

DESIGN DESIGNATION

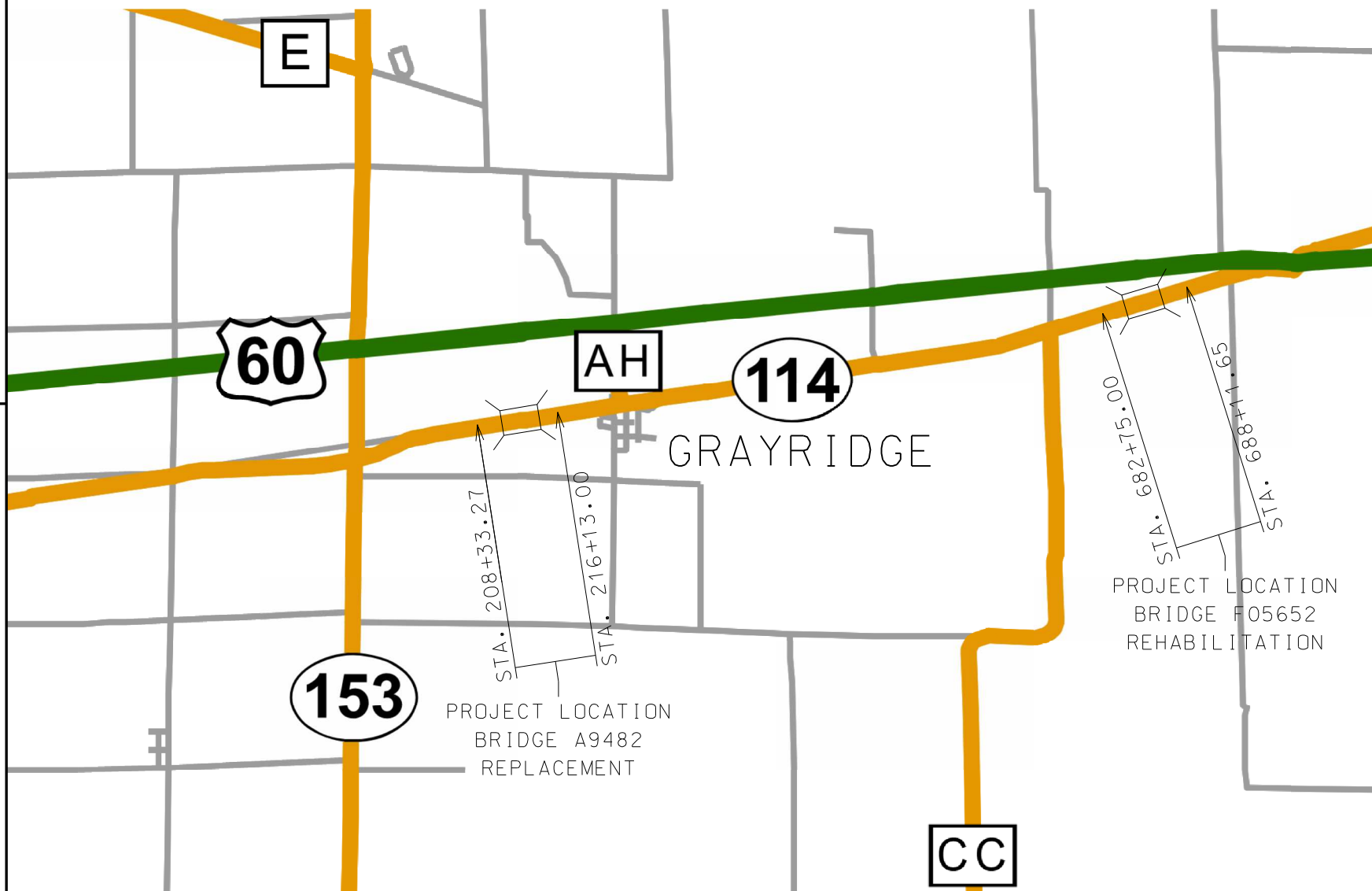
A.A.D.T. - 2023 = 1,685
 A.A.D.T. - 2026 = 1,750
 D.H.V. = 11.82%
 T = 15.58%
 V = 55 M.P.H.
 D = 48% / 52%

FUNCTIONAL CLASSIFICATION - RURAL MAJOR COLLECTOR

NO NEW RIGHT OF WAY

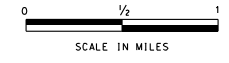
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION PLANS FOR PROPOSED STATE HIGHWAY

STODDARD COUNTY



**CONVENTIONAL SYMBOLS
 (USED IN PLANS)**

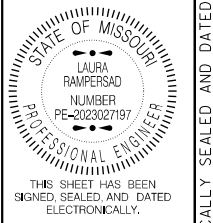
	EXISTING	NEW
BUILDINGS AND STRUCTURES		
GUARD RAIL		
GUARD CABLE		
CONCRETE RIGHT-OF-WAY MARKER		
STEEL RIGHT-OF-WAY MARKER		
LOCATION SURVEY MARKER		
UTILITIES		
FIBER OPTICS	-FO-	+FO+
OVERHEAD CABLE TV	-OTV-	+OTV+
UNDERGROUND CABLE TV	-UTV-	+UTV+
OVERHEAD TELEPHONE	-OT-	+OT+
UNDERGROUND TELEPHONE	-UT-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



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.

INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (TS) (2 SHEETS)	2
QUANTITIES (QU) (3 SHEETS)	3
PLAN-PROFILE (PP)	4-7
REFERENCE POINTS (RP)	8-9
COORDINATE POINTS (CP)	8-9
SPECIAL SHEETS (SS)	10-18
PAVEMENT MARKING (PM)	19-20
TRAFFIC CONTROL SHEETS (TC)	21-22
EROSION CONTROL (EC)	23-24
BRIDGE DRAWINGS (B)	
A9482	1-24
F05652	1-14
CROSS SECTIONS (XS)	1-10



DATE PREPARED	2/23/2026
ROUTE	114
STATE	MO
DISTRICT	SE
SHEET NO.	1
COUNTY	STODDARD
JOB NO.	J9S3725
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DESCRIPTION	DATE

LENGTH OF PROJECT

BRIDGE A9482 REPLACEMENT	
BEGINNING OF PROJECT	STA. 208+33.27
END OF PROJECT	STA. 216+13.00
APPARENT LENGTH	779.73 FEET
BRIDGE F05652 REHABILITATION	
BEGINNING OF PROJECT	STA. 682+75.00
END OF PROJECT	STA. 688+11.65
APPARENT LENGTH	536.65 FEET

EQUATIONS AND EXCEPTIONS:

BRIDGE A9482 REPLACEMENT	
TOTAL CORRECTIONS	0.00 FEET
NET LENGTH OF PROJECT	779.73 FEET
STATE LENGTH	0.1477 MILES
BRIDGE F05652 REHABILITATION	
TOTAL CORRECTIONS	0.00 FEET
NET LENGTH OF PROJECT	536.65 FEET
STATE LENGTH	0.1016 MILES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

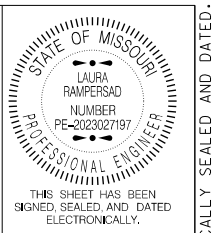
105 WEST CAPITOL
 JEFFERSON CITY, MO 65102
 1-888-ASK-MODOT (1-888-275-6636)

TITLE SHEET (SHEET 1 OF 1)

333 SOUTH 18th STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-3002
 TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



DATE PREPARED
2/23/2026

ROUTE 114 STATE MO

DISTRICT SE SHEET NO. 2

COUNTY STODDARD

JOB NO. J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

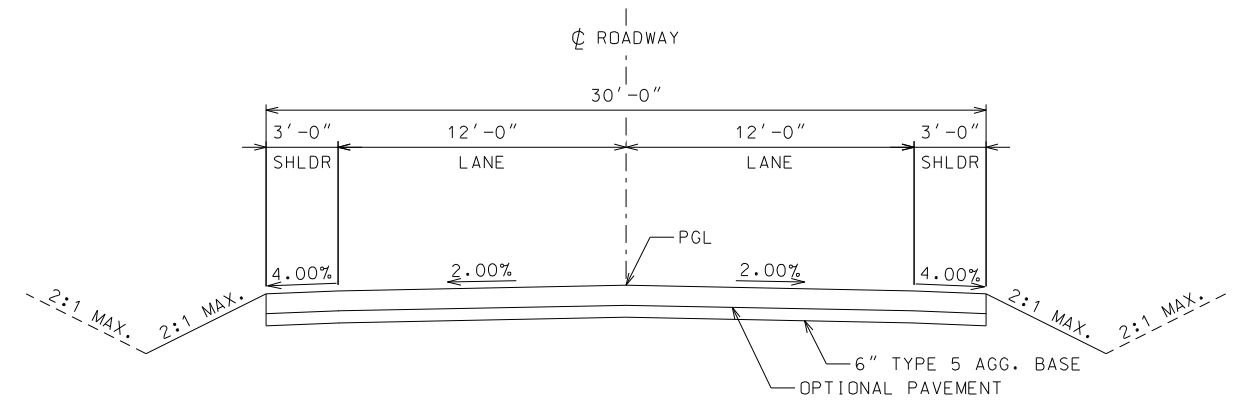
1-888-ASK-MODOT (1-888-275-6636)

TYPICAL SECTIONS (SHEET 1 OF 2)

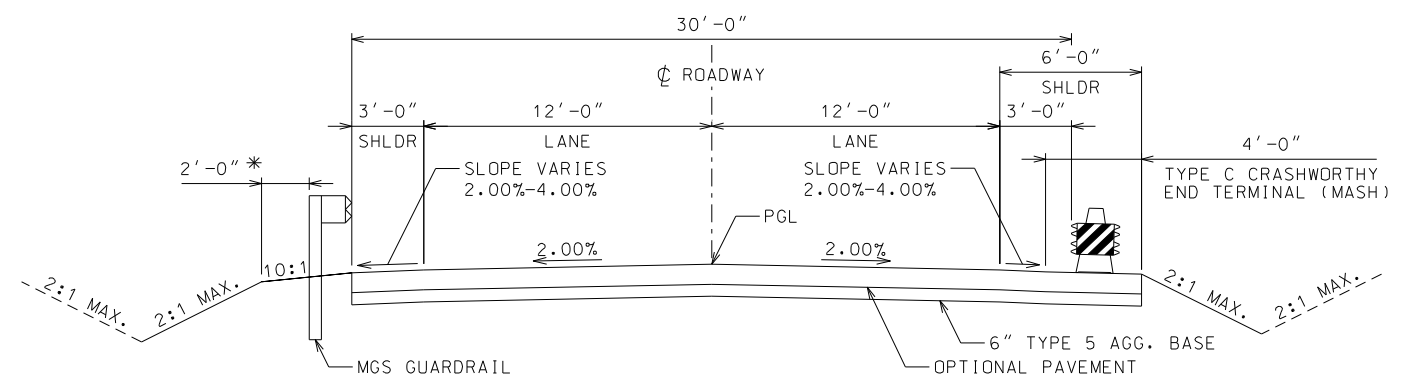
MODJESKI-MASTERS
333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

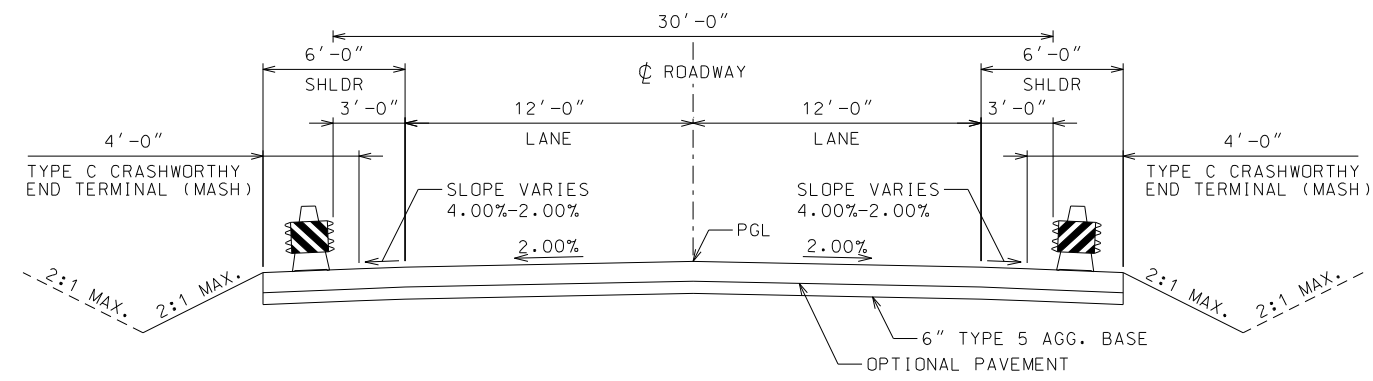
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



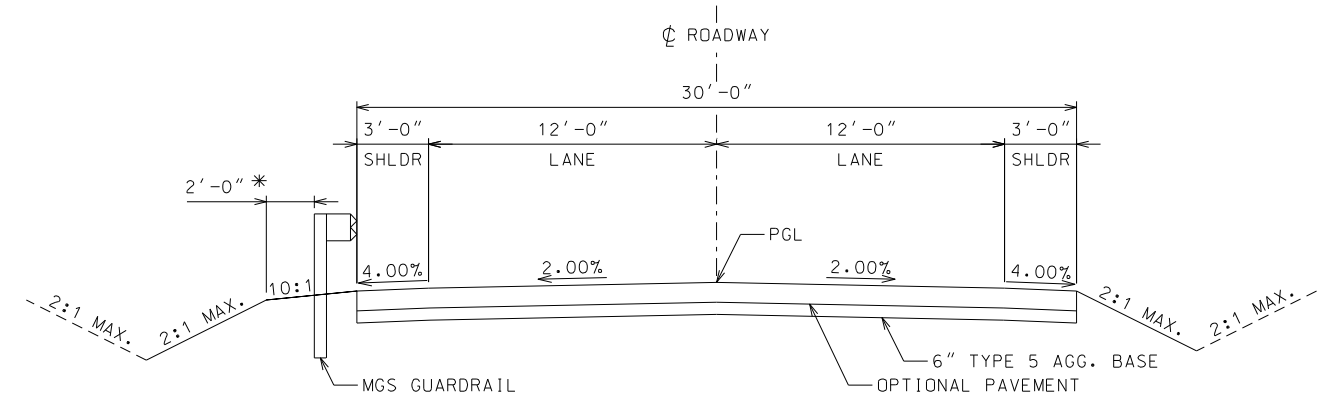
ROUTE 114 - NORMAL SECTION
POB STA. 208+33.27 TO STA. 212+32.36



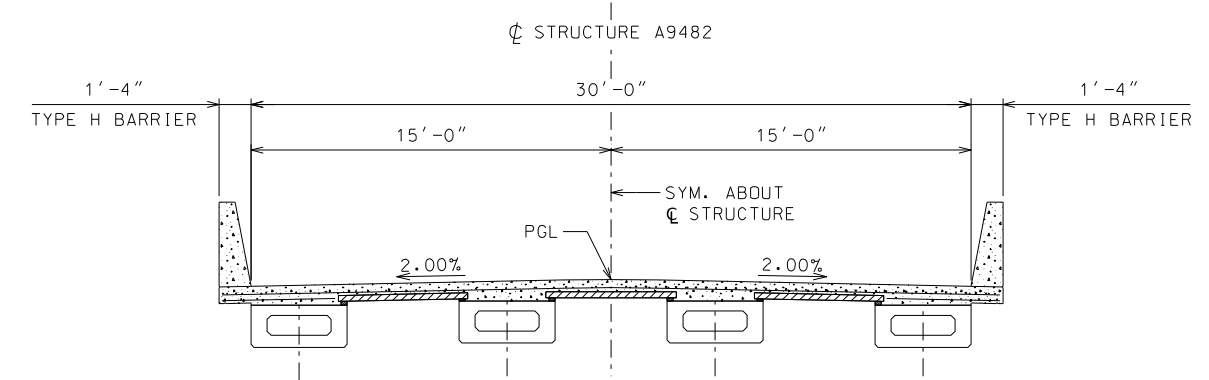
ROUTE 114 - NORMAL SECTION
STA. 213+46.79 TO STA. 213+52.60



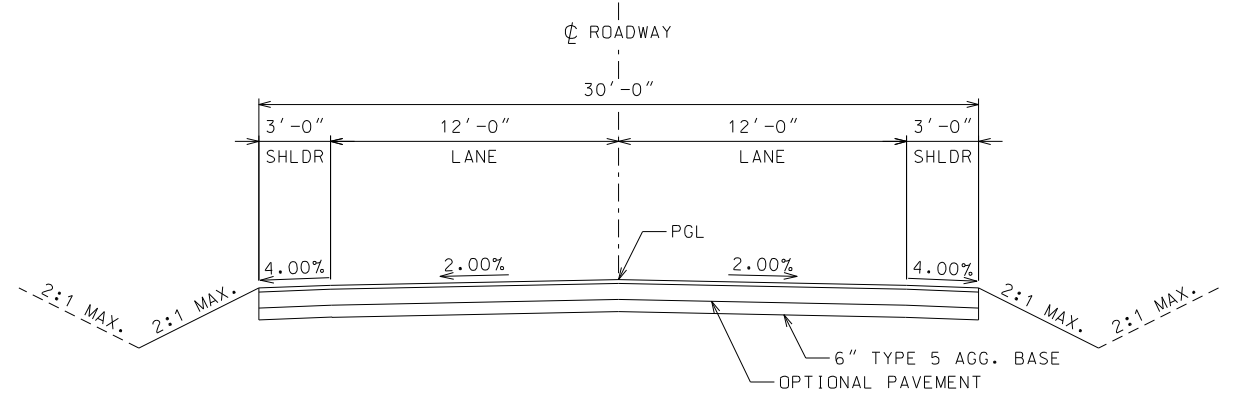
ROUTE 114 - NORMAL SECTION
STA. 212+32.36 TO STA. 212+44.29



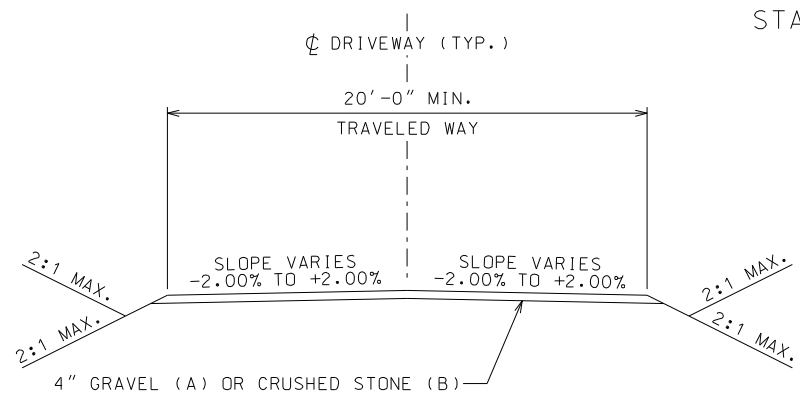
ROUTE 114 - NORMAL SECTION
STA. 213+52.60 TO STA. 214+93.02



ROUTE 114
BRIDGE TYPICAL
STA. 212+64.29 TO STA. 213+26.79



ROUTE 114 - NORMAL SECTION
STA. 214+93.02 TO POE STA. 216+13.00



DRIVEWAY SECTION
APPLIES: NW, SE, AND SW QUADRANTS

ESTIMATE FACTORS		
PER MODOT EPG 450, FOR INFORMATION ONLY.		
401-12.09A BITUMINOUS PAVEMENT MIXTURE PG64-22 (BP-1)	1.947	TON/CY
401-30.00 BITUMINOUS PAVEMENT MIXTURE PG64-22 (BASE)	2.005	TON/CY
TYPE 5 AGGREGATE FOR BASE	0.22	TON/SY
GRAVEL (A) OR CRUSHED STONE (B)	0.039	TON/SY/IN
TACK	0.05	GAL/SY

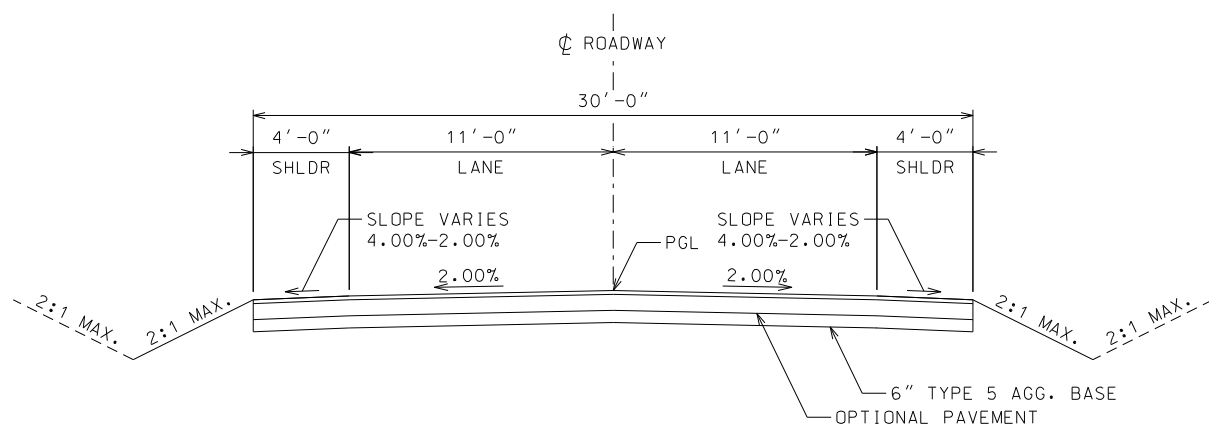
NOTES:

- TYPICAL SECTIONS REFLECT THE ASPHALT OPTION FOR OPTIONAL PAVEMENT.
- STRUCTURE A9482 BRIDGE APPROACH SLABS SHALL BE CONSTRUCTED AT STA. 212+44.28 TO STA. 212+64.28 AND STA. 213+26.79 TO STA. 213+46.79.

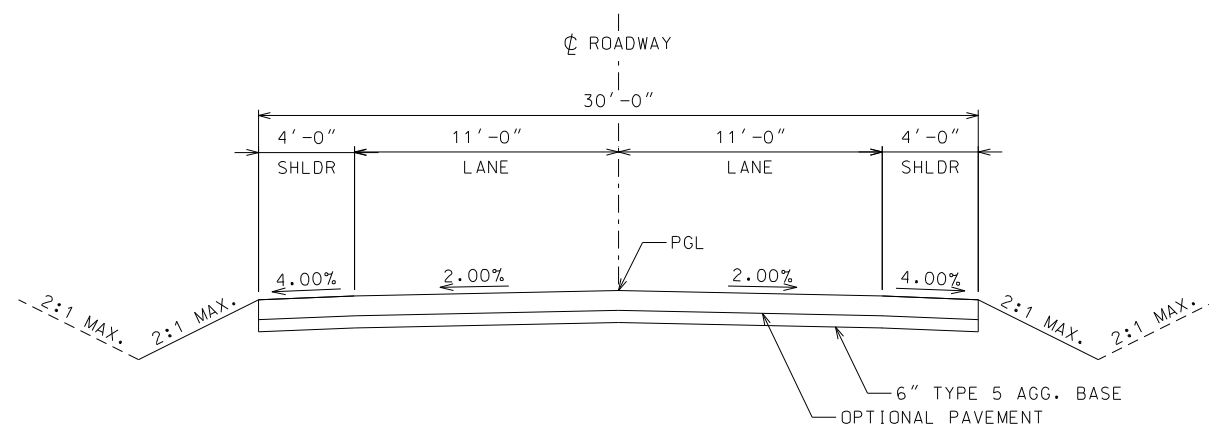
* GUARDRAIL INSTALLATION SHALL BE IN ACCORDANCE WITH STANDARD PLANS 606.50 F AND 606.81 B

OPTIONAL PAVEMENT:
2" BP-1 PG64-22
OVER
8" PMBB PG64-22
OVER
6" TYPE 5 AGG.
OR
10" JPCP
OVER
6" TYPE 5 AGG.

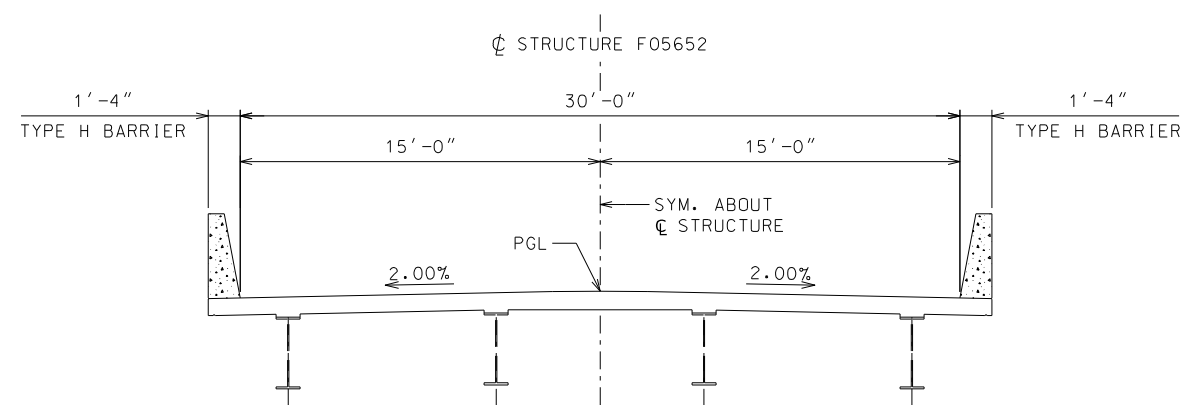
NOT TO SCALE
A9482 TYPICAL SECTIONS



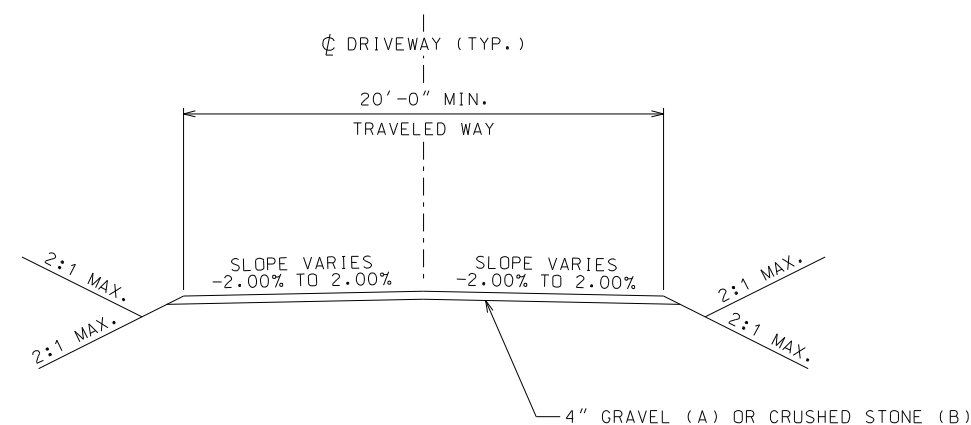
ROUTE 114 - NORMAL SECTION
STA. 682+75.00 TO STA. 683+55.52



ROUTE 114 - NORMAL SECTION
STA. 686+81.13 TO STA. 688+11.65



ROUTE 114
BRIDGE TYPICAL
STA. 683+75.52 TO STA. 686+61.13



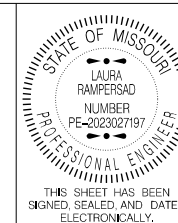
DRIVEWAY SECTION
APPLIES: ALL QUADRANTS

ESTIMATE FACTORS PER MDDOT EPG 450, FOR INFORMATION ONLY.		
401-12.09A BITUMINOUS PAVEMENT MIXTURE PG64-22 (BP-1)	1.947	TON/CY
401-30.00 BITUMINOUS PAVEMENT MIXTURE PG64-22 (BASE)	2.005	TON/CY
TYPE 5 AGGREGATE FOR BASE	0.22	TON/SY
GRAVEL (A) OR CRUSHED STONE (B)	0.039	TON/SY/IN
TACK	0.05	GAL/SY

OPTIONAL PAVEMENT:
2" BP-1 PG64-22
OVER
8" PMBB PG64-22
OVER
6" TYPE 5 AGG.
OR
10" JPCP
OVER
6" TYPE 5 AGG.

- NOTES:
- TYPICAL SECTIONS REFLECT THE ASPHALT OPTION FOR OPTIONAL PAVEMENT.
 - STRUCTURE F05652 BRIDGE APPROACH SLABS SHALL BE CONSTRUCTED AT STA. 683+55.52 TO STA. 683+75.52 AND STA. 686+61.13 TO STA. 686+81.13.

NOT TO SCALE
F05652 TYPICAL SECTIONS



DATE PREPARED
2/23/2026

ROUTE 114 STATE MO

DISTRICT SE SHEET NO. 2

COUNTY STODDARD

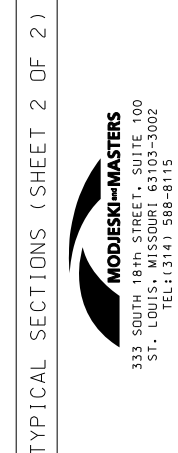
JOB NO. J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION	DATE



MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

REV.

EARTHWORK							
STA	STA	APPROX EARTHWORK		CLASS A EXCAVATION (CY)	COMPACTING EMBANKMENT (CY)	SUBGRADE COMPACTION (100 FT)	REMARKS
		CUT (CY)	FILL (CY)				
MAINLINE							
682+75.00	683+00.00	39		39			
683+00.00	683+35.52	55		55			
683+35.52	683+50.00	23		23			
683+50.00	683+75.52	31		31		0.5	
686+61.13	687+00.00	46		46		0.5	
687+00.00	687+01.13	2		2			
687+01.13	687+50.00	74		74			
687+50.00	688+00.00	75		75			
688+00.00	688+11.65	18		18			
DRIVEWAYS		41	685	41	685		
ROCK BLANKET							
ABUTMENT 1							
683+71.50	684+61.16	445		445			
ABUTMENT 2							
685+75.03	686+65.15	446		446			
STREAM ADJUSTMENT							
683+50.03	686+78.15	9,088		9,088			
TOTAL				10,365	685	1	

NOTES:
 PER THE ROADWAY CROSS SECTIONS PROVIDED IN THE PLANS, THE EXISTING SIDE SLOPES SHOULD BE BENCHED PRIOR TO PLACEMENT OF ANY ADDITIONAL FILL MATERIAL ALONG THE PROJECT LIMITS. BENCHES SHOULD NOT EXCEED A MAXIMUM HEIGHT OF 3 FEET WITH A MINIMUM HEIGHT OF 1 FOOT. THE WIDTH OF THE BENCHES SHOULD BE SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING OPERATIONS TO BE COMPLETED. A MINIMUM WIDTH OF 6 FEET SHOULD BE USED. EXCAVATION QUANTITIES WILL NOT BE MEASURED SEPARATELY FOR PAYMENT IN THE PLANS. PAYMENT FOR THIS WORK SHALL BE BID INCIDENTAL TO ITEM 203-60.00, "COMPACTING EMBANKMENT".

EXCESS EXCAVATED MATERIAL SHALL BE HAULED AWAY BY THE CONTRACTOR AT NO DIRECT PAY.

SUBGRADE COMPACTION IS INTENDED FOR LOCATIONS WHERE THE EXISTING ASPHALT PAVEMENT AND AGGREGATE BASE HAVE BEEN REMOVED.

OPTIONAL PAVEMENT										
STA	STA	LOCATION	LENGTH (FT)	LANE WIDTH (FT)	OUTSIDE SHOULDER WIDTH (FT)	INSIDE SHOULDER WIDTH (FT)	FULL DEPTH SHOULDER (SY)	OPTIONAL PAVEMENT (SY)	TYPE 5 AGGREGATE FOR BASE (6 IN. THICK) (SY)	GRAVEL (A) OR CRUSHED STONE (B) (SY)
682+75.00	683+75.52	LT/RT OF RTE 114 ☐	100.52	22.00	4.00	4.00	44.68	245.72	290.40	
686+61.13	688+11.65	LT/RT OF RTE 114 ☐	150.52	22.00	4.00	4.00	66.90	367.94	434.84	
DRIVEWAYS		LT/RT OF RTE 114 ☐	300.00	VARIABLE						953.51
SUBTOTAL							111.58	613.66	725.24	953.51
TOTAL							112	614	726	954
PAY TOTAL							726		726	954

PERMANENT PAVEMENT MARKING						
STA	STA	LOCATION	LENGTH (FT)	4 IN. YELLOW CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS) (LF)	4 IN. WHITE CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS) (LF)	REMARKS
682+75.00	688+55.52	☐ RTE 114	536.65	938		CENTERLINE
682+81.13	688+11.65	LT/RT OF RTE 114 ☐	536.65		1,074	EDGELINES
TOTAL				938	1,074	

TEMPORARY EROSION CONTROL			
	SILT FENCE (LF)	TYPE C BERM (LF)	SEDIMENT REMOVAL (CY)
TOTAL	1,161	745	8

ROCK BLANKET								
STA	STA	ROCK DEPTH (FT)	LENGTH (FT)	WIDTH (FT)	TYPE 2 ROCK BLANKET		PERMANENT EROSION CONTROL GEOTEXTILE (SY)	REMARKS
					FURNISHING (CY)	PLACING (CY)		
683+71.50	684+61.27	2	89.77	VARIABLE	444.3	444.3	666.5	WEST END OF BRIDGE F05652
685+74.85	686+65.15	2	90.3	VARIABLE	445.2	445.2	667.9	EAST END OF BRIDGE F05652
TOTAL					890	890	1,335	

SEEDING AND MULCHING					
STA	STA	LOCATION	LENGTH (FT)	AREA (ACRES)	REMARKS
682+75.00	684+91.08	LT/RT OF RTE 114	216.08	0.33	FOR INFORMATION ONLY
685+34.52	688+11.65	LT/RT OF RTE 114	277.13	0.33	FOR INFORMATION ONLY
TOTAL				1 LUMP SUM	

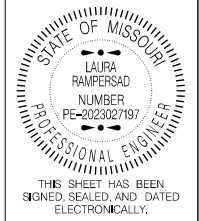
CLEARING AND GRUBBING			
STA	STA	LOCATION	CLEARING AND GRUBBING (ACRES)
682+75.00	688+11.65	LT OF RTE 114 ☐	1.18
682+75.00	688+11.65	RT OF RTE 114 ☐	1.29
TOTAL			3

GUARDRAIL				
STA	STA	LOCATION	TYPE C CRASHWORTHY END TERMINAL (MASH) (EA)	REMARKS
683+68.97	683+90.97	RT OF RTE 114 EOS	1	SW CORNER OF BRIDGE F05652
683+77.02	683+99.02	LT OF RTE 114 EOS	1	NW CORNER OF BRIDGE F05652
686+37.63	686+59.63	RT OF RTE 114 EOS	1	SE CORNER OF BRIDGE F05652
686+45.67	686+67.67	LT OF RTE 114 EOS	1	NE CORNER OF BRIDGE F05652
TOTAL			4	

OPTIONAL RUMBLE STRIP			
STA	STA	LOCATION	OPTIONAL RUMBLE STRIP (STA)
682+75.00	683+72.58	11.8' RT OF RTE 114 ☐	1.0
682+75.00	683+78.47	11.8' LT OF RTE 114 ☐	1.0
686+58.18	688+11.65	11.8' RT OF RTE 114 ☐	1.5
686+64.08	688+11.65	11.8' LT OF RTE 114 ☐	1.5
TOTAL			5.0

POROUS BACKFILL			
STA	LOCATION	POROUS BACKFILL GRADE 3, 4, OR 5 (CY)	REMARKS
684+02.77	LT/RT OF RTE 114	48.0	BRIDGE F05652 END
686+33.88	LT/RT OF RTE 114	48.0	BRIDGE F05652 END
TOTAL		96.0	

REMOVAL OF IMPROVEMENTS				
STA	STA	LOCATION	DESCRIPTION	REMARKS
682+75.00	683+75.52	RTE 114	EXISTING PAVEMENT	APPROXIMATELY 336 SY OF EXISTING PAVEMENT
686+61.13	688+11.65	RTE 114	EXISTING PAVEMENT	APPROXIMATELY 502 SY OF EXISTING PAVEMENT
683+91.25	683+91.25	RT OF RTE 114	EXISTING OBJECT MARKER	
686+45.54	686+45.54	LT OF RTE 114	EXISTING OBJECT MARKER	
1 LUMP SUM				



DATE PREPARED
 2/23/2026
 ROUTE 114 STATE MO
 DISTRICT SE SHEET NO. 3
 COUNTY STODDARD
 JOB NO. J9S3725
 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)



SUMMARY OF QUANTITIES (SHEET 2 OF 3)
 MODJESKI-MASTERS
 333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-3002
 TEL: (314) 588-8115
 MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

