DESIGN DESIGNATION

A.A.D.T.(TUCKER BLVD) - 2023 = 10556T = 28.1%

V = 35 M.P.H.

FUNCTIONAL CLASSIFICATION - LOCAL

A.A.D.T.(EB I-64) - 2023 = 30810

- 31.8%

V = 55 M.P.H.

FUNCTIONAL CLASSIFICATION - INTERSTATE

NO RIGHT-OF-WAY ACQUISITION

CONVENTIONAL SYMBOLS

(USED IN PLANS		LJ
	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 - - S - - SS - - G - - W -	- UTV- - OT- - UT-
MANHOLE	SAN E)
FIRE HYDRANT	wy.)
WATER VALVE	"*C)
WATER METER	**"⊕)
DROP INLET	"[
DITCH BLOCK	=	=
GROUND MOUNTED SIGN	S I GN	-
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL FENCE CHAIN LINK WOVEN WIRE	PED △	·—
GATE POST]
BENCHMARK	BM)

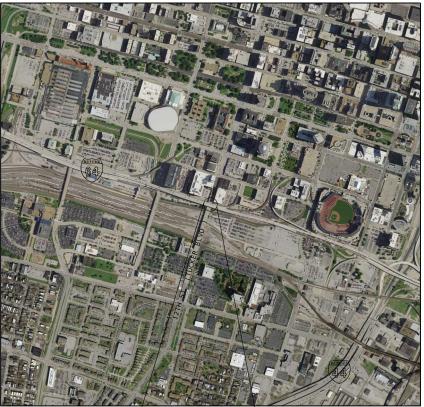
NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PLANS FOR PROPOSED STATE HIGHWAY ST. LOUIS CITY



NOT TO SCALE





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INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (TS)	2
QUANTITIES (QU) (1 SHEET)	3
TRAFFIC CONTROL SHEETS (TC)	4 - 11
BRIDGE PLANS (B)	
A150121	1 - 3

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LENGTH OF PROJECT

BEGINNING OF PROJECT STA. 103+90.00

END OF PROJECT STA. 104+90.00

APPARENT LENGTH 100.00 FEET

EQUATIONS AND EXCEPTIONS: NONE



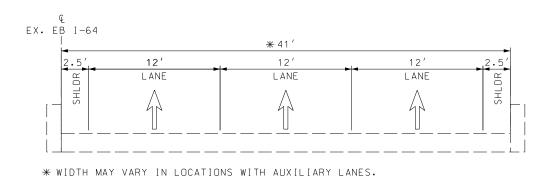
TOTAL CORRECTIONS 0.00 FEET

NET LENGTH OF PROJECT 100.00 FEET

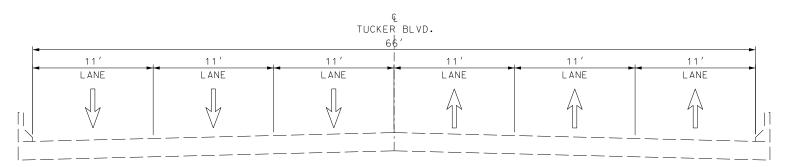
STATE LENGTH 0.019 MILES

FOR INFORMATION ONLY ESTIMATED DISTURBED ACRES 0 ACRES

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EXISTING TYPICAL SECTION AT EB I-64 OVER TUCKER BLVD.



EXISTING TYPICAL SECTION AT TUCKER BLVD.

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TYPICAL SECTION PAGE 1 OF 1

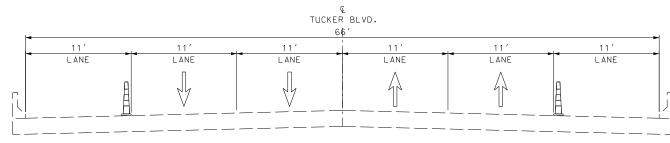


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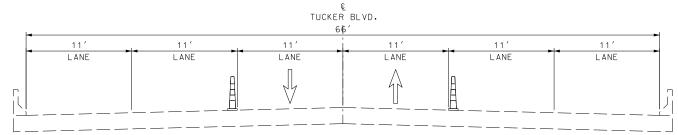
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Col.			REVERSE CURVE (SYMBOL LEFT)	GO20-4a 42X30 8.75		PILOT CAR IN USE WAIT & FOLLOW	6122020 R	EPLACEMENT SAND BARREL	
Column C	WO1-4R 48X48 16.00		REVERSE CURVE (SYMBOL RIGHT)	GO20-4a 18X12 1.50		PILOT CAR IN USE WAIT & FOLLOW	6122030 I	MPACT ATTENUATOR (RELOCATION)	
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TUCKER BLVD. 66' 11' LANE LANE

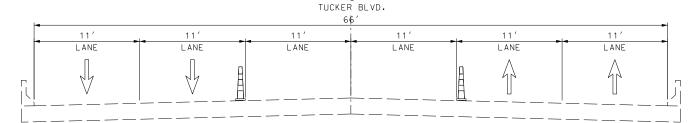
EXISTING TYPICAL SECTION AT TUCKER BLVD. OUTSIDE OF WORK ZONE



