

DESIGN DESIGNATION

A.A.D.T. - 2025 = 99
 A.A.D.T. - 2045 = 110
 D.H.V. = 12.24%
 T = 16.11%
 V = 55 M.P.H.
 D = 44.7% / 55.3%

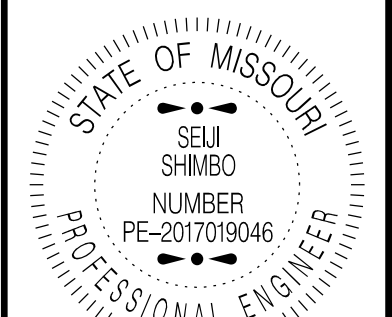
FUNCTIONAL CLASSIFICATION - MINOR COLLECTOR

NO NEW RIGHT OF WAY

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION PLANS FOR PROPOSED STATE HIGHWAY BUTLER COUNTY

INDEX OF SHEETS

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N06862-----	1-7



Seiji Shimbo
 U.S. ROAD & BRIDGE ENGINEER
 SEIJI SHIMBO - CIVIL
 MO-PE-2017019046

DATE PREPARED
1/21/2026

ROUTE	STATE
MM	MO
DISTRICT	SHEET NO.
SE	1

COUNTY
BUTLER

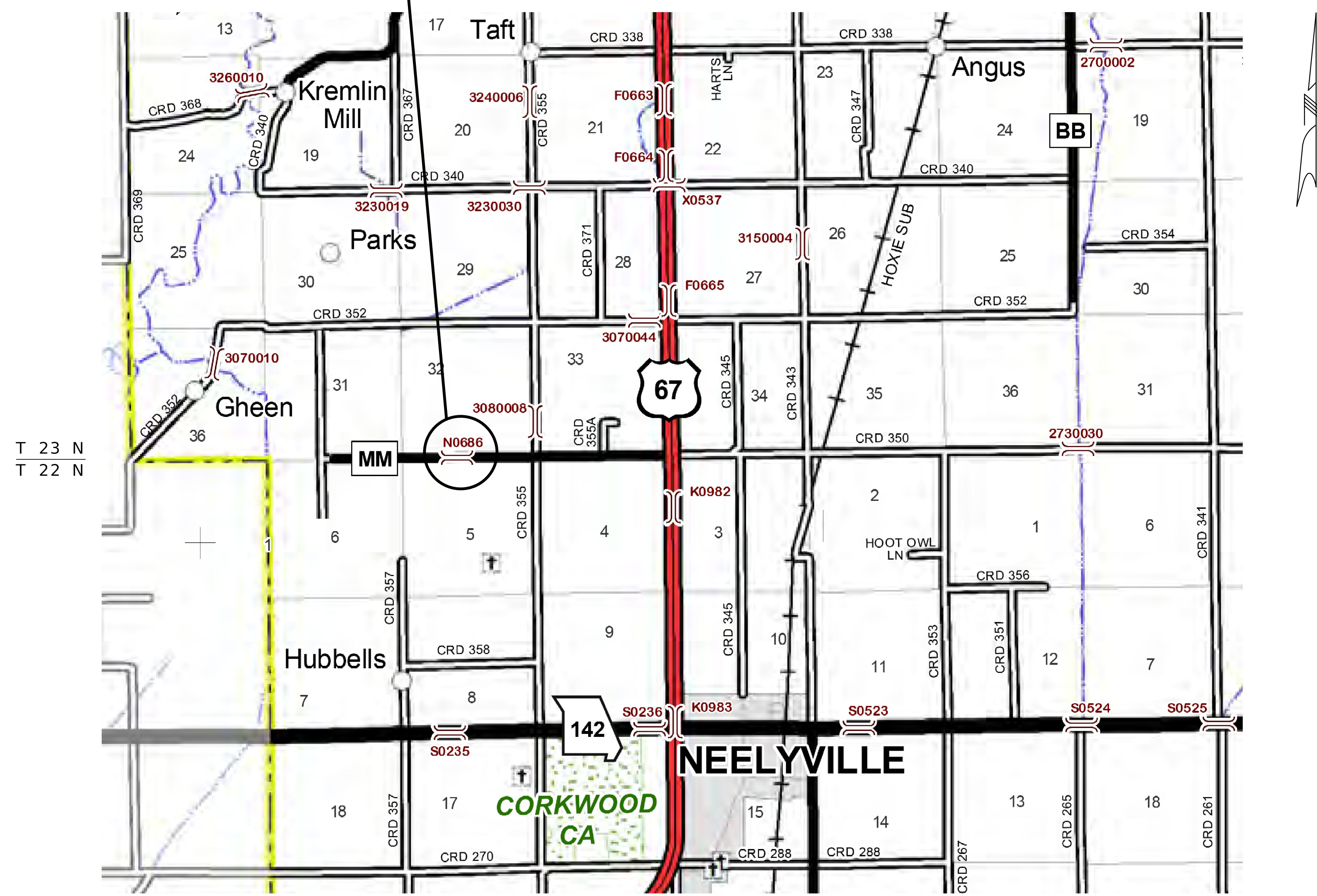
JOB NO.
JSE0114

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

PROJECT LIMITS
 BRIDGE #N06861
 REHABILITATION



T 23 N
 T 22 N

R 5 E | R 6 E

CONVENTIONAL SYMBOLS
 (USED IN PLANS)

	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		
REMOVAL		

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION "AS-IS" AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE COMPLETENESS, ACCURACY, OR SUITABILITY OF THE INFORMATION FOR ANY USE. RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE USER, AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY ERROR IN THE INFORMATION. IT IS, THEREFORE, THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY. SUCH VERIFICATION INCLUDES DIRECT CONTACT WITH THE LISTED UTILITIES.

LENGTH OF PROJECT

BEGINNING OF PROJECT	STA. 47+87.34
END OF PROJECT	STA. 49+63.16
APPARENT LENGTH	175.82 FEET
EQUATIONS AND EXCEPTIONS:	

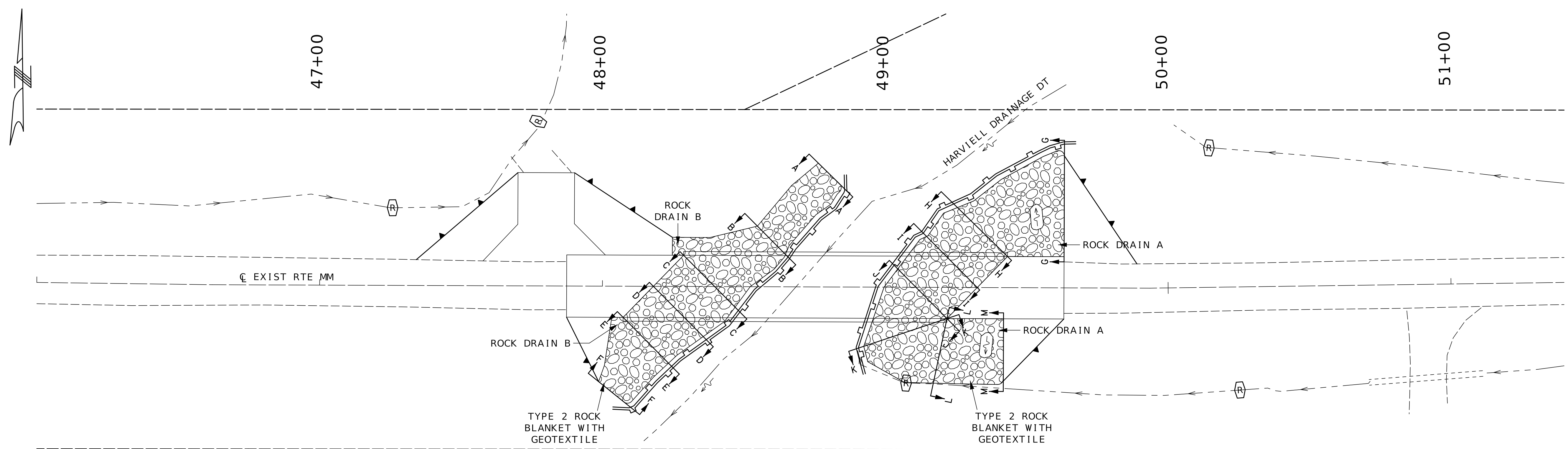
TOTAL CORRECTIONS	0.00 FEET
NET LENGTH OF PROJECT	175.82 FEET
STATE LENGTH	0.033 MILES
FOR INFORMATION ONLY	
ESTIMATED DISTURBED ACRES	0.50 ACRES

DESCRIPTION

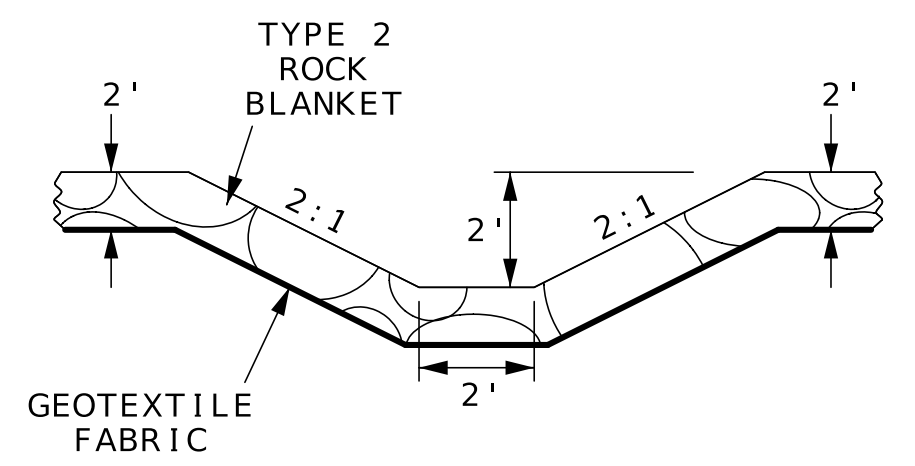
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

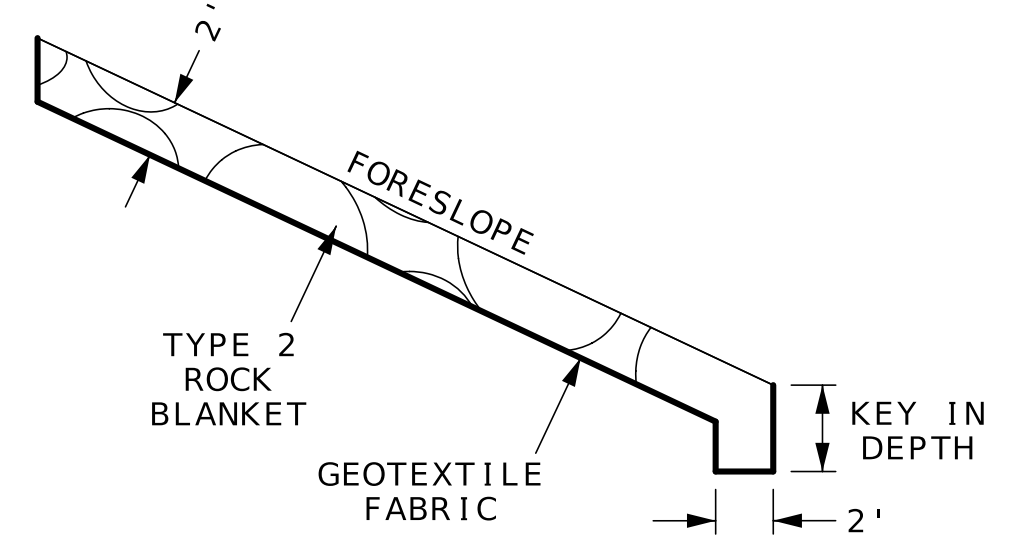
105 WEST CAPITOL
 JEFFERSON CITY, MO 65102
 1-888-ASK-MODOT (1-888-275-6636)