F05652 SUMMARY OF QUANTITIES

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

WARNING SIGNS										GUIDE SIGNS										EFFECTIVE: 07-01-2025		STATE OF MISSOURI		
SIGN	SIZE	AREA	QTY	TOTAL	QTY	TOTAL	SIGN	DESCRIPTION		SIGN	SIZE	AREA	QTY	TOTAL	QTY	TOTAL	SIGN	DESCRIPTION		ITEM	TOTAL	DESCRIPTION	ALISON N. GRAVES NUMBER PE-2011015778 PROFESSIONAL ENGINEER	
IN.	IN.	SQ.FT.	EACH	SQ.FT.	EACH	SQ.FT.	NO.			IN.	IN.	SQ.FT.	EACH	SQ.FT.	EACH	SQ.FT.	NO.			NUMBER	QTY		THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.	
WO1-1L	48X48	16.00						TURN (SYMBOL LEFT)		E05-1	36X48	12.00						GORE EXIT		6122008		IMPACT ATTENUATOR 40 MPH (SAND BARRELS)	DATE PREPARED 2/20/2026	
WO1-1R	48X48	16.00						TURN (SYMBOL RIGHT)		E05-2	48X36	12.00						EXIT OPEN		6122009		IMPACT ATTENUATOR 45 MPH (SAND BARRELS)	ROUTE STATE 114 MO	
WO1-2L	48X48	16.00						CURVE (SYMBOL LEFT)		E05-2a	48X36	12.00						EXIT CLOSED		6122010		IMPACT ATTENUATOR 50 MPH (SAND BARRELS)	DISTRICT SHEET NO. SE 3	
WO1-2R	48X48	16.00						CURVE (SYMBOL RIGHT)		GO20-1	60X24	10.00						ROAD WORK NEXT XX MILES		6122012		IMPACT ATTENUATOR 55 MPH (SAND BARRELS)	COUNTY STODDARD	
WO1-3L	48X48	16.00						REVERSE TURN (SYMBOL LEFT)		GO20-2	48X24	8.00						END ROAD WORK		6122014		IMPACT ATTENUATOR 60 MPH (SAND BARRELS)	JOB NO. J9S3275	
WO1-3R	48X48	16.00						REVERSE TURN (SYMBOL RIGHT)		GO20-4	36X18	4.50						PILOT CAR FOLLOW ME		6122017		IMPACT ATTENUATOR 65 MPH (SAND BARRELS)	CONTRACT ID.	
WO1-4L	48X48	16.00						REVERSE CURVE (SYMBOL LEFT)		GO20-4a	42X30	8.75						PILOT CAR IN USE WAIT & FOLLOW		6122019		IMPACT ATTENUATOR 70 MPH (SAND BARRELS)	PROJECT NO.	
WO1-4R	48X48	16.00						REVERSE CURVE (SYMBOL RIGHT)		GO20-4a	18X12	1.50						PILOT CAR IN USE WAIT & FOLLOW		6122020		REPLACEMENT SAND BARREL	BRIDGE NO.	
WO1-4bL	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT)		GO20-4aP	36X24	6.00						WORK ZONE (PLAQUE)		6122030		IMPACT ATTENUATOR (RELOCATION)		
WO1-4bR	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)		MO4-8a	24X18	3.00	2	6.00			52	END DETOUR		6122040		WORK ZONE CRASH CUSHION (NARROW)		
WO1-4cL	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)		MO4-9L	48X36	12.00						DETOUR (LEFT)		6122041		WORK ZONE CRASH CUSHION (RELOCATION)		
WO1-4cR	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)		MO4-9R	48X36	12.00						DETOUR (RIGHT)		6123001		TRUCK MOUNTED ATTENUATOR (TMA)		
WO1-6	60X30	12.50						HORIZONTAL ARROW (SYMBOL)		MO4-9S	48X36	12.00						DETOUR (STRAIGHT)		6161012		BUOYS (BOATS KEEP OUT)	COUNTY STODDARD	
WO1-6a	72X36	18.00						HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)		MO4-9P	48X12	4.00						STREET NAME (PLAQUE)		6161013		BUOYS (NO WAKE)	JOB NO. J9S3275	
WO1-7	60X30	12.50						DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)		MO4-10L	48X18	6.00						DETOUR ARROW (LEFT)		6161014		SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)	CONTRACT ID.	
WO1-7a	72X36	18.00						DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)		MO4-10R	48X18	6.00						DETOUR ARROW (RIGHT)		6161020		CHANNELIZER (DRUM-LIKE)	PROJECT NO.	
WO1-8	18X24	3.00						CHEVRON (SYMBOL)		REGULATORY SIGNS										6161022		CHANNELIZER (CONE)		
WO1-8a	30X36	7.50						CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)		R1-1	48X48	13.25						STOP		6161025		CHANNELIZER (TRIM-LINE)		
WO3-1	48X48	16.00						STOP AHEAD (SYMBOL)		R1-2	48TR1	6.93						YIELD		6161026		CHANNELIZER (VERTICAL PANEL)		
WO3-2	48X48	16.00						YIELD AHEAD (SYMBOL)		R1-2a	36X36	9.00						TO ONCOMING TRAFFIC (PLAQUE)		6161030	24	TYPE 3 MOVEABLE BARRICADE		
WO3-3	48X48	16.00						SIGNAL AHEAD (SYMBOL)		R1-3P	30X12	2.50						ALL WAY (PLAQUE)		6161033		DIRECTION INDICATOR BARRICADE		
WO3-4	48X48	16.00						BE PREPARED TO STOP		R2-1	36X48	12.00						SPEED LIMIT XX		6161040		FLASHING ARROW PANEL		
WO3-5	48X48	16.00						SPEED LIMIT AHEAD		R3-1	48X48	16.00						NO RIGHT TURN (SYMBOL)		6161047		TYPE 3 OBJECT MARKER		
WO4-1L	48X48	16.00						MERGE (SYMBOL FROM LEFT)		R3-2	48X48	16.00						NO LEFT TURN (SYMBOL)		6161055		SEQUENTIAL FLASHING WARNING LIGHT		
WO4-1R	48X48	16.00						MERGE (SYMBOL FROM RIGHT)		R3-3	36X36	9.00						NO TURNS		6161070		TUBULAR MARKER		
WO4-1aL	48X48	16.00						MERGE (LEFT)		R3-4	48X48	16.00						NO U-TURN (SYMBOL)		6161095		RADAR SPEED ADVISORY SYSTEM		
WO4-1aR	48X48	16.00						MERGE (RIGHT)		R3-7L	30X30	6.25						LEFT LANE MUST TURN LEFT		6161096		CHANGEABLE MESSAGE SIGN, COMMISSION FURNISHED/RETAINED		
WO5-1	48X48	16.00						ROAD/BRIDGE/RAMP NARROWS		R3-7R	30X30	6.25						RIGHT LANE MUST TURN RIGHT		6161098A	3	CHANGEABLE MESSAGE SIGN WITHOUT COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO5-3	48X48	16.00						ONE LANE BRIDGE		R4-1	36X48	12.00						DO NOT PASS		6161099		CHANGEABLE MESSAGE SIGN WITH COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED		
WO5-5	48X48	16.00						NARROW LANES		R4-2	36X48	12.00						PASS WITH CARE		6162000A		WORK ZONE TRAFFIC SIGNAL SYSTEM		
WO6-1	48X48	16.00						DIVIDED HIGHWAY (SYMBOL)		R4-7a	36X48	12.00						KEEP RIGHT (HORIZONTAL ARROW)		6162002		TEMPORARY LONG-TERM RUMBLE STRIPS		
WO6-2	48X48	16.00						DIVIDED HIGHWAY END (SYMBOL)		R4-8a	36X48	12.00						KEEP LEFT (HORIZONTAL ARROW)				TEMPORARY TRAFFIC BARRIER, CONTRACTOR FURNISHED/RETAINED		
WO6-3	48X48	16.00						TWO WAY TRAFFIC (SYMBOL)		R5-1	30X30	6.25						DO NOT ENTER				TEMP. TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED/RETAINED		
WO7-3a	30X24	5.00						NEXT XX MILES (PLAQUE)		R5-1a	36X24	6.00						WRONG WAY				TEMPORARY TRAFFIC BARRIER STIFFNESS TRANSITION CONTRACTOR FURNISHED/RETAINED		
WO8-1	48X48	16.00						BUMP		R6-1L	54X18	6.75						ONE WAY ARROW (LEFT)		6173600D		TEMP. TRAFFIC BARRIER HEIGHT TRANSITION, CONTRACTOR FURNISHED/RETAINED		
WO8-2	48X48	16.00						DIP		R6-1R	54X18	6.75						ONE WAY ARROW (RIGHT)				RELOCATING TEMP. TRAFFIC BARRIER ANCHORED		
WO8-3	48X48	16.00						PAVEMENT ENDS		R6-2L	24X30	5.00						ONE WAY (LEFT)		6173700B		RELOCATING TEMP. TRAFFIC BARRIER STIFFNESS		
WO8-4	48X48	16.00						SOFT SHOULDER		R6-2R	24X30	5.00						ONE WAY (RIGHT)				RELOCATING TEMP. TRAFFIC BARRIER HEIGHT		
WO8-5	48X48	16.00						SLIPPERY WHEN WET (SYMBOL)		R9-9	24X12	2.00						SIDEWALK CLOSED		6173706		TEMPORARY RAISED PAVEMENT MARKER		
WO8-6	48X48	16.00						TRUCK CROSSING		R9-11L	24X18	3.00						SIDEWALK CLOSED AHEAD, (ARROW LEFT) CROSS HERE				TEMPORARY TRAFFIC SIGNALS		
WO8-6c	48X48	16.00						TRUCK ENTRANCE		R9-11R	24X18	3.00						SIDEWALK CLOSED AHEAD, (ARROW RIGHT) CROSS HERE		6174000A		TEMPORARY TRAFFIC SIGNALS AND LIGHTING		
WO8-7	36X36	9.00						LOOSE GRAVEL		R10-6	24X36	6.00						STOP HERE ON RED (45° ARROW)		6175010A				
WO8-7a	36X36	9.00						FRESH OIL / LOOSE GRAVEL		R11-2	48X30	10.00	4	40.00			29	ROAD CLOSED		6175011B				
WO8-9	48X48	16.00						LOW SHOULDER		R11-3a	60X30	12.50	1	12.50			55A	ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY		6175013				
WO8-11	48X48	16.00						UNEVEN LANES		R11-4	60X30	12.50						ROAD CLOSED TO THRU TRAFFIC		6175020A				
WO8-12	48X48	16.00						NO CENTER LINE		CONST-3A	60X48	20.00						FINE SIGN		6208064A				
WO8-15	48X48	16.00						GROOVED PAVEMENT		CONST-3X	56X12	4.67						SPEEDING/PASSING (PLATE)		9029400				
WO8-15P	30X24	5.00						MOTORCYCLE (PLAQUE)		MISCELLANEOUS SIGNS										9029401				
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						
WI0-1	42RND.	9.62						RAILROAD CROSSING		CONST-10	36X60	15.00	5	60.00			50A	DETOUR EAST RTE 114 STRAIGHT						
WO12-1	24X24	4.00						DOUBLE DOWN ARROW (SYMBOL)		CONST-11	36X60	15.00	2	30.00			50B	DETOUR EAST RTE 114 ADV RIGHT						
WO12-2	48X48	16.00						LOW CLEARANCE (SYMBOL)		CONST-12	36X60	15.00	2	30.00			50C	DETOUR EAST RTE 114 RIGHT						
WO12-2x	24X18	3.00						LOW CLEARANCE (PLAQUE)		CONST-13	36X60	15.00	2	30.00			50D	DETOUR EAST RTE 114 ADV LEFT						
WO12-2a	84X24	14.00						OVERHEAD LOW CLEARANCE (FEET AND INCHES)		CONST-14	36X60	15.00	2	30.00			50E	DETOUR EAST RTE 114 LEFT						
WO12-4	120X60	50.00						LOW CLEARANCE XX FT XX IN XX MILES AHEAD		CONST-15	36X60	15.00	5	75.00			51A	DETOUR WEST RTE 114 STRAIGHT						
WO12-5	120X60	50.00						WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD		CONST-16	36X60	15.00	2	30.00			51B	DETOUR WEST RTE 114 ADV RIGHT						
WO13-1	30X30	6.25						ADVISORY SPEED (PLAQUE)		CONST-17	36X60	15.00	2	30.00			51C	DETOUR WEST RTE 114 RIGHT						
WO16-2	30X24	5.00						XXX FEET (PLAQUE)		CONST-18	36X60	15.00	2	30.00			51D	DETOUR WEST RTE 114 ADV LEFT						
WO16-3	30X24	5.00						X MILE (PLAQUE)		CONST-19	36X60	15.00	2	30.00			51E	DETOUR WEST RTE 114 LEFT						
WO20-1	48X48	16.00						ROAD WORK AHEAD		CONST-20	12X48	4.00	1	4.00			A	ON RTE 114 EB						
WO20-2	48X48	16.00	2	32.00			18	DETOUR AHEAD		CONST-21	12X48	4.00	1	4.00			B	ON RTE 114 WB						
WO20-3	48X48	16.00	4	64.00			20A	ROAD CLOSED 500 FT		CONSTRUCTION SIGNS														
WO20-3	48X48	16.00	4	64.00			20B	ROAD CLOSED AHEAD		616-10.05								TOTAL						
WO20-4	48X48	16.00						ONE LANE ROAD AHEAD		616-10.10								TOTAL						
WO20-5	48X48	16.00						RIGHT/CENTER/LEFT LANE CLOSED AHEAD		RELOCATED SIGNS								0						
WO20-5a	48X48	16.00						2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD																
WO20-6a	48X48	16.00																						

UTILITIES

COMMUNICATION
AT&T DISTRIBUTION
TEL: 573-300-0490
GAS
AMEREN MISSOURI GAS
TEL: 573-579-6576
COMMUNICATION
NEWAVE COMMUNICATIONS
(SPARKLIGHT)
TEL: 417-861-6471
POWER DISTRIBUTION
SEMO ELECTRIC
COOPERATIVE
TEL: 573-703-1099

FRACTIONAL SECTION
07-T25N-12E

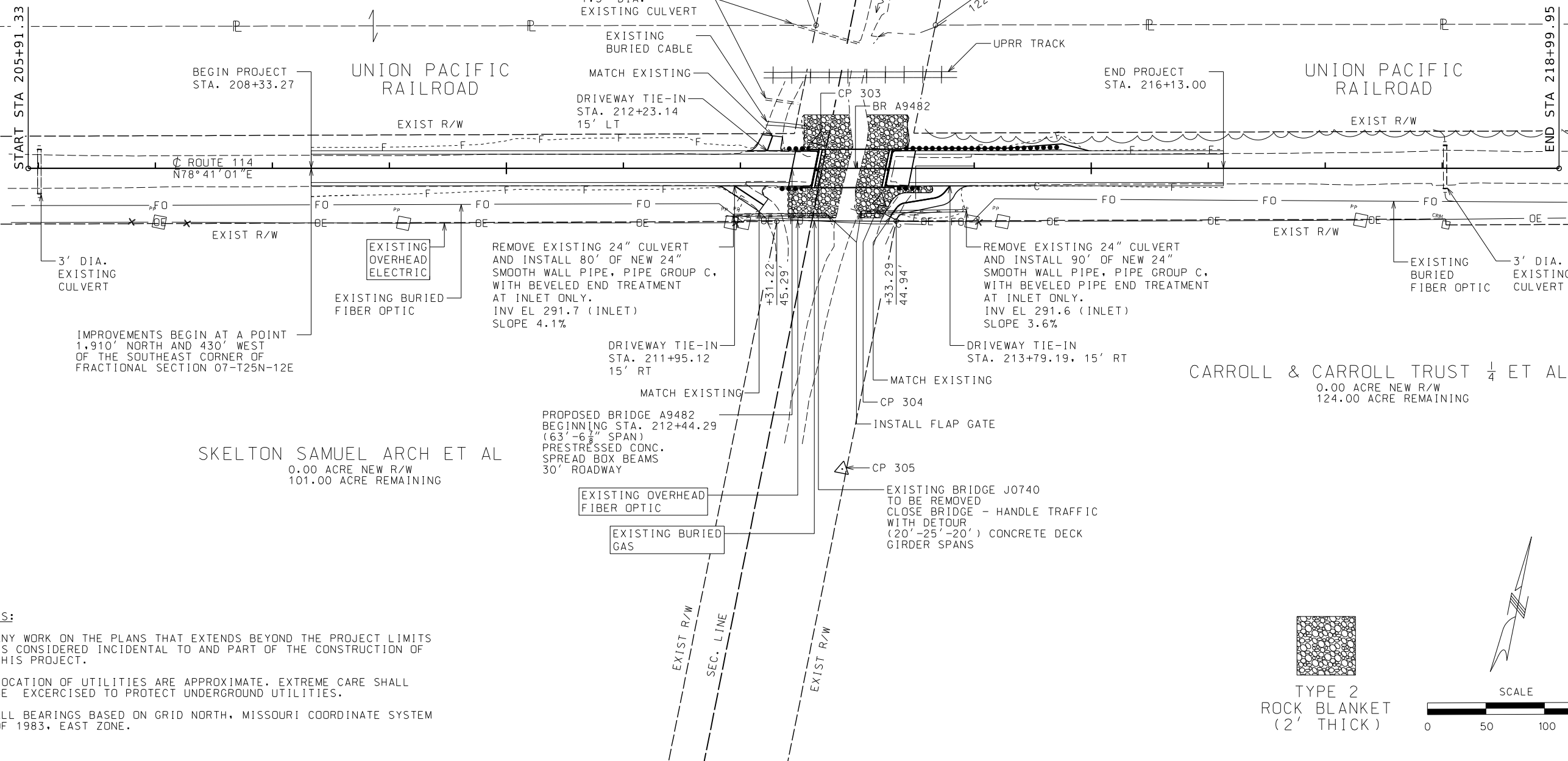
FRACTIONAL SECTION
08-T25N-12E

SKELTON SAMUEL ARCH ET AL
0.00 ACRE NEW R/W
46.77 ACRE REMAINING

CARROLL & CARROLL TRUST 1/4 ET AL
0.00 ACRE NEW R/W
10.95 ACRE REMAINING

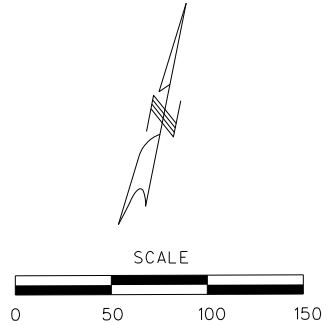
210

215



- NOTES:
- ANY WORK ON THE PLANS THAT EXTENDS BEYOND THE PROJECT LIMITS IS CONSIDERED INCIDENTAL TO AND PART OF THE CONSTRUCTION OF THIS PROJECT.
 - LOCATION OF UTILITIES ARE APPROXIMATE. EXTREME CARE SHALL BE EXERCISED TO PROTECT UNDERGROUND UTILITIES.
 - ALL BEARINGS BASED ON GRID NORTH, MISSOURI COORDINATE SYSTEM OF 1983, EAST ZONE.

TYPE 2
ROCK BLANKET
(2' THICK)



STATE OF MISSOURI
LAURA RAMPERDAD
NUMBER PE-2023027197
PROFESSIONAL ENGINEER
THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.

DATE PREPARED
2/23/2026

ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 4

COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

NO.	DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

MoDOT

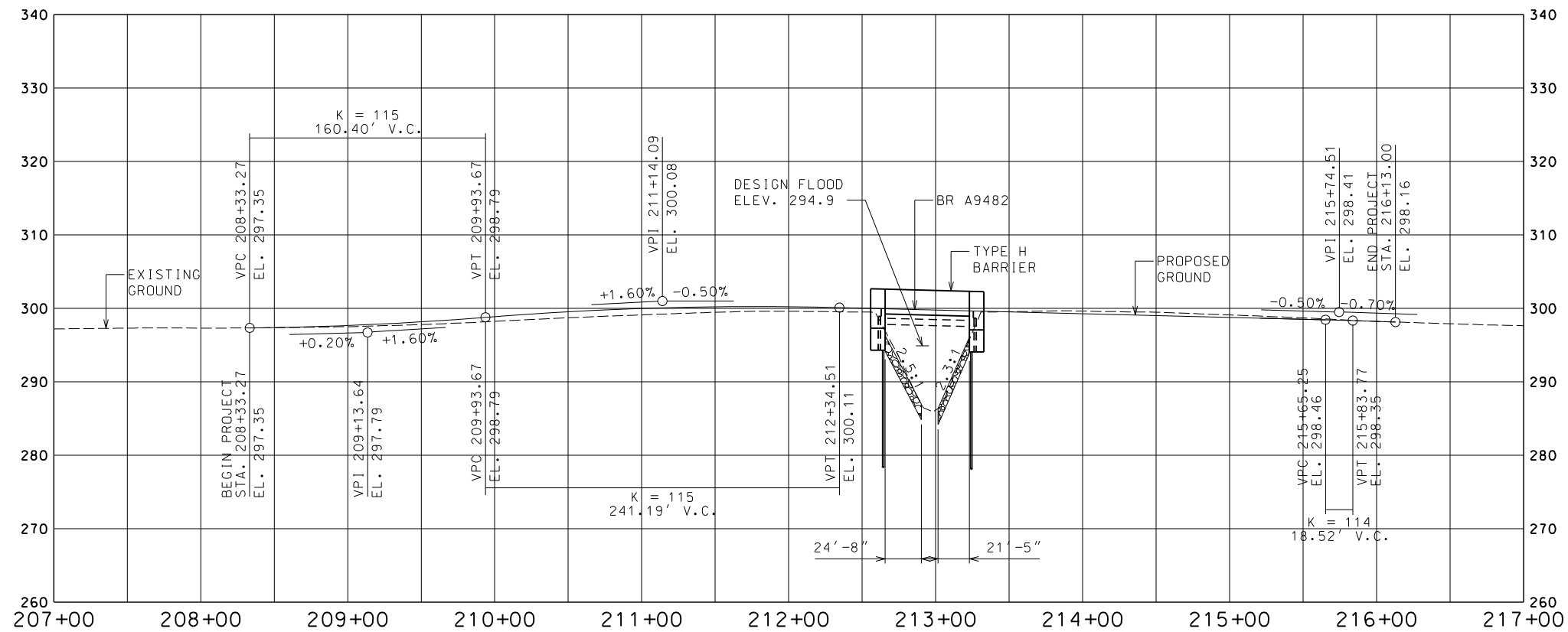
MODJESKI-MASTERS
333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

PLAN-PROFILE (SHEET 1 OF 4)

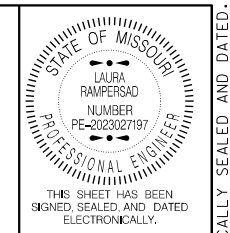
MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.
REV.

ROUTE 114



BENCHMARKS - NAVD 88	
BM #5	- A CHISELED SQUARE IN THE EAST END OF THE SOUTH HEADWALL OF A BOX CULVERT 17' RT OF C RTE 114 STA 218+04 ELEV 296.85
BM #6	- A CHISELED SQUARE IN THE SOUTHEAST WINGWALL OF BRIDGE J0740 13' RT OF C RTE 114 STA 213+28 ELEV 300.16
BM #7	- A CHISELED SQUARE IN THE SOUTHWEST WINGWALL OF BRIDGE J0740 13' RT OF C RTE 114 STA 212+55 ELEV 300.11
BM #8	- A CHISELED SQUARE IN THE SOUTH HEADWALL OF A BOX CULVERT 21' RT OF C RTE 114 STA 206+03 ELEV 296.28



DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 5
COUNTY STODDARD	
JOB NO. J9S3725	
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)

PLAN-PROFILE (SHEET 2 OF 4)

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

UTILITIES

COMMUNICATION
AT&T DISTRIBUTION
TEL: 573-300-0490
POWER DISTRIBUTION
AMEREN MISSOURI
TEL: 573-587-8404

COMMUNICATION
NEWAVE COMMUNICATIONS
(SPARKLIGHT)
TEL: 417-861-6471

FRACTIONAL SECTION
02-T25N-12E

LAND CORNER
STA. 682+75.00 C RTE 114 IS S 61°49'53" E,
3228.6 FEET FROM THE COMMON CORNERS OF
SECTION 1, 2, 11, AND 12, TOWNSHIP 25 NORTH,
RANGE 12 EAST OF THE FIFTH PRINCIPAL
MERIDIAN, AS DESCRIBED IN DOCUMENT
#600-33301, MARKED BY 1-1/2" IRON PIPE.

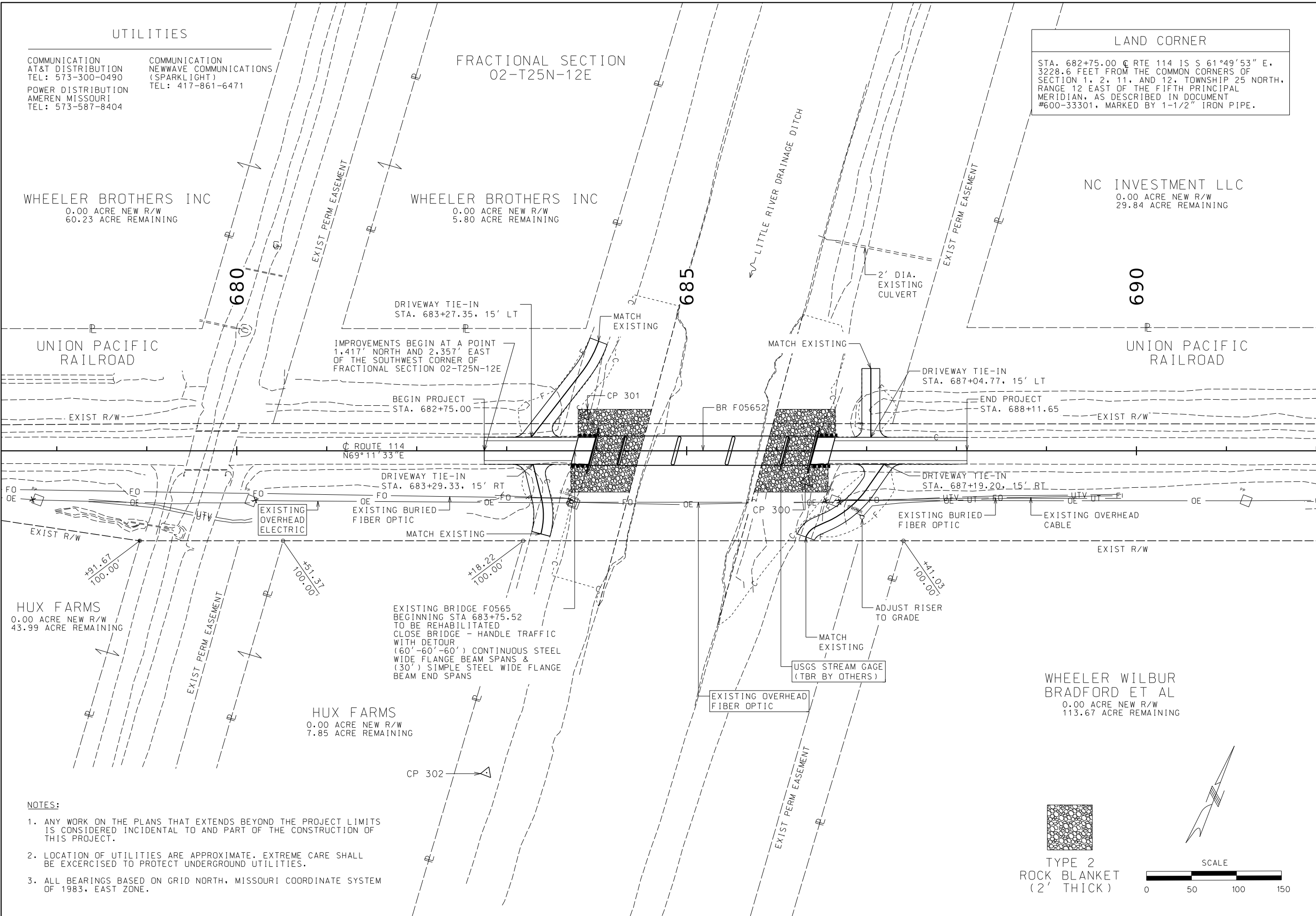
WHEELER BROTHERS INC
0.00 ACRE NEW R/W
60.23 ACRE REMAINING

WHEELER BROTHERS INC
0.00 ACRE NEW R/W
5.80 ACRE REMAINING

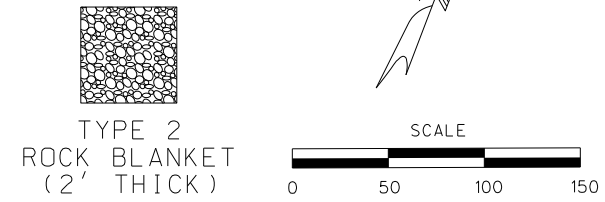
NC INVESTMENT LLC
0.00 ACRE NEW R/W
29.84 ACRE REMAINING

UNION PACIFIC
RAILROAD

UNION PACIFIC
RAILROAD

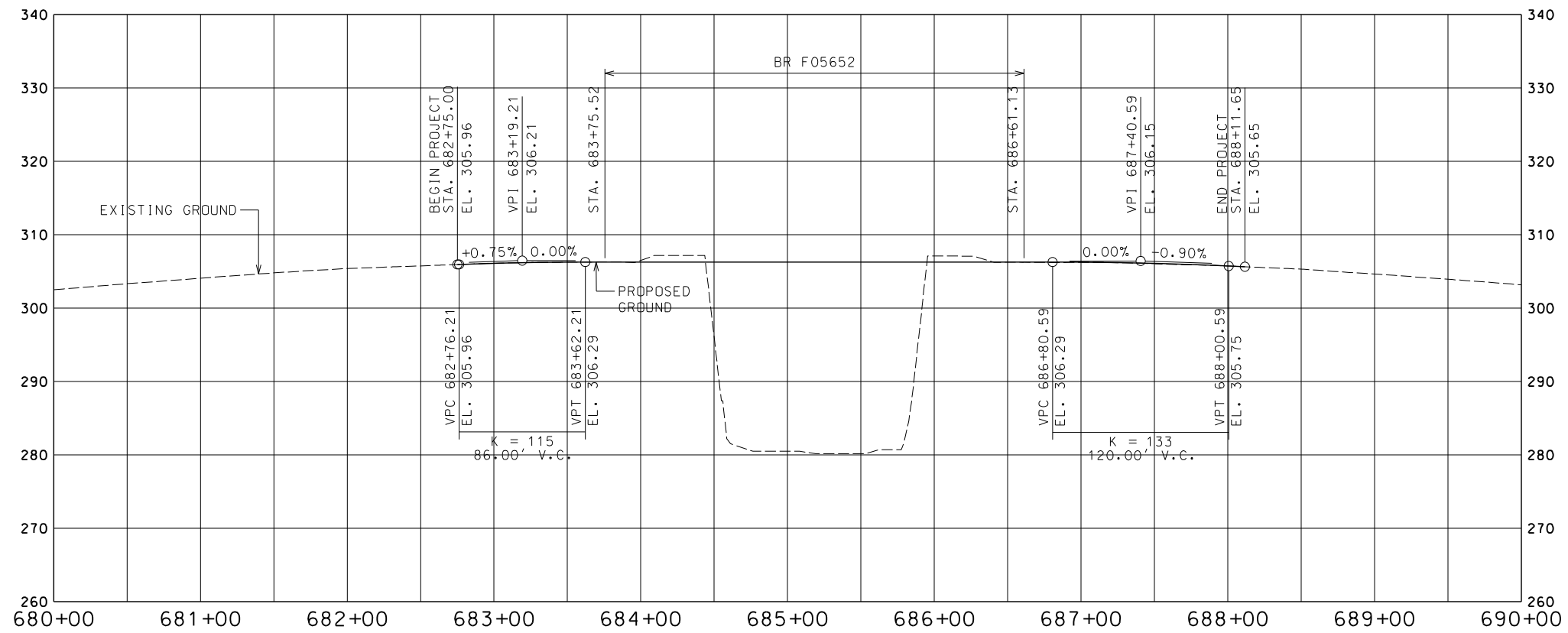


- NOTES:
- ANY WORK ON THE PLANS THAT EXTENDS BEYOND THE PROJECT LIMITS IS CONSIDERED INCIDENTAL TO AND PART OF THE CONSTRUCTION OF THIS PROJECT.
 - LOCATION OF UTILITIES ARE APPROXIMATE. EXTREME CARE SHALL BE EXERCISED TO PROTECT UNDERGROUND UTILITIES.
 - ALL BEARINGS BASED ON GRID NORTH, MISSOURI COORDINATE SYSTEM OF 1983, EAST ZONE.

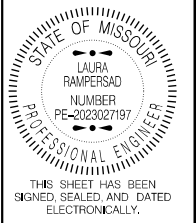


DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 6
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
DATE	DESCRIPTION
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
PLAN-PROFILE (SHEET 3 OF 4)	
	333 SOUTH 18th STREET, SUITE 100 ST. LOUIS, MISSOURI 63103-3002 TEL: (314) 588-8115
	MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

ROUTE 114



BENCHMARKS - NAVD 88	
BM #1	- A CHISLED SQUARE IN THE EAST SIDE OF THE SOUTH HEADWALL OF A BOX CULVERT 29' RT @ RTE 114 STA 692+30 ELEV 296.53
BM #2	- A CHISLED SQUARE IN THE SOUTHEAST WINGWALL OF BRIDGE F0565 20' RT @ RTE 114 STA 686+35 ELEV 306.23
BM #3	- A CHISLED SQUARE IN THE SOUTHWEST WINGWALL OF BRIDGE F0565 21' RT @ RTE 114 STA 683+90 ELEV 306.26
BM #4	- A CHISLED SQUARE IN THE SOUTHWEST WINGWALL OF BRIDGE F0565 24' RT @ RTE 114 STA 679+42 ELEV 301.34



DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 7
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

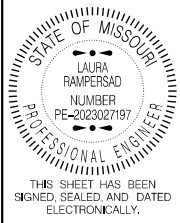
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-273-6636)

PLAN-PROFILE (SHEET 4 OF 4)

333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.

DATE PREPARED
2/23/2026

ROUTE 114 STATE MO

DISTRICT SE SHEET NO. 9

COUNTY STODDARD

JOB NO. J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

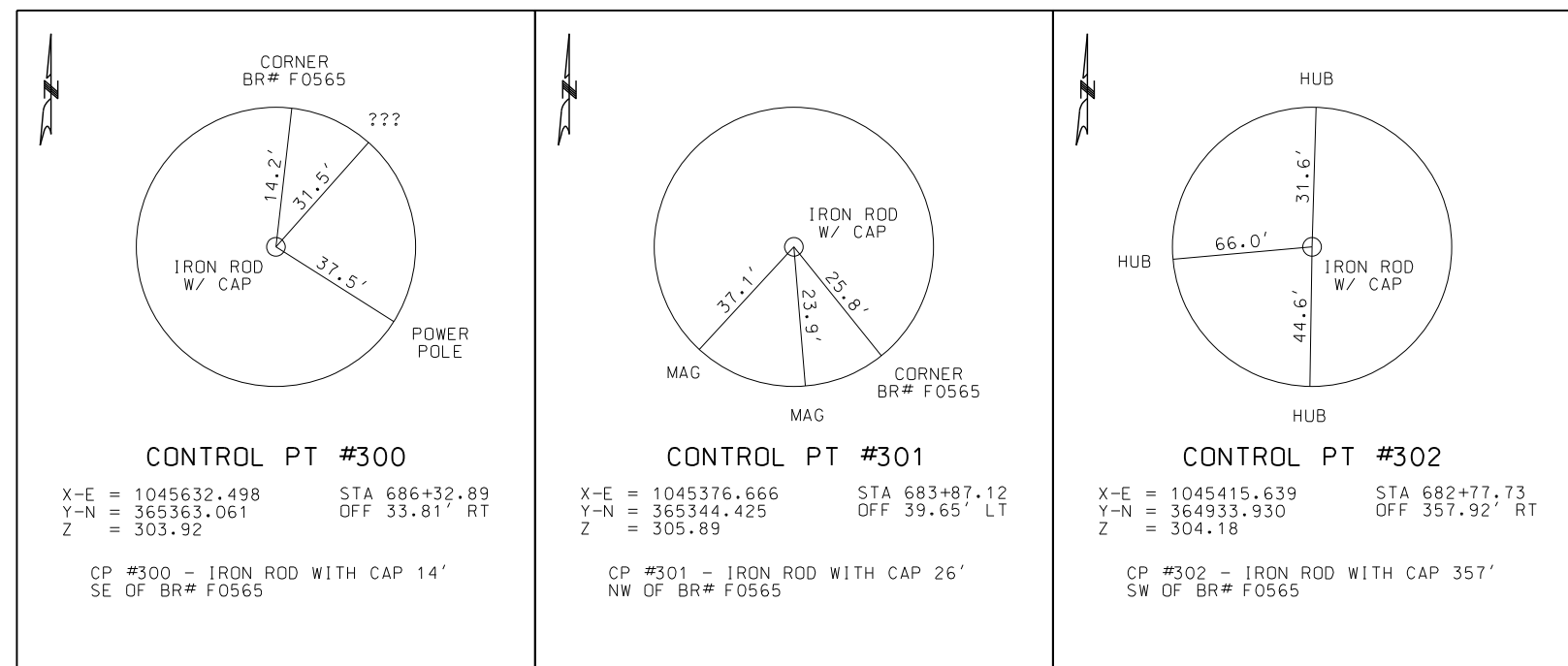
DATE	DESCRIPTION

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

REFERENCE & COORDINATE POINTS (SHEET 2 OF 2)
 MODJESKI-MASTERS
 333 SOUTH 18th STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-3002
 TEL: (314) 588-8115
 MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

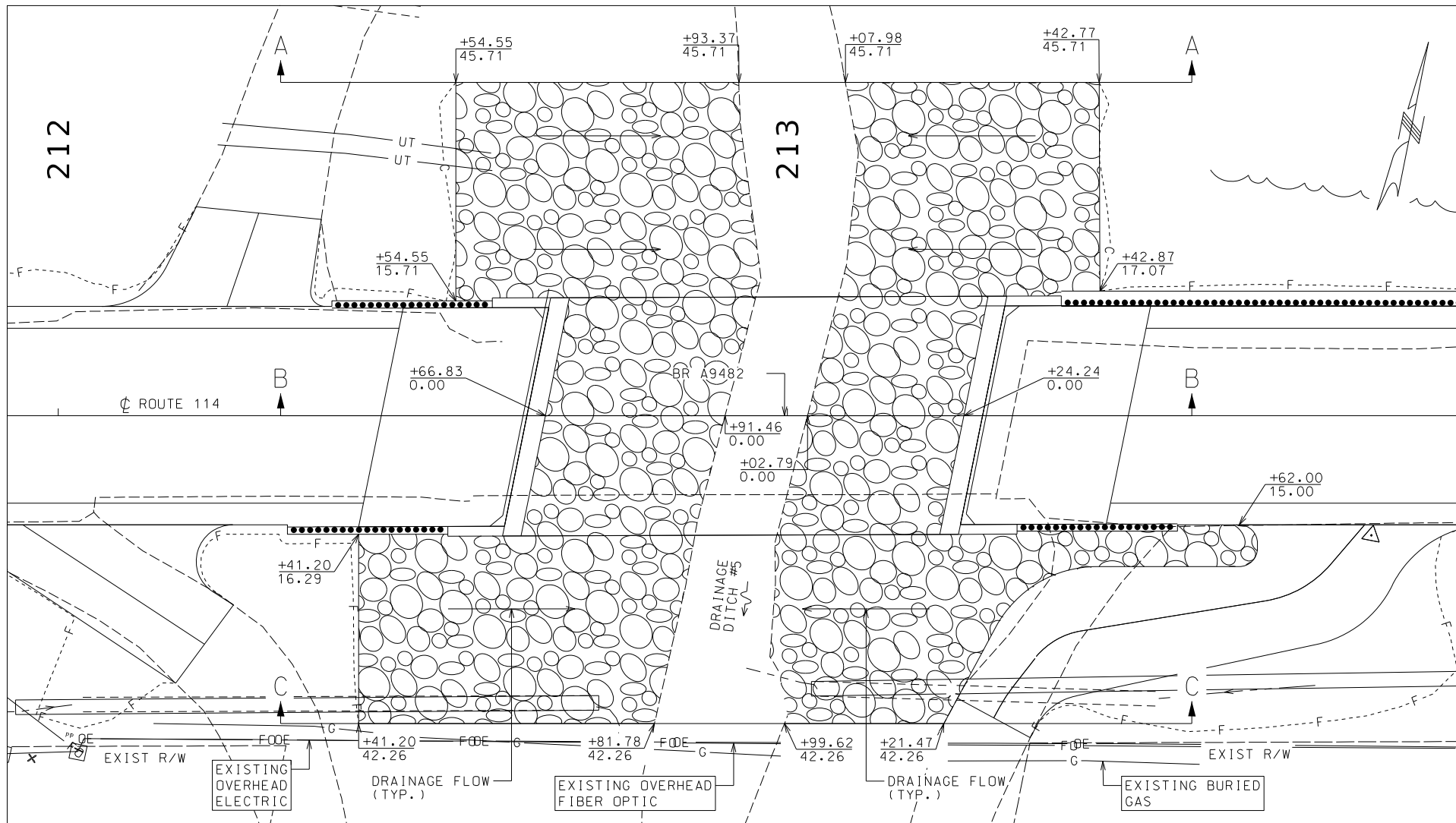
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.
REV.

REFERENCE POINTS
 NAD83 (EAST ZONE)
 PROJECTION FACTOR = 1.000018528



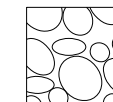
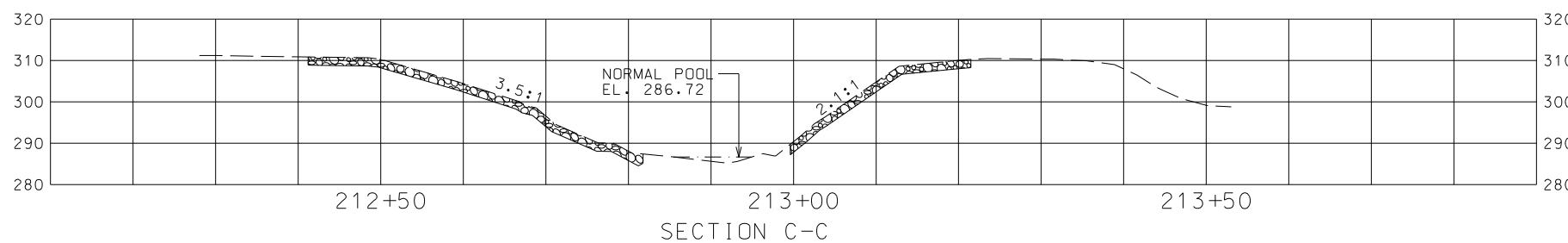
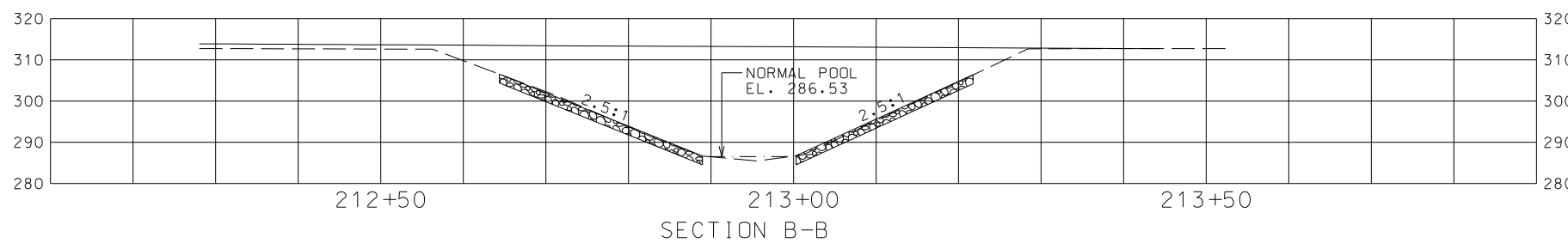
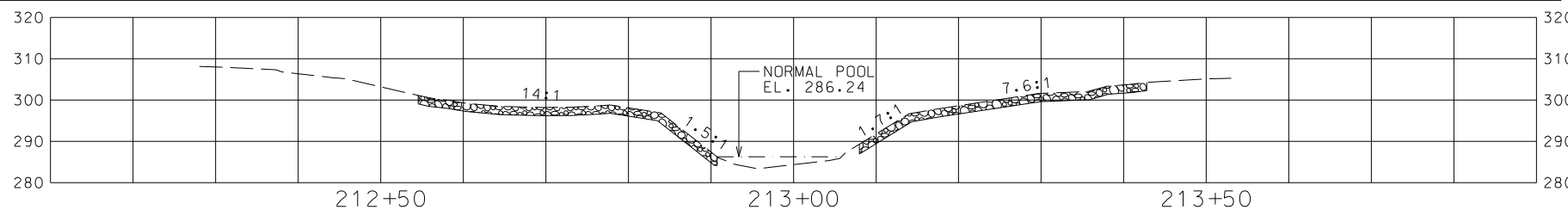
COORDINATE POINT LISTING
 MISSOURI COORDINATE SYSTEM OF 1983 (EAST ZONE)

COORDINATE POINTS					
STATION	LOCATION	OFFSET	X - EASTING (US SURVEY FEET)	Y - NORTHING (US SURVEY FEET)	DESCRIPTION
673+50.00	ROUTE 114	-	1044421.271	364938.947	BEGIN ALIGNMENT
682+75.00	ROUTE 114	-	1045285.941	365267.535	BEGIN PROJECT
682+77.73	ROUTE 114	357.92' RT	1045415.639	364933.930	BR# F0565 CP 302 - IRON ROD WITH CAP 357' SW OF BR# F0565
683+87.12	ROUTE 114	39.65' LT	1045376.666	365344.425	BR# F0565 CP 301 - IRON ROD WITH CAP 26' NW OF BR# F0565
686+32.89	ROUTE 114	33.81' RT	1045632.498	365363.061	BR# F0565 CP 300 - IRON ROD WITH CAP 14' SE OF BR# F0565
688+11.65	ROUTE 114	-	1045787.590	365458.170	END PROJECT
694+00.00	ROUTE 114	-	1046337.569	365667.171	END ALIGNMENT



NOTES:

LOCATION OF UTILITIES ARE APPROXIMATE. EXTREME CARE SHALL BE EXERCISED TO PROTECT UNDERGROUND UTILITIES.

