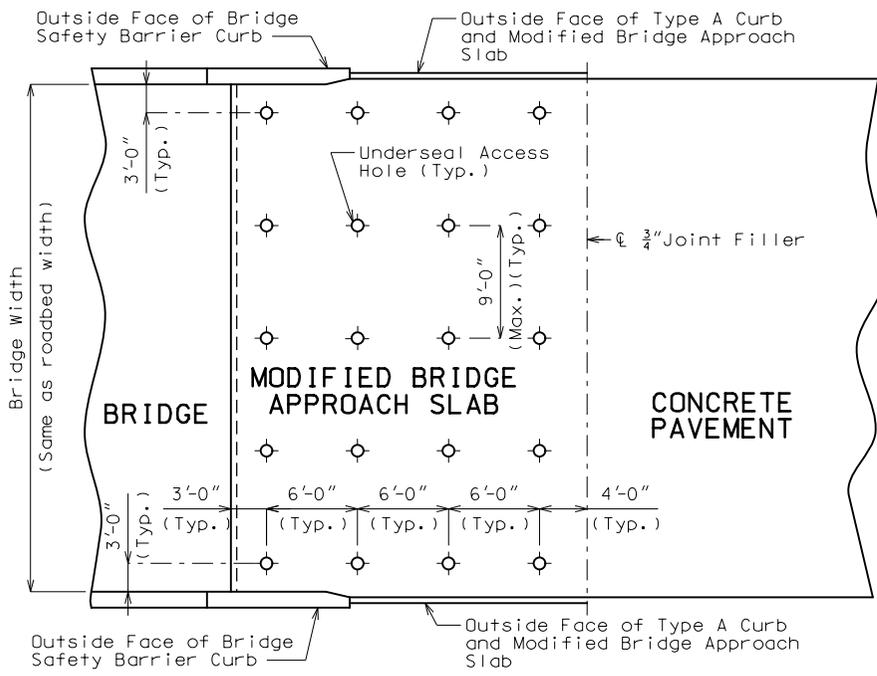
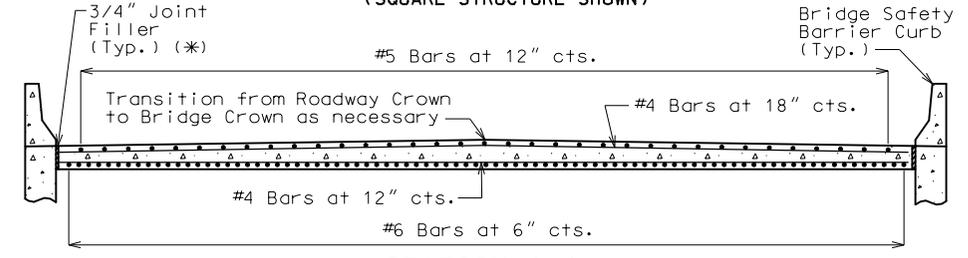


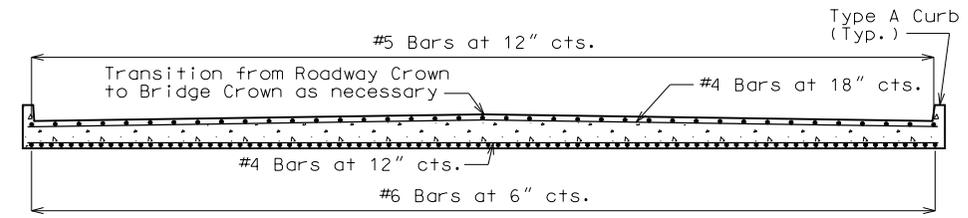
PART PLAN SHOWING REINFORCEMENT
(SQUARE STRUCTURE SHOWN)