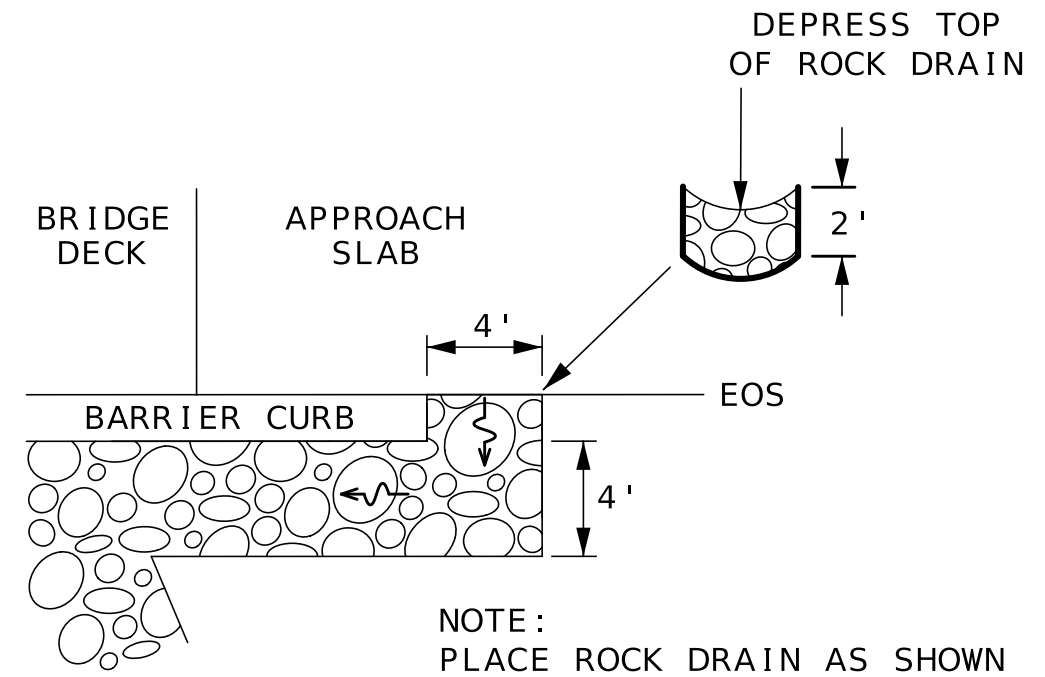
TEMPORARY EROSION CONTROL LEGEND	
	ROCK DITCH CHECK
	SILT FENCE
	TYPE C BERM



ROCK DRAIN DETAIL A



ROCK BLANKET TYPICAL



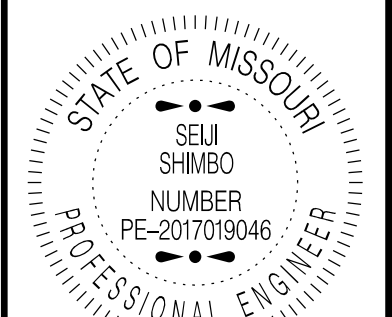
NOTE:
PLACE ROCK DRAIN AS SHOWN
TO CATCH WATER THAT FLOWS
ALONG BASE OF BARRIER CURB.

ROCK DRAIN DETAIL B

TYPE 2 ROCK BLANKET				
SEC	FORESLOPE	SECTION WIDTH (FT)	KEY IN DEPTH (FT)	LENGTH BETWEEN (FT)
A-A	2.2:1	14	3.0	31
B-B	2.7:1	15	3.0	27
C-C	3.1:1	29	3.0	17
D-D	3:1	28	3.0	17
E-E	2.8:1	27	3.0	18
F-F	2:1	15	3.0	--
G-G	3.5:1	40	3.0	34
H-H	2.9:1	28	3.0	17
I-I	3.2:1	30	3.0	17
J-J	3.1:1	29	3.0	16
K-K	3.7:1	35	3.0	17
L-L	2.8:1	23	3.0	26
M-M	2.4:1	25	3.0	

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

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.



Seiji Shimbo
LICENSED PROFESSIONAL ENGINEER
STATE OF MISSOURI
LICENSE NUMBER PE-2017019046

DATE PREPARED
1/8/2026

ROUTE STATE
MM MO
DISTRICT SHEET NO.
SE 7

COUNTY
BUTLER

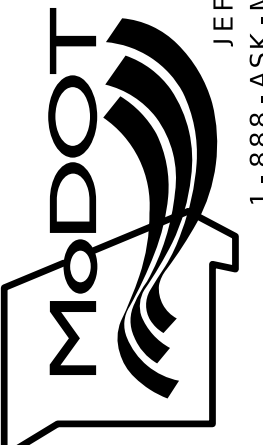
JOB NO.
JSE0114
CONTRACT ID.

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)



SPECIAL SHEET
SHEET 2 OF 2

U.I.P., REDECK AND MAKE COMPOSITE EXISTING (31'-49'-31') SIMPLE WIDE FLANGE BEAM SPANS
(SKEW: 45°00'00" L.A.)

General Notes:

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

Design Loading:
H10-44 (1953) (Existing)
HS20-44 (New Construction)
35 lb/sf Future Wearing Surface
Earth - 120 lb/cf, Equivalent Fluid Pressure 45 lb/cf
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 A706 Grade 60) $f_y = 60,000$ psi

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

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

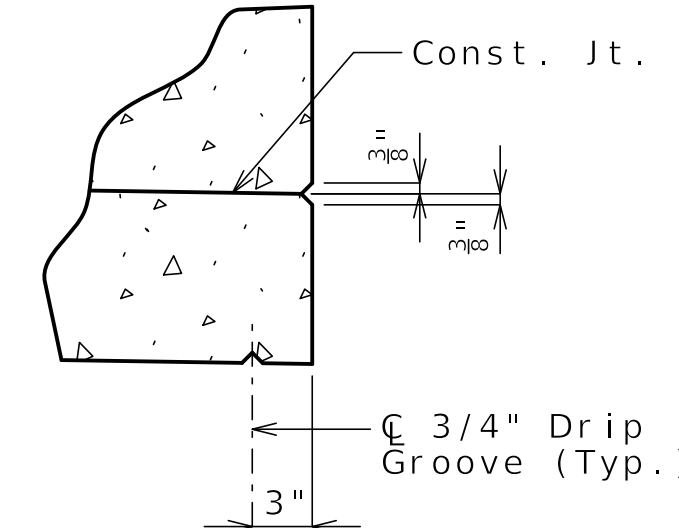
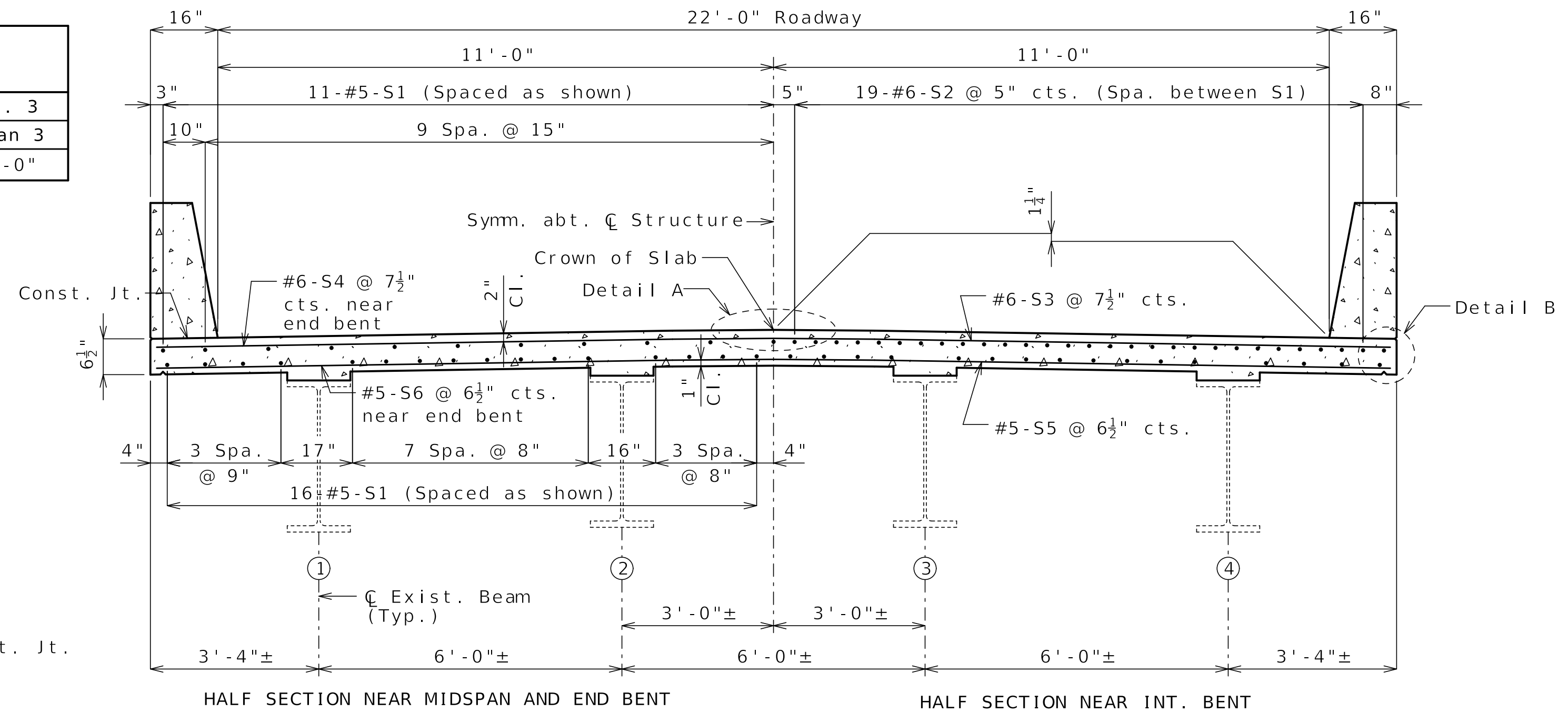
Miscellaneous:
Protective coating for concrete bents and piers (Epoxy) shall be applied as shown on the bridge plans and in accordance with Sec 711.
Roadway surfacing adjacent to bridge ends shall match new bridge slab surface. (Roadway item)
Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.
The area exposed by the removal of concrete and not covered with new concrete shall be coated with an approved qualified special mortar in accordance with Sec 704.
For adjusted beam deflection due to the weight of the new deck and barriers, see Bridge Electronic Deliverables.

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

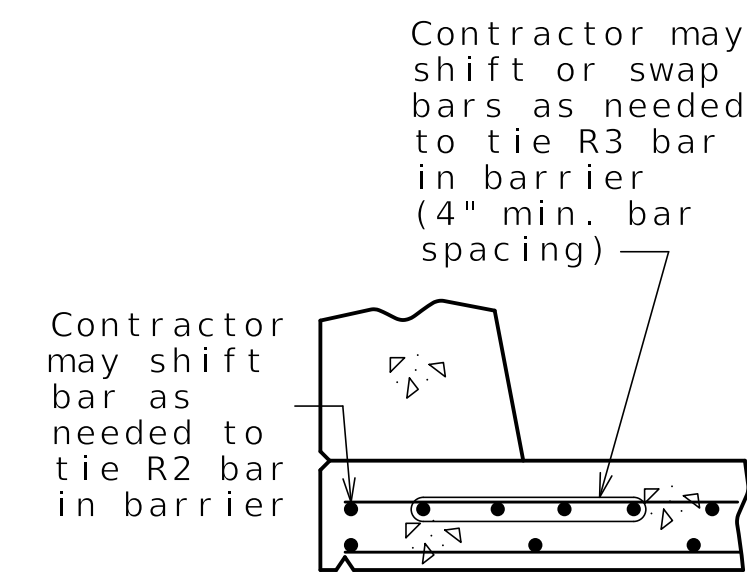
Int. Bent No. 2		Int. Bent No. 3	
Span 1	Span 2	Span 2	Span 3
8'-0"	8'-0"	8'-0"	8'-0"

Bar Size	Splice Length
4	2'-7"
5	3'-3"
6	3'-10"
7	4'-11"

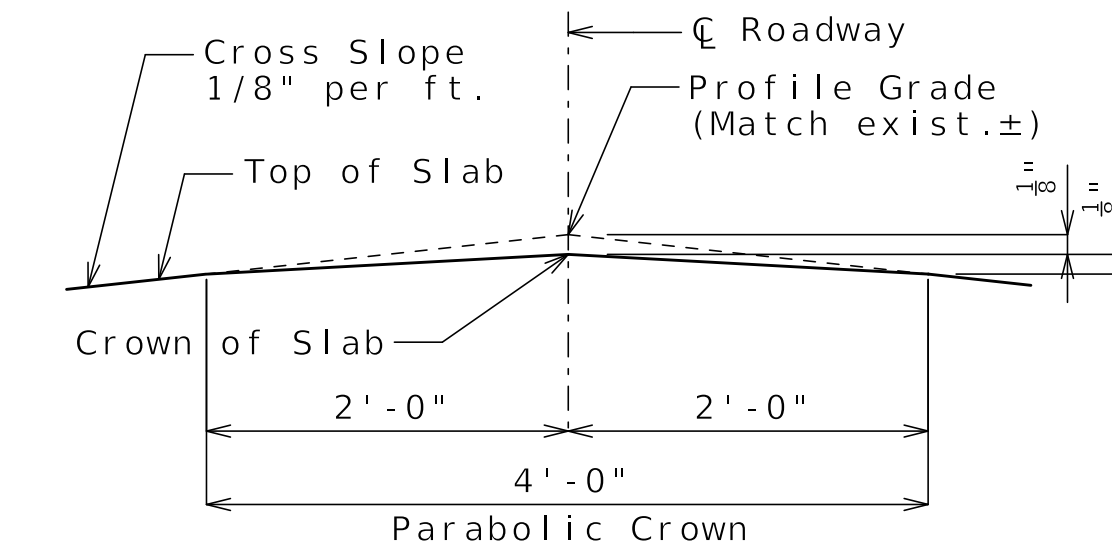
** Unless otherwise shown.



