DESIGN DESIGNATION

A.A.D.T. - 2021 = 1596 A.A.D.T. - 2041 = 2394 T = 14%V = 55 M.P.H.

FUNCTIONAL CLASSIFICATION-RURAL MINOR ARTERIAL

NO NEW R/W OR EASEMENTS TO BE ACQUIRED

CONVENTIONAL SYMBOLS

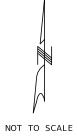
	EXISTING	NEW
BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER UTILITIES	0000	
FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER	- FOOTVUTV OT UT OE UE S S S G W SAN	-F0 -OTV -UTV -OT -OE -UE -S- -SS -G- -W
MANHOLE	T AND)
FIRE HYDRANT	wv	Ì
WATER VALVE	""C)
WATER METER	#"□)
DROP INLET	Ĭ	
DITCH BLOCK	=	⊨
GROUND MOUNTED SIGN	S1GN	-
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL FENCE CHAIN LINK WOVEN WIRE GATE POST	—— x	· ·——
BENCHMARK	ВМ)

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

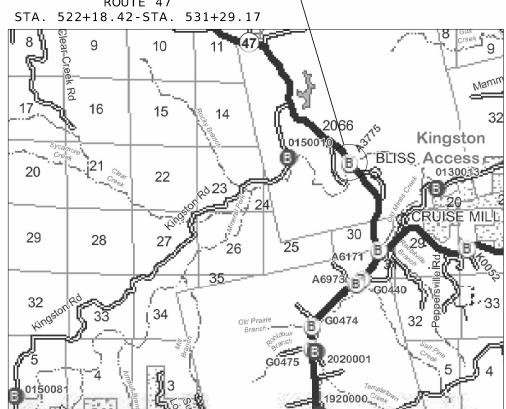
PLANS FOR PROPOSED STATE HIGHWAY





PROJECT LIMITS BR A37751 — BRIDGE REHABILITATION, PAVING & STRIPING ROUTE 47

LOCATION OF WASHINGTON COUNTY



THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION "AS-IS" AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE COMPLETENESS, ACCURACY, OR SUITABILITY OF THE INFORMATION FOR ANY USE. RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE USER, AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY ERROR IN THE INFORMATION. IT IS, THEREFORE, THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY. SUCH VERIFICATION INCLUDES DIRECT CONTACT WITH THE LISTED UTILITIES.

INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (TS) (1 SHEET)	2
QUANTITIES (QU) (2 SHEETS)	3
PLAN-PROFILE (PP)	4
SPECIAL SHEETS (SS)	5 - 6
TRAFFIC CONTROL SHEETS (TC)	7 - 11
PAVEMENT MARKING (PM)	12-14
BRIDGE DRAWINGS (B)	
A37751	1 - 6

SCOTT MICHAEL MCDONALD NUMBER PE 2018000240							
THIS SHEET SIGNED, SEALI ELECTRON	HAS BEEN						
	REPARED						
03/20	/2024						
ROUTE	STATE						
47	MO						
DISTRICT	SHEET NO.						
CD	1						
COU	NTY						
	NGTON						
JOB NO.							
J5P3516							
CONTRACT ID.							
PROJECT NO.							
BRIDGE NO.							

LENGTH OF PROJECT

BEGINNING OF PROJECT STA. 522 + 18.42 STA. 531 + 29.17 END OF PROJECT 910.75 FEET APPARENT LENGTH

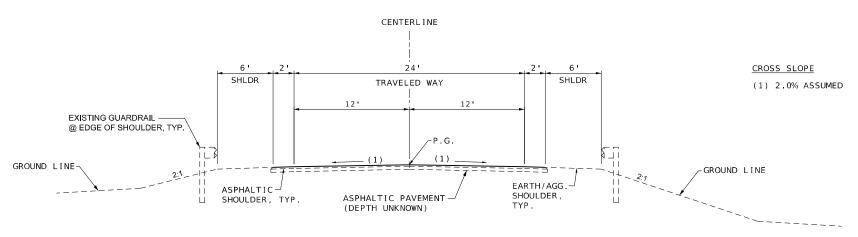
EQUATIONS AND EXCEPTIONS:





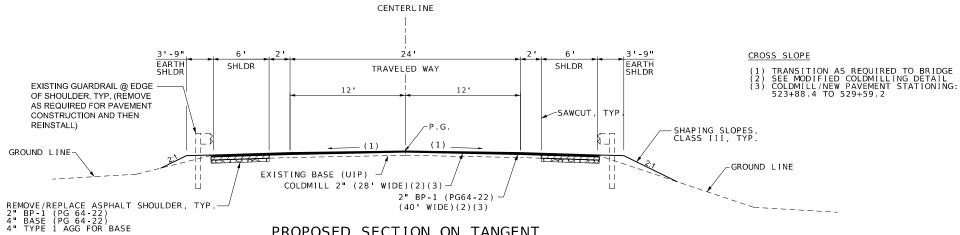
TOTAL CORRECTIONS 0.00 FEET 910.75 FEET NET LENGTH OF PROJECT STATE LENGTH 0.172 MILES

FOR INFORMATION ONLY ESTIMATED DISTURBED ACRES



EXISTING SECTION ON TANGENT

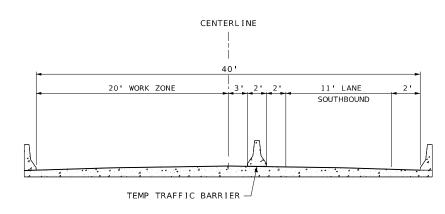
TYPICAL SECTION RTE. 47 STA. 522+18.42 TO 531+29.17 (EXCLUDING BRIDGE)



PROPOSED PAVEMENT SURFACE (BP-1) -EXISTING GRADE NEW BRIDGE APPROAGH SLAB MODIFIED COLDMILLING (DEPTH TRANSITION) MODIFIED COLDMILLING DETAIL

PROPOSED SECTION ON TANGENT

TYPICAL SECTION RTE. 47 STA. 522+18.42 TO 531+29.17 (EXCLUDING BRIDGE)



SHAPING SLOPES, CLASS III SHALL BE COMPLETED AS NEEDED.

ESTIMATE FACTORS

BITUMINOUS PAVEMENT MIXTURE PG 64-22 (BP-1) = 1.948 TON/CY BITUMINOUS BASE MIXTURE FOR PG 64-22 (BASE) = 1.943 TON/CY TACK COAT = 0.10 GAL/SY

TEMPORARY TRAFFIC LANE ON BRIDGE

PHASE 2 - TEMPORARY TRAFFIC LANE SHOWN PHASE 3 - OPPOSITE HAND

TYPICAL SECTIONS SHEET 1 OF 1



47 MO SHEET NO 2 CD

WASHINGTON J5P3516 CONTRACT ID.

PROJECT NO





REMOVE/REINSTALL EXISTING GUARDRAIL								
QUANTITY								
STATION	LOCATION	SIDE	(LS)	REMARKS				
523+88 TO 524+52	RTE 47	LT	-	REMOVE/REINSTALL EXISTING GUARDRAIL AS NEEDED				
523+88 TO 524+52	RTE 47	RT	-	REMOVE/REINSTALL EXISTING GUARDRAIL AS NEEDED				
528+99 TO 529+59	RTE 47	LT	-	REMOVE/REINSTALL EXISTING GUARDRAIL AS NEEDED				
528+99 TO 529+59	RTE 47	RT	-	REMOVE/REINSTALL EXISTING GUARDRAIL AS NEEDED				
	TO	OTAL	1					

MOBILIZATION					
LUMP SUM	1				
E01-11 301-1	-				

MODIFIED COL	DMILLING	(DEPTH	TRANSITIONS)
STATION	LOCATION	QUANTITY (SY)	REMARKS
523+88 TO 524+45	RTE 47	252.2	50' APPROACH PAVEMENT
529+04 TO 529+59	RTE 47	242.8	50' APPROACH PAVEMENT
	TOTAL	495.0	
	USE	495	

2" BITUMINOUS PAVEMENT MIXTURE PG 64-22 (BP-1)								
	AREA PMBP TACK COAT							
STATION	LOCATION	(SF)	(TON)	(GAL)	REMARKS			
523+88 TO 524+45	RTE 47	2270.4	27.3	25.2	FINAL ROAD AND SHOULDERS			
529+04 TO 529+59	RTE 47	2184.8	26.3	24.3	FINAL ROAD AND SHOULDERS			
522+18 TO BRIDGE APPROACH SLAB	RTE 47	1398.0	16.8	15.5	6' WIDE, PHASE 1 SHOULDER CONST.			
BRIDGE APPROACH SLAB TO 531+29	RTE 47	1320.0	15.9	14.7	6' WIDE, PHASE 1 SHOULDER CONST.			
522+18 TO BRIDGE APPROACH SLAB	RTE 47	1320.0	15.9	14.7	6' WIDE, PHASE 2 SHOULDER CONST.			
BRIDGE APPROACH SLAB TO 531+29	RTE 47	1374.0	16.5	15.3	6' WIDE, PHASE 2 SHOULDER CONST.			
TACK = 0.10 GAL/SY		TOTAL	118.7	109.7				
BP-1 = 1.948 TONS/CY		USE	118.7	110				

4" BITUMINOUS PAVEMENT MIXTURE PG 64-22 (BASE)							
STATION		LOCATION	SIDE	AREA (SF)	PMBB (TON)	REMARKS	
522+18 TO BRIDGE APPRO	DACH SLAB	RTE 47	RT	1398.0	33.5	6' WIDE, PHASE 1 SHOULDER CONST	
BRIDGE APPROACH SLAB	TO 531+29	RTE 47	RT	1320.0	31.7	6' WIDE, PHASE 1 SHOULDER CONST	
522+18 TO BRIDGE APPRO	DACH SLAB	RTE 47	LT	1320.0	31.7	6' WIDE, PHASE 2 SHOULDER CONST	
BRIDGE APPROACH SLAB	TO 531+29	RTE 47	LT	1374.0	33.0	6' WIDE, PHASE 2 SHOULDER CONST	
		T	JATC		129.9		
BASE = 1.943 TONS/CY			JSE		129.9		

PERMANENT PAVEMENT MARKING								
			4" YELLOW WATERBORNE PAINT (TYPE P BEADS)	4" WHITE WATERBORNE PAINT (TYPE P BEADS)				
STATION	LOCATION	SIDE	(LF)	(LF)	REMARKS			
508+13 TO 545+34	RTE 47	CL RD	930		3721 LF INTERMITTENT CENTERLINE (10' & 30')			
521+78 TO 531+69	RTE 47	LT/RT		1982	SOLID EDGE LINES			
		TOTAL	930	1982				

TYPE 1 AGGREGATE FOR BASE (4 IN. THICK)							
STATION	LOCATION	SIDE	QUANTITY (SY)	REMARKS			
522+18 TO BRIDGE APPROACH SLAB	RTE 47	RT	155	SHOULDER BASE			
BRIDGE APPROACH SLAB TO 531+29	RTE 47	RT	147	SHOULDER BASE			
522+18 TO BRIDGE APPROACH SLAB	RTE 47	LT	147	SHOULDER BASE			
BRIDGE APPROACH SLAB TO 531+29	RTE 47	LT	153	SHOULDER BASE			
	To	DTAL	602				

	PAVEMENT MARKING REMOVAL								
			QUANTITY						
STATION	LOCATION	SIDE	(LF)	REMARKS					
521+78 TO 531+69	RTE 47	RT	991	PHASE 2-4" WHITE EDGE LINE					
521+78 TO 523+88	RTE 47	LT	210	PHASE 2-4" WHITE EDGE LINE					
529+59 TO 531+69	RTE 47	LT	210	PHASE 2-4" WHITE EDGE LINE					
508+13 TO 523+88	RTE 47	CL RD	394	PHASE 2-1575 LF INTERMITTENT CENTERLINE (10' & 30')					
529+59 TO 545+34	RTE 47	CL RD	394	PHASE 2-1575 LF INTERMITTENT CENTERLINE (10' & 30')					
		TOTAL	2199						

SUBGRADE COMPACTION (6-INCH DEPTH)							
STATION	LOCATION	SIDE	QUANTITY (100 FT)	REMARKS			
522+18 TO BRIDGE APPROACH SLAB	RTE 47	RT	2.3	SHOULDER CONSTRUCTION			
BRIDGE APPROACH SLAB TO 531+29	RTE 47	RT	2.2	SHOULDER CONSTRUCTION			
522+18 TO BRIDGE APPROACH SLAB	RTE 47	LT	2.2	SHOULDER CONSTRUCTION			
BRIDGE APPROACH SLAB TO 531+29	RTE 47	LT	2.3	SHOULDER CONSTRUCTION			
	9.0						
	9						

SHA	PING SLO	PES, C	CLASS III	
STATION	LOCATION	SIDE	QUANTITY (100 FT)	REMARKS
522+89 TO 524+63	RTE 47	RT	1.7	GUARDRAIL INSTALLATION
529+03 TO 530+82	RTE 47	RT	1.8	GUARDRAIL INSTALLATION
522+69 TO 524+49	RTE 47	LT	1.8	GUARDRAIL INSTALLATION
528+89 TO 530+68	RTE 47	LT	1.8	GUARDRAIL INSTALLATION
	TO	JATC	7.1	
	T	JATC	8	

:	SUBGRADE	SCAR I	FYING	
STATION	LOCATION	SIDE	QUANTITY (100 FT)	REMARKS
522+18 TO BRIDGE APPROACH SLAB	RTE 47	RT	2.3	SHOULDER CONSTRUCTION
BRIDGE APPROACH SLAB TO 531+29	RTE 47	RT	2.2	SHOULDER CONSTRUCTION
522+18 TO BRIDGE APPROACH SLAB	RTE 47	LT	2.2	SHOULDER CONSTRUCTION
BRIDGE APPROACH SLAB TO 531+29	RTE 47	LT	2.3	SHOULDER CONSTRUCTION
	T	JATC	9.0	
	T	JATC	9	

			24" WHITE MARKING PAINT	4" YELLOW PAINT	
STATION	LOCATION	SIDE	(LF)	(LF)	REMARKS
515+38 TO 538+09	RTE 47	CL RD		2271	PHASE 2 - TEMPORARY EDGE LINE
521+78 TO 531+69	RTE 47	RT		991	PHASE 2 - TEMPORARY EDGE LINE
515+38 TO 538+09	RTE 47	CL RD		1231	PHASE 3 - TEMPORARY EDGE LINE
521+78 TO 531+69	RTE 47	LT		991	PHASE 3 - TEMPORARY EDGE LINE
508+13 TO 513+13	RTE 47	CL RD		1000	PHASE 2 - DOUBLE TEMPORARY CENTERLINE
540+34 TO 545+34	RTE 47	CL RD		1000	PHASE 2 - DOUBLE TEMPORARY CENTERLINE
513+13	RTE 47	RT	12		PHASE 2 - STOP BAR
540+34	RTE 47	LT	12		PHASE 2 - STOP BAR
		TOTAL	24	7484	

	R	EMOVA	L OF IMP	ROVEMENTS
			QUANTITY	
STATION	LOCATION	SIDE	(LS)	REMARKS
524+45 TO 524+65	RTE 47	LT/RT	-	REMOVE EXISTING APPROACH SLAB
528+84 TO 529+04	RTE 47	LT/RT	-	REMOVE EXISTING APPROACH SLAB
522+18 TO B.A.S.	RTE 47	LT/RT	-	REMOVE EXISTING SHOULDER
B.A.S. TO 531+29	RTE 47	LT/RT	-	REMOVE EXISTING SHOULDER
	T(OTAL	1	
B.A.S. (BRIDGE	APPROACH SLA	4В)		
•				ALANDIA OF OLIANIZIZIO

