

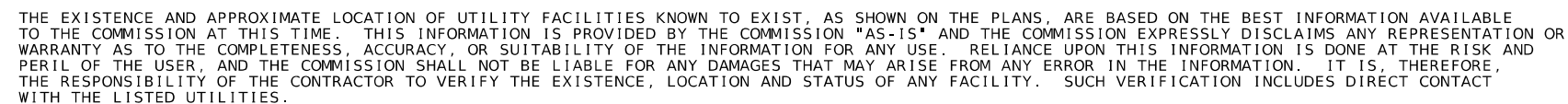
A.A.D.T. - 2026 = 461
A.A.D.T. - 2046 = 509
T = 6%
V = 55 M.P.H.

NORMAL R/W REQUIRED

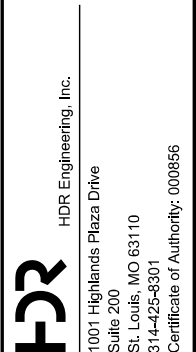
	EXISTING	NEW
BUILDINGS AND STRUCTURES		
GUARD RAIL		
GUARD CABLE		
CONCRETE RIGHT-OF-WAY MARKER		
STEEL RIGHT-OF-WAY MARKER		
LOCATION SURVEY MARKER		
UTILITIES		
FIBER OPTICS	- FO -	- FO -
OVERHEAD CABLE TV	- OTV -	- OTV -
UNDERGROUND CABLE TV	- UTV -	- UTV -
OVERHEAD TELEPHONE	- OT -	- OT -
UNDERGROUND 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		

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

KEY MAP
LOCATION OF WEBSTER COUNTY

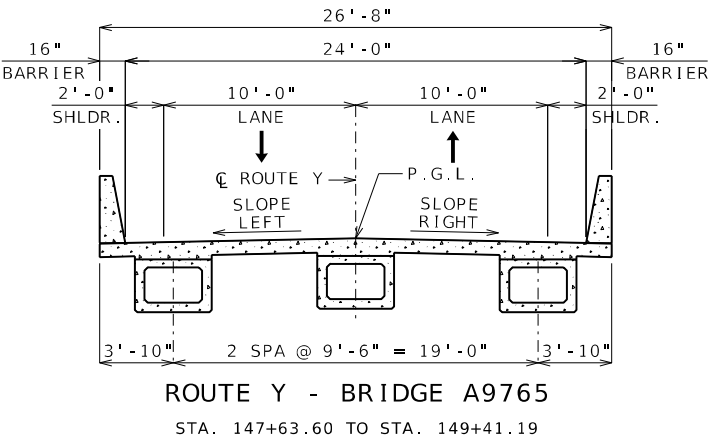
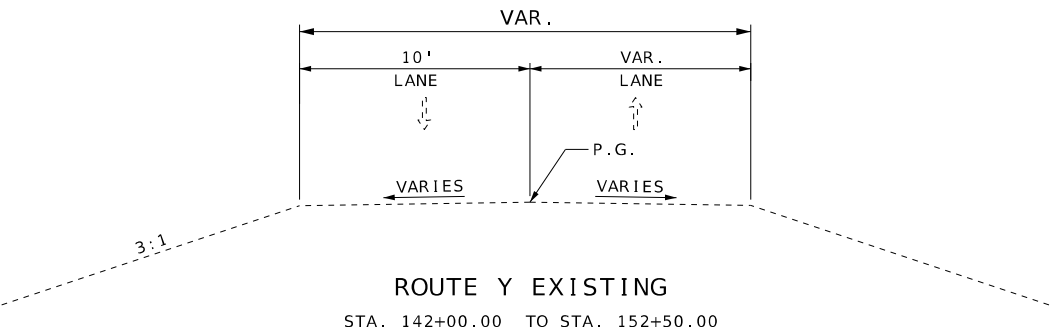


TOTAL CORRECTIONS	0.00	FEET
NET LENGTH OF PROJECT	1050.00	FEET
STATE LENGTH	0.20	MILES
FOR INFORMATION ONLY		
ESTIMATED DISTURBED ACRES	1.1	ACRES



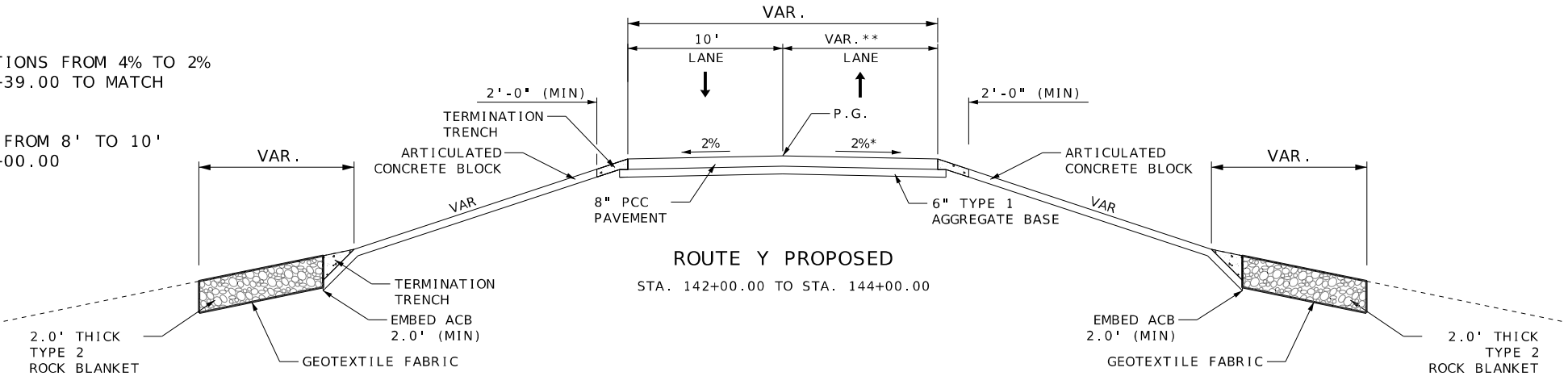
NOTES:

- (1) THE DESIGN GUIDE FOR WIDTH OF RIGHT OF WAY FOR THIS PROJECT WILL BE 70 FEET. MORE OR LESS RIGHT OF WAY AS WELL AS OTHER PROPERTY INTERESTS MAY BE SECURED TO SATISFY THE REQUIREMENTS OF THE DESIGN FEATURE OF THIS PROJECT.
- (2) BRIDGE APPROACH SLAB (MINOR)
147+43.60 TO 147+63.60
149+41.19 TO 149+61.19
- (3) TERMINATION TRENCH SHALL BE 4000 PSI CONCRETE, NON-SHRINK GROUT, OR OTHER MATERIAL APPROVED BY ENGINEER. HAVE A MINIMUM THICKNESS OF SIX (6) INCHES AND SHALL BE CONSIDERED INCIDENTAL TO ARTICULATING CONCRETE BLOCK UNIT BID PRICE.
- (4) EXCAVATION QUANTITIES ARE BASED ON AN ARTICULATING CONCRETE BLOCK (ACB) SYSTEM OF SIX (6) INCHES THICK. PLAN EXCAVATION QUANTITIES WILL BE PAID REGARDLESS OF CHANGES BASED ON THE ACB SYSTEM SELECTED.
- (5) SEE STANDARD PLANS 606.50F FOR SPECIAL INSTALLATION OF MGS GUARDRAIL POST THROUGH TERMINATION TRENCH.
- (6) SEE JSP AND SPECIAL SHEET FOR DETAILS ON ACB.

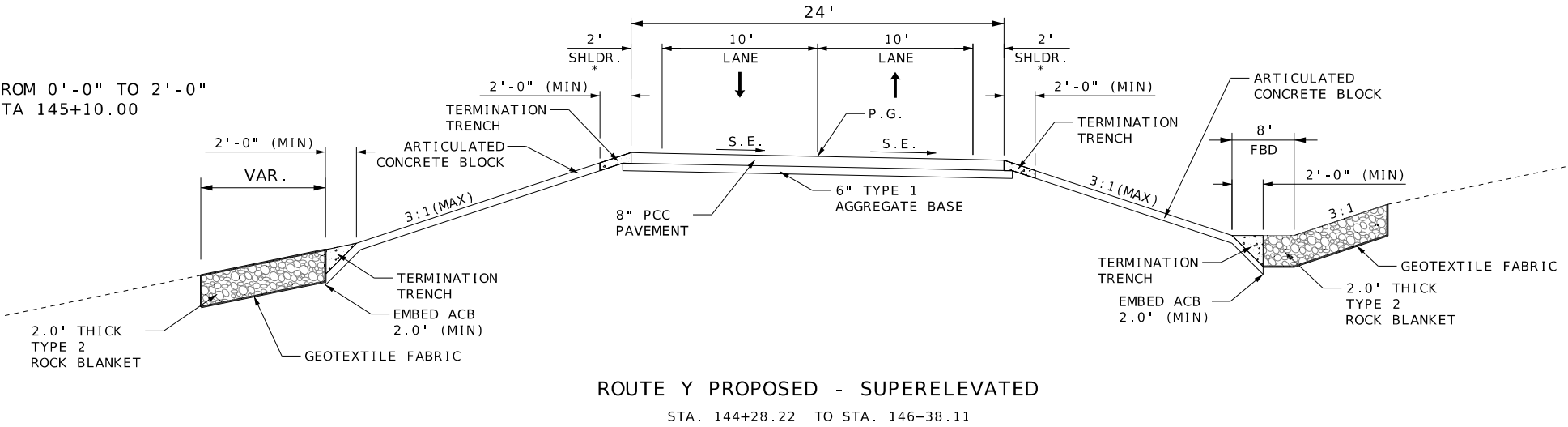


*RIGHT CROSS SLOPE TRANSITIONS FROM 4% TO 2%
FROM STA 142+00.00 TO 142+39.00 TO MATCH
EXIST. CROSS SLOPE

** RIGHT LANE TRANSITIONS FROM 8' TO 10'
FROM STA 142+00.00 TO 144+00.00

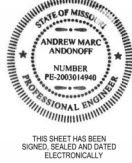


*SHOULDER TRANSITIONS FROM 0'-0" TO 2'-0"
FROM STA 144+00.00 TO STA 145+10.00



SUPERELEVATION PAVEMENT CROSS SLOPE		
LEFT %	STATION	RIGHT %
-2.0	142+88.87	-2.0
0.0	143+27.58	-2.0
+2.0	143+66.29	-2.0
+7.8	144+78.55	-7.8
+7.8	145+87.79	-7.8
+2.0	147+00.05	-2.0
0.0	147+38.76	-2.0
-2.0	147+77.47	-2.0

TYPICAL SECTION
SHEET 1 OF 2



DATE PREPARED
12/10/2025

ROUTE Y STATE MO
DISTRICT SW SHEET NO. 2

COUNTY WEBSTER
JOB NO. JSR0366
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)



HDR Engineering, Inc.

1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8301
Certificate of Authority: 000856

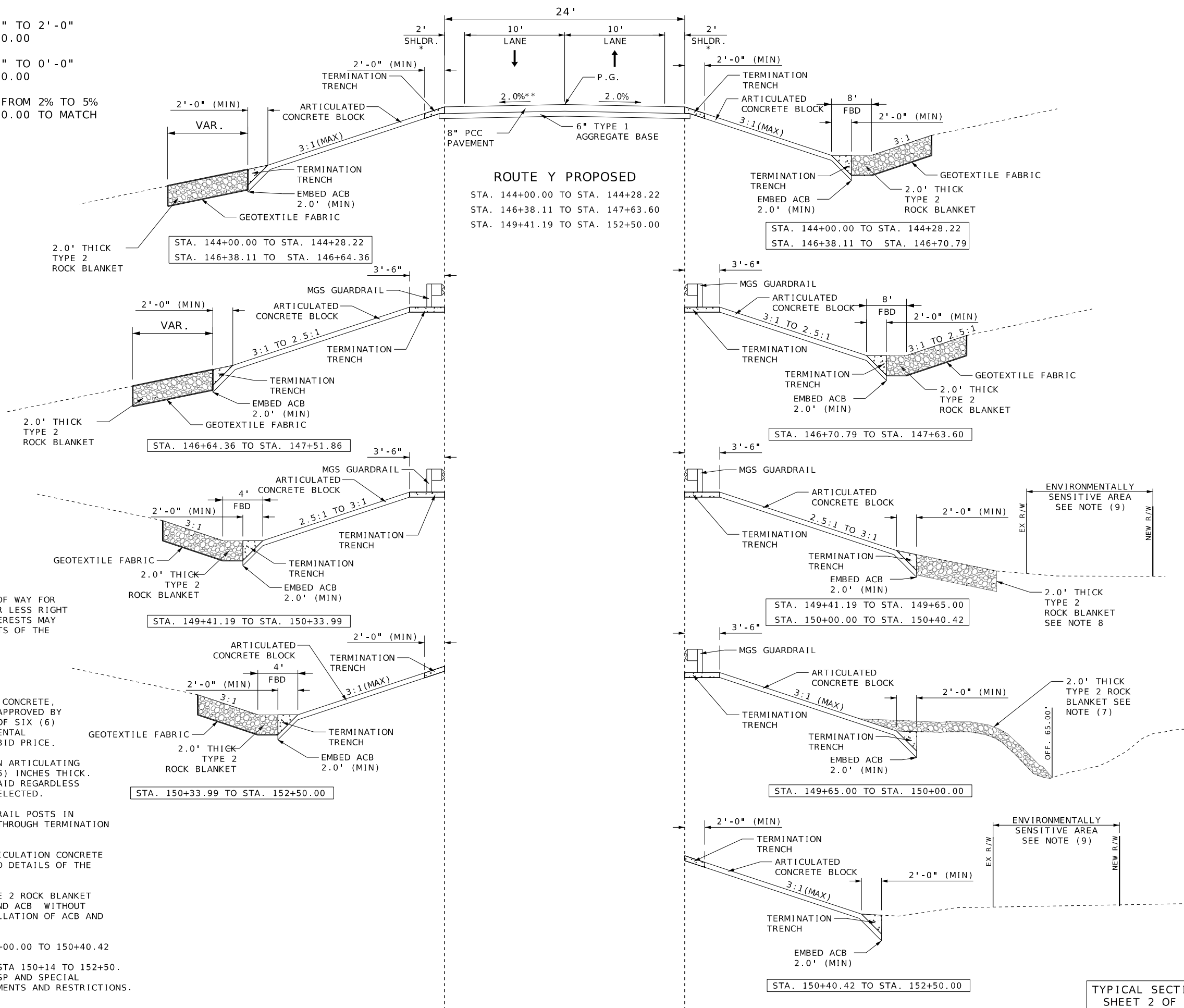


*SHOULDER TRANSITIONS FROM 2'-0" TO 0'-0"
FROM STA 151+40.00 TO STA 152+50.00

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**LEFT CROSS SLOPE TRANSITIONS FROM 2% TO 5%
FROM STA 152+11.00 TO STA 152+50.00 TO MATCH
EXIST. CROSS SLOPE

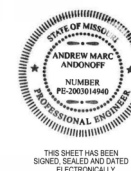
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NOTES :

- (1) THE DESIGN GUIDE FOR WIDTH OF RIGHT OF WAY FOR THIS PROJECT WILL BE 70 FEET. MORE OR LESS RIGHT OF WAY AS WELL AS OTHER PROPERTY INTERESTS MAY BE SECURED TO SATISFY THE REQUIREMENTS OF THE DESIGN FEATURE OF THIS PROJECT.
- (2) BRIDGE APPROACH SLAB (MINOR)
147+43.60 TO 147+63.60
149+41.19 TO 149+61.19
- (3) TERMINATION TRENCH SHALL BE 4000 PSI CONCRETE, NON-SHRINK GROUT, OR OTHER MATERIAL APPROVED BY ENGINEER. HAVE A MINIMUM THICKNESS OF SIX (6) INCHES AND SHALL BE CONSIDERED INCIDENTAL TO ARTICULATING CONCRETE BLOCK UNIT BID PRICE. GEOTEXT
- (4) EXCAVATION QUANTITIES ARE BASED ON AN ARTICULATING CONCRETE BLOCK (ACB) SYSTEM OF SIX (6) INCHES THICK. PLAN EXCAVATION QUANTITIES WILL BE PAID REGARDLESS OF CHANGES BASED ON THE ACB SYSTEM SELECTED.
- (5) SEE STANDARD PLANS 606.50F AND GUARDRAIL POSTS IN CONCRETE JSP FOR MGS GUARDRAIL POST THROUGH TERMINATION TRENCH.
- (6) SEE SPECIAL SHEET 1 OF 1 AND THE ARTICULATION CONCRETE BLOCK (ACB) SYSTEM JSP FOR LAYOUT AND DETAILS OF THE ACB AND TERMINATION TRENCH.
- (7) FROM STA 149+65.00 TO STA 150+00 TYPE 2 ROCK BLANKET SHALL BE PLACED ON EXISTING GROUND AND ACB WITHOUT EXCAVATION BEYOND REQUIRED FOR INSTALLATION OF ACB AND TERMINATION TRENCH.
- (8) NO TYPE 2 ROCK BLANKET FROM STA. 150+00.00 TO 150+40.42
- (9) ENVIRONMENTALLY SENSITIVE AREA FROM STA 150+14 TO 152+50. SEE ENVIRONMENTALLY SENSITIVE AREA JSP AND SPECIAL SHEET 1 OF 1 FOR THE LIMITS, REQUIREMENTS AND RESTRICTIONS.

TYPICAL SECTION
SHEET 2 OF 2



DATE PREPARED
12/10/2025

ROUTE Y	STATE MO
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DISTRICT	SHEET NO.
SW	2

COUNTY
WEBSTER

WEBSTER
JOB NO.
ISR0366

CONTRACT ID.	
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PROJECT NO.

BRIDGE NO.

