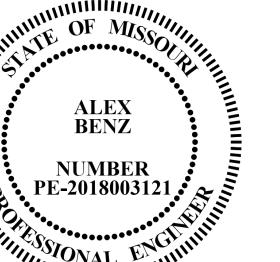




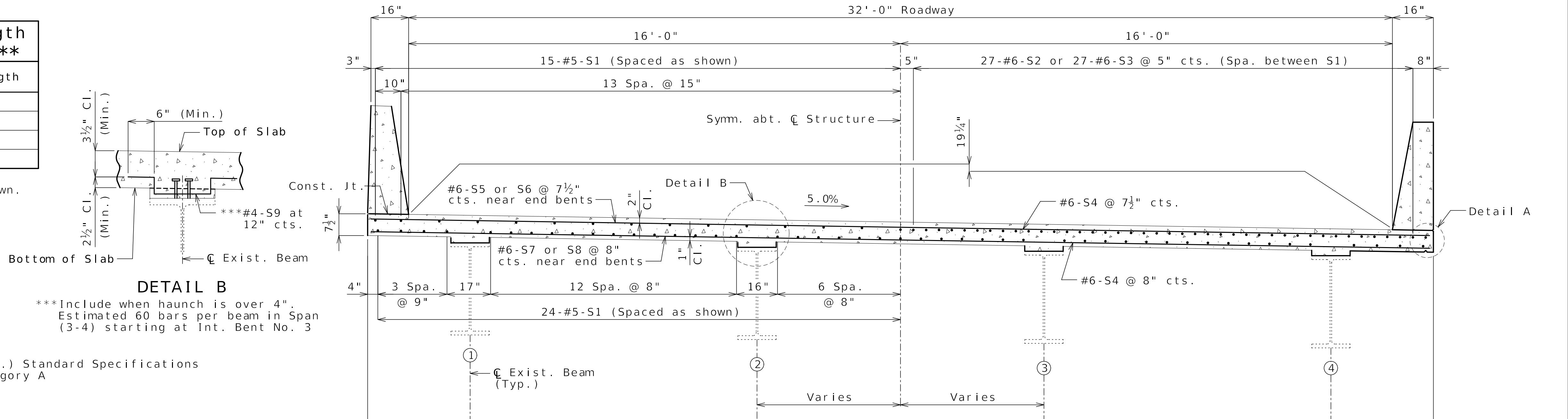
SIGN	SIZE	AREA	QTY	TOTAL AREA	QTY	TOTAL	RELOC	RELOC	SIGN	DESCRIPTION	SIGN	SIZE	AREA	QTY	TOTAL	RELOC	RELOC	SIGN	DESCRIPTION	ITEM NUMBER	TOTAL QTY	EFFECTIVE: 07-01-2025		
WARNING SIGNS																								
WO1-1L	48X48	16.00								TURN (SYMBOL LEFT)	E05-1	36X48	12.00						GORE EXIT	6122009		IMPACT 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	4	40.00				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	4	32.00				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	2	32.00						REVERSE CURVE (SYMBOL LEFT)	GO20-4a	42X30	8.75						PILOT CAR IN USE WAIT & FOLLOW	6122020		REPLACEMENT SAND BARREL		
WO1-4R	48X48	16.00	2	32.00						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	8	48.00				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)  DELETED	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	3	37.50						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	134	CHANNELIZER (TRIM-LINE)		
WO1-8a	30X36	7.50								CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2	48TR1	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	17	TYPE 3 MOVEABLE BARRICADE		
WO3-2	48X48	16.00								YIELD AHEAD (SYMBOL)	R1-3P	30X12	2.50						ALL WAY (PLAQUE)	6161033	30	DIRECTION INDICATOR BARRICADE		
WO3-3	48X48	16.00								SIGNAL AHEAD (SYMBOL)	R2-1	36X48	12.00	5	60.00				SPEED LIMIT XX	6161040	2	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	3	48.00				NO LEFT TURN (SYMBOL)	6161055	30	SEQUENTIAL FLASHING WARNING LIGHT		
WO4-1L	48X48	16.00								MERGE (SYMBOL FROM LEFT)	R3-3	36X36	9.00						NO TURNS	6161070	153	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	2	32.00						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	1	6.25				RIGHT LANE MUST TURN RIGHT	6161098A		CHANGEABLE MESSAGE SIGN WITHOUT COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO5-1	48X48	16.00								ROAD/BRIDGE/RAMP NARROWS	R4-1	36X48	12.00	6	72.00				DO NOT PASS	6161099	2	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	6162000A		WORK ZONE TRAFFIC SIGNAL SYSTEM		
WO5-5	48X48	16.00								NARROW LANES	R4-7a	36X48	12.00						KEEP RIGHT (HORIZONTAL ARROW)	6162002	8	TEMPORARY LONG-TERM RUMBLE STRIPS		
WO6-1	48X48	16.00								DIVIDED HIGHWAY (SYMBOL)	R4-8a	36X48	12.00						KEEP LEFT (HORIZONTAL ARROW)	6173600D		TEMPORARY TRAFFIC BARRIER, CONTRACTOR FURNISHED/RETAINED		
WO6-2	48X48	16.00								DIVIDED HIGHWAY END (SYMBOL)	R5-1	30X30	6.25						DO NOT ENTER	6173700B		TEMP. TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED/RETAINED		
WO6-3	48X48	16.00	6	96.00						TWO WAY TRAFFIC (SYMBOL)	R5-1a	36X24	6.00						WRONG WAY	6173706		TEMP. TRAFFIC BARRIER STIFFNESS TRANSITION		
WO7-3a	30X24	5.00	4	20.00						NEXT XX MILES (PLAQUE)	R6-1L	54X18	6.75						ONE WAY ARROW (LEFT)	6174000A		TEMP. TRAFFIC BARRIER HEIGHT TRANSITION, CONTRACTOR FURNISHED/RETAINED		
WO8-1	48X48	16.00								BUMP	R6-1R	54X18	6.75						ONE WAY ARROW (RIGHT)	6175010A		RELOCATING TEMP. TRAFFIC BARRIER		
WO8-2	48X48	16.00								DIP	R6-2L	24X30	5.00						ONE WAY (LEFT)	6175011B		RELOCATING TEMP. TRAFFIC BARRIER ANCHORED		
WO8-3	48X48	16.00								PAVEMENT ENDS	R6-2R	24X30	5.00						ONE WAY (RIGHT)	6175013		RELOCATING TEMP. TRAFFIC BARRIER STIFFNESS		
WO8-4	48X48	16.00																						



U.I.P., REDECK, REHABILITATE AND RECONFIGURE EXISTING TO (45'-60.63'-60.63'-45') CONTINUOUS COMPOSITE WIDE FLANGE BEAM SPANS  
(SKEW: VARIES)

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.



#### General Notes:

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

Design Loading:  
H20-44 (1965) (Existing)  
HS20-44 (New Construction)  
(35) lb/sf 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 Steel (ASTM A709 Grade 50)  $fy = 50,000$  psi

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

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.

