

EARTHWORK						
BEGIN STA	END STA	LOCATION	CLASS A EXCAVATION (CY)	COMPACTING EMBANKMENT (CY)	EMBANKMENT IN PLACE (CY)	REMARKS
0+00.00	8+22.50	MEDIAN	151.0	120.8	526.2	BUILD WEST CROSSOVER
0+00.00	8+22.50	MEDIAN	647.0			WEST CROSSOVER REMOVAL
856+46.82	861+10.00	RTE 50	164.6	131.7	71.1	RTE 50
0+00.00	7+54.29	MEDIAN	709.0			EAST CROSSOVER REMOVAL
0+00.00	7+54.29	MEDIAN	142.0	113.6	595.4	BUILD EAST CROSSOVER
TOTAL			1813.6	366.1	1192.7	
USE			1814	366	1193	

MOBILIZATION
1 LUMP SUM

CONTRACTOR FURNISHED SURVEYING AND STAKING
1 LUMP SUM

PAVEMENT QUANTITIES											
BEGIN STA	END STA	LENGTH (FT)	WIDTH (FT)	IN+OUT SHDR WIDTH (FT)	4" TYPE 5 AGGREGATE (SY)	6" TYPE 5 AGGREGATE (SY)	COLDMILL 2" SP125C	MODIFIED COLDMILLING DEPTH TRANSITION (SY)	OPTIONAL PAVE. MAINLINE (SY)	OPTIONAL PAVE CROSSOVER (SY)	REMARKS
0+.00	8+22.50	822.5	14.00	8.0	2074.0					2074.0	WEST CROSSOVER
856+46.80	857+89.50	142.7	24.00	14.0		380.5			602.5		ROUTE 50 WEST OF BRIDGE A9616
859+26.04	861+10.00	184.0	24.00	14.0		490.7			776.9		ROUTE 50 EAST OF BRIDGE A9616
0+.00	7+54.29	754.3	14.00	8.0	1939.9					1939.9	EAST CROSSOVER
857+63.50	857+89.50	26.0	24.00	14.0		69.3			109.8		ROUTE 50 WEST OF BRIDGE A9616 APPROACH PAVEMENT
859+11.04	859+26.04	15.0	24.00	14.0		40.0			63.3		ROUTE 50 EAST OF BRIDGE A9616 APPROACH PAVEMENT
818+41.50	818+91.50	50.0	24.00	8.0			59.3	59.3			MILL/FILL WEST OF BR. A1175
822+56.08	823+06.08	50.0	24.00	8.0			59.3	59.3			MILL/FILL EAST OF BR. A1175
818+91.50	819+06.50	15.0	24.00	8.0		53.3			53.3		ROUTE 50 WEST OF BRIDGE A1175 APPROACH PAVEMENT
822+41.08	822+56.08	15.0	24.00	8.0		53.3			53.3		ROUTE 50 EAST OF BRIDGE A1175 APPROACH PAVEMENT
TOTAL					4013.9	1087.1	118.6	118.6	1659.1	4013.9	
USE					4014	1087	119	119	1659.1	4014	
* TACK APPLICATION RATES: 0.05 (GAL/SY)											

TEMPORARY EROSION CONTROL									
STA.	TO	STA.	LOCATION	SILT FENCE (LF)	ALTERNATE DITCH CHECK (LF)	INLET CHECK (EA)	TEMPORARY TYPE "C" BERM (LF)	SEDIMENT REMOVAL (CY)	REMARKS
PHASE 1									
800+33.64			EX. ROUTE 50		35.0			1.0	MEDIAN
818+30.34			ROUTE 50		28.0			1.0	MEDIAN
819+23.53	-	820+05.40	ROUTE 50 RT.	81.9				2.0	
820+30.62			ROUTE 50				128.0	2.0	ALONG WEST BANK
821+13.47			ROUTE 50				121.0	2.0	ALONG EAST BANK
821+13.69	-	822+39.69	RTE 50 RT.	126.0				2.0	
822+54.76			ROUTE 50		35.0			1.0	MEDIAN
855+50.00	-		ROUTE 50		28.0			2.0	MEDIAN
856+70.00	-	858+15.00	RTE 50 RT.	145.0				2.0	
858+34.00			ROUTE 50				138.0	2.0	ALONG NORTH BANK
858+63.00			ROUTE 50				145.0	2.0	ALONG SOUTH BANK
858+98.00	-	860+75.00	ROUTE 50 RT.	178.0				2.0	
860+74.00			ROUTE 50		34.0				MEDIAN
868+00.00			EX. ROUTE 50 LT.			28.0			MEDIAN
SUB - TOTAL				530.9	160.0	28.0	532.0	21.0	
PHASE 2									
801+28.14			EX. ROUTE 50		34.0			1.0	MEDIAN
806+39.00			EX. ROUTE 50		30.0			1.0	MEDIAN
856+73.00			ROUTE 50 LT.		34.0			1.0	MEDIAN
859+25.00			ROUTE 50 LT.		30.0			1.0	MEDIAN
859+62.00			ROUTE 50 LT.		32.0			1.0	MEDIAN
6+25.42			TEMP. EAST X-OVER LT.		35.0			1.0	
SUB - TOTAL				0.0	195.0	0.0	0.0	6.0	
TOTAL				530.9	355.0	28.0	532.0	27.0	
USE				531	355	28	532	27	

OVERLAY 2" SP125C (TONS)	MODIFIED COLDMILLING DEPTH TRANSITION (SY)
2.3	196.1
2.5	208.7
4.8	404.8
4.8	405

STATE OF MISSOURI

JACLYN A. WHITE

NUMBER

PE-2003001116

PROFESSIONAL ENGINEER

Jaclyn A. White
01/09/2026 9:16:38 AM
JACLYN A WHITE - CIVIL
MO-PE-2003001116

DATE PREPARED
1/8/2026

ROUTE
50

STATE
MO

DISTRICT
KC

SHEET NO.
3

COUNTY
JOHNSON

JOB NO.
JKR0101

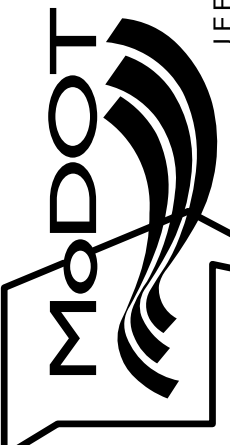
CONTRACT ID.

PROJECT NO.


BRIDGE NO.

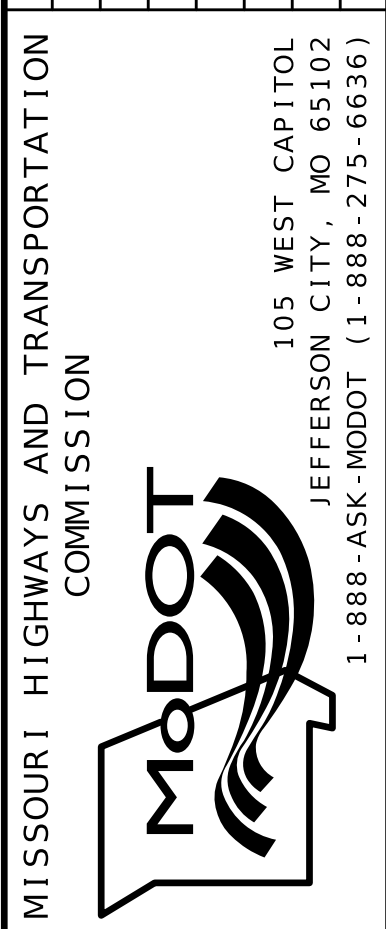
DESCRIPTION						

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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

SUMMARY OF QUANTITIES
 SHEET 3 OF 3
REVISED

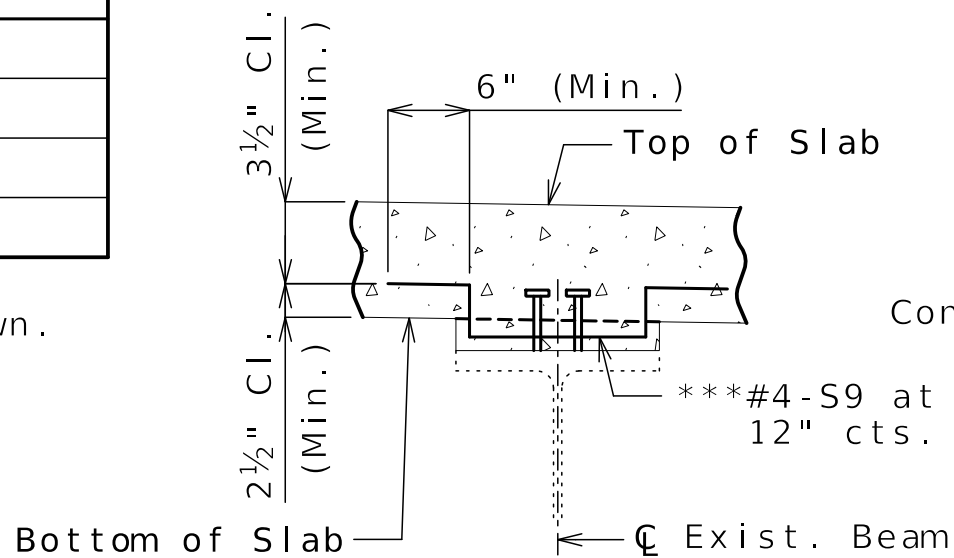


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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.