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25-830

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Suite 2
St. Louis
314-422**

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CLEARING AND GRUBBING
1.0 AC

REMOVAL OF IMPROVEMENTS - FOR INFORMATION ONLY								
ROUTE	STA	-	STA	LOCATION	DESCRIPTION	UNITS	TOTAL	REMARKS
Y	130+00.00	-	167+00.00	LT/RT	EXIST. ROADWAY SIGNS, POSTS, AND BASE	EA	10	
Y	148+70.82	-	149+18.22	RT	EXIST. WALL	LF	67.7	
Y	142+00.00	-	142+00.00	LT/RT	SAW CUT	LF	20	
Y	152+50.00	-	152+50.00	LT/RT	SAW CUT	LF	20	
Y	146+51.00	-	146+89.59	RT	36" CMP CULVERTS	EA	2	
Y	144+89.36	-	147+84.92	LT/RT	EXIST. FENCE	LF	110	
Y	144+28.22	-	145+59.98	RT	EXIST. FENCE	LF	150	
Y	146+60.17	-	146+76.20	RT	EXIST. GATE	EA	2	
Y	149+25.57	-	152+50.00	LT	EXIST. FENCE	LF	335	
						TOTAL	1 LUMP SUM	

REMOVAL OF IMPROVEMENTS LUMP SUM INCLUDES ALL OTHER INCIDENTAL REMOVALS SHOWN ON THE PLANS

EARTHWORK									
FROM STATION	TO STATION	ROADWAY	EXIST PAVEMENT REMOVAL (CY)	CUT (CY)	FILL (CY)	UNCLASSIFIED EXCAVATION (CY)	COMPACTING EMBANKMENT (CY)	COMPACTING IN CUT (STA)	REMARKS
142+00.00	147+92.68	RTE Y	200.0	2,039.0	2,225.0	2,239.0	2,225.0	3.1	
147+92.68	148+46.08	RTE Y							CHANNEL EXCEPTION FROM STA 147+92.68 TO STA 148+46.08
148+46.08	152+50.00	RTE Y	132.2	2,764.0	1,271.0	2,896.2	1,271.0	0.9	
						SUBTOTAL	5,135.2	3,496.0	4.0
						TOTAL	5,135	3,496	4

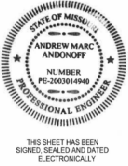
UNCLASSIFIED EXCAVATION INCLUDES PAVEMENT REMOVAL, EXISTING PAVEMENT THICKNESS WAS ASSUMED TO BE 6 INCHES

PAVEMENT & SHOULDERS								
SHEET NO.	FROM STA	TO STA	LENGTH (LF)	WIDTH	ROADWAY	CONCRETE PAVEMENT (8 IN. NON-REINFORCED, 15 FT. JOINTS) (SY)	TYPE 1 AGG. BASE (6") (SY)	REMARKS
4	142+00.00	144+00.00	200.0	VAR	RTE Y	411.5	411.5	PAVEMENT REPLACEMENT ONLY
4	144+00.00	145+10.00	110.0	20-24	RTE Y	268.8	268.8	TRANSITION FROM 0 FT 2 FT SHOULDERS
4	145+10.00	147+43.60	233.6	24	RTE Y	624.3	624.3	10 FT DRIVING LANES 2 FT SHOULDERS
4	149+61.19	151+40.00	178.8	24	RTE Y	478.1	478.1	10 FT DRIVING LANES 2 FT SHOULDERS
4	151+40.00	152+50.00	110.0	20-24	RTE Y	268.8	268.8	TRANSITION FROM 2 FT TO 0 FT SHOULDERS
						SUBTOTAL	2051.5	2051.5
						TOTAL	2051.5	2052

TYPE II ROCK BLANKET								
SHEET NO.	FROM STA	TO STA	AREA (SF)	THICKNESS (FT)	ROADWAY	FURNISHING TYPE 2 ROCK BLANKET (CY)	PLACING TYPE 2 ROCK BLANKET (CY)	PERMANENT EROSION CONTROL GEOTEXTILE (SY)
4	142+00.00	148+20.00	13089.0	2.00	RTE Y	969.6	969.6	1745.9
4	148+77.00	152+50.00	8204.3	2.00	RTE Y	607.7	607.7	1049.8
						SUBTOTAL	1577.3	2795.7
						TOTAL	1578	2796

TYPE 2 ROCK BLANKET FROM STA 149+65.00 TO STA 150+00.00 IS PLACED ON EXISTING GRADE.

SLOPE PROTECTION							
SHEET NO.	FROM STA	TO STA	AREA (SF)	SLOPE FACTOR	ROADWAY	ARTICULATED CONCRETE BLOCK (ACB) SYSTEM (SY)	REMARKS
4	142+00.00	147+99.00	15148.5	1.031	RTE Y	1735.3	ARTICULATED CONCRETE BLOCK PLACED ON 3:1 SLOPE
4	142+00.00	147+99.00	3240.4	1.118	RTE Y	402.5	ARTICULATED CONCRETE BLOCK PLACED ON 2:1 SLOPE
4	142+00.00	147+99.00	2454.2	1.414	RTE Y	385.6	ARTICULATED CONCRETE BLOCK LOCATED IN TERMINATION TRENCH
4	149+00.00	152+50.00	3678.8	1.118	RTE Y	457.0	ARTICULATED CONCRETE BLOCK PLACED ON 2:1 SLOPE
4	149+00.00	152+50.00	8881.8	1.031	RTE Y	1017.5	ARTICULATED CONCRETE BLOCK PLACED ON 3:1 SLOPE
4	149+00.00	152+50.00	1539.7	1.414	RTE Y	241.9	ARTICULATED CONCRETE BLOCK LOCATED IN TERMINATION TRENCH
						SUBTOTAL	4239.8
						TOTAL	4240



DATE PREPARED
12/12/2025

ROUTE Y	STATE MO
DISTRICT SW	SHEET NO. 3

COUNTY
WEBSTER

JOB NO.
JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION								
DATE								

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

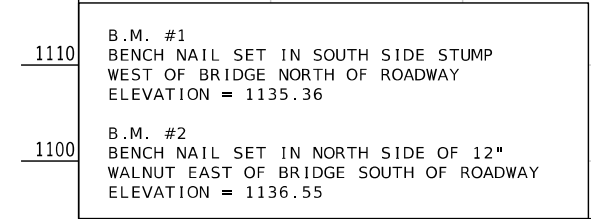
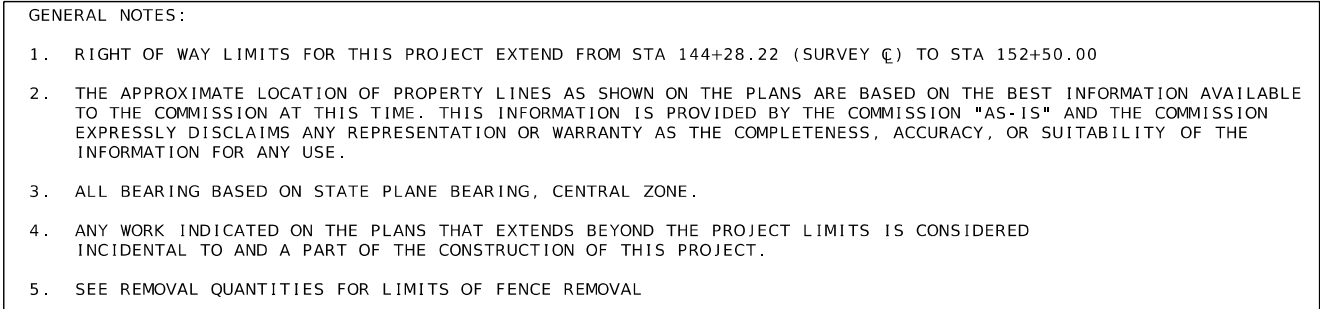


105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-273-6636)

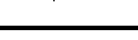
HDR Engineering, Inc.

1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8301
Certificate of Authority: 000856

SIGN	SIZE	AREA	QTY	TOTAL AREA	RELOC	TOTAL RELOC	SIGN	DESCRIPTION	SIGN	SIZE	AREA	QTY	TOTAL	RELOC	TOTAL RELOC	SIGN	DESCRIPTION	ITEM	TOTAL	EFFECTIVE: 07-01-2025			
IN.	SQ. FT.	EACH	SQ. FT.	EACH	SQ. FT.	NO.		IN.	SQ. FT.	EACH	SQ. FT.	EACH	SQ. FT.	NO.		NUMBER	QTY	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	2	6.00			58	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. INTERFACE, CONTRACTOR FURNISHED/RETAINED				
WO5-1	48X48	16.00					ROAD/BRIDGE/RAMP NARROWS	R4-1	36X48	12.00						DO NOT PASS			CHANGEABLE MESSAGE SIGN WITH COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED				
WO5-3	48X48	16.00					ONE LANE BRIDGE	R4-2	36X48	12.00						PASS WITH CARE	6161098A		CHANGEABLE MESSAGE SIGN WITH COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED				
WO5-5	48X48	16.00					NARROW LANES	R4-7a	36X48	12.00						KEEP RIGHT (HORIZONTAL ARROW)			CHANGEABLE MESSAGE SIGN WITHOUT COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED				
WO6-1	48X48	16.00					DIVIDED HIGHWAY (SYMBOL)	R4-8a	36X48	12.00						KEEP LEFT (HORIZONTAL ARROW)		6161099	3	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,				
WO7-3a	30X24	5.00					NEXT XX MILES (PLAQUE)	R6-1L	54X18	6.75						ONE WAY ARROW (LEFT)	6173600D	50	CONTRACTOR FURNISHED/RETAINED				
WO8-1	48X48	16.00					BUMP	R6-1R	54X18	6.75						ONE WAY ARROW (RIGHT)			TEMP. TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED/RETAINED				
WO8-2	48X48	16.00					DIP	R6-2L	24X30	5.00						ONE WAY (LEFT)	6173700B		TEMP. TRAFFIC BARRIER STIFFNESS TRANSITION, CONTRACTOR FURNISHED/RETAINED				
WO8-3	48X48	16.00					PAVEMENT ENDS	R6-2R	24X30	5.00						ONE WAY (RIGHT)			TEMP. TRAFFIC BARRIER HEIGHT TRANSITION, CONTRACTOR FURNISHED/RETAINED				
WO8-4	48X48	16.00					SOFT SHOULDER	R9-9	24X12	2.00						SIDEWALK CLOSED	6173706		RELOCATING TEMPORARY TRAFFIC BARRIER				
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 STIFFNESS				
WO8-6	48X48	16.00					TRUCK CROSSING	R9-11R	24X18	3.00						SIDEWALK CLOSED AHEAD, (ARROW RIGHT) CROSS HERE	6174000A		RELOCATING TEMP. TRAFFIC BARRIER HEIGHT				
WO8-6c	48X48	16.00					TRUCK ENTRANCE	R10-6	24X36	6.00						STOP HERE ON RED (45° ARROW)	6175010A		TEMPORARY RAISED PAVEMENT MARKER				
WO8-7	36X36	9.00					LOOSE GRAVEL	R11-2	48X30	10.00	2	20.00			20	ROAD CLOSED	6175011B		TEMPORARY TRAFFIC SIGNALS				
WO8-7a	36X36	9.00					FRESH OIL / LOOSE GRAVEL	R11-3a	60X30	12.50	1	12.50			53A	ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY	6175013		TEMPORARY TRAFFIC SIGNALS AND LIGHTING				
WO8-9	48X48	16.00					LOW SHOULDER	R11-3a	60X30	12.50	1	12.50			53B	ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY	9029400						
WO8-11	48X48	16.00					UNEVEN LANES	R11-4	60X30	12.50						ROAD CLOSED TO THRU TRAFFIC	9029401						
WO8-12	48X48	16.00					NO CENTER LINE	CONST-3A	60X48	20.00						FINE SIGN							
WO8-15	48X48	16.00					GROOVED PAVEMENT	CONST-3X	56X12	4.67						SPEEDING/PASSING (PLATE)							
WO8-15P	30X24	5.00					MOTORCYCLE (PLAQUE)	MISCELLANEOUS SIGNS															
WO8-17L	48X48	16.00					SHOULDER DROP-OFF (SYMBOL LEFT)	CONST-5	48X36	12.00						POINT OF PRESENCE							
WO8-17R	48X48	16.00					SHOULDER DROP-OFF (SYMBOL RIGHT)	CONST-5	96X48	32.00						POINT OF PRESENCE							
WO8-17P	30X24	5.00					SHOULDER DROP-OFF (PLAQUE)	CONST-8	48X36	12.00						WORK ZONE NO PHONE ZONE							
W10-1	42RND.	9.62					RAILROAD CROSSING	SPECIAL	96 X 48	32.00	1	32.00			56	CLOSED 6 MILES AHEAD							
WO12-1	24X24	4.00					DOUBLE DOWN ARROW (SYMBOL)	SPECIAL	96 X 48	32.00	2	64.00			57	CLOSED 4 MILES AHEAD							
WO12-2	48X48	16.00					LOW CLEARANCE (SYMBOL)	SPECIAL	60 X 36	15.00	6	90.00			50A	DETOUR PLAQUE							
WO12-2x	24X18	3.00					LOW CLEARANCE (PLAQUE)	SPECIAL	60 X 36	15.00	1	15.00			50B	DETOUR PLAQUE							
WO12-2a	84X24	14.00					OVERHEAD LOW CLEARANCE (FEET AND INCHES)	SPECIAL	60 X 36	15.00	2	30.00			50C	DETOUR PLAQUE							
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	12	192.00			ROAD/BRIDGE/RAMP WORK AHEAD	616-10.05 TOTAL															
WO20-2	48X48	16.00	2	32.00			DETOUR AHEAD	CONSTRUCTION SIGNS								602							
WO20-3	48X48	16.00	2	32.00			ROAD CLOSED 500 FT	616-10.10 TOTAL															
WO20-3	48X48	16.00	4	64.00			ROAD CLOSED AHEAD	RELOCATED SIGNS															
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																
								* NO DIRECT PAY FOR RELOCATION OF TEMPORARY TRAFFIC CONTROL OR DEVICES.															
																		SUMMARY OF QUANTITIES					
																		SHEET 3 OF 3					



PLAN/PROFILE
SHEET 1 OF 1



3

1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8301
Certificate of Authority: 0008

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	STATE PLAN (GRID)	
HORIZONTAL DATUM	NAD83	
VERTICAL DATUM	NAVD88	
GEOID MODEL	GEOID 18	
ELEVATIONS DETERMINED BY	GPS	

PROJECT PROJECTION FACTOR	1.0000995
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REFERENCE CONTROL INFORMATION

COORDINATE SYSTEM	STATE PLANE (GRID)	
CONTROL STATION	MODOT NETWORK	
DESIGNATION	MODOT MARSHFIELD CORS ARP	
CORS_ID	MOMF	
PID	DN5832	
LATITUDE	37 20 45.75156	
LONGITUDE	092 57 01.61552	
NORTHING (M)	167949.2540	
EASTING (M)	460089.7850	
ZONE	2402 (MO-CENTRAL)	

PROJECT AVERAGE GRID FACTOR	0.9999005
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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

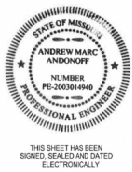
EXAMPLE: CONTROL POINT #1
N 589,167.254 X 0.9999005 = N 589,108.6319
E 1,518,036.895 X 0.9999005 = E 1,517,885.8503

LINEAR UNIT CONVERSION

1 METER = 3.280833333 US SURVEY FEET (USFT)

COORDINATE POINT LISTING

SHEET NO	STATION	LOCATION	OFFSET (USFT)	MODIFIED STATE PLANE (GROUND)			DESCRIPTION
				NORTHING (US SURVEY FT)	EASTING (US SURVEY FT)	ELEVATION (US SURVEY FT)	
PROJECT CONTROL POINTS							
4	153+65.54	RT	42.2171	589,167.254	1,518,036.895	1,141.61	CP1 5/8" REBAR PINK CAP
4	141+85.08	LT	-20.4362	588,625.738	1,517,020.572	1,141.01	CP2 5/8" REBAR PINK CAP
4	142+45.99	LT	-0.9166	588,662.973	1,517,072.574	1,138.89	PK CK PT
PROJECT BENCHMARKS							
4	145+96.48	LT	-26.0981	588,940.649	1,517,296.161	1,135.36	BM1
4	150+79.17	RT	20.2567	589,079.746	1,517,760.196	1,136.55	BM2
ALIGNMENTS							
N/A	130+97.400 R1	€ RTE Y	0.00	587,586.835	1,516,864.485		BEG RTE Y CHAIN
N/A	136+83.769 R1	€ RTE Y	0.00	588,172.117	1,516,828.793		PC CURVE RTE Y
N/A	138+33.200 R1	€ RTE Y	-26.43	588,321.271	1,516,819.697		PI RTE Y
N/A	139+70.320 R1	€ RTE Y	0.00	588,441.194	1,516,908.848		PT RTE Y
4	144+28.223 R1	€ RTE Y	0.00	588,808.678	1,517,182.033		PC CURVE RTE Y
4	145+35.890 R1	€ RTE Y	-14.88	588,895.085	1,517,246.267		PI RTE Y
4	146+38.111 R1	€ RTE Y	0.00	588,935.226	1,517,346.172		PT RTE Y
N/A	154+51.322 R1	€ RTE Y	0.00	589,238.409	1,518,100.752		PC CURVE RTE Y
N/A	156+34.044 R1	€ RTE Y	33.77	589,306.531	1,518,270.301		PI RTE Y
N/A	158+00.346 R1	€ RTE Y	0.00	589,470.443	1,518,351.051		EQUATION STA BK., PT RTE Y
N/A	158+01.600 R2	€ RTE Y	0.00	589,470.443	1,518,351.051		EQUATION STA AH., PT RTE Y
N/A	166+88.174 R2	€ RTE Y	0.00	590,265.748	1,518,742.853		END RTE Y CHAIN