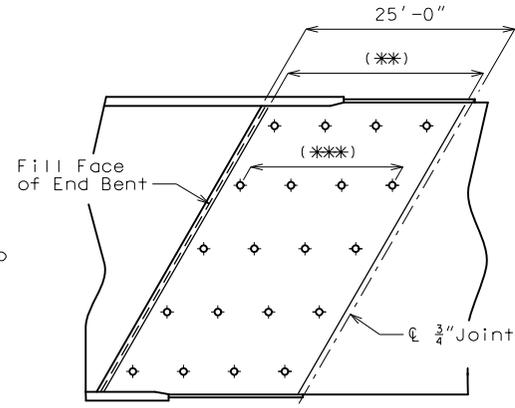
PART PLAN
(SHOWING TYPICAL UNDERSEAL ACCESS HOLE LOCATIONS)
(SQUARE STRUCTURE SHOWN)



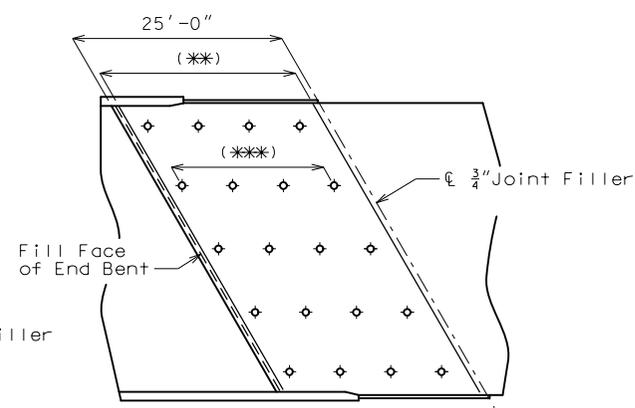
SECTION A-A



SECTION B-B



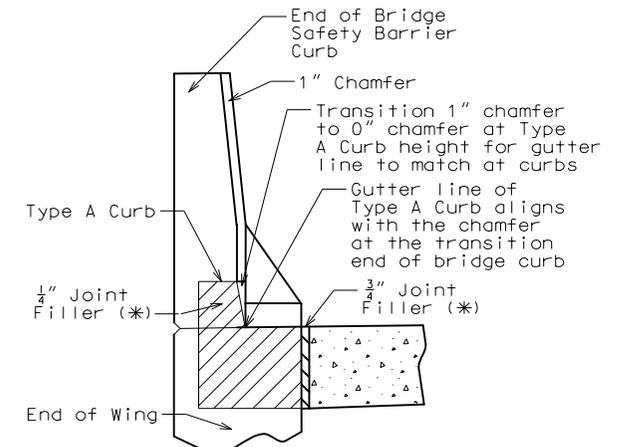
LEFT ADVANCED STRUCTURE



RIGHT ADVANCED STRUCTURE

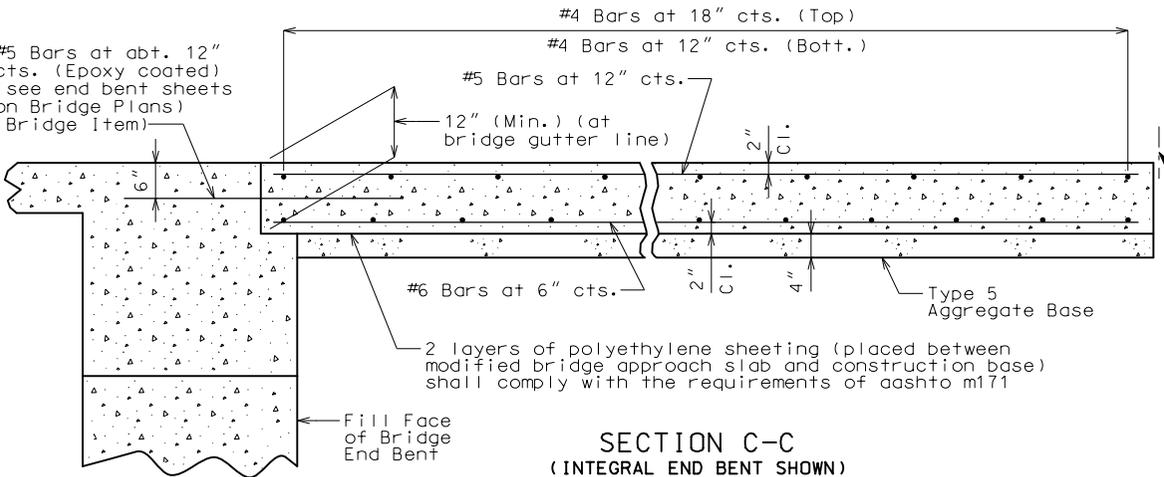
PART GENERAL PLANS OF SKEWED STRUCTURES

- (**) Transverse reinforcing bars shall be placed parallel to End Bents.
- (***) Underseal access holes shall be laid out parallel to End Bents.