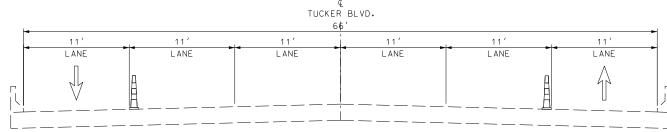
STAGE 1 - TUCKER BLVD. LANE CLOSURE NB - STA. 15+99.36 TO STA. 23+49.36 SB - STA. 41+01.67 TO STA. 52+01.67



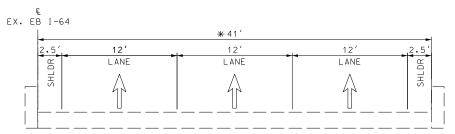
STAGE 1 - TUCKER BLVD. LANE CLOSURE NB - STA. 23+49.36 TO STA. 36+02.32 SB - STA. 28+48.63 TO STA. 41+01.67



STAGE 2 - TUCKER BLVD. LANE CLOSURE NB - STA. 15+99.36 TO STA. 23+49.36 SB - STA. 41+01.67 TO STA. 52+01.67

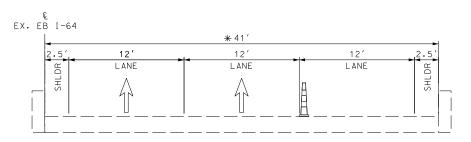


STAGE 2 - TUCKER BLVD. LANE CLOSURE NB - STA. 23+49.36 TO STA. 36+02.32 SB - STA. 28+48.63 TO STA. 41+01.67



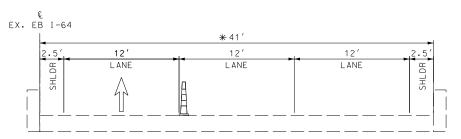
* WIDTH MAY VARY IN LOCATIONS WITH AUXILIARY LANES.

EXISTING TYPICAL SECTION AT EB I-64 OVER TUCKER BLVD. OUTSIDE OF WORK ZONE



* WIDTH MAY VARY IN LOCATIONS WITH AUXILIARY LANES.

LANE CLOSURE - I-64 EB STA. 70+71.68 TO STA. 92+29.41



f * WIDTH MAY VARY IN LOCATIONS WITH AUXILIARY LANES.

LANE CLOSURE - I-64 EB STA. 92+29.41 TO STA. 106+39.88

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NOT TO SCALE

TRAFFIC CONTROL SHEET 1 OF 8

2/27/2025 I - 64 SL ST. LOUIS CIT JSLM0066 PROJECT NO BRIDGE NO

HORNERSHERICON DISCHARGE OF AUTHORITY (2004)





GO20-5aP

54



4

RIGHT LANES **CLOSED** AHEAD OR **LEFT** WO20-5a









25)

(5A)

WORK ZONE

END ROAD WORK

> GO20-2 (26)

GO20-5aP (54)

- 1) ALL SIGNING AND ANY REQUIRED TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 2) SIGN LOCATIONS TO BE APPROVED BY ENGINEER.
- 3) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS WITH PERMISSION OF THE ENGINEER.
- 4) ANY EXISTING SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COVERED OR REMOVED.
- 5) ALL TRAFFIC CONTROL ITEMS WHICH ARE NOT INCLUDED IN THE PAY ITEMS ARE TO BE CONSIDERED INCIDENTAL.
- 6) NO DIRECT PAYMENT WILL BE MADE FOR RELOCATION OF TCP SIGNS AND DEVICES.

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TRAFFIC CONTROL LEGEND

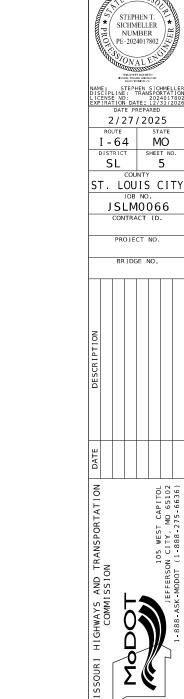
• SIGN (SINGLE SIDED)