DATE PREPARED
12/10/2025

ROUTE	STATE
Y	MO
DISTRICT	SHEET NO.
SW	7

COUNTY
WEBSTER

JOB NO.
JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION						
DATE						

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

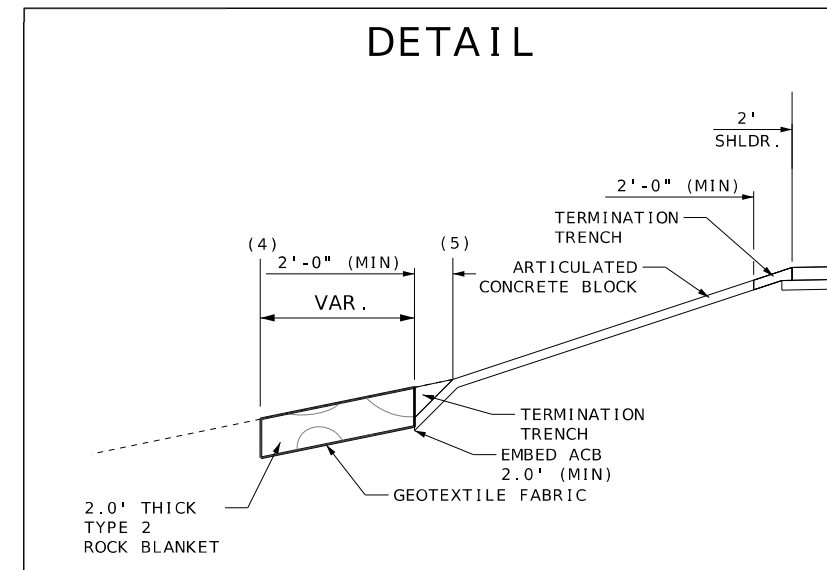
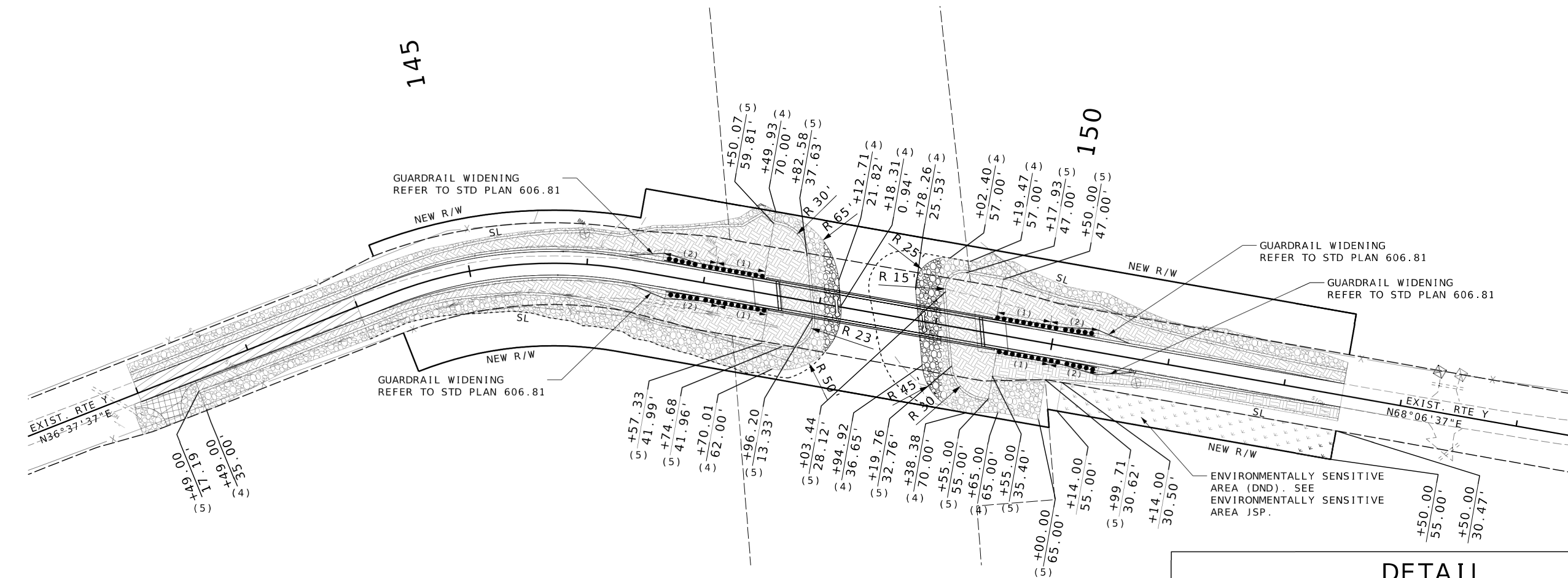
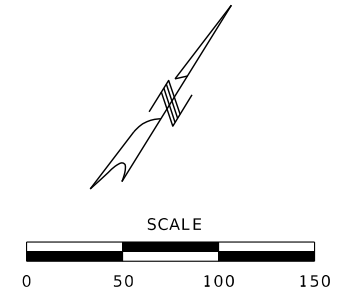


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- (1) MGS BRIDGE APPROACH TRANSITION
SECTION (MINOR ROUTE)
- (2) MGS TYPE A CRASHWORTHY END TERMINAL
- (3) THE ACB QUANTITIES INCLUDE A TWO (2.0') MINIMUM TERMINATION TRENCH AT THE
TOE OF SLOPE. ACB & TYPE 2 ROCK BLANKET WILL BE PAID AT PLAN QUANTITIES
REGARDLESS OF SELECTED ACB SYSTEMS. MINOR VARIATIONS ARE EXPECTED BETWEEN
ACB SUPPLIERS.



LEGEND

	ARTICULATED CONCRETE BLOCK
	TYPE 2 ROCK BLANKET (2'•0" THICK)
	PAVEMENT REMOVAL AND REPLACEMENT
	TERMINATION TRENCH
	ENVIRONMENTALLY SENSITIVE AREA

SPECIAL SHEET
SHEET 1 OF 1



DATE PREPARED	
12/12/2025	
ROUTE	STATE
Y	MO
DISTRICT	SHEET NO.
SW	8
COUNTY	
WEBSTER	
JOB NO.	
JSR0366	
CONTRACT ID.	

PROJECT NO.

BRIDGE NO.

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MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION



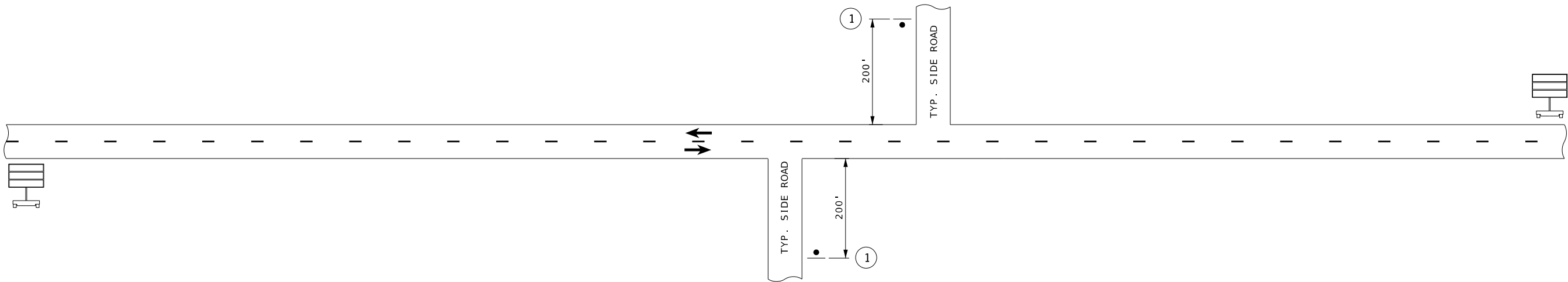
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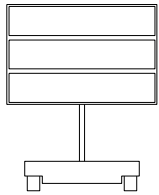
- GENERAL NOTES:
1. ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.
 2. TEMPORARY SIGNING SHOWN IS FOR WORK ON ONE SIDE OF THE ROAD. FOR WORK ON THE OTHER SIDE, REVERSE ORDER OF THE SIGNS AND CHANNELIZERS.
 3. SIGNING SHOWN SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
 4. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER.
 5. REFER TO STANDARD DRAWING 616.10, 619.10, AND 620.10 FOR ADDITIONAL DETAILS AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
 6. NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLASHING ARROW PANEL.
 7. ALL SIGNS, EXCEPT "RATE OUR WORK ZONES" SHALL BE PORTABLE MOUNT AND ARE TO BE MOVED AS WORK PROGRESSES, UNLESS OTHERWISE NOTED. ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE ROADWAY DURING NON-WORKING HOURS.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING PROPER TRAFFIC CONTROL SETUPS THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER.
 9. WHERE MINIMUM LANE WIDTHS CANNOT BE ACHIEVED ON THE SIDE STREETS, THE CONTRACTOR SHALL CLOSE HALF OF THE APPROACH AND POSITION A FLAGGER AT EACH END OF THE WORK AREA. LOCATION TO BE DETERMINED BY THE ENGINEER. ADVANCE FLAGGER SIGNING SHALL BE INSTALLED AS OUTLINED IN THE MUTCD.
 10. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL BUSINESSES AND STREETS. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.
 11. SPACING & DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD & APPROVED BY THE ENGINEER.
 12. TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).



TYPICAL SIDE ROAD SIGNING
(UNDIVIDED HIGHWAY)

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.
WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE
WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.

(2) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.



(2)

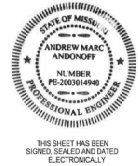


WO20-1

(1)

NOT TO SCALE

TRAFFIC CONTROL
SHEET 1 OF 3



DATE PREPARED
12/10/2025

ROUTE Y STATE MO
DISTRICT SW SHEET NO. 9

COUNTY
WEBSTER
JOB NO.
JSR0366
CONTRACT ID.

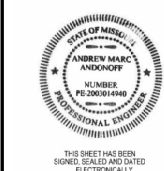
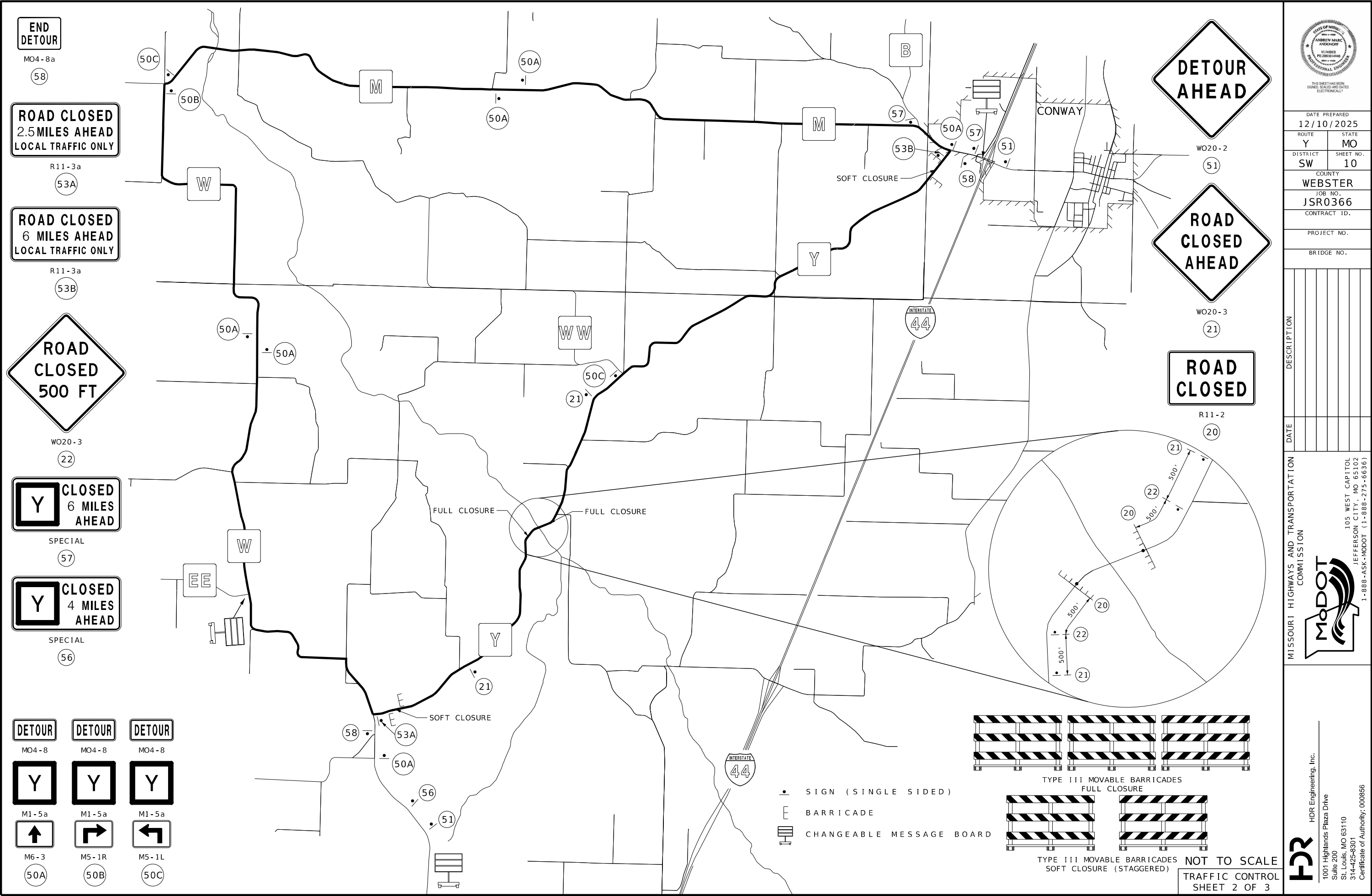
PROJECT NO.

BRIDGE NO.

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
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MoDOT

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DATE PREPARED 12/10/2025	
ROUTE Y	STATE MO
DISTRICT SW	SHEET NO. 10
COUNTY WEBSTER	
JOB NO. JSR0366	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

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

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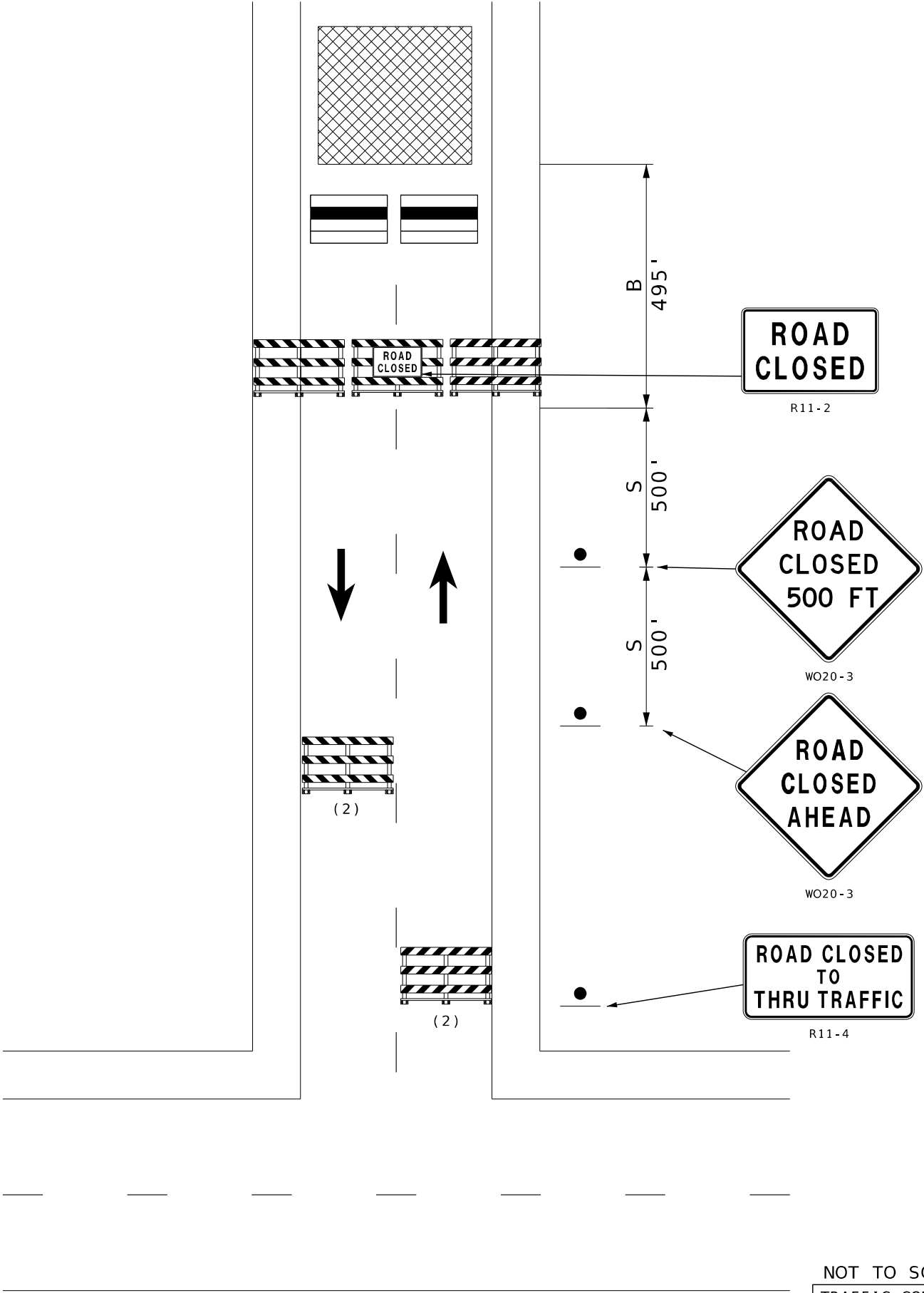
TYPICAL CLOSURE OF EXISTING BRIDGES OR NON-TRAVERSABLE ROADS

SIGN SPACING (S) FOR ADVANCE SIGN SERIES (1) (2)			BUFFER SPACE (B)
SPEED MPH	UNDIVIDED HIGHWAYS	DIVIDED HIGHWAYS	BUFFER SPACE
0-35	200	200	250
40-45	350	500	360
50-55	500	1000	495
60-70	1000	SA-1000 SB-1500 SC-2640	730

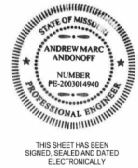
- NOTES:
- (1) SPACING MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITONS
- (2) ADDITIONAL BARRICADES MAY BE USED AND OFFSET TO FACILIATE ACCESS FOR LOCAL TRAFFIC IF NEEDED.
- (3) REFER TO EPG 606.1.3.5.2 CLOSURE OF EXISTING BRIDGES OR NON-TRAVERSABLE ROADS.
- (4) REFER TO STANDARD PLANS FOR HIGHWAY CONSTRUCTION 617.20 TEMPORARY CONCRETE TRAFFIC BARRIER FOR CONCRETE BARRIERS.
- (5) REFER TO STANDARD PLANS FOR HIGHWAY CONSTRUCTION 616.10 TEMPORARY TRAFFIC CONTROL DEVICES FOR TYPE III BARRICADES.

TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
-  TYPE III BARRICADE
-  WORK AREA
-  TEMPORARY CONCRETE TRAFFIC BARRIER WITH RED RETROREFLECTIVE SHEET
-  ASTM TYPE IV 6" RED REFLECTIVE SHEETING WITH 0.080" ALUMINUM BACKING



NOT TO SCALE
TRAFFIC CONTROL
SHEET 3 OF 3



DATE PREPARED
12/10/2025

ROUTE Y STATE MO

DISTRICT SW SHEET NO. 11

COUNTY

WEBSTER

JOB NO. JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

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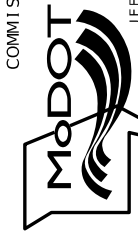
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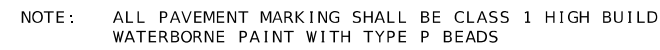
DATE

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314-425-8301
Certificate of Authority: 000856

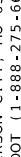
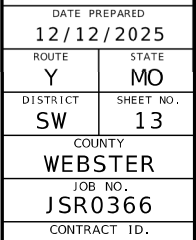
MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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



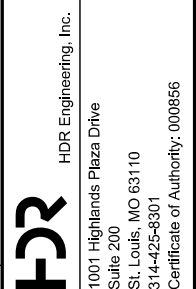


_____ 4" SOLID WHITE
_____ 4" INTERMITTENT YELLOW

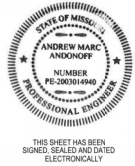
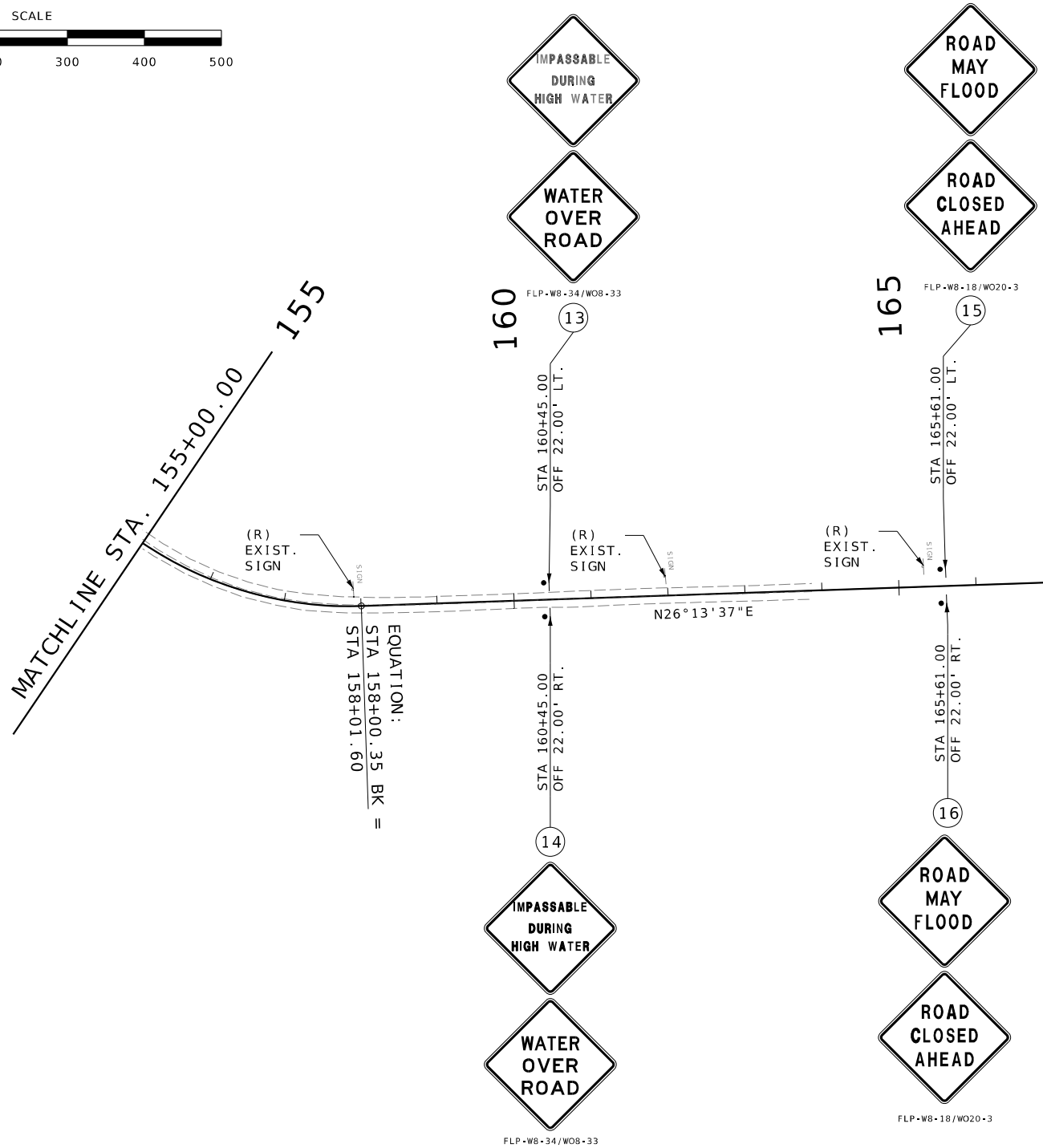
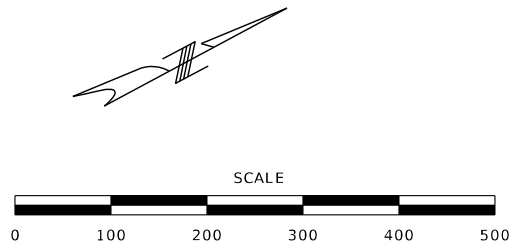


MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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013_SN_01_JSR0366_I100.dgn 12:55:31 PM 12/12/2025



DATE PREPARED
12/10/2025

ROUTE	STATE
Y	MO
DISTRICT	SHEET NO.
SW	14

COUNTY
WEBSTER
JOB NO.
JSR0366
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

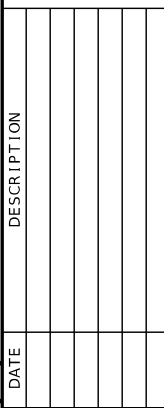
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1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8301
Certificate of Authority: 000856

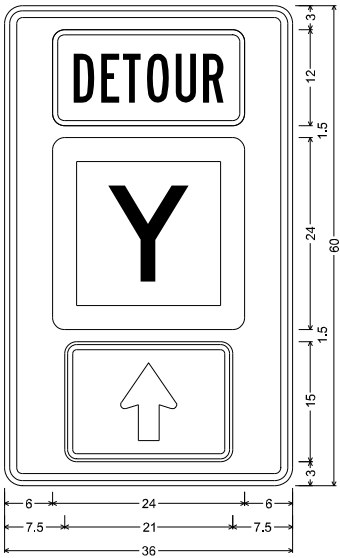
PAVEMENT MARKING AND SIGNING
SHEET 2 OF 4

SUBTOTAL		256	16	16	16
TOTAL		256	16	16	16

STRUCTURAL STEEL POST AND FOOTING DATA TABLE													
POST				FOOTING									
POST DES. NO.	NOM. SIZE	WEIGHT		STUB LENGTH	DIA.	GROUND		6:1 GRADE		4:1 GRADE		3:1 OR 2:1 GRADE	
		LBS/FT	LBS/IN			DEPTH	C.Y.	DEPTH	C.Y.	DEPTH	C.Y.	DEPTH	C.Y.
1	W6	9.0	0.75	3'-0"	15"	3'-0"	0.14	3'-2"	0.15	3'-3"	0.16	3'-6"	0.17
2	W6	15.0	1.25	4'-0"	24"	4'-0"	0.47	4'-2"	0.50	4'-3"	0.51	4'-6"	0.54
3	W8	18.0	1.50	4'-6"	28"	4'-6"	0.71	4'-8"	0.73	4'-9"	0.74	5'-0"	0.78
4	W10	22.0	1.83	5'-0"	36"	5'-0"	1.31	5'-2"	1.36	5'-3"	1.39	5'-6"	1.45
5	W10	26.0	2.17	5'-0"	36"	5'-0"	1.31	5'-3"	1.37	5'-5"	1.43	5'-9"	1.52
6	W12	35.0	2.92	5'-6"	36"	5'-6"	1.44	5'-9"	1.52	5'-11"	1.56	6'-3"	1.65

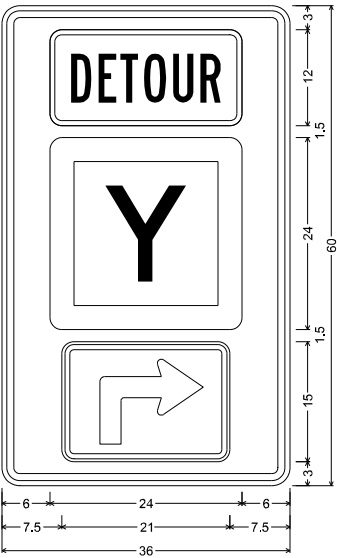
SIGN SUMMARY					
STANDARD SIGN OR SPECIAL SIGN	SIGN DETAIL SHEET NO.	NO. EACH	SIGN SIZE & TYPE & SQUARE FEET		
			SIGN SIZE	FLAT SHEET SH	FLAT SHEET FLUORESCENT SHF *
			INCHES	ITEM NO. 9035004A	ITEM NO. 9035069A
FLP-W8-18 / WO20-3	STD	4	2 - 48 X 48		128
FLP-W8-34 / WO8-33	STD	4	2 - 48 X 48		128
W1-2L	STD	3	36 X 36		27
W13-1P	STD	4	24 X 24		16
DL-3 YLW	STD	8	4 X 72		16
I3-1	STD	2	18 x 36	9	
W8-19A	STD	2	12 X 72		12
W1-2R	STD	1	36 X 36		9
			TOTALS	9	336
			USE	9	336





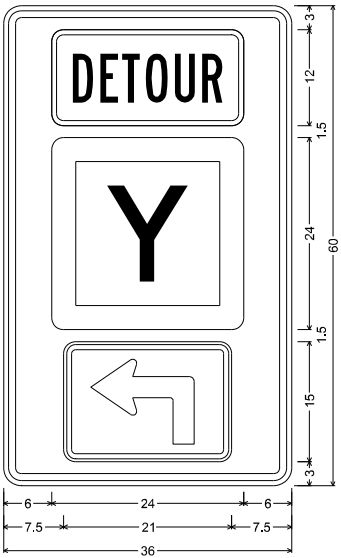
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2.250" Radius, 0.875" Border, 0.625" Indent, Black on, Orange;
Table of letter and object lefts

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6.000	STATION	
7.500	ROADWAY	



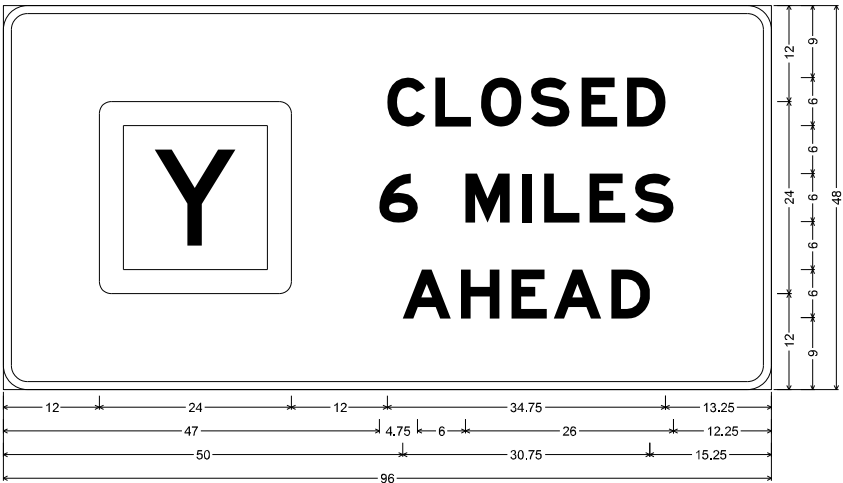
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2.250" Radius, 0.875" Border, 0.625" Indent, Black on, Orange;
Table of letter and object lefts

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6.000	STATION	
7.500	ROADWAY	



MO4-12 SHF-FLAT SHEET FLUORESCENT;
2.250" Radius, 0.875" Border, 0.625" Indent, Black on, Orange;
Table of letter and object lefts

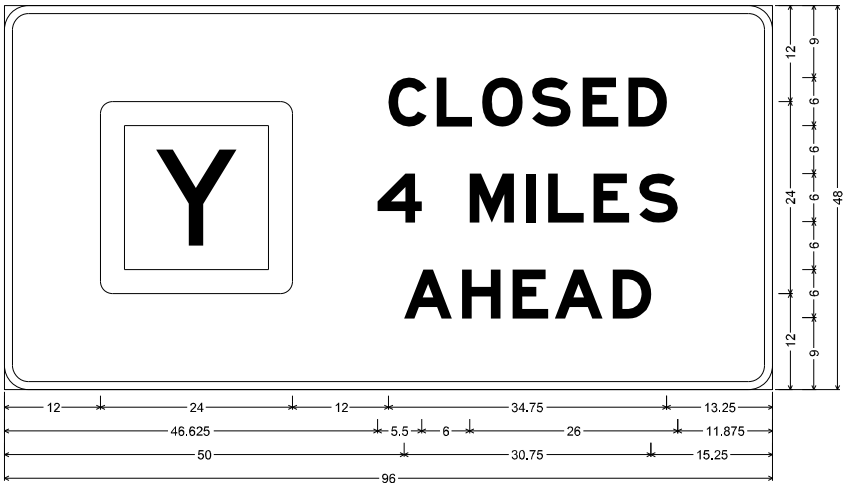
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6.000	STATION	
7.500	ROADWAY	



MO4-13 SHF-FLAT SHEET FLUORESCENT;
3.000" Radius, 1.000" Border, Black on, Orange;
"CLOSED", E Mod; "6 MILES", E Mod; "AHEAD", E Mod;
Table of letter and object lefts

12.000	C	L	O	S	E	D
48.000	54.000	59.750	66.000	72.250	78.000	
6	M	I	L	E	S	
47.000	57.750	64.875	67.625	73.250	79.000	
A	H	E	A	D		
50.000	57.125	63.500	68.750	76.000		

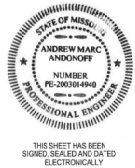
SIGN NO.	57
STATION	
ROADWAY	



MO4-13 SHF-FLAT SHEET FLUORESCENT;
3.000" Radius, 1.000" Border, Black on, Orange;
"CLOSED", E Mod; "4 MILES", E Mod; "AHEAD", E Mod;
Table of letter and object lefts

12.000	C	L	O	S	E	D
48.000	54.000	59.750	66.000	72.250	78.000	
4	M	I	L	E	S	
46.625	58.125	65.250	68.000	73.625	79.375	
A	H	E	A	D		
50.000	57.125	63.500	68.750	76.000		

SIGN NO.	56
STATION	
ROADWAY	



DATE PREPARED		12/10/2025
ROUTE	STATE	YMO
DISTRICT	SHEET NO.	SW16
COUNTY		WEBSTER
JOB NO.		JSR0366
CONTRACT ID.		

PROJECT NO.
BRIDGE NO.

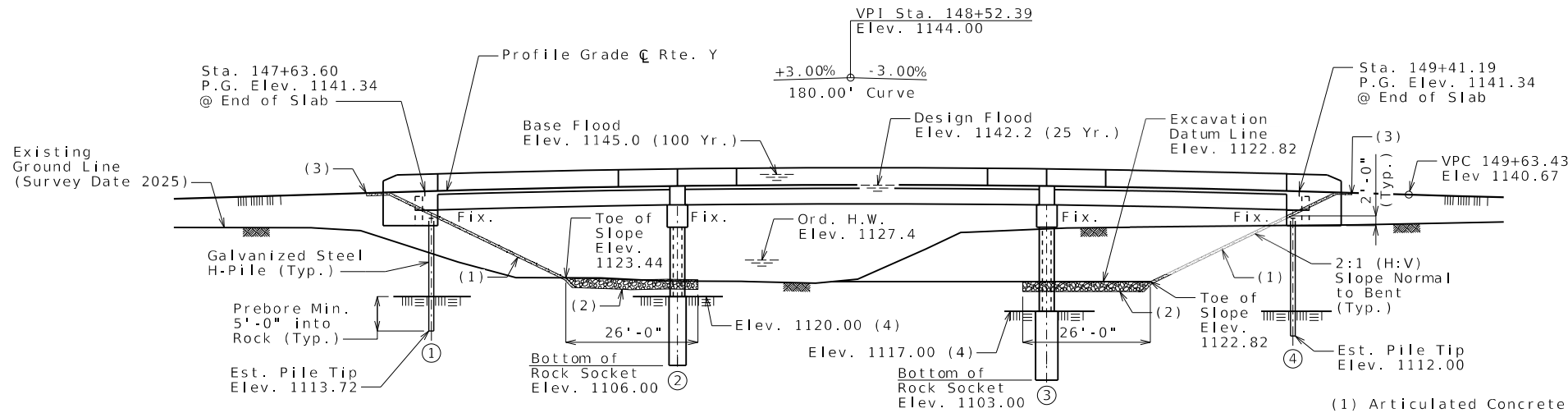
DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

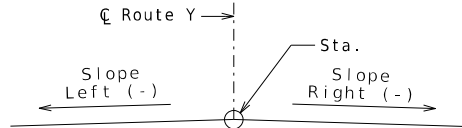
HDR Engineering, Inc.
1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8301
Certificate of Authority: 000856

(50' -75' -50') PRESTRESSED CONCRETE SPREAD BOX BEAM SPANS



GENERAL ELEVATION

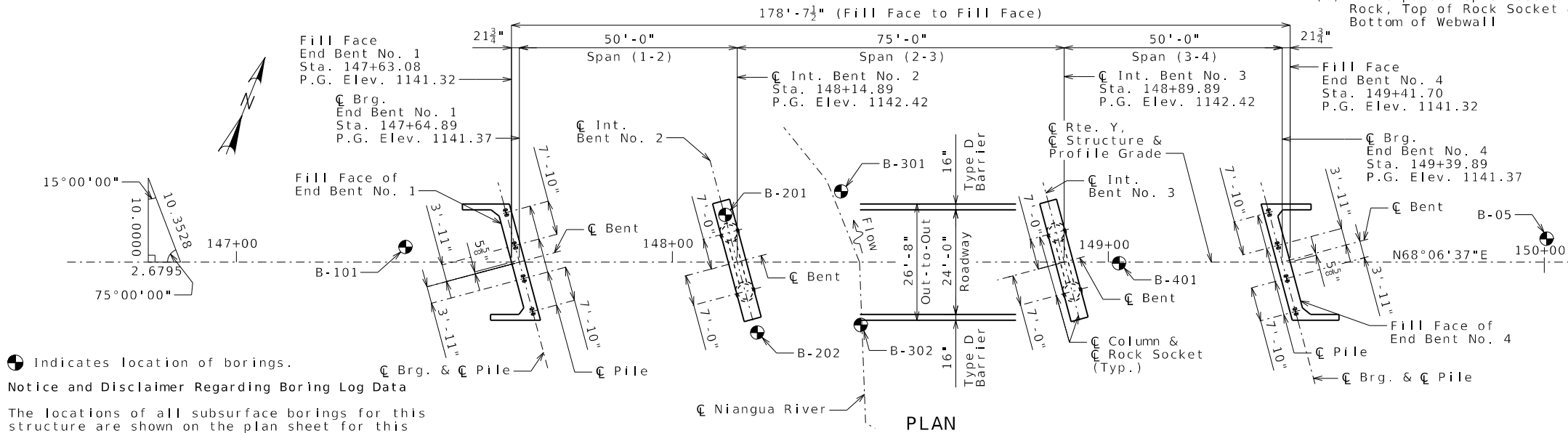
ROUTE Y
PI 145+35.89
PC 144+28.22
PT 146+38.11
Δ 31°29'0.0" (RT)
D 15°0'0.3"
L 209.89' (ARC)
T 107.67'
R 381.97'



TYPICAL ROADWAY SECTION
(Looking Ahead Station)

SUPERELEVATION TRANSITION		
Station	Slope Left	Slope Right
147+43.08	-0.22%	-2.00%
147+63.08	-1.26%	-2.00%
147+77.47	-2.00%	-2.00%

Hydrologic Data	
Drainage Area = 55.9 mi ²	
Design Flood Frequency = 25 years	
Design Flood Discharge = 20,350 cfs	
Design Flood (D.F.) Elevation = 1142.2	
Base Flood (100-year)	
Base Flood Elevation = 1145.0	
Base Flood Discharge = 32,400 cfs	
Estimated Backwater = 0.5 ft	
Average Velocity thru Opening = 3.9 ft/s	
Freeboard (50-year)	
Freeboard = None	
Roadway Overtopping	
Overtopping Flood Discharge = 5,100 cfs	
Overtopping Flood Frequency = 2-3 years	
Flood Elevation = 1135.6	



PLAN

Indicates location of borings.

