### DESIGN DESIGNATION

A.A.D.T. - 2025 = 619 A.A.D.T. - 2045 = 710D.H.V. = 11.28% T = 8.62% V = 55 M.P.H.

FUNCTIONAL CLASSIFICATION- MINOR ARTERIAL

NO NEW RIGHT OF WAY

LOCATION OF TEXAS COUNTY

## CONVENTIONAL SYMBOLS

(USED IN PLANS	,)	
	EXISTING	NEW
BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER	0000	••••• ••••
UTILITIES FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER	- FO	-FO
MANHOLE	SAN	)
FIRE HYDRANT	w.C	Ì
WATER VALVE	"`C	)
WATER METER	****	<del>)</del>
DROP INLET	°'[	
DITCH BLOCK	=	<b>⊨</b>
GROUND MOUNTED SIGN	SIGN	-
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL FENCE	PED	7
CHAIN LINK WOVEN WIRE GATE POST	V	

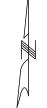
NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

BENCHMARK

# MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

# PLANS FOR PROPOSED STATE HIGHWAY

TEXAS COUNTY



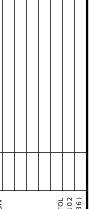
# PROJECT LIMITS BRIDGE L0713 REHABILITATION PULÁSKI COUNTY R 12 W R 11 W R 11 W R 10 W ACLEDE T 33 N

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) (03 SHEETS)	2
QUANTITIES (QU) (03 SHEETS)	3
PLAN-PROFILE (PP)	4
REFERENCE POINTS (RP)	5
SPECIAL SHEETS (SS)	6
TRAFFIC CONTROL SHEETS (TC)	7 - 8
EROSION CONTROL SHEETS (EC)	9
BRIDGE DRAWINGS (B)	
L07131	1-13

OF M/SSO OHBS E SERRY NUMBER PE-2001018707 ON AL 111/22024 9:32:15 PM OHBS E BERRY - CIVIL MOPE-2001018707 DATE PREPARED					
	/2024				
17	MO MO				
DISTRICT	SHEET NO.				
SE	1				
COU	1 NTY KAS				
COU TEX	NTY KAS NO.				
COU TEX	NTY KAS NO. B690				
COU TEX JOB J9P3	NTY KAS NO. B690				
COU TEX JOB J 9 P 3	NTY KAS NO. B690				
COU TEX JOB J9P3 CONTRA	NTY KAS NO. B690				



### LENGTH OF PROJECT

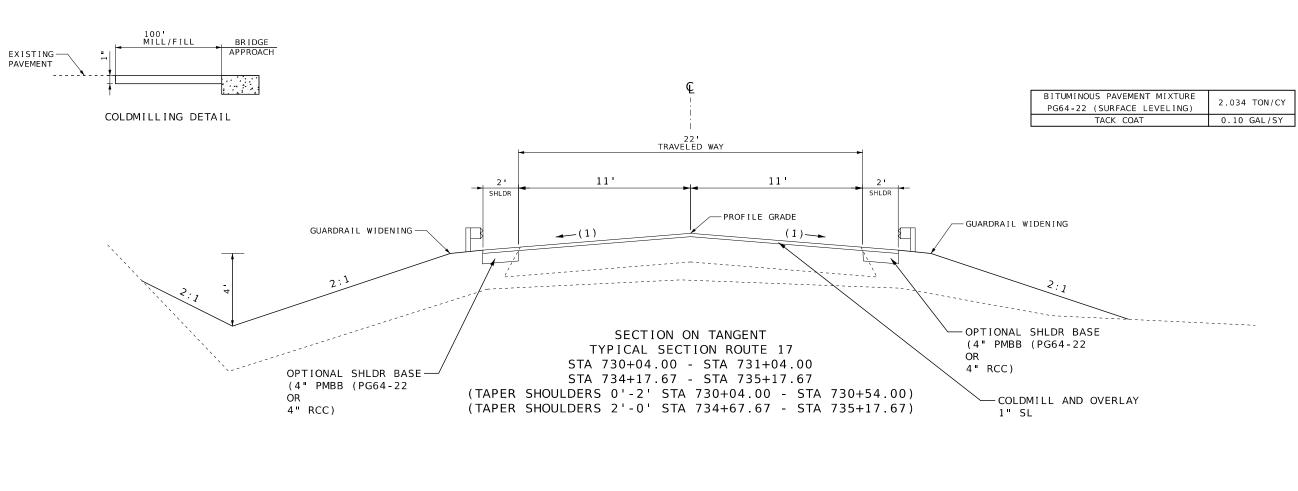
BEGINNING OF PROJECT STA. 729+36.50 STA. 736+05.17 END OF PROJECT 668.67 FEET

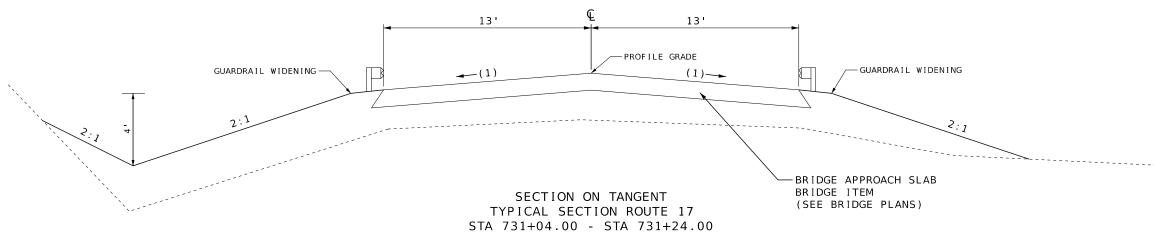
APPARENT LENGTH

EQUATIONS AND EXCEPTIONS:



TOTAL CORRECTIONS	0.00	FEET
NET LENGTH OF PROJECT	668.67	FEET
STATE LENGTH	0.127	MILES
FOR INFORMATION ONLY ESTIMATED DISTURBED ACRES	0.8	ACRES





### OF M/SSO CHBS E. BERRY NUMBER PE-2001018707

Chuis E. Berry 10/28/2024 3:427 PM CHRIS E. BERRY - CIVI MO-PE-2001018707

10/28/2024

ROUTE STATE

17 MO

DISTRICT SHEET NO

2

SE

JOB NO.
J9P3690
CONTRACT ID.

PROJECT NO.

BRIDGE NO.



MODOT

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

### NOTES:

- (1) MATCH EXIST TRAVELWAY CROSS SLOPE
- DRAWING NOT TO SCALE. FOLLOW DIMENSIONING.
- INCLUDE SAFETY EDGE. REFER TO STANDARD PLAN 401.00

MOBILIZATION

1 LUMP SUM

### CONTRACTOR FURNISHED SURVEYING AND STAKING

1 LUMP SUM

PAVEMENT AND BASE								
STA	STA	LENGTH	AVERAGE	BIT. PAVEMENT	TACK	4" OPTIONAL	SHOULDER	REMARKS
			WIDTH	WIDTH 1" SURFACE LEVELING		SHOULDER	GRAD I NG	
				PG64-22		BASE		
				2.034 TON/CY	0.10 GAL/SY	(1.980 TON/CY)		
		(FT)	(FT)	(TONS)	(GAL)	(TONS)	(STA)	
730+04.00	730+54.00	50	24	7.5	13.3	29.3	0.5	TAPER SHOULDERS 0' TO 2'
730+54.00	731+04.00	50	26	8.2	14.4	31.8	0.5	
734+17.67	734+67.67	50	26	8.2	14.4	31.8	0.5	
734+67.67	735+17.67	50	24	7.5	13.3	29.3	0.5	TAPER SHOULDERS 2' TO 0'
			TOTAL	31.4	55	122.2	2	

	GUARDRA I L							
STA	STA	LOCATION	MGS	MGS	TYPE A	MODIFIED	REMARKS	
			GUARDRAIL	BRIDGE APPROACH	CRASHWORTHY	SHAPING		
				TRANSITION	END TERMINAL	SLOPES		
				SECTION	(MASH)	CLASS III		
				(THRIE-BEAM BRIDGE)				
			(FT)	(EA)	(EA)	(STA)		
729+36.50	731+24.00	RT	100	1	1	1	SW CORNER OF BRIDGE L0713	
729+61.50	731+24.00	LT	75	1	1	1	NW CORNER OF BRIDGE L0713	
734+17.67	735+67.67	RT	62.5	1	1	1	SE CORNER OF BRIDGE L0713	
734+17.67	736+05.17	LT	100	1	1	1	NE CORNER OF BRIDGE L0713	
		TOTAL	338	4	4	4		

	SEEDING							
ſ	STA	STA	SEEDING	MULCHING	REMARKS			
			COOL SEASON					
			GRASSES					
			(AC)	(AC)				
	730+50	732+20	0.35	0.35				
	733+70	735+00	0.32	0.32				
		TOTAL	0.7	0.7				

	COLDMILLING						
STA	STA	LENGTH WIDTH		COLDMILLING BITUMINOUS PAVEMENT (3 IN. OR LESS)	REMARKS		
		(FT)	(FT)	(SY)			
730+04.00	731+04.00	100	22	244			
734+17.67	735+17.67	100	22	244			
			TOTAL	488			

	EARTHWORK								
STA	STA	CLASS A	POROUS	REMARKS					
		EXCAVATION	BACKFILL						
			GRADE 3,4,OR 5						
		(CY)	(CY)						
731+07.00	731+62.00	327.4	-	WEST SPILL FILL					
733+87.67	734+34.67	184.0	-	EAST SPILL FILL					
731+19.00	731+24.00	29	29	SEE SPECIAL SHEET 1 FOR DETAILS					
	TOTAL	540	29						

PERMANENT EROSION CONTROL							
STA	STA	LOCATION	FURNISHING	FURNISHING	PLACING	PERMANENT	REMARKS
			& PLACING	TYPE 1 ROCK	TYPE 1 ROCK	EROSION	
			12'-18'	DITCH LINER	DITCH LINER	CONTROL	
			ROCK FILL			GEOTEXTILE	
			(CY)	(CY)	(CY)	(SY)	
731+04.00	731+07.00	LT & RT	-	10.5	10.5	40.5	WEST DRAIN FLUMES
731+07.00	731+62.00	LT & RT	1378.5	-	-	685.3	WEST SPILL FILL
731+51.57	732+59.58	LT & RT	1102.7	=	-	-	SCOUR REPAIR
733+87.67	734+34.67	LT & RT	623.3	-	-	482	EAST SPILL FILL
734+34.67	734+37.67	LT & RT	-	8.7	8.7	42.5	EAST DRAIN FLUMES
		TOTAL	3105	19	19	1250	

Chief E Berry
NUMBER
PE-BOOKINGTO
TORSECUL SANDON PM
OLORSECUL SAN

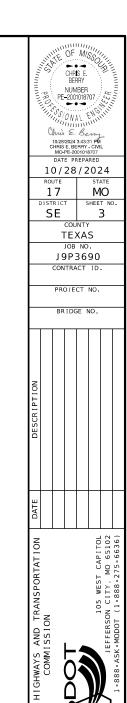


	TEMPORARY EROSION CONTROL							
STA	STA	LOCATION	SILT	TYPE C	SEDIMENT	SEDIMENT	SEDIMENT	REMARKS
			FENCE	BERM	TRAP	TRAP	REMOVAL	
					ROCK	EXCAVATION		
			(LF)	(LF)	(CY)	(CY)	(CY)	
730+54	731+01	RT	50				1	
731+01	732+063	LT & RT		321			3	
731+82	-	LT			3.6	3.6	4	
733+83	734+43	LT & RT		197			2	
734+43	734+86	LT & RT	100				1	
		TOTAL	150	518	3.6	3.6	11	

