Estimated Quantities

	Item		Substr.	Superstr.	Total
	Class 1 Excavation	cu. yard	210		210
	Temporary Shoring	lump sum			1
	Removal of Bridges (A-504 NB & SB)	lump sum			1
	Bridge Approach Slab (Bridge)	sq. yard	536		536
	Drilled Shafts (5 ft. 6 in. Dia.)	linear foot	260.0		260.0
	Rock Sockets (5 ft. 0 in. Dia.)	linear foot	116.0		116.0
	Supplementary Television Camera Inspection	each	8		8
	Foundation Inspection Holes	linear foot	196.0		196.0
	Sonic Logging Testing	each	8		8
	Structural Steel Piles (14 in.)	linear foot	1755		1755
	Pile Point Reinforcement	each	15		15
	Class B Concrete (Substructure)	cu. yard	389.3		389.3
	Slab on Steel	sq. yard		3075	3075
*	Safety Barrier Curb	linear foot		631	631
*	Median Barrier Curb (Type C)	linear foot		330	330
	Reinforcing Steel (Bridges)	pound	115,490		115,490
	Mechanical Bar Splice	each	144	2144	2228
	Temporary Coating - Concrete Bents and Piers (Weathering Steel)	lump sum			1
	Fabricated Structural Low Alloy Steel (Plate Girder) A709, Grade 50W	pound		750,020	750,020
	Slab Drain	each		56	56
	Drainage System (On Structure)	lump sum			1
	Intermediate Field Coat (System H)	sq. foot		3900	3900
	Finish Field Coat (System H)	sq. foot		3900	3900
	Vertical Drain at End Bents	each			2
	Plain Neoprene Bearing Pad	each		12	12
	Laminated Neoprene Bearing Pad (Tapered)	each		12	12
	Laminated Neoprene Bearing Pad Assembly	each		24	24

1. Pay item required since total is greater than or equal to fifty.
2. Substructure total should include the quantity of mechanical bar splices located in non-integral end bents and all intermediate bents.
3. Superstructure total should include the quantity of mechanical bar splices located in deck slabs, integral end bents, concrete diaphragms at non-integral end bents and concrete diaphragms at intermediate bents.

This would be the only highlighted item needed on this sheet if MBS pay item were not required. If this were the case, add the following to the end of this note:

... except that on measurement will be made for mechanical bar splices and they will be considered completely covered by the contract unit price for other items.

* Barrier curb shall be cast-in-place option or slip-form option.

All concrete between the upper and lower construction joints in the end bents is included in the Estimated Quantities for Slab on Steel.

All reinforcement in the end bents is included in the Estimated Quantities for Slab on Steel.

All mechanical bar splices in the end bents and slab are included in the Superstructure Quantities.

Estimated Quantities for Slab on Steel

Item		Total
Class B-2 Concrete	cu. yard	887.8
Reinforcing Steel	pound	25,050
Reinforcing Steel (Epoxy Coated)	pound	223,180
Mechanical Bar Splice	each	2144

The table of Estimated Quantities for Slab on Steel represents the quantities used by the State in preparing the cost estimate for concrete slabs. The area of the concrete slab will be measured to the nearest square yard with the horizontal dimensions as shown on the plan of slab. Payment for stay-in-place forms, conventional forms, all concrete and coated and uncoated reinforcing steel except MBS will be considered completely covered by the contract unit price for the slab. Variations may be encountered in the estimated quantities but the variations cannot be used for an adjustment in the contract unit price.

Method of forming the slab shall be as shown on the plans and in accordance with Sec 703. All hardware for forming the slab to be left in place as a permanent part of the structure shall be coated in accordance with ASTM A123 or ASTM B633 with a thickness class SC 4 and a finish type I, II or III.

Slab shall be cast-in-place with conventional forms or stay-in-place corrugated steel forms. Precast prestressed panels will not be permitted.

1. Don't use note if pay item is not required (Total MBS quantity <50).
2. Would exclude "end bents" if bents were non-integral.
3. Would replace "end bents" with "concrete diaphragms at end bents" if bents were non-integral and girders were concrete.
4. Would add ", intermediate bent concrete diaphragms" after "end bents" if girders were concrete.
5. Would exclude "slab" if MBS were not located in the slab.

General Notes:

Design Specifications:

2007 - AASHTO LRFD 4th Edition and 2008 Interims
Load and Resistance Factor Design
2002 - AASHTO 17th Edition (Seismic)
Load Factor Design
Seismic Performance Category B

Design Loading:

HL-93 (LRFD Superstructure, LRFD Substructure)
35#/Sq. Ft. Future Wearing Surface
Earth 120 #/Cu. Ft., Equivalent Fluid Pressure 45#/Cu. Ft.
400 kip Equivalent Static Collision Force
Intermediate Bents No. 2 & 3 include dead load for a possible future reinforced concrete collision wall with a length of 80'-0", height of 23'-0" and a thickness of 2'-6"

oprene Bearing P
ith Sec 716.

Fabricated Steel Connections:

Field connections shall be made with 3/4" diameter high strength bolts and 13/16" di

High strength bolts, nuts and washers will be sampled for quality assurance as speci Section (FS-712) from Materials Manual.

Joint Filler:

All joint filler shall be in accordance with Sec 1057 for preformed sponge rubber ex partition joint filler, except as noted.

Reinforcing Steel:

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

MBS refers to mechanical bar splice. Mechanical bar splices shall be in accordance with Sec 706 or 710.

Structural Steel Protective Coatings:

Protective Coating: Facia girders shall be coated with complete System H in accordance with Sec 1081.

Portions of the structural steel embedded in or in contact with concrete, including but not limited to the top flange of girders, shall be coated with not less than 2.0 mils of the prime coat for System H.

Prime Coat: The prime coat shall be applied in the fabrication shop. The cost of the prime coat will be considered completely covered by the contract unit price for the Fabricated Structural Steel.

Field Coats: The color of the field coats shall be Brown (Federal Standard #30045). The cost of the intermediate field coat will be considered completely covered by the contract unit price per sq. foot for Intermediate Field Coat (System H). The cost of the finish field coat will be considered completely covered by the contract unit price per sq. foot for Finish Field Coat (System H). At the option of the contractor, the intermediate and finish field coats may be applied in the shop. The contractor shall exercise extreme care during all phases of loading, hauling, handling, erection and pouring of the slab to minimize damage and shall be fully responsible for all repairs and cleaning of the coating systems as required by the engineer.

Permanent Steel Casing Protective Coatings (Int. Bent No. 3):

Before the coating is applied, steel casing shall be thoroughly cleaned. All exposed surfaces of the permanent steel casing shall be coated with one 6-mil (0.15 mm) thickness of approved gray epoxy-mastic in accordance with the epoxy-mastic manufacturer's recommendations.

No direct payment will be made for coating exposed surfaces of steel casing. Payment for coating the steel casing and all material, labor, tools, equipment and incidentals necessary to complete the protective coating items will be considered completely covered under the contract unit price for other items.

Concrete Protective Coatings:

Temporary coating for concrete bents and piers (weathering steel) shall be applied on all concrete surfaces above the ground line or low water elevation on all abutments and intermediate bents in accordance with Sec 711.

Traffic Handling:

Staged construction. Maintain 2 lanes of traffic per direction, except for closure pours. See roadway plans for traffic control plan.

Miscellaneous:

"Sec" refers to the sections in the standard and supplemental specifications unless specified otherwise.