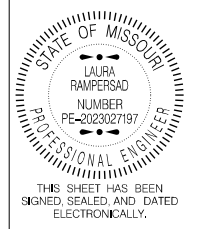


TYPE 2
ROCK BLANKET
(2' THICK)

NOTES:

1. THERE SHALL BE A LAYER OF PERMANENT EROSION CONTROL GEOTEXTILE AT THE BOTTOM OF ALL NEW TYPE 2 ROCK BLANKET. PERMANENT EROSION CONTROL GEOTEXTILE SHALL BE PAID FOR SEPARATELY.
2. LOCATION OF UTILITIES ARE APPROXIMATE. EXTREME CARE SHALL BE EXERCISED TO PROTECT UNDERGROUND UTILITIES.

NOT TO SCALE



DATE PREPARED
2/23/2026

ROUTE 114 STATE MO
DISTRICT SE SHEET NO. 10

COUNTY STODDARD
JOB NO. J9S3725
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DATE	DESCRIPTION

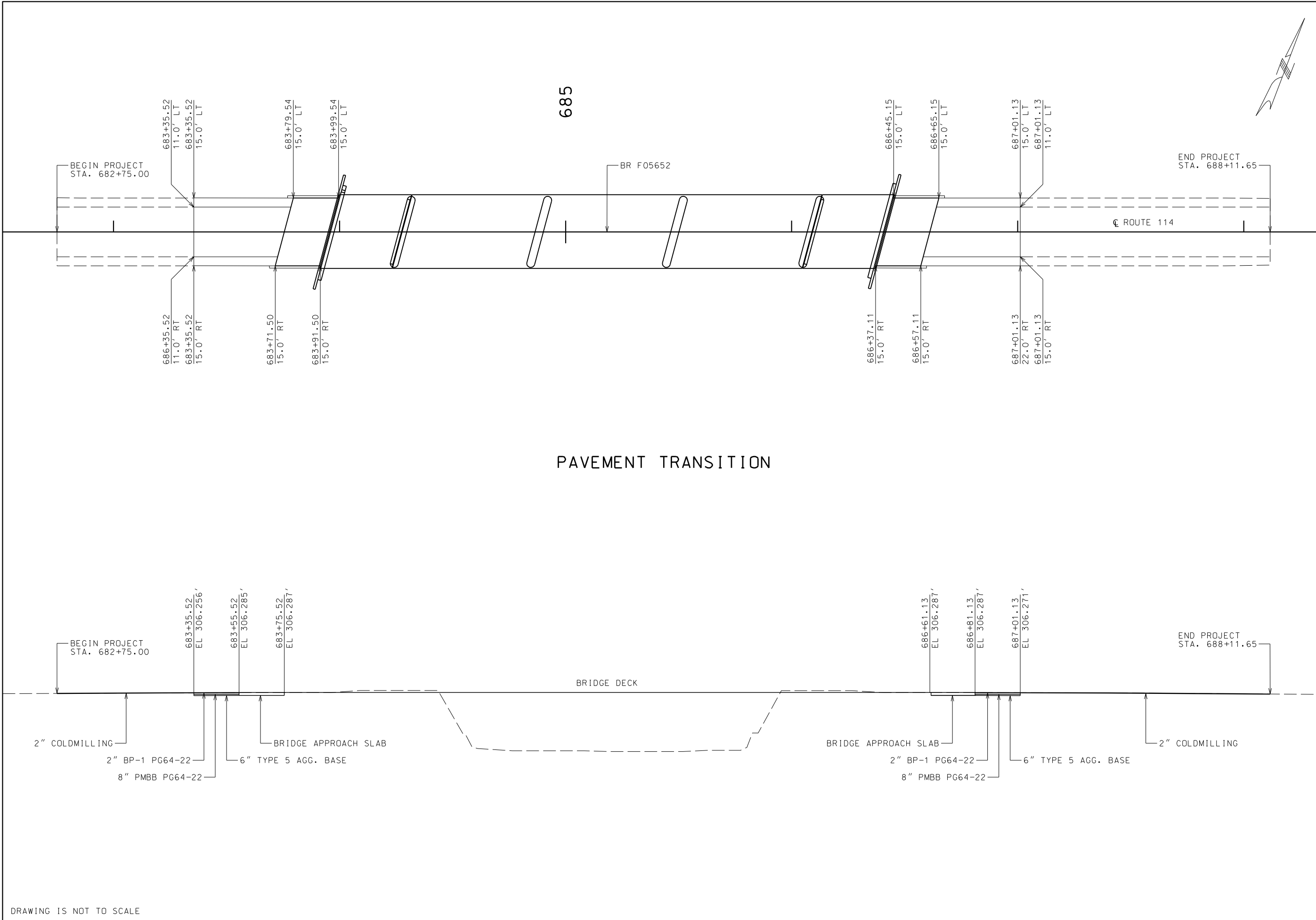
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

SPECIAL SHEET (SHEET 1 OF 9)

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416



685

PAVEMENT TRANSITION

STATE OF MISSOURI
LAURA RAMPERSAD
NUMBER PE-2023027197
PROFESSIONAL ENGINEER

THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.

DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 13
COUNTY STODDARD	
JOB NO. J9S3725	
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)

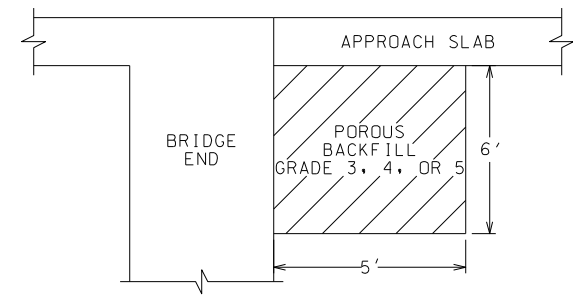
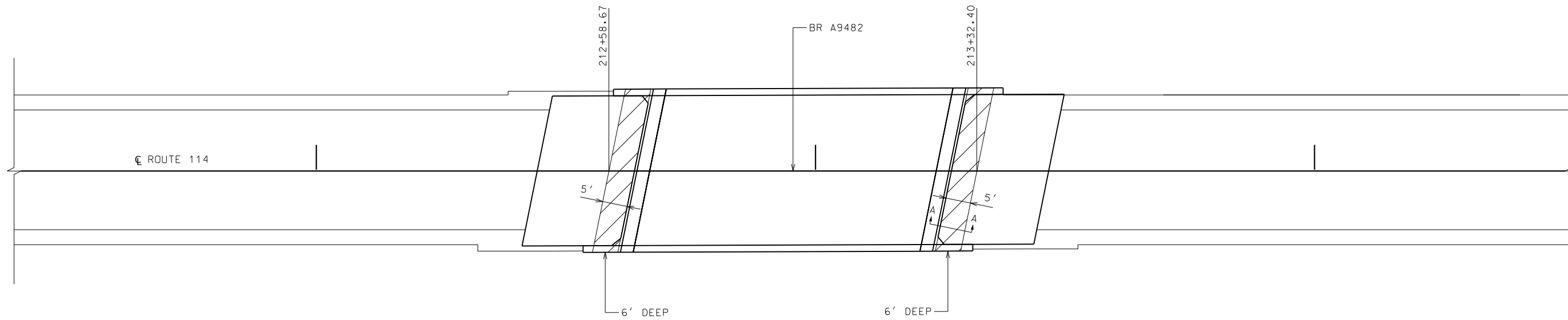
SPECIAL SHEET (SHEET 4 OF 9)

333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

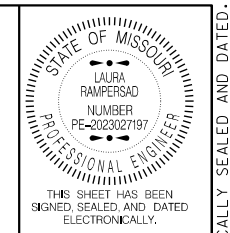
DRAWING IS NOT TO SCALE

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



POROUS BACKFILL

DRAWING IS NOT TO SCALE



DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 14
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

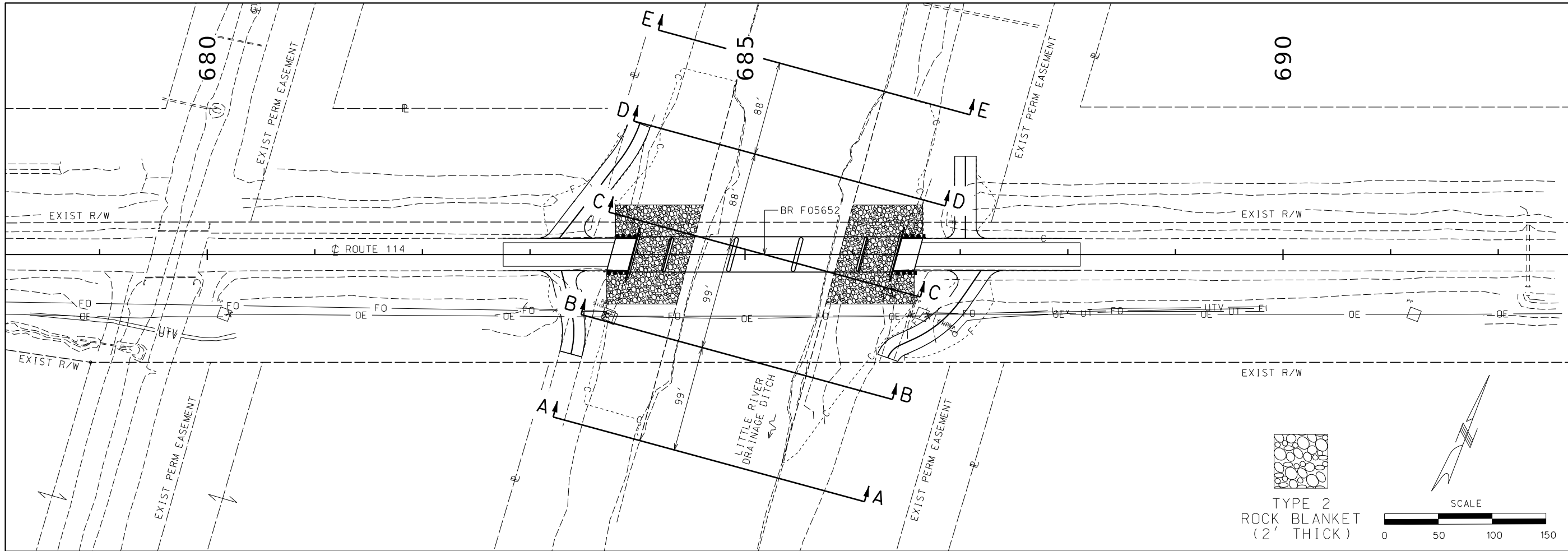
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

SPECIAL SHEET (SHEET 5 OF 9)

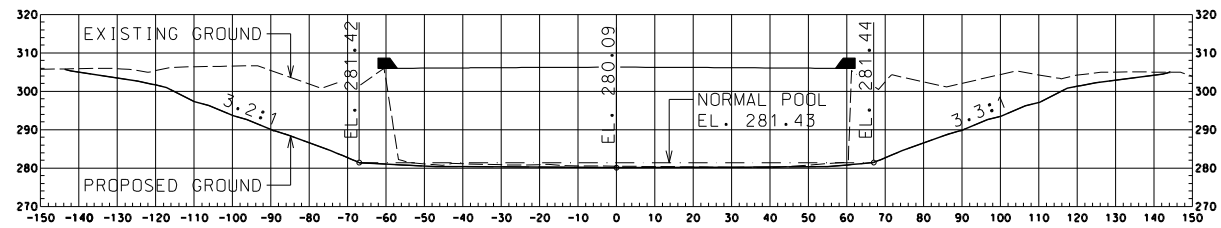
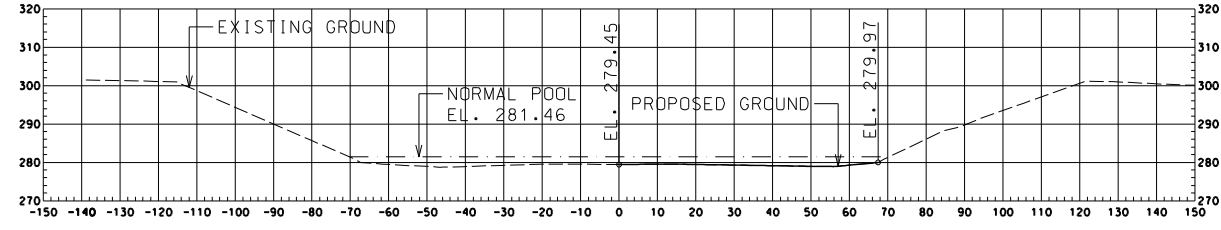
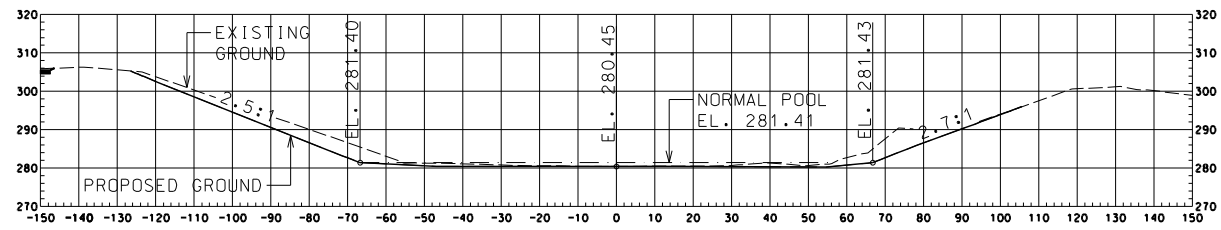
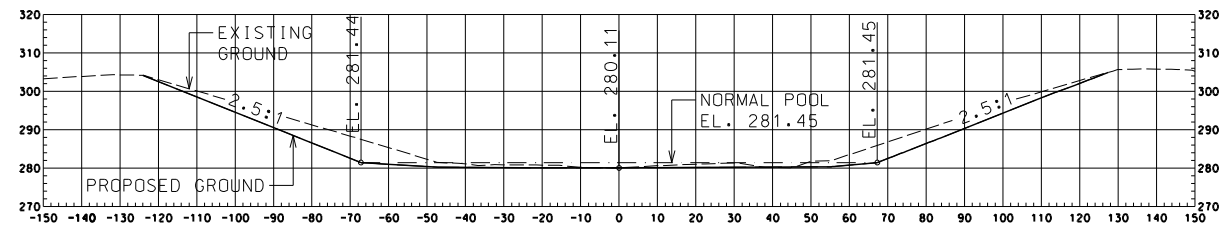
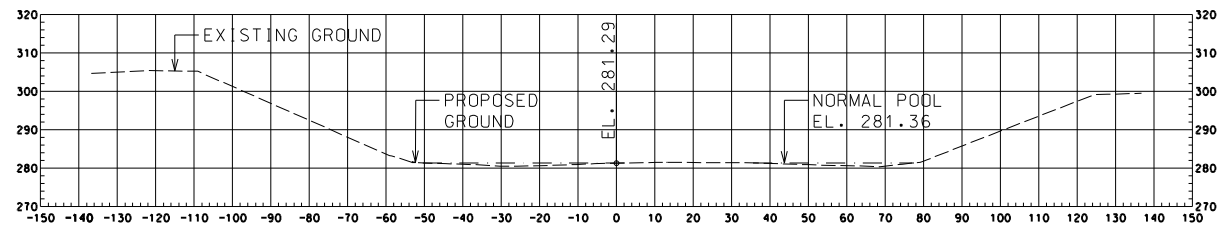
333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



STREAM ADJUSTMENT PLAN AND SECTIONS



STATE OF MISSOURI
LAURA RAMPERSAD
NUMBER PE-2023027197
PROFESSIONAL ENGINEER
THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.

DATE PREPARED 2/23/2026
ROUTE 114 STATE MO
DISTRICT SE SHEET NO. 18
COUNTY STODDARD
JOB NO. J9S3725
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

DATE	DESCRIPTION

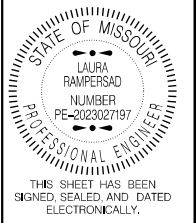
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MoDOT
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

SPECIAL SHEET (SHEET 9 OF 9)
MODJESKI-MASTERS
333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115
MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

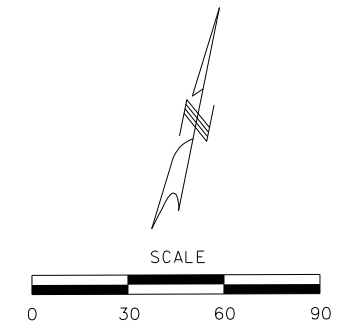
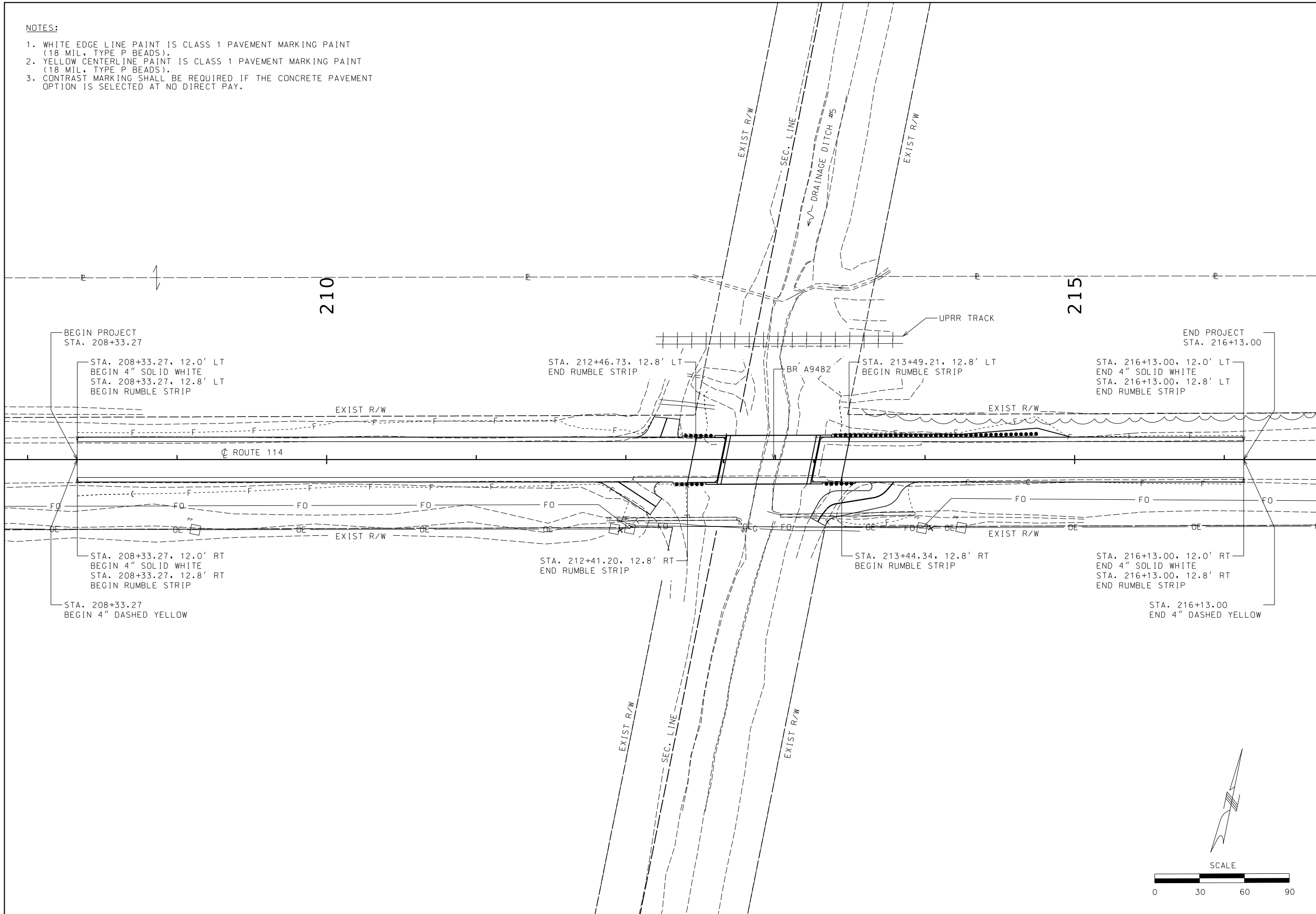
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.
REV.

NOTES:

1. WHITE EDGE LINE PAINT IS CLASS 1 PAVEMENT MARKING PAINT (18 MIL. TYPE P BEADS).
2. YELLOW CENTERLINE PAINT IS CLASS 1 PAVEMENT MARKING PAINT (18 MIL. TYPE P BEADS).
3. CONTRAST MARKING SHALL BE REQUIRED IF THE CONCRETE PAVEMENT OPTION IS SELECTED AT NO DIRECT PAY.



DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 19
COUNTY STODDARD	
JOB NO. J9S3725	
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)

PAVEMENT MARKING (SHEET 1 OF 2)

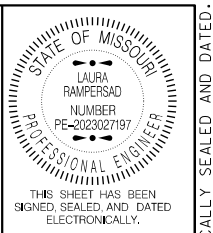
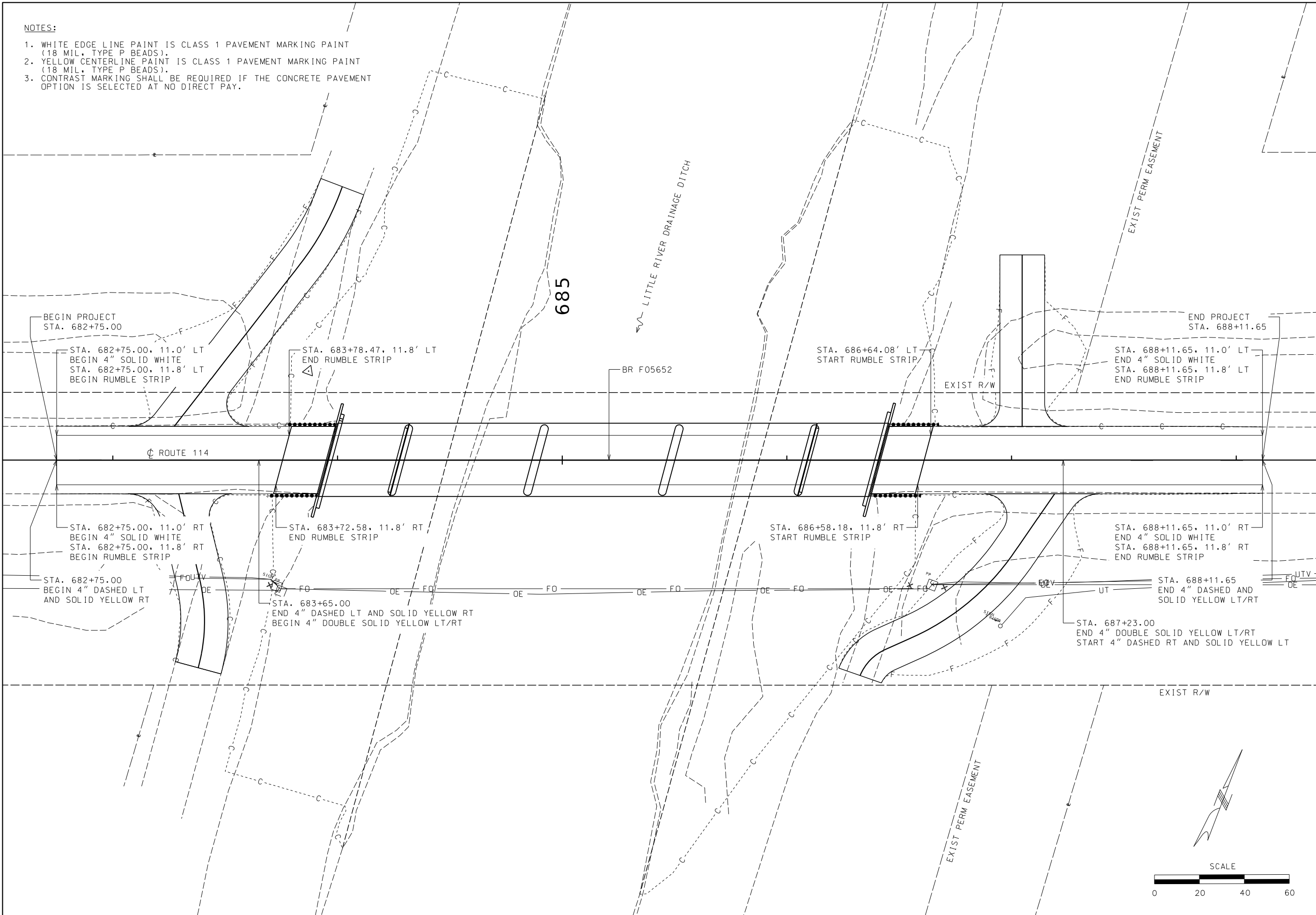
333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.
REV.

NOTES:

1. WHITE EDGE LINE PAINT IS CLASS 1 PAVEMENT MARKING PAINT (18 MIL. TYPE P BEADS).
2. YELLOW CENTERLINE PAINT IS CLASS 1 PAVEMENT MARKING PAINT (18 MIL. TYPE P BEADS).
3. CONTRAST MARKING SHALL BE REQUIRED IF THE CONCRETE PAVEMENT OPTION IS SELECTED AT NO DIRECT PAY.



DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 20
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DATE	DESCRIPTION

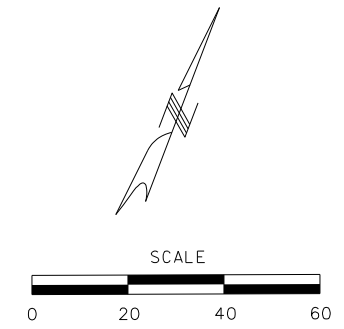
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

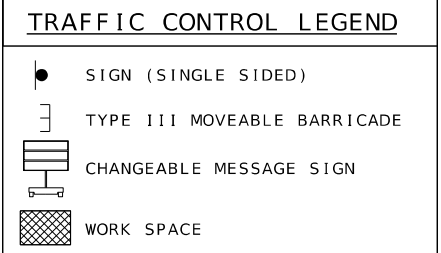
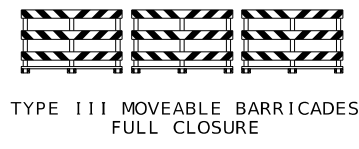
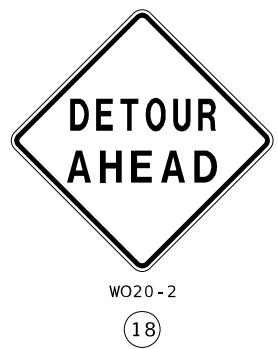
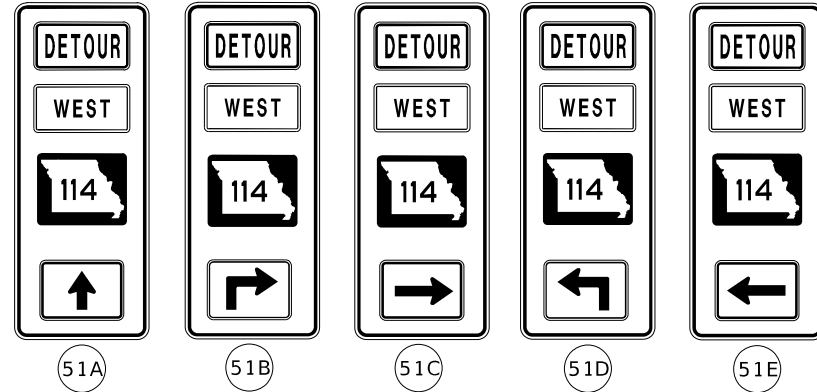
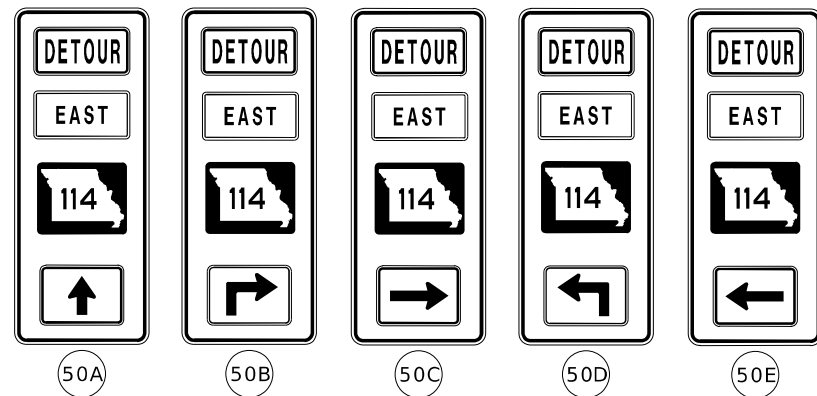
PAVEMENT MARKING (SHEET 2 OF 2)

MODJESKI-MASTERS
333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

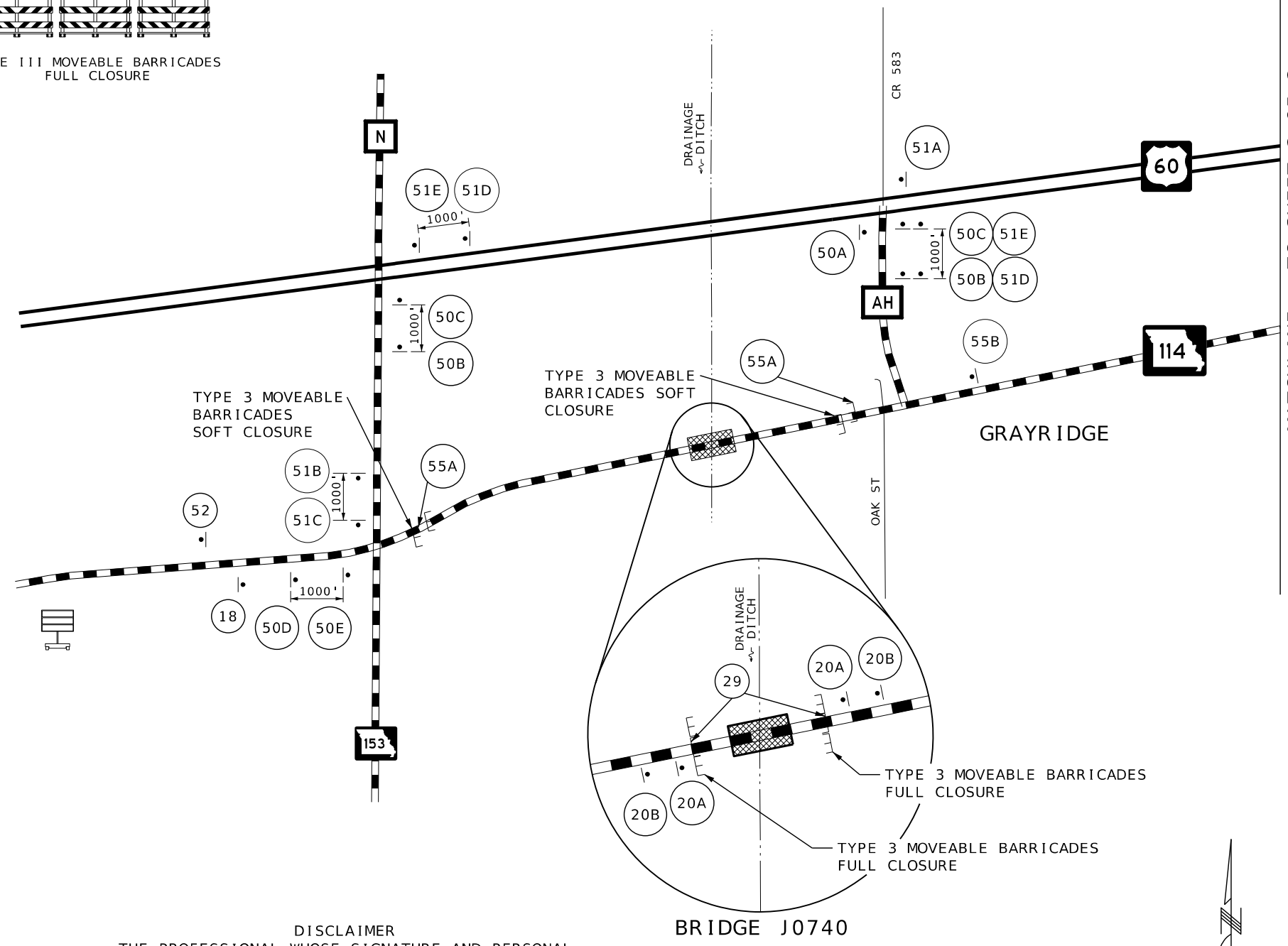
MISSOURI STATE CERTIFICATE OF AUTHORITY #001416



IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



NOTES:
 ALL SIGNS SHALL BE SPACED AT 500 FEET UNLESS OTHERWISE NOTED.
 USE IN PLACE ALL SIGNS WHICH DO NOT CONFLICT WITH THIS PLAN. COVER OR REMOVE CONFLICTING SIGNS.
 PLACE ALL SIGNS AS SHOWN OR AS DIRECTED BY THE ENGINEER.



MATCHLINE - TC SHEET 2 OF 2

DISCLAIMER
 THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) SPECIFICATION, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

NOT TO SCALE

STATE OF MISSOURI
 ALISON N. GRAVES
 NUMBER PE-2011015778
 PROFESSIONAL ENGINEER

THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.

DATE PREPARED: 2/20/2026

ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 21

COUNTY STODDARD

JOB NO. J9S3275

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

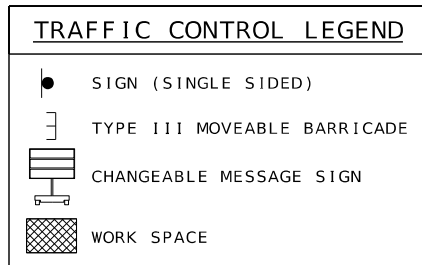
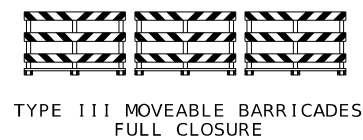
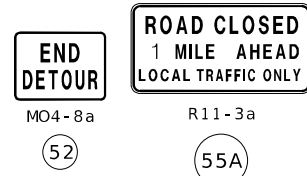
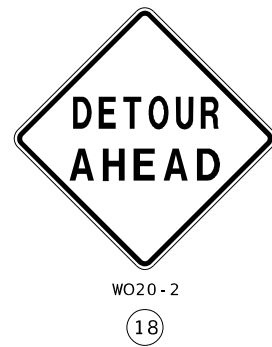
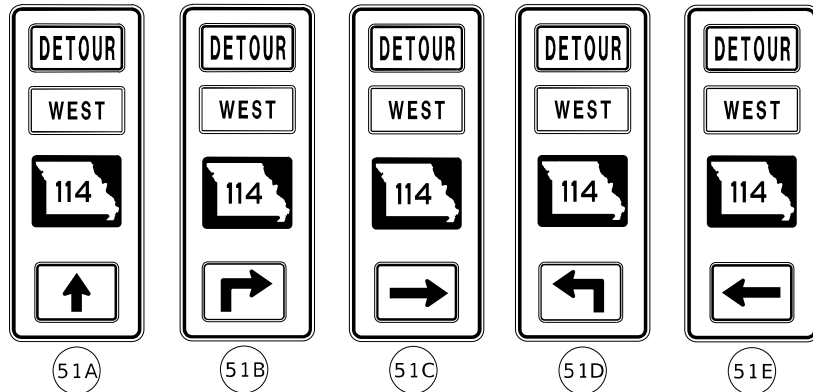
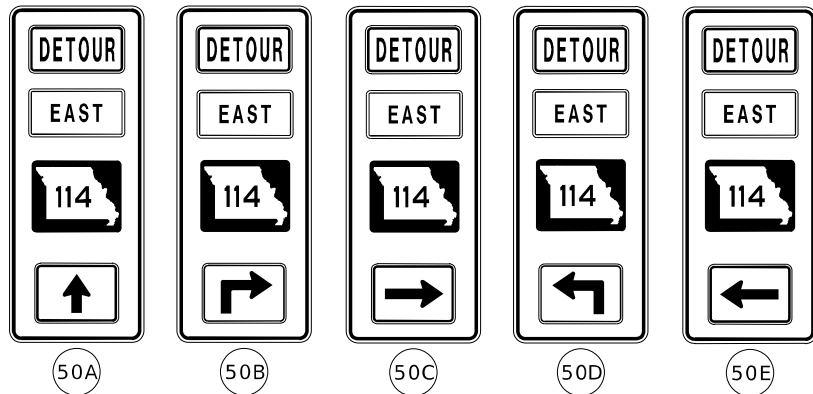
105 WEST CAPITOL
 JEFFERSON CITY, MO 65102
 1-888-ASK-MODOT (1-888-275-6636)

TRAFFIC CONTROL (SHEET 1 OF 2)

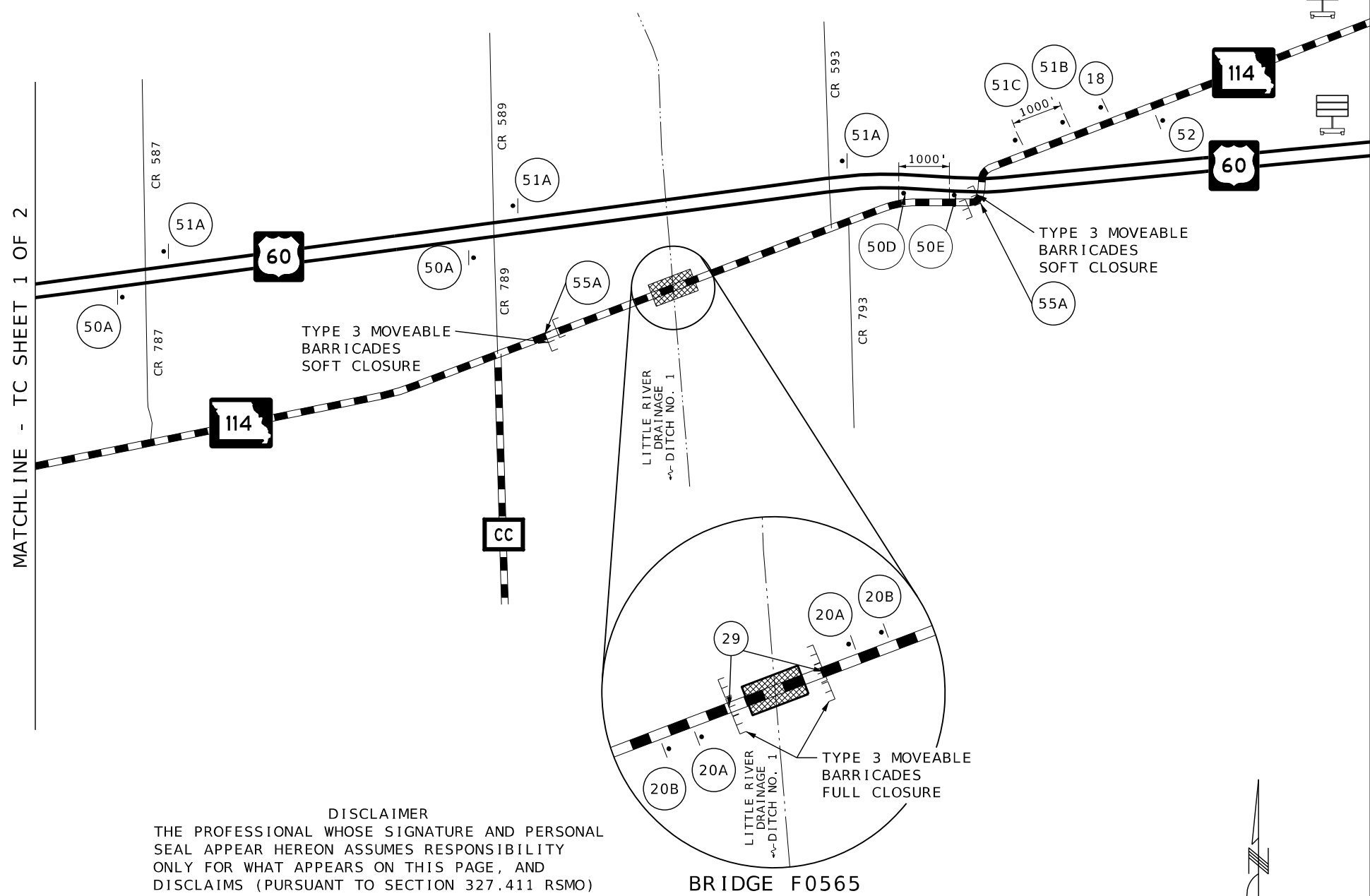
5220 Oakland Ave.
 St. Louis, MO 63110
 (314) 863-5570

CIVIL DESIGN, INC.

