					
A1 Bars		J3 Bars		H1 Bars		H2 Bars		A2 Bars		J4 Bars		H3 Bars		B1 Bars		B2 Bars					
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.47

- Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction Level to hide)
- Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.
- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.

② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.

③ Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.

④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.

⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.

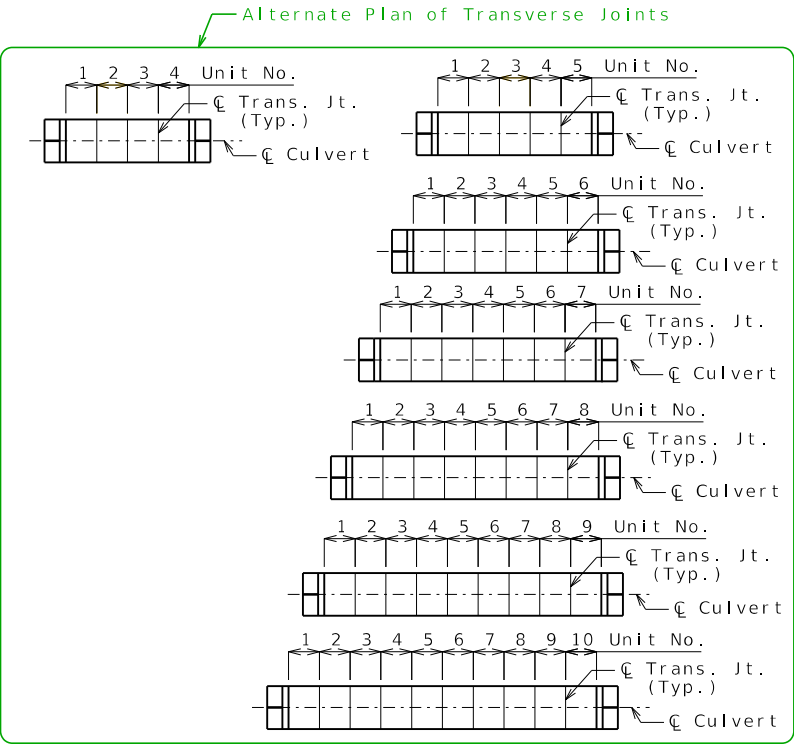
⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after  $\varnothing$  Rdwy and insert another row for the other lane.

- \*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*
- a) Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.

b) Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.

c) Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.

d) This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.





If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC01\_dbl\_sq\_str      Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)

Alternate Details for Multiple Design Fill Heights (a)

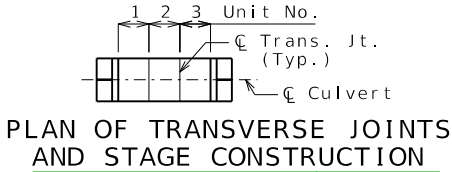
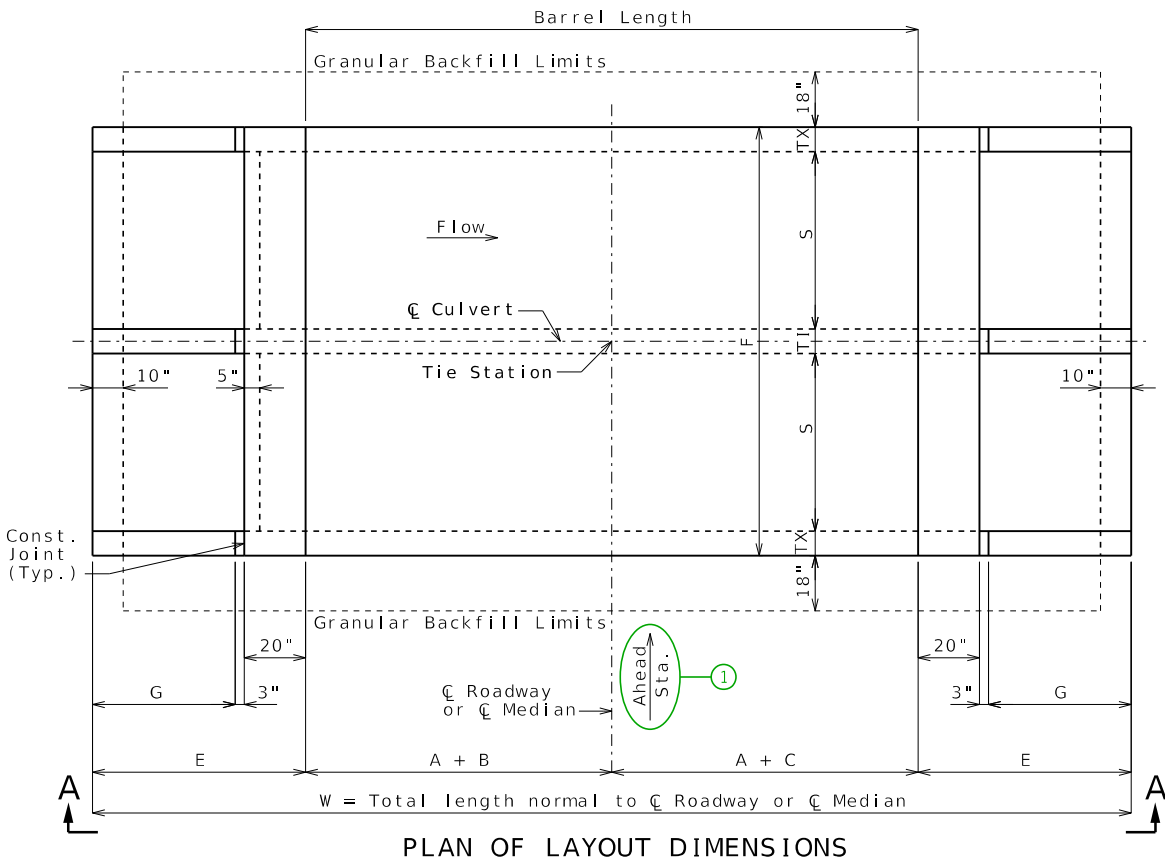
Fill Heights		
℄ Rdwy at ℄ Culvert =		ft
Design (Units 1 & ) =		ft
Design (Units & ) =		ft
Design (Units & ) =		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

2

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required



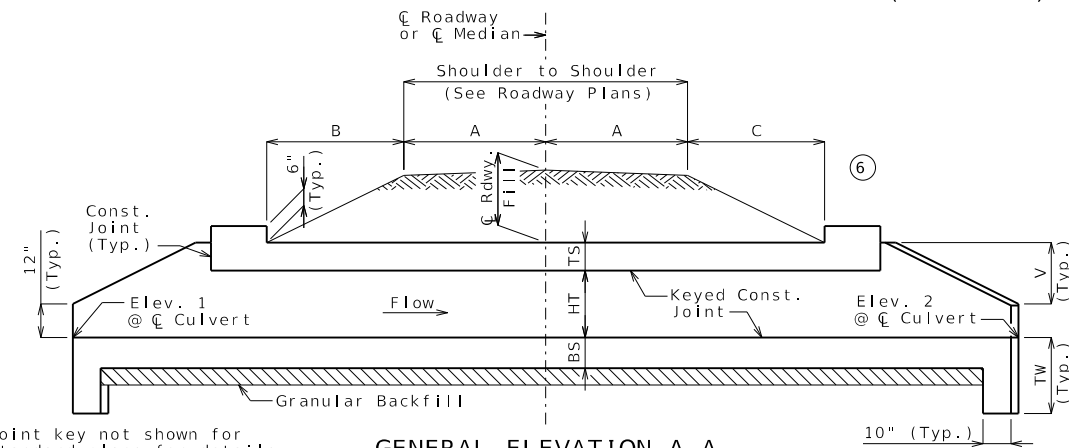
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement										Bottom Slab Reinforcement							Wall Reinforcement					
							A1 Bars		J3 Bars				H1 Bars		H2 Bars				A2 Bars		J4 Bars			H3 Bars		B1 Bars		B2 Bars	
		TS	BS	TX	TI	F	Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.47



2 ( 'x ' ) CONCRETE BOX CULVERT

SEC / SUR	*	TWP	*	RGE	*
-----------	---	-----	---	-----	---



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

Layout Dimensions								
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.
S	- - -	x	F	2S + 2TX + TI	x	W	2A + B + C + 2E	x
HT	- - -	x	G	2V	x	X	3" + TX(tan Z)	x
TS	- - -	x	H	(A + C + E)(tan Z)	x	Z	Skew Angle	x
BS	- - -	x	I	3"(cos Z)	x	BB	(A + B)(sec Z)	x
TX	- - -	x	J	(A + B + E)(tan Z)	x	CC	(A + C)(sec Z)	x
TI	- - -	x	K	(S + TI/2)(sec Z)	x	EE	E(sec Z)	x
A	- - -	x	L	2EE + BB + CC	x	HH	20"(sec Z)	x
B	- - -	x	O	I + YY	x	QQ	TX(cos Z)	x
C	- - -	x	T	G(sec Z)	x	YY	TX(sin Z)	x
E	G + O + 20"	x	V	HT + TS - 12"	x	TW	Max{3'-4" or (BS + 12")}	x

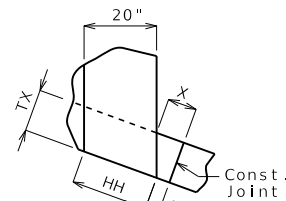
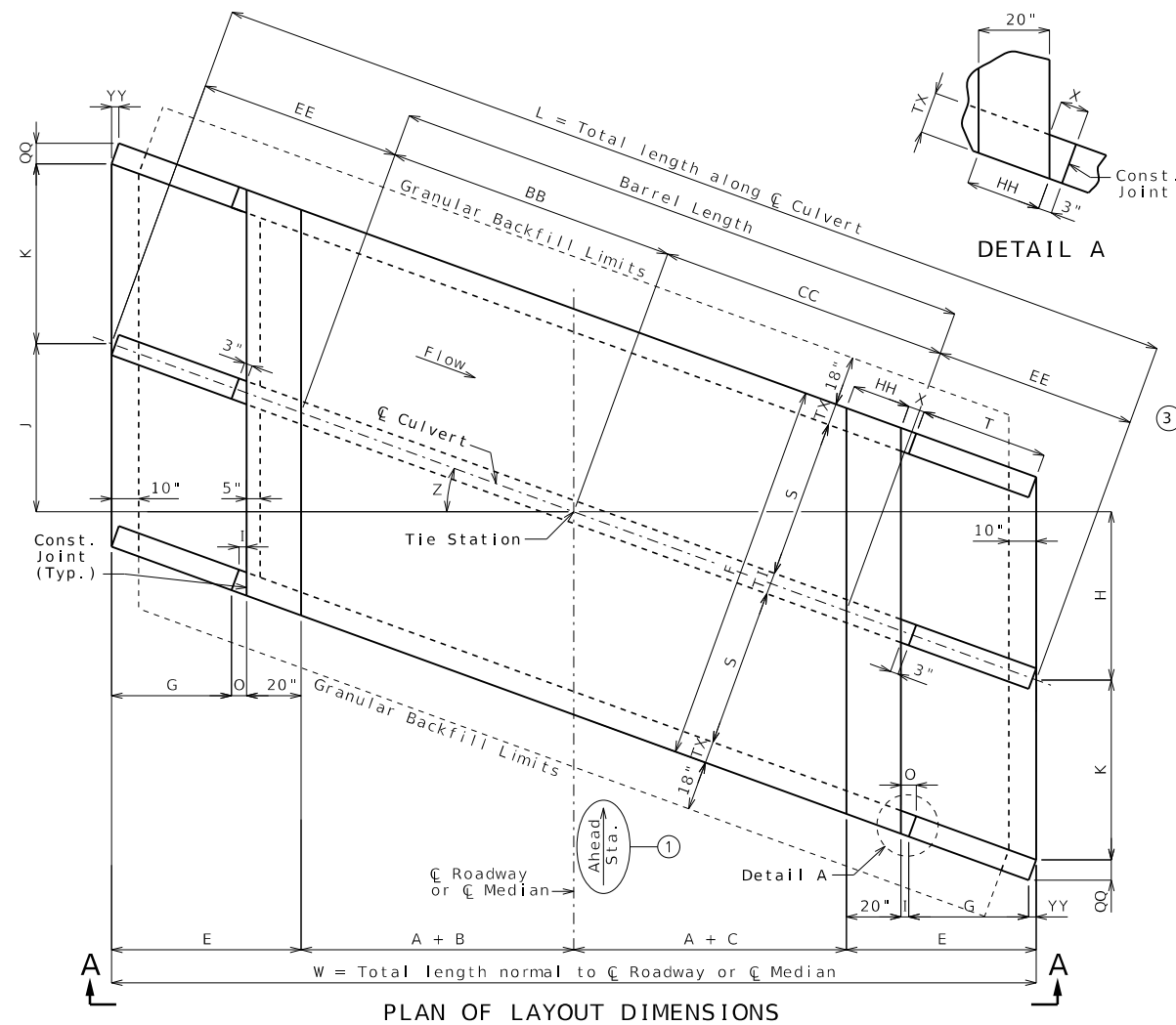
Hydrologic Data	
Drainage Area =	___ mi <sup>2</sup>
Design Flood Frequency =	___ years
Design Flood Discharge =	___ cfs
Design Flood (D.F.) Elevation =	_____
Base Flood (100-year)	
Base Flood Elevation =	_____
Base Flood Discharge =	___ cfs
Estimated Backwater =	__ ft
Outlet Velocity =	__ ft/s
Roadway Overtopping	
Overtopping Flood Discharge =	___ cfs
Overtopping Flood Frequency =	___ years
_____ Flood Elevation =	_____

Elevations	
Upstream (Elev. 1) =	
Downstream (Elev. 2) =	
Pr. Gr. at Tie Sta. =	

<b>(6) Fill Heights</b>
C Rdwy at C Culvert = ft
Design (All units) = ft

Dimensions are based on end units.  
Fill heights are measured from the top of top slab to the top of  
earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	



DETAIL A

LOCATION SKETCH

General Notes:

**Design Specifications:**  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.42, 703.46, 703.47(4)

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box  
culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

**Traffic Handling:**  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DESCRIPTION

DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

103 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)







If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC02\_dbl\_la\_str      Guidance and Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)

Alternate Details for Multiple Design Fill Heights (a)

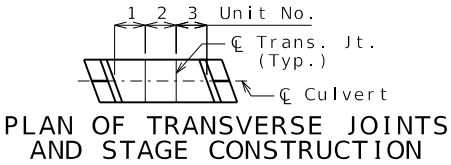
Fill Heights		
℄ Rdwy at ℄ Culvert =		ft
Design (Units 1 & ) =		ft
Design (Units & ) =		ft
Design (Units & ) =		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

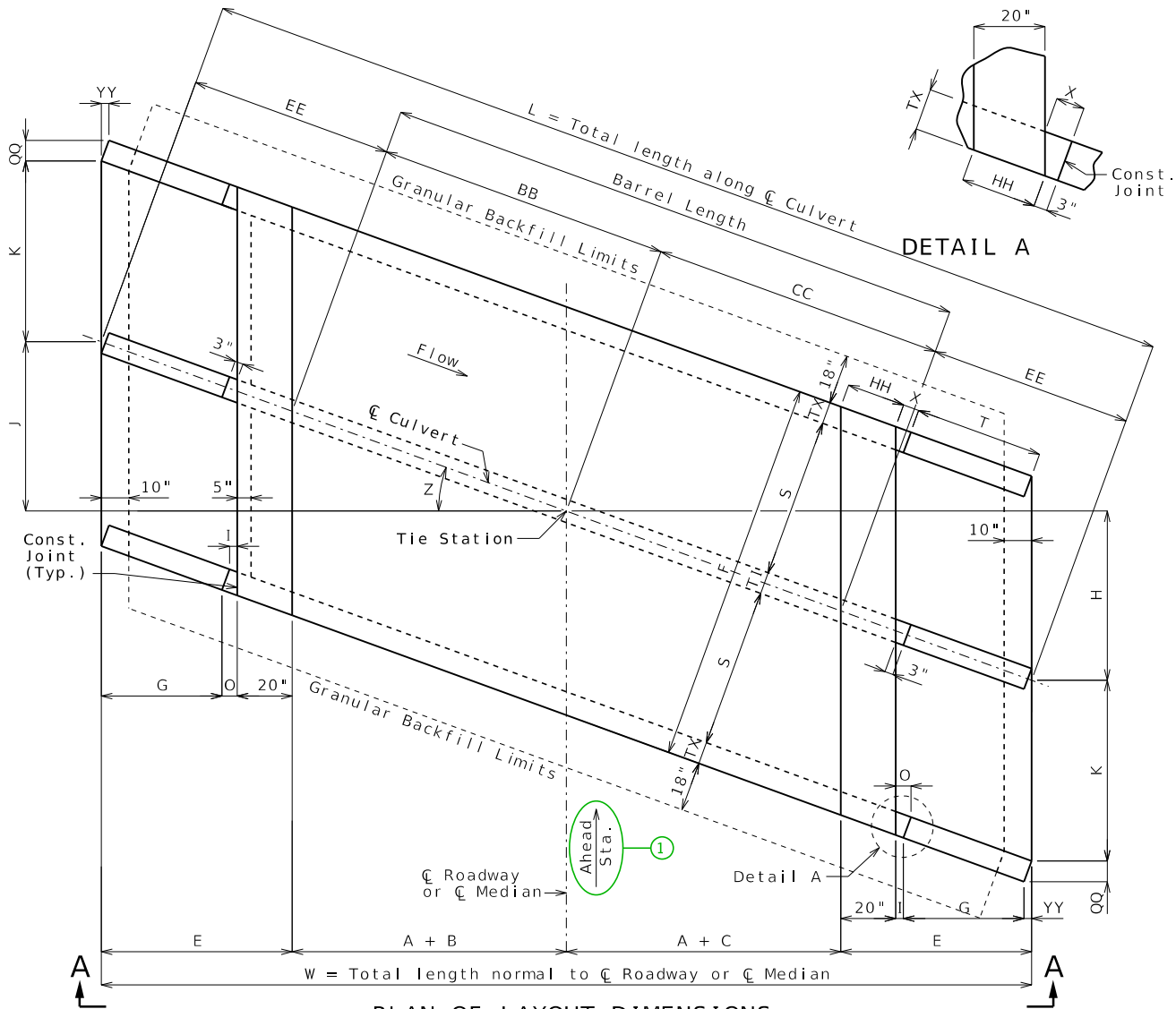
Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

2

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required



Remove if not applicable.



PLAN OF LAYOUT DIMENSIONS

Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement										Bottom Slab Reinforcement								Wall Reinforcement				
							A1 Bars		J3 Bars				H1 Bars		H2 Bars		A2 Bars		J4 Bars				H3 Bars		B1 Bars		B2 Bars		
		TS	BS	TX	TI	F	Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.47







Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1	0.2	0.3	0.4	0.5
0.6	0.7	0.8	0.9	

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Pipe Inlet Details ④

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height) ⑤

Top Slab Reinforcement								Bottom Slab Reinforcement								Wall Reinforcement									
A1 Bars		J3 Bars				H1 Bars		H2 Bars		A2 Bars		J4 Bars				H3 Bars		B1 Bars		B2 Bars					
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

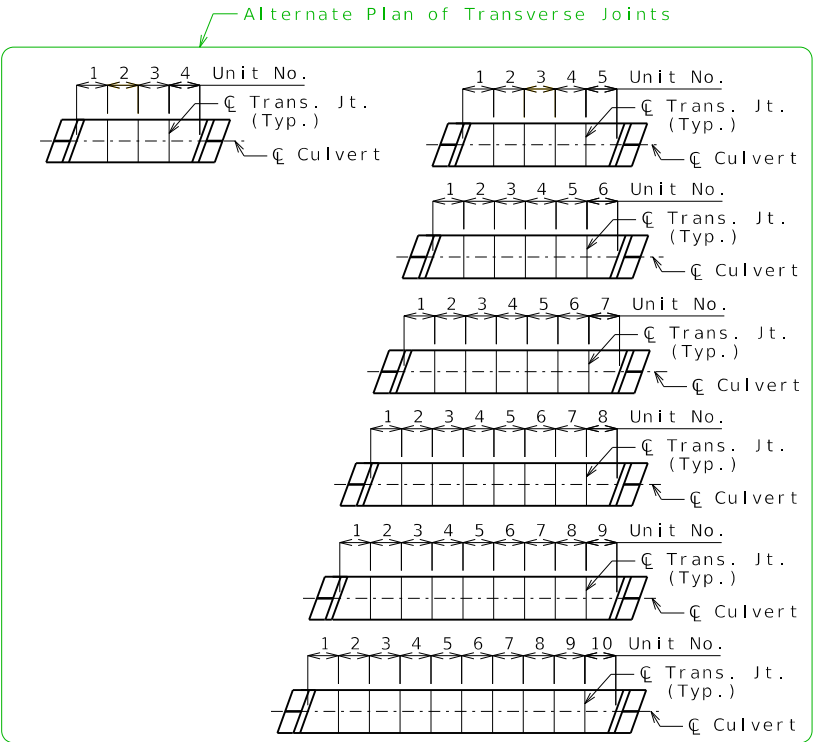
Substitute table for tables shown on Standard Plan 703.47

Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction level to hide)

Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- ② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- ③ Add any required transverse joints proportionally spaced along barrel. Label units and add actual lengths of units along the barrel.
- ④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.
- ⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- ⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after C Rdwy and insert another row for the other lane.

- \*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*
- ① Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- ② Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- ③ Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- ④ This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.





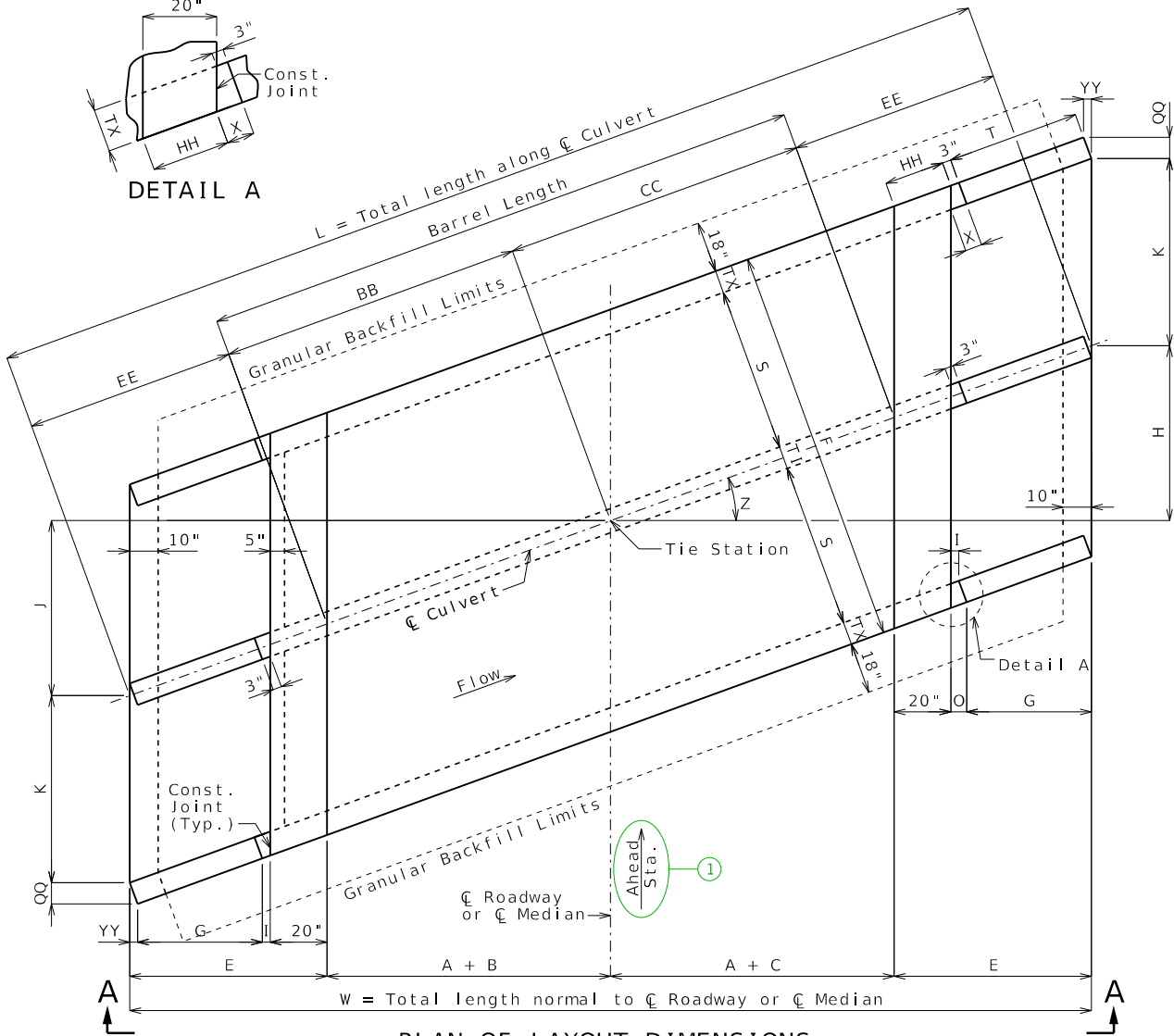
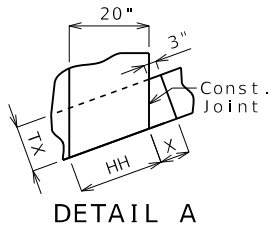
If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

Construction joint key not shown for clarity, see standard plans for details.

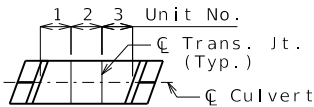
If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC03\_dbl\_ra\_str      Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)



Alternate Details for Multiple Design Fill Heights (a)



PLAN OF TRANSVERSE JOINTS AND STAGE CONSTRUCTION

Remove if not applicable.

Fill Heights			
C Rdwy at C Culvert	=		ft
Design (Units 1 & )	=		ft
Design (Units & )	=		ft
Design (Units & )	=		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

2

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required

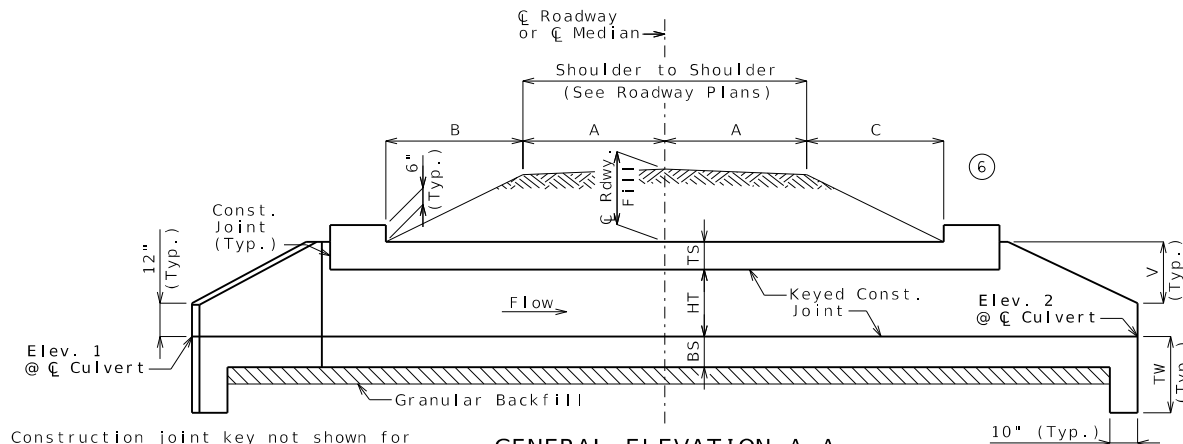
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement										Bottom Slab Reinforcement								Wall Reinforcement			
							A1 Bars		J3 Bars				H1 Bars		H2 Bars		A2 Bars		J4 Bars			H3 Bars		B1 Bars		B2 Bars		
		Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.	Sz.	Spa.	G1	
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	

Substitute table for tables shown on Standard Plan 703.47



2 ( 'x ' ) CONCRETE BOX CULVERT

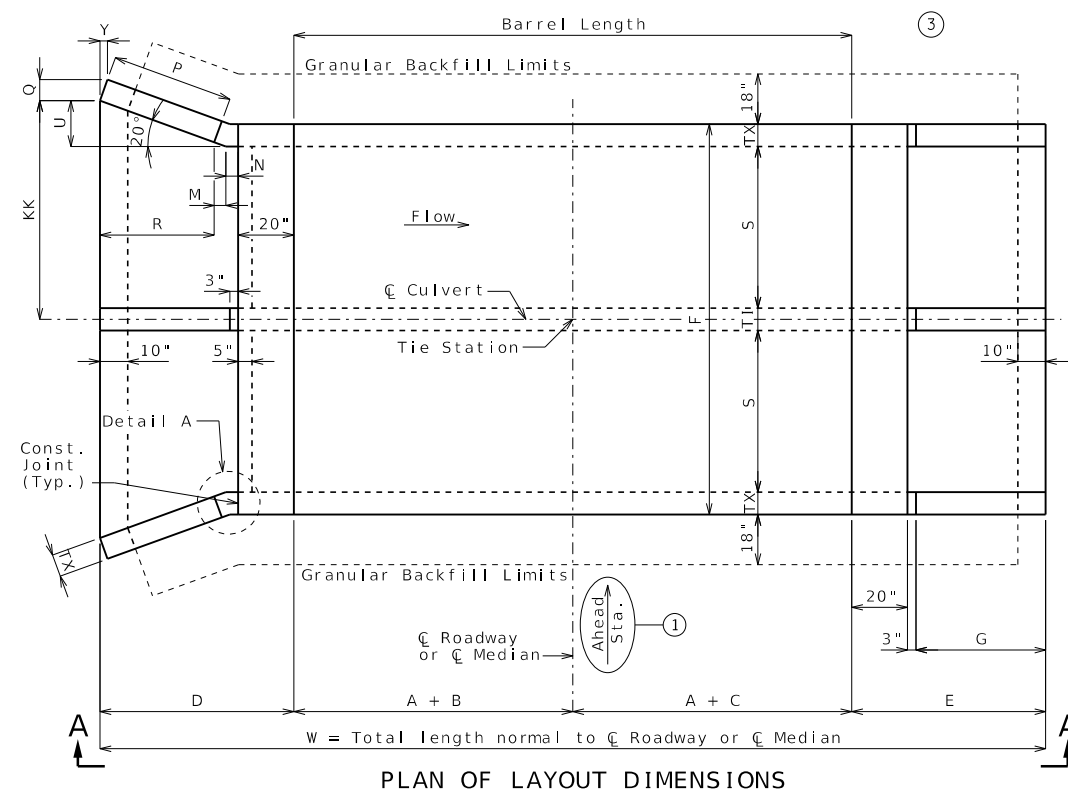
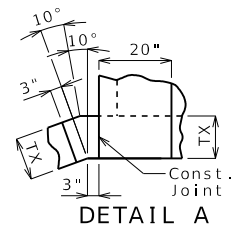
SEC/SUR	*	TWP	*	RGE	*
---------	---	-----	---	-----	---



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.



Layout Dimensions								
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.
S	- - -	x	C	- - -	x	Q	$TX(\cos 20^\circ)$	x
HT	- - -	x	D	$R + M + N + 20"$	x	R	$P(\cos 20^\circ)$	x
TS	- - -	x	E	$G + 23"$	x	U	$(R + M)(\tan 20^\circ)$	x
BS	- - -	x	F	$2S + 2TX + TI$	x	V	$HT + TS - 12"$	x
TX	- - -	x	G	$2V$	x	W	$2A + B + C + D + E$	x
TI	- - -	x	M	$N(\cos 20^\circ)$	x	Y	$TX(\sin 20^\circ)$	x
A	- - -	x	N	$3" + TX(\tan 10^\circ)$	x	KK	$S + TI/2 + U$	x
B	- - -	x	P	$2V(\sec 20^\circ)$	x	TW	$\text{Max}\{3'-4" \text{ or } (BS + 12")\}$	x

Hydrologic Data
Drainage Area = ___ mi <sup>2</sup>
Design Flood Frequency = ___ years
Design Flood Discharge = ___ cfs
Design Flood (D.F.) Elevation = _____
Base Flood (100-year)
Base Flood Elevation = _____
Base Flood Discharge = ___ cfs
Estimated Backwater = ___ ft
Outlet Velocity = __ ft/s
Roadway Overtopping
Overtopping Flood Discharge = ___ cfs
Overtopping Flood Frequency = ___ years
Flood Elevation =

Elevations	
Upstream (Elev. 1) =	
Downstream (Elev. 2) =	
Pr. Gr. at Tie Sta. =	

⑥	Fill Heights
℄ Rdwy at ℄ Culvert =	ft
Design (All units) =	ft

Dimensions are based on end units.  
Fill heights are measured from the top of top slab to the top of each roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

General Notes:

**Design Specifications:**  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.41, 703.46, 703.47(4)

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

**Traffic Handling:**  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_

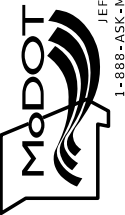
Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DESCRIPTION

DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

103 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1

0.2

0.3

0.4

0.5

0.6

0.7

0.8

0.9

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height) ⑤

Top Slab Reinforcement												Bottom Slab Reinforcement							Wall Reinforcement						
A1 Bars		J3 Bars				H1 Bars		H2 Bars		A2 Bars		J4 Bars			H3 Bars		B1 Bars		B2 Bars						
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.47

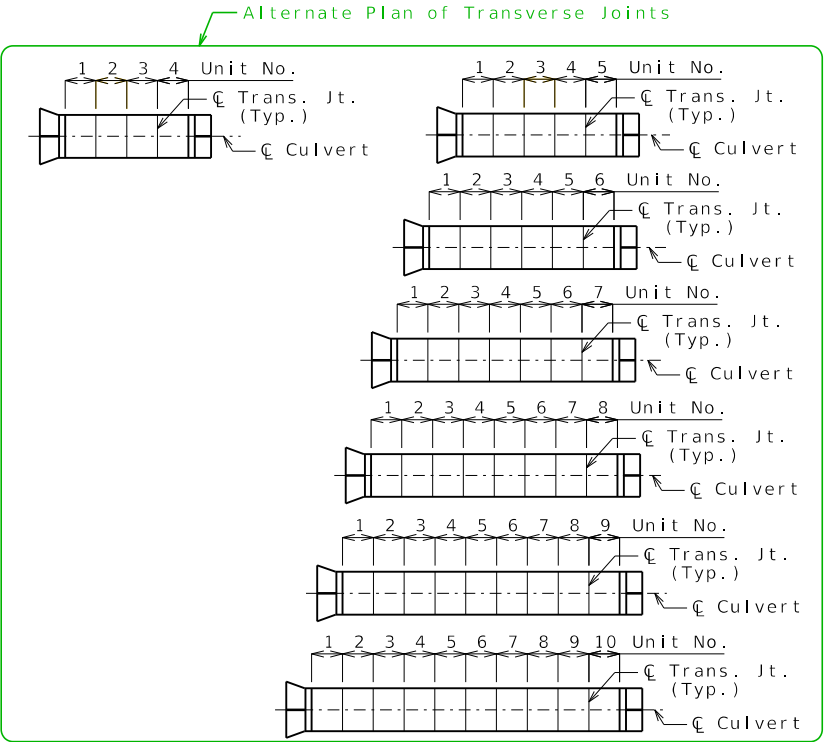
Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction level to hide)

Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- ② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- ③ Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.
- ④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.
- ⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- ⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after  $\text{\textcircled{C}}$  Rdwy and insert another row for the other lane.

\*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*

- a Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- b Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- c Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- d This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.





If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

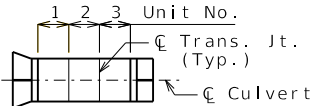
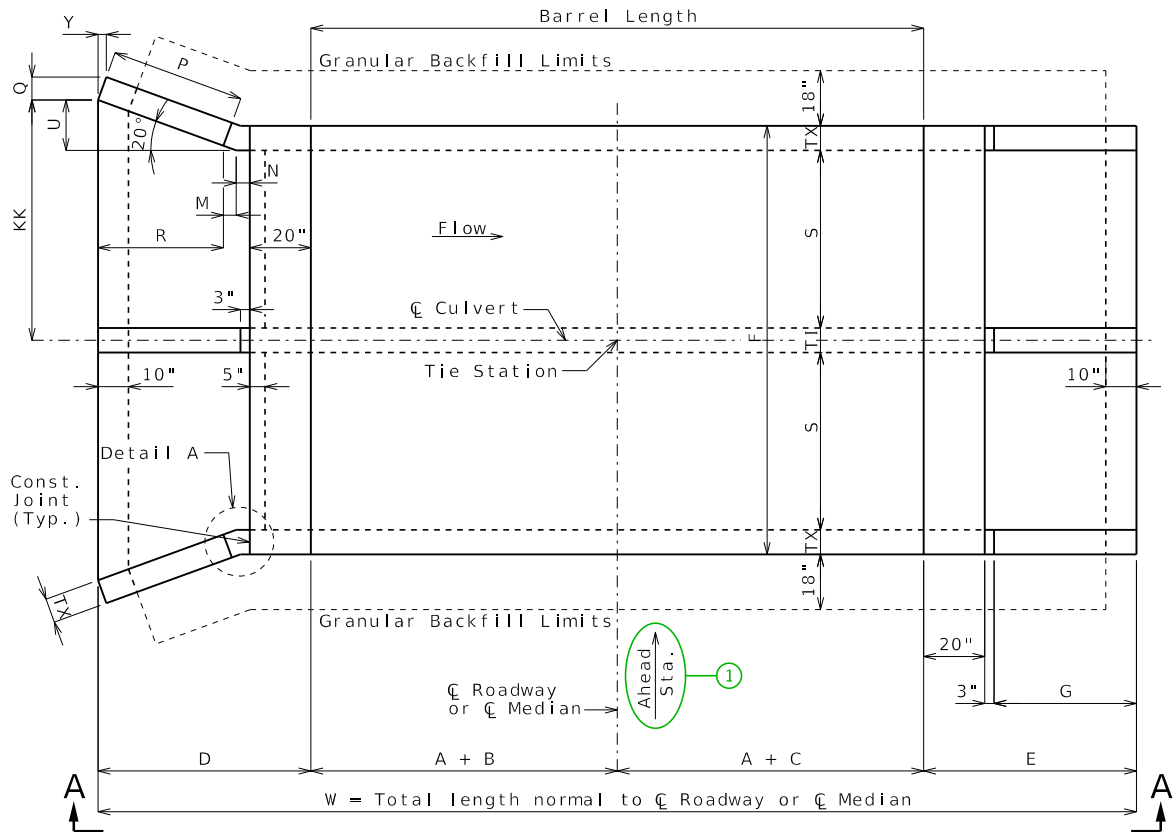
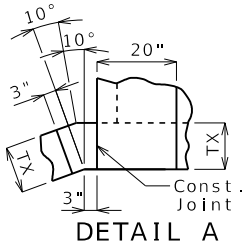
Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC04\_dbI\_sq\_fla      Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)

Alternate Details for Multiple Design Fill Heights (a)



PLAN OF TRANSVERSE JOINTS AND STAGE CONSTRUCTION

Remove if not applicable.

Fill Heights		
C Rdwy at C Culvert	=	ft
Design (Units 1 & )	=	ft
Design (Units & )	=	ft
Design (Units & )	=	ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

2

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required

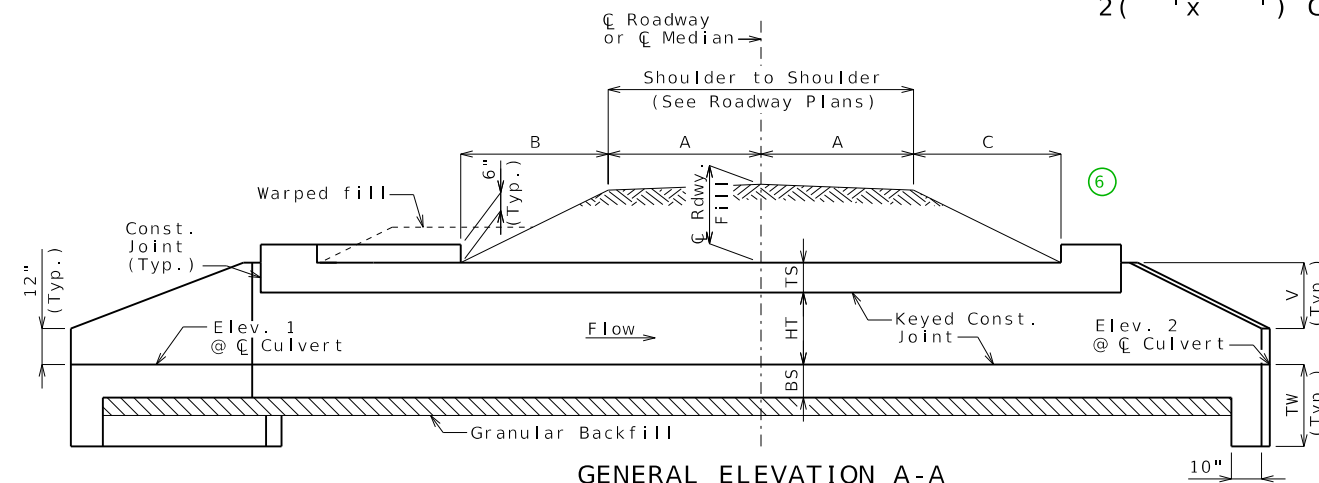
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement										Bottom Slab Reinforcement										Wall Reinforcement					
							A1 Bars		J3 Bars				H1 Bars		H2 Bars		A2 Bars		J4 Bars				H3 Bars		B1 Bars		B2 Bars					
		TS	BS	TX	TI	F	Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.47



## 2 ( 'x ' ) CONCRETE BOX CULVERT

SEC/SUR \*                      TWP \*                      RGE \*



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

Layout Dimensions								
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.
S	- - -	x	K	$(S + T1/2)(\sec Z)$	x	BB	$(A + B)(\sec Z)$	x
HT	- - -	x	L	$AA + BB + CC + DD + EE$	x	CC	$(A + C)(\sec Z)$	x
TS	- - -	x	M	$N(\cos 20^\circ)$	x	DD	$R + M + N + 20''$	x
BS	- - -	x	N	$3'' + TX(\tan 10^\circ)$	x	EE	$E(\sec Z)$	x
TX	- - -	x	O	$I + YY$	x	HH	$20''(\sec Z)$	x
TI	- - -	x	P	$2V[\sec(Z + 20^\circ)]$	x	II	$20''(\cos Z)$	x
A	- - -	x	Q	$TX(\cos 20^\circ)$	x	KK	$S + T1/2 + U$	x
B	- - -	x	R	$P(\cos 20^\circ)$	x	LL	$(AA + BB + DD)(\cos Z)$	x
C	- - -	x	T	$G(\sec Z)$	x	MM	$3''[\cos Z + \cos(Z - 20^\circ)]$	x
D	$II + MM + RR + TT$ ⑦	x	U	$(R + M)(\tan 20^\circ)$	x	QQ	$TX(\cos Z)$	x
E	$G + O + 20''$	x	V	$HT + TS - 12''$	x	RR	$P[\cos(Z - 20^\circ)]$	x
F	$2S + 2TX + TI$ ⑥	x	W	$2A + B + C + D + E + SS$	x	SS	$F(\sin Z)$	x
G	$2V$	x	X	$3'' + TX(\tan Z)$	x	TT	$TX[\sin(20^\circ - Z)]$ ⑦	x
H	$(A + C + E)(\tan Z)$	x	Y	$TX(\sin 20^\circ)$	x	YY	$TX(\sin Z)$	x
I	$3''(\cos Z)$	x	Z	Skew Angle	x	TW	$\text{Max}\{3' - 4'' \text{ or } (BS + 12'')\}$	x
J	$(AA + BB + DD)(\sin Z)$	x	AA	$F(\tan Z)/2$	x			

Hydrologic Data	
Drainage Area =	___ mi <sup>2</sup>
Design Flood Frequency =	___ years
Design Flood Discharge =	___ cfs
Design Flood (D.F.) Elevation =	_____
Base Flood (100-year)	
Base Flood Elevation =	_____
Base Flood Discharge =	___ cfs
Estimated Backwater =	__ ft
Outlet Velocity =	__ ft/s
Roadway Overtopping	
Overtopping Flood Discharge =	___ cfs
Overtopping Flood Frequency =	___ years
_____ Flood Elevation =	_____

Elevations	
Upstream (Elev. 1) =	
Downstream (Elev. 2) =	
Pr. Gr. at Tie Sta. =	

6	Fill Heights
℄ Rdwy at ℄ Culvert =	ft
Design (All units) =	ft

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

General Notes:

Design Specifications:  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

**Design Unit Stresses:**  
 Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
 Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.43, 703.46, 703.47 (4)

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

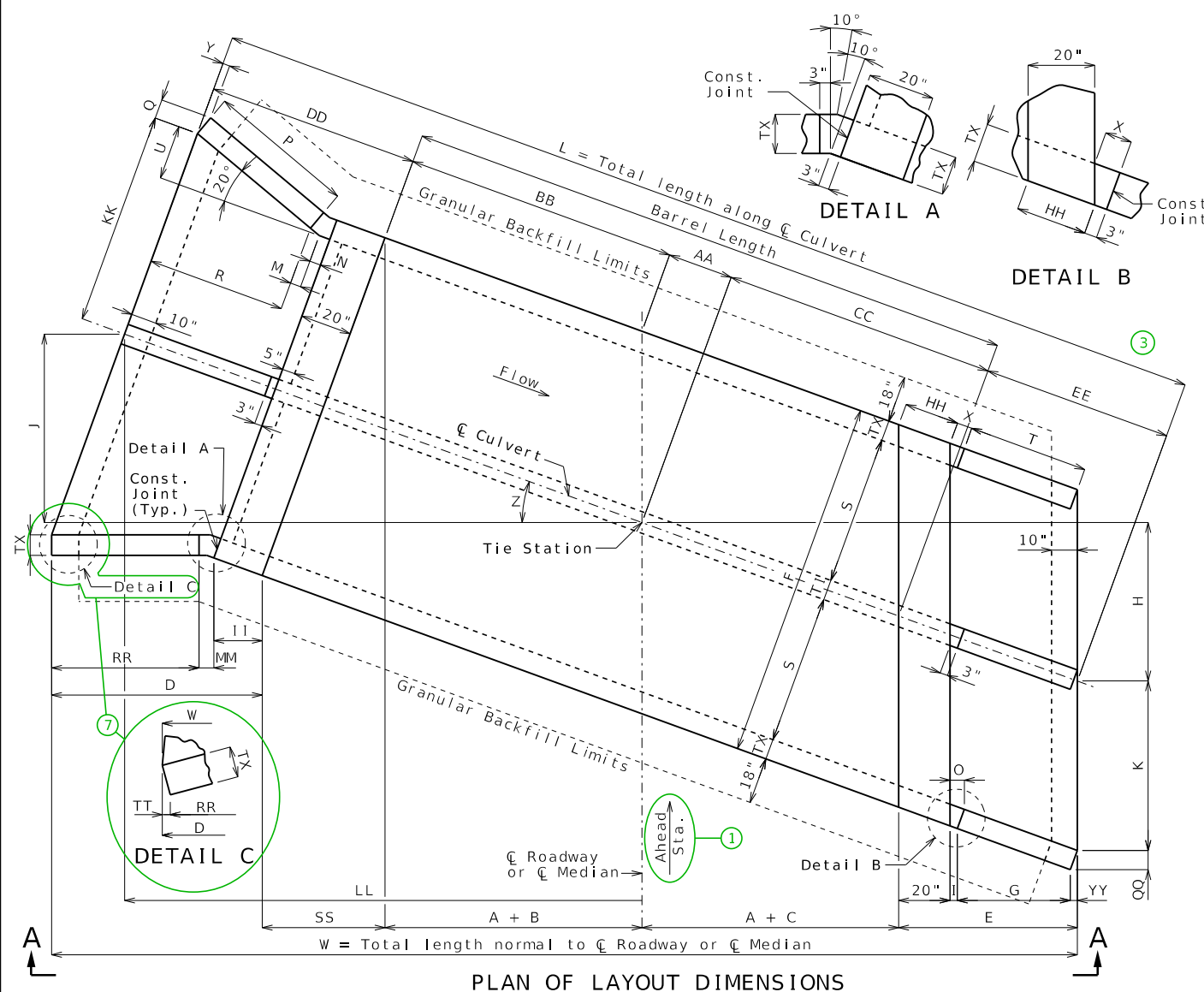
Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

**Traffic Handling:**  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA.



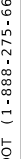
LOCATION SKETCH

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DATE PREPARED	
6/2/2025	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	5
COUNTY	
JOB NO.	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1	0.2	0.3	0.4	0.5
0.6	0.7	0.8	0.9	

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height)

Top Slab Reinforcement										Bottom Slab Reinforcement						Wall Reinforcement									
A1 Bars		J3 Bars				H1 Bars		H2 Bars		A2 Bars		J4 Bars		H3 Bars		B1 Bars	B2 Bars								
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.47

Supplemental Pipe Inlet Details

④

Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction Level to hide)

Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.

② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.

③ Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.

④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.

⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.

⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after  $\varnothing$  Rdwy and insert another row for the other lane.

⑦ For skews 20° or more, remove Detail C, remove TT from the equation for D and place "N/A" in the Dim. column for Dim. TT. Will first need to drop Detail C from group by selecting it, then pressing <Ctrl> U.

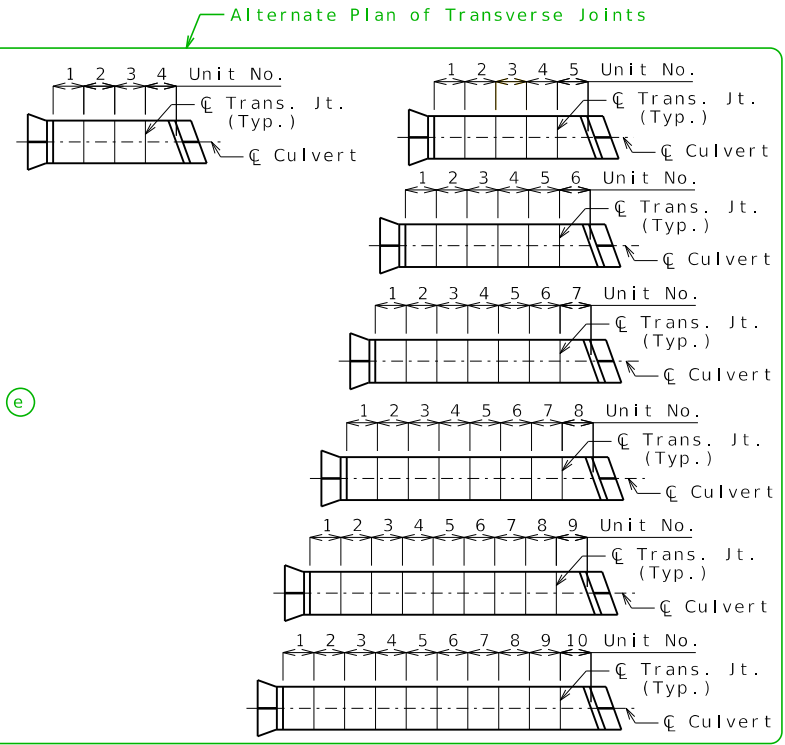
\*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*

- ① Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.

② Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.

③ Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.

④ This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.



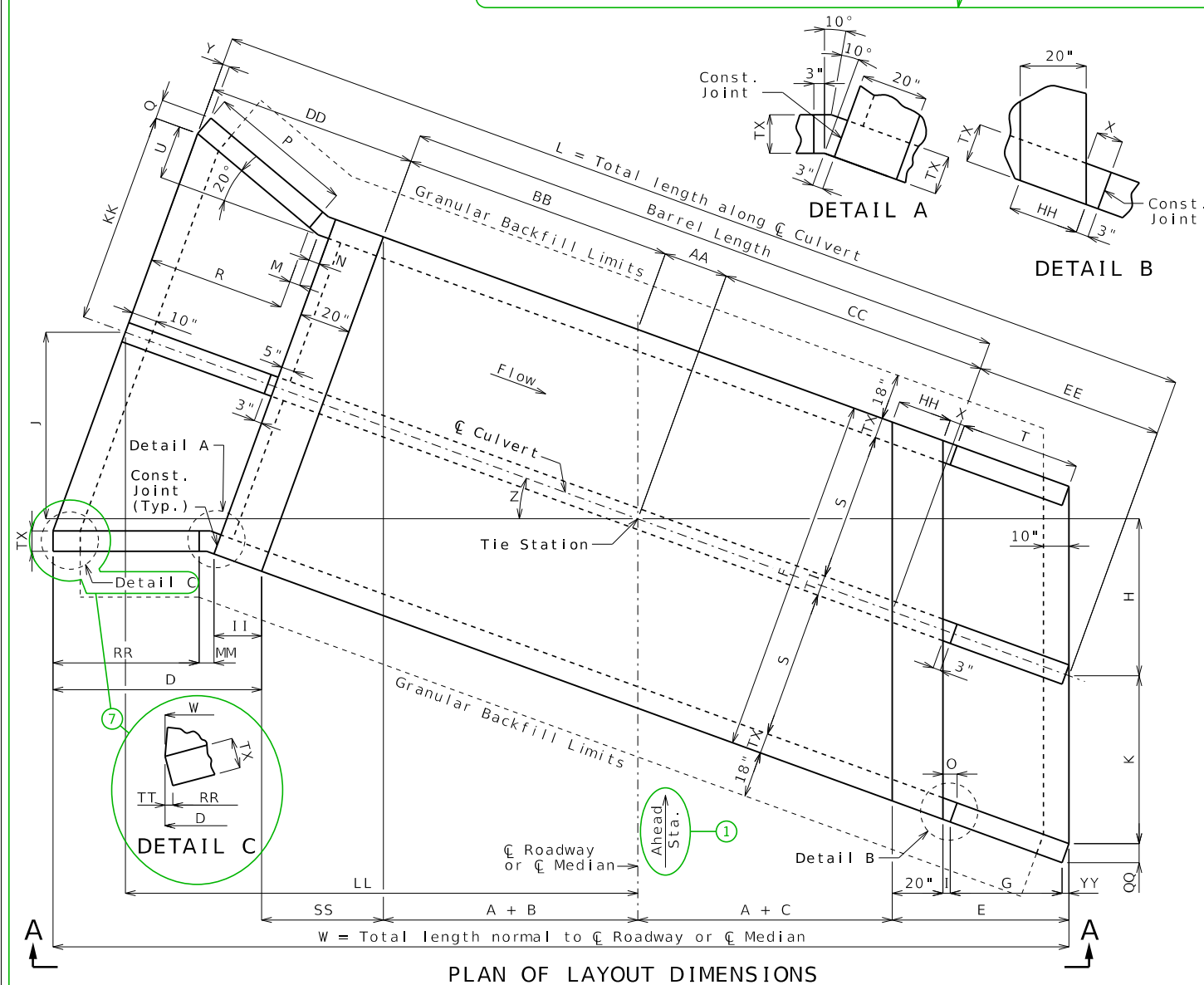


If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

## Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)

### — Alternate Details for Multiple Design Fill Heights (a)



### PLAN OF TRANSVERSE JOINTS AND STAGE CONSTRUCTION

Remove if not applicable.—

Fill Heights		
℄ Rdwy at ℄ Culvert =		ft
Design (Units 1 & ) =		ft
Design (Units & ) =		ft
Design (Units & ) =		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

— Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required

[illegible]

Substitute table for tables shown on Standard Plan 703.47







Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1

0.2

0.3

0.4

0.5

0.6

0.7

0.8

0.9

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height)

Top Slab Reinforcement												Bottom Slab Reinforcement								Wall Reinforcement					
A1 Bars		J3 Bars				H1 Bars		H2 Bars		A2 Bars		J4 Bars				H3 Bars		B1 Bars		B2 Bars					
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.47

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Pipe Inlet Details

Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction level to hide)

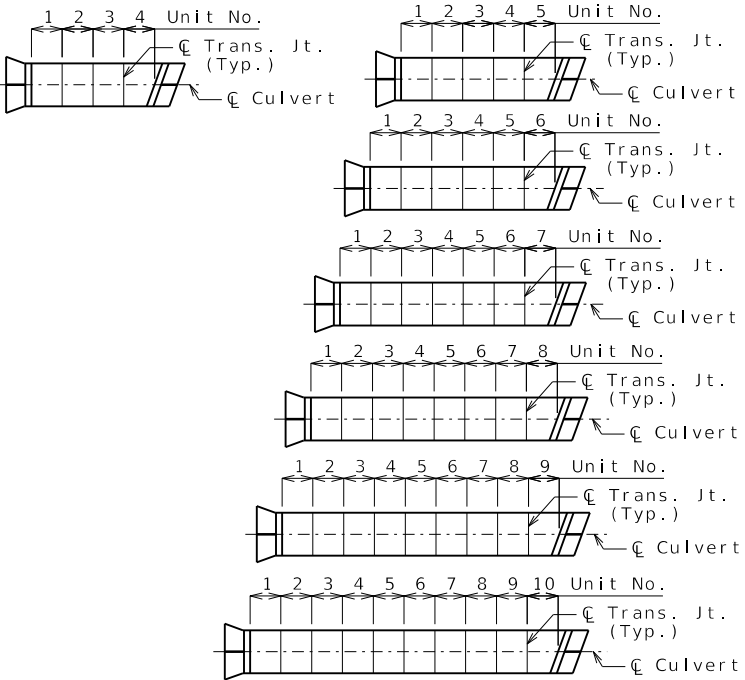
Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- 1 Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- 2 Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- 3 Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.
- 4 Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.
- 5 For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- 6 No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after @ Rdwy and insert another row for the other lane.
- 7 For skews 20° or more, remove Detail C, remove TT from the equation for D and place "N/A" in the Dim. column for Dim. TT. Will first need to drop Detail C from group by selecting it, then pressing <Ctrl> U.
- 8 Dimension SS is perpendicular to downstream headwall, not parallel to flared wing.

\*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*

- a Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- b Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- c Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- d This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.

Alternate Plan of Transverse Joints



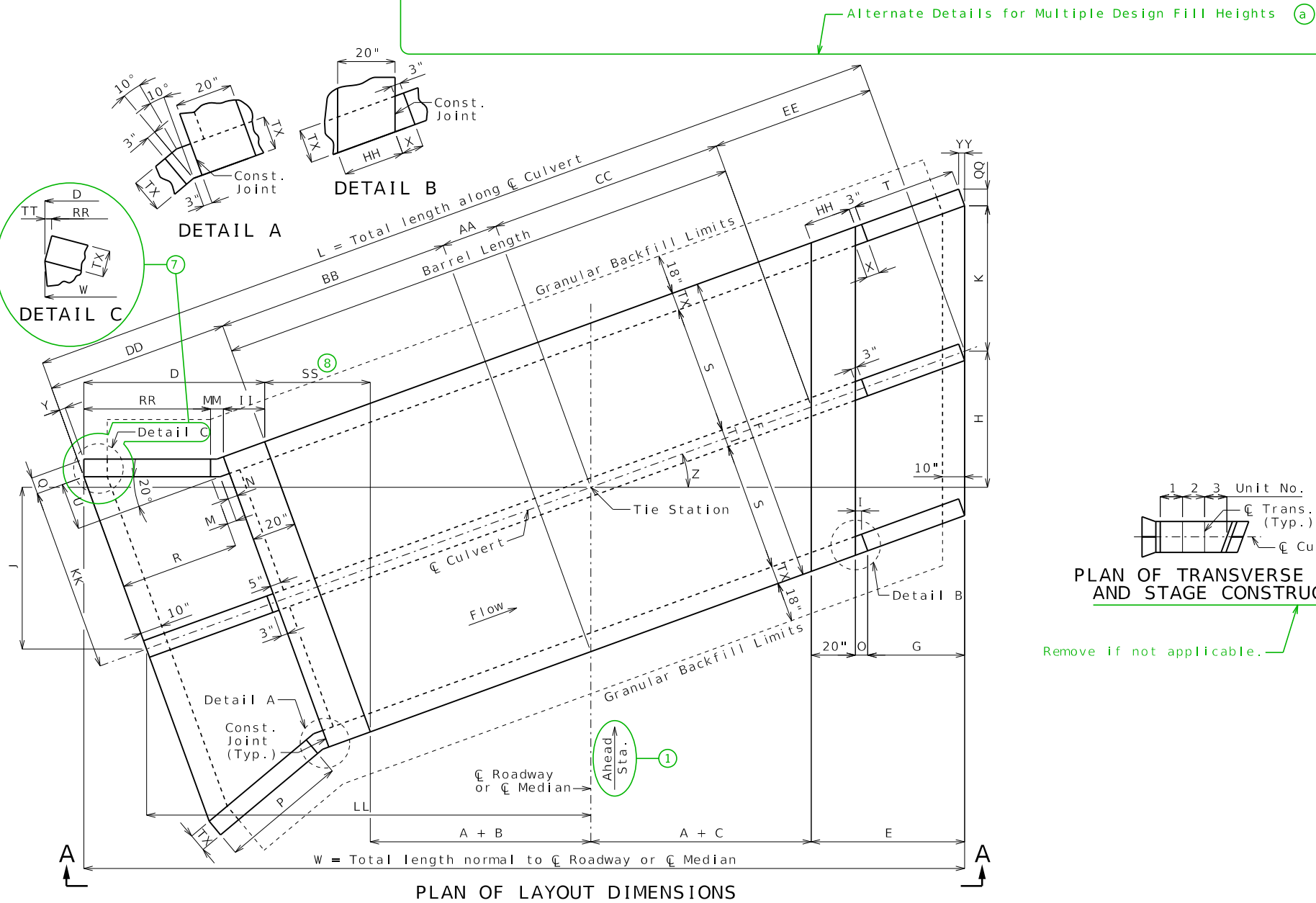


If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)

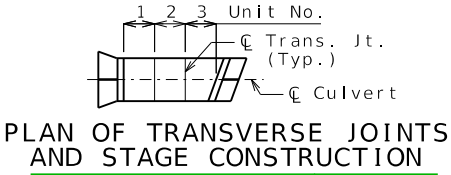


Fill Heights	
C Rdwy at C Culvert =	ft
Design (Units 1 & ) =	ft
Design (Units & ) =	ft
Design (Units & ) =	ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required



Remove if not applicable.

Unit No.		Unit Length	Member Thickness				Top Slab Reinforcement										Bottom Slab Reinforcement								Wall Reinforcement		
							A1 Bars		J3 Bars		H1 Bars		H2 Bars		A2 Bars		J4 Bars		H3 Bars		B1 Bars	B2 Bars					
							Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Sz.	Spa.	C6	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Sz.	Spa.
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

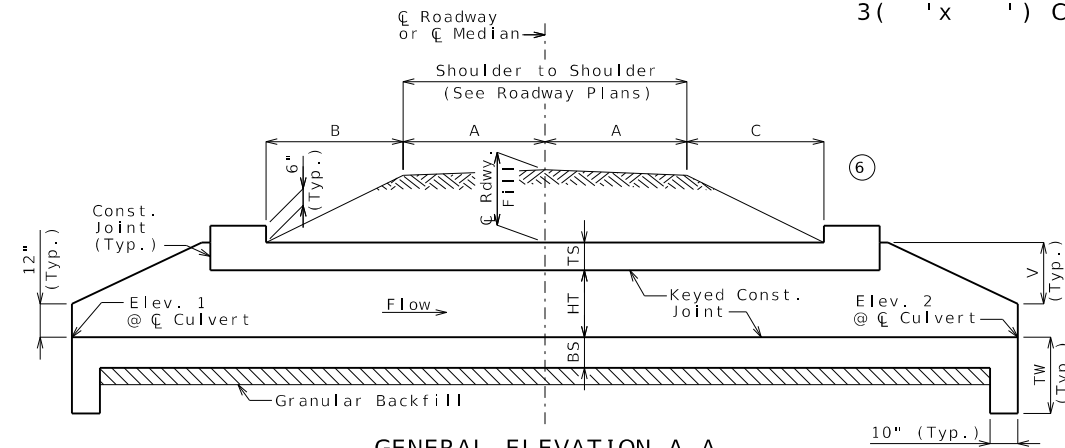
Substitute table for tables shown on Standard Plan 703.47

LOCATION SKETCH



3( 'x ' ) CONCRETE BOX CULVERT

SEC/SUR \* TWP \* RGE \*



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

(b) Layout Dimensions									
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.	
S	- - -	x	T	- - -	x	F	3S + 2TX + 2T	x	
HT	- - -	x	A	- - -	x	G	2V	x	
TS	- - -	x	B	- - -	x	V	HT + TS - 12"	x	
BS	- - -	x	C	- - -	x	W	2A + B + C + 2E	x	
TX	- - -	x	E	G + 23"	x	TW	Max{3'-4" or (BS + 12")}	x	

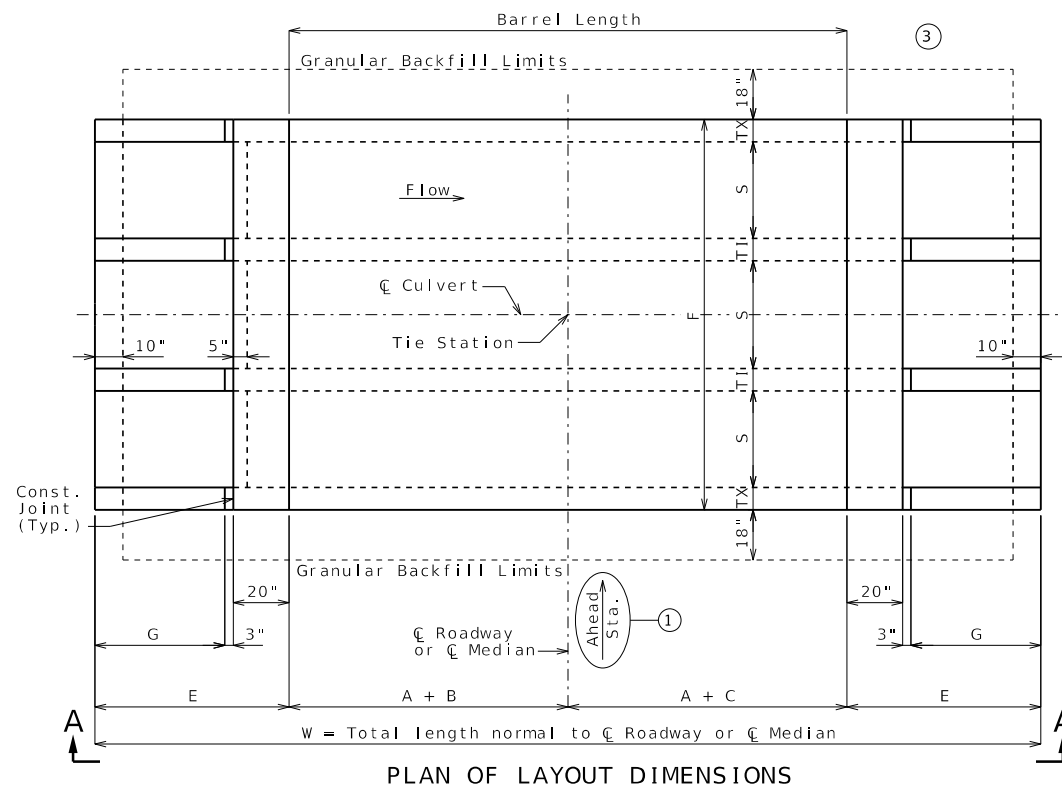
Hydrologic Data
Drainage Area = ___ mi <sup>2</sup>
Design Flood Frequency = ___ years
Design Flood Discharge = ___ cfs
Design Flood (D.F.) Elevation = _____
Base Flood (100-year)
Base Flood Elevation = _____
Base Flood Discharge = ___ cfs
Estimated Backwater = __ ft
Outlet Velocity = __ ft/s
Roadway Overtopping
Overtopping Flood Discharge = ___ cfs
Overtopping Flood Frequency = ___ years
_____ Flood Elevation = _____

Elevations	
Upstream (Elev. 1) =	
Downstream (Elev. 2) =	
Pr. Gr. at Tie Sta. =	

6	Fill Heights
℄ Rdwy at ℄ Culvert =	ft
Design (All units) =	ft

Dimensions are based on end units.  
Fill heights are measured from the top of top slab to the  
top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	



## LOCATION SKETCH

General Notes:

**Design Specifications:**  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.80, 703.86, 703.87(4)

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box  
culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

Traffic Handling:  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DATE PREPARED	
12/18/2024	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	7

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)







If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC07\_tri\_sq\_str

Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)

Alternate Details for Multiple Design Fill Heights (a)

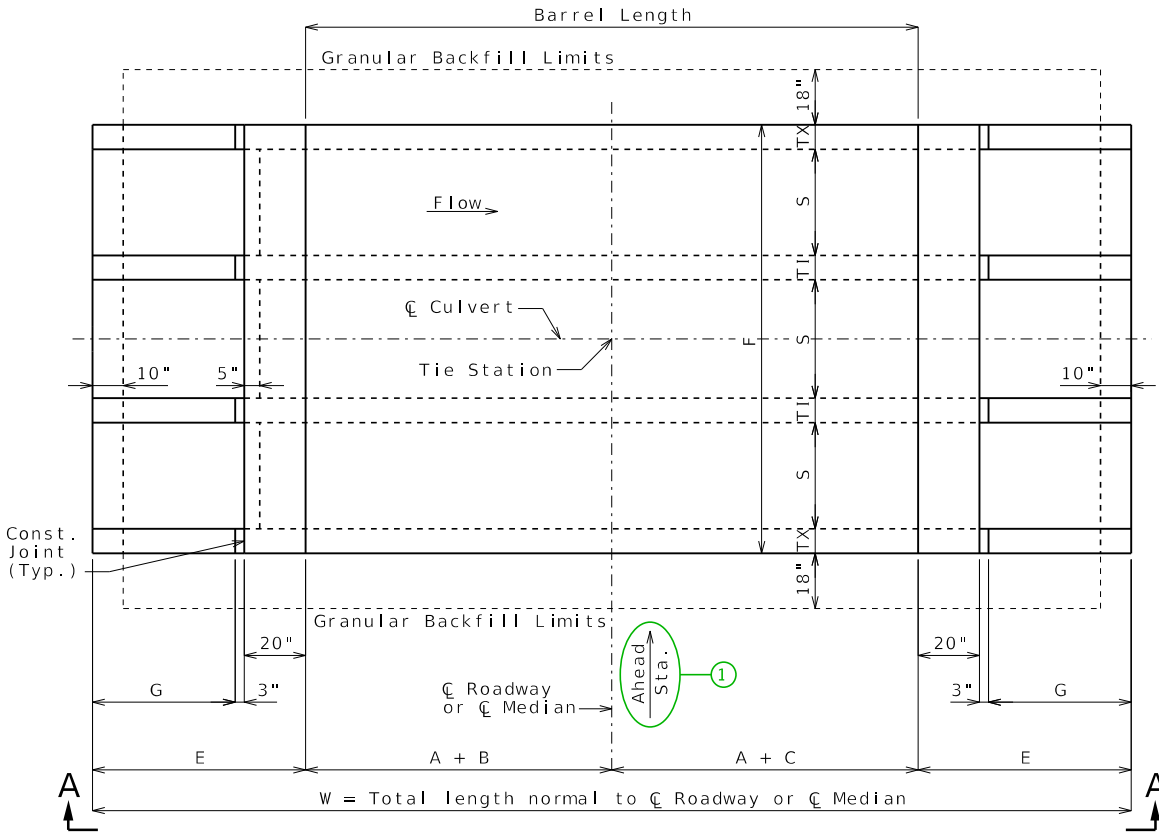
Fill Heights		
℄ Rdwy at ℄ Culvert =		ft
Design (Units 1 & ) =		ft
Design (Units & ) =		ft
Design (Units & ) =		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

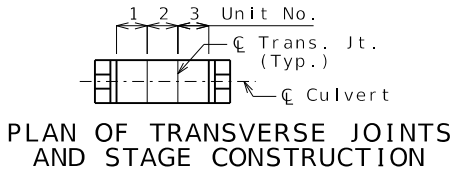
Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

2

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required



PLAN OF LAYOUT DIMENSIONS



Remove if not applicable.

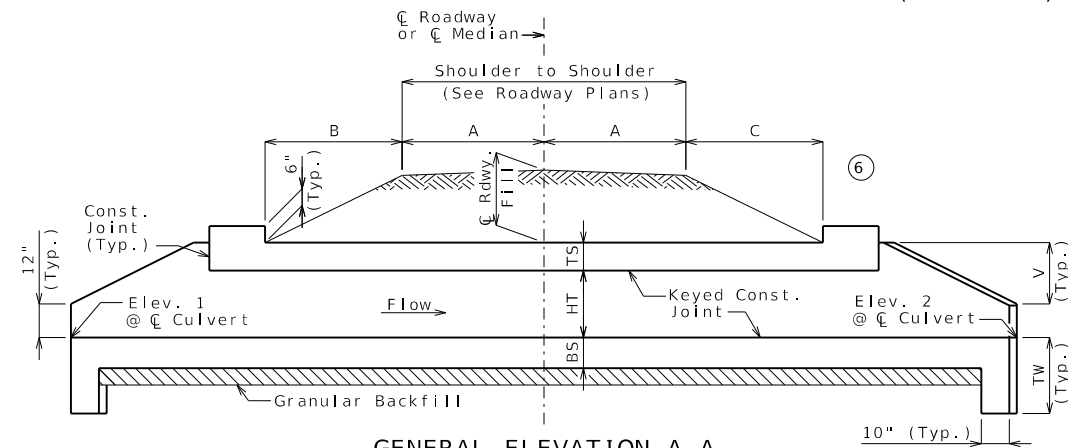
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement										Bottom Slab Reinforcement										Wall Reinforcement									
							A1 Bars				J3 Bars				H1 Bars				H2 Bars				A2 Bars				J4 Bars				H3 Bars				B1 Bars	
		TS	BS	TX	TI	F	Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.	G1	
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.87



## 3 ( 'x ' ) CONCRETE BOX CULVERT

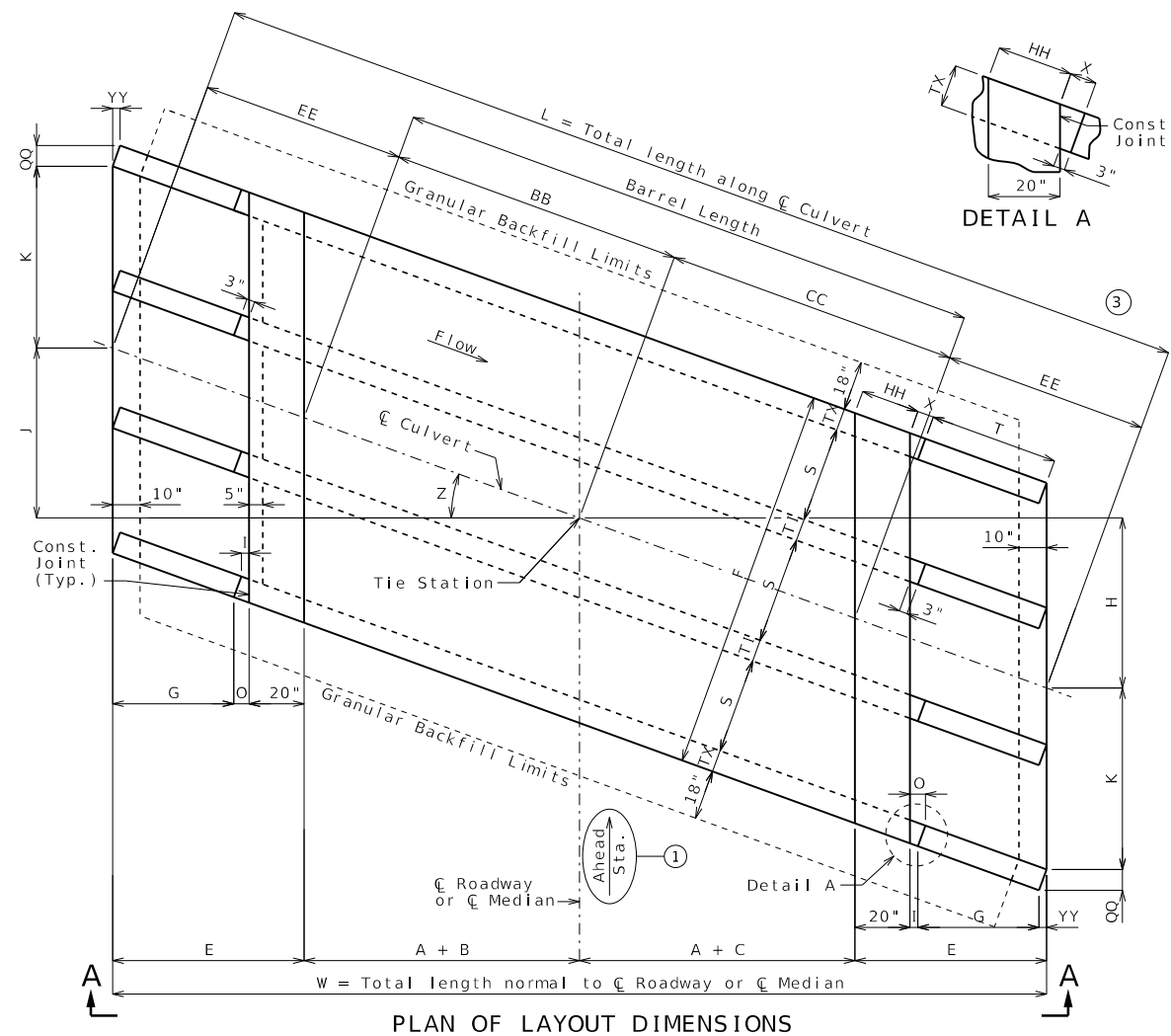
SEC / SUR	*	TWP	*	RGE	*
-----------	---	-----	---	-----	---



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.



## PLAN OF LAYOUT DIMENSIONS

Layout Dimensions								
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.
S	- - -	x	F	$3S + 2TX + 2TI$	(b) x	W	$2A + B + C + 2E$	x
HT	- - -	x	G	2V	x	X	$3'' + TX(\tan Z)$	x
TS	- - -	x	H	$(A + C + E)(\tan Z)$	x	Z	Skew Angle	x
BS	- - -	x	I	$3''(\cos Z)$	x	BB	$(A + B)(\sec Z)$	x
TX	- - -	x	J	$(A + B + E)(\tan Z)$	x	CC	$(A + C)(\sec Z)$	x
TI	- - -	x	K	$(3S/2 + TI)(\sec Z)$	x	EE	$E(\sec Z)$	x
A	- - -	x	L	$2EE + BB + CC$	x	HH	$20''(\sec Z)$	x
B	- - -	x	O	$I + YY$	x	QQ	$TX(\cos Z)$	x
C	- - -	x	T	$G(\sec Z)$	x	YY	$TX(\sin Z)$	x
E	$G + O + 20''$	x	V	$HT + TS - 12''$	x	TW	$\text{Max}\{3' - 4'' \text{ or } (BS + 12'')\}$	x

Hydrologic Data	
Drainage Area =	___ mi <sup>2</sup>
Design Flood Frequency =	___ years
Design Flood Discharge =	___ cfs
Design Flood (D.F.) Elevation =	_____
Base Flood (100-year)	
Base Flood Elevation =	_____
Base Flood Discharge =	___ cfs
Estimated Backwater =	__ ft
Outlet Velocity =	__ ft/s
Roadway Overtopping	
Overtopping Flood Discharge =	___ cfs
Overtopping Flood Frequency =	___ years
_____ Flood Elevation =	_____

Elevations	
Upstream (Elev. 1) =	
Downstream (Elev. 2) =	
Pr. Gr. at Tie Sta. =	

<div style="border: 1px solid black; padding: 5px;"> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 10px;">6</div> <div> <b>Fill Heights</b>            @ Rdwy at @ Culvert =      ft            Design (All units) =      ft         </div> </div> </div>	
--	--

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

General Notes:

**Design Specifications:**  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.82 703.86, 703.87 (4)

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box  
culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

**Traffic Handling:**  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

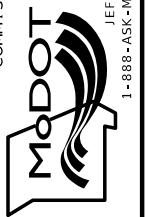
Sheet No. 1 of

DATE PREPARED	
12/18/2024	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	8

JOB NO.
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

## DESCRIPTION

DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1	0.2	0.3	0.4	0.5
0.6	0.7	0.8	0.9	

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Pipe Inlet Details ④

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height) ⑤

Top Slab Reinforcement												Bottom Slab Reinforcement										Wall Reinforcement						
A1 Bars		J3 Bars				H1 Bars				H2 Bars				A2 Bars		J4 Bars				H3 Bars				B1 Bars		B2 Bars		
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Substitute table for tables shown on Standard Plan 703.87																												

Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction level to hide)

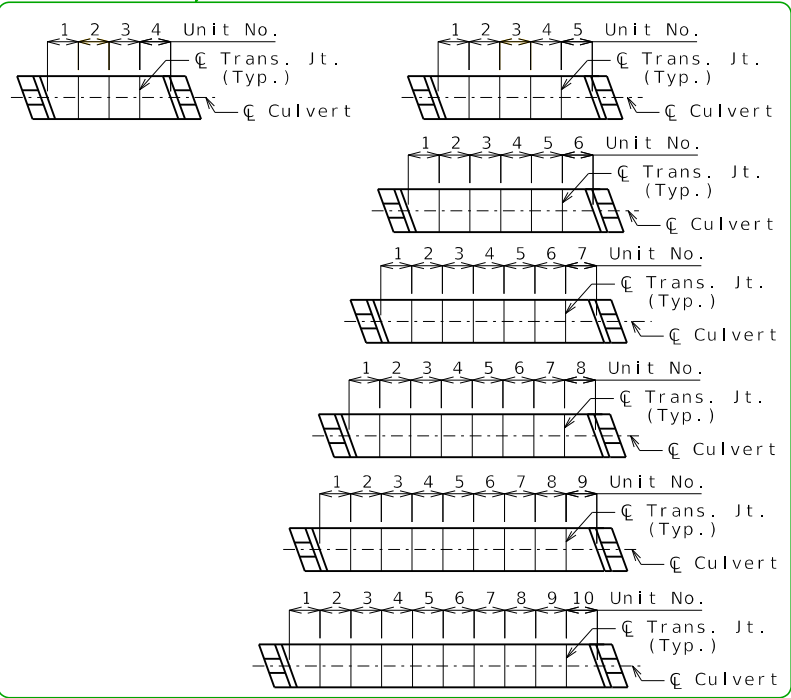
Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- ② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- ③ Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.
- ④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add Inlet data using notes where space allows, or use tables.
- ⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- ⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after  $\varnothing$  Rdwy and insert another row for the other lane.

\*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*

- ① Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- ② Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- ③ Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- ④ This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.

Alternate Plan of Transverse Joints





If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

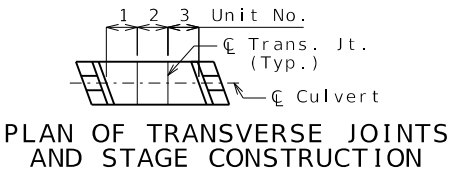
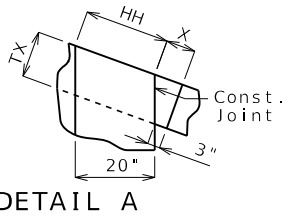
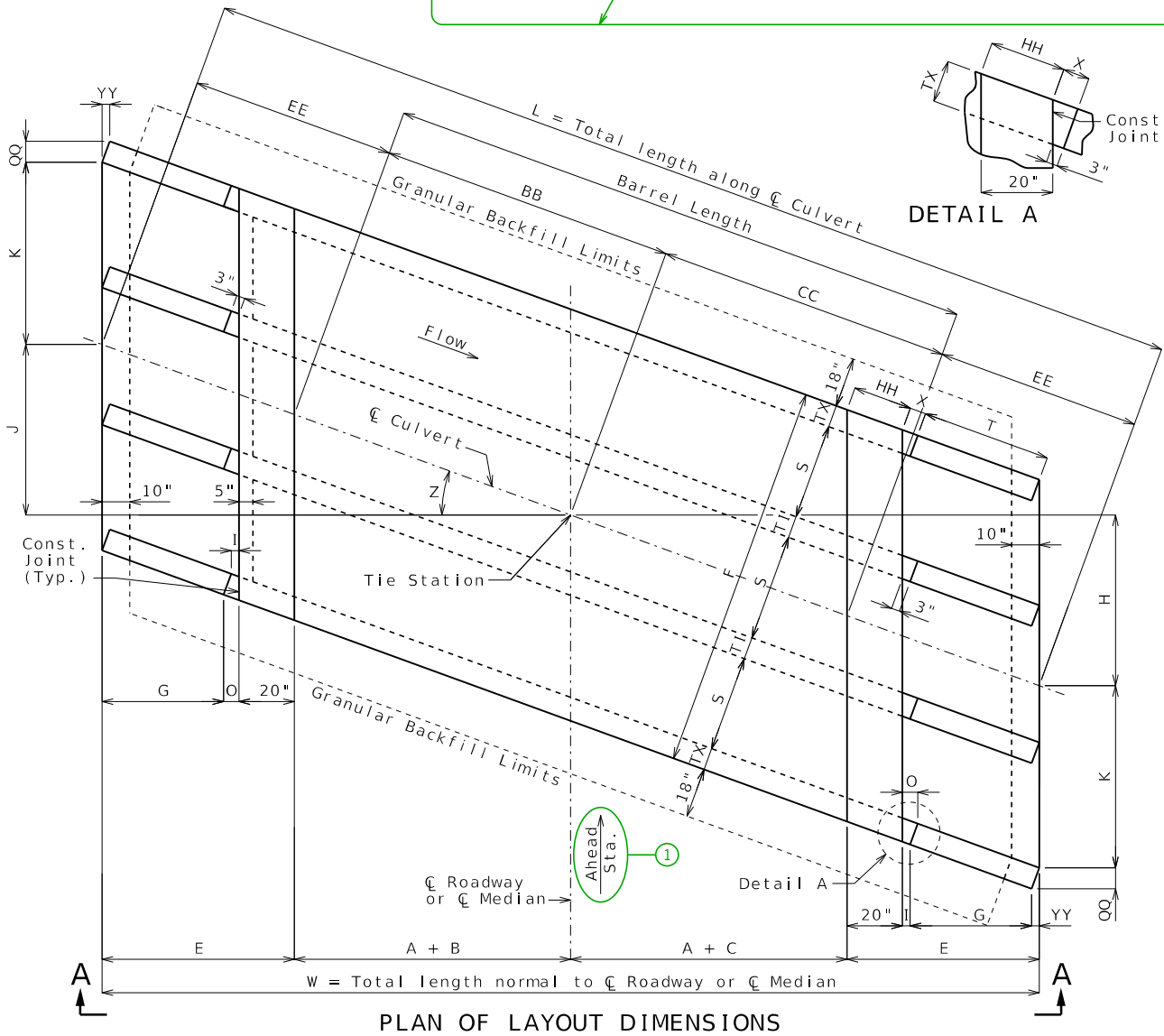
Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC08\_tri\_la\_str      Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)

Alternate Details for Multiple Design Fill Heights (a)



Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required

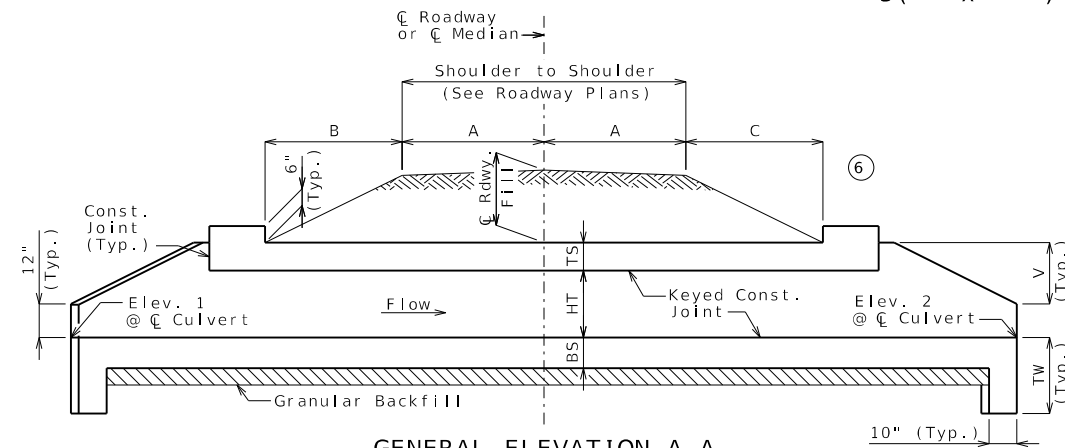
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement										Bottom Slab Reinforcement										Wall Reinforcement		
							A1 Bars				J3 Bars			H1 Bars			H2 Bars			A2 Bars	J4 Bars			H3 Bars			B1 Bars	B2 Bars	
		TS	BS	TX	TI	F	Sz. Spa.	Sz. Spa.	C1	K2	Sz. Spa.	C5	Q8	Sz. Spa.	C6	Q9	Sz. Spa.	C4	K3	Sz. Spa.	C7	Q10	Sz. Spa.	Sz. Spa.	Sz. Spa.	G1			
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x			
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x			
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x			

Substitute table for tables shown on Standard Plan 703.87



3( 'x ' ) CONCRETE BOX CULVERT

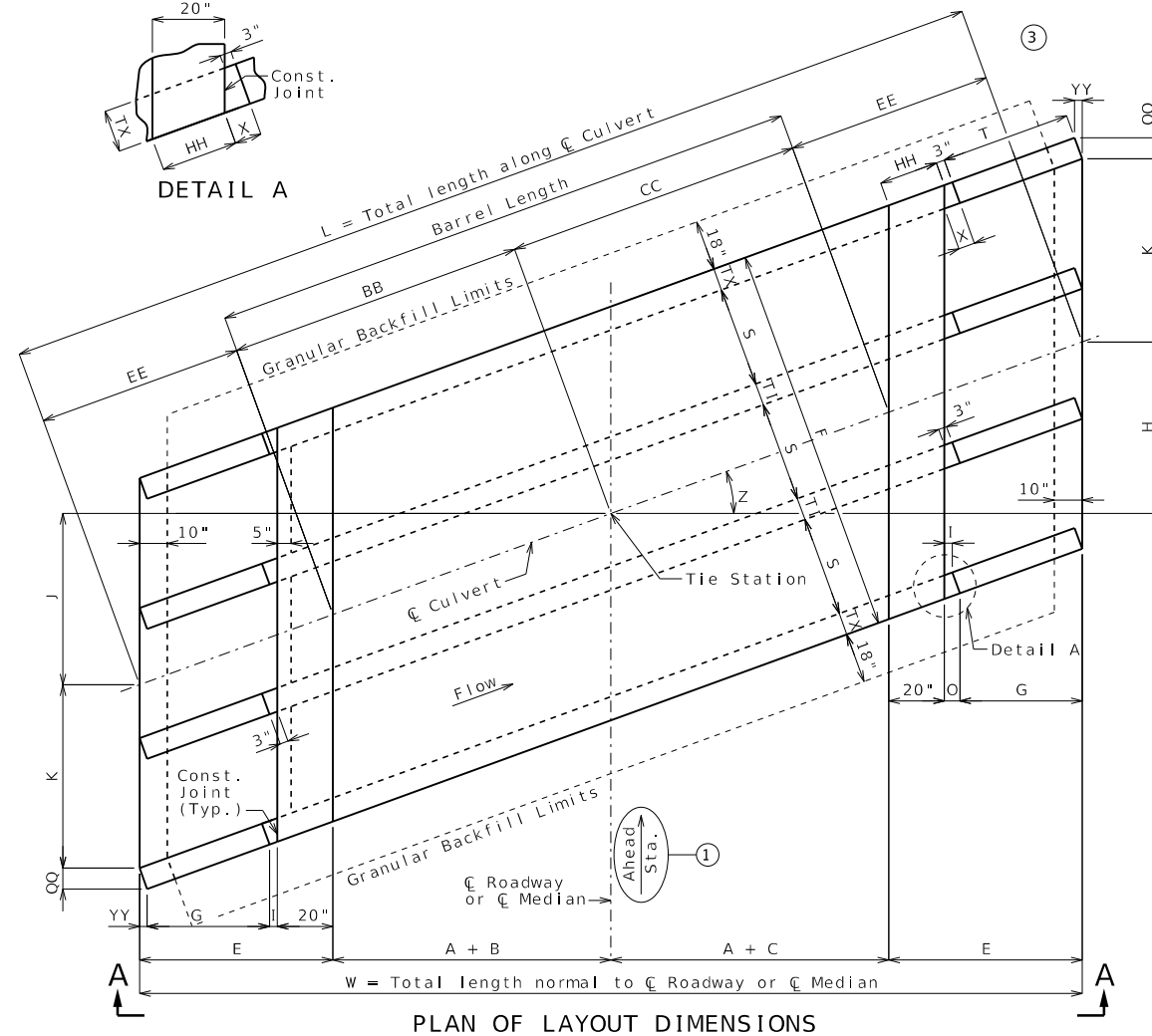
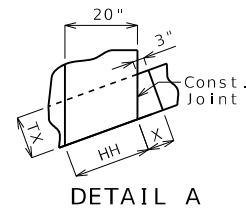
SEC/SUR \* TWP \* RGE \*



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.



Layout Dimensions								
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.
S	- - -	x	F	$3S + 2TX + 2TI$	x	W	$2A + B + C + 2E$	x
HT	- - -	x	G	2V	x	X	$3'' + TX(\tan Z)$	x
TS	- - -	x	H	$(A + C + E)(\tan Z)$	x	Z	Skew Angle	x
BS	- - -	x	I	$3''(\cos Z)$	x	BB	$(A + B)(\sec Z)$	x
TX	- - -	x	J	$(A + B + E)(\tan Z)$	x	CC	$(A + C)(\sec Z)$	x
TI	- - -	x	K	$(3S/2 + TI)(\sec Z)$	x	EE	$E(\sec Z)$	x
A	- - -	x	L	$2EE + BB + CC$	x	HH	$20''(\sec Z)$	x
B	- - -	x	O	$I + YY$	x	QQ	$TX(\cos Z)$	x
C	- - -	x	T	$G(\sec Z)$	x	YY	$TX(\sin Z)$	x
E	$G + O + 20''$	x	V	$HT + TS - 12''$	x	TW	$\text{Max}\{3' - 4'' \text{ or } (BS + 12'')\}$	x

Hydrologic Data
Drainage Area = ___ mi <sup>2</sup>
Design Flood Frequency = ___ years
Design Flood Discharge = ___ cfs
Design Flood (D.F.) Elevation = _____
Base Flood (100-year)
Base Flood Elevation = _____
Base Flood Discharge = ___ cfs
Estimated Backwater = ___ ft
Outlet Velocity = __ ft/s
Roadway Overtopping
Overtopping Flood Discharge = ___ cfs
Overtopping Flood Frequency = ___ years
_____ Flood Elevation = _____

Elevations	
Upstream (Elev. 1) =	
Downstream (Elev. 2) =	
Pr. Gr. at Tie Sta. =	

⑥	Fill Heights
℄ Rdwy at ℄ Culvert =	ft
Design (All units) =	ft

Dimensions are based on end units.  
Fill heights are measured from the top of top slab to the  
top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

General Notes:

**Design Specifications:**  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.84, 703.86, 703.87(4)

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box culvert constructed:

- ☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

**Traffic Handling:**  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DESCRIPTION

DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

103 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.10.20.30.40.5

0.60.70.80.9

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height) 5

Top Slab Reinforcement										Bottom Slab Reinforcement										Wall Reinforcement								
A1 Bars		J3 Bars				H1 Bars				H2 Bars				A2 Bars		J4 Bars				H3 Bars				B1 Bars		B2 Bars		
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Substitute table for tables shown on Standard Plan 703.87																												

Supplemental Pipe Inlet Details 4

Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction Level to hide)

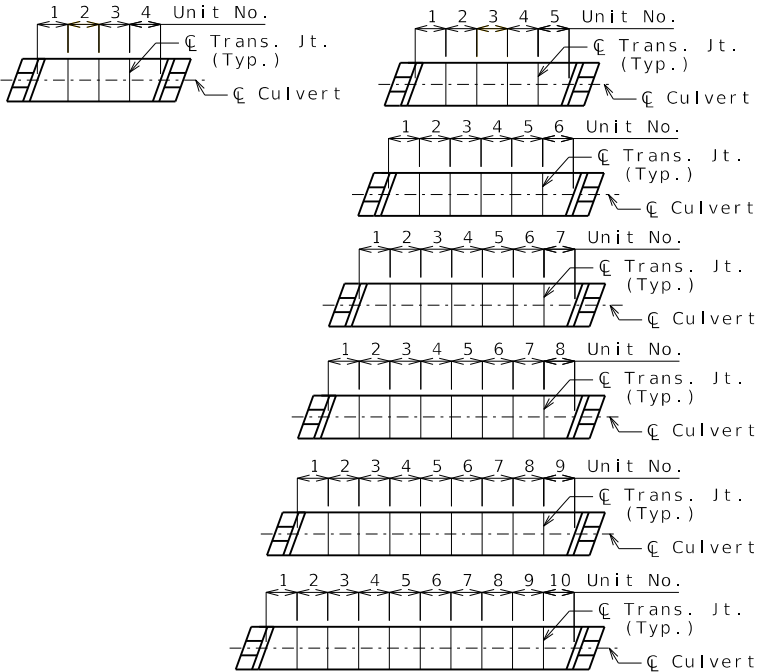
Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- 1 Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- 2 Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- 3 Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.
- 4 Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.
- 5 For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- 6 No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after C Rdwy and insert another row for the other lane.

\*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*

- a Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- b Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- c Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- d This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.

Alternate Plan of Transverse Joints





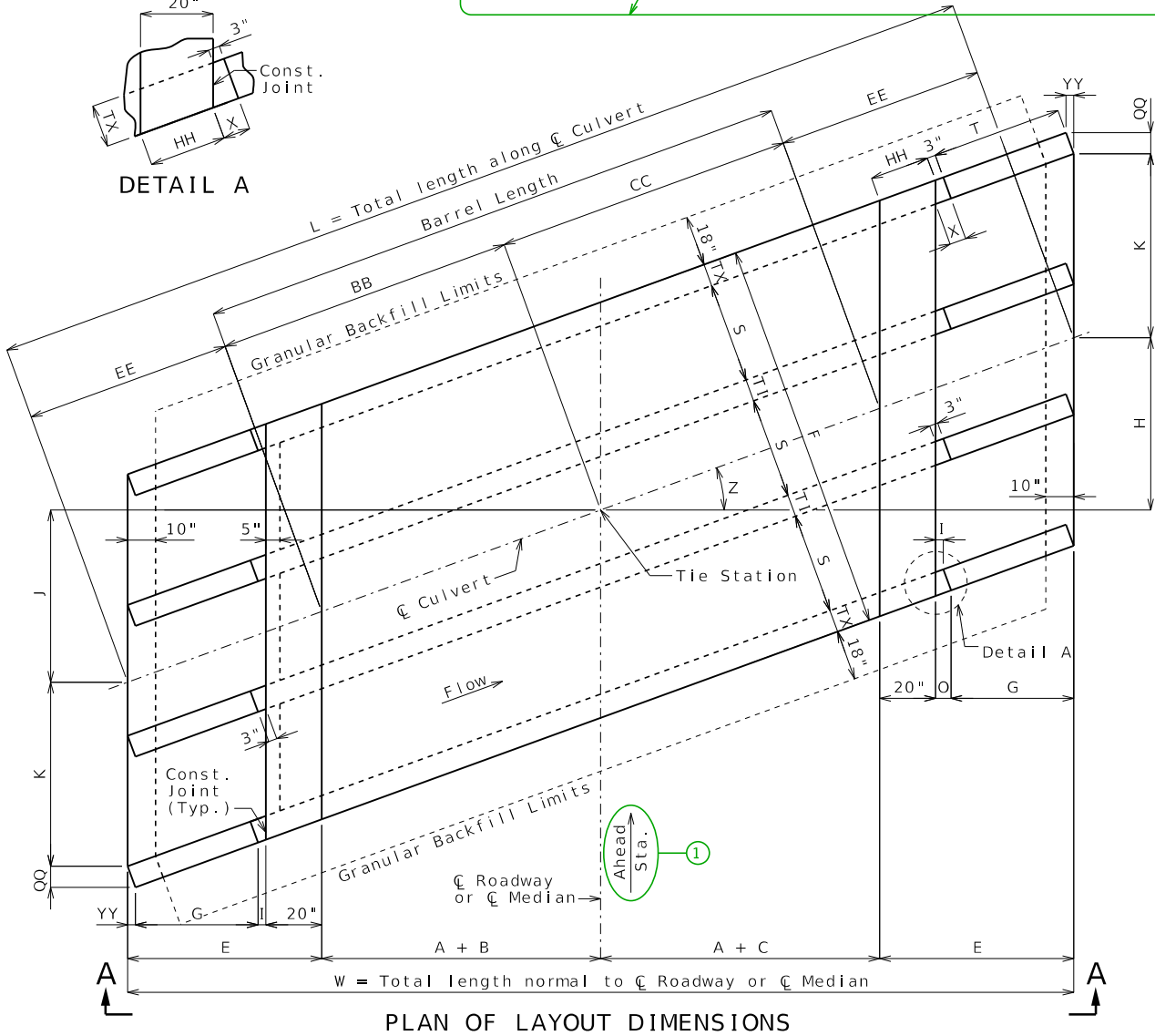
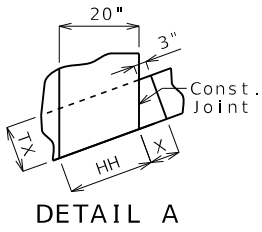
If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

Construction joint key not shown for clarity, see standard plans for details.

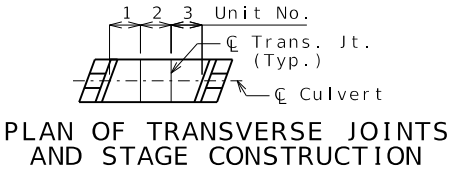
If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC09\_tri\_ra\_str      Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)



Alternate Details for Multiple Design Fill Heights (a)



Remove if not applicable.

Fill Heights			
℄ Rdwy at ℄ Culvert	=		ft
Design (Units 1 & )	=		ft
Design (Units & )	=		ft
Design (Units & )	=		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities				Final
Class 4 Excavation	cu. yard	x		
Temporary Shoring	lump sum	1		
Partial Removal of Culvert-Bridge Concrete	lump sum	1		
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x		
Reinforcing Steel (Culverts-Bridge)	pound	x		

(2)

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required

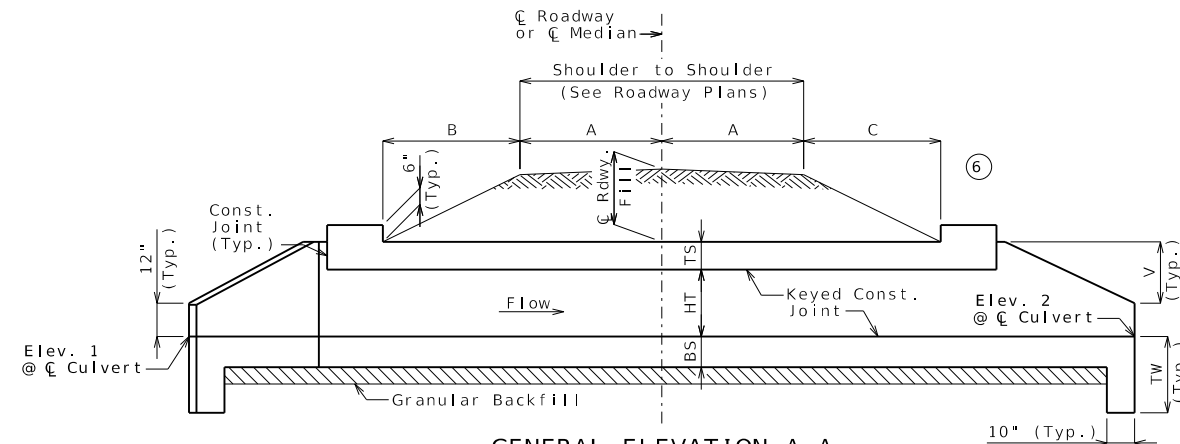
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement												Bottom Slab Reinforcement										Wall Reinforcement					
							A1 Bars				J3 Bars				H1 Bars				H2 Bars				A2 Bars		J4 Bars				H3 Bars				B1 Bars	
		TS	BS	TX	TI	F	Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' -	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.87



3( 'x ' ) CONCRETE BOX CULVERT

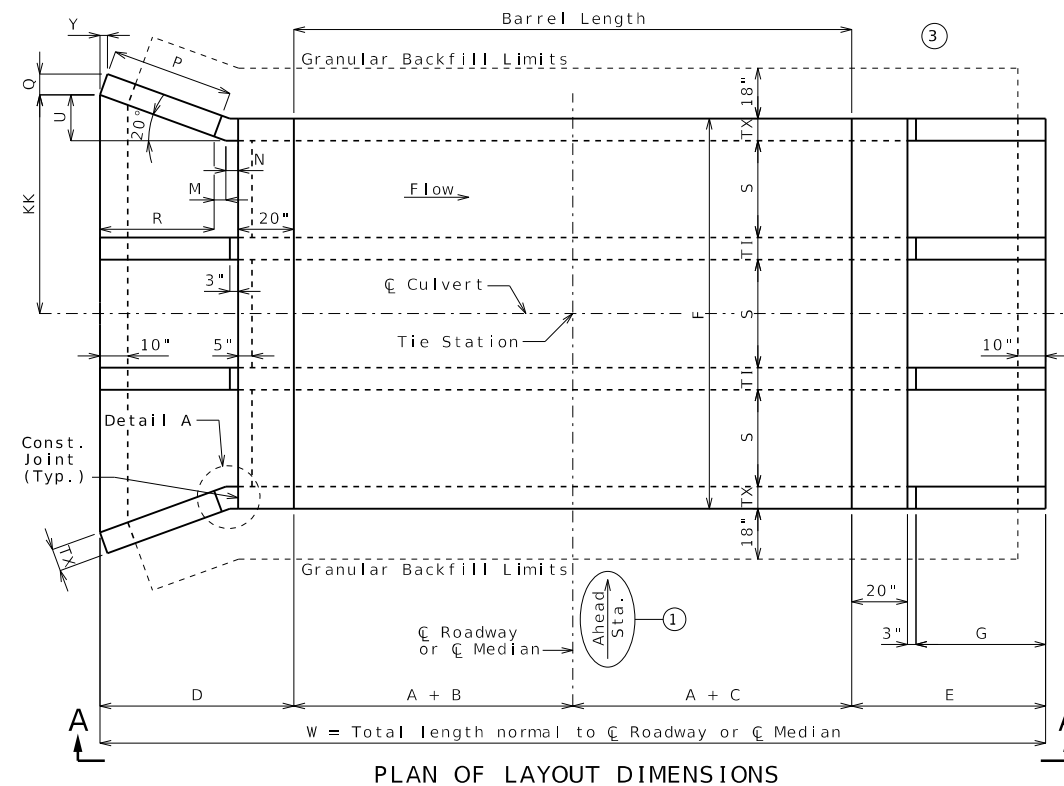
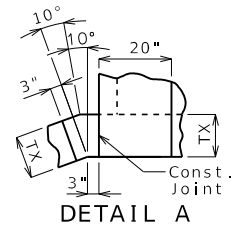
SEC/SUR	*	TWP	*	RGE	*
---------	---	-----	---	-----	---



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.



LOCATION SKETCH

Layout Dimensions								
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.
S	- - -	x	C	- - -	x	Q	$TX(\cos 20^\circ)$	x
HT	- - -	x	D	$R + M + N + 20"$	x	R	$P(\cos 20^\circ)$	x
TS	- - -	x	E	$G + 23"$	x	U	$(R + M)(\tan 20^\circ)$	x
BS	- - -	x	F	$3S + 2TX + 2TI$	(b) x	V	$HT + TS - 12"$	x
TX	- - -	x	G	$2V$	x	W	$2A + B + C + D + E$	x
TI	- - -	x	M	$N(\cos 20^\circ)$	x	Y	$TX(\sin 20^\circ)$	x
A	- - -	x	N	$3" + TX(\tan 10^\circ)$	x	KK	$3S/2 + TI + U$	x
B	- - -	x	P	$2V(\sec 20^\circ)$	x	TW	$\text{Max}\{3'-4" \text{ or } (BS + 12")\}$	x

<b>Hydrologic Data</b>
Drainage Area = ___ mi <sup>2</sup>
Design Flood Frequency = ___ years
Design Flood Discharge = ___ cfs
Design Flood (D.F.) Elevation = _____
<b>Base Flood (100-year)</b>
Base Flood Elevation = _____
Base Flood Discharge = ___ cfs
Estimated Backwater = ___ ft
Outlet Velocity = __ ft/s
<b>Roadway Overtopping</b>
Overtopping Flood Discharge = ___ cfs
Overtopping Flood Frequency = ___ years
Flood Elevation =

Elevations	
Upstream (Elev. 1) =	
Downstream (Elev. 2) =	
Pr. Gr. at Tie Sta. =	

⑥	Fill Heights
℄ Rdwy at ℄ Culvert =	ft
Design (All units) =	ft

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

General Notes:

Design Specifications:  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.81, 703.86, 703.87(4)

Miscellaneous:  
 MODOT Construction personnel will indicate the type of box culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

Traffic Handling:  
Structure to be closed during construction. Traffic to be  
maintained on \_\_\_\_\_ during construction. See roadway  
plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DATE PREPARED	
12/18/2024	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	10

JOB NO.
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

DESCRIPTION

DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

103 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1	0.2	0.3	0.4	0.5
0.6	0.7	0.8	0.9	

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Pipe Inlet Details ④

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height) ⑤

Top Slab Reinforcement												Bottom Slab Reinforcement								Wall Reinforcement								
A1 Bars		J3 Bars				H1 Bars				H2 Bars				A2 Bars		J4 Bars				H3 Bars				B1 Bars		B2 Bars		
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

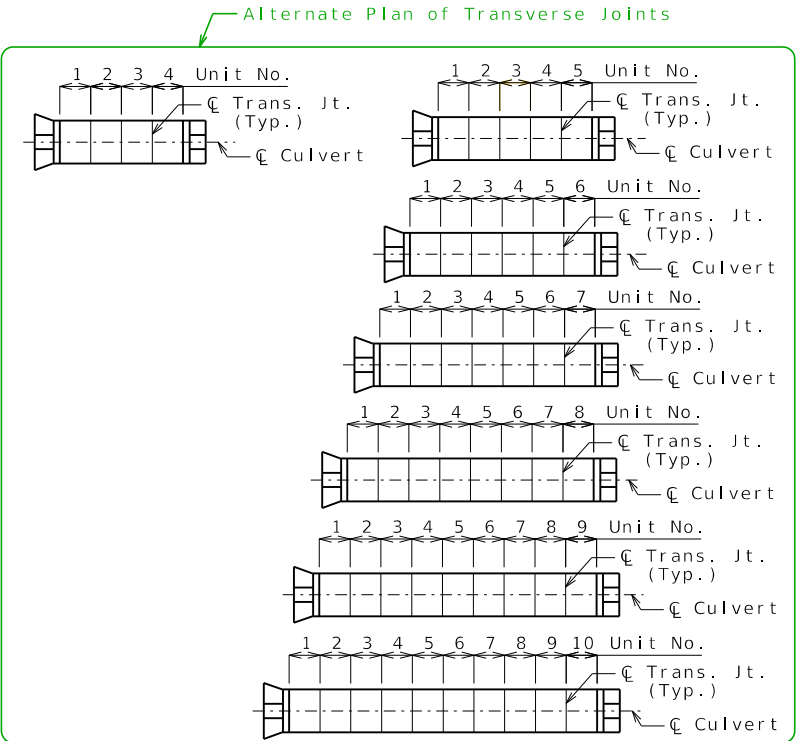
Substitute table for tables shown on Standard Plan 703.87

Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction level to hide)

Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- ② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- ③ Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.
- ④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.
- ⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- ⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after  $\text{C Rdwy}$  and insert another row for the other lane.

- \*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*
- a) Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- b) Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- c) Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- d) This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.





If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

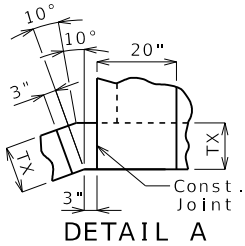
Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC10\_tri\_sq\_fla

Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)



Alternate Details for Multiple Design Fill Heights (a)

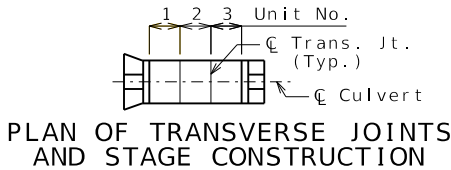
Fill Heights		
℄ Rdwy at ℄ Culvert =		ft
Design (Units 1 & ) =		ft
Design (Units & ) =		ft
Design (Units & ) =		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

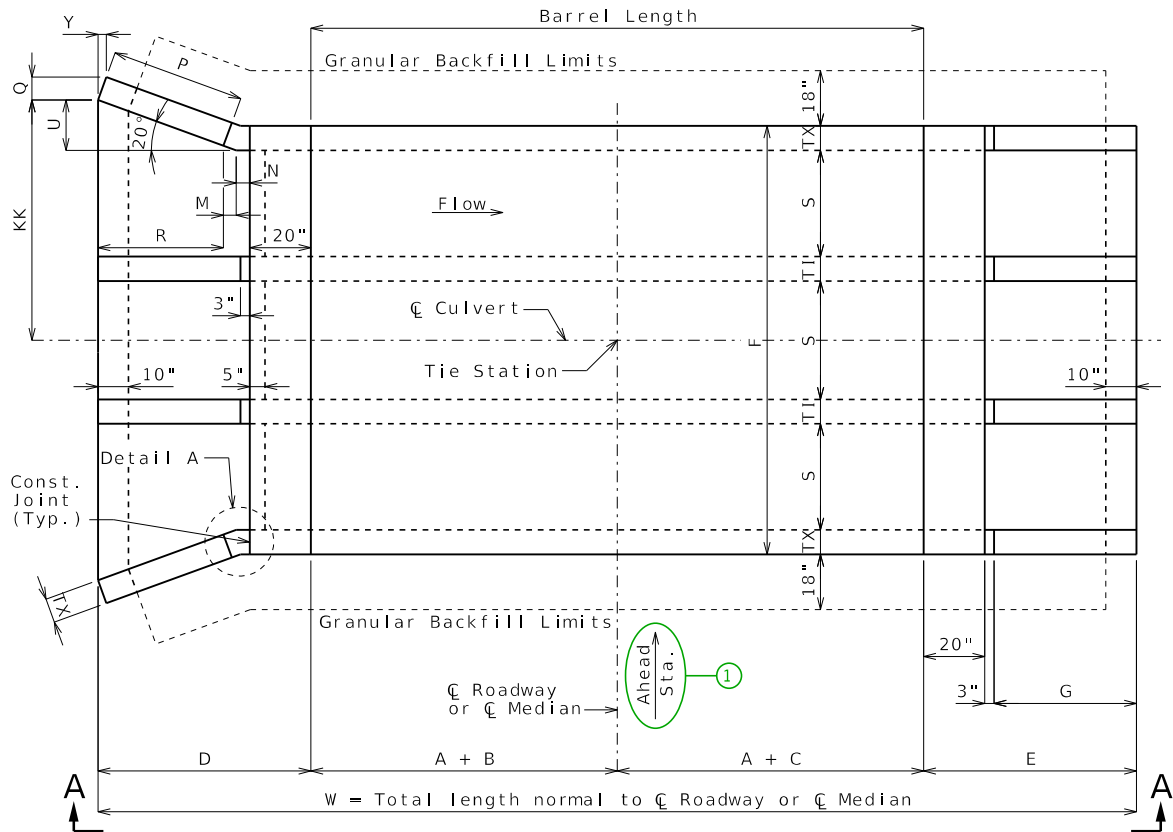
Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

2

Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required



Remove if not applicable.



PLAN OF LAYOUT DIMENSIONS

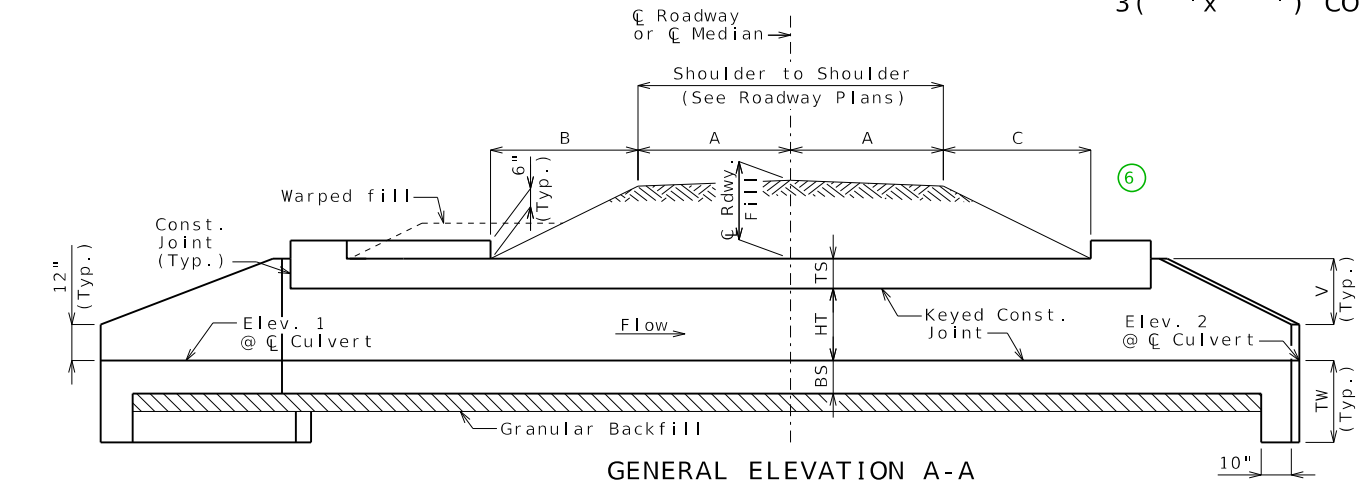
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement												Bottom Slab Reinforcement										Wall Reinforcement							
							A1 Bars				J3 Bars				H1 Bars				H2 Bars				A2 Bars		J4 Bars				H3 Bars				B1 Bars		B2 Bars	
		TS	BS	TX	TI	F	Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.	G1	
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.87



3( 'x ') CONCRETE BOX CULVERT

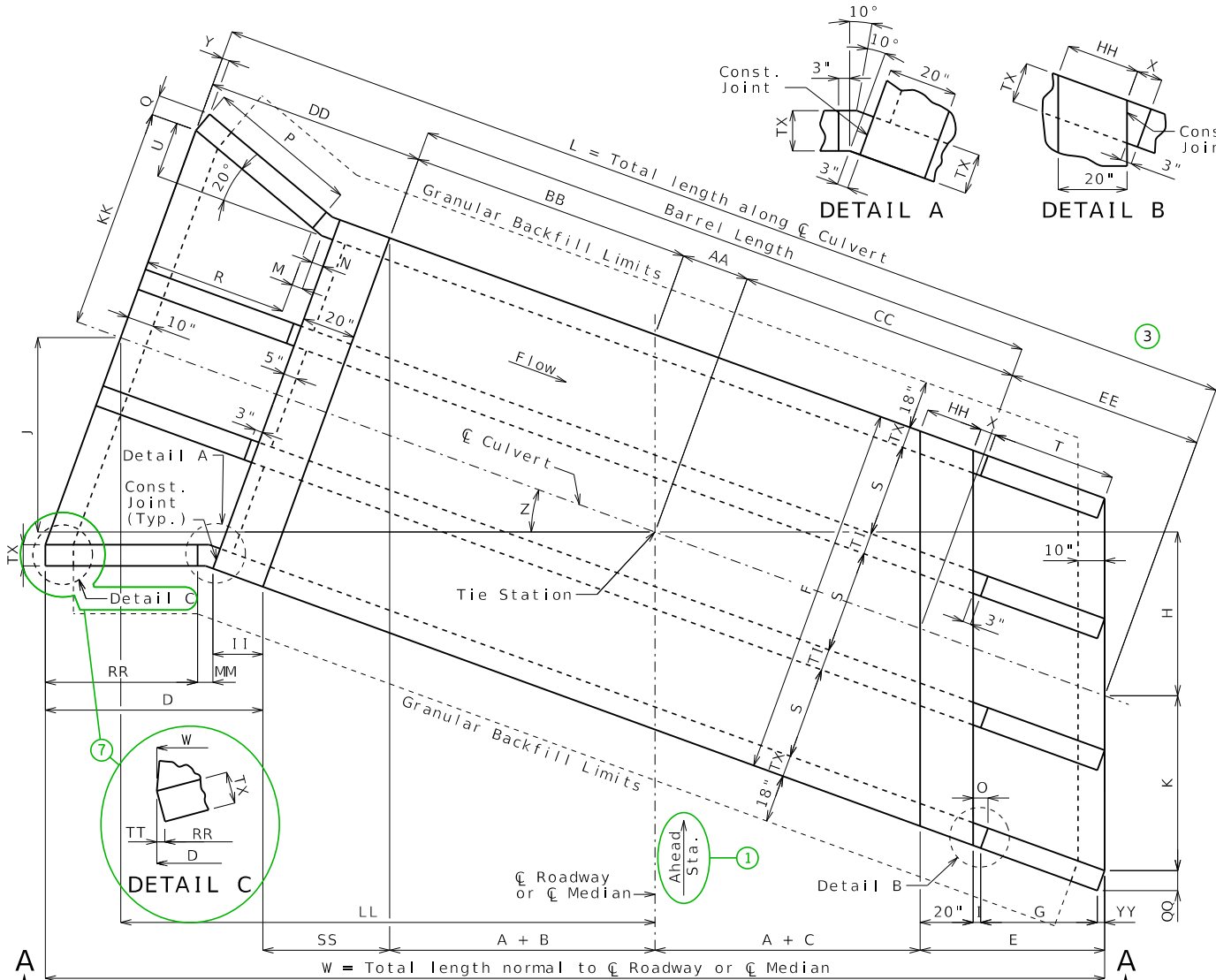
SEC/SUR \* TWP \* RGE \*



Construction joint key not shown for clarity, see standard plans for details.

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.



PLAN OF LAYOUT DIMENSIONS

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Layout Dimensions								
Var.	Equation	Dim.	Var.	Equation	Dim.	Var.	Equation	Dim.
S	- - -	x	K	(3S/2 + TI)(sec Z)	x	BB	(A + B)(sec Z)	x
HT	- - -	x	L	AA + BB + CC + DD + EE	x	CC	(A + C)(sec Z)	x
TS	- - -	x	M	N(cos 20°)	x	DD	R + M + N + 20"	x
BS	- - -	x	N	3" + TX(tan 10°)	x	EE	E(sec Z)	x
TX	- - -	x	O	I + YY	x	HH	20"(sec Z)	x
TI	- - -	x	P	2V[sec(Z + 20°)]	x	II	20"(cos Z)	x
A	- - -	x	Q	TX(cos 20°)	x	KK	3S/2 + TI + U	x
B	- - -	x	R	P(cos 20°)	x	LL	(AA + BB + DD)(cos Z)	x
C	- - -	x	T	G(sec Z)	x	MM	3"[cos Z + cos(Z - 20°)]	x
D	II + MM + RR + TT + 7	x	U	(R + M)(tan 20°)	x	QQ	TX(cos Z)	x
E	G + O + 20"	x	V	HT + TS - 12"	x	RR	P[cos(Z - 20°)]	x
F	3S + 2TX + 2TI + b	x	W	2A + B + C + D + E + SS	x	SS	F(sin Z)	x
G	2V	x	X	3" + TX(tan Z)	x	TT	TX[sin(20° - Z)] + 7	x
H	(A + C + E)(tan Z)	x	Y	TX(sin 20°)	x	YY	TX(sin Z)	x
I	3"(cos Z)	x	Z	Skew Angle	x	TW	Max{3' - 4" or (BS + 12")}	x
J	(AA + BB + DD)(sin Z)	x	AA	F(tan Z)/2	x			

Hydrologic Data
Drainage Area = ___ mi <sup>2</sup>
Design Flood Frequency = ___ years
Design Flood Discharge = ___ cfs
Design Flood (D.F.) Elevation = _____
Base Flood (100-year)
Base Flood Elevation = _____
Base Flood Discharge = ___ cfs
Estimated Backwater = __ ft
Outlet Velocity = __ ft/s
Roadway Overtopping
Overtopping Flood Discharge = ___ cfs
Overtopping Flood Frequency = ___ years
_____ Flood Elevation = _____

Elevations
Upstream (Elev. 1) =
Downstream (Elev. 2) =
Pr. Gr. at Tie Sta. =

Fill Heights
6 Cul Rdwy at Culvert = ___ ft
Design (All units) = ___ ft

Dimensions are based on end units. Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Removal of Bridges	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

General Notes:

Design Specifications:  
2010 AASHTO LRFD Bridge Design Specifications and 2010 Interim Revisions

Design Loading:  
Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert) f'c = 4,000 psi  
Reinforcing Steel (ASTM A615 Grade 60) fy = 60,000 psi

Standard Plans:  
703.37, 703.83, 703.86, 703.87

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box culvert constructed:  
☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

Traffic Handling:  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA. \_\_\_\_\_

DATE PREPARED  
6/2/2025

ROUTE \* STATE  
DISTRICT \* SHEET NO.  
11

COUNTY

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

MoDOT



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1	0.2	0.3	0.4	0.5
0.6	0.7	0.8	0.9	

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Pipe Inlet Details ④

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height) ⑤

Top Slab Reinforcement										Bottom Slab Reinforcement										Wall Reinforcement								
A1 Bars		J3 Bars				H1 Bars				H2 Bars		A2 Bars		J4 Bars				H3 Bars		B1 Bars	B2 Bars							
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.87

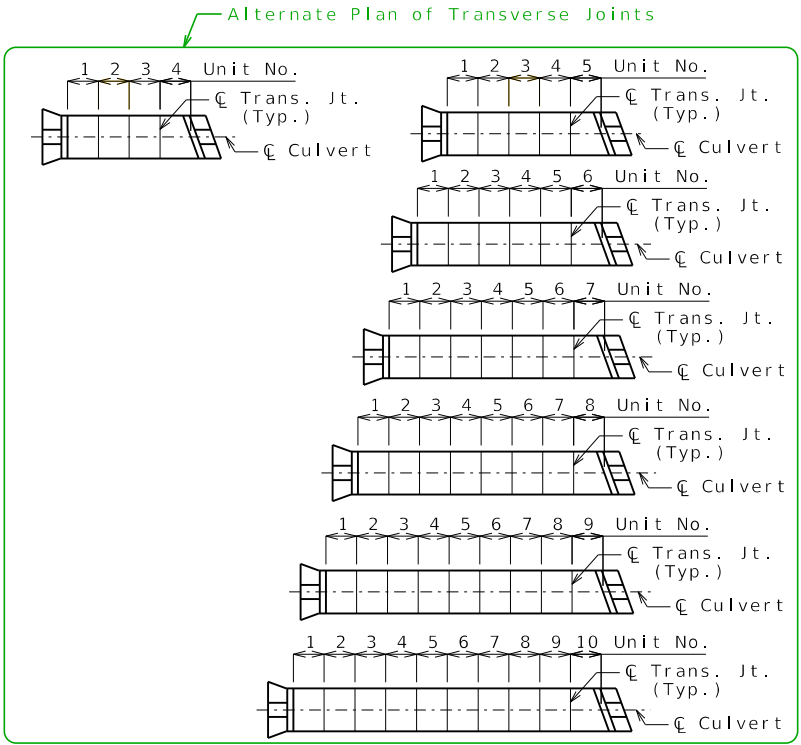
Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction Level to hide)

Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- ② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- ③ Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.
- ④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.
- ⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- ⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after  $\text{C}$  Rdwy and insert another row for the other lane.
- ⑦ For skews 20 degrees or more, remove Detail C, remove TT from equation for D and place "N/A" in the Dim. column of Dimension TT. Will first need to separate Detail C from Plan by selecting and pressing <Ctrl> U.

\*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*

- Ⓐ Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- Ⓑ Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- Ⓒ Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- Ⓓ This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.

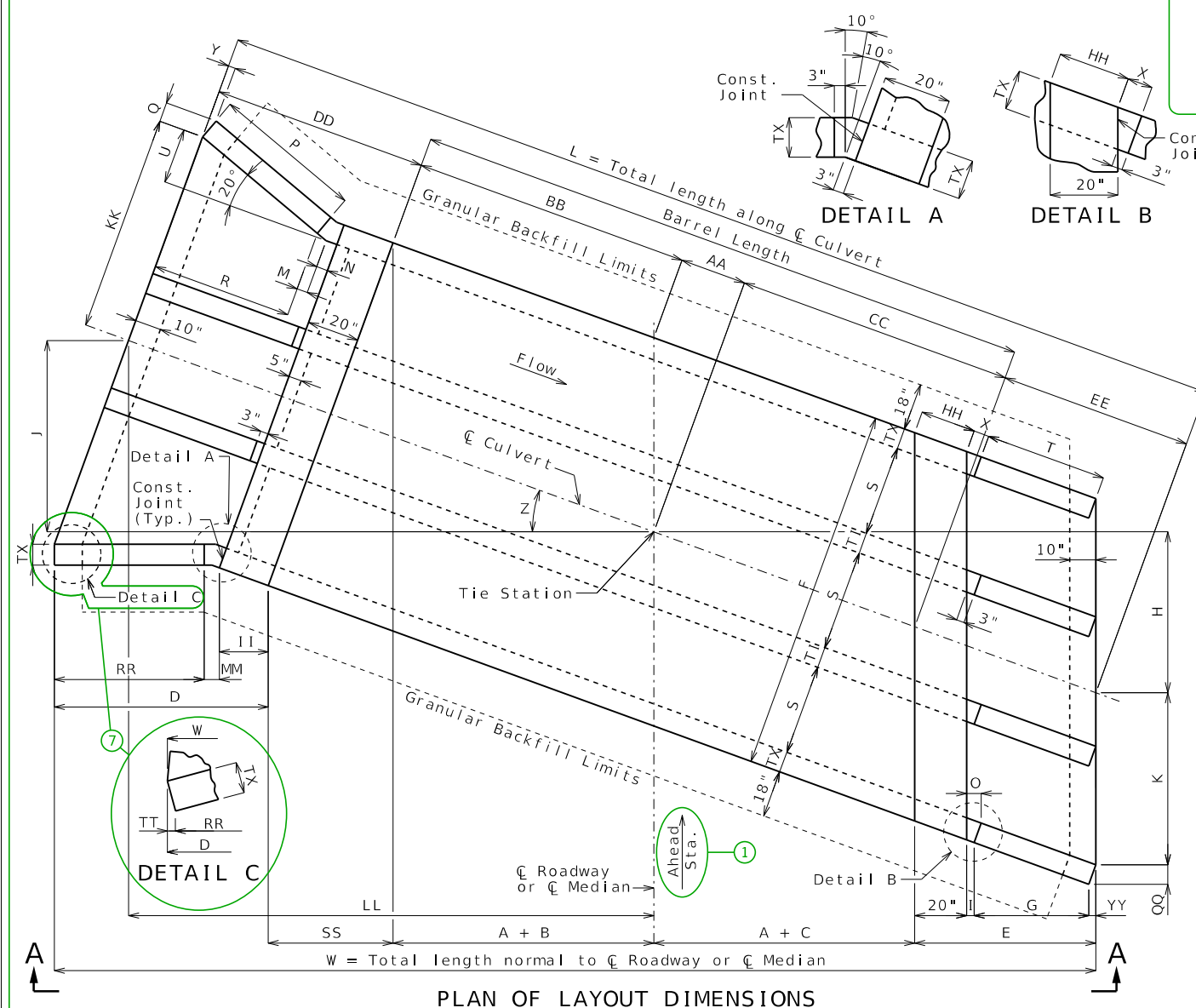




If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

## Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)



### PLAN OF LAYOUT DIMENSIONS

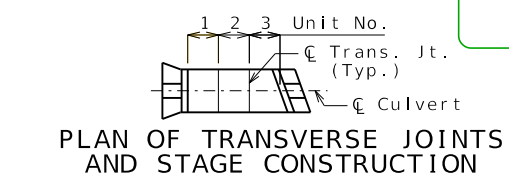


Fill Heights		
℄ Rdwy at ℄ Culvert =		ft
Design (Units 1 & ) =		ft
Design (Units & ) =		ft
Design (Units & ) =		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

— Alternate Estimated Quantities for Culvert Extensions or when Five Items are Required



Remove if not applicable.

LOCATION SKETCH

[illegible]

Substitute table for tables shown on Standard Plan 703.87





GENERAL ELEVATION A-A

If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

Dimensions are based on end units.  
Fill heights are measured from the top of top slab to the top of  
earth fill or roadway.

General Notes:

Design Specifications:  
2010 AASHTO LRFD Bridge Design Specifications and 2010  
Interim Revisions

Design Loading:  
 Vehicular = HL-93 minus lane load, Earth = 120 lb/cf  
 Equivalent Fluid Pressure = 30 lb/cf (min.), 60 lb/cf (max.)

Design Unit Stresses:  
Class B-1 Concrete (Box Culvert)  $f'_c = 4,000$  psi  
Reinforcing Steel (ASTM A615 Grade 60)  $f_y = 60,000$  psi

Standard Plans:  
703.37, 703.85, 703.86, 703.87 (4)

Miscellaneous:  
MoDOT Construction personnel will indicate the type of box  
culvert constructed:

- ☐ Precast Concrete Box used  
☐ Cast-in-Place Concrete Box used

When alternate precast concrete box sections are used, the minimum distance from inside face of headwalls to precast sections measured along the shortest wall shall be 3 feet. Reinforcement and dimensions for wings and headwalls shall be in accordance with Missouri Standard Plans.

Channel bottom shall be graded within the right of way for transition of channel bed to culvert openings. Channel banks shall be tapered to match culvert openings. (Roadway Item)

**Traffic Handling:**  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control.

B.M.

CULVERT-BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
TIE STA.



Note: This drawing is not to scale. Follow dimensions.

LOCATION SKETCH

Sheet No. 1 of

DATE PREPARED	
6/2/2025	
ROUTE	STATE
	MO
DISTRICT	SHEET NO.
	12
COUNTY	
JOB NO.	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DESCRIPTION

DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Pipes With Same Diameter

XX" Pipe Inlet Data		
Station	Offset	F.L. Elev.
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx
xx+xx.xx	xx.xx' XX	xxx.xx

Inlets Sized for Elevation A-A  
(Pipe Diameter/Culvert HT)

0.1	0.2	0.3	0.4	0.5
0.6	0.7	0.8	0.9	

Ex: Use 0.5 detail for 36" pipe into a 6' tall culvert.

Pipes With Different Diameters

Pipe Inlet Data			
Station	Offset	Dia.	F.L. Elev.
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx
xx+xx.xx	xx.xx' XX	xx"	xxx.xx

Supplemental Pipe Inlet Details

④

Supplemental Reinforcement Table (Nonstandard culverts with only one design fill height)

⑤

Top Slab Reinforcement														Bottom Slab Reinforcement										Wall Reinforcement				
A1 Bars		J3 Bars				H1 Bars				H2 Bars				A2 Bars		J4 Bars				H3 Bars				B1 Bars		B2 Bars		
Sz.	Spa.	Sz.	Spa.	C1	K2	Sz.	Spa.	C5	Q8	Sz.	Spa.	C6	Q9	Sz.	Spa.	Sz.	Spa.	C4	K3	Sz.	Spa.	C7	Q10	Sz.	Spa.	Sz.	Spa.	G1
x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Substitute table for tables shown on Standard Plan 703.87

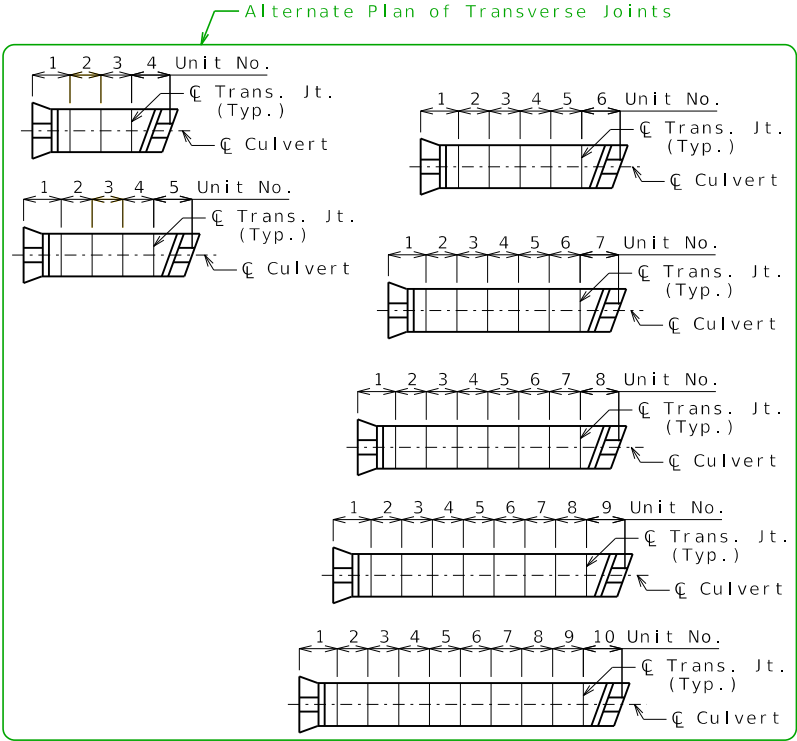
Standard Drawing Guidance  
(Do not show on plans. Turn off the Bridge Construction level to hide)

Some details have been grouped together to allow easy substitution with alternate details. To edit grouped details, select them and press <Ctrl> U.

- ① Ahead station is shown for streams flowing left to right. Arrow must be flipped for streams that flow right to left.
- ② Modify Estimated Quantities as required. Don't leave blank rows but leave space between Estimated Quantities and General Notes for at least one pay item to be added during construction. See Alternate Details for culvert extensions, or if five items are required.
- ③ Add any required transverse joints proportionally spaced along the barrel. Label units and add actual lengths of units along the barrel.
- ④ Insert STD 703.60 when pipe inlets are required. Add pipe inlets to Plan of Layout Dimensions at appropriate locations and to Elevation A-A if visible from elevation. Add inlet data using notes where space allows, or use tables.
- ⑤ For nonstandard culverts with only one design fill height, add supplemental reinforcement table.
- ⑥ No need to revise General Elevation A-A for dual roadways. In Fill Heights table add a lane designation after  $\varnothing$  Rdwy and insert another row for the other lane.
- ⑦ For skews 20 degrees or more, remove Detail C, remove TT from equation for D and place "N/A" in the Dim. column of Dimension TT. Will first need to separate Detail C from Plan by selecting and pressing <Ctrl> U.
- ⑧ Dimension SS is perpendicular to downstream headwall, not parallel to flared wing.

\*\*\* VARIABLE DESIGN FILL HEIGHTS \*\*\*

- a) Select and delete the details grouped with the Fill Heights table. Select and move the alternate grouped details to drawing.
- b) Place "See Member Thickness table" in the Equation column and place "Varies" in the Dim. column. If Dimension F varies, place "Varies" in the Dim. column.
- c) Remove blank rows. End units may have different design fill heights but both units need to have the same member thicknesses.
- d) This portion of table required when design fill height exceeds limits of the standard plans or when culvert cell height or span is not standard. If only a portion of the units are nonstandard, fill out entire table using the values from the standard table where applicable. Omit if not required.





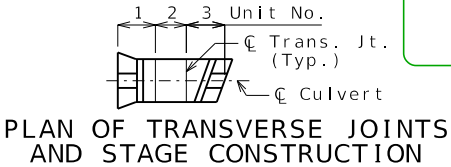
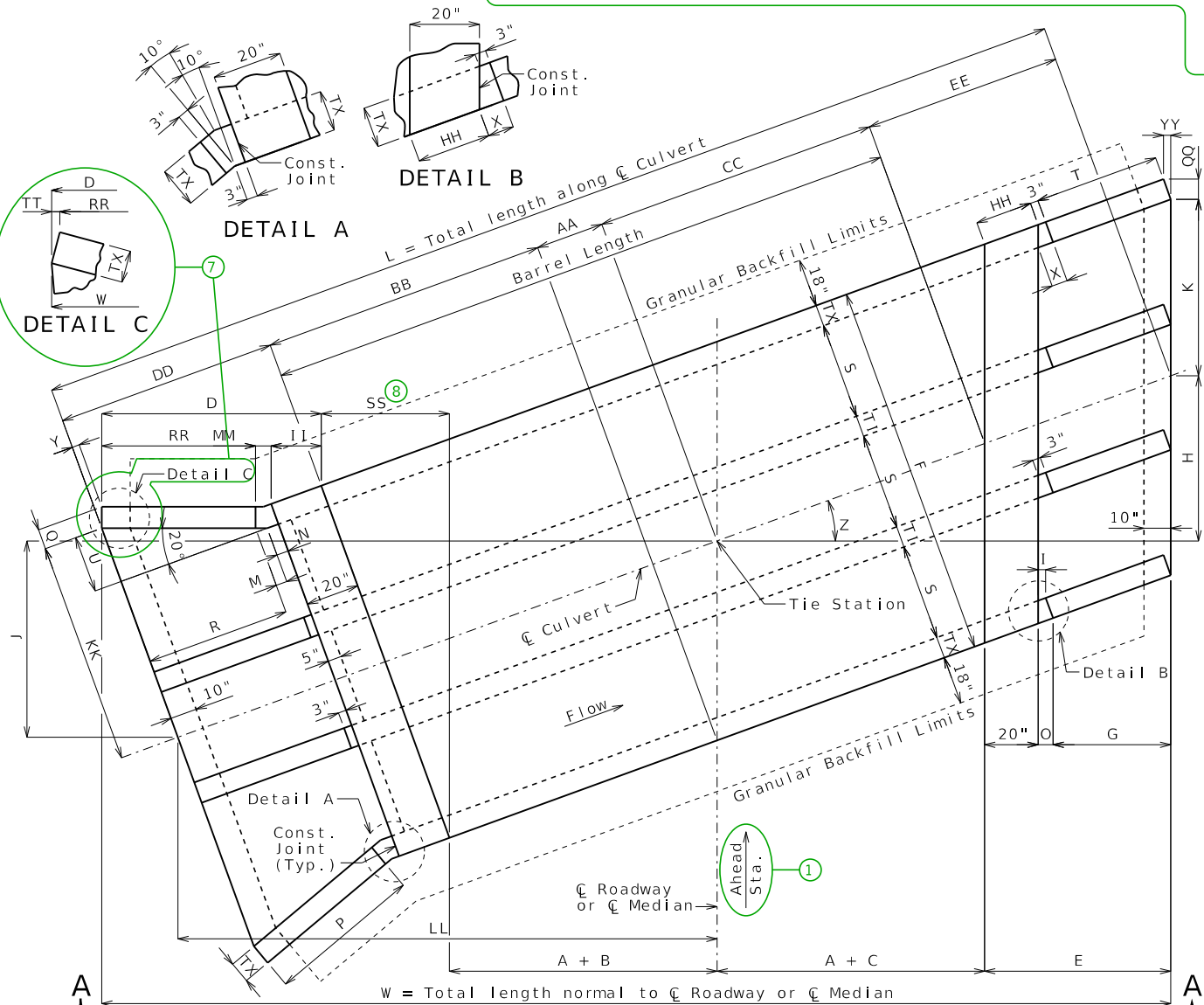
If any part of the barrel is exposed, the roadway fill shall be warped to provide 12 inches minimum cover. (Roadway Item)

Construction joint key not shown for clarity, see standard plans for details.

If unsuitable material is encountered, excavation of unsuitable material and furnishing and placing of granular backfill shall be in accordance with Sec 206.

BXC12\_tri\_ra fla      Guidance & Alternate Details (2 of 2)

Corresponds to the border of the standard drawing for ease in moving alternate details (Snap to corner)



Remove if not applicable.

Alternate Details for Multiple Design Fill Heights (a)

Fill Heights		
℄ Rdwy at ℄ Culvert =		ft
Design (Units 1 & ) =		ft
Design (Units & ) =		ft
Design (Units & ) =		ft

Dimensions are based on end units, except AA is based on Unit . Fill heights are measured from the top of top slab to the top of earth fill or roadway.

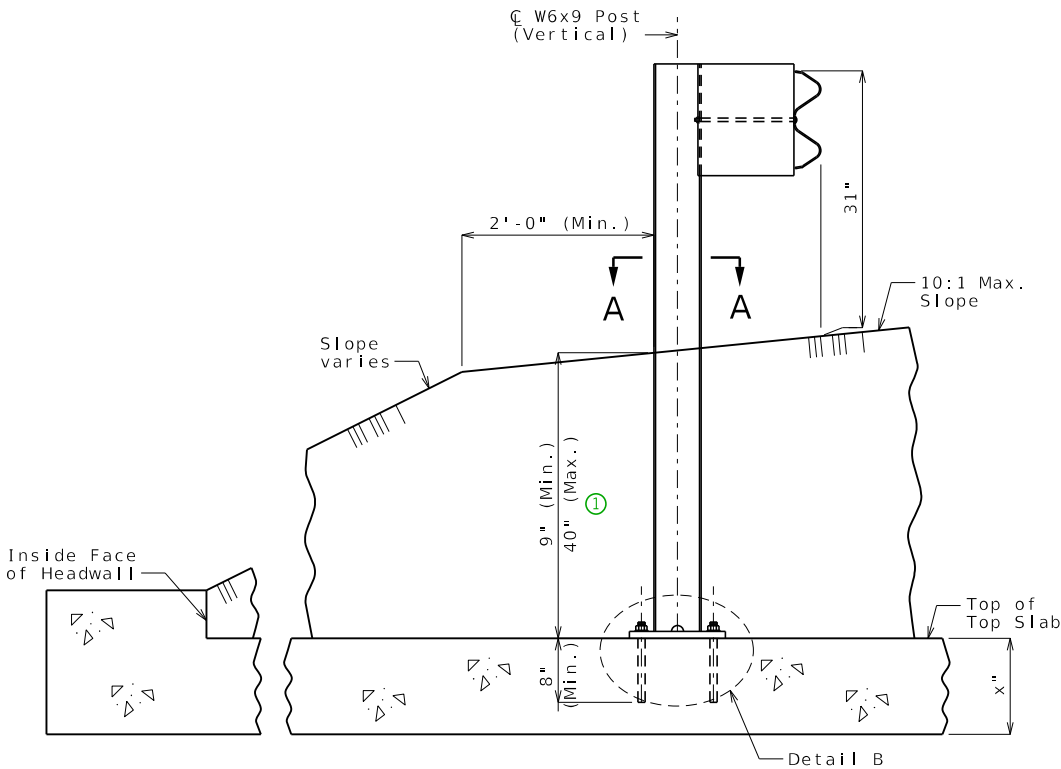
Estimated Quantities			Final
Class 4 Excavation	cu. yard	x	
Temporary Shoring	lump sum	1	
Partial Removal of Culvert-Bridge Concrete	lump sum	1	
Class B-1 Concrete (Culverts-Bridge)	cu. yard	x	
Reinforcing Steel (Culverts-Bridge)	pound	x	

Alternate Estimated Quantities for Culvert Extensions or Required

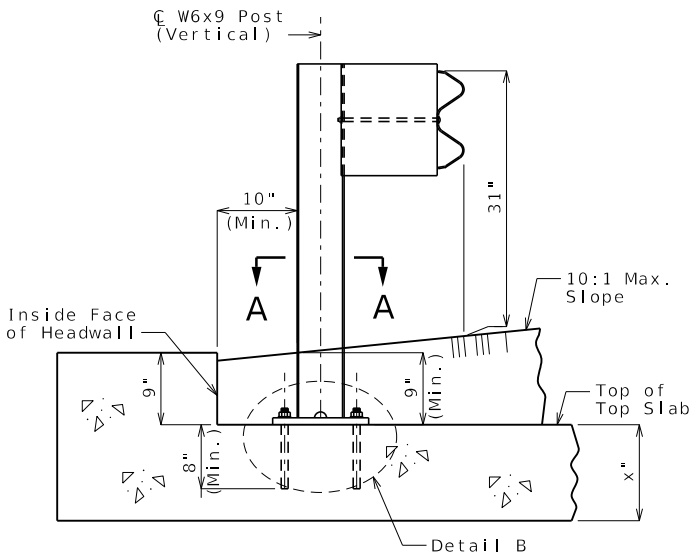
Unit No.	Unit Length	Member Thickness					Top Slab Reinforcement										Bottom Slab Reinforcement										Wall Reinforcement		
							A1 Bars			J3 Bars			H1 Bars				H2 Bars			A2 Bars	J4 Bars			H3 Bars				B1 Bars	B2 Bars
		TS	BS	TX	TI	F	Sz. Spa.	Sz. Spa.	C1	K2	Sz. Spa.	C5	Q8	Sz. Spa.	C6	Q9	Sz. Spa.	C4	K3	Sz. Spa.	C7	Q10	Sz. Spa.	Sz. Spa.	G1				
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
x	x	x	x	x	x	' - "	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				

Substitute table for tables shown on Standard Plan 703.87

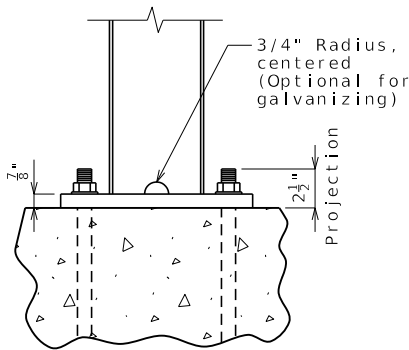




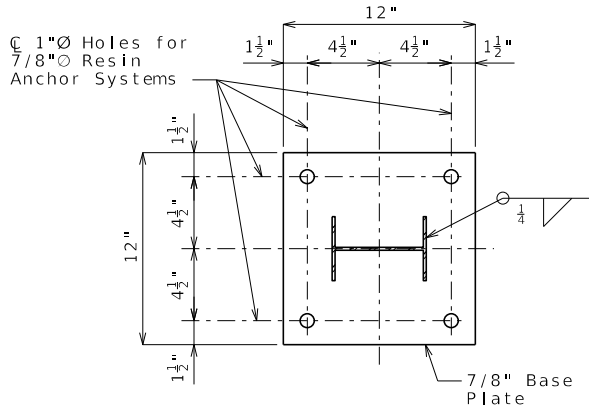
PART SECTION THRU TOP SLAB  
SHOWING RAIL POST ATTACHMENT  
(Far from headwall)



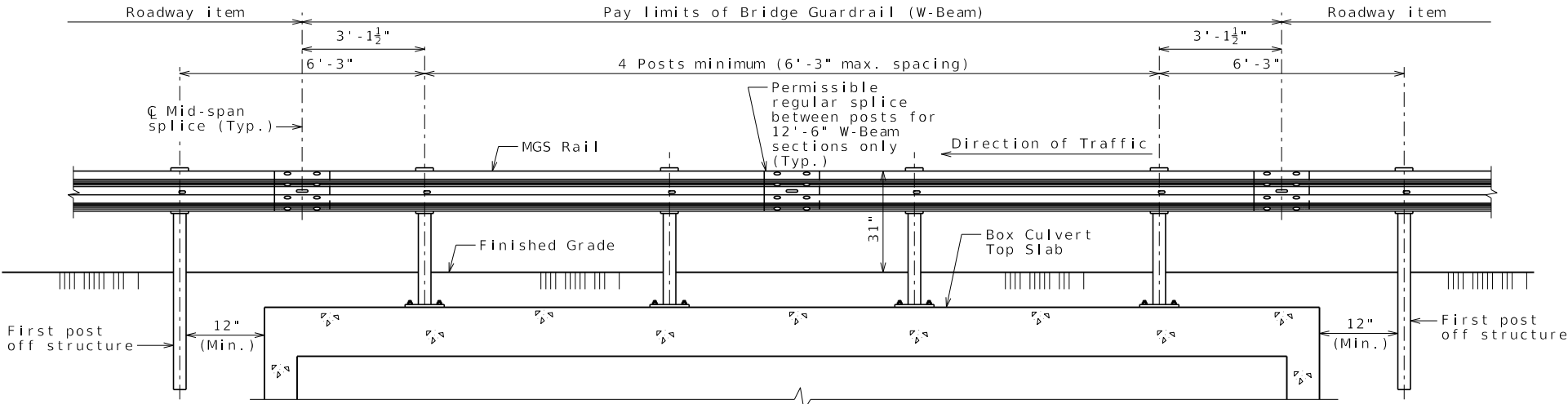
PART SECTION THRU TOP SLAB  
SHOWING RAIL POST ATTACHMENT  
(Close to headwall)



DETAIL B



SECTION A-A



TYPICAL ELEVATION

MIDWEST GUARDRAIL SYSTEM (MGS) ON BOX CULVERT

Note: This drawing is not to scale. Follow dimensions.      Sheet No.      of     

General Notes:

Furnishing and installing posts and guardrail on culvert as shown on this sheet will be considered completely covered by the contract unit price for Bridge Guardrail (W-Beam).

Furnishing and installing posts and guardrail on culvert shall be in accordance with Sec 606 except as shown.

Rail posts shall be seated on 1/16-inch elastomeric pads having the same dimensions as the post base plate. Such pads may be any elastomeric material, plain or fibered, having hardness (durometer) of 50 or above, as certified by the manufacturer. Additional pads or half pads may be used in shimming for alignment. Post heights shown will increase by the thickness of the pad.

Posts and base plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Fabrication of structural steel shall be in accordance with Sec 1080.

The contractor shall use one of the qualified resin anchor systems in accordance with Sec 1039.

Cost of furnishing and installing the resin anchor systems, complete in place, will be considered completely covered by the contract unit price for Bridge Guardrail (W-beam).

The minimum embedment depth in concrete with f'c = 4,000 psi for the resin anchor systems shall be that required to meet the minimum ultimate pullout strength in accordance with Sec 1039 but shall not be less than 8 inches.

See Missouri Standard Plans drawing 606.50 for details not shown.

**Standard Drawing Guidance  
(Do not show on plans):**

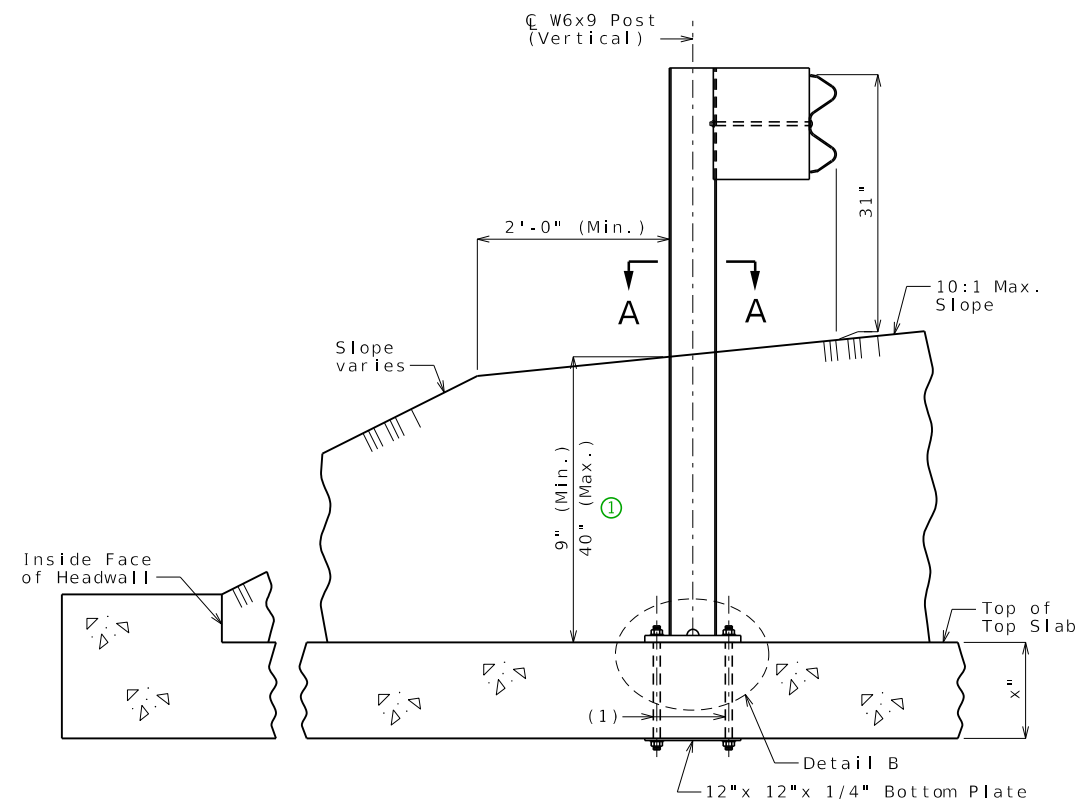
Use these details when required to connect rail posts to culvert slabs 10 inches or greater in thickness, where culvert walls interfere with bolting through slab, or when other factors make bolting thru top slab impractical.

① Culvert attachment is not required for fills over 40 inches. Instead, posts may be driven per Std. Plans 606.50.

Detailed  
Checked

DATE PREPARED		5/17/2024	
ROUTE		STATE	
DISTRICT		MO	
		SHEET NO.	
		000	
COUNTY			
JOB NO.			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
DESCRIPTION			
DATE			
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION		105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	



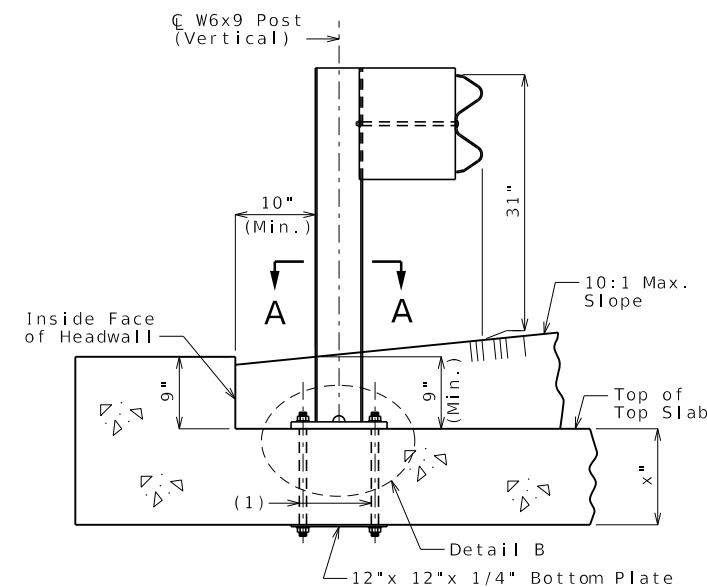


PART SECTION THRU TOP SLAB  
SHOWING RAIL POST ATTACHMENT  
(Far from headwall)

Standard Drawing Guidance (Do not show on plans):

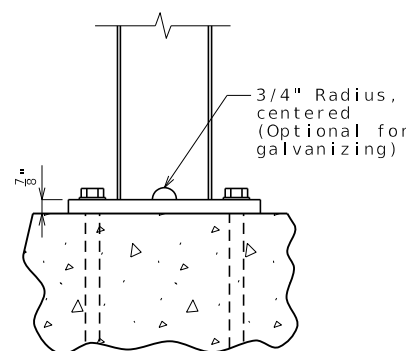
Use these details when required to connect rail posts to culvert slabs less than 10 inches in thickness.

- ① Culvert attachment is not required for fills over 40 inches. Instead, posts may be driven per Std. Plans 606.50.

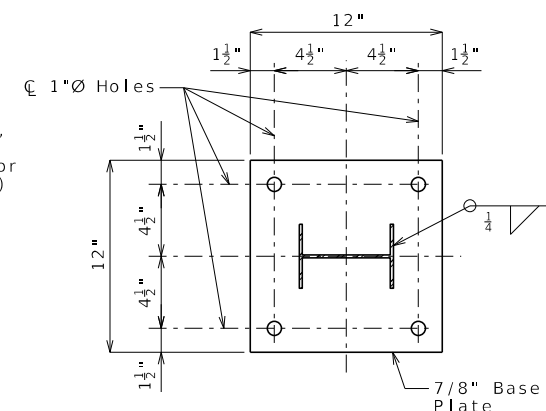


PART SECTION THRU TOP SLAB  
SHOWING RAIL POST ATTACHMENT  
(Close to headwall)

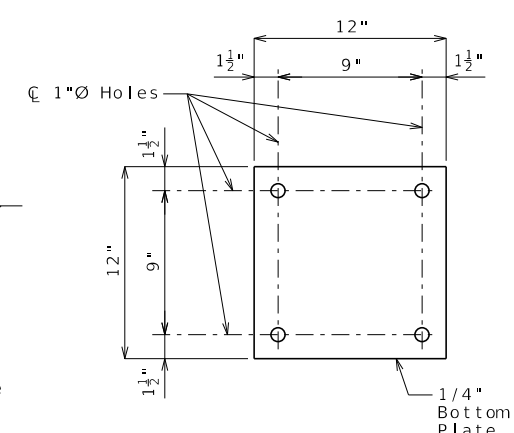
- (1) Two 7/8-inch diameter ASTM A307 bolts with ASTM A563 Grade A hex nuts and ASTM F436 hardened washers.



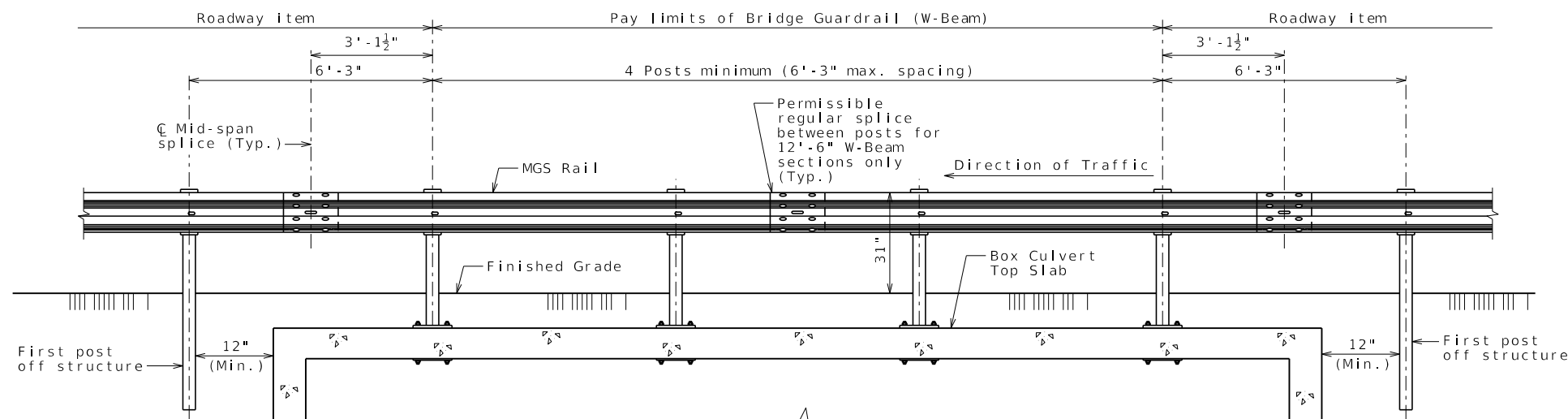
DETAIL B



SECTION A-A



BOTTOM PLATE DETAIL



TYPICAL ELEVATION

# MIDWEST GUARDRAIL SYSTEM (MGS) ON BOX CULVERT

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

General Notes:

Furnishing and installing posts and guardrail on culvert as shown on this sheet will be considered completely covered by the contract unit price for Bridge Guardrail (W-Beam).

Furnishing and installing posts and guardrail on culvert shall be in accordance with Sec 606 except as shown.

Rail posts shall be seated on 1/16-inch elastomeric pads having the same dimensions as the post base plate. Such pads may be any elastomeric material, plain or fibered, having hardness (durometer) of 50 or above, as certified by the manufacturer. Additional pads or half pads may be used in shimming for alignment. Post heights shown will increase by the thickness of the pad.

Posts, base plates, and bottom plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Fabrication of structural steel shall be in accordance with Sec 1080.

Holes for ASTM A307 bolts may be drilled into the culvert.

See Missouri Standard Plans drawing 606.50 for details not shown.

DATE PREPARED					
5/17/2024					
ROUTE			STATE		
			MO		
DISTRICT			SHEET NO.		
			2		
COUNTY					
JOB NO.					
CONTRACT ID.					
PROJECT NO.					
BRIDGE NO.					
DESCRIPTION					
DATE					

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

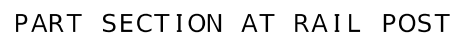












Standard Drawing Guidance (do not show on plans):

- Designed for AASHTO LFD.
- Not designed for AASHTO LRFD.
- Not crash tested.
- Comparable to TL-2 (NCHRP 350) deck-mounted (top) post and rail system: Texas T101, Texas Type 6.

Unchecked LRFD analysis shows:

- 0' Fill
  - Guardrail (W-Beam): Design Requirements for TL-2
    - 5'-0" post spacing max
    - Single Rail
    - Grade 50 post and plate
  - Thrie-Beam: Design Requirements for TL-2
    - 6'-9" post spacing max
    - Single Rail
    - Grade 50 post and Plate
- 2' Fill
  - Guardrail (W-Beam): Design Requirements for TL-2
    - 4'-0" post spacing max
    - Double Nested
    - Grade 50 post and plate
  - Thrie-Beam: Design Requirements for TL-2
    - 6'-0" post spacing max
    - Double Nested
    - Grade 50 post and Plate

Use this detail when required to connect rail post to culvert slabs greater than 9" thick, where culvert walls interfere with bolting through slab, or when other factors make bolting thru top slab impractical.

This sheet shows details for connecting guardrail post to culvert slab only.

Work with districts on type of guardrail required.



General Notes:

Furnishing and installing posts and guardrail on culvert as shown on this sheet will be considered completely covered by the contract unit price for Bridge Guardrail (W-Beam) Bridge Guardrail (Thrie Beam) other items.

Furnishing and installing posts and guardrail on culvert shall be in accordance with Sec 606 except as shown.

Rail posts shall be seated on elastomeric pads having the same dimensions as the post base plate and 1/16" thickness. Such pads may be any elastomeric material, plain or fibered, having a hardness (Durometer) of 50 or above, as certified by the manufacturer. Additional pads or half pads may be used in shimming for alignment. Post heights shown will increase by the thickness of the pad.

Posts and base plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Fabrication of structural steel shall be in accordance with Sec 1080.

The contractor shall use one of the qualified resin anchor systems in accordance with Sec 1039.

Cost of furnishing and installing the resin anchor systems, complete in place, will be considered completely covered by the contract unit price for \_\_\_\_\_.

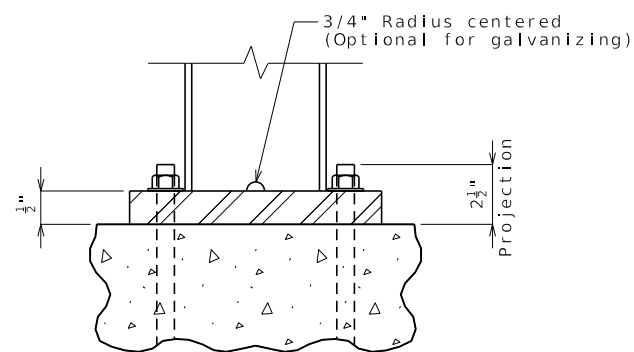
The minimum embedment depth in concrete with  $f'c = 4,000$  psi for the resin anchor systems shall be that required to meet the minimum ultimate pullout strength in accordance with Sec 1039 but shall not be less than 5".

See slab sheet for rail post spacing.

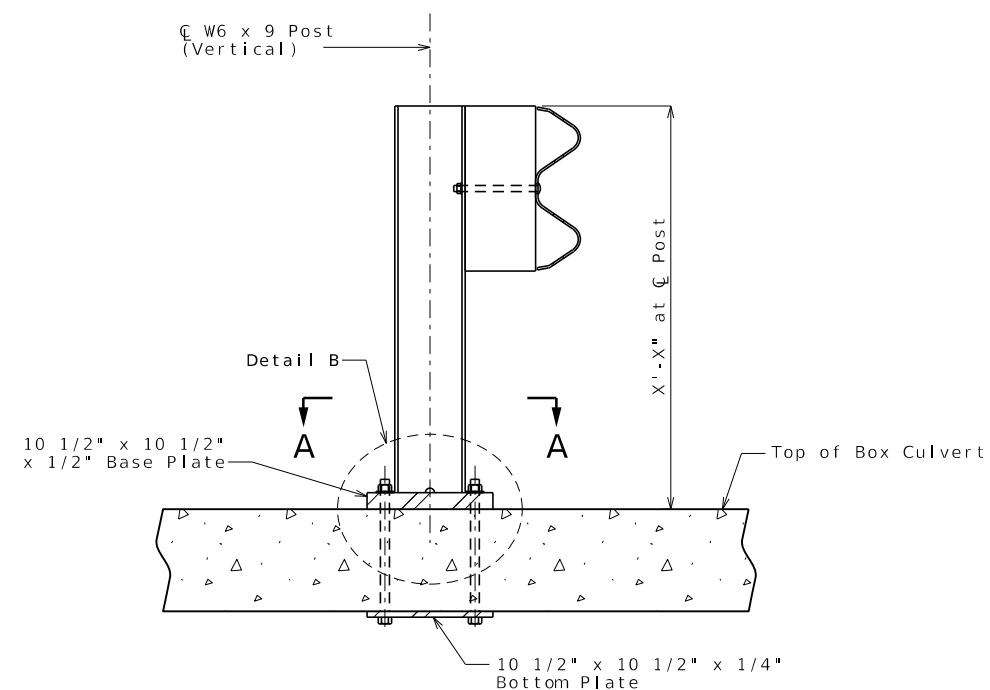
See Missouri Standard Plans drawing 606.00 for details not shown.

[illegible]

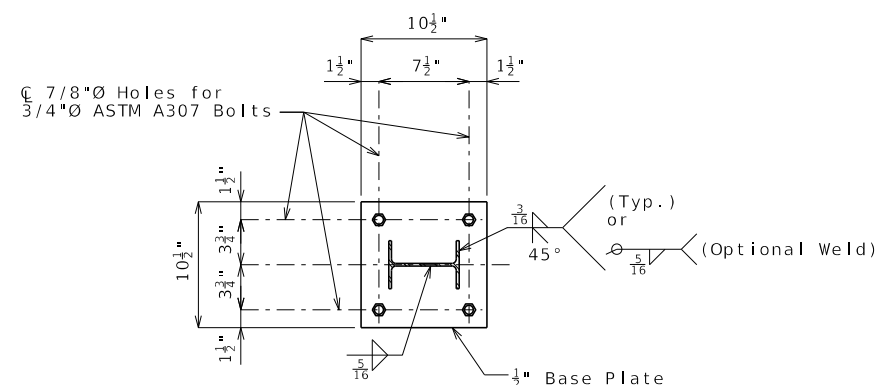




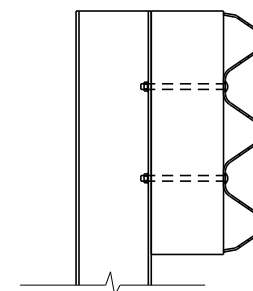
DETAIL B



PART SECTION AT RAIL POST



SECTION A-A

THREE BEAM  
OPTION

Standard Drawing Guidance (do not show on plans):

- Designed for AASHTO LFD.
- Not designed for AASHTO LRFD.
- Not crash tested.
- Comparable to TL-2 (NCHRP 350) deck-mounted (top) post and rail system: Texas T101, Texas Type 6.

Unchecked LRFD analysis shows:

- ```

Unchecked LRFD analysis shows:
- 0' Fill
  Guardrail (W-Beam):Design Requirements for TL-2
    5'-0" post spacing max
    Single Rail
    Grade 50 post and plate
  Thrie-Beam: Design Requirements for TL-2
    6'-9" post spacing max
    Single Rail
    Grade 50 post and Plate

```

- 2' Fill
- Guardrail (W-Beam): Design Requirements for TL-2
- 4'-0" post spacing max
- Double Nested
- Grade 50 post and plate

- Thrie-Beam: Design Requirements for TL-2  
6'-0" post spacing max  
Double Nested  
Grade 50 post and Plate

Use this detail when required to connect rail post to culvert slabs less than or equal to 9" thick.

This sheet shows details for connecting guardrail post to culvert slab only.

Work with districts on type of guardrail required.

General Notes:

Furnishing and installing posts and guardrail on culvert as shown on this sheet will be considered completely covered by the contract unit price for Bridge Guardrail (W-Beam) Bridge Guardrail (Thrie Beam) other items.

Furnishing and installing posts and guardrail on culvert shall be in accordance with Sec 606 except as shown.

Rail posts shall be seated on elastomeric pads having the same dimensions as the post base plate and 1/16" thickness. Such pads may be any elastomeric material, plain or fibered, having a hardness (Durometer) of 50 or above, as certified by the manufacturer. Additional pads or half pads may be used in shimming for alignment. Post heights shown will increase by the thickness of the pad.

Posts and base plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

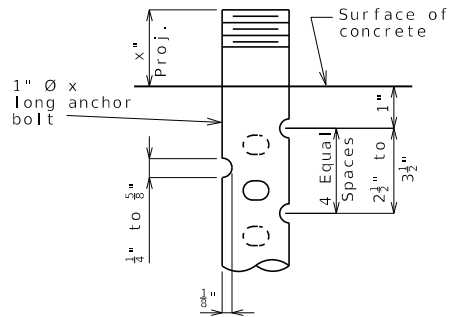
Fabrication of structural steel shall be in accordance with Sec 1080.

Holes for ASTM A307 bolts may be drilled into the culvert.

See slab sheet for rail post spacing.

See Missouri Standard Plans drawing 606.00 for details not shown.





SWEDGE ANCHOR BOLT DETAIL

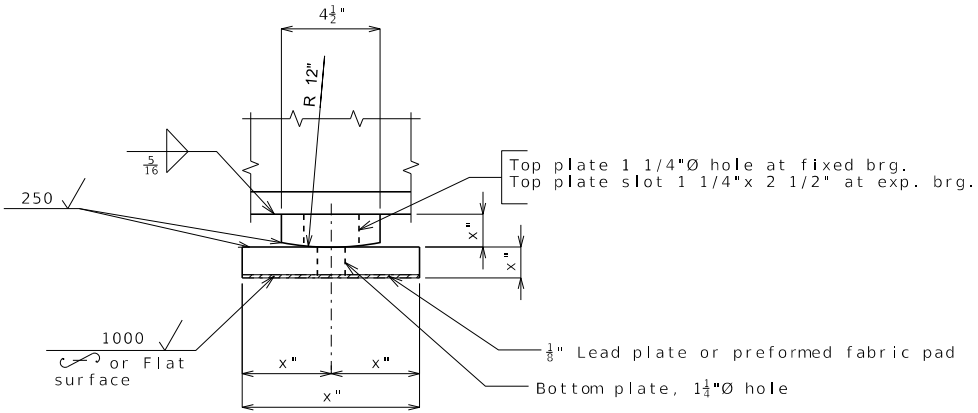
**GENERAL NOTES:**  
Anchor bolts for Type C bearings shall be 1"Ø ASTM F1554 Grade 55 swedged bolts, with no heads or nuts and shall extend 10" into the concrete. Swedging shall be 1" less than the extension into the concrete. Anchor bolts shall be set in the drilling holes or in the anchor bolt wells and grouted prior to the erection of steel. The top of anchor bolts shall be set approximately 1/4" below the top of bearing.

Anchor bolts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

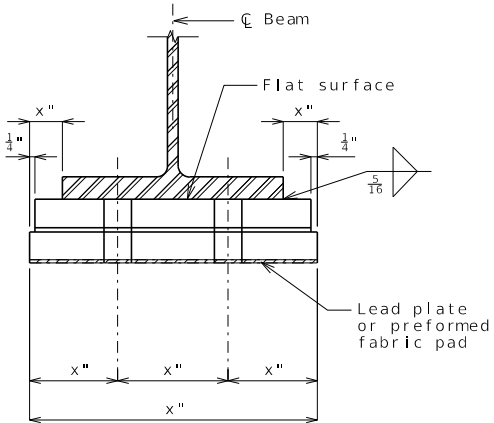
Weight of the anchor bolts for bearings are included in the weight of the Fabricated Structural Steel.

↻ Indicates machine finish surface.

Shop drawings are not required for the lead plates and the preformed fabric pads.



SIDE VIEW



END VIEW

TYPE C BEARINGS

(Estimated Weight      pounds)

| DESCRIPTION | DATE |
|-------------|------|
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



**GENERAL NOTES:**

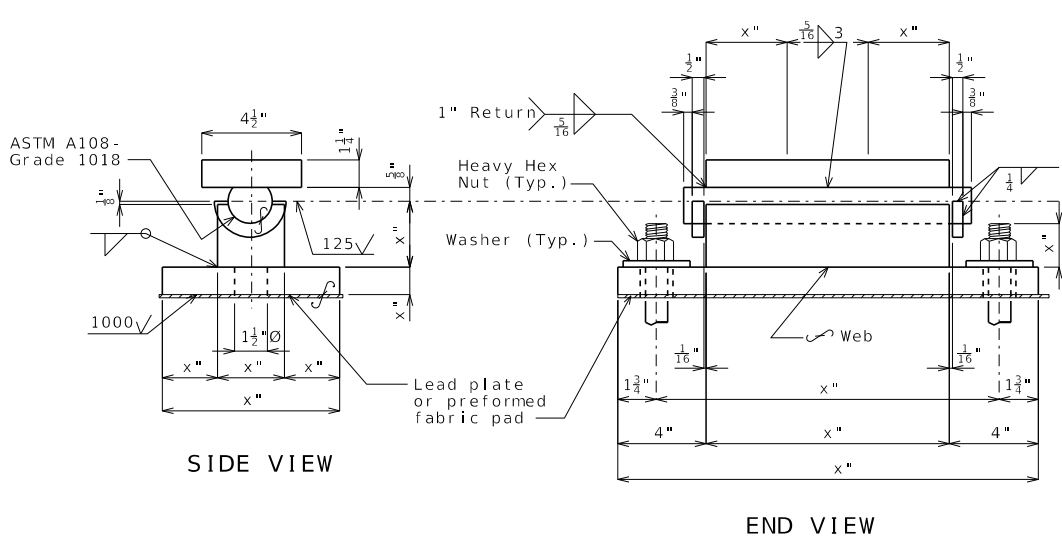
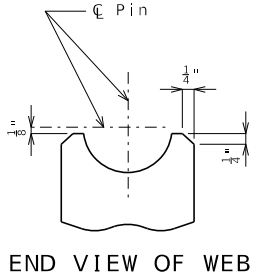
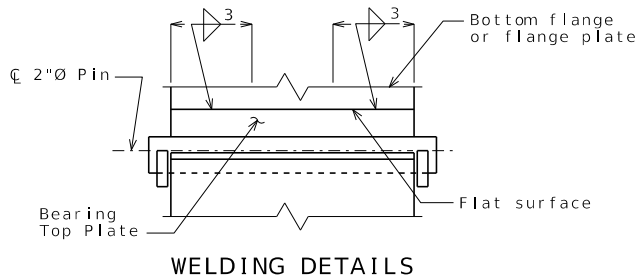
Anchor bolts for Type D bearings shall be  $\varnothing$  ASTM F1554 Grade 55 swedged bolts and shall extend into the concrete with ASTM A563 Grade A Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Use ASTM F436 hardened washers for the fixed bearings and no heavy hex nuts or hardened washers for the expansion bearings. Swedging shall be 1" less than extension into the concrete.

Anchor bolts, hardened washers and heavy hex nuts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

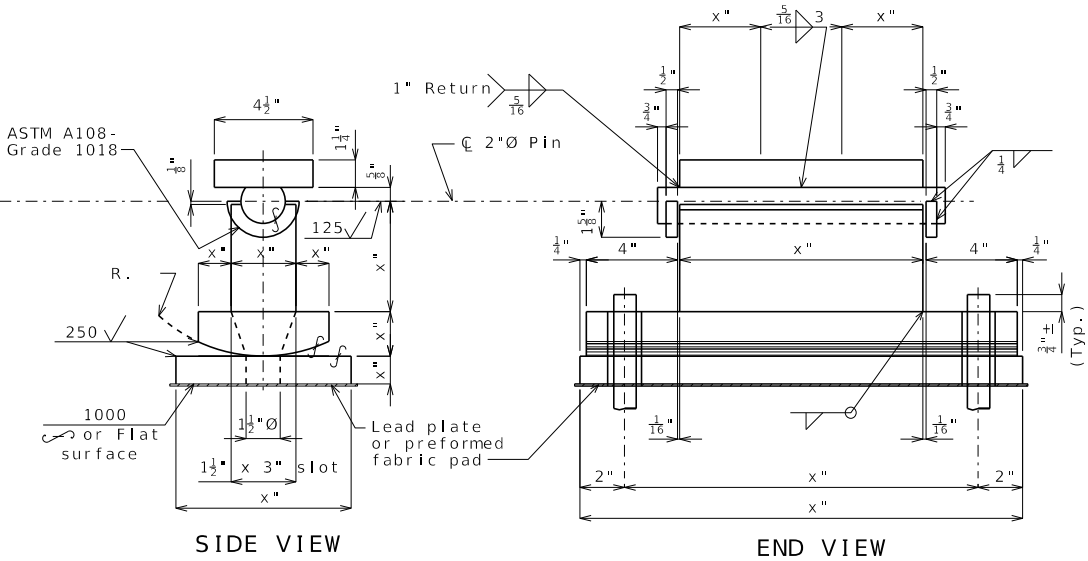
Weight of the anchor bolts, hardened washers and heavy hex nuts for bearings are incuded in the weight of the Fabricated Structural Steel.

Indicates machine finish surface.

Shop drawings are not required for the lead plates and the preformed fabric pads.

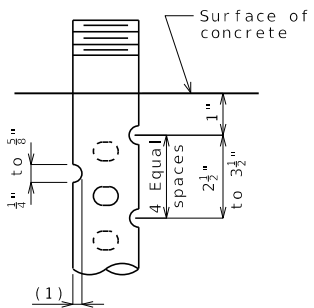


**FIXED**  
Number Required:

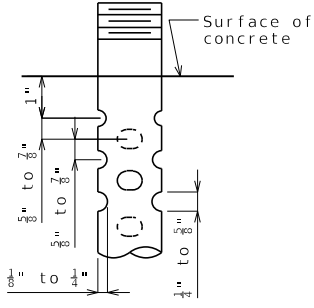


**EXPANSION**  
Number Required:

**TYPE D BEARINGS**  
(Estimated Weight      pounds)



**DETAIL FOR 3/8" THRU 2 1/2" ANCHOR BOLTS**



**OPTIONAL DETAIL FOR 1 3/8" THRU 2 1/2" ANCHOR BOLTS**


**SWEDGE ANCHOR BOLTS DETAILS**

- (1)  $\frac{1}{8}$ " for  $\frac{3}{4}$ "  $\varnothing$  thru  $1\frac{1}{4}$ "  $\varnothing$  anchor bolts
- $\frac{1}{8}$ " to  $\frac{1}{4}$ " for  $1\frac{3}{8}$ "  $\varnothing$  thru  $2\frac{1}{2}$ "  $\varnothing$  anchor bolts

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

|                                                                                       |                |
|---------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>1/30/2025                                                            |                |
| ROUTE                                                                                 | STATE<br>MO    |
| DISTRICT                                                                              | SHEET NO.<br>2 |
| COUNTY                                                                                |                |
| JOB NO.                                                                               |                |
| CONTRACT ID.                                                                          |                |
| PROJECT NO.                                                                           |                |
| BRIDGE NO.                                                                            |                |
| DESCRIPTION                                                                           |                |
|                                                                                       |                |
| DATE                                                                                  |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                |
|  |                |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |                |



GENERAL NOTES:

Anchor bolts for Type E bearings shall be  $\varnothing$  ASTM F1554 Grade 55 swedged bolts and shall extend into the concrete with ASTM A563 Grade A Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Use ASTM F436 hardened washers for the fixed bearings and no heavy hex nuts or hardened washers for the expansion bearings. Swedging shall be 1" less than extension into the concrete.

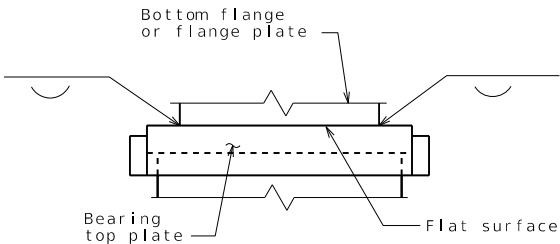
Anchor bolts, hardened washers and heavy hex nuts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

Weight of the anchor bolts, hardened washers and heavy hex nuts for bearings are included in the weight of the Fabricated Structural Steel.

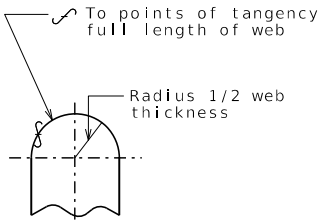
☞ Indicates machine finish surface.

A lubricant coating shall be applied in the shop to both mating surfaces of the bearing assembly. The lubricant, method of cleaning, and application shall meet the requirements of MIL-L-23398 and MIL-L-46147. The coated areas shall be protected for shipping and erection.

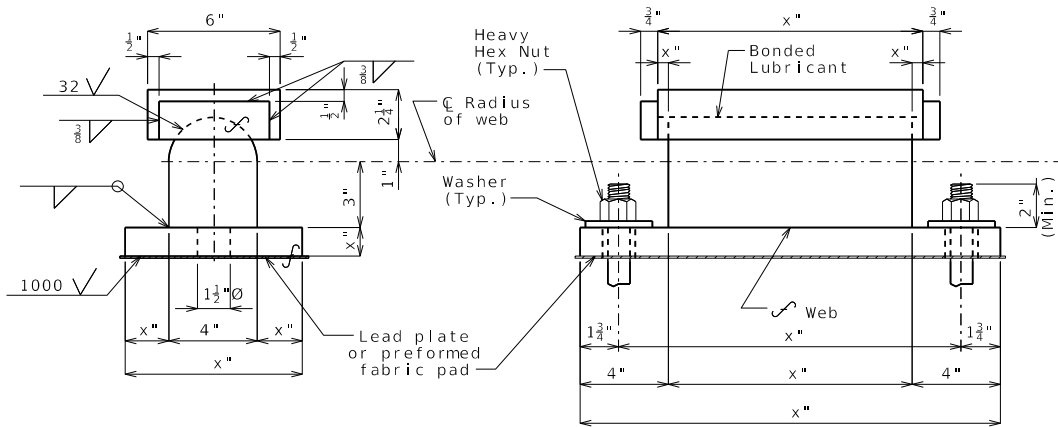
Shop drawings are not required for the lead plates and the preformed fabric pads.



WELDING DETAILS



END VIEW OF WEB

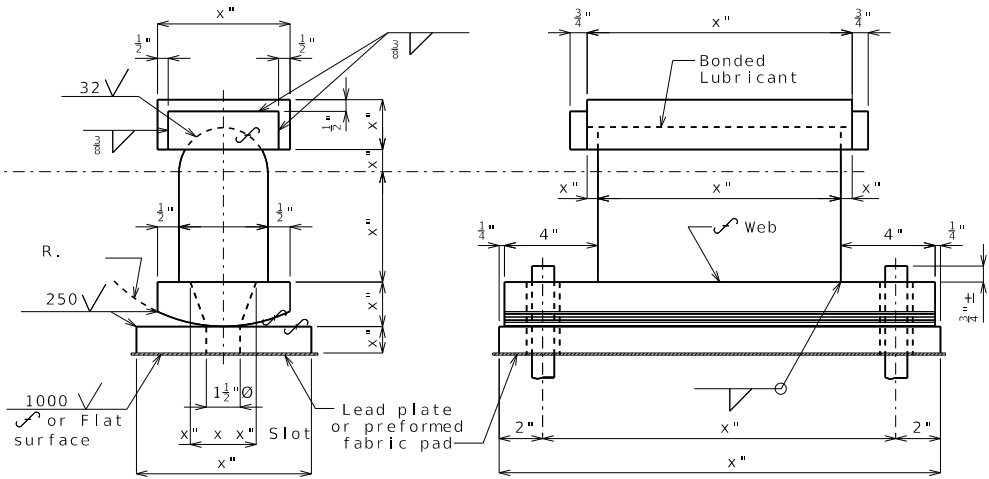


SIDE VIEW

END VIEW

FIXED

Number Required:



SIDE VIEW

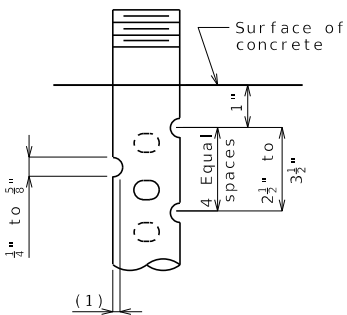
END VIEW

EXPANSION

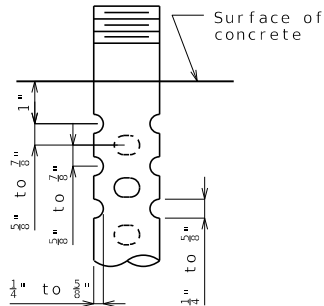
Number Required:

TYPE E BEARINGS

(Estimated Weight      pounds)



DETAIL FOR 3/4"Ø  
THRU 2 1/2"Ø ANCHOR BOLTS



OPTIONAL DETAIL FOR 1 3/8"Ø  
THRU 2 1/2"Ø ANCHOR BOLTS

SWEDGE ANCHOR BOLT DETAILS

(1) 1/8" for 3/4"Ø thru 1 1/4"Ø anchor bolts

1/8" to 1/4" for 1 3/8"Ø thru 2 1/2"Ø anchor bolts

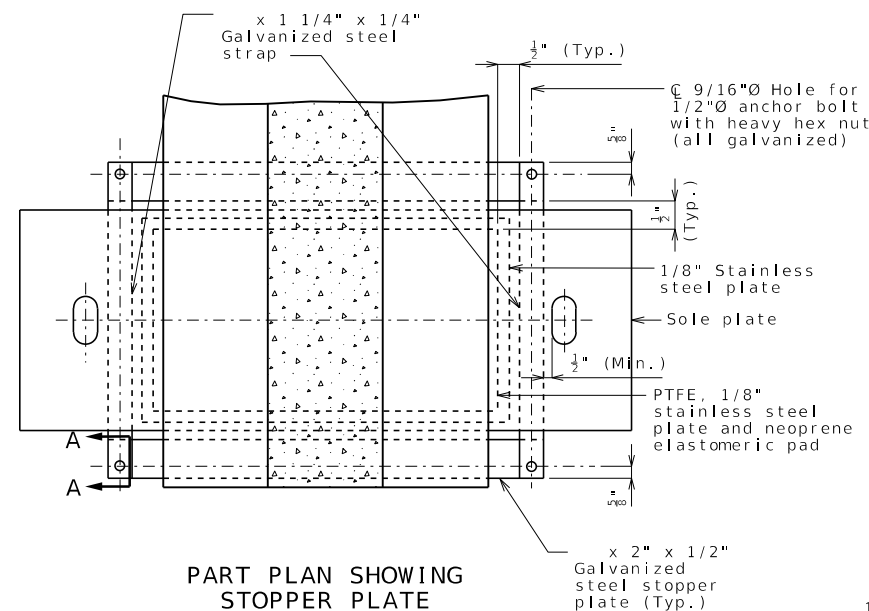
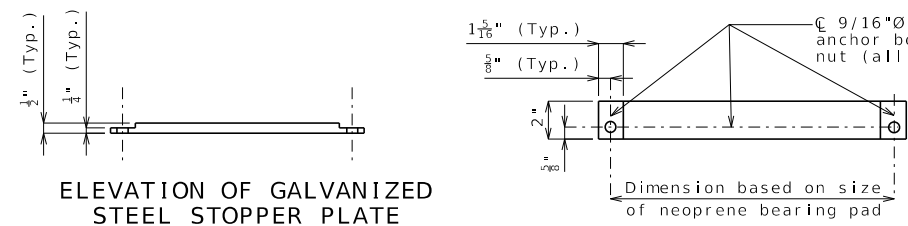
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

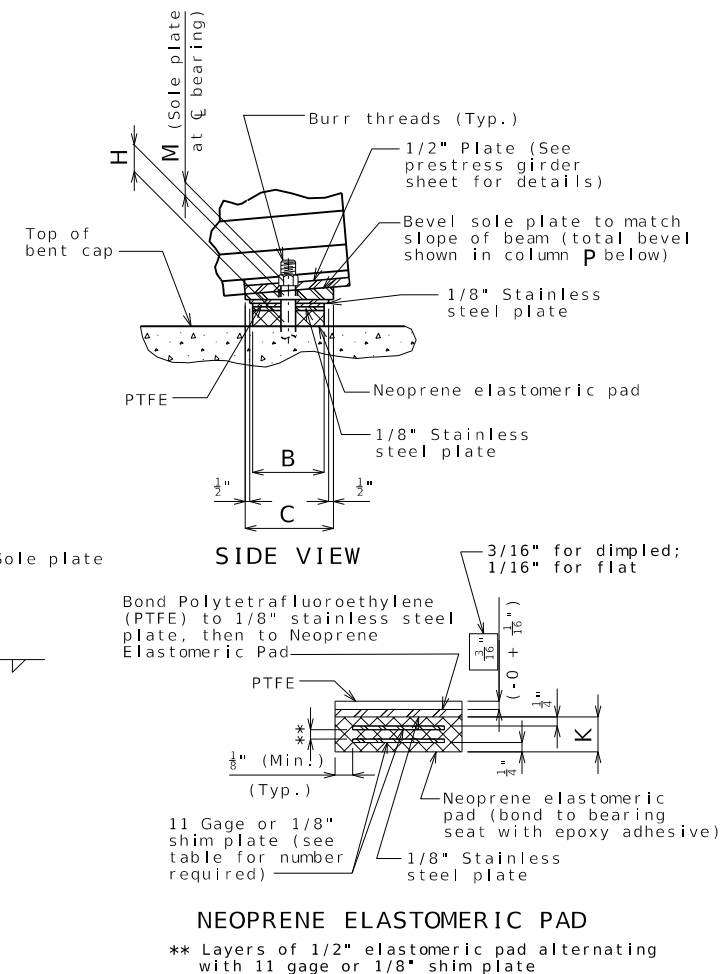
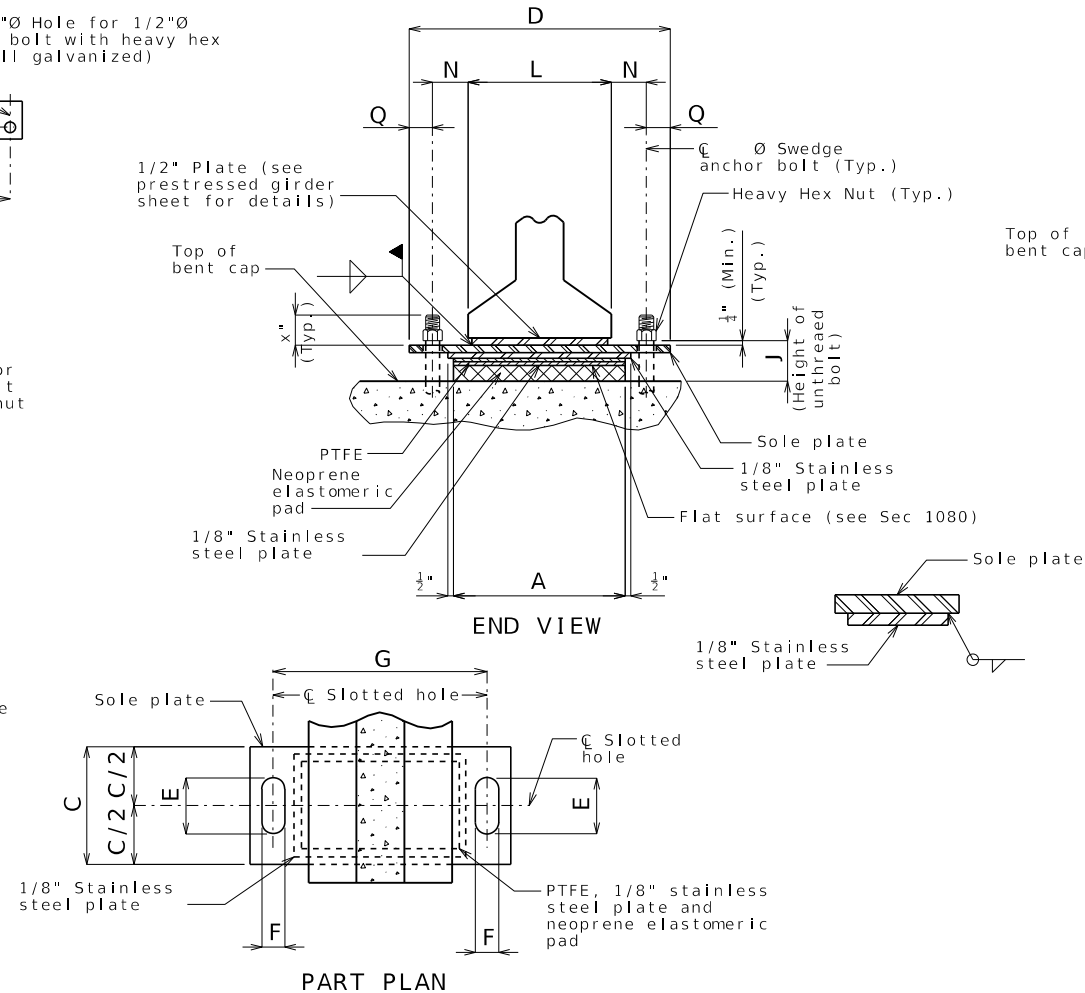
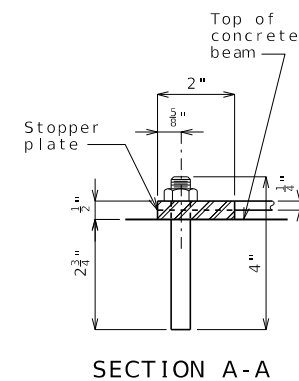
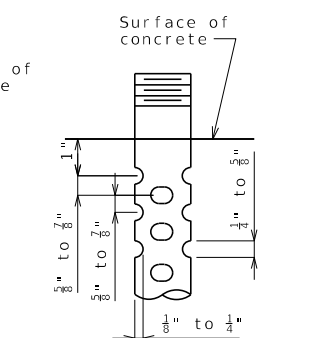
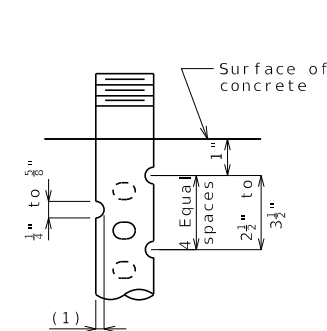
|                                                                                           |                |
|-------------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>1/30/2025                                                                |                |
| ROUTE                                                                                     | STATE<br>MO    |
| DISTRICT                                                                                  | SHEET NO.<br>3 |
| COUNTY                                                                                    |                |
| JOB NO.                                                                                   |                |
| CONTRACT ID.                                                                              |                |
| PROJECT NO.                                                                               |                |
| BRIDGE NO.                                                                                |                |
| DESCRIPTION                                                                               |                |
| DATE                                                                                      |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION<br>COMMISSION                                        |                |
| MoDOT<br>105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                |





Stopper plates and straps shall be provided to prevent loss of support due to creeping of PTFE bearings. Payment for fabricating and installing the stopper plates and straps will be considered completely covered by the contract unit price for Type N PTFE Bearing.

The bottom face of the 1/8" stainless steel plate that is welded to the sole plate shall be lubricated with a lubricant that is approved by the bearing manufacturer.



| PTFE SLIDING BEARINGS                                                                                               |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------------------------|-----------------|
| BENT NO.                                                                                                            | A | B | C | D | E | F | G | H | J | K | L | M | N | P | Q | R | NUMBER OF SHIM PLATES * | NUMBER REQUIRED |
|                                                                                                                     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                                     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                                     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
| * The required shim plate shall be placed between layers of elastomer and molded together to form an integral unit. |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | TOTAL BEARINGS          |                 |

GENERAL NOTES:  
Design coefficient of friction equals .

Anchor bolts shall be Ø ASTM F1554 Grade 55 105 swedged bolts and shall extend into the concrete with ASTM A563 Grade A DH Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Swedging shall be 1" less than extension into the concrete.

Anchor bolt shall be at the centerline of slotted hole at 60°F. Bearing position shall be adjusted for each 10° fall or rise in temperature at installation.

Anchor bolts and heavy hex nuts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

Neoprene Elastomeric Pads shall be 70 Durometer.

Structural steel for sole plate shall be ASTM A709 Grade \_\_\_\_\_ and shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum. The stainless steel plate shall be protected from any coating.

Type N PTFE Bearings shall be in accordance with Sec 716.

PTFE surface shall be fabricated as a single piece. Splicing will not be permitted.

The PTFE surface shall be flat dimpled.

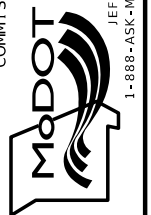
The depth of the dimples shall be at least 0.003 inch but less than one-half the PTFE thickness and the diameter shall be no more than 0.32 inch. Dimples shall be uniformly distributed and cover greater than 20% but less than 30% of the entire PTFE surface area. Dimples shall not be placed to intersect the edge of the PTFE surface.

Dimpled PTFE surfaces shall be lubricated with silicone grease meeting the Society of Automotive Engineers Specification SAE-AS8660.

Remove these notes if PTFE surface is flat.

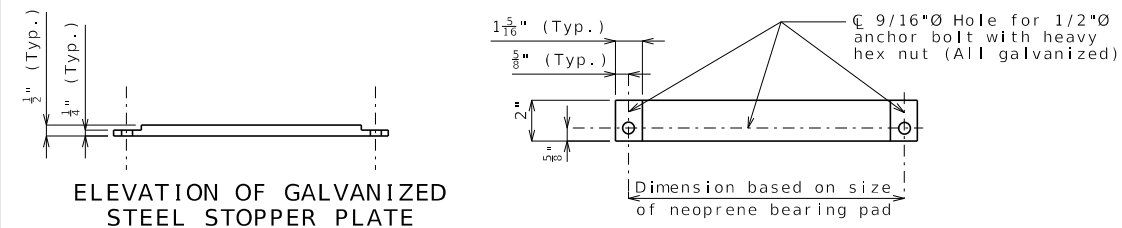
|                            |                |
|----------------------------|----------------|
| DATE PREPARED<br>1/30/2025 |                |
| ROUTE                      | STATE<br>MO    |
| DISTRICT<br>BR             | SHEET NO.<br>4 |

|              |
|--------------|
| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

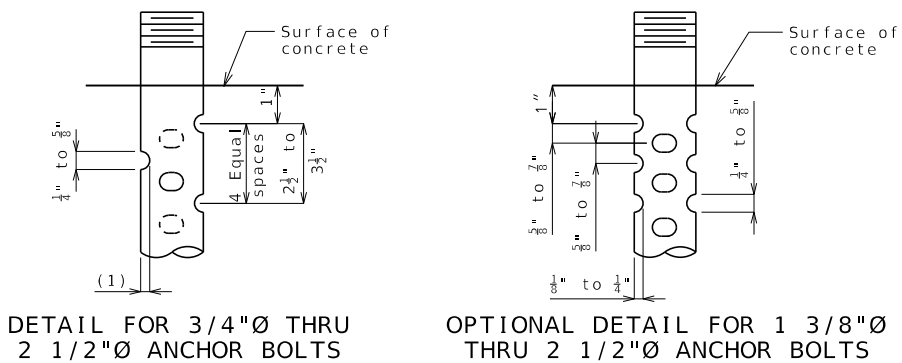






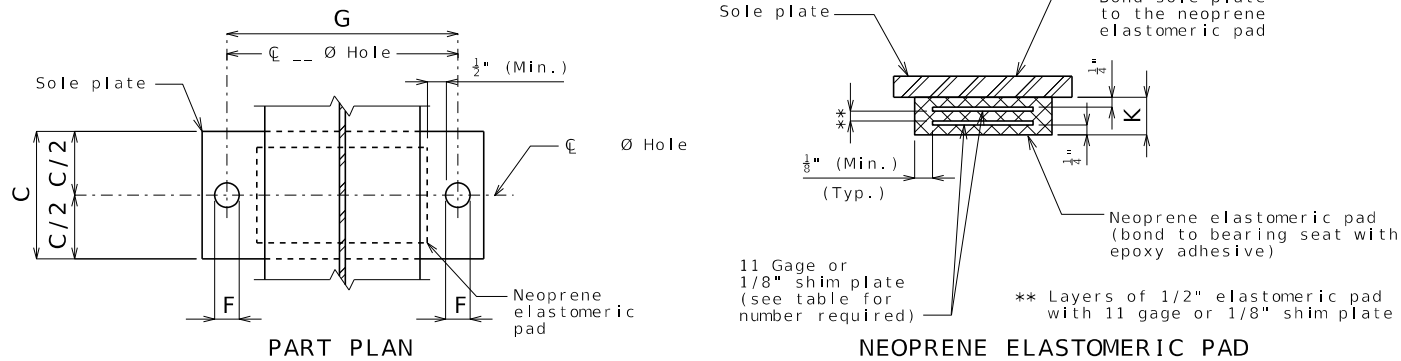
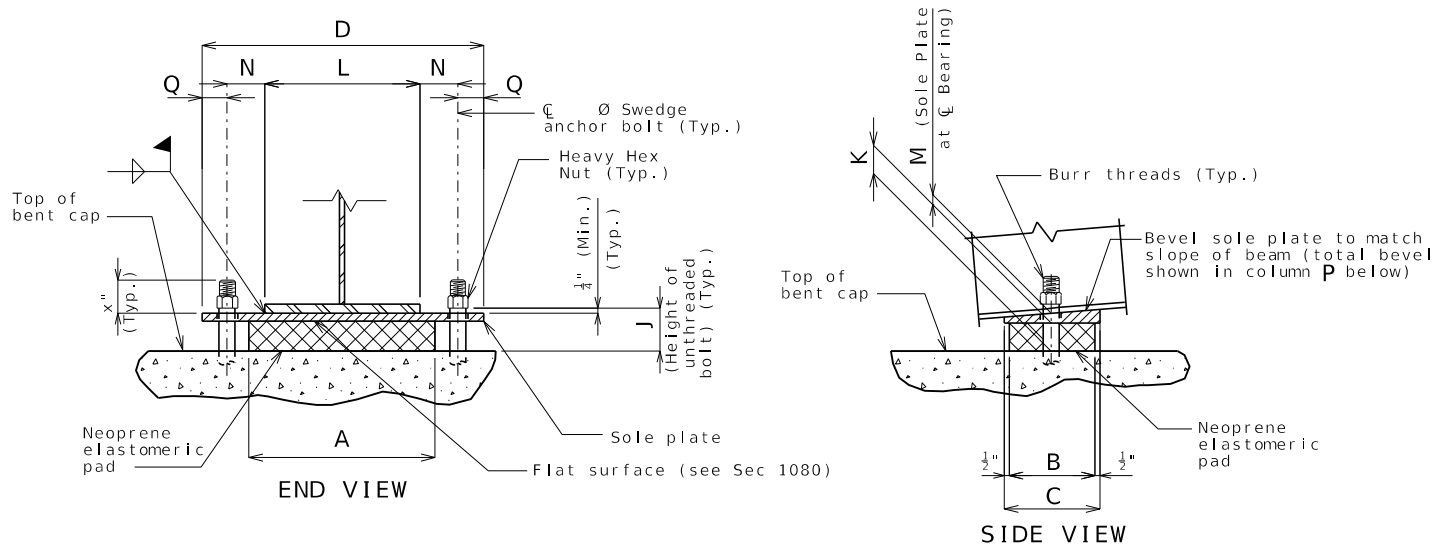
- ① Use note H3.29.1 with Grade 50W steel.  
Use note H3.29.2 when steel superstructure is galvanized.  
(H3.29 shown)
- ② Remove underlined portion when steel superstructure is galvanized.
- ③ Remove these notes if PTFE surface is flat.





SWEDGE ANCHOR BOLT DETAILS

- (1) 3/8" for 3/4"Ø thru 1 1/4"Ø anchor bolts
- 1/8" to 1/4" for 1 3/8"Ø thru 2 1/2"Ø anchor bolts



- Standard Drawing Guidance:  
(do not show on plans.)
- ① Use note H3.49.1 with Grade 50W steel.  
Use note H3.49.2 when steel superstructure is galvanized.  
(H3.49 shown)
- ② Remove underlined portion when steel superstructure is galvanized.

GENERAL NOTES:

- Anchor bolts shall be Ø ASTM F1554 Grade 55 105 swedged bolts and shall extend into the concrete with ASTM A563 Grade A DH Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Swedging shall be 1" less than extension into the concrete.
- ② Anchor bolts and heavy hex nuts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with with AASHTO M 232 (ASTM A153), Class C.
- Neoprene Elastomeric Pads shall be Durometer.
- ① Structural steel for sole plate shall be ASTM A709 Grade and shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum.
- Laminated Neoprene Bearing Pad Assembly shall be in accordance with Sec 716.

| FIXED BEARINGS |   |   |   |   |   |   |   |   |   |   |   |                |   |
|----------------|---|---|---|---|---|---|---|---|---|---|---|----------------|---|
| BENT NO.       | A | B | C | D | F | G | J | K | L | M | N | P              | Q |
|                |   |   |   |   |   |   |   |   |   |   |   |                |   |
|                |   |   |   |   |   |   |   |   |   |   |   |                |   |
|                |   |   |   |   |   |   |   |   |   |   |   |                |   |
|                |   |   |   |   |   |   |   |   |   |   |   |                |   |
|                |   |   |   |   |   |   |   |   |   |   |   | TOTAL BEARINGS |   |

\* The required shim plate shall be placed between layers of elastomer and molded together to form an integral unit.

LAMINATED NEOPRENE BEARING PAD ASSEMBLY

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DATE PREPARED  
1/30/2025

ROUTE  
STATE  
MO

DISTRICT  
SHEET NO.  
6

COUNTY

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

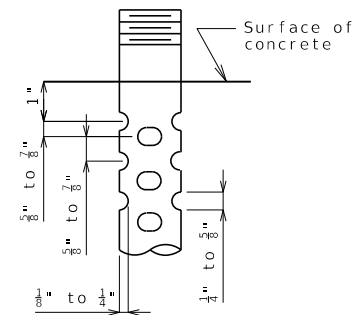
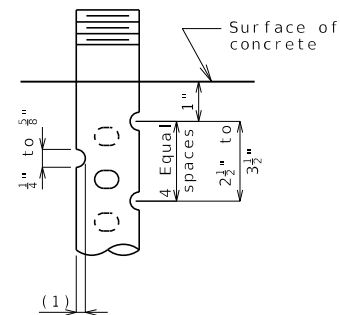
DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

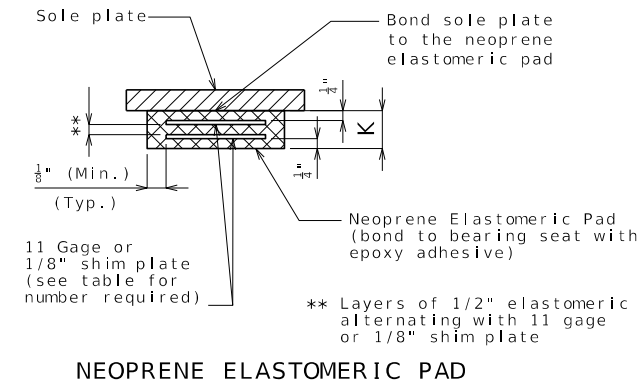
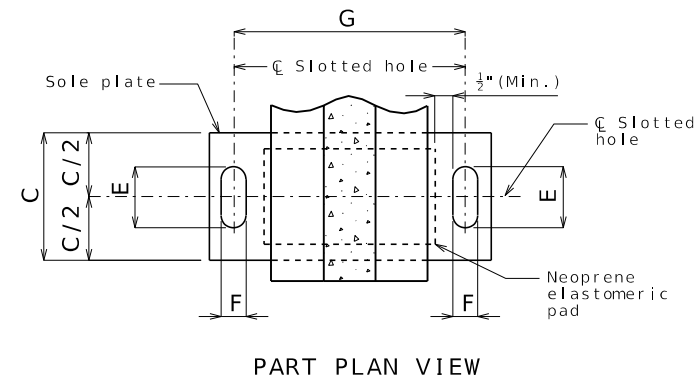
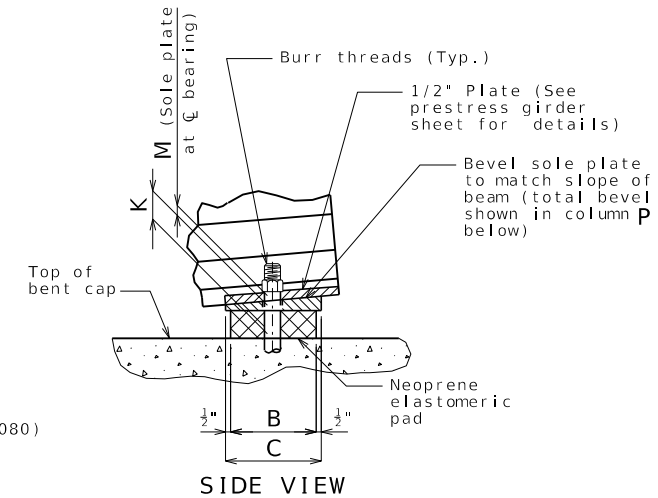
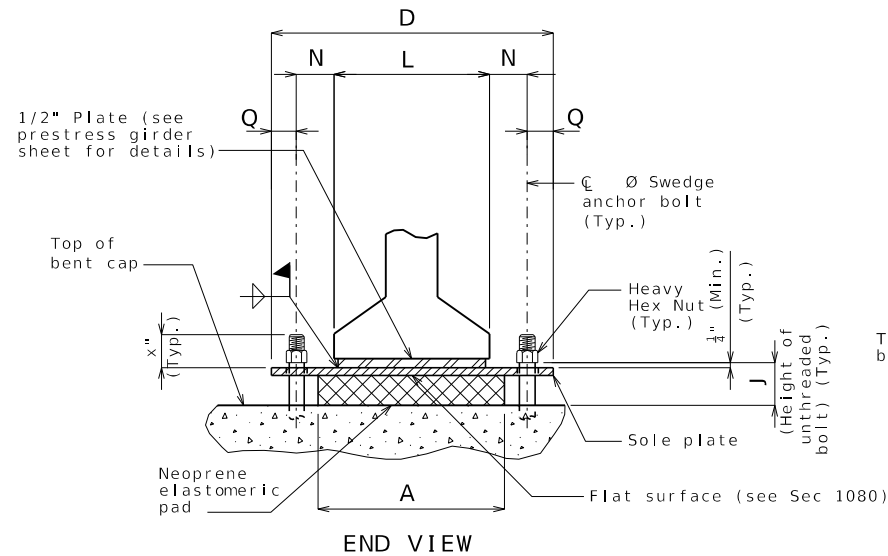




## SWEDGE ANCHOR BOLT DETAILS

(1)  $\frac{1}{8}$ " for  $\frac{3}{4}$ " $\varnothing$  thru  $1\frac{1}{4}$ " $\varnothing$  anchor bolts

$\frac{1}{8}$ " to  $\frac{1}{4}$ " for  $1\frac{3}{8}$ "Ø thru  $2\frac{1}{2}$ "Ø anchor bolts



| EXPANSION BEARINGS                                                                                                    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|-----------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------------------------|-----------------|
| BENT NO.                                                                                                              | A | B | C | D | E | F | G | J | K | L | M | N | P | Q | R | NUMBER OF SHIM PLATES * | NUMBER REQUIRED |
|                                                                                                                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                                       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
| * The required shim plate shall be placed between layers of elastomeric and molded together to form an integral unit. |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | TOTAL BEARINGS          |                 |

\* The required shim plate shall be placed between layers of elastomeric and molded together to form an integral unit.

GENERAL NOTES:

Anchor bolts shall be  $\emptyset$  ASTM F1554 Grade 55 105 swaged bolts and shall extend into the concrete with ASTM A563 Grade A DH Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Swedging shall be 1" less than extension into the concrete.

Anchor bolt shall be at the centerline of slotted hole at 60°F. Bearing position shall be adjusted **R** for each 10° fall or rise in temperature at installation.

Anchor bolts and heavy hex nuts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with with AASHTO M 232 (ASTM A153), Class C.

Neoprene Elastomeric Pads shall be Durometer.

Structural steel for sole plate shall be ASTM A709 Grade and shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum.

Laminated Neoprene Bearing Pad Assembly shall be in accordance with Sec 716.

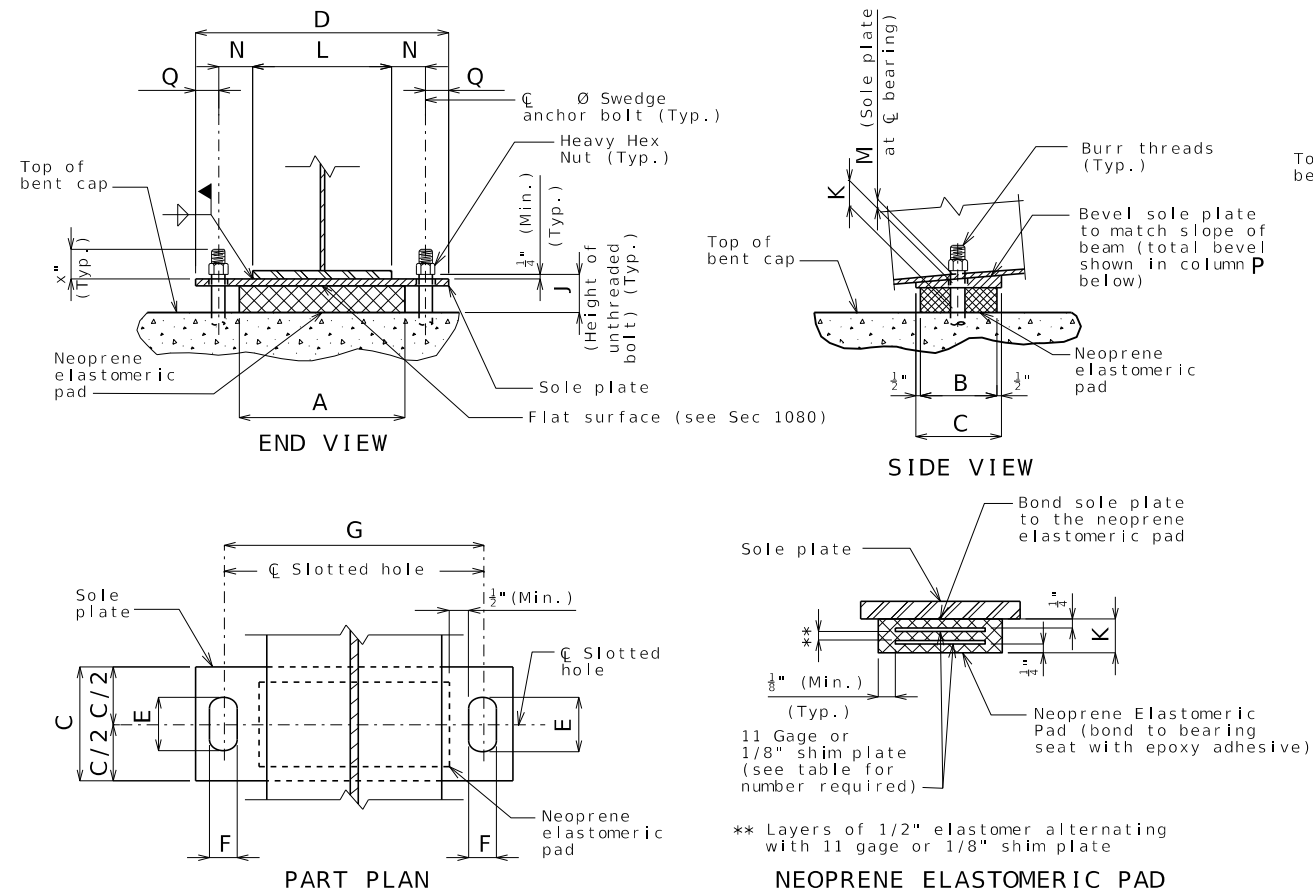
## LAMINATED NEOPRENE BEARING PAD ASSEMBLY

Detailed  
Checked

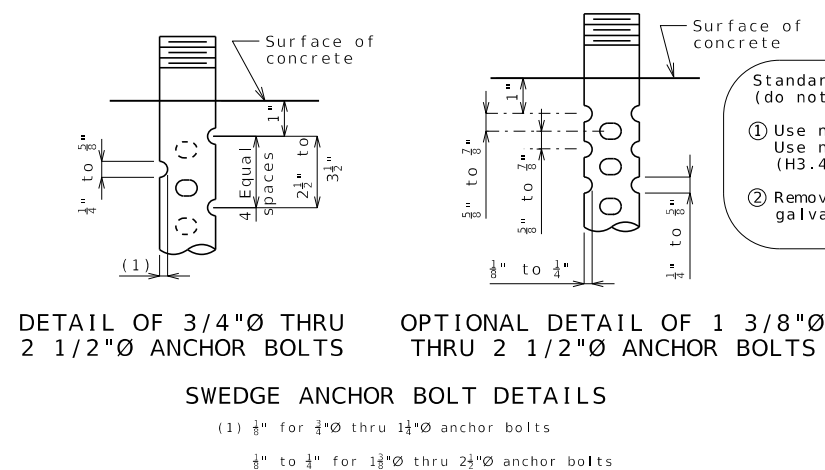
Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of





| EXPANSION BEARINGS                                                                                |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|---------------------------------------------------------------------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------------------------|-----------------|
| BENT NO.                                                                                          | A | B | C | D | E | F | G | J | K | L | M | N | P | Q | R | NUMBER OF SHIM PLATES * | NUMBER REQUIRED |
|                                                                                                   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
|                                                                                                   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                         |                 |
| * The required shim plate shall be placed between layers of elastomer and molded together to form |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | TOTAL BEARINGS          |                 |



Standard Drawing Guidance:  
(do not show on plans.)

① Use note H3.49.1 with Grade 50W steel.  
Use note H3.49.2 when steel superstructure is galvanized.  
(H3.49 shown)

② Remove underlined portion when steel superstructure is galvanized.

GENERAL NOTES:

Anchor bolts shall be Ø ASTM F1554 Grade 55 105 swedged bolts and shall extend into the concrete with ASTM A563 Grade A DH Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Swedging shall be 1" less than extension into the concrete.

Anchor bolt shall be at the centerline of slotted hole at 60°F. Bearing position shall be adjusted **R** for each 10° fall or rise in temperature at installation.

② Anchor bolts and heavy hex nuts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

Neoprene Elastomeric Pads shall be Durometer.

① Structural steel for sole plate shall be ASTM A709 Grade \_\_\_\_\_ and shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum.

Laminated Neoprene Bearing Pad Assembly shall be in accordance with Sec 716.



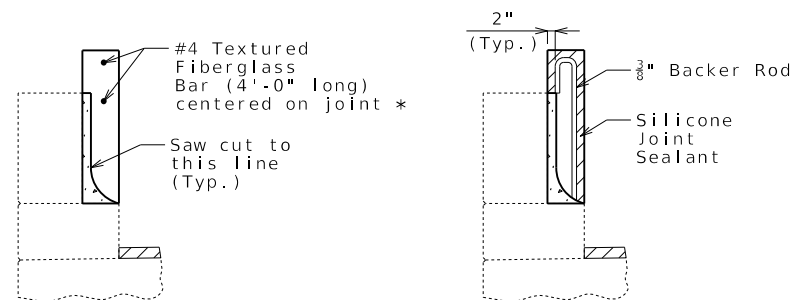
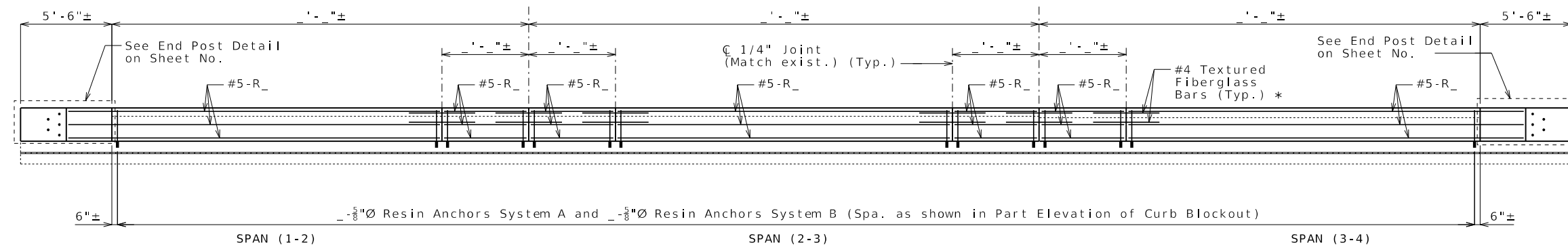




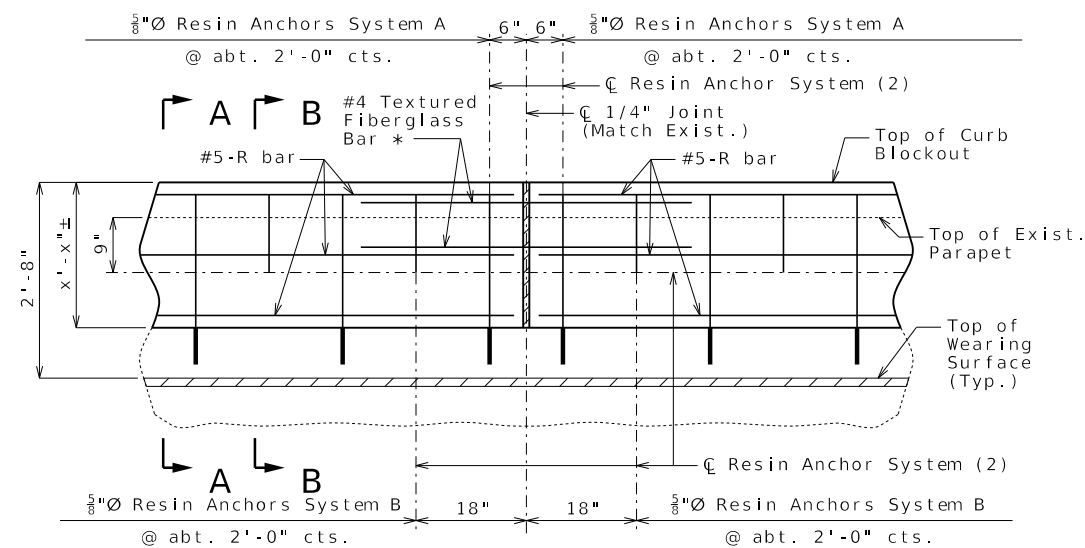




## 2' - 8" BLOCKOUT



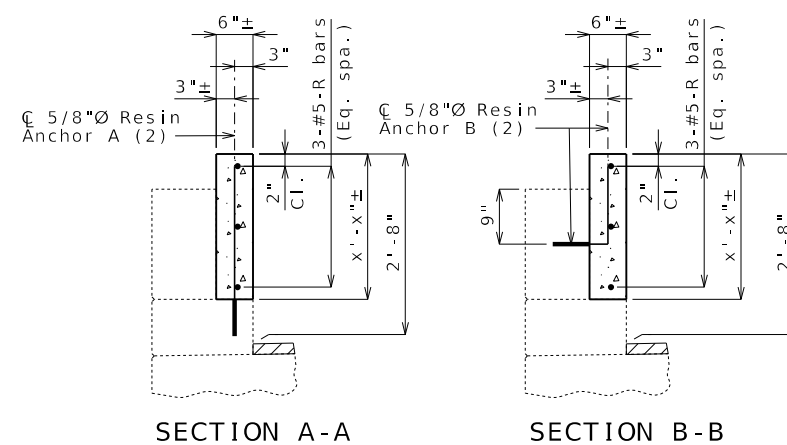
## SECTION THRU SAW CUT JOINT



## PART ELEVATION OF CURB BLOCKOUT

Include this note (I1.62) on plans when asbestos is present between rail posts and top of parapet:

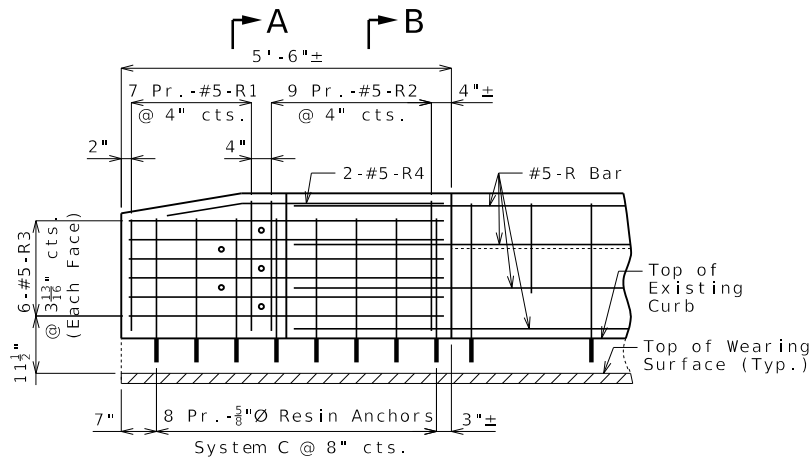
Asbestos (Friability Category II NF) has been detected in the insulation compound between the top of the existing concrete parapet and the base of the existing handrail posts. The contractor has the option to remove the handrail and posts or leave in place. Should the contractor elect to remove the handrail and posts, the contractor will be required to use a licensed abatement contractor during the removal. No direct payment will be made for removal of the handrail and posts, or for asbestos abatement. The described work will be considered completely covered by the contract unit price for other items in the contract.



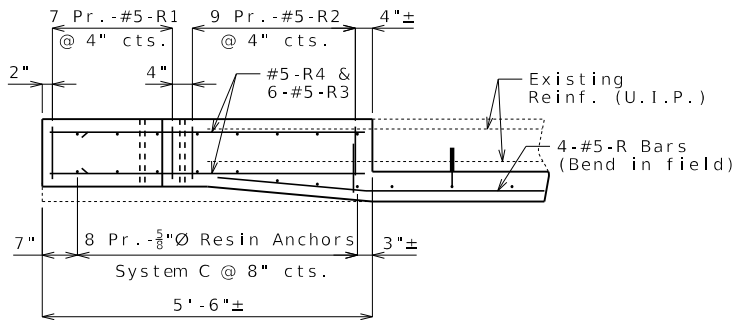
SECTION A-A

SECTION B-B

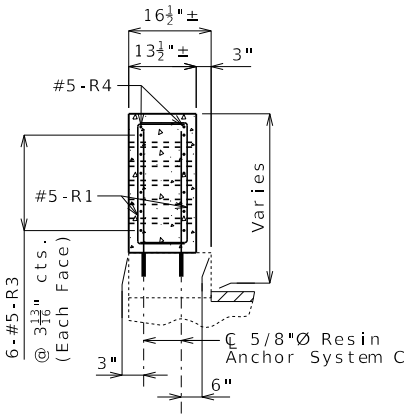




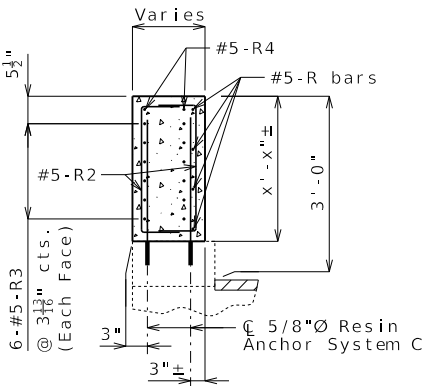
ELEVATION SHOWING REINFORCEMENT  
(Right End Post at End Bent No. 1 similar)



PLAN SHOWING REINFORCEMENT  
LEFT END POST AT END BENT NO. 1



SECTION A-A



SECTION B-B

### 3'-0" Curb Blockout

These details are meant to be used as a starting point only. Modify as needed.

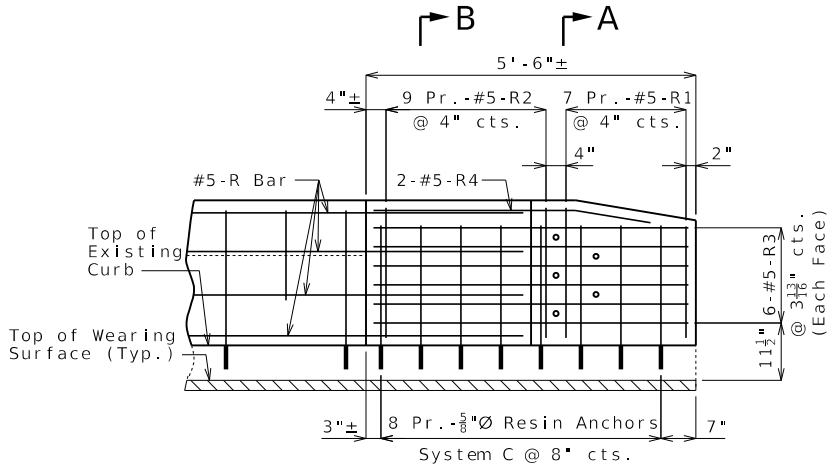
- ① Taper front face as gradually as possible, while maintaining 6" minimum thickness of blockout at the end of the existing parapet. 2'-9" maximum taper length.
  - ② Holes may be shifted 12" closer to the end (8" instead of 20") to avoid attaching a rail post to the top of backwall. All other dimensions and reinforcement remain the same.
- Longitudinal R bars shall extend 2'-7" minimum into new end post.

Notes:

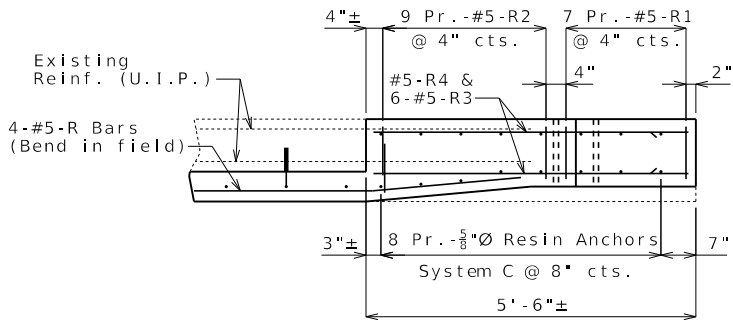
Work this sheet with Sheet No. 1.

For details of resin anchors, see Sheet No. 2.

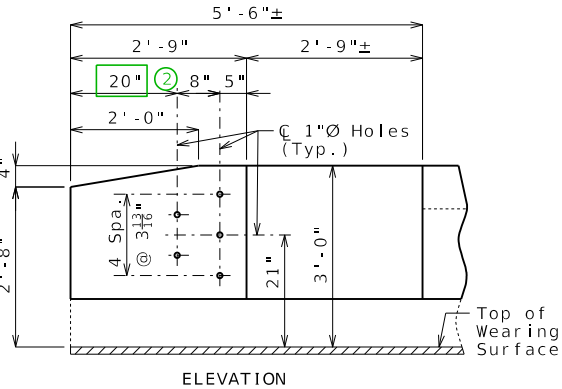
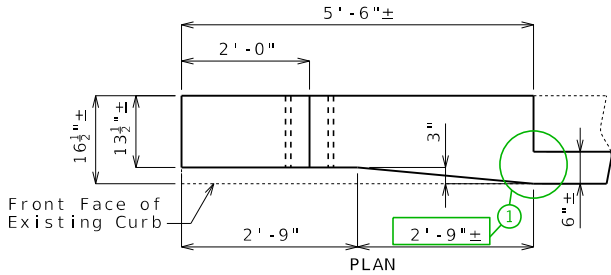
Resin anchors shall be shifted or bent in field to clear one-inch diameter holes by at least 1/2 inch.



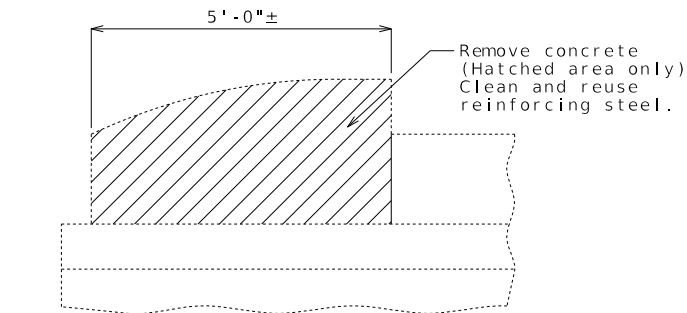
ELEVATION SHOWING REINFORCEMENT  
(Right End Post at End Bent No. 1 similar)



PLAN SHOWING REINFORCEMENT  
LEFT END POST AT END BENT NO. 1



DETAILS OF END POST AND  
GUARD RAIL ATTACHMENT



PART ELEVATION SHOWING END POST  
CONCRETE REMOVAL

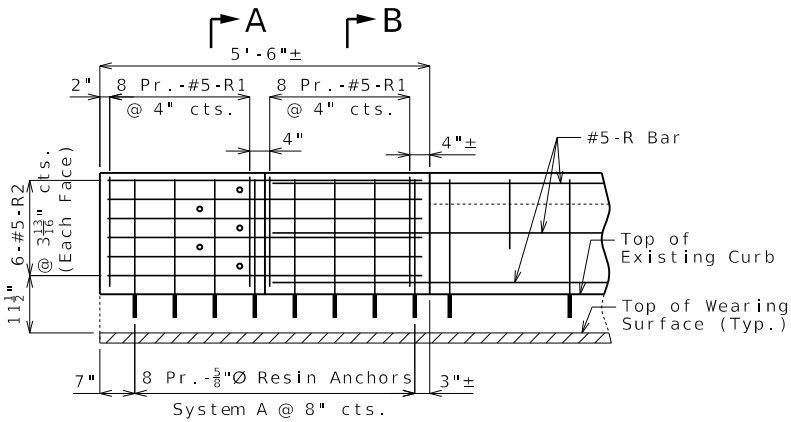
Cost of removing existing end posts will be considered completely covered by the contract unit price for Curb Blockout.

Detailed  
Checked

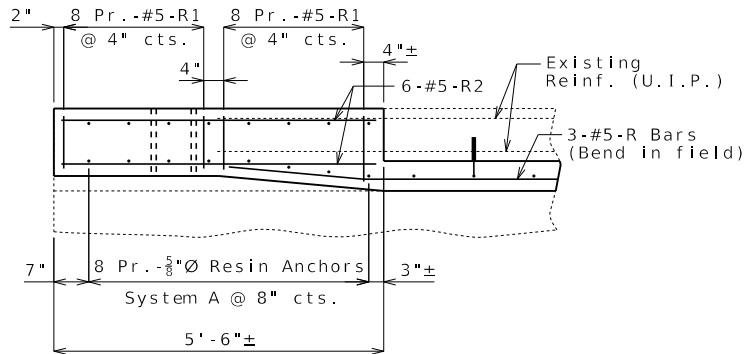
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of 1

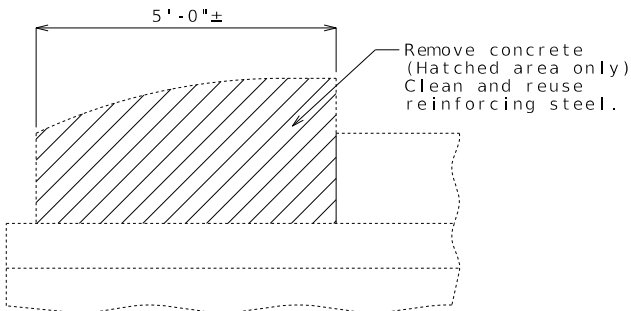




ELEVATION SHOWING REINFORCEMENT  
(Right End Post at End Bent No. 1 similar)

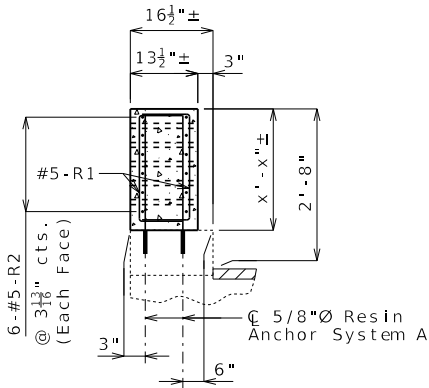


PLAN SHOWING REINFORCEMENT  
LEFT END POST AT END BENT NO. 1

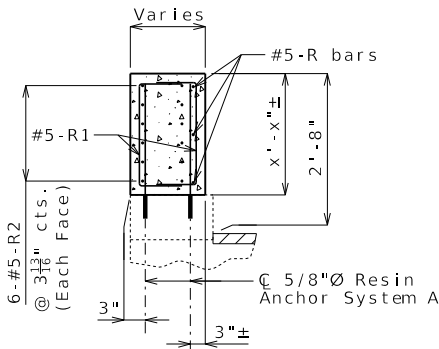


PART ELEVATION SHOWING END POST  
CONCRETE REMOVAL

Cost of removing existing end posts will be considered completely covered by the contract unit price for Curb Blockout.



SECTION A-A



SECTION B-B

## 2'-8" Curb Blockout

These details are meant to be used as a starting point only. Modify as needed.

- ① Taper front face as gradually as possible, while maintaining 6" minimum thickness of blockout at the end of the existing parapet. 2'-9" maximum taper length.
- ② Holes may be shifted 12" closer to the end (8" instead of 20") to avoid attaching a rail post to the top of backwall. All other dimensions and reinforcement remain the same.

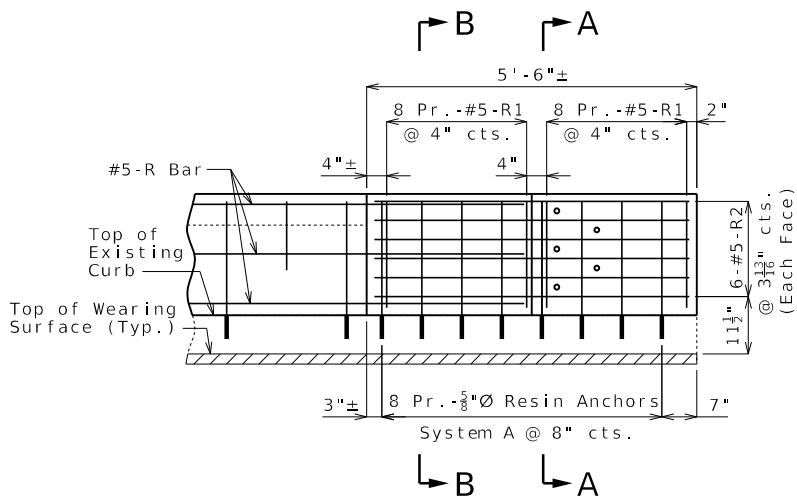
Longitudinal R bars shall extend 2'-7" minimum into new end post.  
Detach unused border reference file before PDF request.

Notes:

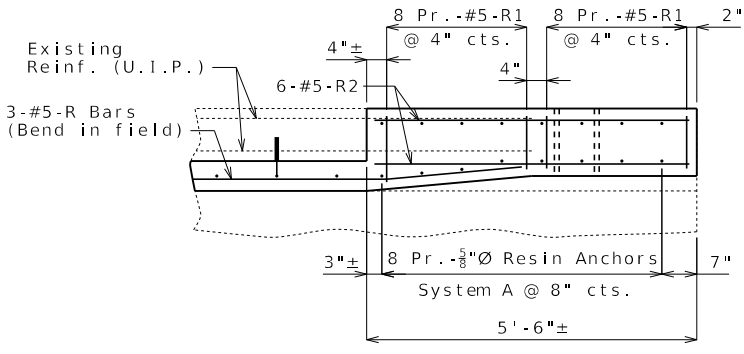
Work this sheet with Sheet No. \_.

For details of resin anchors, see Sheet No. \_.

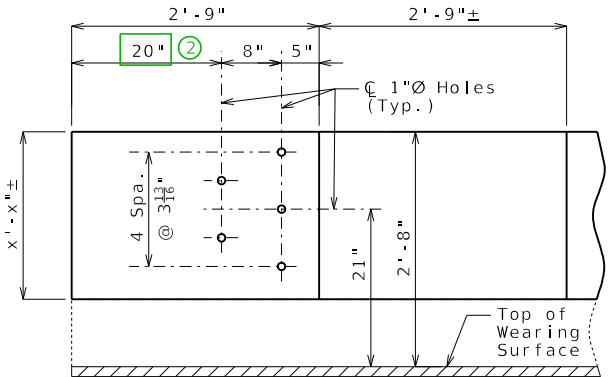
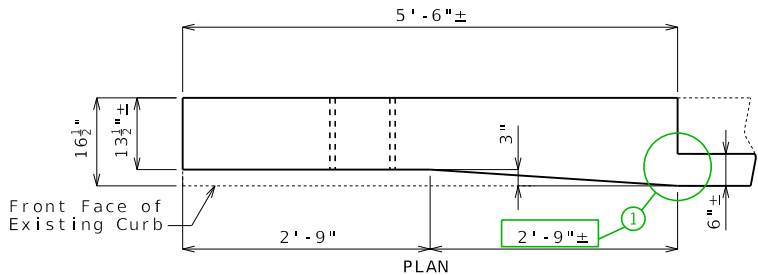
Resin anchors shall be shifted or bent in field to clear one-inch diameter holes by at least 1/2 inch.



ELEVATION SHOWING REINFORCEMENT  
(Right End Post at End Bent No. 1 similar)



PLAN SHOWING REINFORCEMENT  
LEFT END POST AT END BENT NO.



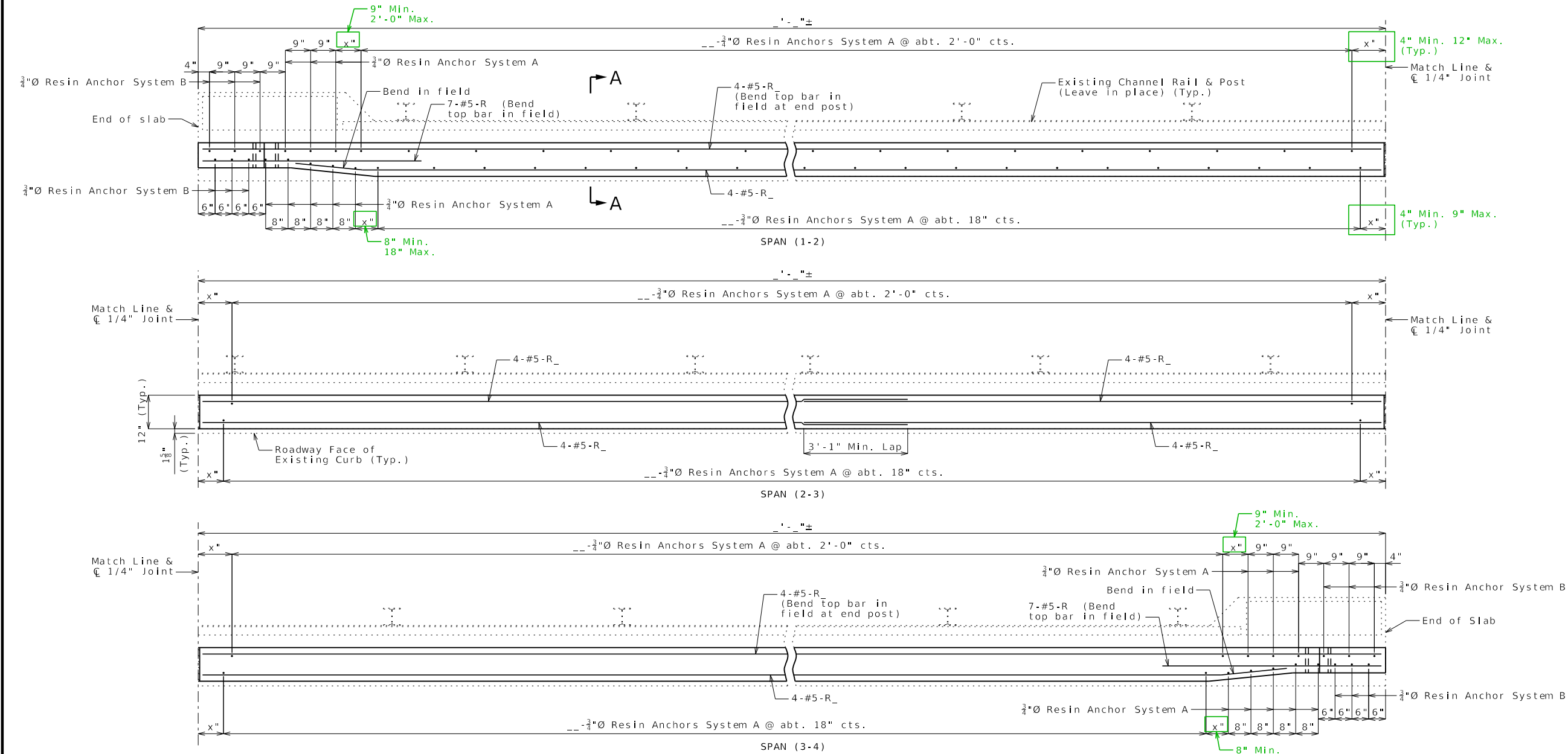
ELEVATION  
DETAILS OF END POST AND  
GUARD RAIL ATTACHMENT

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of





Notes:

Longitudinal dimensions are along grade and are taken at top outside edge of curb.

Top of curb blockout shall be built parallel to grade with curb blockout joints (except at end bents) normal to grade.

Concrete in the curb blockout shall be Class B-1.

All exposed edges of curb blockout shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.

Payment for concrete, reinforcement, resin anchor systems and any other work incidental to the curb blockout, complete in place, will be considered completely covered by the contract unit price for Curb Blockout per linear foot.

Measurement of curb blockout is to the nearest linear foot for each structure, measured along the inside edge of curb from end of slab to end of slab.

Concrete traffic barrier delineators shall be placed on top of the curb blockout similarly as shown on Missouri Standard Plans 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Curb Blockout.

Cost of any concrete curb repair will be considered completely covered by the contract unit price for Curb Blockout.

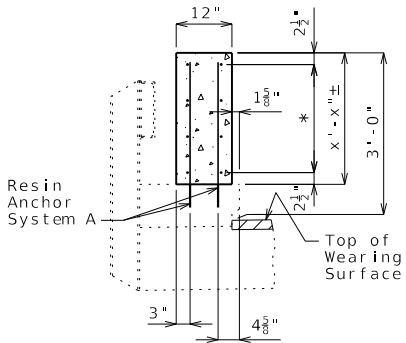
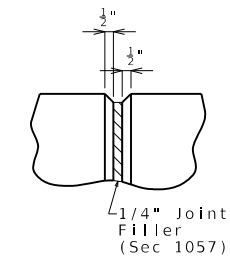
The 1/4-inch joints may be either formed joints with joint filler or saw-cut joints.

Joint sealant and backer rods shall be in accordance with Sec 717 for Silicone Joint Sealant for Saw Cut and Formed Joints.

For details of optional saw-cut joint, see Sheet No. .

For additional details of end of blockout, see Sheet No. .

Work this sheet with Sheets No. & .



\* 4-#5-R bars (Each face) (Equally spaced)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|               |  |            |  |
|---------------|--|------------|--|
| DATE PREPARED |  | 10/13/2023 |  |
| ROUTE         |  | STATE      |  |
|               |  | MO         |  |
| DISTRICT      |  | SHEET NO.  |  |
|               |  | 4          |  |
| COUNTY        |  |            |  |
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| JOB NO.       |  |            |  |
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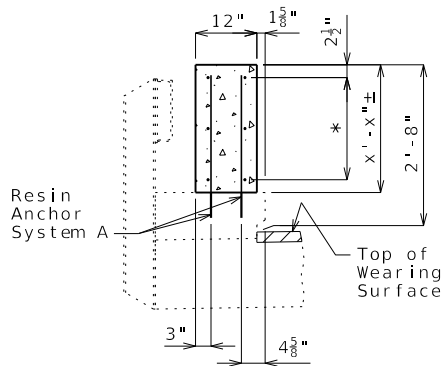
CBO\_03-CurbRail-plan-free

Guidance & Alternate Details

These details are meant to be used as a starting point only. Modify as needed.

If slip-form option is not allowed, include saw-cut joint details, or allow joint filler only (with SPM approval).

Longitudinal R bars in front face shall lap 3'-1" minimum with horizontal R bars in end post.

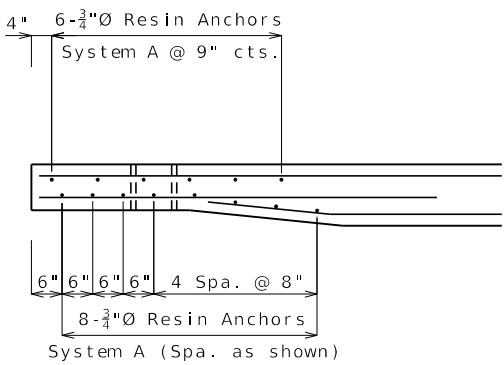


SECTION A-A

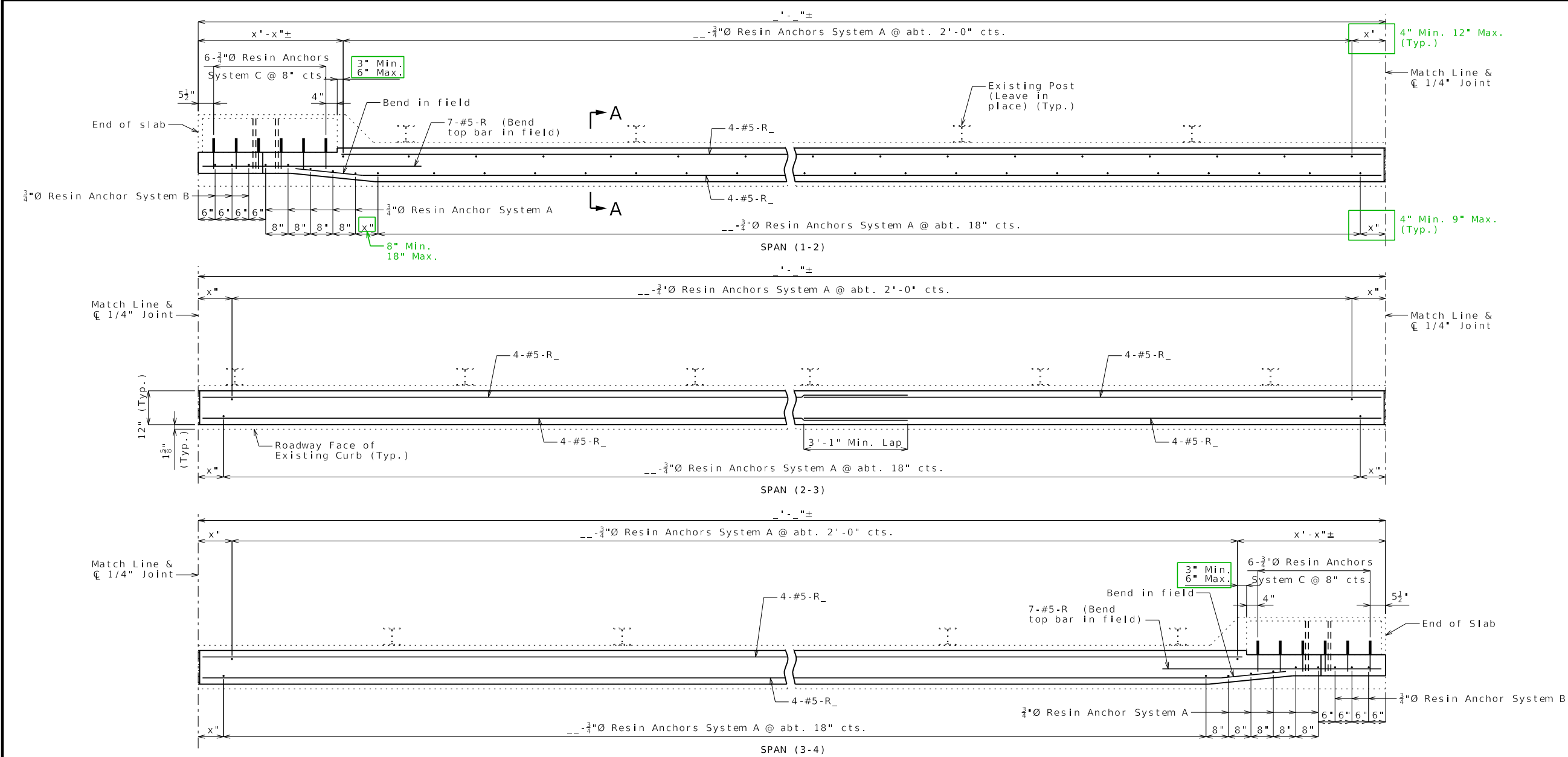
\* 3-#5-R bars (Each face) (Equally spaced)

Change to 3-#5 R bars in Plan (top bar not bent in field) and remove line that indicates the sloped top. Use resin anchor System A for all. 6 R bars in end post at front face (top bar not bent in field).

ALTERNATE DETAILS FOR 2' -8" BLOCKOUT





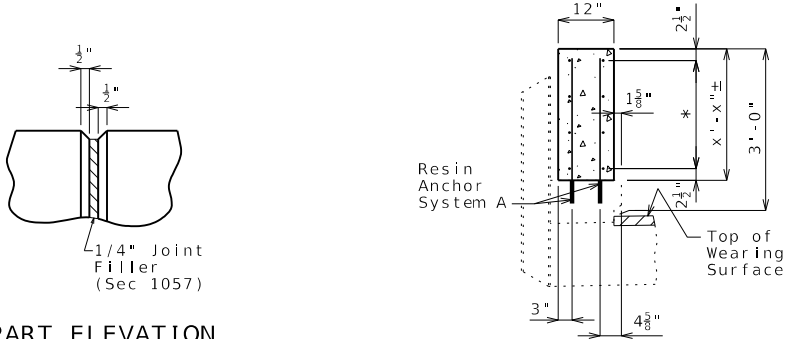


Notes:

- Longitudinal dimensions are along grade and are taken at top outside edge of curb.
- Top of curb blockout shall be built parallel to grade with curb blockout joints (except at end bents) normal to grade.
- Concrete in the curb blockout shall be Class B-1.
- All exposed edges of curb blockout shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.
- Payment for concrete, reinforcement, resin anchor systems and any other work incidental to the curb blockout, complete in place, will be considered completely covered by the contract unit price for Curb Blockout per linear foot.
- Measurement of curb blockout is to the nearest linear foot for each structure, measured along the inside edge of curb from end of slab to end of slab.
- Concrete traffic barrier delineators shall be placed on top of the curb blockout similarly as shown on Missouri Standard Plans 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Curb Blockout.

PLAN OF LEFT CURB BLOCKOUT  
(Right curb blockout similar)

- Cost of any concrete curb repair will be considered completely covered by the contract unit price for Curb Blockout.
- The 1/4-inch joints may be either formed joints with joint filler or saw-cut joints.
- Joint sealant and backer rods shall be in accordance with Sec 717 for Silicone Joint Sealant for Saw Cut and Formed Joints.
- For details of optional saw-cut joint, see Sheet No. .
- For additional details of end of blockout, see Sheet No. .
- Work this sheet with Sheets No. & .



PART ELEVATION  
AT FORMED JOINT


SECTION A-A

\* 4-#5-R bars (Each face) (Equally spaced)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                                                       |                |
|---------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>10/13/2023                                                           |                |
| ROUTE                                                                                 | STATE<br>MO    |
| DISTRICT                                                                              | SHEET NO.<br>5 |
| COUNTY                                                                                |                |
| JOB NO.                                                                               |                |
| CONTRACT ID.                                                                          |                |
| PROJECT NO.                                                                           |                |
| BRIDGE NO.                                                                            |                |
| DESCRIPTION                                                                           |                |
|                                                                                       |                |
|                                                                                       |                |
|                                                                                       |                |
| DATE                                                                                  |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION<br>COMMISSION                                    |                |
|  |                |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |                |



CBO\_04-CurbRail-plan-attached

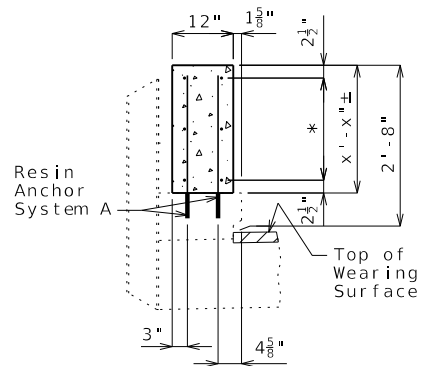
Guidance & Alternate Details

These details are meant to be used as a starting point only. Modify as needed.

If slip-form option is not allowed, include saw-cut joint details, or allow joint filler only (with SPM approval).

Longitudinal R bars in front face shall lap 3'-1" minimum with horizontal R bars in end post.