SUMMARY OF QUANTITIES SHEET 1 OF 2







													EFFECTIVE: 04-01-2024
TOTAL QT	Y ТОТАІ	LSIGN		П			OTY	TOTAL	SIGN				
SIZE AREA OTY AREA REL				il .	SIZEARE	A QTY TOTAL	RELOC	RELOC	NUM.				
SIGN IN SQ FT EACH SQ FT EAC	I			_{SIGN}		T EACH SQ.FT	1				ITEM	TOTAL	
WARNING SIGNS			DESCRIPTION			GUIDE SIG		•		DESCRIPTION	NUMBER	ОТҮ	DESCRIPTION
WO1-1L 48X48 16.00		Τ '	TURN (SYMBOL LEFT)	E05-1	36X48 12.0	00				GORE EXIT	6122008	,	IMPACT ATTENUATOR 40 MPH (SAND BARRELS)
WO1-1R 48X48 16.00			TURN (SYMBOL RIGHT)	E05-2	48X36 12.0					EXIT OPEN	6122009		IMPACT ATTENUATOR 45 MPH (SAND BARRELS)
WO1 - 2L 48X48 16 . 00		+	CURVE (SYMBOL LEFT)	E05-2a	48X36 12.0					EXIT CLOSED	6122010	-	IMPACT ATTENUATOR 50 MPH (SAND BARRELS)
WO1-2R 48X48 16.00		+	CURVE (SYMBOL RIGHT) REVERSE TURN (SYMBOL LEFT)	GO20 - 1 GO20 - 2	60X24 10.0 48X24 8.0				26	ROAD WORK NEXT XX MILES END ROAD WORK	6122012	2	IMPACT ATTENUATOR 55 MPH (SAND BARRELS) IMPACT ATTENUATOR 60 MPH (SAND BARRELS)
WO1 - 3R 48X48 16.00		+	REVERSE TURN (SYMBOL RIGHT)	G020 - 4	36X18 4.5				20	PILOT CAR FOLLOW ME	6122017		IMPACT ATTENUATOR 65 MPH (SAND BARRELS)
WO1-4L 48X48 16.00			REVERSE CURVE (SYMBOL LEFT)	GO20-4a	42X30 8.7	5				PILOT CAR IN USE WAIT & FOLLOW	6122019		IMPACT ATTENUATOR 70 MPH (SAND BARRELS)
WO1-4R 48X48 16.00 1 16.00 1	16.00	15	REVERSE CURVE (SYMBOL RIGHT)	1	18X12 1.5					PILOT CAR IN USE WAIT & FOLLOW	6122020	4	REPLACEMENT SAND BARREL
WO1-4bL 48X48 16.00 WO1-4bR 48X48 16.00		+	DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT) DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	GO20 - 5a MO4 - 8a	P 36X24 6.0					WORK ZONE (PLAQUE) END DETOUR	6122030		IMPACT ATTENUATOR (RELOCATION) TRUCK MOUNTED ATTENUATOR (TMA)
WO1-46L 48X48 16.00		+	TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4-8a	24X18 3.0 48X36 12.0					DETOUR (LEFT)	6161008	2	ADVANCED WARNING RAIL SYSTEM
WO1-4cR 48X48 16.00		_	TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4 - 9R	48X36 12.0					DETOUR (RIGHT)	6161012		BUOYS (BOATS KEEP OUT)
WO1-6 60X30 12.50			HORIZONTAL ARROW (SYMBOL)	MO4-9P	48X12 4.0	0				STREET NAME (PLAQUE)	6161013		BUOYS (NO WAKE)
WO1-6a 72X36 18.00			HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	1	48X18 6.0					DETOUR ARROW (LEFT)	6161014		SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)
WO1-7 60X30 12.50		+	DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4 - 10R	48X18 6.0		OV CIC	NC		DETOUR ARROW (RIGHT)	6161025 6161030	30	CHANNELIZER (TRIM LINE)
WO1 - 7a 72X36 18.00		+	DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.) CHEVRON (SYMBOL)	R1-1	48X48 13.2	REGULATOF	1 316	21/12		STOP	6161030		TYPE III MOVEABLE BARRICADE DIRECTION INDICATOR BARRICADE
WO1-8a 30X36 7.50		_	CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2	48TRI 6 9					YIELD	6161040		FLASHING ARROW PANEL
WO3-1 48X48 16.00			STOP AHEAD (SYMBOL)	R1-2a	36X36 9.0	0				TO ONCOMING TRAFFIC (PLAQUE)	6161047		TYPE III OBJECT MARKER
WO3-2 48X48 16.00			YIELD AHEAD (SYMBOL)	R2-1	36X48 12.0			24.00		SPEED LIMIT 45	6161055		SEQUENTIAL FLASHING WARNING LIGHT
WO3 - 3		12	SIGNAL AHEAD (SYMBOL) BE PREPARED TO STOP	R2-1 R3-1	36X48 12.0 48X48 16.0		2	24.00	25	SPEED LIMIT 55 (NORMAL SPEED)	6161070		TUBULAR MARKER
WO3-4 48X48 16.00	32.00) 3	SPEED LIMIT AHEAD	R3 - 2	48X48 16.0					NO RIGHT TURN (SYMBOL) NO LEFT TURN (SYMBOL)	6161093		RADAR SPEED ADVISORY SYSTEM CHANGEABLE MESSAGE SIGN,
WO4-1L 48X48 16.00	32.00	+	MERGE (SYMBOL FROM LEFT)	R3 - 3	36X36 9.0					NO TURNS	6161096		COMMISSION FURNISHED/RETAINED
WO4-1R 48X48 16.00			MERGE (SYMBOL FROM RIGHT)	R3-4	48X48 16.0	00				NO U-TURN (SYMBOL)			CHANGEABLE MESSAGE SIGN W/O COMM.
WO4-1aL 48X48 16.00			MERGE (LEFT)	R3 - 7L	30X30 6.2					LEFT LANE MUST TURN LEFT	6161098	. 2	INTERFACE - CONTRACTOR FURNISHED/RETAINED
WO4-1aR 48X48 16.00	22.00	12	MERGE (RIGHT)	R3 - 7R R4 - 1	30X30 6.2					RIGHT LANE MUST TURN RIGHT	6161099		CHANGEABLE MESSAGE SIGN WITH COMM.
WO5-1 48X48 16.00 2 32.00 2 WO5-3 48X48 16.00	32.00	43	ROAD NARROWS ONE LANE BRIDGE	R4-1	36X48 12.0					DO NOT PASS PASS WITH CARE	6162000A	1	INTERFACE - CONTRACTOR FURNISHED/RETAINED WORK ZONE TRAFFIC SIGNAL SYSTEM
WO5-5 48X48 16.00		+	NARROW LANES	R4 - 7a	36X48 12.0					KEEP RIGHT (HORIZONTAL ARROW)	6162002		TEMPORARY LONG-TERM RUMBLE STRIPS
WO6-1 48X48 16.00			DIVIDED HIGHWAY (SYMBOL)	R4-8a	36X48 12.0					KEEP LEFT (HORIZONTAL ARROW)			TEMPORARY TRAFFIC BARRIER
WO6-2 48X48 16.00		1	DIVIDED HIGHWAY END (SYMBOL)	R5 - 1	30X30 6.2					DO NOT ENTER	61736000	1170	
WO6-3 48X48 16.00		+	TWO WAY TRAFFIC (SYMBOL)	R5 - 1a R6 - 1L	36X24 6.0					WRONG WAY	61736028		TEMPORARY TRAFFIC BARRIER
WO7-3a 30X24 5.00 WO8-1 48X48 16.00		+	NEXT XX MILES (PLAQUE) BUMP	R6-1L	54X18 6 7 54X18 6 7					ONE WAY ARROW (LEFT) ONE WAY ARROW (RIGHT)	61740004		CONTRACTOR FURNISHED/COMMISSION RETAINED TEMP. TRAFFIC BARRIER HEIGHT TRANSITION
WO8-2 48X48 16.00		+	DIP	R6-2L	24X30 5.0					ONE WAY (LEFT)		-	RELOCATING TEMPORARY TRAFFIC BARRIER
WO8-3 48X48 16.00			PAVEMENT ENDS	R6-2R	24X30 5.0	0				ONE WAY (RIGHT)			TEMPORARY TRAFFIC BARRIER
W08-4 48X48 16.00			SOFT SHOULDER	R9-9	24X12 2.0	0				SIDEWALK CLOSED	6176000E		COMMISSION FURNISHED/RETAINED
WO8-5 48X48 16.00 WO8-6 48X48 16.00		+	SLIPPERY WHEN WET (SYMBOL) TRUCK CROSSING	R9-11L	24X18 3.0	_				SIDEWALK CLOSED AHEAD, (ARROW LEFT) CROSS HERE	6177000E		TEMP. TRAFFIC BARRIER HEIGHT TRANSITION COMMISSION FURNISHED/RETAINED
WO8-6c 48X48 16.00		+	TRUCK ENTRANCE	1 11 11 11 11 11 11 11 11 11 11 11 11 1	24/10 3.0	0				SIDEWALK CLOSED AHEAD,	6208064		TEMPORARY RAISED PAVEMENT MARKER
WO8-7 36X36 9.00			LOOSE GRAVEL	R9-11R	24X18 3.0	o				(ARROW RIGHT) CROSS HERE	9029400		TEMPORARY TRAFFIC SIGNALS
WO8-7a 36X36 9.00			FRESH OIL / LOOSE GRAVEL	R10-6	24X36 6.0				47	STOP HERE ON RED (45^ ARROW)	9029401		TEMPORARY TRAFFIC SIGNALS AND LIGHTING
WO8-9 48X48 16.00		+		R11-2	48X30 10.0	00				ROAD CLOSED XX MILES ALEAD			
WO8-11 48X48 16.00 WO8-12 48X48 16.00		+	UNEVEN LANES NO CENTER LINE	 R11-3a	60X30 12.5	50				ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY	-		
WO8-15 48X48 16.00		+	GROOVED PAVEMENT		60X30 12.5					ROAD CLOSED TO THRU TRAFFIC			
WO8-15P 30X24 5.00			MOTORCYCLE (PLAQUE)	CONST-3	A 60X48 20.0	00				FINE SIGN			
WO8-17L 48X48 16.00			SHOULDER DROP-OFF (SYMBOL LEFT)	CONST - 3	X 56X12 4.6					SPEEDING/PASSING (PLATE)			
WO8 - 17R 48X48 16 . 00		+	SHOULDER DROP-OFF (SYMBOL RIGHT)	CONCT	10000 12 (MISCELLA		SIGNS		DOINT OF PRESENCE			
W08-17P 30X24 5.00 W10-1 42RND. 9.62		+	SHOULDER DROP-OFF (PLAQUE) RAILROAD CROSSING	1	96X48 32.0	00 2 6.70 00 2 64.00				POINT OF PRESENCE POINT OF PRESENCE			
W012-1 24X24 4.00		+	DOUBLE DOWN ARROW (SYMBOL)		48X24 8 0				- 00	RATE OUR WORK ZONE			
WO12-2 48X48 16.00			LOW CLEARANCE (SYMBOL)	1	72X36 18.0		4	72.00	69	RATE OUR WORK ZONE			:
W012-2x 24X18 3.00			LOW CLEARANCE (PLAQUE)		48X36 12.0			_		WORK ZONE NO PHONE ZONE			<u> </u>
W012 - 2a 84X24 14.00			OVERHEAD LOW CLEARANCE (FEET AND INCHES)	SPECIAL	48X48 16.0	00 2 32.00	2	32.00	71	RUMBLE STRIPS AHEAD			
WO12-4 120X60 50.00 WO12-5 120X60 50.00		+	LOW CLEARANCE XX FT XX IN XX MILES AHEAD WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD	ı——		+ + -							
W013-1 30X30 6.25		+	ADVISORY SPEED (PLAQUE)	ı——									I
WO16-2 30X24 5.00			XXX FEET (PLAQUE)										I
WO20-1 48X48 16.00 2 32.00			BRIDGE WORK AHEAD										
WO20-1 48X48 16.00 2 32.00 2	32.00	1 2	ROAD WORK AHEAD	ı——			-	1					I
WO20-2 48X48 16.00 WO20-3 48X48 16.00		+	DETOUR AHEAD ROAD CLOSED AHEAD	616-10	0.05	TOTAL		1					I
WO20-4 48X48 16.00 4 64.00 2	32.00	7	ONE LANE ROAD AHEAD	1	RUCTION S		†						
WO20-5 48X48 16.00		_	RIGHT/CENTER/LEFT LANE CLOSED AHEAD	616-10		1		TOTAL]				I
WO20-5a 48X48 16.00		_	2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	RELOC/	ATED SIGN	5		381]				I
WO20-6a 48X48 16.00		-1	RIGHT/CENTER/LEFT LANE CLOSED										

RIGHT/CENTER/LEFT LANE CLOSED

TURN OFF 2-WAY RADIO AND PHONE

FLAGGER (SYMBOL)

BLASTING ZONE AHEAD

END BLASTING ZONE

FRESH OIL

32.00 21 SHOULDER WORK AHEAD

GO22-1 21X15 2.19 2 4.38 2 4.38 60 WET PAINT (ARROW PIVOTS)

WO20-6a 48X48 16.00 WO20-7a 48X48 16.00

WO21-2 36X36 9.00

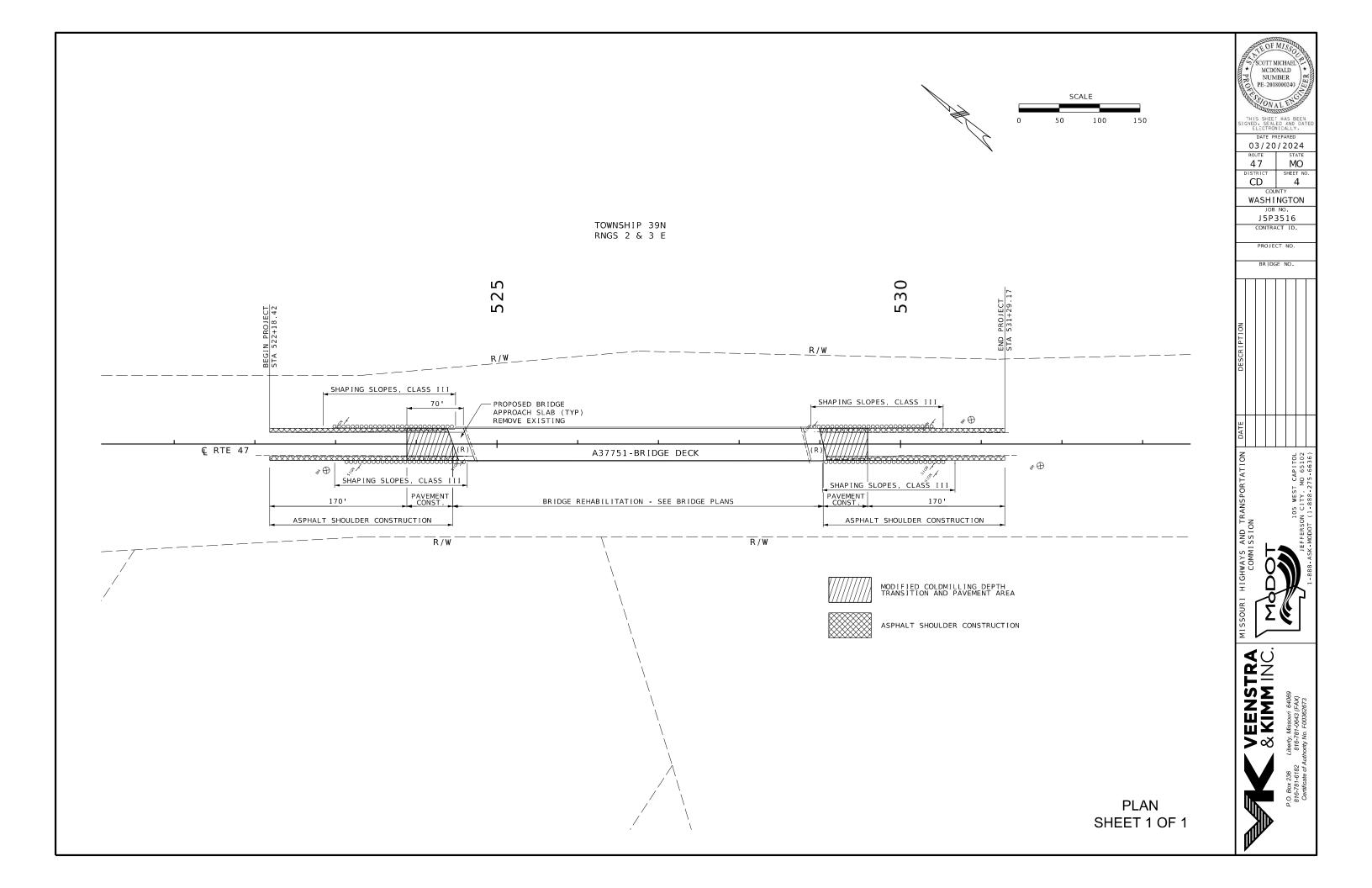
WO22-2 42X36 10.50

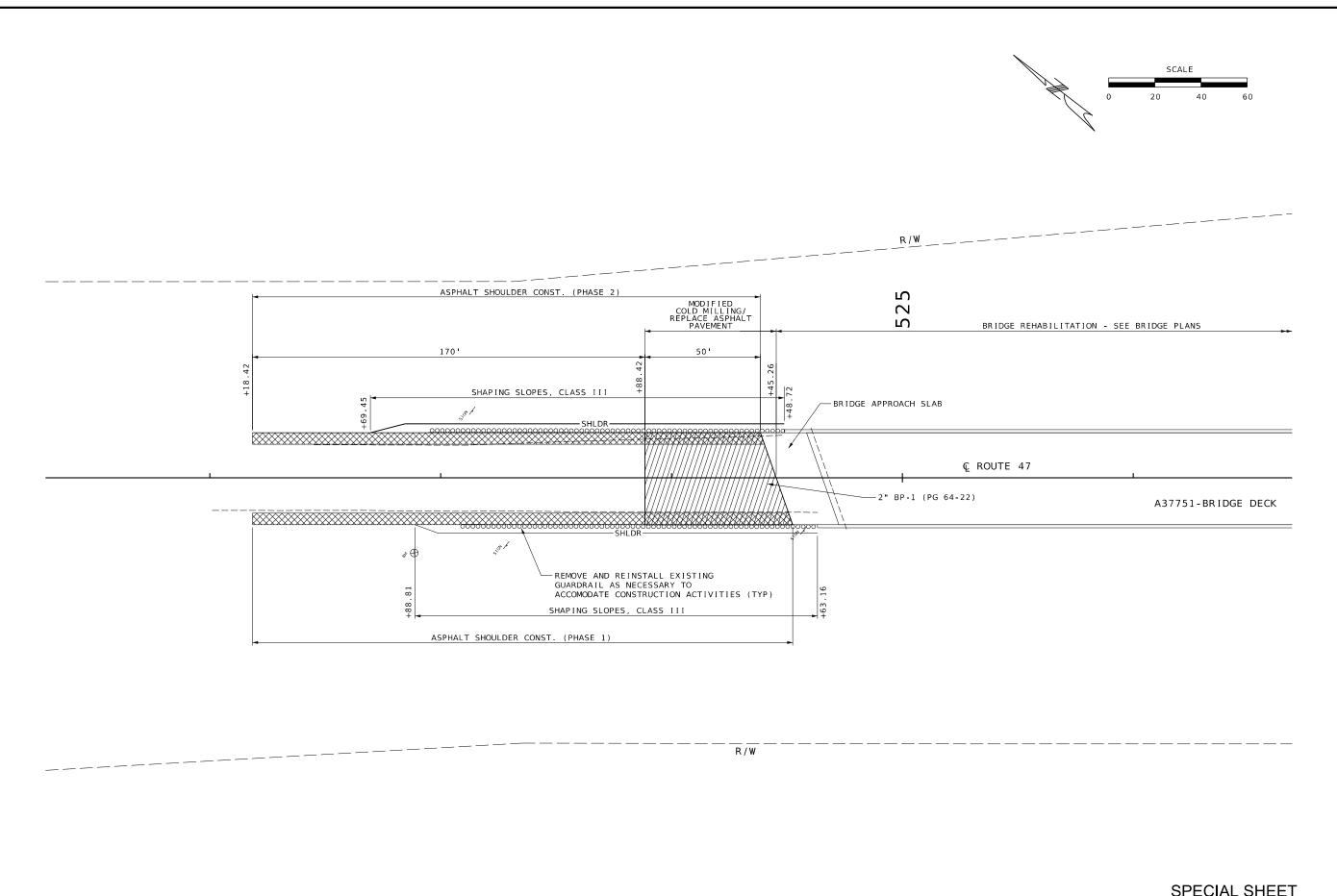
WO22-3 42X36 10.50

WO21-5 48X48 16.00 2 32.00 WO22-1 48X48 16.00

SCOTT MICHAEL MCDONALD NUMBER PE-2018000240 03/20/2024 ROUTE 47 MO SHEET NO. CD WASHINGTON JOB NO.
J5P3516
CONTRACT ID. PROJECT NO.

SUMMARY OF QUANTITIES SHEET 2 OF 2





VEENSTRA

& KIMM INC.

P.O. Box 236 Liberty, Missouri 64069
816-781-082 816-781-0633 (FAX)
Certificate of Authority No. F00362673

SCOTT MICHAEL

MCDONALD

NUMBER

PE-2018000240

03/20/2024

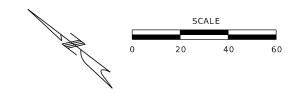
JOB NO.
J5P3516
CONTRACT ID.

MO SHEET NO.