MO STATE CERTIFICATE OF AUTH. #2002006804 ENGINEERING



NOTES:
 ALL SIGNS SHALL BE SPACED AT 500 FEET UNLESS OTHERWISE NOTED.
 USE IN PLACE ALL SIGNS WHICH DO NOT CONFLICT WITH THIS PLAN. COVER OR REMOVE CONFLICTING SIGNS.
 PLACE ALL SIGNS AS SHOWN OR AS DIRECTED BY THE ENGINEER.



MATCHLINE - TC SHEET 1 OF 2

DISCLAIMER
 THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) SPECIFICATION, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

NOT TO SCALE

DATE PREPARED: 2/20/2026

ROUTE: 114 STATE: MO

DISTRICT: SE SHEET NO.: 22

COUNTY: STODDARD

JOB NO.: J9S3275

CONTRACT ID.:

PROJECT NO.:

BRIDGE NO.:

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

5220 Oakland Ave.
St. Louis, MO 63110
(314) 863-5570


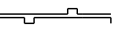
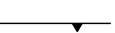
CIVIL DESIGN, INC.

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

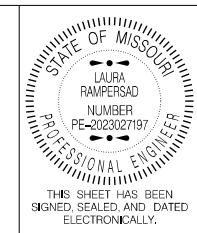
TRAFFIC CONTROL (SHEET 2 OF 2)

MO STATE CERTIFICATE OF AUTH. #2002006804 ENGINEERING

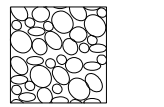
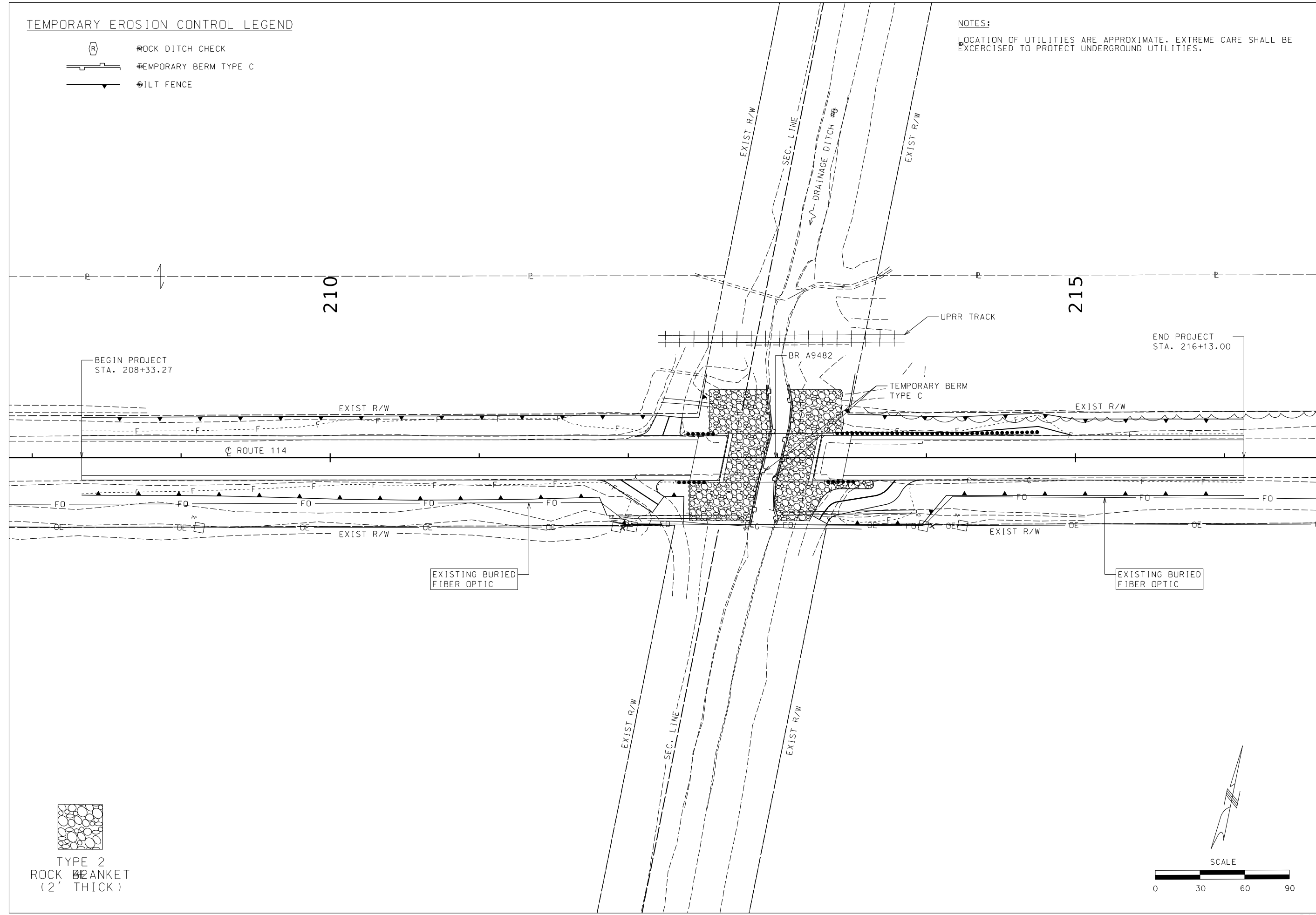
TEMPORARY EROSION CONTROL LEGEND

-  ROCK DITCH CHECK
-  TEMPORARY BERM TYPE C
-  SILT FENCE

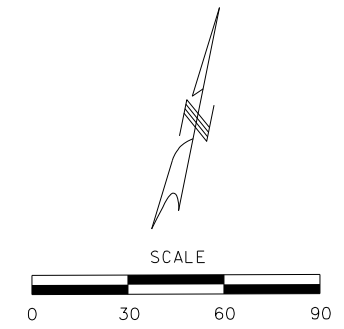
NOTES:
 LOCATION OF UTILITIES ARE APPROXIMATE. EXTREME CARE SHALL BE
 EXERCISED TO PROTECT UNDERGROUND UTILITIES.



DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 23
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	



TYPE 2
 ROCK BLANKET
 (2' THICK)



DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION
 COMMISSION



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

EROSION CONTROL (SHEET 1 OF 2)



333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-3002
 TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

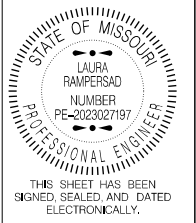
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

TEMPORARY EROSION CONTROL LEGEND

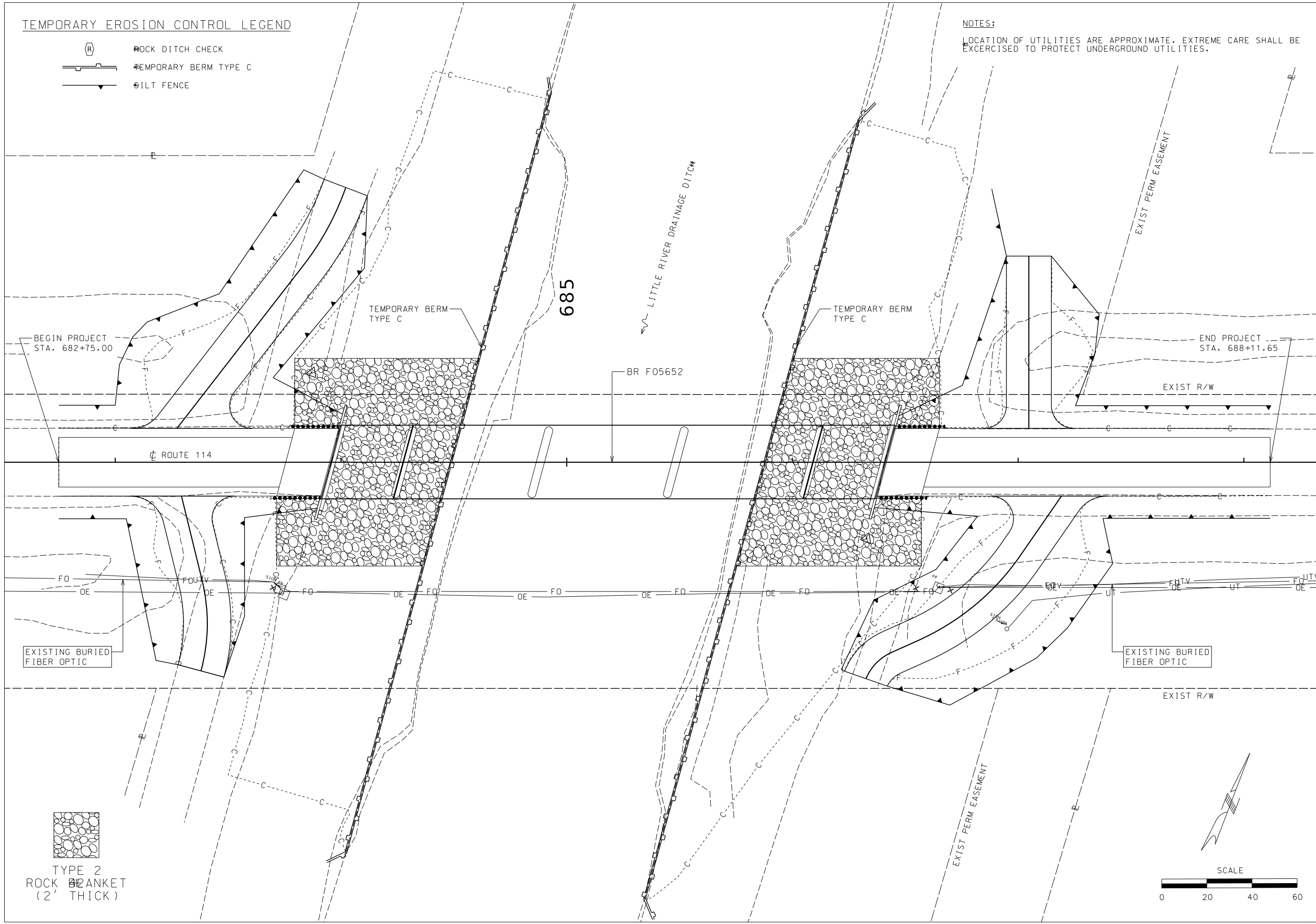
-  ROCK DITCH CHECK
-  TEMPORARY BERM TYPE C
-  SILT FENCE

NOTES:

LOCATION OF UTILITIES ARE APPROXIMATE. EXTREME CARE SHALL BE EXERCISED TO PROTECT UNDERGROUND UTILITIES.



DATE PREPARED 2/23/2026	
ROUTE 114	STATE MO
DISTRICT SE	SHEET NO. 24
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	



TYPE 2
ROCK BANKET
(2' THICK)


DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION



105 WEST CAPITOL
JEFFERSON CITY, MO 65108
1-888-ASK-MODOT (1-888-275-6636)

EROSION CONTROL (SHEET 2 OF 2)



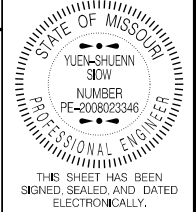
333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-3002
TEL: (314) 588-8115

MISSOURI STATE CERTIFICATE OF AUTHORITY #001416

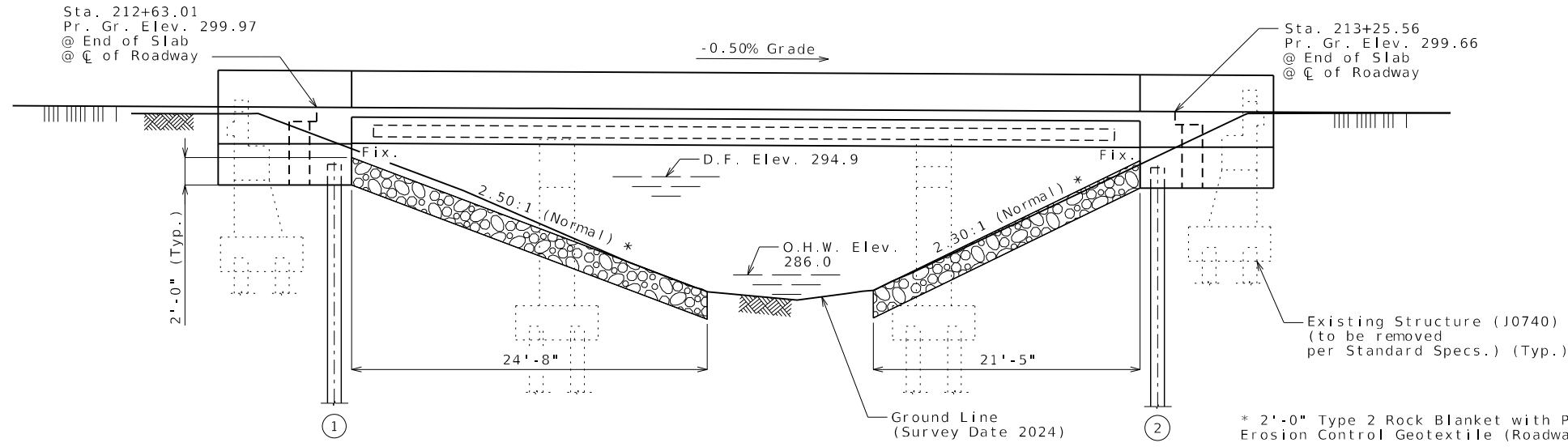
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

(60.2') PRESTRESSED CONCRETE SPREAD BOX BEAM SPAN

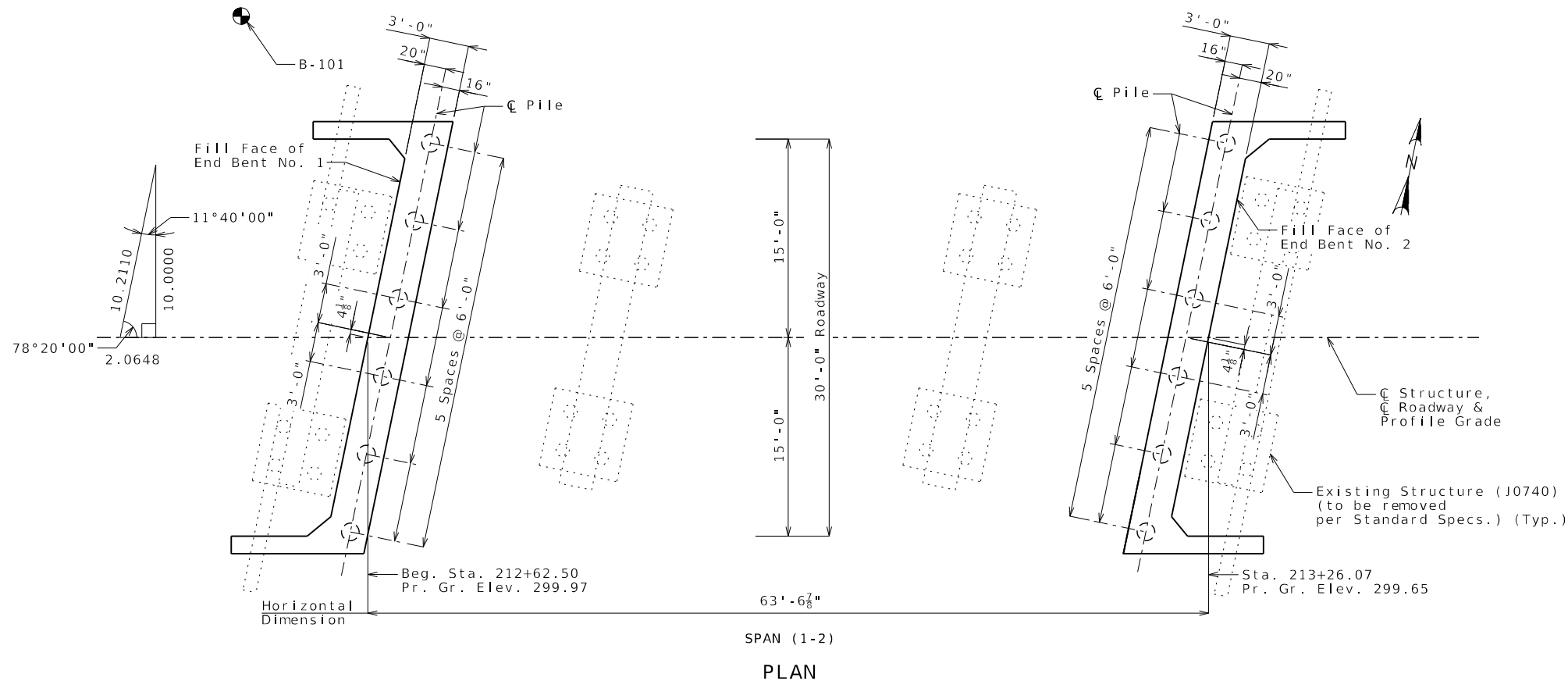
SEC/SUR 7 & 8 TWP 25N RGE 12E



DATE PREPARED	2/20/2026		
ROUTE	114	STATE	MO
DISTRICT	BR	SHEET NO.	1
COUNTY	STODDARD		
JOB NO.	J9S3725		
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.	A9482		



GENERAL ELEVATION



SPAN (1-2)
PLAN

Notes:

For General Notes, Foundation Data, Estimated Quantities, Estimated Quantities for Slab on Concrete Beam, Hydrologic Data and Location Sketch, 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.

⊙ 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(s) for this structure. The boring data for all locations indicated, as well as any other boring logs or other factual records of subsurface data and investigations performed by the department for the design of the project, are shown on Sheet(s) No. 22 thru 24 and may be included in the Electronic Bridge Deliverables. They will also be available from the Project Contact upon written request. No greater significance or weight should be given to the boring data depicted on the plan sheets than is given to the subsurface data available from the district or elsewhere.

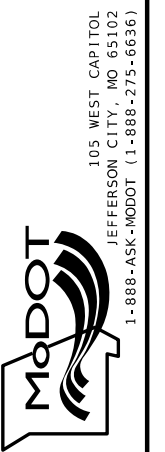
The Commission does not represent or warrant that any such boring data accurately depicts the conditions to be encountered in constructing this project. A contractor assumes all risks it may encounter in basing its bid prices, time or schedule of performance on the boring data depicted here or those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

B.M. #7 - A CHISLED SQUARE IN THE SOUTHWEST WINGWALL OF BRIDGE J0740 13' RT OF C RTE 114 STA 212+55.00 ELEV 300.11
BRIDGE: ROUTE 114 OVER DRAINAGE DITCH #5
 ROUTE 114 FROM ROUTE AH TO ROUTE 153
 ABOUT 0.5 MILES WEST OF ROUTE AH
 BEGINNING STATION 212+62.50

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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

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

Sheet No. 1 of 24

Estimated Quantities				
Item		Substr.	Superstr.	Total
Class 1 Excavation	cu. yard	70		70
Removal of Bridges (J0740)	lump sum			1
Bridge Approach Slab (Minor)	sq. yard		134	134
Galvanized Cast-In-Place Concrete Piles (16 in.)	linear foot	900		900
Dynamic Pile Testing	each	2		2
Pile Point Reinforcement	each	12		12
Class B Concrete (Substructure)	cu. yard	27.8		27.8
Type H Barrier	linear foot		157	157
Slab on Concrete Beam	sq. yard		228	228
21 in., Prestressed Concrete Spread Box Beam	linear foot		243	243
Vertical Drain at End Bents	each			2
Plain Neoprene Bearing Pad	each		8	8

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 and all reinforcement in cast-in-place pile at end bents is included in the Estimated Quantities for Slab on Concrete Beam.

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 = D (Seismic Details)
 Design earthquake response spectral acceleration coefficient at 1.0 second period, SD1 = 0.838g
 Acceleration Coefficient (effective peak ground acceleration coefficient), As = 0.720g

Design Loading:

Vehicular = HL-93
 Future Wearing Surface = 35 lb/sf
 Earth = 120 lb/cf
 Equivalent Fluid Pressure = 45 lb/cf (Min.)
 Superstructure: Non-Composite for dead load.
 Composite for live load.

Design Unit Stresses:

Class B Concrete (Substructure) $f'c = 3,000$ psi
 Class B-2 Concrete (Superstructure, except Prestressed Beams and Barrier) $f'c = 4,000$ psi
 Class B-1 Concrete (Barrier) $f'c = 4,000$ psi
 Reinforcing Steel (ASTM A706 Grade 60) $fy = 60,000$ psi
 Welded or Seamless steel shell (pipe) for CIP pile (ASTM A252 Modified Grade 3) $fy = 50,000$ psi
 For precast prestressed panel stresses, see Sheet No. 12.
 For prestressed box beam stresses, see Sheet No. 11.

Neoprene 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.

Traffic Handling:

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

Miscellaneous:

MoDOT Construction personnel will indicate the type of joint filler option used under the precast panels for this structure:
 Constant Joint Filler
 Variable Joint Filler

Estimated Quantities for Slab on Concrete Beam		
Item		Total
Class B-2 Concrete	cu. yard	69
Reinforcing Steel (Epoxy Coated)	pound	13,070

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 prestressed panels, 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 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 SC 4 and a finish type I, II or III.

The Estimated Quantities for Slab on Concrete Beam are based on skewed precast prestressed end panels.

Class B-2 Concrete quantity is based on minimum top flange thickness and minimum joint material thickness.

The prestressed panel quantities are not included in the table of Estimated Quantities for Slab on Concrete Beam.

Foundation Data				
Type	Design Data	Bent Number		
		1	2	
Load Bearing Pile	Pile Type and Size	CECIP 16"	CECIP 16"	
	Number	6	6	
	Approximate Length Per Each	75	75	
	Min. Galvanized Penetration (Elev.)	273	273	
	Minimum Tip Penetration (Elev.)	234	235	
	Criteria for Min. Tip Penetration	Liquefaction	Liquefaction	
	Pile Driving Verification Method	DT	DT	
	Resistance Factor	0.65	0.65	
	Minimum Nominal Axial Compressive Resistance	kip	224	224

CECIP = Closed Ended Cast-In-Place Concrete Pile
 DT = Dynamic Testing

Load Bearing Pile:

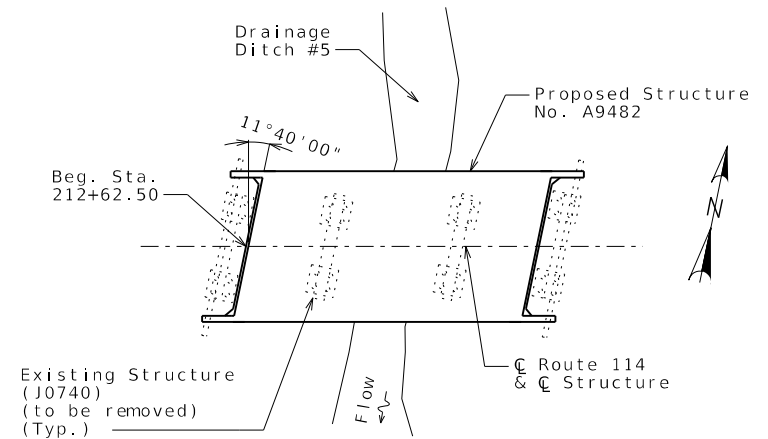
Minimum Nominal Axial Compressive Resistance = $\frac{\text{Maximum Factored Loads}}{\text{Resistance Factor}}$

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

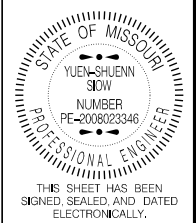
Pile point reinforcement need not be galvanized. Shop drawings will not be required for pile point reinforcement.

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.

Hydrologic Data	
Drainage Area	= 4.8 mi ²
Design Flood Frequency	= 50 years
Design Flood Discharge	= 420 cfs
Design Flood (D.F.) Elevation	= 294.9
Base Flood (100-year)	
Base Flood Elevation	= 295.2
Base Flood Discharge	= 450 cfs
Estimated Backwater	= 0.1 ft
Average Velocity thru Opening	= 1.7 ft/s
Freeboard (50-year)	
Freeboard	= 2.0 ft
Roadway Overtopping	
Overtopping Flood Discharge	= N/A
Overtopping Flood Frequency	= > 500 years
500-year Flood Elevation	= 295.5



LOCATION SKETCH



DATE PREPARED
2/20/2026

ROUTE 114 STATE MO

DISTRICT BR SHEET NO. 2

COUNTY STODDARD

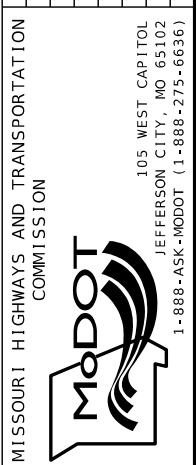
JOB NO. J9S3725

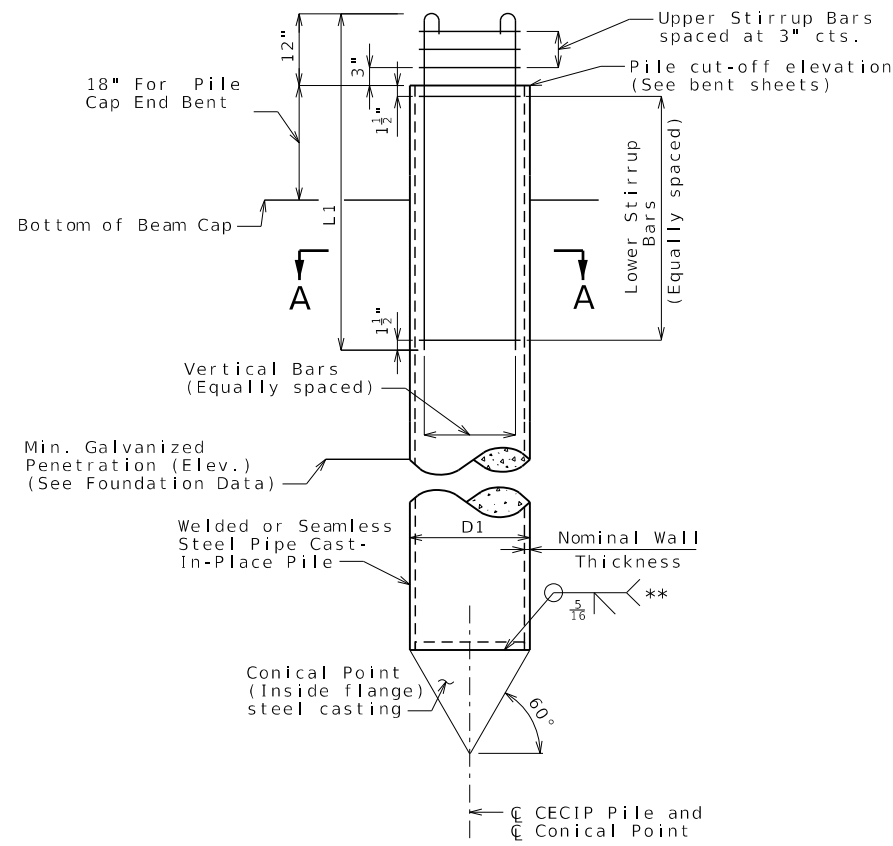
CONTRACT ID.

PROJECT NO.

BRIDGE NO. A9482

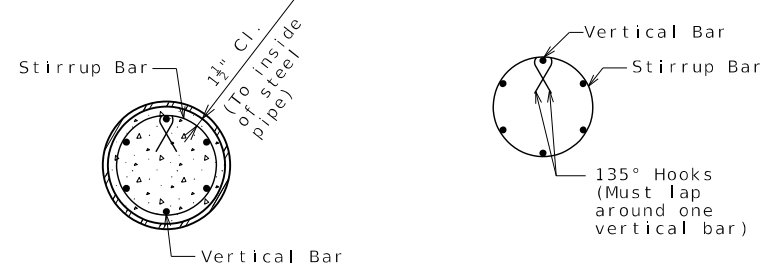
DESCRIPTION	DATE





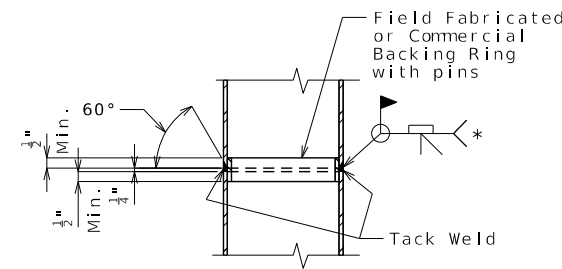
GALVANIZED CLOSED ENDED CAST-IN-PLACE (CECIP) CONCRETE PILE WITH MANUFACTURED CONICAL PILE POINT
(Omit closure plate)

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



SECTION A-A

DETAIL OF SEISMIC STIRRUP BAR



STEEL PIPE PILE SPLICE

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

Galvanized Closed Ended Cast-In-Place (CECIP) Concrete Pile Data		
Bent Number	1	2
D1, CECIP Pile (O.D.)	16"	16"
Min. Nominal Wall Thickness	1/2"	1/2"
Closure Plate Thickness	-	-
Pile Point Reinforcement	Conical	Conical
Vertical Bars	6-#6-V104	6-#6-V204
L1, Length of Vertical Bars	5'-3"	5'-3"
Upper Stirrup Bars	3-#4-P100	3-#4-P200
Lower Stirrup Bars	5-#4-P100	5-#4-P200

Notes:

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

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

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

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

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

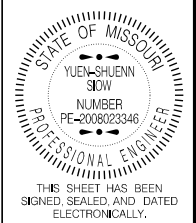
Splices of pipe for cast-in-place concrete pile shall be made watertight and to the full strength of the pipe above and below the splice to permit hard driving without damage. Pipe damaged during driving shall be replaced without cost to the state. Pipe sections used for splicing shall be at least 5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

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

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

All reinforcement for cast-in-place pile at end bents is included in the Estimated Quantities for Slab on Concrete Beam.

For Foundation Data table, see Sheet No. 2 .



DATE PREPARED
2/20/2026
ROUTE 114 STATE MO
DISTRICT BR SHEET NO. 3

COUNTY
STODDARD

JOB NO.
J9S3725
CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9482

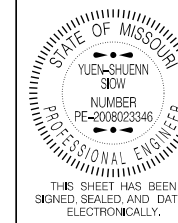
DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115

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



DATE PREPARED
2/20/2026
ROUTE 114 STATE MO
DISTRICT BR SHEET NO. 4
COUNTY
STODDARD
JOB NO.
J9S3725
CONTRACT ID.

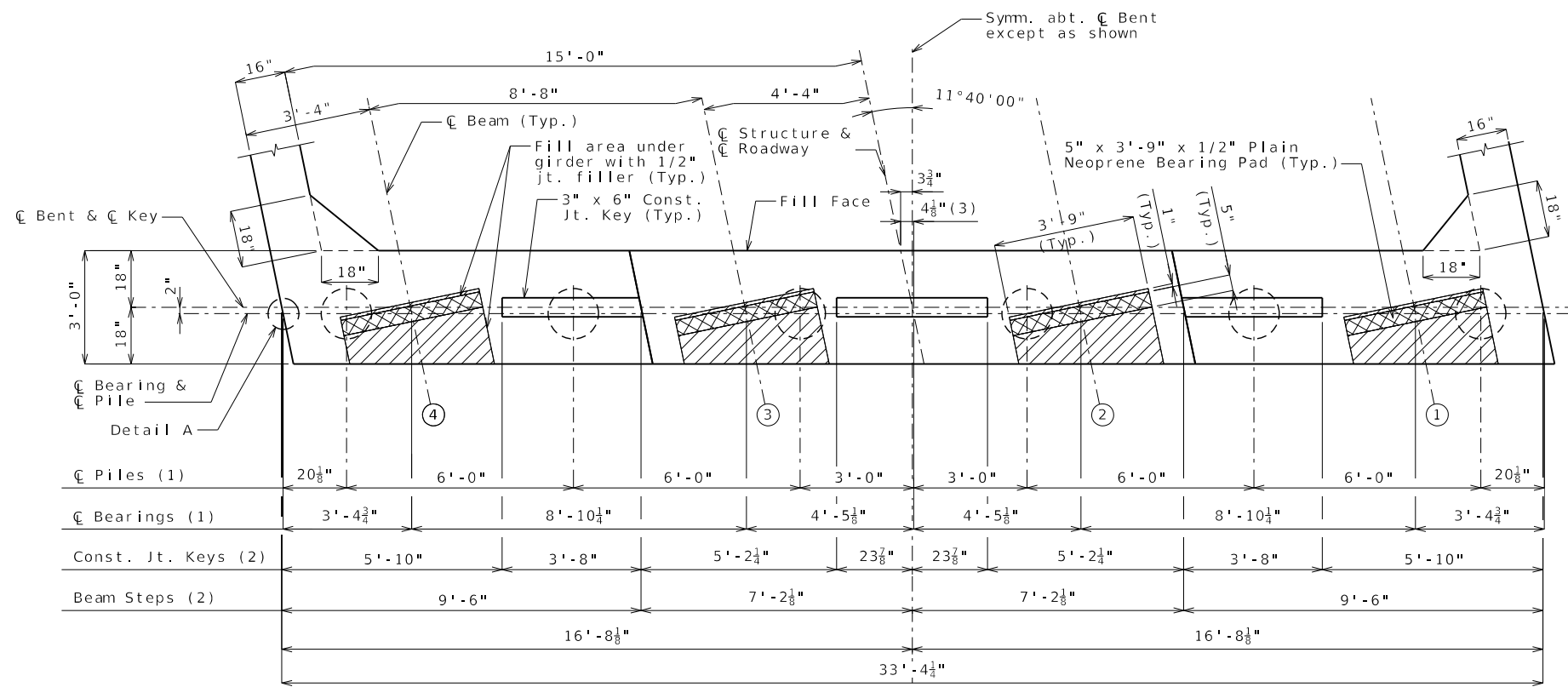
PROJECT NO.
BRIDGE NO.
A9482

DESCRIPTION
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

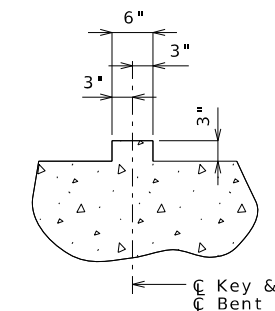
 105 WEST CAPITOL JEFFERSON CITY, MO 65102
 1-888-ASK-MODOT (1-888-275-6636)

MODJESKI-MASTERS
 333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-2256
 TEL:(314) 588-8115

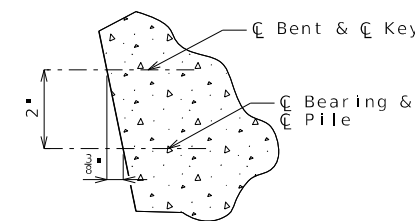


PLAN OF BEAM

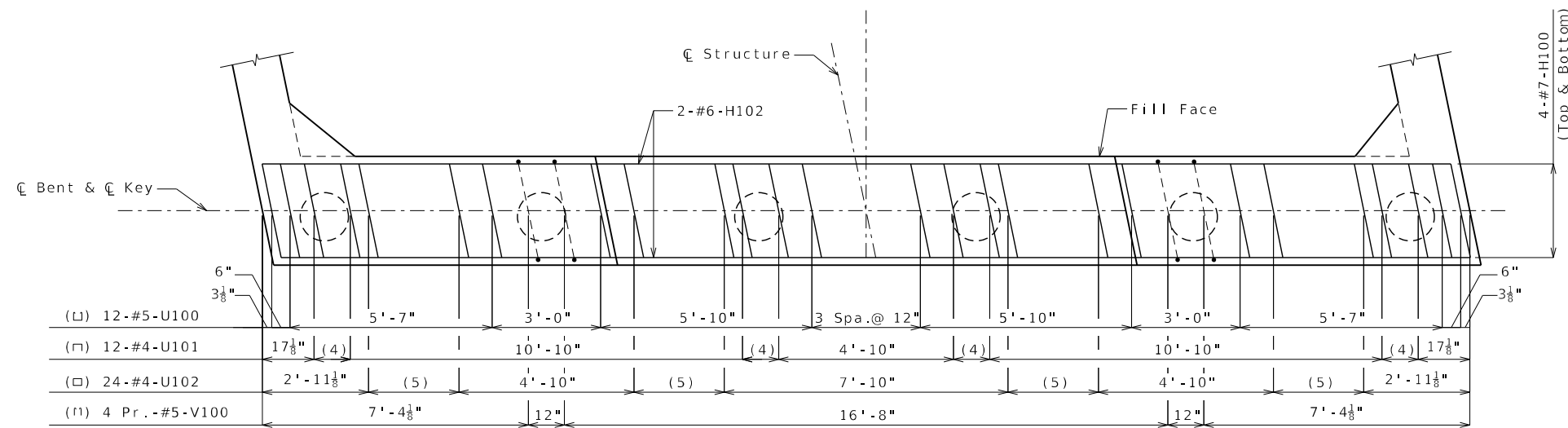
- (1) Dimensioned along C Bearing and C Pile
- (2) Dimensioned along C Bent & C Key
- (3) C Roadway at Fill Face to C Roadway at C Bearing



SECTION THRU KEY



DETAIL A



PLAN OF BEAM SHOWING REINFORCEMENT

- (4) 2 Spaces @ 6"
- (5) 5 Spaces @ 6"

Keys not shown for clarity.

NOTES:

Work this sheet with Sheets No. 5 & 6.

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

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

Substructure Quantity Table for Bent No. 1

Item	Quantity
Class 1 Excavation	cu. yard 40
Galvanized Cast-In-Place Concrete Piles (16 in.)	linear foot 450
Dynamic Pile Testing	each 1
Pile Point Reinforcement	each 6
Class B Concrete (Substructure)	cu. yard 13.9

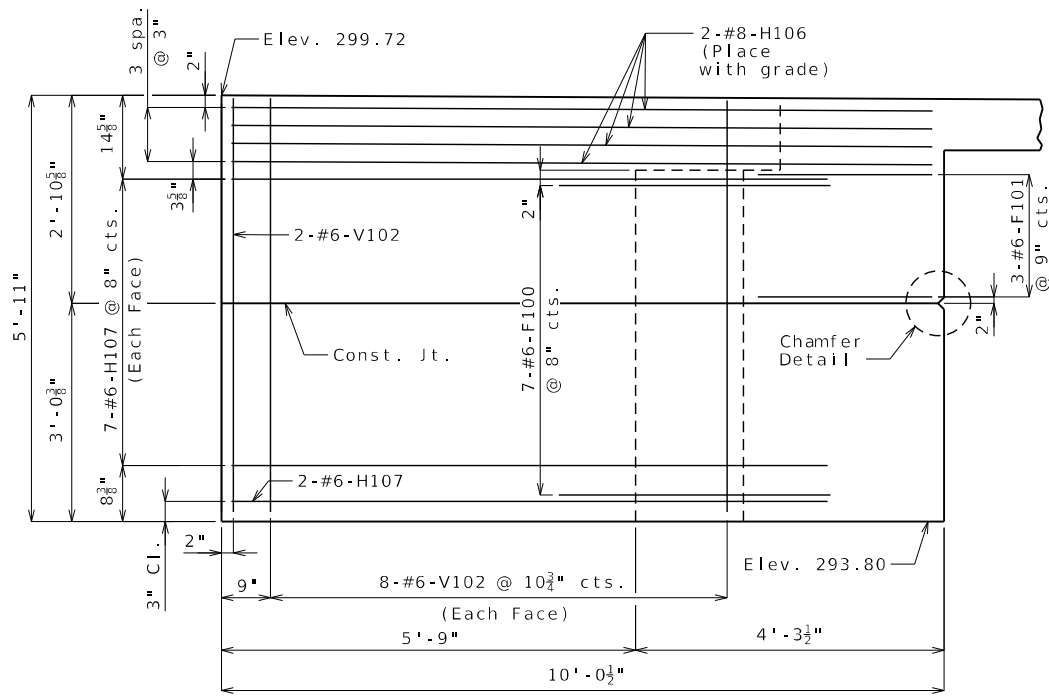
These quantities are included in the Estimated Quantities table on Sheet No. 2.