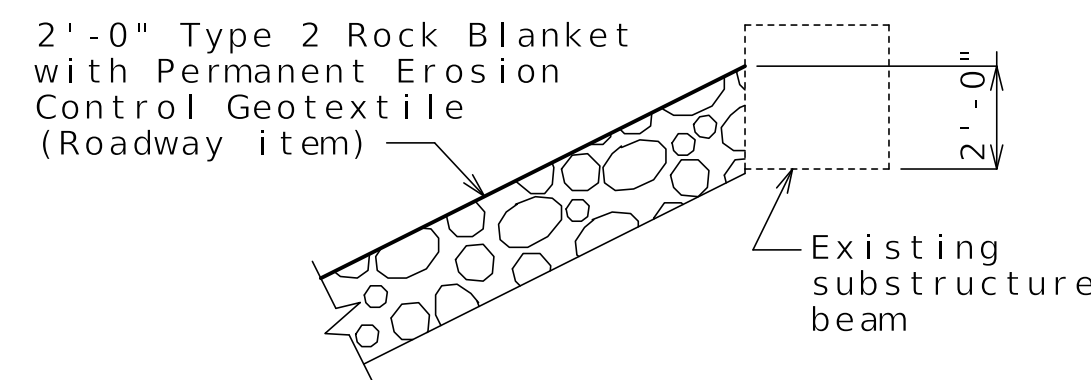
DETAIL B



OPTIONAL SHIFTING TOP BARS AT BARRIER



DETAIL A



ROCK BLANKET ON SPILL SLOPES

Item	Unit	Total
Removal of Existing Bridge Deck	sq. foot	2557
Slab on Steel	sq. yard	314
Type H Barrier	linear foot	226
Protective Coating - Concrete Bents and Piers (Epoxy)	lump sum	1
Shear Connectors	each	1320
Slab Drain	each	16
* Surface Prep. for Applying Epoxy Mastic Primer	lump sum	1
* Gray Epoxy-Mastic Primer	lump sum	1

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

* Does not include top surface of top flange

Item	Unit	Total
Class B-2 Concrete	cu. yard	57.6
Reinforcing Steel (Epoxy Coated)	pound	20,370

The table of Estimated Quantities for Slab on Steel represents the quantities used by the State in preparing the cost estimate for concrete slabs. The area of the concrete slab will be measured to the nearest square yard longitudinally from end of slab to end of slab and transversely from out to out of bridge slab (or with the horizontal dimensions as shown on the plan of slab). Payment for stay-in-place corrugated steel forms, conventional forms, all concrete and epoxy coated reinforcing steel will be considered completely covered by the contract unit price for the slab. Variations may be encountered in the estimated quantities but the variations cannot be used for an adjustment in the contract unit price.

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

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

For Optional Stay-In-Place Form Details, see Sheet No. 2.

REPAIRS TO BRIDGE: ROUTE MM OVER HARVIELL DRAINAGE DITCH

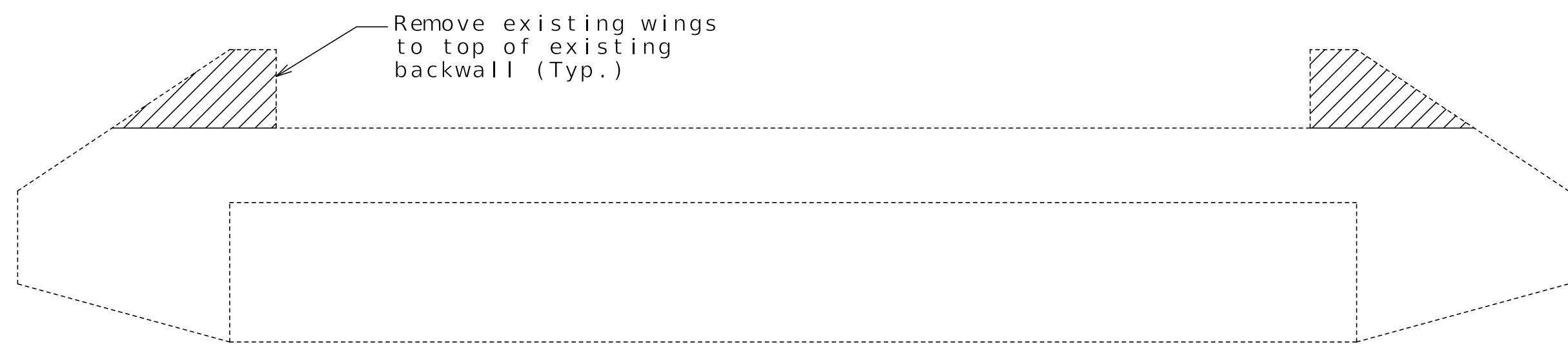
ROUTE MM FROM ROUTE 67 TO COUNTY ROAD 373
ABOUT 1.6 MILES WEST OF ROUTE 67
BEGINNING STATION 48+18.00± (MATCH EXISTING)

DATE PREPARED		1/21/2026	
ROUTE	STATE	MM	MO
DISTRICT	SHEET NO.	BR	1
COUNTY			
BUTLER			
JOB NO.			
JSE0114			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
N06862			

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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



DETAILS OF CONCRETE REMOVAL AT END BENTS

The cost of concrete removal as shown will be considered completely covered by the contract unit price for Removal of Existing Bridge Deck. Vertical backwall and wingwall reinforcement to be cut off one inch below concrete removal surface and the resulting holes shall be filled with a qualified special mortar.

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

General Notes:

Stay-In-Place Forms:

Corrugated steel forms, supports, closure elements and accessories shall be in accordance with grade requirement and coating designation G165 of ASTM A653. Complete shop drawings of the permanent steel deck forms shall be required in accordance with Sec 1080.

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

Form sheets shall not rest directly on the top of beam flanges. Sheets shall be securely fastened to form supports with a minimum bearing length of one inch on each end. Form supports shall be placed in direct contact with the flange. Welding on or drilling holes in the beam flanges will not be permitted. All steel fabrication and construction shall be in accordance with Sec 1080 and 712. Certified field welders will not be required for welding of the form supports.

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

Pouring and Finishing Slab:

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

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

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

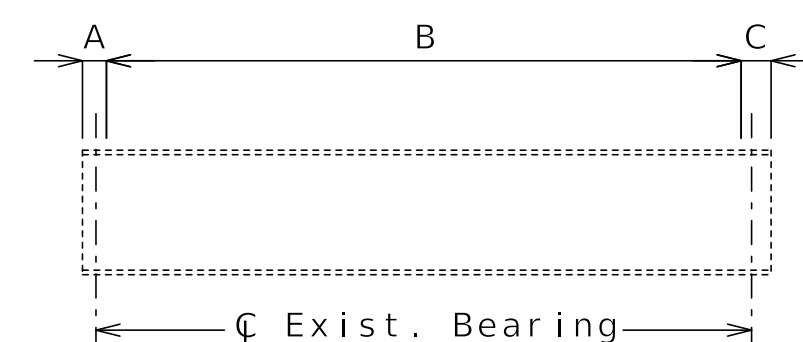
Haunching:

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

Structural Steel Protective Coating:

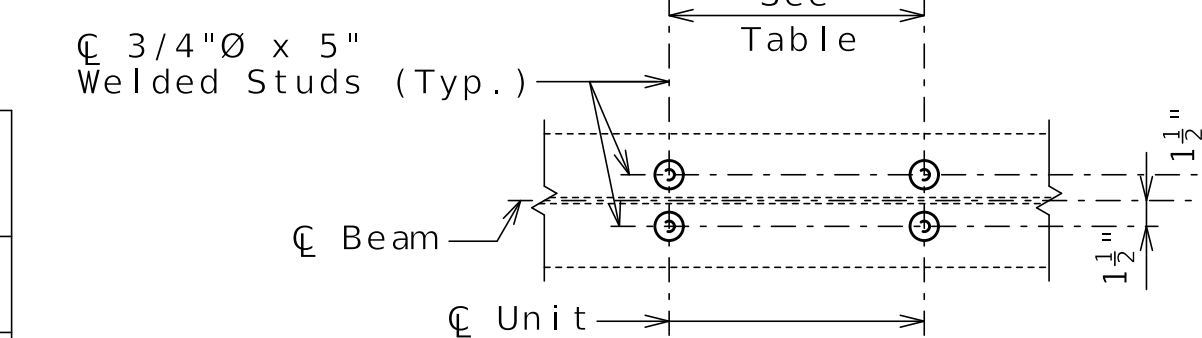
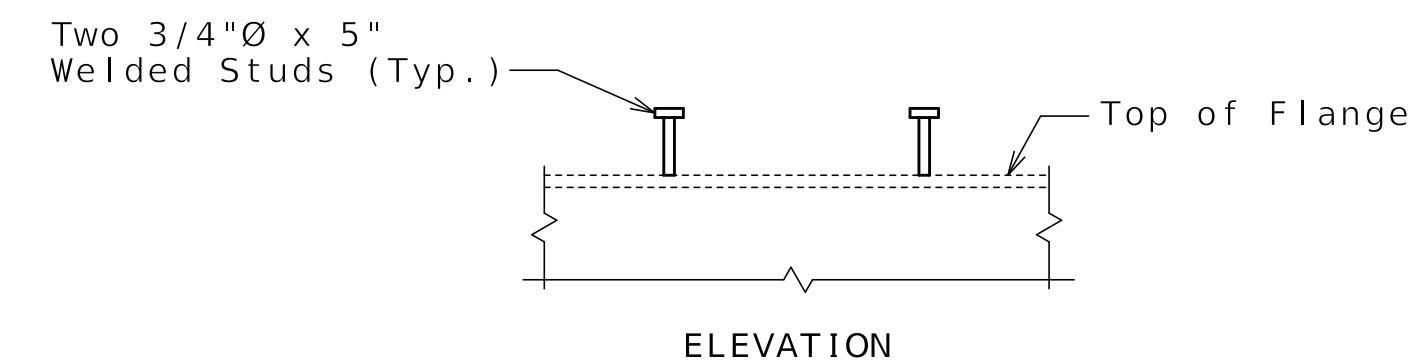
The sides and bottom of the top flanges of all existing structural steel beams as well as all structural steel at all bents within 5 ft of the end of beams, including bearings and diaphragms, shall be coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) to produce a dry film thickness of not less than 5 mils, applied over an SSPC-SP3 surface preparation, all in accordance with Sec 1081. The cost of surface preparation will be considered completely covered by the contract lump sum price for Surface Preparation for Applying Epoxy-Mastic Primer. The cost of the gray epoxy-mastic primer will be considered completely covered by the contract lump sum price for Gray Epoxy-Mastic Primer.

The top of top flange at all beams shall be prepared and coated in accordance with Sec 206. The cost of the surface preparation and gray epoxy-mastic primer will be considered completely covered by the contract unit price for Removal of Existing Bridge Deck.