Change to 3-#5 R bars in Plan and remove line that indicates the sloped top. Use resin anchor System A for all anchors in curb; Resin Anchor C becomes B. 6 R bars in end post at front face (top bar not bent in field).



SECTION A-A

\* 3-#5-R bars (Each face) (Equally spaced)

ALTERNATE DETAILS FOR 2' - 8" BLOCKOUT







CBO\_05-CurbRail-details      Guidance & Alternate Details 1 of 2

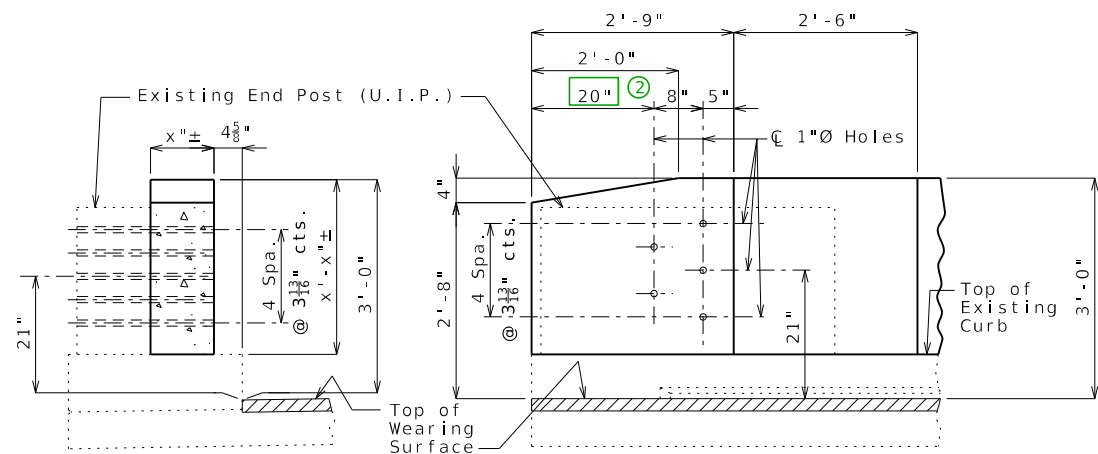
Standard Drawing Guidance (Do not show on plans):

- ① May use 2'-8" if curb blockout is on a non-NHS route and sight distance or weight is an issue.
- ② Holes may be shifted 12" closer to the end (8" instead of 20") to avoid attaching a rail post to the top of backwall. All other dimensions and reinforcement remain the same.

Use this sheet with CBO\_03 or 04, & CBO\_05.

Longitudinal R bars in front face shall lap 3'-1" minimum with horizontal R bars in end post.

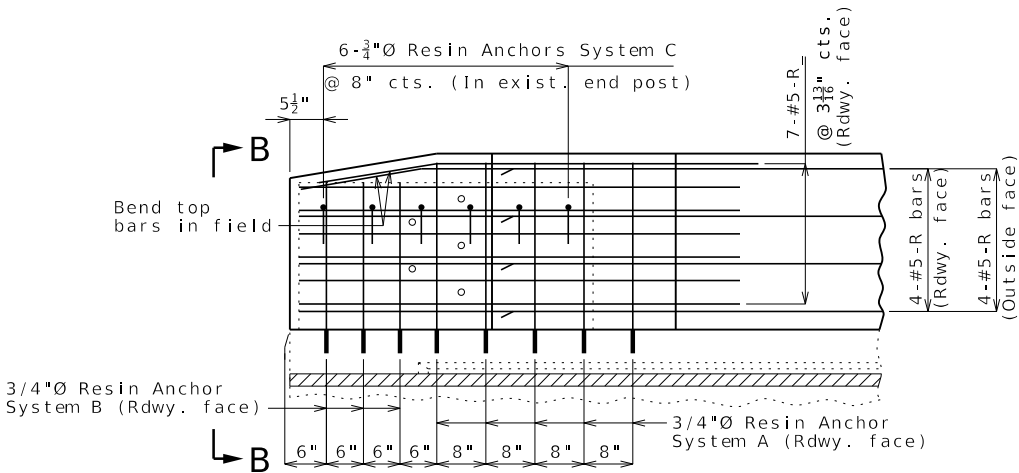
These details may not cover all situations, and are intended as a starting point only. Modify as necessary.



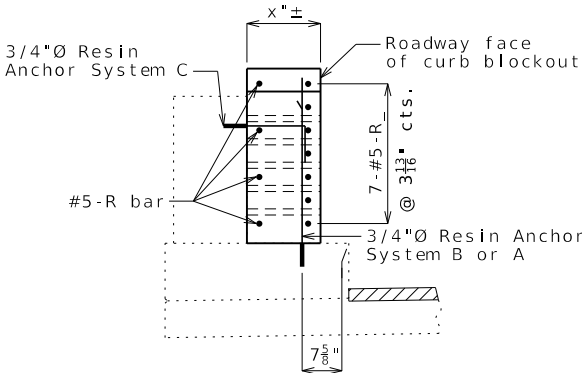
PART SECTION  
THRU END OF BLOCKOUT

PART ELEVATION SHOWING  
END OF BLOCKOUT

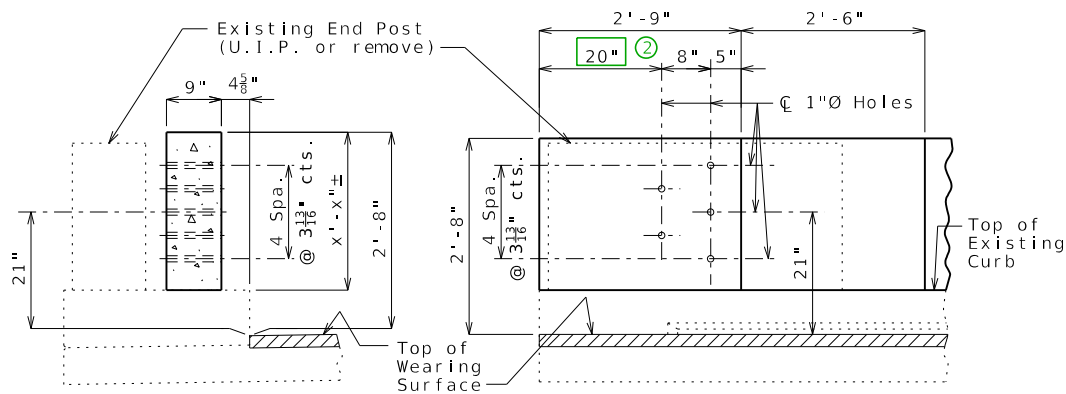
ATTACH TO EXISTING END POST (3'-0")



PART ELEVATION OF END OF BLOCKOUT  
SHOWING REINFORCEMENT



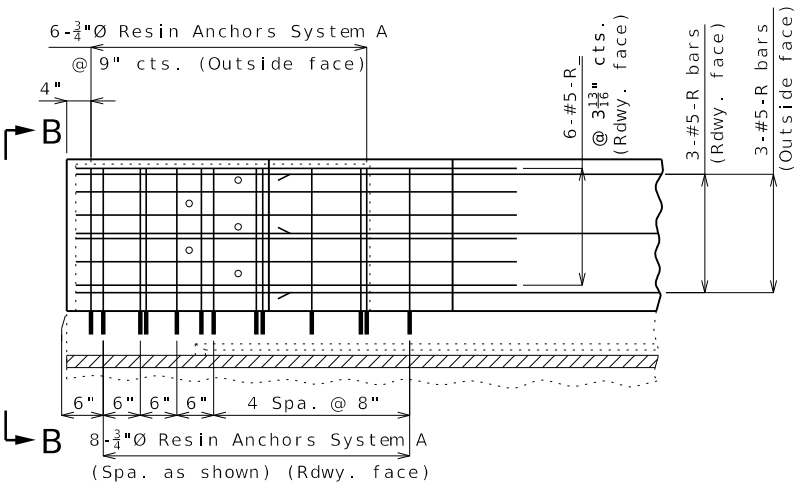
ELEVATION B-B



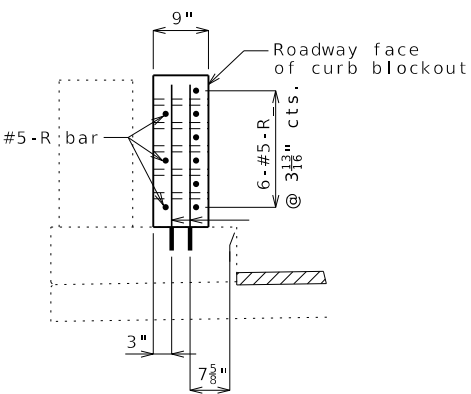
PART SECTION  
THRU END OF BLOCKOUT

PART ELEVATION SHOWING  
END OF BLOCKOUT

FREE FROM EXISTING END POST (2'-8") ①

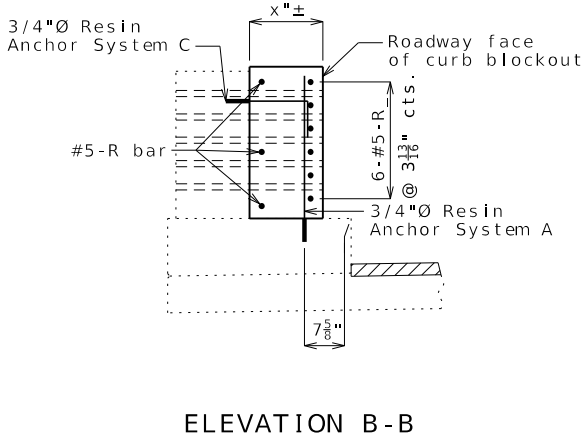
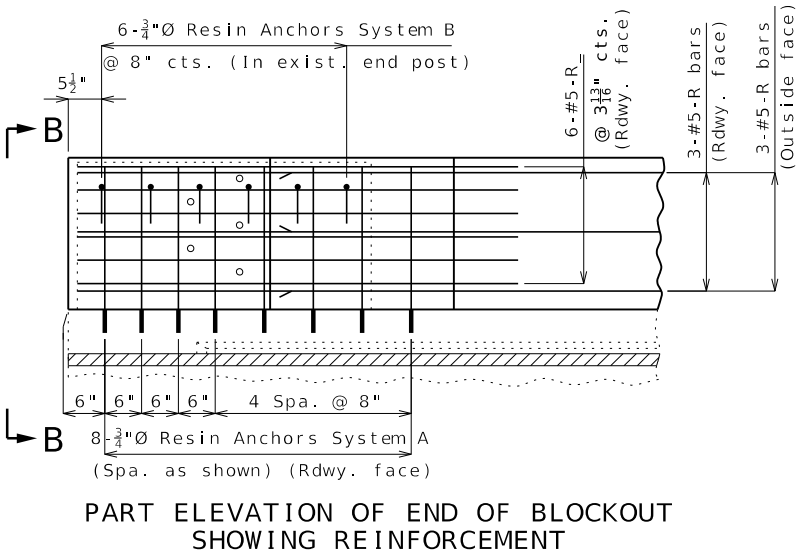
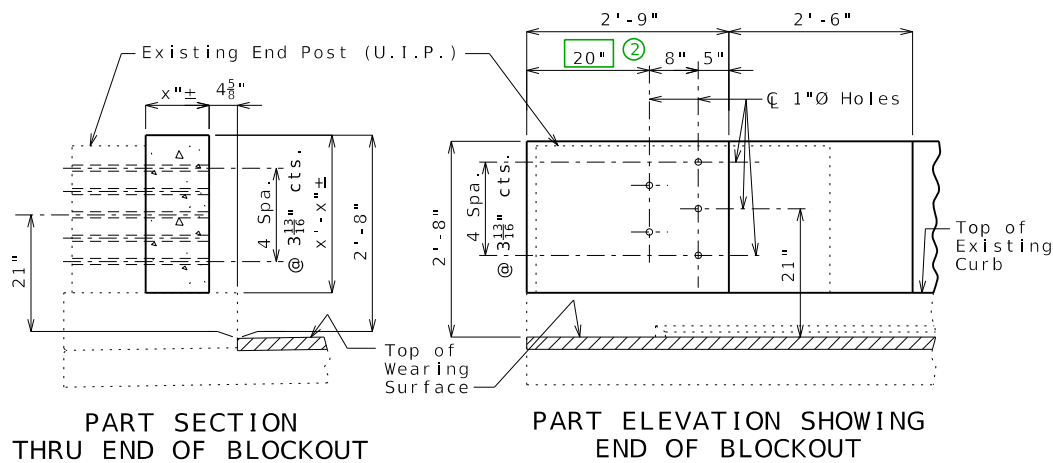


PART ELEVATION OF END OF BLOCKOUT  
SHOWING REINFORCEMENT



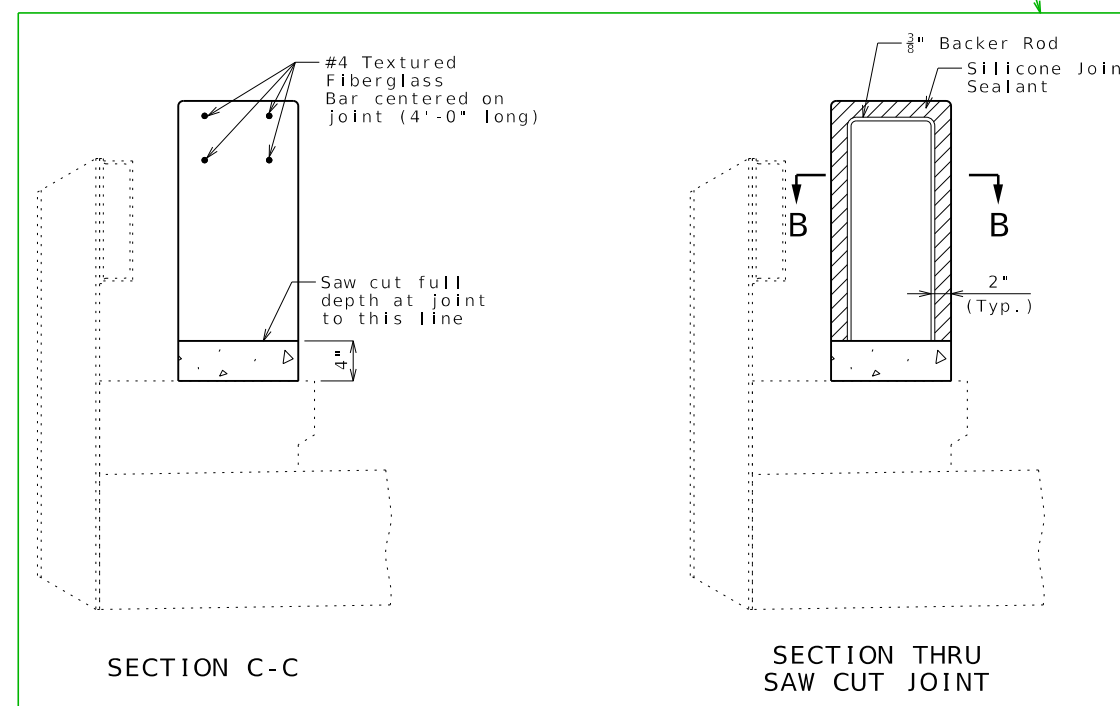
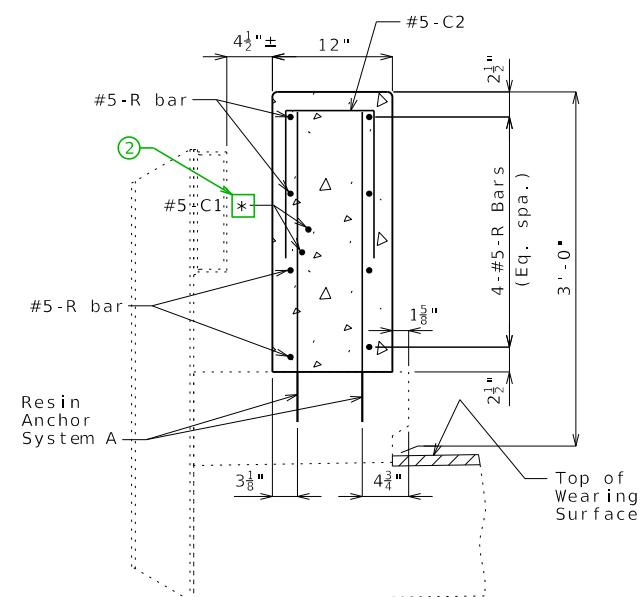
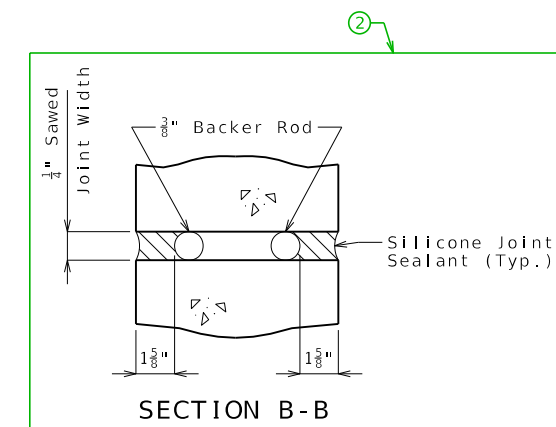
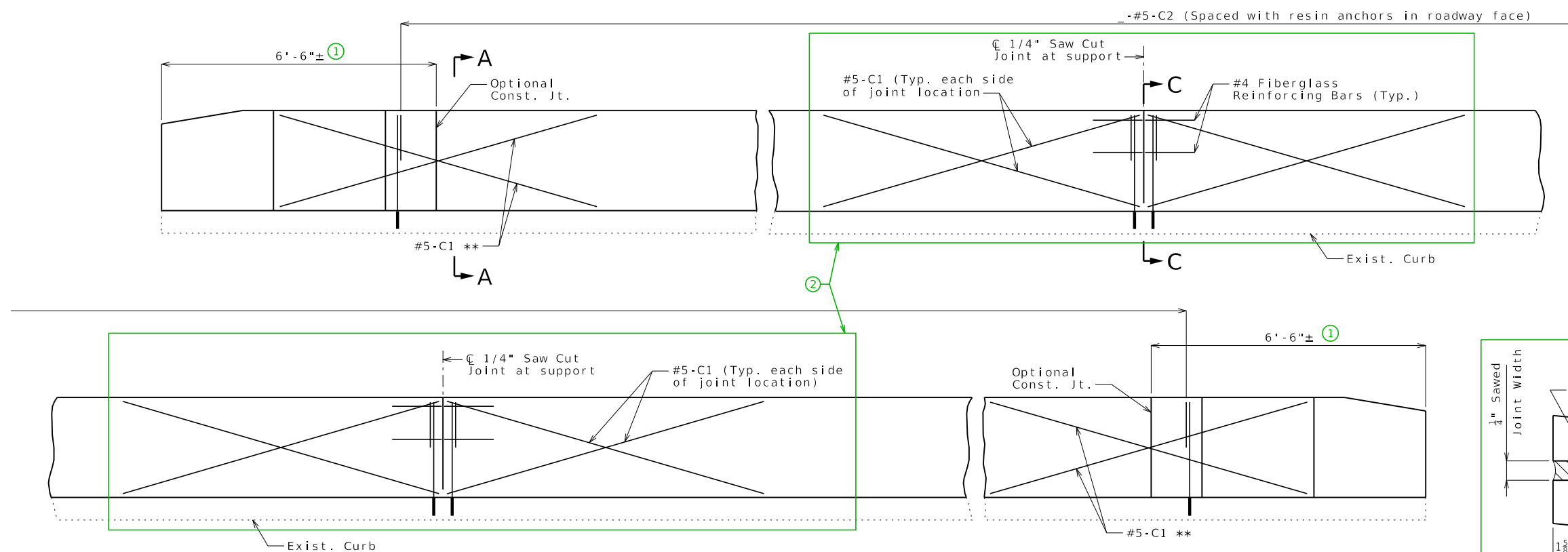
ELEVATION B-B





ATTACH TO EXISTING END POST (2'-8") ①





Standard Drawing Guidance  
(Do not show on plans):

- ① Optional construction joint 1 1/2" (min.) past end of the 7-#5-R bars.
- ② Omit for single span bridges.

Notes:

\*\* When optional construction joint is used,  
#5-C1 bars may be shifted or omitted.

Work this sheet with Sheets No.      &      .

- ② Joint sealant and backer rods shall be in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

For slip-formed option, both sides of the curb blockout shall have a vertically broomed finish and the top shall have a transversely broomed finish.

- ② Cost of silicone joint sealant and backer rod, complete in place, will be considered completely covered by the contract unit price for Curb Blockout.

General notes shown for conventionally formed curb blockouts also apply to slip-formed curb blockouts.

Channel, posts and concrete end posts shall be removed if necessary for slip forming. Removal cost will be considered completely covered by the contract unit price for Curb Blockout.

- \* Each side of joint location.

Note: C2 bars spaced with resin anchor systems in roadway face of 12" wide curb blockout.

### OPTIONAL SLIP-FORMED CURB BLOCKOUT

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

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| DATE PREPARED |           |
| 8/22/2024     |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 7         |
| COUNTY        |           |

JOB NO.

CONTRACT ID.

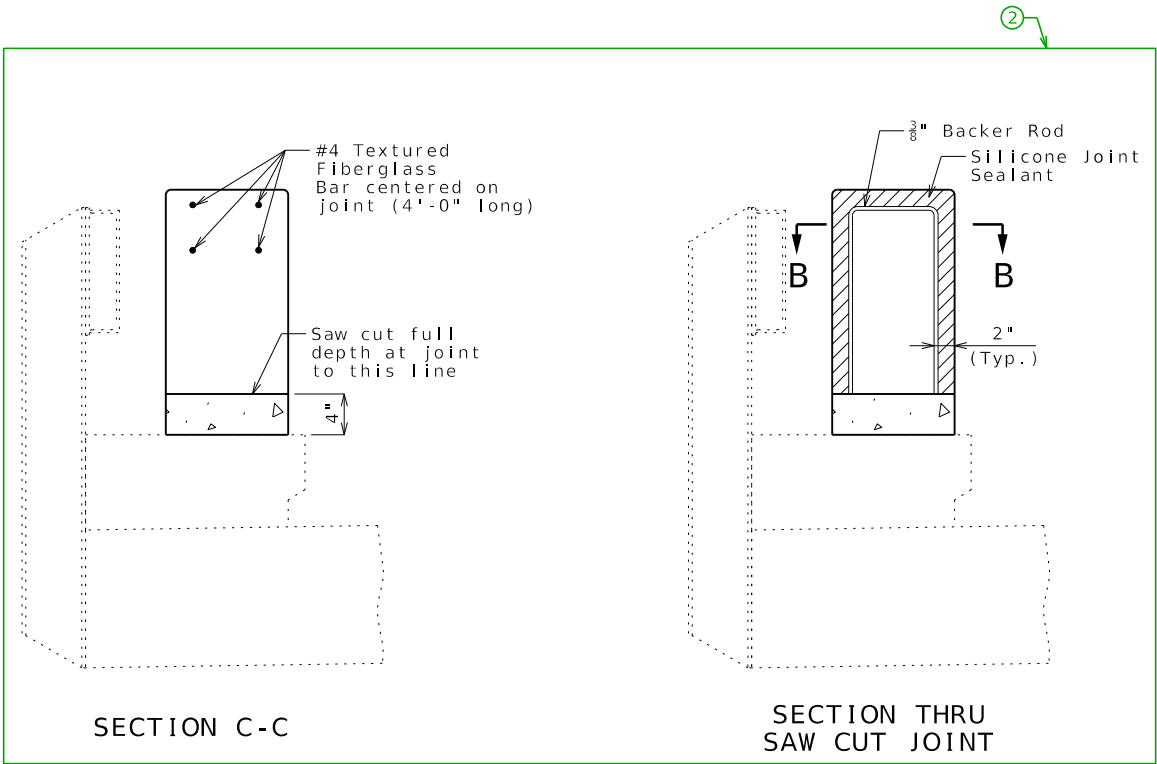
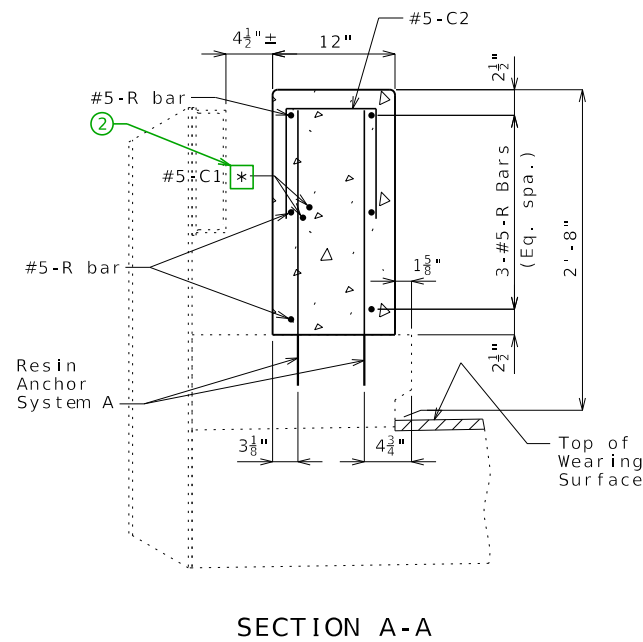
PROJECT NO.

BRIDGE NO.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





Guidance: Remove top slopes from ends in Elevation for 2'-8" blockout.

Alternate details for 2'-8" blockout

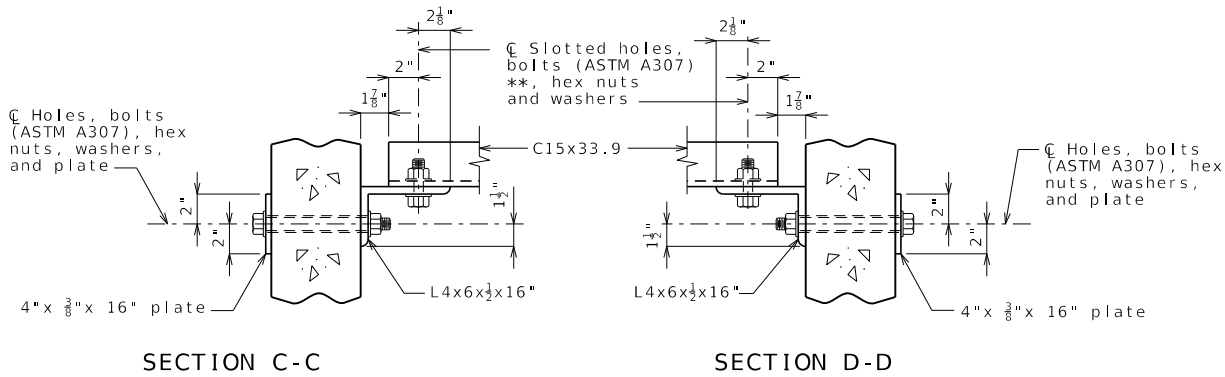
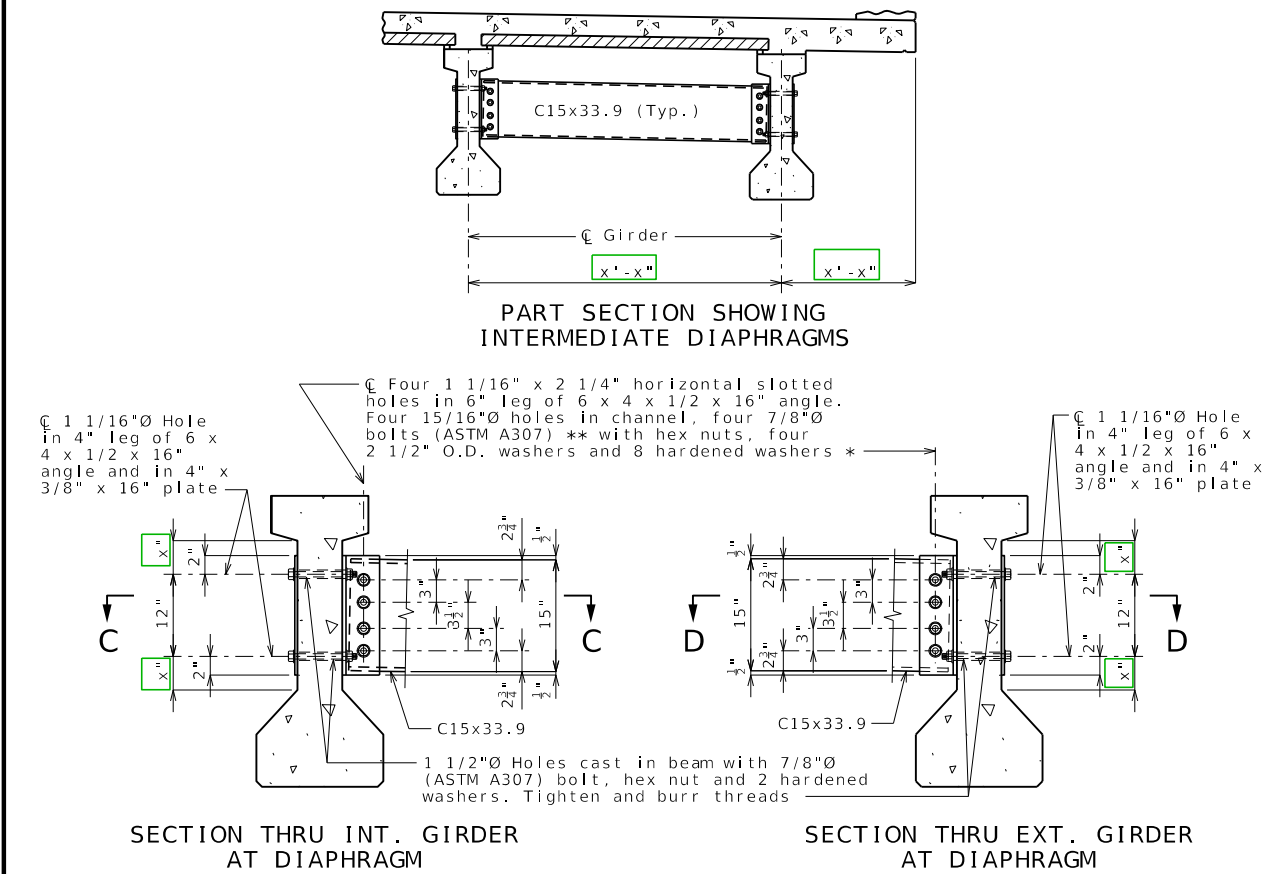


Standard Drawing Guidance (do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

For MoDOT Type 2 girder only, use shorter angle and plate 15 1/2" instead of 16" to account for depth tolerance of web. Revise bolt end clearances to 1 3/4".

Delete panels for CIP slab.



**STEEL DIAPHRAGM NOTES:**

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16"Ø holes and one hardened washer per bolt.

\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

|                                                                                           |                |
|-------------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>10/13/2023                                                               |                |
| ROUTE                                                                                     | STATE<br>MO    |
| DISTRICT                                                                                  | SHEET NO.<br>1 |
| COUNTY                                                                                    |                |
| JOB NO.                                                                                   |                |
| CONTRACT ID.                                                                              |                |
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| BRIDGE NO.                                                                                |                |
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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                           |                |
| MoDOT<br>105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                |

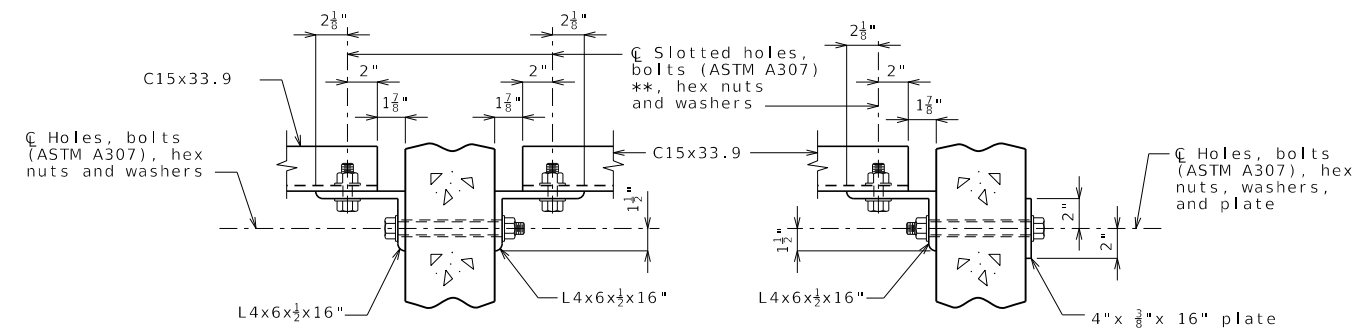
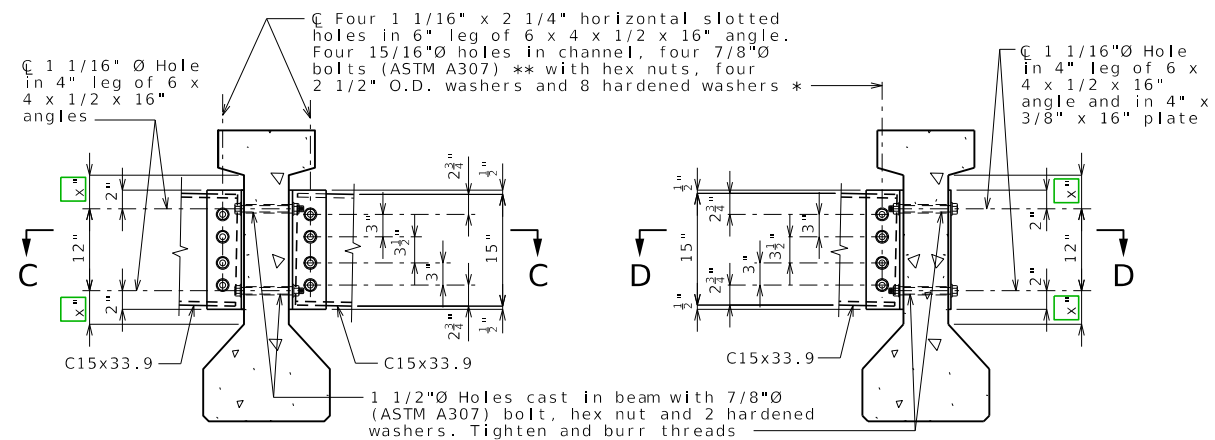
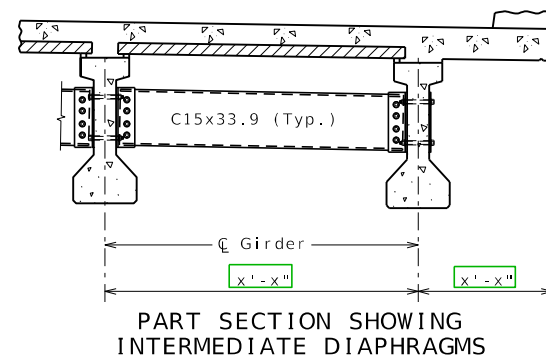


Standard Drawing Guidance (do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

For MoDOT Type 2 girder only, use shorter angle and plate 15 1/2" instead of 16" to account for depth tolerance of web. Revise bolt end clearances to 1 3/4".

Delete panels for CIP slab.



STEEL DIAPHRAGM NOTES:

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16" Ø holes and one hardened washer per bolt.

\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

## STEEL INTERMEDIATE DIAPHRAGMS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/13/2023    |           |
| ROUTE         | STATE     |
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| DISTRICT      | SHEET NO. |
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| COUNTY        |           |
|               |           |
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COMMISSION

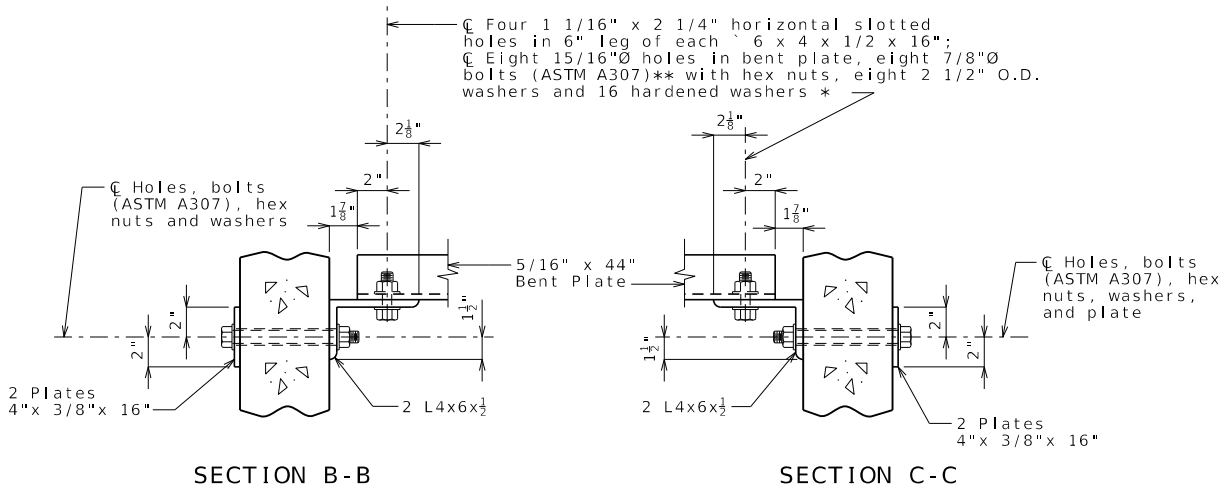
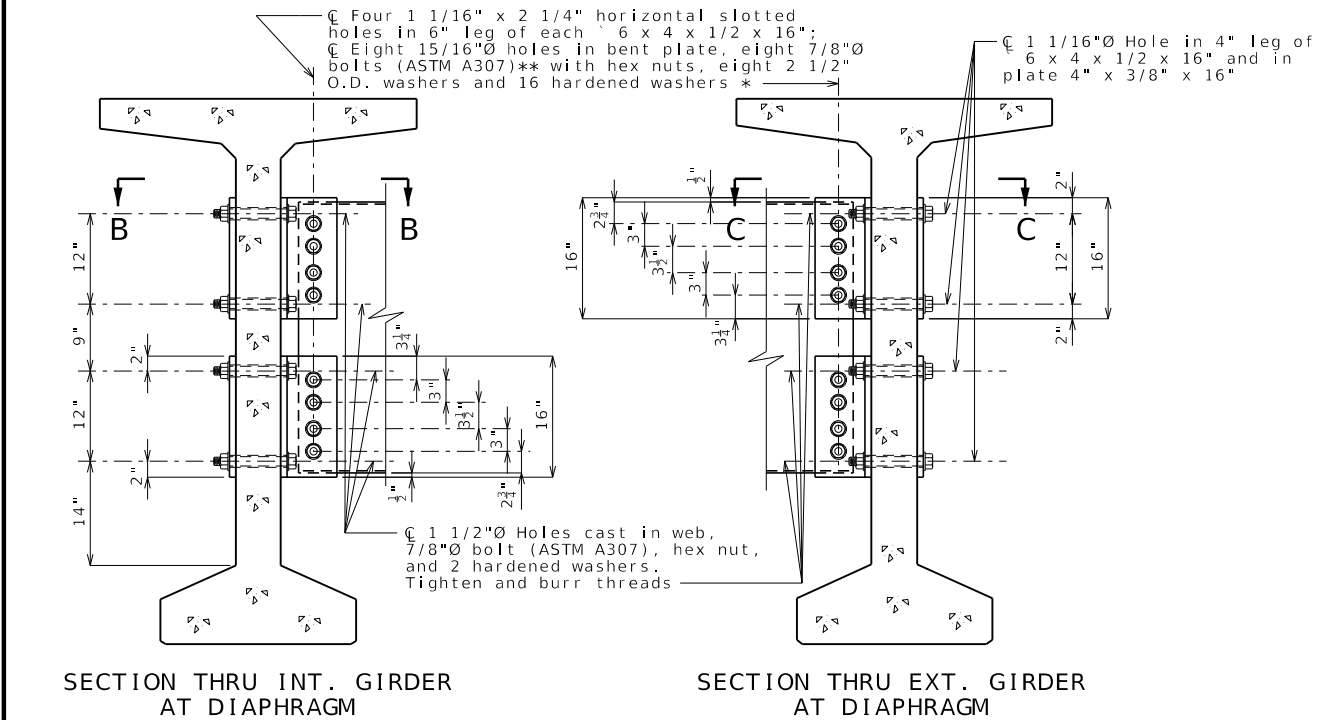
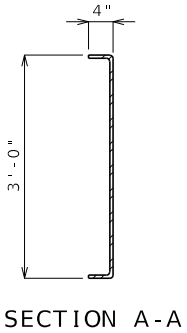
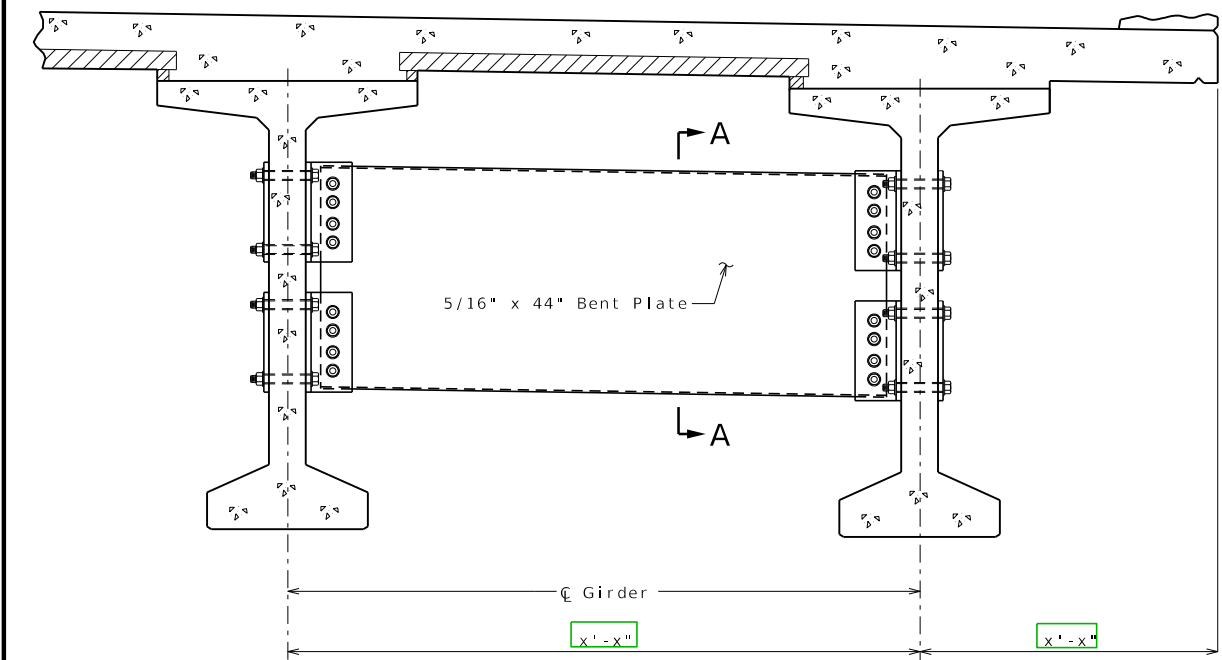
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Standard Drawing Guidance (Do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

Delete panels for CIP slab.



**STEEL DIAPHRAGM NOTES:**

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16" Ø holes and one hardened washer per bolt.

\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.


Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

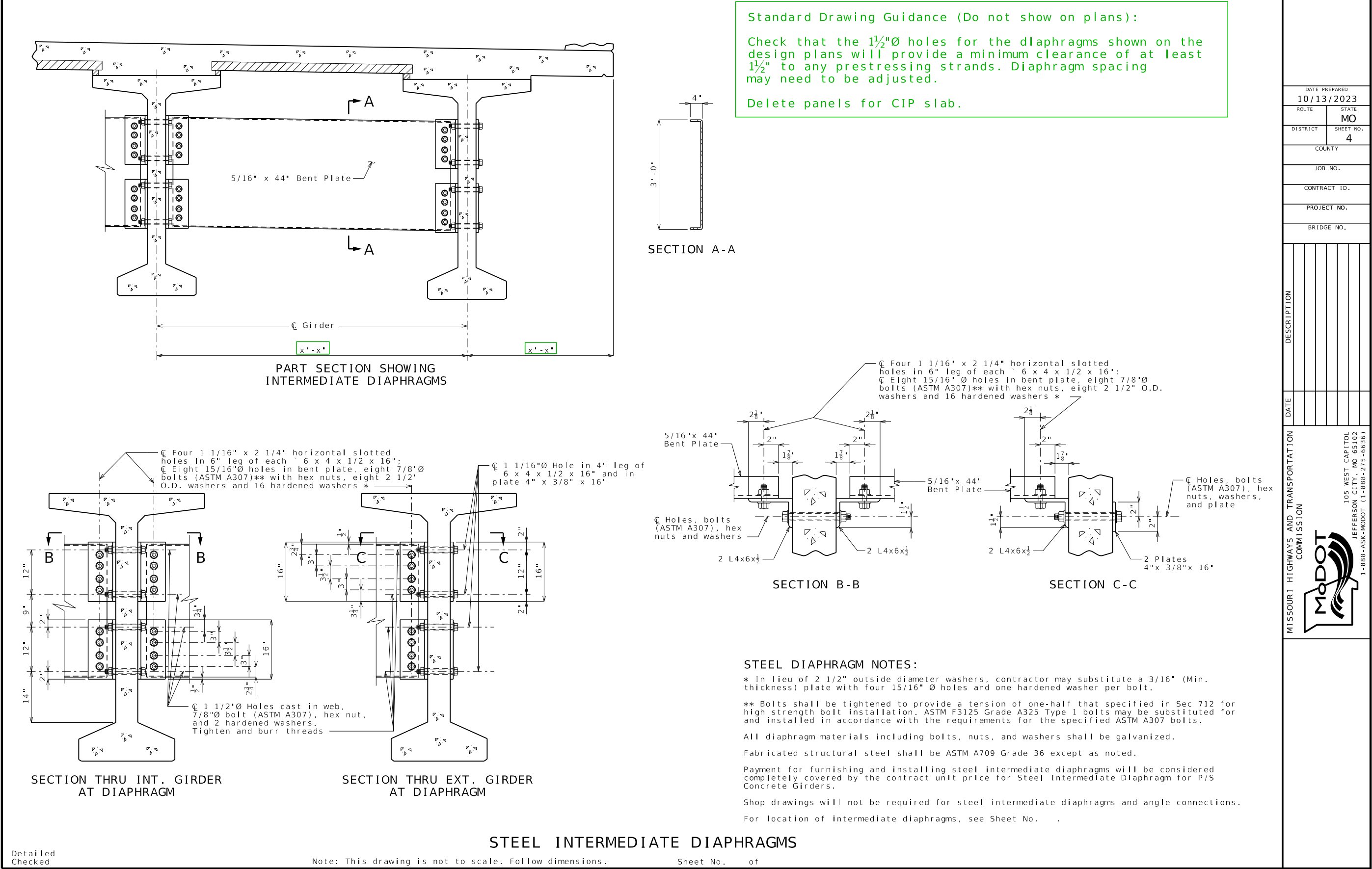
Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

STEEL INTERMEDIATE DIAPHRAGMS

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| DATE PREPARED                                                                         |  | 10/13/2023                       |  |
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| COUNTY                                                                                |  |                                  |  |
| JOB NO.                                                                               |  |                                  |  |
| CONTRACT ID.                                                                          |  |                                  |  |
| PROJECT NO.                                                                           |  |                                  |  |
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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |  |                                  |  |
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|  |  | 105 WEST CAPITOL                 |  |
|                                                                                       |  | JEFFERSON CITY, MO 65102         |  |
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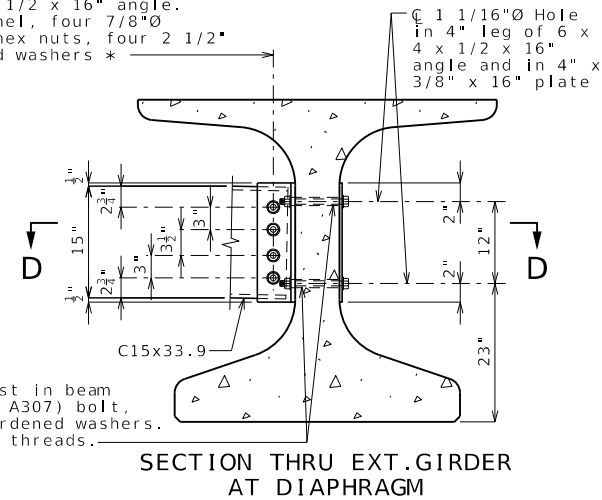
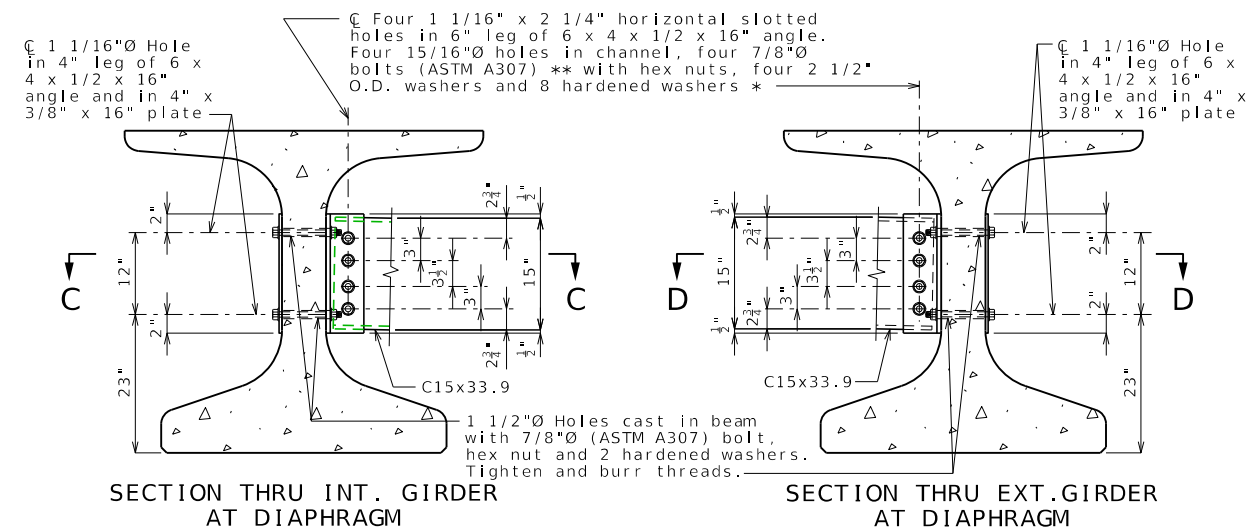
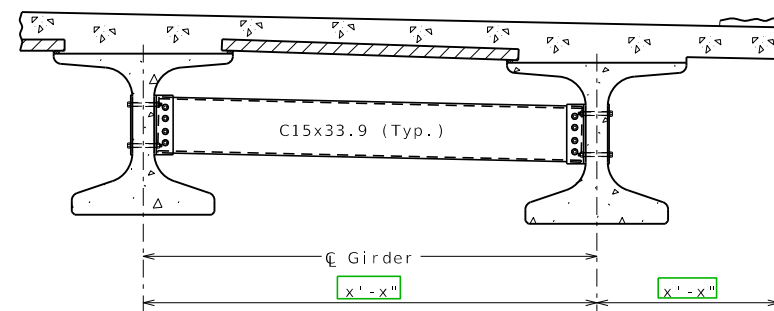




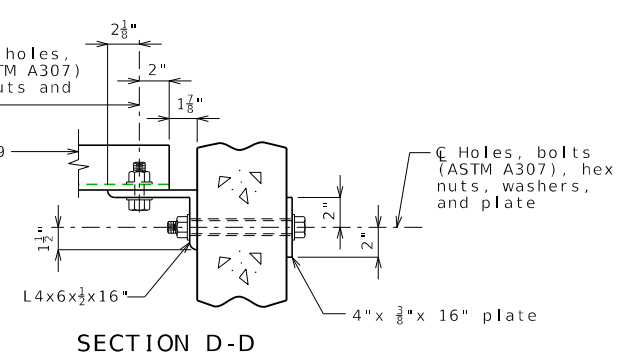
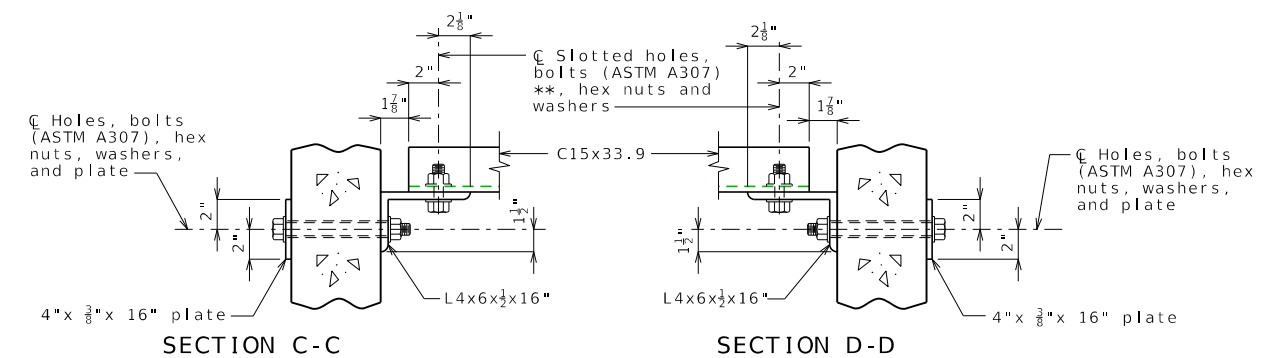
Standard Drawing Guidance (do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

Delete panels for CIP slab.



## STEEL INTERMEDIATE DIAPHRAGMS



## STEEL DIAPHRAGM NOTES:

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16" Ø holes and one hardened washer per bolt.

\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

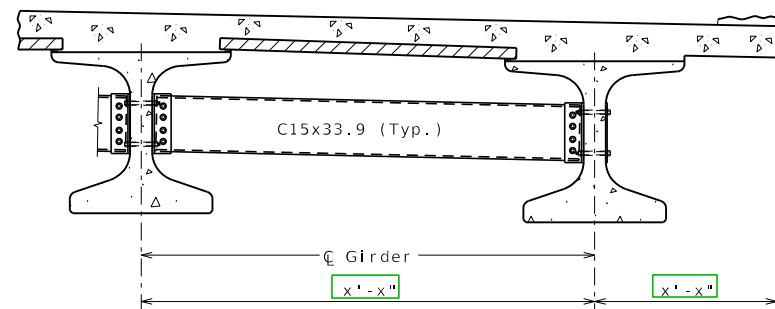
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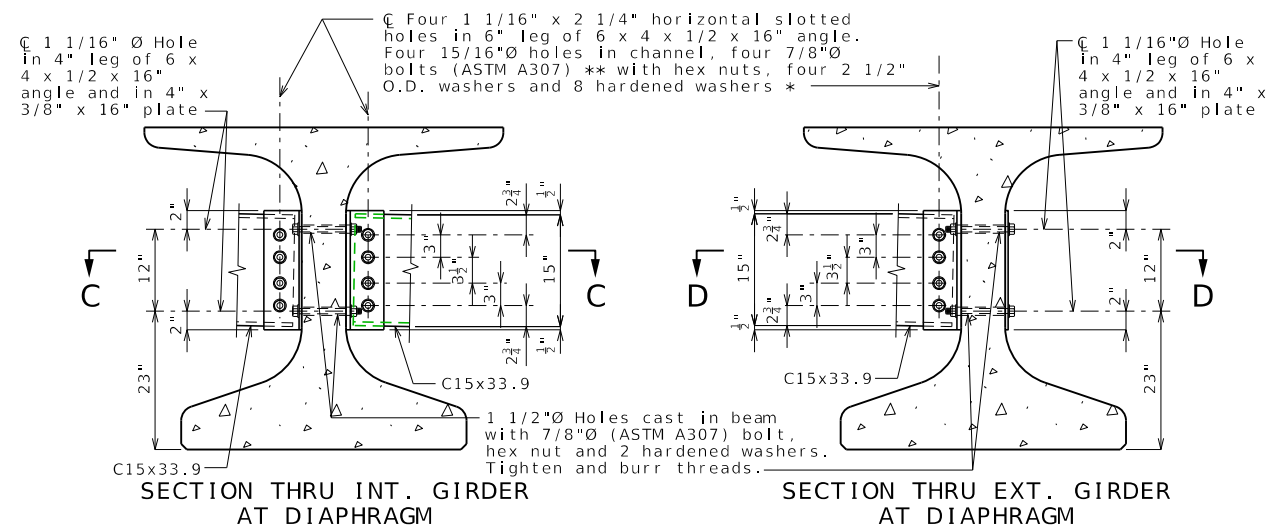
Standard Drawing Guidance (do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

```
Delete panels for CIP slab.
```



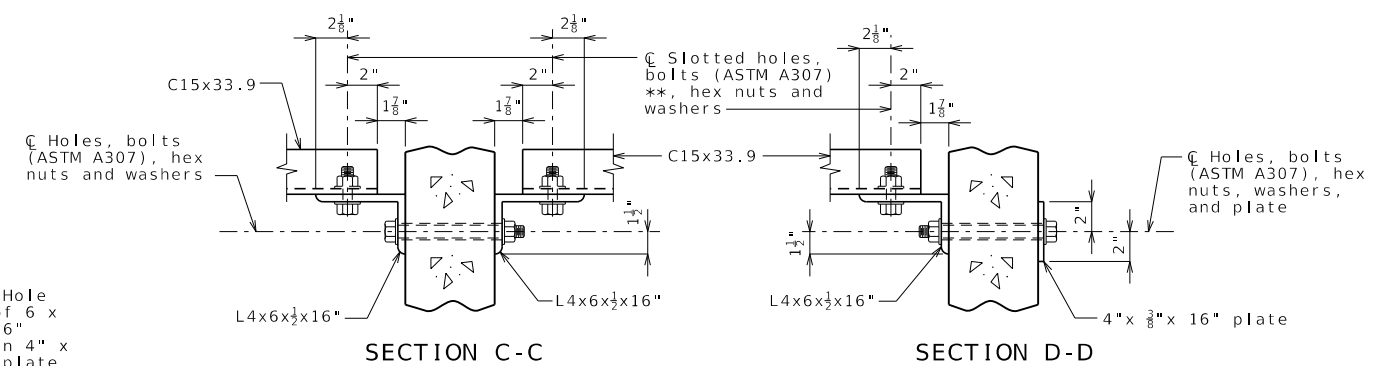
PART SECTION SHOWING  
INTERMEDIATE DIAPHRAGMS



SECTION THRU INT. GIRDER  
AT DIAPHRAGM

SECTION THRU EXT. GIRDER  
AT DIAPHRAGM

## STEEL INTERMEDIATE DIAPHRAGMS



STEEL DIAPHRAGM NOTES:

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16" Ø holes and one hardened washer per bolt.

**\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.**

All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .


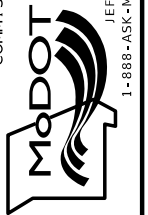
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| DATE PREPARED |           |
| 10/13/2023    |           |
| ROUTE         | STATE     |
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| DISTRICT      | SHEET NO. |
|               | 6         |

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COMMISSION

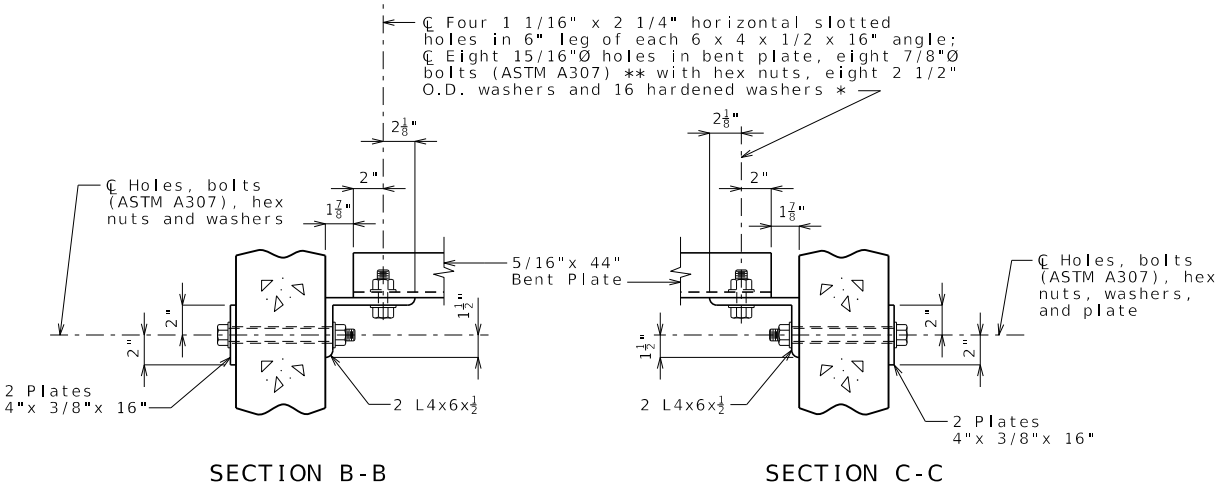
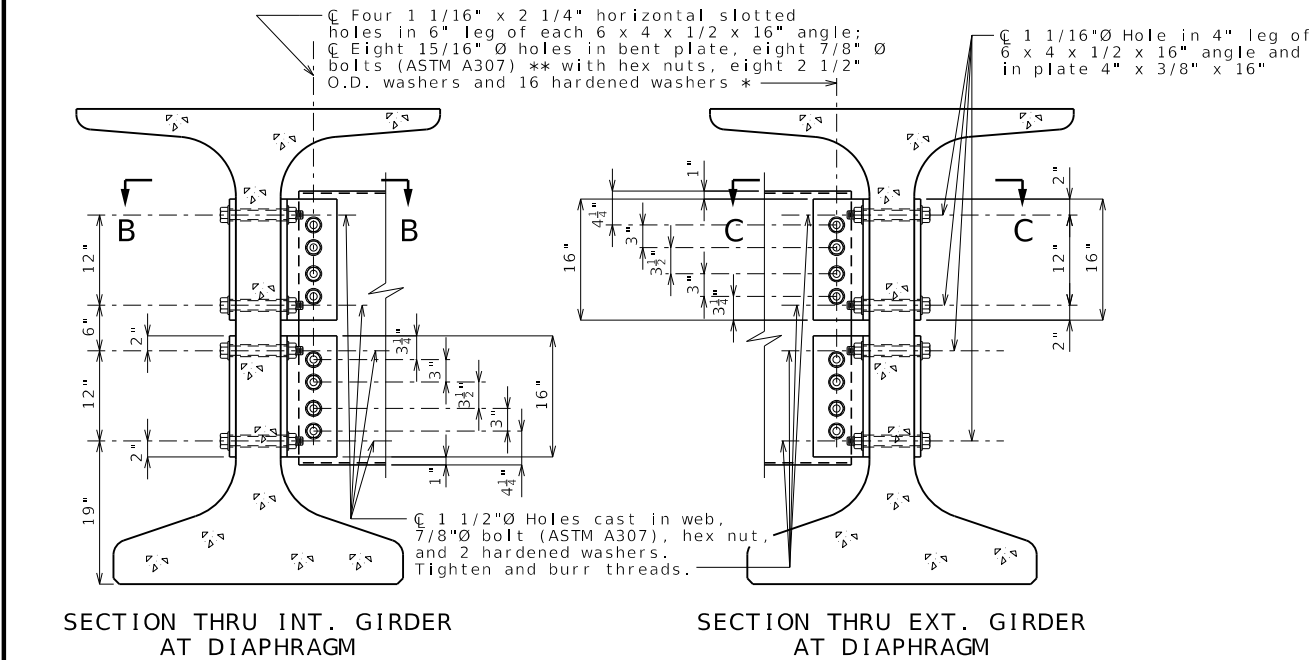
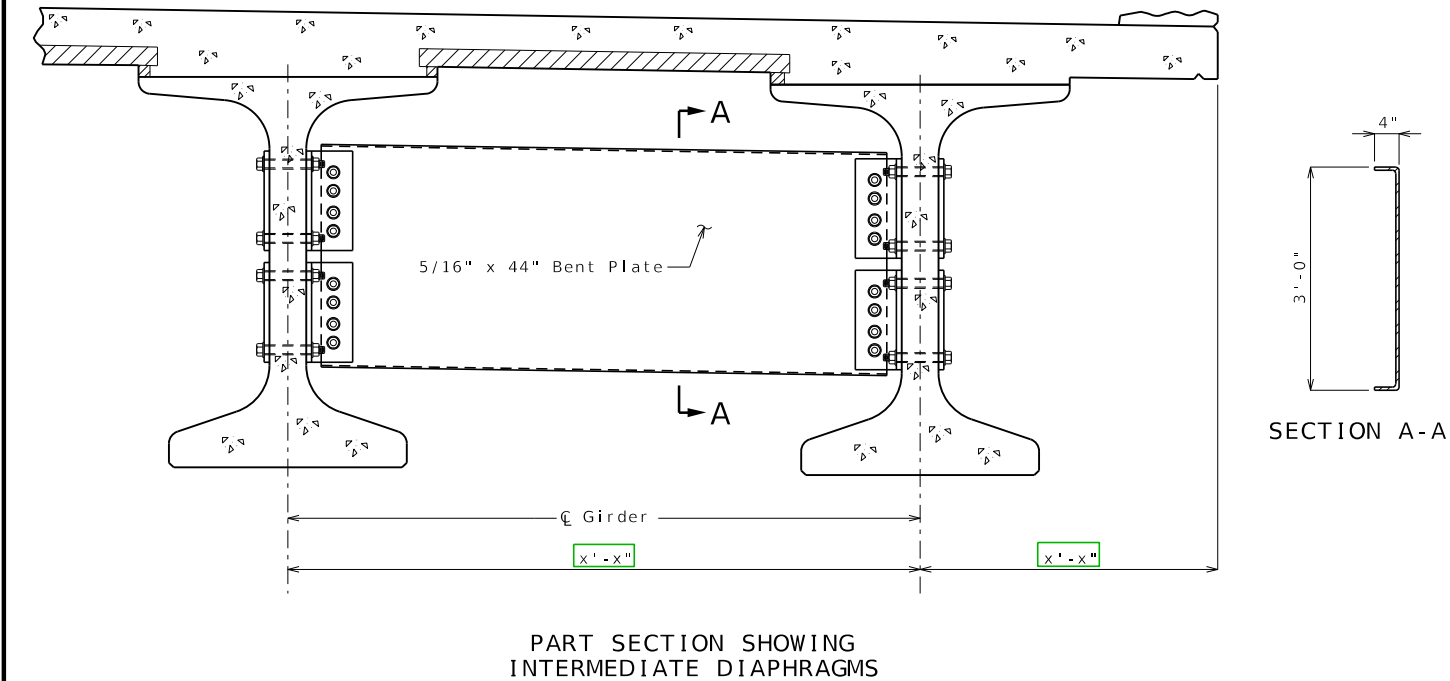
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Standard Drawing Guidance (Do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

Delete panels for CIP slab.



**STEEL DIAPHRAGM NOTES:**

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16" Ø holes and one hardened washer per bolt.

\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.


Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

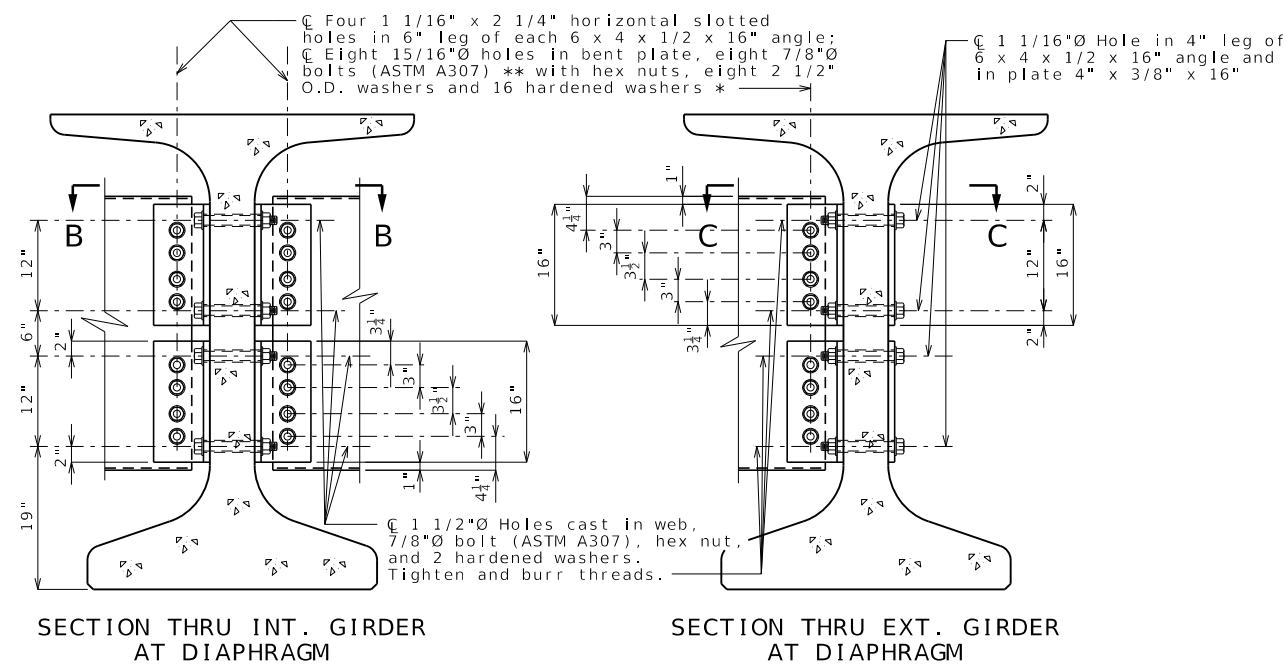
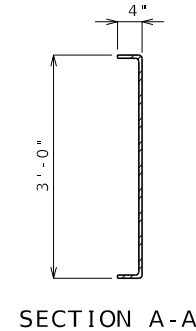
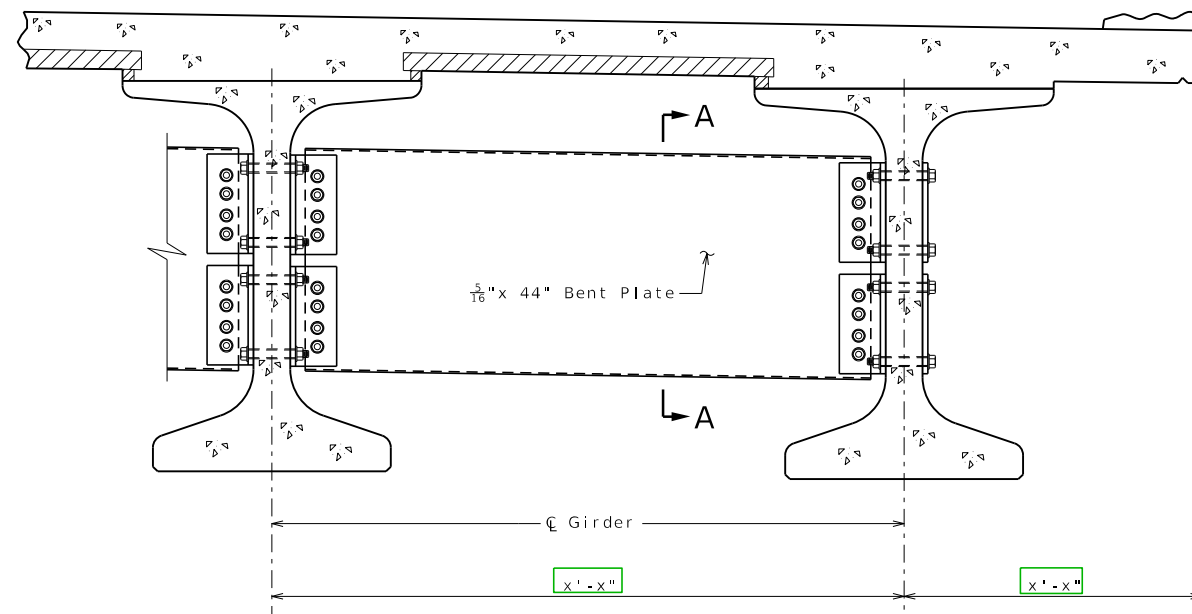
Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

Detailed  
Checked

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|---------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>10/13/2023                                                           |                |
| ROUTE                                                                                 | STATE<br>MO    |
| DISTRICT                                                                              | SHEET NO.<br>7 |
| COUNTY                                                                                |                |
| JOB NO.                                                                               |                |
| CONTRACT ID.                                                                          |                |
| PROJECT NO.                                                                           |                |
| BRIDGE NO.                                                                            |                |
| DESCRIPTION                                                                           |                |
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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                |
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| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |                |

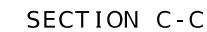
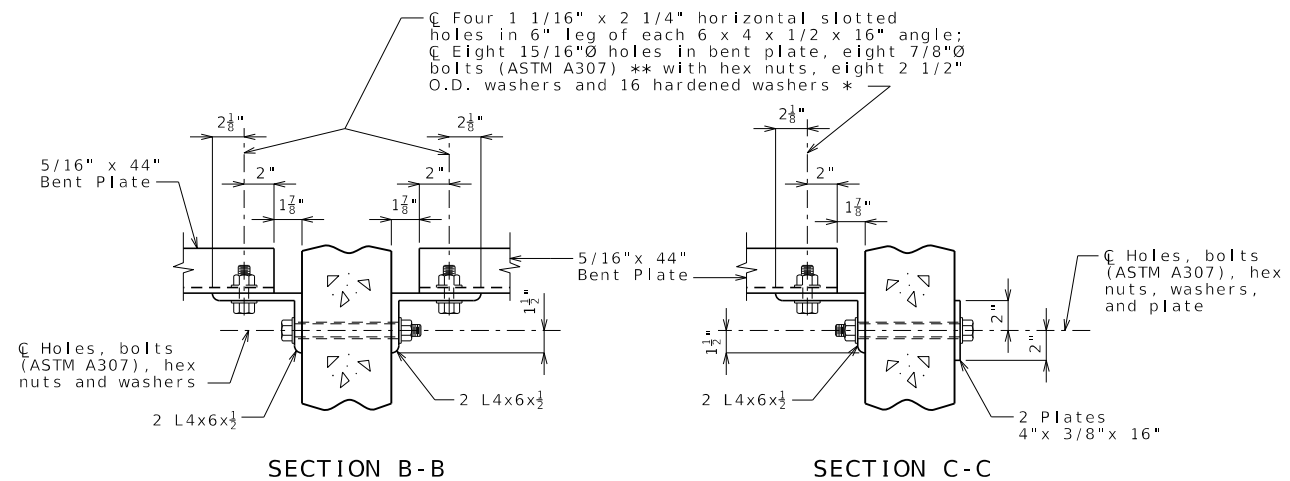




Standard Drawing Guidance (Do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

Delete panels for CIP slab.



## STEEL DIAPHRAGM NOTES:

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16"Ø holes and one hardened washer per bolt.

\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.


All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

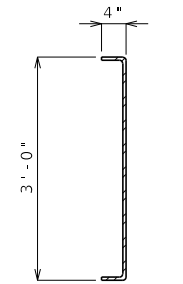
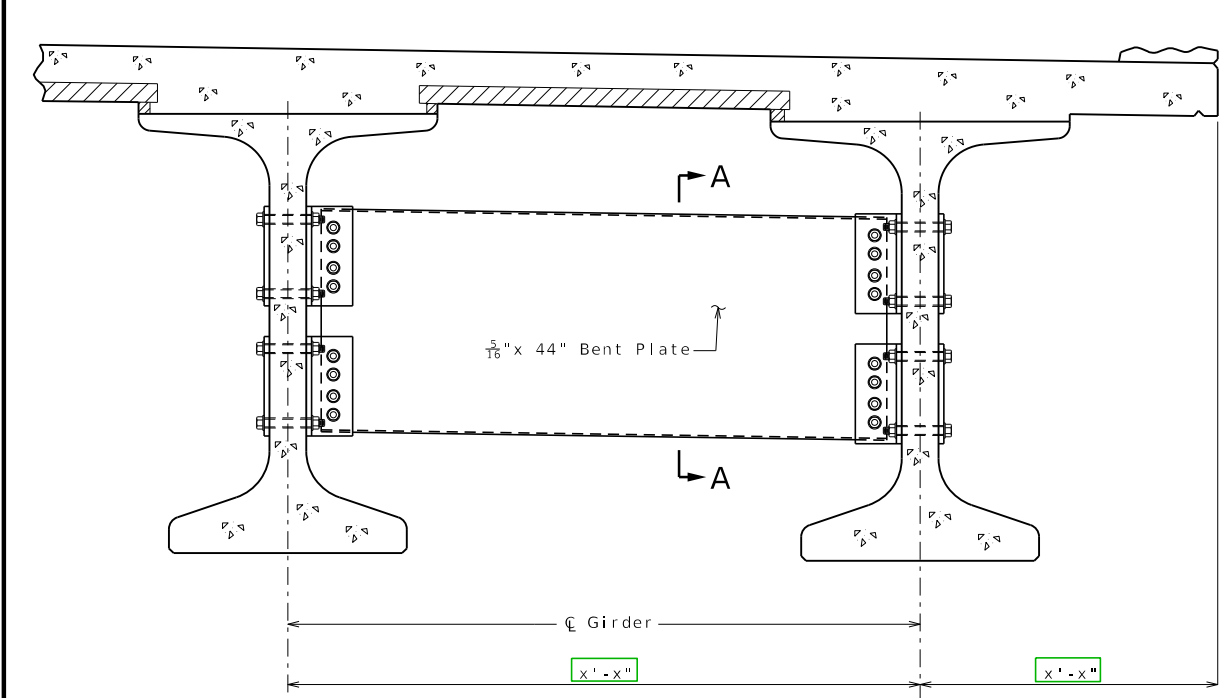
Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

|                                                                                                                                                                                                                                                                            |                |
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| DATE PREPARED<br>10/13/2023                                                                                                                                                                                                                                                |                |
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| ROUTE                                                                                                                                                                                                                                                                      | STATE<br>MO    |
| DISTRICT                                                                                                                                                                                                                                                                   | SHEET NO.<br>8 |
| COUNTY                                                                                                                                                                                                                                                                     |                |
| JOB NO.                                                                                                                                                                                                                                                                    |                |
| CONTRACT ID.                                                                                                                                                                                                                                                               |                |
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| <div> <div>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</div> <div>  <div> 105 WEST CAPITOL<br/>JEFFERSON CITY, MO 65102<br/>1-888-ASK-MODOT (1-888-275-6636) </div> </div> </div> |                |





SECTION A-A

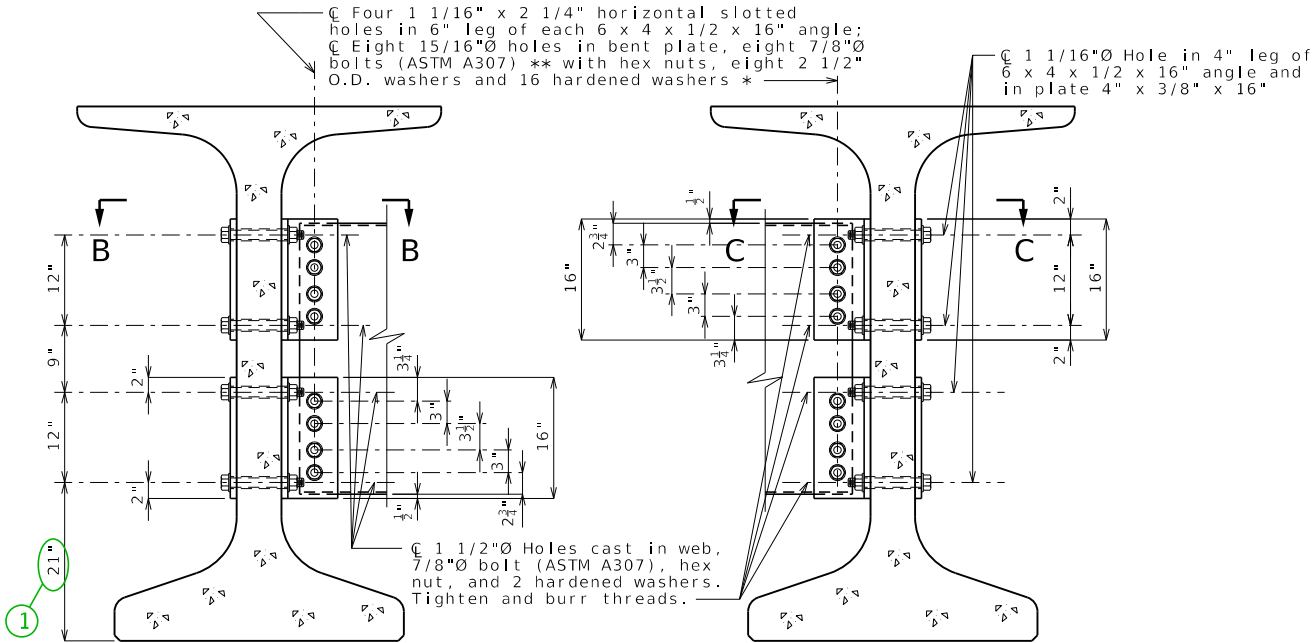
Standard Drawing Guidance (Do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

① Use 2'-4" for NU 78 girders

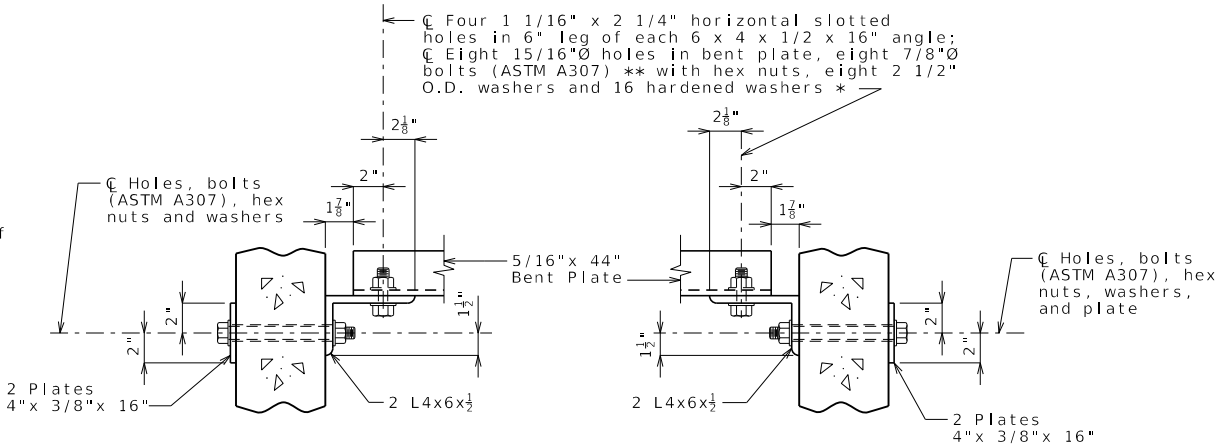
Delete panels for CIP slab.

PART SECTION SHOWING INTERMEDIATE DIAPHRAGMS



SECTION THRU INT. GIRDER AT DIAPHRAGM

SECTION THRU EXT. GIRDER AT DIAPHRAGM



SECTION B-B

SECTION C-C

**STEEL DIAPHRAGM NOTES:**

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16" Ø holes and one hardened washer per bolt.

\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.


Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

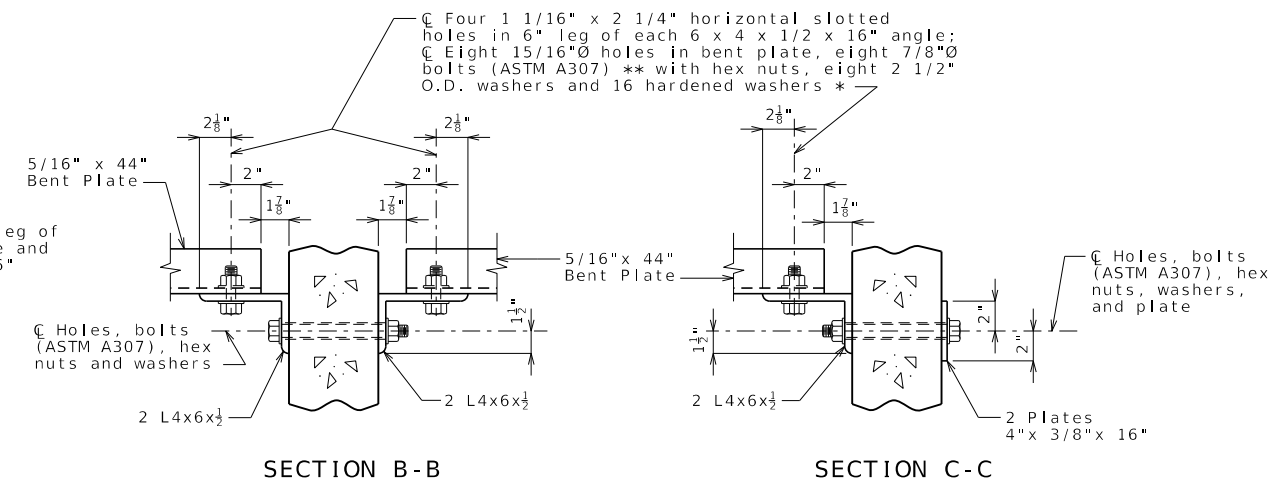
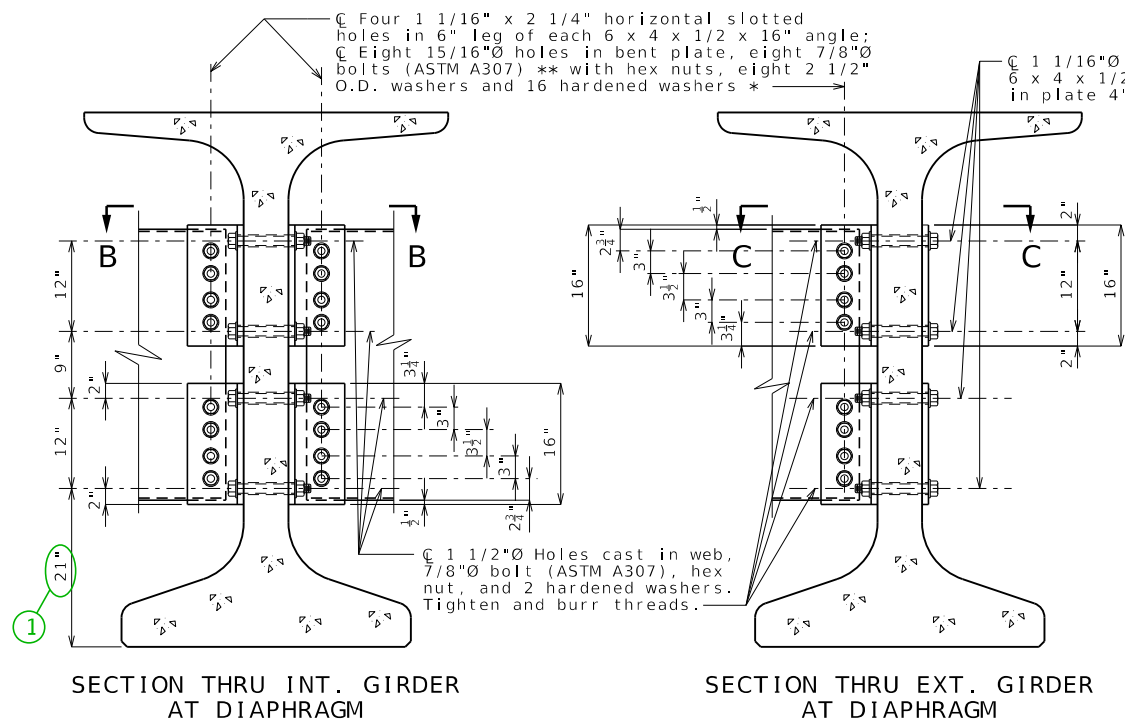
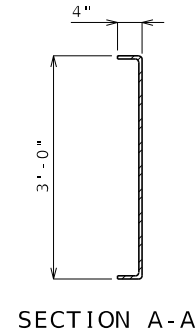
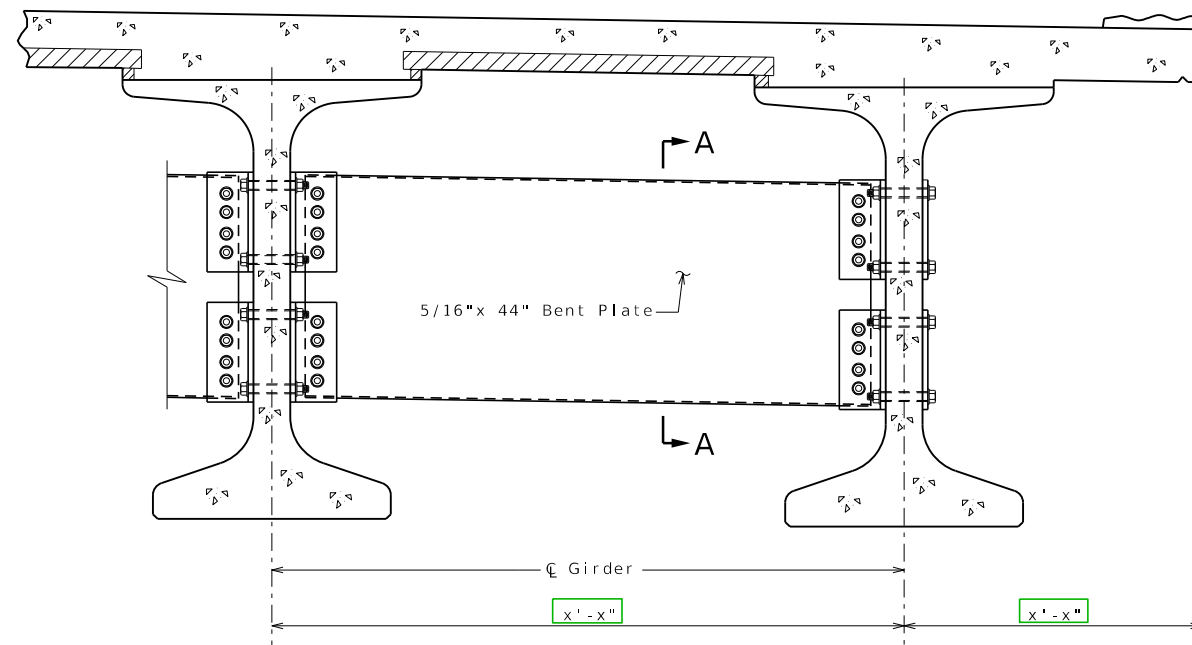
Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

STEEL INTERMEDIATE DIAPHRAGMS

|                                                                                       |                |
|---------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>10/13/2023                                                           |                |
| ROUTE                                                                                 | STATE<br>MO    |
| DISTRICT                                                                              | SHEET NO.<br>9 |
| COUNTY                                                                                |                |
| JOB NO.                                                                               |                |
| CONTRACT ID.                                                                          |                |
| PROJECT NO.                                                                           |                |
| BRIDGE NO.                                                                            |                |
| DESCRIPTION                                                                           |                |
| DATE                                                                                  |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                |
|  |                |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |                |





Standard Drawing Guidance (Do not show on plans):

Check that the 1 1/2"Ø holes for the diaphragms shown on the design plans will provide a minimum clearance of at least 1 1/2" to any prestressing strands. Diaphragm spacing may need to be adjusted.

① Use 2' - 4" for NU 78 girders

Delete panels for CIP slab.

STEEL DIAPHRAGM NOTES:

\* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16"Ø holes and one hardened washer per bolt.

**\*\* Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.**

All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

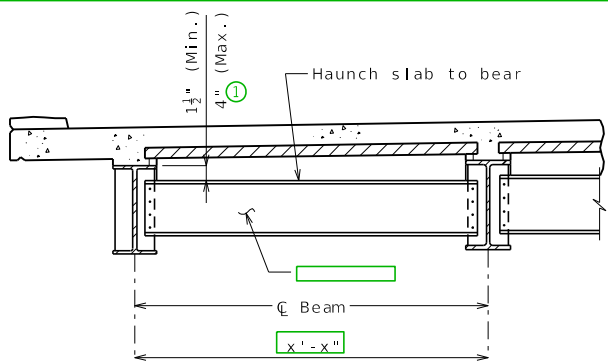
Shop drawings will not be required for steel intermediate diaphragms and angle connections.

For location of intermediate diaphragms, see Sheet No. .

|               |                 |
|---------------|-----------------|
| DATE PREPARED |                 |
| 10/13/2023    |                 |
| ROUTE         | STATE<br>MO     |
| DISTRICT      | SHEET NO.<br>10 |
| COUNTY        |                 |
| JOB NO.       |                 |
| CONTRACT ID.  |                 |
| PROJECT NO.   |                 |
| BRIDGE NO.    |                 |

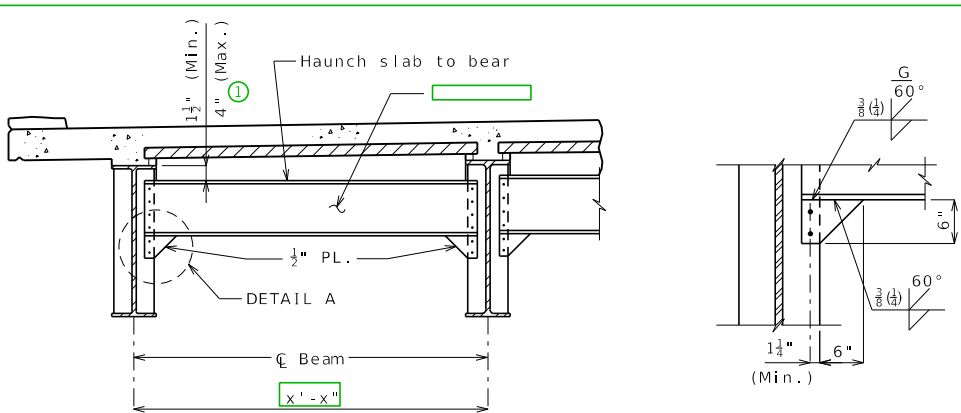
[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION





TYPICAL PART SECTION SHOWING  
END DIAPHRAGMS

(W21 thru W24) Omit this detail if End Diaphragms  
(slab haunched to bear) are not used.



TYPICAL PART SECTION SHOWING  
END DIAPHRAGMS

(W27 thru W40) Omit these details if End Diaphragms  
(slab haunched to bear) are not used.

DETAIL A

Standard Drawing Guidance (do not show on plans):

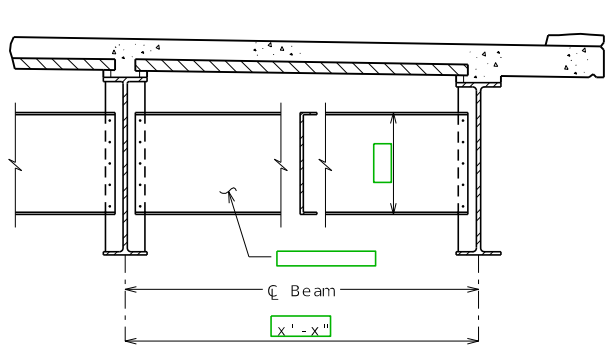
Angle size should be shown without inch (") marks on the plans.

Do not show fillet weld size unless by design and size of weld exceeds Sec 1080.

Show specialty welds information as given unless by design.

Delete panels for CIP slab.

① Modify if necessary in accordance with EPG 751.14.5.3.



TYPICAL PART SECTION SHOWING  
CROSS FRAMES AND  
INTERMEDIATE DIAPHRAGMS

Replace this detail with alternate details if  
flange connection angle is required by design.

STEEL DIAPHRAGMS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

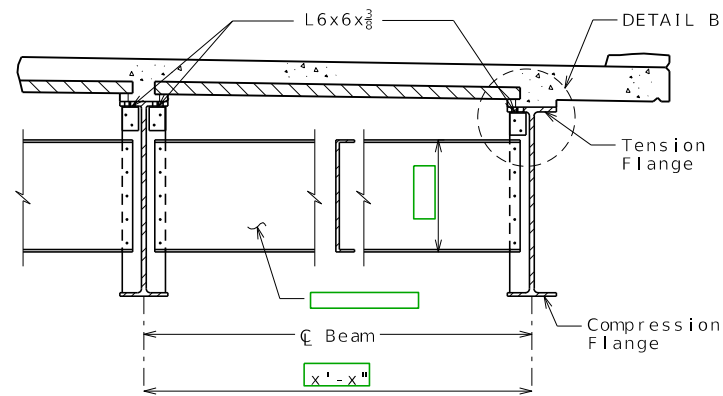
| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

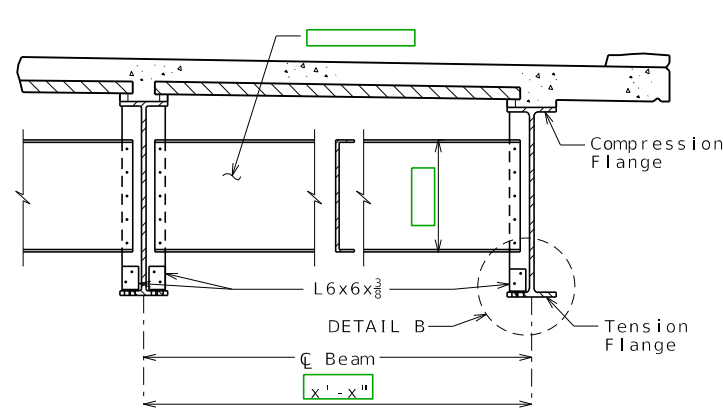
**MoDOT**

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

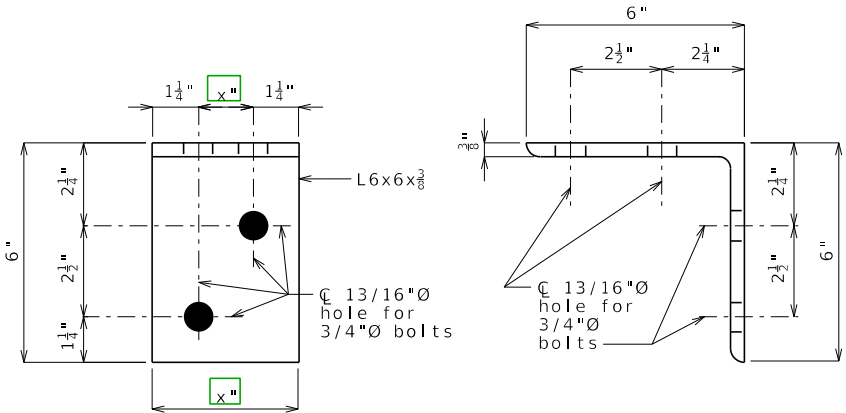




TYPICAL PART SECTION SHOWING  
CROSS FRAMES AND  
INTERMEDIATE DIAPHRAGMS  
TOP FLANGE IN TENSION

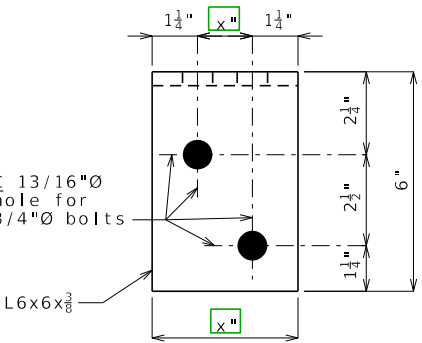


TYPICAL PART SECTION SHOWING  
INTERMEDIATE DIAPHRAGMS  
BOTTOM FLANGE IN TENSION



ELEVATION

SIDE VIEW



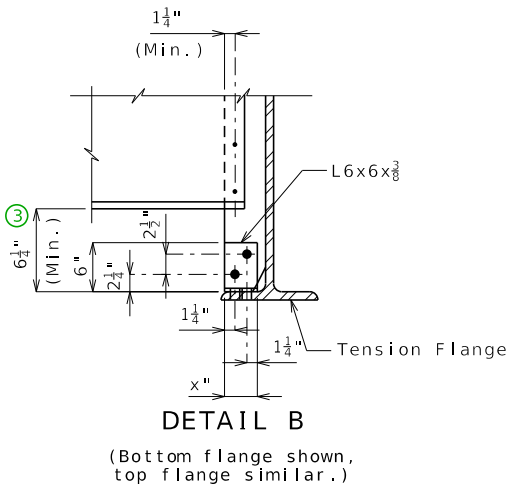
PLAN

Note: Bolts shall be 3/4-inch diameter  
ASTM F3125 Grade A325 Type 1 Type 3 that  
connect the 6 x 6 x 3/8 angle to the top  
flange and placed so the nut is on the  
inside of flange (toward the web).

DETAIL OF FLANGE CONNECTION ANGLE

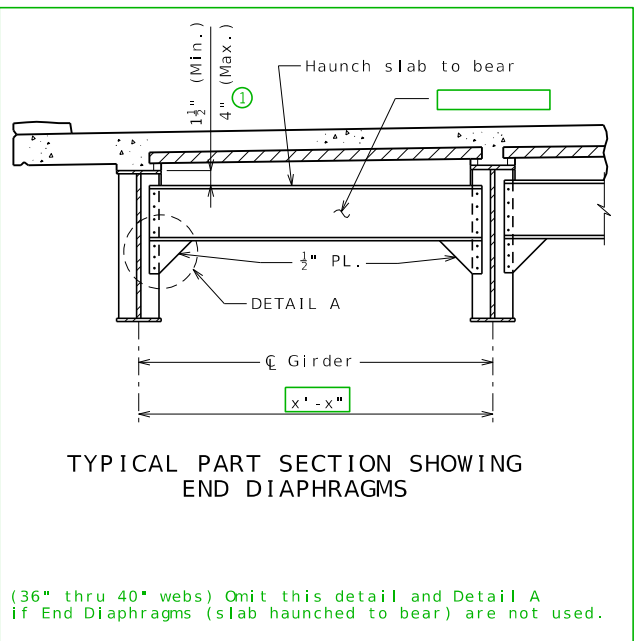
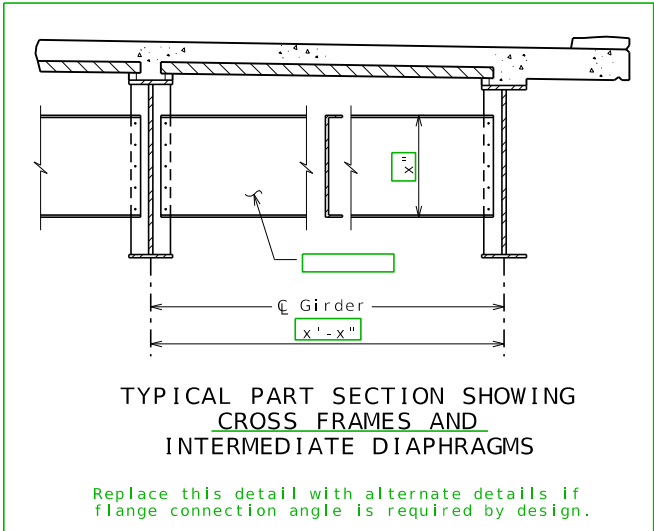
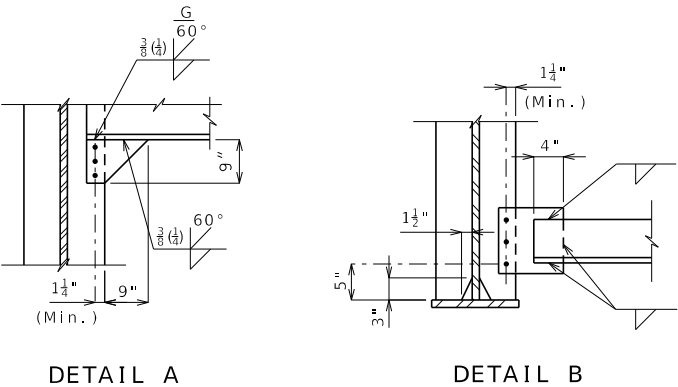
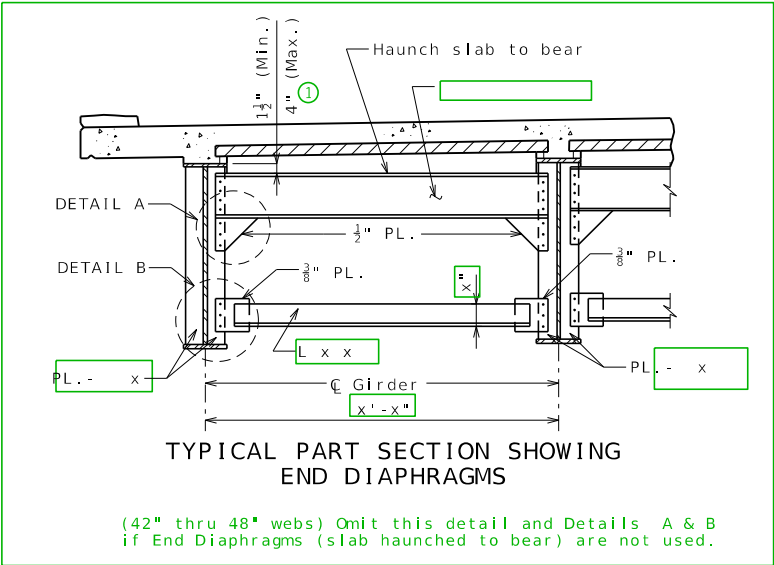
Use these alternate details if  
Flange Connection Angle is  
required by design.

- ② Use Type 3 for weathering steel bolted connections and Type 1 for painted or galvanized steel connections.
- ③ Verify clearance for cross slope.



DETAIL B  
(Bottom flange shown,  
top flange similar.)





Standard Drawing Guidance (do not show on plans):

Angle size should be shown without inch (") marks on the plans.

Do not show fillet weld size unless by design and size of weld exceeds Sec 1080.

Show specialty welds information as given unless by design.

Delete panels for CIP slab.


① Modify if necessary in accordance with EPG 751.14.5.4.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

STEEL DIAPHRAGMS

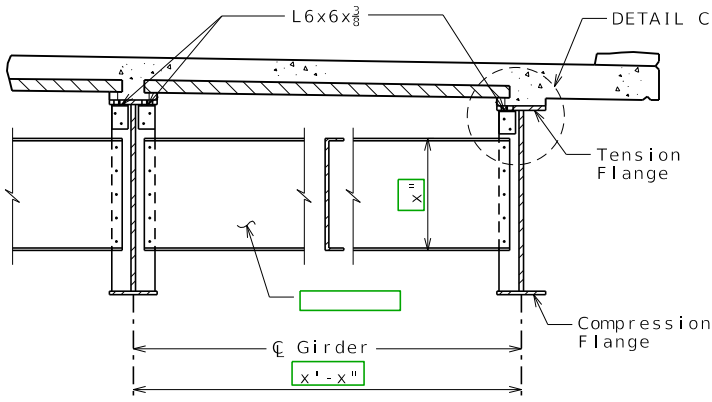
Sheet No. of

|                                                                                       |                 |
|---------------------------------------------------------------------------------------|-----------------|
| DATE PREPARED<br>10/13/2023                                                           |                 |
| ROUTE                                                                                 | STATE<br>MO     |
| DISTRICT                                                                              | SHEET NO.<br>12 |
| COUNTY                                                                                |                 |
| JOB NO.                                                                               |                 |
| CONTRACT ID.                                                                          |                 |
| PROJECT NO.                                                                           |                 |
| BRIDGE NO.                                                                            |                 |
| DESCRIPTION                                                                           |                 |
|                                                                                       |                 |
|                                                                                       |                 |
|                                                                                       |                 |
| DATE                                                                                  |                 |
| MISSOURI HIGHWAYS AND TRANSPORTATION<br>COMMISSION                                    |                 |
|  |                 |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |                 |

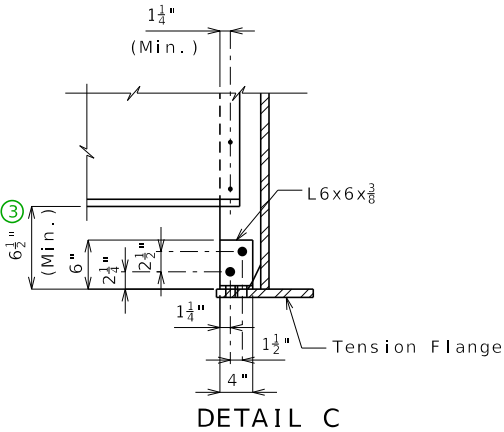


Use these alternate details if Flange Connection Angle is required by design.

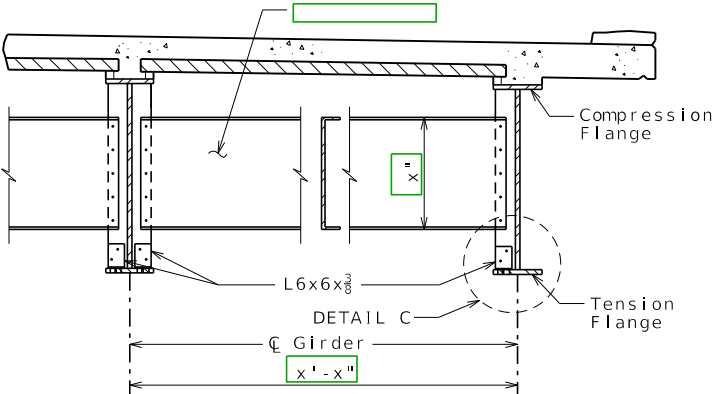
- ② Use Type 3 for weathering steel bolted connections and Type 1 for painted or galvanized steel connections.
- ③ Verify clearance for cross-slope.



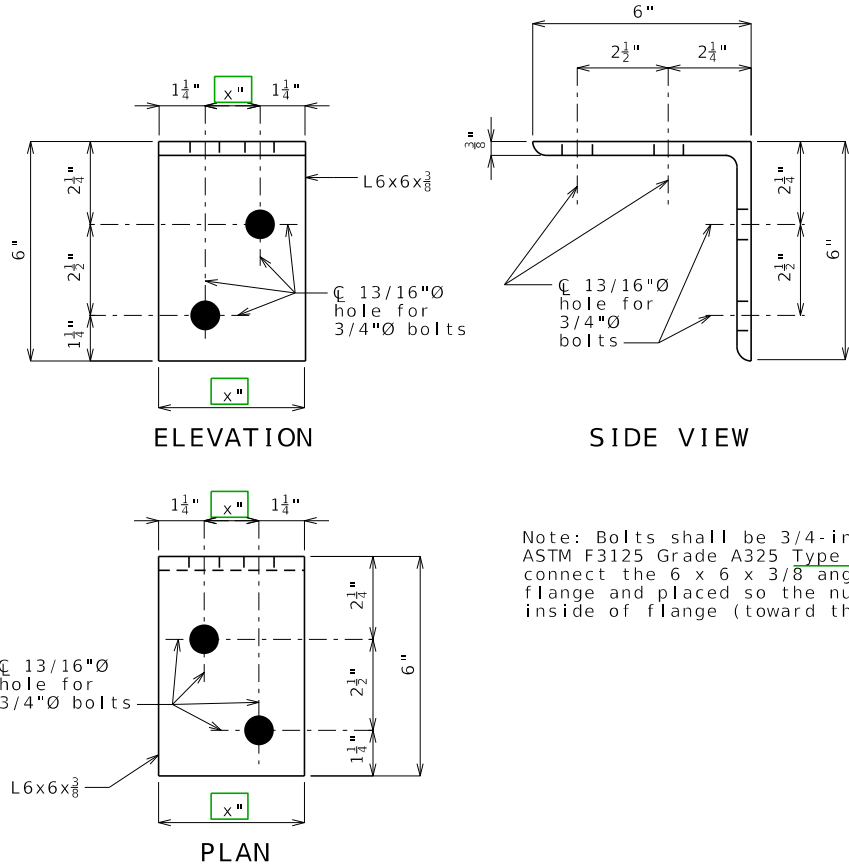
TYPICAL PART SECTION SHOWING  
CROSS FRAMES AND  
INTERMEDIATE DIAPHRAGMS  
TOP FLANGE IN TENSION



(Bottom flange shown,  
top flange similar.)



TYPICAL PART SECTION SHOWING  
INTERMEDIATE DIAPHRAGMS  
BOTTOM FLANGE IN TENSION



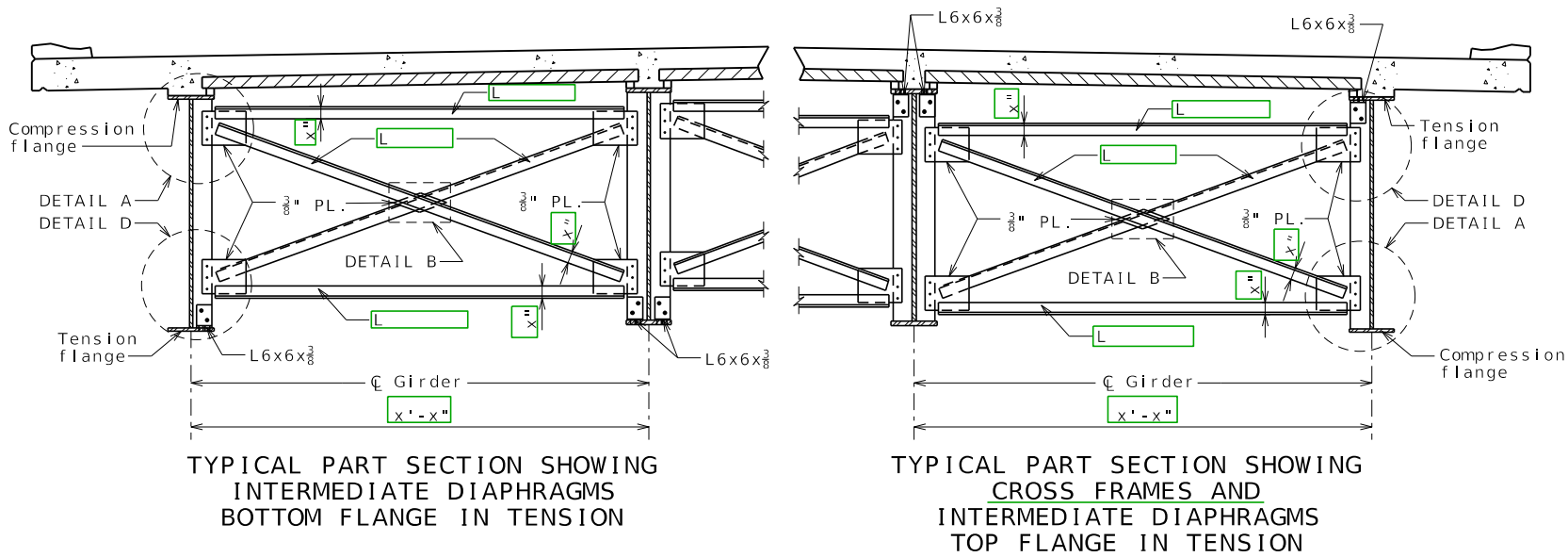
Note: Bolts shall be 3/4-inch diameter  
ASTM F3125 Grade A325 Type 1 Type 3 that ②  
connect the 6 x 6 x 3/8 angle to the top  
flange and placed so the nut is on the  
inside of flange (toward the web).

DETAIL OF FLANGE CONNECTION ANGLE



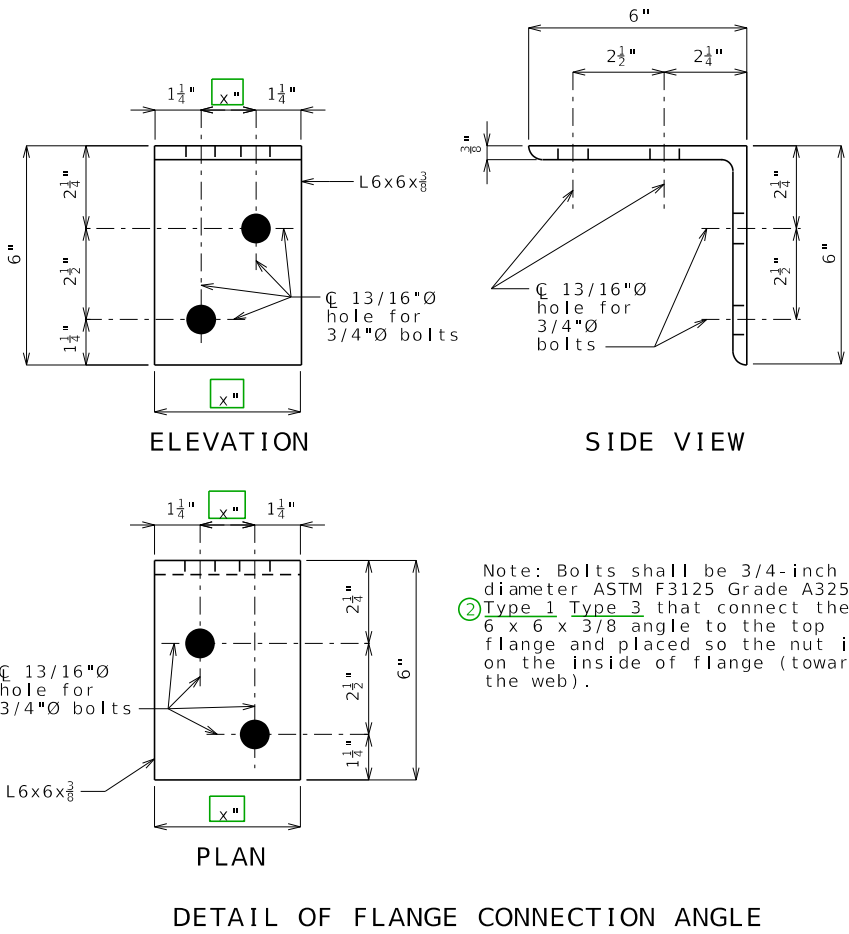
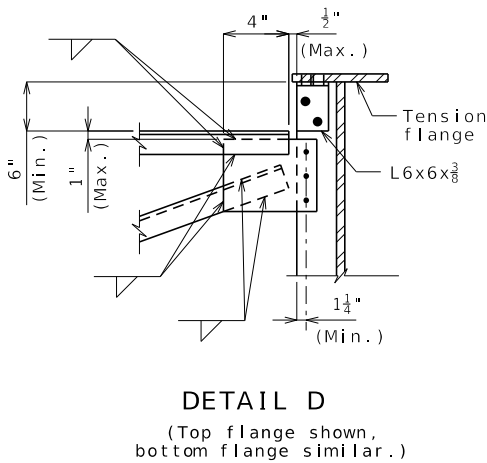




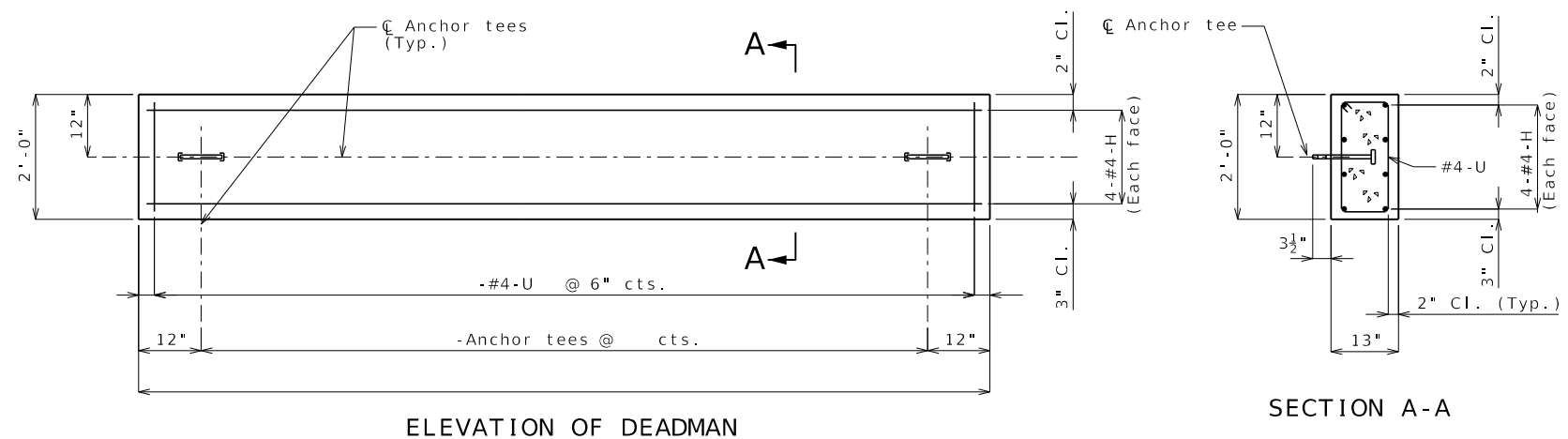
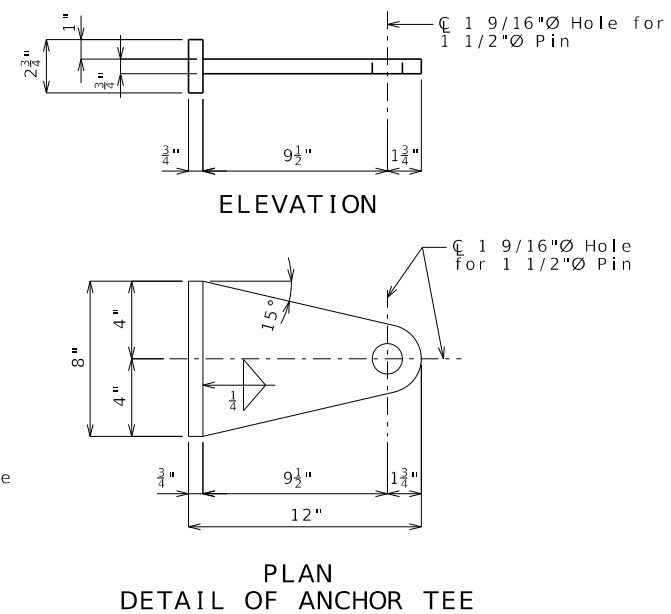


Use these alternate details if  
Flange Connection Angle is  
required by design

- ② Use Type 3 for weathering steel bolted connections and Type 1 for painted or galvanized steel connections.







## DETAILS OF DEADMAN ANCHORAGE SYSTEM

CONSTRUCTION SEQUENCE :

Construct end bent with anchor tees in place.

Construct deadman with anchor tees in place.

Machine compact fill up to elevation of \_\_"Ø rod and turnbuckle.

Install \_\_"Ø rod, clevis and turnbuckle assembly.

Tighten turnbuckle until snug.

Hand compact fill for 12" (Min.) over \_\_"Ø rod and turnbuckle.

Machine compact remaining fill.

| BILL OF REINFORCING STEEL<br>EACH DEADMAN |             |        |
|-------------------------------------------|-------------|--------|
| NUMBER                                    | SIZE & MARK | LENGTH |
|                                           |             |        |
|                                           |             |        |
|                                           |             |        |

Reinforcing steel lengths are based on nominal lengths,  
out to out.

All anchor tees, rods, clevises, turnbuckles, etc. shall be fabricated from ASTM A709 Grade 36, ASTM A668 Class F or equivalent steel and galvanized in accordance with Sec 1081. Shop drawings will not be required. All concrete shall be Class B. All reinforcing steel shall be Grade 60.

All metal members of the anchorage system not embedded in concrete shall be cleaned and receive a heavy coating of an approved bituminous paint.

Fine aggregate shall be in accordance with Sec 1005 and shall be placed below and above the rod and turnbuckles.

Payment for all materials, excavation, backfill and any other incidental work necessary to complete the Deadman Anchorage Assembly will be considered completely covered by the contract unit price per each.

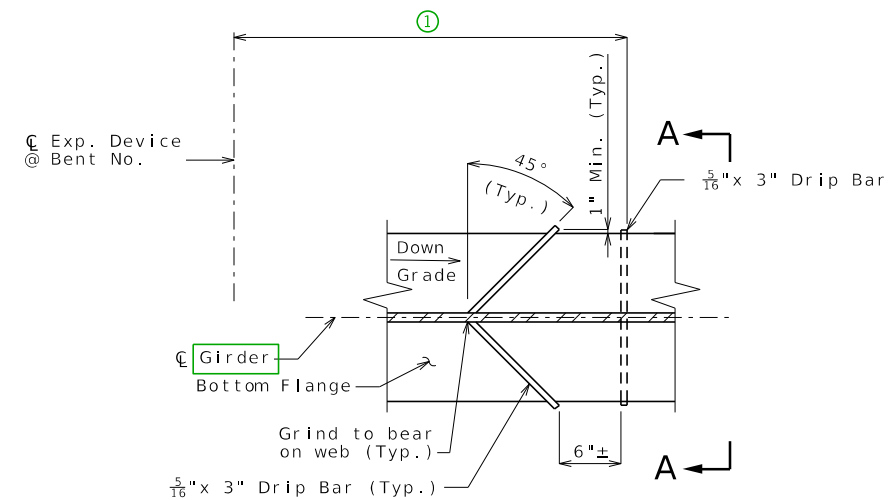


Standard Drawing Guidance (do not show on plans):

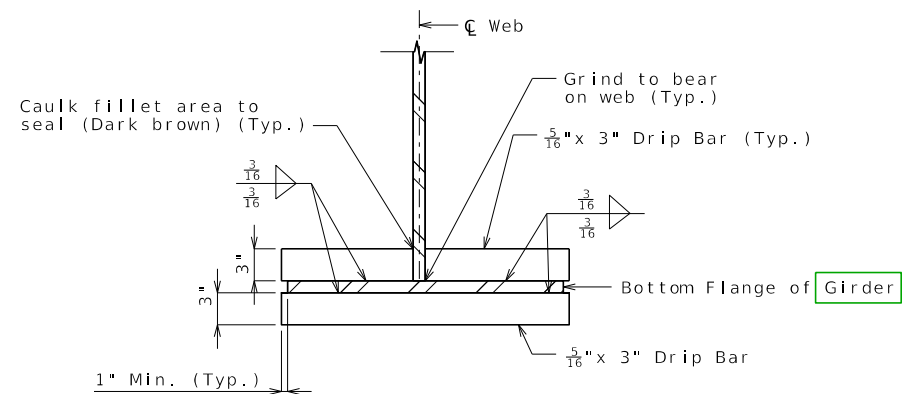
Modify as required.

- ① Drip bars should be located between 5 feet from center of expansion device and 1 foot short of the end of the partial coating limit.

Details shown are for plate girder. For wide flange beam, change "Girder" to "Beam" (5 places).

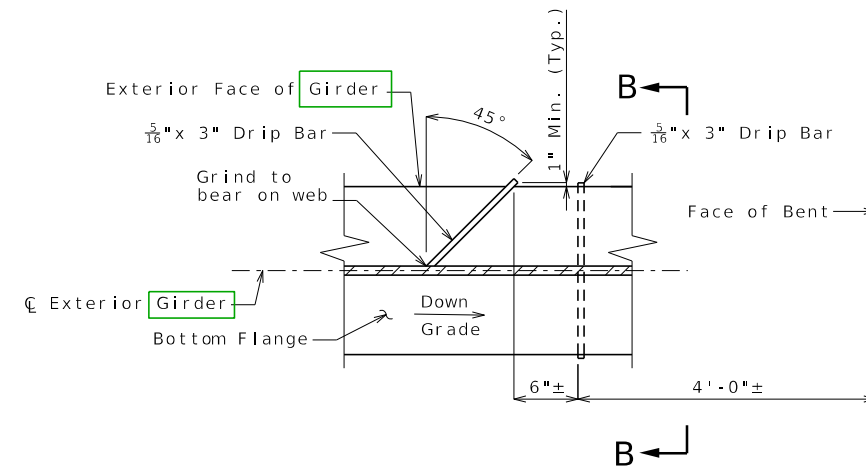


DRIP BAR DETAIL NEAR EXPANSION DEVICE

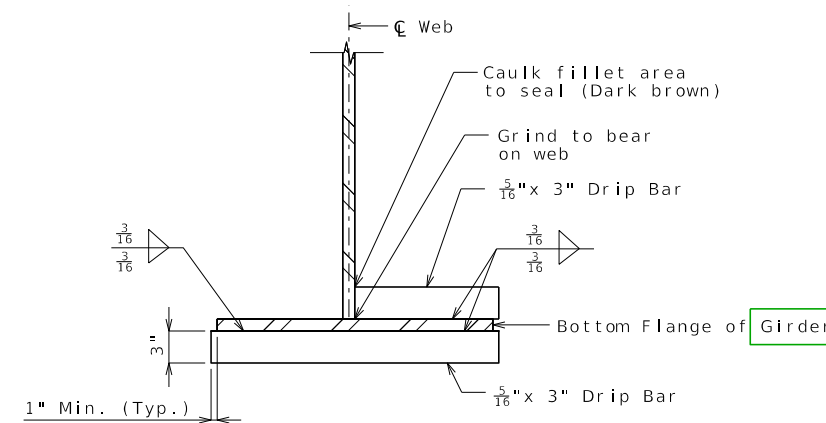


SECTION A-A

Standard Drawing Guidance (do not show on plans):  
Use this detail near expansion device to deflect water away from girder.



DRIP BAR DETAIL NEAR BENTS




SECTION B-B

Standard Drawing Guidance (do not show on plans):  
Use this detail near bent, on outside of exterior girder only,  
to deflect water away from bent.

Note:  
Steel for drip bars shall be same grade as bottom flange.

|               |                |
|---------------|----------------|
| DATE PREPARED |                |
| 10/13/2023    |                |
| ROUTE         | STATE<br>MO    |
| DISTRICT      | SHEET NO.<br>1 |
| COUNTY        |                |
| JOB NO.       |                |
| CONTRACT ID.  |                |
| PROJECT NO.   |                |
| BRIDGE NO.    |                |
| DESCRIPTION   |                |
|               |                |
|               |                |
|               |                |
|               |                |
|               |                |
| DATE          |                |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



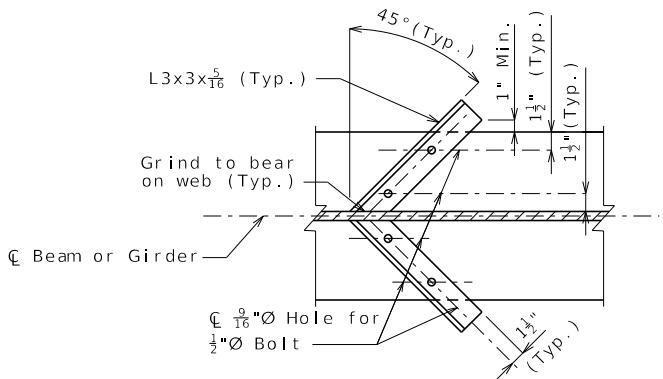
105 WEST CAPITAL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



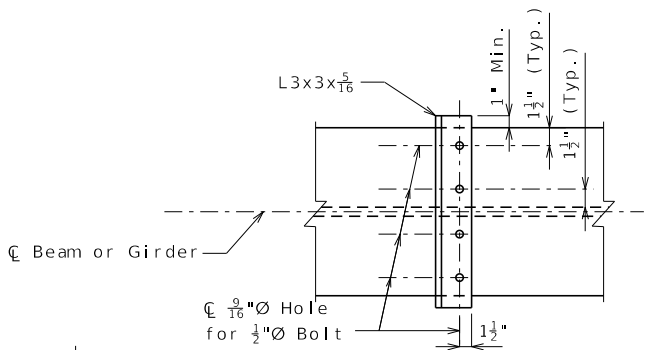
Standard Drawing Guidance (do not show on plans):  
Modify as required.

Bolted drip angles should only be used when welded drip bars cannot be used.

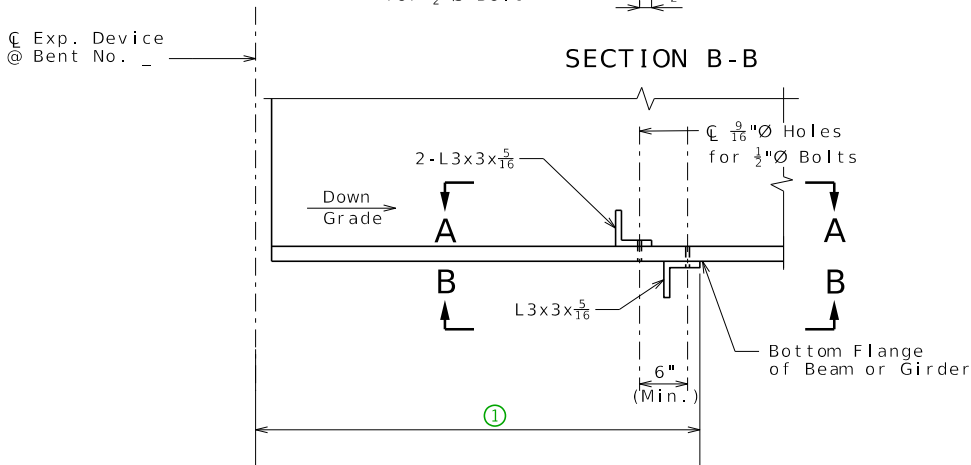
① Drip angles should be located between 5 feet from center of expansion device and 1 foot less from the end of the partial coating limit.



SECTION A-A



SECTION B-B



DRIP ANGLES DETAIL

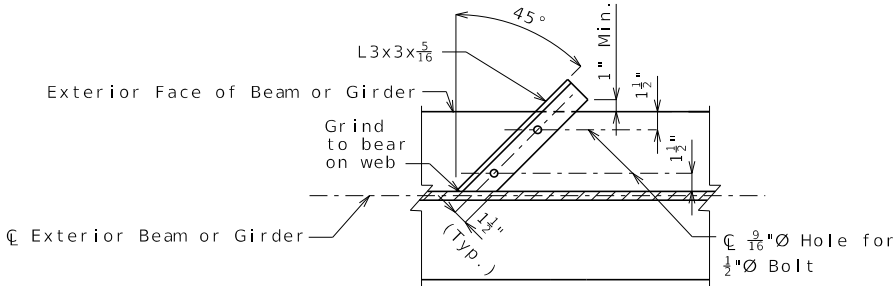
Standard Drawing Guidance (do not show on plans):  
Use this detail near expansion device.  
Use this detail as shown to deflect water from girder.

Note:

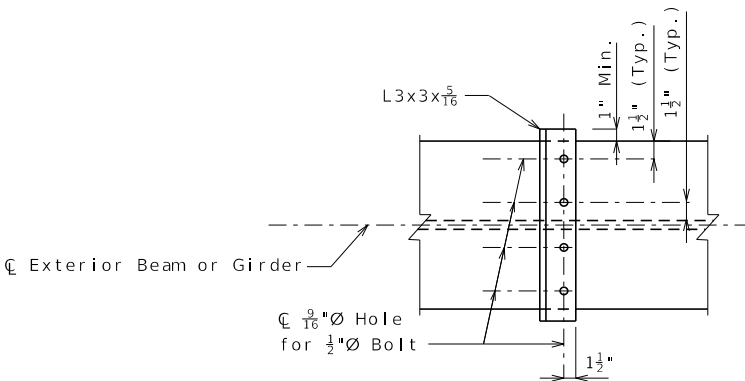
Drip angles shall be caulked with dark brown caulking against flange, web and fillet welds.

Drip angles shall be same grade as bottom flange.

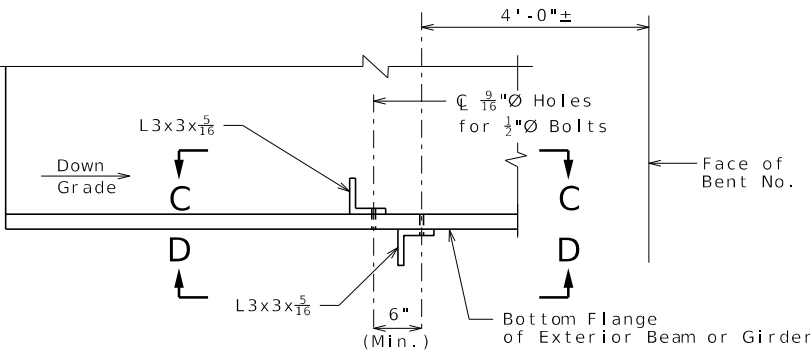
Use 1/2-inch diameter ASTM F3125 Grade A325 Type 3 for bolted connection.



SECTION C-C




SECTION D-D



DRIP ANGLES DETAIL

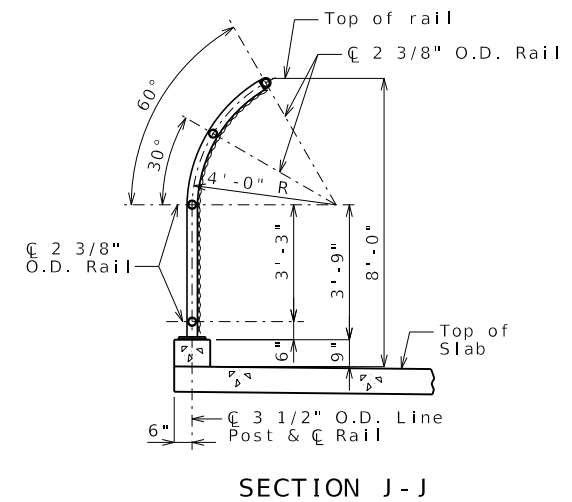
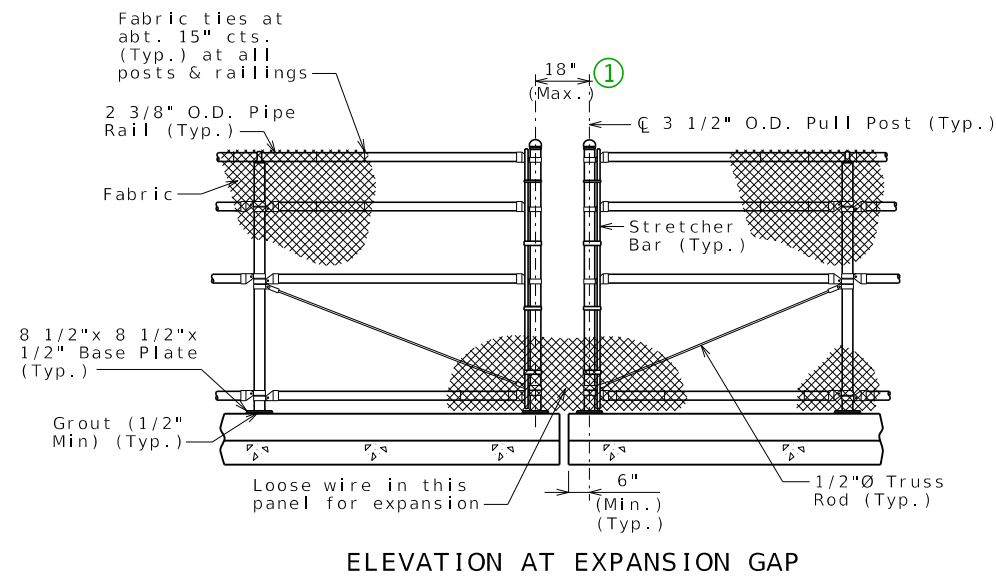
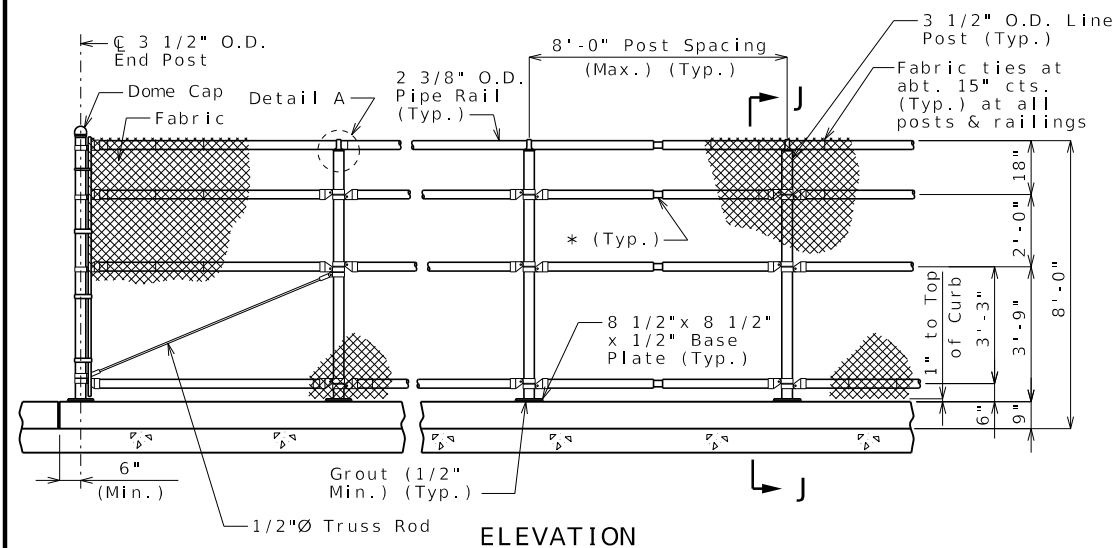
Standard Drawing Guidance (do not show on plans):  
Use this detail near bent.  
Use this detail as shown to deflect water away from bent for exterior girder only.

|                                                                                       |  |            |  |
|---------------------------------------------------------------------------------------|--|------------|--|
| DATE PREPARED                                                                         |  | 10/13/2023 |  |
| ROUTE                                                                                 |  | STATE      |  |
| DISTRICT                                                                              |  | MO         |  |
|                                                                                       |  | SHEET NO.  |  |
|                                                                                       |  | 2          |  |
| COUNTY                                                                                |  |            |  |
| JOB NO.                                                                               |  |            |  |
| CONTRACT ID.                                                                          |  |            |  |
| PROJECT NO.                                                                           |  |            |  |
| BRIDGE NO.                                                                            |  |            |  |
| DESCRIPTION                                                                           |  |            |  |
|                                                                                       |  |            |  |
|                                                                                       |  |            |  |
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|                                                                                       |  |            |  |
| DATE                                                                                  |  |            |  |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |  |            |  |
|  |  |            |  |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-273-6636)      |  |            |  |

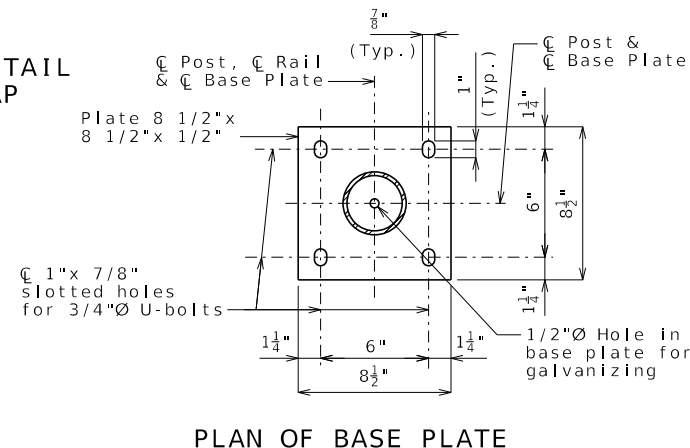
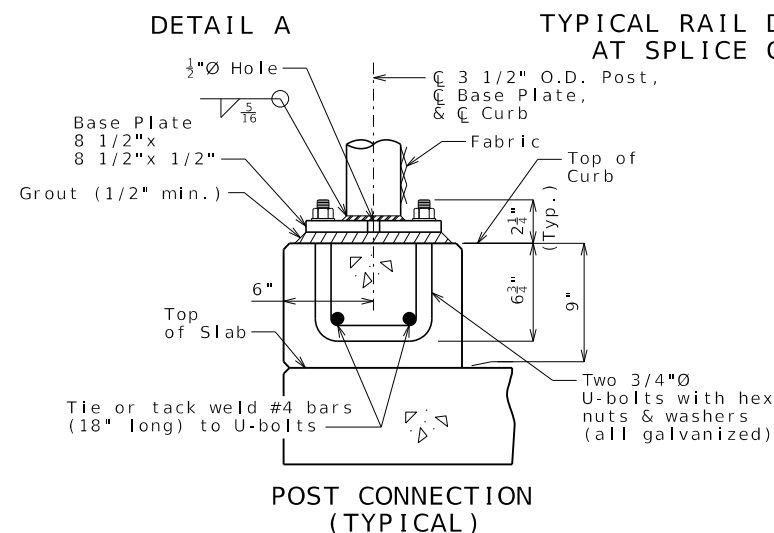
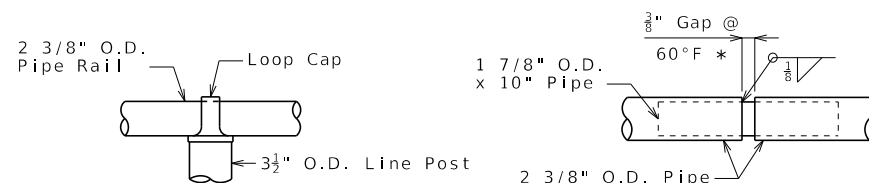
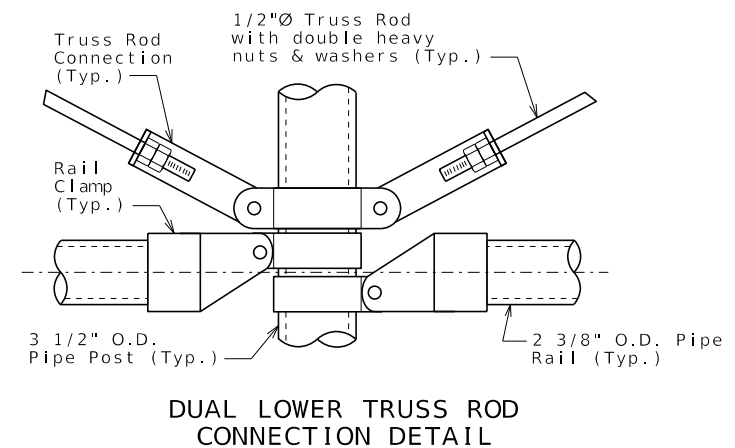
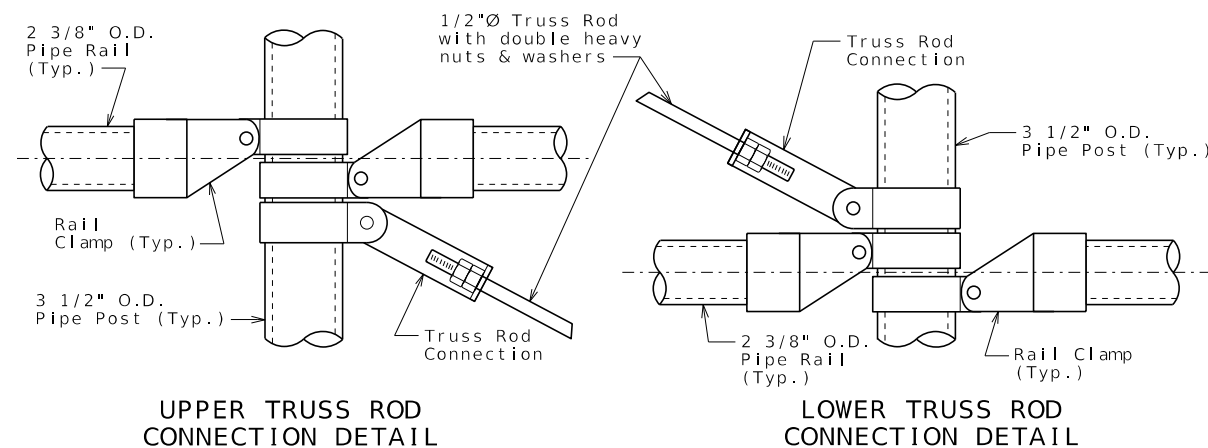








\* 3/8" Gap for splice at about 30'-0" centers with at least one splice gap between pull or end posts.



GENERAL NOTES:

Pedestrian chain link fence shall be in accordance with Sec 1043 except all fabric shall have the top and bottom edges knuckled and pipe members shall be in accordance with ASTM F1043, high strength grade (minimum yield = 50 ksi) heavy industrial steel pipe Group 1A.

All posts shall be vertical. Grout shall be placed under the post base plates in accordance with Sec 1066.

Payment for furnishing, galvanizing and erecting the fence and frame complete in place will be considered completely covered by the contract unit price for (120 in.) (96 in.) Curved Top Pedestrian Fence (Structures) per linear foot.

Dimensions of pedestrian chain link fence are measured horizontally.

The maximum spacing allowed between pull posts and end posts is 100 feet. Post brace and 2-inch diameter truss rod are required for panels adjacent to pull post and end posts only. Connect the lower end of truss rod to bottom of pull posts and end posts to which the stretcher bar is attached.

Rail clamps, dome cap, bands, tie wires, stretcher bars and truss rod connections shall be in accordance with the manufacturer's recommendations. The truss rod and truss rod connections shall have a minimum capacity of 2000 pounds. Dome cap shall fit tightly.

Expansion joints shall be placed in the horizontal pieces at not more than 30-foot centers and at all joint filler locations in the curb with a minimum gap of 3/8 inch at 60 degrees F.

Steel for truss rods shall be ASTM A709 Grade 36. Steel for base plates shall be ASTM A709 Grade 50.

(120 in.) (96 in.) Curved Top Pedestrian Fence (Structures) will be measured to the nearest linear foot for each structure, measured along the centerline fence from end of fence to end of fence.

Contractor shall submit complete detailed shop drawings in accordance with Sec 1080.

All base plates, U-bolts, hex nuts and washers shall be galvanized in accordance with ASTM A123 and Sec 1081.

U-bolts shall be ASTM F1554 Grade 36.

Chain link wire fabric shall be 9 gage minimum, 2-inch diamond mesh.

For details of pedestrian curb, see Sheet  
No. ,

The chain link fence shall be built in accordance with Sec 607 & Sec 1043.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

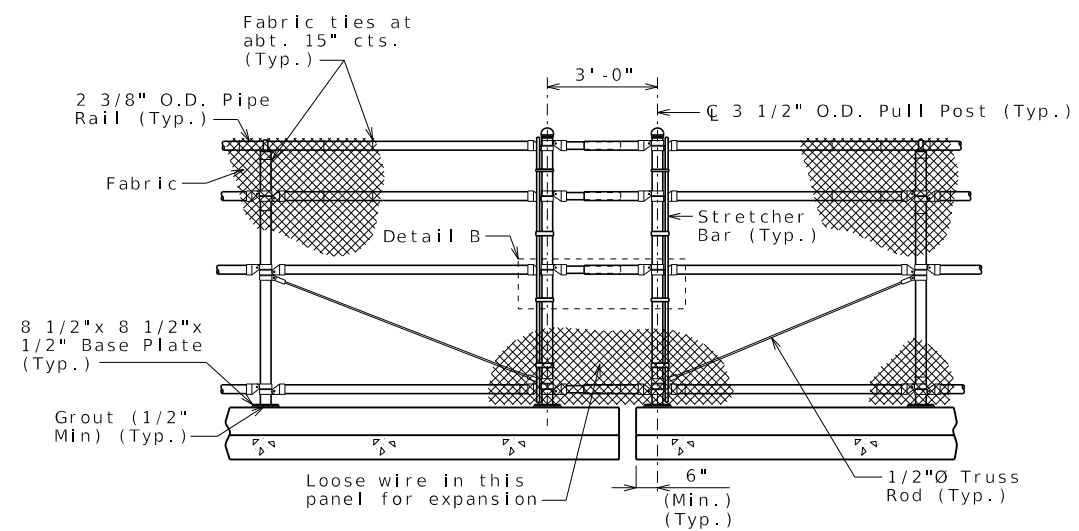
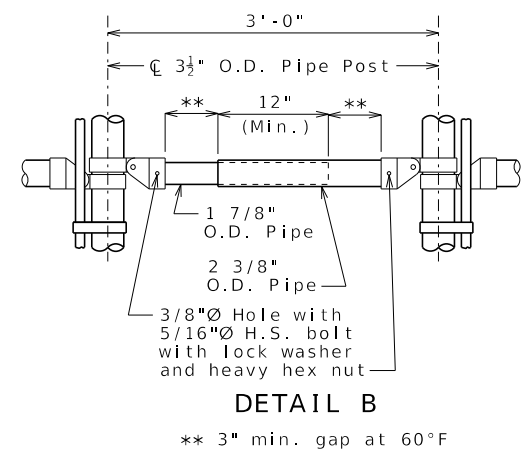


Guidance and alternate details FEN01 (1 of 2)

Standard Drawing Guidance (Do not show on plans.):

Also include FEN03 (pedestrian curb) in plans.

- ① For gaps more than 18" between posts, use the alternate detail, with expansion rails and 3' between posts & Detail B. This may conflict with any proposed expansion device; consult structural project manager.
- ② For greater expansion length, consult the SPM and use alternate details.



ELEVATION AT EXPANSION GAP

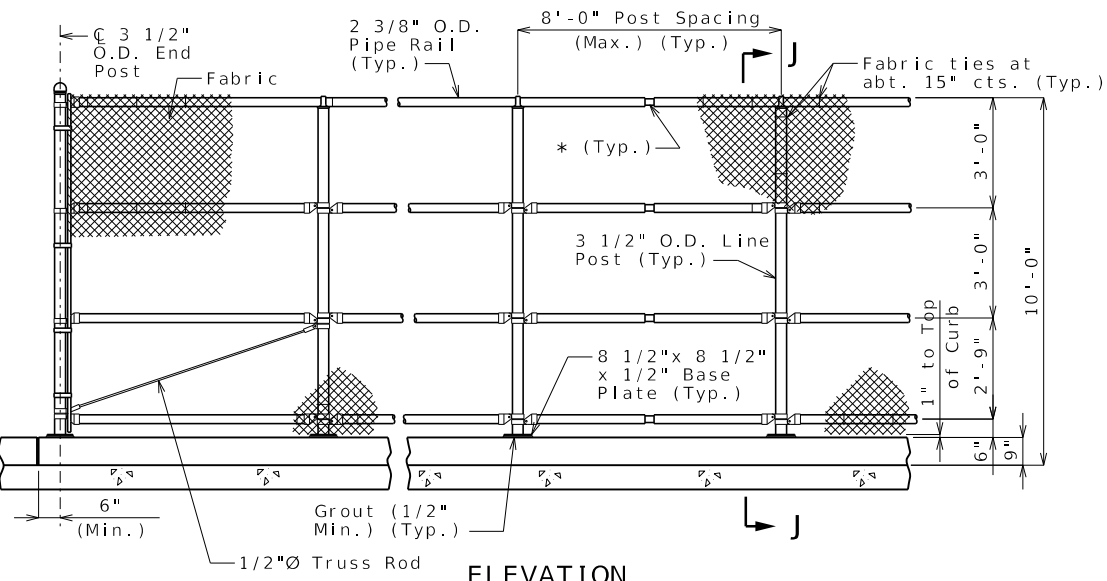
( CURVE - TOP )

Use for expansion length ≤ 125 feet for steel structure or ≤ 175 feet for concrete structure. ②



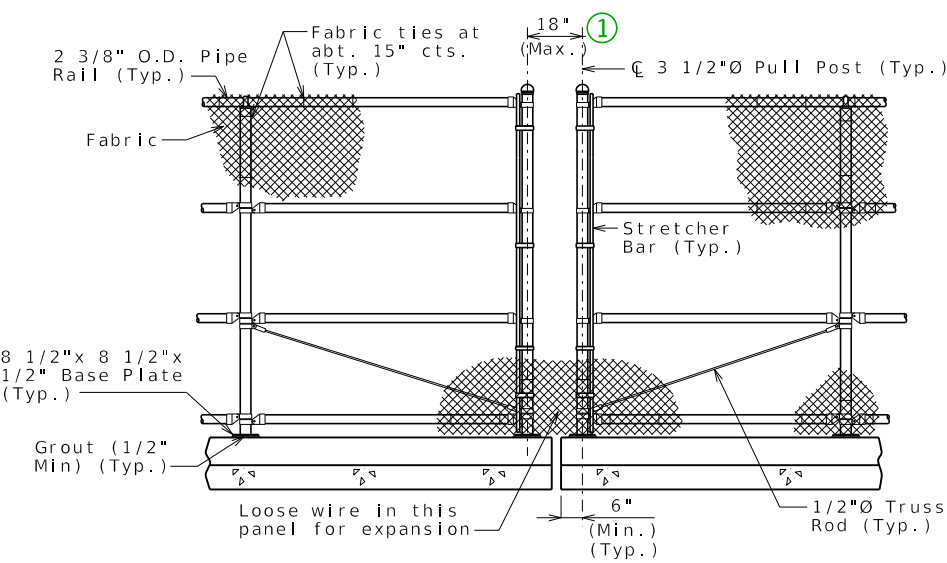
Alternate details FEN01 (2 of 2)

120 in. straight fence on pedestrian curb

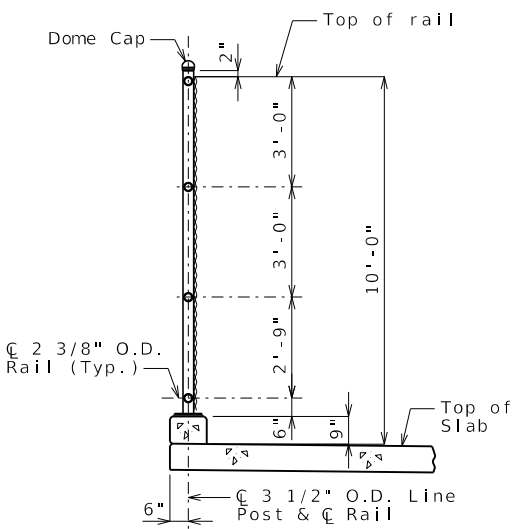


ELEVATION

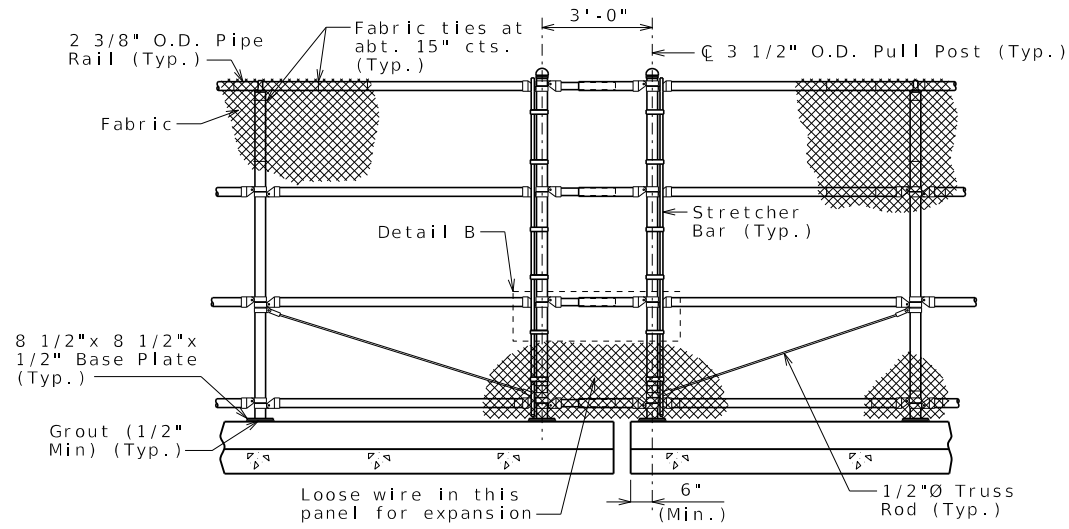
\* 3/8" Gap for splice at about 30'-0" centers with at least one splice gap between pull or end posts.



ELEVATION AT EXPANSION GAP



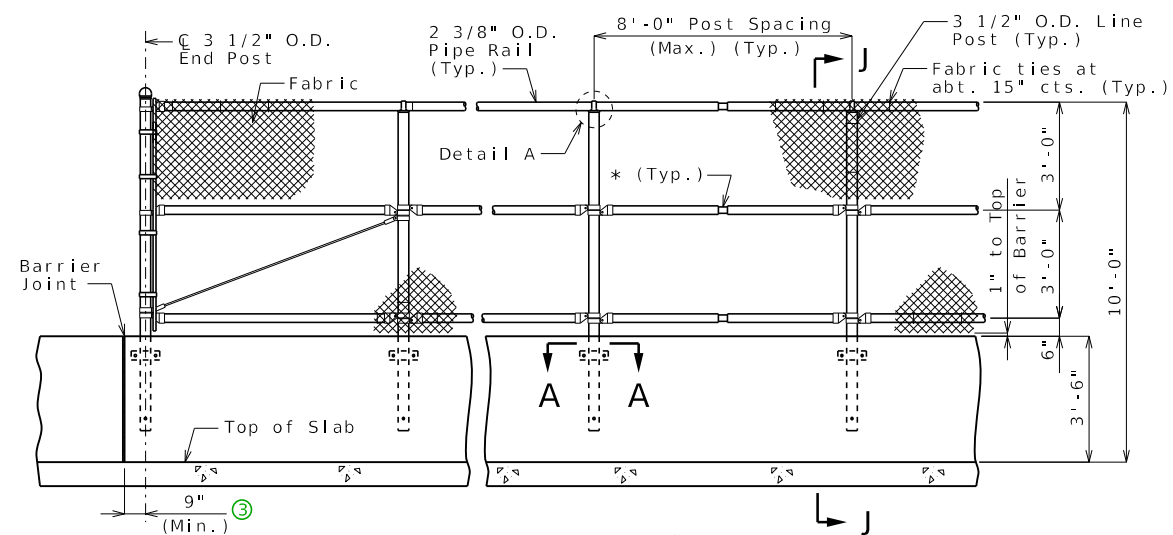
SECTION J-J



ELEVATION AT EXPANSION GAP

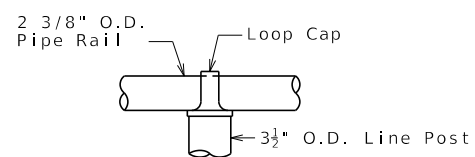
Use for expansion length ≤ 125 feet for steel structure or ≤ 175 feet for concrete structure. ②





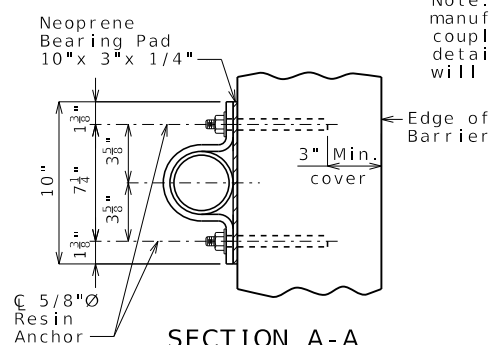
ELEVATION

\* 3/8" Gap for splice at about 30'-0" centers with at least one splice gap between pull or end posts.

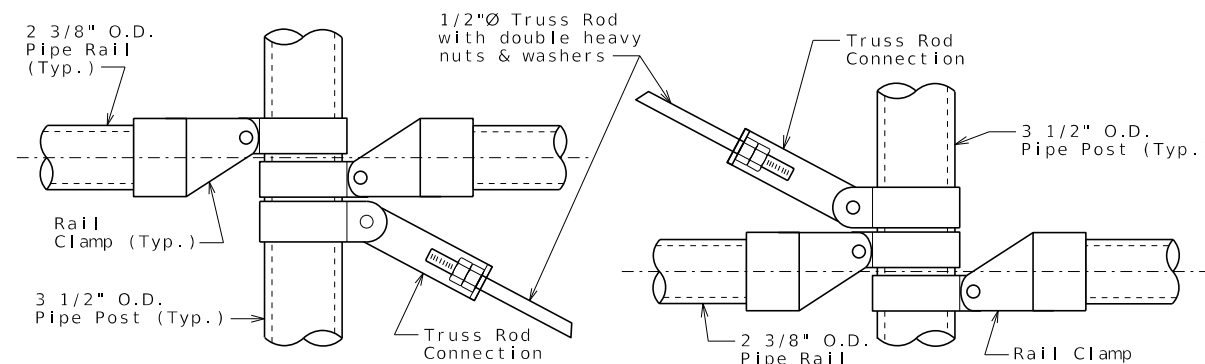


DETAIL A

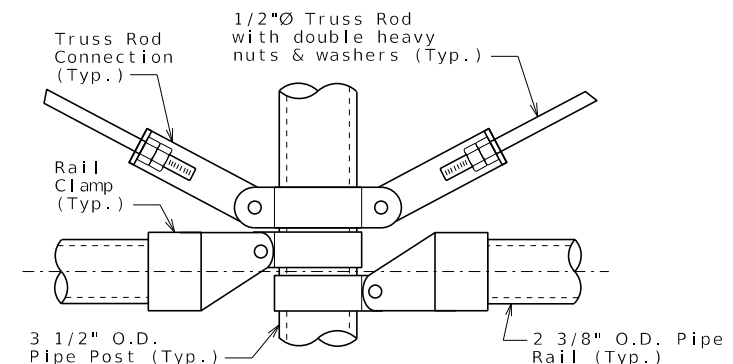
- \* 3/8" Gap for splice at about 30'-0" centers with at least one splice gap between pull or end posts.



SECTION A-A



UPPER TRUSS ROD  
CONNECTION DETAIL



SECTION J-J  
(TYPE D BARRIER)

GENERAL NOTES:

Pedestrian chain link fence shall be in accordance with Sec 1043 except all fabric shall have the top and bottom edges knuckled and pipe members shall be in accordance with ASTM F1043, high strength grade (minimum yield = 50 ksi) heavy industrial steel pipe Group 1A.

All posts shall be vertical.

Payment for furnishing, galvanizing and erecting the fence and frame complete in place will be considered completely covered by the contract unit price for (120 in.) Pedestrian Fence (Structures) per linear foot.

Dimensions of pedestrian chain link fence are measured horizontally.

The maximum spacing allowed between pull posts and end posts is 100 feet. Post brace and 1/2-inch diameter truss rod are required for panels adjacent to pull post and end posts only. Connect the lower end of truss rod to bottom of pull posts and end posts to which the stretcher bar is attached.

Rail clamps, dome cap, bands, tie wires, stretcher bars and truss rod connections shall be in accordance with the manufacturer's recommendations. The truss rod and truss rod connections shall have a minimum capacity of 2000 pounds. Dome cap shall fit tightly.

Expansion joints shall be placed in the horizontal pieces at not more than 30-foot centers and at all joint filler locations in the barrier with a minimum gap of 3/8 inch at 60 degrees F.

Steel for truss rods shall be ASTM A709 Grade 36. Steel for post straps shall be ASTM A709 Grade 50. Neoprene bearing pads shall be 50 durometer and shall be in accordance with Sec 716.

For details of barrier, see Sheet No. \_\_\_\_.

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 1/24/2025     |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 000       |

|              |
|--------------|
| COUNTY       |
| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Guidance & Alternate details FEN02 (1 of 1)

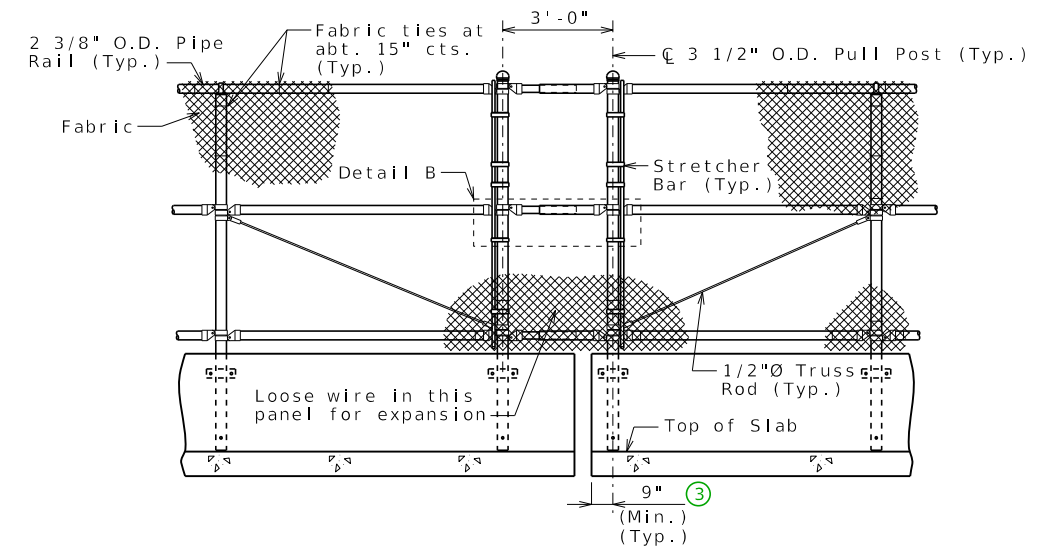
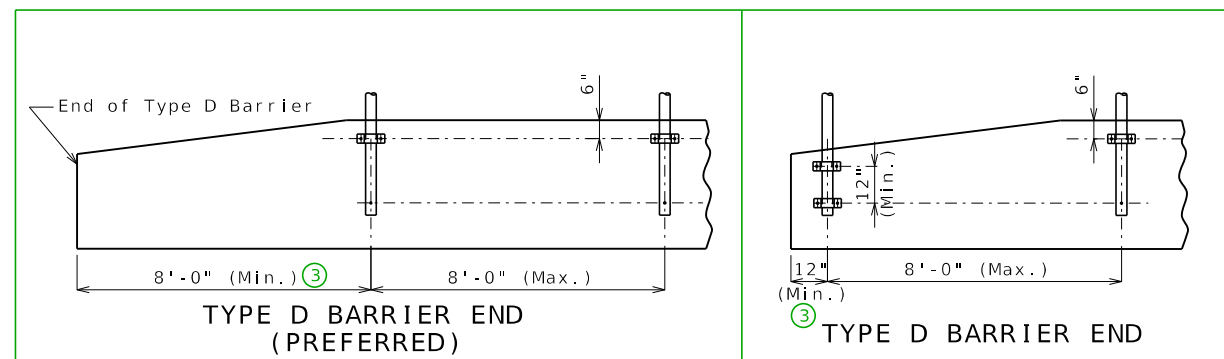
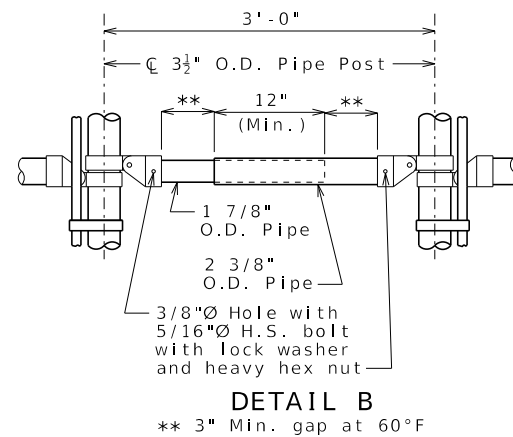
Standard Drawing Guidance (Do not show on plans.):

- ① For gaps more than 18" between posts, use the alternate detail, with expansion rails and 3' between posts & Detail B. This may conflict with any proposed expansion device; consult structural project manager.
- ② For greater expansion length, consult the SPM and use alternate details.
- ③ 9" min. from barrier joint. 4'-0" min. from end of Type H barrier; 8'-0" min. from end of Type D barrier. If a shorter distance is needed, details may need to be modified to clear guardrail attachment anchors.

Include these notes on the barrier sheet:

For details of pedestrian chain link fence, see Sheet No. \_\_.

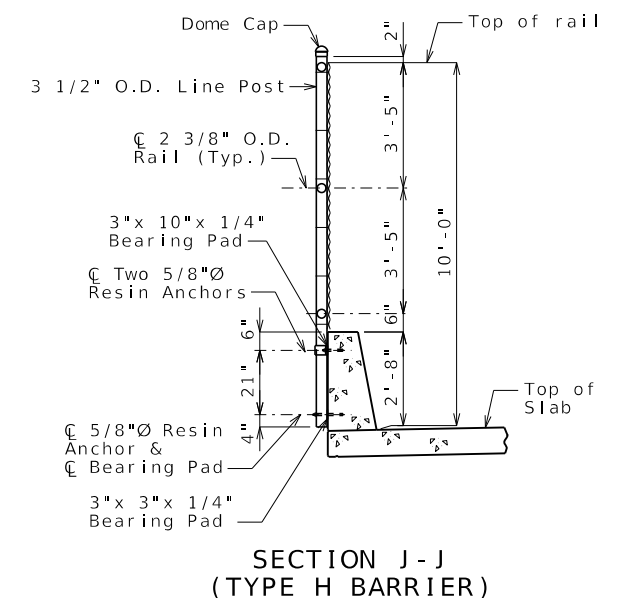
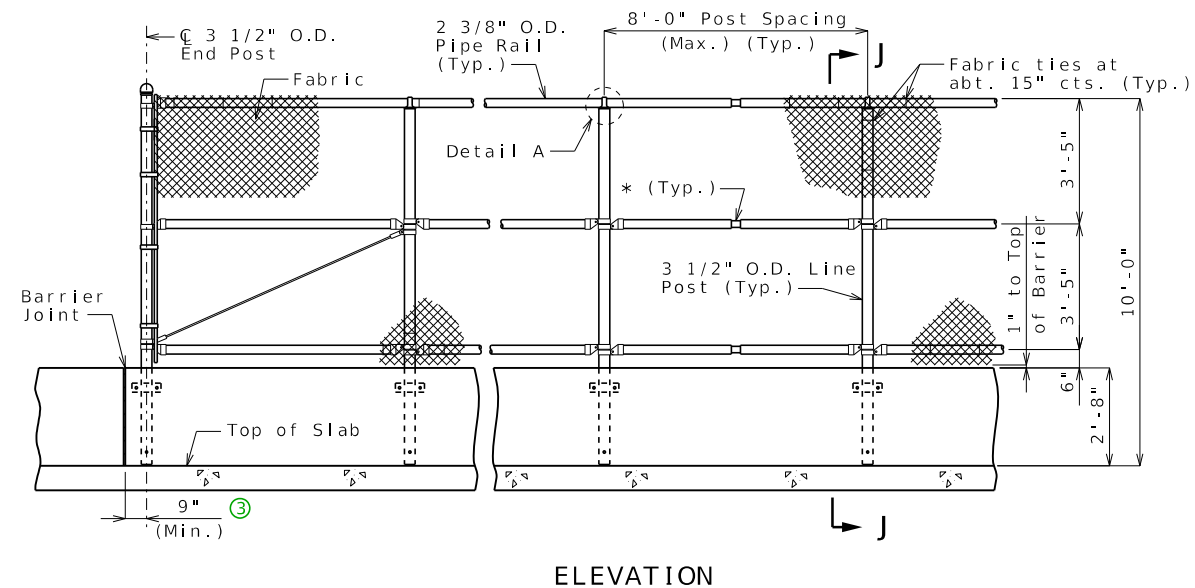
Reinforcing steel shall be shifted in the field to clear resin anchors for chain link fence.



ELEVATION AT EXPANSION GAP<sup>②</sup>  
(Type H barrier shown, Type D barrier similar)

Use for expansion length  $\leq 125$  feet for steel structure or  $\leq 175$  feet for concrete structure.

## Alternate details for Type H Barrier









Notes:

These details are a general representation of a Decorative Pedestrian Fence. The actual fence components and component positions may be different than what is shown.

Fence shall have a gloss black finish (Federal Standard #17038). See special provisions.

Base plate shall be ASTM A709, Grade 50.

All base plates, U-bolts, hex nuts and washers shall be galvanized in accordance with ASTM A123 and Sec 1081.

Measurement of decorative pedestrian fence will be made horizontally and to the nearest linear foot along centerline fence.

Payment for furnishing and erecting the fence complete in place will be considered completely covered by the contract unit price for (     in.) Decorative Pedestrian Fence (Structures).

All fence posts shall be vertical.

Grout shall be placed under the post base plates in accordance with Sec 1066.

Decorative pedestrian fencing shall be in accordance with 2020-AASHTO LRFD Bridge Design Specifications, 9th Ed.

Shop drawings and structural calculations will not be required for the decorative pedestrian fences on the Bridge Pre-qualified Products List.

All materials used in fabrication and construction of the decorative pedestrian fencing shall be in accordance with the manufacturer's specifications, except as modified in the contract documents.

Decorative pedestrian fencing system shall be supplied by only one manufacturer. Decorative pedestrian fencing system shall include all components except the U-bolts, hardware, and #4 bars welded to the U-bolts. The assembly of the pickets to the rails and the rails to the posts shall be the same as the style mentioned for the manufacturer.

See Bridge Pre-qualified Products List (BPPL) for a list of approved manufacturers.

Substitution for the U-bolt cages will not be permitted.

U-bolts shall be ASTM F1554 Grade 36.

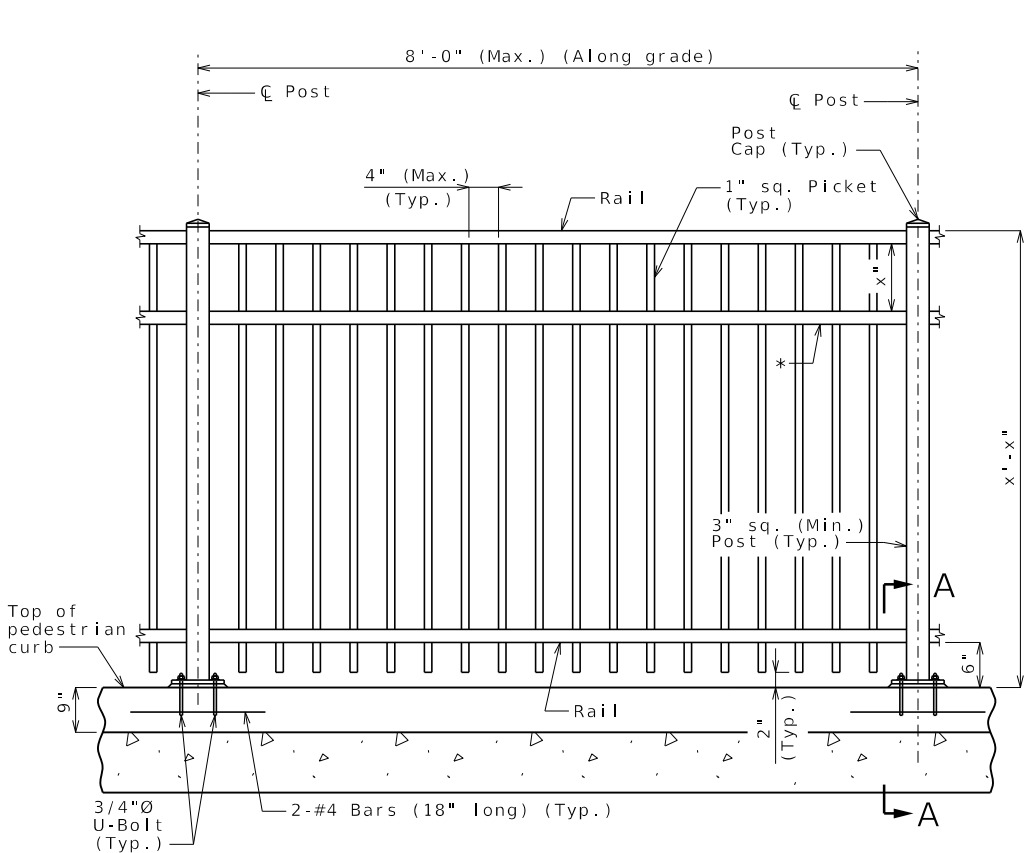
For details of pedestrian curb, see Sheet No.     .

Standard Drawing Guidance:

(Do not show on plans.)

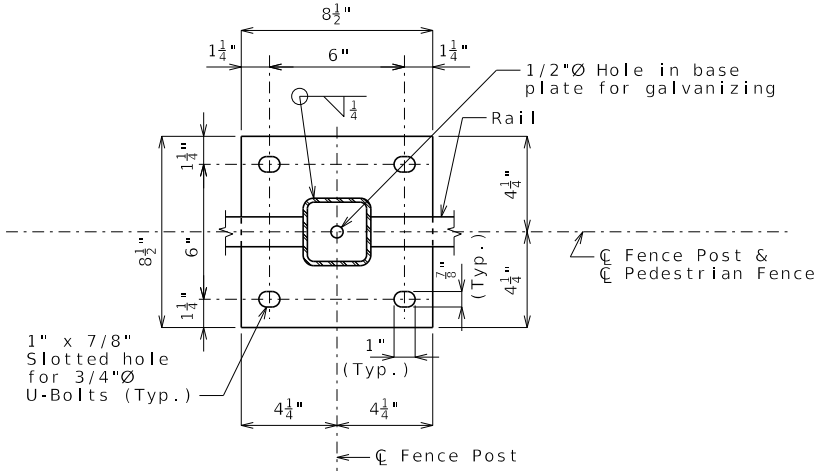
Note on plans that longitudinal dimensions of fence are horizontal.

Modify detail and notes as necessary per project requirements. Details are shown for decorative fence on pedestrian curb. Use alternate details for decorative fence on Type H barrier.

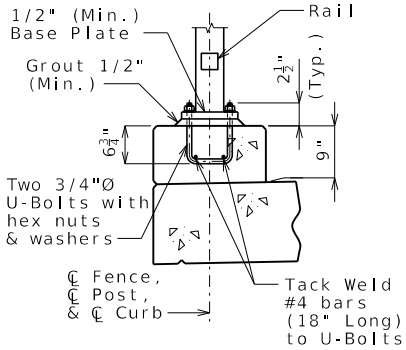


TYPICAL PART ELEVATION

\* Optional rail. Need is based on design computations performed by the manufacturer and approved by MoDOT, or may be added for aesthetics.



PART PLAN SHOWING BASE PLATE



SECTION A-A

1/2-inch diameter hole in base plate not shown for clarity.

DESCRIPTION

DATE

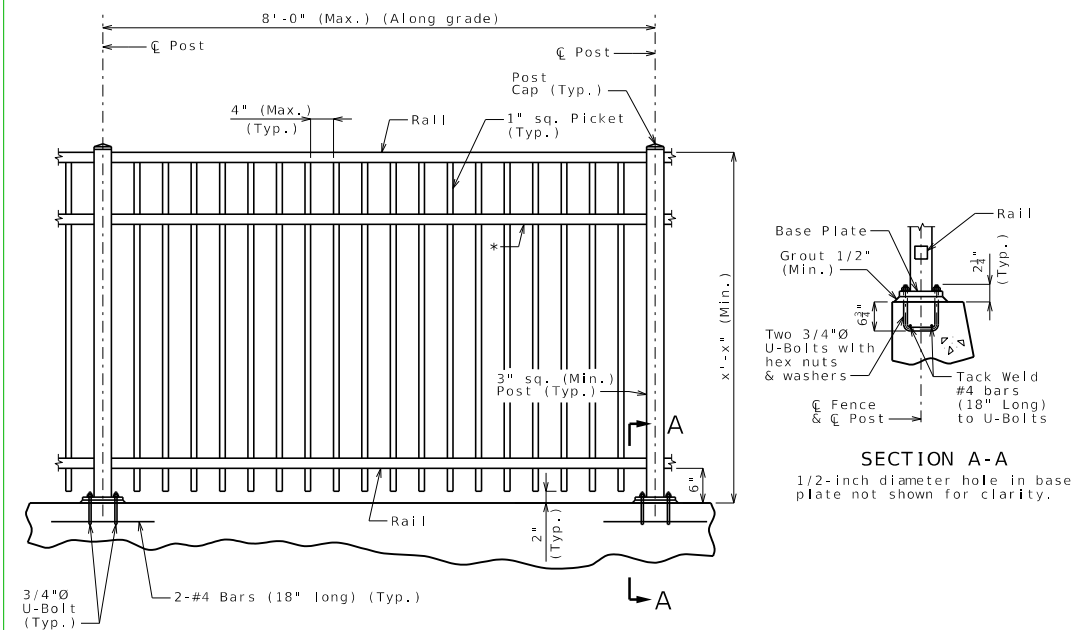
MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)

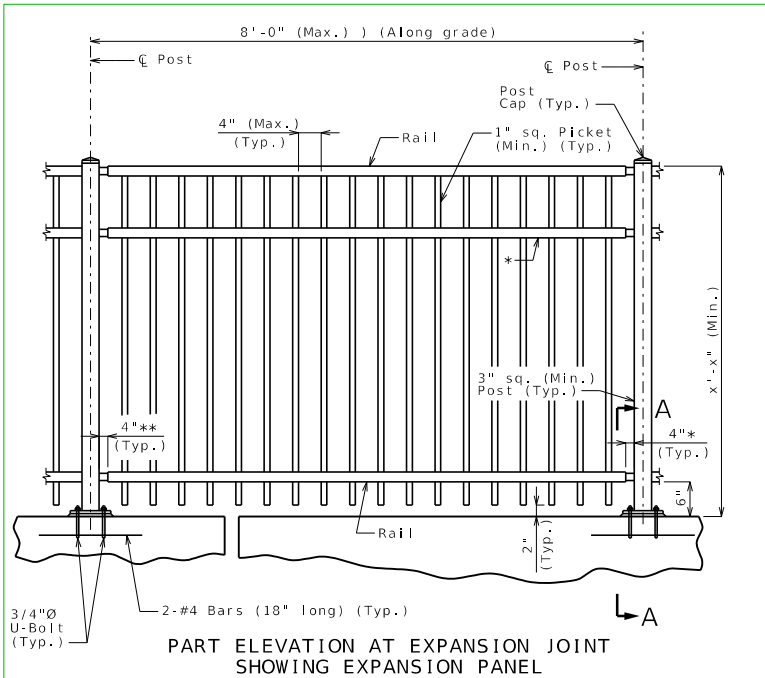


FEN04 Alternate Details  
On Type H Barrier



TYPICAL PART ELEVATION

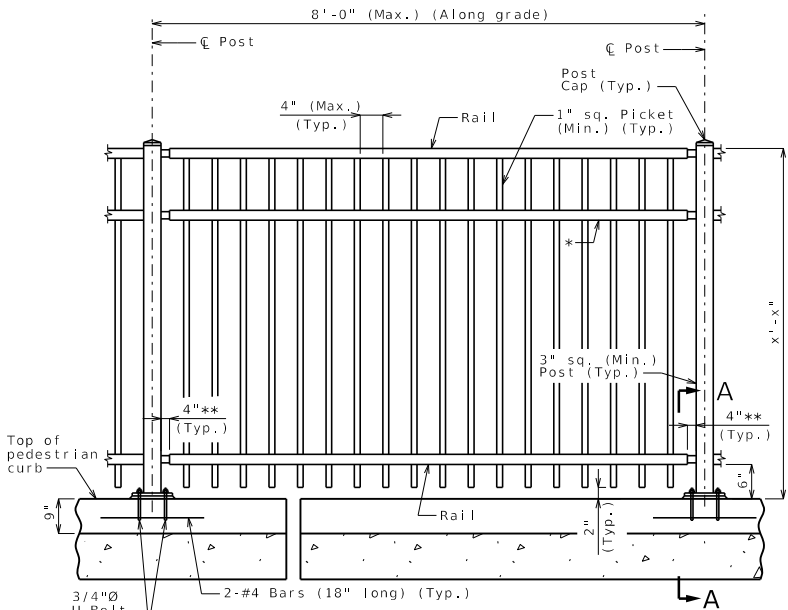
\* Optional rail. Need is based on design computations performed by the manufacturer and approved by MoDOT, or may be added for aesthetics.



PART ELEVATION AT EXPANSION JOINT  
SHOWING EXPANSION PANEL

\* Optional rail. Need is based on design computations performed by the manufacturer and approved by MoDOT, or may be added for aesthetics.  
\*\* Connection shall allow 4" movement.

Use this detail when an expansion joint is used.

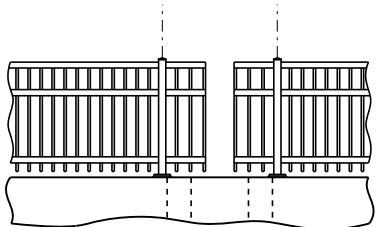


PART ELEVATION AT EXPANSION JOINT  
SHOWING EXPANSION PANEL

\* Optional rail. Need is based on design computations performed by the manufacturer and approved by MoDOT, or may be added for aesthetics.

\*\* Connection shall allow 4" movement.

Include this detail when an expansion joint is used (on curb).



TYPICAL DETAIL OF FENCE  
AT LIGHT STANDARDS

LIGHT STANDARDS



Notes:

These details are a general representation of a Decorative Pedestrian Fence. The actual fence components and component positions may be different than what is shown.

Fence shall have a gloss black finish (Federal Standard #17038). See special provisions.

Connection angle shall be ASTM A709, Grade 50.

All connection angles, resin anchors, hex nuts and washers shall be galvanized in accordance with ASTM A123 and Sec 1081.

Measurement of decorative pedestrian fence will be made horizontally and to the nearest linear foot along centerline fence.

Payment for furnishing and erecting the fence complete in place will be considered completely covered by the contract unit price for (      in.) Decorative Pedestrian Fence (Structures).

All fence posts shall be vertical.

Grout shall be placed under the post connection angles (horizontal leg) in accordance with Sec 1066.

Decorative pedestrian fencing shall be in accordance with 2020-AASHTO LRFD Bridge Design Specifications, 9th Ed.

Shop drawings and structural calculations will not be required for the decorative pedestrian fences on the Bridge Pre-qualified Products List.

All materials used in fabrication and construction of the decorative pedestrian fencing shall be in accordance with the manufacturer's specifications, except as modified in the contract documents.

Decorative pedestrian fencing system shall be supplied by only one manufacturer. Decorative pedestrian fencing system shall include all components except the resin anchors and hardware. The assembly of the pickets to the rails and the rails to the posts shall be the same as the style mentioned for the manufacturer.

See Bridge Pre-qualified Products List (BPPL) for a list of approved manufacturers.

For details of barrier, see Sheet No.      .

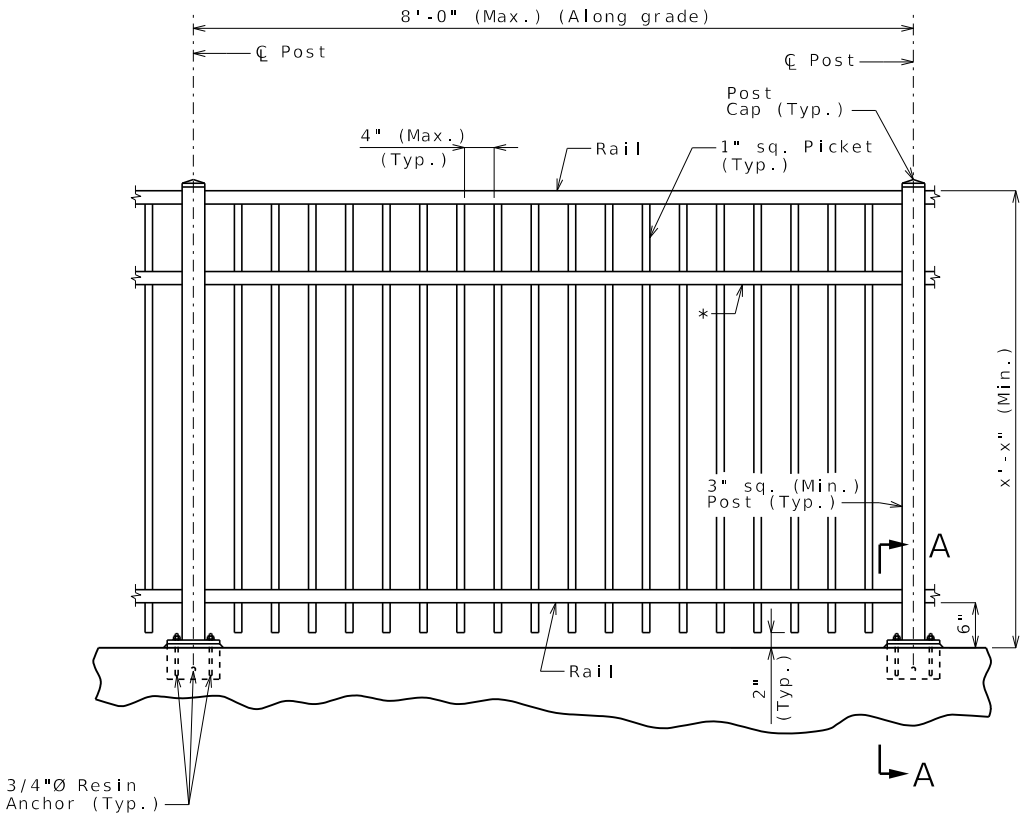
Resin Anchor Notes:

Resin anchors shall be ASTM F1554 Grade 36.

The contractor shall use one of the qualified resin anchor systems in accordance with Sec 1039.

Cost of furnishing and installing the resin anchor systems, complete in place, will be considered completely covered by the contract unit price for Decorative Pedestrian Fence.

The minimum embedment depth in concrete with f'c = 4,000 psi for the resin anchor systems shall be that required to meet the minimum ultimate pullout strength in accordance with Sec 1039 but shall not be less than 5 inches.



TYPICAL PART ELEVATION

\* Optional rail. Need is based on design computations performed by the manufacturer and approved by MoDOT, or may be added for aesthetics.

Standard Drawing Guidance:

(Do not show on plans.)

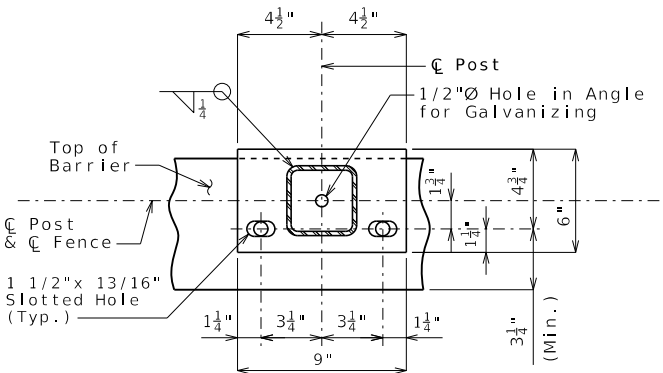
Note on plans that longitudinal dimensions of fence are horizontal.

Modify detail and notes as necessary per project requirements.

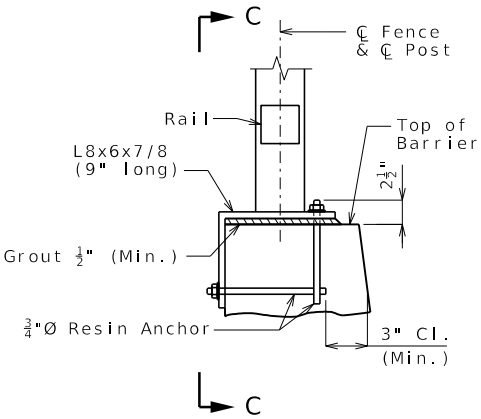
Include these notes on the barrier sheet:

For details of decorative pedestrian fence, see sheet No.      .

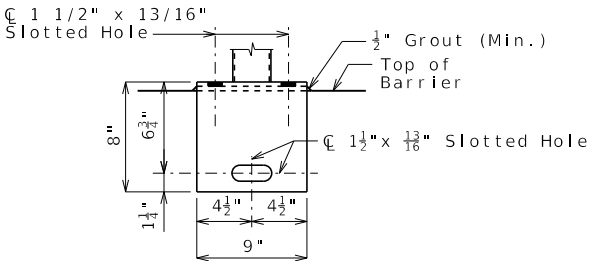
Reinforcing steel shall be shifted in the field to clear resin anchors for decorative fence.



PART PLAN SHOWING CONNECTION ANGLE



SECTION A-A



ELEVATION C-C

1/2-inch diameter hole in connection angle not shown for clarity.

Detailed  
Checked

DECORATIVE PEDESTRIAN FENCE WITH RESIN ANCHORS

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of     

DESCRIPTION

DATE

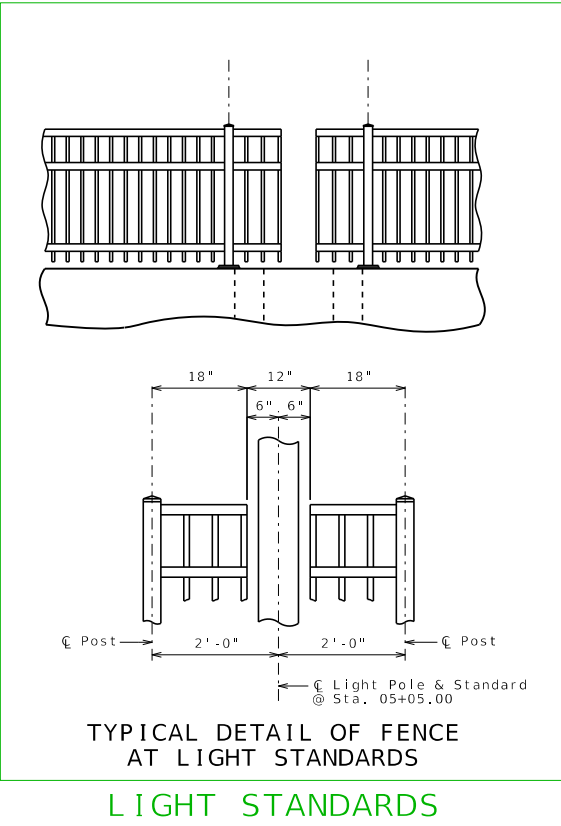
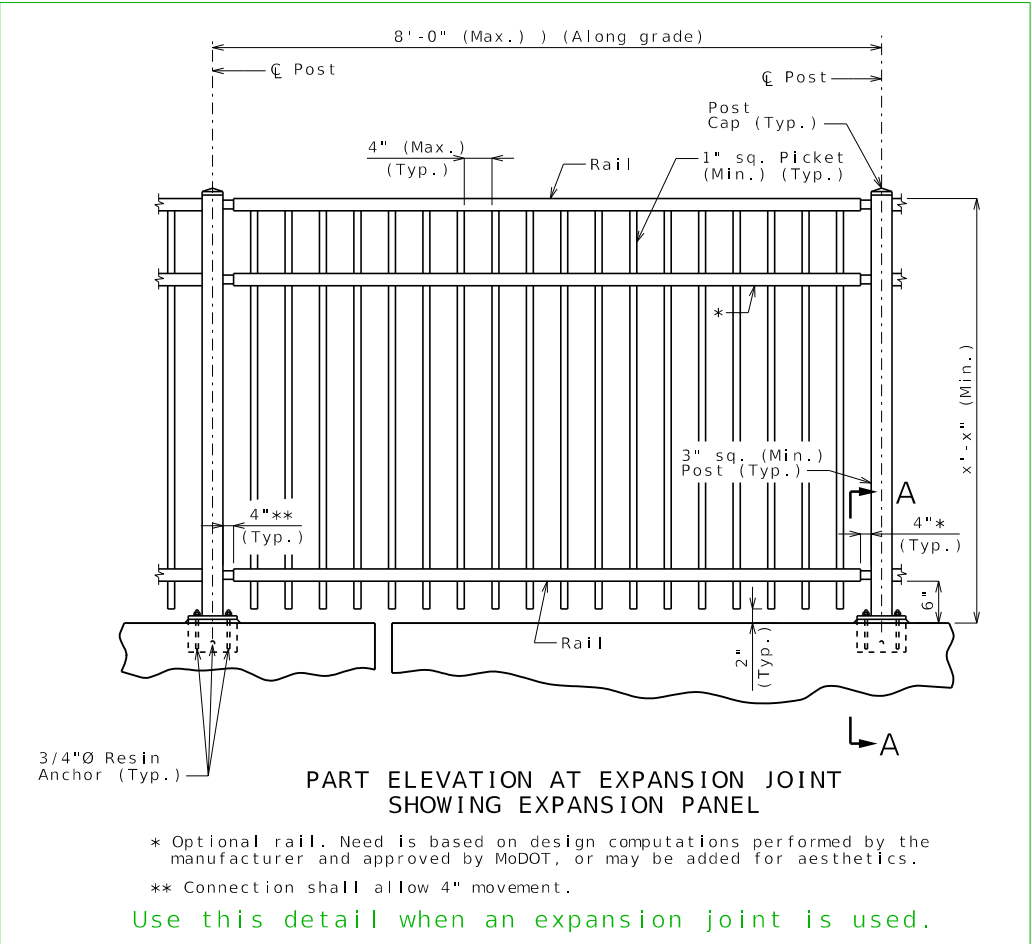
MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



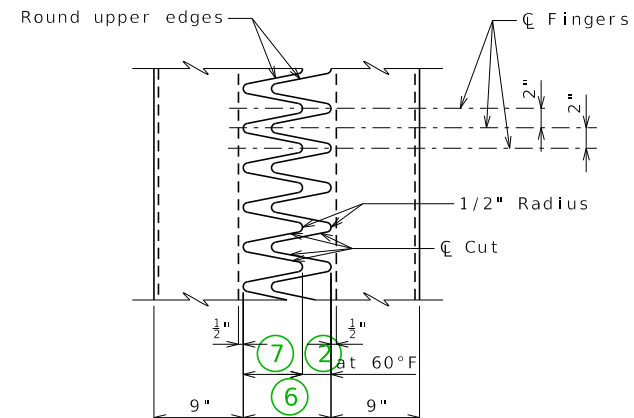
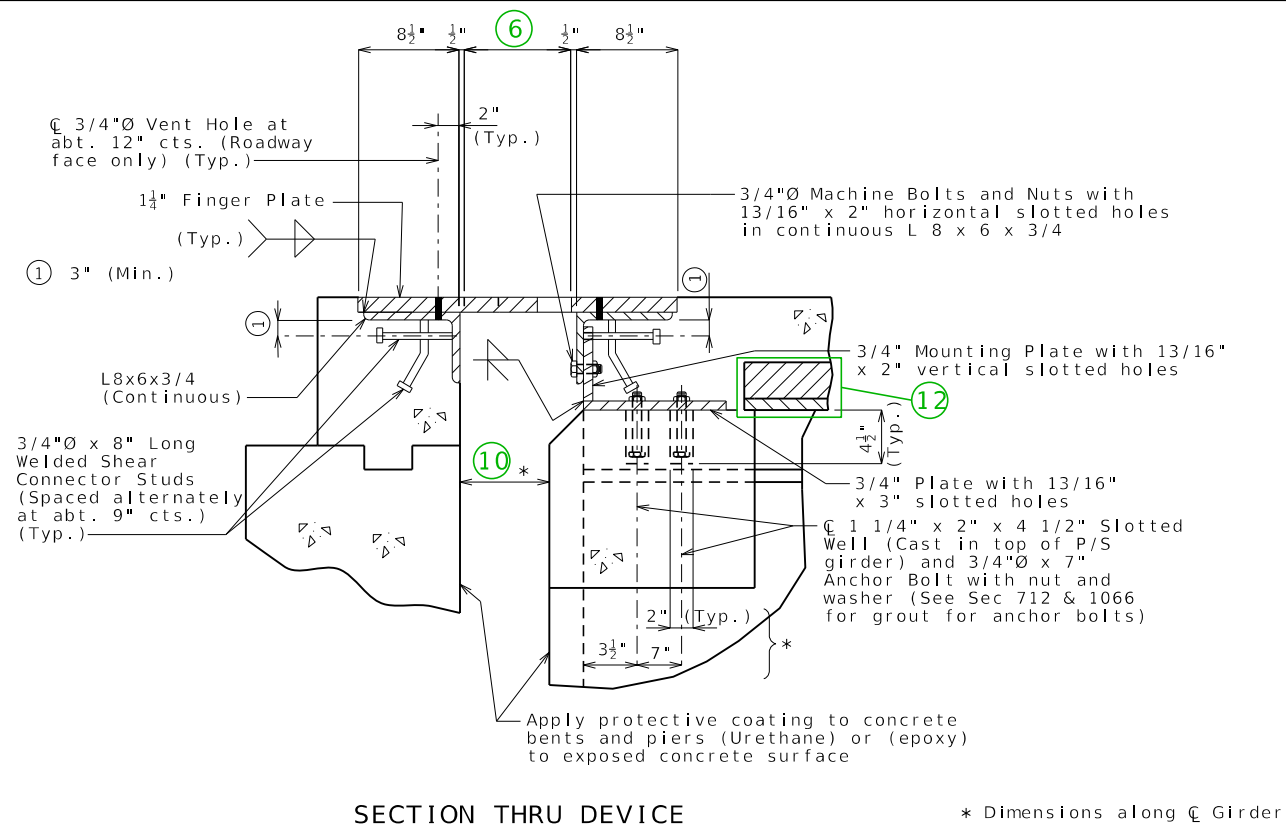
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
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FEN05 Alternate Details







GENERAL NOTES:

Finger plate shall be cut with a machine guided gas torch from one plate. The plate from which fingers are cut may be spliced before fingers are cut. The surface of cut shall be perpendicular to the surface of the plate. The cut shall not exceed 1/8" in width. The centerline of cut shall not deviate more than 1/16" from the position of centerline of cut shown. No splicing of finger plate or finger plate assembly will be allowed after fingers are cut. The expansion device shall be fabricated and installed to the crown and grade of the roadway.

Plan dimensions are based on installation at 60°F. The expansion gap and other dimensions shall be increased or decreased 1/8" for each 10° fall or rise in temperature at installation.

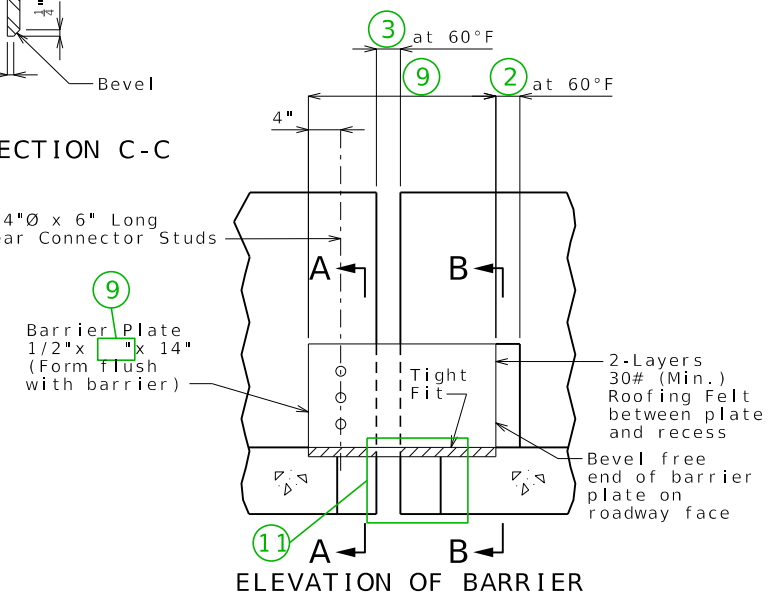
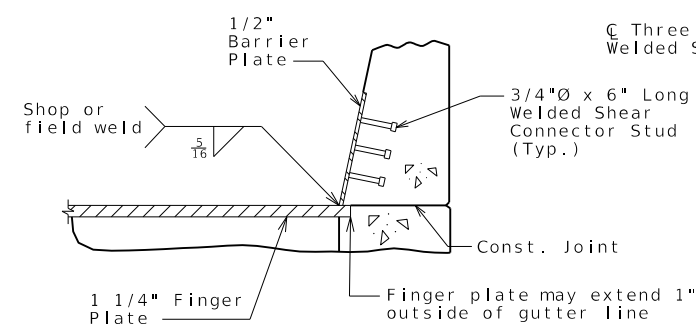
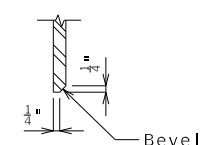
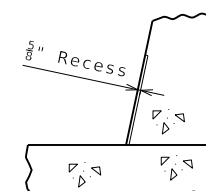
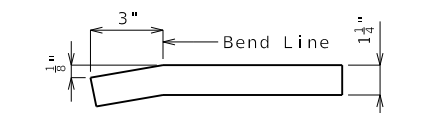
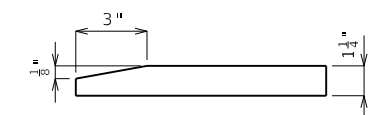
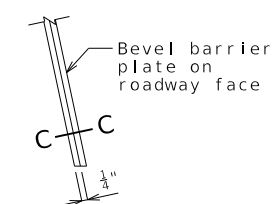
Material for the expansion device shall be ASTM A709 Grade 36 structural steel. Anchors for the expansion device shall be in accordance with Sec 1037.

Structural steel for the expansion device and barrier plate shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Payment for furnishing, coating or galvanizing and installing the structural steel for the expansion device will be considered completely covered by the contract unit price for Expansion Device (Finger Plate) per linear foot.

Longitudinal reinforcing steel shall be placed so that ends shall not be more than  $\pm 1"$  from the 3/4" vertical mounting plate at the expansion device.

Complete joint penetration welds utilized in the fabrication of the expansion device shall be nondestructively tested by an approved method.



FINGER PLATE EXPANSION DEVICE AT END BENT NO.

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/16/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 1         |
| COUNTY        |           |

|              |
|--------------|
|              |
| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

[illegible]



STANDARD DRAWING GUIDANCE (do not show on plans):  
(For all finger plate drawings. Some notes may not apply to this sheet.)

- 1

Not a guidance note. Do not replace.
- 2

Gap between fingers, barrier recess gap and, for intermediate bents, gap in barrier.
- 3

For end bents: 2 + 1/2"/cos(skew)
- 4

Gap adjustment for temperature: along bridge longitudinal axis
- 5

Transverse gap between fingers
- 6

Maximum gap between fingers normal to joint @ 60°F.
- 7

Finger length.
- 8

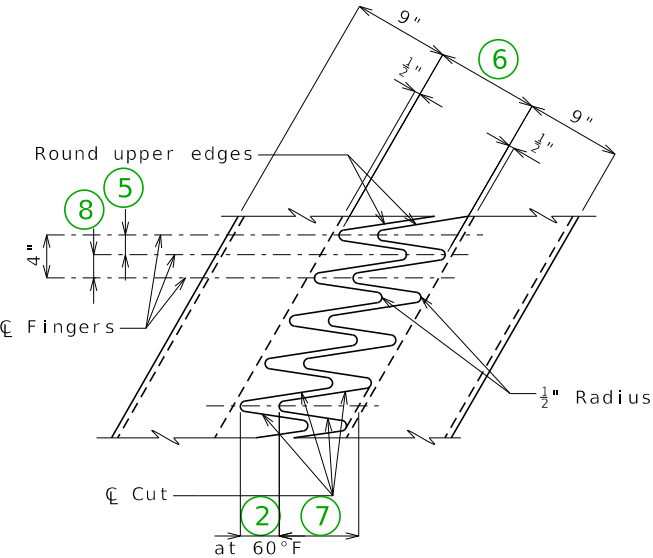
Transverse gap between fingers: not the same as 5 for skewed joints.
- 9

Plate length = (18"+ 6)/cos(skew)
- 10

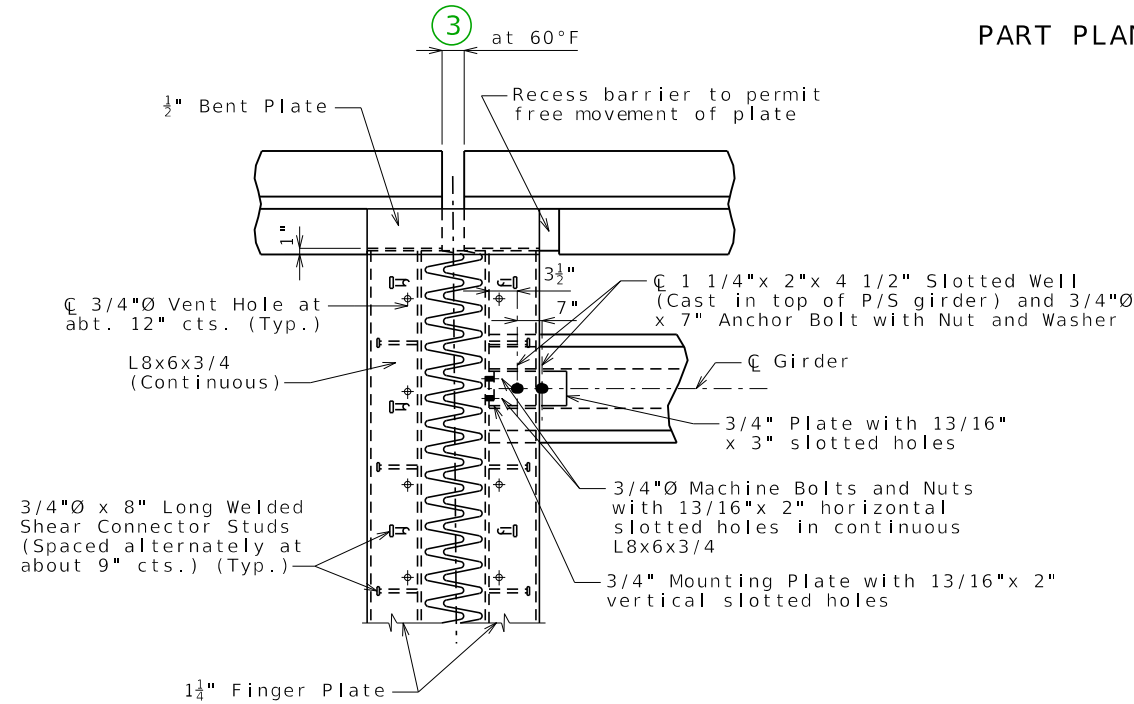
Gap between girder or between girder and end bent.
- 11

Include details of slab projection beyond C W-beam under barrier on plan of slab detail sheet. Consider similarly projection beyond front face of angle under barrier at end bents.
- 12

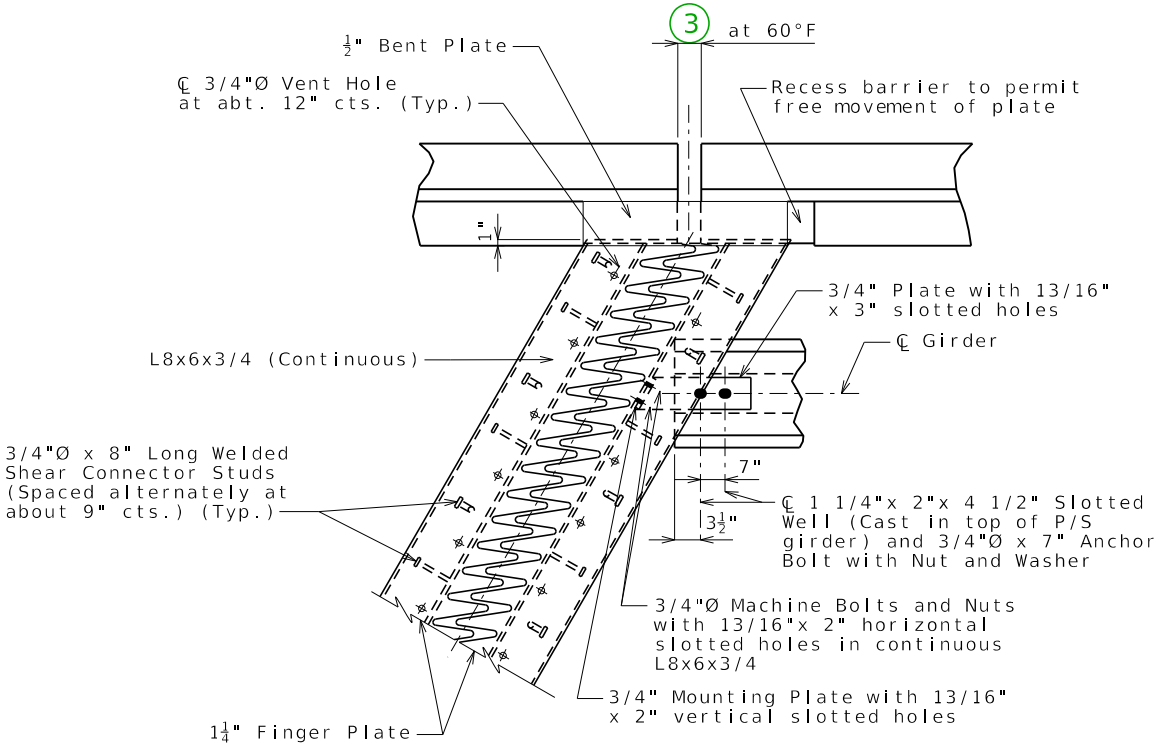
Delete panel for CIP slab.



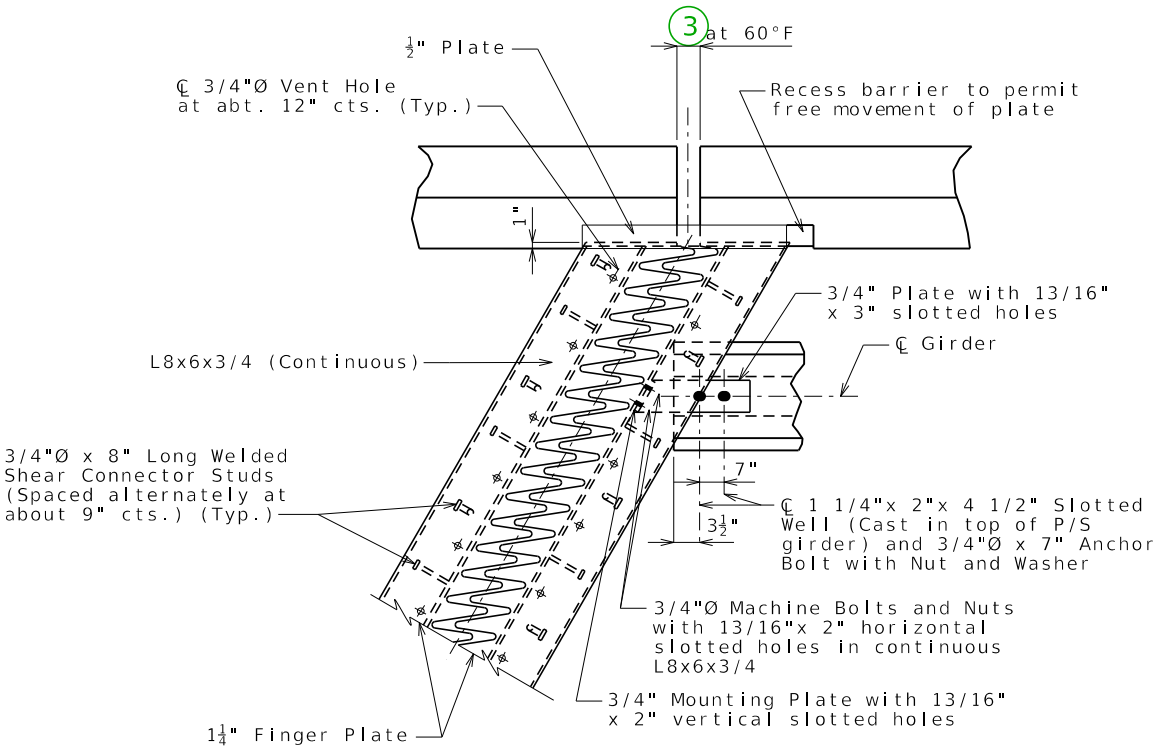
PART PLAN OF FINGER PLATE  
LA



PART PLAN OF DEVICE  
SQ TYPE B BARRIER (SBC)

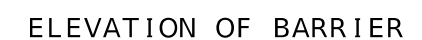
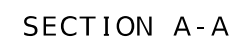
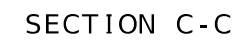
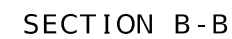


PART PLAN OF DEVICE  
LA TYPE B BARRIER (SBC)



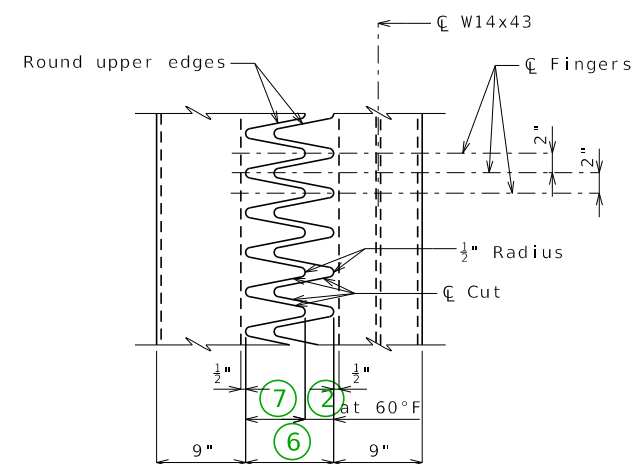
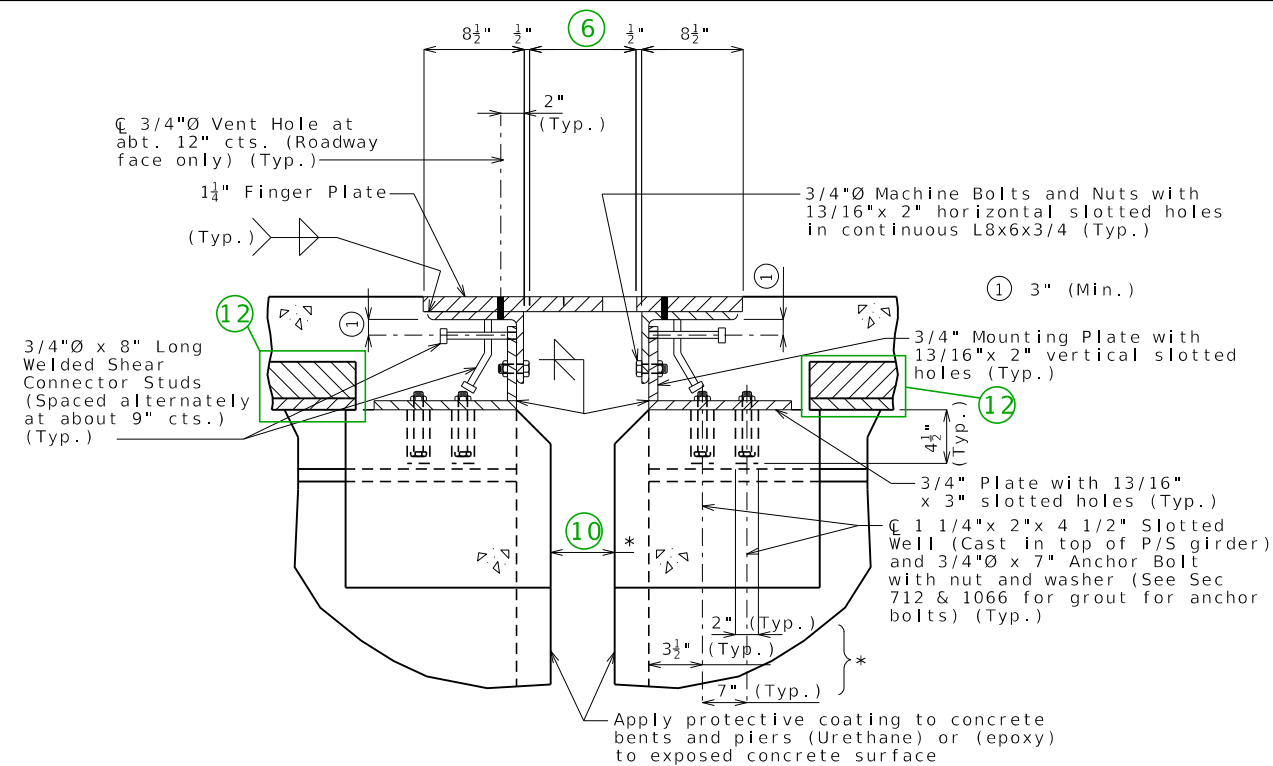
PART PLAN OF DEVICE  
LA TYPE D BARRIER





## TYPE B BARRIER (SBC) (ALL SKEWS)





GENERAL NOTES:

Finger plate shall be cut with a machine guided gas torch from one plate. The plate from which fingers are cut may be spliced before fingers are cut. The surface of cut shall be perpendicular to the surface of the plate. The cut shall not exceed 1/8" in width. The centerline of cut shall not deviate more than 1/16" from the position of centerline of cut shown. No splicing of finger plate or finger plate assembly will be allowed after fingers are cut. The expansion device shall be fabricated and installed to the crown and grade of the roadway.

Plan dimensions are based on installation at 60°F. The expansion gap and other dimensions shall be increased or decreased 1/8" for each 10° fall or rise in temperature at installation.

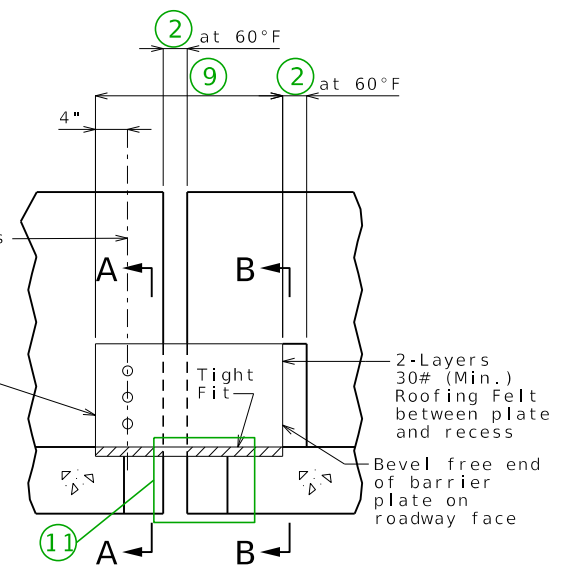
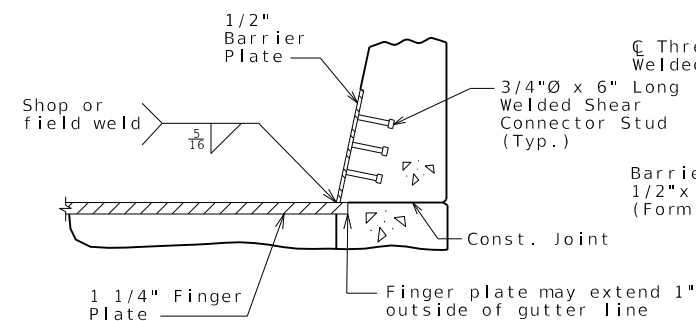
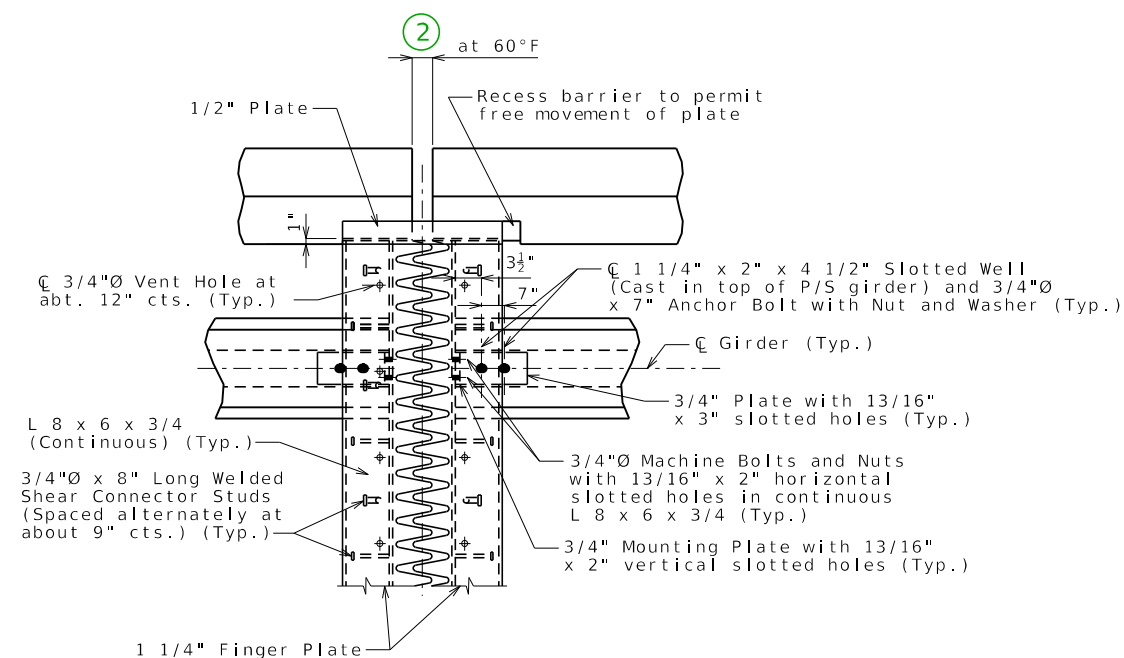
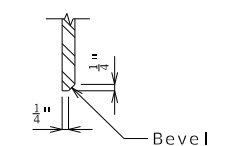
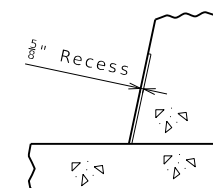
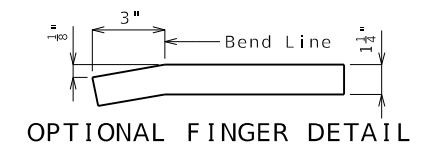
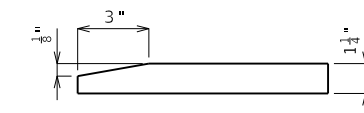
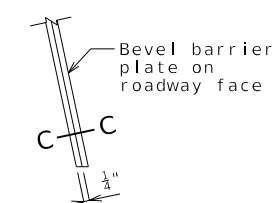
Material for the expansion device shall be ASTM A709 Grade 36 structural steel. Anchors for the expansion device shall be in accordance with Sec 1037.

Structural steel for the expansion device and barrier plate shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.


Payment for furnishing, coating or galvanizing and installing the structural steel for the expansion device will be considered completely covered by the contract unit price for Expansion Device (Finger Plate) per linear foot.

Longitudinal reinforcing steel shall be placed so that ends shall not be more than  $\pm 1"$  from the 3/4" vertical mounting plate at the expansion device.

Complete joint penetration welds utilized in the fabrication of the expansion device shall be nondestructively tested by an approved method.



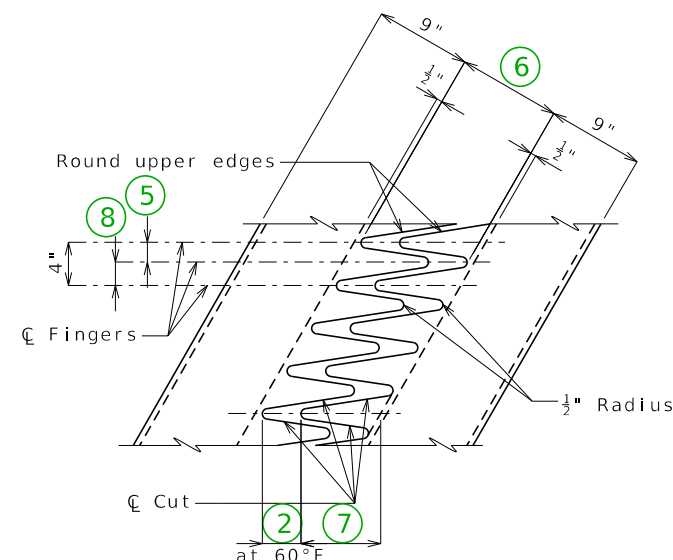
## FINGER PLATE EXPANSION DEVICE AT INT. BENT NO.

|                                                                                       |           |
|---------------------------------------------------------------------------------------|-----------|
| DATE PREPARED                                                                         |           |
| 10/16/2023                                                                            |           |
| ROUTE                                                                                 | STATE     |
| DISTRICT                                                                              | SHEET NO. |
| COUNTY                                                                                |           |
| JOB NO.                                                                               |           |
| CONTRACT ID.                                                                          |           |
| PROJECT NO.                                                                           |           |
| BRIDGE NO.                                                                            |           |
| DESCRIPTION                                                                           | DATE      |
|                                                                                       |           |
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|  |           |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |           |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |           |



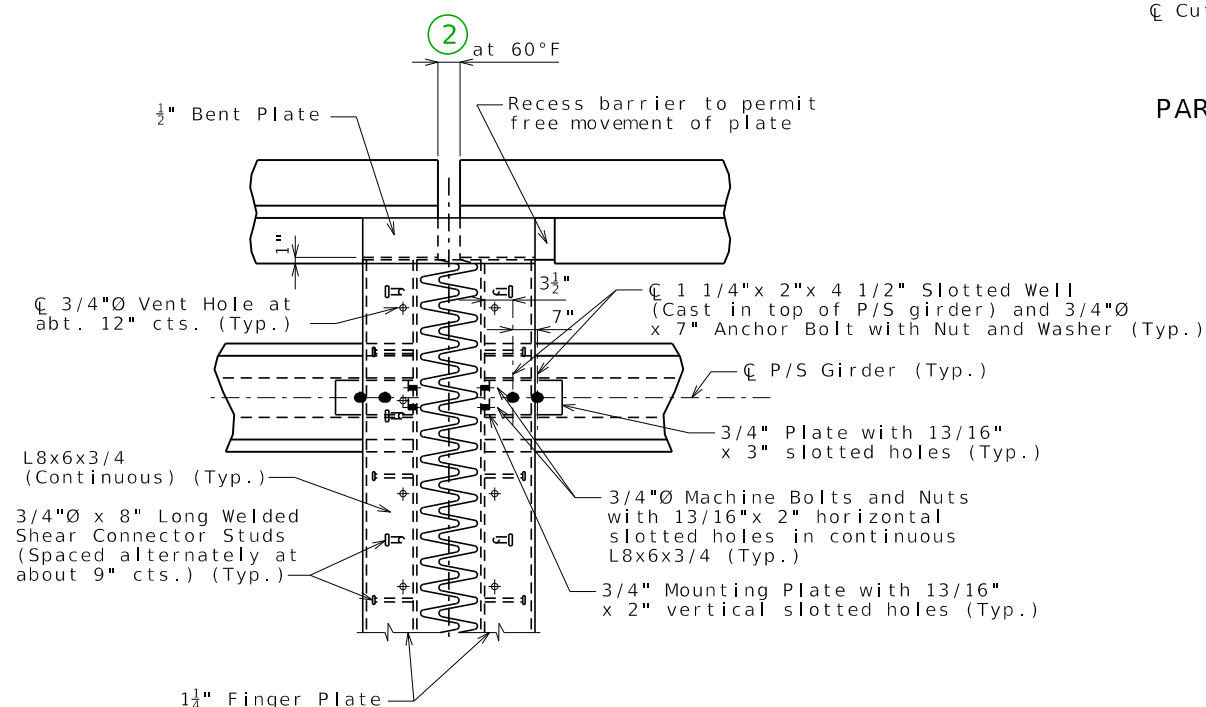
STANDARD DRAWING GUIDANCE (do not show on plans):  
(For all finger plate drawings. Some notes may not apply to this sheet.)

- ① Not a guidance note. Do not replace.
- ② Gap between fingers, barrier recess gap and, for intermediate bents, gap in
- ③ For end bents:  $② + 1/2" / \cos(\text{skew})$
- ④ Gap adjustment for temperature: along bridge longitudinal axis
- ⑤ Transverse gap between fingers
- ⑥ Maximum gap between fingers normal to joint @ 60°F.
- ⑦ Finger length.
- ⑧ Transverse gap between fingers: not the same as ⑤ for skewed joints.
- ⑨ Plate length =  $(18" + ⑥) / \cos(\text{skew})$
- ⑩ Gap between girder or between girder and end bent.
- ⑪ Include details of slab projection beyond C W-beam under barrier on plan of slab detail sheet. Consider similarly projection beyond front face of angle under barrier at end bents.
- ⑫ Delete panel for CIP slab.



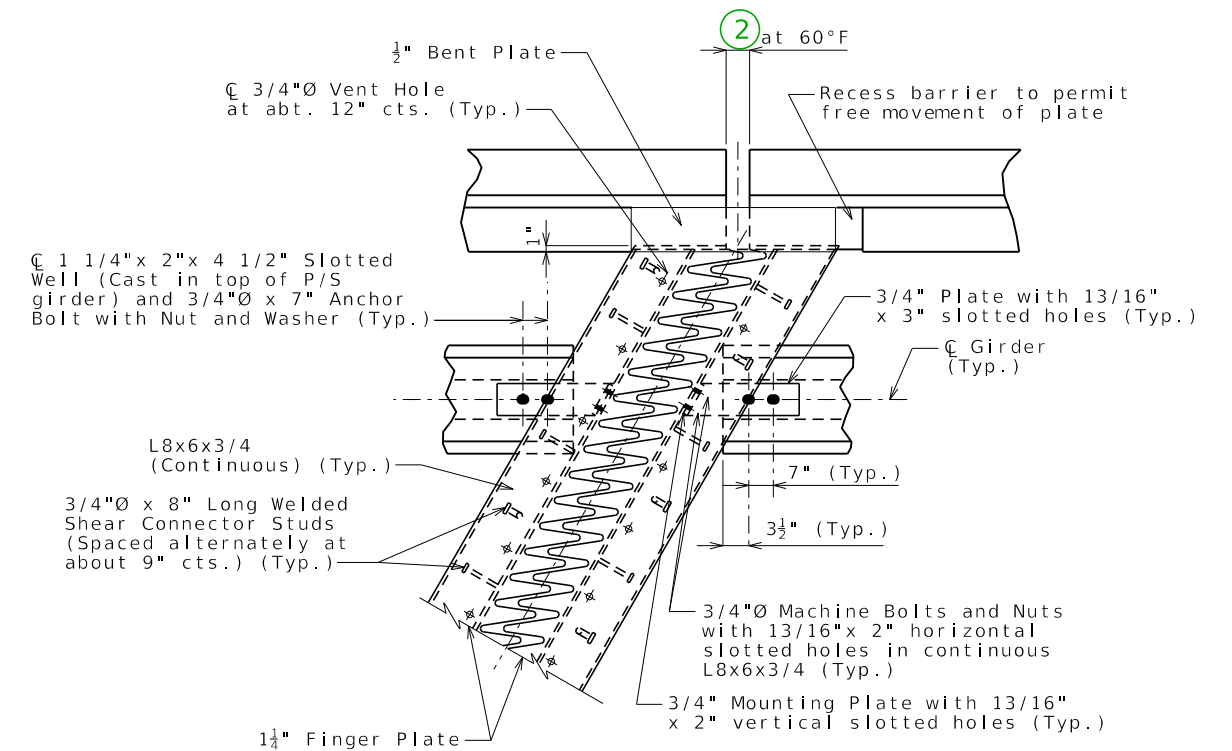
PART PLAN OF FINGER PLATE

LA



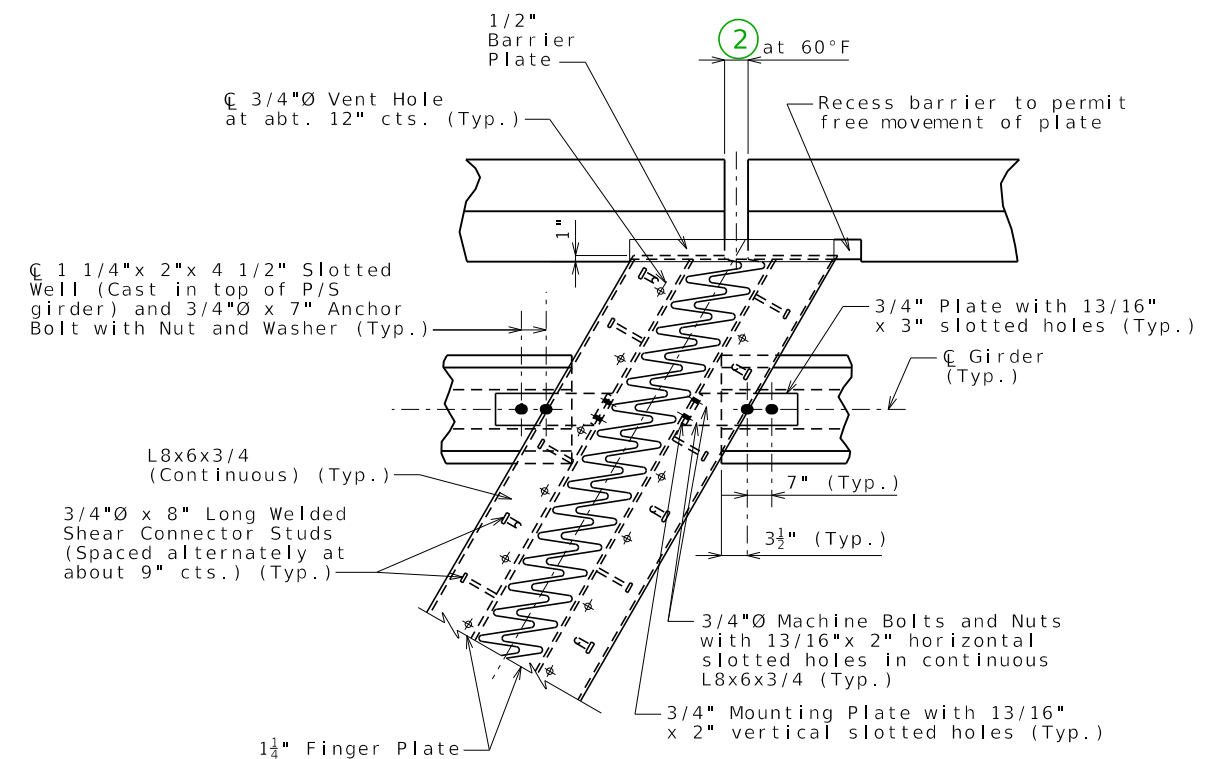
PART PLAN OF DEVICE

## SQ TYPE B BARRIER (SBC)



PART PLAN OF DEVICE

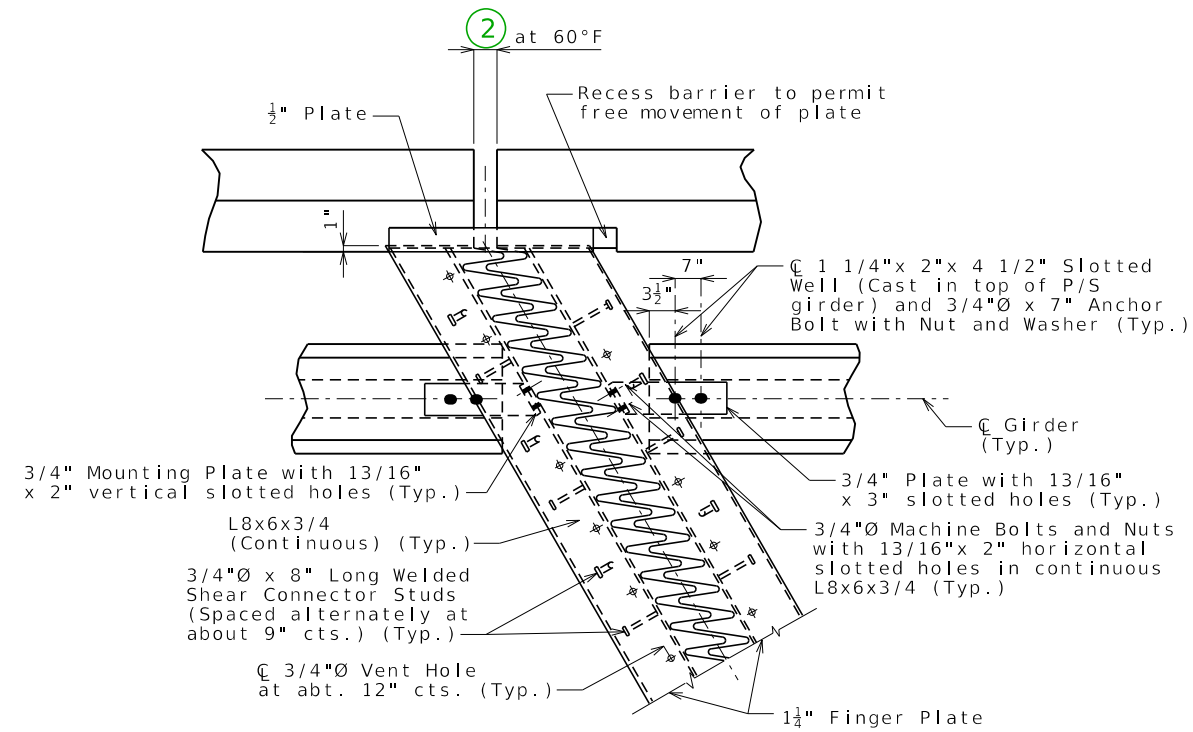
## LA TYPE B BARRIER (SBC)



PART PLAN OF DEVICE

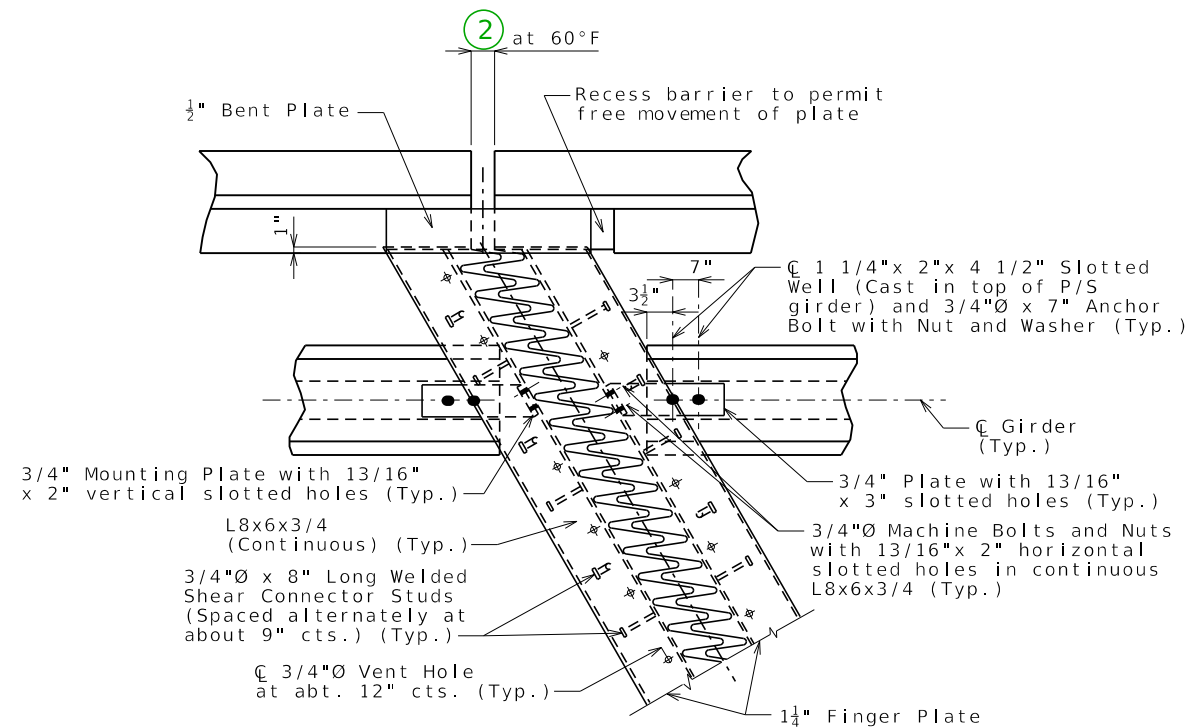
## LA TYPE D BARRIER





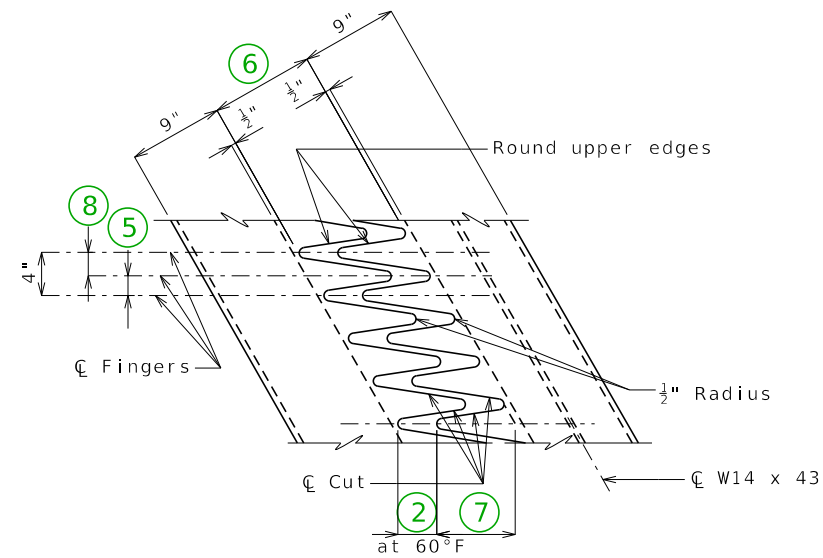
PART PLAN OF DEVICE

## RA TYPE D BARRIER



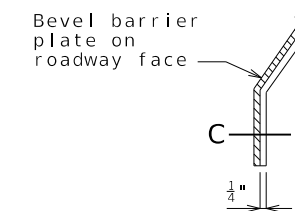
PART PLAN OF DEVICE

## RA TYPE B BARRIER (SBC)

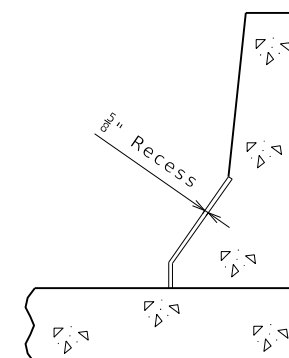


PART PLAN OF FINGER PLATE

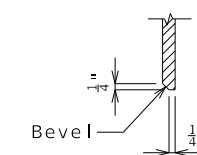
RA



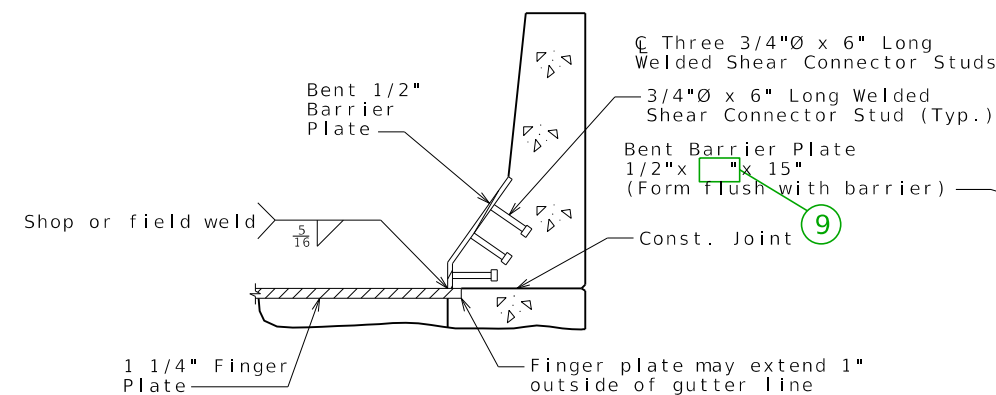
PART ELEVATION  
AT END OF BENT  
BARRIER PLATE



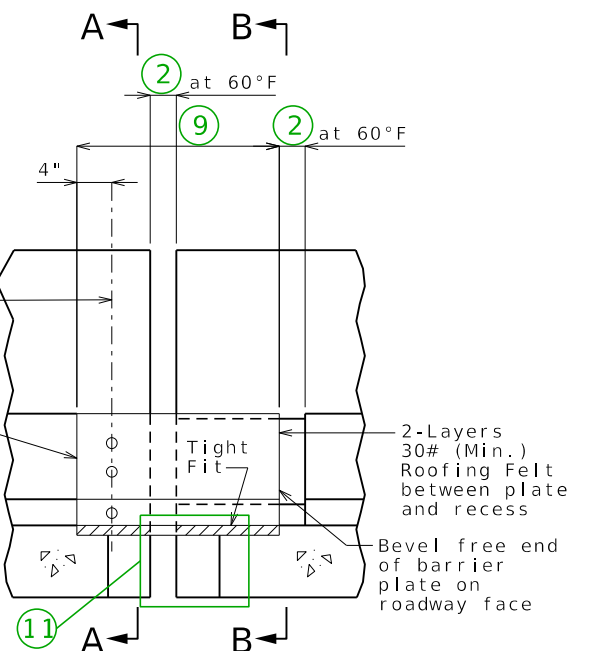
SECTION B - B



SECTION C-C



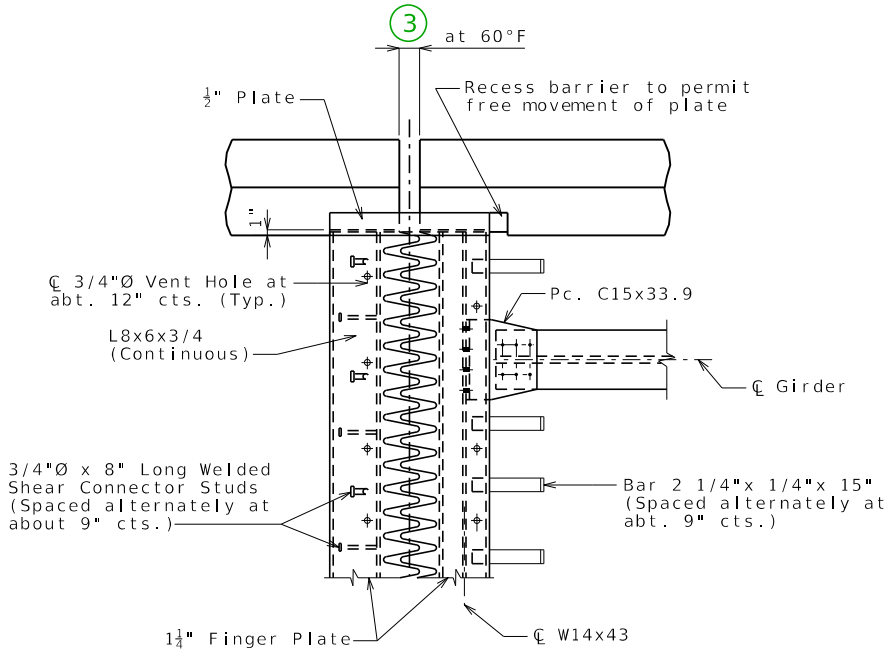
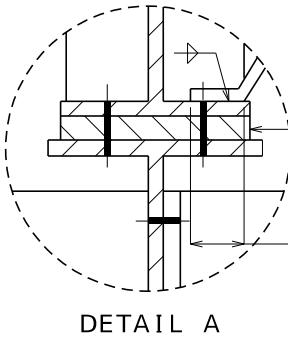
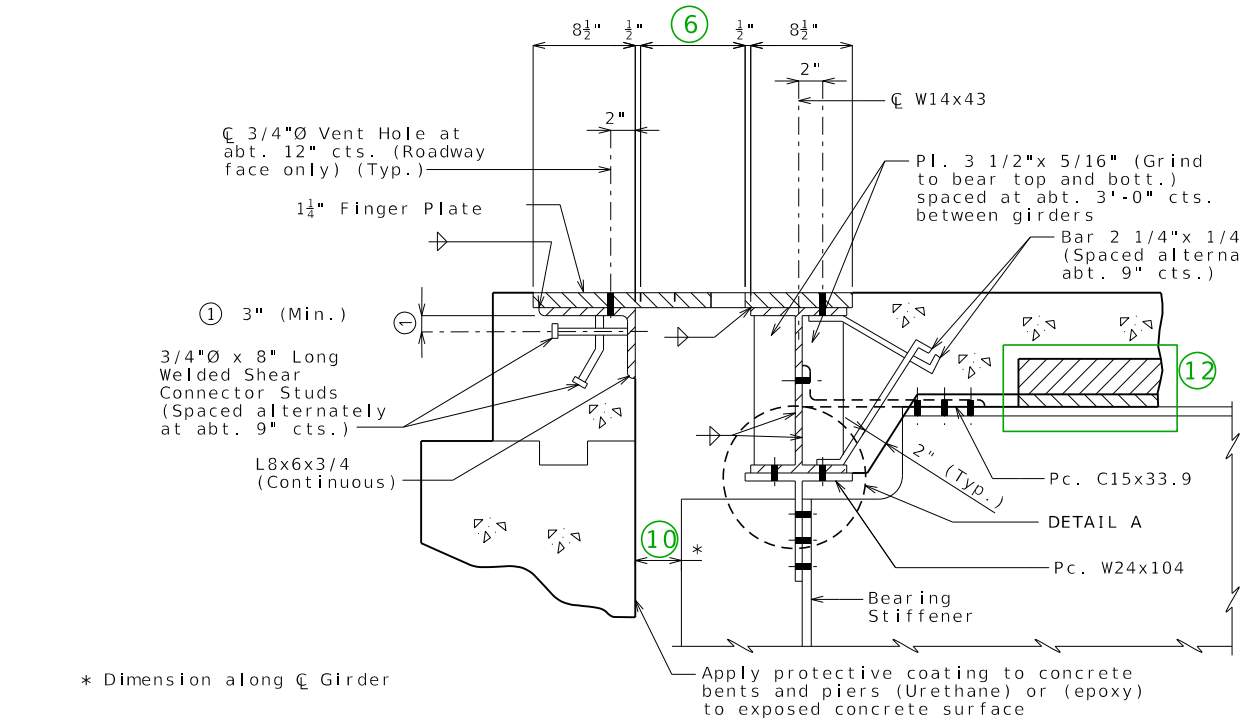
SECTION A-A



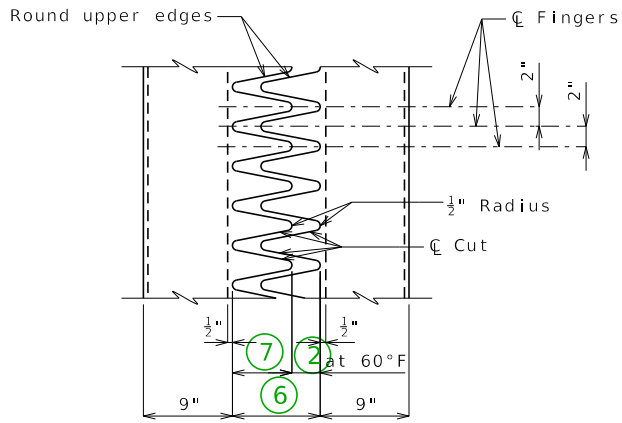
ELEVATION OF BARRIER

## TYPE B BARRIER (SBC) (ALL SKEWS)

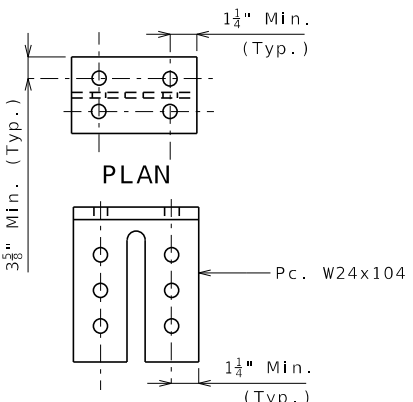




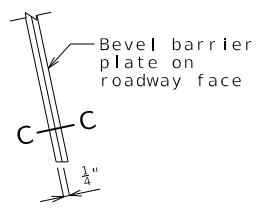
PART PLAN OF DEVICE



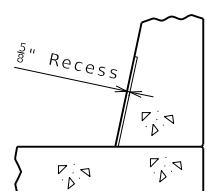
PART PLAN OF FINGER PLATE



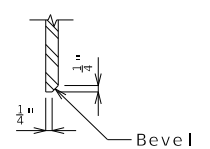
ELEVATION  
Pc. W24x104



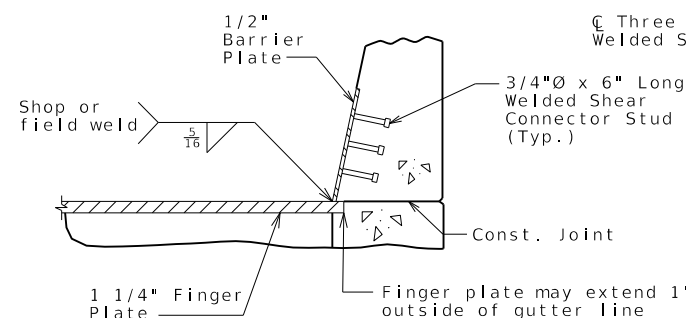
PART ELEVATION  
AT END OF  
BARRIER PLATE



SECTION B-B



SECTION C-C



SECTION A-A

GENERAL NOTES:

Finger plate shall be cut with a machine guided gas torch from one plate. The plate from which fingers are cut may be spliced before fingers are cut. The surface of cut shall be perpendicular to the surface of the plate. The cut shall not exceed 1/8" in width. The centerline of cut shall not deviate more than 1/16" from the position of centerline of cut shown. No splicing of finger plate or finger plate assembly will be allowed after fingers are cut. The expansion device shall be fabricated and installed to the crown and grade of the roadway.

Plan dimensions are based on installation at 60°F. The expansion gap and other dimensions shall be increased or decreased 1/16" for each 10° fall or rise in temperature at installation.

Material for the expansion device shall be ASTM A709 Grade 36 structural steel. Anchors for the expansion device shall be in accordance with Sec 1037.

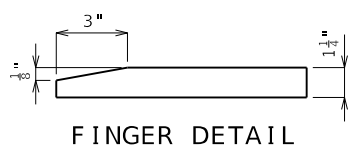
Structural steel for the expansion device and barrier plate shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Payment for furnishing, coating or galvanizing and installing the structural steel for the expansion device will be considered completely covered by the contract unit price for Expansion Device (Finger Plate) per linear foot.