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

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)

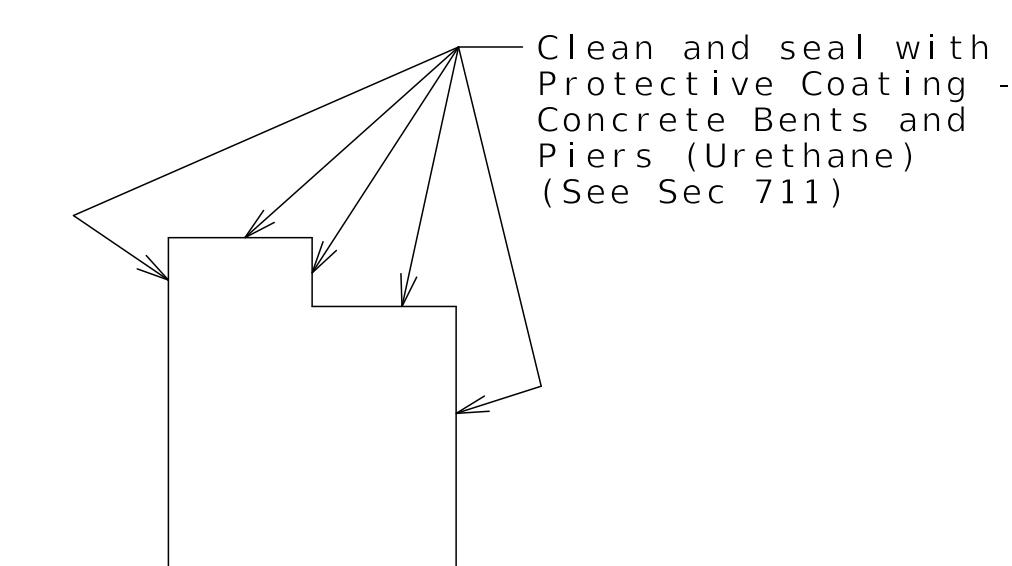
Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

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

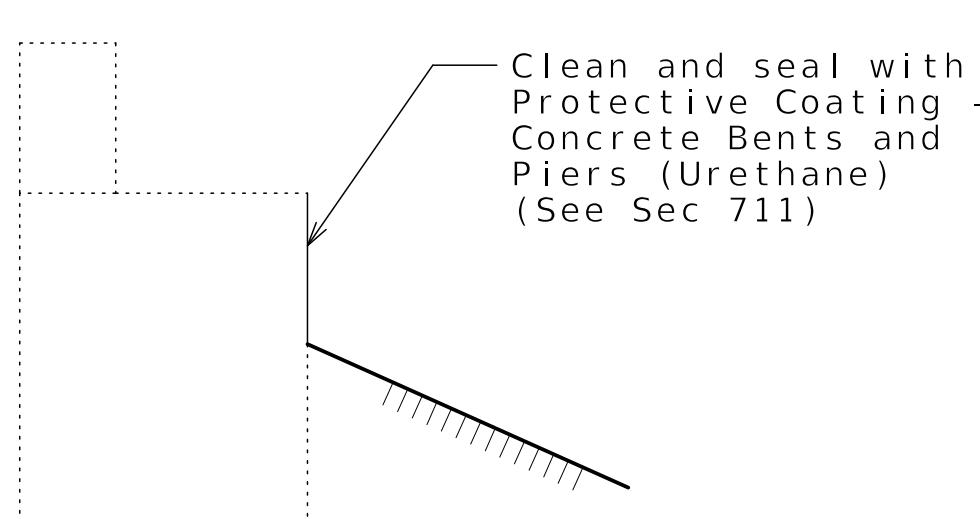
The area exposed by the removal of concrete and not covered with new concrete shall be coated with an approved qualified special mortar in accordance with Sec 704.

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).

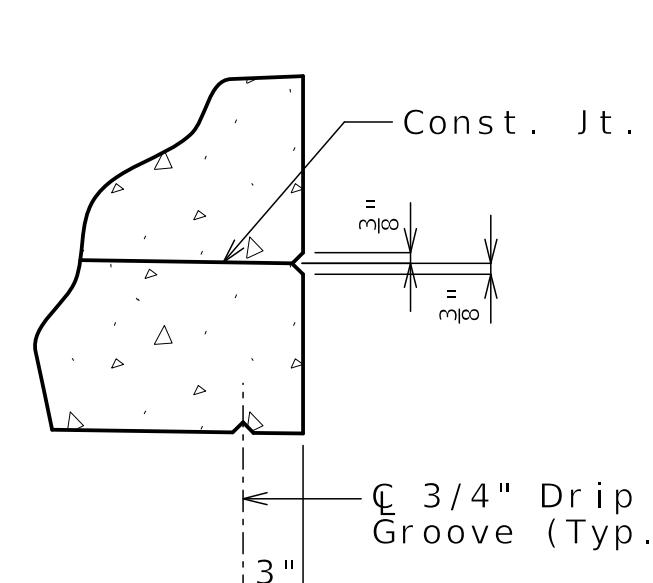
Traffic Handling:  
Structure to be closed during construction. Traffic to be maintained on other routes during construction. See roadway plans for traffic control.



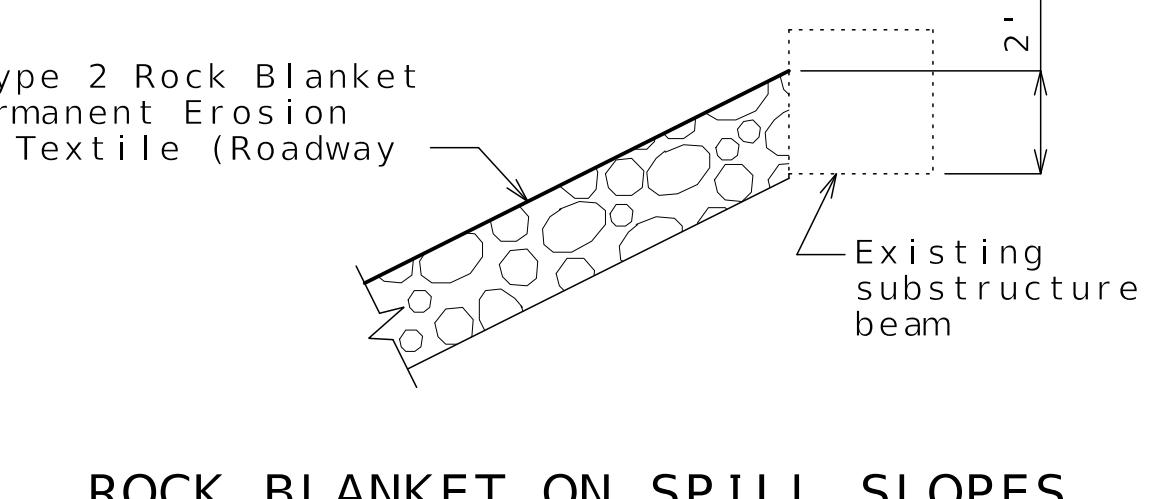
TYPICAL SECTION THRU INT. BENTS NO. 2 & 5 SHOWING PROTECTIVE COATING