DETAILS OF END BENT NO. 1

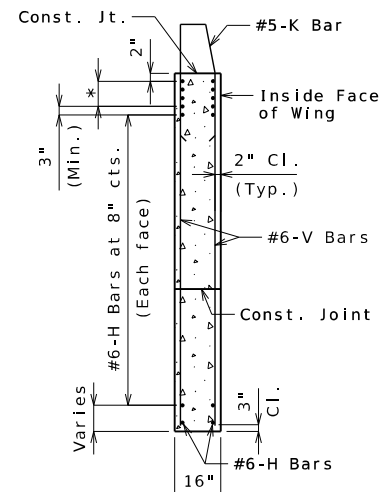
Detailed Aug. 2025
Checked Sep. 2025

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

Sheet No. 4 of 24

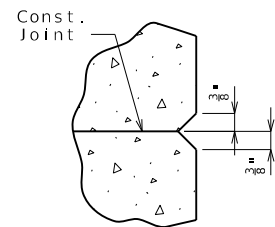


ELEVATION E-E

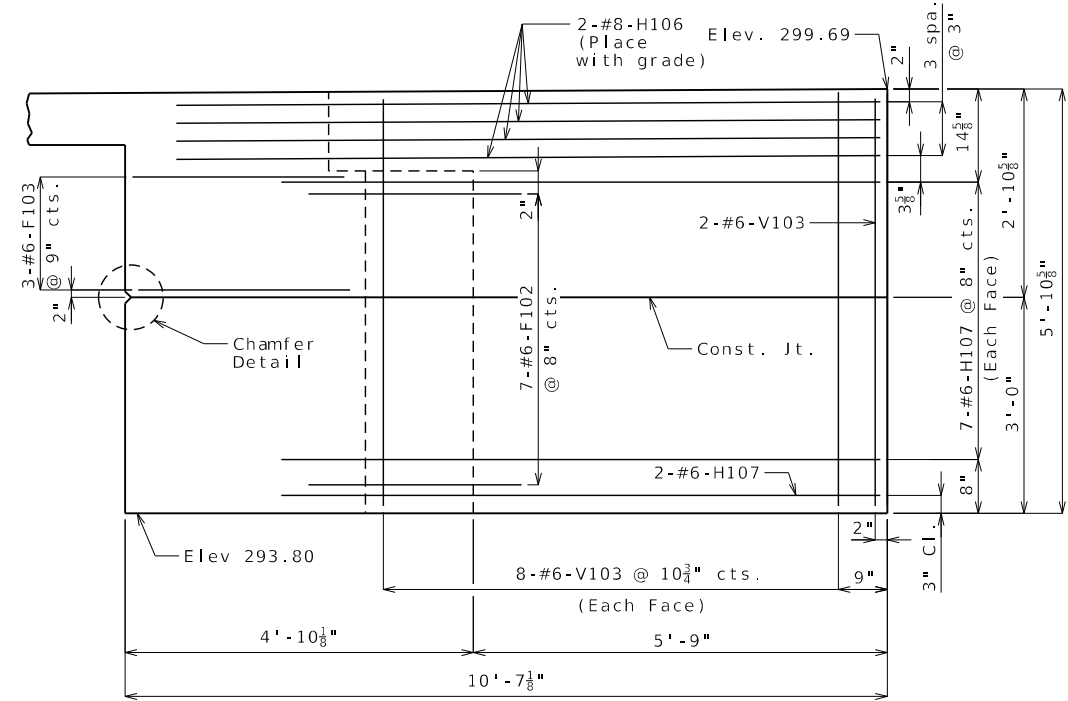


TYPICAL SECTION THRU WING

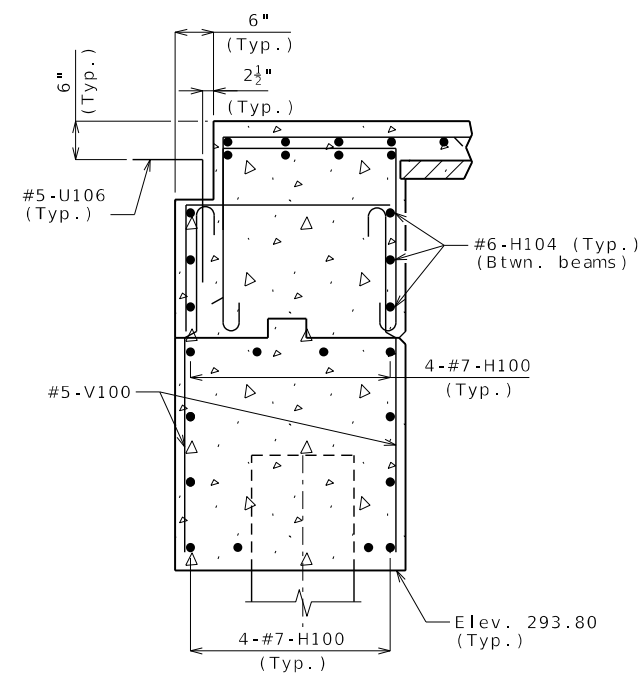
* #8-H Bars at 3" cts. (Each face) (Place with grade)



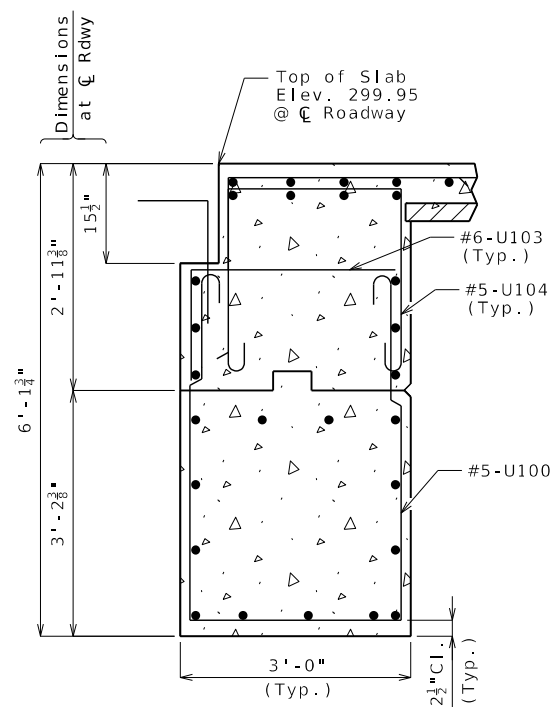
CHAMFER DETAIL



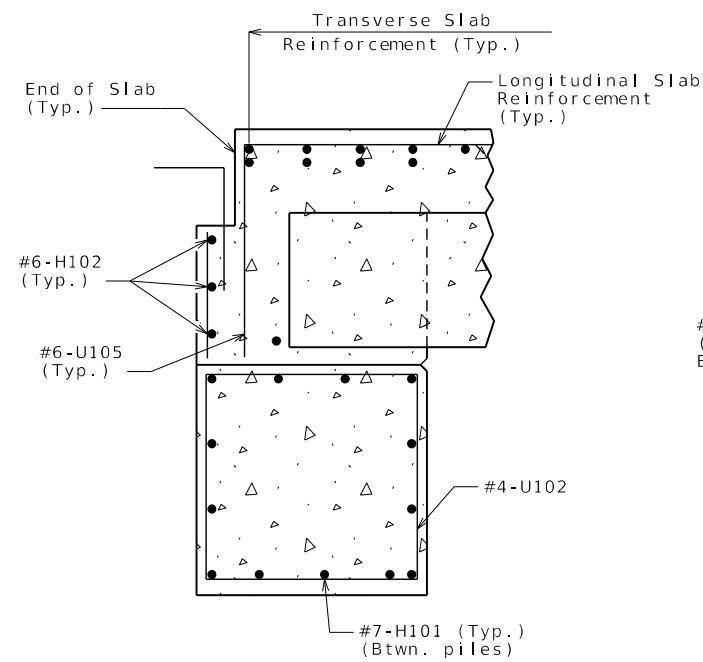
ELEVATION F-F



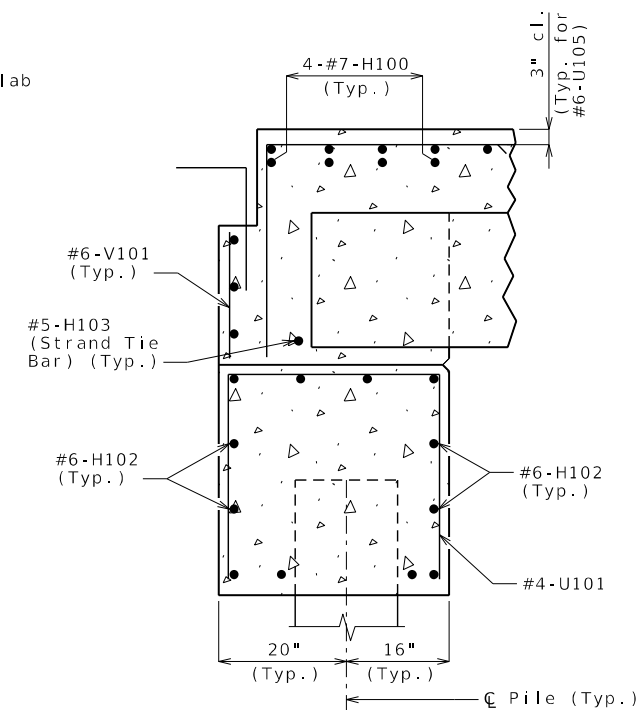
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

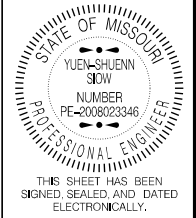
DETAILS OF END BENT NO. 1

Notes:

Work this sheet with Sheets No. 4 & 5.

For location of Sections A-A, B-B, C-C, & D-D and Elevations E-E & F-F, see Sheet No. 5.

For reinforcement of the barrier, see Sheet No. 16.



DATE PREPARED 2/20/2026	
ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 6
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	

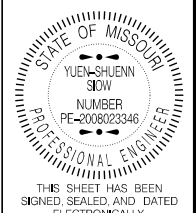
PROJECT NO.
BRIDGE NO. A9482

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



DATE PREPARED
2/20/2026

ROUTE 114 STATE MO
DISTRICT BR SHEET NO. 8

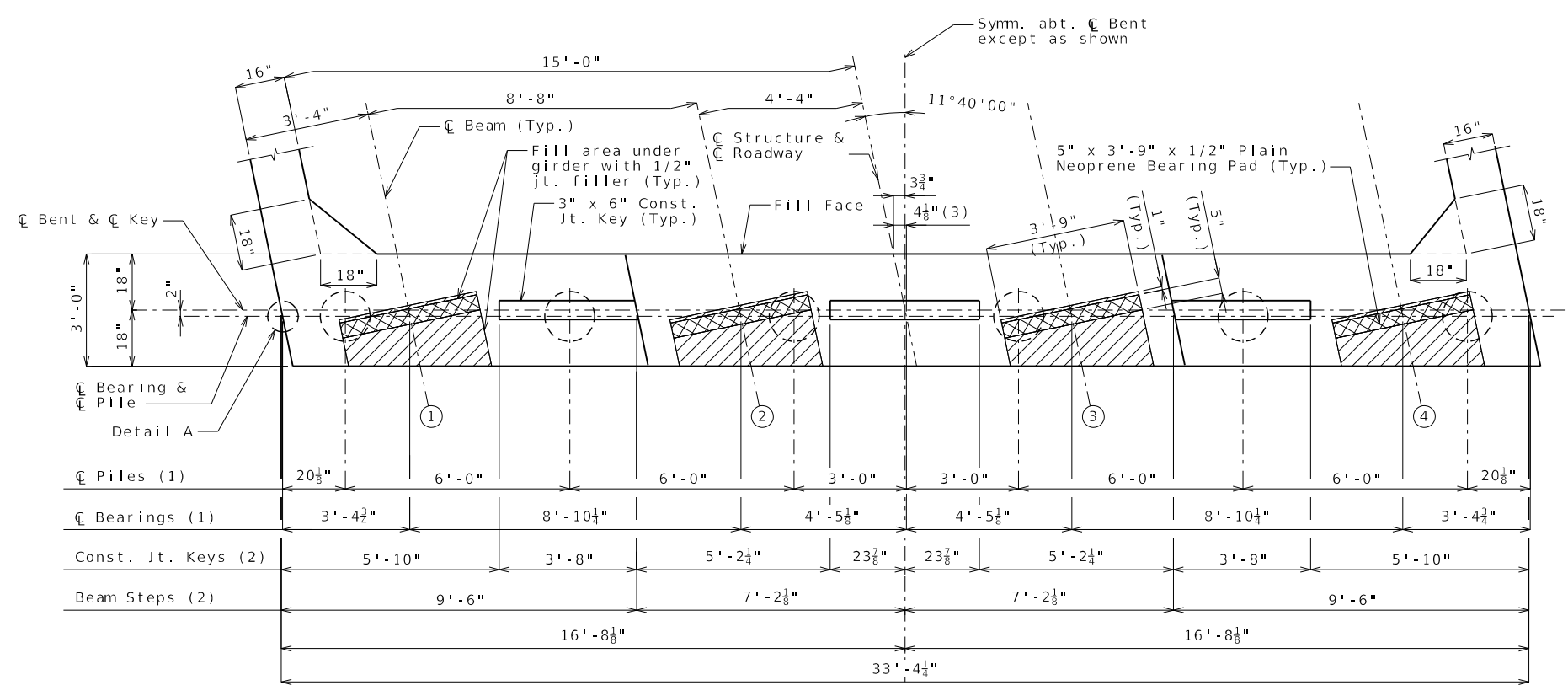
COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

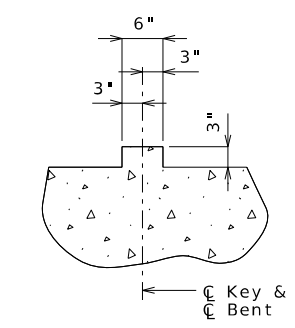
PROJECT NO.

BRIDGE NO.
A9482

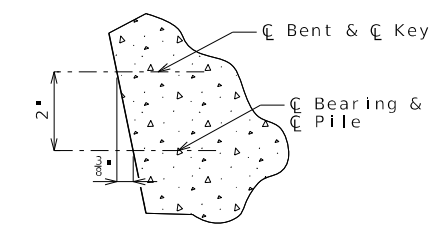


PLAN OF BEAM

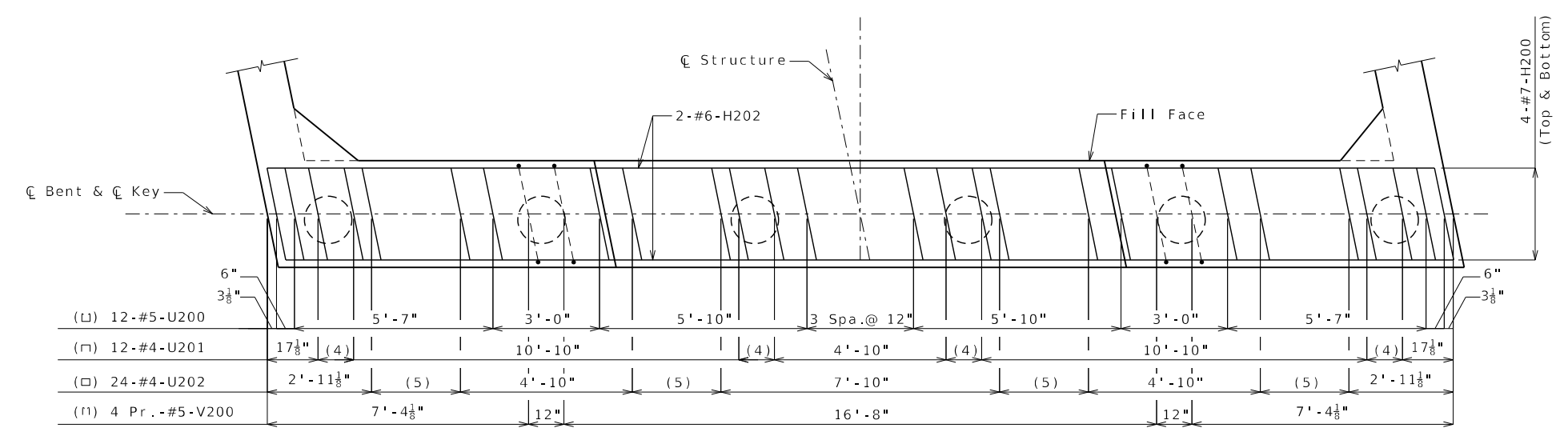
- (1) Dimensioned along C Bearing and C Pile
- (2) Dimensioned along C Bent & C Key
- (3) C Roadway at Fill Face to C Roadway at C Bearing



SECTION THRU KEY



DETAIL A



PLAN OF BEAM SHOWING REINFORCEMENT

- (4) 2 Spaces @ 6"
- (5) 5 Spaces @ 6"

Keys not shown for clarity.

NOTES:

Work this sheet with Sheets No. 9 & 10.

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

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

Substructure Quantity Table for Bent No. 2		
Item		Quantity
Class 1 Excavation	cu. yard	30
Galvanized Cast-In-Place Concrete Piles (16 in.)	linear foot	450
Dynamic Pile Testing	each	1
Pile Point Reinforcement	each	6
Class B Concrete (Substructure)	cu. yard	13.9

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

DETAILS OF END BENT NO. 2

Detailed Aug. 2025
Checked Sep. 2025

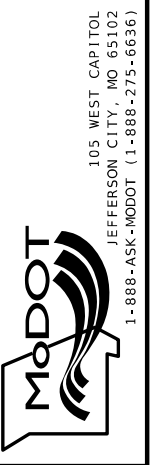
Note: This drawing is not to scale. Follow dimensions.

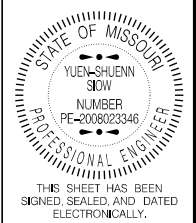
Sheet No. 8 of 24

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION





THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE 114 STATE MO
DISTRICT BR SHEET NO. 9

COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9482

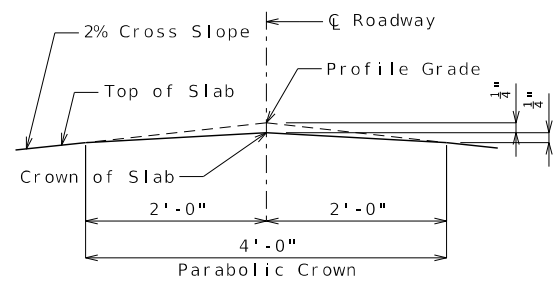
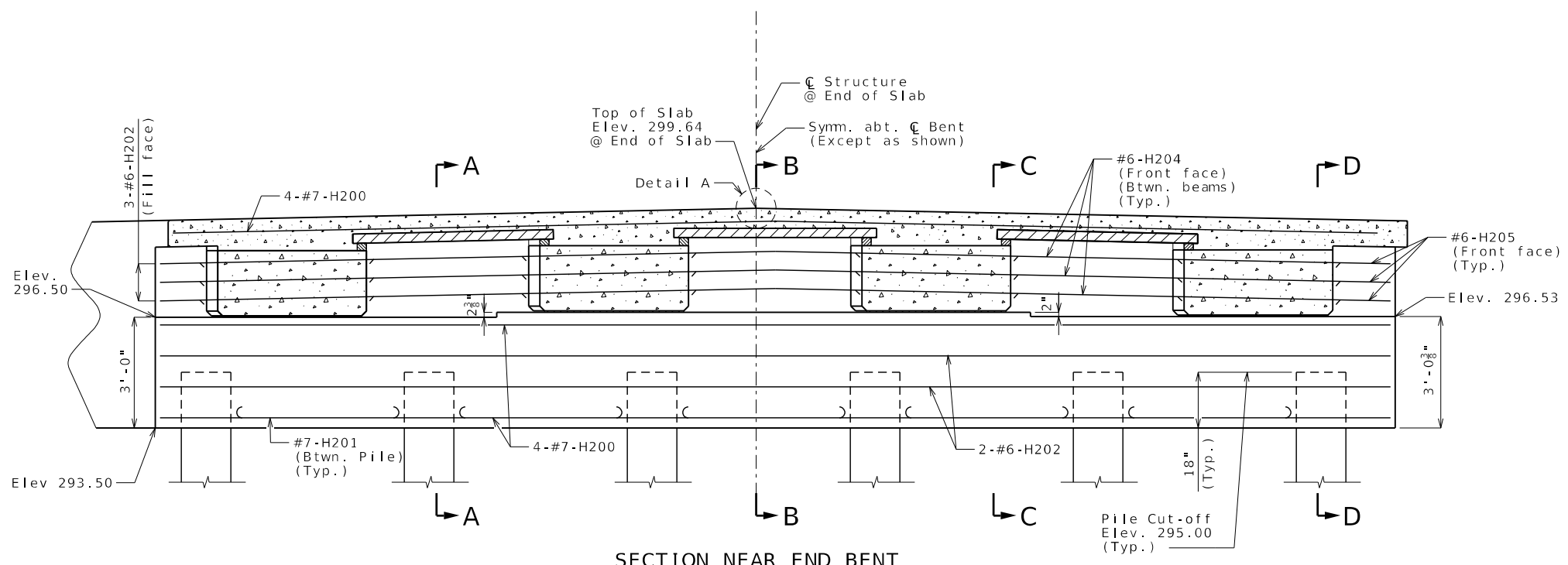
DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

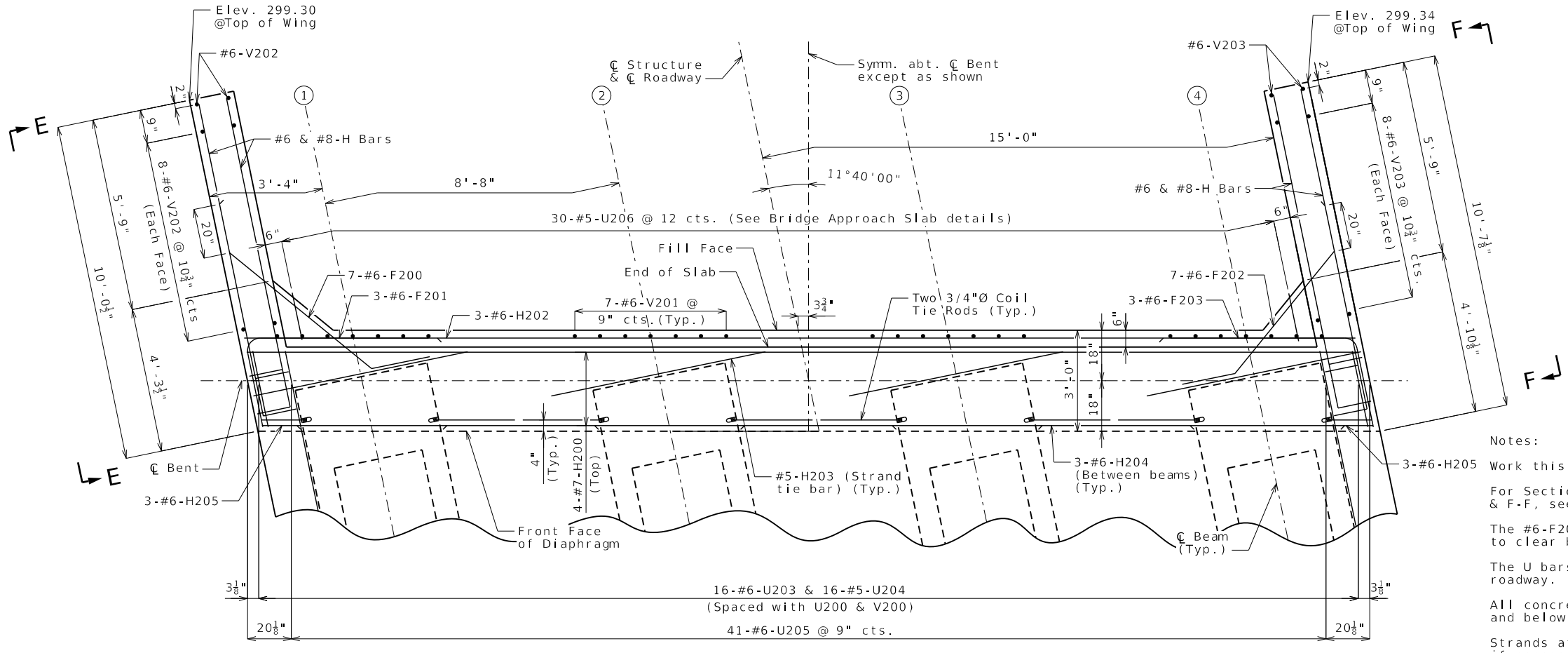
MODJESKI-MASTERS

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



SECTION NEAR END BENT

DETAIL



PART PLAN

Notes:

For Sections A-A, B-B, C-C, & D-D and Elevations E-E & F-F, see Sheet No. 10.

The #6-F200 & #6-F202 bars shall be bent in the field to clear beams.

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

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

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

For location of coil tie rods and #5-H203 (strand tie bar), see Sheet No. 11.

For details of Vertical Drain at End Bents, see Sheet No. 7.

For details of bridge approach slab, see Sheet No. 18.

DETAILS OF END BENT NO. 2

Detailed Aug. 2025
Checked Sep. 2025

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

Sheet No. 9 of 24



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

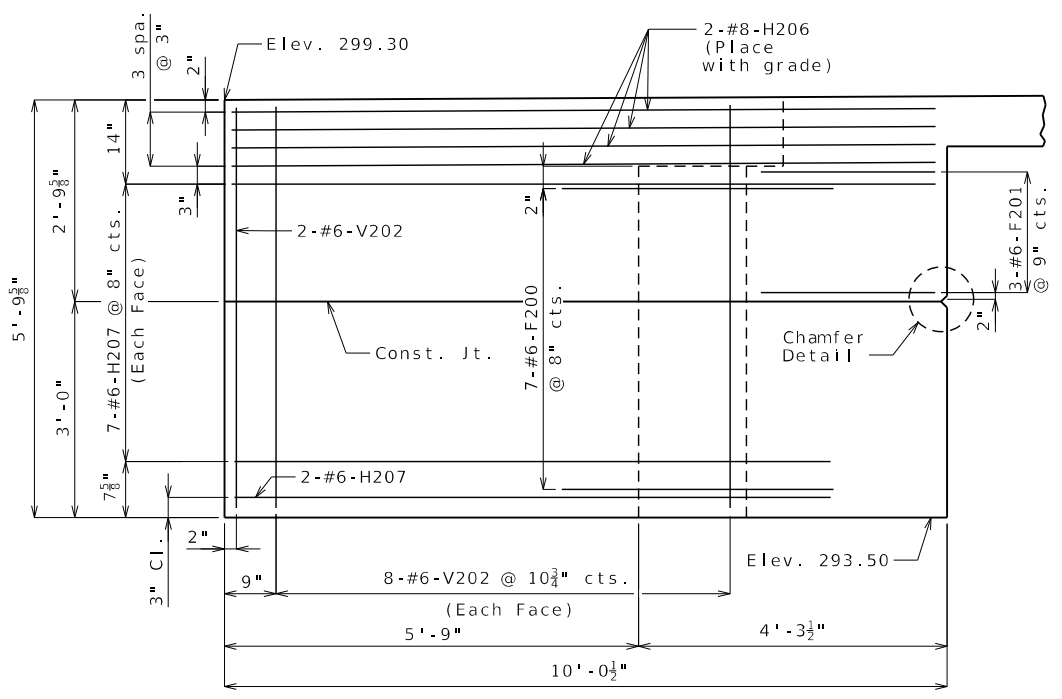
DATE PREPARED: 2/20/2026
ROUTE: 114 STATE: MO
DISTRICT: BR SHEET NO.: 10
COUNTY: STODDARD
JOB NO.: J9S3725
CONTRACT ID.:

PROJECT NO.:
BRIDGE NO.: A9482

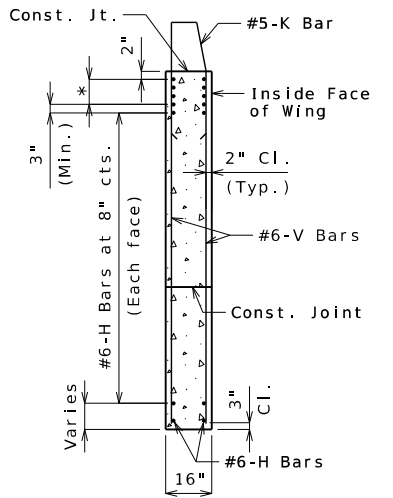
DATE	DESCRIPTION

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

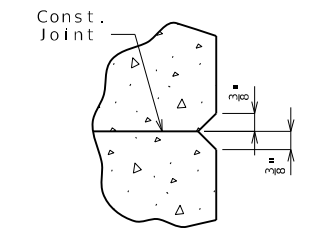
MODJESKI-MASTERS
333 SOUTH 18th STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



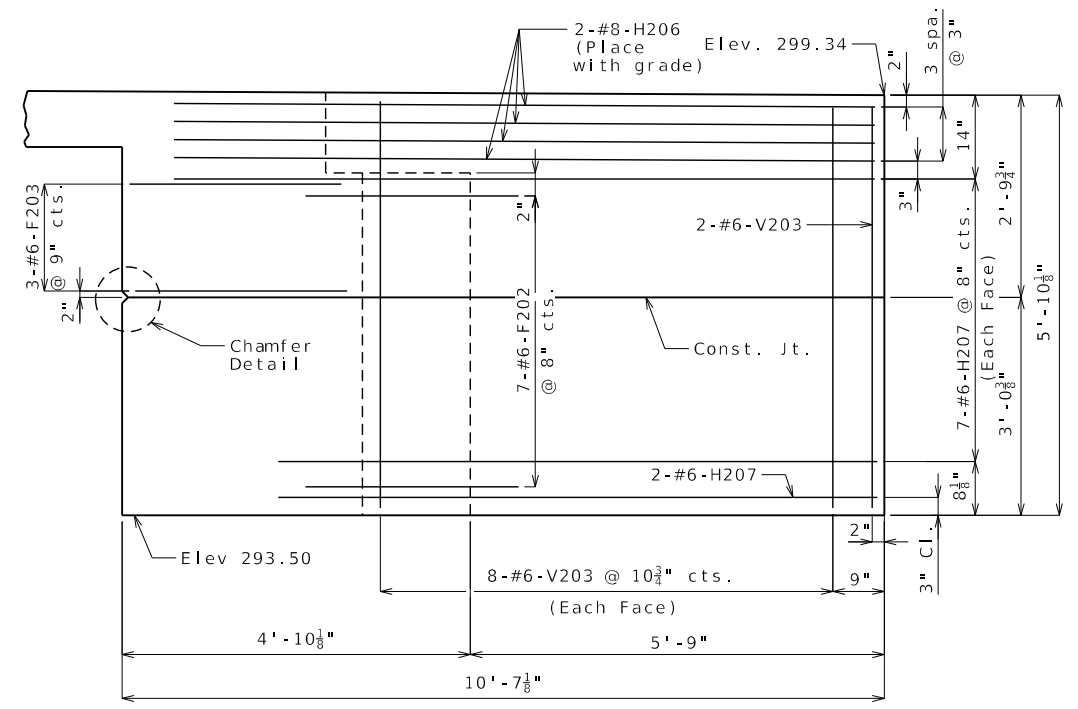
ELEVATION E-E



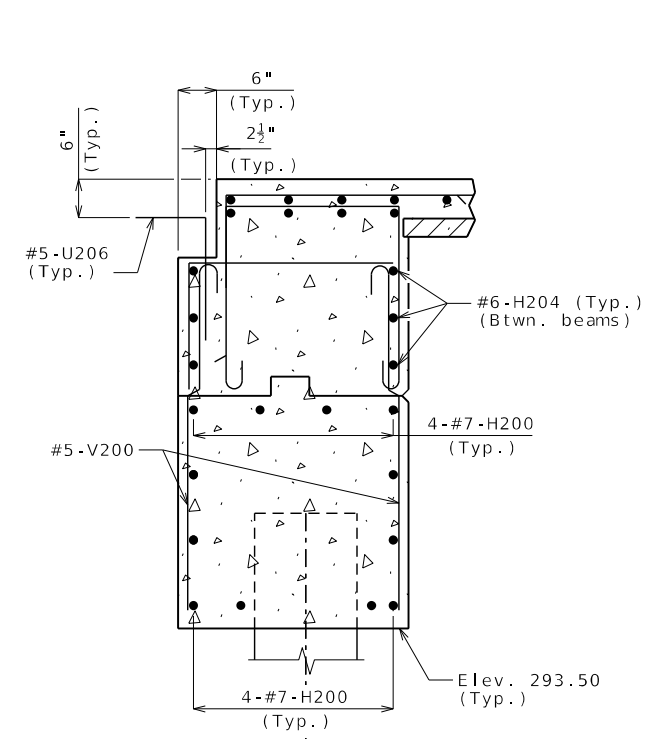
TYPICAL SECTION THRU WING
* #8-H Bars at 3" cts. (Each face) (Place with grade)



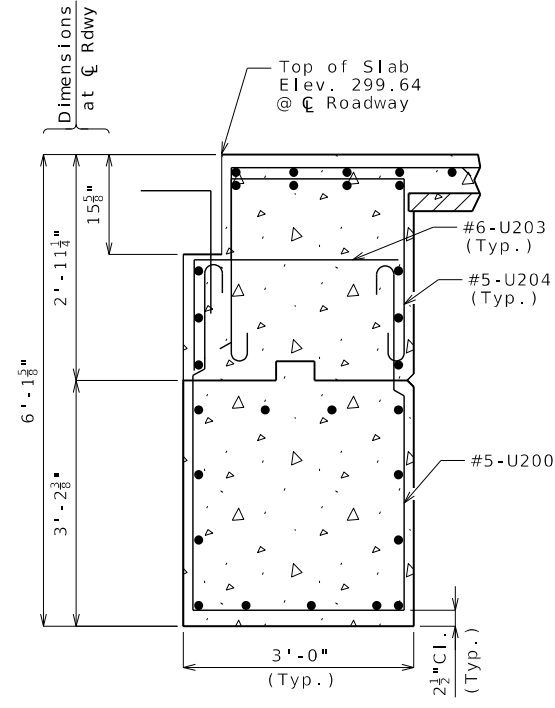
CHAMFER DETAIL



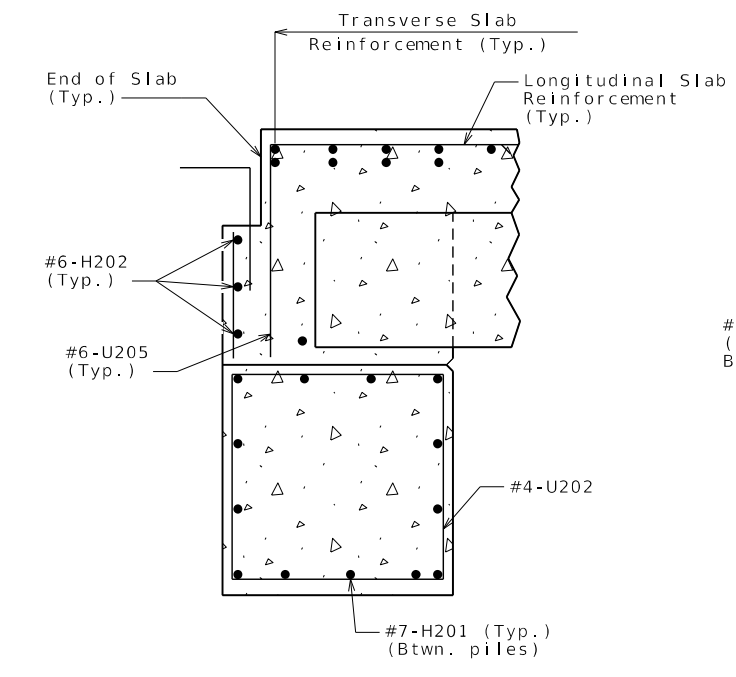
ELEVATION F-F



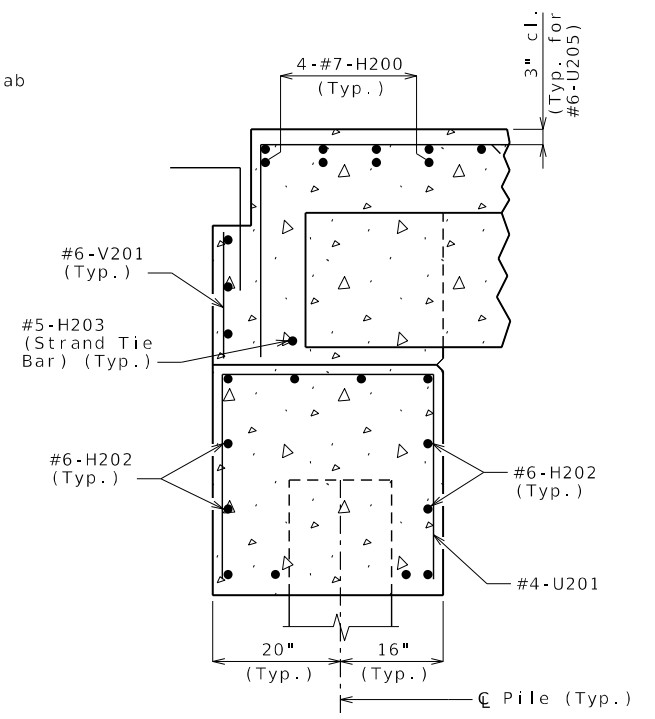
SECTION A-A



SECTION B-B



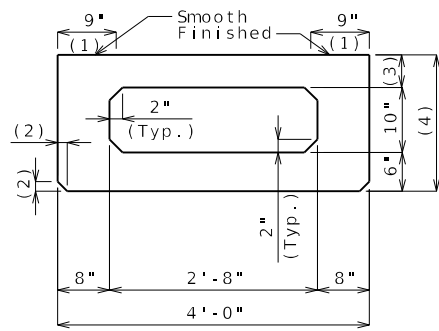
SECTION C-C



SECTION D-D

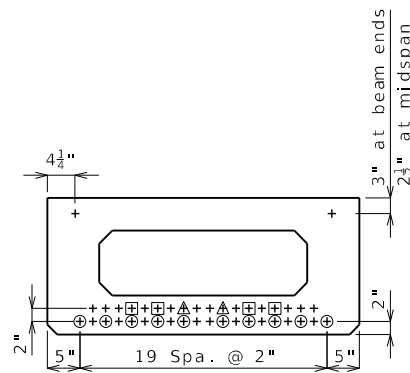
DETAILS OF END BENT NO. 2

Notes:
Work this sheet with Sheets No. 8 & 9.
For location of Sections A-A, B-B, C-C, & D-D and Elevations E-E & F-F, see Sheet No. 9.
For reinforcement of the barrier, see Sheet No. 10.



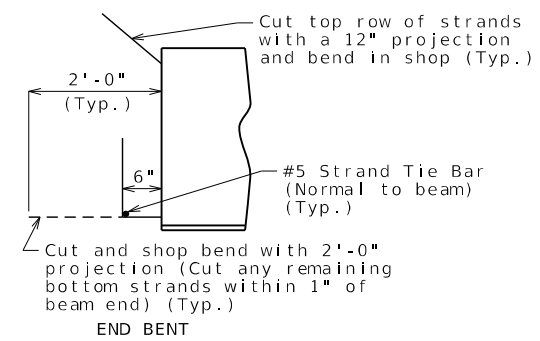
DIMENSIONS

- (1) Fabricator shall apply a bond breaker to this region excluding where joint filler will be applied.
- (2) 1 1/2" (Typ.) (3/4" Optional)
- (3) 5 1/2" for 6' from end of beam, 5" all other locations.
- (4) 2 1/2" for 6' from end of beam, 2 1/2" all other locations.

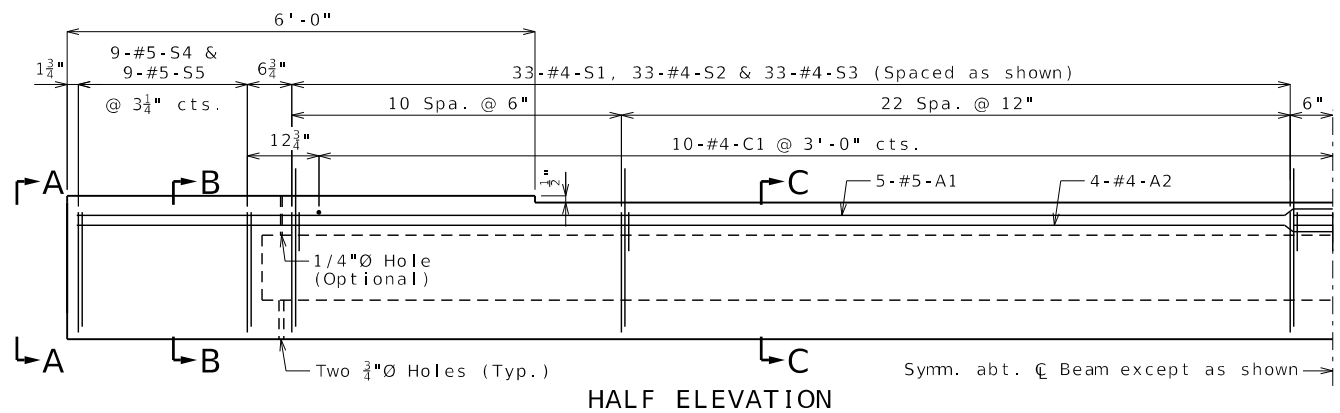


STRAND ARRANGEMENT

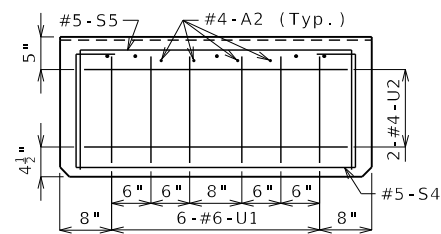
- All strands are fully bonded unless otherwise noted.
- + Indicates prestressing strand.
- Indicates cut and shop bend with 2'-0" projection.
- Indicates debonded for 9'-0" from end of beam.
- △ Indicates debonded for 12'-0" from end of beam.