Outline of old work is indicated by light dashed lines. Heavy lines indicate new work.

Existing Structure:

With approval of the engineer, existing substructure may be removed to existing construction joints if necessary for stage construction. See existing bridge plans for location of existing construction joints.

Closure Pour:

Expansive Class B-2 concrete shall be used in the closure pour.

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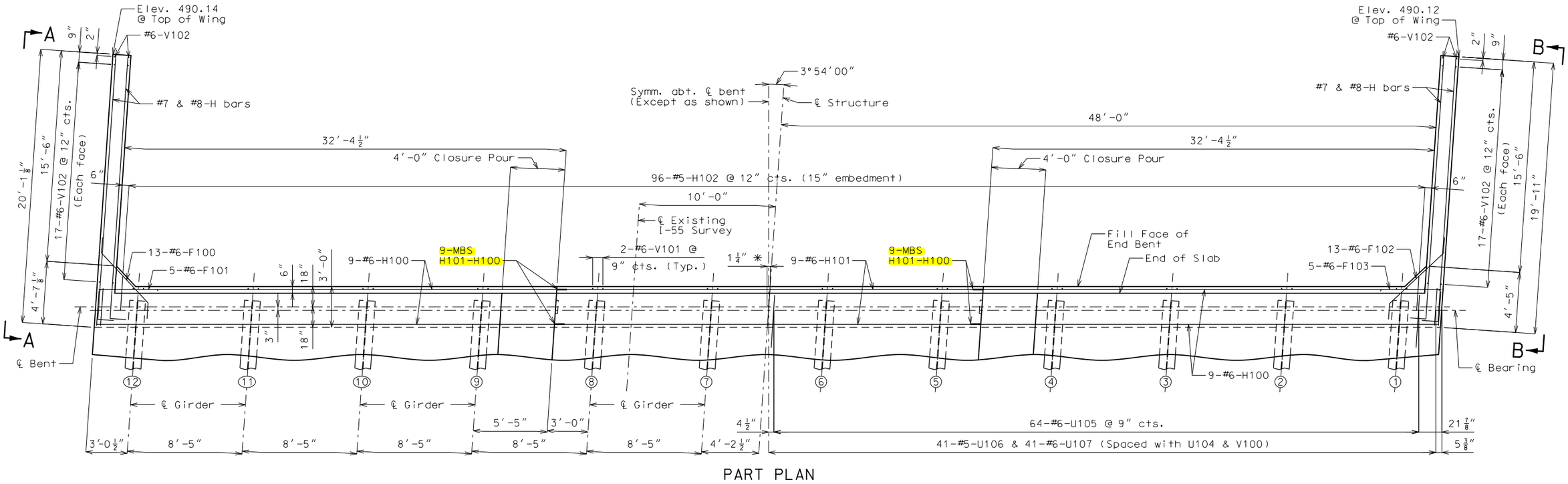
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

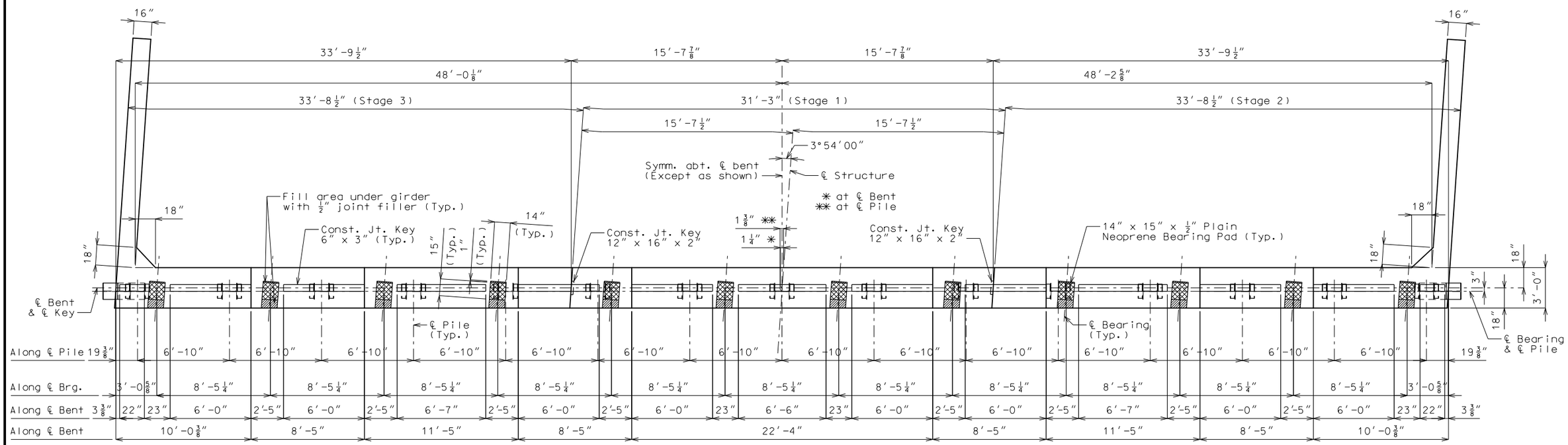
Detailed Sep. 2010
Checked Nov. 2010

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

ESTIMATED QUANTITIES AND GENERAL NOTES



PART PLAN



PLAN OF BEAM SHOWING DIMENSIONS

Notes: For Substructure Quantity Table for Bent No. 1, see Sheet No. 14.

For details of End Bent No. 1 not shown, see Sheets No. 13 & 14.

For Elevations A-A & B-B, see Sheet No. 14.

For details of vertical drain at end bents, see Sheet No. 15.

Bend #6-F100 & F102 bars in field to clear girders.

All vertical reinforcing bars in the substructure beams or caps shall be field adjusted to clear piles by at least 1 1/2".

All concrete in the end bent above top of beam and below top of slab shall be Class B-2.

DETAILS OF END BENT NO. 1

Detailed Sep. 2010
Checked Nov. 2010

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

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DATE PREPARED 2/4/2014
ROUTE *
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DISTRICT BR
SHEET NO. *
COUNTY *
JOB NO. *
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PROJECT NO.
BRIDGE NO. *

