ADDRESS:
MISSOURI HIGHWAYS AND TRANSPORTATION
ROUTE
1201 N. PINE STREET
JEFFERSON CITY, MO 65102

Detailed
Checked

Note: This drawing is not to scale. Follow dimensions.
Sheet No. 6 of 7

Notes For Concrete Slab Only:
All concrete for the bridge approach slab shall be Type S with f'c = 4000 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 construction joint shall provide a minimum gap of 25 inches for #4 bars, or by mechanical bar splice.
Mechanical bar splices shall be in accordance with Sec 102.

Notes For Asphalt Slab Only:
Payment for furnishing all materials, labor and excavation necessary to construct the optional bridge approach slab, including tack, curb, and Type S aggregate base within the pay limits shown, complete in place, will be considered separately controlled by the contract unit price for Bridge Approach Slab (Minor) per square yard.
Application of tack is required between lifts of asphalt bridge approach slab. Tack shall be either 6" diameter corrugated metallic coated pipe under-drain, 4" diameter corrugated polyethylene (PE) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe covered by the contract unit price for Bridge Approach Slab (Minor) per square yard. (NOT ALLOWED WITH CONCRETE PAVEMENT)

General Notes:
The contractor shall have the option to construct either slab except as noted.

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

General Notes:

Payment for furnishing all materials, labor and excavation necessary to construct the optional bridge approach slab, including tack, curb, and Type S aggregate base within the pay limits shown, complete in place, will be considered separately controlled by the contract unit price for Bridge Approach Slab (Minor) per square yard.
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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, and 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 points.
2. Show any required construction points 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. Alignment of the barrier and curb should be maintained as shown in the standard drawing. If the alignment is not maintained, adjustments to the curb length at the end of the bridge approach slab should be noted. If the end of the bridge approach slab is integral with concrete pavement, or adjacent to asphalt pavement, work any adjustments to the curb length with the details as shown on Standard Plan 609.40 & modify those details as necessary by either a note or detail.

When staging is required due to staged construction, add the following after note:

(Estimated ___ splices per slab)
Input estimated number of required mechanical bar splices.

See Notes K1.11 & 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 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.

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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.

See Notes K1.11 & 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 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.

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