General Notes:
All concrete for the bridge approach slab and sleeper slab shall be placed in accordance with Sec 303 if f'c = 4,000 psi.
The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with fpy = 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 3 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 #6 bars and 48 inches for #4, #5 bars, or by mechanical bar splice.

Mechanical Bar Splices shall be in accordance with Sec 509.
All joint fillers shall be in accordance with Sec 1053 for preformed fiber expansion joint filler except as noted.

Payment for furnishing all materials, labor and equipment necessary to construct the approach slab, including the timber header, sleeper slab, underdrain, Type A aggregate base, joint fillers, and all other appurtenances and incidental work as shown on this sheet, including the timber header, sleeper slab, underdrain, excavation necessary to construct the approach slab, saw cuts done, joint sealant for saw cut and formed joints.

For concrete approach pavement details, see roadway plans.
See Missouri Standard Plan 690.00 for details of Type A curb.

Concrete approach pavement shall be placed in accordance with Sec 303 (f'c = 4,000 psi).

For concrete approach pavement details, see roadway plans.

Mechanical Bar Splices shall be in accordance with Sec 509.

All joint fillers shall be in accordance with Sec 1053 for preformed fiber expansion joint filler except as noted.

Payment for furnishing all materials, labor and equipment necessary to construct the approach slab, including the timber header, sleeper slab, underdrain, Type A aggregate base, joint fillers, and all other appurtenances and incidental work as shown on this sheet, including the timber header, sleeper slab, underdrain, excavation necessary to construct the approach slab, saw cuts done, joint sealant for saw cut and formed joints.

For concrete approach pavement details, see roadway plans.
See Missouri Standard Plan 690.00 for details of Type A curb.

Concrete approach pavement shall be placed in accordance with Sec 303 (f'c = 4,000 psi).

For concrete approach pavement details, see roadway plans.
ALTERNATE DETAILS FOR TYPE B BARRIER (SBC)

13" Chamfer

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

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

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.

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.

**SECTION BETWEEN BARRIER AND CURB**

Transition from roadway crown to bridge crown as necessary.

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

- #5 Bars at 12" cts.
- #6 Bars at 32" cts.
- 3/4" Jt. Filler (Typ.)
- 1" Chamber
- Type A Curb
- " Joint Filler w