

TYPICAL SECTION
SHEET 1 OF 1

CLEARING AND GRUBBING
NO DIRECT PAY FOR CLEARING AND GRUBBING

REMOVAL OF IMPROVEMENTS	
DESCRIPTION	REMARKS
12 OBJECT MARKERS	3 AT EACH CORNER OF BRIDGE
LUMP SUM ONE	

MODIFIED LINEAR GRADING CLASS 2						
SHEET	STA	STA	LOC	LENGTH (FT)	MOD LINEAR GRADING CLASS 2 (STA)	REMARKS
4	124+15.00	127+00.00	CL	285.00	2.85	
				TOTAL	2.9	

OPTIONAL PAVEMENT AND AGGREGATE BASE								
SHEET	STA	STA	LOC	LENGTH (FT)	WIDTH (FT)	OPTIONAL PAVT (SY)	6" TYPE 5 AGGR (SY)	REMARKS
6	124+15.00	124+34.03	CL	19.03	24.00	50.75	50.7	
6	124.34.03	124+46.03	CL	VAR	24.00	32.00	32.0	
6	126+30.98	126+42.98	CL	VAR	24.00	32.00	32.0	
6	126+42.98	127+00.00	CL	57.02	24.00	152.06	152.1	
				TOTAL		266.9	267	

MOBILIZATION
LUMP SUM ONE

CONTRACTOR FURNISHED SURVEYING AND STAKING
LUMP SUM ONE

PAVEMENT MARKING						
STA	STA	LENGTH (FT)	LOC	CLASS 1 HIGH BUILD PAINT TYPE P BEADS		REMARKS
				4" INT YELLOW (LF)	4" SOLID WHITE (LF)	
124+15.00	127+00.00	285.00	CL	71.3		CENTERLINE
124+15.00	127+00.00	285.00	LT/RT		570.0	EDGE LINE
			TOTAL	72	570	

GUARDRAIL										
SHEET	STA	STA	LOC	LENGTH (FT)	MGS BRIDGE APPROACH TRANSITION SECTION (EA)	MGS GUARDRAIL (FT)	TYPE A CRASHWORTHY END TERMINAL (MASH) (EA)	TYPE C CRASHWORTHY END TERMINAL (MASH) (EA)	MODIFIED SHAPING SLOPES CLASS III (100F)	REMARKS
4	123+78.78	124+67.03	LT	88.25	1		1		1.2	NORTHWEST QUAD OF BR A9506
4	124+19.03	124+43.03	RT	24.00				1	0.3	SOUTHWEST QUAD OF BR A9506
4	126+09.98	126+98.23	RT	88.25	1		1		1.2	SOUTHEAST QUAD OF BR A9506
4	126+33.98	128+09.73	LT	175.75	1	87.5	1		2.1	NORTHEAST QUAD OF BR A9506
			TOTAL		3	88	3	1	5	
USE ALTERNATE GRADING LIMITS FOR CRASHWORTHY END TERMINALS.										

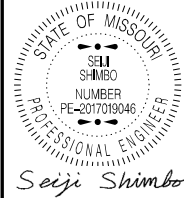
POROUS BACKFILL				
SHEET	STA	LOC	POROUS BACKFILL (CY)	REMARKS
6	124+66.03	CL	31.4	
6	126+10.98	CL	31.4	
		TOTAL	63	
POROUS BACKFILL SHALL BE GRADES 3,4,OR 5.				

GRAVEL A OR CRUSHED STONE B					
SHEET	STA	LOC	THICK (IN)	GRAVEL A CRUSHED STONE B (TON)	REMARKS
*ADD QUANTITY				10.0	
			TOTAL	10	
* LOCATIONS TO BE DETERMINED BY THE ENGINEER.					

TYPE 2 ROCK BLANKET								
SHEET	SECTION	DEPTH (FT)	AVG WIDTH (FT)	LENGTH (FT)	TYPE 2 ROCK BLANKET		GEOTEXTILE FABRIC (SY)	REMARKS
					FURNISH (CY)	PLACE (CY)		
7	A-A TO B-B	2	32.5	20	48.1	48.1	92.2	
7	B-B TO C-C	2	46.5	30	103.3	103.3	178.3	
7	C-C TO D-D	2	65.0	10	48.1	48.1	80.0	
7	D-D TO E-E	2	53.5	26	103.0	103.0	174.8	
7	E-E TO F-F	2	38.0	34	95.7	95.7	170.0	
7	F-F TO G-G	2	45.0	16	53.3	53.3	96.0	
7	H-H TO I-I	2	30.5	27	61.0	61.0	118.5	
7	I-I TO J-J	2	39.0	40	115.6	115.6	204.4	
7	J-J TO K-K	2	67.5	37	185.0	185.0	306.3	
7	K-K TO L-L	2	83.0	12	73.8	73.8	120.0	
7	L-L TO M-M	2	57.0	26	109.8	109.8	184.9	
7	M-M TO N-N	2	33.5	27	67.0	67.0	127.5	
				TOTAL	1064	1064	1853	

TEMPORARY EROSION CONTROL				
SHEET	SILT FENCE (LF)	ROCK DITCH CHECK (LF)	SEDIMENT REMOVAL (CY)	TYPE C BERM (LF)
7	264.0	80.0	6.6	250.0
TOTAL	264	80	7	250

SEEDING AND MULCH						
SHEET	STA	STA	LOC	COOL SEASON SEEDING AND MULCHING (AC)	TEMPORARY SEEDING AND MULCHING (AC)	REMARKS
4	124+15.00	127+00.00	LT	0.09	0.25	
4	124+15.00	127+00.00	RT	0.08	0.25	
			TOTAL	0.2	0.5	
			USE	1 LUMP SUM		
NOTE: SEEDING ACRES FOR INFORMATION ONLY						



DATE PREPARED
10/14/2025

ROUTE **C** STATE **MO**

DISTRICT **SE** SHEET NO. **3**

COUNTY
SCOTT

JOB NO.
J9S3727

CONTRACT ID.

PROJECT NO.

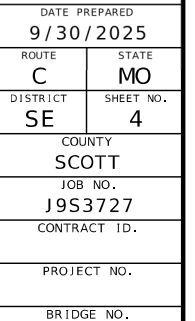
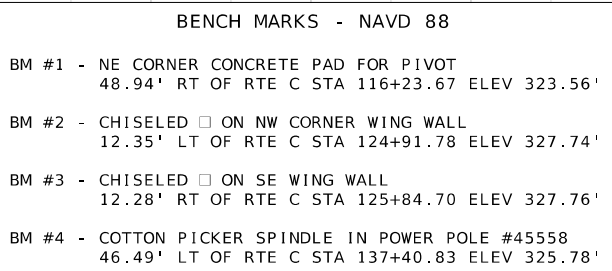
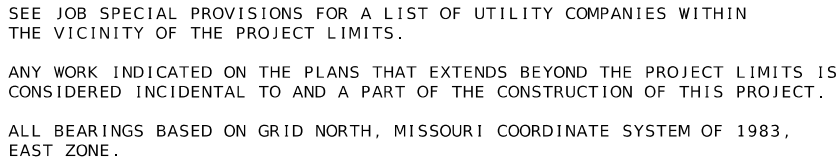
BRIDGE NO.

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

SIGN	SIZE IN.	AREA SQ. FT.	QTY EACH	TOTAL AREA SQ. FT.	QTY RELOC EACH	TOTAL RELOC SQ. FT.	SIGN NO.	DESCRIPTION	SIGN	SIZE IN.	AREA SQ. FT.	QTY EACH	TOTAL SQ. FT.	QTY RELOC EACH	TOTAL RELOC SQ. FT.	SIGN NO.	DESCRIPTION	ITEM NUMBER	TOTAL QTY	EFFECTIVE: 07-01-2025			
																				DESCRIPTION			
WARNING SIGNS									GUIDE SIGNS									6122008		IMPACT ATTENUATOR 40 MPH (SAND BARRELS)			
WO1-1L	48X48	16.00						TURN (SYMBOL LEFT)	E05-1	36X48	12.00							GORE EXIT	6122009		IMPACT ATTENUATOR 45 MPH (SAND BARRELS)		
WO1-1R	48X48	16.00						TURN (SYMBOL RIGHT)	E05-2	48X36	12.00							EXIT OPEN	6122010		IMPACT ATTENUATOR 50 MPH (SAND BARRELS)		
WO1-2L	48X48	16.00						CURVE (SYMBOL LEFT)	E05-2a	48X36	12.00							EXIT CLOSED	6122012		IMPACT ATTENUATOR 55 MPH (SAND BARRELS)		
WO1-2R	48X48	16.00						CURVE (SYMBOL RIGHT)	GO20-1	60X24	10.00							ROAD WORK NEXT XX MILES	6122014		IMPACT ATTENUATOR 60 MPH (SAND BARRELS)		
WO1-3L	48X48	16.00						REVERSE TURN (SYMBOL LEFT)	GO20-2	48X24	8.00							END ROAD WORK	6122017		IMPACT ATTENUATOR 65 MPH (SAND BARRELS)		
WO1-3R	48X48	16.00						REVERSE TURN (SYMBOL RIGHT)	GO20-4	36X18	4.50							PILOT CAR FOLLOW ME	6122019		IMPACT ATTENUATOR 70 MPH (SAND BARRELS)		
WO1-4L	48X48	16.00						REVERSE CURVE (SYMBOL LEFT)	GO20-4a	42X30	8.75							PILOT CAR IN USE WAIT & FOLLOW	6122020		REPLACEMENT SAND BARREL		
WO1-4R	48X48	16.00						REVERSE CURVE (SYMBOL RIGHT)	GO20-4a	18X12	1.50							PILOT CAR IN USE WAIT & FOLLOW	6122030		IMPACT ATTENUATOR (RELOCATION)		
WO1-4bL	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT)	GO20-5aP	36X24	6.00							WORK ZONE (PLAQUE)	6122040		WORK ZONE CRASH CUSHION (NARROW)		
WO1-4bR	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-8a	24X18	3.00							END DETOUR	6122041		WORK ZONE CRASH CUSHION (RELOCATION)		
WO1-4cL	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4-9L	48X36	12.00							DETOUR (LEFT)	6123001		TRUCK MOUNTED ATTENUATOR (TMA)		
WO1-4cR	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-9R	48X36	12.00							DETOUR (RIGHT)	6161012		BUOYS (BOATS KEEP OUT)		
WO1-6	60X30	12.50						HORIZONTAL ARROW (SYMBOL)	MO4-9P	48X12	4.00							STREET NAME (PLAQUE)	6161013		BUOYS (NO WAKE)		
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)		
WO1-7	60X30	12.50						DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4-10R	48X18	6.00							DETOUR ARROW (RIGHT)	6161020		CHANNELIZER (DRUM-LIKE)		
WO1-7a	72X36	18.00						DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	REGULATORY SIGNS									6161022		CHANNELIZER (CONE)			
WO1-8	18X24	3.00						CHEVRON (SYMBOL)	R1-1	48X48	13.25							STOP	6161025		CHANNELIZER (TRIM-LINE)		
WO1-8a	30X36	7.50						CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2	48TRI.	6.93							YIELD	6161026		CHANNELIZER (VERTICAL PANEL)		
WO3-1	48X48	16.00						STOP AHEAD (SYMBOL)	R1-2a	36X36	9.00							TO ONCOMING TRAFFIC (PLAQUE)	6161030	10	TYPE 3 MOVEABLE BARRICADE		
WO3-2	48X48	16.00						YIELD AHEAD (SYMBOL)	R1-3P	30X12	2.50							ALL WAY (PLAQUE)	6161033		DIRECTION INDICATOR BARRICADE		
WO3-3	48X48	16.00						SIGNAL AHEAD (SYMBOL)	R2-1	36X48	12.00							SPEED LIMIT XX	6161040		FLASHING ARROW PANEL		
WO3-4	48X48	16.00						BE PREPARED TO STOP	R3-1	48X48	16.00							NO RIGHT TURN (SYMBOL)	6161047		TYPE 3 OBJECT MARKER		
WO3-5	48X48	16.00						SPEED LIMIT AHEAD	R3-2	48X48	16.00							NO LEFT TURN (SYMBOL)	6161055		SEQUENTIAL FLASHING WARNING LIGHT		
WO4-1L	48X48	16.00						MERGE (SYMBOL FROM LEFT)	R3-3	36X36	9.00							NO TURNS	6161070		TUBULAR MARKER		
WO4-1R	48X48	16.00						MERGE (SYMBOL FROM RIGHT)	R3-4	48X48	16.00							NO U-TURN (SYMBOL)	6161095		RADAR SPEED ADVISORY SYSTEM		
WO4-1aL	48X48	16.00						MERGE (LEFT)	R3-7L	30X30	6.25							LEFT LANE MUST TURN LEFT	6161096		CHANGEABLE MESSAGE SIGN, COMMISSION FURNISHED/RETAINED		
WO4-1aR	48X48	16.00						MERGE (RIGHT)	R3-7R	30X30	6.25							RIGHT LANE MUST TURN RIGHT			CHANGEABLE MESSAGE SIGN WITHOUT COMM.		
WO5-1	48X48	16.00						ROAD/BRIDGE/RAMP NARROWS	R4-1	36X48	12.00							DO NOT PASS	6161098A	2	INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO5-3	48X48	16.00						ONE LANE BRIDGE	R4-2	36X48	12.00							PASS WITH CARE			CHANGEABLE MESSAGE SIGN WITH COMM.		
WO5-5	48X48	16.00						NARROW LANES	R4-7a	36X48	12.00							KEEP RIGHT (HORIZONTAL ARROW)	6161099		INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO6-1	48X48	16.00						DIVIDED HIGHWAY (SYMBOL)	R4-8a	36X48	12.00							KEEP LEFT (HORIZONTAL ARROW)			WORK ZONE TRAFFIC SIGNAL SYSTEM		
WO6-2	48X48	16.00						DIVIDED HIGHWAY END (SYMBOL)	R5-1	30X30	6.25							DO NOT ENTER	6162000A		TEMPORARY LONG-TERM RUMBLE STRIPS		
WO6-3	48X48	16.00						TWO WAY TRAFFIC (SYMBOL)	R5-1a	36X24	6.00							WRONG WAY	6162002		TEMPORARY TRAFFIC BARRIER, CONTRACTOR FURNISHED/RETAINED		
WO7-3a	30X24	5.00						NEXT XX MILES (PLAQUE)	R6-1L	54X18	6.75							ONE WAY ARROW (LEFT)	6173600D		TEMP. TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED/RETAINED		
WO8-1	48X48	16.00						BUMP	R6-1R	54X18	6.75							ONE WAY ARROW (RIGHT)			TEMP. TRAFFIC BARRIER STIFFNESS TRANSITION, CONTRACTOR FURNISHED/RETAINED		
WO8-2	48X48	16.00						DIP	R6-2L	24X30	5.00							ONE WAY (LEFT)	6173700B		TEMP. TRAFFIC BARRIER HEIGHT TRANSITION, CONTRACTOR FURNISHED/RETAINED		
WO8-3	48X48	16.00						PAVEMENT ENDS	R6-2R	24X30	5.00							ONE WAY (RIGHT)			RELOCATING TEMP. TRAFFIC BARRIER		
WO8-4	48X48	16.00						SOFT SHOULDER	R9-9	24X12	2.00							SIDEWALK CLOSED	6173706		RELOCATING TEMP. TRAFFIC BARRIER STIFFNESS		
WO8-5	48X48	16.00						SLIPPERY WHEN WET (SYMBOL)	R9-11L	24X18	3.00							SIDEWALK CLOSED AHEAD, (ARROW LEFT) CROSS HERE			RELOCATING TEMP. TRAFFIC BARRIER HEIGHT		
WO8-6	48X48	16.00						TRUCK CROSSING	R9-11R	24X18	3.00							SIDEWALK CLOSED AHEAD, (ARROW RIGHT) CROSS HERE	6174000A		TEMPORARY RAISED PAVEMENT MARKER		
WO8-6c	48X48	16.00						TRUCK ENTRANCE										6175010A		TEMPORARY TRAFFIC SIGNALS			
WO8-7	36X36	9.00						LOOSE GRAVEL	R10-6	24X36	6.00							STOP HERE ON RED (45° ARROW)	6175011B		TEMPORARY TRAFFIC SIGNALS AND LIGHTING		
WO8-7a	36X36	9.00						FRESH OIL / LOOSE GRAVEL	R11-2	48X30	10.00	2	20.00					ROAD CLOSED	6175013				
WO8-9	48X48	16.00						LOW SHOULDER										ROAD CLOSED XX MILES AHEAD	6175020A				
WO8-11	48X48	16.00						UNEVEN LANES	R11-3a	60X30	12.50							LOCAL TRAFFIC ONLY	6208064A				
WO8-12	48X48	16.00						NO CENTER LINE	R11-4	60X30	12.50							ROAD CLOSED TO THRU TRAFFIC	9029400				
WO8-15	48X48	16.00						GROOVED PAVEMENT	CONST-3A	60X48	20.00							FINE SIGN	9029401				
WO8-15P	30X24	5.00						MOTORCYCLE (PLAQUE)	CONST-3X	56X12	4.67							SPEEDING/PASSING (PLATE)					
WO8-17L	48X48	16.00						SHOULDER DROP-OFF (SYMBOL LEFT)	MISCELLANEOUS SIGNS														
WO8-17R	48X48	16.00						SHOULDER DROP-OFF (SYMBOL RIGHT)	CONST-5	48X36	12.00							POINT OF PRESENCE					
WO8-17P	30X24	5.00						SHOULDER DROP-OFF (PLAQUE)	CONST-5	96X48	32.00							POINT OF PRESENCE					
W10-1	42RND.	9.62						RAILROAD CROSSING	CONST-8	48X36	12.00							WORK ZONE NO PHONE ZONE					
WO12-1	24X24	4.00						DOUBLE DOWN ARROW (SYMBOL)	SPECIAL	96X48	32.00	2	64.00					RTE XX CLOSED XX MILES AHEAD					
WO12-2	48X48	16.00						LOW CLEARANCE (SYMBOL)															
WO12-2x	24X18	3.00						LOW CLEARANCE (PLAQUE)															
WO12-2a	84X24	14.00						OVERHEAD LOW CLEARANCE (FEET AND INCHES)															
WO12-4	120X60	50.00						LOW CLEARANCE XX FT XX IN XX MILES AHEAD															
WO12-5	120X60	50.00						WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD															

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

PLAN-PROFILE
SHEET 1 OF 1

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 MULTIPLY THE PROJECT COORDINATES BY THE AVERAGE GRID FACTOR AS SHOWN IN THE "REFERENCE CONTROL INFORMATION" PORTION OF THIS TABLE.

PROJECT COORDINATE INFORMATION

COORDINATE SYSTEM	MO SPC 83
HORIZONTAL DATUM	NAD83 2011
VERTICAL DATUM	MODOT GNSS NETWORK
GEOID MODEL	2018
ELEVATIONS DETERMINED BY	DIFFERENTIAL ELEVATIONS

PROJECT PROJECTION FACTOR	1.0000000
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REFERENCE CONTROL INFORMATION

COORDINATE SYSTEM	MO SPC 83
CONTROL STATION	MOCH
DESIGNATION	MODOT CHARLESTON CORS ARP
CORS_ID	MOCH
PID	DM4118
LATITUDE	365505.22474
LONGITUDE	891907.58631
NORTHING (M)	121017.9250
EASTING (M)	355250.6190
ZONE	EAST

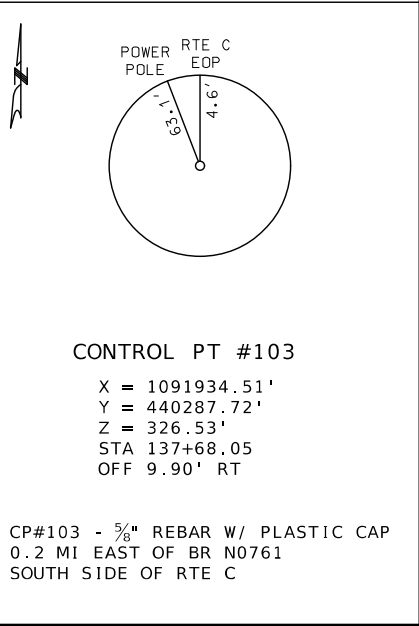
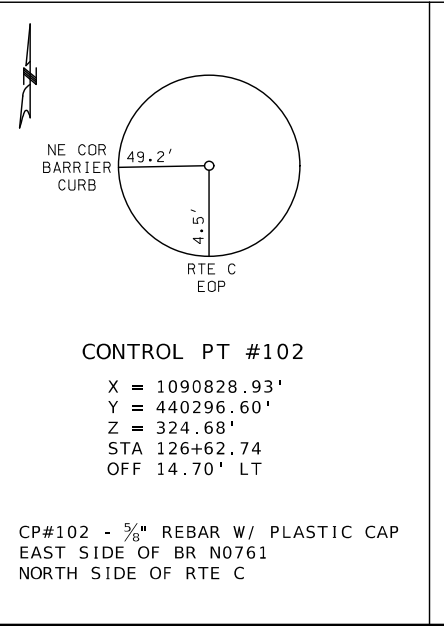
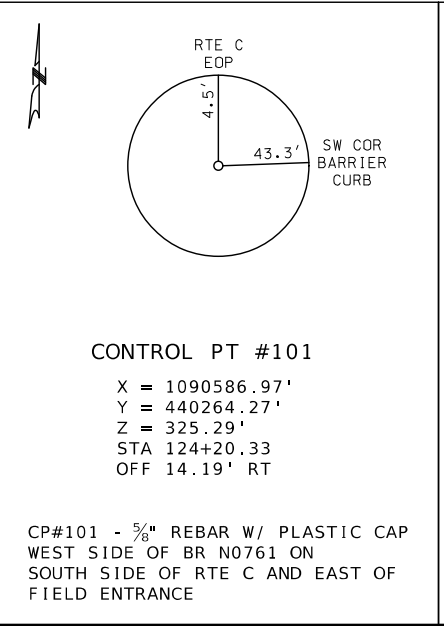
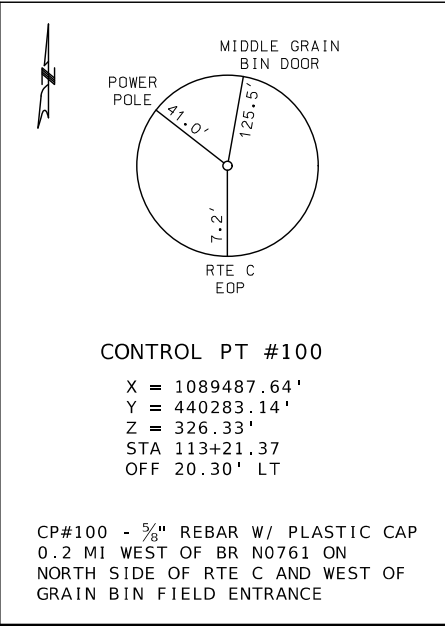
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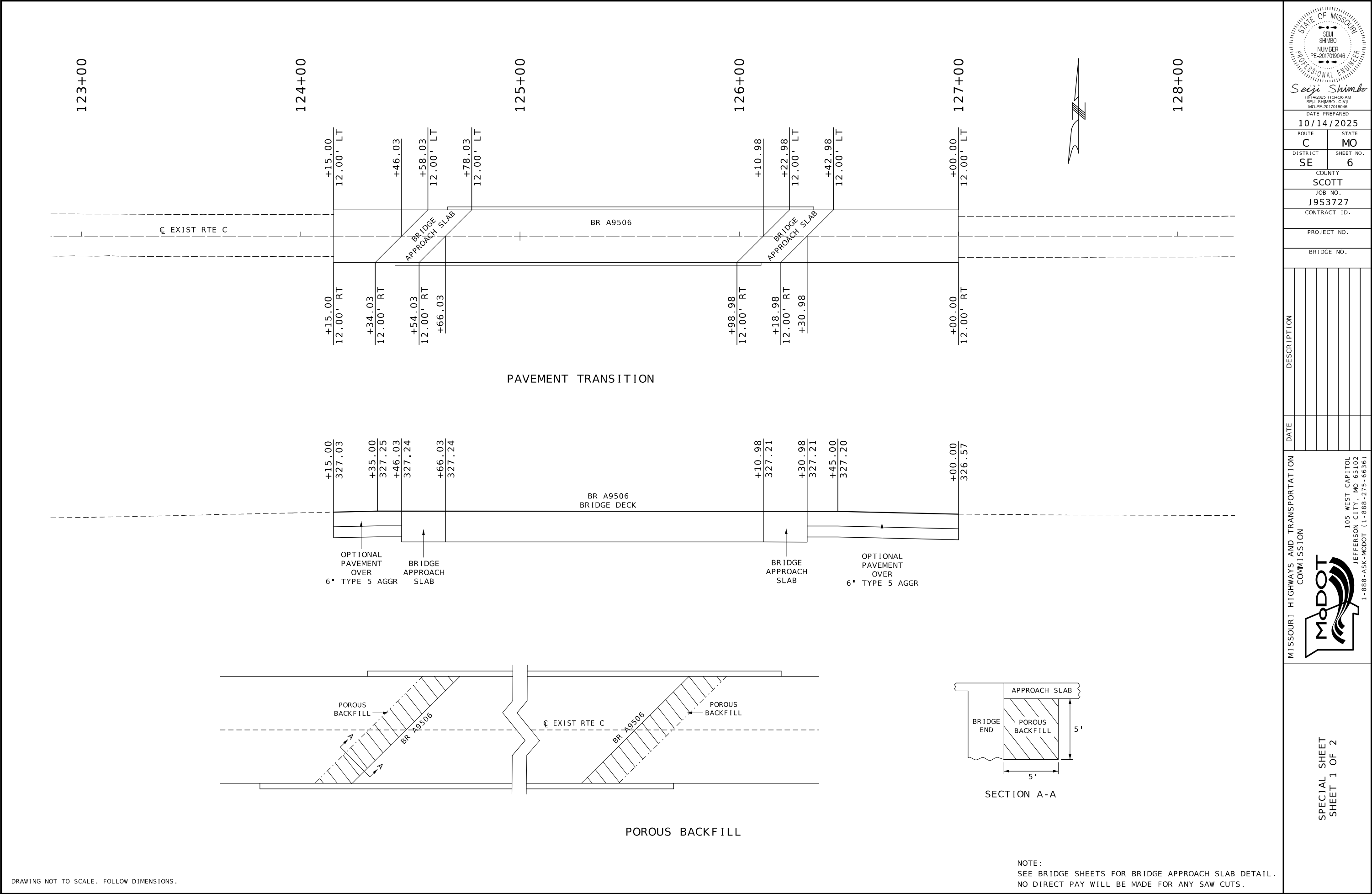
PROJECT NORTHING X AVERAGE GRID FACTOR
= STATE PLANE NORTHING
PROJECT EASTING X AVERAGE GRID FACTOR
= STATE PLANE EASTING

EXAMPLE: CONTROL POINT #100									
N	440283.138	X	1.00000000	=	N	440283.14			
E	1089487.638	X	1.00000000	=	E	1089487.64			

LINEAR UNIT CONVERSION

1 METER = 3.280833333 US SURVEY FEET (USFT)

[illegible][illegible]



DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

NOTE:
SEE BRIDGE SHEETS FOR BRIDGE APPROACH SLAB DETAIL.
NO DIRECT PAY WILL BE MADE FOR ANY SAW CUTS.

STATE OF MISSOURI

SEI SHIMBO

NUMBER

PE-2017019046

PROFESSIONAL ENGINEER

Seiji Shimbo

1014 W. GLENN ST. ST. LOUIS, MO 63102

SEI SHIMBO - CIVIL

MO-PE-2017019046

DATE PREPARED

10/14/2025

ROUTE

C

DISTRICT

SE

STATE

MO

SHEET NO.

6

COUNTY

SCOTT

JOB NO.

19S3727

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

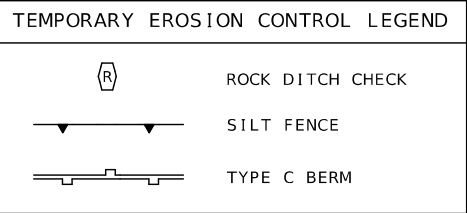
105 WEST CAPITOL

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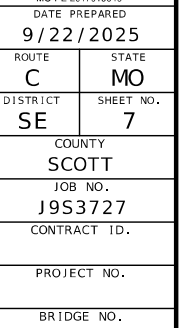
SPECIAL SHEET

SHEET 1 OF 2



NOTE:
SLOPES ARE APPROXIMATE AND MAY BE ADJUSTED TO MATCH
FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
SEE QUANTITY SHEETS FOR ROCK CALCULATION DATA.

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

SPECIAL SHEET
SHEET 2 OF 2

Sta. 124+66.74
Pr. Gr. Elev. 327.24
@ End of Slab
@ C Roadway

-0.02% Grade

Fix.

Berm Elev. 319.5 (Typ.)

OHW Elev. 319.7

D.F. Elev. 321.3

Fix.

Fix.

Fix.

2'-0"

13'-6"

30'-0"

2'-0"

2:1 Slope (Normal) with 2'-0" Type 2 Rock Blanket with Permanent Erosion Control Geotextile (Rdwy. Item) (Typ.)

Ground Line (Survey Date 2024)

Existing Structure (N0761) (To be removed)

Sta. 126+10.27
Pr. Gr. Elev. 327.21
@ End of Slab
@ C Roadway

Note: Roadway fill shall be completed to the final roadway section and up to the elevation of the bottom of the concrete approach beam within the limits of the structure and for not less than 25 feet in back of the fill face of the end bents before any piles are driven for any bents falling within the embankment section.

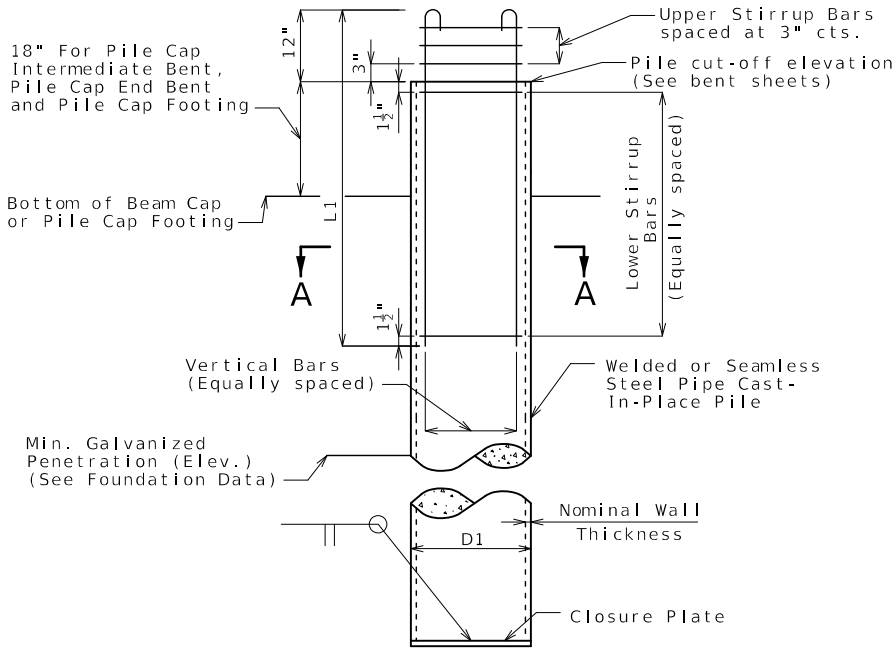


The locations of all subsurface borings for this structure are shown on the plan sheet(s) for this structure. The boring data for all locations indicated, as well as any other boring logs or other factual records of subsurface data and investigations performed by the department for the design of the project, are shown on Sheet(s) No. 29 and may be included in the Electronic Bridge Deliverables. They will also be available from the Project Contact upon written request. No greater significance or weight should be given to the boring data depicted on the plan sheets than is given to the subsurface data available from the district or elsewhere.

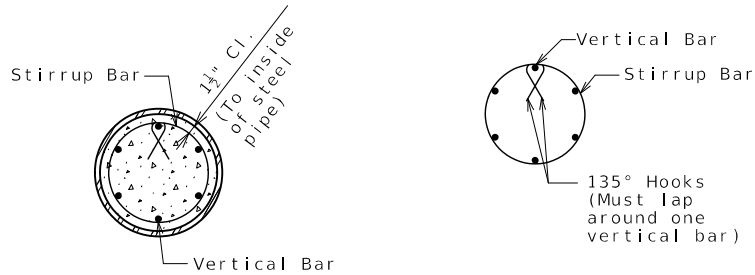
The Commission does not represent or warrant that any such boring data accurately depicts the conditions to be encountered in constructing this project. A contractor assumes all risks it may encounter in basing its bid prices, time or schedule of performance on the boring data depicted here or those available from the district, or on any other documentation not expressly warranted, which the contractor may obtain from the Commission.