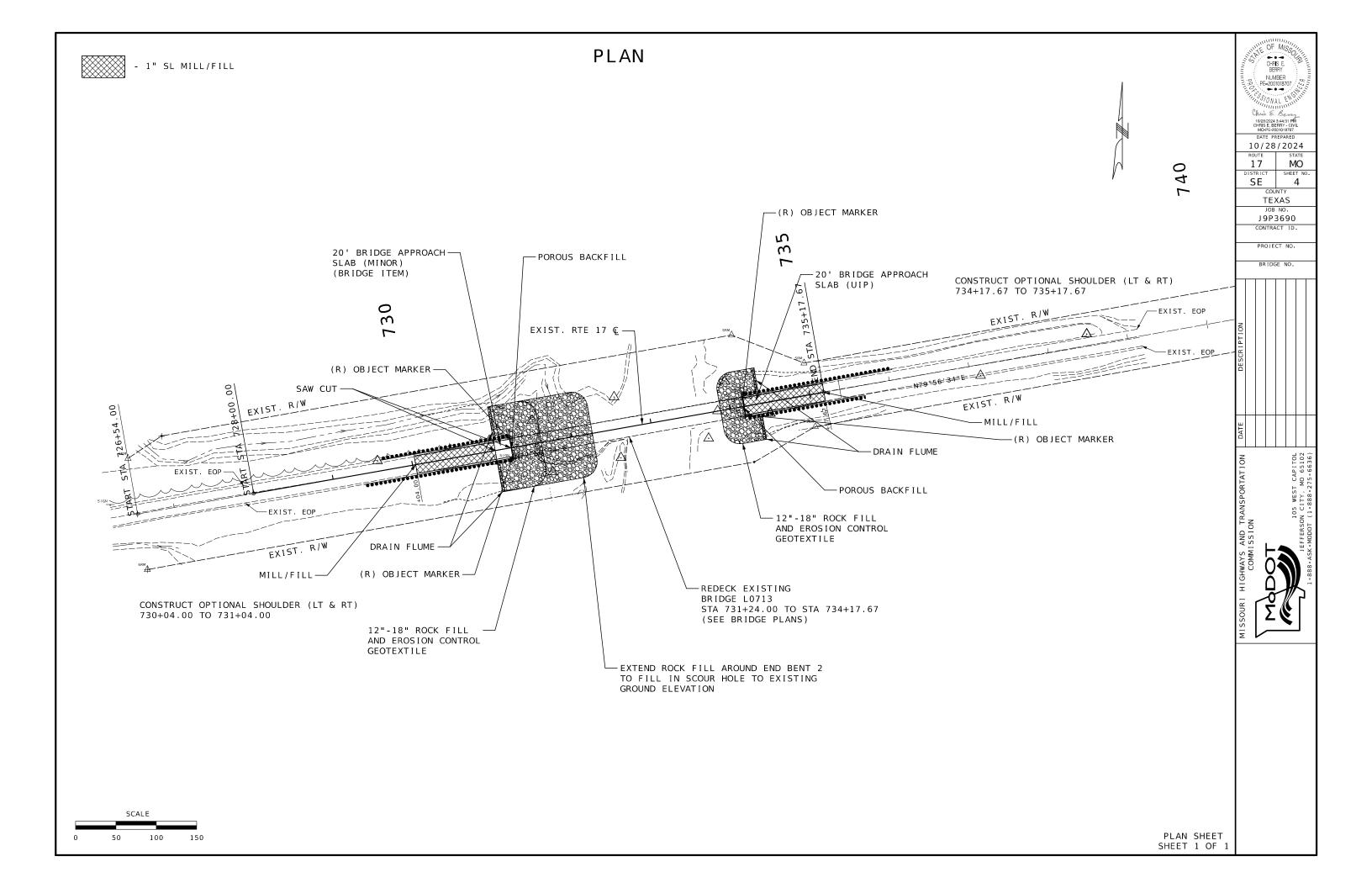
REMOVALS					
STA	LOCATION	REMARKS			
731+04.00	RTE 17	22' SAW CUT			
731+24.00	RTE 17	22' SAW CUT			
VAR I UOS	RTE 17	OBJECT MARKER AT BRIDGE END (4)			
		1 LUMP SUM			

	CLEARING AND GRUBBING							
STA	١.	STA	CLEARING	REMARKS				
			AND					
			GRUBB I NG					
			(ACRE)					
730+	50	732+20	0.35					
733+	70	735+00	0.32					
		TOTAL	1					

	PAVEMENT MARKING								
STA	STA	LENGTH	WATERBORNE	WATERBORNE	WATERBORNE	TEMPORARY	TEMPORARY	PAVEMENT	REMARKS
			PVMT MARKING	PVMT MARKING	PVMT MARKING	REMOVABLE	REMOVABLE	MARKING	
			PAINT, TYPE	PAINT, TYPE	PAINT, TYPE	MARKING TAPE	MARKING TAPE	REMOVAL	
			P BEADS	P BEADS	P BEADS	4" WHITE	4" YELLOW		
			4" YELLOW	4" YELLOW	4" WHITE				
			SOLID	INTERMITTENT					
		(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	
730+04.00	733+70.00	366	366	92	732	-	-	-	NO PASSING NB, PASSING SB
733+70.00	735+17.67	148	-	37	296	-	-	-	PASSING NB & SB
720+19.00	746+67.00	2648	-	-	-	2110	2000	1505	PLACE TEMPORARY MARKINGS AS REQUIRED
		TOTAL	366	129	1028	2110	2000	1505	
		TOTAL	49	5					



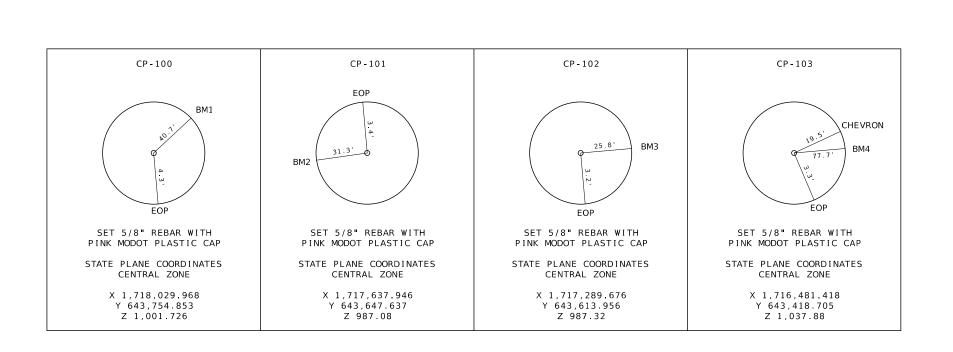
	TOTAL	QTY TOTALSIGN						QTY TOTAL SIGN			EFFECTIVE: 07-01-2024	MINIMINIA.
SIZE AREA	QTY AREA	RELOC RELOC NUM.		SIZE	AREA	QTY	TOTAL	RELOC RELOC NUM.		ITEM TOTAL		OF MISSOLITE
SIGN IN SQ.FT.	EACH SQ.FT.	EACH SQ.FT. DESCRIPTION	SIGN	IN. S	Q.FT.	EACH	SQ.FT.	EACH SQ.FT.	DESCRIPTION	NUMBER QTY	DESCRIPTION	CHRIS E. BERRY
	WARI	VING SIGNS					GU I I	DE SIGNS		6122008	IMPACT ATTENUATOR 40 MPH (SAND BARRELS)	NUMBER of
WO1 -1L 48X48 16.00		TURN (SYMBOL LEFT)	E05-1	36X48					GORE EXIT	6122009	IMPACT ATTENUATOR 45 MPH (SAND BARRELS)	PE-2001018707
WO1-1R 48X48 16.00 WO1-2L 48X48 16.00		TURN (SYMBOL RIGHT)  CURVE (SYMBOL LEFT)	E05-2 E05-2a	48X36 48X36					EXIT OPEN EXIT CLOSED	6122010	IMPACT ATTENUATOR 50 MPH (SAND BARRELS)  IMPACT ATTENUATOR 55 MPH (SAND BARRELS)	- WAL EMMIN
WO1-2R 48X48 16.00		CURVE (SYMBOL RIGHT)	GO20-1	60X24					ROAD WORK NEXT XX MILES	6122014	IMPACT ATTENUATOR 60 MPH (SAND BARRELS)	Chris E. Benz
WO1-3L 48X48 16.00		REVERSE TURN (SYMBOL LEFT)	GO20-2	48X24	8.00				END ROAD WORK	6122017	IMPACT ATTENUATOR 65 MPH (SAND BARRELS)	10/28/2024 3:44:01 PM CHRIS E. BERRY - CIVIL MO-PE-2001018707
WO1-3R 48X48 16.00		REVERSE TURN (SYMBOL RIGHT)	GO20-4	36X18					PILOT CAR FOLLOW ME	6122019	IMPACT ATTENUATOR 70 MPH (SAND BARRELS)	DATE PREPARED
WO1 4D 48X48 16.00	1 16 00	REVERSE CURVE (SYMBOL LEFT)	GO20-4a GO20-4a	42X30					PILOT CAR IN USE WAIT & FOLLOW PILOT CAR IN USE WAIT & FOLLOW	6122020	REPLACEMENT SAND BARREL	10/28/2024
WO1-4R 48X48 16.00 WO1-4bL 48X48 16.00	1 16.00	15 REVERSE CURVE (SYMBOL RIGHT)  DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT)	11	18X12 36X24		2	12.00	49	WORK ZONE (PLAQUE)	6122030 6123001 1	IMPACT ATTENUATOR (RELOCATION) TRUCK MOUNTED ATTENUATOR (TMA)	ROUTE STATE MO
WO1-4bR 48X48 16.00		DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4 - 8a	24X18			6.00		END DETOUR	6161008 4	ADVANCED WARNING RAIL SYSTEM	DISTRICT SHEET NO.
WO1-4cL 48X48 16.00		TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4 - 9L	48X36	12.00				DETOUR (LEFT)	6161012	BUOYS (BOATS KEEP OUT)	SE 3
WO1-4cR 48X48 16.00		TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4 - 9R	48X36					DETOUR (RIGHT)	6161013	BUOYS (NO WAKE)	COUNTY TEXAS
WO1 62 73X36 18 00		HORIZONTAL ARROW (SYMBOL)	MO4 - 9P	48X12					STREET NAME (PLAQUE)	6161014	SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)	JOB NO.
WO1-6a 72X36 18.00 WO1-7 60X30 12.50		HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)  DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	11	48X18 48X18					DETOUR ARROW (LEFT) DETOUR ARROW (RIGHT)	6161025 40 6161030 6	CHANNELIZER (TRIM LINE) TYPE III MOVEABLE BARRICADE	J9P3690
WO1-7a 72X36 18.00		DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	1101 101	10/(10	0.00		REGULA	TORY SIGNS	DETECT ATTOM (TOTAL)	6161033	DIRECTION INDICATOR BARRICADE	CONTRACT ID.
WO1-8 18X24 3.00		CHEVRON (SYMBOL)	R1-1	48X48	13.25				STOP	6161040	FLASHING ARROW PANEL	PROJECT NO.
WO1-8a 30X36 7.50		CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2	48TRI.					YIELD	6161047	TYPE III OBJECT MARKER	
WO3 - 1 48X48 16.00		STOP AHEAD (SYMBOL)	R1-2a	36X36					TO ONCOMING TRAFFIC (PLAQUE)	6161055	SEQUENTIAL FLASHING WARNING LIGHT	BRIDGE NO.
WO3-2 48X48 16.00 WO3-3 48X48 16.00	2 32.00	YIELD AHEAD (SYMBOL)  12 SIGNAL AHEAD (SYMBOL)	R1-3P R2-1	30X12 36X48		2	24.00	48	ALL WAY (PLAQUE) SPEED LIMIT XX	6161070 6161095	TUBULAR MARKER RADAR SPEED ADVISORY SYSTEM	╂┼┼┼┼┼┼┼┦
WO3 - 4 48X48 16 00 WO3 - 4 48X48 16 00	2 32.00	BE PREPARED TO STOP	R3-1	48X48			24.00	40	NO RIGHT TURN (SYMBOL)	0101033	CHANGEABLE MESSAGE SIGN,	1                 <b> </b>
WO3 -5 48X48 16.00	2 32.00	50 SPEED LIMIT AHEAD	R3-2	48X48					NO LEFT TURN (SYMBOL)	6161096	COMMISSION FURNISHED/RETAINED	<b> </b>
WO4-1L 48X48 16.00		MERGE (SYMBOL FROM LEFT)	R3-3	36X36					NO TURNS		CHANGEABLE MESSAGE SIGN WITHOUT COMM.	<b>1</b>               <b> </b>
WO4-1R 48X48 16.00		MERGE (SYMBOL FROM RIGHT)	R3-4	48X48					NO U-TURN (SYMBOL)	6161098A 2	INTERFACE - CONTRACTOR FURNISHED/RETAINED	<u>  </u>
WO4 13B 48X48 16.00		MERGE (LEFT)	R3-7L	30X30					LEFT LANE MUST TURN LEFT	6161000	CHANGEABLE MESSAGE SIGN WITH COMM.	<b> </b>
WO4-1aR   48X48   16.00   WO5-1   48X48   16.00		MERGE (RIGHT) ROAD/BRIDGE/RAMP NARROWS	R3-7R R4-1	30X30 36X48					DO NOT PASS	6161099 6162000A	INTERFACE - CONTRACTOR FURNISHED/RETAINED WORK ZONE TRAFFIC SIGNAL SYSTEM	H
WO5-3 48X48 16.00		ONE LANE BRIDGE	R4-2	36X48					PASS WITH CARE	6162002 4	TEMPORARY LONG-TERM RUMBLE STRIPS	ESC
WO5-5 48X48 16.00		NARROW LANES	R4-7a	36X48					KEEP RIGHT (HORIZONTAL ARROW)		TEMPORARY TRAFFIC BARRIER	10
WO6-1 48X48 16.00		DIVIDED HIGHWAY (SYMBOL)	R4-8a	36X48					KEEP LEFT (HORIZONTAL ARROW)	6173600D	CONTRACTOR FURNISHED/RETAINED	<u> </u>
WO6 - 2 48X48 16.00		DIVIDED HIGHWAY END (SYMBOL)	R5-1	30X30					DO NOT ENTER	64706000	TEMPORARY TRAFFIC BARRIER	
WO6-3 48X48 16.00 WO7-3a 30X24 5.00		TWO WAY TRAFFIC (SYMBOL)  NEXT XX MILES (PLAQUE)	R5-1a R6-1L	36X24 54X18					WRONG WAY ONE WAY ARROW (LEFT)	6173602B 6174000A	CONTRACTOR FURNISHED/COMMISSION RETAINED TEMP. TRAFFIC BARRIER HEIGHT TRANSITION	-
WO8 -1 48X48 16.00		BUMP	R6-1R	54X18					ONE WAY ARROW (ELIT)  ONE WAY ARROW (RIGHT)	6175010A	RELOCATING TEMPORARY TRAFFIC BARRIER	┨┉
WO8-2 48X48 16.00		DIP	R6-2L	24X30					ONE WAY (LEFT)		TEMPORARY TRAFFIC BARRIER	
WO8-3 48X48 16.00		PAVEMENT ENDS	R6-2R	24X30					ONE WAY (RIGHT)	6176000B	COMMISSION FURNISHED/RETAINED	
WO8-4 48X48 16.00 WO8-5 48X48 16.00		SOFT SHOULDER   SLIPPERY WHEN WET (SYMBOL)	R9-9	24X12	2.00				SIDEWALK CLOSED SIDEWALK CLOSED AHEAD,	6177000B	TEMP. TRAFFIC BARRIER HEIGHT TRANSITION COMMISSION FURNISHED/RETAINED	ON TOI 5102
WO8-5 48X48 16.00 WO8-6 48X48 16.00		TRUCK CROSSING	<sub>R9-11L</sub>	24X18	3.00				(ARROW LEFT) CROSS HERE	6208064A	TEMPORARY RAISED PAVEMENT MARKER	RTATION C CAPITOL MO 65102 275-6636)
WO8-6c 48X48 16.00		TRUCK ENTRANCE							SIDEWALK CLOSED AHEAD,	9029400 2	TEMPORARY TRAFFIC SIGNALS	I = '
WO8-7 36X36 9.00		LOOSE GRAVEL	R9-11R	24X18					(ARROW RIGHT) CROSS HERE	9029401	TEMPORARY TRAFFIC SIGNALS AND LIGHTING	TRANSPC ION 105 WES RSON CITY,
WO8-7a 36X36 9.00		FRESH OIL / LOOSE GRAVEL	R10-6	24X36			12.00		STOP HERE ON RED (45^ ARROW)			AN 05
WO8-9 48X48 16.00 WO8-11 48X48 16.00		LOW SHOULDER UNEVEN LANES	R11-2	48X30	10.00	2	20.00	29	ROAD CLOSED XX MILES AHEAD			Son I
WO8-12 48X48 16.00		NO CENTER LINE	R11-3a	60X30	12.50	2	25.00	55/56	LOCAL TRAFFIC ONLY			N E E
WO8-15 48X48 16.00		GROOVED PAVEMENT	R11-4	60X30	12.50				ROAD CLOSED TO THRU TRAFFIC			A I I S
WO8-15P 30X24 5.00		MOTORCYCLE (PLAQUE)	11	60X48					FINE SIGN			AYS ON SAY
WO8 - 17L   48X48   16.00		SHOULDER DROP-OFF (SYMBOL LEFT)   SHOULDER DROP-OFF (SYMBOL RIGHT)	CONST - 3>	56X12	4.67	N4	I CCELL		SPEEDING/PASSING (PLATE)			
WO8-17R   48X48   16.00   WO8-17P   30X24   5.00		SHOULDER DROP-OFF (STMBOL RIGHT)  SHOULDER DROP-OFF (PLAQUE)	CONST - 5	48X36	12 00	<u>IVI</u>	SCELL	ANEOUS SIGNS	POINT OF PRESENCE			Iº O W i
W10-1 42RND 9 62		RAILROAD CROSSING	11	96X48					POINT OF PRESENCE			[ \ <u>\</u> \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
WO12-1 24X24 4.00		DOUBLE DOWN ARROW (SYMBOL)	CONST-8	48X36	12.00				WORK ZONE NO PHONE ZONE			<b> </b>
WO12-2 48X48 16.00		LOW CLEARANCE (SYMBOL)	DETOUR	36X78	19.50	17	331.50	VAR	DETOUR ROUTE SIGNING			
W012-2x 24X18 3.00		LOW CLEARANCE (PLAQUE)	-	+ +								
WO12-2a 84X24 14.00 WO12-4 120X60 50.00		OVERHEAD LOW CLEARANCE (FEET AND INCHES)  LOW CLEARANCE XX FT XX IN XX MILES AHEAD	-	+ +								
WO12-5 120X60 50.00		WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD	1									
WO13-1 30X30 6.25		ADVISORY SPEED (PLAQUE)										
WO16-2 30X24 5.00		XXX FEET (PLAQUE)										
WO16-3 30X24 5.00 WO20-1 48X48 16.00	2 32.00	X MILE (PLAQUE) 2 ROAD/BRIDGE/RAMP WORK AHEAD	-									
WO20-1 48X48 16.00 WO20-2 48X48 16.00												
WO20-3 48X48 16.00			616-10	.05			TOTAL			l		
WO20-4 48X48 16.00			CONSTR	UCTION	SIGN	<u>S</u>	687					
WO20-5 48X48 16.00		RIGHT/CENTER/LEFT LANE CLOSED AHEAD	616-10					TOTAL				
WO20-5a 48X48 16.00		2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	RELOCA	TED SIG	iNS			0				
WO20-6a 48X48 16.00 WO20-7a 48X48 16.00		RIGHT/CENTER/LEFT LANE CLOSED   FLAGGER (SYMBOL)	1									
WO21-2 36X36 9.00		FRESH OIL	1									
WO21-5 48X48 16.00		SHOULDER WORK / SHOULDER WORK AHEAD	]									
WO22-1 48X48 16.00		BLASTING ZONE AHEAD								CII	IMMADY OF OHANITITIES	
WO22-2 42X36 10.50		TURN OFF 2-WAY RADIO AND PHONE	4							50	IMMARY OF QUANTITIES	
WO22-3 42X36 10.50 GO22-1 21X15 2.19		END BLASTING ZONE   WET PAINT (ARROW PIVOTS)	-								SHEET 3 OF 3	
0022-1   21/13   2.19			J									