47

CD

SPECIAL SHEET SHEET 1 OF 2



R/W ASPHALT SHOULDER CONST. (PHASE 2) SHAPING SLOPES, CLASS III 0 \sim 2 BRIDGE REHABILITATION - SEE BRIDGE PLANS - REMOVE AND REINSTALL EXISTING
GUARDRAIL AS NECESSARY TO
ACCOMODATE CONSTRUCTION ACTIVITIES (TYP) BRIDGE APPROACH SLAB-* D © ROUTE 47 2" BP-1 (PG 64-22)— A37751-BRIDGE DECK *\$*⁴ ⊕ ر 170' 20' ASPHALT SHOULDER CONST. (PHASE 1) SHAPING SLOPES, CLASS III

S JOHN S CAN STAND S CONTINUES OF AUTHORITY NO. F00362673

P.O. Box 236 Liberty, Missouri 64069
816-781-6182 816-781-0643 (F4X)
Certificate of Authority No. F00362673

SCOTT MICHAEL MICHONAL PROVISE STATE SHEET HAS BEEN SIONED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED

03/20/2024

DATE PREPARED

03/20/2024

ROUTE

47 MO

DISTRICT

CD

6

JOB NO.
J5P3516
CONTRACT ID.

PROJECT NO.

DESCRIPTION
ON SEGURATION

ISSOURI HIGHWAYS AND TRANSPORTATIO

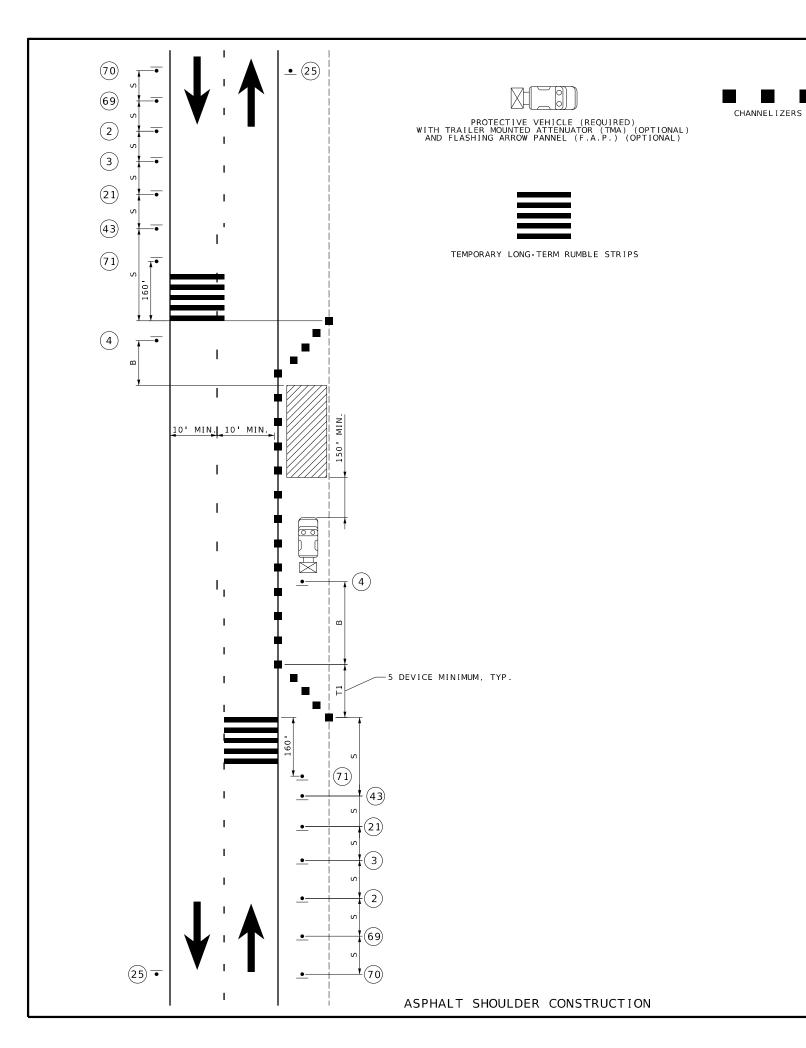
COMMISSION

105 WEST CAPITO

105 WEST CAPITO

10888-ASK-MODOT (1.888-75-6638)

SPECIAL SHEET SHEET 2 OF 2



	SHOULDER	WORK WI	TH MINO	R ENCROA	CHMENT	
SPEED	SIGN SPACING (FT.)	TAPER LENG	STH (FT.)	RECOMMENDED	CHANNEL I ZEF	R SPACING (FT.)
PERMANENT POSTED (MPH)	UNDIVIDED (S)	SHOULDER (1) (T1)	LANE (2) (T2)	BUFFER LENGTH (FT.) (B)	TAPERS	BUFFER/ WORK AREAS
0-35	200	70	-	250	35	40
40-45	350	150	-	360	40	80
50-55	500	185	-	495	50	80
60-70	1000	235	-	730	60	120
	R TAPER LENGTH BASE PER LENGTH BASED ON	,		OULDER WIDTH) IDTH) OFFSET		

NOTE:

TEMPORARY LONG-TERM RUMBLE STRIPS SHALL CONSISTS OF 5 STRIPS SEPARATED AT 10-12 FEET ON CENTER.

FLASHING ARROW PANELS SHALL BE INCIDENTAL TO TRUCK MOUNTED ATTENUATORS WHENEVER USED NO ADDITIONAL PAYEMENT SHALL BE MADE.



03/20/2024 47 MO SHEET NO CD 7

WASHINGTON J5P3516

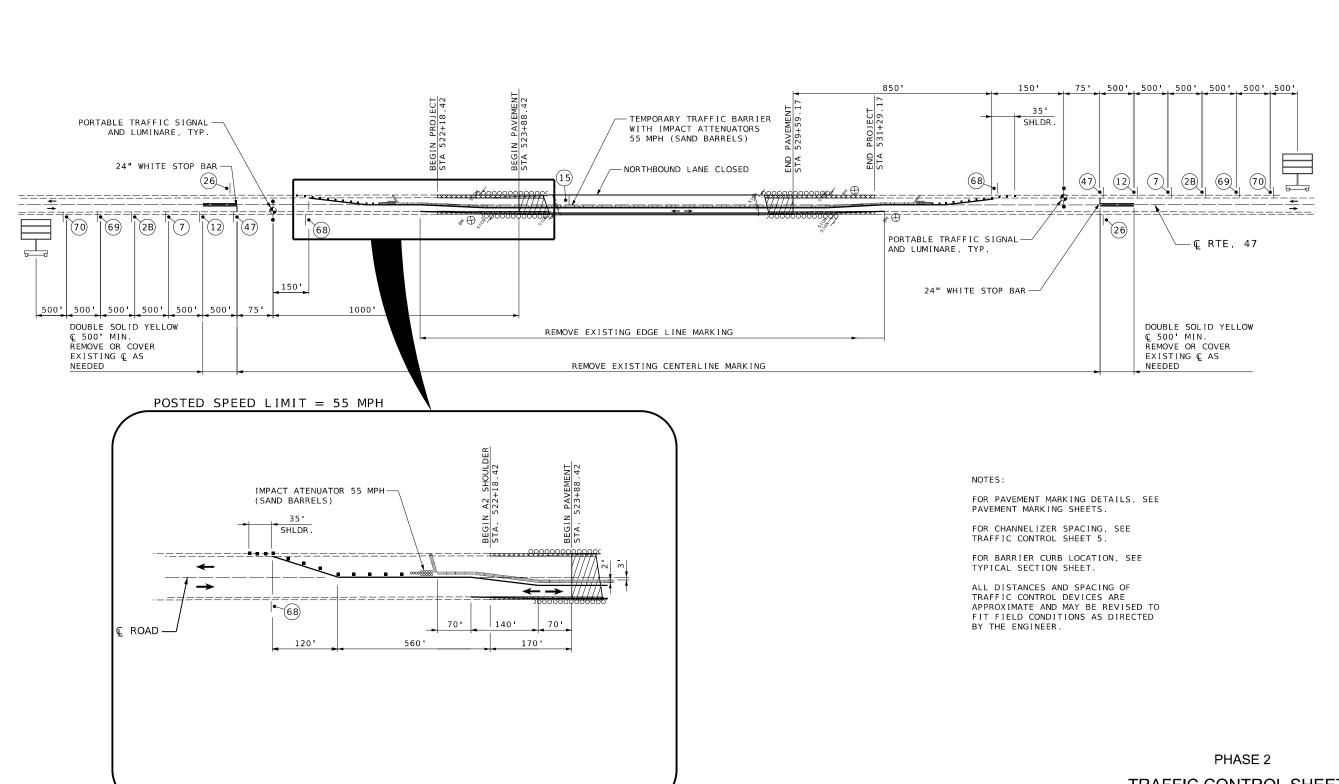
PROJECT NO.

BRIDGE NO.

PHASE 1 TRAFFIC CONTROL SHEETS

SHEET 1 OF 5





NORTH END SHOWN. SOUTH END SIMILAR.

SCOTT MICHAEL

MCDONALD

NUMBER

PE-2018000240

THIS SHEET HAS BEEN
SIGNED. SEALED AND DATED
ELECTRONICALLY.

03/20/2024

ROUTE STATE
47 MO

DISTRICT SHEET NO
CD 8

WASHINGTON JOB NO.

J5P3516 CONTRACT ID.

PROJECT NO.

DATE DESCRIPTION

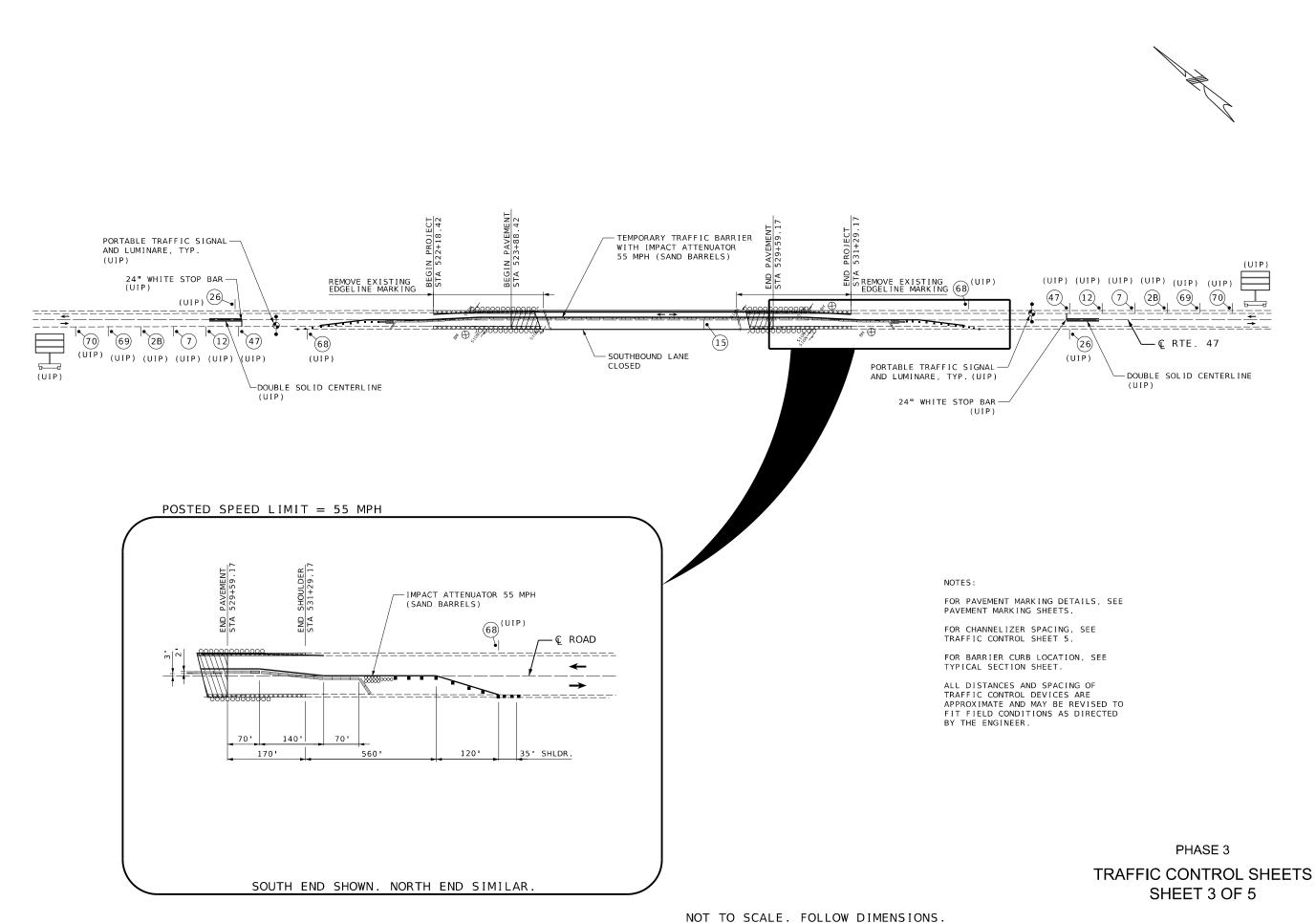
SSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MODOT

105 WEST CAPIT

** VEENSTRA | VEENSTRA | & KIMM INC. | P.O. Box 236 | Liberty, Missouri 64069 | 816-781-6182 | 816-781-0643 (FAX)

TRAFFIC CONTROL SHEETS
SHEET 2 OF 5



SCOTT MIGNOLAN
MCDONALD
NUMBER
PE-2018000240

THIS SHEET HAS BEEN SIGNED, SEALED AND DAT

03/20/2024

ROUTE STATE
47 MO

DISTRICT SHEET NO

CD 9

JOB NO.
J5P3516
CONTRACT ID.

PROJECT NO.

DESCRIPTION

COMMISSION

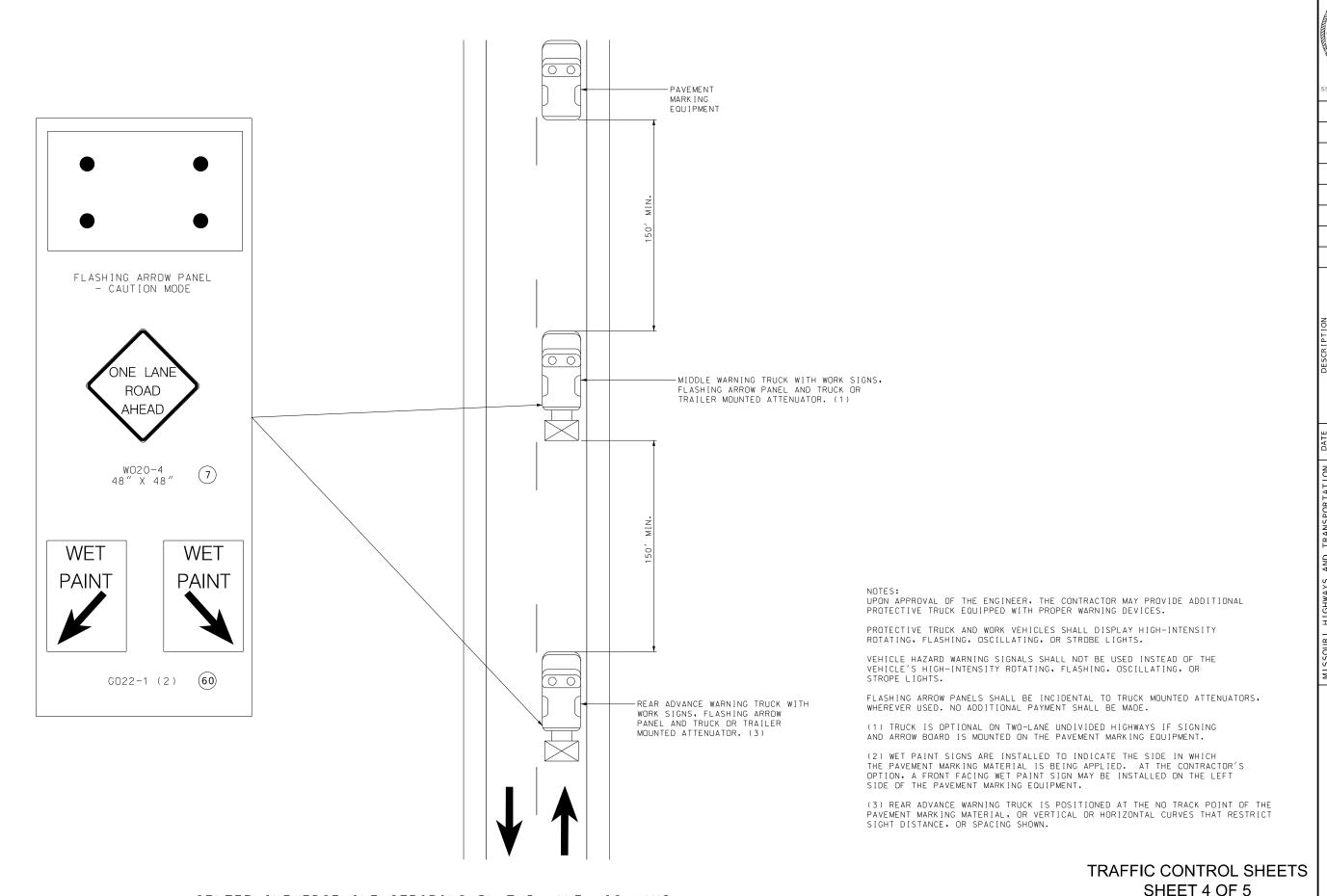
COMMISSION

DOT

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

VEENSTRA & KIMM INC.



CENTERLINE/EDGELINE STRIPING ON TWO-LANE HIGHWAYS

E OF MISSO SCOTT MICHAEL WCDONALD NUMBER PE 2018000240

SIGNED, SEALED AND DATED

03/20/2024

ROUTE STATE
47 MO

DISTRICT SHEET NO

CD 10

WASHINGTON

J5P3516

PROJECT NO.

BRIDGE NO.