ELEVATION SHOWING SHEAR CONNECTOR SPACING

TABLE SHOWING SHEAR CONNECTOR UNIT SPACING				
Span	S.C. per unit	A	B	C
1	2	5"±	46 Units @ 8" cts.	5"±
2	2	5"±	73 Units @ 8" cts.	5"±
3	2	5"±	46 Units @ 8" cts.	5"±
Total shear connectors required				330

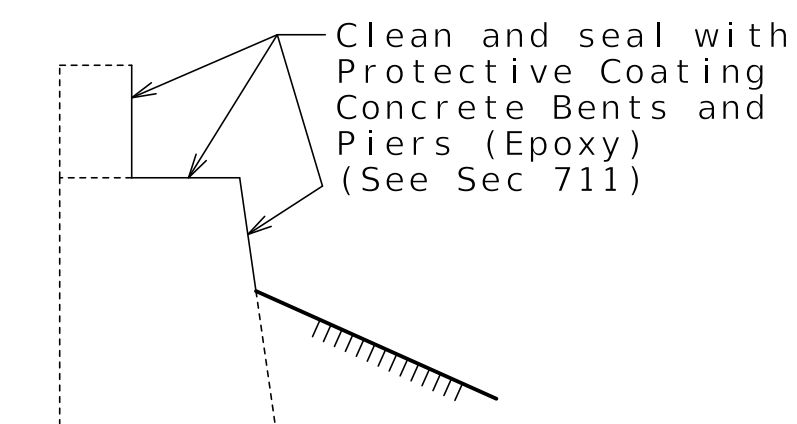


PLAN OF SHEAR CONN. (2 PER UNIT)

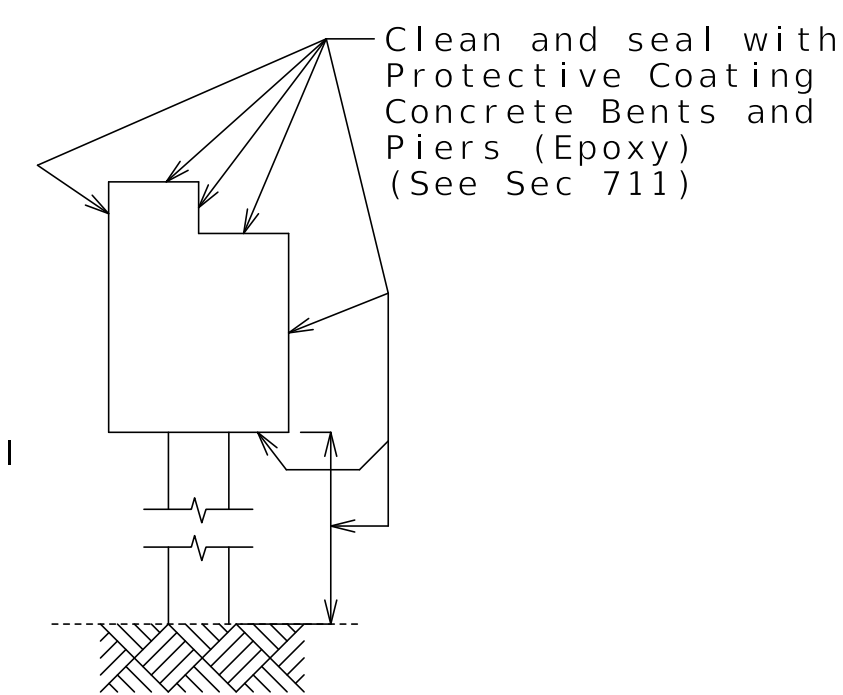
DETAILS OF SHEAR CONNECTORS

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

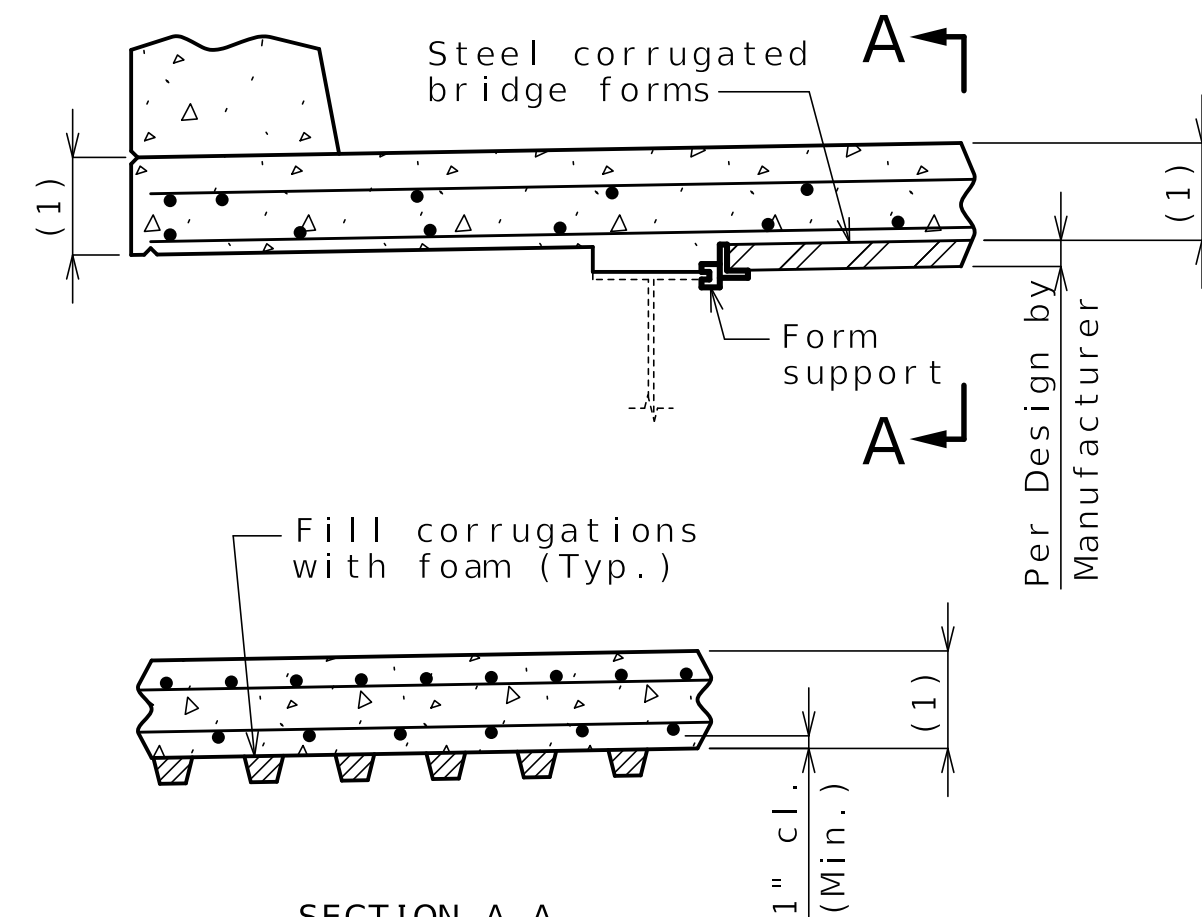
Shear connectors shall be in accordance with Sec 712, 1037 & 1080.



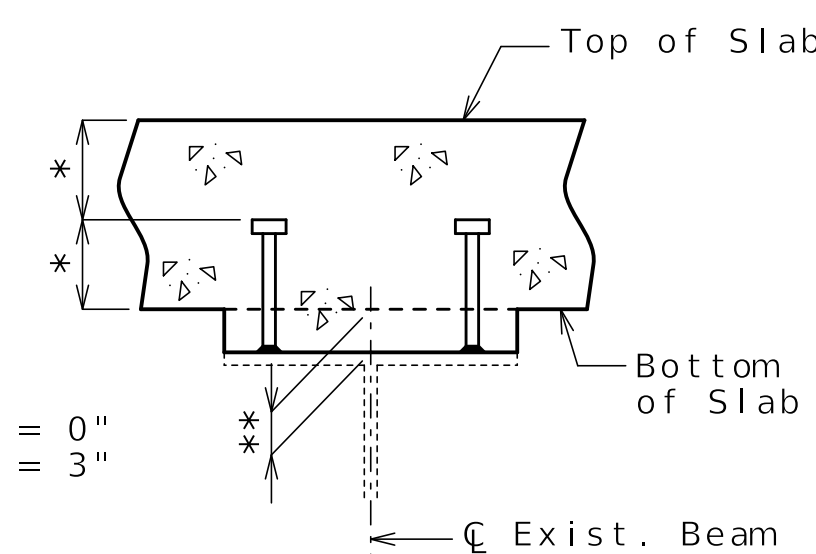
TYPICAL SECTION THRU END BENTS NO. 1 & 4 SHOWING PROTECTIVE COATING



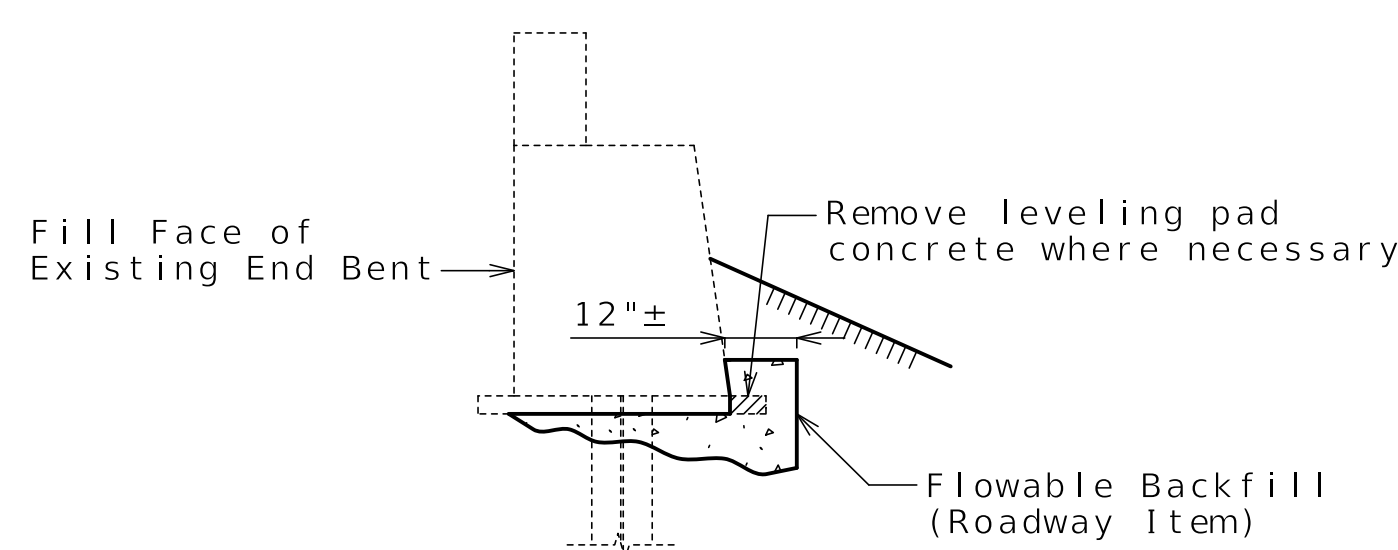
TYPICAL SECTION THRU INT. BENTS NO. 2 & 3 SHOWING PROTECTIVE COATING