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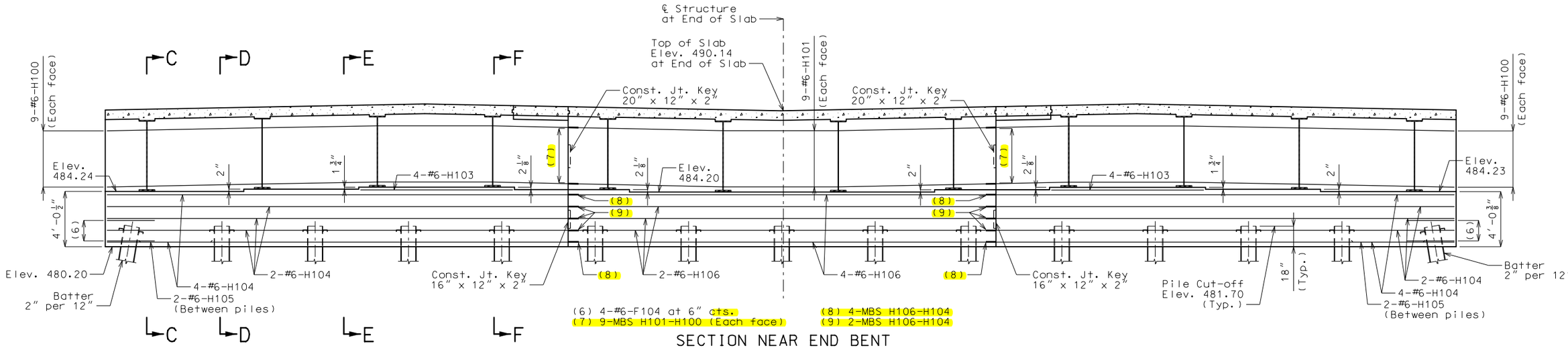
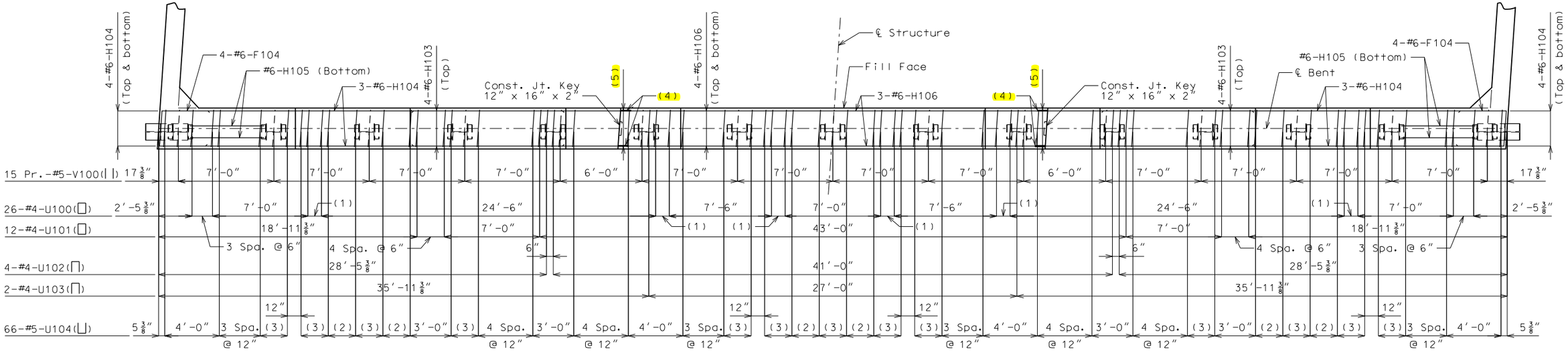


SECTION NEAR END BENT



(1) 2 Spaces at 6"
(2) 2 Spaces at 12"
(3) 2'-0"

(4) 3-MBS H106-H104
(5) 4-MBS H106-H104 (Top and bottom)

PLAN OF BEAM SHOWING REINFORCEMENT

Notes: For Substructure Quantity Table for Bent No. 1, see Sheet No. 14.

For details of End Bent No. 1 not shown, see Sheets No. 12 & 14.

For Sections C-C thru F-F, see Sheet No. 14.

All vertical reinforcing bars in the substructure beams or caps shall be field adjusted to clear piles by at least 1 1/2".

All concrete in the end bent above top of beam and below top of slab shall be Class B-2.

All U-bars and Pr. V-bars in end bent are to be placed parallel to ℄ Roadway.

Concrete diaphragms at the integral end bents shall be poured a minimum of 12 hours before the slab is poured.

DETAILS OF END BENT NO. 1

Detailed Sep. 2010
Checked Nov. 2010

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

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DISTRICT BR SHEET NO. ✳
COUNTY ✳
JOB NO. ✳
CONTRACT ID.
PROJECT NO.
BRIDGE NO. ✳

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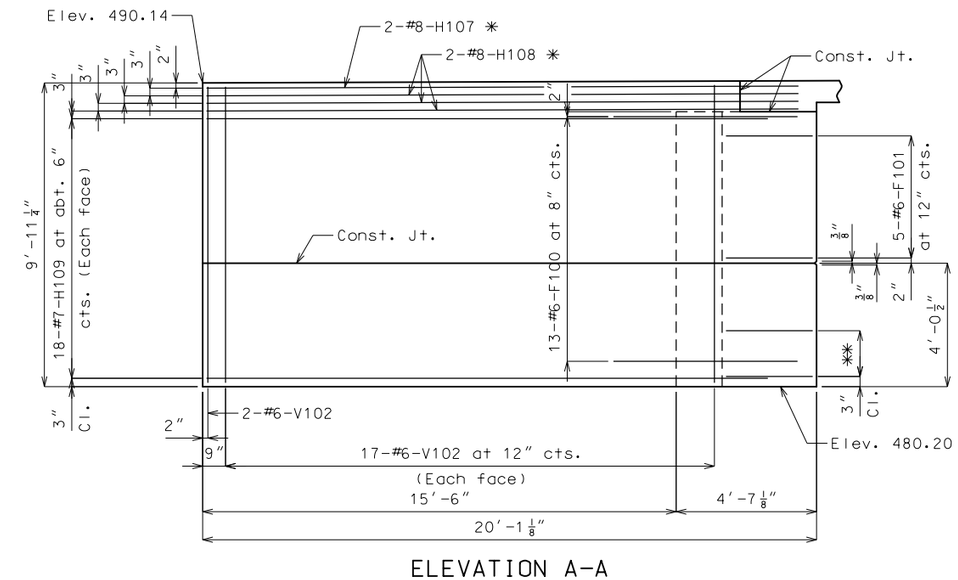
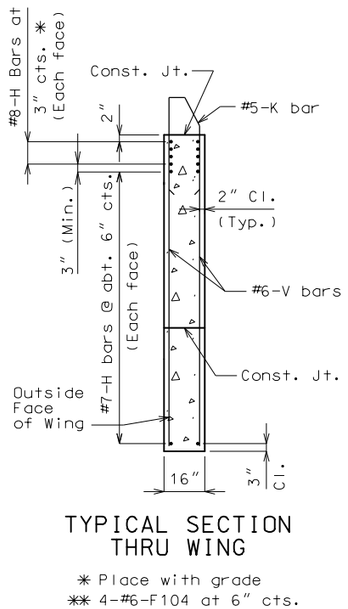
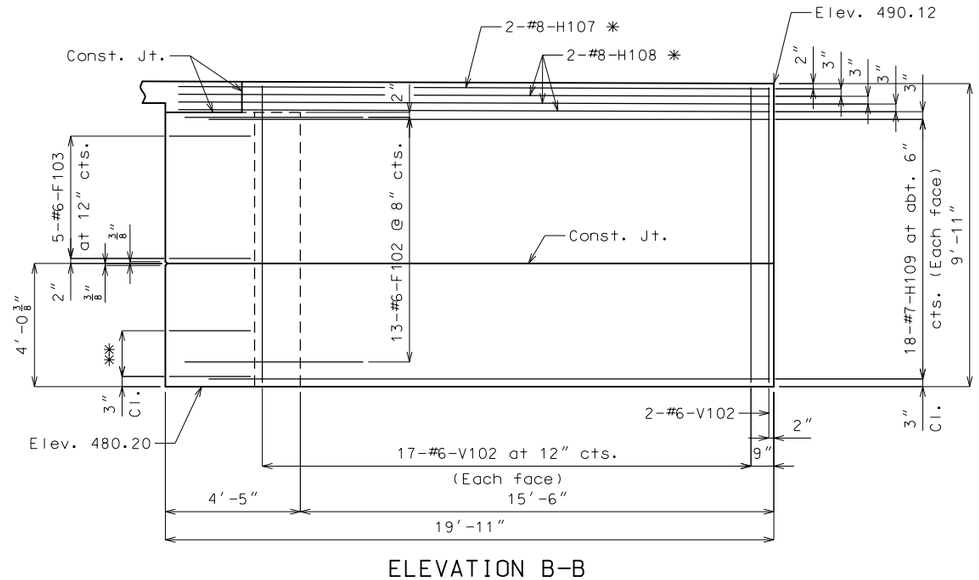


