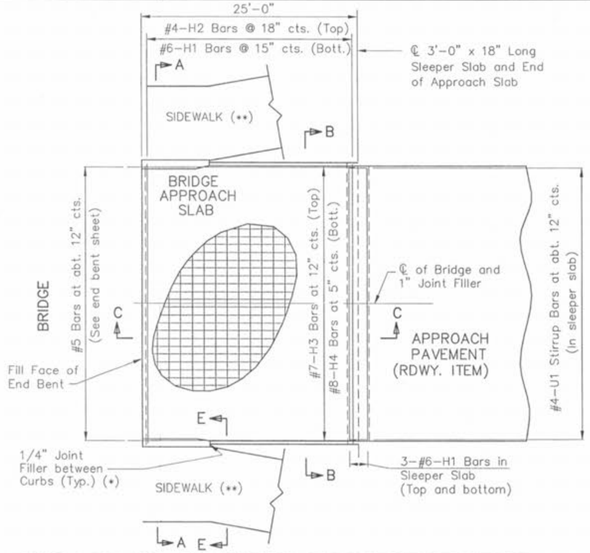
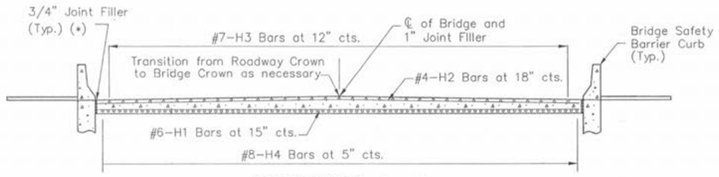
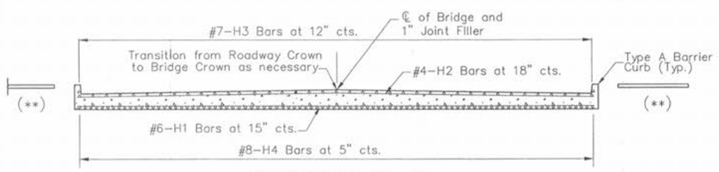


PART PLAN SHOWING REINFORCEMENT

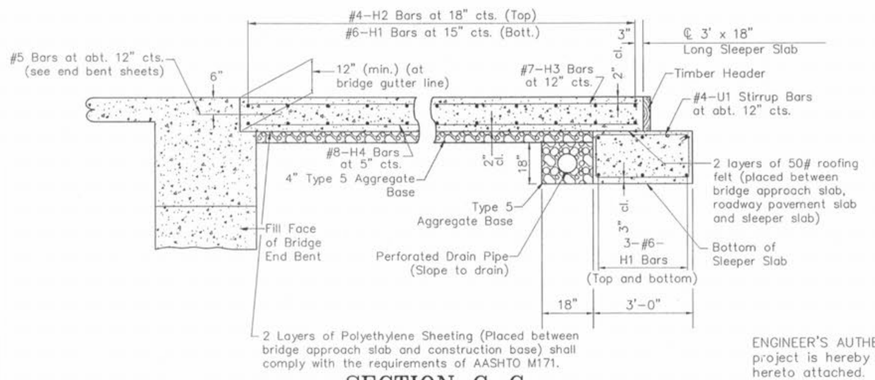


SECTION A-A

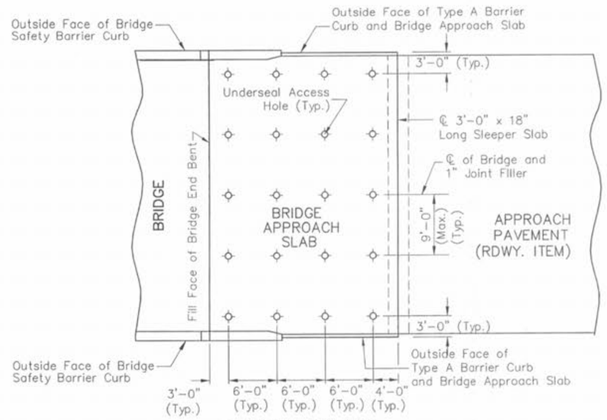


SECTION B-B

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.



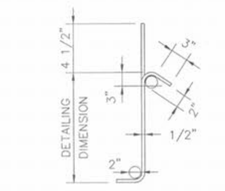
SECTION C-C



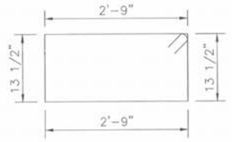
PART PLAN

(Showing typical underseal access hole locations)
(Sidewalk not shown for clarity)

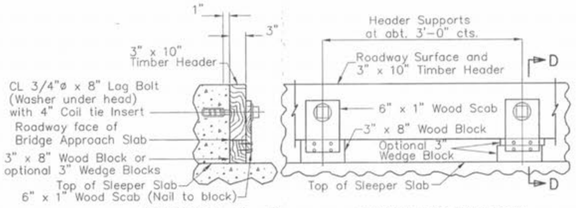
Notes:
Nominal lengths of stirrup bars are based on out to out dimensions shown in bending diagram and are listed for fabricators use. (Nearest Inch)
Approach slab width is 52'-8", under Safety Barrier Curb, and 50'-0", beside Type A Barrier Curb.