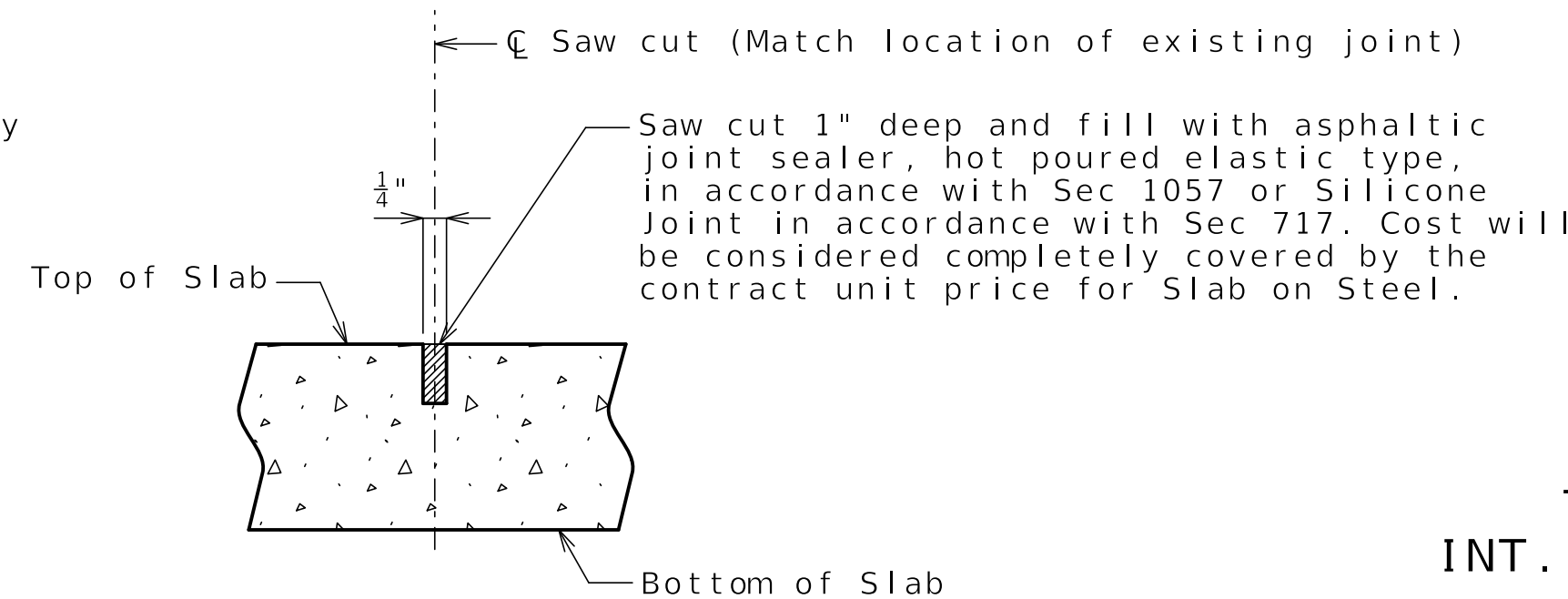
OPTIONAL STAY-IN-PLACE FORM DETAILS



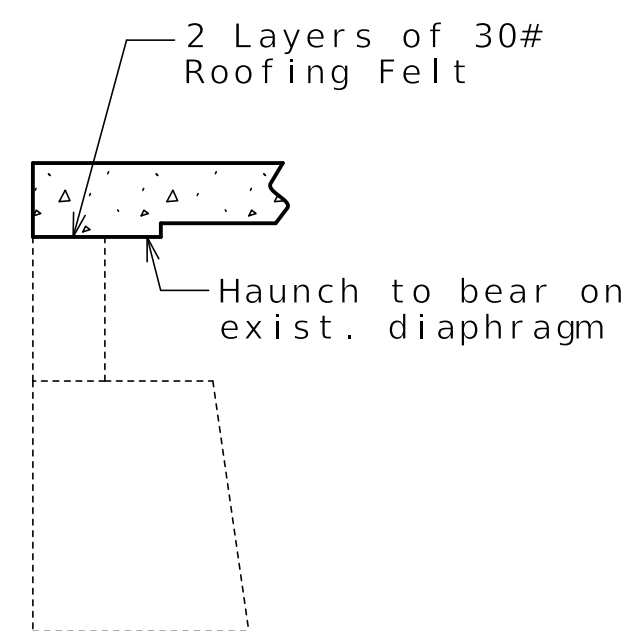
SECTION THRU EXIST. BEAM SHOWING SHEAR CONNECTORS



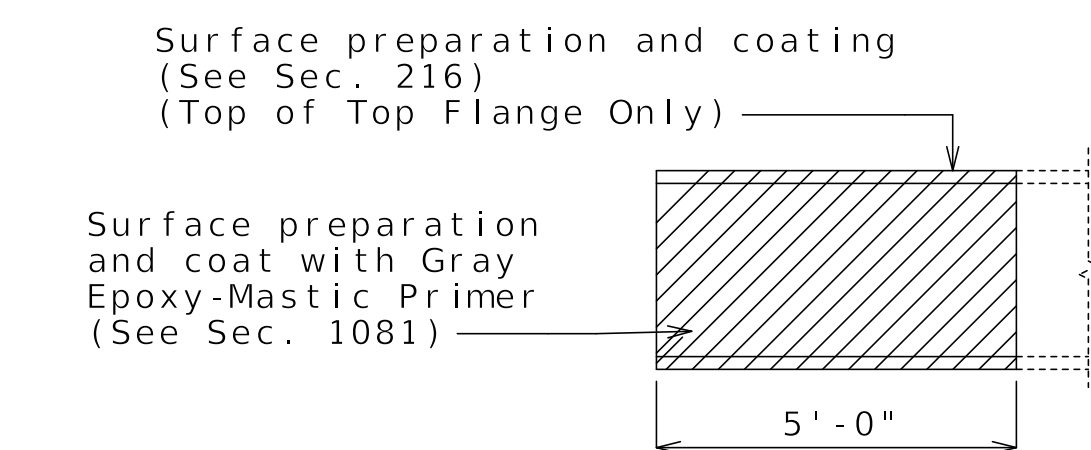
PART SECTION THRU SLAB AT END BENTS



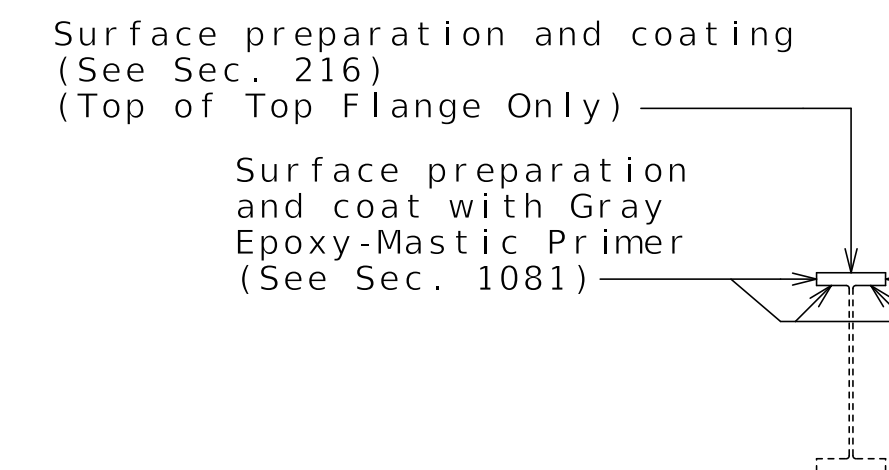
TYPICAL SECTION THRU SAW CUT AT INTERMEDIATE BENTS



PART SECTION THRU SLAB AT INT. BENTS



TYPICAL PART ELEVATION AT BEAM ENDS SHOWING PROTECTIVE COATING (All Beams at all Bents)



TYPICAL SECTION THRU BEAM SHOWING PROTECTIVE COATING (All Beams)

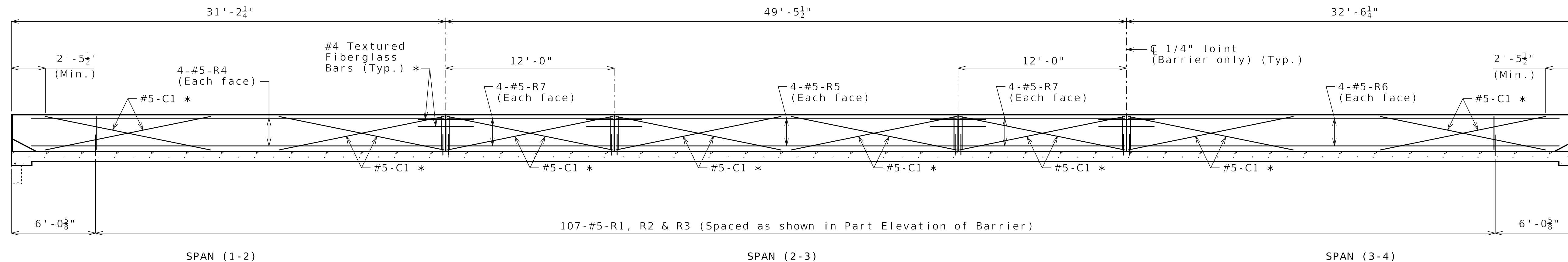
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ROUTE	STATE	MM	MO
DISTRICT	SHEET NO.	BR	2
COUNTY			
BUTLER			
JOB NO.			
JSE0114			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
N06862			

DESCRIPTION	DATE

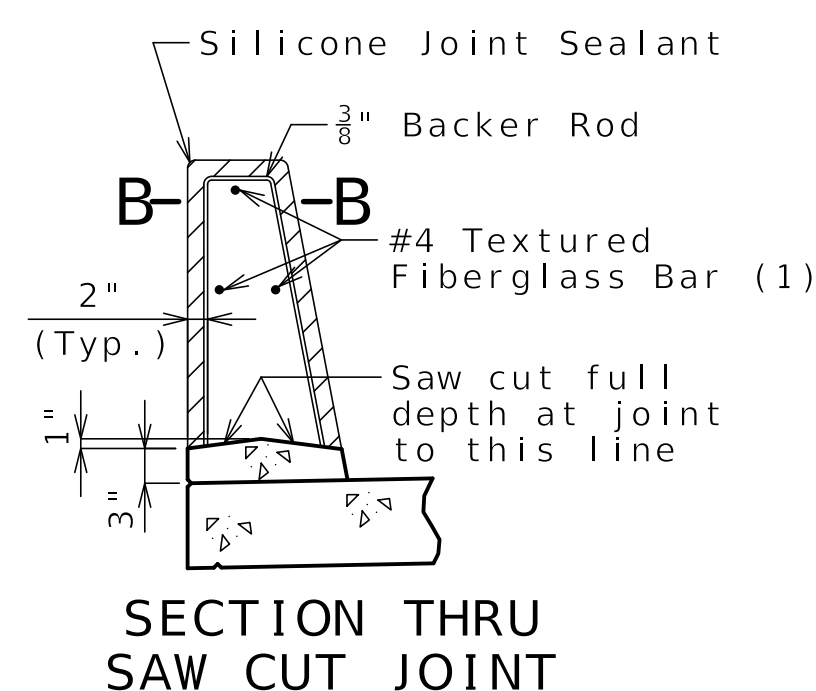
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

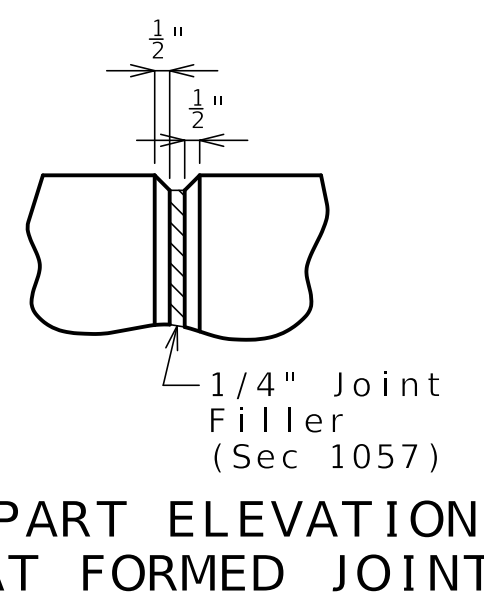
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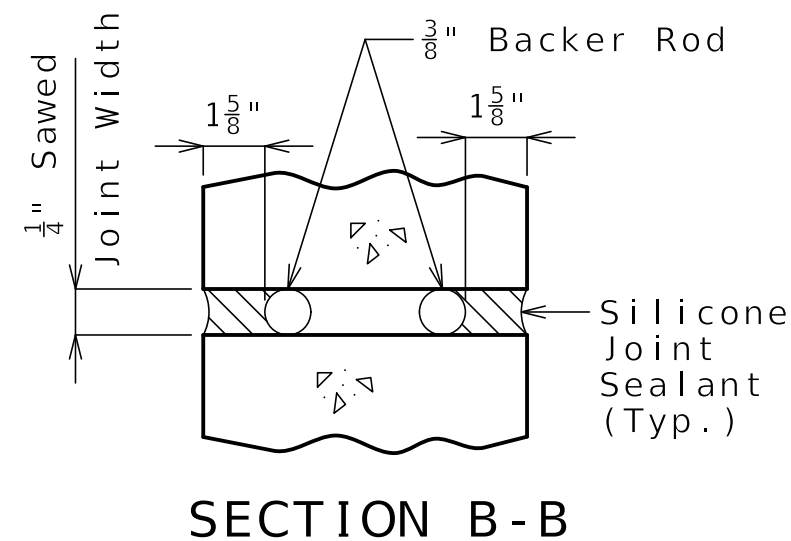
ELEVATION OF BARRIER
(Left barrier shown, right barrier similar)
Longitudinal dimensions are horizontal.