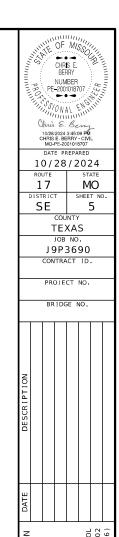


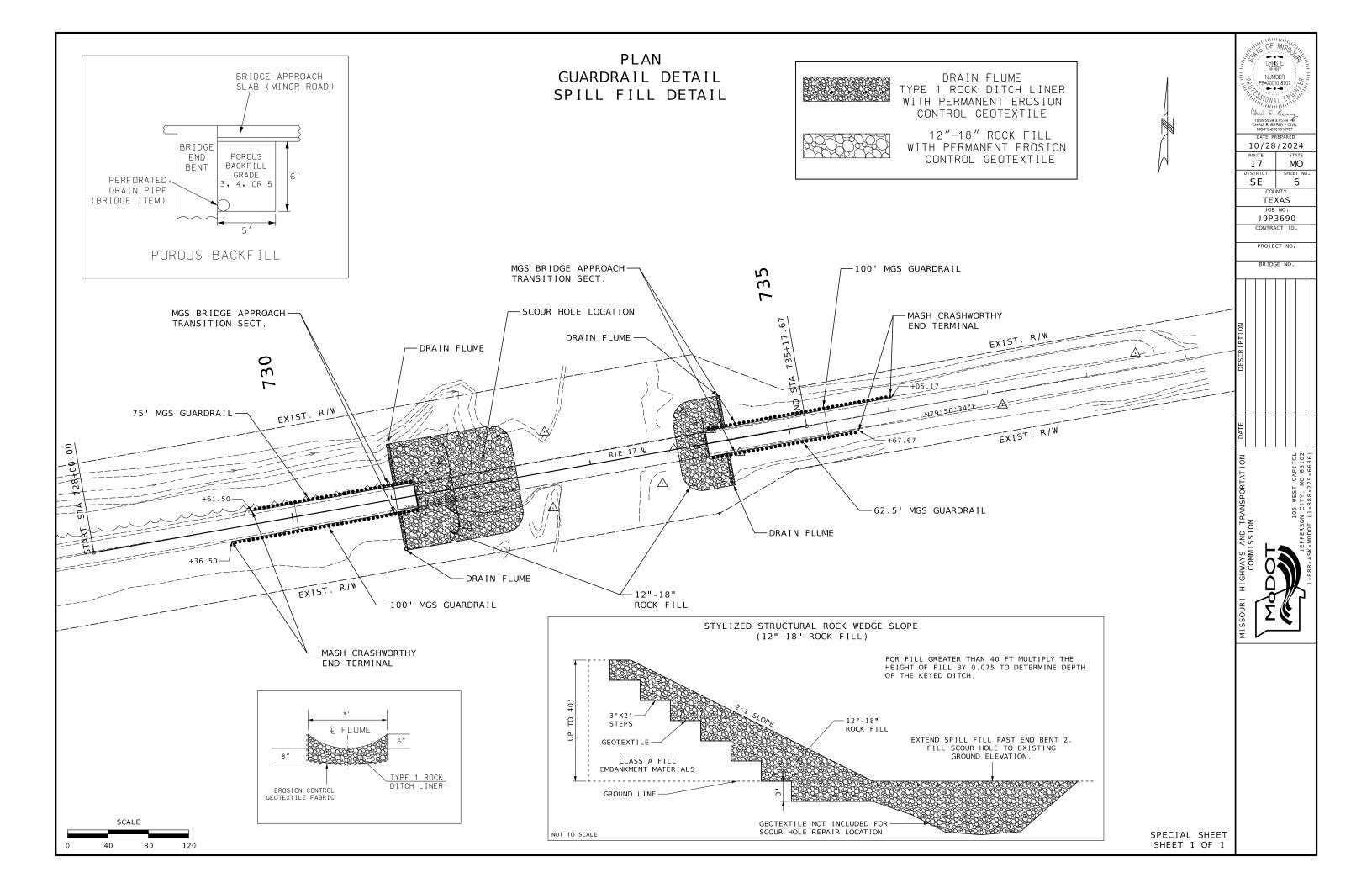
	COORDINATE POINT LISTING								
				MODIFIE	D STATE PLANE (	GROUND)			
			OFFSET	NORTH I NG	EASTING	ELEVATION		GPK	
SHEET NO	STATION	LOCATION	(USFT)	(US SURVEY FT)	(US SURVEY FT)	(US SURVEY FT	DESCRIPTION	POINT ID	
PROJECT CO	NTROL POINTS	5		•		•			
4	738+51.07	RTE 17 LT	14.09	643,811.757	1,718,205.853	1,001.726	5/8° Rebar w/ Pink Plastic Cap set below surface in NE Quad by Rte. 17 & an Entrance	CP100	
4	734+47.88	RTE 17 RT	14.16	643,713.531	1,717,813.791	987.080	5/8° Rebar w/ Pink Plastic Cap set below surface in SE Quad of Roubideaux Bridge & Rte. 17	CP101	
4	730+99.05	RTE 17 LT	13.50	643,679.847	1,717,465.486	987.320	5/8° Rebar w/ Pink Plastic Cap set below surface in NW Quad of Roubideaux Creek & Rte. 17	CP102	
	722+69.03	RTE 17 RT	37.61	643,484.576	1,716,657.145	1,037.880	5/8° Rebar w/ Pink Plastic Cap set below surface in North R/W of Rte. 17	CP103	
AL I GNMENTS	,			•		•			
4	729+36.50	RTE 17 CL	0.00	643,638.1652	1,717,307.7940		BEGIN PROJECT		
4	736+05.17	RTE 17 CL	0.00	643,754.9361	1,717,966.19		END PROJECT		