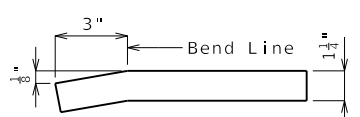
All holes shown for connections shall be subpunched 11/16-inch diameter (shop or field drill) and reamed to 13/16-inch diameter in field, except holes in members that will be used as templates and holes for the drainage trough may be drilled to 13/16-inch diameter in the shop. For multi-piece connections, only the holes in the template member may be drilled to 13/16-inch diameter in the shop.

Longitudinal reinforcing steel shall be placed so that ends shall not be more than ±1" from the web of W14 x 43 at the expansion device.

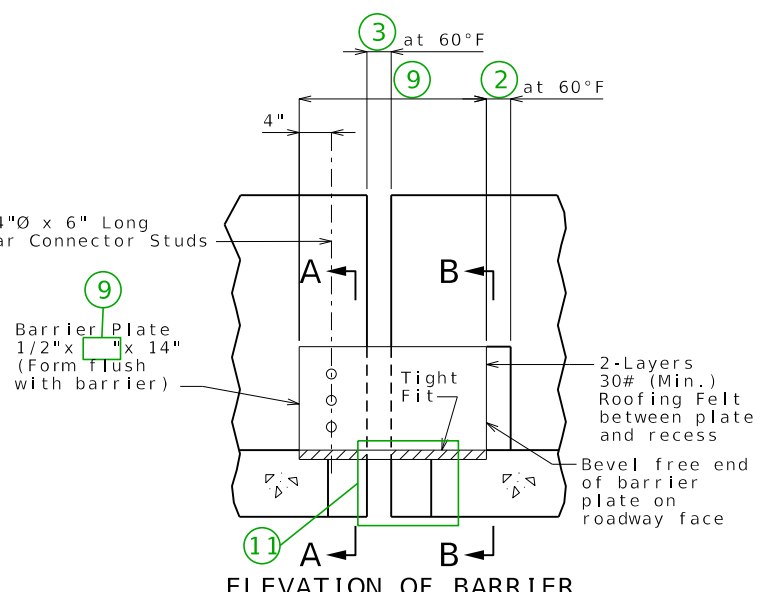
Complete joint penetration welds utilized in the fabrication of the expansion device shall be nondestructively tested by an approved method.



FINGER DETAIL



OPTIONAL FINGER DETAIL




ELEVATION OF BARRIER

FINGER PLATE EXPANSION DEVICE AT END BENT NO. \_

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                 |  |                                                                                                                                                                                           |  |
|-------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                                                 |  | DATE PREPARED<br>10/16/2023                                                                                                                                                               |  |
| ROUTE                                           |  | STATE<br>MO                                                                                                                                                                               |  |
| DISTRICT                                        |  | SHEET NO.<br>3                                                                                                                                                                            |  |
| COUNTY                                          |  |                                                                                                                                                                                           |  |
| JOB NO.                                         |  |                                                                                                                                                                                           |  |
| CONTRACT ID.                                    |  |                                                                                                                                                                                           |  |
| PROJECT NO.                                     |  |                                                                                                                                                                                           |  |
| BRIDGE NO.                                      |  |                                                                                                                                                                                           |  |
| DESCRIPTION                                     |  |                                                                                                                                                                                           |  |
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|                                                 |  |                                                                                                                                                                                           |  |
| DATE                                            |  |                                                                                                                                                                                           |  |
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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION |  | <div><p>105 WEST CAPITOL<br/>JEFFERSON CITY, MO 65102<br/>1-888-ASK-MODOT (1-888-275-6636)</p></div> |  |
|                                                 |  |                                                                                                                                                                                           |  |



STANDARD DRAWING GUIDANCE (do not show on plans):  
(For all finger plate drawings. Some notes may not apply to this sheet.)

- 1

Not a guidance note. Do not replace.
- 2

Gap between fingers, barrier recess gap and, for intermediate bents, gap in barrier.
- 3

For end bents: 2 + 1/2"/cos(skew)
- 4

Gap adjustment for temperature: along bridge longitudinal axis
- 5

Transverse gap between fingers
- 6

Maximum gap between fingers normal to joint @ 60°F.
- 7

Finger length.
- 8

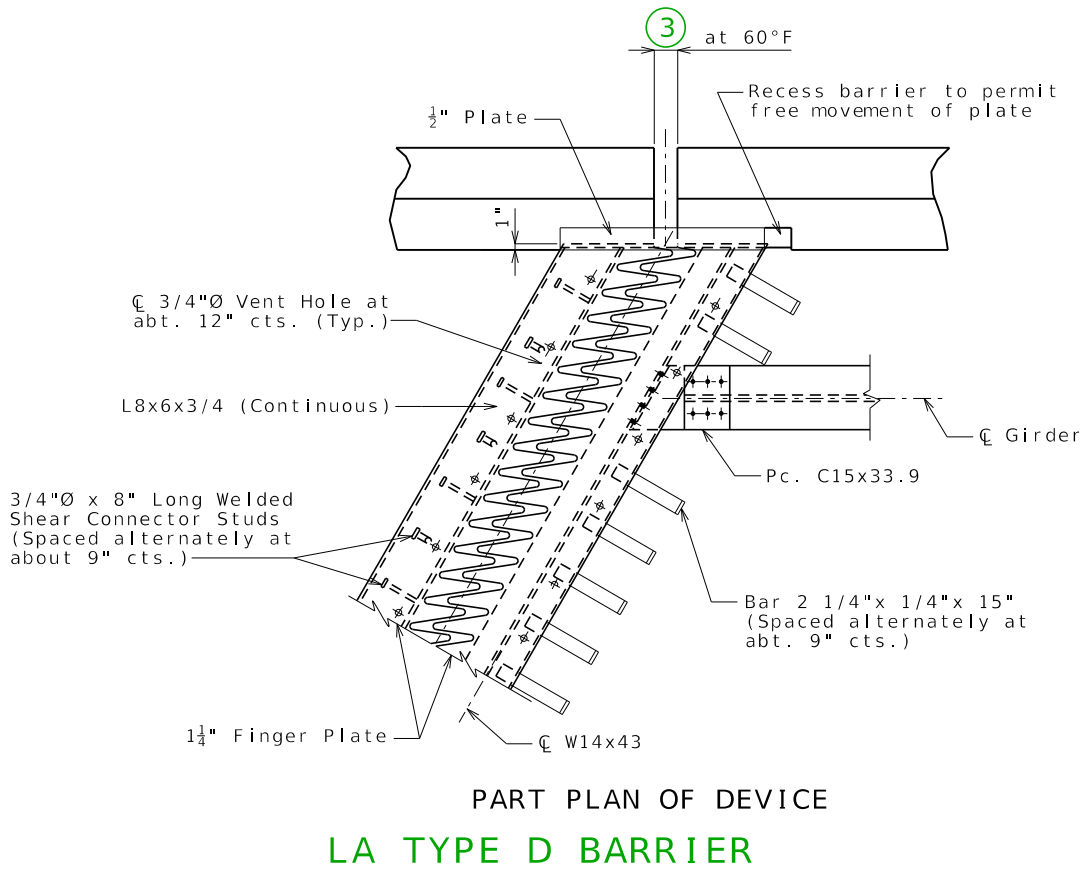
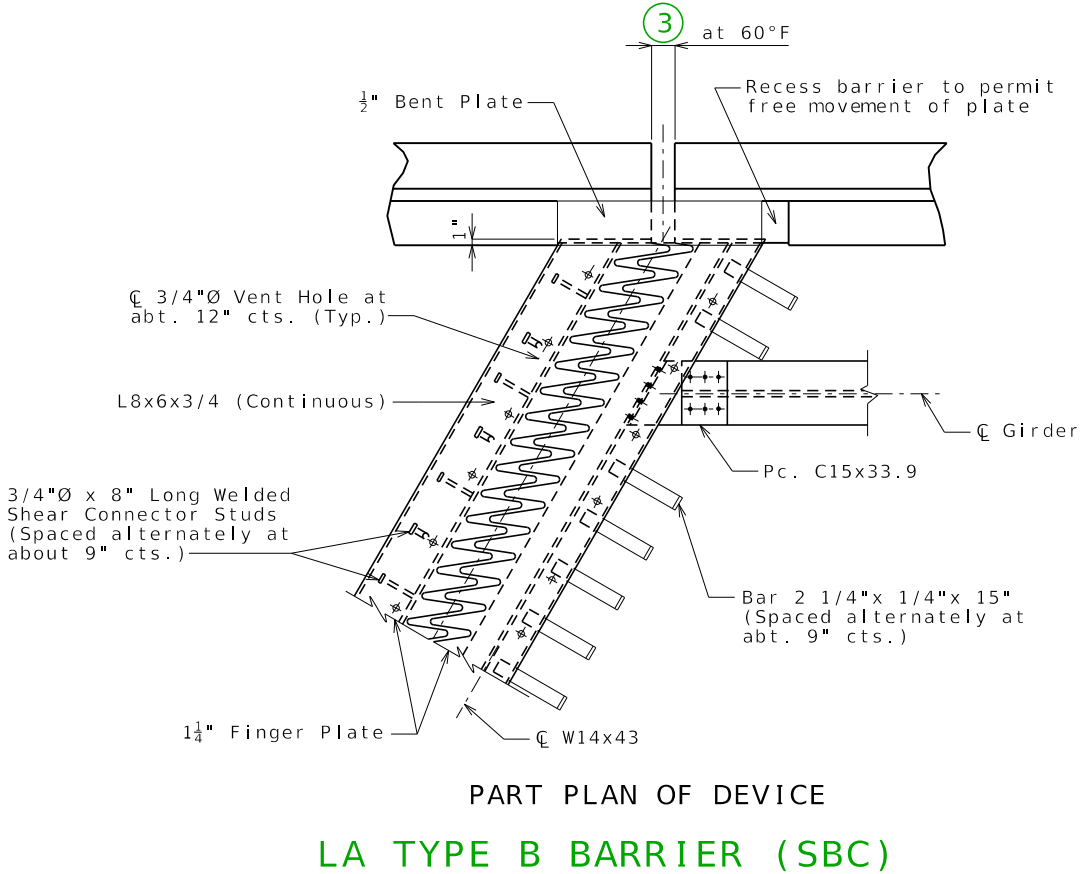
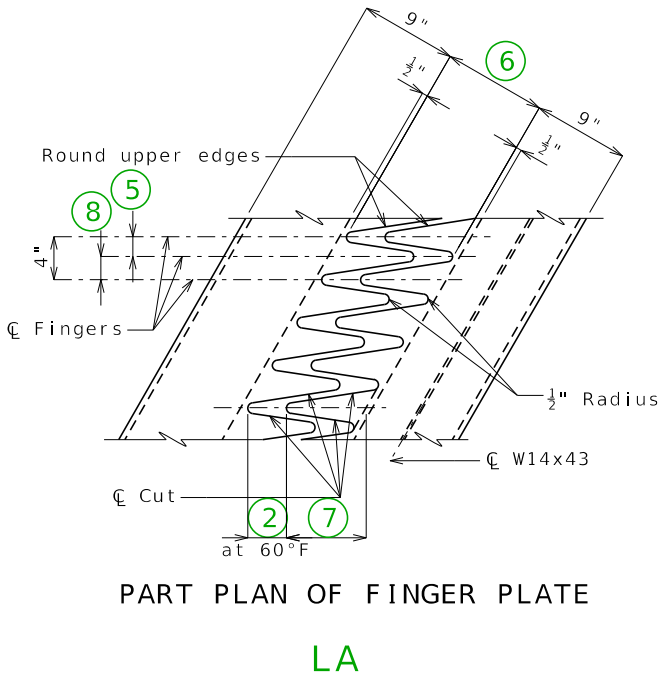
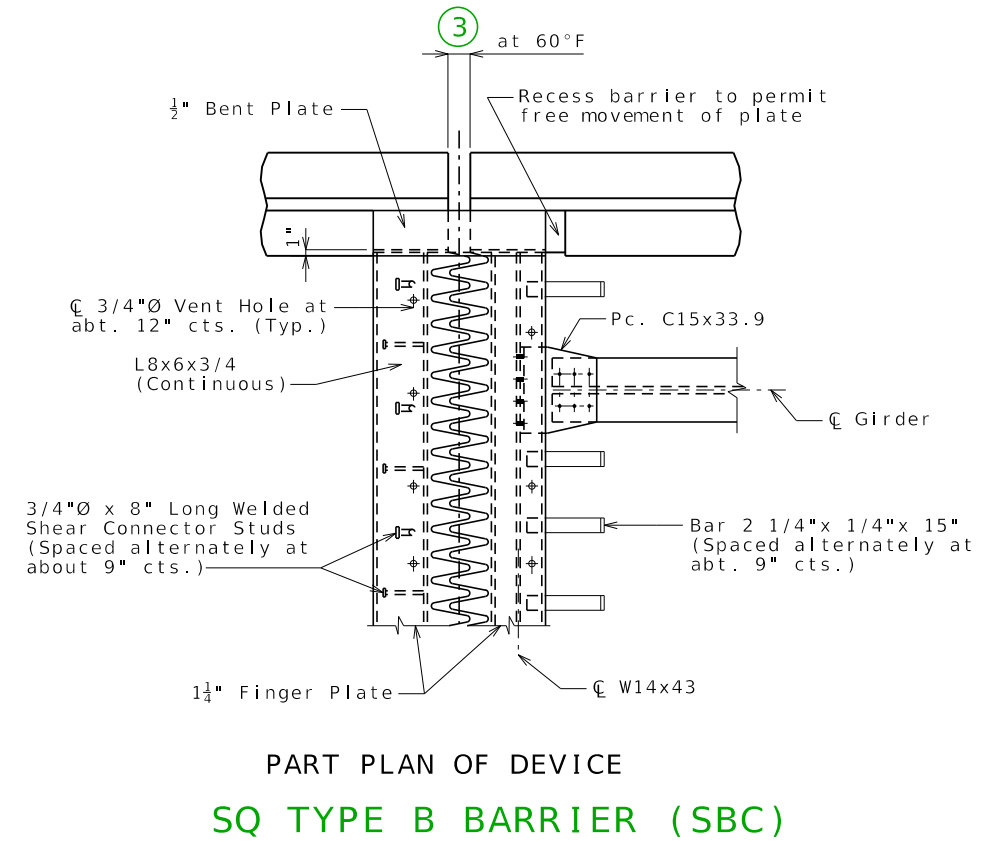
Transverse gap between fingers: not the same as 5 for skewed joints.
- 9

Plate length = (18"+ 6 )/cos(skew)
- 10

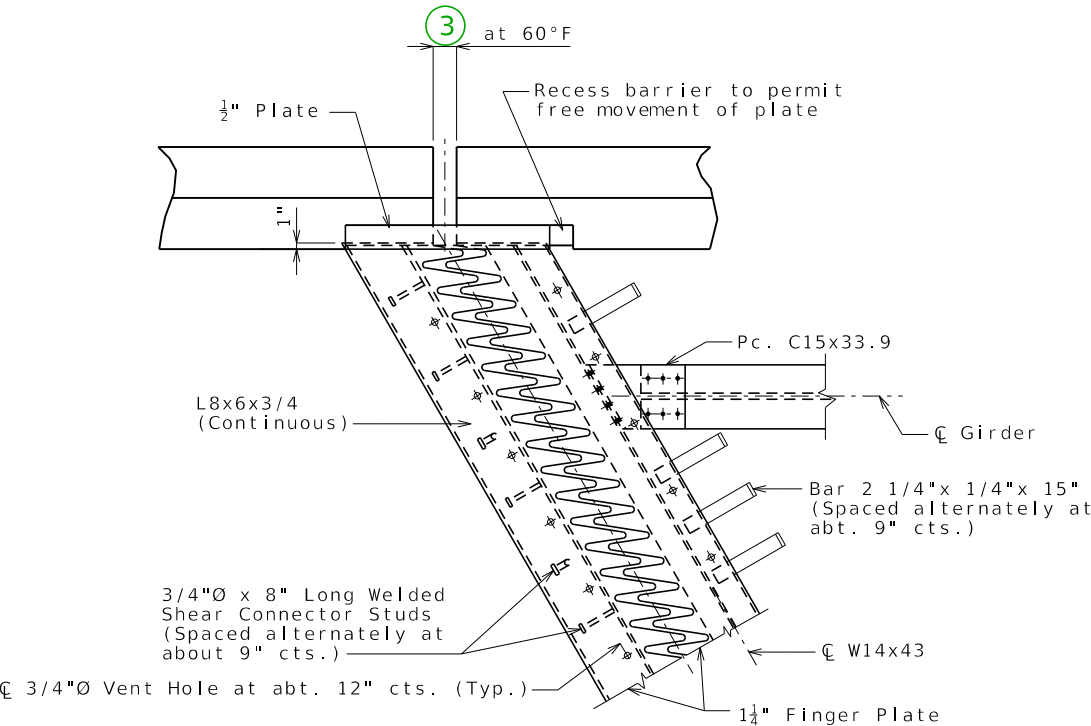
Gap between girder or between girder and end bent.
- 11

Include details of slab projection beyond C W-beam under barrier on plan of slab detail sheet. Consider similarly projection beyond front face of angle under barrier at end bents.
- 12

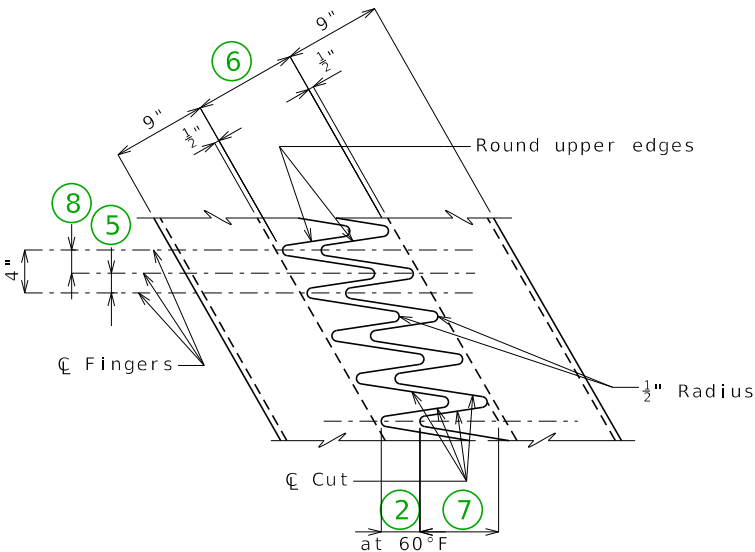
Delete panel for CIP slab.



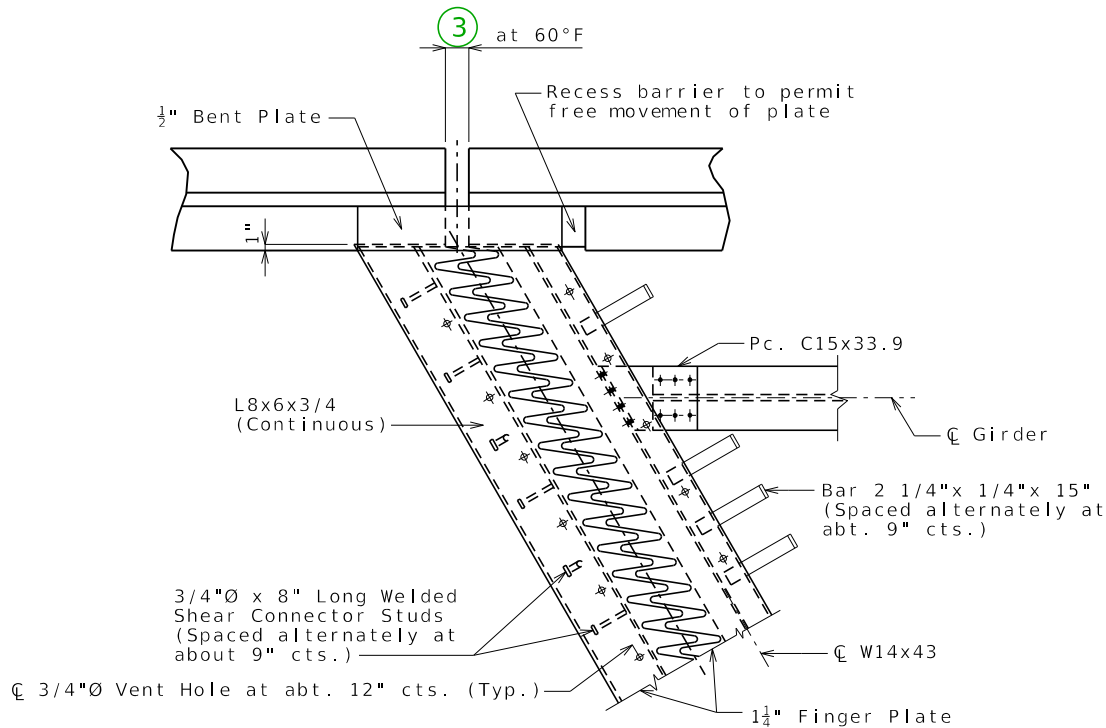




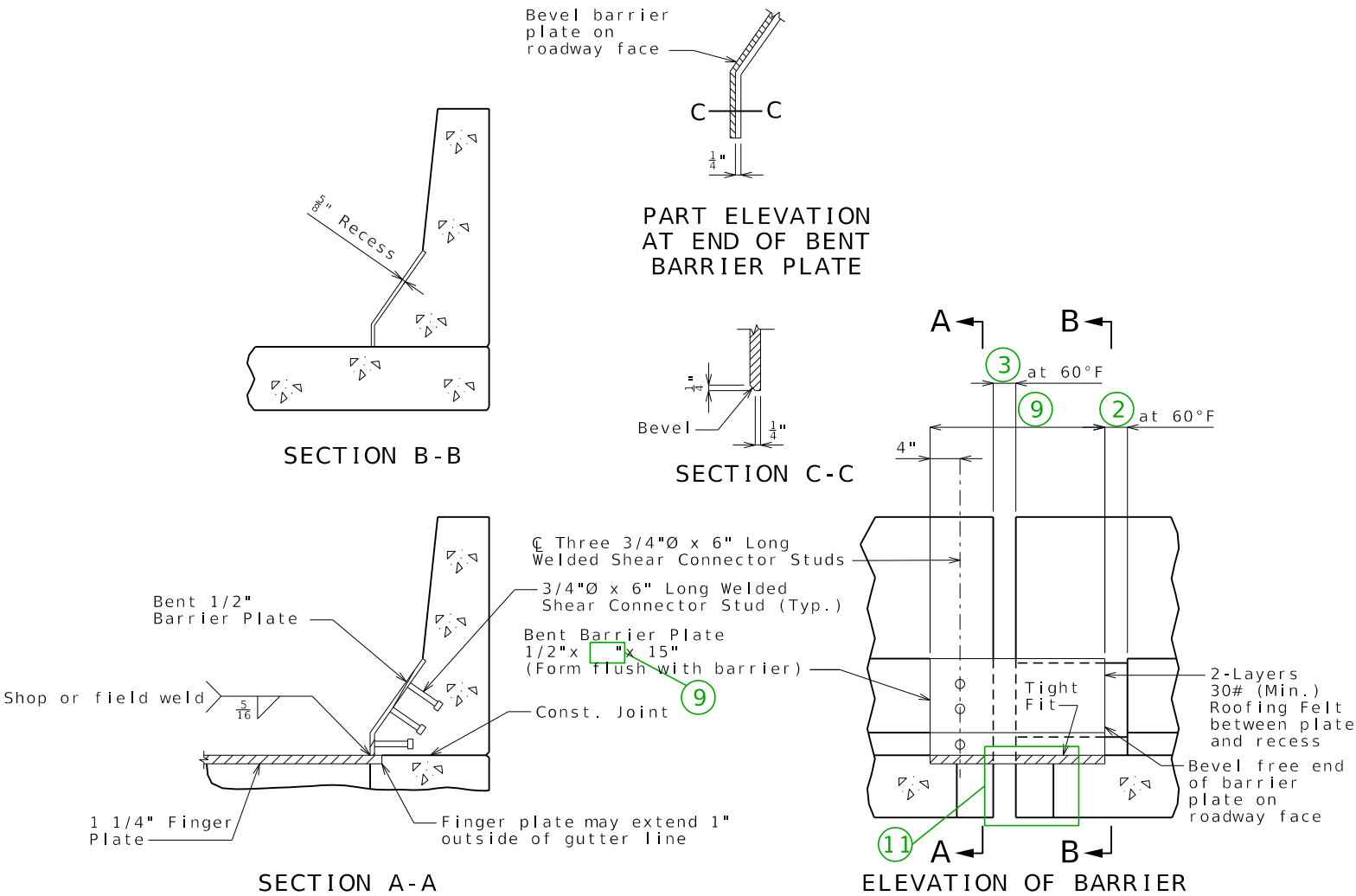
PART PLAN OF DEVICE  
RA TYPE D BARRIER



PART PLAN OF FINGER PLATE  
RA

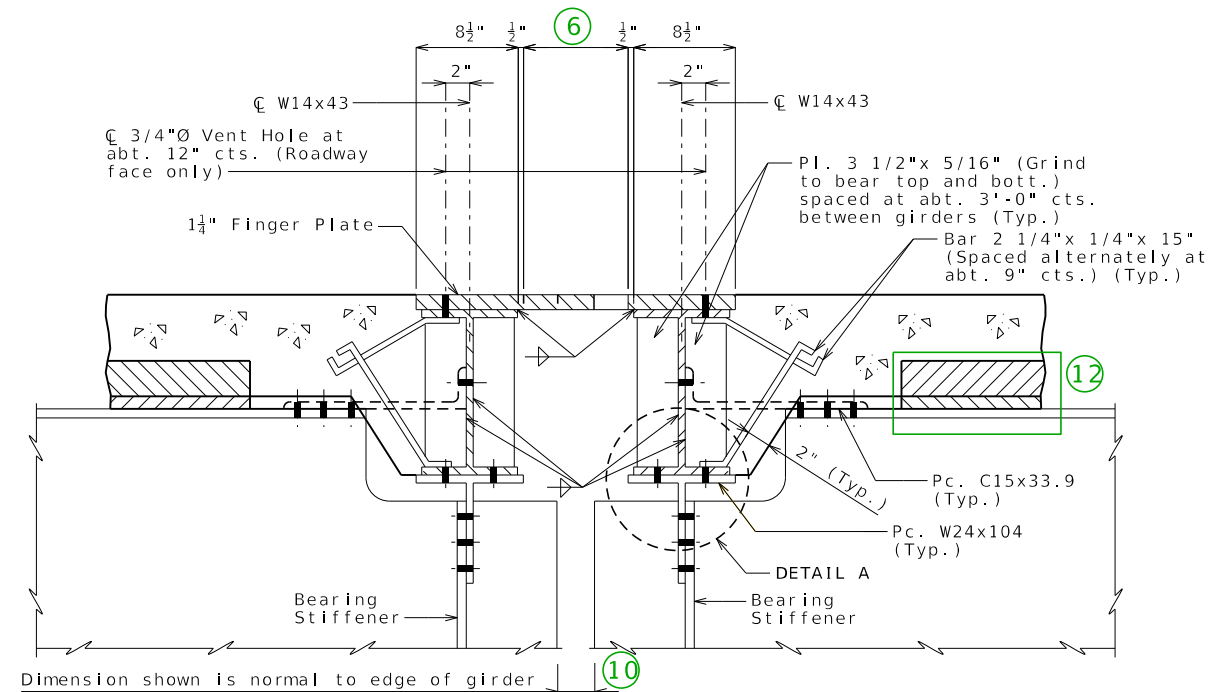


PART PLAN OF DEVICE  
RA TYPE B BARRIER (SBC)

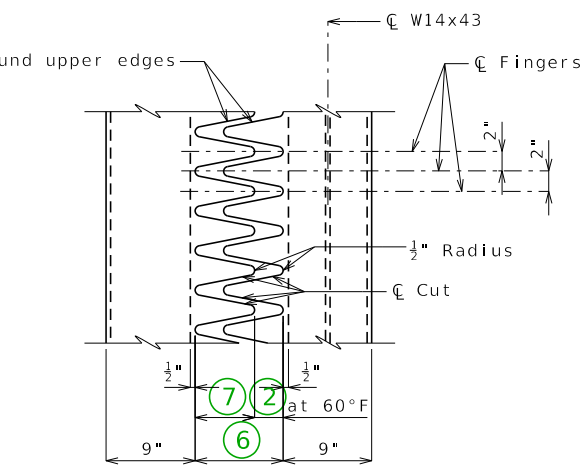


TYPE B BARRIER (SBC)(ALL)

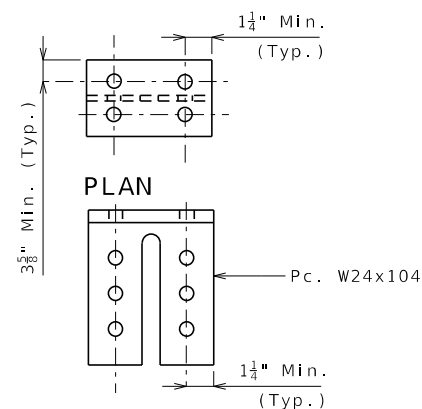




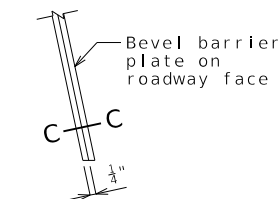
SECTION THRU DEVICE



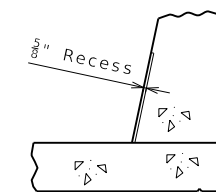
PART PLAN OF FINGER PLATE



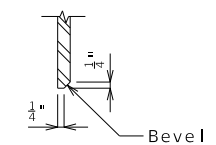
ELEVATION  
Pc. W24x104



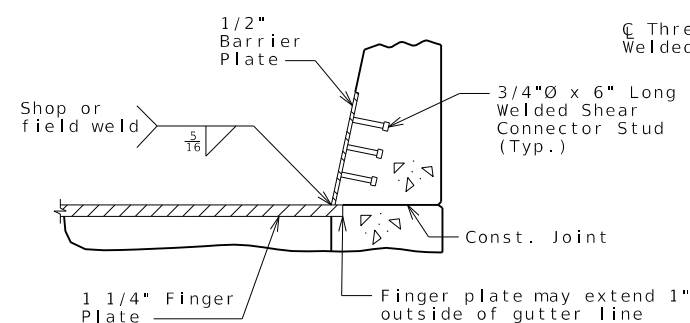
PART ELEVATION  
AT END OF  
BARRIER PLATE



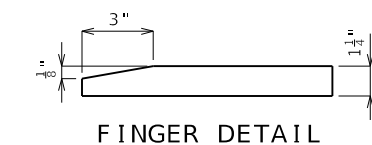
SECTION B-B



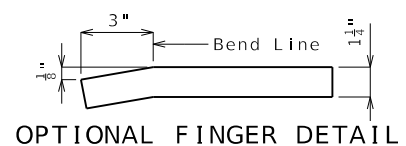
SECTION C-C



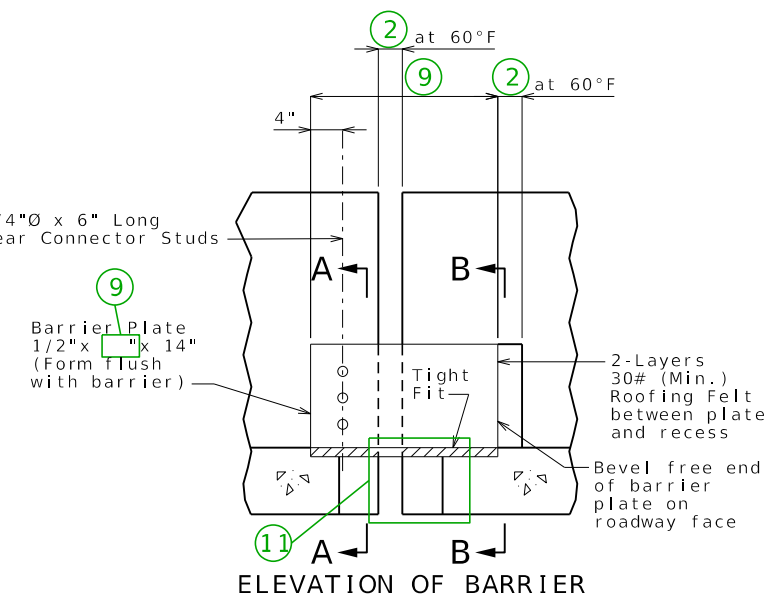
SECTION A-A



### FINGER DETAIL



### OPTIONAL FINGER DETAIL



ELEVATION OF BARRIER

GENERAL NOTES:

Finger plate shall be cut with a machine guided gas torch from one plate. The plate from which fingers are cut may be spliced before fingers are cut. The surface of cut shall be perpendicular to the surface of the plate. The cut shall not exceed 1/8" in width. The centerline of cut shall not deviate more than 1/16" from the position of centerline of cut shown. No splicing of finger plate or finger plate assembly will be allowed after fingers are cut. The expansion device shall be fabricated and installed to the crown and grade of the roadway.

Plan dimensions are based on installation at 60°F. The expansion gap and other dimensions shall be increased or decreased 1/4" for each 10° fall or rise in temperature at installation.

Material for the expansion device shall be ASTM A709 Grade 36 structural steel. Anchors for the expansion device shall be in accordance with Sec 1037.

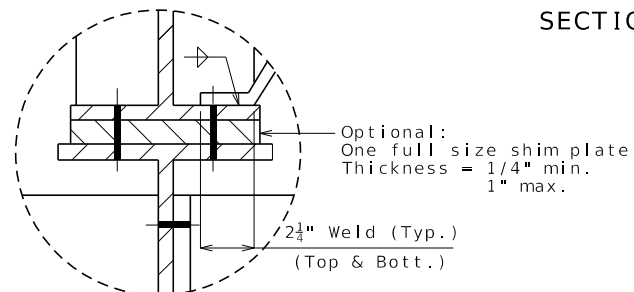
Structural steel for the expansion device and barrier plate shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Payment for furnishing, coating or galvanizing and installing the structural steel for the expansion device will be considered completely covered by the contract unit price for Expansion Device (Finger Plate) per linear foot.

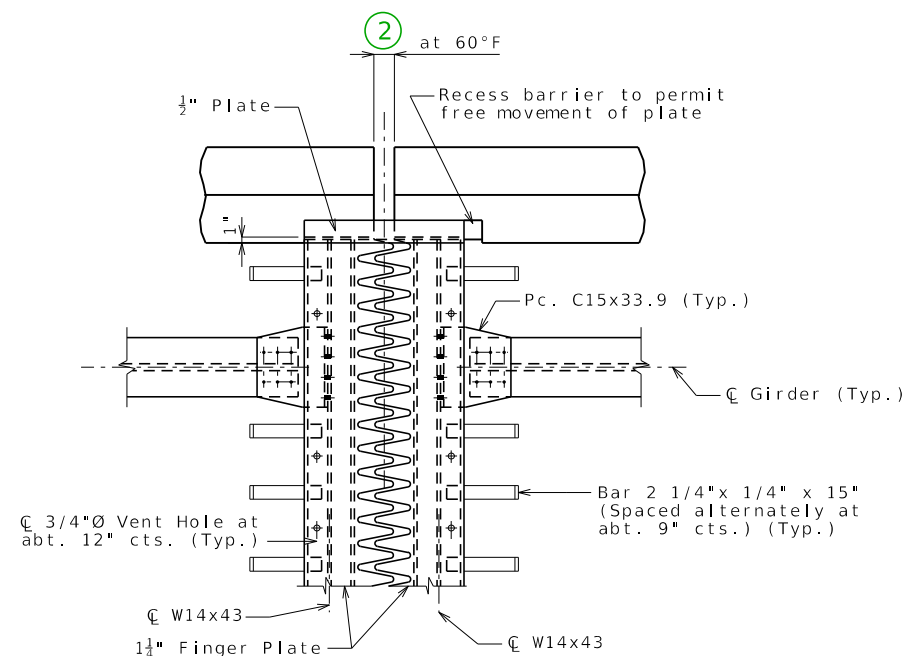
All holes shown for connections shall be subpunched 13/16-inch diameter (shop or field drill) and reamed to 13/16-inch diameter in field, except holes in members that will be used as templates and holes for the drainage trough may be drilled to 13/16-inch diameter in the shop. For multi-piece connections, only the holes in the template member may be drilled to 13/16-inch diameter in the shop.

Longitudinal reinforcing steel shall be placed so that ends shall not be more than  $\pm 1"$  from the web of W14 x 43 at the expansion device.

Complete joint penetration welds utilized in the fabrication of the expansion device shall be nondestructively tested by an approved method.



### DETAIL A



PART PLAN OF DEVICE

FINGER PLATE EXPANSION DEVICE AT INT. BENT NO.


Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

|              |             | DATE PREPARED<br>10/16/2023 |  |
|--------------|-------------|-----------------------------|--|
| ROUTE        |             | STATE<br>MO                 |  |
| DISTRICT     |             | SHEET NO.<br>4              |  |
| COUNTY       |             |                             |  |
| JOB NO.      |             |                             |  |
| CONTRACT ID. |             |                             |  |
| PROJECT NO.  |             |                             |  |
| BRIDGE NO.   |             |                             |  |
| DATE         | DESCRIPTION |                             |  |
|              |             |                             |  |
|              |             |                             |  |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

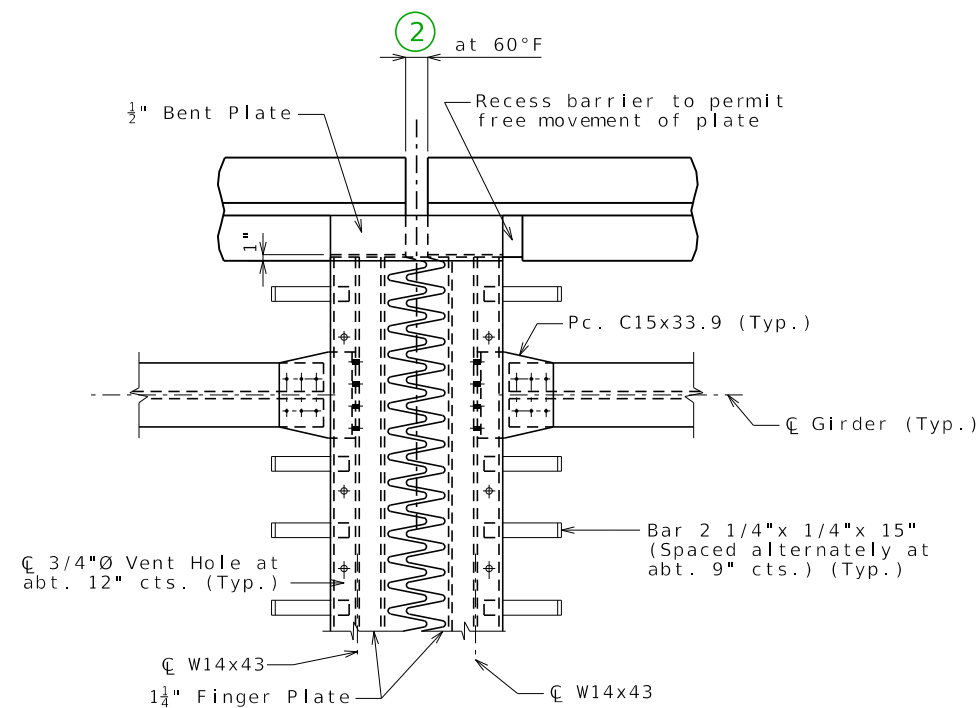


105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



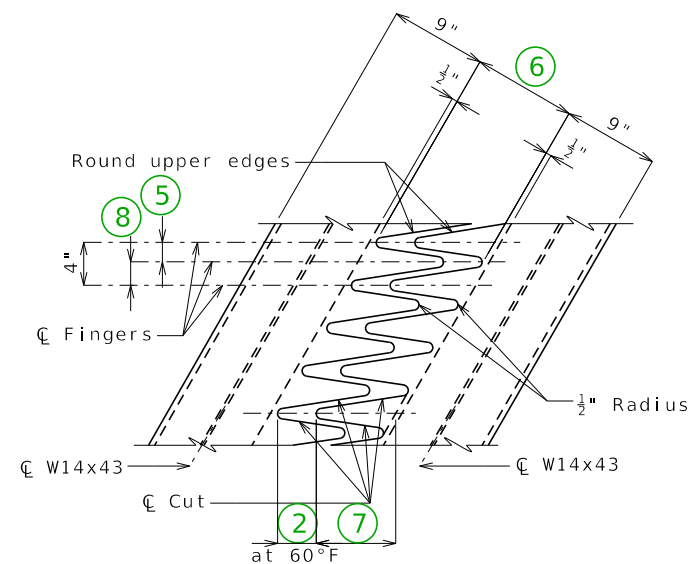
STANDARD DRAWING GUIDANCE (do not show on plans):  
(For all finger plate drawings. Some notes may not apply to this sheet.)

- ① Not a guidance note. Do not replace.
- ② Gap between fingers, barrier recess gap and, for intermediate bents, gap in
- ③ For end bents:  $② + 1/2" / \cos(\text{skew})$
- ④ Gap adjustment for temperature: along bridge longitudinal axis
- ⑤ Transverse gap between fingers
- ⑥ Maximum gap between fingers normal to joint @ 60°F.
- ⑦ Finger length.
- ⑧ Transverse gap between fingers: not the same as ⑤ for skewed joints.
- ⑨ Plate length =  $(18" + ⑥) / \cos(\text{skew})$
- ⑩ Gap between girder or between girder and end bent.
- ⑪ Include details of slab projection beyond C W-beam under barrier on plan of slab detail sheet. Consider similarly projection beyond front face of angle under barrier at end bents.
- ⑫ Delete panel for CIP slab.



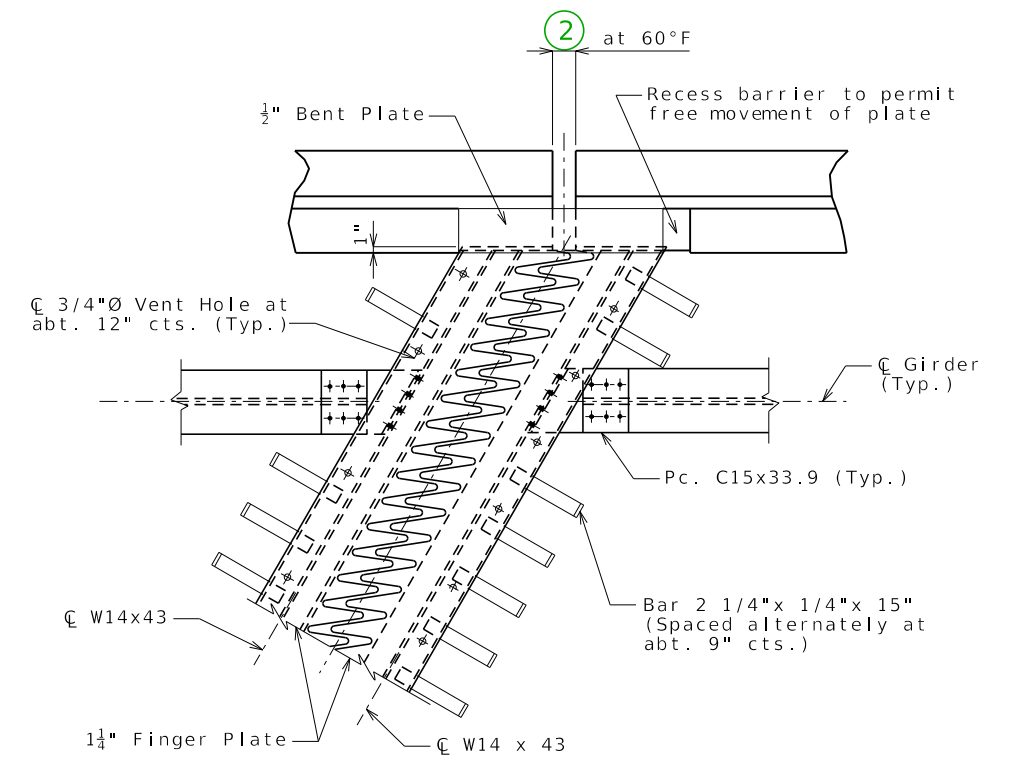
PART PLAN OF DEVICE

SQ TYPE B BARRIER (SBC)



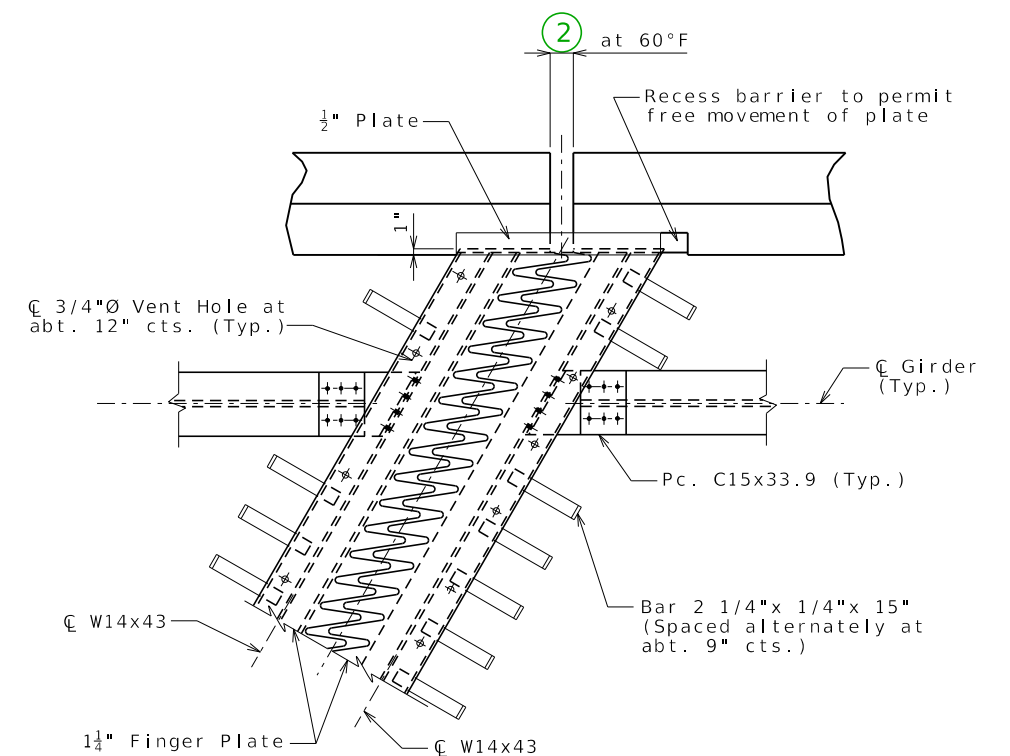
PART PLAN OF FINGER PLATE

LA



PART PLAN OF DEVICE

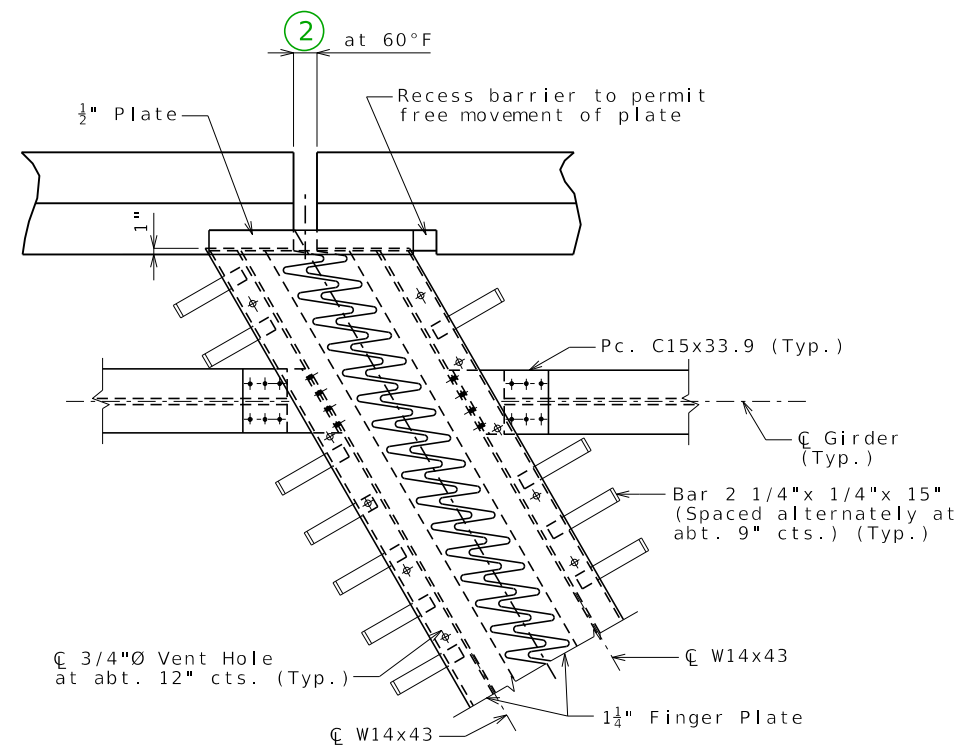
LA TYPE B BARRIER (SBC)



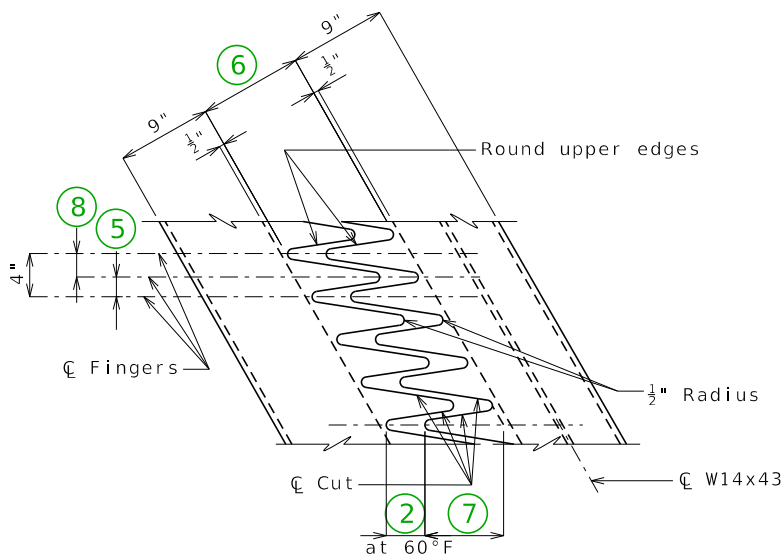
PART PLAN OF DEVICE

LA TYPE D BARRIER

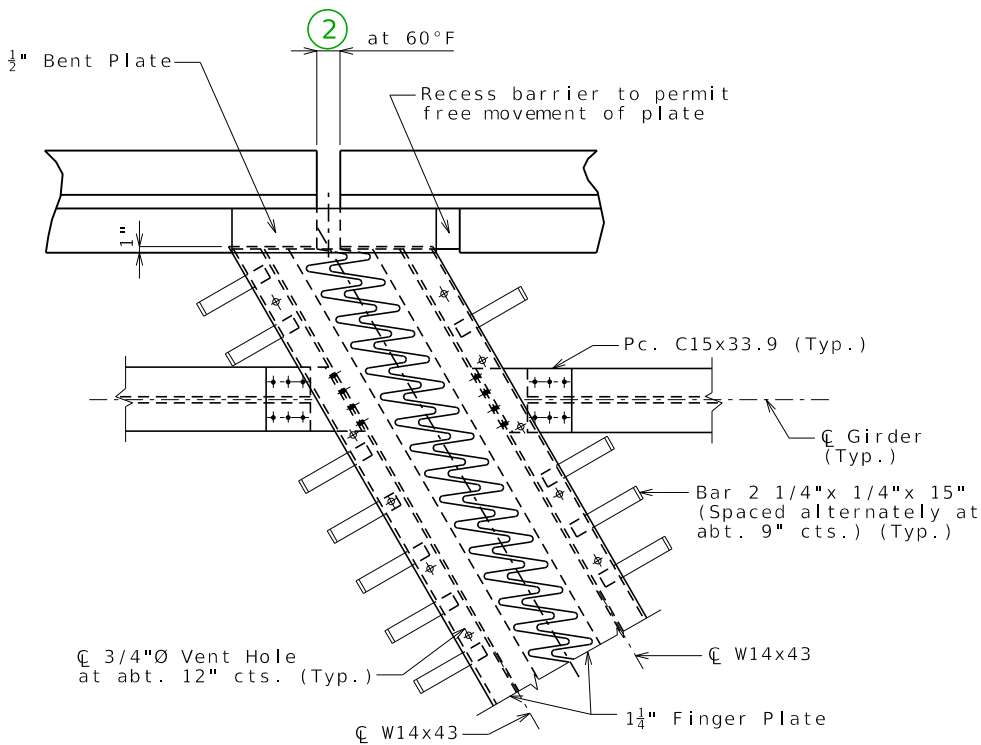




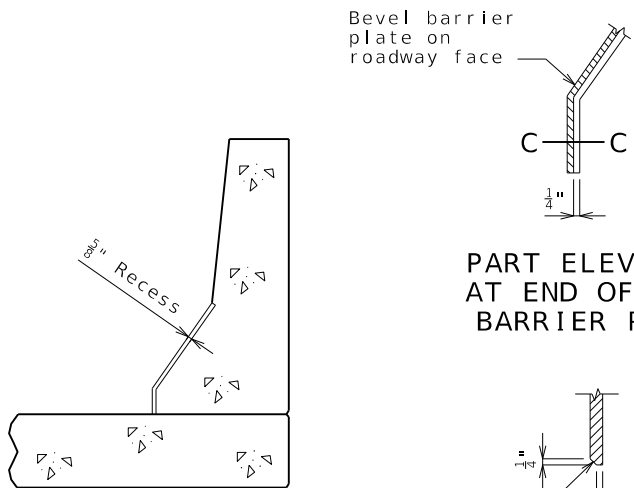
PART PLAN OF DEVICE  
RA TYPE D BARRIER



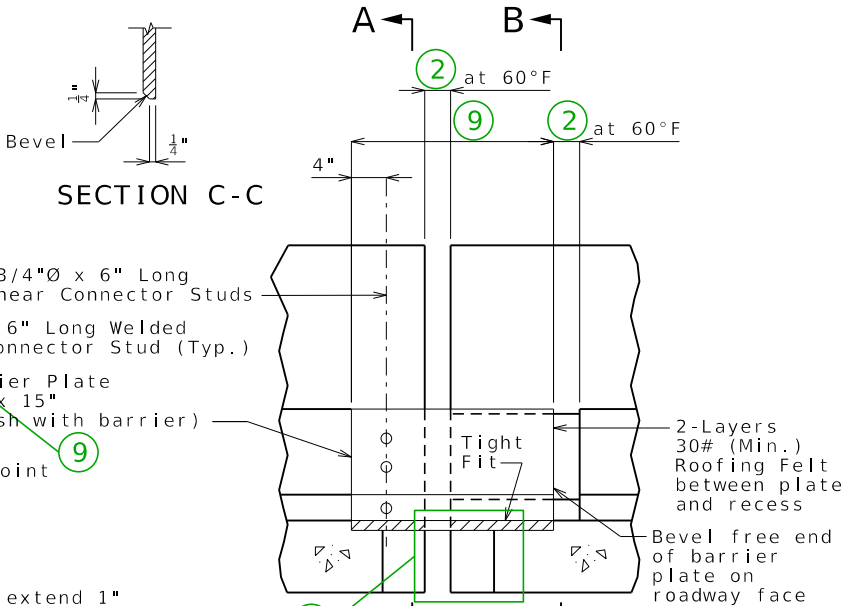
PART PLAN OF FINGER PLATE  
RA



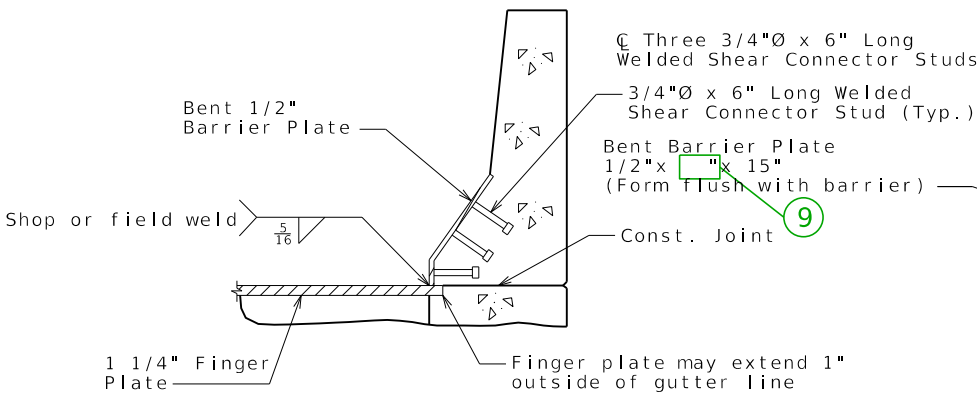
PART PLAN OF DEVICE  
RA TYPE B BARRIER (SBC)



SECTION B-B



ELEVATION OF BARRIER



SECTION A-A

TYPE B BARRIER (SBC) (ALL SKEWS)

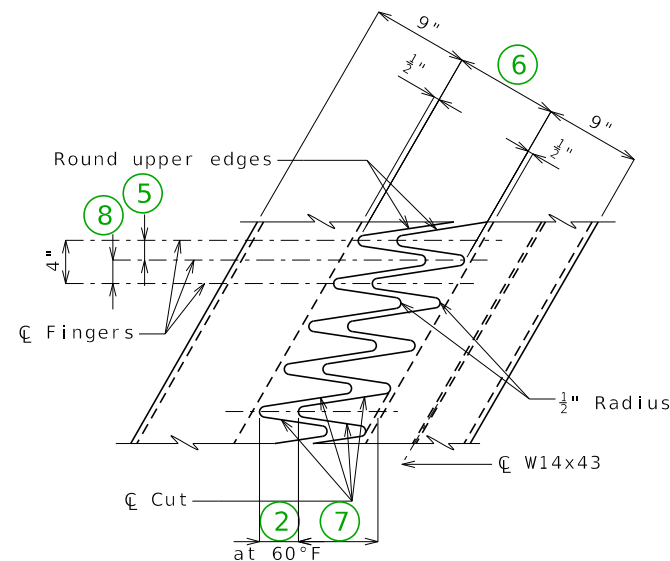




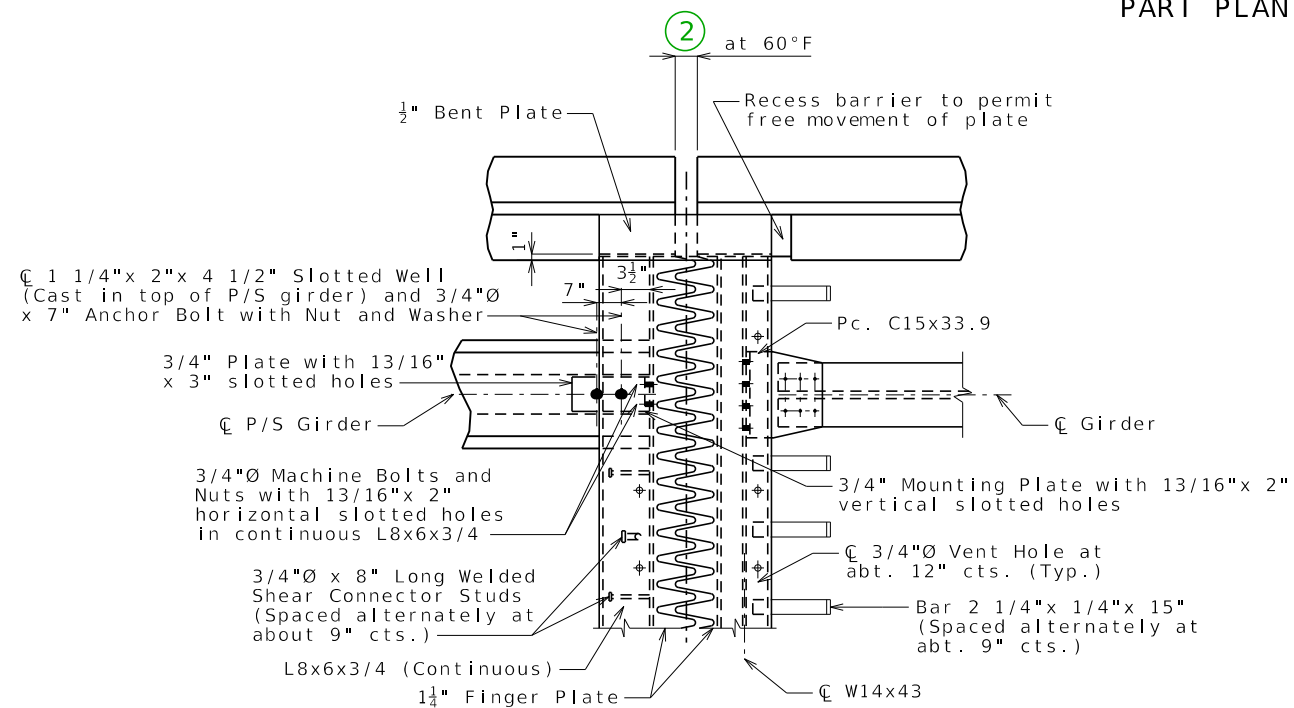


STANDARD DRAWING GUIDANCE (do not show on plans):  
(For all finger plate drawings. Some notes may not apply to this sheet.)

- ① Not a guidance note. Do not replace.
- ② Gap between fingers, barrier recess gap and, for intermediate bents, gap in barrier.
- ③ For end bents:  $② + 1/2" / \cos(\text{skew})$
- ④ Gap adjustment for temperature: along bridge longitudinal axis
- ⑤ Transverse gap between fingers
- ⑥ Maximum gap between fingers normal to joint @ 60°F.
- ⑦ Finger length.
- ⑧ Transverse gap between fingers: not the same as ⑤ for skewed joints.
- ⑨ Plate length =  $(18" + ⑥) / \cos(\text{skew})$
- ⑩ Gap between girder or between girder and end bent.
- ⑪ Include details of slab projection beyond C W-beam under barrier on plan of slab detail sheet. Consider similarly projection beyond front face of angle under barrier at end bents.
- ⑫ Delete panel for CIP slab.

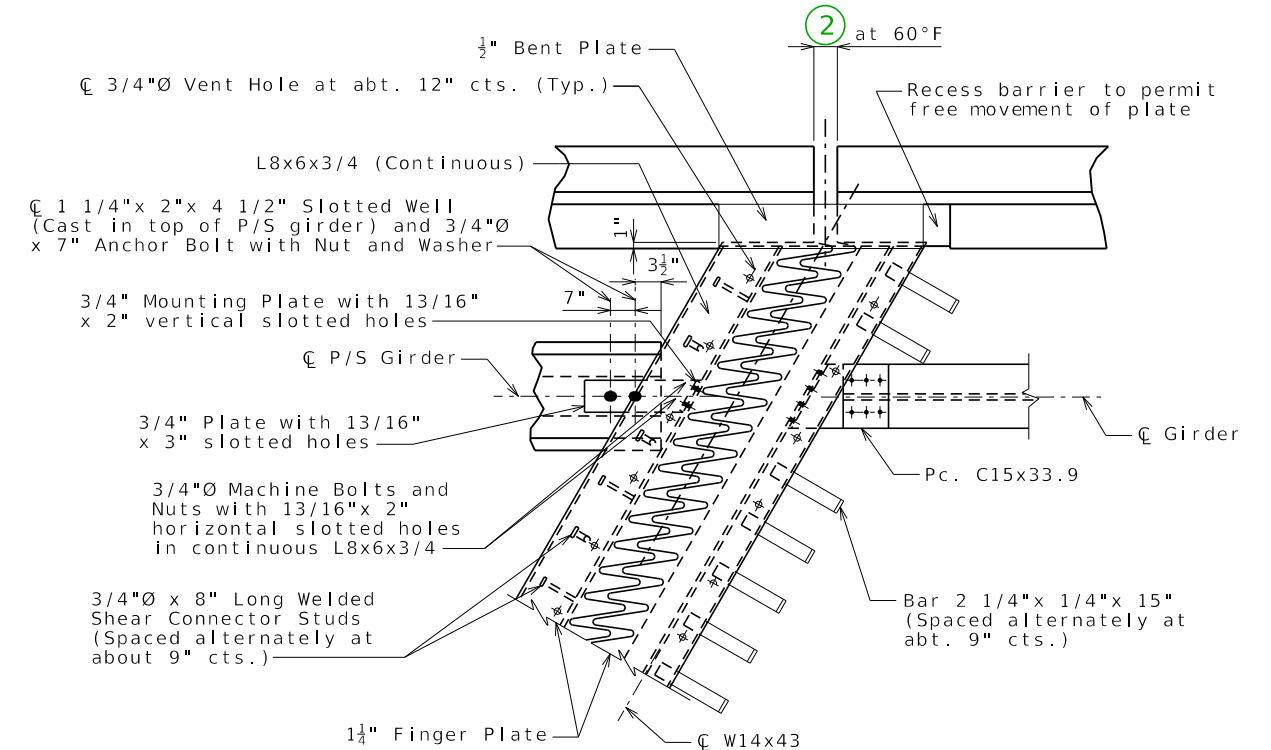


PART PLAN OF FINGER PLATE  
LA



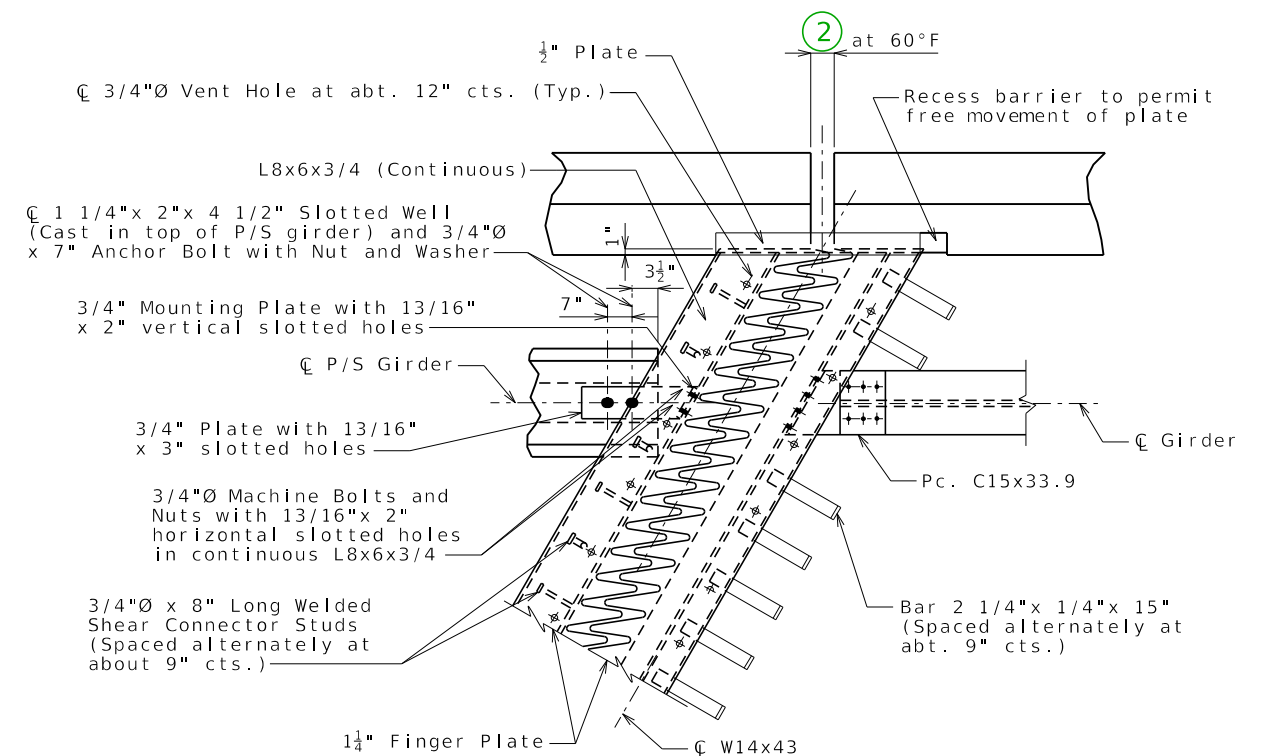
PART PLAN OF DEVICE

SQ TYPE B BARRIER (SBC)



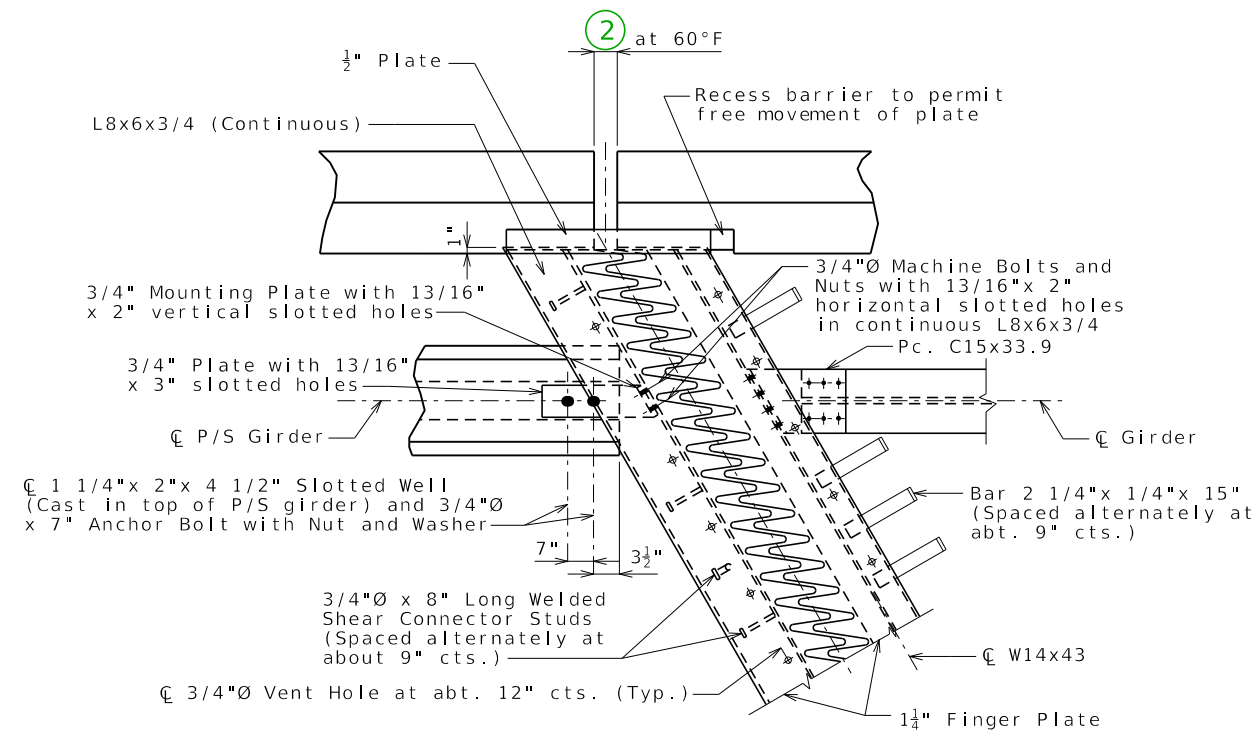
PART PLAN OF DEVICE

LA TYPE B BARRIER (SBC)

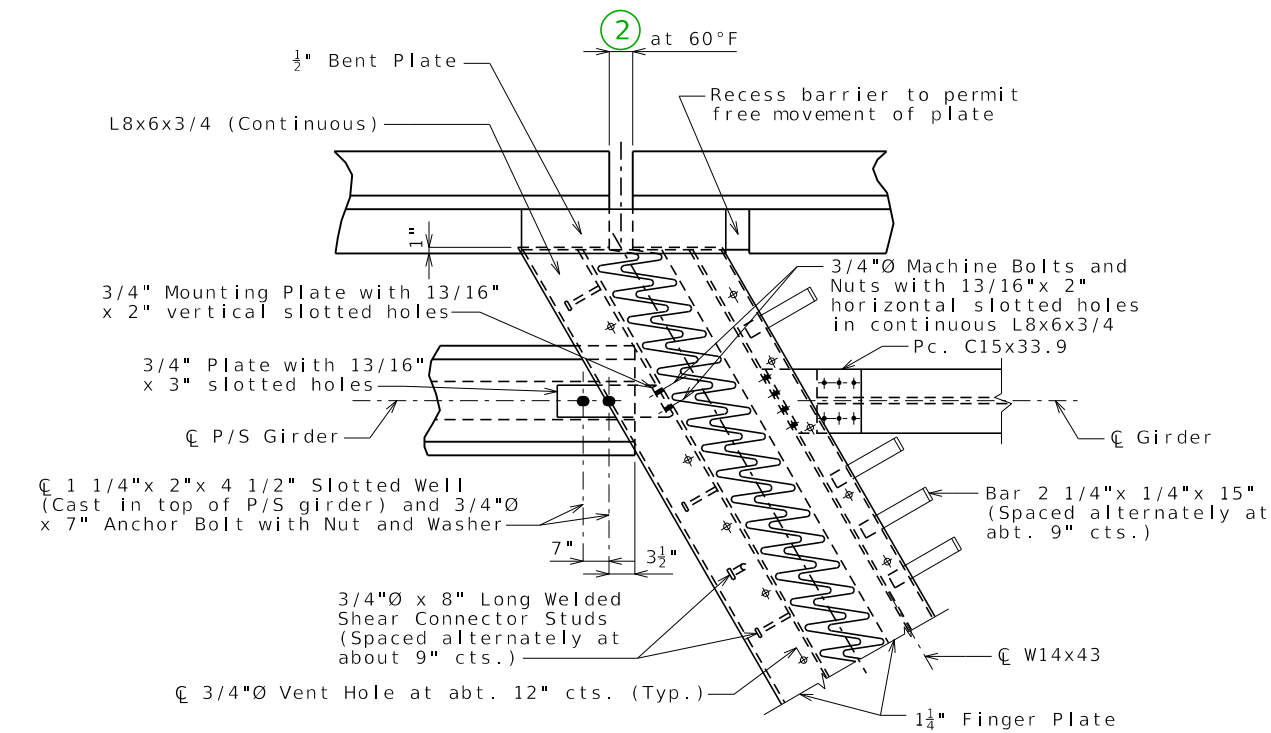


PART PLAN OF DEVICE  
LA TYPE D BARRIER

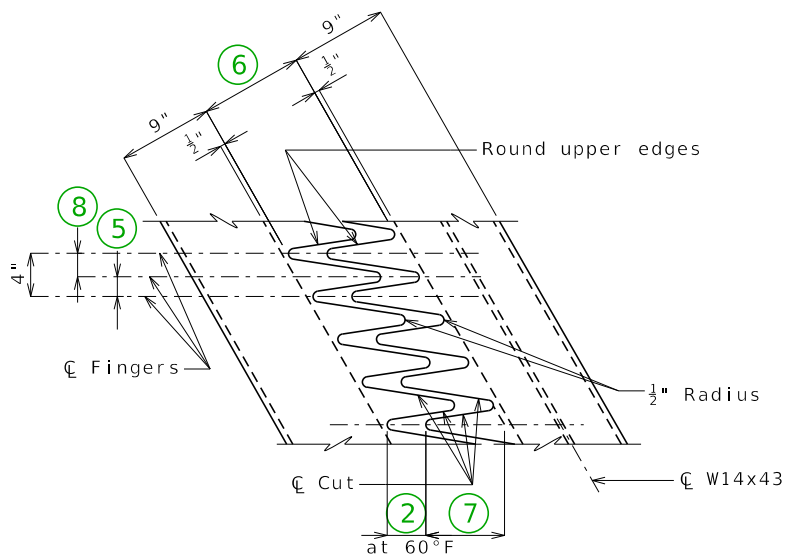




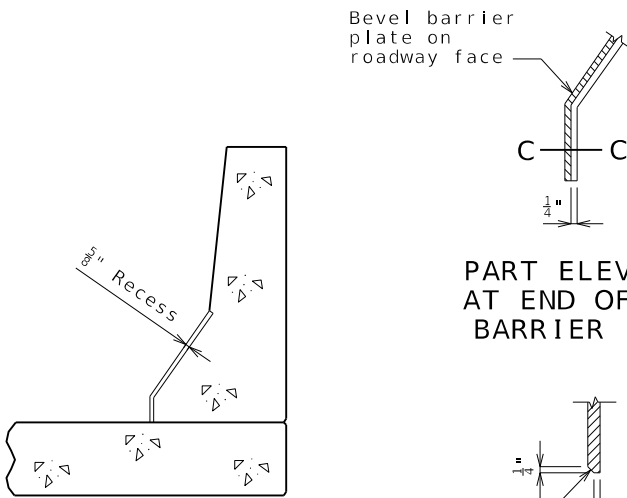
PART PLAN OF DEVICE  
RA TYPE D BARRIER



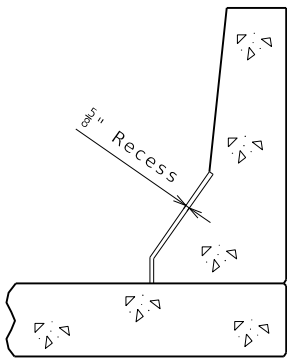
PART PLAN OF DEVICE  
RA TYPE B BARRIER (SBC)



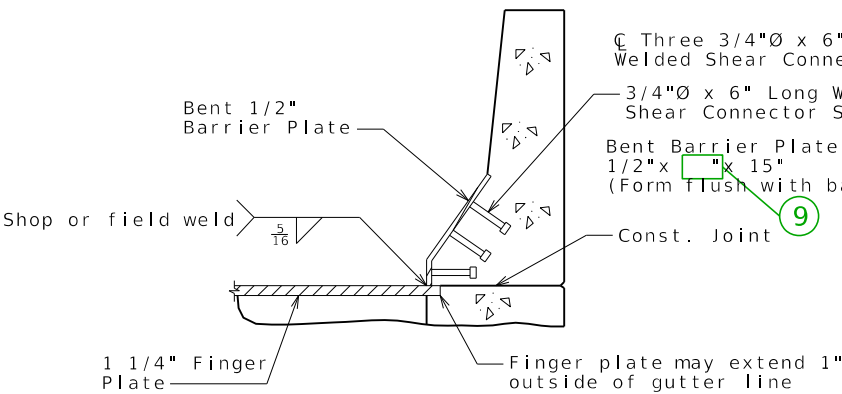
PART PLAN OF FINGER PLATE  
RA



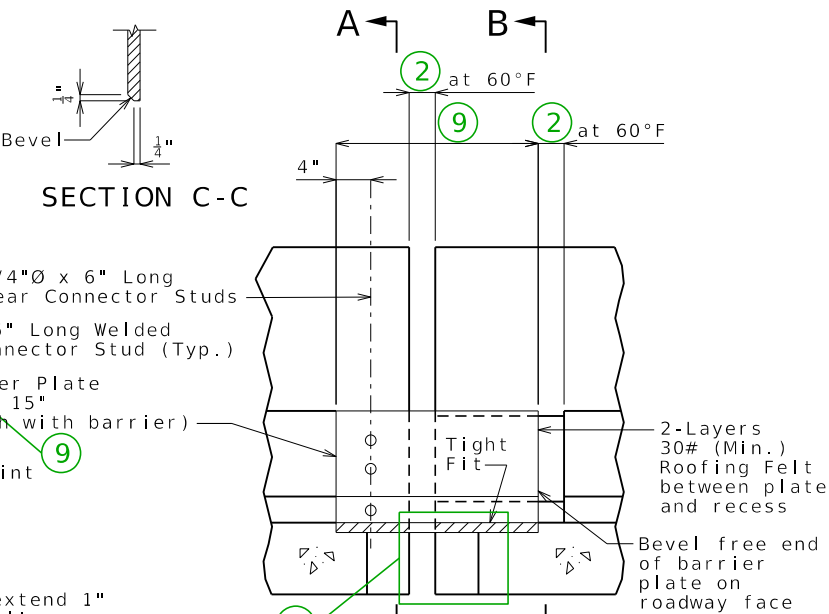
PART ELEVATION  
AT END OF BENT  
BARRIER PLATE



SECTION B-B



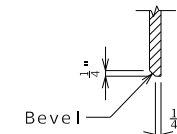
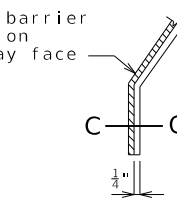
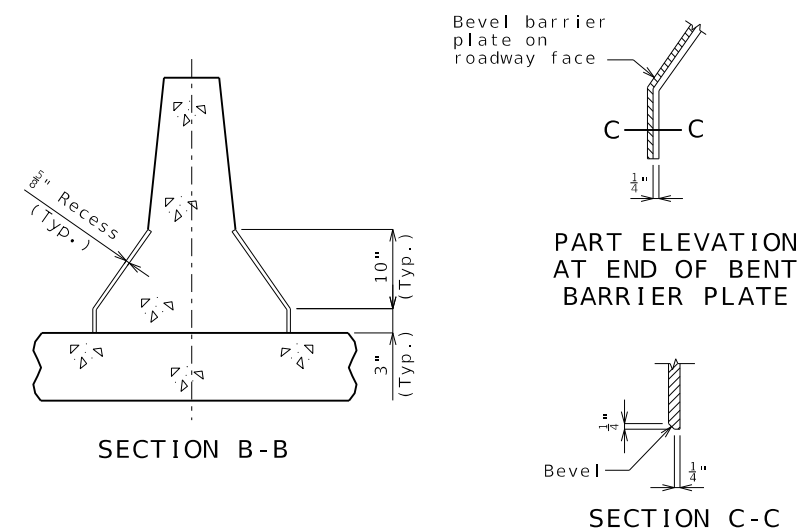
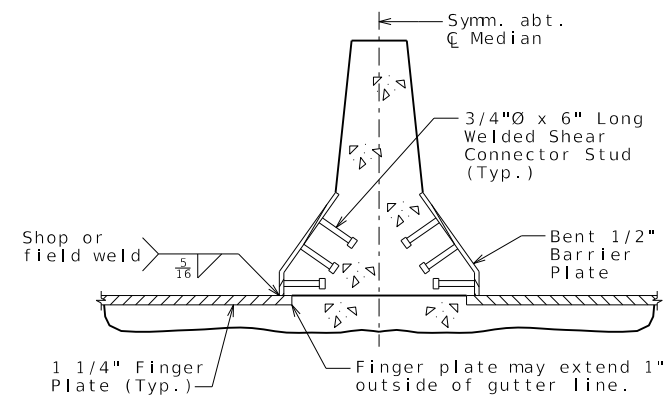
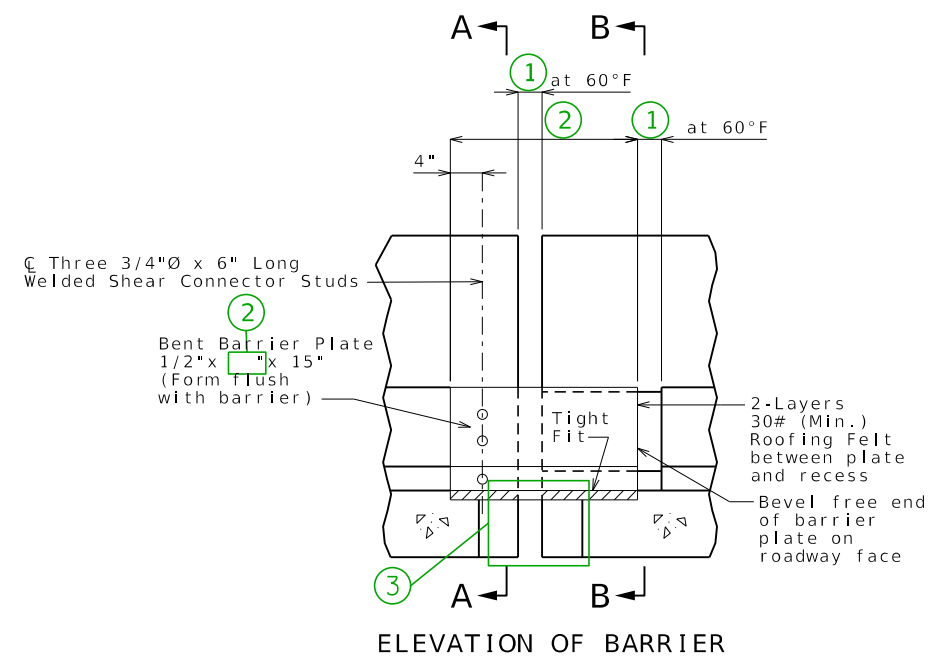
SECTION A-A



ELEVATION OF BARRIER

TYPE B BARRIER (SBC) (ALL SKEWS)





### ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)

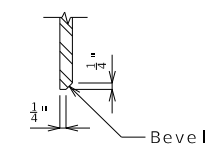
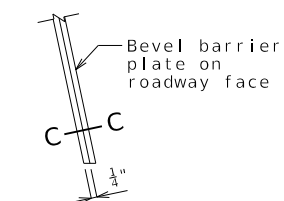
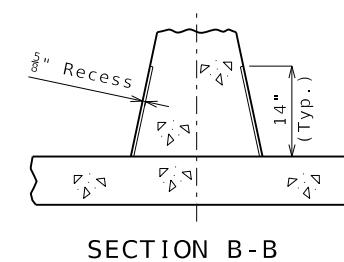
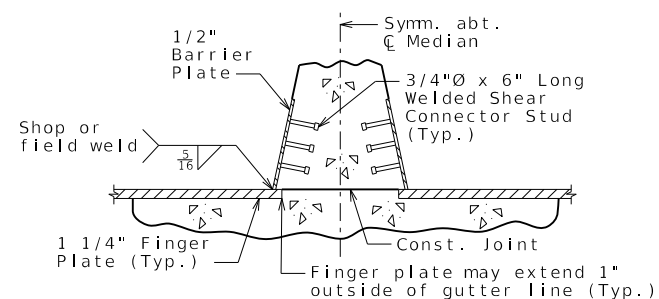
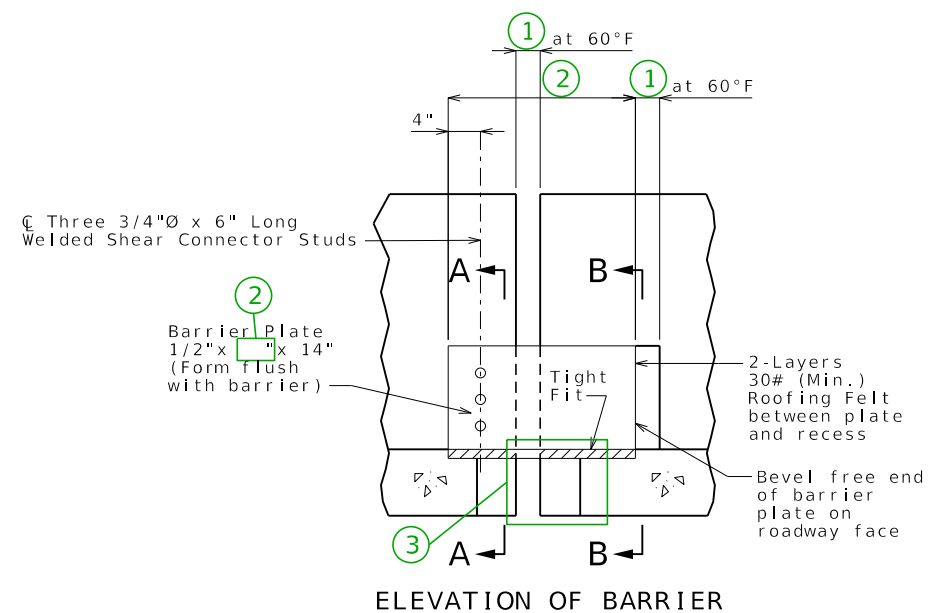
STANDARD DRAWING GUIDANCE (do not show on plans):

- ① Gap in barrier and barrier recess gap  
For gap in barrier at end bents: add  $1/2"/\cos(\text{skew})$
- ② Barrier plate length.
- ③ Include details of slab projection beyond C W-beam under barrier on plan of slab detail sheet. Consider similar projection beyond front face of angle under barrier at end bents.

For gap in barrier at end bents: add  $1/2" / \cos(\text{skew})$

- ② Barrier plate length.

- ③ Include details of slab projection beyond  $\frac{1}{4}$  W-beam under barrier on plan of slab detail sheet. Consider similar projection beyond front face of angle under barrier at end bents.



## FINGER PLATE EXPANSION DEVICE AT MEDIAN

Detailed  
CheckedDetailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/16/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 6         |
| COUNTY        |           |

10/16/2023

| ROUTE | STATE |
|-------|-------|
| 10    | MD    |

|       |       |
|-------|-------|
|       | MO    |
| CLERK | CLERK |

DISTRICT \_\_\_\_\_

COUNTY

JOB NO.

CONTRACT ID

CONTRACT ID:

[illegible]

TRANSPORTATION  
ON

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
K-MODOT (1-888-275-6636)

JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





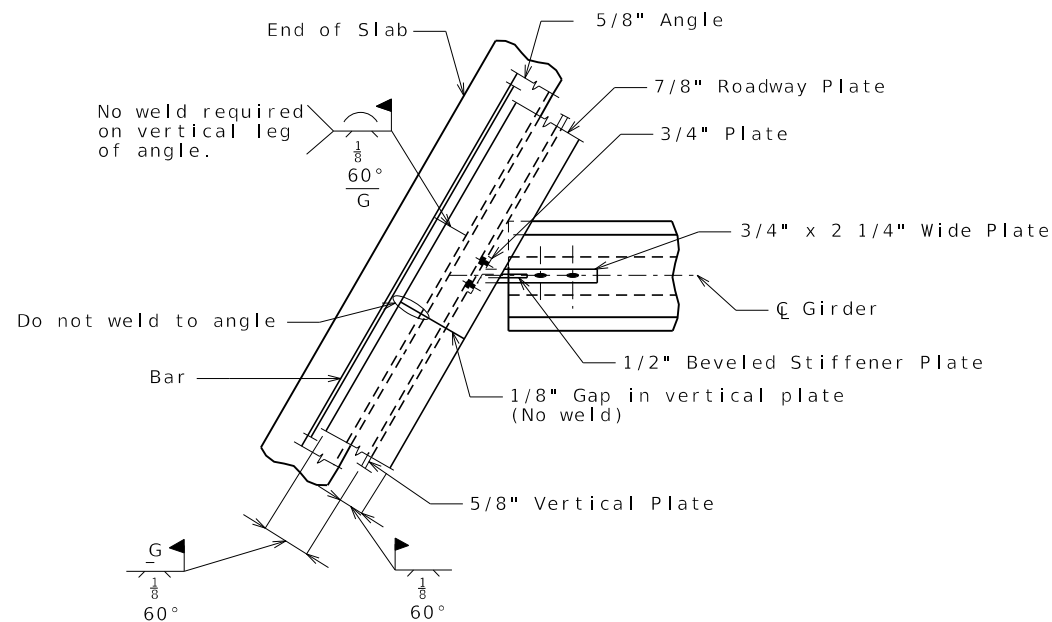


## FLAT01\_psi\_end

## Guidance & Alternate Details (1 of 2)

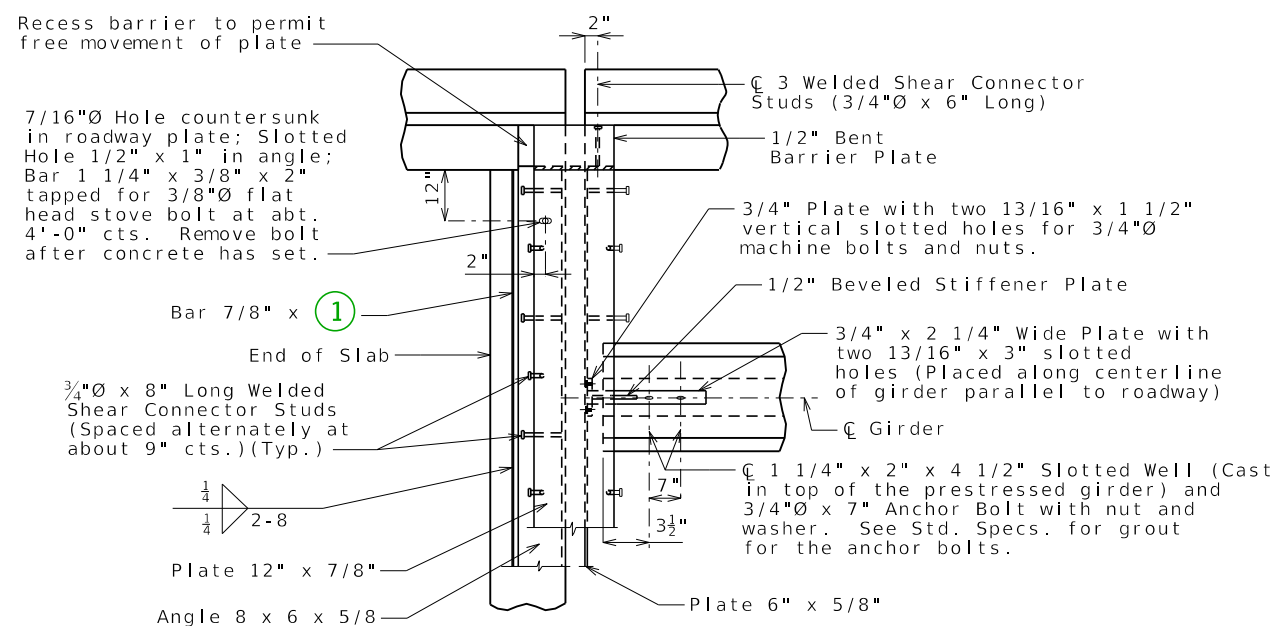
STANDARD DRAWING GUIDANCE (do not show on plans):

- ① Bar height.
- ② Plate length =  $12"/\cos(\text{skew})$  [12" for 0° skew]
- ③ Barrier gap =  $3\frac{1}{2}"/\cos(\text{skew})$  [ $3\frac{1}{2}$ " for 0° skew]
- ④ Barrier recess gap =  $2\frac{3}{8}"/\cos(\text{skew})$  [ $2\frac{3}{8}$ " for 0° skew]. Assume recess ends at front edge of bar.
- ⑤ Installation gap adjustment for temperature: normal to joint.
- ⑥ Check and revise locations of slotted wells to clear girder end section reinforcement.
- ⑦ Delete panel for CIP slab.



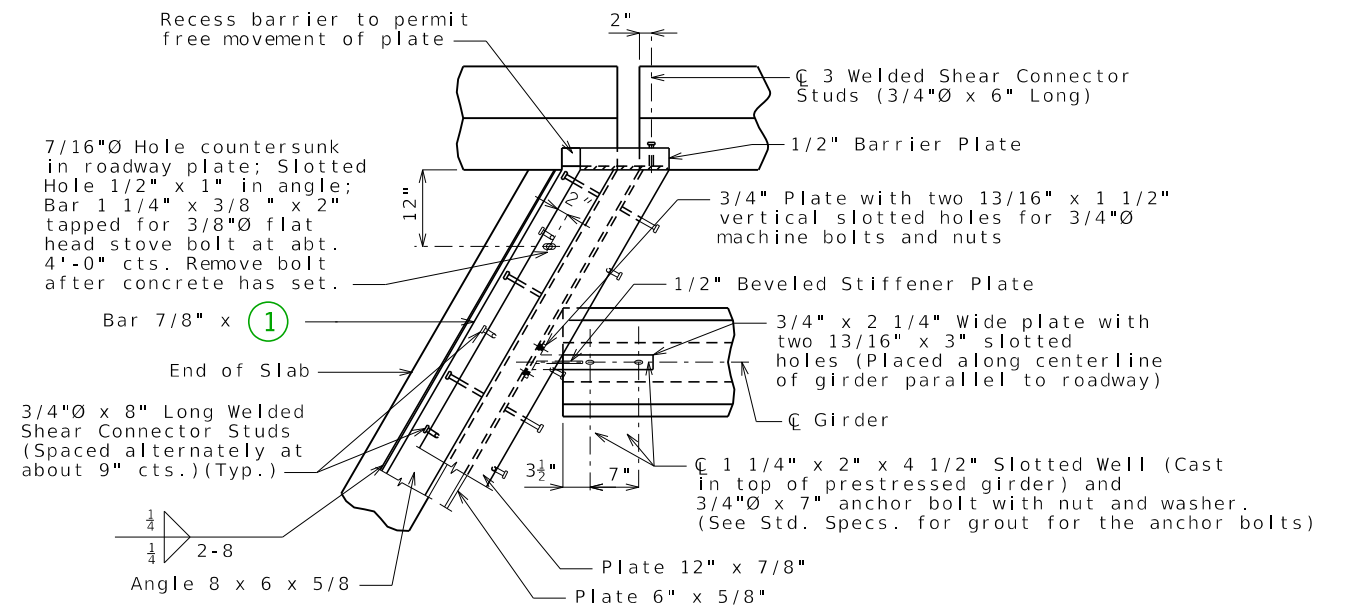
### PERMISSIBLE FIELD SPLICE AT END BENT

LA



**PART PLAN**  
Note: Concrete vent holes not shown for clarity.

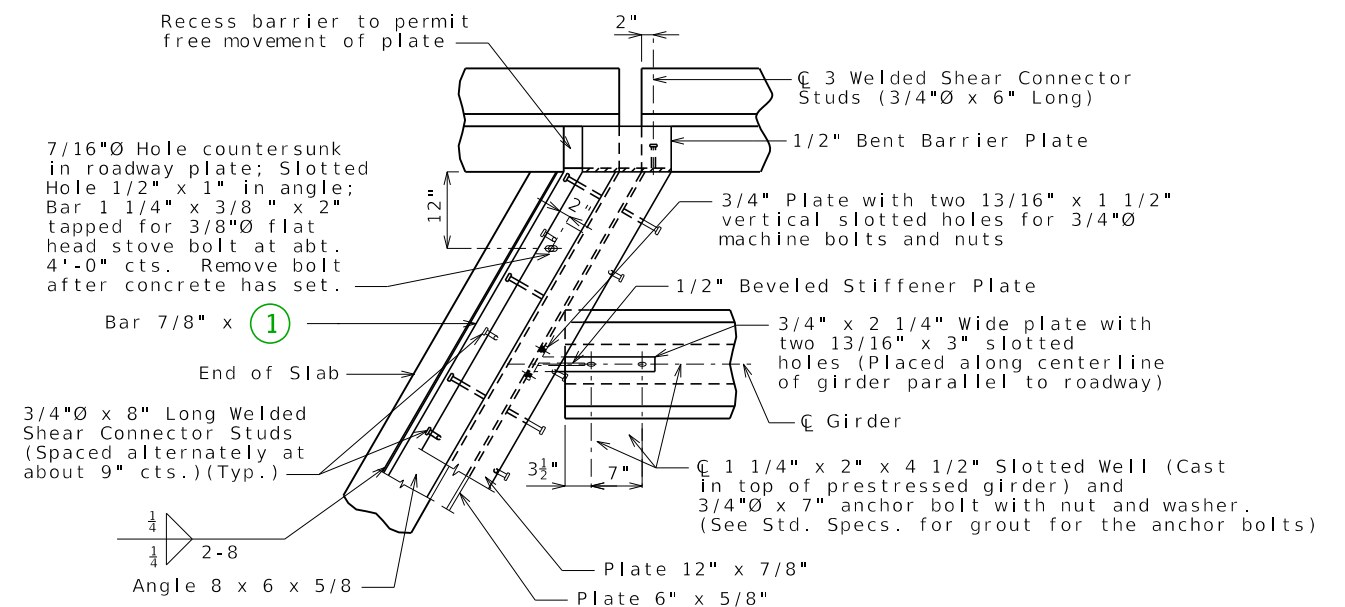
## SQ TYPE B BARRIER (SBC)



PART PLAN

Note: Concrete vent holes not shown for clarity.

## LA TYPE D BARRIER

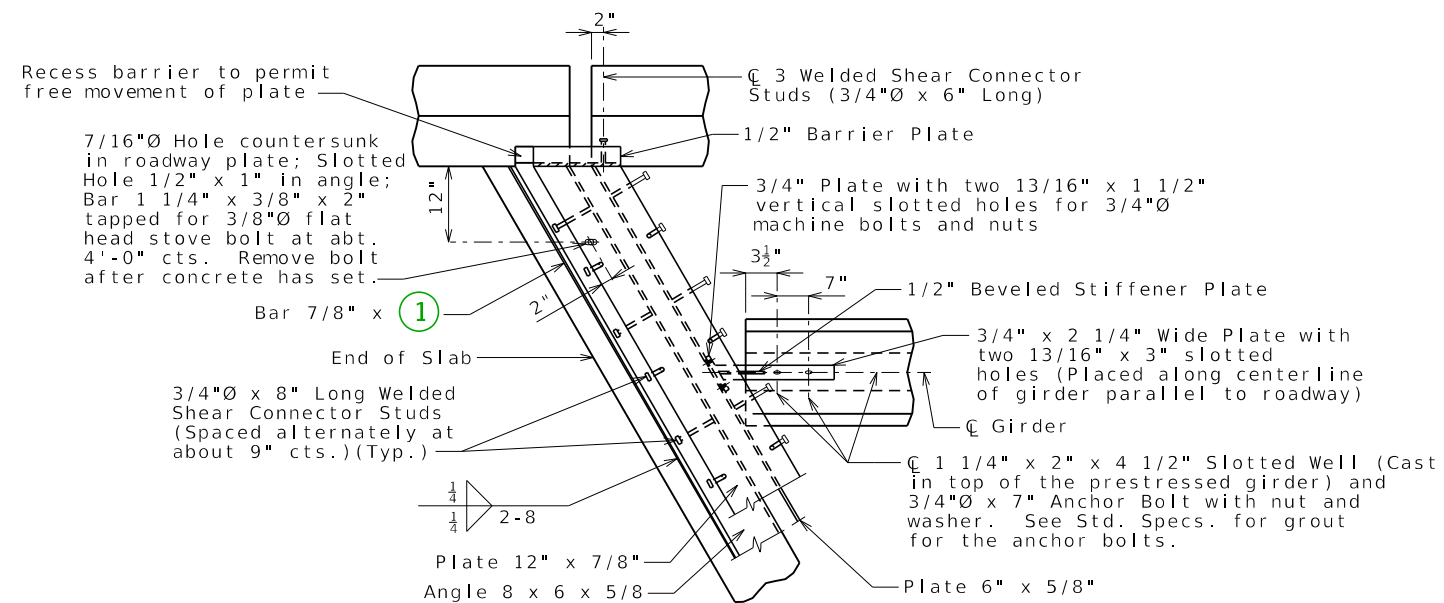


## PART PLAN

Note: Concrete vent holes not shown for clarity.

## LA TYPE B BARRIER (SBC)

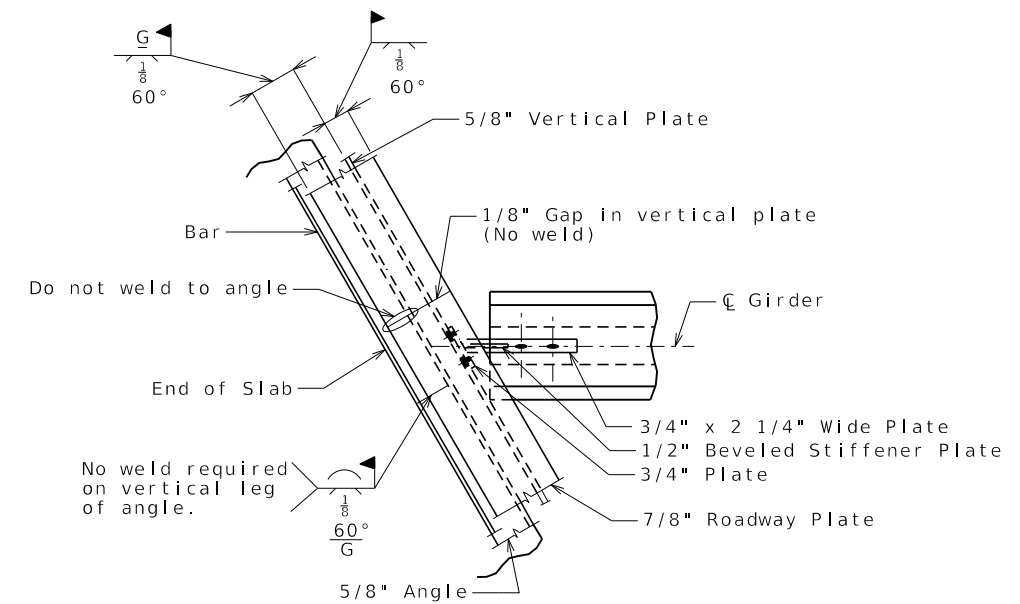




PART PLAN

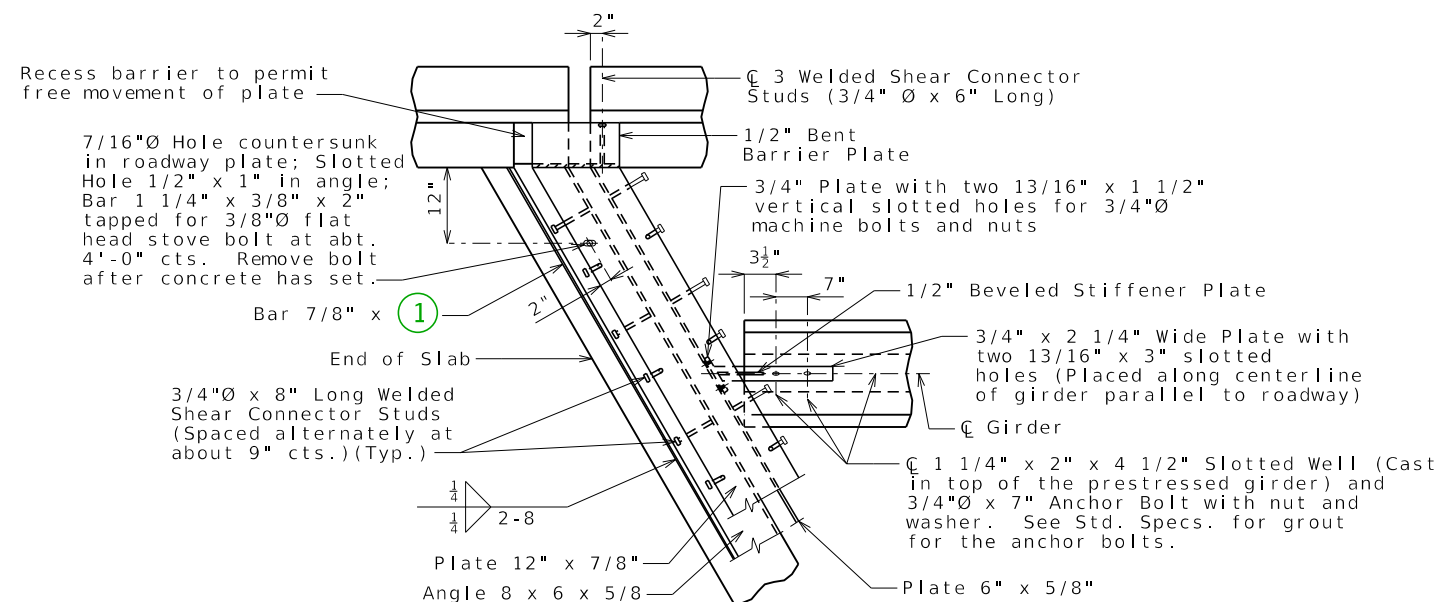
Note: Concrete vent holes not shown for clarity.

## RA TYPE D BARRIER



PERMISSIBLE FIELD SPLICE AT END BENT

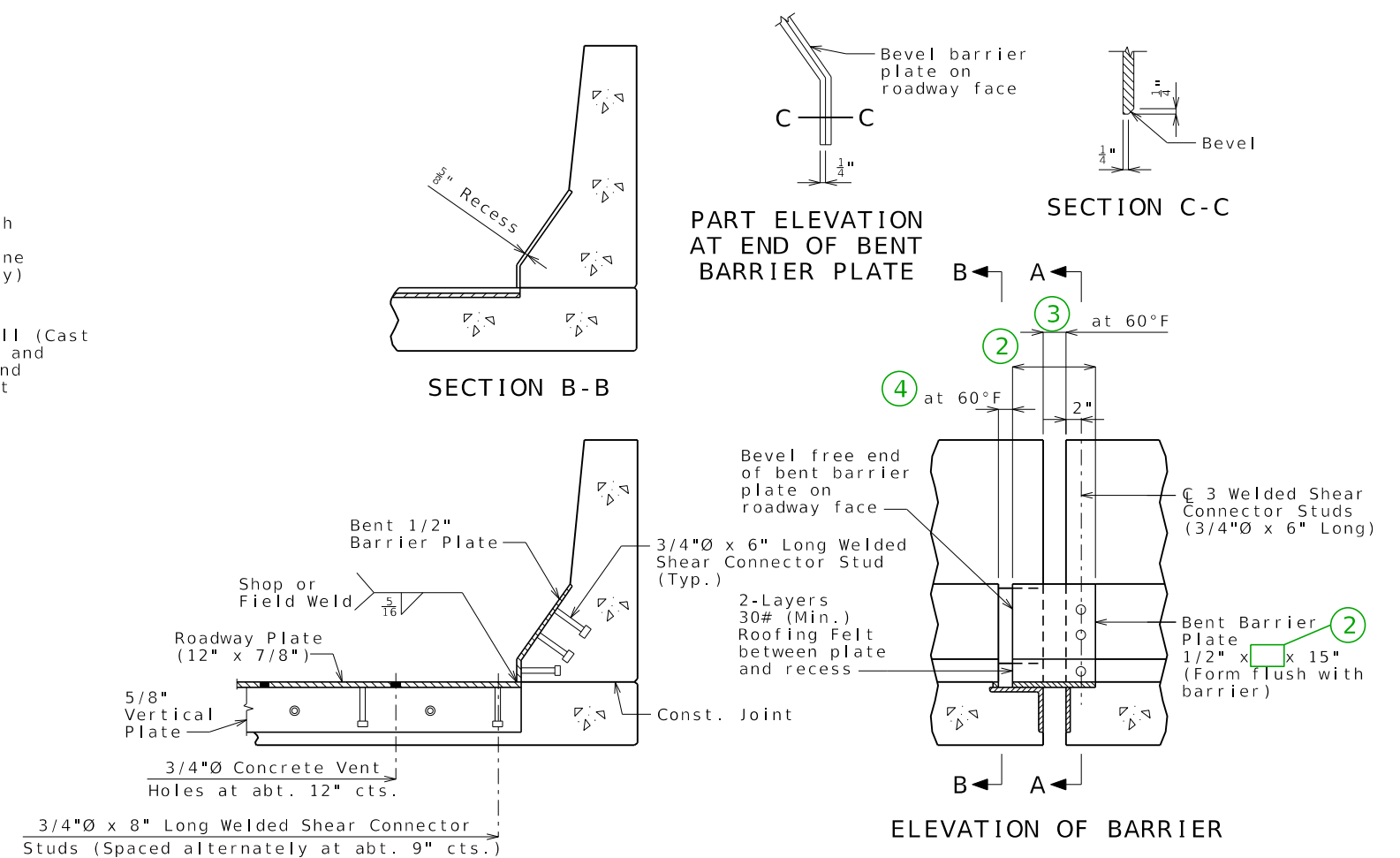
RA



PART PLAN

Note: Concrete vent holes not shown for clarity.

## RA TYPE B BARRIER (SBC)



SECTION A-A

## TYPE B BARRIER (SBC) (ALL)

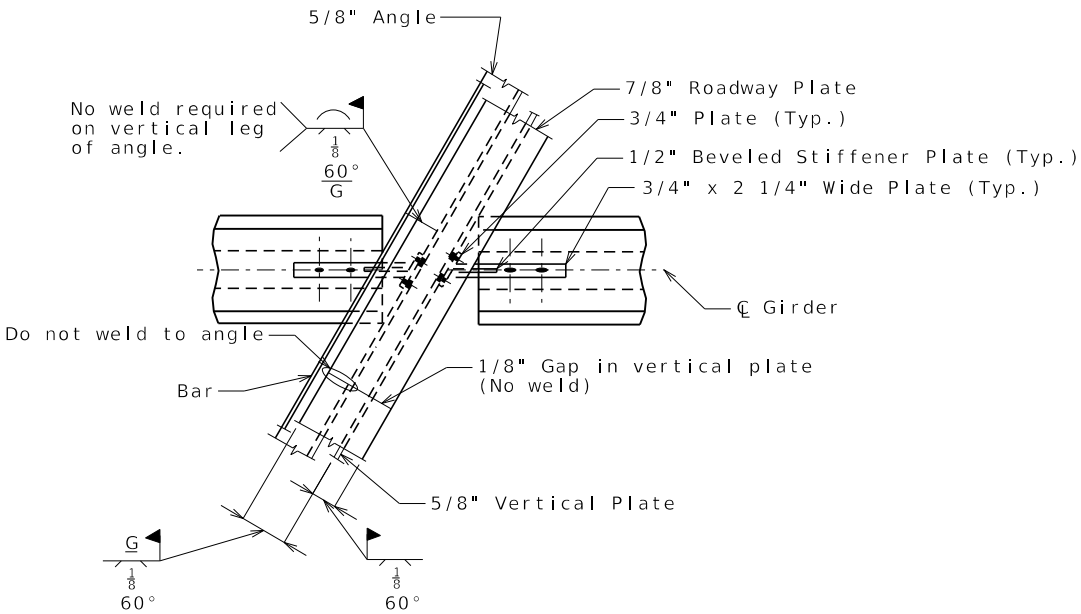






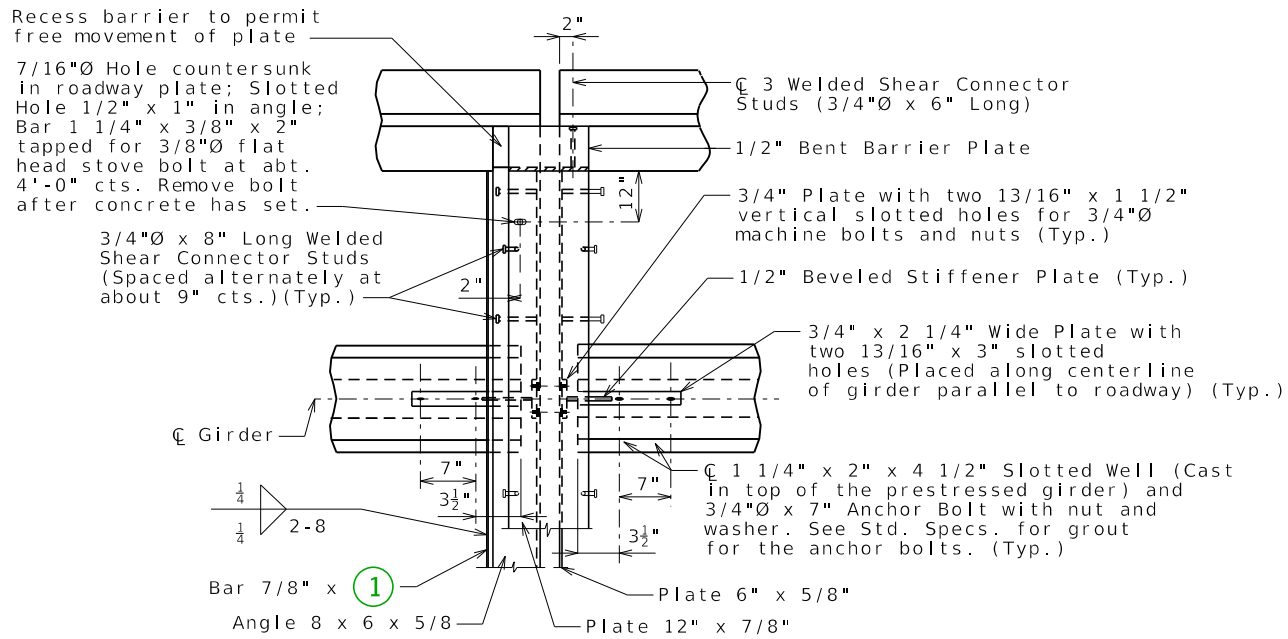
STANDARD DRAWING GUIDANCE (do not show on plans):

- ①Bar height.
- ②Plate length = 12"/cos(skew) [12" for 0° skew]
- ③Barrier gap = 3½"/cos(skew) [3½" for 0° skew]
- ④Barrier recess gap = 2⅜"/cos(skew) [2⅜" for 0° skew]. Assume recess ends at front edge of bar.
- ⑤Installation gap adjustment for temperature: normal to joint.
- ⑥Check and revise locations of slotted wells to clear girder end section reinforcement.
- ⑦Delete panel for CIP slab.



PERMISSIBLE FIELD SPLICE AT INT. BENT

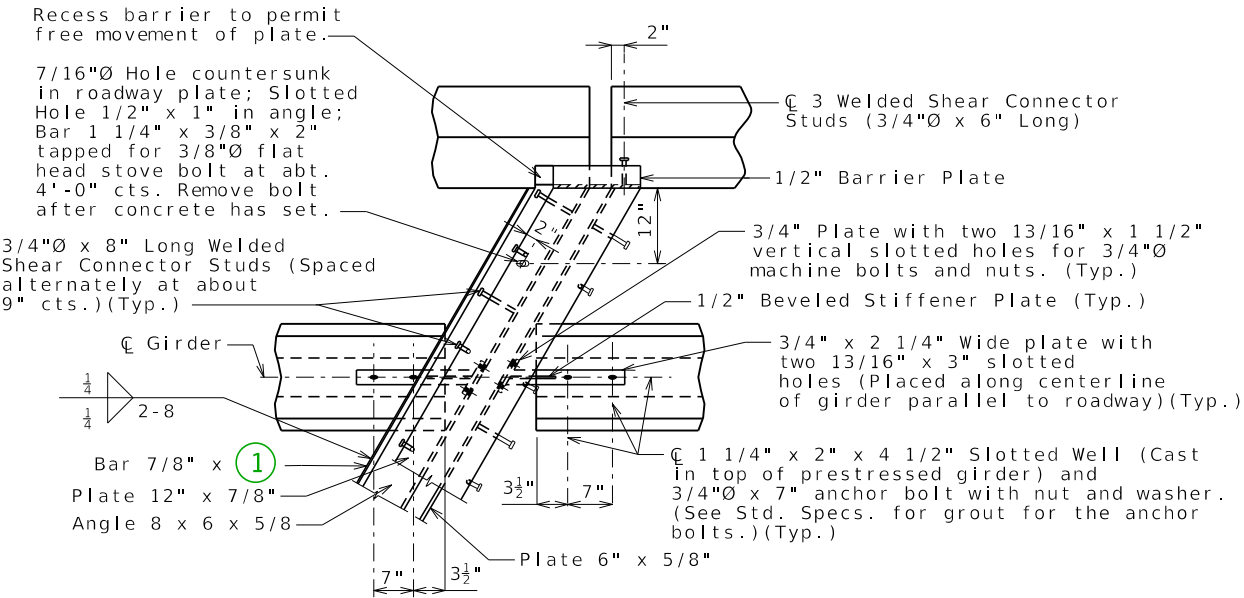
LA



PART PLAN

Note: Concrete vent holes not shown for clarity.

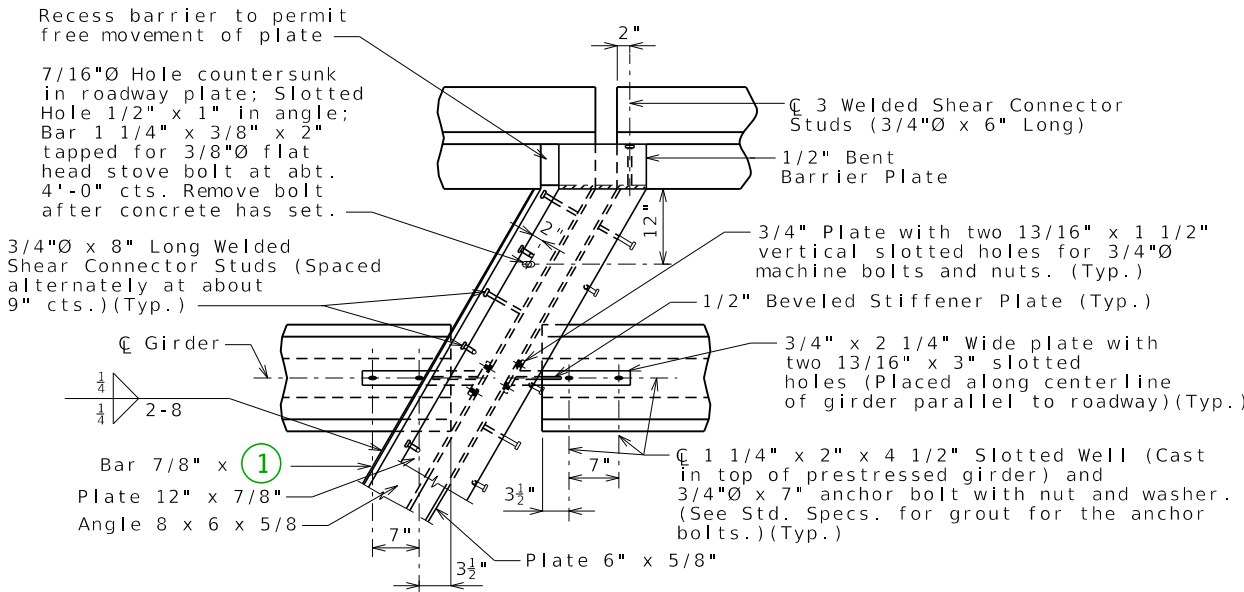
SQ TYPE B BARRIER (SBC)



PART PLAN

Note: Concrete vent holes not shown for clarity.

LA TYPE D BARRIER

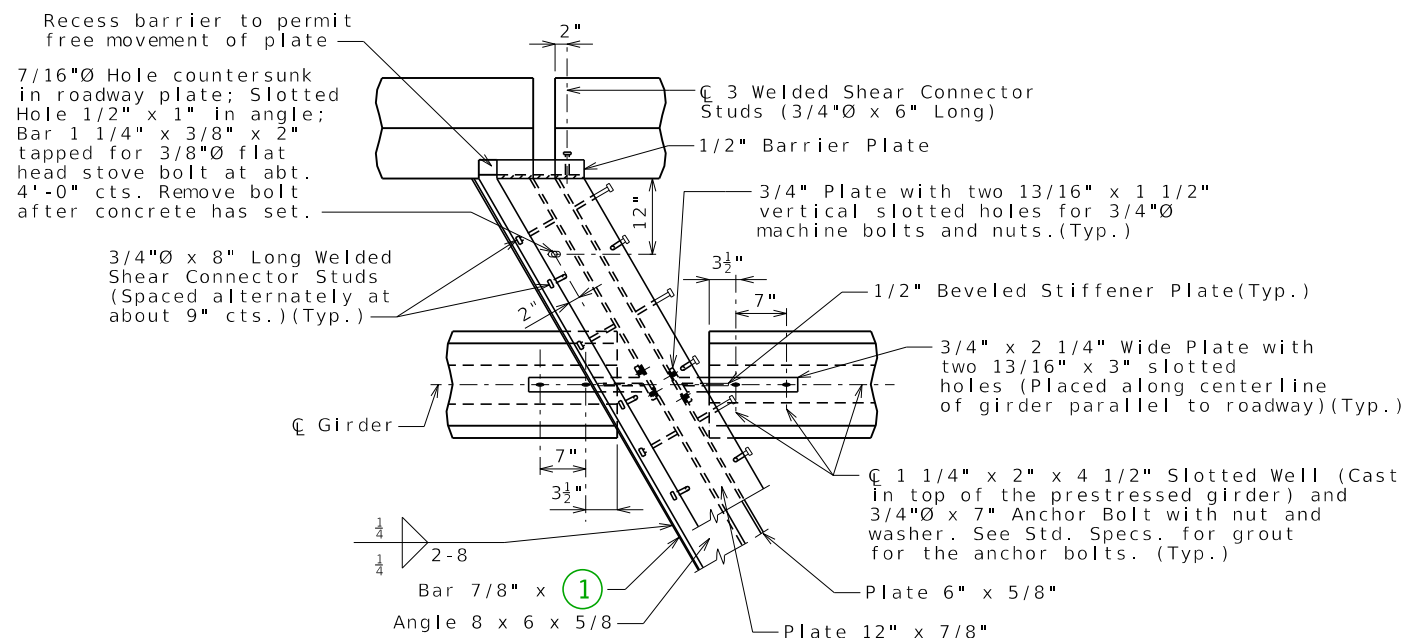


PART PLAN

Note: Concrete vent holes not shown for clarity.

LA TYPE B BARRIER (SBC)

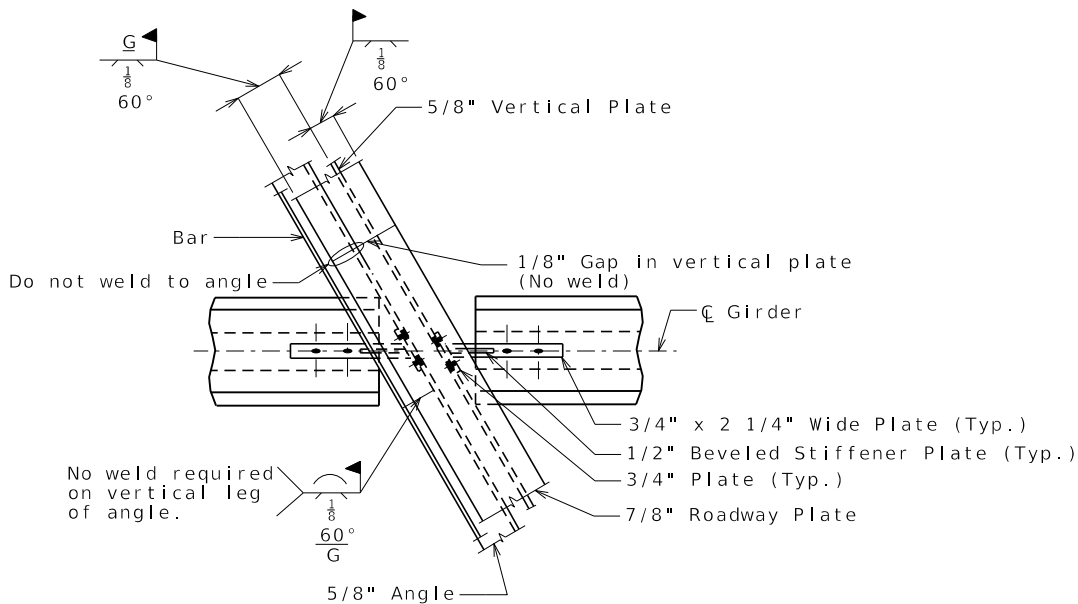




PART PLAN

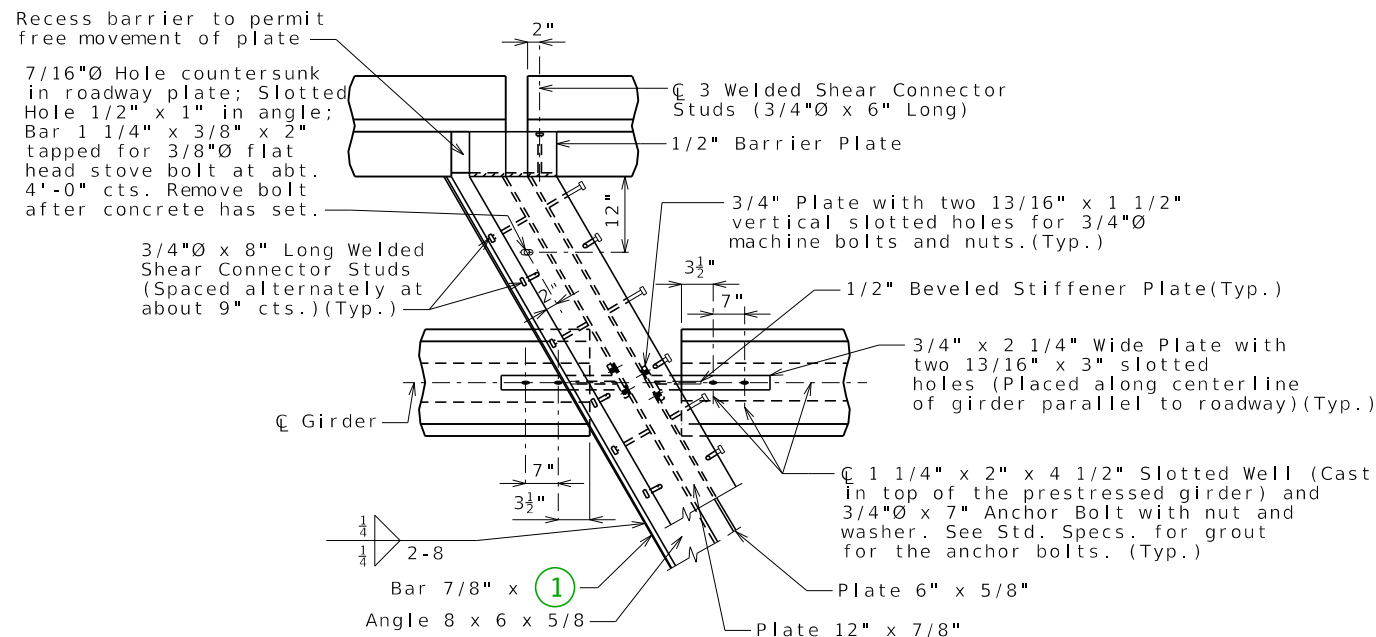
Note: Concrete vent holes not shown for clarity.

RA TYPE D BARRIER



PERMISSIBLE FIELD SPLICE AT INT. BENT

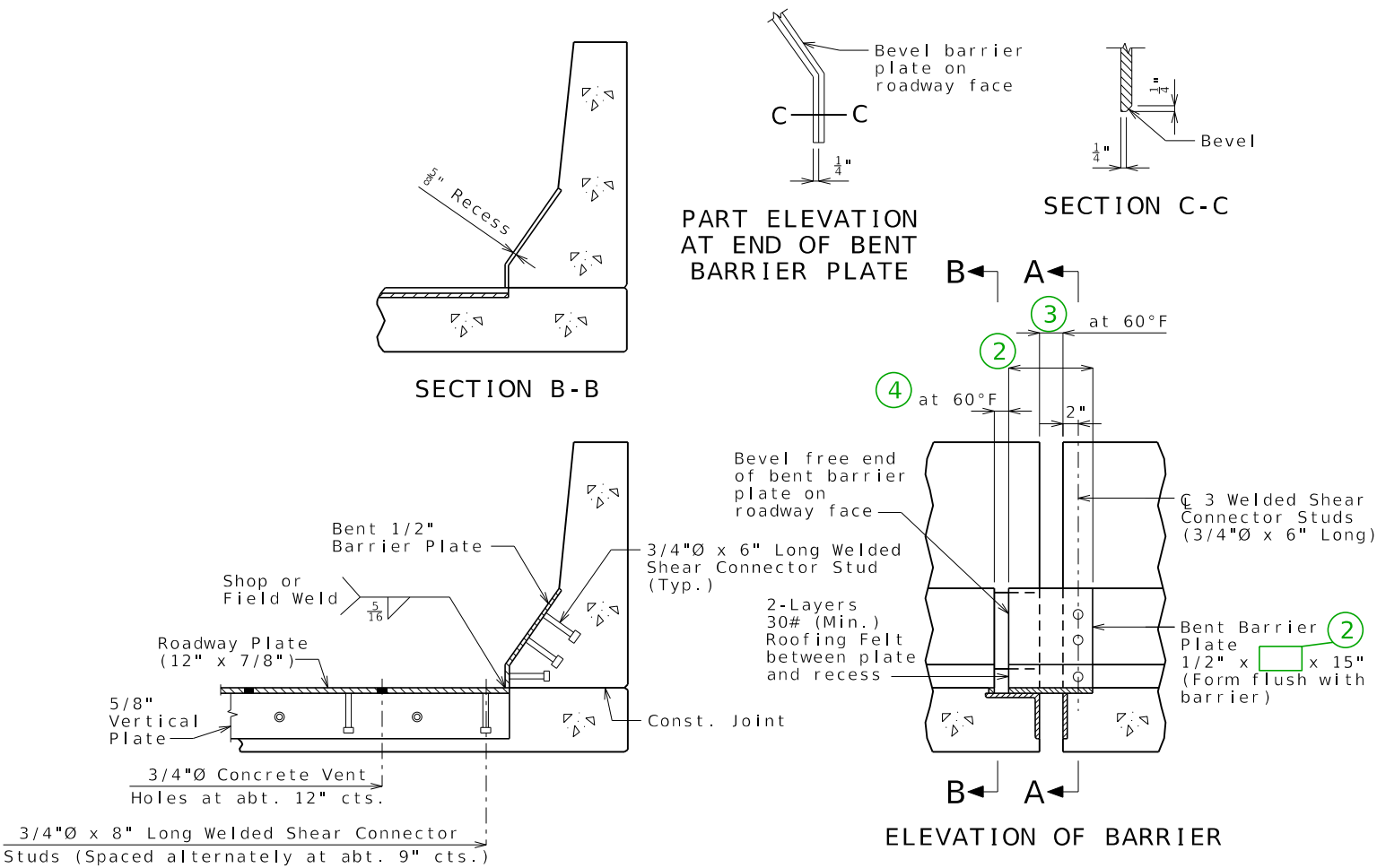
RA



PART PLAN

Note: Concrete vent holes not shown for clarity.

RA TYPE B BARRIER (SBC)



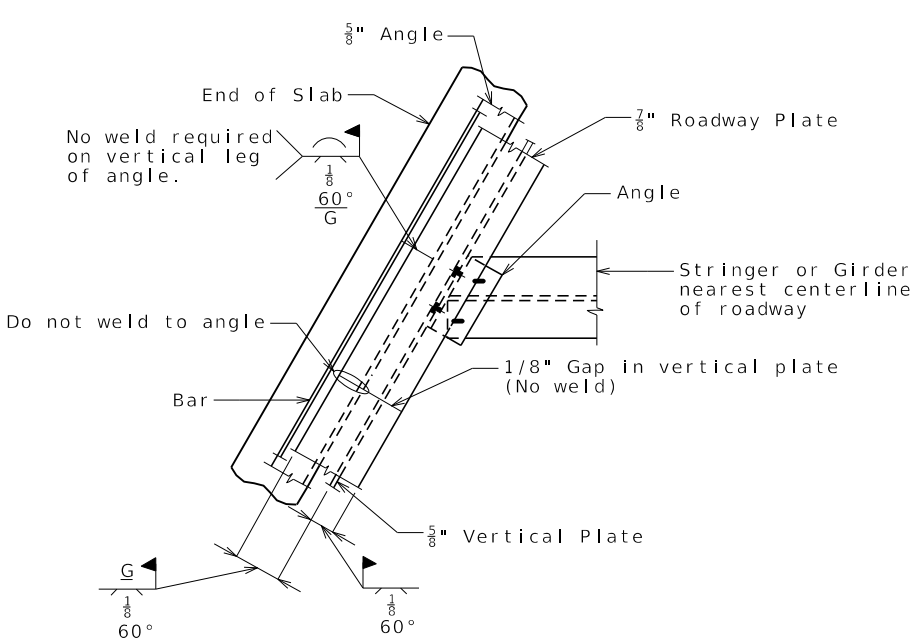






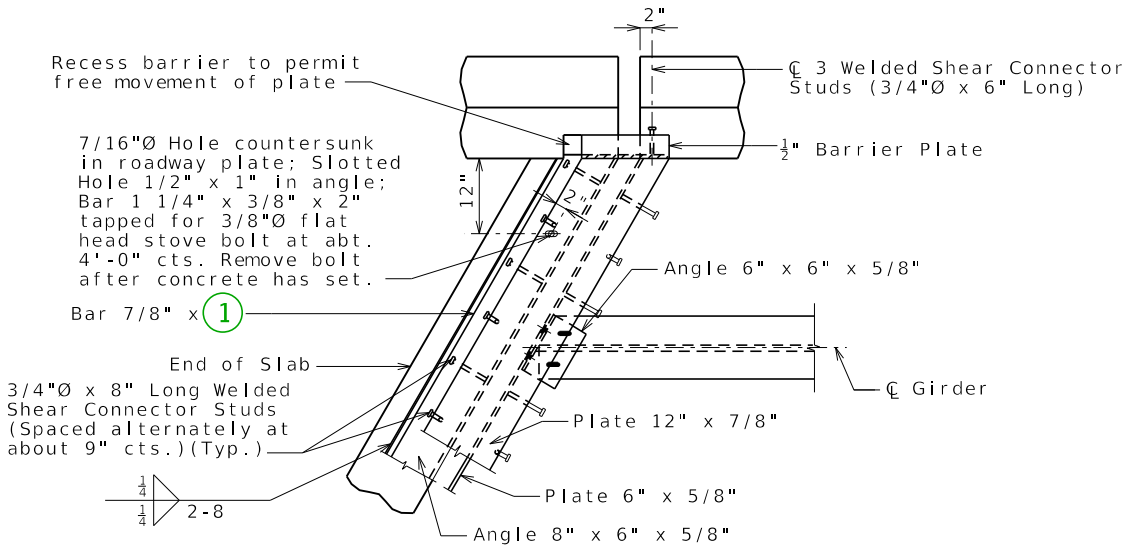
STANDARD DRAWING GUIDANCE (do not show on plans):

- ① Bar height.
- ② Plate length = 12"/cos(skew) [12" for 0° skew]
- ③ Barrier gap = 3½"/cos(skew) [3½" for 0° skew]
- ④ Barrier recess gap = 2⅜"/cos(skew) [2⅜" for 0° skew]. Assume recess ends at front edge of bar.
- ⑤ Installation gap adjustment for temperature: normal to joint.
- ⑥ Check and revise locations of slotted wells to clear girder end section reinforcement.
- ⑦ Delete panel for CIP slab.



PERMISSIBLE FIELD SPLICE AT END BENT

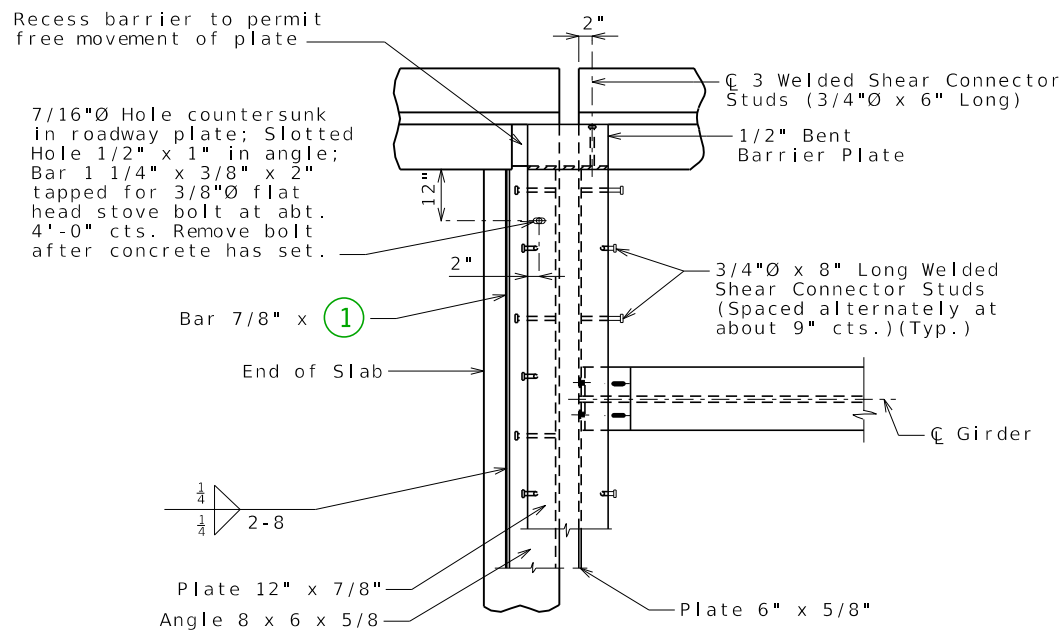
LA



PART PLAN

Note: Concrete vent holes not shown for clarity.

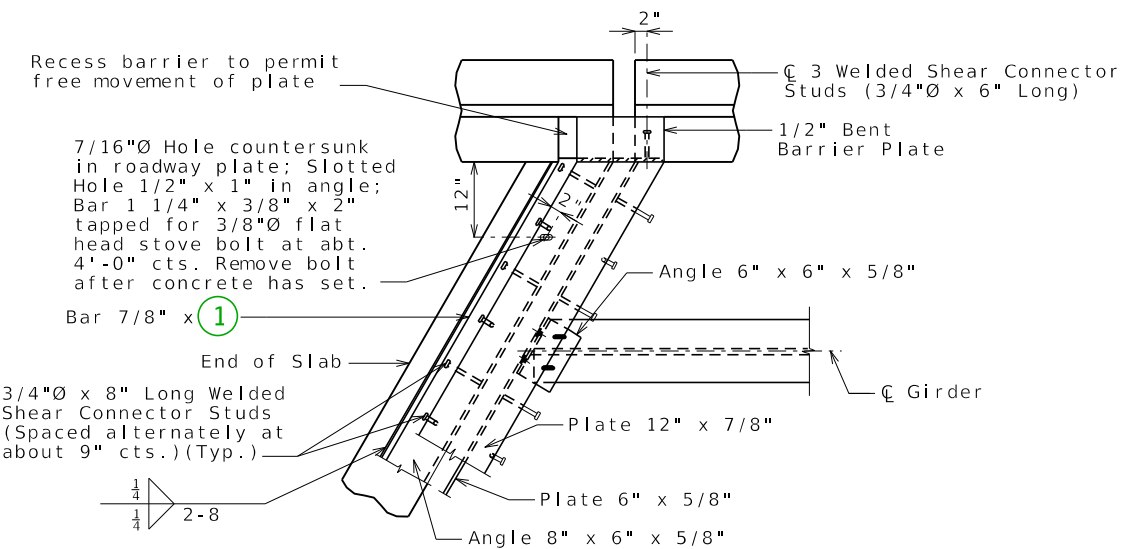
LA TYPE D BARRIER



PART PLAN

Note: Concrete vent holes not shown for clarity.

SQ TYPE B BARRIER (SBC)



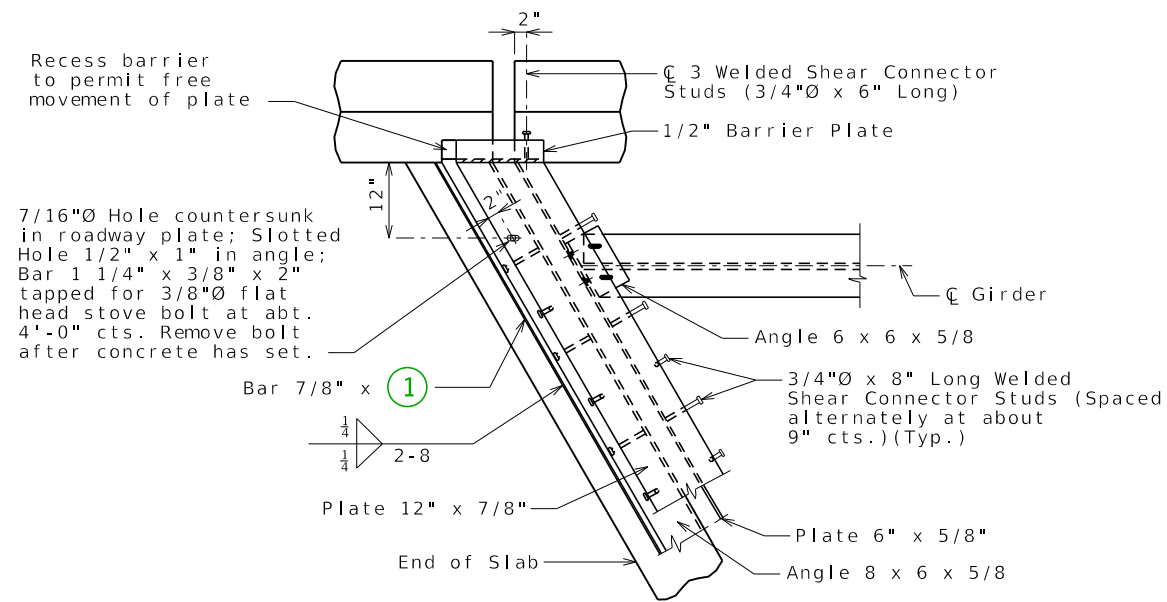
PART PLAN

Note: Concrete vent holes not shown for clarity.

① 3" (Min.)

LA TYPE B BARRIER (SBC)

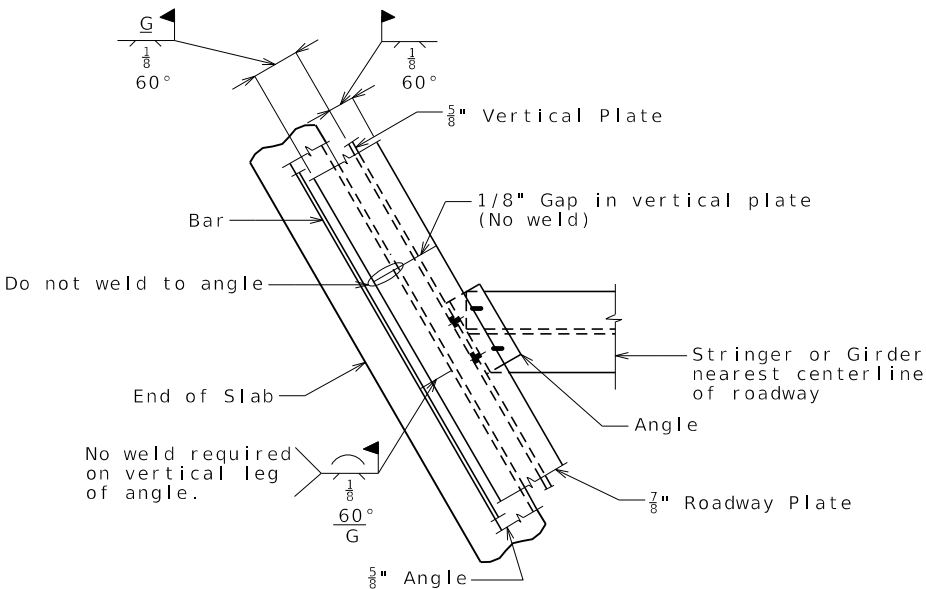




PART PLAN

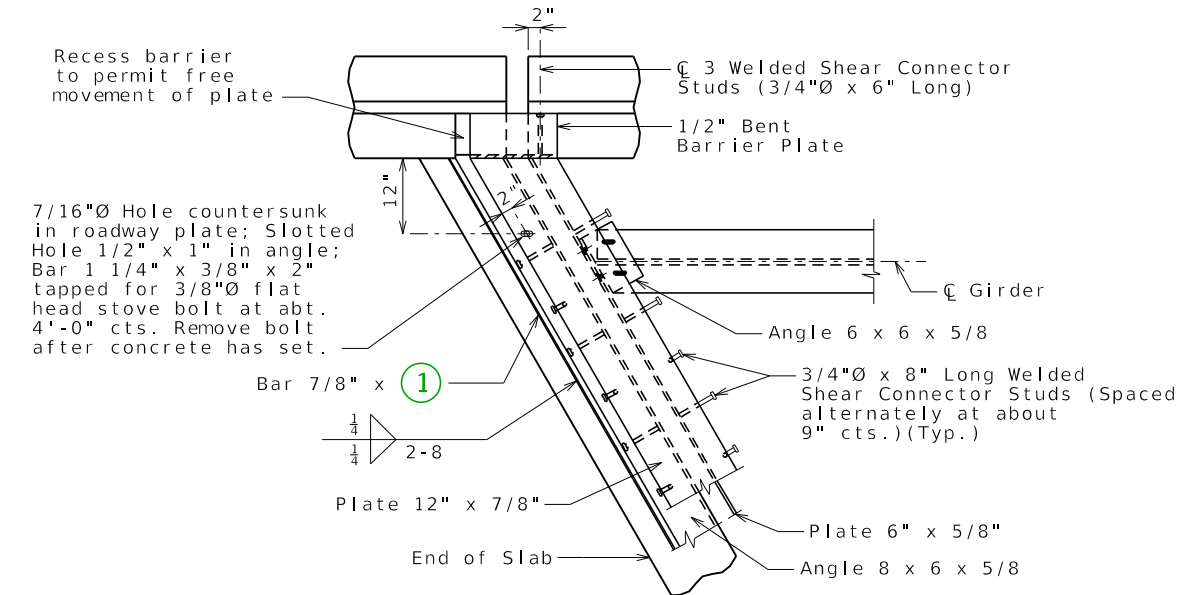
Note: Concrete vent holes not shown for clarity.

RA TYPE D BARRIER



PERMISSIBLE FIELD SPLICE AT END BENT

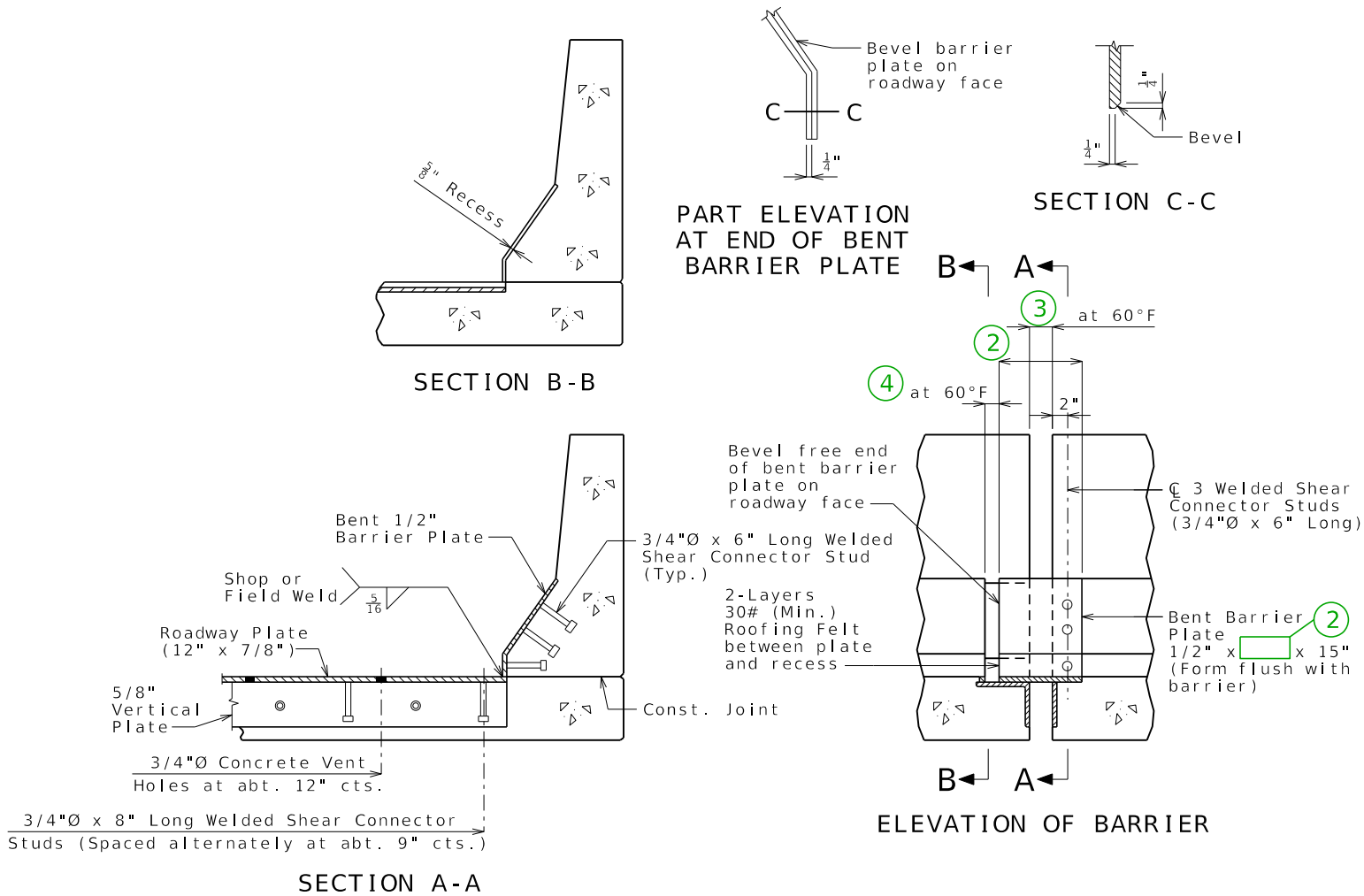
RA



PART PLAN

Note: Concrete vent holes not shown for clarity.

RA TYPE B BARRIER (SBC)



TYPE B BARRIER (SBC) (ALL)

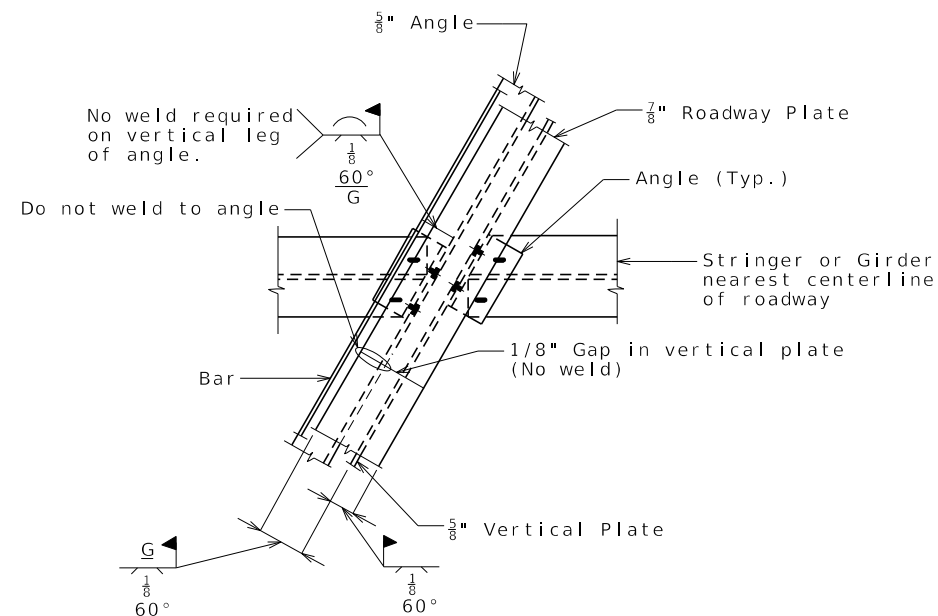






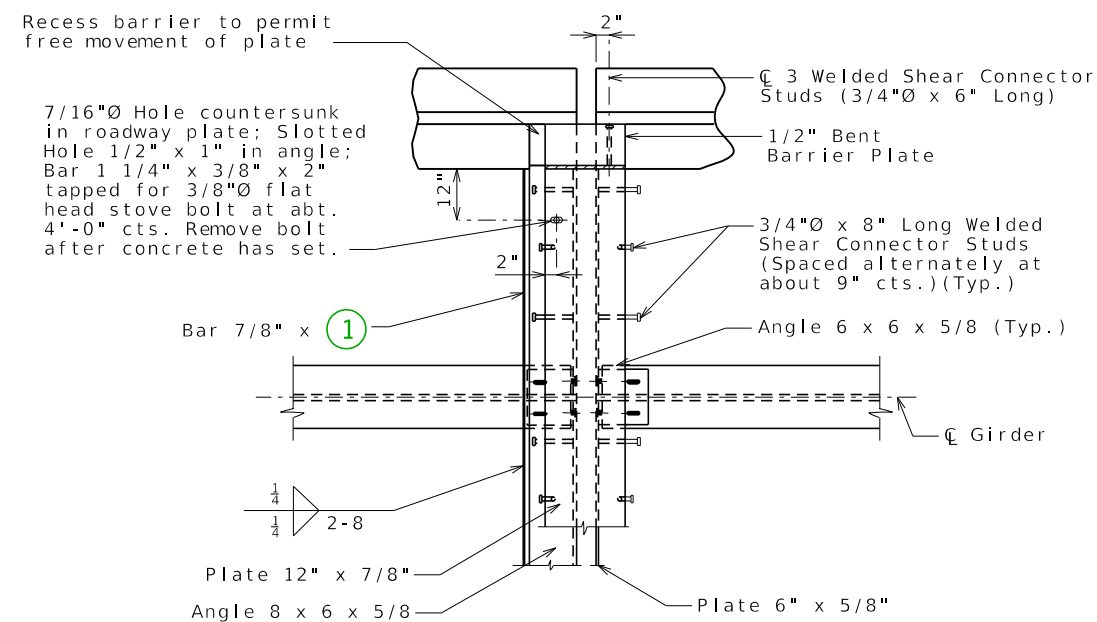
STANDARD DRAWING GUIDANCE (do not show on plans):

- ① Bar height.
- ② Plate length =  $12"/\cos(\text{skew})$  [12" for 0° skew]
- ③ Barrier gap =  $3\frac{1}{2}"/\cos(\text{skew})$  [ $3\frac{1}{2}$ " for 0° skew]
- ④ Barrier recess gap =  $2\frac{3}{8}"/\cos(\text{skew})$  [ $2\frac{3}{8}$ " for 0° skew]. Assume recess ends at front edge of bar.
- ⑤ Installation gap adjustment for temperature: normal to joint.
- ⑥ Check and revise locations of slotted wells to clear girder end section reinforcement.
- ⑦ Delete panel for CIP slab.



PERMISSIBLE FIELD SPLICE AT INT. BENT

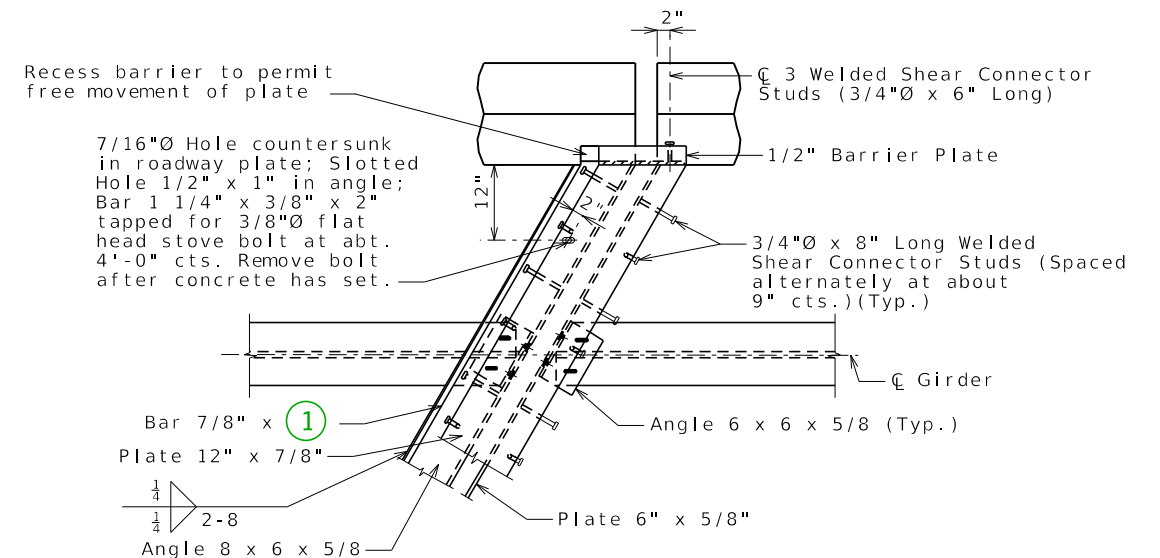
LA



PART PLAN

Note: Concrete vent holes not shown for clarity.

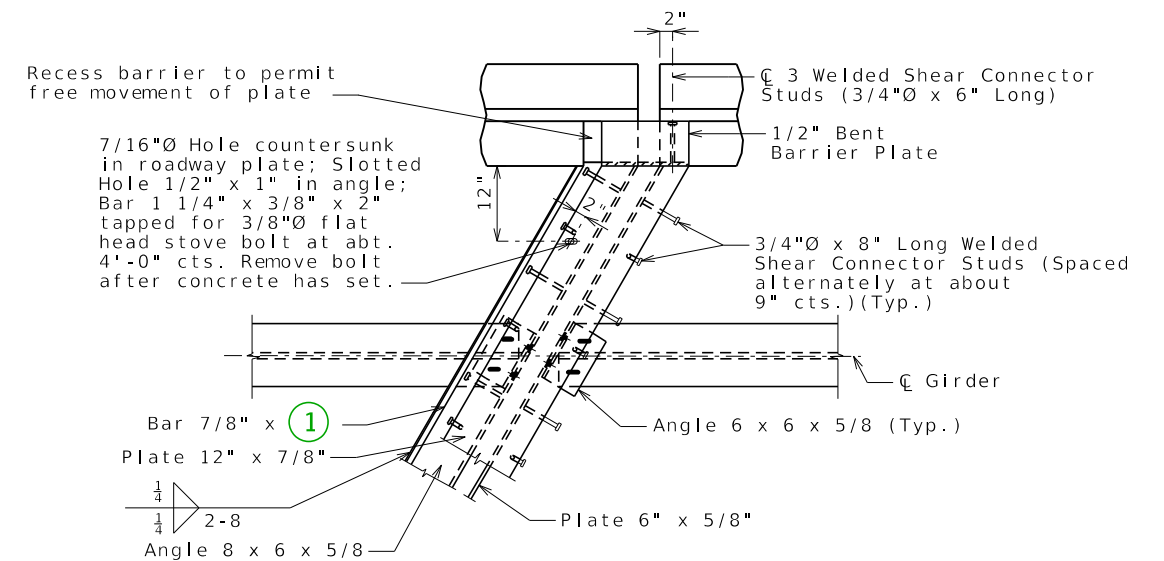
## SQ TYPE B BARRIER (SBC)



PART PLAN

Note: Concrete vent holes not shown for clarity.

## LA TYPE D BARRIER



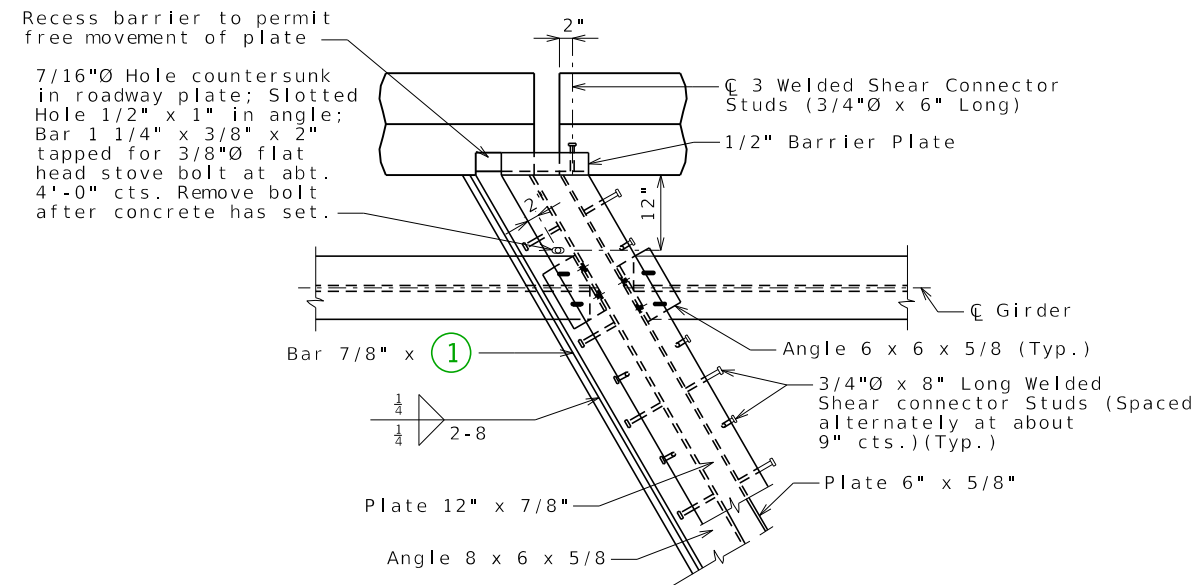
PART PLAN

Note: Concrete vent holes not shown for clarity.

① 3" (Min.)

## LA TYPE B BARRIER (SBC)

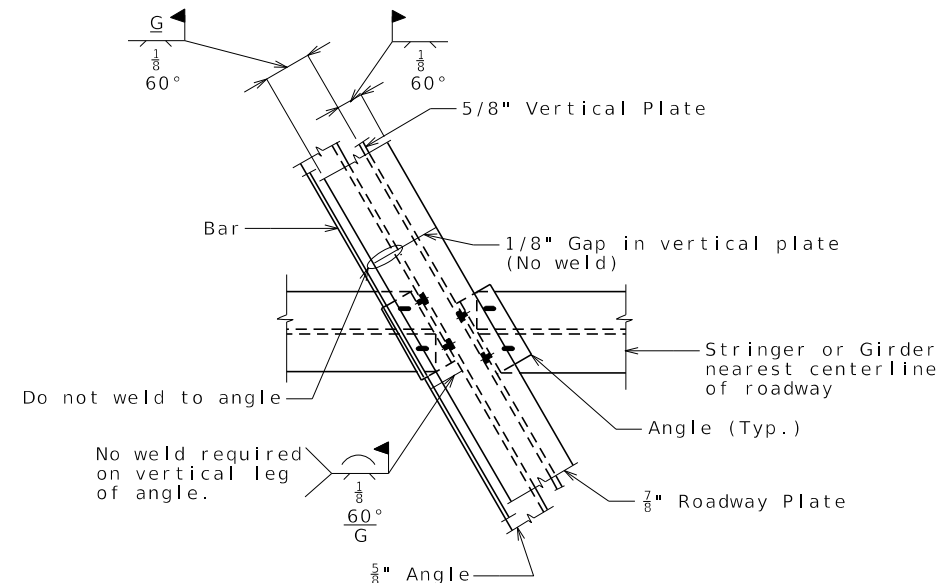




PART PLAN

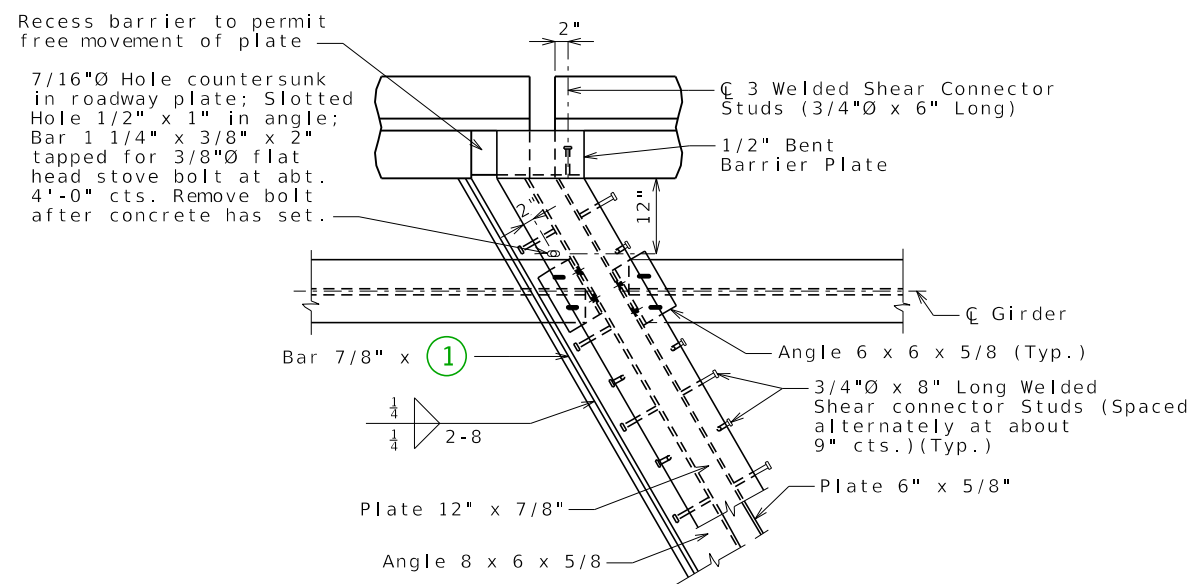
Note: Concrete vent holes not shown for clarity.

## RA TYPE D BARRIER



PERMISSIBLE FIELD SPLICE AT INT. BENT

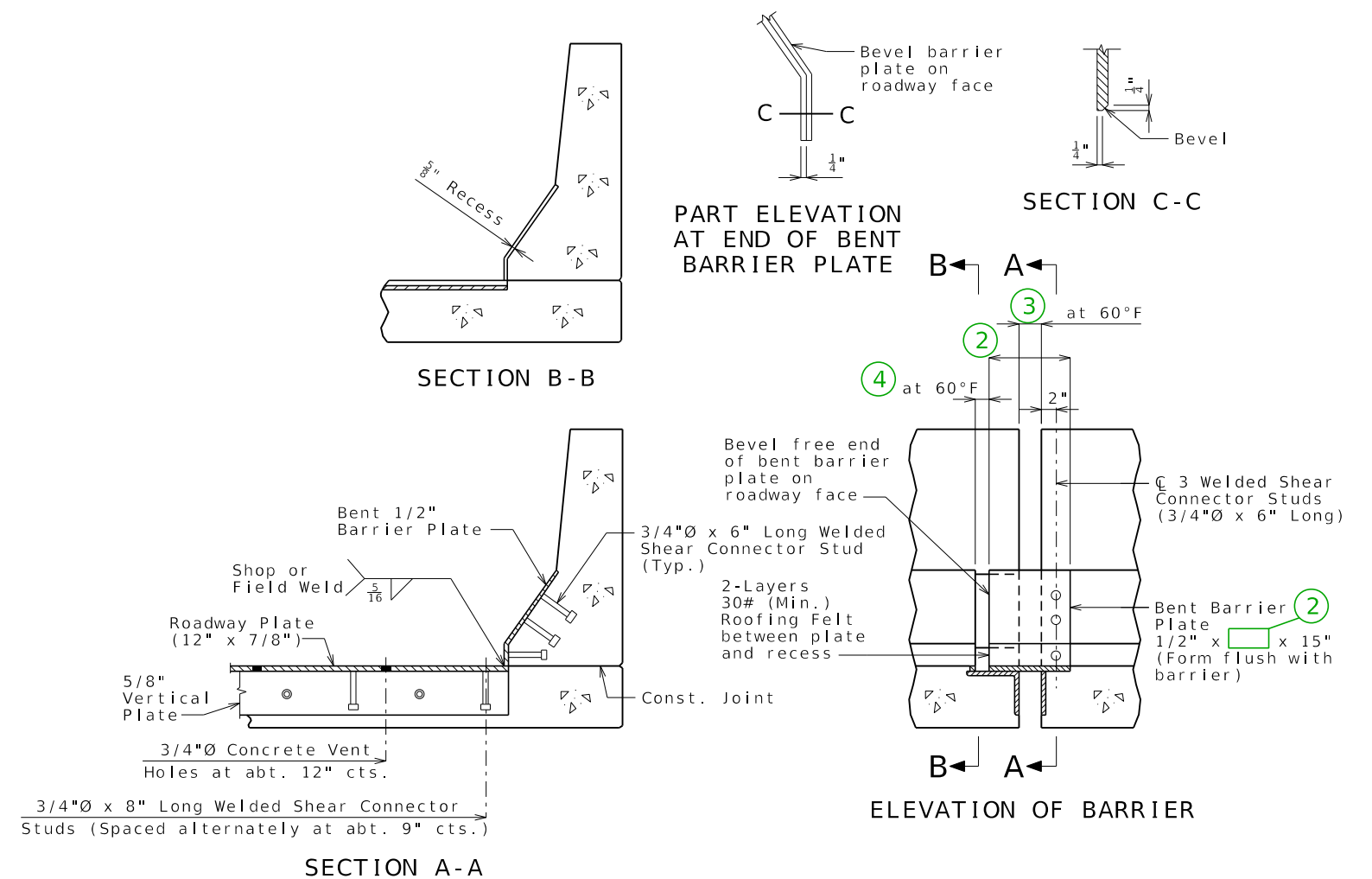
## RA



PART PLAN

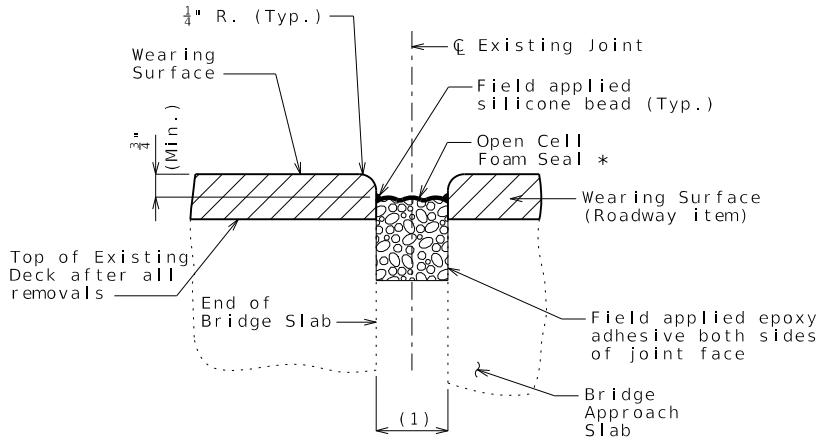
Note: Concrete vent holes not shown for clarity.

## RA TYPE B BARRIER (SBC)



### TYPE B BARRIER (SBC) (ALL)





SECTION THRU JOINT  
AT ABUTMENT NO. \_

SKEW = \_°

\* Manufacturer's recommended size

Extend seal 3" past edges of slab.

Standard Drawing Guidance (do not show on plans):

Revise notes and details per project as necessary.

Use standard detailing notes H5.31, H5.33 thru H5.36 (EPG 751.50) when new armor is to be used. Modify note H5.33 for open cell foam joint seal.

Use standard detailing note H5.55 when polymer concrete wearing surface is used with an open cell foam joint seal.

When new steel armor is to be installed, use armor information from P\_COM standard drawing and modify as needed.

Omit "±" when not applicable.

General Notes:

Open cell foam joint seal size (width and depth) shall be determined by the manufacturer. Manufacturer recommended seal size shall meet the movement and installation gap requirements and skew effect.

The open cell foam joint seal shall be installed according to the manufacturer's recommendations.

The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

(1) Allowed installation gap (±) normal to joint at roadway surface (see table)

| Movement<br>Parallel<br>to Rdwy | Movement<br>Normal<br>to Joint | Min. Jt.<br>Width<br>(Normal<br>to Joint) | Max. Jt.<br>Width<br>(Normal<br>to Joint) | (1) Allowed Installation Gap (±) Normal to Joint<br>at Roadway Surface at Air/Surface Temperature |        |        |        | Manufacturer | Seal Name |
|---------------------------------|--------------------------------|-------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------|--------|--------|--------|--------------|-----------|
|                                 |                                |                                           |                                           | @ 40°F                                                                                            | @ 50°F | @ 60°F | @ 70°F |              |           |
| XXX                             | XXX                            | XXX                                       | XXX                                       | XXX                                                                                               | XXX    | XXX    | XXX    |              |           |

MoDOT construction personnel will record the manufacturer and seal name that was used.

OPEN CELL FOAM JOINT SEAL

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.


Sheet No. of

|                             |                |
|-----------------------------|----------------|
| DATE PREPARED<br>10/16/2023 |                |
| ROUTE                       | STATE<br>MO    |
| DISTRICT                    | SHEET NO.<br>1 |

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| COUNTY       |
| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

| DESCRIPTION | DATE |
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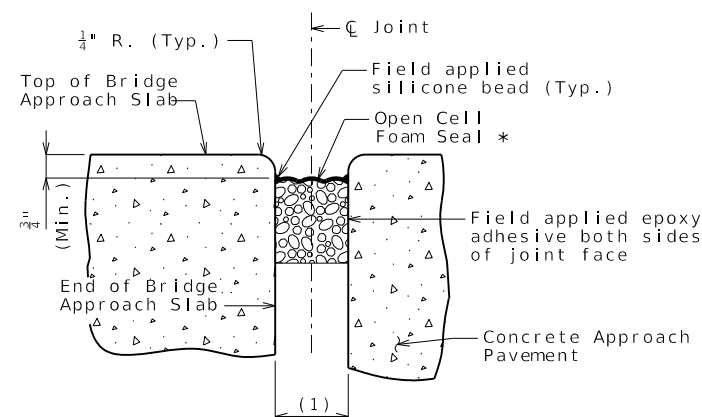
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SEAL01\_OCF      Alternate Details



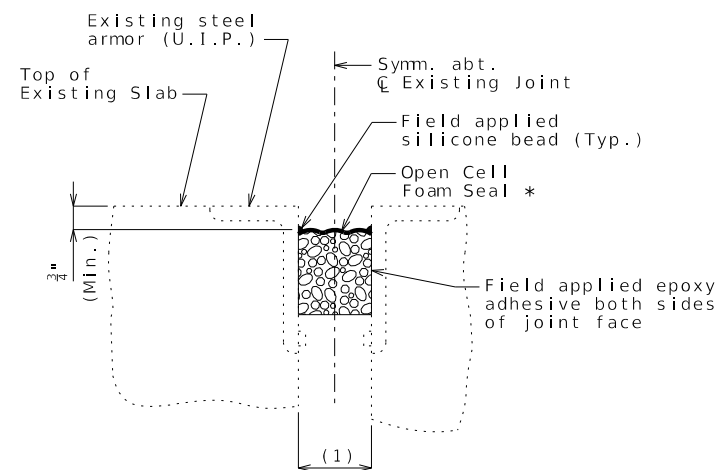
SECTION THRU JOINT AT END OF BRIDGE APPROACH SLAB

SKEW = \_\_°

\* Manufacturer's recommended size

Extend seal full width of approach slab.

Between bridge approach slab  
and concrete approach pavement  
(Use only with approval of SPM or SLE)



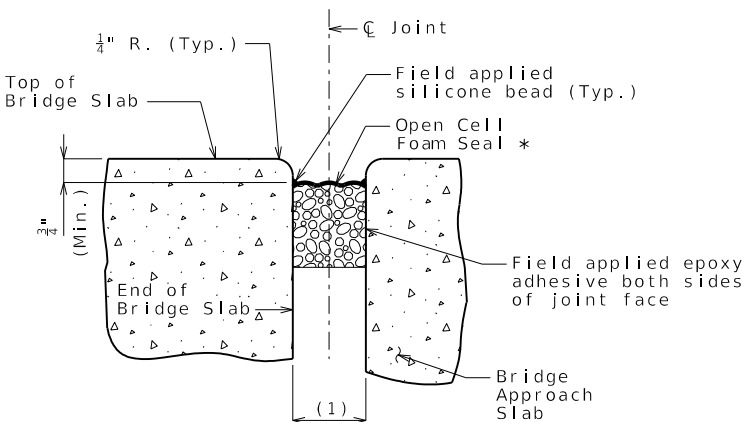
SECTION THRU JOINT AT \_\_\_\_ NO. \_

SKEW = \_\_°

\* Manufacturer's recommended size

Extend seal 3" past edges of slab.

With existing steel armor



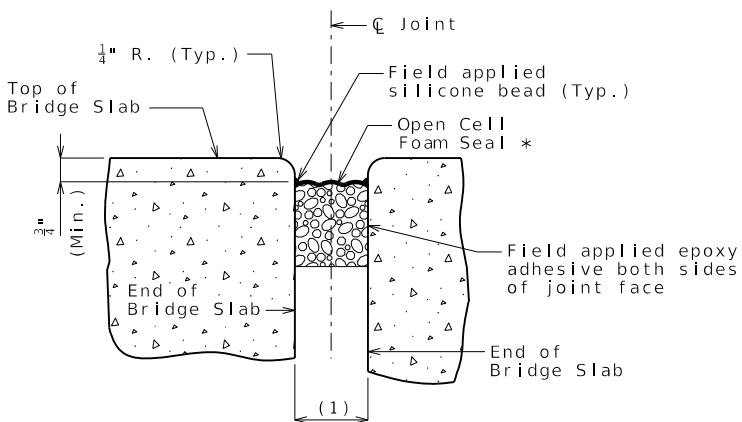
SECTION THRU JOINT AT ABUTMENT NO. \_

SKEW = \_\_°

\* Manufacturer's recommended size

Extend seal 3" past edges of slab.

Between slab and approach slab



SECTION THRU JOINT AT BENT NO. \_

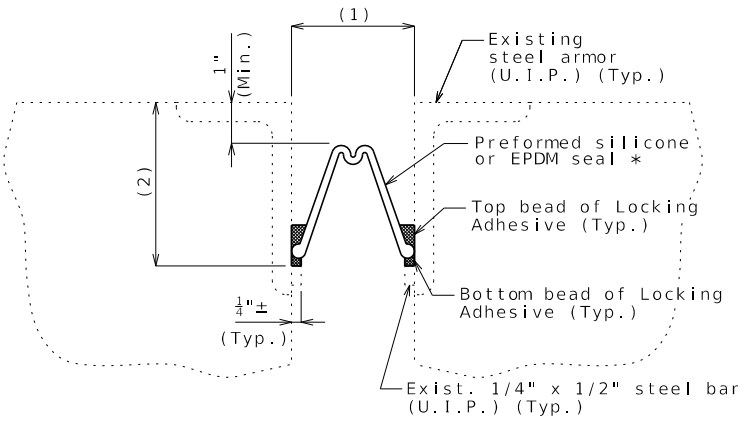
SKEW = \_\_°

\* Manufacturer's recommended size

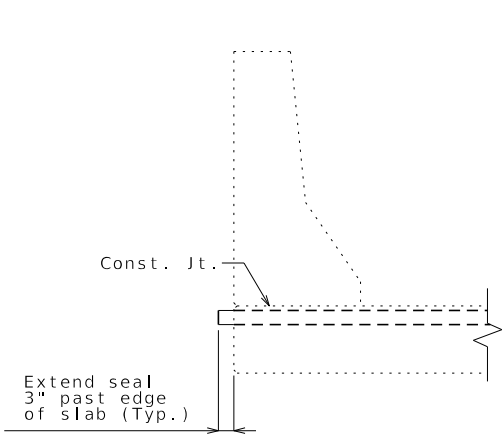
Extend seal 3" past edges of slab.

Use for locations other than approach slab

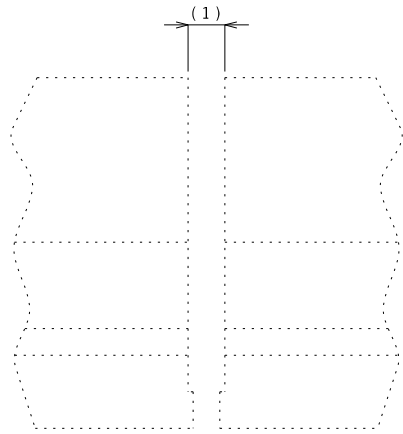




SECTION THRU JOINT AT \_\_\_\_ NO. \_



SECTION THRU EDGE OF SLAB NEAR JOINT



PART ELEVATION OF BARRIER

Preformed silicone or EPDM seal not shown for clarity. Seal installation between barriers in-place is required.

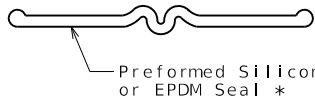
General Notes:

The seal shall be installed in joints in one continuous piece without field splices. Factory splicing will be permitted for joints in excess of 53 feet.

The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

(1) Allowed installation gap (±) normal to joint at roadway surface (see table)

(2) Installation depth (±) per manufacturer's recommendation



DETAIL OF SEAL

\* Double hump seal shown in figure. Actual shape of seal may be double or single hump as per manufacturer.

Standard Drawing Guidance (do not show on plans):  
Remove non-applicable rows in table.  
Revise notes and details per project as necessary.  
  
Use standard detailing notes H5.31, H5.33 thru H5.36 (EPG 751.50) when new armor is to be used. Modify note H5.33 for preformed silicone or EPDM joint seal.  
  
When new steel armor is to be installed, use armor information from P COM standard drawing and modify as needed.  
  
Omit "±" when not applicable.

| Allowed Transverse Preformed Silicone or EPDM Joint Seals |                  |                              |                                                                                            |        |        |        |                          |
|-----------------------------------------------------------|------------------|------------------------------|--------------------------------------------------------------------------------------------|--------|--------|--------|--------------------------|
| Manufacturer                                              | Seal Name        | Movement Parallel to Roadway | (1) Allowed Installation Gap Normal to Joint at Roadway Surface at Air/Surface Temperature |        |        |        | Type Used (✓)            |
|                                                           |                  |                              | @ 40°F                                                                                     | @ 50°F | @ 60°F | @ 70°F |                          |
| R J Watson (Silicoflex Joint Seal)                        | Silicoflex SF150 | XXX                          | XXX                                                                                        | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| R J Watson (Silicoflex Joint Seal)                        | Silicoflex SF225 | XXX                          | XXX                                                                                        | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| R J Watson (Silicoflex Joint Seal)                        | Silicoflex SF400 | XXX                          | XXX                                                                                        | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman Acme Wabo (Preformed Silicone Joint Seal)   | Wabo SPS-225     | XXX                          | XXX                                                                                        | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman Acme Wabo (Preformed Silicone Joint Seal)   | Wabo SPS-400     | XXX                          | XXX                                                                                        | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| D S Brown (EPDM Joint Seal)                               | V-Seal V-300     | XXX                          | XXX                                                                                        | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| D S Brown (EPDM Joint Seal)                               | V-Seal V-400     | XXX                          | XXX                                                                                        | XXX    | XXX    | XXX    | <input type="checkbox"/> |

MoDOT Construction personnel will indicate the type of seal used.

PREFORMED SILICONE OR EPDM JOINT SEAL

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of


DATE PREPARED  
10/16/2023

ROUTE  
STATE  
DISTRICT  
SHEET NO.  
COUNTY  
JOB NO.  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.

DESCRIPTION

DATE

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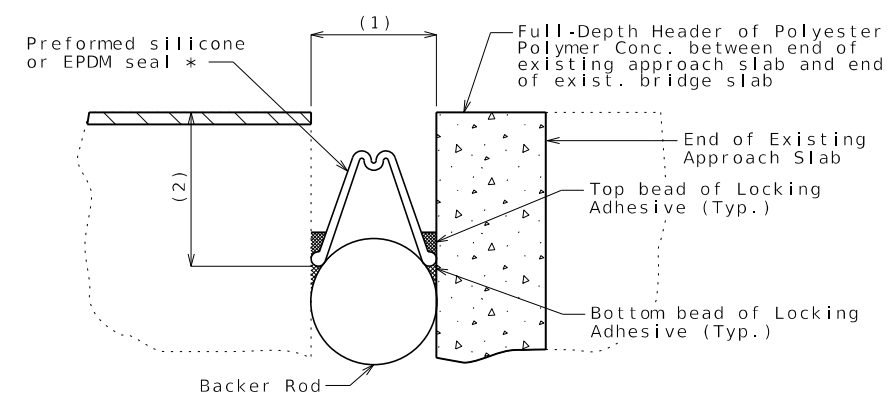


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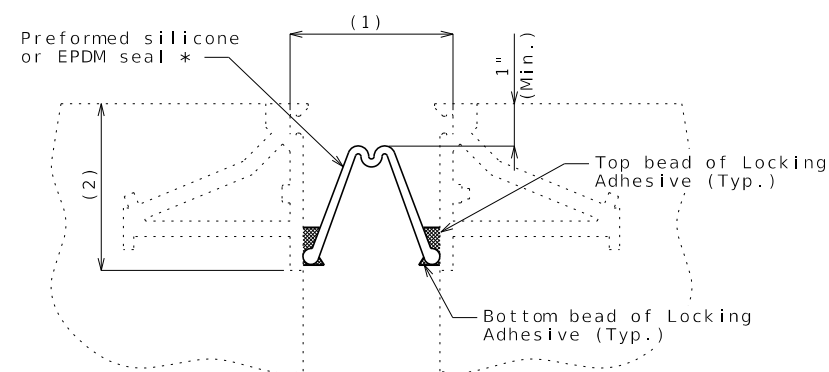
SEAL02\_P\_SIL\_EPDM

Alternate Details



SECTION THRU JOINT AT \_\_\_\_ NO. \_

Polymer concrete shall be in accordance with Sec 623.



SECTION THRU JOINT AT \_\_\_\_ NO. \_

Joint gap (opening) wider than 3" during installation may require use of backer rod to keep seal in place while adhesive is curing.



X' MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL SYSTEM

SEC/SUR   \*                      TWP   \*                      RGE   \*

⊕ Indicates location of borings.

Notice and Disclaimer Regarding Boring Log Data

The locations of all subsurface borings for this structure are shown on the plan sheet(s) for this structure. The boring data for all locations indicated, as well as any other boring logs or other factual records of subsurface data and investigations performed by the department for the design of the project, are shown on Sheet(s) No. and may be included in the Electronic Bridge Deliverables. They will also be available from the Project Contact upon written request. No greater significance or weight should be given to the boring data depicted on the plan sheets than is given to the subsurface data available from the district or elsewhere.

The Commission does not represent or warrant that any such boring data accurately depicts the conditions to be encountered in constructing this project. A contractor assumes all risks it may encounter in basing its bid prices, time or schedule of performance on the boring data depicted here or those available from the district, or on any other documentation not expressly warranted, which the contractor may obtain from the Commission.

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| DATE PREPARED<br>7/26/2024 |                  |
| ROUTE                      | STATE<br>MO      |
| DISTRICT<br>BR             | SHEET NO.<br>000 |
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| CONTRACT ID.               |                  |
| PROJECT NO.                |                  |
| BRIDGE NO.                 |                  |

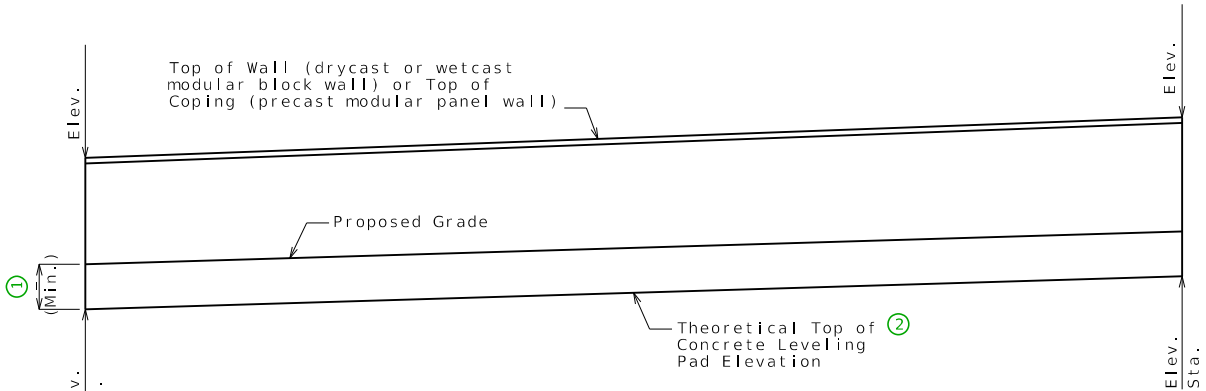
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PLAN ④



DEVELOPED ELEVATION

Concrete Leveling pad not shown for clarity.

Wall contractor shall show the following items on the design drawings and/or on the fabricator shop drawings.

- Leveling pad horizontal.
- Leveling pad length and step elevations shall be based on wall manufacturer's recommendation. Top of leveling pad elevations shall not be higher than theoretical top of leveling pad elevations shown on these plans.

| Estimated Quantities                       |          |       |
|--------------------------------------------|----------|-------|
| Item                                       |          | Total |
| Mechanically Stabilized Earth Wall Systems | sq. foot |       |
|                                            |          |       |
|                                            |          |       |

Designed  
Detailed  
Checked

| MSE Wall Systems Data Table |        |                          |             |                      |         |
|-----------------------------|--------|--------------------------|-------------|----------------------|---------|
| Proprietary Wall Systems    |        | Combination Wall Systems |             |                      |         |
| Manufacturer                | System | Facing Unit Manufacturer | Facing Unit | Geogrid Manufacturer | Geogrid |
|                             |        |                          |             |                      |         |
|                             |        |                          |             |                      |         |
|                             |        |                          |             |                      |         |

MSE Wall Systems Data Table is to be completed by MoDOT construction personnel to record the manufacturer of the proprietary wall system or the manufacturers of the combination wall system that was used for constructing the MSE wall.

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DETAILS OF GROUND IMPROVEMENTS ③

LOCATION SKETCH

B.M.

RETAINING WALL ALONG \*  
ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
\* STATION \*



Standard Drawing Guidance (do not shown on plans):

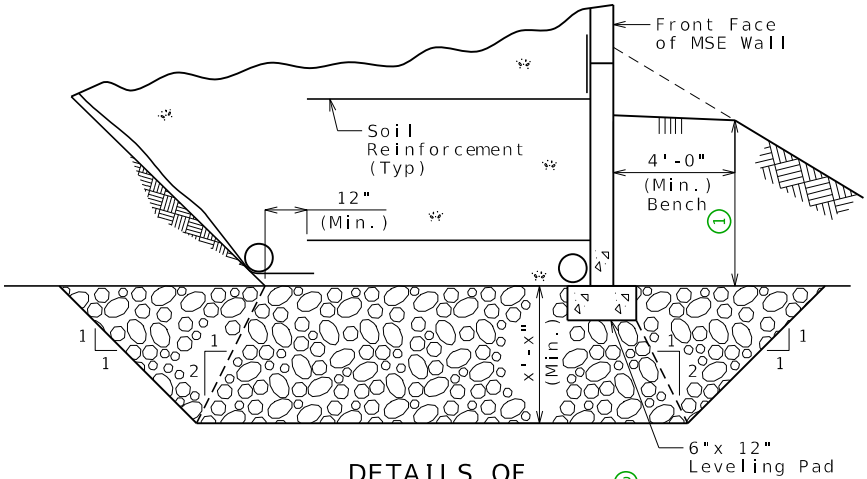
Revise notes and details per project as necessary.

Proposed grade & theoretical top of leveling pad elevation shall be shown in constant slope. Slope line shall be adjusted per project. Top of wall or coping elevation & stationing shall be shown in the developed elevation per project. Sample wall shown. Draw actual wall in elevation and plan per project.

- ① Show the minimum embedment = maximum (2 feet; embedment based on Geotechnical Report and global stability requirements; and FHWA-NHI-10-024, Table 2-2); or according to Geotechnical Report if it shows that rock is known to exist.
- ② Show theoretical top of leveling pad elevation on the plan based on minimum embedment requirements. Minimum embedment shall be provided in accordance with FHWA-NHI-10-024, Table 2-2; and Geotechnical Report.
- ③ The nominal bearing resistance, resistance factor for the strength event limit state(s), and an angle of internal friction,  $\Phi_f$ , for unimproved and improved ground where wall is to bear as determined by the Geotechnical Section and reported on the Foundation Investigation Geotechnical Report (FIGR) shall be shown on the plans. Show areas and locations of ground improvement along the wall where required, for example, using stationing or using changes in wall height. Provide cross-section of ground improvement based on FIGR. Provide any other geotechnical requirements in FIGR on plans.
- ④ Show all boring locations on Plan.

NOTES TO ROADWAY AND BRIDGE DESIGNERS:

Excavation classes, quantities and pay items are the responsibility of District Design Division for including on the roadway 2B quantity sheets which is noted on the MSEW plans and required in accordance with Sec 720. All other quantities are the responsibility of the division responsible for the MSE wall plans.



DETAILS OF  
GROUND IMPROVEMENTS ③

Note: This detail is just one possible scenario.  
Modify details to reflect actual conditions.



General Notes:

Design Specifications:

2020 AASHTO LRFD Bridge Design Specifications (9th Ed.)  
2023 AASHTO Guide Specifications for LRFD Seismic Bridge Design (3rd Ed.)

Choose one {  
Seismic Design Category = A (Seismic Zone - 1)  
Seismic Design Category = B (Seismic Zone - 2) (Seismic Analysis No Seismic Analysis)  
Seismic Design Category = C (Seismic Zone - 3) (Seismic Analysis No Seismic Analysis)  
Seismic Design Category = D (Seismic Zone - 4) (Seismic Analysis)

Design earthquake response spectral acceleration coefficient at 1.0 second period,  $S_{D1} < 0.15 =$  \_\_\_\_\_

13 Acceleration Coefficient (effective peak ground acceleration coefficient),  $A_s =$  \_\_\_\_\_

Design Loading:

For strength limit state and extreme event limit state, the wall designer to confirm that the minimum Capacity to Demand Ratio (CDR) for bearing, sliding, overturning, eccentricity, and internal stability is greater than or equal to 1.0. MSE wall designer shall include this note on shop drawings.

For Extreme Event I limit state, the wall designer shall design wall for  $\gamma_{EQ} = 0.5$

$\Phi_b =$  \_\_\_\_\_ ° and Unit weight,  $\gamma_b =$  \_\_\_\_\_ pcf for retained backfill material to be retained by the mechanically stabilized earth wall system.

3 {  
 $\Phi_f =$  \_\_\_\_\_ ° for unimproved foundation ground where wall is to bear.  
 $\Phi_f =$  \_\_\_\_\_ ° for improved foundation ground where wall is to bear.

For unimproved foundation ground, factored bearing resistance is \_\_\_\_\_ ksf for strength limit state and factored bearing resistance is \_\_\_\_\_ ksf for extreme event limit state.

For improved foundation ground, factored bearing resistance is \_\_\_\_\_ ksf for strength limit state and factored bearing resistance is \_\_\_\_\_ ksf for extreme event limit state.

The maximum applied factored bearing stress for the strength and extreme event limit state(s) at the foundation level shall be shown on the shop drawings and shall be less than the factored bearing resistance.

3 Factored bearing resistance and limits of improved foundation ground shall be used as shown on the plans. No adjustments are allowed.

Contractor shall include design  $\Phi_r$  (actual  $\Phi_r \geq 34^\circ$ ) and the total unit weight,  $\gamma_r$ , for the select granular backfill (reinforced backfill and wedge area backfill) for structural systems on shop drawings. Contractor shall identify source of select granular backfill material, submit proctor in accordance with AASHTO T 99 (ASTM D698) and gradation with the shop drawings. When backfill material is too coarse to develop a proctor curve the contractor shall determine the maximum dry density (relative density) in accordance with ASTM D4253 and ASTM D4254 and assume percent passing the 200 sieve for optimum water content.

Total unit weight,  $\gamma_r =$  (95% compaction) x (maximum dry density) x (1 + optimum water content)

Design  $\Phi_r = 34^\circ$  for the select granular backfill (reinforced backfill) for structural systems.

7 Seismic analysis provisions shall not be ignored for MSE wall design.

8 No-Seismic-Analysis provisions may be considered for MSE wall design in accordance with LRFD 11.5.4.2.

4 {  
Use default values for the pullout friction factor,  $F^*$ , in accordance with LRFD figure 11.10.6.3.2-2 and default value for scale effect correction factor,  $\alpha$ , in accordance with LRFD table 11.10.6.3.2-1. For approved steel strips not shown in LRFD figure 11.10.6.3.2-2, use  $F^* \leq 2.0$  at zero depth and  $F^* \leq \tan \Phi_r$  at 20 feet depth and  $\Phi_r$  design =  $34^\circ$ .  $F^*$  and  $\alpha$  values shall be shown on the shop drawings.

Design Unit Stresses:

All concrete for leveling pad and coping shall be Class B or B-1 with  $f'_c = 4000$  psi.

The minimum compressive strength of concrete for precast modular panel precast modular (drycast and wetcast) block shall be 4,000 psi in accordance with Sec 1052.

Excavation:

Excavation quantities and pay items are given on the roadway plans. Excavation quantities are based on a soil reinforcement length of ② ft. The soil reinforcement length may vary based upon the wall design selected by the contractor. Plan excavation quantities will be paid regardless of any actual quantities removed based on the soil reinforcement length and design selected.

9 The MSE wall system shall be built vertical.

The MSE wall system shall be built in accordance with Sec 720.

The MSE wall system shall be a drycast modular block or wetcast modular block precast modular panel wall system.

11 The cost of joint filler and joint seal, complete in place, will be considered completely covered by the contract unit price for Concrete Traffic Barrier (Type B D). See Roadway Plans.

Precast modular panel, drycast modular block, wetcast modular block and coping (or capstone) reinforcement shall be epoxy coated.

A filter cloth meeting the requirements for a Separation Geotextile material shall be placed between the select granular backfill for structural systems and the backfill being retained by the mechanically stabilized earth wall system.

4 Coping shall be required on this structure. When CIP coping sections extend beyond the limits of a single panel, bond breaker (roofing felt or other approved alternate) between wall panel and coping is required. Coping joints shall use 3/4-inch chamfers and shall be sealed with 3/4-inch joint filler. Coping reinforcement shall terminate 1 1/2-inch minimum from face of coping joint.

10 {  
The top and bottom elevations are given for a vertical wall. The height of the wall shall be adjusted as necessary to fit the ground slope and the concrete leveling pad shall be adjusted as necessary to account for the wall batter. If a fence is built on an extended gutter, then the height of the wall shall be adjusted further.

The baseline of the wall shown is for a vertical wall. This baseline shall correspond to Elevation \_\_\_\_\_.

The contractor shall be solely responsible to coordinate construction of the wall with bridge and roadway construction and ensure that the bridge and roadway construction, resulting or existing obstructions, shall not impact the construction or performance of the wall. Soil reinforcement shall be designed and placed to avoid damage by pile driving, guardrail post installation, utility and sign foundations. (See Roadway and Bridge plans.)

4 {  
Minimum 18" wide geotextile strips shall be centered at vertical and horizontal joints of panel. Geotextile material shall be adhered to back face of panel using an adhesive compound supplied by the manufacturer. All edges of each fabric strip shall provide a positive seal. A minimum 12" overlap shall be provided between spliced filter fabric.

Aluminized soil reinforcement shall have edges coated with coating material per manufacturer.

Soil reinforcement shall be spaced to avoid roadway drop inlet behind wall.

1 Upper two layers of soil reinforcement shall be extended 3 feet beyond the lower layers when wall height is greater than or equal to 10 feet.

5 All steel soil reinforcements shall be separated from other metallic elements by at least 3 inches.

The splay angle should be less than  $15^\circ$  and tensile capacity of splayed reinforcement shall be reduced by the cosine of the splay angle. Soil reinforcement shall clear the obstruction by at least 3 inches.

No reinforcement shall be left unconnected to the wall face or arbitrarily cut/bent in the field to avoid the obstruction.


6 {  
Where interference between the vertical obstruction and the soil reinforcement is unavoidable, the design of the wall near the obstruction may be modified using one of the alternatives in FHWA-NHI-10-024, Section 5.4.2. Show detail layout on the drawings. For wall designs with horizontal obstructions in reinforced soil mass, see FHWA-NHI-10-024, Section 5.4.3.

12 Contractor shall be responsible for the internal stability, external stability, compound stability, and overall global stability of the temporary MSE wall structure. The soil parameters assumed for the temporary MSE wall design shall be those shown on the plan details for the MSE Wall and shown in the foundation report. The contractor shall submit the proposed method of temporary MSE wall construction to the engineer prior to beginning work. See special provisions.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

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| DATE PREPARED<br>7/26/2024                                                                                                                                                |                  |
| ROUTE                                                                                                                                                                     | STATE<br>MO      |
| DISTRICT<br>BR                                                                                                                                                            | SHEET NO.<br>000 |
| COUNTY                                                                                                                                                                    |                  |
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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                                                                                                           |                  |
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MSEW\_02\_LRFD2\_Notes

Guidance

Standard Drawing Guidance (do not shown on plans):

Revise notes and details per project as necessary.

- ①

Use for MSE walls in seismic design categories B, C & D (seismic zones 2, 3 & 4).
- ②

Minimum soil reinforcement length shall be based on the following cases in accordance with EPG 751.6.2.17:

Maximum (0.7H, or 8 ft, or FIGR) for a non-seismic design.

Maximum (0.8H, or 8 ft, or FIGR, seismic loading requirement) for a seismic design.

Maximum (0.8H, or 8 ft, or FIGR) for a sloping backfill surcharge case.

Soil reinforcement length shall be greater than or equal to as required for a stable feature wall for strong/stable rock case.

Where,

H = Height of the wall as measured from the top of the leveling pad to the top of the wall.

FIGR = Foundation Investigation Geotechnical Report
- ③

The nominal bearing resistance, resistance factor for the strength event limit state(s), and an angle of internal friction,  $\Phi_f$ , for unimproved and improved ground where wall is to bear as determined by the Geotechnical Section and reported on the Foundation Investigation Geotechnical Report (FIGR) shall be shown on the plans. Show areas and locations of ground improvement along the wall where required, for example, using stationing or using changes in wall height. Provide cross-section of ground improvement based on FIGR. Provide any other geotechnical requirements in FIGR on plans.

Use the underlined portion from note EPG 751.50 J1.2 when limits of improved foundation ground is required by Geotechnical Section.

Strenght Limit States:

Factored bearing resistance = Nominal bearing resistance from Geotech report x Minimum Resistance Factor (0.65, Geotech report) LRFD Table 11.5.7-1.

Extreme Event Limit State:

Factored bearing resistance = Nominal bearing resistance from Geotech report x Resistance factor. Resistance factor = 0.9 LRFD 11.8.6.1
- ④

Use for all precast modular panel walls.
- ⑤

Use for MSE walls when there may be contact between dissimilar metals.
- ⑥

Use for MSE walls when there may be vertical and/or horizontal obstructions in reinforced soil mass.
- ⑦

(BRIDGE DESIGNER) Use for MSE walls that support another structure foundation (i.e. support abutment fill, building or Bridge MSE wall) in SDC B, or C (seismic zone 2 or 3). Use for all MSE walls in SDC D.
- ⑧

(ROADWAY DESIGNER) Use for MSE walls that do not support another structure foundation (i.e. Not supporting abutment fill or building (District MSE wall) in SDC B or C (seismic zone 2 or 3)) and only if Geotechnical report allows, otherwise use note J1.4 (EPG 751.50). Use note J1.4 for all MSE walls in SDC D.
- ⑨

Use for all precast modular panel walls. Use for drycast or wetcast modular block walls if applicable.
- ⑩

Use for drycast or wetcast modular block walls unless either wall is to be built vertical.
- ⑪

Use for MSE walls when traffic barrier is provided in front of the MSE wall.
- ⑫

For staged bridge construction with MSE walls at the abutments, show this note on plan details when temporary MSE wall is required.
- ⑬

Use value for  $A_s$  per Geotech Report/Design Layout, or N/A if not reported in GeoTech Report/Design Layout. If  $A_s > 0.75$  then show  $A_s = 0.75$ .

NOTES TO ROADWAY AND BRIDGE DESIGNERS:

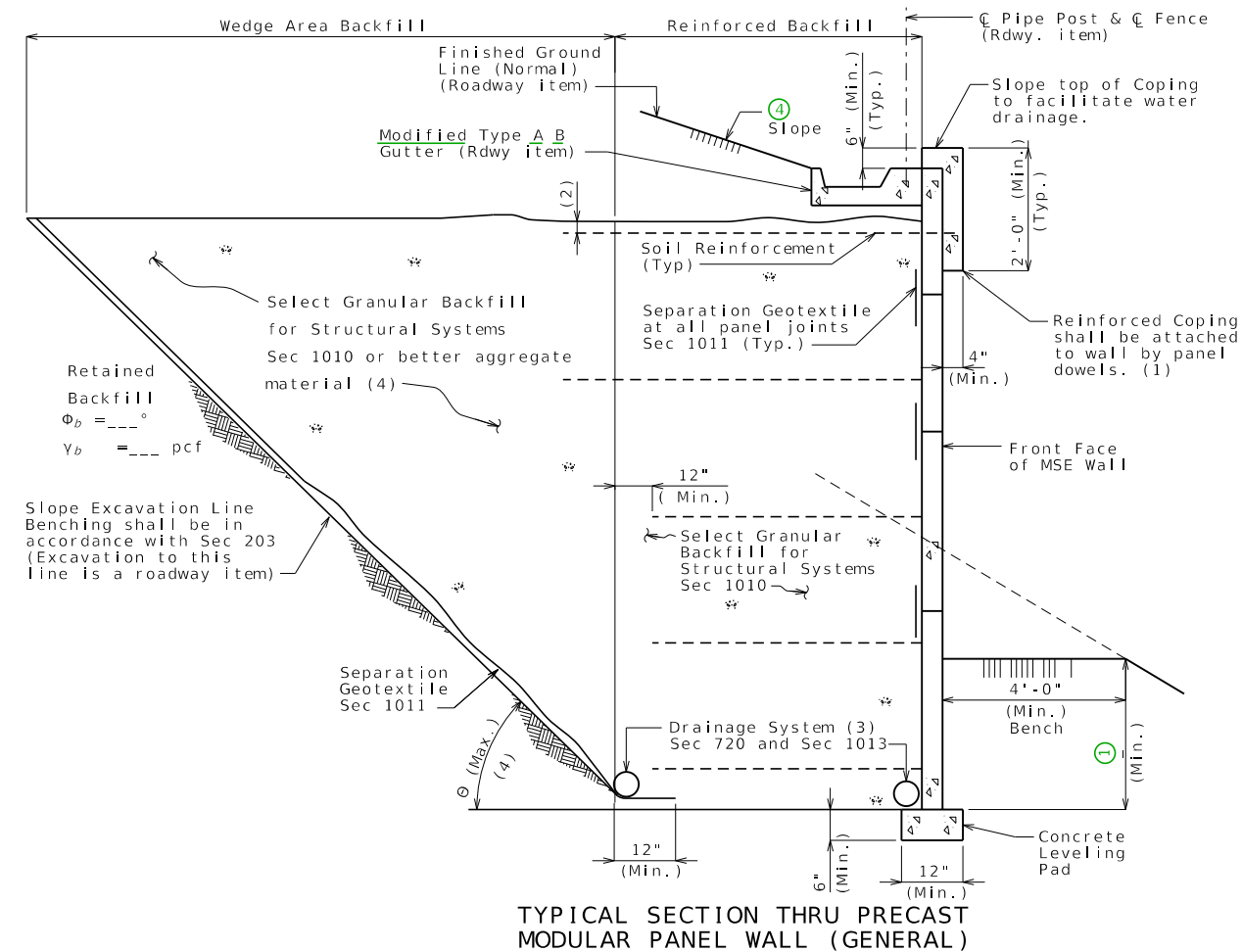
Excavation classes, quantities and pay items are the responsibility of District Design Division for including on the roadway 2B quantity sheets which is noted on the MSEW plans and required in accordance with Sec 720. All other quantities are the responsibility of the division responsible for the MSE wall plans.

If rock is not known to exist from a geotechnical report or study, place the following note on the plans:

"If rock is encountered in the proposed reinforced backfill area or wedge area of the MSE wall before or during excavation, the contractor shall immediately cease excavating and notify the engineer."

Otherwise, if rock is known to exist and it is to be excavated, then do not place above note on plans and determine the excavation class and estimate a rock quantity. For all Bridge Division MSE walls, Bridge Division and District Design Division shall coordinate in estimating excavation quantities when rock is known to exist from the geotechnical report and if rock is to be used as part of the wall backfill or excavated for MSE wall construction.





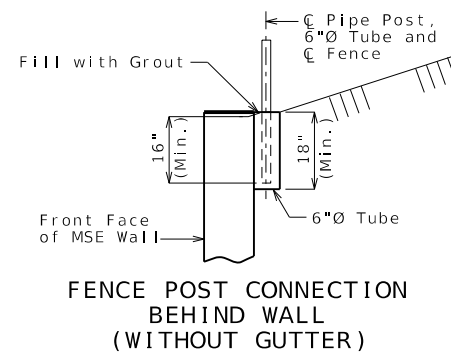
(4) Select granular backfill shall extend a minimum of 12" beyond the end of all soil reinforcement. Where the angle,  $\theta$ , between the retained backfill excavation/fill line and the horizontal is less than 90°, the wedge area backfill between  $\theta$  and 90° shall be filled with select granular backfill for structural systems meeting the requirements of Section 1010.

- For  $45^\circ < \theta \leq 90^\circ$ , properties for retained backfill shall be used for active force computations.

- For  $\Theta \leq 45^\circ$ , contractor shall have the option to use select granular backfill,  $\Phi_r$ , or better aggregate material for active force computations in the wedge area backfill. For active force computations, the angle of internal friction for wedge area backfill material,  $\Phi_r$ , shall be limited to  $34^\circ$  unless determined otherwise in accordance with Section 1010. If  $\Phi_r > 34^\circ$  is desired for wedge area backfill then test report shall be submitted with manufacturer's design plans.  $\Phi_r$  shall not be greater than  $40^\circ$ . Final configuration of this option shall be sent to Geotechnical Section for a new overall global stability analysis. Design  $\Phi_r^\circ$  shall be shown on manufacturer's plans if used.

The slope excavation line shall be benched and separation geotextile shall be placed between the retained backfill and either select granular backfill or better aggregate material, and between the select granular backfill and better aggregate material.

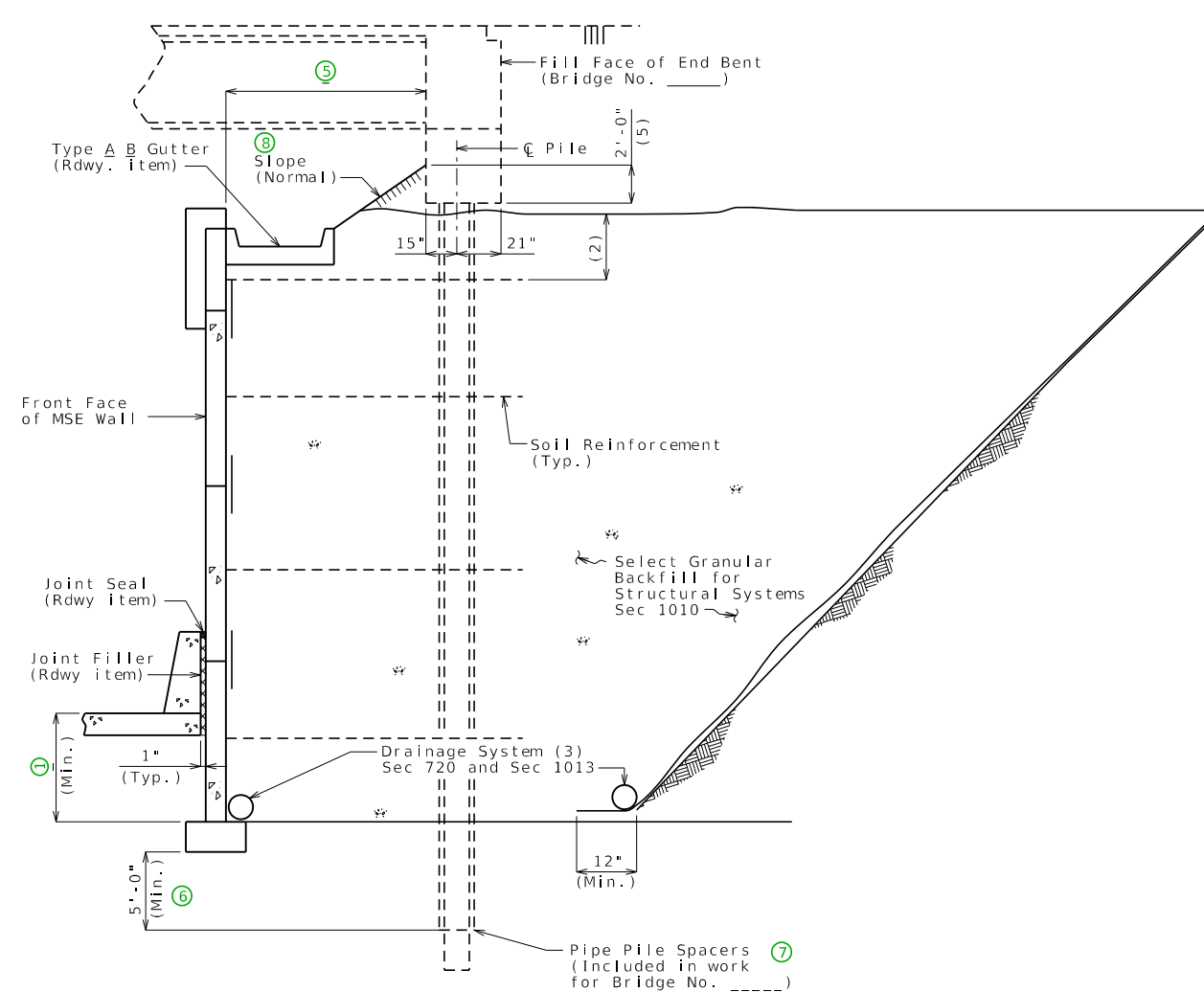
Show range of acceptable theta ( $\Theta$ ) angle on shop drawings which must be consistent with design computations and proposed construction of wall. Show active force computation properties ( $\Phi^o = \Phi_r^o$  and  $\gamma = \gamma_r$  or  $\Phi^o = \Phi_b^o$  and  $\gamma = \gamma_b$ ) on shop drawings and in design computations. Coordination between wall designer (manufacturer) and contractor is required before shop drawing submittal.



| Material Properties Used in Design   |                  |  |                           |                |  |                |
|--------------------------------------|------------------|--|---------------------------|----------------|--|----------------|
| Reinf. Fill/Select Granular Backfill |                  |  | Active Force Computations |                |  | Foundation     |
| $\Phi_r^\circ$                       | $\gamma_r$ (pcf) |  | $\Phi^\circ$              | $\gamma$ (pcf) |  | $\Phi_f^\circ$ |
|                                      |                  |  |                           |                |  |                |

MSE Wall designer shall include table on shop drawings and provide values used in the design computations. Effects of cohesion shall be ignored unless approved by the engineer.

## DETAILS FOR GENERIC MSE WALL



TYPICAL SECTION THRU PRECAST  
MODULAR PANEL WALL UNDER BRIDGE

Note: For additional information, see Typical Section  
Thru Precast Modular Panel Wall (General).

- (1) Inverted U-shape reinforced capstone may be used in lieu of coping. Panel dowels for level-up concrete shall be required, and provided by manufacturer. The dowels shall be field trimmed to clear the capstone by a minimum of 1 1/2 inches and a maximum of 2 1/2 inches.

- (2) Topmost layer of reinforcement shall be fully covered with select granular backfill for structural systems, as approved by the wall manufacturer, before placement of the Separation Geotextile.

- (3) Minimum 2 diameter perforated PVC or PE pipe.

Manufacturer shall show drain details on design plans to be submitted as shown on MoDOT MSE wall plans and/or roadway plans.

Contractor shall modify the drain details as shown if it will improve flow as may be the case for stepped leveling pad, and for an uneven ground line (approval of the engineer required).

- (5) See bridge plans.

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 7/26/2024     |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
| BR            | 000       |
| COUNTY        |           |
|               |           |
| JOB NO.       |           |
|               |           |
| CONTRACT ID.  |           |
|               |           |
| PROJECT NO.   |           |
|               |           |
| BRIDGE NO.    |           |
|               |           |

[illegible]

**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**MoDOT**

105 WEST CAPITAL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Standard Drawing Guidance (do not show on plans):

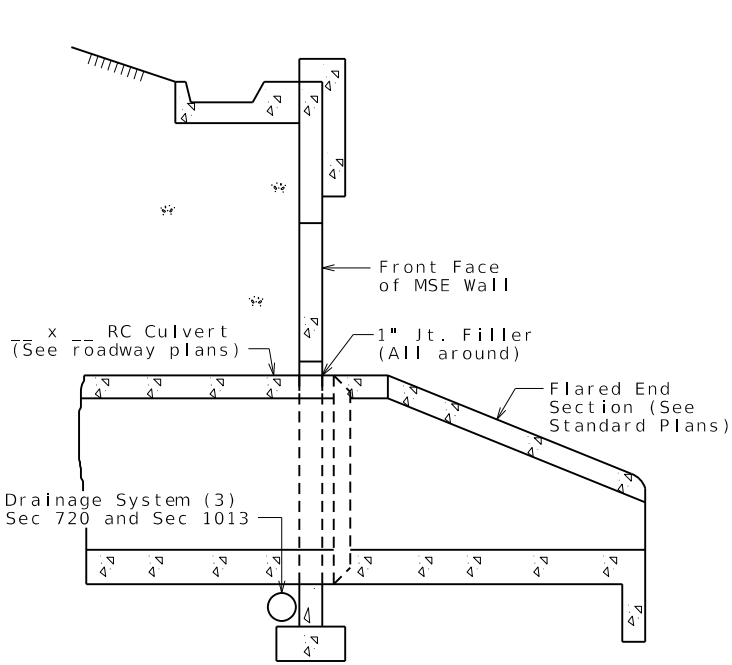
Revise notes and details per project as necessary.

For Modified Type A and Type B Gutter and Fence Post Connection details, see Missouri Standard Plans No. 607.11.

For Type A & Type B Gutter information, see Missouri Standard Plans No. 609.00.

See EPG 751.24.2.1 for drainage guidance.

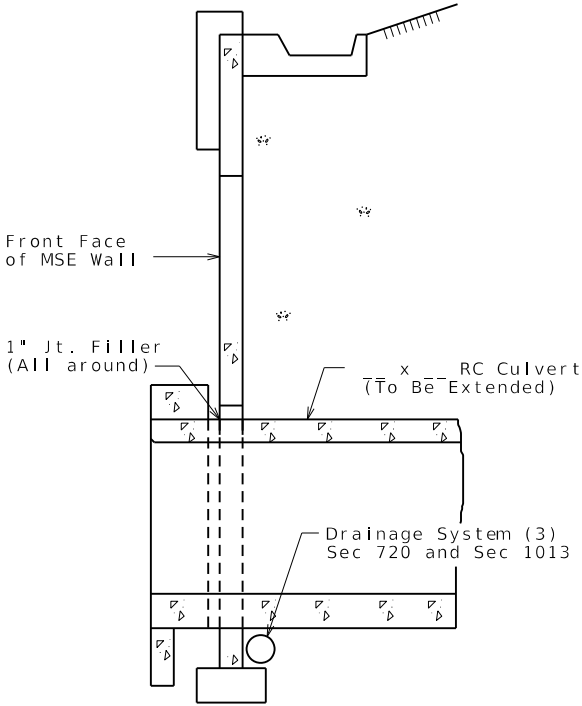
- ① Show the minimum embedment = maximum (2 feet; embedment based on Geotechnical Report and global stability requirements; and FHWA-NHI-10-024, Table 2-2); or according to Geotechnical Report if it shows that rock is known to exist.
- ② District Design Division to verify 6" diameter pipe or increase diameter. Minimum pipe diameter shall be 6".
- ③ Do not show values in the plan details. MSE wall designer shall include this table on shop drawings and provide values used in the design computations.
- ④ Show H:V fill slope or "Varies"
- ⑤ For bridge lengths less than or equal to 200 feet, use 4'-6" minimum setback which is based on the use of 18" inside diameter pipe pile spacers and FHWA-NHI-10-024, Figure 5-17C. For larger than 18" diameter pipe pile spacers, increase clear space between MSE wall & front face of the end bent beam such that no soil reinforcement is skewed more than 15°. For bridge lengths greater than 200 feet, use 5'-6" minimum setback which is based on the use of 24" inside diameter pipe pile spacers.
- ⑥ When rock is anticipated within 5 feet below the MSE wall leveling pad, embed pipe pile spacers at least 12" into rock and bear pile on the rock.
- ⑦ For bridge length less than or equal to 200 feet, add "(See special provisions)". For bridge length greater than 200 feet, add pipe diameter.
- ⑧ For walls parallel to abutment, provide actual slope H:V. Otherwise, replace leadered note with "Varies (5)".



TYPICAL SECTION THRU PRECAST  
MODULAR PANEL WALL AT CULVERT

Vertical joint in MSE wall shall be located  
at each exterior culvert wall.

(New Culvert)

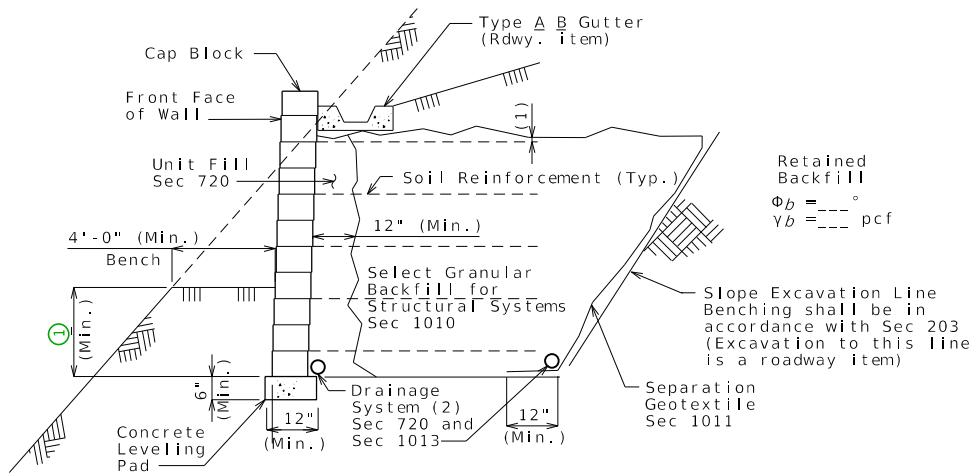


TYPICAL SECTION THRU PRECAST  
MODULAR PANEL WALL AT CULVERT

Note: Vertical joint in MSE wall shall  
be located at each exterior culvert wall.

(Culvert Extension)



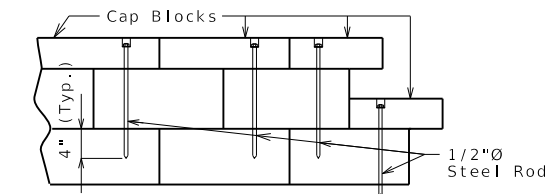


TYPICAL SECTION THRU DRYCAST OR WETCAST MODULAR BLOCK WALL

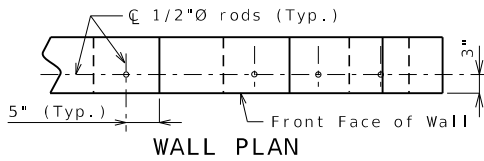
Note: Upper two layers of soil reinforcement shall be extended 3 feet beyond the lower layers when wall height is greater than 10 feet. ③

Standard Drawing Guidance (do not show on plans):  
Revise notes and details per project as necessary.  
See EPG 751.24.2.1 for drainage guidance.

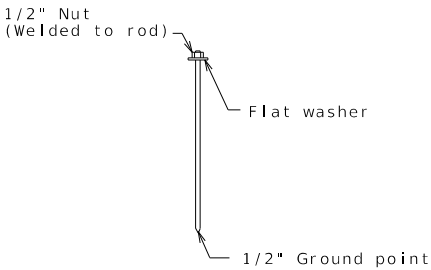
- ① Show the minimum embedment = maximum (2 feet; embedment based on Geotechnical Report and global stability requirements; and FHWA-NHI-10-024, Table 2-2); or according to Geotechnical Report if it shows that rock is known to exist.
- ② District Design Division to verify 6" diameter pipe or increase diameter. Minimum pipe diameter shall be 6".
- ③ Use for MSE Walls in seismic design categories B, C & D (seismic zones 2, 3 & 4)



WALL PROFILE



WALL PLAN



DETAILS OF 1/2" THREADED ROD OR REINFORCING ROD

Notes for Drycast or Wetcast Modular Block Walls:

- (1) Topmost layer of reinforcement shall be fully covered with select granular backfill for structural systems, as approved by the wall manufacturer, before placement of the Separation Geotextile.
- (2) Minimum ② diameter perforated PVC or PE pipe.

Manufacturer shall show drain details on design plans to be submitted as shown on MoDOT MSE wall plans and/or roadway plans.

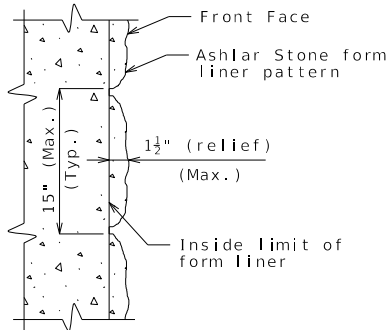
Contractor shall modify the drain details as shown if it will improve flow as may be the case for stepped leveling pad, and for an uneven ground line (approval of the engineer required).

Holes shall be 5/8-inch round and extended 4 inches into the third layer of blocks, recessed 2 inches deep by 1 1/2 inches round.

Rods or reinforcing bars shall be secured by an approved resin anchor system in accordance with Sec 1039.

Recess hole shall be backfilled with non-shrink cement grout.

Permanent shims will be sparingly allowed to maintain horizontal and vertical control. The preferable shim shall be made of a plastic material that will not rust, stain, rot or leach onto the concrete and has a minimum compressive strength equal to block wall unit. Steel or wood shims will not be allowed. Shims shall not exceed 3/16 inch in thickness and shall distribute load in order to not induce stress into block wall units. No shim shall be used between the concrete leveling pad and the base course of the block wall.



FORM LINER DETAIL (PRECAST MODULAR PANEL WALL)

Notes for Form Liners:

The cost of form liners for MSE wall systems, complete in place, will be considered completely covered by the contract unit price for Mechanically Stabilized Earth Wall System.

Form liner shall be constructed in accordance with Special Provisions.

The following is a list of form liner manufacturers and types which may be used. Depth of relief for all form liner patterns shall vary up to 1 1/2". The height of any single 'stone' shall be 15" maximum.

- Scott System, Inc.: Form liner pattern #167 "Ashlar Stone"
- Fitzgerald Formliners: Form liner pattern #16986 "Ashlar Stone"
- Greenstreak: Form liner pattern #330 "Ashlar Stone"
- Spec Formliners: Form liner pattern #1515 "Ashlar Stone"
- Customrock: Form liner pattern #12020 "Tollway Ashlar"
- An approved equal

DRYCAST OR WETCAST MODULAR BLOCK WALL

DETAILS FOR GENERIC MSE WALL

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



X' MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL SYSTEM

⊕ Indicates location of borings.

Notice and Disclaimer Regarding Boring Log Data

The locations of all subsurface borings for this structure are shown on the plan sheet(s) for this structure. The boring data for all locations indicated, as well as any other boring logs or other factual records of subsurface data and investigations performed by the department for the design of the project, are shown on Sheet(s) No. \_\_ and may be included in the Electronic Bridge Deliverables. They will also be available from the Project Contact upon written request. No greater significance or weight should be given to the boring data depicted on the plan sheets than is given to the subsurface data available from the district or elsewhere.

The Commission does not represent or warrant that any such boring data accurately depicts the conditions to be encountered in constructing this project. A contractor assumes all risks it may encounter in basing its bid prices, time or schedule of performance on the boring data depicted here or those available from the district, or on any other documentation not expressly warranted, which the contractor may obtain from the Commission.

General Notes:

Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications (Section 5 ASD Design)  
Seismic Performance Category =  
Acceleration Coefficient =

Design Loading:

$\Phi_b$  = ° and Unit weight,  $\gamma_b$  = pcf for retained backfill material to be retained by the mechanically stabilized earth wall system.

$\Phi_f$  = ° for unimproved foundation ground where wall is to bear.  
 $\Phi_f$  = ° for improved foundation ground where wall is to bear.

For unimproved foundation ground, the allowable bearing pressure is \_\_\_\_ ksf.  
For improved foundation ground, the allowable bearing pressure is \_\_\_\_ ksf.

The maximum applied bearing pressure for the controlling design case at the foundation level shall be shown on the shop drawings and shall be less than the allowable bearing pressure for foundation ground provided herein. For seismic design the maximum applied bearing pressure shall be less than two times the allowable bearing pressure.

Allowable bearing pressure and limits of improved foundation ground shall not be adjusted from that as shown on the plans.

Contractor shall include design  $\Phi_r$  (actual  $\Phi_r \geq 34^\circ$ ) and the total unit weight,  $\gamma_r$ , for the select granular backfill (reinforced backfill and wedge area backfill) for structural systems on shop drawings. Contractor shall identify source of select granular backfill material, submit proctor in accordance with AASHTO T 99 (ASTM D698) and gradation with the shop drawings. When backfill material is too coarse to develop a proctor curve the contractor shall determine the maximum dry density (relative density) in accordance with ASTM D4253 and ASTM D4254 and assume percent passing the 200 sieve for optimum water content.

Total unit weight,  $\gamma_r$  = (95% compaction) x (maximum dry density) x (1 + optimum water content)

Design  $\Phi_r$  =  $34^\circ$  for the select granular backfill (reinforced backfill) only for structural systems.

Factor of safety shall be 2.0 for overturning and 1.5 for sliding.

For seismic design the factor of safety shall be 1.5 for overturning and 1.1 for sliding.

Use default values for the pullout friction factor,  $F^*$ , in accordance with AASHTO figure 5.8.5.2A and default value for scale effect correction factor,  $\alpha$ , in accordance with AASHTO table 5.8.5.2A. For approved steel strips not shown in AASHTO figure 5.8.5.2A, use  $F^* \leq 2.0$  at zero depth and  $F^* \leq \tan \Phi_r$  at 20 feet depth and  $\Phi_r$  design =  $34^\circ$ .  $F^*$  and  $\alpha$  values shall be shown on the shop drawings.

Design Unit Stresses:

All concrete for leveling pad and coping shall be Class B or B-1 with  $f'_c$  = 4000 psi.

The minimum compressive strength of concrete for precast panel precast concrete block shall be 4,000 psi in accordance with Sec 1052.

Miscellaneous:

The MSE wall system shall be built vertical.

The MSE wall system shall be built in accordance with Sec 720.

The MSE wall system shall be a small large block wall system.

The cost of joint filler and joint seal, complete in place, will be considered completely covered by the contract unit price for Concrete Traffic Barrier (Type A D). See Roadway Plans.

Panel, concrete block and coping (or capstone) reinforcement shall be epoxy coated.

A filter cloth meeting the requirements for a Separation Geotextile material shall be placed between the select granular backfill for structural systems and the backfill being retained by the mechanically stabilized earth wall system.

Coping shall be required on this structure. When CIP coping sections extend beyond the limits of a single panel, bond breaker (roofing felt or other approved alternate) between wall panel and coping is required. Coping joints shall use 3/4-inch chamfers and shall be sealed with 3/4-inch joint filler. Coping reinforcement shall terminate 1 1/2-inch minimum from face of coping joint.

The top and bottom elevations are given for a vertical wall. The height of the wall shall be adjusted as necessary to fit the ground slope and the concrete leveling pad shall be adjusted as necessary to account for the wall batter. If a fence is built on an extended gutter, then the height of the wall shall be adjusted further.

The baseline of the wall shown is for a vertical wall. This baseline shall correspond to Elevation -----.

The contractor shall be solely responsible to coordinate construction of the wall with bridge and roadway construction and ensure that the bridge and roadway construction, resulting or existing obstructions, shall not impact the construction or performance of the wall. Soil reinforcement shall be designed and placed to avoid damage by pile driving, guardrail post installation, utility and sign foundations. (See Roadway and Bridge plans.)

B.M.

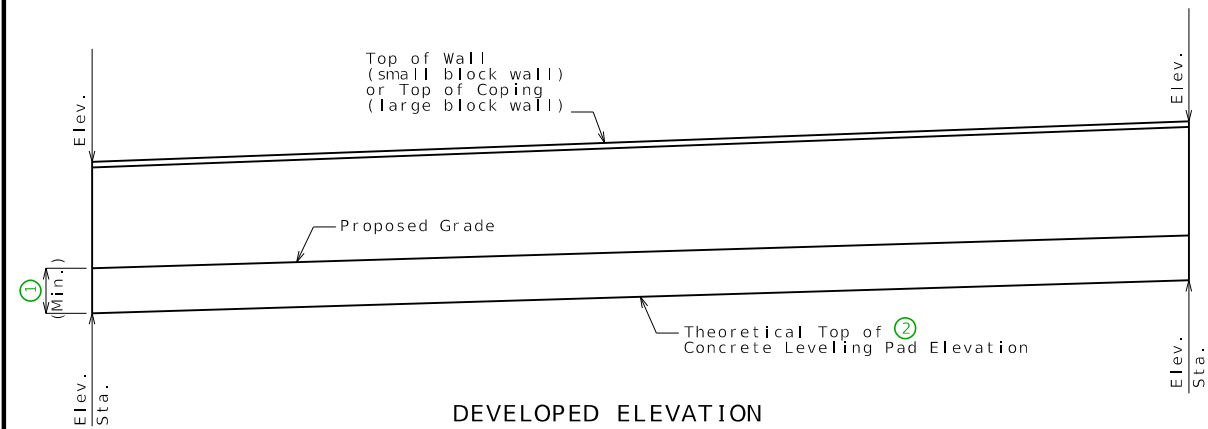
RETAINING WALL ALONG \*

ROUTE \* FROM \* TO \*

ABOUT \* MILES \* OF \*

\* STATION \*

PLAN ④



DEVELOPED ELEVATION

Concrete Leveling pad not shown for clarity. (1)

(1) Wall contractor shall show the following items on the design drawings and/or on the fabricator shop drawings.

- Leveling pad horizontal.

- Leveling pad length and step elevations shall be based on wall manufacturer's recommendation. Top of leveling pad elevations shall not be higher than theoretical top of leveling pad elevations shown on these plans.

| Estimated Quantities                       |          |       |
|--------------------------------------------|----------|-------|
| Item                                       |          | Total |
| Mechanically Stabilized Earth Wall Systems | sq. foot |       |
|                                            |          |       |
|                                            |          |       |

Designed  
Detailed  
Checked

DETAILS OF GROUND IMPROVEMENTS ③

LOCATION SKETCH

| MSE Wall Systems Data Table |        |                          |             |                      |         |
|-----------------------------|--------|--------------------------|-------------|----------------------|---------|
| Proprietary Wall Systems    |        | Combination Wall Systems |             |                      |         |
| Manufacturer                | System | Facing Unit Manufacturer | Facing Unit | Geogrid Manufacturer | Geogrid |
|                             |        |                          |             |                      |         |
|                             |        |                          |             |                      |         |
|                             |        |                          |             |                      |         |

MSE Wall Systems Data Table is to be completed by MoDOT construction personnel to record the manufacturer of the proprietary wall system or the manufacturers of the combination wall system that was used for constructing the MSE wall.

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

SEC/SUR \* TWP \* RGE \*

|                                                                                  |                  |
|----------------------------------------------------------------------------------|------------------|
| DATE PREPARED<br>7/26/2024                                                       |                  |
| ROUTE                                                                            | STATE<br>MO      |
| DISTRICT<br>BR                                                                   | SHEET NO.<br>000 |
| COUNTY                                                                           |                  |
| JOB NO.                                                                          |                  |
| CONTRACT ID.                                                                     |                  |
| PROJECT NO.                                                                      |                  |
| BRIDGE NO.                                                                       |                  |
| DESCRIPTION                                                                      |                  |
| DATE                                                                             |                  |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |                  |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                  |



MSEW\_05\_LFD1

Guidance

Standard Drawing Guidance (do not shown on plans):

Revise notes and details per project as necessary.

Proposed grade & theoretical top of leveling pad elevation shall be shown in constant slope. Slope line shall be adjusted per project. Top of wall or coping elevation & stationing shall be shown in the developed elevation per project. Sample wall shown. Draw actual wall in elevation and plan per project.

- 1

Show the minimum embedment = maximum (2 feet; embedment based on Geotechnical Report and global stability requirements; and FHWA-NHI-10-024, Table 2-2).
- 2

Show theoretical top of leveling pad elevation on the plan based on minimum embedment requirements. Minimum embedment shall be provided in accordance with FHWA-NHI-10-024, Table 2-2, and Geotechnical Report.
- 3

The allowable bearing pressure and an angle of internal friction,  $\phi_f$ , for unimproved and improved ground where wall is to bear as determined by the Geotechnical Section and reported on the Foundation Investigation Geotechnical Report (FIGR) shall be shown on the plans. Show areas and locations of ground improvement along the wall where required, for example, using stationing or using changes in wall height. Provide cross-section of ground improvement based on FIGR. Provide any other geotechnical requirements in FIGR on plans.

Use the underlined portion from note EPG 751.50 J1.25a when limits of improved foundation ground is required by Geotechnical Section.
- 4

Show all boring locations on Plan.
- 5

Use for all large block MSE walls.
- 6

Use for all large block walls. Use for small block walls if applicable.
- 7

Use for small block walls unless the small block wall is to be built vertical.

NOTES TO ROADWAY AND BRIDGE DESIGNERS:

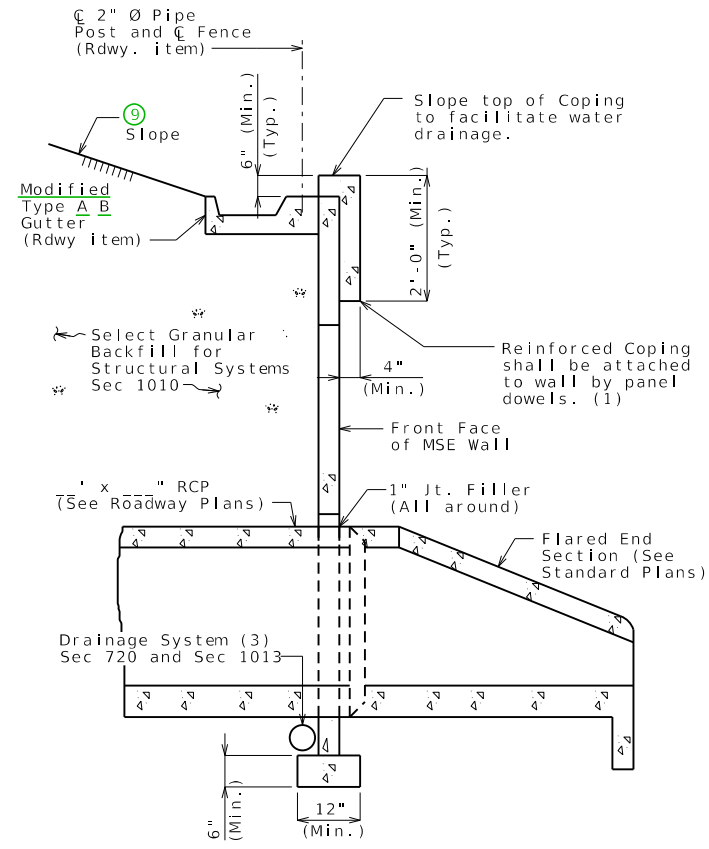
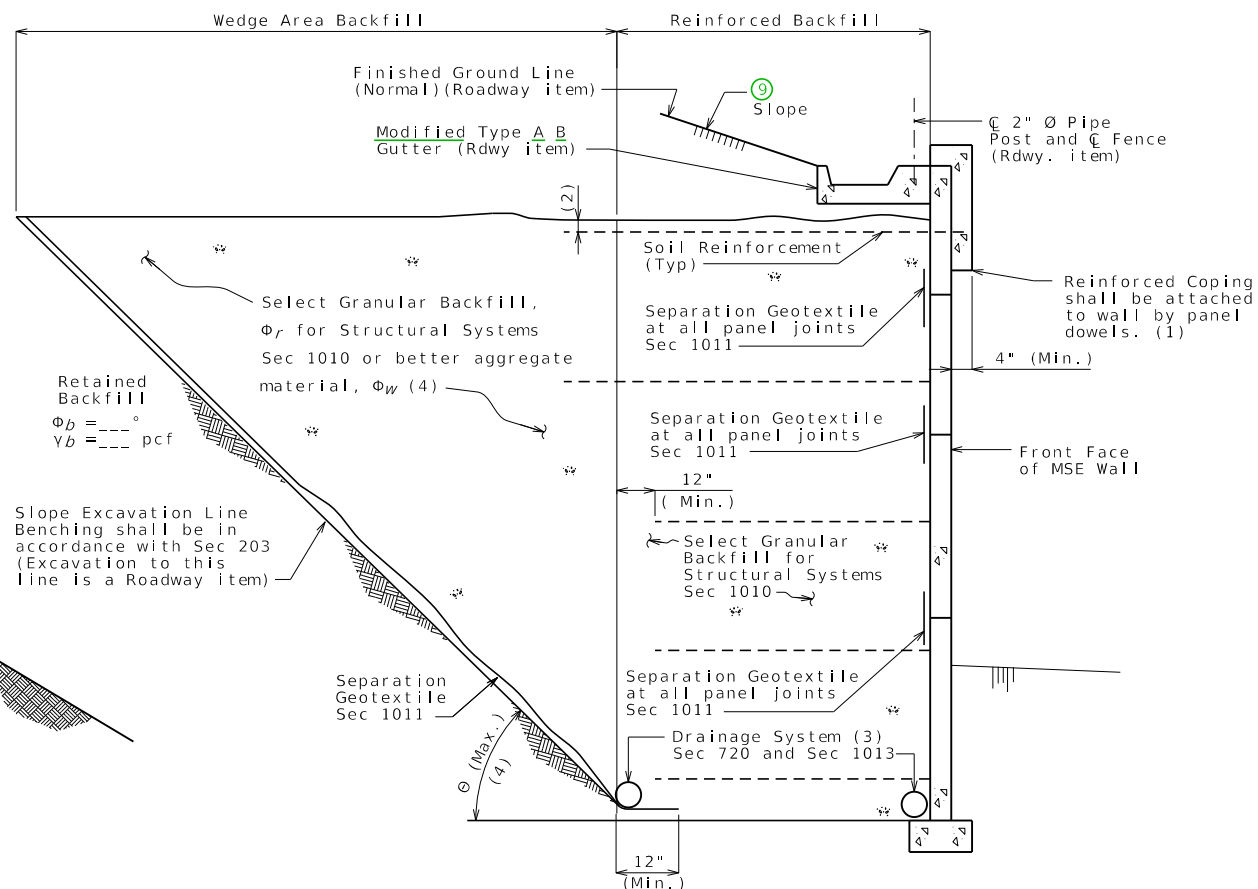
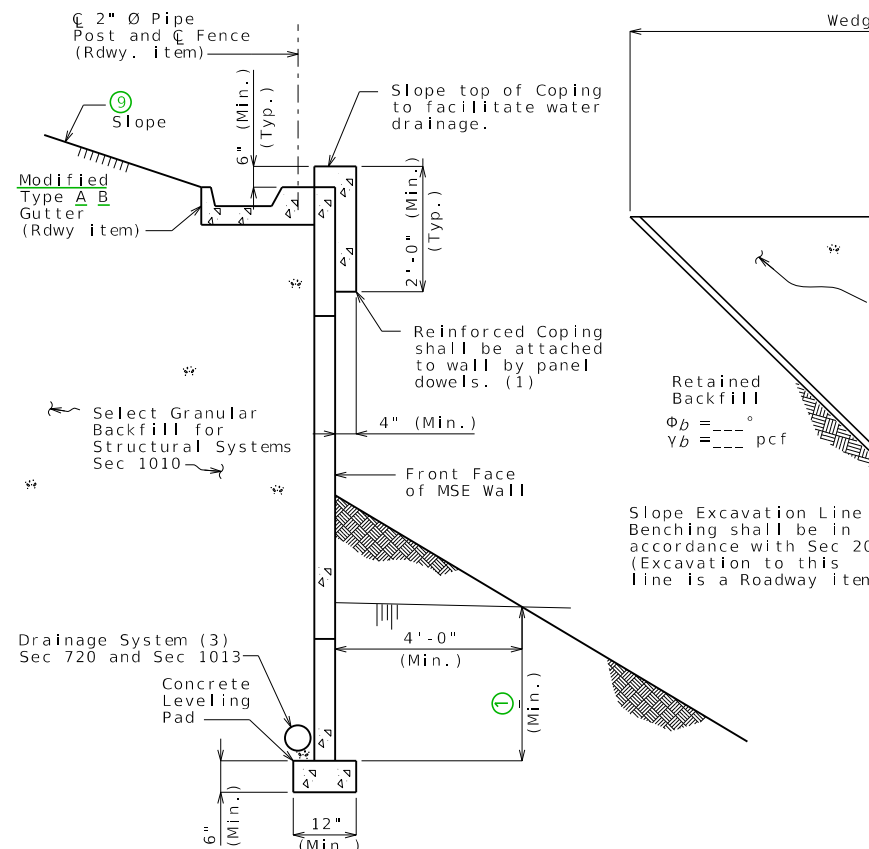
Excavation classes, quantities and pay items are the responsibility of District Design Division for including on the roadway 2B quantity sheets which is noted on the MSEW plans and required in accordance with Sec 720. All other quantities are the responsibility of the division responsible for the MSE wall plans.

If rock is not known to exist from a geotechnical report or study, place the following note on the plans:

"If rock is encountered in the proposed reinforced backfill area or wedge area of the MSE wall before or during excavation, the contractor shall immediately cease excavating and notify the engineer."

Otherwise, if rock is known to exist and it is to be excavated, then do not place above note on plans and determine the excavation class and estimate a rock quantity. For all Bridge Division MSE walls, Bridge Division and District Design Division shall coordinate in estimating excavation quantities when rock is known to exist from the geotechnical report and if rock is to be used as part of the wall backfill or excavated for MSE wall construction.





Vertical joint in MSE wall shall be located at each exterior culvert wall.

General Notes Cont.:

- ⑦ Minimum 18" wide Geotextile strips shall be centered at vertical and horizontal joints of panel. Geotextile material shall be adhered to back face of panel using an adhesive compound supplied by the manufacturer. All edges of each fabric strip shall provide a positive seal. A minimum 18" overlap shall be provided between spliced filter fabric.
- Aluminized soil reinforcement shall have edges coated with coating material per manufacturer.
- Soil reinforcement shall be spaced to avoid roadway drop inlet behind wall.
- ③ Upper two layers of soil reinforcement shall be extended 3 feet beyond the lower layers when wall height is greater than or equal to 10 feet.
- ⑤ All steel soil reinforcements shall be separated from other metallic elements by at least 3 inches.
- The splay angle should be less than 15° and tensile capacity of splayed reinforcement shall be reduced by the cosine of the splay angle. Soil reinforcement shall clear the obstruction by at least 3 inches.
- No reinforcement shall be left unconnected to the wall face or arbitrarily cut/bent in the field to avoid the obstruction.
- ⑥ Where interference between the vertical obstruction and the soil reinforcement is unavoidable, the design of the wall near the obstruction may be modified using one of the alternatives in FHWA-NHI-10-24, Section 5.4.2. Show detail layout on the drawings. For wall designs with horizontal obstructions in reinforced soil mass, see FHWA-NHI-10-024, Section 5.4.3.

Aluminized soil reinforcement shall have edges coated with coating material per manufacturer.

Soil reinforcement shall be spaced to avoid roadway drop inlet behind wall.

- ③ Upper two layers of soil reinforcement shall be extended 3 feet beyond the lower layers when wall height is greater than or equal to 10 feet.
- ⑤ All steel soil reinforcements shall be separated from other metallic elements by at least 3 inches.

- 5) All steel soil reinforcements shall be separated from other metallic elements by at least 3 inches.

The splay angle should be less than 15° and tensile capacity of splayed reinforcement shall be reduced by the cosine of the splay angle. Soil reinforcement shall clear the obstruction by at least 3 inches.

No reinforcement shall be left unconnected to the wall face or arbitrarily cut/bent in the field to avoid the obstruction.

Where interference between the vertical obstruction and the soil reinforcement is unavoidable, the design of the wall near the obstruction may be modified using one of the alternatives in FHWA-NHI-10-24, Section 5.4.2. Show detail layout on the drawings. For wall designs with horizontal obstructions in reinforced soil mass, see FHWA-NHI-10-024, Section 5.4.3.

Excavation:

Excavation quantities and pay items are given on the roadway plans. Excavation quantities are based on a soil reinforcement length of 2 ft. The soil reinforcement length may vary based upon the wall design selected by the contractor. Plan excavation quantities will be paid regardless of any actual quantities removed based on the soil reinforcement length and design selected.

- (1) Inverted U-shape reinforced capstone may be used in lieu of coping. Panel dowels for level-up concrete shall be required and provided by manufacturer. The dowels shall be field trimmed to clear the capstone by a minimum of 1 1/2 inches and a maximum of 2 1/2 inches.
- (2) Topmost layer of reinforcement shall be fully covered with select granular backfill for structural systems, as approved by the wall manufacturer, before placement of the Separation Geotextile.
- (3) Minimum ④ diameter perforated PVC or PE pipe.

- (2) Topmost layer of reinforcement shall be fully covered with select granular backfill for structural systems, as approved by the wall manufacturer, before placement of the Separation Geotextile.

- (3) Minimum 4 diameter perforated PVC or PE pipe.

Manufacturer shall show drain details on design plans to be submitted as shown on MoDOT MSE wall plans and/or roadway plans.

Contractor shall modify the drain details as shown if it will improve flow as may be the case for stepped leveling pad, and for an uneven ground line (approval of the engineer required).

| Material Properties Used in Design   |                |                           |                |              |
|--------------------------------------|----------------|---------------------------|----------------|--------------|
| Reinf. Fill/Select Granular Backfill |                | Active Force Computations |                | Foundation   |
| $\phi^\circ$                         | $\gamma$ (pcf) | $\phi^\circ$              | $\gamma$ (pcf) | $\phi^\circ$ |
|                                      |                |                           |                |              |

⑧

Note: MSE Wall designer shall include table on shop drawings and provide values used in the design computations. Effects of cohesion shall be ignored unless approved by the engineer.

## DETAILS FOR GENERIC MSE WALL

(4) Select granular backfill shall extend a minimum of 12" beyond the end of all soil reinforcement. Where the angle,  $\theta$ , between the retained backfill excavation/fill line and the horizontal is less than  $90^\circ$ , the wedge area backfill between  $\theta$  and  $90^\circ$  shall be filled with select granular backfill for structural systems meeting the requirements of Section 1010.

- For  $(45^\circ + \Phi_b/3) < \Theta \leq 90^\circ$ , properties for retained backfill shall be used for active force computations.

- For  $\Theta \leq (45^\circ + \Phi_D/3)$ , contractor shall have the option to use select granular backfill,  $\Phi_r$ , or better aggregate material,  $\Phi_W$  for active force computations in the wedge area backfill. For active force computations, the angle of internal friction for wedge area backfill material,  $\Phi_r$  or  $\Phi_W$ , shall be limited to  $34^\circ$  unless determined otherwise in accordance with Section 1010. If  $\Phi_r$  or  $\Phi_W > 34^\circ$  is desired for wedge area backfill then test report shall be submitted with shop drawings.  $\Phi_r$  or  $\Phi_W$  shall not be greater than  $40^\circ$  for computations. Final configuration of this option shall be sent to Geotechnical Section for a new overall global stability analysis. Design  $\Phi_W$  shall be shown on the shop drawings if used.

The slope excavation line shall be benched and separation geotextile shall be placed between the retained backfill and either select granular backfill or better aggregate material, and between the select granular backfill and better aggregate material.

Show range of acceptable theta ( $\Theta$ ) angle on shop drawings which must be consistent with design computations and proposed construction of wall. Show active force computation properties on shop drawings and in design computations. Coordination between wall designer (manufacturer) and contractor is required before shop drawing submittal.

|                            |  |  |                  |  |  |  |
|----------------------------|--|--|------------------|--|--|--|
| DATE PREPARED<br>7/26/2024 |  |  |                  |  |  |  |
| ROUTE                      |  |  | STATE<br>MO      |  |  |  |
| DISTRICT<br>BR             |  |  | SHEET NO.<br>000 |  |  |  |
| COUNTY                     |  |  |                  |  |  |  |
| JOB NO.                    |  |  |                  |  |  |  |
| CONTRACT I.D.              |  |  |                  |  |  |  |
| PROJECT NO.                |  |  |                  |  |  |  |
| BRIDGE NO.                 |  |  |                  |  |  |  |
| DESCRIPTION                |  |  |                  |  |  |  |
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| DATE                       |  |  |                  |  |  |  |



MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITAL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



MSEW\_06\_LFD2

Guidance

Standard Drawing Guidance (do not show on plans):

Revise notes and details per project as necessary.

For Modified Type A and Type B Gutter and Fence Post Connection details, see Missouri Standard Plans No. 607.11.

For Type A & Type B Gutter information, see Missouri Standard Plans No. 609.00.

See EPG 751.24.2.1 for drainage guidance.

- ①

Show the minimum embedment = maximum (2 feet; embedment based on Geotechnical Report and global stability requirements; and FHWA-NHI-10-024, Table 2-2).
- ②

Minimum soil reinforcement length shall be based on the following cases in accordance with EPG 751.6.2.17:

Maximum (0.7H, 8 ft, or FIGR) for a non-seismic design.

Maximum (0.7H, 8 ft, or FIGR, seismic loading requirement) for a seismic design.

Maximum (0.8H, 8 ft, or FIGR) for a sloping backfill surcharge case.

Soil reinforcement length shall be greater than or equal to as required for a stable feature wall for strong/stable rock case.

Where,

H = Height of the wall as measured from the top of the leveling pad to the top of the wall.

FIGR = Foundation Investigation Geotechnical Report

③

Use for MSE walls in Seismic Categories B, C & D.

④

District Design Division to verify 6" diameter pipe or increase diameter. Minimum pipe diameter shall be 6".
- ⑤

Use for MSE Walls when there may be contact between dissimilar metals.

⑥

Use for MSE Walls when there may be vertical and/or horizontal obstructions in reinforced soil mass.

⑦

Use for all large block MSE walls.

⑧

Do not show values in the plan details. MSE wall designer shall include this table on shop drawings and provide values used in the design computations.

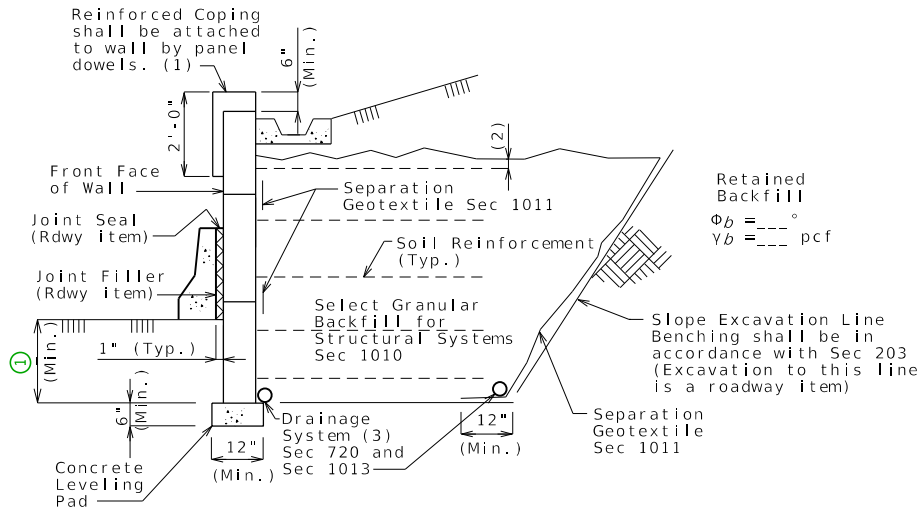
⑨

Show H:V spill slope or "Varies"



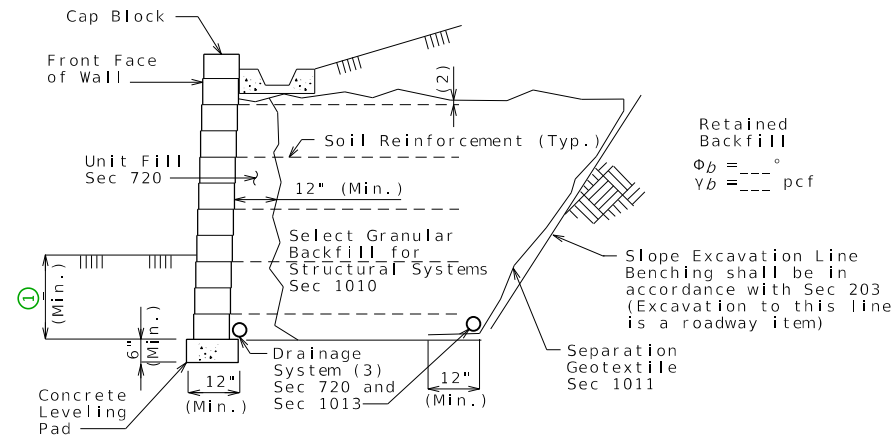




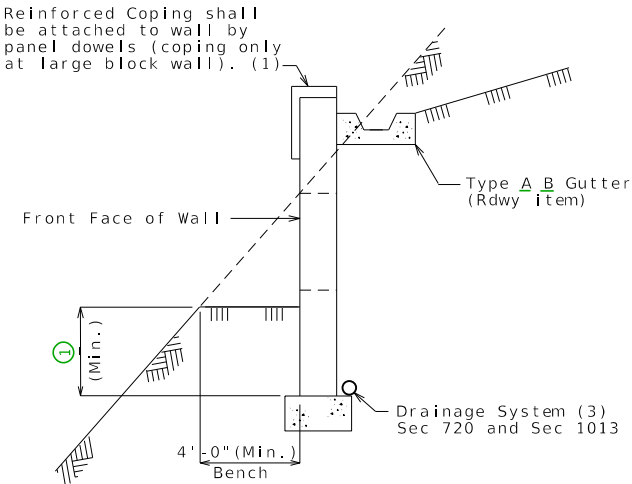


TYPICAL SECTION THRU LARGE BLOCK WALL

Note: For additional information, see "TYPICAL SECTION THRU LARGE BLOCK WALL SHOWING FILTER CLOTH".