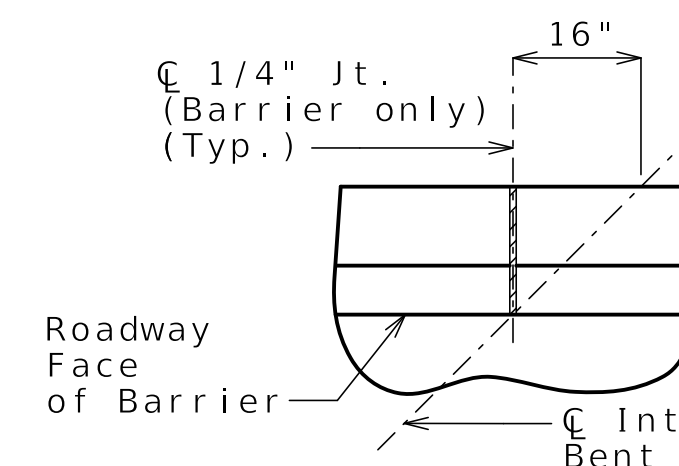
SECTION THRU SAW CUT JOINT



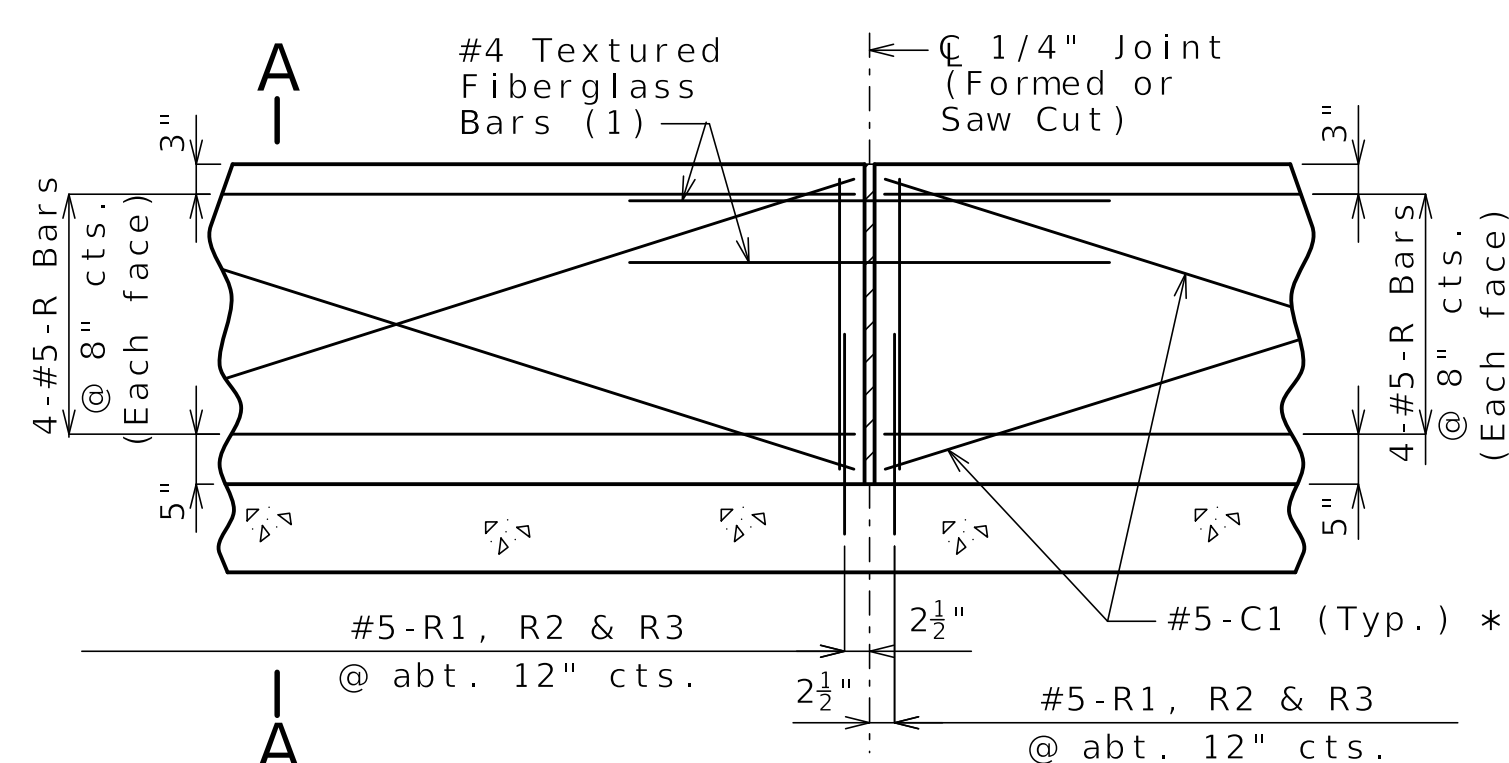
PART ELEVATION AT FORMED JOINT



SECTION B-B

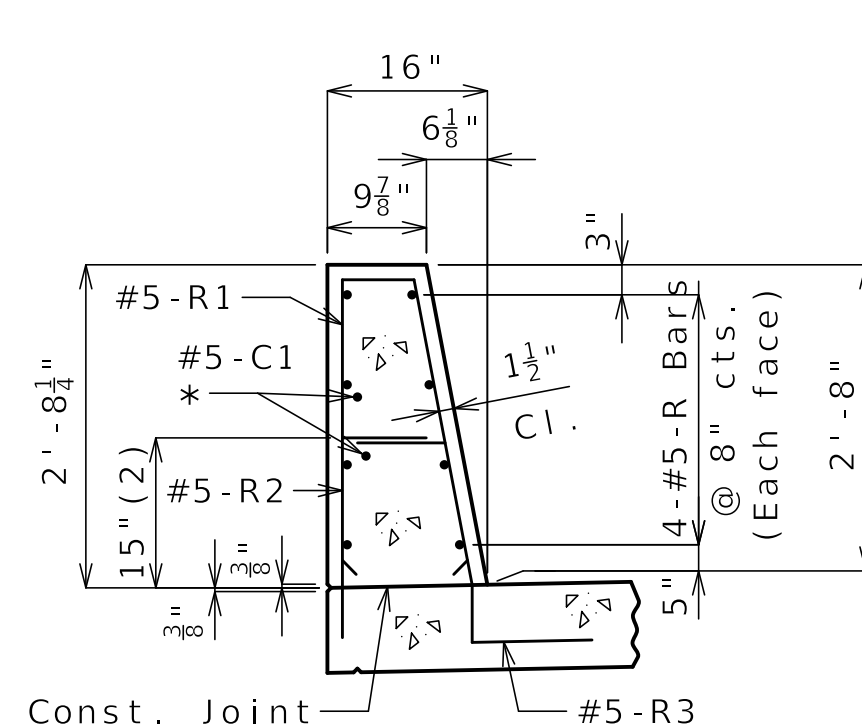


PART PLAN SHOWING JOINT LOCATION



PART ELEVATION OF BARRIER

(1) Four feet long, centered on joint, slip-formed option only

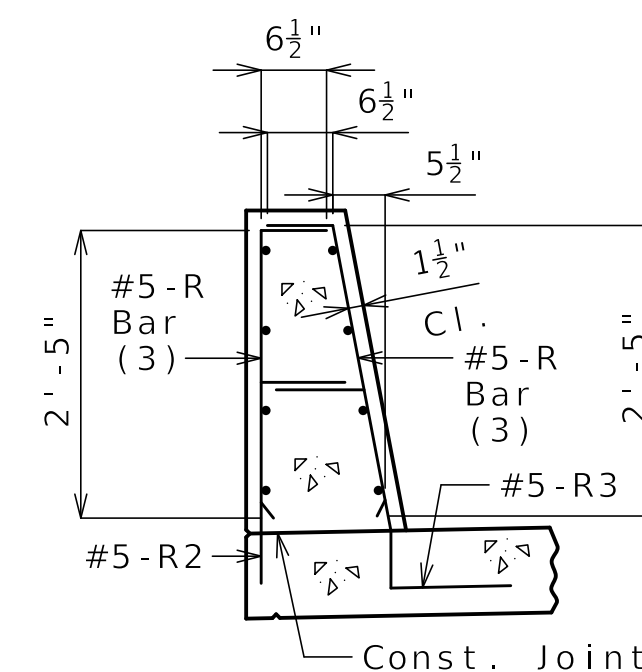


SECTION A-A

Use a minimum lap of 2'-6" for #5 horizontal barrier bars.

The cross-sectional area above the slab is 2.89 square feet.

(2) To top of bar



R-BAR PERMISSIBLE ALTERNATE SHAPE

(3) The R1 bar may be separated into two bars as shown, at the contractor's option, only when slip forming is not used. (All dimensions are out to out.)

General Notes:

* Slip-formed option only.

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

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

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

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

Concrete in barrier shall be Class B-1.

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

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

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

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

Plastic waterstop shall not be used with saw cut joints.

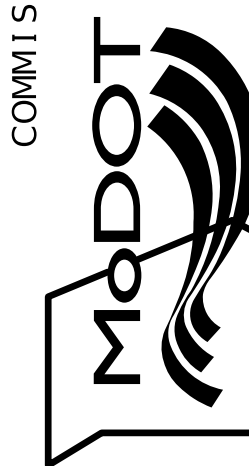
DATE PREPARED 1/21/2026	
ROUTE MM	STATE MO
DISTRICT BR	SHEET NO. 4
COUNTY BUTLER	
JOB NO. JSE0114	
CONTRACT ID.	

PROJECT NO.

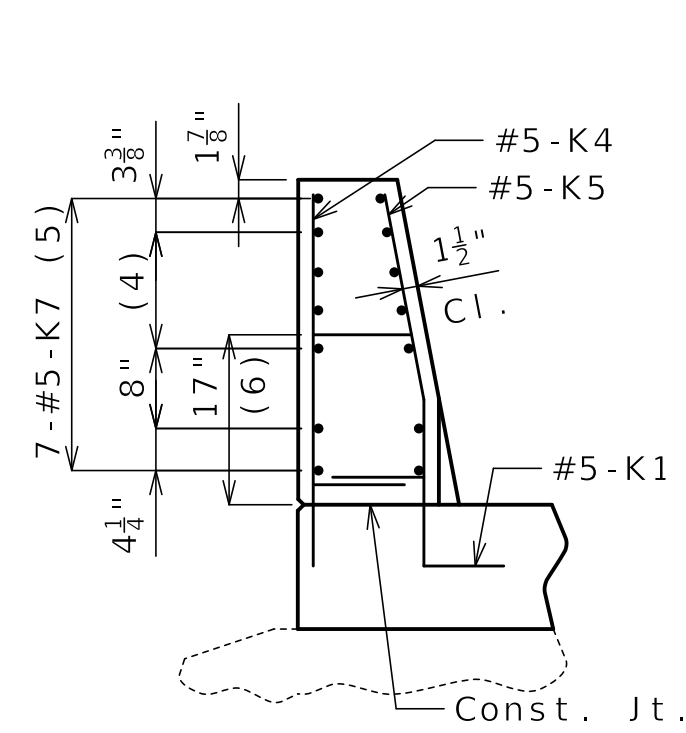
BRIDGE NO.
N06862

DATE	DESCRIPTION

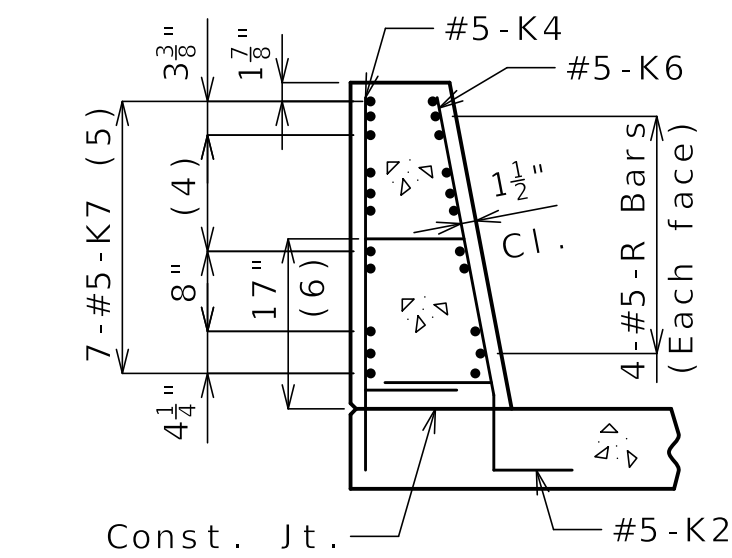
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