WORK AREA

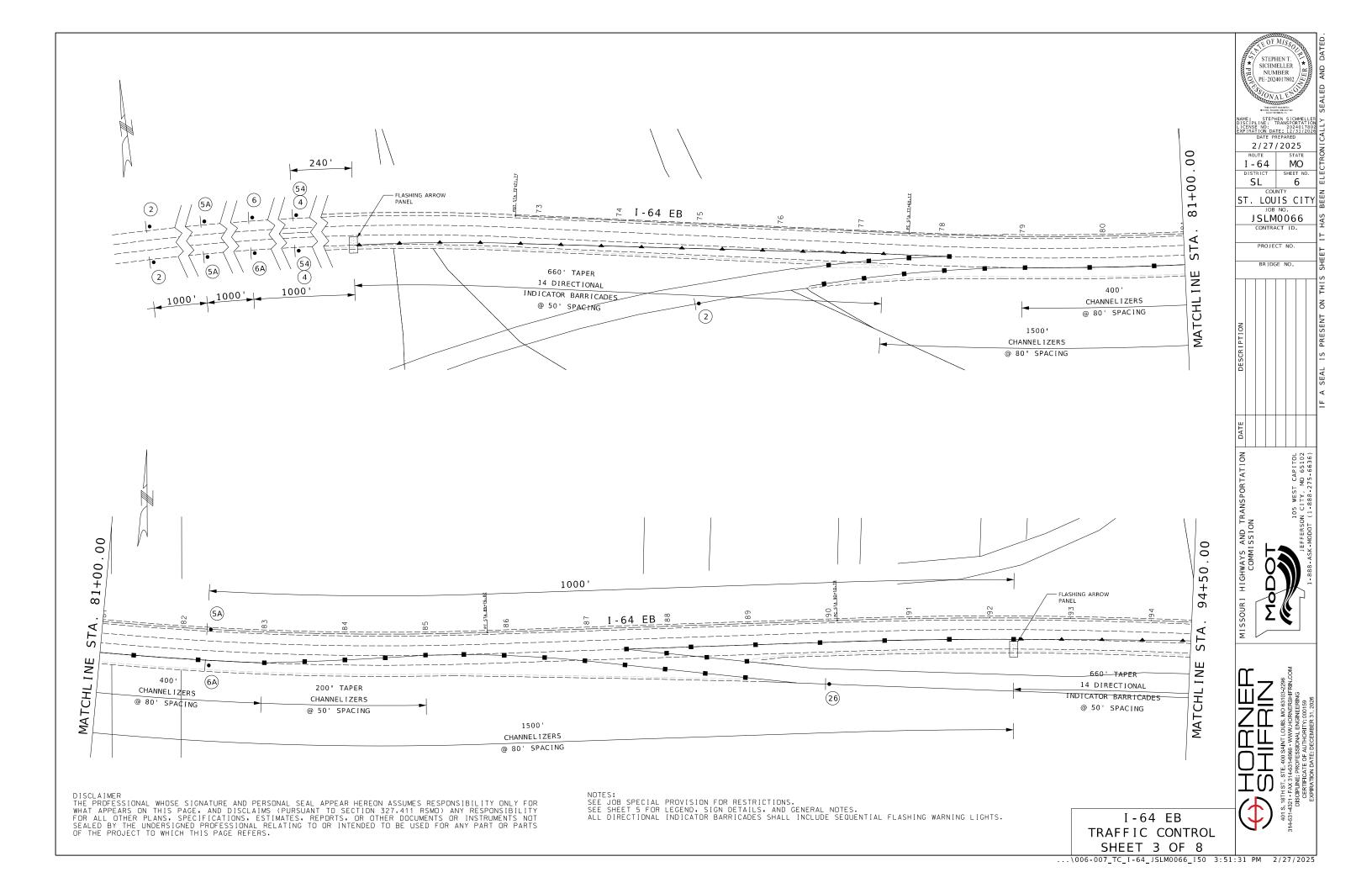
CHANNELIZER (TRIM-LINE) WITH LIGHT

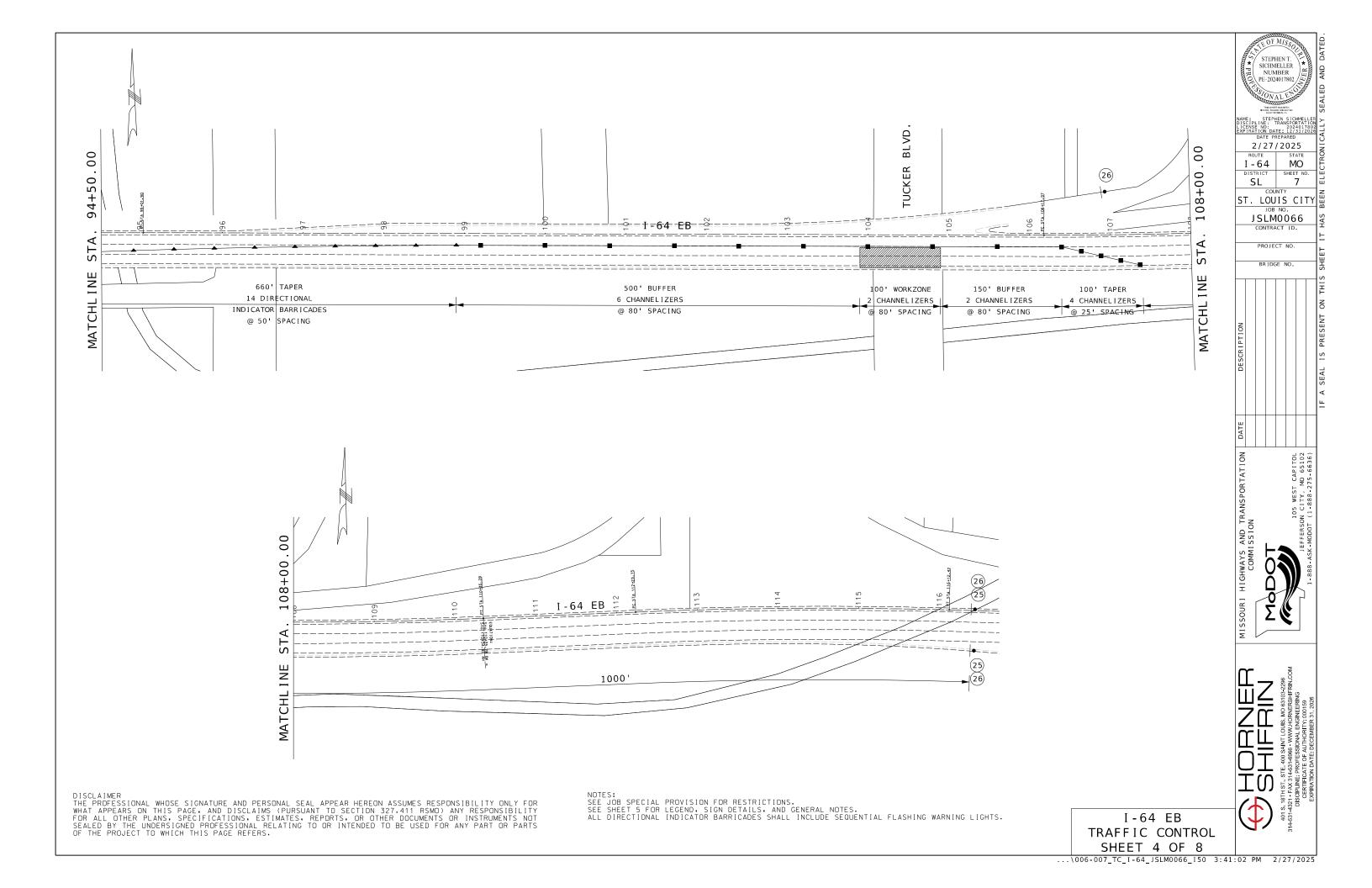
FLASHING ARROW PANEL

DIRECTIONAL INDICATOR BARRICADES WITH SEQUENTIAL FLASHIING WARNING LIGHTS

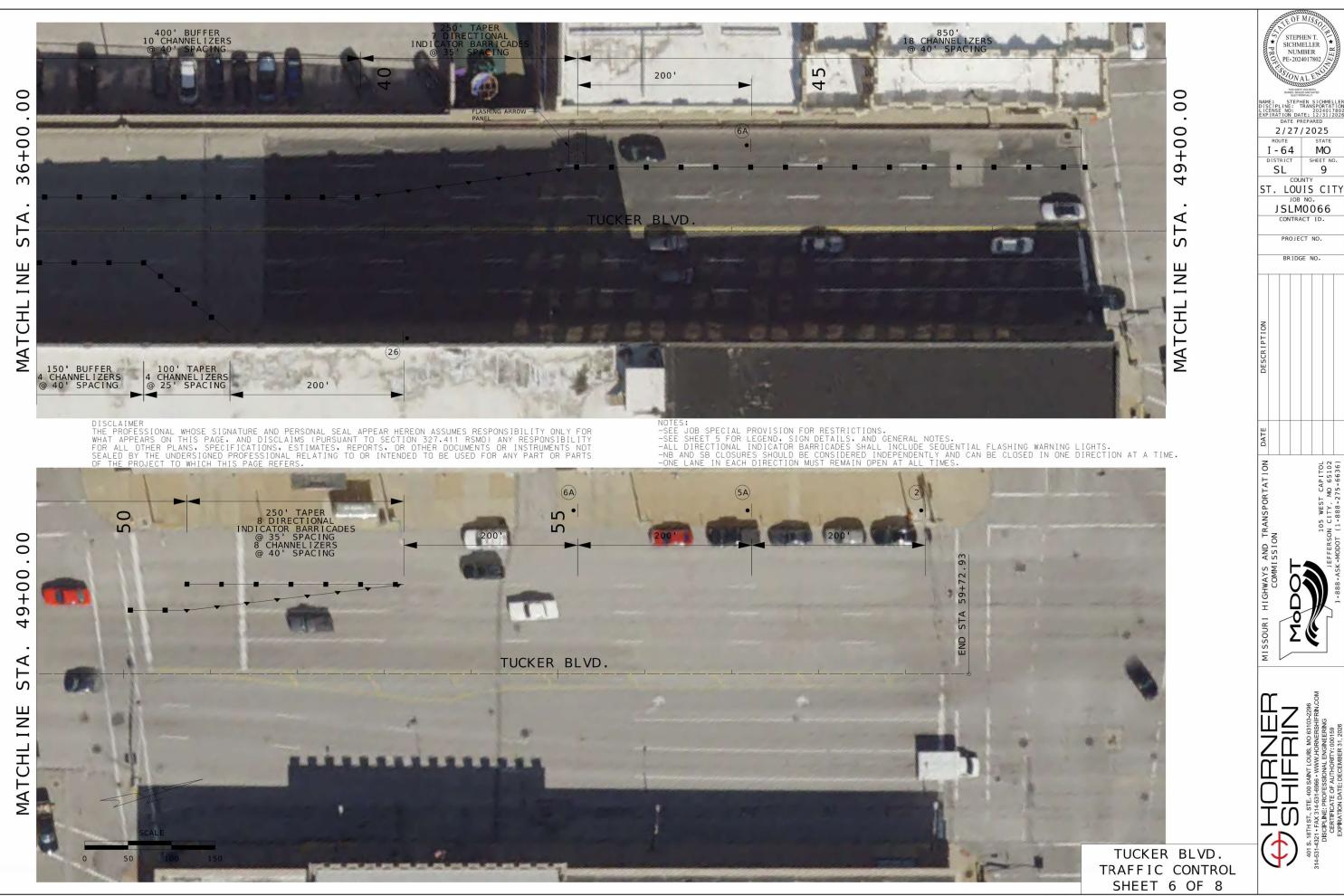


TRAFFIC CONTROL SHEET 2 OF 8

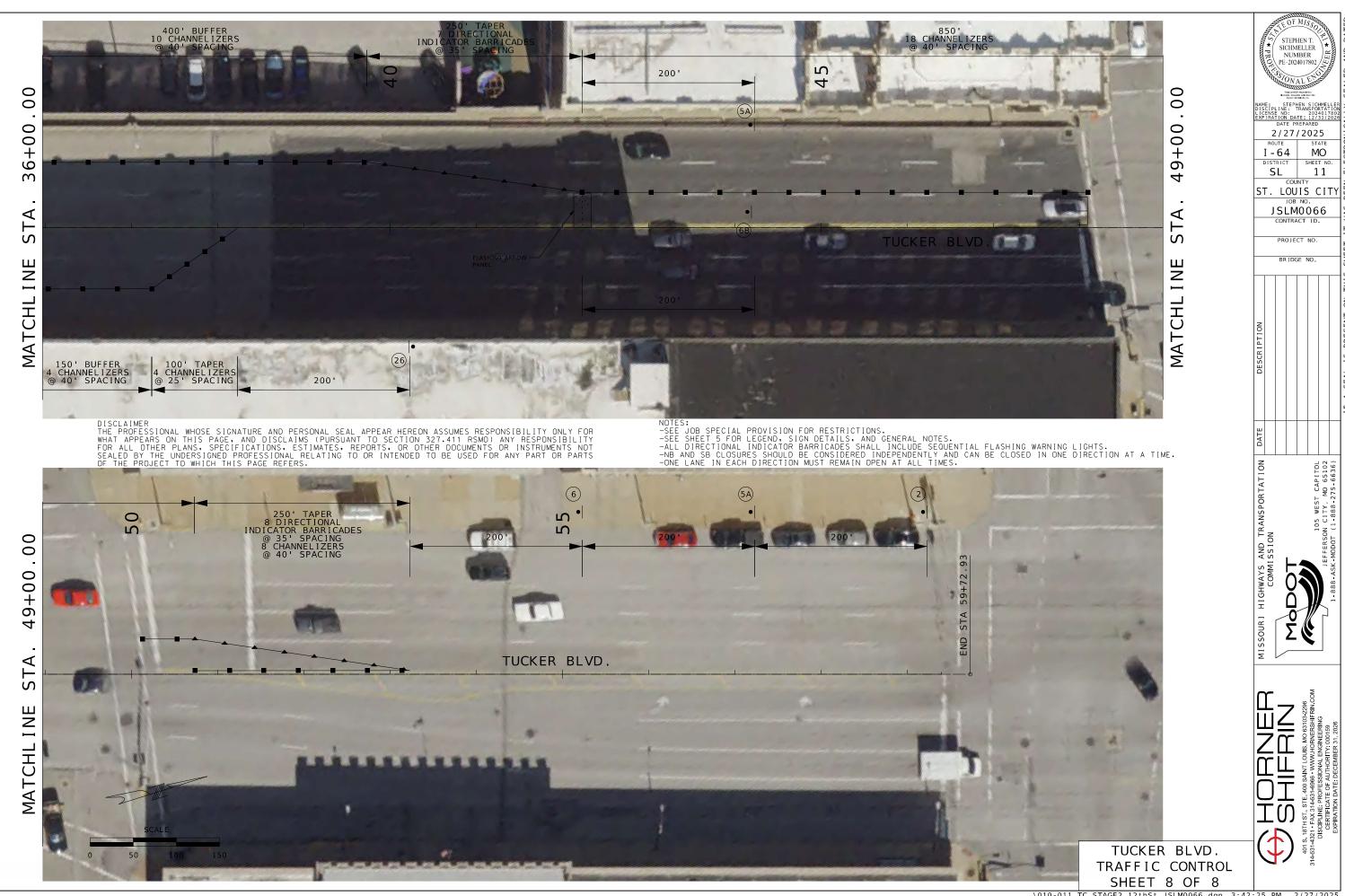












SEC/SUR	23	TWP	45N	RGE	7 F
3EC/30N	23	1 11 1	7014	IVOL	/ L

Estimated Quantities		
I t em		Total
Partial Removal and Storage of Conduit System on Structure	lump sum	1
Removal of Intermediate Cross Brace	each	2
Removal of Stiffeners	each	42
Re-installation of Conduit System on Structure	lump sum	1
Fabricated Structural Carbon Steel (Misc.)	pound	1810
Surface Preparation for Recoating Structural Steel	Lump sum	1
Field Application of Inorganic Zinc Primer	lump sum	1
Intermediate Field Coat (System G)	lump sum	1
Finish Field Coat (System G)	lump sum	1
Heat Straightening	lump sum	1
Non-Destructive Testing	lump sum	1
Grind Surface Deformities	lump sum	1

GENERAL NOTES:

Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Loading:

HS 20-44 (1966) HS20 Modified (New Construction) Fatigue Stress - Case I Design Unit Stresses:

Structural Carbon Steel (ASTM A709 Grade 36) fy = 36,000 psi

Fabricated Steel Connections:

Field connections shall be made with 3/4-inch diameter ASTM F3125 Grade A325 Type 1 bolts and 13/16-inch diameter holes, except as noted.

High strength bolts, nuts and washers will be sampled for quality assurance as specified in Sec 106.

Traffic Handling:

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

Structural Steel Protective Coatings:

System G in accordance with Sec 1081 for new steel and areas of existing steel where existing paint system is compromised during construction of this project, or was compromised due to collision impact.

Surface preparation of the existing steel shall be in accordance with Sec 1081 for Recoating of Structural Steel (System G). The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Recoating Structural Steel.

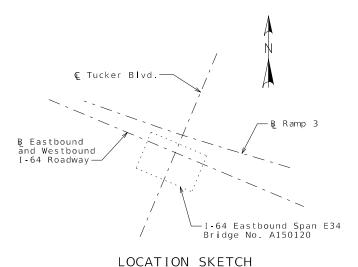
The cost of the prime coat of the existing steel will be considered completely covered by the contract lump sum price for Field Application of Inorganic Zinc Primer. The cost of the prime coat of the new steel will be considered completely covered by the contract unit price for the fabricated structural steel.

The color of the field coat shall be Brown (Federal Standard #30045). The cost of the intermediate field coat will be considered completely covered by the contract lump sum price for Intermediate Field Coat (System G). The cost of the finish field coat will be considered completely covered by the contract lump sum price for Finish Field Coat (System G).

Limits of Paint Overlap: System G shall overlap the existing coating between 6 inches and 12 inches in order to achieve maximum coverage at the paint limit of each complete system near the expansion and contraction areas. The final field coating shall be masked to provide crisp, straight lines and to prevent overspray beyond the overlap required.