DETAIL B

***Include when haunch is over 4".
Estimated 60 bars per beam in Span
(3-4) starting at Int. Bent No. 3

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
15

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.

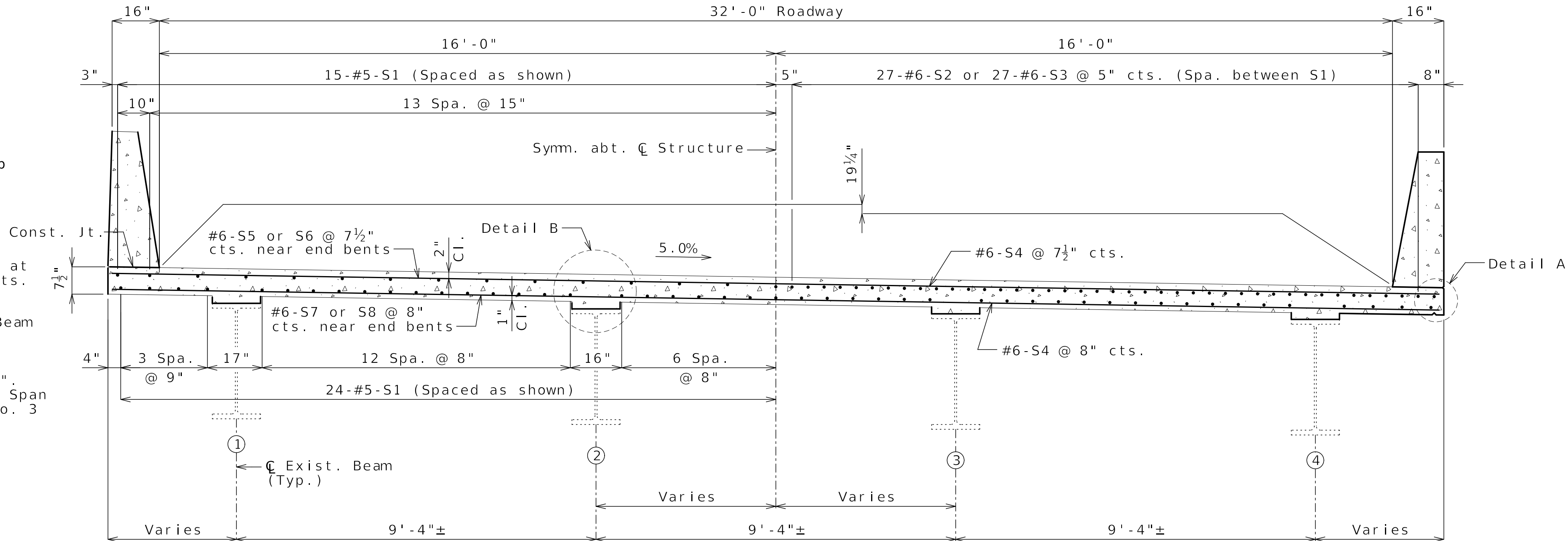
Contractor shall verify all dimensions in field before finalizing the
shop drawings.

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.

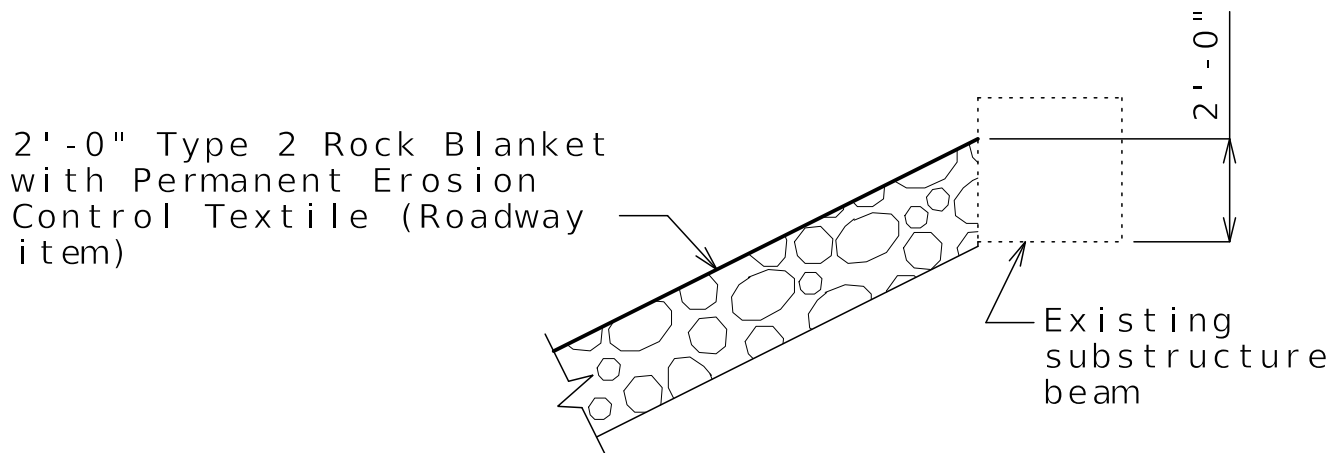


HALF SECTION NEAR MIDSPAN AND END BENTS

HALF SECTION NEAR INT. BENT

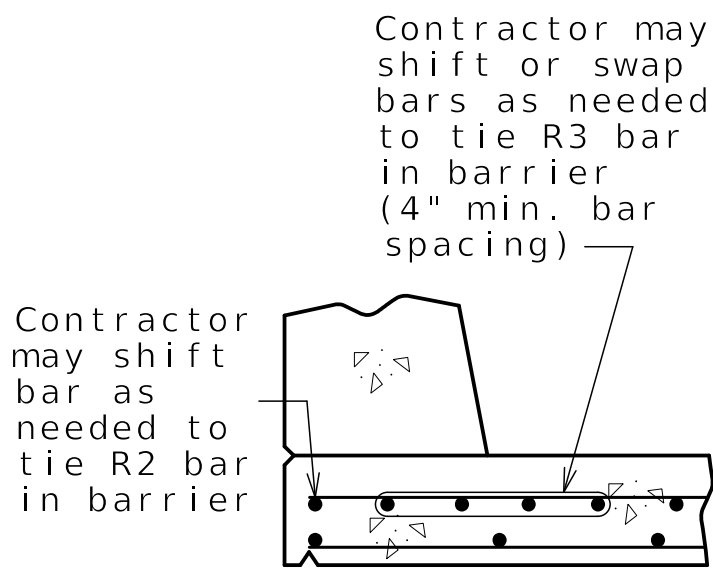
TYPICAL SECTION THRU SLAB

Table Showing S2 & S3 Bar Lengths							
Int. Bent No. 2		Int. Bent No. 3		Int. Bent No. 4		Int. Bent No. 5	
Span 1	Span 2	Span 2	Span 3	Span 3	Span 4	Span 4	Span 5
15'-3"	16'-0"	23'-9"	18'-6"	18'-6"	23'-9"	16'-0"	15'-3"
S2		S3		S3		S2	