- B.M. #1 - NE CORNER CONCRETE PAD FOR PIVOT
48.94' RT OF RTE C STA 116+23.67 ELEV. 323.56'
- B.M. #2 - CHISELED □ ON NW CORNER WING WALL
12.35' LT OF RTE. C STA. 124+91.78 ELEV. 327.74'
- B.M. #3 - CHISELED □ ON SE WING WALL
12.28' RT RTE. C STA. 125+84.70 ELEV. 327.76'
- B.M. #4 - COTTON PICKER SPINDLE IN POWER POLE #45558
46.49' LT OF RTE. C STA. 137+40.83 ELEV. 325.78'

ROUTE C FROM ROUTE 61 TO ROUTE I-55
ABOUT 2.1 MILES WEST OF ROUTE I-55
BEGINNING STATION 124+66.03

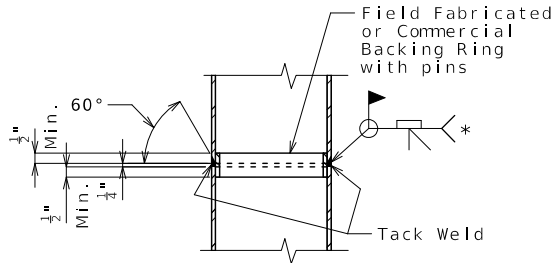


GALVANIZED CLOSED ENDED CAST-IN-PLACE (CECIP) CONCRETE PILE WITHOUT PILE POINT REINFORCEMENT



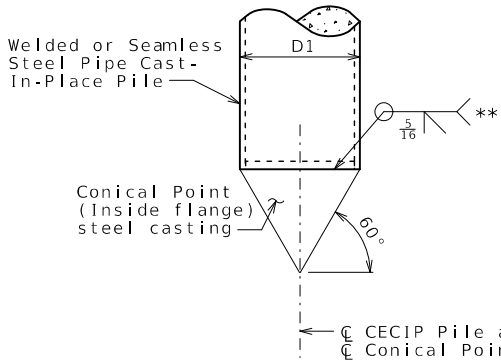
SECTION A-A

DETAIL OF SEISMIC STIRRUP BAR



STEEL PIPE PILE SPLICE

* Galvanizing material shall be omitted or removed one inch clear of weld locations in accordance with Sec 702.



MANUFACTURED CONICAL PILE POINT

(Omit closure plate)

** If the conical pile point is not pre-beveled, place a 3/8" bevel at 40 degrees on the pipe.

Galvanized Closed Ended Cast-In-Place (CECIP) Concrete Pile Data				
Bent Number	1	2	3	4
D1, CECIP Pile (O.D.)	14"	14"	14"	14"
Min. Nominal Wall Thickness	0.625"	0.625"	0.625"	0.625"
Closure Plate Thickness	3/4"	3/4"	3/4"	3/4"
Pile Point Reinforcement	Conical	Conical	Conical	Conical
Vertical Bars	6-#5-V103	6-#5-V200	6-#5-V300	6-#5-V403
L1, Length of Vertical Bars	5'-3"	5'-3"	5'-3"	5'-3"
Upper Stirrup Bars	3-#4-P100	3-#4-P200	3-#4-P300	3-#4-P400
Lower Stirrup Bars	5-#4-P100	5-#4-P200	5-#4-P300	5-#4-P400

Notes:

Welded or seamless steel shell (pipe) shall be ASTM A252 Modified Grade 3 (fy = 50,000 psi) with physical and chemical requirements that meet ASTM A572 Grade 50. Pipe certification and source material certification shall be required.

Concrete for cast-in-place pile shall be Class B-1.

Steel for closure plate shall be ASTM A709 Grade 50.

Steel for cruciform pile point reinforcement shall be ASTM A709 Grade 50.

Steel casting for conical pile point reinforcement shall be ASTM A148 Grade 90-60.

The minimum wall thickness of any spot or local area of any type shall not be more than 12.5% under the specified nominal wall thickness.

The contractor shall determine the pile wall thickness required to avoid damage from all driving activities, but wall thickness shall not be less than the minimum specified. No additional payment will be made for furnishing a thicker pile wall than specified on the plans.

Closure plate shall not project beyond the outside diameter of the pipe pile. Satisfactory weldments may be made by beveling tip end of pipe or by use of inside backing rings. In either case, proper gaps shall be used to obtain weld penetration full thickness of pipe. Payment for furnishing and installing closure plate will be considered completely covered by the contract unit price for Galvanized Cast-In-Place Concrete Piles.

Splices of pipe for cast-in-place concrete pile shall be made watertight and to the full strength of the pipe above and below the splice to permit hard driving without damage. Pipe damaged during driving shall be replaced without cost to the state. Pipe sections used for splicing shall be at least 5 feet in length.

The hooks of vertical bars embedded in the beam cap should not be turned outward, away from the pile core.

Closure plate need not be galvanized.

Reinforcing steel for cast-in-place piles is included in the Bill of Reinforcing Steel.

All reinforcement for cast-in-place pile at end bents is included in the Estimated Quantities for Slab on Concrete I-Girder. Reinforcement for cast-in-place pile at intermediate bents is included in the substructure quantity tables.

For Foundation Data table, see Sheet No. 2.

STATE OF MISSOURI

TRENTON B. CRAWFORD

NUMBER PE-2012018053

PROFESSIONAL ENGINEER

THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED

10/9/2025

ROUTE

C

DISTRICT

BR

STATE

MO

SHEET NO.

3

COUNTY

SCOTT

JOB NO.

I9S3727

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A9506

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-273-6636)

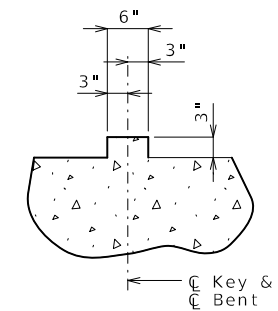
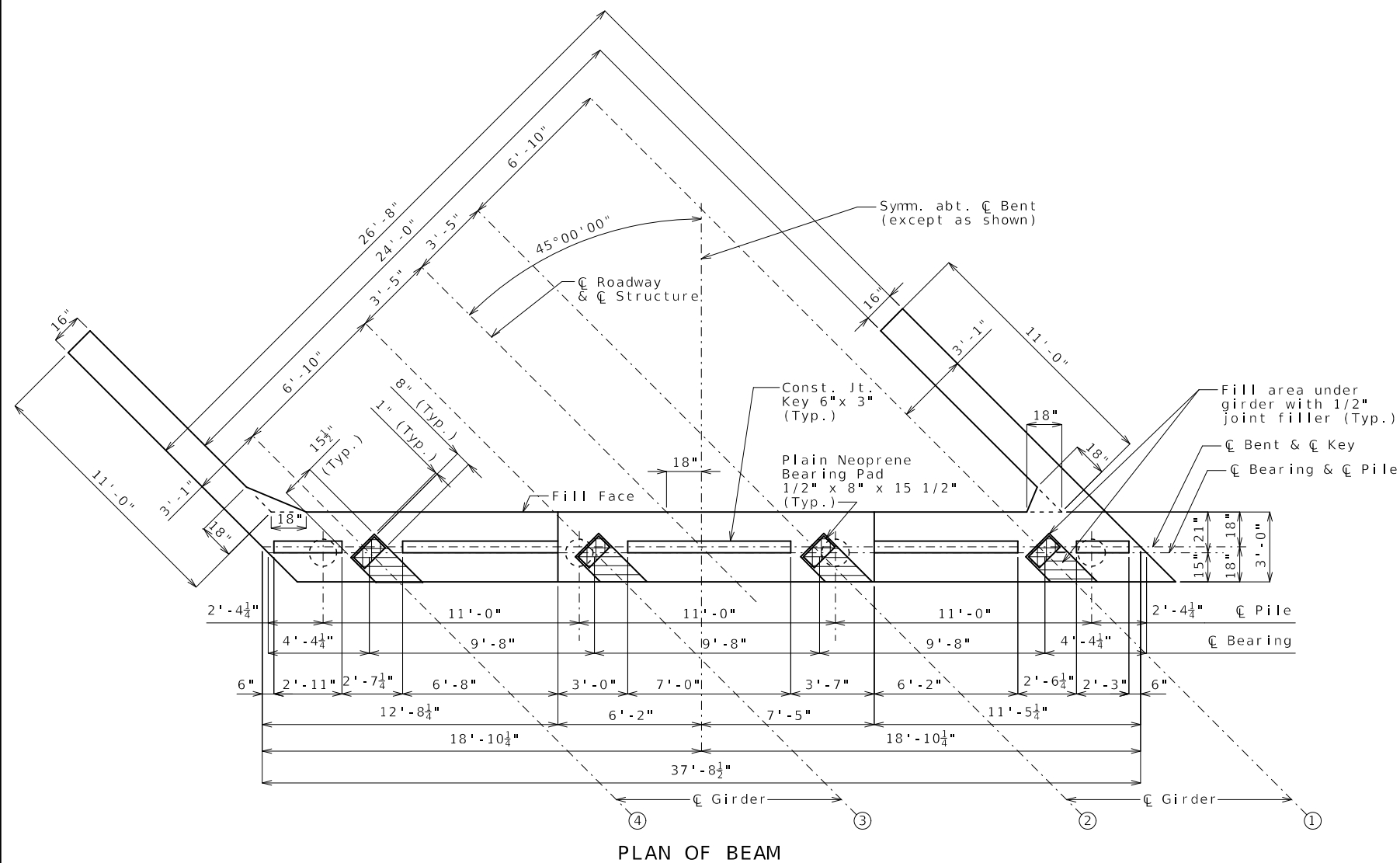
MoDOT

Detailed Aug. 2025
Checked Aug. 2025

GALVANIZED CLOSED ENDED CAST-IN-PLACE (CECIP) CONCRETE PILE

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

Sheet No. 3 of 29



Substructure Quantity Table for Bent No. 1		
Item		Quantity
Class 1 Excavation	cu. yard	45
Galvanized Cast-In-Place Concrete Piles (14 in.)	linear foot	96
Dynamic Pile Testing	each	1
Pile Point Reinforcement	each	4
Class B Concrete (Substructure)	cu. yard	16.1

These quantities are included in the Estimated Quantities table on Sheet No. 2.

Notes:

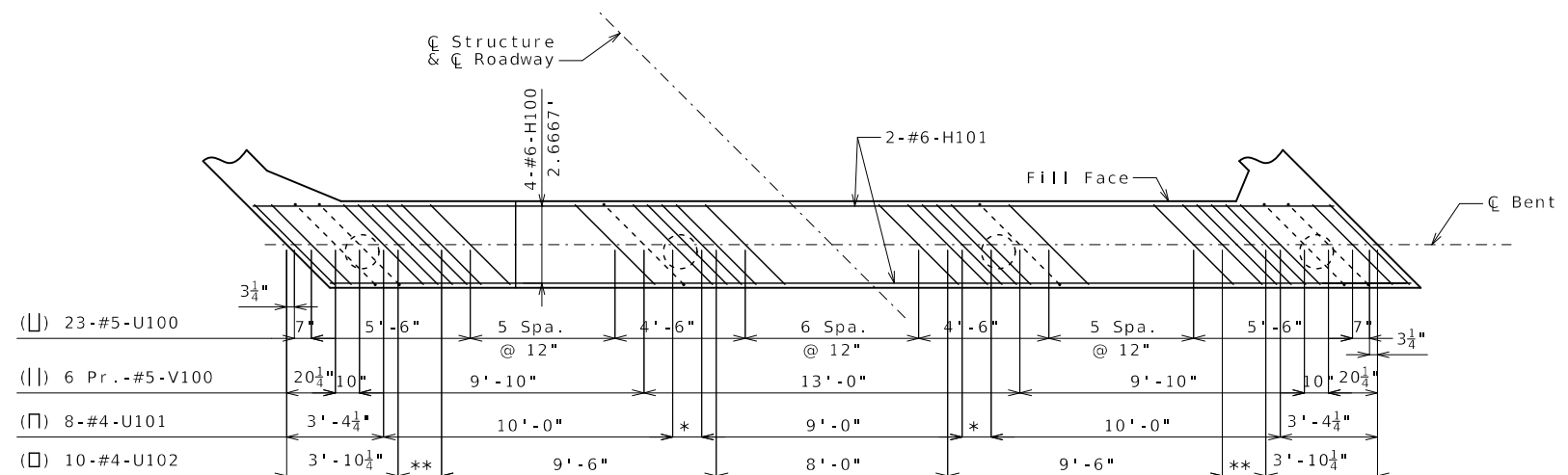
Work this sheet with Sheets No. 5 & 6.

For details of vertical drain at end bent, see Sheet No. 7.

Reinforcing steel shall be shifted to clear piles. U bars shall clear piles by at least 1 1/2 inches.

All U bars and pairs of V bars shall be placed parallel to centerline of roadway.

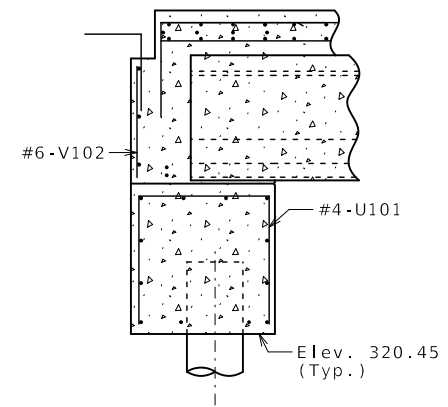
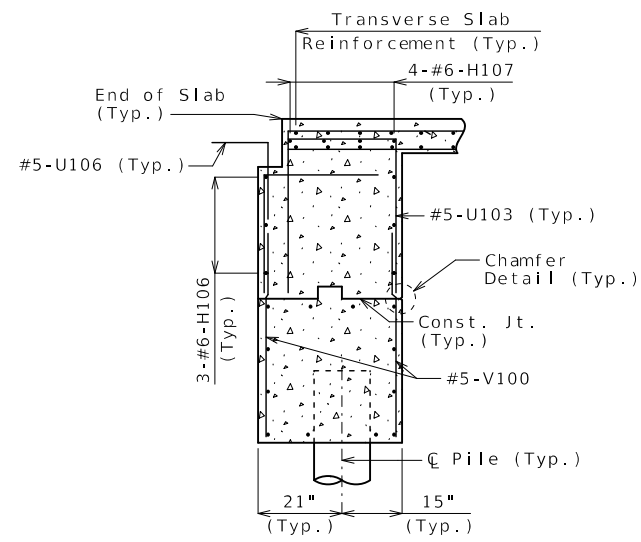
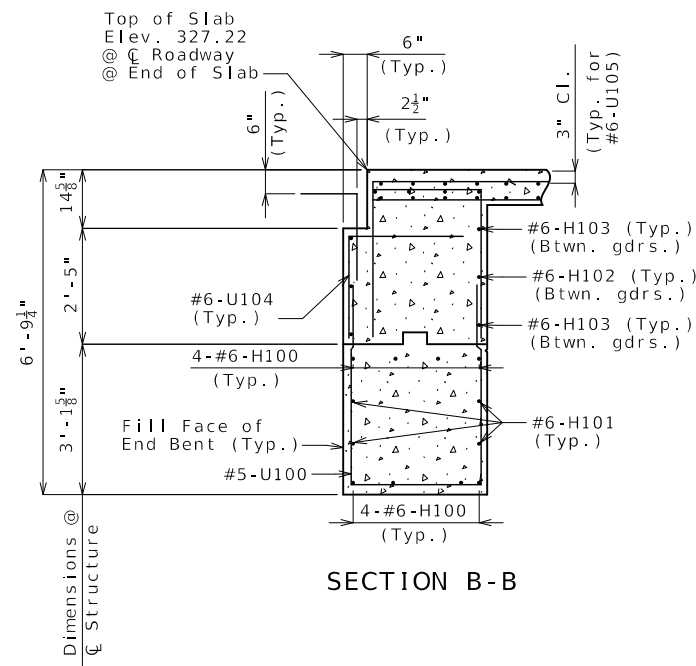
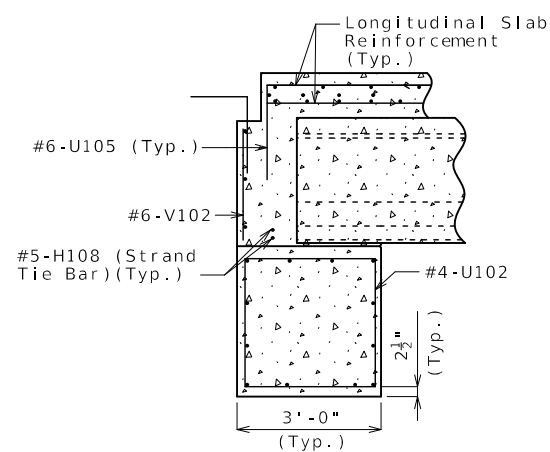
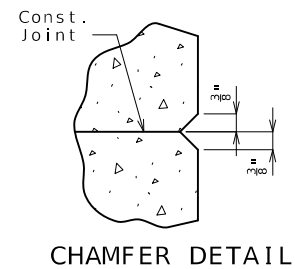
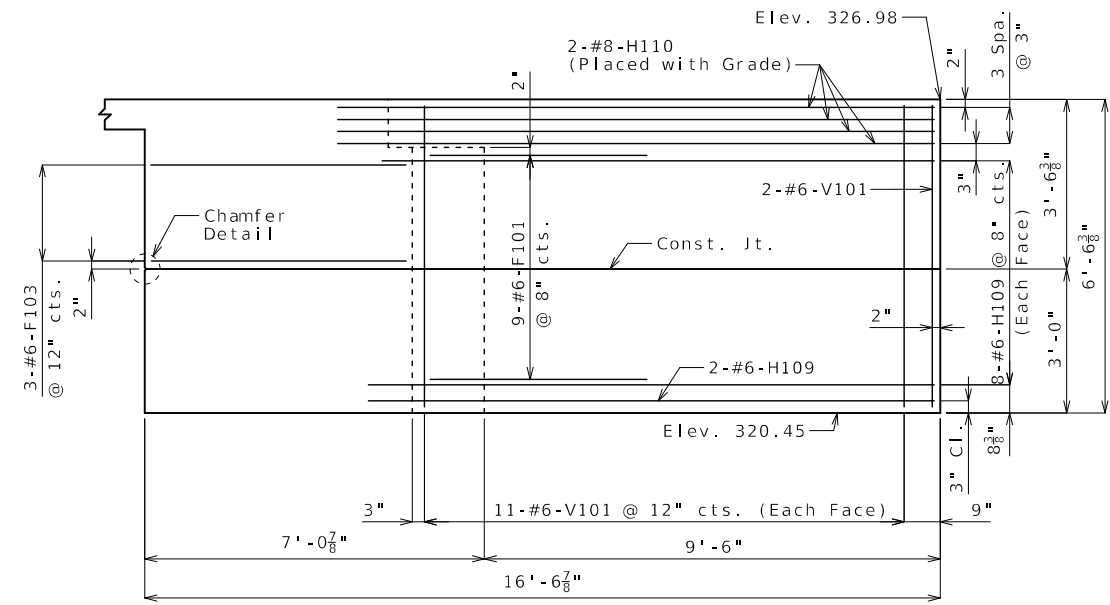
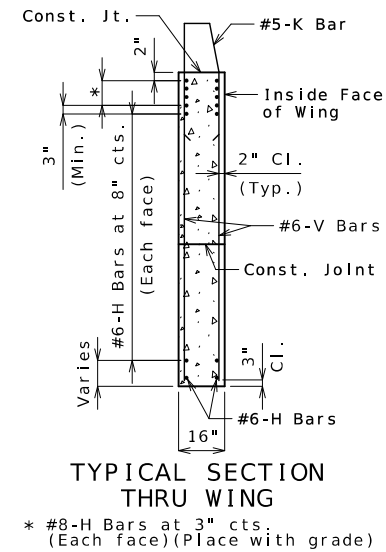
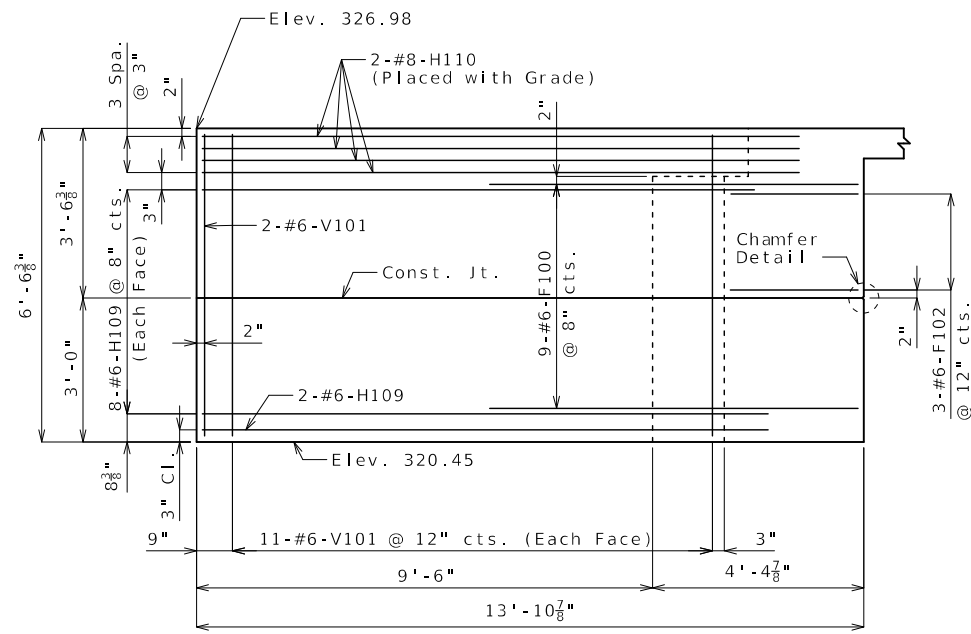
For details of bridge approach slab, see Sheet No. 25.



PLAN OF BEAM SHOWING REINFORCEMENT
(Steps and keys not shown for clarity.)

* 2 Spa. @ 6"
** 3 Spa. @ 6"

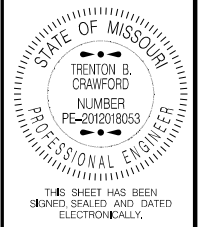
```
*      2 Spa. @ 0
**     3 Spa. @ 6"
```

Notes :

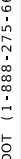
Work this sheet with Sheets No. 4 & 5.

For reinforcement of the barrier, see
Sheets No. 23 & 24.



DATE PREPARED	
10/9/2025	
ROUTE	STATE
C	MO
DISTRICT	SHEET NO.
BR	6
COUNTY	
SCOTT	
JOB NO.	
J9S3727	
CONTRACT ID.	

PROJECT NO.
BRIDGE NO. A9506

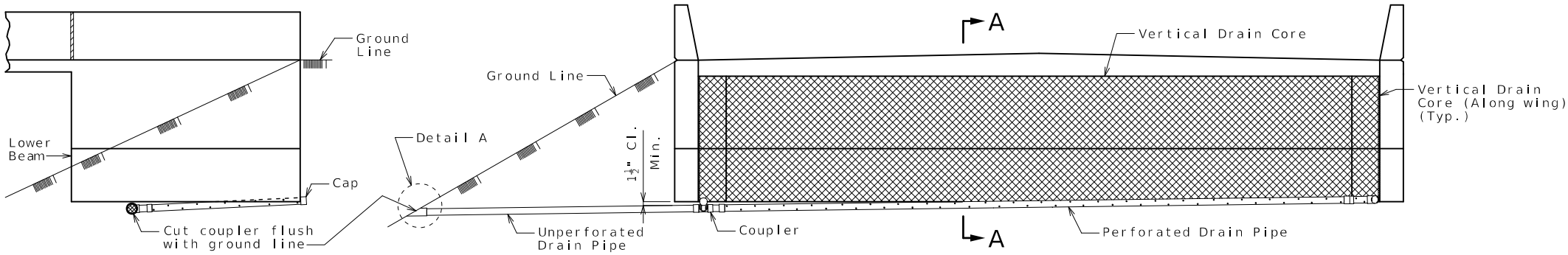
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COMMISSION

105 WEST CAPITAL
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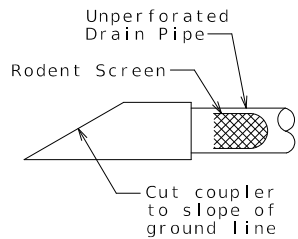


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1-888-ASK-MODOT (1-888-275-6636)

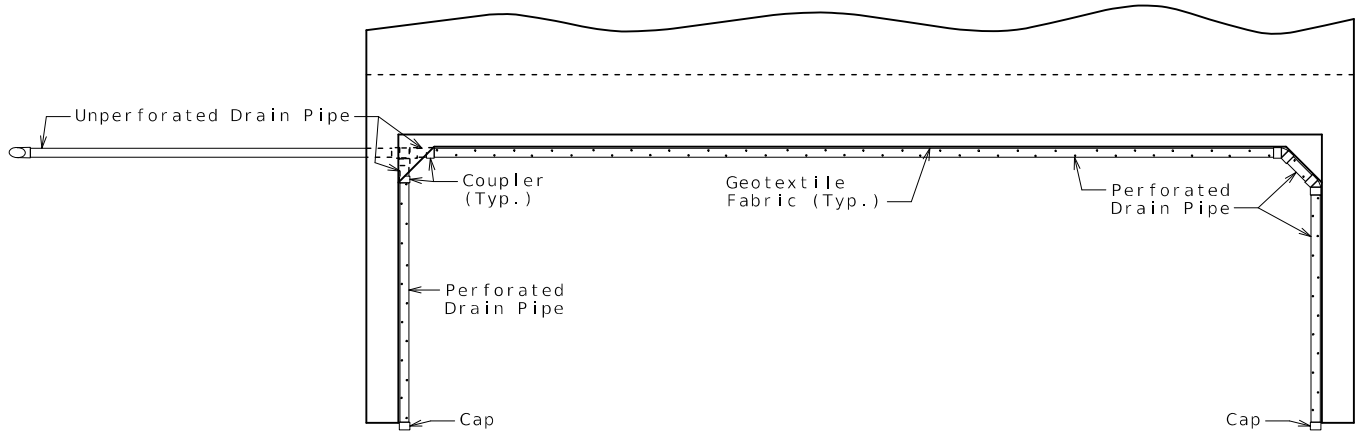


ELEVATION OF WING

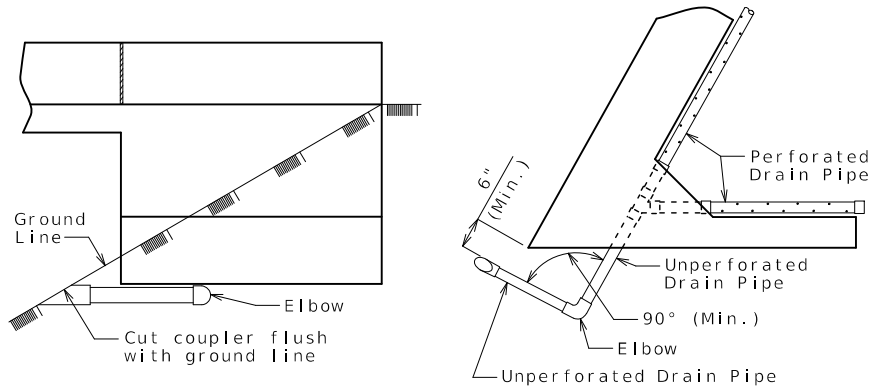
ELEVATION OF END BENT



DETAIL A



PLAN OF END BENT

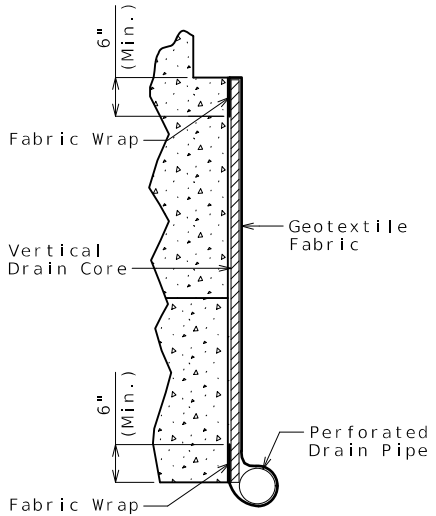


ELEVATION OF WING

PART PLAN

OPTIONAL TURNED DRAIN

(Use only when straight drain is not practical.)



PART SECTION A-A
(Section thru wing similar)

General Notes:

All drain pipe shall be sloped 1 to 2 percent.

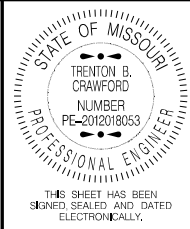
Drain pipe may be either 6-inch diameter corrugated metallic-coated steel pipe underdrain, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at fill face of end bent and inside face of wings. The pipe shall slope to lowest grade of ground line, also missing the lower beam of end bent by a minimum of 1 1/2 inches.

Perforated pipe shall be placed at fill face side and inside 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 BENTS

(Squared end bent shown, skewed end bent similar)



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ROUTE C STATE MO

DISTRICT BR SHEET NO. 7

COUNTY

SCOTT

JOB NO.

J9S3727

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A9506

DESCRIPTION

DATE

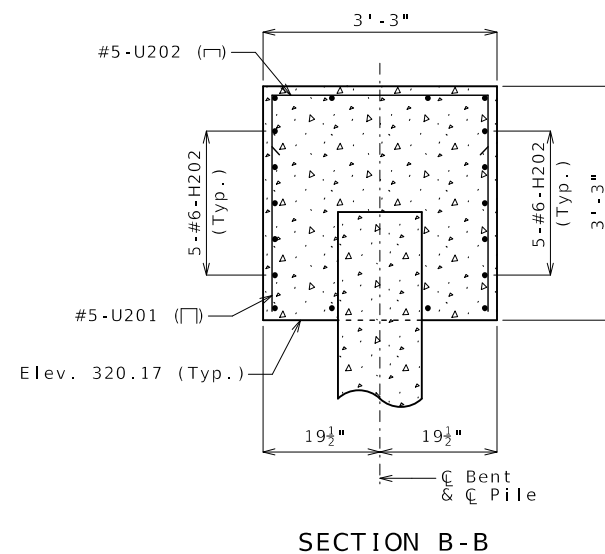
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-273-6636)

MODOT



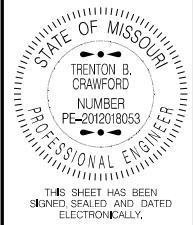
Substructure Quantity Table for Bent No. 2		
Item		Quantity
Galvanized Cast-In-Place Concrete Piles (14 in.)	linear foot	155
Dynamic Pile Testing	each	1
Pile Point Reinforcement	each	5
Class B Concrete (Substructure)	cu. yard	13.5
Reinforcing Steel (Bridges)	pound	2050

These quantities are included in the Estimated Quantities table on Sheet No. 2.

Notes:

Work this sheet with Sheet No. 9.

For details of galvanized cast-in-place concrete piles, see Sheet No. 3.



DATE PREPARED	
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ROUTE	STATE
C	MO
DISTRICT	SHEET NO.
BR	8

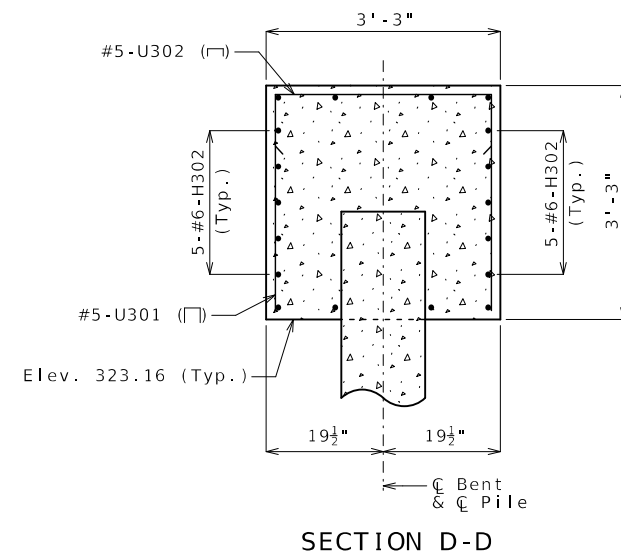
COUNTY	SCOTT
JOB NO.	J9S3727
CONTRACT ID.	

PROJECT NO.