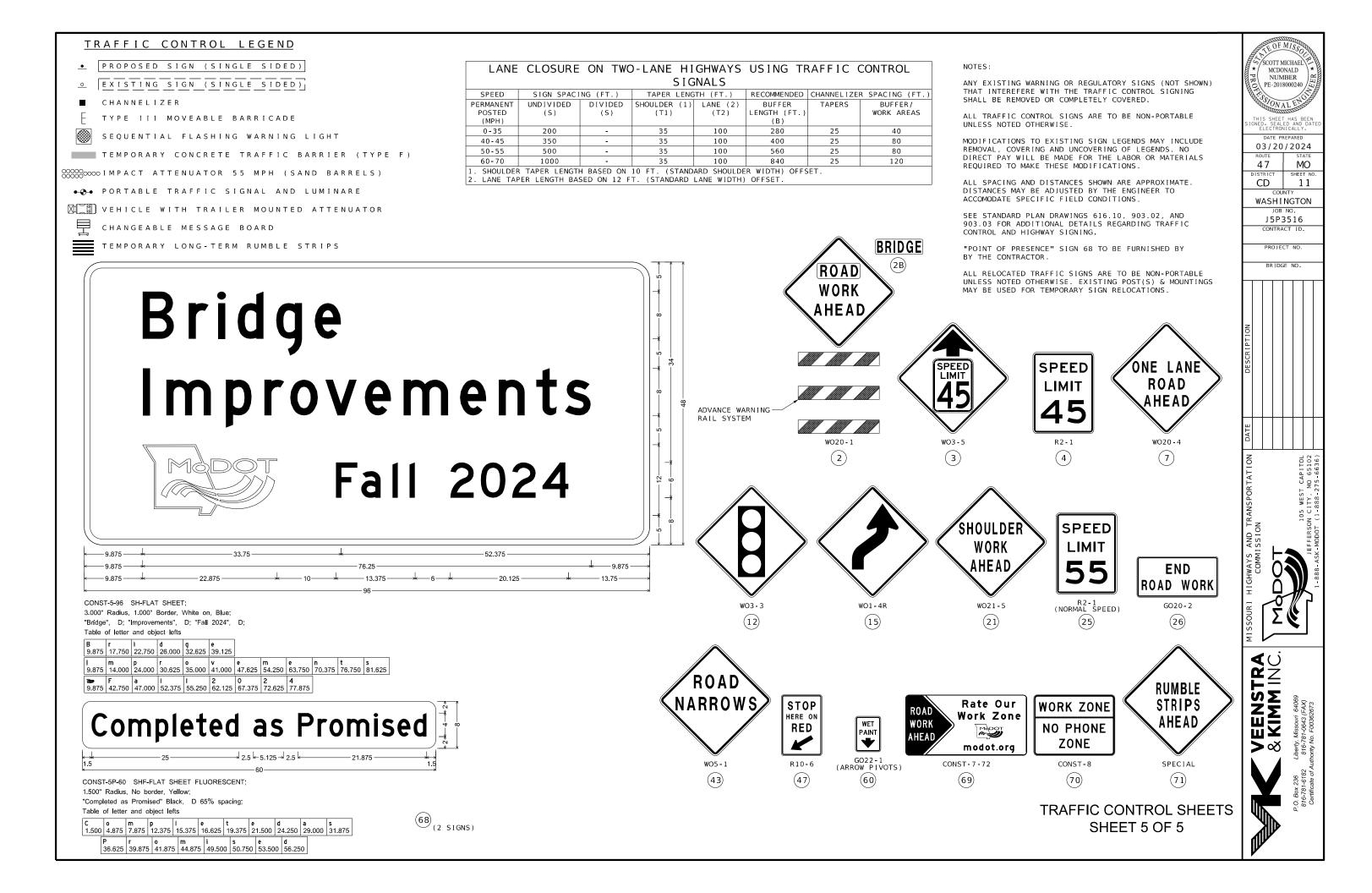
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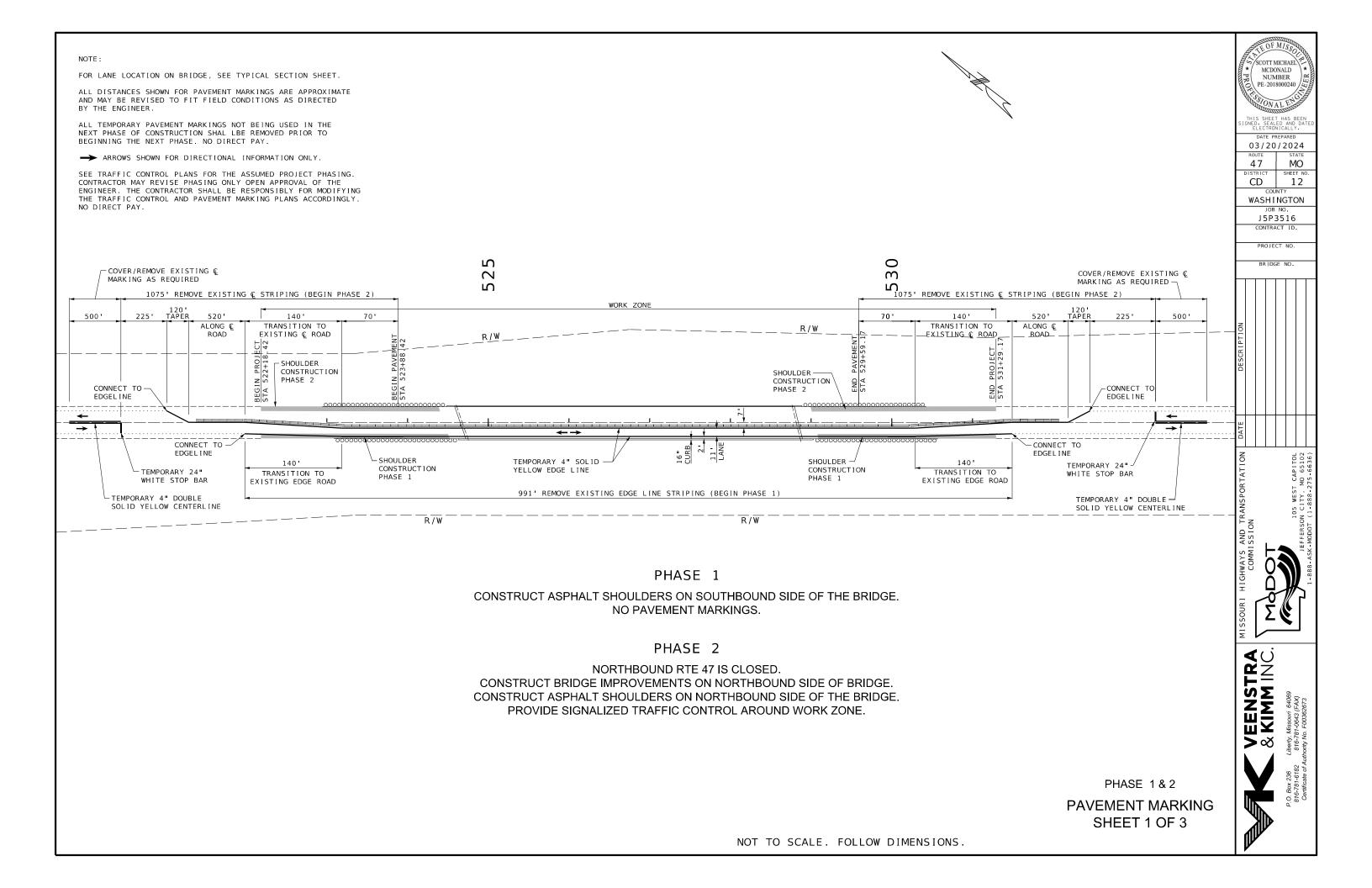
COMMISSION

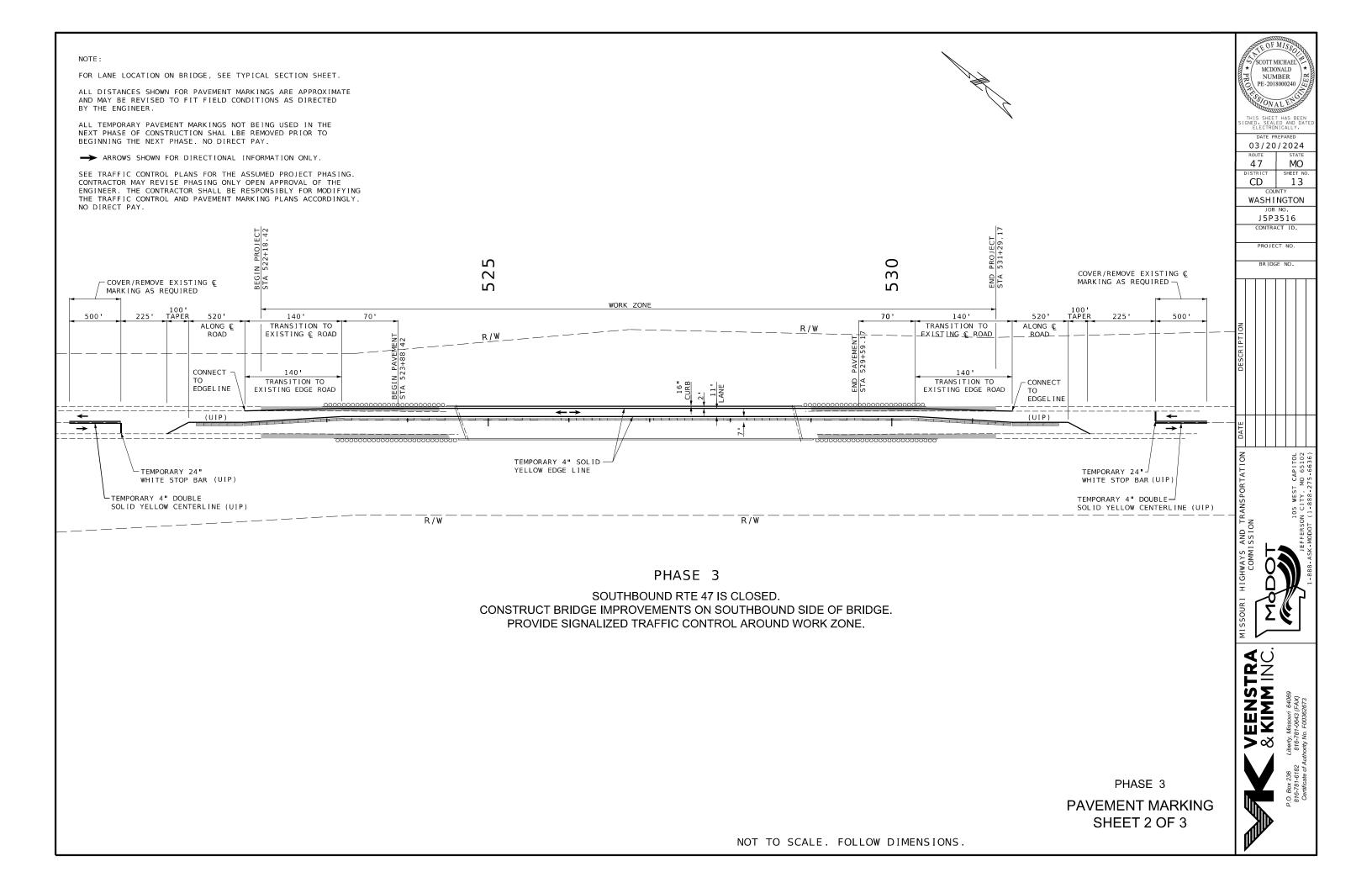
105 WEST CAPITO

105 WEST CAPITO

105 WEST CAPITO







NOTE:

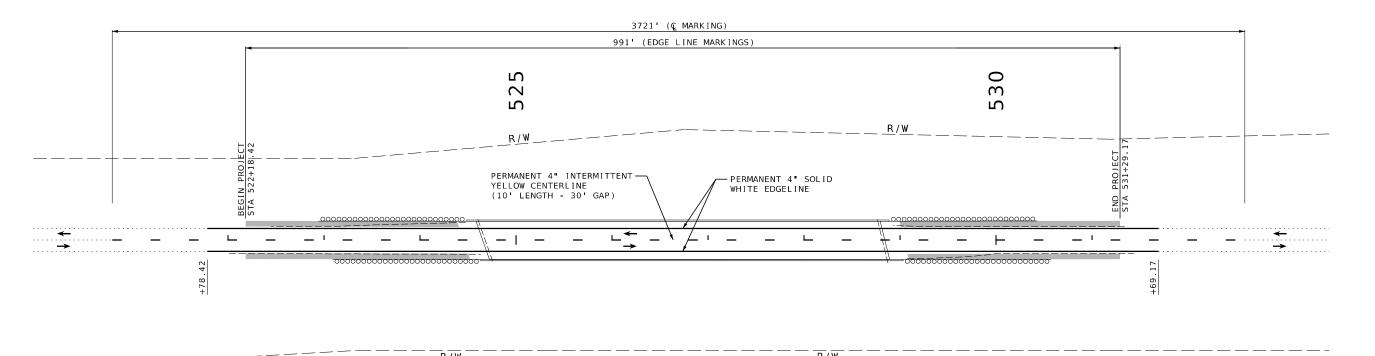
FOR LANE LOCATION ON BRIDGE, SEE TYPICAL SECTION SHEET.

ALL DISTANCES SHOWN FOR PAVEMENT MARKINGS ARE APPROXIMATE AND MAY BE REVISED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL TEMPORARY PAVEMENT MARKINGS NOT BEING USED IN THE NEXT PHASE OF CONSTRUCTION SHAL LBE REMOVED PRIOR TO BEGINNING THE NEXT PHASE. NO DIRECT PAY.

→ ARROWS SHOWN FOR DIRECTIONAL INFORMATION ONLY.

SEE TRAFFIC CONTROL PLANS FOR THE ASSUMED PROJECT PHASING. CONTRACTOR MAY REVISE PHASING ONLY OPEN APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLY FOR MODIFYING THE TRAFFIC CONTROL AND PAVEMENT MARKING PLANS ACCORDINGLY. NO DIRECT PAY.



FINAL PHASE

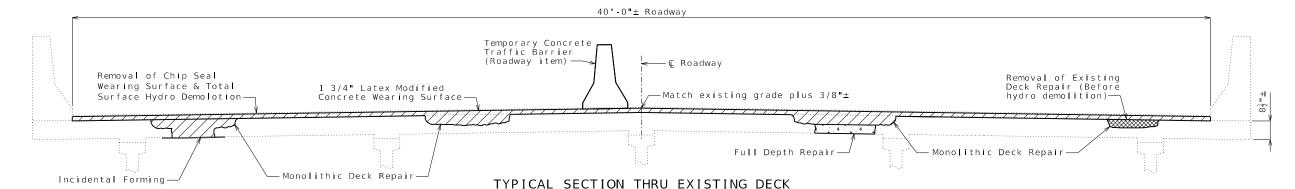
CONSTRUCTION COMPLETE.
REMOVE ALL TEMPORARY PEVEMENT MARKINGS.
INSTALL PERMANENT PAVEMENT MARKINGS.

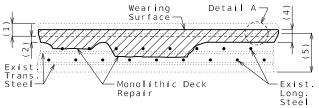
FO. Box 236 Liberty, Missouri 64069

RIP-181-46182 816-181-46182 EAVENUE 41089

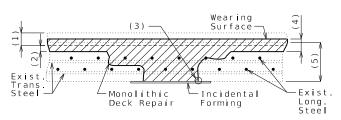
MCDONALD NUMBER PE-2018000240 03/20/2024 47 MO CD 14 WASHINGTON J5P3516 CONTRACT ID. PROJECT NO

U.I.P. AND REHABILITATE EXISTING (60'-60'-60')(60'-60'-60'-60') PRESTRESSED CONCRETE I-GIRDER SPANS (SKEW: 20° R.A.)

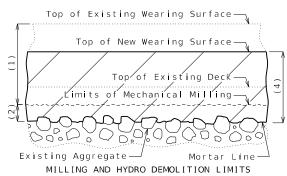




MONOLITHIC DECK REPAIR



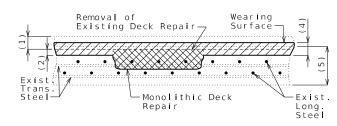
MONOLITHIC DECK REPAIR REQUIRING INCIDENTAL FORMING



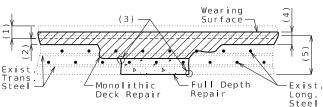
DETAIL A

- (1) Removal of existing 3/8"± Chip Seal wearing surface plus 1/2" of existing deck
- (2) 1/2" minimum total surface hydro demolition of sound concrete, measured to mortar line
- (3) 1" vertical side shall be established outside the deteriorated area.
- (4) 1 3/4" minimum latex modified concrete wearing surface
- (5) Original depth of deck minus previous scarification

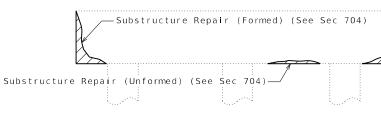
Detailed Nov. 2023



REMOVAL OF EXISTING DECK REPAIR BEFORE HYDRO DEMOLITION



MONOLITHIC DECK REPAIR REQUIRING FULL DEPTH REPAIR



INTERMED	IATE	BENT	NO	4	REPAIRS
	1715		IVO.		1161 71113

	Estimated Quantities		
	I t em		Total
	Total Surface Hydro Demolition	sq. yard	1874
	Removal of Seal Coat or Polymer Wearing Surface	sq. foot	16,866
	Removal of Existing Deck Repair	sq. foot	100
	Removal of Existing Expansion Joint & Adjacent Concrete	linear foot	43
	Remove & Replace Existing Safety Barrier Curb	linear foot	8
	Bridge Approach Slab (Minor)	sq. yard	187
*	Supplementary Wearing Surface Material	cu. yard	15
	Latex Modified Concrete Wearing Surface	sq. yard	1874
	Diamond Grinding	sq. yard	1874
	Class B-2 Concrete	cu. yard	5.6
e **	Substructure Repair (Formed)	sq. foot	50
**	Substructure Repair (Unformed)	sq. foot	10
	Full Depth Repair	sq. foot	300
	Reinforcing Steel (Epoxy Coated)	pound	750
***	Protective Coating - Concrete Bents and Piers (Epoxy)	lump sum	1
	Surface Preparation for Applying Epoxy-Mastic Primer	lump sum	1
	Aluminum Epoxy-Mastic Primer	lump sum	1
	Strip Seal Expansion Joint System	linear foot	43
	Note: This drawing is not to scale. Follow dimensions.	Sheet No.	1 of 6

General Notes:

Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications Bridge Deck Rating = 6

Design Loading:

H20-44 (1973)

Design Unit Stresses:

Class B-2 Concrete (Superstructure Deck Repair & Safety Barrier Curb)

f'c = 4.000 psi

Reinforcing Steel (Grade 60)

fy = 60,000 psi

Clean and Recoat Piling:

The piling at Bents No. 5, 6, and 7 shall be cleaned and recoated 3' above ground line and 2' below ground line. The existing paint system is lead-based paint with high levels of chromium. Therefore DHSS notification and regulation will be required. The piling will require an SSPC-SP3 surface preparation in accordance with Sec. 1081. Bituminous coating shall be applied one foot above and one foot below the existing ground line and in accordance with Sec. 702.

The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy Mastic Primer. The cost of the aluminum epoxy-mastic primer and bituminous coating Primer. The cost of the aluminum epoxy-mastic primer and bituminous coawill be considered completely covered by the contract lump sum price for Aluminum Epoxy-Mastic Primer

Miscellaneous:

Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).

All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.

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

MBS refers to mechanical bar splices. Mechanical bar splices shall be in accordance with Sec 706 or 710 except that no measurement will be made for mechanical bar splices and they will be considered completely covered by the contract unit price

Contractor shall verify all dimensions in field before ordering new material.

In order to maintain grade and a minimum thickness of wearing surface as shown on plans it may be necessary to use additional quantities of wearing surface at various locations throughout the structure. The cost of furnishing and installing the wearing surface will be considered completely covered in the contract unit price, including all additional labor, materials or equipment for variations in thickness of wearing surface.

Traffic Handling:

Traffic to be maintained on structure during construction. See roadway plans

- * Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.
- ** Substructure repairs are located on Intermediate Bent No. 4 and shall cure for 28 days prior to sealing the bean cap.
- *** Exposed concrete surfaces of cap at Intermediate Bent 4, Estimated quantity of 500 sq. ft.