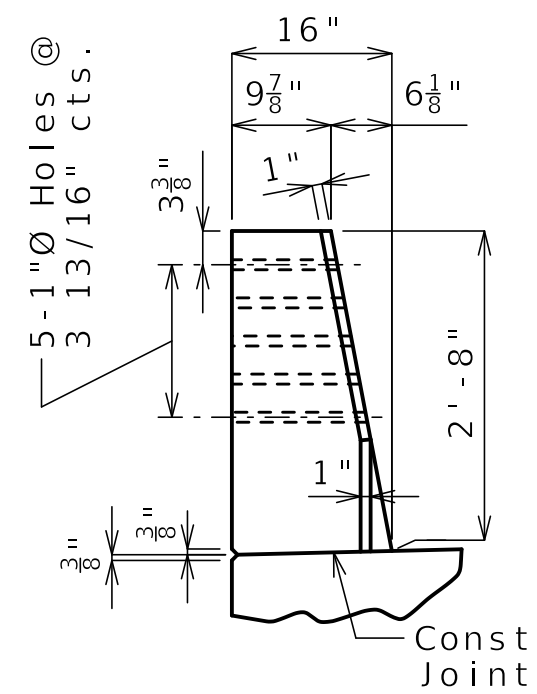
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)



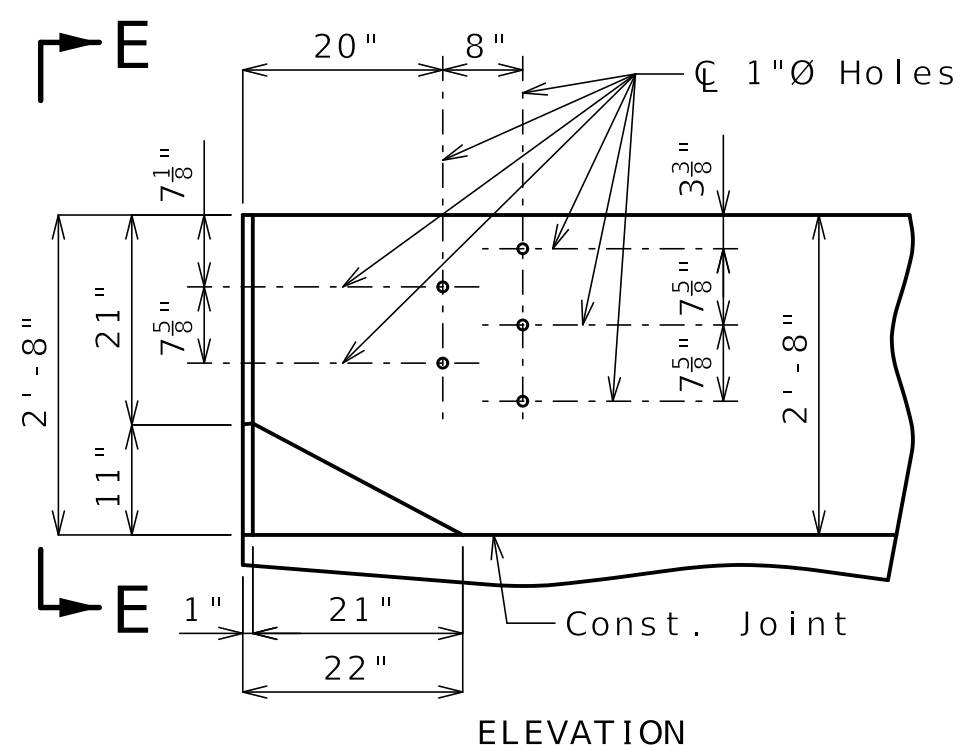
ELEVATION A-A



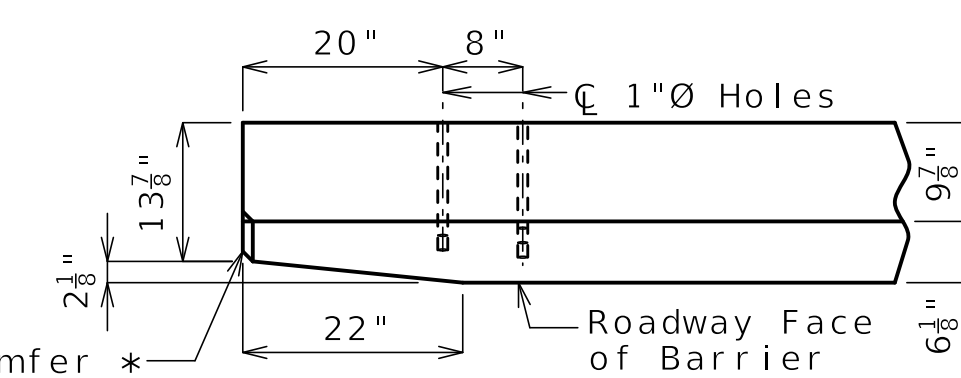
SECTION B-B



ELEVATION E-E



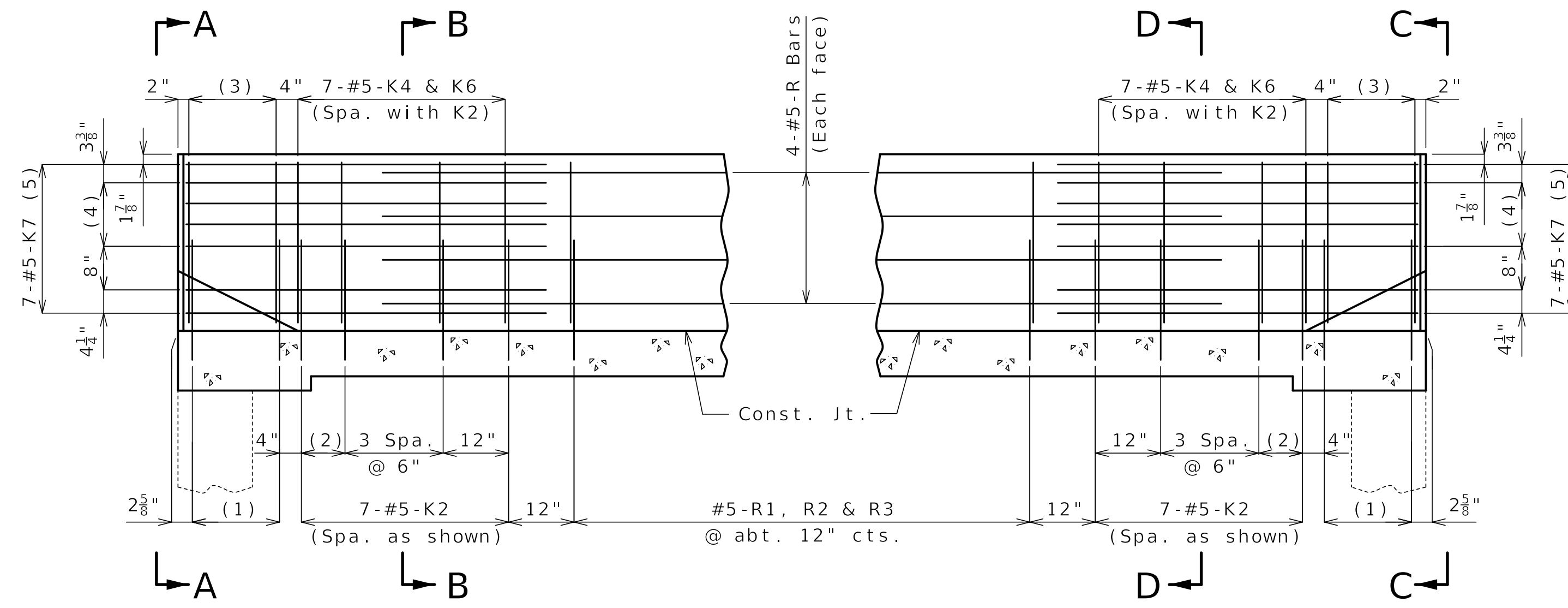
ELEVATION



PLAN

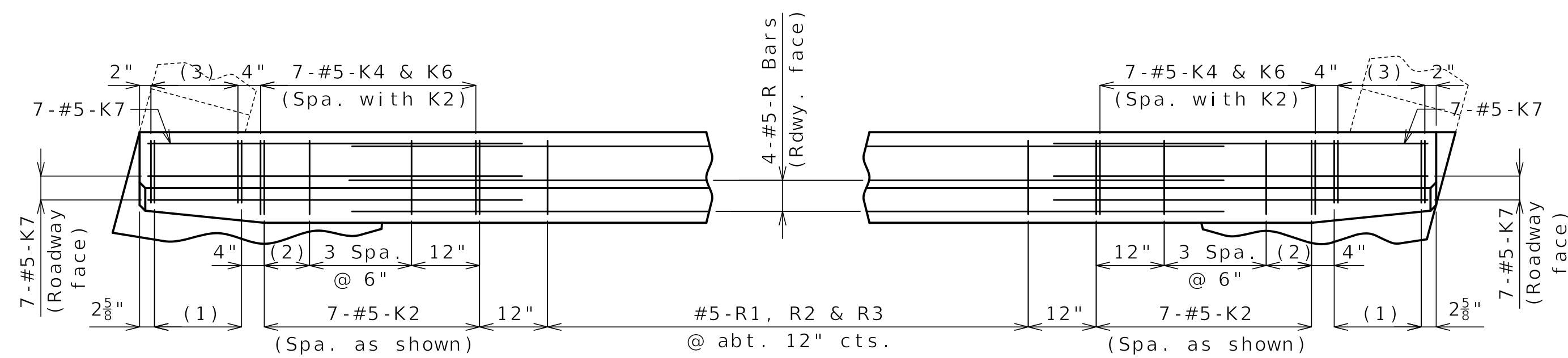
DETAILS OF GUARD RAIL ATTACHMENT

* Transition to zero at Type A curb for gutter lines to match.