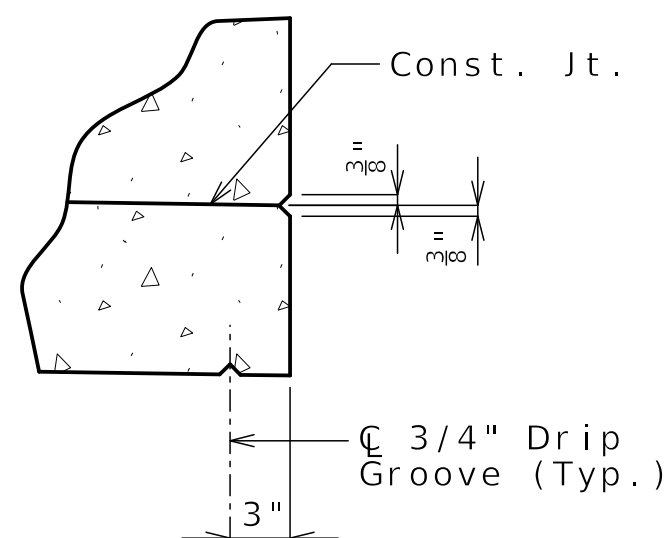


ROCK BLANKET ON SPILL SLOPES

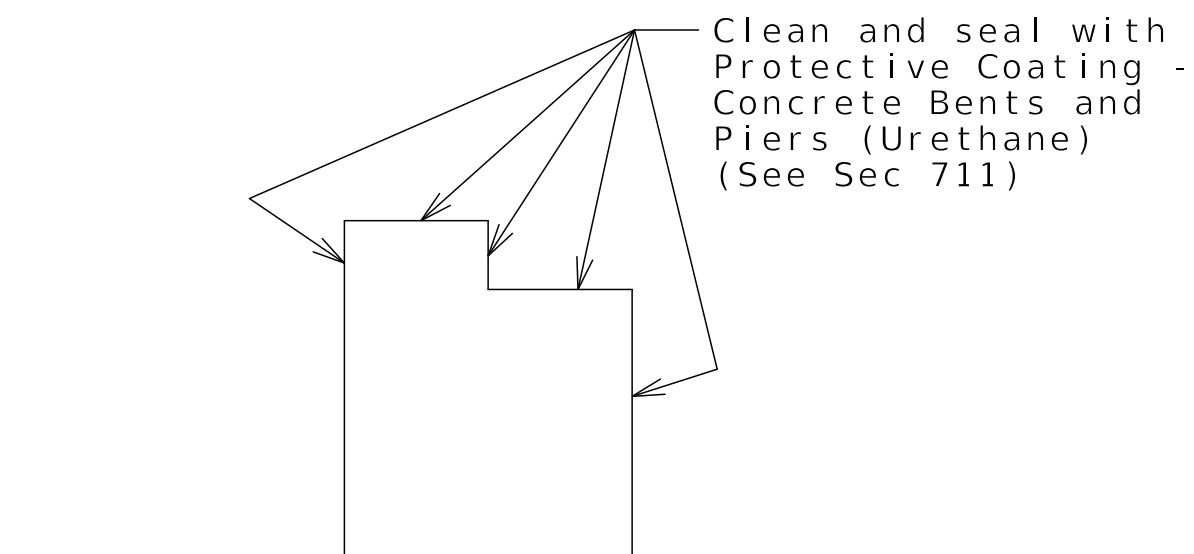
TYPICAL PART ELEVATION SHOWING
SUBSTRUCTURE REPAIR AT
INT. BENT NO. 2



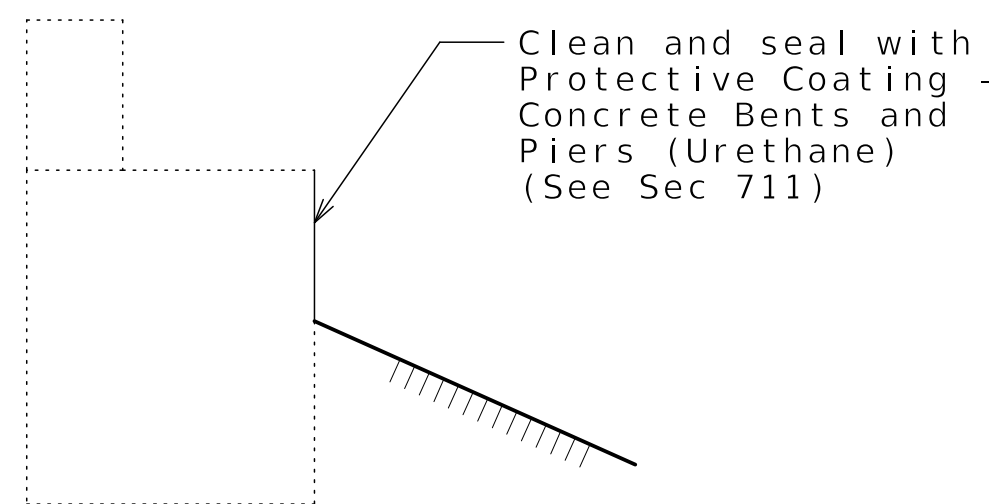
OPTIONAL SHIFTING
TOP BARS AT BARRIER



DETAIL A



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



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

REPAIRS TO BRIDGE:
ROUTE 50 EB OVER SOUTH FORK BLACKWATER RIVER

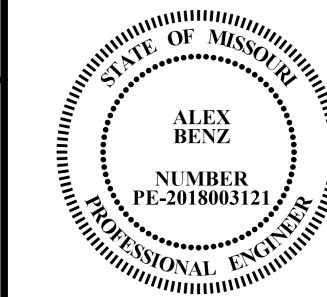
ROUTE 50EB FROM ROUTE M TO ROUTE 58
ABOUT 2.6 MILES SOUTHEAST OF ROUTE M
BEGINNING STATION 819+26.50± (MATCH EXISTING)

REVIS

Designed Sep. 2025
Detailed Sep. 2025
Checked Sep. 2025

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

Sheet No. 1 of 20



Alex C. Benz
01/07/2026 3:18:57 PM
Alex Benz - Civil
MO PE-2018003121

DATE PREPARED
1/7/2026

ROUTE 50 STATE MO

DISTRICT BR SHEET NO. 1

COUNTY JOHNSON

JOB NO. JKR0101

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A11752

DESCRIPTION

01-07-26 REVISED FUTURE WEARING SURFACE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

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

Phone 314-394-3100 Fax 314-394-3199

Missouri Certificate of Authority: 001578

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.

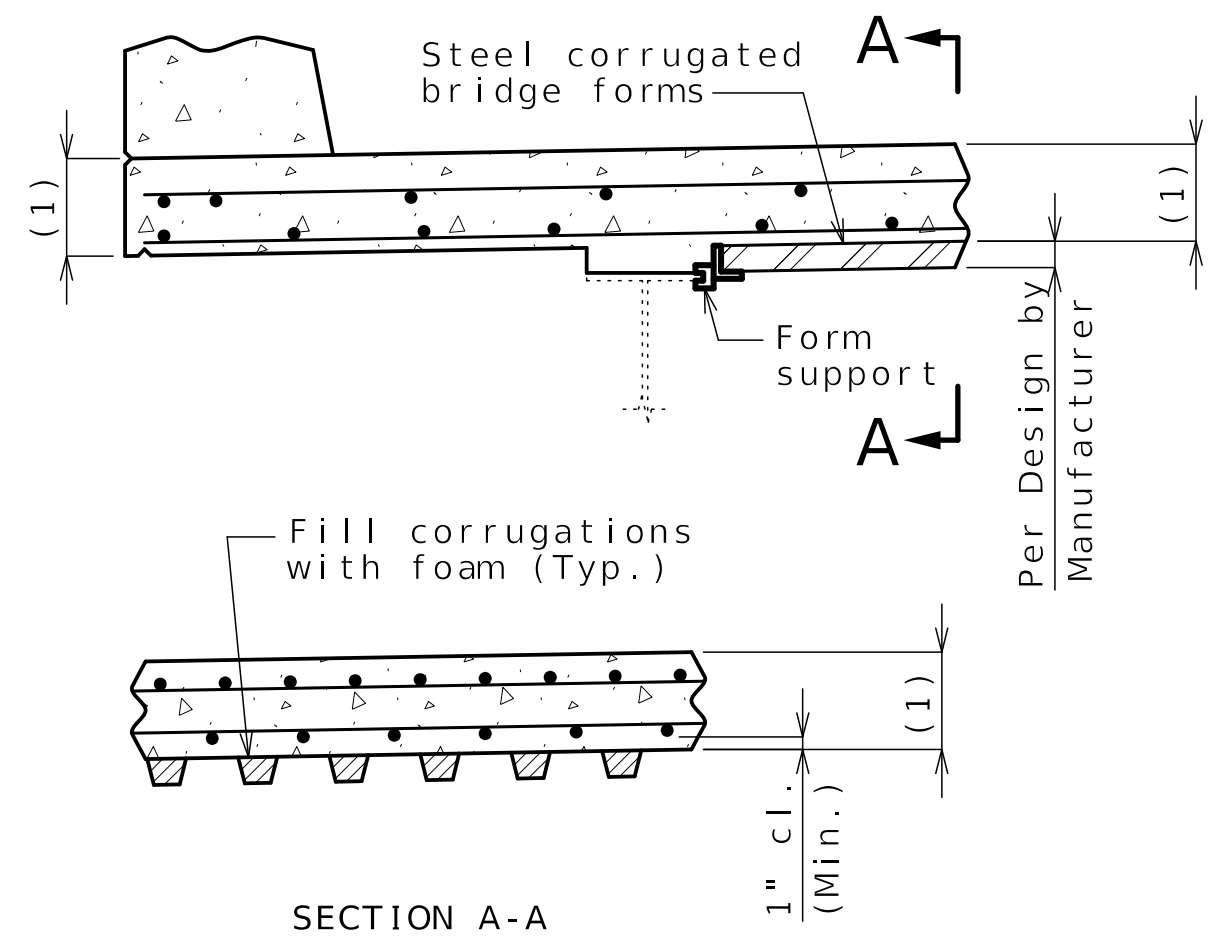
Keyed construction joints shall be provided between pours.