BRIDGE NO.
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Substructure Quantity Table for Bent No. 3		
Item		Quantity
Galvanized Cast-In-Place Concrete Piles (14 in.)	linear foot	130
Dynamic Pile Testing	each	1
Pile Point Reinforcement	each	5
Class B Concrete (Substructure)	cu. yard	13.5
Reinforcing Steel (Bridges)	pound	2050

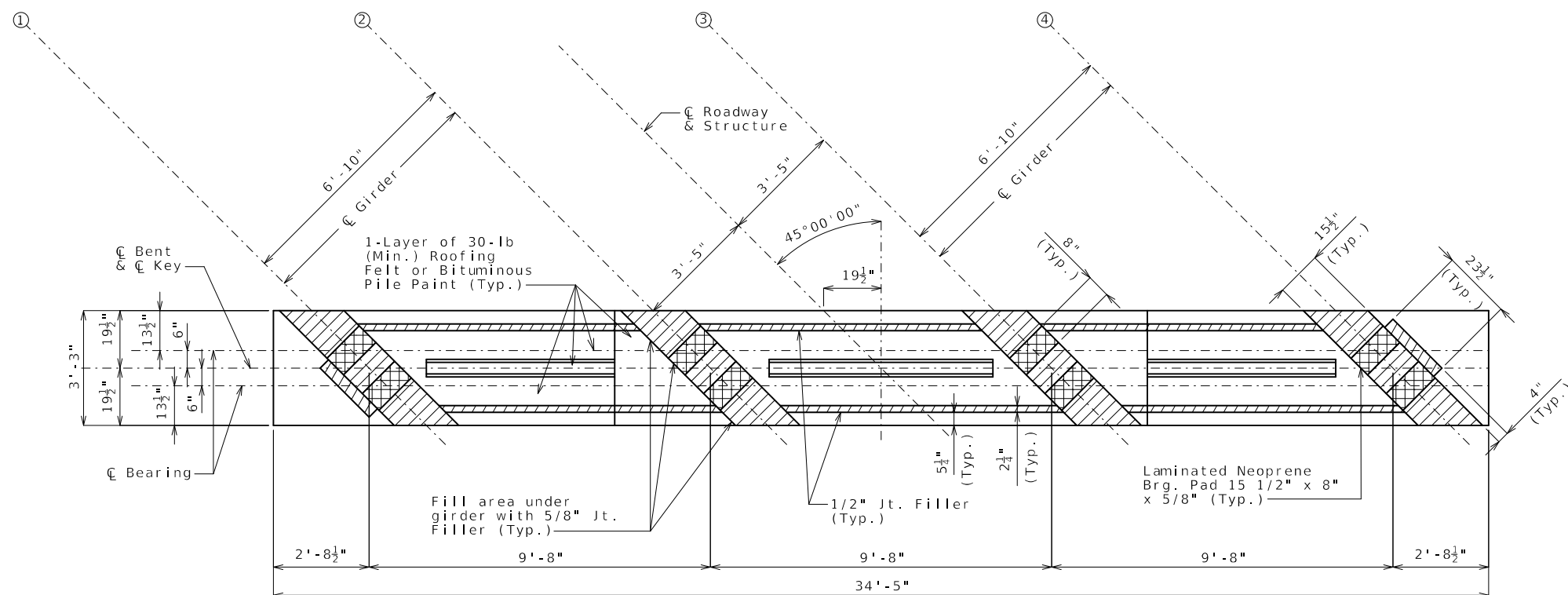
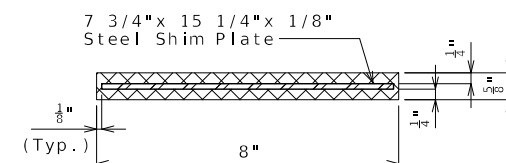
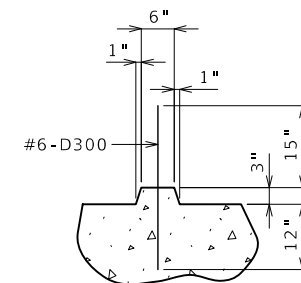
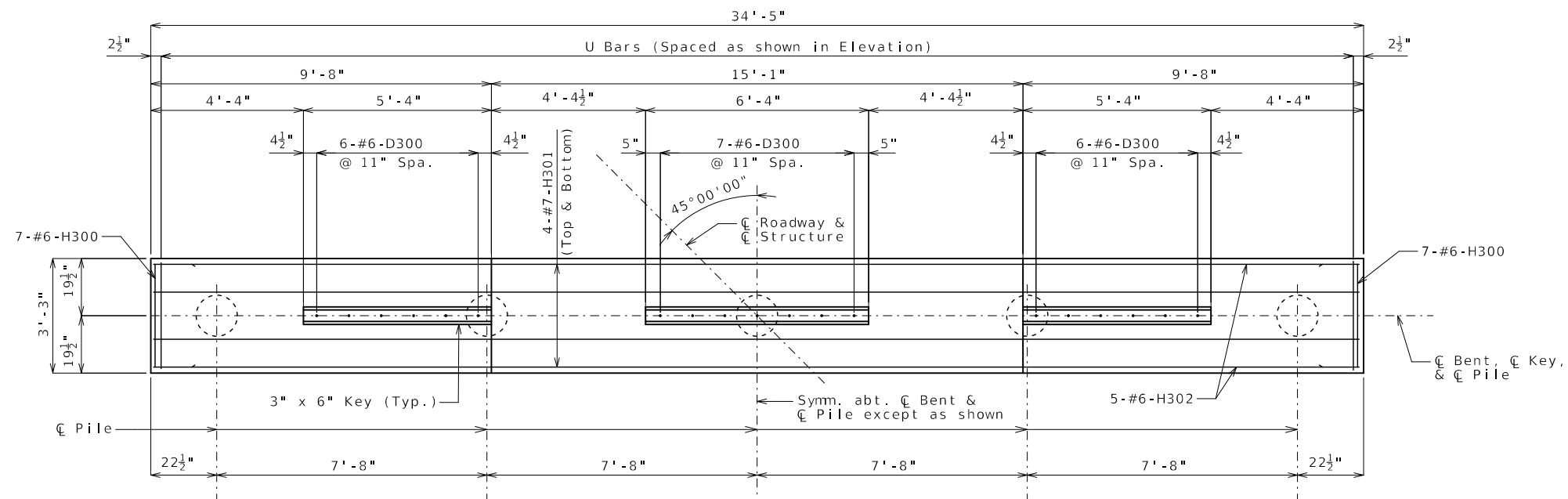
For details of galvanized cast-in-place concrete piles, see Sheet No. 3.



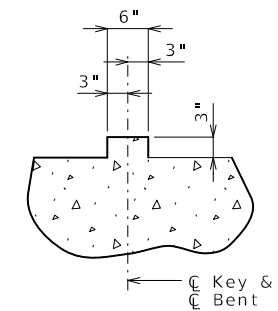
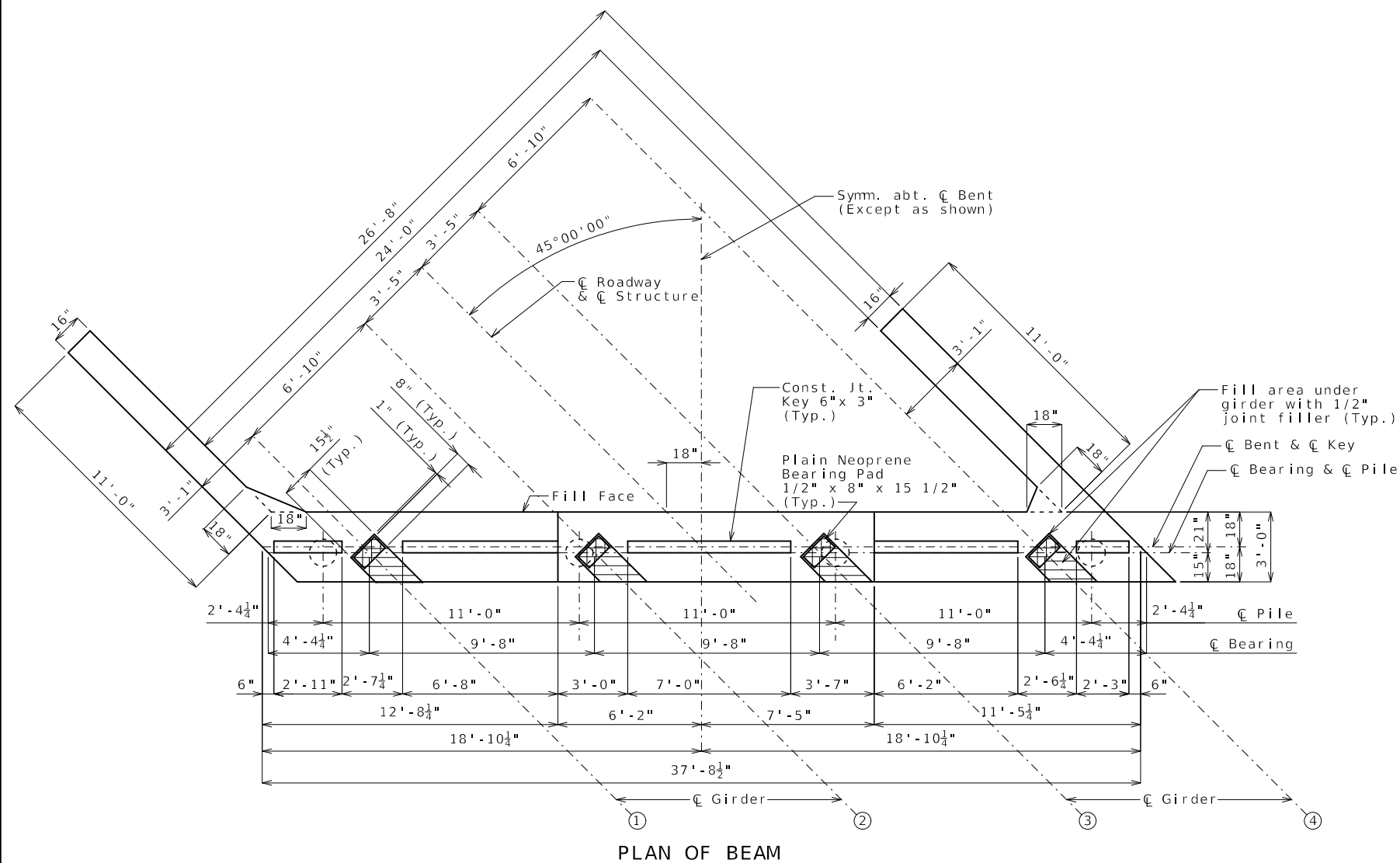
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Note:
Work this sheet with Sheet No. 10.



Substructure Quantity Table for Bent No. 4		
Item		Quantity
Class 1 Excavation	cu. yard	45
Galvanized Cast-In-Place Concrete Piles (14 in.)	linear foot	92
Dynamic Pile Testing	each	1
Pile Point Reinforcement	each	4
Class B Concrete (Substructure)	cu. yard	16.1

These quantities are included in the Estimated Quantities table on Sheet No. 2.

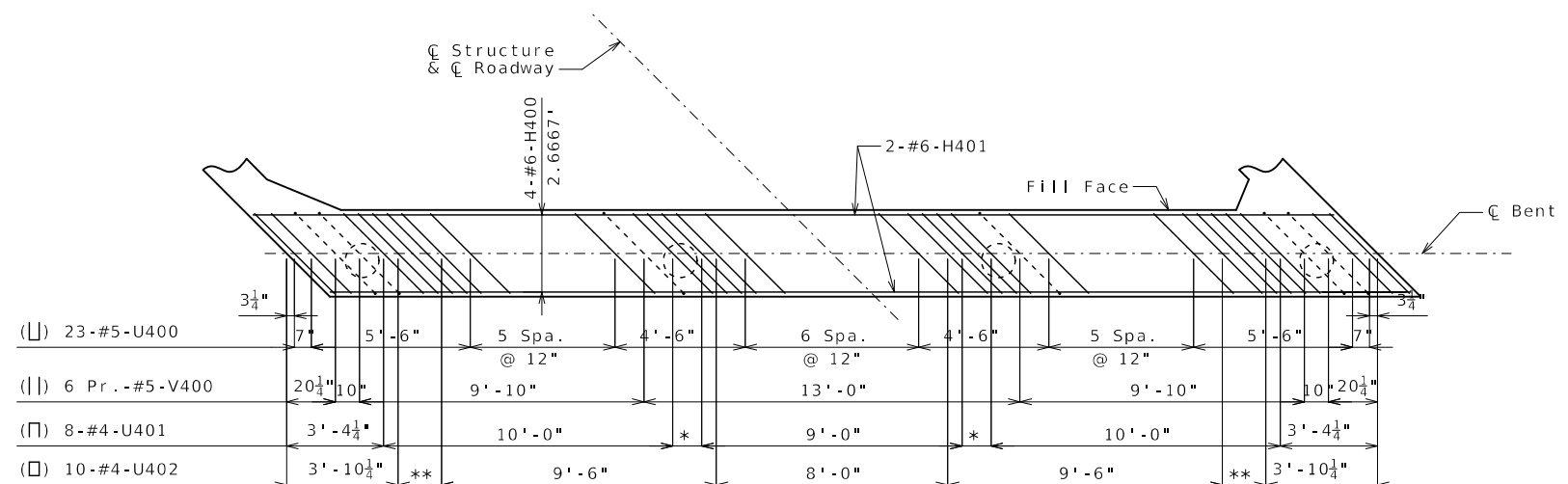
Notes:

Work this sheet with Sheets No. 13 & 14.

For details of vertical drain at end bent, see Sheet No. 7.

All U bars and pairs of V bars shall be placed parallel to centerline of roadway.

Reinforcing steel shall be shifted to clear piles. U bars shall clear pile by at least 1 1/2 inches.



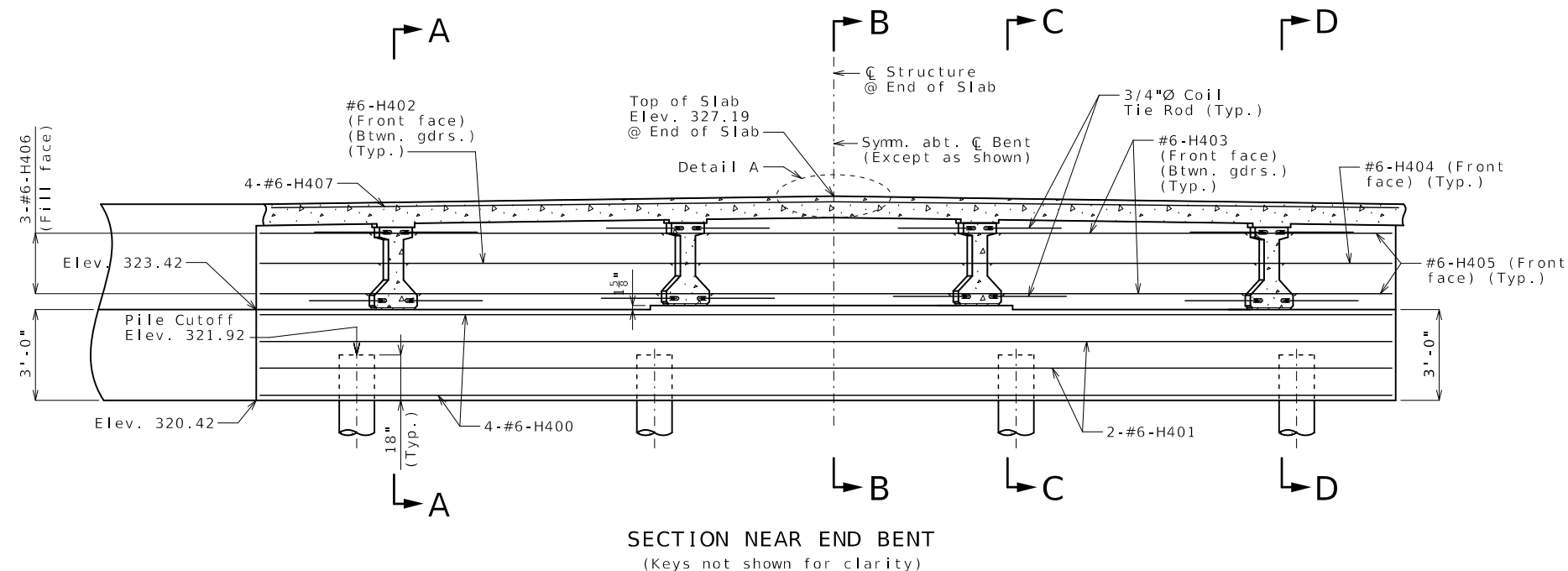
PLAN OF BEAM SHOWING REINFORCEMENT

(Steps and keys not shown for clarity)

* 2 Spa. @ 6"

** 3 Spa. @ 6"

** 3 Spa. @ 6"



Notes :

Work this sheet with Sheets No. 12 & 14.

The #6-F400 and #6-F401 bars shall be bent in the field to clear girders.

The U bars and pairs of V bars shall be placed parallel to centerline of roadway.

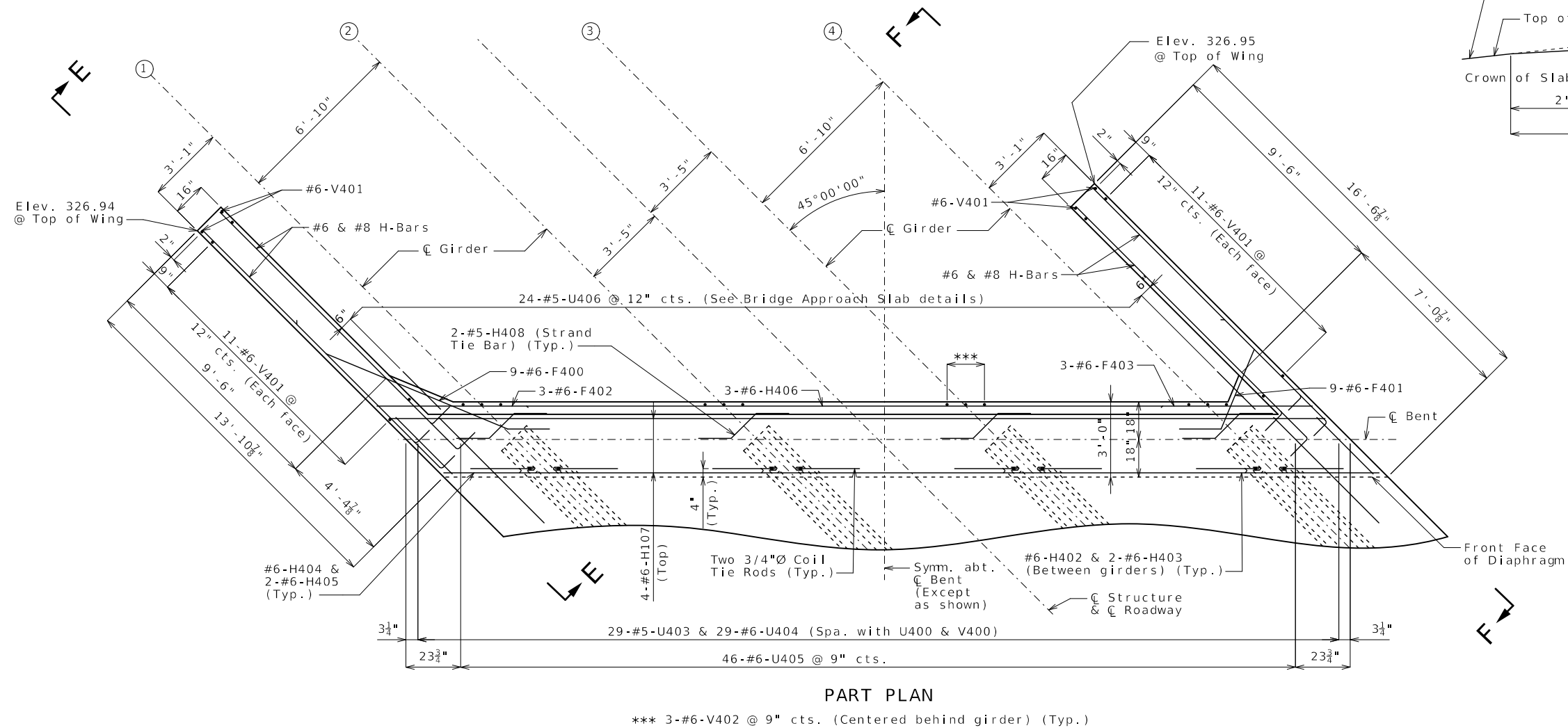
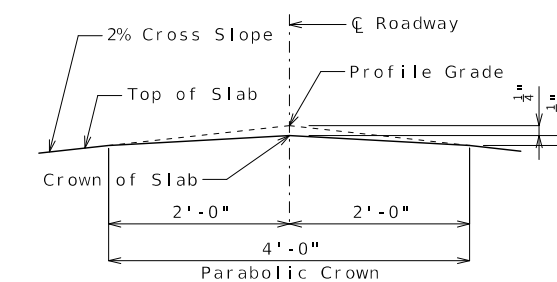
All concrete in the end bent above top of beam and below top of slab shall be Class B-2.

Strands at end of girders shall be field bent or, if necessary, cut in field to maintain 1 1/2-inch minimum clearance to fill face of end bent.

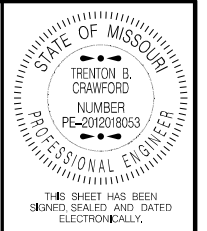
For location of coil tie rods and #5-H408 (strand tie bar), see Sheet No. 15.

For details of vertical drain at end bents, see Sheet No. 7.

For details of bridge approach slab, see Sheet No. 25.




*** 3-#6-V402 @ 9" cts. (Centered behind girder) (Typ.)



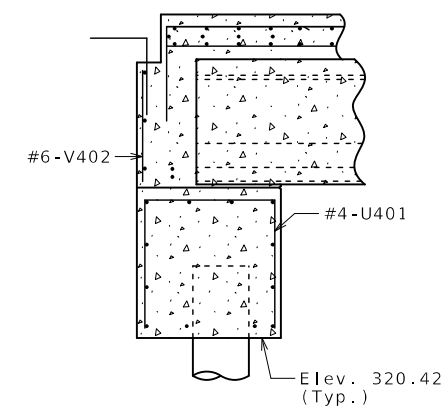
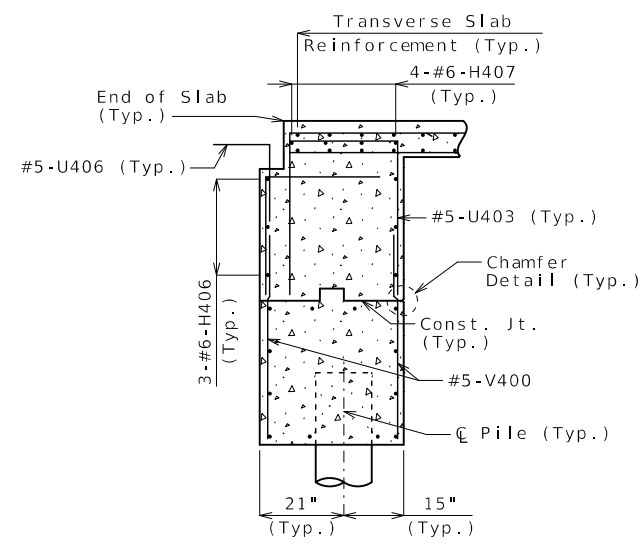
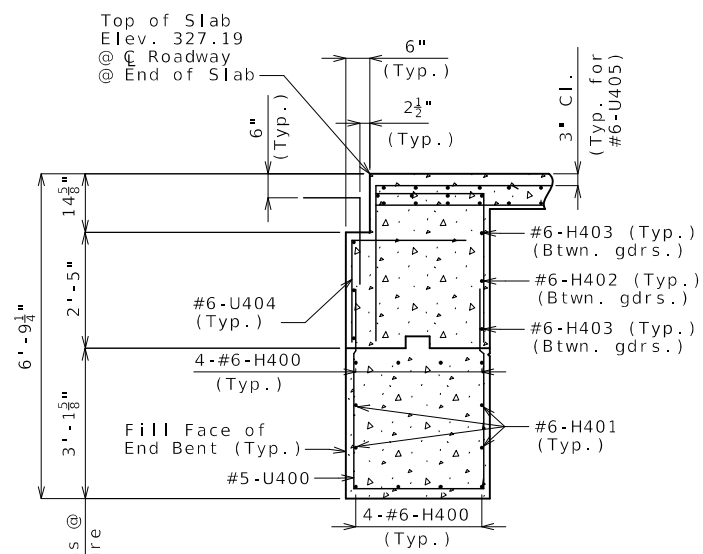
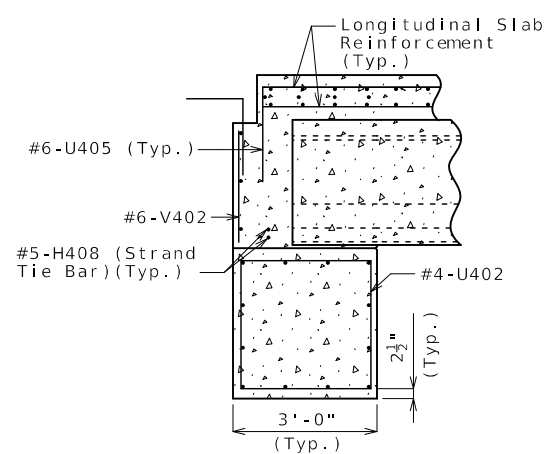
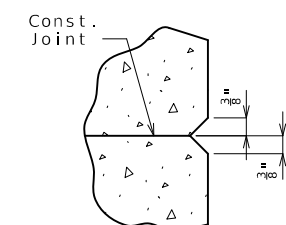
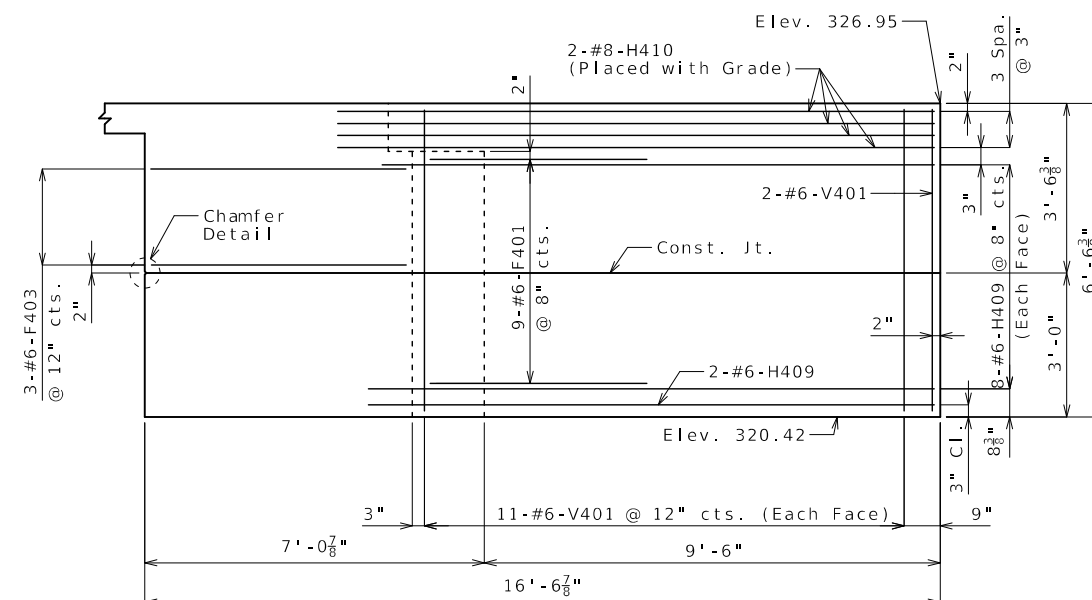
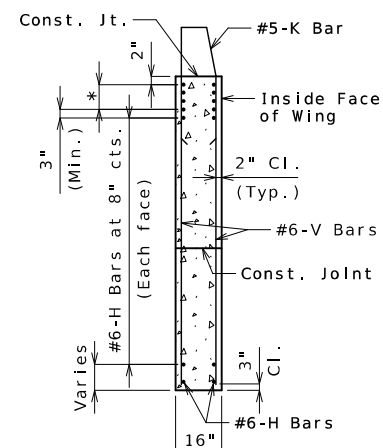
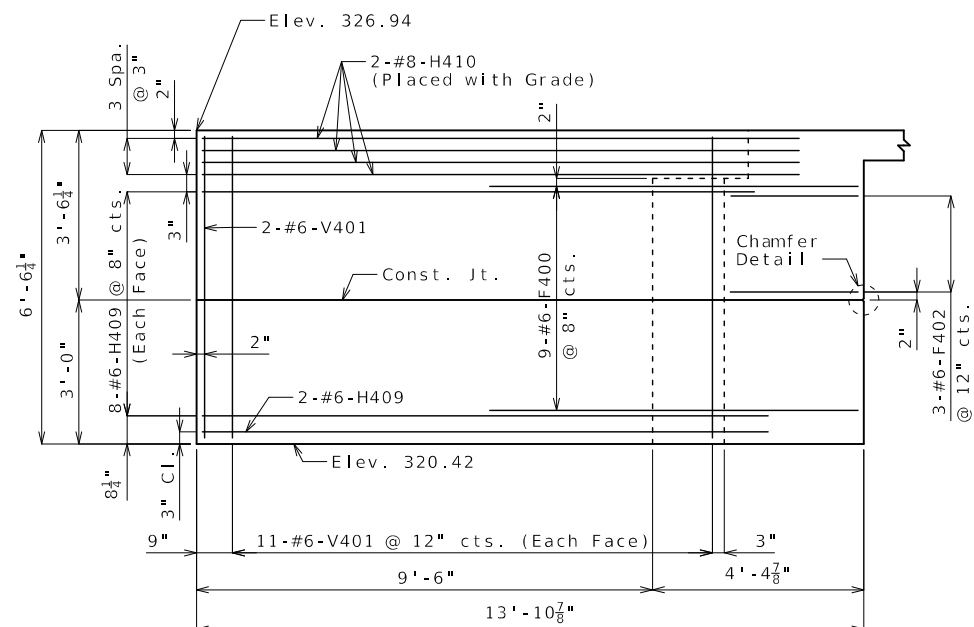
DATE PREPARED	
10/9/2025	
ROUTE	STATE
C	MO
DISTRICT	SHEET NO.
BR	13
COUNTY	
SCOTT	
JOB NO.	
J9S3727	
CONTRACT ID.	

PROJECT NO.
BRIDGE NO. A9506

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

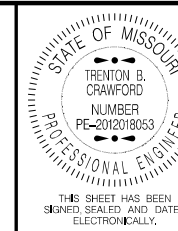
105 WEST CAPITOL
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Notes :

Work this sheet with Sheets No. 12 & 13.

For reinforcement of the barrier, see
Sheets No. 23 & 24.



DATE PREPARED _____

10/9/202

ROUTE	STATION
C	A

C	M
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DISTRICT	SHEET
RD	1

BR	1
COUNTY	

SCOTT

JOB NO.

J9S3727

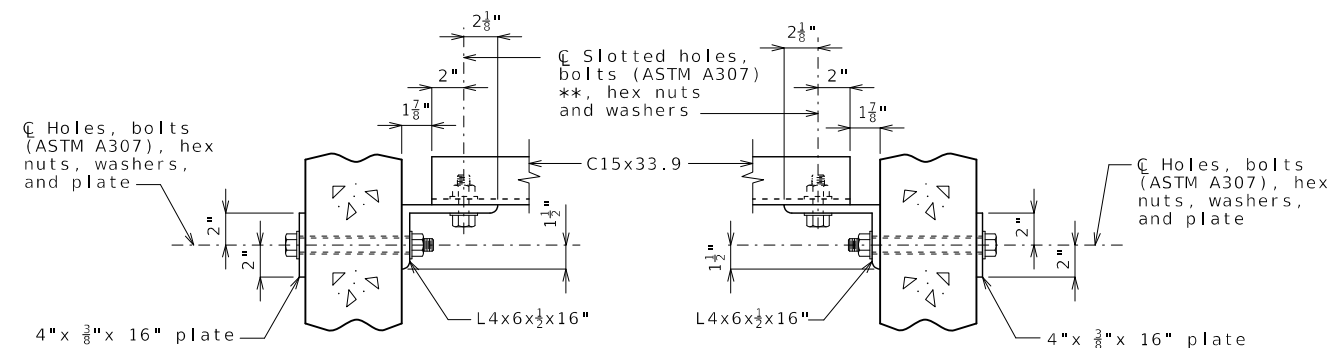
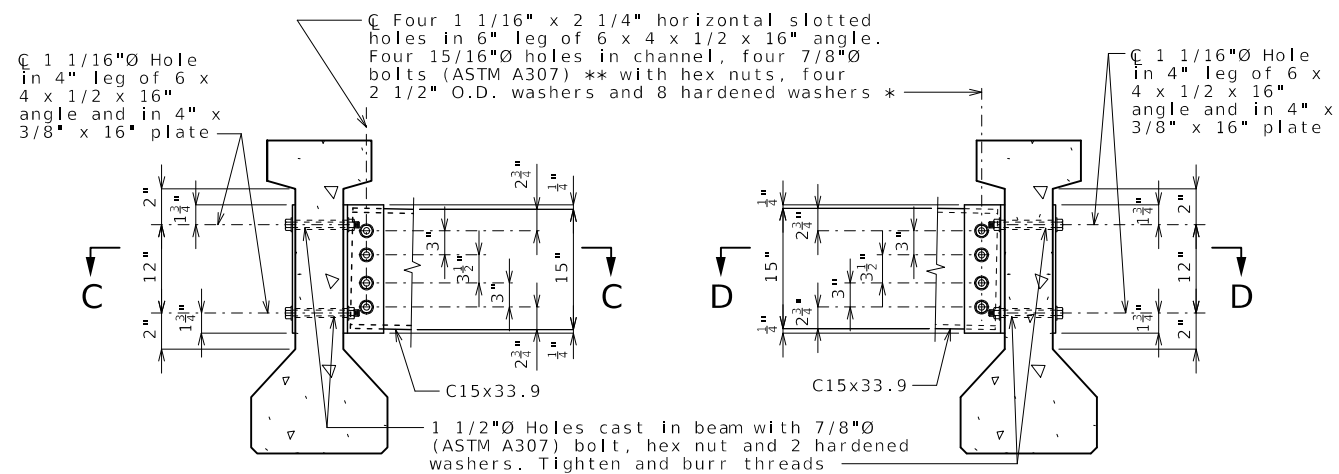
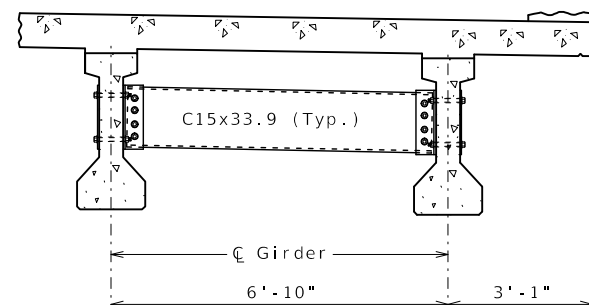
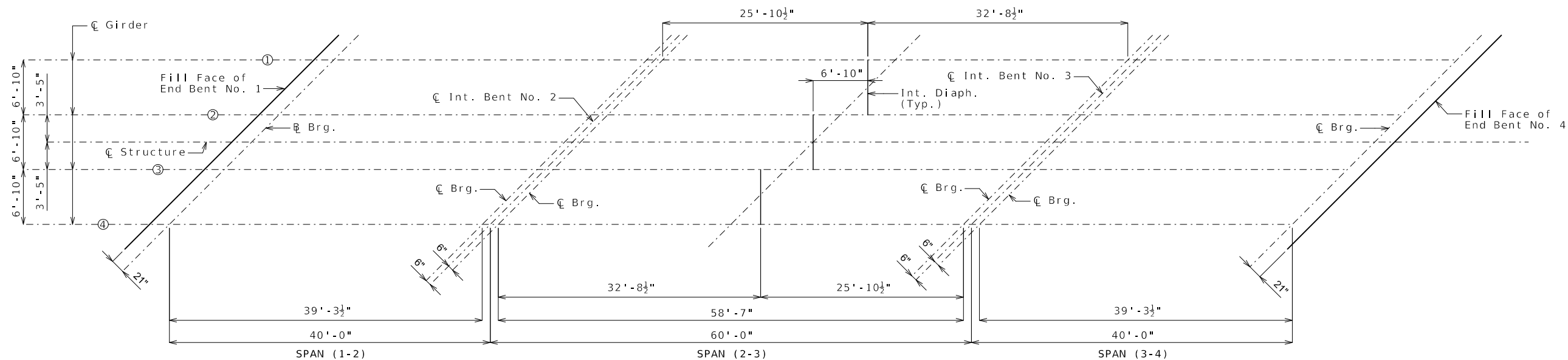
CONTRACT ID

PROJECT NO. _____

BRIDGE NO. 10700

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COMMISSION

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JEFFERSON CITY, MO 65102
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SECTION C-C

SECTION D-D

STEEL DIAPHRAGM NOTES:

* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16"Ø holes and one hardened washer per bolt.