contraction areas. The final field coating sha masked to provide crisp, straight lines and to prevent overspray beyond the overlap required. Designed: January 2025 Detailed: February 2025

Checked: February 2025



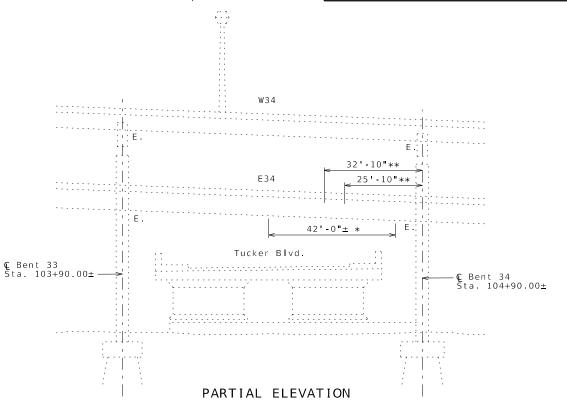
At the option of the contractor, the intermediate field coat and finish field coat may be applied in the shop for new steel. The contractor shall exercise extreme care during all phases of loading, hauling, handling, erection and pouring of the slab to minimize damage and shall be fully responsible for all repairs and cleaning of the coating systems as required by the engineer.

Miscellaneous:

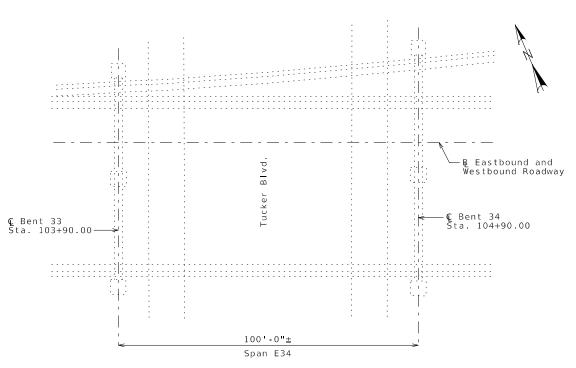
Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

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

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



* Approximate Limits of Heat Straightening ** Approximate Impact Locations



PARTIAL PLAN

Sheet No. 1 of 3

REPAIRS TO BRIDGE: ROUTE I-64 EB (MAJOR)
OVER TUCKER BLVD.