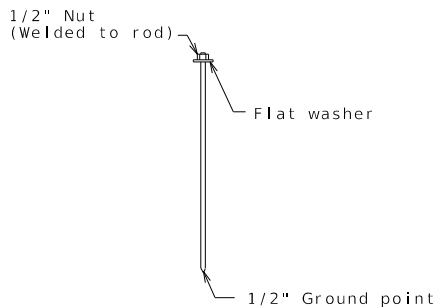
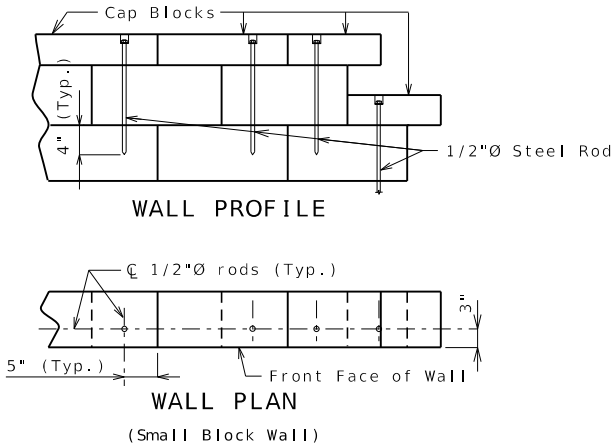


TYPICAL SECTION THRU SMALL BLOCK WALL



TYPICAL SECTION THRU MSE WALL  
FOUNDED ON SLOPE

Note: A minimum horizontal bench 4'-0" wide shall be provided in front of the wall



DETAILS OF 1/2" THREADED  
ROD OR REINFORCING ROD

DETAILS FOR GENERIC MSE WALL

Note:

Holes shall be 5/8" round and extended 4" into the third layer of blocks, recessed 2" deep by 1 1/2" round.

Rods or reinforcing bars shall be secured by an approved resin anchor system in accordance with Sec 1039.

Recess hole shall be backfilled with non-shrink cement grout.

(1) Inverted U-shape reinforced capstone may be used in lieu of coping. Panel dowels for level-up concrete shall be required and provided by manufacturer. The dowels shall be field trimmed to clear the capstone by a minimum of 1 1/2 inches and a maximum of 2 1/2 inches.

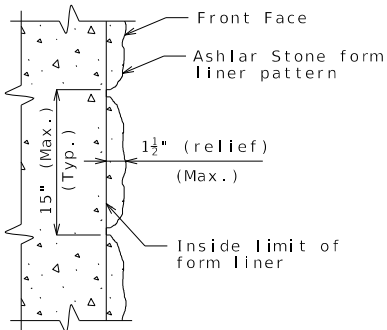
(2) Topmost layer of reinforcement shall be fully covered with select granular backfill for structural systems, as approved by the wall manufacturer, before placement of the Separation Geotextile.

(3) Minimum 2 diameter perforated PVC or PE pipe.

Manufacturer shall show drain details on design plans to be submitted as shown on MoDOT MSE wall plans and/or roadway plans.

Contractor shall modify the drain details as shown if it will improve flow as may be the case for stepped leveling pad, and for an uneven ground line (approval of the engineer required).

Permanent shims for Small block MSE wall: Shims will be sparingly allowed to maintain horizontal and vertical control. The preferable shim shall be made of a plastic material that will not rust, stain, rot or leach onto the concrete and has a minimum compressive strength equal to block wall unit. Steel or wood shims will not be allowed. Shims shall not exceed 3/16" in thickness and shall distribute load in order to not induce stress into block wall units. No shim shall be used between the concrete leveling pad and the base course of the block wall.



FORM LINER DETAIL  
(Large Block Wall)

Notes:

The cost of form liners for MSE wall systems, complete in place, will be considered completely covered by the contract unit price for Mechanically Stabilized Earth Wall System.

Form liner shall be constructed in accordance with Special Provisions.

The following is a list of form liner manufacturers and types which may be used. Depth of relief for all form liner pattern's shall vary up to 1 1/2". The height of any single 'stone' shall be 15" maximum.

- Scott System, Inc.: Form liner pattern #167 "Ashlar Stone"
- Fitzgerald Formliners: Form liner pattern #16986 "Ashlar Stone"
- Greenstreak: Form liner pattern #330 "Ashlar Stone"
- Spec Formliners: Form liner pattern #1515 "Ashlar Stone"
- Customrock: Form liner pattern #12020 "Tollway Ashlar"
- An approved equal

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



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JEFFERSON CITY, MO 65102  
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|                            |                  |
|----------------------------|------------------|
| DATE PREPARED<br>7/26/2024 |                  |
| ROUTE                      | STATE<br>MO      |
| DISTRICT<br>BR             | SHEET NO.<br>000 |
| COUNTY                     |                  |
| JOB NO.                    |                  |
| CONTRACT ID.               |                  |
| PROJECT NO.                |                  |
| BRIDGE NO.                 |                  |

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of







P\_COM01\_psi\_end      Guidance & Alternate Details

STANDARD DRAWING GUIDANCE (do not show on plans):

For slab thickness < 8 1/2", check shear connector stud length for clearance to flange or diaphragm and adjust length as necessary. See Structural Project Manager.

Use standard detailing note H5.55 when polymer concrete wearing surface is used with a preformed compression seal.

Remove non-applicable rows in table.

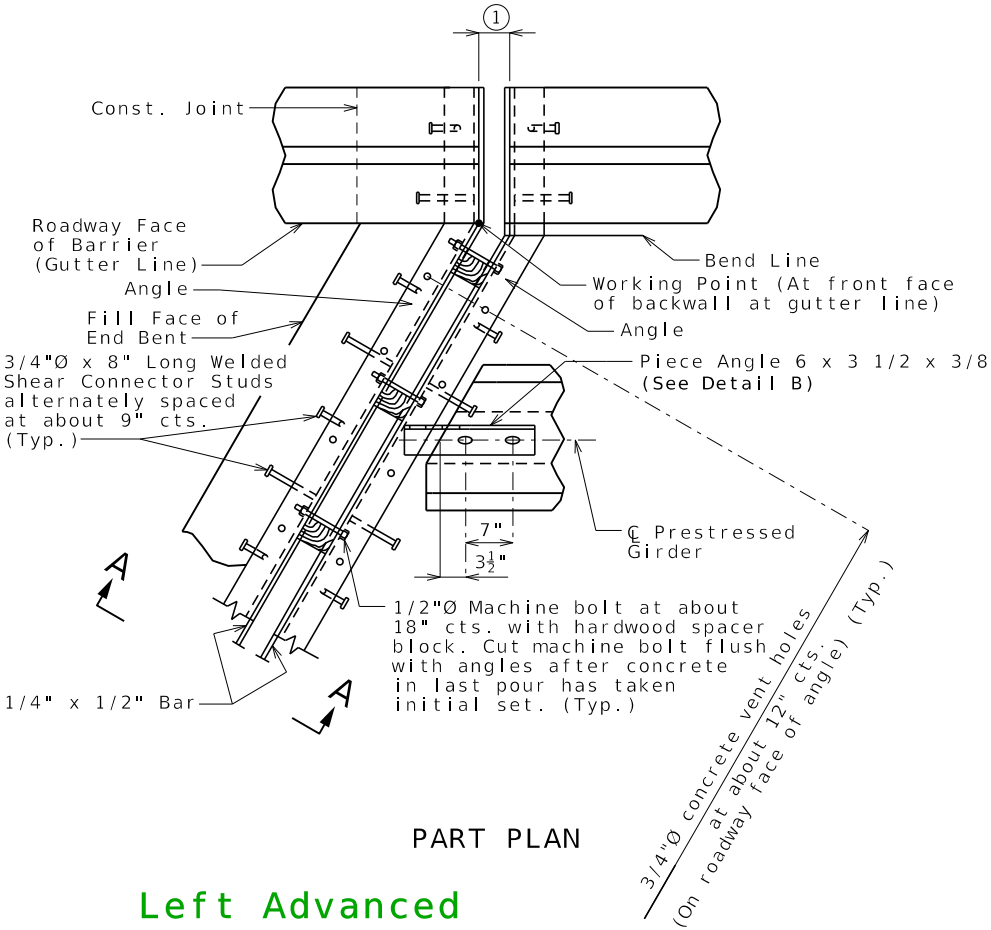
Ⓐ Piece angle length to center of first slotted hole.

Ⓑ Use squared, left advanced or right advanced Part Plan as needed.

Ⓒ = 3/4" (Min.) @ 60°. Verify only.

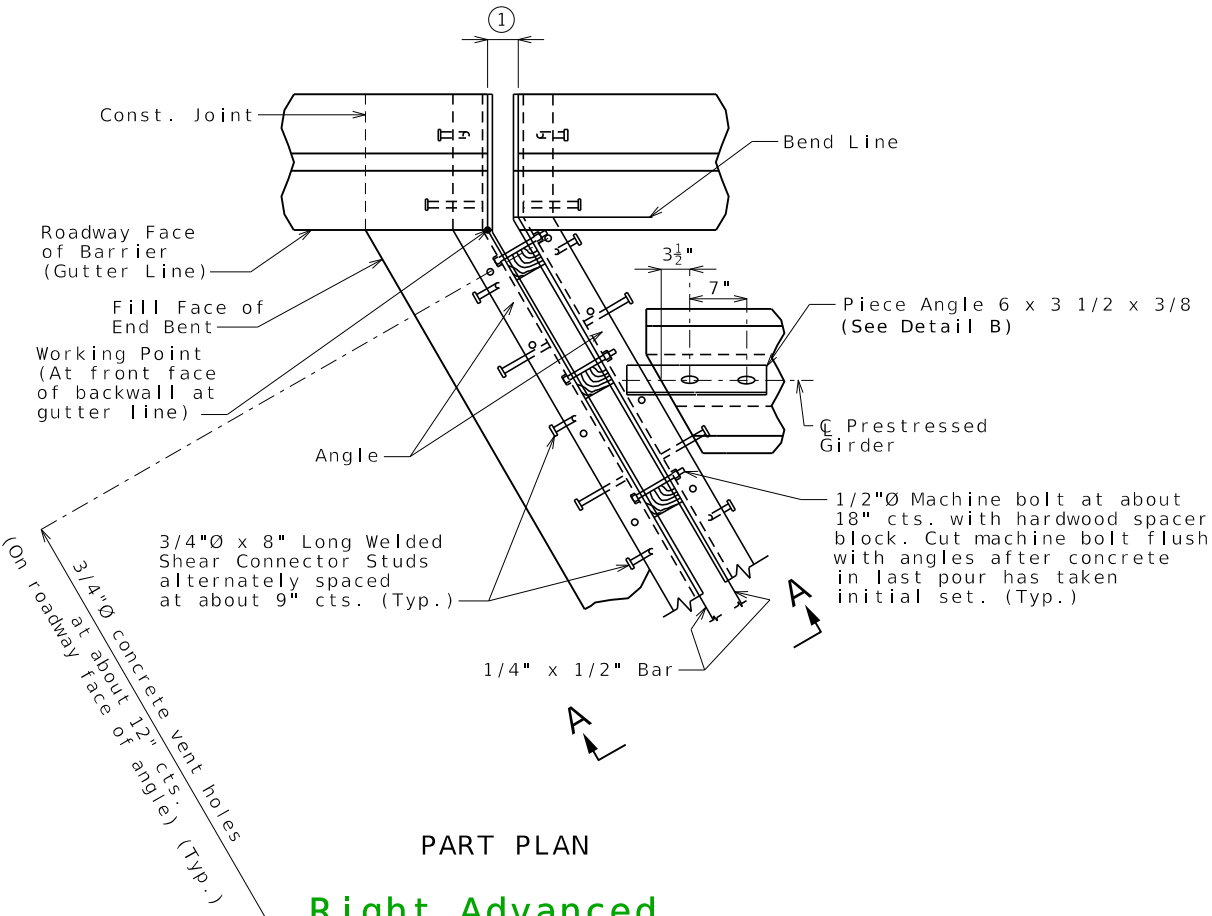
Ⓓ = Ⓐ @ 60°+ 3/4" (Min.). Verify only.

Delete panels for CIP slab.



PART PLAN

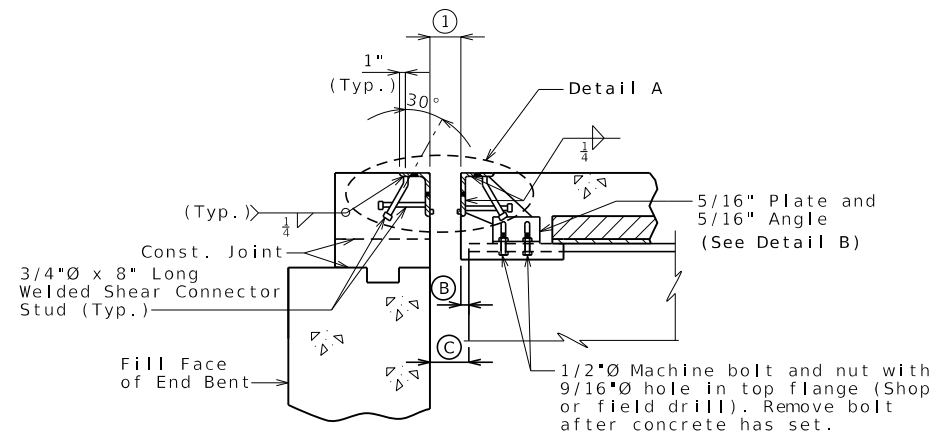
Left Advanced



PART PLAN

Right Advanced





GENERAL NOTES:

| Table of Transverse Preformed Compression Seal Expansion Joint System Dimensions |                                   |                                     |                                    |                                    |                                                                                      |        |        |        |              |           |
|----------------------------------------------------------------------------------|-----------------------------------|-------------------------------------|------------------------------------|------------------------------------|--------------------------------------------------------------------------------------|--------|--------|--------|--------------|-----------|
| Seal Width Perpendicular to Joint                                                | Height ③                          | Movement Capacity (Normal to Joint) | Min. Joint Width (Normal to Joint) | Max. Joint Width (Normal to Joint) | Allowed Installation Gap Normal to Joint at RDWY Surface @ Air/Surface Temperature ② |        |        |        | Manufacturer | Seal Name |
|                                                                                  |                                   |                                     |                                    |                                    | ①                                                                                    |        |        |        |              |           |
|                                                                                  |                                   |                                     |                                    |                                    | @ 40°F                                                                               | @ 50°F | @ 60°F | @ 70°F |              |           |
| 2.25"                                                                            | Manufacturer's Recommended Height | 0.85"                               | 1.06"                              | 1.91"                              | XXX                                                                                  | XXX    | XXX    | XXX    |              |           |
| 2.5"                                                                             | Manufacturer's Recommended Height | 1.00"                               | 1.13"                              | 2.13"                              | XXX                                                                                  | XXX    | XXX    | XXX    |              |           |
| 3.0"                                                                             | Manufacturer's Recommended Height | 1.30"                               | 1.25"                              | 2.55"                              | XXX                                                                                  | XXX    | XXX    | XXX    |              |           |
| 3.5"                                                                             | Manufacturer's Recommended Height | 1.60"                               | 1.38"                              | 2.98"                              | XXX                                                                                  | XXX    | XXX    | XXX    |              |           |
| 4.0"                                                                             | Manufacturer's Recommended Height | 1.83"                               | 1.57"                              | 3.40"                              | XXX                                                                                  | XXX    | XXX    | XXX    |              |           |
| 4.5"                                                                             | Manufacturer's Recommended Height | 2.27"                               | 1.56"                              | 3.83"                              | XXX                                                                                  | XXX    | XXX    | XXX    |              |           |

Note: Depth of seal shall not be less than width of seal.

② The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

[illegible]



STANDARD DRAWING GUIDANCE (do not show on plans):

For slab thickness < 8 1/2", check shear connector stud length for clearance to flange or diaphragm and adjust length as necessary. See Structural Project Manager.

Use standard detailing note H5.55 when polymer concrete wearing surface is used with a preformed compression seal.

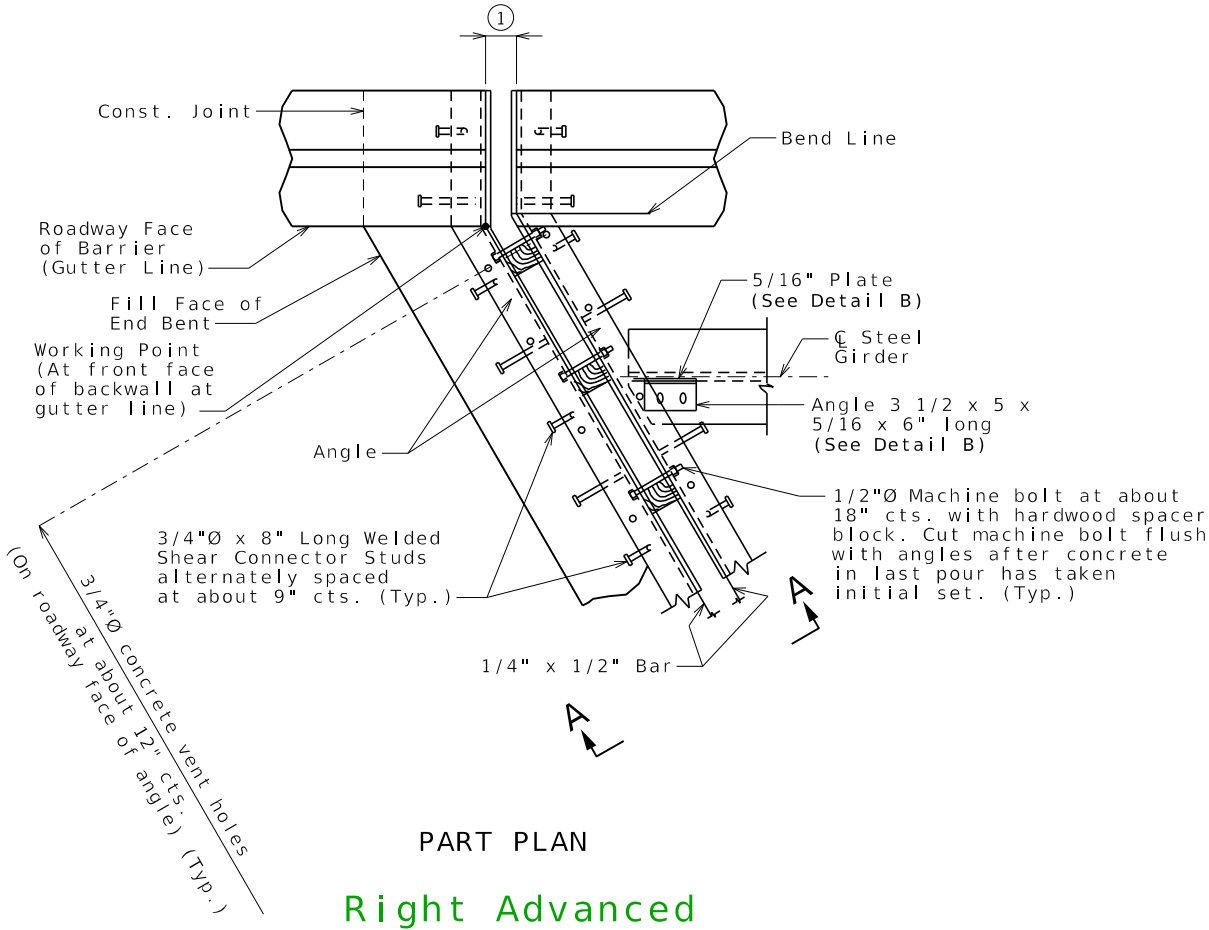
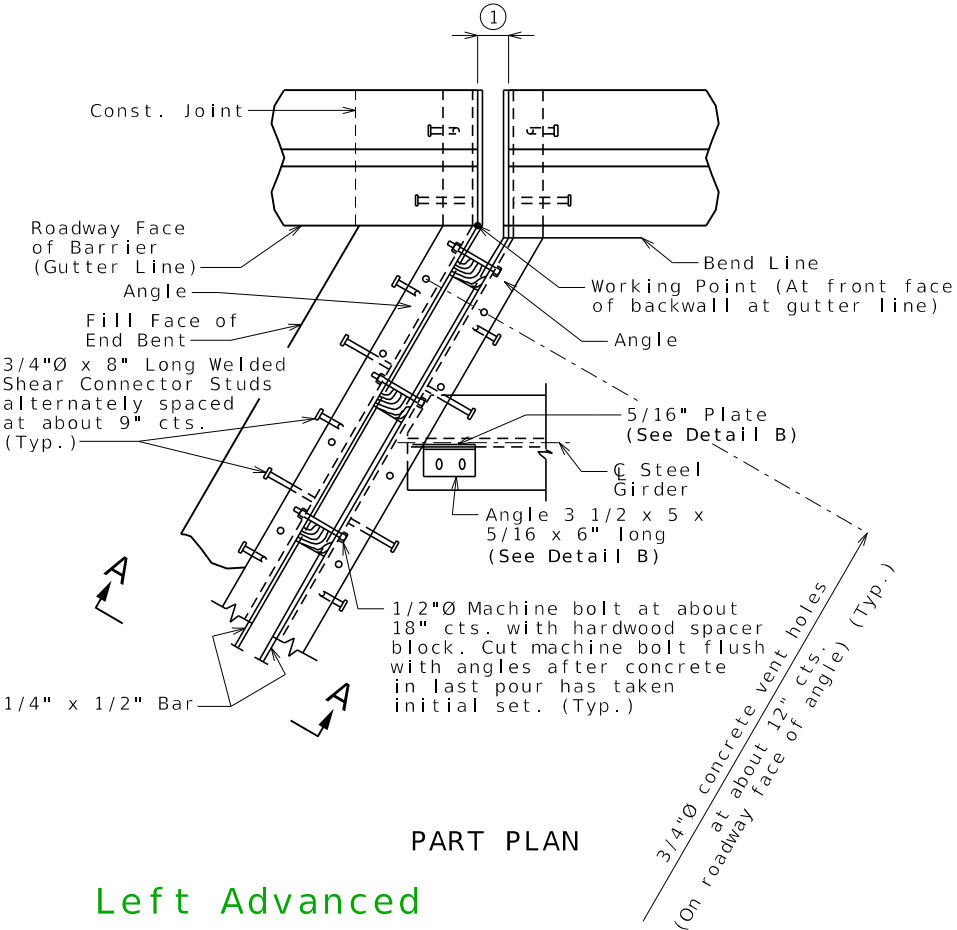
Remove non-applicable rows in table.

Ⓐ Use squared, left advanced or right advanced Part Plan as needed.

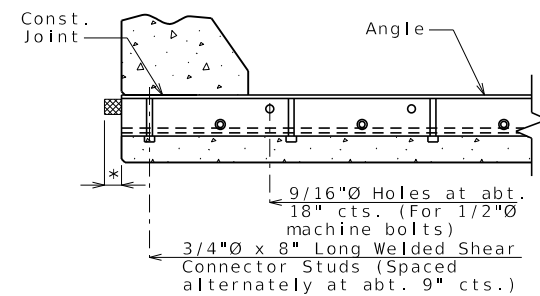
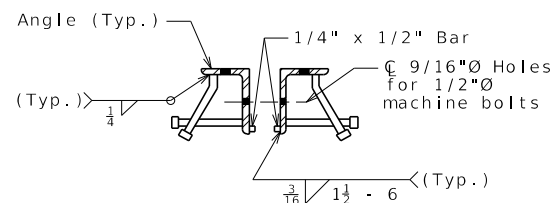
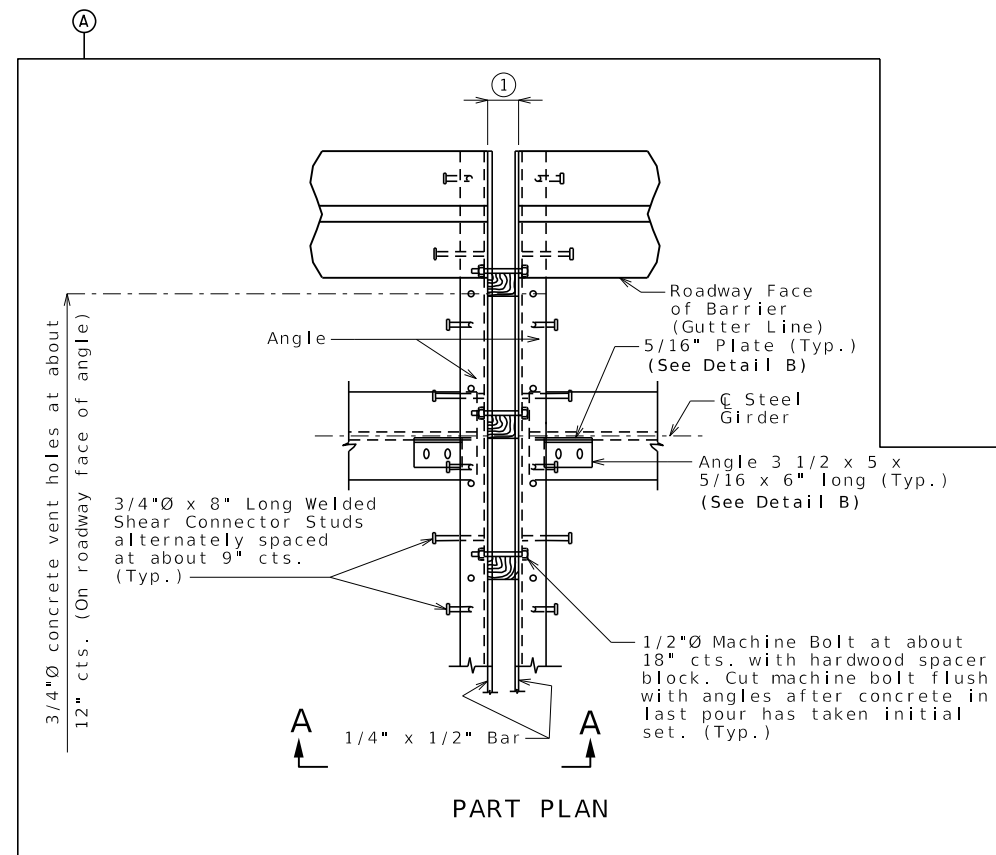
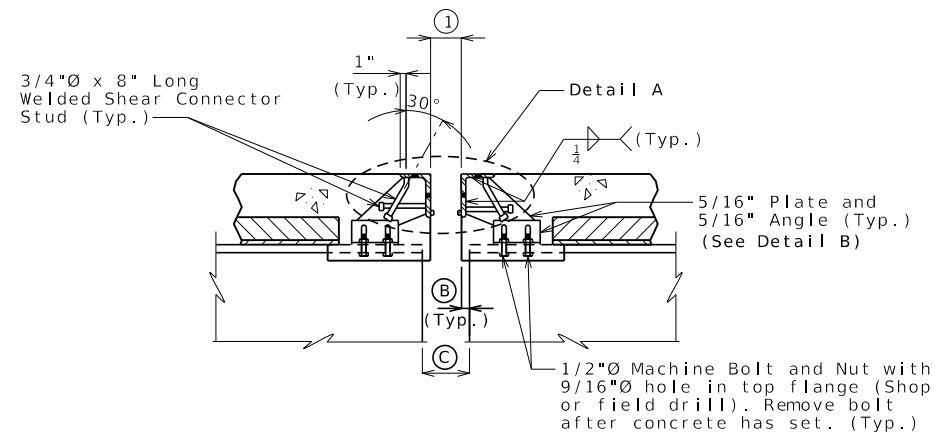
Ⓑ = 3/4" (Min.) @ 60°. Verify only.

Ⓒ = Ⓐ @ 60°+ 3/4" (Min.). Verify only.

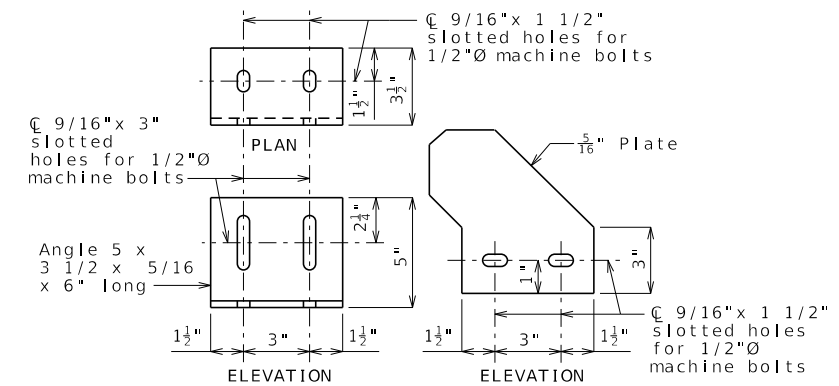
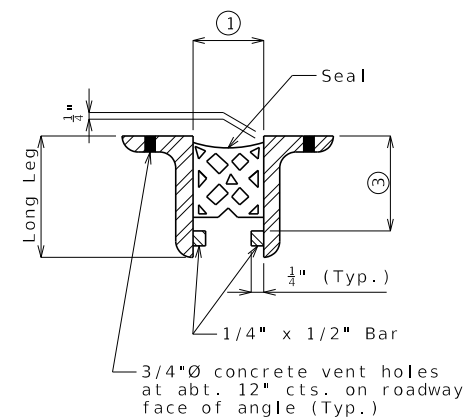
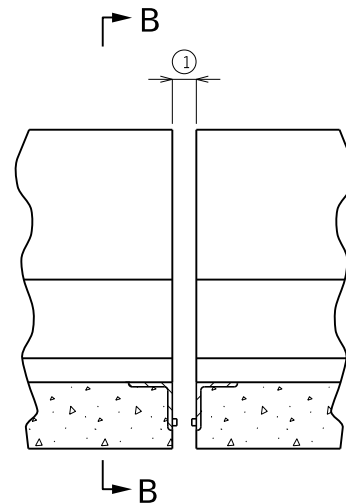
Delete panels for CIP slab.







\* Extend preformed compression seal  
3" past the edge of slab (Typ.)



GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 50 feet. A complete joint penetration groove welded splice shall be required. Welds shall be ground flush to provide a smooth surface. The expansion joint system shall be fabricated and installed to the crown and grade of the roadway.

Structural steel for the expansion joint system shall be ASTM A709 Grade 36. Anchors for the expansion joint system shall be in accordance with Sec 1037. Preformed compression seal expansion joint system shall be in accordance with Sec 717.

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Concrete shall be forced under armor angle and around anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

Longitudinal reinforcing steel shall be placed so that ends shall be 1" from the vertical leg of the angle at the expansion joint system.

### Table of Transverse Preformed Compression Seal Expansion Joint System Dimensions

| Seal Width<br>Perpendicular<br>to Joint | Height ③                             | Movement<br>Capacity<br>(Normal<br>to Joint) | Min. Joint<br>Width<br>(Normal<br>to Joint) | Max. Joint<br>Width<br>(Normal<br>to Joint) | Allowed Installation Gap<br>Normal to Joint at RDWY Surface<br>@ Air/Surface Temperature ② |        |        |        | Manufacturer | Seal Name |
|-----------------------------------------|--------------------------------------|----------------------------------------------|---------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------|--------|--------|--------|--------------|-----------|
|                                         |                                      |                                              |                                             |                                             | ①                                                                                          |        |        |        |              |           |
|                                         |                                      |                                              |                                             |                                             | @ 40°F                                                                                     | @ 50°F | @ 60°F | @ 70°F |              |           |
| 2.25"                                   | Manufacturer's<br>Recommended Height | 0.85"                                        | 1.06"                                       | 1.91"                                       | XXX                                                                                        | XXX    | XXX    | XXX    |              |           |
| 2.5"                                    | Manufacturer's<br>Recommended Height | 1.00"                                        | 1.13"                                       | 2.13"                                       | XXX                                                                                        | XXX    | XXX    | XXX    |              |           |
| 3.0"                                    | Manufacturer's<br>Recommended Height | 1.30"                                        | 1.25"                                       | 2.55"                                       | XXX                                                                                        | XXX    | XXX    | XXX    |              |           |
| 3.5"                                    | Manufacturer's<br>Recommended Height | 1.60"                                        | 1.38"                                       | 2.98"                                       | XXX                                                                                        | XXX    | XXX    | XXX    |              |           |
| 4.0"                                    | Manufacturer's<br>Recommended Height | 1.83"                                        | 1.57"                                       | 3.40"                                       | XXX                                                                                        | XXX    | XXX    | XXX    |              |           |
| 4.5"                                    | Manufacturer's<br>Recommended Height | 2.27"                                        | 1.56"                                       | 3.83"                                       | XXX                                                                                        | XXX    | XXX    | XXX    |              |           |

Note: Depth of seal shall not be less than width of seal.

Size of armor angle:  
Vertical leg of angle shall be a minimum of Manufacturer's Recommended Height ③ + 3/4". Horizontal leg of angle shall be a minimum of 3". Minimum thickness of angle shall be 1/2".

② The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

MoDOT Construction personnel will record the manufacturer and seal name that was used.

Detailed  
Checked

PREFORMED COMPRESSION SEAL EXPANSION JOINT SYSTEM AT INTERMEDIATE BENT NO.

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

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|---------------|-----------|
| DATE PREPARED |           |
| 10/16/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 000       |
| COUNTY        |           |

JOB NO.

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| CONTRACT ID. |
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| PROJECT NO. |
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BRIDGE NO.

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JEFFERSON CITY, MO 65102  
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STANDARD DRAWING GUIDANCE (do not show on plans):

For slab thickness < 8 1/2", check shear connector stud length for clearance to flange or diaphragm and adjust length as necessary. See Structural Project Manager.

Use standard detailing note H5.55 when polymer concrete wearing surface is used with a preformed compression seal.

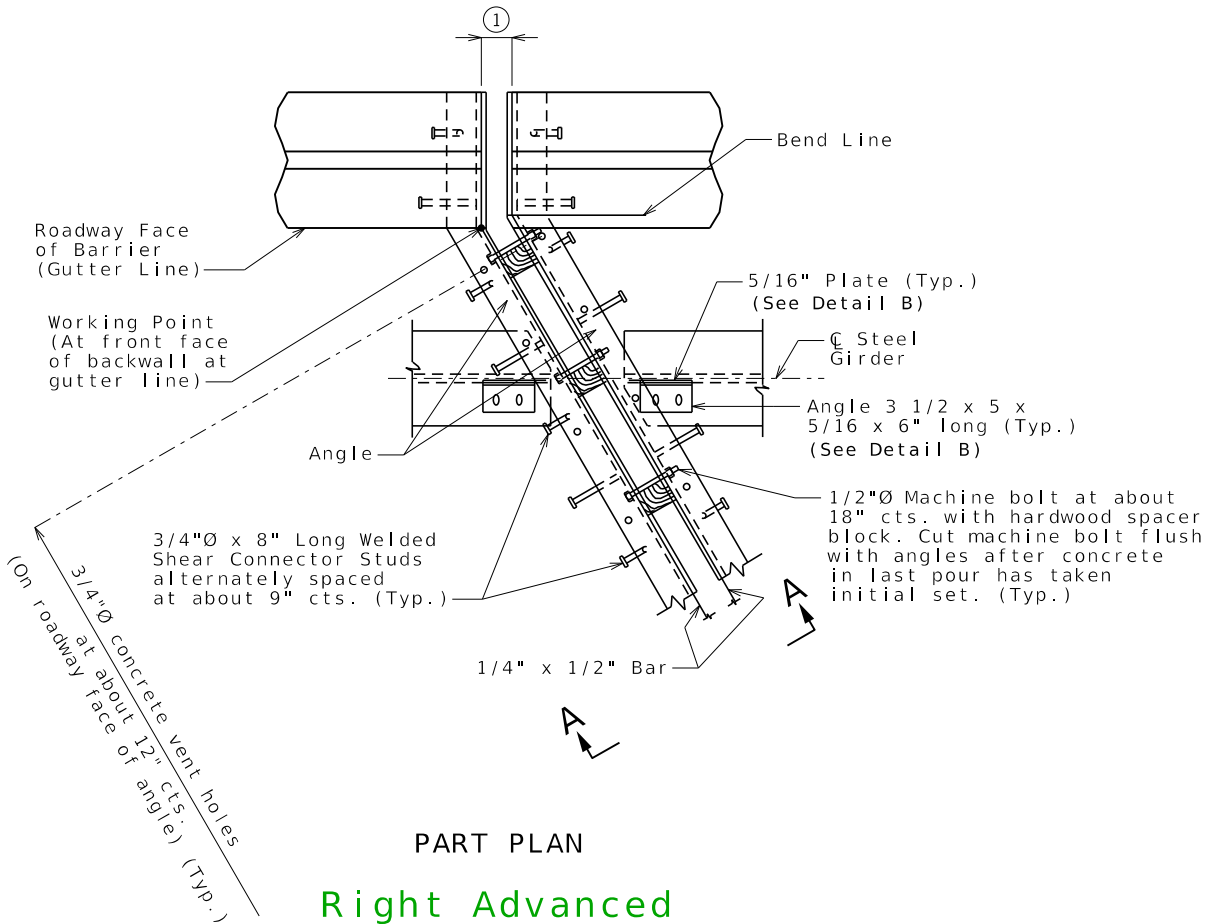
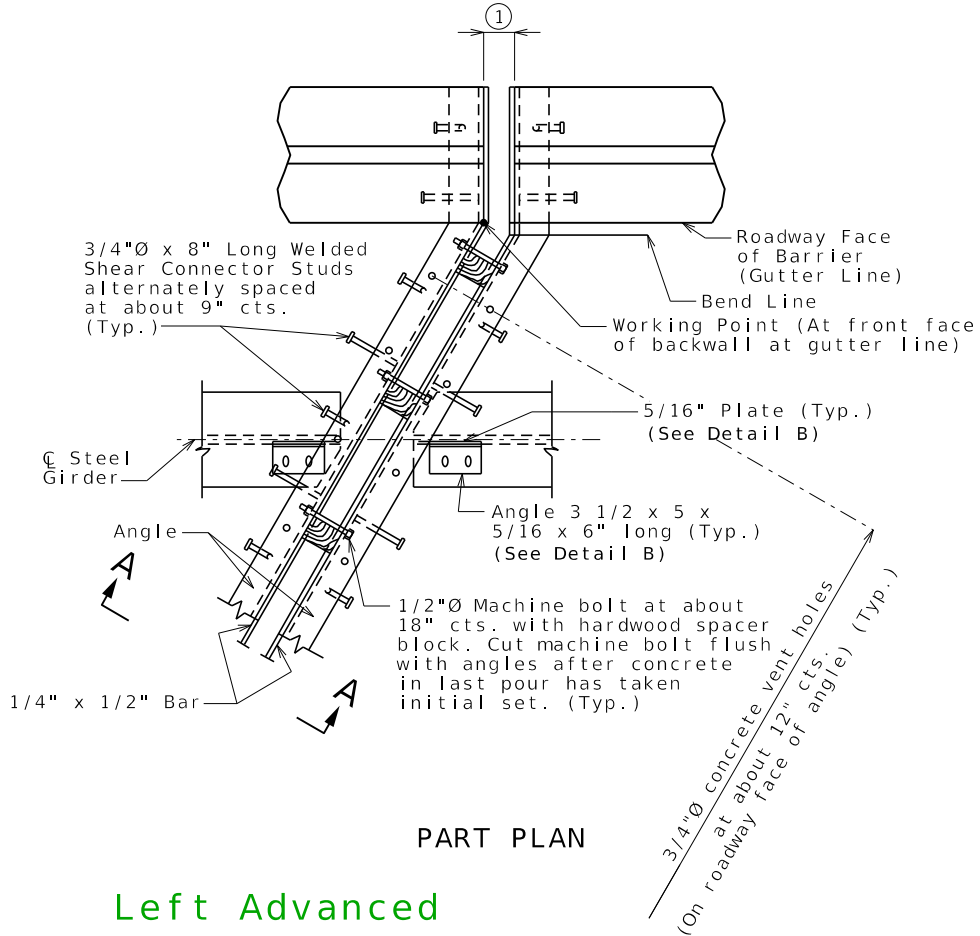
Remove non-applicable rows in table.

Ⓐ Use squared, left advanced or right advanced Part Plan as needed.

Ⓑ = 3/4" (Min.) @ 60° Verify only.

Ⓒ = Ⓐ @ 60°+ 3/4" (Min.) Verify only.

Delete panels for CIP slab.





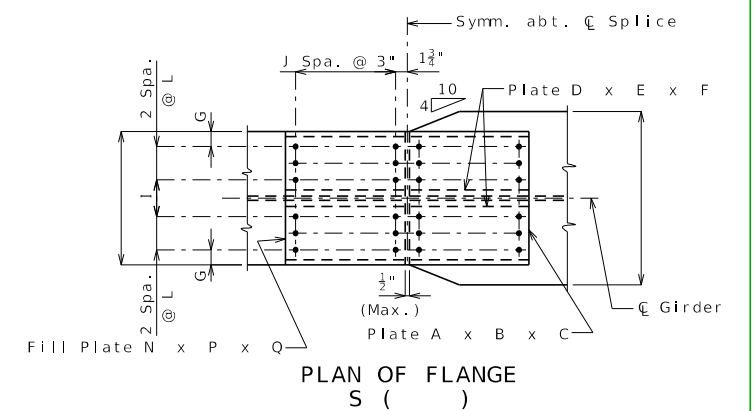
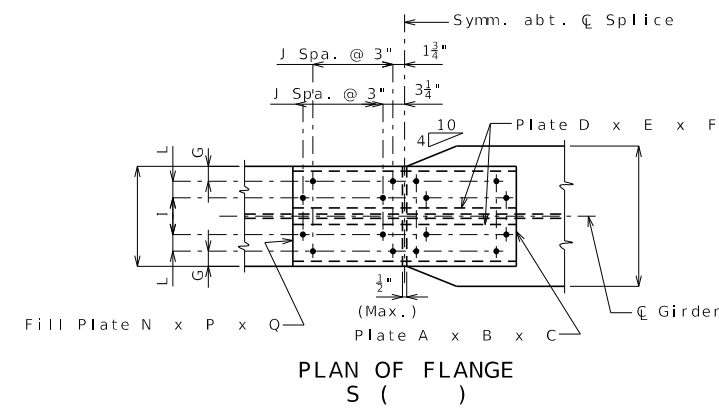
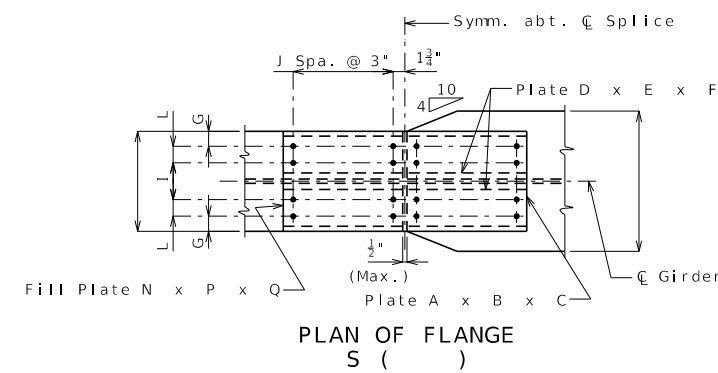
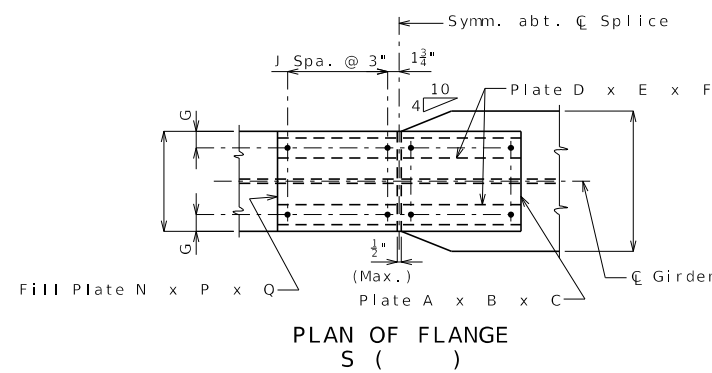
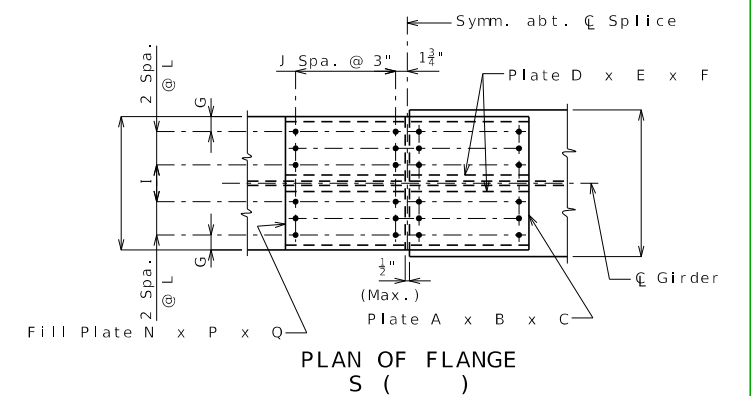
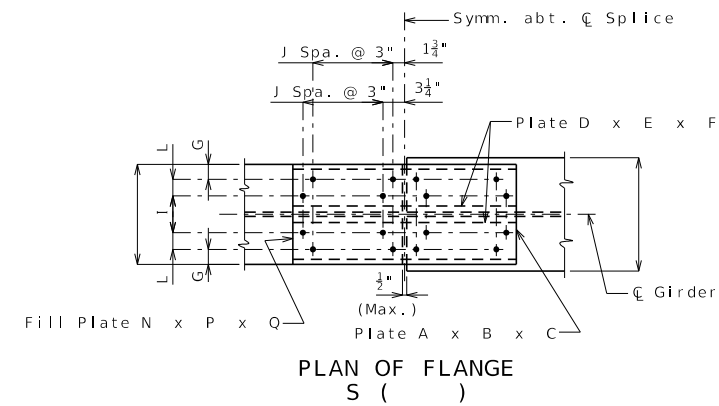
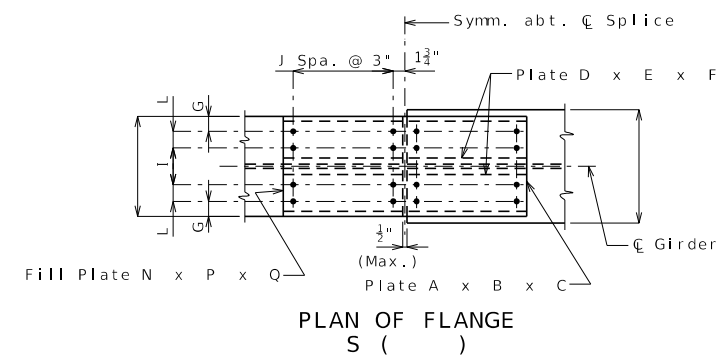
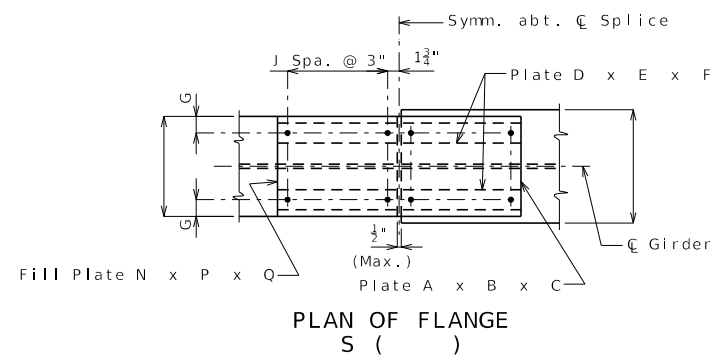
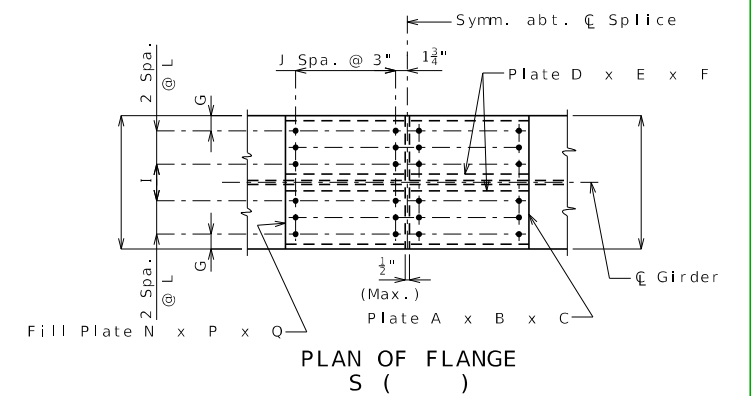
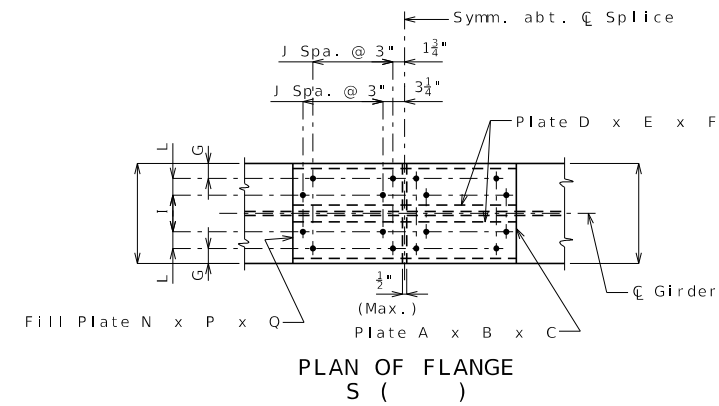
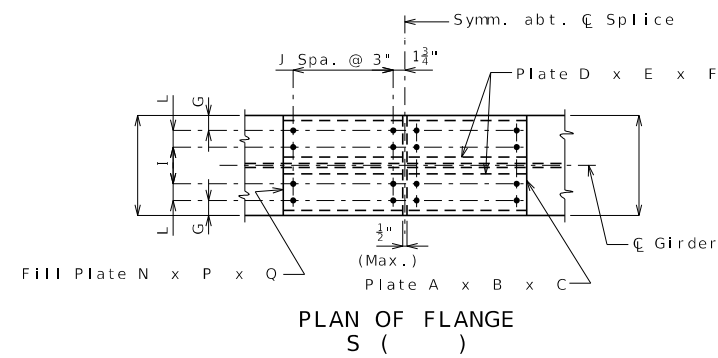
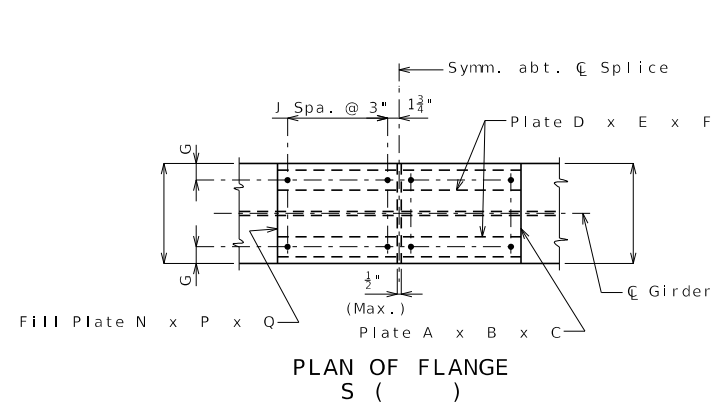




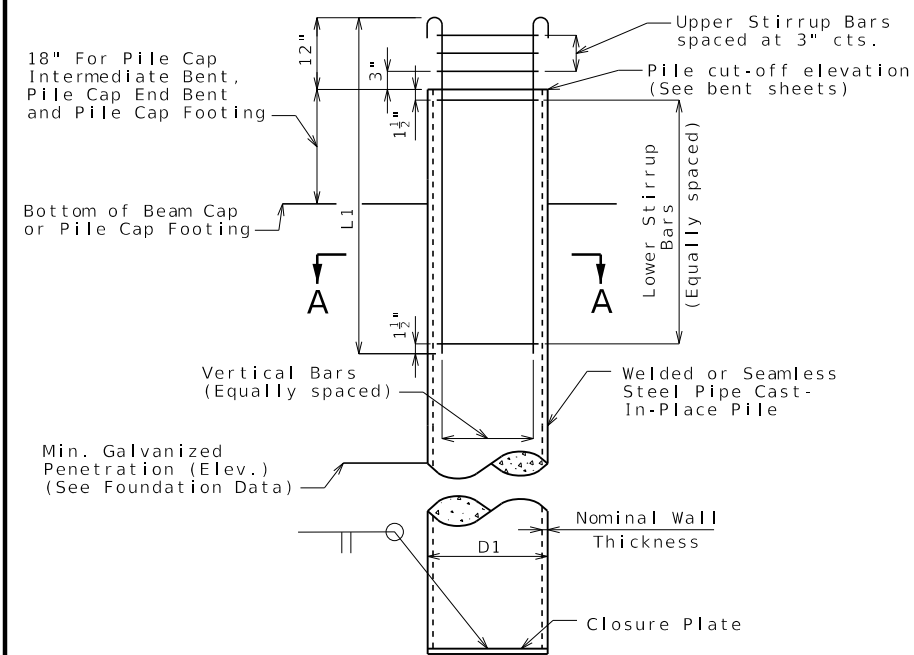




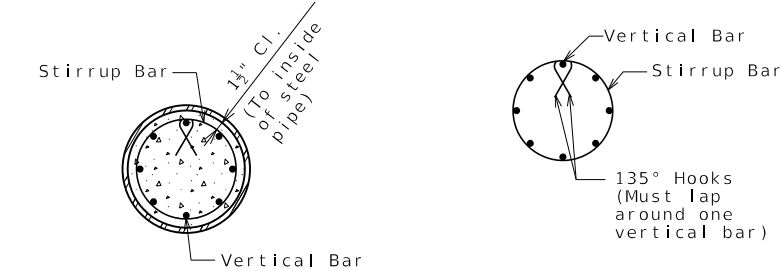
## PGS02      Alternate Details





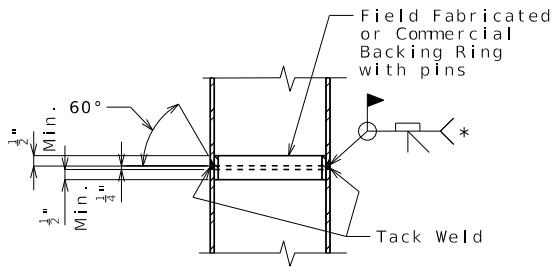


GALVANIZED CLOSED ENDED CAST-IN-PLACE (CECIP) CONCRETE PILE WITHOUT PILE POINT REINFORCEMENT



SECTION A-A

DETAIL OF SEISMIC STIRRUP BAR



STEEL PIPE PILE SPLICE

\* Galvanizing material shall be omitted or removed one inch clear of weld locations in accordance with Sec 702.

| Cruciform Pile Point Reinforcement Data |        |         |         |         |
|-----------------------------------------|--------|---------|---------|---------|
| D1, CECIP Pile (O.D.)                   | 14"    | 16"     | 20"     | 24"     |
| B1                                      | 14"    | 16"     | 20"     | 24"     |
| B2                                      | 6"     | 7"      | 8 7/8"  | 10 5/8" |
| B3                                      | 5 7/8" | 6 7/8"  | 8 3/4"  | 10 1/2" |
| B4                                      | 6 5/8" | 7 5/8"  | 9 1/2"  | 11 1/4" |
| B5                                      | 2"     | 2"      | 2 1/4"  | 2 3/4"  |
| B6                                      | 3/4"   | 3/4"    | 1"      | 1 1/2"  |
| H1                                      | 9 1/8" | 10 1/2" | 13"     | 15 3/8" |
| H2                                      | 8 1/8" | 9 1/2"  | 12"     | 14 3/8" |
| H3                                      | 8 3/8" | 9 3/4"  | 12 1/4" | 14 5/8" |
| T1 and T2 Plate Thickness               | 3/4"   | 3/4"    | 1"      | 1 1/2"  |

| Galvanized Closed Ended Cast-In-Place (CECIP) Concrete Pile Data |   |   |   |   |
|------------------------------------------------------------------|---|---|---|---|
| Bent Number                                                      | 1 | 2 | 3 | 4 |
| D1, CECIP Pile (O.D.)                                            | x |   |   |   |
| Min. Nominal Wall Thickness                                      | x |   |   |   |
| Closure Plate Thickness                                          | x |   |   |   |
| Pile Point Reinforcement                                         | x |   |   |   |
| Vertical Bars                                                    | x |   |   |   |
| L1, Length of Vertical Bars                                      | x |   |   |   |
| Upper Stirrup Bars                                               | x |   |   |   |
| Lower Stirrup Bars                                               | x |   |   |   |

Notes:

Welded or seamless steel shell (pipe) shall be ASTM A252 Modified Grade 3 (fy = 50,000 psi) with physical and chemical requirements that meet ASTM A572 Grade 50. Pipe certification and source material certification shall be required.

Concrete for cast-in-place pile shall be Class B-1.

Steel for closure plate shall be ASTM A709 Grade 50.

Steel for cruciform pile point reinforcement shall be ASTM A709 Grade 50.

Steel casting for conical pile point reinforcement shall be ASTM A148 Grade 90-60.

The minimum wall thickness of any spot or local area of any type shall not be more than 12.5% under the specified nominal wall thickness.

The contractor shall determine the pile wall thickness required to avoid damage from all driving activities, but wall thickness shall not be less than the minimum specified. No additional payment will be made for furnishing a thicker pile wall than specified on the plans.

Closure plate shall not project beyond the outside diameter of the pipe pile. Satisfactory weldments may be made by beveling tip end of pipe or by use of inside backing rings. In either case, proper gaps shall be used to obtain weld penetration full thickness of pipe. Payment for furnishing and installing closure plate will be considered completely covered by the contract unit price for Galvanized Cast-In-Place Concrete Piles.

Splices of pipe for cast-in-place concrete pile shall be made watertight and to the full strength of the pipe above and below the splice to permit hard driving without damage. Pipe damaged during driving shall be replaced without cost to the state. Pipe sections used for splicing shall be at least 5 feet in length.

At the contractor's option, the hooks of vertical bars embedded in the beam cap may be oriented inward or outward.

The hooks of vertical bars embedded in the beam cap should not be turned outward, away from the pile core.

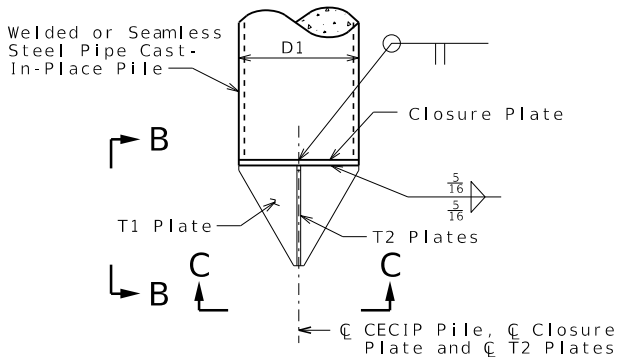
The hook of vertical bars embedded in the pile cap footing should be oriented outward for all seismic categories.

Closure plate need not be galvanized.

Reinforcing steel for cast-in-place piles is included in the Bill of Reinforcing Steel.

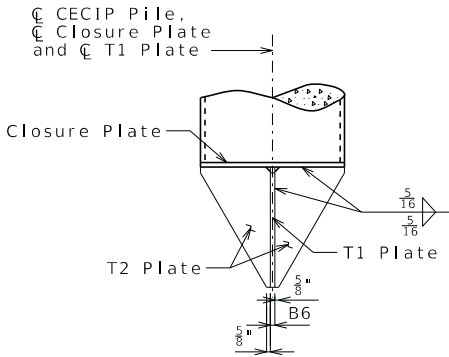
All reinforcement for cast-in-place pile at end bents is included in the Estimated Quantities for Slab on Ties. Reinforcement for cast-in-place pile at intermediate bents is included in the substructure quantity tables.

For Foundation Data table, see Sheet No. .

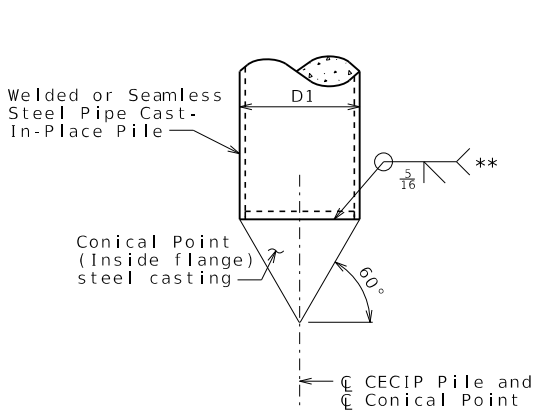


CRUCIFORM PILE POINT

Note: Cost of closure plate is included with cast-in-place concrete pile.



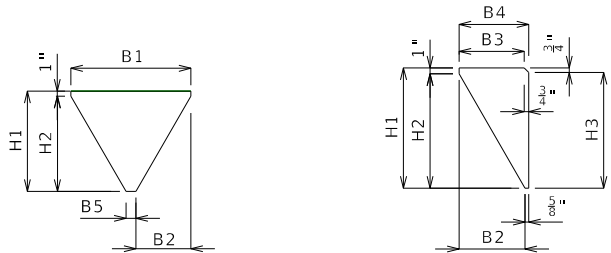
ELEVATION B-B



MANUFACTURED CONICAL PILE POINT

(Omit closure plate)

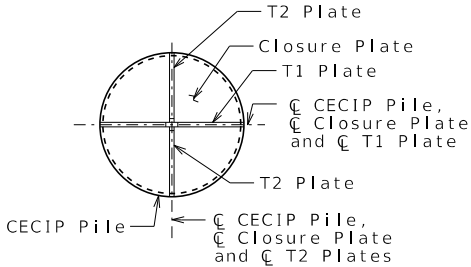
\*\* If the conical pile point is not pre-beveled, place a 3/8" bevel at 40 degrees on the pipe.



T1 PLATE DETAILS

T2 PLATE DETAILS

(2 REQUIRED)



SECTION C-C

CRUCIFORM PILE POINT REINFORCEMENT

GALVANIZED CLOSED ENDED CAST-IN-PLACE (CECIP) CONCRETE PILE

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Standard Drawing Guidance (do not show on plans):

Do not use 20" and 24" diameter closed ended cast-in-place (CECIP) concrete pile without approval of Structural Project Manager or Liaison.

①

| Typical Data for CECIP Piles            |                                                                              |           |           |            |
|-----------------------------------------|------------------------------------------------------------------------------|-----------|-----------|------------|
| D1, CECIP Pile (O.D.) (by design)       | 14"                                                                          | 16"       | 20"       | 24"        |
| Min. Nominal Wall Thickness (by design) | 1/2" (See EPG 751.36.2.2.2 for commonly available nominal wall thicknesses.) |           |           |            |
| Closure Plate Thickness ④               | 3/4"                                                                         |           | 1"        | 1 1/2"     |
| Pile Point Reinforcement                | "Cruciform", "Conical" or "None"                                             |           |           |            |
| Vertical Bars                           | 6-#5-Vxxx                                                                    | 6-#6-Vxxx | 8-#6-Vxxx | 12-#6-Vxxx |
| L1, Length of Vertical Bars             | 5'-3"                                                                        |           | 7'-3"     |            |
| Upper Stirrup Bars                      | 3-#4-Pxxx                                                                    |           |           |            |
| Lower Stirrup Bars                      | 5-#4-Pxxx                                                                    |           | 7-#4-Pxxx |            |

② For LFD seismic performance category (SPC) A and LRFD seismic design category (SDC) A, minimum number of vertical bars, size and length and seismic stirrup bar information is provided in Galvanized Closed Ended Cast-In-Place (CECIP) Concrete Pile Data. Modify reinforcement size, length of vertical bars (L1), number of vertical bars, number of stirrup bars, and bar mark information as needed for specific project.

Min. L1 = 5'-3" for 14"Ø and 16"Ø CECIP &  
7'-3" for 20"Ø and 24"Ø CECIP

Min. Lower Stirrup Bars = 5-#4 for 14"Ø and 16"Ø CECIP &  
7-#4 for 20"Ø and 24"Ø CECIP

Min. Vertical Bars = 6-#5 for 14"Ø CECIP,  
6-#6 for 16"Ø CECIP,  
8-#6 for 20"Ø CECIP &  
12-#6 for 24"Ø CECIP

For SPC B, C and D, modify reinforcement as needed to meet AASHTO 17th edition (LFD) and for SDC B, C and D, modify reinforcement as needed to meet AASHTO Guide Specification for LRFD Seismic Bridge Design (SGS).

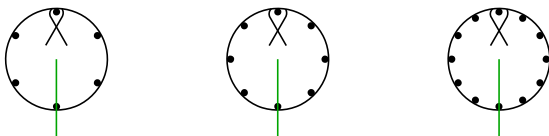
③ For non-integral end bents, revise wording as shown in EPG 751.50 (Note G5a13). For continuous concrete slab bridges, replace this note with standard note G5a14.

④

| Minimum Closure Plate Thickness |                                      |                                             |
|---------------------------------|--------------------------------------|---------------------------------------------|
| CECIP Pile (O.D.), D1           | No pile point reinforcement required | Cruciform pile point reinforcement required |
| 14"                             | 3/4"                                 | 3/4"                                        |
| 16"                             | 3/4"                                 | 3/4"                                        |
| 20"                             | 3/4"                                 | 1"                                          |
| 24"                             | 3/4"                                 | 1 1/2"                                      |

⑤ Use appropriate note based on seismic category (See EPG 751.50, Notes G5a9a & G5a9b)

⑥ These details of bar array 6, 8 and 12 count, can be used as needed in sheet details "Section A-A" & "DETAIL OF SEISMIC STIRRUP BAR" by using centroid as the handle.









PILE02\_OECIP      Guidance

Standard Drawing Guidance (do not show on plans):

Do not use 20" and 24" diameter open ended cast-in-place (OECIP) concrete pile without approval of Structural Project Manager or Liaison.

①

| Typical Data for OECIP Piles            |                                                                              |           |           |            |
|-----------------------------------------|------------------------------------------------------------------------------|-----------|-----------|------------|
| D1, OECIP Pile (O.D.) (by design)       | 14"                                                                          | 16"       | 20"       | 24"        |
| Min. Nominal Wall Thickness (by design) | 1/2" (See EPG 751.36.2.2.2 for commonly available nominal wall thicknesses.) |           |           |            |
| Pile Point Reinforcement                | **" (add note below) or "None"                                               |           |           |            |
| Min. Pile Cleanout Penetration (Elev.)  | 300                                                                          | 302       | 282       | 295        |
| Vertical Bars                           | 6-#5-Vxxx                                                                    | 6-#6-Vxxx | 8-#6-Vxxx | 12-#6-Vxxx |
| L1, Length of Vertical Bars             | 5'-3"                                                                        |           | 7'-3"     |            |
| Upper Stirrup Bars                      | 3-#4-Pxxx                                                                    |           |           |            |
| Lower Stirrup Bars                      | 5-#4-Pxxx                                                                    |           | 7-#4-Pxxx |            |

\*\* Open ended cutting shoe

② For LFD seismic performance category (SPC) A and LRFD seismic design category (SDC) A, minimum number of vertical bars, size and length and seismic stirrup bar information is provided in Galvanized Open Ended Cast-In-Place (OECIP) Concrete Pile Data. Modify reinforcement size, length of vertical bars (L1), number of vertical bars, number of stirrup bars, and bar mark information as needed for specific project.

Min. L1 = 5'-3" for 14"Ø and 16"Ø OECIP &

7'-3" for 20"Ø and 24"Ø OECIP

Min. Lower Stirrup Bars = 5-#4 for 14"Ø and 16"Ø OECIP &

7-#4 for 20"Ø and 24"Ø OECIP

Min. Vertical Bars = 6-#5 for 14"Ø OECIP,

6-#6 for 16"Ø OECIP,

8-#6 for 20"Ø OECIP &

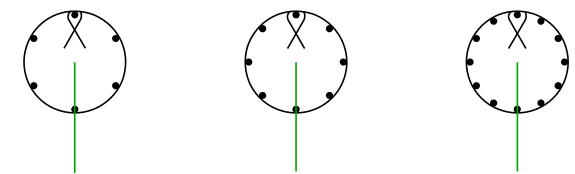
12-#6 for 24"Ø OECIP

For SPC B, C and D, modify reinforcement as needed to meet AASHTO 17th edition (LFD) and for SDC B, C and D, modify reinforcement as needed to meet AASHTO Guide Specification for LRFD Seismic Bridge Design (SGS).

③ For non-integral end bents, revise wording as shown in EPG 751.50 (Note G5b10). For continuous concrete slab bridges, replace this note with standard note G5b11.

④ Use appropriate note based on seismic category (See EPG 751.50, Notes G5b7a & G5b7b)

⑤ These details of bar array 6, 8 and 12 count, can be used as needed in sheet details "Section A-A" & "DETAIL OF SEISMIC STIRRUP BAR" by using centroid as the handle.





Standard Drawing Guidance (Do not show on plans):

Sheet for piles WITHOUT dynamic pile testing.

Draw layout with bents labeled and provide numbering of piles. List in the tables the piles grouped by bents with the name of the bent included in the remarks column as a header for the piles located at that bent. Provide two blank rows after the last pile of each bent grouping to allow for additions in the field.

Combine with As-Built Drilled Shaft Data if both piles and drilled shafts are shown on same sheet.

PART PLAN SHOWING PILE NUMBERING FOR RECORDING AS-BUILT PILE DATA

[illegible][illegible][illegible]

Note:  
Indicate in remarks column:  
A. Pile type and grade  
B. Batter  
C. Driven to practical refusal

This sheet to be completed by MoDOT construction personnel.

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/16/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
| BR            | 3         |
| COUNTY        |           |

OB NO.


CONTRACT ID.

PROJECT NO.

BRIDGE NO.

[illegible]

**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

 **MoDOT**

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

100 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of



Standard Drawing Guidance (Do not show on plans):

Sheet for piles WITH dynamic pile testing.

Draw layout with bents labeled and provide numbering of piles. List in the tables the piles grouped by bents with the name of the bent included in the remarks column as a header for the piles located at that bent. Provide two blank rows after the last pile of each bent grouping to allow for additions in the field.

Combine with As-Built Drilled Shaft Data if both  
piles and drilled shafts are shown on same sheet.

PART PLAN SHOWING PILE NUMBERING FOR RECORDING AS-BUILT PILE DATA

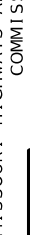
[illegible][illegible][illegible]

Note:  
Indicate in remarks column:  
A. Pile type and grade  
B. Batter  
C. Driven to practical refusal  
D. PDA test pile  
E. Minimum tip elevation controlled  
(Use when actual blow count is less than PDA blow count due to minimum tip elevation requirement. A plus sign (+) shall be placed after the PDA nominal axial compressive resistance value indicating actual value is higher than PDA value.)

This sheet to be completed by MoDOT construction personnel.

|               |             |            |  |
|---------------|-------------|------------|--|
| DATE PREPARED |             | 10/16/2023 |  |
| ROUTE         |             | STATE      |  |
| DISTRICT      |             | SHEET NO.  |  |
| BR            |             | 4          |  |
| COUNTY        |             |            |  |
| JOB NO.       |             |            |  |
| CONTRACT ID.  |             |            |  |
| PROJECT NO.   |             |            |  |
| BRIDGE NO.    |             |            |  |
| DATE          | DESCRIPTION |            |  |
|               |             |            |  |
|               |             |            |  |
|               |             |            |  |
|               |             |            |  |
|               |             |            |  |
|               |             |            |  |
|               |             |            |  |

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 6'-7" for #5-S1 actual length and 6'-1" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to C Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to C Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑦

Strand location not available when vent pipe is required.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 6'-7" for #5-S1 actual length and 6'-1" for #5-S2 actual length.
- ③

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- Extend A bars to C Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
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When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to C Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑦

Strand location not available when vent pipe is required.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 7'-3" for #5-S1 actual length and 6'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to  $\text{\textcircled{C}}$  Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to  $\text{\textcircled{C}}$  Beam.

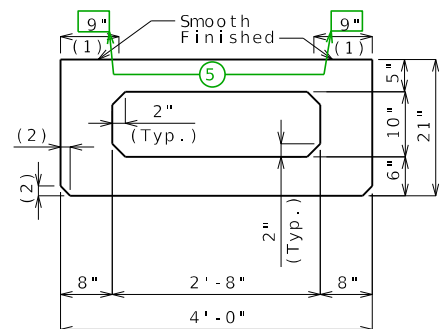
- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑦

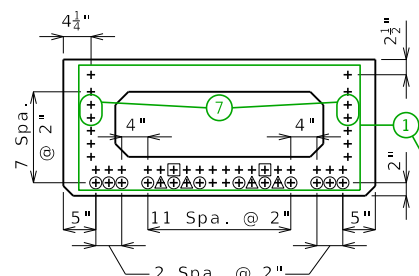
Strand location not available when vent pipe is required.





(1) Fabricator shall apply a bond breaker to this region excluding where joint filler will be applied.

(2)  $1\frac{1}{2}$ " (Typ.) ( $\frac{3}{4}$ " Optional)



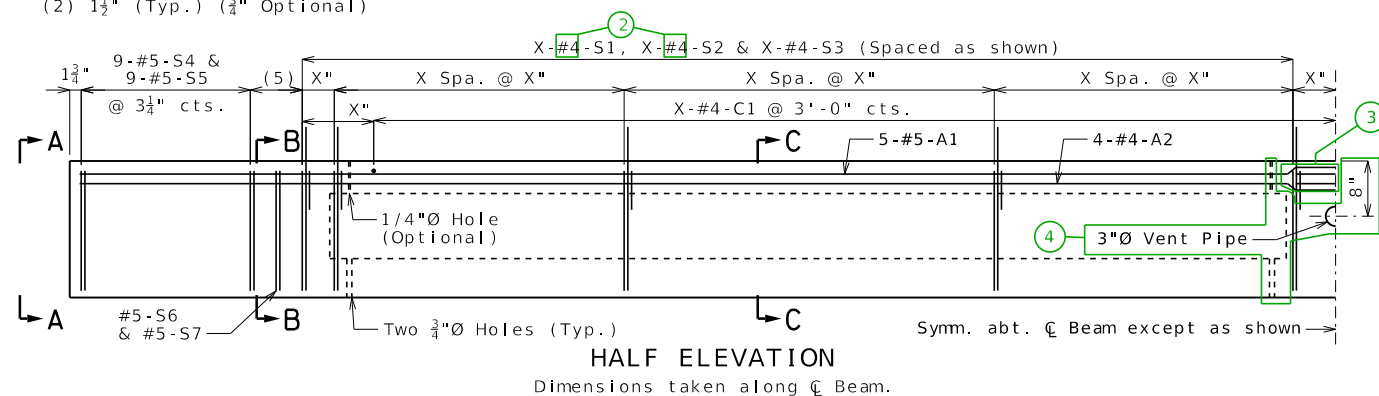
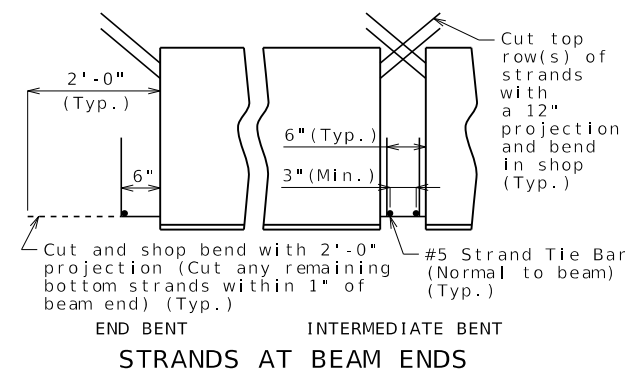
All strands are fully bonded unless otherwise noted.

+ Indicates prestressing strand.

○ Indicates cut and shop bend  
with 2'-0" projection.

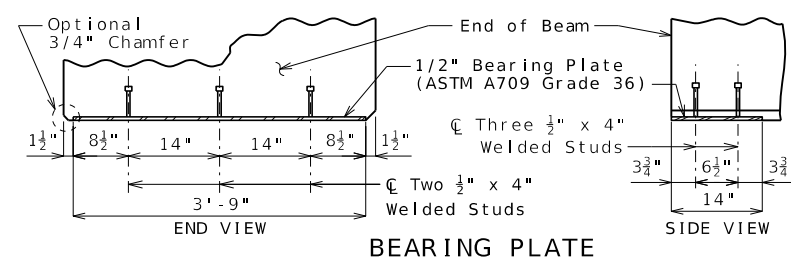
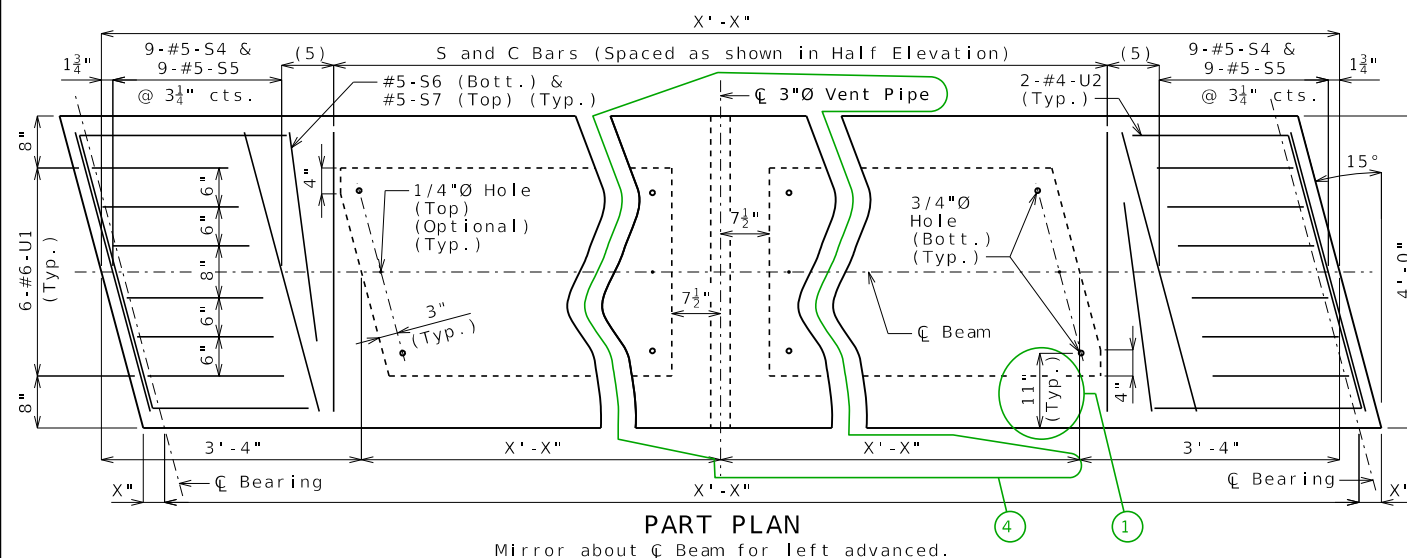
☐ Indicates debonded for  $X'-X$  from end of beam.

Δ Indicates debonded for X'-X from end of beam.



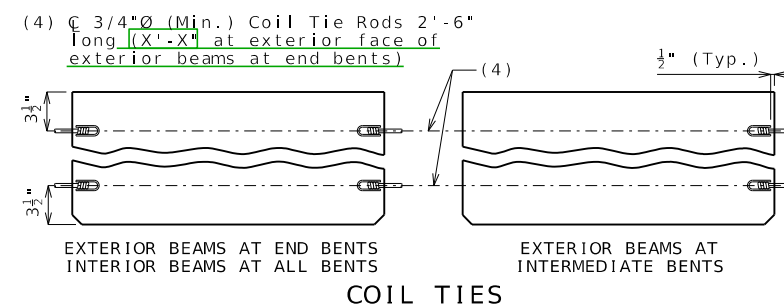
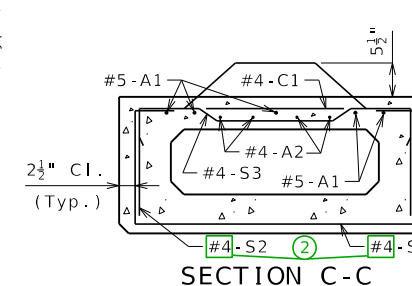
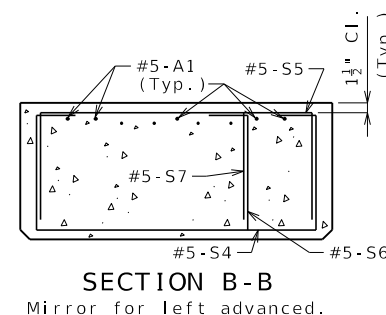
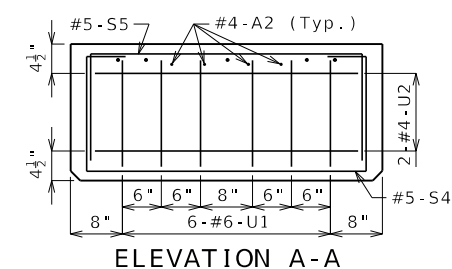
(5) 2 Spa. @ 4"

Strands not shown for clarity.



SPREAD BOX BEAMS - SPANS (X-X) AND (X-X)

Note: This drawing is not to scale. Follow dimensions.



| BILL OF REINFORCING STEEL - EACH BEAM |             |               |       |                 |
|---------------------------------------|-------------|---------------|-------|-----------------|
| NO.                                   | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM |
| 10                                    | 5 A1        | X' - X"       | 20    |                 |
| 8                                     | 4 A2        | X' - X"       | 20    |                 |
|                                       |             |               |       |                 |
| X                                     | 4 C1        | 3' - 7"       | 20    |                 |
| X                                     | 4 S1        | 7' - 0"       | 10S   |                 |
| X                                     | 4 S2        | 6' - 10"      | 51S   |                 |
| X                                     | 4 S3        | 4' - 6"       | 50S   |                 |
| 18                                    | 5 S4        | 7' - 4"       | 10S   |                 |
| 18                                    | 5 S5        | 6' - 6"       | 10S   |                 |
| 2                                     | 5 S6        | 6' - 4"       | 10S   |                 |
| 2                                     | 5 S7        | 5' - 6"       | 10S   |                 |
|                                       |             |               |       |                 |
| 12                                    | 6 U1        | 4' - 7"       | 10S   |                 |
| 4                                     | 4 U2        | 8' - 4"       | 21S   |                 |
|                                       |             |               |       |                 |
|                                       |             |               |       |                 |
|                                       |             |               |       |                 |
|                                       |             |               |       |                 |

All dimensions are out to out. Use symmetry for dimensions not shown.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch, unless otherwise shown.

All reinforcement shall be ASTM A615 or A706 Grade 60.

All S2 bars shall be epoxy coated.

General Notes:

Concrete for prestressed beams shall be Class A-1 with  $f'_c =$  psi and  $f'_{ci} =$  psi.

Use strands, "Ø Grade 270,  
with an initial prestress force of  
6  kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior beams are the same except: coil ties, application of bond breaker, coil inserts for slab drains.

For Beam Camber Diagram, see Sheet  
No. .

For location of coil inserts at  
slab drains, see Sheet No. .

For location of coil ties at  
concrete bent diaphragms, see  
Sheets No.        and        .

[illegible]



STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 7'-3" for #5-S1 actual length and 6'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to  $\text{\textcircled{C}}$  Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to  $\text{\textcircled{C}}$  Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑦

Strand location not available when vent pipe is required.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 7'-4" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to  $\text{\textcircled{C}}$  Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to  $\text{\textcircled{C}}$  Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑦

Strand location not available when vent pipe is required.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ① Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ② Revise if #5 is required. Use 7'-4" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③ Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to C Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④ Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to C Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤ Revise minimum dimension if required by design.
- ⑥ By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑦ Strand location not available when vent pipe is required.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 8'-4" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to C Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to C Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 8'-4" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to C Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

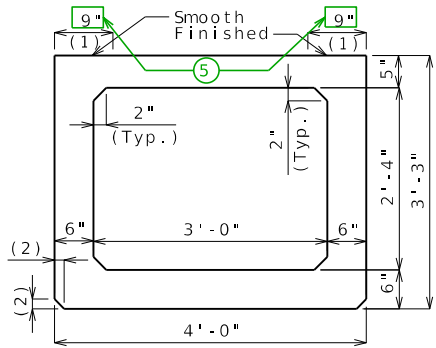
- In Half Elev. extend hidden lines to C Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

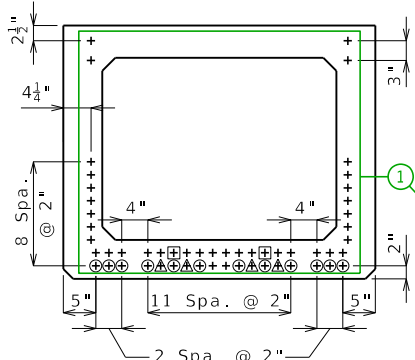
By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.





DIMENSIONS

(1) Fabricator shall apply a bond breaker to this region excluding where joint filler will be applied.



STRAND ARRANGEMENT

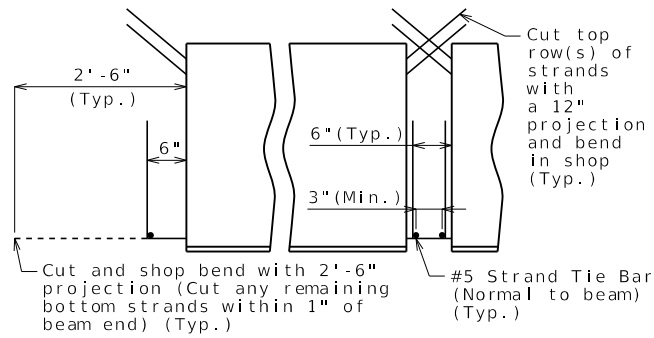
All strands are fully bonded unless otherwise noted.

+ Indicates prestressing strand.

○ Indicates cut and shop bend with 2'-6" projection.

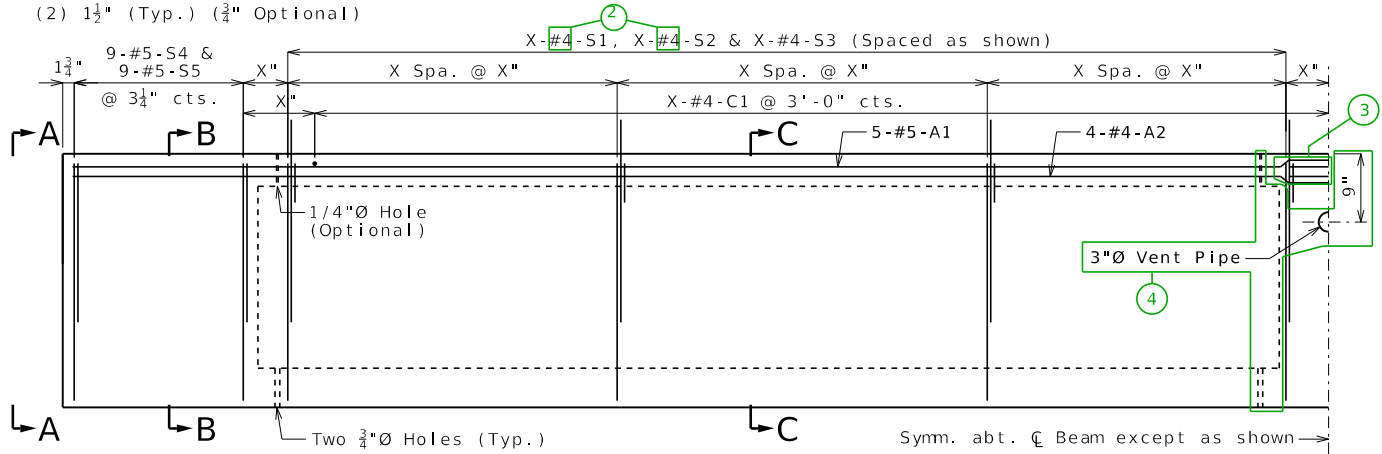
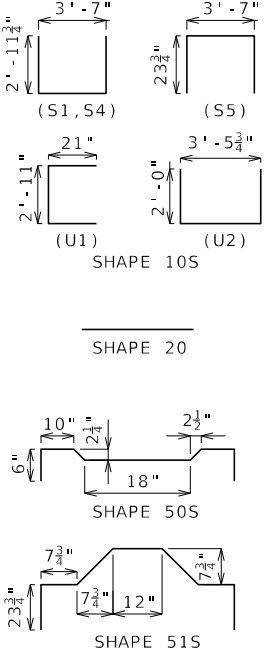
□ Indicates debonded for X'-X" from end of beam.

△ Indicates debonded for X'-X" from end of beam.



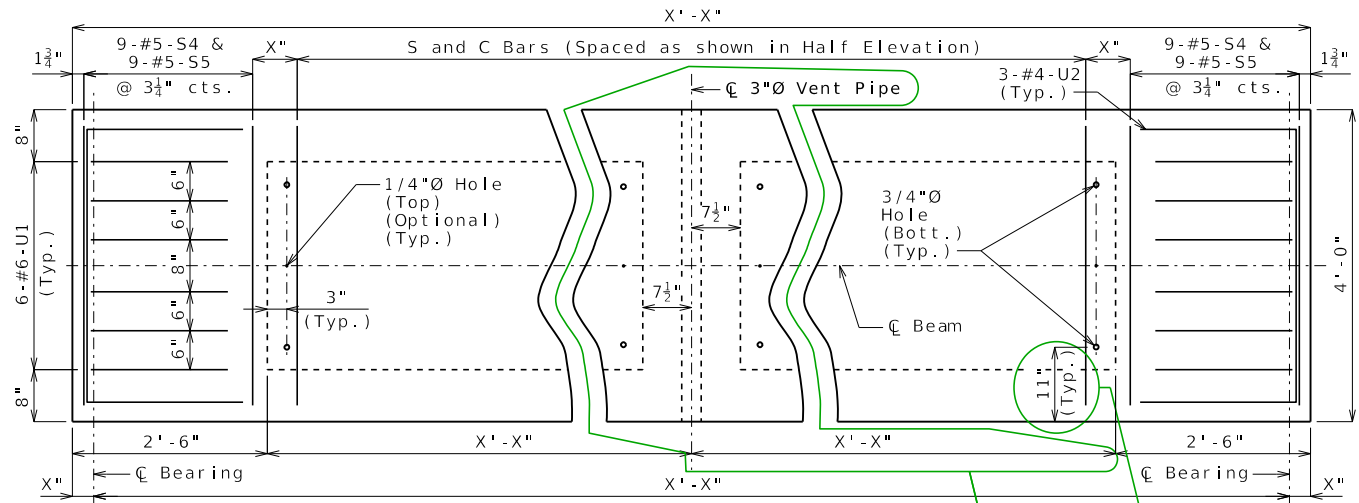
END BENT INTERMEDIATE BENT  
STRANDS AT BEAM ENDS

| BILL OF REINFORCING STEEL - EACH BEAM |             |               |       |  | BENDING DIAGRAM |  |
|---------------------------------------|-------------|---------------|-------|--|-----------------|--|
| NO.                                   | SIZE & MARK | ACTUAL LENGTH | SHAPE |  |                 |  |
| 10                                    | 5 A1        | X'-X"         | 20    |  |                 |  |
| 8                                     | 4 A2        | X'-X"         | 20    |  |                 |  |
| X                                     | 4 C1        | 3'-7"         | 20    |  |                 |  |
| X                                     | 4 S1        | 9'-5"         | 10S   |  |                 |  |
| X                                     | 4 S2        | 7'-10"        | 51S   |  |                 |  |
| X                                     | 4 S3        | 4'-6"         | 50S   |  |                 |  |
| 18                                    | 5 S4        | 9'-4"         | 10S   |  |                 |  |
| 18                                    | 5 S5        | 7'-4"         | 10S   |  |                 |  |
| 12                                    | 6 U1        | 6'-1"         | 10S   |  |                 |  |
| 6                                     | 4 U2        | 7'-4"         | 10S   |  |                 |  |

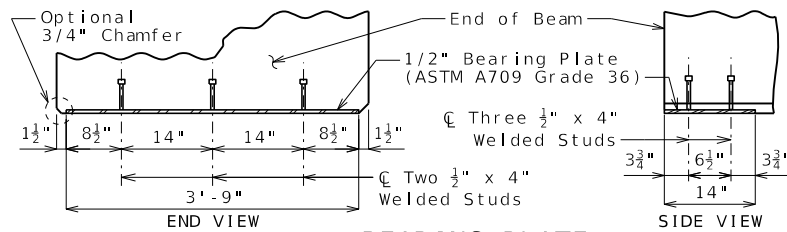


HALF ELEVATION

Strands not shown for clarity.



PART PLAN

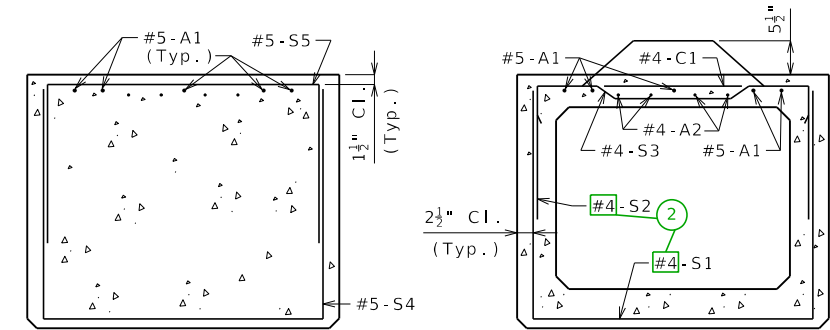


BEARING PLATE

SPREAD BOX BEAMS - SPANS (X-X) AND (X-X)

Detailed  
Checked

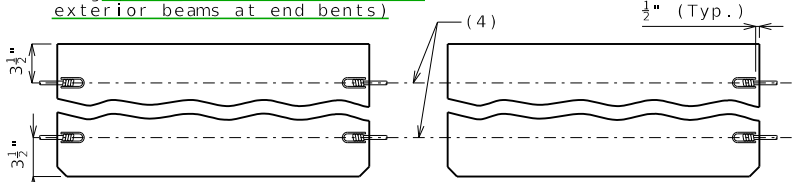
Note: This drawing is not to scale. Follow dimensions.



SECTION B-B

SECTION C-C

(4) 3/4" (Min.) Coil Tie Rods 2'-6" long, (X'-X" at exterior face of exterior beams at end bents)



COIL TIES

All dimensions are out to out. Use symmetry for dimensions not shown.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch, unless otherwise shown.

All reinforcement shall be ASTM A615 or A706 Grade 60.

All S2 bars shall be epoxy coated.

General Notes:

Concrete for prestressed beams shall be Class A-1 with  $f'c$  = psi and  $f'ci$  = psi.

Use strands, "Ø Grade 270, with an initial prestress force of 6 kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior beams are the same except: coil ties, application of bond breaker, coil inserts for slab drains.

For Beam Camber Diagram, see Sheet No. \_\_.

For location of coil inserts at slab drains, see Sheet No. \_\_.

For location of coil ties at concrete bent diaphragms, see Sheets No. \_\_ and \_\_.

DATE PREPARED  
12/2/2025  
ROUTE  
STATE  
MO  
DISTRICT  
SHEET NO.  
9  
COUNTY

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 9'-4" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to  $\text{\textcircled{C}}$  Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to  $\text{\textcircled{C}}$  Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 9'-4" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to  $\text{\textcircled{C}}$  Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

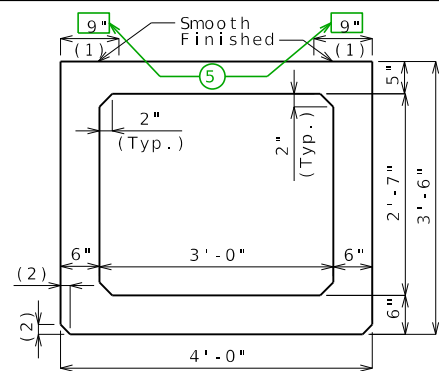
- In Half Elev. extend hidden lines to  $\text{\textcircled{C}}$  Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

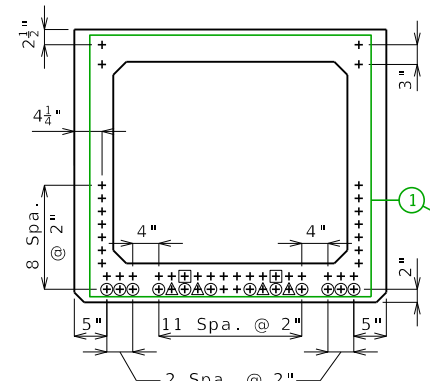
By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.





(1) Fabricator shall apply a bond breaker to this region excluding where joint filler will be applied.

(2)  $1\frac{1}{2}$ " (Typ.) ( $\frac{3}{4}$ " Optional)



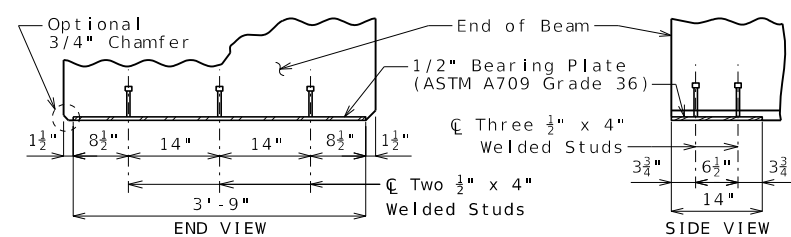
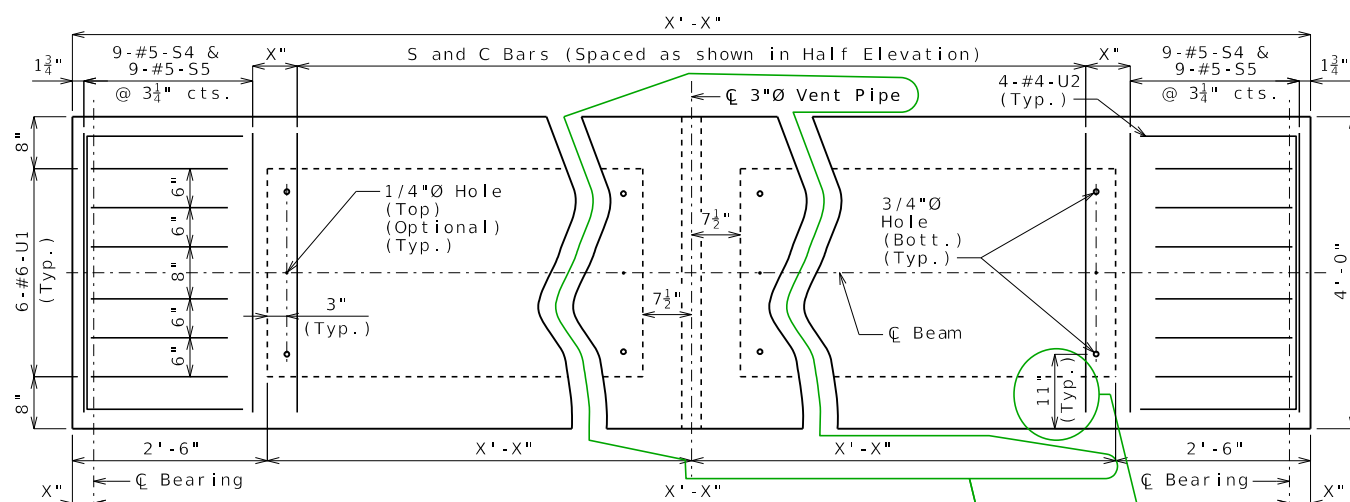
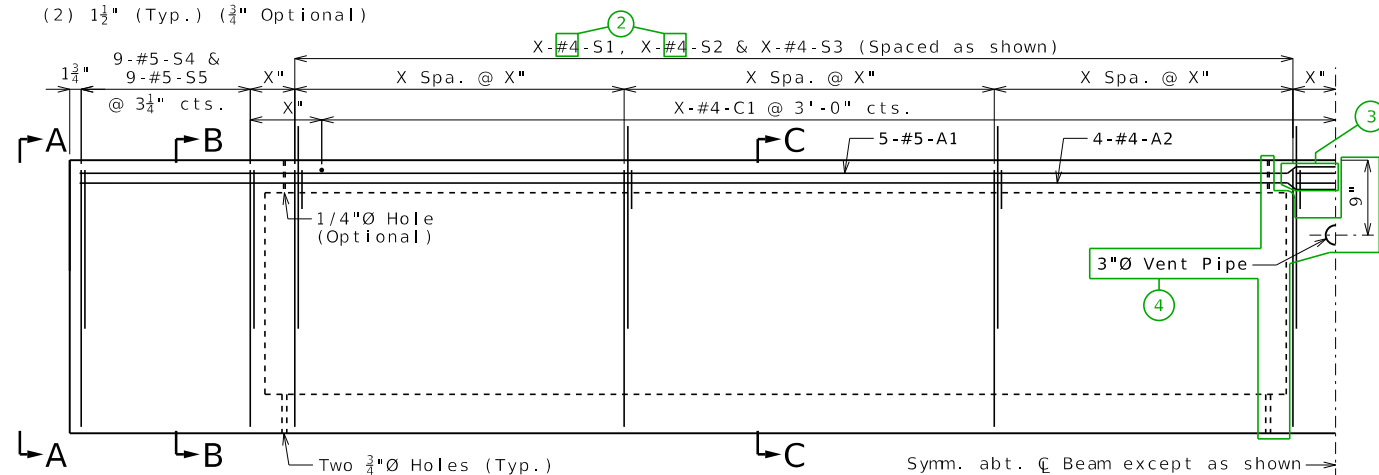
All strands are fully bonded unless otherwise noted.

+ Indicates prestressing strand.

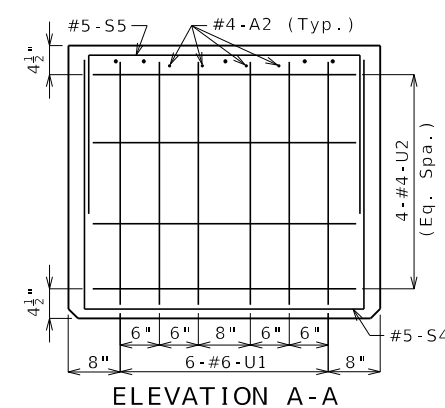
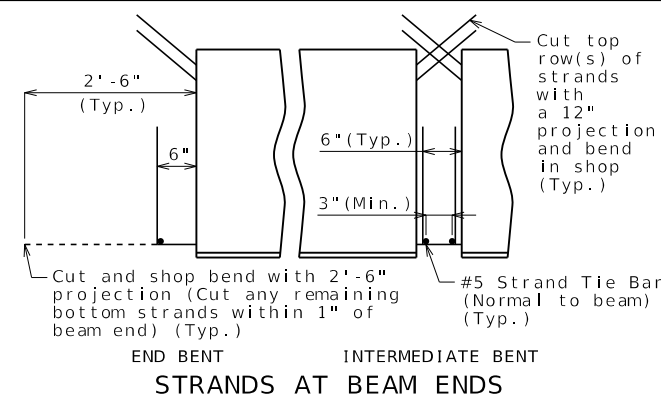
○ Indicates cut and shop bend  
with 2'-6" projection.

☐ Indicates debonded from end of beam.

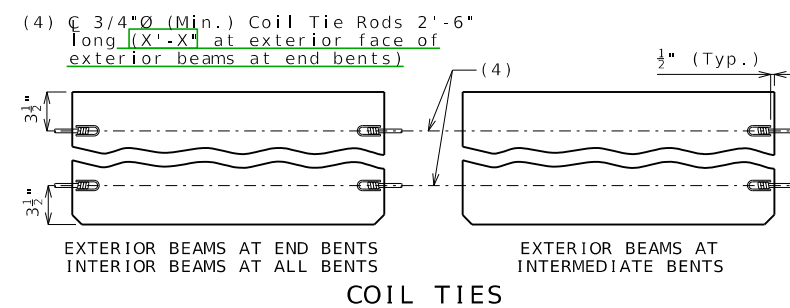
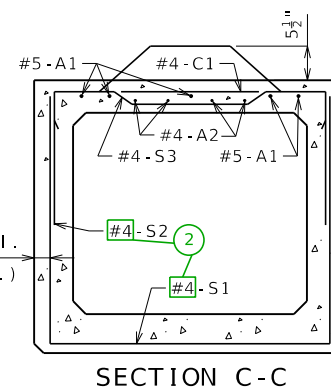
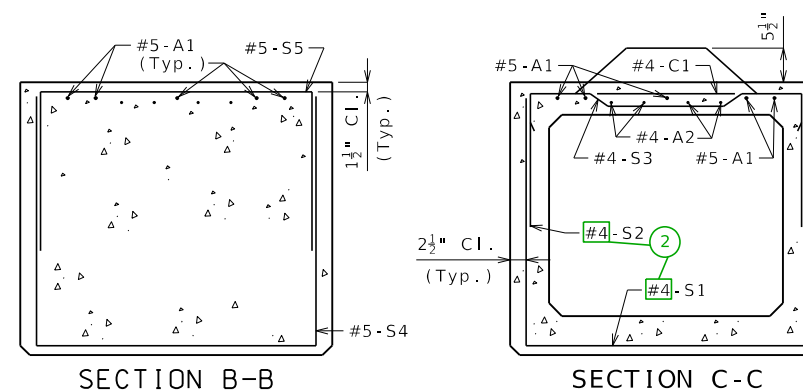
Δ Indicates debonded from end of beam.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.



Strands not shown for clarity.



| BILL OF REINFORCING STEEL - EACH BEAM |             |               |       | BENDING DIAGRAM |
|---------------------------------------|-------------|---------------|-------|-----------------|
| NO.                                   | SIZE & MARK | ACTUAL LENGTH | SHAPE |                 |
| 10                                    | 5 A1        | X' - X"       | 20    |                 |
| 8                                     | 4 A2        | X' - X"       | 20    |                 |
| X                                     | 4 C1        | 3' - 7"       | 20    |                 |
| X                                     | 4 S1        | 9' - 11"      | 10S   |                 |
| X                                     | 4 S2        | 7' - 10"      | 51S   |                 |
| X                                     | 4 S3        | 4' - 6"       | 50S   |                 |
| 18                                    | 5 S4        | 9' - 10"      | 10S   |                 |
| 18                                    | 5 S5        | 7' - 4"       | 10S   |                 |
| 12                                    | 6 U1        | 6' - 4"       | 10S   |                 |
| 8                                     | 4 U2        | 7' - 4"       | 10S   |                 |
|                                       |             |               |       |                 |
|                                       |             |               |       |                 |
|                                       |             |               |       |                 |
|                                       |             |               |       |                 |

All dimensions are out to out. Use symmetry for dimensions not shown.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch, unless otherwise shown.

All reinforcement shall be ASTM A615 or A706 Grade 60.

All S2 bars shall be epoxy coated.

General Notes:

Concrete for prestressed beams shall be Class A-1 with  $f'_c =$  psi and  $f'_{ci} =$  psi.

Use  strands, "Ø Grade 270,  
with an initial prestress force of  
6  kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior beams are the same except: coil ties, application of bond breaker, coil inserts for slab drains.

For Beam Camber Diagram, see Sheet  
No. .

For location of coil inserts at slab drains, see Sheet No. .

For location of coil ties at  
concrete bent diaphragms, see  
Sheets No.        and        .

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 12/2/2025     |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 11        |
| COUNTY        |           |

|  |         |
|--|---------|
|  | JOB NO. |
|--|---------|

|              |
|--------------|
| CONTRACT ID. |
|--------------|

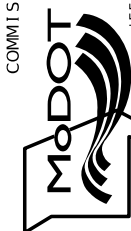
|             |
|-------------|
| PROJECT NO. |
|-------------|

BRIDGE NO.[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

**MoDOT**

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 9'-10" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to  $\text{\textcircled{C}}$  Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to  $\text{\textcircled{C}}$  Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.







STANDARD DRAWING GUIDANCE (do not show on plans):  
(Turn off Level Bridge-Guidance to hide guidance)

- ①

Actual strand arrangement, bent up strands, and debonding (if any) is by design (top two strands are required). Add or remove symbols and instructions as required. Strands may be placed continuously across beam (eliminating 4" space), but dimension to drain hole in Part Plan shall be revised to 10".
- ②

Revise if #5 is required. Use 9'-10" for #5-S1 actual length and 7'-9" for #5-S2 actual length.
- ③

Splices shown only when necessary (girder length > 60'-2"). Use 19" lap for #4 & 2'-0" lap for #5.

When lap is unnecessary:

- Delete grouped elements.

- Extend A bars to  $\text{\textcircled{C}}$  Beam.

- Revise 10 to 5 A1 bars & 8 to 4 A2 bars.
- ④

Interior diaphragm, void holes & vent pipe shall be shown only when necessary (when structure may be submerged).

When not necessary:

- Delete the two grouped elements.

- In Half Elev. extend hidden lines to  $\text{\textcircled{C}}$  Beam.

- In Part Plan revise remaining dimension to full length of void.
- ⑤

Revise minimum dimension if required by design.
- ⑥

By design. Typically 30.98 kips per 0.5" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.







PSI\_01\_type2\_2-8

Guidance & Alternate Details

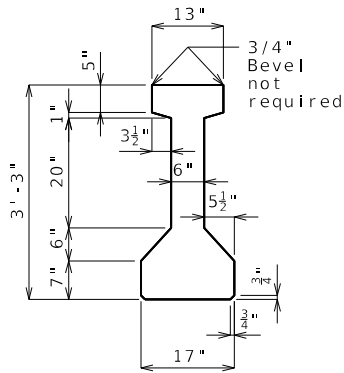
Standard Drawing Guidance (do not show on plans):

To display the strand details open the reference files dialog box and activate the display option of the file with the description that best matches what is required by the design.

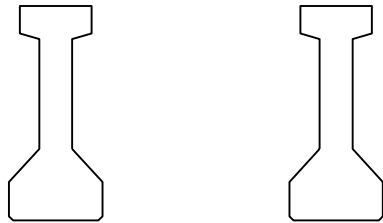
See EPG for actual length of B1 bars which vary by size.

- ① This detail only needs to be used if the structure is over water. For all other crossings remove this detail.
- ② Remove if #5-B1 bars are used instead of #4-B1 bars.
- ③ Use with end spans when both interior & exterior girders are detailed on the same sheet, and the 2'-6" long tie rod will not fit in the exterior diaphragm portion. Remove when not necessary.
- ④ By design. Typically 30.98 kips per 1/2" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑤ If lap splice is required for A bars, use 28" lap for #5 bars; 38" lap for #6 bars



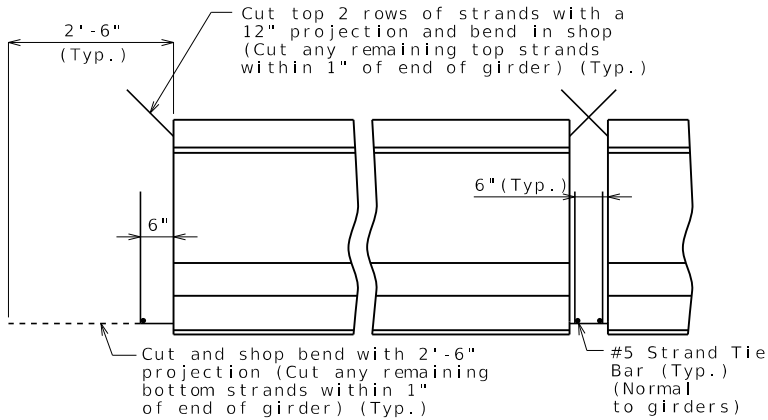


DIMENSIONS

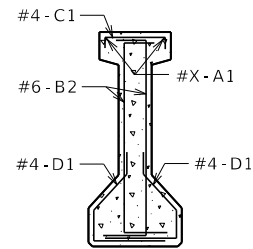


CL GIRDER  
STRAND ARRANGEMENT

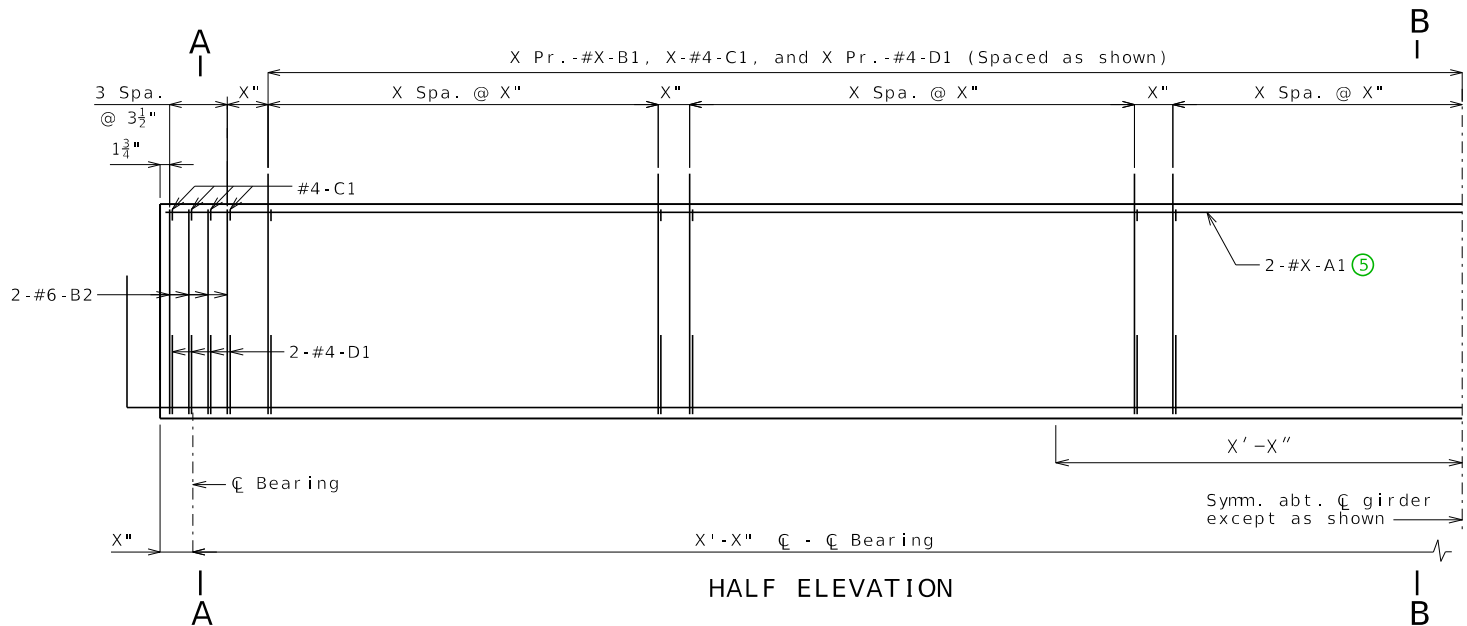
+ Indicates prestressing strand.      O Indicates cut & shop bend with 2'-6" projection.



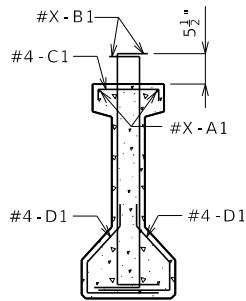
END BENT      INTERMEDIATE BENT  
STRANDS AT GIRDER ENDS



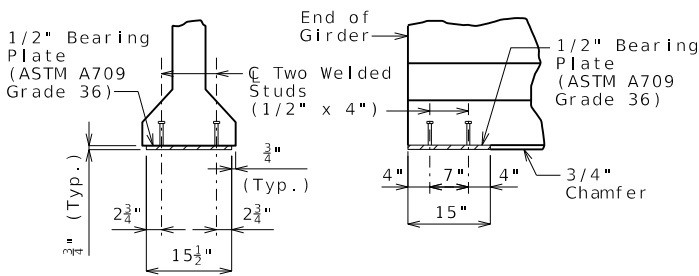
SECTION A-A  
Strands not shown for clarity.



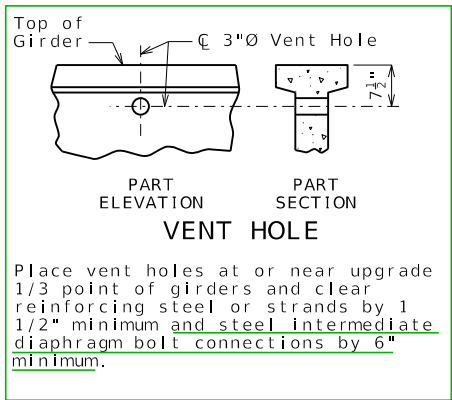
HALF ELEVATION



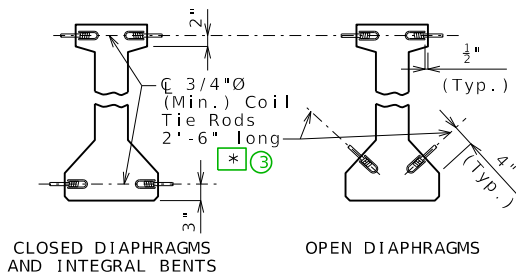
SECTION B-B  
Strands not shown for clarity.



BEARING PLATE



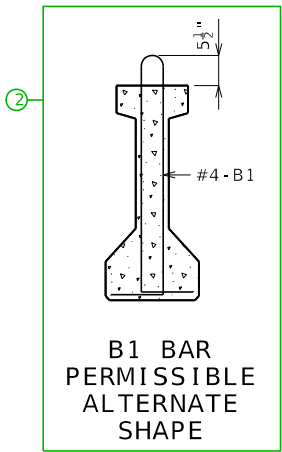
Place vent holes at or near upgrade 1/3 point of girders and clear reinforcing steel or strands by 1 1/2" minimum and steel intermediate diaphragm bolt connections by 6" minimum.



COIL TIES

Exclude coil tie at exterior face of exterior girders except at integral end bents.

\* x'-x" at exterior face of exterior girders at end bents



B1 BAR  
PERMISSIBLE  
ALTERNATE  
SHAPE

| BILL OF REINFORCING STEEL - EACH GIRDER |             |               |       |                 |
|-----------------------------------------|-------------|---------------|-------|-----------------|
| NO.                                     | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM |
| XXX                                     | X A1        | X'-X"         | 20    |                 |
| XXX                                     | X B1        | X'-X"         | 11S   |                 |
| 16                                      | 6 B2        | 4'-0"         | 11S   |                 |
| XXX                                     | 4 C1        | 13"           | 10S   |                 |
| XXX                                     | 4 D1        | 2'-5"         | 9S    |                 |

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch.

All reinforcement shall be ASTM A615 or A706 Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

All B1 bars shall be epoxy coated.

### General Notes:

Concrete for prestressed girders shall be Class A-1 with  $f'_c =$  psi and  $f'_{ci} =$  psi.

Use strands, 1/2"Ø Grade 270, with an initial prestress force of ④ kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior girders are the same except: coil ties, coil inserts for slab drains, holes for steel intermediate diaphragms.

For Girder Camber Diagram, see Sheet No. .

The 1 1/2"Ø holes shall be cast in the web for steel intermediate diaphragms. Drilling is not allowed. For location of holes and details of steel intermediate diaphragms, see Sheet No. .

For location of coil inserts at slab drains, see Sheet No. .

For location of coil ties at concrete bent diaphragms, see Sheets No. & .

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

## I-GIRDERS - SPANS (X-X) AND (X-X)

Sheet No. of



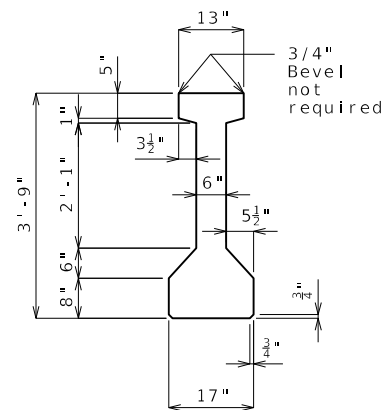
Standard Drawing Guidance (do not show on plans):

To display the strand details open the reference files dialog box and activate the display option of the file with the description that best matches what is required by the design.

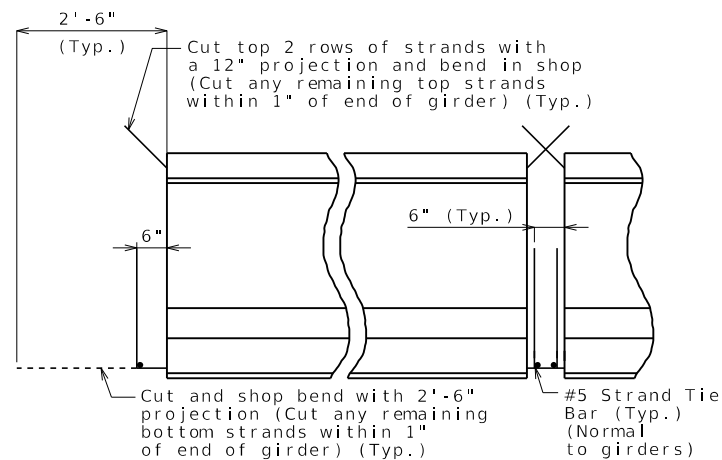
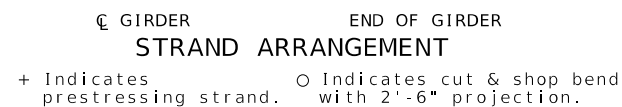
See EPG for actual length of B1 bars which vary by size.

- ① This detail only needs to be used if the structure is over water. For all other crossings remove this detail.
- ② Remove if #5-B1 bars are used instead of #4-B1 bars.
- ③ Use with end spans when both interior & exterior girders are detailed on the same sheet, and the 2'-6" long tie rod will not fit in the exterior diaphragm portion. Remove when not necessary.
- ④ By design. Typically 30.98 kips per 1/2" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑤ If lap splice is required for A bars, use 28" lap for #5 bars; 38" lap for #6 bars

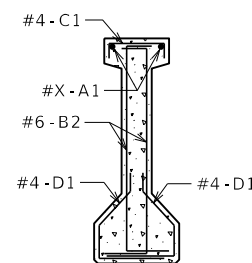




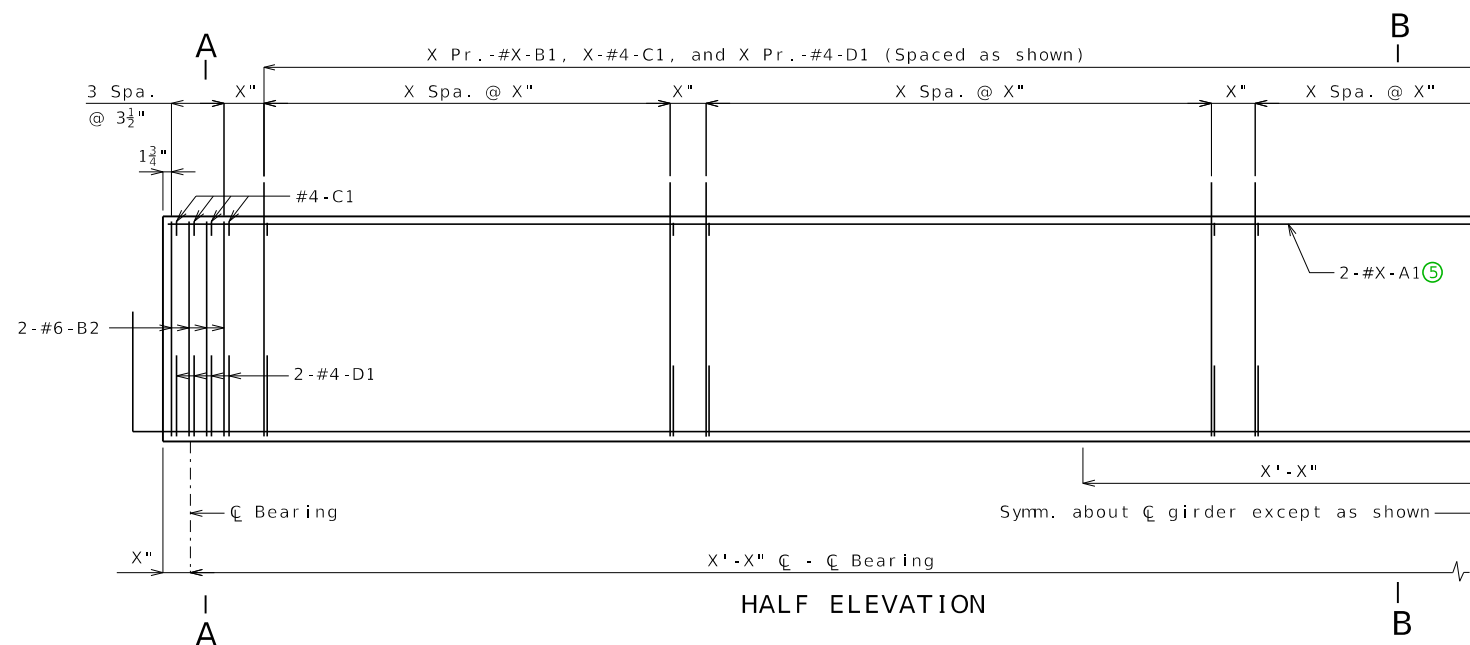
## DIMENSIONS



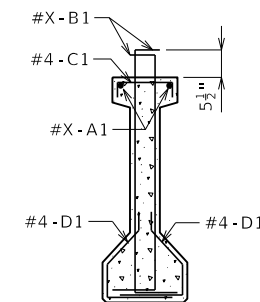
END BENT INTERMEDIATE BENT  
STRANDS AT GIRDER ENDS



SECTION A-A  
Strands not shown  
for clarity.



HALF ELEVATION



SECTION B-B  
Strands not shown  
for clarity.

| BILL OF REINFORCING STEEL - EACH GIRDER |             |               |       |                  |
|-----------------------------------------|-------------|---------------|-------|------------------|
| NO.                                     | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM  |
| XXX                                     | X A1        | X' - X"       | 20    | <p>SHAPE 10S</p> |
| XXX                                     | X B1        | X' - X"       | 11S   | <p>SHAPE 9S</p>  |
| 16                                      | 6 B2        | 4' - 6"       | 11S   | <p>SHAPE 11S</p> |
| XXX                                     | 4 C1        | 13"           | 10S   | <p>SHAPE 20</p>  |
| XXX                                     | 4 D1        | 2' - 6"       | 9S    | <p>SHAPE 10S</p> |

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch.

All reinforcement shall be ASTM A615  
or A706 Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

All B1 bars shall be epoxy coated.

General Notes:

Concrete for prestressed girders shall be Class A-1 with  $f'_c =$  psi and  $f'_{ci} =$  psi.

Use 4 strands, 1/2"Ø Grade 270 with an initial prestress force of 4 kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

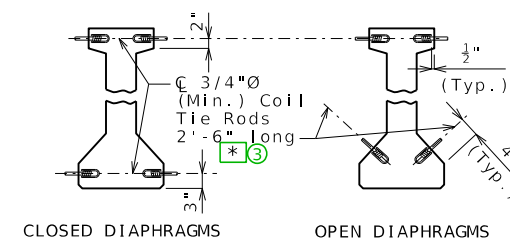
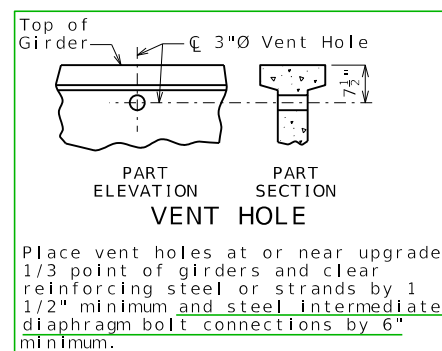
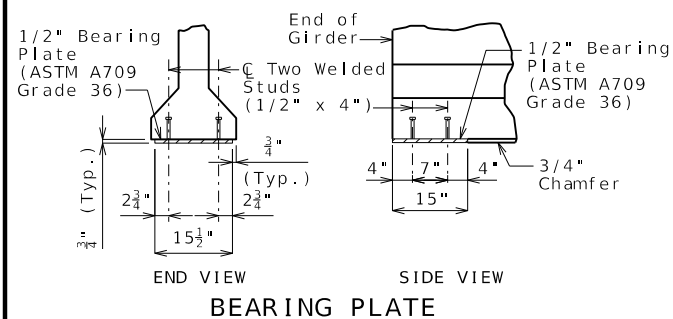
Exterior and interior girders are the same except: coil ties, coil inserts for slab drains, holes for steel intermediate diaphragms.

For Girder Camber Diagram, see Sheet  
No. .

The 1 1/2"Ø holes shall be cast in the web for steel intermediate diaphragms. Drilling is not allowed. For location of holes and details of steel intermediate diaphragms, see Sheet No. .

For location of coil inserts at slab drains, see Sheet No. .

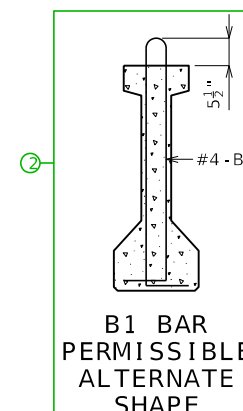
For location of coil ties at concrete bent diaphragms, see Sheets No. &



COIL TIES

Exclude coil tie at exterior face  
of exterior girders except at  
integral end bents.

\*  $x' - x''$  at exterior face of exterior girders at end bents (3)



I - GIRDERS - SPANS (X-X) AND (X-X)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of



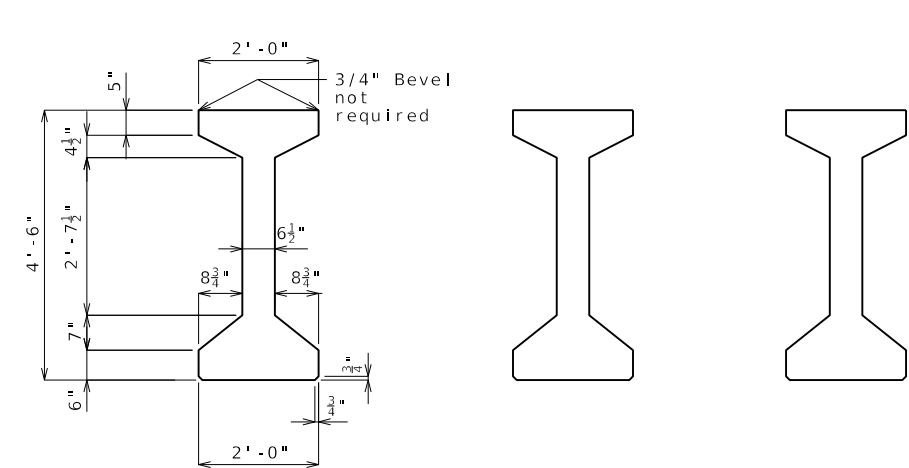
Standard Drawing Guidance (do not show on plans):

To display the strand details open the reference files dialog box and activate the display option of the file with the description that best matches what is required by the design.

See EPG for actual length of B1 bars which vary by size.

- ① This detail only needs to be used if the structure is over water. For all other crossings remove this detail.
- ② Remove if #5-B1 bars are used instead of #4-B1 bars.
- ③ Use with end spans when both interior & exterior girders are detailed on the same sheet, and the 2'-6" long tie rod will not fit in the exterior diaphragm portion. Remove when not necessary.
- ④ By design. Typically 30.98 kips per 1/2" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑤ If lap splice is required for A bars, use 28" lap for #5 bars; 38" lap for #6 bars

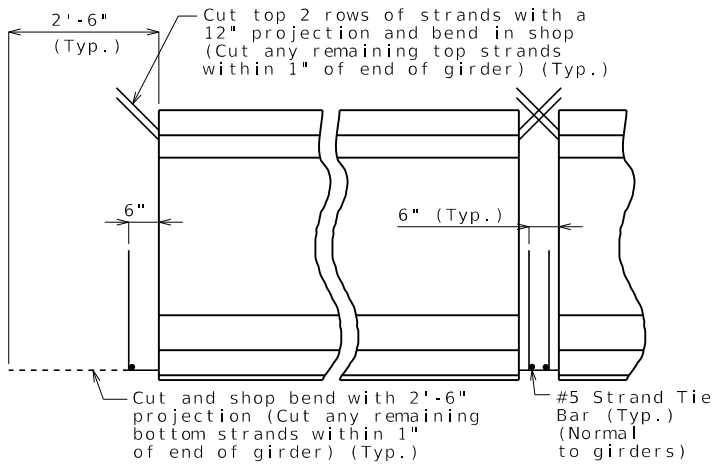




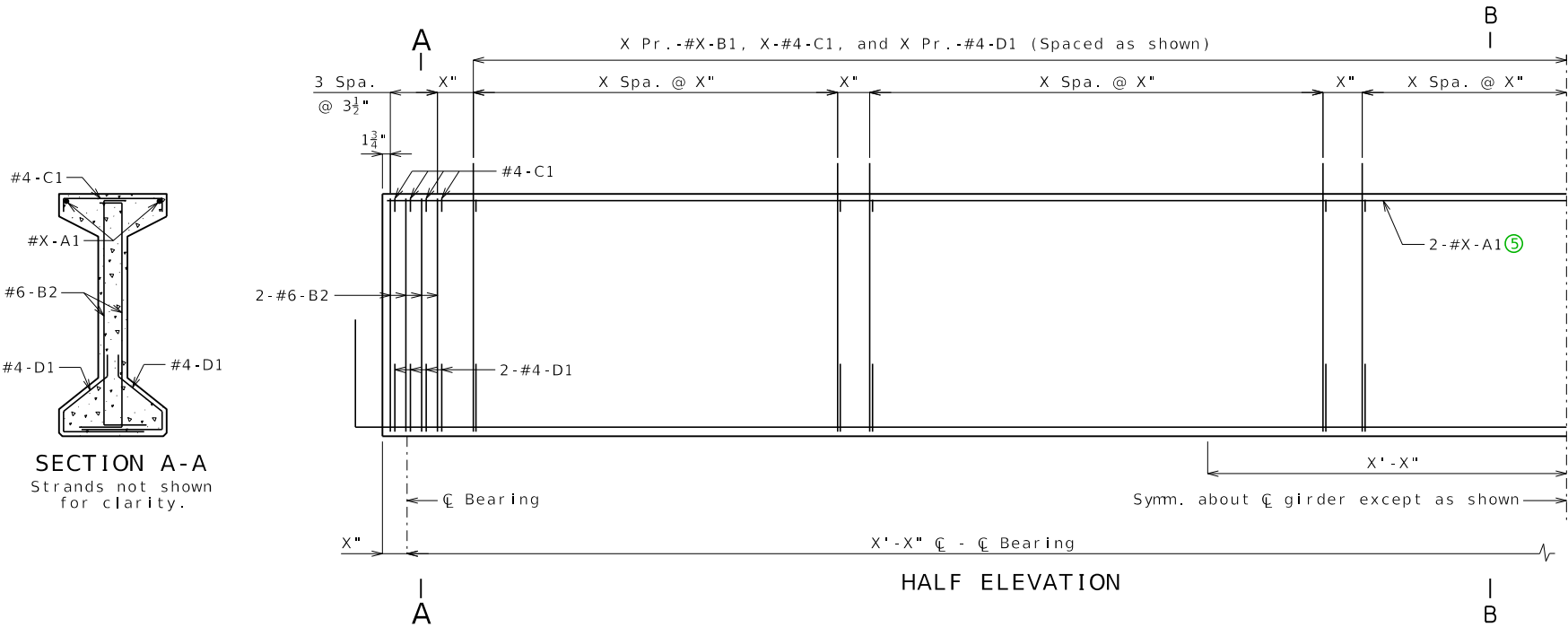
DIMENSIONS

STRAND ARRANGEMENT

+ Indicates prestressing strand. ○ Indicates cut & shop bend with 2'-6" projection.

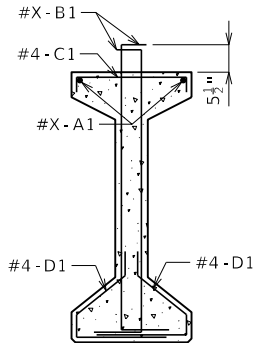


STRANDS AT GIRDER ENDS

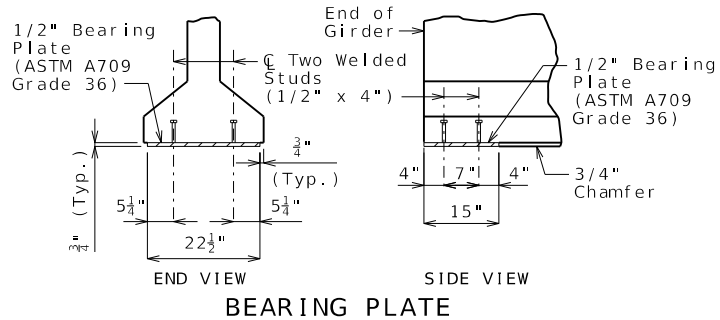


HALF ELEVATION

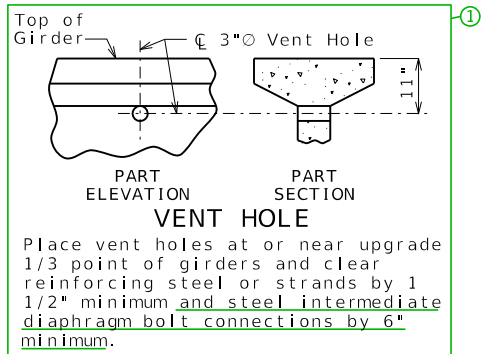
SECTION A-A  
Strands not shown for clarity.



SECTION B-B  
Strands not shown for clarity.

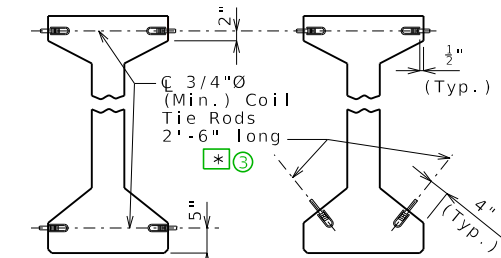


BEARING PLATE



VENT HOLE

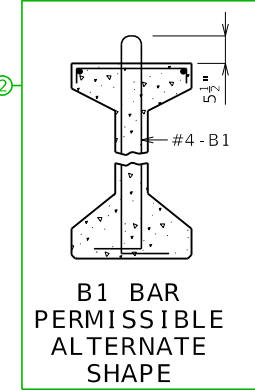
Place vent holes at or near upgrade 1/3 point of girders and clear reinforcing steel or strands by 1 1/2" minimum and steel intermediate diaphragm bolt connections by 6" minimum.



COIL TIES

Exclude coil tie at exterior face of exterior girders except at integral end bents.

\* x'-x" at exterior face of exterior girders at end bents



B1 BAR PERMISSIBLE ALTERNATE SHAPE

| BILL OF REINFORCING STEEL - EACH GIRDER |             |               |       |                 |
|-----------------------------------------|-------------|---------------|-------|-----------------|
| NO.                                     | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM |
| XXX                                     | X A1        | X'-X"         | 20    |                 |
| XXX                                     | X B1        | X'-X"         | 11S   |                 |
| 16                                      | 6 B2        | 5'-3"         | 11S   |                 |
| XXX                                     | 4 C1        | 2'-2"         | 10S   |                 |
| XXX                                     | 4 D1        | 3'-0"         | 9S    |                 |
|                                         |             |               |       |                 |

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual bar lengths are measured along centerline of bar to the nearest inch. Minimum clearance to reinforcing shall be one inch.

All reinforcement shall be ASTM A615 or A706 Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

All B1 bars shall be epoxy coated.

General Notes:

Concrete for prestressed girders shall be Class A-1 with f'c = psi and f'ci = psi.

Use strands, 1/2"Ø Grade 270, with an initial prestress force of ④ kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior girders are the same except: coil ties, coil inserts for slab drains, holes for steel intermediate diaphragms.

For Girder Camber Diagram, see Sheet No.

The 1 1/2"Ø holes shall be cast in the web for steel intermediate diaphragms. Drilling is not allowed. For location of holes and details of steel intermediate diaphragms, see Sheet No.

For location of coil inserts at slab drains, see Sheet No.

For location of coil ties at concrete bent diaphragms, see Sheets No. &



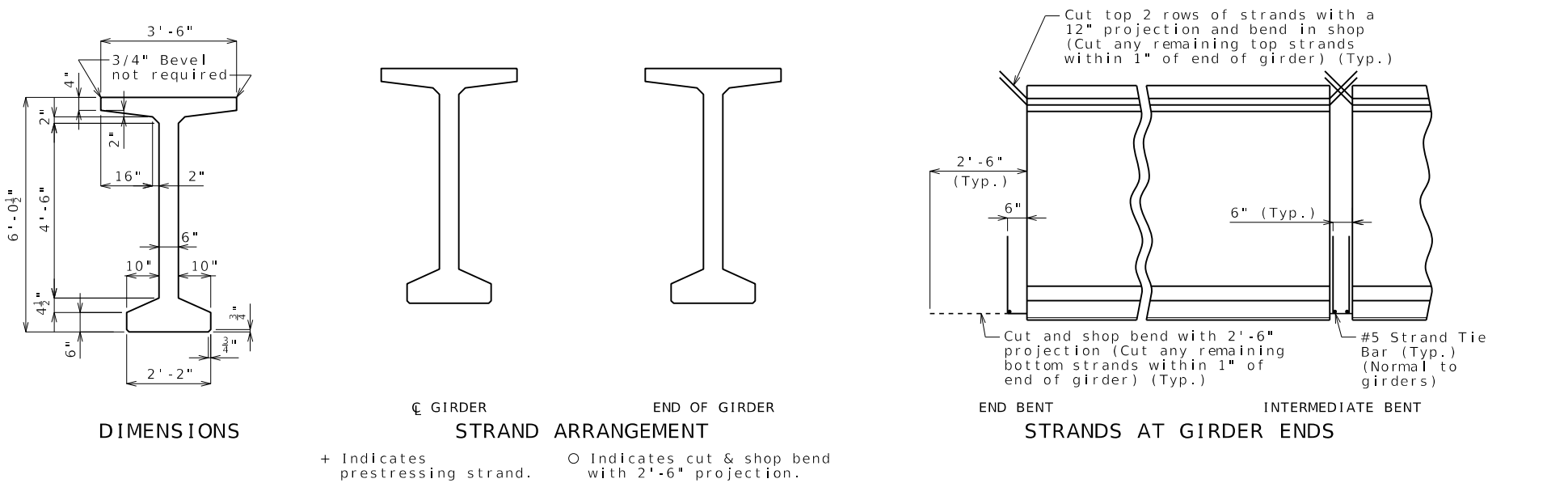
Standard Drawing Guidance (do not show on plans):

To display the strand details open the reference files dialog box and activate the display option of the file with the description that best matches what is required by the design.

See EPG for actual length of B1 bars which vary by size.

- ① This detail only needs to be used if the structure is over water. For all other crossings remove this detail.
- ② Remove if #5-B1 bars are used instead of #4-B1 bars.
- ③ Use with end spans when both interior & exterior girders are detailed on the same sheet, and the 2'-6" long tie rod will not fit in the exterior diaphragm portion. Remove when not necessary.
- ④ By design. Typically 30.98 kips per 1/2" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑤ If lap splice is required for A bars, use 28" lap for #5 bars; 38" lap for #6 bars





| BILL OF REINFORCING STEEL - EACH GIRDER |             |               |       |                 |  |
|-----------------------------------------|-------------|---------------|-------|-----------------|--|
| NO.                                     | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM |  |
| XXX                                     | X A1        | X'-X"         | 20    |                 |  |
| XXX                                     | X B1        | X'-X"         | 11S   |                 |  |
| 16                                      | 6 B2        | 6'-11"        | 11S   |                 |  |
| XXX                                     | 4 C1        | 3'-5"         | 19S   |                 |  |
| XXX                                     | 4 D1        | 3'-1"         | 9S    |                 |  |

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

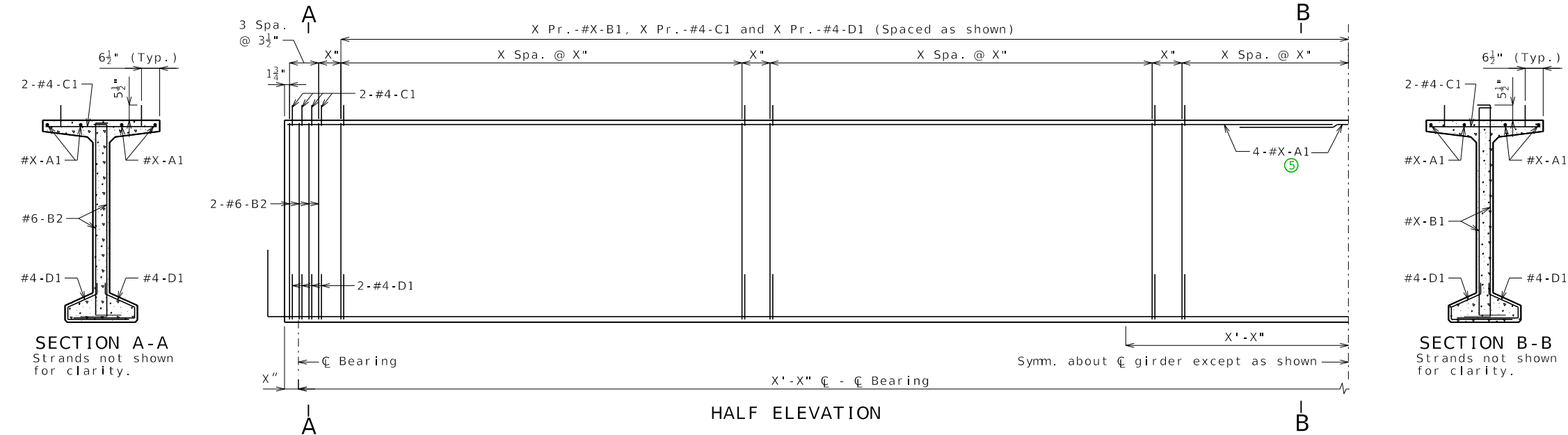
Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be 1 inch.

All reinforcement shall be ASTM A615 or A706 Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

All B1 and C1 bars shall be epoxy coated.



**General Notes:**

Concrete for prestressed girders shall be Class A-1 with f'c = psi and f'ci = psi.

Use strands, 1/2"Ø Grade 270, with an initial prestress force of ④ kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

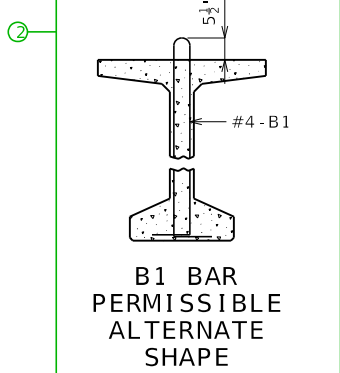
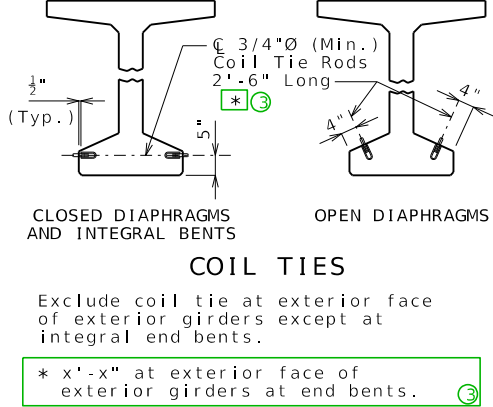
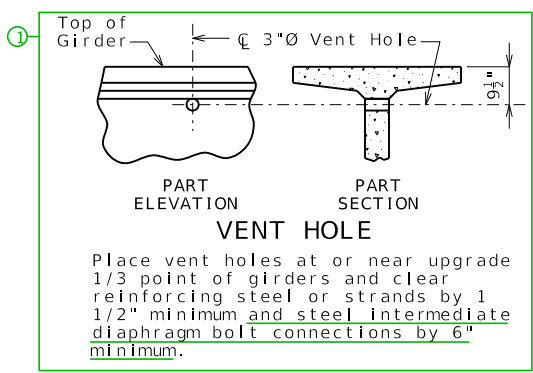
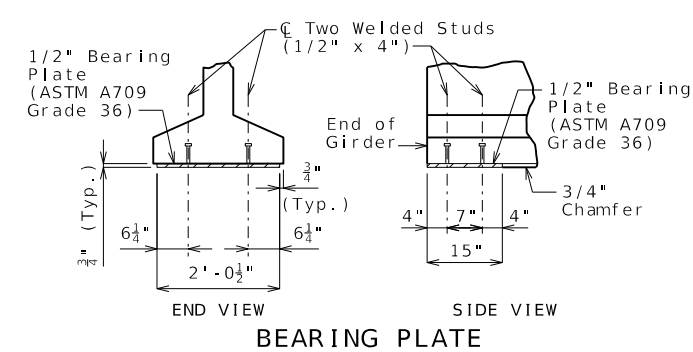
Exterior and interior girders are the same except: coil ties, coil inserts for slab drains, holes for steel intermediate diaphragms.

For Girder Camber Diagram, see Sheet No. \_\_.

The 1 1/2"Ø holes shall be cast in the web for steel intermediate diaphragms. Drilling is not allowed. For location of holes and details of steel intermediate diaphragms, see Sheet No. \_\_.

For location of coil inserts at slab drains, see Sheet No. \_\_.

For location of coil ties at concrete diaphragms and integral bents, see Sheets No. \_\_ and \_\_.



BULB-TEE GIRDERS - SPANS (X-X) AND (X-X)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)



PSI\_05\_bulbt\_6-0

Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):

To display the strand details open the reference files dialog box and activate the display option of the file with the description that best matches what is required by the design.

See EPG for actual length of B1 bars which vary by size.

- ① This detail only needs to be used if the structure is over water. For all other crossings remove this detail.
- ② Remove if #5-B1 bars are used instead of #4-B1 bars.
- ③ Use with end spans when both interior & exterior girders are detailed on the same sheet, and the 2'-6" long tie rod will not fit in the exterior diaphragm portion. Remove when not necessary.
- ④ By design. Typically 30.98 kips per 1/2" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑤ If lap splice is required for A bars, use 52" lap for #6 bars







## Guidance & Alternate Details

Revised titles for non-integral end bents (exterior girder at end bent will be same detail as at intermediate bent).

| FLANGE BLOCKOUT DATA |               |            |                                                                                                          |
|----------------------|---------------|------------|----------------------------------------------------------------------------------------------------------|
| Skew                 | X Eq.<br>Spa. | X<br>#4-G6 | Bar Lengths                                                                                              |
| >14° to 21°          | 3             | 2          | $G3 \text{ bar} = \frac{46.25"}{\cos(\text{skew})}$ $G5 \text{ bar} = \frac{32.125"}{\cos(\text{skew})}$ |
| >21° to 27°          | 4             | 3          |                                                                                                          |
| >27° to 32°          | 5             | 4          |                                                                                                          |
| >32° to 37°          | 6             | 5          | For skews > 7° to 14°:<br>$G6 \text{ bar} = \frac{G3 \text{ bar} + 46.25"}{2}$                           |
| >37° to 42°          | 7             | 6          |                                                                                                          |
| >42° to 46°          | 8             | 7          |                                                                                                          |
| >46° to 49°          | 9             | 8          | For skews > 14° to 60°:<br>Report length of G6 bars as "Varies".                                         |
| >49° to 52°          | 10            | 9          |                                                                                                          |
| >52° to 55°          | 11            | 10         |                                                                                                          |
| >55° to 57°          | 12            | 11         |                                                                                                          |
| >57° to 60°          | 13            | 12         |                                                                                                          |

② The maximum strand arrangement is shown in details including top straight strands. Remove unnecessary strands from the four details where shown.

③ Detail only needs to be used if the structure is over water. For all other crossings remove detail.

④ Indicate 10 strands as shown for NU 35, 43 & 53. Indicate two more strands for NU 63, 70 and 78.



Strands are not typically debonded for NU girders, but if required by design, add symbols to End of Girder strand arrangement detail and add the appropriate notes (Note H2c1.44 and as shown below).

□ Indicates debonded for  
x'-0" from end of girder

Δ Indicates debonded for  
x' - 0" from end of girder

⑤ 7" Maximum and 1" Minimum.

⑥ By design. Typically 30.98 kips per 1/2" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.

⑦ Revise minimum dimension if required by design.

⑧ Adjust for modified flange thickness.

⑨ Use with end spans when both interior & exterior girders are detailed on same sheet and the 2'-6" long tie rod will not fit in the exterior diaphragm portion. Remove when not necessary.

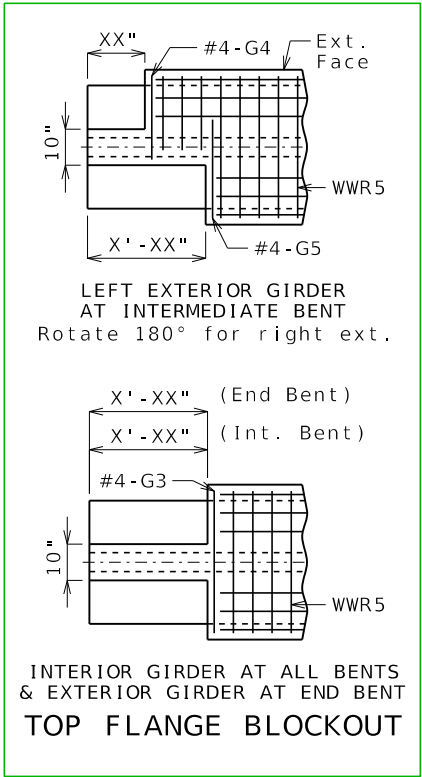
⑩ Substitute these values into drawing.

| NU | a                      | b                      | c                    |
|----|------------------------|------------------------|----------------------|
| 35 | $20^{1\frac{1}{16}}"$  | $2' - 11\frac{7}{16}"$ | $23\frac{3}{4}"$     |
| 43 | $2' - 4\frac{9}{16}"$  | $3' - 7\frac{5}{16}"$  | $2' - 7\frac{1}{2}"$ |
| 53 | $3' - 2\frac{13}{32}"$ | $4' - 5\frac{5}{32}"$  | $3' - 5\frac{1}{4}"$ |
| 63 | $4' - 0\frac{1}{4}"$   | $5' - 3"$              | $4' - 3\frac{3}{4}"$ |
| 70 | $4' - 8\frac{1}{8}"$   | $5' - 10\frac{7}{8}"$  | $4' - 11"$           |
| 78 | $5' - 4"$              | $6' - 6\frac{3}{4}"$   | $5' - 7"$            |

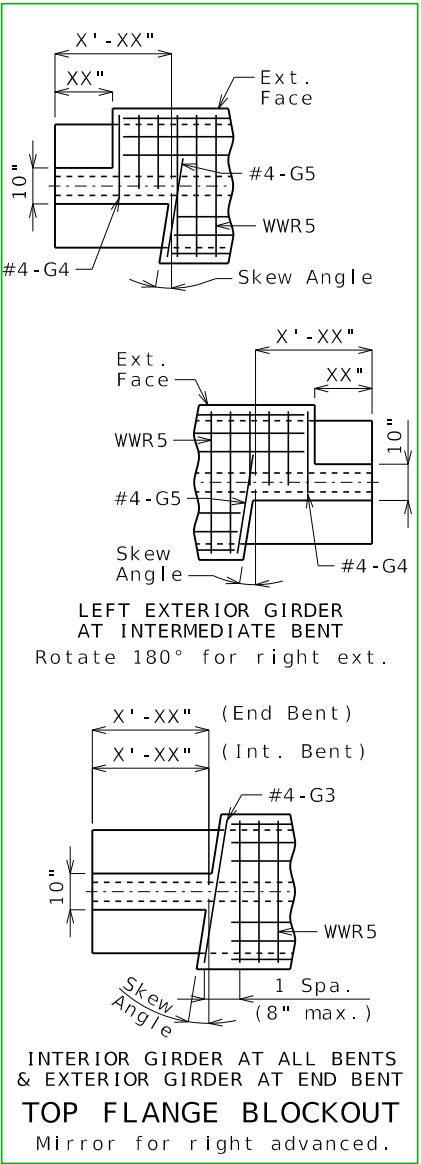
⑪ Remove note for NU 53, 63, 70 and 78.

⑫ Remove notes for NU 35 and 43.

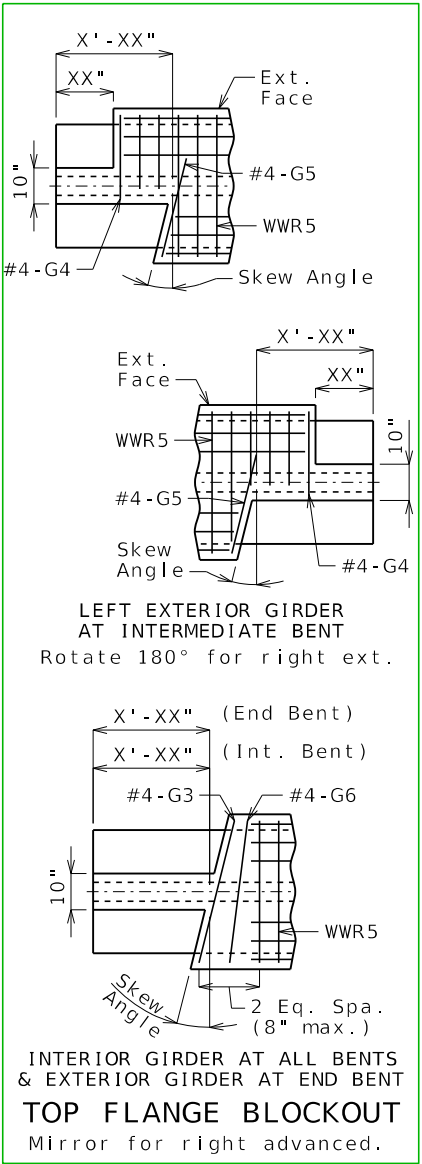
13 The overall height of the WWR6 shall not be increased for girder steps. Reduce this dimension by the accumulated girder step height.



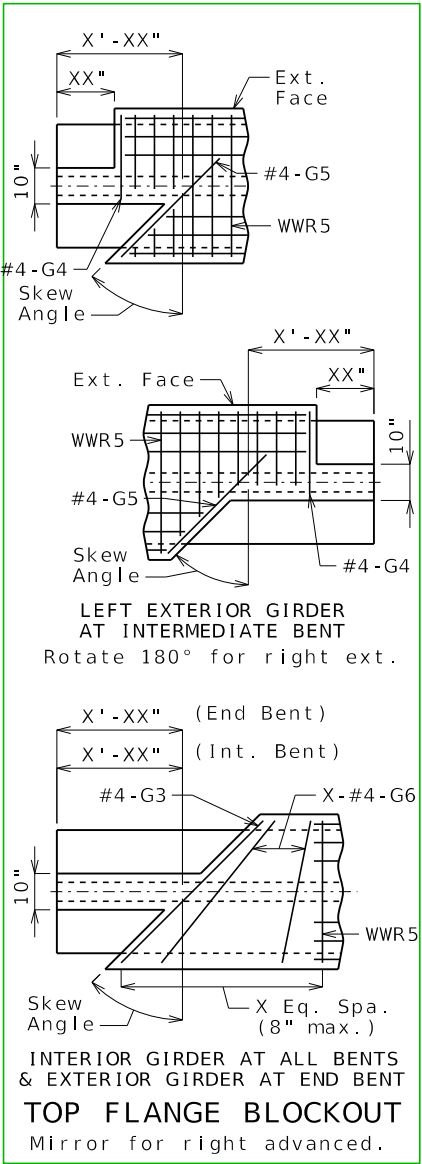
NO SKEW



>0° TO 7° LA SKEW



>7° TO 14° LA SKEW



## >14° TO 60° LA SKEW







PSI\_07\_NU\_Bars      Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans)

- ① Choose one of the 4 details for the top flange blockout detail and follow the provided detail guidance. For 0-7° skew remove G6 bars from bill of reinforcing.
- The left advanced details shown may be used for right advanced bridges. May remove mirror note if left advanced.
- Blockout shall be dimensioned along the girder to 1 1/2 inches inside the face of the diaphragm and adjusted for girder tilt if present.
- Revise bent references as required. Specify the bent number if blockout varies by bent.
- The skew angle value need not be shown for tangent bridges. Consult SPM or Liaison on replacing "skew angle" with actual value for curved bridges.
- Revised titles for non-integral end bents (exterior girder at end bent will be same detail as at intermediate bent).

| FLANGE BLOCKOUT DATA |            |         |                                                                        |
|----------------------|------------|---------|------------------------------------------------------------------------|
| Skew                 | X Eq. Spa. | X #4-G6 | Bar Lengths                                                            |
| >14° to 21°          | 3          | 2       | G3 bar = $\frac{46.25"}{\cos(\text{skew})}$                            |
| >21° to 27°          | 4          | 3       |                                                                        |
| >27° to 32°          | 5          | 4       |                                                                        |
| >32° to 37°          | 6          | 5       | G5 bar = $\frac{32.125"}{\cos(\text{skew})}$                           |
| >37° to 42°          | 7          | 6       |                                                                        |
| >42° to 46°          | 8          | 7       | For skews > 7° to 14°:<br>G6 bar = $\frac{G3 \text{ bar} + 46.25"}{2}$ |
| >46° to 49°          | 9          | 8       |                                                                        |
| >49° to 52°          | 10         | 9       | For skews > 14° to 60°:<br>Report length of G6 bars as "Varies".       |
| >52° to 55°          | 11         | 10      |                                                                        |
| >55° to 57°          | 12         | 11      |                                                                        |
| >57° to 60°          | 13         | 12      |                                                                        |

- ② The maximum strand arrangement is shown in details including top straight strands. Remove unnecessary strands from the four details where shown.
- ③ Detail only needs to be used if the structure is over water. For all other crossings remove detail.
- ④ Indicate 10 strands as shown for NU 35, 43 & 53. Indicate two more strands for NU 63, 70 and 78.

⊠⊠⊠⊠⊠⊠+⊕+ ⊕+⊠⊠⊠⊠⊠⊠

Strands are not typically debonded for NU girders, but if required by design, add symbols to End of Girder strand arrangement detail and add the appropriate notes (Note H2c1.44 and as shown below).

- ⊠ Indicates debonded for x'-0" from end of girder
- △ Indicates debonded for x'-0" from end of girder

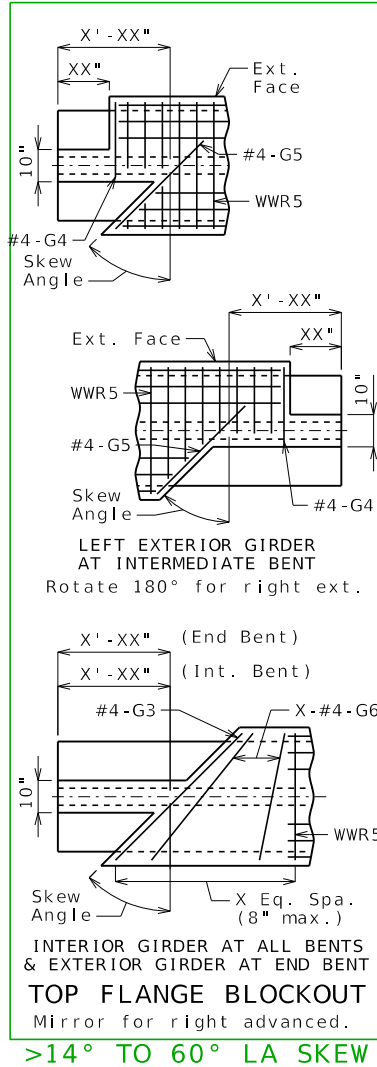
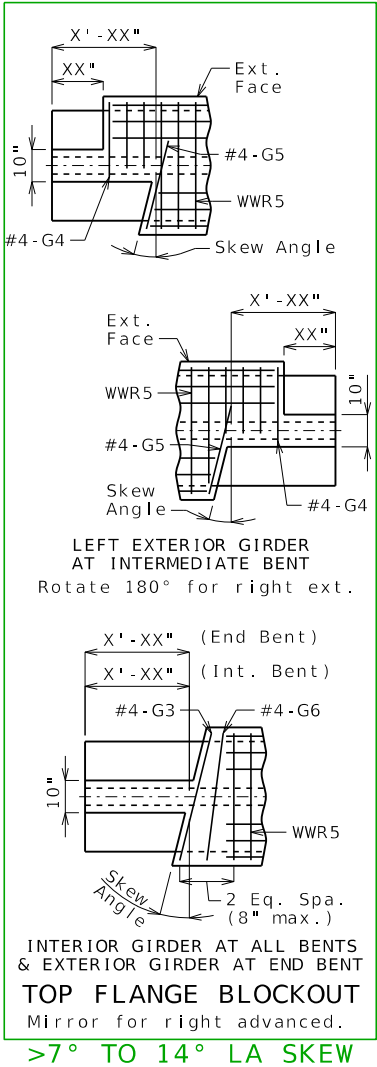
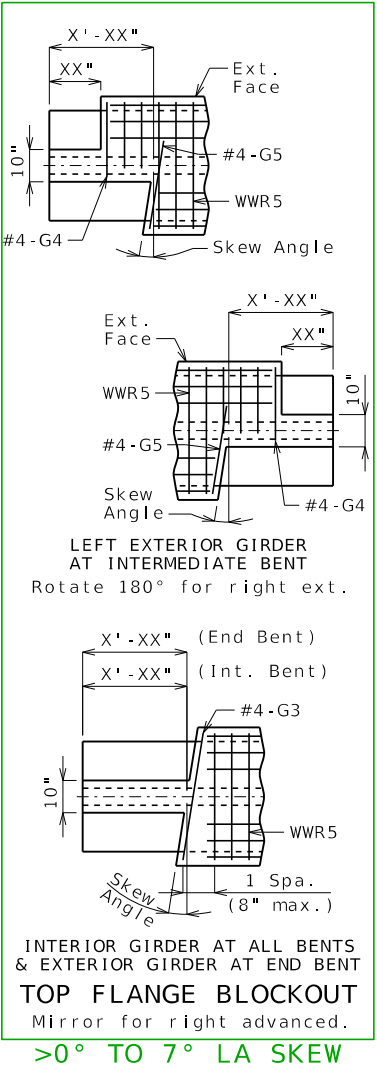
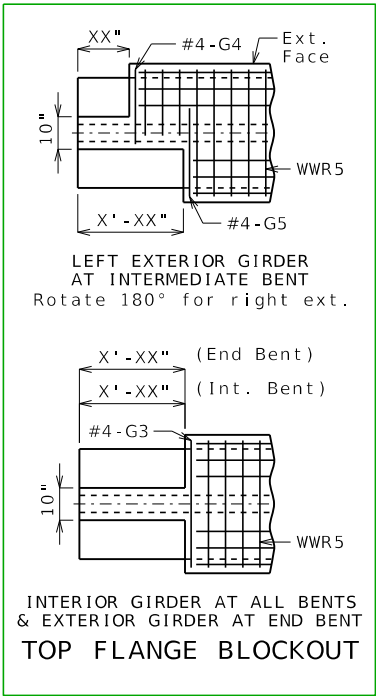
- ⑤ Actual length of B1 bars:

|    | NU 35 | NU 43  | NU 53  | NU 63 | NU 70 | NU 78  |
|----|-------|--------|--------|-------|-------|--------|
| #4 | 4'-4" | 5'-0"  | 5'-10" | 6'-8" | 7'-4" | 8'-0"  |
| #5 | 4'-4" | 5'-0"  | 5'-10" | 6'-8" | 7'-3" | 7'-11" |
| #6 | 4'-3" | 4'-11" | 5'-8"  | 6'-6" | 7'-2" | 7'-10" |

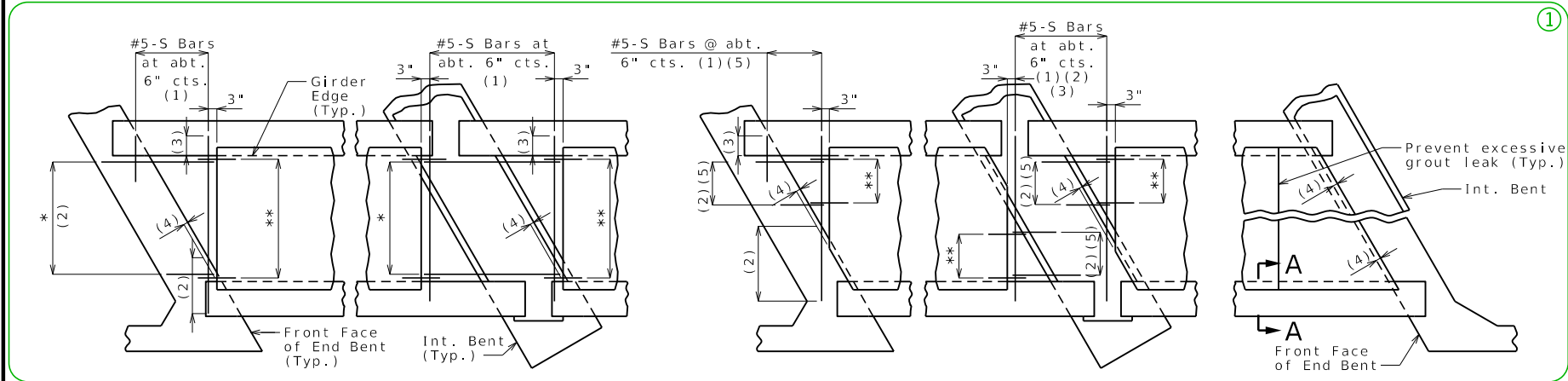
- ⑥ By design. Typically 30.98 kips per 1/2" strand & 43.94 kips per 0.6" strand, rounded to nearest whole kip.
- ⑦ Revise minimum dimension if required by design.
- ⑧ Adjust for modified flange thickness.
- ⑨ Use with end spans when both interior & exterior girders are detailed on same sheet and the 2'-6" long tie rod will not fit in the exterior diaphragm portion. Remove when not necessary.
- ⑩ Substitute these values into drawing.

| NU | a                       | b                      | c                     | d                    |
|----|-------------------------|------------------------|-----------------------|----------------------|
| 35 | 20 <sup>1 1/16"</sup>   | 2'-11 <sup>1/16"</sup> | 3'-4"                 | 23 <sup>3/4"</sup>   |
| 43 | 2'-4 <sup>3/16"</sup>   | 3'-7 <sup>3/16"</sup>  | 3'-11 <sup>3/4"</sup> | 2'-7 <sup>1/2"</sup> |
| 53 | 3'-2 <sup>1 3/32"</sup> | 4'-5 <sup>3/32"</sup>  | 4'-9 <sup>3/4"</sup>  | 3'-5 <sup>1/4"</sup> |
| 63 | 4'-0 <sup>5/4"</sup>    | 5'-3"                  | 5'-7 <sup>1/2"</sup>  | 4'-3 <sup>1/4"</sup> |
| 70 | 4'-8 <sup>1/8"</sup>    | 5'-10 <sup>1/8"</sup>  | 6'-3 <sup>1/2"</sup>  | 4'-11"               |
| 78 | 5'-4"                   | 6'-6 <sup>3/4"</sup>   | 6'-11 <sup>1/4"</sup> | 5'-7"                |

- ⑪ Remove note for NU 53, 63, 70 and 78.
- ⑫ Remove notes for NU 35 and 43.
- ⑬ The overall height of the WWR6 shall not be increased for girder steps. Reduce this dimension by the accumulated girder step height.
- ⑭ Remove if #5-B1 bars are used.



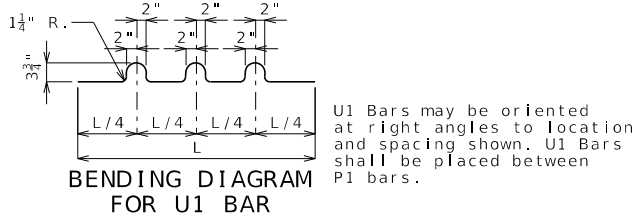




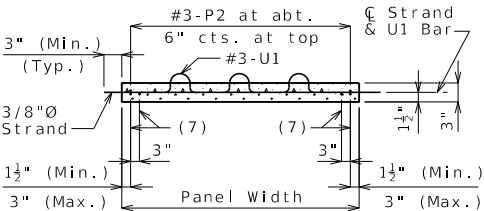
SQUARED END PANELS OR TRUNCATED END PANELS

PLAN SHOWING PANEL PLACEMENT

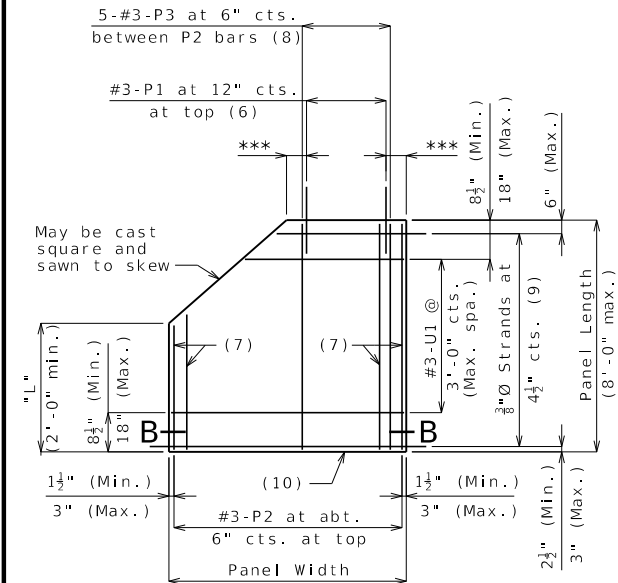
- \* #5-S Bars at abt. 9" cts. (1)
- \*\* #3-P1 at 12" cts. (End panels only)



BENDING DIAGRAM FOR U1 BAR

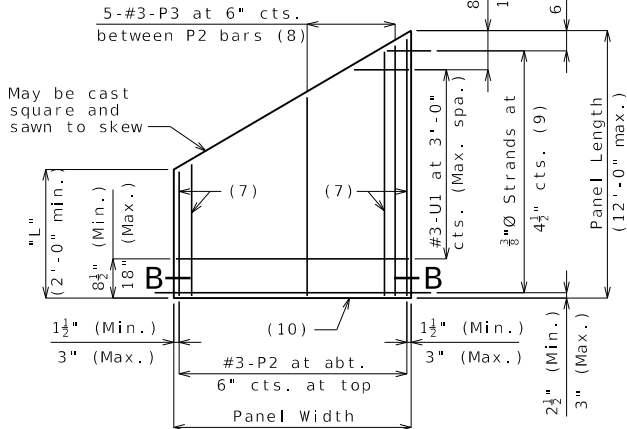


SECTION B-B

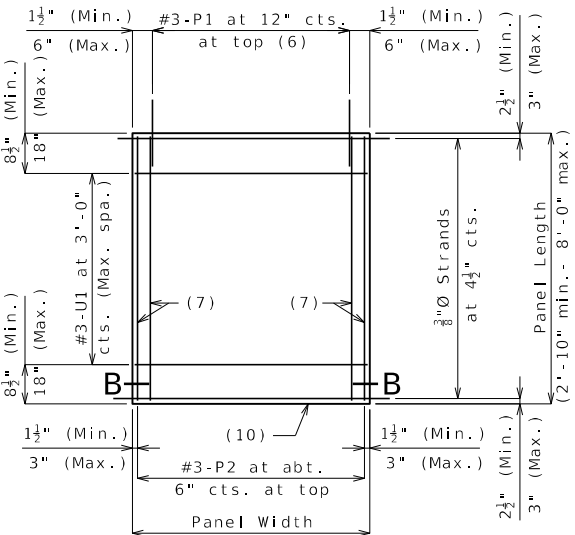


PLAN OF OPTIONAL TRUNCATED END PANEL

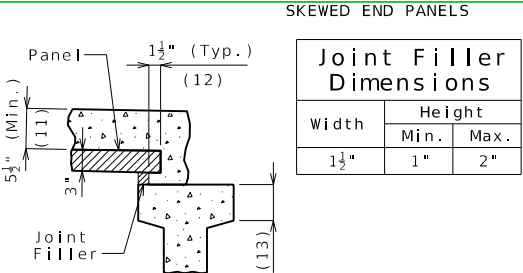
\*\*\* 3" (Min.), 6" (Max.)



PLAN OF OPTIONAL SKEWED END PANEL



PLAN OF SQUARED PANEL



SECTION A-A

Reference Notes:

- Plan of Panel Placement:
  - (1) S-bars shown are bottom steel in slab between panels and used with squared and truncated end panels only.
  - (2) Extend S-bars 18 inches beyond the front face of end bents and int. bents for squared and truncated end panels only.
  - (3) Extend S-bars 9 inches beyond edge of girder (Typ.).
  - (4) End panels shall be dimensioned 1/2" min. to 1 1/2" max. from the inside face of diaphragm.
  - (5) For truncated end panels, use a min. of #5-S bars at 6" crossings in openings, or min. 4x4-W7xW7.

- Plans of Panels:
  - (6) For end panels only, P1 bars shall be 2'-0" in length and embedded 12". P1 bars will not be required for panels at squared integral end bents.
  - (7) #3-P2 bars near edge of panel at bottom (under strands).
  - (8) Use #3-P3 bars if panel is skewed 45° or greater.
  - (9) Any strand 2'-0" or shorter shall have a #4 reinforcing bar on each side of it, centered between strands. Strands 2'-0" or shorter may then be debonded at the fabricator's option.
  - (10) Optional 1/2" x 45° Chamfer one or both sides at bottom.

Section A-A:

- (11) Slab thickness over prestressed panels varies due to girder camber. In order to maintain minimum slab thickness, it may be necessary to raise the grade uniformly throughout the structure. No payment will be made for additional labor or materials required for necessary grade adjustment.
- (12) Contractor shall ensure proper consolidation under and between panels.
- (13) At the contractor's option, the variation in slab thickness over prestressed panels may be eliminated or reduced by increasing and varying the girder top flange thickness. Dimensions shall be shown on the shop drawings.

PRESTRESSED PANELS

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

General Notes:

Prestressed Panels:  
Concrete for prestressed panels shall be Class A-1 with  $f'c = 6,000$  psi,  $f'ci = 4,000$  psi.

The top surface of all panels shall receive a scored finish with a depth of scoring of 1/8" perpendicular to the prestressing strands in the panels.

Prestressing tendons shall be high-tensile strength, uncoated, seven-wire, low-relaxation strands for prestressed concrete in accordance with AASHTO M 203 Grade 270, with nominal diameter of strand = 3/8" and nominal area = 0.085 sq.in. and minimum ultimate strength = 22.95 kips (270 ksi). Larger strands may be used with the same spacing and initial tension.

Initial prestressing force = 17.2 kips/strand.

The method and sequence of releasing the strands shall be shown on the shop drawings.

Suitable anchorage devices for lifting panels may be cast in panels, provided the devices are shown on the shop drawings and approved by the engineer. Panel lengths shall be determined by the contractor and shown on the shop drawings.

When squared end panels are used at skewed bents, the skewed portion shall be cast full depth. No separate payment will be made for additional concrete and reinforcing required.

Support from diaphragm forms is required under the optional skewed end until cast-in-place concrete has reached 3,000 psi compressive strength.

Prestressed panels shall be brought to saturated surface-dry (SSD) condition just prior to the deck pour. There shall be no free standing water on the panels or in the area to be cast.

The prestressed panel quantities are not included in the table of estimated quantities for the slab.

Reinforcing Steel:  
All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

If U1 bars interfere with placement of slab steel, U1 loops may be bent over, as necessary, to clear slab steel.

Deformed welded wire reinforcement (WWR) providing a minimum area of reinforcing perpendicular to strands of 0.22 sq in./ft, with spacing parallel to strands sufficient to ensure proper handling, may be used in lieu of the #3-P2 bars shown. Wire diameter shall not be larger than 0.375 inch. The above alternative reinforcement criteria may be used in lieu of the #3-P3 bars, when required, and placed over a width not less than 2 feet.

The following reinforcing steel shall be tied securely to the strands with the following maximum spacing in each direction:  
#3-P2 bars at 16 inches.  
WWR at 24 inches.

The #3-U1 bars shall be tied securely to #3-P2 bars, to WWR or to strands (when placed between P1 bars) at about 3-foot centers.

Minimum reinforcement steel length shall be 2'-0".

All reinforcement other than prestressing strands shall be epoxy coated.

Precast panels may be in contact with stirrup reinforcing in diaphragms.

S-bars are not listed in the bill of reinforcing.

Cost of S-bars will be considered completely covered by the contract unit price for the slab.

Joint Filler:  
Joint filler shall be preformed fiber expansion joint material in accordance with Sec 1057 or expanded or extruded polystyrene bedding material in accordance with Sec 1073.

Use Slab Haunching Diagram on Sheet No. (XX) for determining thickness of joint filler within the limits noted in the table of Joint Filler Dimensions.

Thicker material may be used on one or both sides of the girder to reduce cast-in-place concrete thickness to within tolerances.

The same thickness of preformed fiber expansion joint material shall be used under any one edge of any panel except at locations where top flange thickness may be stepped. The maximum change in thickness between adjacent panels shall be 1/2 inch. The polystyrene bedding material may be cut with a transition to match haunch height above top of flange.

Joint filler shall be glued to the girder. When thickness exceeds 1 1/2 inches, the joint filler shall be glued top and bottom. The glue used shall be the type recommended by the joint filler manufacturer.

Edges of panels shall be uniformly seated on the joint filler before slab reinforcement is placed.

Detailed  
Checked

|                                                                                  |                |
|----------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>2/24/2023                                                       |                |
| ROUTE                                                                            | STATE<br>MO    |
| DISTRICT                                                                         | SHEET NO.<br>1 |
| COUNTY                                                                           |                |
| JOB NO.                                                                          |                |
| CONTRACT ID.                                                                     |                |
| PROJECT NO.                                                                      |                |
| BRIDGE NO.                                                                       |                |
| DESCRIPTION                                                                      |                |
| DATE                                                                             |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |                |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                |

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



PSP01\_PS\_Type\_2\_3\_4

Guidance

Standard Drawing Guidance (do not show on plans):

- ① Modify details if expansion gap is used and add Section B-B at expansion device and additional reference notes as shown on standard drawing for steel structures (PSP06).



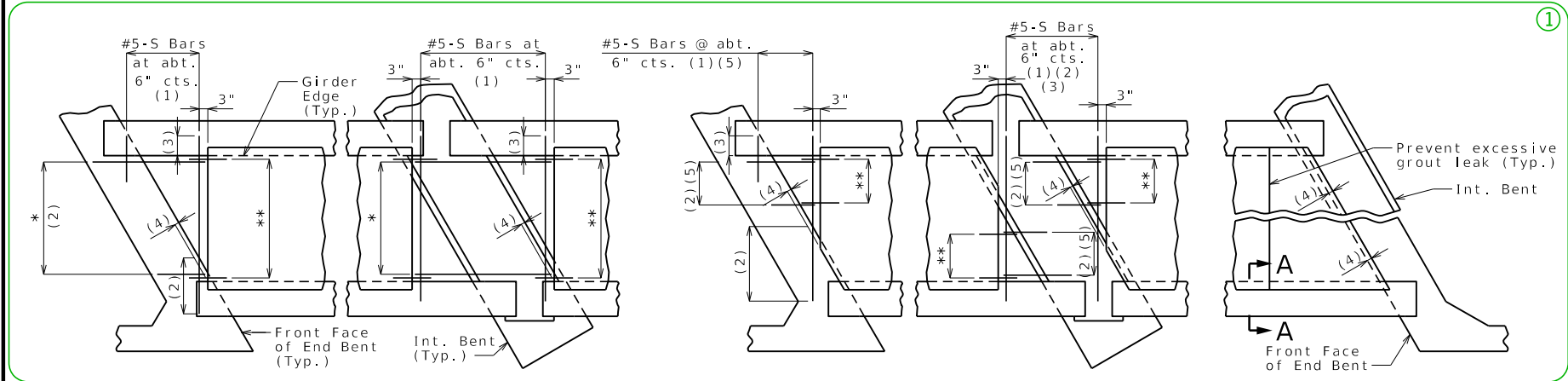




Standard Drawing Guidance (do not show on plans):

- ① Modify details if expansion gap is used and add Section B-B at expansion device and additional reference notes as shown on standard drawing for steel structures (PSP06).



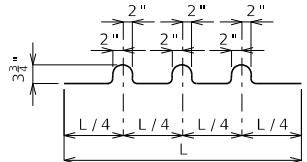


SQUARED END PANELS OR TRUNCATED END PANELS

SKWEDED END PANELS

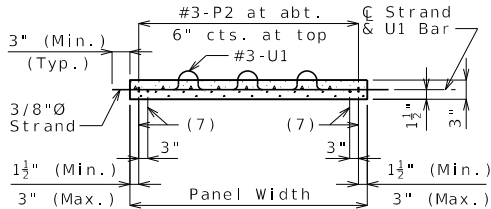
PLAN SHOWING PANEL PLACEMENT

\* #5-S Bars at abt. 9" cts. (1)  
\*\* #3-P1 at 12" cts. (End panels only)

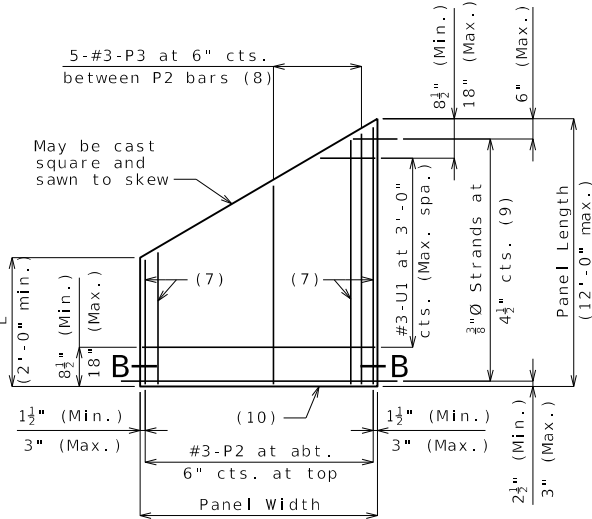


BENDING DIAGRAM FOR U1 BAR

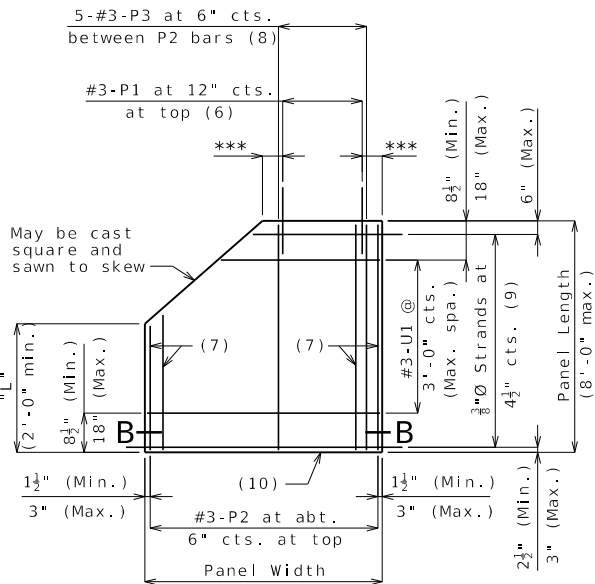
U1 Bars may be oriented at right angles to location and spacing shown. U1 Bars shall be placed between P1 bars.



SECTION B-B

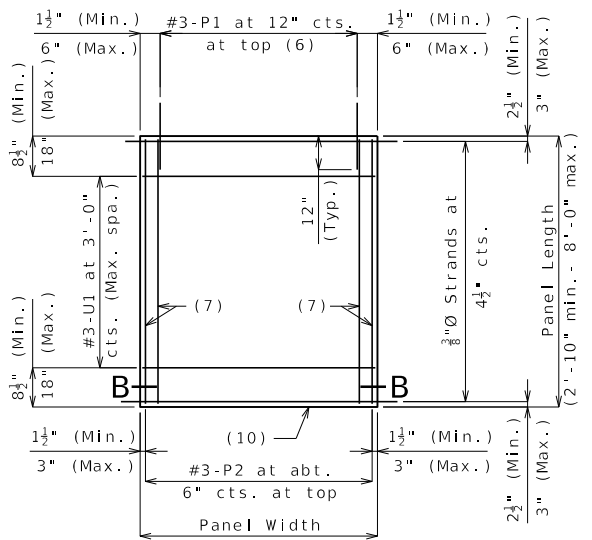


PLAN OF OPTIONAL SKWEDED END PANEL

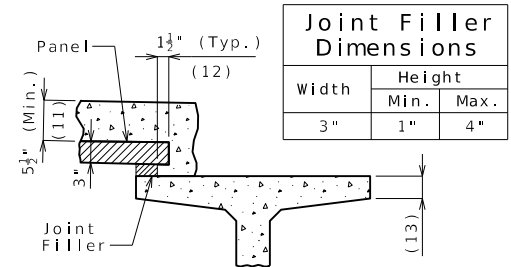


PLAN OF OPTIONAL TRUNCATED END PANEL

\*\*\* 3" (Min.), 6" (Max.)



PLAN OF SQUARED PANEL



SECTION A-A

Reference Notes:

Plan of Panel Placement:  
(1) S-bars shown are bottom steel in slab between panels and used with squared and truncated end panels only.

(2) Extend S-bars 18 inches beyond the front face of end bents and int. bents for squared and truncated end panels only.

(3) Extend S-bars 9 inches beyond edge of girder (Typ.).

(4) End panels shall be dimensioned 1/2" min. to 1 1/2" max. from the inside face of diaphragm.

(5) For truncated end panels, use a min. of #5-S bars at 6" crossings in openings, or min. 4x4-W7xW7.

Plans of Panels:  
(6) For end panels only, P1 bars shall be 2'-0" in length and embedded 12". P1 bars will not be required for panels at squared integral end bents.

(7) #3-P2 bars near edge of panel at bottom (under strands).

(8) Use #3-P3 bars if panel is skewed 45° or greater.

(9) Any strand 2'-0" or shorter shall have a #4 reinforcing bar on each side of it, centered between strands. Strands 2'-0" or shorter may then be debonded at the fabricator's option.

(10) Optional 1/2" x 45° Chamfer one or both sides at bottom.

Section A-A:  
(11) Slab thickness over prestressed panels varies due to girder camber. In order to maintain minimum slab thickness, it may be necessary to raise the grade uniformly throughout the structure. No payment will be made for additional labor or materials required for necessary grade adjustment.

(12) Contractor shall ensure proper consolidation under and between panels.

(13) At the contractor's option, the variation in slab thickness over prestressed panels may be eliminated or reduced by increasing and varying the girder top flange thickness. Dimensions shall be shown on the shop drawings.

PRESTRESSED PANELS

General Notes:

Prestressed Panels:  
Concrete for prestressed panels shall be Class A-1 with  $f'c = 6,000$  psi,  $f'ci = 4,000$  psi.  
The top surface of all panels shall receive a scored finish with a depth of scoring of 1/8" perpendicular to the prestressing strands in the panels.

Prestressing tendons shall be high-tensile strength, uncoated, seven-wire, low-relaxation strands for prestressed concrete in accordance with AASHTO M 203 Grade 270, with nominal diameter of strand = 3/8" and nominal area = 0.085 sq.in. and minimum ultimate strength = 22.95 kips (270 ksi). Larger strands may be used with the same spacing and initial tension.

Initial prestressing force = 17.2 kips/strand.

The method and sequence of releasing the strands shall be shown on the shop drawings.

Suitable anchorage devices for lifting panels may be cast in panels, provided the devices are shown on the shop drawings and approved by the engineer. Panel lengths shall be determined by the contractor and shown on the shop drawings.

When squared end panels are used at skewed bents, the skewed portion shall be cast full depth. No separate payment will be made for additional concrete and reinforcing required.

Support from diaphragm forms is required under the optional skewed end until cast-in-place concrete has reached 3,000 psi compressive strength.

Prestressed panels shall be brought to saturated surface-dry (SSD) condition just prior to the deck pour. There shall be no free standing water on the panels or in the area to be cast.

The prestressed panel quantities are not included in the table of estimated quantities for the slab.

Reinforcing Steel:  
All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

If U1 bars interfere with placement of slab steel, U1 loops may be bent over, as necessary, to clear slab steel.

Deformed welded wire reinforcement (WWR) providing a minimum area of reinforcing perpendicular to strands of 0.22 sq in./ft, with spacing parallel to strands sufficient to ensure proper handling, may be used in lieu of the #3-P2 bars shown. Wire diameter shall not be larger than 0.375 inch. The above alternative reinforcement criteria may be used in lieu of the #3-P3 bars, when required, and placed over a width not less than 2 feet.

The following reinforcing steel shall be tied securely to the strands with the following maximum spacing in each direction:  
#3-P2 bars at 16 inches.  
WWR at 24 inches.

The #3-U1 bars shall be tied securely to #3-P2 bars, to WWR or to strands (when placed between P1 bars) at about 3-foot centers.

Minimum reinforcement steel length shall be 2'-0".

All reinforcement other than prestressing strands shall be epoxy coated.

Precast panels may be in contact with stirrup reinforcing in diaphragms.

S-bars are not listed in the bill of reinforcing.

Cost of S-bars will be considered completely covered by the contract unit price for the slab.

Joint Filler:  
Joint filler shall be preformed fiber expansion joint material in accordance with Sec 1057 or expanded or extruded polystyrene bedding material in accordance with Sec 1073.

Use Slab Haunching Diagram on Sheet No. (XX) for determining thickness of joint filler within the limits noted in the table of Joint Filler Dimensions.

Thicker material may be used on one or both sides of the girder to reduce cast-in-place concrete thickness to within tolerances.

The same thickness of preformed fiber expansion joint material shall be used under any one edge of any panel except at locations where top flange thickness may be stepped. The maximum change in thickness between adjacent panels shall be 1/2 inch. The polystyrene bedding material may be cut with a transition to match haunch height above top of flange.

Joint filler shall be glued to the girder. When thickness exceeds 1 1/2 inches, the joint filler shall be glued top and bottom. The glue used shall be the type recommended by the joint filler manufacturer.

Edges of panels shall be uniformly seated on the joint filler before slab reinforcement is placed.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

|                                                                                  |                |
|----------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>2/24/2023                                                       |                |
| ROUTE                                                                            | STATE<br>MO    |
| DISTRICT                                                                         | SHEET NO.<br>3 |
| COUNTY                                                                           |                |
| JOB NO.                                                                          |                |
| CONTRACT ID.                                                                     |                |
| PROJECT NO.                                                                      |                |
| BRIDGE NO.                                                                       |                |
| DESCRIPTION                                                                      |                |
| DATE                                                                             |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |                |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                |

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Standard Drawing Guidance (do not show on plans):

- ① Modify details if expansion gap is used and add Section B-B at expansion device and additional reference notes as shown on standard drawing for steel structures (PSP06).







Standard Drawing Guidance (do not show on plans):

- ① Modify details if expansion gap is used and add Section B-B at expansion device and additional reference notes as shown on standard drawing for steel structures (PSP06).



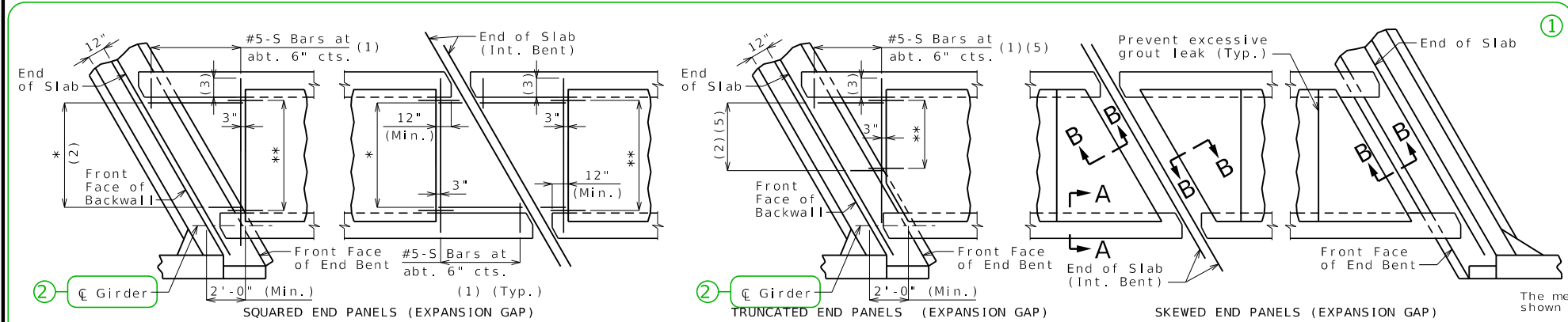




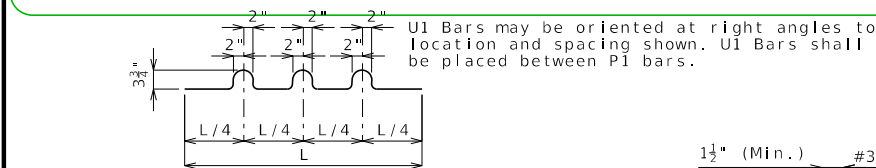
Standard Drawing Guidance (do not show on plans):

- ① Modify details if expansion gap is used and add Section B-B at expansion device and additional reference notes as shown on standard drawing for steel structures (PSP06).

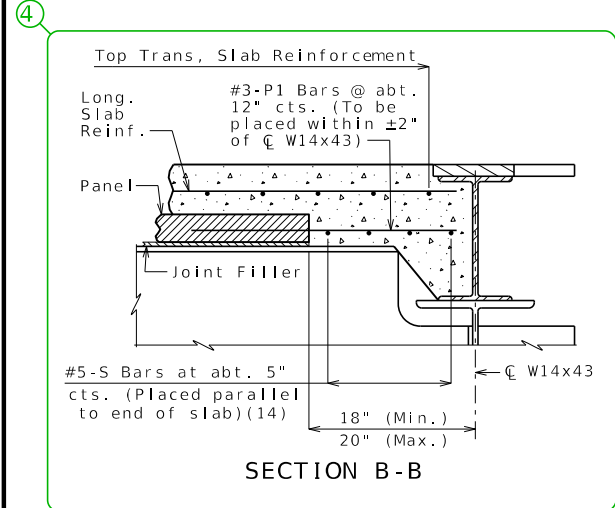




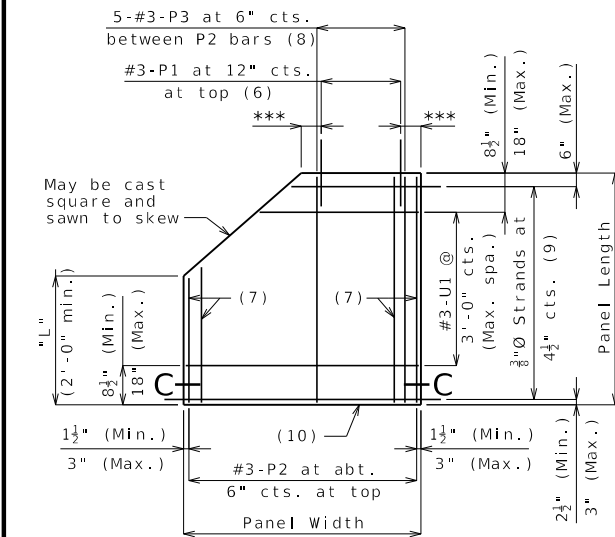
PLAN SHOWING PANEL PLACEMENT



BENDING DIAGRAM FOR U1 BAR

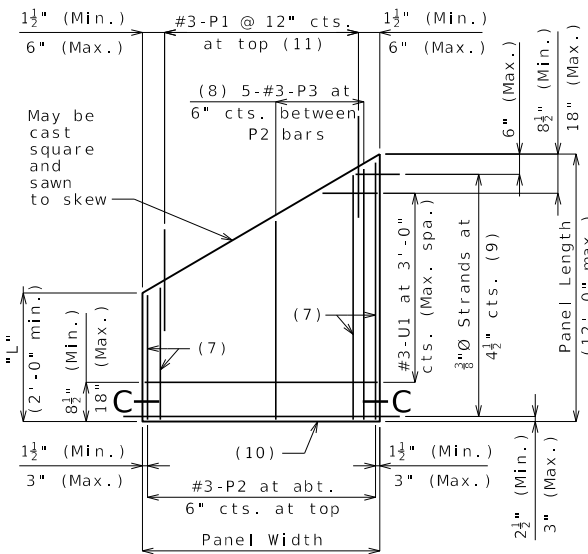


SECTION B-B

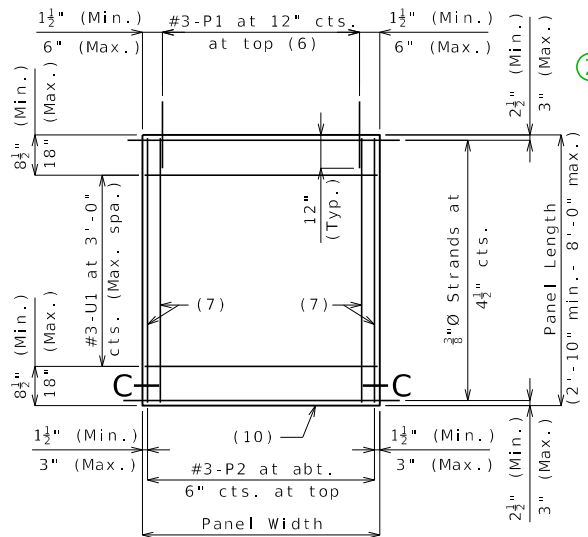


PLAN OF OPTIONAL TRUNCATED END PANEL

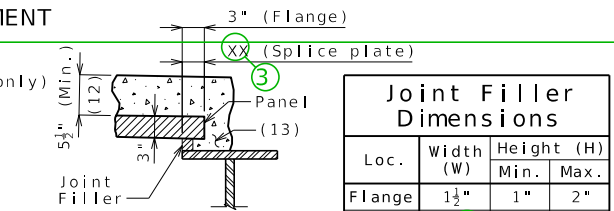
\*\*\* 3" (Min.), 6" (Max.)



PLAN OF OPTIONAL SKEWED END PANEL



PLAN OF SQUARED PANEL



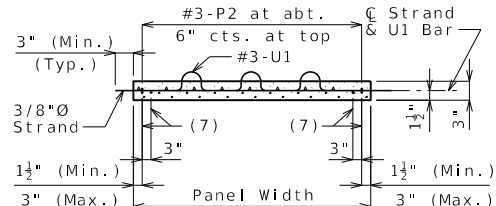
SECTION A-A

Reference Notes:

- Plan of Panel Placement:
- (1) S-bars shown are bottom steel in slab between panels and used with squared and truncated end panels only.
  - (2) Extend S-bars 18 inches beyond the front face of end bents and int. bents for squared and truncated end panels only.
  - (3) Extend S-bars 9 inches beyond edge of girder (Typ.).
  - (4) End panels shall be dimensioned 1/2" min. to 1 1/2" max. from the inside face of diaphragm.
  - (5) For truncated end panels, use a min. of #5-S bars at 6" crossings in openings, or min. 4x4-W7xW7.
  - (6) For end panels only, P1 bars shall be 2'-0" in length and embedded 12". P1 bars will not be required for panels at squared integral end bents.
  - (7) #3-P2 bars near edge of panel at bottom (under strands).
  - (8) Use #3-P3 bars if panel is skewed 45° or greater.
  - (9) Any strand 2'-0" or shorter shall have a #4 reinforcing bar on each side of it, centered between strands. Strands 2'-0" or shorter may then be debonded at the fabricator's option.
  - (10) Optional 1/2" x 45° Chamfer one or both sides at bottom.
  - (11) P1 bars not required for integral end bents.
  - (12) Adjustment in the slab thickness, joint filler, or grade will be necessary if the girder camber after erection differs from plan camber by more than the % of dead load deflection due to the weight of structural steel. No payment will be made for additional labor or materials for the adjustment.
  - (13) Contractor shall ensure proper consolidation under and between panels.

Section B-B:

- (14) S-bars shown are used with skewed end panels, or squared end panels of squared structures only. The #5 S-bars shall extend the width of slab (2'-6" lap if necessary) or to within 3 inches of expansion device assemblies.



SECTION C-C

General Notes:

**Prestressed Panels:**  
Concrete for prestressed panels shall be Class A-1 with  $f'c = 6,000$  psi,  $f'ci = 4,000$  psi.

The top surface of all panels shall receive a scored finish with a depth of scoring of 1/8" perpendicular to the prestressing strands in the panels.

Prestressing tendons shall be high-tensile strength uncoated seven-wire low-relaxation strands for prestressed concrete in accordance with AASHTO M 203 Grade 270, with nominal diameter of strand = 3/8" and nominal area = 0.085 sq. in. and minimum ultimate strength = 22.95 kips (270 ksi). Larger strands may be used with the same spacing and initial tension.

Initial prestressing force = 17.2 kips/strand.

The method and sequence of releasing the strands shall be shown on the shop drawings.

Suitable anchorage devices for lifting panels may be cast in panels, provided the devices are shown on the shop drawings and approved by the engineer. Panel lengths shall be determined by the contractor and shown on the shop drawings.

When squared end panels are used at skewed bents, the skewed portion shall be cast full depth. No separate payment will be made for additional concrete and reinforcing required.

Support from diaphragm forms is required under the optional skewed end until cast-in-place concrete has reached 3,000 psi compressive strength.

Prestressed panels shall be brought to saturated surface-dry (SSD) condition just prior to the deck pour. There shall be no free standing water on the panels or in the area to be cast.

The prestressed panel quantities are not included in the table of estimated quantities for slab.

Reinforcing Steel:

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

If U1 bars interfere with placement of slab steel, U1 loops may be bent over, as necessary, to clear slab steel.

Deformed welded wire reinforcement (WWR) providing a minimum area of reinforcing perpendicular to strands of 0.22 sq. in./ft. with spacing parallel to strands sufficient to ensure proper handling, may be used in lieu of the #3-P2 bars shown. Wire diameter shall not be larger than 0.375 inch. The above alternative reinforcement criteria may be used in lieu of the #3-P3 bars, when required, and placed over a width not less than 2 feet.

The following reinforcing steel shall be tied securely to the strands with the following maximum spacing in each direction:  
#3-P2 bars at 16 inches.  
WWR at 24 inches.

The #3-U1 bars shall be tied securely to #3-P2 bars, to WWR or to strands (when placed between P1 bars) at about 3-foot centers.

Minimum reinforcement steel length shall be 2'-0".

All reinforcement other than prestressing strands shall be epoxy coated.

Precast panels may be in contact with stirrup reinforcing in diaphragms.

S-bars are not listed in the bill of reinforcing.

Cost of S-bars will be considered completely covered by the contract unit price for the Slab.

Joint Filler:

Joint filler shall be preformed fiber expansion joint material in accordance with Sec 1057 or expanded or extruded polystyrene bedding material in accordance with Sec 1073.

The thickness of the joint filler shall be adjusted to achieve the slab haunching dimension found on Sheet No. (XX). These adjustments shall be within the limits noted in the table of Joint Filler Dimensions.

Thicker material shall be used on one or both sides of the girder to reduce cast-in-place concrete thickness to within tolerances.

The same thickness of material shall be used under any one edge of any panel except at splices, and the maximum change in thickness between adjacent panels shall be 1/4 inch to correct for variations from Girder Camber Diagram. The polystyrene bedding material may be cut to match haunch height above top of flange.

Joint filler shall be glued to the girder. When thickness exceeds 1 1/2 inches, the joint filler shall be glued top and bottom. The glue used shall be the type recommended by the joint filler manufacturer.

Edges of panels shall be uniformly seated on the joint filler before slab reinforcement is placed.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

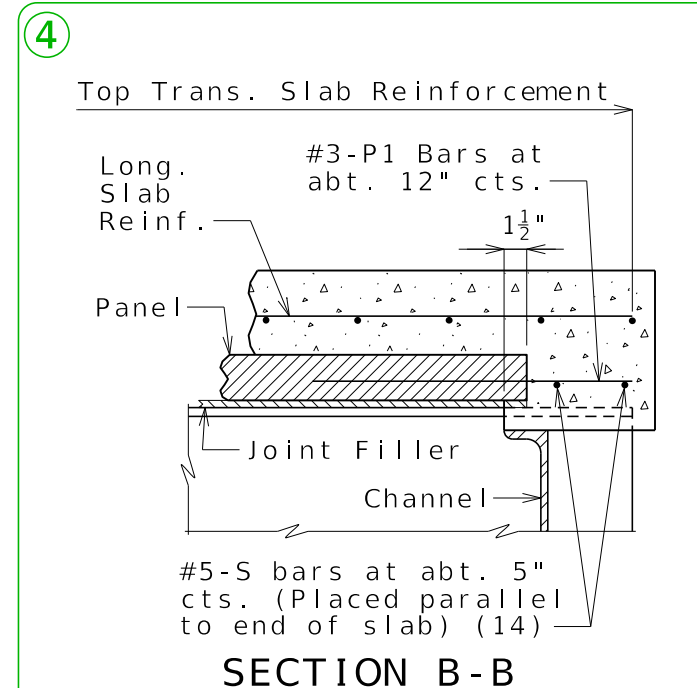
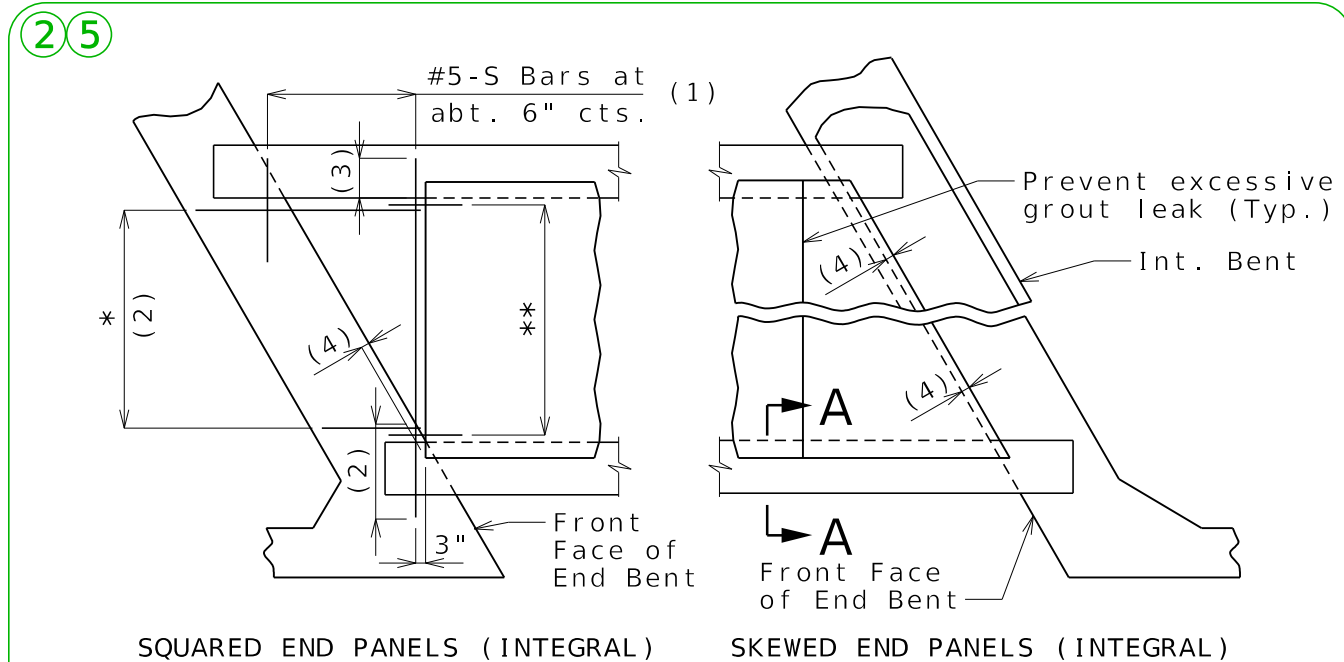
|                            |                |
|----------------------------|----------------|
| DATE PREPARED<br>2/24/2023 |                |
| ROUTE                      | STATE          |
| DISTRICT                   | SHEET NO.<br>6 |
| COUNTY                     |                |
| JOB NO.                    |                |
| CONTRACT ID.               |                |
| PROJECT NO.                |                |
| BRIDGE NO.                 |                |



## PSP06\_St I Guidance

Standard Drawing Guidance (do not show on plans):

- ① Update with correct sheet no.
- ② For wide flange beams, turn off Level 20 & turn on Level 21.
- ③  $XX = G - 1\frac{1}{4}"$  ( $1\frac{1}{2}"$  max.) If  $XX$  equals  $\frac{3}{4}"$ , remove asterisk and note.  
G is from the edge of the splice plate to the centerline of the nearest splice bolt.
- ④ Trade Section B-B as needed or omit if integral end bents.
- ⑤ Replace all expansion gap with integral end bents in "Plan Showing Panels Placement".









REDECK01\_front\_sheet      Guidance & Alternate Details (1 of 7)

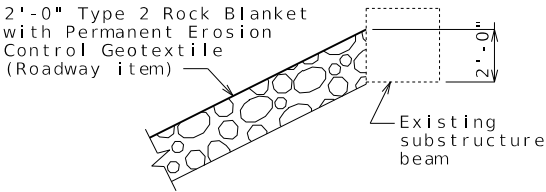
Standard Drawing Guidance (do not show on plans):  
(Turn off Level Bridge-Constructions to hide)

- ① Remove if not required; may be incorporated into half section slab details.
- ② Use this note only when specified in Bridge Memo or Design Layout.
- ③ For skewed bridges, add these items to section details to call out varied transverse bars at end bent.

④ Bar spacing shown is for Type D barrier. Below spacing may be used for Type H barrier.

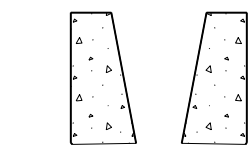
|           |           |           |            |           |           |           |
|-----------|-----------|-----------|------------|-----------|-----------|-----------|
| Roadway   | 22 feet   | 22 feet   | 24 feet    | 24 feet   | 26 feet   | 26 feet   |
| Beam Spa. | 4 @ 6'-8" | 4 @ 6'-0" | 4 @ 6'-10" | 4 @ 6'-8" | 4 @ 7'-8" | 4 @ 7'-4" |
| Bar Spa.  | 7"        | 7½"       | 8"         | 7½"       | 8"        | 8"        |
| Roadway   | 28 feet   | 30 feet   | 32 feet    | 34 feet   | 38 feet   |           |
| Beam Spa. | 4 @ 8'-0" | 4 @ 8'-8" | 4 @ 9'-4"  | 5 @ 7'-6" | 5 @ 8'-6" |           |
| Bar Spa.  | 8"        | 8"        | 8"         | 8"        | 6"        |           |

⑤ Note is required only when shop drawings will be required (For example, expansion device replacement, diaphragm replacement, etc.)



ROCK BLANKET ON SPILL SLOPES

Use when Rock Blanket is specified on BR Memo.



Type H Barrier

Structural Steel Protective Coating:

A4a1.21

Protective Coating: System G in accordance with Sec 1081 except thinners are not permitted.

Surface Preparation: Surface preparation of the existing steel shall be in accordance with Sec 1081 for Overcoating of Structural Steel. The cost of surface preparation will be considered completely covered by the contract lump sum unit price per sq. foot for Surface Preparation for Overcoating Structural Steel (System G).

A4a1.22

Field Coat(s): The color of the field overcoat shall be Gray (Federal Standard #26373) Brown (Federal Standard #30045) Black (Federal Standard #17038) Dark Blue (Federal Standard #25052) Bright Blue (Federal Standard #25095) and shall be applied in accordance with Sec 1081.10.3.4, except that all structural steel shall have the intermediate field coat applied in accordance with Sec 1081.10.3.4.1.1. The cost of the intermediate field coat will be considered completely covered by the contract lump sum unit price per sq. foot for Intermediate Field Coat (System G). The cost of the finish field coat will be considered completely covered by the contract lump sum unit price per sq. foot for Finish Field Coat (System G).

A4a1.23

(Existing Bearings at End Bents and Int. Bents)

Structural Steel Protective Coating:

Protective Coating: System G in accordance with Sec 1081. All existing bearings shall be recoated with System G.

A4a1.9 (Modified)

Surface Preparation: Surface preparation of the existing steel shall be in accordance with Sec 1081 for Recoating of Structural Steel (System G, H or I) with organic inorganic zinc primer. The cost of surface preparation will be considered completely covered by the contract unit price for Recoating Existing Bearings.

A4a1.10 (Modified)

Prime Coat: The cost of the prime coat will be considered completely covered by the contract unit price for Recoating Existing Bearings. Tint of the prime coat for System G shall be similar to the color of the field coat to be used.

A4a1.11 (Modified)

Field Coat: The color of the finish field coat shall be Gray (Federal Standard #26373). The cost of the intermediate field coat will be considered completely covered by the contract unit price for Recoating Existing Bearings. The cost of the finish field coat will be considered completely covered by the contract unit price for Recoating Existing Bearings.

A4a1.12 (Modified)

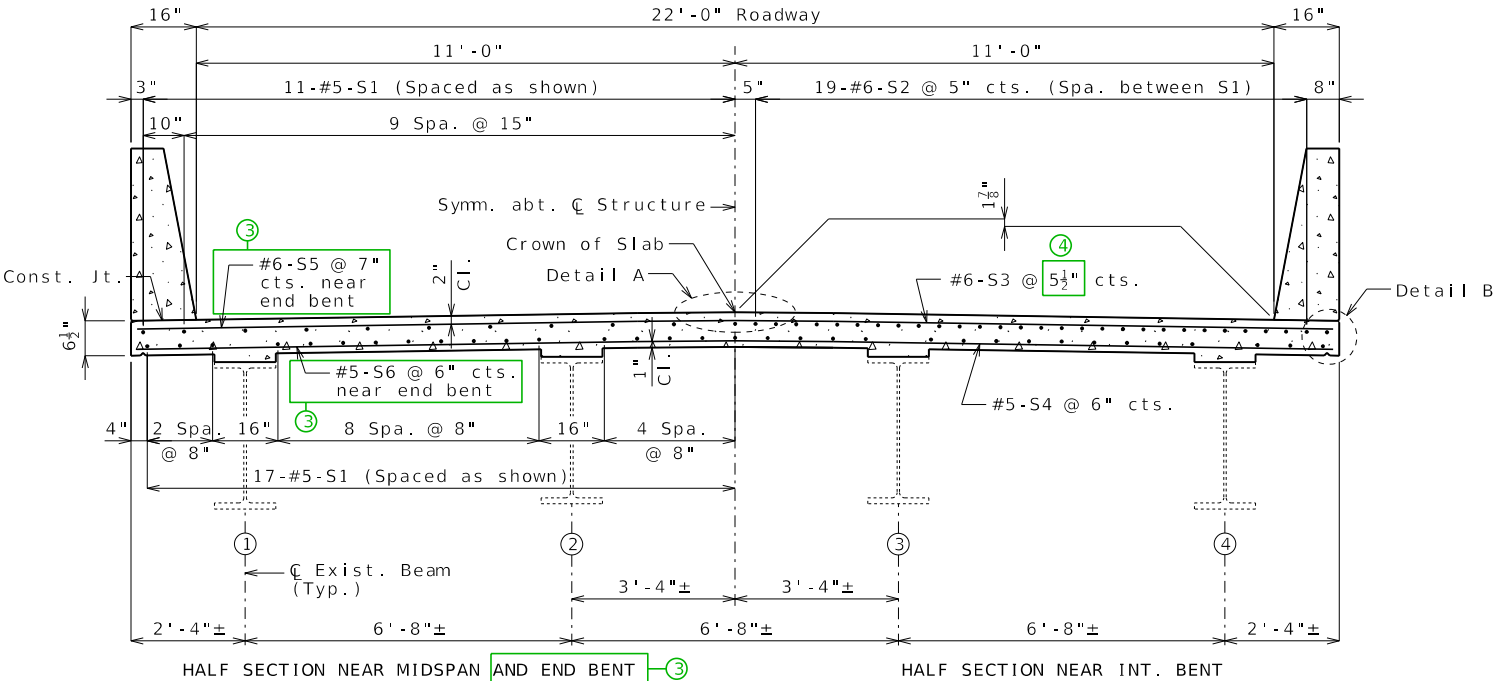
Sec 1081.10.4.6 shall be modified such that the word "RECOATED" is replaced by the word "RECOATED - SYSTEM G - BEARINGS ONLY".

(Structures with Exposed Piling)

Structural Steel Protective Coating:

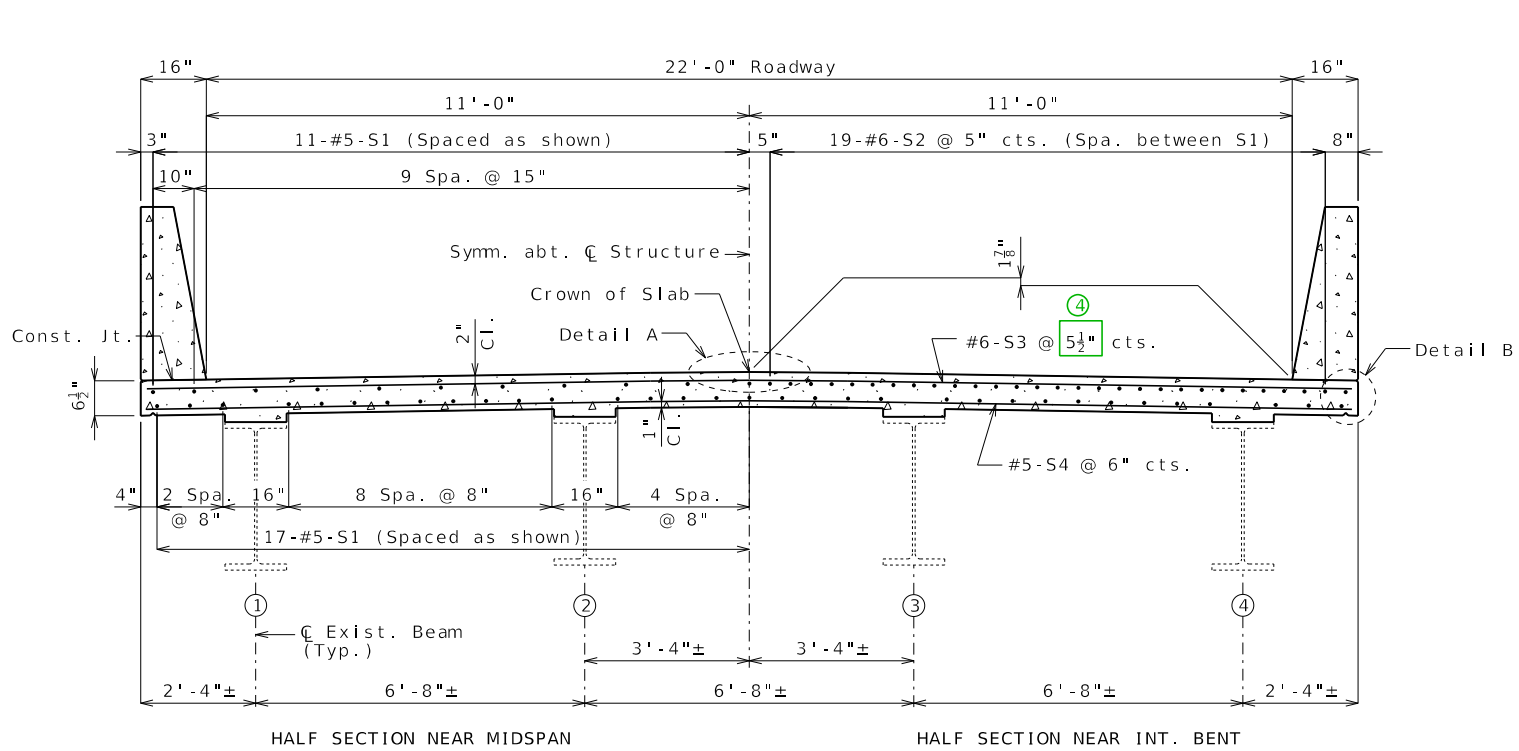
A4a3.2

All exposed surfaces of the existing structural steel piles shall be coated with one 6-mil thickness of aluminum gray epoxy-mastic primer applied over an SSPC-SP3 surface preparation in accordance with Sec 1081. The bituminous coating shall be applied one foot above and one foot below the existing ground line and in accordance with Sec 702. These protective coatings will not be required below the normal low water line. The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy-Mastic Primer. The cost of the aluminum gray epoxy-mastic primer and bituminous coating will be considered completely covered by the contract lump sum price for Aluminum Gray Epoxy-Mastic Primer.



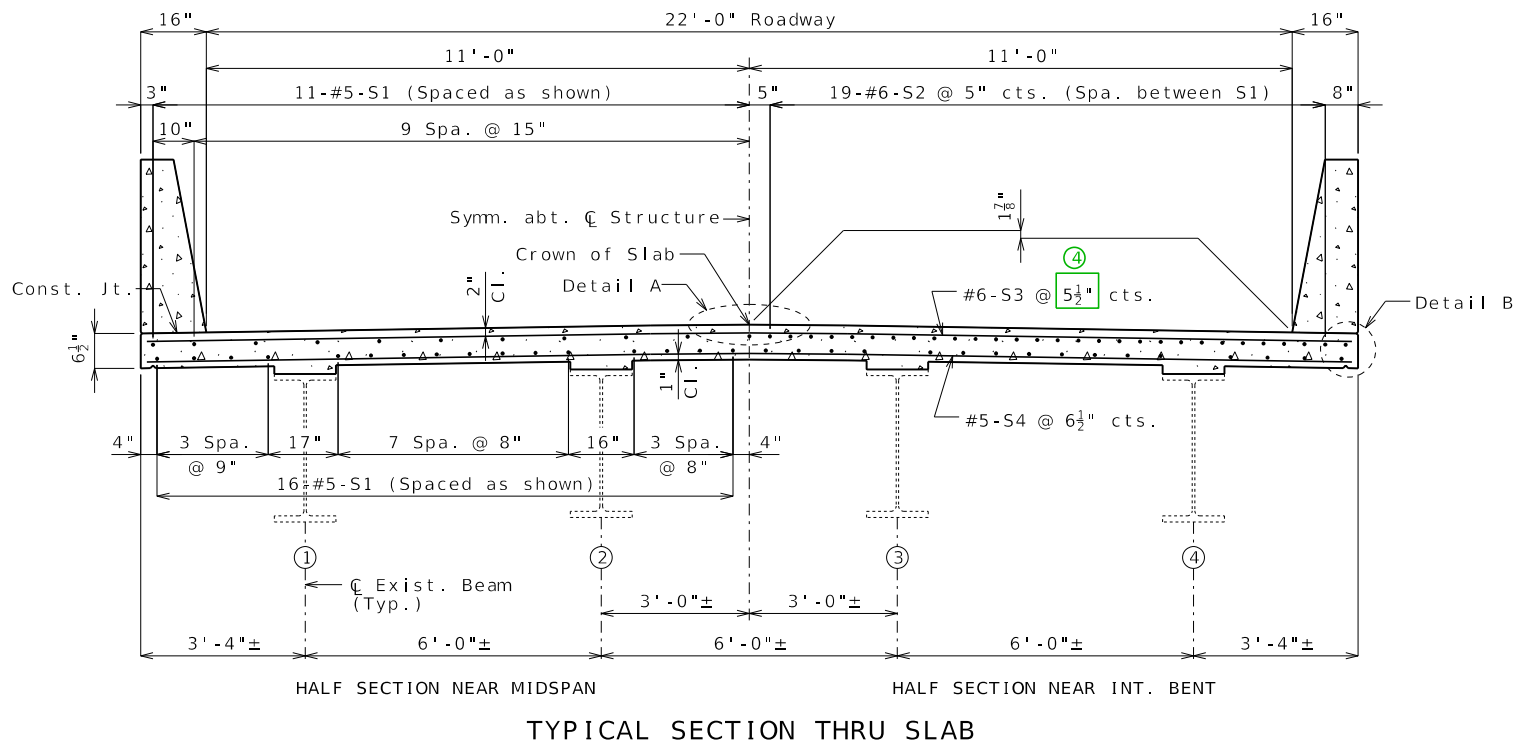
TYPICAL SECTION THRU SLAB  
22' RDWY-4 BEAMS @ 6'-8"  
\*\*\* SKEWED BRIDGES \*\*\*





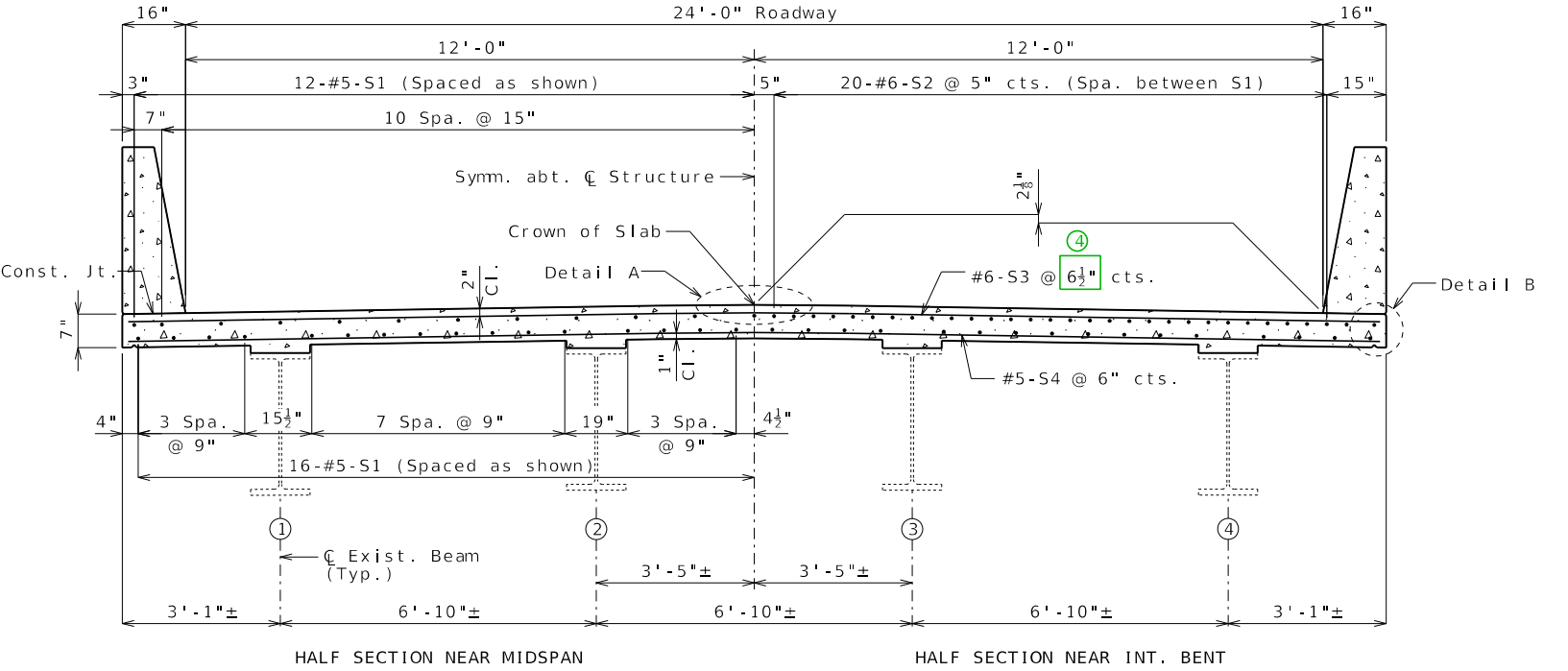
TYPICAL SECTION THRU SLAB

22 ' RDWY-4 BEAMS @ 6 '-8"



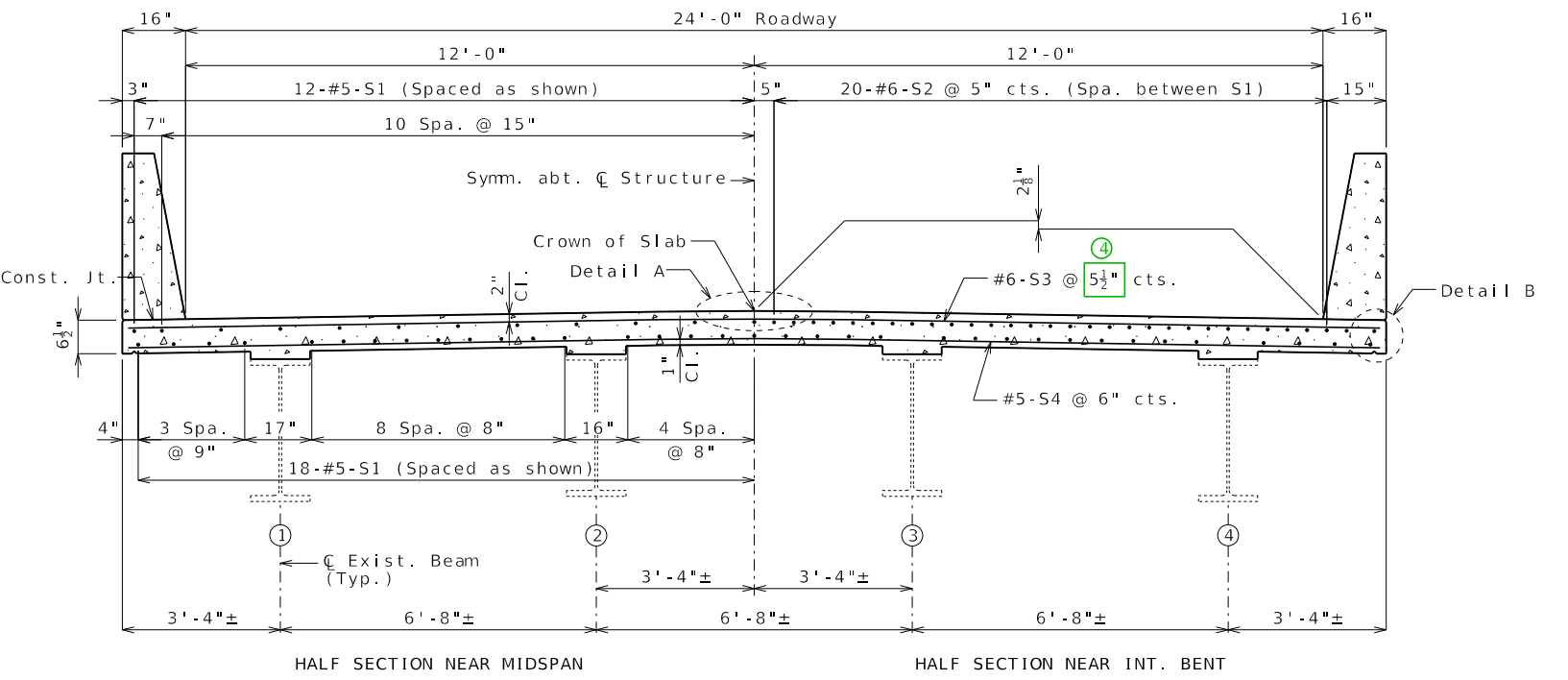
TYPICAL SECTION THRU SLAB

22 ' RDWY-4 BEAMS @ 6 '-0"



TYPICAL SECTION THRU SLAB

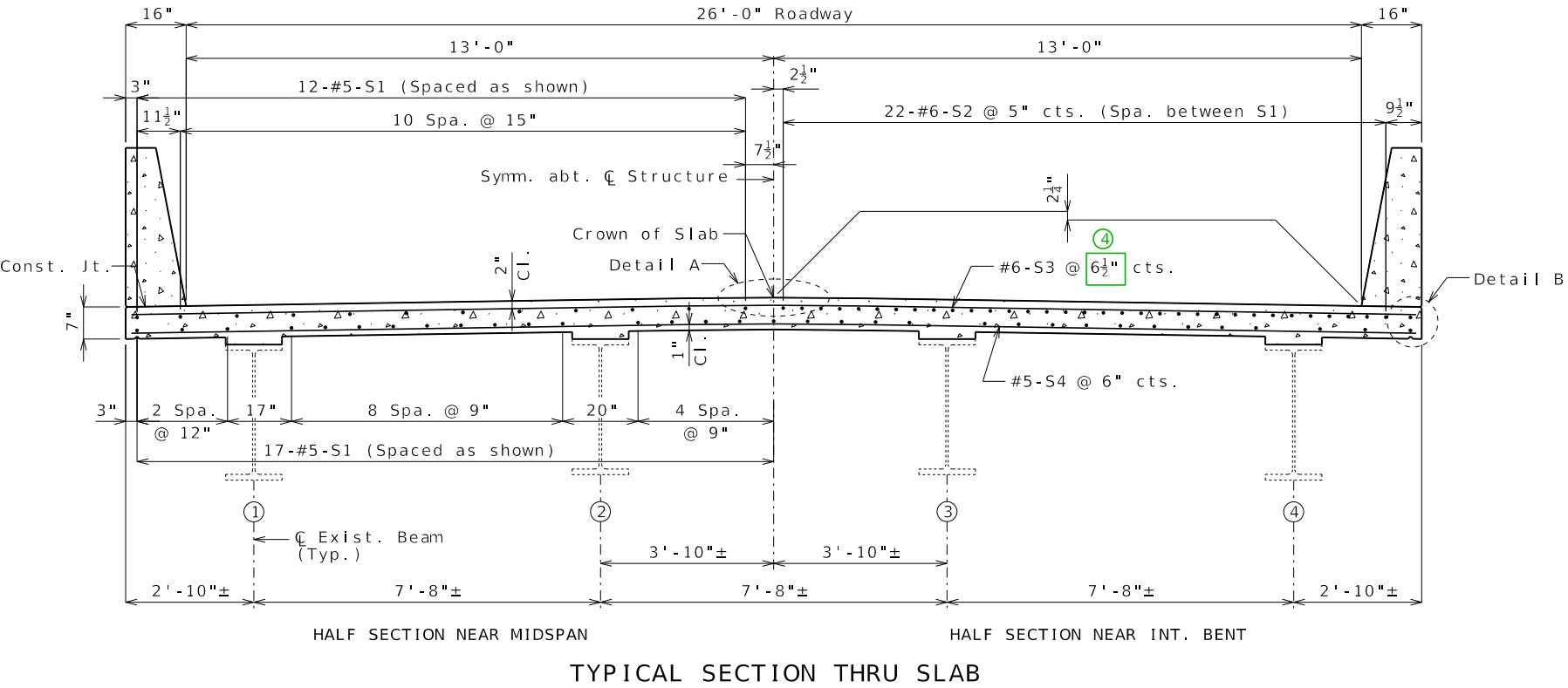
24 ' RDWY-4 BEAMS @ 6 '-10"



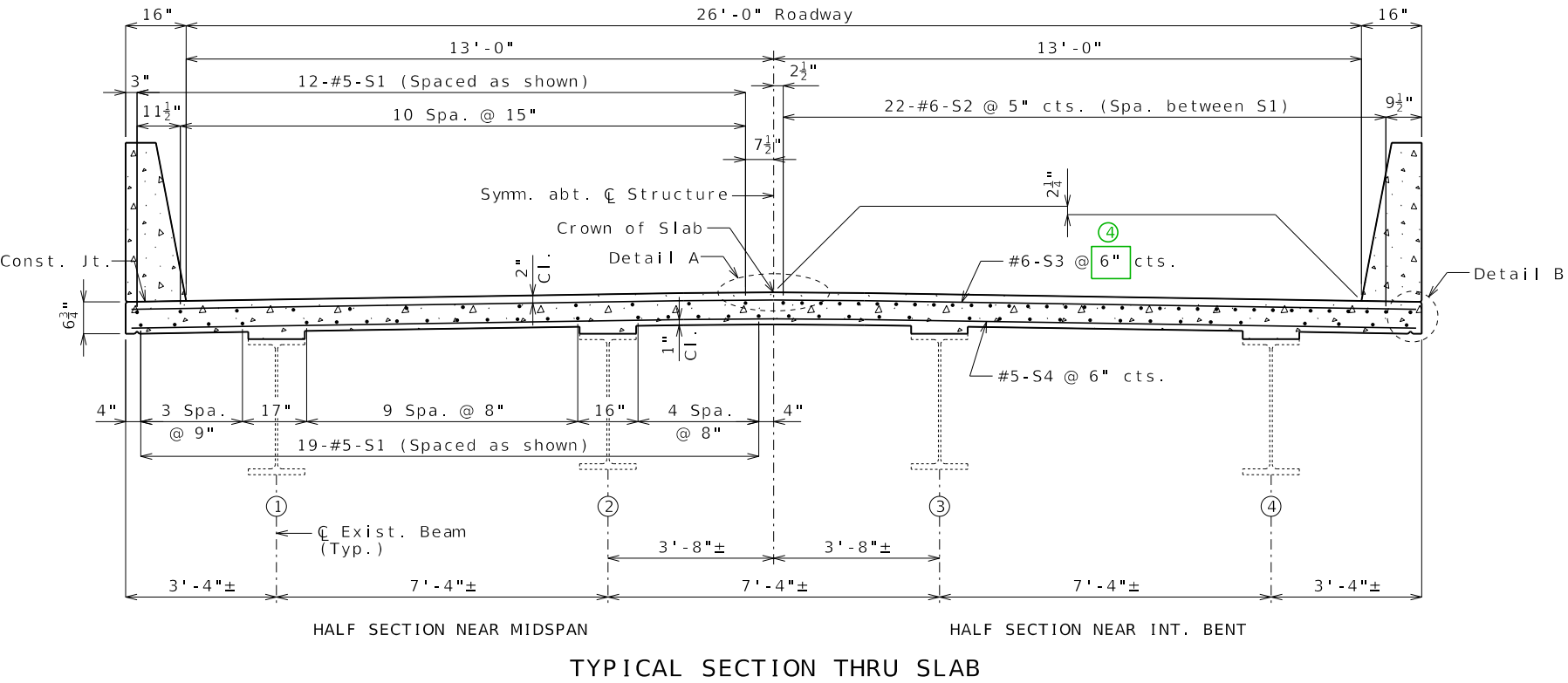
TYPICAL SECTION THRU SLAB

24 ' RDWY-4 BEAMS @ 6 '-8"



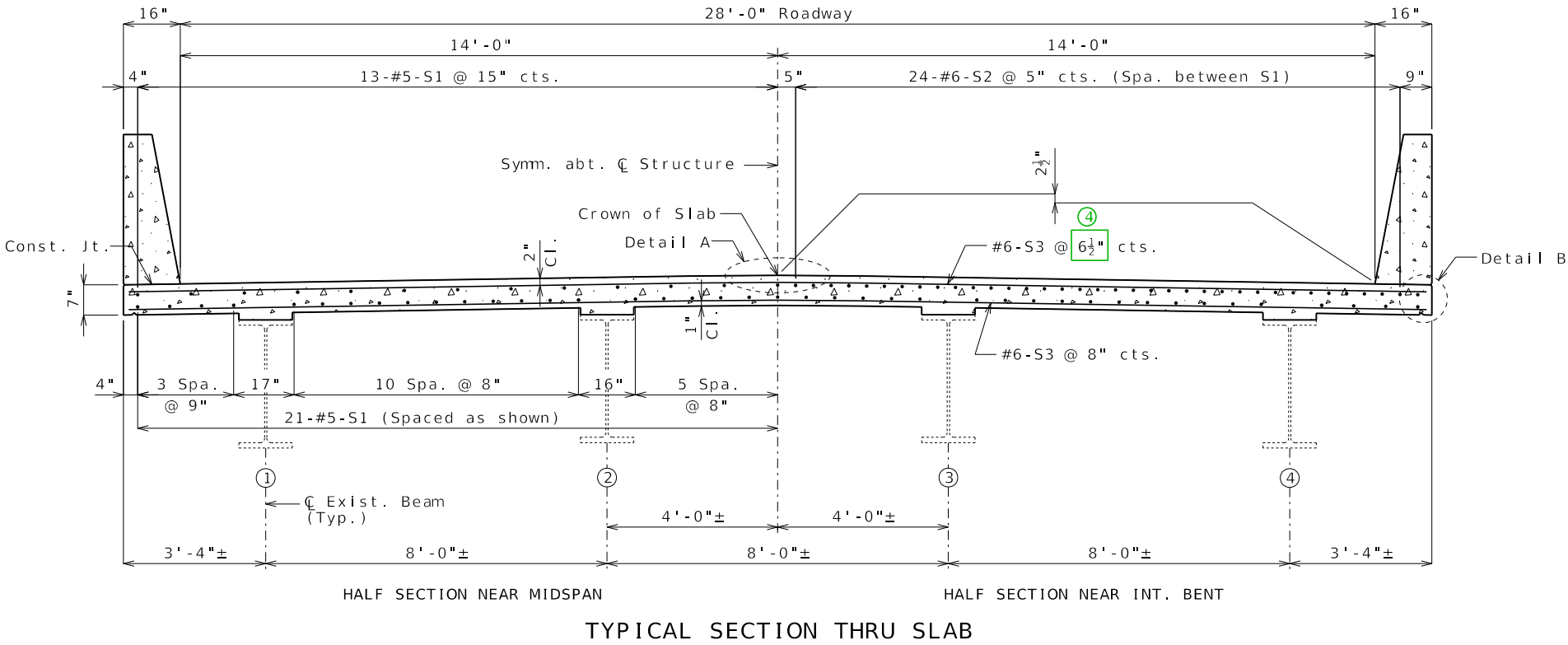


26' RDWY-4 BEAMS @ 7'-8"

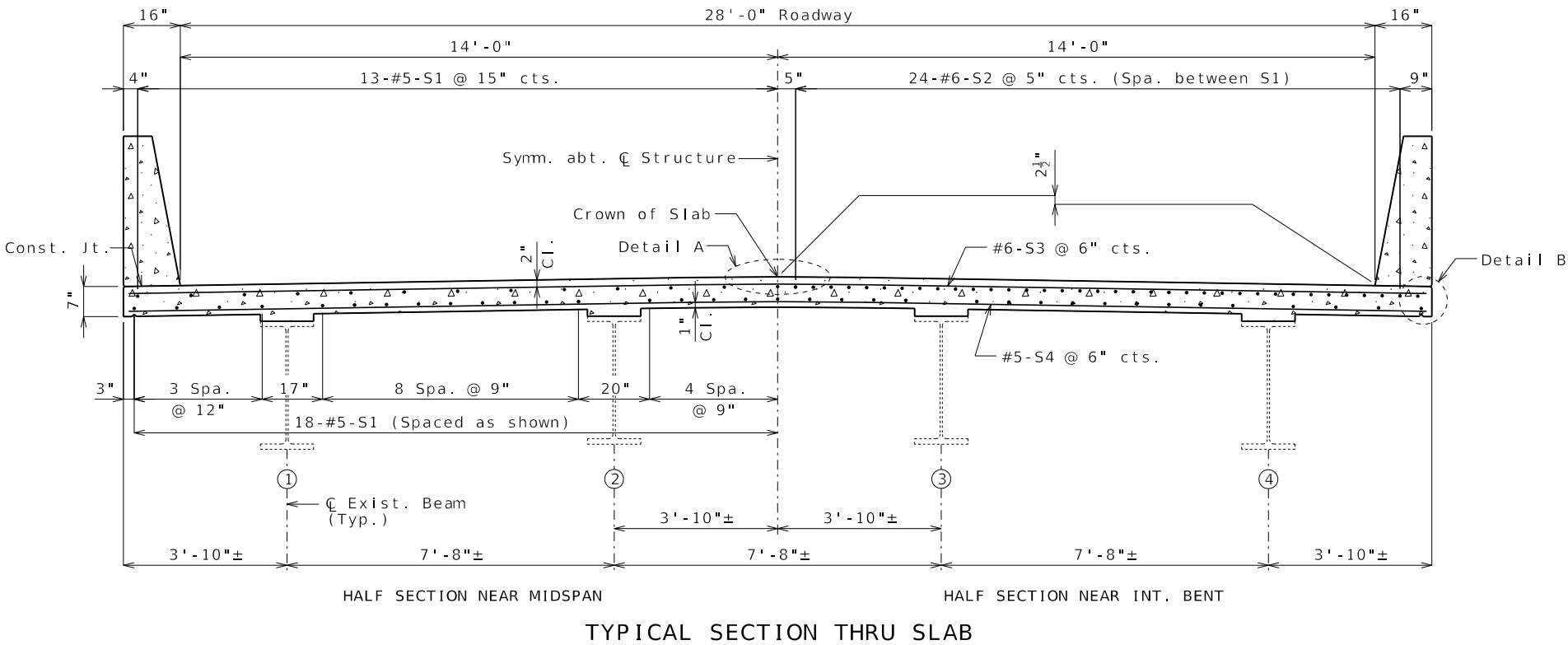


26' RDWY-4 BEAMS @ 7'-4"



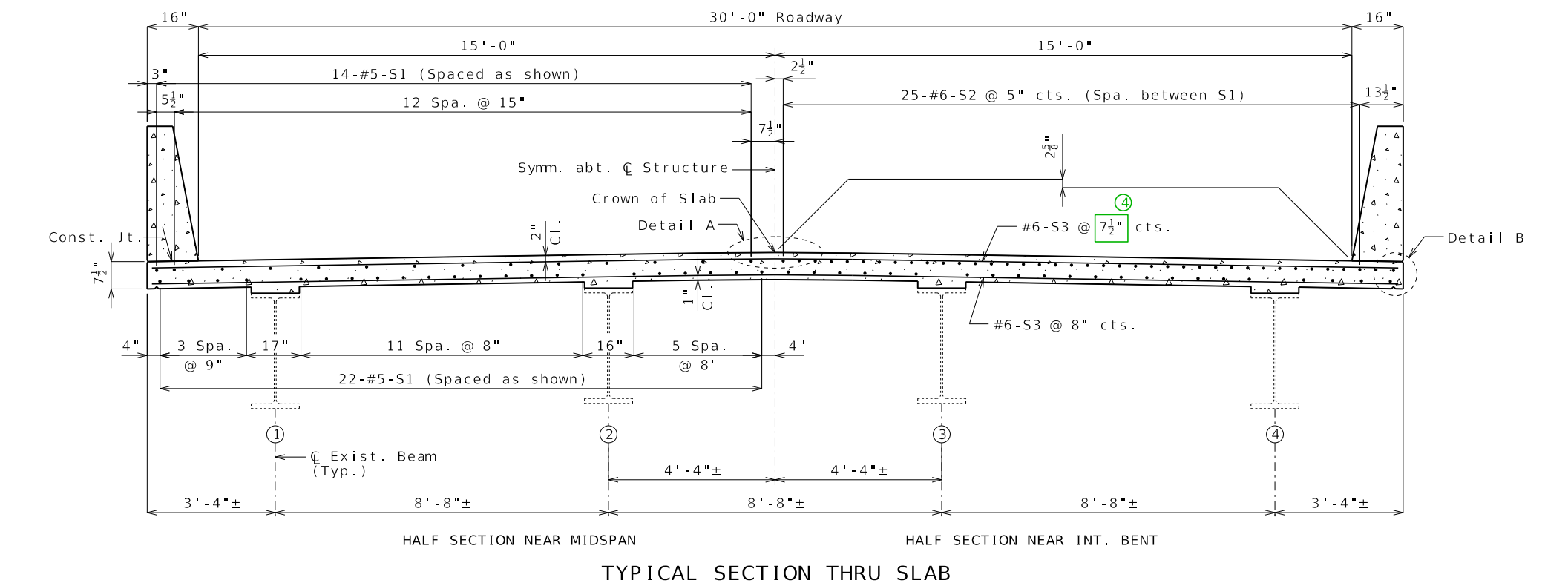


28' RDWY-4 BEAMS @ 8'-0"

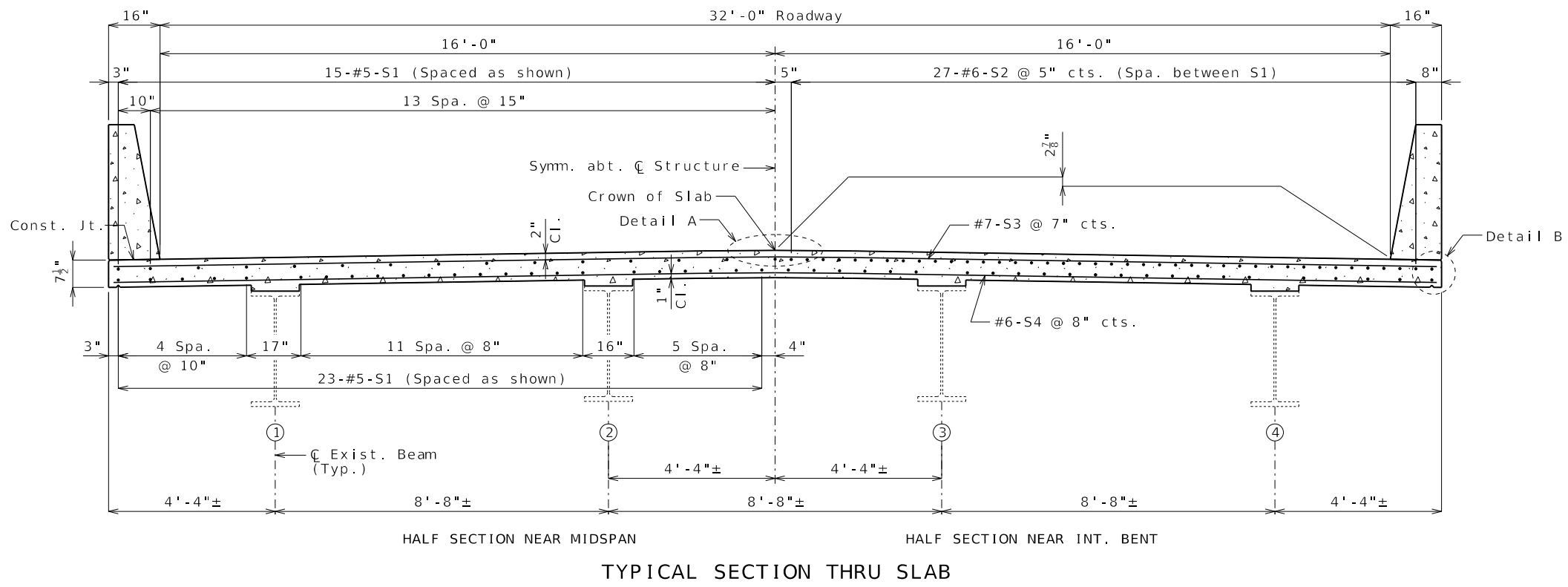


28' RDWY-4 BEAMS @ 7'-8"



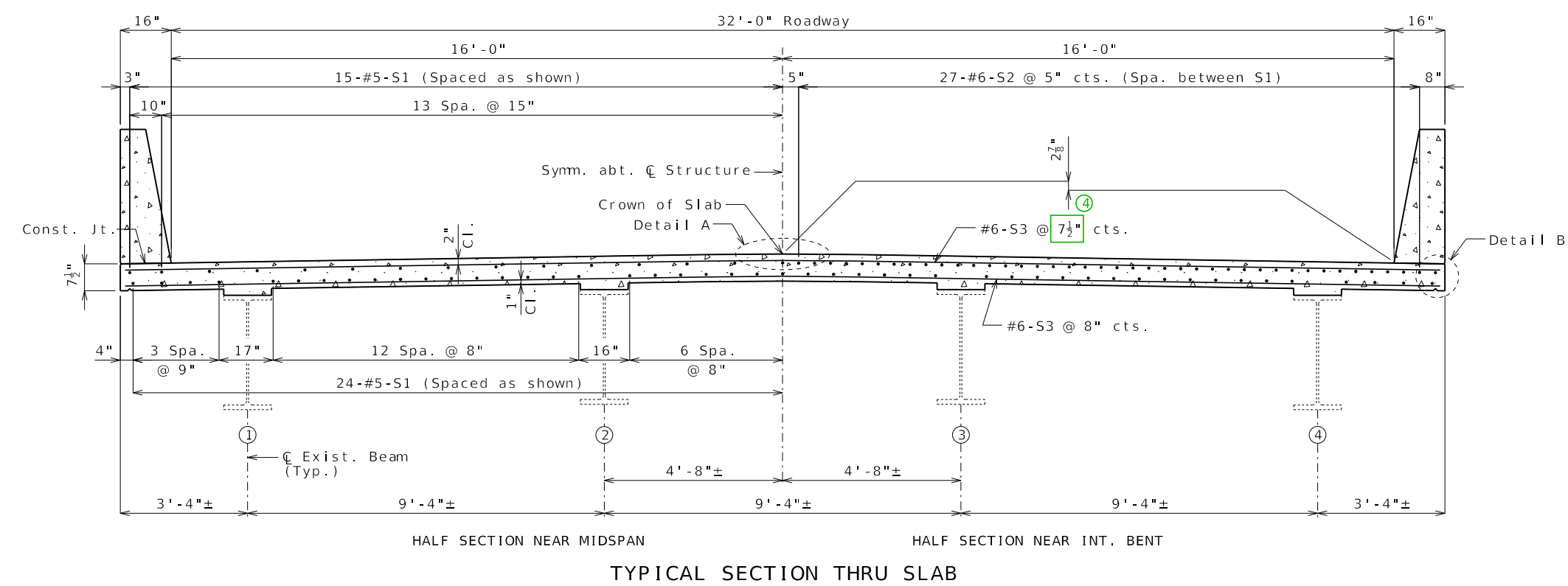


30' RDWY-4 BEAMS @ 8'-8"

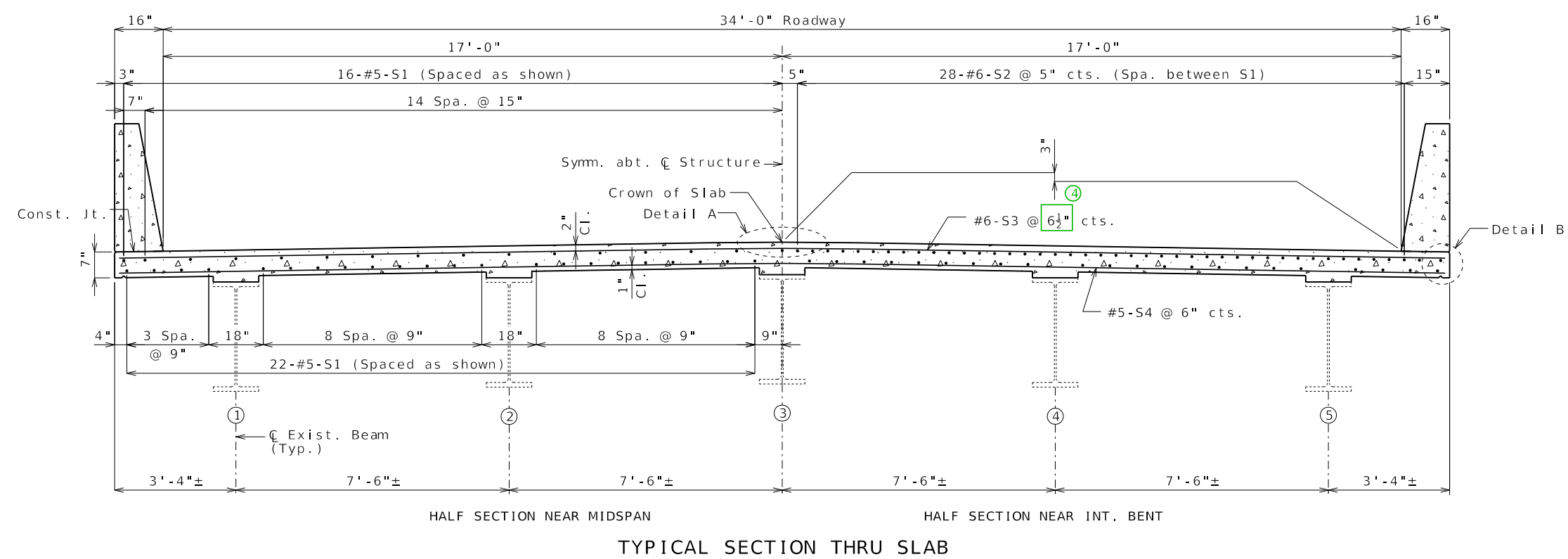


32' RDWY-4 BEAMS @ 8'-8"



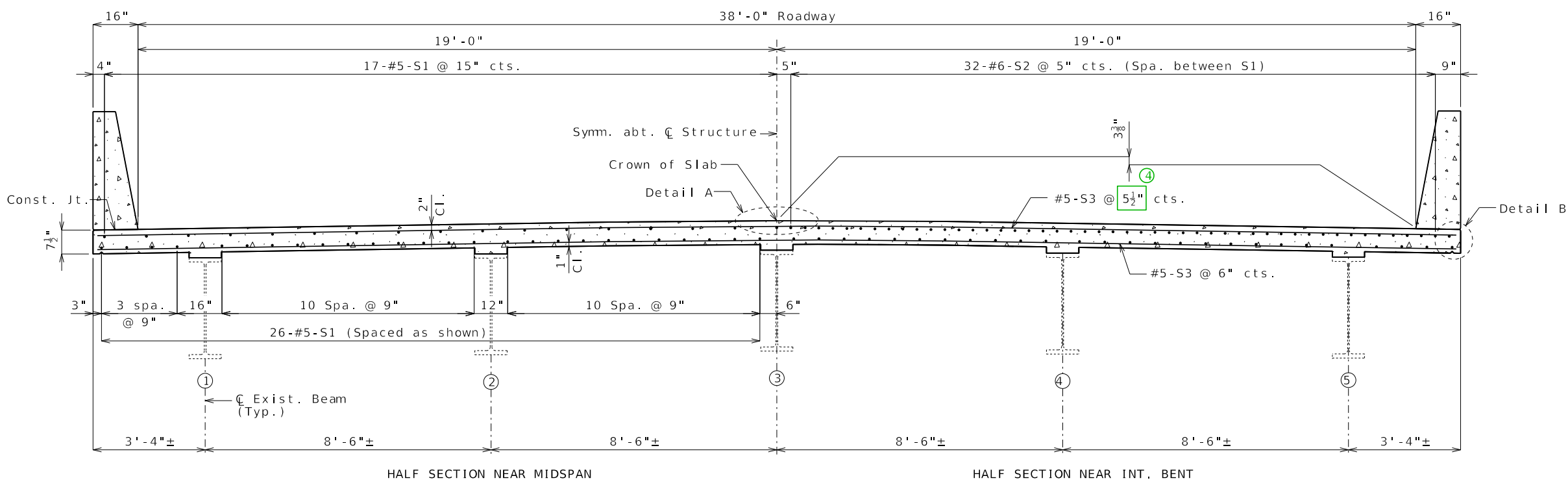


32' RDWY-4 BEAMS @ 9'-4"



34' RDWY-5 BEAMS @ 7'-6"

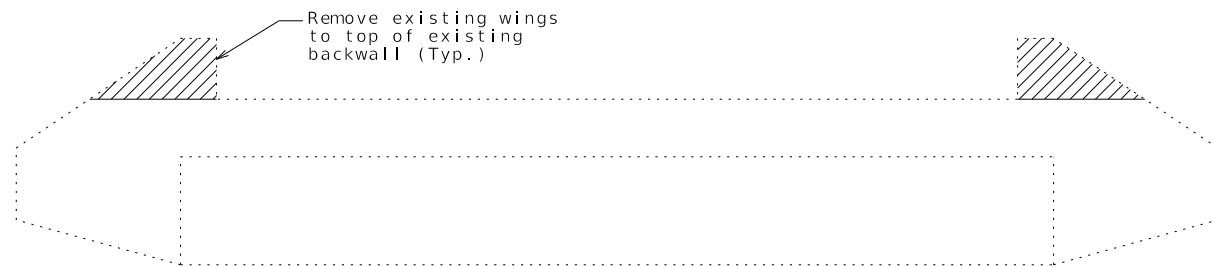




TYPICAL SECTION THRU SLAB

38 ' RDWY-5 BEAMS @ 8 ' - 6 "





## DETAILS OF CONCRETE REMOVAL AT END BENTS

The cost of concrete removal as shown will be considered completely covered by the contract unit price for Removal of Existing Bridge Deck. Vertical backwall and wingwall reinforcement to be cut off one inch below concrete removal surface and the resulting holes shall be filled with a qualified special mortar.