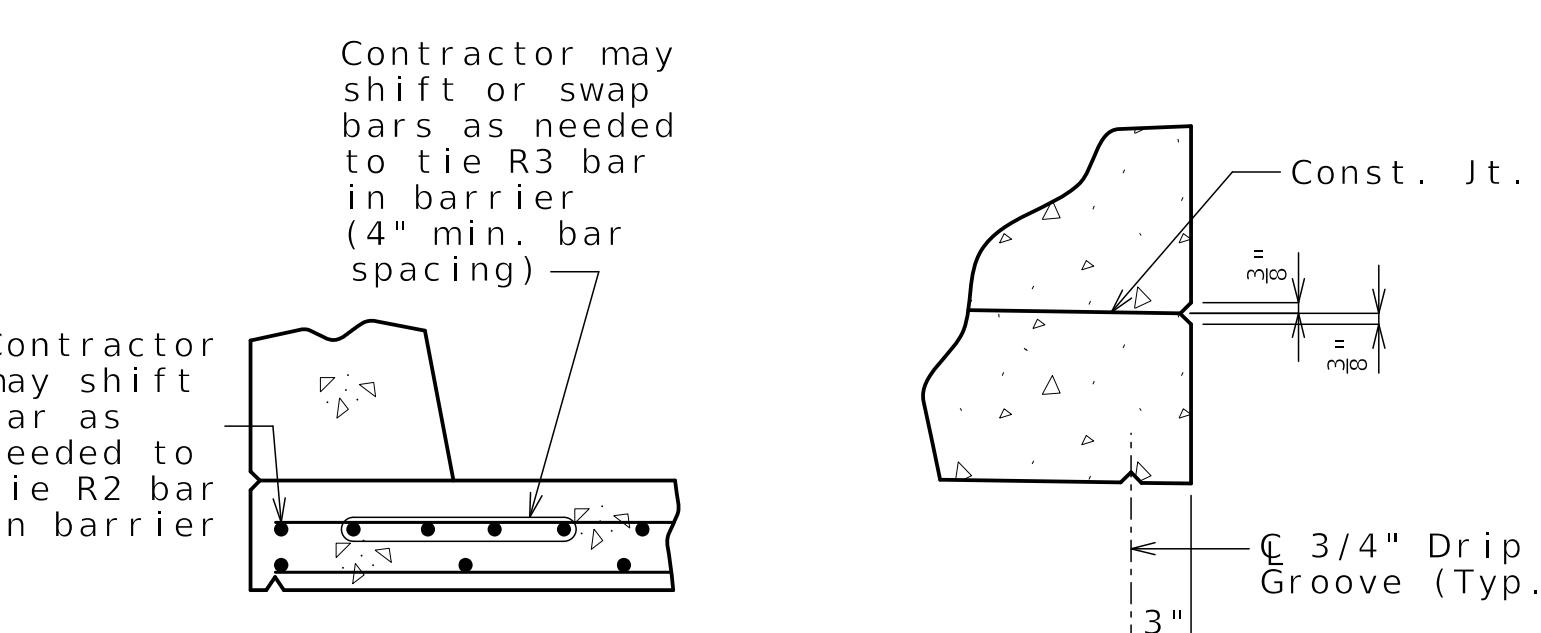
TYPICAL PART ELEVATION SHOWING SUBSTRUCTURE REPAIR AT INT. BENT NO. 2



TYPICAL SECTION THRU END BENTS NO. 1 & 6 SHOWING PROTECTIVE COATING



ROCK BLANKET ON SPILL SLOPES



OPTIONAL SHIFTING TOP BARS AT BARRIER

DETAIL A

REPAIRS TO BRIDGE:  
ROUTE 50EB FROM ROUTE M TO ROUTE 58

ABOUT 2.6 MILES SOUTHEAST OF ROUTE M  
BEGINNING STATION 819+26.50± (MATCH EXISTING)

REVISED

### 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.

Concrete diaphragms at the semi-integral end bents shall be poured a minimum of 12 hours before the slab is poured.

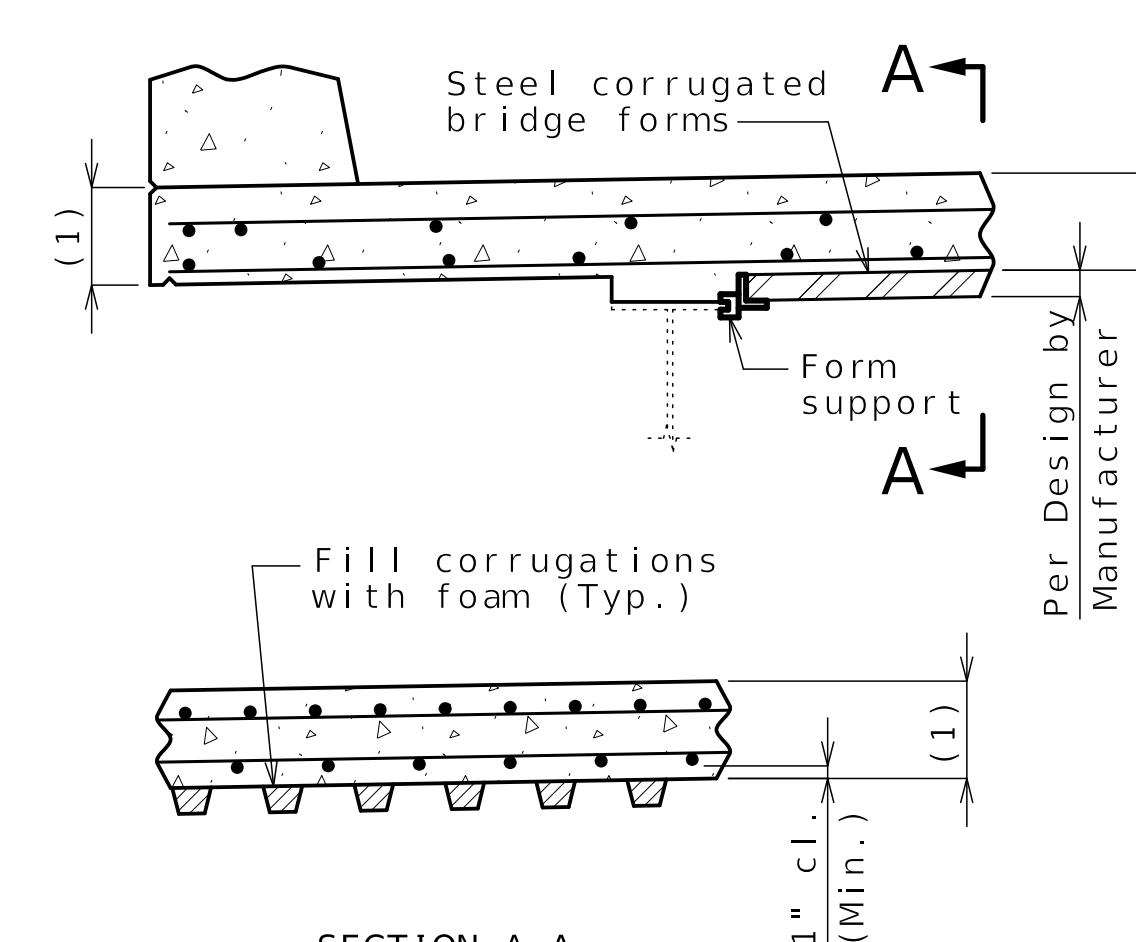
Keyed construction joints shall be provided between pours.