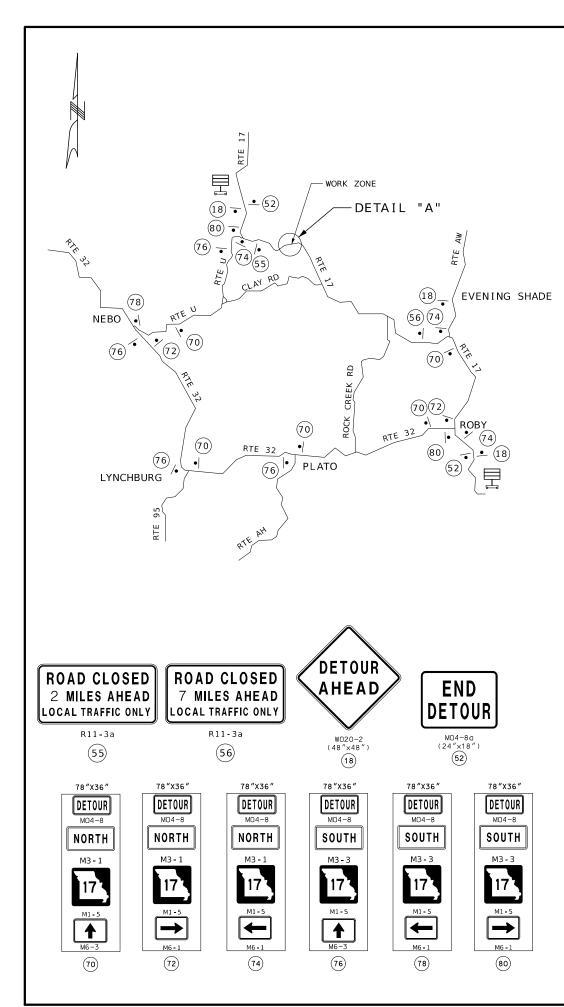
ALL PROJECT COORDINATES HAVE BEEN PROJECTED FROM THE MISSOURI STATE PLANE COORDINATE (SPC) SYSTEM OF 1983 USING AN AVERAGE PROJECT PROJECTION (GRID TO GROUND) FACTOR. TO GET BACK TO STATE PLANE COORDINATES MULTIPY THE PROJECT COORDINATES BY THE AVERAGE GRID FACTOR AS SHOWN IN THE "REFERENCE CONTROL INFORMATION" PORTION OF THIS TABLE.

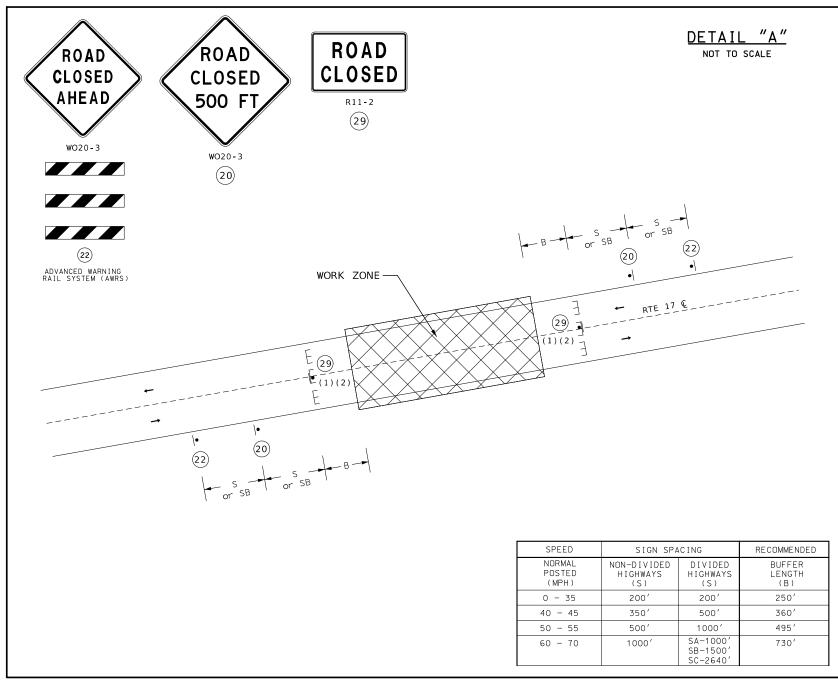
OF THIS TABLE.						
PROJECT COORDINATE INFORMATION						
COORDINATE SYSTEM	MO SPC 83					
HOR I ZONTAL DATUM	NAD83 (201	1)				
VERTICAL DATUM	NAVD88					
GEOID MODEL	2018					
ELEVATIONS DETERMINED BY	DIFFERENTI	AL LEVELING				
PROJECT PROJECTIO	ON FACTOR	1.00010224				
REFERENCE CONT	ROL INFORM	IAT I ON				
COORDINATE SYSTEM	MO SPC 83	MO SPC 83				
CONTROL STATION	MONF	MONF				
DESIGNATION N	MODOT NEBO CO	DOT NEBO CORS ARP				
CORS_ID	MONF	NF				
PID	DN7496					
LAT I TUDE	373419.54018					
LONG I TUDE	922033.30401					
	192952.7690	2952.7690				
	513905.2240					
ZONE	CENTRAL					
PROJECT AVERAGE G	GRID FACTOR	0.99977629				











### NOTES:

- ANY EXISTING SIGN THAT CONFLICTS WITH THE TRAFFIC CONTROL SIGNAGE SHALL BE COMPLETELY COVERED OR REMOVED.
- PLACEMENT OF TRAFFIC CONTROL SIGNING IS APPROXIAMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- R11-2 SIGN ASSOCIATED WITH TYPE 3 BARRICADE SHALL BE MOUNTED ON POST 7-10 FEET BEHIND BARRICADE.
- CMS LOCATIONS AND MESSAGES TO BE APPROVED BY ENGINEER.
- ALL SIGNS SHOWN ON THIS SHEET ARE NON-PORTABLE AND SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT.
- ROAD CLOSURE OF RTE 17 TO BE LIMITED TO 60 CALENDAR DAYS. IF AT LEAST ONE LANE OF RTE 17 IS NOT COMPLETE AND OPEN TO TRAFFIC WITHIN 60 DAYS. THE CONTRACTOR WILL BE CAHRGED WITH LIQUIDATED DAMAGES AS SPECIFIED IN THE JSP SET.
- "ROAD CLOSED" SIGN MAY BE PLACED 7-10 FEET BEHIND THE BARRICADES AND AT A SIGN HEIGHT APPROPRIATE TO THE TYPE OF ROADWAY. ONE BARRICADE REQUIRED TO CLOSE EVERY 8-FEET OF PAVEMENT. PAVED SHOULDERS SHALL BE INCLUDED IN THE AREA.
- (2) ADDITIONAL BARRICADES MAY BE USED AND OFFSET TO FACILITATE ACCESS FOR WORK VEHICLES WORK VEHICLES, LOCAL TRAFFIC, TO BUSINESSES, ETC.

### TRAFFIC CONTROL LEGEND

CHANNELIZER (TRIM LINE)

CHANGEABLE MESSAGE SIGN
(CMS) CONTRACTOR
FURNISHED/ CONTRACTOR
RETAINED

SIGN (SINGLE SIDED)

TYPE 3 MOVEABLE BARRICADE WITH LIGHT



WORK ZONE

NOT TO SCALE

TRAFFIC CONTROL SHEET 1 OF 2

CHRIS E BERRY NUMBER DATE PREPARED 10/28/2024 17 MO HEET NO SE 7 **TEXAS** J9P3690 PROJECT NO. BRIDGE NO.

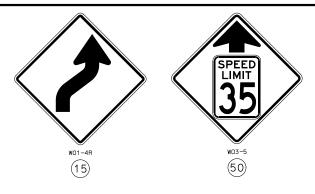
COMMISSION

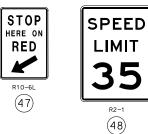
COMMISSION

MODOT

105 WEST CAPI

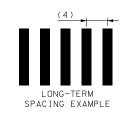
LEFFERSON CITY, MO 65







### TEMPORARY SIGNALS FOR SANDBLASTING AND BRIDGE PAINTING



TEMP. LONG	G-TERM RUMB	LE STRIPS					
SPEED MPH	DISTANCE (3)	SPACING (4)					
0-45 (OPTIONAL)	120 FT	10-12 FT					
50-55	160 FT	10-12 FT					
60-70	200 FT	10-12 FT					
* SECOND SET OF TEMPORARY RUMBLES OPTIONAL							



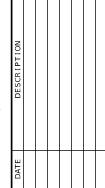
mus E. Deny_						
10/28/2024 3:47:08 PM CHRIS E. BERRY - CIVIL						
MO-PE-2001018707						
DATE PREPARED						
0/28/2024						

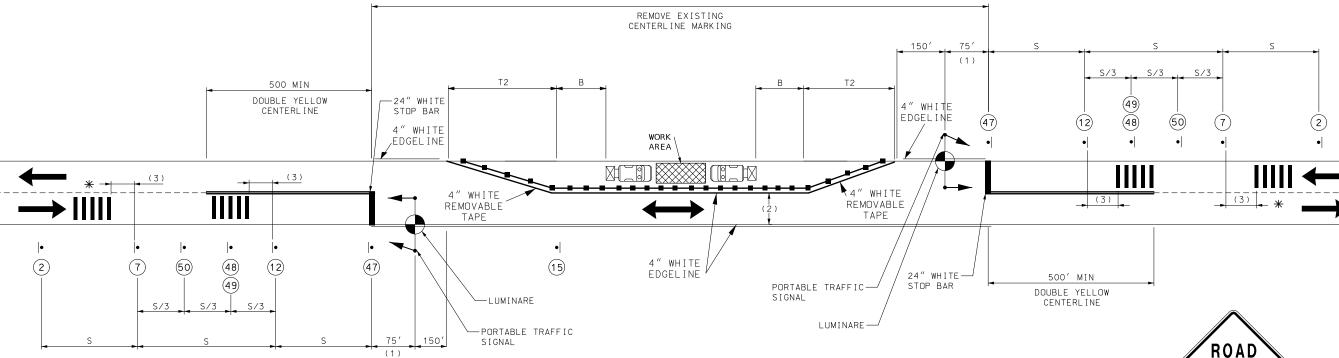
10/28/2024						
ROUTE	STATE					
17	MO					
DISTRICT	SHEET NO.					
SE	8					
COUNTY						
TEXAS						

J9P3690 CONTRACT ID.

PROJECT NO







### TRAFFIC CONTROL LEGEND

(SINGLE SIDED)

- CHANGEABLE MESSAGE BOA MESSAGE BOARD

■ - CHANNELIZER



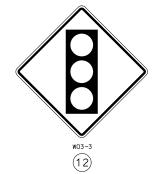
PORTABLE TRAFFIC SIGNAL AND

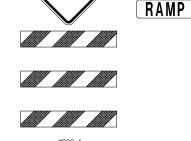
LUMINARE



- ADVANCE WARNING RAIL SYSTEM







WORK

AHEAD

# (2)

### NOTES:

- (1) 75' RECOMMENDED SPACING. SPACING MAY BE BETWEEN 40' AND 150'.
- (2) DRIVING LANE SHALL BE AT LEAST 10' IN WIDTH.
- EXISTING CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE ACTIVITY AREA AND THE STOP LINE SHALL BE REMOVED. AFTER THE TEMPORARY TRAFFIC CONTROL SIGNAL IS REMOVED, THE STOP LINES AND OTHER TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND THE PERMANENT PAVEMENT MARKINGS RESTORED.
- PROTECTIVE VEHICLES SHOULD BE POSITIONED 150 FT IN ADVANCE OF THE WORK SPACE.
- REFER TO STANDARI TRAFFIC CONTROL.