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

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 coatfor 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.

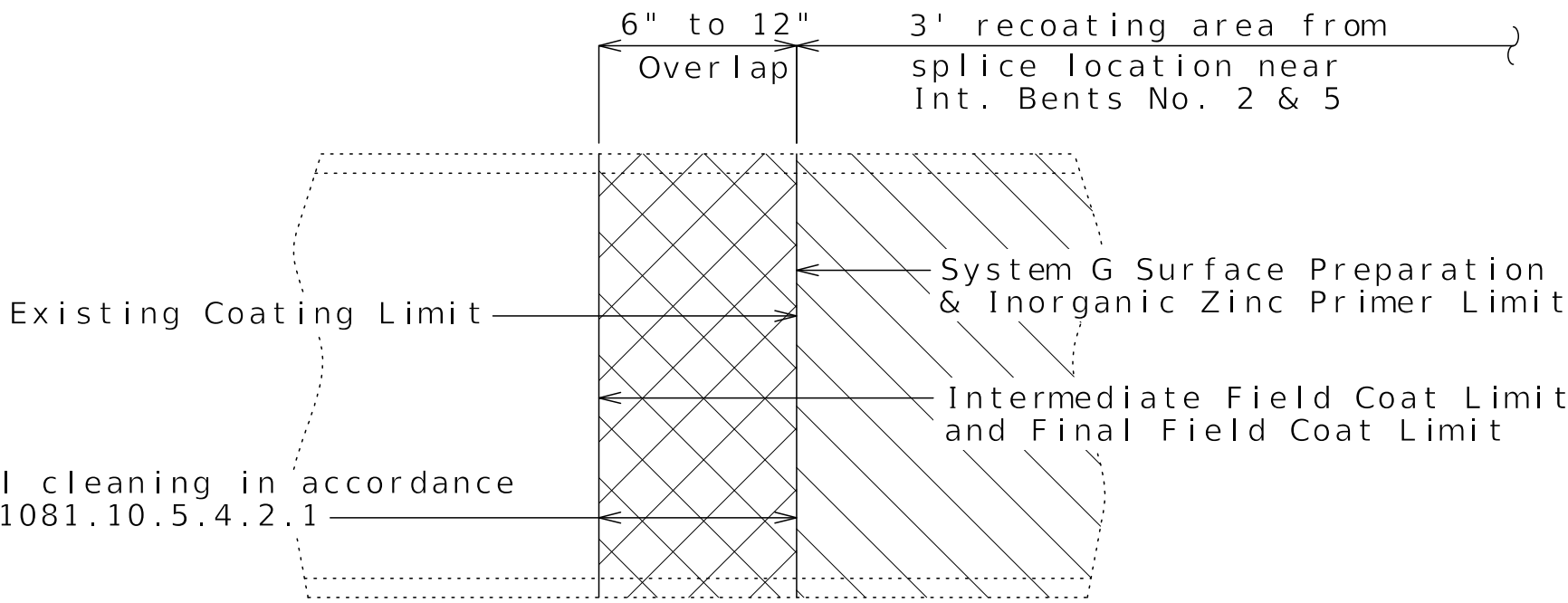
Field Coat: The color of the finish field coat shall be Gray (Federal Standard #26373). The cost of the intermediate field coat will be considered completely covered by the contract unit price per sq. foot for Intermediate Field Coat (System G). The cost of the finish field coat will be considered completely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

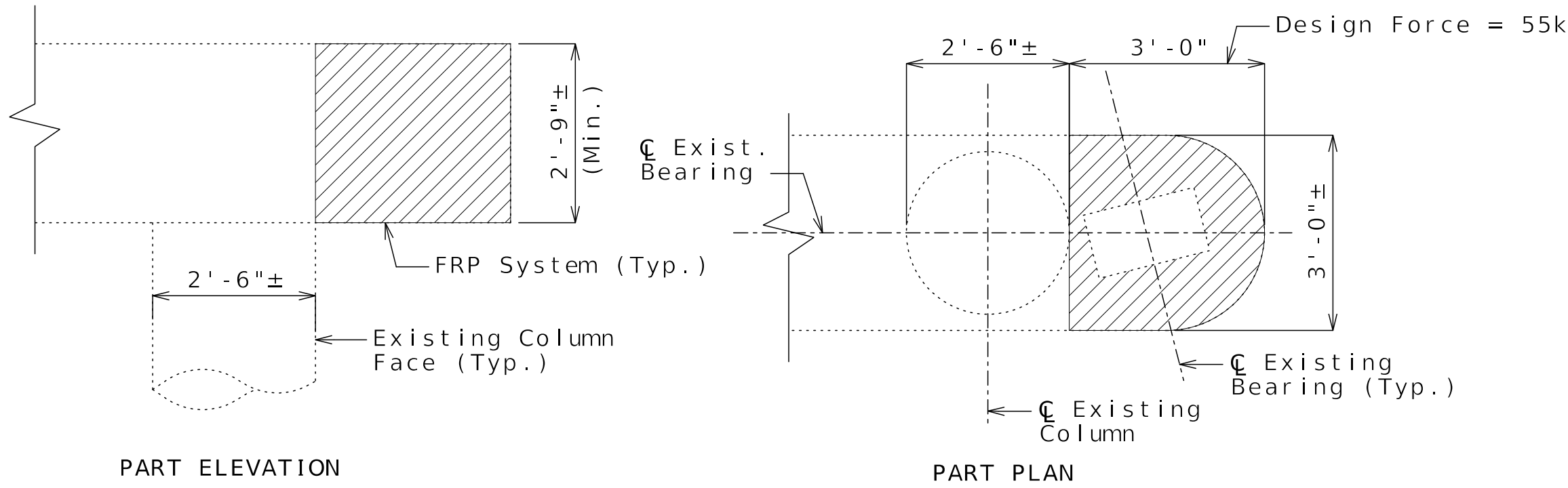
36,940

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.



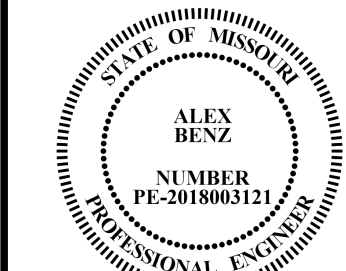
FRP WRAP AT INT. BENTS NO. 2 & 5

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.

2 REVISED



Alex C. Benz
01/07/20263:19:05 PM
Alex Benz - Civil
MO PE-2018003121

DATE PREPARED
1/7/2026

ROUTE 50 STATE MO

DISTRICT BR SHEET NO. 2

COUNTY JOHNSON

JOB NO. JKR0101

CONTRACT ID.