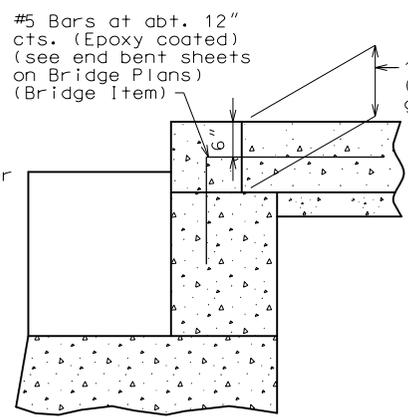


SECTION E-E
(BETWEEN CURBS)

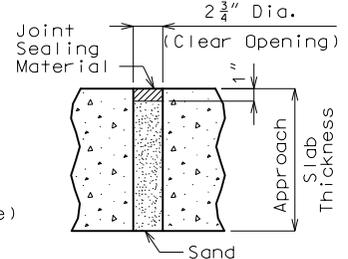
Note: With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.



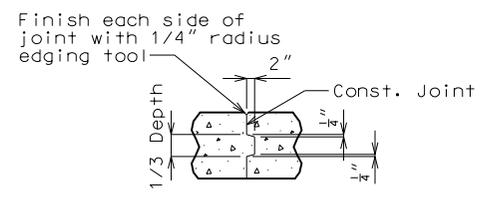
SECTION C-C
(INTEGRAL END BENT SHOWN)



PART SECTION C-C
(NON-INTEGRAL END BENT SHOWN)



TYPICAL UNDERSEAL ACCESS HOLE DETAIL



CONST. JOINT DETAIL
(IF REQUIRED)

GENERAL NOTES:

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

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

The reinforcing steel in the modified bridge approach slab shall be uncoated Grade 60 with Fy = 60,000 psi, except as shown.

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

The reinforcing steel in the modified bridge approach slab shall be continuous. The transverse reinforcing steel may be made continuous by lap splicing the bars 21" min.

Plain or deformed welded wire fabric of same strength and area per foot of slab may be substituted with the approval of the engineer. Sheets of WWF shall be lapped in accordance with CRSI.

Mechanical bar splices shall be in accordance with Sec 706.

(*) Seal joint between vertical face of modified bridge approach slab and wing with "Silicone Joint Sealant for Saw Cut and Formed Joints" in accordance with Sec 717.

The contractor shall pour and satisfactorily finish the bridge or semi-deep slab before pouring the modified bridge approach slab.

Longitudinal construction joints in modified bridge approach slab shall be aligned with longitudinal construction joints in bridge or semi-deep slab.

See Missouri Standard Plans Drawing 609.00 for details of Type A Curb.

At the contractor's option, Grade 40 reinforcement may be substituted for the Grade 60 #5 dowel bars connecting the modified bridge approach slab to the bridge abutment. No additional payment will be made for this substitution.

When Grade 40 reinforcement is substituted for the Grade 60 #5 dowel bars connecting the modified bridge approach slab to the bridge abutment, the reinforcement may be bent up to 90 degrees with a 2" minimum radius near the abutment to allow compaction of the backfill material near the abutment. Damage to epoxy coating shall be repaired in accordance with Sec 710.

MODIFIED BRIDGE APPROACH SLAB
SPECIAL SHEET

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
 105 WEST CAPITOL JEFFERSON CITY, MO 65102
 1-888-ASK-MODOT (1-888-275-6636)

DATE PREPARED 9/22/2010	
ROUTE	STATE MO
DISTRICT	SHEET NO.
COUNTY	
JOB NO.	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
DESCRIPTION	DATE

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."
 IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.