STRANDS AT BEAM ENDS

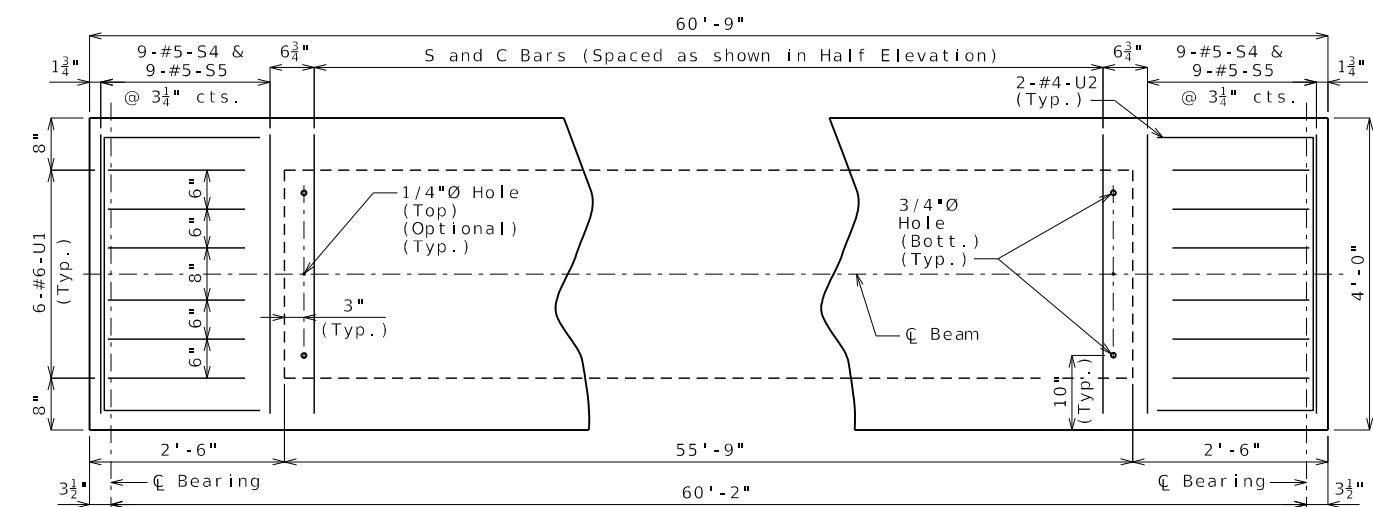


HALF ELEVATION

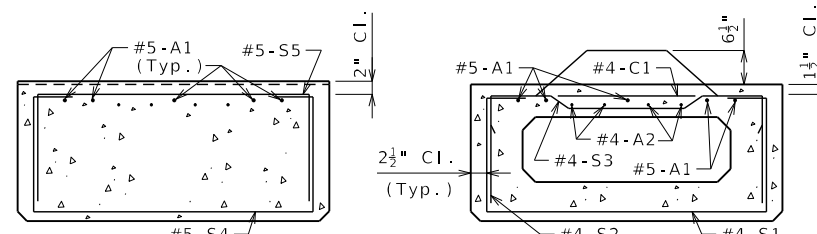


ELEVATION A-A

Strands not shown for clarity.

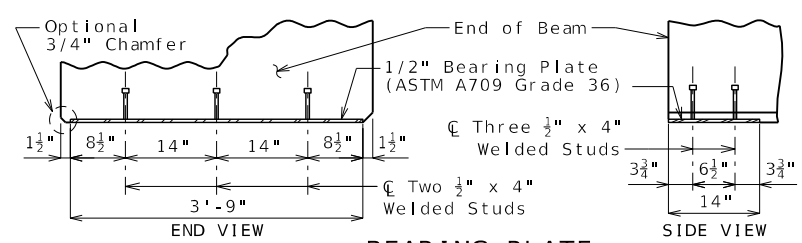


PART PLAN

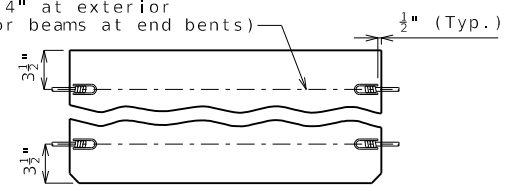


SECTION B-B

SECTION C-C



BEARING PLATE



EXTERIOR AND INTERIOR BEAMS AT END BENTS COIL TIES

BILL OF REINFORCING STEEL - EACH BEAM				BENDING DIAGRAM	
NO.	SIZE & MARK	ACTUAL LENGTH	SHAPE		
10	5 A1	31'-4"	20	(#4)	(#5)
8	4 A2	31'-2"	20	3'-7"	3'-7"
19	4 C1	3'-7"	20	18 1/2" (#4)	18 1/2" (#5)
				(S1, S4)	(S5)
66	4 S1	7'-0"	10S	21"	3'-5 3/4"
66	4 S2	6'-11"	51S	17"	2'-0"
66	4 S3	4'-6"	50S	(U1)	(U2)
				SHAPE 10S	
18	5 S4	7'-3"	10S		
18	5 S5	6'-4"	10S		
				SHAPE 20	
12	6 U1	4'-7"	10S	10"	2 1/2"
4	4 U2	7'-4"	10S	6"	18"
				SHAPE 50S	
				7 3/4"	12"
				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 = 9500 psi and f'ci = 7000 psi.

Use 40 strands, 0.6"Ø Grade 270, with an initial prestress force of 1758 kips.

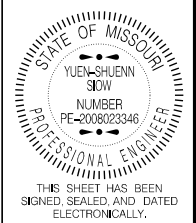
Pretensioned members shall be in accordance with Sec 1029.

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. 13.

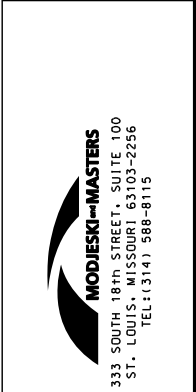
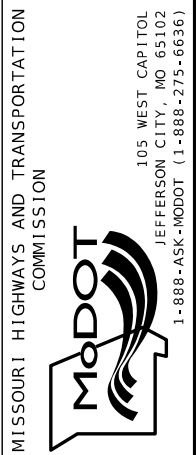
For location of coil ties at concrete bent diaphragms, see Sheets No. 5 and 9.



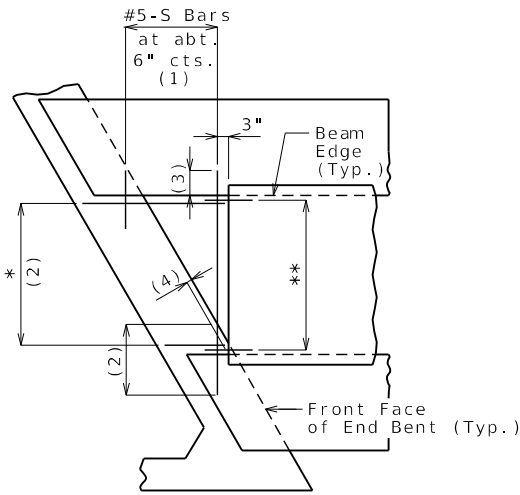
DATE PREPARED: 2/20/2026
 ROUTE: 114 STATE: MO
 DISTRICT: BR SHEET NO.: 11
 COUNTY: STODDARD
 JOB NO.: J9S3725
 CONTRACT ID:

PROJECT NO.:
 BRIDGE NO.: A9482

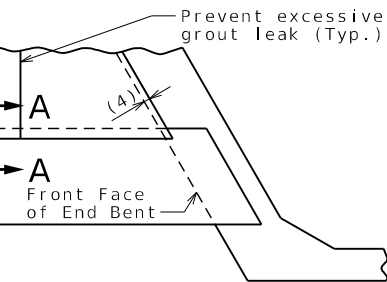
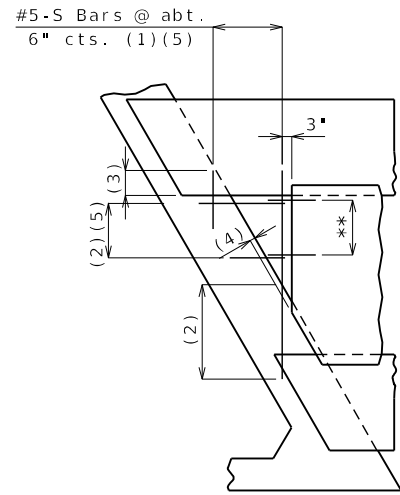
DATE	DESCRIPTION



SPREAD BOX BEAMS - SPAN (1-2)



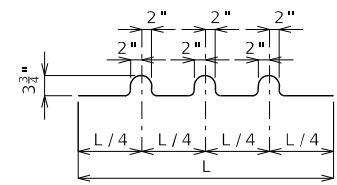
SQUARED END PANELS OR TRUNCATED END PANELS



SKewed END PANELS

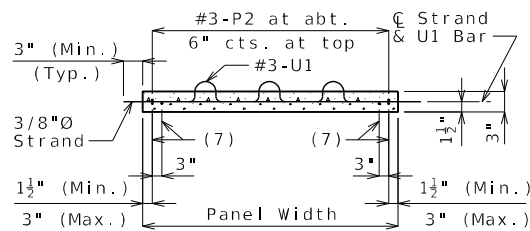
PLAN SHOWING PANEL PLACEMENT

* #5-S Bars at abt. 9" cts. (1)
** #3-P1 at 12" cts. (End panels only)

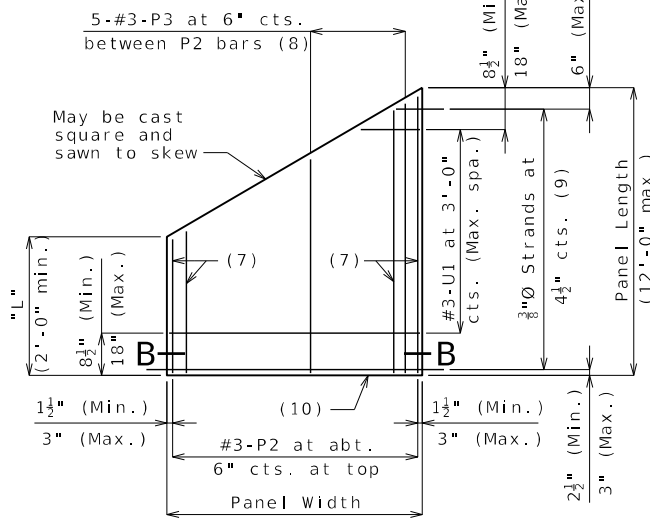


BENDING DIAGRAM FOR U1 BAR

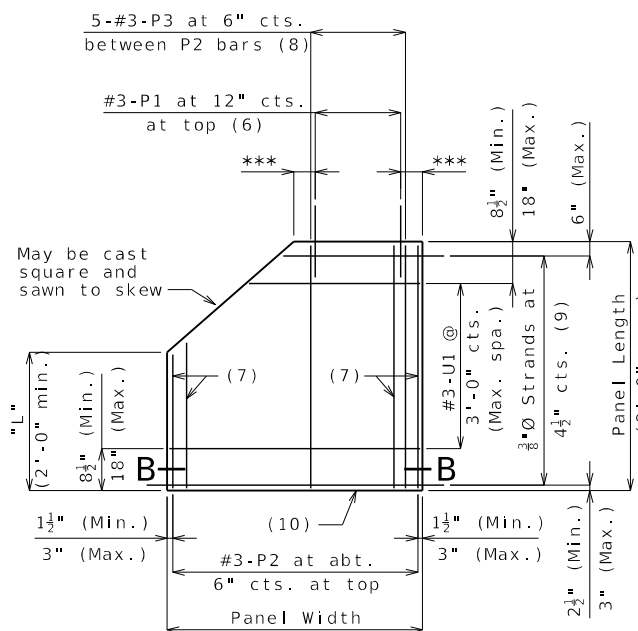
U1 Bars may be oriented at right angles to location and spacing shown. U1 Bars shall be placed between P1 bars.



SECTION B-B

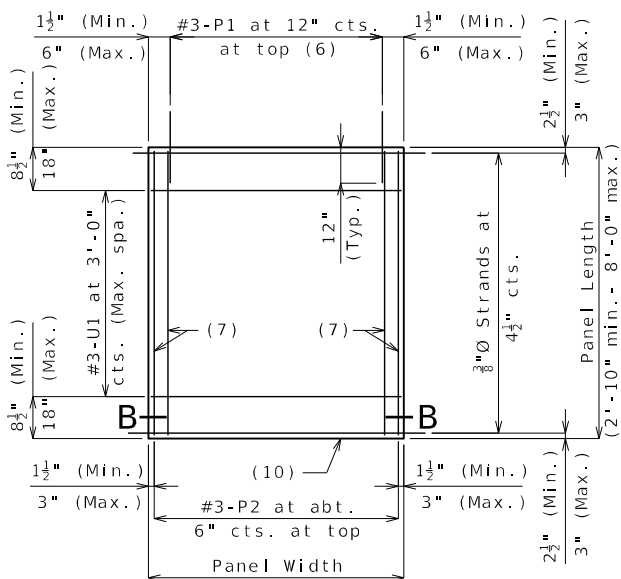


PLAN OF OPTIONAL SKewed END PANEL



PLAN OF OPTIONAL TRUNCATED END PANEL

*** 3" (Min.), 6" (Max.)



PLAN OF SQUARED PANEL

Joint Filler Dimensions

Width	Height	
	Min.	Max.
3"	1"	4"

SECTION A-A

Reference Notes:

- Plan of Panel Placement:**
 (1) S-bars shown are bottom steel in slab between panels and used with squared and truncated end panels only.
 (2) Extend S-bars 18 inches beyond the front face of end bents and int. bents for squared and truncated end panels only.
 (3) Extend S-bars 9 inches beyond edge of beam (Typ.).
 (4) End panels shall be dimensioned 1/2" min. to 1 1/2" max. from the inside face of diaphragm.
 (5) For truncated end panels, use a min. of #5-S bars at 6" crossings in openings, or min. 4x4-W7xW7.
Plans of Panels:
 (6) For end panels only, P1 bars shall be 2'-0" in length and embedded 12". P1 bars will not be required for panels at squared integral end bents.
 (7) #3-P2 bars near edge of panel at bottom (under strands).
 (8) Use #3-P3 bars if panel is skewed 45° or greater.
 (9) Any strand 2'-0" or shorter shall have a #4 reinforcing bar on each side of it, centered between strands. Strands 2'-0" or shorter may then be debonded at the fabricator's option.
 (10) Optional 1/2" x 45° Chamfer one or both sides at bottom.
Section A-A:
 (11) Slab thickness over prestressed panels varies due to beam camber. In order to maintain minimum slab thickness, it may be necessary to raise the grade uniformly throughout the structure. No payment will be made for additional labor or materials required for necessary grade adjustment.
 (12) Contractor shall ensure proper consolidation under and between panels.
 (13) At the contractor's option, the variation in slab thickness over prestressed panels may be eliminated or reduced by increasing and varying the beam top flange thickness. Dimensions shall be shown on the shop drawings.

General Notes:

Prestressed Panels:
 Concrete for prestressed panels shall be Class A-1 with f'c = 6,000 psi, f'ci = 4,000 psi.

The top surface of all panels shall receive a scored finish with a depth of scoring of 1/8" perpendicular to the prestressing strands in the panels.

Prestressing tendons shall be high-tensile strength, uncoated, seven-wire, low-relaxation strands for prestressed concrete in accordance with AASHTO M 203 Grade 270, with nominal diameter of strand = 3/8" and nominal area = 0.085 sq.in. and minimum ultimate strength = 22.95 kips (270 ksi). Larger strands may be used with the same spacing and initial tension.

Initial prestressing force = 17.2 kips/strand.

The method and sequence of releasing the strands shall be shown on the shop drawings.

Suitable anchorage devices for lifting panels may be cast in panels, provided the devices are shown on the shop drawings and approved by the engineer. Panel lengths shall be determined by the contractor and shown on the shop drawings.

When squared end panels are used at skewed bents, the skewed portion shall be cast full depth. No separate payment will be made for additional concrete and reinforcing required.

Support from diaphragm forms is required under the optional skewed end until cast-in-place concrete has reached 3,000 psi compressive strength.

Prestressed panels shall be brought to saturated surface-dry (SSD) condition just prior to the deck pour. There shall be no free standing water on the panels or in the area to be cast.

The prestressed panel quantities are not included in the table of estimated quantities for the slab.

Reinforcing Steel:
 All dimensions are out to out.

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

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

If U1 bars interfere with placement of slab steel, U1 loops may be bent over, as necessary, to clear slab steel.

Deformed welded wire reinforcement (WWR) providing a minimum area of reinforcing perpendicular to strands of 0.22 sq in./ft, with spacing parallel to strands sufficient to ensure proper handling, may be used in lieu of the #3-P2 bars shown. Wire diameter shall not be larger than 0.375 inch. The above alternative reinforcement criteria may be used in lieu of the #3-P3 bars, when required, and placed over a width not less than 2 feet.

The following reinforcing steel shall be tied securely to the strands with the following maximum spacing in each direction:
 #3-P2 bars at 16 inches.
 WWR at 24 inches.

The #3-U1 bars shall be tied securely to #3-P2 bars, to WWR or to strands (when placed between P1 bars) at about 3-foot centers.

Minimum reinforcement steel length shall be 2'-0".

All reinforcement other than prestressing strands shall be epoxy coated.

Precast panels may be in contact with stirrup reinforcing in diaphragms.

S-bars are not listed in the bill of reinforcing.

Cost of S-bars will be considered completely covered by the contract unit price for the slab.

Joint Filler:

Joint filler shall be preformed fiber expansion joint material in accordance with Sec 1057 or expanded or extruded polystyrene bedding material in accordance with Sec 1073.

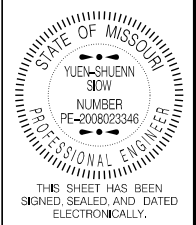
Use Slab Haunching Diagram on Sheet No. 13 for determining thickness of joint filler within the limits noted in the table of Joint Filler Dimensions.

Thicker material may be used on one or both sides of the beam to reduce cast-in-place concrete thickness to within tolerances.

The same thickness of preformed fiber expansion joint material shall be used under any one edge of any panel except at locations where top flange thickness may be stepped. The maximum change in thickness between adjacent panels shall be 1/2 inch. The polystyrene bedding material may be cut with a transition to match haunch height above top of flange.

Joint filler shall be glued to the beam. When thickness exceeds 1 1/2 inches, the joint filler shall be glued top and bottom. The glue used shall be the type recommended by the joint filler manufacturer.

Edges of panels shall be uniformly seated on the joint filler before slab reinforcement is placed.



DATE PREPARED
2/20/2026

ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 12

COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9482

DESCRIPTION	DATE

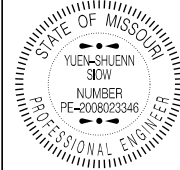
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

MODJESKI-MASTERS

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115

PRESTRESSED PANELS



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE STATE
114 MO

DISTRICT SHEET NO.
BR 13

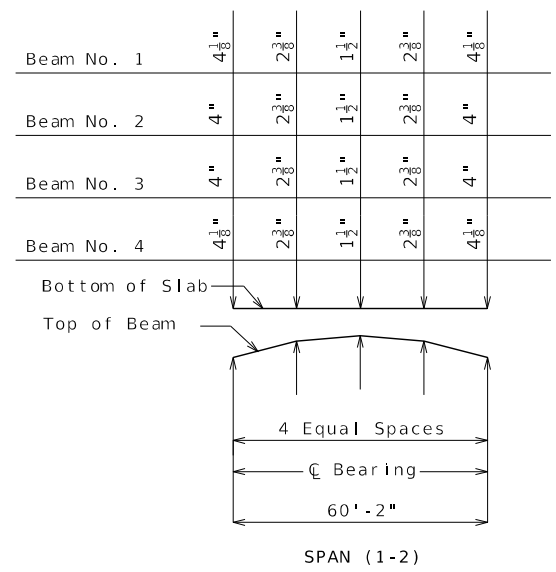
COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9482



THEORETICAL SLAB HAUNCHING DIAGRAM (ESTIMATED AT 90 DAYS)

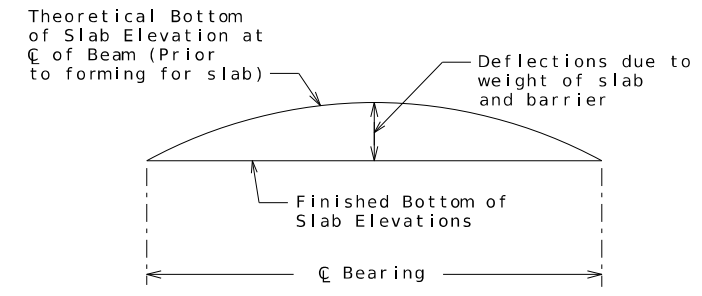
If beam camber is different from that shown in the camber diagram, in order to maintain minimum slab thickness, an adjustment of the slab haunches, an increase in slab thickness or a raise in grade uniformly throughout the structure shall be necessary. No payment will be made for additional labor or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

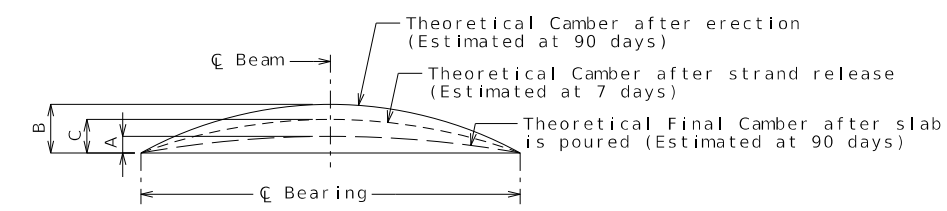
Theoretical Bottom of Slab Elevations at Centerline of Beam (Prior to forming for slab) (Estimated at 90 days)

Beam Number	Span (1-2) (60'-2" C Brg. - C Brg.)				
	C Brg.	.25	.50	.75	C Brg.
1	298.98	298.99	298.94	298.84	298.68
2	299.16	299.18	299.14	299.03	298.86
3	299.17	299.19	299.15	299.04	298.87
4	299.01	299.01	298.97	298.86	298.71

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 (including precast panel) and barrier.



TYPICAL SLAB ELEVATIONS DIAGRAM



BEAM CAMBER DIAGRAM

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

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

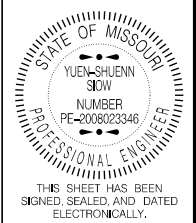
0.25 pt. = 0.7125 x 0.5 pt.

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-2256
 TEL: (314) 588-8115



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 14

COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9482

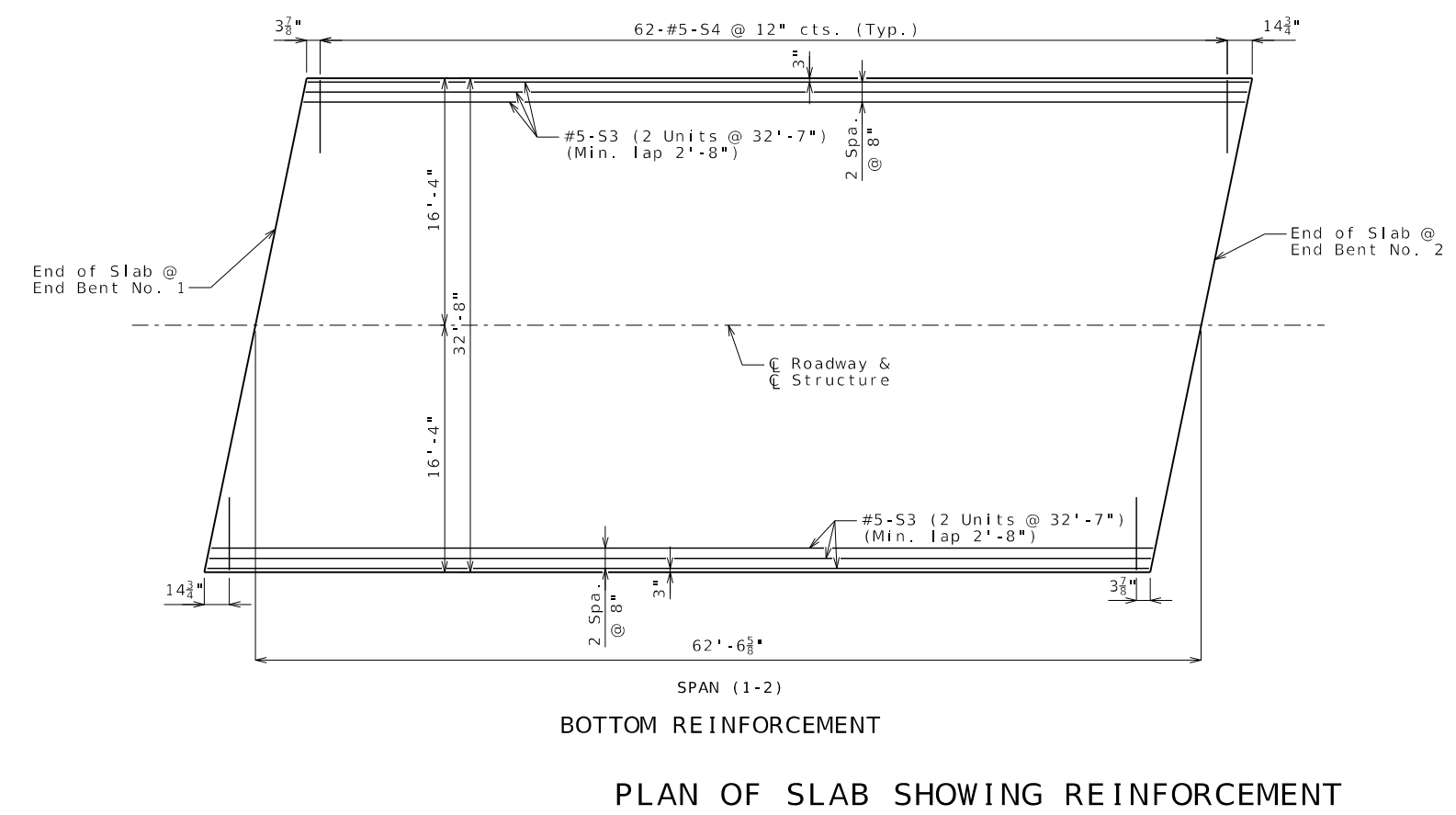
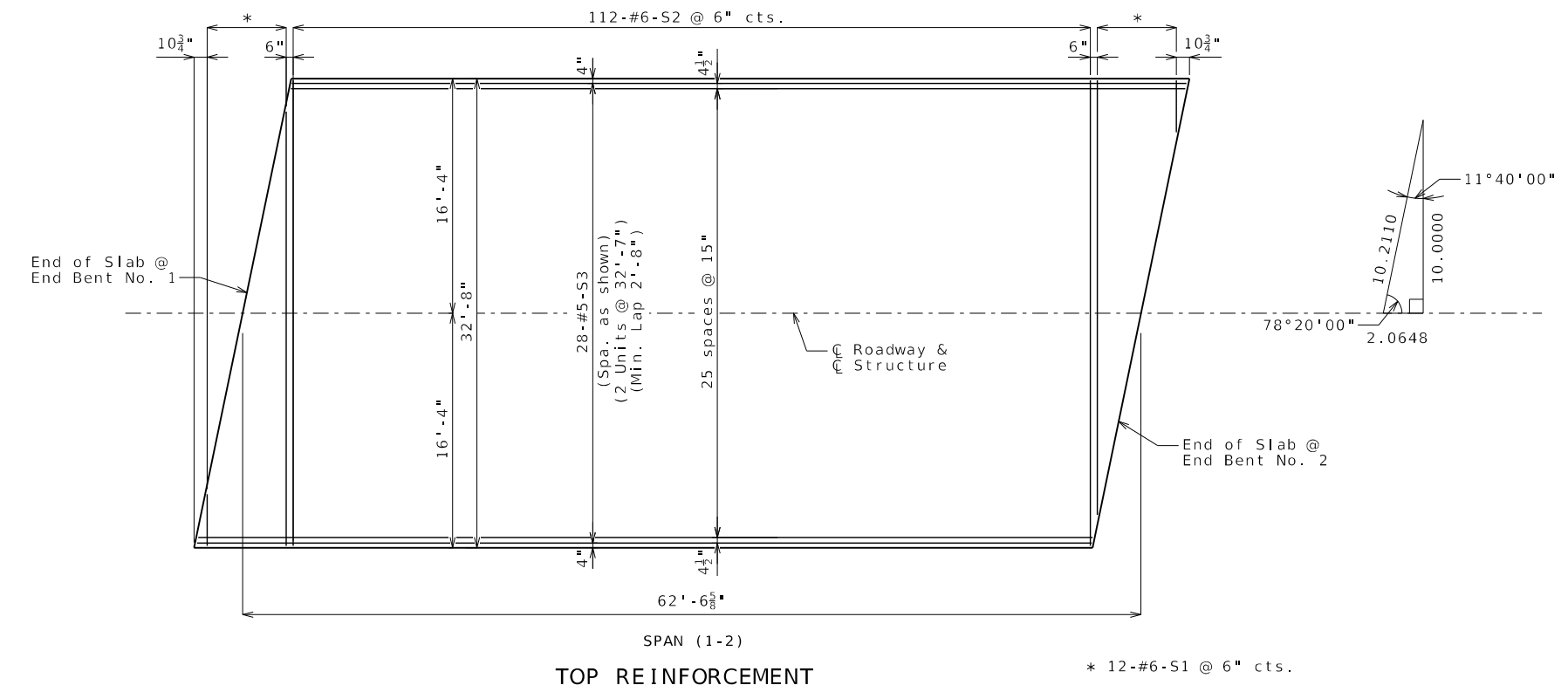
DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

MODJESKI-MASTERS

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



Notes:

Longitudinal slab dimensions are measured horizontally.

For Section Thru Slab, see Sheet No. 15.

For Details and Reinforcement of Type H barrier not shown, see Sheets No. 16 & 17.

For Theoretical Bottom of Slab Elevations, Beam Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. 13.

For Details of Precast Prestressed Panels, see Sheet No. 12.



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE STATE
114 MO

DISTRICT SHEET NO.
BR 15

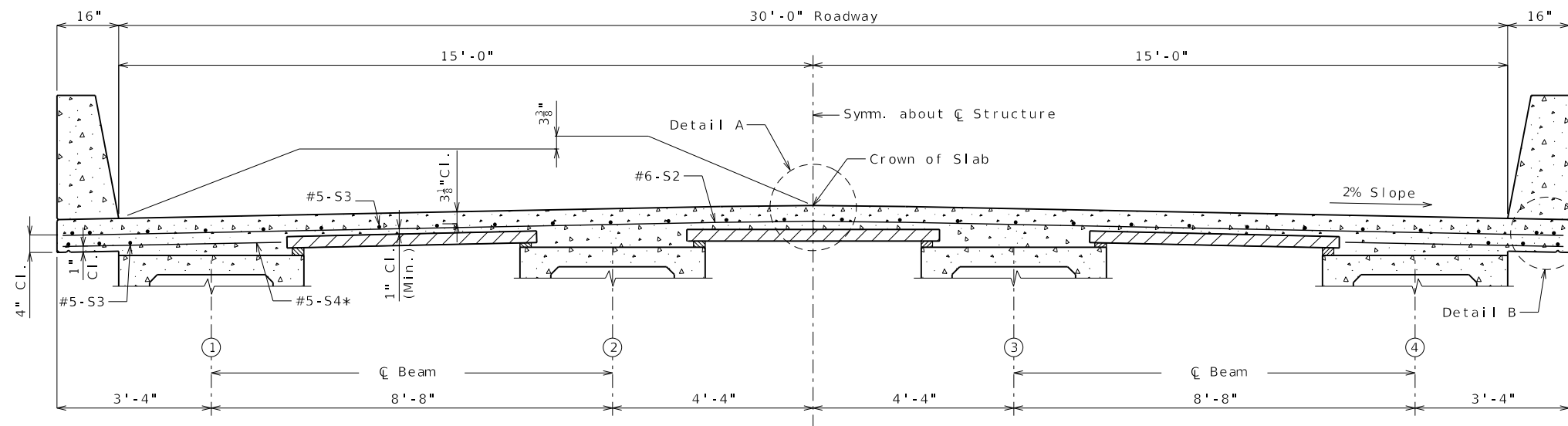
COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

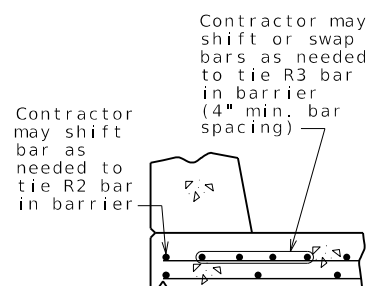
PROJECT NO.

BRIDGE NO.
A9482

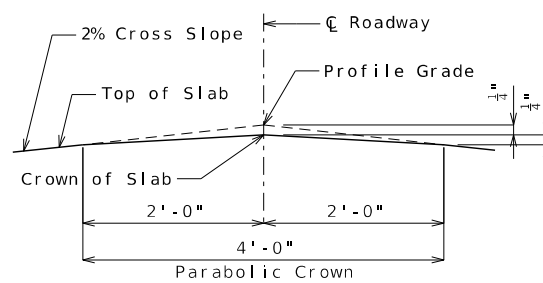


SECTION THRU SLAB

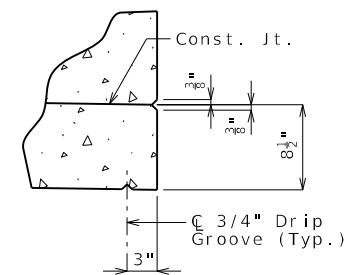
* Alternate bar shape available, see barrier sheet.



OPTIONAL SHIFTING TOP BARS AT BARRIER



DETAIL A



DETAIL B

Notes:

For details of precast prestressed panels, see Sheet No. 12.

For reinforcement of barrier not shown, see Sheet No. 16.

For Theoretical Bottom of Slab Elevations, Beam Camber Diagram and Theoretical Slab Haunching Diagram, see Sheet No. 13.

For Plan of Slab Showing Reinforcement, see Sheet No. 14.

The contractor shall pour up grade and satisfactorily finish the roadway slab at a rate of not less than 25 cubic yards per hour.

SLAB DETAILS

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

Sheet No. 15 of 24

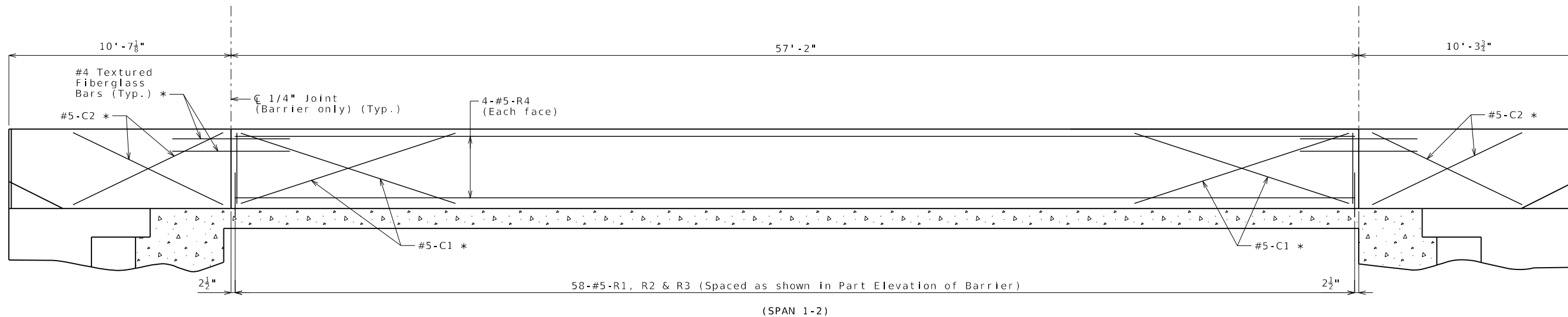
Detailed Aug. 2025
Checked Sep. 2025

DESCRIPTION	DATE

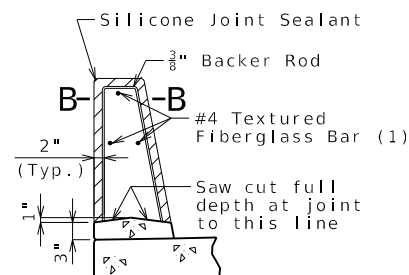
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

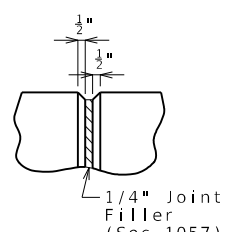
333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



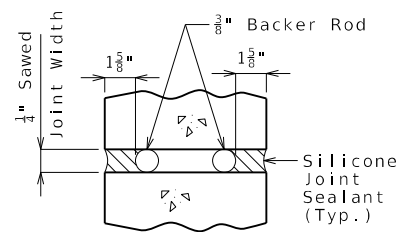
ELEVATION OF BARRIER
(Left barrier shown, right barrier similar)
Longitudinal dimensions are horizontal.



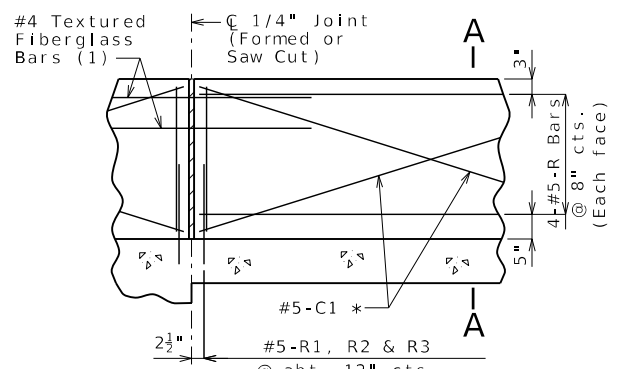
SECTION THRU SAW CUT JOINT



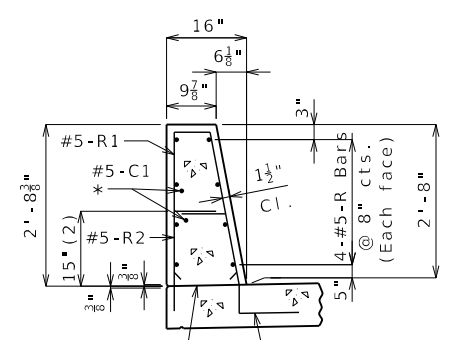
PART ELEVATION AT FORMED JOINT



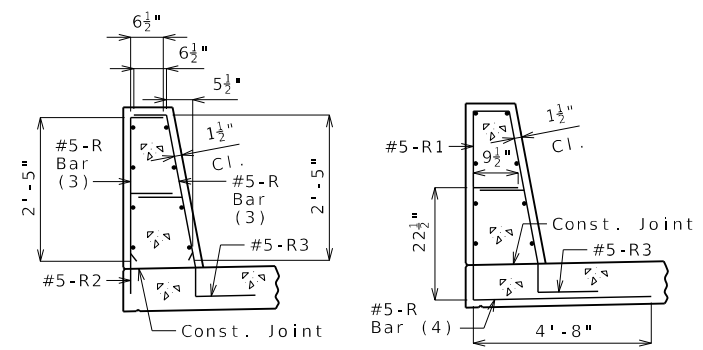
SECTION B-B



PART 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

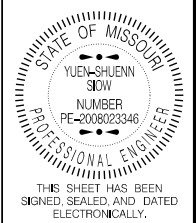


R-BAR PERMISSIBLE ALTERNATE SHAPE
(3) The R1 bar may be separated into two bars as shown, at the contractor's option, only when slip forming is not used. (All dimensions are out to out.)
(4) The R2 bar and #5 bottom transverse slab bar in cantilever (prestressed panels only) combination may be furnished as one bar as shown, at the contractor's option.

General Notes:

- * Slip-formed option only.
- Conventional forming or slip forming may be used. Saw cut joints may be used with conventional forming.
- Top of barrier shall be built parallel to grade and barrier joints (except at end bents) normal to grade.
- All exposed edges of barrier shall have either a 1/2-inch radius or a 3/8-inch bevel, unless otherwise noted.
- Payment for all concrete and reinforcement, complete in place, will be considered completely covered by the contract unit price for Type H Barrier per linear foot.
- Concrete in barrier shall be Class B-1.
- Measurement of barrier is to the nearest linear foot for each structure, measured along the outside top of slab from end of wing to end of wing.
- Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type H Barrier.

Joint sealant and backer rods shall be in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.
For slip-formed option, both sides of barrier shall have a vertically broomed finish and the top shall have a transversely broomed finish.



DATE PREPARED 2/20/2026	
ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 16
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. A9482	

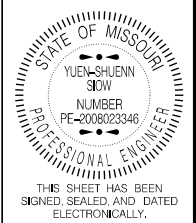
DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

MODJESKI-MASTERS

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



DATE PREPARED
2/20/2026
ROUTE 114 STATE MO
DISTRICT BR SHEET NO. 17
COUNTY STODDARD
JOB NO. J9S3725
CONTRACT ID.