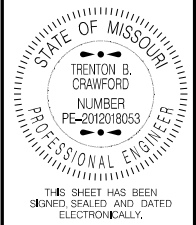
** Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Payment for furnishing and installing steel intermediate diaphragms will be considered completely covered by the contract unit price for Steel Intermediate Diaphragm for P/S Concrete Girders.

Shop drawings will not be required for steel intermediate diaphragms and angle connections.



DATE PREPARED

ROUTE	STATE
-------	-------

C	MO
---	----

DISTRICT	SHEET NO.
DD	17

BR	17
COUNTY	

COUNTY
SCOTT

JOB NO.

J9S3727

CONTRACT ID.

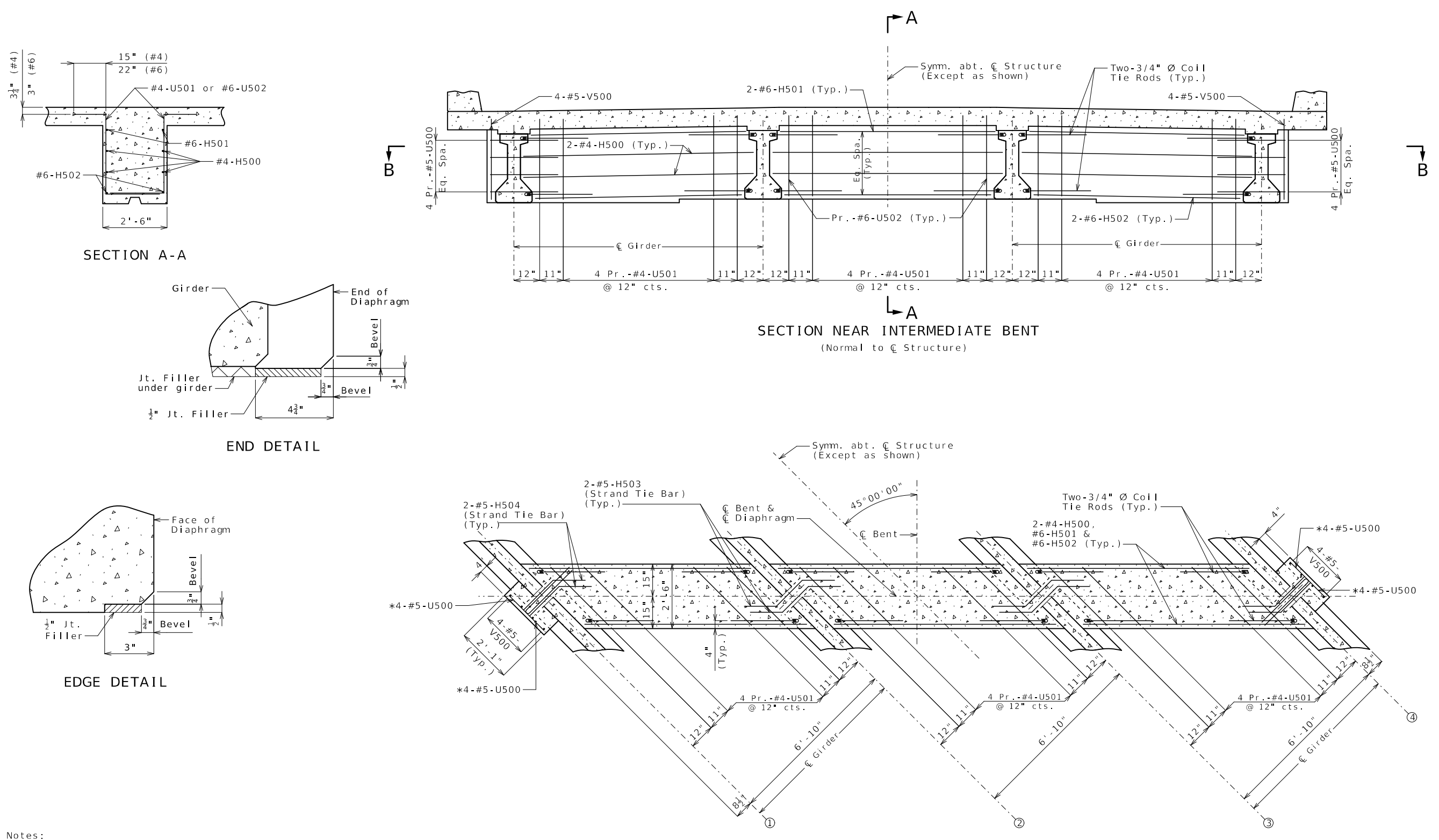
PROJECT NO.

BRIDGE NO.
A0506

A9506

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Notes:

For location of Strand Tie Bars, see Sheets No. 15 & 16.

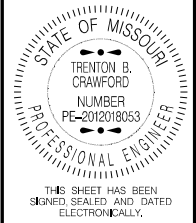
For location and details of Coil Tie Rods, see Sheets No. 15 & 16.

Diaphragms at intermediate bents shall be built vertical.

All U-bars in diaphragms are to be placed parallel to C Roadway .

* Bend bars in field to maintain minimum clearance to face of diaphragm.

CONCRETE DIAPHRAGMS AT INTERMEDIATE BENTS NO. 2 & 3

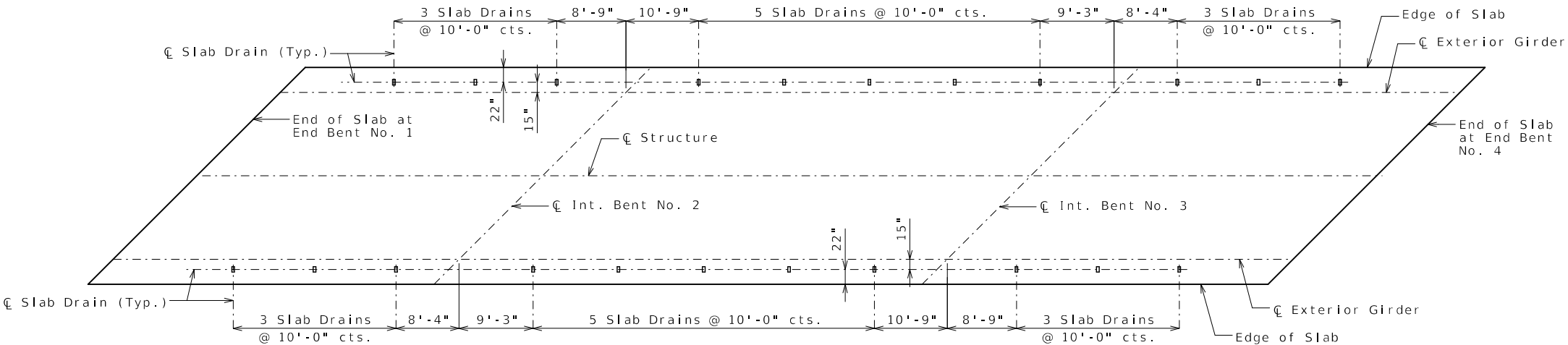


DATE PREPARED 10/9/2025	
ROUTE C	STATE MO
DISTRICT BR	SHEET NO. 18
COUNTY SCOTT	
JOB NO. J9S3727	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. A9506	

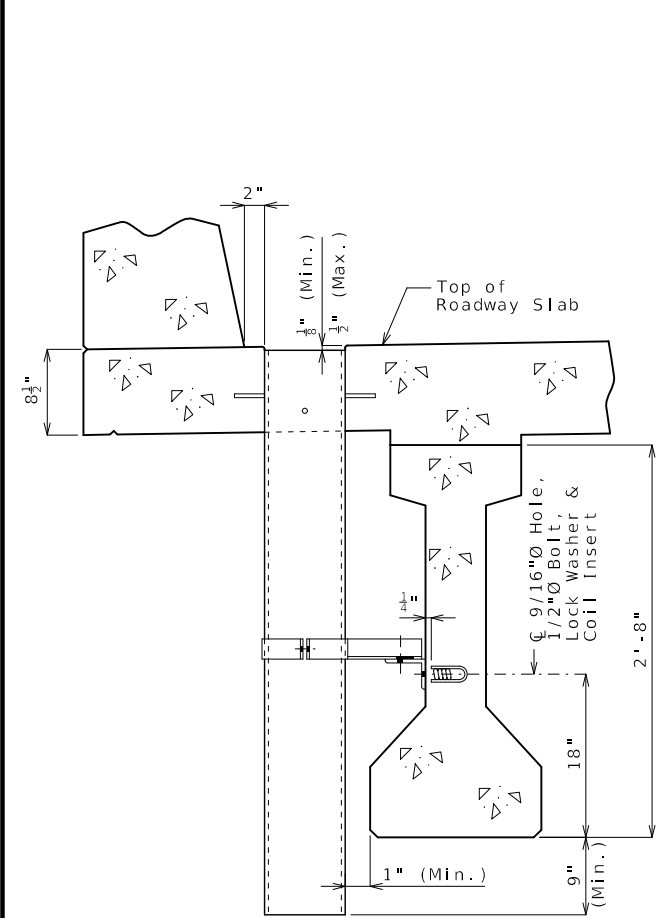
DESCRIPTION	DATE

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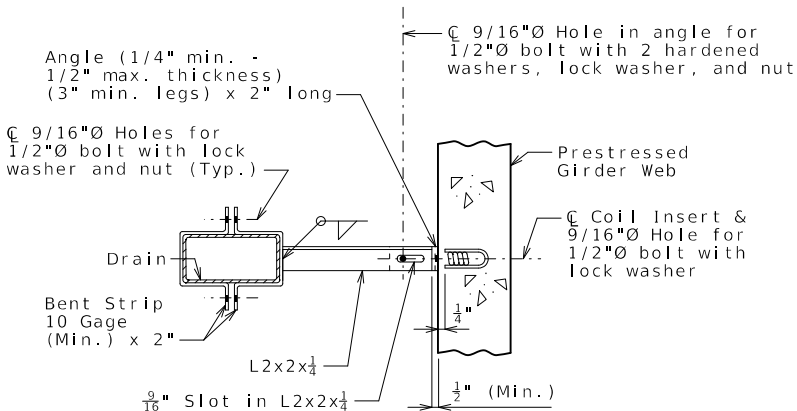
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
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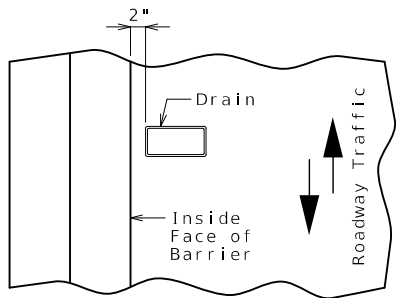
PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



PART SECTION NEAR DRAIN

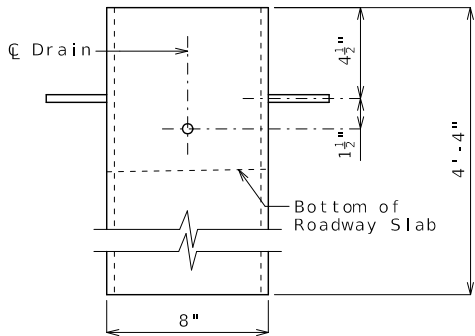


PART SECTION SHOWING BRACKET ASSEMBLY

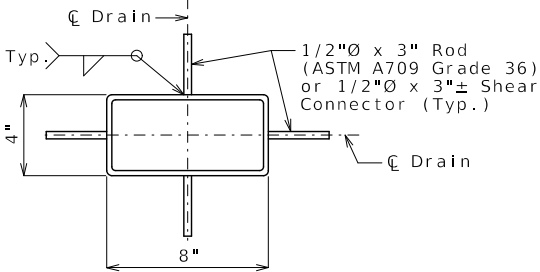


PART PLAN OF SLAB AT DRAIN

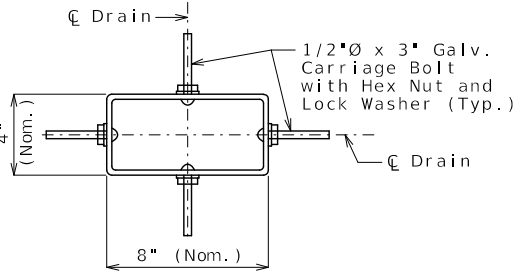
SLAB DRAINS



ELEVATION OF DRAIN



PLAN OF STEEL DRAIN OPTION



PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The coil inserts and bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307.

Shop drawings will not be required for the slab drains and the bracket assembly.

The coil insert required for the bracket assembly attachment shall be located on the prestressed girder shop drawings.

Coil inserts shall have a concrete pull-out strength (ultimate load) of at least 2,500 pounds in 5,000 psi concrete.

The bolt required to attach the slab drain bracket assembly to the prestressed girder web shall be supplied by the prestressed girder fabricator.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

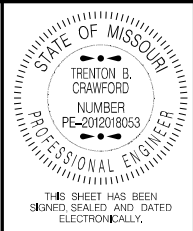
Minimum reinforced wall thickness shall be 1/4 inch.

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard #26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be as recommended by the manufacturer to ensure a smooth, chip free cut.

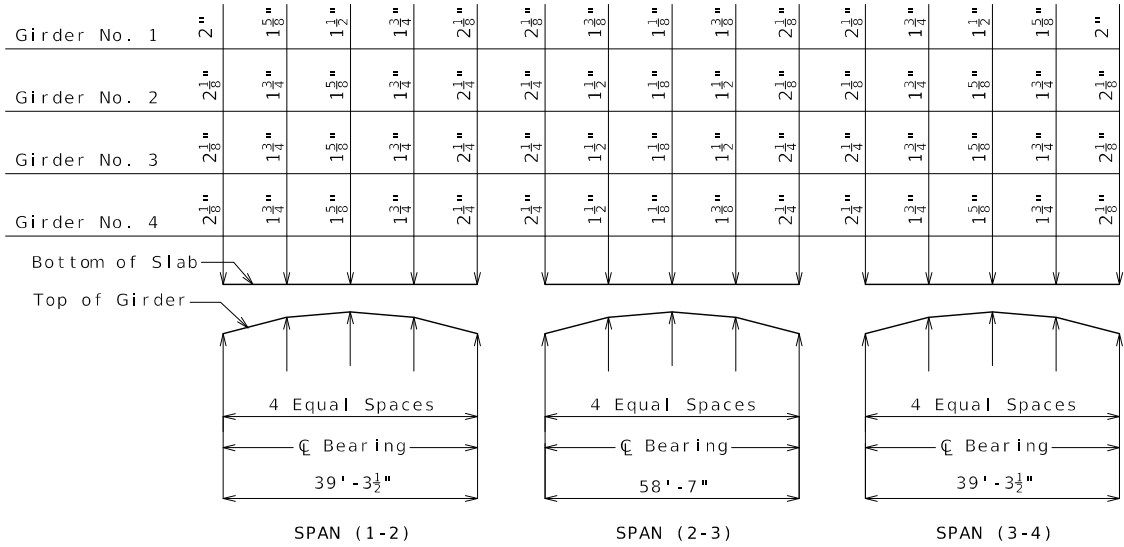


DATE PREPARED 10/9/2025	
ROUTE C	STATE MO
DISTRICT BR	SHEET NO. 19
COUNTY SCOTT	
JOB NO. J9S3727	
CONTRACT ID.	

PROJECT NO.	
BRIDGE NO. A9506	

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-273-6636)
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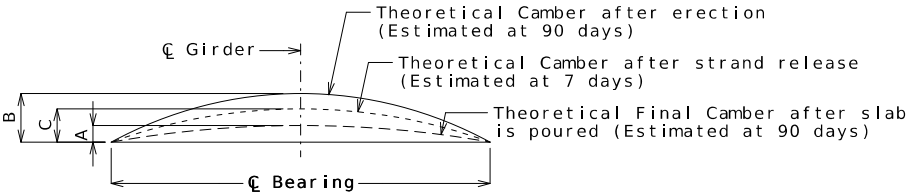
THEORETICAL SLAB HAUNCHING DIAGRAM (ESTIMATED AT 90 DAYS)

If girder camber is different from that shown in the camber diagram, in order to maintain minimum slab thickness, an adjustment of the slab haunches, an increase in slab thickness or a raise in grade uniformly throughout the structure shall be necessary. No payment will be made for additional labor or materials required for variation in haunching, slab thickness or grade adjustment.

Concrete in the slab haunches is included in the Estimated Quantities for Slab on Concrete 1-Girder.

Theoretical Bottom of Slab Elevations at Centerline of Girder (Prior to forming for slab) (Estimated at 90 days)															
Girder Number	Span (1-2) (39'-3 1/2" C Brg. - C Brg.)					Span (2-3) (58'-7" C Brg. - C Brg.)					Span (3-4) (39'-3 1/2" C Brg. - C Brg.)				
	C Brg.	.25	.50	.75	C Brg.	C Brg.	.25	.50	.75	C Brg.	C Brg.	.25	.50	.75	C Brg.
1	326.33	326.34	326.34	326.33	326.32	326.32	326.38	326.40	326.37	326.31	326.31	326.32	326.32	326.31	326.30
2	326.47	326.48	326.48	326.47	326.46	326.46	326.52	326.54	326.51	326.45	326.45	326.46	326.46	326.45	326.44
3	326.47	326.48	326.48	326.47	326.46	326.46	326.52	326.55	326.52	326.45	326.45	326.46	326.46	326.45	326.44
4	326.33	326.34	326.35	326.34	326.32	326.32	326.38	326.41	326.38	326.31	326.31	326.32	326.33	326.32	326.30

Elevations are based on a constant slab thickness of 8 1/2" and include allowance for theoretical dead load deflections due to weight of slab and barrier.

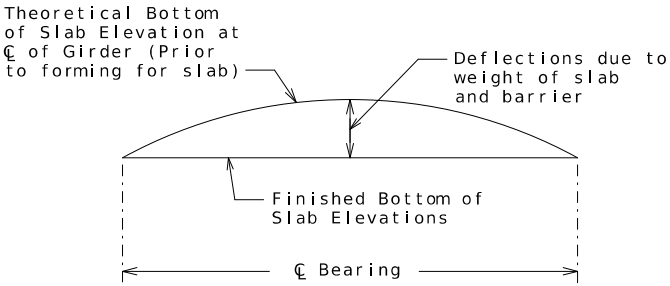


Girder	Span (1-2)			Span (2-3)			Span (3-4)		
	A	B	C	A	B	C	A	B	C
Exterior	5/8"	3/4"	1/2"	1 1/8"	2 1/8"	1 3/8"	5/8"	3/4"	1/2"
Interior	1/2"			1"			1/2"		

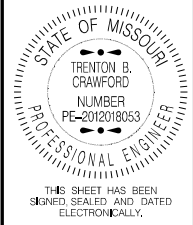
GIRDER CAMBER DIAGRAM

Conversion Factors for Girder Camber (Estimated at 90 days):

0.25 pt. = 0.7125 x 0.5 pt.



TYPICAL SLAB ELEVATIONS DIAGRAM

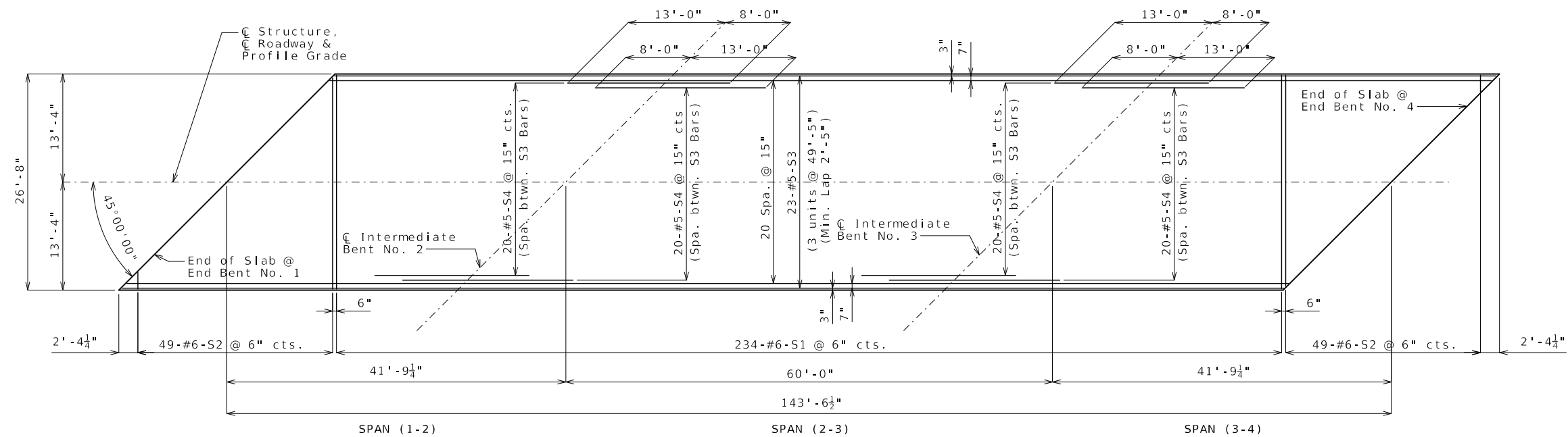


DATE PREPARED 10/9/2025	
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DISTRICT BR	SHEET NO. 20
COUNTY SCOTT	
JOB NO. J9S3727	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. A9506	

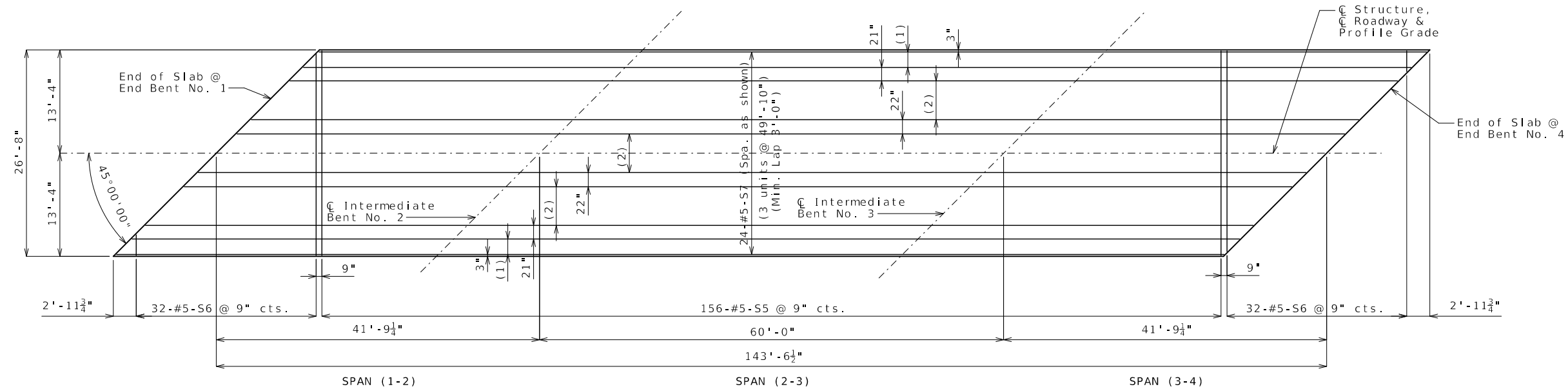
DESCRIPTION	DATE

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PLAN OF SLAB SHOWING TOP REINFORCEMENT



PLAN OF SLAB SHOWING BOTTOM REINFORCEMENT

- (1) 2 Spa. @ 12"
(2) 5 Spa. @ 12"

Notes:

Longitudinal slab dimensions are measured horizontally.

For Section Thru Slab and Slab Pouring Sequence, see Sheet No. 22.

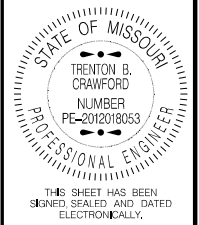
For details and reinforcement of barrier not shown, see Sheets No. 23 & 24.

For Theoretical Slab Haunching Diagram, see Sheet No. 20.

For Theoretical Bottom of Slab Elevations, see Sheet No. 20.

For details and locations of Slab Drains, see Sheet No. 19.

PLAN OF SLAB SHOWING REINFORCEMENT

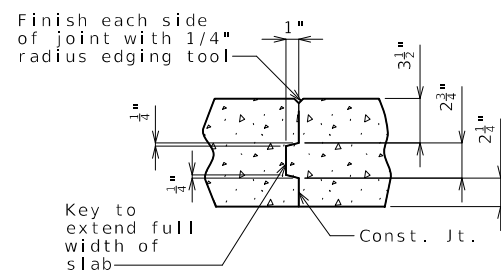


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ROUTE C	STATE MO
DISTRICT BR	SHEET NO. 21
COUNTY SCOTT	
JOB NO. J9S3727	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. A9506	

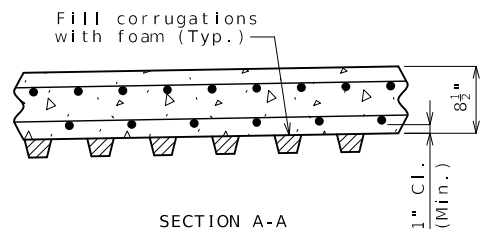
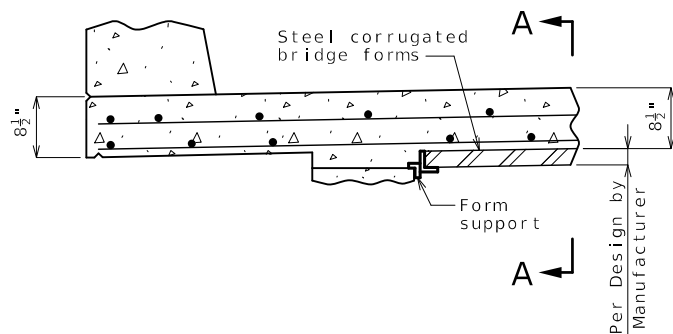
DESCRIPTION	DATE

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SLAB CONSTRUCTION JOINT



OPTIONAL STAY-IN-PLACE FORM DETAILS

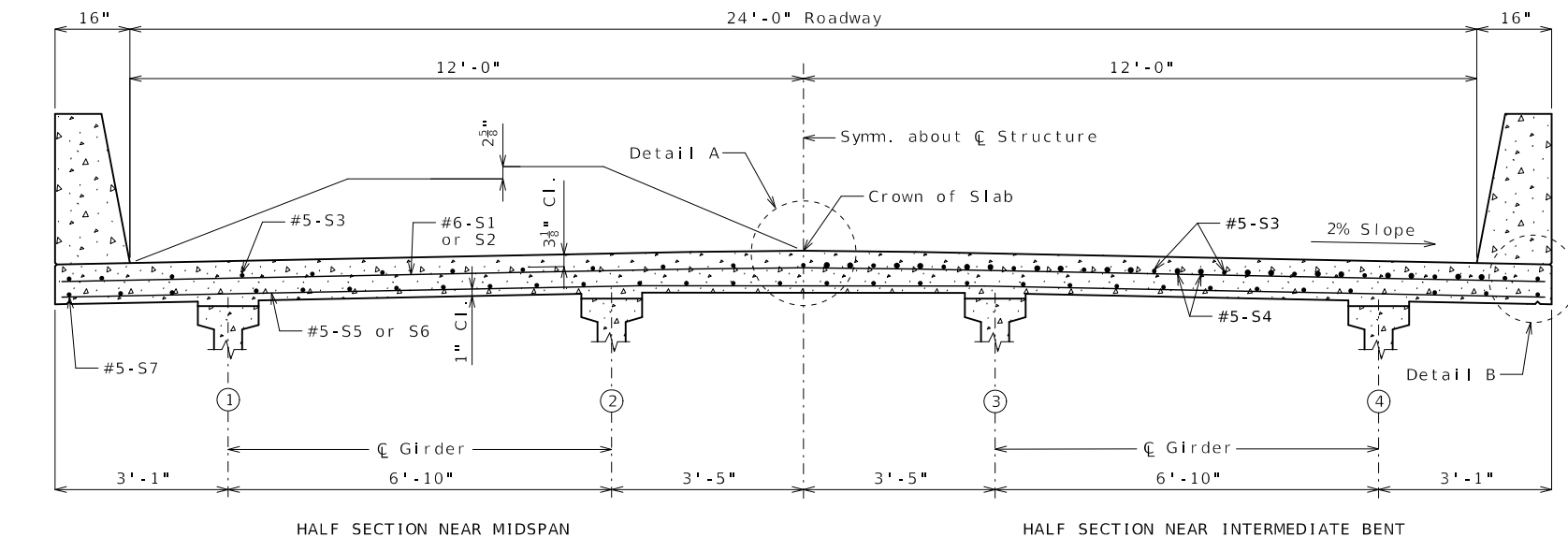
Stay-In-Place Forms:

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.

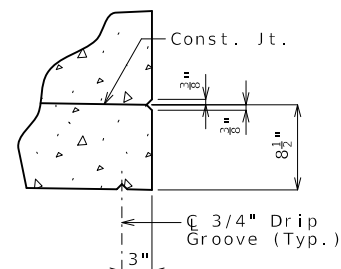
Corrugations of stay-in-place forms shall be filled with an expanded polystyrene material. The polystyrene material shall be placed in the forms with an adhesive in accordance with the manufacturer's recommendations.

Form sheets shall not rest directly on the top of girder 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. Drilling holes in the girder 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 supports.

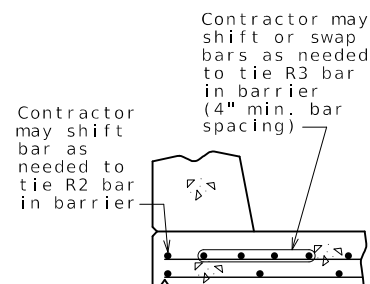
The design of stay-in-place corrugated steel forms is per manufacturer which shall be in accordance with Sec 703 for false work and forms. Maximum actual weight of corrugated steel forms allowed shall be 4 psf assumed for girder loading.



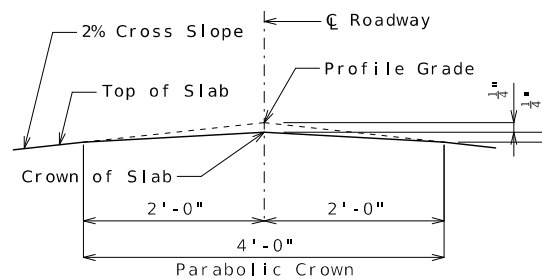
SECTION THRU SLAB



DETAIL B

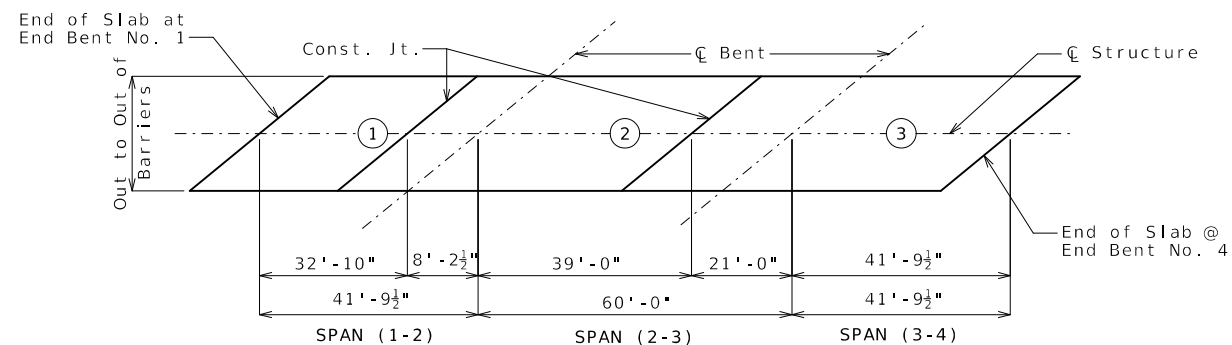


OPTIONAL SHIFTING
TOP BARS AT BARRIER



DETAIL A

SLAB DETAILS



	Sequence of Pours				Min. Rate of Pour Cu. Yds./Hr.
	Direction				With Retarder
Basic Sequence	1	2	3	4	25
	End to 2	1 to 3	2 to 4	3 to End	
Alternate pours to the basic sequence are subject to the approval of the engineer in accordance with Sec 703.					
Alternate A Pours	1 + 2		3	4	25
	End to 3		2 to 4	3 to End	
Alternate B Pours	1 + 2		3 + 4		25
	End to 3		2 to End		
Alternate C Pours	1 + 2 + 3 + 4				25
	End to End				

The contractor shall furnish an approved retarder to retard the set of the concrete to 2.5 hours, and shall pour and satisfactorily finish the slab pours at the rate given.

The concrete diaphragm at the intermediate bents and integral end bents shall be poured a minimum of 30 minutes and a maximum of 2 hours before the slab is poured.

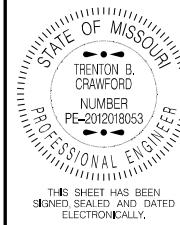
SLAB POURING SEQUENCE

Notes:

For reinforcement of barrier not shown, see Sheets No. 23 & 24.