Notice and Disclaimer Regarding Boring Log Data

The locations of all subsurface borings for this structure are shown on the plan sheet 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 Sheets No. 26 thru 30 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.

Notes:

Existing structure (P0959) along Route Y has been removed. Removal of any rip rap or debris from previously completed removal operations to install the proposed foundations will be considered completely covered by the contract unit price for other items.

All dimensions are horizontal.

All bents are parallel.

For General Notes, Estimated Quantities, Estimated Quantities for Slab on Concrete Beam, Location Sketch and Foundation Data, See Sheet No. 2.

Existing roadway fill under the ends of the bridge shall be removed as shown. Removal of existing roadway fill will be considered completely covered by the contract unit price for roadway excavation.

Roadway fill shall be completed to the final roadway section and up to the elevation of the bottom of the concrete beam within 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.

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

Sheet No. 1 of 30

B.M. #1
STA. 145+96.48, 26.10' LT.
BENCH NAIL SET IN SOUTH SIDE OF
STUMP WEST OF BRIDGE AND NORTH
OF ROUTE Y.
ELEV. 1135.36
NAVD-88

B.M. #2
STA. 150+76.17, 20.26' RT.
BENCH NAIL SET IN NORTH SIDE OF 12"
WALNUT EAST OF BRIDGE AND SOUTH
OF ROUTE Y.
ELEV. 1136.55
NAVD-88

BRIDGE: ROUTE Y OVER NIANGUA RIVER

ROUTE Y FROM ROUTE WW TO ROUTE W
ABOUT 1.9 MILES SOUTH OF ROUTE WW
BEGINNING STATION 147+63.08



THIS SHEET HAS BEEN
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ELECTRONICALLY

DATE PREPARED
12/17/2025

ROUTE Y STATE MO

DISTRICT BR SHEET NO. 1

COUNTY WEBSTER

JOB NO. JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A9765

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

MoDOT

HDR Engineering, Inc.

1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8300
Certificate of Authority: 000856

Estimated Quantities				
Item		Substr.	Superstr.	Total
Class 1 Excavation	cu. yard	10		10
Class 2 Excavation	cu. yard	54		54
Cofferdam - Bent No. 2	lump sum			1
Cofferdam - Bent No. 3	lump sum			1
Bridge Approach Slab (Minor)	sq. yard		110	110
Rock Sockets (4 ft. 6 in. Dia.)	linear feet	56.0		56.0
Video Camera Inspection	each	4		4
Foundation Inspection Holes	linear feet	96.0		96.0
Sonic Logging Testing	each	4		4
Galvanized Structural Steel Piles (12 in.)	linear feet	188		188
Pre-Bore for Piling	linear feet	172		172
Pile Point Reinforcement	each	8		8
Class B Concrete (Substructure)	cu. yard	101.5		101.5
Type D Barrier	linear feet		389	389
Slab on Concrete Beam	sq. yard		526	526
33in., Prestressed Concrete Spread Box Beam	linear feet		523	523
Reinforcing Steel (Bridges)	pound	25,550		25,550
Steel Intermediate Diaphragm for P/S Concrete Girders	each		6	6
Vertical Drain at End Bents	each	2		2
Plain Neoprene Bearing Pad	each		6	6
Laminated Neoprene Bearing Pad	each		12	12

Foundation Data						
Type	Design Data		Bent Number			
			1	2	3	4
Load Bearing Pile	Pile Type and Size		HP12x53			HP12x53
	Number	ea	4			4
	Approximate Length per Each	ft	23			24
	Pile Point Reinforcement	ea	All			All
	Criteria for Min. Tip Penetration		--			--
	Minimum Galvanized Penetration (Elev.)	ft	Full Length			Full Length
	Pile Driving Verification Method		(*)			(*)
	Resistance Factor		--			--
	Minimum Nominal Axial Compressive Resistance	kip	--			--
Rock Socket	Layer 1	Number	ea	2	2	
		Foundation Material		Rock	Rock	
		Elevation Range	ft	1120-1106	1117-1103	
		Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	11.4	11.4	

Rock Socket:
Minimum Nominal Axial Compressive Resistance (Side Resistance) = Maximum Factored Loads/Resistance Factors

Estimated Quantities for Slab on Concrete Beam		
Item		Total
Class B-2 Concrete	cu. yard	169.4
Reinforcing Steel (Galvanized)	pound	45,160
Reinforcing Steel (Bridges)	pound	160

All superstructure reinforcement shall be galvanized except for Strand Tie Bars (#5-H114, #5-H253, #5-H254, #5-H353, #5-H354 & #5-H414)

Type of Reinforcing Steel	TYPE USED (✓)
Galvanized Steel Reinforcing Bars	
Textured Epoxy Coated Steel Reinforcing Bars	

General Notes:

Design Specifications:
2020 AASHTO LRFD Bridge Design Specifications (9th Ed.)
2023 AASHTO Guide Specifications for LRFD Seismic Bridge Design (3rd. Ed.)
Seismic Design Category = B (Seismic Details)
Design earthquake response spectral acceleration coefficient at 1.0 second period, $S_{D1} = 0.109$
Acceleration Coefficient (effective peak ground acceleration coefficient), $A_s = 0.106$
Design Loading:
Vehicular = HL-93
Future Wearing Surface = 35 lb/sf
Earth = 120 lb/cf, Equivalent Fluid Pressure = 45 lb/cf (Min.)
Superstructure: Simply-supported, non-composite for dead load.
Continuous composite for live load.
Design Unit Stresses:
Class B Concrete (Substructure)
Class B-2 Concrete (Rock Sockets)
Class B-1 Concrete (Barrier)
Class B-2 Concrete (Superstructure, except Prestressed Beams and Barrier)
Reinforcing Steel (ASTM A706 Grade 60)
Structural Steel HP Pile (ASTM A709 Grade 50)
For prestressed box beam stresses, see Sheets No. 13 and 14.
Neoprene Bearing Pads:
Neoprene bearing pads shall be 60 durometer and shall be in accordance with Sec 716.
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.

All superstructure reinforcing steel shall be galvanized unless otherwise specified. Specifications, materials, zinc coating process and construction practice shall be in accordance with ASTM A1094/A1094M-20.

At the contractor's option, superstructure reinforcing steel may be textured epoxy-coated steel reinforcing bars.

Galvanized reinforcing steel shall not come into contact with uncoated reinforcing steel or prestressing strands. Nylon, PVC or polyethylene spacers shall be used where necessary. Nylon cable ties shall be used to bind the spacers to the reinforcing.
Stay-in-Place Corrugated Steel 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.

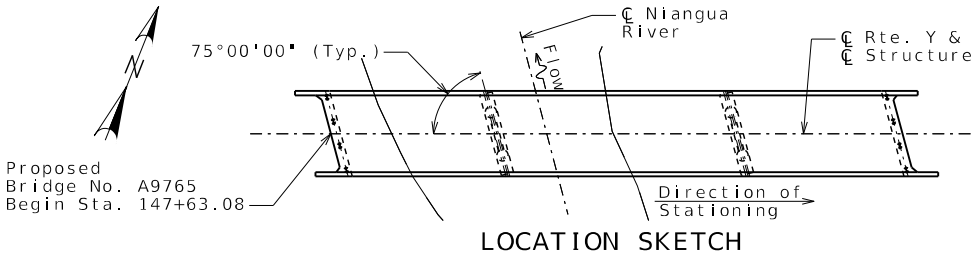
Traffic Handling:
Structure to be closed during construction.
Load Bearing Piles:
Pile point reinforcement need not be galvanized. Shop drawings will not be required for pile point reinforcement.

All piles shall be galvanized down to the minimum galvanization penetration (elevation).

The contractor shall make every effort to achieve the minimum galvanized penetration (elevation) shown on the plans for all piles. Deviations in penetration less than 5 feet of the minimum will be considered acceptable provided the contractor makes the necessary corrections to ensure the minimum penetration is achieved on subsequent piles.

Pre-bore for piles at End Bents No. 1 and 4 to elevations 1113.72 and 1112.00, respectively. The contractor shall ensure that the Pre-bore for piles at each end bent reach a minimum pile embedment 15'-0" into natural ground and pre-bore into rock shall be a minimum of 5'-0".

(*)All piles shall bear on rock. The piles shall be inserted into the pre-bore holes and are to be seated on bedrock and not rubble in the bottom of the hole. The hole shall be cleaned to meet the requirements of Sec 701.4.10.2. The piles shall be seated and verification of pile driving is not required. Backfill with Class B Concrete to top of rock and with sand for the rest of the hole. All backfill material will be considered completely covered by cost of other items.



The table of Estimated Quantities for Slab on Concrete Beam 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 coated and uncoated reinforcing steel will be considered completely covered by the contract unit price for the slab. Variations may be encountered in these estimated quantities but these variations cannot be used for an adjustment in the contract unit price.

Method of forming the slab shall be as shown on the plans and in accordance with Sec 703. All hardware for forming the slab to be left in place as a permanent part of the structure shall be coated in accordance with ASTM A123 or ASTM B633 with a thickness Class SC4 and a finish Type I, II or III.

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

Estimated Quantities:

All concrete above the construction joint in the end bents is included in the Estimated Quantities for Slab on Concrete Beam.

All reinforcement in the end bents is included in the Estimated Quantities for Slab on Concrete Beam.

All reinforcement in the intermediate bent concrete diaphragms except reinforcement embedded in the beam cap is included in the Estimated Quantities for Slab on Concrete Beam.

All concrete above the intermediate beam cap is included in the Estimated Quantities for Slab on Concrete Beam.



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12/18/2025

ROUTE

Y

DISTRICT

BR

STATE

MO

SHEET NO.

2

COUNTY

WEBSTER

JOB NO.

JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A9765

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

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

MoDOT

HDR Engineering, Inc.

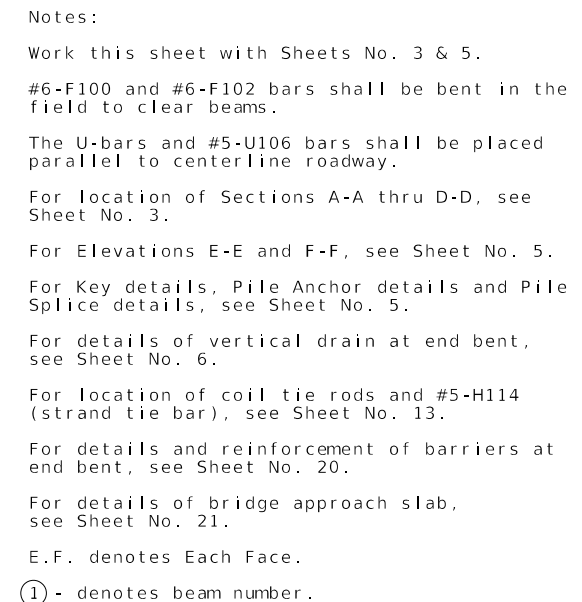
1001 Highlands Plaza Drive

Suite 200

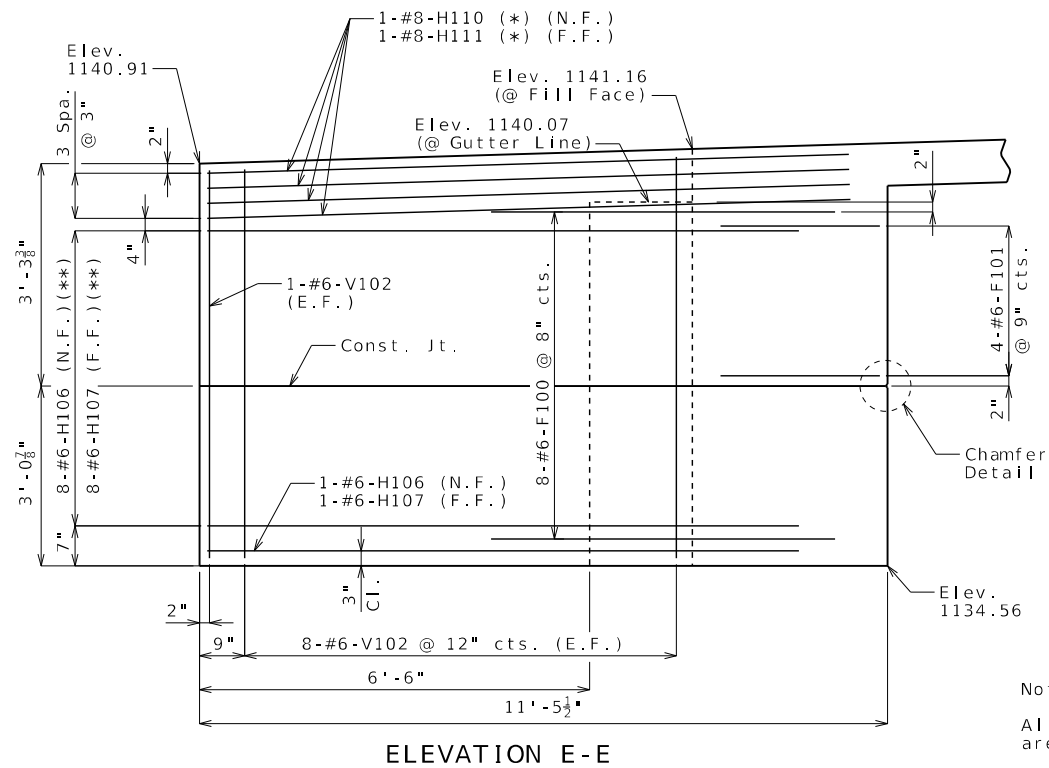
St. Louis, MO 63110

314-425-8300

Certificate of Authority: 000856



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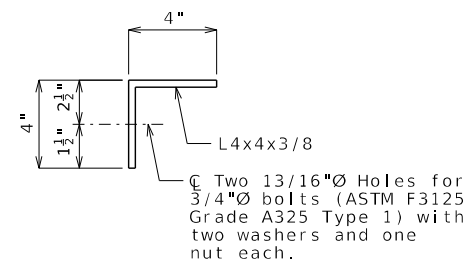
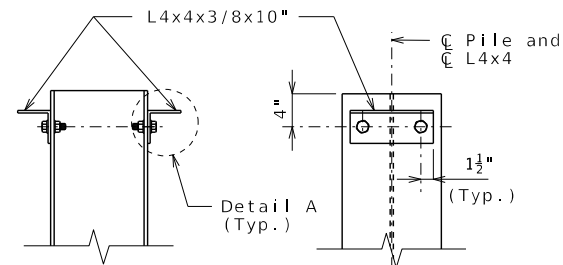
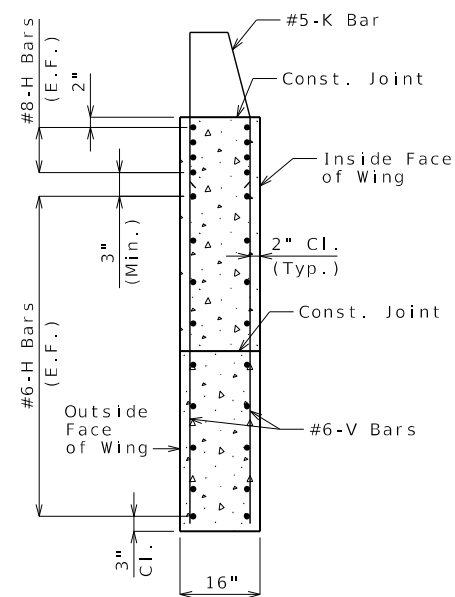
Note:

All dimensions and elevations are
are given at outside face of wing.

The #6-F100 and #6-F102 bars shall be bent in the field to clear beams.

(*) Place with grade.

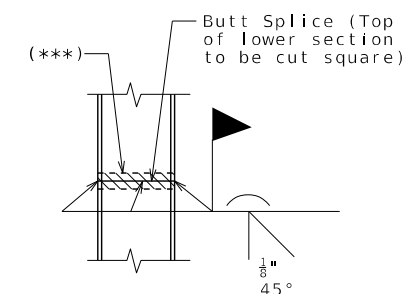
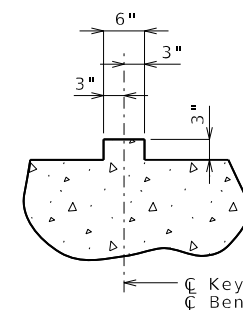
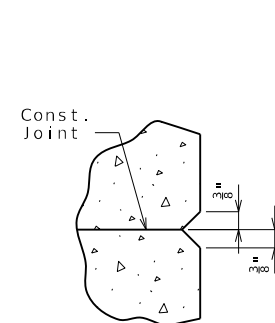
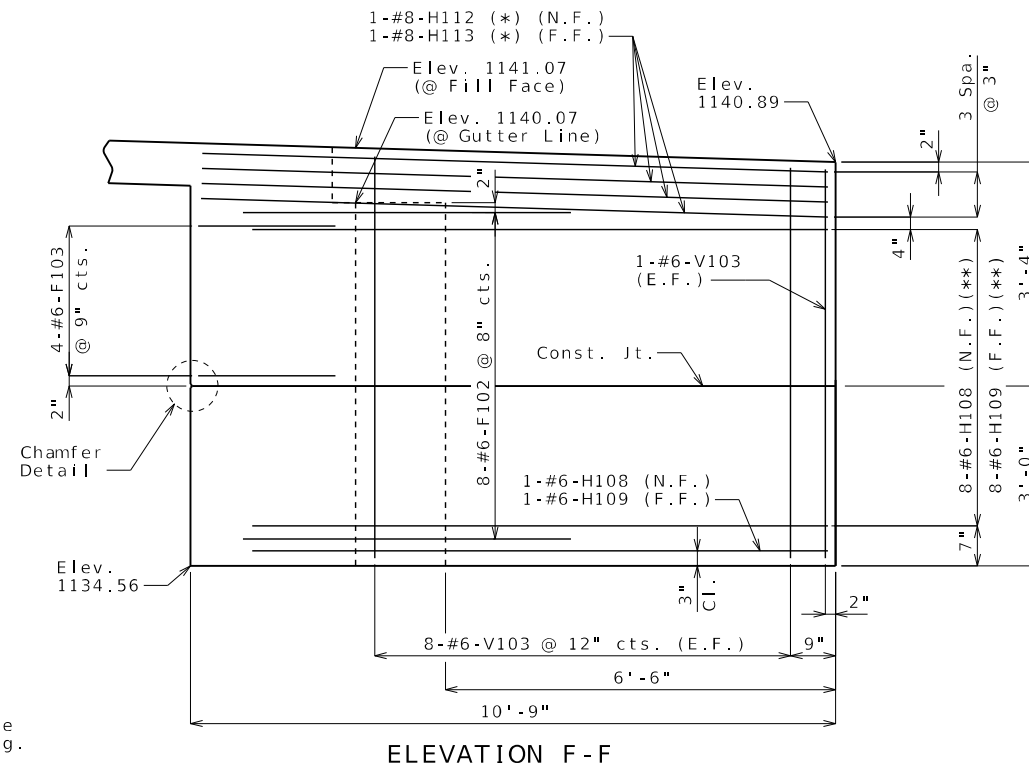
(**) Spaced @ about 8" cts.