ELEVATION A-A

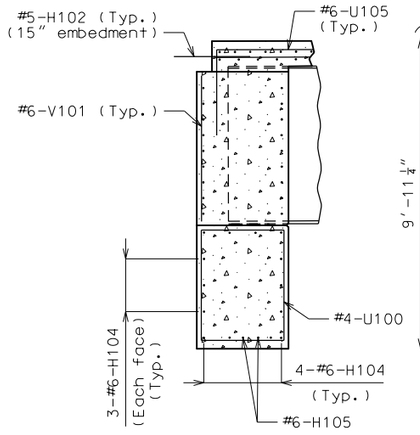


TYPICAL SECTION THRU WING

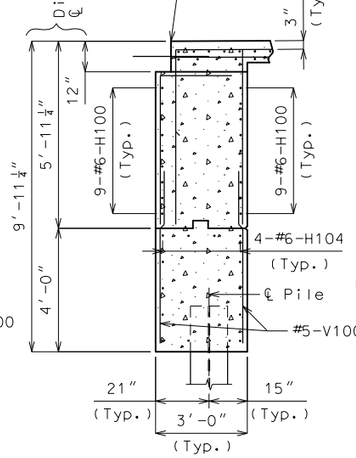


ELEVATION B-B

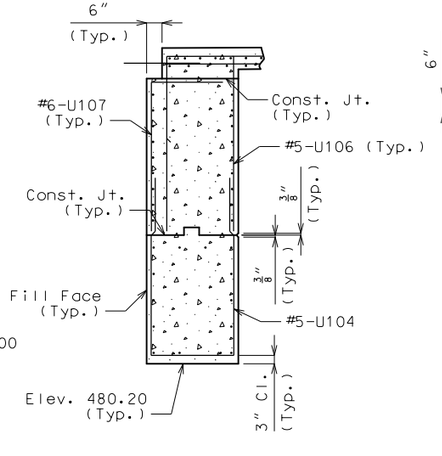
✳ Place with grade
✳✳ 4-#6-F104 at 6" cts.



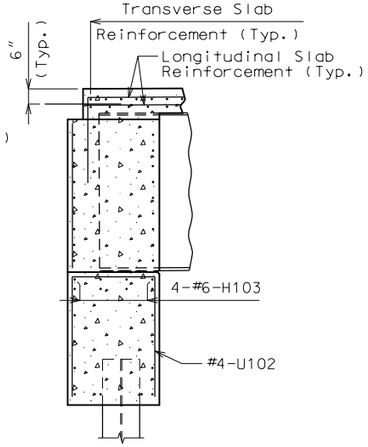
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

Substructure Quantity Table for Bent No. 1		
Item		Quantity
Class 1 Excavation	cu. yard	105
Structural Steel Pile (14 in.)	linear foot	675
Class B Concrete (Substructure)	cu. yard	53.1

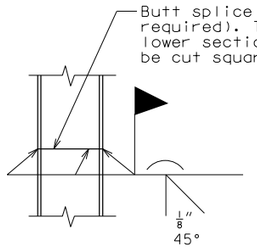
Notes: These quantities are included in the table of Estimated Quantities on Sheet No. 2.

For details of End Bent No. 1 not shown, see Sheets No. 12 & 13.

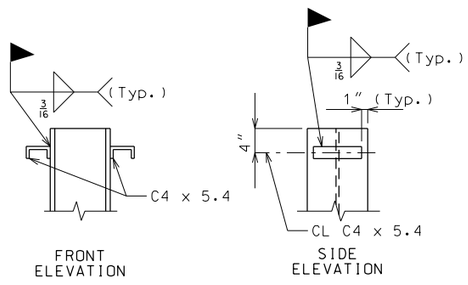
For details of vertical drain at end bents, see Sheet No. 15.

For reinforcement of safety barrier curb, see Sheets No. 41, 42 & 43.

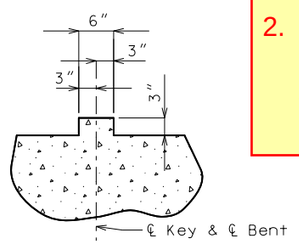
1. End bents are integral and therefore the 64 MBS detailed in this bent are included in the slab quantities and the superstructure total in the table of Estimated Quantities and not listed in this table.
2. If bents were non-integral and the overall MBS quantity was 50 or more (requiring pay item) the quantity of MBS would be listed in the substructure table and included in the substructure total in the table of Estimated Quantities.



STEEL PILE SPLICE



DETAILS OF PILE ANCHORS



TYPICAL SECTION THRU KEY

DETAILS OF END BENT NO. 1

Detailed Oct. 2010
Checked Nov. 2010

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

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17-#5-U200
8-#5-U201
47-#5-U202
12-#4-U203 (Hairpin)

(1) 2 Spaces at 9"
(2) 2 Spaces at 12"
(3) 2'-0" (Typ.)
(4) Alternate 8-#8-V201 with 8-#8-V202 and 7-#8-V203 (Typ.)
(5) 17-#4-P201 at 3" cts. (Typ.)
(6) 6-#6-H203 (Each face)
(7) 6-#6-H206 (Each face)
(8) 6-MBS H206-H203 (Each face)
(9) 12-MBS H205-H200

Symm. abt. ℄ bent (Except as shown)

Elev. 483.94
Elev. 483.91
Elev. 483.93
Elev. 478.91

6-#6-H204
12-#10-H200
12-#10-H201
12-#10-H205
12-MBS H205-H201
8-#6-H202 (Typ.)
23-#8-V200 (Typ.)
Const. Jt. Key 20" x 20" x 2"
Const. Jt. Key 16" x 16" x 2" (Typ.)
℄ Column, Drilled Shaft and Rock Socket (Typ.)
4'-0"Ø (Typ.)
Const. Jt. Key 16" x 16" x 2" (Typ.)
Approximate Ground Line
1/2" (Min.) Permanent Steel Casing (Typ.)
Top of Drilled Shaft and Permanent Casing Elev. 452.00 (Typ.)
5'-6"Ø O.D. (Typ.)

** D20 or W20 wire reinforcement with fy = 65,000 psi may be substituted for #4-P200.

* Lapping of spiral reinforcement in this region is not permitted.

#4-P200 Spiral Bar at 3" pitch (Typ.) **

Note:
Work this sheet with Sheet No. 17.