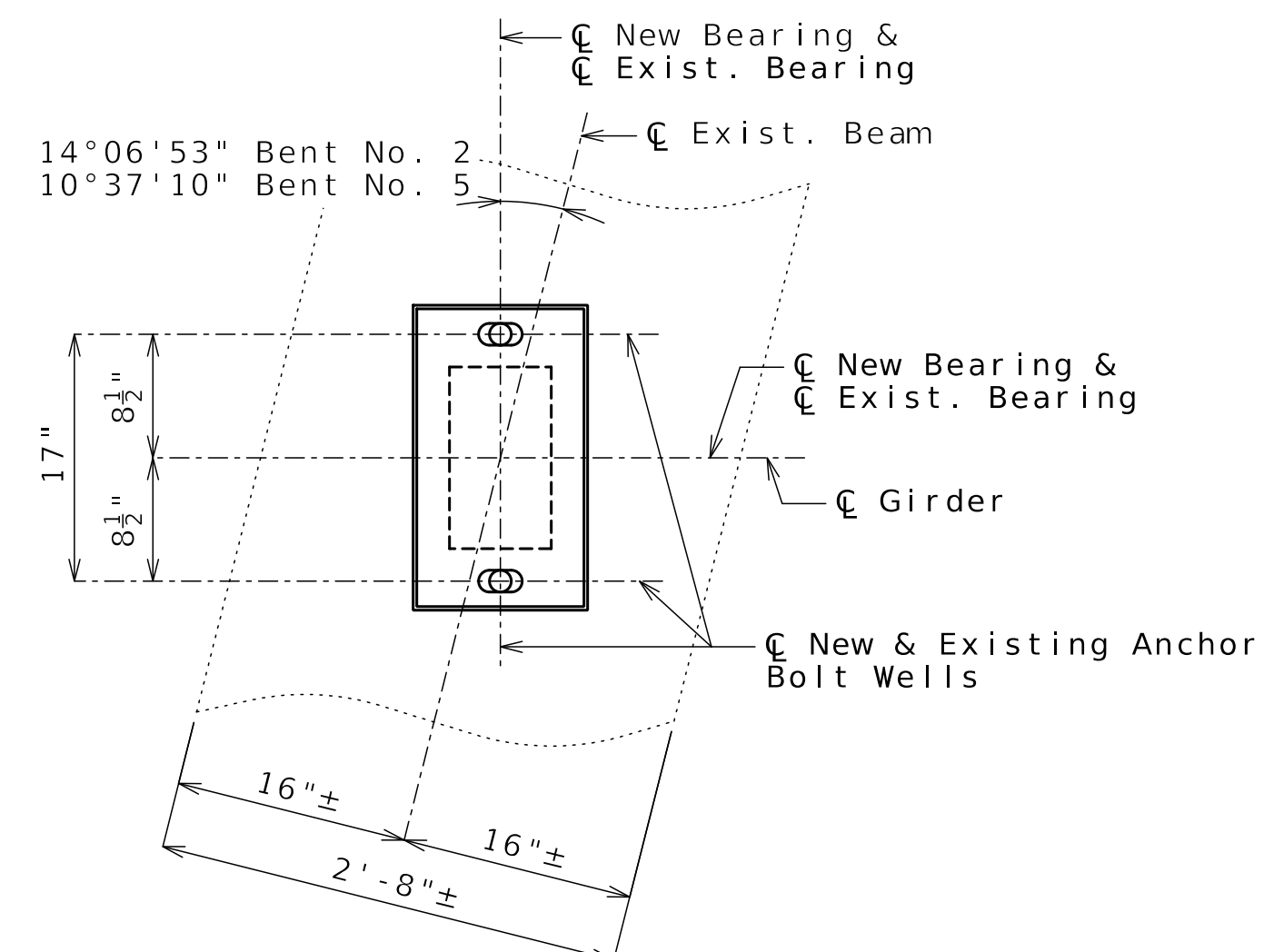
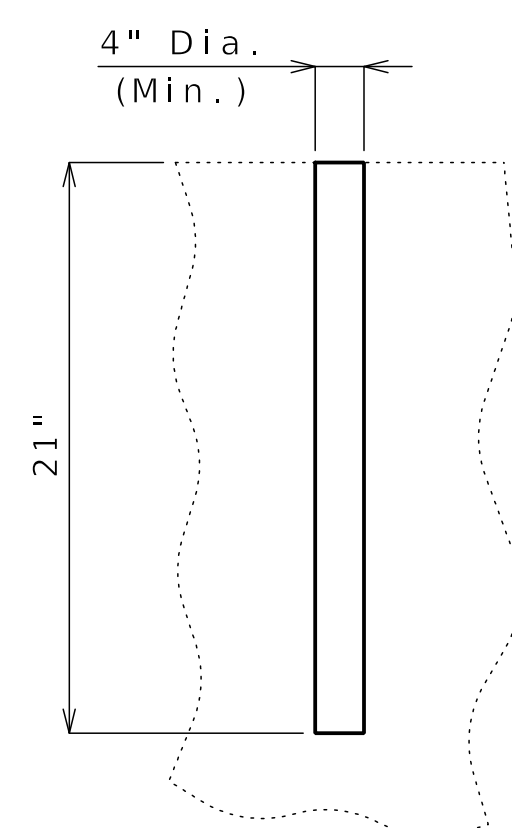
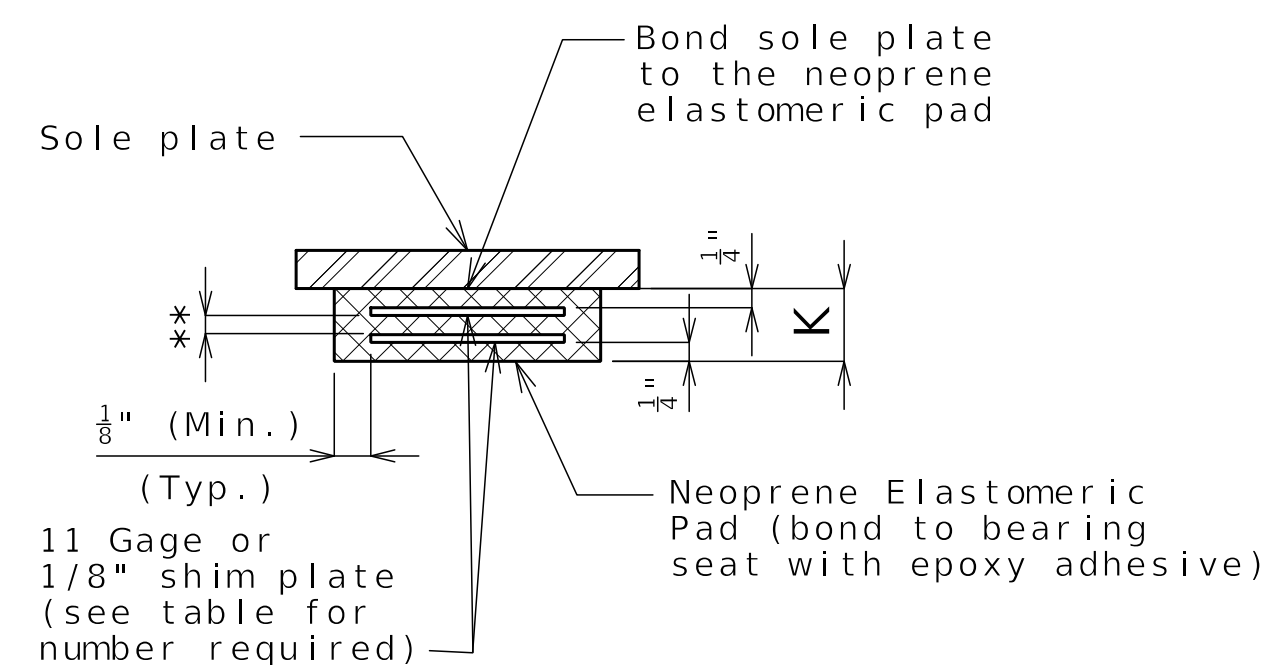
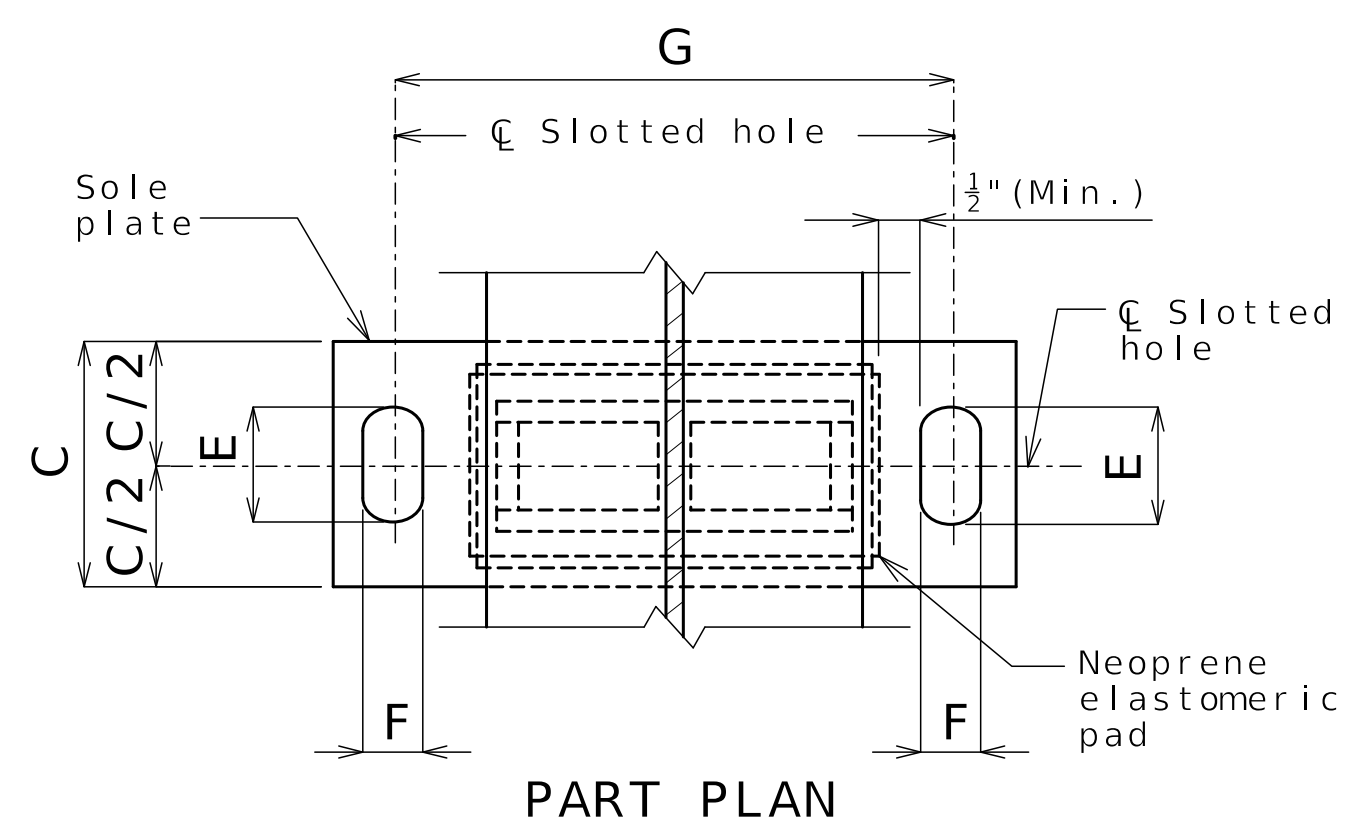