For Theoretical Bottom of Slab Elevations, Girder Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. 20.

For Plan of Slab Showing Reinforcement, see Sheet No. 21.



DATE PREPARED
10/9/202

ROUTE	ST
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C	M
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DISTRICT	SHEET
55	2

BR	2
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COUNTY
SCOTT

SCOTT

JOB NO.
1053737

1933727
CONTRACT ID

CONTRACT ID:

PROJECT NO. _____

BRIDGE NO.

A9506

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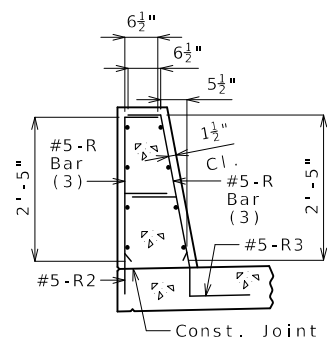
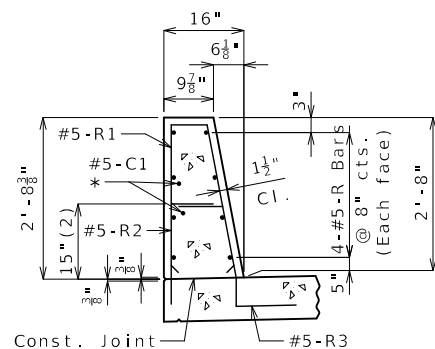
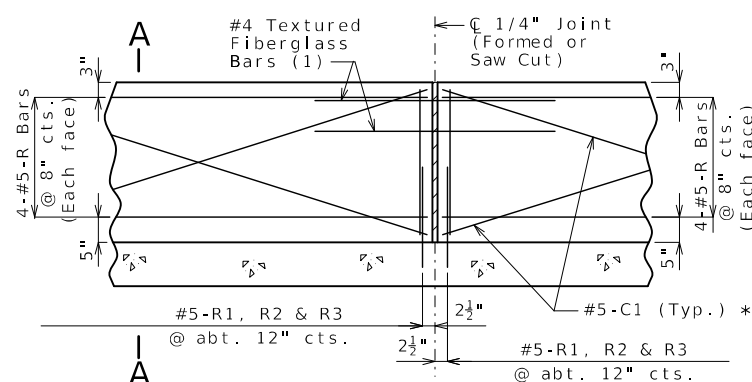
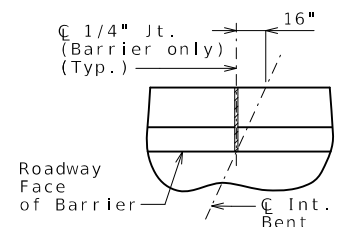
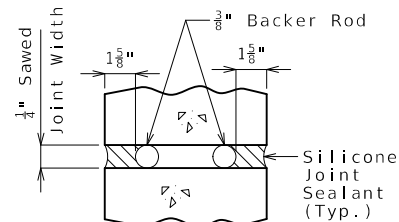
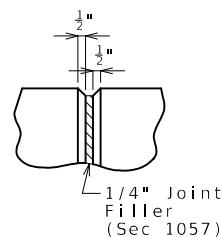
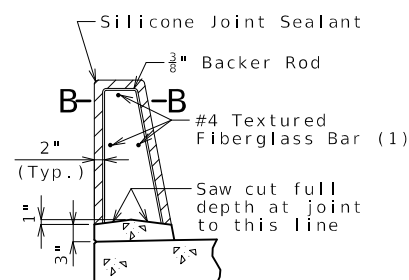
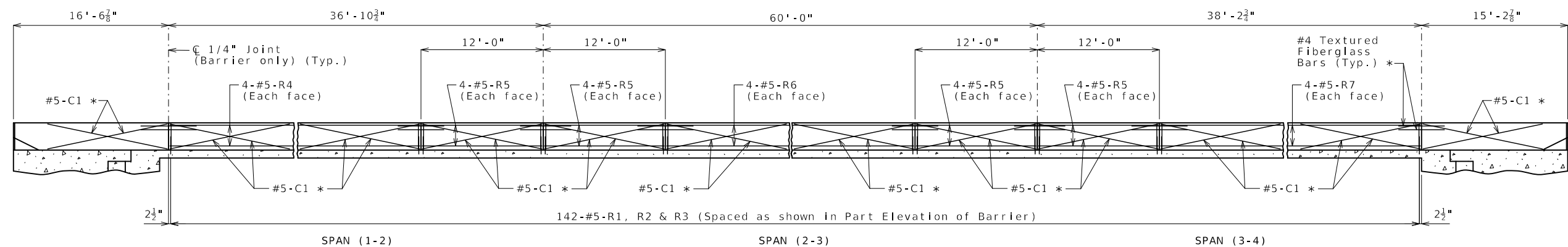
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General Notes:

* Slip-formed option only.

Conventional forming or slip forming may be used. Saw cut joints may be used with conventional forming.

Top of barrier shall be built parallel to grade and barrier joints (except at end bents) normal to grade.

All exposed edges of barrier shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.

Payment for all concrete and reinforcement, complete in place, will be considered completely covered by the contract unit price for Type H Barrier per linear foot.

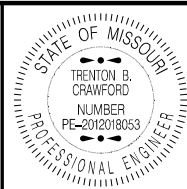
Concrete in barrier shall be Class B-1.

Measurement of barrier is to the nearest linear foot for each structure, measured along the outside top of slab from end of wing to end of wing.

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type H Barrier.

Joint sealant and backer rods shall be in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

For slip-formed option, both sides of barrier shall have a vertically broomed finish and the top shall have a transversely broomed finish.



THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY.

DATE PREPARED

10/9/2023	
ROUTE	STATE

C	MO
DISTRICT	SHEET NO.

BR	23
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SCOTT

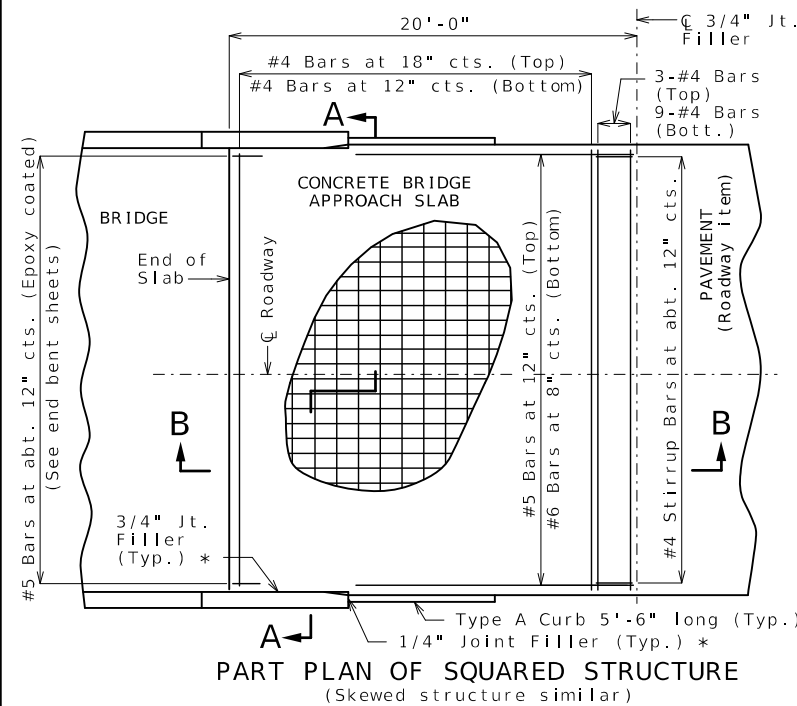
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1953727

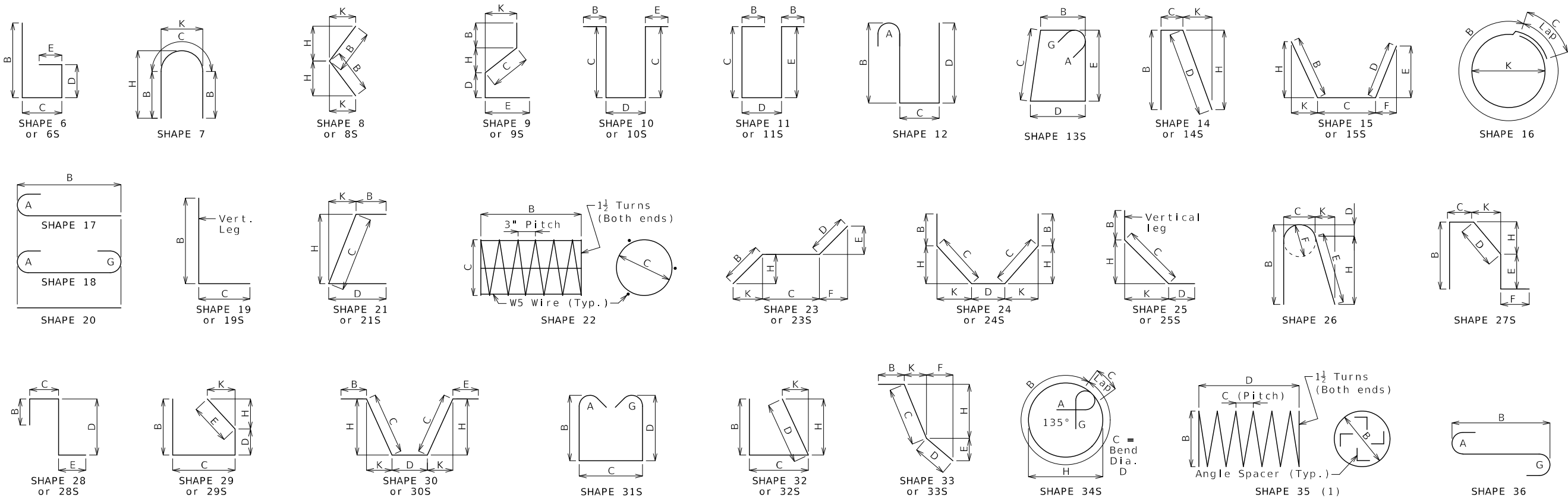
CONTRACT ID.

PROJECT NO.

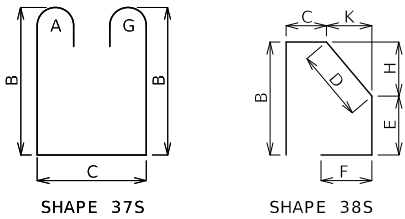
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Finished Bend Dimensions D and Hook Dimensions						
Standard Pin Bend Shapes						
Size	Case	D	A or G		J	
			90°	180°	180°	
#4	1	3"	8"	6"	4"	
#5	1	3 3/4"	10"	7"	5"	
#6	1	4 1/2"	12"	8 1/4"	6"	
#7	2	5 1/4"	14"	9 3/4"	7"	
	3	7"	15"	11 1/2"	8 3/4"	
#8	2	6"	16"	11"	8"	
	3	8"	17"	13 1/4"	10"	
#9	1	9 1/2"	19 1/2"	15 1/2"	11 3/4"	
#10	1	10 3/4"	22"	17 1/2"	13 1/4"	
#11	1	12"	24 1/2"	19 1/2"	14 7/8"	
#14	1	18 1/4"	31 1/4"	27 1/2"	21 5/8"	
#18	1	24"	41 1/2"	36 1/4"	28 1/2"	
Stirrup Pin Bend Shapes (S)						
Size	Case	D	A or G		H	J
			90°	135°	180°	135°
#4	2	2"	4 1/2"	4 1/2"	5"	2 7/8"
	3	3"	5"	5 1/4"	6"	3"
#5	2	2 3/4"	5 3/4"	5 3/4"	5 3/4"	3 3/4"
	3	3 3/4"	6 1/4"	6 1/4"	7"	3 7/8"
#6	1	4 1/2"	12"	7 3/4"	8 1/4"	4 7/8"
Applicable for all grades of steel.						
Case 1 applies to all reinforcement. Case 2 applies to all reinforcement except for galvanized bars. Case 3 applies to galvanized bars only.						



BENDING DIAGRAMS

All dimensions are out to out.

Shapes ending with an S shall be bent in accordance with stirrup pin bend shapes.

Unless otherwise noted, finished bending diameter D is the same for all bends of a shape.

(1) Shall be a deformed or plain spiral bar or wire.

Four angle or channel spacers are required for each column spiral. Spacers are to be placed on inside of spirals. Length and weight of column spirals do not include splices or spacers.

Reinforcing Steel Totals (Pounds)								
Size	Substructure		Superstructure			Entire Bridge		
	Plain	Epoxy	Slab		Barrier	Slip Form	Plain	Epoxy
			Plain	Epoxy				
W5	0	0	0	0	0	0	0	0
4	178	0	142	643	0	0	320	643
5	1,378	0	292	16,583	7,739	501	1,670	24,823
6	1,364	0	0	18,208	0	0	1,364	18,208
7	1,172	0	0	0	0	0	1,172	0
8	0	0	0	1,254	0	0	0	1,254
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0
By Type	4,092	0	434	36,688	7,739	501	4,526	44,928

All superstructure reinforcing steel shall be epoxy coated unless otherwise specified.

BENDING DIAGRAMS AND REINFORCING STEEL TOTALS

STATE OF MISSOURI

TRENTON B. CRAWFORD

NUMBER PE-2012018053

PROFESSIONAL ENGINEER

THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED 10/9/2025

ROUTE C STATE MO

DISTRICT BR SHEET NO. 26

COUNTY SCOTT

JOB NO. J9S3727

CONTRACT ID.


PROJECT NO.

BRIDGE NO. A9506

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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Bill of Reinforcing Steel																
No. Req.	Size/ Mark	Location	Codes			Dimensions								Nom. Length	Actual Length	Weight
			C	SH	V	ft	in.	ft	in.	ft	in.	ft	in.	ft	in.	lb
		Substructure														
		Int Bent 2														
19	6 D200	BEAM		20		2	6.00							2	6	71
14	6 H200	BEAM		10S				12.00	3	0.00				5	4	98
8	7 H201	BEAM		18		34	2.00							35	10	586
10	6 H202	BEAM		20		34	2.00							34	2	513
40	4 P200	CIP PILE		34S		2	6.75	2.00				9.75		3	6	89
32	5 U200	BEAM		13S		3	0.00	3	0.00	3	0.00	3	0.00	12	11	420
5	5 U201	BEAM		10S				3	0.00	3	0.00			9	8	46
8	5 U202	BEAM		10S				12.00	3	0.00				5	4	40
30	5 V200	CIP PILE		17		5	3.00							5	10	183
		Int Bent 3														
19	6 D300	BEAM		20		2	6.00							2	6	71
14	6 H300	BEAM		10S				12.00	3	0.00				5	4	98
8	7 H301	BEAM		18		34	2.00							35	10	586
10	6 H302	BEAM		20		34	2.00							34	2	513
40	4 P300	CIP PILE		34S		2	6.75	2.00				9.75		3	6	89
32	5 U300	BEAM		13S		3	0.00	3	0.00	3	0.00	3	0.00	12	11	420
5	5 U301	BEAM		10S				3	0.00	3	0.00			9	8	46
8	5 U302	BEAM		10S				12.00	3	0.00				5	4	40
30	5 V300	CIP PILE		17		5	3.00							5	10	183
		Superstructure														
		End Bent 1														
9	6 F100	WING BRACE	E	15S		20.00	6	11.75	20.00	7.75	18.50	7.75	18.50	10	4	140
9	6 F101	WING BRACE	E	15S		20.00	3	6.75	20.00	18.50	7.75	18.50	7.75	6	11	91
3	6 F102	DIAPHRAGM	E	21S			5	11.00	3	10.00		4	2.25	9	9	44
3	6 F103	DIAPHRAGM	E	15S		3	10.00	5	11.00			2	8.50	9	9	43
8	6 H100	BEAM	E	20		37	5.00							37	5	450
4	6 H101	BEAM	E	20		37	5.00							37	5	225
3	6 H102	DIAPHRAGM	E	20		8	8.00							8	8	39
6	6 H103	DIAPHRAGM	E	20		7	4.00							7	4	66
2	6 H104	DIAPHRAGM	E	20		3	9.00							3	9	11
4	6 H105	DIAPHRAGM	E	20		3	1.00							3	1	19
3	6 H106	DIAPHRAGM	E	20		37	5.00							37	5	169
4	6 H107	DIAPHRAGM	E	20		37	5.00							37	5	225
8	5 H108	STRAND TIE	E	23S		15.25	17.00	15.25	10.75	10.75	10.75	10.75	10.75	4	3	33
36	6 H109	WING	E	19S		12	0.50	12.00						13	1	698
16	8 H110	WING	E	19		13	6.00	17.00						14	11	627
32	4 P100	CIP PILE		34S		2	6.75	2.00				9.75		3	6	71
23	5 U100	BEAM	E	10S			5	2.00	3	10.50				14	3	336
8	4 U101	BEAM	E	10S			2	9.00	3	10.50				9	5	49
10	4 U102	BEAM	E	13S		3	10.50	2	9.00	3	10.50	2	9.00	14	13	92
29	5 U103	DIAPHRAGM	E	10S			2	11.00	3	2.00				9	8	265
29	6 U104	DIAPHRAGM	E	19S		2	1.00	3	10.50					6	5	254
46	6 U105	DIAPHRAGM	E	19S		2	10.00	5	3.00					8	1	547
24	5 U106	APPROACH NOTCH	E	19S		2	0.00	18.00						3	6	86
12	5 V100	BEAM	E	20		5	2.00							5	2	65
48	6 V101	WING	E	20		6	3.00							6	3	451
12	6 V102	DIAPHRAGM	E	20		2	1.00							2	1	38
24	5 V103	CIP PILE		17		5	3.00							5	10	146
		End Bent 4														
9	6 F400	WING BRACE	E	15S		20.00	6	11.75	20.00	7.75	18.50	7.75	18.50	10	4	140
9	6 F401	WING BRACE	E	15S		20.00	3	6.75	20.00	18.50	7.75	18.50	7.75	6	11	91
3	6 F402	DIAPHRAGM	E	21S			5	11.00	3	10.00		4	2.25	9	9	44
3	6 F403	DIAPHRAGM	E	15S		3	10.00	5	11.00			2	8.50	9	9	43
8	6 H400	BEAM	E	20		37	5.00							37	5	450

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. 26.

Detailed Aug. 2025
Checked Sep. 2025

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

BILL OF REINFORCING STEEL

Sheet No. 27 of 29

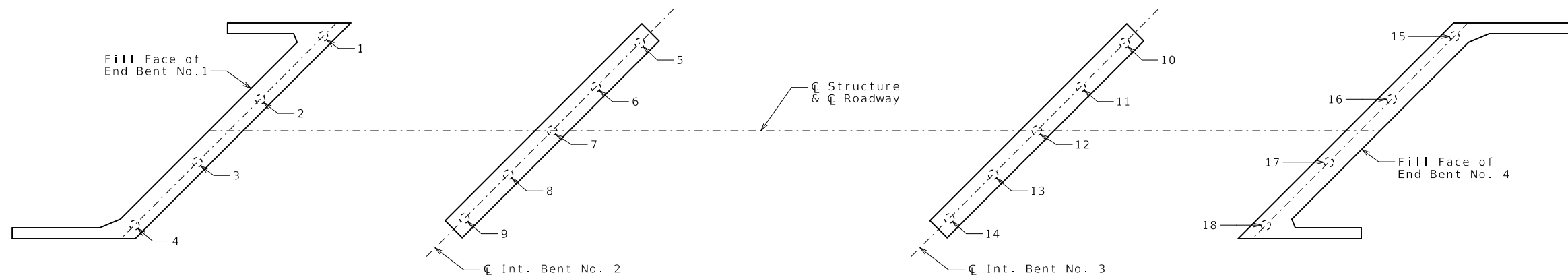
All bars shall be ASTM A706 Grade 60.

Codes: C = Required coatings, where E = Epoxy Coated and G = Galvanized.

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.

Bill of Reinforcing Steel																	
No. Req.	Size/ Mark	Location	Codes			Dimensions								Nom. Length	Actual Length	Weight	
						B	C	D	E	F	H	K					
			C	SH	V	ft	in.	ft	in.	ft	in.	ft	in.	ft	in.	lb	
4	6 H401	BEAM	E	20		37	5.00							37	5	225	
3	6 H402	DIAPHRAGM	E	20		8	8.00							8	8	39	
6	6 H403	DIAPHRAGM	E	20		7	4.00							7	4	66	
2	6 H404	DIAPHRAGM	E	20		3	9.00							3	9	11	
4	6 H405	DIAPHRAGM	E	20		3	1.00							3	1	19	
3	6 H406	DIAPHRAGM	E	20		37	5.00							37	5	169	
4	6 H407	DIAPHRAGM	E	20		37	5.00							37	5	225	
8	5 H408	STRAND TIE	E	23S		15.25	17.00	15.25	10.75	10.75	10.75	10.75	10.75	4	3	11	
36	5 H409	WING	E	19S		12	0.50	12.00						13	1	12	
16	8 H410	WING	E	19		13	6.00	17.00						14	11	14	
32	4 P400	CIP PILE		34S		2	6.75	2.00				9.75		3	6	3	
23	5 U400	BEAM	E	10S				5	2.00	3	10.50			14	3	14	
8	4 U401	BEAM	E	10S				2	9.00	3	10.50			9	5	9	
10	4 U402	BEAM	E	13S		3	10.50	2	9.00	3	10.50	2	9.00	14	13	9	
29	5 U403	DIAPHRAGM	E	10S				2	11.00	3	2.00			9	8	9	
29	6 U404	DIAPHRAGM	E	19S		2	1.00	3	10.50					6	5	10	
46	6 U405	DIAPHRAGM	E	19S		2	10.00	5	3.00					8	1	7	
24	5 U406	APPROACH NOTCH	E	19S		2	0.00	18.00						3	6	3	
12	5 V400	BEAM	E	20		5	2.00							5	2	5	
48	6 V401	WING	E	20		6	3.00							6	3	6	
12	6 V402	DIAPHRAGM	E	20		2	1.00							2	1	2	
24	5 V403	CIP PILE		17		5	3.00							5	10	5	
		Int Diaphragms															
24	4 H500	DIAPHRAGM	E	20		8	8.00							8	8	8	
12	6 H501	DIAPHRAGM	E	20		7	10.00							7	10	7	
12	6 H502	DIAPHRAGM	E	20		7	4.00							7	4	7	
8	5 H503	STRAND TIE	E	23S		15.25	17.00	15.25	10.75	10.75	10.75	10.75	10.75	4	3	11	
8	5 H504	STRAND TIE	E	23S		15.25	19.00					10.75	10.75	2	10	2	
32	5 U500	DIAPHRAGM	E	19S		2	7.75	11.50						3	7	3	
48	4 U501	DIAPHRAGM	E	28S			15.00	2	10.50	3	0.00			7	2	6	
24	6 U502	DIAPHRAGM	E	28S			22.00	2	10.50	3	0.00			7	9	7	
16	5 V500	DIAPHRAGM	E	20		3	2.00							3	2	3	
		Slab															
234	6 S1	SLAB	E	20		26	5.00							26	11	26	
98	6 S2	SLAB	E	20	2	26	0.00							26			
		Incr. = 6.000"				2	0.00							2	2	2	
69	5 S3	SLAB	E	20		49	5.00							49	5	49	
80	5 S4	SLAB	E	20		21	0.00							21		21	
156	5 S5	SLAB	E	20		26	5.00							26	5	26	
64	5 S6	SLAB	E	20	2	25	11.00							25	11	25	
		Incr. = 9.000"				2	8.00							2	8	2	
72	5 S7	SLAB	E	20		49	10.00							49	10	49	
		Barrier															
		Type H															
20	5 K1	BARRIER	E	27S		3	5.00	9.25	5.25	2	11.75		5.25	1.00	7	7	7
72	5 K2	BARRIER	E	27S		3	5.00	9.25	14.50	2	2.75		14.25	2.75	7	11	7
8	5 K3	BARRIER	E	27S		22.50	9.25	14.50	7.75	12.00		14.25	2.75	5	6	5	
92	5 K4	BARRIER	E	19S		2	5.00	10.00						3	11	3	
20	5 K5	BARRIER	E	38S				19.25	9.50	8.25		18.75	4.25	3	11	3	
72	5 K6	BARRIER	E	21S			2	5.00	10.00			2	4.25	6.00	3	11	3
28	5 K7	BARRIER	E	20		16	3.00							16	3	16	
28	5 K8	BARRIER	E	20		14	11.00							14	11	14	
282	5 R1	BARRIER	E	14S		2	5.00	6.50	2	5.50		2	5.00	5.50	5	5	5
282	5 R2	BARRIER	E	19S		20.50	9.50							2	6	2	
282	5 R3	BARRIER	E	27S			9.50	15.25	5.00	12.00		15.00	3.00	3	6	3	
16	5 R4	BARRIER	E	20		36	7.00							36	7	36	
32	5 R5	BARRIER	E	20		11	9.00							11	9	11	
16	5 R6	BARRIER	E	20		35	9.00							35	9	35	
16	5 R7	BARRIER	E	20		37	11.00							37	11	37	
		Slip-Form															
40	5 C1	SLIP FORM	E	20		12	0.00							12	12		



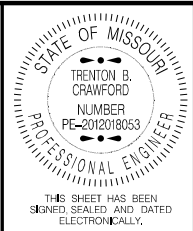
PART PLAN SHOWING PILE NUMBERING FOR RECORDING AS-BUILT PILE DATA

As-Built Pile Data					
Pile No.	Length in Place (ft)	PDA Nom. Axial Compressive Resistance (kips)	PDA End of Drive Blow Count (blows/in.)	Actual End of Drive Blow Count (blows/in.)	Remarks
					End Bent No. 1
1					
2					
3					
4					
					Int. Bent No. 2
5					
6					
7					
8					
9					

Note:
Indicate in remarks column:
A. Pile type and grade
B. Batter
C. Driven to practical refusal
D. PDA test pile
E. Minimum tip elevation controlled
(Use when actual blow count is less than PDA blow count due to minimum tip elevation requirement. A plus sign (+) shall be placed after the PDA nominal axial compressive resistance value indicating actual value is higher than PDA value.)

This sheet to be completed by MoDOT construction personnel.


As-Built Pile Data					
Pile No.	Length in Place (ft)	PDA Nom. Axial Compressive Resistance (kips)	PDA End of Drive Blow Count (blows/in.)	Actual End of Drive Blow Count (blows/in.)	Remarks
					Int. Bent No. 3
10					
11					
12					
13					
14					
					End Bent No. 4
15					
16					
17					
18					

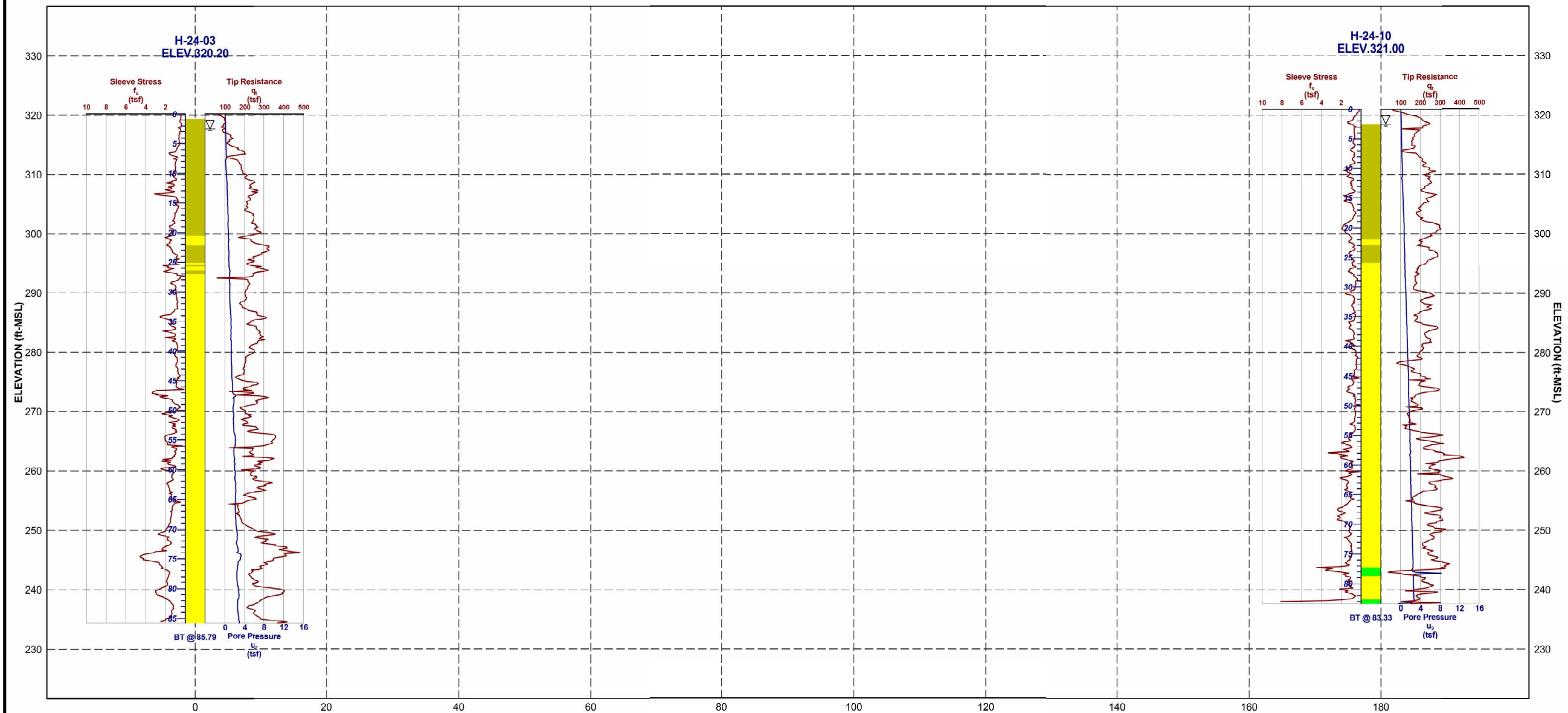


DATE PREPARED	
10/9/2025	
ROUTE	STATE
C	MO
DISTRICT	SHEET NO.
BR	28
COUNTY	
SCOTT	
JOB NO.	
J953727	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
A9506	

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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



SUBSURFACE PROFILE

PROJECT: Bridge Replacement

LOCATION: 2 Miles East of Morley

PROJECT NUMBER

J9S3727

DATE

1/29/25



THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY.

DATE PREPARED

10/9/2025

ROUTE STATE

C MO

DISTRICT SHEET NO.

BR 29

COUNTY

SCOTT

JOB NO.

J9S3727

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A9506

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-273-6636)

MoDOT

BORING DATA

Note: For locations of borings, see Sheet No. 1.

Detailed Apr. 2025
Checked Aug. 2025

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

Sheet No. 29 of 29

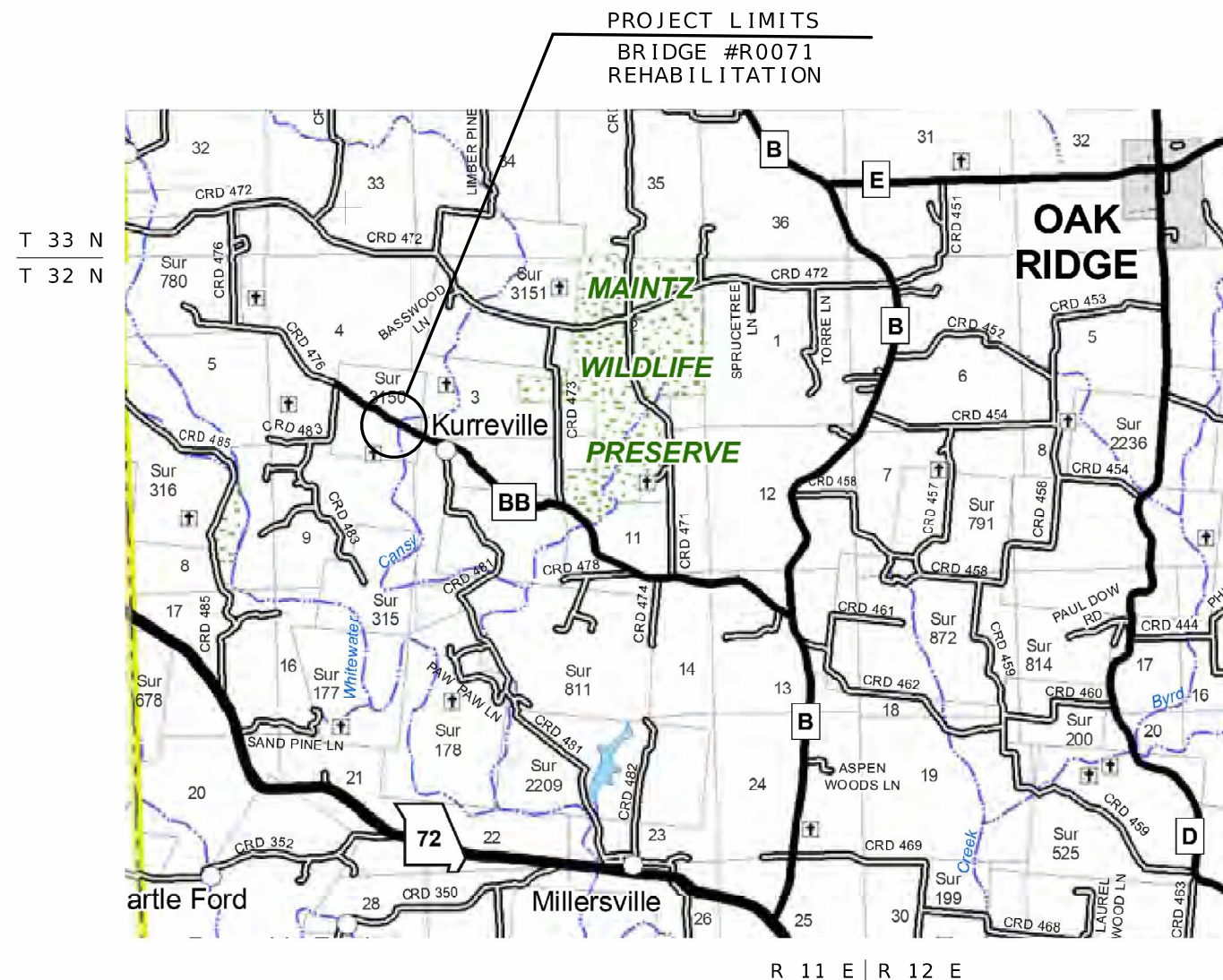
A.A.D.T. - 2026 = 412
A.A.D.T. - 2046 = 474
D.H.V. = 7.3%
T = 10.1%
V = 55 M.P.H.
D (E/W) = 50.0% / 50.0%

NO NEW RIGHT OF WAY

	EXISTING	NEW
BUILDINGS AND STRUCTURES		
GUARD RAIL		
GUARD CABLE		
CONCRETE RIGHT-OF-WAY MARKER		
STEEL RIGHT-OF-WAY MARKER		
LOCATION SURVEY MARKER		
UTILITIES		
FIBER OPTICS	— FO —	— FO —
OVERHEAD CABLE TV	— OTV —	— OTV —
UNDERGROUND CABLE TV	— UTV —	— UTV —
OVERHEAD TELEPHONE	— OT —	— OT —
UNDERGROUND TELEPHONE	— UT —	— UT —
OVERHEAD POWER	— OE —	— OE —
UNDERGROUND POWER	— UE —	— UE —
SANITARY SEWER	— S —	— S —
STORM SEWER	— SS —	— SS —
GAS	— G —	— G —
WATER	— W —	— W —
MANHOLE		
FIRE HYDRANT		
WATER VALVE		
WATER METER		
DROP INLET		
DITCH BLOCK		
GROUND MOUNTED SIGN		
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL		
FENCE		
CHAIN LINK		
WOVEN WIRE		
GATE POST		
BENCHMARK		

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PLANS FOR PROPOSED
STATE HIGHWAY

CAPE GIRARDEAU COUNTY



INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET -----	1
TYPICAL SECTIONS (TS) (1 SHEET)----	2
QUANTITIES (QU) (2 SHEETS)-----	3
PLAN-PROFILE (PP)-----	4
COORDINATE POINTS (CP)-----	5
SPECIAL SHEETS (SS)-----	6-8
TRAFFIC CONTROL SHEETS (TC)-----	9
SIGNING (SN)-----	10
BRIDGE DRAWINGS (B)	
R00711-----	1-11



Seiji Shimbo

09/25/2025 1:37:31 PM
SEJI SHIMBO - CIVIL
MO-PE-2017019046

DATE PREPARED

9/25/2025	
ROUTE	STATE

BB	MO
DISTRICT	SHEET NO.