PART ELEVATION

U-Bars (Spaced as shown in Part Elevation)

℄ Column, Drilled Shaft and Rock Socket
℄ Bent, Rock Socket, Drilled Shaft, Column, and Bearing
℄ Girder
Laminated Neoprene Bearing Pad 18" x 15" x 3¾" (Typ.)
℄ Bent
℄ Structure & ℄ Median I-55
3°54'00"
2"
℄ Exist. I-55 Survey
10'-0"
6-MBS H206-H203
Const. Jt. Key 20" x 20" x 2" (Typ.)
18" (Typ.)
15" (Typ.)
8-#6-H202
6-#6-H204 (Top)
6-#6-H203
12-#10-H205 (Top & bottom)
6-#6-H206
12-#10-H201 (Bottom)
12-#10-H200 (Top)

(10) 12-MBS H205-H200 (Top) and 12-MBS H205-H201 (Bottom)

PLAN OF BEAM SHOWING REINFORCEMENT

DETAILS OF INTERMEDIATE BENT NO. 2

Detailed Nov. 2010
Checked Nov. 2010

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

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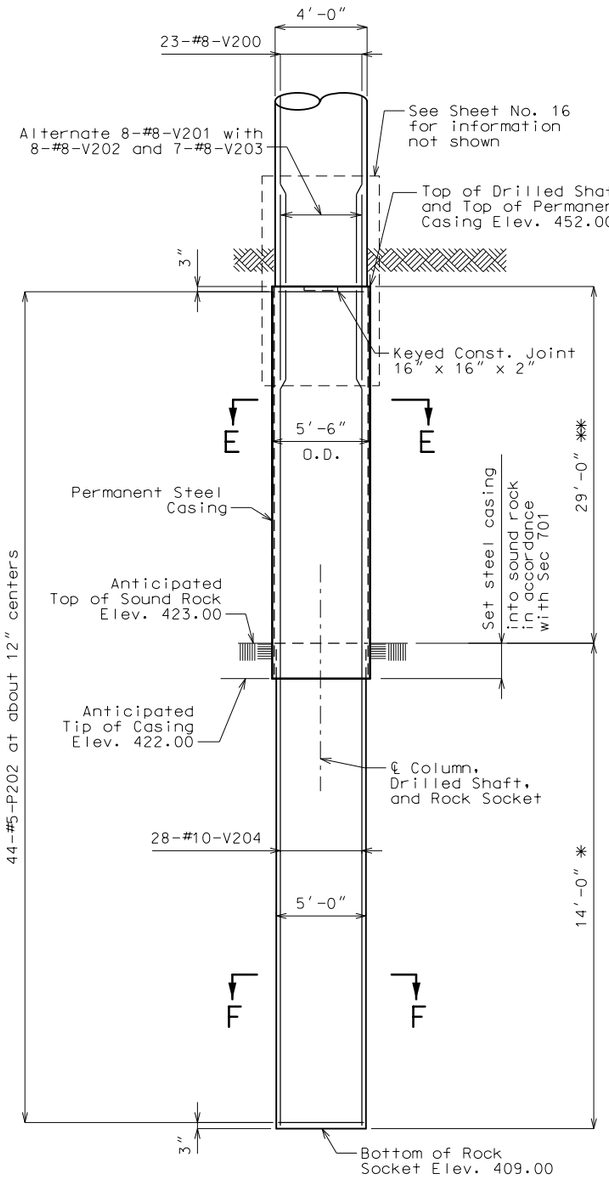
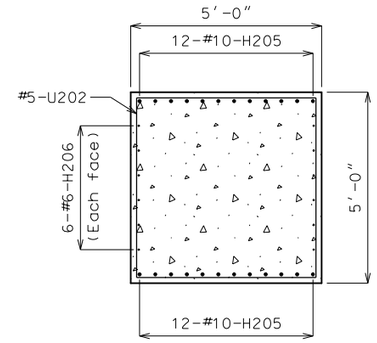


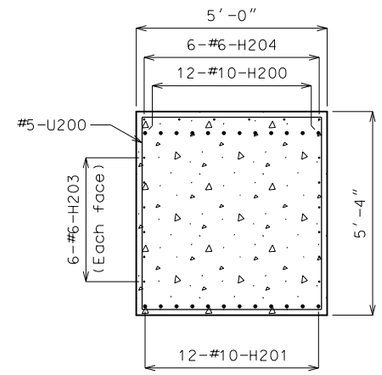
ELEVATION OF DRILLED SHAFTS AND ROCK SOCKETS

✳ Pay Items Rock Socket (5′-0″ diameter)

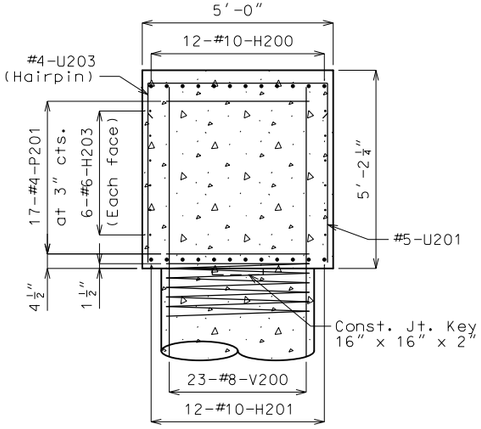
✳✳ Pay Items Drilled Shaft (5′-6″ diameter)



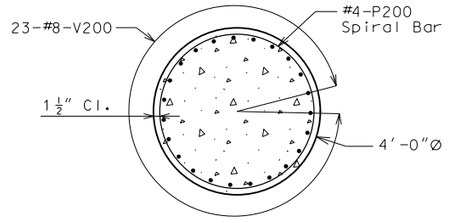
SECTION A-A



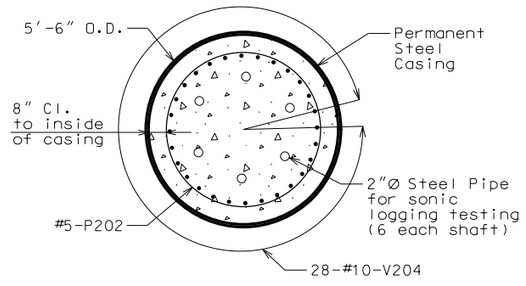
SECTION B-B



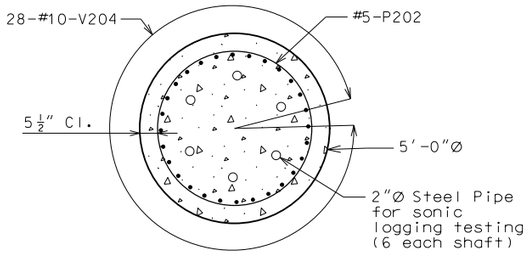
SECTION C-C



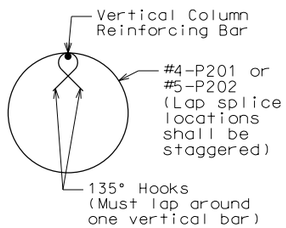
SECTION D-D



SECTION E-E



SECTION F-F

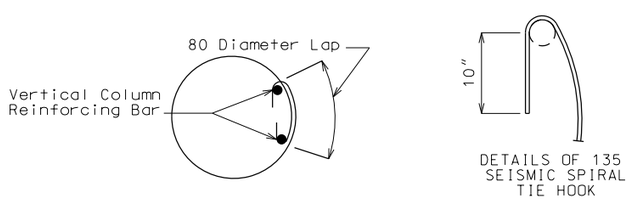


DETAIL OF SEISMIC STIRRUP BAR

If mechanical bar splices were also required in the drilled shafts, their quantity would also be included in this total and shown in the elevation detail.