SPEED	SIGN SPAC	CING (FT)	TAPER LEN	IGTH (FT)	OPTIONAL	CHANNELIZER	SPACING (FT)
PERMANENT	UNDIVIDED	DIVIDED	SHOULDER	LANE	BUFFER	TAPERS	BUFFER/
POSTED	(S)	(S)	(T1)	(T2)	LENGTH (FT)		WORK AREAS
(MPH)					(B)		
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

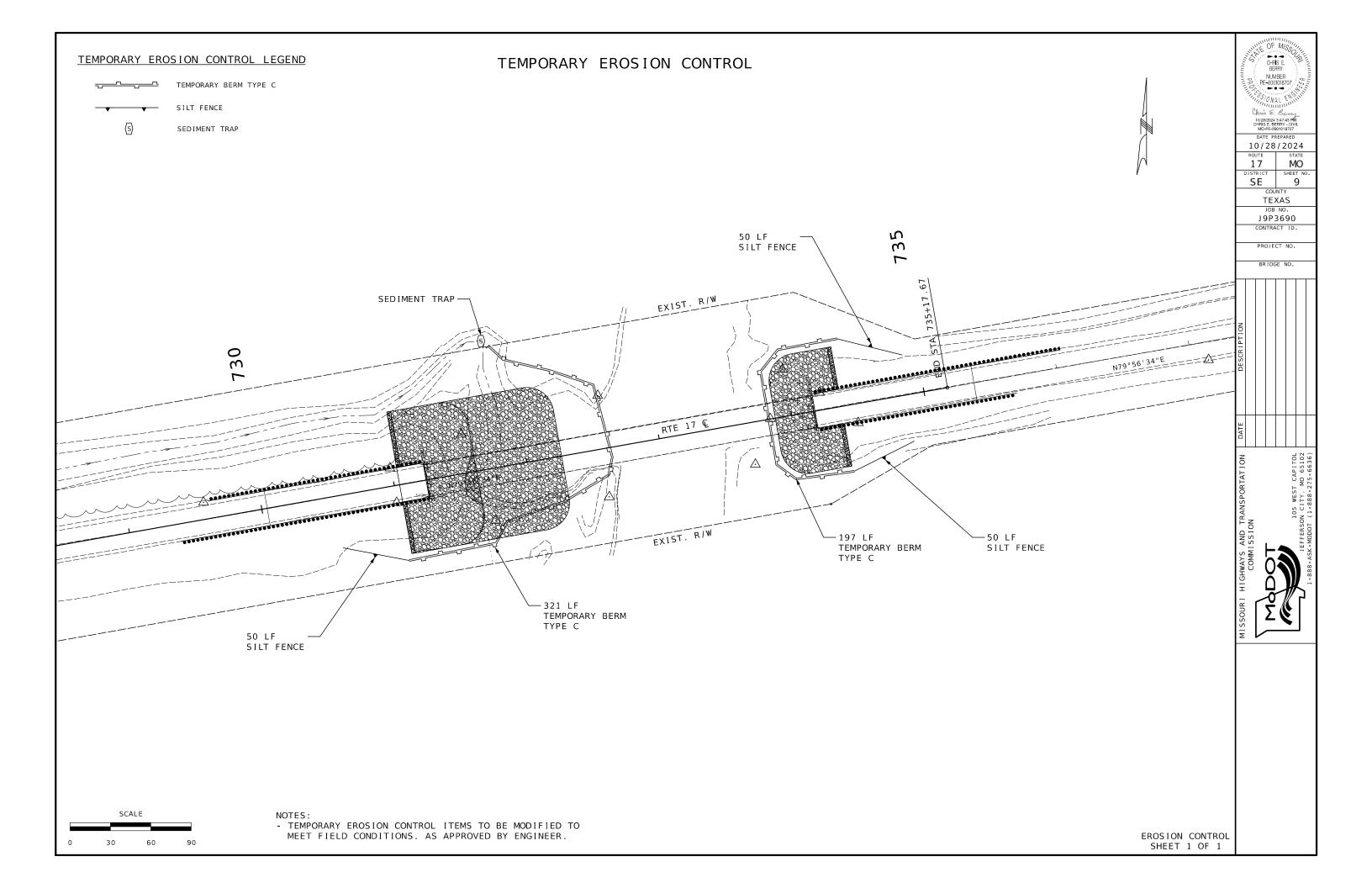
TRAFFIC CONTROL SHEET 2 OF 2

BRIDGE

OR

₹D	PLAN	SHEETS	616.20	FOR	ADDITIONAL	TEMPORARY
•						

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.



### U.I.P., REDECK AND MAKE COMPOSITE EXISTING (65'-80'-80'-65') CONTINUOUS WIDE FLANGE BEAM SPANS

Table Showing S2 and S5 Bar Lengths							
Int. Bent	No. 2 (S2)	Int. Bent	No. 3 (S5)	Int. Bent	No. 4 (S2)		
Span 1	Span 2	Span 2	Span 3	Span 3	Span 4		
17'-6"	18'-6"	24'-0"	24'-0"	18'-6"	17'-6"		

2002 AASHTO LFD (17th Ed.) Standard Specifications

35 lb/sf Future Wearing Surface Earth - 120 lb/cf, Equivalent Fluid Pressure 45 lb/cf

All joint filler shall be in accordance with Sec 1057 for preformed sponge rubber expansion and partition joint filler,

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

Bars bonded in existing concrete not removed shall be cleanly

Class B-2 Concrete (End Bents & Superstructure, except Barrier)

Reinforcing Steel (ASTM A615 Grade 60)

	Lap Length Splices **			
Bar Size	Splice Length			
4	2'-7"			
5	3 ' <b>-</b> 3 <b>"</b>			
6	3'-10"			
7	4'-11"			

\*\* Unless otherwise shown.

Seismic Performance Category A

H15-44 (1953) (Existing) HS20-44 (New Construction)

Fatigue Stress - Case III

Class B-1 Concrete (Barrier)

bars, unless otherwise noted.

General Notes:

Design Loading:

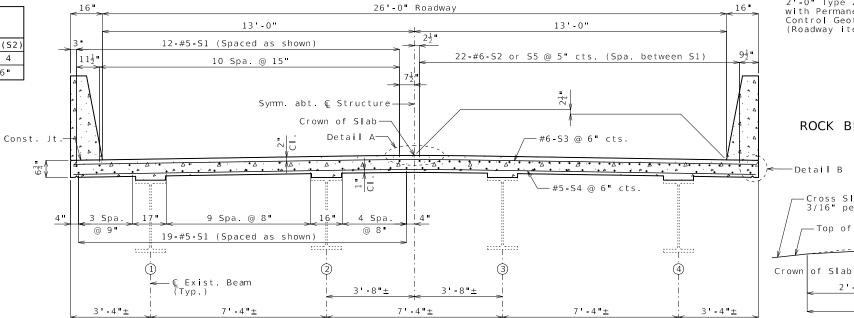
Joint Filler:

Reinforcing Steel:

otherwise shown. Miscellaneous:

Design Specifications:

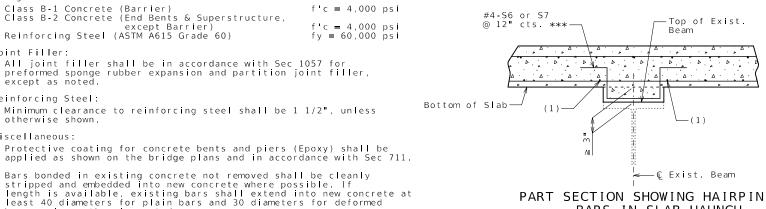
Design Unit Stresses:



TYPICAL SECTION THRU SLAB

HALF SECTION NEAR INT. BENT

### Estimated Quantities for Slab on Steel I t em Total Class B-2 Concrete cu. yarı 208 Reinforcing Steel (Epoxy Coated) 76,230 pound

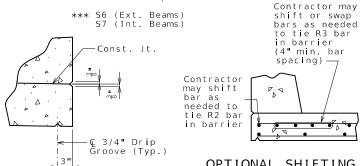


HALF SECTION NEAR MIDSPAN

### PART SECTION SHOWING HAIRPIN BARS IN SLAB HAUNCH

Hairpin bars may be placed at an angle to meet clearances

(1) Adjust longitudinal deck reinforcement for use as hairpin tie bars.



OPTIONAL SHIFTING TOP BARS AT BARRIER \* This work will be performed at the discretion of the engineer and shall be underrun if not required by the engineer.

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 longitudinally from end of slab to end of slab and transversely from out to out of bridge slab (or with the horizontal dimensions as shown on the plan of slab). Payment for stay-in-place corrugated steel forms, conventional forms, all concrete and epoxy coated reinforcing steel 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

Method of forming the slab shall be 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 forming or stay-in-place corrugated steel forms. Precast prestressed panels will not be permitted.

For Optional Stay-In-Place Form Details, see Sheet No. 2.

### REPAIRS TO BRIDGE: ROUTE 17 OVER ROUBIDOUX CREEK

ROUTE 17 FROM ROUTE U TO ROUTE AW ABOUT 1.7 MILES EAST OF ROUTE U BEGINNING STATION 731+24.00± (MATCH EXISTING)

I t em		Total
Class 1 Excavation	cu. yard	40
Removal of Existing Bridge Deck	sq. foot	7831
Partial Removal of Substructure Concrete	lump sum	1
Bridge Approach Slab (Minor)	sq. yard	59
Slab on Steel	sq. yard	935
Type D Barrier	linear foot	587
* Substructure Repair (Unformed)	sq. foot	350
Protective Coating - Concrete Bents and Piers (Epoxy)	lump sum	1
Shear Connectors	each	2560
Slab Drain	each	52
Surface Preparation for Recoating Structual Steel	sq. foot	9600
Finish Application of Organic Zinc Primer	sq. foot	9600
Intermediate Field Coat (System G)	sq. foot	2700
Finish Field Coat (System G)	sq. foot	2700
Non-Destructive Testing	linear foot	28
Vertical Drain at End Bents	each	1
Open Cell Foam Joint Seal	linear foot	26

Estimated Quantities

SEC/SUR 3

(Roadway item)

-Detail B

Cross Slope

3/16" per ft.

Top of Slab

2'-0"

2'-0" Type 2 Rock Blanket

with Permanent Erosion Control Geotextile

TWP 33N

Existing

— C Roadway

2'-0"

4'-0"

Parabolic Crown

DETAIL A

-Profile Grade

(Match exist ±)

ROCK BLANKET ON SPILL SLOPES

substructure

RGE 12W

TYLER R. LINDSAY

11/14/2024

**TEXAS** 

J9P3690 CONTRACT ID.

PROJECT NO.

L07131

MO

SHEET NO

1

17

BR

slab súrface. (Roadway item) Outline of existing work is indicated by light dashed lines. Heavy

Roadway surfacing adjacent to bridge ends shall match new bridge

Protective coating for concrete bents and piers (Epoxy) shall be applied as shown on the bridge plans and in accordance with Sec 711.

f'c = 4,000 psi

f'c = 4,000 psi

fy = 60,000 psi

lines indicate new work.

Contractor shall verify all dimensions in field before finalizing the

The area exposed by the removal of concrete and not covered with new concrete shall be coated with an approved qualified special mortar in accordance with Sec 704

Rubblized concrete from the existing bridge deck that qualifies as clean fill may be placed on spill slopes at end bents above ordinary high water line (Roadway item).

For adjusted girder deflection due to the weight of the new deck and barriers, see Bridge Electronic Deliverables.

### Traffic Handling:

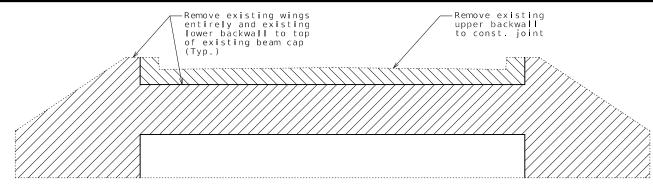
Structure to be closed during construction. Traffic to be maintained on other routes during construction. See roadway plans for traffic control.

Detailed May 2024 Checked Oct. 2024

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

DETAIL B

Sheet No. 1 of 13



### DETAILS OF CONCRETE REMOVAL AT END BENT NO. 1

The cost of upper backwall concrete removal as shown will be considered completely covered by unit price for Removal of Existing Bridge Deck.

The cost of wing and lower backwall concrete removal as shown will be considered completely covered by the contract unit price for Partial Removal of Substructure Concrete. All reinforcement to be cut off one inch below concrete removal surface and the resulting holes shall be filled with a qualified special mortar.

A smooth, level surface shall be provided at lower Bent No. 1 removal lines.

### General Notes:

### Structural Steel Protective Coatings:

Protective Coating: System G in accordance with Sec 1081.

Surface Preparation: Surface preparation of the existing steel shall be in accordance with Sec 1081 for Recoating Structural Steel (System G) with organic zinc primer. The cost of surface preparation will be considered completely covered by the contract price per sq. foot for Surface Preparation for Recoating Structural Steel

Prime Coat: The cost of the prime coat will be considered completely covered by the contract price per sq. foot for Field Application of Organic Zinc Primer.

Field Coat(s): The color of the field coat(s) shall be Gray (Federal Standard #26373). The cost of the intermediate field coat will be considered completely covered by the contract price per sq. foot for Intermediate Field Coat (System G).
The cost of the finish field coat will be considered completely covered by the contract price per sq. foot for Finish Field Coat (System G).