The pouring sequence is the responsibility of the contractor and shall be approved by the engineer prior to pour.

Slab is to be considered a uniform thickness as shown in the plans. Haunching will vary.

#### 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

Detailed Sep. 2025  
Checked Sep. 2025

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

**Structural Steel Protective Coating:**  
Protective Coating: System G in accordance with Sec 1081.

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

**Prime Coat (New Steel):** The cost of the prime coat will be considered completely covered by the contract unit price for the Fabricated Structural Low Alloy Steel (Plate Girder) A709 Grade 50. Tint of the prime coat for System G shall be similar to the color of the field coat to be used.

**Prime Coat (Recoating):** The cost of the prime coat will be considered completely covered by the contract unit price per sq. foot for Field Application of Inorganic Zinc Primer.

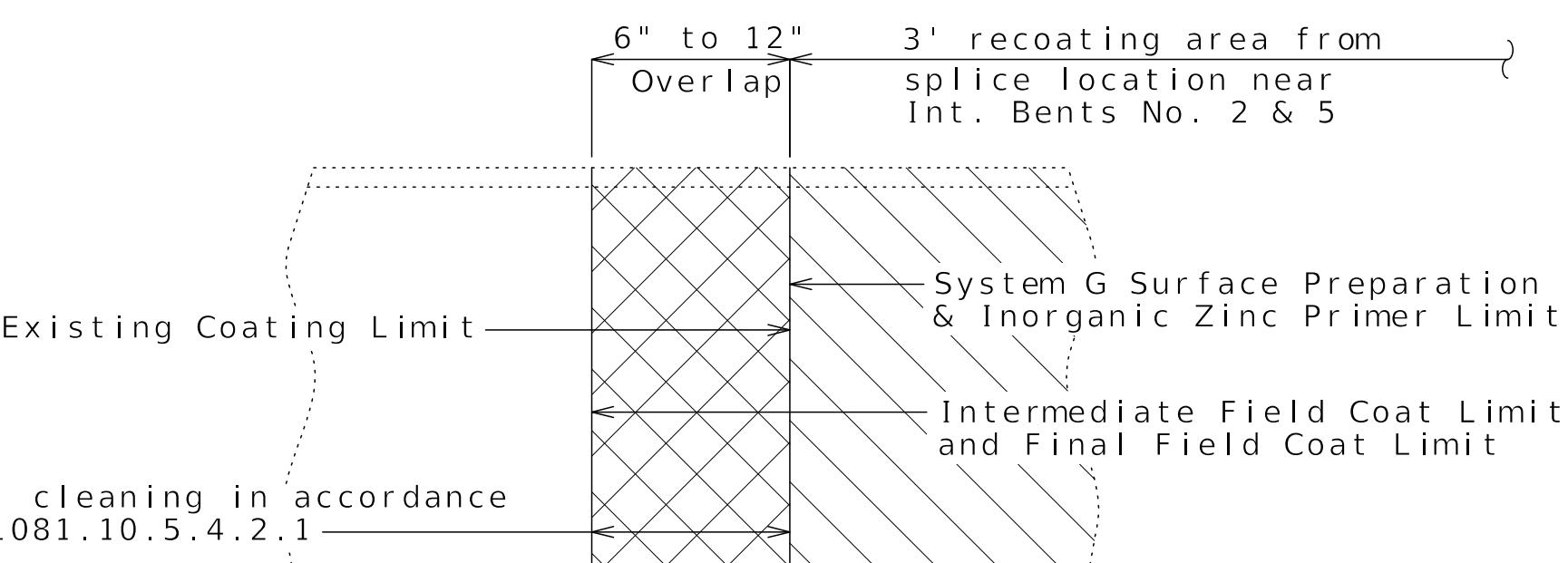
**Field Coat:** The color of the finish field coat shall be Gray (Federal Standard #26373). The cost of the intermediate field coat will be considered completely covered by the contract unit price per sq. foot for Intermediate Field Coat (System G). The cost of the finish field coat will be considered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

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

**Coating Limits:** All new modification steel near Int. Bents No. 2 & 5 shall be coated in accordance with Sec 1081. The surface of all existing steel shall be recoated within a distance not less than 3 feet from the splice locations near Int. Bents No. 2 & 5. Complete System G includes field application of inorganic zinc primer, intermediate field coat and finish field coat. Items to be coated shall be beams, stiffeners, bearings and miscellaneous structural steel items.

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

At the contractors option, System I may be used in place of System G in accordance with Sec 1081. This two coat system consists of inorganic zinc primer and finish field coat. Only one paint system shall be used for the entirety of this bridge.



**PART ELEVATION SHOWING LIMITS OF PAINT OVERLAP**  
(Vertical or horizontal paint limit. Horizontal limit shown)

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

Estimated Quantities	
Item	Total
Removal of Miscellaneous ACM (Non-Friable)	sq. foot 27
Class 1 Excavation	cu. yard 40
Removal of Existing Bridge Deck	sq. foot 10,233
Removal of Existing Bearings	each 8
Bridge Approach Slab (Major)	sq. yard 149
Slab on Steel	sq. yard 1,134
Type D Barrier	linear foot 589
Substructure Repair (Formed)	sq. foot 25
Fiber Reinforced Polymer Wrap	sq. foot 144
Protective Coating - Concrete Bents and Piers (Urethane)	lump sum 1
Fabricated Structural Carbon Steel (Misc.)	pound 6,030
Fabricated Structural Low Alloy Steel (Plate Girder) A709, Grade 50	pound (36,850)
Slab Drain	each 25
Surface Preparation for Recoating Structural Steel	sq. foot 400
Field Application of Inorganic Zinc Primer	sq. foot 400
Intermediate Field Coat (System G)	sq. foot 2,400
Finish Field Coat (System G)	sq. foot 2,400
Non-Destructive Testing	linear foot 56
Reconfigure Existing Structural Steel	lump sum 1
Vertical Drain at End Bents	each 2
Laminated Neoprene Bearing Pad Assembly	each 8
Open Cell Foam Joint Seal	linear foot 69

Cost of all concrete and reinforcement in the end bent diaphragms, shear keys, step extensions and wings shall be considered completely covered by the contract unit price for Slab on Steel.