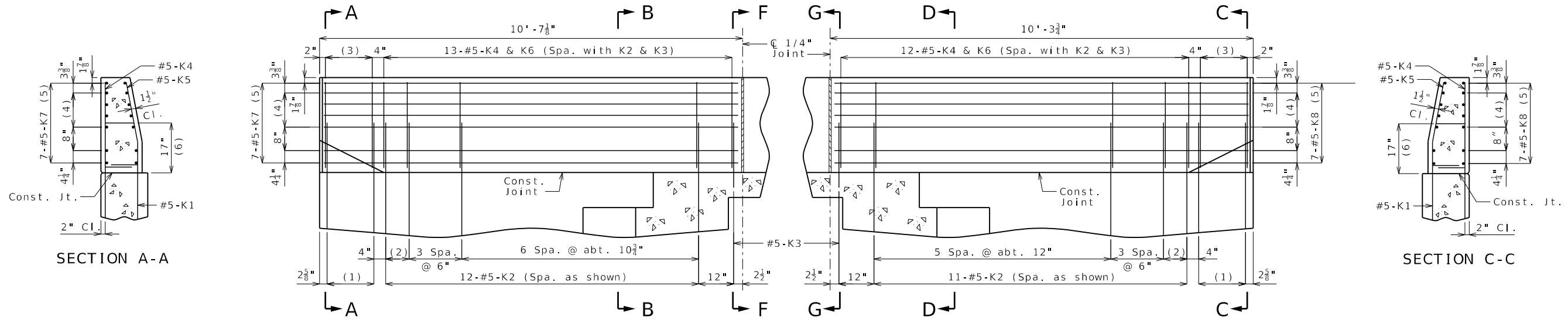
PROJECT NO.
BRIDGE NO. A9482

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

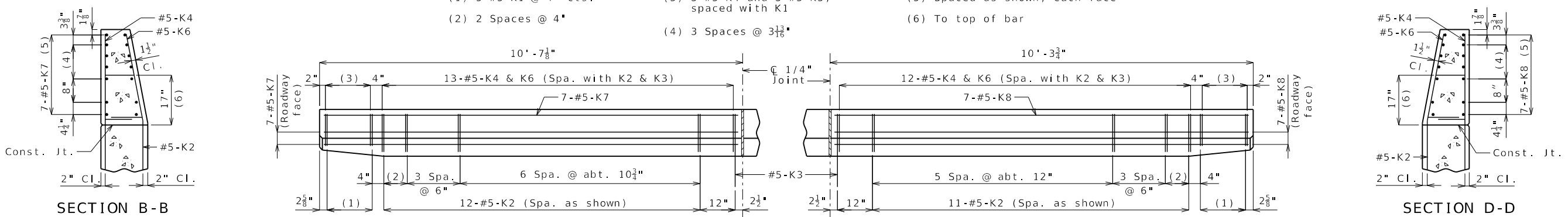
 105 WEST CAPITOL
 JEFFERSON CITY, MO 65102
 1-888-ASK-MODOT (1-888-275-6636)

333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-2256
 TEL: (314) 588-8115

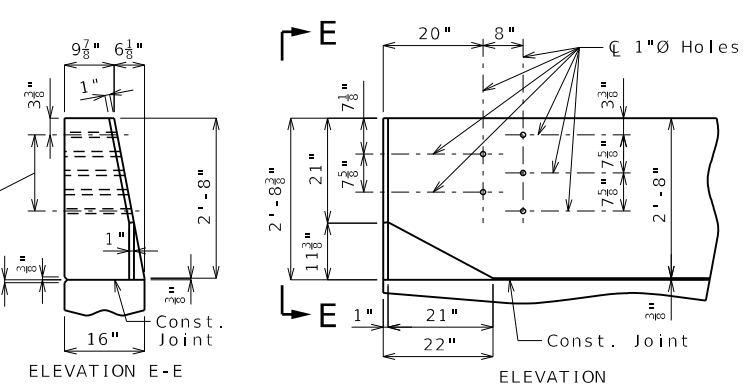


PART ELEVATION

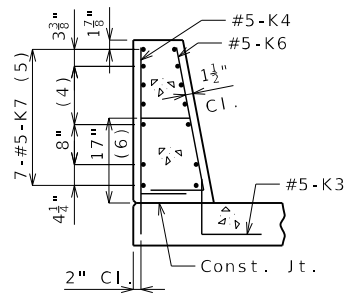
- (1) 5-#5-K1 @ 4" cts.
- (2) 2 Spaces @ 4"
- (3) 5-#5-K4 and 5-#5-K5, spaced with K1
- (4) 3 Spaces @ 3 1/8"
- (5) Spaced as shown, each face
- (6) To top of bar



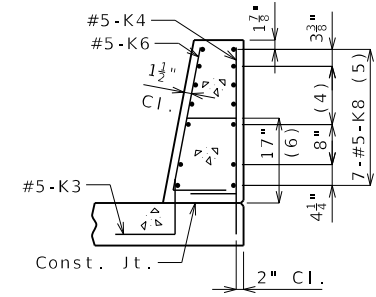
PART PLAN



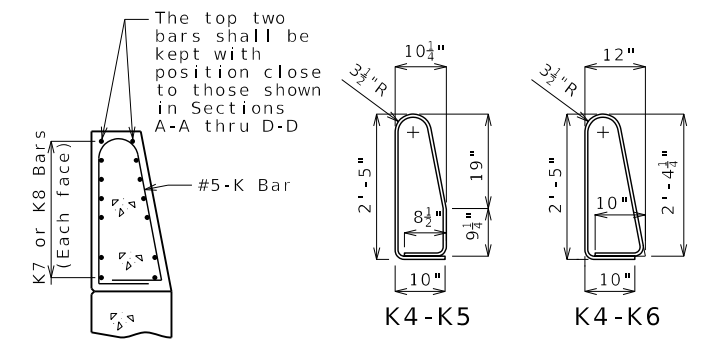
DETAILS OF GUARD RAIL ATTACHMENT



SECTION F-F



SECTION G-G



PERMISSIBLE ALTERNATE SHAPES

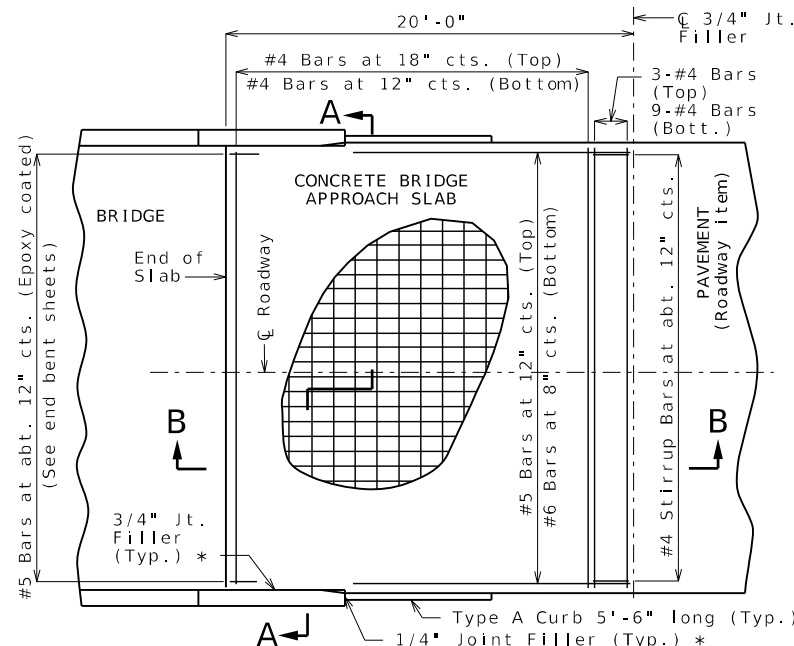
General Notes:
 Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators 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" except as shown for bars embedded into end bent.

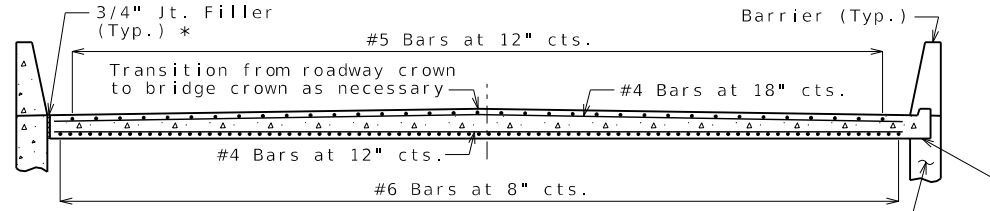
TYPE H BARRIER AT END BENTS

(Left barrier shown, right barrier similar)

(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.

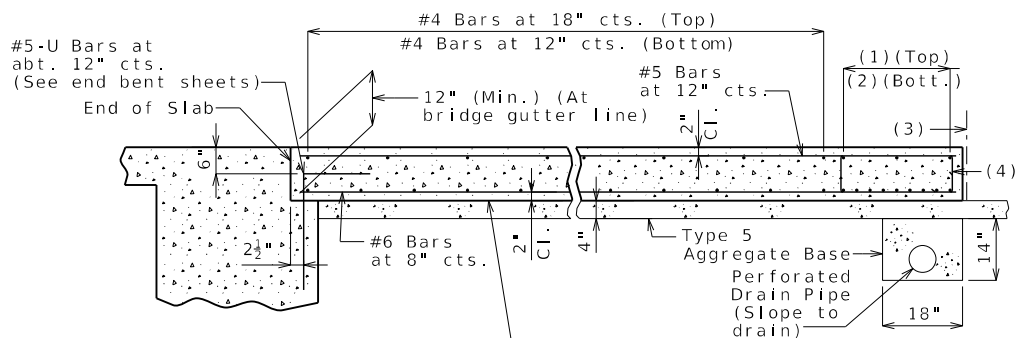


PART PLAN OF SQUARED STRUCTURE
(Skewed structure similar)



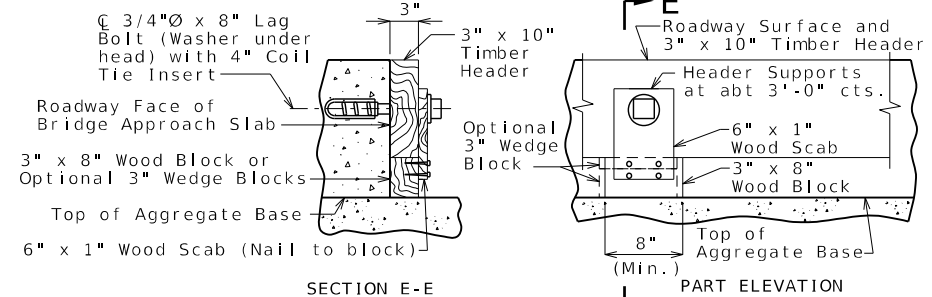
SECTION A-A

With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.

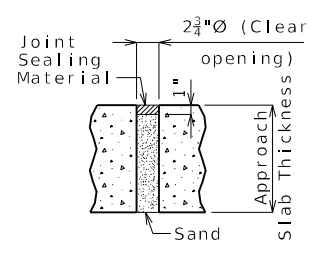


SECTION B-B
(Integral end bent)

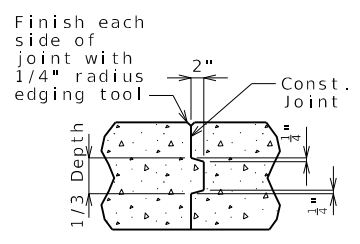
2 Layers of 4 Mil Polyethylene Sheeting between bridge approach slab and granular base in accordance with ASTM E 1745 Performance Class A



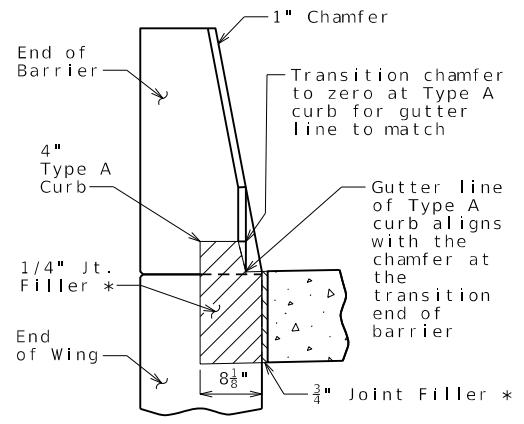
DETAILS OF TIMBER HEADER
Remove timber header when concrete pavement is placed.
OPTIONAL CONCRETE SLAB



UNDERSEAL ACCESS HOLE DETAIL
(If required)



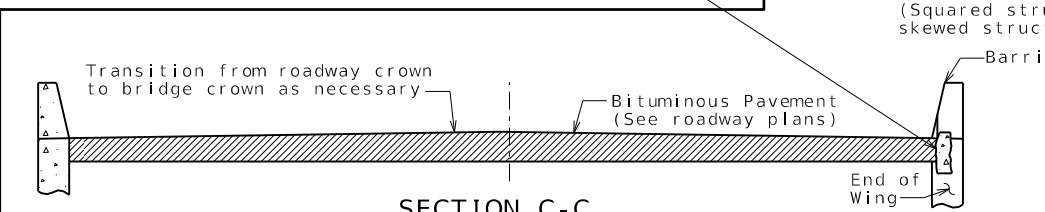
CONSTRUCTION JOINT DETAIL



SECTION BETWEEN CURB AND BARRIER

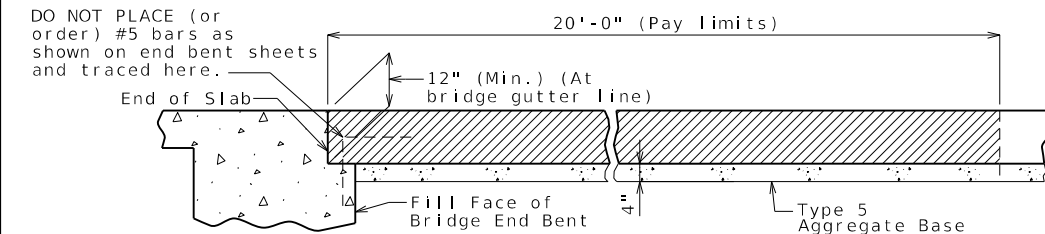
- (1) 3-#4 Bars
- (2) 9-#4 Bars
- (3) 3/4\" Jt. Filler
- (4) #4 Stirrup Bars at abt. 12\" cts.; 2'-0\" x 8\" (Min.) out to out; Actual length = 5'-10\" (Min.); 90° stirrup hook at bottom; Stirrup height (8\") and actual length vary due to crown.

Approach slab may require additional widening beyond the concrete barrier to accommodate Type C Crashworthy End Terminal (MASH). Refer to the manufacturer's guidelines for specific installation requirements.

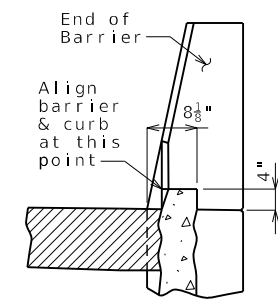


SECTION C-C

With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.



OPTIONAL ASPHALT SLAB (NOT ALLOWED WITH CONCRETE PAVEMENT)

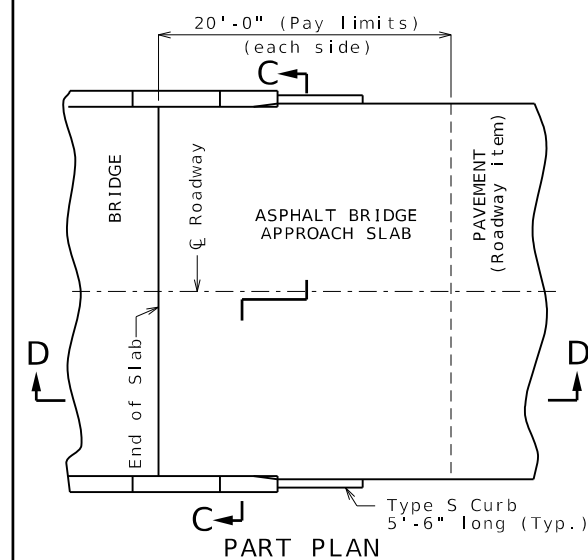


4\"/>

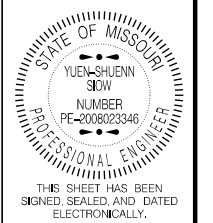
Notes For Concrete Slab Only:
All concrete for the bridge approach slab shall be in accordance with Sec 503 (f'c = 4,000 psi).
The reinforcing steel in the bridge approach slab shall be epoxy coated Grade 60 with fy = 60,000 psi.
Longitudinal construction joints in bridge approach slab shall be aligned with longitudinal construction joints in bridge slab.
Minimum clearance to reinforcing steel shall be 1 1/2\", unless otherwise shown.
The reinforcing steel in the bridge approach slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 26 inches for #4 bars, or by mechanical bar splice.
Mechanical bar splices shall be in accordance with Sec 710.
All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.
Payment for furnishing all materials, labor and excavation necessary to construct the concrete bridge approach slab, including the timber header, underdrain, Type 5 aggregate base, joint filler, and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Minor) per square yard.
Drain pipe may be either 6\"/>

General Notes:
Contractor shall have the option to construct either slab except as noted.
The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.
MoDOT Construction personnel will indicate the bridge approach slab used for this structure:
 Concrete Bridge Approach Slab
 Asphalt Bridge Approach Slab

Notes For Asphalt Slab Only:
Payment for furnishing all materials, labor and excavation necessary to construct the asphalt bridge approach slab, including tack, curb, and Type 5 aggregate base within the pay limits shown, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Minor) per square yard.
Application of tack is required between lifts per Sec 403.



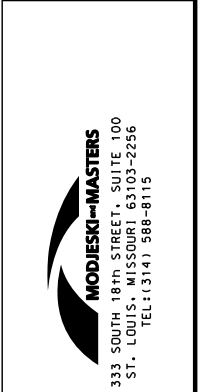
PART PLAN
(Squared structure shown, skewed structure similar)



DATE PREPARED		2/20/2026	
ROUTE	STATE	DISTRICT	SHEET NO.
114	MO	BR	18
COUNTY			
STODDARD			
JOB NO.			
J9S3725			
CONTRACT ID.			
PROJECT NO.			
BRIDGE NO.			
A9482			

DATE	DESCRIPTION

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



BRIDGE APPROACH SLAB (MINOR)

Integral end bents shown, non-integral end bent similar.

Bill of Reinforcing Steel																			
No. Req.	Size/Mark	Location	Codes			Dimensions						Nom. Length ft in.	Actual Length ft in.	Weight lb					
			C	SH	V	B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.				K ft in.				
SUPERSTRUCTURE																			
END BENT 1																			
7	6	F100	WING BRACE	E	15S		20.00	5	5.25	20.00	15.50	12.50	12.50	15.50	8	10	8	9	92
3	6	F101	DIAPHRAGM	E	21S			6	11.00	2	9.00			6	9.25	16.75	9	8	43
7	6	F102	WING BRACE	E	15S		20.00	4	7.00	20.00	15.50	12.50	12.50	15.50	7	11	7	10	82
3	6	F103	DIAPHRAGM	E	21S		2	9.00	6	5.50				6	3.75	15.50	9	3	41
12	7	H100	BEAM & DIAPH	E	20		33	0.00							33	0	33	0	809
5	7	H101	BEAM	E	18		4	2.00							5	10	5	10	60
7	6	H102	BEAM & DIAPH	E	20		33	0.00							33	0	33	0	347
4	5	H103	STRAND TIE	E	20		6	6.00							6	6	6	6	27
9	6	H104	DIAPHRAGM	E	20		4	6.00							4	6	4	6	61
6	6	H105	DIAPHRAGM	E	20		13.00								13		13		10
16	8	H106	WING	E	19		9	8.00	16.00						11	0	10	10	463
32	6	H107	WING	E	19		8	3.00	12.00						9	3	9	1	437
12	5	U100	BEAM	E	37S		4	5.75	2	9.75					12	9	12	6	156
12	4	U101	BEAM	E	10S			2	8.00	2	9.75				8	2	8	0	64
24	4	U102	BEAM	E	13S		2	9.75	2	8.00	2	9.75	2	8.00	11	9	11	6	184
16	6	U103	DIAPHRAGM	E	19S		16.75	2	9.75						4	3	4	1	98
16	5	U104	DIAPHRAGM	E	37S		2	3.75	2	3.75					7	11	7	8	128
41	6	U105	DIAPHRAGM	E	19S		2	5.00	4	3.25					6	9	6	7	405
30	5	U106	DIAPHRAGM	E	19S		2	0.00	15.00						3	3	3	2	99
8	5	V100	BEAM	E	17		4	5.00							5	0	5	0	42
28	6	V101	DIAPHRAGM	E	20		16.00								16		16		56
18	6	V102	WING	E	20		5	6.00							5	6	5	6	149
18	6	V103	WING	E	20		5	6.00							5	6	5	6	149
36	6	V104	PILE	E	17		5	3.00							5	11	5	11	320
48	4	P100	PILE	E	34S		3	1.75	2.00			12.00			3	11	3	11	126
END BENT 2																			
7	6	F200	WING BRACE	E	15S		20.00	5	5.25	20.00	15.50	12.50	12.50	15.50	8	10	8	9	92
3	6	F201	DIAPHRAGM	E	21S			6	11.00	2	9.00			6	9.25	16.75	9	8	43
7	6	F202	WING BRACE	E	15S		20.00	4	7.00	20.00	15.50	12.50	12.50	15.50	7	11	7	10	82
3	6	F203	DIAPHRAGM	E	21S		2	9.00	6	5.50				6	3.75	15.50	9	3	41
12	7	H200	BEAM & DIAPH	E	20		33	0.00							33	0	33	0	809
5	7	H201	BEAM	E	18		4	2.00							5	10	5	10	60
7	6	H202	BEAM & DIAPH	E	20		33	0.00							33	0	33	0	347
4	5	H203	STRAND TIE	E	20		6	6.00							6	6	6	6	27
9	6	H204	DIAPHRAGM	E	20		4	6.00							4	6	4	6	61
6	6	H205	DIAPHRAGM	E	20		13.00								13		13		10
16	8	H206	WING	E	19		9	8.00	16.00						11	0	10	10	463
32	6	H207	WING	E	19		8	3.00	12.00						9	3	9	1	437
12	5	U200	BEAM	E	37S		4	5.75	2	9.75					12	9	12	6	156
12	4	U201	BEAM	E	10S			2	8.00	2	9.75				8	2	8	0	64
24	4	U202	BEAM	E	13S		2	9.75	2	8.00	2	9.75	2	8.00	11	9	11	6	184
16	6	U203	DIAPHRAGM	E	19S		16.75	2	9.75						4	3	4	1	98
16	5	U204	DIAPHRAGM	E	37S		2	3.75	2	3.75					7	11	7	8	128
41	6	U205	DIAPHRAGM	E	19S		2	5.00	4	3.25					6	9	6	7	405
30	5	U206	DIAPHRAGM	E	19S		2	0.00	15.00						3	3	3	2	99
8	5	V200	BEAM	E	17		4	5.00							5	0	5	0	42
28	6	V201	DIAPHRAGM	E	20		16.00								16		16		56
18	6	V202	WING	E	20		5	6.00							5	6	5	6	149
18	6	V203	WING	E	20		5	6.00							5	6	5	6	149
36	6	V204	PILE	E	17		5	3.00							5	11	5	11	320
48	4	P200	PILE	E	34S		3	1.75	2.00			12.00			3	11	3	11	126

Bill of Reinforcing Steel																					
No. Req.	Size/Mark	Location	Codes			Dimensions						Nom. Length ft in.	Actual Length ft in.	Weight lb							
			C	SH	V	B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.				K ft in.						
SLAB																					
24	6	S1	SLAB	E	20	V	3	7.00							3	7	3	7			
INCREMENT =							30	3.00							30	3	30	3	610		
112	6	S2	SLAB	E	20		32	5.00							32	5	32	5	649		
68	5	S3	SLAB	E	20		32	7.00							32	7	32	7	2311		
124	5	S4	SLAB	E	20		4	8.00							4	8	4	8	604		
TYPE H BARRIER																					
116	5	R1	BARRIER	E	14S		2	5.00	6.50	2	5.50			2	5.00	5.50	5	5	5	3	635
116	5	R2	BARRIER	E	19S		20.50	9.50							2	6	2	5	292		
116	5	R3	BARRIER	E	27S		9.50	15.25	5.00	12.00	15.00	3.00			3	6	3	5	413		
16	5	R4	BARRIER	E	20		56	9.00							56	9	56	9	947		
20	5	K1	BARRIER	E	27S		3	5.00	9.25	5.25	2	11.75		5.25	1.00	7	8	7	5	155	
46	5	K2	BARRIER	E	27S		3	5.00	9.25	14.50	2	2.75		14.25	2.75	7	8	7	6	360	
4	5	K3	BARRIER	E	27S		22.50	9.25	14.50	7.75	12.00	14.25	2.75		5	6	5	3	22		
70	5	K4	BARRIER	E	19S		2	5.00	10.00						3	3	3	2	231		
20	5	K5	BARRIER	E	38S				19.25	9.50	8.25	18.75	4.25		3	1	3	0	63		
50	5	K6	BARRIER	E	21S		2	5.00	10.00			2	4.25	6.00	3	3	3	1	161		
28	5	K7	BARRIER	E	20		10	2.00							10	2	10	2	297		
28	5	K8	BARRIER	E	20		9	10.00							9	10	9	10	287		
8	5	C1	SLIP FORM	E	20		12	0.00							12	0	12	0	100		
8	5	C2	SLIP FORM	E	20		7	9.00							7	9	7	9	65		

Nominal lengths are based on out to out dimensions shown in bending diagrams and are listed to the nearest inch for fabricator's use. Actual lengths are measured along centerline bar to the nearest inch. Weights are based on actual lengths.

Reinforcing steel (ASTM A706 Grade 60) fy = 60,000 psi

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

SH = Required shape, see bending diagrams.

V = Sets of varied bars and number of bars of each length. Bar dimensions vary in equal increments between dimensions shown on this line and the following line and the actual length dimension shown on this line and the following line vary by the specified increment.

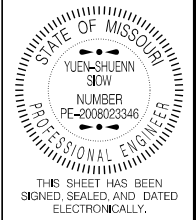
For bending diagrams and steel reinforcing totals, see Sheet No. 19.

BILL OF REINFORCING STEEL

Detailed Aug. 2025
Checked Sep. 2025

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

Sheet No. 20 of 24



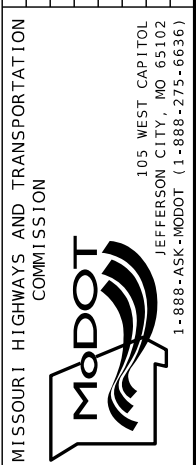
DATE PREPARED
2/20/2026

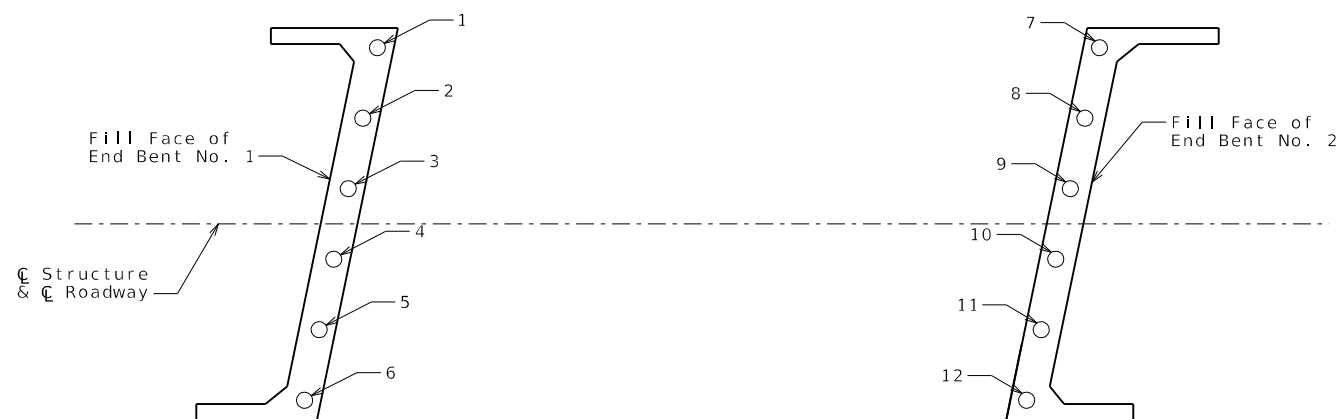
ROUTE 114 STATE MO
DISTRICT BR SHEET NO. 20

COUNTY STODDARD
JOB NO. J9S3725
CONTRACT ID.

PROJECT NO.
BRIDGE NO. A9482

DATE	DESCRIPTION



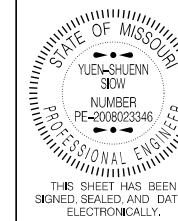


PART PLAN SHOWING PILE NUMBERING FOR RECORDING AS-BUILT PILE DATA

As-Built Pile Data					
Pile No.	Length in Place (ft)	PDA Nom. Axial Compressive Resistance (kips)	PDA End of Drive Blow Count (blows/in.)	Actual End of Drive Blow Count (blows/in.)	Remarks
					End Bent No. 1
1					
2					
3					
4					
5					
6					
					End Bent No. 2
7					
8					
9					
10					
11					
12					

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

This sheet to be completed by MoDOT construction personnel.



DATE PREPARED
2/20/2026

ROUTE STATE
114 MO

DISTRICT SHEET NO.
BR 21

COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
A9482

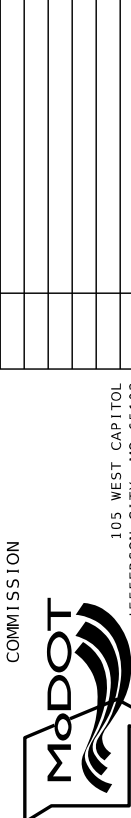
DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

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

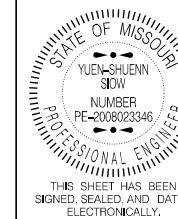




SCI ENGINEERING, INC.
 130 Point West Boulevard
 St. Charles, Missouri 63301
 636-949-8200
 www.sciengineering.com

Missouri Department of Transportation
 Construction and Materials

BORING NO. B-101
 Page 1 of 4



DATE PREPARED 2 / 20 / 2026	
ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 22
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. A9482	

BORING LOG LEGEND AND NOMENCLATURE

Depth is in feet below ground surface. Elevation is in feet mean sea level, site datum, or as otherwise noted.

Sample Type

- SS Split-spoon sample, disturbed, obtained by driving a 2-inch-O.D. split-spoon sampler (ASTM D 1586).
- NX Diamond core bit, nominal 2-inch-diameter rock sample (ASTM D 2113).
- ST Thin-walled (Shelby) tube sample, relatively undisturbed, obtained by pushing a 3-inch-diameter tube (ASTM D 1587).
- CS Continuous sample tube system, relatively undisturbed, obtained by split-barrel sampler in conjunction with auger advancement.
- SV Shear vane, field test to determine strength of cohesive soil by pushing or driving a 2-inch-diameter vane, and then shearing by torquing soil in existing and remolded states (ASTM D 2573).
- BS Bag sample, disturbed, obtained from cuttings.

Recovery is expressed as a ratio of the length recovered to the total length pushed, driven, cored.

Blows Numbers indicate blows per 6 inches of split-spoon sampler penetration when driven with a 140-pound hammer falling freely 30 inches. The number of total blows obtained for the second and third 6-inch increments is the N value (Standard Penetration Test or SPT) in blows per foot (ASTM D 1586). Practical refusal is considered to be 50 or more blows without achieving 6 inches of penetration and is expressed as a ratio of 50 to actual penetration, e.g., 50/2 (50 blows for 2 inches).

For analysis, the N value is used when obtained by a cathead and rope system. When obtained by an automatic hammer, the N value may be increased by a factor of 1.3.

Vane Shear Strength is expressed as the peak strength (existing state) / the residual strength (remolded state).

Description indicates soil constituents and other classification characteristics (ASTM D 2488) and the Unified Soil Classification (ASTM D 2487). Secondary soil constituents (expressed as a percentage) are described as follows:

Trace	<5
Few	5-15
With	>15-30

Stratigraphic Breaks may be observed or interpreted and are indicated by a dashed line. Transition between described materials may be gradual.

Laboratory Test Results

- Natural moisture content (ASTM D 2216) in percent.
- Dry density in pounds per cubic foot (pcf).
- Hand penetrometer value of apparently intact cohesive sample in kips per square foot (ksf).
- Unconfined compressive strength (ASTM D 2166) in kips per square foot (ksf).
- Liquid and Plastic Limits (ASTM D 4318) in percent.

RQD (Rock Quality Designation) is the ratio between the total length of core segments 4 inches or more in length and the total length of core drilled. RQD (expressed as a percentage) indicates insitu rock quality as follows:

Excellent	90 to 100
Good	75 to 90
Fair	50 to 75
Poor	25 to 50
Very Poor	0 to 25

Job No.: J9S3725 (SCI No. 2024-0798.10)
 Design: N/A
 Bent: End Bent #1
 Station: N/A
 Offset: N/A
 Elevation: 298.0
 Requested Station: N/A
 Requested Offset: N/A
 Requested Elevation:
 Drill No.: 266443

County: Stoddard
 Route: Route 114
 Skew: 12 degrees Left
 Location: Stoddard County, Missouri
 Logged By: B. Ratajczk
 Operator: Midwest Drilling, Inc.
 Northing: 1027704
 Date of Work: 11/25/24-11/26/24
 Easting: 361045
 Depth to Water: 18.5
 Requested Northing: N/A
 Depth Hole Open: 120.0
 Requested Easting: N/A
 Time Change: 0
 Equipment: CME 550X Split-Spoon Sampler
 Location Note: NW quadrant of the existing bridge
 Hammer Efficiency: 90.3%
 Drilling Method: CFA and mud rotary

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
0		0.0-9.0' (FILL) Dark brown, SANDY SILTY CLAY, sand is fine- to coarse-grained	295						
5			295	X	69	3-4-5 (14)		PP = 2.00 tsf	LL = 19 PL = 12 MC = 31.0%
10		8.5' Becomes brown 9.0-17.0' (SP) Brown, POORLY GRADED SAND, fine- to coarse-grained	290	X	39	3-4-5 (14)		PP = 1.50 tsf	MC = 16.4%
15			285	X	39	5-9-12 (32)			
20		17.0-32.0' (SP) Brown, POORLY GRADED SAND WITH GRAVEL, fine- to coarse-grained, gravel is fine to coarse	280	X	39	2-7-9 (24)			
25			275	X	67	6-9-12 (32)			
30		28.5' Grain Size Analysis Test Performed 30.0' Switched to mud rotary	270	X	44	2-5-6 (17)			
35		32.0-37.0' (SP) Grayish brown, POORLY GRADED SAND, fine- to coarse-grained	265	X	67	7-7-9 (24)			

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: U.S. State Plane 1983 Coordinate Zone: Missouri East Coordinate Proj. Factor: N/A
 Coordinate Datum: NAD 1983 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.

BORING DATA

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

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION
 COMMISSION



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



333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-2256
 TEL: (314) 588-8115

Missouri Department of Transportation
Construction and Materials

BORING NO. B-101
Page 2 of 4

Job No.: J9S3725 (SCI No. 2024-0798.10) County: Stoddard Route: Route 114
 Design: N/A Skew: 12 degrees Left Location: Stoddard County, Missouri
 Bent: End Bent #1 Logged By: B. Ratajczk Operator: Midwest Drilling, Inc.
 Station: N/A Northing: 1027704 Date of Work: 11/25/24-11/26/24
 Offset: N/A Easting: 361045 Depth to Water: 18.5
 Elevation: 298.0 Requested Northing: N/A Depth Hole Open: 120.0
 Requested Station: N/A Requested Easting: N/A Time Change: 0
 Requested Offset: N/A Equipment: CME 550X Split-Spoon Sampler
 Requested Elevation: Location Note: NW quadrant of the existing bridge
 Drill No.: 266443 Hammer Efficiency: 90.3% Drilling Method: CFA and mud rotary

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
35		32.0-37.0' (SP) Grayish brown, POORLY GRADED SAND, fine- to coarse-grained (continued)							
40		37.0-42.0' (SP) Grayish brown and dark brown, POORLY GRADED SAND WITH GRAVEL, fine- to coarse-grained, gravel is fine to coarse 40.0' Encountered wood	260		33	6-7-11 (27)			
45		42.0-105.0' (SP) Gray, POORLY GRADED SAND, fine- to coarse-grained	255		67	15-23-31 (81)			
50		48.5' Trace organics	250		56	7-10-11 (32)			
55		55.0' Becomes grayish brown, trace fine gravel	245						
60		58.5' Grain Size Analysis Test Performed	240		72	8-9-10 (29)			
65			235						
70			230		56	14-12-12 (36)			

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: U.S. State Plane 1983 Coordinate Zone: Missouri East Coordinate Proj. Factor: N/A
 Coordinate Datum: NAD 1983 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.

Missouri Department of Transportation
Construction and Materials

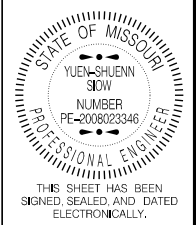
BORING NO. B-101
Page 3 of 4

Job No.: J9S3725 (SCI No. 2024-0798.10) County: Stoddard Route: Route 114
 Design: N/A Skew: 12 degrees Left Location: Stoddard County, Missouri
 Bent: End Bent #1 Logged By: B. Ratajczk Operator: Midwest Drilling, Inc.
 Station: N/A Northing: 1027704 Date of Work: 11/25/24-11/26/24
 Offset: N/A Easting: 361045 Depth to Water: 18.5
 Elevation: 298.0 Requested Northing: N/A Depth Hole Open: 120.0
 Requested Station: N/A Requested Easting: N/A Time Change: 0
 Requested Offset: N/A Equipment: CME 550X Split-Spoon Sampler
 Requested Elevation: Location Note: NW quadrant of the existing bridge
 Drill No.: 266443 Hammer Efficiency: 90.3% Drilling Method: CFA and mud rotary

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
70		42.0-105.0' (SP) Gray, POORLY GRADED SAND, fine- to coarse-grained (continued)							
75			225						
80			220		44	12-13-14 (41)			
85			215						
90			210		61	9-9-10 (29)			
95		93.0' Trace fine to coarse gravel	205						
100		98.5' Grain Size Analysis Test Performed	200		50	16-15-19 (51)			
105			195						

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: U.S. State Plane 1983 Coordinate Zone: Missouri East Coordinate Proj. Factor: N/A
 Coordinate Datum: NAD 1983 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.



DATE PREPARED
2/20/2026

ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 23

COUNTY
STODDARD
JOB NO.
J9S3725
CONTRACT ID.

PROJECT NO.
BRIDGE NO.
A9482

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

MODJESKI-MASTERS
333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115

BORING DATA

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

Missouri Department of Transportation
Construction and Materials

BORING NO. B-101
Page 4 of 4

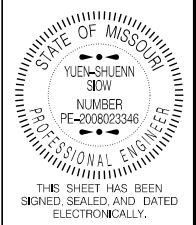
Job No.: J9S3725 (SCI No. 2024-0798.10) County: Stoddard Route: Route 114
 Design: N/A Skew: 12 degrees Left Location: Stoddard County, Missouri
 Bent: End Bent #1 Logged By: B. Ratajczk Operator: Midwest Drilling, Inc.
 Station: N/A Northing: 1027704 Date of Work: 11/25/24-11/26/24
 Offset: N/A Easting: 361045 Depth to Water: 18.5
 Elevation: 298.0 Requested Northing: N/A Depth Hole Open: 120.0
 Requested Station: N/A Requested Easting: N/A Time Change: 0
 Requested Offset: N/A Equipment: CME 550X Split-Spoon Sampler
 Requested Elevation: Location Note: NW quadrant of the existing bridge
 Drill No.: 266443 Hammer Efficiency: 90.3% Drilling Method: CFA and mud rotary

Depth (ft)	Graphic	Description	Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Data	Field Tests	Index Tests
105		105.0-115.0' (SW) Grayish brown, WELL GRADED SAND, fine- to coarse-grained, trace fine gravel	190						
110			X	44	18-17-14 (47)				
115		115.0-120.0' (SP) Gray, POORLY GRADED SAND, fine- to medium-grained	180						
120			X	50	14-21-27 (72)				
Bottom of borehole at 120.0 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: U.S. State Plane 1983 Coordinate Zone: Missouri East Coordinate Proj. Factor: N/A
 Coordinate Datum: NAD 1983 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.



DATE PREPARED: 2/20/2026
 ROUTE: 114 STATE: MO
 DISTRICT: BR SHEET NO.: 24
 COUNTY: STODDARD
 JOB NO.: J9S3725
 CONTRACT ID.:
 PROJECT NO.:
 BRIDGE NO.: A9482

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-2256
 TEL: (314) 588-8115

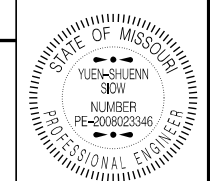
BORING DATA

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

Detailed Aug. 2025
 Checked Sep. 2025

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

Sheet No. 24 of 24



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED

2/20/2026

ROUTE STATE

114 MO

DISTRICT SHEET NO.