A smooth, level surface shall be provided at Bent No.      removal lines.

General Notes:

### Stay-In-Place Forms:

Corrugated steel forms, supports, closure elements and accessories shall be in accordance with grade requirement and coating designation G165 of ASTM A653. Complete shop drawings of the permanent steel deck forms shall be required in accordance with Sec 1080.

Corrugations of stay-in-place forms shall be filled with an expanded polystyrene material. The polystyrene material shall be placed in the forms with an adhesive in accordance with the manufacturer's recommendations.

Form sheets shall not rest directly on the top of beam flanges. Sheets shall be securely fastened to form supports with a minimum bearing length of one inch on each end. Form supports shall be placed in direct contact with the flange. Welding on or drilling holes in the beam flanges will not be permitted. All steel fabrication and construction shall be in accordance with Sec 1080 and 712. Certified field welders will not be required for welding of the form supports.

The design of stay-in-place corrugated steel forms is per manufacturer which shall be in accordance with Sec 703 for false work and forms. Maximum actual weight of corrugated steel forms allowed shall be 4 psf assumed for beam loading.

The contractor shall provide a method of preventing the direct contact of the stay-in-place forms and connection components with uncoated weathering steel members that is approved by the engineer.

### Pouring and Finishing Slab:

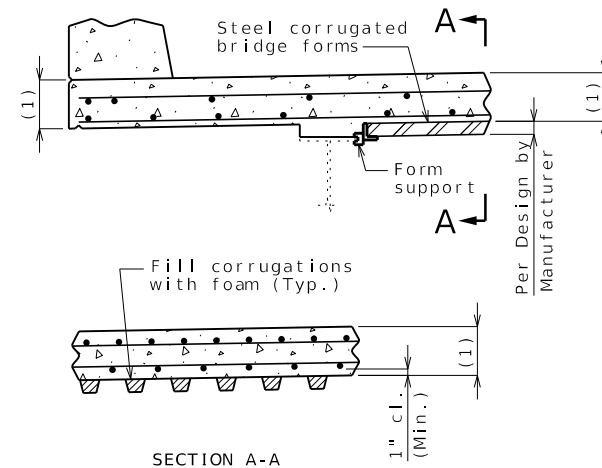
The contractor shall provide bracing necessary for lateral and torsional stability of the beams during construction of the concrete slab and remove the bracing after the slab has attained 75% design strength. Contractor shall not weld on or drill holes in the beams. The cost for furnishing, installing, and removing bracing will be considered completely covered by the contract unit price for Slab on Steel.

Slab shall be poured upgrade from end to end at a minimum rate of 25 cubic yards per hour.

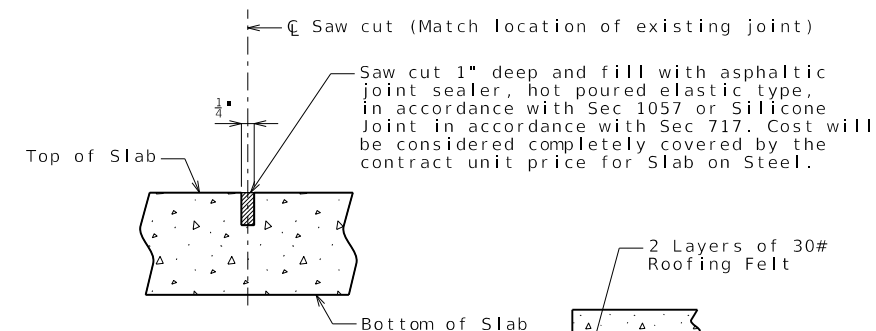
Alternate pour sequences may be submitted to the engineer for approval. Keyed construction joints shall be provided between pours.

Haunching:

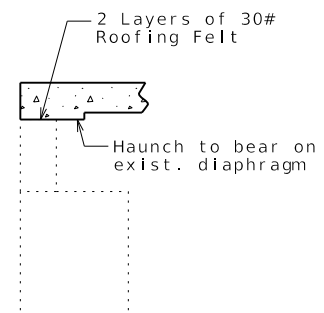
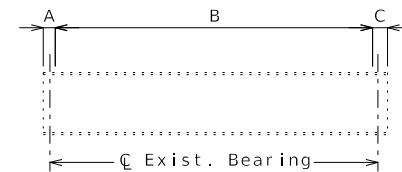
(1) Slab is to be considered a uniform thickness as shown on the plans. Haunching will vary. See front sheet for slab thickness.



## OPTIONAL STAY-IN-PLACE FORM DETAILS

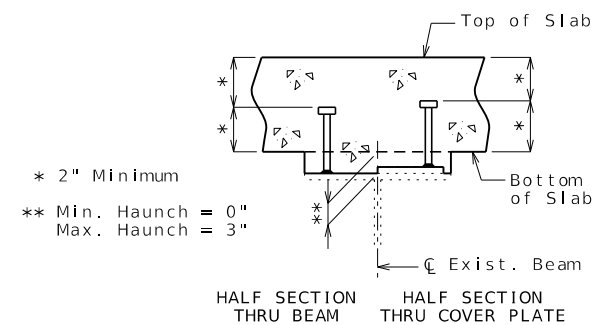


TYPICAL SECTION THRU SAW CUT  
AT INTERMEDIATE BENTS

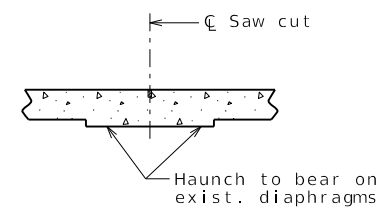
PART SECTION THRU  
SLAB AT END BENTS

ELEVATION SHOWING SHEAR  
CONNECTOR SPACING

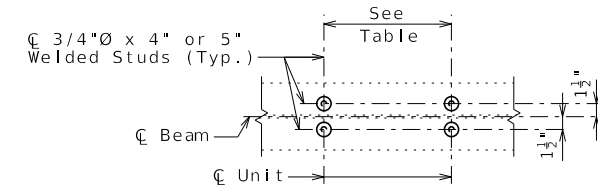
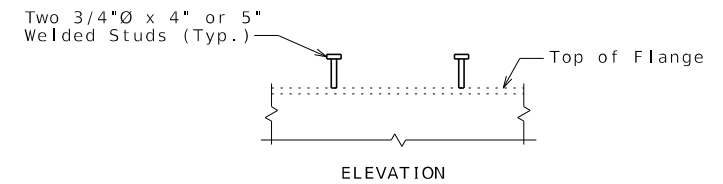
| TABLE SHOWING SHEAR CONNECTOR UNIT SPACING |                  |     |                    |      |
|--------------------------------------------|------------------|-----|--------------------|------|
| Span                                       | S.C.<br>per unit | A   | B                  | C    |
| 1                                          | 2                | X"± | XX Units @ 8" cts. | X"±  |
| 2                                          | 2                | X"± | XX Units @ 8" cts. | X"±  |
| 3                                          | 2                | X"± | XX Units @ 8" cts. | X"±  |
| Total shear connectors required            |                  |     |                    | XXXX |



SECTION THRU EXIST.  
BEAM SHOWING  
SHEAR CONNECTORS



PART SECTION THRU  
SLAB AT INT. BENTS

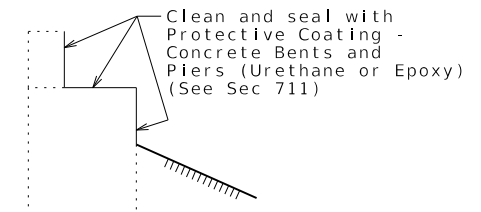


PLAN OF SHEAR CONN. (2 PER UNIT)

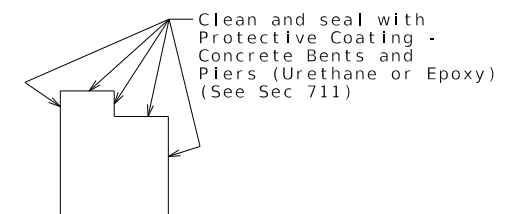
### DETAILS OF SHEAR CONNECTORS

The cost of supplying and installing shear connectors will be considered completely covered by the contract unit price for Shear Connectors.

Shear connectors shall be in accordance with Sec 712, 1037 & 1080.



TYPICAL SECTION THRU  
END BENTS 1 & 4 SHOWING  
PROTECTIVE COATING



TYPICAL SECTION THRU  
INT. BENTS 2 & 3 SHOWING  
PROTECTIVE COATING

[illegible]



REDECK02\_rehab\_details      Guidance & Alternate Details

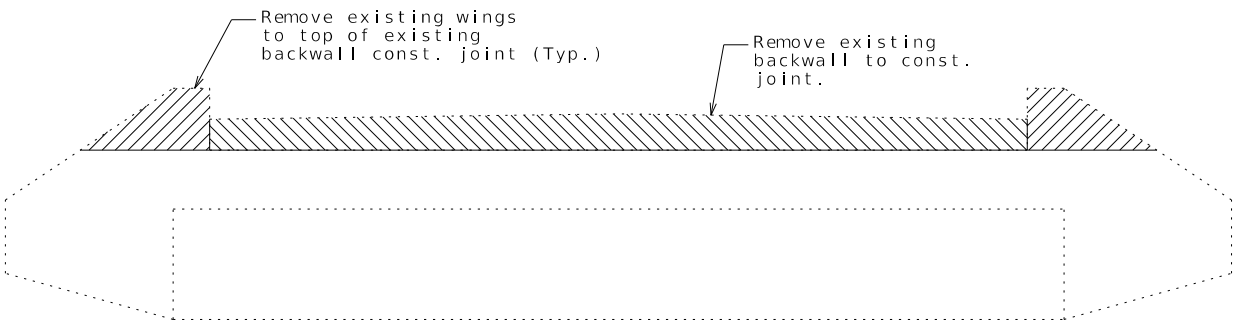
Standard Drawing Guidance (do not show on plans):

Some notes on the standard redecking template drawings are not shown in EPG 751.50 Standard Detailing Notes.

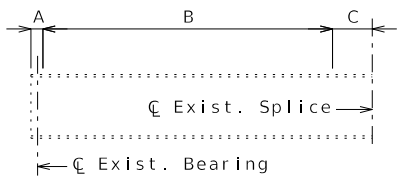
Remove details that do not apply.

Check slab pouring sequencing and revise notes as required.

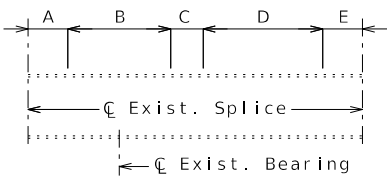
Including alternate pour sequences is per approval of Structural Project Manager or Liaison.



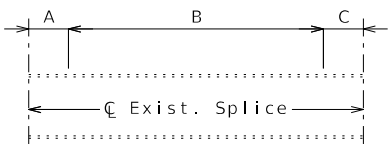
DETAILS OF CONCRETE REMOVAL AT END BENTS



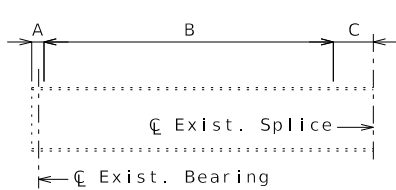
ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR END BEAMS



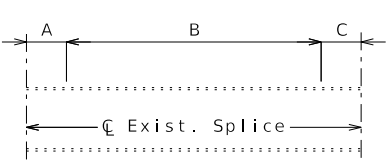
ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR COMBINED BEARING & MID SPAN BEAMS



ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR INT. BENT BEARING BEAMS



ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR END BEAMS

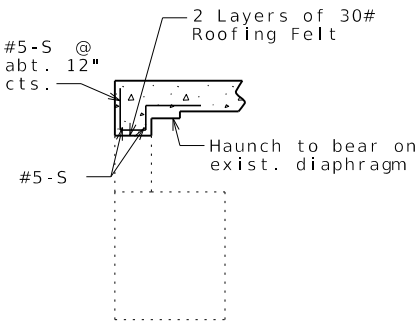
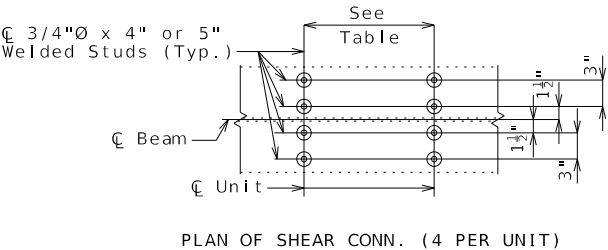
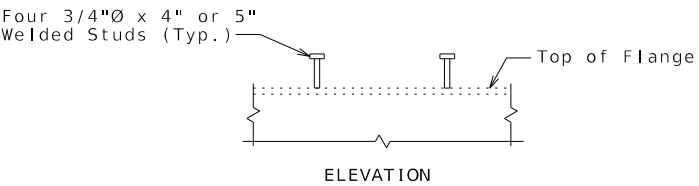
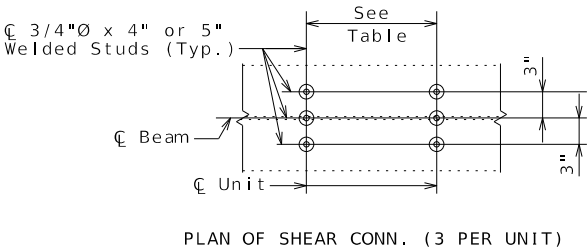
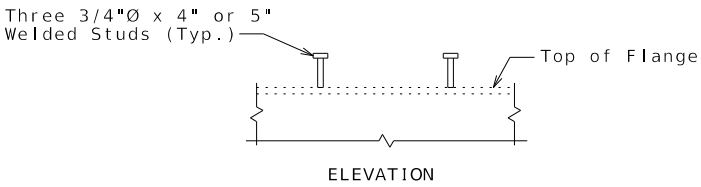


ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR MID SPAN & BEARING BEAMS

| TABLE SHOWING SHEAR CONNECTOR UNIT SPACING                    |               |      |                     |      |                     |
|---------------------------------------------------------------|---------------|------|---------------------|------|---------------------|
| Beam                                                          | S.C. per unit | A    | B                   | C    | D                   |
| End Beam (Spans 1-2 & 5-4)                                    | x             | __"± | __ Units @ __" cts. | __"± | --                  |
| Brg. Beam (Bent 2 & Span 2-3) & Brg. Beam (Bent 4 & Span 4-3) | x             | __"± | __ Units @ __" cts. | __"± | __ Units @ __" cts. |
| Brg. Beam (Bent 3)                                            | x             | __"± | __ Units @ __" cts. | __"± | --                  |
| Total shear connectors required                               |               |      |                     |      | xxx                 |

| TABLE SHOWING SHEAR CONNECTOR UNIT SPACING |               |      |                     |      |
|--------------------------------------------|---------------|------|---------------------|------|
| Beam                                       | S.C. per unit | A    | B                   | C    |
| End Beam (SpanS 1-2 & 3-4)                 | x             | __"± | __ Units @ __" cts. | __"± |
| Brg. Beam (Bents 2 & 3)                    | x             | __"± | __ Units @ __" cts. | __"± |
| Mid Span (Span 2-3)                        | x             | __"± | __ Units @ __" cts. | __"± |
| Total shear connectors required            |               |      |                     | xxx  |

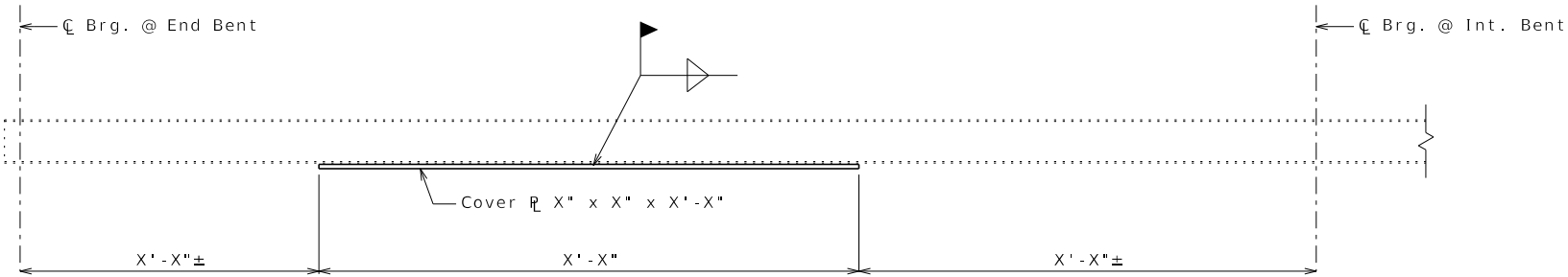
CONTINUOUS SPANS



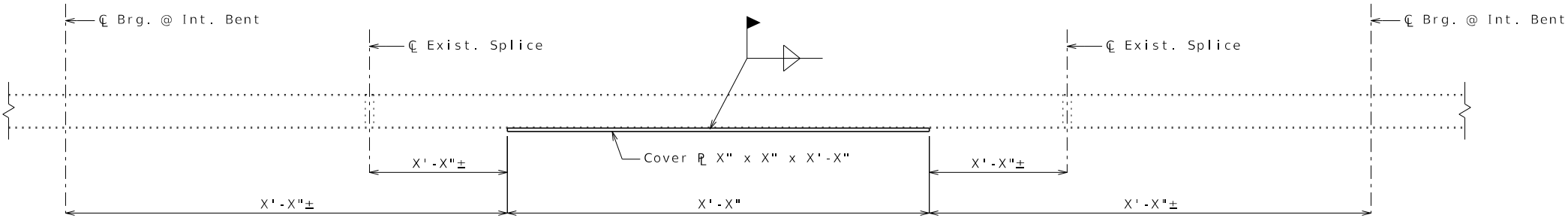
PART SECTION THRU SLAB AT END BENT NO. 1

Use when replacing expansion joint with sliding slab.





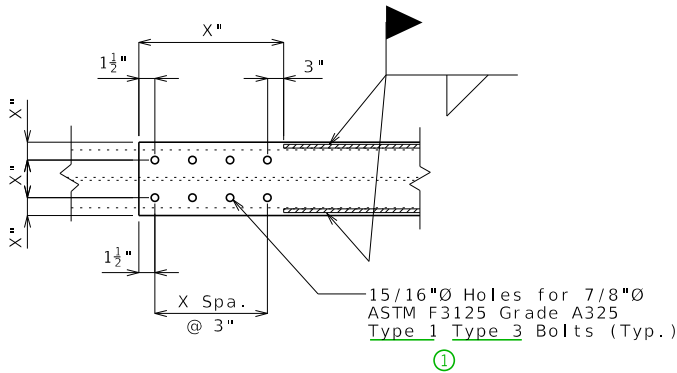
PART ELEVATION OF EXTERIOR BEAM SHOWING COVER PLATE INSTALLATION  
SPAN (X-X) AND SPAN (X-X)



PART ELEVATION OF EXTERIOR BEAM SHOWING COVER PLATE INSTALLATION  
SPAN (X-X)

Standard Drawing Guidance (do not show on plans):

- ① Use Type 3 for weathering steel bolted connections and Type 1 for plain or galvanized steel bolted connections.



TYPICAL DETAIL OF THE  
ENDS OF COVER PLATES  
(BOTTOM VIEW)

Notes:

Beam with end-bolted cover plates shall be installed in the following sequence after existing bridge deck is removed:

1. Drill holes in cover plate and flange.
2. Clean faying surfaces. (See Special Provisions)
3. Install and tighten bolts.
4. Weld cover plate to flange.

Fabricated Structural Steel shall be ASTM A709 Grade 36, except as noted.

Payment for \_\_\_ pounds of new cover plates complete in place will be considered completely covered by the contract lump sum price for Strengthening Existing Beams.

Notch toughness is required for all cover plates.

Contractor shall verify all dimensions in field before finalizing the shop drawings.

STRENGTHENING EXISTING BEAMS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of \_

|                           |                |
|---------------------------|----------------|
| DATE PREPARED<br>3/7/2024 |                |
| ROUTE                     | STATE<br>MO    |
| DISTRICT                  | SHEET NO.<br>3 |

|              |
|--------------|
| COUNTY       |
| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

| DESCRIPTION | DATE |
|-------------|------|
|             |      |
|             |      |
|             |      |
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|             |      |
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|                                                    |                                                                                  |
|----------------------------------------------------|----------------------------------------------------------------------------------|
| MISSOURI HIGHWAYS AND TRANSPORTATION<br>COMMISSION | 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-273-6636) |
|----------------------------------------------------|----------------------------------------------------------------------------------|



U.I.P. AND REHABILITATE EXISTING (X'-X'-X')      SPANS (SKEW: x)

SEC/SUR   \*                      TWP   \*                      RGE   \*

|                           |                  |
|---------------------------|------------------|
| DATE PREPARED<br>3/7/2024 |                  |
| ROUTE                     | STATE<br>MO      |
| DISTRICT                  | SHEET NO.<br>000 |
| COUNTY                    |                  |
| JOB NO.                   |                  |
| CONTRACT ID.              |                  |
| PROJECT NO.               |                  |
| BRIDGE NO.                |                  |

| Estimated Quantities                     |           |             |       |
|------------------------------------------|-----------|-------------|-------|
| Item                                     |           |             | Total |
| Total Surface Hydro Demolition           | 216-10.01 | sq. yard    | X     |
| Removal of Concrete Wearing Surface      | 216-15.02 | sq. foot    | X     |
| Removal of Existing Deck Repair          | 216-15.03 | sq. foot    | X     |
| * Supplementary Wearing Surface Material | 505-00.04 | cu. yard    | X     |
| Latex Modified Concrete Wearing Surface  | 505-20.00 | sq. yard    | X     |
| Substructure Repair (Formed)             | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)           | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)         | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                         | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                        | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)               | 704-01.07 | linear foot | X     |
| Cleaning and Epoxy Coating               | 704-01.13 | sq. foot    | X     |
|                                          |           |             |       |
|                                          |           |             |       |
|                                          |           |             |       |

Replace  
as  
required

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.  
Note B3.9 if required.

General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:      Year      Year  
HS20-44 Modified (      ) and Military 24,000 lb Tandem Axle (      )
- A1.3 Design Unit Stresses:  
Class B-2 Concrete (Half-Sole and Full Depth Repair)      f'c = 4,000 psi  
Miscellaneous:

11.0.3 (If  
required)

- 11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- 11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
- 11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
- 11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.
- 11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- Traffic Handling:
- A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*  
ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of



STANDARD DRAWING GUIDANCE  
(do not show on plans)

This is an index of Standard Drawing details. Draw typical section as required and scale to fit within attached border. Use appropriate deck repair details and modify as required (match orientation of actual reinforcement).

For bridges with epoxy coated steel, see Sec 710 for repairing bars and add notes as necessary. See SPM.

Wearing surface thickness can vary according to grade elevation requirements and minimum barrier curb height requirements. Maximum thickness should be limited to 3" (Ref. Organizational Results Research Report ORO6.004, May 2006). Limit excludes reinforced concrete slab wearing surfaces.

Will need to adjust wearing surface thickness when detailing a thin wearing surface (1" or less), but it is a preferred detailing practice to show a discernable thickness on the plans. No thickness is shown for crack filler application.

- A

Show difference as 

plus/minus X"±

 (see Bridge Memo or SPM).  
e.g. 

Match existing grade plus 2¼"±
- B

Identify new wearing surface (see Bridge Memo or SPM) and specify minimum thickness in deck details.
- C

Identify existing wearing surface and thickness, see Bridge Memo or existing plans.
- D

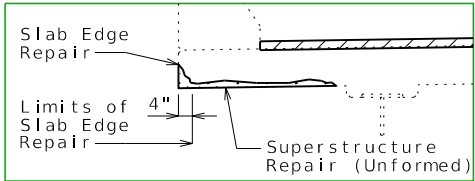
See Bridge Memo or SPM, typically 1/2". Use 1" if more than 30% of existing deck needs repair. Verify there will be a minimum of 1/2" of concrete above the top bars after scarification.
- E

See Bridge Memo or SPM, typically 1/2".
- F

See existing plans.
- G

Use appropriate reference (℄ Structure, ℄ Roadway, ℄ Median, etc.)
- H

Cleaning and epoxy coating is preferred because of the relative short life of slab edge repair and unformed repair especially when over traffic. However in urban regions repairing the overhang may be preferred. Consult with SPM or SLE.



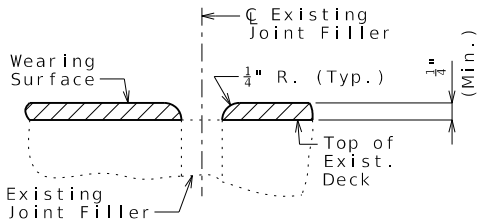
- 1

Scarification prior to adding first wearing surface or removing a portion of the deck when removing an existing wearing surface is not required for seal coat, asphalt, UBAWS, epoxy polymer or MMA polymer slurry wearing surfaces.
- 1

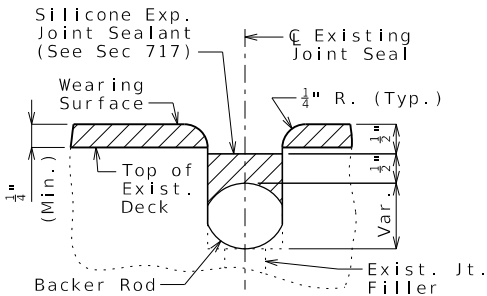
Note is required only when shop drawings will be required (For example, expansion device replacement, diaphragm replacement, etc.)

FILLED JOINT DETAILS FOR ALL APPLICATIONS

FOR EPOXY POLYMER OR MMA POLYMER SLURRY WEARING SURFACE

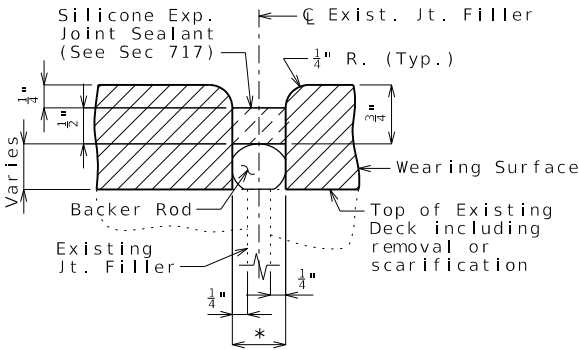


SECTION THRU JOINT  
(EPOXY POLYMER OR MMA POLYMER SLURRY)



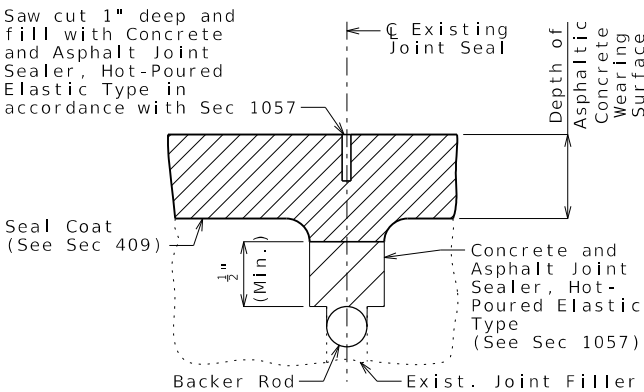
SECTION THRU JOINT  
(EPOXY POLYMER OR MMA POLYMER SLURRY)

FOR ALL OTHER WEARING SURFACES

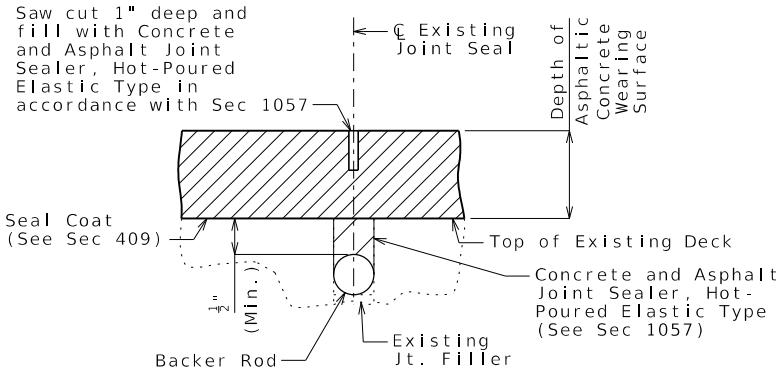


\* Width of joint seal to be not less than the depth and not more than twice the depth of the joint seal.

SECTION THRU JOINT  
(POLYESTER POLYMER, LATEX, LOW SLUMP OR SILICA FUME CONCRETE)



SECTION THRU JOINT  
(ASPHALTIC CONCRETE WEARING SURFACE)



SECTION THRU JOINT  
(ASPHALTIC CONCRETE WEARING SURFACE)



# Hydro Demolition Case 1:      Monolithic Deck Repair After Hydro Demolition

STANDARD DRAWING GUIDANCE (do not show on plans):

ⓈMay be used with the following concrete wearing surfaces:

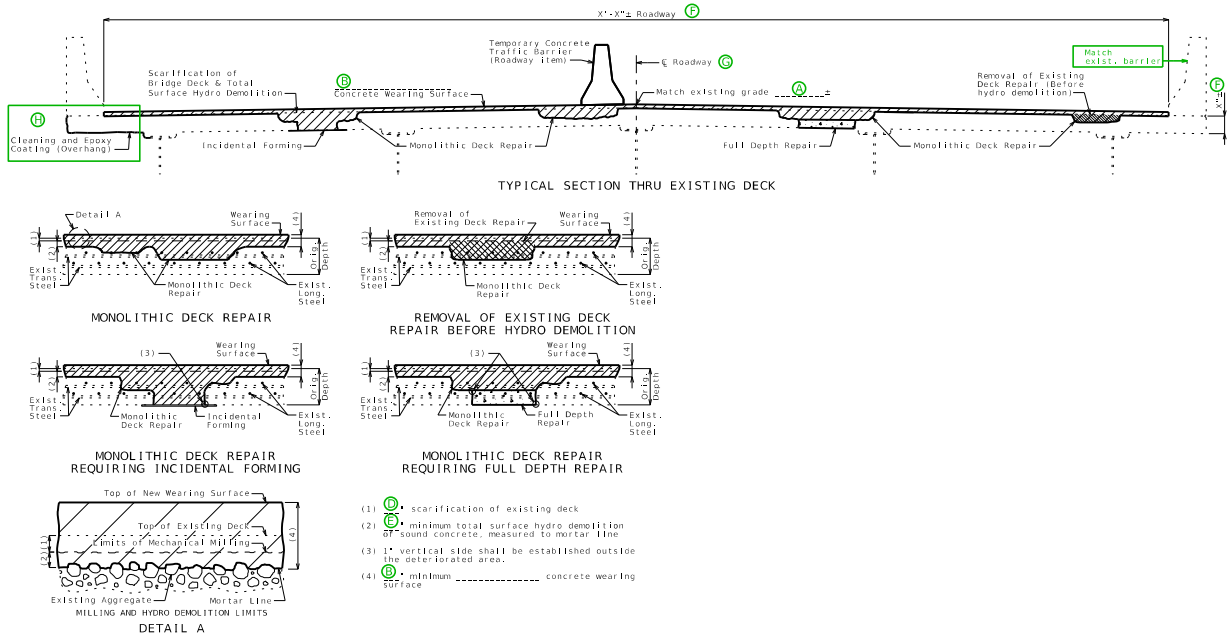
- 1 3/4" to 3" Latex Modified
- 2 1/4" to 3" Silica Fume
- 1 3/4" to 3" Latex Modified Very Early Strength
- 1 3/4" to 3" CSA Cement Very Early Strength
- 3" to 4" Steel Fiber Reinforced

If optional concrete wearing surface is specified and either low slump or polyester polymer is an option:

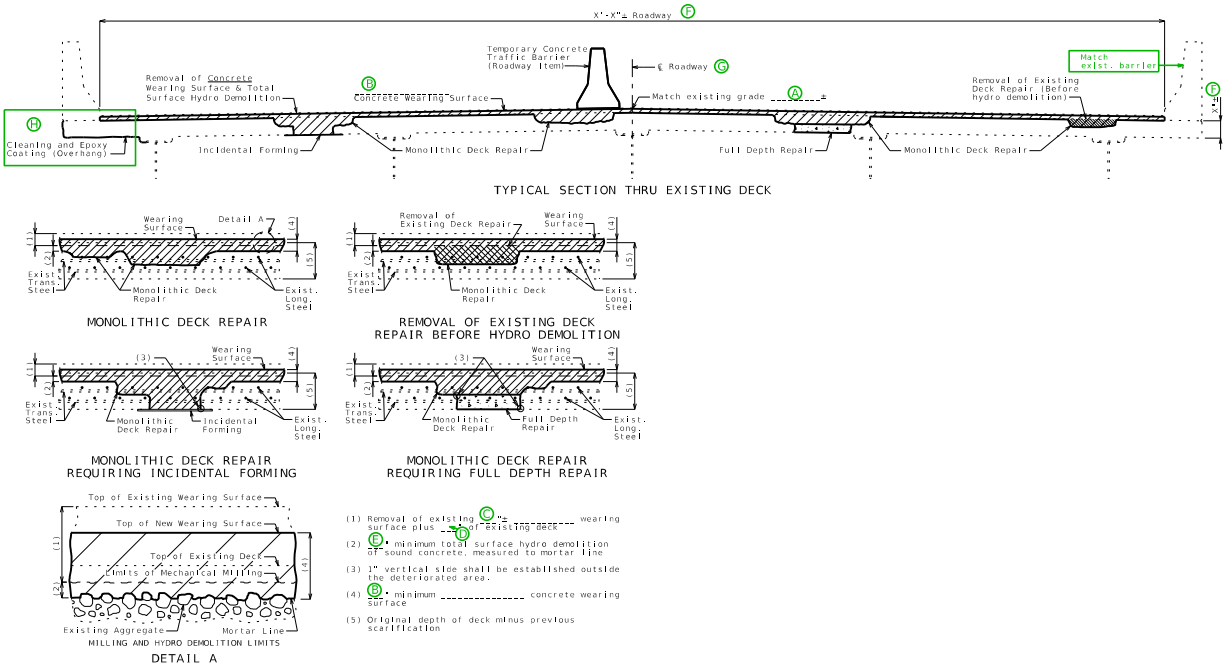
Use appropriate details below on first sheet and add a sheet title using the allowed options for the below details,

e.g. "LATEX MODIFIED CONCRETE DETAILS"

## (Adding First Wearing Surface)



## (Replacing Existing Wearing Surface)





# Hydro Demolition Case 2: Conventional Deck Repair After Hydro Demolition

STANDARD DRAWING GUIDANCE (do not show on plans):

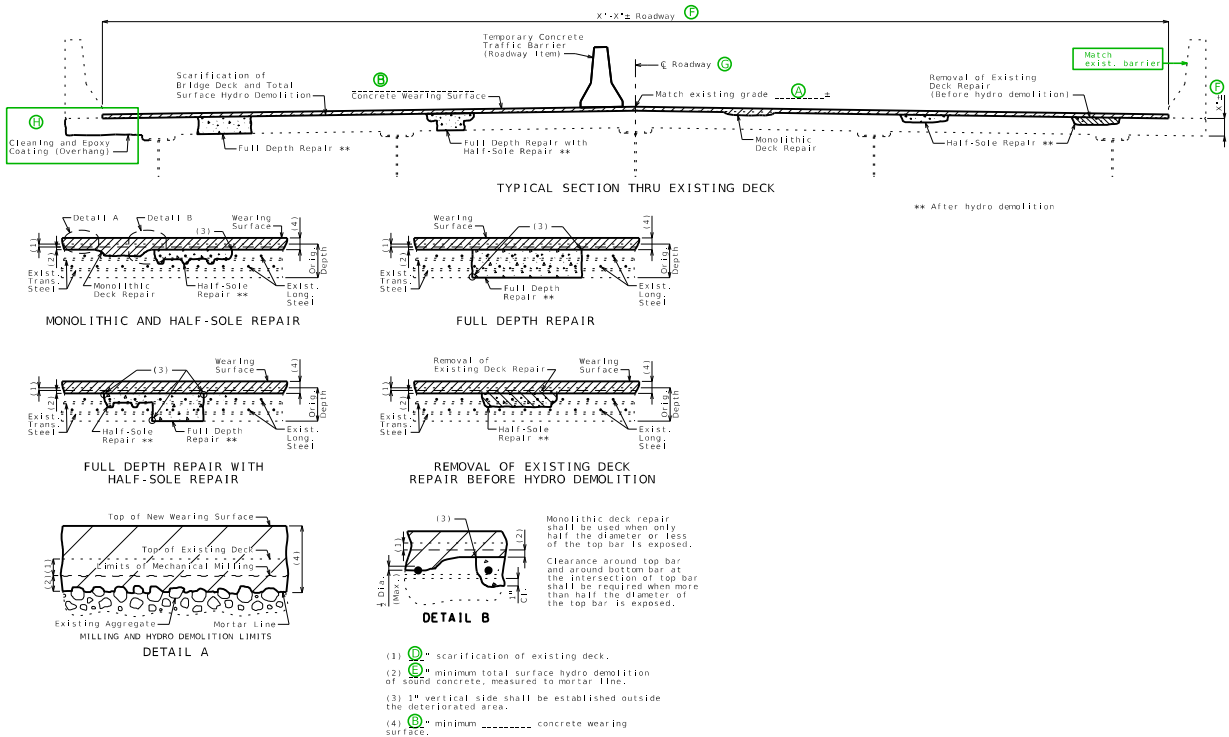
- Ⓒ May be used with the following concrete wearing surfaces:
  - 2 1/4" to 3" Low Slump
  - 3/4" to 3" Polyester Polymer

If optional concrete wearing surface is specified and either low slump or polyester polymer is an option:

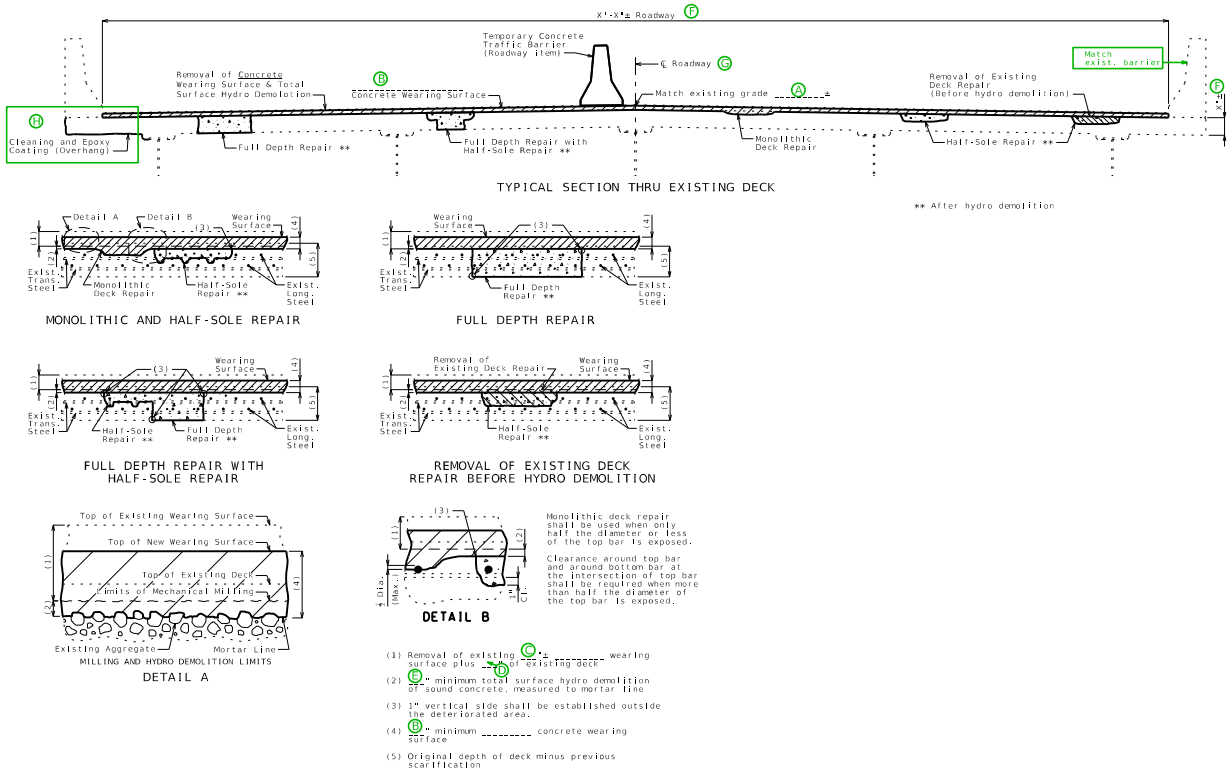
Use appropriate details below on second sheet and add a sheet title using the allowed options for the below details,

e.g. "LOW SLUMP CONCRETE DETAILS"

## (Adding First Wearing Surface)



## (Replacing Existing Wearing Surface)





## Conventional Deck Repair Only

STANDARD DRAWING GUIDANCE (do not show on plans):

May be used with all wearing surfaces.

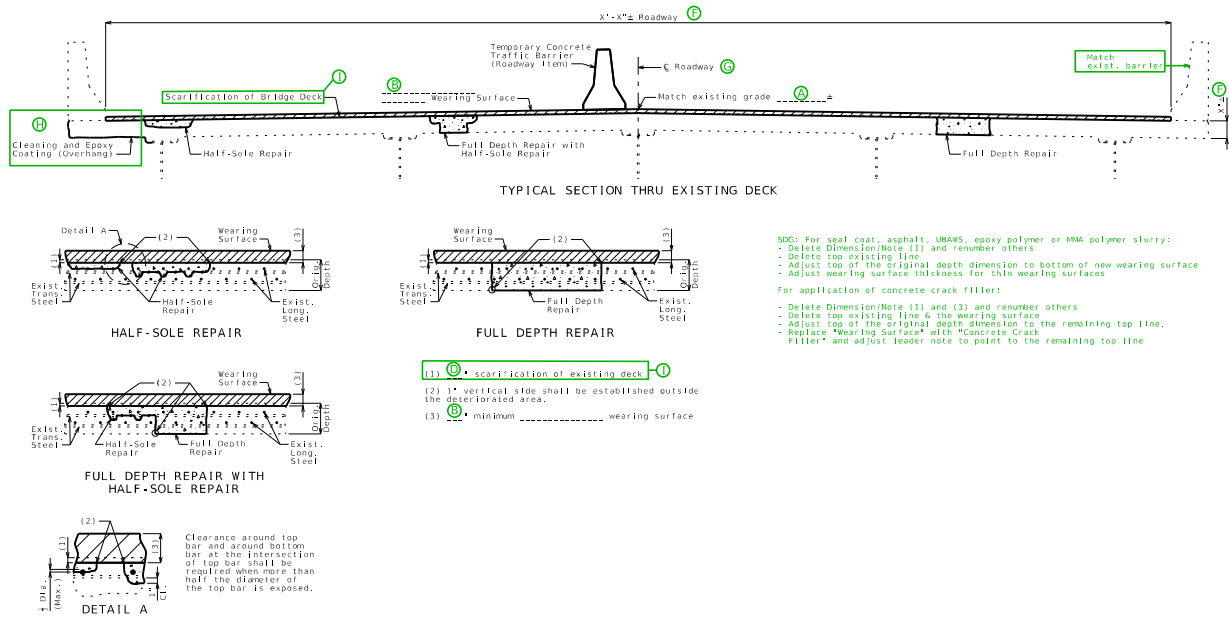
- ② 2 1/4" to 3" Low Slump Concrete
- 1 3/4" to 3" Latex Modified Concrete
- 2 1/4" to 3" Silica Fume Concrete
- 1 3/4" to 3" Latex Modified Very Early Strength Concrete
- 1 3/4" to 3" CSA Cement Very Early Strength Concrete
- 3" to 4" Steel Fiber Reinforced Concrete
- 1/4" Epoxy Polymer
- 3/4" to 3" Polyester Polymer Concrete
- 3/8" MMA Polymer Slurry
- 4" to 5" Reinforced Concrete Slab
- 3/8" Chip Seal Grade A1
- 1" to 3" Alternate Asphaltic Concrete
- 1/2" to 3/4" Alternate Ultrathin Bonded Asphalt

Scarification not required with the following wearing surfaces:

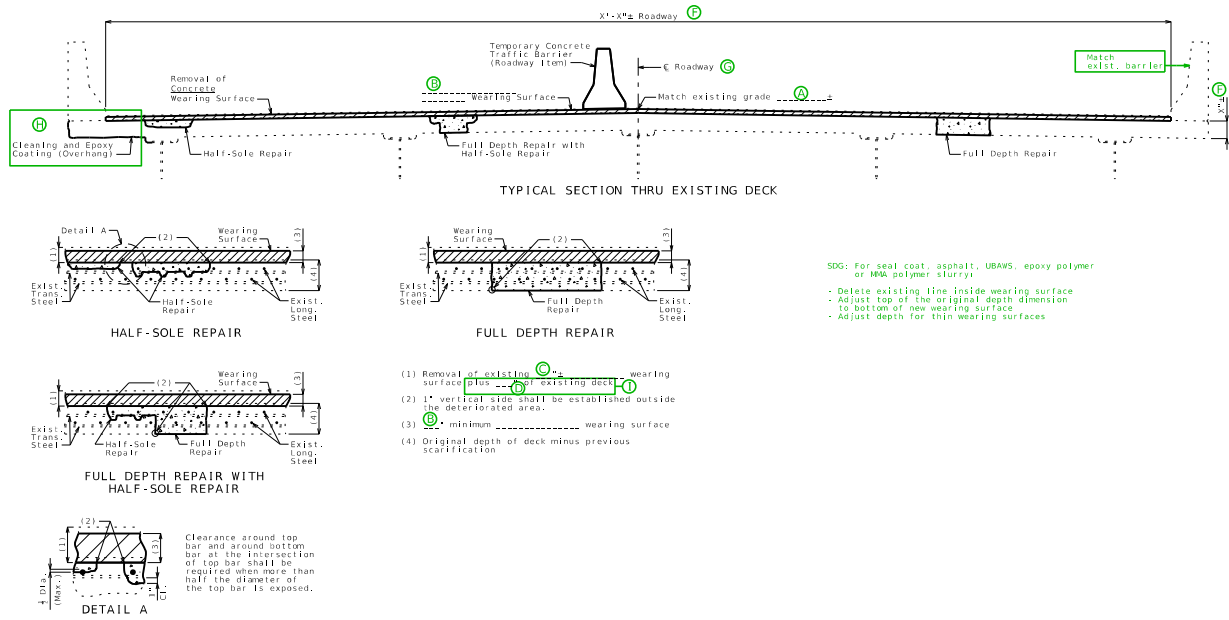
- Seal Coat
- Asphalt
- UBAWS
- Epoxy Polymer
- MMA Polymer Slurry

Or when applying concrete crack filler.

### (Adding First Wearing Surface or Applying Concrete Crack Filler)



### (Replacing Existing Wearing Surface)





U.I.P. AND REHABILITATE EXISTING (X'-X'-X') \_\_\_\_ SPANS (SKEW: x)

SEC/SUR \* TWP \* RGE \*

DATE PREPARED  
3/7/2024

ROUTE

STATE  
MO

DISTRICT

SHEET NO.  
2

COUNTY

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| Estimated Quantities                     |           |             |       |
|------------------------------------------|-----------|-------------|-------|
| Item                                     |           |             | Total |
| Total Surface Hydro Demolition           | 216-10.01 | sq. yard    | X     |
| Removal of Concrete Wearing Surface      | 216-15.02 | sq. foot    | X     |
| Removal of Existing Deck Repair          | 216-15.03 | sq. foot    | X     |
| * Supplementary Wearing Surface Material | 505-00.04 | cu. yard    | X     |
| Latex Modified Concrete Wearing Surface  | 505-20.00 | sq. yard    | X     |
| Substructure Repair (Formed)             | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)           | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)         | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                         | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                        | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)               | 704-01.07 | linear foot | X     |
| Cleaning and Epoxy Coating               | 704-01.13 | sq. foot    | X     |
|                                          |           |             |       |
|                                          |           |             |       |
|                                          |           |             |       |

Replace  
as  
required

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.

Note B3.9 if required

General Notes:

A1.1 Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =

A1.2 Design Loading:

HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )

A1.3 Design Unit Stresses:

Class B-2 Concrete (Half-Sole and Full Depth Repair) f'c = 4,000 psi

Miscellaneous:

11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).

11.0.3 (If  
required)

11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.

11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

11.2 Contractor shall verify all dimensions in field before ordering new material.

11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.

Traffic Handling:

A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of



STANDARD DRAWING GUIDANCE (do not show on plans)

This is an index of Standard Drawing details. Draw typical section as required and scale to fit within attached border. Use appropriate deck repair details and modify as required (match orientation of actual reinforcement).

For bridges with epoxy coated steel, see Sec 710 for repairing bars and add notes as necessary. See SPM.

Wearing surface thickness can vary according to grade elevation requirements and minimum barrier curb height requirements. Maximum thickness should be limited to 3" (Ref. Organizational Results Research Report OR06.004, May 2006). Limit excludes reinforced concrete slab wearing surfaces.

Will need to adjust wearing surface thickness when detailing a thin wearing surface (1" or less), but it is a preferred detailing practice to show a discernable thickness on the plans. No thickness is shown for crack filler application.

Consideration shall be made for additional notes for repairing deterioration of the precast prestressed panels. See SPM.

The Prestressed Panel Joint Repair detail is shown transverse because typically deterioration follows the strand closest to the panel edge, referred to as a "joint".

(A) Show difference as plus/minus X"±, see Bridge Memo or SPM.

e.g. Match existing grade plus 2¼"±

(B) Identify new wearing surface (See Bridge Memo or SPM). Specify minimum thickness in deck details.

(C) Identify existing wearing surface and thickness, see Bridge Memo or existing plans.

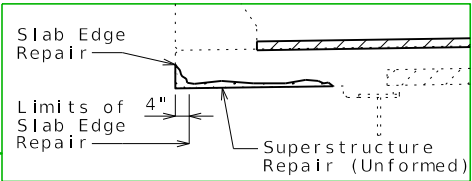
(D) See Bridge Memo or SPM, typically 1/2". Use 1" if more than 30% of existing deck need repair. Verify there will be a minimum of 1/2" of concrete above the top bars after scarification.

(E) See Bridge Memo or SPM, typically 1/2".

(F) See existing plans.

(G) Use appropriate reference (☐ Structure, ☐ Roadway, ☐ Median, etc.)

(H) Cleaning and epoxy coating is preferred because of the relative short life of slab edge repair and unformed repair especially when over traffic. However in urban regions repairing the overhang may be preferred. Consult with SPM or SLE.

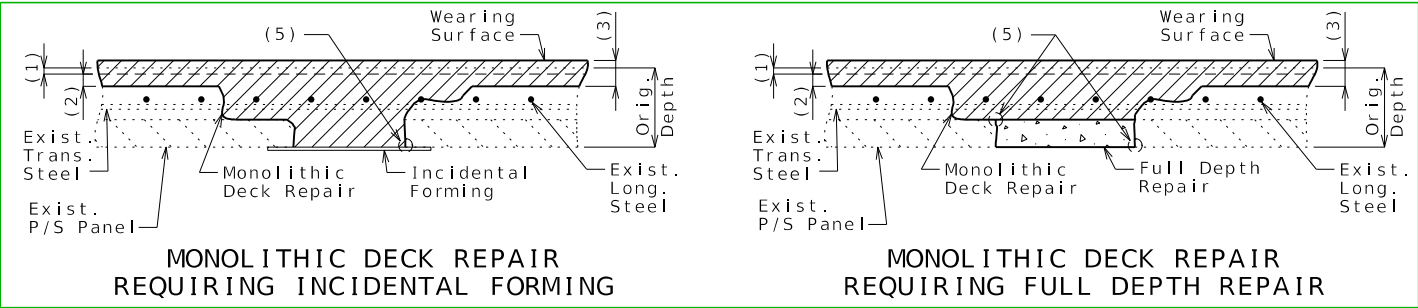


(I) Scarification prior to adding first wearing surface or removing a portion of the deck when removing an existing wearing surface is not required for seal coat, asphalt, UBAWS, epoxy polymer or MMA polymer slurry wearing surfaces.

(J) The following note will be required if concrete removal exposing prestressing strands is anticipated.

Adequate precaution shall be taken to prevent any nicks or cuts of the prestressing strands.

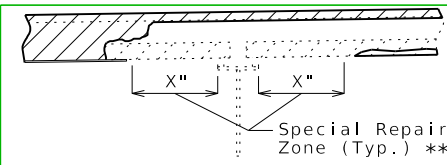
If full depth repair thru panels is anticipated additional deck repair details will be required. Details shown are for conventional deck repair post-hydro demolition when adding first wearing surface. Details for other cases are similar.



If severe panel deterioration is anticipated at the strand ends (within the development lengths of the strands) either at a transverse joint or in the interior between transverse joints, a repair method will need to be expertly developed. Contact the Development Section and/or reference similar repairs to Bridge A4729. One solution is to show the limits of strand development and require a hold point on the plans for engineer review when panel deterioration is discovered within these limits.

(K) Note is required only when shop drawings will be required (For example, expansion device replacement, diaphragm replacement, etc.)

Add note: (5) One inch vertical side shall be established outside the deteriorated area. See Sec 704.

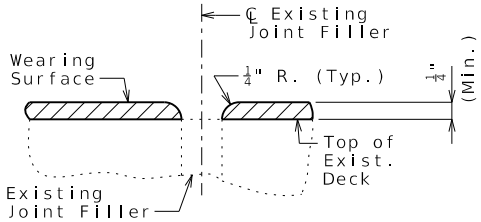


\*\* Hold Point: Concrete removal exposing prestressing strands within a special repair zone shall require engineer approved repair.

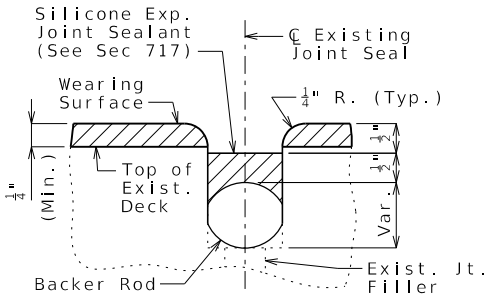
SDG: This will allow time for bridge office to assess situation and develop repair method.

FILLED JOINT DETAILS FOR ALL APPLICATIONS

FOR EPOXY POLYMER OR MMA POLYMER SLURRY WEARING SURFACE

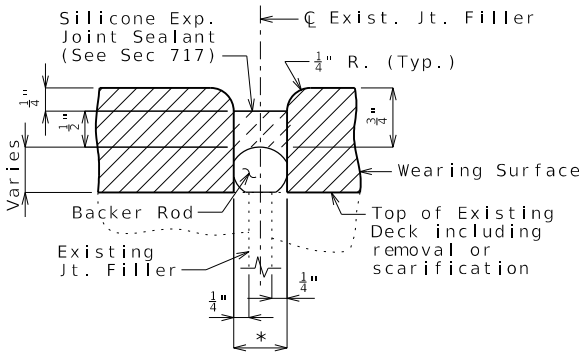


SECTION THRU JOINT  
(EPOXY POLYMER OR MMA POLYMER SLURRY)



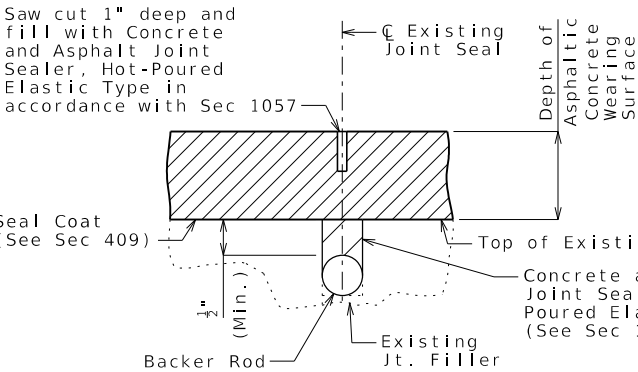
SECTION THRU JOINT  
(EPOXY POLYMER OR MMA POLYMER SLURRY)

FOR ALL OTHER WEARING SURFACES

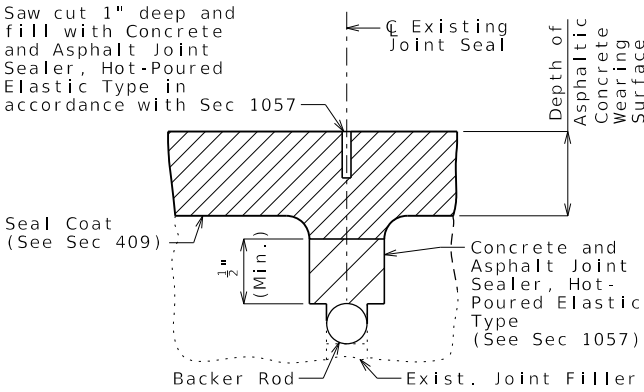


\* Width of joint seal to be not less than the depth and not more than twice the depth of the joint seal.

SECTION THRU JOINT  
(POLYESTER POLYMER, LATEX, LOW SLUMP OR SILICA FUME CONCRETE)

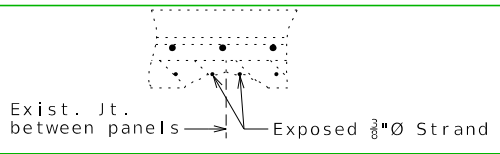


SECTION THRU JOINT  
(ASPHALTIC CONCRETE WEARING SURFACE)



SECTION THRU JOINT  
(ASPHALTIC CONCRETE WEARING SURFACE)

If severe panel deterioration is anticipated outside the development lengths of the strands at a transverse joint, it is advisable to consider full depth repair even if not required from above. If only cleaned and coated, there is a chance new reflection cracks will appear and the strand deterioration will accelerate due to chlorides being trapped behind the epoxy.





Hydro Demolition Case 1: Monolithic Deck Repair After Hydro Demolition

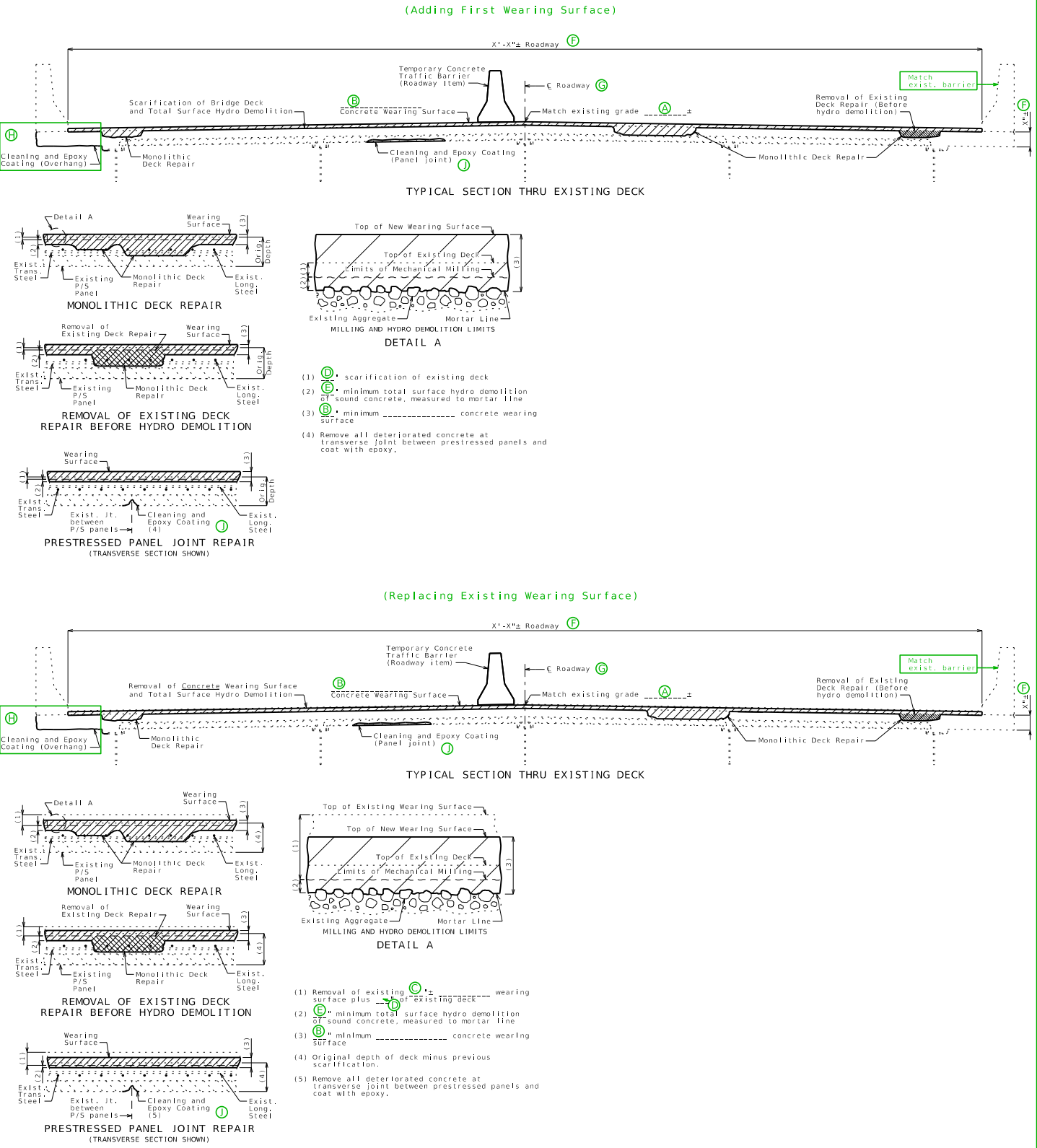
STANDARD DRAWING GUIDANCE (do not show on plans):

- ⓑ May be used with the following concrete wearing surfaces:

  - 1 3/4" to 3" Latex Modified
  - 2 1/4" to 3" Silica Fume
  - 1 3/4" to 3" Latex Modified Very Early Strength
  - 1 3/4" to 3" CSA Cement Very Early Strength
  - 3" to 4" Steel Fiber Reinforced
- If optional concrete wearing surface is specified and either low slump or polyester polymer is an option:

Use appropriate details below on first sheet and add a sheet title using the allowed options for the below details,

e.g. \*LATEX MODIFIED CONCRETE DETAILS\*





# Hydro Demolition Case 2: Conventional Deck Repair After Hydro Demolition

STANDARD DRAWING GUIDANCE (do not show on plans):

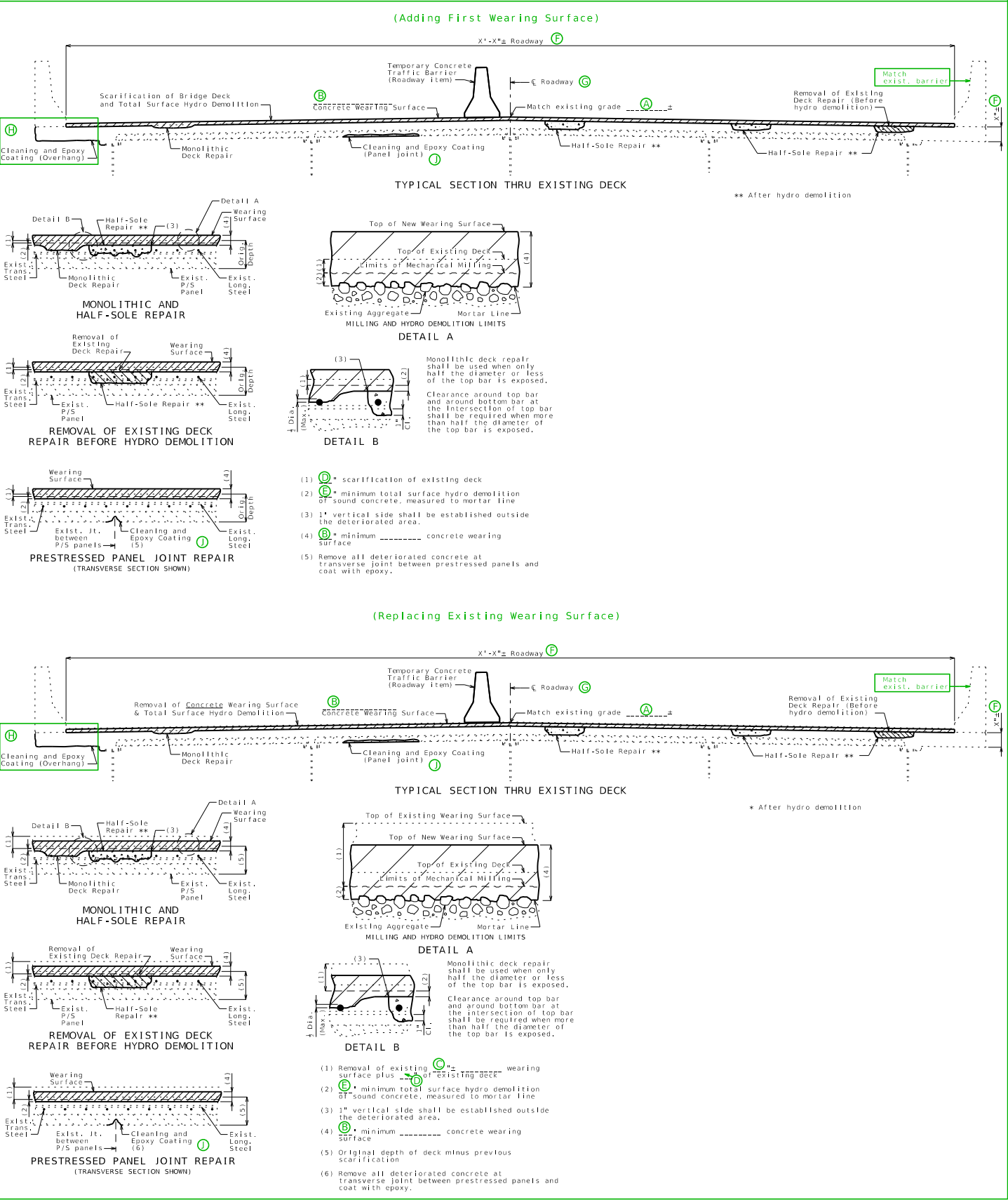
May be used with the following concrete wearing surfaces:

- 2 1/4" to 3" Low Slump
- 3/4" to 3" Polyester Polymer

If optional concrete wearing surface is specified and either low slump or polyester polymer is an option:

Use appropriate details below on second sheet and add a sheet title using the allowed options for the below details,

e.g. "LOW SLUMP CONCRETE DETAILS"





# Conventional Deck Repair Only

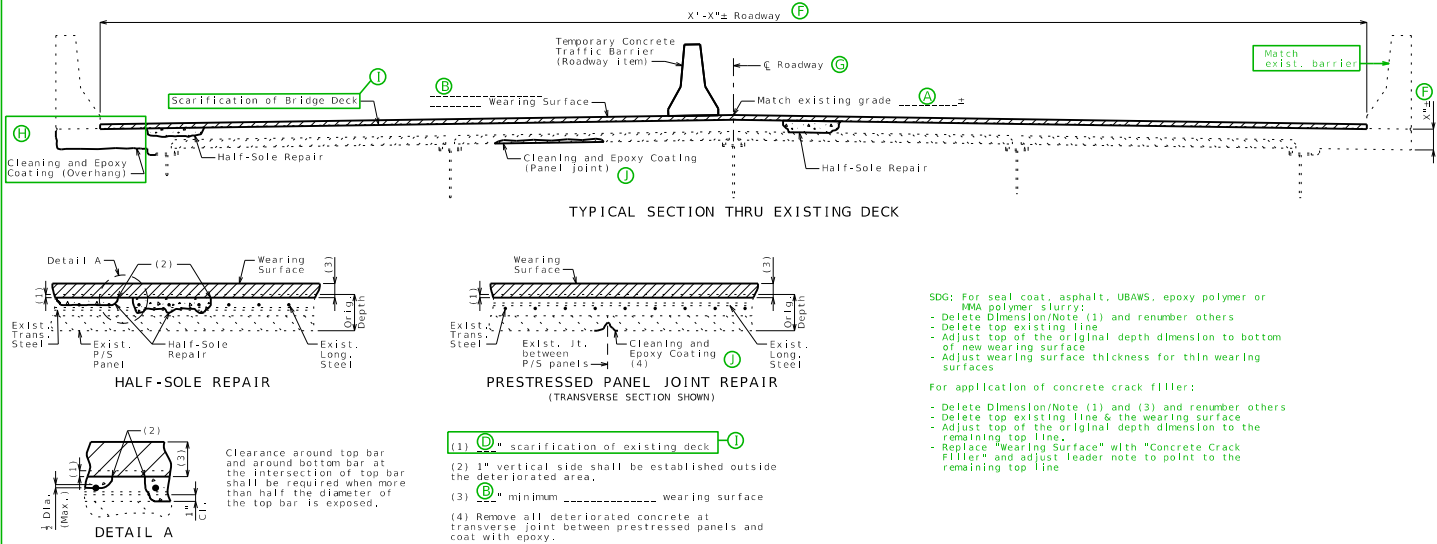
STANDARD DRAWING GUIDANCE (do not show on plans):

- May be used with all wearing surfaces.
- 2 1/4" to 3" Low Slump Concrete
  - 3/4" to 3" Latex Modified Concrete
  - 1/4" to 3" Silica Fume Concrete
- 3/4" to 3" Latex Modified Very Early Strength Concrete
- 3/4" to 3" CSA Cement Very Early Strength Concrete
- 3" to 4" Steel Fiber Reinforced Concrete
- 1/4" Epoxy Polymer
- 3/4" to 3" Polyester Polymer Concrete
- 3/8" MMA Polymer Slurry
- 4" to 5" Reinforced Concrete Slab
- 3/8" Chip Seal Grade A1
- 1" to 3" Alternate Asphaltic Concrete
- 1/2" to 3/4" Alternate Ultrathin Bonded Asphalt

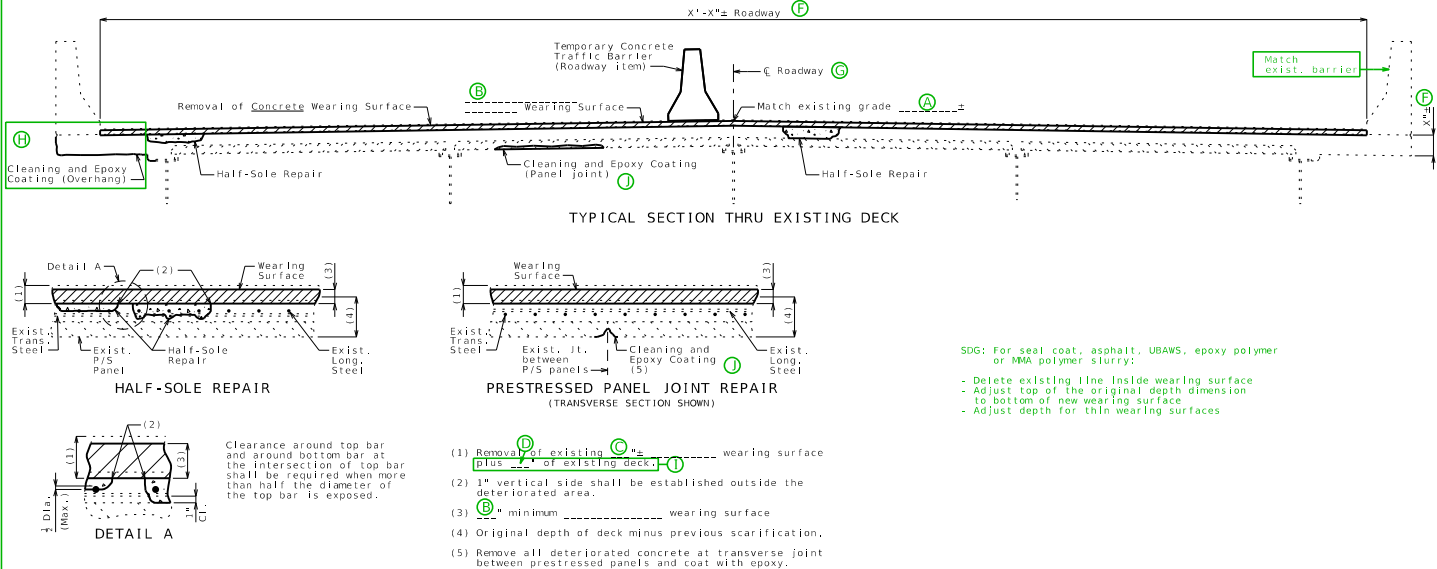
Scarification not required with the following wearing surfaces:  
Seal Coat  
Asphalt  
UBAWS  
Epoxy Polymer  
MMA Polymer Slurry

Or when applying concrete crack filler.

(Adding First Wearing Surface or Applying Concrete Crack Filler)



(Replacing Existing Wearing Surface)





STANDARD DRAWING GUIDANCE (SDG) (do not show on plans)

Select the appropriate 1st and 2nd sheet. Draw typical section as required and scale to fit within attached border replacing the provided example. Modify other details and notes as required (match orientation of actual reinforcement).

Transverse repair zoning over intermediate bents is required for these structures. Longitudinal repair zoning in spans is required only when hydro demolition is required and is based on anticipated quantity of deck repair if not overlaid, confidence of anticipated quantity of deck repair if overlaid, deck rating (e.g. 6 or better may not need zoning), See EPG 751.40 (If only transverse zoning is required, Zones shall be called "Special Repair Zones").

Wearing surface thickness can vary according to grade elevation requirements and minimum barrier curb height requirements. Maximum thickness should be limited to 3" (Ref. Organizational Results Research Report ORO6.004, May 2006). Limit excludes reinforced concrete slab wearing surfaces.

Will need to adjust wearing surface thickness when detailing a thin wearing surface (1" or less), but it is a preferred detailing practice to show a discernable thickness on the plans. No thickness is shown for crack filler application.

- (A) Show difference as plus/minus X"±, see Bridge Memo or SPM. e.g. Match existing grade plus 2¼"±

(B) Identify new wearing surface (See Bridge Memo or SPM). Specify minimum thickness in deck details. Typically 1/4" thicker outside special repair zones for Hydro Case 1 & 2.

(C) Identify existing wearing surface and thickness, see Bridge Memo or existing plans.

(D) See Bridge Memo or SPM, typically 1/2". Use 1" if more than 30% of existing deck needs repair. Verify there will be a minimum of 1/2" of concrete above the top bars after scarification.

(E) See Bridge Memo or SPM, typically 1/4" inside special repair zones to avoid deeper penetration into newly repaired areas and 1/2" outside special repair zones.

(F) See existing plans.

(G) Use appropriate reference (☒ Structure, ☒ Roadway, ☒ Median, etc.)

(H) Two types of overhang rehabilitation are shown. Cleaning and epoxy coating is preferred because of the relative short life of slab edge repair and unformed repair especially when over traffic. However in urban regions repairing the overhang may be preferred. Consult with SPM or SLE.

(I) Scarification prior to adding first wearing surface or removing a portion of the deck when removing an existing wearing surface is not required for seal coat, asphalt, UBAWS, epoxy polymer or MMA polymer slurry wearing surfaces.

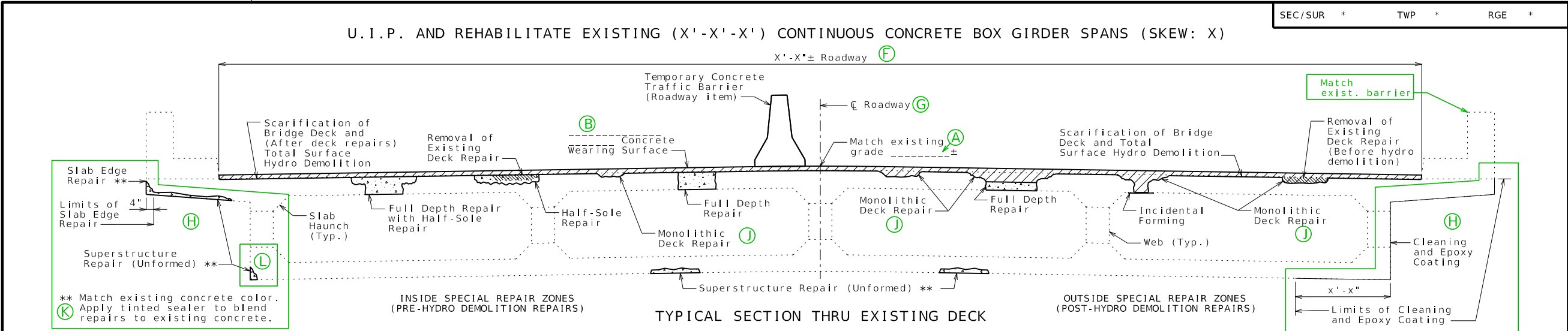
(J) Monolithic deck repair should only be allowed where longitudinal zoning is not required.

(K) May be used for aesthetics when there will be an extensive patchwork of repairs visible to the public.

(L) If deterioration is within 4 inches of edge then slab edge repair may be used instead of unformed superstructure repair.

(M) Note is required only when shop drawings will be required (For example, expansion device replacement, diaphragm replacement, etc.)
- 
- 
- 
- Detach all unused Drawing Models & Sheet Models before requesting PDFs for sign and seal.
- 
- Two spans and three spans shown. These details can be used on Sheets RHB03j and RHB03L for conventional deck repair only projects.





# Hydro Demolition Case 1A:

Zoned Conventional Deck Repair Before Hydro Demolition and  
Non-Zoned Monolithic Deck Repair After Hydro Demolition

(Adding First Wearing Surface)

Replace as required

| Estimated Quantities                    |           |             |       |
|-----------------------------------------|-----------|-------------|-------|
| Item                                    |           |             | Total |
| Scarification of Bridge Deck            | 216-10.00 | sq. yard    | X     |
| Total Surface Hydro Demolition          | 216-10.01 | sq. yard    | X     |
| Removal of Existing Deck Repair         | 216-15.03 | sq. foot    | X     |
| Supplementary Wearing Surface Material  | 505-00.04 | cu. yard    | X     |
| Latex Modified Concrete Wearing Surface | 505-20.00 | sq. yard    | X     |
| Substructure Repair (Formed)            | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)          | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)        | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                        | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                       | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)              | 704-01.07 | linear foot | X     |
| Cleaning and Epoxy Coating              | 704-01.13 | sq. foot    | X     |
|                                         |           |             |       |
|                                         |           |             |       |
|                                         |           |             |       |

STANDARD DRAWING GUIDANCE (do not show on plans):

Use for the following concrete wearing surfaces:

- (B) 1 3/4" to 3" Latex Modified  
2 1/4" to 3" Silica Fume  
1 3/4" to 3" Latex Modified Very Early Strength  
1 3/4" to 3" CSA Cement Very Early Strength  
3" to 4" Steel Fiber Reinforced

If optional concrete wearing surface is specified and low slump or polyester polymer is an option:

1. Add the allowed options in parentheses to the typical section title below and also to the RHB03e sheet title.  
2. Add to this sheet the typical section from Sheet RHB03e with "(Low Slump Concrete)" added to the title.  
3. Add "(Low Slump Concrete)" to the RHB03f sheet title and revise the sheet number from two to three. Sheet RHB03e will not be used.

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.

B3.9 (If required)

## General Notes:

A1.1 Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =

A1.2 Design Loading:

HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )

A1.3 Design Unit Stresses:

Class B-1 Concrete (Half-Sole and Full Depth Repair) f'c = 4,000 psi

Miscellaneous:

11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).

11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.

11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

11.2 (M) Contractor shall verify all dimensions in field before finalizing the shop drawings.

11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.

Traffic Handling:

A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

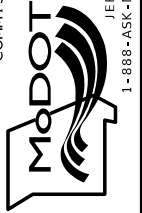
Detailed  
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Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

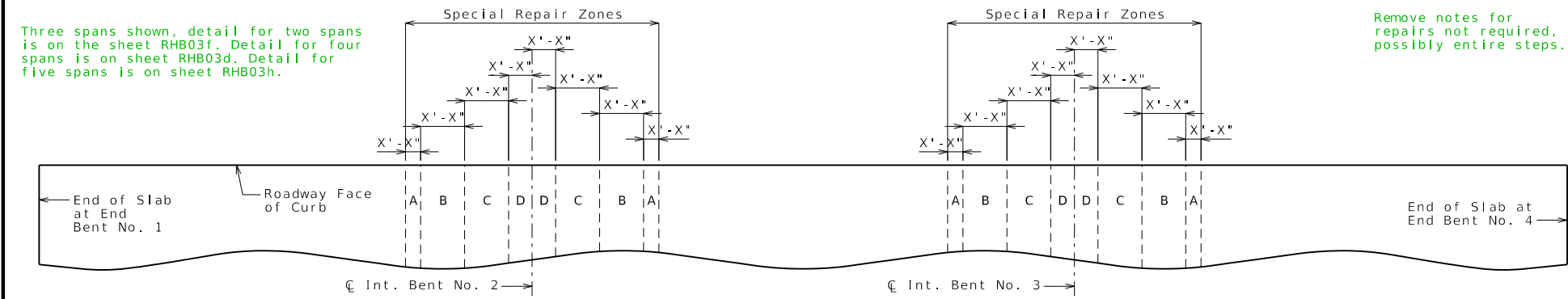
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|---------------|-----------|
| 3/7/2024      |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 3         |
| COUNTY        |           |
|               |           |
| JOB NO.       |           |
|               |           |
| CONTRACT ID.  |           |
|               |           |
| PROJECT NO.   |           |
|               |           |
| BRIDGE NO.    |           |
|               |           |

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

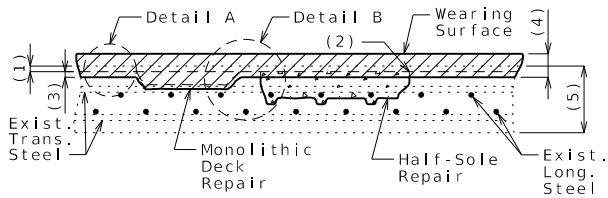




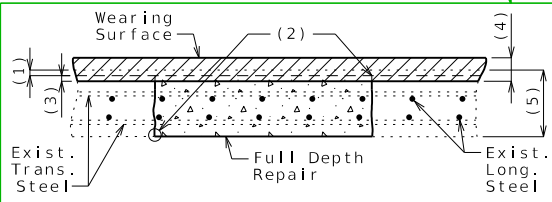
PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

Remove if repair is not required.

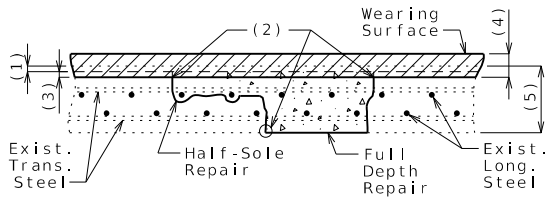
Replace with Note 13.3 for structures with single column bents.



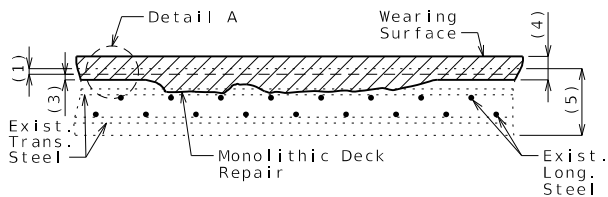
MONOLITHIC AND HALF-SOLE REPAIR



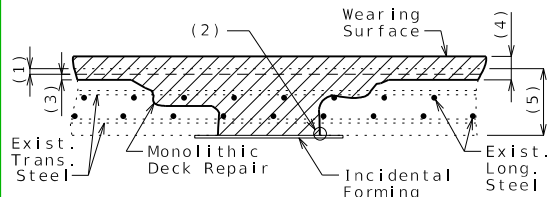
FULL DEPTH REPAIR



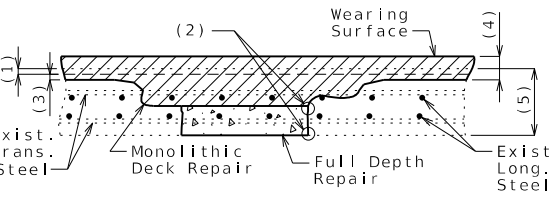
FULL DEPTH REPAIR WITH HALF-SOLE REPAIR



MONOLITHIC DECK REPAIR

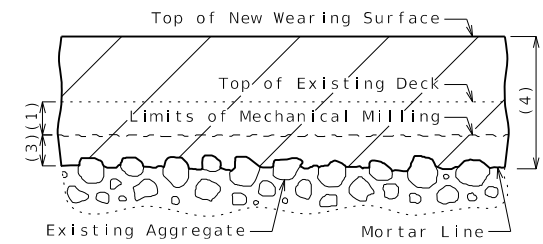


MONOLITHIC DECK REPAIR  
REQUIRING INCIDENTAL FORMING

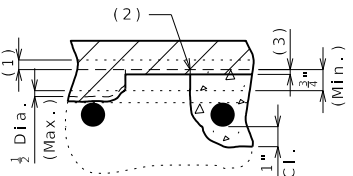


MONOLITHIC DECK REPAIR  
REQUIRING FULL DEPTH REPAIR

DECK REPAIR OUTSIDE SPECIAL REPAIR ZONES (AFTER HYDRO DEMOLITION)



DETAIL A



DETAIL B

Monolithic deck repair shall be used when only half the diameter or less of the top bar is exposed.

Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.

DECK REPAIR DETAILS

Deck Repair Notes:

Order of Repair:

1. Scarify existing deck **D**.
2. Power wash deck to identify sound and unsound existing deck repair.
3. Inside special repair zones, complete the following repairs:
  - a. Removal of existing deck repair
  - b. Half-sole repair
  - c. Full depth repair
4. Outside special repair zones, remove existing deck repair.
5. Complete total surface hydro demolition, removing **E** minimum of sound concrete inside special repair zones and removing **E** minimum of sound concrete and all deteriorated concrete outside special repair zones.
6. Sound deck and if needed complete incidental concrete removal.
7. Outside special repair zones, complete full depth repair.
8. Place new wearing surface including additional material for areas of monolithic deck repair.


Special Repair Zones:

- 13.2 Deck repair required in the areas designated as special repair zones shall be completed before hydro demolition in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time. Hydro demolition shall not move forward until the repairs in all special repair zones are completed and properly cured.
- 13.4 Any deck repair in areas not designated as a special repair zone shall be completed after hydro demolition.
- 13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.
- 13.16 Total width of full depth repair shall not exceed 1/3 of the deck width at one time. For any area of deck repair that extends over a web and is more than 18 inches in length along the web, the concrete removal including removal with hydro demolition shall stop at the centerline of web and repair completed in this area. Prior to continuing work in this area, the concrete shall have attained a compressive strength of 3200 psi. No traffic shall be permitted over the web that is undergoing repair.
- 13.17 When the full depth repair extends over a diaphragm or web and the deteriorated concrete extends into the diaphragm or web, all deteriorated concrete shall be removed and replaced as full depth repair. Concrete in webs shall not be removed below the slab haunch of the girder without prior review and approval from the engineer.
- 13.20 Interior falsework installed by the contractor resting on the bottom slab shall be removed where entry access is available.
- 13.21 If any single repair area does not exceed 9 square feet in size and the total repair area within a special repair zone does not exceed 27 square feet, the special repair zone may be repaired at the same time as an adjacent zone.
- 13.22 Half-sole repair in the special repair zone, on either side of the intermediate bents, shall be to a depth that will not expose half the diameter of the longitudinal reinforcing bar. Full depth repair shall be made when removal of deteriorated concrete exposes half or more of the diameter of the longitudinal reinforcing bar.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                                                       |  |           |  |
|---------------------------------------------------------------------------------------|--|-----------|--|
| DATE PREPARED                                                                         |  | 3/7/2024  |  |
| ROUTE                                                                                 |  | STATE     |  |
| DISTRICT                                                                              |  | MO        |  |
|                                                                                       |  | SHEET NO. |  |
|                                                                                       |  | 4         |  |
| COUNTY                                                                                |  |           |  |
| JOB NO.                                                                               |  |           |  |
| CONTRACT ID.                                                                          |  |           |  |
| PROJECT NO.                                                                           |  |           |  |
| BRIDGE NO.                                                                            |  |           |  |
| DESCRIPTION                                                                           |  |           |  |
|                                                                                       |  |           |  |
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|                                                                                       |  |           |  |
|                                                                                       |  |           |  |
| DATE                                                                                  |  |           |  |
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|                                                                                       |  |           |  |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |  |           |  |
|  |  |           |  |
| 105 WEST CAPITOL                                                                      |  |           |  |
| JEFFERSON CITY, MO 65102                                                              |  |           |  |
| 1-888-ASK-MODOT (1-888-275-6636)                                                      |  |           |  |

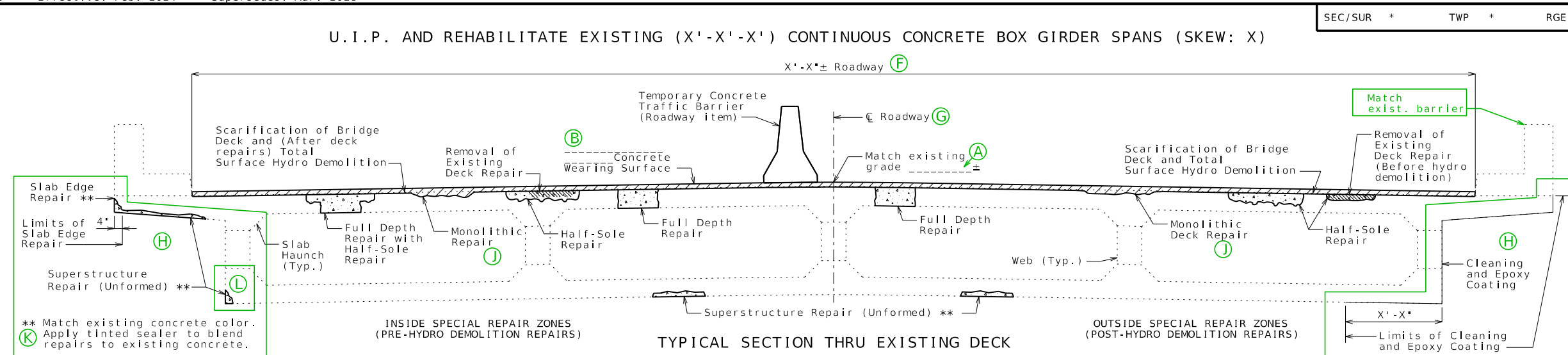












## Hydro Demolition Case 2A:

Zoned Conventional Deck Repair Before Hydro Demolition and  
Non-Zoned Conventional Deck Repair After Hydro Demolition

(Adding First Wearing Surface)

STANDARD DRAWING GUIDANCE (do not show on plans):

Use for the following concrete wearing surfaces:

② 2 1/4" to 3" Low Slump  
3/4" to 3" Polyester Polymer

If optional concrete wearing surface is specified and low slump or polyester polymer is an option follow guidance on Sheet RHB03a.

| Estimated Quantities |                                        |           |               |
|----------------------|----------------------------------------|-----------|---------------|
| Item                 |                                        |           | Total         |
|                      | Scarification of Bridge Deck           | 216-10.00 | sq. yard X    |
|                      | Total Surface Hydro Demolition         | 216-10.01 | sq. yard X    |
|                      | Removal of Existing Deck Repair        | 216-15.03 | sq. foot X    |
| *                    | Supplementary Wearing Surface Material | 505-00.04 | cu. yard X    |
| →                    | Low Slump Concrete Wearing Surface     | 505-10.00 | sq. yard X    |
|                      | Substructure Repair (Formed)           | 704-01.01 | sq. foot X    |
|                      | Substructure Repair (Unformed)         | 704-01.02 | sq. foot X    |
|                      | Superstructure Repair (Unformed)       | 704-01.03 | sq. foot X    |
|                      | Half-Sole Repair                       | 704-01.04 | sq. foot X    |
|                      | Full Depth Repair                      | 704-01.06 | sq. foot X    |
|                      | Slab Edge Repair (Bridges)             | 704-01.07 | linear foot X |
|                      | Cleaning and Epoxy Coating             | 704-01.13 | sq. foot X    |
|                      |                                        |           |               |
|                      |                                        |           |               |
|                      |                                        |           |               |

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.

General Notes:

### A1.1 Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =

### A1.2 Design Loading:

HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )

### A1.3 Design Unit Stresses:

Class **B-1** Concrete (Half-Sole and Full Depth Repair)  $f'_c = 4,000$  psi

Miscellaneous:

**11.0.1** Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).

11.0.3 (If required) —

11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.

11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.

11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.

**Traffic Handling:**

A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*

ROUTE \* FROM \* TO \*

ROUTE FROM TO  
ABOUT \* MILES \* OF \*

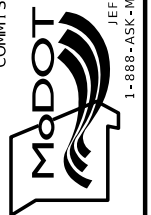
BEGINNING STATION \_\_\_\_\_ ± (Match Existing)

|         |   |     |   |     |   |
|---------|---|-----|---|-----|---|
| SEC/SUR | * | TWP | * | RGE | * |
|---------|---|-----|---|-----|---|

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 3/7/2024      |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 7         |
| COUNTY        |           |
| JOB NO.       |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
| BRIDGE NO.    |           |

DESCRIPTION

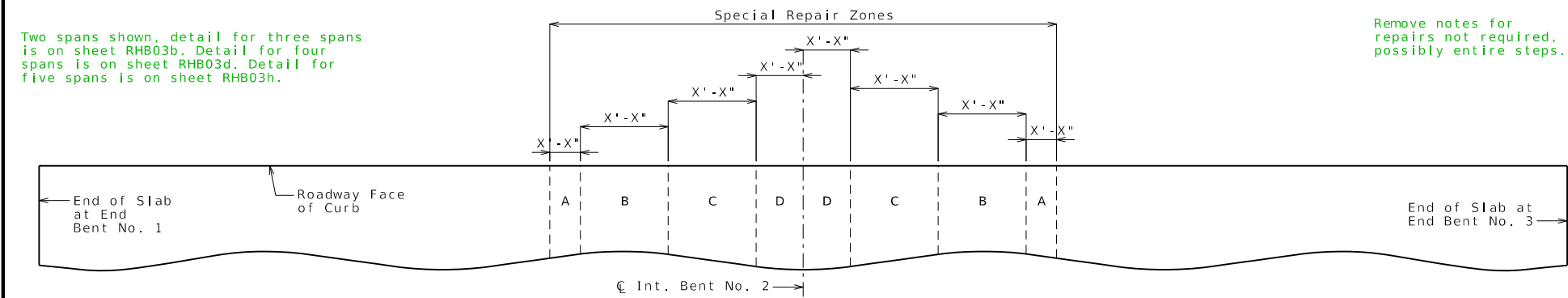
DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSIONDetailed  
Checked

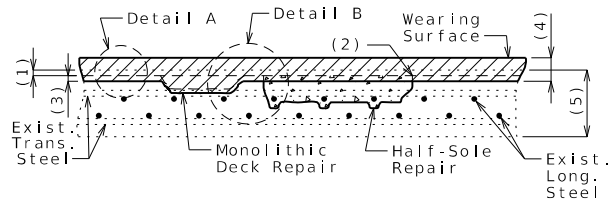
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Sheet No. 1 of

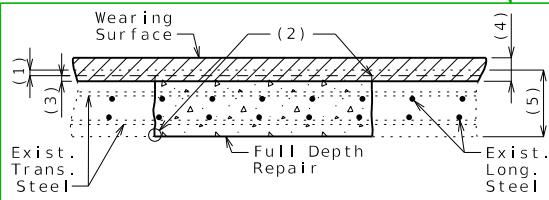




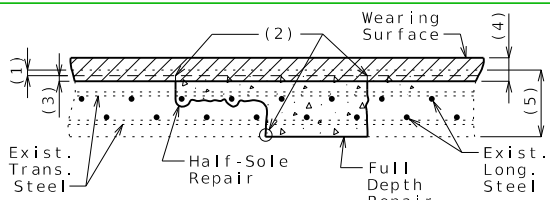
PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES



MONOLITHIC AND HALF-SOLE REPAIR

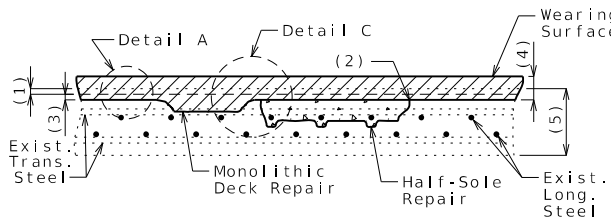


FULL DEPTH REPAIR

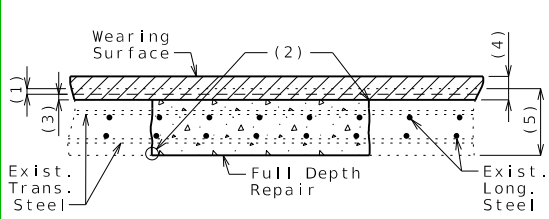


FULL DEPTH REPAIR WITH HALF-SOLE REPAIR

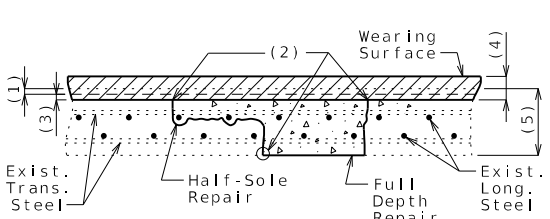
DECK REPAIR INSIDE SPECIAL REPAIR ZONES (BEFORE HYDRO DEMOLITION)



MONOLITHIC AND HALF-SOLE REPAIR

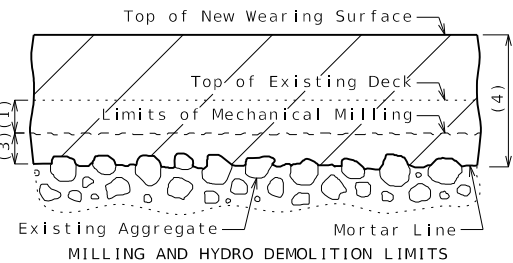


FULL DEPTH REPAIR

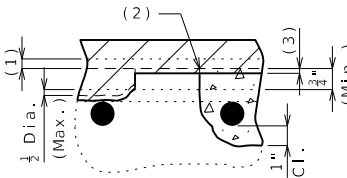


FULL DEPTH REPAIR WITH HALF-SOLE REPAIR

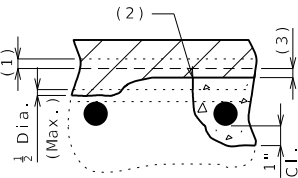
DECK REPAIR OUTSIDE SPECIAL REPAIR ZONES (AFTER HYDRO DEMOLITION)



DETAIL A



DETAIL B



DETAIL C

Monolithic deck repair shall be used when only half the diameter or less of the top bar is exposed.

Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.

DECK REPAIR DETAILS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

Deck Repair Notes:

- Order of Repair:
1. Scarify existing deck **D**.
  2. Power wash deck to identify sound and unsound existing deck repair.
  3. Inside special repair zones, complete the following repairs:
    - a. Removal of existing deck repair
    - b. Half-sole repair
    - c. Full depth repair
  4. Outside special repair zones, remove existing deck repair.
  5. Complete total surface hydro demolition, removing **E** minimum of sound concrete inside special repair zones and removing **E** minimum of sound concrete and all deteriorated concrete outside special repair zones.
  6. Sound deck and if needed complete incidental concrete removal.
  7. Outside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Full depth repair
  8. Place new wearing surface including additional material for areas of monolithic deck repair.

Special Repair Zones:

- 13.2** Deck repair required in the areas designated as special repair zones shall be completed before hydro demolition in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time. Hydro demolition shall not move forward until the repairs in all special repair zones are completed and properly cured.
- 13.4** Any deck repair in areas not designated as a special repair zone shall be completed after hydro demolition.
- 13.5** Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.
- 13.16** Total width of full depth repair shall not exceed 1/3 of the deck width at one time. For any area of deck repair that extends over a web and is more than 18 inches in length along the web, the concrete removal including removal with hydro demolition shall stop at the centerline of web and repair completed in this area. Prior to continuing work in this area, the concrete shall have attained a compressive strength of 3200 psi. No traffic shall be permitted over the web that is undergoing repair.
- 13.17** When the full depth repair extends over a diaphragm or web and the deteriorated concrete extends into the diaphragm or web, all deteriorated concrete shall be removed and replaced as full depth repair. Concrete in webs shall not be removed below the slab haunch of the girder without prior review and approval from the engineer.
- 13.20** Interior falsework installed by the contractor resting on the bottom slab shall be removed where entry access is available.
- 13.21** If any single repair area does not exceed 9 square feet in size and the total repair area within a special repair zone does not exceed 27 square feet, the special repair zone may repaired at the same time as an adjacent zone.
- 13.22** Half-sole repair in the special repair zone, on either side of the intermediate bents, shall be to a depth that will not expose half the diameter of the longitudinal reinforcing bar. Full depth repair shall be made when removal of deteriorated concrete exposes half or more of the diameter of the longitudinal reinforcing bar.

DESCRIPTION

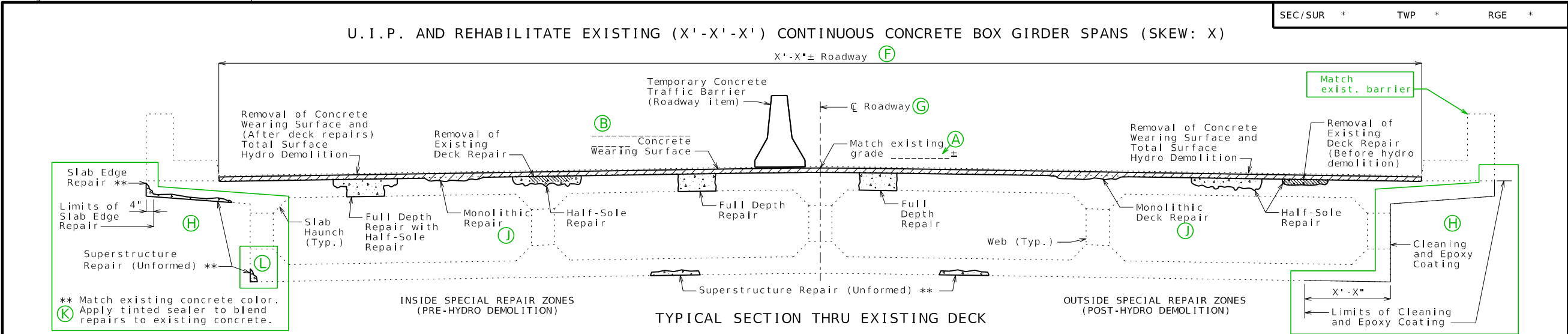
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





Hydro Demolition Case 2B:

Zoned Conventional Deck Repair Before Hydro Demolition and Non-Zoned Conventional Deck Repair After Hydro Demolition

(Replacing Existing Wearing Surface)

STANDARD DRAWING GUIDANCE (do not show on plans):

Use for the following concrete wearing surfaces:

- (B) 2 1/4" to 3" Low Slump  
3/4" to 3" Polyester Polymer

If optional concrete wearing surface is specified and low slump or polyester polymer is an option follow guidance on Sheet RHB03c.

| Estimated Quantities                     |           |             |       |
|------------------------------------------|-----------|-------------|-------|
| Item                                     |           |             | Total |
| Total Surface Hydro Demolition           | 216-10.01 | sq. yard    | X     |
| Removal of Concrete Wearing Surface      | 216-15.02 | sq. foot    | X     |
| Removal of Existing Deck Repair          | 216-15.03 | sq. foot    | X     |
| * Supplementary Wearing Surface Material | 505-00.04 | cu. yard    | X     |
| Low Slump Concrete Wearing Surface       | 505-10.00 | sq. yard    | X     |
| Substructure Repair (Formed)             | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)           | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)         | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                         | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                        | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)               | 704-01.07 | linear foot | X     |
| Cleaning and Epoxy Coating               | 704-01.13 | sq. foot    | X     |
|                                          |           |             |       |
|                                          |           |             |       |
|                                          |           |             |       |

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.  
B3.9 (If required)

General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading: (Year) and Military 24,000 lb Tandem Axle (Year)
- A1.3 Design Unit Stresses:  
Class (B-) Concrete (Half-Sole and Full Depth Repair) f'c = 4,000 psi  
Miscellaneous:
- I1.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- I1.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
- I1.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
- I1.2 (M) Contractor shall verify all dimensions in field before finalizing the shop drawings.
- I1.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- A3.8 Traffic Handling:  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*  
ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DATE PREPARED  
3/7/2024

ROUTE  
DISTRICT

STATE  
MO

SHEET NO.  
9

COUNTY

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

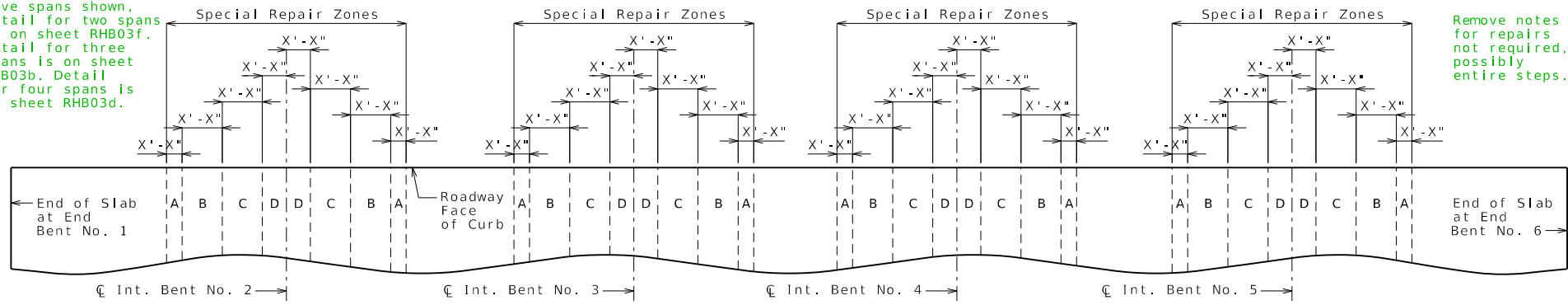
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

MoDOT



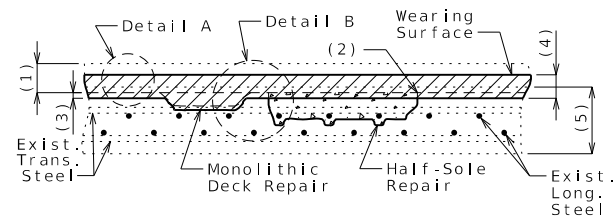
Five spans shown, detail for two spans is on sheet RHB03f. Detail for three spans is on sheet RHB03b. Detail for four spans is on sheet RHB03d.



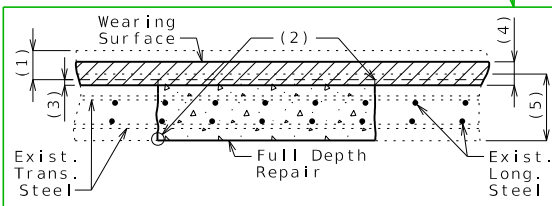
PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

Remove if repair is not required.

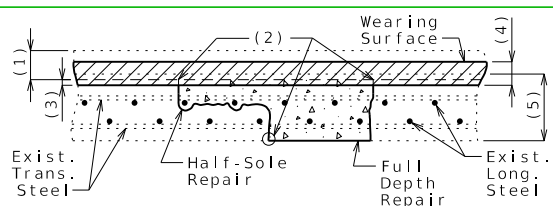
Replace with Note 13.3 for structures with single column bents.



MONOLITHIC AND HALF-SOLE REPAIR

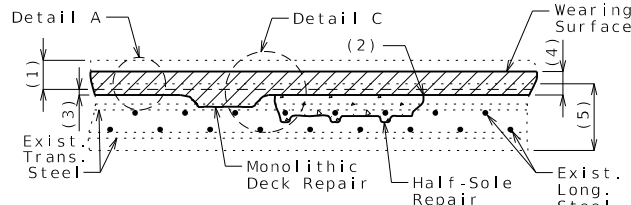


FULL DEPTH REPAIR

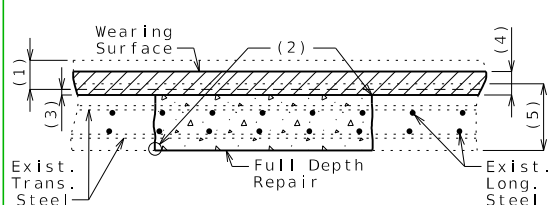


FULL DEPTH REPAIR WITH HALF-SOLE REPAIR

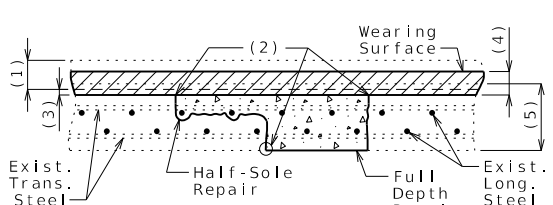
DECK REPAIR INSIDE SPECIAL REPAIR ZONES (BEFORE HYDRO DEMOLITION)



MONOLITHIC AND HALF-SOLE REPAIR

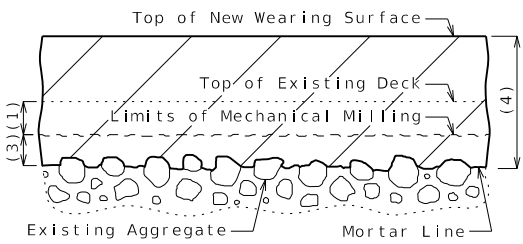


FULL DEPTH REPAIR

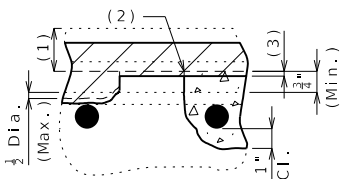


FULL DEPTH REPAIR WITH HALF-SOLE REPAIR

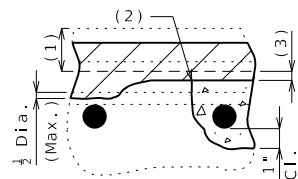
DECK REPAIR OUTSIDE SPECIAL REPAIR ZONES (AFTER HYDRO DEMOLITION)



DETAIL A



DETAIL B



DETAIL C

Monolithic deck repair shall be used when only half the diameter or less of the top bar is exposed.

Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.

DECK REPAIR DETAILS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

Deck Repair Notes:

Order of Repair:

1. Remove existing wearing surface plus  $\textcircled{D}$  " of existing deck.
2. Power wash deck to identify sound and unsound existing deck repair.
3. Inside special repair zones, complete the following repairs:
  - a. Removal of existing deck repair
  - b. Half-sole repair
  - c. Full depth repair
4. Outside special repair zones, remove existing deck repair.
5. Complete total surface hydro demolition, removing  $\textcircled{E}$  " minimum of sound concrete inside special repair zones and removing  $\textcircled{E}$  " minimum of sound concrete and all deteriorated concrete outside special repair zones.
6. Sound deck and if needed complete incidental concrete removal.
7. Outside special repair zones, complete the following repairs:
  - a. Half-sole repair
  - b. Full depth repair
8. Place new wearing surface including additional material for areas of monolithic deck repair.

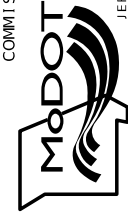
Special Repair Zones:

- 13.2 Deck repair required in the areas designated as special repair zones shall be completed before hydro demolition in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time. Hydro demolition shall not move forward until the repairs in all special repair zones are completed and properly cured.
- 13.4 Any deck repair in areas not designated as a special repair zone shall be completed after hydro demolition.
- 13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.
- 13.16 Total width of full depth repair shall not exceed 1/3 of the deck width at one time. For any area of deck repair that extends over a web and is more than 18 inches in length along the web, the concrete removal including removal with hydro demolition shall stop at the centerline of web and repair completed in this area. Prior to continuing work in this area, the concrete shall have attained a compressive strength of 3200 psi. No traffic shall be permitted over the web that is undergoing repair.
- 13.17 When the full depth repair extends over a diaphragm or web and the deteriorated concrete extends into the diaphragm or web, all deteriorated concrete shall be removed and replaced as full depth repair. Concrete in webs shall not be removed below the slab haunch of the girder without prior review and approval from the engineer.
- 13.20 Interior falsework installed by the contractor resting on the bottom slab shall be removed where entry access is available.
- 13.21 If any single repair area does not exceed 9 square feet in size and the total repair area within a special repair zone does not exceed 27 square feet, the special repair zone may be repaired at the same time as an adjacent zone.
- 13.22 Half-sole repair in the special repair zone, on either side of the intermediate bents, shall be to a depth that will not expose half the diameter of the longitudinal reinforcing bar. Full depth repair shall be made when removal of deteriorated concrete exposes half or more of the diameter of the longitudinal reinforcing bar.

DESCRIPTION

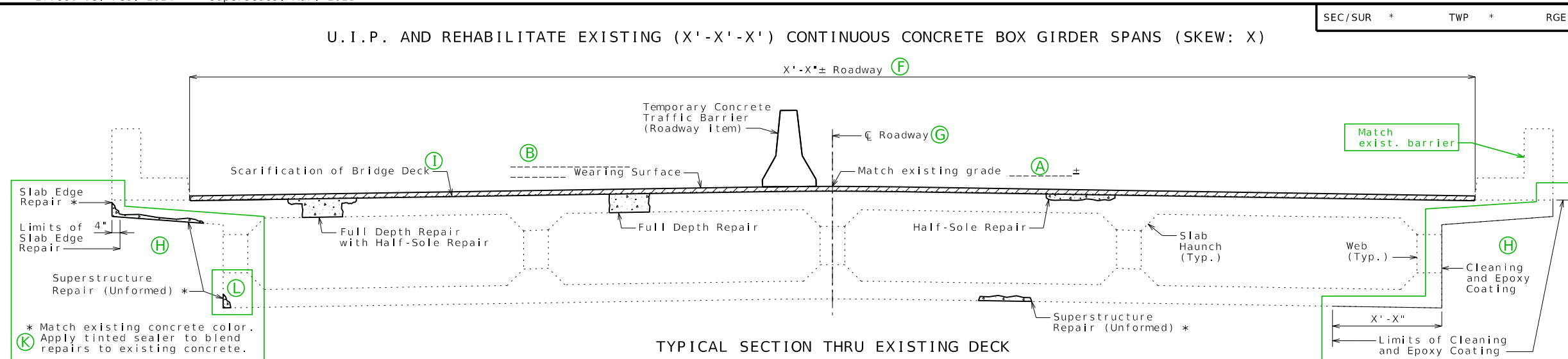
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





## Conventional Deck Repair Only (Case A)

(Adding First Wearing Surface or Applying Concrete Crack Filler)

STANDARD DRAWING GUIDANCE (do not show on plans):

May be used for all wearing surfaces and when applying concrete crack filler:

Scarification not required when applying concrete crack filler or with the following wearing surfaces:

Seal Coat  
Asphalt  
UBAWS  
Epoxy Polymer  
MMA Polymer Slurry

- ⑧ 2 1/4" to 3" Low Slump Concrete  
1 3/4" to 3" Latex Modified Concrete  
2 1/4" to 3" Silica Fume Concrete  
1 3/4" to 3" Latex Modified Very Early Strength Concrete  
1 3/4" to 3" CSA Cement Very Early Strength Concrete  
3" to 4" Steel Fiber Reinforced Concrete  
1/4" Epoxy Polymer  
3/4" to 3" Polyester Polymer Concrete  
3/8" MMA Polymer Slurry  
4" to 5" Reinforced Concrete Slab  
3/8" Chip Seal Grade A1  
1" to 3" Optional Asphaltic Concrete  
1/2" to 3/4" Optional Ultrathin Bonded Asphalt

| Estimated Quantities  |                                         |           |             |       |
|-----------------------|-----------------------------------------|-----------|-------------|-------|
| Item                  |                                         |           |             | Total |
| Replace as required → | Scarification of Bridge Deck            | 216-10.00 | sq. yard    | X     |
|                       | Latex Modified Concrete Wearing Surface | 505-20.00 | sq. yard    | X     |
|                       | Substructure Repair (Formed)            | 704-01.01 | sq. foot    | X     |
|                       | Substructure Repair (Unformed)          | 704-01.02 | sq. foot    | X     |
|                       | Superstructure Repair (Unformed)        | 704-01.03 | sq. foot    | X     |
|                       | Half-Sole Repair                        | 704-01.04 | sq. foot    | X     |
|                       | Full Depth Repair                       | 704-01.06 | sq. foot    | X     |
|                       | Slab Edge Repair (Bridges)              | 704-01.07 | linear foot | X     |
|                       | Cleaning and Epoxy Coating              | 704-01.13 | sq. foot    | X     |
|                       |                                         |           |             |       |
|                       |                                         |           |             |       |
|                       |                                         |           |             |       |
|                       |                                         |           |             |       |

General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:  
HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )
- A1.3 Design Unit Stresses:  
Class B-1 Concrete (Half-Sole and Full Depth Repair)  $f'c = 4,000$  psi  
Miscellaneous:
  - I1.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
  - I1.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
  - I1.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
  - I1.2 Contractor shall verify all dimensions in field before ordering finalizing the shop drawings.
  - I1.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- A3.8 Traffic Handling:  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*

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ROUTE * FROM * TO *
ABOUT * MILES * OF *
BEGINNING STATION _____ ± (Match Existing)

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Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

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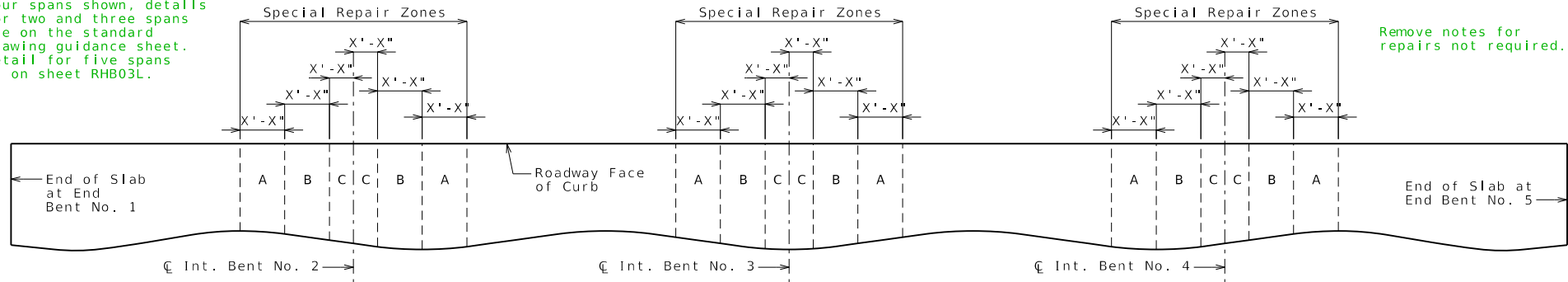
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MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

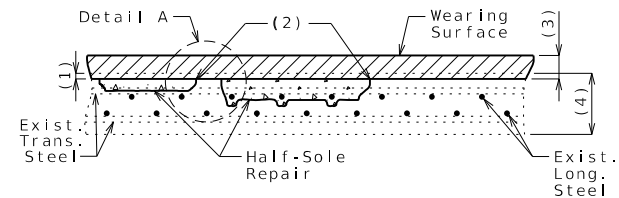
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| ROUTE                     | STATE<br>MO     |
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| COUNTY                    |                 |
| JOB NO.                   |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



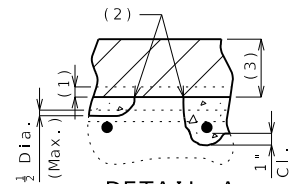
Four spans shown, details for two and three spans are on the standard drawing guidance sheet. Detail for five spans is on sheet RHB03L.



PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

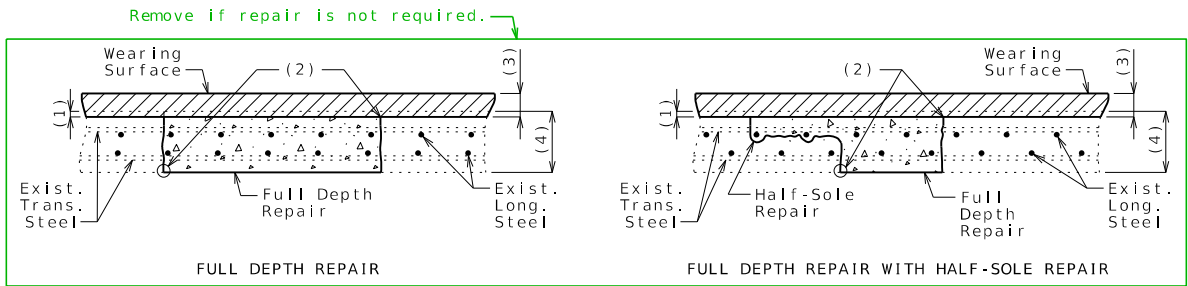


HALF-SOLE REPAIR



DETAIL A

Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.



DECK REPAIR

- (1) (D) " scarification of existing deck (I)
- (2) 1" vertical side shall be established outside the deteriorated area.
- (3) (B) " minimum \_\_\_\_\_ wearing surface
- (4) Original thickness of top slab

DECK REPAIR DETAILS

Deck Repair Notes:

- Order of Repair:
1. Scarify existing deck (D) (I)
  2. Sound deck to identify areas in need of repair.
  3. Outside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Full depth repair
  4. Inside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Full depth repair
  5. Place new wearing surface.

Special Repair Zones:

- 13.1 Any deck repair in areas not designated as a special repair zone shall be completed prior to work in Zone A.
- 13.2 Deck repair required in the areas designated as special repair zones shall be completed in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time.
- 13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.
- 13.16 Total width of full depth repair shall not exceed 1/3 of the deck width at one time. For any area of deck repair that extends over a web and is more than 18 inches in length along the web, the concrete removal shall stop at the centerline of web and repair completed in this area. Prior to continuing work in this area, the concrete shall have attained a compressive strength of 3200 psi. No traffic shall be permitted over the web that is undergoing repair.
- 13.17 When the full depth repair extends over a diaphragm or web and the deteriorated concrete extends into the diaphragm or web, all deteriorated concrete shall be removed and replaced as full depth repair. Concrete in webs shall not be removed below the slab haunch of the girder without prior review and approval from the engineer.
- 13.20 Interior falsework installed by the contractor resting on the bottom slab shall be removed where entry access is available.
- 13.21 If any single repair area does not exceed 9 square feet in size and the total repair area within a special repair zone does not exceed 27 square feet, the special repair zone may repaired at the same time as an adjacent zone.
- 13.22 Half-sole repair in the special repair zone, on either side of the intermediate bents, shall be to a depth that will not expose half the diameter of the longitudinal reinforcing bar. Full depth repair shall be made when removal of deteriorated concrete exposes half or more of the diameter of the longitudinal reinforcing bar.

SDG:

For seal coat, asphalt, UBAWS, epoxy polymer, or MMA polymer slurry wearing surfaces:

- Delete Dimension/Note (1) and renumber others
- Delete top existing line
- Adjust top of the original depth dimension to bottom of new wearing surface
- Adjust wearing surface thickness for thin wearing surfaces

For application of concrete crack filler:

- Delete Dimension/Note (1) and (3) and renumber others
- Delete top existing line & the wearing surface
- Adjust top of the original depth dimension to the remaining top line.
- Replace "Wearing Surface" with "Concrete Crack Filler" and adjust leader note to point to the remaining top line

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

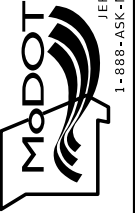
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| DISTRICT                  | SHEET NO.<br>12 |

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| COUNTY       |
| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

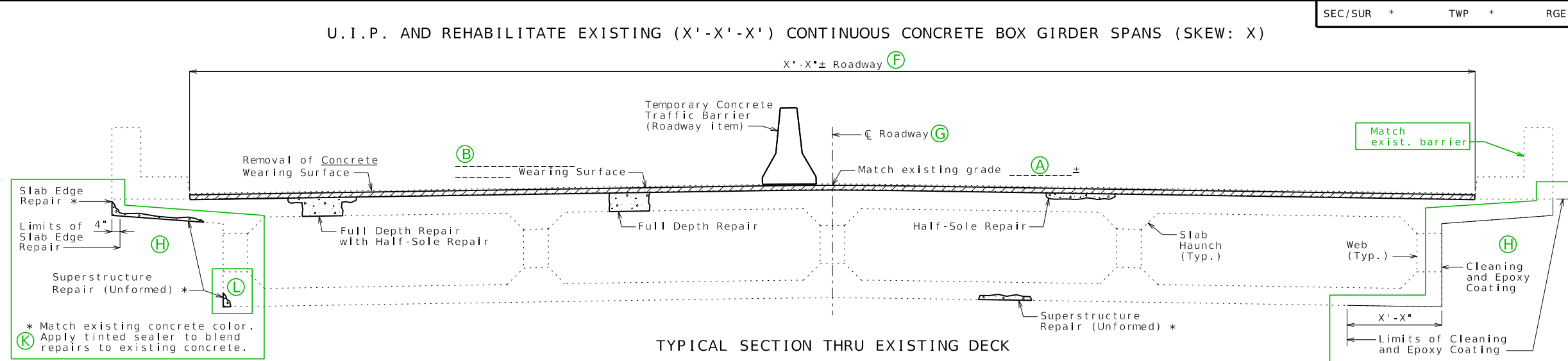
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MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





# Conventional Deck Repair Only (Case B)

(Replacing Existing Wearing Surface)

| Estimated Quantities                    |           |             |  | Total |
|-----------------------------------------|-----------|-------------|--|-------|
| Item                                    |           |             |  |       |
| Removal of Concrete Wearing Surface     | 216-15.02 | sq. foot    |  | X     |
| Latex Modified Concrete Wearing Surface | 505-20.00 | sq. yard    |  | X     |
| Substructure Repair (Formed)            | 704-01.01 | sq. foot    |  | X     |
| Substructure Repair (Unformed)          | 704-01.02 | sq. foot    |  | X     |
| Superstructure Repair (Unformed)        | 704-01.03 | sq. foot    |  | X     |
| Half-Sole Repair                        | 704-01.04 | sq. foot    |  | X     |
| Full Depth Repair                       | 704-01.06 | sq. foot    |  | X     |
| Slab Edge Repair (Bridges)              | 704-01.07 | linear foot |  | X     |
| Cleaning and Epoxy Coating              | 704-01.13 | sq. foot    |  | X     |
|                                         |           |             |  |       |
|                                         |           |             |  |       |
|                                         |           |             |  |       |
|                                         |           |             |  |       |

STANDARD DRAWING GUIDANCE (do not show on plans):

May be used for all wearing surfaces:

Scarification not required with the following wearing surfaces:

- Seal Coat
- Asphalt
- UBAWS
- Epoxy Polymer
- MMA Polymer Slurry

- ② 2 1/4" to 3" Low Slump Concrete  
1 3/4" to 3" Latex Modified Concrete  
2 1/4" to 3" Silica Fume Concrete  
1 3/4" to 3" Latex Modified Very Early Strength Concrete  
1 3/4" to 3" CSA Cement Very Early Strength Concrete  
3" to 4" Steel Fiber Reinforced Concrete  
1/4" Epoxy Polymer  
3/4" to 3" Polyester Polymer Concrete  
3/8" MMA Polymer Slurry  
4" to 5" Reinforced Concrete Slab  
3/8" Chip Seal Grade A1  
1" to 3" Optional Asphaltic Concrete  
1/2" to 3/4" Optional Ultrathin Bonded Asphalt

General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:  
HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )
- A1.3 Design Unit Stresses:  
Class B-1 Concrete (Half-Sole and Full Depth Repair)  $f'c = 4,000$  psi  
Miscellaneous:
- 11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- 11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
- 11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
- 11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.
- 11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- Traffic Handling:
- A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*

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ROUTE * FROM * TO *
ABOUT * MILES * OF *
BEGINNING STATION _____ ± (Match Existing)

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Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DESCRIPTION

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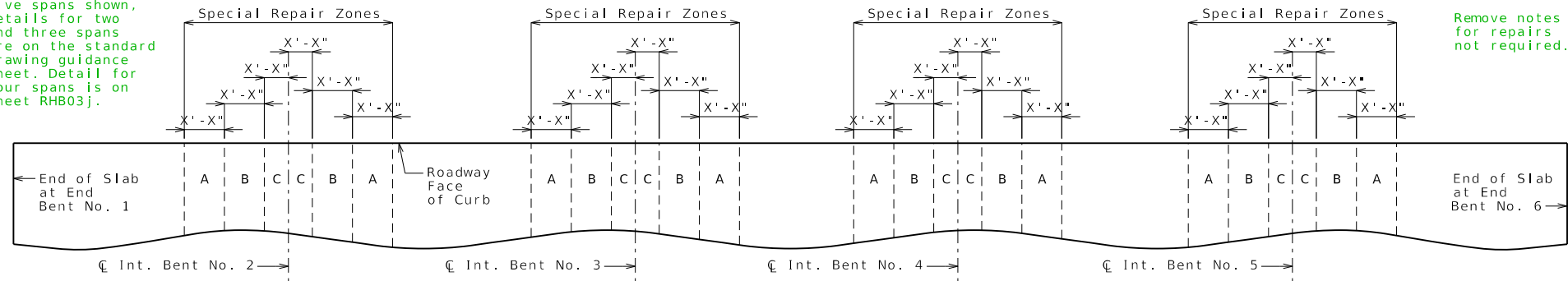
MISSOURI HIGHWAYS AND TRANSPORTATION



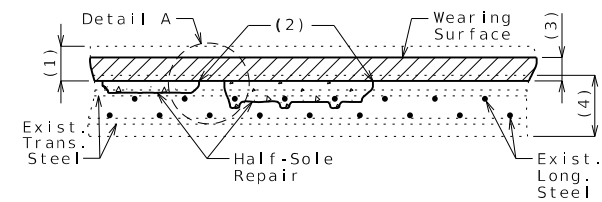
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| 3/7/2024      |           |
| ROUTE         | STATE     |
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| DISTRICT      | SHEET NO. |
|               | 13        |
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| JOB NO.       |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
| BRIDGE NO.    |           |



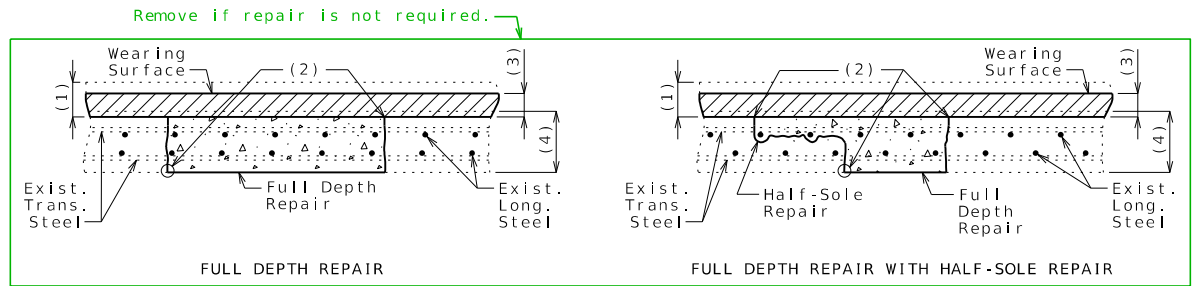
Five spans shown, details for two and three spans are on the standard drawing guidance sheet. Detail for four spans is on sheet RHB03j.



PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES



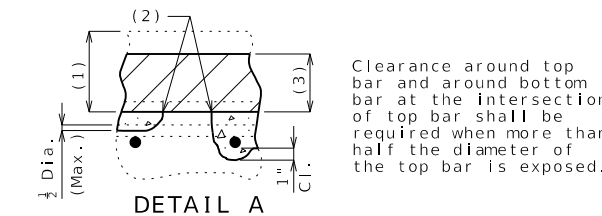
HALF-SOLE REPAIR



FULL DEPTH REPAIR

FULL DEPTH REPAIR WITH HALF-SOLE REPAIR

DECK REPAIR



DETAIL A

Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.

- (1) Removal of existing  $\text{C} \pm$  wearing surface plus  $\text{D} \pm$  of existing deck
- (2) 1" vertical side shall be established outside the deteriorated area.
- (3)  $\text{B} \pm$  minimum wearing surface
- (4) Original thickness of top slab minus previous scarification

Remove notes for repairs not required.

Deck Repair Notes:

- Order of Repair:
1. Remove existing wearing surface plus  $\text{D} \pm$  of existing deck
  2. Sound deck to identify areas in need of repair.
  3. Outside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Full depth repair
  4. Inside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Full depth repair
  5. Place new wearing surface.

Special Repair Zones:

- 13.1 Any deck repair in areas not designated as a special repair zone shall be completed prior to work in Zone A.
- 13.2 Deck repair required in the areas designated as special repair zones shall be completed in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time.
- 13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.
- 13.16 Total width of full depth repair shall not exceed 1/3 of the deck width at one time. For any area of deck repair that extends over a web and is more than 18 inches in length along the web, the concrete removal shall stop at the centerline of web and repair completed in this area. Prior to continuing work in this area, the concrete shall have attained a compressive strength of 3200 psi. No traffic shall be permitted over the web that is undergoing repair.
- 13.17 When the full depth repair extends over a diaphragm or web and the deteriorated concrete extends into the diaphragm or web, all deteriorated concrete shall be removed and replaced as full depth repair. Concrete in webs shall not be removed below the slab haunch of the girder without prior review and approval from the engineer.
- 13.20 Interior falsework installed by the contractor resting on the bottom slab shall be removed where entry access is available.
- 13.21 If any single repair area does not exceed 9 square feet in size and the total repair area within a special repair zone does not exceed 27 square feet, the special repair zone may be repaired at the same time as an adjacent zone.
- 13.22 Half-sole repair in the special repair zone, on either side of the intermediate bents, shall be to a depth that will not expose half the diameter of the longitudinal reinforcing bar. Full depth repair shall be made when removal of deteriorated concrete exposes half or more of the diameter of the longitudinal reinforcing bar.

SDG:

- For seal coat, asphalt, UBAWS, epoxy polymer or MMA polymer slurry wearing surfaces:
- Delete existing line inside wearing surface
  - Adjust top of the original depth dimension to bottom of new wearing surface
  - Adjust depth for thin wearing surfaces

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.


Sheet No. of

DECK REPAIR DETAILS

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 3/7/2024      |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 14        |
| COUNTY        |           |

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|--------------|--|
| JOB NO.      |  |
| CONTRACT ID. |  |
| PROJECT NO.  |  |
| BRIDGE NO.   |  |

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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |  |
|  |  |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |  |



Detach all unused Drawing Models & Sheet Models before requesting PDFs for sign and seal.

STANDARD DRAWING GUIDANCE (SDG) (do not show on plans)

Select the appropriate 1st and 2nd sheet. Draw typical section as required and scale to fit within attached border replacing the provided example. Modify other details and notes as required (match orientation of actual reinforcement).

For solid slabs, all details shall be modified by removing voids and all notes pertaining to void repair.

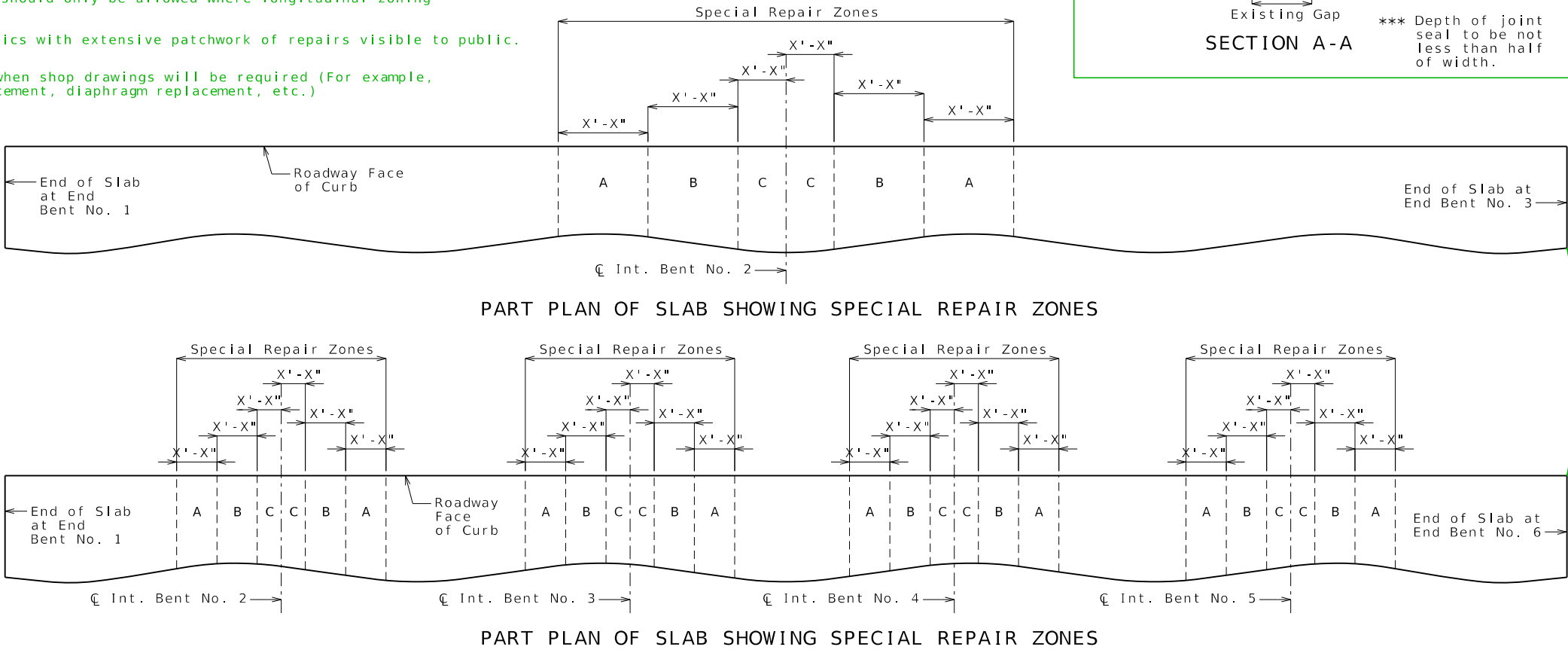
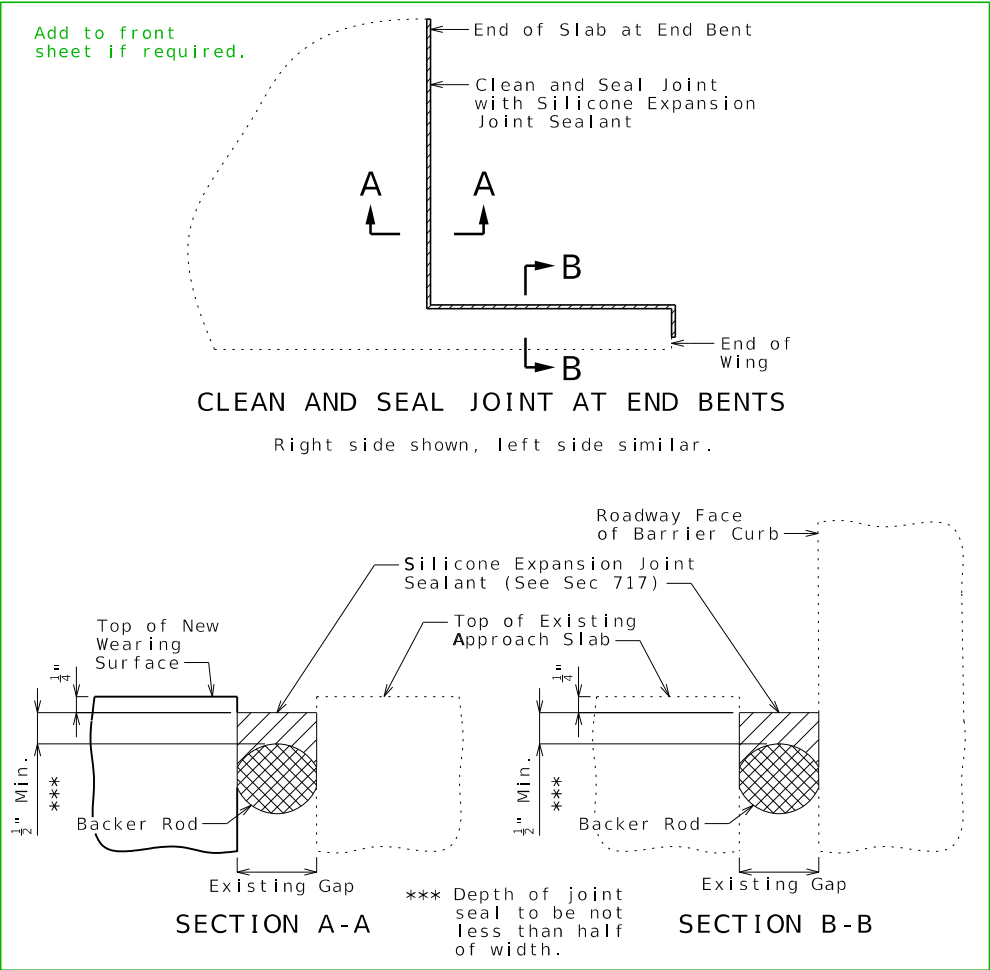
District/SPM typically estimates the percentage of void tube replacement.

Transverse repair zoning over intermediate bents is required for these structures. Longitudinal repair zoning in spans is required only when hydro demolition is required and is based on anticipated quantity of deck repair if not overlaid, confidence of anticipated quantity of deck repair if overlaid, deck rating (e.g. 6 or better may not need zoning). See EPG 751.40 (If only transverse zoning is required, Zones shall be called "Special Repair Zones").

Wearing surface thickness can vary according to grade elevation requirements and minimum barrier curb height requirements. Maximum thickness should be limited to 3" (Ref. Organizational Results Research Report ORO6.004, May 2006). Limit excludes reinforced concrete slab wearing surfaces.

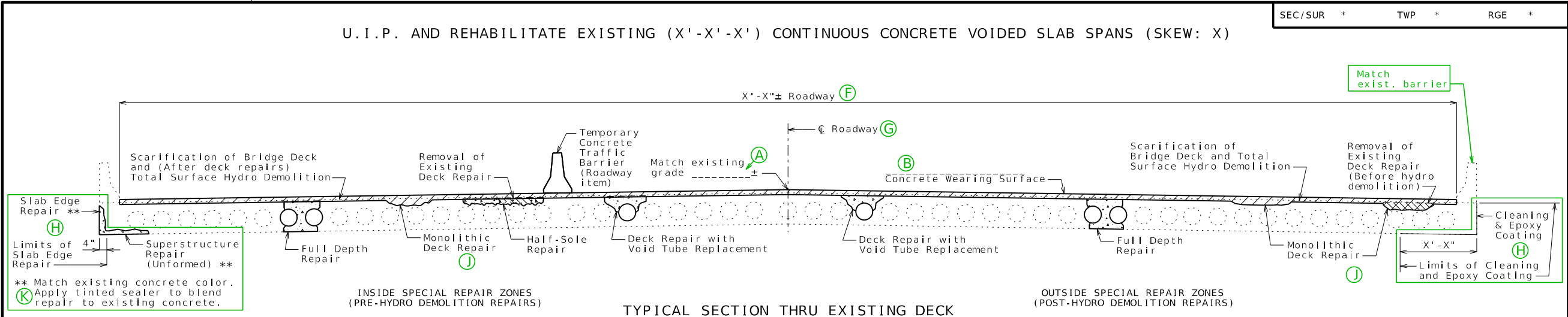
Will need to adjust wearing surface thickness when detailing a thin wearing surface (1" or less), but it is a preferred detailing practice to show a discernable thickness on the plans. No thickness is shown for crack filler application.

- (A) Show difference as plus/minus X"±, see Bridge Memo or SPM. e.g. Match existing grade plus 2¼"±
- (B) Identify new wearing surface, see Bridge Memo or SPM. Specify minimum thickness in deck details, typically 1/4" thicker outside special repair zones for hydro Case 1 & 2.
- (C) Identify existing wearing surface and thickness, see Bridge Memo or existing plans.
- (D) See Bridge Memo or SPM, typically 1/2". Use 1" if more than 30% of existing deck needs repair. Verify there will be a minimum of 1/2" of concrete above top bars to allow for this much scarification.
- (E) See Bridge Memo or SPM, typically 1/4" inside special repair zones to avoid deeper penetration into newly repaired areas and 1/2" outside special repair zones.
- (F) See existing plans.
- (G) Use appropriate reference (☒ Structure, ☒ Roadway, ☒ Median, etc.)
- (H) Two types of overhang rehabilitation are shown. Cleaning and epoxy coating is preferred because of the relative short life of slab edge repair and unformed repair especially when over traffic. However in urban regions repairing the overhang may be preferred. Consult with SPM or SLE.
- (I) Scarification prior to adding first wearing surface or removing a portion of the deck when removing an existing wearing surface is not required for seal coat, asphalt, UBAWS, epoxy polymer or MMA polymer slurry wearing surfaces.
- (J) Monolithic deck repair should only be allowed where longitudinal zoning is not required.
- (K) May be used for aesthetics with extensive patchwork of repairs visible to public.
- (L) Note is required only when shop drawings will be required (For example, expansion device replacement, diaphragm replacement, etc.)



Two spans and five spans shown. These details can be used on Sheets RHB04j and RHB04L for conventional deck repair only projects.





# Hydro Demolition Case 1A:

Zoned Conventional Deck Repair Before Hydro Demolition and  
Non-Zoned Monolithic Deck Repair After Hydro Demolition  
(Adding First Wearing Surface)

STANDARD DRAWING GUIDANCE (do not show on plans):

Use for the following concrete wearing surfaces:

- 1 3/4" to 3" Latex Modified
- 2 1/4" to 3" Silica Fume
- 1 3/4" to 3" Latex Modified Very Early Strength
- 1 3/4" to 3" CSA Cement Very Early Strength
- 3" to 4" Steel Fiber Reinforced

If optional concrete wearing surface is specified and low slump or polyester polymer is an option:  
1. Add the allowed options in parentheses to the typical section title below and also to the RHB04e sheet title.  
2. Add to this sheet the typical section from Sheet RHB04e with "(Low Slump Concrete)" added to the title.  
3. Add "(Low Slump Concrete)" to the RHB04f sheet title and revise the sheet number from two to three. Sheet RHB04e will not be used.

| Estimated Quantities                    |           |             |       |
|-----------------------------------------|-----------|-------------|-------|
| Item                                    |           |             | Total |
| Scarification of Bridge Deck            | 216-10.00 | sq. yard    | X     |
| Total Surface Hydro Demolition          | 216-10.01 | sq. yard    | X     |
| Removal of Existing Deck Repair         | 216-15.03 | sq. foot    | X     |
| Supplementary Wearing Surface Material  | 505-00.04 | cu. yard    | X     |
| Latex Modified Concrete Wearing Surface | 505-20.00 | sq. yard    | X     |
| Substructure Repair (Formed)            | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)          | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)        | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                        | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                       | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)              | 704-01.07 | linear foot | X     |
| Cleaning and Epoxy Coating              | 704-01.13 | sq. foot    | X     |

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.

B3.9 if required

## General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:  
HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )
- A1.3 Design Unit Stresses:  
Class B-1 Concrete (Half-Sole and Full Depth Repair) f'c = 4,000 psi
- Miscellaneous:  
11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- 11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
- 11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
- 11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.
- 11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- Traffic Handling:  
A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*  
ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DATE PREPARED  
3/7/2024

ROUTE  
DISTRICT

STATE  
MO

SHEET NO.  
15

COUNTY

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

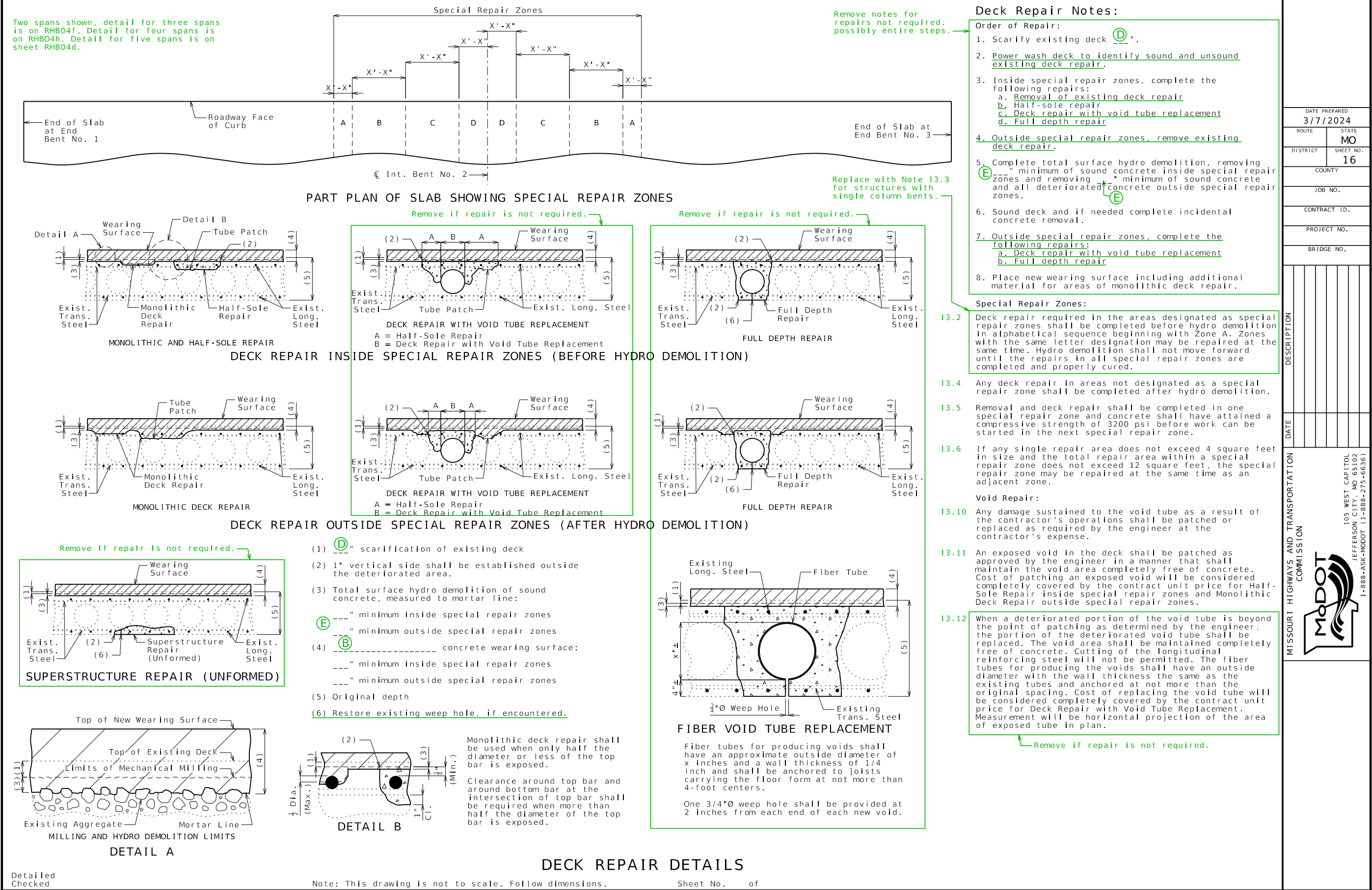
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

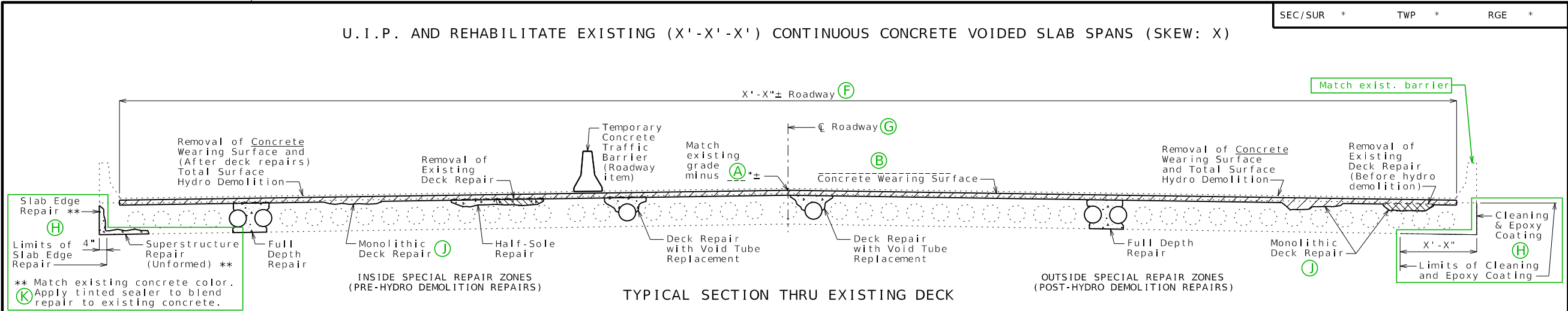
MDOT

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)









# Hydro Demolition Case 1B:

Zoned Conventional Deck Repair Before Hydro Demolition and  
Non-Zoned Monolithic Deck Repair After Hydro Demolition

(Replacing Existing Wearing Surface)

STANDARD DRAWING GUIDANCE (do not show on plans):

Use for the following concrete wearing surfaces:

- 1 3/4" to 3" Latex Modified
- 2 1/4" to 3" Silica Fume
- 1 3/4" to 3" Latex Modified Very Early Strength
- 1 3/4" to 3" CSA Cement Very Early Strength
- 3" to 4" Steel Fiber Reinforced

If optional concrete wearing surface is specified and low slump or polyester polymer is an option:

1. Add the allowed options in parentheses to the typical section title below and also to the RHB04h sheet title.
2. Add to this sheet the typical section from Sheet RHB04g with "(Low Slump Concrete)" added to the title.
3. Add "(Low Slump Concrete)" to the RHB04h sheet title and revise the sheet number from two to three. Sheet RHB04g will not be used.

| Estimated Quantities                     |           |             |       |
|------------------------------------------|-----------|-------------|-------|
| Item                                     |           |             | Total |
| Total Surface Hydro Demolition           | 216-10.01 | sq. yard    | X     |
| Removal of Concrete Wearing Surface      | 216-15.02 | sq. foot    | X     |
| Removal of Existing Deck Repair          | 216-15.03 | sq. foot    | X     |
| * Supplementary Wearing Surface Material | 505-00.04 | cu. yard    | X     |
| Latex Modified Concrete Wearing Surface  | 505-20.00 | sq. yard    | X     |
| Substructure Repair (Formed)             | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)           | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)         | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                         | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                        | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)               | 704-01.07 | linear foot | X     |
| Cleaning and Epoxy Coating               | 704-01.13 | sq. foot    | X     |
|                                          |           |             |       |
|                                          |           |             |       |
|                                          |           |             |       |

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.

Note B3.9 if required.

## General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:  
HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )
- A1.3 Design Unit Stresses:  
Class B-1 Concrete (Half-Sole and Full Depth Repair) f'c = 4,000 psi
- Miscellaneous:
- 11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- 11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
- 11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
- 11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.
- 11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- Traffic Handling:
- A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*  
ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

Detailed  
Checked

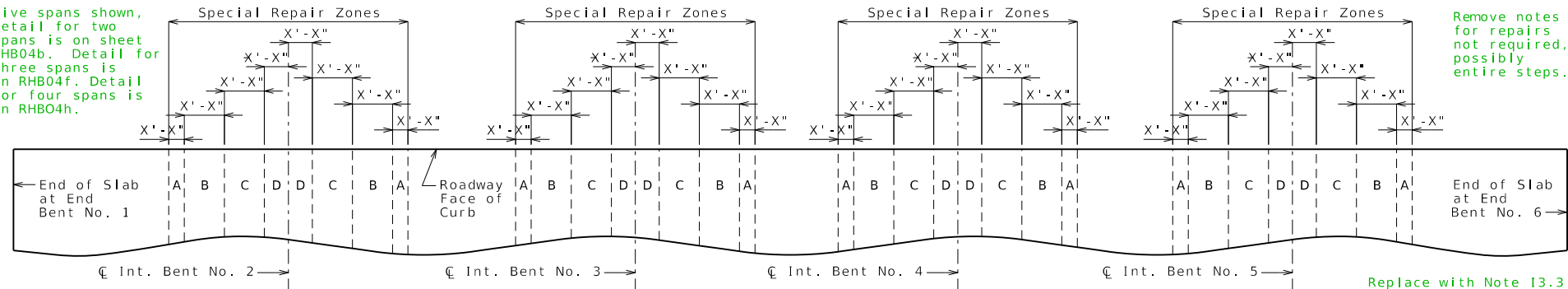
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

|                                                                                 |                 |
|---------------------------------------------------------------------------------|-----------------|
| DATE PREPARED<br>3/7/2024                                                       |                 |
| ROUTE                                                                           | STATE<br>MO     |
| DISTRICT                                                                        | SHEET NO.<br>17 |
| COUNTY                                                                          |                 |
| JOB NO.                                                                         |                 |
| CONTRACT ID.                                                                    |                 |
| PROJECT NO.                                                                     |                 |
| BRIDGE NO.                                                                      |                 |
| DESCRIPTION                                                                     |                 |
| DATE                                                                            |                 |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                 |                 |
| MDOT                                                                            |                 |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MDOT (1-888-275-6636) |                 |



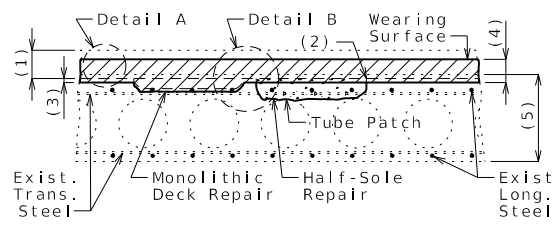
Five spans shown, detail for two spans is on sheet RHB04b. Detail for three spans is on RHB04f. Detail for four spans is on RHB04h.



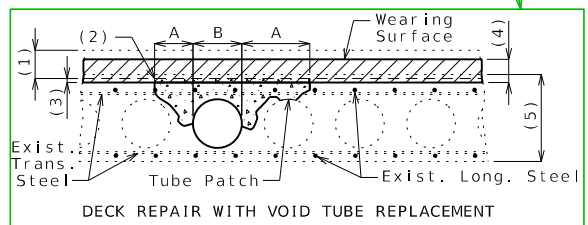
PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

Remove notes for repairs not required, possibly entire steps.

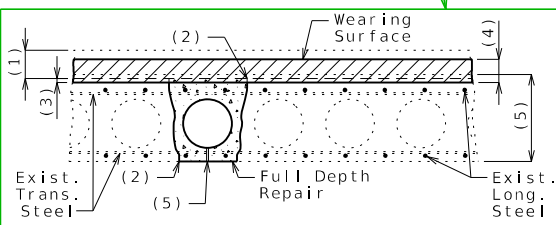
Replace with Note 13.3 for structures with single column bents.



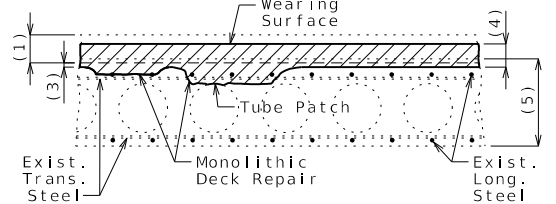
MONOLITHIC AND HALF-SOLE REPAIR



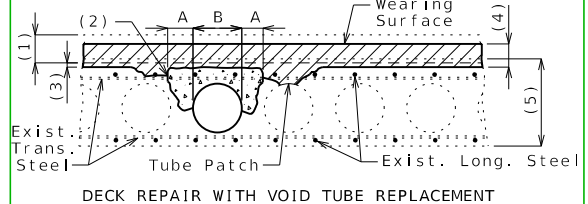
DECK REPAIR WITH VOID TUBE REPLACEMENT  
A = Half-Sole Repair  
B = Deck Repair with Void Tube Replacement



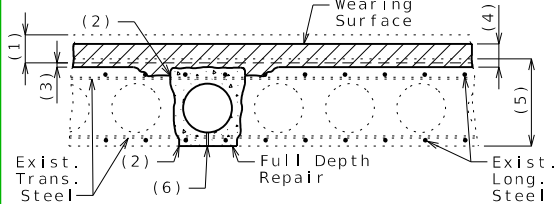
FULL DEPTH REPAIR



MONOLITHIC DECK REPAIR

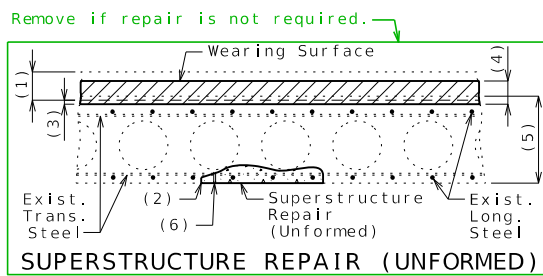


DECK REPAIR WITH VOID TUBE REPLACEMENT  
A = Half-Sole Repair  
B = Deck Repair with Void Tube Replacement



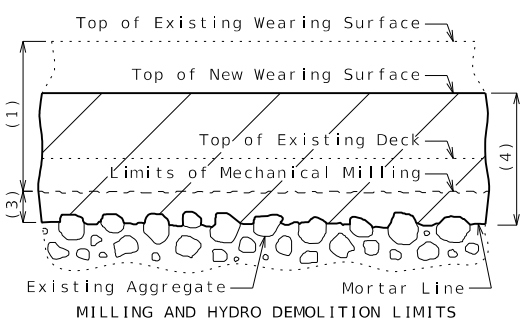
FULL DEPTH REPAIR

DECK REPAIR OUTSIDE SPECIAL REPAIR ZONES (AFTER HYDRO DEMOLITION)

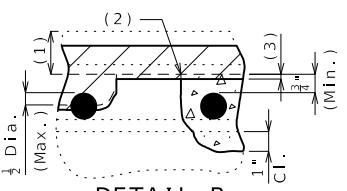


SUPERSTRUCTURE REPAIR (UNFORMED)

- (1) Removal of existing <sup>(C)</sup> wearing surface plus <sup>(D)</sup> of existing deck
- (2) 1" vertical side shall be established outside the deteriorated area.
- (3) Total surface hydro demolition of sound concrete, measured to mortar line:
- " minimum inside special repair zones
- " minimum outside special repair zones
- (4) <sup>(B)</sup> concrete wearing surface:
- " minimum inside special repair zones
- " minimum outside special repair zones
- (5) Original depth minus previous scarification
- (6) Restore existing weep hole, if encountered.



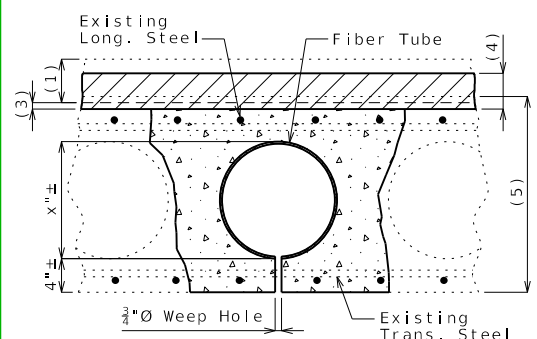
DETAIL A



DETAIL B

Monolithic deck repair shall be used when only half the diameter or less of the top bar is exposed.

Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.



FIBER VOID TUBE REPLACEMENT

Fiber tubes for producing voids shall have an approximate outside diameter of x inches and a wall thickness of 1/4 inch and shall be anchored to joists carrying the floor form at not more than 4-foot centers.

One 3/4"Ø weep hole shall be provided at 2 inches from each end of each new void.

Deck Repair Notes:

- Order of Repair:
1. Remove existing wearing surface plus <sup>(D)</sup> of existing deck.
  2. Power wash deck to identify sound and unsound existing deck repair.
  3. Inside special repair zones, complete the following repairs:
    - a. Removal of existing deck repair
    - b. Half-sole repair
    - c. Deck repair with void tube replacement
    - d. Full depth repair
  4. Outside special repair zones, remove existing deck repair.
  5. Complete total surface hydro demolition, removing " minimum of sound concrete inside special repair zones and removing " minimum of sound concrete and all deteriorated concrete outside special repair zones.
  6. Sound deck and if needed complete incidental concrete removal.
  7. Outside special repair zones, complete the following repairs:
    - a. Deck repair with void tube replacement
    - b. Full depth repair
  8. Place new wearing surface including additional material for areas of monolithic deck repair.

Special Repair Zones:

- 13.2 Deck repair required in the areas designated as special repair zones shall be completed before hydro demolition in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time. Hydro demolition shall not move forward until the repairs in all special repair zones are completed and properly cured.
- 13.4 Any deck repair in areas not designated as a special repair zone shall be completed after hydro demolition.
- 13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.
- 13.6 If any single repair area does not exceed 4 square feet in size and the total repair area within a special repair zone does not exceed 12 square feet, the special repair zone may be repaired at the same time as an adjacent zone.
- Void Repair:
- 13.10 Any damage sustained to the void tube as a result of the contractor's operations shall be patched or replaced as required by the engineer at the contractor's expense.
- 13.11 An exposed void in the deck shall be patched as approved by the engineer in a manner that shall maintain the void area completely free of concrete. Cost of patching an exposed void will be considered completely covered by the contract unit price for Half-Sole Repair inside special repair zones and Monolithic Deck Repair outside special repair zones.
- 13.12 When a deteriorated portion of the void tube is beyond the point of patching as determined by the engineer, the portion of the deteriorated void tube shall be replaced. The void area shall be maintained completely free of concrete. Cutting of the longitudinal reinforcing steel will not be permitted. The fiber tubes for producing the voids shall have an outside diameter with the wall thickness the same as the existing tubes and anchored at not more than the original spacing. Cost of replacing the void tube will be considered completely covered by the contract unit price for Deck Repair with Void Tube Replacement. Measurement will be horizontal projection of the area of exposed tube in plan.

Remove if repair is not required.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

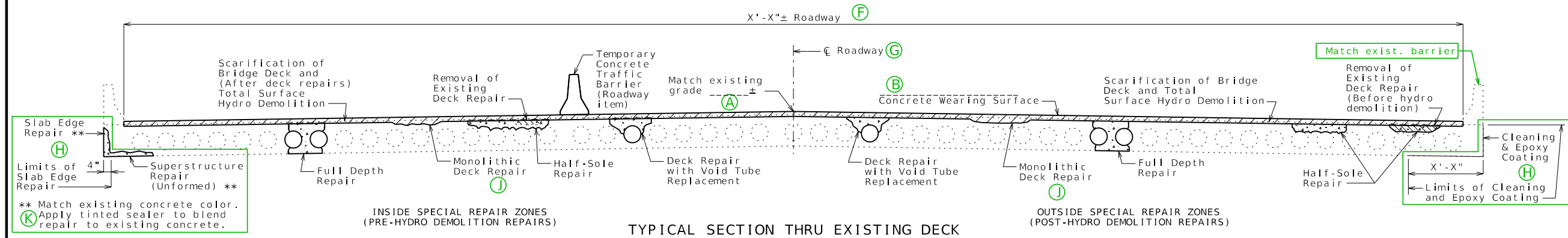
Sheet No. of

|                                                                                  |                 |
|----------------------------------------------------------------------------------|-----------------|
| DATE PREPARED<br>3/7/2024                                                        |                 |
| ROUTE                                                                            | STATE<br>MO     |
| DISTRICT                                                                         | SHEET NO.<br>18 |
| COUNTY                                                                           |                 |
| JOB NO.                                                                          |                 |
| CONTRACT ID.                                                                     |                 |
| PROJECT NO.                                                                      |                 |
| BRIDGE NO.                                                                       |                 |
| DESCRIPTION                                                                      |                 |
| DATE                                                                             |                 |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |                 |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                 |



U.I.P. AND REHABILITATE EXISTING (X'-X'-X') CONTINUOUS CONCRETE VOIDED SLAB SPANS (SKEW: X)

SEC / SUR \*                      TWP \*                      RGE \*



## Hydro Demolition Case 2A:

Zoned Conventional Deck Repair Before Hydro Demolition and  
Non-Zoned Conventional Deck Repair After Hydro Demolition

(Adding First Wearing Surface)

STANDARD DRAWING GUIDANCE (do not show on plans):

- ② May be used with the following concrete wearing surfaces:  
2 1/4" to 3" Low Slump  
3/4" to 3" Polyester Polymer

If optional concrete wearing surface is specified and low slump or polyester polymer is an option follow guidance on Sheet RHB04a.

| Estimated Quantities |                                         |           |             |       |
|----------------------|-----------------------------------------|-----------|-------------|-------|
|                      | Item                                    |           |             | Total |
|                      | Scarification of Bridge Deck            | 216-10.00 | sq. yard    | X     |
|                      | Total Surface Hydro Demolition          | 216-10.01 | sq. yard    | X     |
|                      | Removal of Existing Deck Repair         | 216-15.03 | sq. foot    | X     |
| *                    | Supplementary Wearing Surface Material  | 505-00.04 | cu. yard    | X     |
| →                    | Latex Modified Concrete Wearing Surface | 505-20.00 | sq. yard    | X     |
|                      | Substructure Repair (Formed)            | 704-01.01 | sq. foot    | X     |
|                      | Substructure Repair (Unformed)          | 704-01.02 | sq. foot    | X     |
|                      | Superstructure Repair (Unformed)        | 704-01.03 | sq. foot    | X     |
|                      | Half-Sole Repair                        | 704-01.04 | sq. foot    | X     |
|                      | Full Depth Repair                       | 704-01.06 | sq. foot    | X     |
|                      | Slab Edge Repair (Bridges)              | 704-01.07 | linear foot | X     |
|                      | Deck Repair with Void Tube Replacement  | 704-01.12 | sq. foot    | X     |
|                      | Cleaning and Epoxy Coating              | 704-01.13 | sq. foot    | X     |
|                      |                                         |           |             |       |
|                      |                                         |           |             |       |
|                      |                                         |           |             |       |

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.

General Notes:

- A1.1 Design Specifications:**  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:**  
HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )
- A1.3 Design Unit Stresses:**  
Class B-1 Concrete (Half-Sole and Full Depth Repair and Deck Repair with Void Tube Replacement)  $f'_c = 4,000 \text{ psi}$

Miscellaneous:

- 11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- 11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
- 11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
- 11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.
- 11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- Traffic Handling:
- A3.8 Structure to be closed during construction. Traffic to be maintained on \_\_\_\_\_ during construction. See roadway plans for traffic control and Sheet No. \_\_\_\_\_ for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*

```

ROUTE * FROM * TO *
ABOUT * MILES * OF *
BEGINNING STATION _____ ± (Match Existing)

```

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

|                           |                 |
|---------------------------|-----------------|
| DATE PREPARED<br>3/7/2024 |                 |
| ROUTE                     | STATE<br>MO     |
| DISTRICT                  | SHEET NO.<br>19 |
| COUNTY                    |                 |
| JOB NO.                   |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

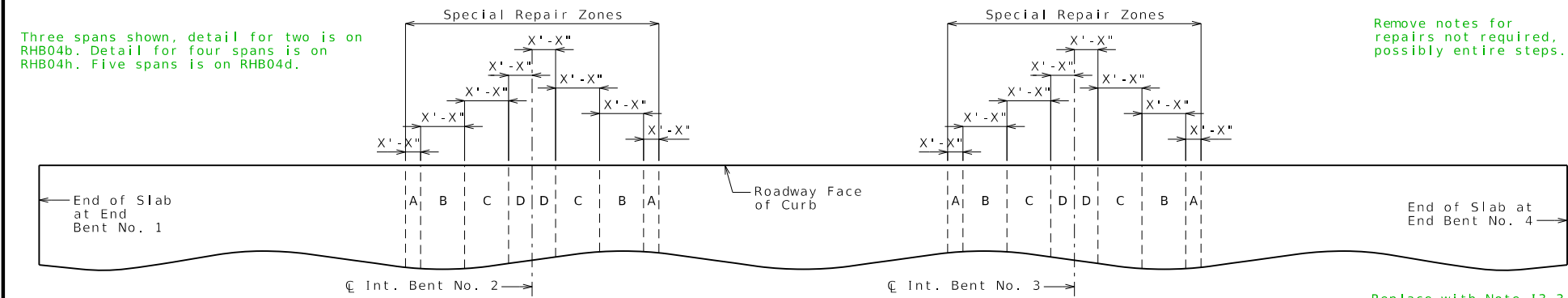
DESCRIPTION

DATE \_\_\_\_\_

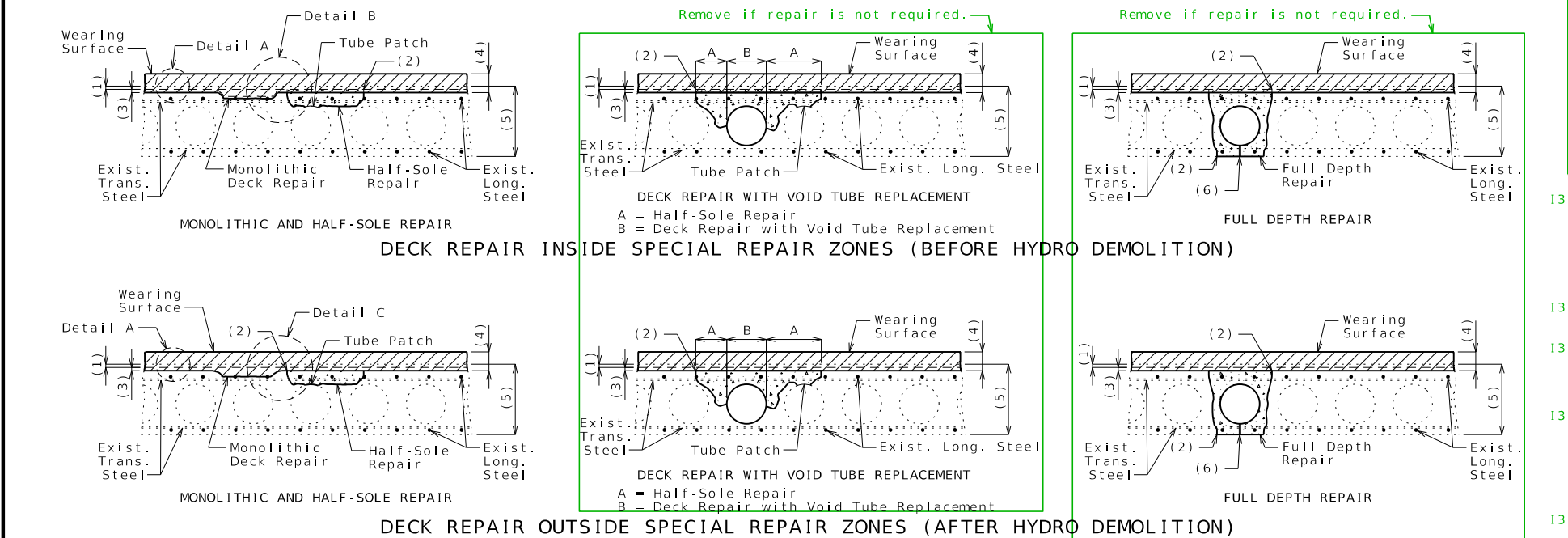
MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

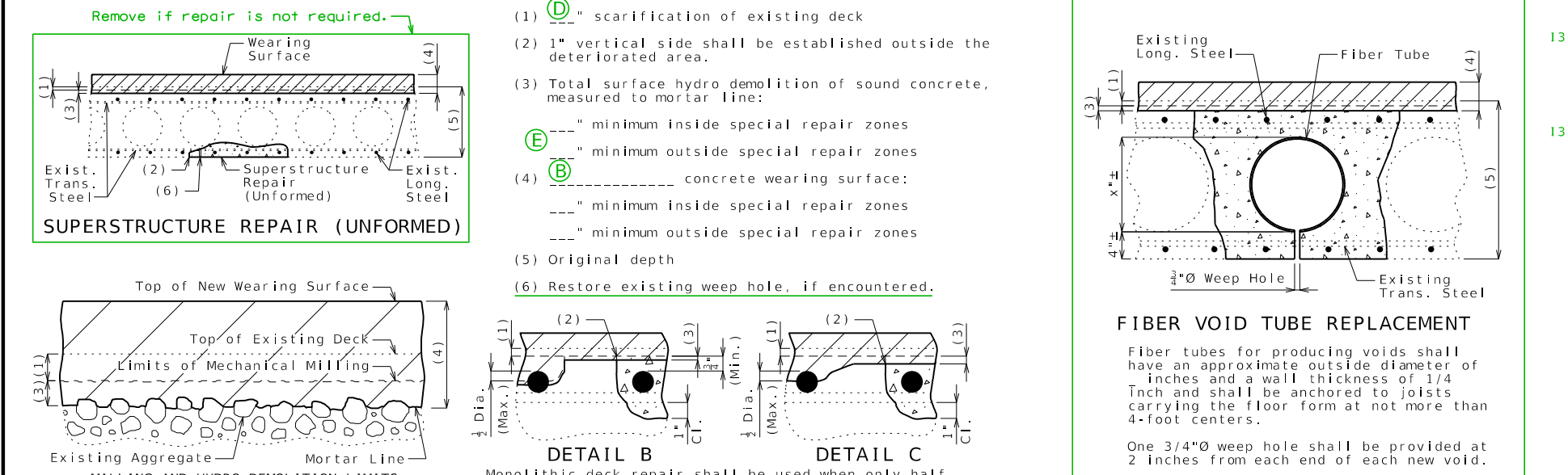




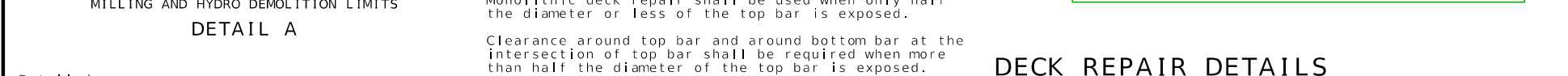
PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES



DECK REPAIR INSIDE SPECIAL REPAIR ZONES (BEFORE HYDRO DEMOLITION)



DECK REPAIR OUTSIDE SPECIAL REPAIR ZONES (AFTER HYDRO DEMOLITION)



DECK REPAIR DETAILS

Note: This drawing is not to scale. Follow dimensions.

Deck Repair Notes:

- Order of Repair:
1. Scarify existing deck **D**.
  2. Power wash deck to identify sound and unsound existing deck repair.
  3. Inside special repair zones, complete the following repairs:
    - a. Removal of existing deck repair
    - b. Half-sole repair
    - c. Deck repair with void tube replacement
    - d. Full depth repair
  4. Outside special repair zones, remove existing deck repair.
  5. Complete total surface hydro demolition, removing **E** minimum of sound concrete inside special repair zones and removing **E** minimum of sound concrete and all deteriorated concrete outside special repair zones.
  6. Sound deck and if needed complete incidental concrete removal.
  7. Outside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Deck repair with void tube replacement
    - c. Full depth repair
  8. Place new wearing surface including additional material for areas of monolithic deck repair.

Special Repair Zones:

13.2 Deck repair required in the areas designated as special repair zones shall be completed before hydro demolition in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time. Hydro demolition shall not move forward until the repairs in all special repair zones are completed and properly cured.

13.4 Any deck repair in areas not designated as a special repair zone shall be completed after hydro demolition.

13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.

13.6 If any single repair area does not exceed 4 square feet in size and the total repair area within a special repair zone does not exceed 12 square feet, the special repair zone may be repaired at the same time as an adjacent zone.

Void Repair:

13.10 Any damage sustained to the void tube as a result of the contractor's operations shall be patched or replaced as required by the engineer at the contractor's expense.

13.11 An exposed void in the deck shall be patched as approved by the engineer in a manner that shall maintain the void area completely free of concrete. Cost of patching an exposed void will be considered completely covered by the contract unit price for Half-Sole Repair.

13.12 When a deteriorated portion of the void tube is beyond the point of patching as determined by the engineer, the portion of the deteriorated void tube shall be replaced. The void area shall be maintained completely free of concrete. Cutting of the longitudinal reinforcing steel will not be permitted. The fiber tubes for producing the voids shall have an outside diameter with the wall thickness the same as the existing tubes and anchored at not more than the original spacing. Cost of replacing the void tube will be considered completely covered by the contract unit price for Deck Repair with Void Tube Replacement. Measurement will be horizontal projection of the area of exposed tube in plan.

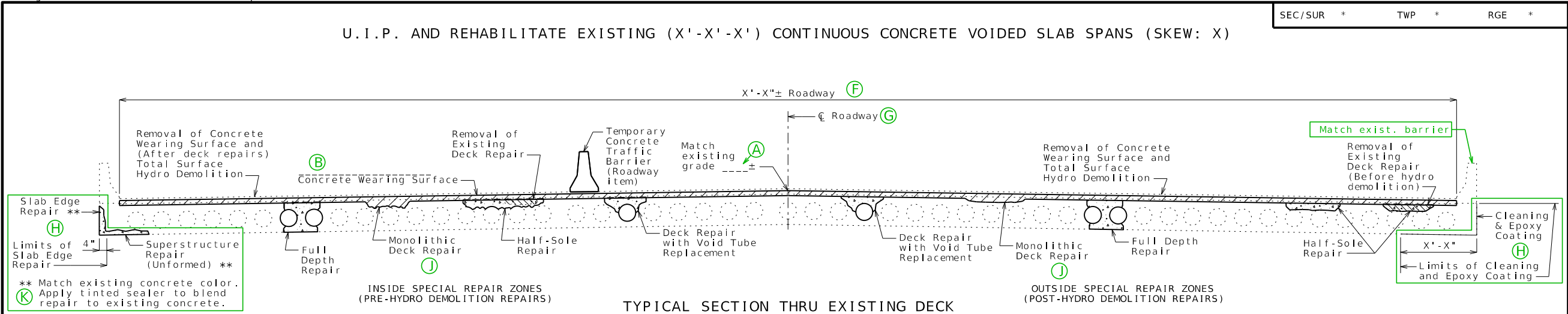
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DECK REPAIR DETAILS

Sheet No. of

|                                                                                  |                 |
|----------------------------------------------------------------------------------|-----------------|
| DATE PREPARED<br>3/7/2024                                                        |                 |
| ROUTE                                                                            | STATE<br>MO     |
| DISTRICT                                                                         | SHEET NO.<br>20 |
| COUNTY                                                                           |                 |
| JOB NO.                                                                          |                 |
| CONTRACT ID.                                                                     |                 |
| PROJECT NO.                                                                      |                 |
| BRIDGE NO.                                                                       |                 |
| DESCRIPTION                                                                      |                 |
|                                                                                  |                 |
| DATE                                                                             |                 |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |                 |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                 |





# Hydro Demolition Case 2B:

Zoned Conventional Deck Repair Before Hydro Demolition and  
Non-Zoned Conventional Deck Repair After Hydro Demolition  
(Replacing Existing Wearing Surface)

| Estimated Quantities                    |           |             |       |
|-----------------------------------------|-----------|-------------|-------|
| Item                                    |           |             | Total |
| Total Surface Hydro Demolition          | 216-10.01 | sq. yard    | X     |
| Removal of Concrete Wearing Surface     | 216-15.02 | sq. foot    | X     |
| Removal of Existing Deck Repair         | 216-15.03 | sq. foot    | X     |
| Supplementary Wearing Surface Material  | 505-00.04 | cu. yard    | X     |
| Latex Modified Concrete Wearing Surface | 505-20.00 | sq. yard    | X     |
| Substructure Repair (Formed)            | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)          | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)        | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                        | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                       | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)              | 704-01.07 | linear foot | X     |
| Deck Repair with Void Tube Replacement  | 704-01.12 | sq. foot    | X     |
| Cleaning and Epoxy Coating              | 704-01.13 | sq. foot    | X     |

B3.8 \* Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.  
B3.9 if required →

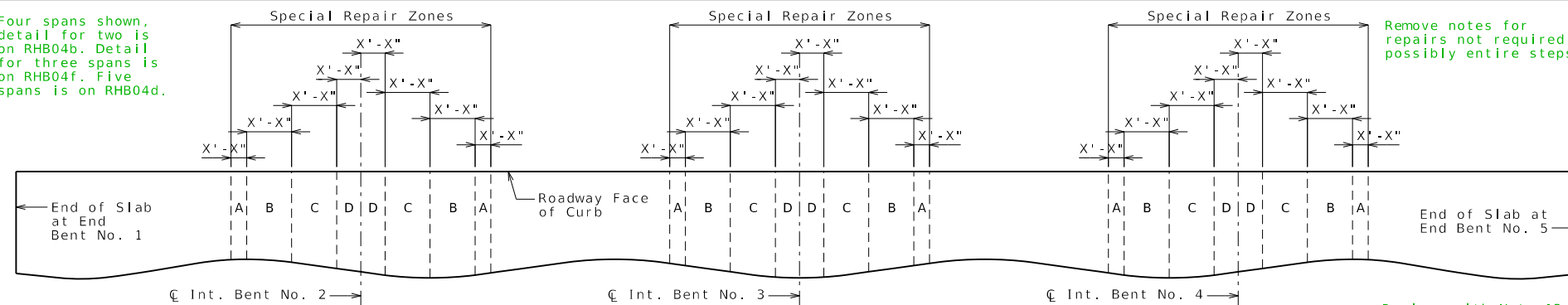
## General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:  
HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )
- A1.3 Design Unit Stresses:  
Class B-1 Concrete (Half-Sole and Full Depth Repair and Deck Repair with Void Tube Replacement) f'c = 4,000 psi
- Miscellaneous:  
11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).  
11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.  
11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.  
11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.  
11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- Traffic Handling:  
A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*  
ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

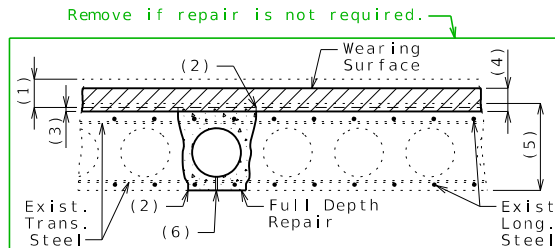
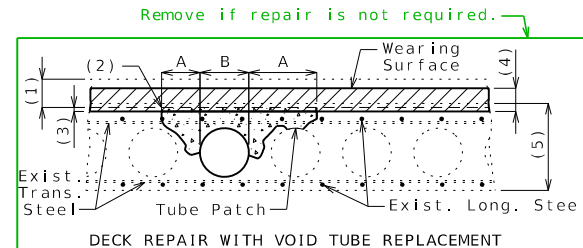
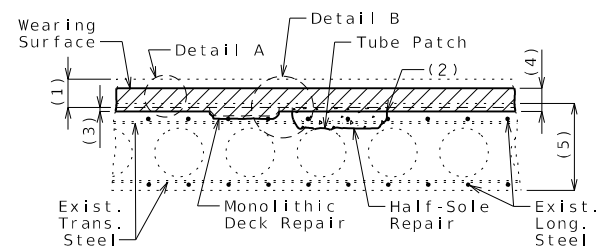


Four spans shown, detail for two is on RHB04b. Detail for three spans is on RHB04f. Five spans is on RHB04d.

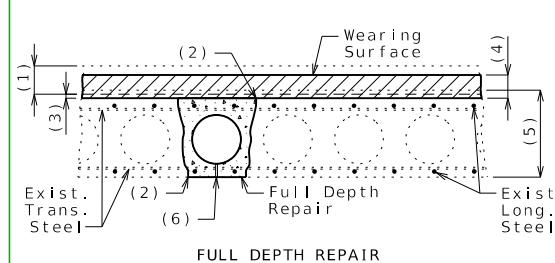
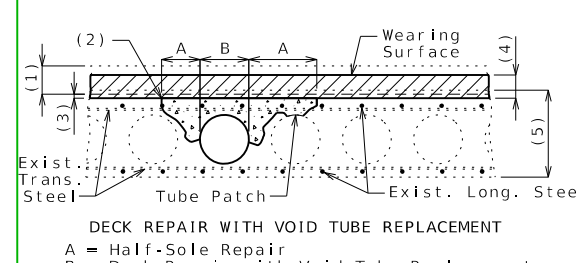
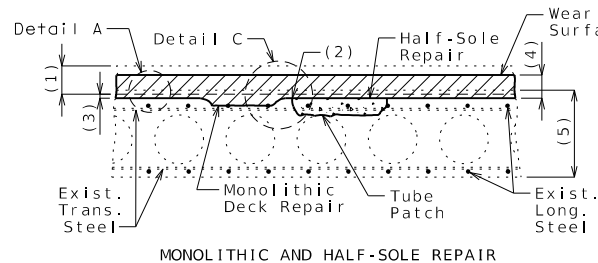


Remove notes for repairs not required, possibly entire steps.

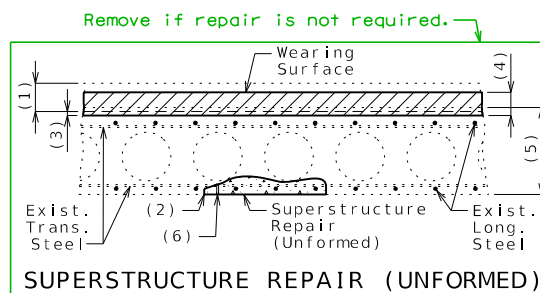
Replace with Note I3.3 for structures with single column bents.—



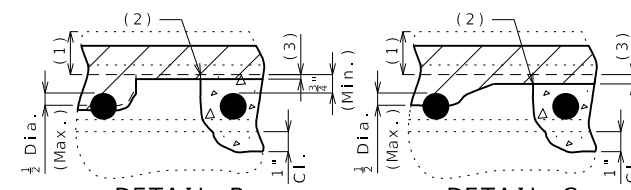
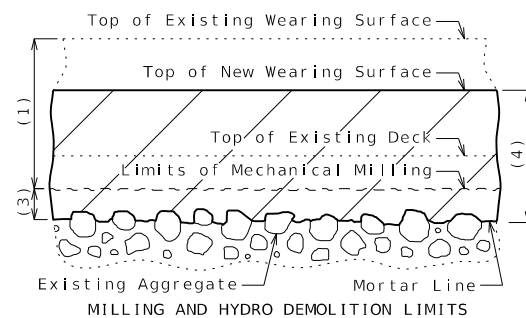
DECK REPAIR INSIDE SPECIAL REPAIR ZONES (BEFORE HYDRO DEMOLITION)



DECK REPAIR OUTSIDE SPECIAL REPAIR ZONES (AFTER HYDRO DEMOLITION)

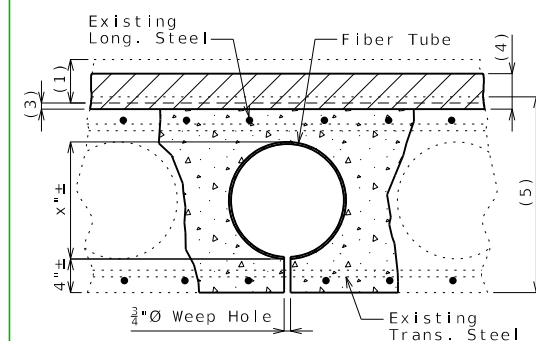


- (1) Removal of existing \_\_\_\_\_ "±" \_\_\_\_\_ wearing surface plus \_\_\_\_\_ of existing deck \_\_\_\_\_
- (2) 1" vertical side shall be established outside the deteriorated area.
- (3) Total surface hydro demolition of sound concrete, measured to mortar line:
  - \_\_\_\_\_ " minimum inside special repair zones
  - \_\_\_\_\_ " minimum outside special repair zones
- (4) \_\_\_\_\_ concrete wearing surface:
  - \_\_\_\_\_ " minimum inside special repair zones
  - \_\_\_\_\_ " minimum outside special repair zones
- (5) Original depth minus previous scarification
- (6) Restore existing weep hole, if encountered.



Monolithic deck repair shall be used when only half the diameter or less of the top bar is exposed.

Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.



## FIBER VOID TUBE REPLACEMENT

Fiber tubes for producing voids shall have an approximate outside diameter of \_\_\_\_\_ inches and a wall thickness of 1/4 inch and shall be anchored to joists carrying the floor form at not more than 4-foot centers.

One 3/4"Ø weep hole shall be provided at  
2 inches from each end of each new void.

## DECK REPAIR DETAILS

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

### Deck Repair Notes:

Order of Repair:

1. Remove existing wearing surface plus ---" of existing deck.
2. Power wash deck to identify sound and unsound existing deck repair.
3. Inside special repair zones, complete the following repairs:
  - a. Removal of existing deck repair
  - b. Half-sole repair
  - c. Deck repair with void tube replacement
  - d. Full depth repair
4. Outside special repair zones, remove existing deck repair.
5. Complete total surface hydro demolition, removing --- minimum of sound concrete inside special repair zones and removing ---" minimum of sound concrete and all deteriorated concrete outside special repair zones.
6. Sound deck and if needed complete incidental concrete removal.
7. Outside special repair zones, complete the following repairs:
  - a. Half-sole repair
  - b. Deck repair with void tube replacement
  - c. Full depth repair
8. Place new wearing surface including additional material for areas of monolithic deck repair.

Special Repair Zones:

- 13.2 Deck repair required in the areas designated as special repair zones shall be completed before hydro demolition in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time. Hydro demolition shall not move forward until the repairs in all special repair zones are completed and properly cured.

- 13.4 Any deck repair in areas not designated as a special repair zone shall be completed after hydro demolition.

- 13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.

- 13.6** If any single repair area does not exceed 4 square feet in size and the total repair area within a special repair zone does not exceed 12 square feet, the special repair zone may be repaired at the same time as an adjacent zone.

Void Repair :

- 13.10 Any damage sustained to the void tube as a result of the contractor's operations shall be patched or replaced as required by the engineer at the contractor's expense.

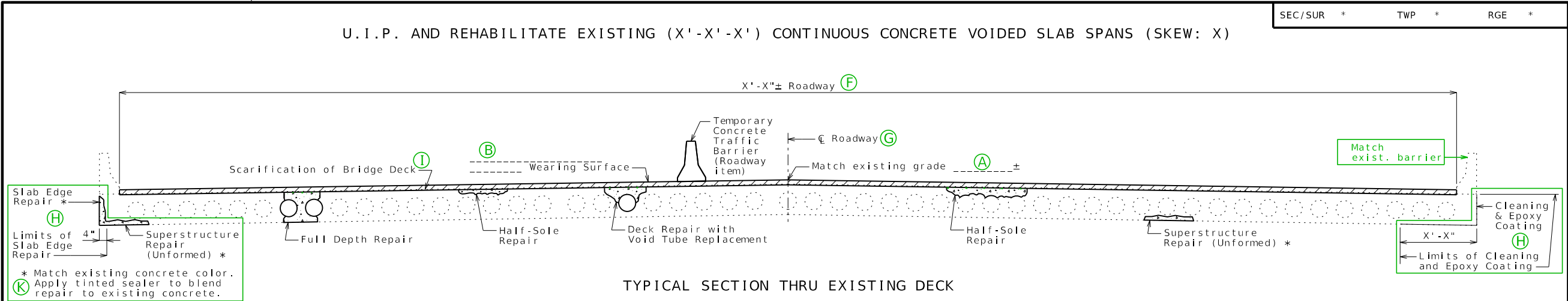
- 13.11 An exposed void in the deck shall be patched as approved by the engineer in a manner that shall maintain the void area completely free of concrete. Cost of patching an exposed void will be considered completely covered by the contract unit price for Half-Sole Repair.

- |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 13.12 | When a deteriorated portion of the void tube is beyond the point of patching as determined by the engineer, the portion of the deteriorated void tube shall be replaced. The void area shall be maintained completely free of concrete. Cutting of the longitudinal reinforcing steel will not be permitted. The fiber tubes for producing the voids shall have an outside diameter with the wall thickness the same as the existing tubes and anchored at not more than the original spacing. Cost of replacing the void tube will be considered completely covered by the contract unit price for Deck Repair with Void Tube Replacement. Measurement will be horizontal projection of the area of exposed tube in plan. |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Remove if repair is not required.

Detailed  
Checked[illegible]





# Conventional Deck Repair Only (Case A)

(Adding First Wearing Surface or  
Applying Concrete Crack Filler)

STANDARD DRAWING GUIDANCE (do not show on plans):  
May be used for all wearing surfaces and when applying concrete crack filler:  
Scarification not required when applying concrete crack filler or with the following wearing surfaces:  
Seal Coat  
Asphalt  
UBAWS  
Epoxy Polymer  
MMA Polymer Slurry

- (B) 2 1/4" to 3" Low Slump Concrete
- 1 3/4" to 3" Latex Modified Concrete
- 2 1/4" to 3" Silica Fume Concrete
- 1 3/4" to 3" Latex Modified Very Early Strength Concrete
- 1 3/4" to 3" CSA Cement Very Early Strength Concrete
- 3" to 4" Steel Fiber Reinforced Concrete
- 1/4" Epoxy Polymer
- 3/4" to 3" Polyester Polymer Concrete
- 3/8" MMA Polymer Slurry
- 4" to 5" Reinforced Concrete Slab
- 3/8" Chip Seal Grade A1
- 1" to 3" Optional Asphaltic Concrete
- 1/2" to 3/4" Optional Ultrathin Bonded Asphalt

Replace as  
required →

| Estimated Quantities                    |           |             |       |
|-----------------------------------------|-----------|-------------|-------|
| Item                                    |           |             | Total |
| Scarification of Bridge Deck            | 216-10.00 | sq. yard    | X     |
| Latex Modified Concrete Wearing Surface | 505-20.00 | sq. yard    | X     |
| Substructure Repair (Formed)            | 704-01.01 | sq. foot    | X     |
| Substructure Repair (Unformed)          | 704-01.02 | sq. foot    | X     |
| Superstructure Repair (Unformed)        | 704-01.03 | sq. foot    | X     |
| Half-Sole Repair                        | 704-01.04 | sq. foot    | X     |
| Full Depth Repair                       | 704-01.06 | sq. foot    | X     |
| Slab Edge Repair (Bridges)              | 704-01.07 | linear foot | X     |
| Deck Repair with Void Tube Replacement  | 704-01.12 | sq. foot    | X     |
| Cleaning and Epoxy Coating              | 704-01.13 | sq. foot    | X     |
|                                         |           |             |       |
|                                         |           |             |       |
|                                         |           |             |       |
|                                         |           |             |       |
|                                         |           |             |       |

## General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading:  
HS20-44 Modified ( ) and Military 24,000 lb Tandem Axle ( )
- A1.3 Design Unit Stresses:  
Class B-1 Concrete (Half-Sole and Full Depth Repair and Deck Repair with Void Tube Replacement) f'c = 4,000 psi
- Miscellaneous:
  - 11.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
  - 11.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
  - 11.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
  - 11.2 Contractor shall verify all dimensions in field before finalizing the shop drawings.
  - 11.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- A3.8 Traffic Handling:  
Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*  
ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STATION ± (Match Existing)

Detailed  
Checked

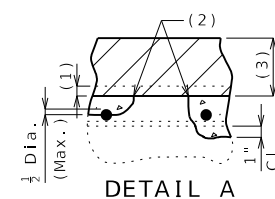
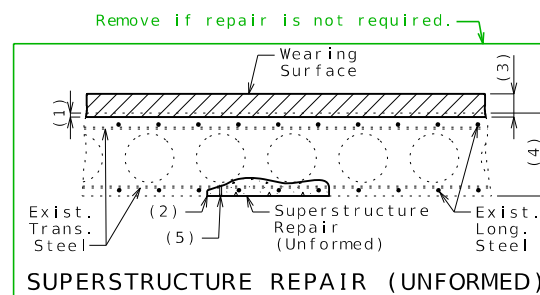
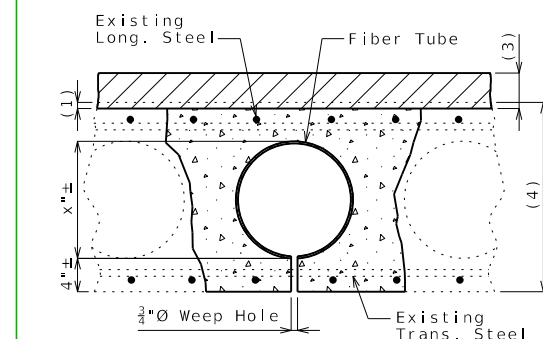
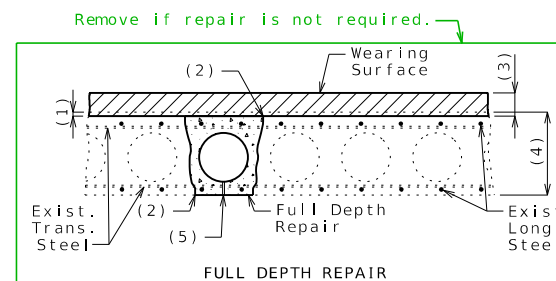
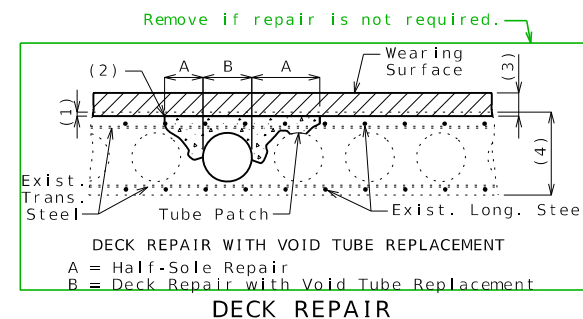
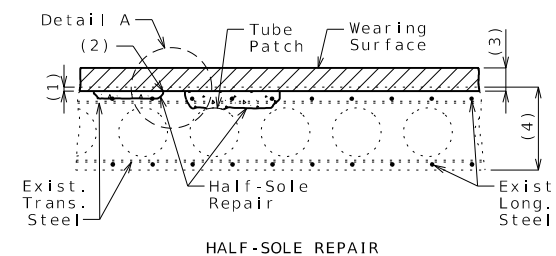
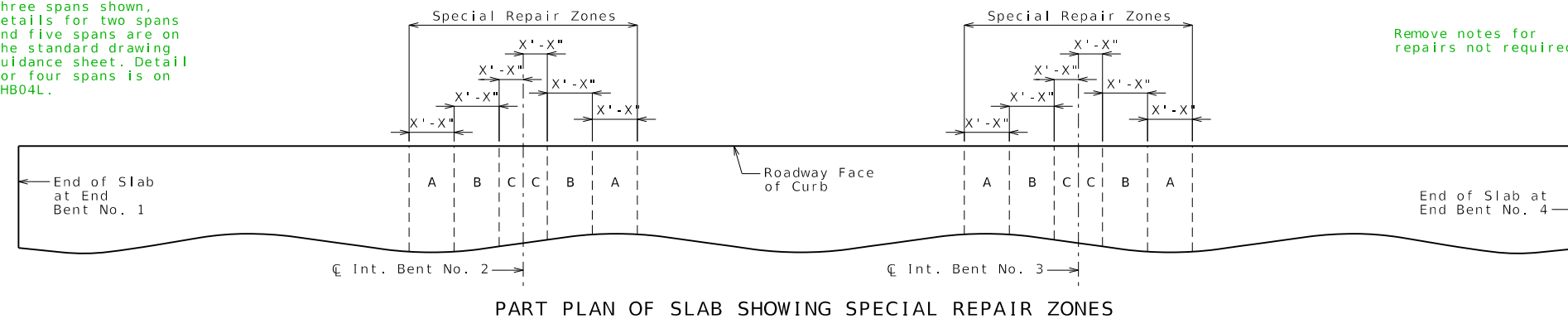
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

|                                                                                  |                 |
|----------------------------------------------------------------------------------|-----------------|
| DATE PREPARED<br>3/7/2024                                                        |                 |
| ROUTE                                                                            | STATE<br>MO     |
| DISTRICT                                                                         | SHEET NO.<br>23 |
| COUNTY                                                                           |                 |
| JOB NO.                                                                          |                 |
| CONTRACT ID.                                                                     |                 |
| PROJECT NO.                                                                      |                 |
| BRIDGE NO.                                                                       |                 |
| DESCRIPTION                                                                      |                 |
| DATE                                                                             |                 |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |                 |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                 |



Three spans shown, details for two spans and five spans are on the standard drawing guidance sheet. Detail for four spans is on RHB04L.



Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.

- (1) D "scarification of existing deck ①
- (2) 1" vertical side shall be established outside the deteriorated area.
- (3) B " minimum \_\_\_\_\_ wearing surface
- (4) Original depth
- (5) Restore existing weep hole, if encountered.

### Deck Repair Notes:

Order of Repair:

1. Scarify existing deck
2. Sound deck to identify areas in need of repair.
3. Outside special repair zones, complete the following repairs:
  - a. Half-sole repair
  - b. Deck repair with void tube replacement
  - c. Full depth repair
4. Inside special repair zones, complete the following repairs:
  - a. Half-sole repair
  - b. Deck repair with void tube replacement
  - c. Full depth repair
5. Place new wearing surface.

Special Repair Zones:

- 13.1 Any deck repair in areas not designated as a special repair zone shall be completed prior to work in Zone A.
- 13.2 Deck repair required in the areas designated as special repair zones shall be completed in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time.

13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.

- 13.6 If any single repair area does not exceed 4 square feet in size and the total repair area within a special repair zone does not exceed 12 square feet, the special repair zone may be repaired at the same time as an adjacent zone.

Void Repair:

- 13.10** Any damage sustained to the void tube as a result of the contractor's operations shall be patched or replaced as required by the engineer at the contractor's expense.
- 13.11** An exposed void in the deck shall be patched as approved by the engineer in a manner that shall maintain the void area completely free of concrete. Cost of patching an exposed void will be considered completely covered by the contract unit price for Half-Sole Repair.

- 13.12 When a deteriorated portion of the void tube is beyond the point of patching as determined by the engineer, the portion of the deteriorated void tube shall be replaced. The void area shall be maintained completely free of corrosion. Cutting of the void tube and reinforcing steel will not be permitted. The fiber tubes for producing the voids shall have an outside diameter with the wall thickness the same as the existing tubes and anchored at not more than the original spacing. Cost of replacing the void tube will be considered completely covered by the contract unit price for Deck Repair with Void Tube Replacement. Measurement will be horizontal projection of the area of exposed tube in plan.

SDG :

For seal coat, asphalt, UBAWS, epoxy polymer, or MMA polymer slurry wearing surfaces:

- Delete Dimension/Note (1) and renumber others
- Delete top existing line
- Adjust top of the original depth dimension to bottom of new wearing surface
- Adjust wearing surface thickness for thin wearing surfaces

For application of concrete crack filler:

- Delete Dimension/Note (1) and (3) and renumber others
- Delete top existing line & the wearing surface
- Adjust top of the original depth dimension to the remaining top line.
- Replace "Wearing Surface" with "Concrete Crack Filler" and adjust leader note to point to the remaining top line

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 3/7/2024      |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 24        |

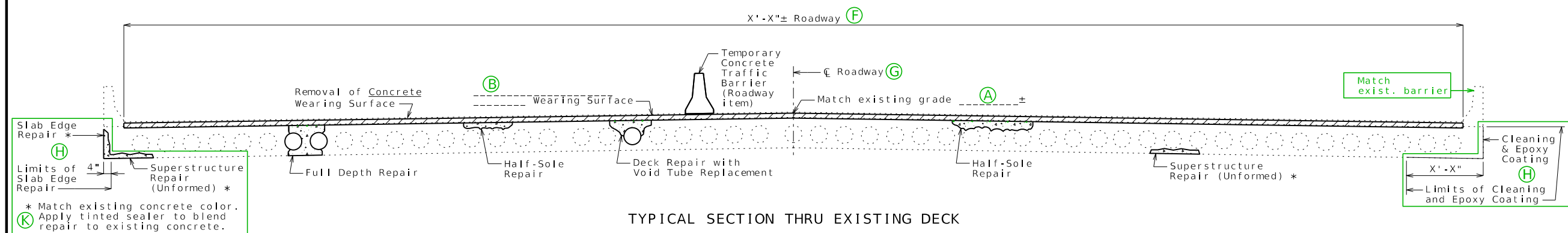
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| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



|           |   |     |   |     |   |
|-----------|---|-----|---|-----|---|
| SEC / SUR | * | TWP | * | RGE | * |
|-----------|---|-----|---|-----|---|

U.I.P. AND REHABILITATE EXISTING (X'-X'-X') CONTINUOUS CONCRETE VOIDED SLAB SPANS (SKEW: X)



## Conventional Deck Repair Only (Case B)

(Replacing Existing Wearing Surface)

STANDARD DRAWING GUIDANCE (do not show on plans):

May be used for all wearing surfaces:

Scarification not required with the following wearing surfaces:

- Seal Coat
- Asphalt
- UBAWS
- Epoxy Polymer
- MMA Polymer Slurry

- (B) 2 1/4" to 3" Low Slump Concrete  
 1 3/4" to 3" Latex Modified Concrete  
 2 1/4" to 3" Silica Fume Concrete  
 1 3/4" to 3" Latex Modified Very Early Strength Concrete  
 1 3/4" to 3" CSA Cement Very Early Strength Concrete  
 3" to 4" Steel Fiber Reinforced Concrete  
 1/4" Epoxy Polymer  
 3/4" to 3" Polyester Polymer Concrete  
 3/8" MMA Polymer Slurry  
 4" to 5" Reinforced Concrete Slab  
 3/8" Chip Seal Grade A1  
 1" to 3" Optional Asphaltic Concrete  
 1/2" to 3/4" Optional Ultrathin Bonded Asphalt

| Estimated Quantities |                                         |                       |       |
|----------------------|-----------------------------------------|-----------------------|-------|
|                      | Item                                    |                       | Total |
|                      | Removal of Concrete Wearing Surface     | 216-15.02 sq. foot    | X     |
|                      | Latex Modified Concrete Wearing Surface | 505-20.00 sq. yard    | X     |
|                      | Substructure Repair (Formed)            | 704-01.01 sq. foot    | X     |
|                      | Substructure Repair (Unformed)          | 704-01.02 sq. foot    | X     |
|                      | Superstructure Repair (Unformed)        | 704-01.03 sq. foot    | X     |
|                      | Half-Sole Repair                        | 704-01.04 sq. foot    | X     |
|                      | Full Depth Repair                       | 704-01.06 sq. foot    | X     |
|                      | Slab Edge Repair (Bridges)              | 704-01.07 linear foot | X     |
|                      | Deck Repair with Void Tube Replacement  | 704-01.12 sq. foot    | X     |
|                      | Cleaning and Epoxy Coating              | 704-01.13 sq. foot    | X     |
|                      |                                         |                       |       |
|                      |                                         |                       |       |
|                      |                                         |                       |       |
|                      |                                         |                       |       |

General Notes:

- A1.1 Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Bridge Deck Rating =
- A1.2 Design Loading: ← Year  
HS20-44 Modified ( ← Year ) and Military 24,000 lb Tandem Axle ( ← Year )
- A1.3 Design Unit Stresses:  
Class B-1 Concrete (Half-Sole and Full Depth Repair and Deck Repair with Void Tube Replacement)  $f'c = 4,000$  psi
- Miscellaneous:
- I1.0.1 Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- I1.0.2 All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.
- I1.1 Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
- I1.2 L Contractor shall verify all dimensions in field before finalizing the shop drawings.
- I1.10 In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.
- Traffic Handling:
- A3.8 Structure to be closed during construction. Traffic to be maintained on during construction. See roadway plans for traffic control and Sheet No. for staged construction details.

REPAIRS TO BRIDGE: ROUTE \*  
OVER \*

```

ROUTE * FROM * TO *
ABOUT * MILES * OF *
BEGINNING STATION _____ ± (Match Existing)

```

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DESCRIPTION

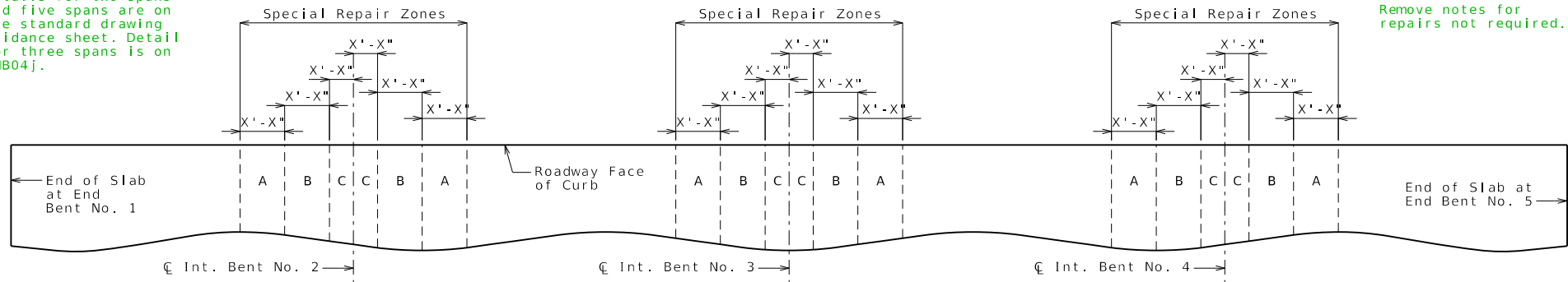
DATE \_\_\_\_\_

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

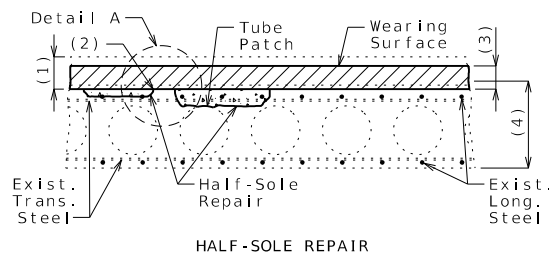
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



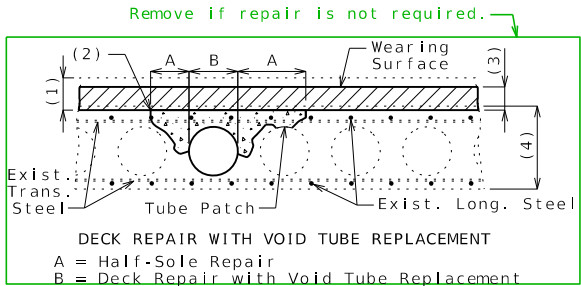
Four spans shown, details for two spans and five spans are on the standard drawing guidance sheet. Detail for three spans is on RHB04j.



PART PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

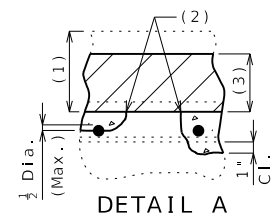
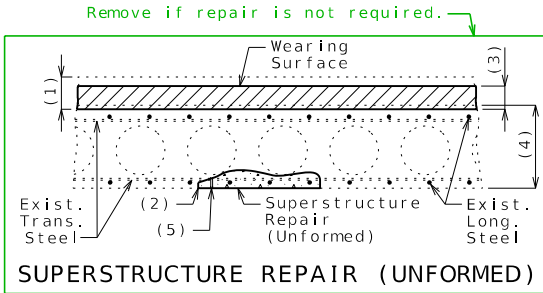


HALF-SOLE REPAIR

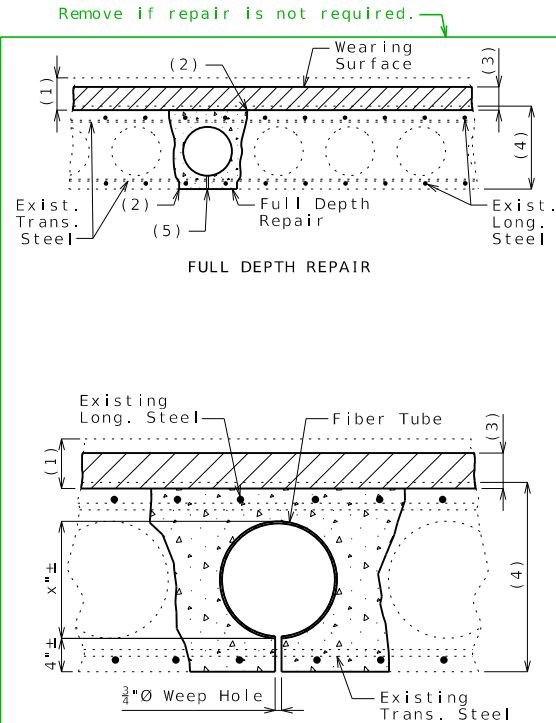


DECK REPAIR

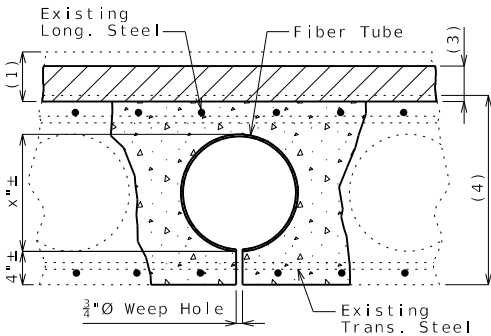
- (1) Removal of existing  $\text{C} \pm$  wearing surface plus  $\text{D}$  of existing deck  $\text{I}$
- (2) 1" vertical side shall be established outside the deteriorated area.
- (3)  $\text{B}$  minimum wearing surface
- (4) Original depth minus previous scarification
- (5) Restore existing weep hole, if encountered.



Clearance around top bar and around bottom bar at the intersection of top bar shall be required when more than half the diameter of the top bar is exposed.



FULL DEPTH REPAIR



FIBER VOID TUBE REPLACEMENT

Fiber tubes for producing voids shall have an approximate outside diameter of inches and a wall thickness of 1/4 inch and shall be anchored to joists carrying the floor form at not more than 4-foot centers.

One 3/4"Ø weep hole shall be provided at 2 inches from each end of each new void.

Deck Repair Notes:

- Order of Repair:
1. Remove existing wearing surface plus  $\text{D}$  of existing deck  $\text{I}$
  2. Sound deck to identify areas in need of repair.
  3. Outside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Deck repair with void tube replacement
    - c. Full depth repair
  4. Inside special repair zones, complete the following repairs:
    - a. Half-sole repair
    - b. Deck repair with void tube replacement
    - c. Full depth repair
  5. Place new wearing surface.

Special Repair Zones:

- 13.1 Any deck repair in areas not designated as a special repair zone shall be completed prior to work in Zone A.
- 13.2 Deck repair required in the areas designated as special repair zones shall be completed in alphabetical sequence beginning with Zone A. Zones with the same letter designation may be repaired at the same time.

13.5 Removal and deck repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi before work can be started in the next special repair zone.

13.6 If any single repair area does not exceed 4 square feet in size and the total repair area within a special repair zone does not exceed 12 square feet, the special repair zone may be repaired at the same time as an adjacent zone.

Void Repair:

- 13.10 Any damage sustained to the void tube as a result of the contractor's operations shall be patched or replaced as required by the engineer at the contractor's expense.
- 13.11 An exposed void in the deck shall be patched as approved by the engineer in a manner that shall maintain the void area completely free of concrete. Cost of patching an exposed void will be considered completely covered by the contract unit price for Half-Sole Repair.
- 13.12 When a deteriorated portion of the void tube is beyond the point of patching as determined by the engineer, the portion of the deteriorated void tube shall be replaced. The void area shall be maintained completely free of concrete. Cutting of the longitudinal reinforcing steel will not be permitted. The fiber tubes for producing the voids shall have an outside diameter with the wall thickness the same as the existing tubes and anchored at not more than the original spacing. Cost of replacing the void tube will be considered completely covered by the contract unit price for Deck Repair with Void Tube Replacement. Measurement will be horizontal projection of the area of exposed tube in plan.

Remove if repair is not required.

SDG:

For seal coat, asphalt, UBAWS, epoxy polymer or MMA polymer slurry wearing surfaces:

- Delete existing line inside wearing surface
- Adjust top of the original depth dimension to bottom of new wearing surface
- Adjust depth for thin wearing surfaces

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 3/7/2024      |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 26        |

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|--------------|--|
| COUNTY       |  |
| JOB NO.      |  |
| CONTRACT ID. |  |
| PROJECT NO.  |  |
| BRIDGE NO.   |  |

| DESCRIPTION | DATE |
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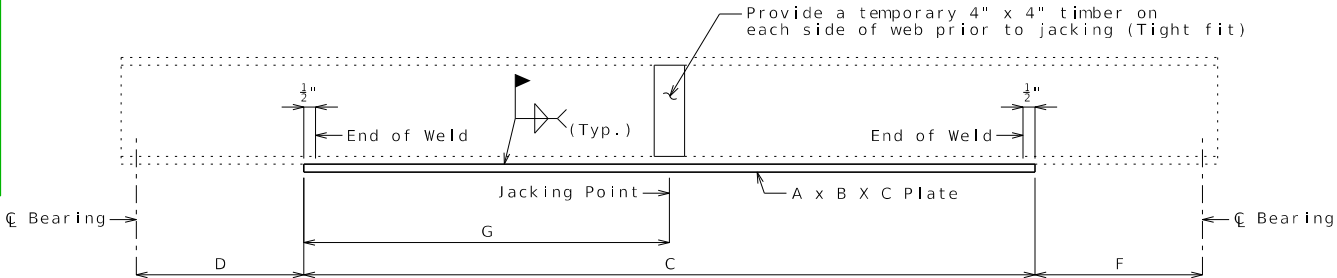
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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |  |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |  |



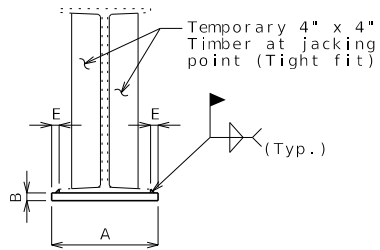
U.I.P., STRENGTHEN AND REHABILITATE EXISTING (X', X', X') WIDE FLANGE BEAM SPANS (SKEW: X)

STANDARD DETAILING GUIDANCE  
(do not show on plans):  
Use for adding welded cover plates  
and applying a jacking load to  
increase capacity.

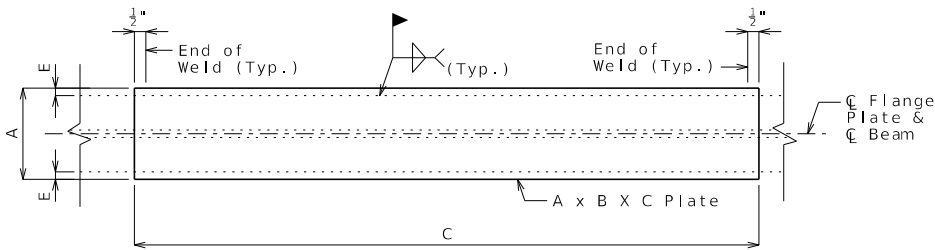
A "no jack" option may be used by  
designer in lieu of "jacking" option.  
Welding in both cases should not be  
performed under live load, especially  
direct live load.



TYPICAL ELEVATION OF BEAM  
Span ( - ) and ( - )



SECTION THRU BEAM



DETAIL OF FLANGE PLATE

| Estimated Quantities         |          |       |
|------------------------------|----------|-------|
| Item                         |          | Total |
| Strengthening Existing Beams | Lump Sum | 1     |
|                              |          |       |
|                              |          |       |
|                              |          |       |
|                              |          |       |
|                              |          |       |
|                              |          |       |
|                              |          |       |

**General Notes:**

**Design Specifications:**  
2002 AASHTO LFD (17th Ed.) Standard Specifications

**Design Loading:**  
1993 Missouri Posting Loads (H20 & 3S2)  
No Future Wearing Surface

**Design Unit Stresses:**  
Structural Carbon Steel Fy= 36,000 psi (New Steel)  
Existing Steel Fy =       psi  
Working Stress Design = 68% of Fy (Existing)

**Paint:**  
Calcium Sulfonate (2 coats)

**Beam Support:**  
All existing beams in the span being strengthened shall be raised simultaneously Dimension H at jacking point and supported during welding of new steel plates.

The temporary supports must be capable of safely supporting a service load of approximately Load J tons per beam (factor of safety not included). See special provisions.

**Traffic Handling:**  
One lane of traffic shall be maintained on structure during construction. See roadway plans for traffic control.

**Miscellaneous:**  
Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

Longitudinal dimensions are based on the original design plans.

Contractor shall verify all dimensions in field before finalizing the shop drawings.


| Table of Variables |  |            |   |   |   |   |   |   |   |
|--------------------|--|------------|---|---|---|---|---|---|---|
| Beam Location      |  | Dimensions |   |   |   |   |   |   |   |
|                    |  | A          | B | C | D | E | F | G | H |
|                    |  |            |   |   |   |   |   |   |   |
|                    |  |            |   |   |   |   |   |   |   |
|                    |  |            |   |   |   |   |   |   |   |
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DESCRIPTION

DATE

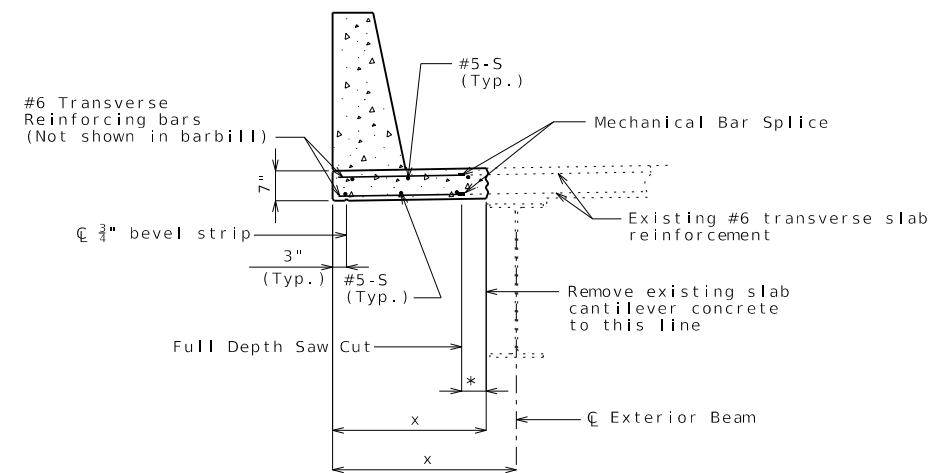
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





TYPICAL PART SECTION SHOWING OPTIONAL  
SLAB CANTILEVER REPLACEMENT

### OPTIONAL SLAB CANTILEVER REPLACEMENT

MoDOT Construction personnel will indicate the method used:

- ☐ Optional replacement method was used.
- ☐ Optional replacement method was not used.

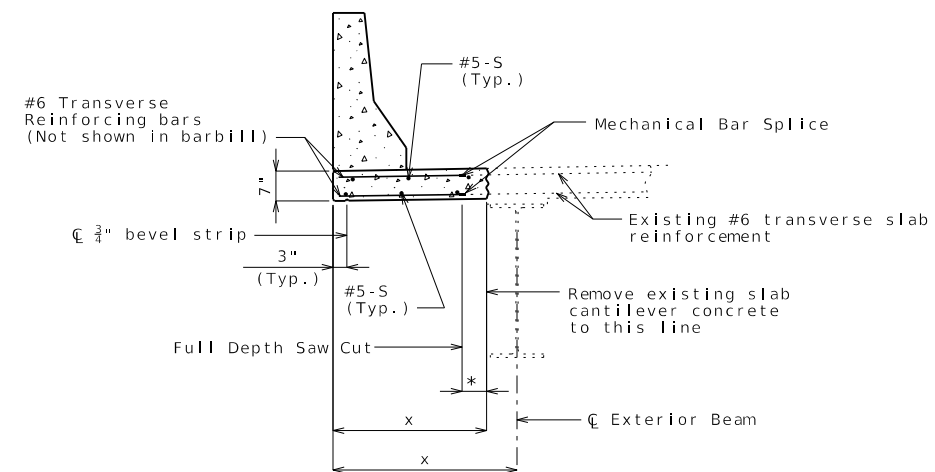
Notes:

\* Minimum distance required for mechanical bar splice. All existing transverse slab reinforcement in this area shall be cleanly stripped.

With the optional slab cantilever replacement, the contractor shall use a mechanical bar splice for the existing exposed transverse slab reinforcement. The length of the new #6 reinforcing bars used with the mechanical bar splice shall be determined by the contractor based on the style of mechanical bar splice used and other considerations. Mechanical bar splices shall be in accordance with Sec 706 except that there will be no separate pay item for mechanical bar splices. All mechanical bar splices and accompanying new #6 reinforcing bars will be considered completely covered by contract unit price for other items included in the contract.

For spacing of longitudinal reinforcing steel, see Sheet No. .

For details of barrier, see Sheets No.      &      .



TYPICAL PART SECTION SHOWING OPTIONAL  
SLAB CANTILEVER REPLACEMENT

ALTERNATE DETAIL SHOWING  
SAFETY BARRIER CURB

(Use only to match existing if only some portions of barrier are being replaced.)

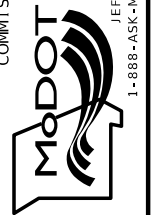
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|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 28        |

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

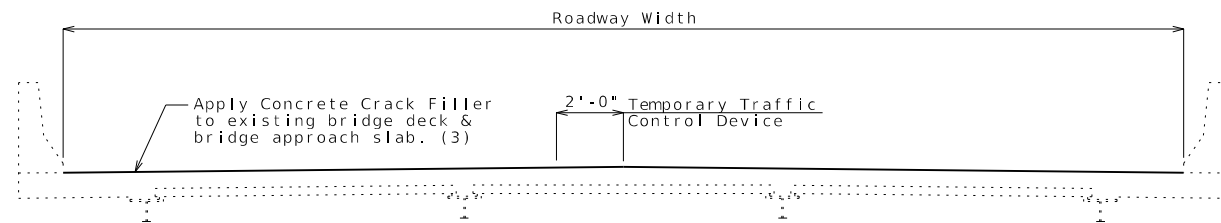
## DETAILS OF OPTIONAL SLAB CANTILEVER REPLACEMENT

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of





## SECTION THRU EXISTING DECK

Bridge deck on steel girders with safety barrier curbs shown.  
Actual superstructure type and barrier type may vary.

Notes:

Outline of existing work is indicated by light dashed lines.  
Heavy lines indicate new work.

Traffic to be maintained on structure during construction.  
See roadway plans for traffic control.

[illegible]

- (1) End of slab to end of slab  
(Includes semi-deep abutment  
slabs)
- (2) Concrete Crack Filler shall not  
be applied to bridge approach  
slabs if quantity is zero.
- (3) Estimated area of bridge  
approach slabs to be coated  
with Concrete Crack Filler is  
included in this quantity. See  
special provisions.

Standard Drawing Guidance (Do not show on plans):

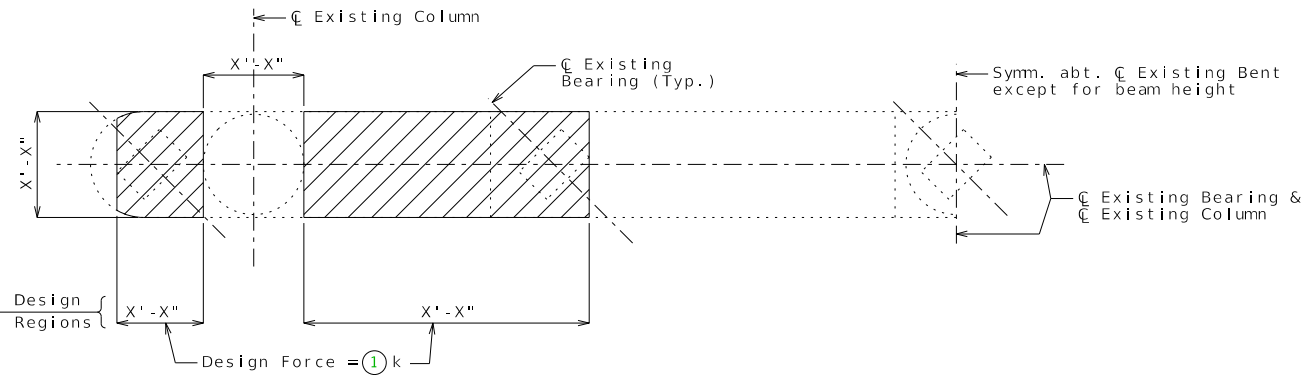
Add note (4) if applicable for individual structures.  
Add "(4)" after the total quantity for applicable bridge (in last column).

(4) Do not apply Concrete Crack Filler to portions of bridge approach slab with an existing asphalt overlay.

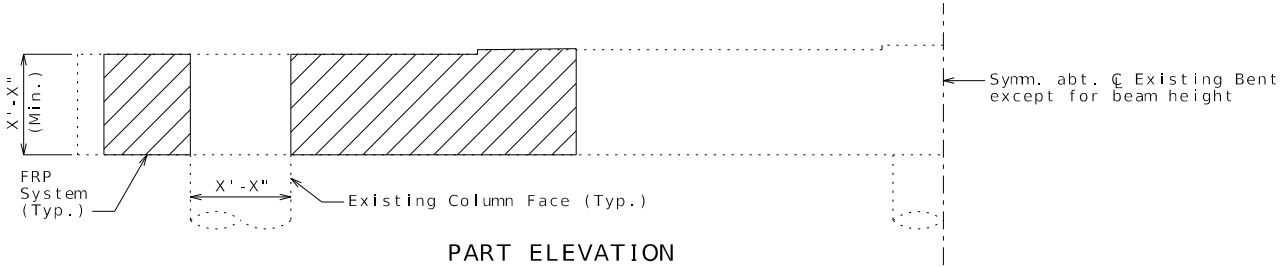
[illegible]



Standard Drawing Guidance  
(do not show on plans):  
Modify standard drawing details as required.  
① Compute factored Design Force  
Use pay item Fiber Reinforced Polymer Wrap, \_\_sq. foot.  
Add the following note to Expansion Bent Details.  
Protective Coating - Concrete Bents and Piers (Epoxy or Urethane) shall not be applied on the FRP system.



PART PLAN




PART ELEVATION

FRP WRAP AT INT. BENT NO.

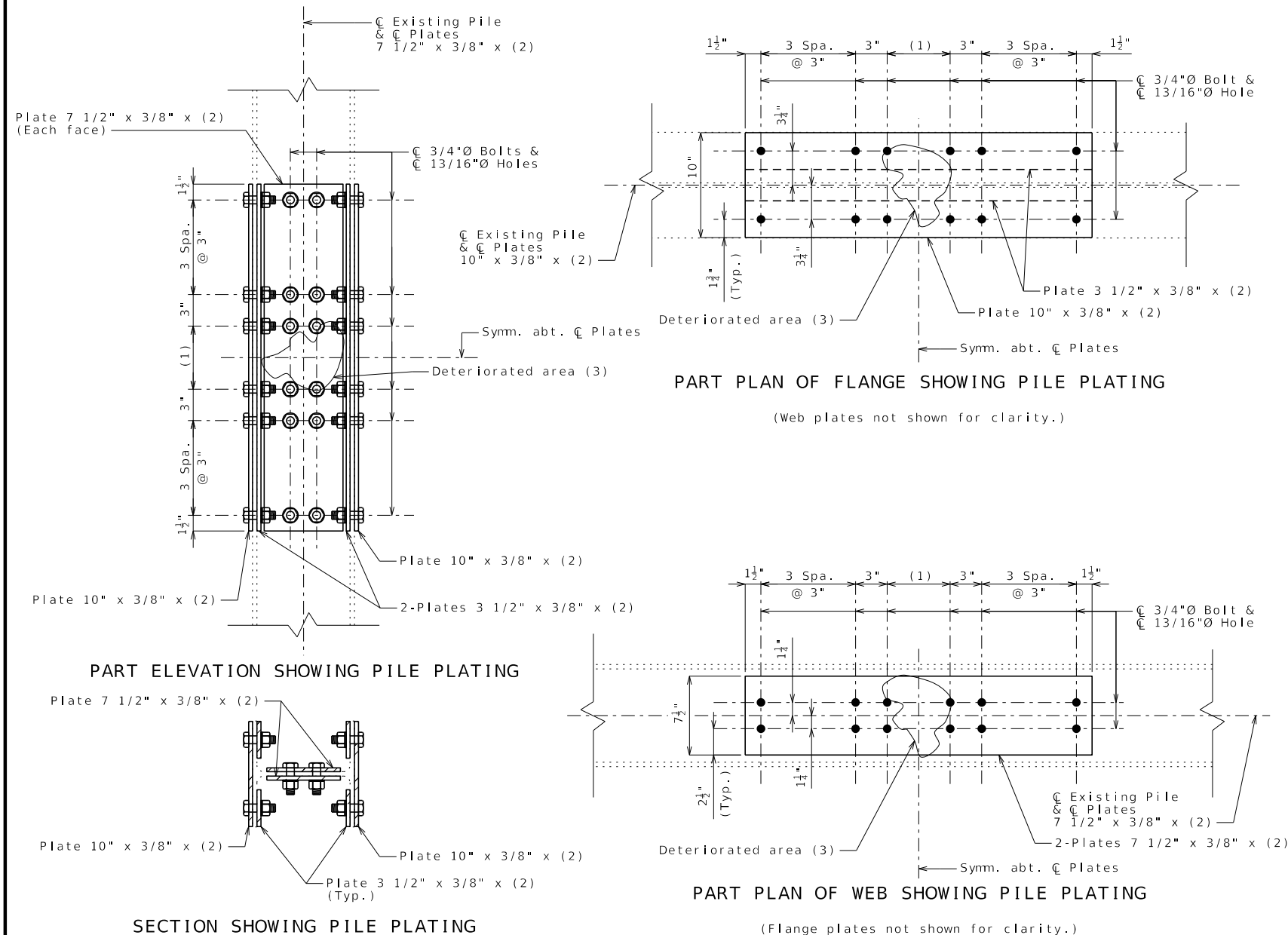
Notes:  
Design Force is the factored shear force at any cross section in each design region that shall be resisted entirely by the FRP reinforcement.  
See special provisions.

BENT CAP SHEAR STRENGTHENING USING FRP WRAP

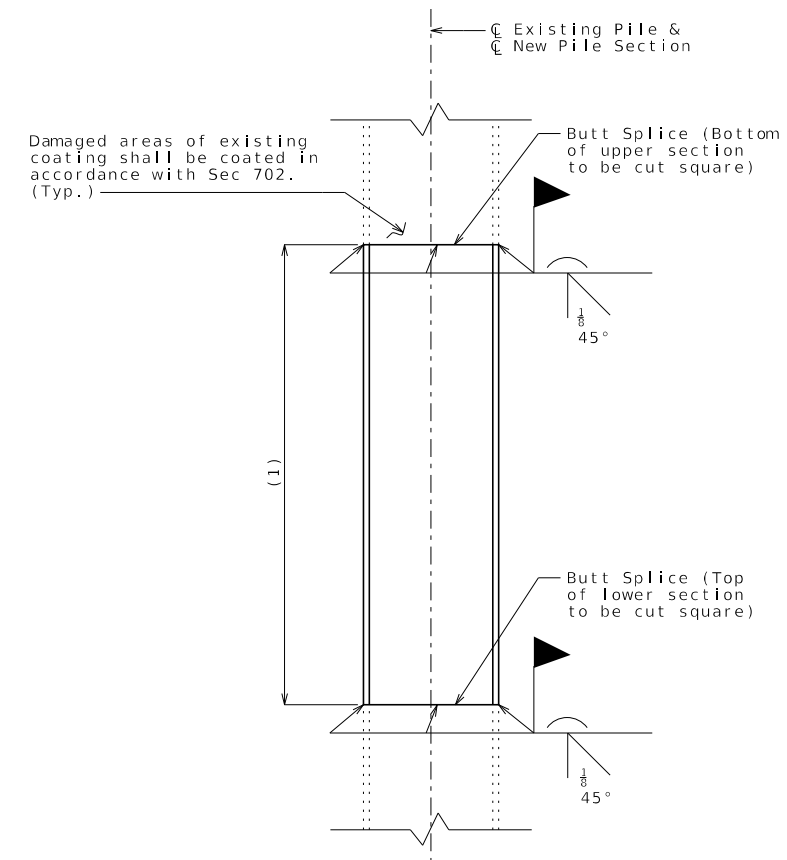
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| DATE PREPARED<br>10/17/2023                                                           |                 |
| ROUTE                                                                                 | STATE<br>MO     |
| DISTRICT                                                                              | SHEET NO.<br>30 |
| COUNTY                                                                                |                 |
| JOB NO.                                                                               |                 |
| CONTRACT ID.                                                                          |                 |
| PROJECT NO.                                                                           |                 |
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| DATE                                                                                  |                 |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                 |
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All exposed surfaces of the existing structural steel piles and sway bracing shall be recoated with one 6-mil thickness of aluminum gray epoxy-mastic primer applied over an SSPC-SP3 surface preparation in accordance with Sec 1081. The bituminous coating shall be applied one foot above and below the existing ground line and in accordance with Sec 702. These protective coatings will not be required below the normal low water line. The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy-Mastic Primer. The cost of the aluminum gray epoxy-mastic primer and bituminous coating will be considered completely covered by the contract lump sum price for Aluminum Gray Epoxy-Mastic Primer. ③ (Add to either method)



|                                                                                                                                                                                                                                                          |                 |
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| DATE PREPARED<br>10/17/2023                                                                                                                                                                                                                              |                 |
| ROUTE                                                                                                                                                                                                                                                    | STATE<br>MO     |
| DISTRICT                                                                                                                                                                                                                                                 | SHEET NO.<br>31 |
| COUNTY                                                                                                                                                                                                                                                   |                 |
| JOB NO.                                                                                                                                                                                                                                                  |                 |
| CONTRACT ID.                                                                                                                                                                                                                                             |                 |
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Standard Drawing Guidance  
(do not show on plans):

Show only pile repair method required. Delete all other details. If used in combination, specify associated pile(s) by method.

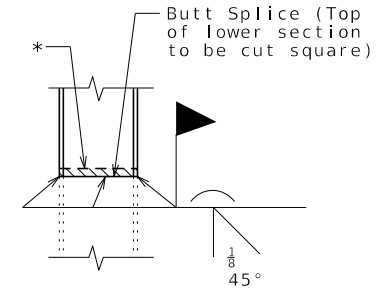
- ①

Based on similar percentage of section loss, pile plating may be more attractive than partial pile replacement. Details can be modified if only the web or flanges need to be plated. If only the web is plated, plates on each side of the web are required. If only a flange is to be plated, both flanges and plates on each side of the flanges are required. Overall symmetry of the section shall be maintained.
- ②

Based on additional factors other than just percent of section loss, partial pile replacement may be considered. Minimizing or eliminating traffic loading, adding falsework, or just having support conditions such as integral bents can help to determine the repair method. Pile replacement shall not be used if multiple piles need repair and falsework is not provided.
- ③

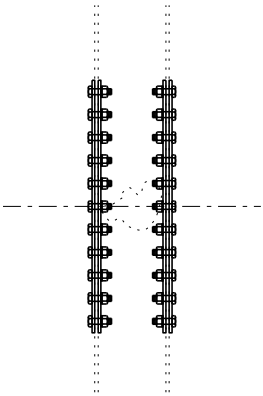
Use this note for coating any remaining piles or pile sections, and sway bracing not being repaired. Use this note on Front Sheet or Notes Sheet when no repair or no encasement is required. Include standard pay items "Surface Preparation for Applying Epoxy-Mastic Primer" and either "Aluminum Epoxy-Mastic Primer" or "Gray Epoxy-Mastic Primer".  
  
"Aluminum" is preferred because it acts as both a barrier and corrosion protection where "Gray" only acts as a barrier. If for any reason coated pile is embedded in fresh concrete or "Gray" is being used elsewhere, "Aluminum" shall not be used.
- ④

If galvanizing is preferred, add splice detail and replace note with:  
New steel pile section shall be galvanized. See special provisions.



STEEL PILE SPLICE

\* Galvanizing material shall be omitted or removed 1 inch clear of weld locations. See Special Provisions.

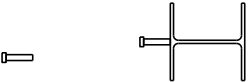
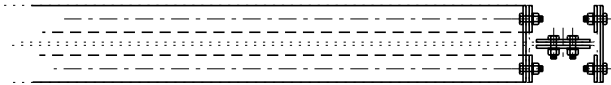


See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

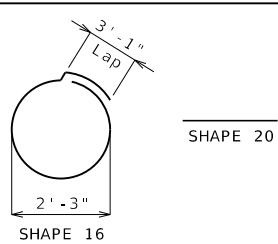
Show Quantity Table on sheet. (Possible items given)

| Quantity Table                                       |             |          |
|------------------------------------------------------|-------------|----------|
| Item                                                 |             | Quantity |
| Class 2 Excavation                                   | Lump sum    | x        |
| Dewatering                                           | Lump sum    | x        |
| Surface Preparation for Applying Epoxy-Mastic Primer | Lump sum    | x        |
| Aluminum Epoxy-Mastic Primer                         | Lump sum    | x        |
| Gray Epoxy-Mastic Primer                             | Lump sum    | x        |
| Steel Pile Repair                                    | Linear foot | x        |
| Pile Encasement                                      | Linear foot | x        |

These quantities are included in the Estimated Quantities table on Sheet No. .





| BILL OF REINFORCING STEEL - EACH PILE |             |               |       |                                                                                   |
|---------------------------------------|-------------|---------------|-------|-----------------------------------------------------------------------------------|
| NO.                                   | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM                                                                   |
| Varies                                | 4 P1        | 10'-0"        | 16    |  |
| 8                                     | 5 V1        | Varies        | 20    |                                                                                   |
|                                       |             |               |       |                                                                                   |
|                                       |             |               |       |                                                                                   |
|                                       |             |               |       |                                                                                   |

Notes:

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual lengths are measured along centerline of bar to the nearest inch.

All bars shall be epoxy coated.

General Notes:

All concrete for pile encasement shall be Class B ( $f'_c = 3000$  psi).

The reinforcing steel shall be epoxy coated Grade 60 with  $f_y = 60,000$  psi

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

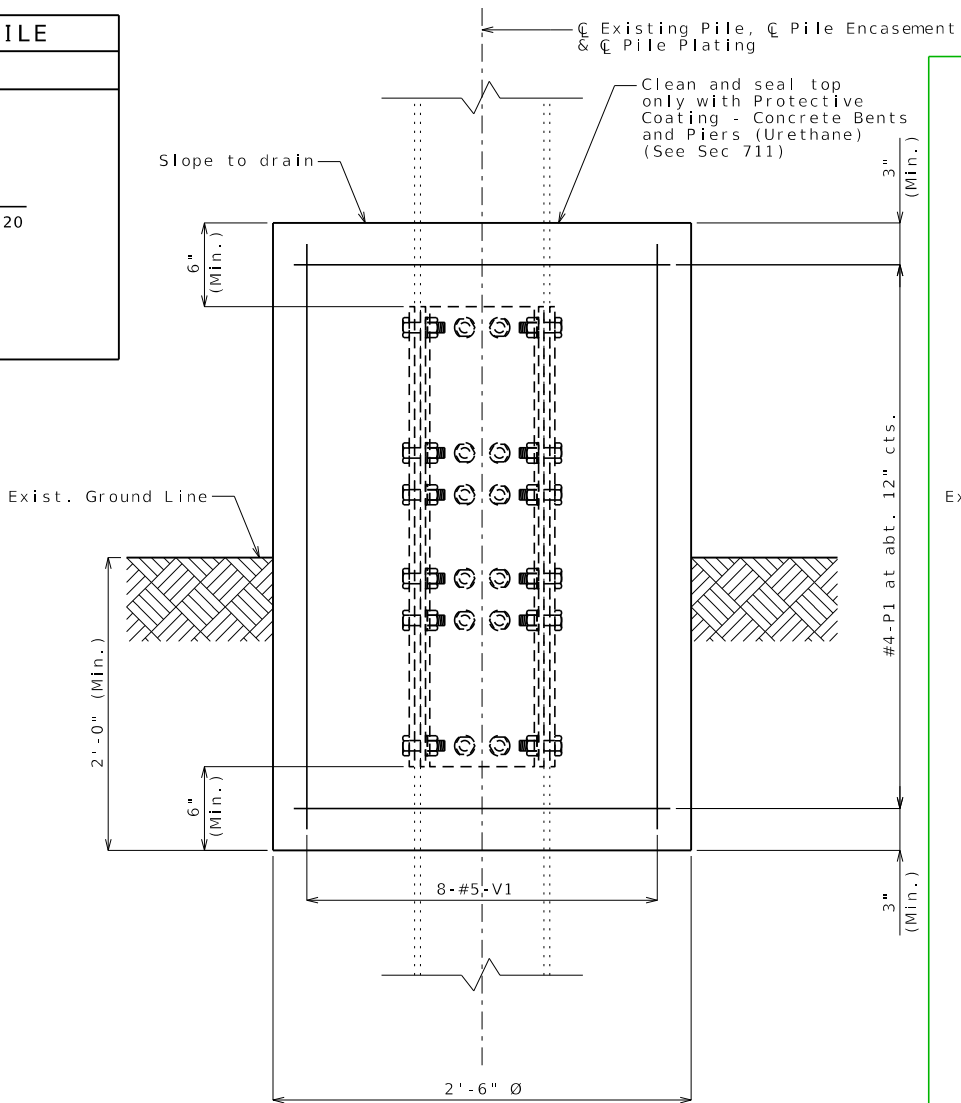
The exposed and accessible surfaces of the existing structural steel that will be encased in concrete shall be cleaned with a minimum of SSPC-SP-3 surface preparation and coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of not less than 3 mils before concrete is poured. The surface preparation and coating for piles shall extend a minimum of one foot outside the face of the pile encasement.

Cost of all concrete, reinforcement, shear connectors, surface preparation, coatings and any other incidental material or labor to complete pile encasement, complete in place, will be considered completely covered by the contract unit price for Pile Encasement. ③

A FRP pile jacketing system may be used in lieu of pile encasement at the contractor's option. No additional payment will be made for this substitution. See special provisions.

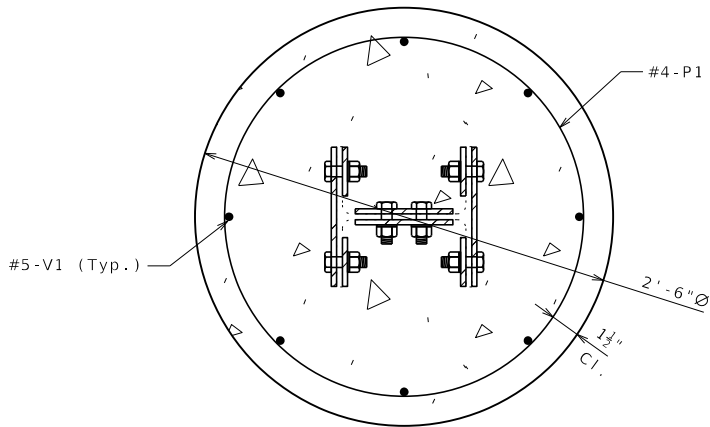
Shear connectors shall be in accordance with Sec 712, 1037 and 1080. ③

For details of pile plating, see Sheet No. .

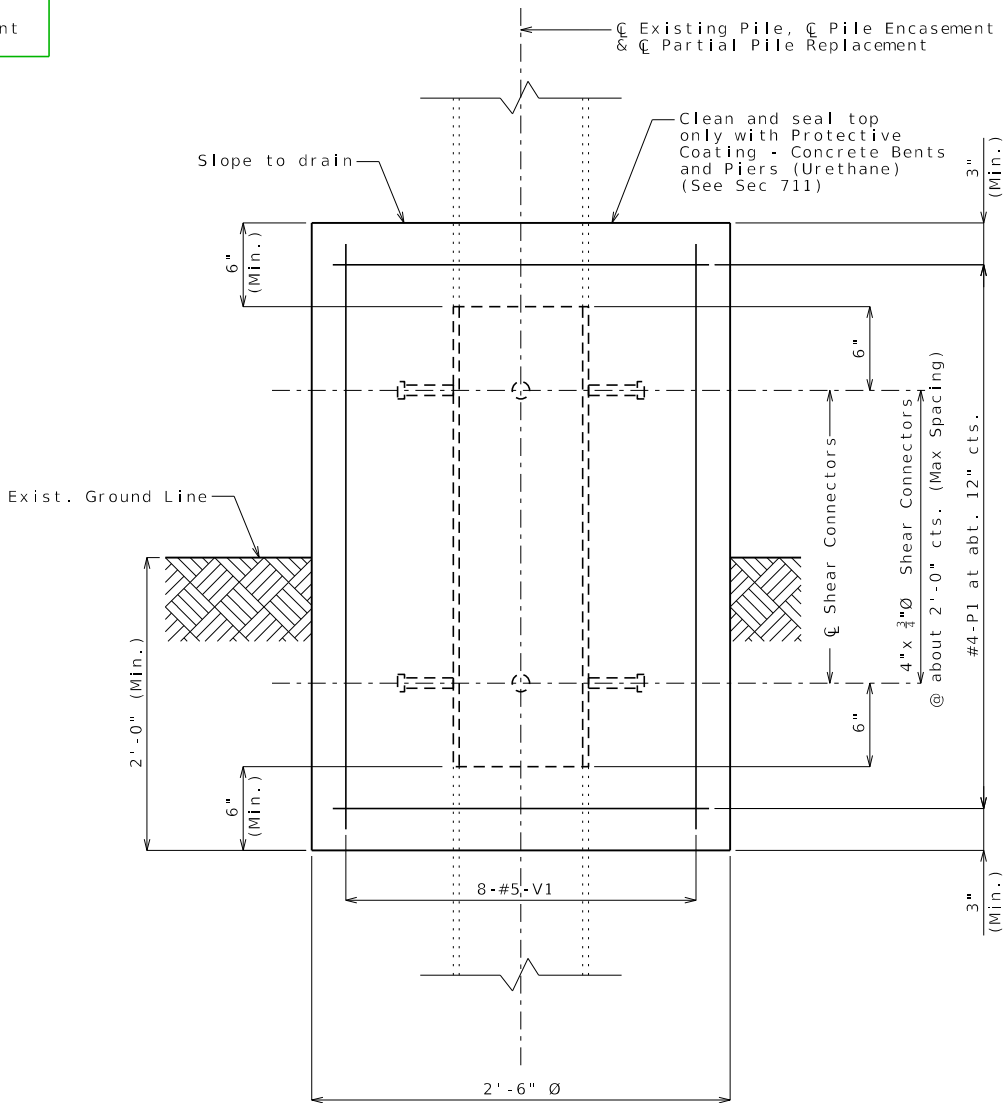


PART ELEVATION SHOWING PILE ENCASEMENT ①

Note: Existing sway bracing not shown for clarity. Shift reinforcing steel in the field to clear existing sway bracing. ②

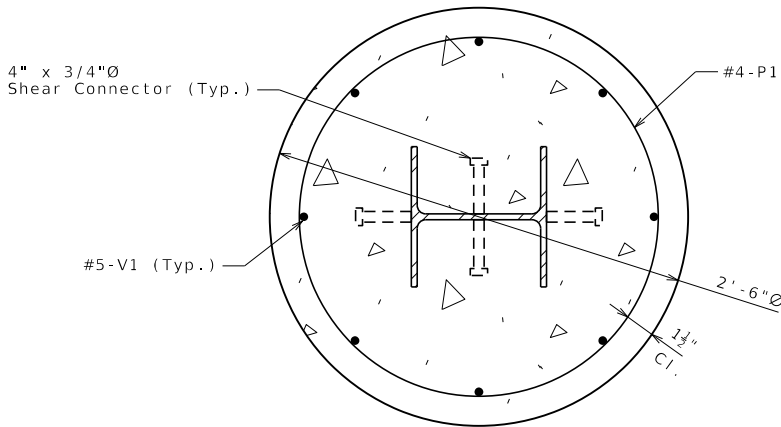


SECTION SHOWING PILE ENCASEMENT WITH PILE PLATING ①



PART ELEVATION SHOWING PILE ENCASEMENT ①

Note: Existing sway bracing not shown for clarity. Shift reinforcing steel in the field to clear existing sway bracing. ②




SECTION SHOWING PILE ENCASEMENT WITH PARTIAL PILE REPLACEMENT ①

PILE ENCASEMENT WITH PILE REPAIR

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                                                       |                 |
|---------------------------------------------------------------------------------------|-----------------|
| DATE PREPARED<br>10/17/2023                                                           |                 |
| ROUTE                                                                                 | STATE<br>MO     |
| DISTRICT                                                                              | SHEET NO.<br>32 |
| COUNTY                                                                                |                 |
| JOB NO.                                                                               |                 |
| CONTRACT ID.                                                                          |                 |
| PROJECT NO.                                                                           |                 |
| BRIDGE NO.                                                                            |                 |
| DESCRIPTION                                                                           | DATE            |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                 |
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Standard Drawing Guidance  
(do not show on plans):

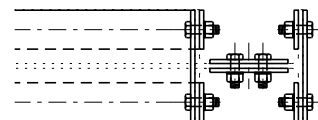
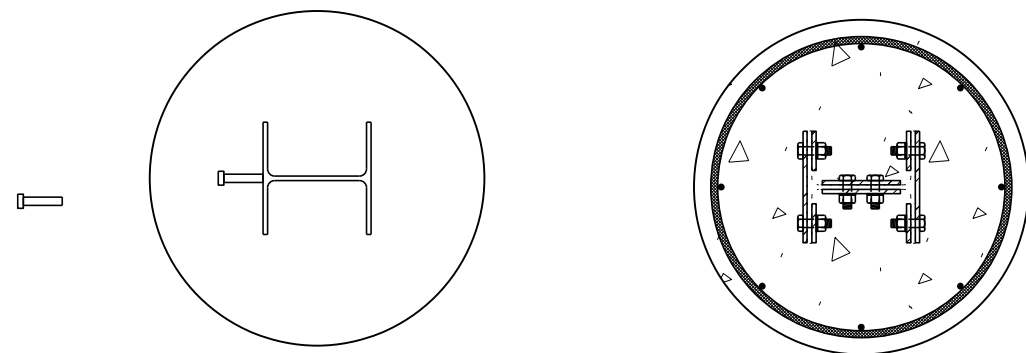
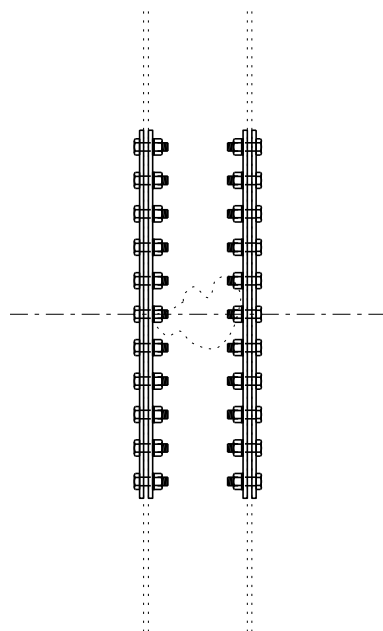
① This sheet is supplemental to Details of Pile Repair Sheet. Use details that match the selected pile repair method. Delete all other details. Use general notes and bill of reinforcing steel for either method.

See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

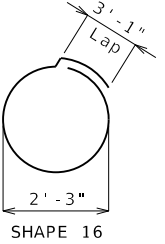
② Delete note if there is not any existing sway bracing.

Existing sway bracing may need to be removed and replaced or reattached if it is located in the area of pile to be replaced or plated.