36,940

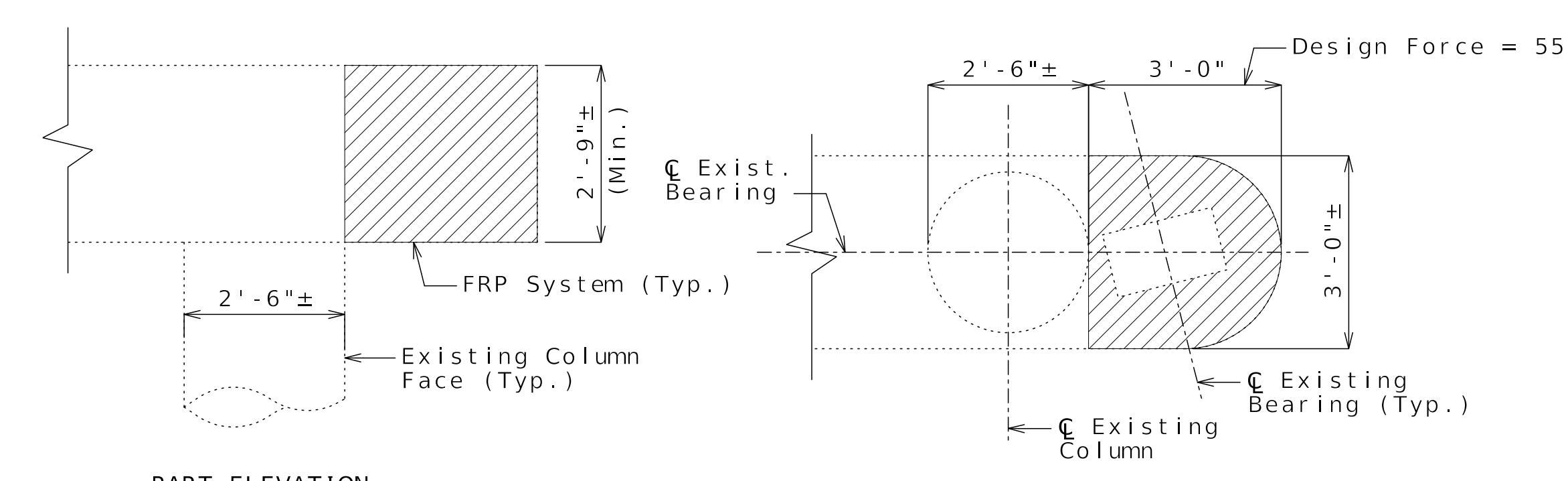
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50	MO
DISTRICT	SHEET NO.
BR	2
COUNTY	JOHNSON
JOB NO.	JKR0101
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A11752
DESCRIPTION	REVISED STRUCTURAL STEEL WEIGHT
01-07-26	01-07-26

Estimated Quantities for Slab on Steel	
Item	Total
Class B-2 Concrete	cu. yard 266
Reinforcing Steel (Epoxy Coated)	pound 78,670

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.



**FRP WRAP AT INT. BENTS NO. 2 & 5**

**Notes:**  
Design Force is the factored shear force at any cross section in each design region that shall be resisted entirely by the FRP reinforcement.

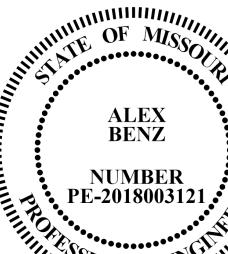
See special provisions.

Protective Coating - Concrete Bents and Piers (Urethane) shall not be applied on the FRP system.

REVISED

**EFK-Moen**  
Civil Engineering Design  
13523 Barrett Parkway Dr  
St. Louis, MO 63121  
Phone 314-394-3100  
Fax 314-394-3199  
Missouri Certificate of Authority: 001578

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



Alex Benz  
01/07/2026 19:05:PM  
Alex Benz - Civil  
MO PE-201803121

DATE PREPARED  
1/7/2026

ROUTE  
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DISTRICT  
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SHEET NO.  
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COUNTY  
JOHNSON  
JOB NO.  
JKR0101

CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.  
A11752

DESCRIPTION  
REVISED STRUCTURAL STEEL WEIGHT

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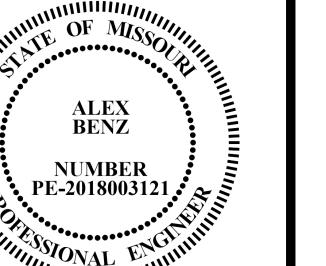
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1/7/2026

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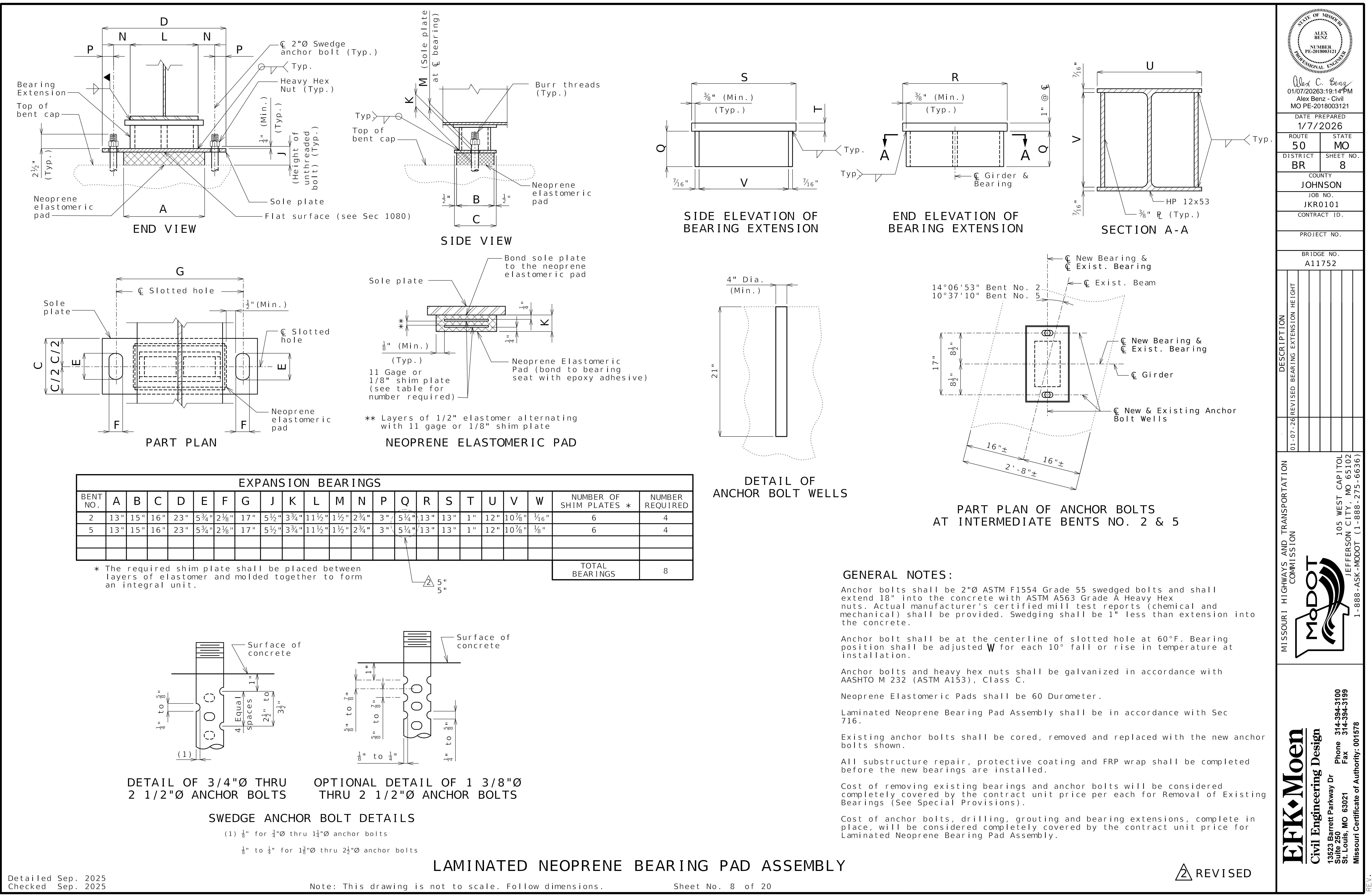
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Dr.  Authority:

Engineering Parkway LLC  
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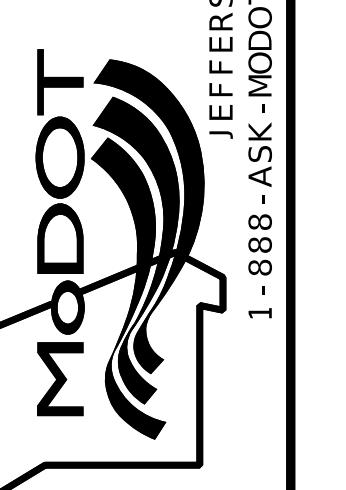


STATE OF MISSOURI  
ALEX BENZ  
NUMBER PE-201803121  
PROFESSIONAL ENGINEER  
Alex C. Benz  
01/07/2026 19:23 PM  
Alex Benz - Civil  
MO PE-201803121

DATE PREPARED  
1/7/2026  
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COUNTY JOHNSON  
JOB NO. JKR0101  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO. A11752

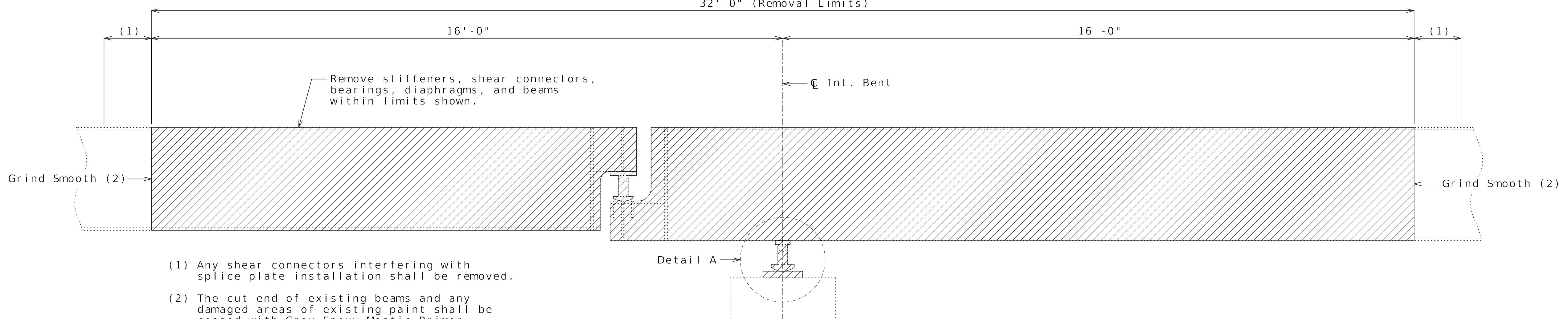
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01-07-26 REVISED WEB AND SHEAR CONNECTORS

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



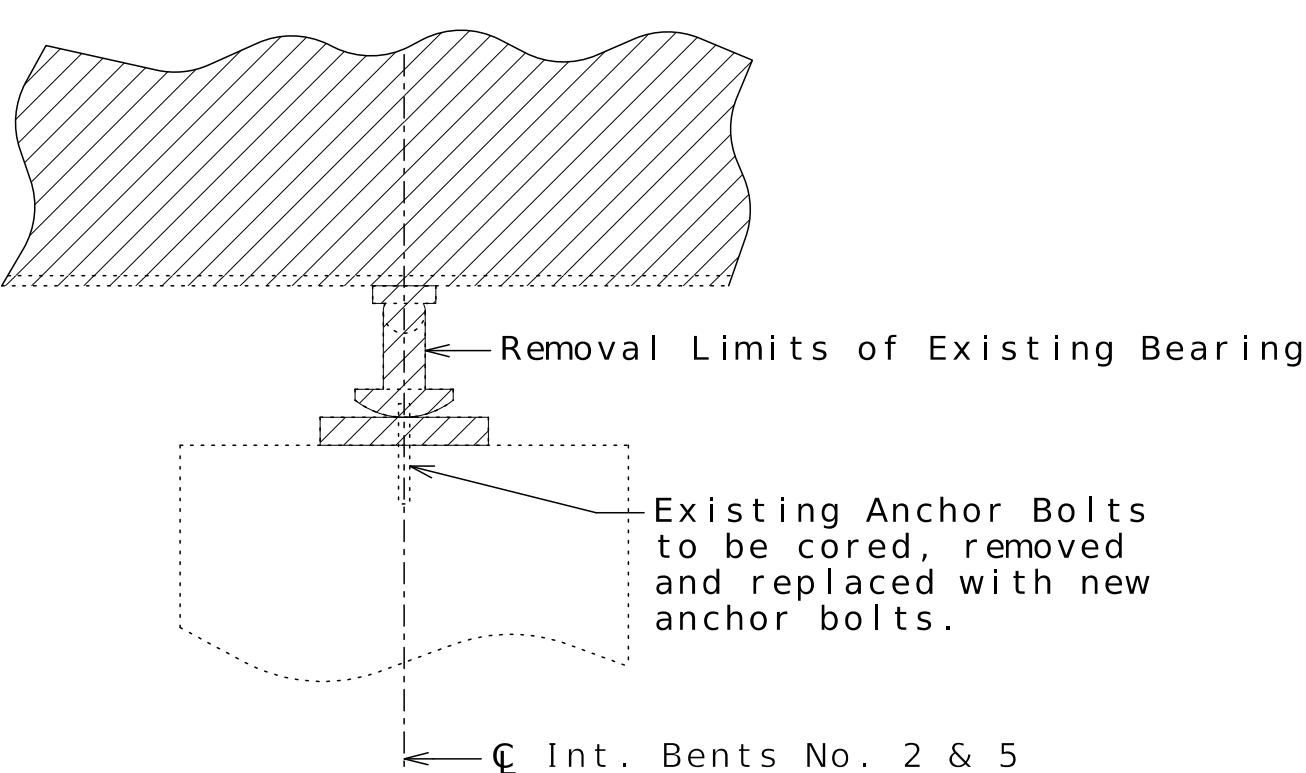
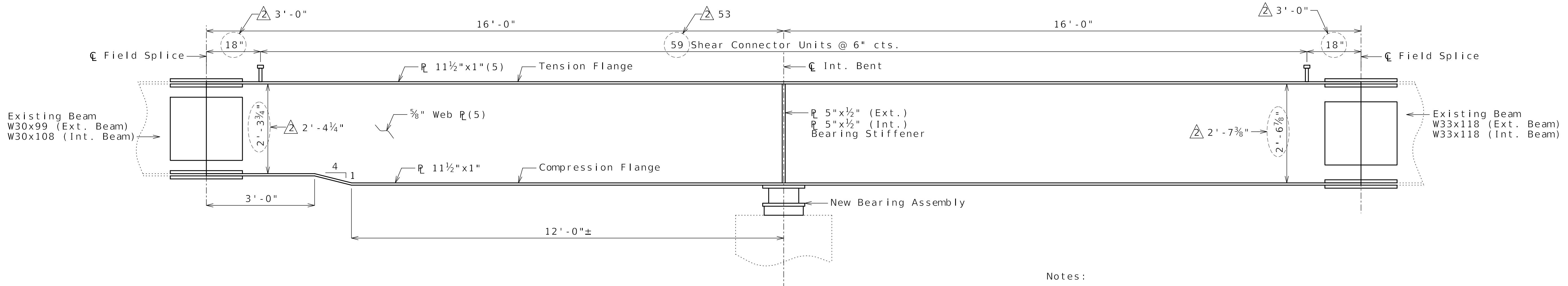
EFK-Moen  
Civil Engineering Design  
13523 Barrett Parkway Dr  
Suite 250  
St. Louis, MO 63021  
Missouri Certificate of Authority: 001578  
Phone 314-394-3100  
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REV.