PART ELEVATION

- (1) 5-#5-K1 @ 4" cts.
- (2) 2 Spaces @ 4"
- (3) 5-#5-K4 and 5-#5-K5, spaced with K1
- (4) 3 Spaces @ 3 13/16"
- (5) Spaced as shown, each face
- (6) To top of bar



PART PLAN

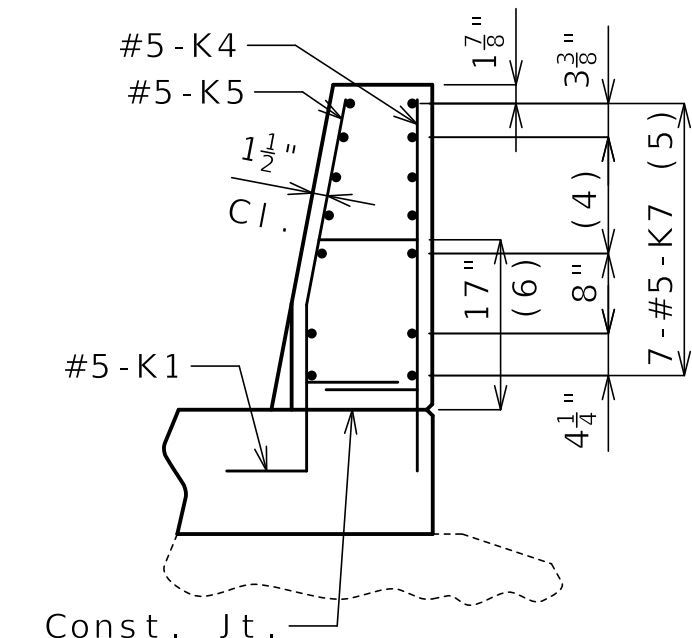
General Notes:

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

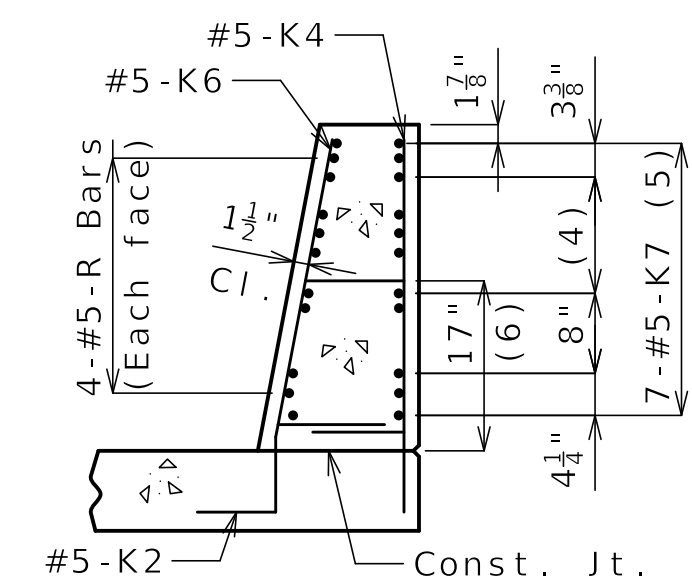
Reinforcing Steel:

Minimum clearance to reinforcing steel shall be 1 1/2".
Use a minimum lap of 2'-6" between K7 bars and R bars.

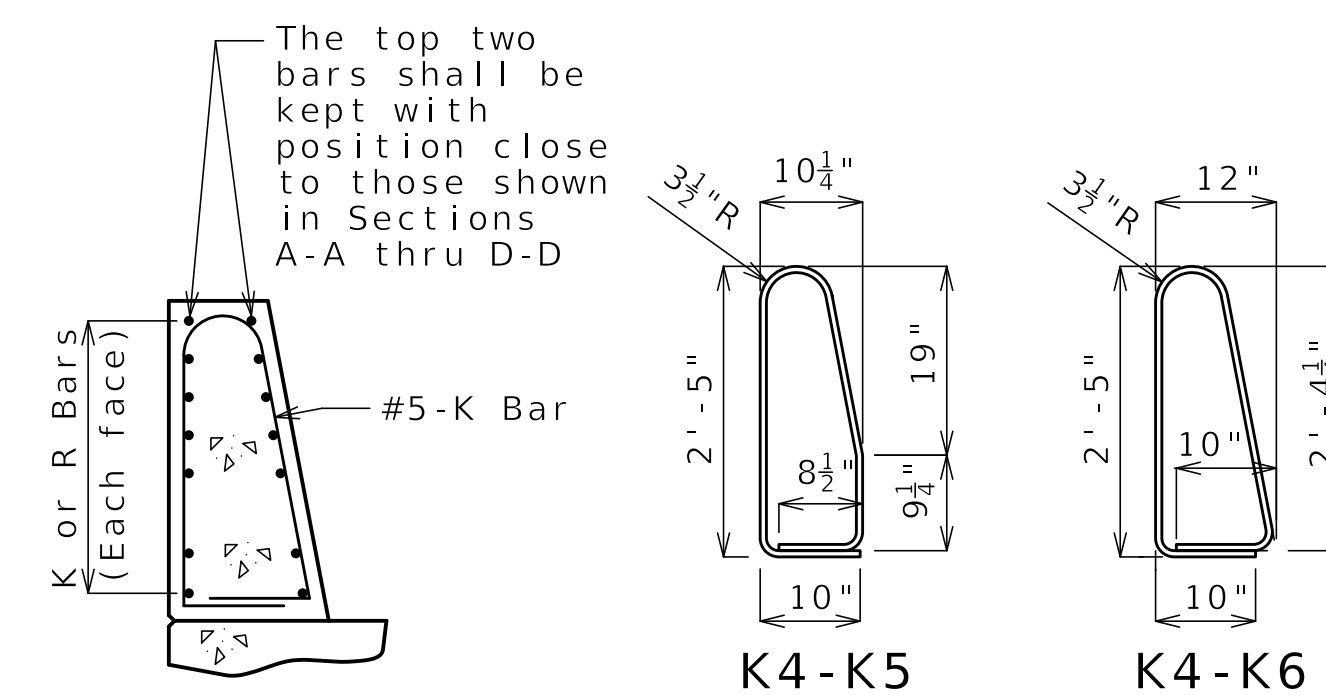
TYPE H BARRIER AT END BENTS
(Left barrier shown, right barrier similar)



ELEVATION C-C



SECTION D-D



PERMISSIBLE ALTERNATE SHAPES
(Other K bars not shown for clarity)

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

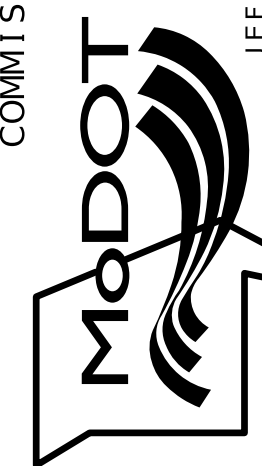
All dimensions are out to out.

DATE PREPARED	
1/21/2026	
ROUTE	STATE
MM	MO
DISTRICT	SHEET NO.
BR	5
COUNTY	
BUTLER	
JOB NO.	
JSE0114	
CONTRACT ID.	

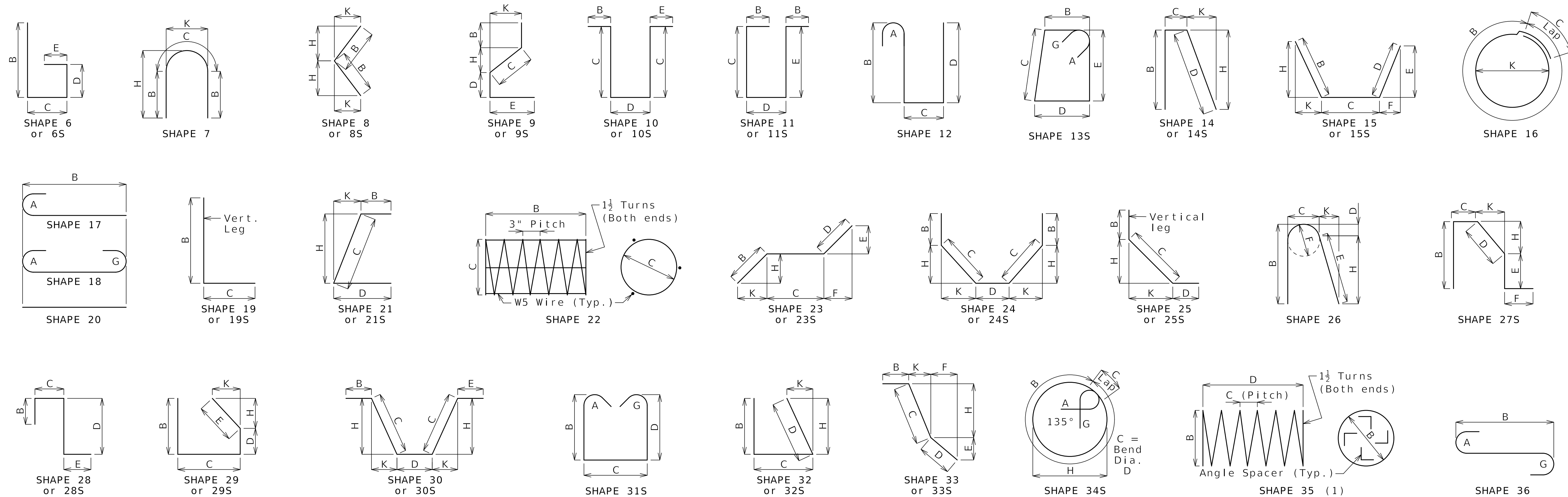
PROJECT NO.	
BRIDGE NO.	
N06862	

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	DATE



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



DATE PREPARED		1/21/2026	
ROUTE	STATE	MM	MO
DISTRICT	SHEET NO.	BR	6
COUNTY			
BUTLER			
JOB NO.			
JSE0114			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
N06862			

DESCRIPTION	DATE

Finished Bend Diameters D and Hook Dimensions

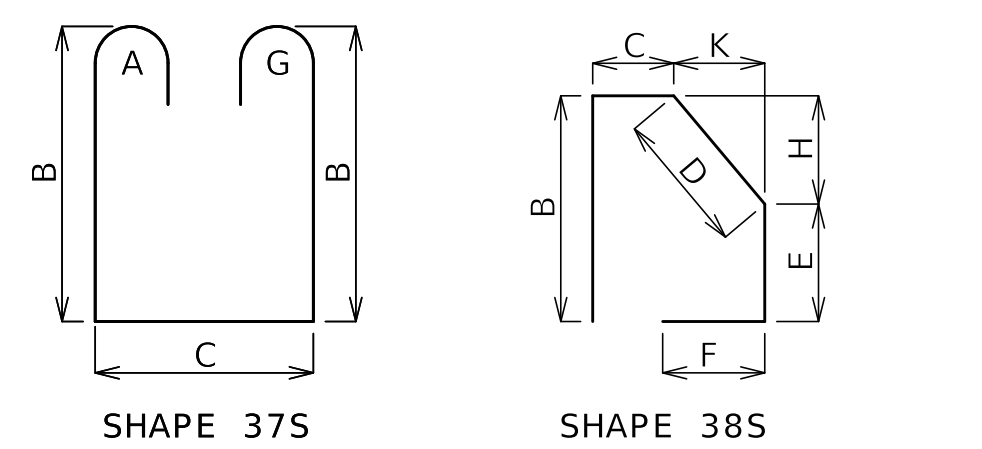
Standard Pin Bend Shapes

Size	Case	D	A or G		J
			90°	180°	180°
#4	1	3"	8"	6"	4"
#5	1	3 3/4"	10"	7"	5"
#6	1	4 1/2"	12"	8 1/2"	6"
	2	5 1/4"	14"	9 3/4"	7"
#7	3	7"	15"	11 1/2"	8 3/4"
	2	6"	16"	11"	8"
#8	3	8"	17"	13 1/4"	10"
	2	6"	16"	11"	8"
#9	1	9 1/2"	19 1/2"	15 1/2"	11 3/8"
#10	1	10 3/4"	22"	17 1/2"	13 1/4"
#11	1	12"	24 1/2"	19 1/2"	14 7/8"
#14	1	18 1/4"	31 1/4"	27 1/2"	21 5/8"
#18	1	24"	41 1/2"	36 1/4"	28 1/2"

Stirrup Pin Bend Shapes (S)

Size	Case	D	A or G			H	J
			90°	135°	180°	135°	180°
#4	2	2"	4 1/2"	4 1/2"	5"	2 7/8"	3"
	3	3"	5"	5 1/4"	6"	3"	4"
#5	2	2 1/2"	5 3/4"	5 3/4"	5 3/4"	3 3/8"	3 3/4"
	3	3 3/4"	6 1/4"	6 1/2"	7"	3 3/8"	5"
#6	1	4 1/2"	12"	7 3/4"	8 1/4"	4 3/8"	6"

Applicable for all grades of steel.
 Case 1 applies to all reinforcement. Case 2 applies to all reinforcement except for galvanized bars. Case 3 applies to galvanized bars only.



BENDING DIAGRAMS

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

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

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

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

Reinforcing Steel Totals (Pounds)

Size	Substructure		Superstructure			Entire Bridge	
	Plain	Epoxy	Slab	Barrier	Slip Form	Plain	Epoxy
W5	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0
5	0	0	11,851	5,017	401	0	17,269
6	0	0	8,513	0	0	0	8,513
7	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0
By Type	0	0	20,364	5,017	401	0	25,782

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

BENDING DIAGRAMS AND REINFORCING STEEL TOTALS