③ Shear connectors are only used for partial pile replacement.





| BILL OF REINFORCING STEEL - EACH PILE |             |               |       |                                                                                               |
|---------------------------------------|-------------|---------------|-------|-----------------------------------------------------------------------------------------------|
| NO.                                   | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM                                                                               |
| Varies                                | 4 P1        | 10'-0"        | 16    | <br>SHAPE 16 |
|                                       |             |               |       |                                                                                               |
| 8                                     | 5 V1        | Varies        | 20    |                                                                                               |
|                                       |             |               |       |                                                                                               |
|                                       |             |               |       |                                                                                               |

Notes:

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRS1 Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual lengths are measured along centerline of bar to the nearest inch.

All bars shall be epoxy coated.

All exposed surfaces of the existing structural steel piles and sway bracing shall be recoated with one 6-mil thickness of aluminum gray epoxy-mastic primer applied over an SSPC-SP3 surface preparation in accordance with Sec 1081. The bituminous coating shall be applied one foot above and below the existing ground line and in accordance with Sec 702. These protective coatings will not be required below the normal low water line. The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy-Mastic Primer. The cost of the aluminum gray epoxy-mastic primer and bituminous coating will be considered completely covered by the contract lump sum price for Aluminum Gray Epoxy-Mastic Primer.①

General Notes:

All concrete for pile encasement shall be Class B (f'c = 3000 psi).

The reinforcing steel shall be epoxy coated Grade 60 with fy = 60,000 psi

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The exposed and accessible surfaces of the existing structural steel that will be encased in concrete shall be cleaned with a minimum of SSPC-SP-3 surface preparation and coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of not less than 3 mils before concrete is poured. The surface preparation and coating for piles shall extend a minimum of one foot outside the face of the pile encasement.

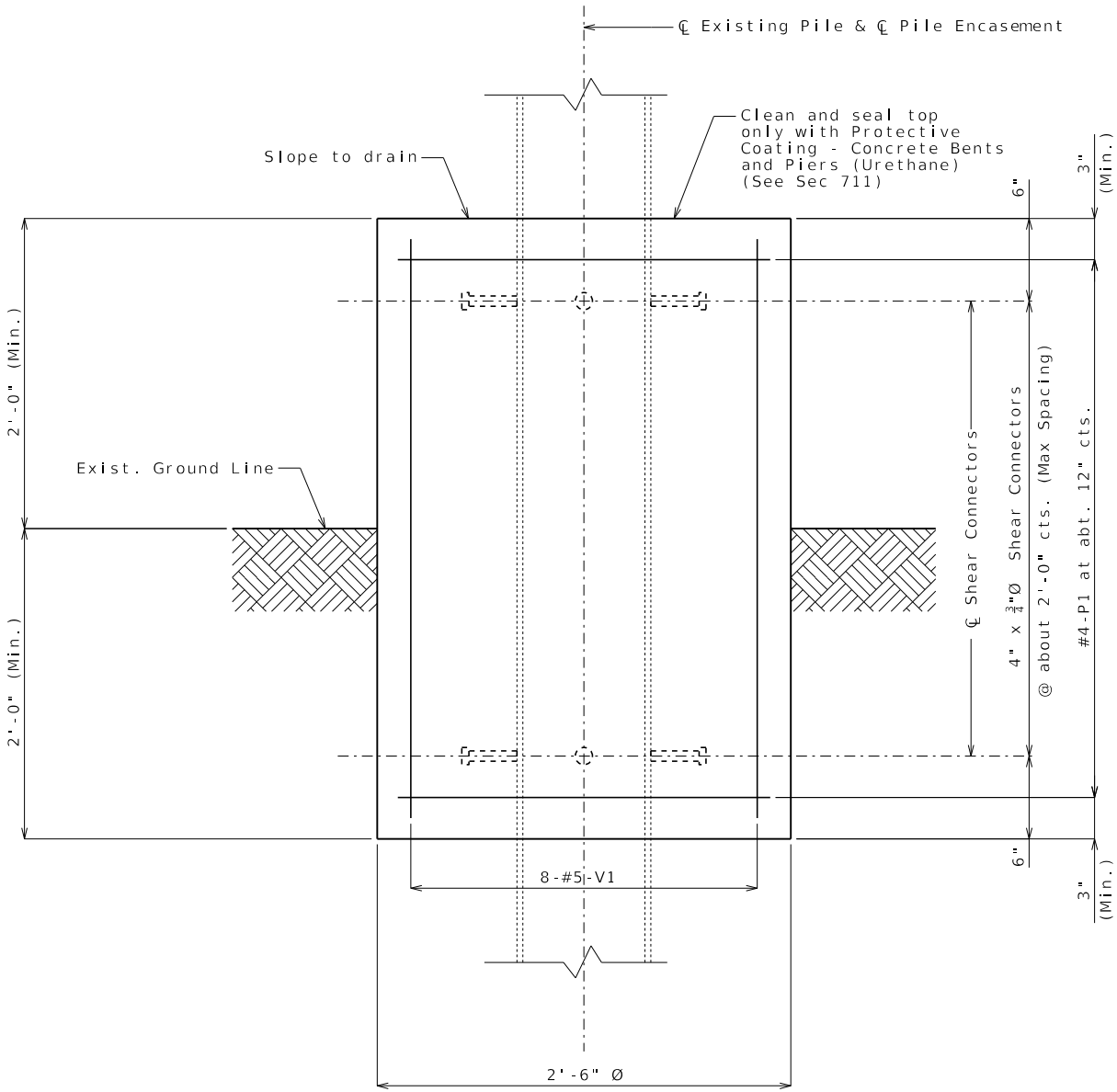
Cost of all concrete, reinforcement, shear connectors, surface preparation, coatings, excavation, dewatering and any other incidental material or labor to complete pile encasement, complete in place, will be considered completely covered by the contract unit price for Pile Encasement.

Cost of all excavation will be considered completely covered by the contract lump sum price for Class 2 Excavation.

Cost of dewatering will be considered completely covered by the contract lump sum price for Dewatering. See special provisions.

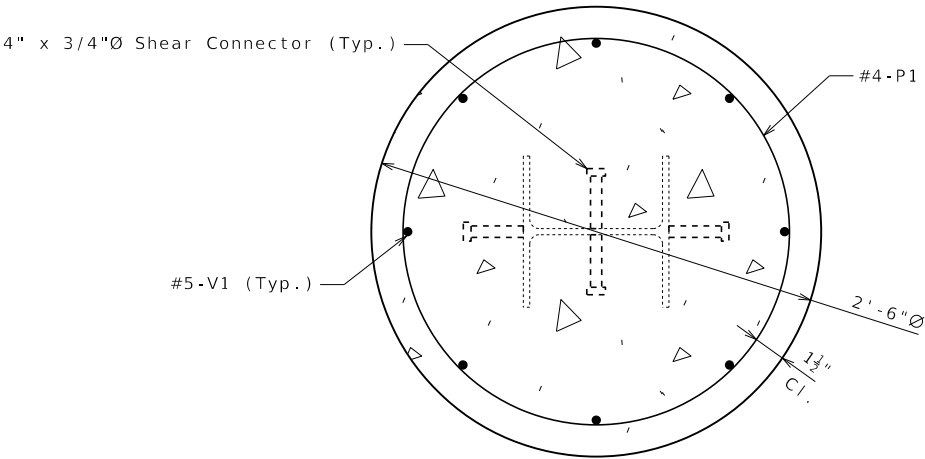
A FRP pile jacketing system may be used in lieu of pile encasement at the contractor's option. No additional payment will be made for this substitution. See special provisions.

Shear connectors shall be in accordance with Sec 712, 1037 and 1080.



PART ELEVATION SHOWING PILE ENCASEMENT

Note: Existing sway bracing not shown for clarity. Shift reinforcing steel in the field to clear existing sway bracing.②



SECTION SHOWING PILE ENCASEMENT

PILE ENCASEMENT

DATE PREPARED  
2/18/2025

ROUTE  
STATE  
MO

DISTRICT  
SHEET NO.  
33

COUNTY

JOB NO.


CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
|-------------|------|
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)



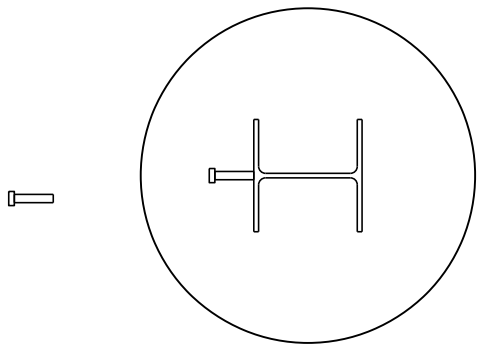
Standard Drawing Guidance  
(do not show on plans):

- ① Use this note for coating any remaining piles or pile sections, and sway bracing not being repaired. Use this note on Front Sheet or Notes Sheet when no repair or no encasement is required. Include standard pay items "Surface Preparation for Applying Epoxy-Mastic Primer" and either "Aluminum Epoxy-Mastic Primer" or "Gray Epoxy-Mastic Primer".

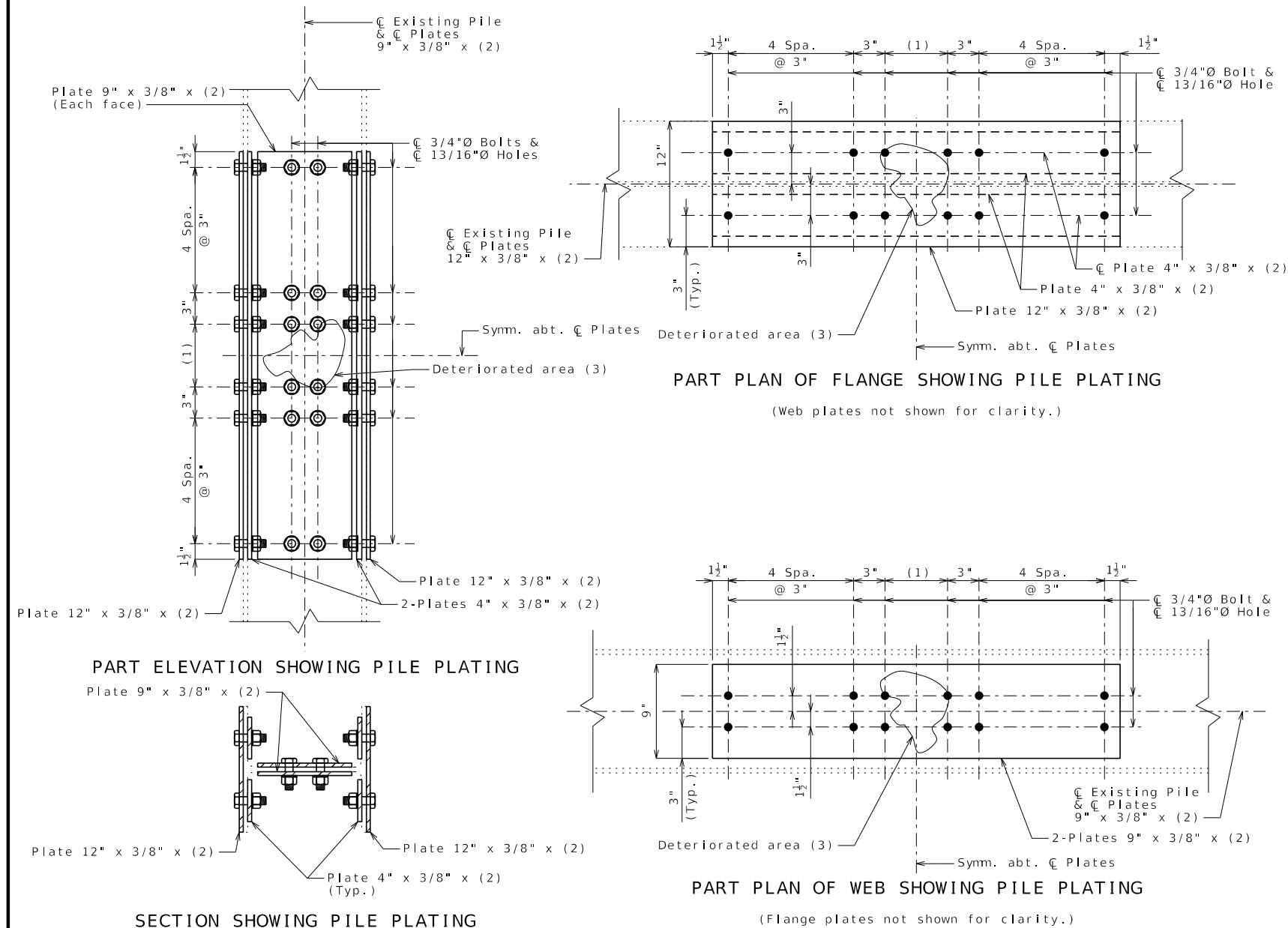
"Aluminum" is preferred because it acts as both a barrier and corrosion protection where "Gray" only acts as a barrier. If for any reason coated pile is embedded in fresh concrete or "Gray" is being used elsewhere, "Aluminum" shall not be used.)

See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

- ② Delete note if there is not any existing sway bracing.







General Notes:

Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications

Fabricated structural steel shall be ASTM A709 Grade 36 or 50.

Field connections shall be made with 3/4-inch diameter ASTM F3125 Grade A325 Type 1 bolts and 13/16-inch diameter holes.

Only one pile shall be repaired at a time.

Instructions for Pile Plating:

(1) Number of 3" spaces shall be determined in the field to extend past the extents of the deteriorated area.

(2) Plate length shall be determined in the field.

(3) Extents of deteriorated area will be determined by the engineer.

(4) Use plates as templates for field drilling holes in existing pile. Place bolts snug tight as drilled per each. High-strength tightening shall begin after all bolts are installed per flange or web.

General Notes:

Contact surfaces shall be in accordance with Sec 1081 for surface preparation.

All new or existing structural steel shall be coated with a minimum of two coats of inorganic zinc primer (5 mils minimum).

Cost of furnishing and installing structural steel, all steel coatings and any other incidental material or labor to complete pile repair, complete in place, will be considered completely covered by the contract unit price for Steel Pile Repair. Variations may be encountered in the estimated quantities but the variations can not be used for an adjustment in the contract unit price.

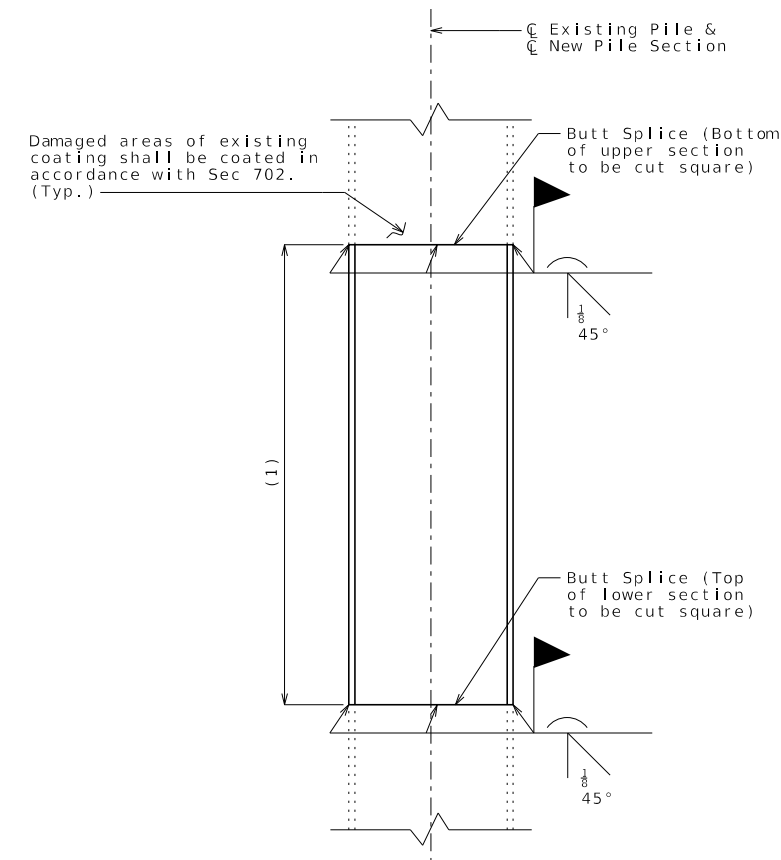
Cost of all excavation will be considered completely covered by the contract lump sum price for Class 2 Excavation.

Cost of dewatering will be considered completely covered by the contract lump sum price for Dewatering. See special provisions

For details of pile encasement, see Sheet No. .

## PILE PLATING ①

All exposed surfaces of the existing structural steel piles and sway bracing shall be recoated with one 6-mil thickness of aluminum gray epoxy-mastic primer applied over an SSPC-SP3 surface preparation in accordance with Sec 1081. The bituminous coating shall be applied one foot above and below the existing ground line and in accordance with Sec 702. These protective coatings will not be required below the normal low water line. The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy-Mastic Primer. The cost of the aluminum gray epoxy-mastic primer and bituminous coating will be considered completely covered by the contract lump sum price for Aluminum Gray Epoxy-Mastic Primer. ③ (Add to either method)



General Notes:

New steel pile section shall be the same grade as, or greater than, the existing pile (ASTM A709 Grade 36 or 50).

New steel pile section shall be coated in accordance with Sec 702. (4)

Only one pile shall be repaired at a time. Repair shall be a continuous operation from removal through splicing.

(1) Length and location of pile replacement will be determined by the engineer.

Cost of furnishing and installing structural steel pile, all steel coatings and any other incidental material or labor to complete pile repair, complete in place, will be considered completely covered by the contract unit price for Steel Pile Repair. Variations may be encountered in the estimated quantities but the variations can not be used for an adjustment in the contract unit price.

Cost of all excavation will be considered completely covered by the contract lump sum price for Class 2 Excavation.

Cost of dewatering will be considered completely covered by the contract lump sum price for Dewatering. See special provisions.

See Supplemental Details of HP12x53 Pile Encasement With Pile Repair Sheet.

## PARTIAL PILE REPLACEMENT ②

[illegible]



RHB12\_12x53PileRepair

Guidance & Alternate Details

Standard Drawing Guidance  
(do not show on plans):

Show only pile repair method required. Delete all other details. If used in combination, specify associated pile(s) by method.

- ①

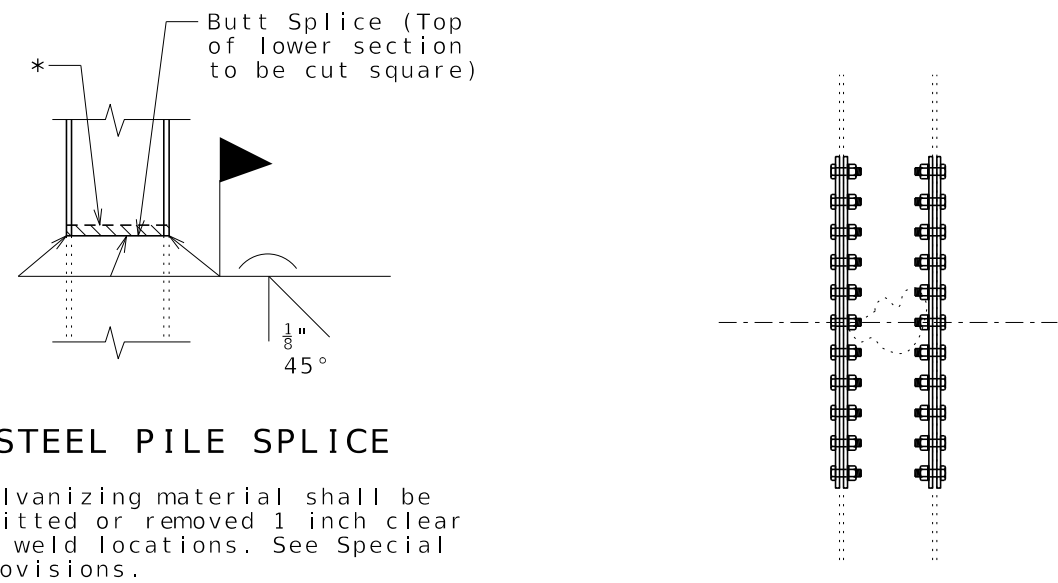
Based on similar percentage of section loss, pile plating may be more attractive than partial pile replacement. Details can be modified if only the web or flanges need to be plated. If only the web is plated, plates on each side of the web are required. If only a flange is to be plated, both flanges and plates on each side of the flanges are required. Overall symmetry of the section shall be maintained.
- ②

Based on additional factors other than just percent of section loss, partial pile replacement may be considered. Minimizing or eliminating traffic loading, adding falsework, or just having support conditions such as integral bents can help to determine the repair method. Pile replacement shall not be used if multiple piles need repair and falsework is not provided.
- ③

Use this note for coating any remaining piles or pile sections, and sway bracing not being repaired. Use this note on Front Sheet or Notes Sheet when no repair or no encasement is required. Include standard pay items "Surface Preparation for Applying Epoxy-Mastic Primer" and either "Aluminum Epoxy-Mastic Primer" or "Gray Epoxy-Mastic Primer".  
  
"Aluminum" is preferred because it acts as both a barrier and corrosion protection where "Gray" only acts as a barrier. If for any reason coated pile is embedded in fresh concrete or "Gray" is being used elsewhere, "Aluminum" shall not be used.

- ④

If galvanizing is preferred, add splice detail and replace note with:  
  
New steel pile section shall be galvanized. See special provisions.



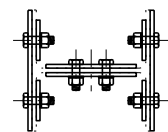
STEEL PILE SPLICE

See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

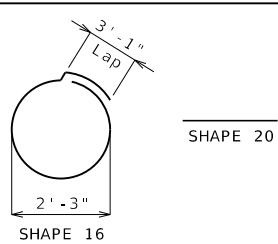
Show Quantity Table on sheet. (Possible items given)

| Quantity Table                                       |             |          |
|------------------------------------------------------|-------------|----------|
| Item                                                 |             | Quantity |
| Class 2 Excavation                                   | lump sum    | x        |
| Dewatering                                           | lump sum    | x        |
| Surface Preparation for Applying Epoxy-Mastic Primer | lump sum    | x        |
| Aluminum Epoxy-Mastic Primer                         | lump sum    | x        |
| Gray Epoxy-Mastic Primer                             | lump sum    | x        |
| Steel Pile Repair                                    | linear foot | x        |
| Pile Encasement                                      | linear foot | x        |

These quantities are included in the Estimated Quantities table on Sheet No. .





| BILL OF REINFORCING STEEL - EACH PILE |             |               |       |                                                                                   |
|---------------------------------------|-------------|---------------|-------|-----------------------------------------------------------------------------------|
| NO.                                   | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM                                                                   |
| Varies                                | 4 P1        | 10'-0"        | 16    |  |
| 8                                     | 5 V1        | Varies        | 20    |                                                                                   |
|                                       |             |               |       |                                                                                   |
|                                       |             |               |       |                                                                                   |
|                                       |             |               |       |                                                                                   |

Notes:

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual lengths are measured along centerline of bar to the nearest inch.

All bars shall be epoxy coated.

General Notes:

All concrete for pile encasement shall be Class B ( $f'_c = 3000$  psi).

The reinforcing steel shall be epoxy coated Grade 60 with  $f_y = 60,000$  psi

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

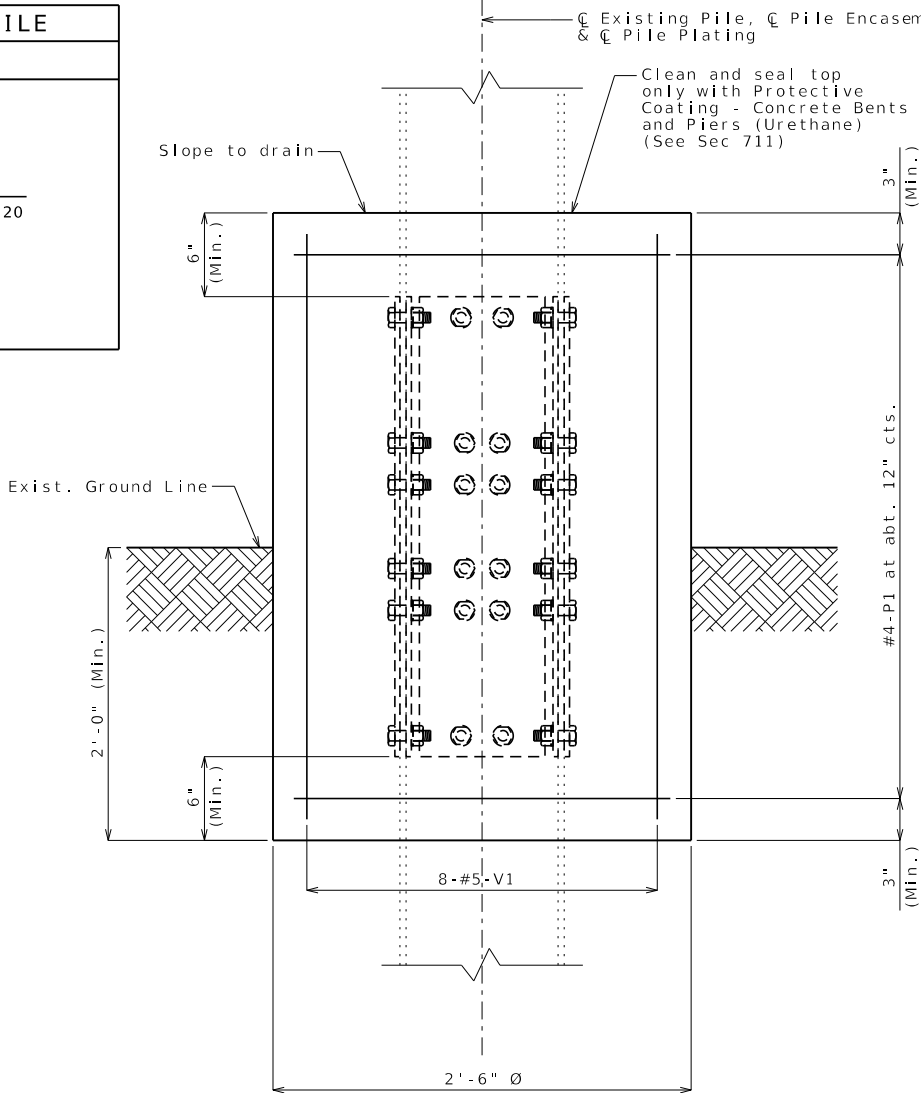
The exposed and accessible surfaces of the existing structural steel that will be encased in concrete shall be cleaned with a minimum of SSPC-SP-3 surface preparation and coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of not less than 3 mils before concrete is poured. The surface preparation and coating for piles shall extend a minimum of one foot outside the face of the pile encasement.

Cost of all concrete, reinforcement, shear connectors, surface preparation, coatings and any other incidental material or labor to complete pile encasement, complete in place, will be considered completely covered by the contract unit price for Pile Encasement. ③

A FRP pile jacketing system may be used in lieu of pile encasement at the contractor's option. No additional payment will be made for this substitution. See special provisions.

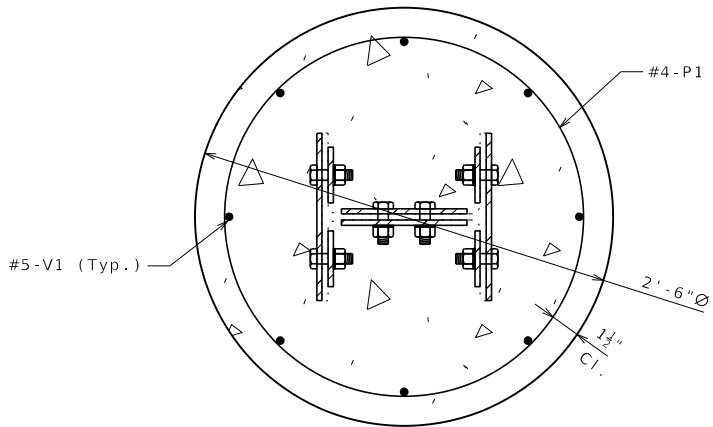
Shear connectors shall be in accordance with Sec 712, 1037 and 1080. ③

For details of pile plating, see Sheet No. .

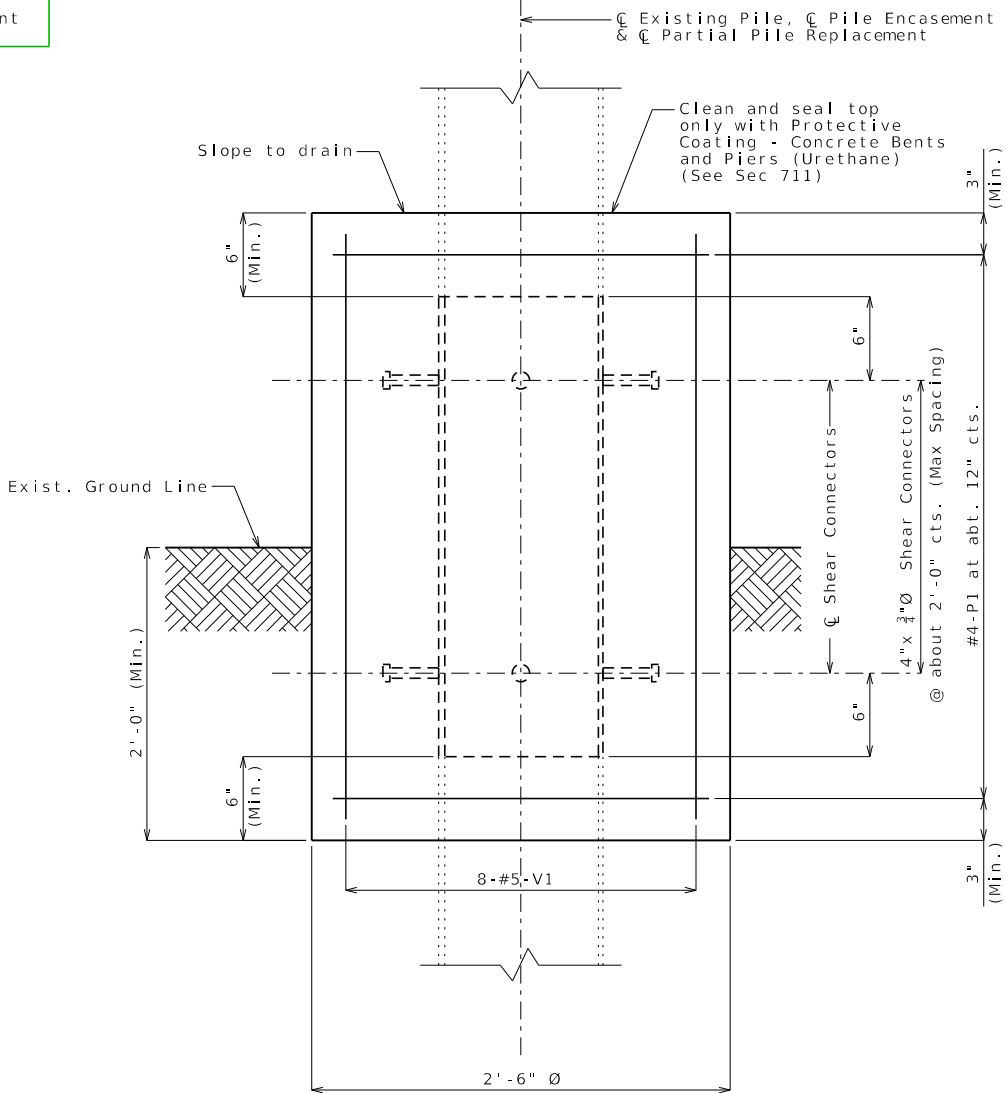


PART ELEVATION SHOWING PILE ENCASEMENT ①

Note: Existing sway bracing not shown for clarity. Shift reinforcing steel in the field to clear existing sway bracing. ②

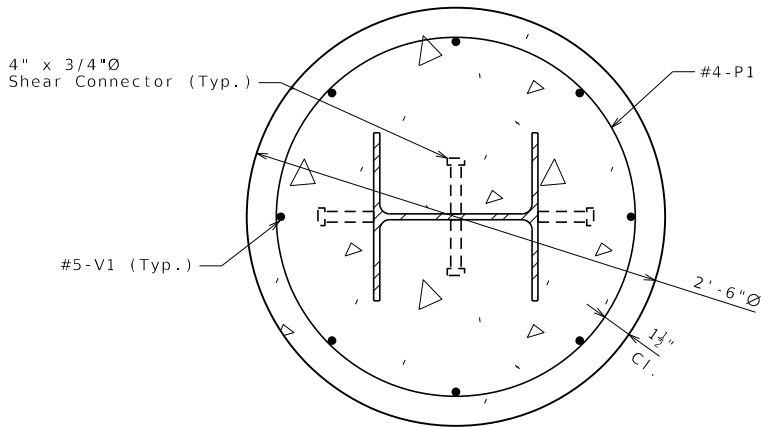


SECTION SHOWING PILE ENCASEMENT WITH PILE PLATING ①



PART ELEVATION SHOWING PILE ENCASEMENT ①

Note: Existing sway bracing not shown for clarity. Shift reinforcing steel in the field to clear existing sway bracing. ②



SECTION SHOWING PILE ENCASEMENT WITH PARTIAL PILE REPLACEMENT ①

PILE ENCASEMENT WITH PILE REPAIR

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                                                  |                 |
|----------------------------------------------------------------------------------|-----------------|
| DATE PREPARED<br>10/17/2023                                                      |                 |
| ROUTE                                                                            | STATE<br>MO     |
| DISTRICT                                                                         | SHEET NO.<br>35 |
| COUNTY                                                                           |                 |
| JOB NO.                                                                          |                 |
| CONTRACT ID.                                                                     |                 |
| PROJECT NO.                                                                      |                 |
| BRIDGE NO.                                                                       |                 |
| DESCRIPTION                                                                      | DATE            |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |                 |
| MDOT                                                                             |                 |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                 |



Standard Drawing Guidance  
(do not show on plans):

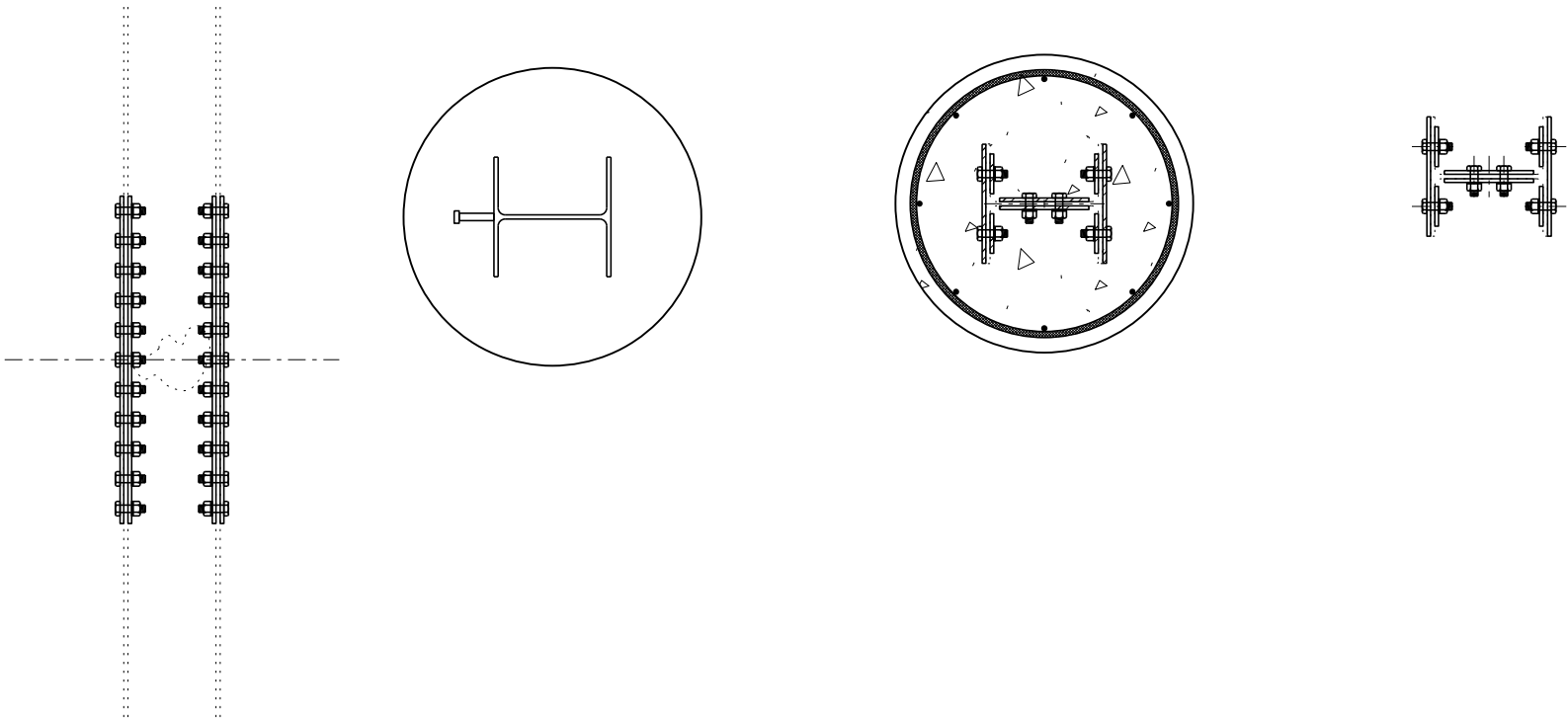
- ① This sheet is supplemental to Details of Pile Repair Sheet. Use details that match the selected pile repair method. Delete all other details. Use general notes and bill of reinforcing steel for either method.

See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

- ② Delete note if there is not any existing sway bracing.

Existing sway bracing may need to be removed and replaced or reattached if it is located in the area of pile to be replaced or plated.

- ③ Shear connectors are only used for partial pile replacement.







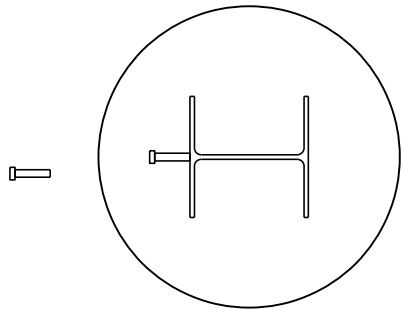


Standard Drawing Guidance  
(do not show on plans):

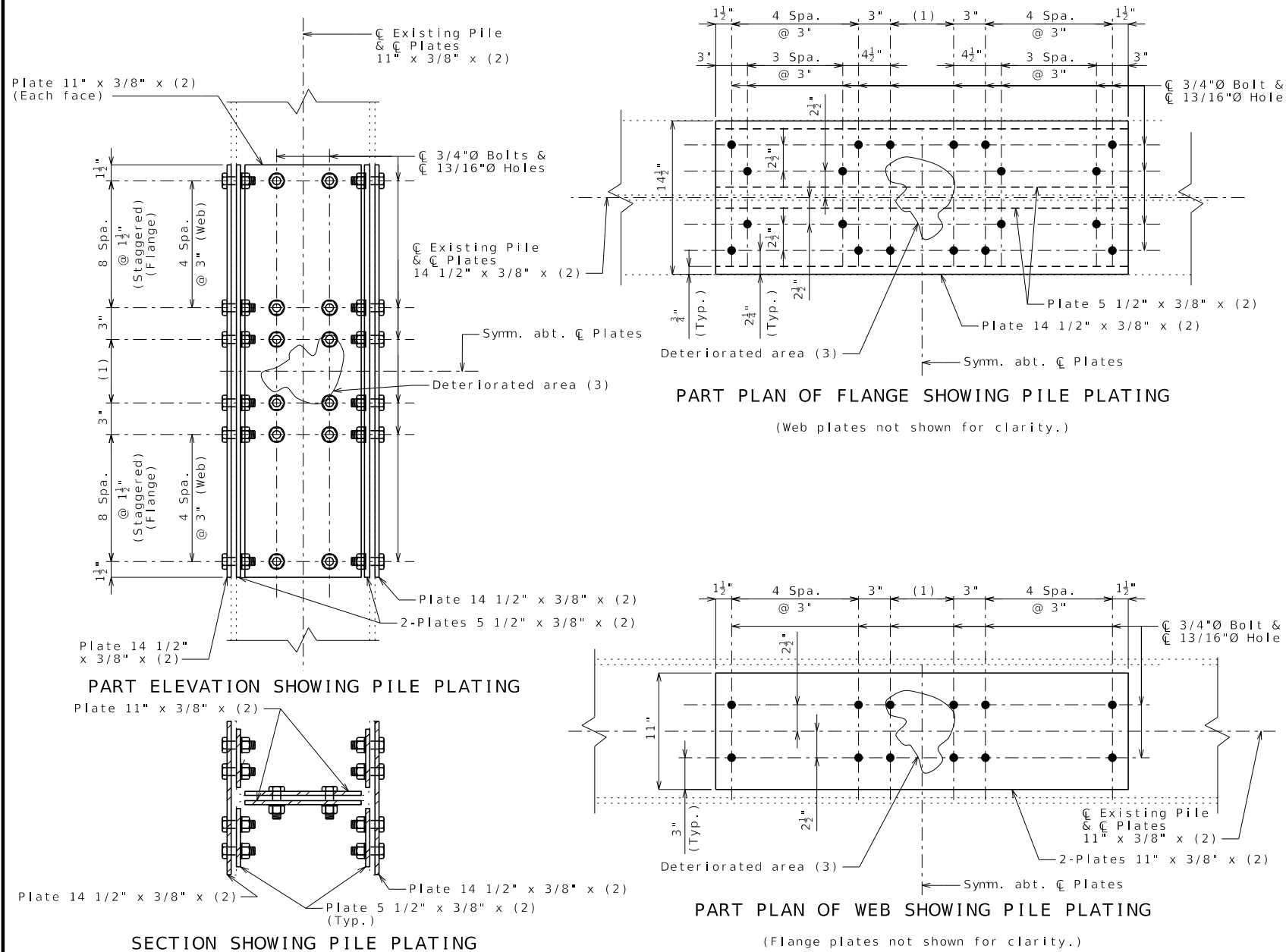
- ① Use this note for coating any remaining piles or pile sections, and sway bracing not being repaired. Use this note on Front Sheet or Notes Sheet when no repair or no encasement is required. Include standard pay items "Surface Preparation for Applying Epoxy-Mastic Primer" and either "Aluminum Epoxy-Mastic Primer" or "Gray Epoxy-Mastic Primer".
- "Aluminum" is preferred because it acts as both a barrier and corrosion protection where "Gray" only acts as a barrier. If for any reason coated pile is embedded in fresh concrete or "Gray" is being used elsewhere, "Aluminum" shall not be used.)

See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

- ② Delete note if there is not any existing sway bracing.







General Notes:

Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications

Fabricated structural steel shall be ASTM A709 Grade 36 or 50.

Field connections shall be made with 3/4-inch diameter ASTM F3125 Grade A325 Type 1 bolts and 13/16-inch diameter holes.

Only one pile shall be repaired at a time.

Instructions for Pile Plating:

(1) Number of 1 1/2" staggered spaces and 3" spaces shall be determined in the field to extend past the extents of the deteriorated area.

(2) Plate length shall be determined in the field.

(3) Extents of deteriorated area will be determined by the engineer.

(4) Use plates as templates for field drilling holes in existing pile. Place bolts snug tight as drilled per each. High-strength tightening shall begin after all bolts are installed per flange or web.

General Notes:

Contact surfaces shall be in accordance with Sec 1081 for surface preparation.

All new or existing structural steel shall be coated with a minimum of two coats of inorganic zinc primer (5 mils minimum).

Cost of furnishing and installing structural steel, all steel coatings and any other incidental material or labor to complete pile repair, complete in place, will be considered completely covered by the contract unit price for Steel Pile Repair. Variations may be encountered in the estimated quantities but the variations can not be used for an adjustment in the contract unit price.

Cost of all excavation will be considered completely covered by the contract lump sum price for Class 2 Excavation.

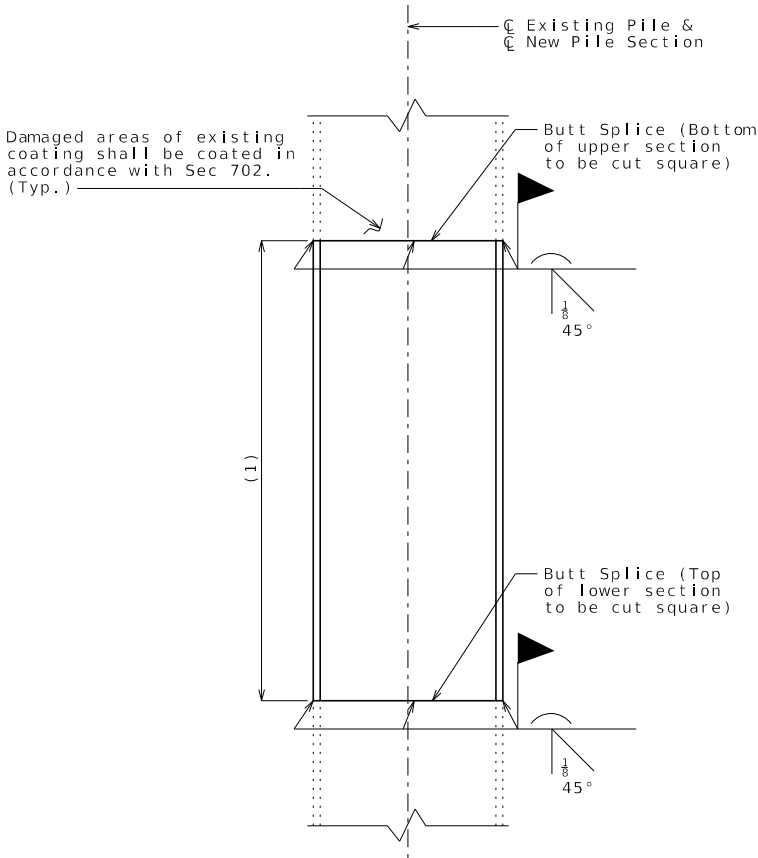
Cost of dewatering will be considered completely covered by the contract lump sum price for Dewatering. See special provisions.

For details of pile encasement, see Sheet No. ---.

PILE PLATING ①

PILE REPAIR

All exposed surfaces of the existing structural steel piles and sway bracing shall be recoated with one 6-mil thickness of aluminum gray epoxy-mastic primer applied over an SSPC-SP3 surface preparation in accordance with Sec 1081. The bituminous coating shall be applied one foot above and below the existing ground line and in accordance with Sec 702. These protective coatings will not be required below the normal low water line. The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy-Mastic Primer. The cost of the aluminum gray epoxy-mastic primer and bituminous coating will be considered completely covered by the contract lump sum price for Aluminum Gray Epoxy-Mastic Primer. ③ (Add to either method)



PART ELEVATION SHOWING PARTIAL PILE REPLACEMENT

General Notes:

New steel pile section shall be the same grade as, or greater than, the existing pile (ASTM A709 Grade 36 or 50).

New steel pile section shall be coated in accordance with Sec 702. ④

Only one pile shall be repaired at a time. Repair shall be a continuous operation from removal through splicing.

(1) Length and location of pile replacement will be determined by the engineer.

Cost of furnishing and installing structural steel pile, all steel coatings and any other incidental material or labor to complete pile repair, complete in place, will be considered completely covered by the contract unit price for Steel Pile Repair. Variations may be encountered in the estimated quantities but the variations can not be used for an adjustment in the contract unit price.

Cost of all excavation will be considered completely covered by the contract lump sum price for Class 2 Excavation.

Cost of dewatering will be considered completely covered by the contract lump sum price for Dewatering. See special provisions.


See Supplemental Details of HP14x73 Pile Encasement With Pile Repair Sheet.

PARTIAL PILE REPLACEMENT ②

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                                                       |  |            |  |
|---------------------------------------------------------------------------------------|--|------------|--|
| DATE PREPARED                                                                         |  | 10/17/2023 |  |
| ROUTE                                                                                 |  | STATE      |  |
|                                                                                       |  | MO         |  |
| DISTRICT                                                                              |  | SHEET NO.  |  |
|                                                                                       |  | 37         |  |
| COUNTY                                                                                |  |            |  |
| JOB NO.                                                                               |  |            |  |
| CONTRACT ID.                                                                          |  |            |  |
| PROJECT NO.                                                                           |  |            |  |
| BRIDGE NO.                                                                            |  |            |  |
| DESCRIPTION                                                                           |  |            |  |
|                                                                                       |  |            |  |
|                                                                                       |  |            |  |
|                                                                                       |  |            |  |
|                                                                                       |  |            |  |
| DATE                                                                                  |  |            |  |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |  |            |  |
|  |  |            |  |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636)      |  |            |  |



RHB15\_14x73PileRepair

Guidance & Alternate Details

Standard Drawing Guidance  
(do not show on plans):

- Show only pile repair method required. Delete all other details. If used in combination, specify associated pile(s) by method.
- ①

Based on similar percentage of section loss, pile plating may be more attractive than partial pile replacement. Details can be modified if only the web or flanges need to be plated. If only the web is plated, plates on each side of the web are required. If only a flange is to be plated, both flanges and plates on each side of the flanges are required. Overall symmetry of the section shall be maintained.
- ②

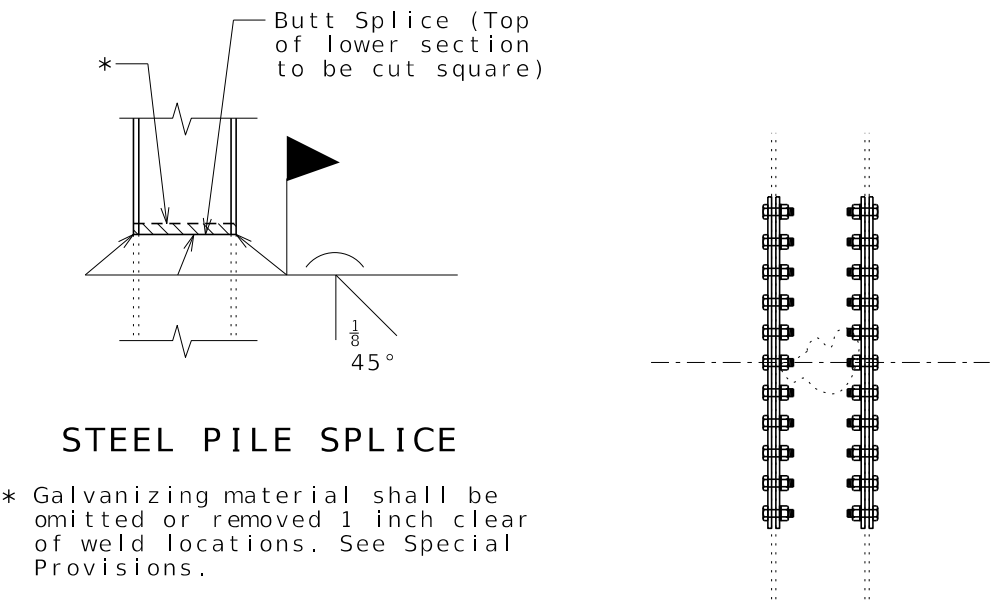
Based on additional factors other than just percent of section loss, partial pile replacement may be considered. Minimizing or eliminating traffic loading, adding falsework, or just having support conditions such as integral bents can help to determine the repair method. Pile replacement shall not be used if multiple piles need repair and falsework is not provided.
- ③

Use this note for coating any remaining piles or pile sections, and sway bracing not being repaired. Use this note on Front Sheet or Notes Sheet when no repair or no encasement is required. Include standard pay items "Surface Preparation for Applying Epoxy-Mastic Primer" and either "Aluminum Epoxy-Mastic Primer" or "Gray Epoxy-Mastic Primer".

"Aluminum" is preferred because it acts as both a barrier and corrosion protection where "Gray" only acts as a barrier. If for any reason coated pile is embedded in fresh concrete or "Gray" is being used elsewhere, "Aluminum" shall not be used.
- ④

If galvanizing is preferred, add splice detail and replace note with:

New steel pile section shall be galvanized. See special provisions.

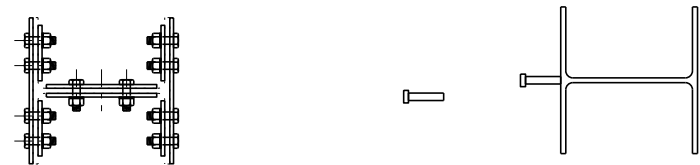


See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

Show Quantity Table on sheet. (Possible items given)

| Quantity Table                                       |             |          |
|------------------------------------------------------|-------------|----------|
| Item                                                 |             | Quantity |
| Class 2 Excavation                                   | lump sum    | x        |
| Dewatering                                           | lump sum    | x        |
| Surface Preparation for Applying Epoxy-Mastic Primer | lump sum    | x        |
| Aluminum Epoxy-Mastic Primer                         | lump sum    | x        |
| Gray Epoxy-Mastic Primer                             | lump sum    | x        |
| Steel Pile Repair                                    | linear foot | x        |
| Pile Encasement                                      | linear foot | x        |

These quantities are included in the Estimated Quantities table on Sheet No. .









RHB16\_14x73PileRepairEncased

Guidance & Alternate Details

Standard Drawing Guidance  
(do not show on plans):

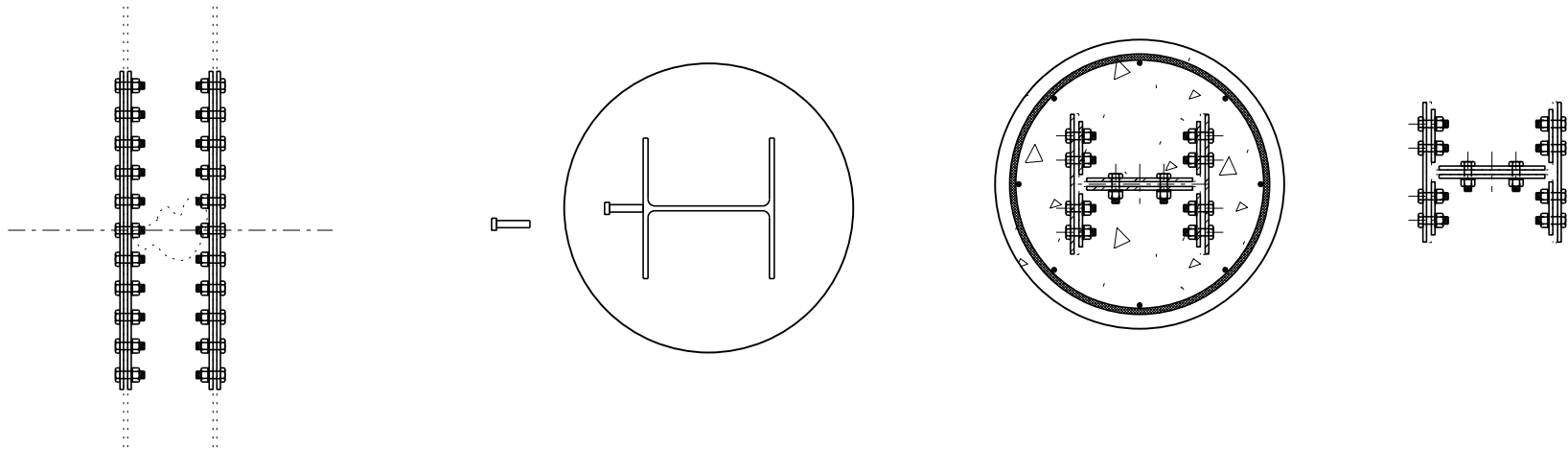
- ①

This sheet is supplemental to Details of Pile Repair Sheet. Use details that match the selected pile repair method. Delete all other details. Use general notes and bill of reinforcing steel for either method.
- See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.
- ②

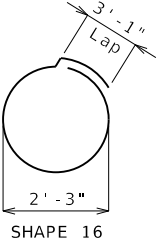
Delete note if there is not any existing sway bracing.

Existing sway bracing may need to be removed and replaced or reattached if it is located in the area of pile to be replaced or plated.
- ③

Shear connectors are only used for partial pile replacement.





| BILL OF REINFORCING STEEL - EACH PILE |             |               |       |                                                                                               |
|---------------------------------------|-------------|---------------|-------|-----------------------------------------------------------------------------------------------|
| NO.                                   | SIZE & MARK | ACTUAL LENGTH | SHAPE | BENDING DIAGRAM                                                                               |
| Varies                                | 4 P1        | 10'-0"        | 16    | <br>SHAPE 16 |
|                                       |             |               |       |                                                                                               |
| 8                                     | 5 V1        | Varies        | 20    |                                                                                               |
|                                       |             |               |       |                                                                                               |
|                                       |             |               |       |                                                                                               |

Notes:

All dimensions are out to out.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual lengths are measured along centerline of bar to the nearest inch.

All bars shall be epoxy coated.

All exposed surfaces of the existing structural steel piles and sway bracing shall be recoated with one 6-mil thickness of aluminum gray epoxy-mastic primer applied over an SSPC-SP3 surface preparation in accordance with Sec 1081. The bituminous coating shall be applied one foot above and below the existing ground line and in accordance with Sec 702. These protective coatings will not be required below the normal low water line. The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy-Mastic Primer. The cost of the aluminum gray epoxy-mastic primer and bituminous coating will be considered completely covered by the contract lump sum price for Aluminum Gray Epoxy-Mastic Primer.①

General Notes:

All concrete for pile encasement shall be Class B (f'c = 3000 psi).

The reinforcing steel shall be epoxy coated Grade 60 with fy = 60,000 psi

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

The exposed and accessible surfaces of the existing structural steel that will be encased in concrete shall be cleaned with a minimum of SSPC-SP-3 surface preparation and coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of not less than 3 mils before concrete is poured. The surface preparation and coating for piles shall extend a minimum of one foot outside the face of the pile encasement.

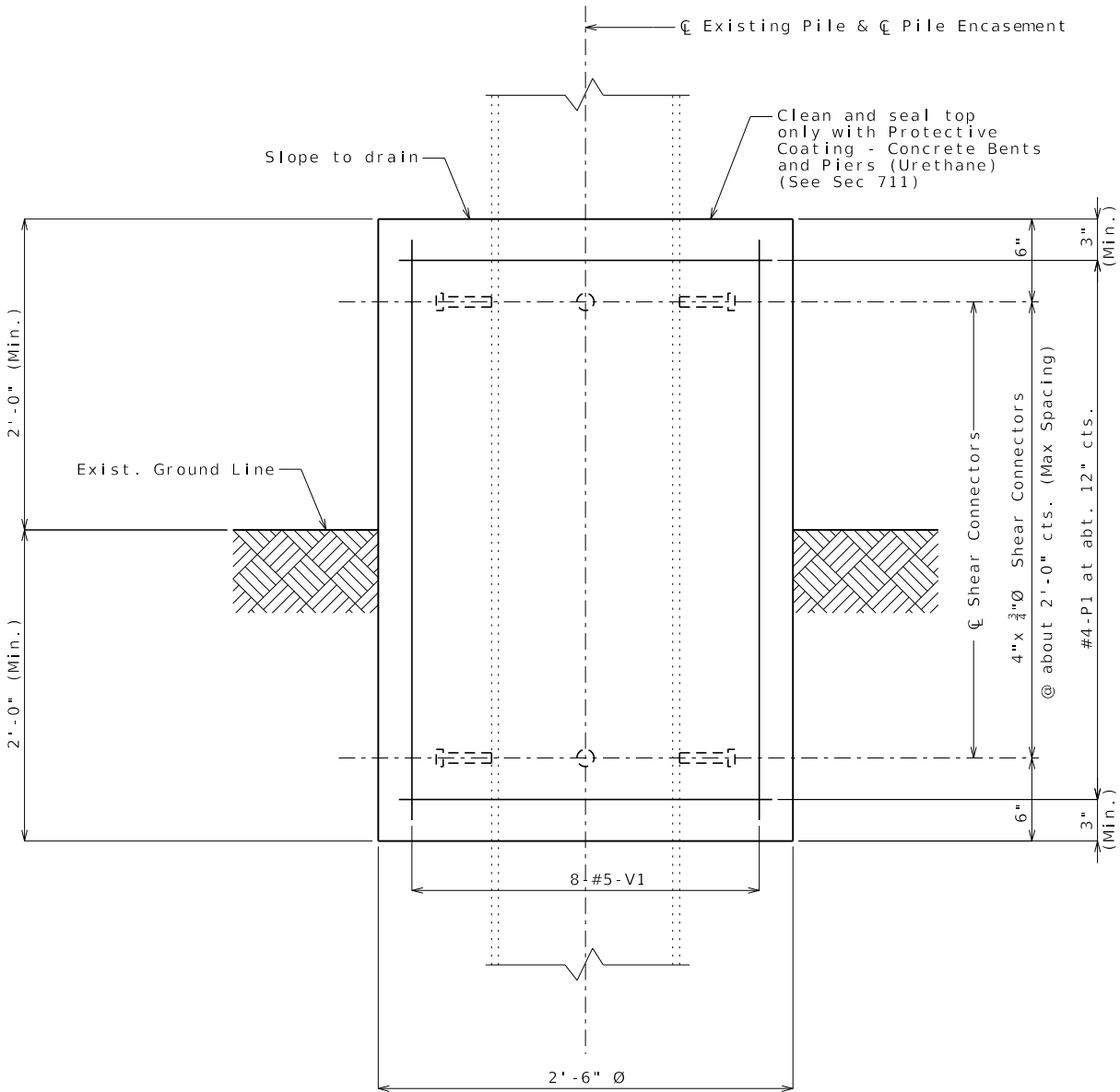
Cost of all concrete, reinforcement, shear connectors, surface preparation, coatings and any other incidental material or labor to complete pile encasement, complete in place, will be considered completely covered by the contract unit price for Pile Encasement.

Cost of all excavation will be considered completely covered by the contract lump sum price for Class 2 Excavation.

Cost of dewatering will be considered completely covered by the contract lump sum price for Dewatering. See special provisions.

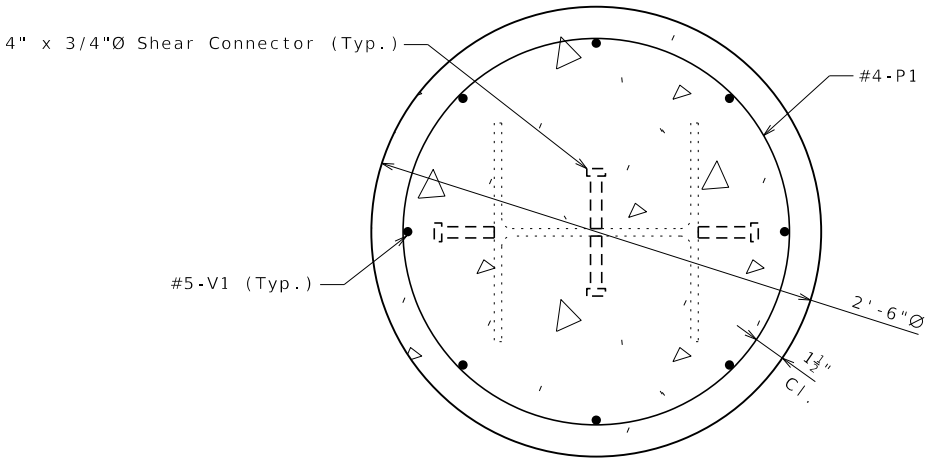
A FRP pile jacketing system may be used in lieu of pile encasement at the contractor's option. No additional payment will be made for this substitution. See special provisions.

Shear connectors shall be in accordance with Sec 712, 1037 and 1080.



PART ELEVATION SHOWING PILE ENCASEMENT

Note: Existing sway bracing not shown for clarity. Shift reinforcing steel in the field to clear existing sway bracing.②



SECTION SHOWING PILE ENCASEMENT

PILE ENCASEMENT

Detailed  
Checked

DATE PREPARED  
10/17/2023

ROUTE  
STATE  
MO

DISTRICT  
SHEET NO.  
000

COUNTY

JOB NO.


CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
|-------------|------|
|             |      |
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|             |      |
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|             |      |
|             |      |

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)



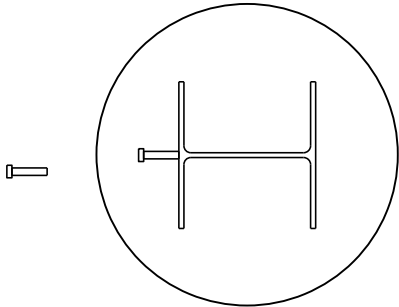
Standard Drawing Guidance  
(do not show on plans):

- ① Use this note for coating any remaining piles or pile sections, and sway bracing not being repaired. Use this note on Front Sheet or Notes Sheet when no repair or no encasement is required. Include standard pay items "Surface Preparation for Applying Epoxy-Mastic Primer" and either "Aluminum Epoxy-Mastic Primer" or "Gray Epoxy-Mastic Primer".

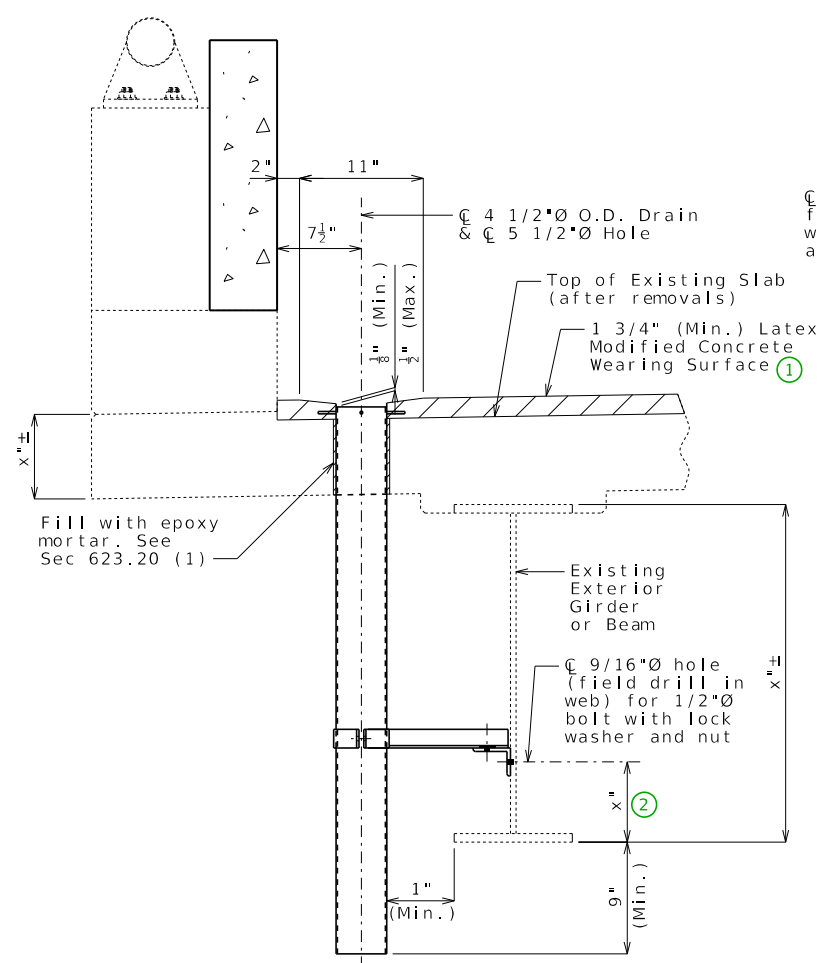
"Aluminum" is preferred because it acts as both a barrier and corrosion protection where "Gray" only acts as a barrier. If for any reason coated pile is embedded in fresh concrete or "Gray" is being used elsewhere, "Aluminum" shall not be used.)

See EPG 751.40.1.2.1 for guidance on when coating, encasement or jacketing, and plating or partial replacement should be considered.

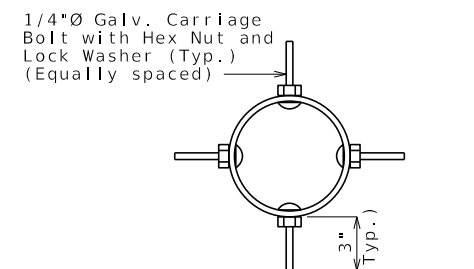
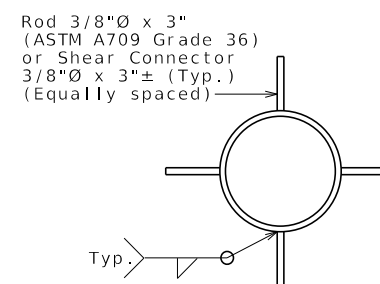
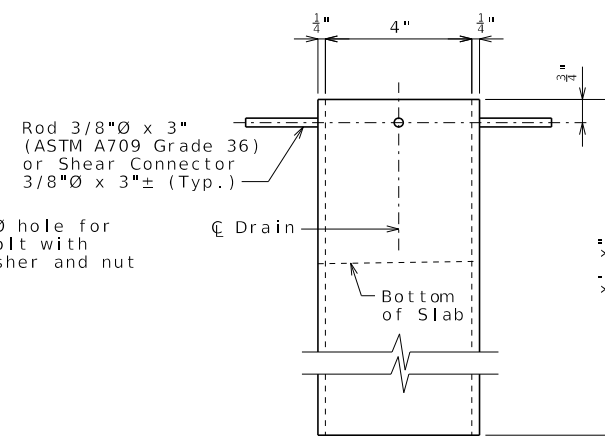
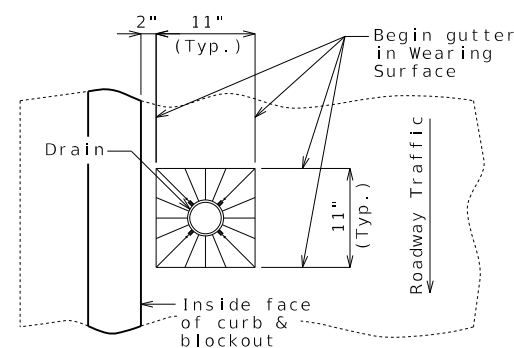
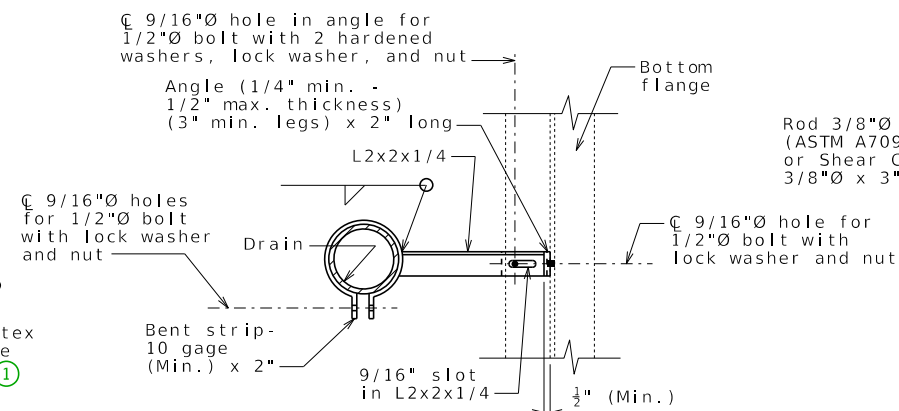
- ② Delete note if there is not any existing sway bracing.







(1) Use backer rod around drain @ bottom of slab and epoxy inject from the top.



General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

The bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M232 (ASTM A153), Class C.

All 1/2-inch diameter bolts shall be ASTM A307, except as noted.

Shop drawings will not be required for the slab drains and the bracket assembly.

Cost of cored slab drains, complete in place, will be considered completely covered by the contract unit price for Cored Slab Drain per each.

Holes for slab drains shall be cored.  
Percussion drilling will not be permitted.

Slab drain locations may be shifted the minimum extent necessary to avoid slab reinforcement and to allow for field drilling bolt hole in web of existing beam for bracket assembly attachment. (4)

③ Cored slab drains shall be placed vertically.

For details of plugging existing curb outlets, see Sheet No. .

Notes for Steel Drain:

Slab drains shall be fabricated from 1/4-inch structural steel tubing ASTM A500 or A501.

The drains shall be galvanized in accordance with ASTM A123.

Drains shall be inserted through slab such that damage to galvanized coating is minimized.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Minimum reinforced wall thickness shall be 1/4 inch.

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance. Care shall be taken to avoid damage to exterior coating during installation.

The color of the slab drain shall be gray (Federal Standard #26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D4329 Cycle 1. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drains shall be as recommended by the manufacturer to ensure a smooth, chip-free cut.

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 3/3/2025      |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 000       |

|        |
|--------|
| COUNTY |
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|              |
|--------------|
| JOB NO.      |
| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

This Bridge Standard Drawing is meant to be used as a starting point. Modify details as needed.

Standard Drawing Guidance (Do not show on plans):

- ① Modify as needed.
- ② Approximately one sixth of girder/beam height; 5" minimum
- ③ Add Note H7.8.2 when attaching to weathering steel girders or beams (See EPG 751.50)
- ④ Omit underlined portion for prestressed girders.

PART PLAN SHOWING CORED SLAB DRAIN LOCATIONS

## CORED SLAB DRAINS

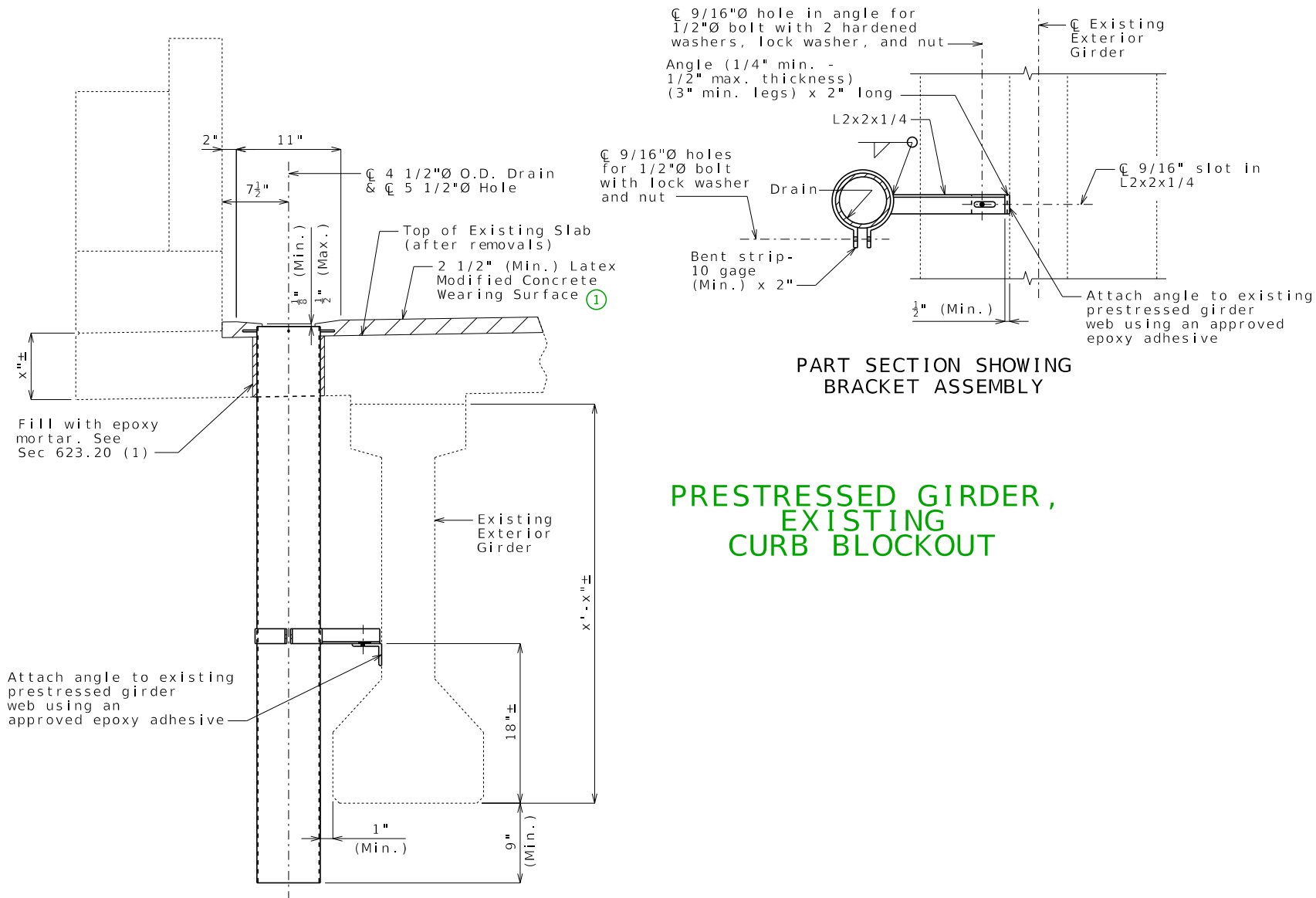
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of



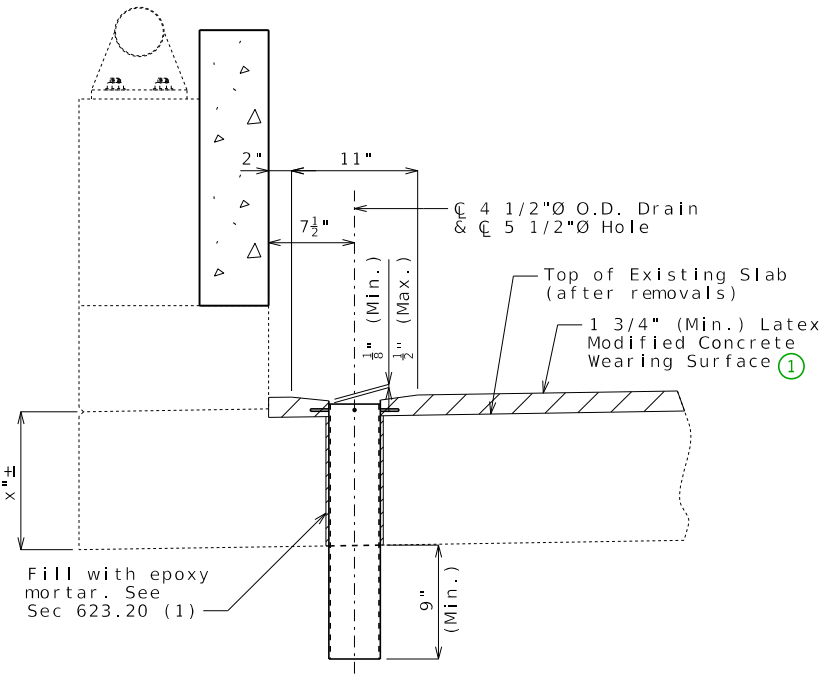
RHB18\_Cored\_Slab\_Drains     Alternate Details Sh. 1 of 2



PRESTRESSED GIRDER,  
EXISTING  
CURB BLOCKOUT

(1) Use backer rod around drain @ bottom of slab and epoxy inject from the top.

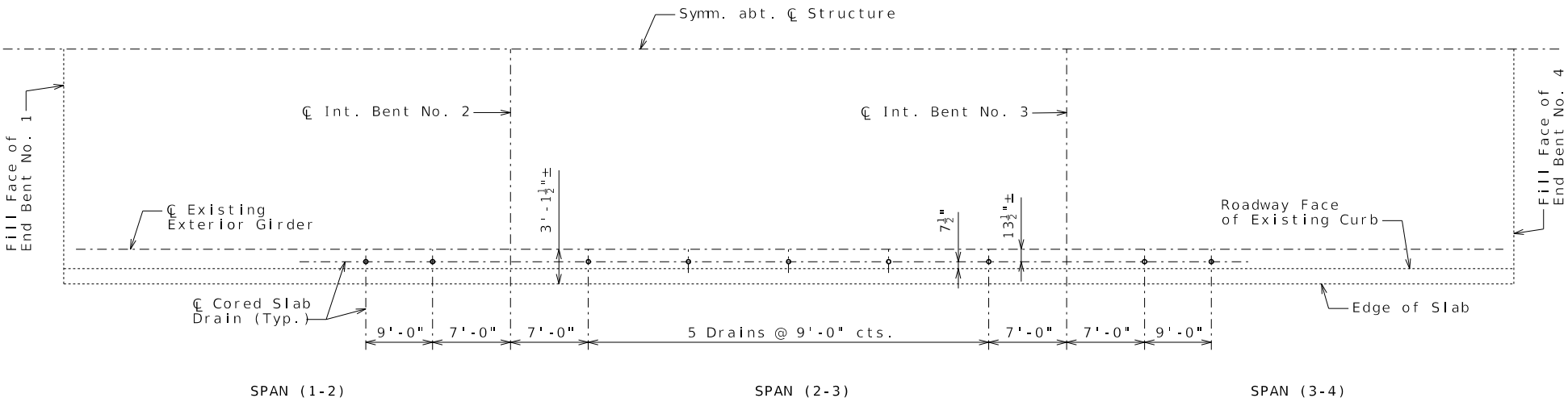
PART SECTION NEAR DRAIN



(1) Use backer rod around drain @ bottom of slab and epoxy inject from the top.

PART SECTION NEAR DRAIN

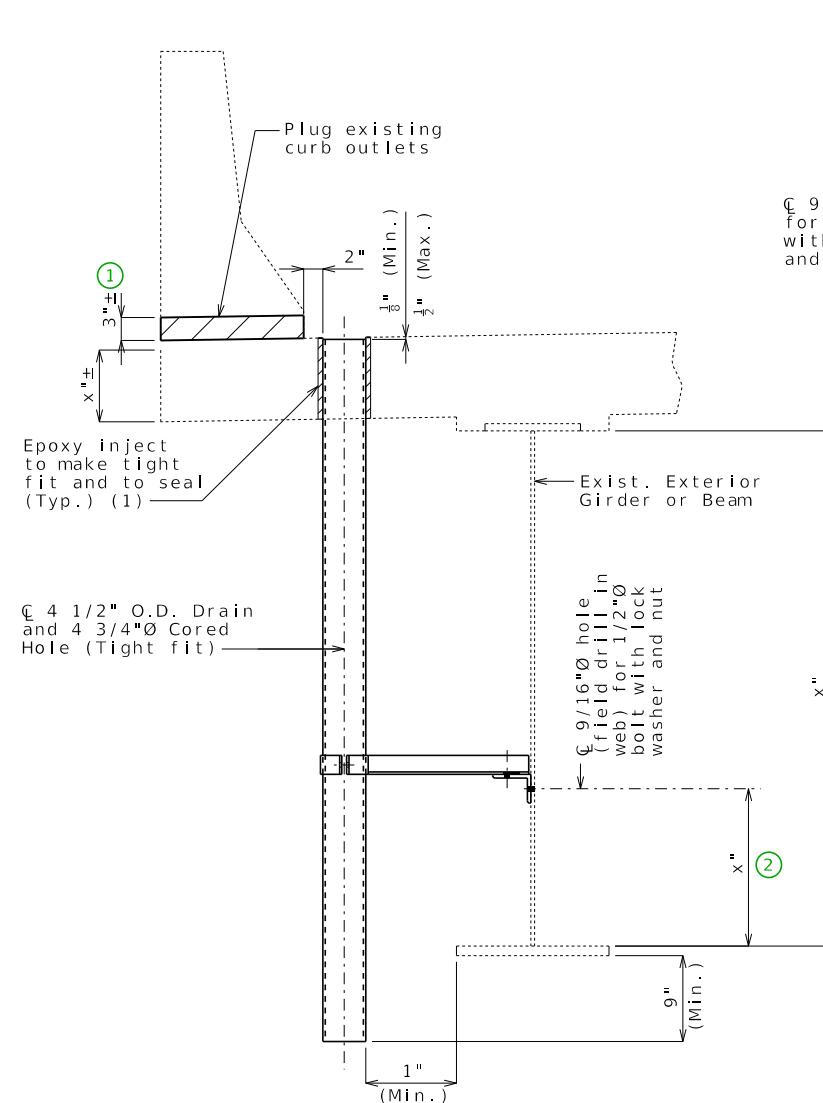
SOLID SLAB



PART PLAN SHOWING CORED SLAB DRAIN LOCATIONS

EXAMPLE PLAN

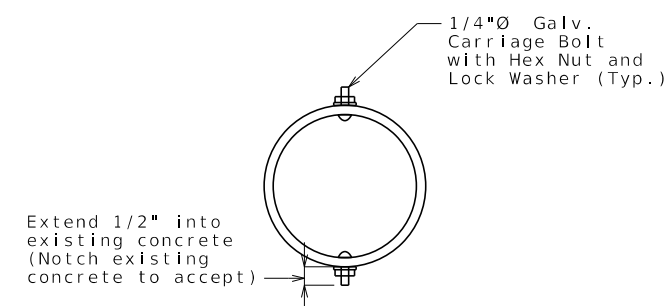
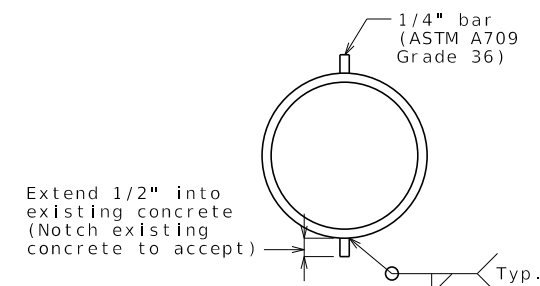
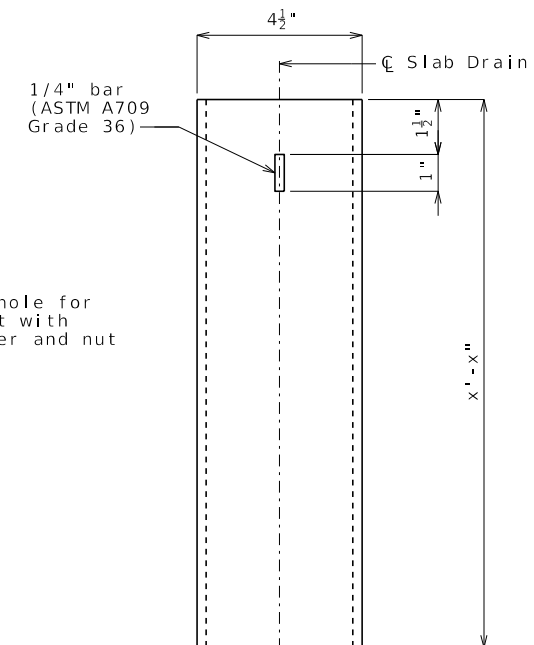
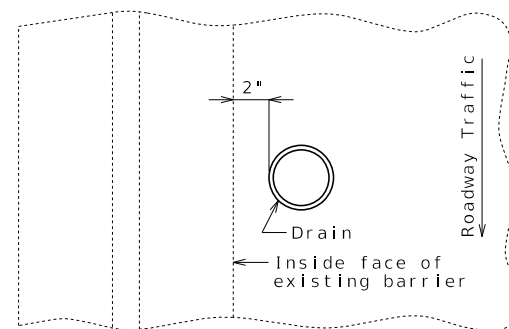
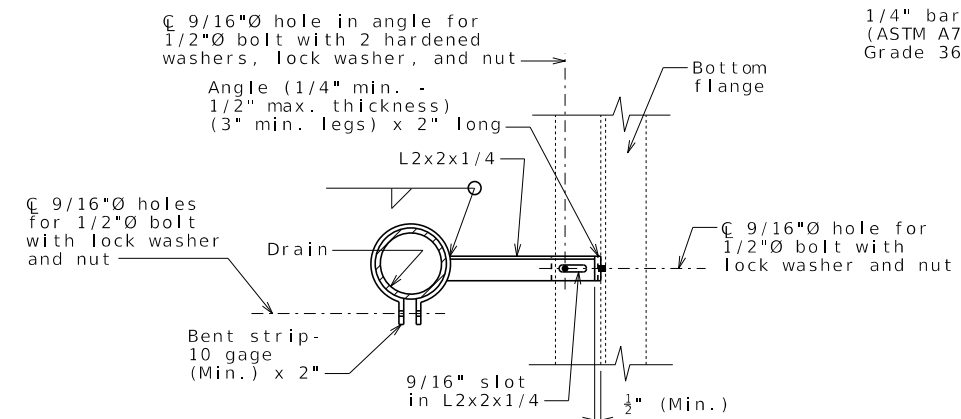




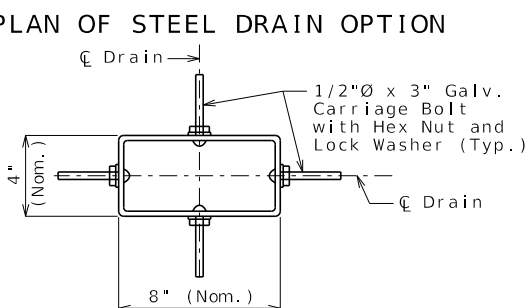
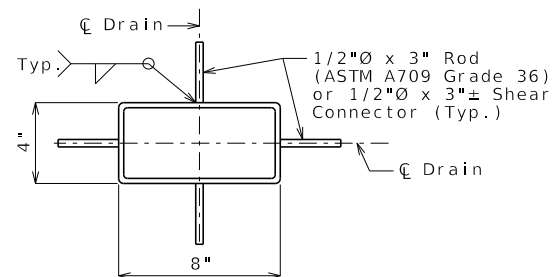
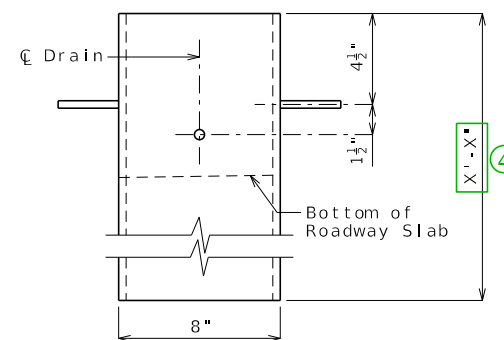
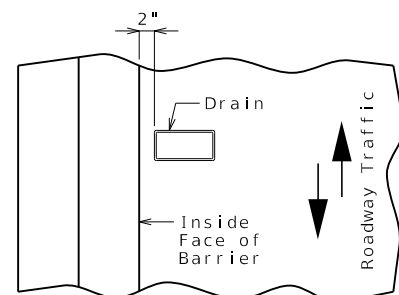
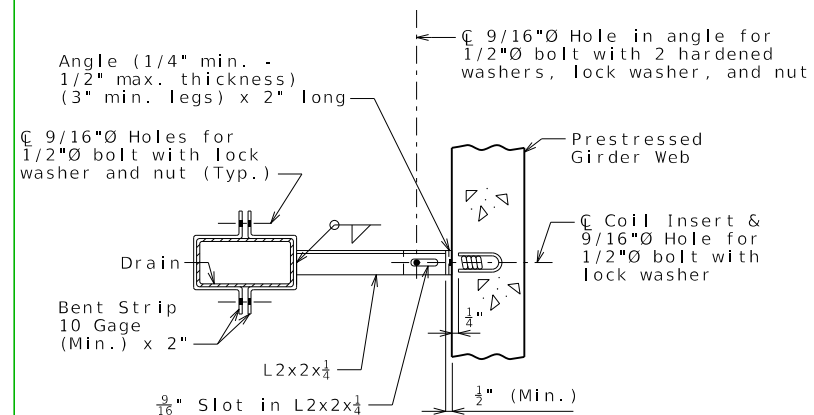
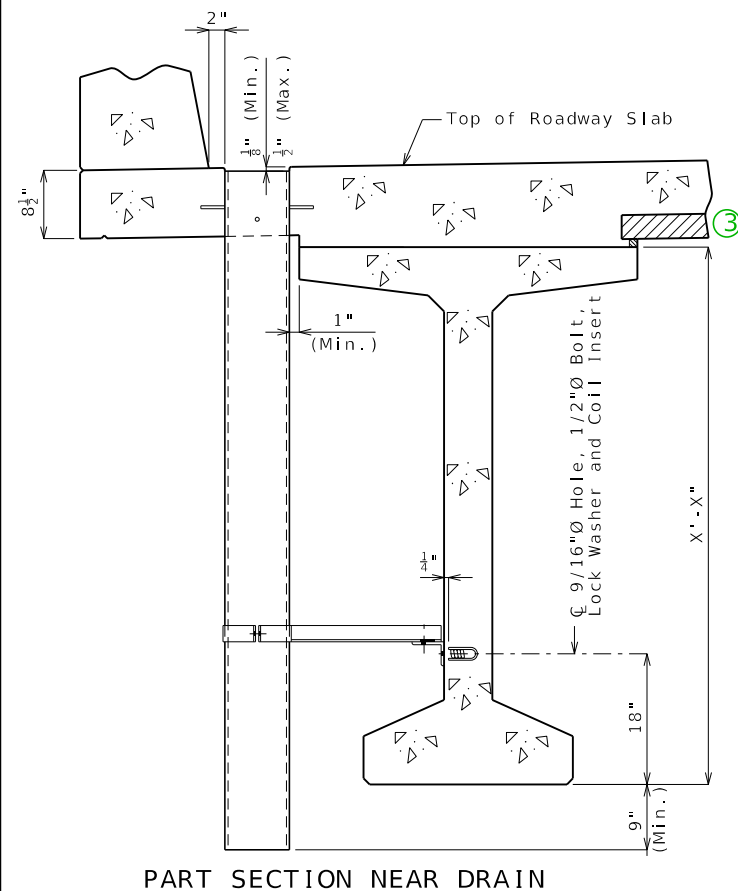
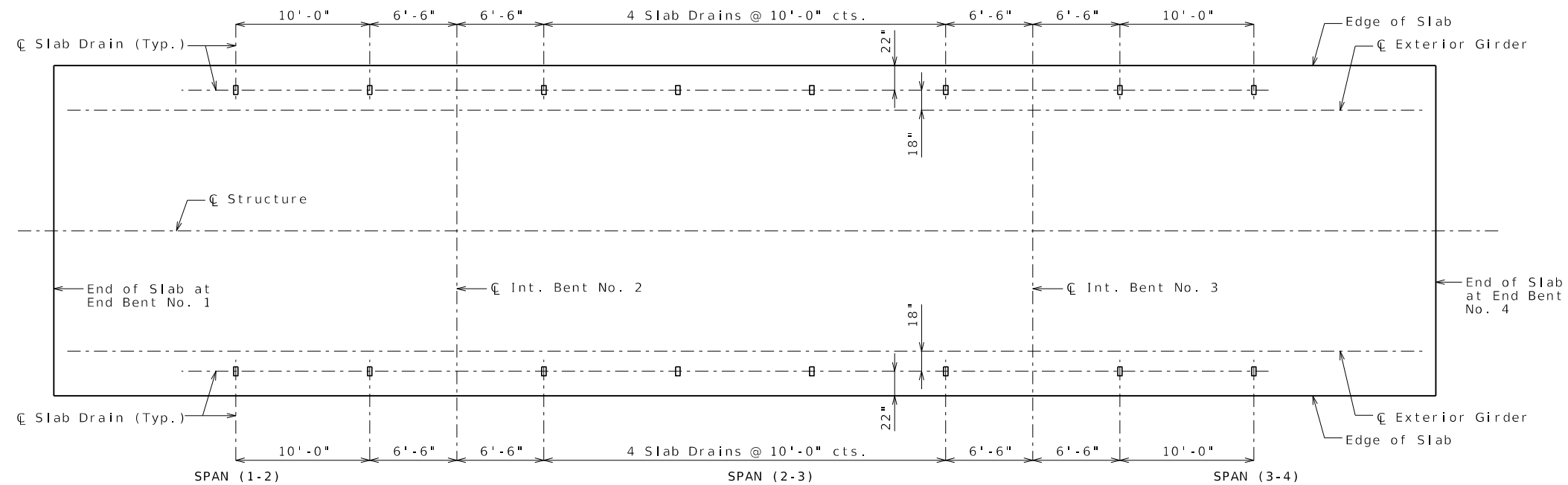
(1) Use backer rod around drain @ bottom of slab and epoxy inject from the top.

## ANCHOR TO EXISTING SLAB, STEEL GIRDER

(Based on A02015 & A46301)







General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The coil inserts and bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307.

Shop drawings will not be required for the slab drains and the bracket assembly.

The coil insert required for the bracket assembly attachment shall be located on the prestressed girder shop drawings.

Coil inserts shall have a concrete pull-out strength (ultimate load) of at least 2,500 pounds in 5,000 psi concrete.

The bolt required to attach the slab drain bracket assembly to the prestressed girder web shall be supplied by the prestressed girder fabricator.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

### Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

Minimum reinforced wall thickness shall be 1/4 inch.

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for resistance in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 1         |
| COUNTY        |           |
|               |           |
| JOB NO.       |           |
|               |           |
| CONTRACT ID.  |           |
|               |           |
| PROJECT NO.   |           |
|               |           |
| BRIDGE NO.    |           |

| DATE | DESCRIPTION |
|------|-------------|
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MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

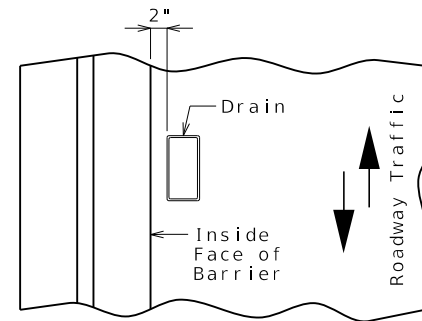
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



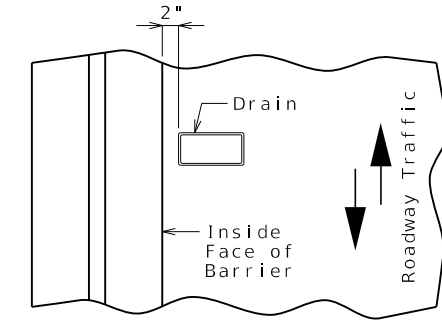
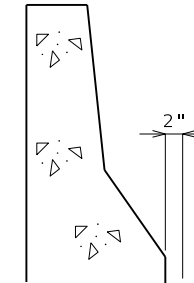
Alternate details for Type B barrier (SBC):

Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway requiring a cantilever 4 feet or more. Use the below details for drains parallel to roadway requiring a cantilever 3'-8" or more.
- ③ Delete panels for CIP slab.
- ④ Total drain length is equal to 9" + maximum girder and haunch + slab thickness, rounded UP to the next whole inch.

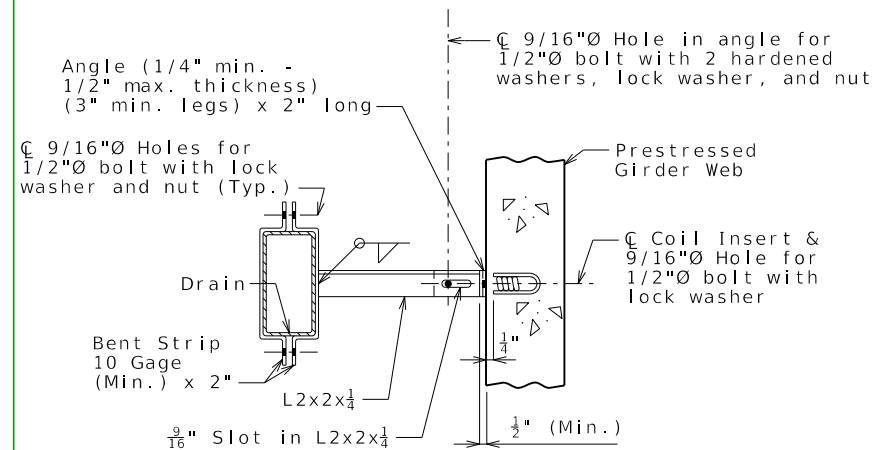


PART PLAN OF SLAB AT DRAIN

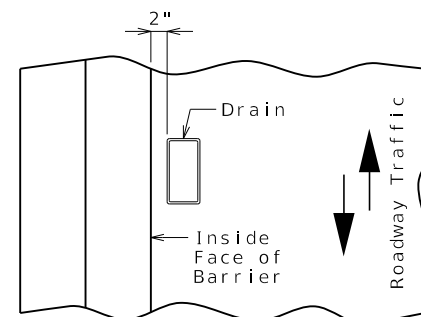


PART PLAN OF SLAB AT DRAIN

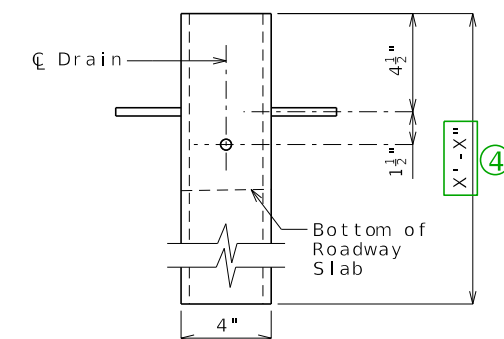
②



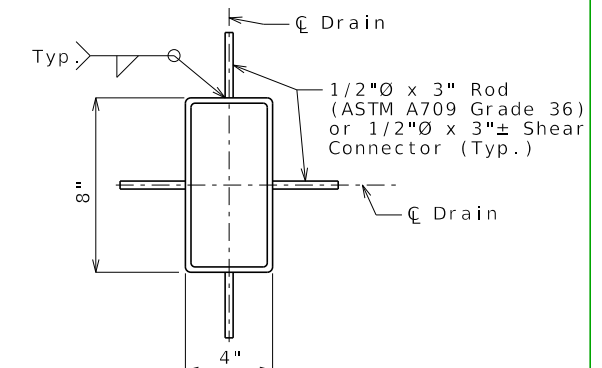
PART SECTION SHOWING BRACKET ASSEMBLY



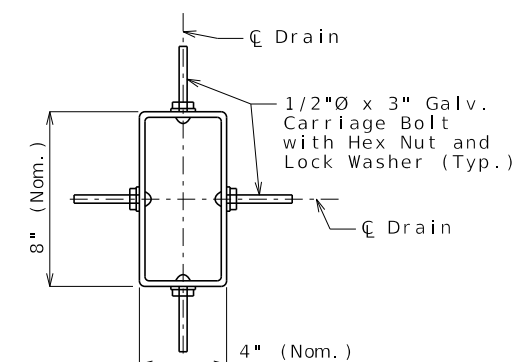
PART PLAN OF SLAB AT DRAIN



ELEVATION OF DRAIN

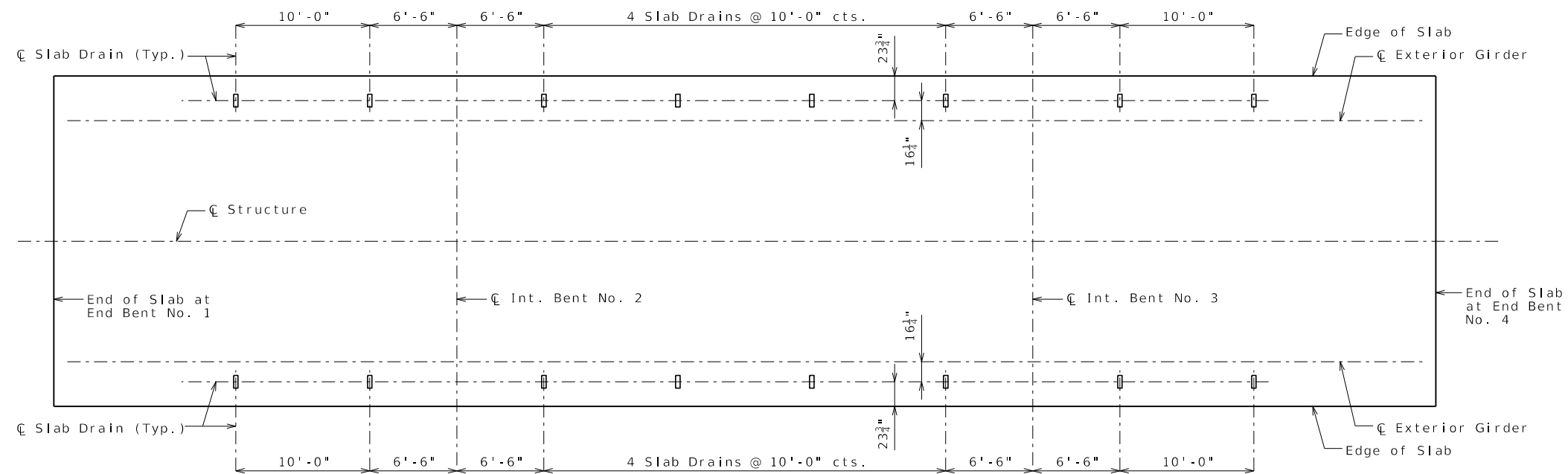


### PLAN OF STEEL DRAIN OPTION

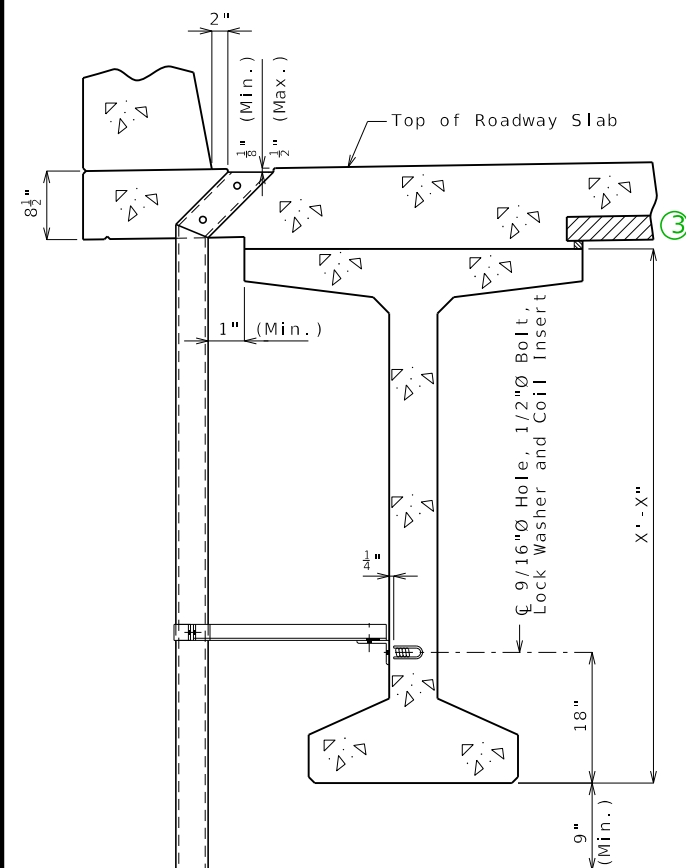


PLAN OF FRP DRAIN OPTION

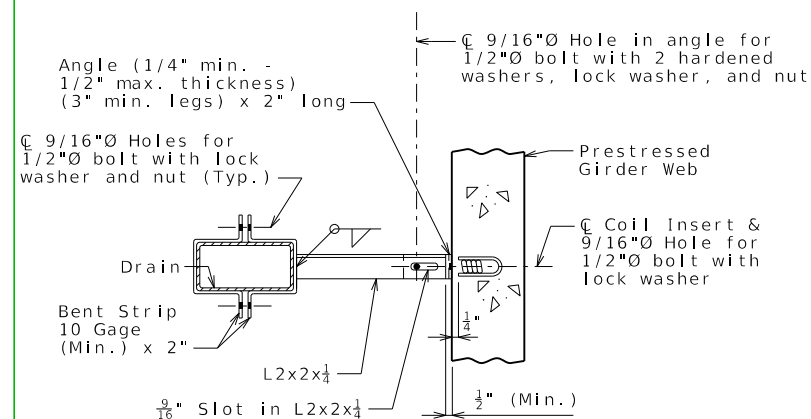




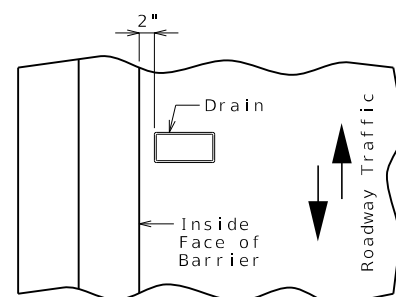
PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



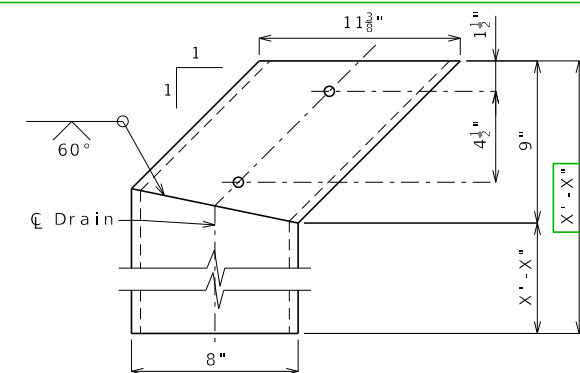
## PART SECTION NEAR DRAIN



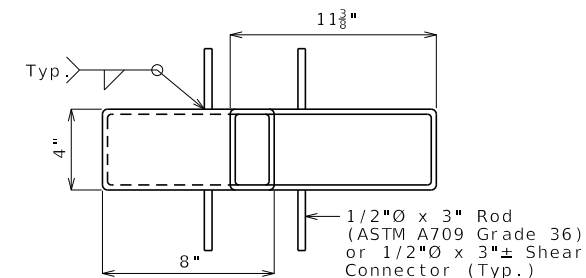
## PART SECTION SHOWING BRACKET ASSEMBLY



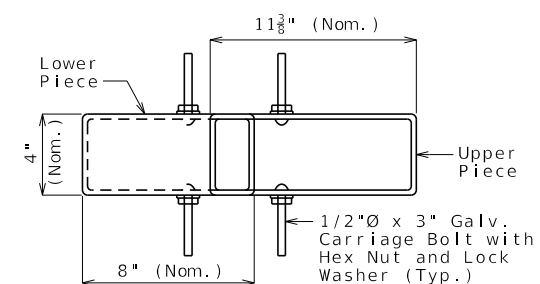
## PART PLAN OF SLAB AT DRAIN



## ELEVATION OF DRAIN



### PLAN OF STEEL DRAIN OPTION



### PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The coil inserts and bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307.

Shop drawings will not be required for the slab drains and the bracket assembly.

The coil insert required for the bracket assembly attachment shall be located on the prestressed girder shop drawings.

Coil inserts shall have a concrete pull-out strength (ultimate load) of at least 2,500 pounds in 5,000 psi concrete.

The bolt required to attach the slab drain bracket assembly to the prestressed girder web shall be supplied by the prestressed girder fabricator.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

Minimum reinforced wall thickness shall be 1/4 inch.

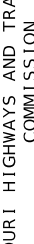
The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested under UV radiation in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

Both upper and lower drain pieces shall be rigidly connected to each other. Drain flow shall not be obstructed. Approval of the engineer is required.

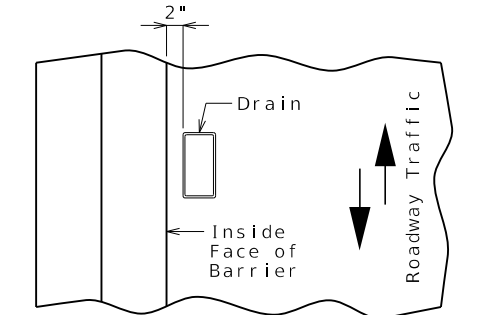
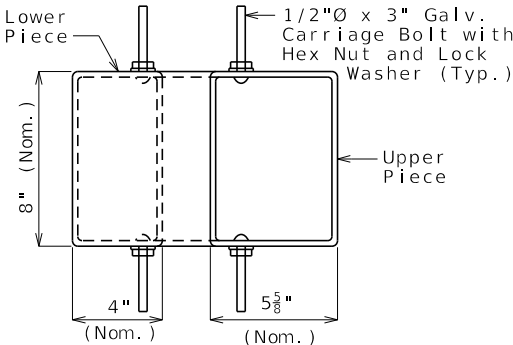
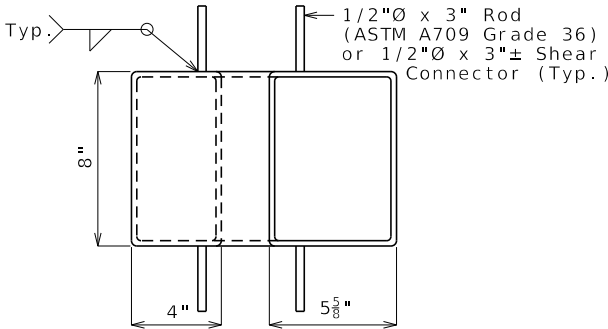
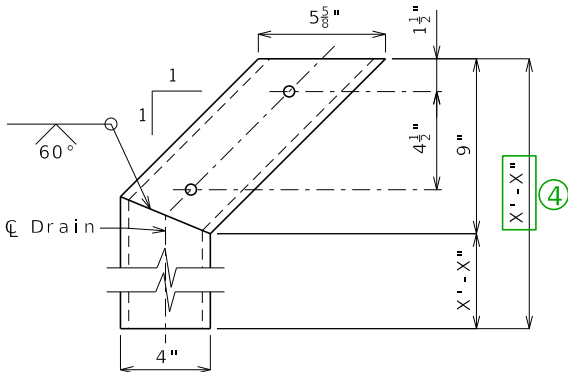
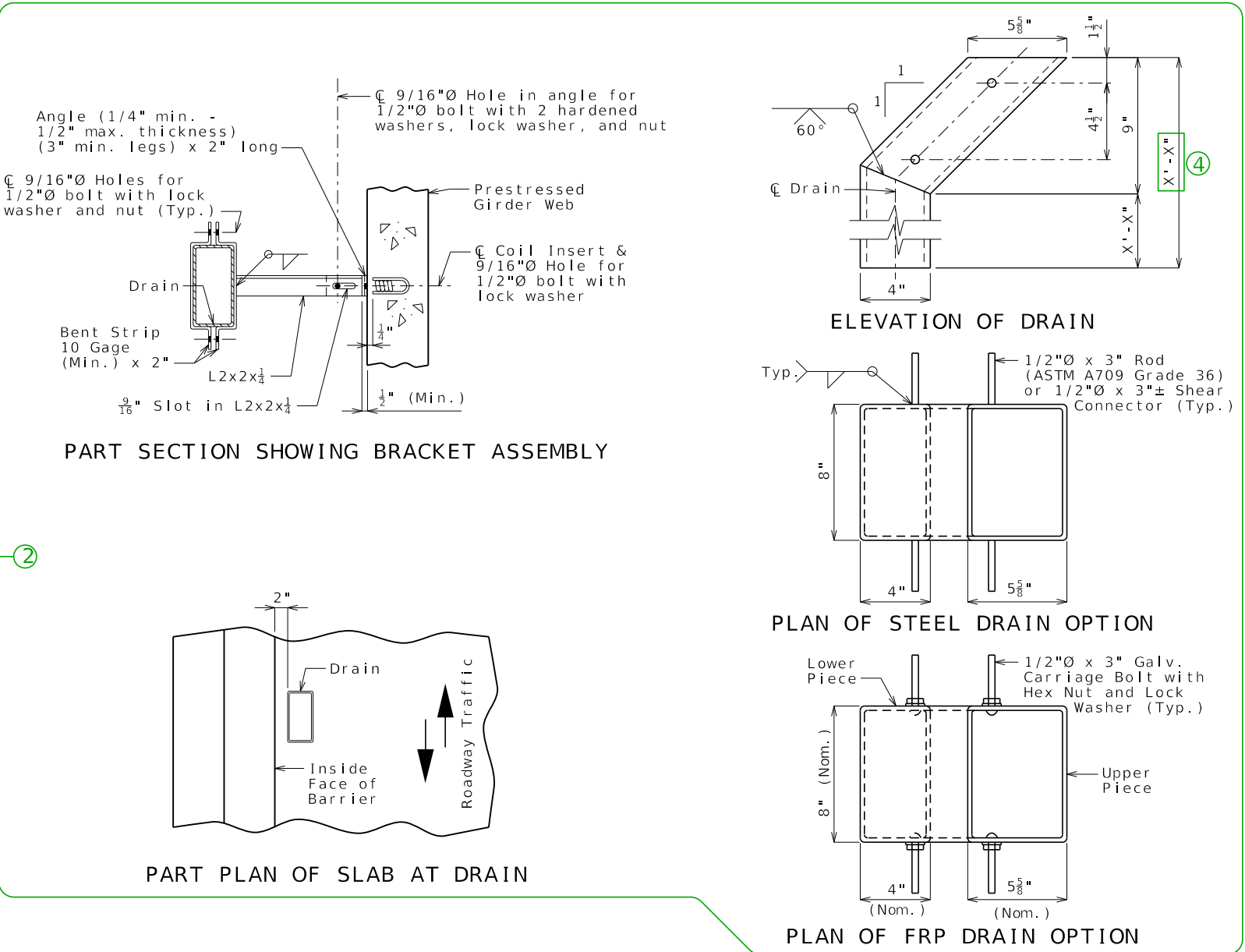
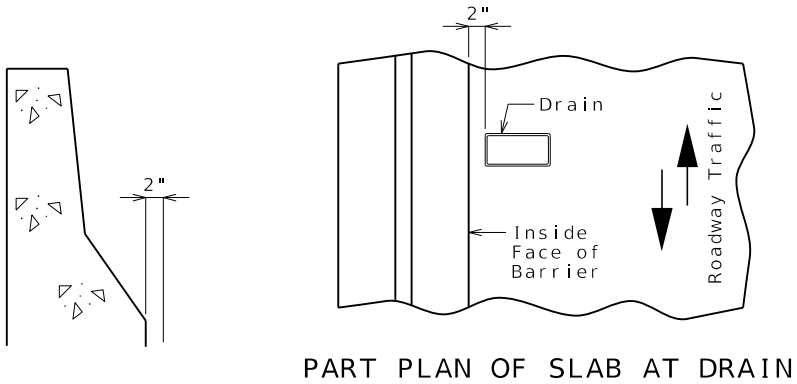
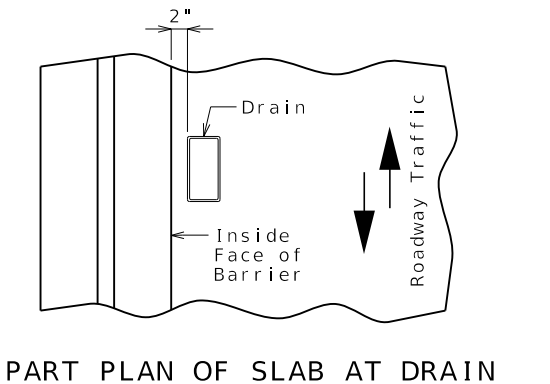
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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>10/17/2023                                                                                                                                                                                                                |                |
| ROUTE                                                                                                                                                                                                                                      | STATE<br>MO    |
| DISTRICT                                                                                                                                                                                                                                   | SHEET NO.<br>2 |
| COUNTY                                                                                                                                                                                                                                     |                |
| JOB NO.                                                                                                                                                                                                                                    |                |
| CONTRACT ID.                                                                                                                                                                                                                               |                |
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| DESCRIPTION                                                                                                                                                                                                                                | DATE           |
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|  <p>MISSOURI HIGHWAYS AND TRANSPORTATION<br/>COMMISSION</p> <p>105 WEST CAPITOL<br/>JEFFERSON CITY, MO 65102<br/>1-888-ASK-MODOT (1-888-275-6636)</p> |                |



Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway requiring a cantilever 4 feet or more. Use the below details for drains parallel to roadway requiring a cantilever 3'-8" or more.
- ③ Delete panels for CIP slab.
- ④ Total drain length is equal to 9" + maximum girder and haunch + slab thickness, rounded UP to the next whole inch.

Alternate details for Type B barrier (SBC):





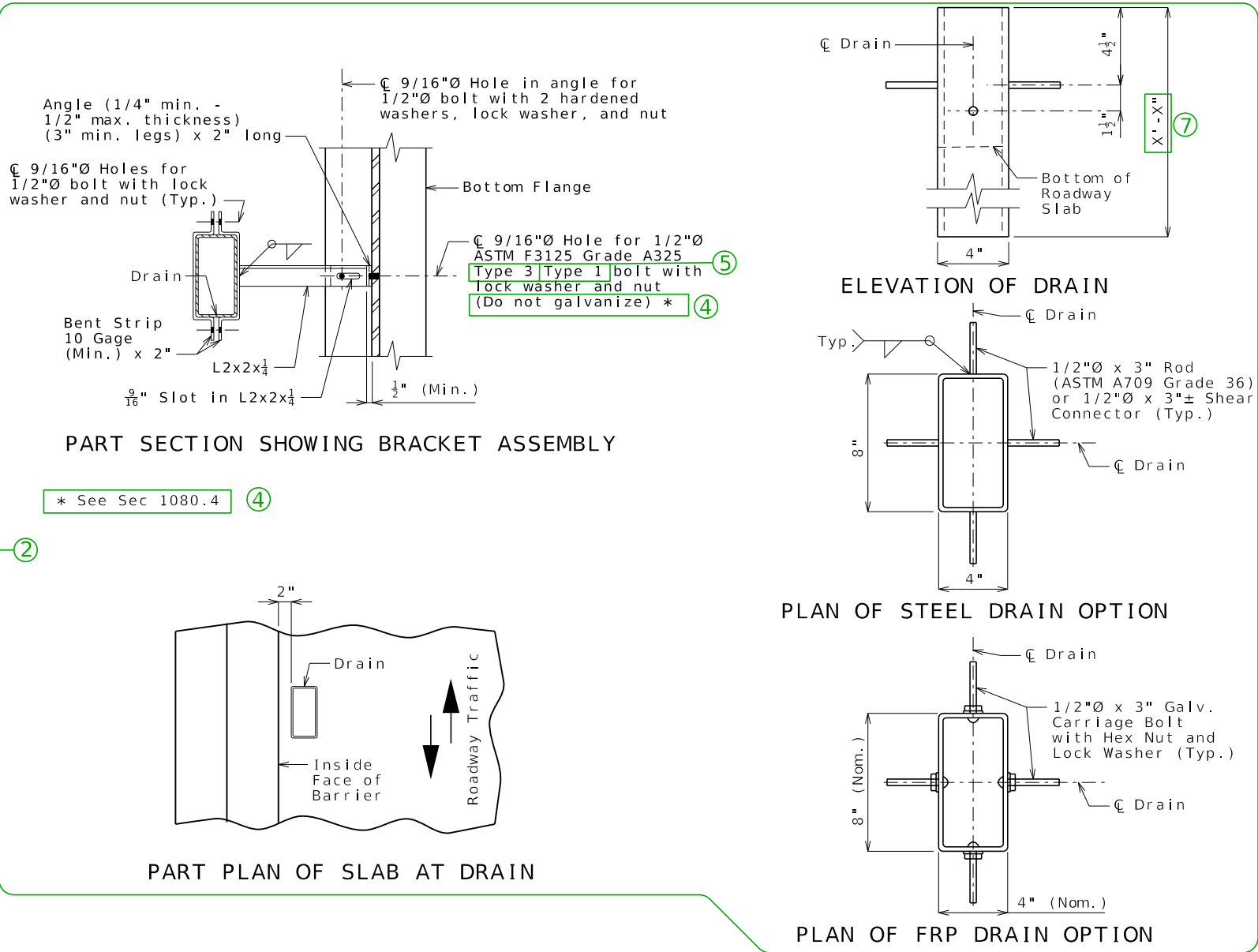
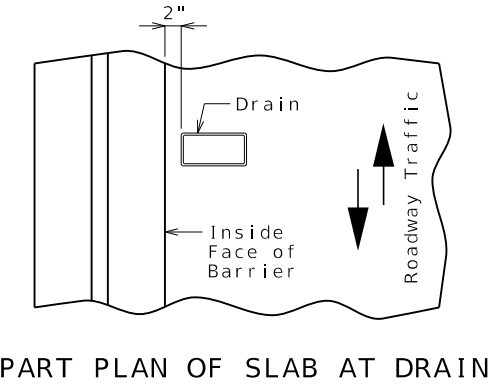
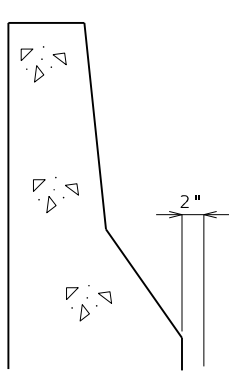
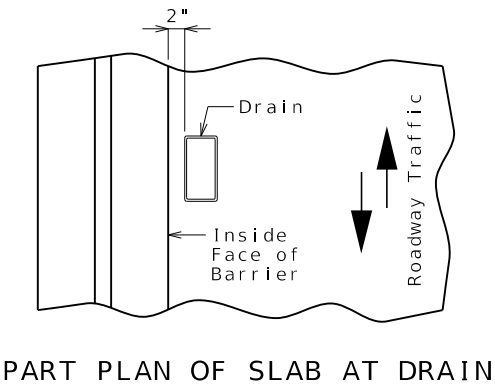




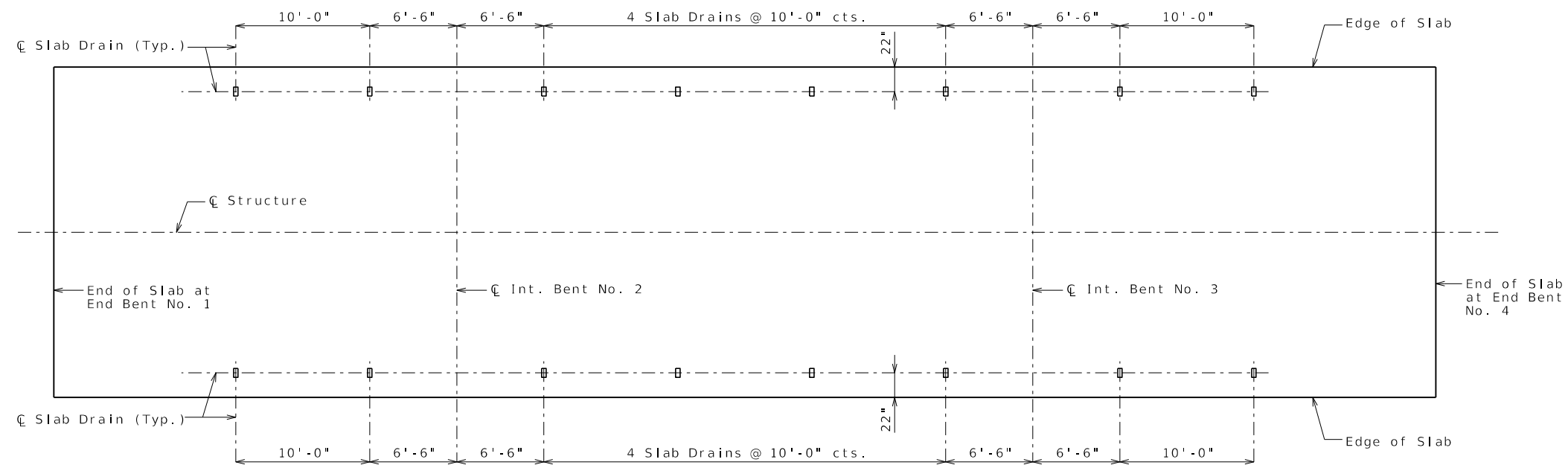
Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway.  
Use the below details for drains parallel to roadway.
- ③ Use 1/6 of web depth.
- ④ Use with weathering steel. Delete for painted or galvanized steel.
- ⑤ Type 3 for weathering steel; Type 1 for painted or galvanized steel.
- ⑥ Delete panel for CIP slab.
- ⑦ Total drain length is equal to 9" + maximum girder and haunch + slab thickness, rounded UP to the next whole inch.

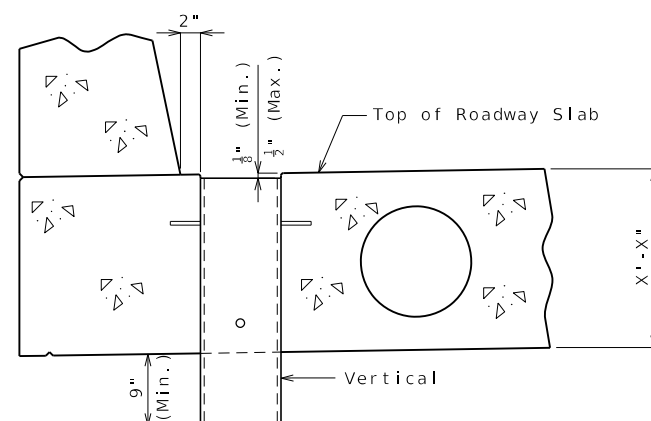
Alternate details for Type B barrier (SBC):



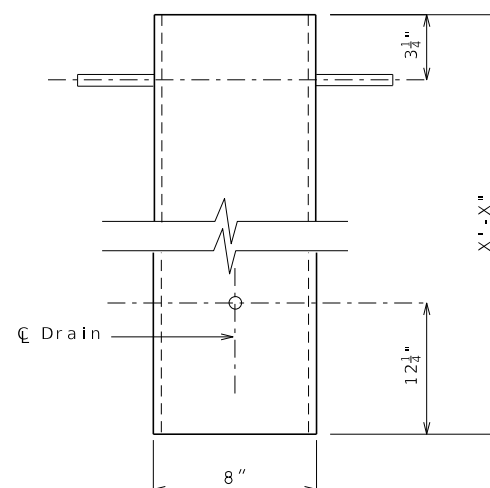




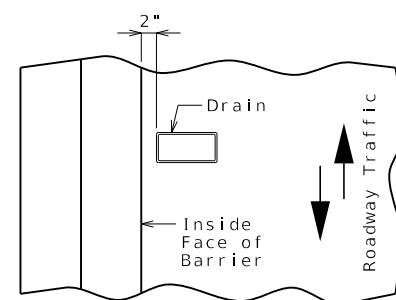
### PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



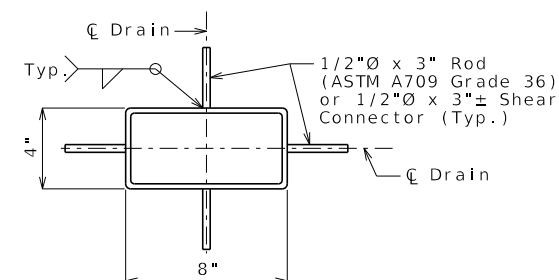
PART SECTION NEAR DRAIN



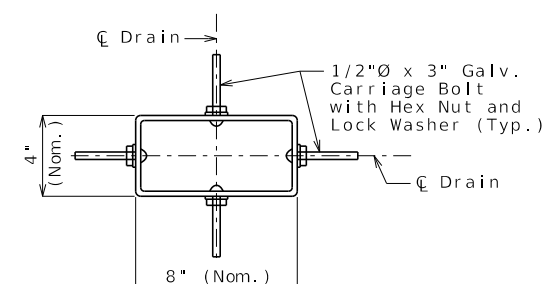
ELEVATION OF DRAIN



PART PLAN OF SLAB AT DRAIN



### PLAN OF STEEL DRAIN OPTION



PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

Shop drawings will not be required for the slab drains.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".


Minimum reinforced wall thickness shall be 1/4 inch.

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

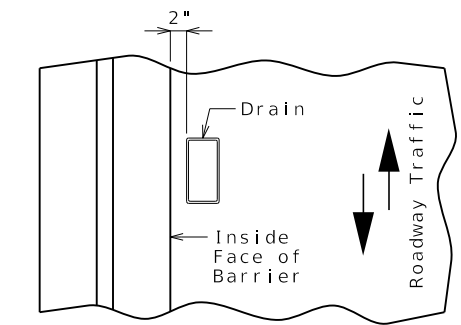
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| 10/17/2023                                                                                                                                                                                    |                |
| ROUTE                                                                                                                                                                                         | STATE<br>MO    |
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| MISSOURI HIGHWAYS AND TRANSPORTATION<br>COMMISSION                                                                                                                                            |                |
| <div><div>105 WEST CAPITAL<br/>JEFFERSON CITY, MO 65102<br/>1-888-ASK-MODOT (1-888-275-6636)</div></div> |                |



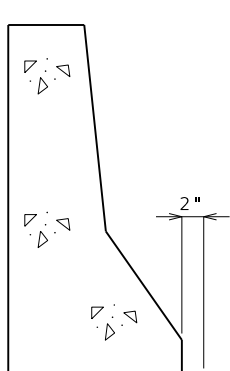
Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway. Use the below details for drains parallel to roadway.

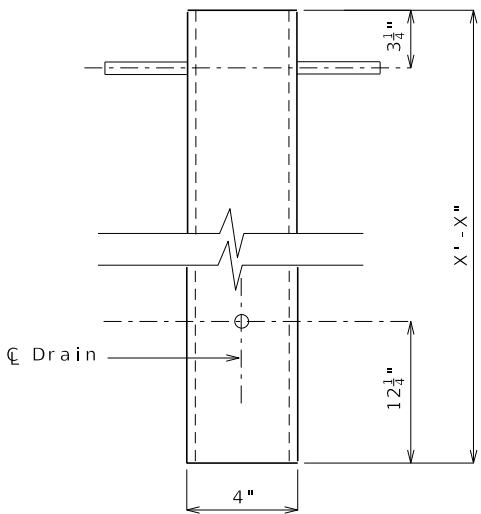
Alternate details for Type B barrier (SBC):



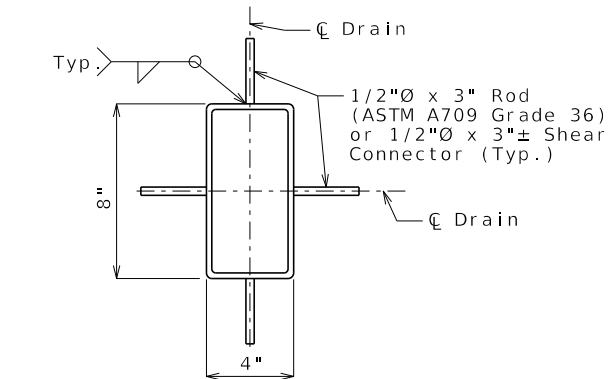
PART PLAN OF SLAB AT DRAIN



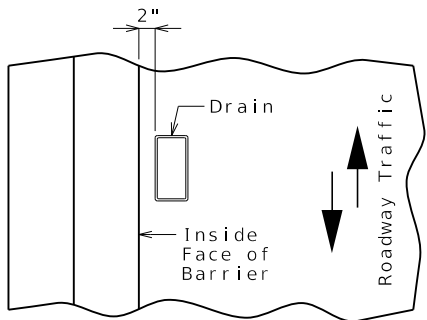
PART PLAN OF SLAB AT DRAIN



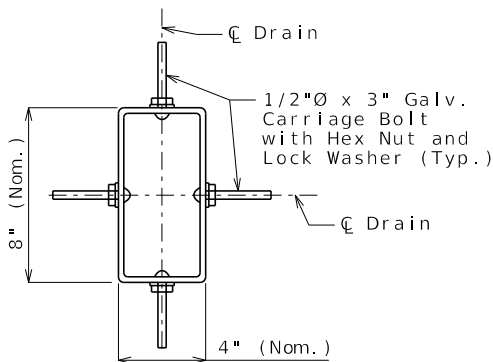
ELEVATION OF DRAIN



PLAN OF STEEL DRAIN OPTION

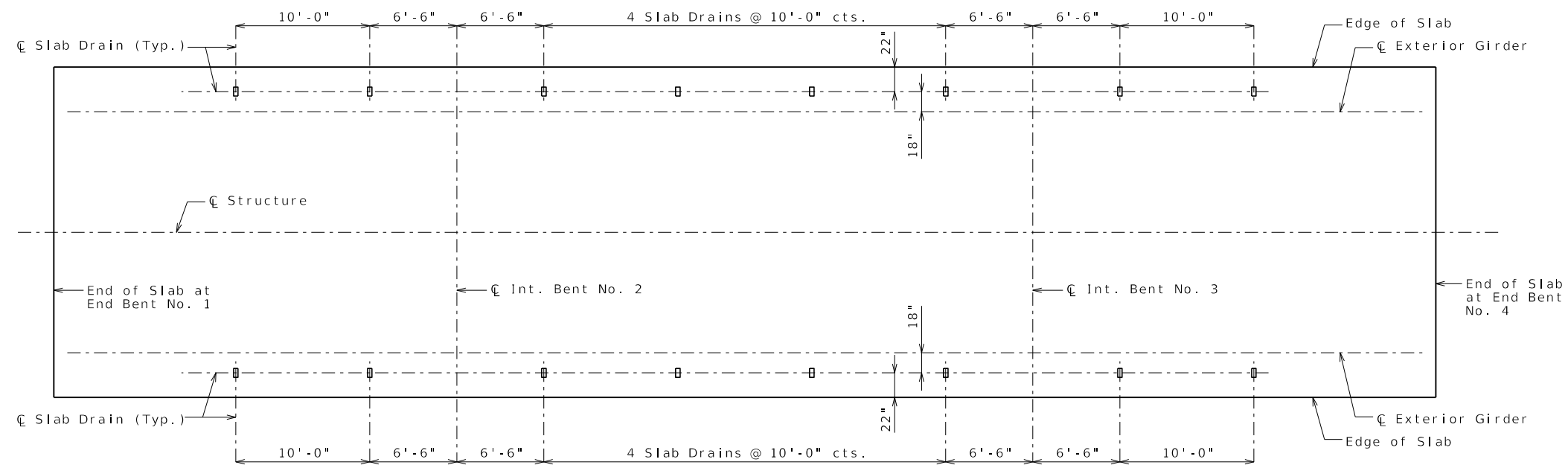


PART PLAN OF SLAB AT DRAIN

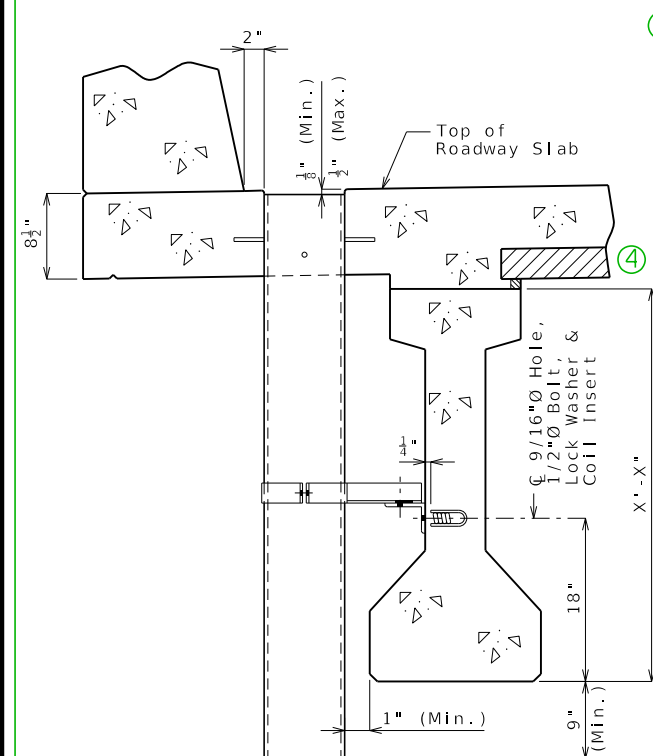


PLAN OF FRP DRAIN OPTION

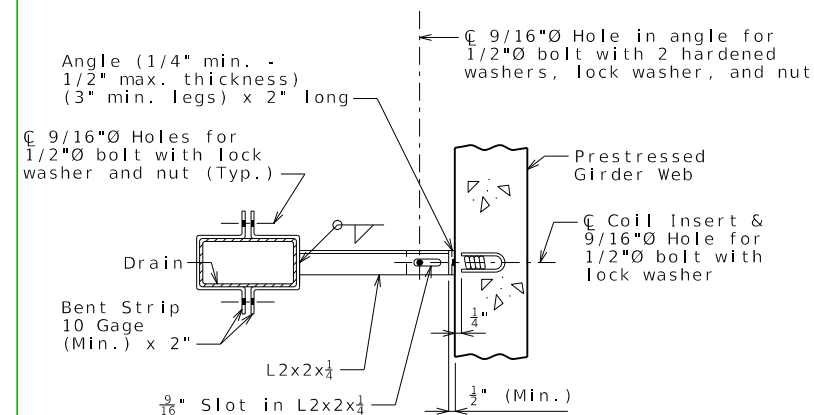




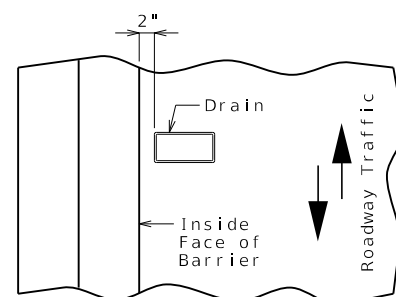
PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



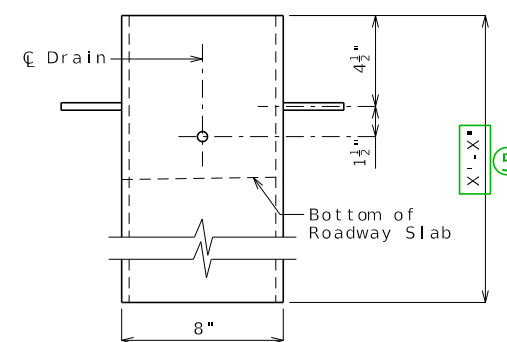
PART SECTION NEAR DRAIN



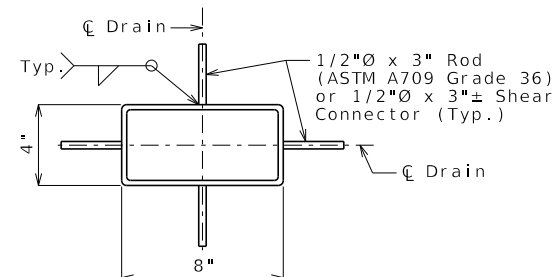
PART SECTION SHOWING BRACKET ASSEMBLY



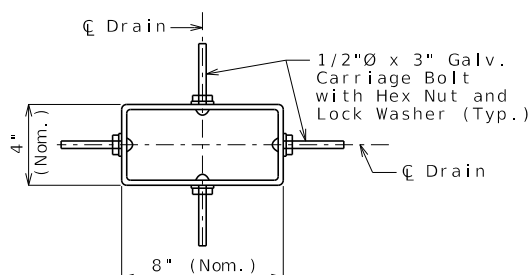
PART PLAN OF SLAB AT DRAIN



ELEVATION OF DRAIN



### PLAN OF STEEL DRAIN OPTION



PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The coil inserts and bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307.

Shop drawings will not be required for the slab drains and the bracket assembly.

The coil insert required for the bracket assembly attachment shall be located on the prestressed girder shop drawings.

Coil inserts shall have a concrete pull-out strength (ultimate load) of at least 2,500 pounds in 5,000 psi concrete.

The bolt required to attach the slab drain bracket assembly to the prestressed girder web shall be supplied by the prestressed girder fabricator.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

Minimum reinforced wall thickness shall be 1/4 inch.


The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

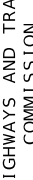
The combination of materials used in the manufacture of the drains shall be tested under UV radiation in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

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| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 5         |
| COUNTY        |           |
| JOB NO.       |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
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MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

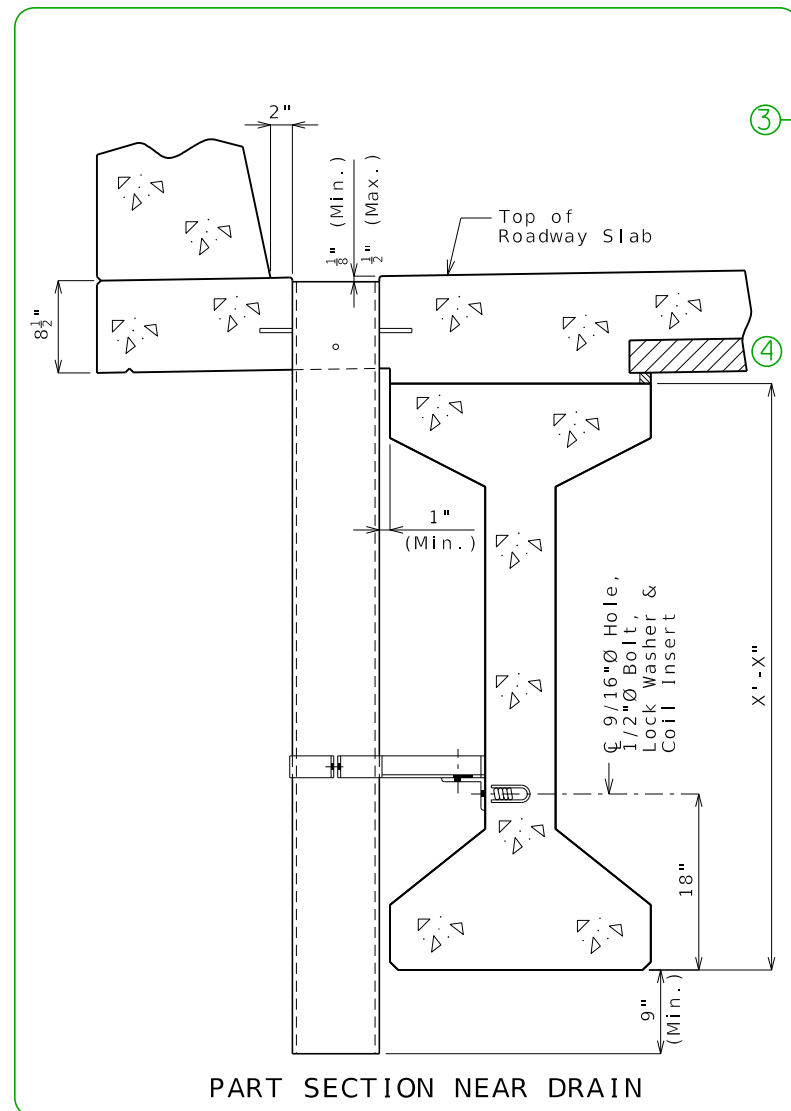


105 WEST CAPITAL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

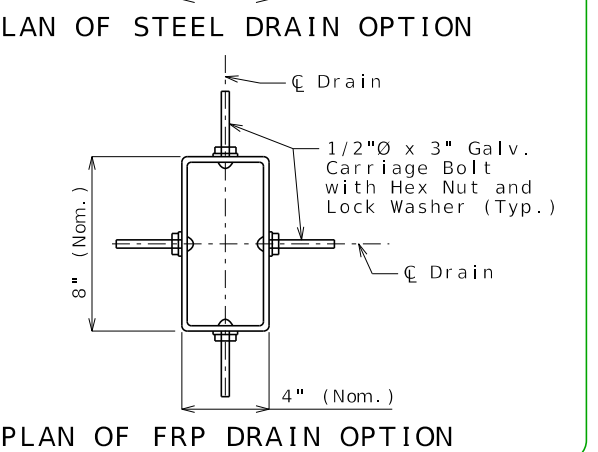
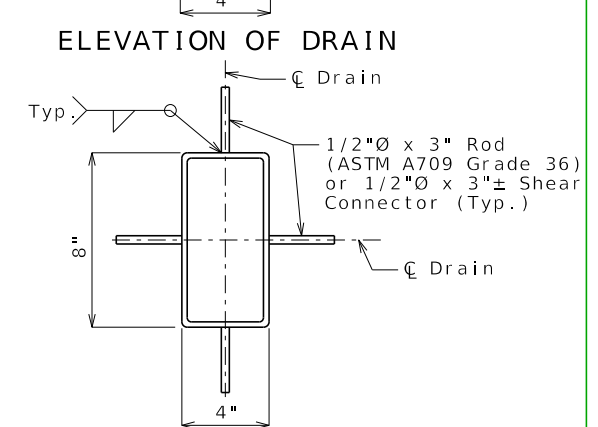
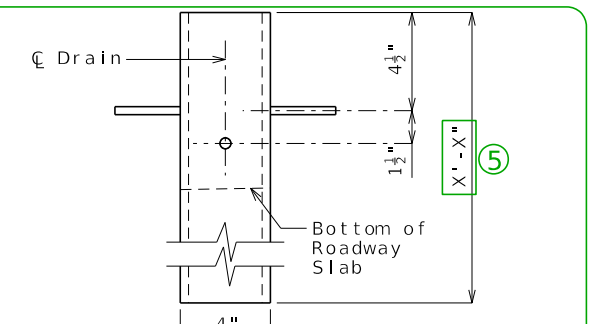
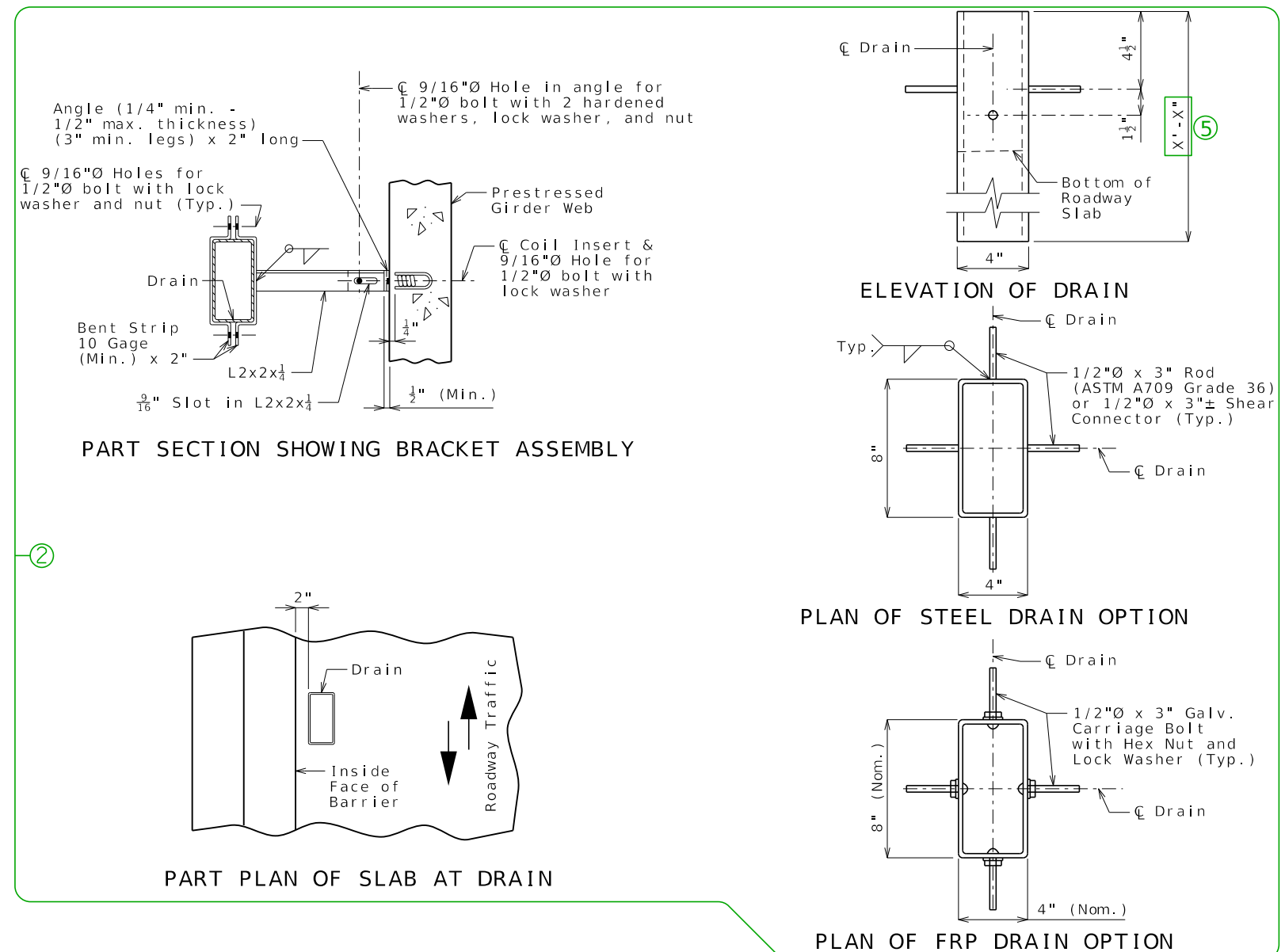
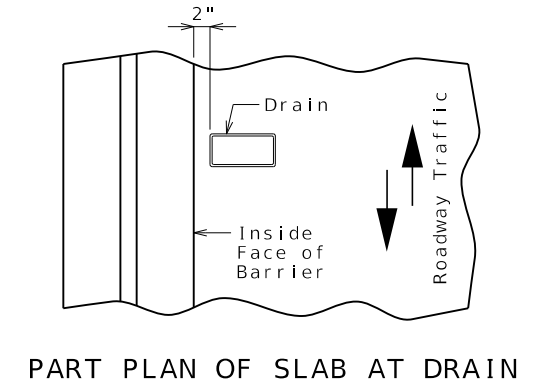
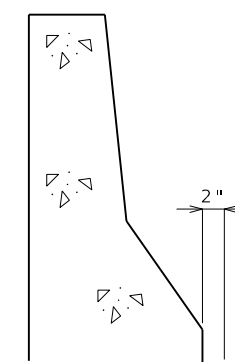
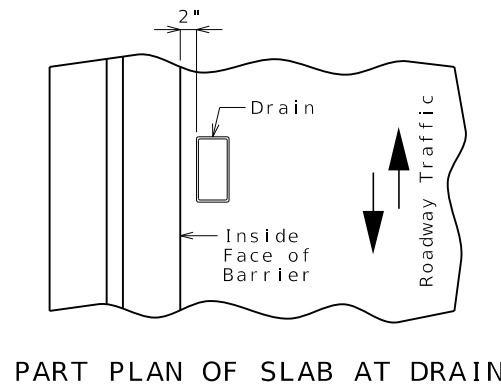


Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway requiring a cantilever of at least 2'-9 1/2" for Type 2, 3 & 4 and at least 3'-3" for Type 6. Use the below details for drains parallel to roadway requiring a cantilever of at least 2'-5 1/2" for Type 2, 3 & 4 and at least 2'-11" for Type 6.
- ③ Details shown inside the sheet border are for Type 2, 3 & 4 girders. Use the below left details for Type 6 girders.
- ④ Delete panel for CIP slab.
- ⑤ Total drain length is equal to 9" + maximum girder and haunch + slab thickness, rounded UP to the next whole inch.



### Alternate details for Type B barrier (SBC):





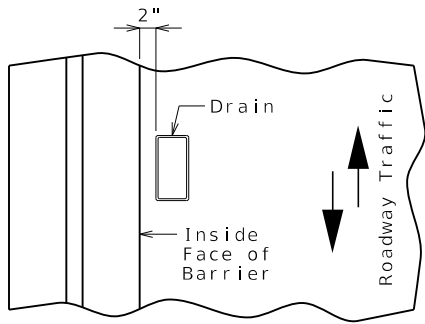




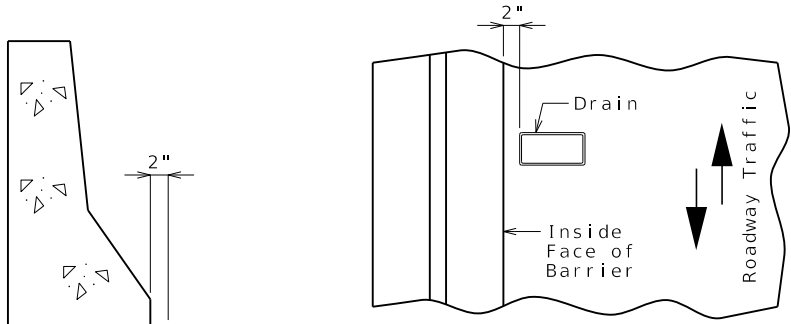
Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway requiring a cantilever 4 feet or more. Use the below details for drains parallel to roadway requiring a cantilever 3'-8" or more.
- ③ Delete panels for CIP slab.
- ④ Total drain length is equal to 9" + maximum girder and haunch + slab thickness, rounded UP to the next whole inch.

Alternate details for Type B barrier (SBC):



PART PLAN OF SLAB AT DRAIN



PART PLAN OF SLAB AT DRAIN

Angle (1/4" min. - 1/2" max. thickness) (3" min. legs) x 2" long

9/16"Ø Holes for 1/2"Ø bolt with lock washer and nut (Typ.)

Drain

Bent Strip 10 Gage (Min.) x 2"

L2x2x1/4"

9/16" Slot in L2x2x1/4"

1/2" (Min.)

9/16"Ø Hole in angle for 1/2"Ø bolt with 2 hardened washers, lock washer, and nut

Prestressed Girder Web

Coil Insert & 9/16"Ø Hole for 1/2"Ø bolt with lock washer

PART SECTION SHOWING BRACKET ASSEMBLY

4"

1 1/2"

4 1/2"

Bottom of Roadway Slab

4"

4"

ELEVATION OF DRAIN

8"

4"

4"

1/2"Ø x 3" Rod (ASTM A709 Grade 36) or 1/2"Ø x 3"± Shear Connector (Typ.)

1/2"Ø x 3" Galv. Carriage Bolt with Hex Nut and Lock Washer (Typ.)

PLAN OF STEEL DRAIN OPTION

8" (Nom.)

4" (Nom.)

4"

1/2"Ø x 3" Galv. Carriage Bolt with Hex Nut and Lock Washer (Typ.)

PLAN OF FRP DRAIN OPTION

2"

Drain

Inside Face of Barrier

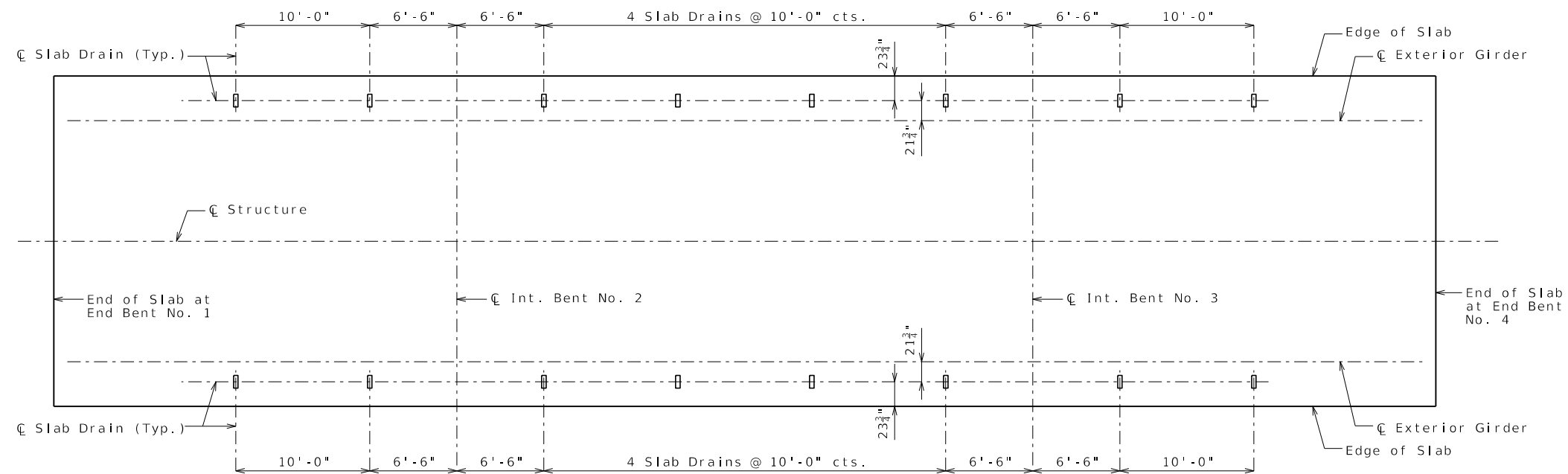
Roadway Traffic

PART PLAN OF SLAB AT DRAIN

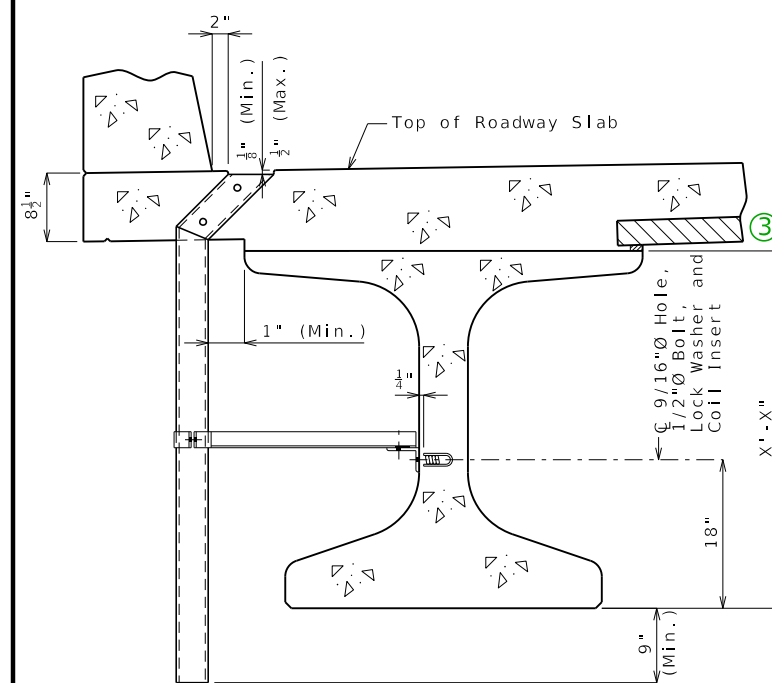
②

④

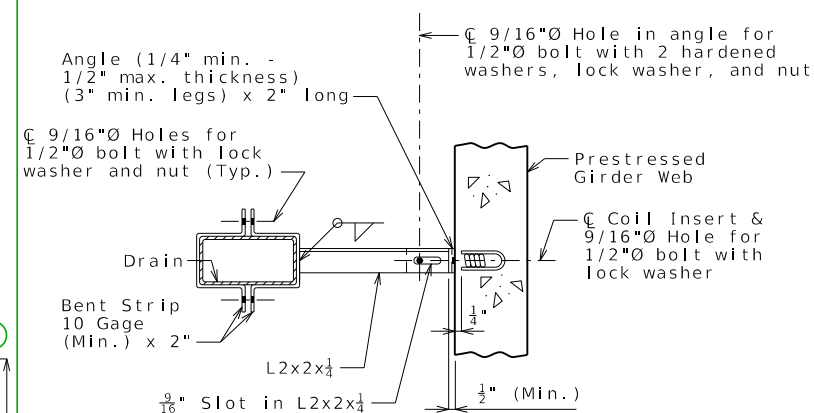




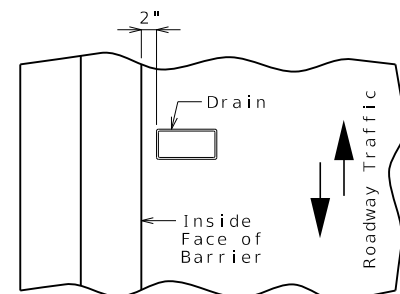
### PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



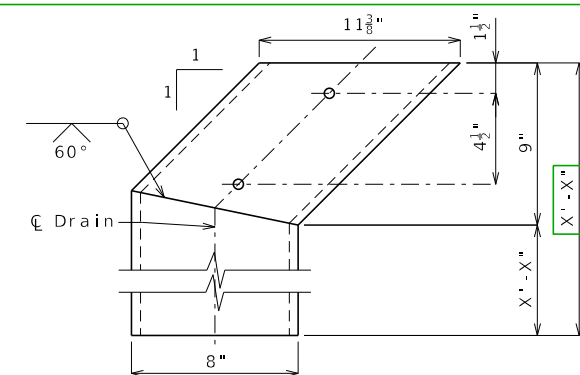
PART SECTION NEAR DRAIN



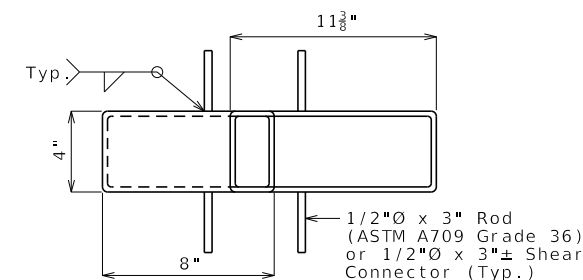
PART SECTION SHOWING BRACKET ASSEMBLY



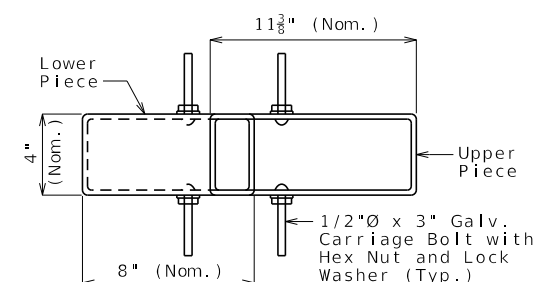
PART PLAN OF SLAB AT DRAIN



ELEVATION OF DRAIN



### PLAN OF STEEL DRAIN OPTION



### PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The coil inserts and bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307.

Shop drawings will not be required for the slab drains and the bracket assembly.

The coil insert required for the bracket assembly attachment shall be located on the prestressed girder shop drawings.

Coil inserts shall have a concrete pull-out strength (ultimate load) of at least 2,500 pounds in 5,000 psi concrete.

The bolt required to attach the slab drain bracket assembly to the prestressed girder web shall be supplied by the prestressed girder fabricator.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

Minimum reinforced wall thickness shall be 1/4 inch.


The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D4329 Cycle 1. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

Both upper and lower drain pieces shall be rigidly connected to each other. Drain flow shall not be obstructed. Approval of the engineer is required.

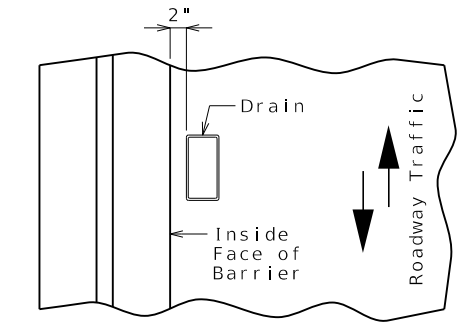
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| <div><div>MISSOURI HIGHWAYS AND TRANSPORTATION<br/>COMMISSION</div><div>105 WEST CAPITAL<br/>JEFFERSON CITY, MO 65102<br/>1-888-ASK-MODOT (1-888-275-6636)</div></div> |  | DATE           | DESCRIPTION |
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| DATE PREPARED<br>10/17/2023                                                                                                                                                                                                                               |  | ROUTE          | STATE<br>MO |
| DISTRICT                                                                                                                                                                                                                                                  |  | SHEET NO.<br>7 |             |
| COUNTY                                                                                                                                                                                                                                                    |  |                |             |
| JOB NO.                                                                                                                                                                                                                                                   |  |                |             |
| CONTRACT ID.                                                                                                                                                                                                                                              |  |                |             |
| PROJECT NO.                                                                                                                                                                                                                                               |  |                |             |
| BRIDGE NO.                                                                                                                                                                                                                                                |  |                |             |



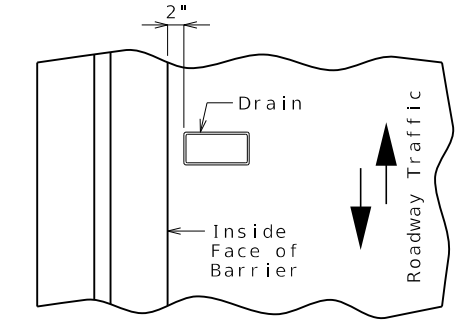
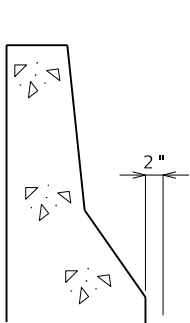
Alternate details for Type B barrier (SBC):

Standard Drawing Guidance (do not show on plans):

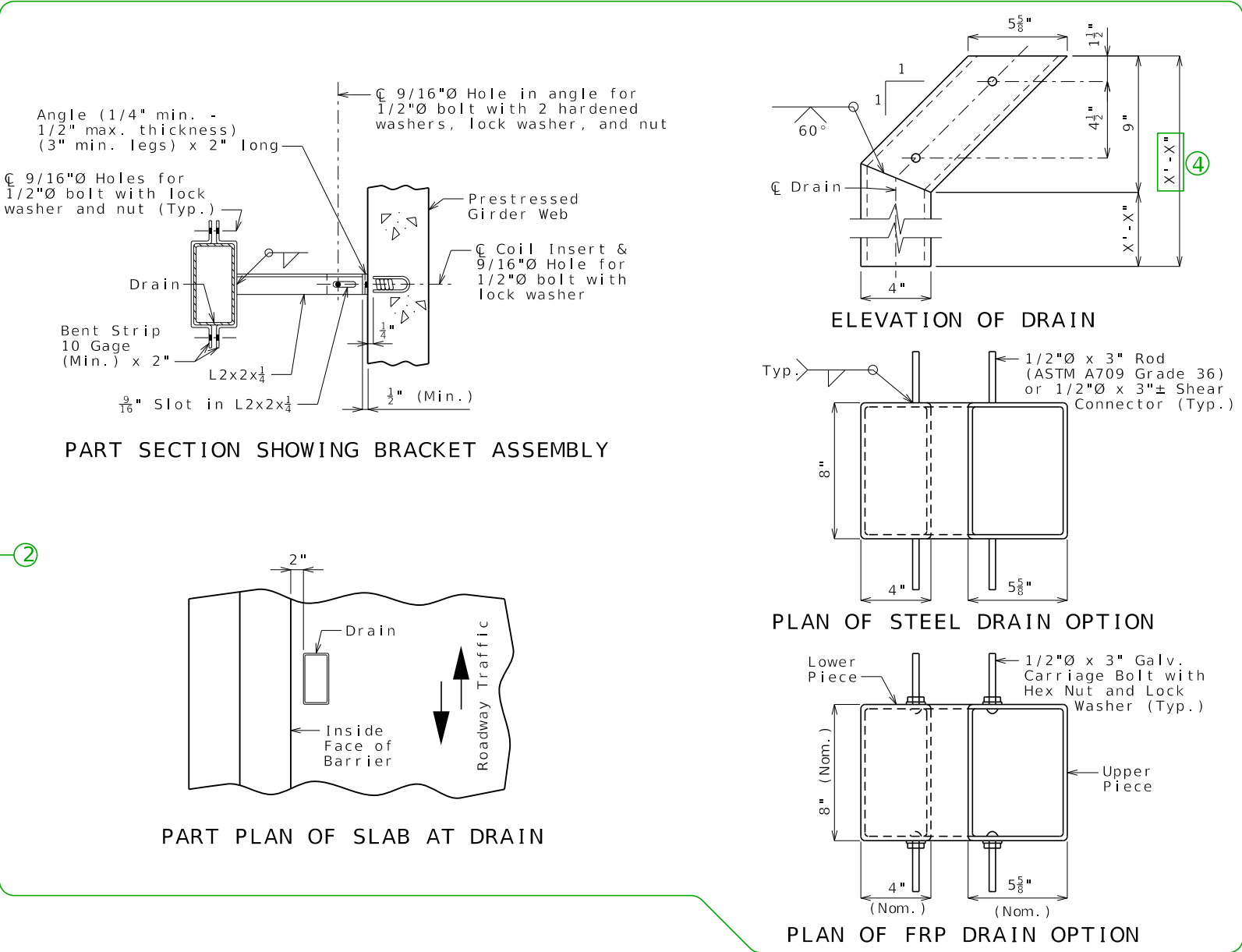
- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway requiring a cantilever 3'-9 1/2" or more. Use the below details for drains parallel to roadway requiring a cantilever 3'-3 3/4" or more.
- ③ Delete panel for CIP slab.
- ④ Total drain length is equal to 9" + maximum girder and haunch + slab thickness, rounded UP to the next whole inch.



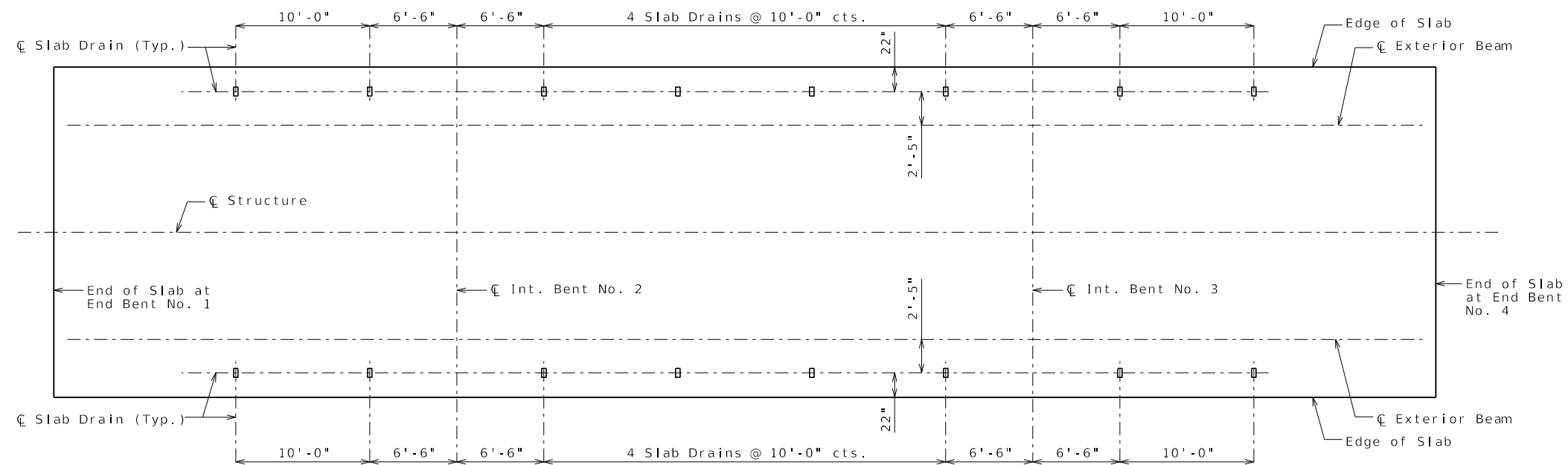
PART PLAN OF SLAB AT DRAIN



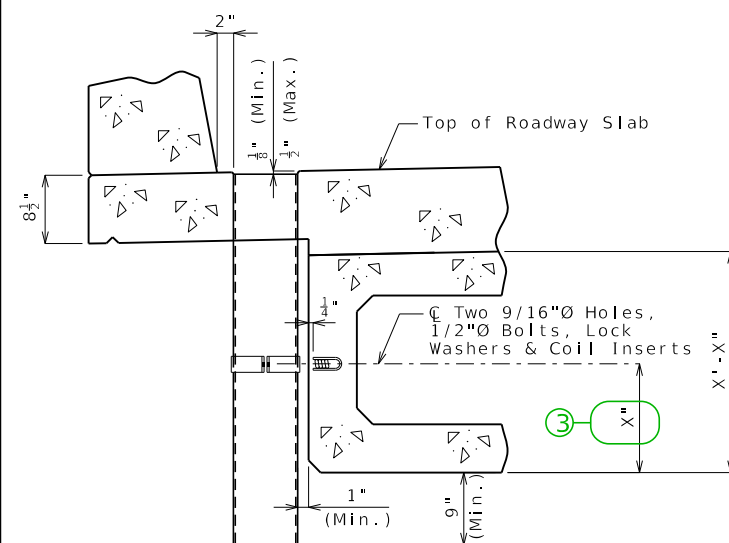
PART PLAN OF SLAB AT DRAIN



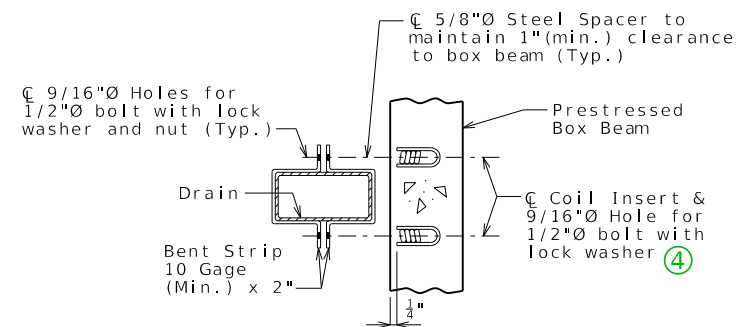




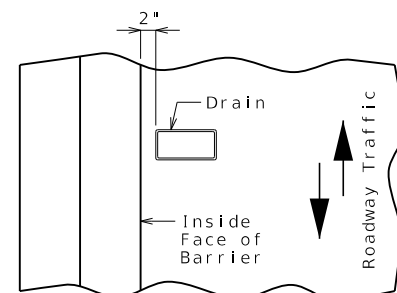
### PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



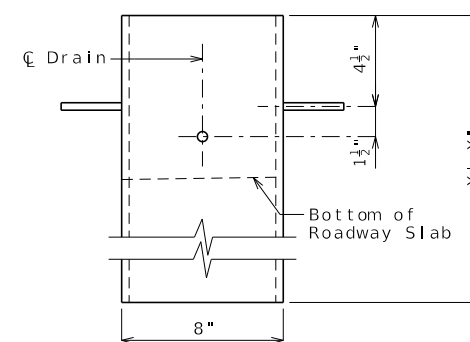
PART SECTION NEAR DRAIN



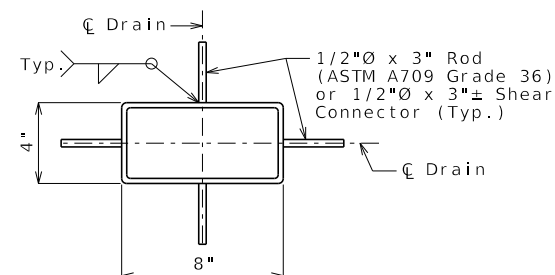
PART SECTION SHOWING BRACKET ASSEMBLY



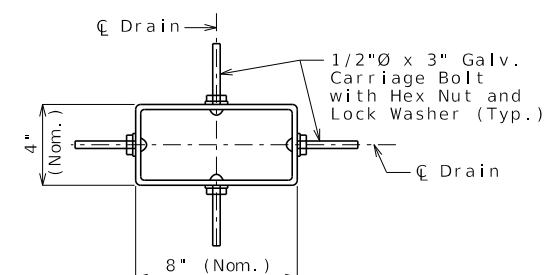
PART PLAN OF SLAB AT DRAIN



ELEVATION OF DRAIN



### PLAN OF STEEL DRAIN OPTION



### PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The coil inserts and bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307.

Shop drawings will not be required for the slab drains and the bracket assembly.

The coil inserts required for the bracket assembly attachment shall be located on the prestressed beam shop drawings.

Coil inserts shall have a concrete pull-out strength (ultimate load) of at least 2,500 pounds in 5,000 psi concrete.

The bolts required to attach the slab drain bracket assembly to the prestressed beam shall be supplied by the prestressed beam fabricator.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

Minimum reinforced wall thickness shall be 1/4 inch.


The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for ultraviolet radiation in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 8         |
| COUNTY        |           |
|               |           |
| JOB NO.       |           |
|               |           |
| CONTRACT ID.  |           |
|               |           |
| PROJECT NO.   |           |
|               |           |
| BRIDGE NO.    |           |
|               |           |
| DESCRIPTION   |           |
|               |           |
|               |           |
|               |           |
|               |           |
| DATE          |           |
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MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

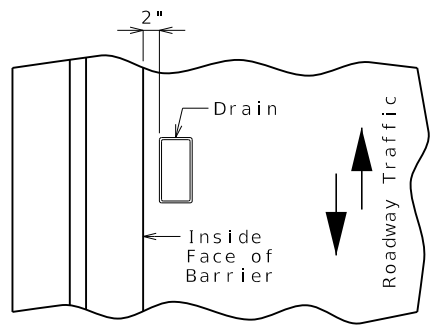
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



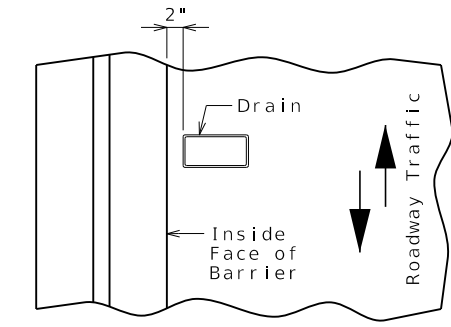
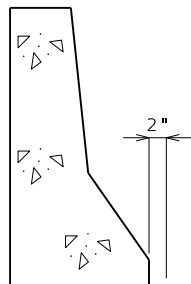
Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.  
Verify slab drain does not block vent pipe in box beam.
- ② Details shown inside the sheet border are for drains transverse to roadway requiring a cantilever 4'-3" or more. Use the below details for drains parallel to roadway requiring a cantilever 3'-11" or more.
- ③ Use half of the beam depth.
- ④ Beam manufacturer determines required distance between inserts with coordination between contractor and drain supplier.

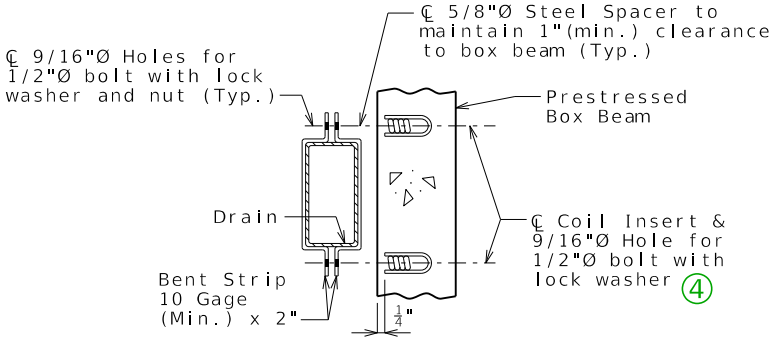
Alternate details for Type B barrier (SBC):



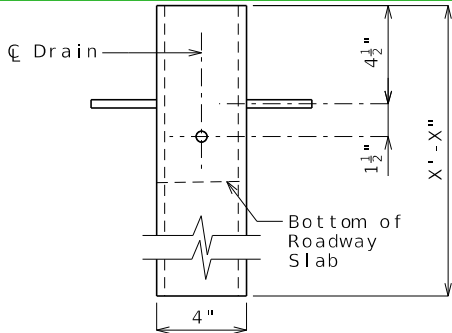
PART PLAN OF SLAB AT DRAIN



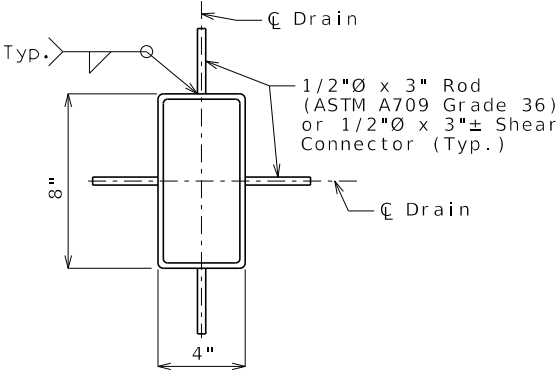
PART PLAN OF SLAB AT DRAIN



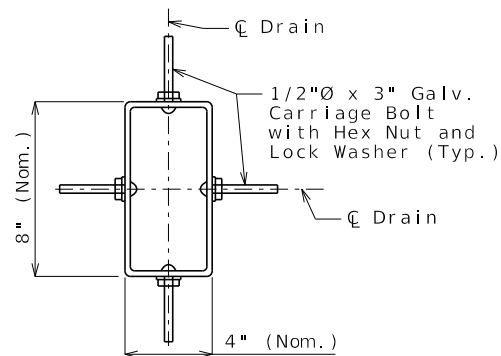
PART SECTION SHOWING BRACKET ASSEMBLY



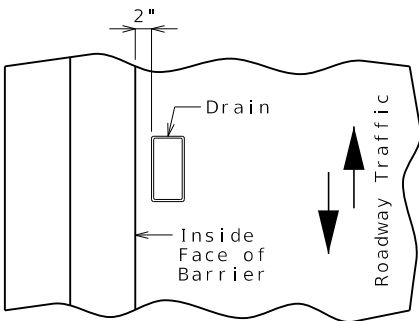
ELEVATION OF DRAIN



PLAN OF STEEL DRAIN OPTION

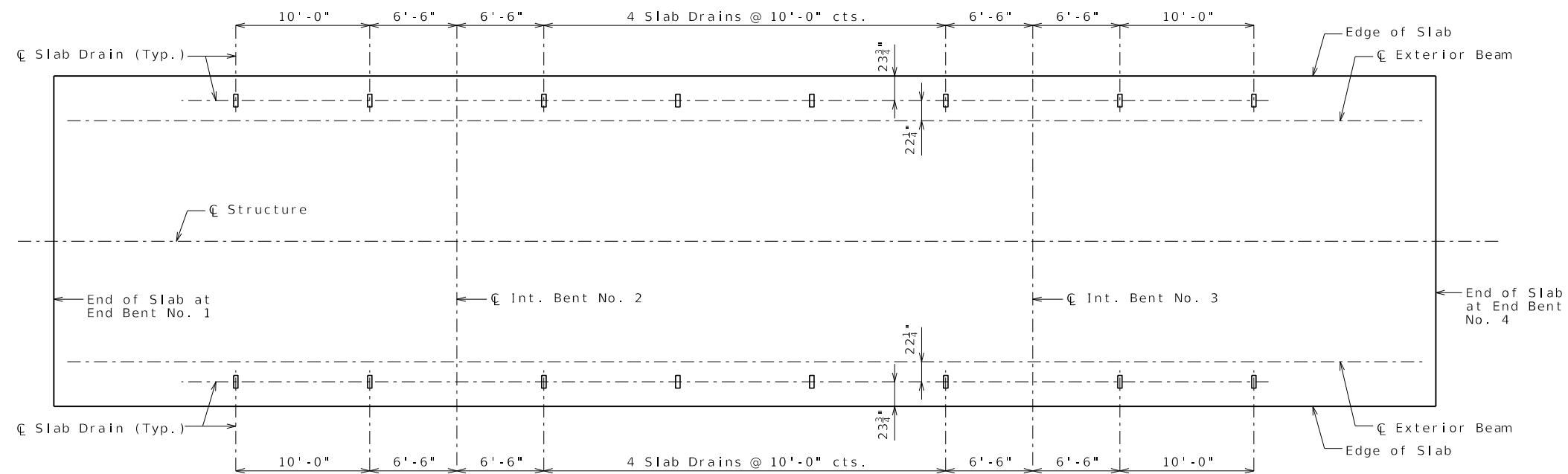


PLAN OF FRP DRAIN OPTION

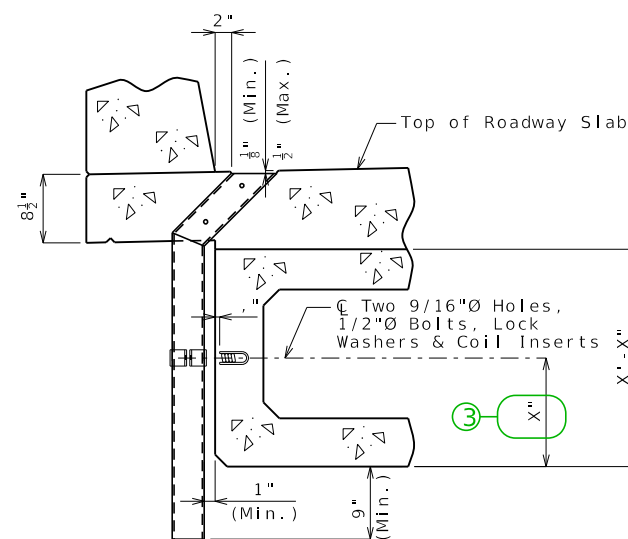


PART PLAN OF SLAB AT DRAIN

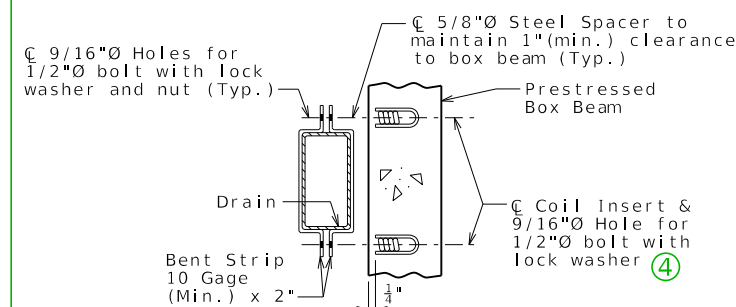




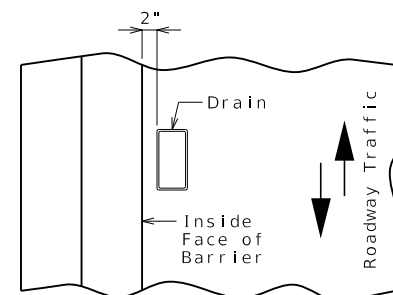
PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



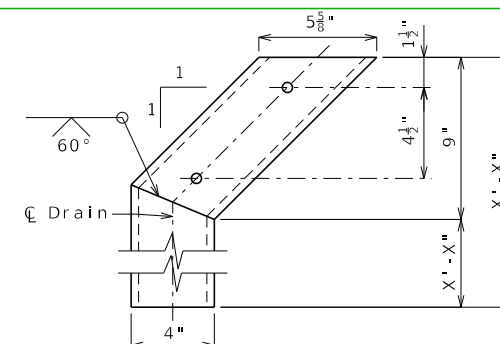
PART SECTION NEAR DRAIN



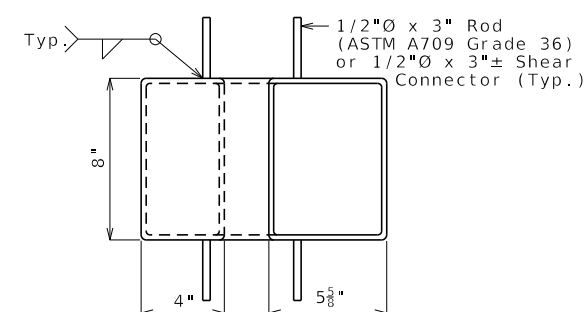
PART SECTION SHOWING BRACKET ASSEMBLY



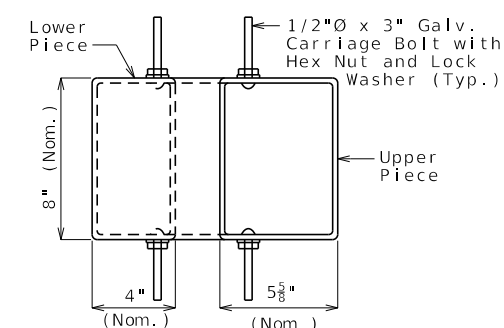
PART PLAN OF SLAB AT DRAIN



ELEVATION OF DRAIN



PLAN OF STEEL DRAIN OPTION



### PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The coil inserts and bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307.

Shop drawings will not be required for the slab drains and the bracket assembly.

The coil inserts required for the bracket assembly attachment shall be located on the prestressed beam shop drawings.

Coil inserts shall have a concrete pull-out strength (ultimate load) of at least 2,500 pounds in 5,000 psi concrete.

The bolts required to attach the slab drain bracket assembly to the prestressed beam shall be supplied by the prestressed beam fabricator.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

Minimum reinforced wall thickness shall be 1/4 inch.

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for ultraviolet resistance in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

Both upper and lower drain pieces shall be rigidly connected to each other. Drain flow shall not be obstructed. Approval of the engineer is required.

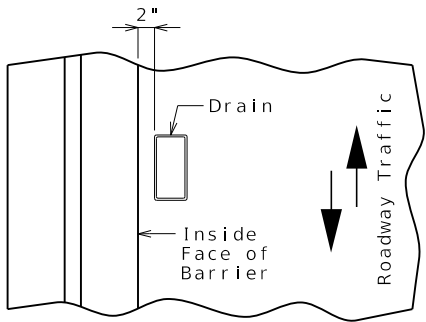
[illegible]



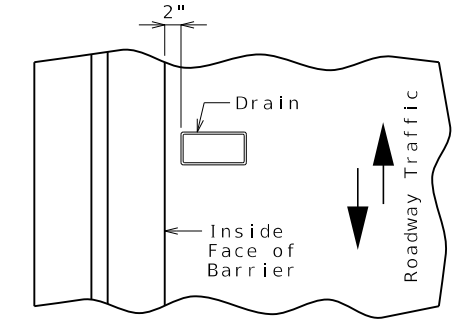
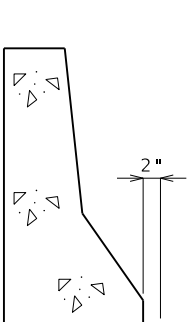
Standard Drawing Guidance (do not show on plans):

- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.  
Verify slab drain does not block vent pipe in box beam.
- ② Details shown inside the sheet border are for drains transverse to roadway requiring a cantilever 3'-9 3/8" or more. Use the below details for drains parallel to roadway requiring a cantilever 3'-3 5/8" or more.
- ③ Use half of the beam depth.
- ④ Beam manufacturer determines required distance between inserts with coordination between contractor and drain supplier.

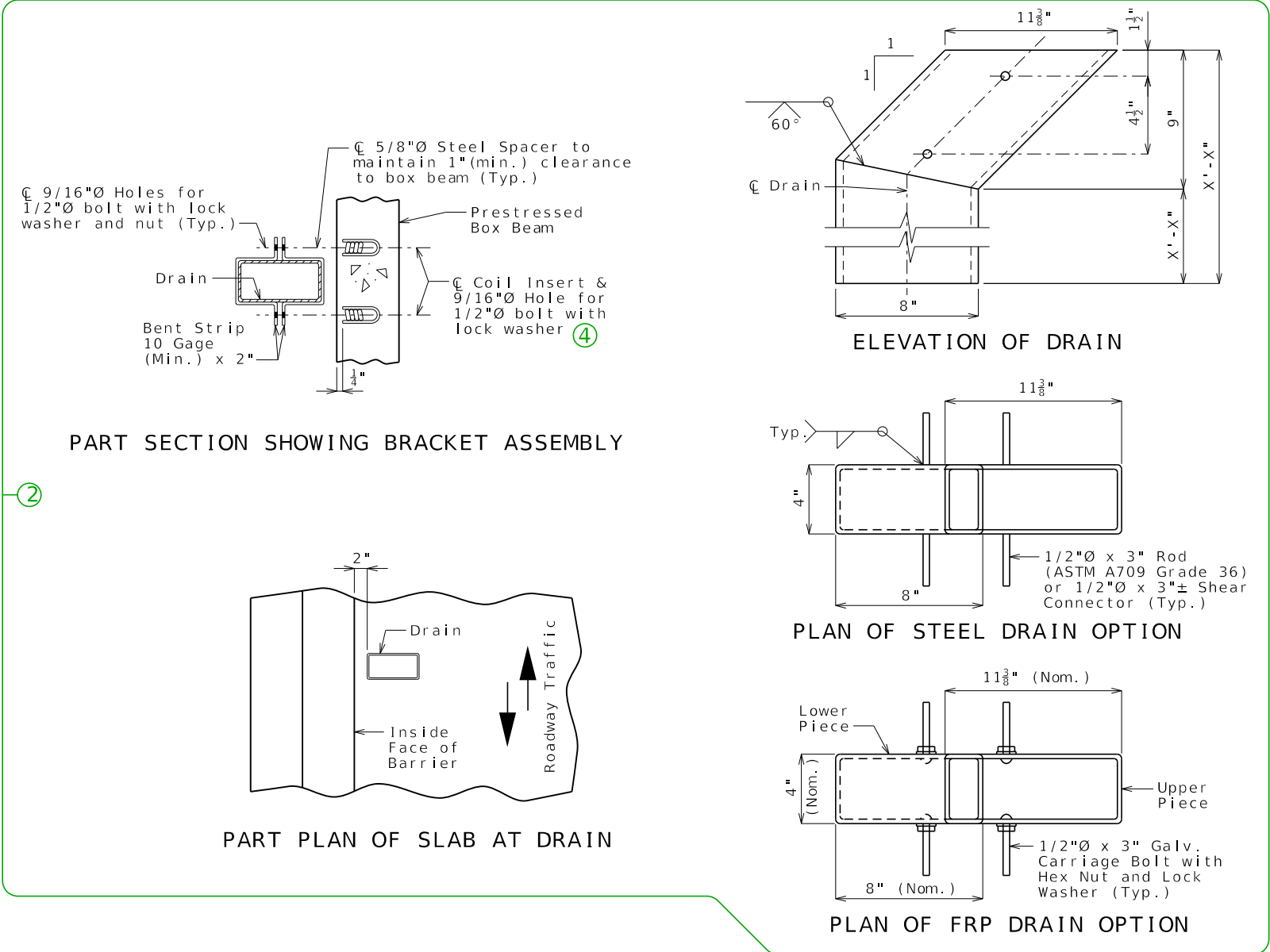
Alternate details for Type B barrier (SBC):



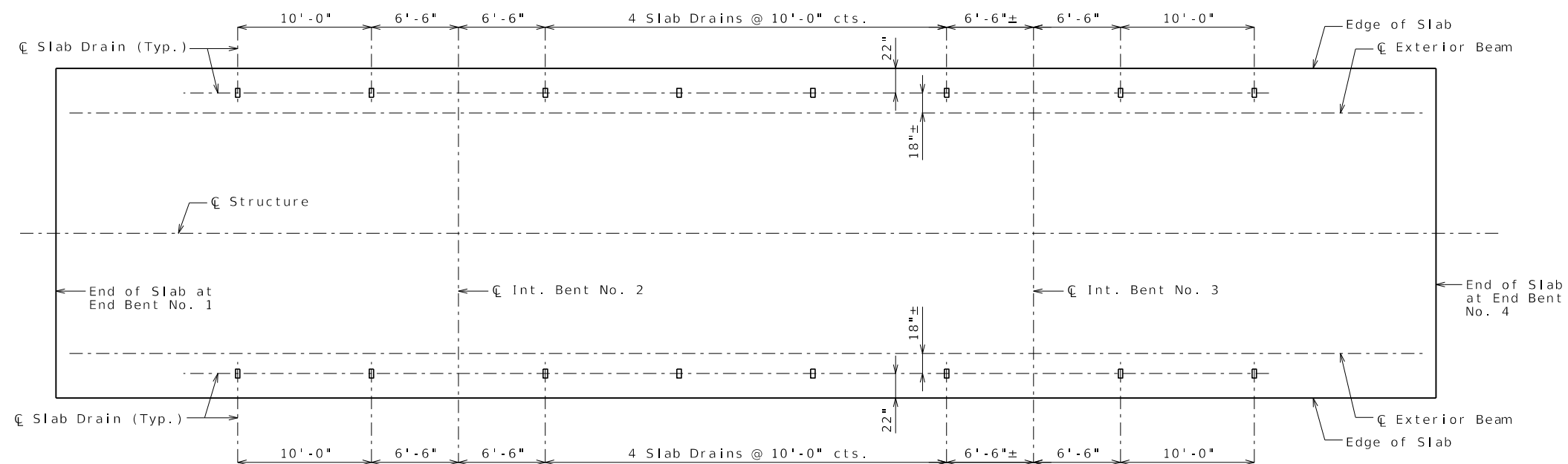
PART PLAN OF SLAB AT DRAIN



PART PLAN OF SLAB AT DRAIN







General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C, except as shown. (6)

All 1/2"Ø bolts shall be ASTM A307, except as shown.

Shop drawings will not be required for the slab drains and the bracket assembly.

The bolt hole for the bracket assembly attachment shall be shifted to the minimum extent necessary to field drill in the existing web.

(1) See front sheet for slab thickness.

The galvanized surfaces of drain support brackets shall be prepared according to the coating manufacturer's recommendation and field coated with a gray epoxy-mastic primer (non-aluminum) within a distance of 6 inches from the point of connection to the weathering steel structure.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

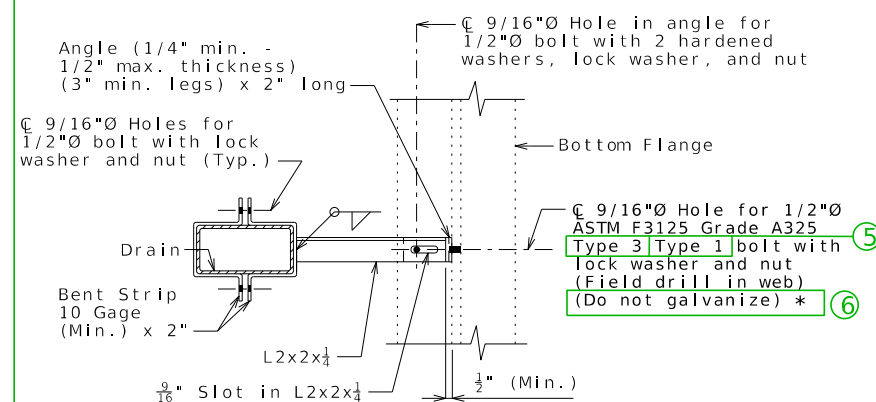
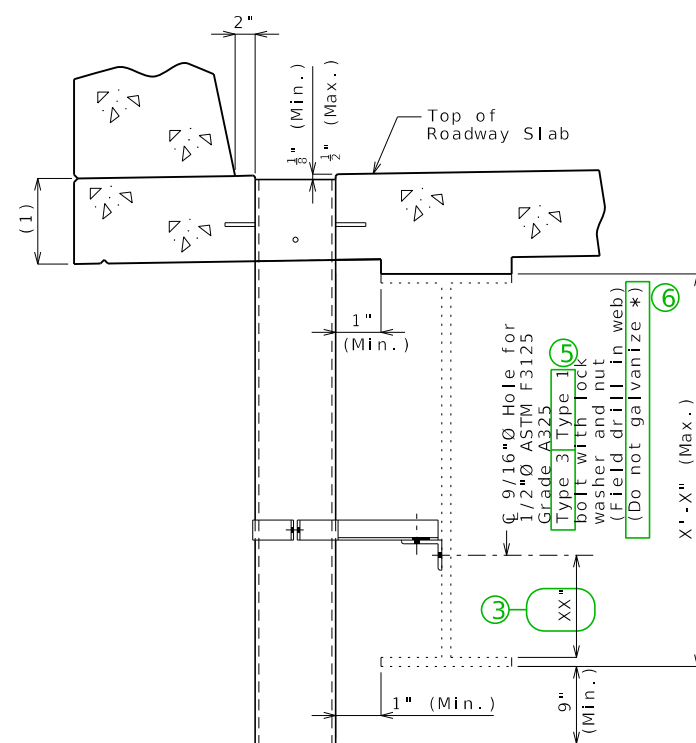
Minimum reinforced wall thickness shall be 1/4 inch.

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 26373). The color shall be uniform throughout the resin and any coating used.

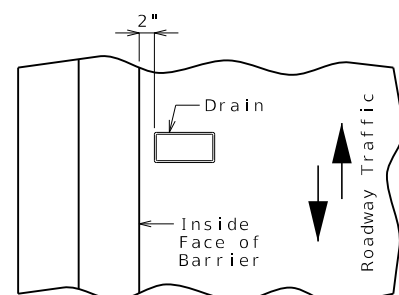
The combination of materials shall be used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be recommended by the manufacturer to ensure a smooth, chip free cut.

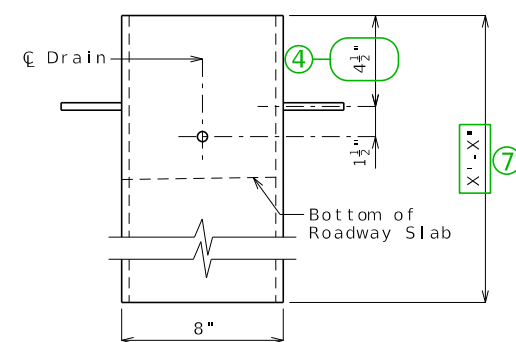


PART SECTION SHOWING BRACKET ASSEMBLY

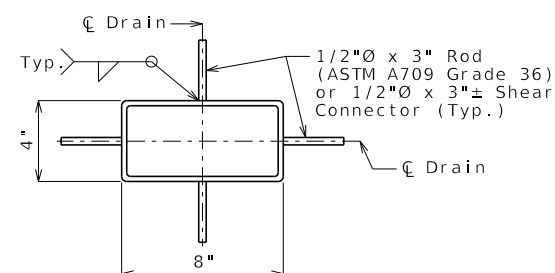
\* See Sec 1080.4 ⑥



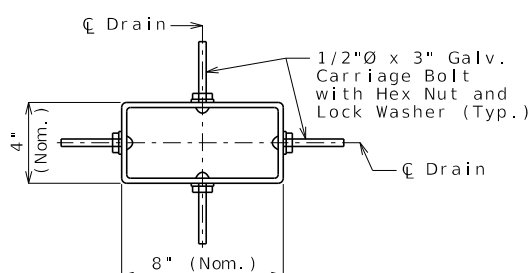
PART PLAN OF SLAB AT DRAIN



ELEVATION OF DRAIN



### PLAN OF STEEL DRAIN OPTION



### PLAN OF FRP DRAIN OPTION

## SLAB DRAINS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

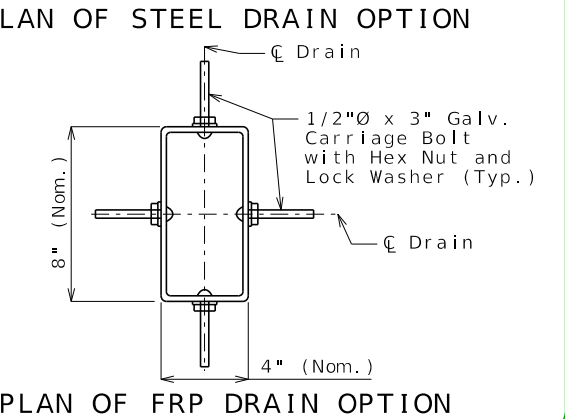
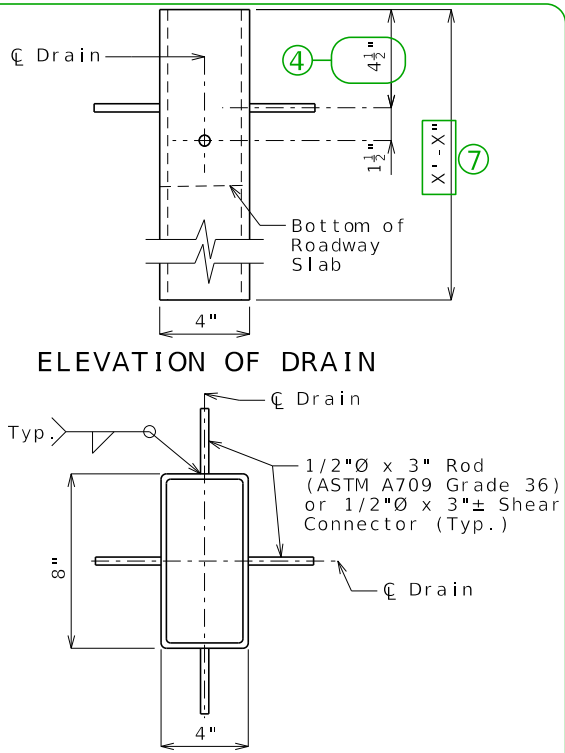
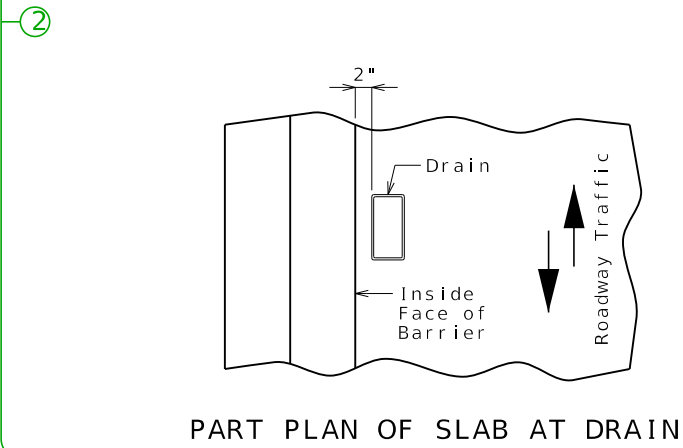
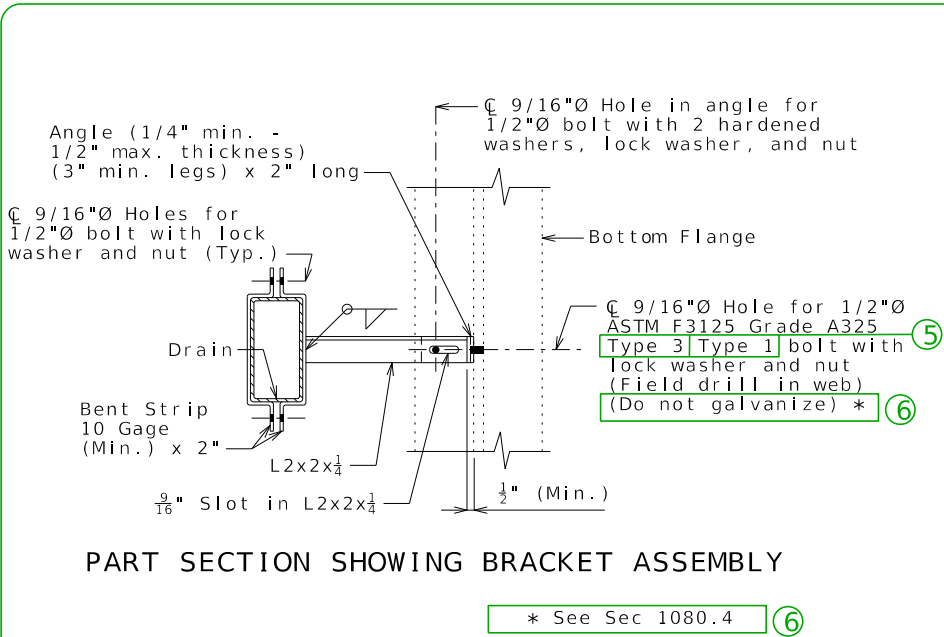
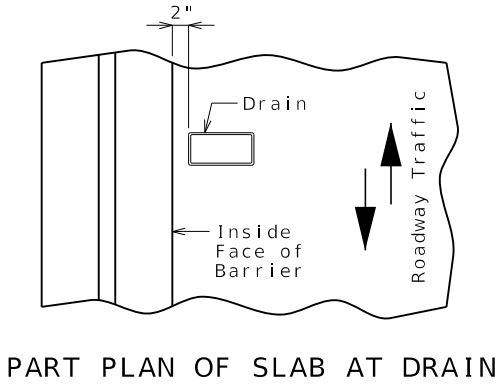
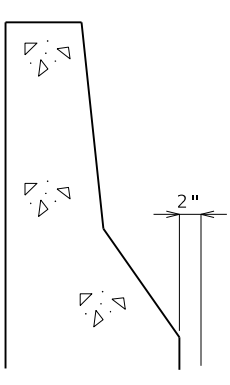
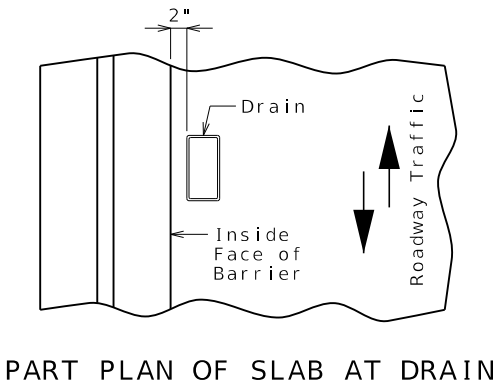
[illegible]



Standard Drawing Guidance (do not show on plans):

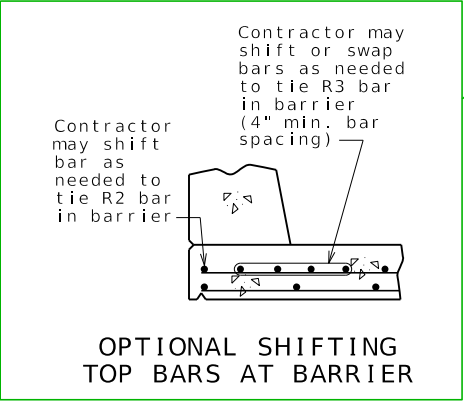
- ① Replace example Plan of Slab Showing Slab Drain Locations with actual plan.
- ② Details shown inside the sheet border are for drains transverse to roadway.  
Use the below details for drains parallel to roadway.
- ③ Use 1/6 of web depth.
- ④ For slab thickness less than 7 3/4", revise dimension to be equal to the slab thickness minus 3 1/4".
- ⑤ Type 3 for weathering steel; Type 1 for painted or galvanized steel.
- ⑥ Use with weathering steel. Delete for painted or galvanized steel.
- ⑦ Total drain length is equal to 9" + maximum girder and haunch + slab thickness, rounded UP to the next whole inch.

Alternate details for Type B barrier (SBC):



PLAN OF FRP DRAIN OPTION

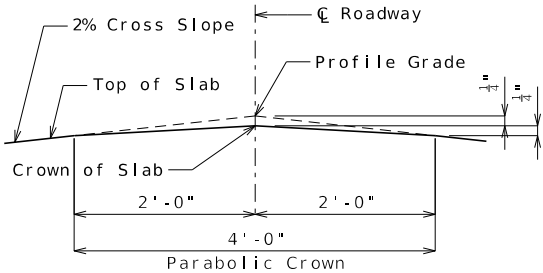




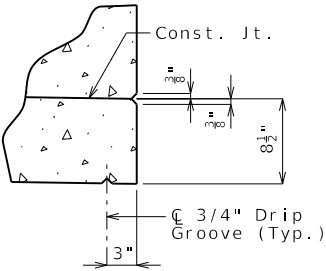
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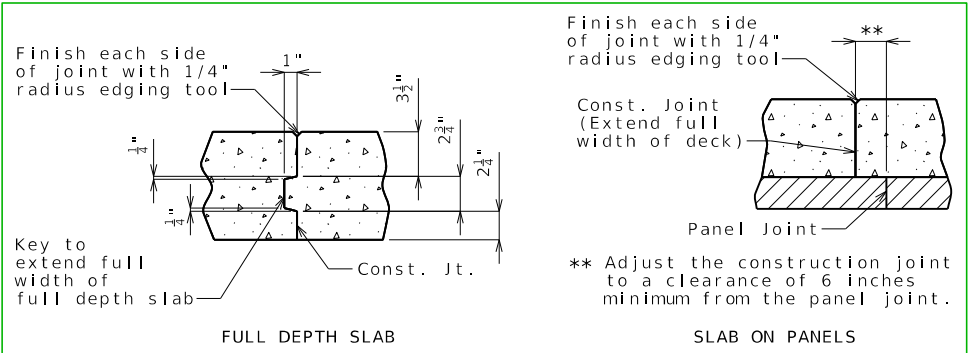
5



DETAIL A



DETAIL B



SLAB CONSTRUCTION JOINT

Notes:

7 For details of precast prestressed panels, see Sheet No. .

For reinforcement of barrier not shown, see Sheet No. .

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .


For Plan of Slab Showing Reinforcement, see Sheet No. .

SLAB DETAILS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                                                       |                  |
|---------------------------------------------------------------------------------------|------------------|
| DATE PREPARED<br>10/17/2023                                                           |                  |
| ROUTE                                                                                 | STATE<br>MO      |
| DISTRICT                                                                              | SHEET NO.<br>000 |
| COUNTY                                                                                |                  |
| JOB NO.                                                                               |                  |
| CONTRACT ID.                                                                          |                  |
| PROJECT NO.                                                                           |                  |
| BRIDGE NO.                                                                            |                  |
| DESCRIPTION                                                                           |                  |
|                                                                                       |                  |
|                                                                                       |                  |
|                                                                                       |                  |
|                                                                                       |                  |
| DATE                                                                                  |                  |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                  |
|  |                  |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-273-6636)      |                  |



Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

3 1⁄8" for #5 bars

3" for #6 bars

2 7⁄8" for #7 bars

2 3⁄4" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):
- \*\*\* 3 1⁄8" (#5)  
3" (#6)  
2 7⁄8" (#7)  
2 3⁄4" (#8)
- Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.
- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)

④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges.  
<Ctrl> U to ungroup

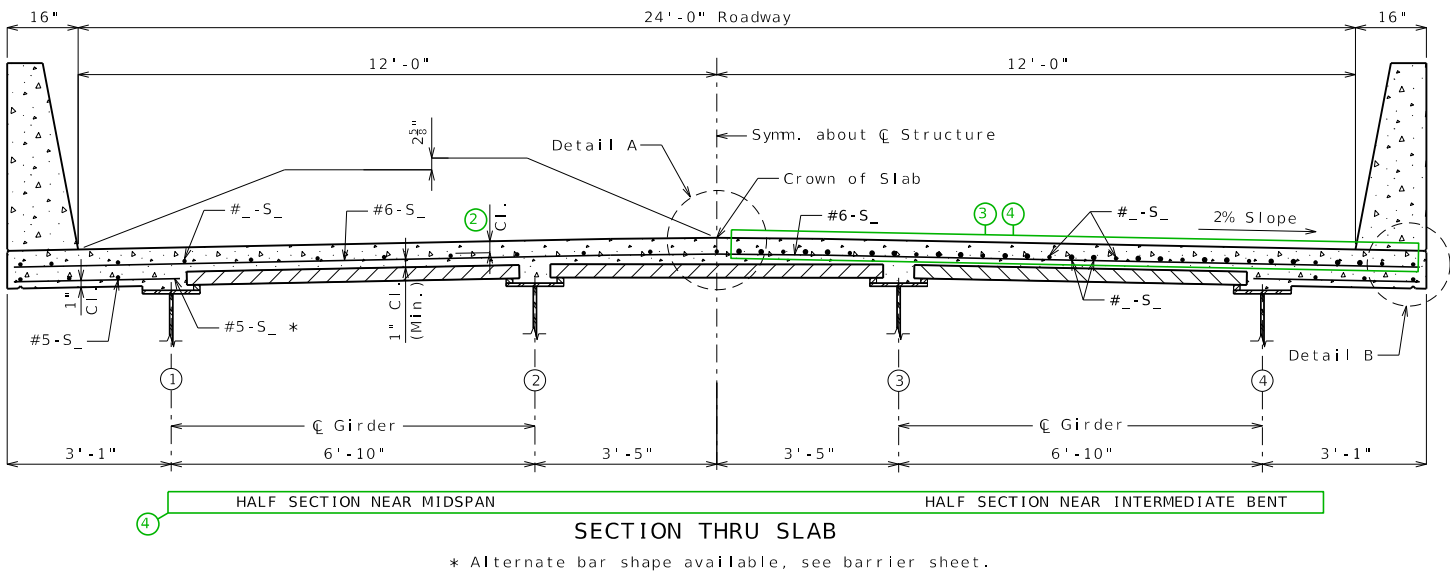
⑤ Place appropriate slab pouring sequence cell and modify as required.

⑥ Use alternate detail for CIP decks:
- 
- OPTIONAL SHIFTING  
TOP BARS AT BARRIER
- 
- Alternate detail for  
Type H barrier
- For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".
- 
- SLAB CONSTRUCTION JOINT
- ⑦ Remove for CIP deck
- Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.

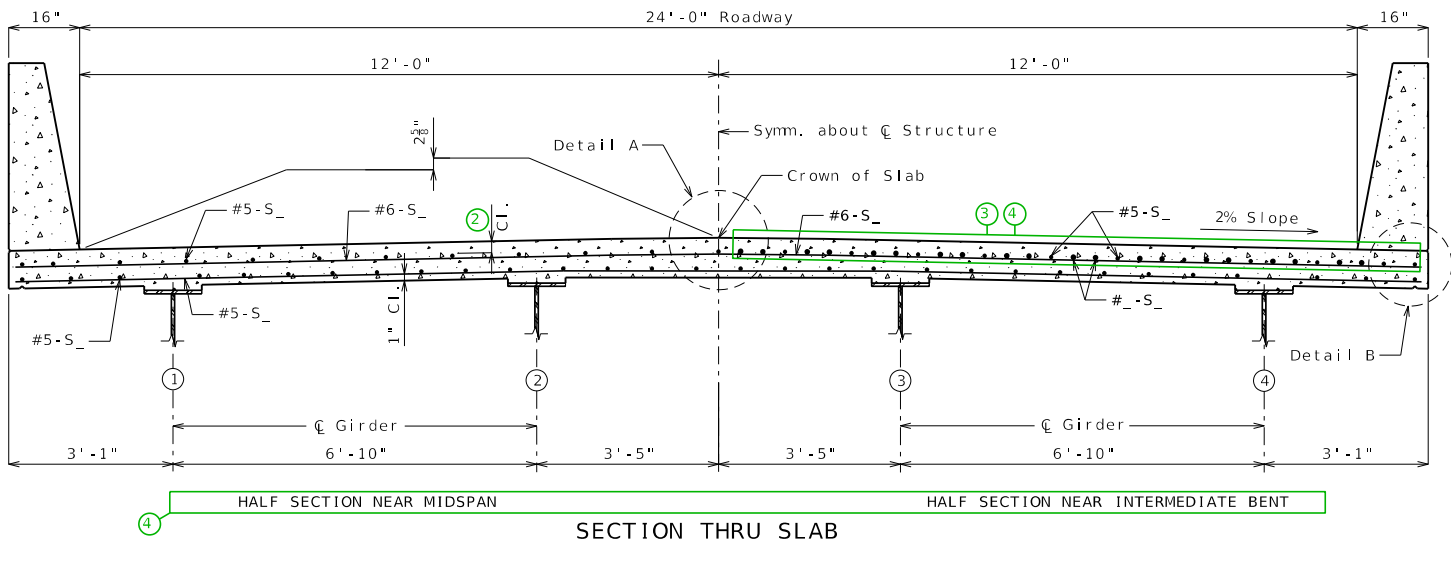


SLAB01\_24ft\_symm      Guidance & Alternate Details (2 of 3)  
4-Beam Panel Deck

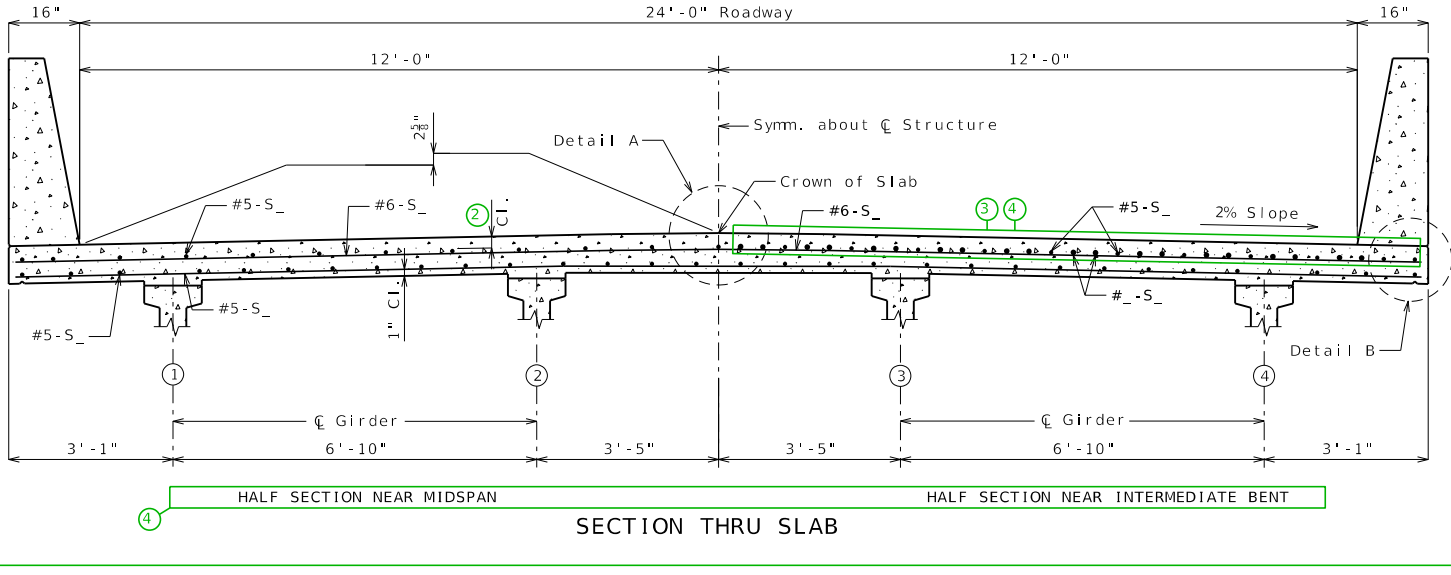
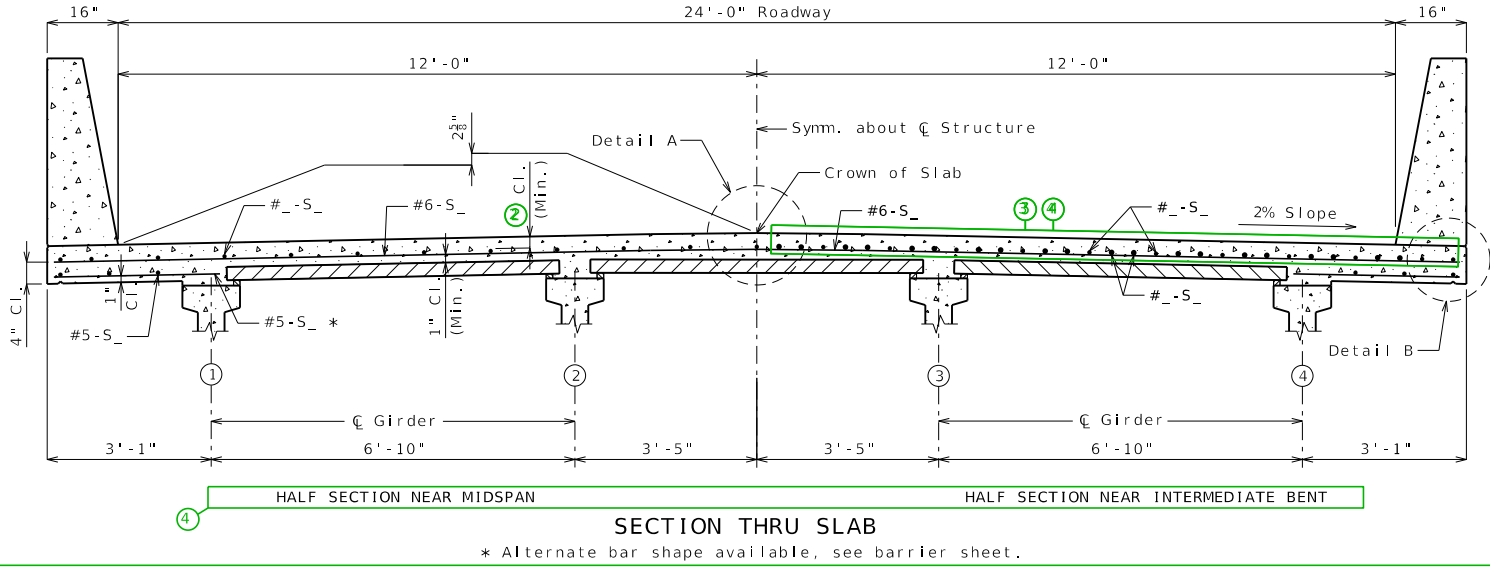
Plate Girder



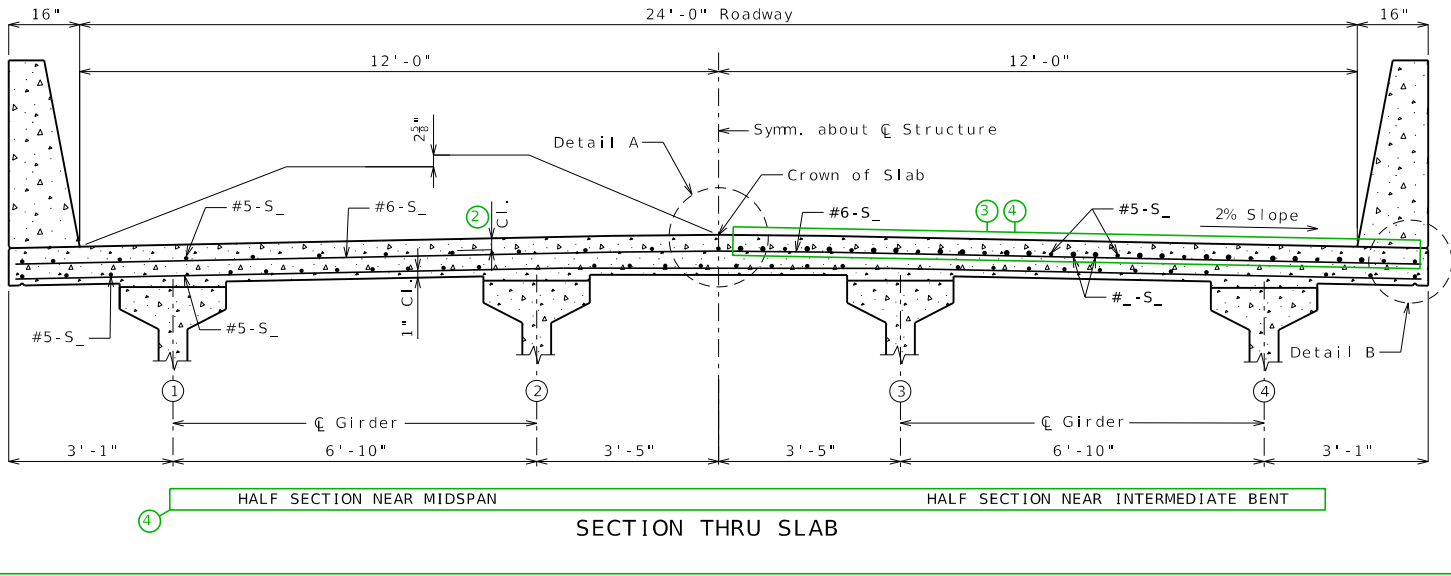
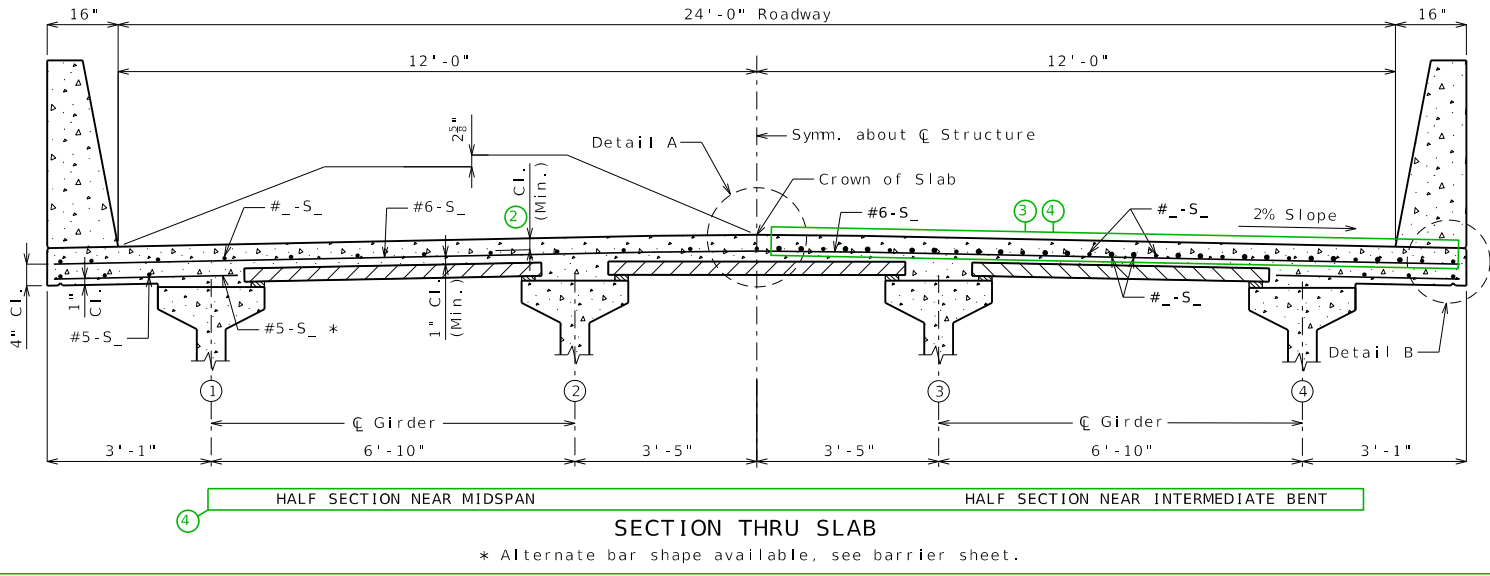
4-Beam CIP Deck



Type 2,3,4



Type 6





SLAB01\_24ft\_symm

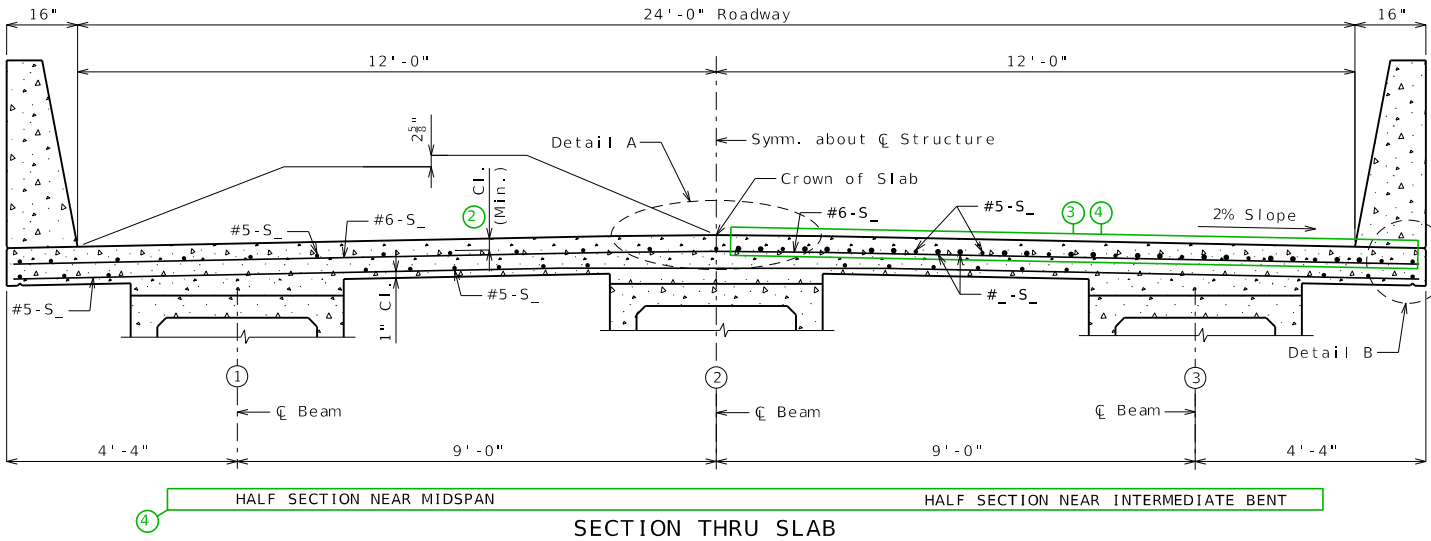
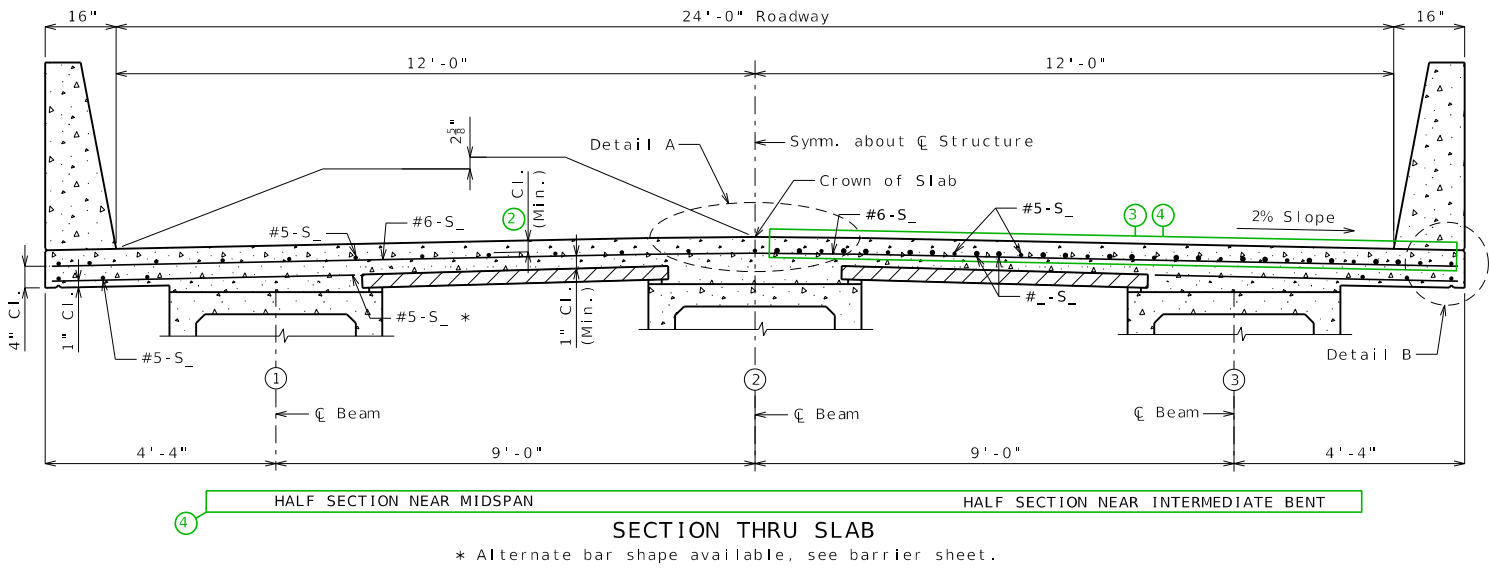
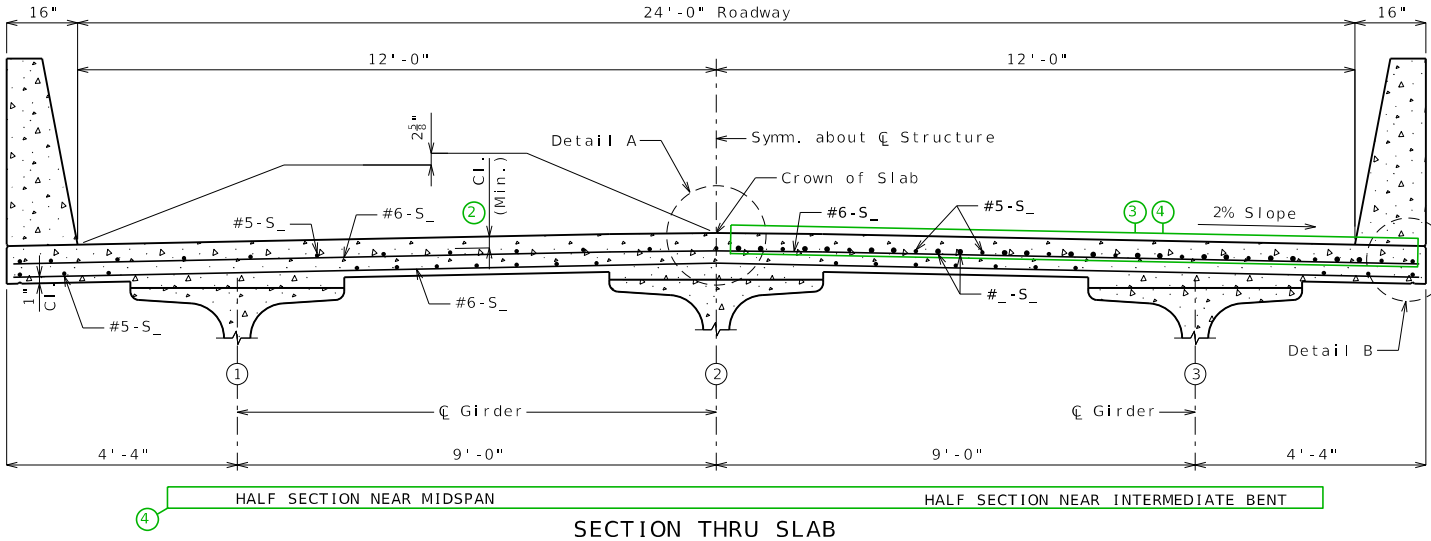
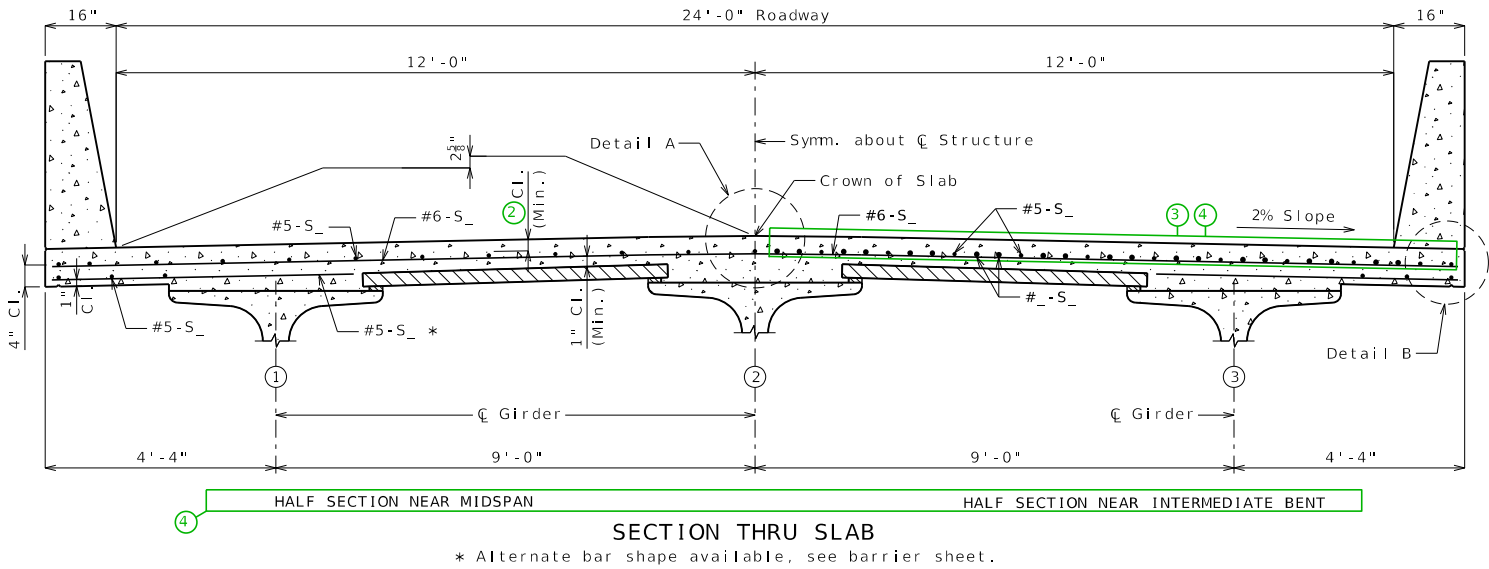
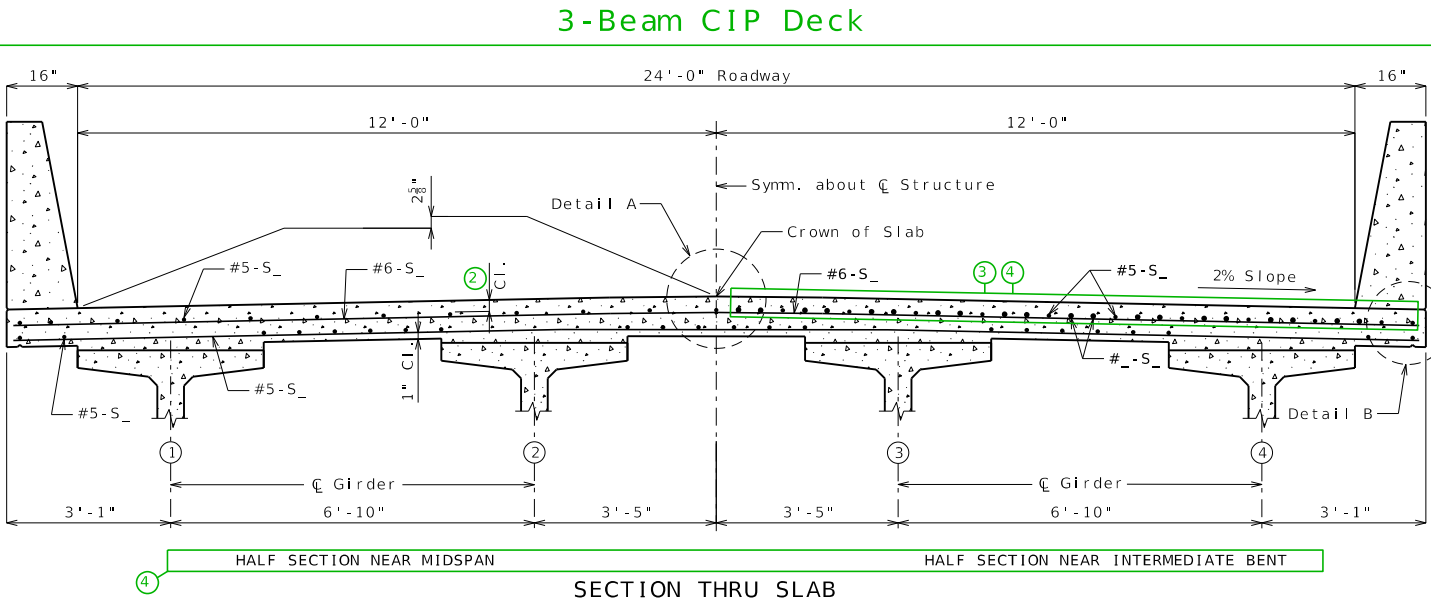
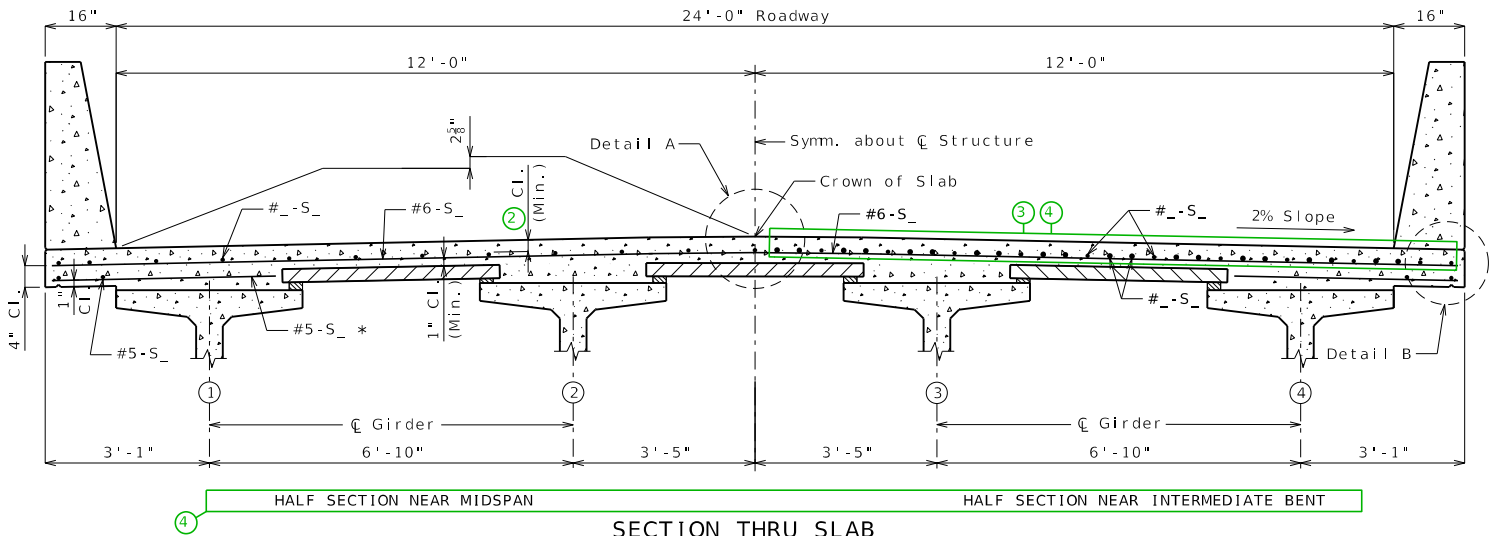
Guidance & Alternate Details (3 of 3)

3-Beam Panel Deck

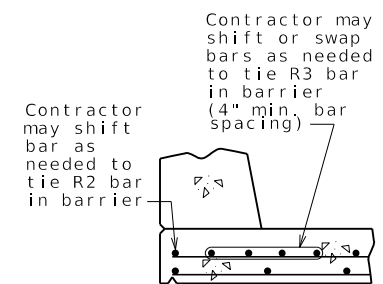
Bulb-Tee

NU

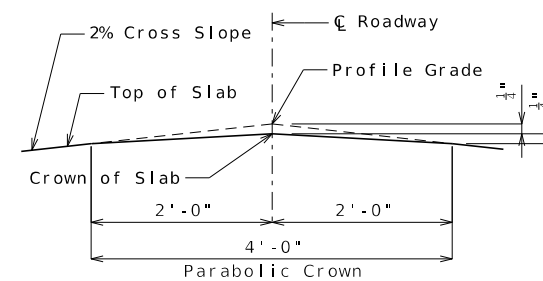
Box



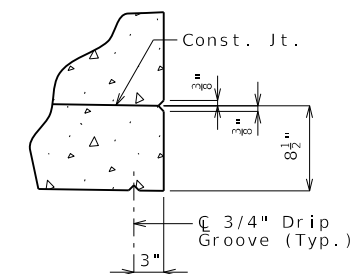




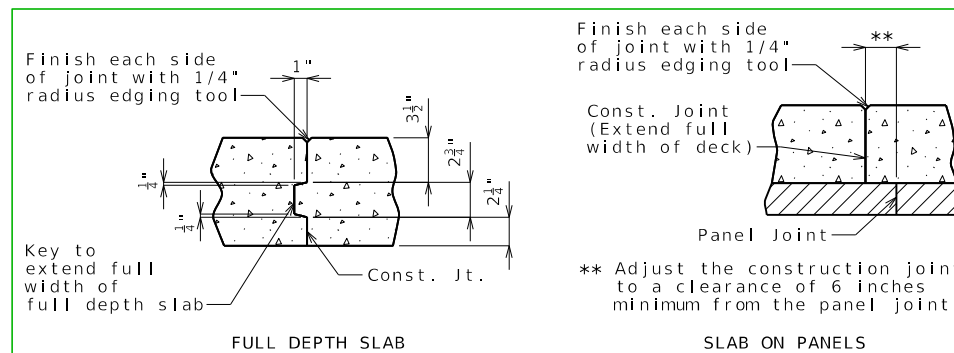
OPTIONAL SHIFTING  
TOP BARS AT BARRIER



DETAIL A



DETAIL B



## SLAB CONSTRUCTION JOINT

Notes :

For details of precast prestressed panels, see Sheet No. .

For reinforcement of barrier not shown, see Sheet No. .

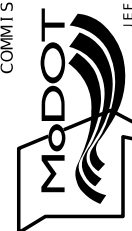
For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .

For Plan of Slab Showing Reinforcement, see Sheet No. .

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 2         |
| COUNTY        |           |
| JOB NO.       |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
| BRIDGE NO.    |           |

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



SLAB02\_26ft\_symm

Guidance & Alternate Details (1 of 3)

Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

3<sup>1</sup>/<sub>8</sub>" for #5 bars

3" for #6 bars

2<sup>7</sup>/<sub>8</sub>" for #7 bars

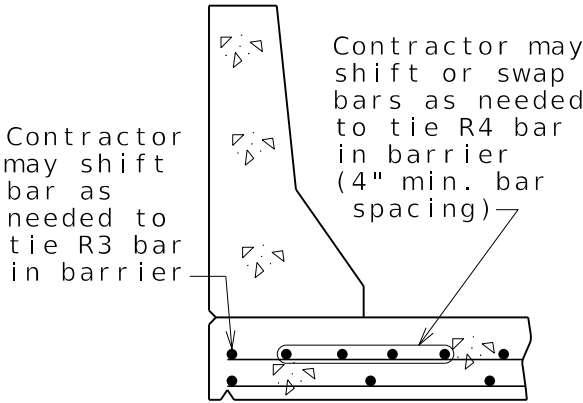
2<sup>3</sup>/<sub>4</sub>" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

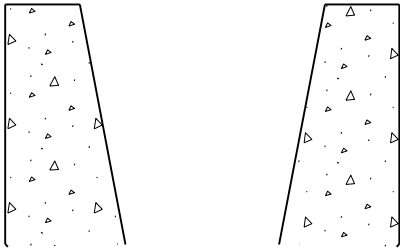
\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)  
3" (#6)  
2<sup>7</sup>/<sub>8</sub>" (#7)  
2<sup>3</sup>/<sub>4</sub>" (#8)

Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.

- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
- ④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup
- ⑤ Place appropriate slab pouring sequence cell and modify as required.
- ⑥ Use alternate detail for CIP decks:

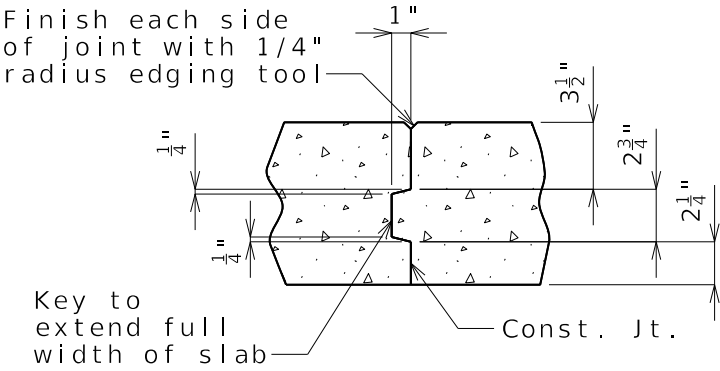


OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".



SLAB CONSTRUCTION JOINT

- ⑦ Remove for CIP deck

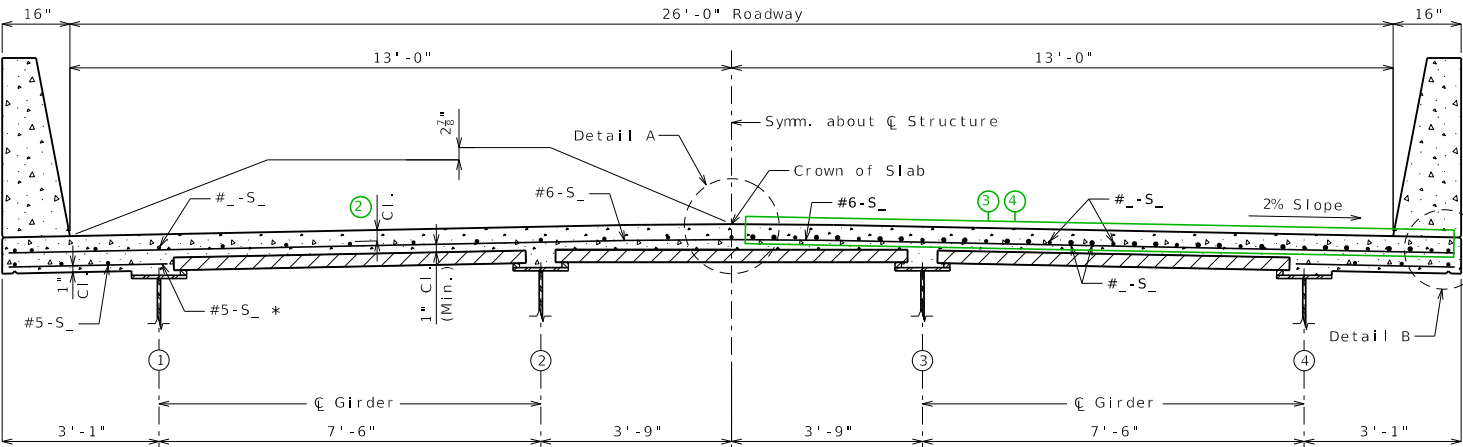
Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.



Plate Girder

Type 2,3,4

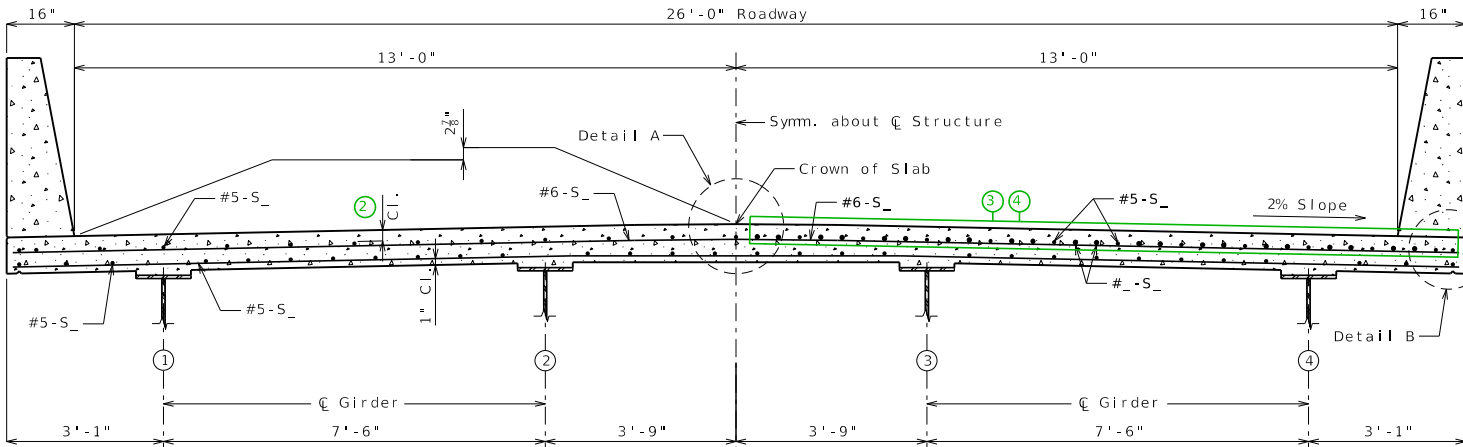
Type 6



④ HALF SECTION NEAR MIDSPAN HALF SECTION NEAR INTERMEDIATE BENT

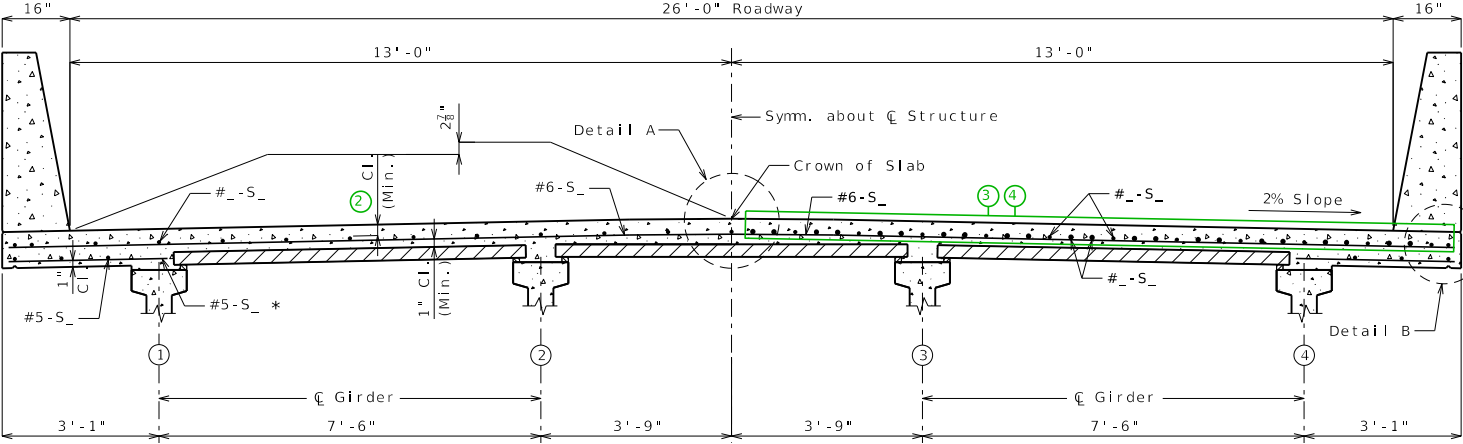
SECTION THRU SLAB

\* Alternate bar shape available, see barrier sheet.