### PART ELEVATION OF EXISTING BEAMS NEAR INT. BENT SHOWING STRUCTURAL STEEL REMOVAL

Int. Bent No. 2 shown, Int. Bent No. 5 similar



DETAIL A

### REMOVAL AND RECONFIGURATION OF STRUCTURAL STEEL

Detailed Sep. 2025  
Checked Sep. 2025

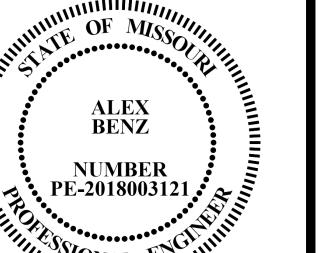
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 9 of 20

O:\2022R3\ModOT\_ORD\_v10.12.02.04\24083 ModOT JKR0101 Route 50EB Bridge\DG\Bridge\Final\Plotsheets\B\_A11752\_009\_JKR0101\_Steel-Details-1\_R002.dgn

REVISED

3:01:53 PM 1/7/2026



ALEX BENZ  
NUMBER PE-2018003121  
01/07/2026 19:31PM  
Alex Benz - Civil  
MO PE-2018003121

DATE PREPARED  
1/7/2026

ROUTE 50 STATE MO  
DISTRICT BR SHEET NO. 10

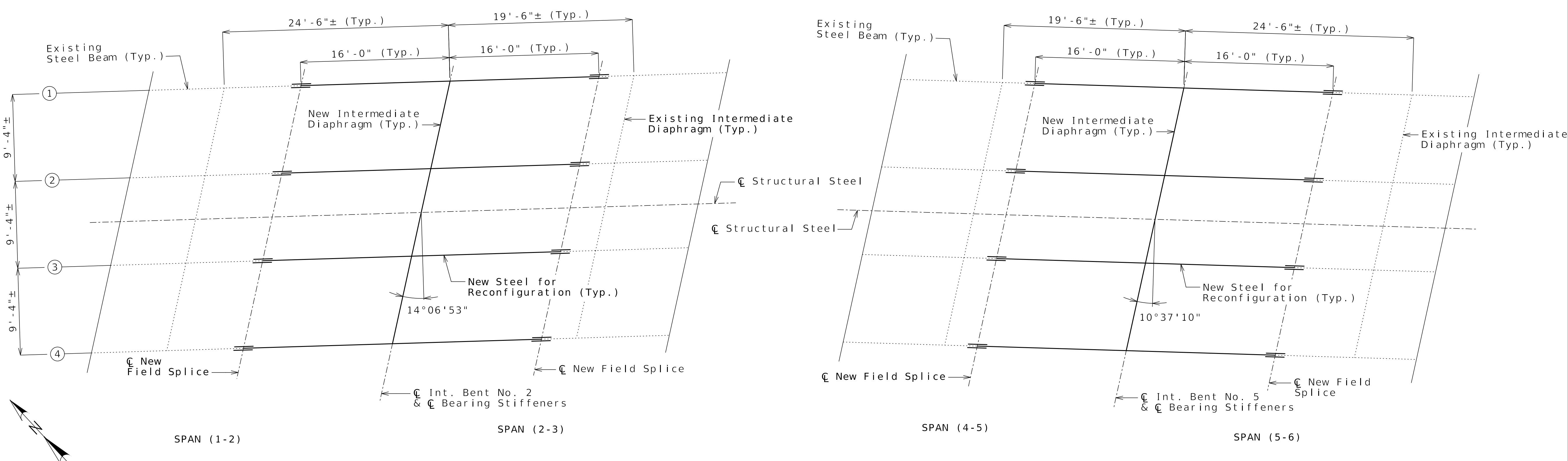
COUNTY JOHNSON  
JOB NO. JKR0101  
CONTRACT ID.