DETAIL A

Angles shall be coated with a minimum of two coats of non-aluminum epoxy mastic primer to provide a dry film thickness of 4 mils minimum, 8 mils maximum, or galvanized in accordance with Sec 1081. Bolts, washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

Cost of L4x4 ASTM A709 Grade 36 HP Pile Anchors and 3/4-inch diameter ASTM F3125 Grade A325 Type 1 bolts, complete in place, will be considered completely covered by the contract unit price for Galvanized Structural Steel Piles (12 in.).



STEEL PILE SPLICE
(If required)

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

Notes:

Work this sheet with Sheets No. 3 & 4.

For location of Elevations E-E and F-F, see Sheet No. 4.

For details and reinforcement of barriers at end bent,
see Sheet No. 20.

E.F. denotes Each Face.

F.F. denotes Far Face.

N.F. denotes Near Face.



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12/17/2025	
ROUTE	STATE

Y	MO
---	----

TRICT
RD

COUNTY

WEBSTER

JOB NO.
LSB0366

CONTRACT ID.

PROJECT NO.							
BRIDGE NO. A9765							
DESCRIPTION							
DATE							

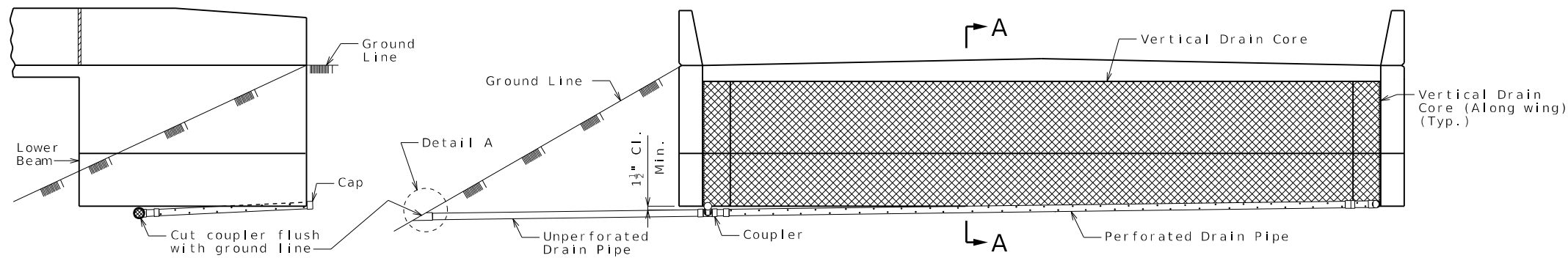
MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

HDR Engineering, Inc.

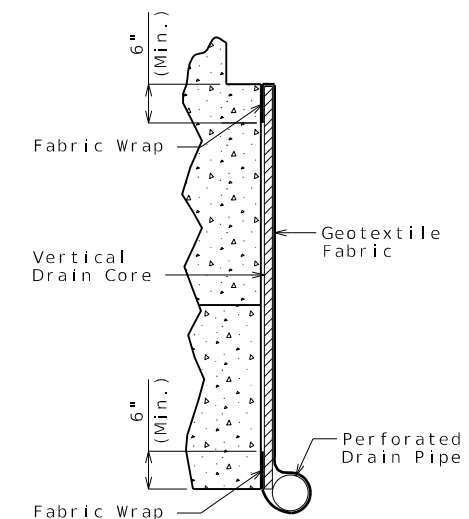


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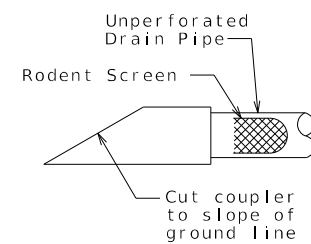


ELEVATION OF WING

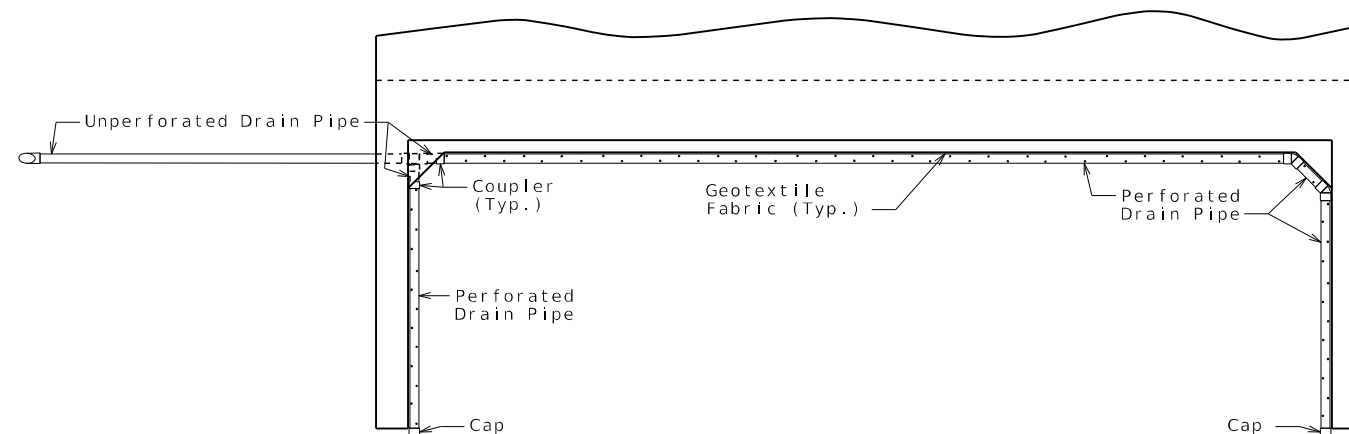
ELEVATION OF END BENT



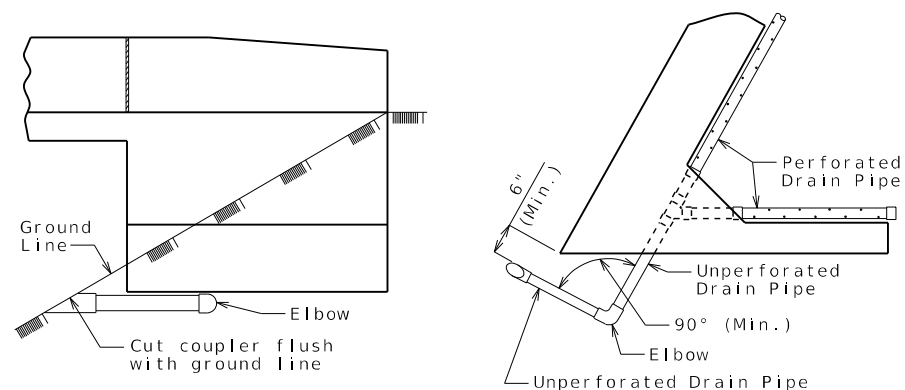
PART SECTION A-A
(Section thru wing similar)



DETAIL A



PLAN OF END BENT



ELEVATION OF WING

PART PLAN

OPTIONAL TURNED DRAIN
(Use only when straight drain is not practical.)

VERTICAL DRAIN AT END BENTS

(Squared end bent shown, skewed end bent 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.

Drain pipe shall outlet on downstream side of end bents.



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12/17/2025

ROUTE	STATE
Y	MO

Y	MO
STRICT	SHEET NO

BR	6
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COUNTY

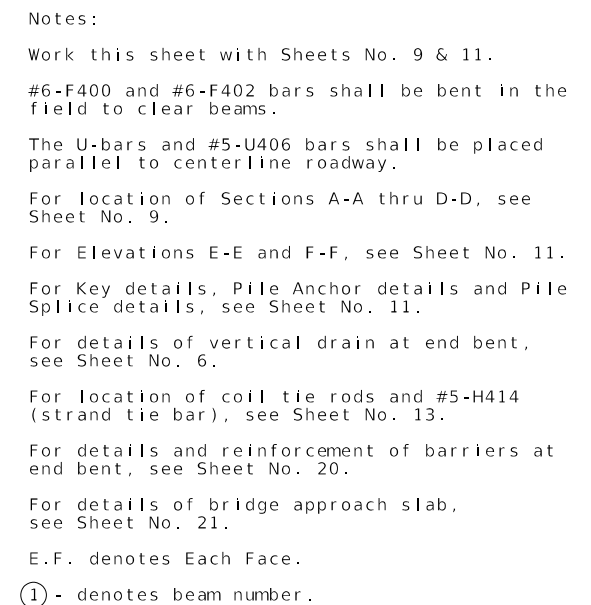
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JOB NO.
LCB0266

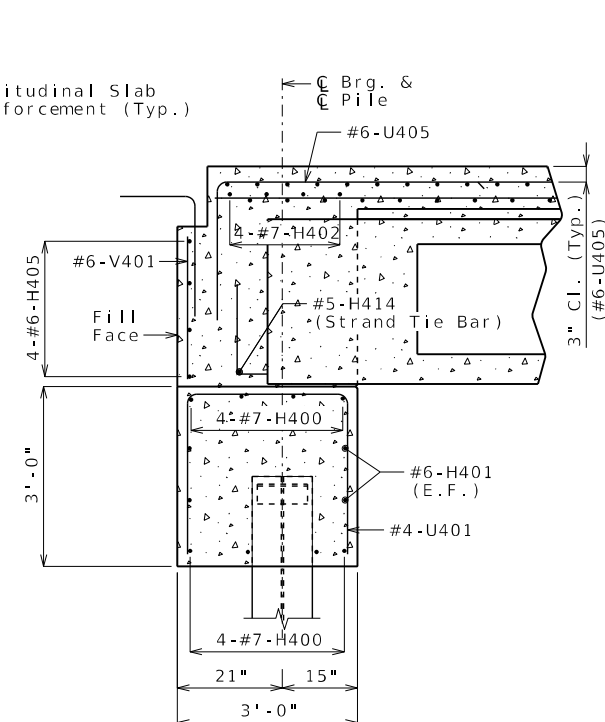
JSR0366

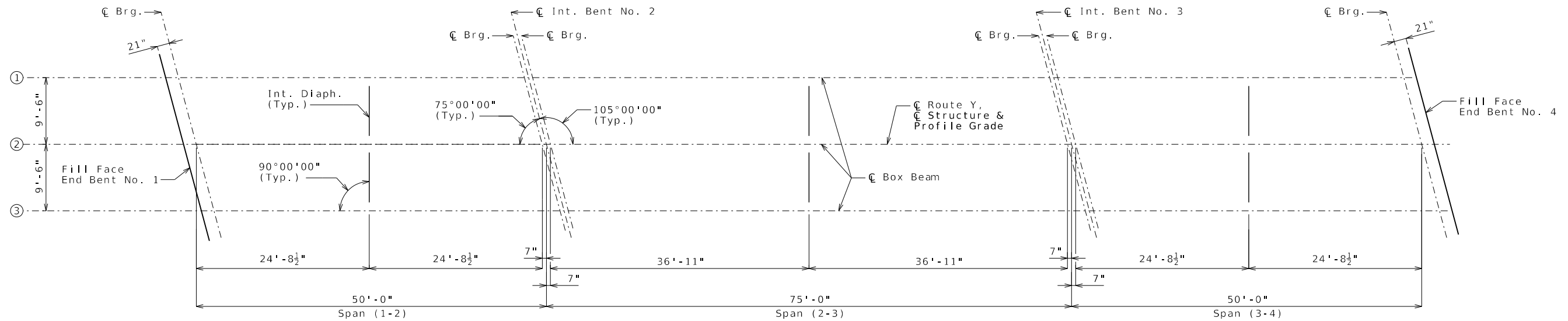
[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSIONHDR Engineering, Inc.
 10000 Highway 100
 Suite 100
 Houston, TX 77055
 713/465-1100
 Fax 713/465-1101
 E-mail: info@hdr.com
 Web: www.hdr.com

Certificate of Authority: 000856

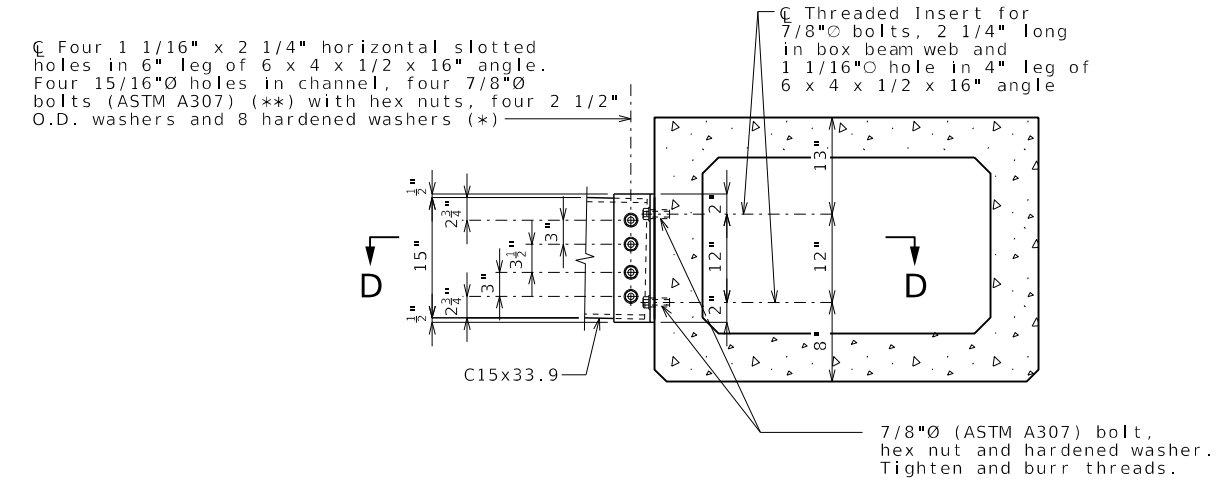


(Horizontal dimensions are measured along C Brg.)



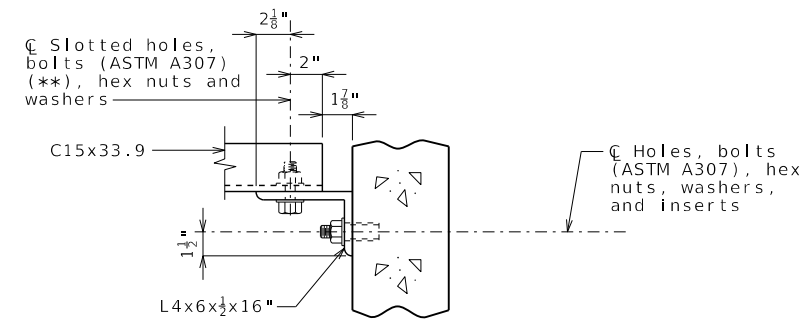


PLAN SHOWING LOCATION OF STEEL INTERMEDIATE DIAPHRAGMS

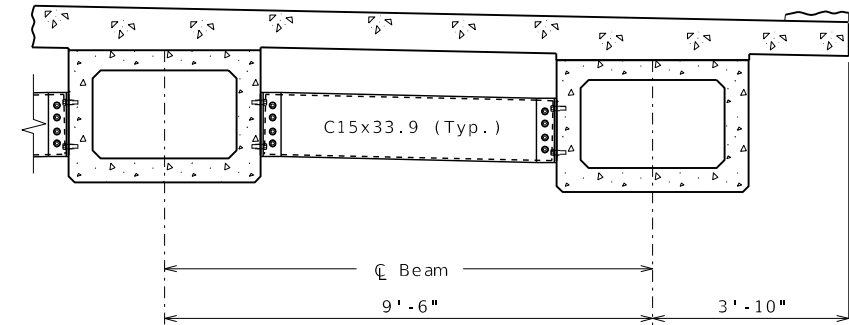


SECTION THRU BEAM
AT DIAPHRAGM

(Exterior Beam shown, Interior Beam connections similar)



SECTION D-D



PART SECTION SHOWING
INTERMEDIATE DIAPHRAGMS

Note:

All dimensions are measured horizontal.

① - denotes beam number.

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 inserts, 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.

STEEL INTERMEDIATE DIAPHRAGM DETAILS

Detailed November 2025
Checked November 2025

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

Sheet No. 12 of 30



THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY

DATE PREPARED

12/17/2025

ROUTE Y STATE MO

DISTRICT BR SHEET NO. 12

COUNTY

WEBSTER

JOB NO.

JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A9765

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102

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

MoDOT

HDR Engineering, Inc.

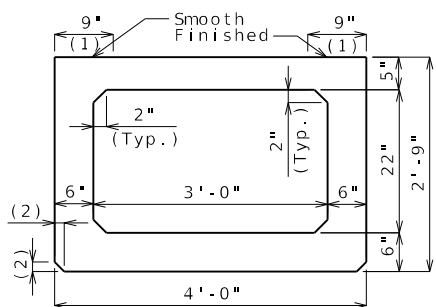
1001 Highlands Plaza Drive

Suite 200

St. Louis, MO 63110

314-425-8300

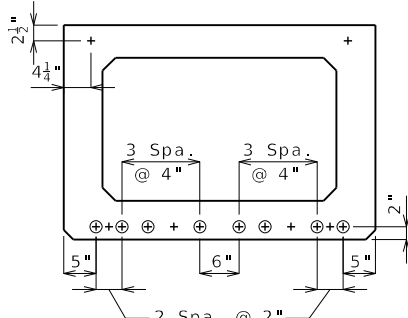
Certificate of Authority: 000856



DIMENSIONS

(1) Fabricator shall apply a bond breaker to this region.

(2) 1½" (Typ.) (¾" Optional)

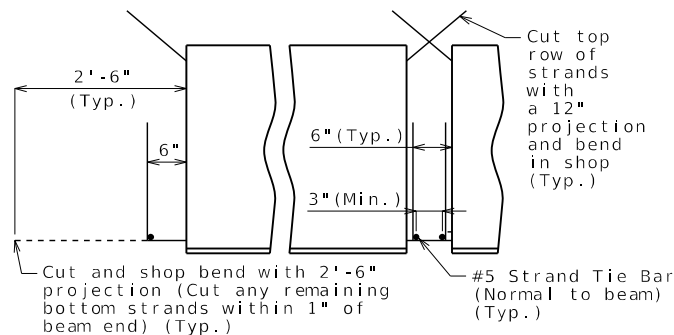


STRAND ARRANGEMENT

All strands are fully bonded unless otherwise noted.

