



TEMPORARY EROSION CONTROL LEGEND

- TEMPORARY BERM TYPE C
- SILT FENCE
- TYPE 2 ROCK BLANKET

△ 1 REVISED

EROSION CONTROL
SHEET 1 OF 2



THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY.

DATE PREPARED
7/23/2025

ROUTE 62 STATE MO

DISTRICT SE SHEET NO. 14

COUNTY DUNKLIN

JOB NO. JSE0155

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

GARVER, LLC.
7509 NW TIFFANY SPRINGS
PARKWAY, SUITE 200
KANSAS CITY, MO 64153
PHONE: (816) 298-6465
CERTIFICATE OF AUTHORITY
NO. 2008013090



General Notes:

Design Specifications:
2020 AASHTO LRFD Bridge Design Specifications (9th Edition)
2011 AASHTO Guide Specifications for LRFD Seismic Bridge Design (2nd Ed.)
and 2014 Interim Revisions (Seismic)
Seismic Design Category = C
Design earthquake response spectral acceleration coefficient at 1.0 second period, $S_{D1} = 0.706g$
Acceleration Coefficient (effective peak ground acceleration coefficient), $A_s = 0.534g$

Design Loading:
Vehicular = HL-93
Future Wearing Surface = 35 lb/sf
Earth = 120 lb/cf
Equivalent Fluid Pressure = 45 lb/cf (Min.)

Design Unit Stresses:
Class B Concrete (Substructure, except CIP Concrete Piles) $f'c = 3,000$ psi
Class B-1 Concrete (Type D Barrier and CIP Concrete Piles) $f'c = 4,000$ psi
Class B-2 Concrete (Superstructure, except Type D Barrier) $f'c = 4,000$ psi
Reinforcing Steel (ASTM A706 Grade 60) $f_y = 60,000$ psi
Structural Steel (ASTM A709 Grade 50W) $f_y = 50,000$ psi
Welded or Seamless steel shell (pipe) for CIP pile (ASTM A252 Modified Grade 3) $f_y = 50,000$ psi

Neoprene Pads:
Neoprene bearing pads shall be 60 durometer and shall be in accordance with Sec 716.

Fabricated Steel Connections:
Field connections shall be made with 7/8-inch diameter ASTM F3125 Grade A325 Type 3 bolts and 15/16-inch diameter holes, except as noted.

Joint Filler:
All joint filler shall be in accordance with Section 1057 for preformed sponge rubber expansion and partition joint filler, except as noted.

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

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

Coating New Steel:
Protective coating: System G in accordance with Sec 1081. The following weathering steel surfaces shall be coated:

All steel surfaces within 10 feet of bridge deck expansion joints, including cross frames, stiffeners, connection bolts and bearings.

All steel surfaces exposed to the outside face of the bridge, including outside faces and bottom of the exterior beams and girders, splice plates and bolts, stiffeners, drip bars and bearings.

Prime Coat:
The cost of the inorganic zinc prime coat will be considered completely covered by the contract unit price for the fabricated structural steel.

Field Coat(s): The color of the field coats shall be Gray (Federal Standard #26373).
The cost of the intermediate and finish field coats will be completely covered by the contract unit price for the fabricated structural steel.

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

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

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

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

Pile Driving:
Dynamic Pile Restrike Testing shall be performed at least 1 hr after the completion of driving to evaluate pile relaxation.

The first three production piles driven and dynamically tested shall be as follows: one from pile numbers 8, 13, 18 or 23; one from 28 or 33, and one from 43, 48, 53, 58, 63, 68 or 73. For pile numbers, see As-Built Pile Data on Sheets No. 52 & 53.

The test pile at each bent shall be driven completely and tested prior to installing or driving the remaining piles for that bent. The test pile at each bent shall be the center pile.

Abbreviations:
E.F. - Each Face

Estimated Quantities			
Item	Substr.	Superstr.	Total
Removal of Bridges (H0927-MO)(A1087-AR)	Lump sum		1
Bridge Approach Slab (Minor)	sq. yard		152
Dynamic Pile Testing	each	16	16
Dynamic Pile Restrike Testing	each	16	16
Pile Point Reinforcement	each	80	80
Galvanized Cast-In-Place Concrete Piles (30 in.)	linear foot	7,605	7,605
Galvanized Cast-In-Place Concrete Piles (36 in.)	linear foot	1,185	1,185
Class B Concrete (Substructure)	cu. yard	471.2	471.2
Slab on Steel	sq. yard	4,348	4,348
Type D Barrier	linear foot	2,165	2,165
Reinforcing Steel (Bridges)	pound	74,140	74,140
Reinforcing Steel (Epoxy Coated)	pound	42,900	42,900
Protective Coating - Concrete Bents and Piers (Epoxy)	Lump sum		1
Temporary Coating - Concrete Bents and Piers (Weathering Steel)	Lump sum		1
Expansion Device (Finger Plate)	linear foot	74	74
Fabricated Structural Low Alloy Steel (I-Beam) A709, Grade 50W	pound	515,570	515,570
Fabricated Structural Low Alloy Steel (Plate Girder) A709, Grade 50W	pound	405,370	405,370
Slab Drain	each	18	18
Vertical Drain at End Bents	each		2
Laminated Neoprene Bearing Pad Assembly	each	76	76
Strip Seal Expansion Joint System	linear foot	110	110

Concrete above the upper construction joint in the backwall at End Bents No. 1 and 16 is included with Class B-2 Concrete Quantities.

All reinforcement in cast-in-place piles at non-integral end bents and intermediate bents is included in the substructure quantities.

Cost of any required excavation for bridge will be considered completely covered by the contract unit price for other items.

Estimated Quantities for Slab on Steel	
Item	Total
Class B-2 Concrete	cu. yard 1,059
Reinforcing Steel (Epoxy Coated)	pound 373,780

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 contract unit price.

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

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



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DATE PREPARED
7/29/2025
ROUTE 62 STATE MO
DISTRICT BR SHEET NO. 3

COUNTY
DUNKLIN
JOB NO.
JSE0155
CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9436

DESCRIPTION	DATE	PILE QUANTITY	PILE QUANTITY UPDATE
	07-29-25		



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