ROUTE 1-64 FROM JEFFERSON AVE. TO MISSISSIPPI RIVER ABOUT 0.3 MILE EAST OF JEFFERSON AVE. STA. 93+34.00± EB (MATCH EXISTING) (ORIGINAL CONSTRUCTION PLANS BEG. STATION SECTION 2)

DATE

J | | 2025

DATE PREPARED

3 / 4 / 2025

ROUTE

I - 64 MO

DISTRICT SHEET NO.

BR 1

COUNTY

ST LOUIS CITY

JOB NO.

J SLM0 0 66

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A150121

MISSOURI HIGHWAYS AND TRANSPORTATION DA COMMISSION

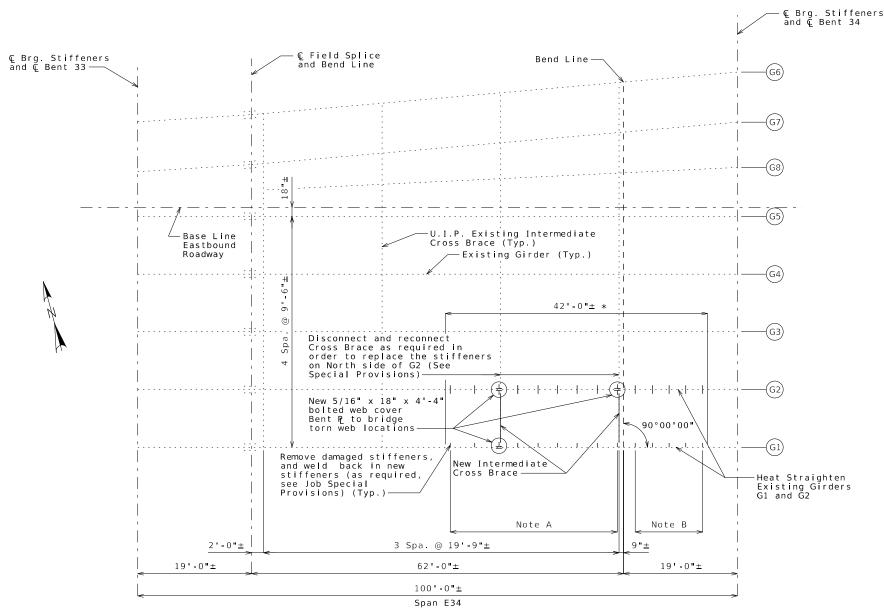
COMMISSION

105 WEST CAPITOL

IEFFERSON CITY, MO 65102

1-64 EASTBOUND OVER TUCKER BLVD. GENEBAL MOTES

GENE AND (



PARTIAL FRAMING PLAN

(Note: Only damaged stiffeners to be replaced are shown.)

Note A: Weld Intermediate Stiffeners to top flange of Girder G1.

Note B: Weld Intermediate Stiffeners to bottom flange of Girder G1.

* Approximate limits of collision damage and limits of heat straightening for G1 and G2.

New Intermediate Stiffeners are Pls. 4 1/2" x 5/16" for Girder G1 and Pls. 4" x 5/16" for Girder G2. Intermediate Cross Braces are normal to Base Line Eastbound Roadway.

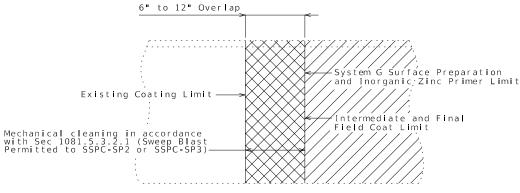
The contractor shall field verify all dimensions prior to submitting shop drawings for new steel.

The contractor shall field verify and measure the damaged stiffeners and (2) cross braces prior to removal and ordering material for replacement with the approval of the engineer. The contractor shall not remove any steel until fabrication of new steel is complete and on-hand and ready to begin work to completion.

Designed: January 2025 Detailed: February 2025 Checked: February 2025

Order of Construction Sequence:

- Field verify all measurements and materials to be ordered. Receive approval of the engineer.
- Begin work only when new steel materials are available and work is ready to begin and proceed to completion in a timely manner.
- Remove and store conduit system on structure in Span E34 over Tucker Blvd., coordinate electrical disconnect with the engineer.
- Remove 2 Intermediate Cross Braces and cut out all stiffeners requiring replacement as approved by the engineer.
- Perform surface preparation for recoating the existing structural steel.
- Grind out all surface deformities as approved by the engineer.
- Heat straighten Girders 1 & 2 over the length of the collision damage until girders are plumb, within tolerances.
- Perform Non-Destructive Testing (NDT) over welded connections along the damaged length of the girders, including all web to flange connections and stiffeners/miscellaneous steel used-in-place.
- Grind out and re-weld welded connections where indicated necessary by the NDT.
- $10\,.\,$ Add bolted cover plates over web torn areas at the locations shown.
- 11. Install new stiffeners.
- 12. Install new Intermediate Cross Braces.
- 13. Apply Field Application of Inorganic Zinc Primer.
- 14. Apply Intermediate Field Coat (System G), unless already applied to new steel in shop, then apply to existing steel prior to placing new steel stiffeners and cross braces.
- 15. Apply Finish Field Coat (System G), unless already applied to new steel in shop, then apply to existing steel prior to placing new steel stiffeners and cross braces.