REPAIRS TO BRIDGE: ROUTE 47 OVER MINERAL FORK

ROUTE 47 FROM ROUTE H TO ROUTE 21 ABOUT 1.6 MILES NORTH OF ROUTE 21 BEGINNING STATION 524+65.40± (Match Existing)



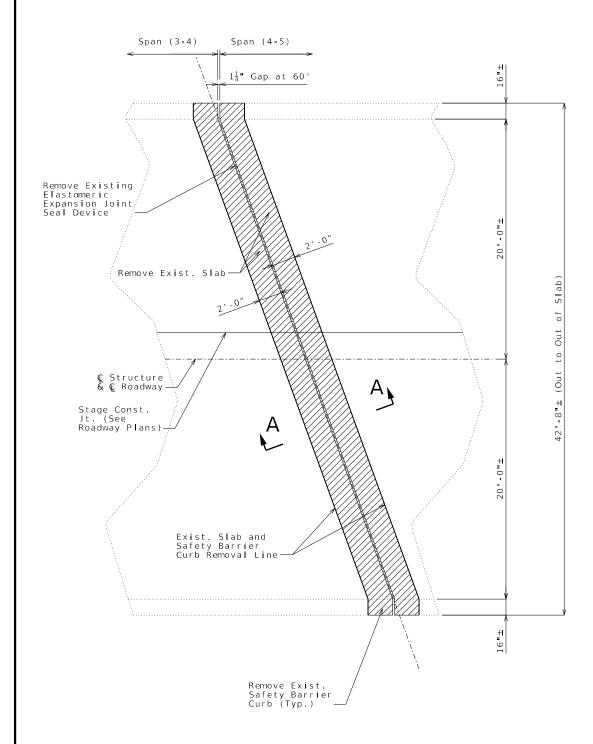
01/09/2024 47 MO SHEET NO BR 1

WASHINGTON J5P3516 CONTRACT ID

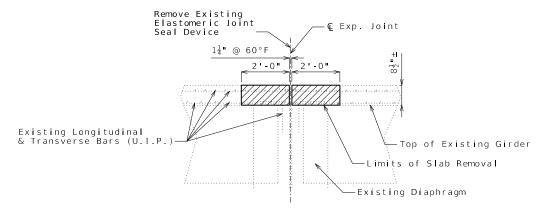
PROJECT NO

BRIDGE NO A37751

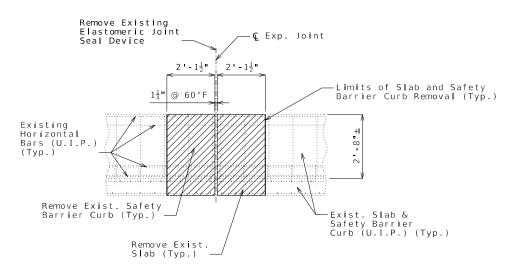
KIMM INC. >≪



PART PLAN OF SLAB AT INTERMEDIATE BENT 4



SECTION A-A



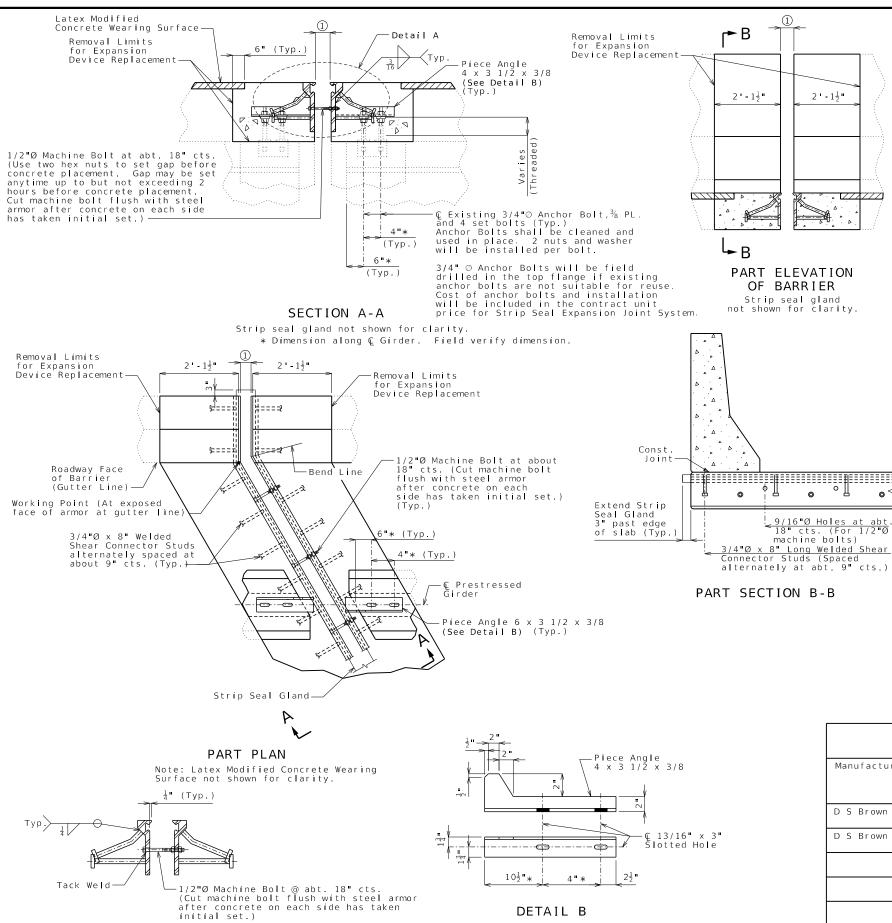
PART ELEVATION OF SAFETY BARRIER CURB REMOVAL AT INTERMEDIATE BENT NO. 4

Note:

Remove existing stirrups within limits of Safety Barrier Curb Removal. MCDONALD NUMBER PE-2018000240 01/09/2024 47 MO SHEET NO BR 2 WASHINGTON JOB NO. J5P3516 CONTRACT ID. PROJECT NO. BRIDGE NO. A37751



REMOVAL DETAILS



DETAIL A

Detailed Nov. 2023

GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 50 feet. A complete joint penetration groove welded splice shall be required. Welds shall be ground flush to provide a smooth surface. The expansion joint system shall be fabricated and installed to the crown and grade of the roadway.

The strip seal gland shall be installed in joints in one continuous piece without field splices. Factory splicing will be permitted for joints in excess of 53 feet.

Structural steel for the expansion joint system shall be ASTM A709 Grade 36 except the steel armor may be ASTM A709 Grade 50W. Anchors for the expansion joint system shall be in accordance with Sec 1037. Strip seal expansion joint system shall be in accordance with Sec 717

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Longitudinal reinforcing steel shall be modified so that ends shall be 1" from the vertical leg of the steel armor at the expansion joint system.

Concrete shall be forced under and around steel armor and anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

 $\ensuremath{ \bigcirc 2 }$ The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

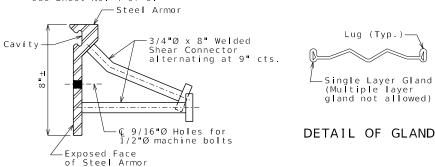
 $\ensuremath{\mathfrak{J}}$ MoDOT Construction personnel will indicate the strip seal expansion joint system installed.

Steel armor may also be referred to as extrusion or rail.

Payment for all Concrete work (including forming) for replacing areas of the concrete deck removal will be considered completely covered by the contract unit price for Class B-2 Concrete.

Reinforcement steel exposed during the removal and replacement of the expansion device shall be cleaned and used in place. Any reinforcing steel damaged during removal shall be replaced. Cost for replacement of reinforcing steel will be included in the unit price for Class B-2 Concrete and Remove & Replace Existing Safety Barrier Curb.

For Removal Details, see Sheet No. 2 of 6. For Details of Strip Seal Expansion Joint System Replacement Concrete at Int. Bent No. 4, see Sheet No. 4 of 6.



DETAIL OF JOINT ARMOR

	Table of All Expar	owed Tr nsion Jo				Seal			
Manufacturer	Strip Seal System (Designated Name)	Movement Parallel to RDWY	① No	Allow ormal to @ Air/	ed Inst o Joint Surface	allatio at RDW Temper	on Gap Y Surfa ature (2	c e	(3)
			@ 40°F	@ 50°F	@ 60°F	@ 70°F	@ 80°F	@ 90°F)
D S Brown	Strip seal L2-400	2 3 "	1 9 "	1 7 "	1 ½ "	1 1 1 1 m	15 m 16	<u>3</u> II	
D S Brown	Strip seal L2-500	2 3 "	1 9 "	1 7 16 "	1 ½ "	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 n 16	<u>3</u> 	

STRIP SEAL EXPANSION JOINT SYSTEM AT INTERMEDIATE BENT NO. 4

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

Sheet No. 3 of 6



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED

DATE PREPARED
01/09/2024
ROUTE STATE
47 MO
DISTRICT SHEET NO.
BR 3

WASHINGTON
JOB NO.
J5P3516

CONTRACT ID.

BRIDGE NO. A37751

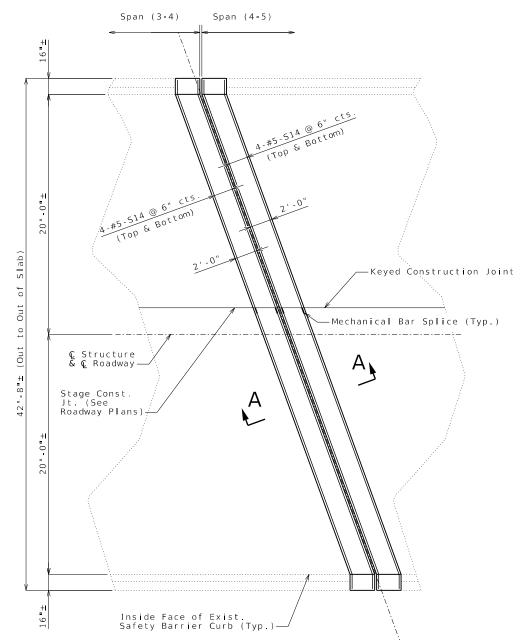
DATE DESCRIPTION

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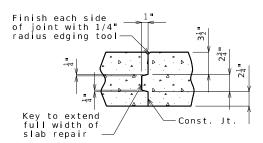
105 WEST CAPITOL

MISSOURI HIGHWAYS AND TRANS
COMMISSION
COMMISSION
105 '

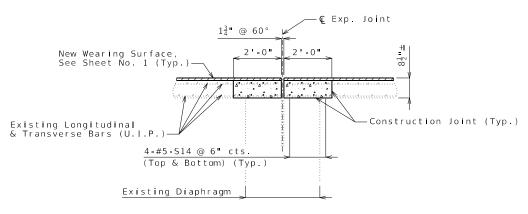
YEENSTRA & KIMM INC. P.O. Box 236 Liberty, Missouri 64069 816-781-6182 816-781-0643 [FAX)



PART PLAN OF SLAB SHOWING REINFORCEMENT AT INTERMEDIATE BENT NO. 4 Existing reinforcement not shown for clarity.

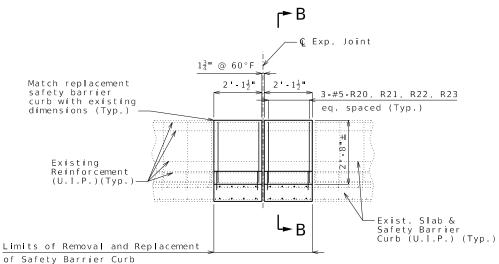


SLAB CONSTRUCTION JOINT



SECTION A-A

Note: Expansion device not shown for clarity.



ELEVATION SHOWING SAFETY BARRIER CURB REINFORCEMENT AT INTERMEDIATE BENT NO. 4

Notes:

Mechanical Bar Splices shall be in accordance with Sec. 706 or 710 except that no measurement will be made for mechanical bar splices and they will be considered completely covered by the contrace unit price for other items.

The total length for #5-S14 bars are based on placing the bar the entire width of the deck. The bars shall be field cut to accommodate the construction joint. Bars shall be spliced using mechanical bar splices.

Top of Safety Barrier Curb shall be built parallel to the grade

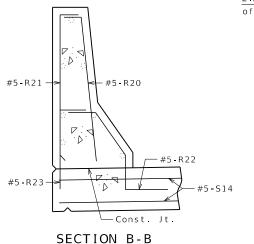
All exposed edges of Safety Barrier Curb shall have either a 1/2" radius or a 3/8" bevel, unless otherwise noted.

Payment for all concrete and reinforcement in Safety Barrier Curb, complete in place will be considered completely covered by the contract unit price for Remove and Replace Existing Safety Barrier.

Concrete in Safety Barrier Curb shall be Class B-2.

Measurement of Remove and Replace Existing Safety Barrier Curb is to the nearest linear foot for each structure, measured along the outside of slab.

All exposed edges of new Safety Barrier Curb shall match existing Safety Barrier Curb



DETAILS OF STRIP SEAL EXPANSION JOINT SYSTEM REPLACEMENT CONCRETE AT INTERMEDIATE BENT NO. 4

Detailed Jan. 2024 Checked Jan. 2024



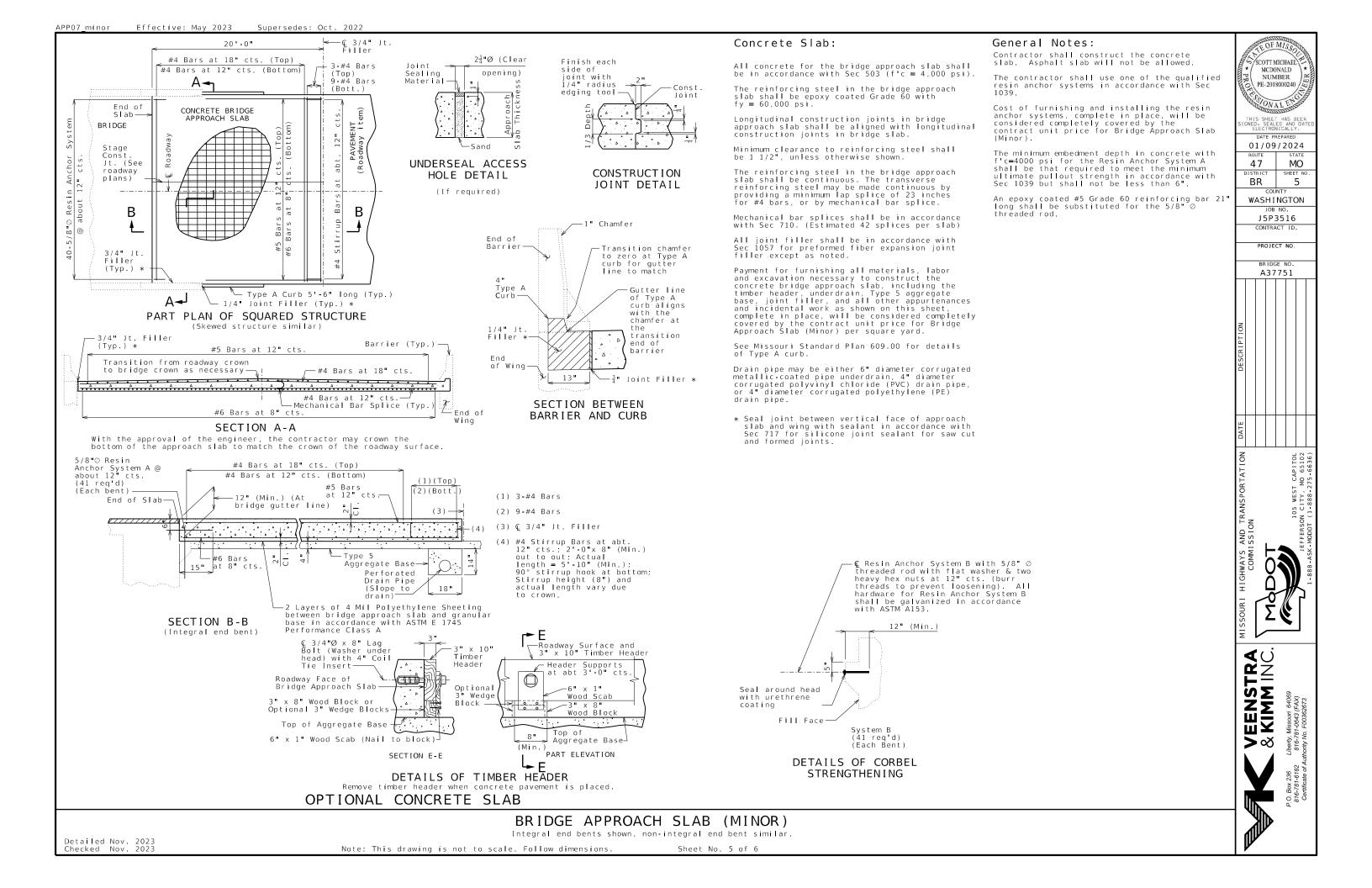
J5P3516 CONTRACT ID.

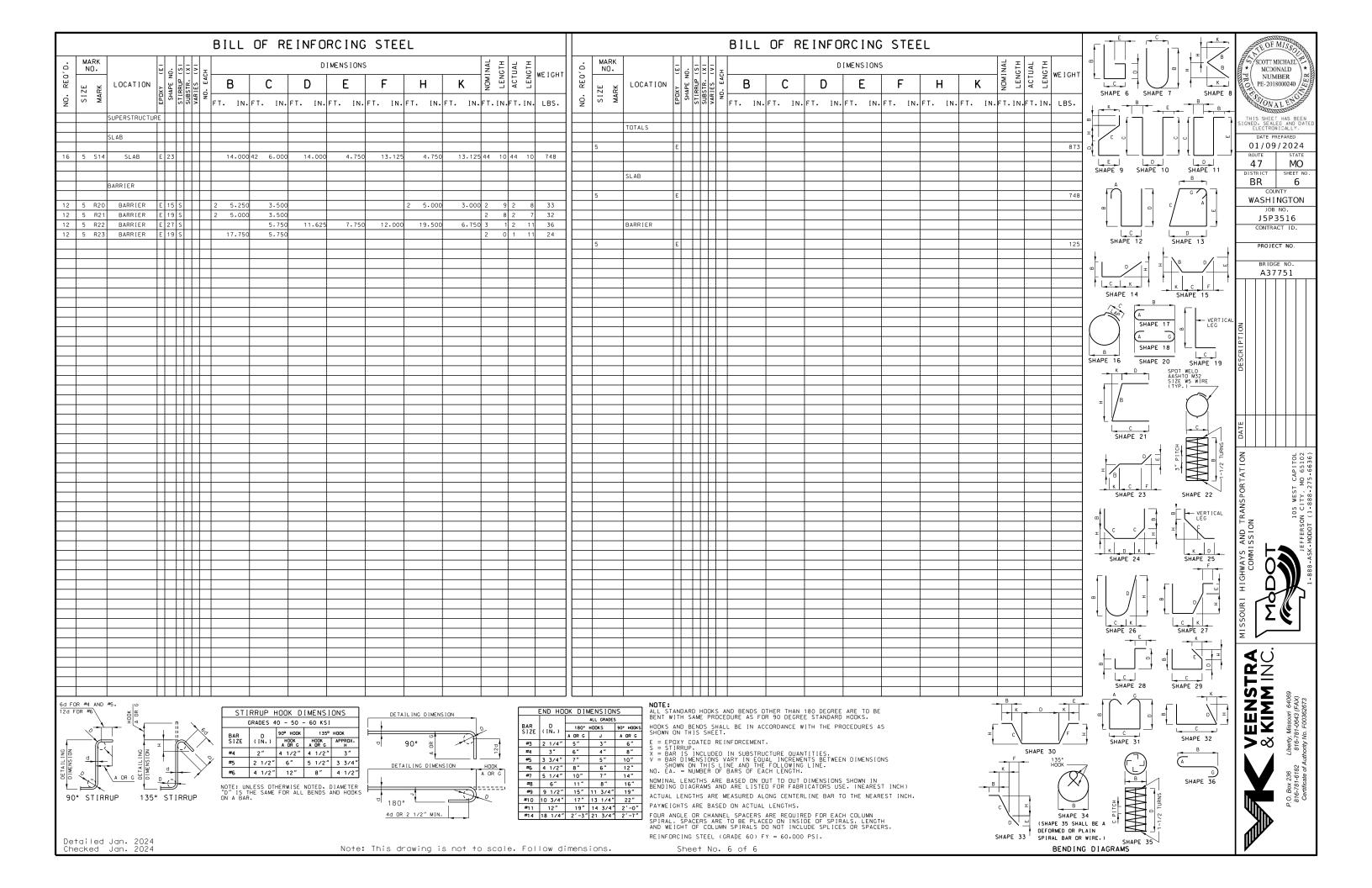
PROJECT NO.











