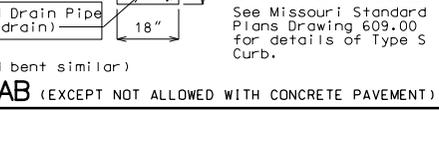
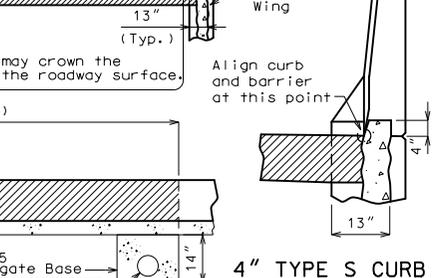
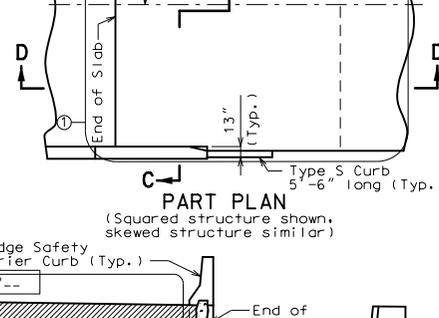
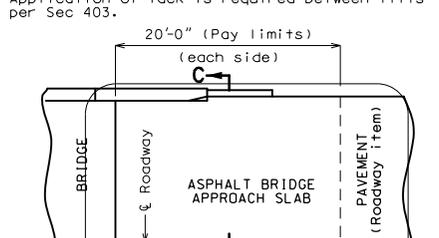


**General Notes:**  
 Contractor shall have the option to construct either slab except as noted.  
 The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.  
 Drain pipe may be either 6\"/>

**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\"/>

**Notes For Asphalt Slab Only:**  
 Payment for furnishing all materials, labor and excavation necessary to construct the asphalt bridge approach slab, including tack, curb, underdrain 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 Road) per square yard.  
 Application of tack is required between lifts per Sec 403.

**Notes For Concrete Slab Only:**  
 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 Road) per square yard.  
 See Missouri Standard Plans Drawing 609.00 for details of Type A Curb.  
 Seal joint between vertical face of bridge approach slab and wing with "Silicone Joint Sealant for Saw Cut and Formed Joints" in accordance with Sec 717.



"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

DATE PREPARED	1/23/2017
ROUTE	MO
DISTRICT	BR
SHEET NO.	*
COUNTY	*
JOB NO.	*
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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 Road), see EPG 503 Bridge Approach Slab.

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

① Show and call out any required staged construction joints.

② Show any required construction joints. Show and call out any mechanical bar splices for concrete slab.

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.

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

⑤ Identify asphalt mix type (determined by district).

⑥ For redeck and approach slab replacement jobs where 25 feet length is preferred, substitute modified underseal placement detail and change length of approach slab in other details.

⑦ 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 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 No. 609.40 and modify those details as necessary by either a note or a detail.