### Stay-In-Place Forms:

Corrugated steel forms, supports, closure elements and accessories shall be in accordance with grade requirement and coating designation G165 of ASTM A653. Complete shop drawings of the permanent steel deck forms shall be required in accordance with Sec 1080.

Corrugations of stay-in-place forms shall be filled with an expanded polystyrene material. The polystyrene material shall be placed in the forms with an adhesive in accordance with the manufacturer's recommendations.

Form sheets shall not rest directly on the top of beam flanges. Sheets shall be securely fastened to form supports with a minimum bearing length of one inch on each end. Form supports shall be placed in direct contact with the flange. Welding on or drilling holes in the beam flanges will not be permitted. All steel fabrication and construction shall be in accordance with Sec 1080 and 712. Certified field welders will not be required for welding of the form

The design of stay-in-place corrugated steel forms is per manufacturer which shall be in accordance with Sec 703 for false work and forms. Maximum actual weight of corrugated steel forms allowed shall be 4 psf assumed for beam loading.

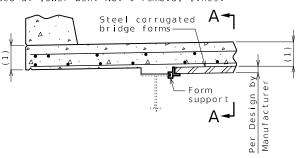
### Pouring and Finishing Slab:

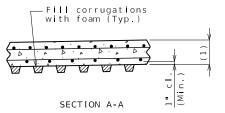
The contractor shall provide bracing necessary for lateral and torsional stability of the beams during construction of the concrete slab and remove the bracing after the slab has attained 75% design strength. Contractor shall not weld on or drill holes in the beams. The cost for furnishing, installing, and removing bracing will be considered completely covered by the contract unit price for Slab on completely covered by the contract unit price for Slab on

Slab shall be poured upgrade from end to end at a minimum rate of 25 cubic yards per hour.

Alternate pour sequences may be submitted to the engineer for approval. Keyed construction joints shall be provided between pours

(1) Slab is to be considered a uniform thickness as shown on the plans. Haunching will vary. See front sheet for slab thickness.





### OPTIONAL STAY-IN-PLACE FORM DETAILS

© Exist. Splice →

Ç Exist. Bearing

**ELEVATION SHOWING** 

SHEAR CONNECTOR SPACING

FOR END BEAMS

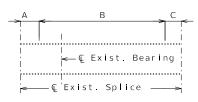




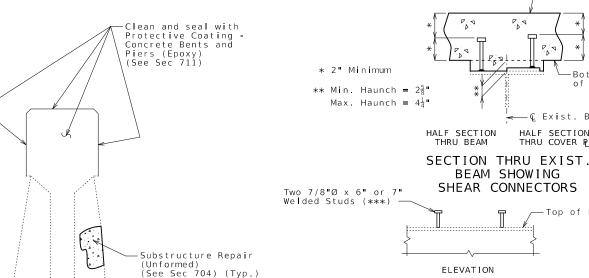
TABLE SHOWING SHEAR CONNECTOR UNIT SPACING												
Beam	S.C. per unit	Α	В	С								
End Beams (1-2 & 5-4)	2	10"±	55 Units @ 11" cts.	2 ' - 2 <sup>1</sup> / <sub>4</sub> "								
Brg. Beam (Bent 2 & Span 2-3) & Brg. Beam (Bent 4 & Span 4-3)	2	2'-3"	82 Units @ 10" cts.	2'-3"±								
Brg. Beam (Bent 3)	2	2'-3"	46 Units @ 10" cts.	2'-3"±								
	Total shear connectors required											

# DETAILS OF CONCRETE REMOVAL AT END BENT NO. 5

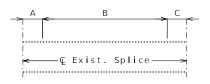
The cost of concrete removal as shown will be considered completely covered by the contract unit price for Removal of Existing Bridge Deck. Vertical backwall and wingwall reinforcement to be cut off one inch below concrete removal surface and resulting holes shall be filled with a qualified special mortar.

A smooth, level surface shall be provided at Bent No. 5 removal lines.

to top of existing backwall (Typ.)



TYPICAL SECTION THRU INT. BENTS NO. 2, 3 & 4 SHOWING PROTECTIVE COATING



**ELEVATION SHOWING SHEAR** CONNECTOR SPACING FOR INT. BENT BEARING BEAMS



© Unit—

Shear Connectors.

C 7/8"Ø x 6" or 7" ₩elded Studs (\*\*\*)

€ Existing

Beam

Remove existing

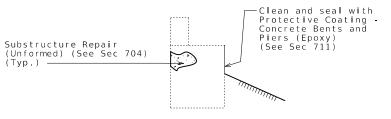
backwall to const. joint

Shear connectors shall be in accordance with Sec 712, 1037 & 1080.

covered by the contract unit price for

\*\*\* 6" Exterior Beams, 7" Interior Beams

See Table



TYPICAL SECTION THRU END BENTS NO. 1 & 5 SHOWING PROTECTIVE COATING

TYLER R. NUMBER PE-2019000128 S/ONAL 11/14/2024 1:00:2/ PM TYLER R. LINDSAY - CIV 11/14/2024 17 MO SHEET NO BR 2 **TEXAS** J9P3690 CONTRACT ID. PROJECT NO. L07131

— Top of Slab

of Slab

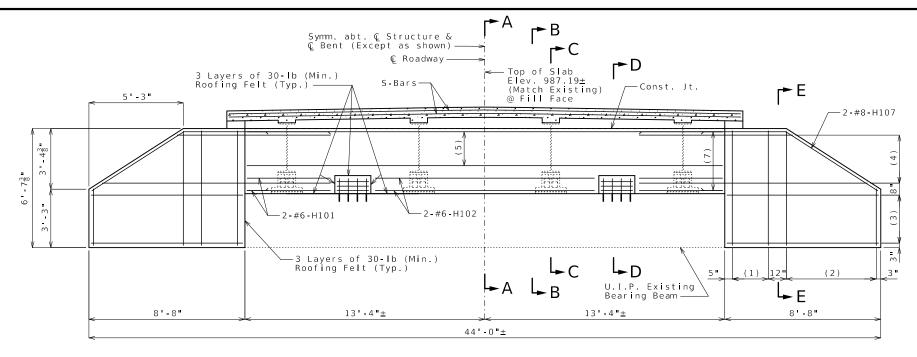
Top of Flange

-Ç Exist. Beam

HALE SECTION THRU COVER P

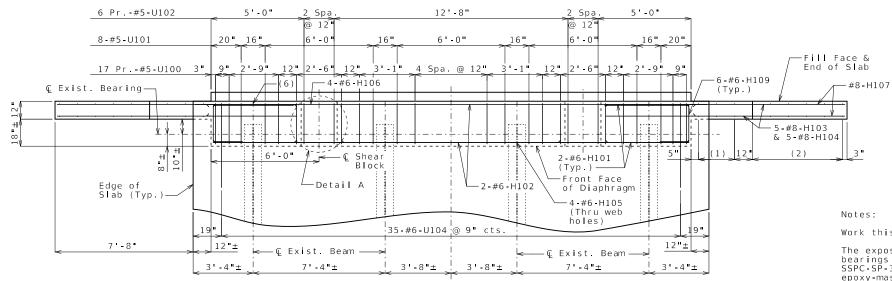
Detailed May 2024

Checked Oct 2024



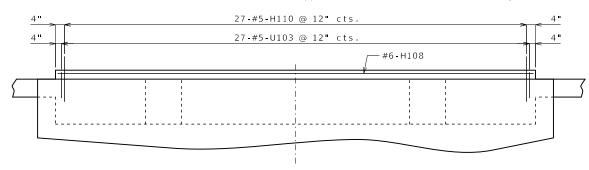
### SECTION NEAR END BENT NO. 1

Note: Exist. steel end diaphragms (leave-in-place), vertical bars in concrete diaphragm and reinforcement in approach notch not shown for clarity.



### PART PLAN

Note: Reinforcement in approach notch not shown for clarity.



Symm. abt. © Structure & © Bent (Except as shown)-

Detailed May 2024 Checked Oct. 2024

### PART PLAN SHOWING APPROACH NOTCH REINFORCEMENT

### DETAILS OF END BENT NO. 1

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

Sheet No. 3 of 13

(1) 3-#5-V100 @ 12" cts. (Each Face)

(2) 6-#5-V101 @ 12" cts. (Each Face)

(3) 5-#8-H103 @ 8" cts. (Each Face)

(4) 5-#8-H104 @ 8" cts. (Each Face)

(5) 4-#6-H105 (Front Face) (Thru Web Holes) (Eq. Spaced) 4-#6-H106 (Fill Face) (Eq. Spaced)

(6) #5-V102 (Center behind exist. beam) (Typ.)

(7) 6-#6-H109 (Each Face)

Work this sheet with Sheet No. 4.

The exposed and accessible surfaces of the existing structural steel and bearings that will be encased in concrete shall be cleaned with a minimum of SSPC-SP-3 surface preparation and coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of not less than 3 mils before concrete is poured. The surface preparation and coating for beams shall extend a minimum of one foot outside the face of the beam encasement. Payment for cleaning and coating steel to be encased in concrete will be considered completely covered by the contract unit

The #6-H105 bars are segmented for ease of placement through beam web holes. The total bar length for #6-H105 bars shown in Bill of Reinforcing Steel allows for one lap splice with a length of 3'-10'. Actual bar\_segment lengths to be determined by contractor for ease of installing bars. The contractor may use a mechanical bar splice in lieu of a lap splice. When a mechanical bar splice is used, the actual bar segment length will be determined by the contractor to accommodate manufacturer's recommendations for installation and ease of construction. The cost of furnishing and installing the bar splices will be considered completely covered by the contract unit price for Slab on Steel. No adjustment of the quantity of reinforcing steel will be allowed for the use of mećhanical bar splices.

For Sections A-A, B-B, C-C, D-D & E-E, see Sheet No. 4.

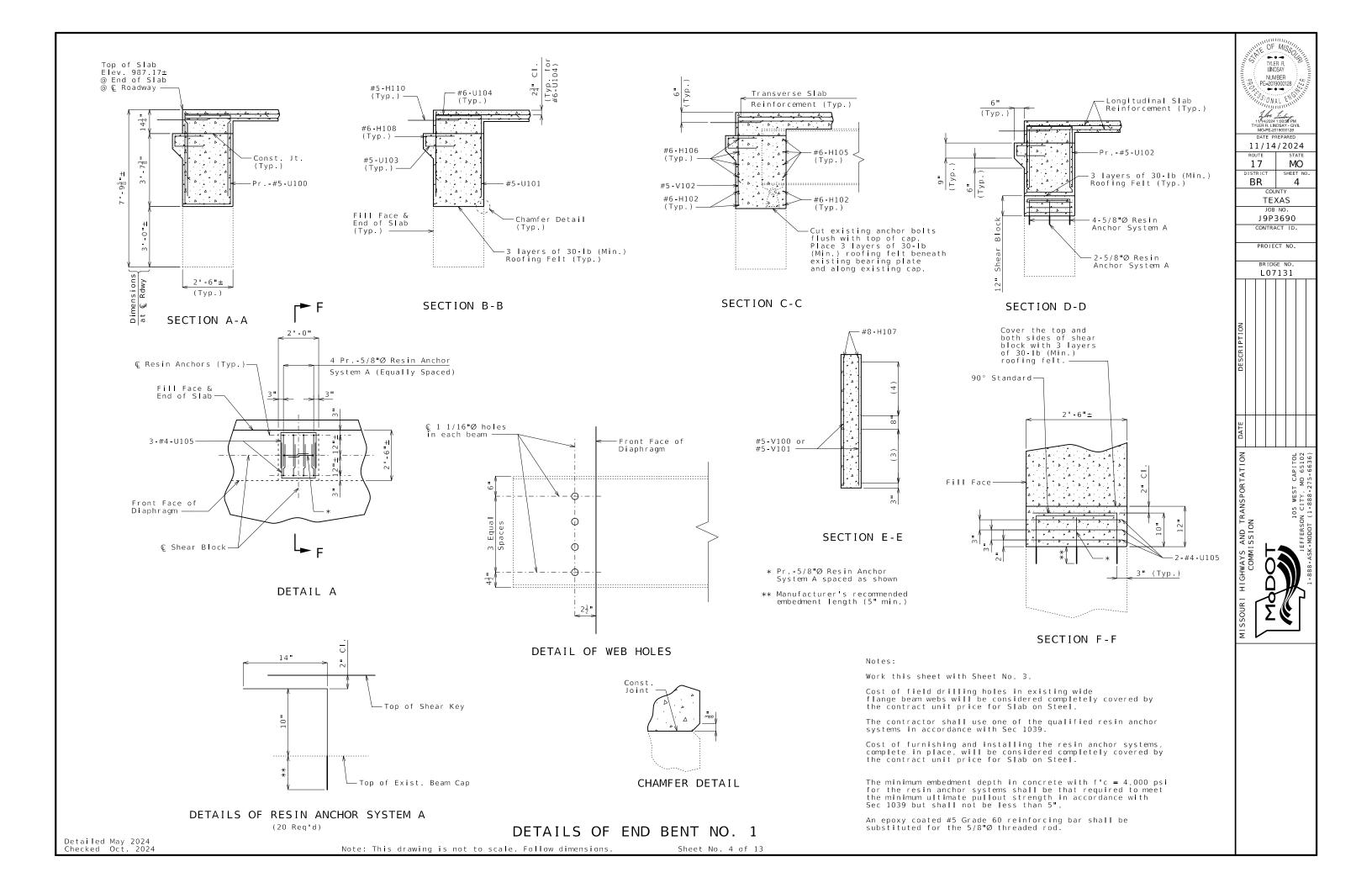
All concrete and reinforcement is included in the Table of Estimated Quantities for Slab on Steel and will be considered completely covered by the contract unit price for Slab on Steel.