DESIGN DESIGNATION

A.A.D.T. - 2021 = 3705 A.A.D.T. - 2041 = 7040 T = 15% V = 55 M.P.H.

FUNCTIONAL CLASSIFICATION-RURAL PRINCIPAL ARTERIAL

NO NEW R/W OR EASEMENTS TO BE ACQUIRED

CONVENTIONAL SYMBOLS

(***	,	
	EXISTING	NEW
BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER UTILITIES	0000	••••
FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER	- FO - -OTV- -UTV- - OT - - UT - - OE - - UE - - SS - - G - - W -	— OTV — UTV — OT — UT — OE — UE — S — SS
MANHOLE	NAR HYD)
FIRE HYDRANT	wv]
WATER VALVE	""C)
WATER METER	 D	€
DROP INLET		
DITCH BLOCK	=	=
GROUND MOUNTED SIGN	SIGN	_
LIGHT POLE		
H-FRAME POWER POLE		-
TELEPHONE PEDESTAL FENCE	PED	7
CHAIN LINK WOVEN WIRE GATE POST	—— v —— x X	

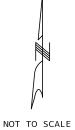
NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

BENCHMARK

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PLANS FOR PROPOSED STATE HIGHWAY

WASHINGTON COUNTY



PROJECT LIMITS BR A47411 -BRIDGE REHABILITATION, STRIPING ROUTE 8

LOCATION OF WASHINGTON COUNTY

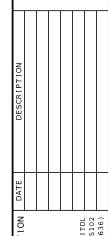
STA. 917+38.32-STA. 919+19.53 8 1530008 A1438 A1439 BATES CREEK CAMP 30 29 26

THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION "AS-IS" AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE COMPLETENESS, ACCURACY, OR SUITABILITY OF THE INFORMATION FOR ANY USE. RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE USER, AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY ERROR IN THE INFORMATION. IT IS, THEREFORE, THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY. SUCH VERIFICATION INCLUDES DIRECT CONTACT WITH THE LISTED UTILITIES.

INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (TS) (1 SHEET)	2
QUANTITIES (QU) (2 SHEETS)	3
TRAFFIC CONTROL SHEETS (TC)	4 - 7
PAVEMENT MARKING (PM)	8 - 10
BRIDGE DRAWINGS (B)	
A47411	1 - 2

F TE OF	MISSON
SCOTT M MCDC NUM PE-201	MISSOLALI ALLER BOOD240
SIGNED, SEAL ELECTRO	ED AND DATED NICALLY.
	/2024
ROUTE	STATE
8	MO
DISTRICT	SHEET NO.
DISTRICT CD COU WASHI	SHEET NO. 1 NTY NGTON
DISTRICT CD COU WASHI JOB J 5 P 3	SHEET NO. 1 NTY NGTON NO. 3524
DISTRICT CD COU WASHI JOB J 5 P 3 CONTRA	SHEET NO. 1 NTY NGTON NO. 3524 GCT ID.
DISTRICT CD COU WASHI JOB J5P3 CONTRA	SHEET NO. 1 NTY NGTON NO. 3524



LENGTH OF PROJECT

BEGINNING OF PROJECT STA. 917 + 38.32 STA. 919 + 19.53 END OF PROJECT 181.21 FEET APPARENT LENGTH

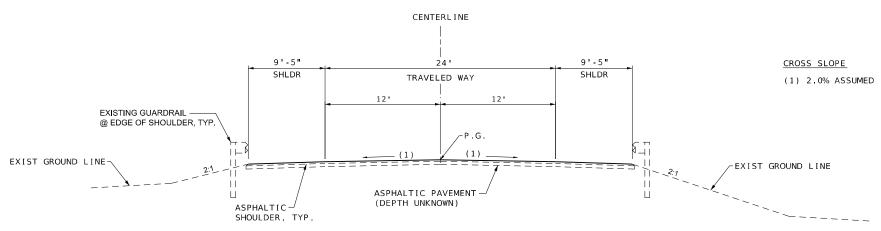
EQUATIONS AND EXCEPTIONS:





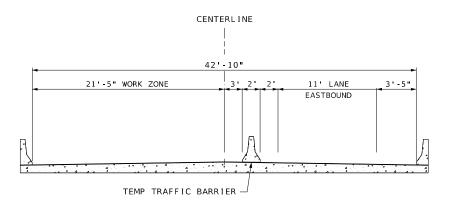
TOTAL CORRECTIONS 0.00 FEET 181.21 FEET NET LENGTH OF PROJECT STATE LENGTH 0.034 MILES

FOR INFORMATION ONLY ESTIMATED DISTURBED ACRES



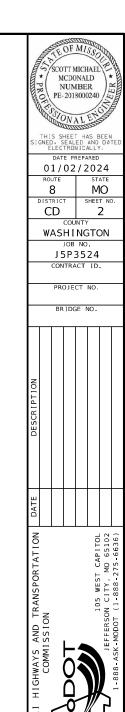
EXISTING SECTION ON TANGENT

TYPICAL SECTION RTE. 8
STA. 917+38.32 TO 919+19.53 (EXCLUDING BRIDGE)



TEMPORARY TRAFFIC LANE ON BRIDGE

PHASE 1 - TEMPORARY TRAFFIC LANE SHOWN PHASE 2 - OPPOSITE HAND





PERMANENT PAVEMENT MARKING										
			4" YELLOW WATERBORNE PAINT (TYPE P BEADS)	4" WHITE WATERBORNE PAINT (TYPE P BEADS)	REMARKS					
STATION	LOCATION	SIDE	(LF)	(LF)						
909+28 TO 910+58	RTE 8	RT		130	PHASE 2 - SOLID EDGE LINE					
925+99 TO 927+29	RTE 8	RT		130	PHASE 2 - SOLID EDGE LINE					
910+58 TO 925+99	RTE 8	RT		1541	PHASE 3 - SOLID EDGE LINE					
909+28 TO 927+29	RTE 8	LT		1801	PHASE 3 - SOLID EDGE LINE					
908+53 TO 928+04	RTE 8	CL RD	488		PHASE 3 - 1951 LF INTERMITTENT @ (10' & 30')					
928+04 TO 931+20	RTE 8	CL RD	632		PHASE 3 - DOUBLE SOLID CENTERLINE					
903+53 TO 908+53	RTE 8	CL RD	1000		PHASE 3 - DOUBLE SOLID CENTERLINE					
		TOTAL	2120	3602						

		·	MPORARY PAVEME	I	
STATION	LOCATION	SIDE	24" WHITE PAINT (LF)	4" YELLOW PAINT (LF)	REMARKS
910+58 TO 925+99	RTE 8	CL RD		1541	PHASE 1 - EDGE LINE
909+28 TO 927+29	RTE 8	RT		1801	PHASE 1 - EDGE LINE
910+58 TO 925+99	RTE 8	CL RD		1541	PHASE 2 - EDGE LINE
909+28 TO 927+29	RTE 8	LT		1801	PHASE 2 - EDGE LINE
903+53 TO 907+53	RTE 8	CL RD		400	PHASE 1 - SINGLE SOLID CENTERLINE
907+53 TO 908+53	RTE 8	CL RD		200	PHASE 1 - DOUBLE SOLID CENTERLINE
928+04 TO 931+20	RTE 8	CL RD		316	PHASE 1 - SINGLE SOLID CENTERLINE
908+53	RTE 8	RT	12		PHASE 1 - STOP BAR
928+04	RTE 8	LT	12		PHASE 1 - STOP BAR
		TOTAL	24	7600	

PAVEMENT MARKING REMOVAL								
STATION	LOCATION	SIDE	QUANTITY (LF)	REMARKS				
909+28 TO 927+29	RTE 8	RT	1801	PHASE 1 - EDGE LINE				
908+53 TO 928+04	RTE 8	CL RD	1951	PHASE 1 - CENTERLINE				
909+28 TO BRIDGE	RTE 8	LT	810	PHASE 2 - EDGE LINE				
BRIDGE TO 927+29	RTE 8	LT	810	PHASE 2 - EDGE LINE				
907+53 TO 908+53	RTE 8	CL RD	100	PHASE 1 - CENTERLINE				
	T	JATC	5472					

MOBILIZATION					
LUMP SUM	1				



DISTRICT SHEET NO.

COLINTY

ELECTRONICALLY.

DATE PREPARED

0 1 / 0 2 / 20 2 4

ROUTE

8 MO

DISTRICT SHEET NO.

CD 3

COUNTY
WASHINGTON
JOB NO.
J 5P3524
CONTRACT ID.





							EFFECTIVE: 04-01-2024		All many
TOTAL OTY	TOTALSIGN		QTY TOTAL SIG	N				1 💆	E OF MIS
SIZE AREA OTY AREA RELO			TOTAL RELOC RELOC NUM	I				15/	SCOTT MICHA
				[!] '	,	TOTAL		A *(MCDONALI
SIGN IN SQ FT EACH SQ FT EACH			SQ FT EACH SQ FT		I TEM			1 m	NUMBER PE-20180002
WARNING SIGNS		·	DE SIGNS	DESCRIPTION	NUMBER	QTY	DESCRIPTION	W.E.	^
WO1-1L 48X48 16.00	TURN (SYMBOL LEFT)	E05-1 36X48 12.00		GORE EXIT	6122008		IMPACT ATTENUATOR 40 MPH (SAND BARRELS)	A A A	SIONALE
WO1-1R 48X48 16.00	TURN (SYMBOL RIGHT)	E05-2 48X36 12.00		EXIT OPEN	6122009		IMPACT ATTENUATOR 45 MPH (SAND BARRELS)		dilling.
WO1-2L 48X48 16.00	CURVE (SYMBOL LEFT)	E05-2a 48X36 12.00		EXIT CLOSED	6122010		IMPACT ATTENUATOR 50 MPH (SAND BARRELS)	SIGNED	S SHEET HAS D. SEALED A LECTRONICAL
WO1 - 2R 48X48 16.00	CURVE (SYMBOL RIGHT)	GO20-1 60X24 10.00	1.5 00	ROAD WORK NEXT XX MILES	6122012	2	IMPACT ATTENUATOR 55 MPH (SAND BARRELS)		DATE PREPAR
WO1 - 3L 48X48 16.00	REVERSE TURN (SYMBOL LEFT)	GO20 - 2 48X24 8.00 2	16.00 26	END ROAD WORK	6122014		IMPACT ATTENUATOR 60 MPH (SAND BARRELS)	1 1	1/02/2
WO1 - 3R 48X48 16.00	REVERSE TURN (SYMBOL RIGHT) REVERSE CURVE (SYMBOL LEFT)	GO20 4 36X18 4.50		PILOT CAR FOLLOW ME	6122017		IMPACT ATTENUATOR 65 MPH (SAND BARRELS) IMPACT ATTENUATOR 70 MPH (SAND BARRELS)		UTE
WO1-4L 48X48 16.00	16.00 15 REVERSE CURVE (SYMBOL RIGHT)	GO20-4a 42X30 8.75 GO20-4a 18X12 1.50		PILOT CAR IN USE WAIT & FOLLOW PILOT CAR IN USE WAIT & FOLLOW	6122019		REPLACEMENT SAND BARREL	∤ 	8
WO1-4R 48X48 16.00 1 16.00 1	DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT)	GO20-44 18X12 1.30 GO20-5aP 36X24 6.00		WORK ZONE (PLAQUE)	6122020		IMPACT ATTENUATOR (RELOCATION)		TRICT SH
WO1-4bE 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-8a 24X18 3.00		END DETOUR	6123001		TRUCK MOUNTED ATTENUATOR (TMA)	-	_
WO1-4cL 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4-9L 48X36 12.00		DETOUR (LEFT)	6161008		ADVANCED WARNING RAIL SYSTEM	┤│	COUNTY ASHING
WO1-4cR 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-9R 48X36 12.00		DETOUR (RIGHT)	6161012		BUOYS (BOATS KEEP OUT)	┧┝─ <u>"</u>	JOB NO.
WO1-6 60X30 12.50	HORIZONTAL ARROW (SYMBOL)	MO4-9P 48X12 4.00		STREET NAME (PLAQUE)	6161013		BUOYS (NO WAKE)	† I	J5P352
WO1-6a 72X36 18.00	HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	MO4-10L 48X18 6.00		DETOUR ARROW (LEFT)	6161014		SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)		CONTRACT
WO1 - 7 60X30 12 50	DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4-10R 48X18 6.00		DETOUR ARROW (RIGHT)	6161025		CHANNELIZER (TRIM LINE)	1 Ⅰ	
WO1 - 7a 72X36 18.00	DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)		ULATORY SIGNS	,	6161030		TYPE III MOVEABLE BARRICADE	1	PROJECT N
WO1-8 18X24 3.00	CHEVRON (SYMBOL)	R1-1 48X48 13.25		STOP	6161033		DIRECTION INDICATOR BARRICADE	1 📖	
WO1-8a 30X36 7.50	CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1 - 2 48TRI 6 93		YIELD	6161040		FLASHING ARROW PANEL	11	BRIDGE NO
WO3 - 1 48X48 16 00	STOP AHEAD (SYMBOL)	R1 - 2a 36X36 9 .00		TO ONCOMING TRAFFIC (PLAQUE)	6161047		TYPE III OBJECT MARKER	1	
WO3 - 2 48X48 16 .00	YIELD AHEAD (SYMBOL)	R1-3P 30X12 2.50		ALL WAY (PLAQUE)	6161055		SEQUENTIAL FLASHING WARNING LIGHT	1	,
WO3 - 3 48X48 16 00 2 32 00	12 SIGNAL AHEAD (SYMBOL)	R2 - 1 36X48 12 .00		SPEED LIMIT XX	6161070		TUBULAR MARKER	1	,
WO3 - 4 48X48 16 .00	BE PREPARED TO STOP	R3 - 1 48X48 16.00		NO RIGHT TURN (SYMBOL)	6161095		RADAR SPEED ADVISORY SYSTEM	1	,
WO3 - 5 48X48 16.00	SPEED LIMIT AHEAD	R3-2 48X48 16.00		NO LEFT TURN (SYMBOL)	11		CHANGEABLE MESSAGE SIGN,	1	$_{i}$ \mid \mid \mid
WO4-1L 48X48 16.00	MERGE (SYMBOL FROM LEFT)	R3 - 3 36X36 9 00		NO TURNS	6161096		COMMISSION FURNISHED/RETAINED		$_{1}$ \parallel \parallel \parallel
WO4-1R 48X48 16.00	MERGE (SYMBOL FROM RIGHT)	R3 - 4 48X48 16.00		NO U-TURN (SYMBOL)			CHANGEABLE MESSAGE SIGN W/O COMM.	1 ⊑	1
WO4-1aL 48X48 16.00	MERGE (LEFT)	R3-7L 30X30 6.25		LEFT LANE MUST TURN LEFT	61610984	4 2	INTERFACE - CONTRACTOR FURNISHED/RETAINED		1
WO4-1aR 48X48 16.00	MERGE (RIGHT)	R3-7R 30X30 6.25		RIGHT LANE MUST TURN RIGHT			CHANGEABLE MESSAGE SIGN WITH COMM.	SC	1
WO5-1 48X48 16.00	ROAD/BRIDGE/RAMP NARROWS	R4-1 36X48 12.00		DO NOT PASS	6161099		INTERFACE - CONTRACTOR FURNISHED/RETAINED	퓝	
WO5-3 48X48 16.00	ONE LANE BRIDGE	R4-2 36X48 12.00		PASS WITH CARE	61620004		WORK ZONE TRAFFIC SIGNAL SYSTEM	1 	1
WO5-5 48X48 16.00	NARROW LANES	R4-7a 36X48 12.00		KEEP RIGHT (HORIZONTAL ARROW)	6162002		TEMPORARY LONG-TERM RUMBLE STRIPS	1 	1
WO6-1 48X48 16.00	DIVIDED HIGHWAY (SYMBOL)	R4-8a 36X48 12.00		KEEP LEFT (HORIZONTAL ARROW)	1		TEMPORARY TRAFFIC BARRIER	1 I	
WO6-2 48X48 16.00	DIVIDED HIGHWAY END (SYMBOL)	R5-1 30X30 6.25		DO NOT ENTER	6173600	430	CONTRACTOR FURNISHED/RETAINED		
WO6-3 48X48 16.00	TWO WAY TRAFFIC (SYMBOL)	R5-1a 36X24 6.00		WRONG WAY	1	1	TEMPORARY TRAFFIC BARRIER	1	ПП
WO7-3a 30X24 5.00	NEXT XX MILES (PLAQUE)	R6-1L 54X18 6.75		ONE WAY ARROW (LEFT)	1 6173602E	3	CONTRACTOR FURNISHED/COMMISSION RETAINED	ATE	
WO8-1 48X48 16.00	BUMP	R6-1R 54X18 6.75		ONE WAY ARROW (RIGHT)	61740004		TEMP. TRAFFIC BARRIER HEIGHT TRANSITION	1 0 1	
WO8-2 48X48 16.00	DIP	R6-2L 24X30 5.00		ONE WAY (LEFT)	61750104		RELOCATING TEMPORARY TRAFFIC BARRIER	┧┠ ┋╵	
WO8-3 48X48 16.00	PAVEMENT ENDS	R6-2R 24X30 5.00		ONE WAY (RIGHT)			TEMPORARY TRAFFIC BARRIER	1 5	
WO8-4 48X48 16.00	SOFT SHOULDER	R9-9 24X12 2.00		SIDEWALK CLOSED	6176000E	3	COMMISSION FURNISHED/RETAINED		
WO8-5 48X48 16.00	SLIPPERY WHEN WET (SYMBOL)			SIDEWALK CLOSED AHEAD,			TEMP. TRAFFIC BARRIER HEIGHT TRANSITION	115	
WO8-6 48X48 16.00	TRUCK CROSSING	R9-11L 24X18 3.00		(ARROW LEFT) CROSS HERE	6177000E	3	COMMISSION FURNISHED/RETAINED	6	
WO8-6c 48X48 16.00	TRUCK ENTRANCE			SIDEWALK CLOSED AHEAD,	62080644	4	TEMPORARY RAISED PAVEMENT MARKER	1 S	
WO8-7 36X36 9.00	LOOSE GRAVEL	R9-11R 24X18 3.00		(ARROW RIGHT) CROSS HERE	9029400		TEMPORARY TRAFFIC SIGNALS	1 §	
WO8-7a 36X36 9.00	FRESH OIL / LOOSE GRAVEL	R10-6 24X36 6.00 2	12.00 47	STOP HERE ON RED (45^ ARROW)	9029401		TEMPORARY TRAFFIC SIGNALS AND LIGHTING	1 ≝	
WO8-9 48X48 16.00	LOW SHOULDER	R11-2 48X30 10.00		ROAD CLOSED				1 9 !:	
WO8-11 48X48 16.00	UNEVEN LANES			ROAD CLOSED XX MILES AHEAD				HWAYS ANE	1 -
WO8-12 48X48 16.00	NO CENTER LINE	R11-3a 60X30 12.50		LOCAL TRAFFIC ONLY				ζ.S IMI	
WO8-15 48X48 16.00	GROOVED PAVEMENT	R11-4 60X30 12.50		ROAD CLOSED TO THRU TRAFFIC	1] ¥ Ø	
WO8-15P 30X24 5.00	MOTORCYCLE (PLAQUE)	CONST-3A 60X48 20.00		FINE SIGN	1			1 ₹∪	Ų7
WO8-17L 48X48 16.00	SHOULDER DROP-OFF (SYMBOL LEFT)	CONST-3X 56X12 4.67		SPEEDING/PASSING (PLATE)	1			1 I 🖺	\cap 1
WO8-17R 48X48 16.00	SHOULDER DROP-OFF (SYMBOL RIGHT)		CELLANEOUS SIGNS	· · · · · · · · · · · · · · · · · · ·	ľ	•		_ <u>_</u>	7/
WO8-17P 30X24 5.00	SHOULDER DROP-OFF (PLAQUE)	CONST-5 48X36 12.00 2		POINT OF PRESENCE	1			-	ע∠//
W10-1 42RND. 9.62	RAILROAD CROSSING	CONST-5 96X48 32.00 2		POINT OF PRESENCE	1			3	\\ \\ \\ \\
WO12-1 24X24 4.00	DOUBLE DOWN ARROW (SYMBOL)	CONST-7 48X24 8.00		RATE OUR WORK ZONE	1			SS	_ ~ <
WO12-2 48X48 16.00	LOW CLEARANCE (SYMBOL)	CONST-7 72X36 18.00 2	36.00 69	RATE OUR WORK ZONE	1			=	<u> </u>
W012-2x 24X18 3.00	LOW CLEARANCE (PLAQUE)	CONST-8 48X36 12.00 2		WORK ZONE NO PHONE ZONE	1			F-'	
WO12-2a 84X24 14.00	OVERHEAD LOW CLEARANCE (FEET AND INCHES)				1			1	(Ú
WO12-4 120X60 50.00	LOW CLEARANCE XX FT XX IN XX MILES AHEAD				1				\preceq
WO12-5 120X60 50.00	WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD				1			[12	Z
WO13-1 30X30 6.25	ADVISORY SPEED (PLAQUE)]				'=
WO16-2 30X24 5.00	XXX FEET (PLAQUE)]			S)Σ :
WO16-3 30X24 5.00	X MILE (PLAQUE)]				WWY
WO20-1 48X48 16.00 2 32.00	2 BRIDGE WORK AHEAD				1				1
WO20-2 48X48 16.00	DETOUR AHEAD				1			س ا	ļ
WO20-3 48X48 16.00	ROAD CLOSED AHEAD	616-10.05	TOTAL	·	-			Щ	1
	32.00 7 ONE LANE ROAD AHEAD	CONSTRUCTION SIGNS	276					∣>	• প্
WO20-5 48X48 16.00	RIGHT/CENTER/LEFT LANE CLOSED AHEAD	616-10-10	TOTAL					1.	
WO20-5a 48X48 16.00	2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	RELOCATED SIGNS	48						4
WO20-6a 48X48 16.00	RIGHT/CENTER/LEFT LANE CLOSED							1	٤ 🚺
WO20-7a 48X48 16.00	FLAGGER (SYMBOL)	1						1	•
WO21-2 36X36 9.00	FRESH OIL	1							f