TYPICAL 135° STIRRUP HOOK DIMENSIONS BENDING DIAGRAM



#4 STIRRUP BAR (ACTUAL LENGTH = 8'-3")

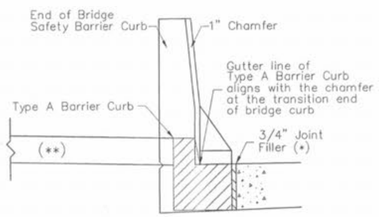


SECTION D-D PART ELEVATION

Note: Remove timber header when concrete pavement is placed.

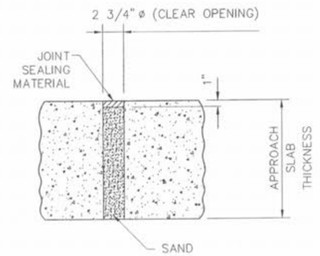
DETAILS OF TIMBER HEADER

(*) Use 3/4" Joint Filler between vertical face of Approach Slab and Type A Barrier Curb. Seal joint with joint sealant. See Special Provisions.



SECTION E-E (BETWEEN CURBS)

(**) For location of sidewalk beyond bridge abutment wings, see Civil Drawings by other consultant.



TYPICAL UNDERSEAL ACCESS HOLE DETAIL

GENERAL NOTES:

ALL CONCRETE FOR THE BRIDGE APPROACH SLAB AND SLEEPER SLAB SHALL BE IN ACCORDANCE WITH SECTION 503 (f'c = 4000 psi).

ALL JOINT FILLER SHALL MEET THE REQUIREMENTS OF SECTION 1057.2.5. 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 SHALL BE CONTINUOUS. THE TRANSVERSE REINFORCING STEEL MAY BE MADE CONTINUOUS BY LAP SPLICING THE #4 & #6 BARS 2'-3" AND 3'-4" RESPECTIVELY.

MECHANICAL BAR SPLICES WILL BE PERMITTED AND SHALL DEVELOP AT LEAST 125 PERCENT OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BARS BEING SPLICED. THE CONTRACTOR SHALL FURNISH THE ENGINEER THE MANUFACTURER'S CERTIFICATION THAT THIS REQUIREMENT IS MET AND IS REQUIRED TO FOLLOW THE MANUFACTURER'S RECOMMENDATION FOR INSTALLATION.

MECHANICAL BAR SPLICES SHALL BE EPOXY COATED IN ACCORDANCE WITH MO. STD. SPEC. 710.

HOOKS AND BENDS SHALL BE IN ACCORDANCE WITH THE CRSI MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES, STIRRUPS AND TIE DIMENSIONS.

THE CONTRACTOR SHALL POUR AND SATISFACTORILY FINISH THE BRIDGE 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 SLAB.

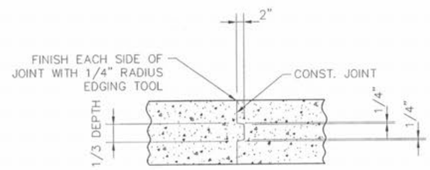
PAYMENT FOR FURNISHING ALL MATERIALS, LABOR AND EXCAVATION NECESSARY TO CONSTRUCT THE APPROACH SLAB, INCLUDING SLEEPER SLAB, UNDERDRAIN, BASE AND ALL OTHER APPURTENANCES AND INCIDENTAL WORK AS SHOWN ON THIS SHEET, COMPLETE IN PLACE, SHALL BE CONSIDERED AS COMPLETELY COVERED UNDER THE CONTRACT UNIT PRICE FOR BRIDGE APPROACH SLAB (BRIDGE) PER SQ. YARD.

AT THE CONTRACTORS OPTION, GRADE 40 REINFORCEMENT MAY BE SUBSTITUTED FOR GRADE 60 #5 DOWEL BARS CONNECTING THE BRIDGE APPROACH SLAB TO THE BRIDGE ABUTMENT. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS SUBSTITUTION.

WHEN A LAP SPLICE IS REQUIRED FOR THE USE OF A MECHANICAL BAR SPLICE, THE MINIMUM LAP LENGTH SHALL BE 3'-4" FOR TRANSVERSE APPROACH SLAB BAR SPLICES.

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" MINUMUM RADIUS NEAR THE ABUTMENT TO ALLOW COMPACTION OF THE BACKFILL MATERIAL NEAR THE ABUTMENT. DAMAGE TO EPOXY COATING SHALL BE REPAIRED ACCORDING TO MO. STD. SPEC. 710.3.3.

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.



CONST. JOINT DETAIL (IF REQUIRED)

CITY OF O'FALLON PROJECT #210-005

ENGINEER'S AUTHENTICATION: The responsibility for professional engineering liability on this project is hereby limited to the set of plans authenticated by the seal, signature and date hereto attached. Responsibility is disclaimed for all other engineering plans involved in this project and specifically excludes revisions after this date, unless reauthenticated.

SHANNON J. HOWE NUMBER E-2000162117 REGISTERED PROFESSIONAL ENGINEER
10-28-2003

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

BRIDGE APPROACH SLAB