SE	1
COUNTY	

CAPE GIRARDEAU
JOB NO.

JOB NO:	J9S3776
CONTRACT ID	

CONTRACT ID:
PROJECT NO:

PROJECT NO.
BRIDGE NO.

BRIDGE NO.							

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ON	COL	02	36)
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CAPITOL HILL
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SOURCE



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11/11/2016

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10/10/2014

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11/11/2016

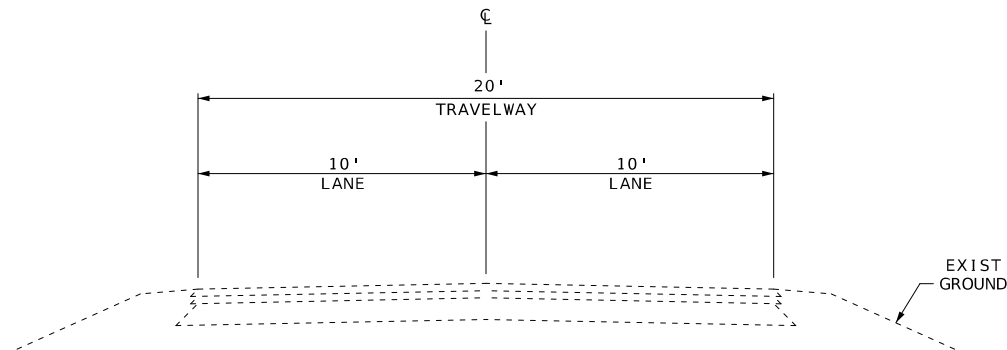
11

11

11/11/2016

REV

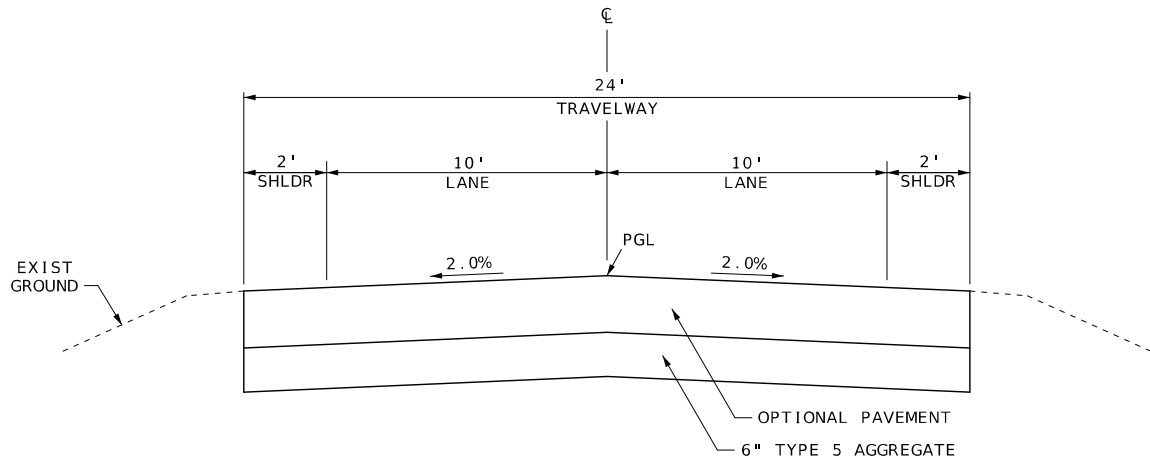
REV.



EXISTING TYPICAL SECTION
RTE BB

STA 25+61.73 TO STA 27+73.56

BR R0071
STA 25+81.73 TO STA 27+53.56



TYPICAL SECTION
RTE BB

STA 25+61.73 TO STA 27+73.56

BR R00711
STA 25+81.73 TO STA 27+53.56

OPTIONAL PAVEMENT
1) 2" BP-1 PG 64-22 OVER 8" PMBB PG 64-22
2) 8" PCCP

NOTE:
ANY EXIST PAVT SHOWN IS FOR INFORMATIONAL PURPOSES ONLY.
LAYERS MAY VARY FROM TYPICAL SECTIONS.

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.



Seiji Shimbo
REGISTERED PROFESSIONAL ENGINEER
SEIJI SHIMBO - CIVIL
MO-PE-2017019046

DATE PREPARED
9/22/2025

ROUTE BB	STATE MO
DISTRICT SE	SHEET NO. 2

COUNTY
CAPE GIRARDEAU

JOB NO.
J9S3776

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)

TYPICAL SECTION
SHEET 1 OF 1

SIGN	SIZE IN.	AREA SQ. FT.	QTY EACH	TOTAL AREA SQ. FT.	RELOC EACH	TOTAL RELOC SQ. FT.	SIGN NO.	DESCRIPTION	SIGN	SIZE IN.	AREA SQ. FT.	QTY EACH	TOTAL SQ. FT.	QTY RELOC EACH	TOTAL RELOC SQ. FT.	SIGN NO.	DESCRIPTION	ITEM NUMBER	TOTAL QTY	EFFECTIVE: 07-01-2025		
WARNING SIGNS									GUIDE SIGNS											DESCRIPTION		
WO1-1L	48X48	16.00						TURN (SYMBOL LEFT)	E05-1	36X48	12.00						GORE EXIT	6122008		IMPACT ATTENUATOR 40 MPH (SAND BARRELS)		
WO1-1R	48X48	16.00						TURN (SYMBOL RIGHT)	E05-2	48X36	12.00						EXIT OPEN	6122009		IMPACT ATTENUATOR 45 MPH (SAND BARRELS)		
WO1-2L	48X48	16.00						CURVE (SYMBOL LEFT)	E05-2a	48X36	12.00						EXIT CLOSED	6122010		IMPACT ATTENUATOR 50 MPH (SAND BARRELS)		
WO1-2R	48X48	16.00						CURVE (SYMBOL RIGHT)	GO20-1	60X24	10.00						ROAD WORK NEXT XX MILES	6122012		IMPACT ATTENUATOR 55 MPH (SAND BARRELS)		
WO1-3L	48X48	16.00						REVERSE TURN (SYMBOL LEFT)	GO20-2	48X24	8.00						END ROAD WORK	6122014		IMPACT ATTENUATOR 60 MPH (SAND BARRELS)		
WO1-3R	48X48	16.00						REVERSE TURN (SYMBOL RIGHT)	GO20-4	36X18	4.50						PILOT CAR FOLLOW ME	6122017		IMPACT ATTENUATOR 65 MPH (SAND BARRELS)		
WO1-4L	48X48	16.00						REVERSE CURVE (SYMBOL LEFT)	GO20-4a	42X30	8.75						PILOT CAR IN USE WAIT & FOLLOW	6122019		IMPACT ATTENUATOR 70 MPH (SAND BARRELS)		
WO1-4R	48X48	16.00						REVERSE CURVE (SYMBOL RIGHT)	GO20-4a	18X12	1.50						PILOT CAR IN USE WAIT & FOLLOW	6122020		REPLACEMENT SAND BARREL		
WO1-4bL	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT)	GO20-5aP	36X24	6.00						WORK ZONE (PLAQUE)	6122030		IMPACT ATTENUATOR (RELOCATION)		
WO1-4bR	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-8a	24X18	3.00						END DETOUR	6122040		WORK ZONE CRASH CUSHION (NARROW)		
WO1-4cL	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4-9L	48X36	12.00						DETOUR (LEFT)	6122041		WORK ZONE CRASH CUSHION (RELOCATION)		
WO1-4cR	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-9R	48X36	12.00						DETOUR (RIGHT)	6123001		TRUCK MOUNTED ATTENUATOR (TMA)		
WO1-6	60X30	12.50						HORIZONTAL ARROW (SYMBOL)	MO4-9P	48X12	4.00						STREET NAME (PLAQUE)	6161012		BUOYS (BOATS KEEP OUT)		
WO1-6a	72X36	18.00						HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	MO4-10L	48X18	6.00						DETOUR ARROW (LEFT)	6161013		BUOYS (NO WAKE)		
WO1-7	60X30	12.50						DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4-10L	48X18	6.00						DETOUR ARROW (LEFT)	6161014		SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)		
WO1-7a	72X36	18.00						DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	MO4-10R	48X18	6.00						DETOUR ARROW (RIGHT)	6161020		CHANNELIZER (DRUM-LIKE)		
									REGULATORY SIGNS									6161022		CHANNELIZER (CONE)		
WO1-8	18X24	3.00						CHEVRON (SYMBOL)	R1-1	48X48	13.25						STOP	6161025		CHANNELIZER (TRIM-LINE)		
WO1-8a	30X36	7.50						CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2	48TRI.	6.93						YIELD	6161026		CHANNELIZER (VERTICAL PANEL)		
WO3-1	48X48	16.00						STOP AHEAD (SYMBOL)	R1-2a	36X36	9.00						TO ONCOMING TRAFFIC (PLAQUE)	6161030	10	TYPE 3 MOVEABLE BARRICADE		
WO3-2	48X48	16.00						YIELD AHEAD (SYMBOL)	R1-3P	30X12	2.50						ALL WAY (PLAQUE)	6161033		DIRECTION INDICATOR BARRICADE		
WO3-3	48X48	16.00						SIGNAL AHEAD (SYMBOL)	R2-1	36X48	12.00						SPEED LIMIT XX	6161034		FLASHING ARROW PANEL		
WO3-4	48X48	16.00						BE PREPARED TO STOP	R3-1	48X48	16.00						NO RIGHT TURN (SYMBOL)	6161047		TYPE 3 OBJECT MARKER		
WO3-5	48X48	16.00						SPEED LIMIT AHEAD	R3-2	48X48	16.00						NO LEFT TURN (SYMBOL)	6161055		SEQUENTIAL FLASHING WARNING LIGHT		
WO4-1L	48X48	16.00						MERGE (SYMBOL FROM LEFT)	R3-3	36X36	9.00						NO TURNS	6161070		TUBULAR MARKER		
WO4-1R	48X48	16.00						MERGE (SYMBOL FROM RIGHT)	R3-4	48X48	16.00						NO U-TURN (SYMBOL)	6161095		RADAR SPEED ADVISORY SYSTEM		
WO4-1aL	48X48	16.00						MERGE (LEFT)	R3-7L	30X30	6.25						LEFT LANE MUST TURN LEFT	6161096		CHANGEABLE MESSAGE SIGN, COMMISSION FURNISHED/RETAINED		
WO4-1aR	48X48	16.00						MERGE (RIGHT)	R3-7R	30X30	6.25						RIGHT LANE MUST TURN RIGHT			COMMISSION FURNISHED/RETAINED		
WO5-1	48X48	16.00						ROAD/BRIDGE/RAMP NARROWS	R4-1	36X48	12.00						DO NOT PASS	6161098A	2	CHANGEABLE MESSAGE SIGN WITHOUT COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO5-3	48X48	16.00						ONE LANE BRIDGE	R4-2	36X48	12.00						PASS WITH CARE			INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO5-5	48X48	16.00						NARROW LANES	R4-7a	36X48	12.00						KEEP RIGHT (HORIZONTAL ARROW)	6161099		CHANGEABLE MESSAGE SIGN WITH COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO6-1	48X48	16.00						DIVIDED HIGHWAY (SYMBOL)	R4-8a	36X48	12.00						KEEP LEFT (HORIZONTAL ARROW)			INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO6-2	48X48	16.00						DIVIDED HIGHWAY END (SYMBOL)	R5-1	30X30	6.25						DO NOT ENTER	6162000A		WORK ZONE TRAFFIC SIGNAL SYSTEM		
WO6-3	48X48	16.00						TWO WAY TRAFFIC (SYMBOL)	R5-1a	36X24	6.00						WRONG WAY	6162002		TEMPORARY LONG-TERM RUMBLE STRIPS		
WO7-3a	30X24	5.00						NEXT XX MILES (PLAQUE)	R6-1L	54X18	6.75						ONE WAY ARROW (LEFT)	6173600D		TEMPORARY TRAFFIC BARRIER, CONTRACTOR FURNISHED/RETAINED		
WO8-1	48X48	16.00						BUMP	R6-1R	54X18	6.75						ONE WAY ARROW (RIGHT)			CONTRACTOR FURNISHED/RETAINED		
WO8-2	48X48	16.00						DIP	R6-2L	24X30	5.00						ONE WAY (LEFT)			TEMP. TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED/RETAINED		
WO8-3	48X48	16.00						PAVEMENT ENDS	R6-2R	24X30	5.00						ONE WAY (RIGHT)	6173700B		CONTRACTOR FURNISHED/RETAINED		
WO8-4	48X48	16.00						SOFT SHOULDER	R9-9	24X12	2.00						SIDEWALK CLOSED			TEMP. TRAFFIC BARRIER STIFFNESS TRANSITION CONTRACTOR FURNISHED/RETAINED		
WO8-5	48X48	16.00						SLIPPERY WHEN WET (SYMBOL)	R9-11L	24X18	3.00						SIDEWALK CLOSED AHEAD, (ARROW LEFT) CROSS HERE	6173706		TEMP. TRAFFIC BARRIER HEIGHT TRANSITION, CONTRACTOR FURNISHED/RETAINED		
WO8-6	48X48	16.00						TRUCK CROSSING	R9-11R	24X18	3.00						SIDEWALK CLOSED AHEAD, (ARROW RIGHT) CROSS HERE			RELOCATING TEMPORARY TRAFFIC BARRIER		
WO8-6c	48X48	16.00						TRUCK ENTRANCE	R10-6	24X36	6.00						STOP HERE ON RED (45° ARROW)	6175011B		RELOCATING TEMP. TRAFFIC BARRIER ANCHORED		
WO8-7	36X36	9.00						LOOSE GRAVEL	R11-2	48X30	10.00	2	20.00				ROAD CLOSED	6175013		RELOCATING TEMP. TRAFFIC BARRIER STIFFNESS		
WO8-7a	36X36	9.00						FRESH OIL / LOOSE GRAVEL	R11-3a	60X30	12.50						ROAD CLOSED XX MILES AHEAD	6175020A		RELOCATING TEMP. TRAFFIC BARRIER HEIGHT		
WO8-9	48X48	16.00						LOW SHOULDER	R11-4	60X30	12.50						LOCAL TRAFFIC ONLY	6208064A		TEMPORARY RAISED PAVEMENT MARKER		
WO8-11	48X48	16.00						UNEVEN LANES	R11-4	60X30	12.50						ROAD CLOSED TO THRU TRAFFIC	9029400		TEMPORARY TRAFFIC SIGNALS		
WO8-12	48X48	16.00						NO CENTER LINE	CONST-3A	60X48	20.00						FINE SIGN	9029401		TEMPORARY TRAFFIC SIGNALS AND LIGHTING		
WO8-15	48X48	16.00						GROOVED PAVEMENT	CONST-3X	56X12	4.67						SPEEDING/PASSING (PLATE)					
WO8-15P	30X24	5.00						MOTORCYCLE (PLAQUE)														
WO8-17L	48X48	16.00						SHOULDER DROP-OFF (SYMBOL LEFT)														
WO8-17R	48X48	16.00						SHOULDER DROP-OFF (SYMBOL RIGHT)														
WO8-17P	30X24	5.00						SHOULDER DROP-OFF (PLAQUE)														
W10-1	42RND.	9.62						RAILROAD CROSSING														
WO12-1	24X24	4.00						DOUBLE DOWN ARROW (SYMBOL)														
WO12-2	48X48	16.00						LOW CLEARANCE (SYMBOL)														
WO12-2x	24X18	3.00						LOW CLEARANCE (PLAQUE)														
WO12-2a	84X24	14.00						OVERHEAD LOW CLEARANCE (FEET AND INCHES)														
WO12-4	120X60	50.00						LOW CLEARANCE XX FT XX IN XX MILES AHEAD														
WO12-5	120X60	50.00						WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD														
WO13-1	30X30	6.25						ADVISORY SPEED (PLAQUE)														
WO16-2	30X24	5.00						XXX FEET (PLAQUE)														
WO16-3	30X24	5.00						X MILE (PLAQUE)														
WO20-1	48X48	16.00						ROAD/BRIDGE/RAMP WORK AHEAD														
WO20-2	48X48	16.00						DETOUR AHEAD														
WO20-3	48X48	16.00	4	64.00				ROAD CLOSED AHEAD														
WO20-4	48X48	16.00						ONE LANE ROAD AHEAD														
WO20-5	48X48	16.00						RIGHT/CENTER/LEFT LANE CLOSED AHEAD														
WO20-5a	48X48	16.00						2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD														
WO20-6a	48X48	16.00						RIGHT/CENTER/LEFT LANE CLOSED														
WO20-7a	48X48	16.00						FLAGGER (SYMBOL)														
WO21-2	36X36	9.00						FRESH OIL														
WO21-5	48X48	16.00						SHOULDER WORK / SHOULDER WORK AHEAD														
WO22-1	48X48	16.00						BLASTING ZONE AHEAD														
WO22-2	42X36	10.50						TURN OFF 2-WAY RADIO AND PHONE														
WO22-3	42X36	10.50						END BLASTING ZONE														
GO22-1	21X15	2.19						WET PAINT (ARROW PIVOTS)														

STATE OF MISSOURI
SEIJI SHIMBO
NUMBER
PE-2017019046
PROFESSIONAL ENGINEER
VERIFIED 04/23/2024
SEIJI SHIMBO - CIVIL
MO-PE-2017019046

Seiji Shimbo

DATE PREPARED
9/22/2025

ROUTE
BB
STATE
MO

DISTRICT
SE
SHEET NO.
3

COUNTY
CAPE GIRARDEAU

JOB NO.
J953776

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)

MODOT

QUANTITY SHEET
SHEET 2 OF 2

616-10.05
CONSTRUCTION SIGNS

616-10.10
RELOCATED SIGNS

TOTAL
148

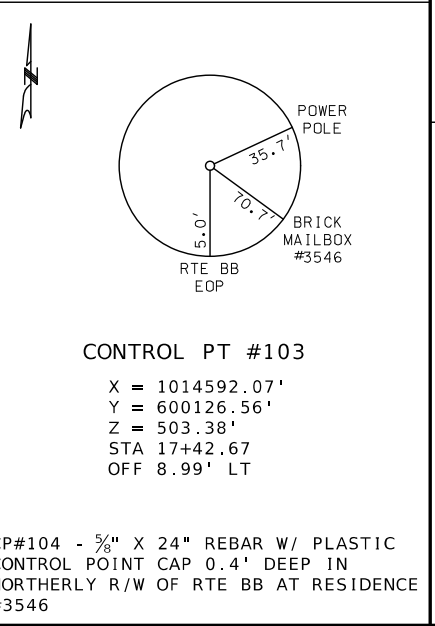
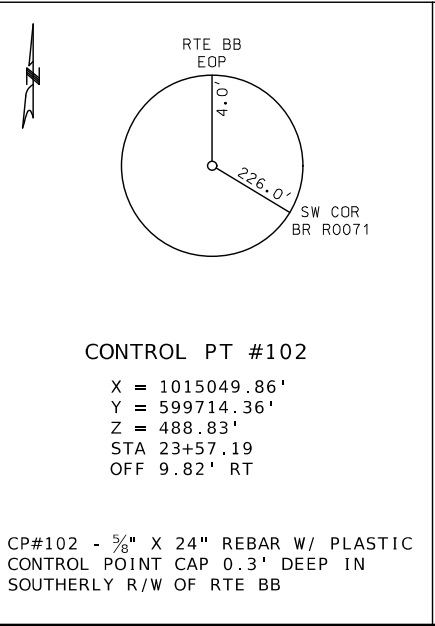
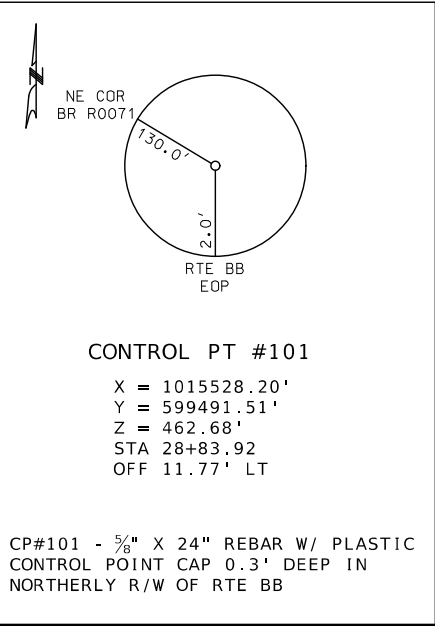
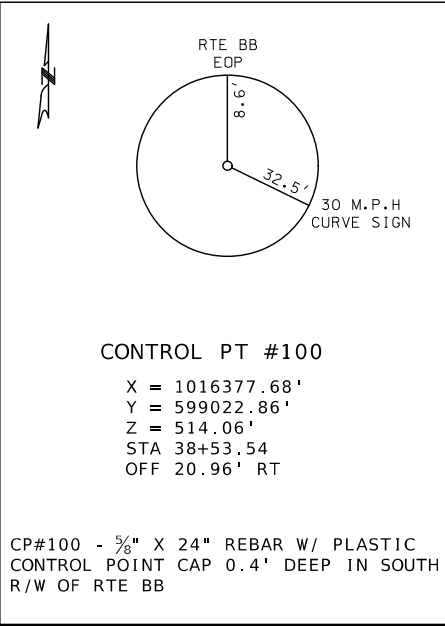
TOTAL

* NO DIRECT PAY FOR RELOCATION OF TEMPORARY TRAFFIC CONTROL OR DEVICES.



COORDINATE POINT LISTING								
SHEET NO	STATION	LOCATION	OFFSET (USFT)	MODIFIED STATE PLANE (GROUND)			DESCRIPTION	GPK POINT ID
				NORTHING (US SURVEY FT)	EASTING (US SURVEY FT)	ELEVATION (US SURVEY FT)		
PROJECT CONTROL POINTS								
	38+53.54	RTE BB	20.96' RT	599022.86	1016377.68	514.06	5/8" REBAR W/ PLASTIC CAP 0.4' DEEP IN SOUTH R/W OF ROUTE BB	CP100
4	28+83.92	RTE BB	11.77' LT	599491.51	1015528.20	462.68	5/8" REBAR W/ PLASTIC CAP 0.3' DEEP IN NORTHERLY R/W OF ROUTE BB	CP101
4	23+57.19	RTE BB	9.82' RT	599714.36	1015049.86	488.83	5/8" REBAR W/ PLASTIC CAP 0.3' DEEP IN SOUTHERLY R/W OF ROUTE BB	CP102
	17+42.67	RTE BB	8.99' LT	600126.56	1014592.07	503.38	5/8" REBAR W/ PLASTIC CAP 0.4' DEEP IN NORTHERLY R/W OF ROUTE BB AT RESIDENCE #3546	CP103
ALIGNMENTS								
	14+40.62	RTE BB		600225.48	1014305.93		BEGIN RTE BB	
	15+82.32	RTE BB		600185.27	1014441.80		PC	
	18+55.82	RTE BB		600049.15	1014676.03		PT	
	21+11.90	RTE BB		599871.80	1014860.75		PC	
4	24+47.29	RTE BB		599678.90	1015133.66		PT	
	40+59.99	RTE BB		598947.97	1016571.21		PC	
	42+67.69	RTE BB		598871.08	1016763.84		PT	
	43+70.19	RTE BB		598841.85	1016862.09		POT	
	43+70.50	RTE BB		598841.76	1016862.38		STATION EQUATION: STA 43+70.50 BK = STA 53+22.80 AH	
	57+69.89	RTE BB		598714.26	1017290.91		END RTE BB	

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 MULTIPLY THE PROJECT COORDINATES BY THE AVERAGE GRID FACTOR AS SHOWN IN THE "REFERENCE CONTROL INFORMATION" PORTION OF THIS TABLE.	
PROJECT COORDINATE INFORMATION	
COORDINATE SYSTEM	MO SPC 83
HORIZONTAL DATUM	NAD83(2011)
VERTICAL DATUM	NAVD88
GEOID MODEL	2018
ELEVATIONS DETERMINED BY	DIFFERENTIAL LEVELING
PROJECT PROJECTION FACTOR	1.000042168464
REFERENCE CONTROL INFORMATION	
COORDINATE SYSTEM	MO SPC 83
CONTROL STATION	MOPT
DESIGNATION	MODOT PATTON CORS ARP
CORS_ID	MOPT
PID	DR7391
LATITUDE	373127.91539
LONGITUDE	900047.19032
NORTHING (M)	187761.6660
EASTING (M)	293036.8440
ZONE	EAST
PROJECT AVERAGE GRID FACTOR	0.999957833
EXAMPLE OF PROJECT COORDINATE TO S.P.C.	
PROJECT NORTHING X AVERAGE GRID FACTOR = STATE PLANE NORTHING PROJECT EASTING X AVERAGE GRID FACTOR = STATE PLANE EASTING EXAMPLE: CONTROL POINT #100 N 599022.856 X 0.999957833 = N 598997.597 E 1016377.682 X 0.999957833 = E 1016334.825	
LINEAR UNIT CONVERSION	
1 METER = 3.280833333 US SURVEY FEET (USFT)	



STATE OF MISSOURI

SEI SHIMBO

NUMBER

PE-2017019046

PROFESSIONAL ENGINEER

Seiji Shimbo

REGISTERED PROFESSIONAL ENGINEER

SEI SHIMBO - CIVIL

MO-PE-2017019046

DATE PREPARED

9/22/2025

ROUTE

BB

DISTRICT

SE

STATE

MO

SHEET NO.

5

COUNTY

CAPE GIRARDEAU

JOB NO.

19S3776

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)

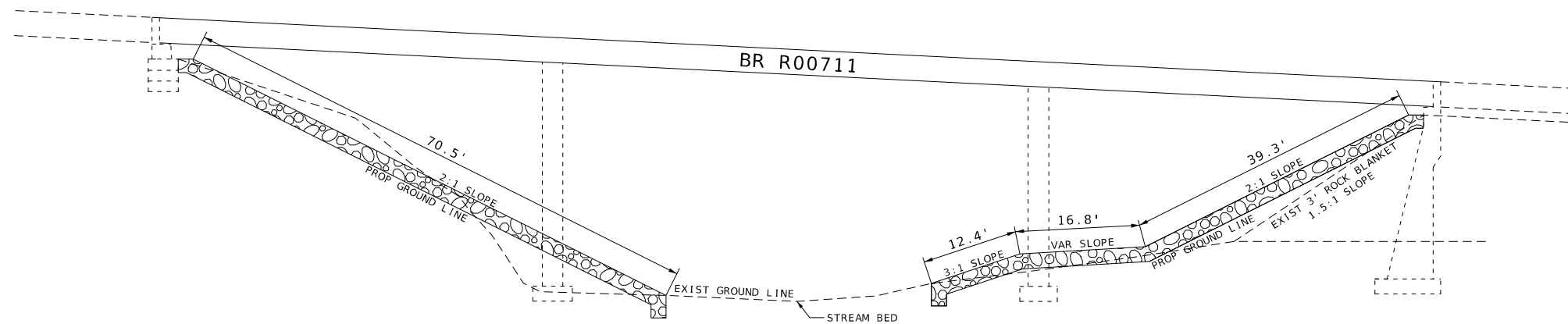
REFERENCE CONTROL INFORMATION

COORDINATE POINTS

CONTROL POINTS

SHEET 1 OF 1

DRAWING NOT TO SCALE



GRADING LIMITS AROUND FOOTINGS DETAIL



Seiji Shimbo

DATE PREPARED

9/22/2025

ROUTE	STATE
BB	MO

DISTRICT	SHEET NO.
SE	6

COUNTY

CAPE GIRARDEAU

JOB NO.

J9S3776

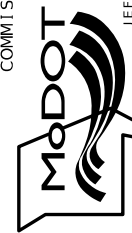
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PROJECT NO.

BRIDGE NO.

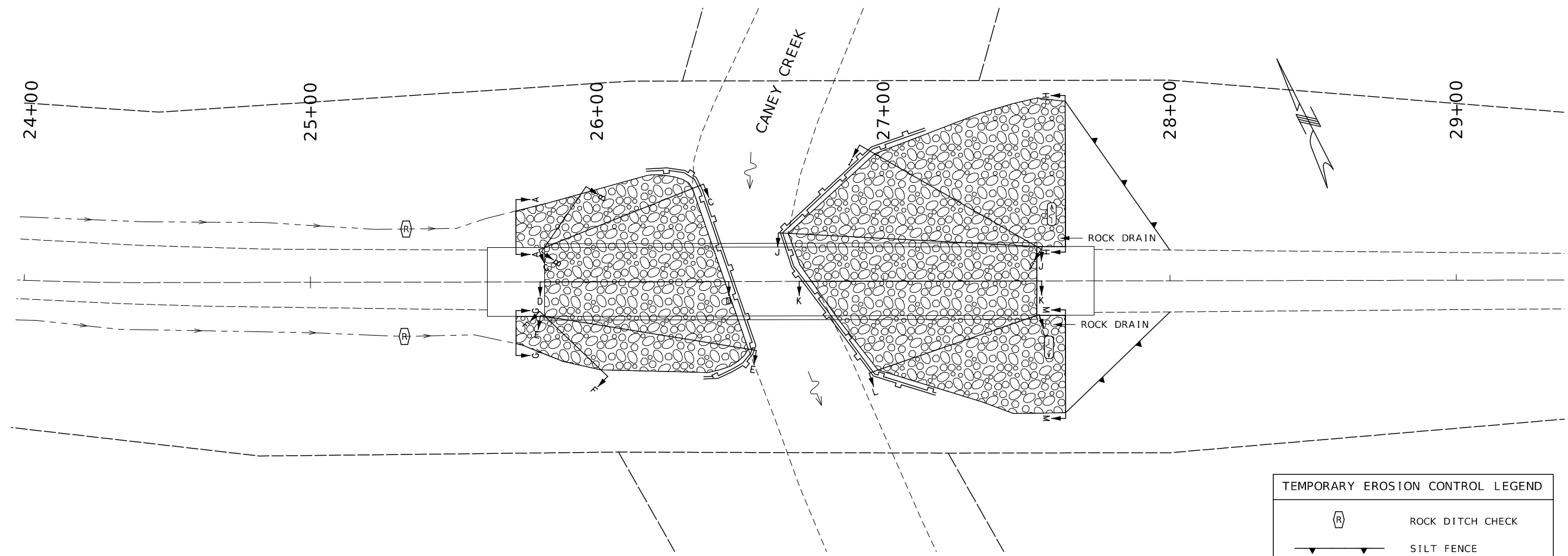
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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

SPECIAL SHEET
SHEET 1 OF 3

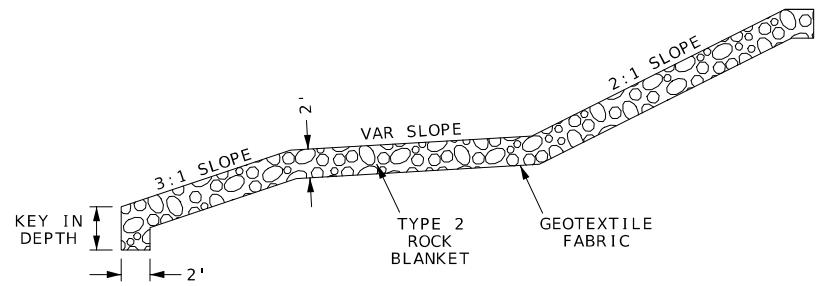


TEMPORARY EROSION CONTROL LEGEND

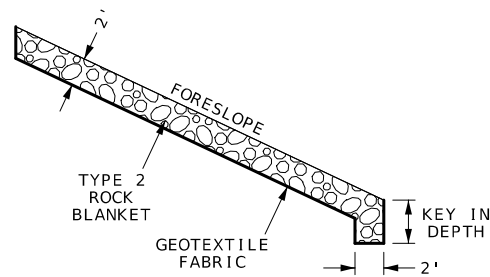
ROCK DITCH CHECK

SILT FENCE

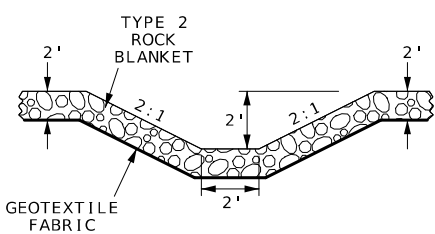
TYPE C BERM



ROCK BLANKET TYPICAL
SEC I-I, J-J, K-K, L-L



ROCK BLANKET TYPICAL



ROCK DRAIN DETAIL

TYPE 2 ROCK BLANKET				
SEC	FORESLOPE	SECTION WIDTH (FT)	KEY IN DEPTH (FT)	LENGTH BETWEEN (FT)
A-A	2.0:1	13	3.0	17
B-B	2.0:1	23	3.0	20
C-C	2.0:1	56	3.0	23
D-D	2.0:1	63	3.0	19
E-E	2.0:1	72	3.0	26
F-F	2.5:1	27	3.0	20
G-G	3.1:1	10	3.0	-
H-H	2.4:1	51	3.0	41
I-I	VAR	70	3.0	20
J-J	VAR	92	3.0	15
K-K	VAR	84	3.0	26
L-L	VAR	64	3.0	40
M-M	2.0:1	34	3.0	

NOTE:
SLOPES ARE APPROXIMATE AND MAY BE ADJUSTED TO MATCH
FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
SEE QUANTITY SHEETS FOR ROCK CALCULATION DATA.