BLASTING ZONE AHEAD

END BLASTING ZONE 60 WET PAINT (ARROW PIVOTS)

SHOULDER WORK / SHOULDER WORK AHEAD

TURN OFF 2-WAY RADIO AND PHONE

FRESH OIL

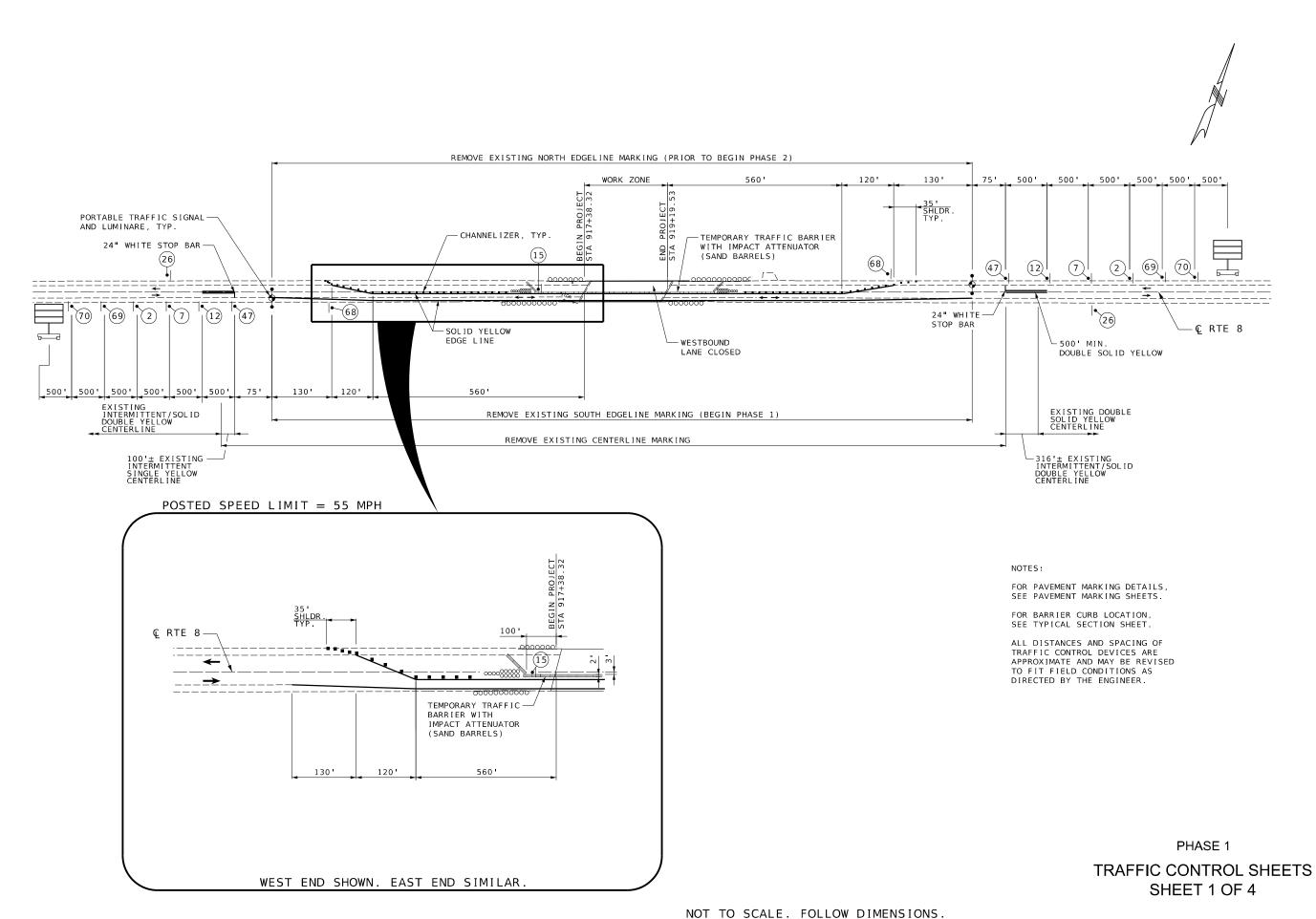
WO21-2 36X36 9.00

WO21-5 48X48 16.00 WO22-1 48X48 16.00

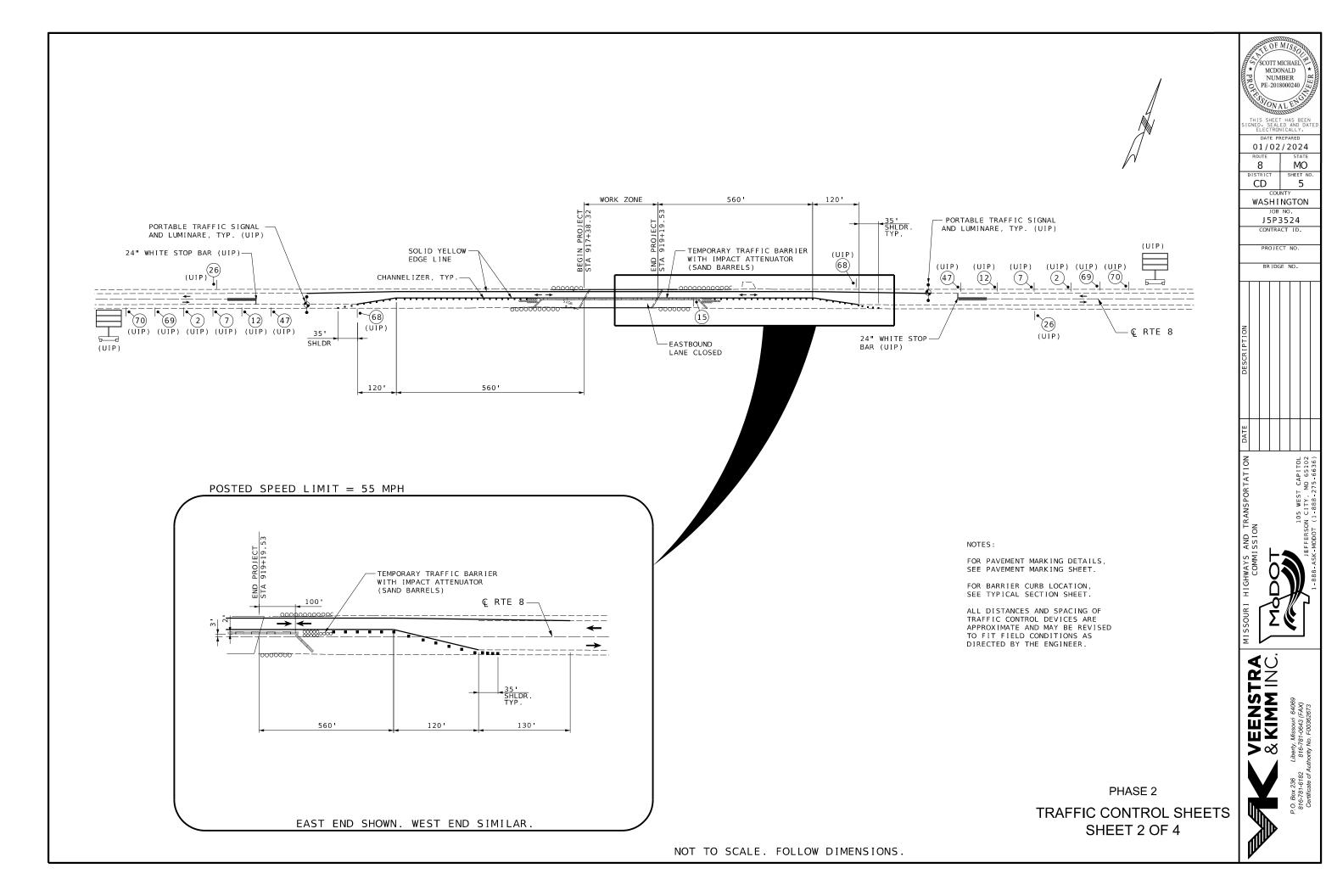
WO22-2 42X36 10.50

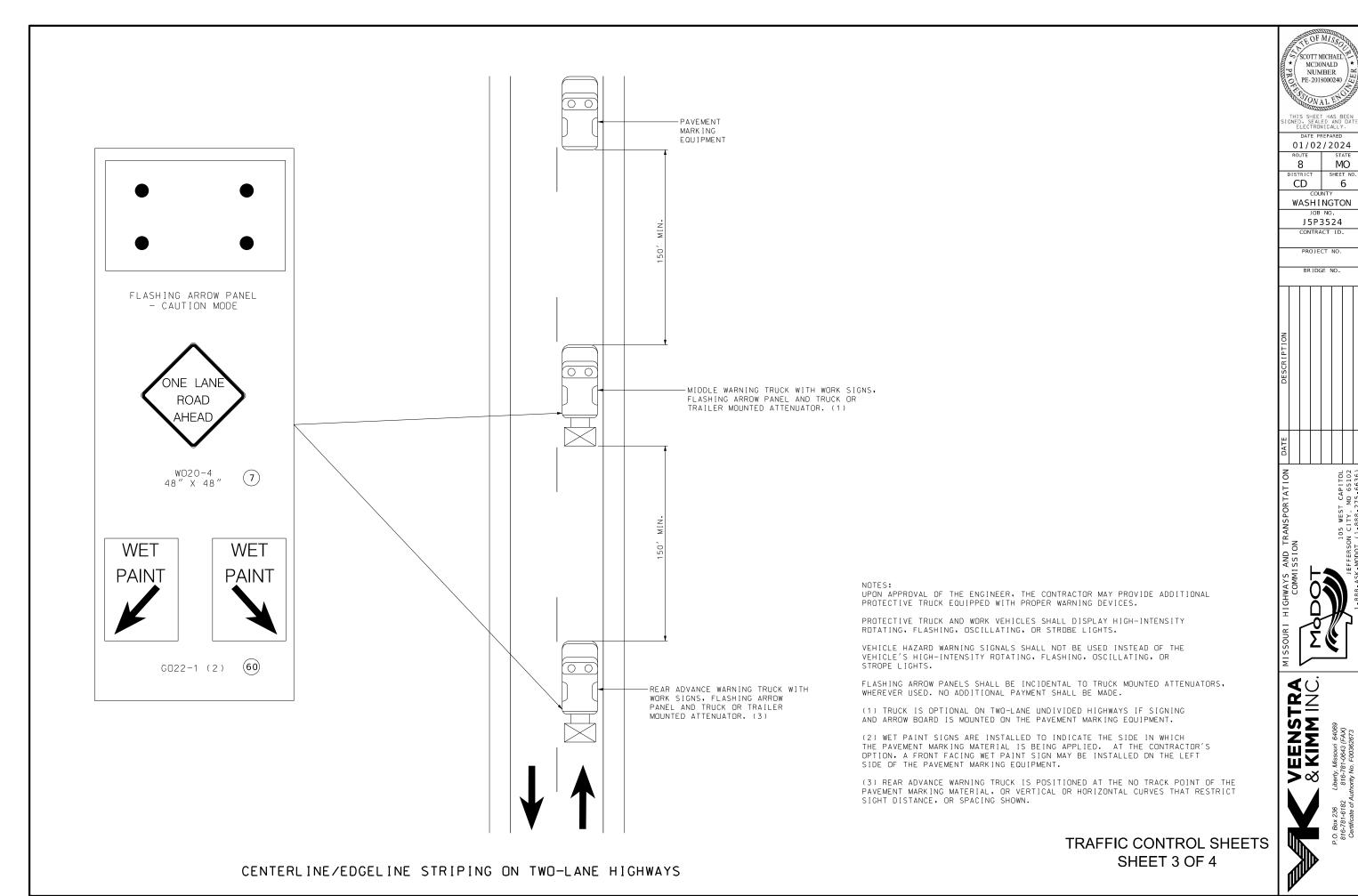
WO22-3 42X36 10.50 GO22-1 21X15 2.19 2 4.38

SUMMARY OF QUANTITIES SHEET 2 OF 2



MCDONALD NUMBER PE-2018000240 01/02/2024 8 MO SHEET NO CD 4 WASHINGTON J5P3524 CONTRACT ID. PROJECT NO BRIDGE NO







o EXISTING SIGN (SINGLE SIDED)

■ CHANNELIZER

TYPE III MOVEABLE BARRICADE

SEQUENTIAL FLASHING WARNING LIGHT

TEMPORARY CONCRETE TRAFFIC BARRIER (TYPE F)

 $^{\circ\circ\circ\circ\circ}_{\circ\circ\circ\circ\circ}$ IMPACT ATTENUATOR 55 MPH (SAND BARRELS)

▶�• PORTABLE TRAFFIC SIGNAL AND LUMINARE

VEHICLE WITH TRAILER MOUNTED ATTENUATOR

CHANGEABLE MESSAGE BOARD

LANE CLOSURE ON TWO-LANE HIGHWAYS USING TRAFFIC CONTROL SIGNALS										
SPEED	SIGN SPACI	NG (FT.)	TAPER LENG	TH (FT.)	RECOMMENDED	CHANNELIZER	SPACING (FT.)			
PERMANENT POSTED (MPH)	UNDIVIDED (S)	DIVIDED (S)	SHOULDER (1) (T1)	LANE (2) (T2)	BUFFER LENGTH (FT.) (B)	TAPERS	BUFFER/ WORK AREAS			
0-35	200	-	35	100	280	25	40			
40-45	350	-	35	100	400	25	80			
50-55	500	-	35	100	560	25	80			
60-70	1000	-	35	100	840	25	120			
1. SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET. 2. LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.										

NOTES:

ANY EXISTING WARNING OR REGULATORY SIGNS (NOT SHOWN) THAT INTEREFERE WITH THE TRAFFIC CONTROL SIGNING SHALL BE REMOVED OR COMPLETELY COVERED.

ALL TRAFFIC CONTROL SIGNS ARE TO BE NON-PORTABLE UNLESS NOTED OTHERWISE.