④ HALF SECTION NEAR MIDSPAN HALF SECTION NEAR INTERMEDIATE BENT

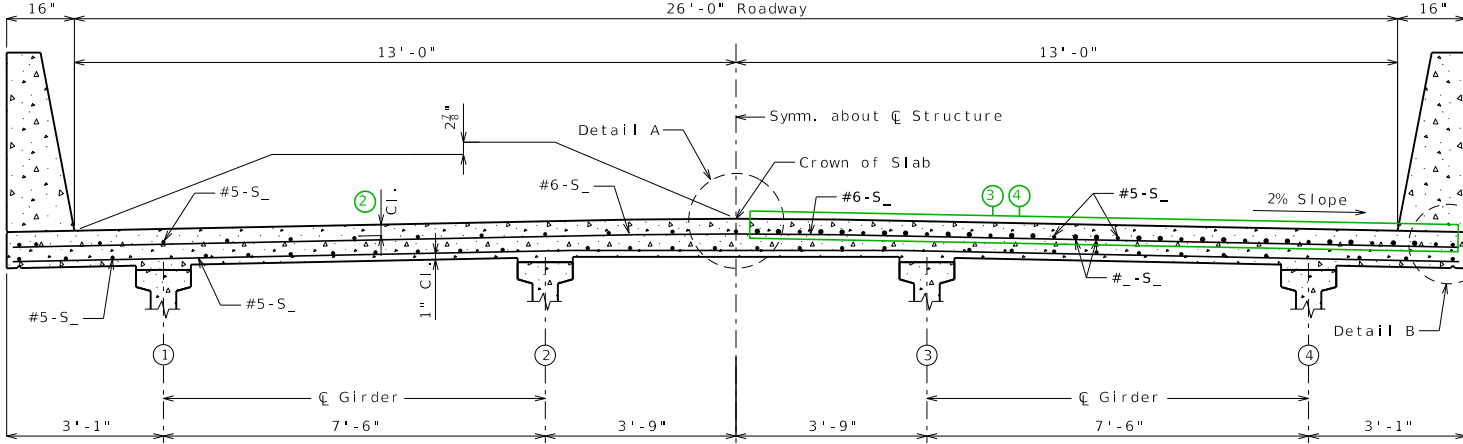
SECTION THRU SLAB



④ HALF SECTION NEAR MIDSPAN HALF SECTION NEAR INTERMEDIATE BENT

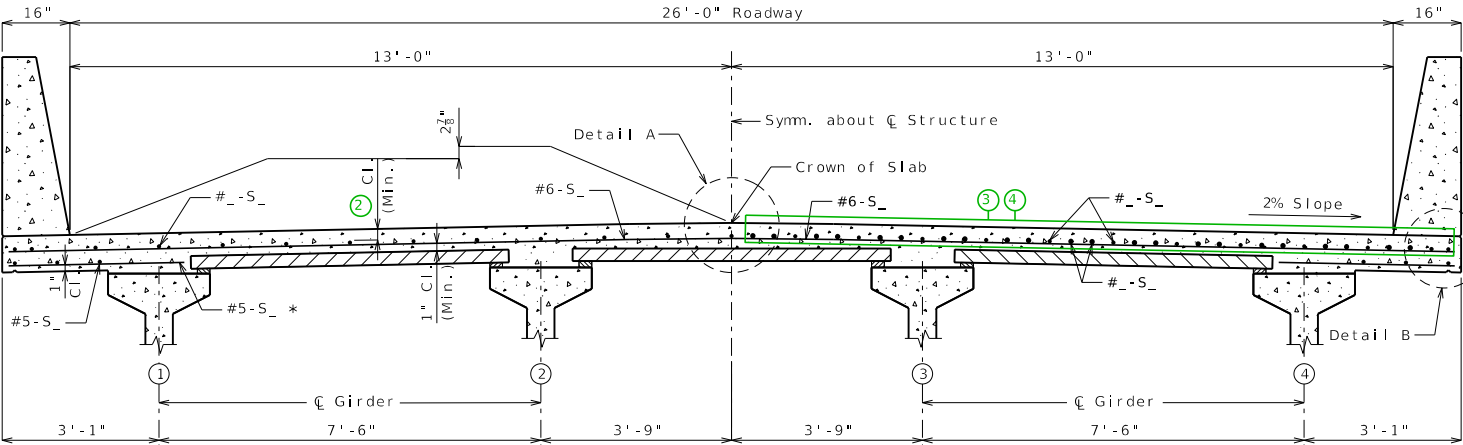
SECTION THRU SLAB

\* Alternate bar shape available, see barrier sheet.



④ HALF SECTION NEAR MIDSPAN HALF SECTION NEAR INTERMEDIATE BENT

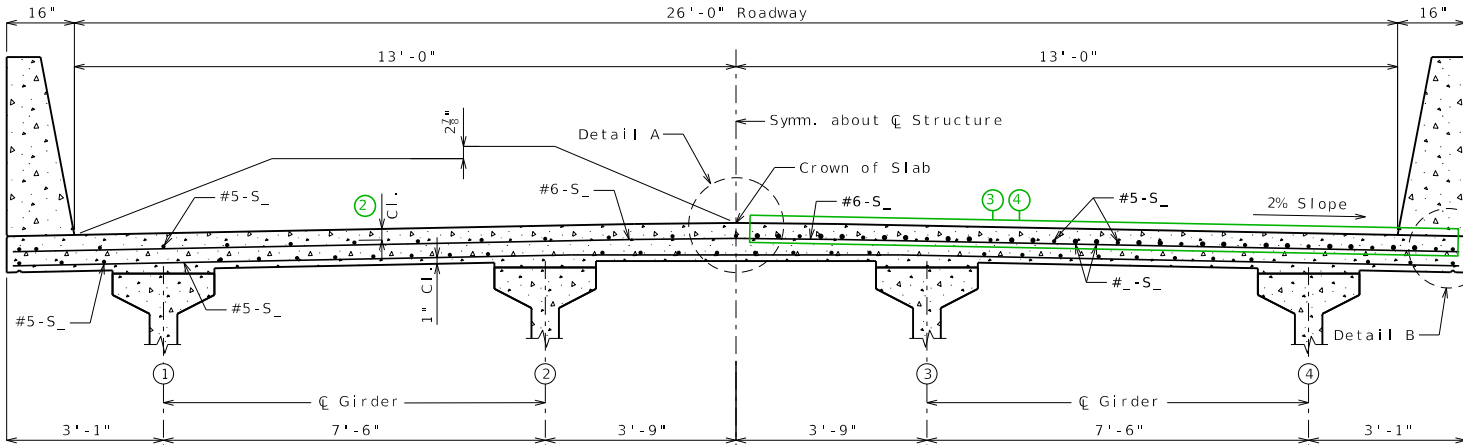
SECTION THRU SLAB



④ HALF SECTION NEAR MIDSPAN HALF SECTION NEAR INTERMEDIATE BENT

SECTION THRU SLAB

\* Alternate bar shape available, see barrier sheet.



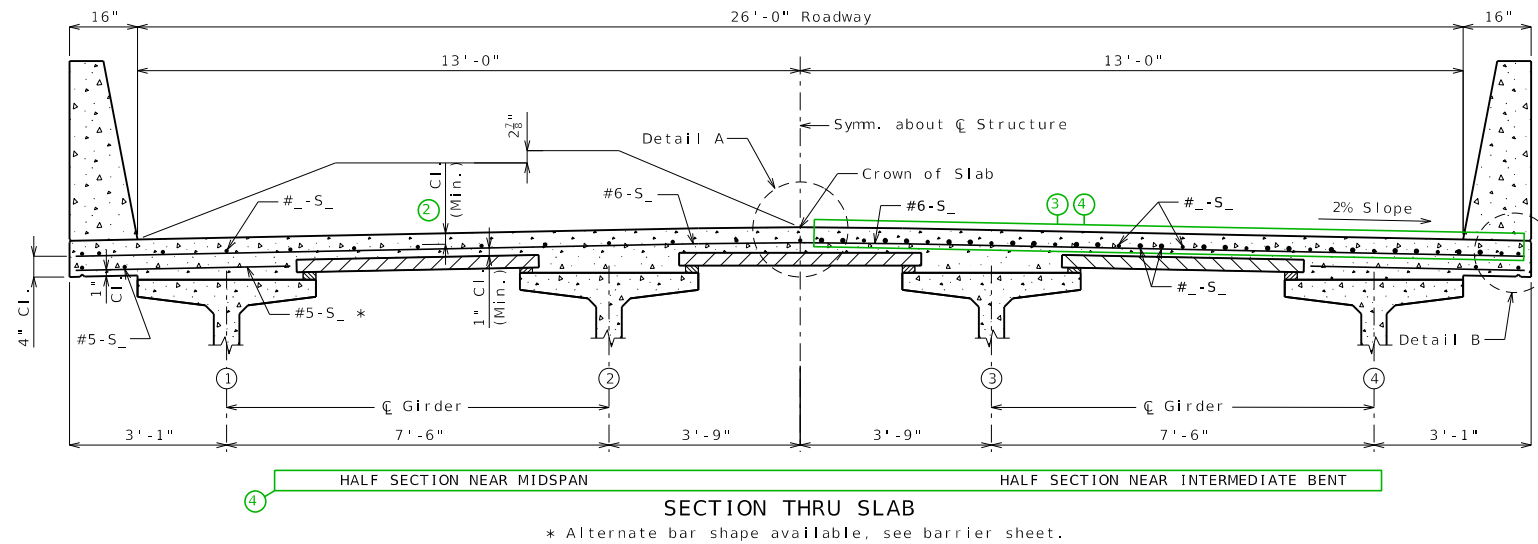
④ HALF SECTION NEAR MIDSPAN HALF SECTION NEAR INTERMEDIATE BENT

SECTION THRU SLAB

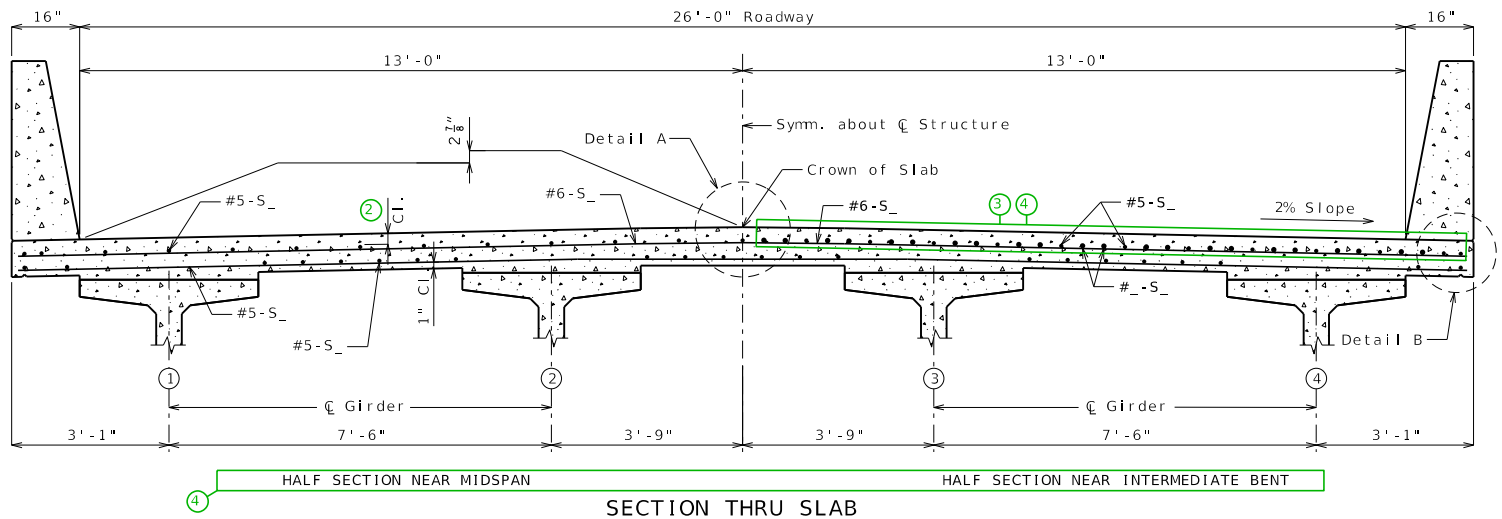


4-Beam Panel Deck

Bulb-Tee

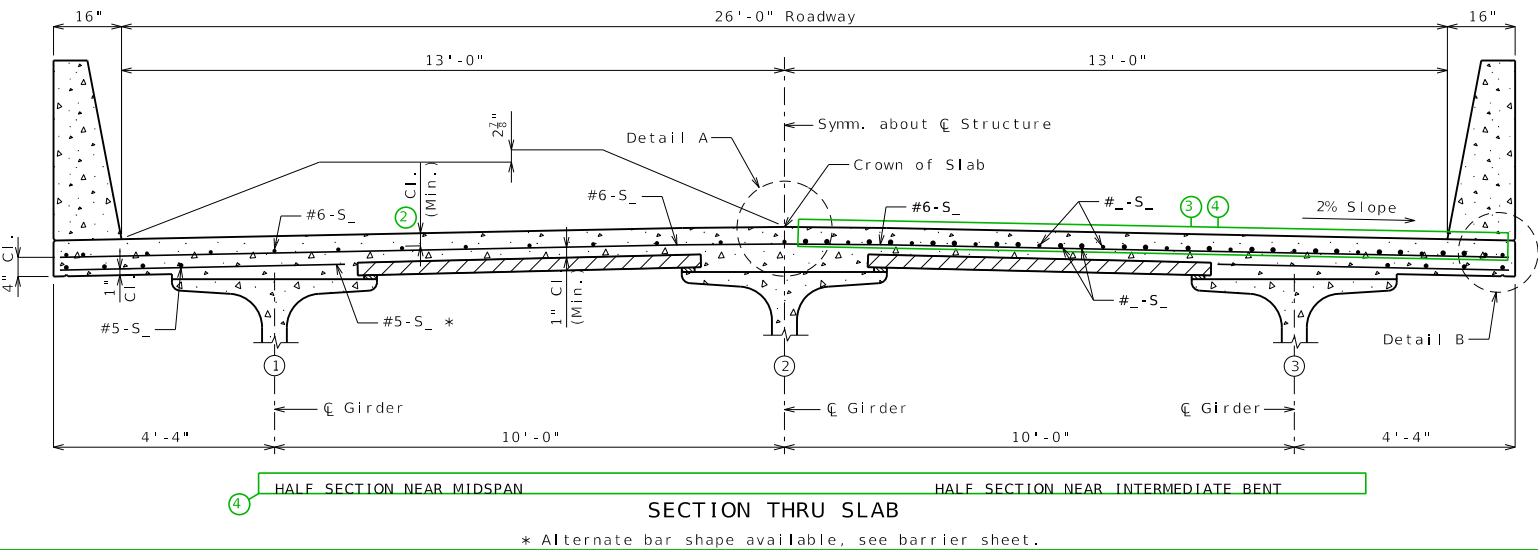


4-Beam CIP Deck

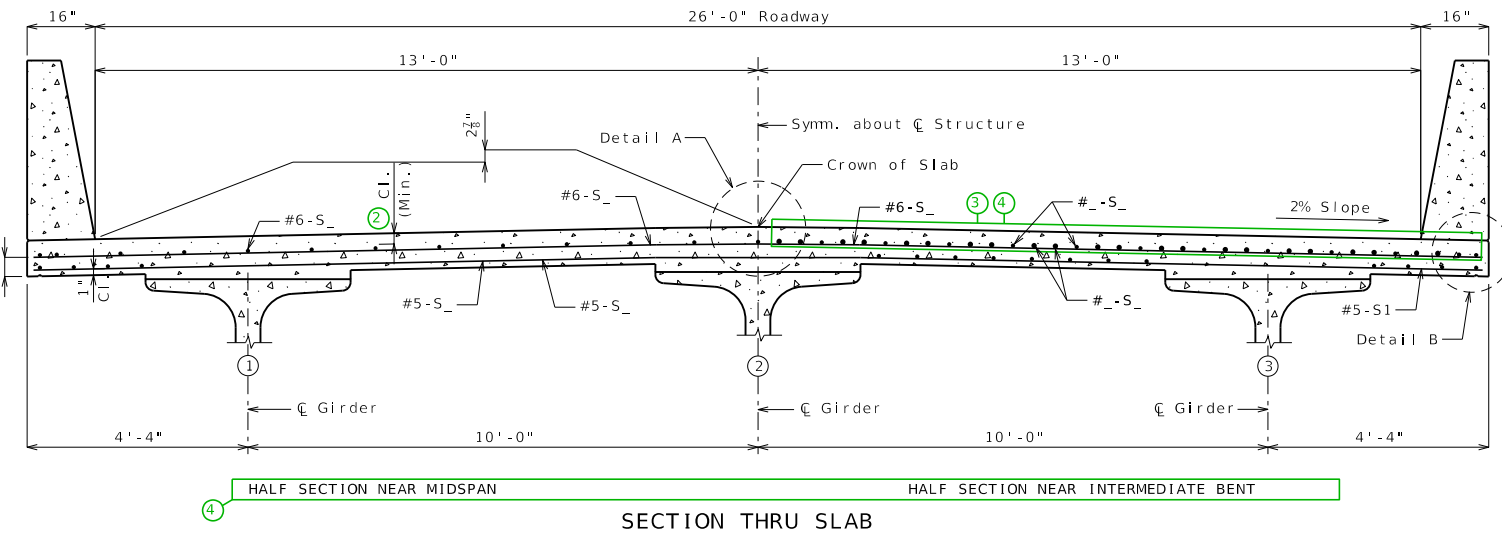


3-Beam Panel Deck

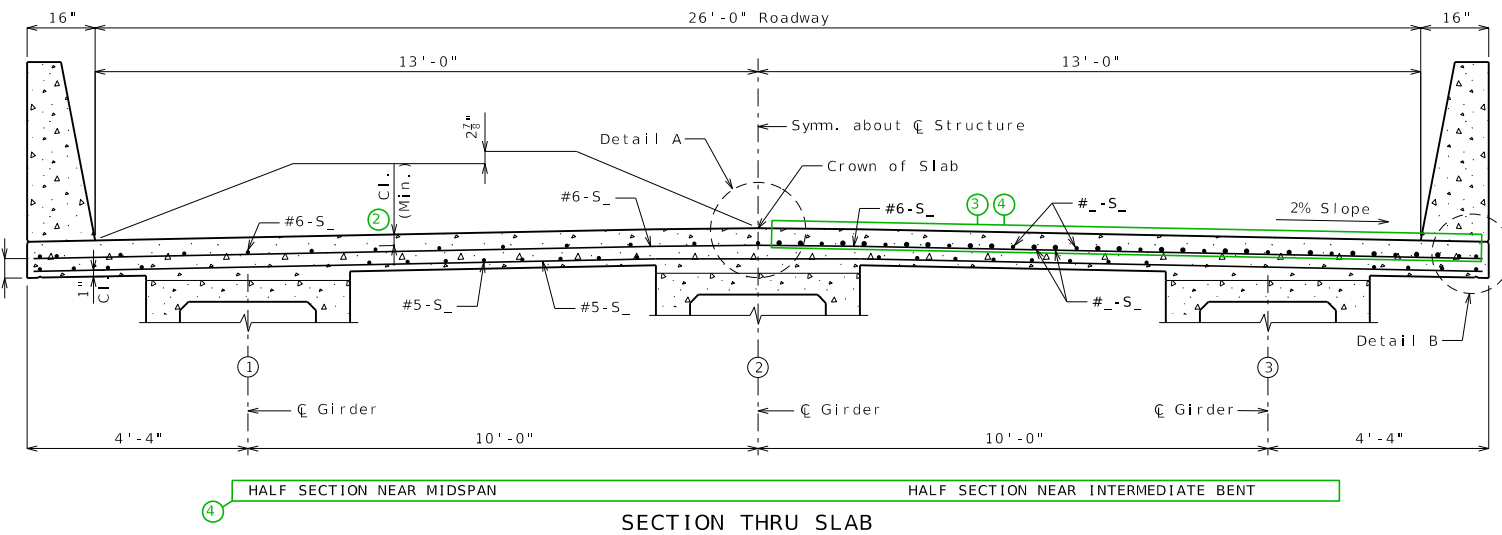
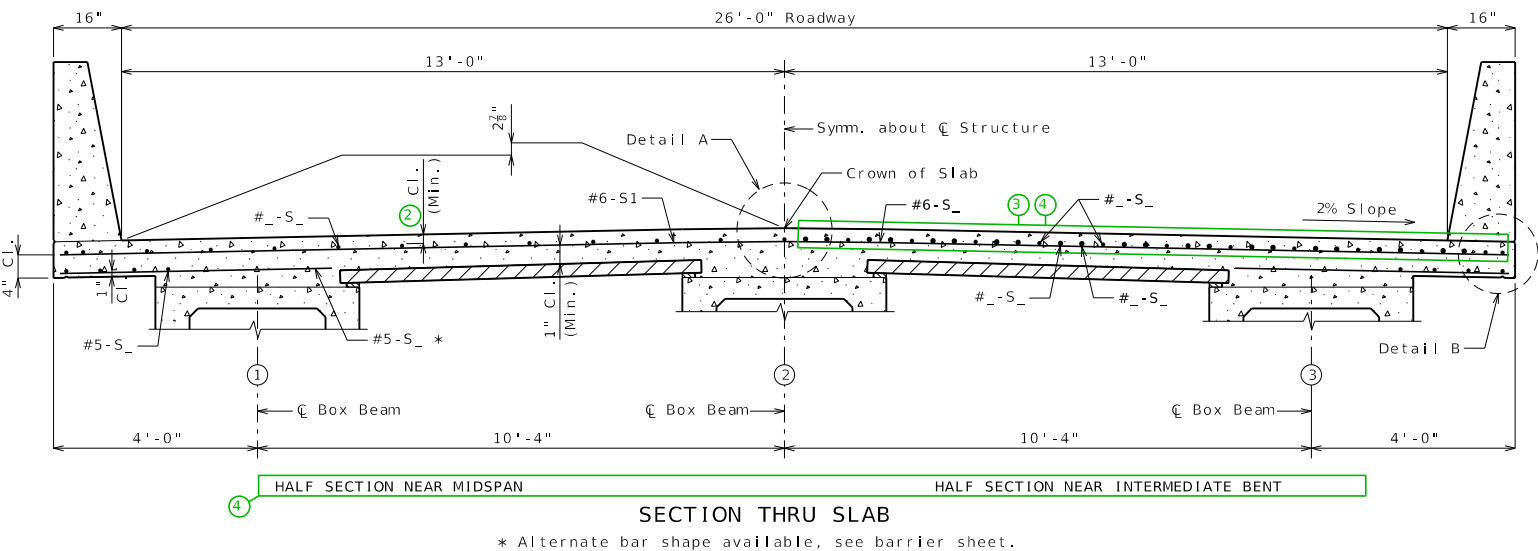
NU



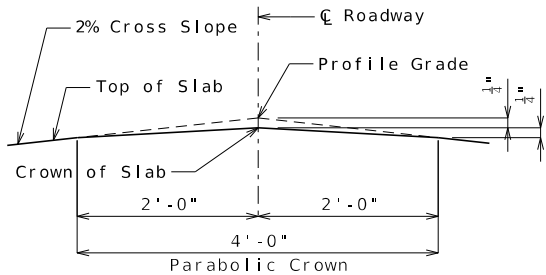
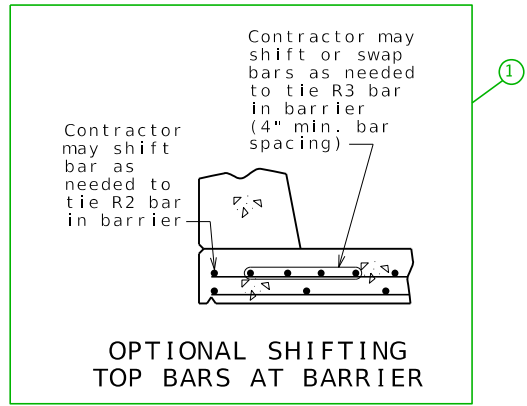
3-Beam CIP Deck



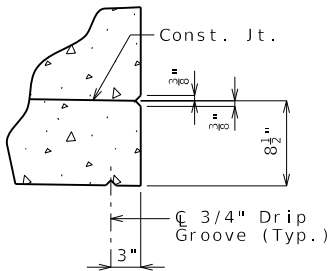
Box



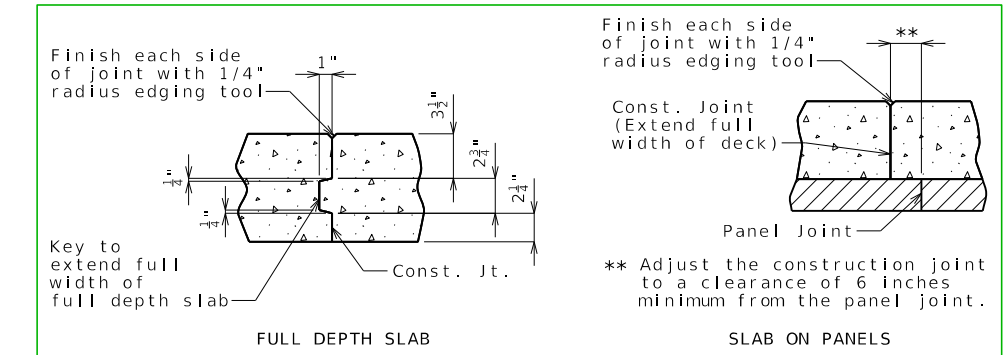




DETAIL A



DETAIL B



SLAB CONSTRUCTION JOINT

Notes:

7 For details of precast prestressed panels, see Sheet No. .

For reinforcement of barrier not shown, see Sheet No. .

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .


For Plan of Slab Showing Reinforcement, see Sheet No. .

SLAB DETAILS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|                                                                                       |                |
|---------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>10/17/2023                                                           |                |
| ROUTE                                                                                 | STATE<br>MO    |
| DISTRICT                                                                              | SHEET NO.<br>3 |
| COUNTY                                                                                |                |
| JOB NO.                                                                               |                |
| CONTRACT ID.                                                                          |                |
| PROJECT NO.                                                                           |                |
| BRIDGE NO.                                                                            |                |
| DESCRIPTION                                                                           |                |
|                                                                                       |                |
| DATE                                                                                  |                |
|                                                                                       |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                |
|  |                |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-273-6636)      |                |



SLAB03\_28ft\_symm

Guidance & Alternate Details (1 of 4)

Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

3<sup>1</sup>/<sub>8</sub>" for #5 bars

3" for #6 bars

2<sup>7</sup>/<sub>8</sub>" for #7 bars

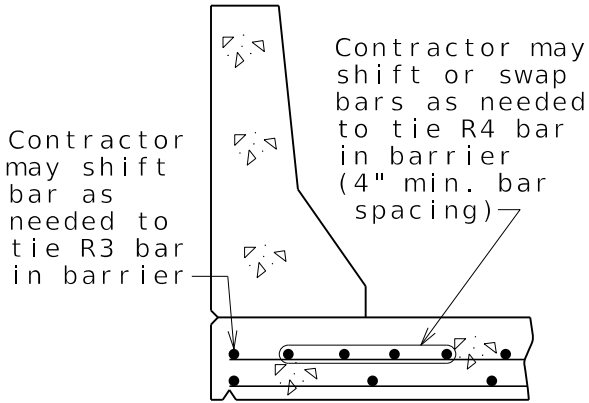
2<sup>3</sup>/<sub>4</sub>" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

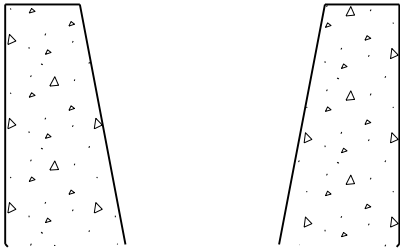
\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)  
3" (#6)  
2<sup>7</sup>/<sub>8</sub>" (#7)  
2<sup>3</sup>/<sub>4</sub>" (#8)

Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.

- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
- ④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup
- ⑤ Place appropriate slab pouring sequence cell and modify as required.
- ⑥ Use alternate detail for CIP decks:

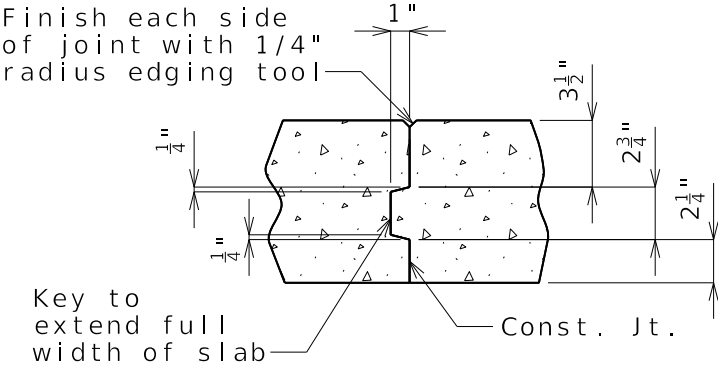


OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".



SLAB CONSTRUCTION JOINT

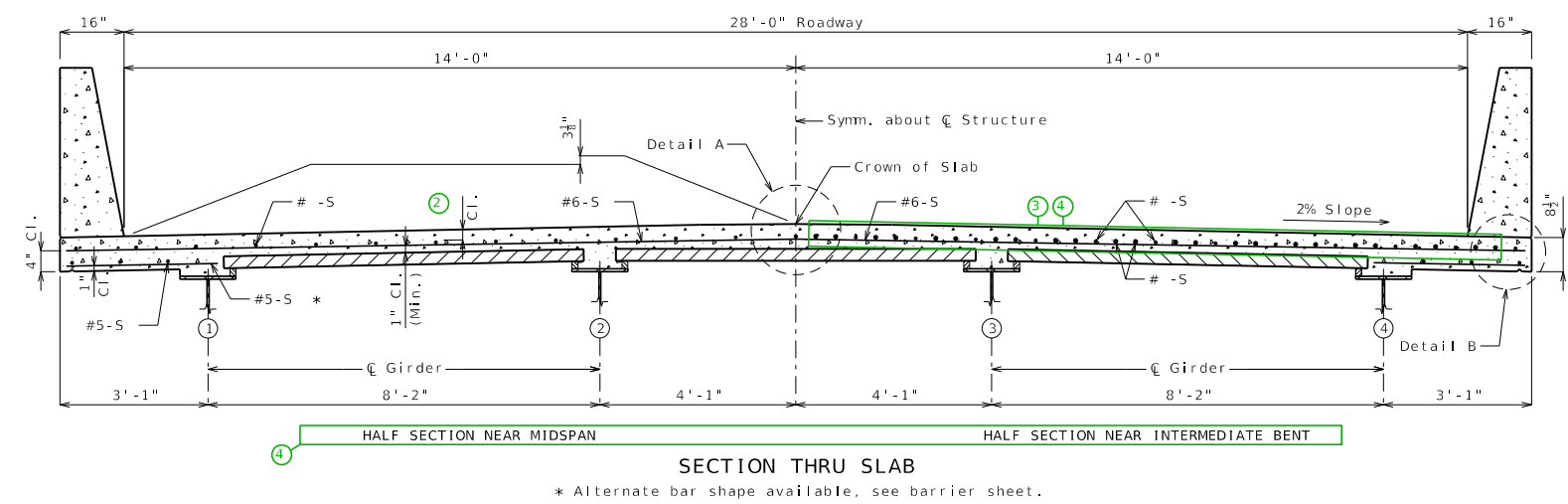
- ⑦ Remove for CIP deck

Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.

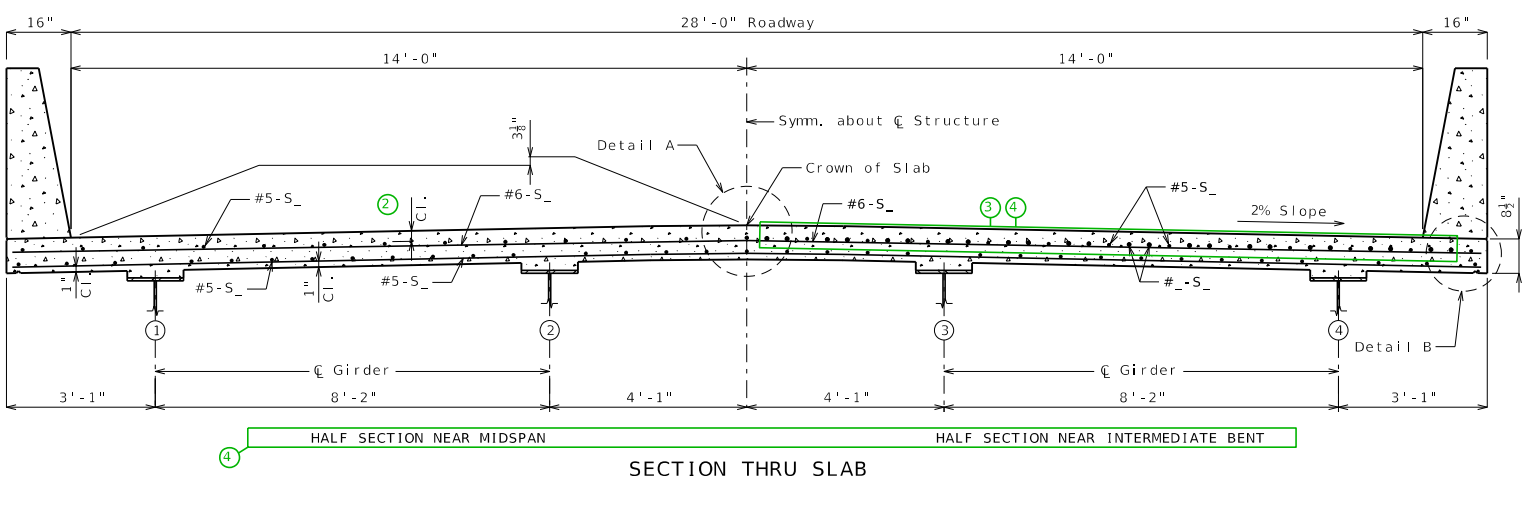


SLAB03\_28ft\_symm      Guidance & Alternate Details (2 of 4)  
4-Beam Panel Deck

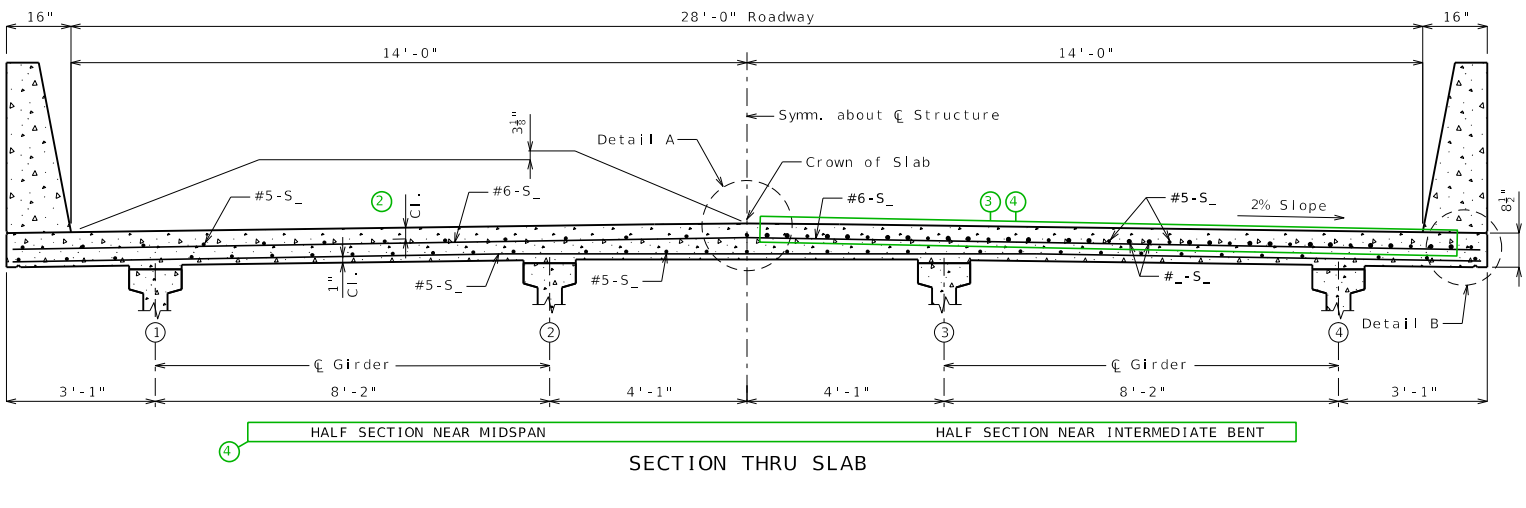
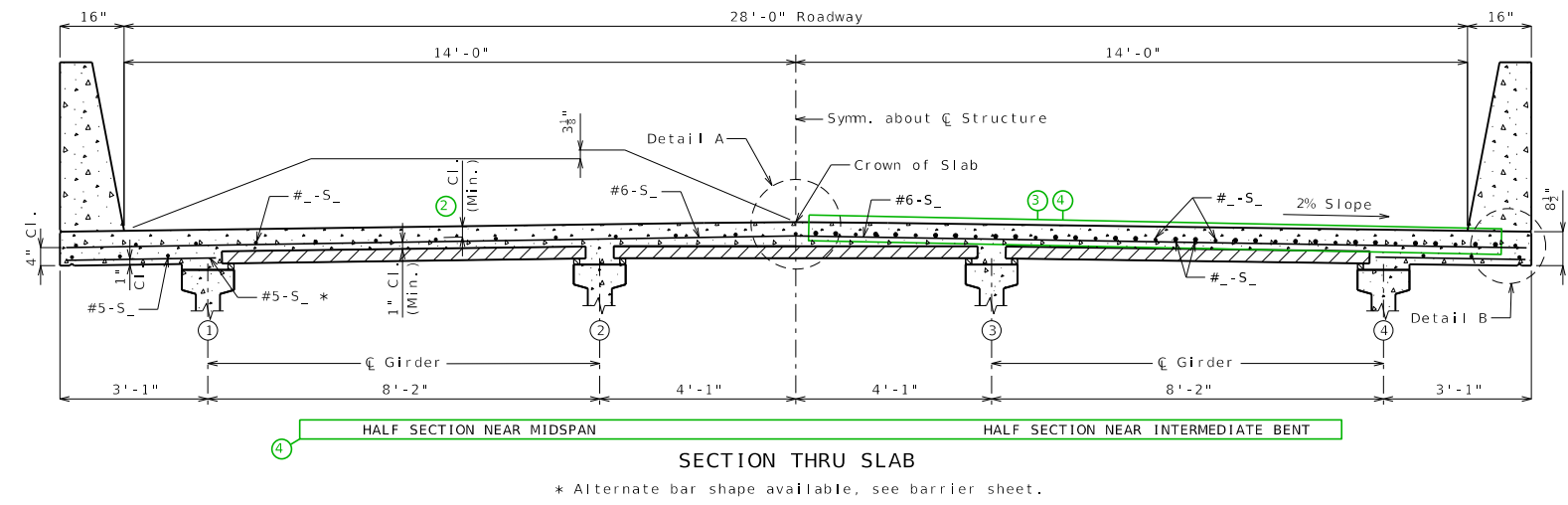
Plate Girder



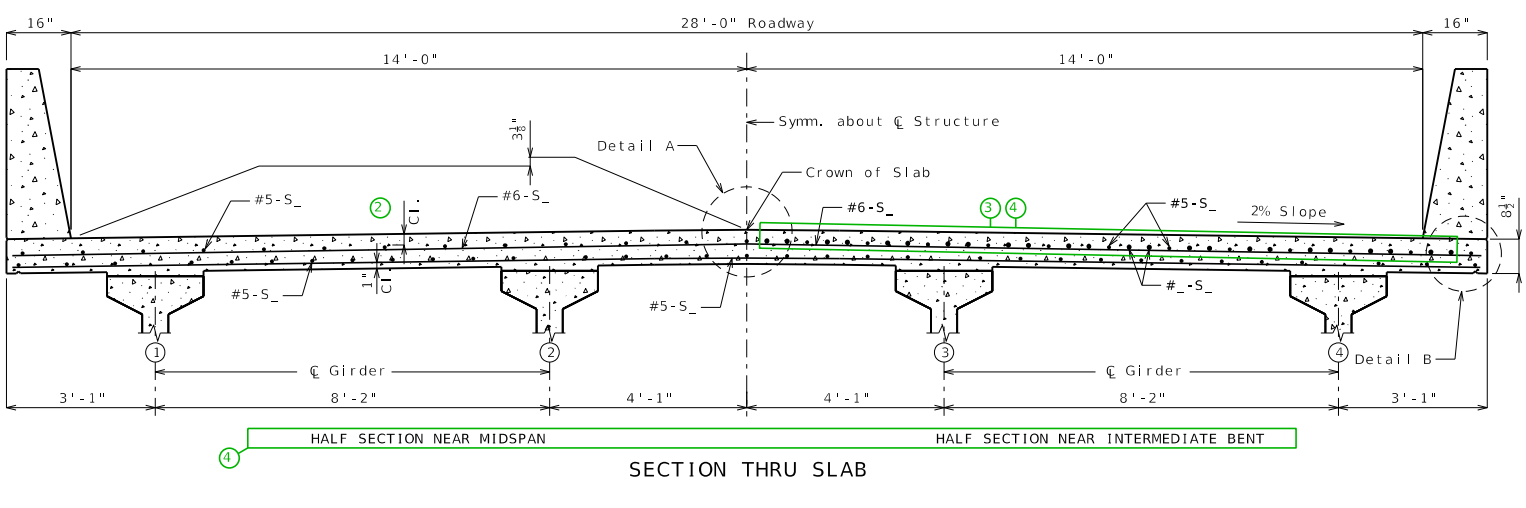
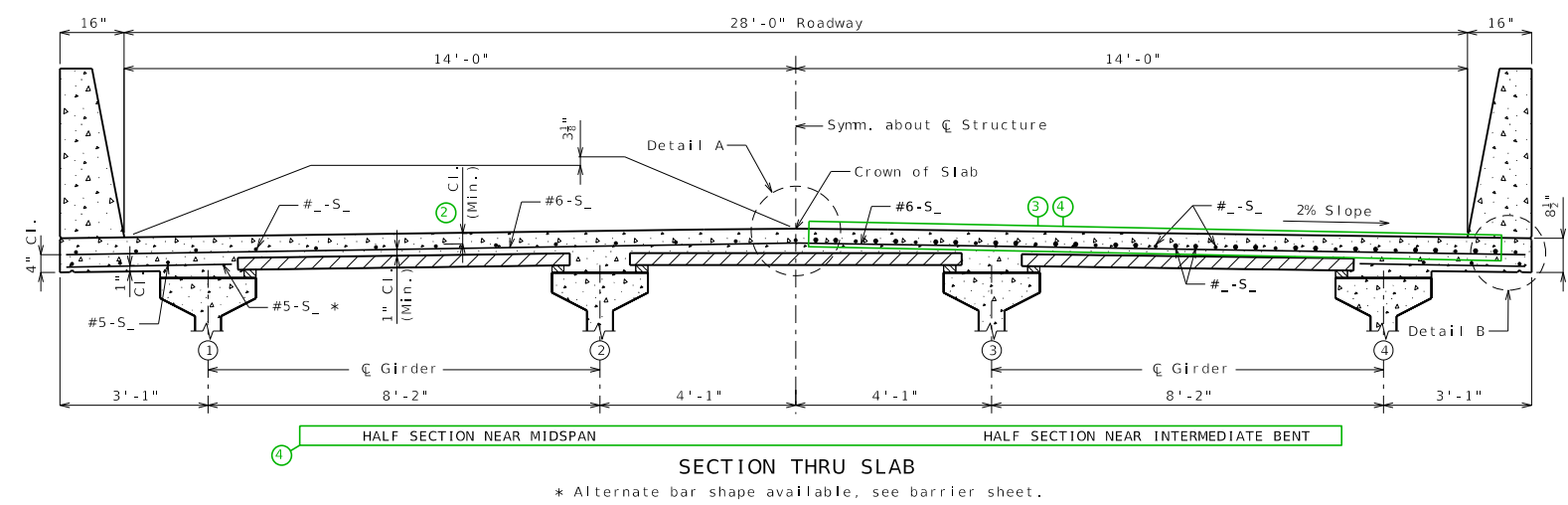
4-Beam CIP Deck



Type 2,3,4



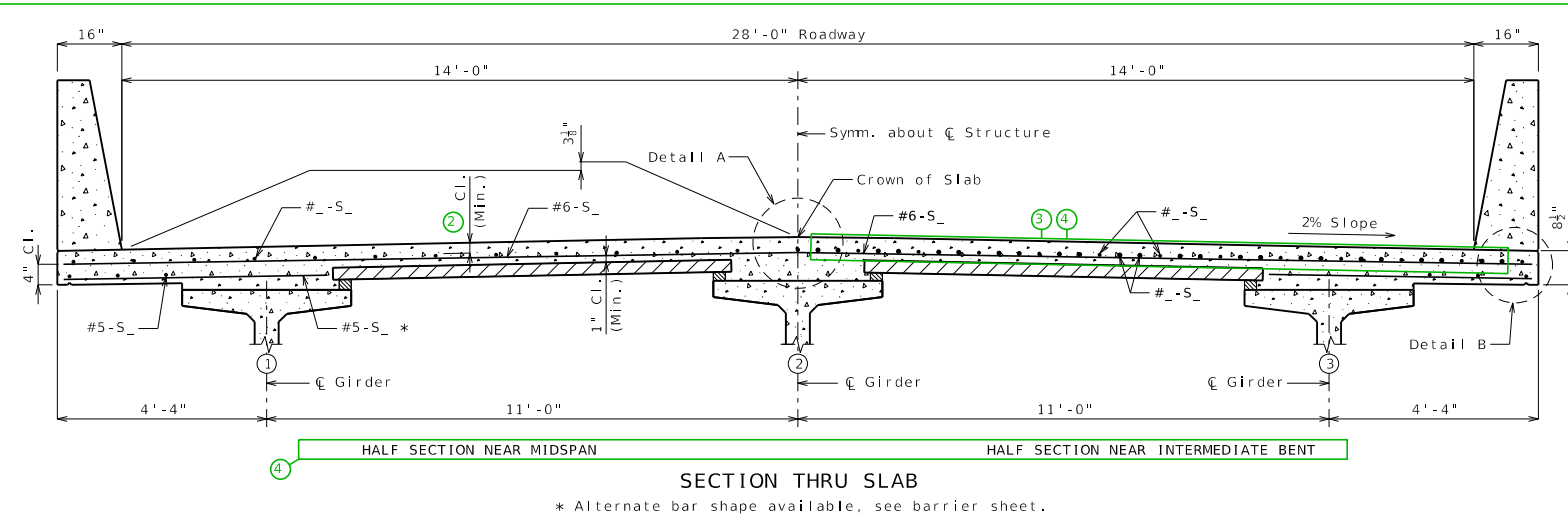
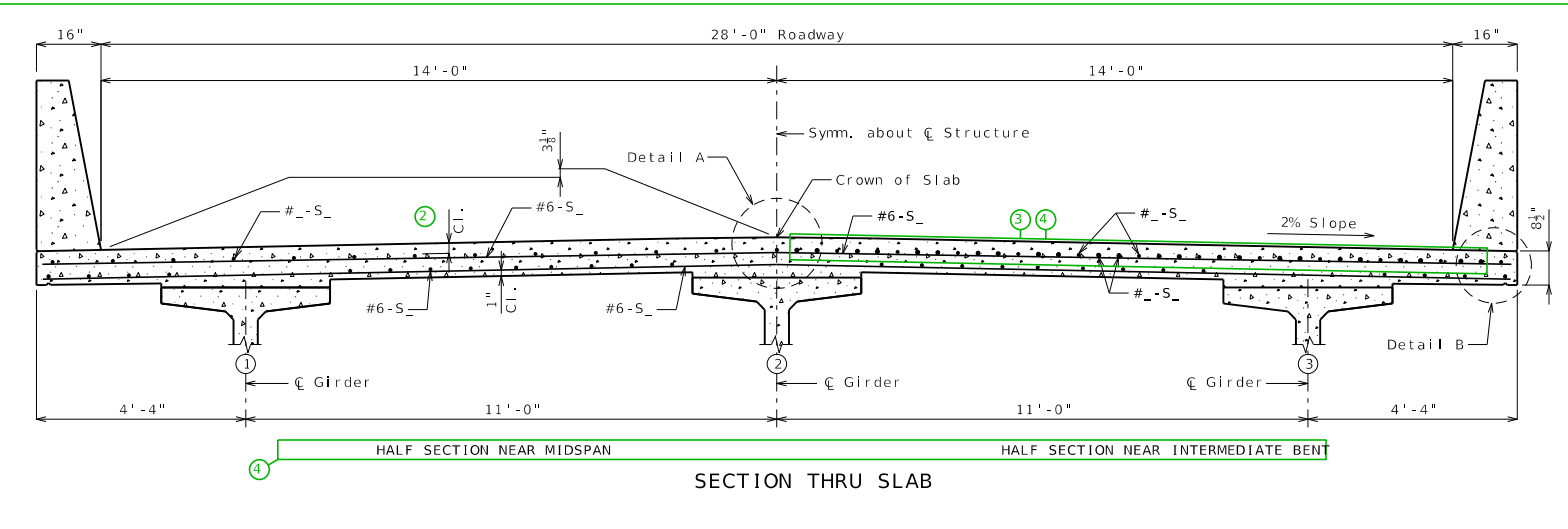
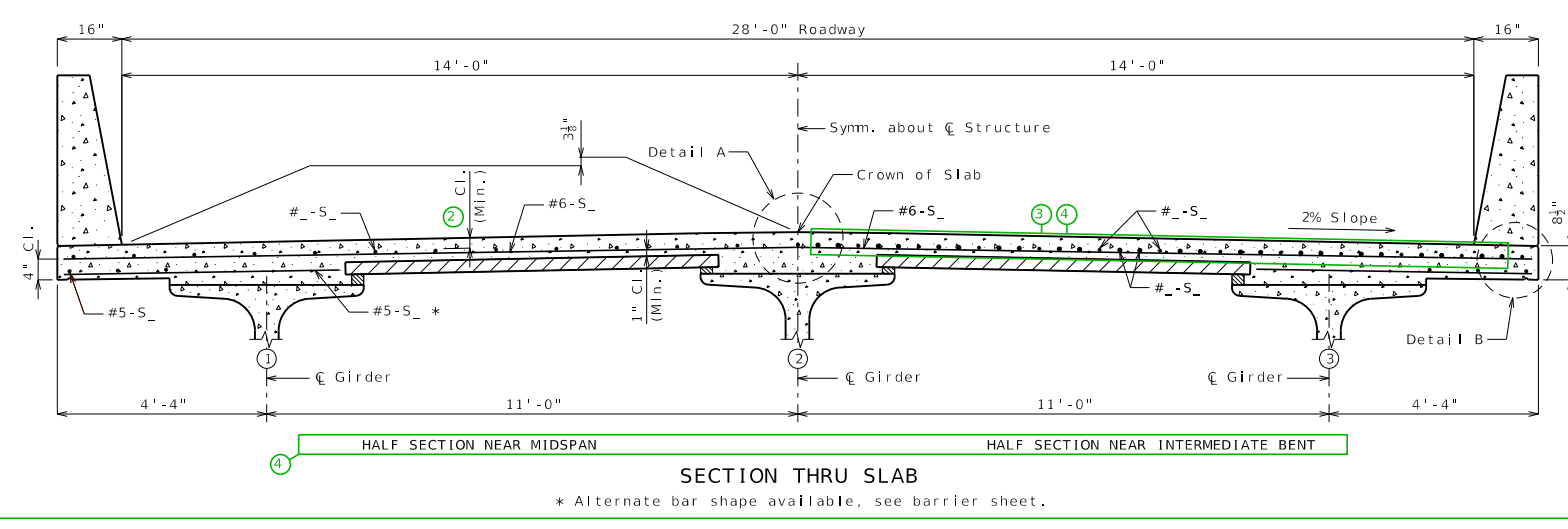
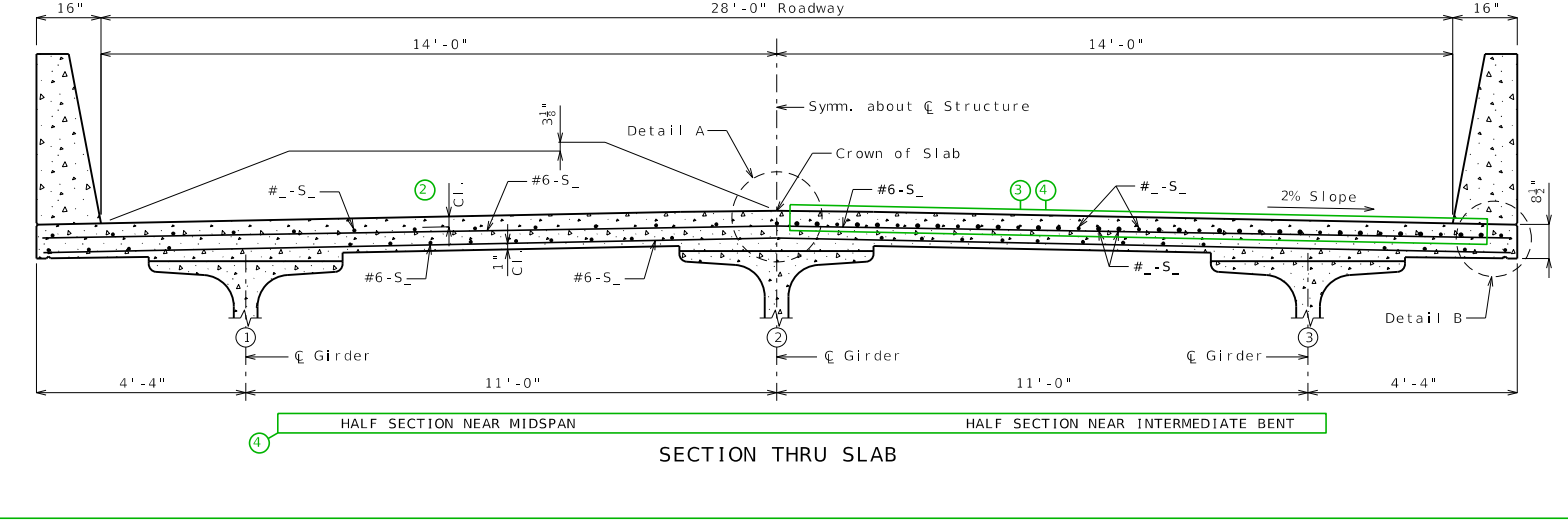
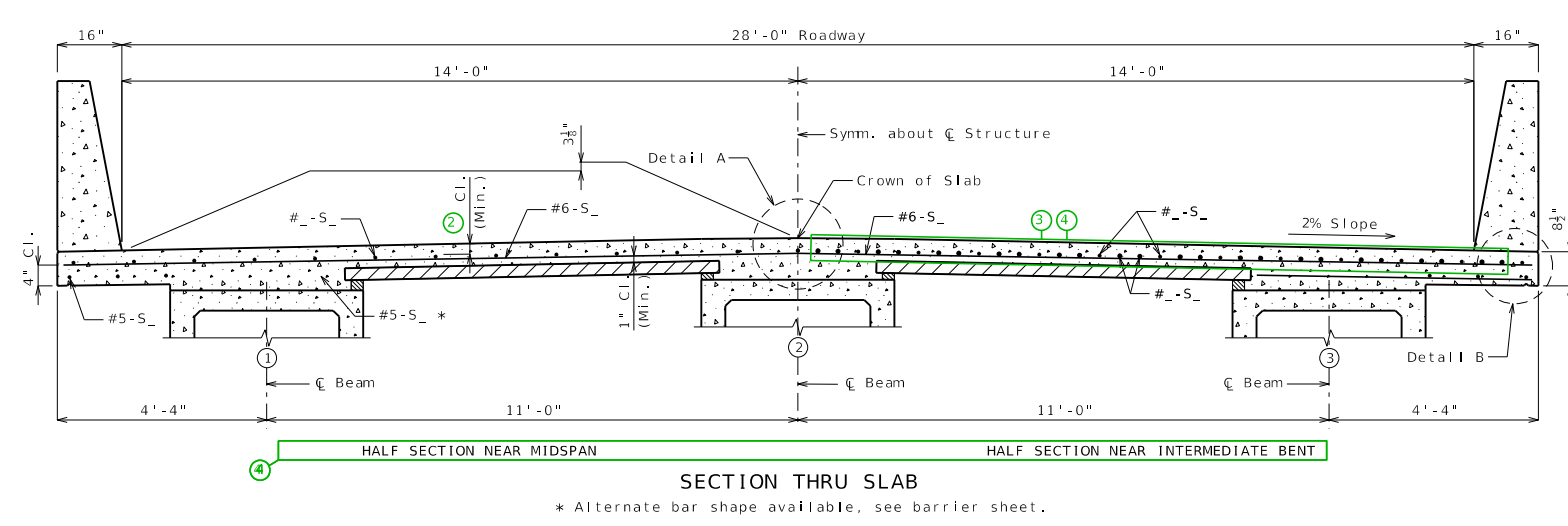
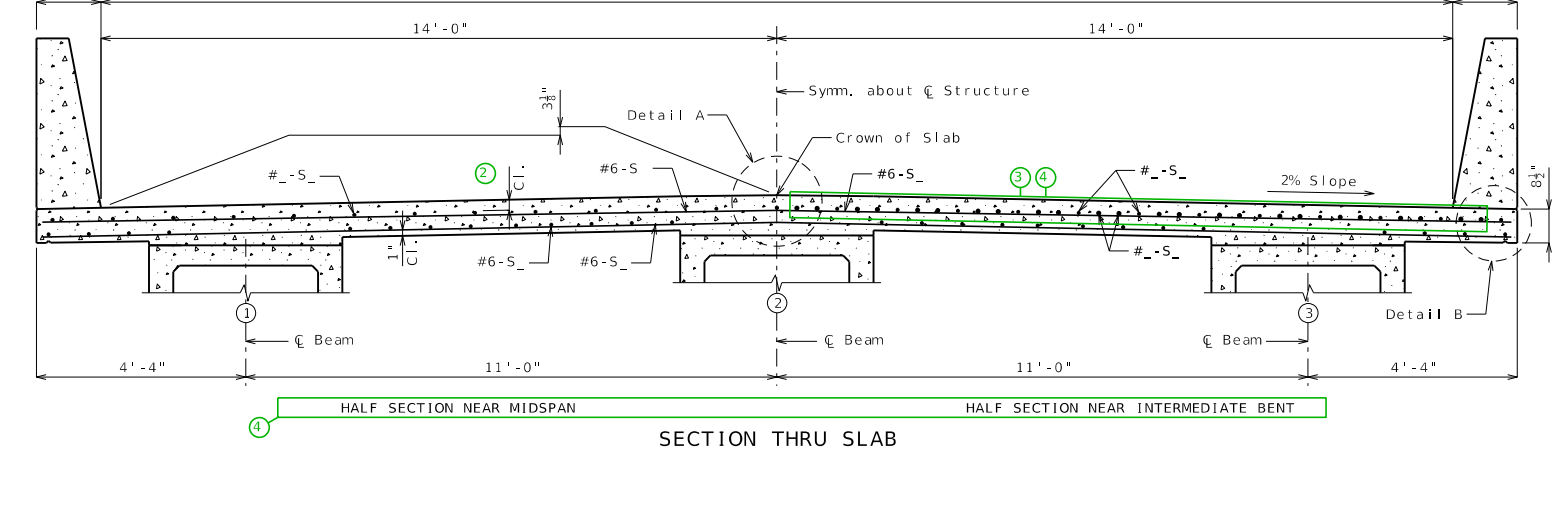
Type 6



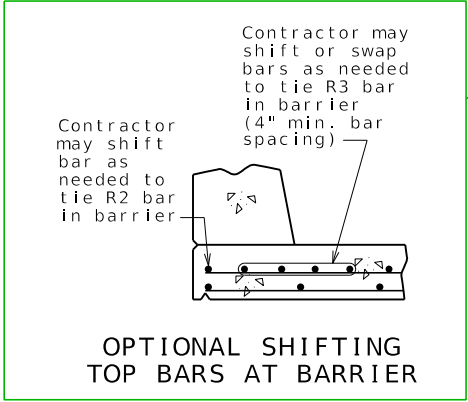


| SLAB03_28ft_symm |  | Guidance & Alternate Details (3 of 4) |  |
|------------------|--|---------------------------------------|--|
|                  |  | 4-Beam Panel Deck                     |  |
| Bulb-TEE         |  |                                       |  |
|                  |  |                                       |  |
| NU               |  |                                       |  |
|                  |  |                                       |  |
| Box              |  |                                       |  |
|                  |  |                                       |  |



| SLAB03_28ft_symm |  | Guidance & Alternate Details (4 of 4)                                               |                                                                                       |
|------------------|--|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                  |  | 3-Beam Panel Deck                                                                   |                                                                                       |
| Bulb-Tee         |  |    |    |
|                  |  | <p>SECTION THRU SLAB</p> <p>* Alternate bar shape available, see barrier sheet.</p> | <p>SECTION THRU SLAB</p> <p>* Alternate bar shape available, see barrier sheet.</p>   |
| NU               |  |   |   |
|                  |  | <p>SECTION THRU SLAB</p> <p>* Alternate bar shape available, see barrier sheet.</p> | <p>SECTION THRU SLAB</p> <p>* Alternate bar shape available, see barrier sheet.</p>   |
| Box              |  |  |  |
|                  |  | <p>SECTION THRU SLAB</p> <p>* Alternate bar shape available, see barrier sheet.</p> | <p>SECTION THRU SLAB</p> <p>* Alternate bar shape available, see barrier sheet.</p>   |

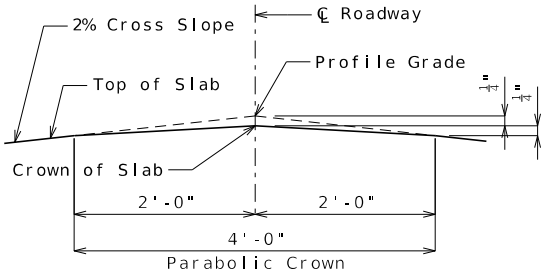




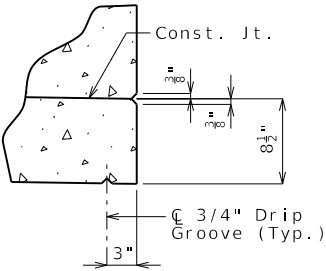
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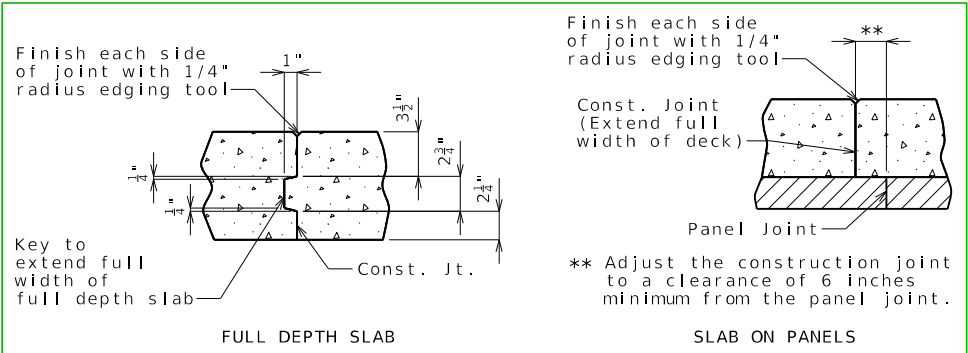
5



DETAIL A



DETAIL B



SLAB CONSTRUCTION JOINT

Notes:

7 For details of precast prestressed panels, see Sheet No. .

For reinforcement of barrier not shown, see Sheet No. .

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .

For Plan of Slab Showing Reinforcement, see Sheet No. .

SLAB DETAILS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 4         |
| COUNTY        |           |
| JOB NO.       |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
| BRIDGE NO.    |           |

| DESCRIPTION | DATE |
|-------------|------|
|             |      |
|             |      |
|             |      |
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|             |      |
|             |      |

MISSOURI HIGHWAYS AND TRANSPORTATION  
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JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)



Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

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3" for #6 bars

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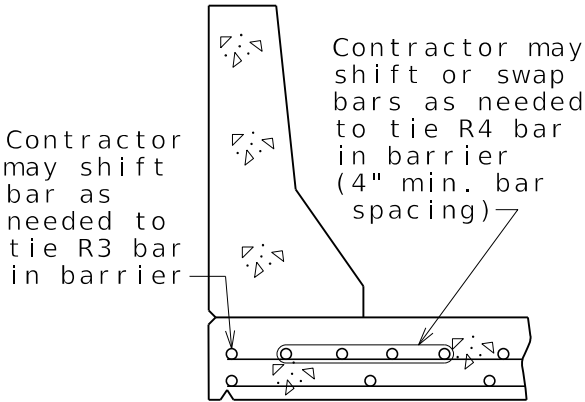
2<sup>3</sup>/<sub>4</sub>" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

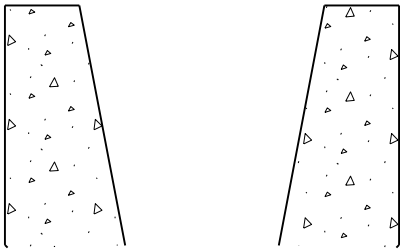
\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)  
3" (#6)  
2<sup>7</sup>/<sub>8</sub>" (#7)  
2<sup>3</sup>/<sub>4</sub>" (#8)

Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.

- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
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- ⑥ Use alternate detail for CIP decks:

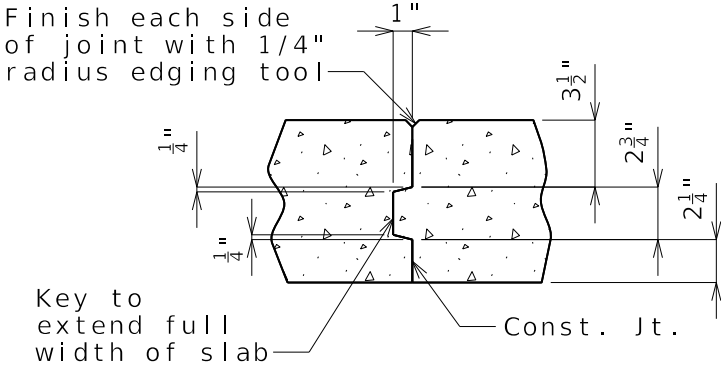


OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".



SLAB CONSTRUCTION JOINT

- ⑦ Remove for CIP deck

Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.

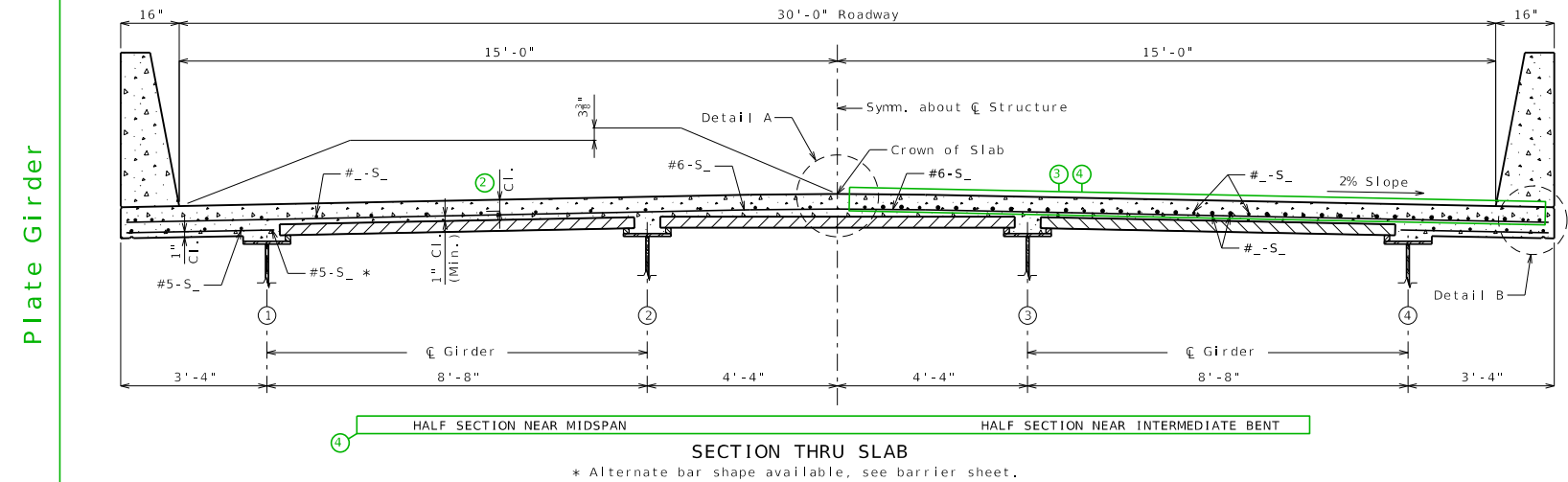


SLAB04\_30ft\_symm      Guidance & Alternate Details (2 of 3)  
4-Beam Panel Deck

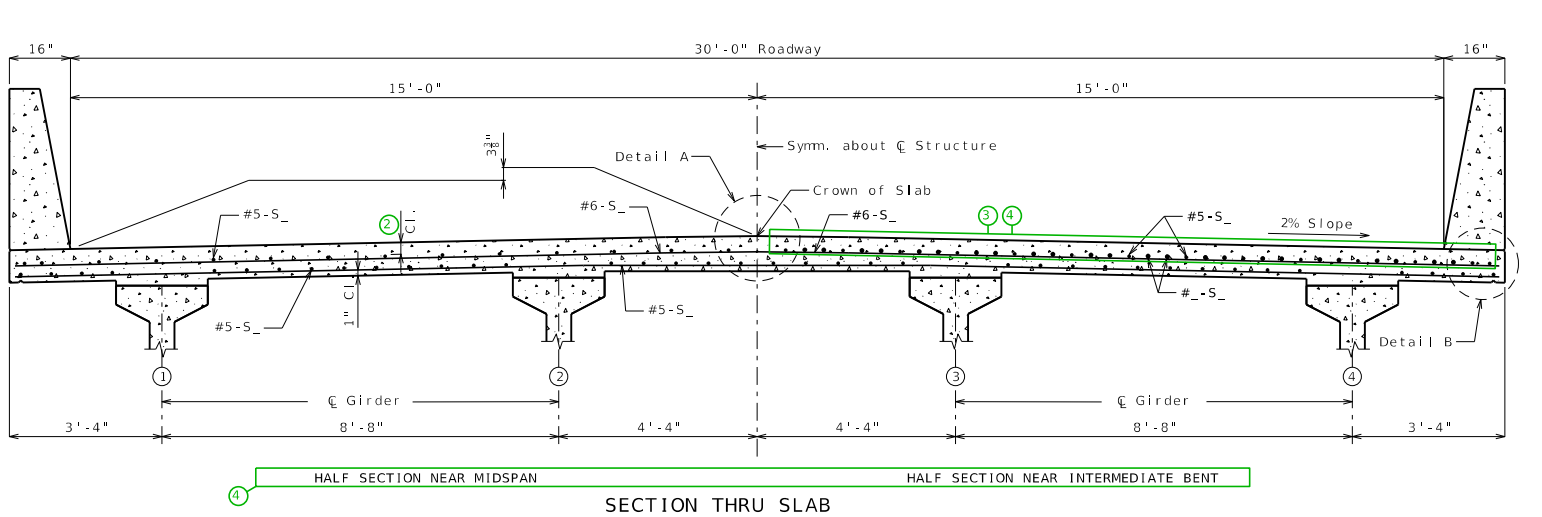
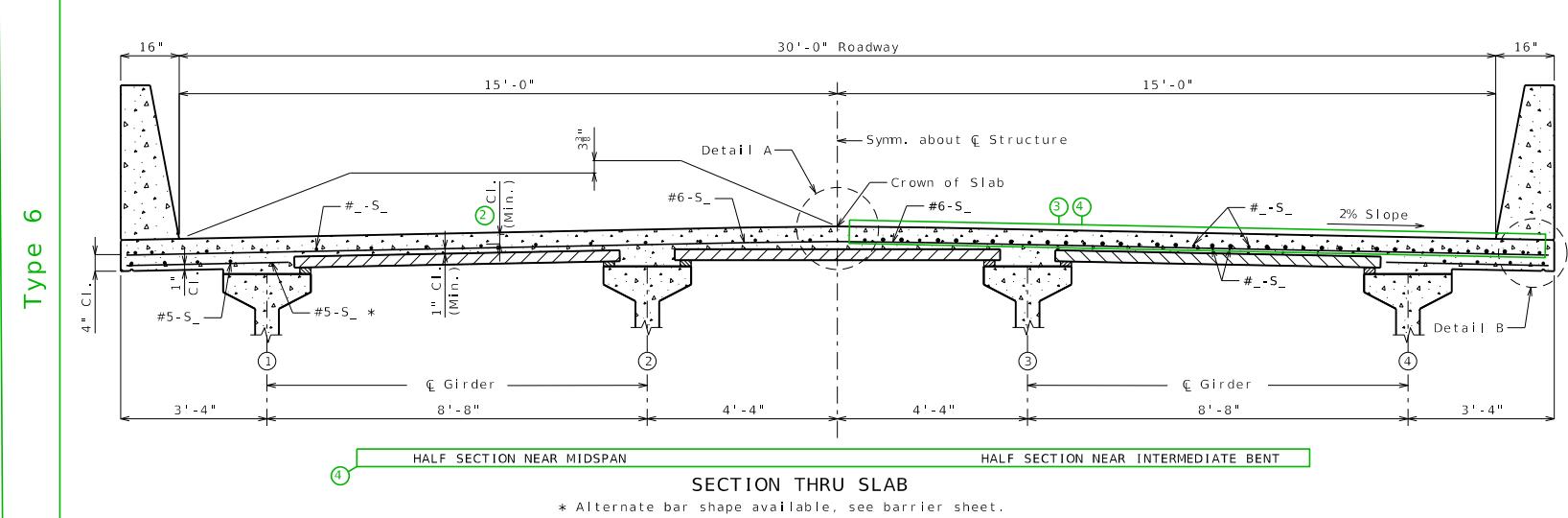
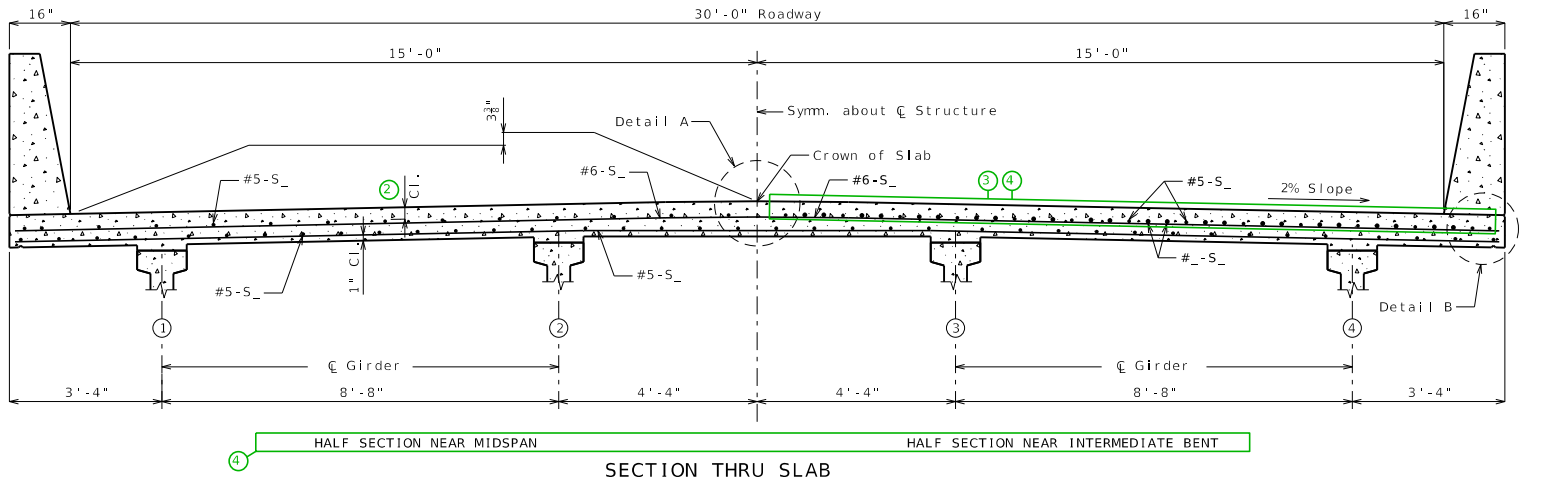
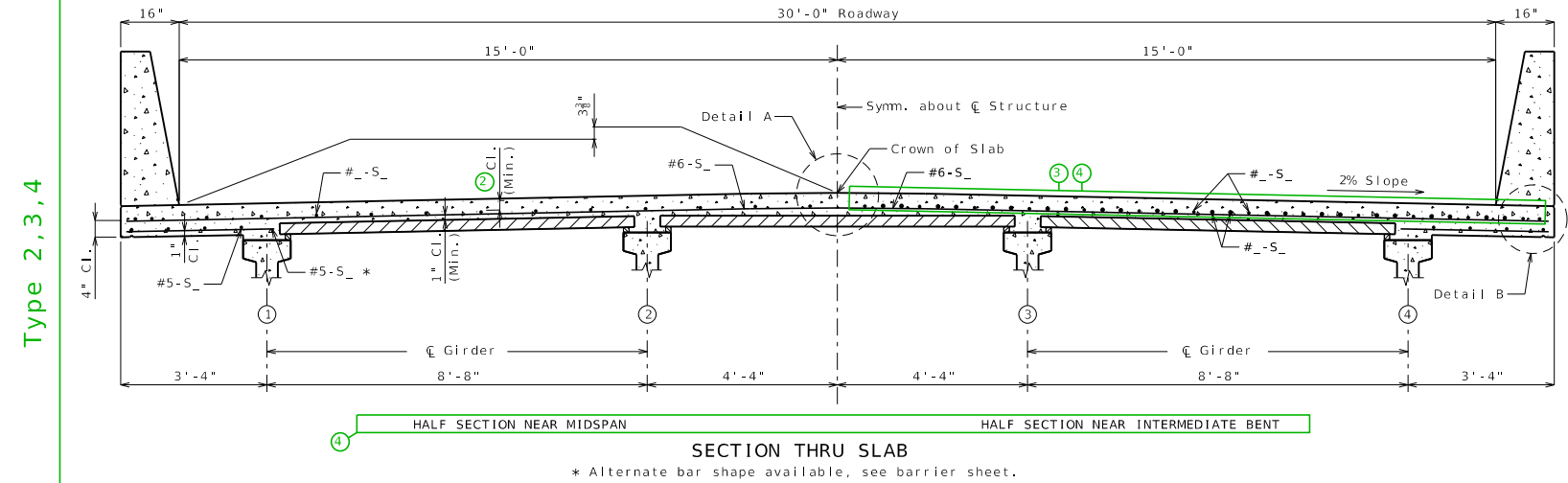
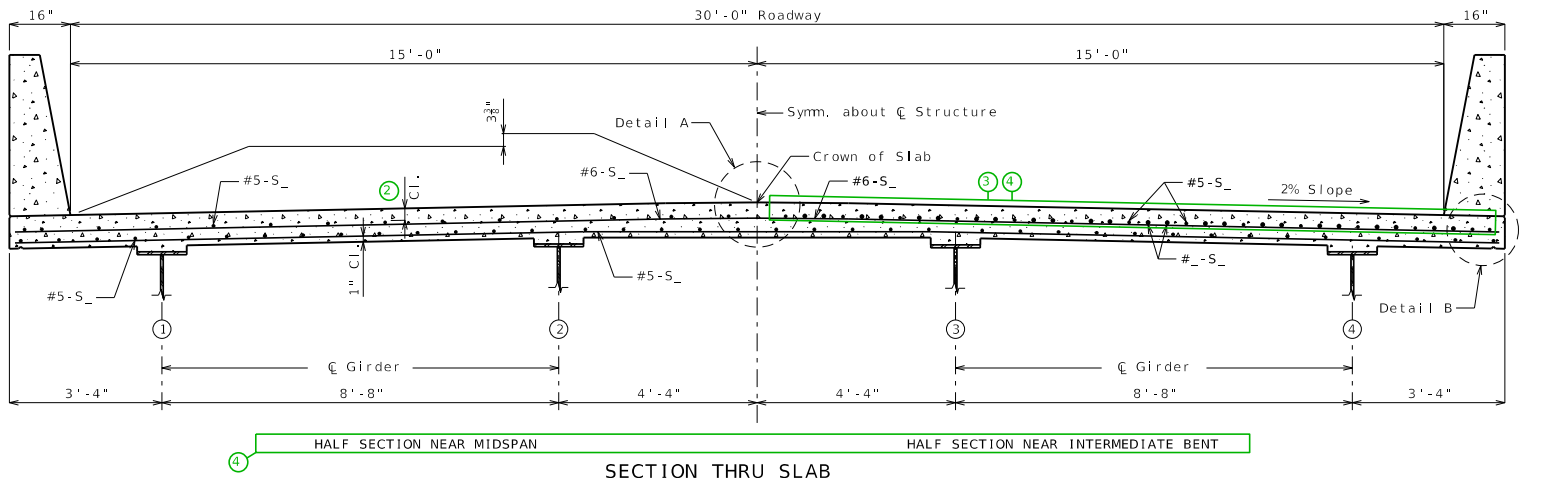
Plate Girder

Type 2,3,4

Type 6



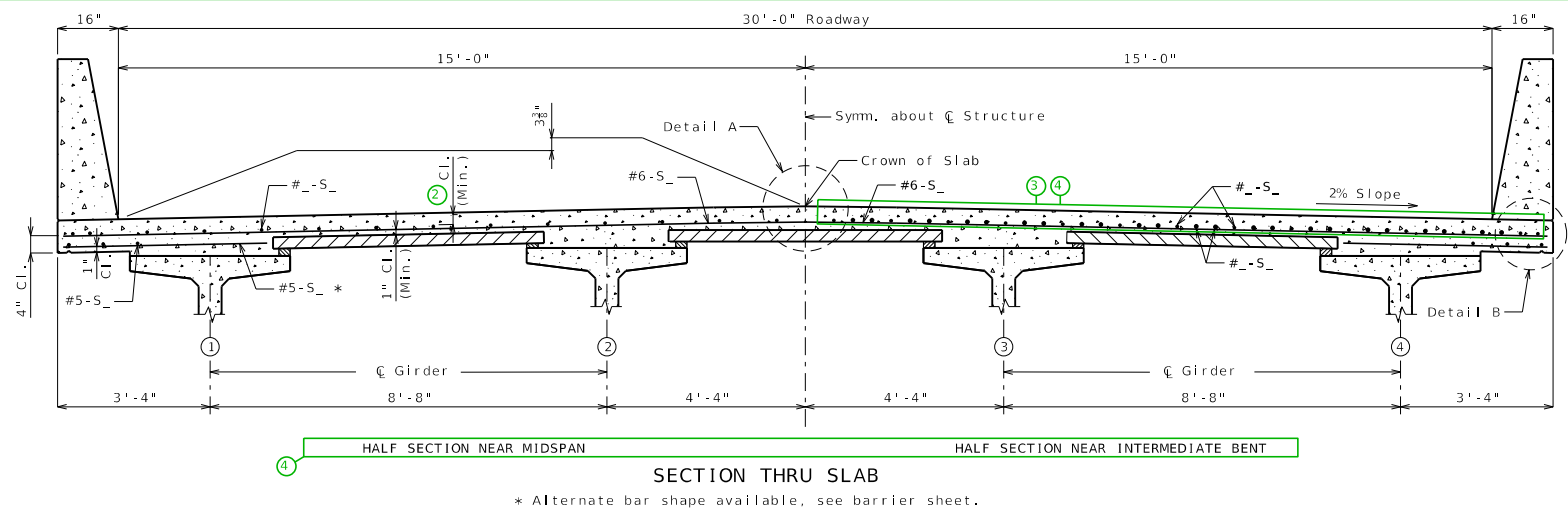
4-Beam CIP Deck



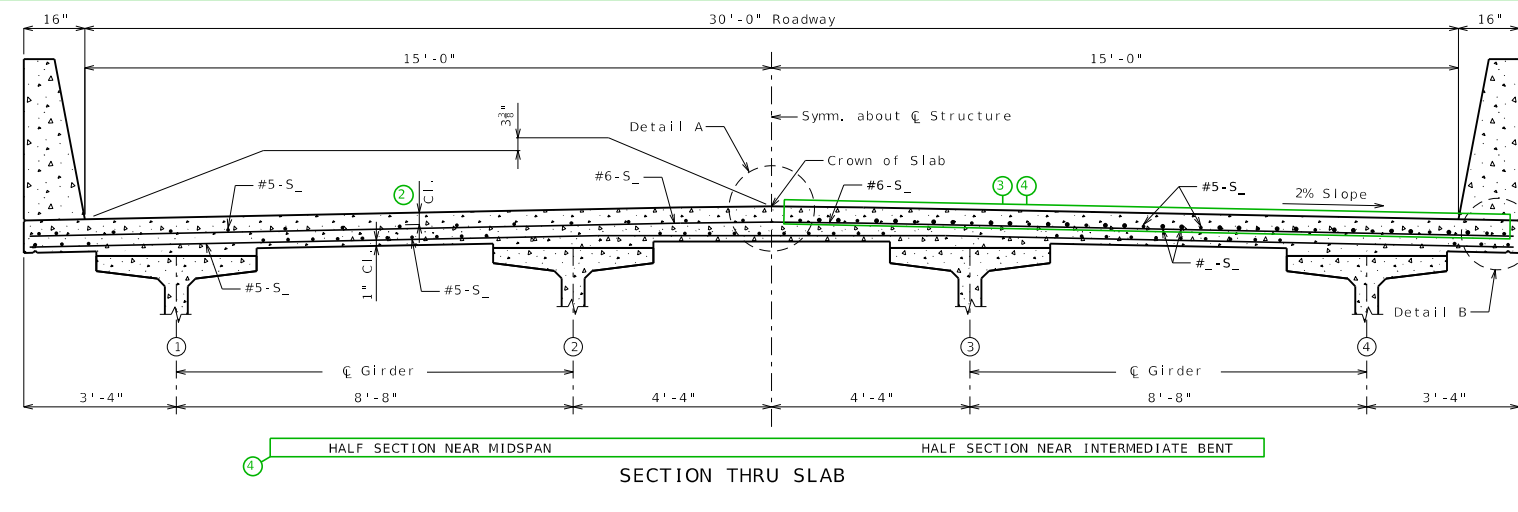


SLAB04\_30ft\_symm      Guidance & Alternate Details (3 of 3)  
4-Beam Panel Deck

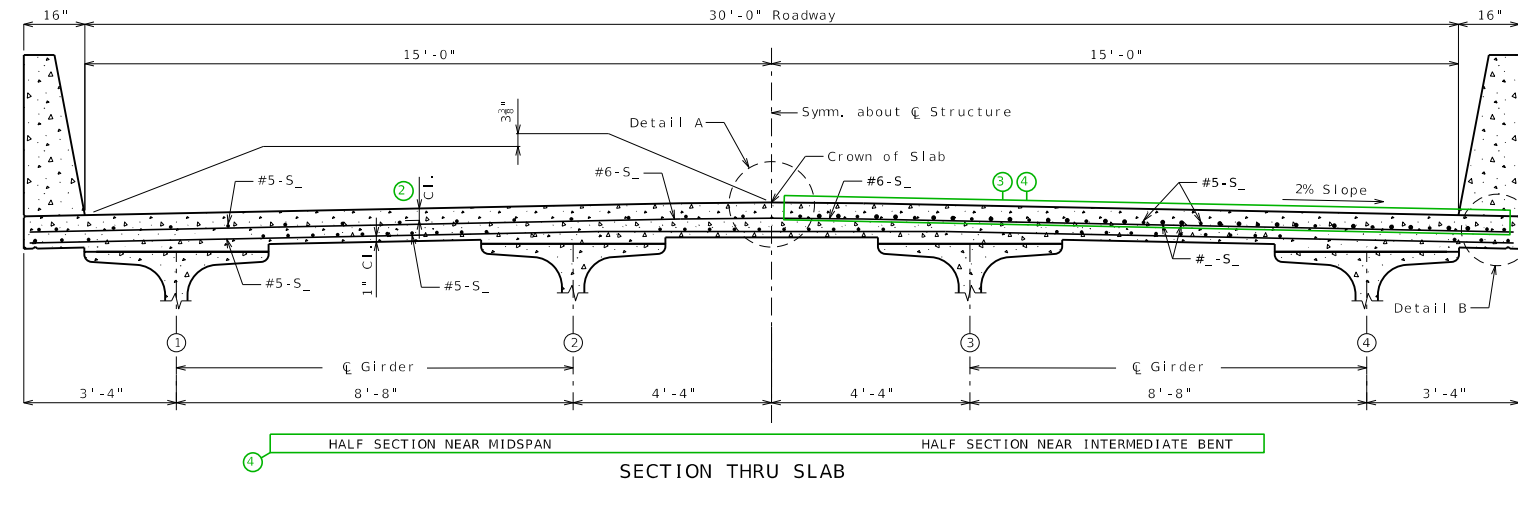
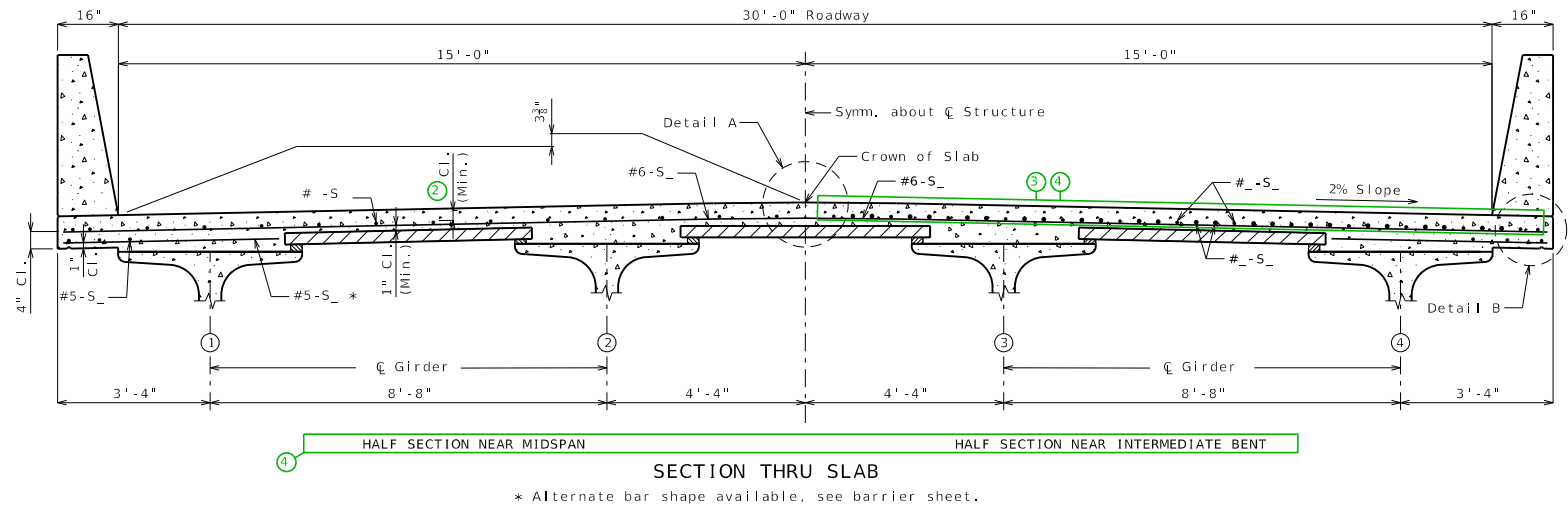
Bulb-Tee



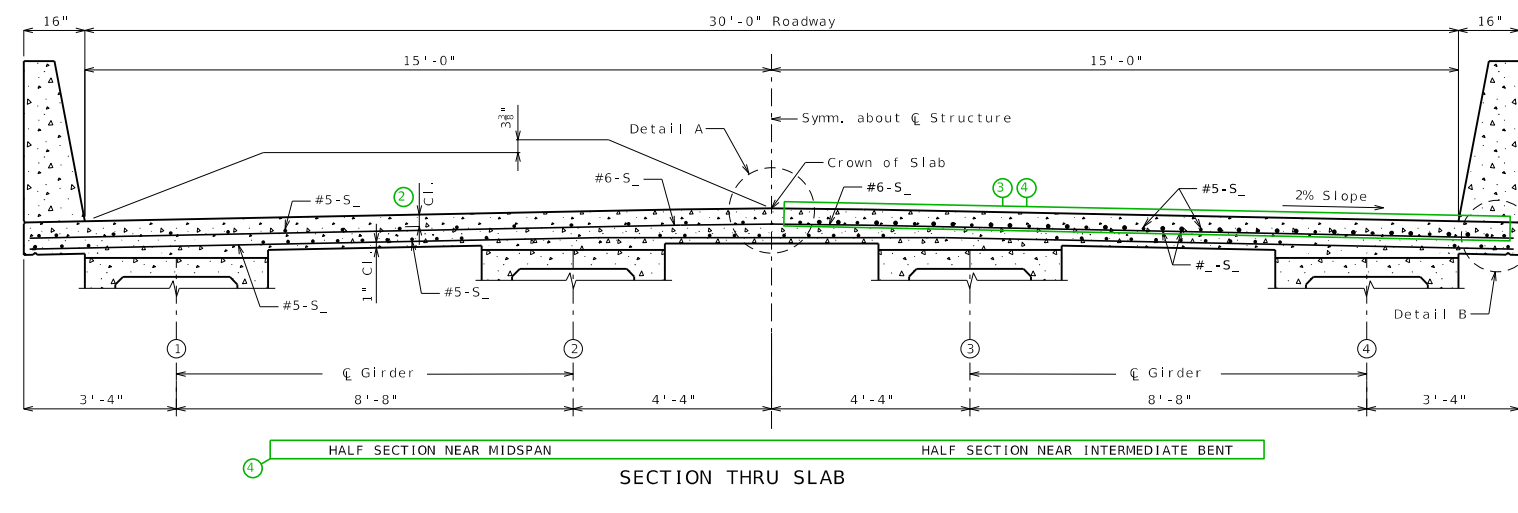
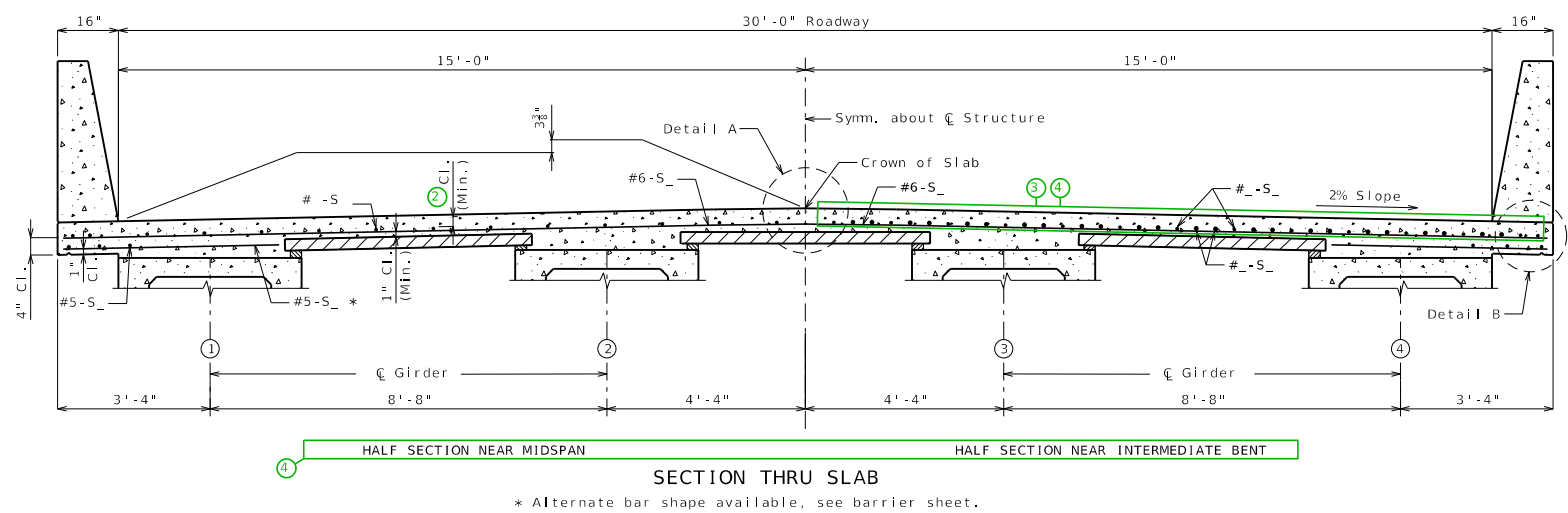
4-Beam CIP Deck



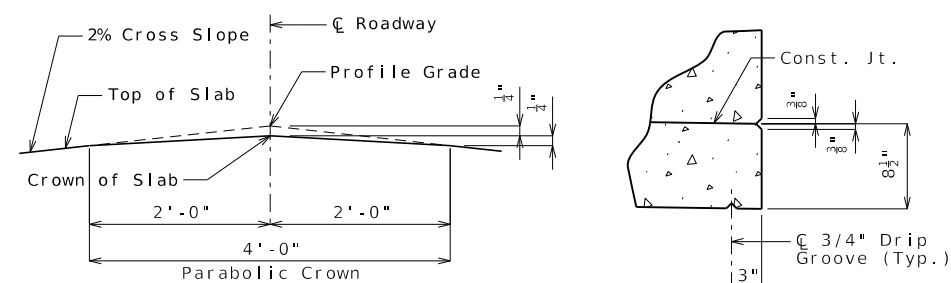
NU



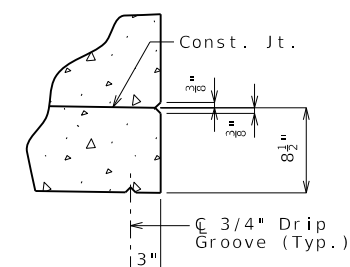
Box



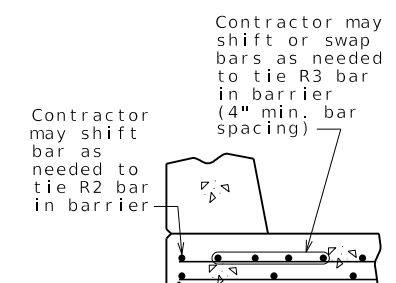




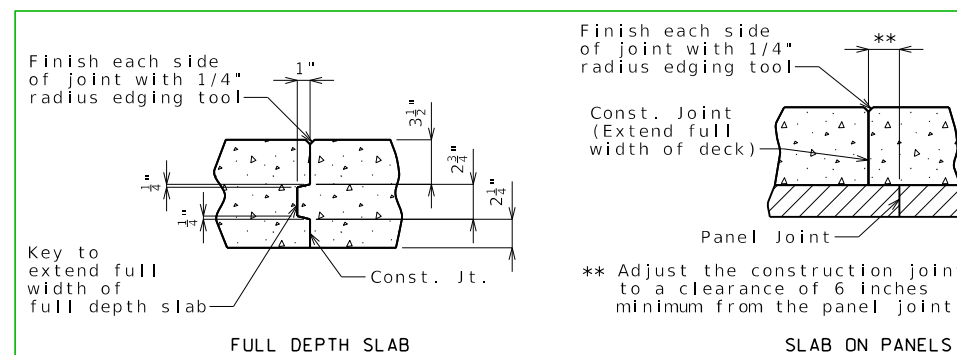
DETAIL A



DETAIL B



OPTIONAL SHIFTING  
TOP BARS AT BARRIER



## SLAB CONSTRUCTION JOINT

Notes :

- ⑦ For details of precast prestressed panels, see Sheet No. .
- For reinforcement of barrier not shown, see Sheet No. .
- For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .
- For Plan of Slab Showing Reinforcement, see Sheet No. .

[illegible]



Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

3<sup>1</sup>/<sub>8</sub>" for #5 bars

3" for #6 bars

2<sup>7</sup>/<sub>8</sub>" for #7 bars

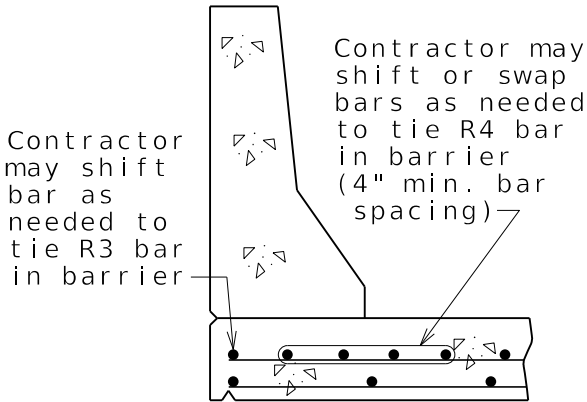
2<sup>3</sup>/<sub>4</sub>" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

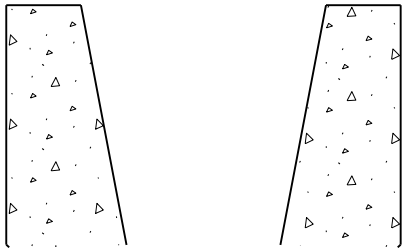
\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)  
3" (#6)  
2<sup>7</sup>/<sub>8</sub>" (#7)  
2<sup>3</sup>/<sub>4</sub>" (#8)

Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.

- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
- ④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup
- ⑤ Place appropriate slab pouring sequence cell and modify as required.
- ⑥ Use alternate detail for CIP decks:

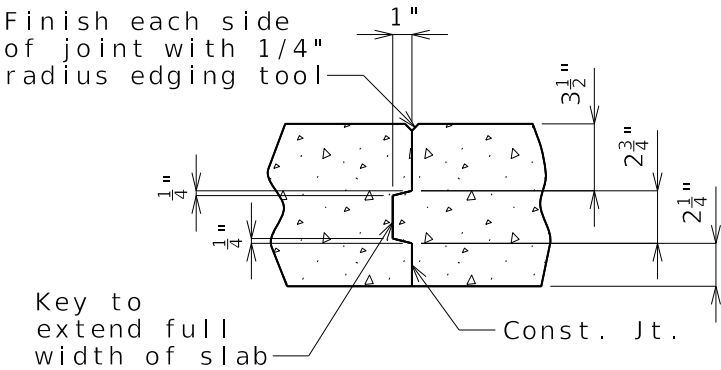


OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".



SLAB CONSTRUCTION JOINT

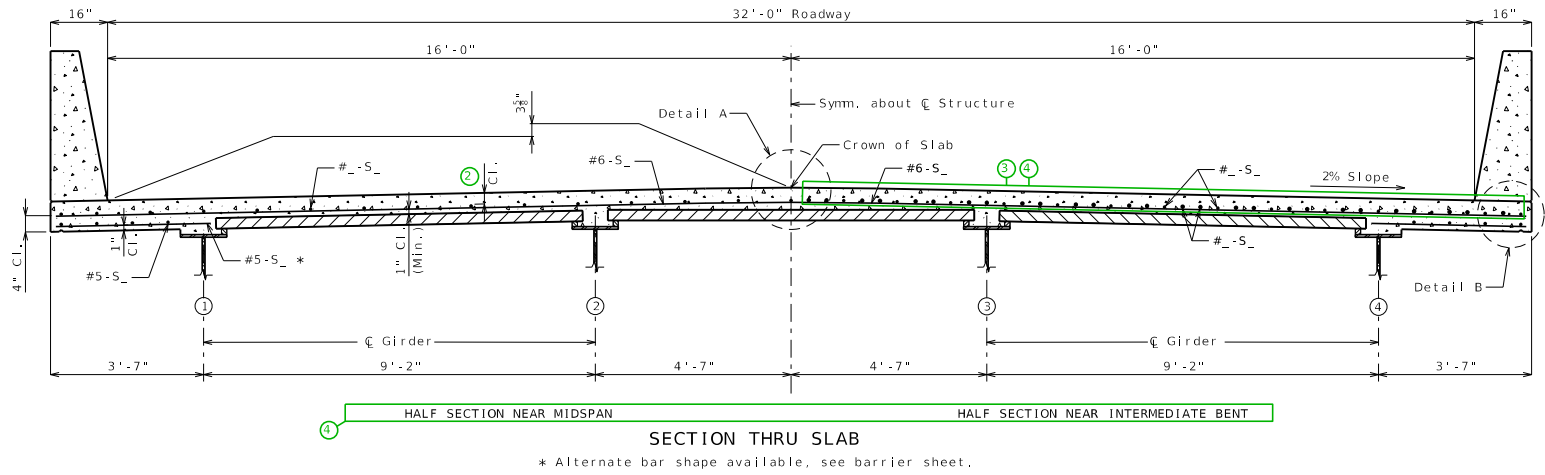
- ⑦ Remove for CIP deck

Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.

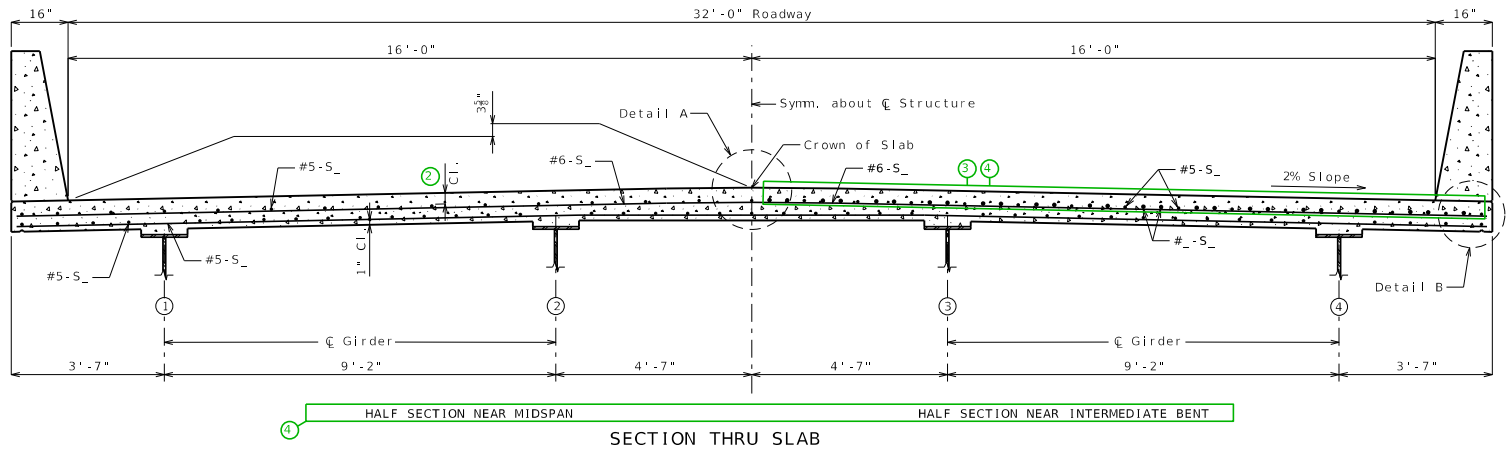


SLAB05\_32ft\_symm      Guidance & Alternate Details (2 of 3)  
4-Beam Panel Deck

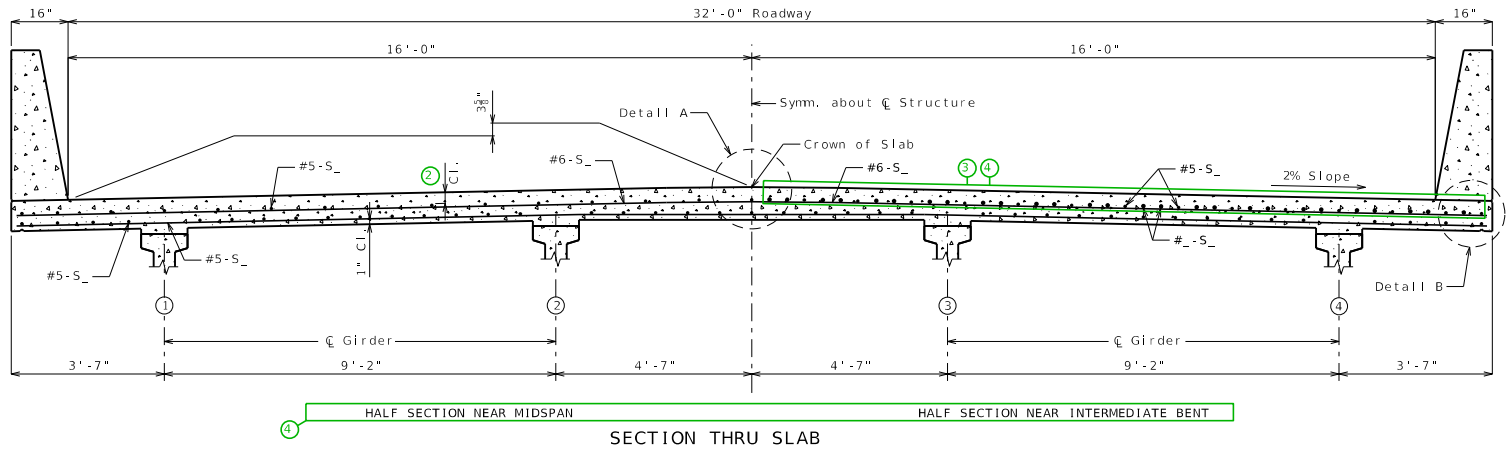
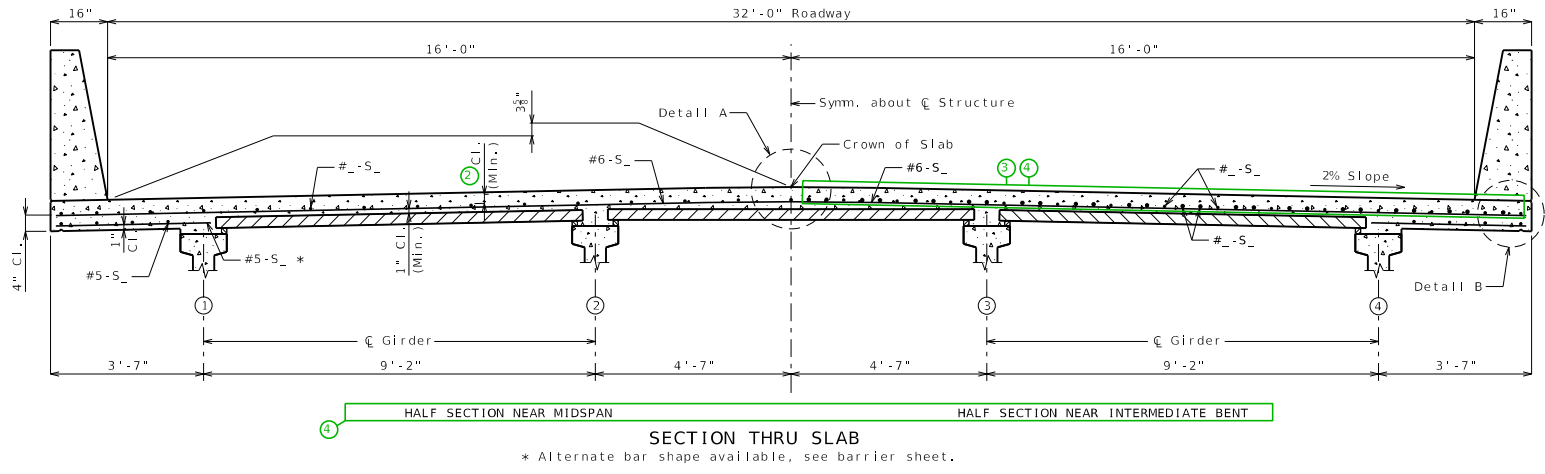
Plate Girder



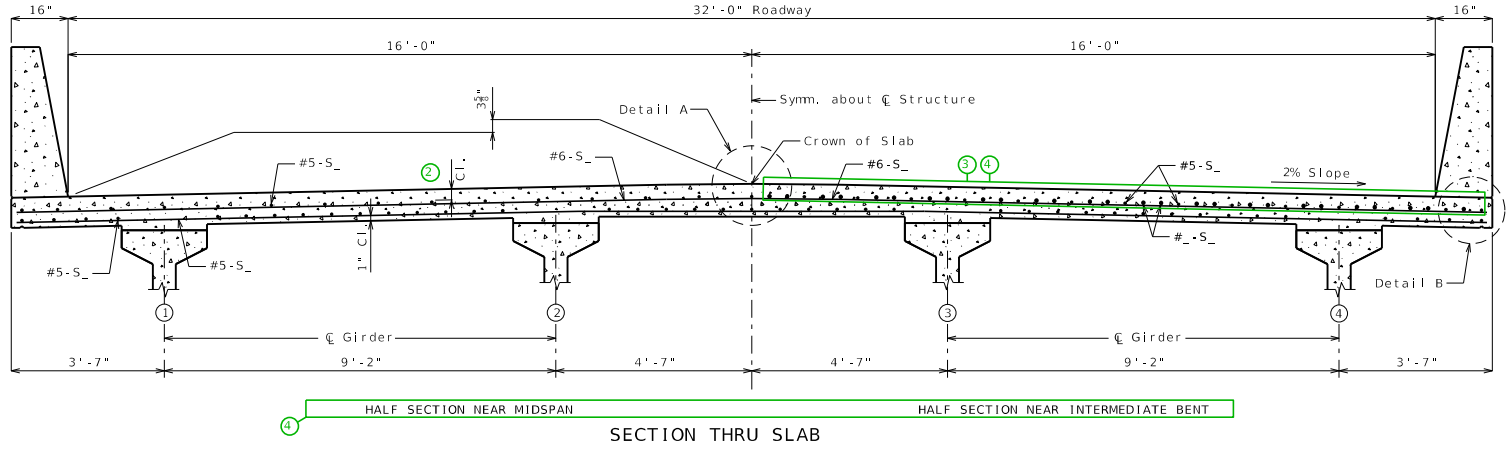
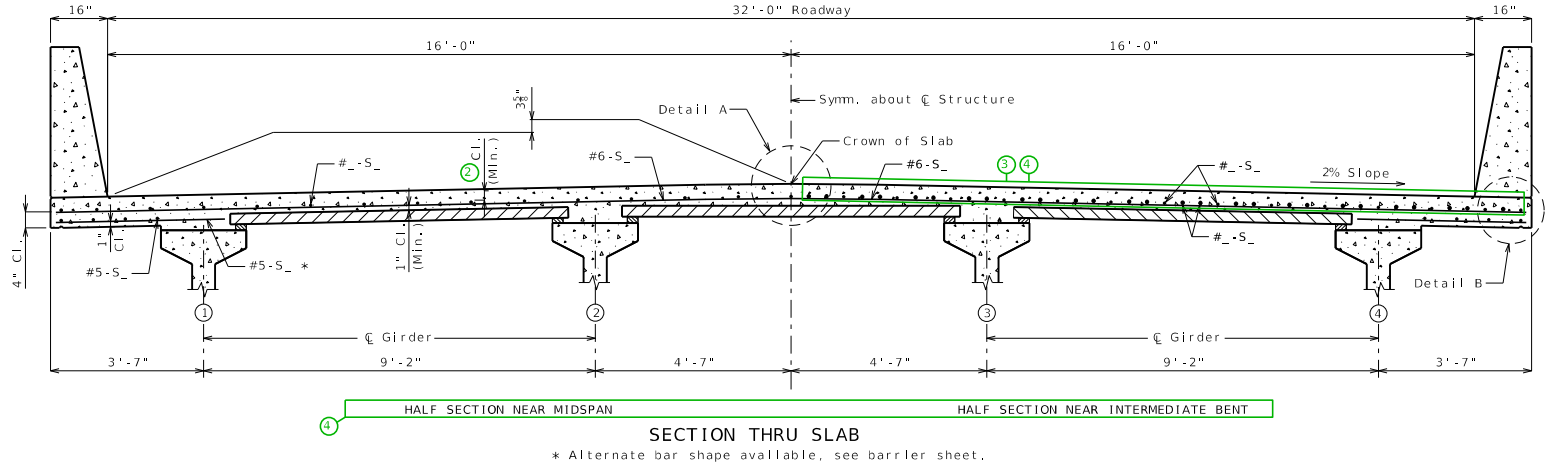
4-Beam CIP Deck



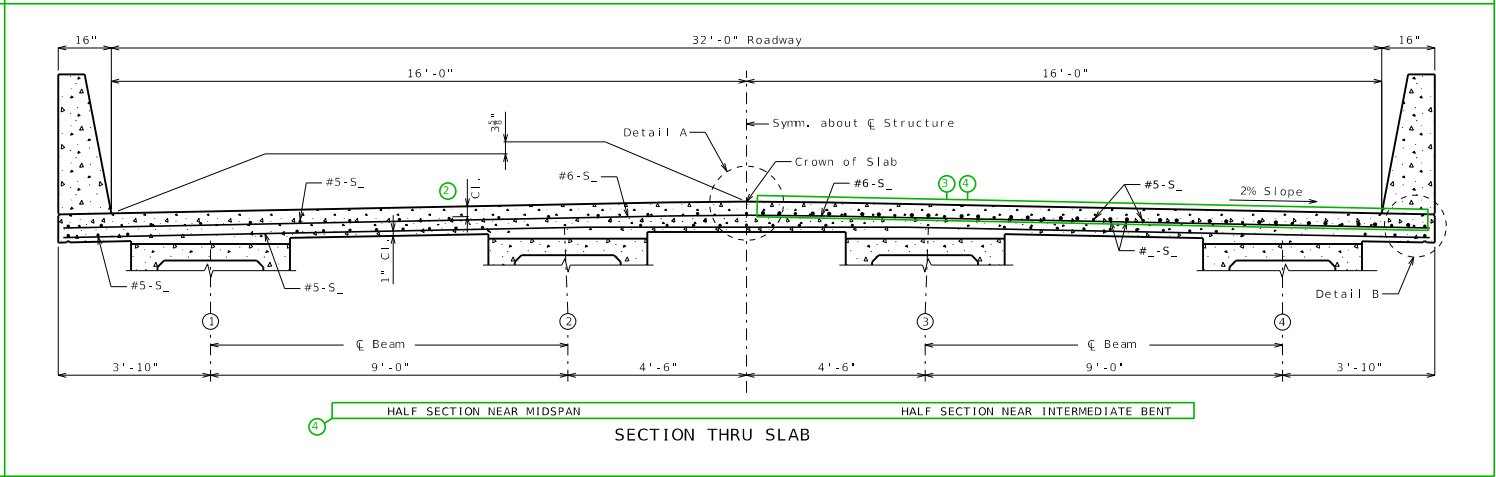
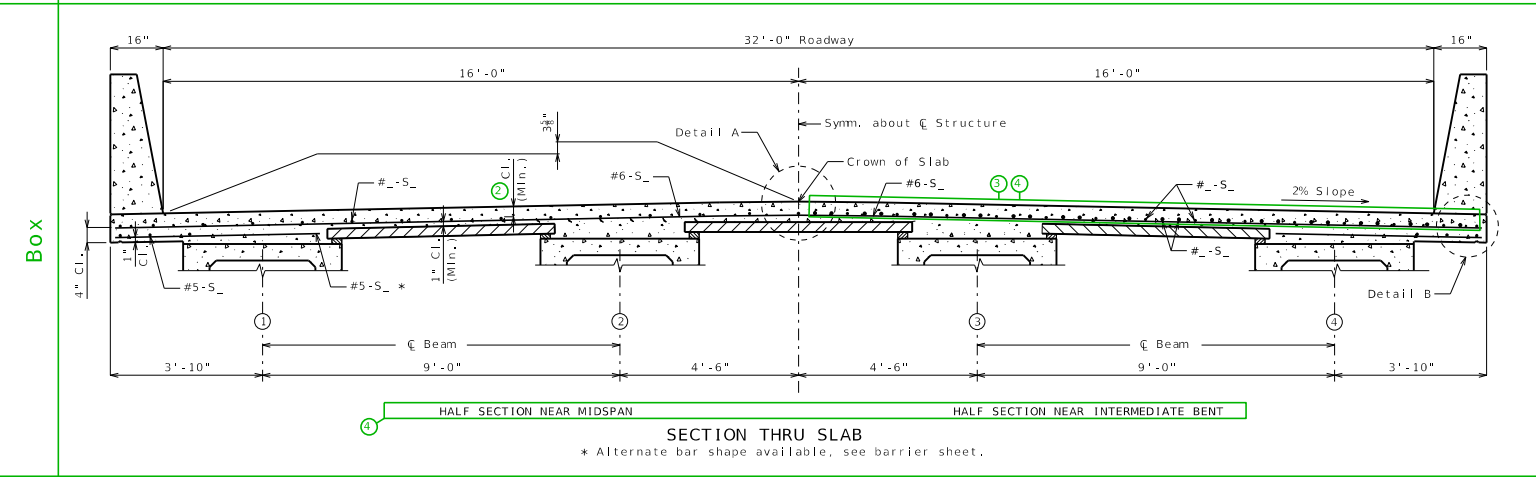
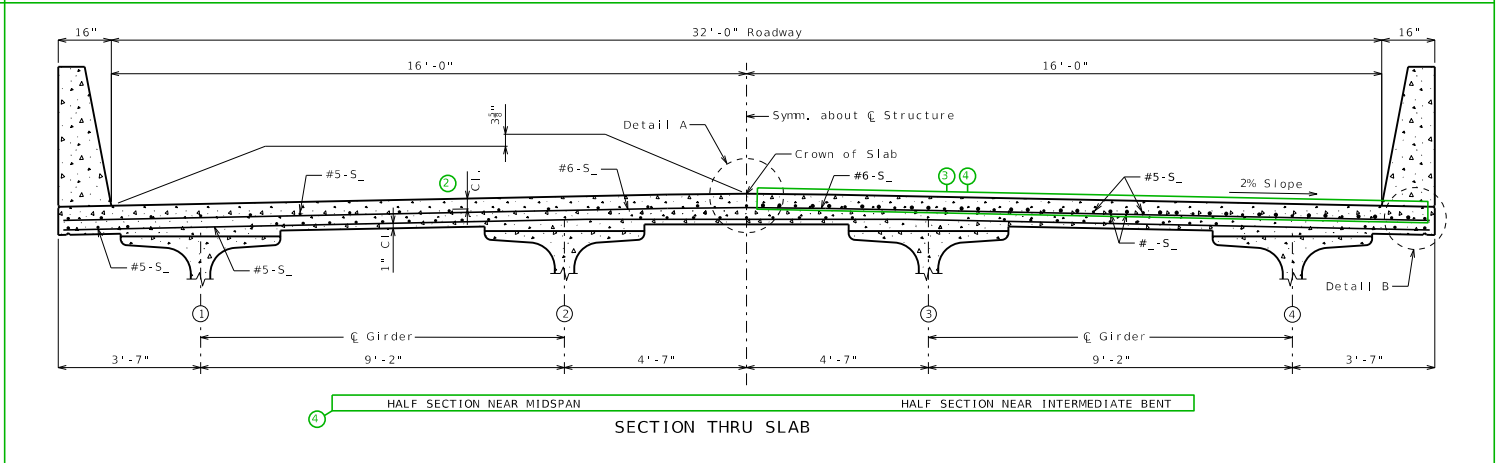
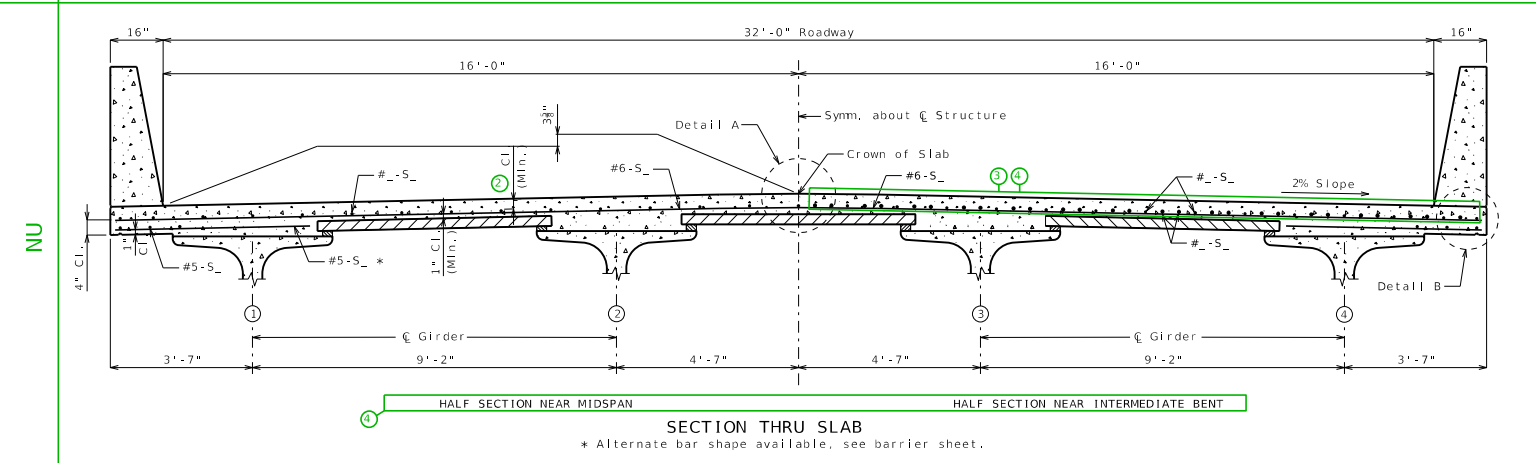
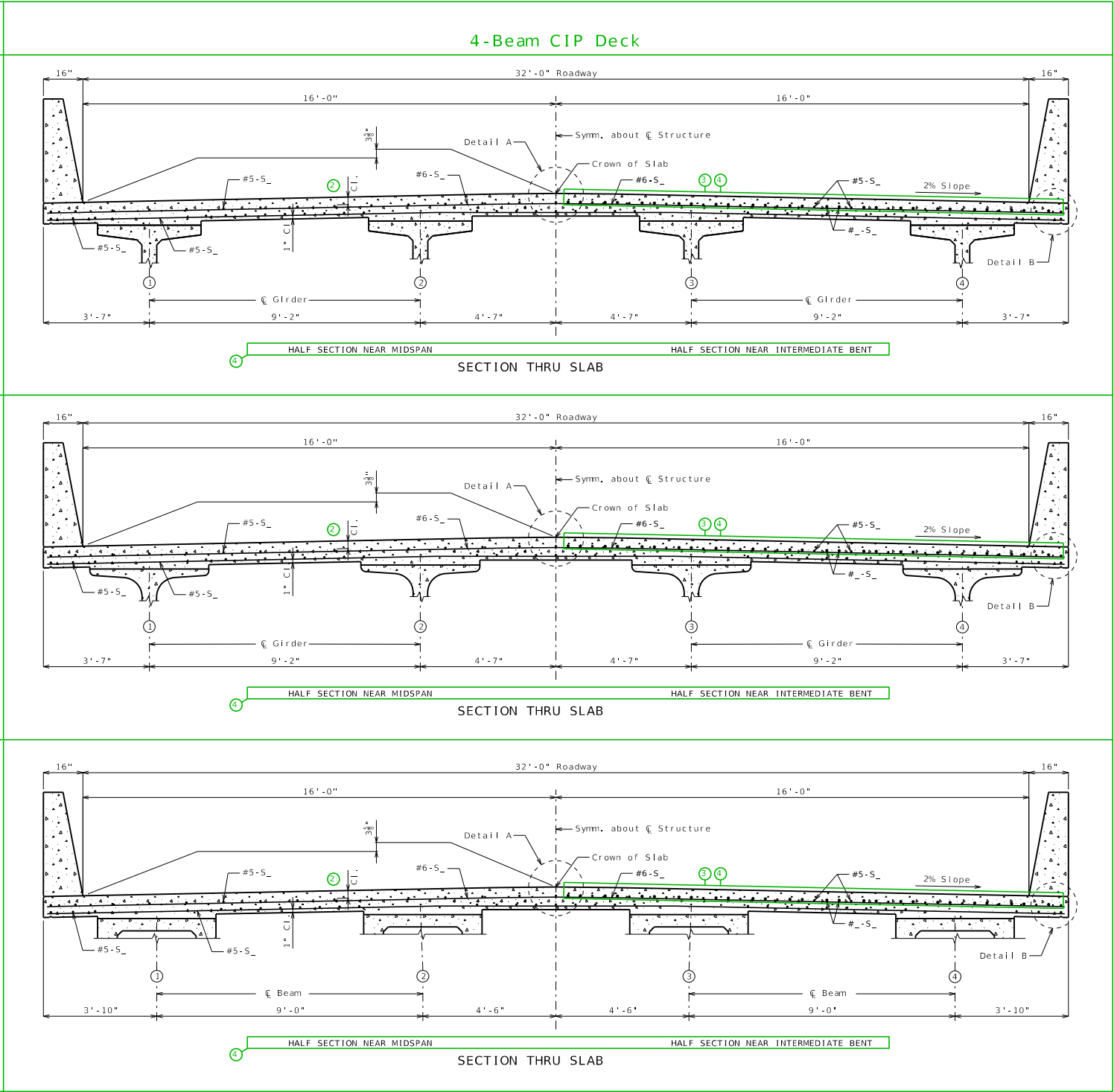
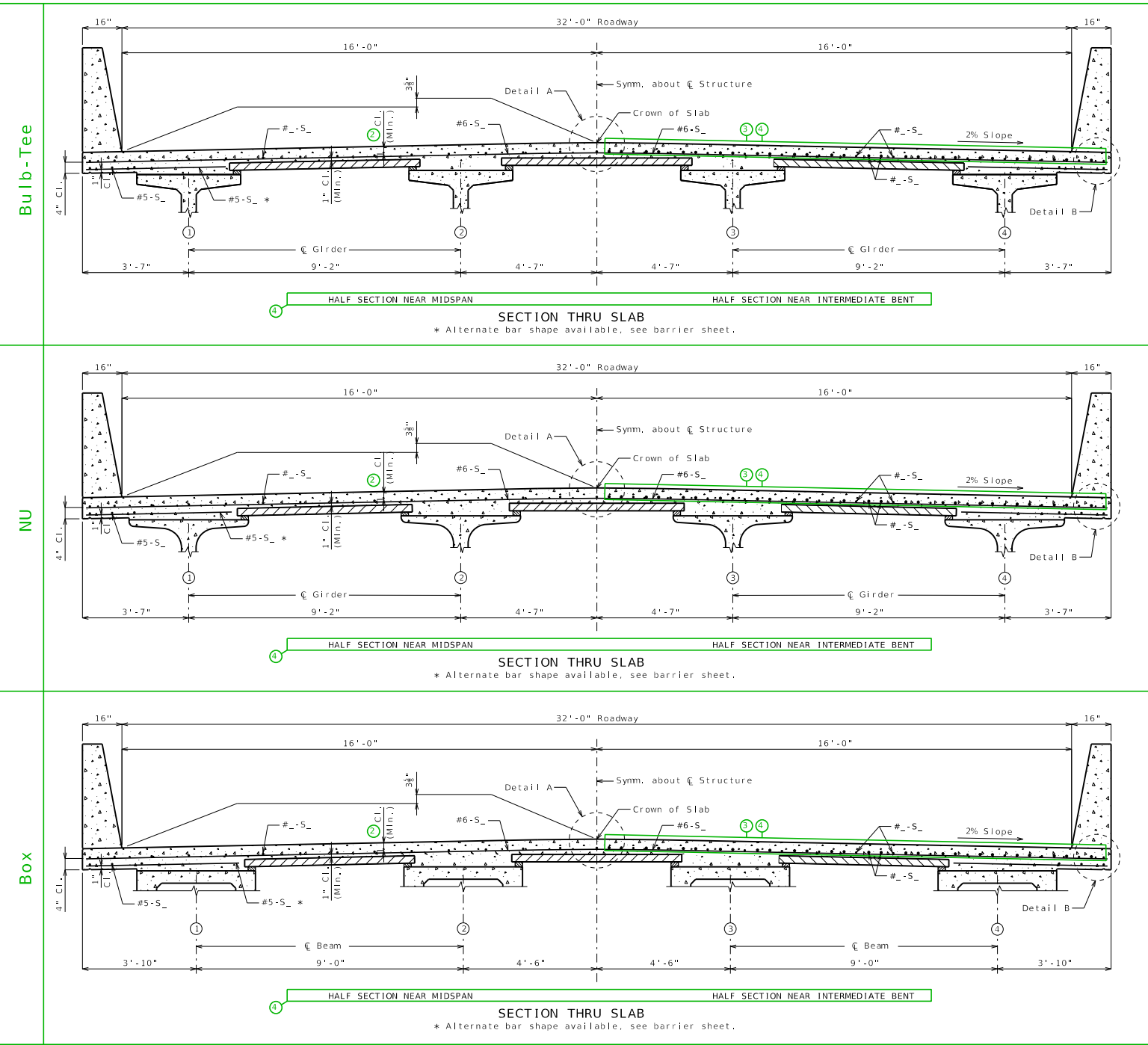
Type 2,3,4



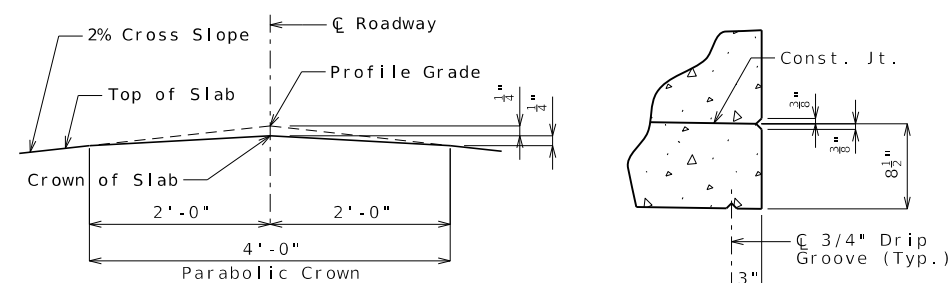
Type 6







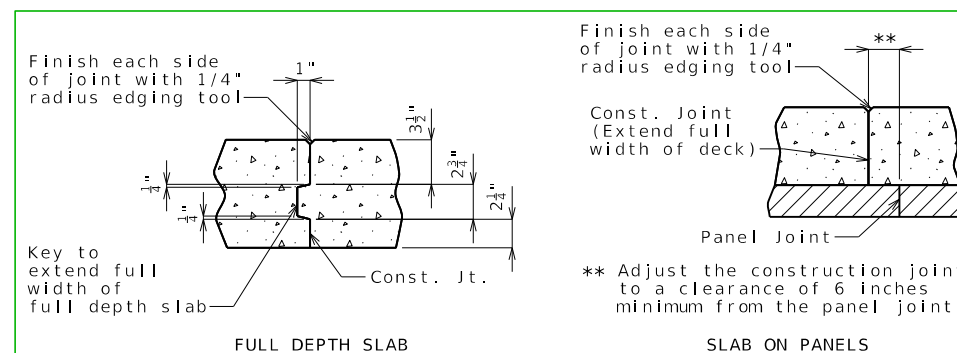




Contractor may shift bar as needed to tie R2 bar in barrier

Contractor may shift or swap bars as needed to tie R3 bar in barrier (4" min. bar spacing)

OPTIONAL SHIFTING  
TOP BARS AT BARRIER



## SLAB CONSTRUCTION JOINT

Notes:

For details of precast prestressed panels, see Sheet No. .

For reinforcement of barrier not shown, see Sheet No. .

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .

For Plan of Slab Showing Reinforcement, see Sheet No. .

## SLAB DETAILS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 6         |
| COUNTY        |           |

JOB NO.

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

3<sup>1</sup>/<sub>8</sub>" for #5 bars

3" for #6 bars

2<sup>7</sup>/<sub>8</sub>" for #7 bars

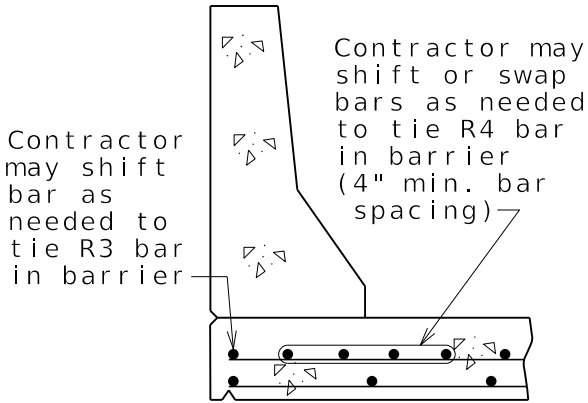
2<sup>3</sup>/<sub>4</sub>" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

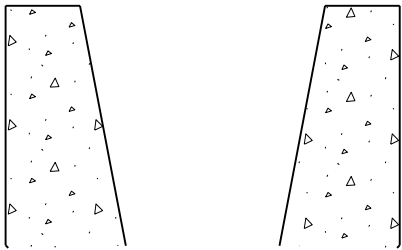
\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)  
3" (#6)  
2<sup>7</sup>/<sub>8</sub>" (#7)  
2<sup>3</sup>/<sub>4</sub>" (#8)

Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.

- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
- ④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup
- ⑤ Place appropriate slab pouring sequence cell and modify as required.
- ⑥ Use alternate detail for CIP decks:



OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".

Finish each side of joint with 1/4" radius edging tool

Key to extend full width of slab

Const. Jt.

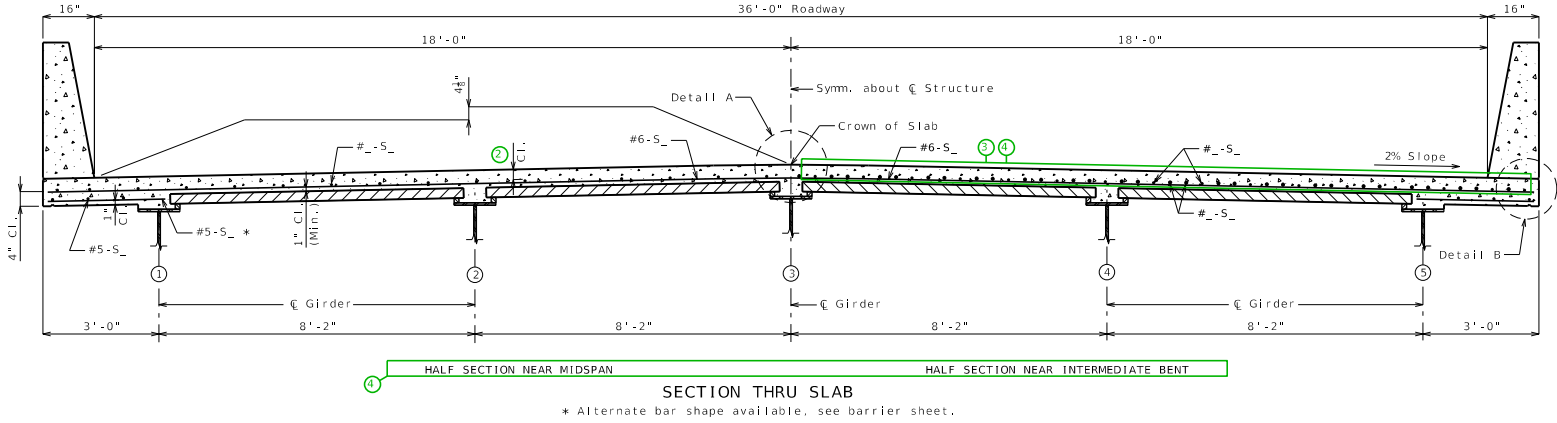
SLAB CONSTRUCTION JOINT

- ⑦ Remove for CIP deck

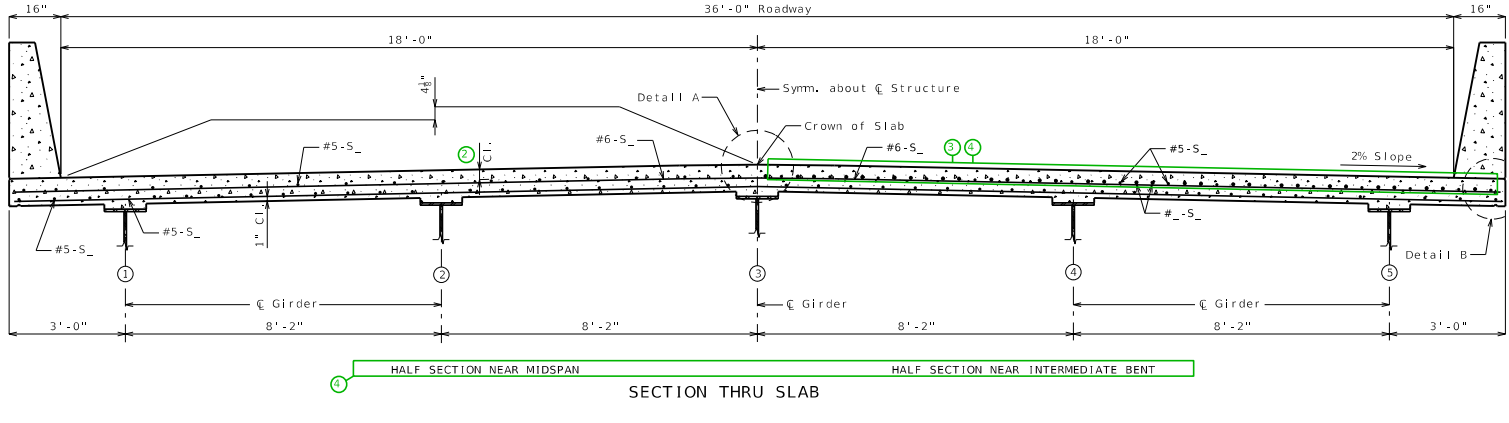
Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.



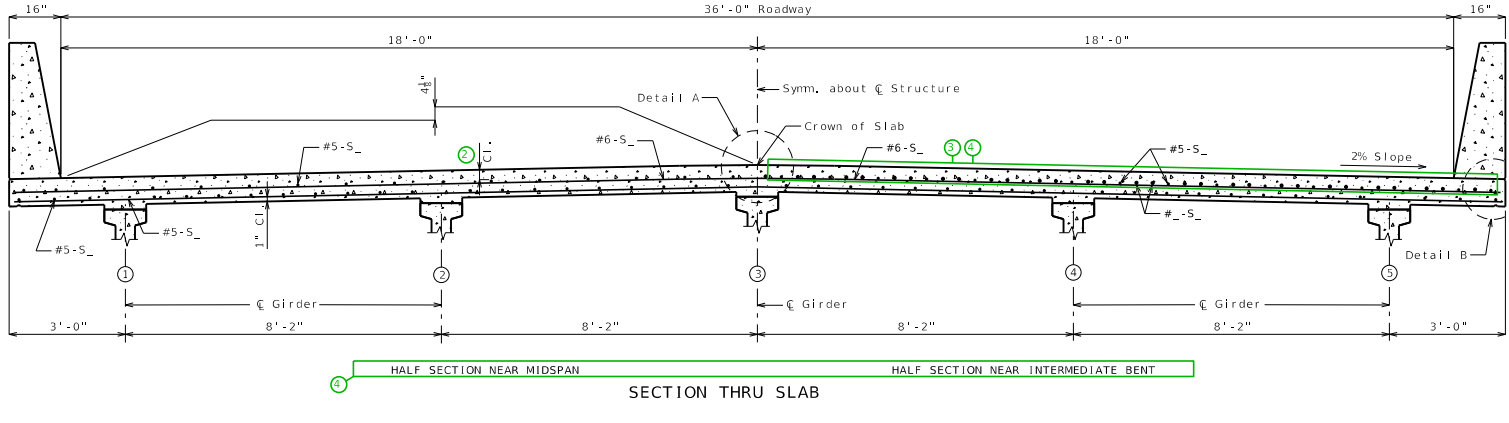
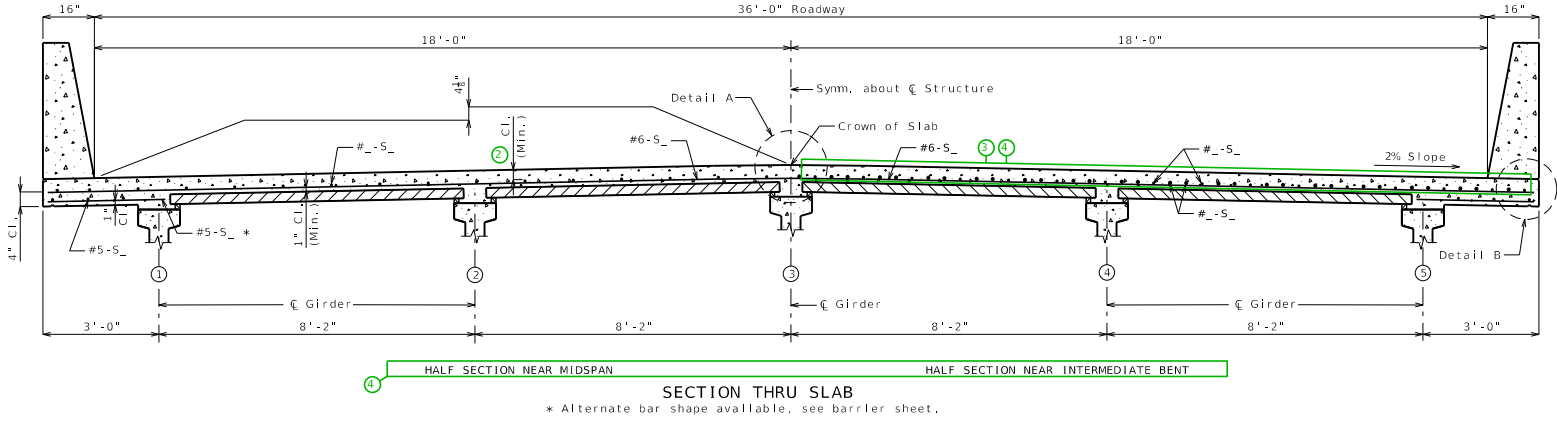
Plate Girder



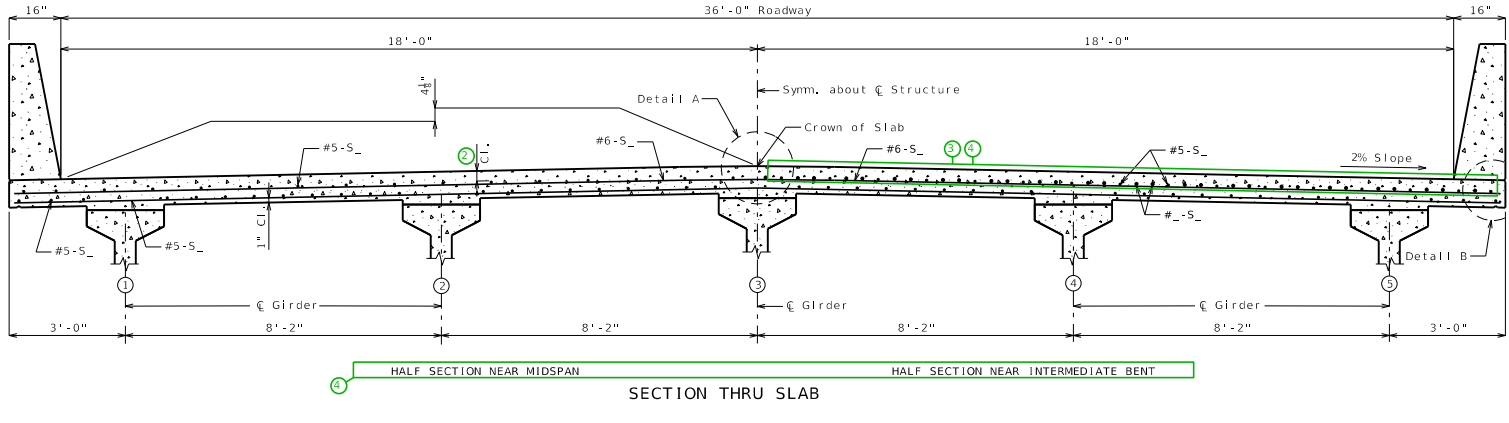
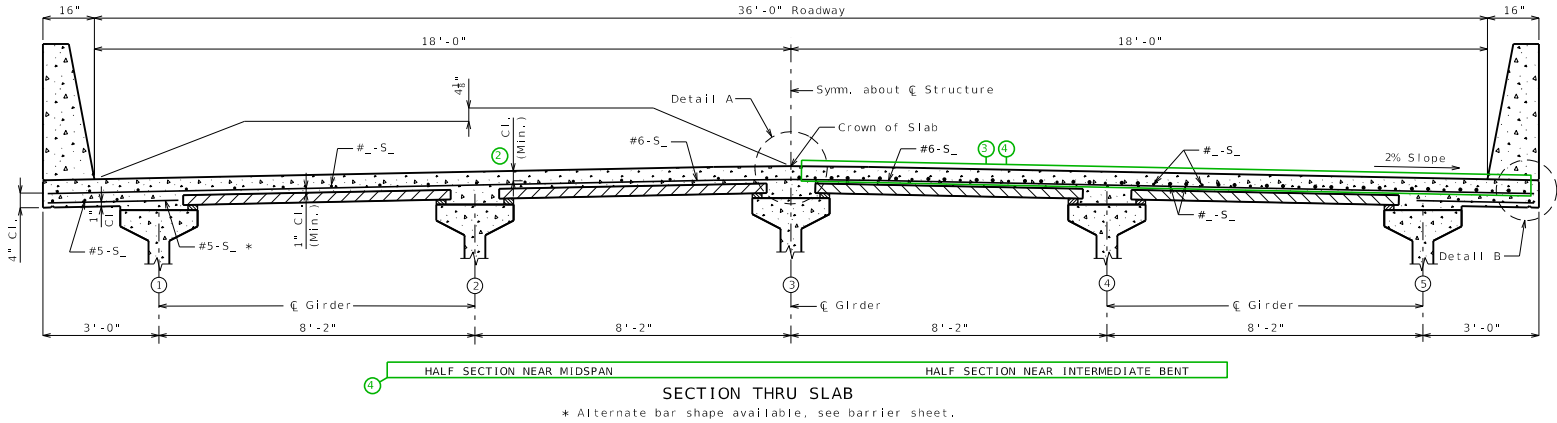
CIP Deck



Type 2,3,4

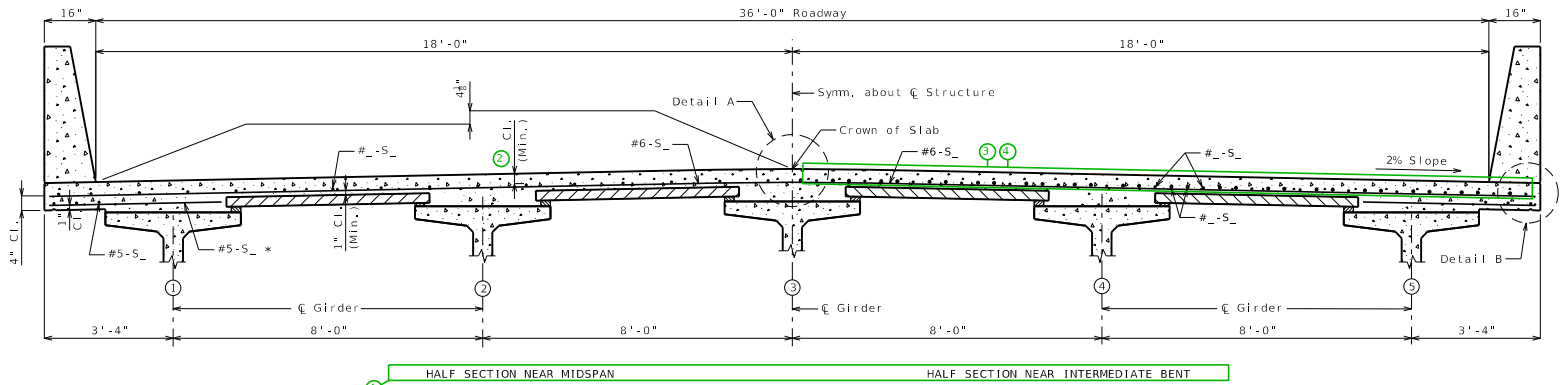


Type 6



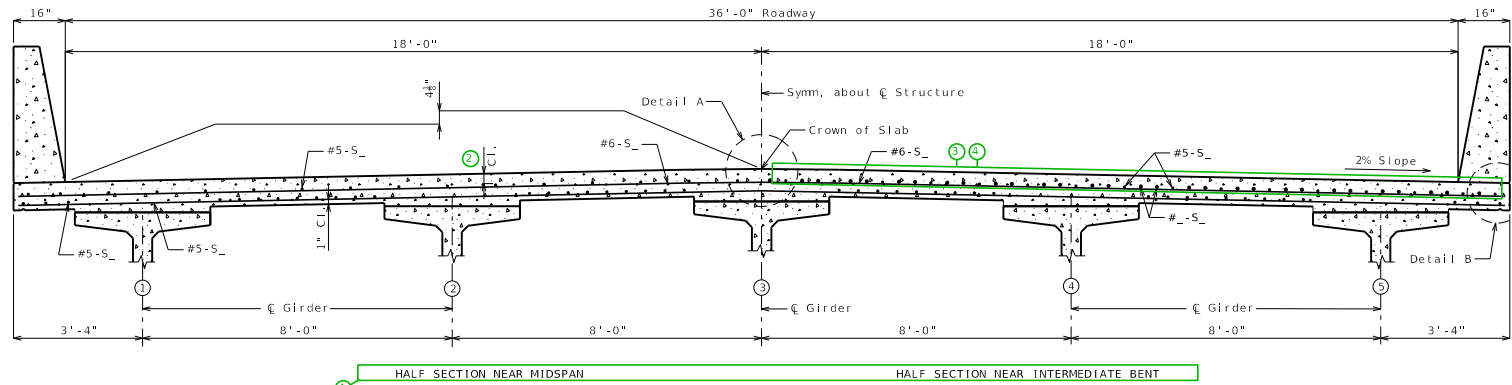


Bulb-Tee



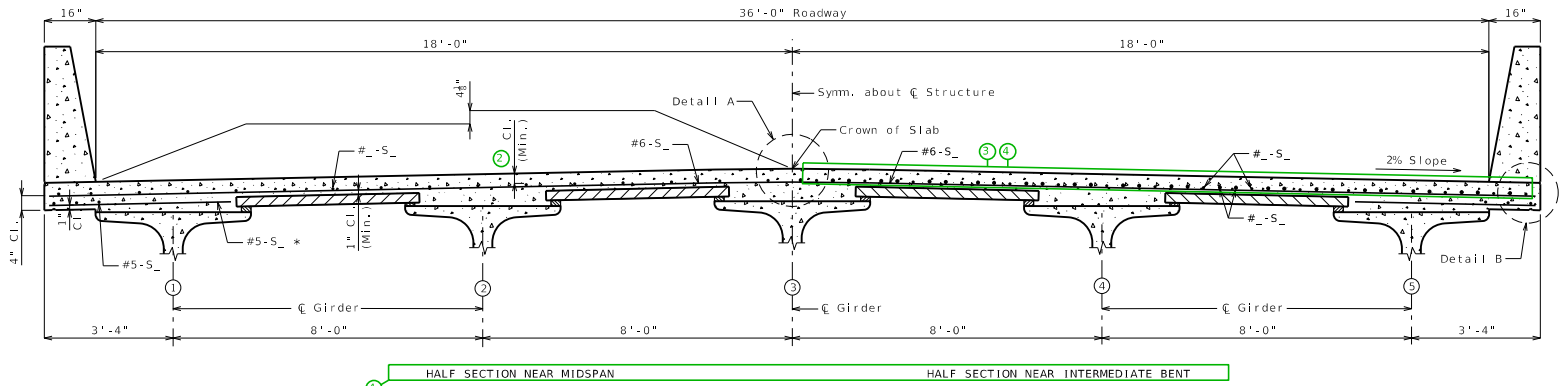
\* Alternate bar shape available, see barrier sheet.

CIP Deck

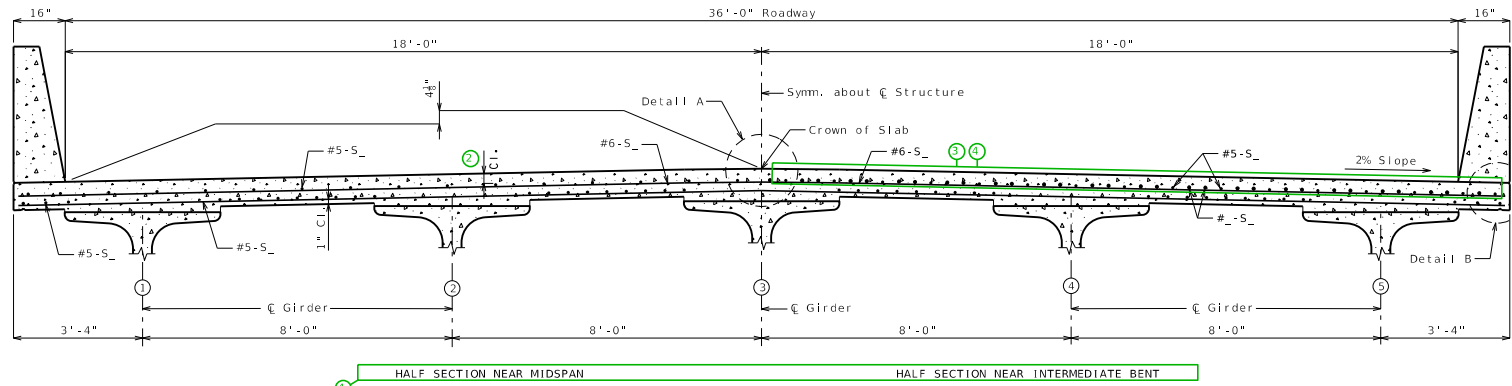


SECTION THRU SLAB

NU

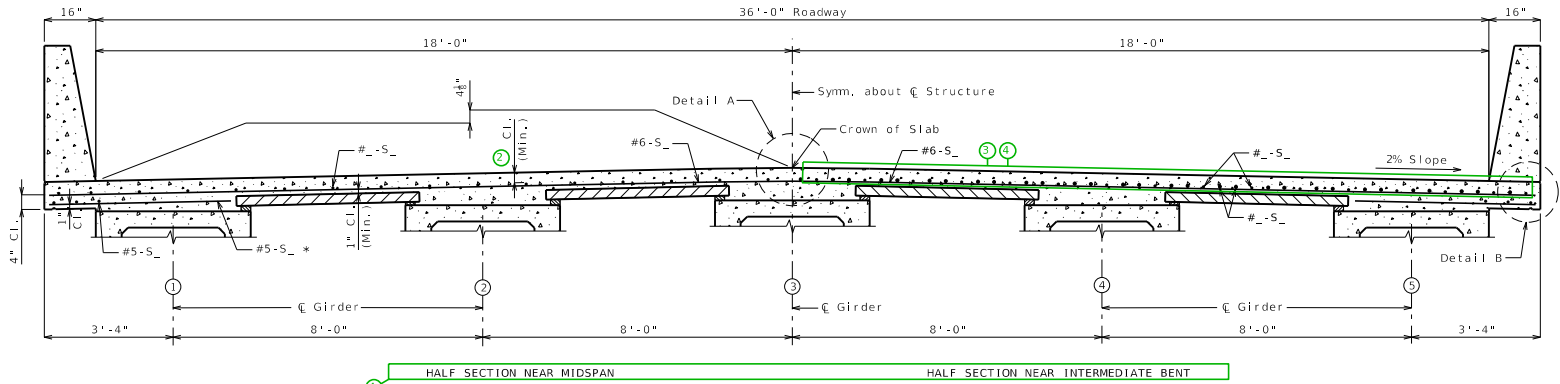


\* Alternate bar shape available, see barrier sheet.

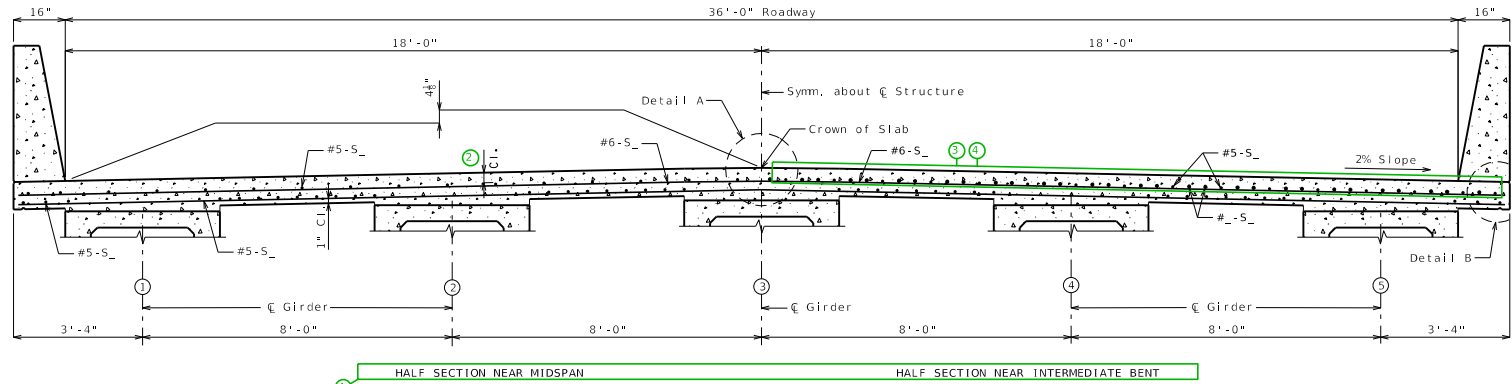


SECTION THRU SLAB

Box

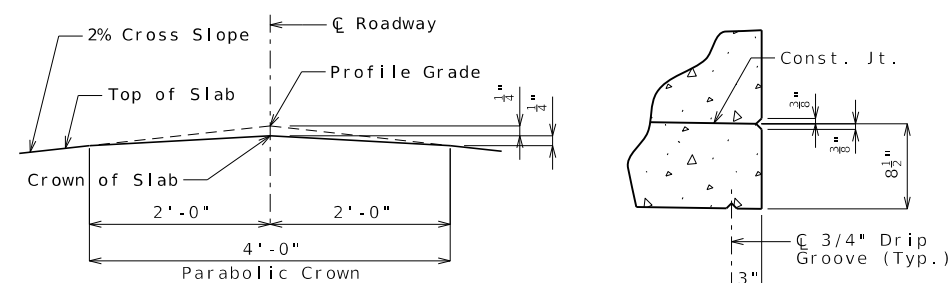


\* Alternate bar shape available, see barrier sheet.



SECTION THRU SLAB

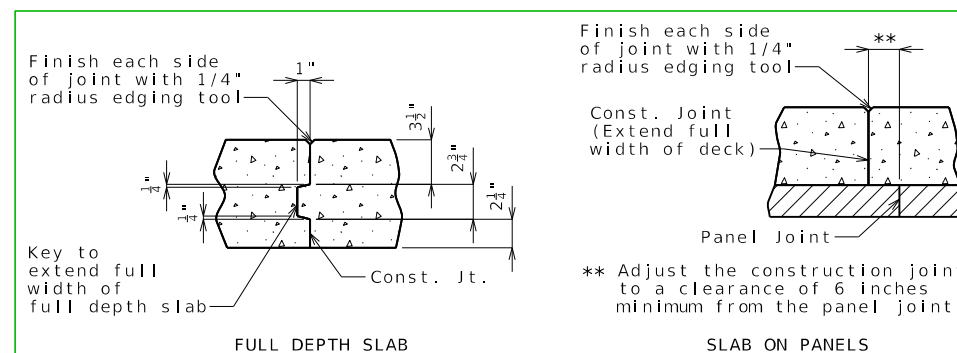




Contractor may shift or swap bars as needed to tie R3 bar in barrier (4" min. bar spacing)

Contractor may shift bar as needed to tie R2 bar in barrier

### OPTIONAL SHIFTING TOP BARS AT BARRIER



Notes:

For details of precast prestressed panels, see Sheet No. .

For reinforcement of barrier not shown, see Sheet No. .

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .

For Plan of Slab Showing Reinforcement, see Sheet No. .


## SLAB DETAILS

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No.      of

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 7         |
| COUNTY        |           |
|               |           |
| JOB NO.       |           |
|               |           |
| CONTRACT ID.  |           |
|               |           |
| PROJECT NO.   |           |
|               |           |
| BRIDGE NO.    |           |

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

3<sup>1</sup>/<sub>8</sub>" for #5 bars

3" for #6 bars

2<sup>7</sup>/<sub>8</sub>" for #7 bars

2<sup>3</sup>/<sub>4</sub>" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)

3" (#6)

2<sup>7</sup>/<sub>8</sub>" (#7)

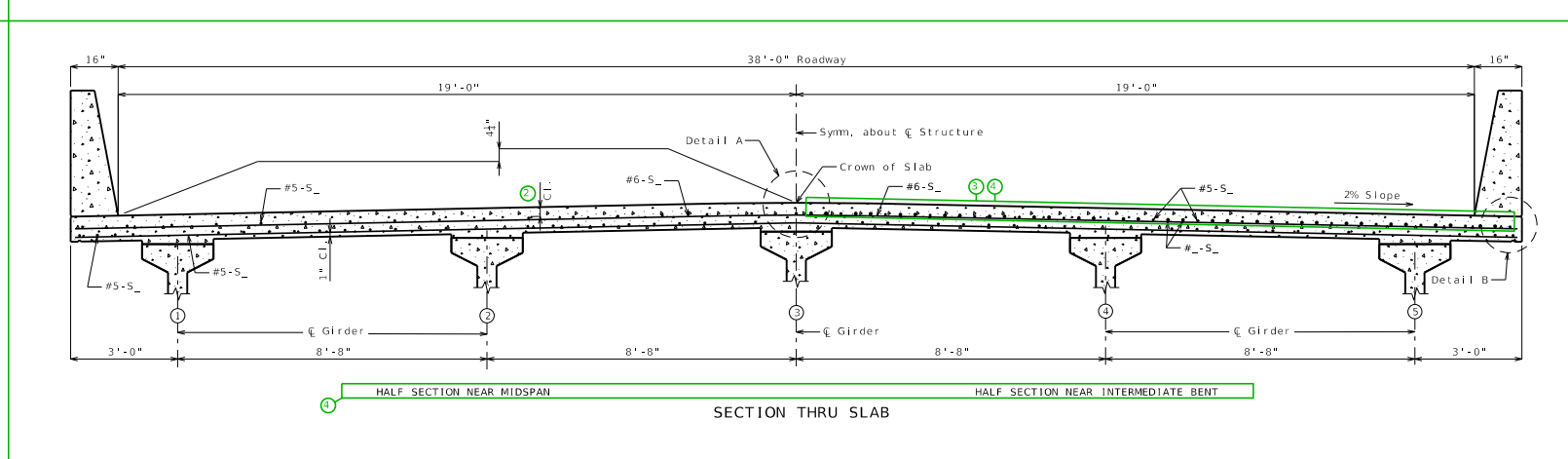
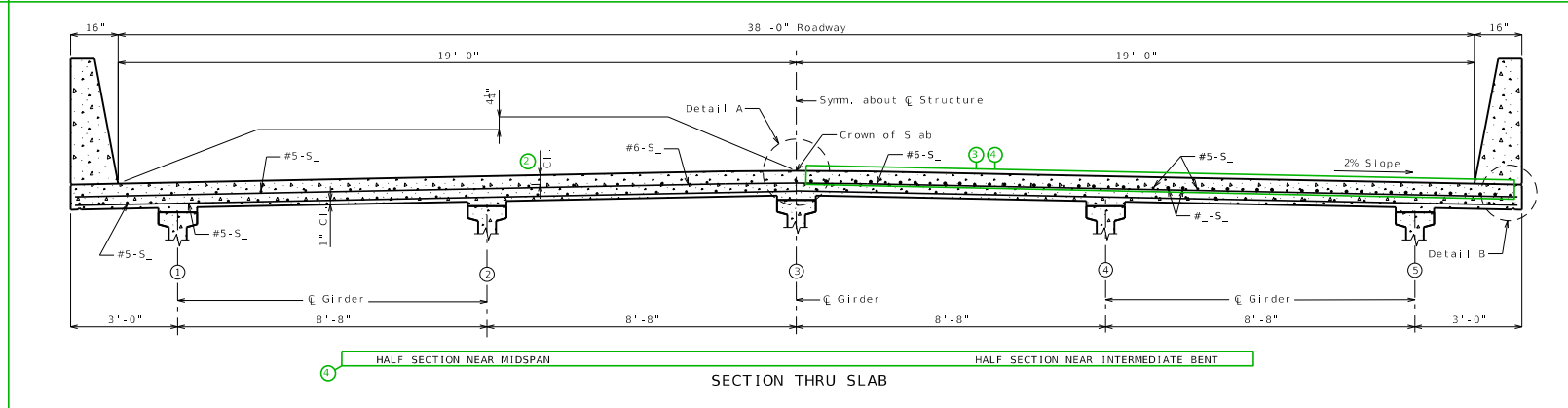
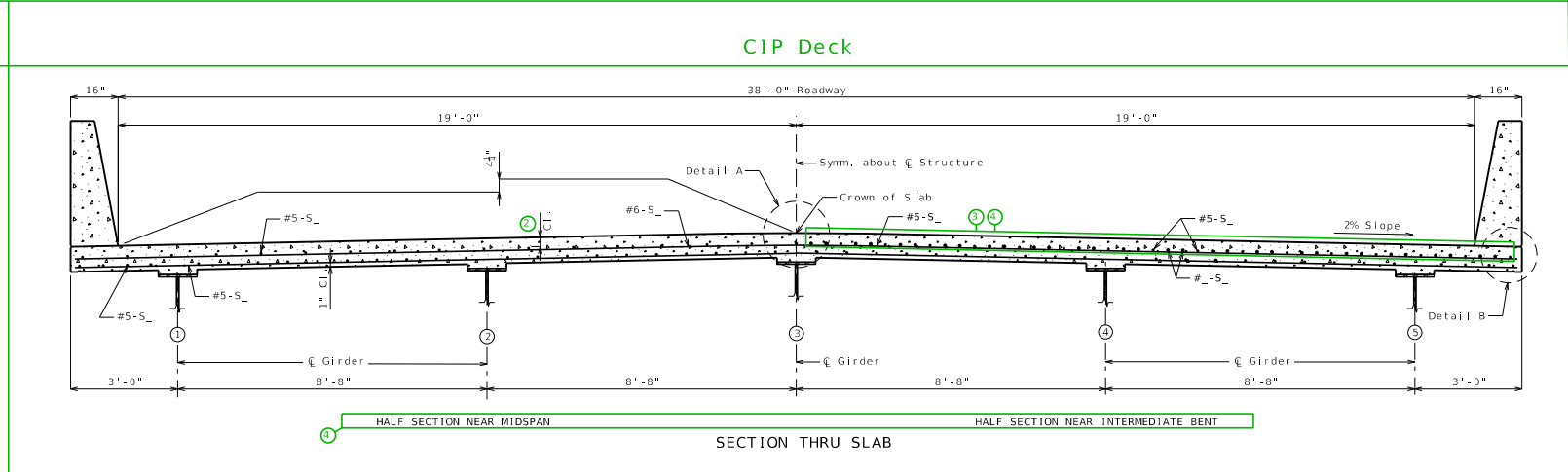
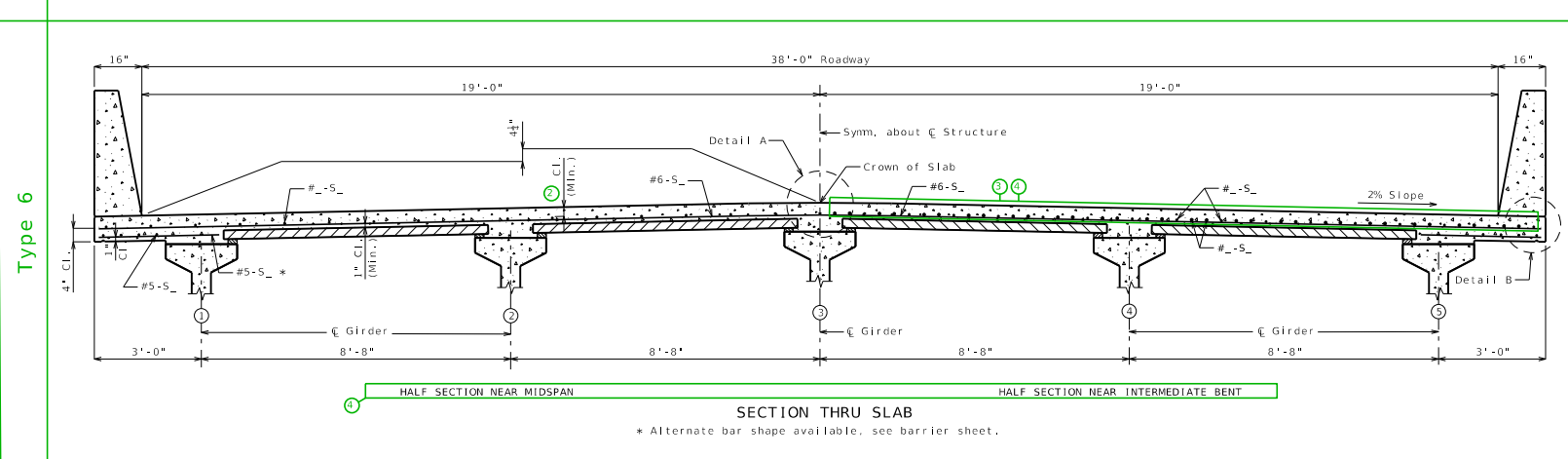
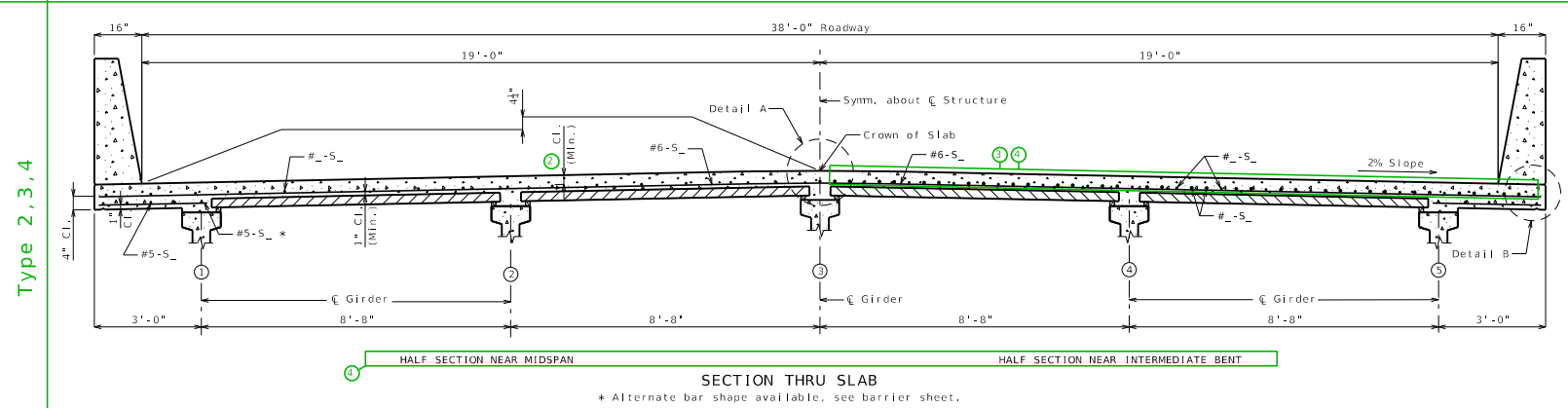
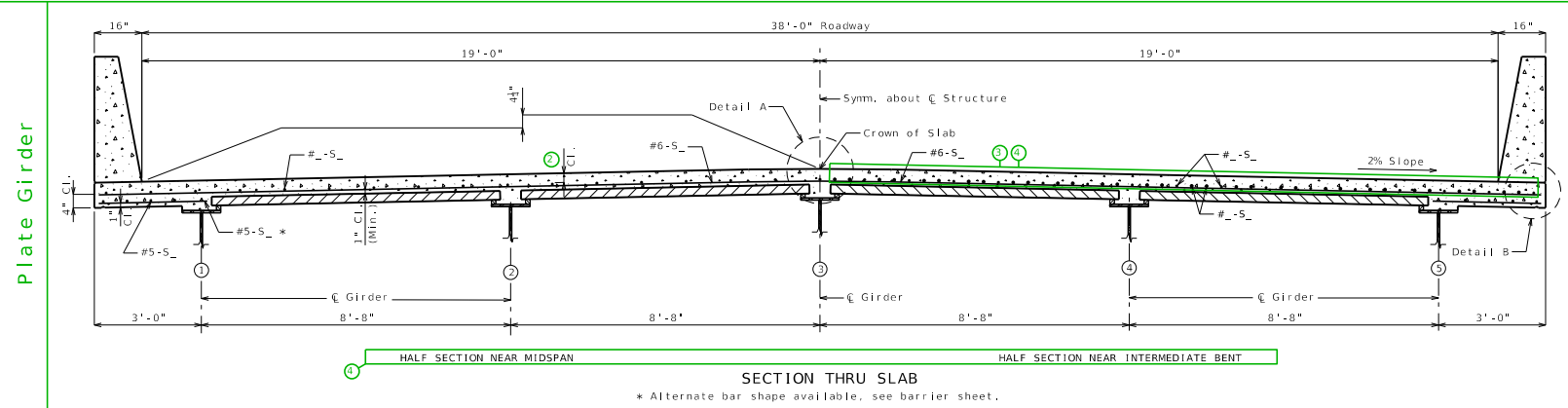
2<sup>3</sup>/<sub>4</sub>" (#8)
- Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.
- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)

④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup

⑤ Place appropriate slab pouring sequence cell and modify as required.

⑥ Use alternate detail for CIP decks:
- 
- OPTIONAL SHIFTING  
TOP BARS AT BARRIER
- 
- Alternate detail for  
Type H barrier
- For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".
- 
- SLAB CONSTRUCTION JOINT
- ⑦ Remove for CIP deck
- Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.

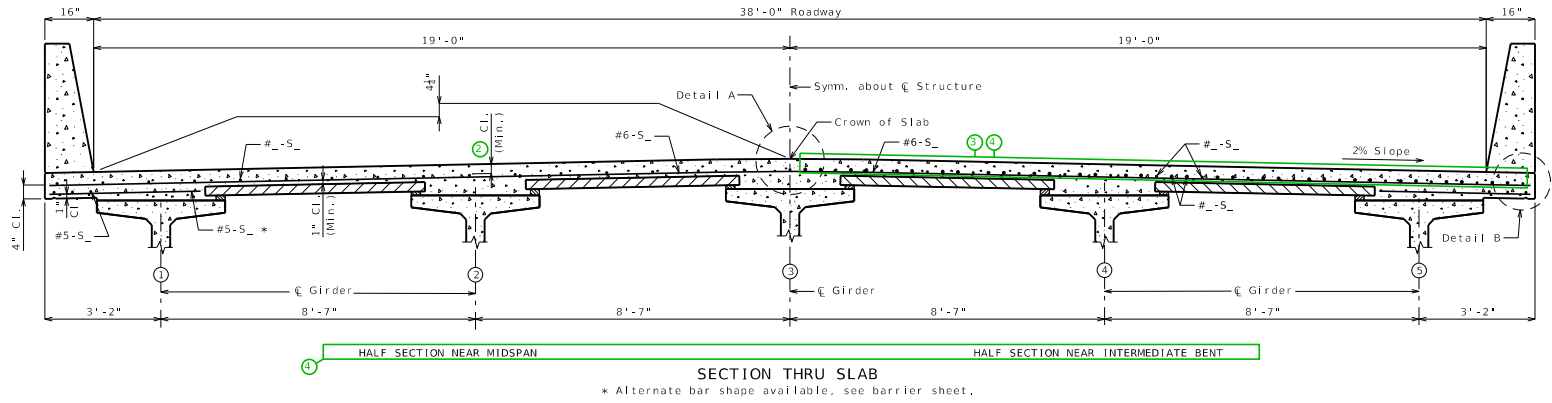




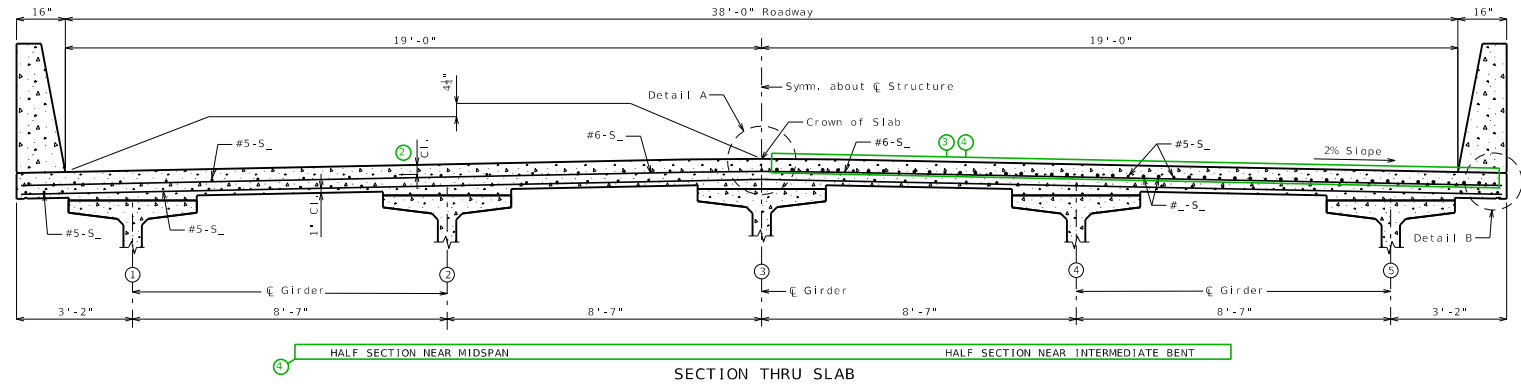


Panel Deck

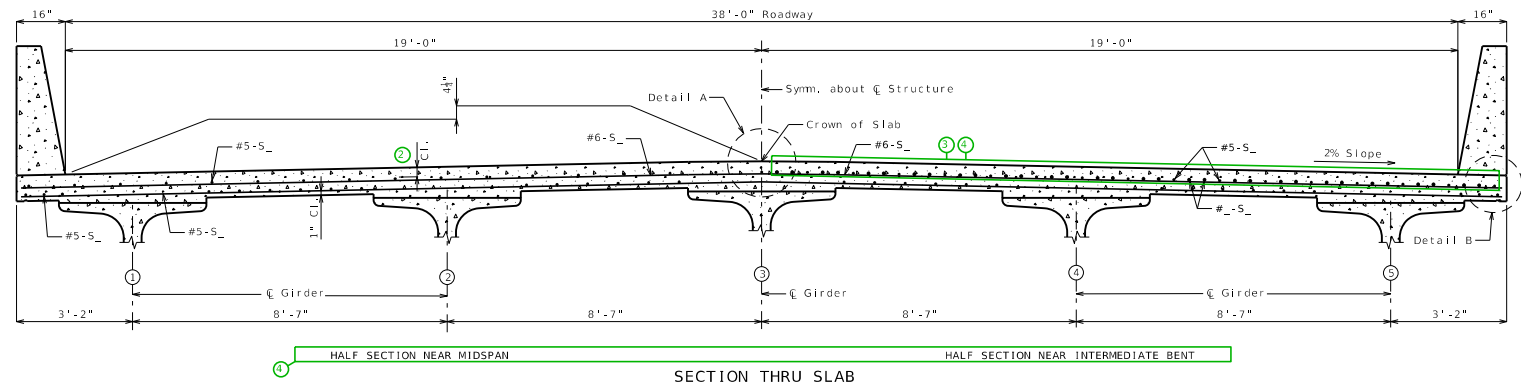
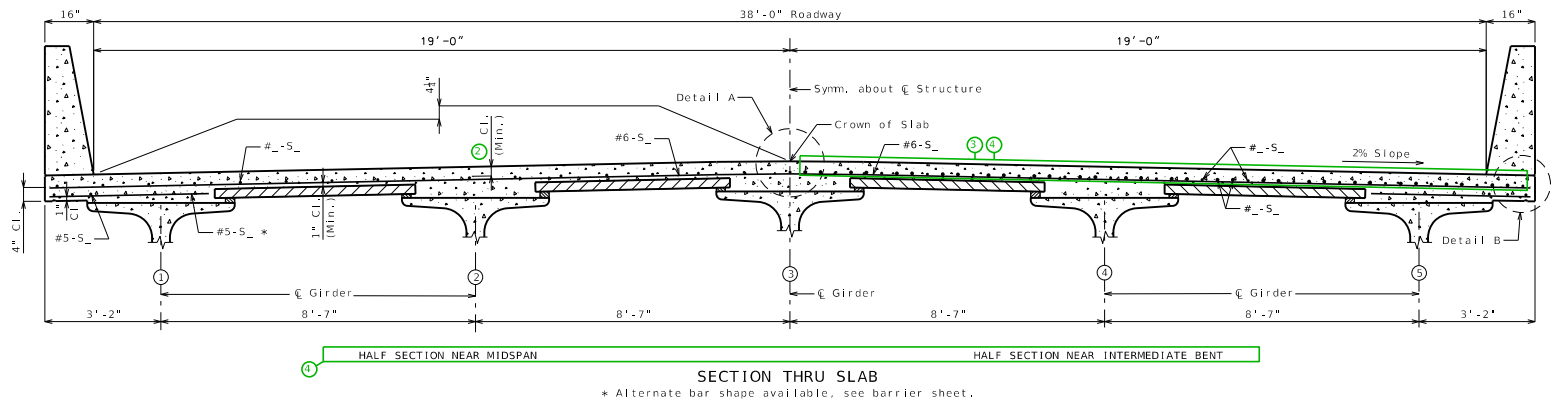
Bulb-Tee



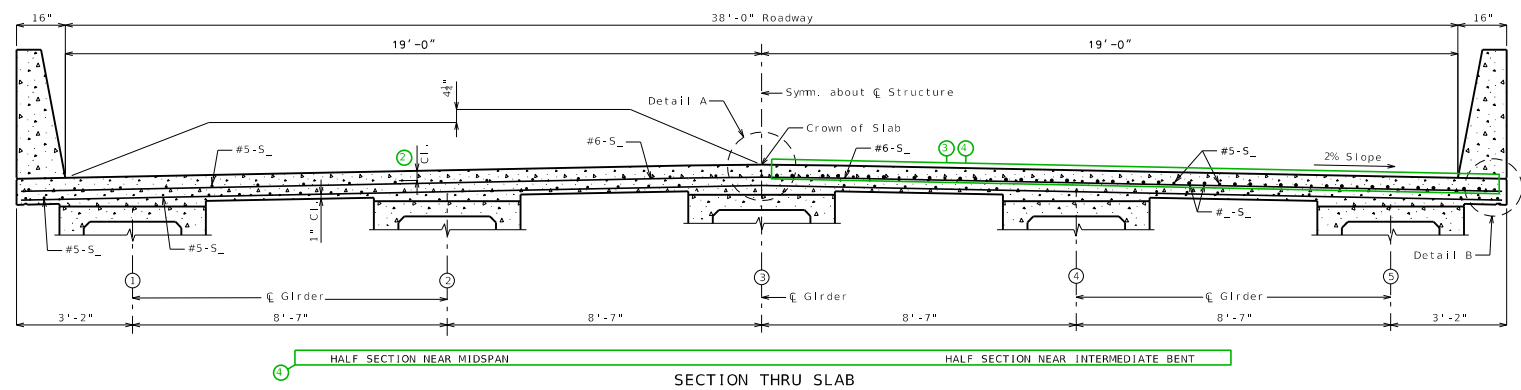
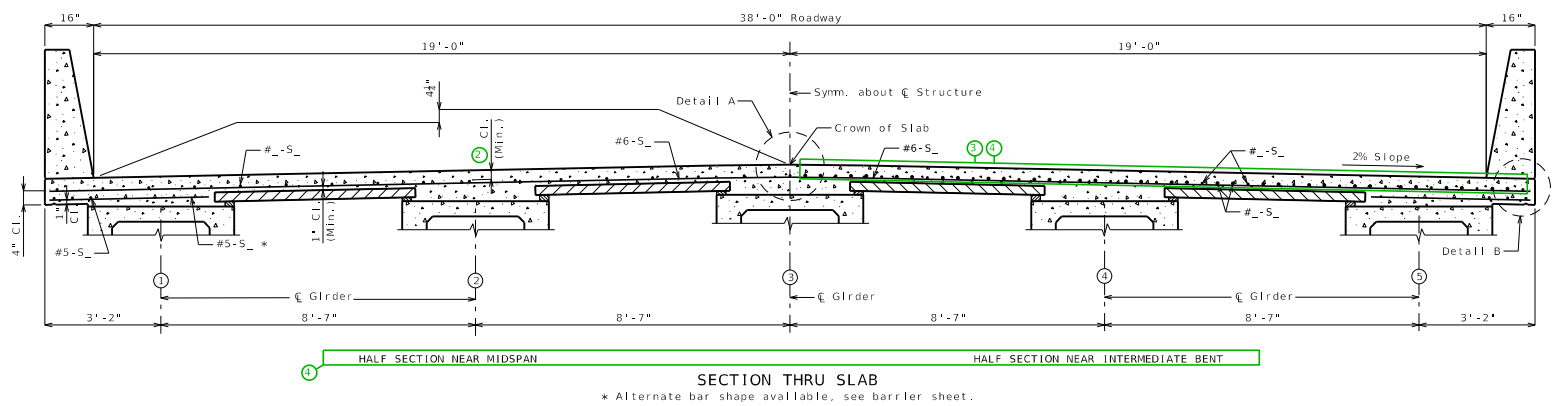
CIP Deck



NU



Box









Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:

3<sup>1</sup>/<sub>8</sub>" for #5 bars

3" for #6 bars

2<sup>7</sup>/<sub>8</sub>" for #7 bars

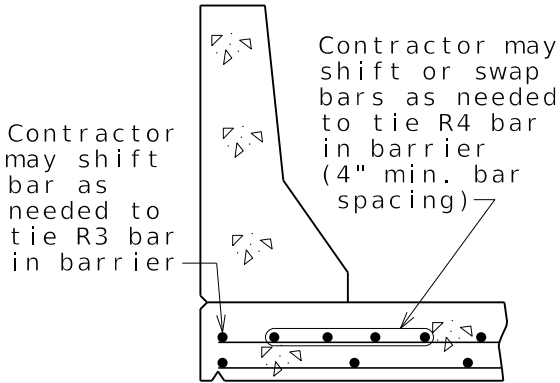
2<sup>3</sup>/<sub>4</sub>" for #8 bars

Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

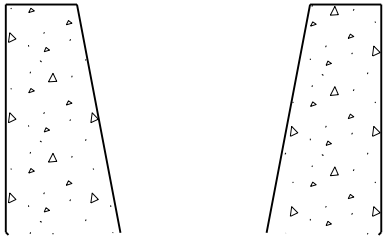
\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)  
3" (#6)  
2<sup>7</sup>/<sub>8</sub>" (#7)  
2<sup>3</sup>/<sub>4</sub>" (#8)

Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.

- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
- ④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup
- ⑤ Place appropriate slab pouring sequence cell and modify as required.
- ⑥ Use alternate detail for CIP decks:

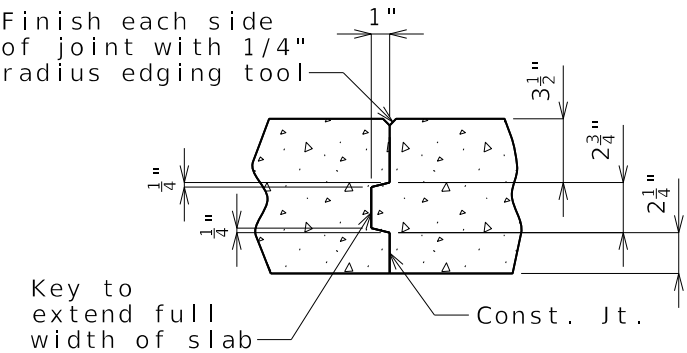


OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".



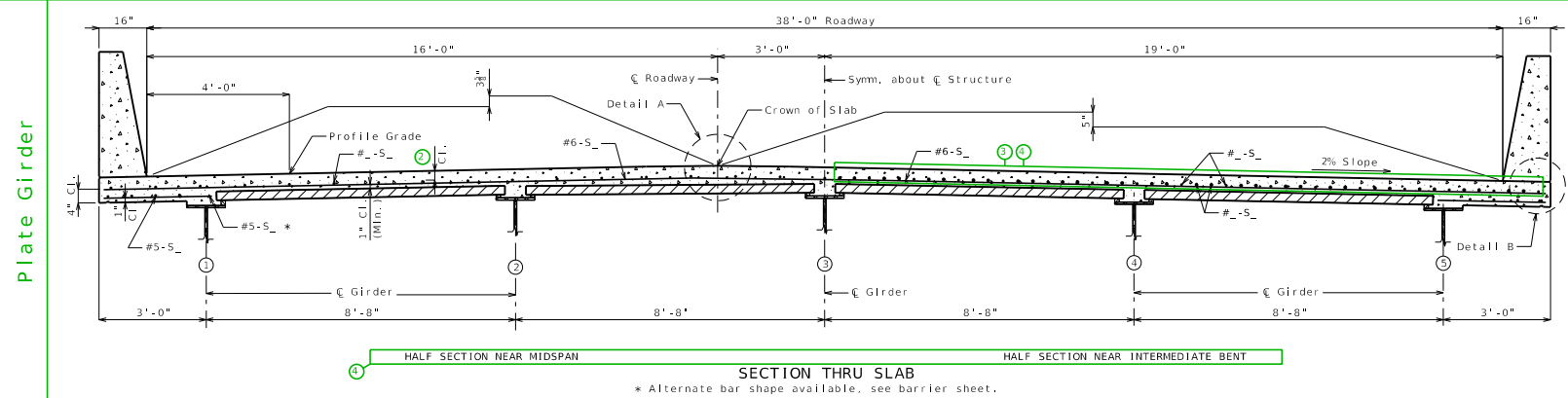
SLAB CONSTRUCTION JOINT

- ⑦ Remove for CIP deck

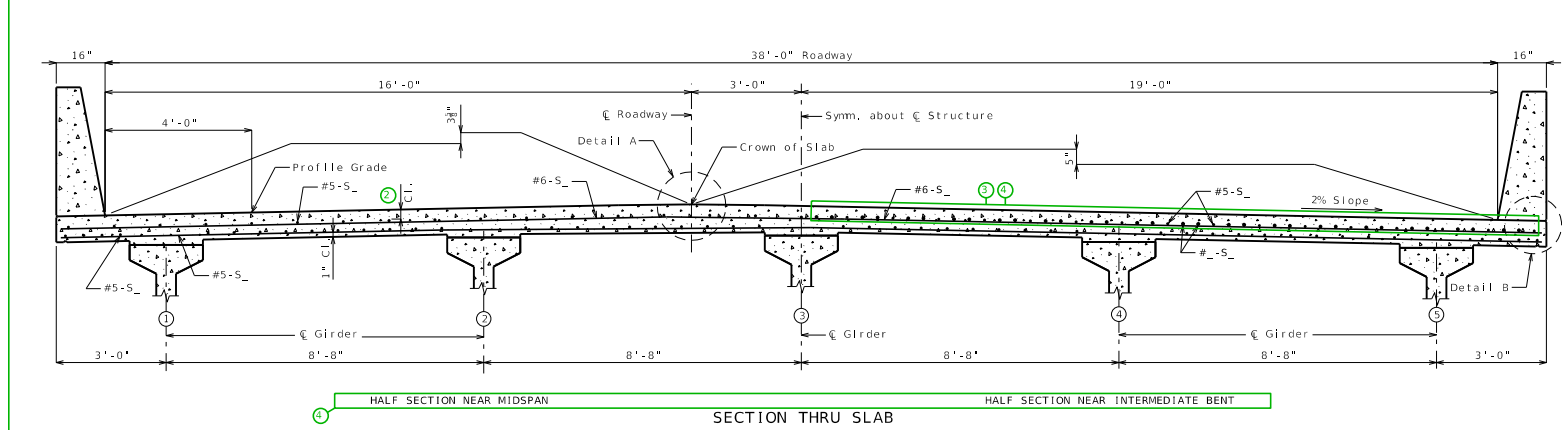
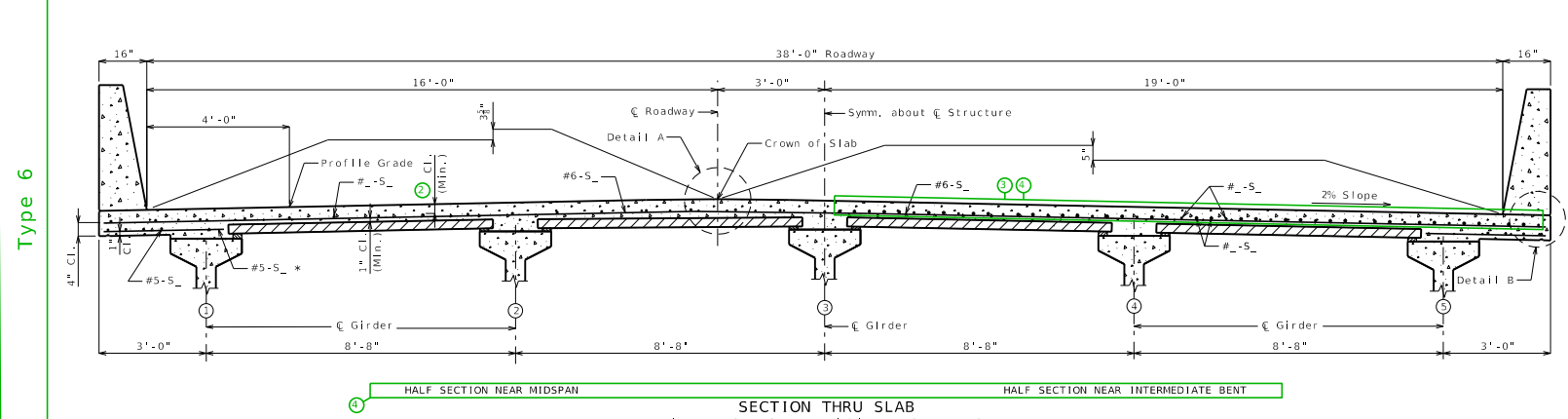
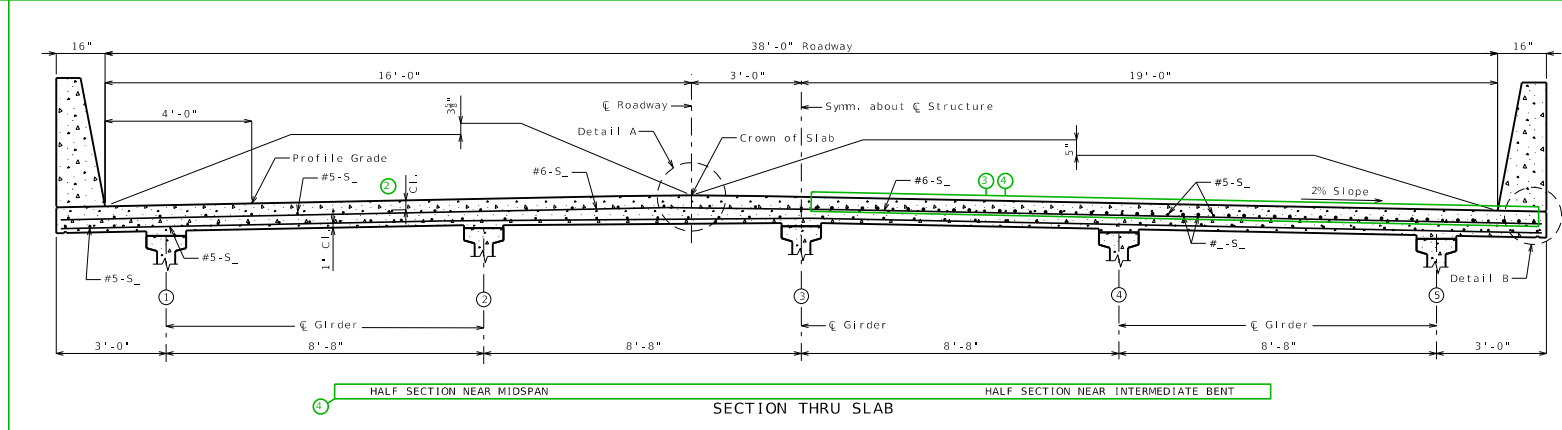
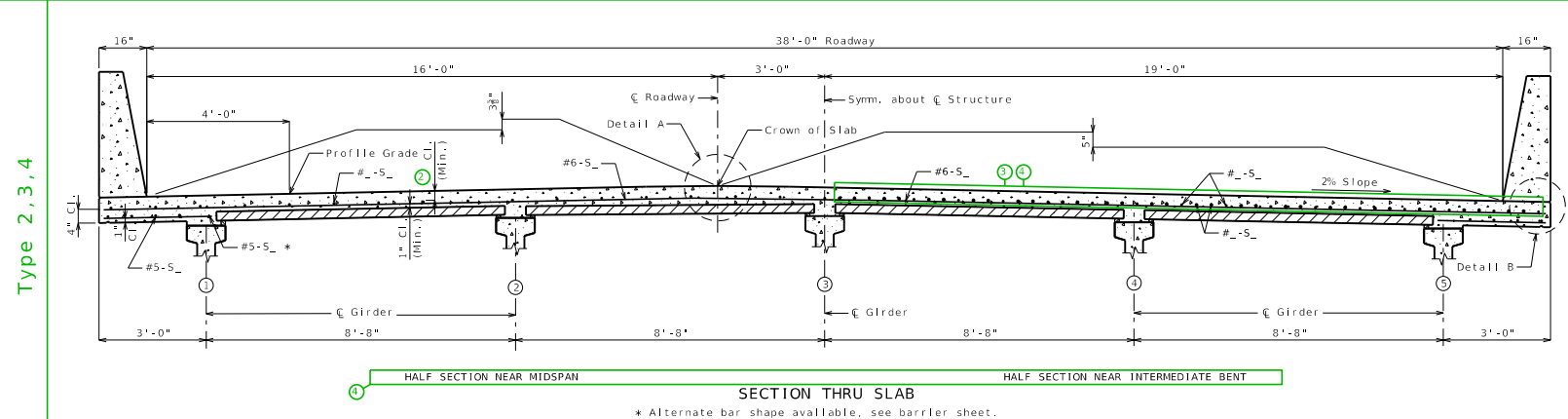
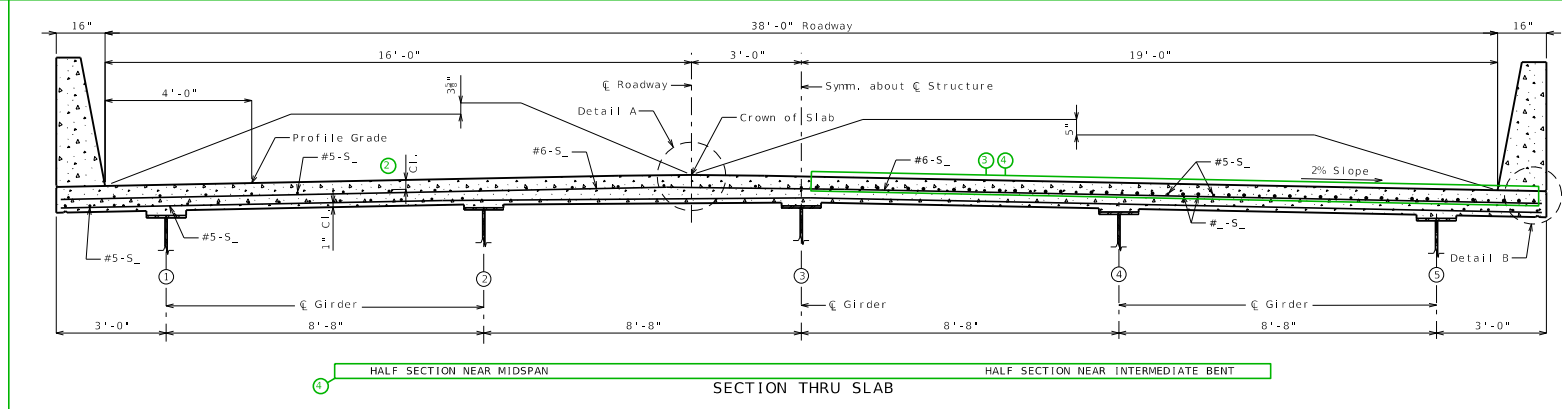
Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.



Panel Deck



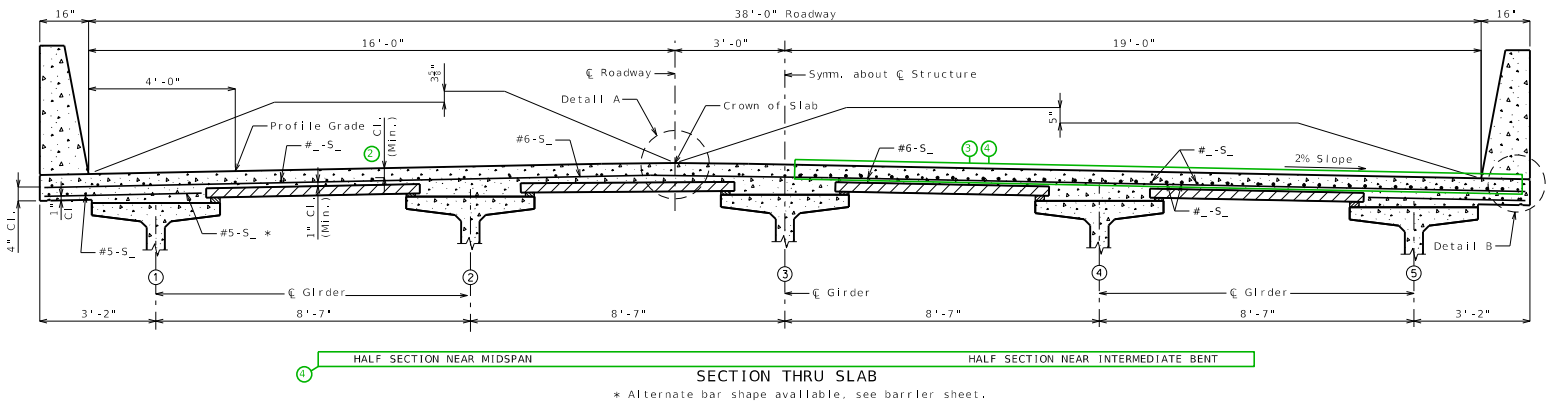
CIP Deck



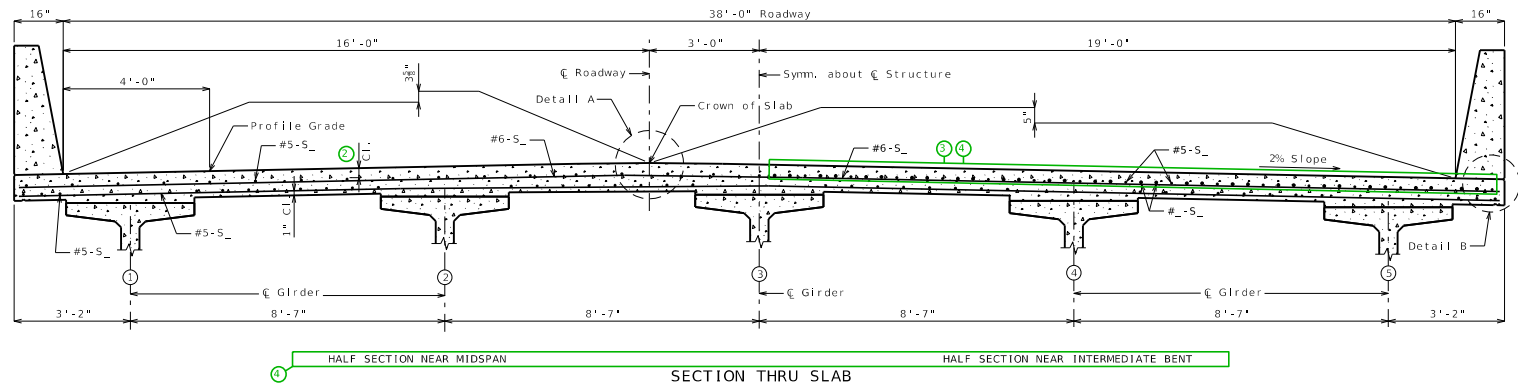


Panel Deck

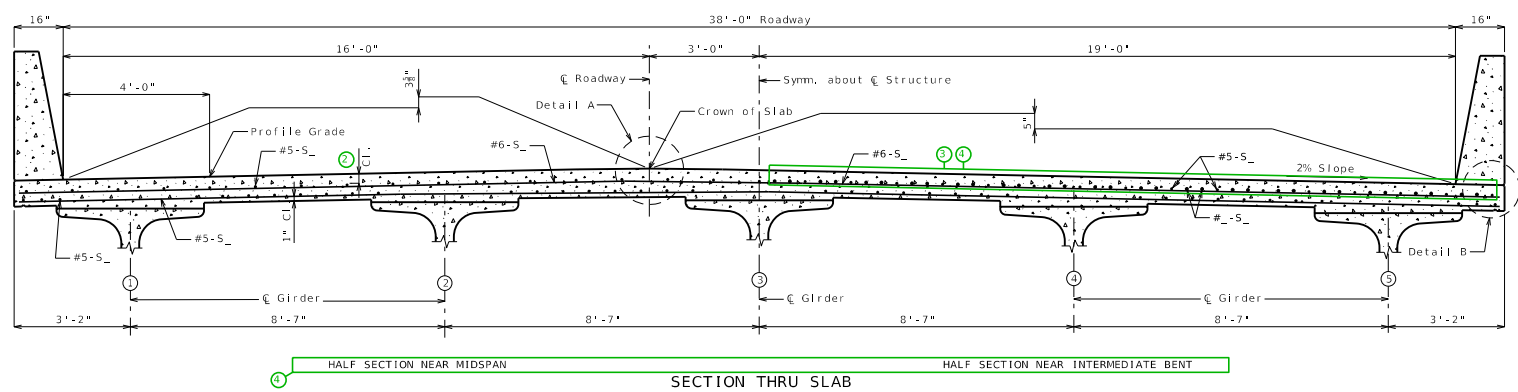
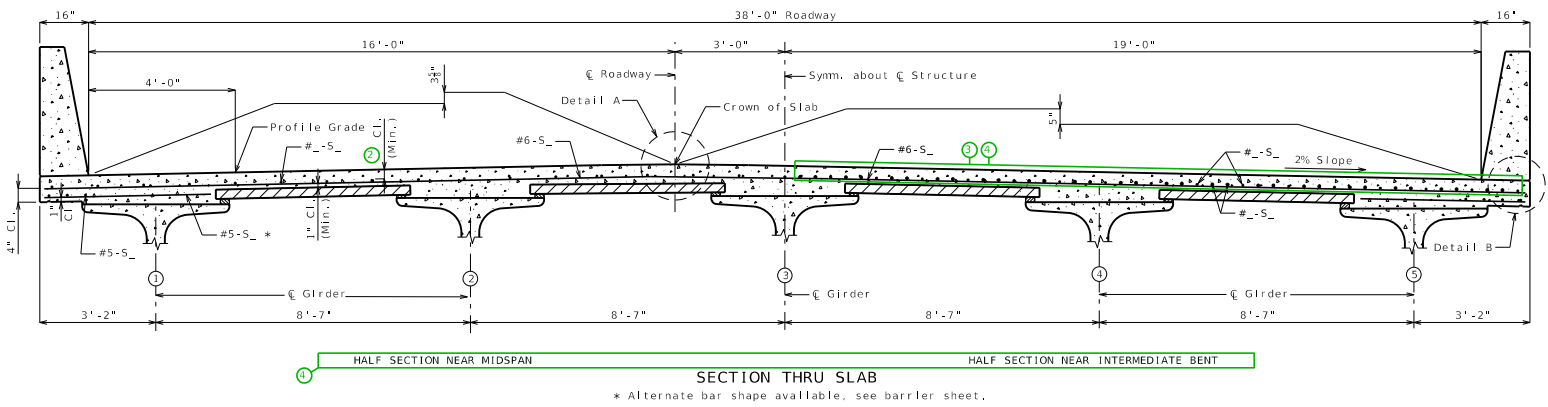
Bulb-Tee



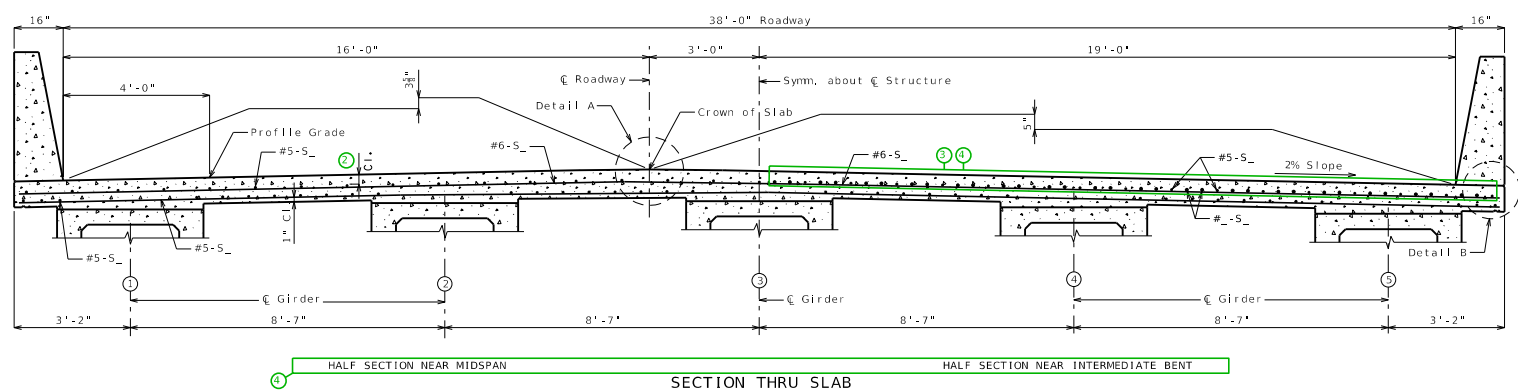
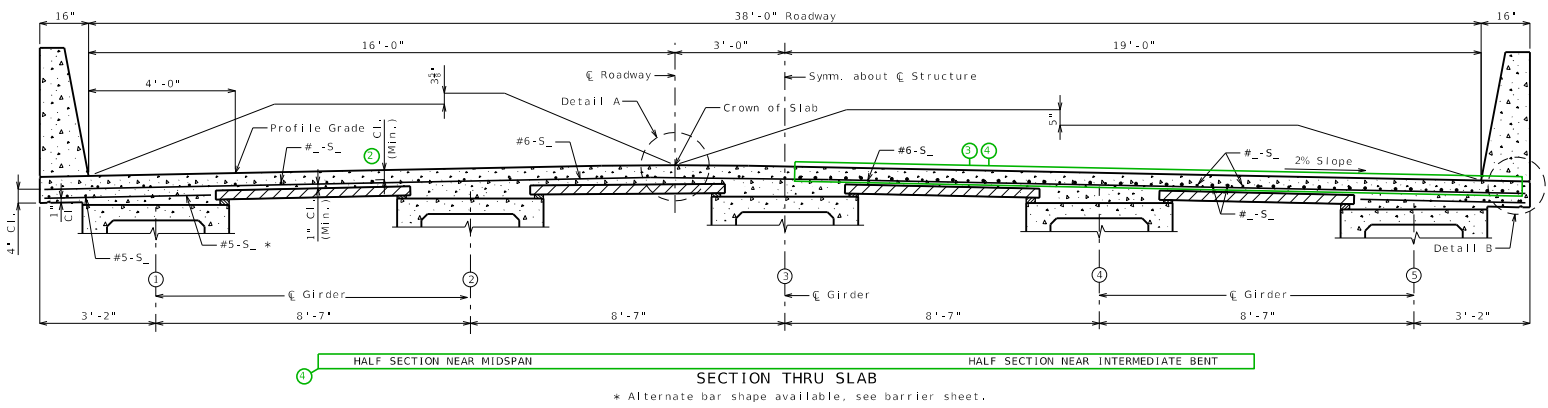
CIP Deck



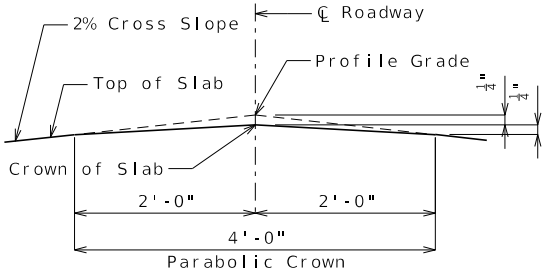
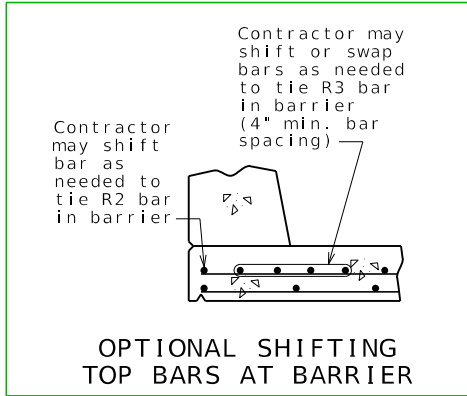
NU



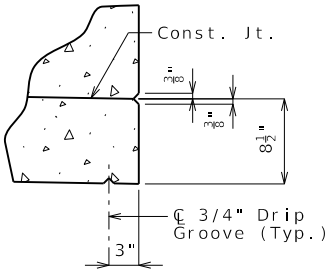
Box



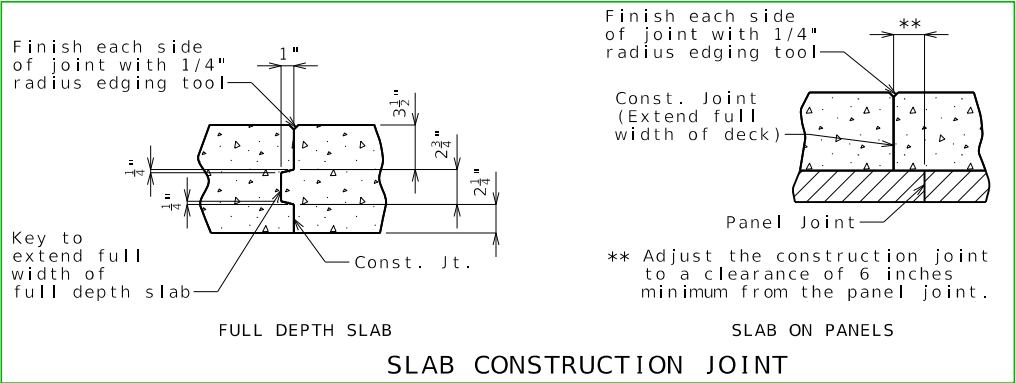




DETAIL A



DETAIL B



Notes:

For details of precast prestressed panels, see Sheet No. .


For reinforcement of barrier not shown, see Sheet No. .

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .

For Plan of Slab Showing Reinforcement, see Sheet No. .

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

|                                                                                       |                |
|---------------------------------------------------------------------------------------|----------------|
| DATE PREPARED<br>10/17/2023                                                           |                |
| ROUTE                                                                                 | STATE<br>MO    |
| DISTRICT                                                                              | SHEET NO.<br>9 |
| COUNTY                                                                                |                |
| JOB NO.                                                                               |                |
| CONTRACT ID.                                                                          |                |
| PROJECT NO.                                                                           |                |
| BRIDGE NO.                                                                            |                |
| DESCRIPTION                                                                           |                |
|                                                                                       |                |
|                                                                                       |                |
|                                                                                       |                |
|                                                                                       |                |
| DATE                                                                                  |                |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |                |
|  |                |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-273-6636)      |                |



Standard Drawing Guidance  
(do not show on plans):

- ①

Remove if not required.
- ②

Use the following values for clearance to top longitudinal bars:  
3<sup>1</sup>/<sub>8</sub>" for #5 bars  
  
3" for #6 bars  
  
2<sup>7</sup>/<sub>8</sub>" for #7 bars  
  
2<sup>3</sup>/<sub>4</sub>" for #8 bars  
Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):  

\*\*\*

3<sup>1</sup>/<sub>8</sub>" (#5)

3" (#6)

2<sup>7</sup>/<sub>8</sub>" (#7)

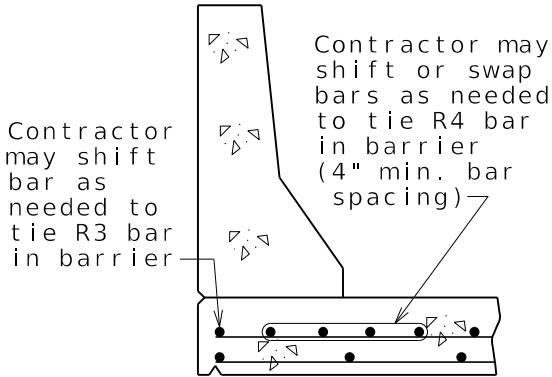
2<sup>3</sup>/<sub>4</sub>" (#8)
- ③

The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
- ④

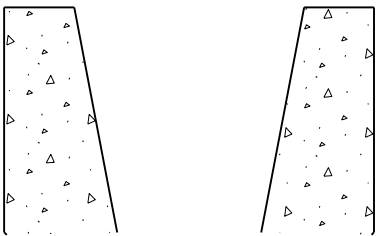
The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup
- ⑤

Place appropriate slab pouring sequence cell and modify as required.
- ⑥

Use alternate detail for CIP decks:

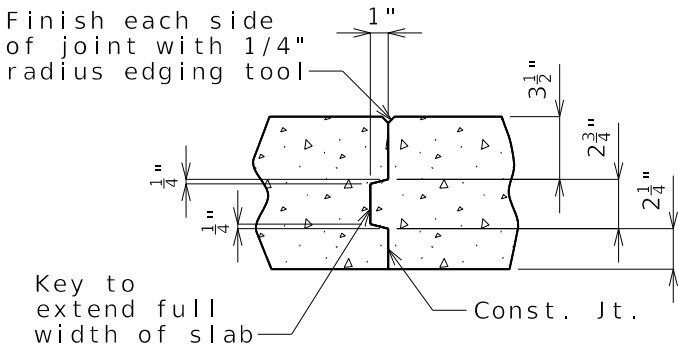


OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".



SLAB CONSTRUCTION JOINT

- ⑦

Remove for CIP deck

Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.

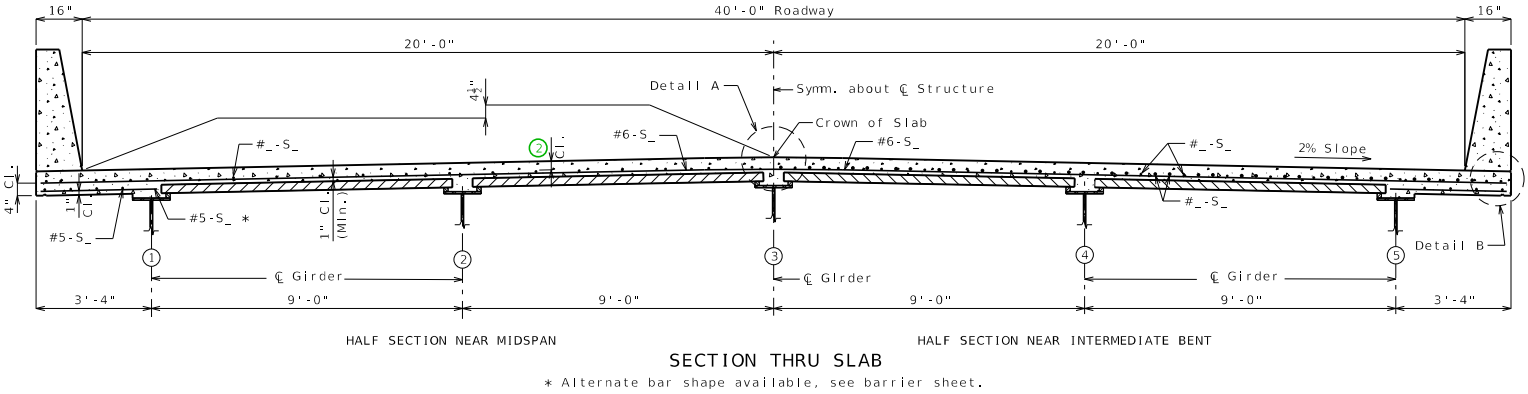


SLAB09\_40ft\_symm

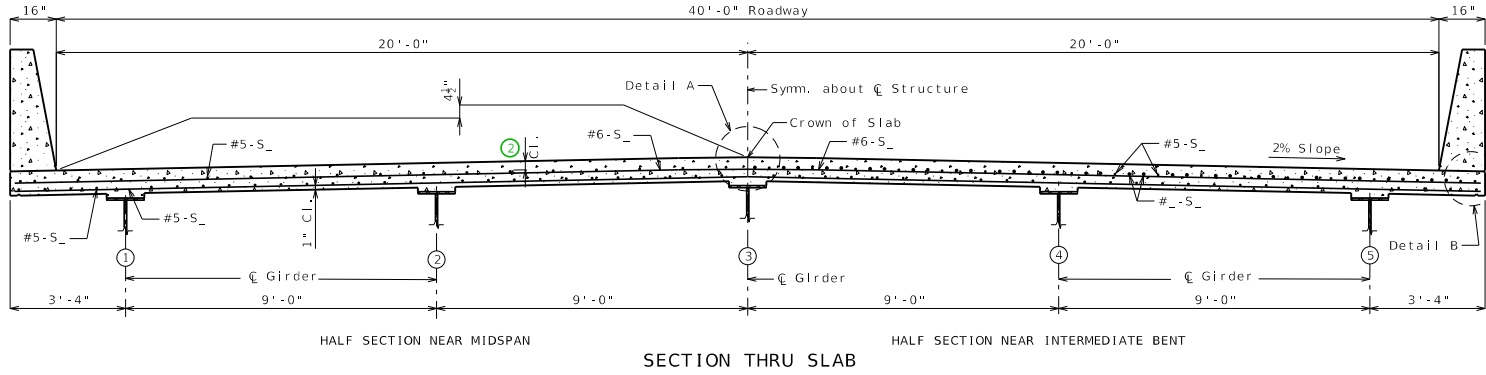
Guidance & Alternate Details (2 of 3)

Panel Deck

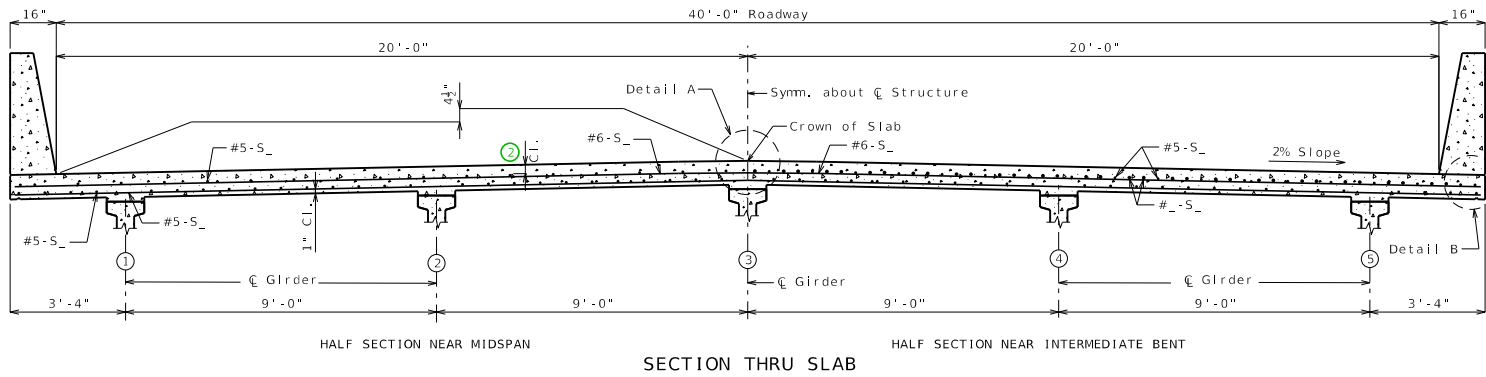
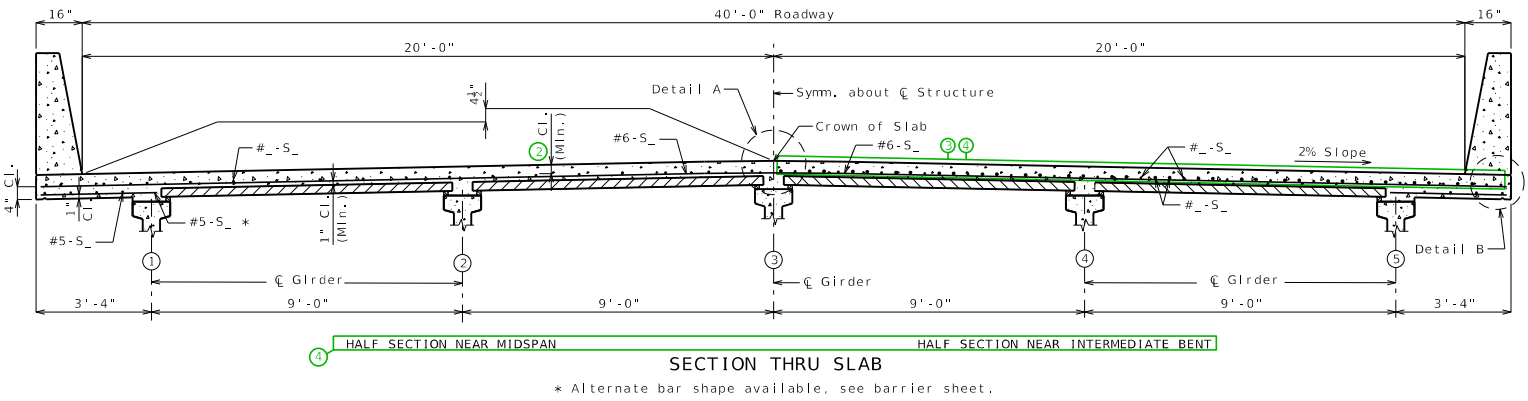
Plate Girder



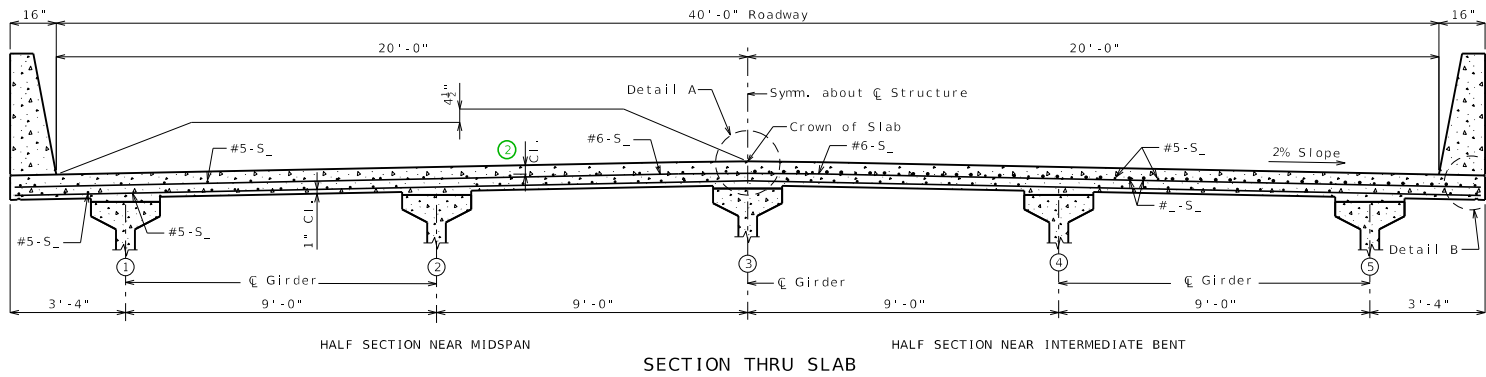
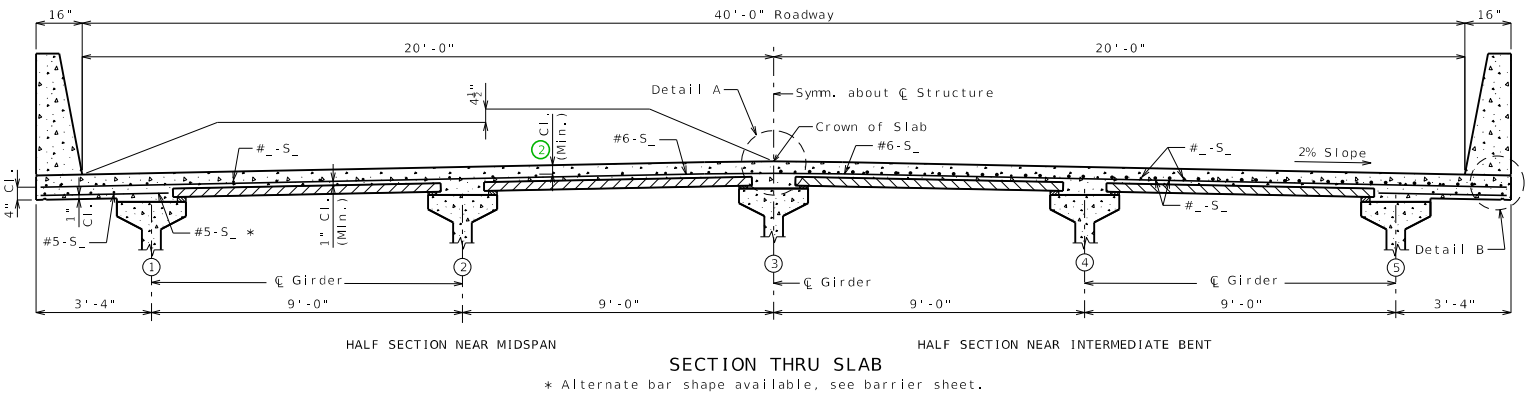
CIP Deck



Type 2,3,4



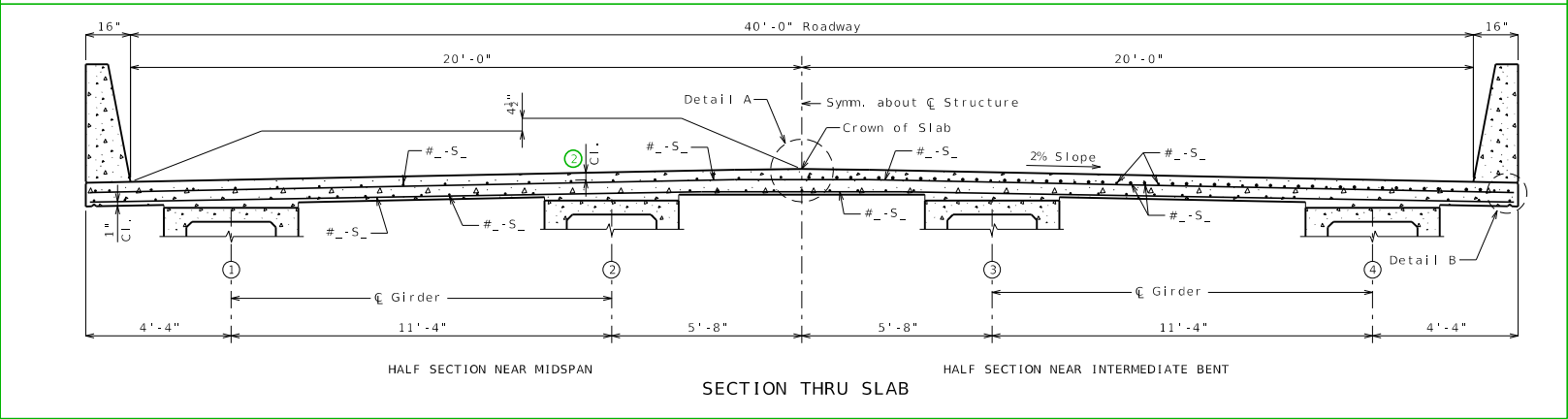
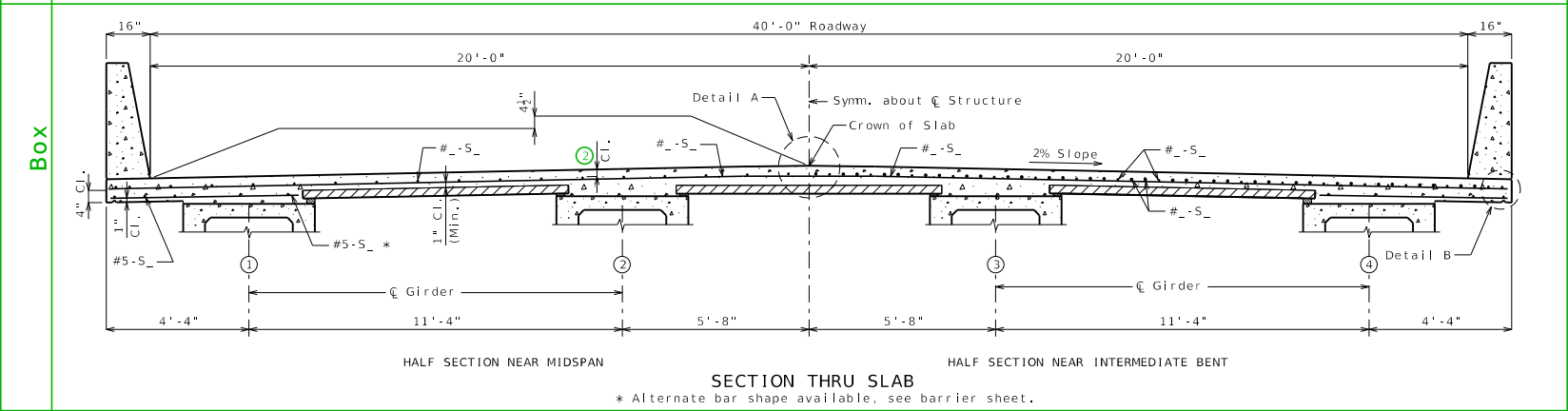
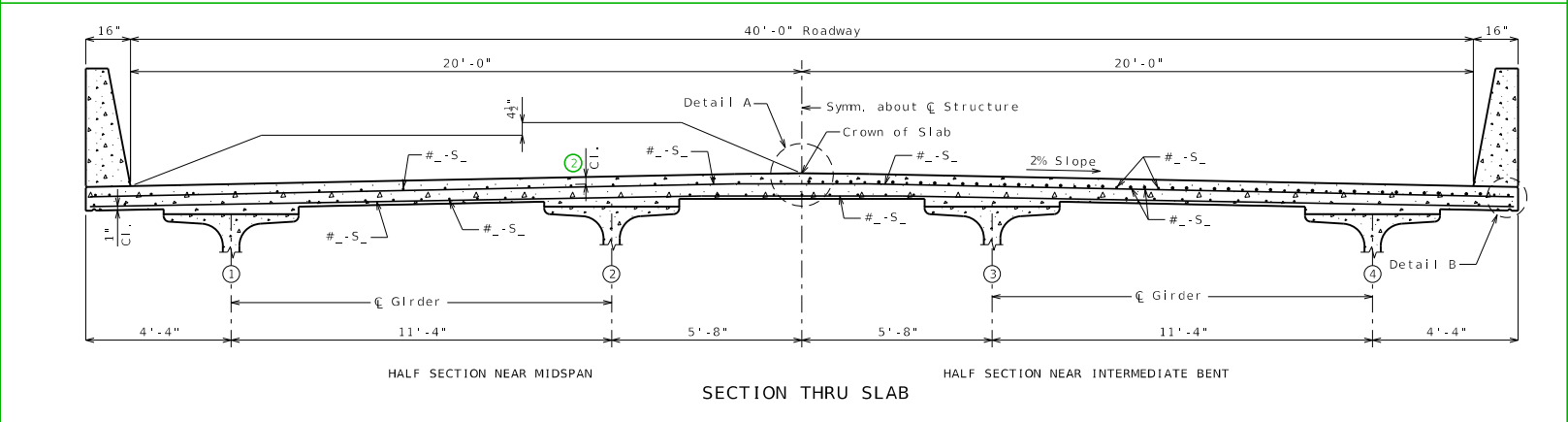
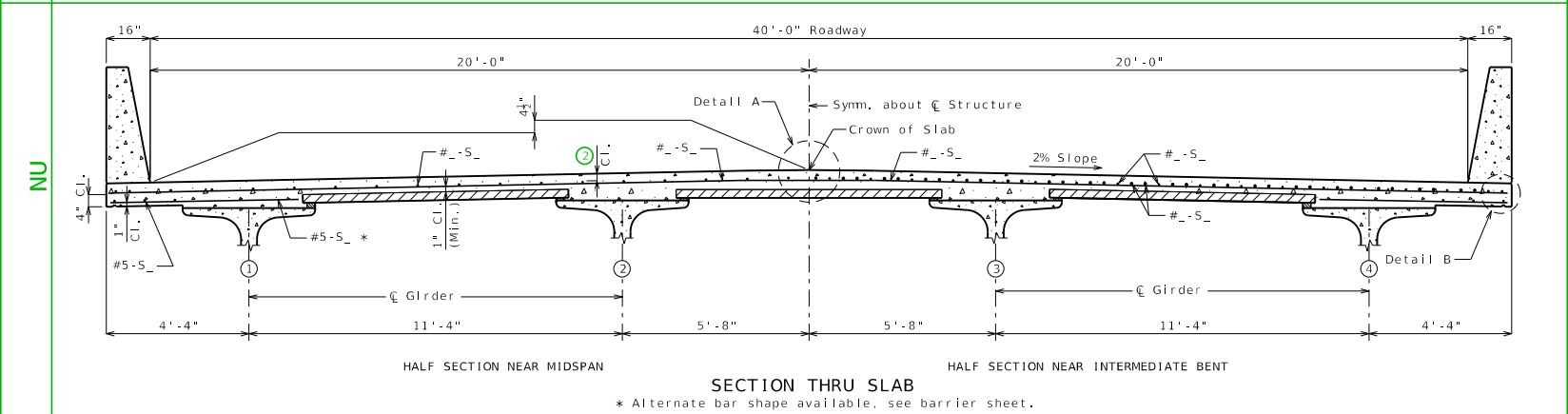
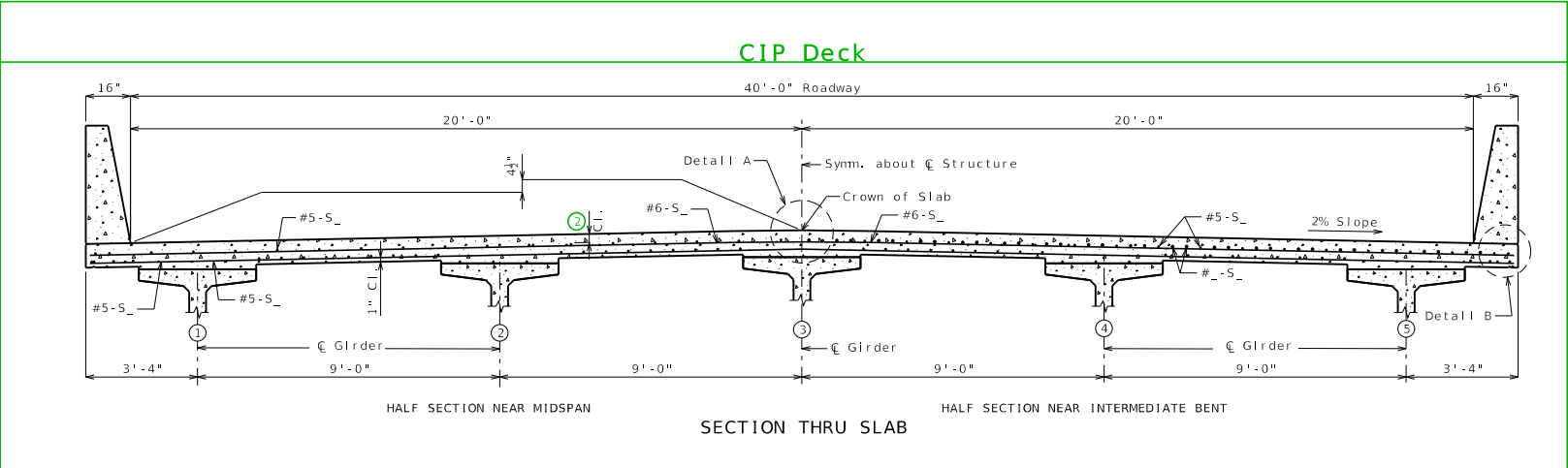
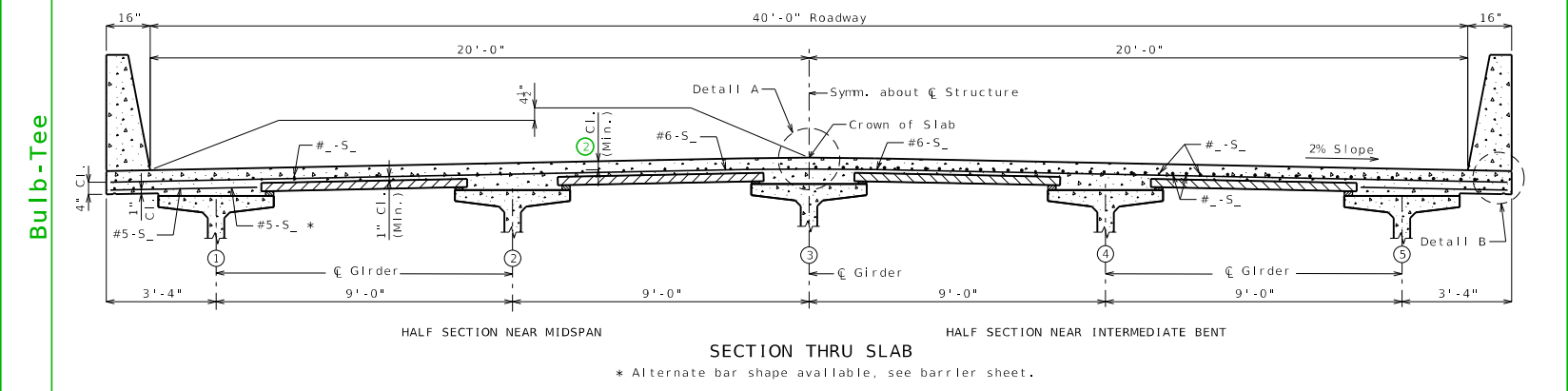
Type 6



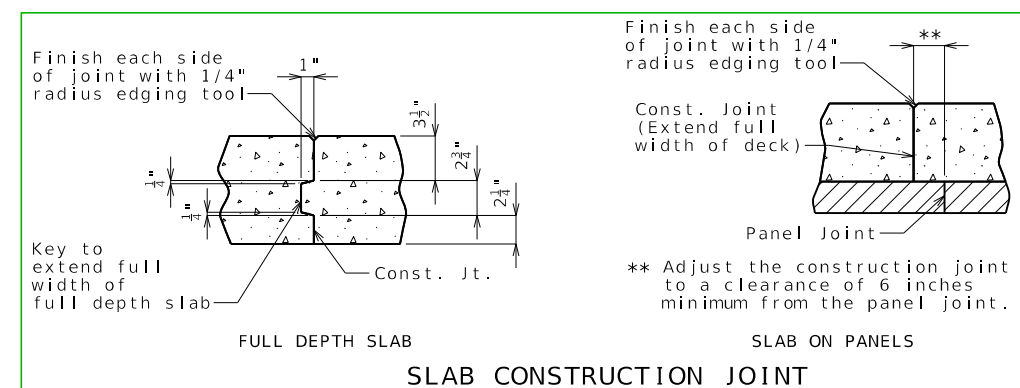
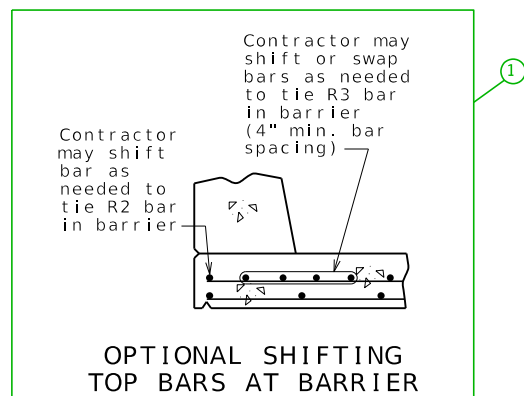
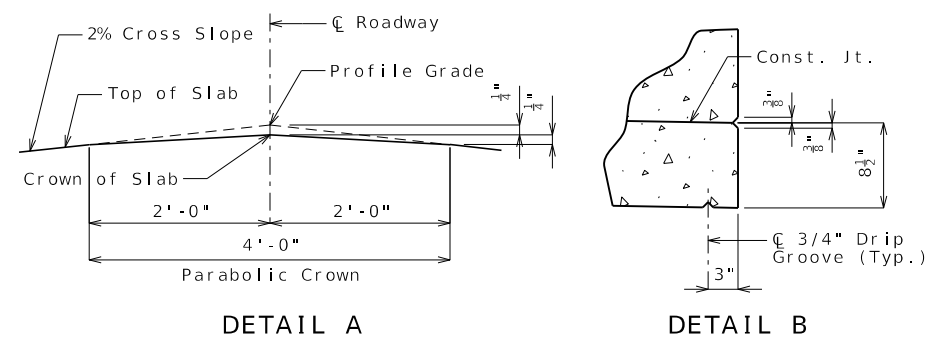


SLAB09\_40ft\_symm      Guidance & Alternate Details (3 of 3)

Panel Deck







Notes:

⑦ For details of precast prestressed panels, see Sheet No. .

For reinforcement of barrier not shown, see Sheet No. .

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. .

For Plan of Slab Showing Reinforcement, see Sheet No. .

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

SLAB DETAILS  
Sheet No.      of

[illegible]



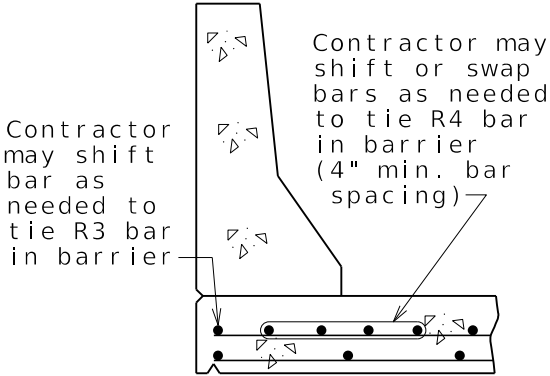
Standard Drawing Guidance  
(do not show on plans):

- ① Remove if not required.
- ② Use the following values for clearance to top longitudinal bars:  
3<sup>1</sup>/<sub>8</sub>" for #5 bars  
  
3" for #6 bars  
  
2<sup>7</sup>/<sub>8</sub>" for #7 bars  
  
2<sup>3</sup>/<sub>4</sub>" for #8 bars  
Use a triple asterisk when there are different size top bars and add below the single asterisk note the following (modified as needed)(this will be the only astrisk note for CIP decks):

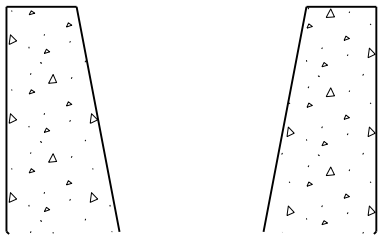
\*\*\* 3<sup>1</sup>/<sub>8</sub>" (#5)  
3" (#6)  
2<sup>7</sup>/<sub>8</sub>" (#7)  
2<sup>3</sup>/<sub>4</sub>" (#8)

Clearance values based on the #6 top transverse bar used for this standard slab. Values will need to be revised for other size transverse bars.

- ③ The larger negative moment reinforcement shown is grouped and can be deleted if the negative moment steel is the same size as the distribution reinforcement. A set of bars the same size as the distribution bars exist behind the larger bars shown, and will become visible when the larger bars are deleted. (No need to resize)
- ④ The subheadings and negative moment bars are grouped and can be deleted for single span bridges. <Ctrl> U to ungroup
- ⑤ Place appropriate slab pouring sequence cell and modify as required.
- ⑥ Use alternate detail for CIP decks:

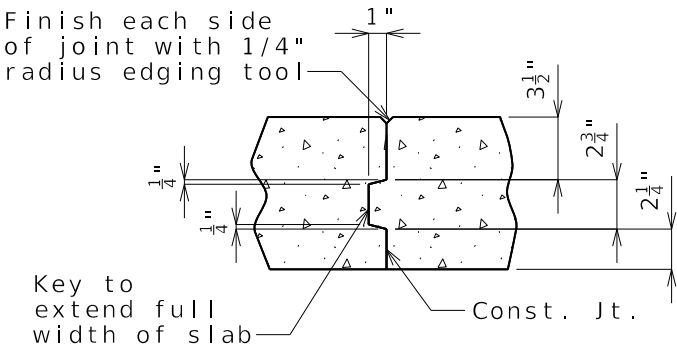


OPTIONAL SHIFTING  
TOP BARS AT BARRIER



Alternate detail for  
Type H barrier

For 8" thick slabs, change top dimension to 3 1/4" and center dimension to 2 1/2".

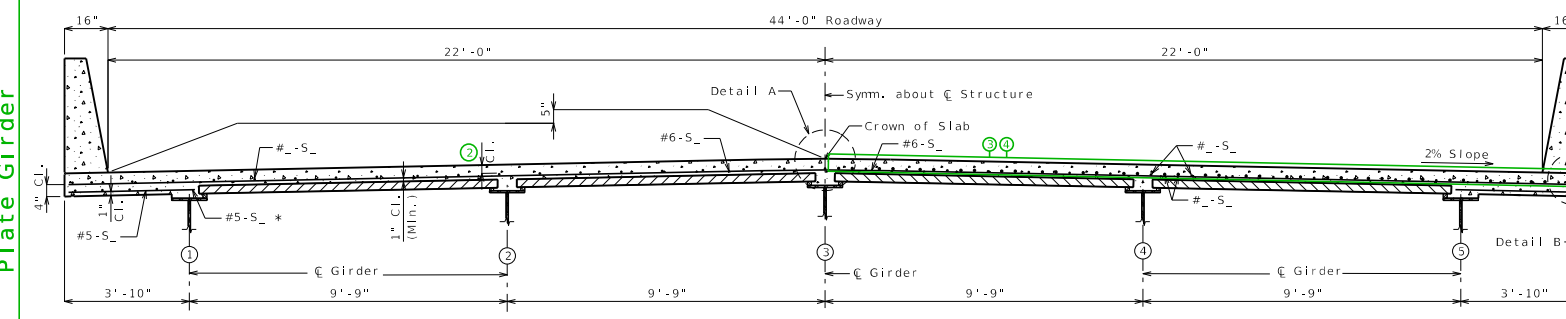
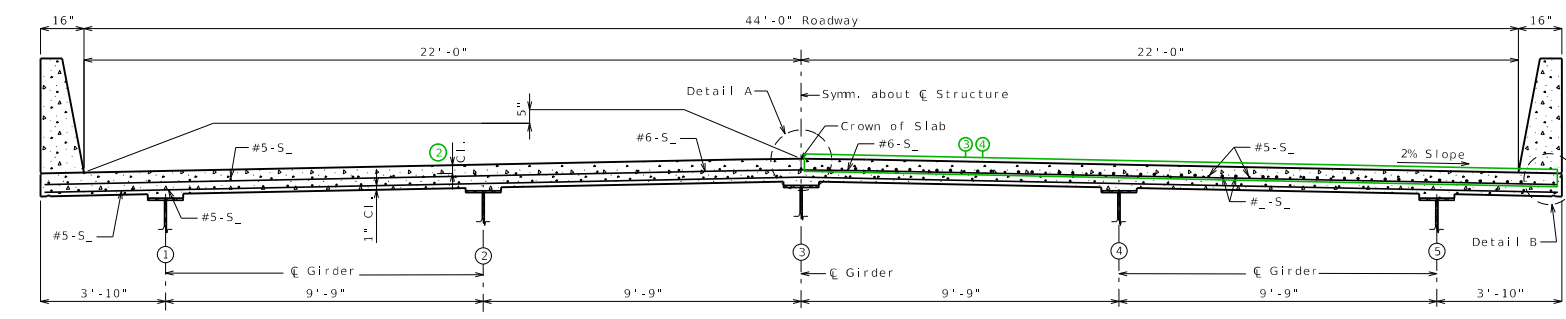
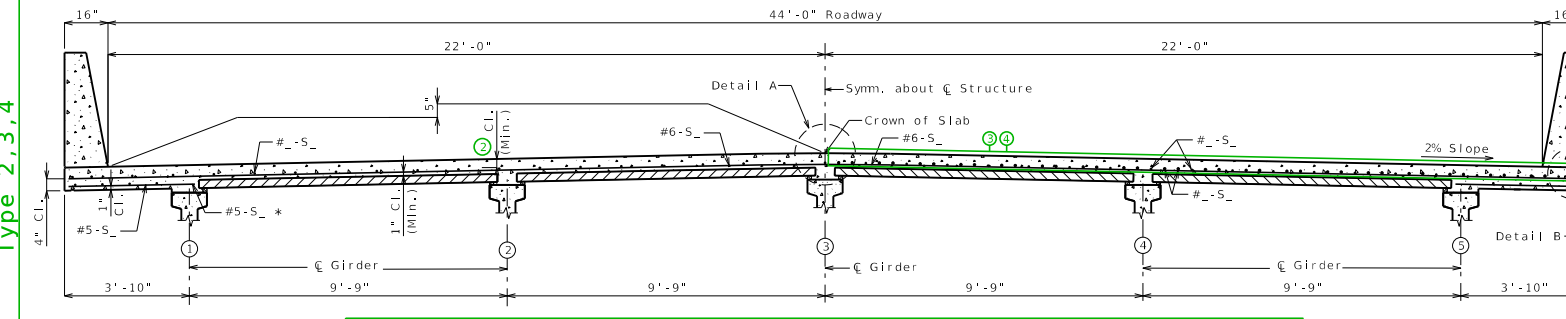
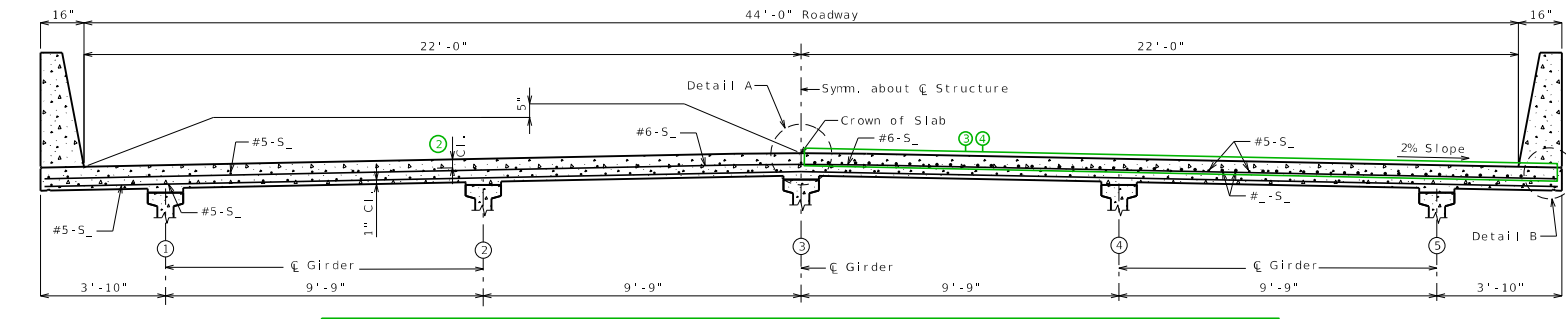
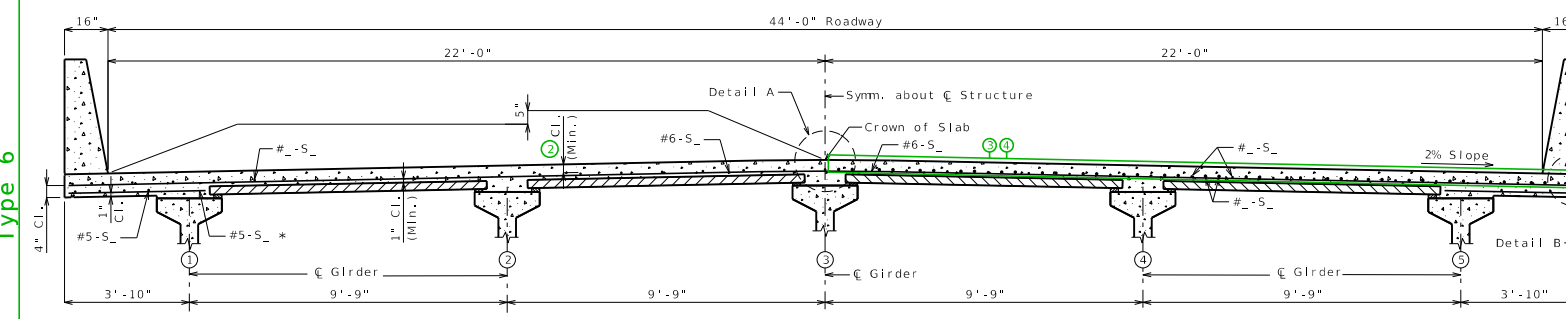
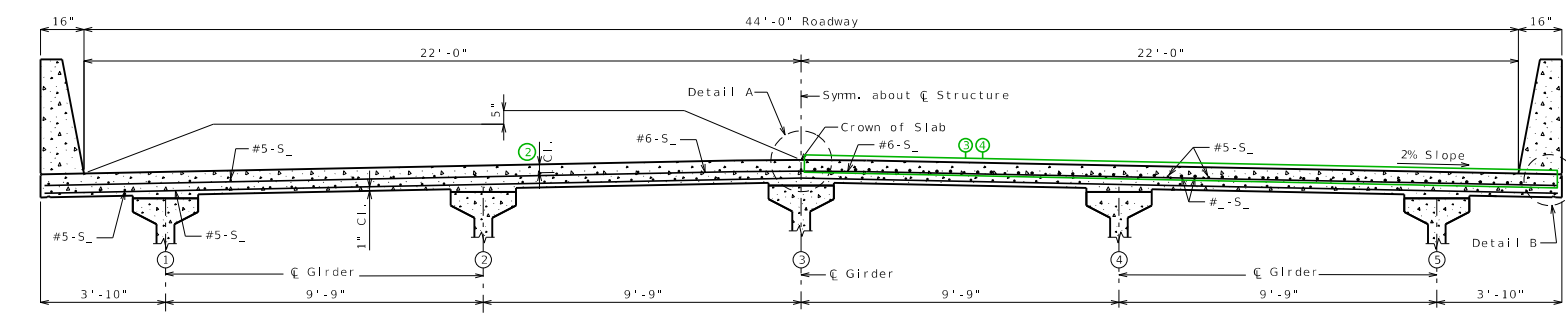
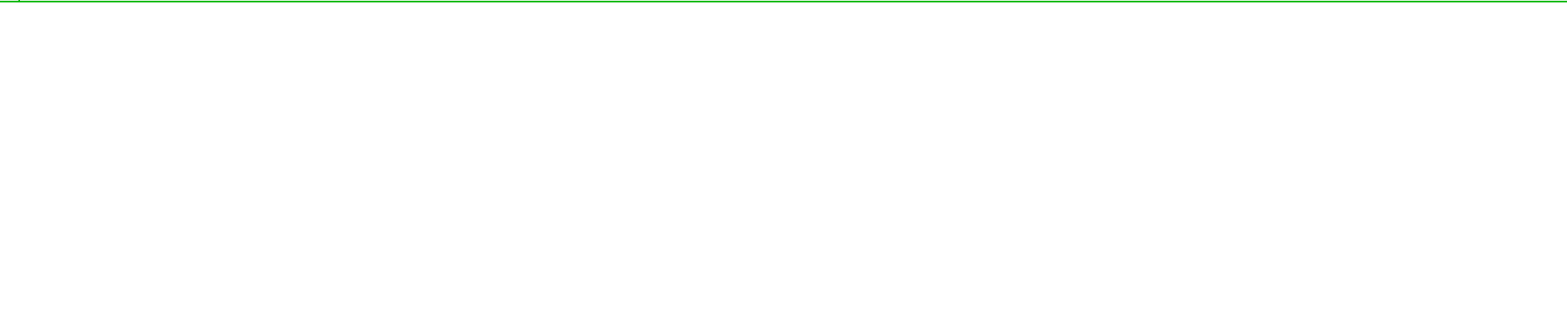
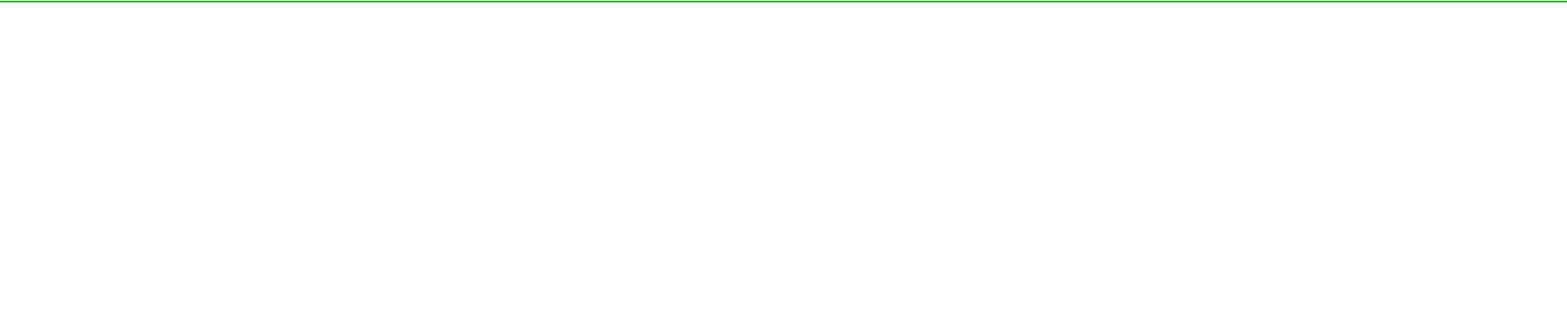


SLAB CONSTRUCTION JOINT

- ⑦ Remove for CIP deck

Girder spacing and reinforcement size & spacing shown are not necessarily standard. Follow design.