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.



Seiji Shimbo

DATE PREPARED
9/22/2025

ROUTE BB STATE MO

DISTRICT SE SHEET NO. 8

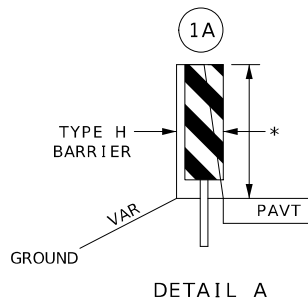
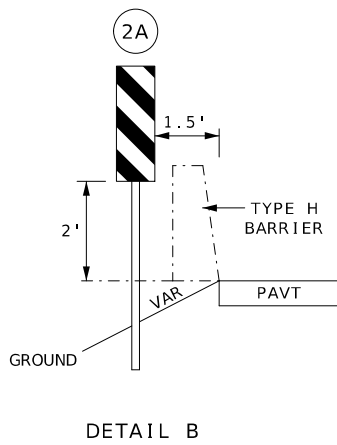
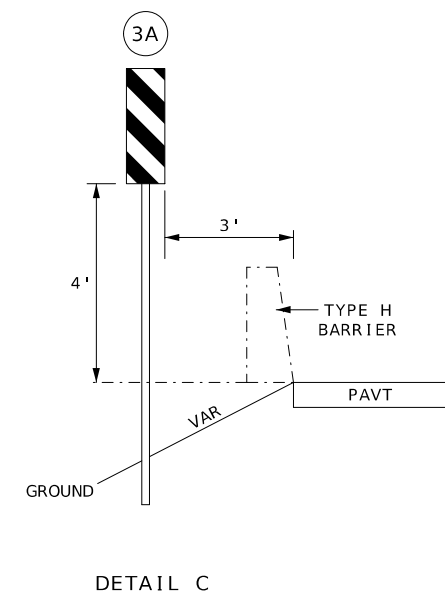
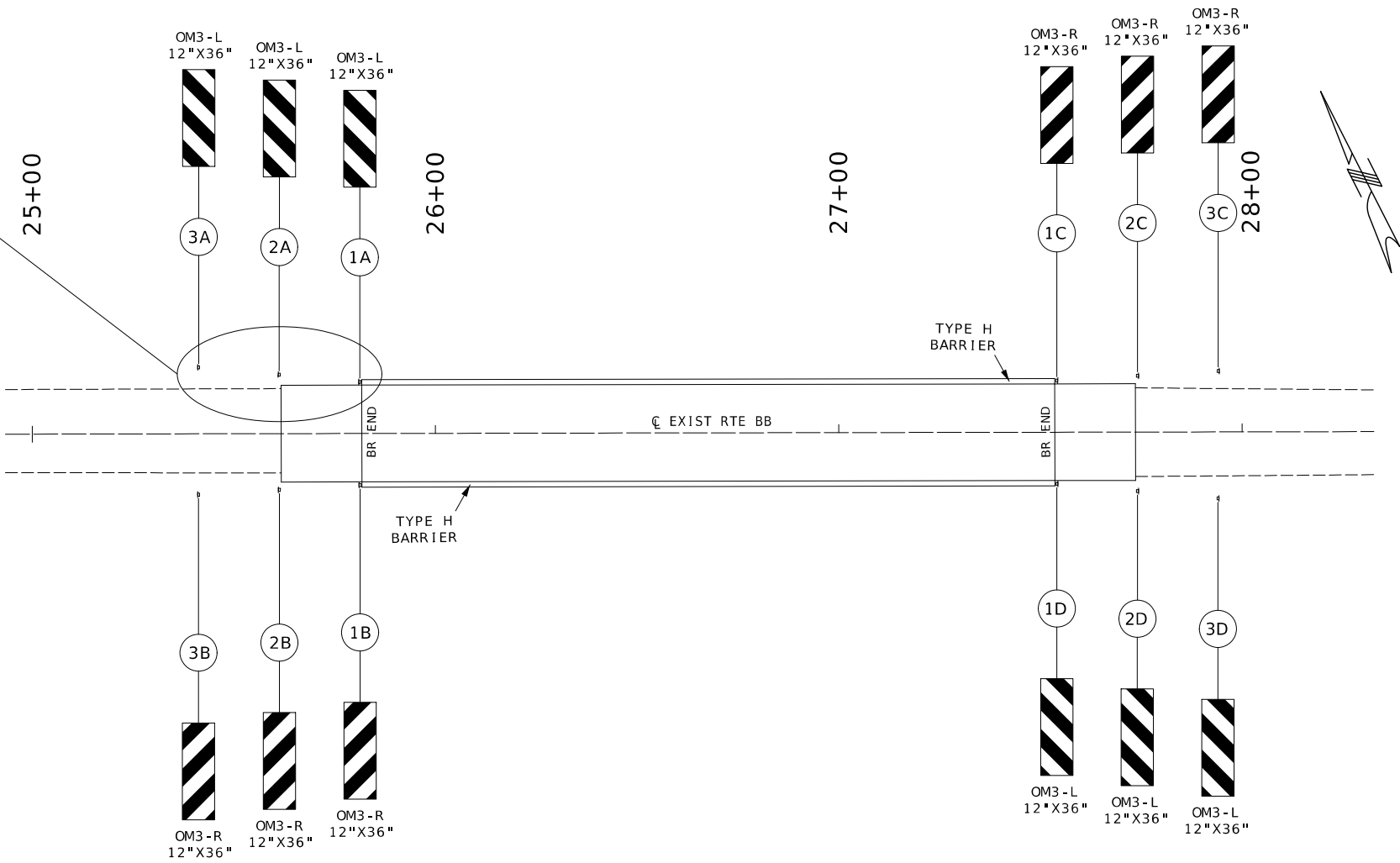
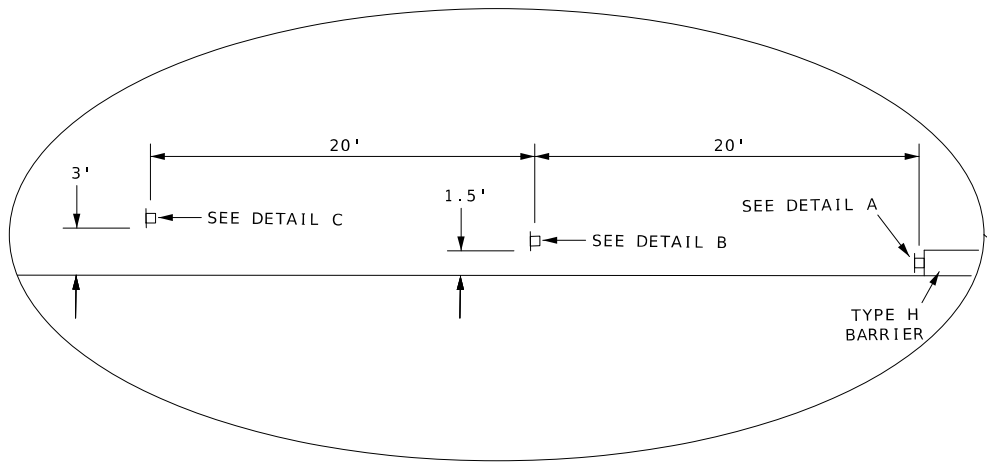
COUNTY CAPE GIRARDEAU



JOB NO. 19S3776

CONTRACT ID.

PROJECT NO.

BRIDGE NO.



STANDARD SIGN ASSEMBLY			
SIGN NO	LOC	FLAT SHEET FLUORESCENT SIGN DESCRIPTION, SIZES & NUMBER OF EACH	
		 OM3 - L (12"X36")	 OM3 - R (12"X36")
1A	LT	1	
2A	LT	1	
3A	LT	1	
1B	RT		1
2B	RT		1
3B	RT		1
1C	RT		1
2C	RT		1
3C	RT		1
1D	LT	1	
2D	LT	1	
3D	LT	1	
TOTAL		6	6

SIGNS				PERFORATED SQUARE STEEL TUBE 2 IN POST		
SIGN NO	SIGN SIZE	LOC	SIGN DETAIL SHEET NO	POST NO 1 (LF)	TOTAL ITEM NO 9031270A (LF)	ANCHOR 12 GA ITEM NO 9031271A (EA)
1A	12"X36"	LT	STD	4.25	4.25	1
2A	12"X36"	LT	STD	6.50	6.50	1
3A	12"X36"	LT	STD	9.25	9.25	1
1B	12"X36"	RT	STD	4.25	4.25	1
2B	12"X36"	RT	STD	6.50	6.50	1
3B	12"X36"	RT	STD	9.25	9.25	1
1C	12"X36"	LT	STD	4.25	4.25	1
2C	12"X36"	LT	STD	6.50	6.50	1
3C	12"X36"	LT	STD	9.25	9.25	1
1D	12"X36"	RT	STD	4.25	4.25	1
2D	12"X36"	RT	STD	6.50	6.50	1
3D	12"X36"	RT	STD	9.25	9.25	1
TOTAL					80	12

SIGN SUMMARY				
STD SIGN	SIGN DETAIL SHEET NO	NO EACH	SIZE, TYPE & SQ FT	FLAT SHEET FLUORESCENT* ITEM NO 9035069A
OM3-L	STD	6	12"X36"	18
OM3-R	STD	6	12"X36"	18
		TOTAL		36
		*ORANGE, YELLOW & YELLOW/GREEN		

* EDGE OF SIGN TO LINE UP WITH
EDGE OF TYPE H BARRIER

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

STATE OF MISSOURI

SEI SHIMBO

NUMBER

PE-2017019046

PROFESSIONAL ENGINEER

Seiji Shimbo

REGISTERED PROFESSIONAL ENGINEER

MISSOURI PROFESSIONAL ENGINEER

MO-PE-2017019046

DATE PREPARED
9/22/2025

ROUTE
BB

DISTRICT
SE

STATE
MO

SHEET NO.
10

COUNTY
CAPE GIRARDEAU

JOB NO.
19S3776

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)

MoDOT

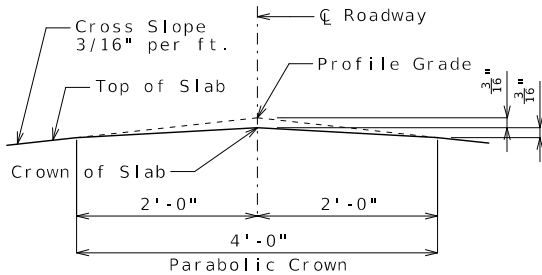
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

TYPE 3 OBJECT MARKERS
SIGNING SHEET 1 OF 1

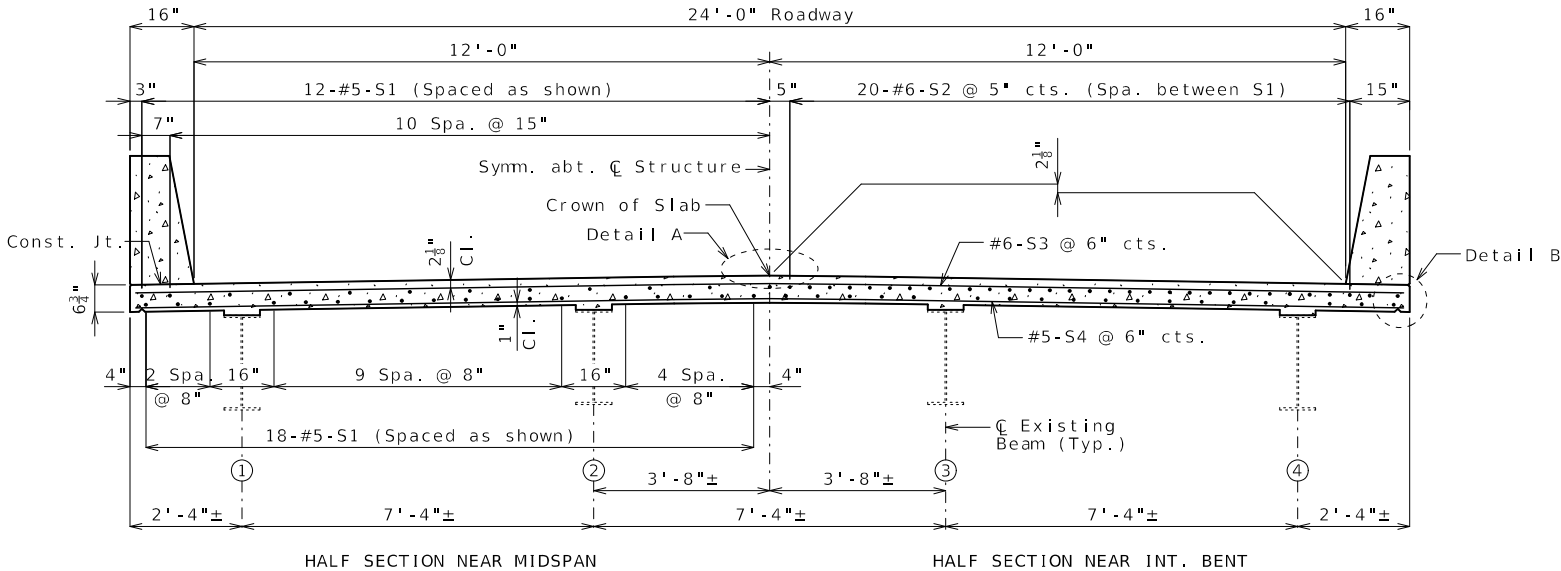
Table Showing S2 Bar Lengths			
Int. Bent No. 2		Int. Bent No. 3	
Span 1	Span 2	Span 2	Span 3
18'-6"	19'-6"	19'-6"	18'-6"

Required Lap Length For Bar Splices **	
Bar Size	Splice Length
4	2'-7"
5	3'-3"
6	3'-10"
7	4'-11"

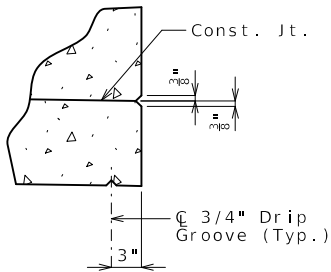
** Unless otherwise shown.



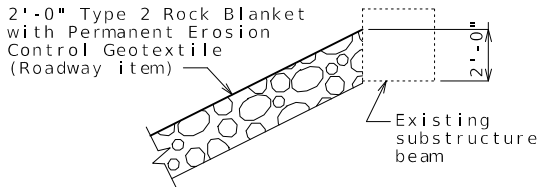
DETAIL A



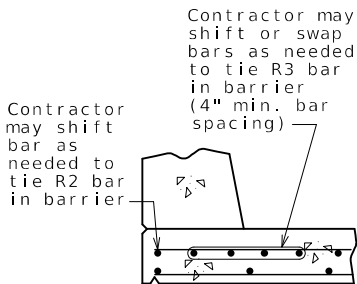
TYPICAL SECTION THRU SLAB



DETAIL B



ROCK BLANKET ON SPILL SLOPES



OPTIONAL SHIFTING
TOP BARS AT BARRIER

General Notes:

Design Specifications:
2002 AASHTO LFD (17th Ed.) Standard Specifications
Seismic Performance Category C

Design Loading:
H15-44 (1961) (Existing)
HS20-44 (New Construction)
No Future Wearing Surface
Earth - 120 lb/cf, Equivalent Fluid Pressure 45 lb/cf (Min.)
Fatigue Stress - Case III

Design Unit Stresses:
Class B-1 Concrete (Barrier) f'c = 4,000 psi
Class B-2 Concrete (End Bents & Superstructure, except Barrier) f'c = 4,000 psi
Reinforcing Steel (ASTM A615 Grade 60) fy = 60,000 psi
Structural Carbon Steel (ASTM A709 Grade 36) fy = 36,000 psi

Joint Filler:
All joint filler shall be in accordance with Sec 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.

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

Miscellaneous:
Bars bonded in existing concrete not removed shall be cleanly stripped and embedded into new concrete where possible. If length is available, existing bars shall extend into new concrete at least 40 diameters for plain bars and 30 diameters for deformed bars, unless otherwise noted.

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

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

The contractor shall verify all dimensions in field before finalizing the shop drawings.

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.

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

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).

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

Estimated Quantities		
Item		Total
Removal of Existing Bridge Deck	sq. foot	4,748
Slab on Steel	sq. yard	509
Type H Barrier	linear foot	344
Protective Coating - Concrete Bents and Piers (Epoxy)	lump sum	1
Shear Connectors	each	160
Strengthening Existing Beams	lump sum	1
Slab Drain	each	10
Non-Destructive Testing	linear foot	41

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	115
Reinforcing Steel (Epoxy Coated)	pound	40,310

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 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.

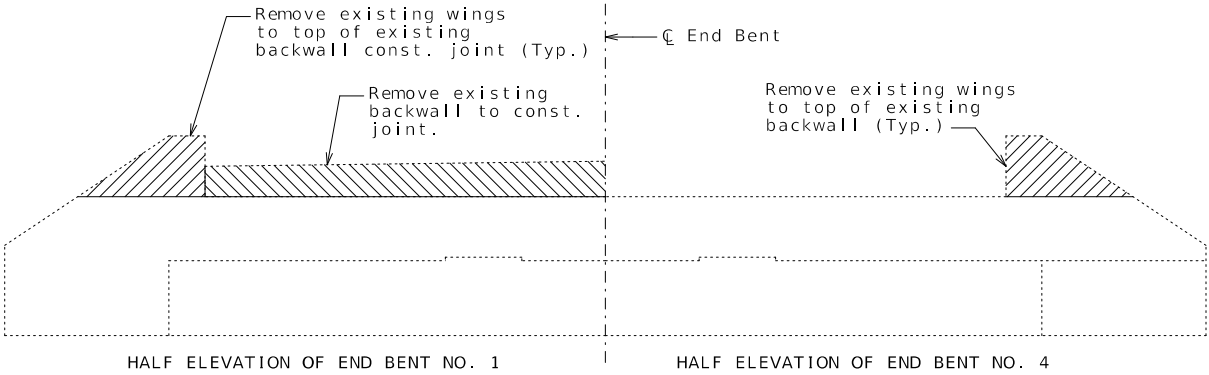
REPAIRS TO BRIDGE: ROUTE BB OVER CANEY CREEK

ROUTE BB FROM ROUTE B TO END OF STATE MAINTENANCE
ABOUT 3.3 MILES NORTHWEST OF ROUTE B
BEGINNING STATION 25+82.00± (MATCH EXISTING)

STATE OF MISSOURI
TIMOTHY D. LEAF
NUMBER
PE-2012000778
PROFESSIONAL ENGINEER
10/07/2025 11:06:35 AM
TIMOTHY D. LEAF - CIVIL
MO-PE-2012000778

DATE PREPARED
10/7/2025
ROUTE BB
DISTRICT BR
STATE MO
SHEET NO. 1
COUNTY
CAPE GIRARDEAU
JOB NO.
I9S3776
CONTRACT ID.
PROJECT NO.
BRIDGE NO.
R00711

DESCRIPTION
DATE
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)



DETAILS OF CONCRETE REMOVAL AT END BENTS

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 the resulting holes shall be filled with a qualified special mortar.

A smooth, level surface shall be provided at Bents No. 1 & 4 removal lines.

General Notes:

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 supports.

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:

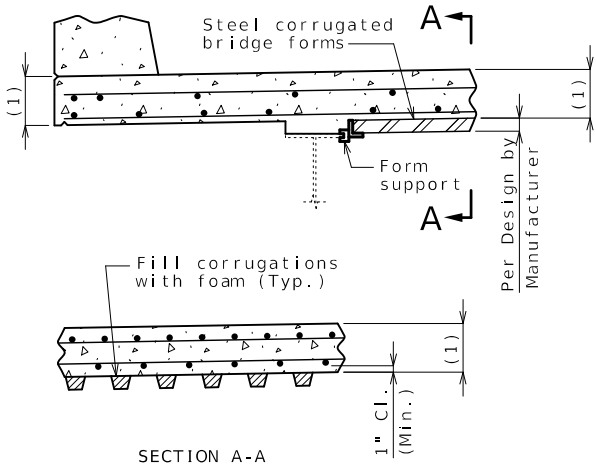
The contractor shall provide bracing necessary for lateral and torsional stability of the beams during construction of the concrete slab and remove the bracing after the slab has attained 75% design strength. Contractor shall not weld on or drill holes in the beams. The cost for furnishing, installing,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

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

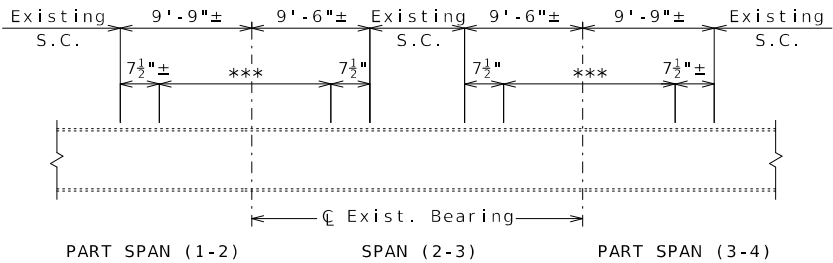
Alternate pour sequences may be submitted to the engineer for approval. Keyed construction joints shall be provided between pours.

Haunching:

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



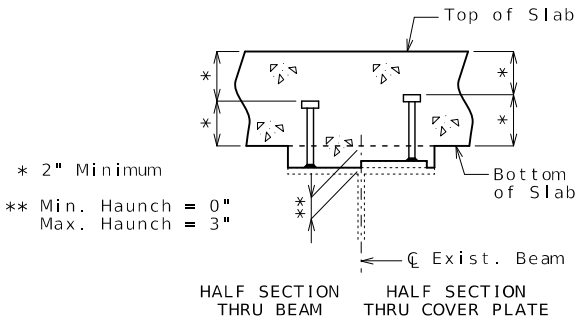
OPTIONAL STAY-IN-PLACE FORM DETAILS



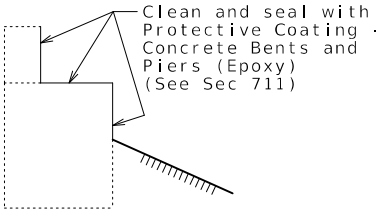
*** 10 Shear Connector Units @ 2'-0" cts.
(2 - ¾"Ø x 4" S.C. per unit)

ELEVATION SHOWING SHEAR CONNECTOR SPACING

(160 Shear connectors required)



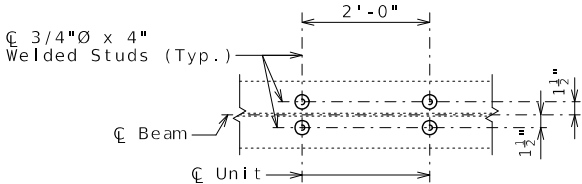
SECTION THRU EXIST. BEAM SHOWING SHEAR CONNECTORS



TYPICAL SECTION THRU END BENTS NO. 1 & 4 SHOWING PROTECTIVE COATING



ELEVATION

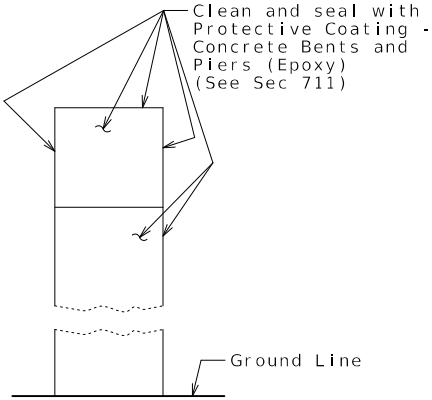


PLAN OF SHEAR CONN. (2 PER UNIT)

DETAILS OF SHEAR CONNECTORS

The cost of supplying and installing shear connectors will be considered completely covered by the contract unit price for Shear Connectors.

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



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

STATE OF MISSOURI

TIMOTHY D. LEAF

NUMBER

PE-2012000778

PROFESSIONAL ENGINEER

10/07/2025 11:06:47 AM

TIMOTHY D. LEAF - CIVIL

MO-PE-2012000778

DATE PREPARED

10/7/2025

ROUTE

BB

STATE

MO

DISTRICT

BR

SHEET NO.

2

COUNTY

CAPE GIRARDEAU

JOB NO.

19S3776

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

R00711

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

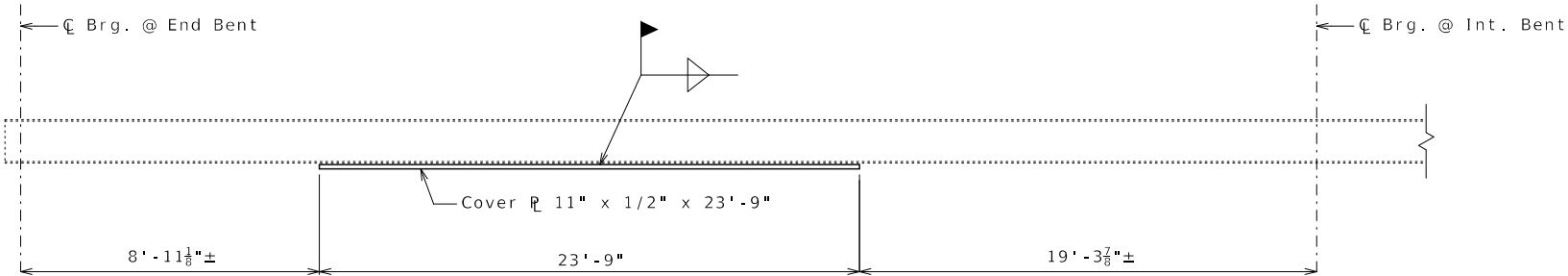
MoDOT

Detailed July 2025

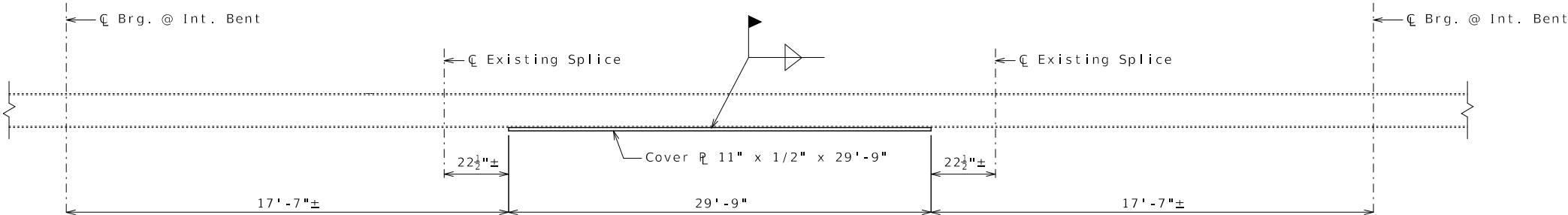
Checked Sep. 2025

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

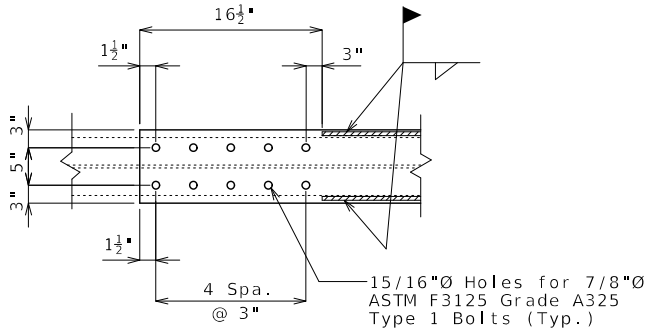
Sheet No. 2 of 11



PART ELEVATION OF EXTERIOR BEAM SHOWING COVER PLATE INSTALLATION
SPAN (1-2) & (4-3)



PART ELEVATION OF EXTERIOR BEAM SHOWING COVER PLATE INSTALLATION
SPAN (2-3)



TYPICAL DETAIL OF THE
ENDS OF COVER PLATES
(BOTTOM VIEW)

Notes:

Beam with end-bolted cover plates shall be installed in the following sequence after existing bridge deck is removed:

1. Drill holes in cover plate and flange.
2. Clean faying surfaces. (See Special Provisions)
3. Install and tighten bolts.
4. Weld cover plate to flange.

Fabricated Structural Steel shall be ASTM A709 Grade 36, except as noted.

Payment for 3008 pounds of new cover plates, complete in place, will be considered completely covered by the contract lump sum price for Strengthening Existing Beams.

Notch toughness is required for all cover plates.

STATE OF MISSOURI

TIMOTHY D. LEAF

NUMBER

PE-2012000778

PROFESSIONAL ENGINEER

10/07/2025 11:06:59 AM

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MO-PE-2012000778

DATE PREPARED

10/7/2025

ROUTE

BB

STATE

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DISTRICT

BR

SHEET NO.

3

COUNTY

CAPE GIRARDEAU

JOB NO.