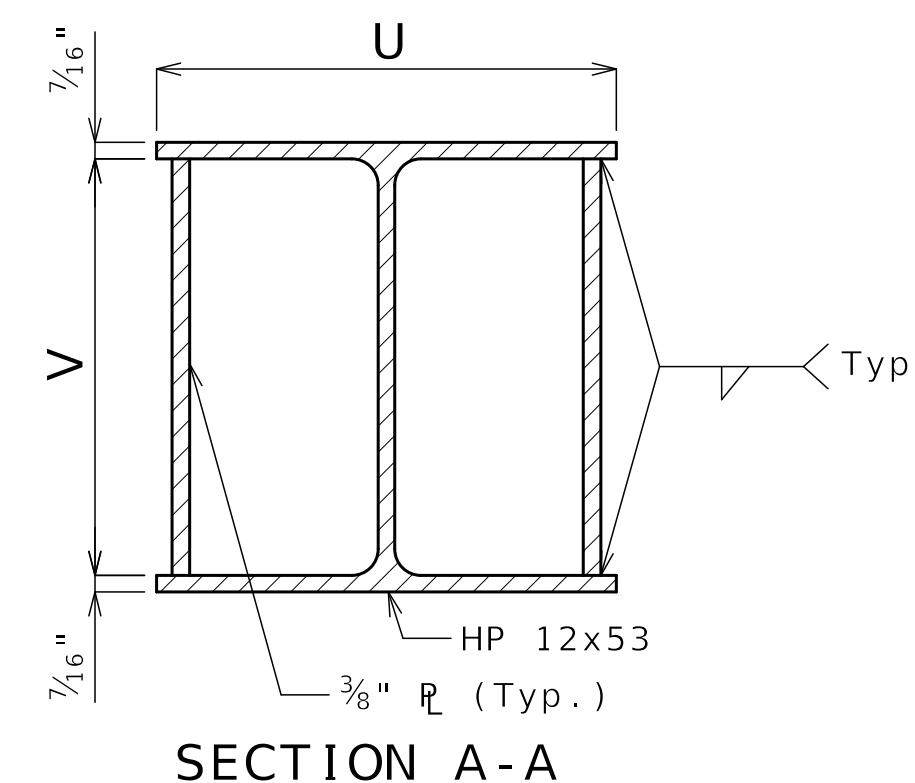
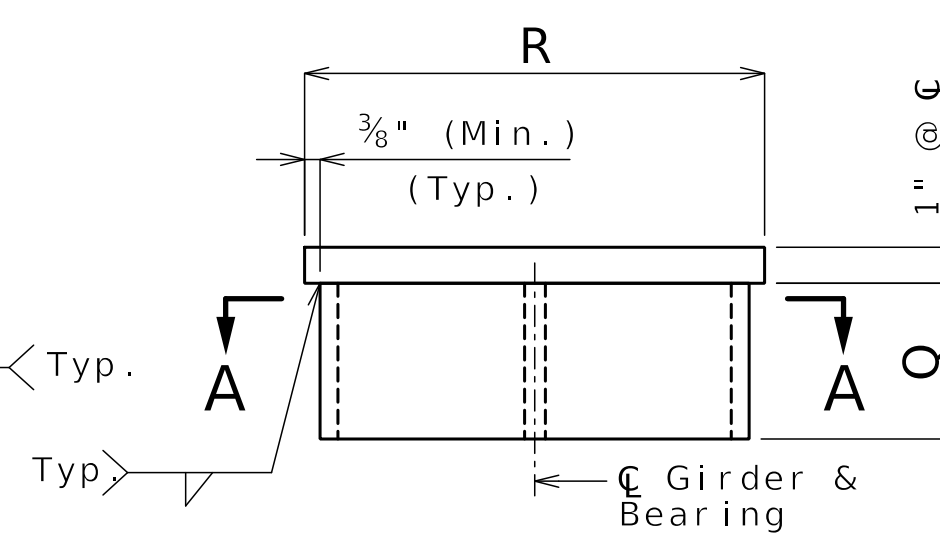
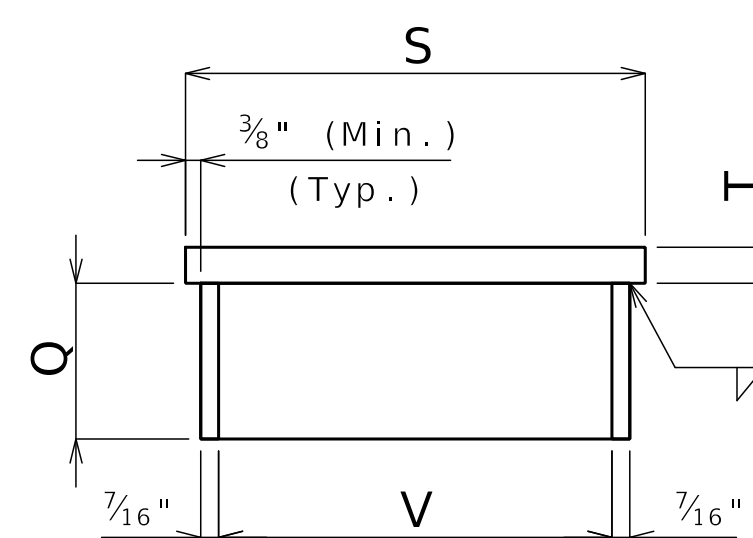
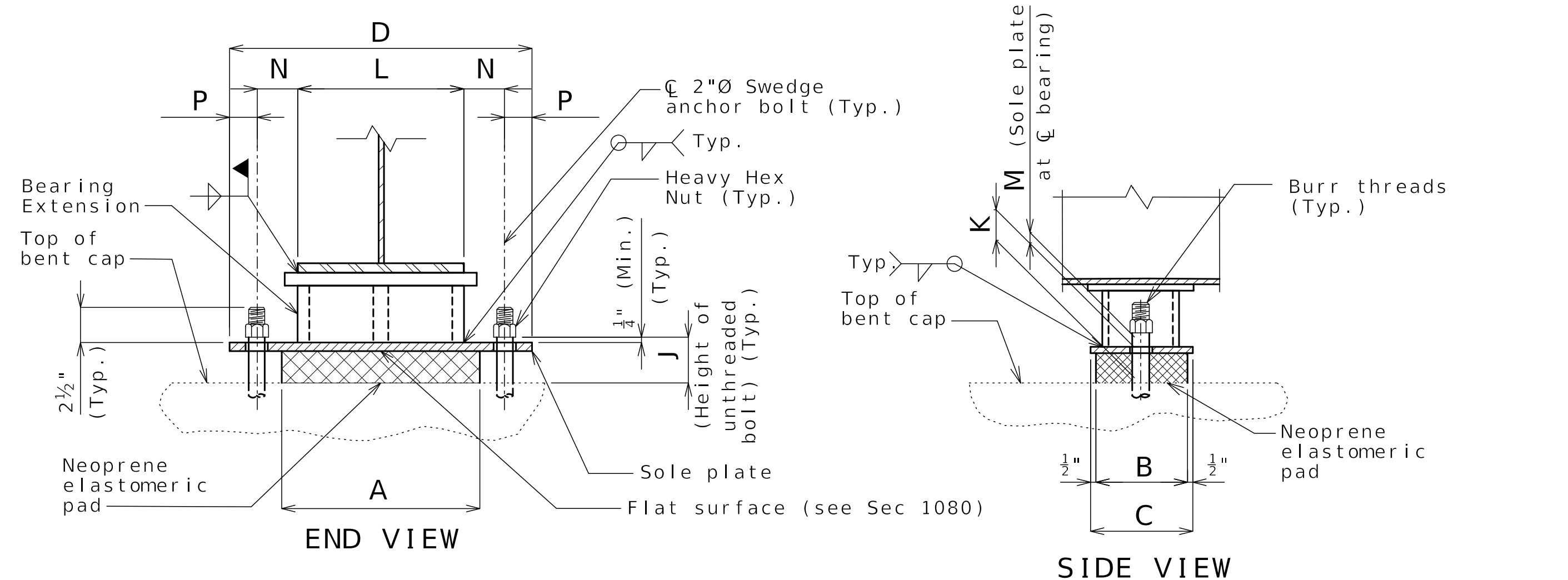
PROJECT NO.