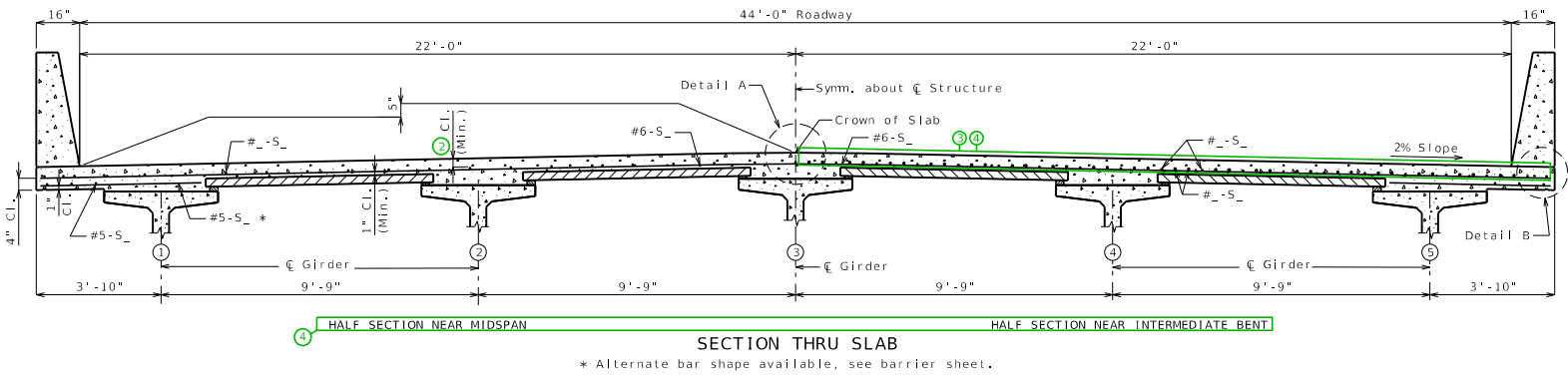


| SLAB10_44ft_symm |  | Guidance & Alternate Details (2 of 3)                                               |                                                                                       |
|------------------|--|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                  |  | Panel Deck                                                                          |                                                                                       |
| Plate Girder     |  |    |    |
|                  |  |   |   |
| Type 2,3,4       |  |  |  |
| Type 6           |  |  |  |



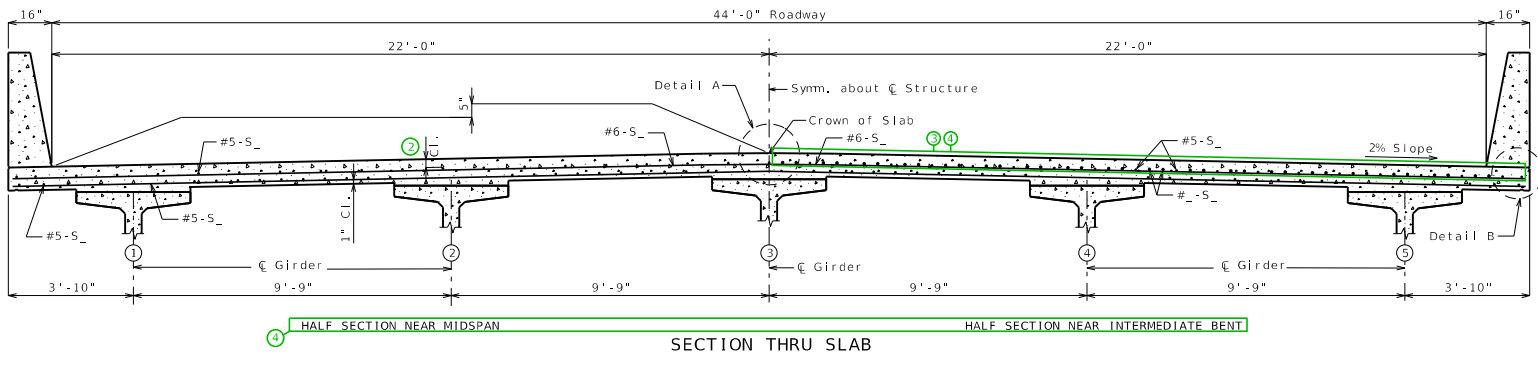
Panel Deck

Bulb-Tee

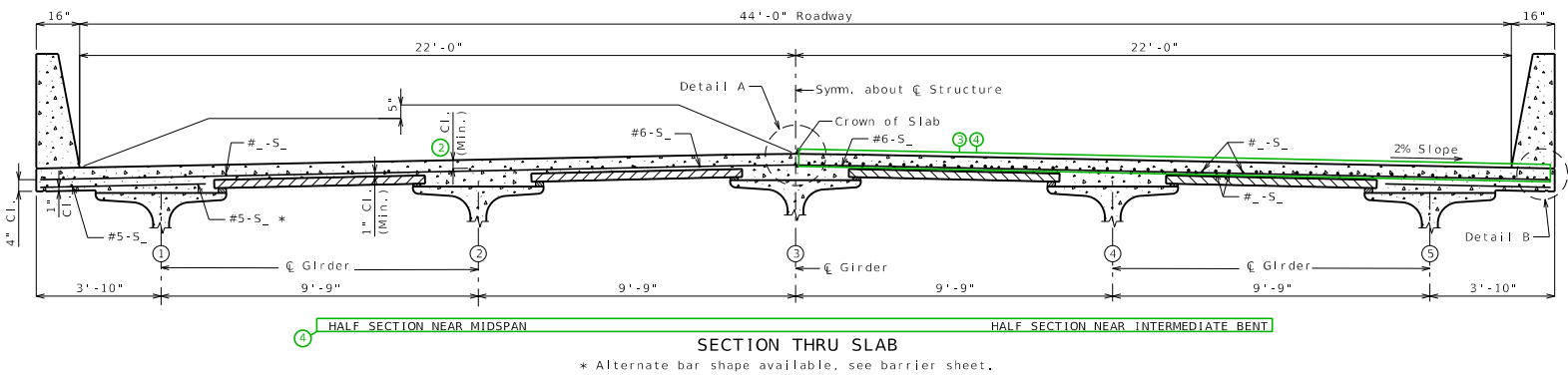


\* Alternate bar shape available, see barrier sheet.

CIP Deck

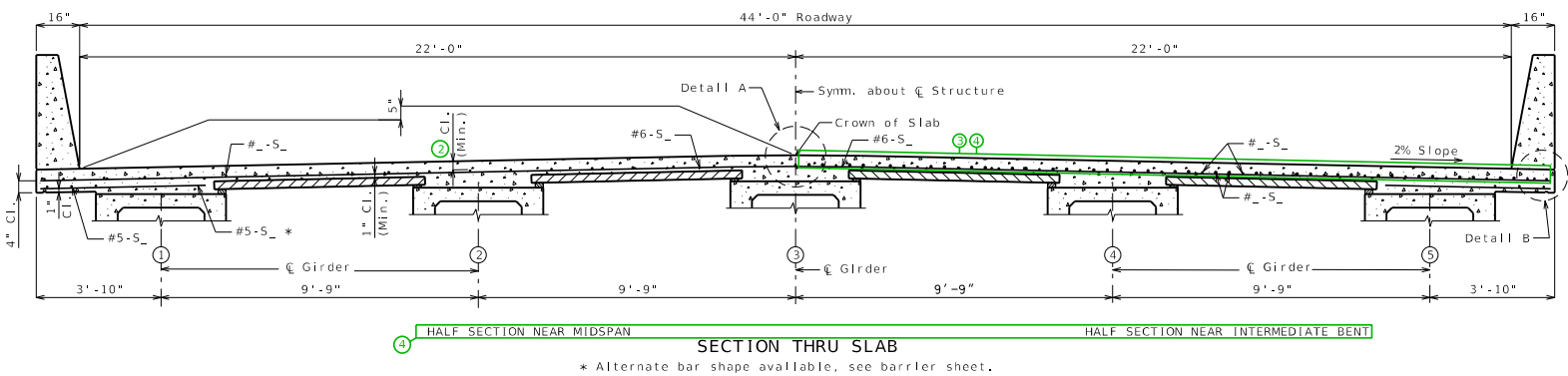


NU

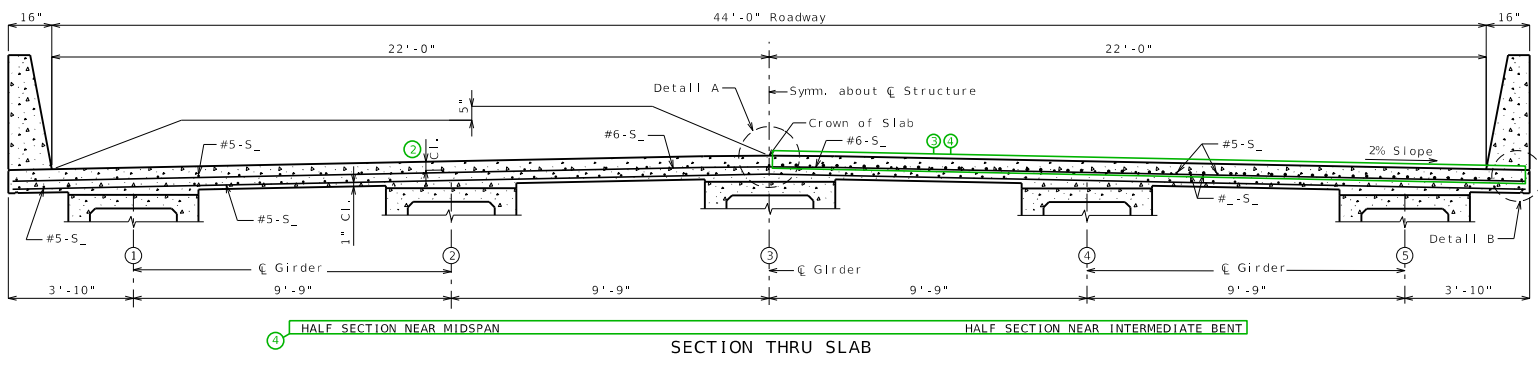


\* Alternate bar shape available, see barrier sheet.

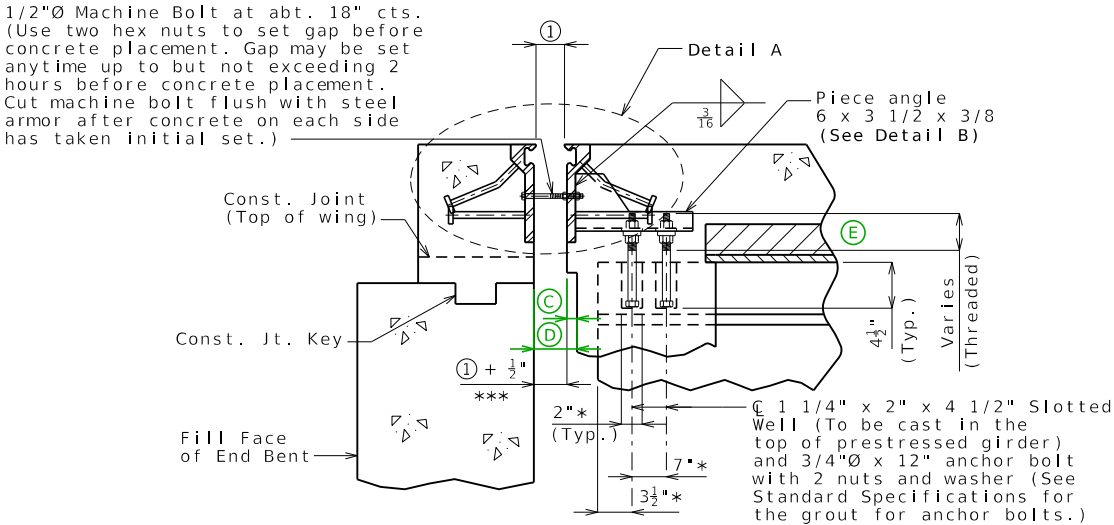
Box



\* Alternate bar shape available, see barrier sheet.

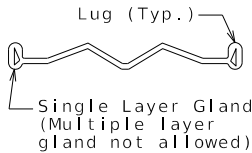




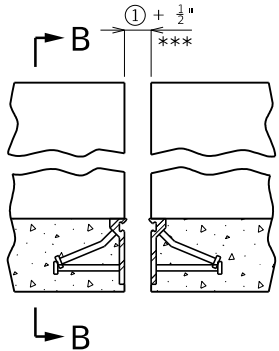


SECTION A-A

Strip seal gland not shown for clarity.  
\* Dimension along C Girder

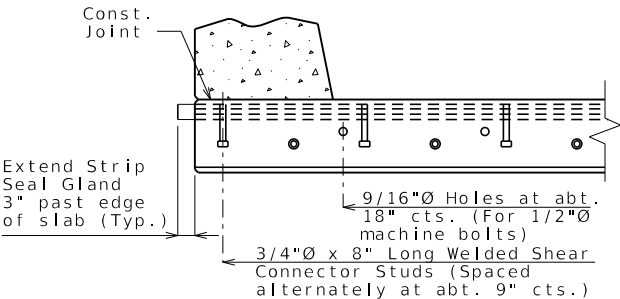


DETAIL OF GLAND

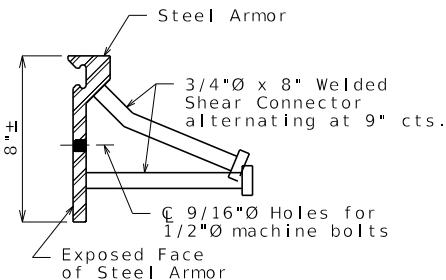


PART ELEVATION OF BARRIER

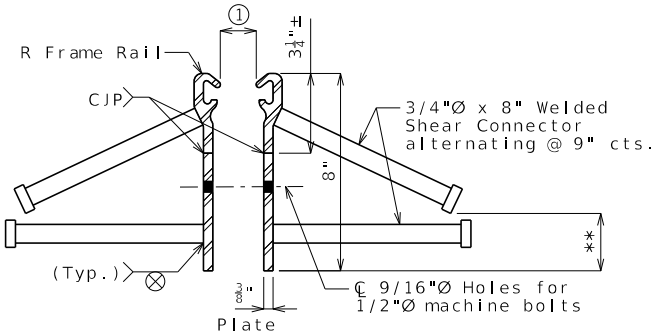
Strip seal gland not shown for clarity.



PART SECTION B-B



DETAIL OF JOINT ARMOR (P Rail)



\*\* Bend stud in shop if necessary to maintain 1" min. from bottom of vertical plate.

OPTIONAL R RAIL DETAIL

GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 50 feet. A complete joint penetration groove welded splice shall be required. Welds shall be ground flush to provide a smooth surface. The expansion joint system shall be fabricated and installed to the crown and grade of the roadway.

The strip seal gland shall be installed in joints in one continuous piece without field splices. Factory splicing will be permitted for joints in excess of 53 feet.

Structural steel for the expansion joint system shall be ASTM A709 Grade 36 except the steel armor may be ASTM A709 Grade 50W. Anchors for the expansion joint system shall be in accordance with Sec 1037. Strip seal expansion joint system shall be in accordance with Sec 717.

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Longitudinal reinforcing steel shall be placed so that ends shall be 1" from the vertical leg of the steel armor at the expansion joint system.

Concrete shall be forced under and around steel armor and anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

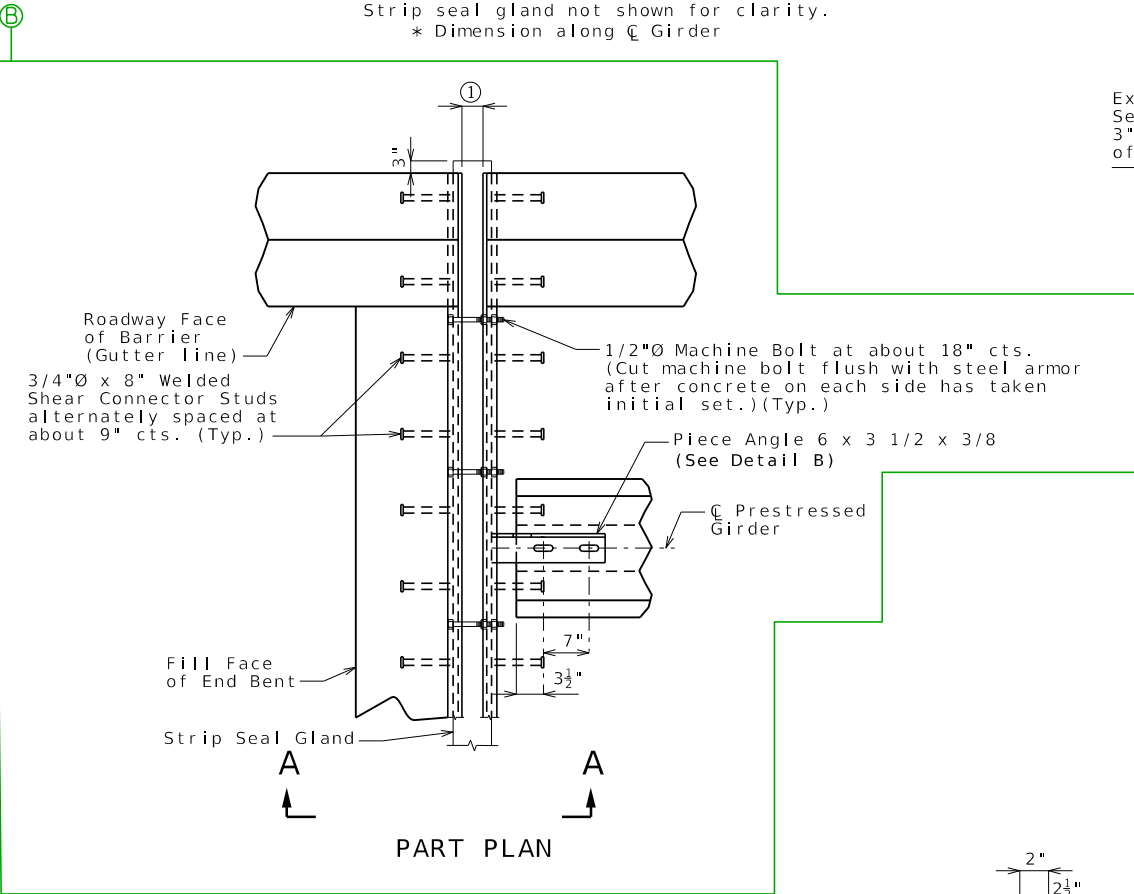
② The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

③ MoDOT Construction personnel will indicate the strip seal expansion joint system installed.

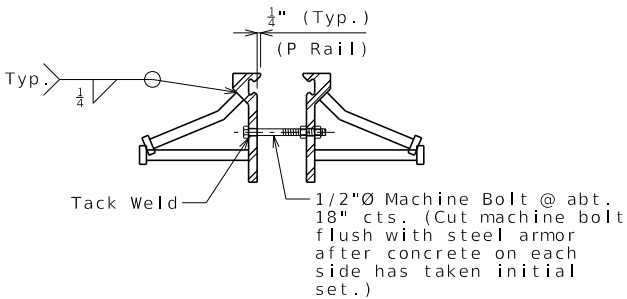
Steel armor may also be referred to as extrusion or rail.

The terms P and R rail are used for identification only, and are not endorsements for any particular manufacturer.

\*\*\* Because of variation in armor dimensions, the concrete opening will vary if the R rail option is used. Dimensions shown are based on the P rail option.

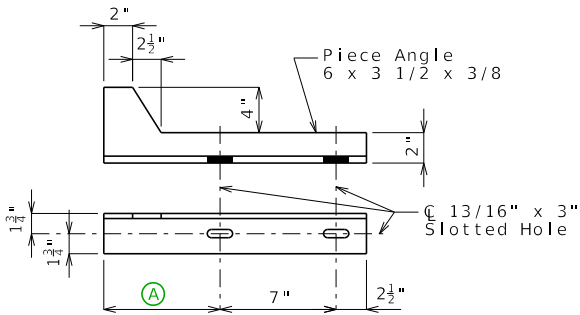


PART PLAN



DETAIL A

(P Rail shown, R Rail similar)



DETAIL B

Table of Allowed Transverse Strip Seal Expansion Joint System


| Manufacturer                 | Strip Seal System<br>(Designated Name) | Movement<br>Parallel<br>to RDWY | Allowed Installation Gap<br>① Normal to Joint at RDWY Surface<br>@ Air/Surface Temperature ② |        |        |        |        |        | ③ |
|------------------------------|----------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------|--------|--------|--------|--------|--------|---|
|                              |                                        |                                 | @ 40°F                                                                                       | @ 50°F | @ 60°F | @ 70°F | @ 80°F | @ 90°F |   |
| D S Brown                    | Strip seal<br>L2-400                   | xxx                             | xxx                                                                                          | xxx    | xxx    | xxx    | xxx    | xxx    | □ |
| D S Brown                    | Strip seal<br>L2-500                   | xxx                             | xxx                                                                                          | xxx    | xxx    | xxx    | xxx    | xxx    | □ |
| Watson Bowman<br>Acme (Wabo) | Strip seal<br>SE-300                   | xxx                             | xxx                                                                                          | xxx    | xxx    | xxx    | xxx    | xxx    | □ |
| Watson Bowman<br>Acme (Wabo) | Strip seal<br>SE-400                   | xxx                             | xxx                                                                                          | xxx    | xxx    | xxx    | xxx    | xxx    | □ |
| Watson Bowman<br>Acme (Wabo) | Strip seal<br>SE-500                   | xxx                             | xxx                                                                                          | xxx    | xxx    | xxx    | xxx    | xxx    | □ |

STRIP SEAL EXPANSION JOINT SYSTEM AT END BENT NO. \_

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

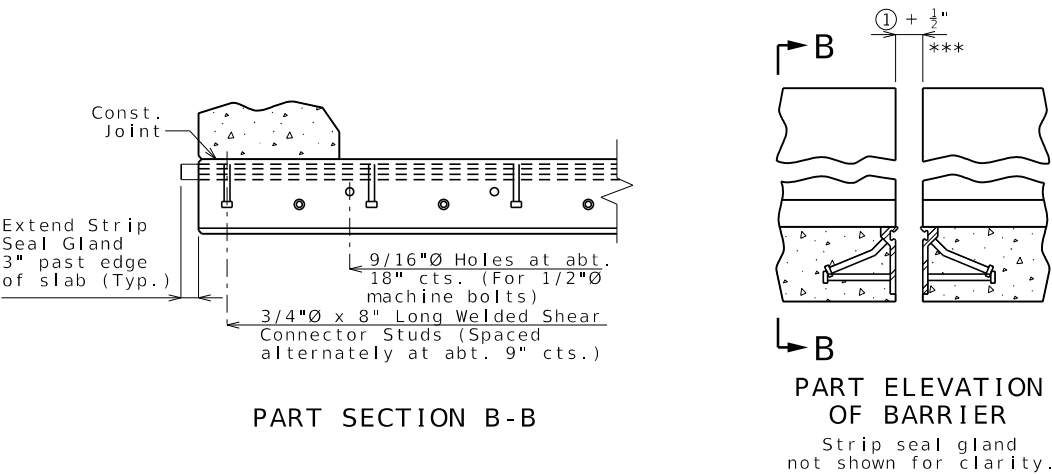
Sheet No. of

|                                                                                       |  |                                  |  |
|---------------------------------------------------------------------------------------|--|----------------------------------|--|
| DATE PREPARED                                                                         |  | 7/12/2024                        |  |
| ROUTE                                                                                 |  | STATE                            |  |
| DISTRICT                                                                              |  | MO                               |  |
|                                                                                       |  | SHEET NO.                        |  |
|                                                                                       |  | 1                                |  |
| COUNTY                                                                                |  |                                  |  |
| JOB NO.                                                                               |  |                                  |  |
| CONTRACT ID.                                                                          |  |                                  |  |
| PROJECT NO.                                                                           |  |                                  |  |
| BRIDGE NO.                                                                            |  |                                  |  |
| DESCRIPTION                                                                           |  |                                  |  |
|                                                                                       |  |                                  |  |
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|                                                                                       |  |                                  |  |
| DATE                                                                                  |  |                                  |  |
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| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                       |  |                                  |  |
|                                                                                       |  |                                  |  |
|                                                                                       |  |                                  |  |
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|                                                                                       |  |                                  |  |
|                                                                                       |  |                                  |  |
|                                                                                       |  | 105 WEST CAPITOL                 |  |
|                                                                                       |  | JEFFERSON CITY, MO 65102         |  |
|                                                                                       |  | 1-888-ASK-MODOT (1-888-275-6636) |  |

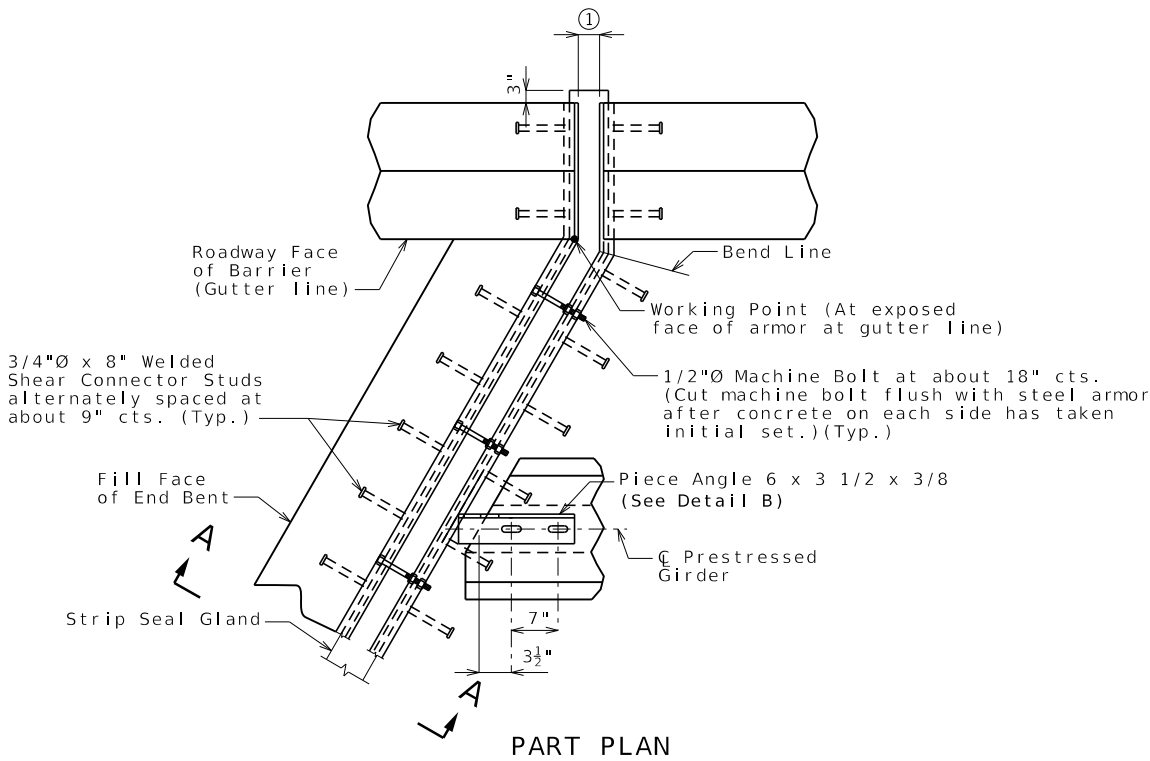


STRIP01\_psi\_end      Guidance & Alternate Details

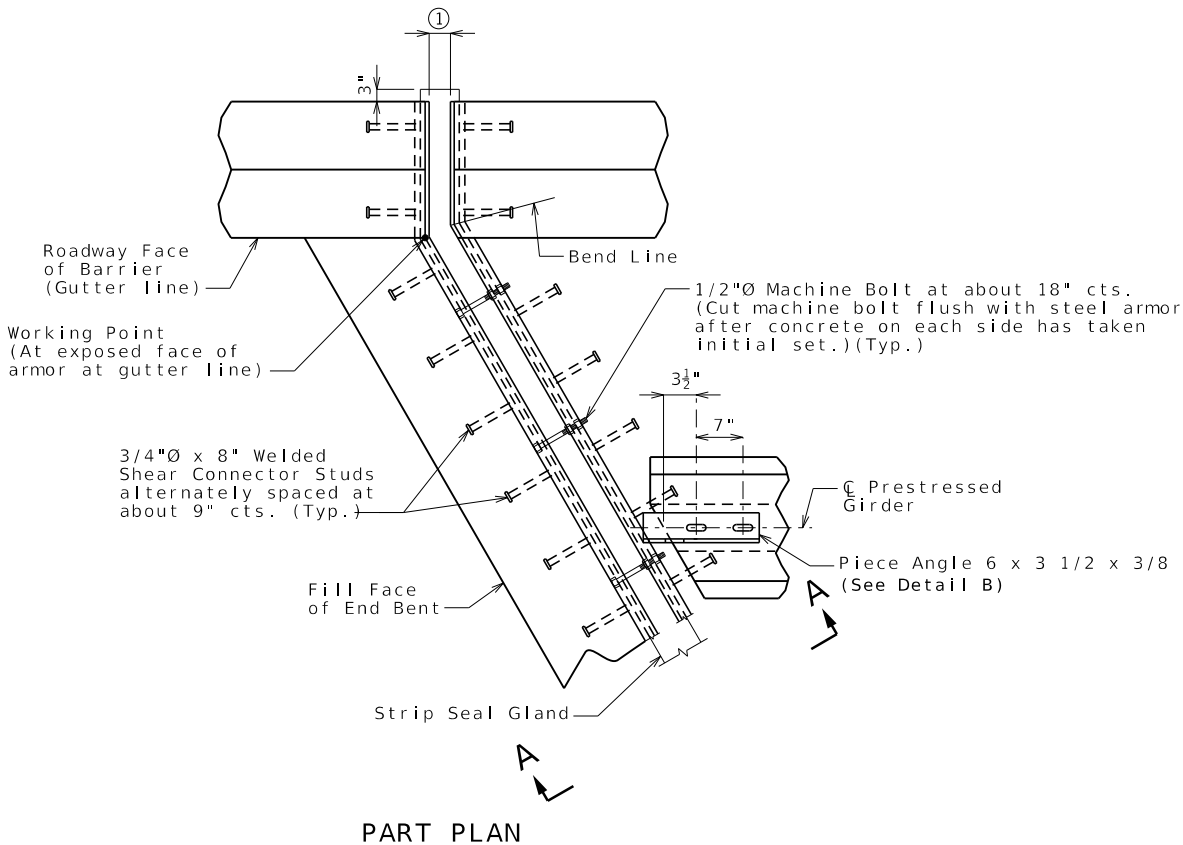
- Standard Drawing Guidance (do not show on plans):
- Modify drawing as necessary.
- Remove non-applicable rows in table.
- Ⓐ Piece angle length to center of first slotted hole.
- Ⓑ Use squared, left advanced or right advanced Part Plan as needed.
- Ⓒ = 3/4" (Min.) @ 60°. Verify only. Do not show on plans.
- Ⓓ = ① @ 60° + 1/2" + 3/4" (Min.). Verify only. Do not show on plans.
- Ⓔ Remove precast panel for CIP slab.



Alternate details  
for Type B barrier (SBC)

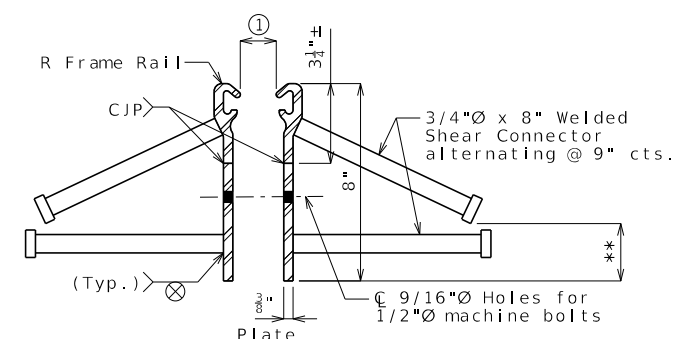
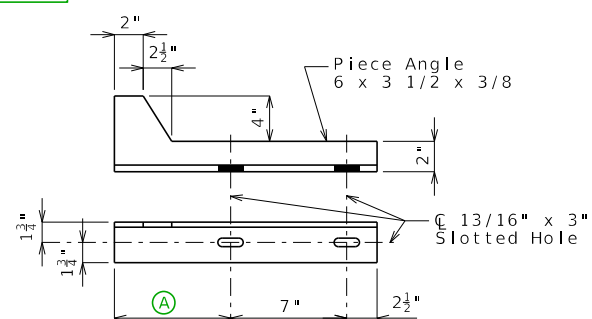
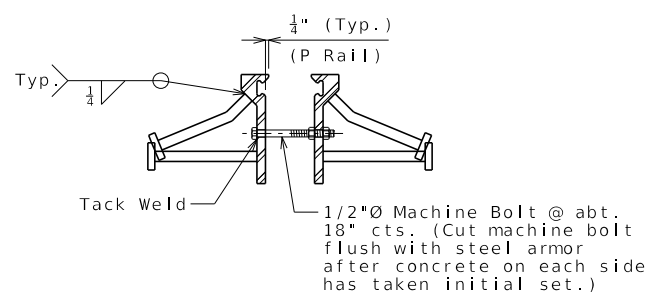
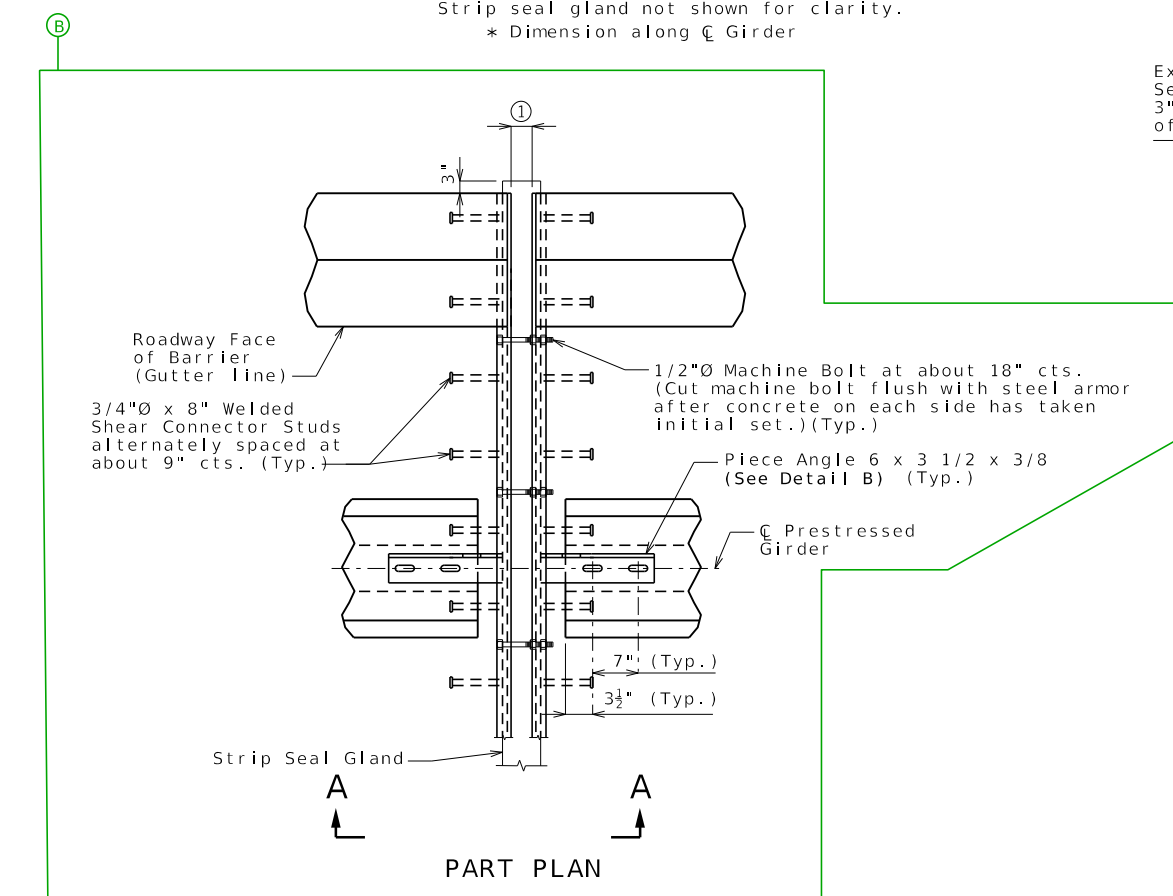
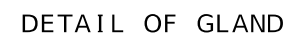
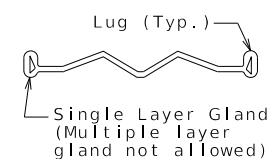
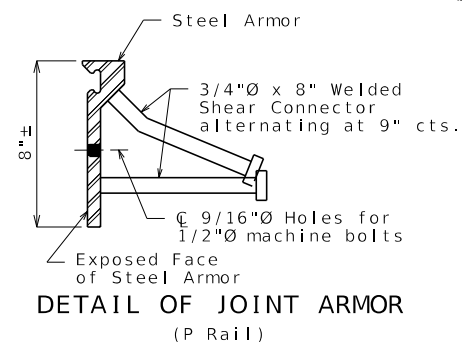
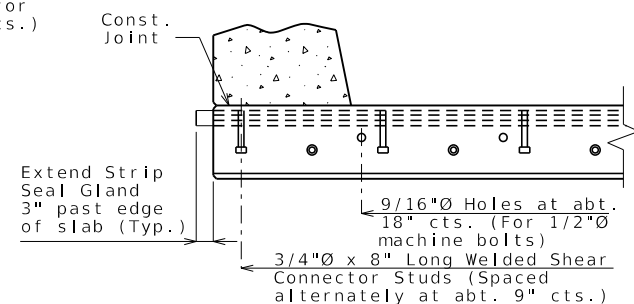
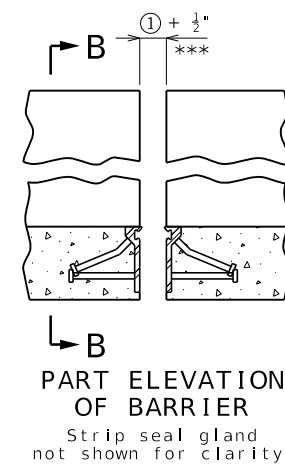
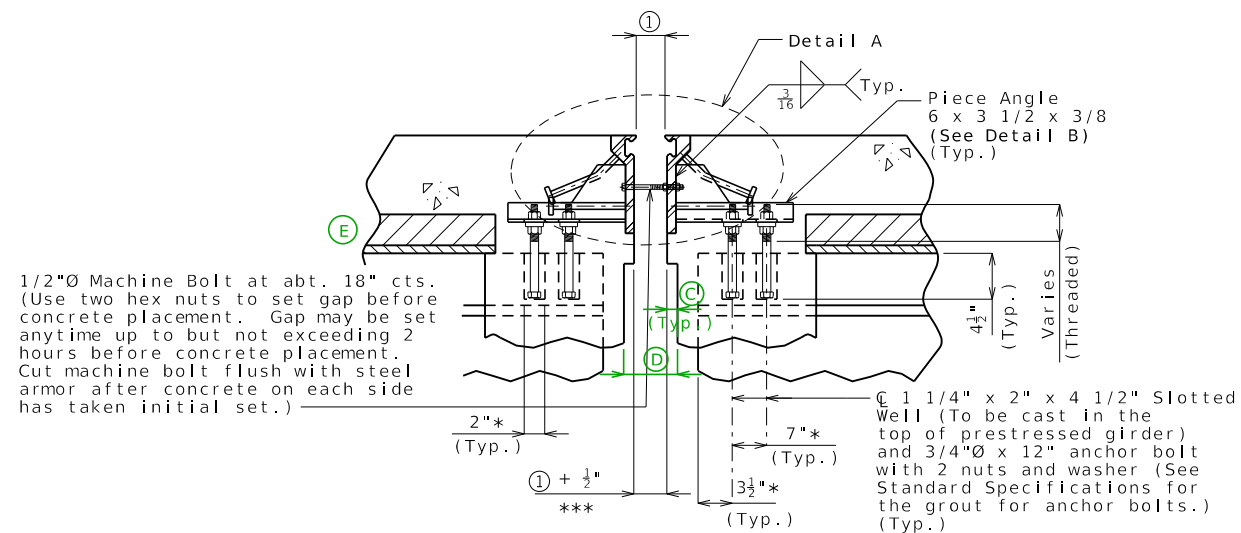


Left Advanced



Right Advanced





\*\* Bend stud in shop if necessary to maintain 1" min. from bottom of vertical plate.

### OPTIONAL R RAIL DETAIL

GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 50 feet. A complete joint penetration groove welded splice shall be required. Welds shall be ground flush to provide a smooth surface. The expansion joint system shall be fabricated and installed to the crown and grade of the roadway.

The strip seal gland shall be installed in joints in one continuous piece without field splices. Factory splicing will be permitted for joints in excess of 53 feet.

Structural steel for the expansion joint system shall be ASTM A709 Grade 36 except the steel armor may be ASTM A709 Grade 50W. Anchors for the expansion joint system shall be in accordance with Sec 1037. Strip seal expansion joint system shall be in accordance with Sec 717.

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Longitudinal reinforcing steel shall be placed so that ends shall be 1" from the vertical leg of the steel armor at the expansion joint system.

Concrete shall be forced under and around steel armor and anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

② The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

③ MoDOT Construction personnel will indicate the strip seal expansion joint system installed.

Steel armor may also be referred to as extrusion or rail.

The terms P and R rail are used for identification only, and are not endorsements for any particular manufacturer.

\*\*\* Because of variation in armor dimensions, the concrete opening will vary if the optional R rail is used. Dimensions shown are based on the P rail option.

| Table of Allowed Transverse Strip Seal Expansion Joint System |                                        |                              |                                                                                        |        |        |        |        |        |                          |
|---------------------------------------------------------------|----------------------------------------|------------------------------|----------------------------------------------------------------------------------------|--------|--------|--------|--------|--------|--------------------------|
| Manufacturer                                                  | Strip Seal System<br>(Designated Name) | Movement Parallel<br>to RDWY | ① Allowed Installation Gap Normal to Joint at RDWY Surface @ Air/Surface Temperature ② |        |        |        |        |        | ③                        |
|                                                               |                                        |                              | @ 40°F                                                                                 | @ 50°F | @ 60°F | @ 70°F | @ 80°F | @ 90°F |                          |
| D S Brown                                                     | Strip seal L2-400                      | XXX                          | XXX                                                                                    | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| D S Brown                                                     | Strip seal L2-500                      | XXX                          | XXX                                                                                    | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman Acme (Wabo)                                     | Strip seal SE-300                      | XXX                          | XXX                                                                                    | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman Acme (Wabo)                                     | Strip seal SE-400                      | XXX                          | XXX                                                                                    | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman Acme (Wabo)                                     | Strip seal SE-500                      | XXX                          | XXX                                                                                    | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |

[illegible]



STRIP02\_psi\_int      Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):

Modify drawing as necessary.

Remove non-applicable rows in table.

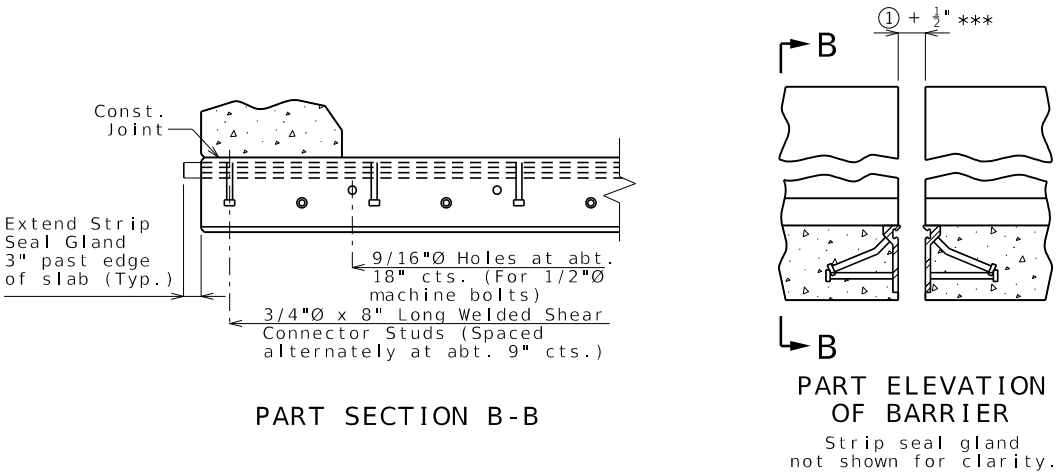
Ⓐ Piece angle length to center of first slotted hole.

Ⓑ Use squared, left advanced or right advanced Part Plan as needed.

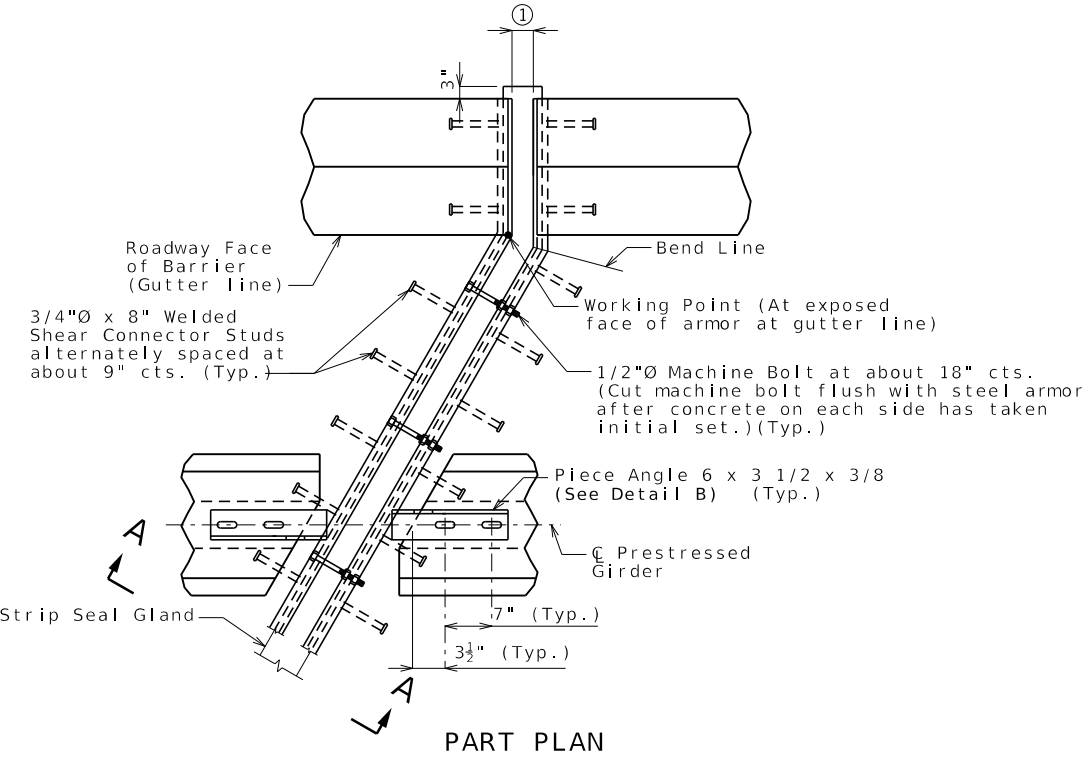
Ⓒ = 3/4" (Min.) @ 60° Verify only. Do not show on plans.

Ⓓ = Ⓐ @ 60° + 1/2" + 3/4" (Min.). Verify only. Do not show on plans.

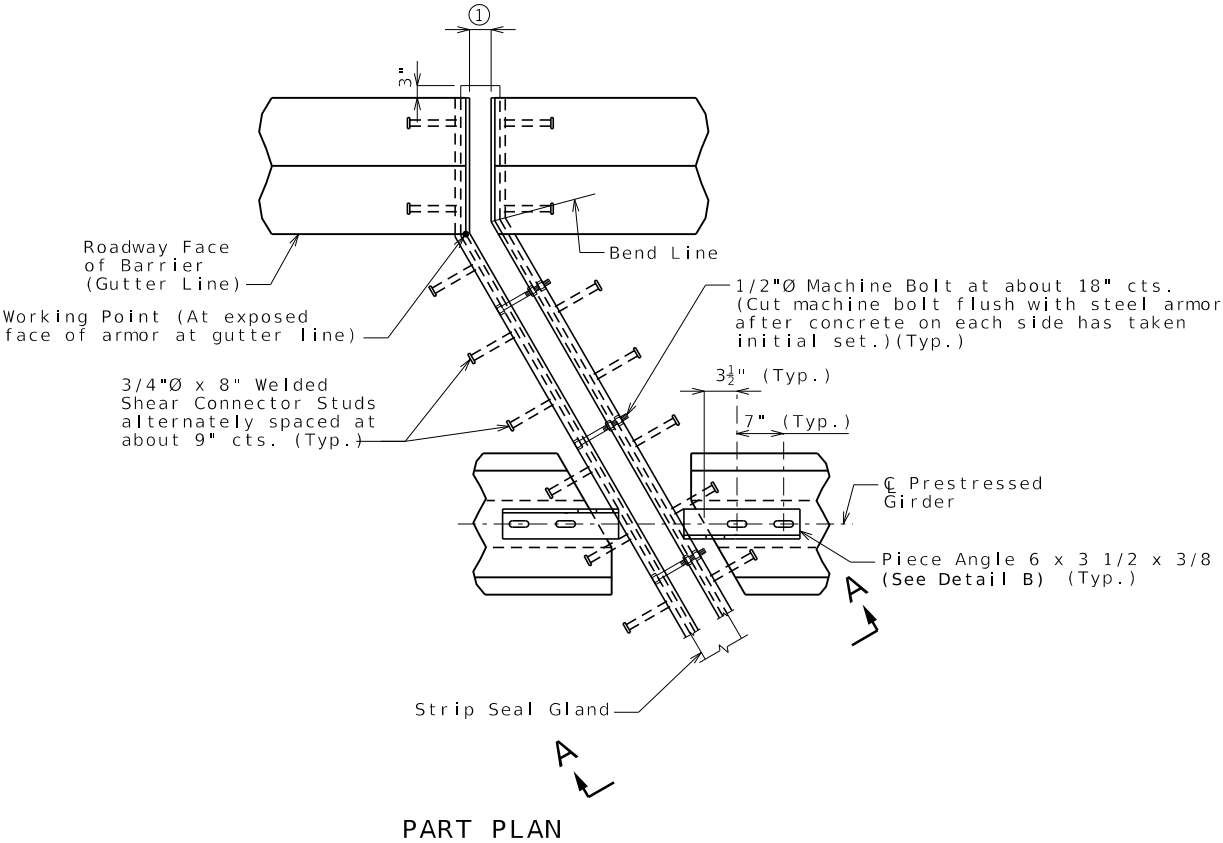
Ⓔ Remove precast panel for CIP slab.



Alternate details  
for Type B barrier (SBC)



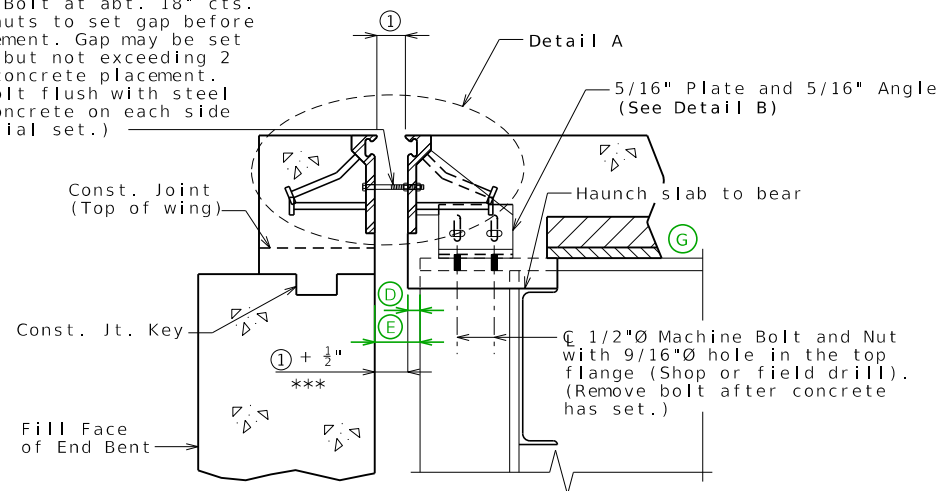
Left Advanced



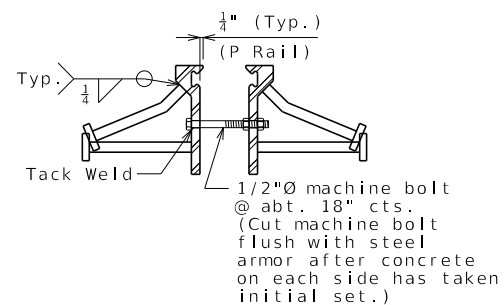
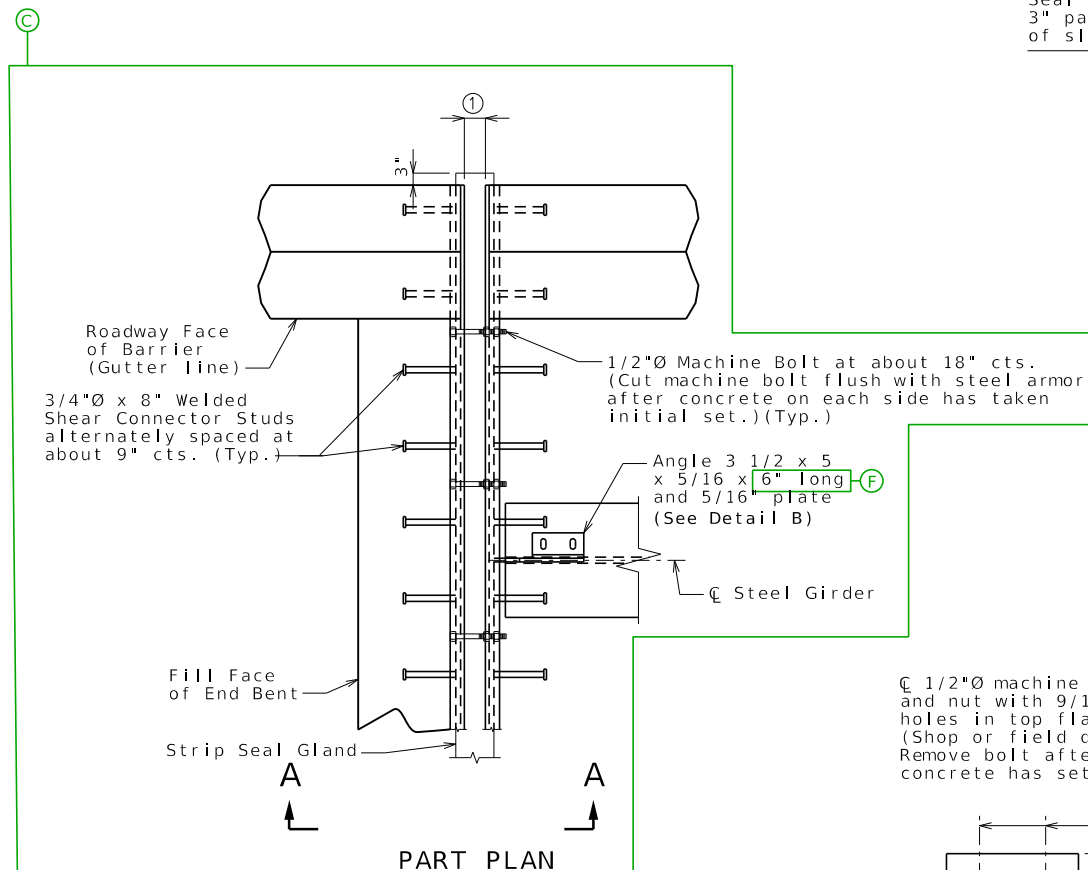
Right Advanced



1/2"Ø Machine Bolt at abt. 18" cts.  
(Use two hex nuts to set gap before  
concrete placement. Gap may be set  
anytime up to but not exceeding 2  
hours before concrete placement.  
Cut machine bolt flush with steel  
armor after concrete on each side  
has taken initial set.) \_\_\_\_\_

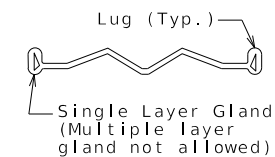


SECTION A-A  
Strip seal gland not shown for clarity.

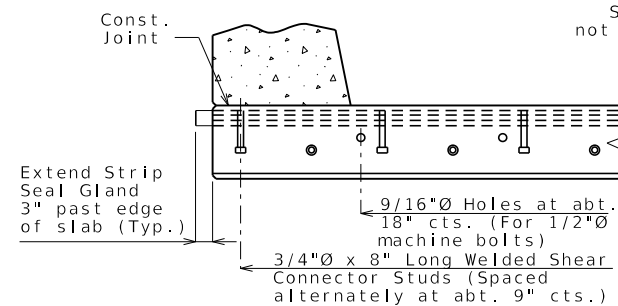
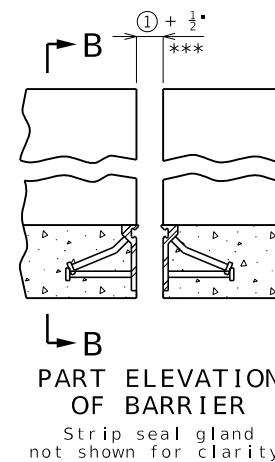


DETAIL A

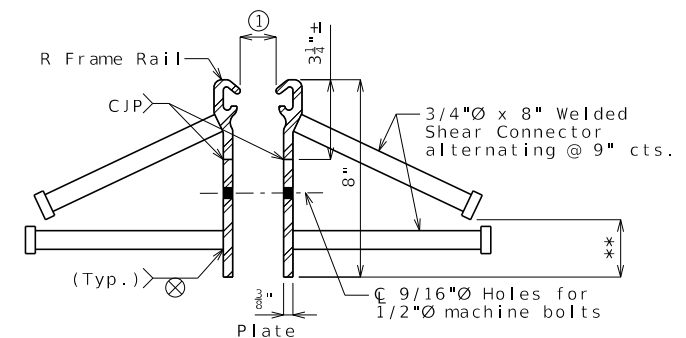
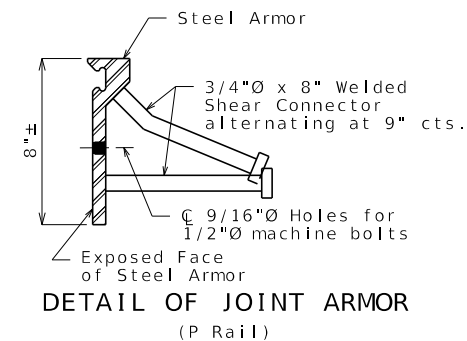
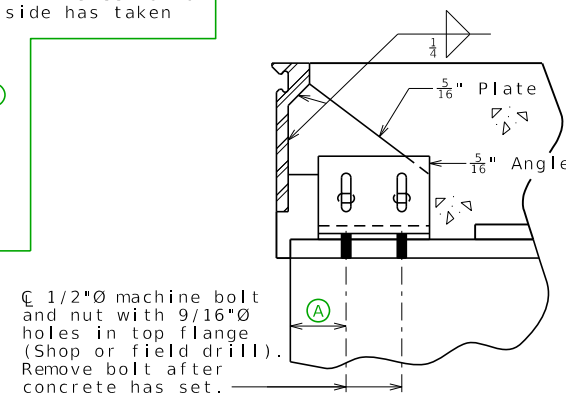
(P Rail shown, R Rail similar)



### DETAIL OF GLAND



PART SECTION B-B



\*\* Bend stud in shop if necessary to maintain 1" min. from bottom of vertical plate.

### OPTIONAL R RAIL DETAIL

### Table of Allowed Transverse Strip Seal Expansion Joint System

| Manufacturer                 | Strip Seal System<br>(Designated Name) | Movement<br>Parallel<br>to RDWY | Allowed Installation Gap<br>① Normal to Joint at RDWY Surface<br>@ Air/Surface Temperature ② |        |        |        |        |        | ③                        |
|------------------------------|----------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------|--------|--------|--------|--------|--------|--------------------------|
|                              |                                        |                                 | @ 40°F                                                                                       | @ 50°F | @ 60°F | @ 70°F | @ 80°F | @ 90°F |                          |
| D S Brown                    | Strip seal<br>L2-400                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| D S Brown                    | Strip seal<br>L2-500                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman<br>Acme (Wabo) | Strip seal<br>SE-300                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman<br>Acme (Wabo) | Strip seal<br>SE-400                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman<br>Acme (Wabo) | Strip seal<br>SE-500                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |

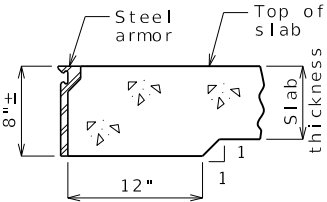
STRIP SEAL EXPANSION JOINT SYSTEM AT END BENT NO.



STRIP03\_stl\_end      Guidance & Alternate Details

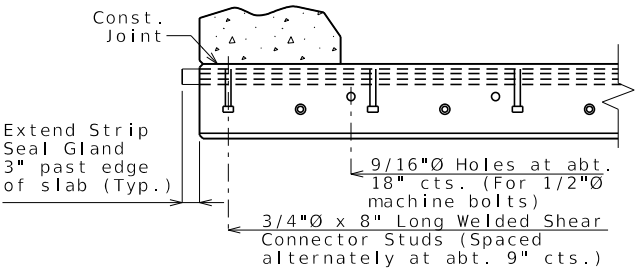
Standard Drawing Guidance (do not show on plans):  
Modify drawing as necessary.  
Remove non-applicable rows in table.

- Ⓐ Dimension to clear bearing stiffener (1 1/2" Min.). For rehab bridge, dimension should be based on shop drawing or field check.
- Ⓑ Use 3". For rehab bridge, dimension should be based on shop drawing or field check.
- Ⓒ Use squared, left advanced or right advanced Part Plan as needed.
- Ⓓ = 3/4" (Min.) @ 60° Verify only. Do not show on plans.
- Ⓔ = Ⓐ @ 60° + 1/2" + 3/4" (Min.). Verify only. Do not show on plans.
- Ⓕ = Use 6" long angle. For rehab bridge, modify angle length based on shop drawing or field check.
- Ⓖ Delete precast panel for CIP slab.

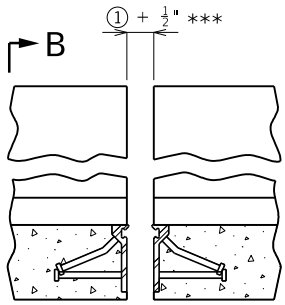


PART SECTION THRU  
EXPANSION JOINT IN  
SLAB CANTILEVER

Include this detail on redecks & rehabs when slab thickness is less than 8".  
If slab thickness + haunch to bear is less than 8" within the girder bays, a shorter armor may be used.

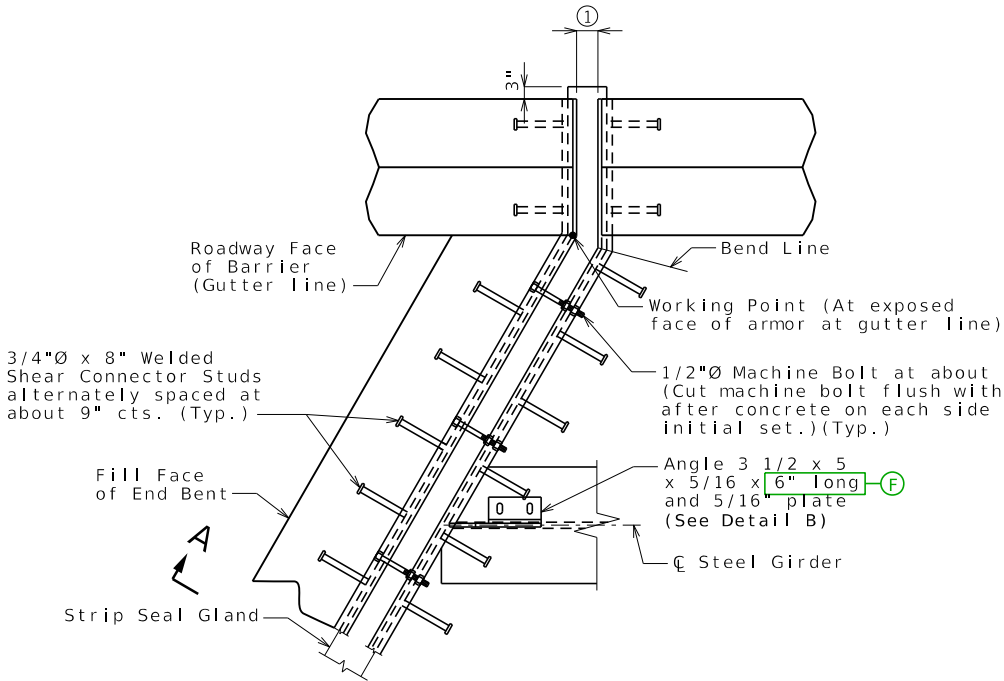


PART SECTION B-B

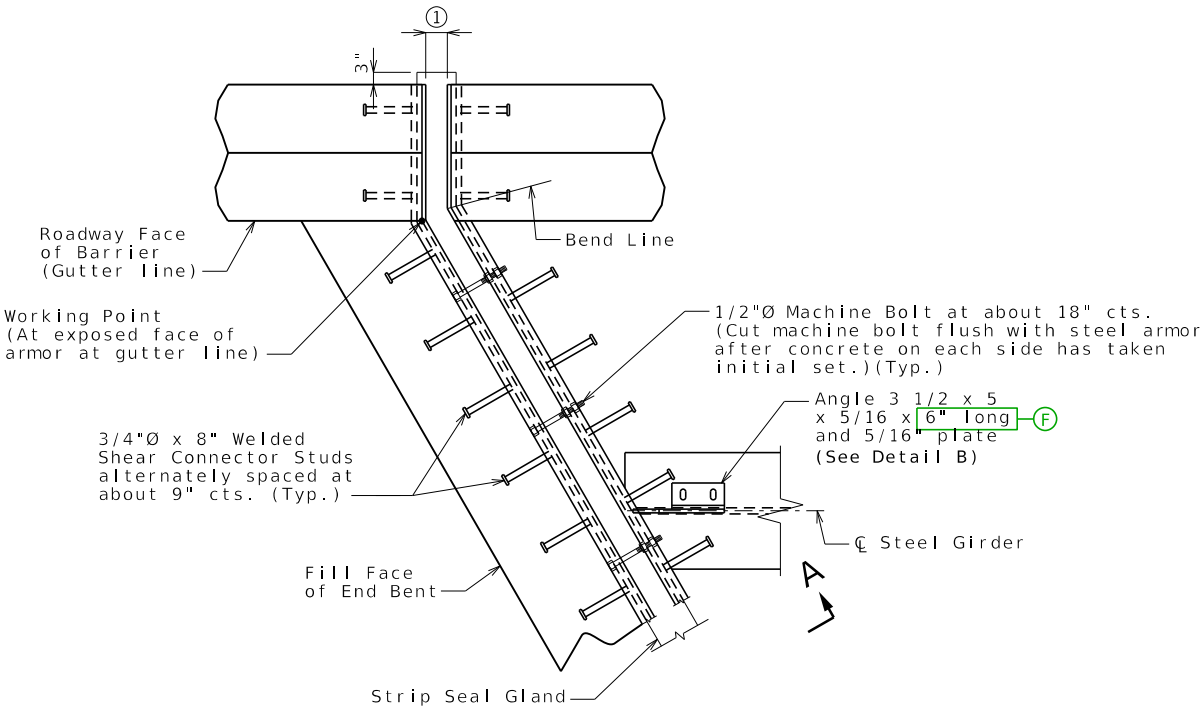


PART ELEVATION  
OF BARRIER  
Strip seal gland  
not shown for clarity.

Alternate details  
for Type B barrier (SBC)

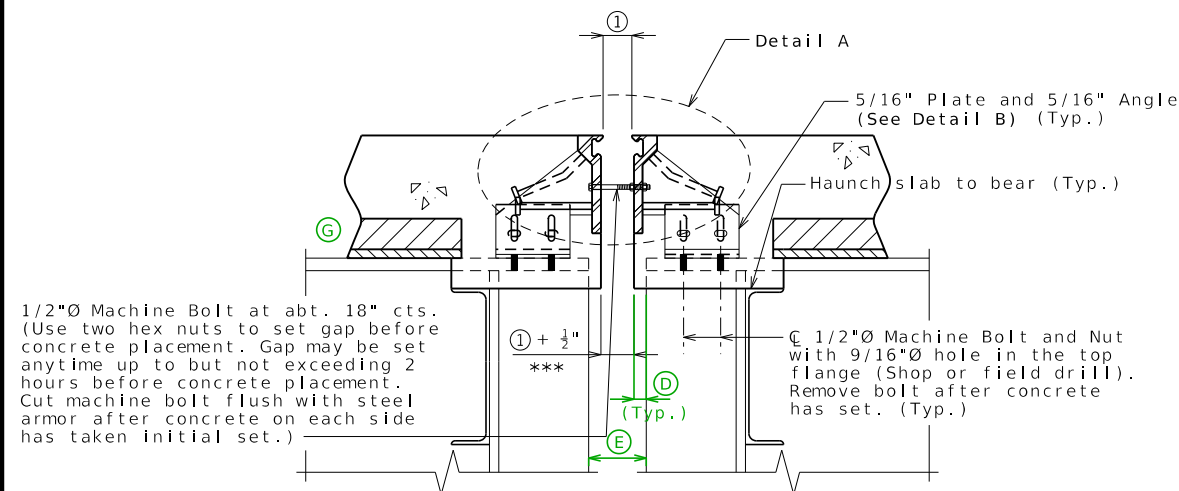


PART PLAN  
Left Advanced



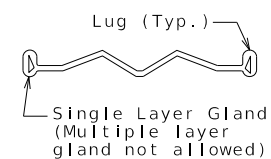
PART PLAN  
Right Advanced



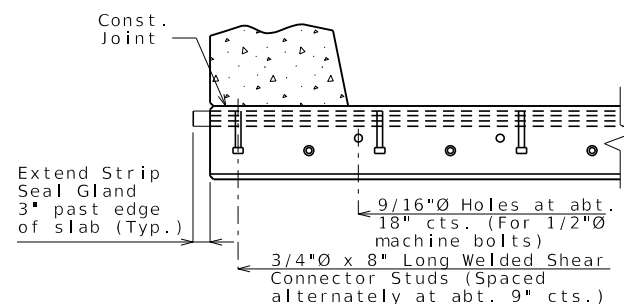
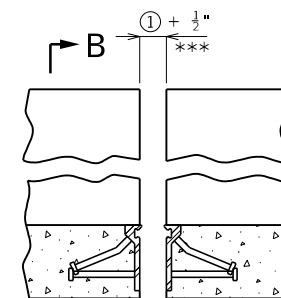


SECTION A-A

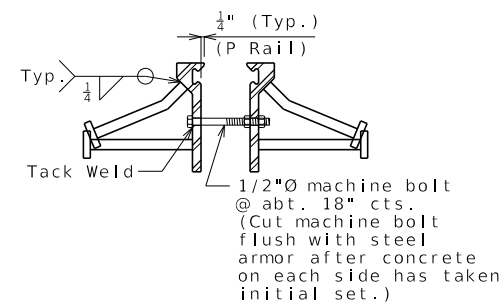
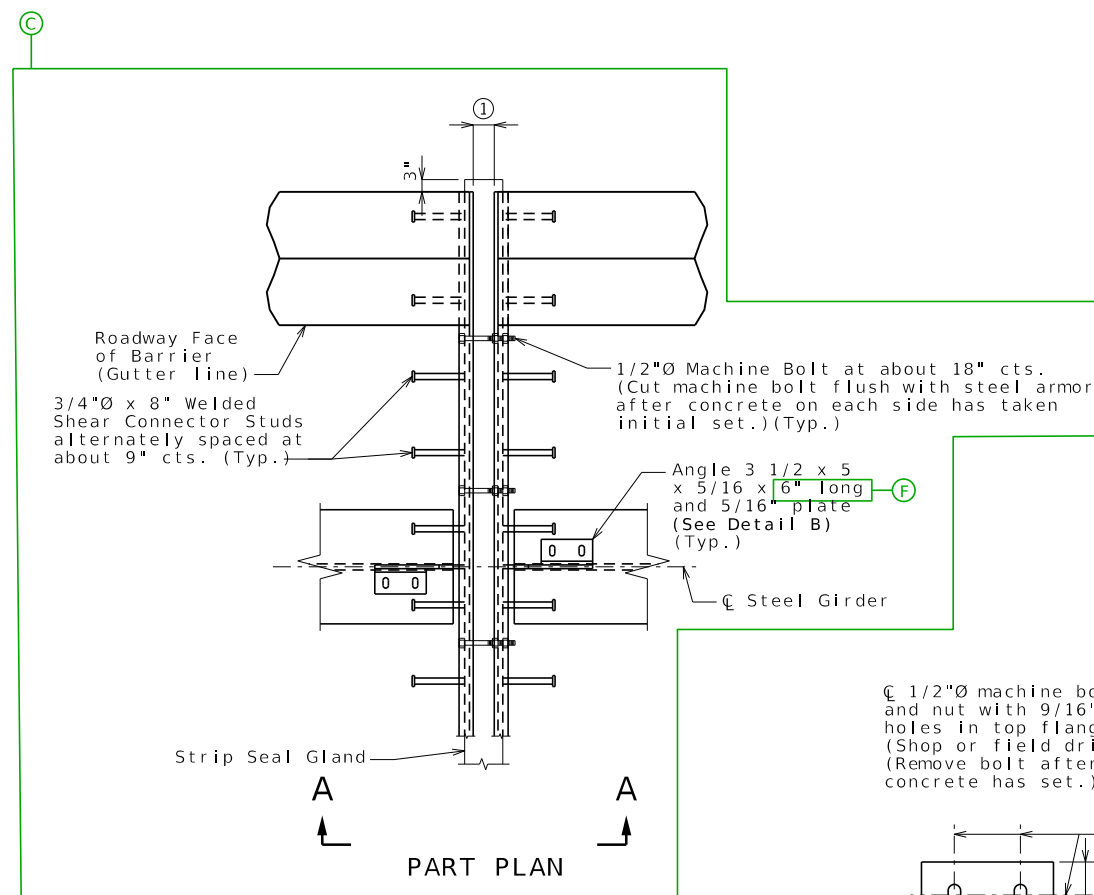
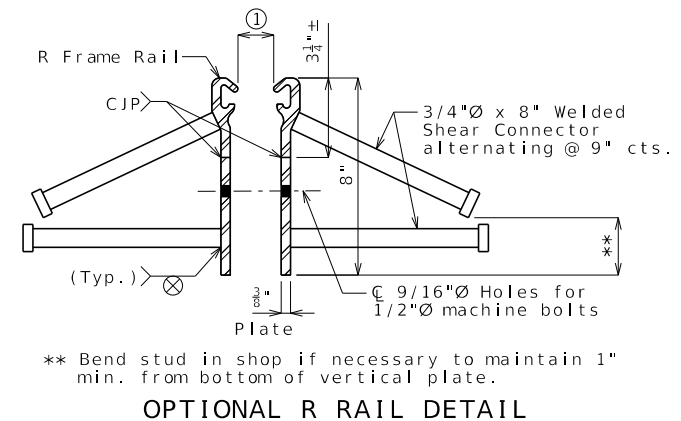
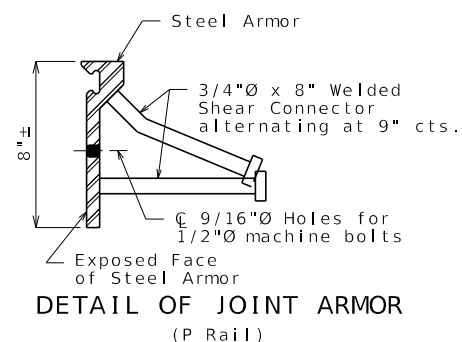
Strip seal gland not shown for clarity.



### DETAIL OF GLAND

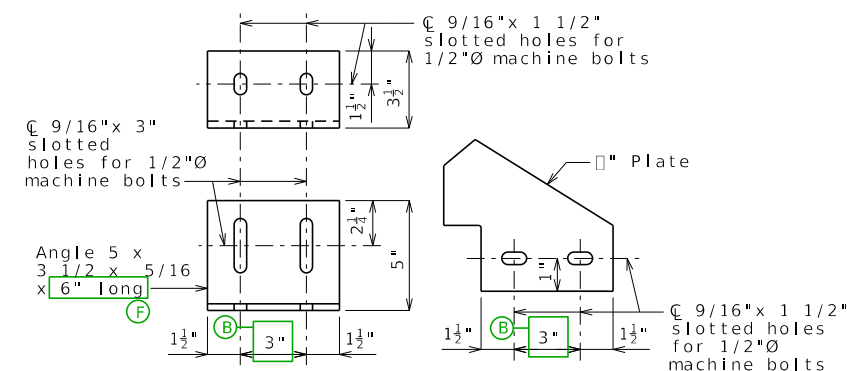


PART SECTION B-B



DETAIL A

(P Rail shown, R Rail similar)



| Table of Allowed Transverse Strip Seal Expansion Joint System |                                        |                                 |                                                                                              |        |        |        |        |        |                          |
|---------------------------------------------------------------|----------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------|--------|--------|--------|--------|--------|--------------------------|
| Manufacturer                                                  | Strip Seal System<br>(Designated Name) | Movement<br>Parallel<br>to RDWY | Allowed Installation Gap<br>① Normal to Joint at RDWY Surface<br>@ Air/Surface Temperature ② |        |        |        |        |        | ③                        |
|                                                               |                                        |                                 | @ 40°F                                                                                       | @ 50°F | @ 60°F | @ 70°F | @ 80°F | @ 90°F |                          |
| D S Brown                                                     | Strip seal<br>L2-400                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| D S Brown                                                     | Strip seal<br>L2-500                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman<br>Acme (Wabo)                                  | Strip seal<br>SE-300                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman<br>Acme (Wabo)                                  | Strip seal<br>SE-400                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |
| Watson Bowman<br>Acme (Wabo)                                  | Strip seal<br>SE-500                   | XXX                             | XXX                                                                                          | XXX    | XXX    | XXX    | XXX    | XXX    | <input type="checkbox"/> |

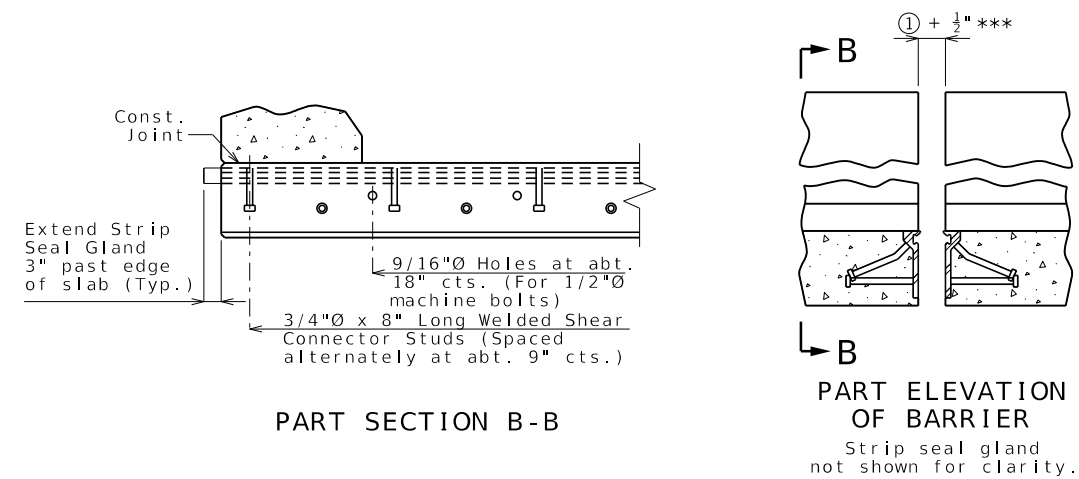
|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 7/12/2024     |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 4         |
| COUNTY        |           |

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

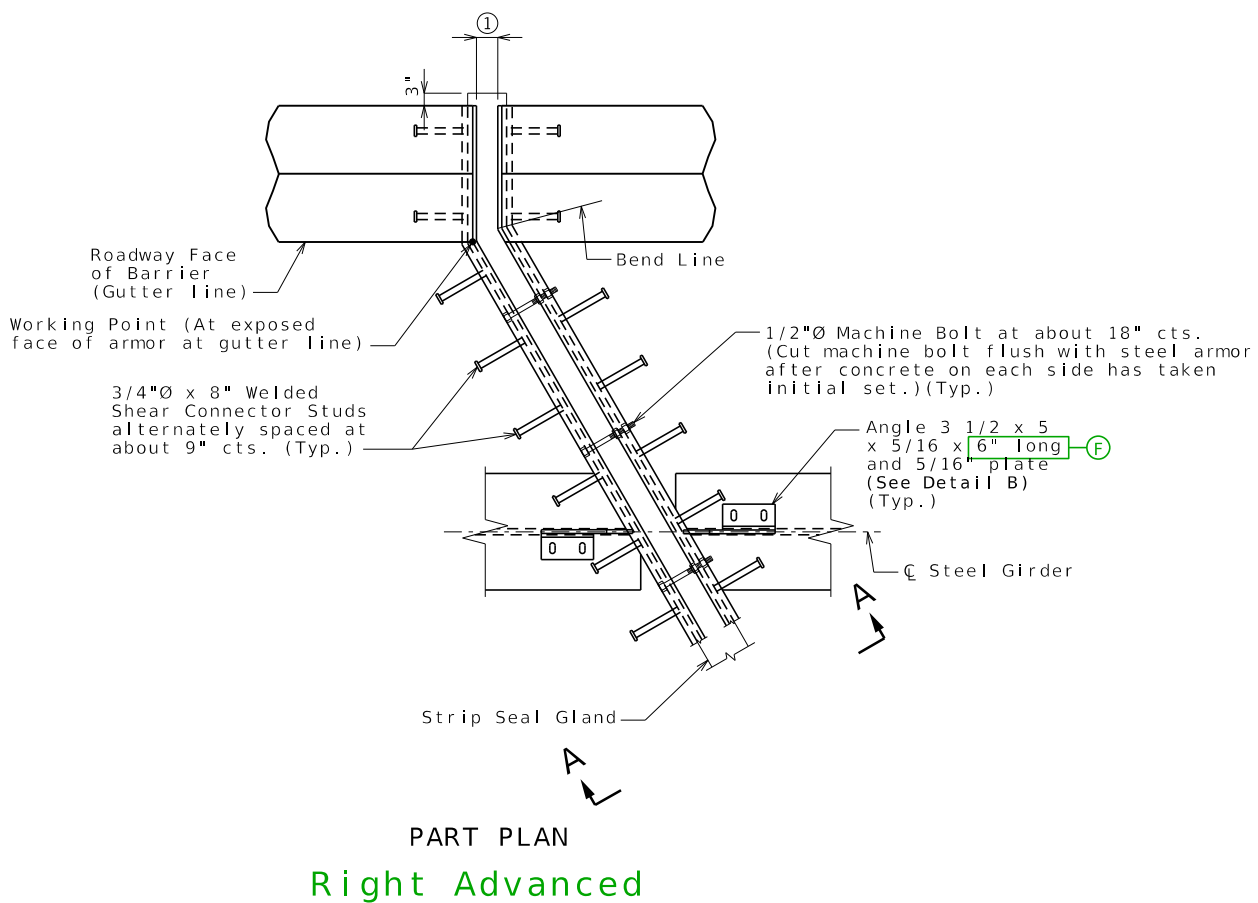
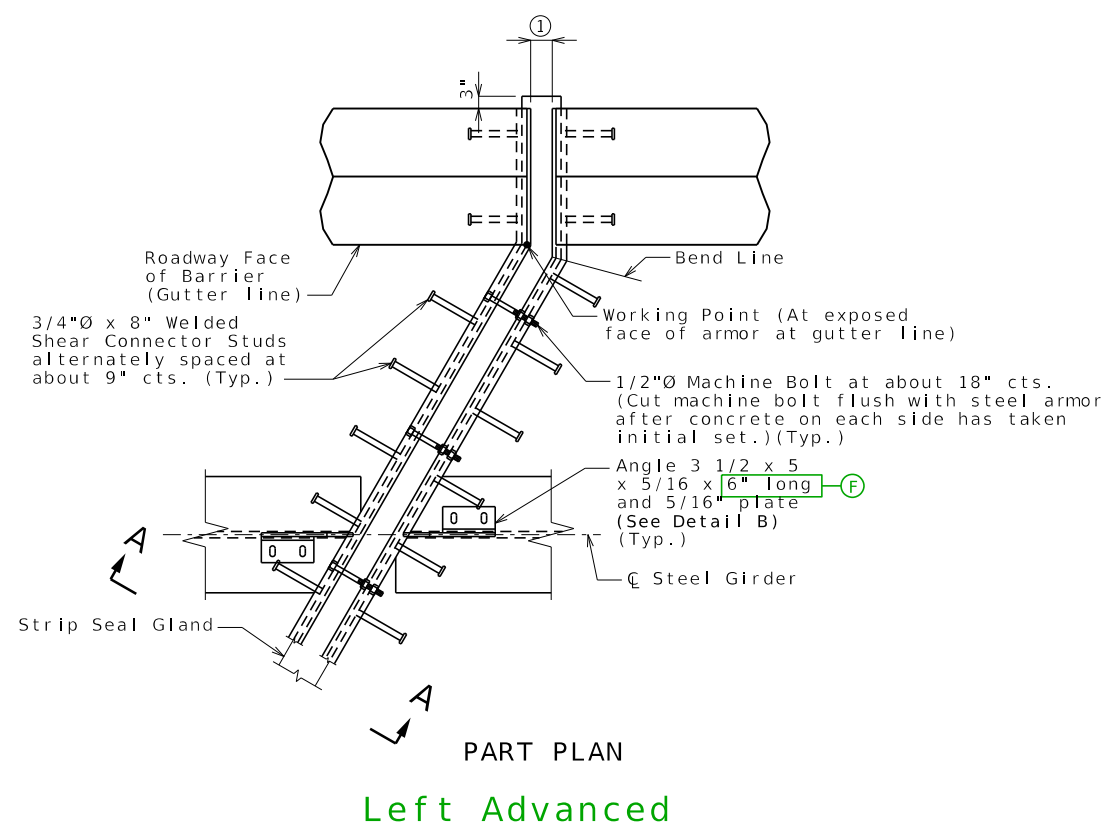


STRIP04\_stl\_int      Guidance & Alternate Details

- Standard Drawing Guidance (do not show on plans):
- Modify drawing as necessary.
- Remove non-applicable rows in table.
- Ⓐ Dimension to clear bearing stiffener (1 1/2" Min.). For rehab bridge, dimension should be based on shop drawing or field check.
- Ⓑ Use 3". For rehab bridge, dimension should be based on shop drawing or field check.
- Ⓒ Use squared, left advanced or right advanced Part Plan as needed.
- Ⓓ = 3/4" (Min.) @ 60° Verify only. Do not show on plans.
- Ⓔ = Ⓐ @ 60° + 1/2" + 3/4" (Min.). Verify only. Do not shown on plans.
- Ⓕ = Use 6" long angle. For rehab bridge, modify angle length based on shop drawing or field check.
- Ⓖ Delete precast panel for CIP slab.



Alternate details  
for Type B barrier (SBC)





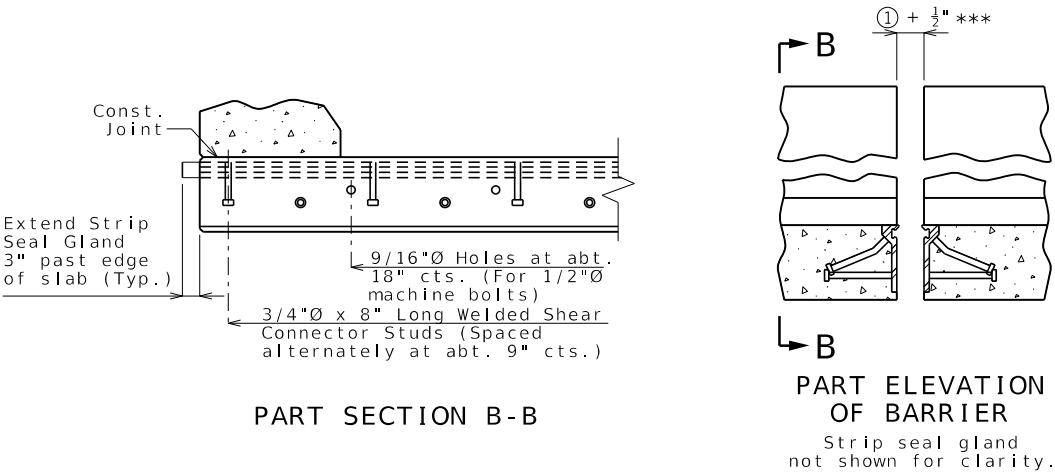




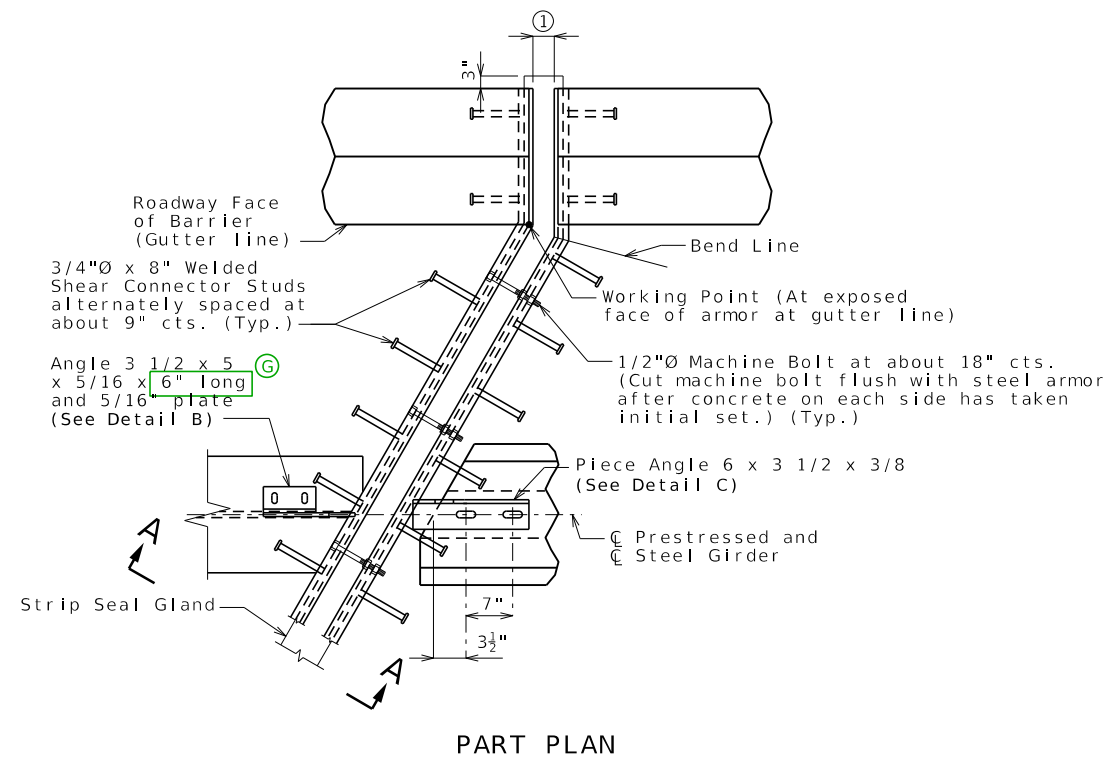
STRIP05\_stl-psi      Guidance & Alternate Details

Standard Drawing Guidance (do not show on plans):  
Modify drawing as necessary.  
Remove non-applicable rows in table.

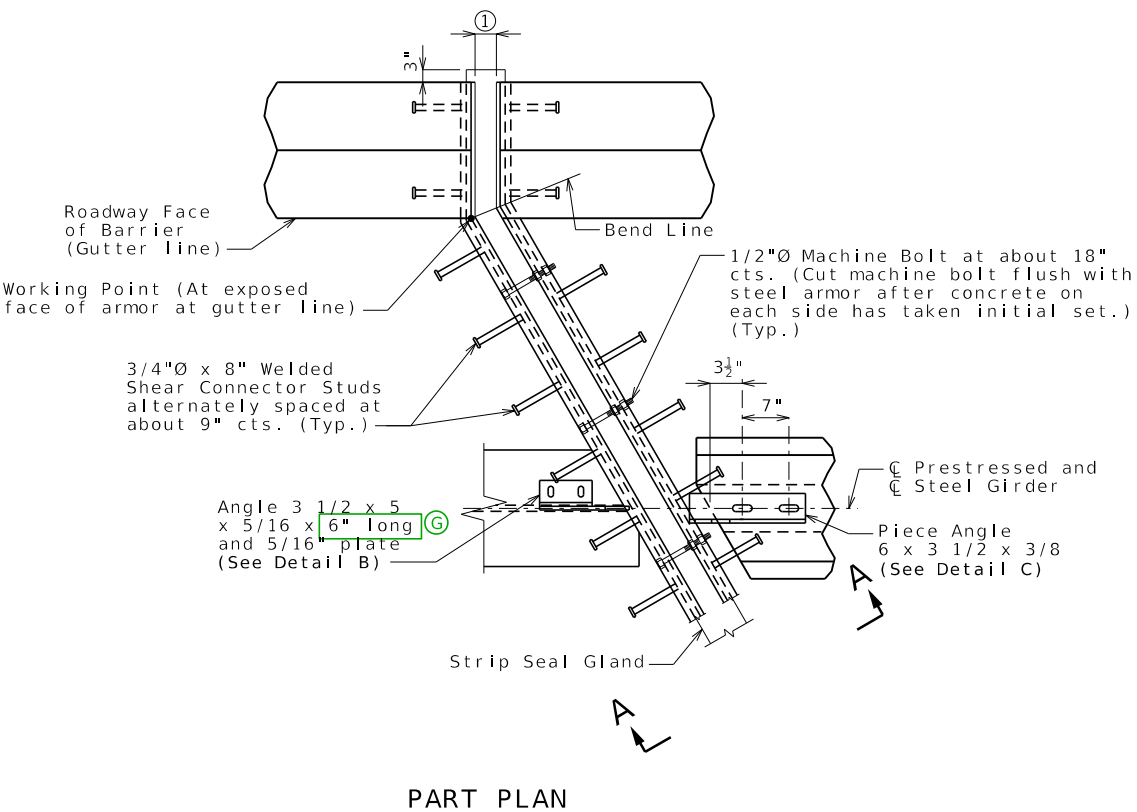
- Ⓐ Piece angle length to center of first slotted hole.
- Ⓑ Dimension to clear bearing stiffener (1 1/2" Min.). For rehab bridge, dimension should be based on shop drawing or field check.
- Ⓒ Use 3". For rehab bridge, dimension should be based on shop drawing or field check.
- Ⓓ Use Square, Right Advanced or Left Advanced Part Plan as needed.
- Ⓔ 3/4" (Min.) @ 60° Verify only. Do not show on plans.
- Ⓕ ① @ 60° + 1/2" + (2 x 3/4") (Min.). Verify only. Do not show on plans.
- Ⓖ Use 6" long angle. For rehab bridge, modify angle length based on shop drawing or field check.
- Ⓗ Delete precast panel for CIP slab.



Alternate details  
for Type B barrier (SBC)



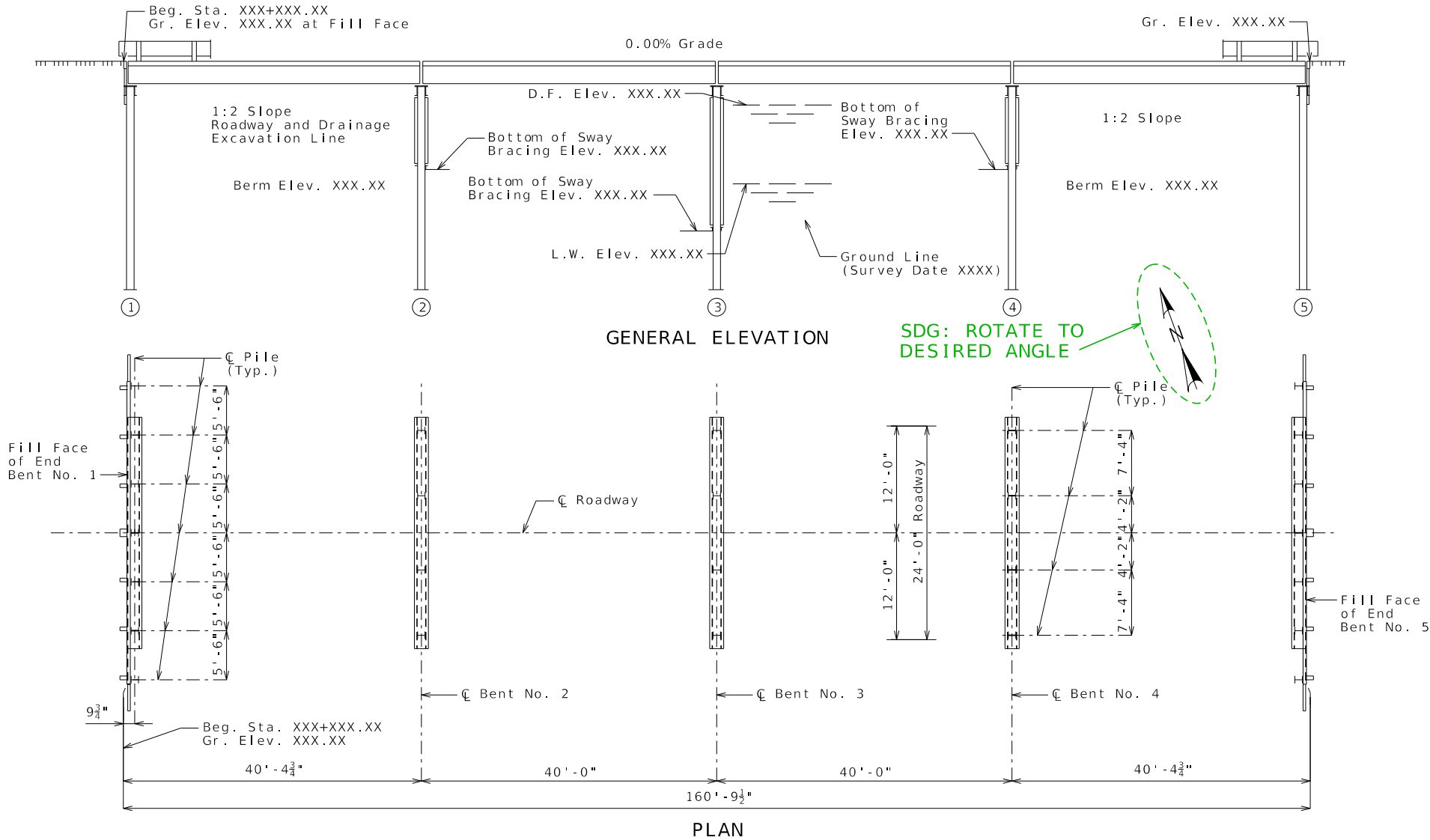
Left Advanced



Right Advanced



( 4 @ 40' ) PREFABRICATED SIMPLE SEGMENTED WIDE FLANG BEAM SPANS



⊕ Indicates location of borings.

Notice and Disclaimer Regarding Boring Log Data

The locations of all subsurface borings for this structure are shown on the plan sheet(s) for this structure. The boring data for all locations indicated, as well as any other boring logs or other factual records of subsurface data and investigations performed by the department for the design of the project, are shown on Sheet(s) No. \_\_\_\_\_ and may be included in the Electronic Bridge Deliverables. They will also be available from the Project Contact upon written request. No greater significance or weight should be given to the boring data depicted on the plan sheets than is given to the subsurface data available from the district or elsewhere.

The Commission does not represent or warrant that any such boring data accurately depicts the conditions to be encountered in constructing this project. A contractor assumes all risks it may encounter in basing its bid prices, time or schedule of performance on the boring data depicted here or those available from the district, or on any other documentation not expressly warranted, which the contractor may obtain from the Commission.

| Foundation Data   |                                  |             |          |          |          |          |
|-------------------|----------------------------------|-------------|----------|----------|----------|----------|
| Type              | Design Data                      | Bent Number |          |          |          |          |
|                   |                                  | 1           | 2        | 3        | 4        | 5        |
| Load Bearing Pile | Pile Type and Size               | HP 14x73    | HP 14x73 | HP 14x73 | HP 14x73 | HP 14x73 |
|                   | Number                           | 7           | 4        | 4        | 4        | 7        |
|                   | Approximate Length Per Each      | ft          | *        | *        | *        | *        |
|                   | Pile Driving Verification Method | DF          | DF       | DF       | DF       | DF       |
|                   | Design Bearing                   | kip         | 22       | 38       | 38       | 38       |
|                   | Min. Hammer Energy Required      | ft-lb       | *        | *        | *        | *        |

All piling shall be driven to a minimum nominal axial compressive resistance equal to 3.5 times the Design Bearing as shown on the plans.

| Estimated Quantities                         |             |       |
|----------------------------------------------|-------------|-------|
| Item                                         |             | Total |
| Structural Steel Pile (14 in.)               | linear foot | X     |
| * Fabricated Structural Carbon Steel (Misc.) | pound       | 1     |
| Partial Furnishing of Superstructure         | lump sum    | 1     |
| Transporting and Erecting Superstructure     | lump sum    | 1     |
| Removing and Storing Superstructure          | lump sum    | 1     |
|                                              |             |       |
|                                              |             |       |

\* Furnishing and installing sway bracing at intermediate bents.

Standard Drawing Guidance (do not show on plans: Remove the boring data notes if does not apply.

General Notes

Design Specifications:  
2002 AASHTO LFD (17th Ed.) Standard Specifications  
Seismic Performance Category =  
Acceleration Coefficient =

Design Loading:  
H20-44  
Earth 120 lb/cf, Equivalent Fluid Pressure 45 lb/cf (Min.)

Design Unit Stresses:  
Structural Steel (ASTM A709 Grade 50W) fy = 50,000 psi  
Structural Steel (ASTM A709 Grade 36) fy = 36,000 psi  
Steel Pile (ASTM A709 Grade 50) fy = 50,000 psi  
Structural Steel Tubing (ASTM A500) fy = 46,000 psi

Timber:  
All timber shall be standard rough sawn. At the contractor's option, timber may be untreated or protected with commercially applied timber preservatives. All timber shall have a minimum strength of 1500 psi and shall be either douglas fir in accordance with paragraph 123B (MC-19), 124B (MC-19) and 1308B of the current edition of Standard Grading Rules for West Coast Lumber, southern pine in accordance with paragraphs 312 (MC-19), 342 (MC-19) and 405.1 of the current edition of Southern Pine Inspection Bureau Grading Rules, or a satisfactory grade of sound native oak.

Bolts:  
All bolts shall be ASTM F3125 Grade A325 Type 3, except as noted.

All ASTM A307 bolts and their accompanying hex nuts and washers and all ASTM A449 Type 1 studs and their accompanying heavy hex nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

Structural Steel:  
All structural steel shall be ASTM A709 Grade 50W except piles, sway bracing, thrie beam rail assembly and structural tubing. Structural tubing coating shall be in accordance with Sec 718.

Substructure:  
All substructure items specified in Sec 718.3.1 except for the pile point reinforcement and sway bracing will be considered completely covered by the contract unit price for Structural Steel Piles (14 in.).

Miscellaneous:  
The superstructure only and cap beam units will be provided by the State and shall be transported from \_\_\_\_\_ Maintenance Lot. The superstructure shall be returned and stored at the same location as designated by the engineer after Bridge No. \_\_\_\_\_ is open to traffic.

Traffic Handling:  
Traffic to be maintained on existing structure during construction. See roadway plans for traffic control.

SEC/SUR \* TWP \* RGE \*

| Hydrologic Data                         |  |
|-----------------------------------------|--|
| Drainage Area = ___ mi <sup>2</sup>     |  |
| Design Flood Frequency = ___ years      |  |
| Design Flood Discharge = ___ cfs        |  |
| Design Flood (D.F.) Elevation = _____   |  |
| Base Flood (100-year)                   |  |
| Base Flood Elevation = _____            |  |
| Base Flood Discharge = ___ cfs          |  |
| Estimated Backwater = __ ft             |  |
| Average Velocity thru Opening = __ ft/s |  |
| Freeboard (50-year)                     |  |
| Freeboard = __ ft                       |  |
| Roadway Overtopping                     |  |
| Overtopping Flood Discharge = ___ cfs   |  |
| Overtopping Flood Frequency = ___ years |  |
| _____ Flood Elevation = _____           |  |

B.M.

LOCATION SKETCH

BRIDGE: ROUTE \* OVER \*

ROUTE \* FROM \* TO \*  
ABOUT \* MILES \* OF \*  
BEGINNING STA. \_\_\_\_\_

Designed  
Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of

DESCRIPTION

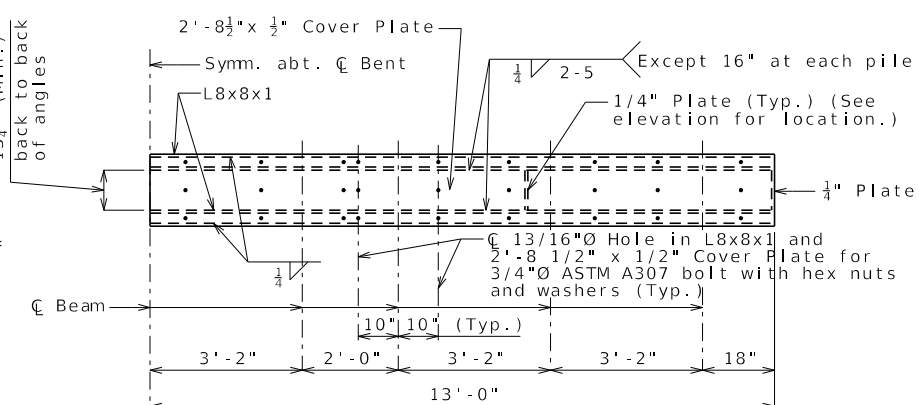
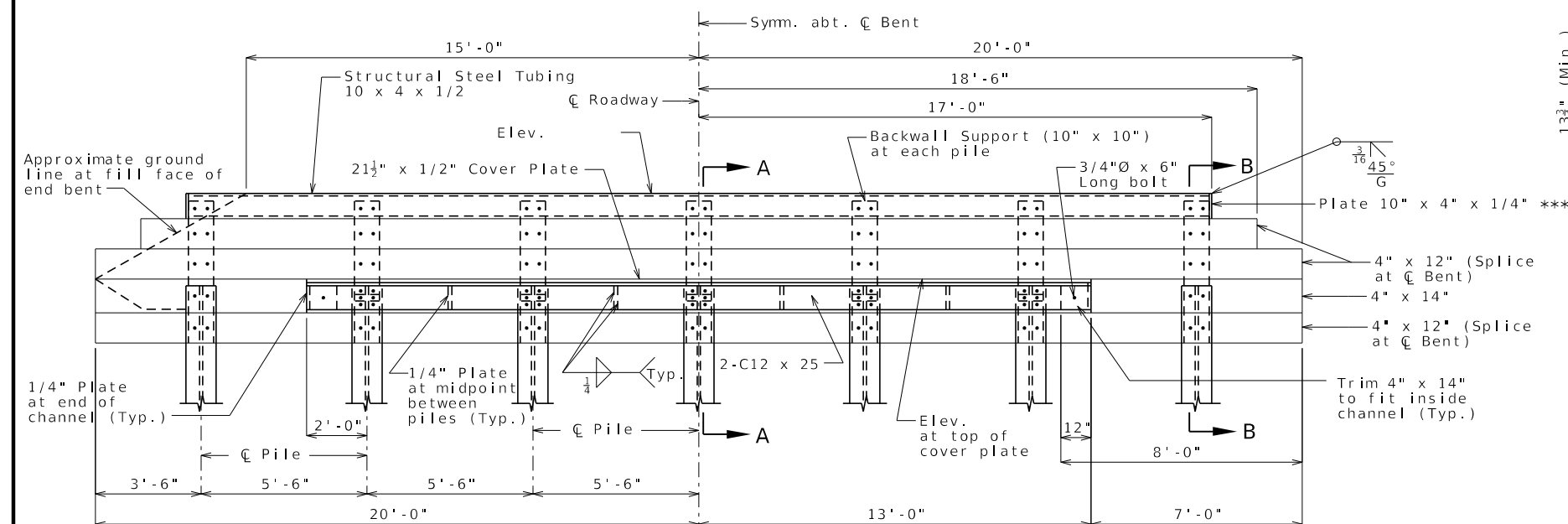
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



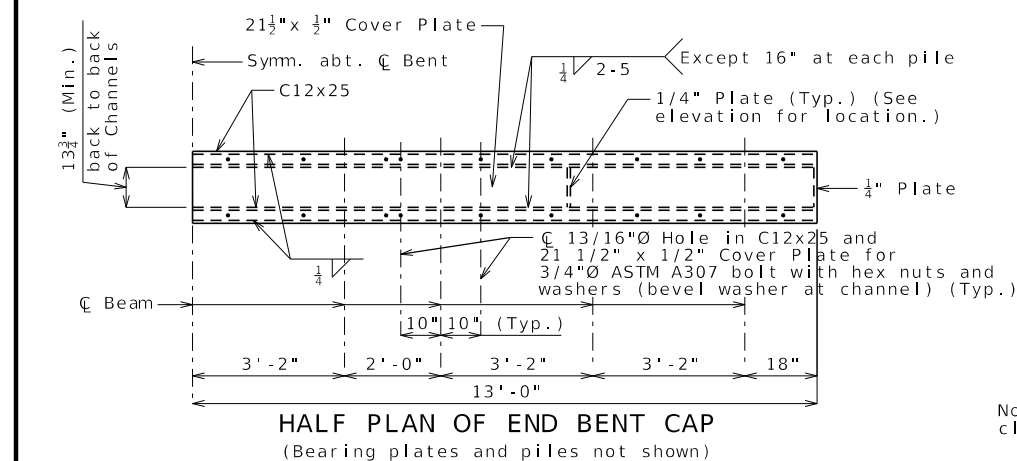
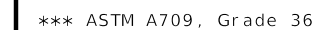
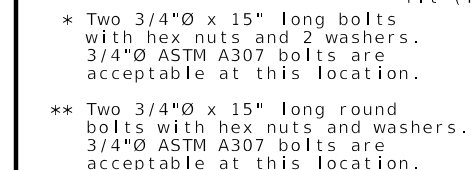
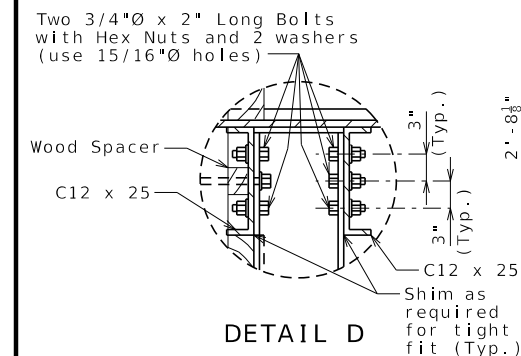
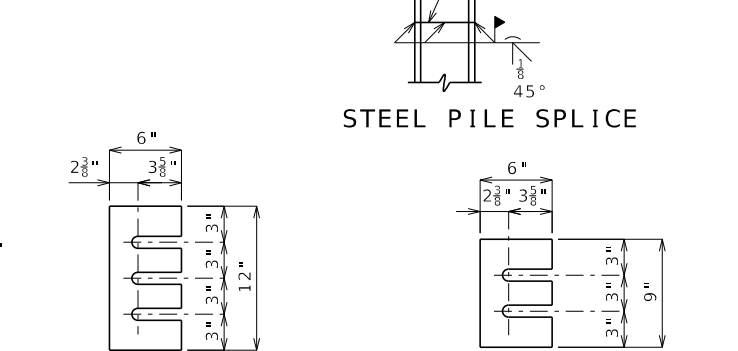
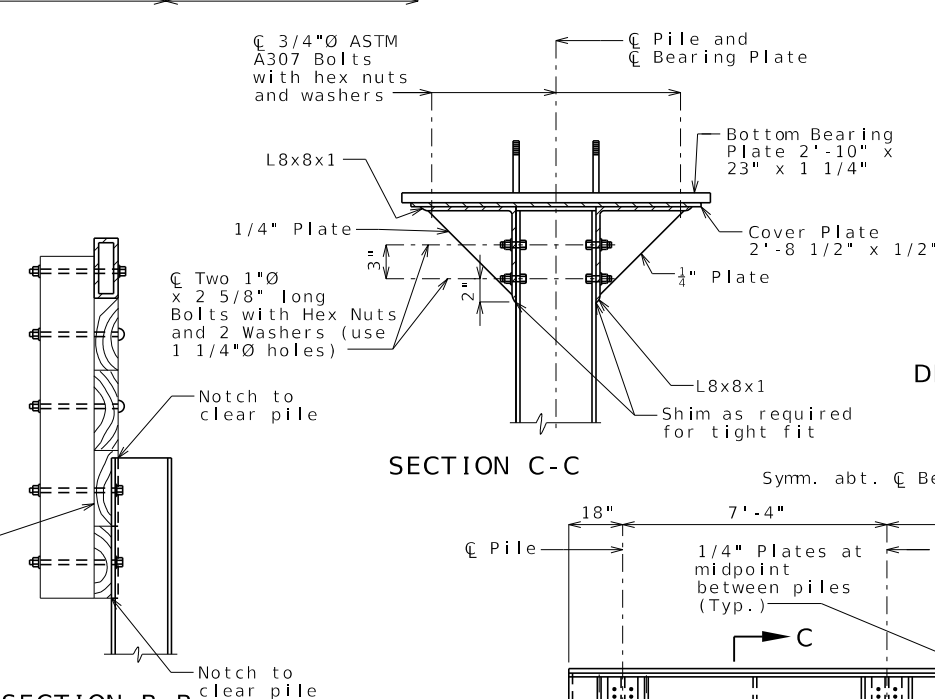
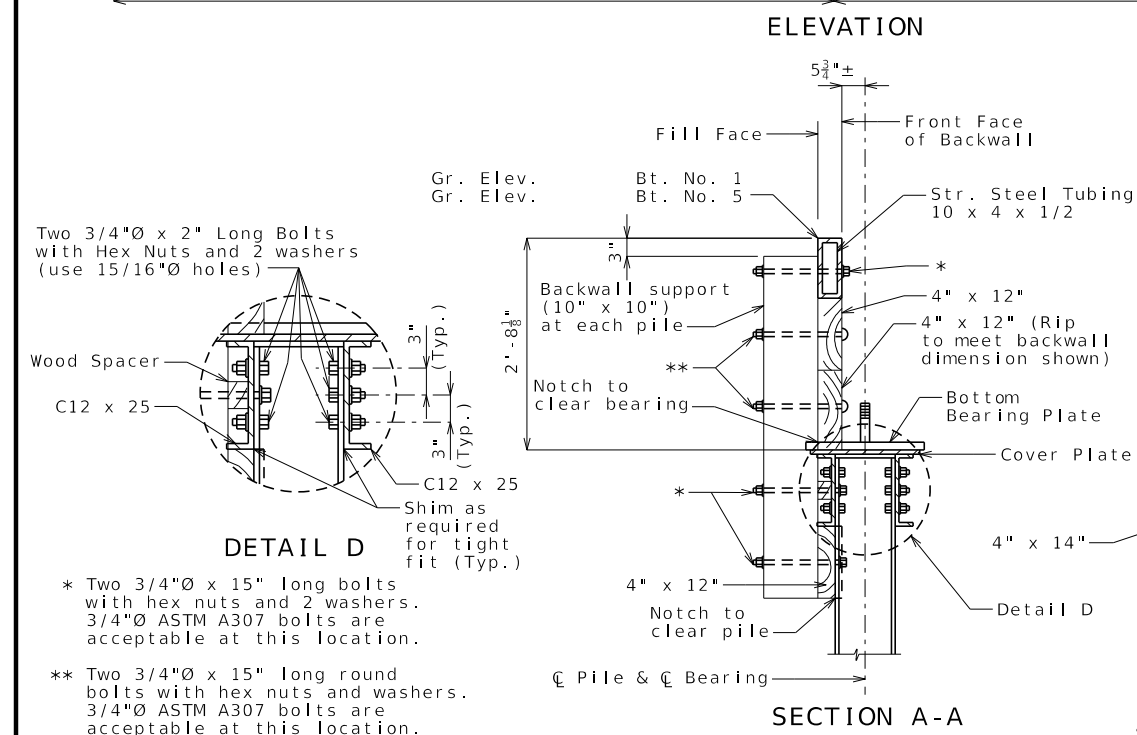
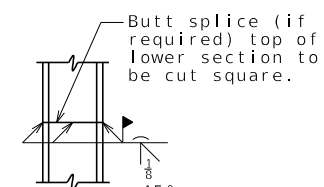
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)



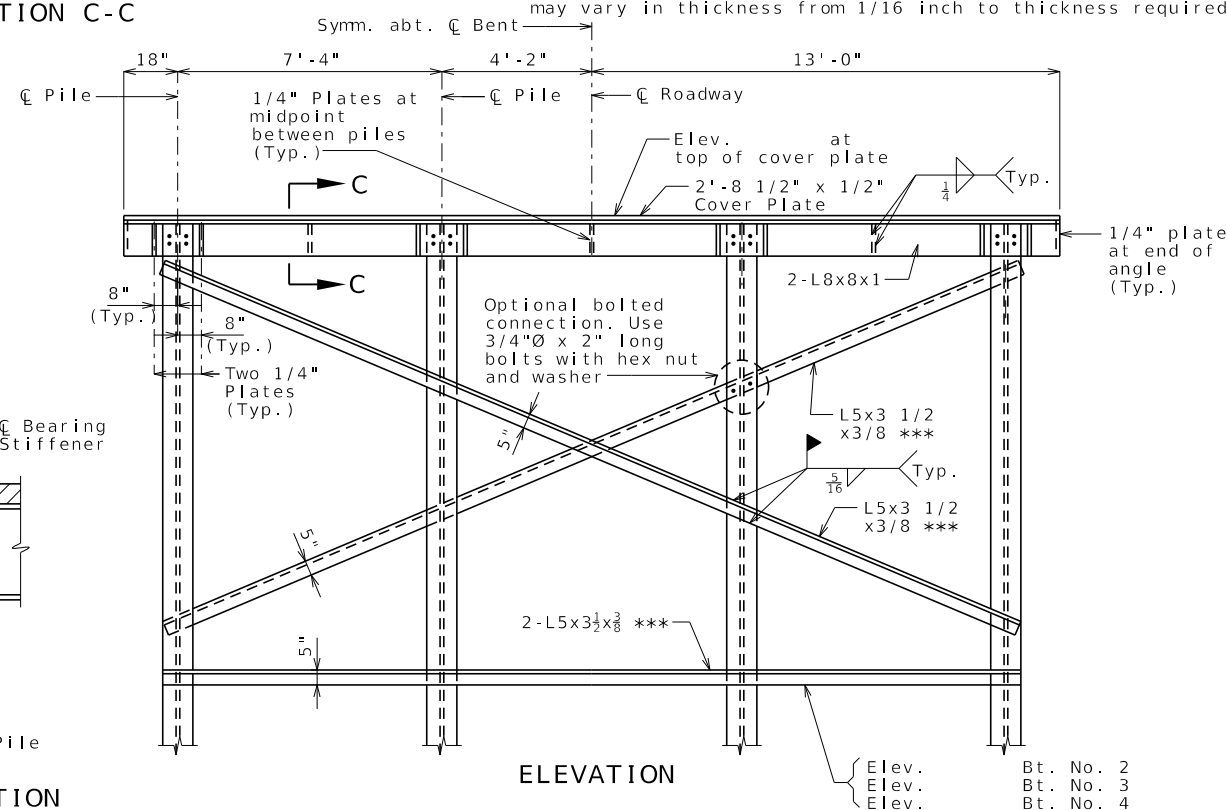
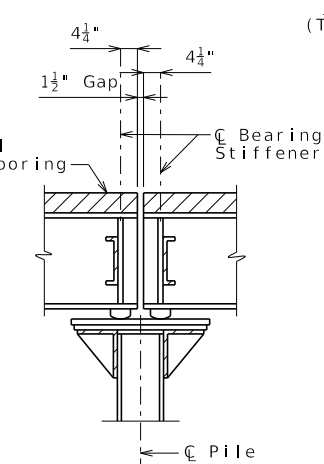
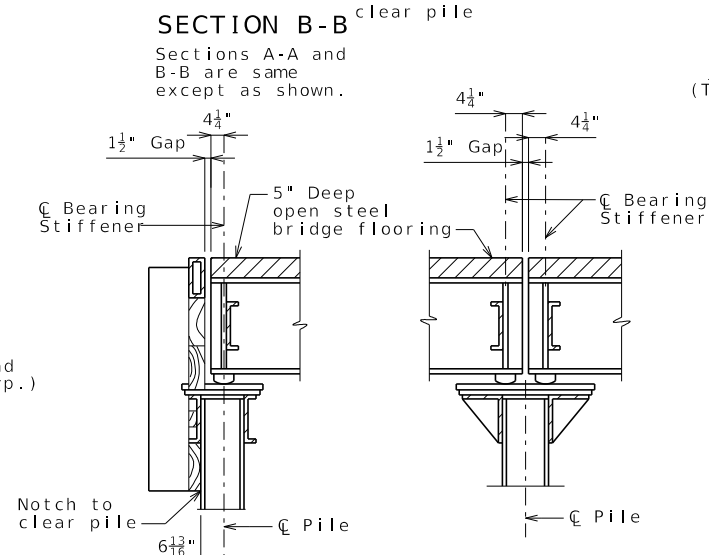


HALF PLAN OF INT. BENT CAP  
(Bearing plates and piles not shown)

DETAILS OF INT. BENTS NO. 2, 3, & 4



### DETAILS OF END BENTS NO. 1 & 5

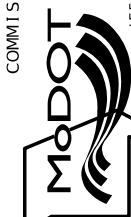


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| DATE PREPARED |  |  |           |  |  |
| 10/17/2023    |  |  |           |  |  |
| ROUTE         |  |  | STATE     |  |  |
|               |  |  | MO        |  |  |
| DISTRICT      |  |  | SHEET NO. |  |  |
|               |  |  | 2         |  |  |
| COUNTY        |  |  |           |  |  |
|               |  |  |           |  |  |
| JOB NO.       |  |  |           |  |  |
|               |  |  |           |  |  |
| CONTRACT ID.  |  |  |           |  |  |
|               |  |  |           |  |  |
| PROJECT NO.   |  |  |           |  |  |
|               |  |  |           |  |  |
| BRIDGE NO.    |  |  |           |  |  |
|               |  |  |           |  |  |
| DESCRIPTION   |  |  |           |  |  |
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| DATE          |  |  |           |  |  |

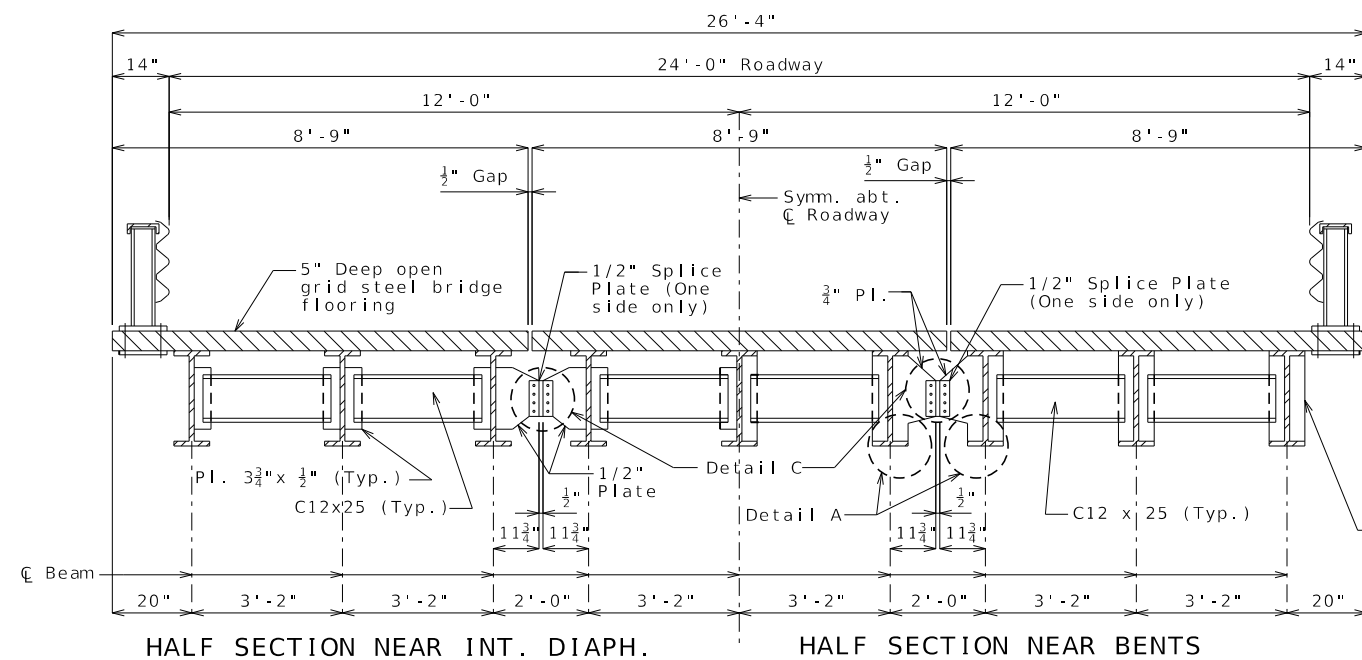
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

**MODOT**

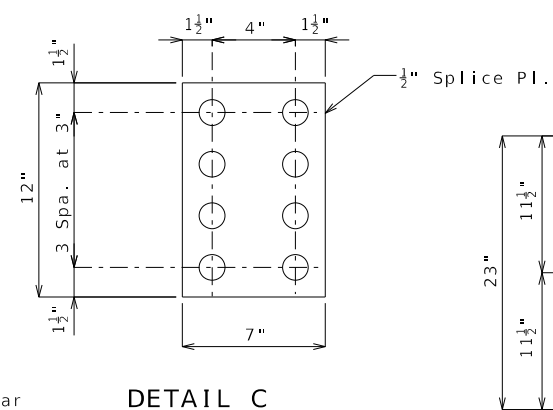
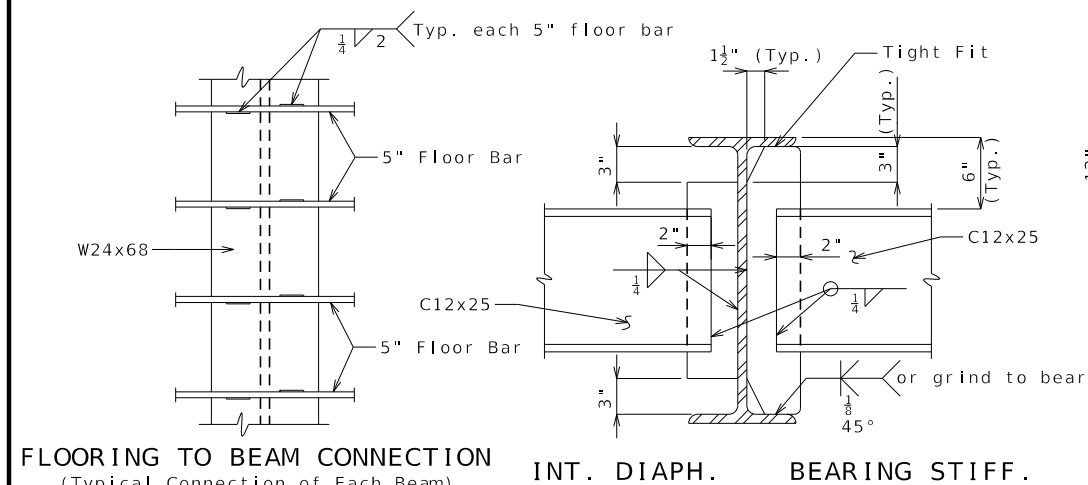
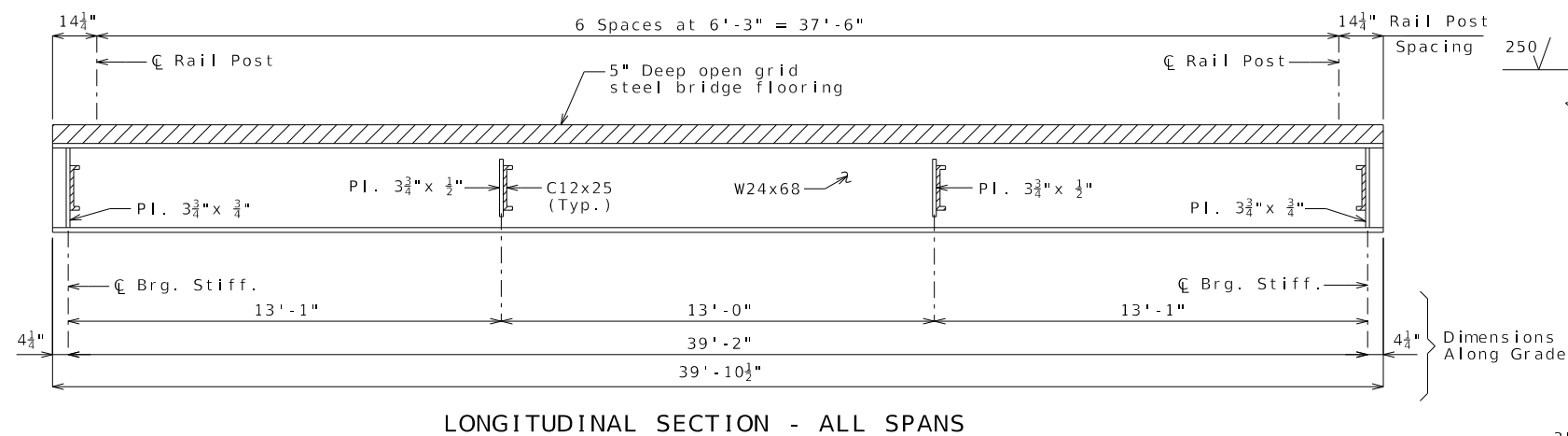
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102





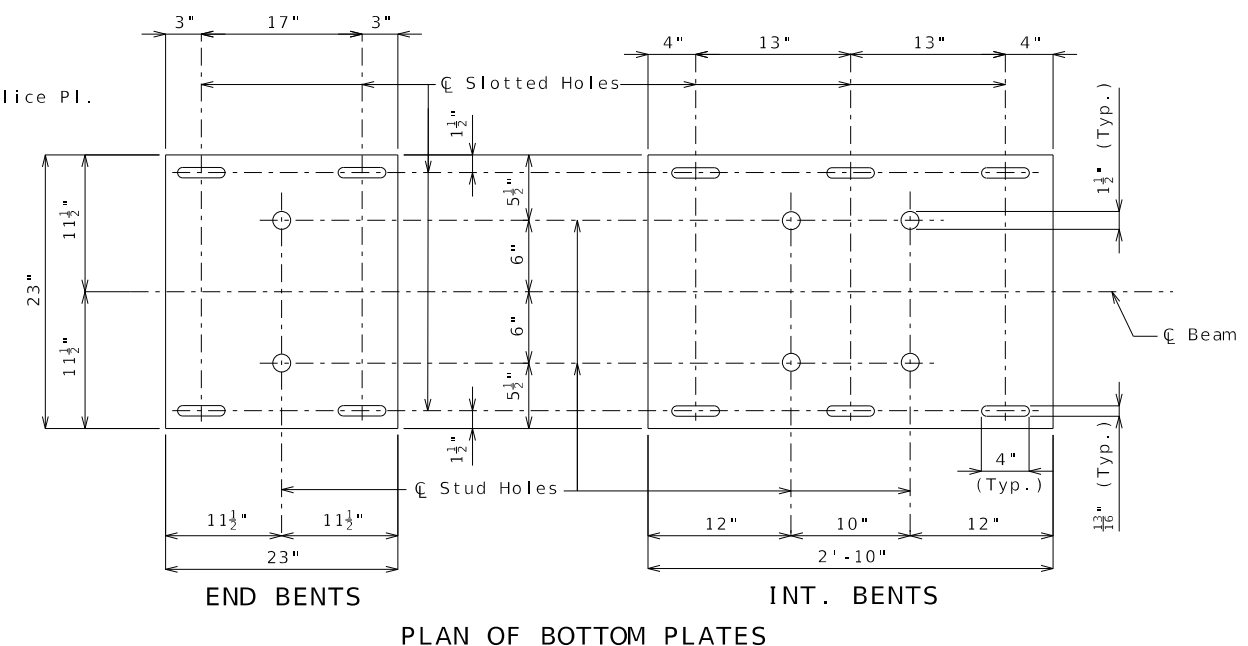
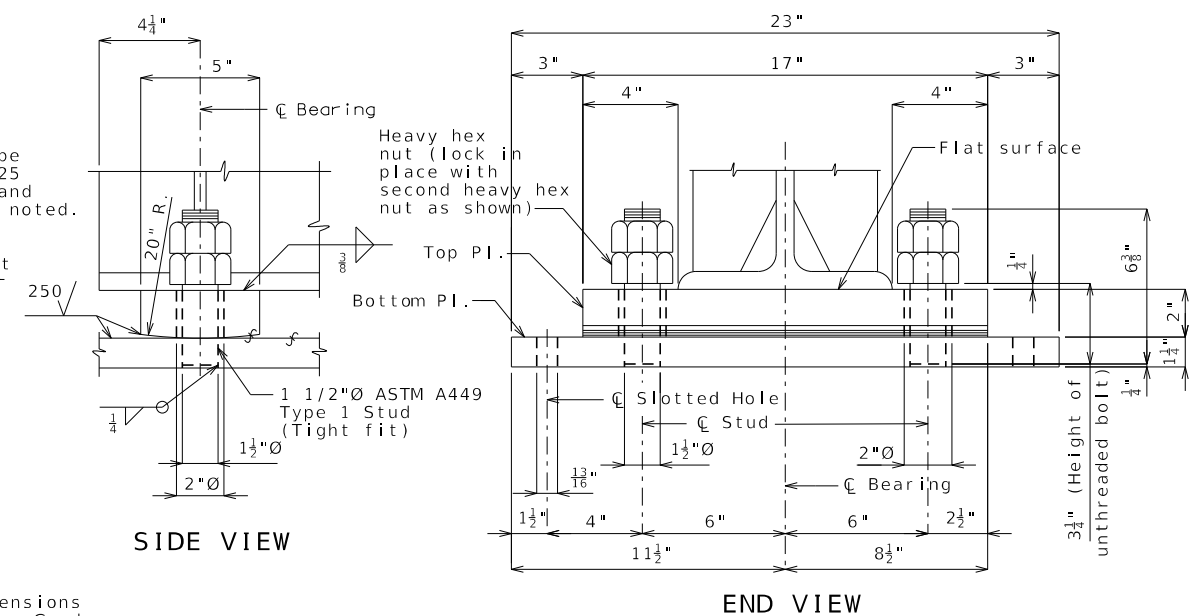
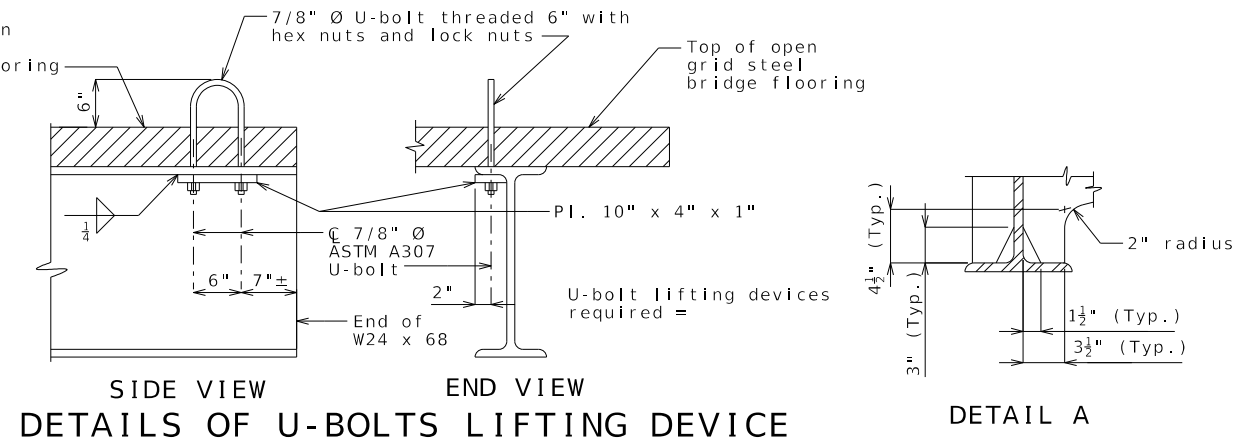


Steel bridge flooring shall be Foster 5-Inch RB/8.2M open steel bridge flooring or equivalent. Trim bars will be required at the sides and ends of each 39'-10 1/2" unit.



Note:  
Use 1 1/16"Ø holes thru  
10" x 4" x 1" plate  
and flange of W24x68.

| <u>NO. REQUIRED</u>       |  |
|---------------------------|--|
| Top plates                |  |
| Bott. plates (Int. Bents) |  |
| Bott. plates (End Bents)  |  |



|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 10/17/2023    |           |
| ROUTE         | STATE     |
|               | MO        |
| DISTRICT      | SHEET NO. |
|               | 3         |
| COUNTY        |           |

JOB NO.

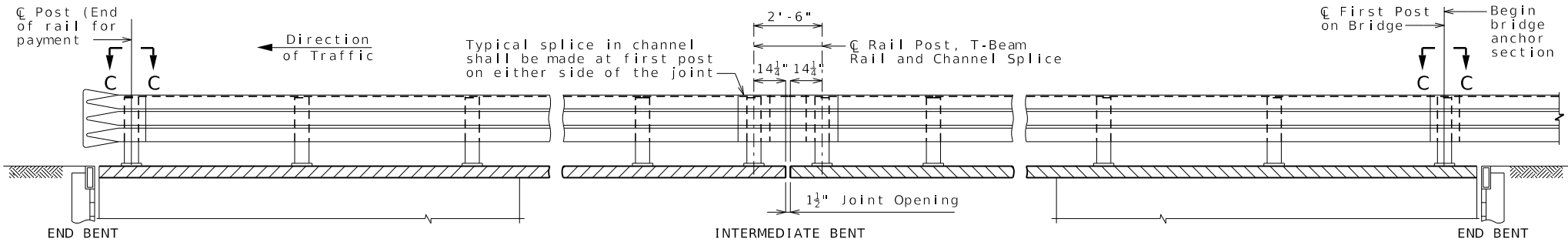
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PROJECT NO.

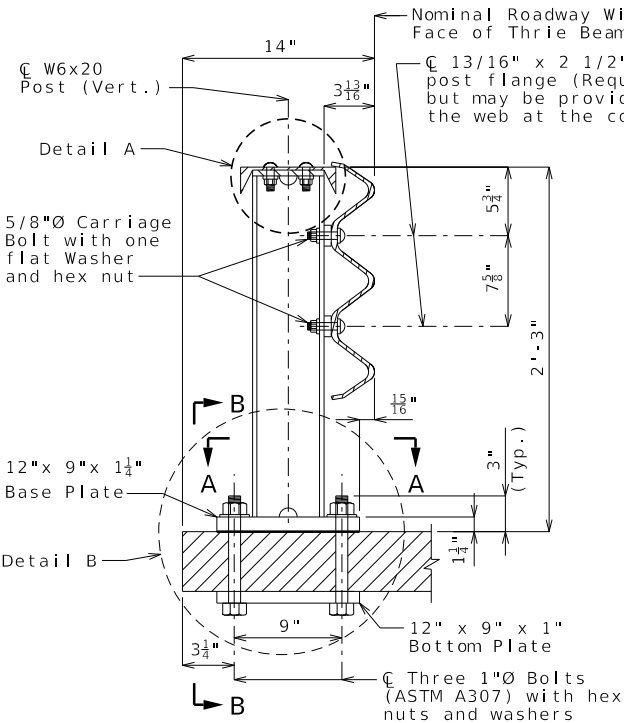
BRIDGE NO.

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COMMISSION





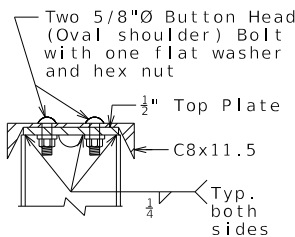
ELEVATION OF THRIE BEAM RAIL



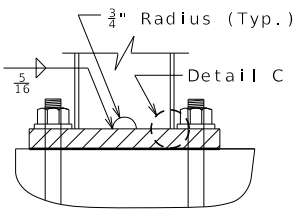
PART SECTION A-A AT RAIL POST

The size of base and bottom plate may be increased depending on which grid option is used.

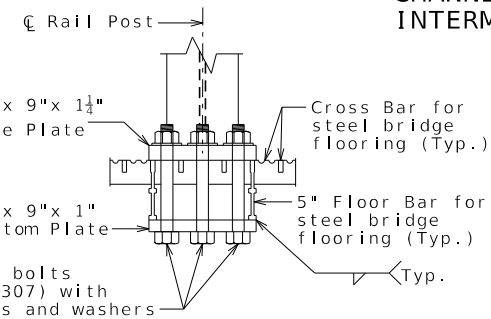
See preceding sheet for post spacing.



DETAIL A

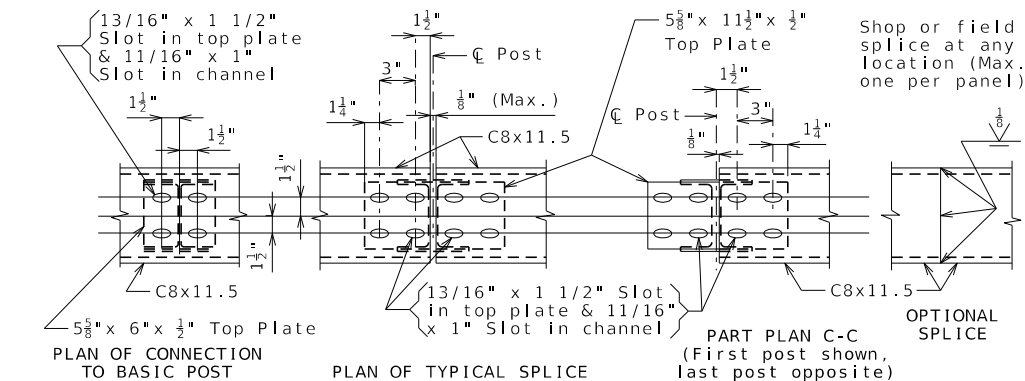


DETAIL B

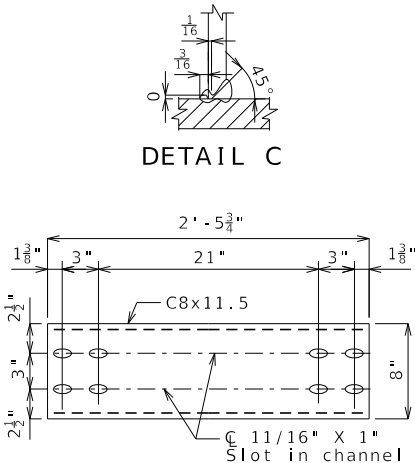


SECTION B-B

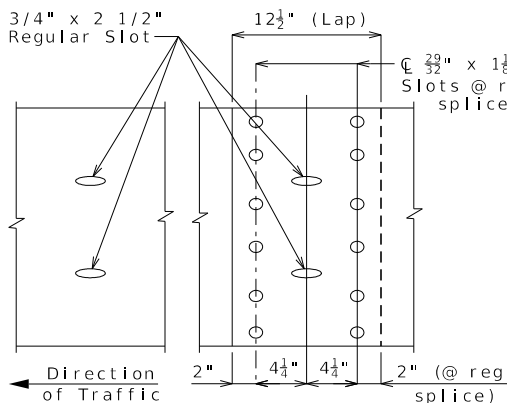
Bottom plate shall be fabricated from ASTM A709 Grade 50W steel and shall be welded to two 5-inch floor bars. Bottom plate shall not be galvanized.



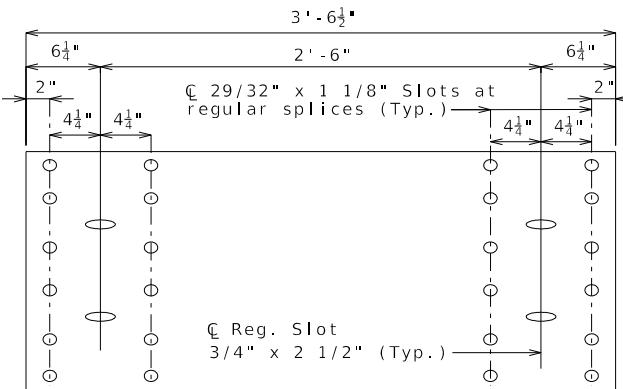
PLAN OF TYPICAL SPLICE



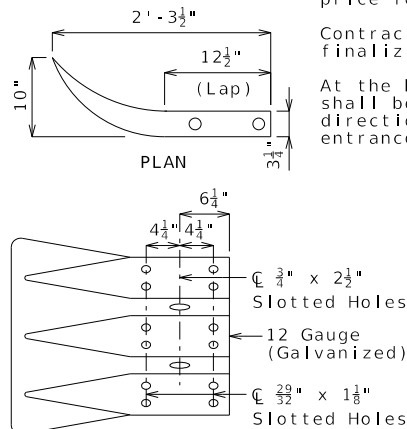
CHANNEL MEMBER AT INTERMEDIATE BENT



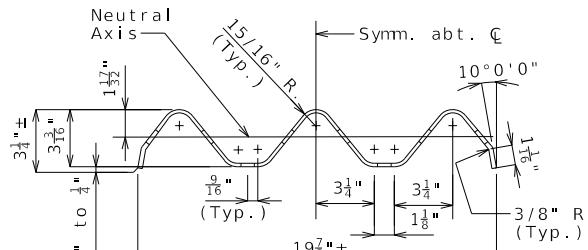
RAIL SPLICE DETAILS  
(Part Elevation Thrie Beam Member)



THRIE BEAM MEMBER AT INT. BENT



DETAILS OF FLARED END



THRIE BEAM RAIL MEMBER

General Notes:

Design Specification: 2002 - AASHTO 17th Edition

Guardrail delineators shall be attached to the top of the bridge guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Cost of supplying and installing new delineators will be considered completely covered by other pay items. Delineators shall be stored with bridge guardrail after use.

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers and plates will be considered completely covered by the contract unit price for other items.

All steel connecting bolts and fasteners for posts and railing, and all bolts, nuts, washers and plates shall be galvanized after fabrication except for bottom plate. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of 3 x 1 3/4-inch shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be placed between the post and the Thrie beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

At the expansion slots in the Thrie beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the Thrie beam connection to posts on wings, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

Minimum length of Thrie beam sections is equal to one post space.

A 5/8-inch diameter button head, oval shoulder bolt with a minimum 3/8-inch thick hex nut shall be used at all slots.

Thrie beam guardrail on the bridge shall be 12 gage steel.

Posts, top plates, base plates, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Flat washers, 3 x 1 3/4 x 3/16-inch minimum, shall be used at all post bolts between the bolt head and beam. The washers shall be rectangular in shape with an 11/16 x 1-inch slot, or when necessary of such design as to fit the contour of the beam. Rectangular Washer, 3 x 1 3/4 x 5/8-inch, shall be used between the post and the Thrie beam rail.

Special drilling of the Thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be accordance with Sec 1080.

If Type A guardrail is not attached to ends of the temporary structure, flared ends shall be required. The existing Thrie beam rails shall be modified to accept flared ends. Cost for furnishing and installing flared ends will be considered completely covered by the contract unit price for other items.

Contractor shall verify all dimensions in field before finalizing the shop drawings.

At the bridge ends for head to head traffic, guardrail shall be used at all four corners and for single directional traffic, guardrail shall be used at the entrance ends only unless required at the exit.

Detailed  
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)





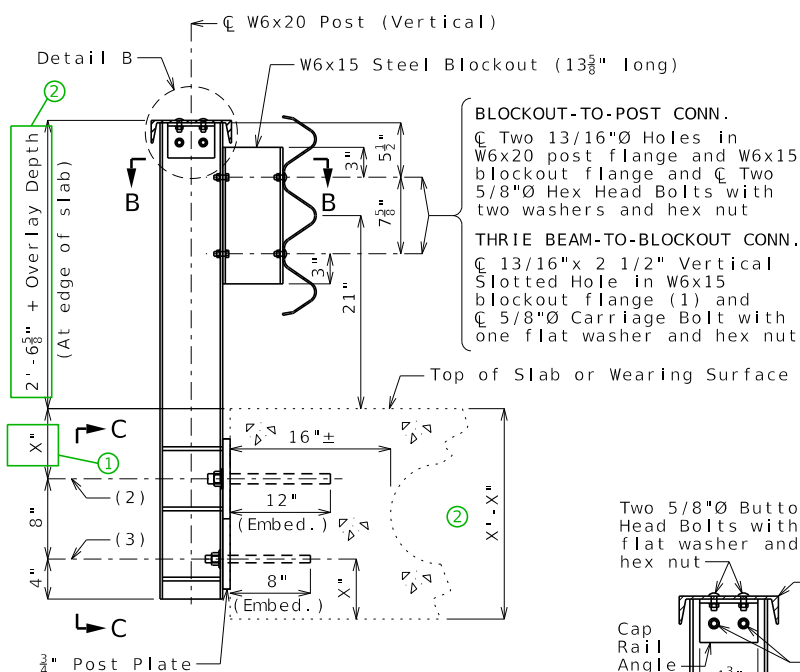
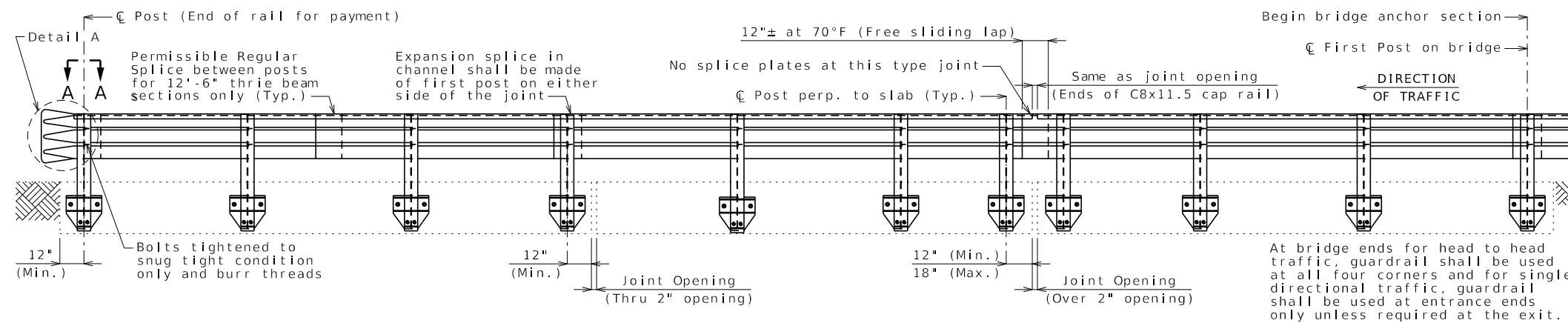








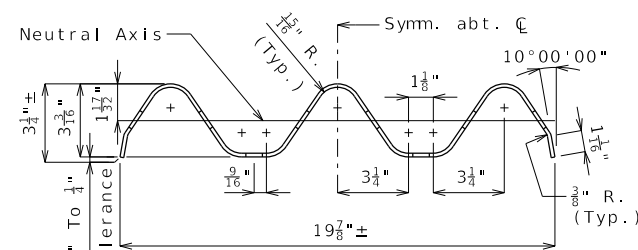
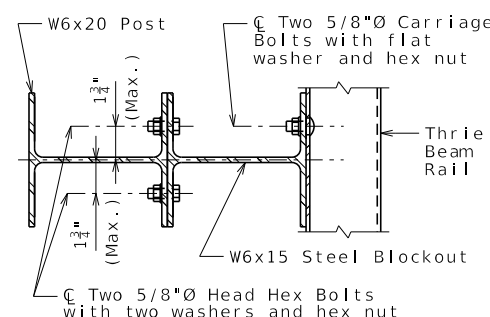
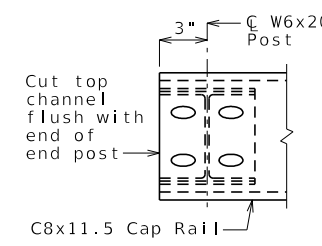
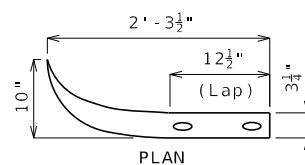
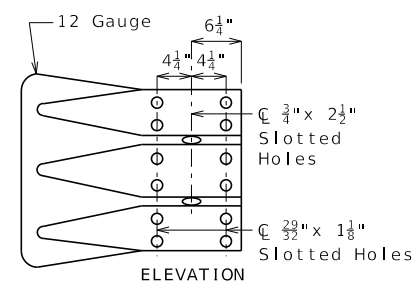
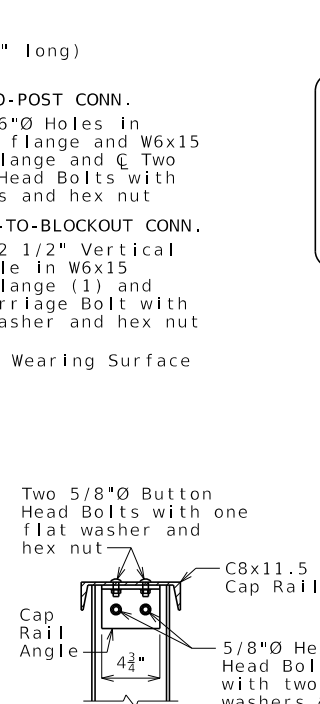




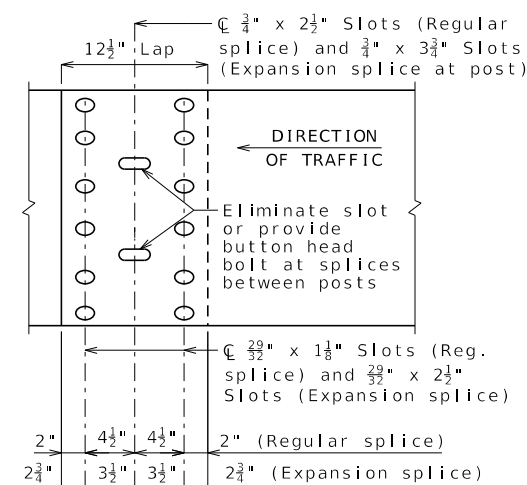
For Elevation C-C see Sheet No. \_\_\_\_.

See slab sheet for rail post spacing.

- (1) Required on one side of web only, but may be provided on both sides of web at the contractor's option.
- (2)  $\text{C}$  Two Resin Anchor Systems each with a minimum ultimate pullout strength of 72 kip in  $f'c = 4,000$  psi concrete and each to include:
  - 1  $1\frac{1}{8}"\text{O}$  (Min.) Drilled Hole in slab or as recommended by manufacturer
  - 1  $1\frac{1}{4}"\text{O}$  Hole in post plate and inside post flange
  - 1  $1"\text{O}$  ASTM A449 Type 1 Threaded Rod snug tight and embedded 12 inches in slab
  - Hex Nut and 2  $1\frac{1}{2}"\text{O}$  Hardened Locking Washer
- (3)  $\text{C}$  Two Resin Anchor Systems each with a minimum ultimate pullout strength of 20.4 kip in  $f'c = 4,000$  psi concrete and each to include:
  - 7/8  $"\text{O}$  (Min.) Drilled Hole in slab or as recommended by manufacturer
  - 1  $1"\text{O}$  Hole in post plate and inside post flange
  - 3/4  $"\text{O}$  ASTM A449 Type 1 Threaded Rod snug tight and embedded 8 inches in slab
  - Hex Nut and Hardened Locking Washer



See Missouri Standard Plan 606.00 for details not shown.



General Notes:

Design Specifications: 2002 AASHTO LFD (17th Ed.)  
Standard Specifications

Guardrail delineators shall be attached to the top of the guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers and plates will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

All steel connecting bolts and fasteners for posts and railing, and all resin anchor bolts, nuts, washers and plates shall be galvanized after fabrication. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of 3 x 1 3/4-inch shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be placed between the blockout and the three beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

At the expansion slots in the three beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the thrie beam connection to blockout on wings,  
the bolts shall be tightened and backed off one-half  
turn and the threads shall be burred.

Minimum length of thrie beam sections is equal to one post space.

A 5/8-inch diameter button-head, oval shoulder bolt with a minimum 3/8-inch thick hex nut shall be used at all slots.

Three beam guardrail on the bridge shall be 12-gauge steel.

Posts, cap rail angles, post plates, blockouts, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Flat washers 3 x 1 3/4 x 3/16-inch minimum shall be used at all post bolts between the bolt head and beam. The washers shall be rectangular in shape with an 11/16 x 1-inch slot, or when necessary of such design as to fit the contour of the beam. Rectangular washers 3 x 1 3/4 x 5/8-inch shall be used between the blockout and the three beam rail.

Special drilling of the thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be in accordance with Sec 1080.

Expansion splices in the three beam rail shall be made at either the first or second post on either side of the joint and on structure at bridge ends. When the splice is made at the second post, an expansion slot shall be provided in the three beam rail for connection to the first post to allow for movement.

In addition to the expansion provisions at the expansion joints, expansion splices in the three beam rail and the channel shall be provided at other locations so that the maximum length without expansion provisions does not exceed 200 feet.

Shim plates 6 x 6 x 1/16-inch may be used between the top of the post and the channel member as required for vertical alignment.

Shim plates shall be galvanized after fabrication.

Contractor shall verify all dimensions in field before finalizing the shop drawings.

Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

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| PROJECT NO.  |
| BRIDGE NO.   |

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105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



THRIE2a\_system2\_rehab

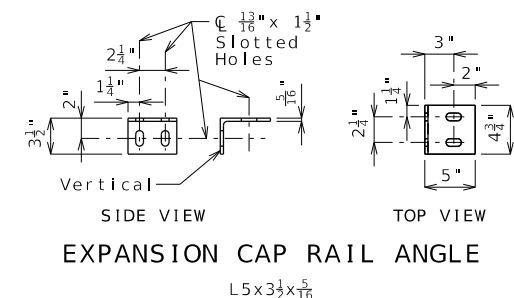
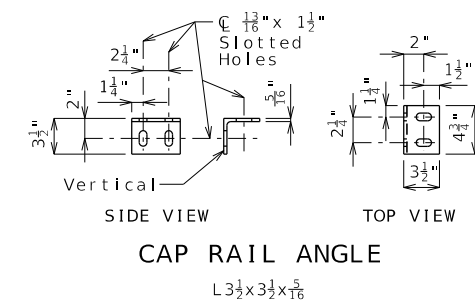
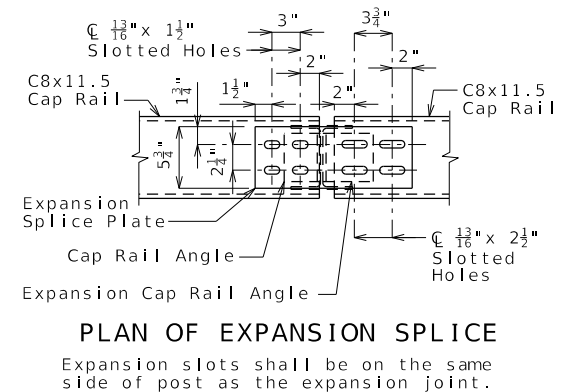
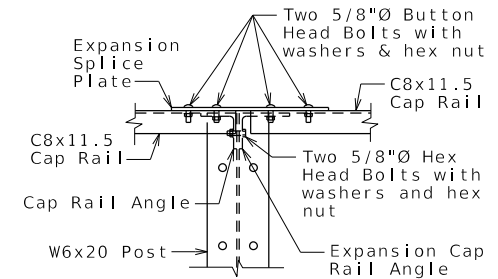
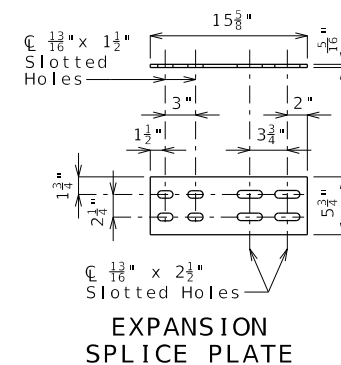
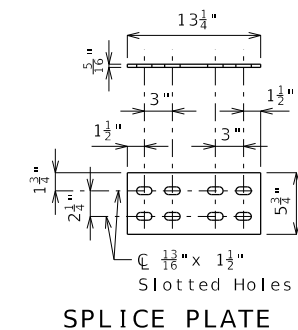
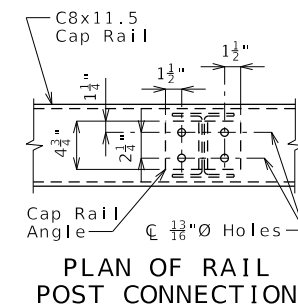
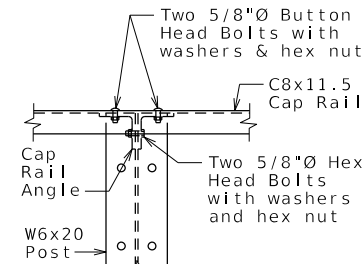
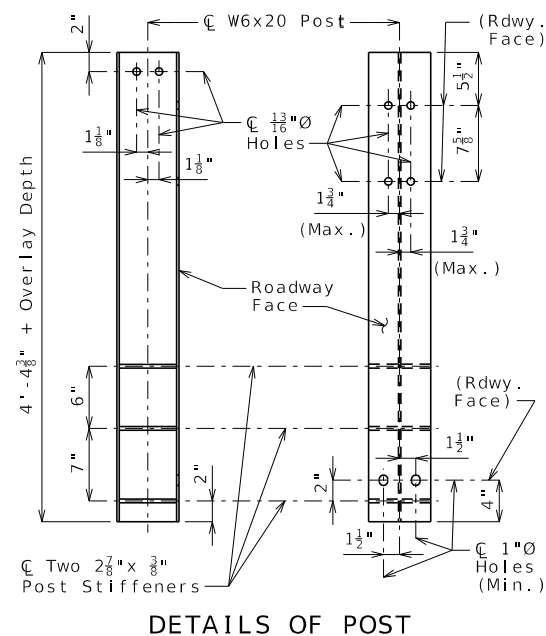
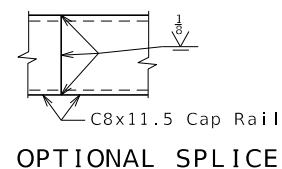
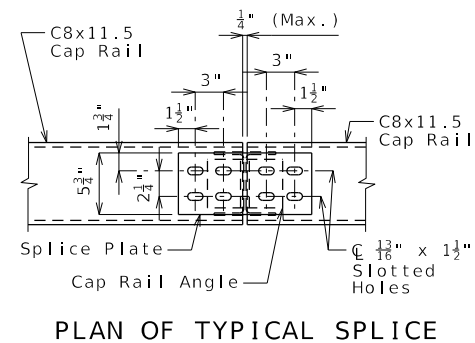
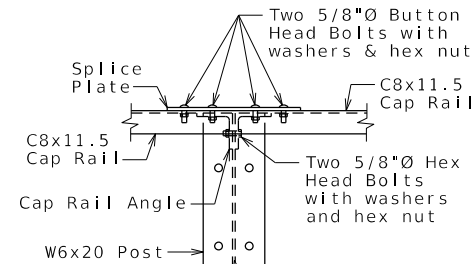
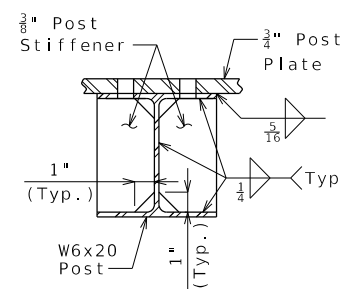
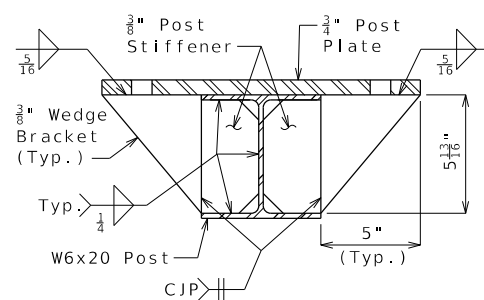
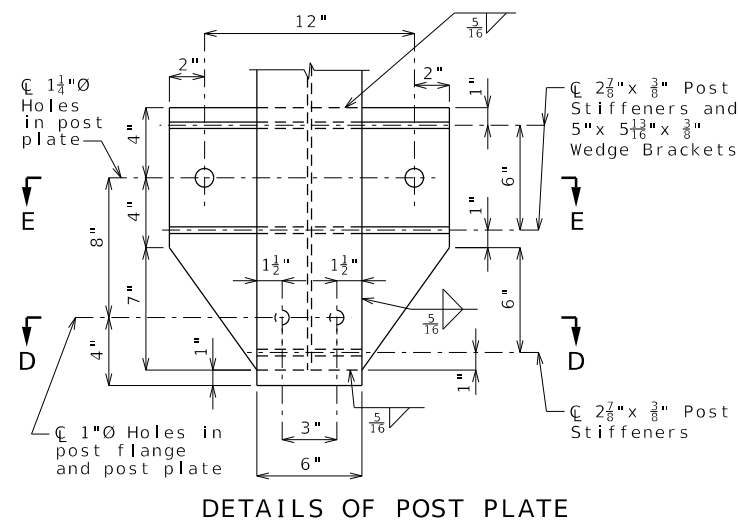
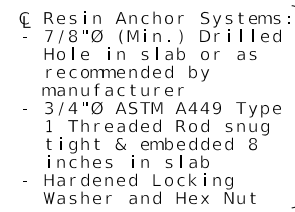
Guidance

- Standard Drawing Guidance (do not show on plans):
- This system meets NCHRP 350 TL-3 bridge railing requirements.
- Max. post spacing = 6'-3"
- Design weight of 12-gauge thrie beam bridge rail equals 35 lb/lf.
- ①

For 22 thru 31-inch voided slab depth, use 10 inches from top of original slab plus overlay depth. For 20-inch voided slab depth, reduce to 8 inches plus overlay depth.
- ②


Remove and show total of 2'-6<sup>5</sup>/<sub>8</sub>" plus overlay depth; give total depth of slab plus overlay depth.





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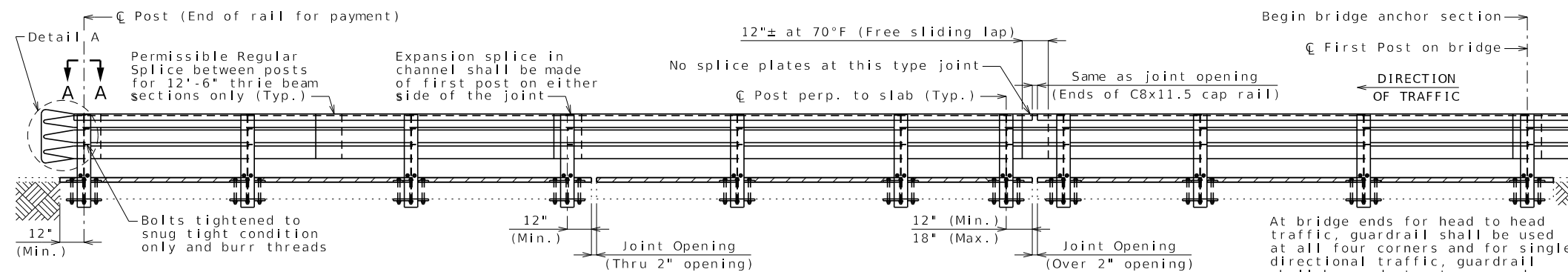
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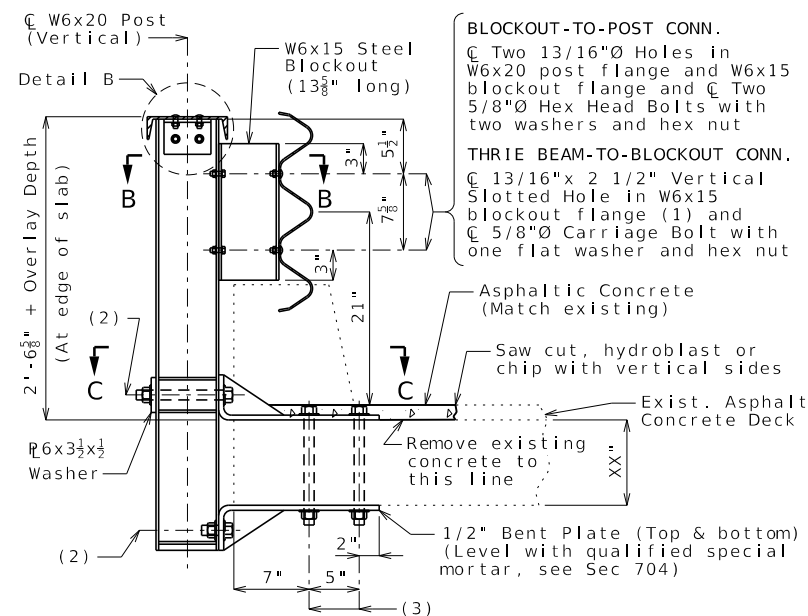
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105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)





### ELEVATION OF THRIE BEAM RAIL

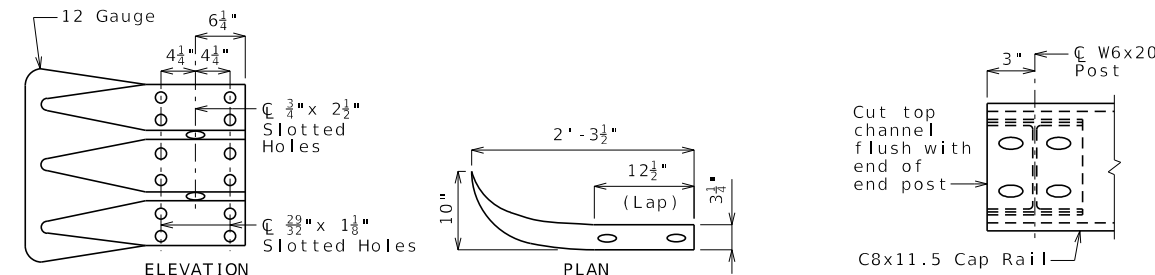


## PART SECTION AT RAIL POST

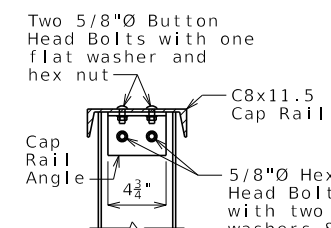
For Section C-C see Sheet No. .

See slab sheet for rail post spacing.

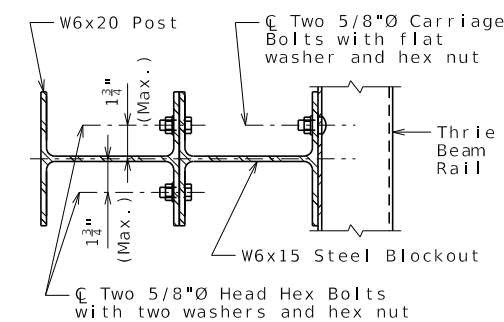
- (1) Required on one side of web only, but may be provided on both sides of web at the contractor's option.
- (2) POST-TO-BENT PLATE CONNECTION
  - ☒ Two 1"Ø ASTM F3125 Grade A325 Type 1 Bolts with hardened washers and hex nuts
  - ☒ Two 1 1/16" x 1 1/2" Vertical Slotted Holes in both upper post flanges
  - ☒ Two 1 1/16"Ø Holes in washer plate, inside lower post flange and both bent plates
- (3) BENT PLATE-TO-DECK CONNECTION
  - ☒ Three 1 1/8"Ø Drilled Holes in slab
  - ☒ Three 1"Ø ASTM A307 Bolts with plate washer, hardened locking washers and hex nuts
  - ☒ Three 1 1/4"Ø Holes in both bent plates



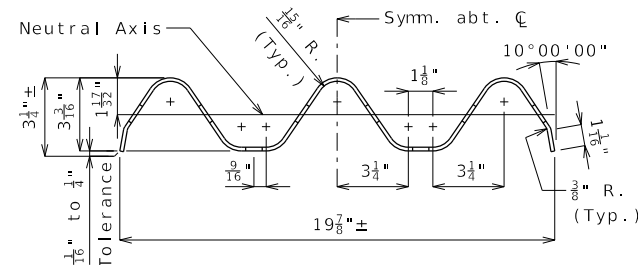
## DETAIL A



## DETAIL B

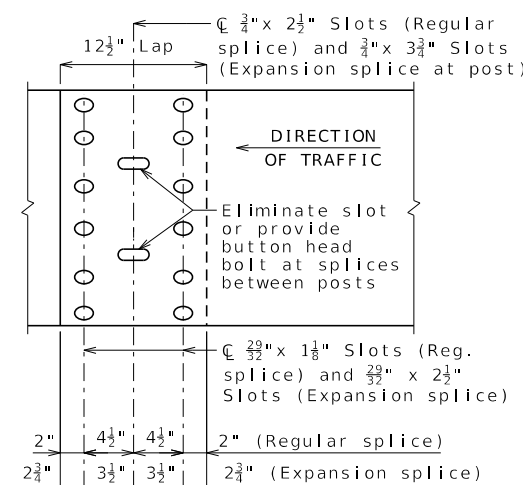


## SECTION B-B



## SECTION THRU THRIE BEAM RAIL

See Missouri Standard Plan 606.00 for details not shown.



## THREE BEAM RAIL SPLICE

General Notes:

Design Specifications: 2002 AASHTO LFD (17th Ed.)  
Standard Specifications

Guardrail delineators shall be attached to the top of the guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Guardrail (Three Beam).

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers and plates will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

All steel connecting bolts and fasteners for posts and railing, and all bolts, nuts, washers and plates shall be galvanized after fabrication. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of 3 x 1 3/4-inch shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be placed between the blockout and the three beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

At the expansion slots in the three beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the thrie beam connection to blockout on wings,  
the bolts shall be tightened and backed off one-half  
turn and the threads shall be burred.

Minimum length of thrie beam sections is equal to one post space.

A 5/8-inch diameter button-head, oval shoulder bolt with a minimum 3/8-inch thick hex nut shall be used at all slots.

Three beam guardrail on the bridge shall be 12-gauge steel.

Posts, cap rail angles, bent plates, blockouts, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Flat washers 3 x 1 3/4 x 3/16-inch minimum shall be used at all post bolts between the bolt head and beam. The washers shall be rectangular in shape with an 11/16 x 1-inch slot, or when necessary of such design as to fit the contour of the beam. Rectangular washers 3 x 1 3/4 x 5/8-inch shall be used between the blockout and the three beam rail.

Special drilling of the thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be in accordance with Sec 1080.

Expansion splices in the three beam rail shall be made at either the first or second post on either side of the joint and on structure at bridge ends. When the splice is made at the second post, an expansion slot shall be provided in the three beam rail for connection to the first post to allow for movement.

In addition to the expansion provisions at the expansion joints, expansion splices in the three beam rail and the channel shall be provided at other locations so that the maximum length without expansion provisions does not exceed 200 feet.

Shim plates 6 x 6 x 1/16-inch may be used between the top of the post and the channel member as required for vertical alignment.

Shim plates shall be galvanized after fabrication.

Contractor shall verify all dimensions in field before finalizing the shop drawings.

Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

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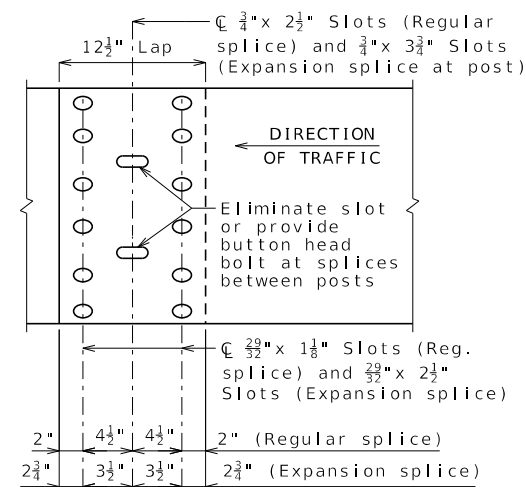
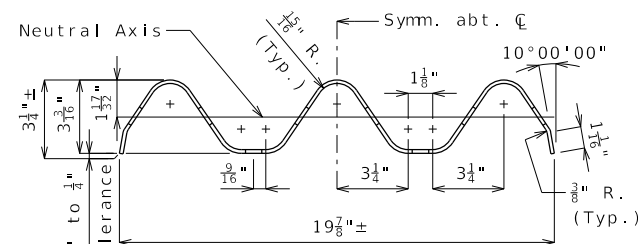
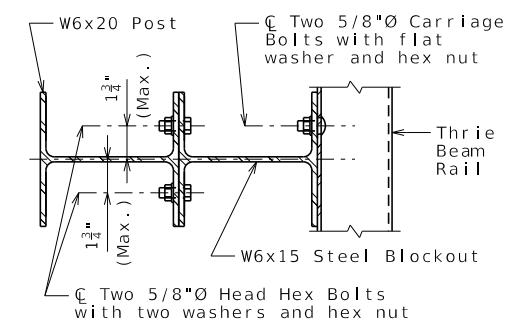
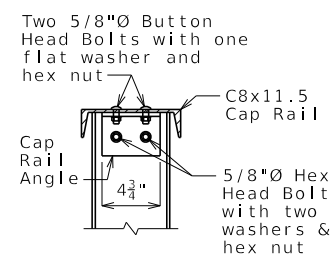
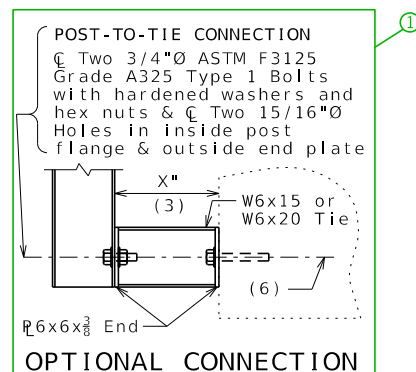
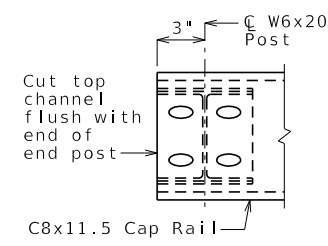
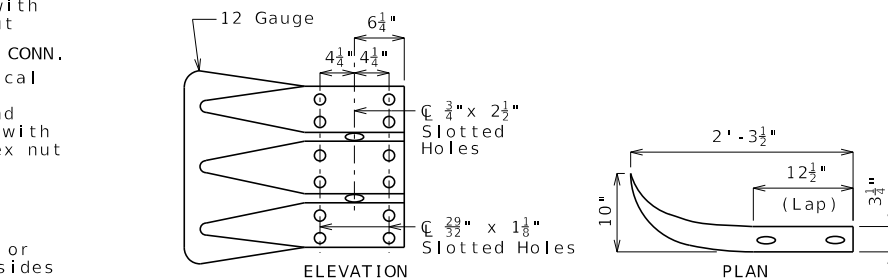
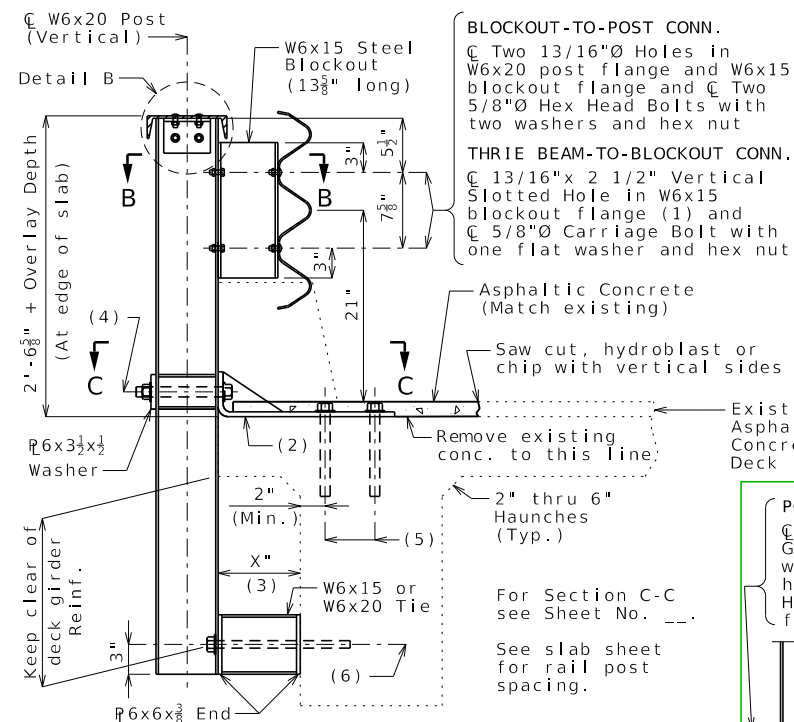
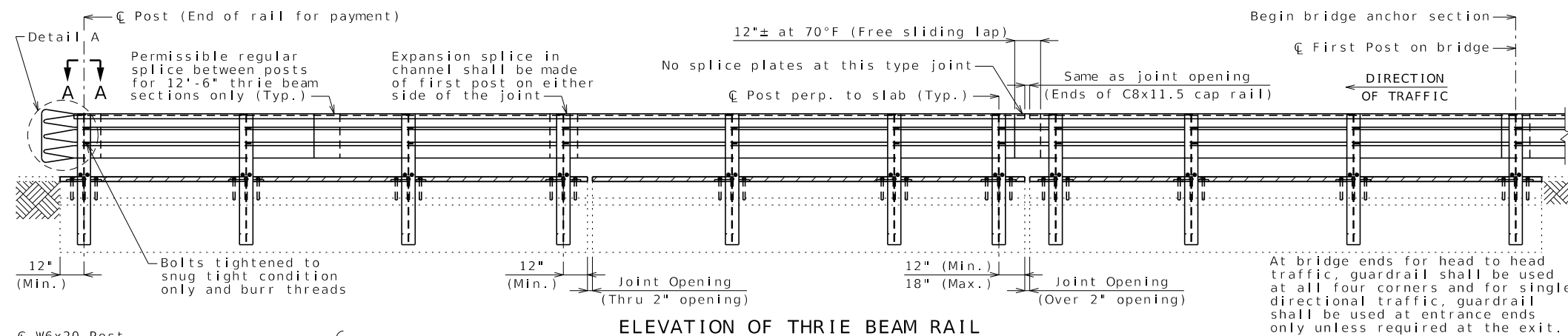
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See Missouri Standard Plan 606.00 for details not shown.

General Notes:

Design Specifications: 2002 AASHTO LFD (17th Ed.)  
Standard Specifications

Guardrail delineators shall be attached to the top of the guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers and plates will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

All steel connecting bolts and fasteners for posts and railing, and all resin anchor bolts, nuts, washers and plates shall be galvanized after fabrication. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of 3 x 1 3/4-inch shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be placed between the blockout and the three beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

At the expansion slots in the thrie beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the thrie beam connection to blockout on wings, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

Minimum length of thrie beam sections is equal to one post space.

A 5/8-inch diameter button-head, oval shoulder bolt with a minimum 3/8-inch thick hex nut shall be used at all slots.

Thrie beam guardrail on the bridge shall be 12-guage steel.

Posts, cap rail angles, bent plates, blockouts, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Flat washers 3 x 1 3/4 x 3/16-inch minimum shall be used at all post bolts between the bolt head and beam. The washers shall be rectangular in shape with an 11/16 x 1-inch slot, or when necessary of such design as to fit the contour of the beam. Rectangular washers 3 x 1 3/4 x 5/8-inch shall be used between the blockout and the three beam rail.

Special drilling of the thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be in accordance with Sec 1080.

Expansion splices in the three beam rail shall be made at either the first or second post on either side of the joint and on structure at bridge ends. When the splice is made at the second post, an expansion slot shall be provided in the three beam rail for connection to the first post to allow for movement.

In addition to the expansion provisions at the expansion joints, expansion splices in the three beam rail and the channel shall be provided at other locations so that the maximum length without expansion provisions does not exceed 200 feet.

Shim plates 6 x 6 x 1/16-inch may be used between the top of the post and the channel member as required for vertical alignment.

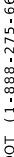
Shim plates shall be galvanized after fabrication.

Contractor shall verify all dimensions in field before finalizing the shop drawings.

Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

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## THRIE4a\_system4\_rehab      Guidance

Standard Drawing Guidance (do not show on plans):

This system meets NCHRP 350 TL-3 bridge railing requirements.

Max. post spacing = 6'-3"

- ① If slab cantilever length exceeds 6", consideration shall be given to:  
(with the result that anchorage into slab lies in the cantilever part of slab)
- (1) Anchorage into cantilever portion of slab provided original slab thickness allows for min. embedment & 1" cover (check negative moment in cantilever).
  - (2) Extending bent plate (within reason).
  - (3) Alternating method of attachment, i.e. System 1 or System 3 types and variations thereof, Consult Structural Project Manager.







THR IE4b\_system4\_details

Guidance

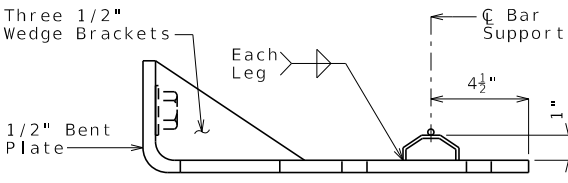
Standard Drawing Guidance (do not show on plans):

① Remove these details when this sheet is used in combination with drawing THR IE 4D, and use 15/16" for diameter of the bottom two holes in the Details of Post.

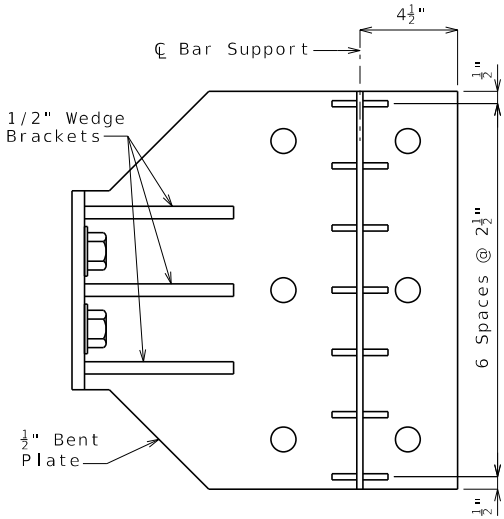
② Replace with below notes when this sheet is used in combination with drawing THR IE 4D.

- 1"Ø ASTM F3125 Grade A325 Type 1 Bolts with hex nuts and hardened loc washers
- 1 1/8"Ø Drilled Holes in slab
- 1 1/4"Ø Holes in bent plate and bearing plate





PART SECTION THRU PLATE



PLAN OF BENT PLATE


Bar supports shall be Beam Bolsters (BB-ref. CRSI) and shall be galvanized. See Sec 706.

Standard Drawing Guidance (do not show on plans):  
When a latex, low slump or silica fume concrete overlay is used, add these details.

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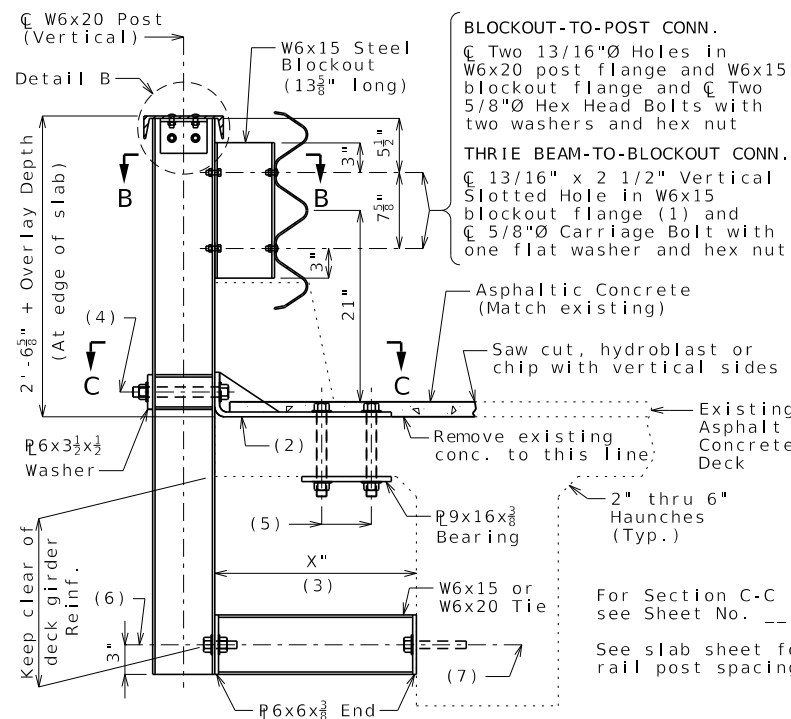
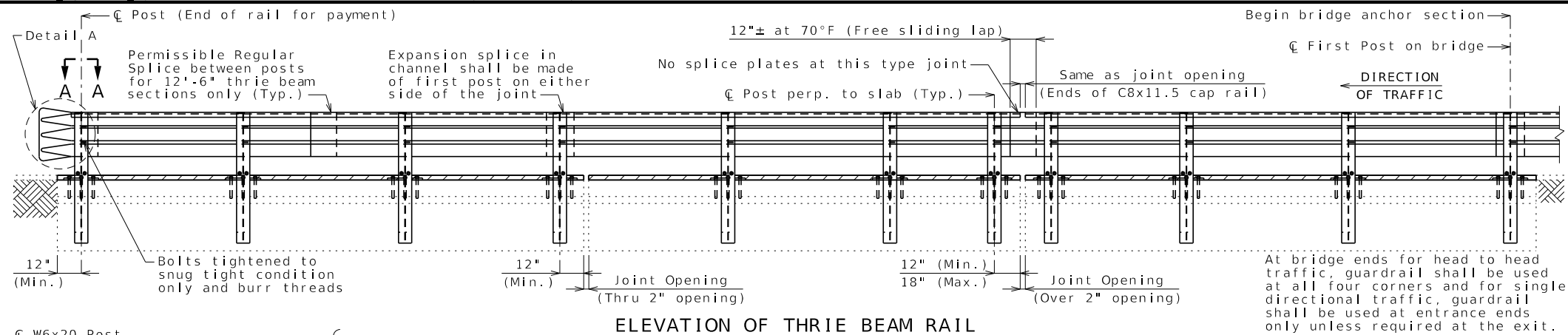
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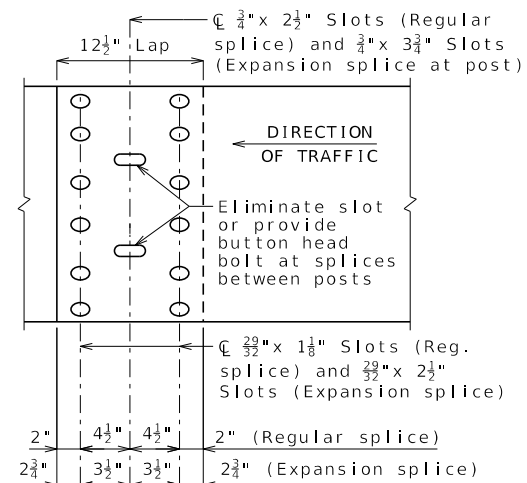
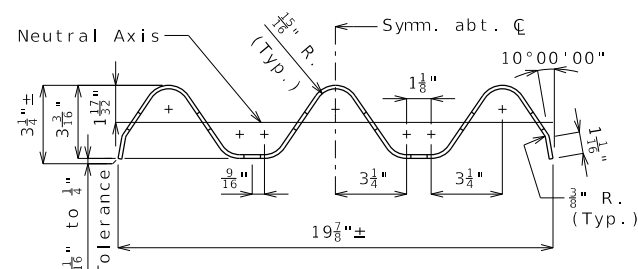
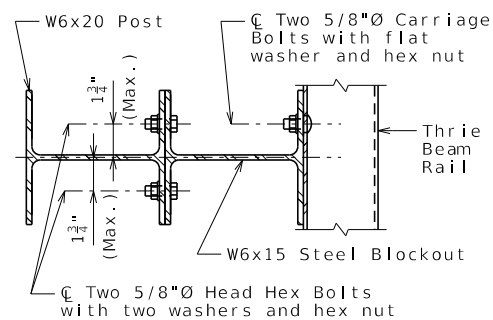
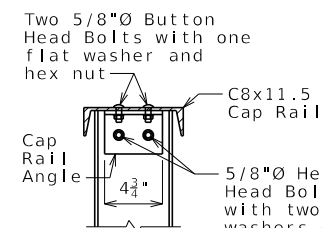
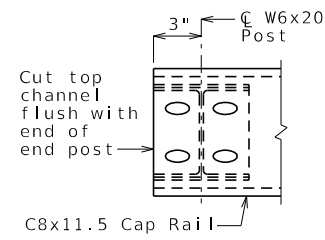
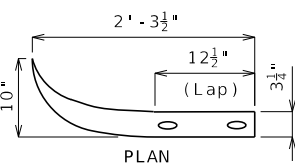
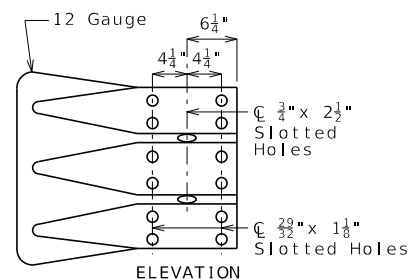


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- (1) Required on one side of web only, but may be provided on both sides of web at the contractor's option.
- (2)  $\frac{1}{2}$ " Bent Plate (Level with qualified special mortar, see Sec 704)
- (3) Cantilever may vary.
- (4) POST-TO-BENT PLATE CONNECTION
  - ☑ Two 1"Ø ASTM F3125 Grade A325 Type 1 Bolts with hardened washers and hex nuts
  - ☑ Two 1 1/16"x 1 1/2" Vertical Slotted Holes in both post flanges
  - ☑ Two 1 1/16"Ø Holes in washer plate & bent plate
- (5) BENT PLATE-TO-DECK CONNECTION
  - ☑ Three 1"Ø ASTM F3125 Grade A325 Type 1 Bolts with hex nuts and hardened locking washers
  - ☑ Three 1 1/4"Ø Holes in bent plate and bearing plate
  - ☑ Three 1 1/8"Ø (Min.) Drilled Holes in slab
- (6) POST-TO-TIE CONNECTION
  - ☑ Two 3/4"Ø ASTM F3125 Grade A325 Type 1 Bolts with hex nuts and hardened washers
  - ☑ Two 15/16"Ø Holes in inside post flange and end plate
- (7) TIE-TO-GIRDER CONNECTION
  - ☑ Two Resin Anchor Systems each to include:
    - 7/8"Ø (Min.) Drilled Hole in girder or as recommended by manufacturer
    - 1"Ø Hole in end plate
    - 3/4"Ø ASTM A449 Type 1 Threaded Rod snug tight and embedded 5 inches in girder
    - Hex Nut and Hardened Locking Washer



General Notes:

Design Specifications: 2002 AASHTO LFD (17th Ed.)  
Standard Specifications

Guardrail delineators shall be attached to the top of the guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers and plates will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

All steel connecting bolts and fasteners for posts and railing, and all resin anchor bolts, nuts, washers and plates shall be galvanized after fabrication. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of 3 x 1 3/4-inch shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be placed between the blockout and the three beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

At the expansion slots in the thrie beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the thrie beam connection to blockout on wings,  
the bolts shall be tightened and backed off one-half  
turn and the threads shall be burred.

Minimum length of thrie beam sections is equal to one post space.

A 5/8-inch diameter button-head, oval shoulder bolt with a minimum 3/8-inch thick hex nut shall be used at all slots.

Three beam guardrail on the bridge shall be 12-gauge steel.

Posts, cap rail angles, bent plates, blockouts, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Flat washers 3 x 1 3/4 x 3/16-inch minimum shall be used at all post bolts between the bolt head and beam. The washers shall be rectangular in shape with an 11/16 x 1-inch slot, or when necessary of such design as to fit the contour of the beam. Rectangular washers 3 x 1 3/4 x 5/8-inch shall be used between the blockout and the three beam rail.

Special drilling of the thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be in accordance with Sec 1080.

Expansion splices in the thrie beam rail shall be made at either the first or second post on either side of the joint and on structure at bridge ends. When the splice is made at the second post, an expansion slot shall be provided in the thrie beam rail for connection to the first post to allow for movement.

In addition to the expansion provisions at the expansion joints, expansion splices in the three beam rail and the channel shall be provided at other locations so that the maximum length without expansion provisions does not exceed 200 feet.

Shim plates 6 x 6 x 1/16-inch may be used between the top of the post and the channel member as required for vertical alignment.

Shim plates shall be galvanized after fabrication.

Contractor shall verify all dimensions in field before finalizing the shop drawings.

See Missouri Standard Plan 606.00 for details not shown.

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| CONTRACT ID. |
| PROJECT NO.  |
| BRIDGE NO.   |

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
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TTR1

Guidance

Standard Drawing Guidance (do not show on plans):

- ① Modify as required.

TL-4 (NCHRP 350) bridge rail is typically used on spread box beam bridges and may be used on adjacent box beam bridges where reinforcement is embedded in the beam.

Use only in certain applications because of cost. Acceptable for use when roadway width or site distance is a concern. Curb shall be used to prevent drainage over deck.







TTR2

Guidance

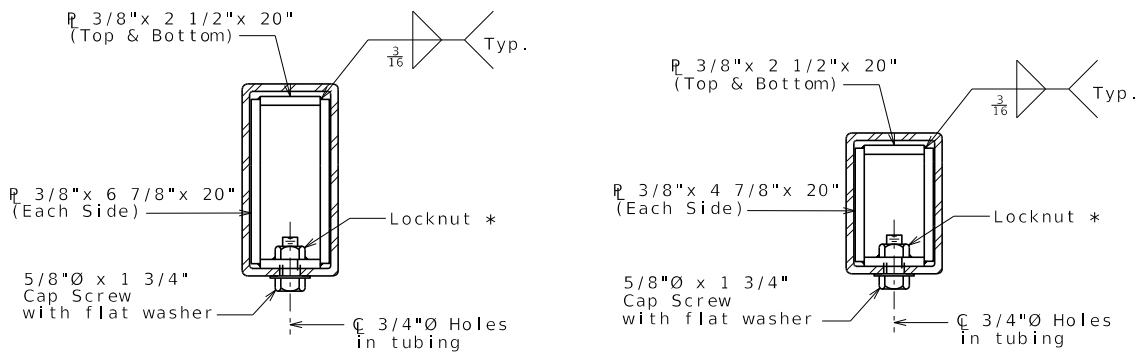
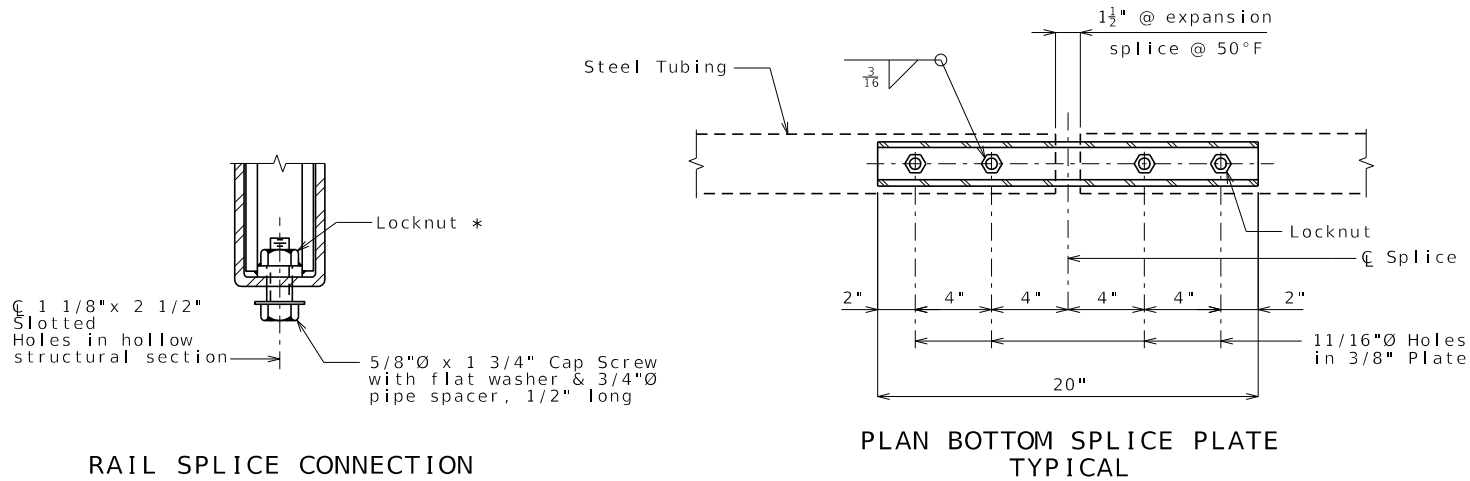
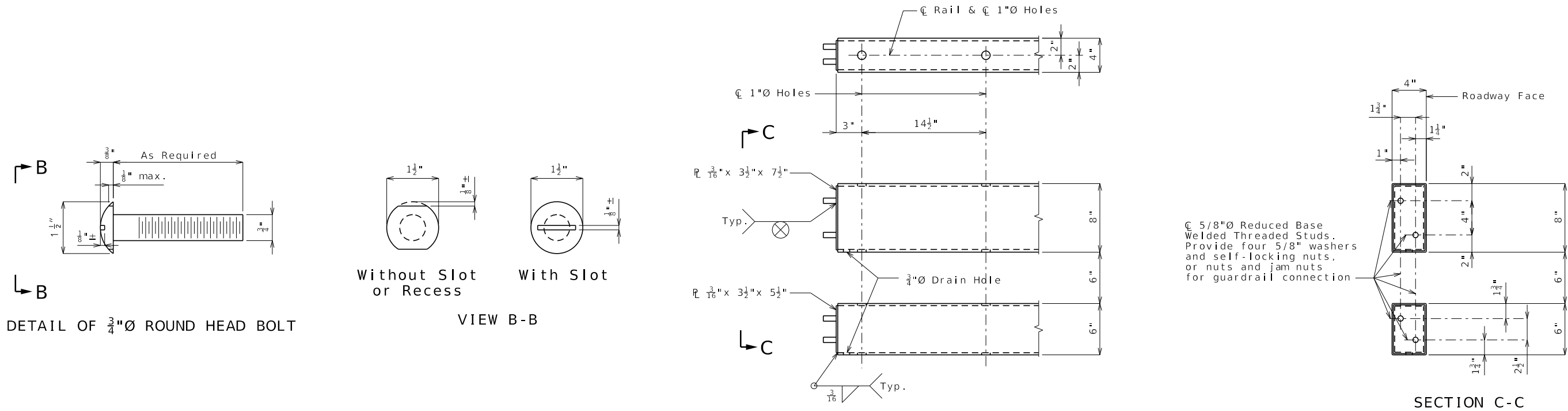
Standard Drawing Guidance (do not show on plans):

- ① Modify as required.

TL-4 (NCHRP 350) bridge rail is typically used on spread box beam bridges and may be used on adjacent box beam bridges where reinforcement is embedded in the beam.

Use only in certain applications because of cost. Acceptable for use when roadway width or site distance is a concern. Curb shall be used to prevent drainage over deck.





SECTIONS AT RAIL SPLICE

Notes:

Fabrication of structural steel shall be in accordance with Sec 712 and 1080.

Hollow structural sections shall be in accordance with ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F, see Sec 1080 for reporting.

All other steel shapes and plates shall be in accordance with AASHTO M 270 Grade 36 except posts shall be in accordance with AASHTO M 270, Grade 50.

All anchor bolts shall be ASTM F1554 Grade 36 with ASTM A563 Grade A hex nuts and ASTM F436 hardened washers.

Bolts, cap screws, and nuts shall be in accordance with ASTM designation A307 except for high strength bolts, nuts and washers noted which shall be in accordance with AASHTO M 164.

All anchor bolts, bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.


All posts, railing, rail splices, and angles shall be galvanized after shop fabrication in accordance with AASHTO M 111 and ASTM A385. Galvanized rail shall not be painted.

Railing shall be in accordance with Sec 713, except as noted.

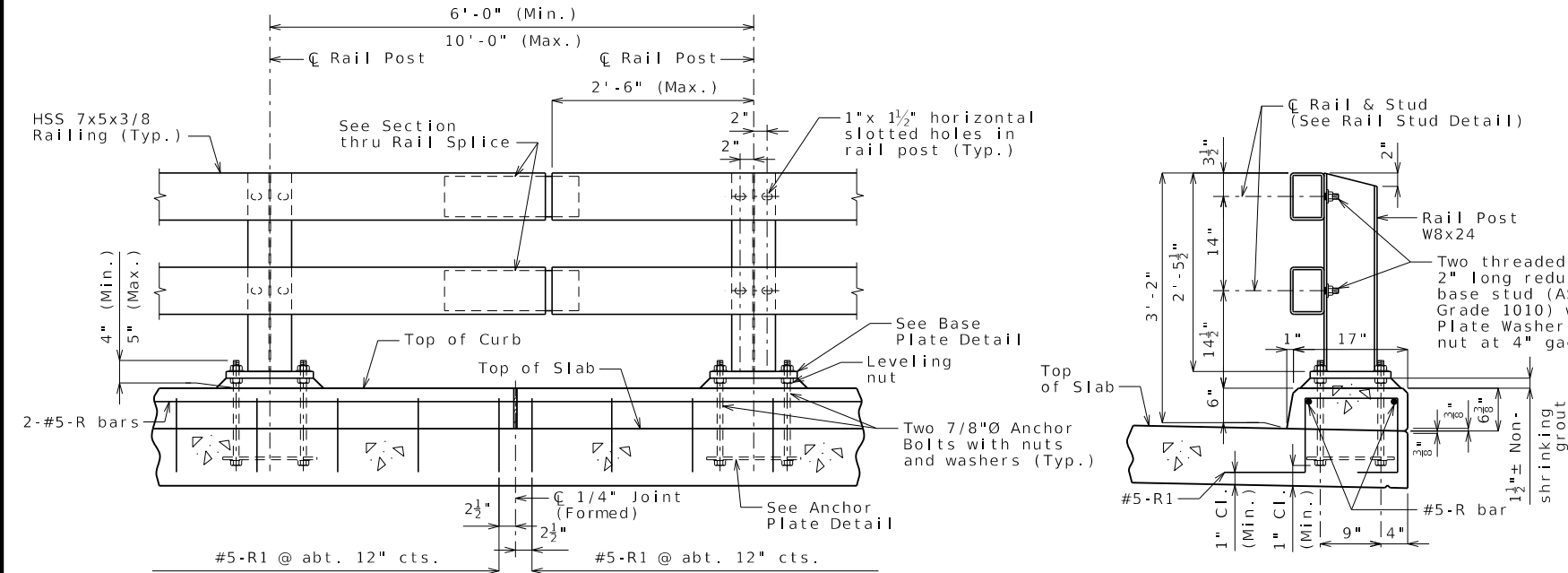
All field drilled holes shall be coated with an approved zinc rich paint before erection.

HSS = Hollow Structural Section

\* Tack weld nut to plate.

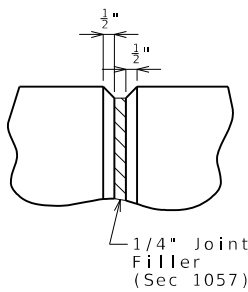
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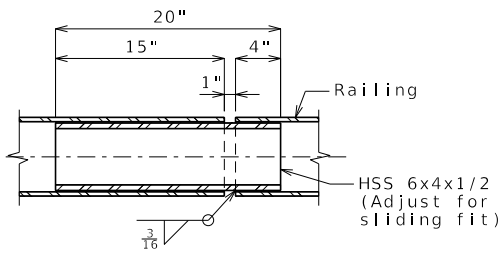


PART ELEVATION OF CURB & RAIL

TYPICAL SECTION



PART ELEVATION AT FORMED JOINT



SECTION THRU RAIL SPLICE  
(@ 50' maximum intervals)

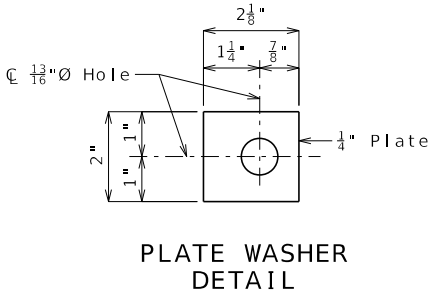
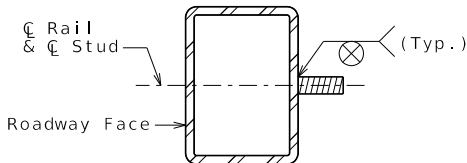
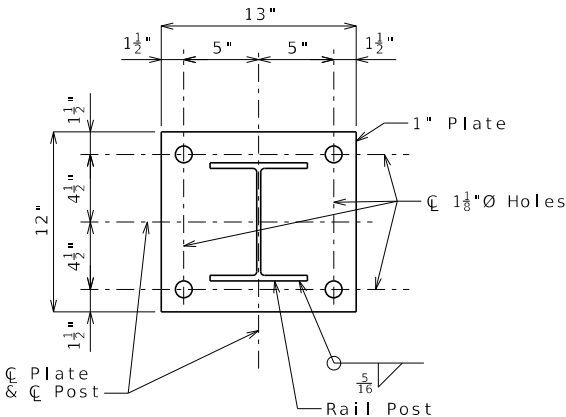


PLATE WASHER DETAIL

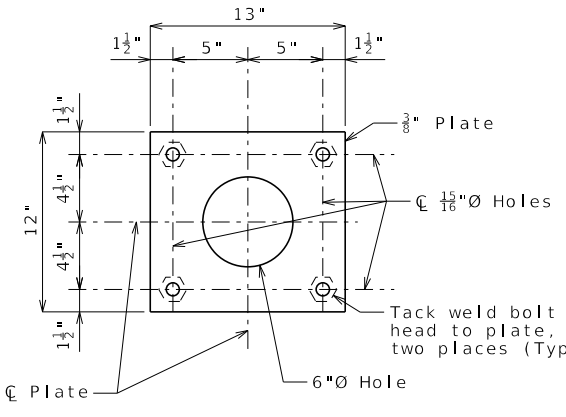
Note: Position washer to completely cover slotted hole.



RAIL STUD DETAIL



BASE PLATE DETAIL



ANCHOR PLATE DETAIL

Note: Work this sheet with Sheet No. .

38-INCH TWO-TUBE RAIL

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

Bridge Rail Notes:

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713, except that the rail posts shall be aligned by the use of 6 1/2 x 6 1/2-inch shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be placed between the post and the rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

Rail posts shall be set plumb and aligned in accordance with Sec 713.

Payment for furnishing all materials and labor necessary to install bridge rail, complete in place, will be considered completely covered by the contract unit price for Bridge Rail (Two Tube Structural Steel) per linear foot.

Guardrail delineators shall be attached to the top of the guardrail post using galvanized anchorage as shown on Missouri Standard Plan 606.50 and in accordance with Sec 606. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Rail (Two Tube Structural Steel).

HSS = Hollow Structural Section

Dimensions of bridge rails are measured horizontally.

Bridge rails will be measured to the nearest linear foot for each structure measured from end of wing to end of wing.

Fabrication of structural steel shall be in accordance with Sec 1080.

Hollow structural sections shall be in accordance with ASTM A500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F, see Sec 1080 for reporting.

All other steel shapes and plates shall be in accordance with ASTM A709 Grade 50.

All anchor bolts shall be ASTM A449 Type 1 with ASTM A563 Grade DH heavy hex nuts and ASTM F436 hardened washers.

All anchor bolts, studs, nuts, and washers shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All posts, railing, rail splices, and plates shall be galvanized after shop fabrication in accordance with AASHTO M 111 and ASTM A385. Galvanized rail shall not be painted.

Provide railing expansion joints at 50 foot maximum intervals. Railing shall be continuous over two posts minimum. Railing expansion joints are required in rail sections that span bridge expansion joints.

Use grout with a minimum 24-hour f'c of 3000 psi in single placement.

Curb Notes:

Top of curb shall be built parallel to grade and curb joints (except at end bents) normal to grade.

All exposed edges of curb shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.

Minimum lap for longitudinal R-bars is 2'-5".

The cross-sectional area of curb above the slab = 0.75 sq. ft.

Concrete in the curb shall be Class B-2.

The curb shall be cured by application of Type 1-D Liquid Membrane-Forming Curing Compound in accordance with Sec 1055 and sealed in accordance with Sec 703. The contractor shall remove all curing compound in accordance with the manufacturer's recommendations before the concrete sealer is applied.

Measurement of the curb is to the nearest linear foot for each structure, measured along the outside top of slab from end of wing to end of wing.

Payment for all concrete and reinforcement, complete in place, will be considered completely covered by the contract unit price for Concrete Curb (Bridge Rail) per linear foot.

Detailed  
Checked

DESCRIPTION

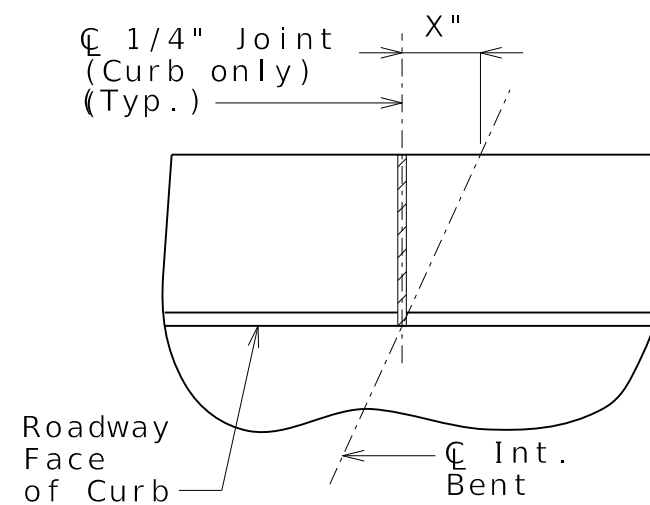
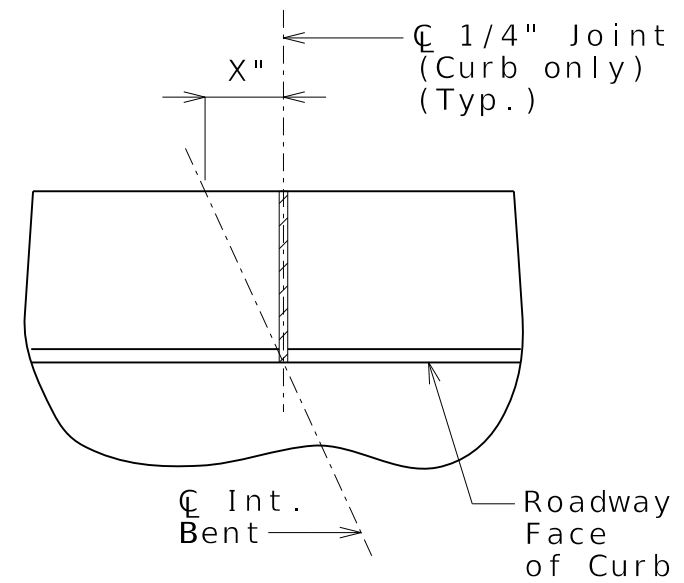
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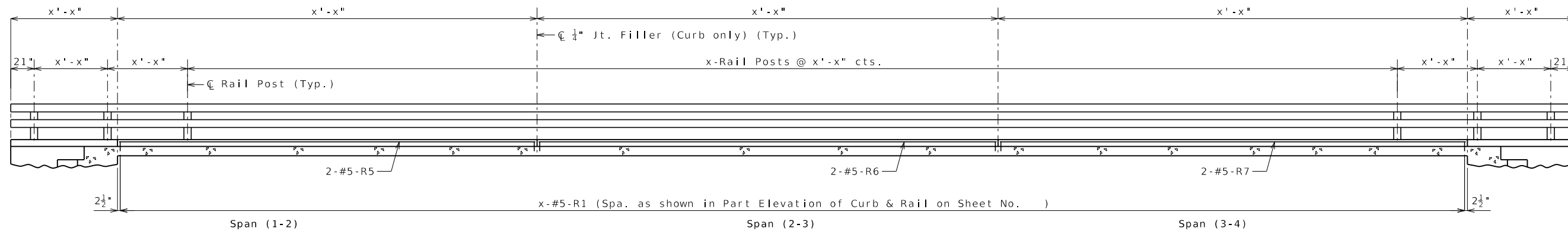


PART PLAN SHOWING  
JOINT LOCATION

(For skewed structures only)



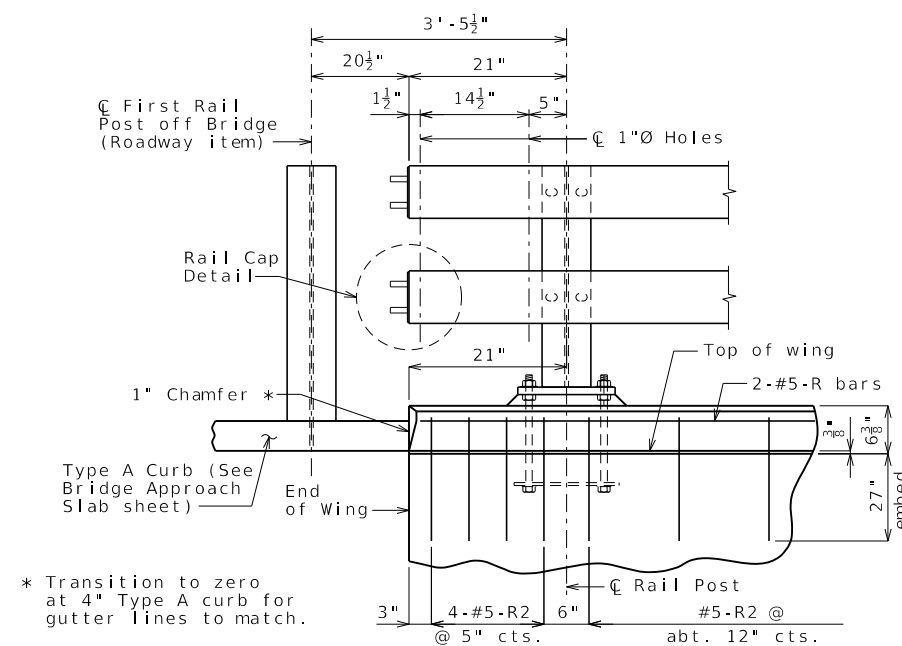
Modify Elevation below as necessary. Elevation shown is scaled down 0.25 from full size.



ELEVATION OF LEFT CURB AND RAIL

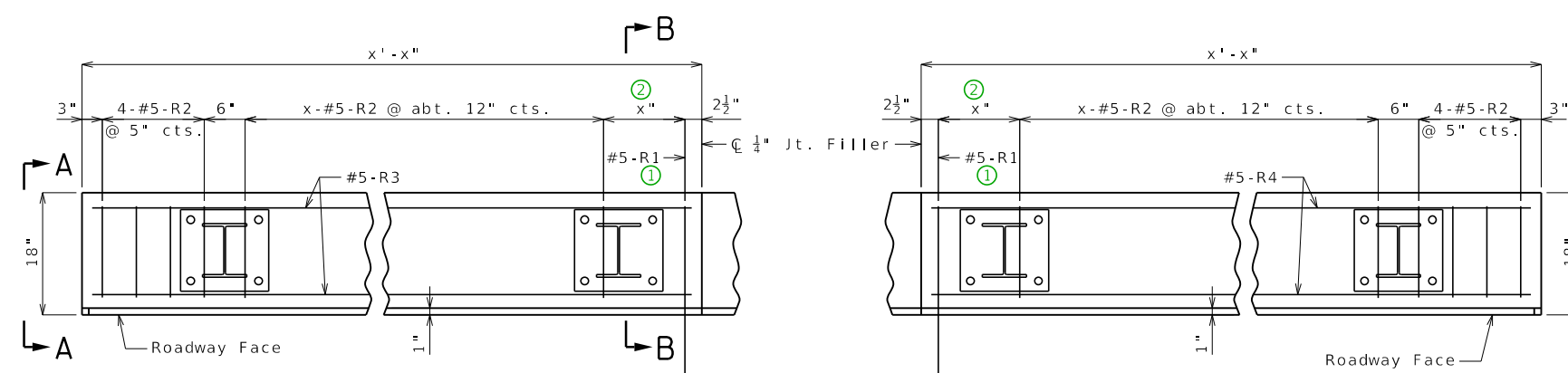
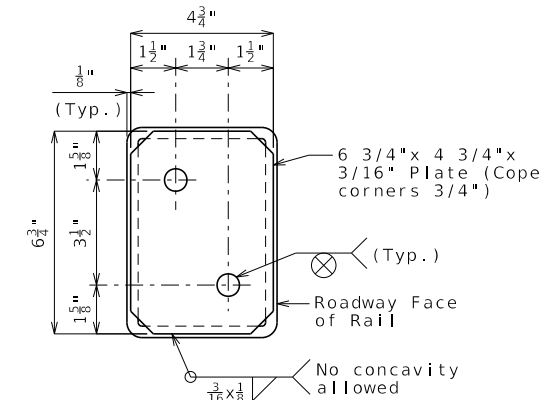
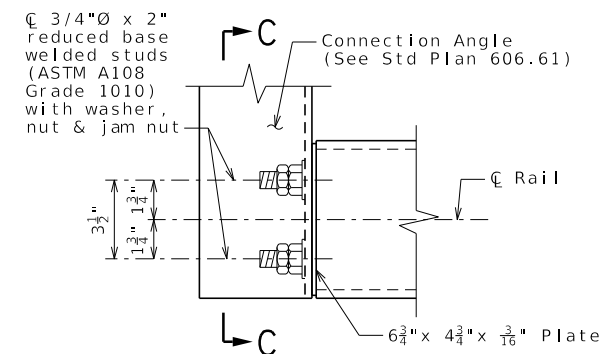
(Right curb and rail similar by 180° rotation.)  
Longitudinal dimensions are horizontal.

Longitudinal dimensions are horizontal.



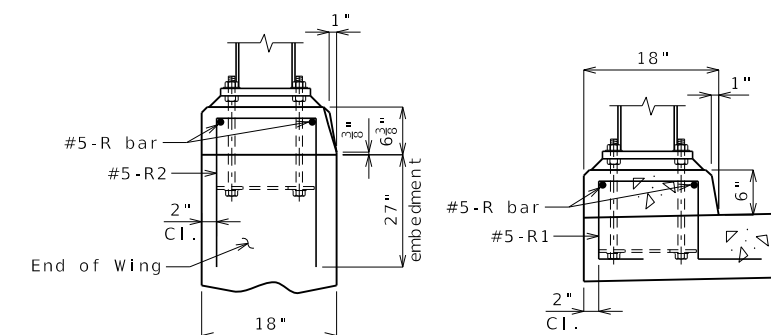
PART ELEVATION SHOWING END OF RAIL ON WING

Bridge Approach Transition not shown for clarity (Roadway Item)

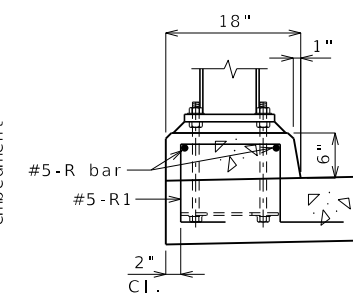


PART PLAN OF LEFT CURB AT END BENTS SHOWING REINFORCEMENT

Right curb similar. Rail not shown for clarity.



ELEVATION A-A



SECTION B-B

Note: Work this sheet with Sheet No. .

38 - INCH TWO-TUBE RAIL

Detailed  
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Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

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| 1/23/2024     |           |
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MISSOURI HIGHWAYS AND TRANSPORTATION  
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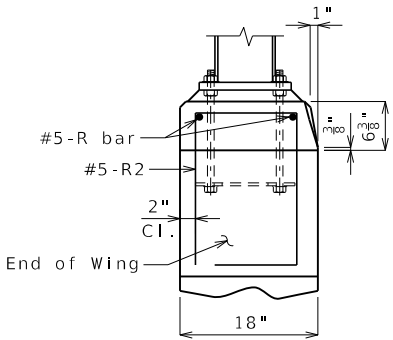
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# TTR05 Guidance & Alternate Details

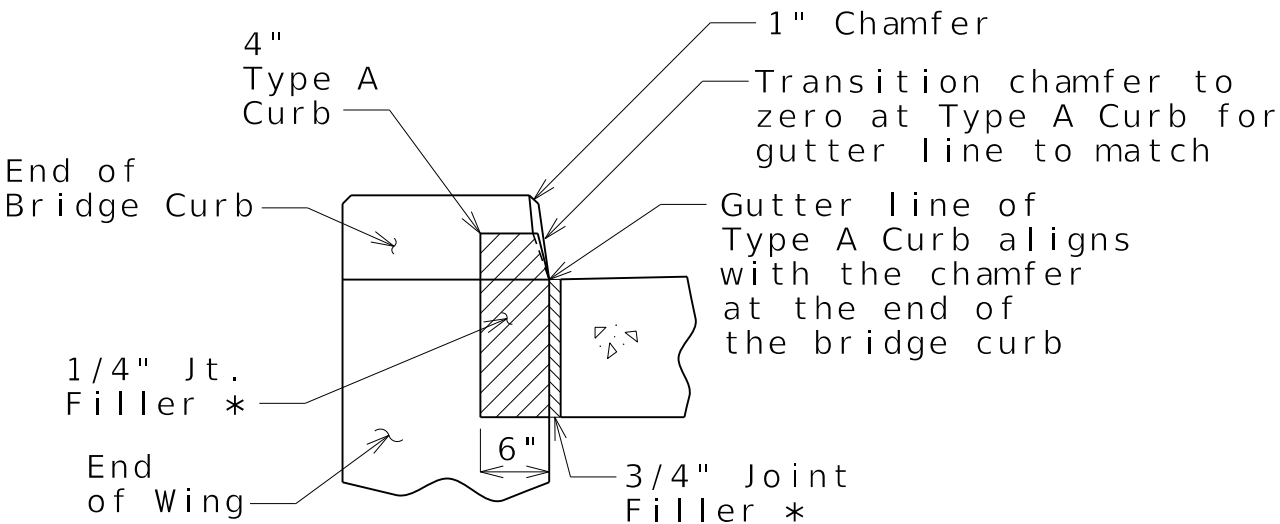
## Standard Drawing Guidance (Do not show on plans)

- ① Large skewes may require additional R1 bars.
- ② 6" min., 12" max. to avoid anchor bolts by 1½" min.



ELEVATION A-A

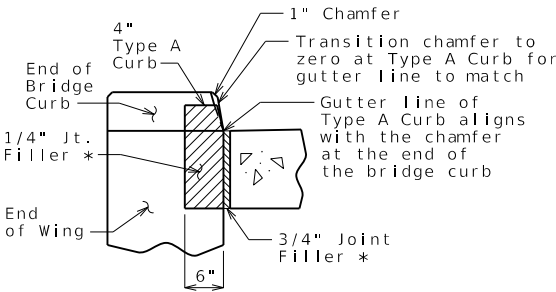
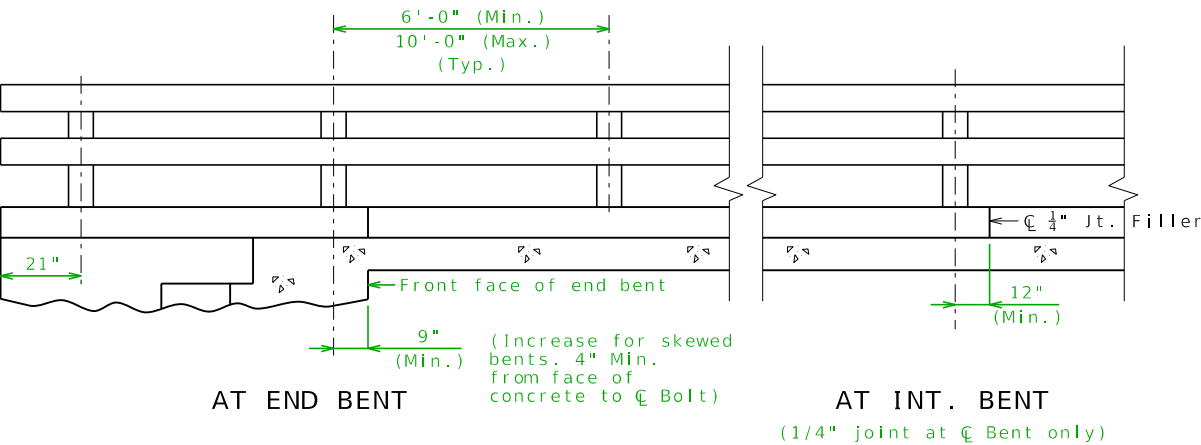
Use for shallow superstructure where 27" embedment is not possible. (Shape 6 with E=12")



SECTION BETWEEN CURBS

Copy and paste this detail to Bridge Approach Slab sheet to replace Section Between Curb and Barrier. This detail is scaled to match the scale of the MAJOR Bridge Approach Slab sheets.

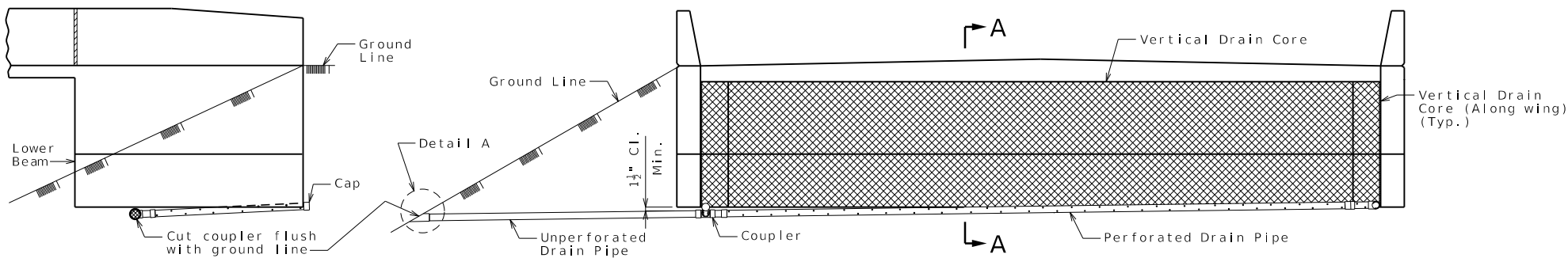
## Post spacing guidance:



SECTION BETWEEN CURBS

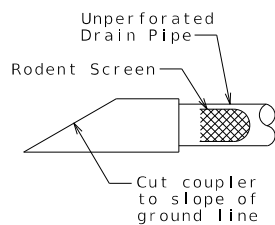
Copy and paste this detail to Bridge Approach Slab sheet to replace Section Between Curb and Barrier. This detail is scaled to match the scale of the MINOR Bridge Approach Slab sheet.



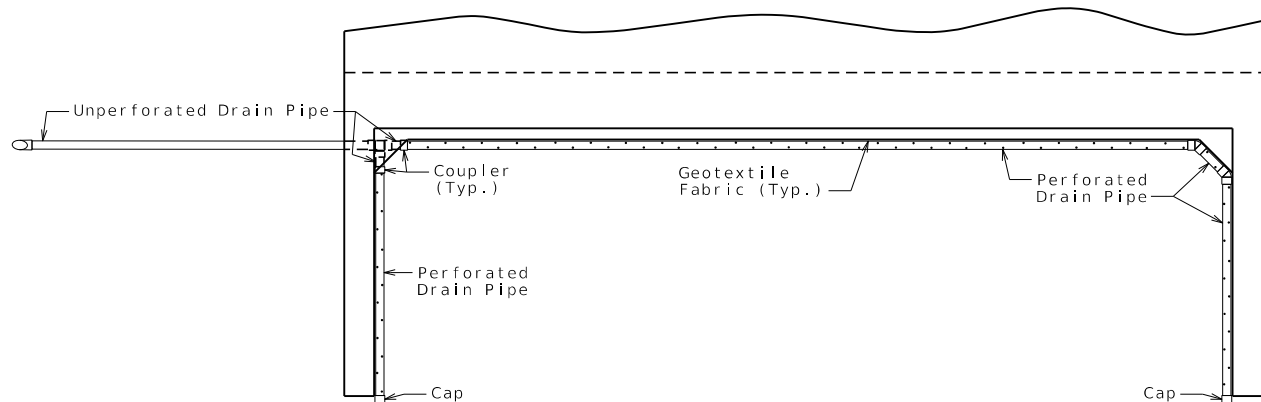


ELEVATION OF WING

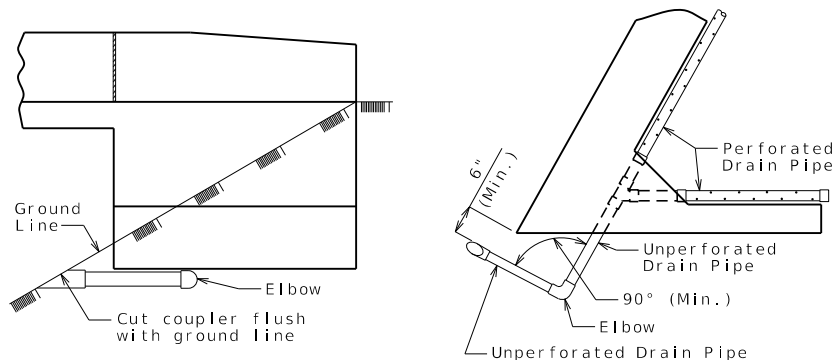
ELEVATION OF END BENT



DETAIL A



PLAN OF END BENT



ELEVATION OF WING

PART PLAN

OPTIONAL TURNED DRAIN

(Use only when straight drain is not practical.)

**Standard Drawing Guidance (do not show on plans):**

Remove details that do not apply.

Revising for skewed end bent is not necessary nor required unless unusual details of drainage need to be shown.

For end bents with intermediate wing, see Bridge Standard Drawing sheet DRAIN03.

If the drain pipe discharges onto soil, front or side slope (Case 3 and 4 of Standard Plan 609.40), and discharges at greater than 20 feet above the toe of slope, then the possible erosion of the slope should be considered and prevention coordinated with the district.

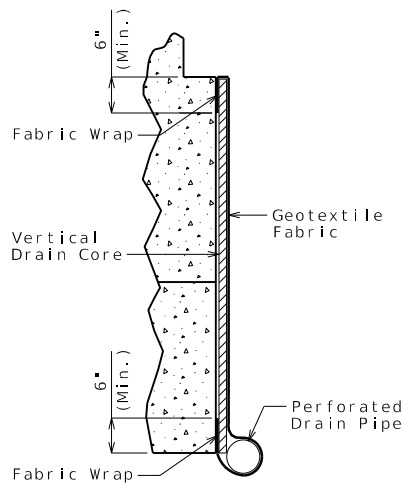
**Possible solutions:**

A. Provide a drain flume consistent with 609.40.

B. Extend the drain to the toe of slope using the following note (or similar) added to the general notes:

The unperforated drain pipe shall be extended parallel to the slope at a depth of 30 inches until the drain discharges onto rock blanket or the ditch flowline.

C. Add a detail showing the drain extension.



PART SECTION A-A  
(Section thru wing similar)

**General Notes:**

All drain pipe shall be sloped 1 to 2 percent.

Drain pipe may be either 6-inch diameter corrugated metallic-coated steel pipe underdrain, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at fill face of end bent and inside face of wings. The pipe shall slope to lowest grade of ground line, also missing the lower beam of end bent by a minimum of 1 1/2 inches.

Perforated pipe shall be placed at fill face side and inside face of wings at the bottom of end bent and plain pipe shall be used where the vertical drain ends to the exit at ground line.

**VERTICAL DRAIN AT END BENTS**  
(Squared end bent shown, skewed end bent similar)

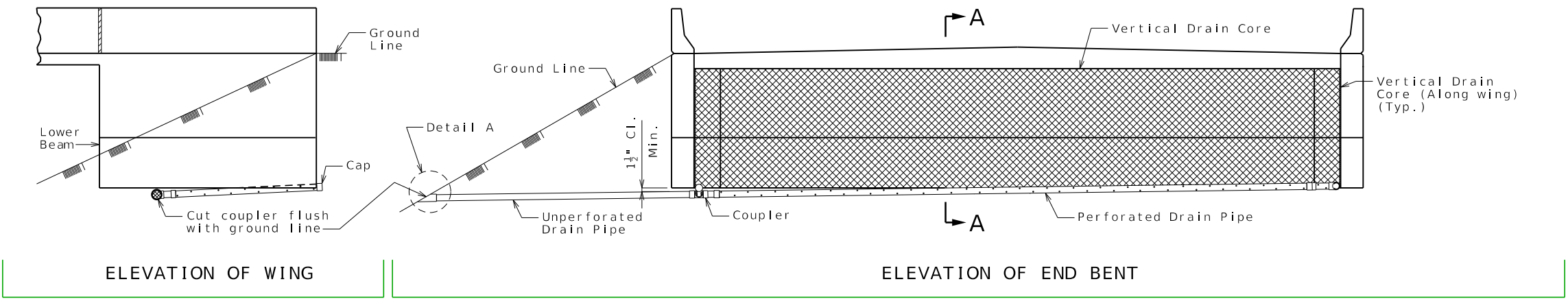
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Note: This drawing is not to scale. Follow dimensions. Sheet No. of

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| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |                  |

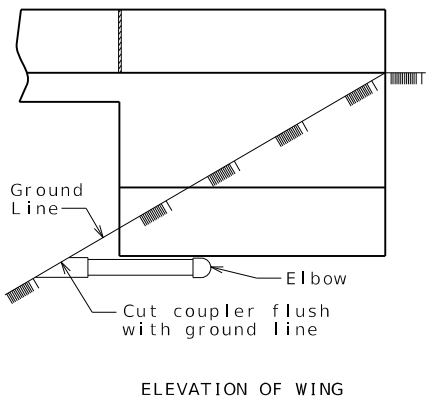






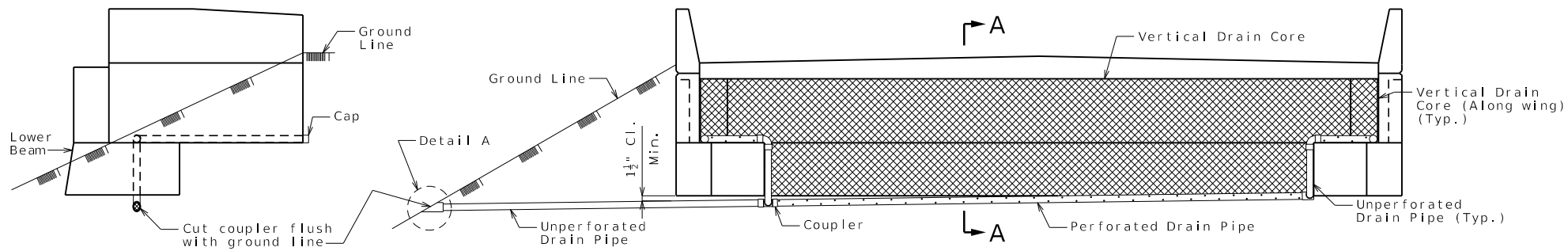
USE FOR TYPE H OR B (SBC)

USE FOR TYPE B BARRIER (SBC)



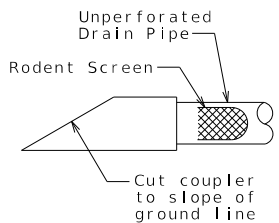
USE FOR TYPE H OR B (SBC)



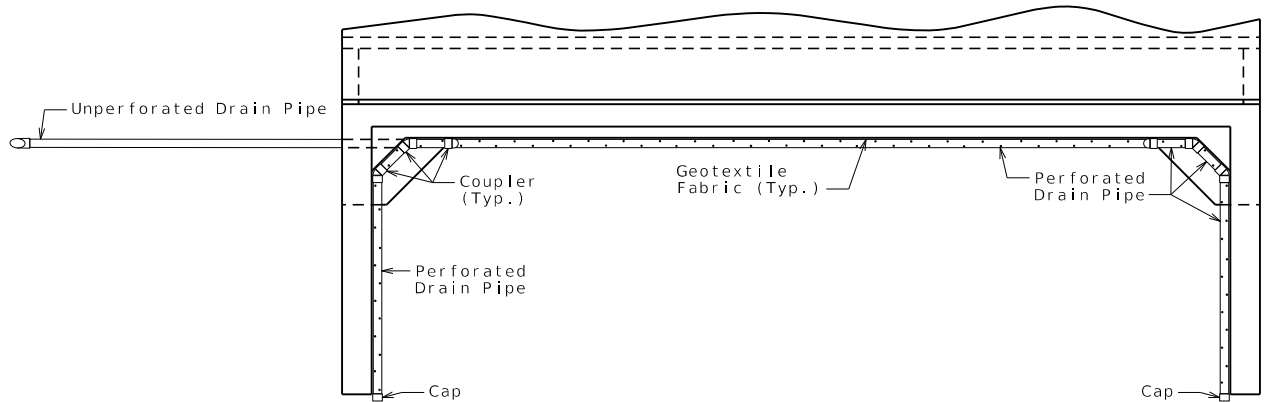


ELEVATION OF WING

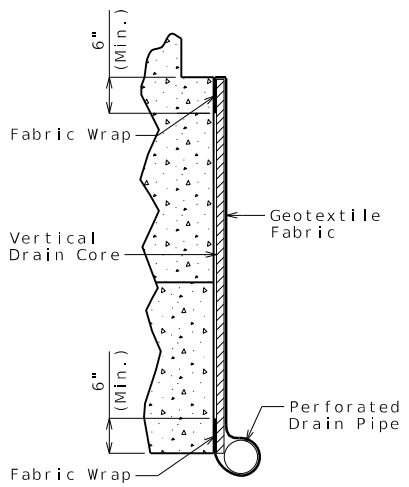
ELEVATION OF END BENT



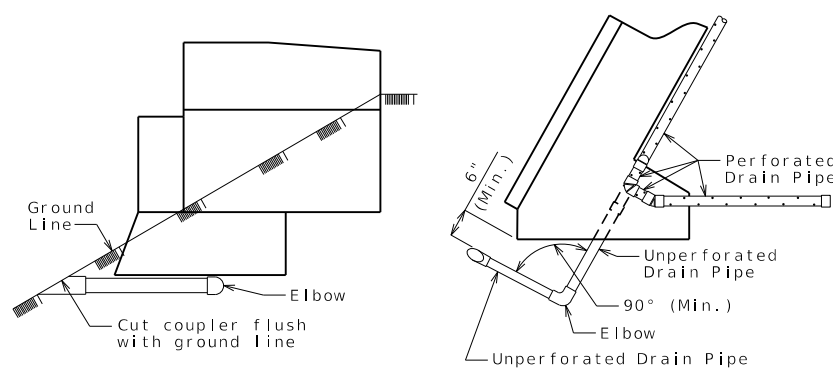
DETAIL A



PLAN OF END BENT



PART SECTION A-A  
(Section thru wing similar)



ELEVATION OF WING

PART PLAN

OPTIONAL TURNED DRAIN

(Use only when straight drain is not practical.)

**Standard Drawing Guidance  
(do not show on plans):**

Remove details that do not apply.

Revising for skewed end bent is not necessary nor required unless unusual details of drainage need to be shown.

If the drain pipe discharges onto soil, front or side slope (Case 3 and 4 of Standard Plan 609.40), and discharges at greater than 20 feet above the toe of slope, then the possible erosion of the slope should be considered and prevention coordinated with the district.

**Possible solutions:**

A. Provide a drain flume consistent with 609.40.

B. Extend the drain to the toe of slope using the following note (or similar) added to the general notes:

The unperforated drain pipe shall be extended parallel to the slope at a depth of 30 inches until the drain discharges onto rock blanket or the ditch flowline.

C. Add a detail showing the drain extension.

**General Notes:**

All drain pipe shall be sloped 1 to 2 percent.

Drain pipe may be either 6-inch diameter corrugated metallic-coated steel pipe underdrain, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at fill face of end bent and inside face of wings. The pipe shall slope to lowest grade of ground line, also missing the lower beam of end bent by a minimum of 1 1/2 inches.

Perforated pipe shall be placed at fill face side and inside face of wings at the bottom of end bent and plain pipe shall be used where the vertical drain ends to the exit at ground line.


**VERTICAL DRAIN AT END BENTS**

(Squared end bent shown, skewed end bent similar)

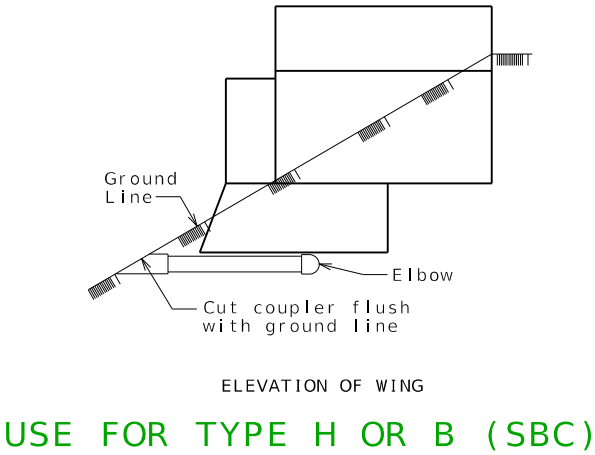
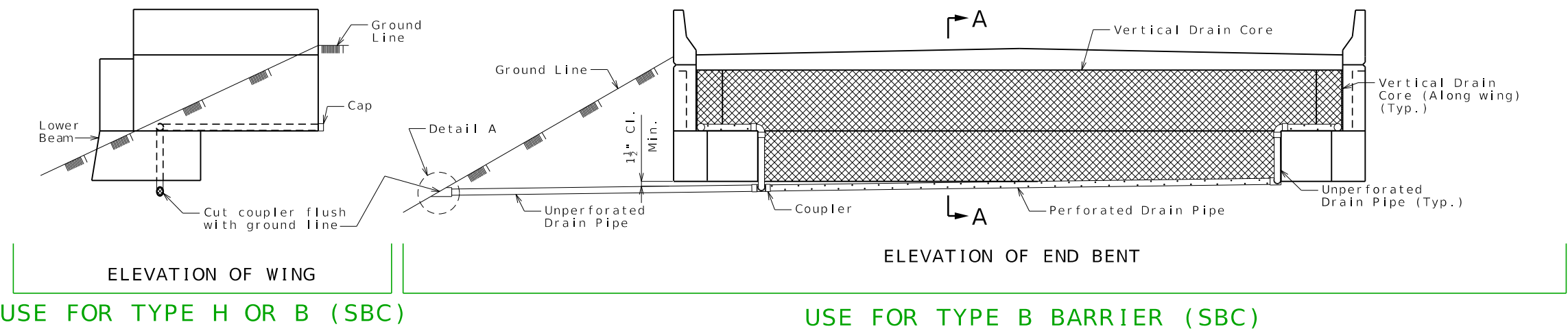
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Note: This drawing is not to scale. Follow dimensions.

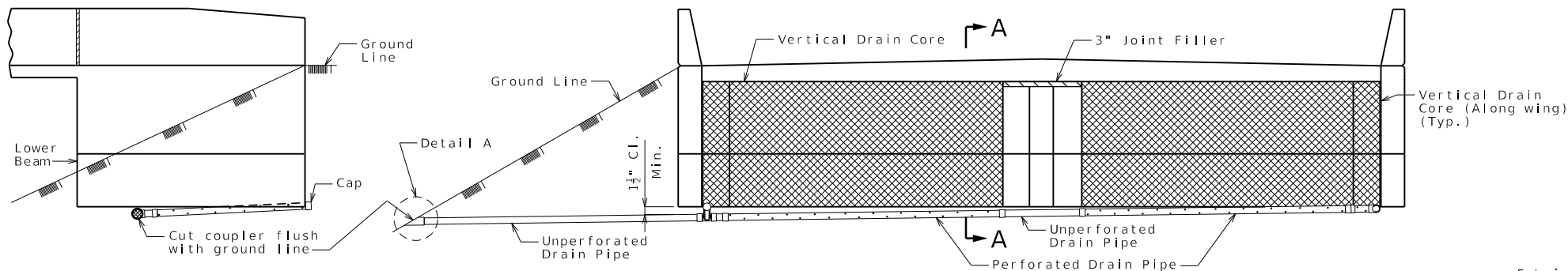
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|  |                |
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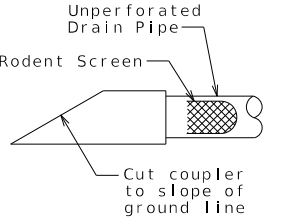




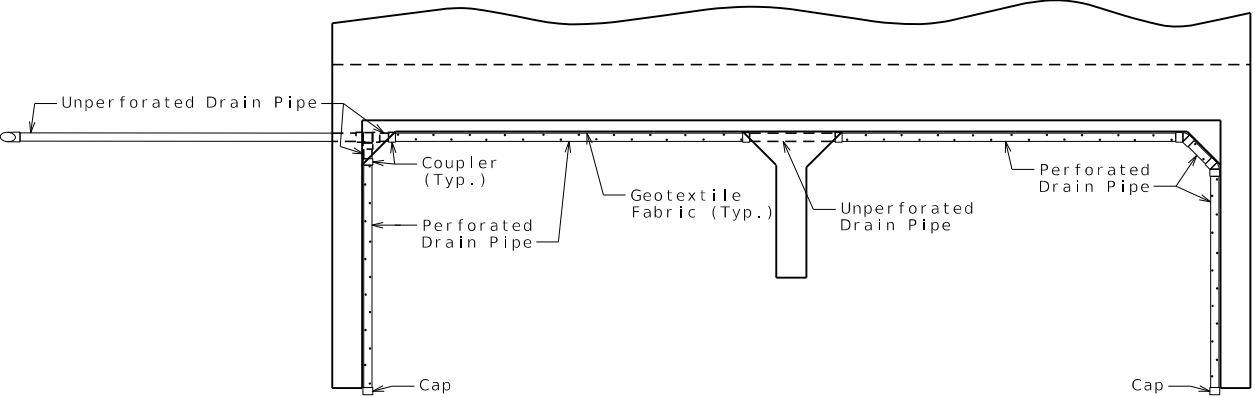


ELEVATION OF WING

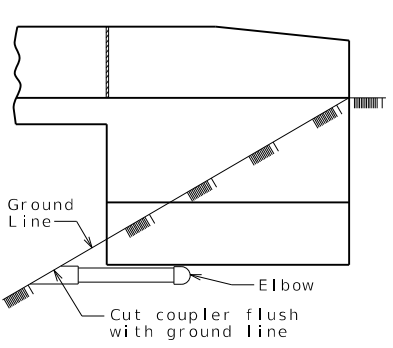
ELEVATION OF END BENT



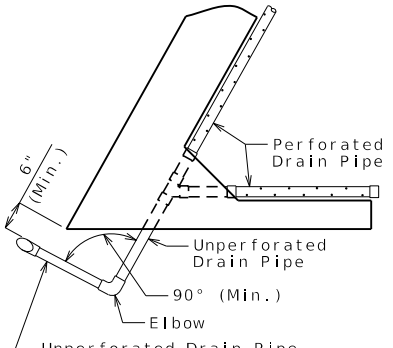
DETAIL A



PLAN OF END BENT



ELEVATION OF WING



PART PLAN

OPTIONAL TURNED DRAIN

(Use only when straight drain is not practical.)

**Standard Drawing Guidance (do not show on plans):**

Remove details that do not apply.

Revising for skewed end bent is not necessary nor required unless unusual details of drainage need to be shown.

If the drain pipe discharges onto soil, front or side slope (Case 3 and 4 of Standard Plan 609.40), and discharges at greater than 20 feet above the toe of slope, then the possible erosion of the slope should be considered and prevention coordinated with the district.

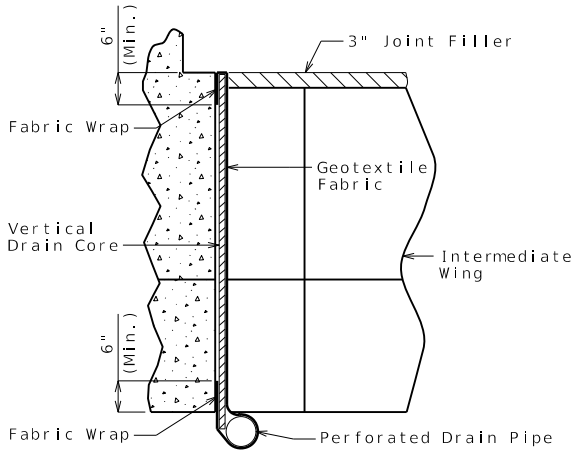
**Possible solutions:**

A. Provide a drain flume consistent with 609.40.

B. Extend the drain to the toe of slope using the following note (or similar) added to the general notes:

The unperforated drain pipe shall be extended parallel to the slope at a depth of 30 inches until the drain discharges onto rock blanket or the ditch flowline.

C. Add a detail showing the drain extension.



PART SECTION A-A  
(Section thru wing similar)

**General Notes:**

All drain pipe shall be sloped 1 to 2 percent.

Drain pipe may be either 6-inch diameter corrugated metallic-coated steel pipe underdrain, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at fill face of end bent and inside face of wings. The pipe shall slope to lowest grade of ground line, also missing the lower beam of end bent by a minimum of 1 1/2 inches.

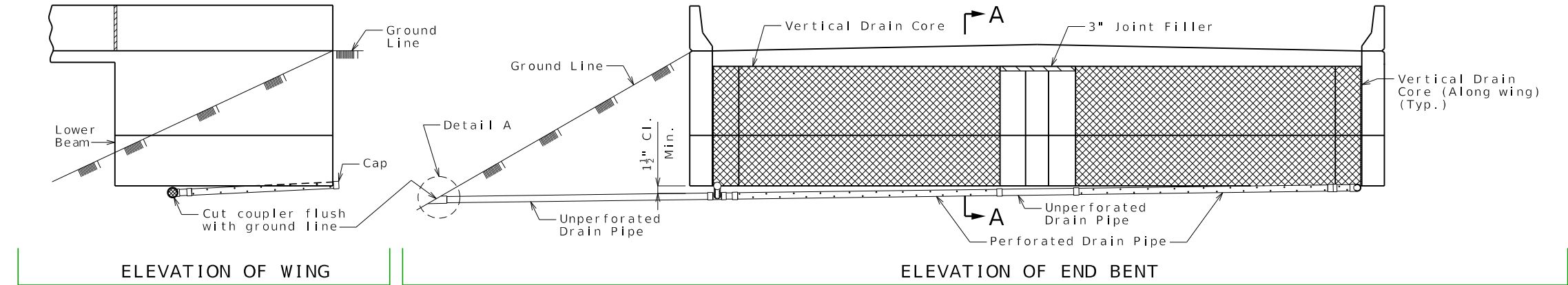
Perforated pipe shall be placed at fill face side and inside face of wings at the bottom of end bent and plain pipe shall be used where the vertical drain ends to the exit at ground line.

**VERTICAL DRAIN AT END BENTS**  
(Squared end bent shown, skewed end bent similar)

Detailed  
Checked

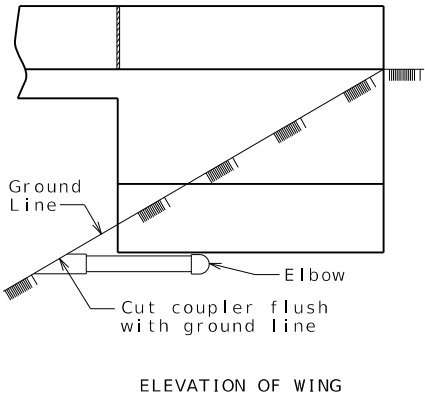
|                                                                                  |           |            |
|----------------------------------------------------------------------------------|-----------|------------|
| DATE PREPARED                                                                    |           | 10/17/2023 |
| ROUTE                                                                            | STATE     | MO         |
| DISTRICT                                                                         | SHEET NO. | 3          |
| COUNTY                                                                           |           |            |
| JOB NO.                                                                          |           |            |
| CONTRACT ID.                                                                     |           |            |
| PROJECT NO.                                                                      |           |            |
| BRIDGE NO.                                                                       |           |            |
| DESCRIPTION                                                                      | DATE      |            |
|                                                                                  |           |            |
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION                                  |           |            |
| MDOT                                                                             |           |            |
| 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |           |            |





USE FOR TYPE H OR B (SBC)

USE FOR TYPE B BARRIER (SBC)



USE FOR TYPE H OR B (SBC)