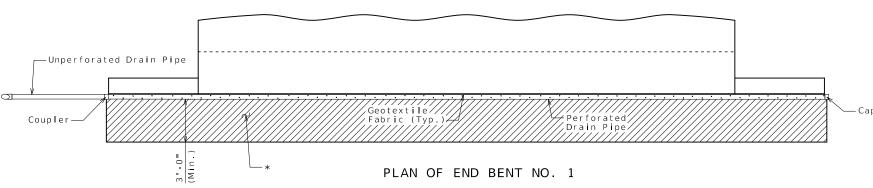
For details of vertical drain at end bents, see Sheet No. 5.

For details and reinforcement of Type D Barrier, see Sheet No. 10.

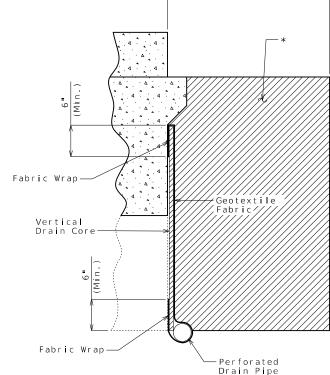
For details of bridge approach slab, see Sheet No. 11.

TYLER R. LINDSAY NUMBER PE-2019000128 SONAL 11/14/2024 17 MO SHEET NO BR 3 **TEXAS** J9P3690 CONTRACT ID. PROJECT NO. L07131





\*Fill within 3 feet (min.) of the fill face of the end bent shall be porous backfill. See Roadway Plans (Roadway Item).



PART SECTION A-A

### General Notes:

All drain pipe shall be sloped 1 to 2 percent.

Drain pipe may be either 6-inch diameter corrugated metallic-coated steel pipe underdrain, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at fill face of end bent and wings. The pipe shall slope to lowest grade of ground line.

Perforated pipe shall be placed at fill face side and face of wings at the bottom of end bent and plain pipe shall be used where the vertical drain ends to the exit at ground line.

### VERTICAL DRAIN AT END BENT NO. 1

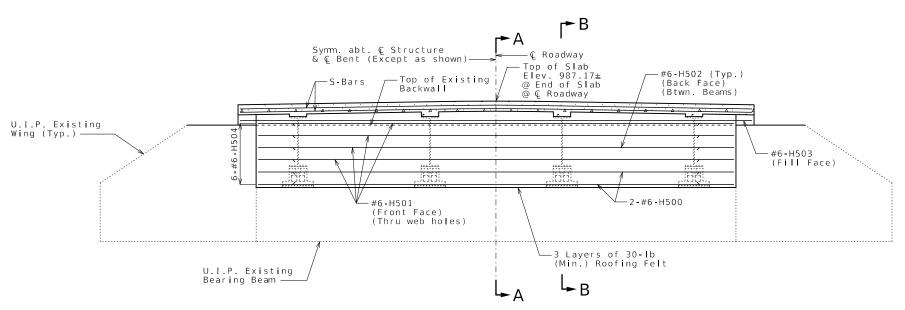
(Squared end bent shown, skewed end bent similar)

Detailed May 2024 Checked Oct. 2024

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

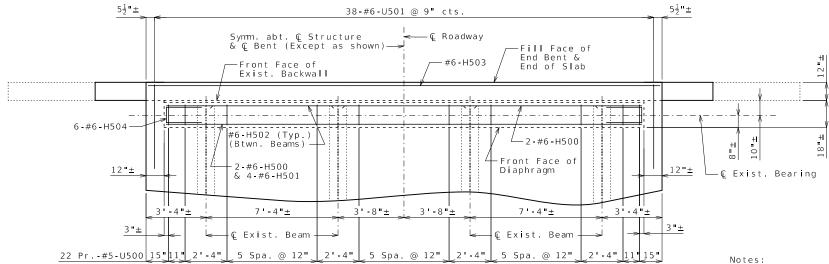
Sheet No. 5 of 13





### SECTION NEAR END BENT

Note: Existing steel diaphragms not shown for clarity (leave-in-place).



### PART PLAN

### DETAILS OF END BENT NO. 5

Work this sheet with Sheet No. 7.

The exposed and accessible surfaces of the existing structural steel and bearings that will be encased in concrete shall be cleaned with a minimum of SSPC-SP-3 surface preparation and coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of not less than 3 mils before concrete is poured. The surface preparation and coating for beams shall extend a minimum of one foot outside the face of the beam encasement. Payment for cleaning and coating steel to be encased in concrete will be considered completely covered by the contract unit

The #6-H501 bars are segmented for ease of placement through beam web holes. The total bar length for #6-H501 bars shown in Bill of Reinforcing Steel allows for one lap splice with a length of 3'-10". Actual bar segment lengths to be determined by contractor for ease of installing bars. The contractor may use a mechanical bar splice in lieu of a lap splice. When a mechanical bar splice is used, the actual bar segment length will be determined by the contractor to accommodate manufacturer's recommendations for installation and ease of construction. The cost of furnishing and installing the bar splices will be considered completely covered by the contract unit price for Slab on Steel. No adjustment of the quantity of reinforcing steel will be allowed for the use of mechanical bar splices. mećhanical bar splices.

For Sections A-A & B-B, see Sheet No. 7.

All concrete and reinforcement is included in the Table of Estimated Quantities for Slab on Steel and will be considered completely covered by the contract unit price for Slab on Steel.

For details and reinforcement of Type D Barrier, see Sheet No. 10.

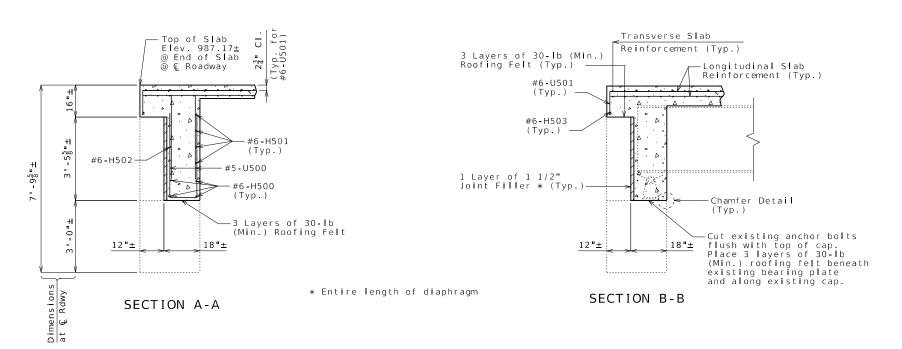
TYLER R. NUMBER PE-2019000128

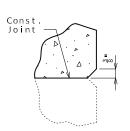
11/14/2024 17 MO SHEET NO BR 6

TEXAS J9P3690 CONTRACT ID.

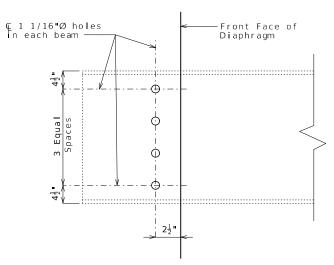
PROJECT NO.

L07131





CHAMFER DETAIL



DETAIL OF WEB HOLES

Notes:

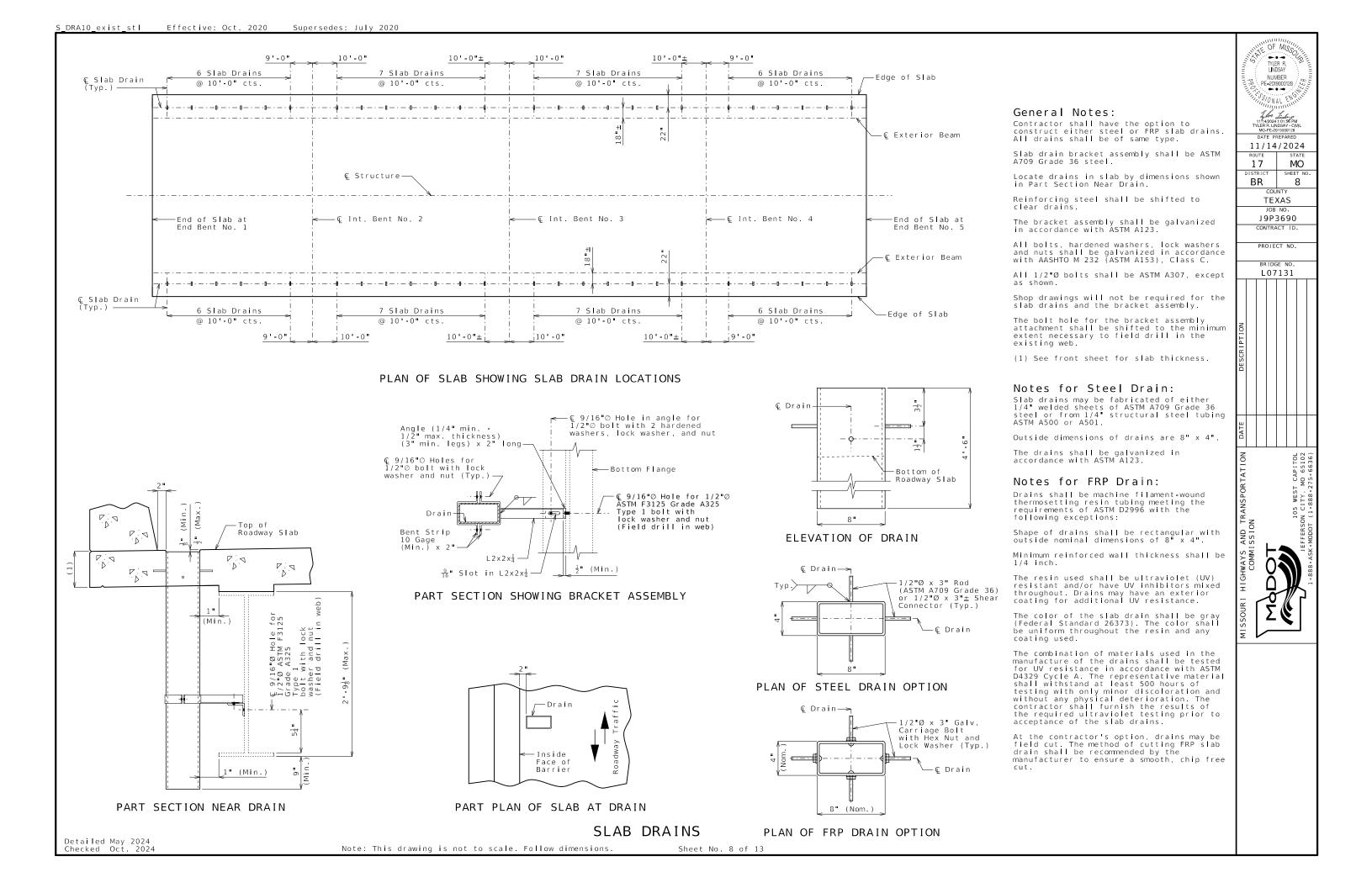
Work this sheet with Sheet No. 6.