BRIDGE NO. A11752

DESCRIPTION	REVISION	DATE	BY	CHKD	APPD
01-07-26					

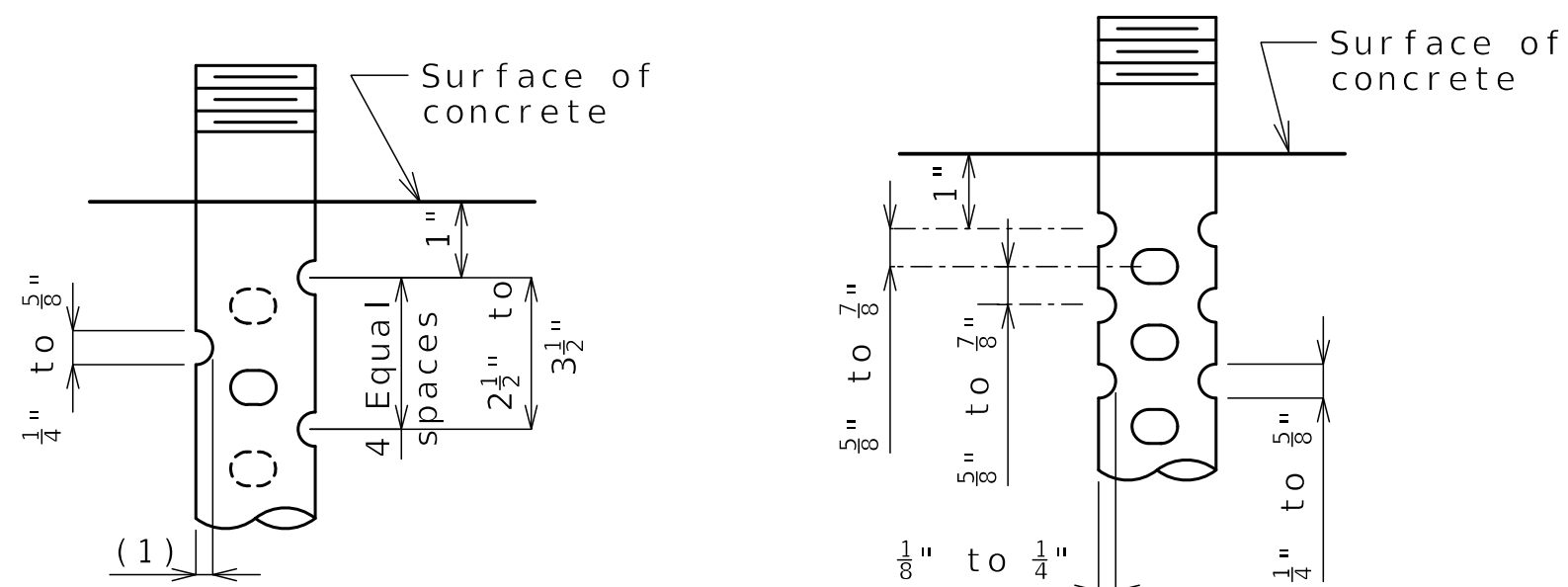
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MoDOT
105 WEST CAPITOL JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

EFK Moen
Civil Engineering Design
13523 Barrett Parkway Dr Suite 250 St. Louis, MO 63021
Phone 314-394-3100 Fax 314-394-3199
Missouri Certificate of Authority: 001578



EXPANSION BEARINGS																						
BENT NO.	A	B	C	D	E	F	G	J	K	L	M	N	P	Q	R	S	T	U	V	W	NUMBER OF SHIM PLATES *	NUMBER REQUIRED
2	13"	15"	16"	23"	5¾"	2⅞"	17"	5½"	3¾"	11½"	1½"	2¾"	3"	5¼"	13"	13"	1"	12"	10⅞"	⅛"	6	4
5	13"	15"	16"	23"	5¾"	2⅞"	17"	5½"	3¾"	11½"	1½"	2¾"	3"	5¼"	13"	13"	1"	12"	10⅞"	⅛"	6	4
* The required shim plate shall be placed between layers of elastomer and molded together to form																				TOTAL BEARINGS	8	

* The required shim plate shall be placed between layers of elastomer and molded together to form an integral unit.



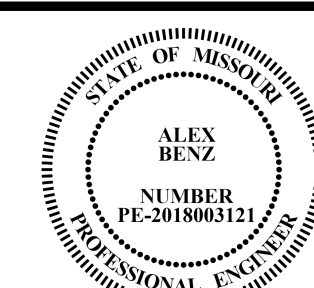
SWEDGE ANCHOR BOLT DETAILS

(1) $\frac{1}{8}$ " for $\frac{3}{4}$ " \varnothing thru $1\frac{1}{4}$ " \varnothing anchor bolts

$\frac{1}{8}$ " to $\frac{1}{4}$ " for $1\frac{3}{8}$ "Ø thru $2\frac{1}{2}$ "Ø anchor bolts

LAMINATED NEOPRENE BEARING PAD ASSEMBLY

2 REVISED



Alex C. Benz
01/07/20263:19:14 PM
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MO PE-2018003121

DATE PREPARED
1/7/2026

ROUTE	STATI
50	MO

DISTRICT	SHEET
BR	8

COUNTY
JOHNSON

JOB NO.
JKR0101

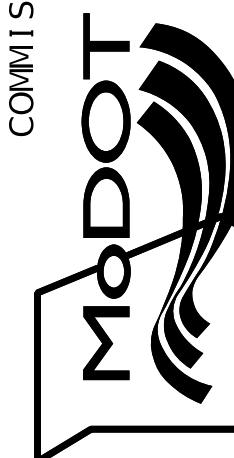
CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A11752

	DESCRIPTION
01-07-26	REVISED BEARING EXTENSION HEIGHT

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



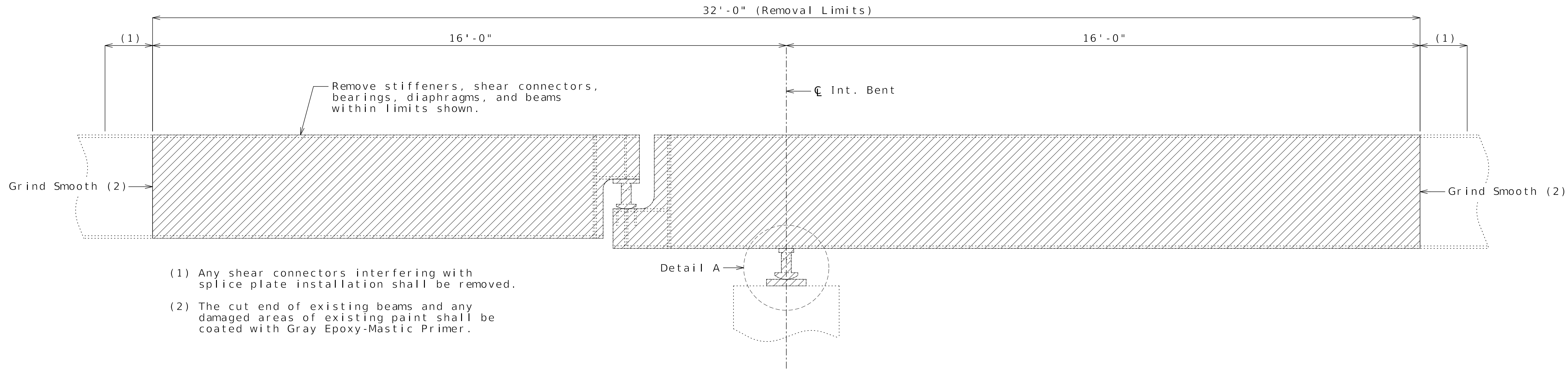
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