+ Indicates prestressing strand.

○ Indicates cut and shop bend with 2'-6" projection.



STRANDS AT BEAM ENDS

BILL OF REINFORCING STEEL - EACH BEAM					BENDING DIAGRAM	
NO.	SIZE & MARK	ACTUAL LENGTH	SHAPE			
11	5 A1	49'-9"	20		3'-7"	3'-7"
4	4 A2	49'-9"	20		(S1, S4)	(S5)
15	4 C1	3'-7"	20		2'-5"	2'-5"
					21"	3'-5½"
48	5 S1	8'-4"	10S		(U1)	(U2)
48	5 S2	7'-9"	51S		2'-0"	2'-0"
48	4 S3	4'-6"	50S		SHAPE 10S	
18	5 S4	8'-4"	10S			
18	5 S5	7'-4"	10S		SHAPE 20	
12	6 U1	5'-7"	10S			
6	4 U2	7'-4"	10S			
					10"	2½"
					6"	18"
					SHAPE 50S	
					7½"	12"
					23½"	2½"
					SHAPE 51S	

All dimensions are out to out. Use symmetry for dimensions not shown.

Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures, Stirrup and Tie Dimensions.

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch, unless otherwise shown.

All reinforcement shall be ASTM A615 or A706 Grade 60.

All S2 bars shall be epoxy coated.

General Notes:

Concrete for prestressed beams shall be Class A-1 with f'c = 8000 psi and f'ci = 6500 psi.

Use 14 strands, 0.6"Ø Grade 270, with an initial prestress force of 615 kips.

Pretensioned members shall be in accordance with Sec 1029.

Fabricator shall be responsible for location and design of lifting devices.

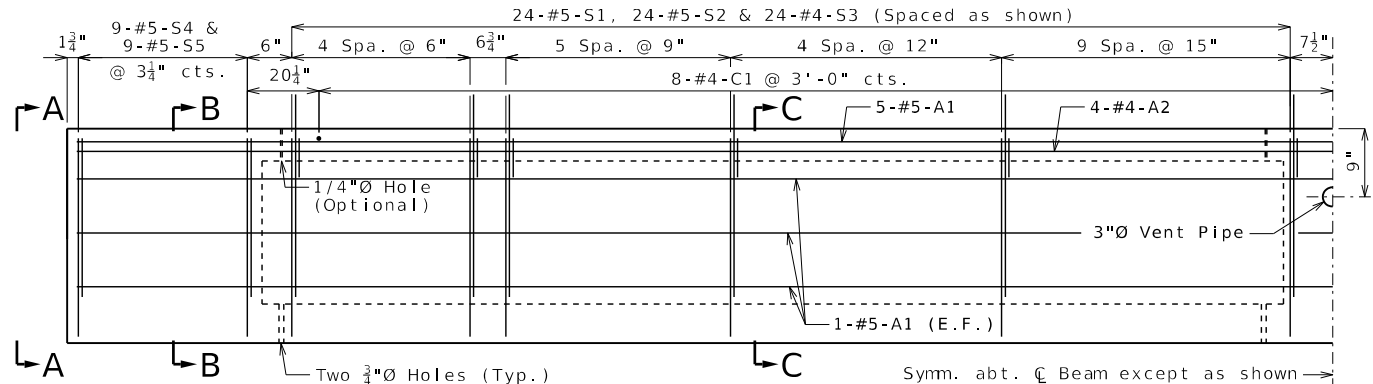
Exterior and interior beams are the same except: coil ties.

For Beam Camber Diagram, see Sheet No. 16.

For location of coil ties at concrete bent diaphragms, see Sheets No. 3-4, 9-10 & 15.

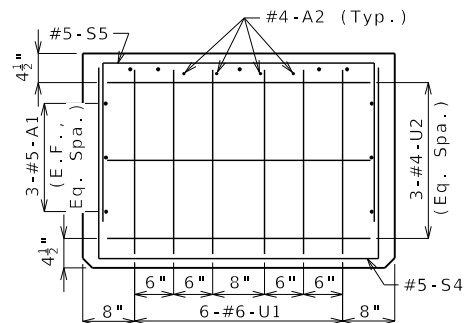
The threaded insert required for steel intermediate diaphragm shall be located in the prestressed beam shop drawings.

For location of threaded inserts at steel intermediate diaphragm, see Sheet No. 12.

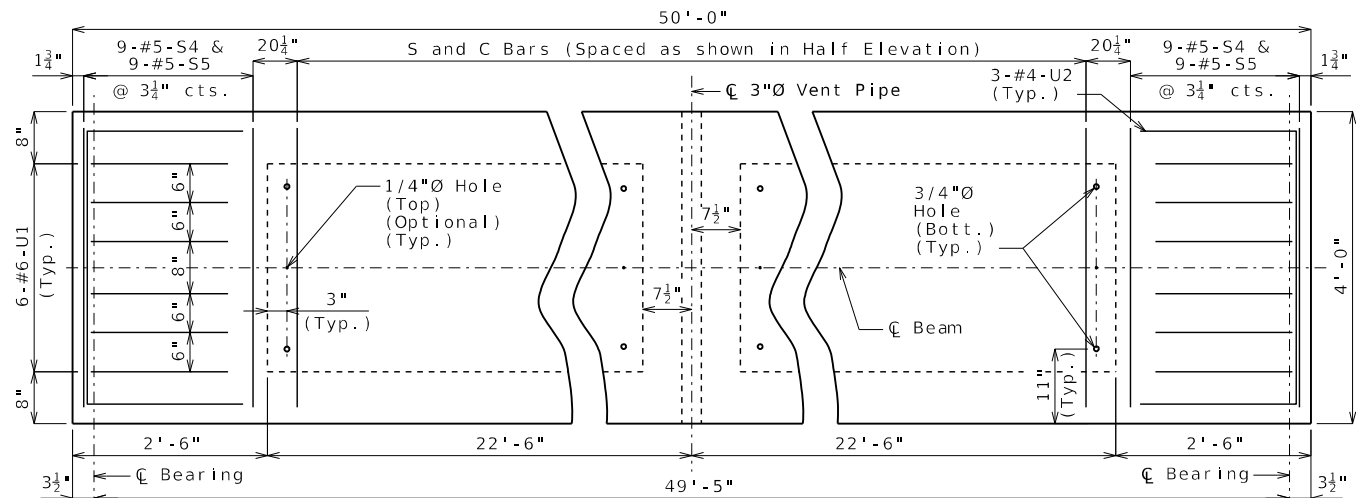


HALF ELEVATION

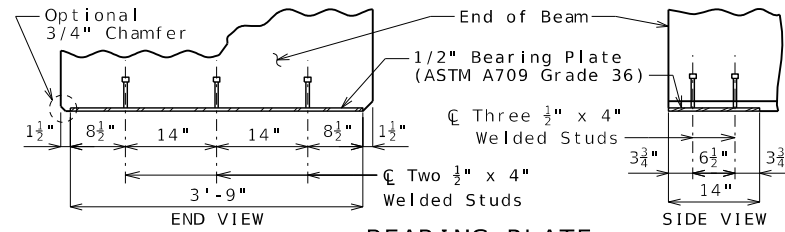
Strands not shown for clarity.



ELEVATION A-A



PART PLAN

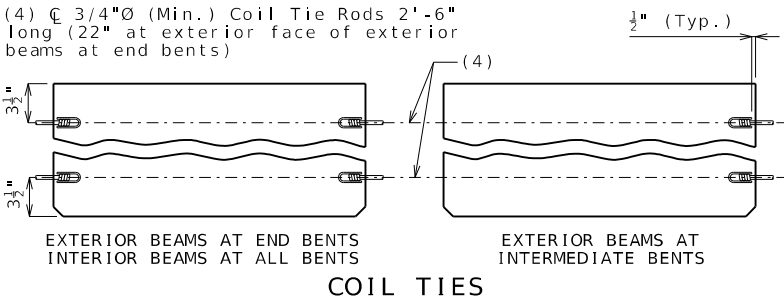


BEARING PLATE

SPREAD BOX BEAMS - SPANS (1-2) AND (3-4)

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

Sheet No. 13 of 30



COIL TIES



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY

DATE PREPARED
12/17/2025

ROUTE
Y

STATE
MO

DISTRICT
BR

SHEET NO.
13

COUNTY
WEBSTER

JOB NO.
JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9765

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

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

MoDOT

HDR Engineering, Inc.

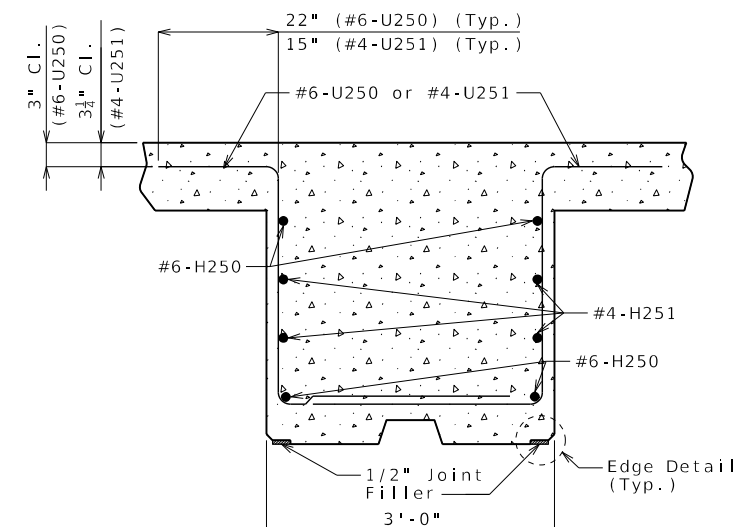
1001 Highlands Plaza Drive

Suite 200

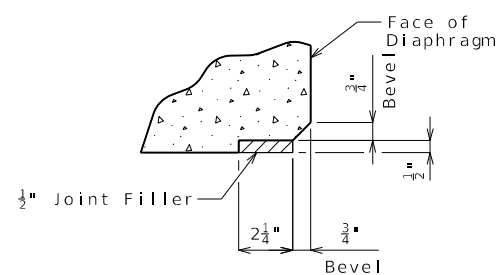
St. Louis, MO 63110

314-425-8300

Certificate of Authority: 000856



SECTION B-B



EDGE DETAIL

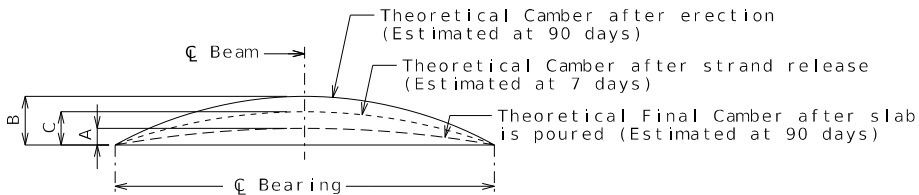
All U-bars in diaphragm are to be placed parallel to centerline of roadway.

BRIDGE NO.
A9765[illegible]

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



1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8300
Certificate of Authority: 000853



Beam	Span (1-2)			Span (2-3)			Span (3-4)		
	A	B	C	A	B	C	A	B	C
Ext. Beam	1/4"	1/2"	3/8"	7/8"	2 1/8"	1 1/2"	1/4"	1/2"	3/8"
Int. Beam	1/4"			1"			1/4"		

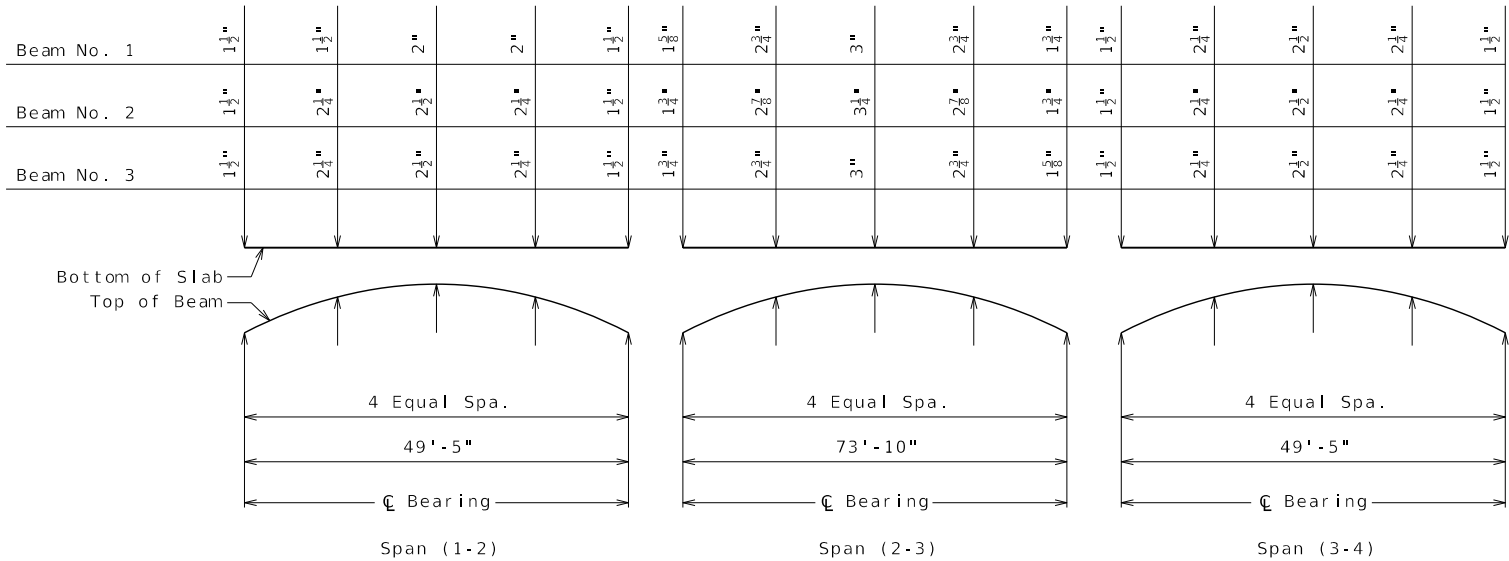
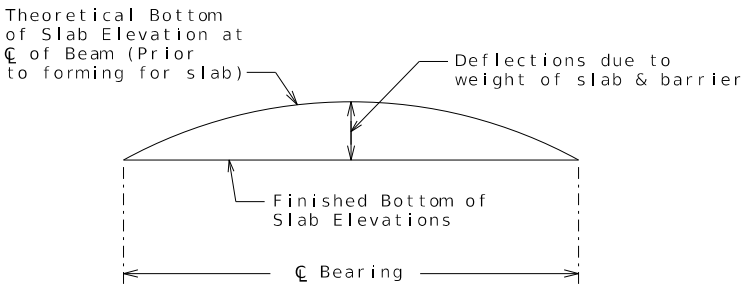
BEAM CAMBER DIAGRAM

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

0.25 pt. = 0.7125 x 0.5 pt.

Theoretical Bottom of Slab Elevations at C of Beam (Prior to forming for slab) (Estimated at 90 days)					
Beam No.	Span (1-2) (49'-5" C Brg. - C Brg.)				
	C Brg.	.25	.50	.75	C Brg.
1	1140.47	1140.77	1141.06	1141.30	1141.48
2	1140.67	1141.02	1141.31	1141.53	1141.70
3	1140.55	1140.89	1141.17	1141.38	1141.54
Beam No.	Span (2-3) (73'-10" C Brg. - C Brg.)				
	C Brg.	.25	.50	.75	C Brg.
1	1141.49	1141.75	1141.85	1141.78	1141.55
2	1141.71	1141.96	1142.05	1141.96	1141.71
3	1141.55	1141.78	1141.85	1141.75	1141.49
Beam No.	Span (3-4) (49'-5" C Brg. - C Brg.)				
	C Brg.	.25	.50	.75	C Brg.
1	1141.54	1141.38	1141.17	1140.89	1140.55
2	1141.70	1141.53	1141.31	1141.02	1140.67
3	1141.48	1141.30	1141.06	1140.76	1140.40

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 & Type D barriers.



THEORETICAL SLAB HAUNCHING DIAGRAM

Notes:

If beam 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 Beam.

CAMBER, HAUNCHING AND SLAB ELEVATIONS



THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY

DATE PREPARED
12/17/2025

ROUTE Y STATE MO

DISTRICT BR SHEET NO. 16

COUNTY
WEBSTER

JOB NO.
JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9765

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

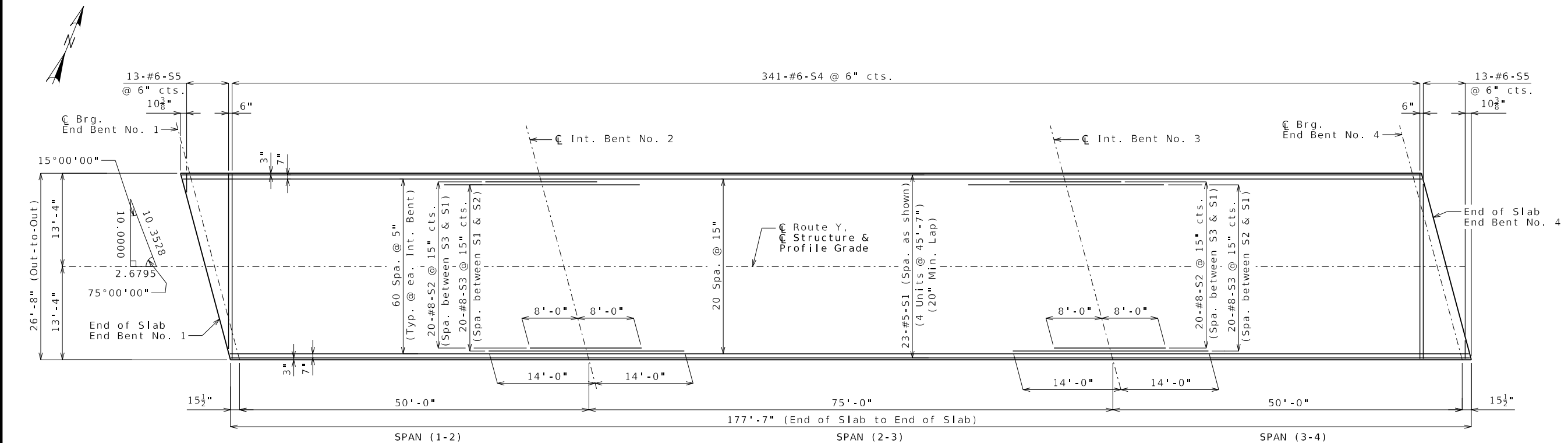
MoDOT

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

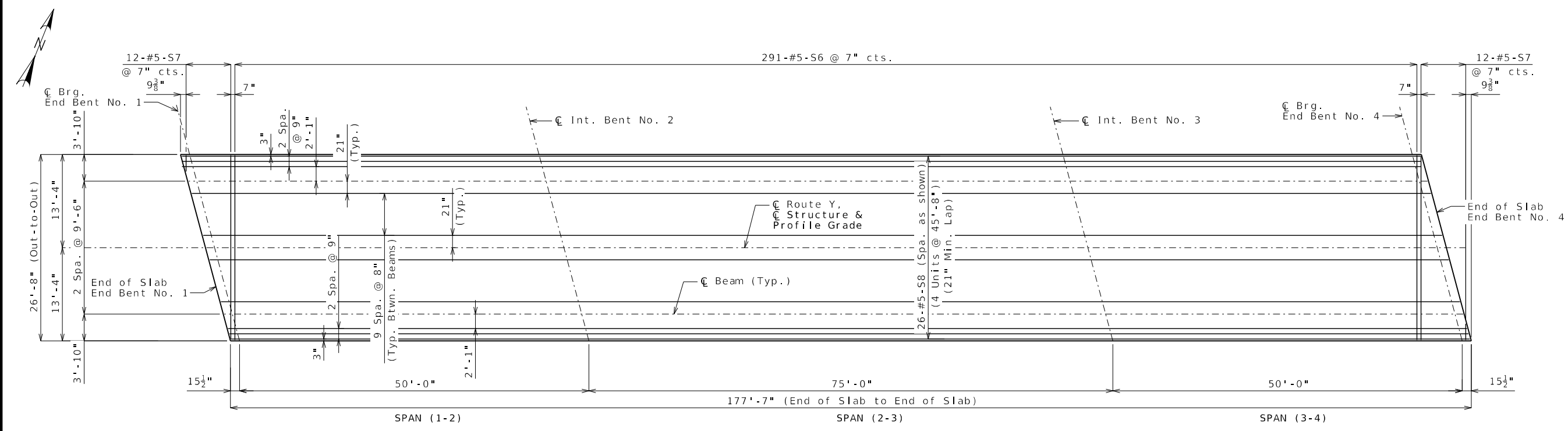
HDR

HDR Engineering, Inc.