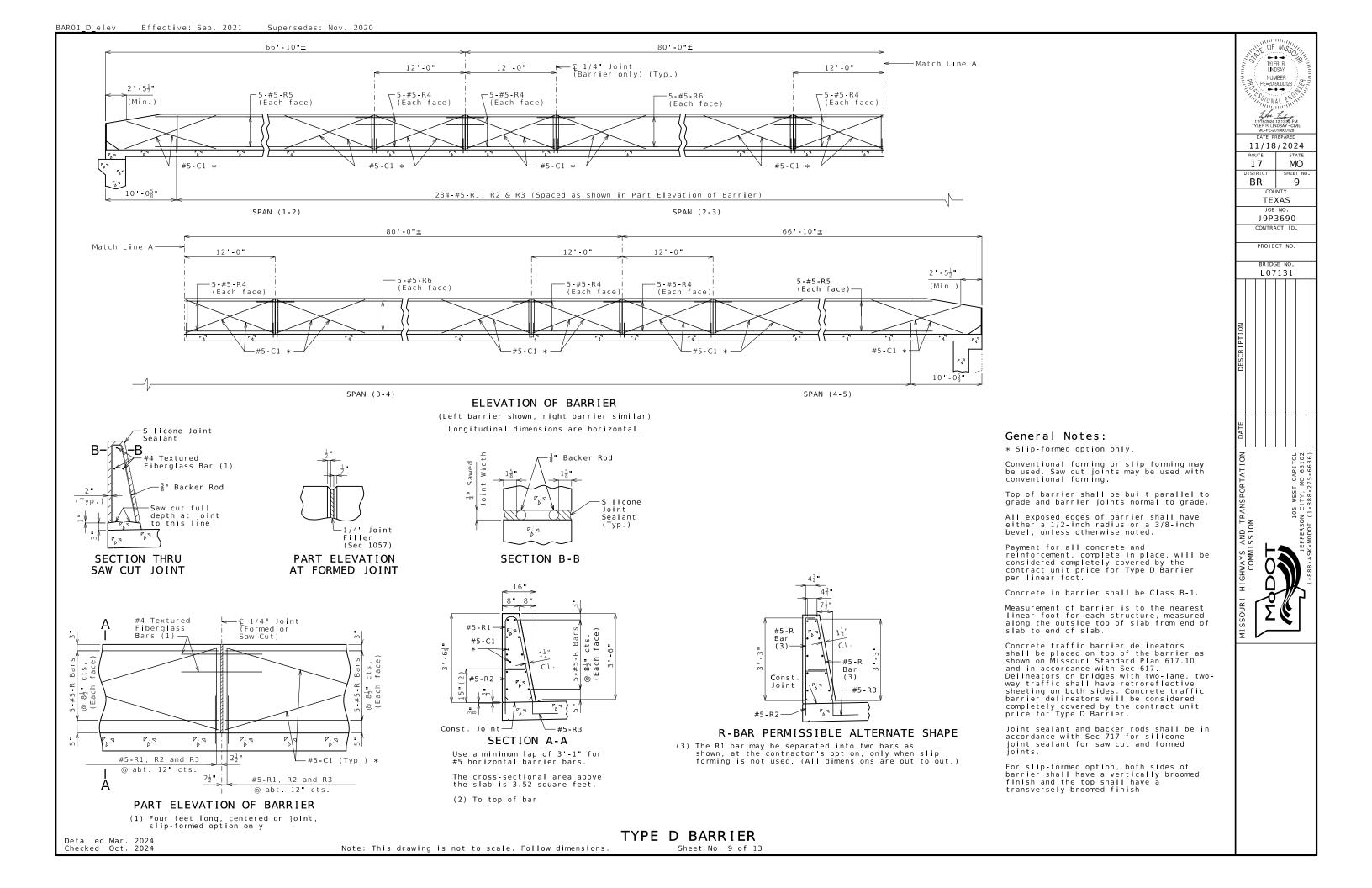
Cost of field drilling holes in existing wide flange beam webs will be considered completely covered by the contract unit price for Slab on Steel.

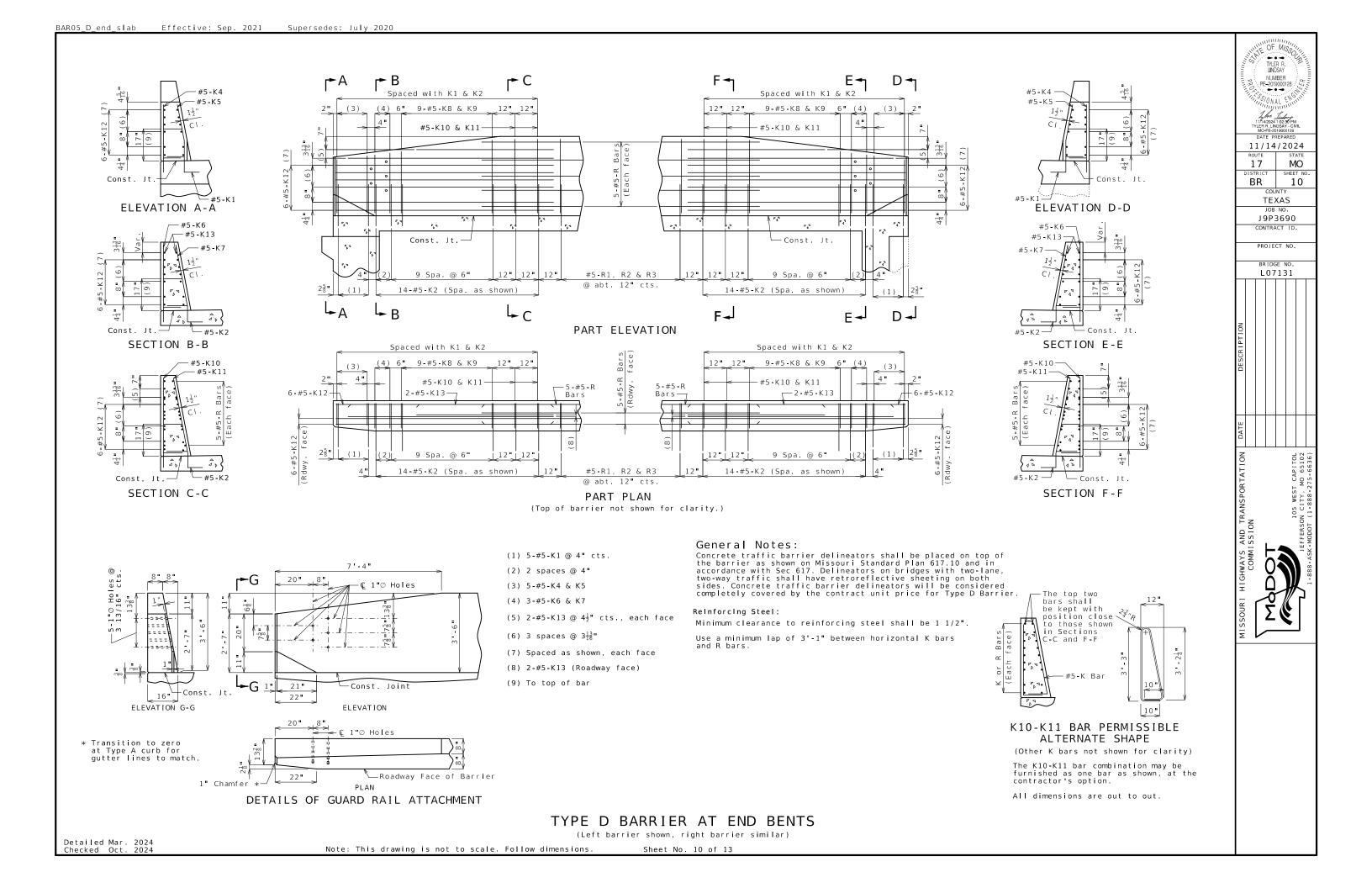
DETAILS OF END BENT NO. 5

Detailed May 2024 Checked Oct. 2024



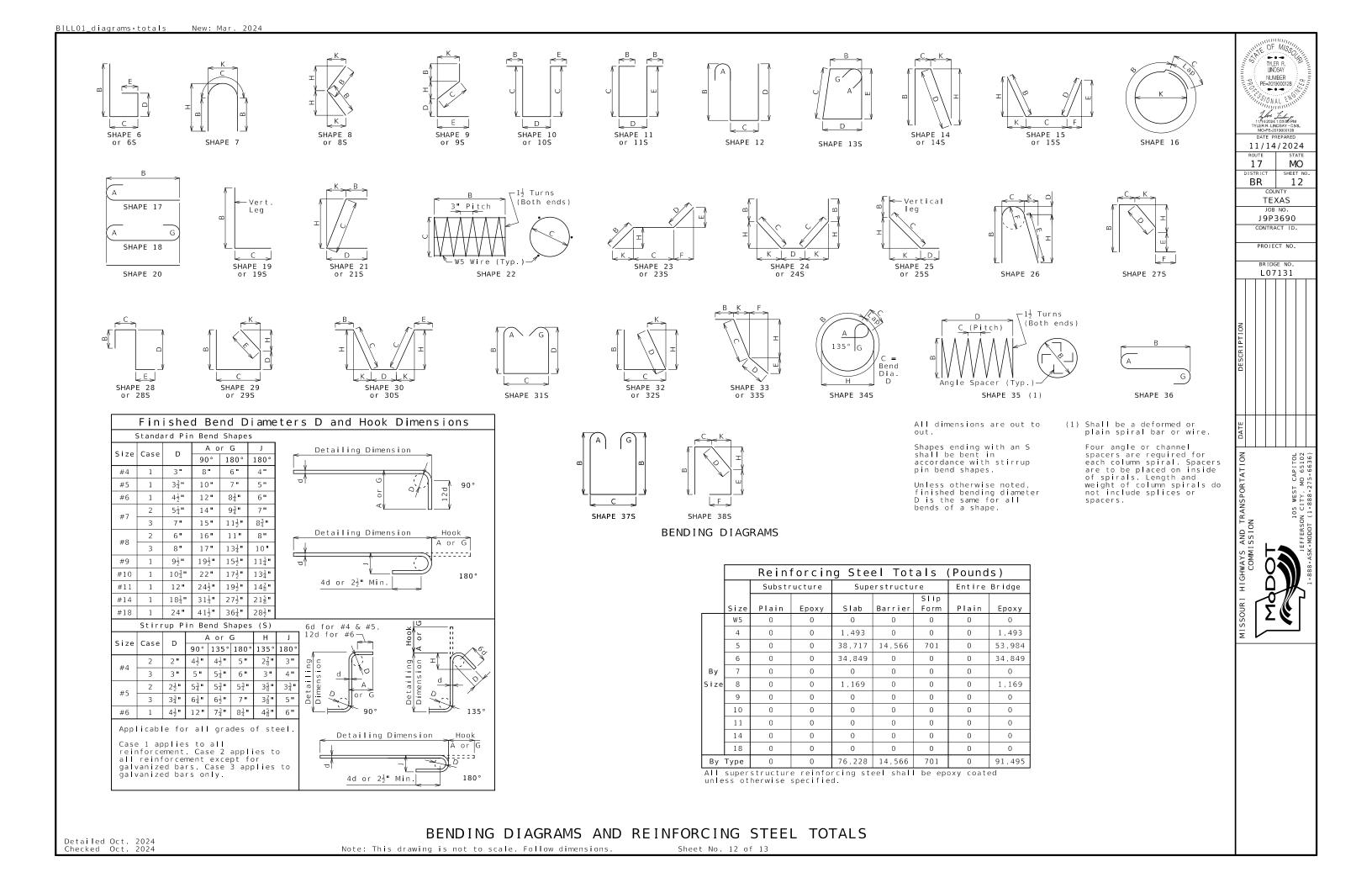






Sheet No. 11 of 13

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



BILLO3 data tables New: Mar. 2024

	Bill of Reinforcing Steel												Bill of Reinforcing Steel									Actual Length Weight			
	,	C - 1 -				Dimension	ns			Nom.	Actual		,,,	6:(		6-4				Dimension			Nom.	Actual	TYLER R
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Nominal le	ngths are based or the nearest inch f	out or fa	το out dim bricator's	ensions use. Ac	snown in tual len	pending gths are	d i a grams measured	and are			ΔΙΙ	hars sha	II he	Grade 60		(	Lodes: C	. = Requi	red coat	ings, whe	ere E = Epoxy Co	ated and	ப = Galv	vanızed.	

Nominal lengths are based on out to out dimensions shown in bending diagrams and are listed to the nearest inch for fabricator's use. Actual lengths are measured along centerline bar to the nearest inch. Weights are based on actual lengths.

For bending diagrams and steel reinforcing totals, see Sheet No. 12.

SH = Required shape, see bending diagrams.

V = Sets of varied bars and number of bars of each length. Bar dimensions vary in equal increments between dimensions shown on this line and the following line and the actual length dimension shown on this line and the following line vary by the specified increment.

Detailed Oct. 2024 Checked Oct. 2024

BILL OF REINFORCING STEEL

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

Sheet No. 13 of 13

11/14/2024 17 MO ISTRICT SHEET NO. BR 13