19S3776

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

R00711

DESCRIPTION

DATE

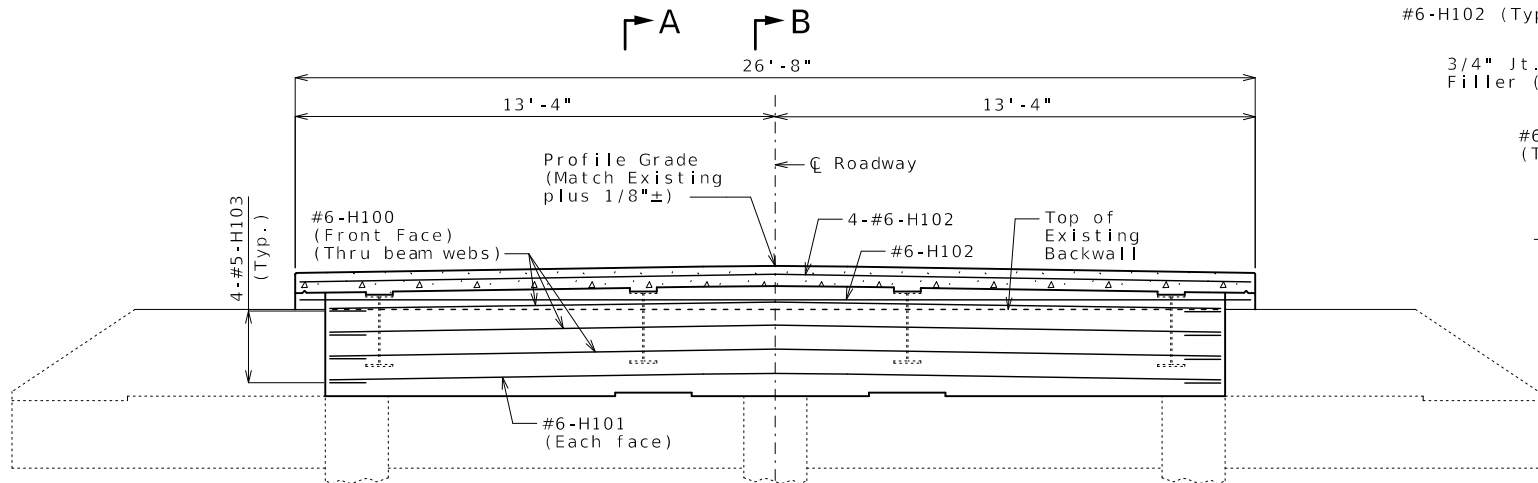
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

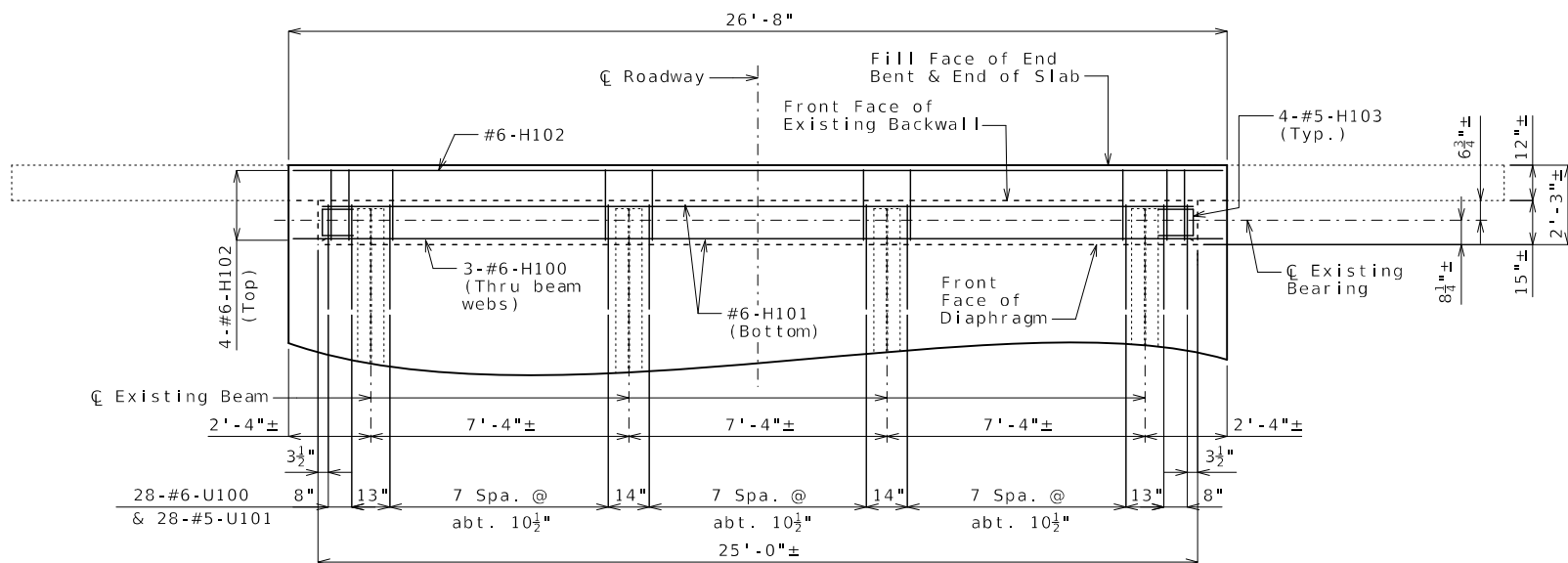
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MODOT



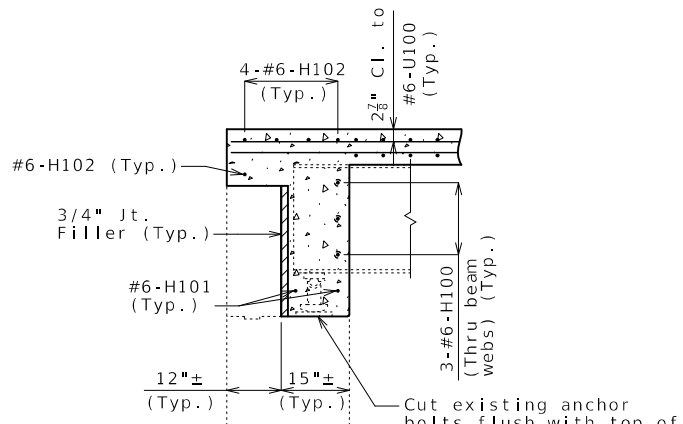
SECTION NEAR END BENT

Existing steel end diaphragms and bearings not shown for clarity (leave in place).
U bars not shown for clarity.

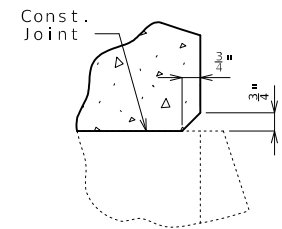


PART PLAN

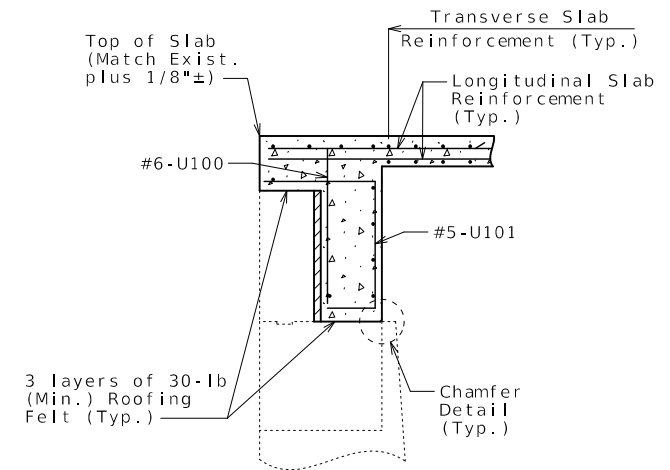
END BENT NO. 1



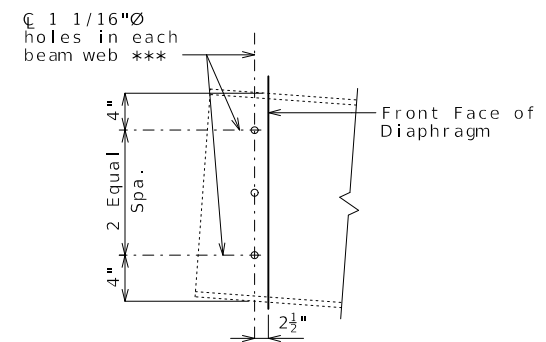
SECTION A-A



CHAMFER DETAIL



SECTION B-B



DETAILS OF WEB HOLES AT END BENT

*** 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.

Notes:

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 price for Slab on Steel.

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 barrier not shown, see Sheets No. 8 & 9.

The H100 bars are segmented for ease of placement through beam web holes. The total bar length for H100 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.



DATE PREPARED
10/7/2025

ROUTE BB STATE MO

DISTRICT BR SHEET NO. 4

COUNTY CAPE GIRARDEAU

JOB NO. 19S3776

CONTRACT ID.

PROJECT NO.

BRIDGE NO. R00711

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

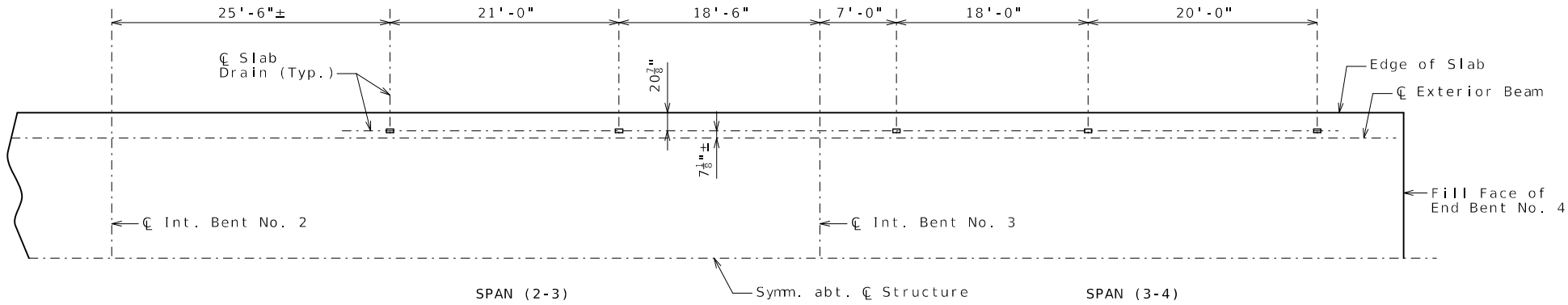
105 WEST CAPITOL

JEFFERSON CITY, MO 65102

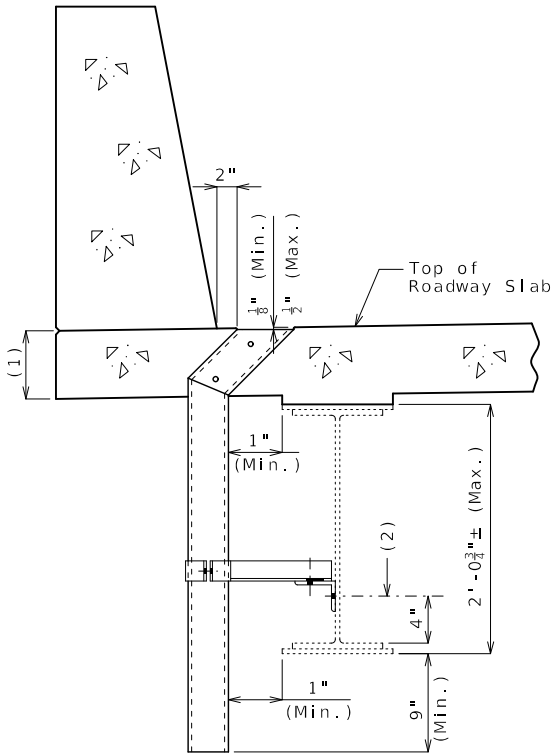
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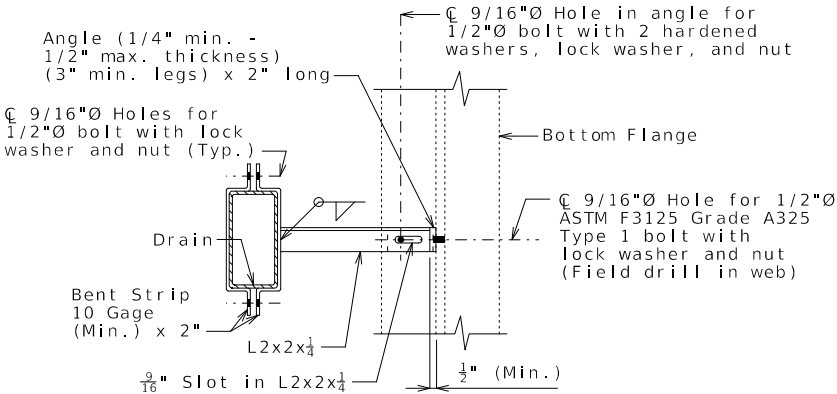


PART PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS

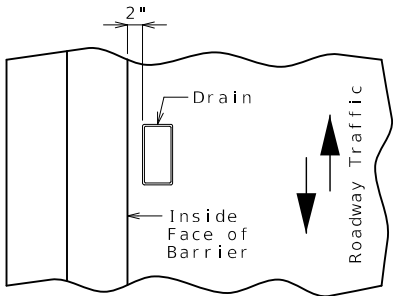


PART SECTION NEAR DRAIN

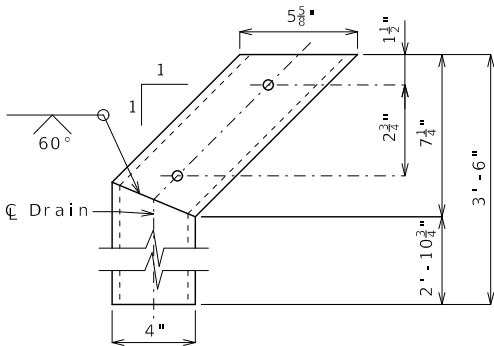
(2) 9/16"Ø Hole for 1/2"Ø ASTM F3125 Grade A325 Type 1 bolt with lock washer and nut (Field drill in web)



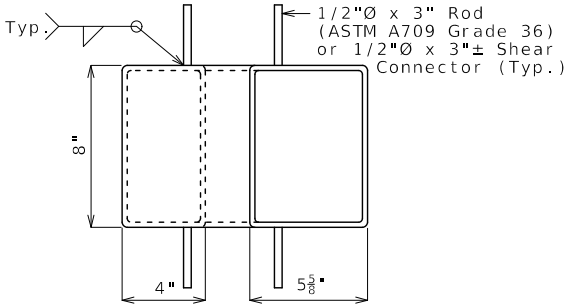
PART SECTION SHOWING BRACKET ASSEMBLY



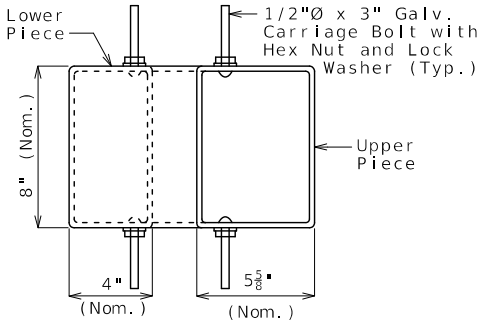
PART PLAN OF SLAB AT DRAIN



ELEVATION OF DRAIN



PLAN OF STEEL DRAIN OPTION



PLAN OF FRP DRAIN OPTION

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

All 1/2"Ø bolts shall be ASTM A307, except as shown.

Shop drawings will not be required for the slab drains and the bracket assembly.

The bolt hole for the bracket assembly attachment shall be shifted to the minimum extent necessary to field drill in the existing web.

(1) See front sheet for slab thickness.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4" welded sheets of ASTM A709 Grade 36 steel or from 1/4" structural steel tubing ASTM A500 or A501.

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8" x 4".

Minimum reinforced wall thickness shall be 1/4 inch.

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard #26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains.

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be recommended by the manufacturer to ensure a smooth, chip free cut.

Both upper and lower drain pieces shall be rigidly connected to each other. Drain flow shall not be obstructed. Approval of the engineer is required.

SLAB DRAINS

STATE OF MISSOURI

TIMOTHY D. LEAF

NUMBER

PE-2012000778

PROFESSIONAL ENGINEER

10/07/2025 11:07:42 AM

TIMOTHY D. LEAF - CIVIL

MO-PE-2012000778

DATE PREPARED

10/7/2025

ROUTE

BB

DISTRICT

BR

STATE

MO

SHEET NO.

7

COUNTY

CAPE GIRARDEAU

JOB NO.

J9S3776

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

R00711

DESCRIPTION

DATE

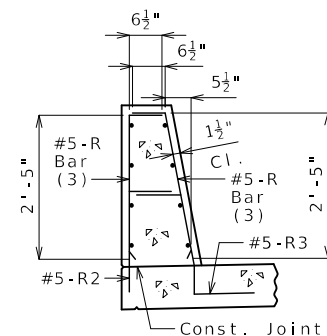
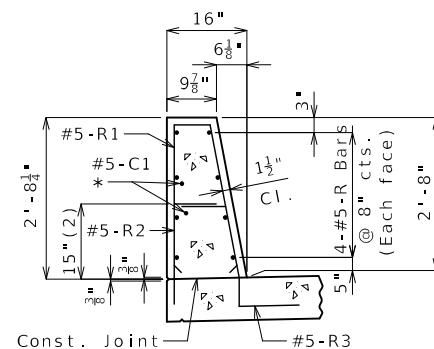
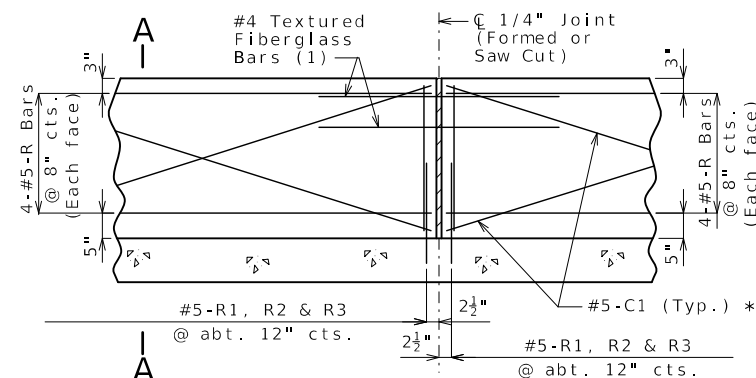
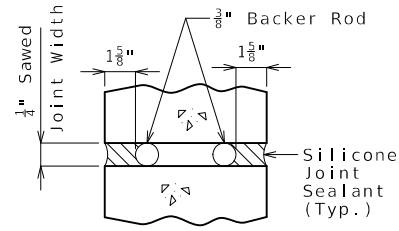
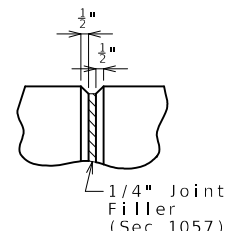
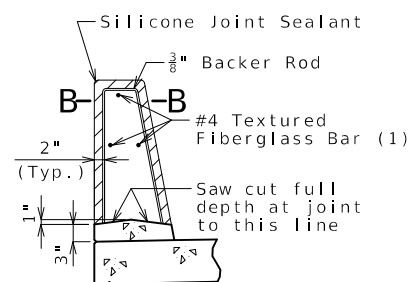
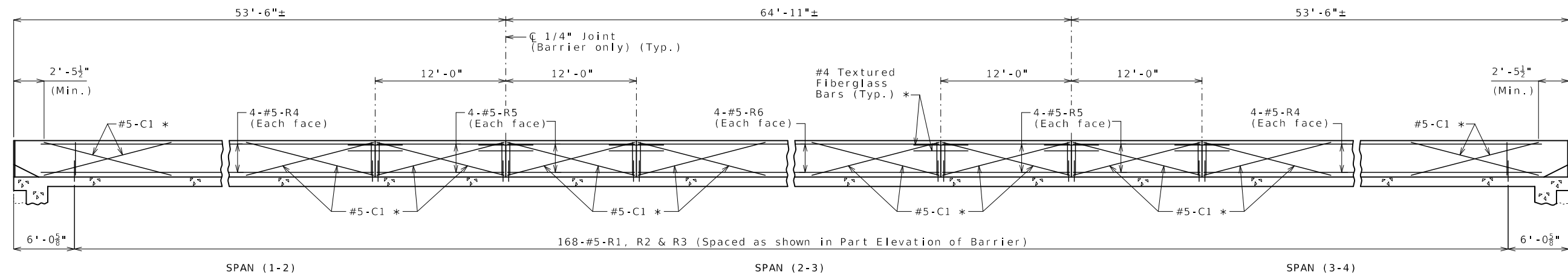
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-273-6636)

MoDOT



General Notes:

* Slip-formed option only.

Conventional forming or slip forming may be used. Saw cut joints may be used with conventional forming.

Top of barrier shall be built parallel to grade and barrier joints normal to grade.

All exposed edges of barrier shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.

Payment for all concrete and reinforcement, complete in place, will be considered completely covered by the contract unit price for Type H Barrier per linear foot.

Concrete in barrier shall be Class B-1.

Measurement of barrier is to the nearest linear foot for each structure, measured along the outside top of slab from end of slab to end of slab.

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type H Barrier.

Joint sealant and backer rods shall be in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

For slip-formed option, both sides of barrier shall have a vertically broomed finish and the top shall have a transversely broomed finish.



DATE PREPARED
10/7/2025

ROUTE BB	STATE MO
DISTRICT BR	SHEET NO. 8

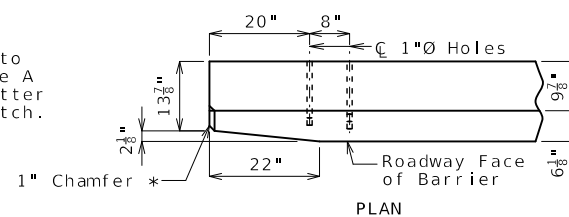
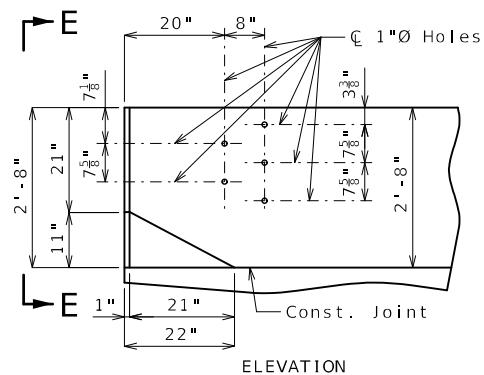
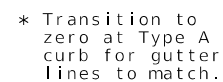
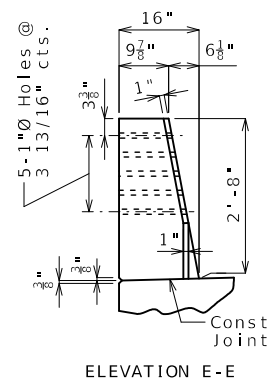
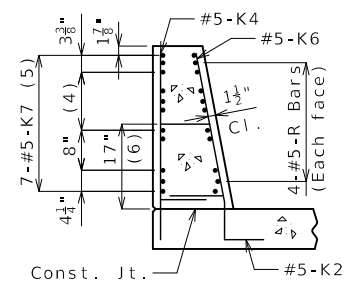
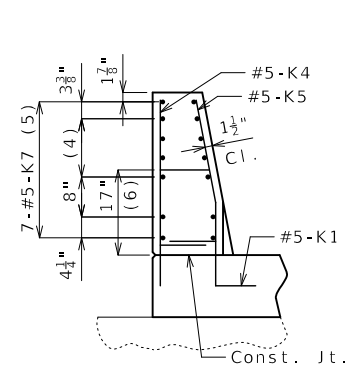
COUNTY	
CAPE GIRARDEAU	

JOB NO.
J9S3776
CONTRACT ID.

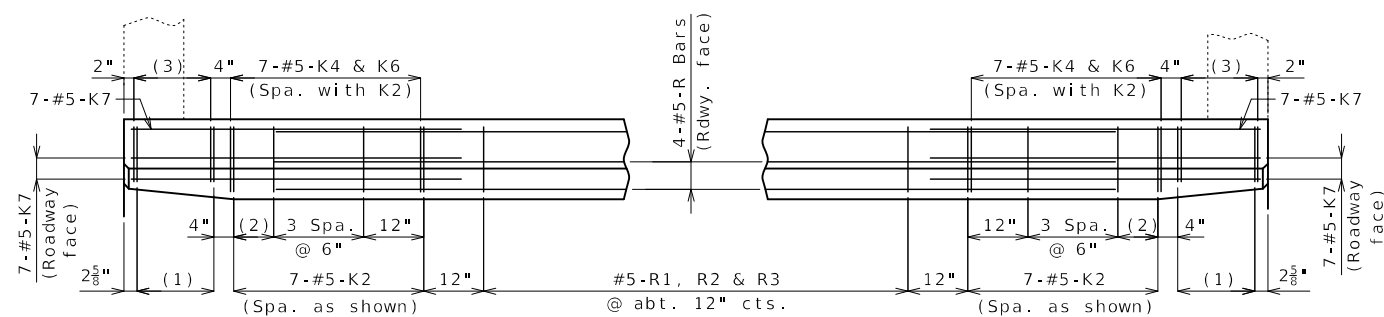
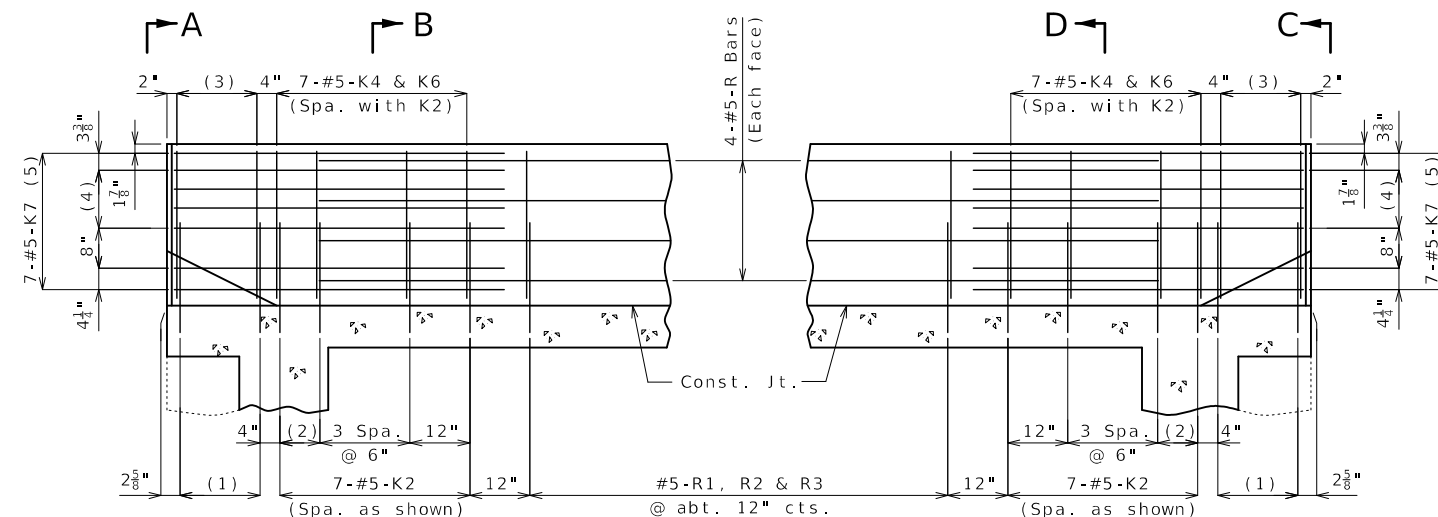
PROJECT NO.

BRIDGE NO.
R00711[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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



DETAILS OF GUARD RAIL ATTACHMENT



PART ELEVATION

PART PLAN

General Notes:

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type H Barrier.

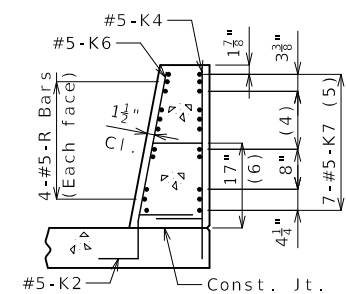
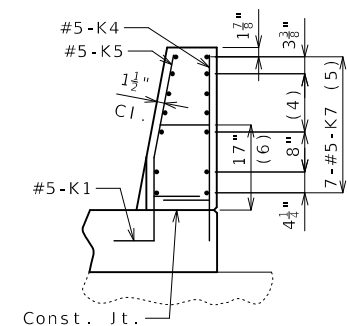
Reinforcing Steel:

Minimum clearance to reinforcing steel shall be 1 1/2".

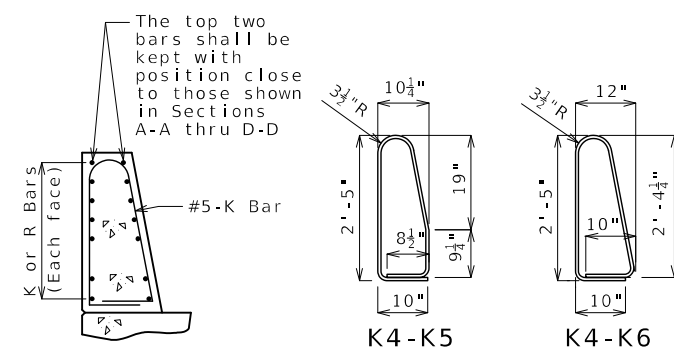
Use a minimum lap of 2'-6" between K7 bars and R bars.

TYPE H BARRIER AT END BENTS

(Left barrier shown, right barrier similar)



SECTION D-D



PERMISSIBLE ALTERNATE SHAPES

(Other K bars not shown for clarity)

The K4-K5 and K4-K6 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.



10/07/2025 11:08:00 AM
TIMOTHY D. LEAF - CIVIL
MO-PE-2012000778

DATE PREPARED

10/7/2025

ROUTE	STATE
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BB	MO
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DISTRICT	SHEET NO.
DD	0

BR	9
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COUNTY

ARE CIRABDEAU

APPELLE GIRAARDEAU

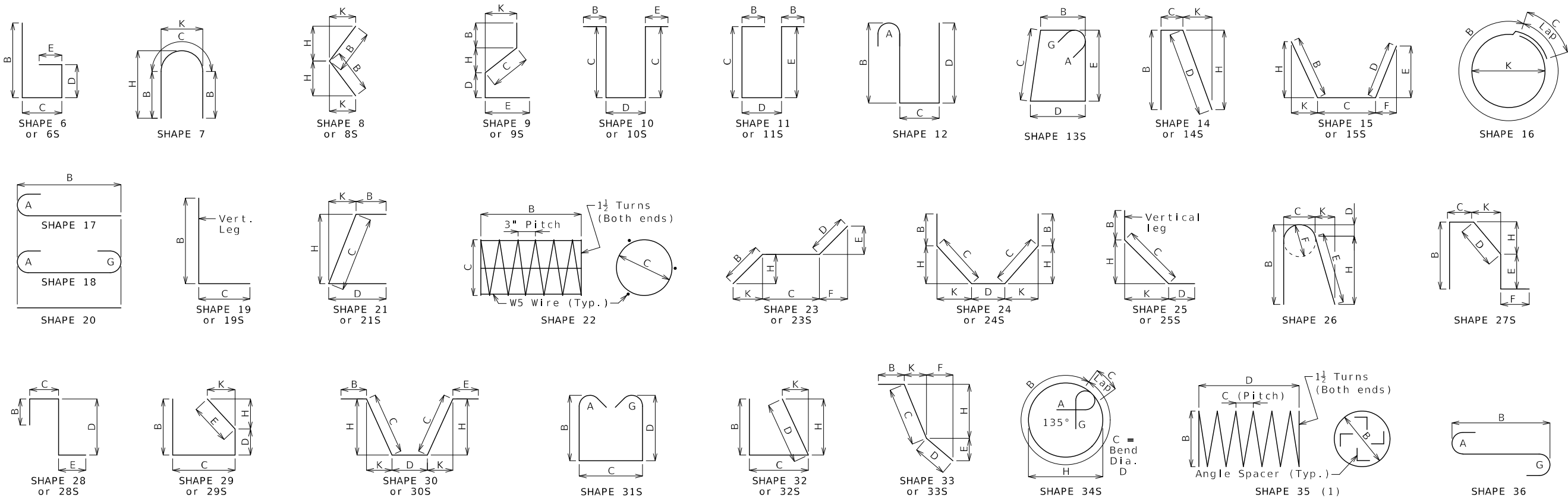
JOB NO.
1953776

CONTRACT ID.

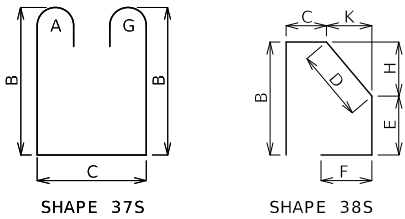
Abstract

PROJECT NO. _____

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION



Finished Bend Dimensions D and Hook Dimensions						
Standard Pin Bend Shapes						
Size	Case	D	A or G		J	
			90°	180°	180°	
#4	1	3"	8"	6"	4"	
#5	1	3 ³ / ₄ "	10"	7"	5"	
#6	1	4 ¹ / ₂ "	12"	8 ¹ / ₄ "	6"	
#7	2	5 ¹ / ₄ "	14"	9 ³ / ₄ "	7"	
	3	7"	15"	11 ¹ / ₂ "	8 ³ / ₄ "	
#8	2	6"	16"	11"	8"	
	3	8"	17"	13 ¹ / ₄ "	10"	
#9	1	9 ¹ / ₂ "	19 ¹ / ₂ "	15 ¹ / ₂ "	11 ³ / ₄ "	
#10	1	10 ³ / ₄ "	22"	17 ¹ / ₂ "	13 ¹ / ₄ "	
#11	1	12"	24 ¹ / ₂ "	19 ¹ / ₂ "	14 ⁷ / ₈ "	
#14	1	18 ¹ / ₄ "	31 ¹ / ₄ "	27 ¹ / ₂ "	21 ⁵ / ₈ "	
#18	1	24"	41 ¹ / ₂ "	36 ¹ / ₄ "	28 ¹ / ₂ "	
Stirrup Pin Bend Shapes (S)						
Size	Case	D	A or G		H	J
			90°	135°	180°	135°
#4	2	2"	4 ¹ / ₂ "	4 ¹ / ₂ "	5"	2 ⁷ / ₈ "
	3	3"	5"	5 ¹ / ₄ "	6"	3"
#5	2	2 ³ / ₄ "	5 ³ / ₄ "	5 ³ / ₄ "	5 ³ / ₄ "	3 ³ / ₄ "
	3	3 ³ / ₄ "	6 ¹ / ₄ "	6 ¹ / ₄ "	7"	3 ³ / ₈ "
#6	1	4 ¹ / ₂ "	12"	7 ³ / ₄ "	8 ¹ / ₄ "	4 ³ / ₈ "
Applicable for all grades of steel.						
Case 1 applies to all reinforcement. Case 2 applies to all reinforcement except for galvanized bars. Case 3 applies to galvanized bars only.						



BENDING DIAGRAMS

All dimensions are out to out. (1) Shall be a deformed or plain spiral bar or wire.

Shapes ending with an S shall be bent in accordance with stirrup pin bend shapes.

Unless otherwise noted, finished bending diameter D is the same for all bends of a shape.

Four angle or channel spacers are required for each column spiral. Spacers are to be placed on inside of spirals. Length and weight of column spirals do not include splices or spacers.

Reinforcing Steel Totals (Pounds)							
Size	Substructure		Superstructure			Entire Bridge	
	Plain	Epoxy	Slab	Barrier	Slip Form	Plain	Epoxy
W5	0	0	0	0	0	0	0
4	0	0	176	0	0	0	176
5	0	0	20,679	7,361	501	0	28,541
6	0	0	19,457	0	0	0	19,457
7	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0
By Type	0	0	40,312	7,361	501	0	48,174

All superstructure reinforcing steel shall be epoxy coated unless otherwise specified.

BENDING DIAGRAMS AND REINFORCING STEEL TOTALS

STATE OF MISSOURI

TIMOTHY D. LEAF

NUMBER

PE-2012000778

PROFESSIONAL ENGINEER

10/7/2025 11:08:39 AM

TIMOTHY D. LEAF - CIVIL

MO-PE-2012000778

DATE PREPARED

10/7/2025

ROUTE

BB

STATE

MO

DISTRICT

BR

SHEET NO.

10

COUNTY

CAPE GIRARDEAU

JOB NO.

19S3776

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

R00711

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