1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8300
Certificate of Authority: 000856



PLAN OF SLAB SHOWING REINFORCEMENT - TOP



PLAN OF SLAB SHOWING REINFORCEMENT - BOTTOM

PLAN OF SLAB REINFORCEMENT

Notes:
Longitudinal slab dimensions are measured horizontally.
For Typical Slab Section and Slab Pouring Sequence, see Sheet No. 18.
For details of Type D Barrier not shown, see Sheets No. 19 and 20.
For Theoretical Slab Haunching Diagram and Theoretical Bottom of Slab Elevations, see Sheet No. 16.

STATE OF MISSOURI

SARAH PIPPEN WILKINSON

NUMBER PE-2022016282

PROFESSIONAL ENGINEER

THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY

DATE PREPARED 12/18/2025

ROUTE Y STATE MO

DISTRICT BR SHEET NO. 17

COUNTY WEBSTER

JOB NO. JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A9765

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

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

HDR

HDR Engineering, Inc.

1001 Highlands Plaza Drive

Suite 200

St. Louis, MO 63110

314-425-8300

Certificate of Authority: 000856

Bill of Reinforcing Steel																			
No. Req.	Size/ Mark	Location	Codes			Dimensions								Nom. Length ft in.	Actual Length ft in.	Weight lb			
						B		C		D		E					F		H
			C	SH	V	ft	in.	ft	in.	ft	in.	ft	in.	ft	in.	ft	in.	ft	in.
Superstructure (cont.)																			
End Bent No. 1 (cont.)																			
8	5 V100	BEAM	G	17		4	9.00									5	4	5	4
25	6 V101	DIAPHRAGM	G	20		2	3.00									2	3	2	3
18	6 V102	WING	G	20		6	1.00									6	1	6	1
18	6 V103	WING	G	20		6	1.00									6	1	6	1
8	6 F100	WING	G	15		20.00		4	5.50	20.00	12.25	15.75	15.75	12.25	7	10	7	9	
4	6 F101	WING	G	21		4	9.25	2	10.00				2	9.00	8.75	7	7	7	6
8	6 F102	WING	G	15		20.00		5	8.50	20.00	12.25	15.75	12.25	9	1	9	0		
4	6 F103	WING	G	21				2	10.00	5	7.75			2	9.00	8.75	8	6	
Intermediate Bent No. 2 Diaphragm																			
8	6 H250	DIAPHRAGM	G	20		5	5.00									5	5	5	5
8	4 H251	DIAPHRAGM	G	20		5	5.00									5	5	5	5
16	5 H252	DIAPHRAGM	G	6		5	2.50	9.50								6	0	5	10
4	5 H253	STRAND TIE		20		5	6.00									5	6	5	6
2	5 H254	STRAND TIE		20		6	6.00									6	6	6	6
8	6 U250	DIAPHRAGM	G	28S				22.00	2	11.50	2	10.00				7	8	7	4
16	4 U251	DIAPHRAGM	G	28S				15.00	2	11.25	2	10.00				7	0	6	10
8	5 V250	DIAPHRAGM	G	20		3	2.00									3	2	3	2
Intermediate Bent No. 3 Diaphragm																			
8	6 H350	DIAPHRAGM	G	20		5	5.00									5	5	5	5
8	4 H351	DIAPHRAGM	G	20		5	5.00									5	5	5	5
16	5 H352	DIAPHRAGM	G	6		5	2.50	9.50								6	0	5	10
4	5 H353	STRAND TIE		20		5	6.00									5	6	5	6
2	5 H354	STRAND TIE		20		6	6.00									6	6	6	6
8	6 U350	DIAPHRAGM	G	28S				22.00	2	11.50	2	10.00				7	8	7	4
16	4 U351	DIAPHRAGM	G	28S				15.00	2	11.25	2	10.00				7	0	6	10
8	5 V350	DIAPHRAGM	G	20		3	2.00									3	2	3	2
End Bent No. 4																			
8	7 H400	BEAM	G	20		27	4.00									27	4	27	4
4	6 H401	BEAM	G	20		27	4.00									27	4	27	4
4	7 H402	DIAPHRAGM	G	20		27	4.00									27	4	27	4
4	6 H403	DIAPHRAGM	G	21		19.00		2	10.00				2	9.00	8.75	4	5	4	4
8	6 H404	DIAPHRAGM	G	20		5	5.00									5	5	5	5
4	6 H405	DIAPHRAGM	G	20		27	4.00									27	4	27	4
9	6 H406	WING	G	20		9	1.00									9	1	9	1
9	6 H407	WING	G	6		9	1.00	12.00								10	1	9	11
8	6 H408	WING	G	20		9	1.00									9	1	9	1
8	6 H409	WING	G	6		9	1.00	12.00								10	1	9	11
4	8 H410	WING	G	20		10	6.00									10	6	10	6
4	8 H411	WING	G	6		10	6.00	17.00								11	11	11	9
4	8 H412	WING	G	20		10	6.00									10	6	10	6
4	8 H413	WING	G	6		10	6.00	17.00								11	11	11	9
6	5 H414	STRAND TIE		23		15.00		4	0.00	15.00	4.00	15.50	4.00	15.50	6	6	6	6	
4	6 H415	DIAPHRAGM	G	21				2	10.00	19.00			2	9.00	8.75	4	5	4	2
14	5 U400	BEAM	G	37S		4	11.50	2	10.00							13	11	13	8
2	4 U401	BEAM	G	10S				2	8.00	2	10.00					8	2	7	11
23	4 U402	BEAM	G	13S		2	10.00	2	8.00	2	10.00	2	8.00			11	11	11	7
18	5 U403	DIAPHRAGM	G	37S		3	0.00	2	3.75							9	6	9	3
18	6 U404	DIAPHRAGM	G	19S		2	3.00	2	10.00							5	1	4	11
33	6 U405	DIAPHRAGM	G	19		2	7.00	4	4.50							7	1	6	11
25	5 U406	APP. NOTCH	G	19		2	3.25	15.00								3	6	3	4
8	5 V400	BEAM	G	17		4	9.00									5	4	5	4
25	6 V401	DIAPHRAGM	G	20		2	3.00									2	3	2	3
18	6 V402	WING	G	20		6	1.00									6	1	6	1
18	6 V403	WING	G	20		5	11.00									5	11	5	11
8	6 F400	WING	G	15		20.00		4	5.50	20.00	12.25	15.75	15.75	12.25	7	10	7	9	
4	6 F401	WING	G	21		4	9.25	2	10.00				2	9.00	8.75	7	7	7	6
8	6 F402	WING	G	15		20.00		5	8.50	20.00	12.25	15.75	12.25	9	1	9	0		
4	6 F403	WING	G	21				2	10.00	5	7.75			2	9.00	8.75	8	6	

Reinforcing Steel (ASTM A706 Grade 60)
 $f_y = 60,000$ psi

Sheet No. 23 of 30

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

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.

B_A9765_023_JSR0366.dgn 11:37:28 AM 12/17/2025





PART PLAN SHOWING PILE AND ROCK SOCKET
NUMBERING FOR RECORDING AS-BUILT PILE DATA AND AS-BUILT ROCK SOCKET DATA

As-Built Pile Data			
Pile No.	Length in Place (ft.)	Computed Nominal Axial Compressive Resistance (kips)	Remarks
End Bent No. 1			
1			
2			
3			
4			
End Bent No. 4			
5			
6			
7			
8			

As-Built Rock Socket Data			
Socket No.	Top of Sound Rock (Elev.)	Bottom of Rock Socket (Elev.)	Remarks
Int. Bent No. 2			
1			
2			
Int. Bent No. 3			
3			
4			

Note:
Indicate in remarks column:
A. Pile type and grade
B. Batter
C. Driven to practical refusal

This sheet to be completed by MoDOT construction personnel.

AS-BUILT PILE AND ROCK SOCKET DATA

Detailed November 2025
Checked November 2025

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

Sheet No. 25 of 30



THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY

DATE PREPARED
12/17/2025

ROUTE Y STATE MO

DISTRICT BR SHEET NO. 25

COUNTY
WEBSTER

JOB NO.
JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9765

BORING NO. B-101
Page 1 of 1

Job No.: JSR0366	County: Webster	Route: Route Y
Design: _____	Skew: _____	Location: Conway
Bent: _____	Logged By: HY	Operator: _____
Station: _____	Northing: 589075.2954	Date of Work: 08/04/25
Offset: _____	Easting: 1517680.494	Depth to Water: 13.0
Elevation: 1135.3	Requested Northing: _____	Depth Hole Open: _____
Requested Station: _____	Requested Easting: _____	Time Change: _____
Requested Offset: _____	Equipment: CME 550X, 4" Augers, Split-Spoon Sampler	
Requested Elevation: _____	Location Note: Bridge #P0959	
Drill No.: 401073	Hammer Efficiency: 81.3%	Drilling Method: Solid Stem Auger

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
0		0.0-0.7' ASPHALT	1135						
		0.7-3.0' (GP-GM) Grayish brown poorly graded GRAVEL with silt and sand (dense, moist) (fill)		X	100	12-14-8 (30)			MC = 14.6%
		3.0-5.5' (CL) Dark brown lean CLAY with sand (very stiff, moist)		X	100	4-5-7 (16)			LL = 31 PL = 16 MC = 19.6%
5		5.5-8.0' (SC) Reddish brown clayey SAND with gravel (medium, moist)	1130	X	100	6-6-3 (12)			MC = 16.0% Sieve Analysis Sieve # % Passing #4 83.8 #200 36.3
		8.0-10.0' (CL) Dark brown lean CLAY (medium stiff, moist)		X	100	11-12-14 (35)			LL = 26 PL = 14 MC = 19.3%
10		10.0-27.8' (GC) Gray-brown clayey GRAVEL (chert) with sand (very dense, moist)	1125						
		13.5' Becomes wet			100	50 in 2"			MC = 18.8%
15			1120						
		18.5' No recovery				50 in 2"			
20			1115						
		23.5' No recovery				50 in 1"			
25			1110						
		27.5' No recovery				50 in 1"			
		27.8' Auger refusal at 27.8 feet Bottom of borehole at 27.8 feet.							

Coordinate System: Modified U.S. State Plane 1983 **Coordinate Zone:** Missouri Central **Coordinate Proj. Factor:** 1.0000995
Coordinate Datum: NAD 83 (CONUS) **Coordinate Units:** U.S. Survey Feet

* Persons using this information are cautioned that the materials shown are determined by the equipment noted and accuracy of the "log of materials" is limited thereby and by judgement of the operator. THIS INFORMATION IS FOR DESIGN PURPOSES ONLY.

Note: For location of borings see Sheet No. 1

Sheet No. 26 of 30

BORING NO. B-201
Page 1 of 2

Job No.: JSR0366	County: Webster	Route: Route Y
Design: _____	Skew: _____	Location: Conway
Bent: _____	Logged By: PCK	Operator: _____
Station: _____	Northing: 589010.1348	Date of Work: 09/10/25
Offset: _____	Easting: 1517503.6522	Depth to Water: _____
Elevation: 1123.5	Requested Northing: _____	Depth Hole Open: _____
Requested Station: _____	Requested Easting: _____	Time Change: _____
Requested Offset: _____	Equipment: CME 550X, 4" Augers, Split-Spoon Sampler, NQ	
Requested Elevation: _____	Location Note: Bridge #P0959	
Drill No.: 401073	Hammer Efficiency: 81.3%	Drilling Method: Solid Stem Auger

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
30		26.7-34.1' Gray DOLOMITE, weathered, medium hard to very soft, interbedded chert layers <i>(continued)</i>	1090		70 (17)		Qu Test Results UCS = 66.0 ksf		
		*High drilling pressure maintained through core loss zones Bottom of borehole at 34.1 feet.							

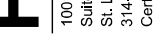
$N_{60} = (Em/60)N_m$ N_{60} - Corrected N value for standard 60% SPT efficiency; Em - Measured hammer efficiency in percent; Nm - Observed N-value; (1) = Assumed, (2) = Actual

Coordinate System: Modified U.S. State Plane 1983 **Coordinate Zone:** Missouri Central **Coordinate Proj. Factor:** 1.0000995
Coordinate Datum: NAD 83 (CONUS) **Coordinate Units:** U.S. Survey Feet

* Persons using this information are cautioned that the materials shown are determined by the equipment noted and accuracy of the "log of materials" is limited thereby and by judgement of the operator. THIS INFORMATION IS FOR DESIGN PURPOSES ONLY.

Note: For location of borings see Sheet No. 1

Sheet No. 27 of 30



Job No.: JSR0366
Design:
Bent:
Station:
Offset:
Elevation: 1122.1
Requested Station:
Requested Offset:
Requested Elevation:
Drill No.: 401073
Missouri Department of Transportation
Construction and Materials
County: Webster
Route: Route Y
Skew:
Location: Conway
Logged By: PCK
Operator:
Northing: 588987.8263
Date of Work: 09/08/25
Easting: 1517520.5016
Depth to Water:
Depth Hole Open:
Time Change:
Requested Northing:
Requested Easting:
Equipment: CME 550X, 4" Augers, NQ
Location Note: Bridge #P0959
Hammer Efficiency: 81.3%
Drilling Method: Solid Stem Auger

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
0		0.0-2.5' (GW) Gray well-graded GRAVEL with sand	1120						
5		2.5-6.3' Gray DOLOMITE, weathered, soft, with interbedded chert layer			83 (19)				MC = 7.6%
		4.4' White chert layer 12 inches thick							
		6.3-8.9' Core loss*	1115		38 (0)				
10		8.9-10.0' Gray DOLOMITE, weathered, soft, with interbedded chert layer 9.7' 2-inch sandstone layer *High drilling pressure maintained through core loss zones Bottom of borehole at 10.0 feet.					Qu Test Results UCS = 485 ksf		

N₆₀ = (Em/60)Nm N₆₀ - Corrected N value for standard 60% SPT efficiency; Em - Measured hammer efficiency in percent; Nm - Observed N-value; (1) = Assumed, (2) = Actual
Coordinate System: Modified U.S. State Plane 1983 Coordinate Zone: Missouri Central Coordinate Proj. Factor: 1.0000995
Coordinate Datum: NAD 83 (CONUS) Coordinate Units: U.S. Survey Feet

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Job No.: JSR0366
Design:
Bent:
Station:
Offset:
Elevation: 1123.7
Requested Station:
Requested Offset:
Requested Elevation:
Drill No.: 401073
Missouri Department of Transportation
Construction and Materials
County: Webster
Route: Route Y
Skew:
Location: Conway
Logged By: PCK
Operator:
Northing: 589025.0285
Date of Work: 09/11/25
Easting: 1517526.2817
Depth to Water: 0.0
Depth Hole Open:
Time Change:
Requested Northing:
Requested Easting:
Equipment: CME 550X, 4" Augers, Split-Spoon Sampler
Location Note: Bridge #P0959
Hammer Efficiency: 81.3%
Drilling Method: Solid Stem Auger

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
0		0.0-2.5' (SP) Gray poorly graded SAND with gravel and silt (very dense, wet)			72	8-7-50 (77)			MC = 17.2% Sieve Analysis Sieve # % Passing #4 55.2 #200 10.1
		2.5' Auger refusal at 2.5 feet (assumed top of bedrock) Bottom of borehole at 2.5 feet.							

N₆₀ = (Em/60)Nm N₆₀ - Corrected N value for standard 60% SPT efficiency; Em - Measured hammer efficiency in percent; Nm - Observed N-value; (1) = Assumed, (2) = Actual
Coordinate System: Modified U.S. State Plane 1983 Coordinate Zone: Missouri Central Coordinate Proj. Factor: 1.0000995
Coordinate Datum: NAD 83 (CONUS) Coordinate Units: U.S. Survey Feet

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BORING DATA

Note: For location of borings see Sheet No.1

Detailed November 2025
Checked November 2025

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

Sheet No. 28 of 30



THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY

DATE PREPARED
12/17/2025

ROUTE Y STATE MO

DISTRICT BR SHEET NO. 28

COUNTY WEBSTER

JOB NO. JSR0366

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A9765

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102

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

MODOT

HDR Engineering, Inc.

1001 Highlands Plaza Drive
Suite 200
St. Louis, MO 63110
314-425-8300
Certificate of Authority: 000856

12/17/2025

* Persons using this information are cautioned that the materials shown are determined by the equipment noted and accuracy of the "log of materials" is limited thereby and by judgement of the operator. THIS INFORMATION IS FOR DESIGN PURPOSES ONLY.

Note: For location of borings see Sheet No. 1

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THIS SHEET HAS BEEN
SIGNED, SEALED AND DATED
ELECTRONICALLY

DATE PREPARED
12/17/2025

ROUTE Y	STATE MO
DISTRICT BR	SHEET NO. 29

COUNTY
WEBSTER

JOB NO.
JSR0366

CONTRACT ID.

PROJECT NO.	
BRIDGE NO.	

BRIDGE NO.
A9765

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COMMISSION

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

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Suite 200
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