Substructure Quantity Table for Bent No. 2		
Item		Quantity
Drilled Shafts (5 ft. 6 in. Dia.)	linear foot	116.0
Rock Sockets (5 ft. 0 in. Dia.)	linear foot	56.0
Supplementry Television Camera Inspection	each	4
Foundation Inspection Holes	linear foot	96.0
Sonic Logging Testing	each	4
Class B Concrete (Substructure)	cu. yard	141.8
Reinforcing Steel (Bridges)	pound	55,630
Mechanical Bar Splice	each	72

These quantities are included in the table of Estimated Quantities on Sheet No. 2.



ANCHOR SPLICES IN SPIRAL AROUND VERTICAL BAR
(USE FOR INTERMEDIATE SPLICES OF SPIRALS)

Notes:

All reinforcing bars in the tops of substructure beams or caps shall be spaced to clear anchor bolt wells for bearings by at least 1/2″.

An additional 4 feet has been added to V-bar lengths and an additional 16 P-bars (4 per shaft) have been added for possible change in drilled shaft or rock socket depth. The excess V-bar length shall be cut off if not required. The P-bars shall be spaced similarly to that shown in elevation where required or a lesser spacing if not required but not less than 5″ cts.

Sonic logging testing shall be performed on all drilled shafts and rock sockets.

The thickness of the steel casing shall meet all the requirements of Sec 701 with the minimum thickness being 1/2 inch.

All reinforcement in drilled shafts and rock sockets is included in Substructure Quantity Table for Bent No. 2.

For details of laminated neoprene bearing pad assembly, see Sheet No. 23.

Work this sheet with Sheet No. 16.

DETAILS OF INTERMEDIATE BENT NO. 2

Detailed Nov. 2010
Checked Nov. 2010

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

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

DATE PREPARED 10/31/2013

ROUTE ✳ | STATE MO

DISTRICT BR | SHEET NO. ✳

COUNTY ✳

JOB NO. ✳

CONTRACT ID.

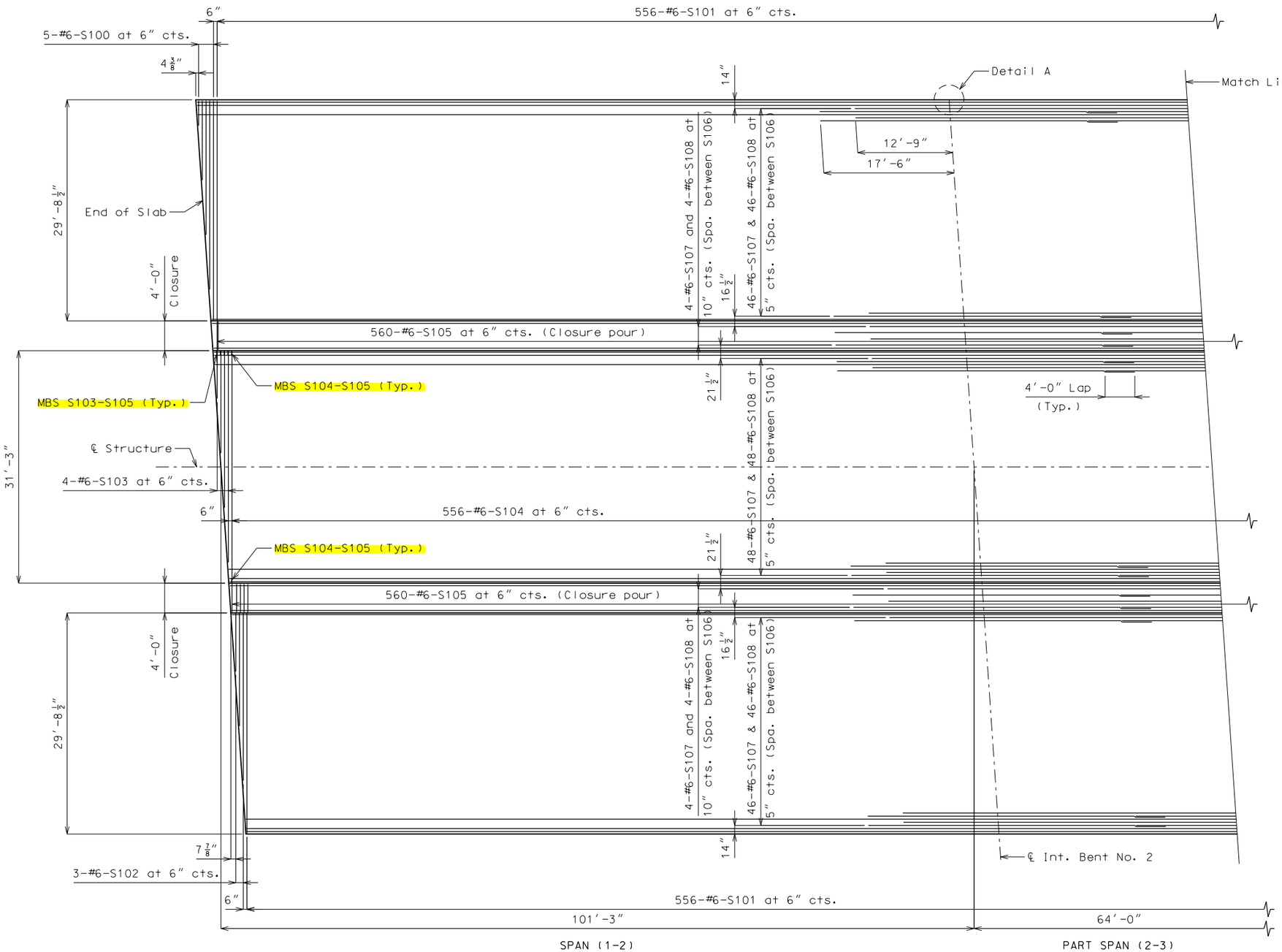
PROJECT NO.

BRIDGE NO. ✳

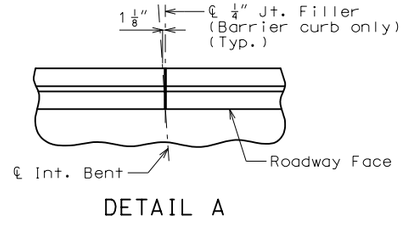
DESCRIPTION	DATE

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

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



PLAN OF SLAB SHOWING TOP REINFORCEMENT



DETAIL A

Notes:

Longitudinal dimensions shown are horizontal.

For Plan of Slab Showing Bottom Reinforcement, see Sheets No. 38 & 39.

For Section Thru Slab and Slab Pouring Sequence, see Sheet No. 40.

For Plate Girder Camber Diagram and Theoretical Slab Haunch, see Sheet No. 27.

For Dead Load Deflection, see Sheet No. 28.

For Theoretical Bottom of Slab Elevations, see Sheet No. 29.

For details and locations of slab drains, see Sheets No. 32 & 33.

For details of barrier curb not shown, see Sheets No. 41, 42 & 43.

For details of median curb not shown, see Sheets No. 44 & 45.

Work this sheet with Sheet No. 37.