MODIFICATIONS TO EXISTING SIGN LEGENDS MAY INCLUDE REMOVAL, COVERING AND UNCOVERING OF LEGENDS. NO DIRECT PAY WILL BE MADE FOR THE LABOR OR MATERIALS REQUIRED TO MAKE THESE MODIFICATIONS.

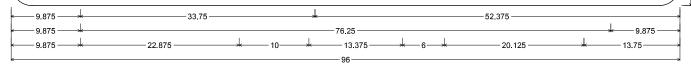
ALL SPACING AND DISTANCES SHOWN ARE APPROXIMATE. DISTANCES MAY BE ADJUSTED BY THE ENGINEER TO ACCOMODATE SPECIFIC FIELD CONDITIONS.

SEE STANDARD PLAN DRAWINGS 616.10, 903.02, AND 903.03 FOR ADDITIONAL DETAILS REGARDING TRAFFIC CONTROL AND HIGHWAY SIGNING.

"POINT OF PRESENCE" SIGN 68 TO BE FURNISHED BY THE CONTRACTOR.

ALL RELOCATED TRAFFIC SIGNS ARE TO BE NON-PORTABLE UNLESS NOTED OTHERWISE. EXISTING POST(S) & MOUNTINGS MAY BE USED FOR TEMPORARY SIGN RELOCATIONS

Bridge Improvements Fall 2024



CONST-5-96 SH-FLAT SHEET;

3.000" Radius, 1.000" Border, White on, Blue, "Bridge", D; "Improvements", D; "Fall 2024", D;

Table of letter and object lefts

9.875	F 42.750	a 47.000	I 52.375	I 55.250	2 62.125	0 67.375	2 72.625	4 77.875			
l 9.875	m 14.000	p 24.000	r 30.625	o 35.000	v 41.000	e 47.625	m 54.250	e 63.750	n 70.375	t 76.750	s 81.625
9.875	r 17.750	22.750	a 26.000	g 32.625	e 39.125						

Completed as Promised

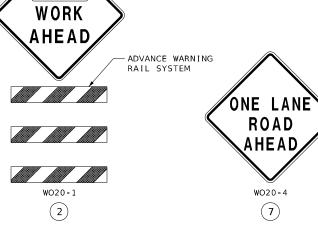
CONST-5P-60 SHF-FLAT SHEET FLUORESCENT;

1.500" Radius, No border, Yellow,

"Completed as Promised" Black, D 65% spacing;

Table of letter and object le

(2 SIGNS)









(26)



CONST-7-



(47)



CONST-8

70

TRAFFIC CONTROL SHEETS SHEET 4 OF 4



THIS SHEET HAS BEEN

DATE PREPARED					
01/02	/2024				
ROUTE	STATE				
8	MO				
DISTRICT	SHEET NO.				
CD	7				

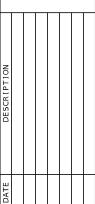
WASHINGTON

JOB NO.

J5P3524

CONTRACT ID.

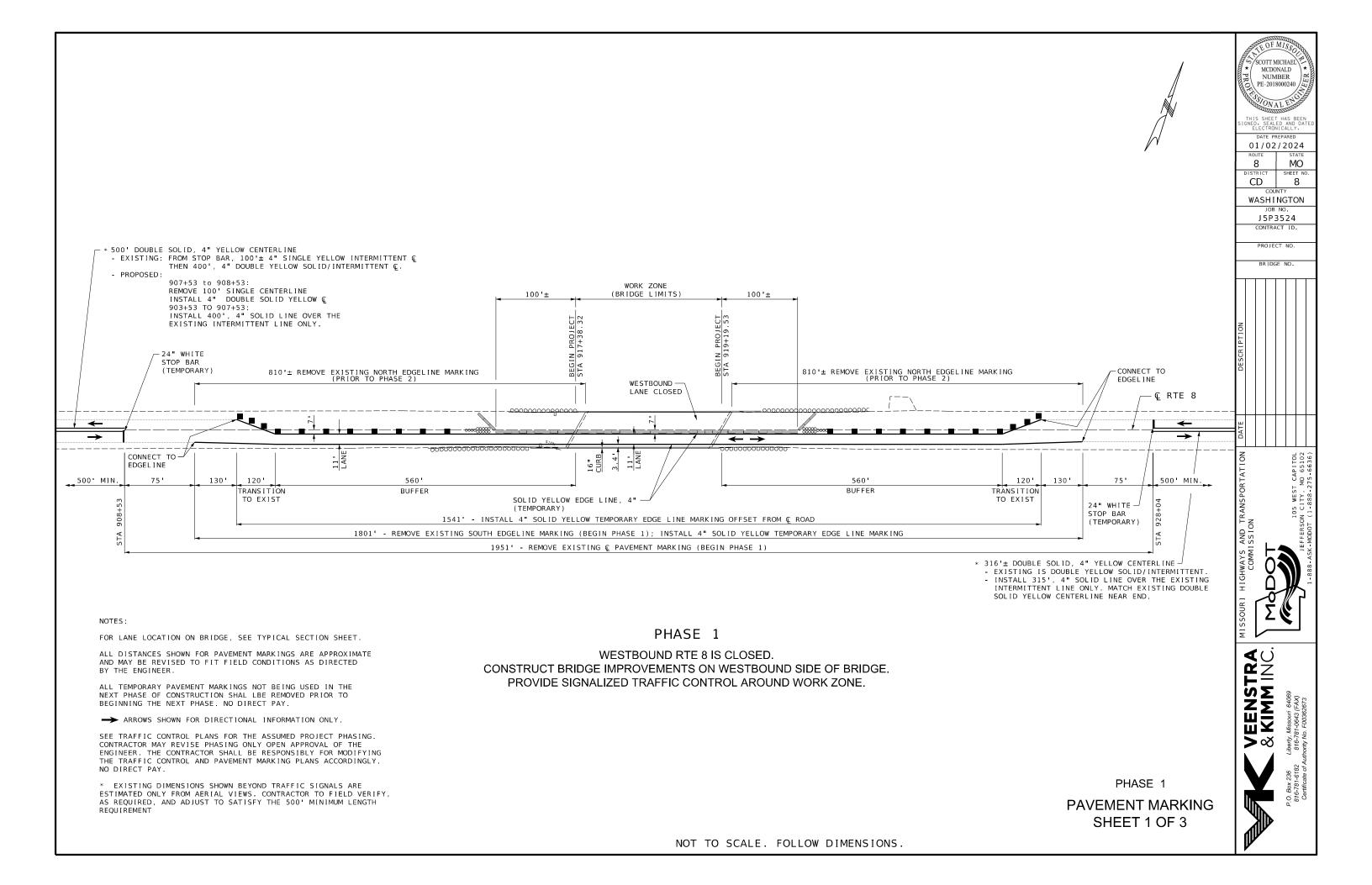
PROJECT NO.

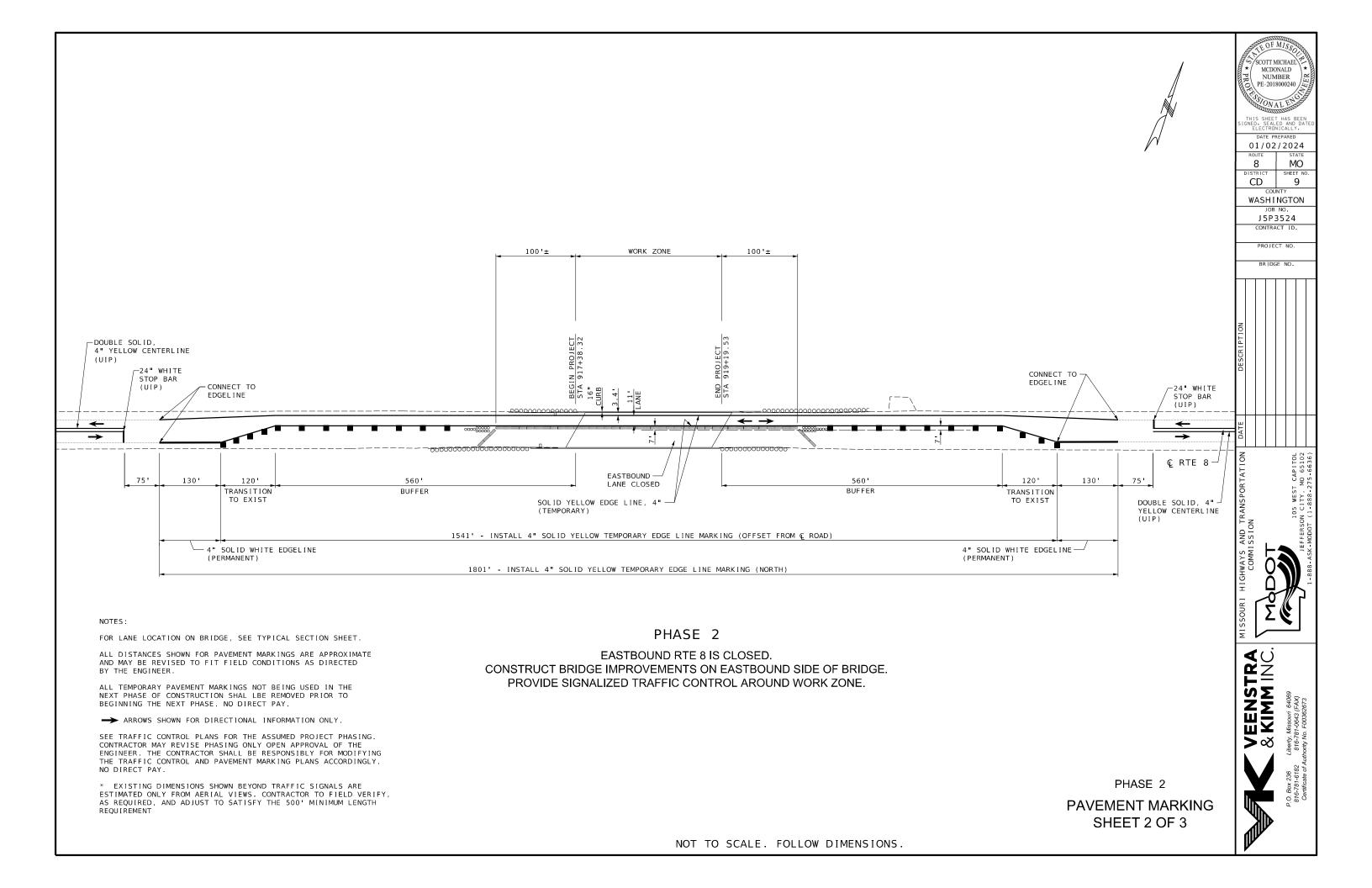


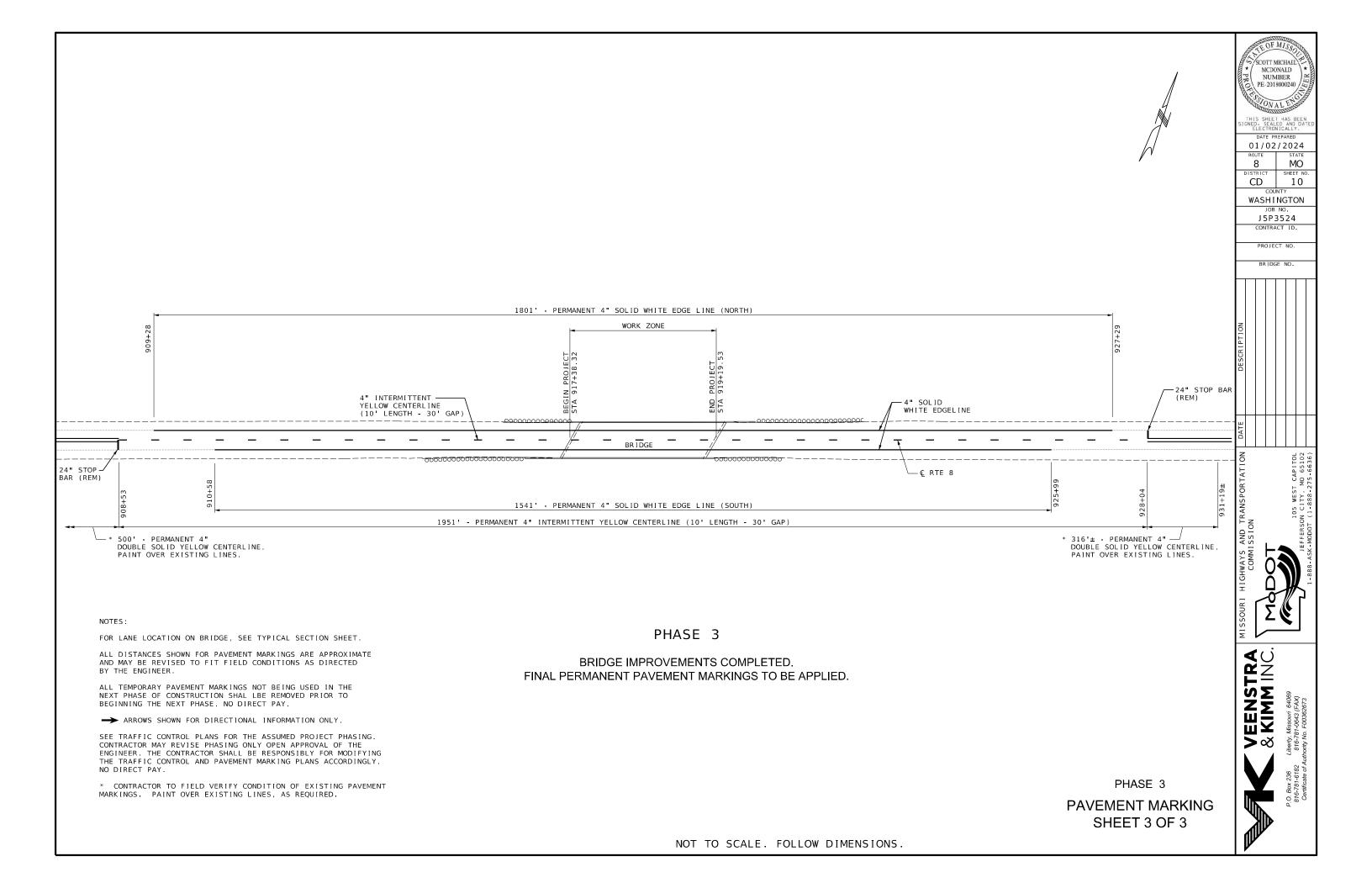
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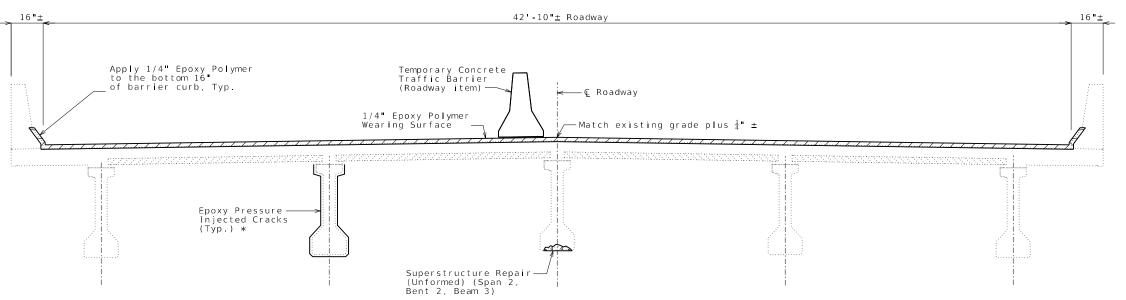






SEC/SUR 430 TWP 37N RGE 2E

U.I.P. AND REHABILITATE EXISTING (60'-60'-60') PRESTRESSED CONCRETE I-GIRDER SPANS (SKEW: 30° L.A.)



TYPICAL SECTION THRU EXISTING DECK

* Epoxy Inject cracks at the following locations: Span 1 Bent 2 Beam 2 & 3; Span 2 Bent 2 Beam 1, 2, 4 & 5; Span 2 Bent 3 Beam 3 & 5; Span 3 Bent 3 Beam 3,4 & 5.

Estimated Quantities		
I t em		Total
Epoxy Polymer Wearing Surface	sq. yard	863
Superstructure Repair (Unformed)	sq. foot	5
Epoxy Pressure Injecting	linear foot	107
Open Cell Foam Joint Seal	linear foot	99

General Notes:

Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications Bridge Deck Rating = 7

Design Loading:

HS20 Modified (1990)

Miscellaneous:

Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).

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

Contractor shall verify all dimensions in field before ordering new material.

The Contractor shall exercise care to ensure spillage over joint edges is prevented and that a neat line is obtained along any terminating edge of the wearing surface. Traffic Handling:

Traffic to be maintained on structure during construction. See roadway plans for traffic control.

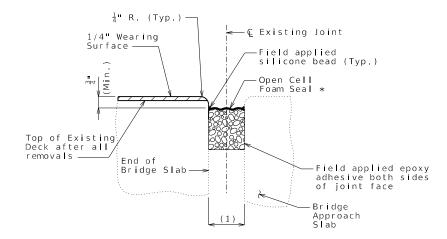
REPAIRS TO BRIDGE: ROUTE 8 OVER BATES CREEK

ROUTE 8 FROM ROUTE AA TO ROUTE 185 ABOUT 0.7 MILE EAST OF ROUTE 185 BEGINNING STATION 917+38.00± (Match Existing)

NUMBER PE-2018000240 01/02/2024 8 MO SHEET NO BR 1 WASHINGTON J5P3524 CONTRACT ID. PROJECT NO. BRIDGE NO A47411

SCOTT MICHAEL MCDONALD





SECTION THRU JOINT AT END BENTS NO. 1 & 4

 $SKEW = 30^{\circ}$

* Manufacturer's recommended size

Extend seal 3" past edges of slab.

General Notes:

Open cell foam joint seal size (width and depth) shall be determined by the manufacturer. Manufacturer recommended seal size shall meet the movement and installation gap requirements and skew effect.

The open cell foam joint seal shall be installed according to the manufacturer's recommendations.

The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

(1) Allowed installation gap (\pm) normal to joint at roadway surface (see table)

Any removals necessary and anything incidental to install Open Cell Foam Joint Seal will be considered completely covered by the contract unit price for Open Cell Foam Joint Seal

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PROJECT NO. BRIDGE NO.								
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DESCRIPTION								
DATE								
IGHWAYS AND TRANSPORTATION	COMMISSION				105 WEST CAPITOL	JEFFERSON CITY, MO 65102	1-888-ASK-MODOT (1-888-275-6636)	





Min Jt Width (Normal Max. Jt Width (Normal to Joint (1) Allowed Installation Gap (±) Normal to Join at Roadway Surface at Air/Surface Temperature Movement Parallel to Rdwy Mo v eme n Normal to Join Manufacturer Seal Name ò Joint @ 40°F @ 50°F @ 60°F @ 70°F $1\frac{3}{4}$ " $2\frac{5}{16}$ " 21 "

MoDOT construction personnel will record the manufacturer and seal name that was used.

OPEN CELL FOAM JOINT SEAL