LEFK MOEN
Civil Engineering Design

13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021

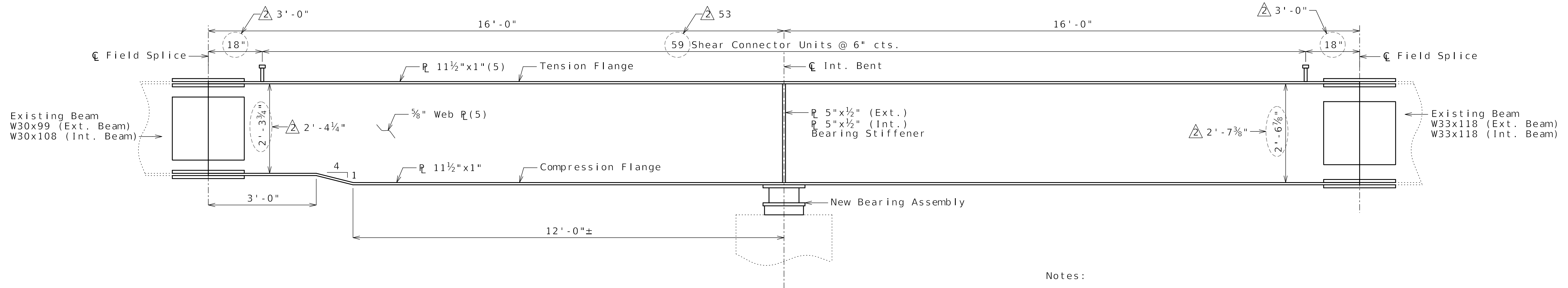
Phone 314-394-3100
Fax 314-394-3199

Missouri Certificate of Authority: 001578



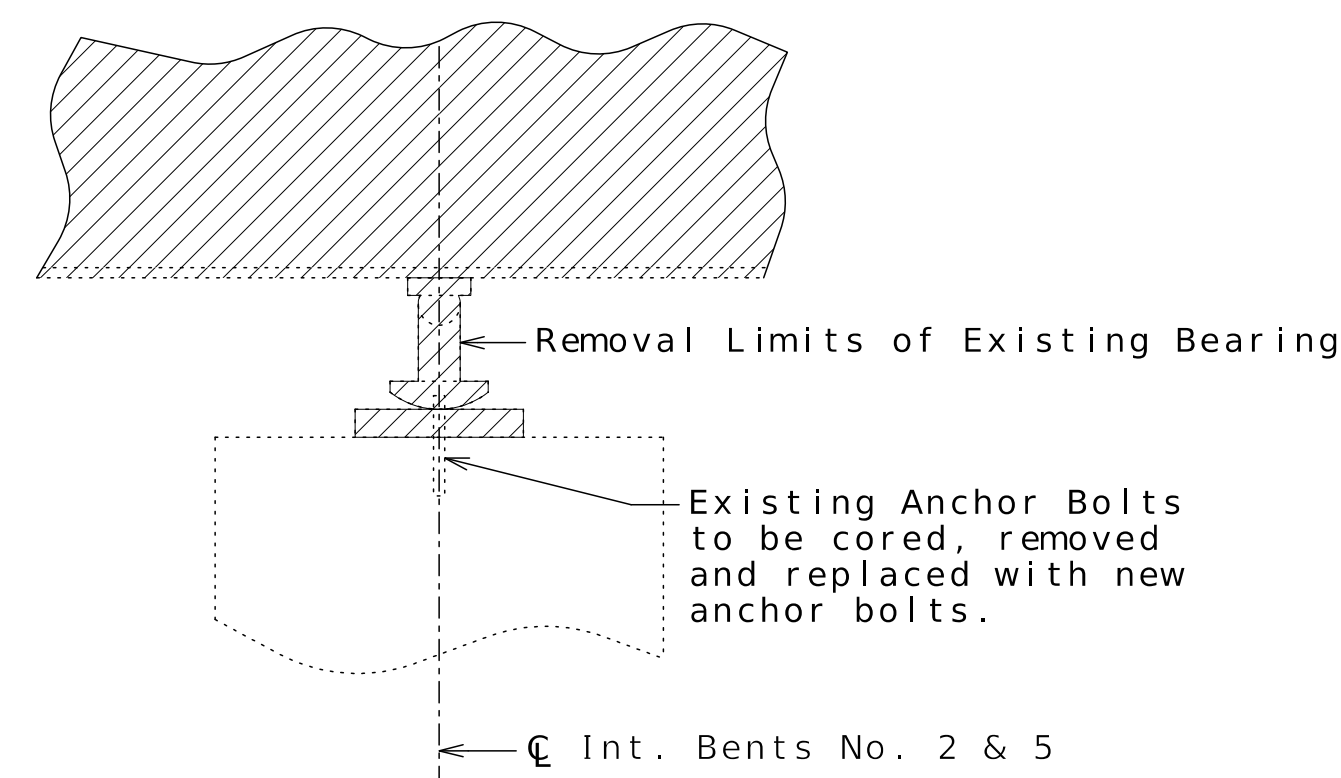
PART ELEVATION OF EXISTING BEAMS NEAR INT. BENT SHOWING STRUCTURAL STEEL REMOVAL

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



PART ELEVATION OF GIRDER TRANSITION NEAR INT. BENT

Int. Bent No. 2 shown, Int. Bent No. 5 similar
(5) Indicates plates subject to notch toughness requirements.



DETAIL A

Notes:

Removal of existing beams, shear studs, intermediate diaphragms, end diaphragms, and any other incidental material included in the removal limits, and any coating repair will be considered completely covered by the contract unit price for Reconfigure Existing Structural Steel.

Any weld material remaining after removal shall be ground flush.

Required temporary support load of 8 kips per girder on the Span (1-2) side of Bent No. 2 and the Span (5-6) side of Bent No. 5. Additionally, there is a required temporary support load of 8 kips per girder on the Span (2-3) side of Bent No. 2 and the Span (4-5) side of Bent No. 5. These temporary support loads are service dead loads without a factor of safety. It includes existing girder weight (existing deck weight not included) and a construction load of 50 psf. See Special Provisions.

For details of Laminated Neoprene Bearing Pad Assembly, see Sheet No. 8.

Payment for removal of existing structural steel as shown and any modifications to the existing girders/beams will be considered completely covered by the contract lump sum price for Reconfigure Existing Structural Steel. Remove shear connectors as necessary to install top flange splice plates.

Fabricated structural steel for the replacement section of existing beams shall be ASTM A709 Grade 50. The cost of fabricated structural steel shall be paid for by the contract unit price for Fabricated Structural Low Alloy Steel (Plate Girder) A709 Grade 50.

For field splice details, see Sheet No. 11.

Longitudinal dimensions are horizontal.

REMOVAL AND RECONFIGURATION OF STRUCTURAL STEEL

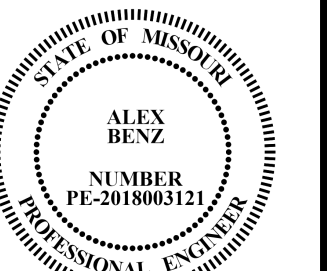
Detailed Sep. 2025
Checked Sep. 2025

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

Sheet No. 9 of 20

REVIS

O:\2022R3\ModOT_ORD_v10.12.02.04\24083 ModOT_JKR0101 Route 50EB Bridge\DCN\Bridge\Final\Plotsheets\B_A11752_009_JKR0101_Steel-Details-1_R002.dgn 3:01:53 PM 1/7/2026



Alex C. Benz
01/07/2026 3:19:23 PM
Alex Benz - Civil
MO PE-2018003121

DATE PREPARED
1/7/2026

ROUTE 50 STATE MO

DISTRICT BR SHEET NO. 9

COUNTY JOHNSON

JOB NO. JKR0101

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A11752

DESCRIPTION	REVISION	DATE	BY	CHKD
01-07-26 REVISED WEB AND SHEAR CONNECTORS				

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MoDOT
105 WEST CAPITOL
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