DETAILS OF SLAB

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

DATE PREPARED 10/31/2013

ROUTE I-55 | STATE MO

DISTRICT BR | SHEET NO. 36

COUNTY JEFFERSON

JOB NO. J6B0801H

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A7867

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
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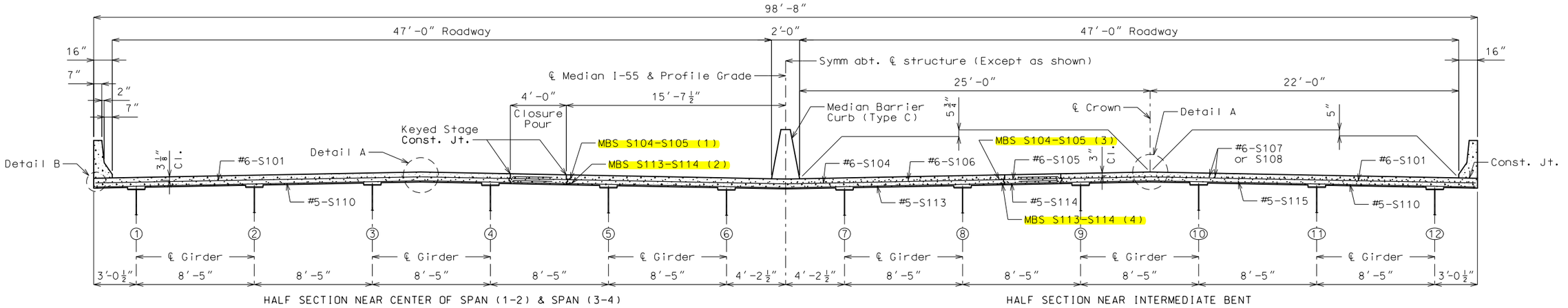
Detailed Nov. 2010
Checked Nov. 2010

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

Example_MBS_Planofslab_a.dgn 11:29:45 AM 10/31/2013



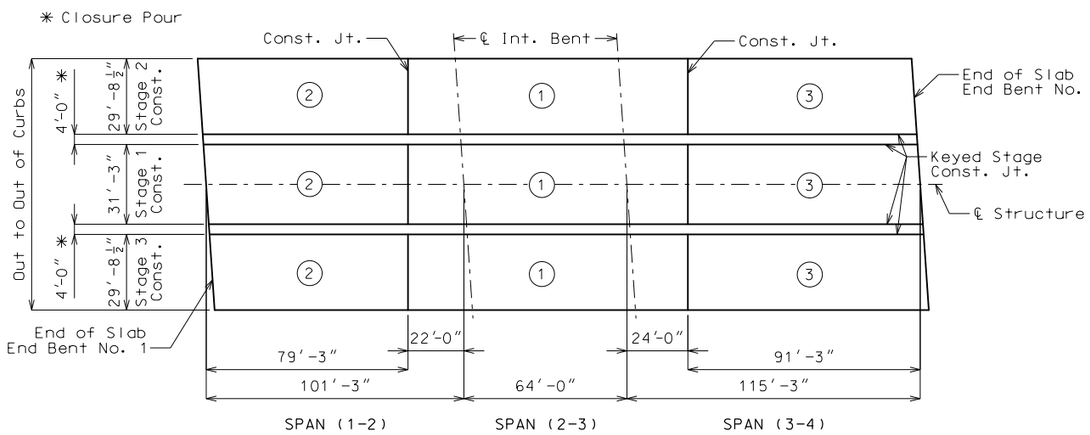
HALF SECTION NEAR CENTER OF SPAN (1-2) & SPAN (3-4)

HALF SECTION NEAR INTERMEDIATE BENT

SECTION THRU SLAB

(1) S103-S105 at End Bent No. 1
(2) S112-S114 at End Bent No. 1

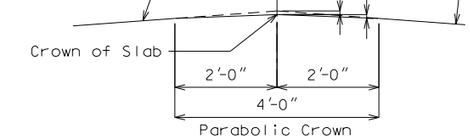
(3) S103-S105 at End Bent No. 4
(4) S112-S114 at End Bent No. 4



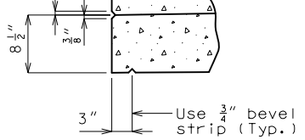
	Sequence of Pours			Min. rate of pour cu. yds./hr.	
	Direction			With retarder	No retarder
Basic sequence	1	2	3	25	38
	Either direction				
Alternate pours to the basic skip sequence are subject to the approval of the engineer in accordance with Sec 703.					
Alternate "A" pours	1 + 3	2		28	47
	2 to end	End to 1			
Alternate "B" pours	2 + 1 + 3			28	47
	End to end				

Note: The contractor shall pour and satisfactorily finish the slab pours at the rate given. Retarder, if used, shall be an approved type and retard the set of concrete to 2.5 hours.

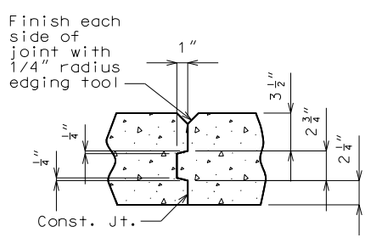
SLAB POURING SEQUENCE



DETAIL A



DETAIL B



SLAB CONSTRUCTION JOINT DETAILS

Notes:

For Theoretical Bottom of Slab Elevation, Theoretical Slab Haunch, Dead Load Deflection and Plate Girder Camber Diagram, see Sheets No. 27 thru 29.

For Plan of Slab Showing Top Reinforcement, see Sheets No. 36 and 37.

For Plan of Slab Showing Bottom Reinforcement, see Sheets No. 38 and 39.

For details of barrier curb and median barrier curb, see Sheets No. 41 thru 45.

For details of optional stay-in-place forms, see Sheet No. 3.