PROJECT NO.  
BRIDGE NO. A11752

DESCRIPTION	REVISED SHEAR CONNECTOR WEIGHT
01-07-26 REVISED SHEAR CONNECTOR WEIGHT	



EFK-Moen  
Civil Engineering Design  
13523 Barrett Parkway Dr  
St. Louis, MO 63121  
Phone 314-394-3100  
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Missouri Certificate of Authority: 001578



PART PLAN OF STRUCTURAL STEEL

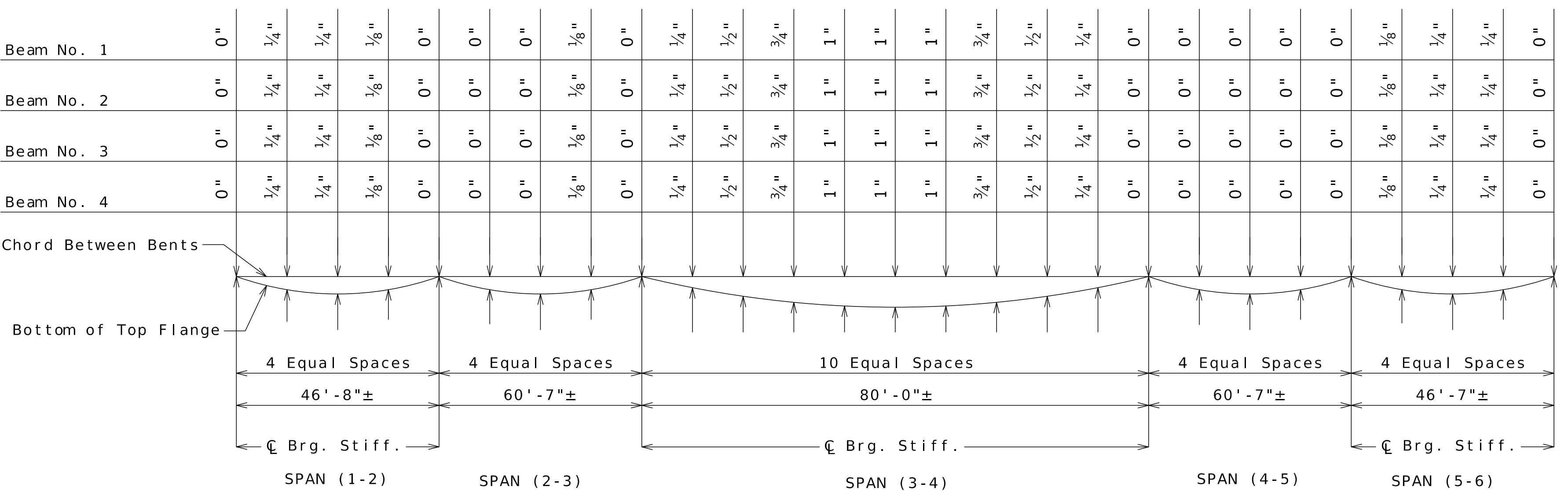


TABLE SHOWING (*) VALUES		
Spans	Ext. Beams	Int. Beams
(1-2)	14%	14%
(2-3)	17%	18%
(3-4)	15%	15%
(4-5)	20%	15%
(5-6)	13%	13%

DEAD LOAD DEFLECTION

\* % of dead load deflection is due to the weight of structural steel.

Dead load deflection includes weight of structural steel, concrete slab, and barrier.

STRUCTURAL STEEL LAYOUT AND DETAILS

Detailed Sep. 2025  
Checked Sep. 2025

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

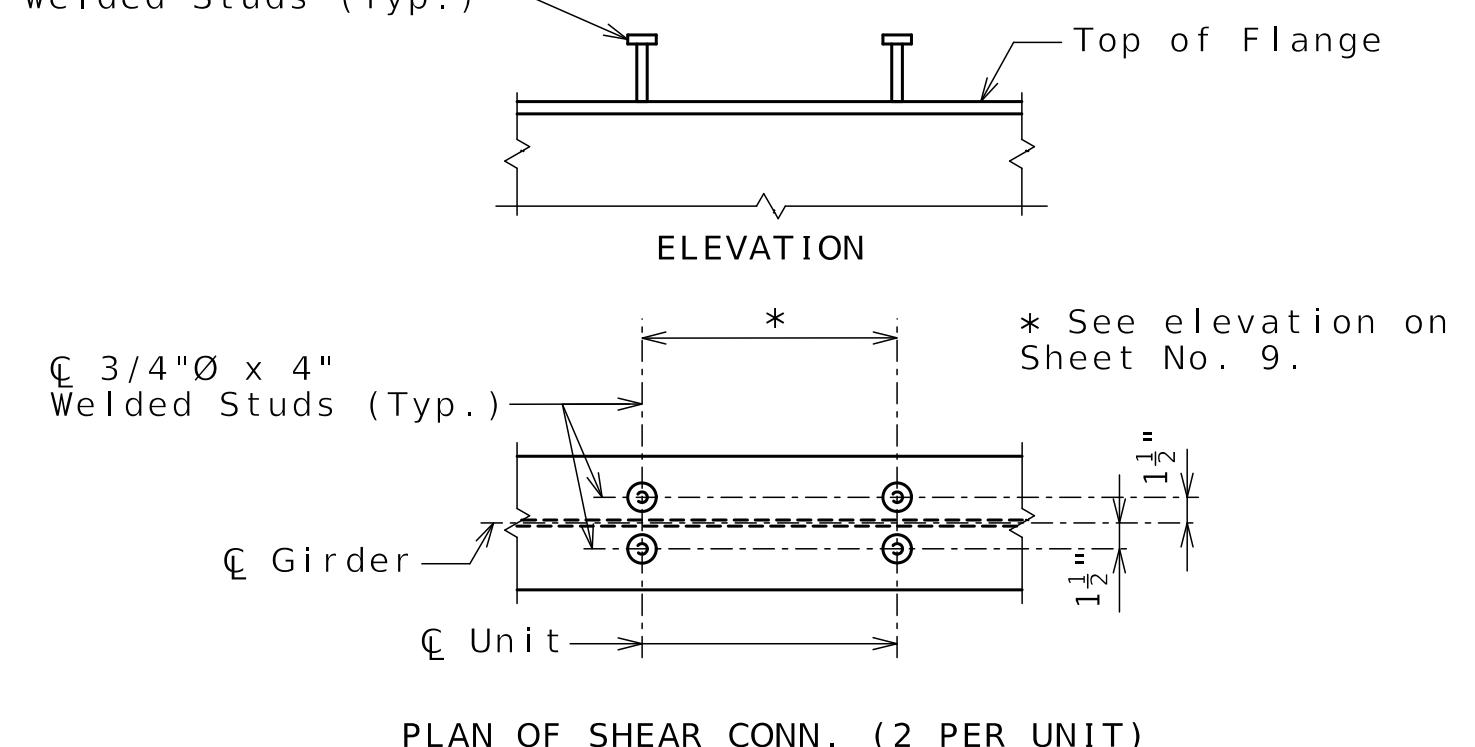
Sheet No. 10 of 20

Notes:

In order to properly form the haunches for the new deck, the contractor shall survey top of deck elevations along centerline of roadway and along each beam line (top of bottom flange) prior to deck removal followed by surveying elevations of the beams (top or bottom flange) after deck removal. The contractor shall determine haunching based on field measurements, existing bridge plans, proposed camber and propose dead load deflections. Haunching may be adjusted based on the different between the new and existing dead load weights.



REVISED



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 Fabricated Structural Low Alloy Steel. The estimated weight of shear connectors is 354 lbs.

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

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