PART ELEVATION SHOWING LIMITS OF PAINT OVERLAP

(Vertical or horizontal paint limit. Horizontal limit shown.)

PARTIAL FRAMING PLAN AND DETAILS



3/3 2025 DATE PREPARED 3/3/2025

ROUTE STATE
I - 64 MO
DISTRICT SHEET NO
BR 2

COUNTY ST LOUIS CITY

JSLM0066 CONTRACT ID

PROJECT NO.

BRIDGE NO.
A150121

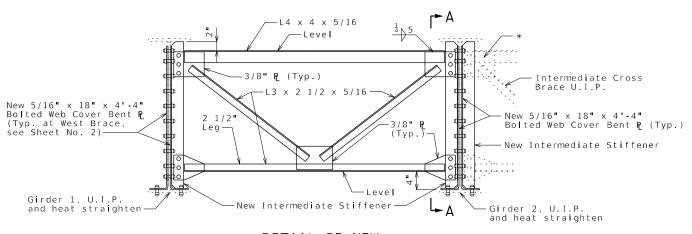
HIGHWAYS AND TRANSPORTATION
COMMISSION

105 WEST CAPITOL

HORNESON ENGRENCE

SIGNATOR IN STATE OF STATE OF

1-64 EASTBOUND OVER TUCKER BLVD.

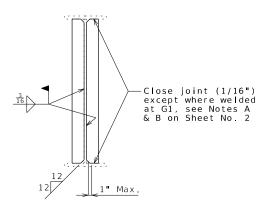


DETAIL OF NEW INTERMEDIATE CROSS BRACE

Note:

Use 3/4" High Strength Bolts for connections to girders

- * Contractor shall field slot holes in the 3/8 plates of the Intermediate Cross Brace U.I.P. to connect to the New Intermediate Stiffener at the new bolted web cover plate if required North of G2. See Job Special Provisions for Removal of Stiffeners. (Typ.)
- ** Contractor shall field verify existing member dimensions and thicknesses.



INTERMEDIATE STIFFENERS (with no cross brace connection)

Designed: January 2025 Detailed: February 2025 Checked: February 2025

Holes for Cross Brace Connection -Close joint (1/16") except where welded at G1, see Notes A & B on Sheet No. 2

INTERMEDIATE STIFFENERS (with cross brace connection)

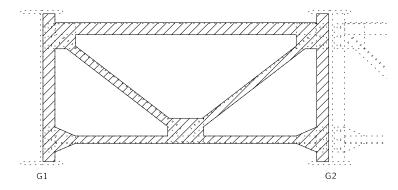
Note:

Intermediate Stiffeners at Cross Braces or Cross Beams shall be vertical and parallel to the line of Cross Frames.

Adjust holes for Cross Brace Connections, at bolted web cover plate areas, see Sheet No. 2 and Detail of New Intermediate Cross Brace.

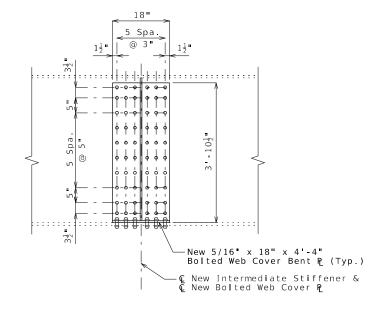
Interior girder shown, exterior girder is similar

STEEL DETAILS



DETAIL OF INTERMEDIATE CROSS BRACE REMOVAL

Hatched members shall be removed.



SECTION A-A

Notes:

The cost of removing the existing intermediate cross braces will be considered completely covered by the contract unit price for Removal of Intermediate Cross Brace. See Job Special Provisions

For location of existing intermediate cross braces to be removed, see Sheet No. 2.

All new connections shall be made with 3/4°0 high strength

Fabricated structural steel is ASTM A709 Grade 36.

Contractor shall field drill holes in existing steel to be connected to new steel.

Contact surfaces shall be in accordance with Sec $1081\ \text{for surface preparation.}$

Cost of furnishing, fabricating and installing the new cross braces, plates, stiffeners, and web cover bent plates shall be completely covered by the contract unit price for Fabricated Structural Carbon Steel (Misc.).

3/3/2025

I - 64 MO DISTRICT SHEET NO BR 3

COLINTY ST LOUIS CIT

JSLM0066

PROJECT NO.

BRIDGE NO. A150121

HORNER SHIFBIN

1-64 EASTBOUND OVER TUCKER BLVD