DETAILS OF SLAB

Detailed Sep. 2010
Checked Oct. 2010

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

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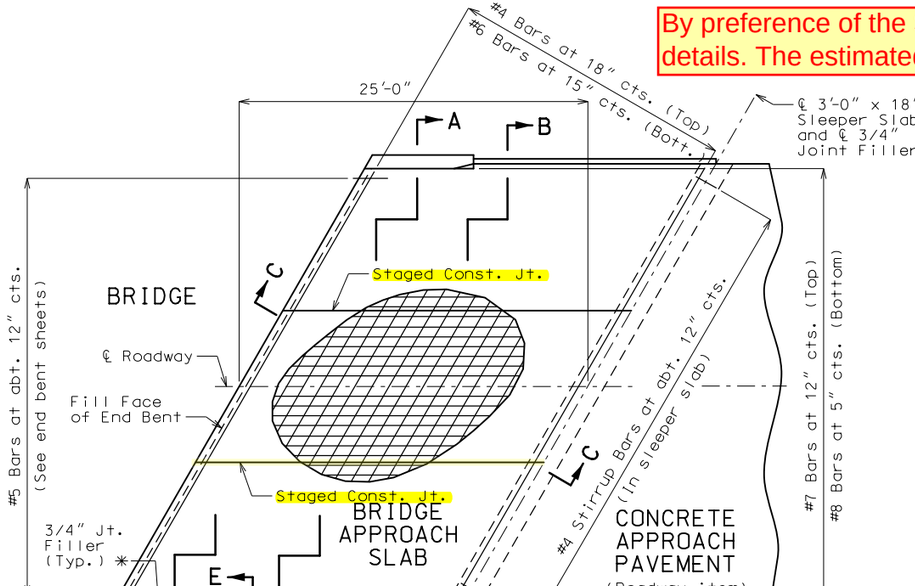
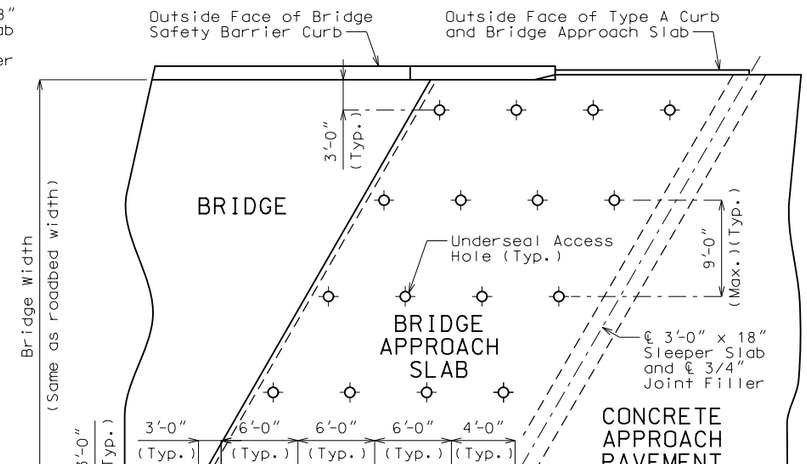
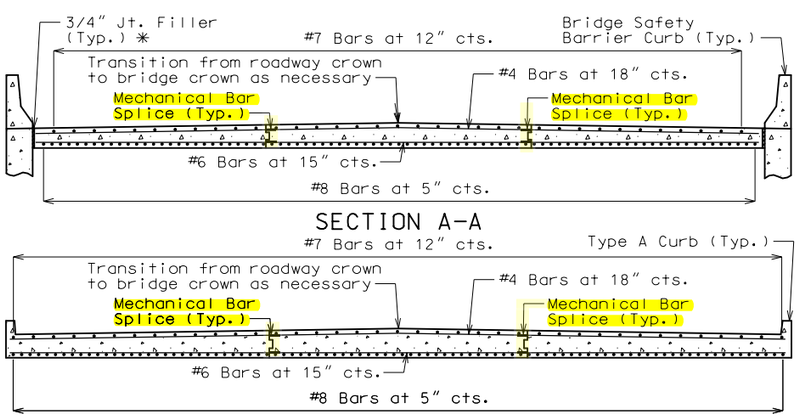
By preference of the Structural Project Manager staged construction may be shown in details. The estimated quantity of required MBS (including in sleeper slab) shall be added.



PART PLAN SHOWING REINFORCEMENT



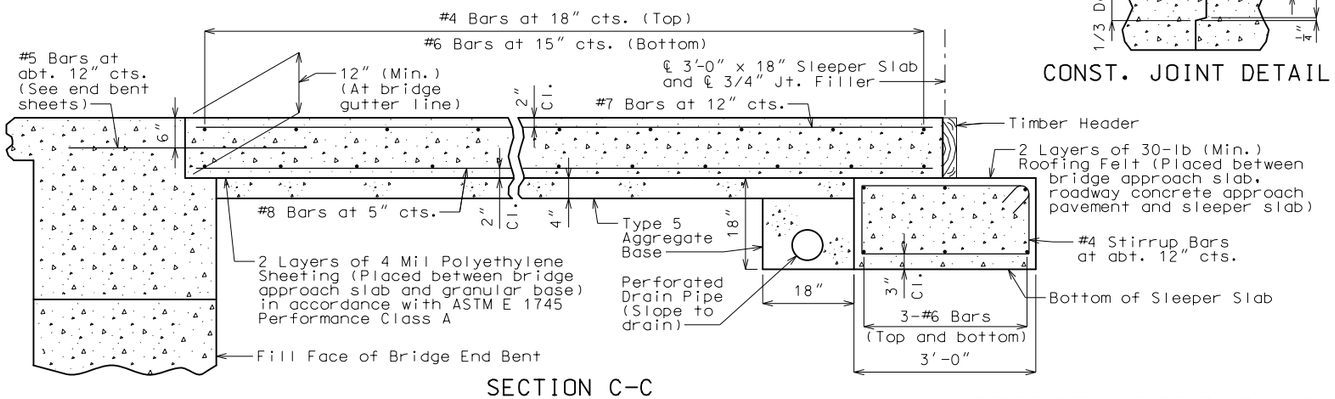
PART PLAN SHOWING UNDERSEAL ACCESS HOLES



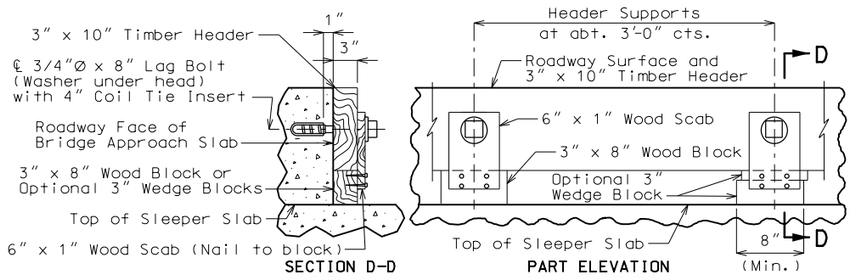
SECTION A-A

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.

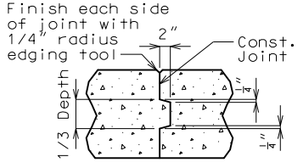


SECTION C-C

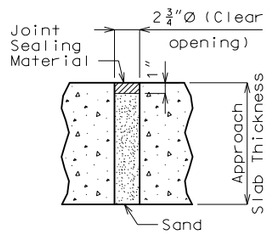


DETAILS OF TIMBER HEADER

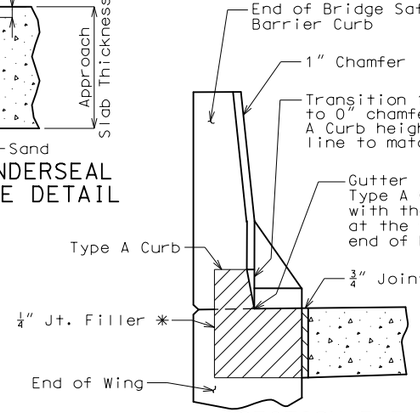
Remove timber header when concrete pavement is placed.



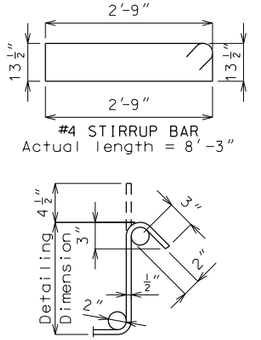
CONST. JOINT DETAIL



TYPICAL UNDERSEAL ACCESS HOLE DETAIL



SECTION E-E
(Between curbs)



BENDING DIAGRAMS

Nominal lengths are based on out to out dimensions shown in bending diagram and are listed for fabricators use (nearest inch).

GENERAL NOTES:

All concrete for the bridge approach slab and sleeper 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 bridge approach slab and the sleeper slab 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 reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by lap splicing the #4 & #6 bars 18" and 2'-2", respectively.

Mechanical bar splices shall be in accordance with Sec 710. (Estimated 86 splices per slab)

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

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

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

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 (Bridge) per square yard.

For Concrete Approach Pavement details, see roadway plans.

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 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 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.

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 "Silicone Joint Sealant for Saw Cut and Formed Joints" in accordance with Sec 717.

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DATE PREPARED 6/19/2014
ROUTE * STATE MO
DISTRICT BR SHEET NO. *
COUNTY *
JOB NO. *
CONTRACT ID.
PROJECT NO.
BRIDGE NO. *

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
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IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED

BRIDGE APPROACH SLAB

Detailed
Checked

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

Sheet No. of

REV.