BR 1

COUNTY

STODDARD

J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

F05652

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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



333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115

U.I.P., REDECK AND MAKE COMPOSITE EXISTING (30')(60'- 60'- 60')(30') SIMPLE AND CONTINUOUS WIDE FLANGE BEAM SPANS (15° LA)

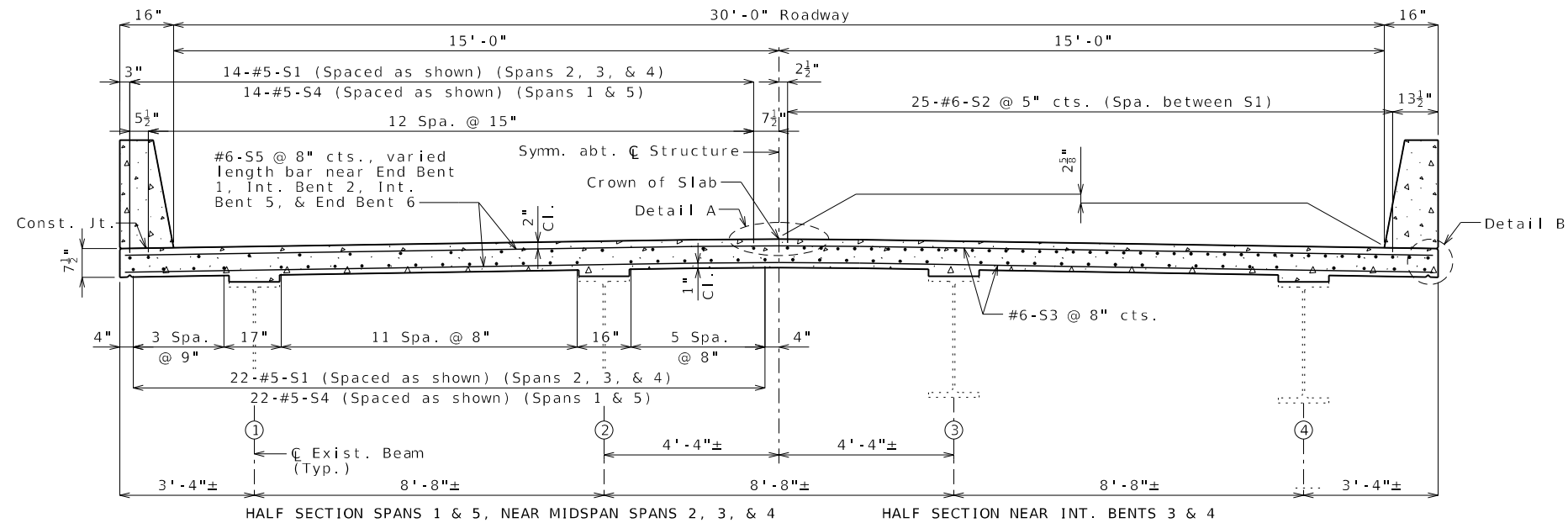
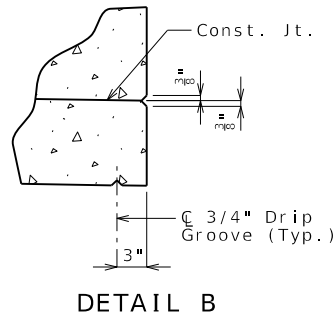
Table Showing S2 Bar Lengths

Int. Bent No. 3		Int. Bent No. 4	
Span 2	Span 3	Span 3	Span 4
16'-3"	21'-3"	21'-3"	16'-3"

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 D

Design Loading:

H-20 (1941) (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 A615 Grade 60) $f_y = 60,000$ psi
Structural Carbon Steel (ASTM A709 Grade 36) $f_y = 36,000$ psi

Joint Filler:

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

Reinforcing Steel:

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

Structural Steel Protective Coating

Protective Coating: System L 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 (System L) with inorganic zinc primer. 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.

Prime Coat: 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(s): The color of the field coat(s) shall be Gray (Federal Standard #26373). 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 L).

Coating Limits: The surfaces of all existing steel, including existing bearings, shall be recoated at Int. Bents 2 & 5 within a distance not less than 5 feet each direction from beam ends.

Miscellaneous:

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

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

All concrete repairs shall be in accordance with Sec 704, unless otherwise noted.

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.

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

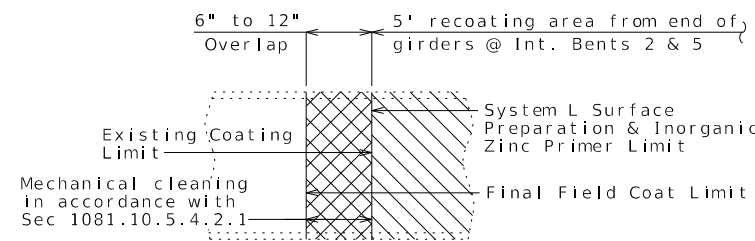
Traffic Handling:

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

Detailed Aug. 2025
Checked Nov. 2025

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

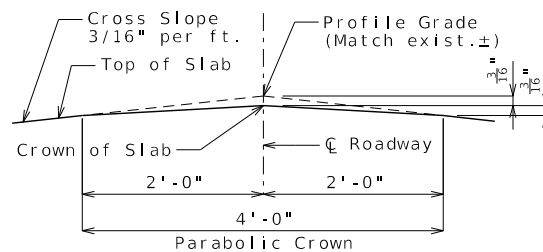
Sheet No. 1 of 14



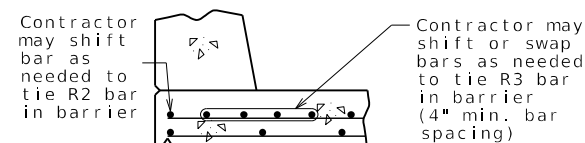
PART ELEVATION SHOWING LIMITS OF PAINT OVERLAP

(Vertical or horizontal paint limit. Horizontal limit shown)

Limits of Paint Overlap: System L 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.



DETAIL A



OPTIONAL SHIFTING TOP BARS AT BARRIER

Estimated Quantities

Item	Unit	Total
Removal of Existing Bridge Deck	sq. foot	8288
Removal of Existing Bearings	each	8
Bridge Approach Slab (Minor)	sq. yard	134
Slab on Steel	sq. yard	892
Type H Barrier	linear foot	491
Substructure Repair (Unformed)	sq. foot	190
Protective Coating - Concrete Bents and Piers (Urethane)	lump sum	1
Fabricated Structural Carbon Steel (Misc.)	pound	800
Shear Connectors	each	2232
Slab Drain	each	48
Surface Preparation for Recoating Structural Steel	sq. foot	600
Field Application of Inorganic Zinc Primer	sq. foot	600
Finish Field Coat (System L)	sq. foot	800
Laminated Neoprene Bearing Pad Assembly	each	8
Strip Seal Expansion Joint System	linear foot	62

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

Estimated Quantities for Slab on Steel

Item	Unit	Total
Class B-2 Concrete	cu. yard	196
Reinforcing Steel (Epoxy Coated)	pound	63830

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 114 OVER LITTLE RIVER DRAINAGE DITCH**

ROUTE 114 FROM US 60 TO ROUTE CC
ABOUT 0.9 MILES SOUTH OF US 60
BEGINNING STATION 683+95.00± (MATCH EXISTING)

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.

The contractor shall provide a method of preventing the direct contact of the stay-in-place forms and connection components with uncoated weathering steel members that is approved by the engineer.

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 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.

Concrete Protective Coatings:

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

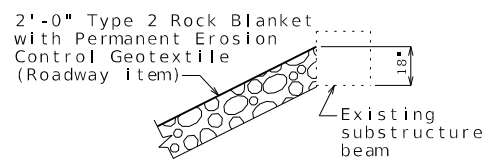
Structural Steel Removal:

Cost of the removal of existing C12x20's and all associated connection bent plates and fasteners will be considered completely covered by the contract unit price for Removal of Existing Bridge Deck.

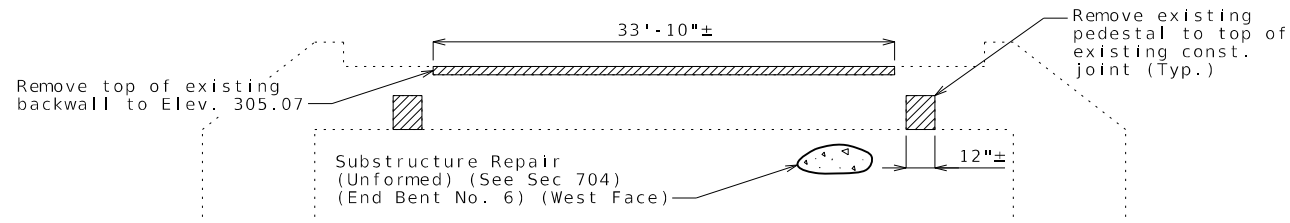
Cost of fabricating and installing high strength bolts in the remaining existing holes will be considered completely covered by the contract unit price for Removal of Existing Bridge Deck.

Miscellaneous:

The top of rock blanket shall be flush to the ground line as directed by the engineer. (Roadway Item)



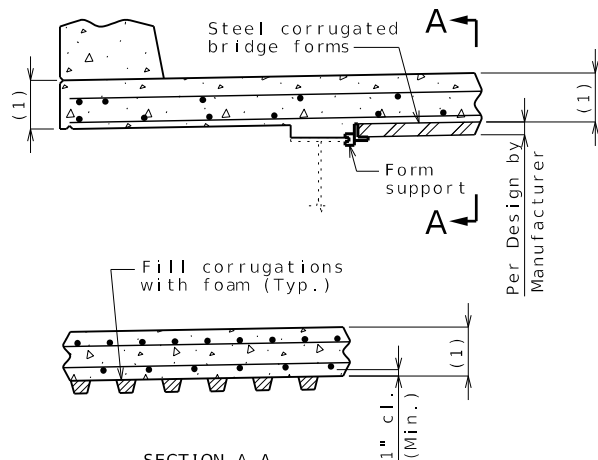
ROCK BLANKET ON SPILL SLOPES



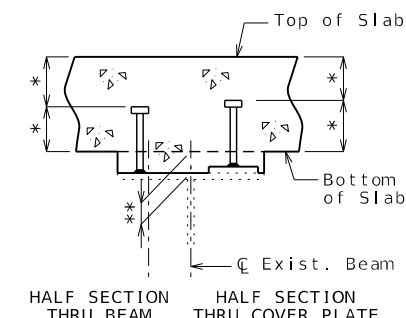
DETAILS OF CONCRETE REMOVAL AND UNFORMED REPAIR AT END BENTS

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 pedestal reinforcement to be cut off one inch below concrete removal surface and the resulting holes shall be filled with a qualified special mortar.

For additional details of concrete removal, see Sheet No. 4.

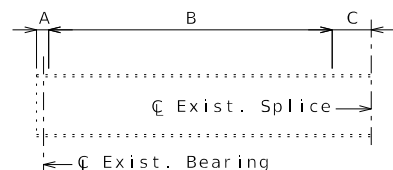


OPTIONAL STAY-IN-PLACE FORM DETAILS

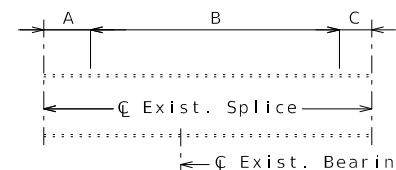


SECTION THRU EXIST. BEAM SHOWING SHEAR CONNECTORS

* 2" Minimum
** Min. Haunch = 0"
Max. Haunch = 2"



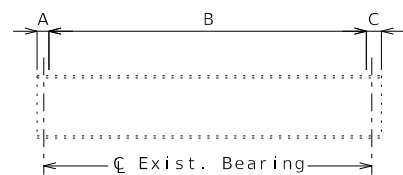
ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR END BEAMS



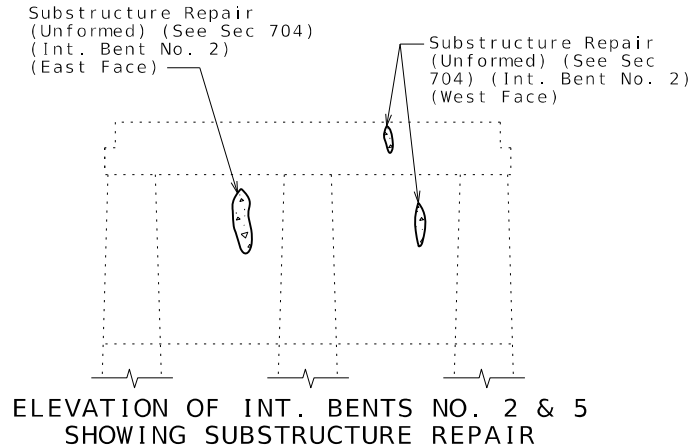
ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR BEARING BEAMS

TABLE SHOWING SHEAR CONNECTOR UNIT SPACING

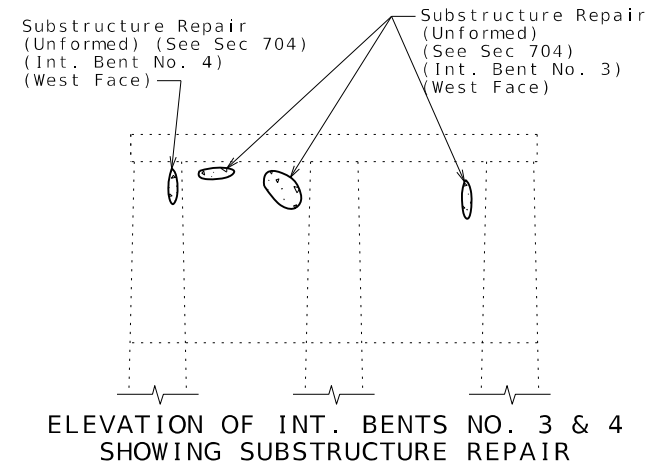
Beam	S.C. per unit	A	B	C
Simple Span Beam (Span 1-2)	2	9"±	40 Units @ 9" cts.	12"±
Simple Span Beam (Span 6-5)	2	6"±	39 Units @ 9" cts.	2'-0"±
End Beam (Span 2-3)	2	10"±	53 Units @ 10" cts.	2'-4"±
End Beam (Span 5-4)	2	2'-6"±	51 Units @ 10" cts.	2'-4"±
Brg. Beam (Bent 3 & Span 3-4) & Brg. Beam (Bent 4 & Span 4-3)	2	2'-5"±	48 Units @ 10" cts.	2'-5"±
Total shear connectors required				2232



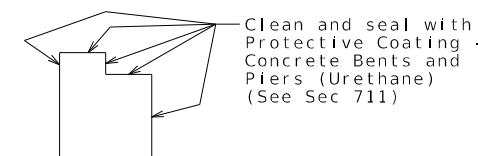
ELEVATION SHOWING SHEAR CONNECTOR SPACING FOR SIMPLE SPAN BEAMS



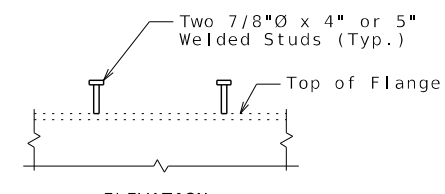
ELEVATION OF INT. BENTS NO. 2 & 5 SHOWING SUBSTRUCTURE REPAIR



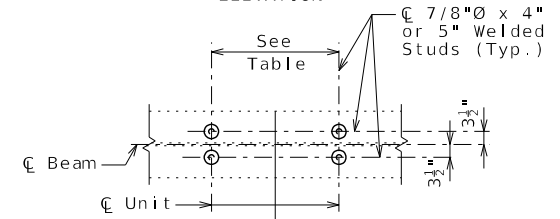
ELEVATION OF INT. BENTS NO. 3 & 4 SHOWING SUBSTRUCTURE REPAIR



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



ELEVATION

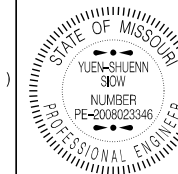


PLAN OF SHEAR CONN. (2 PER UNIT)

DETAILS OF SHEAR CONNECTORS

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

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



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED 2/20/2026

ROUTE 114 STATE MO

DISTRICT BR SHEET NO. 2

COUNTY STODDARD

JOB NO. J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO. F05652

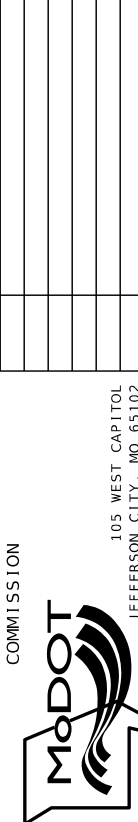
DESCRIPTION

DATE

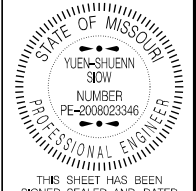
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

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



MODJESKI-MASTERS
333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE 114 STATE MO

DISTRICT BR SHEET NO. 3

COUNTY STODDARD

JOB NO. J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO. F05652

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

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

MoDOT

MODJESKI-MASTERS

333 SOUTH 18TH STREET, SUITE 100 ST. LOUIS, MISSOURI 63103-2256

TEL: (314) 588-8115

Roughen top of exposed existing End Bent Cap and backwall to drain (Typ.)

Top of Slab Elev. 306.29± @ End of Slab

Structure @ End of Slab

Top of Existing Backwall

U.I.P. Existing Wingwall (Typ.)

3-#6-H103 (Typ.)
3-#6-H101 (Fill Face)

4-#6-H101

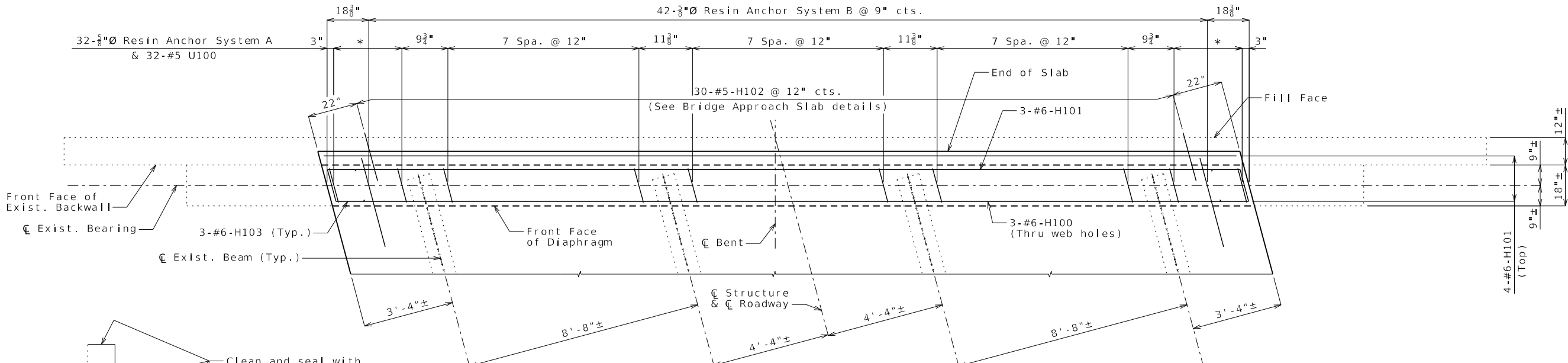
3-#6-H100 (Front Face)

U.I.P. Existing End Bent Cap

Limits of Protective Coating (Typ.)

SECTION NEAR END BENT

Existing steel end diaphragms not shown for clarity (leave in place).
Resin Anchor Systems and Type H Barrier not shown for clarity.



PART PLAN

Notes:

All concrete and reinforcement shown is included in the table of Estimated Quantities for Slab on Steel and will be considered completely covered by the contract unit price for Slab on Steel.

The #6-H101 bars are provided as full length in the Bill of Reinforcing Steel. Bars may be cut in field as needed to clear beams. Clearance shall be 1-1/2 inch minimum to any obstruction.

Protective Coating to be applied to all exposed surfaces of the existing end bent cap, wingwall, and backwall outside the limits of the proposed diaphragm.

Cost of roughening the end bent cap and backwall to drain shall be considered completely covered by the contract lump sum price for Protective Coating.

For Section A-A and B-B, see Sheet No. 4.

For details and reinforcement of Type H Barrier, see Sheets No. 10 & 11.

For details of bridge approach slab, see Sheet No. 12.

Work this sheet with Sheet No. 4.

TYPICAL SECTION THRU END BENT SHOWING PROTECTIVE COATING

DETAILS OF END BENT

End Bent No. 1 shown. End Bent No. 6 similar.

Detailed Aug. 2025
Checked Oct. 2025

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

Sheet No. 3 of 14



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE 114 STATE MO

DISTRICT BR SHEET NO. 4

COUNTY STODDARD

JOB NO. J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO. F05652

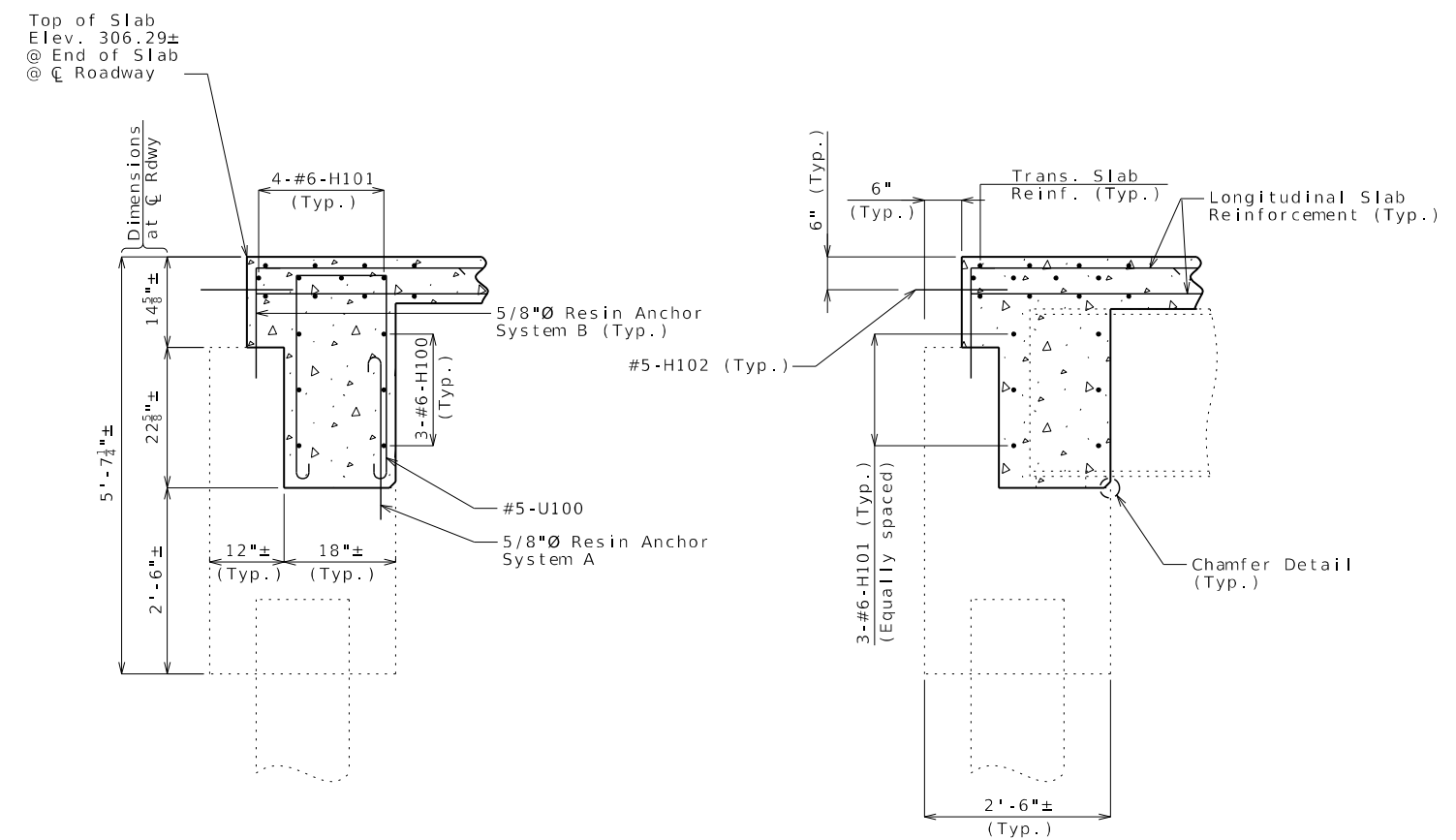
DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

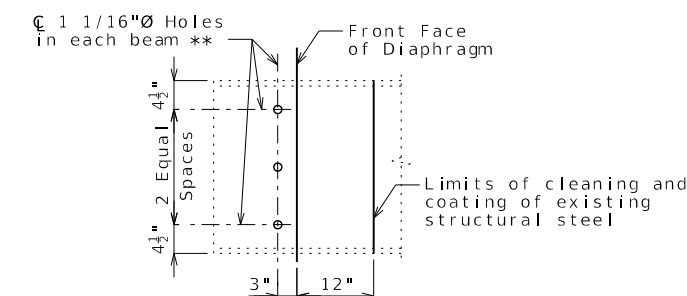
MODJESKI-MASTERS

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



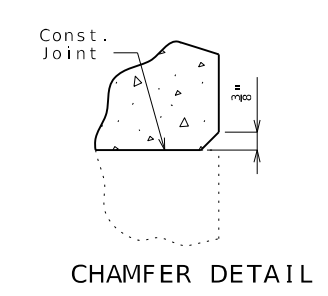
SECTION A-A

SECTION B-B



DETAILS OF WEB HOLES AT END BENTS

** Cost of field drilling holes in existing wide flange beam webs will be considered completely covered by the contract unit price for Slab on Steel.



CHAMFER DETAIL

Notes:

The exposed and accessible surfaces of the existing structural steel and bearings that will be encased in concrete shall be cleaned with a minimum of SSPC-SP-3 surface preparation and coated with a minimum of one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of not less than 3 mils before concrete is poured. The surface preparation and coating for beams shall extend a minimum of one foot outside the face of the beam encasement. Payment for cleaning and coating steel to be encased in concrete will be considered completely covered by the contract unit price for Slab on Steel.

The H100 bars are segmented for ease of placement through beam web holes. The total bar length for H100 bars shown in Bill of Reinforcing Steel allows for one lap splice with a length of 3'-10". Actual bar segment lengths to be determined by contractor for ease of installing bars. The contractor may use a mechanical bar splice in lieu of a lap splice. When a mechanical bar splice is used, the actual bar segment length will be determined by the contractor to accommodate manufacturer's recommendations for installation and ease of construction. The cost of furnishing and installing the bar splices will be considered completely covered by the contract unit price for Slab on Steel. No adjustment of the quantity of reinforcing steel will be allowed for the use of mechanical bar splices.

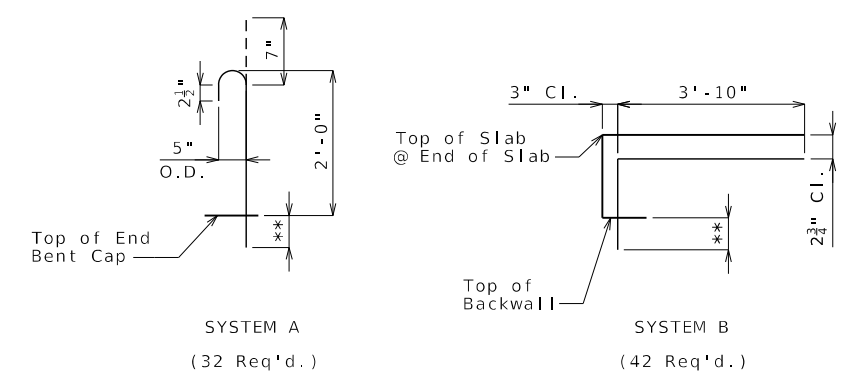
The contractor shall use one of the qualified resin anchor systems in accordance with Sec 1039.

Cost of furnishing and installing the resin anchor systems, complete in place, will be considered completely covered by the contract unit price for Slab on Steel.

The minimum embedment depth in concrete with f'c = 4,000 psi for the resin anchor systems shall be that required to meet the minimum ultimate pullout strength in accordance with Sec 1039 but shall not be less than 5".

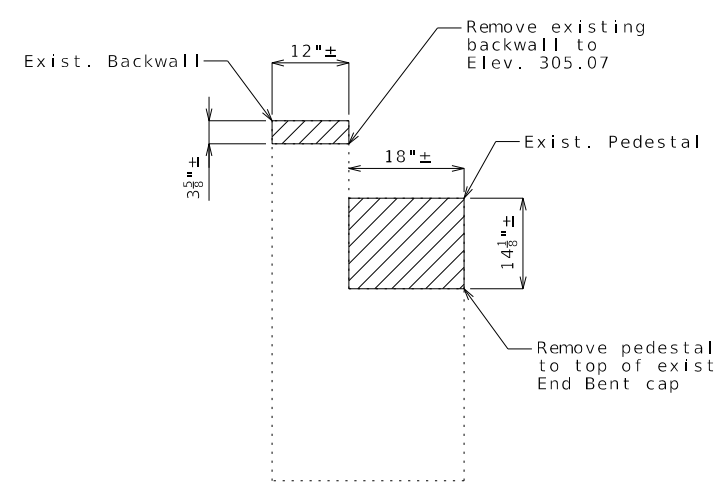
An epoxy coated #5 Grade 60 reinforcing bar shall be substituted for the 5/8"Ø threaded rod.

Work this sheet with Sheet No. 3.



DETAILS OF RESIN ANCHOR SYSTEMS

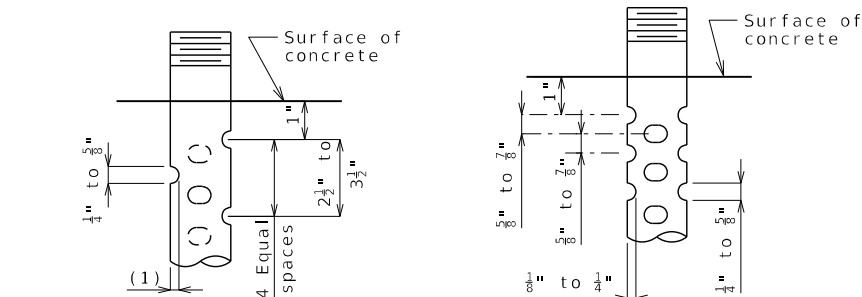
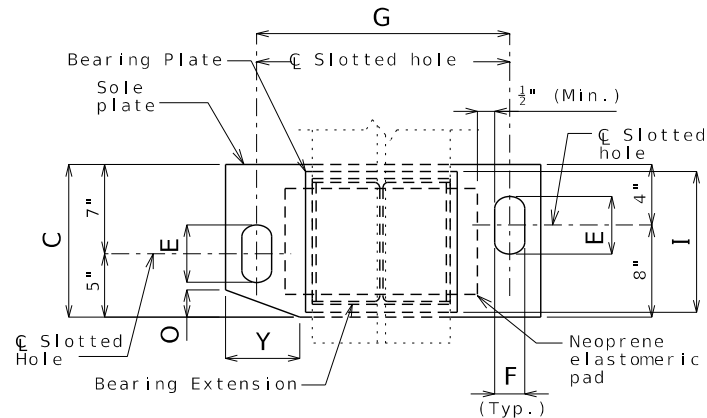
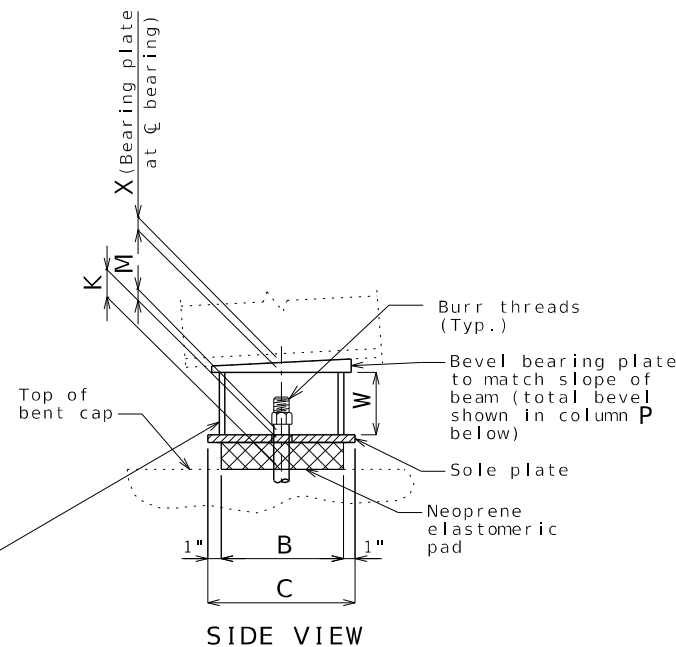
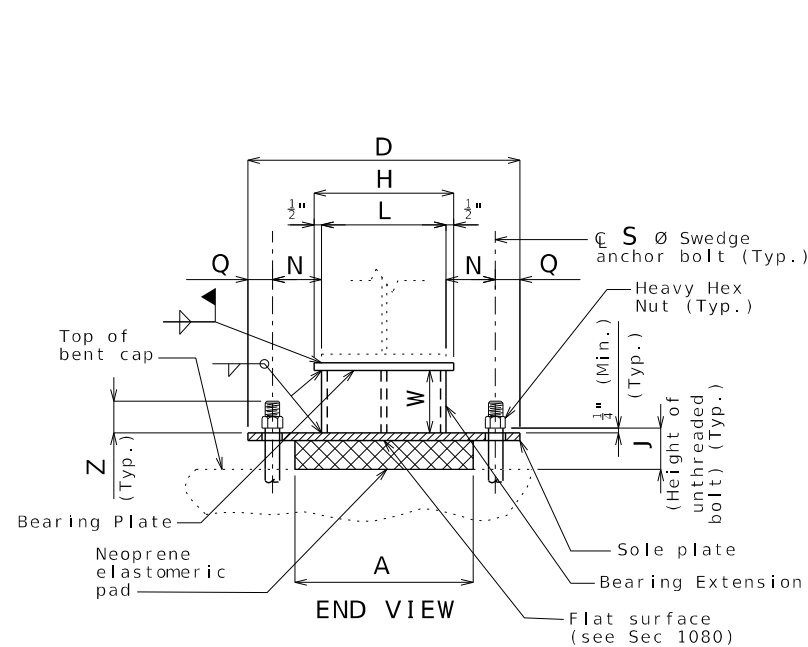
** Manufacturer's recommended embedment length (5" min.)



CONCRETE REMOVAL DETAIL

DETAILS OF END BENT

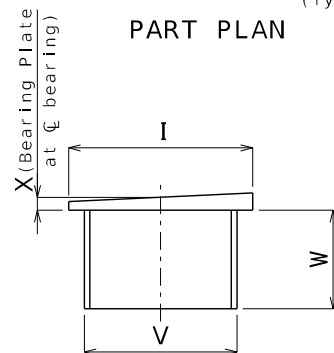
End Bent No. 1 shown. End Bent No. 6 similar.



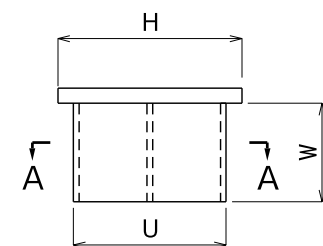
DETAIL OF 3/4"Ø THRU 2 1/2"Ø ANCHOR BOLTS
OPTIONAL DETAIL OF 1 3/8"Ø THRU 2 1/2"Ø ANCHOR BOLTS

SWEDGE ANCHOR BOLT DETAILS

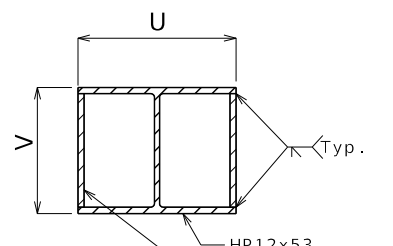
(1) 1/8" for 3/4"Ø thru 1 1/4"Ø anchor bolts
1/4" to 1/2" for 1 3/8"Ø thru 2 1/2"Ø anchor bolts



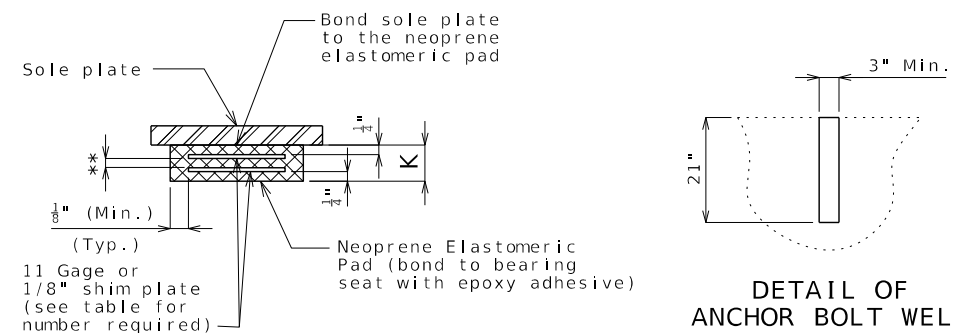
SIDE ELEVATION OF BEARING EXTENSION AND BEARING PLATE



END ELEVATION OF BEARING EXTENSION AND BEARING PLATE

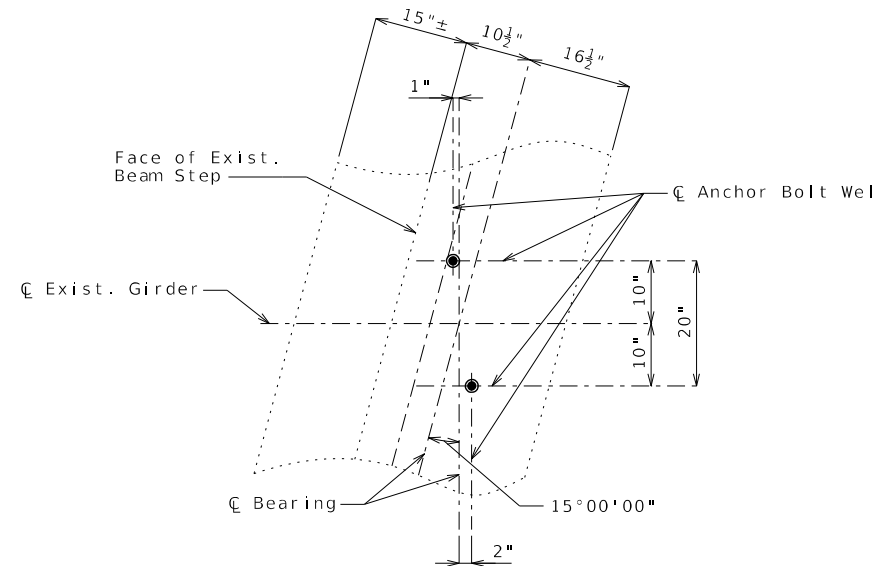


SECTION A-A



NEOPRENE ELASTOMERIC PAD

** Layers of 1/2" elastomer alternating with 11 gage or 1/8" shim plate



PART PLAN OF EXISTING INT. BENT NO. 2
SHOWING ANCHOR BOLT LOCATION
Int. Bent No. 5 similar

GENERAL NOTES:

The contractor shall remove the existing anchor bolts to one inch below the concrete surface or to the extent needed for installation of the new anchor bolts as required by the plans and as authorized by the engineer. The resultant holes shall be filled with a qualified special mortar in accordance with Sec 704.

Shift new anchor bolt wells the minimum extent necessary so as not to damage existing beam cap reinforcement.

Anchor bolts shall be 2"Ø ASTM F1554 Grade 55 swedged bolts and shall extend T into the concrete with ASTM A563 Grade A Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Swedging shall be 1" less than extension into the concrete.

Anchor bolt shall be at the centerline of slotted hole at 60°F. Bearing position shall be adjusted R for each 10° fall or rise in temperature at installation.

Anchor bolts and heavy hex nuts shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

Neoprene Elastomeric Pads shall be 60 Durometer.

Structural steel for sole plate, bearing plate & bearing extension shall be ASTM A709 Grade 50 and shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum.

Laminated Neoprene Bearing Pad Assembly shall be in accordance with Sec 716.

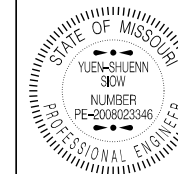
Cost of anchor bolts, drilling, grouting and bearing extension, complete in place, will be considered completely covered by the contract unit price for Laminated Neoprene Bearing Pad Assembly.

Required temporary support load of 17 kips at each bearing is a service load without a factor of safety. It includes the dead load without slab and a construction load of 50 psf applied to the deck area. Live load is not included in the support load. (See Special Provisions).

EXPANSION BEARINGS																										NUMBER OF SHIM PLATES *	NUMBER REQUIRED	
BENT NO.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y			Z
Bent 2 Ext.	14"	10"	12"	2'-2"	4 1/4"	2 3/8"	20"	13"	12 1/4"	4 7/8"	3 3/8"	12"	1 1/2"	4"	2"	0"	3"	1 1/8"	2"	18"	12"	11 1/4"	9 3/8"	1 1/2"	7 3/8"	2 1/2"	5	2
Bent 2 Int.	14"	10"	12"	2'-2"	4 1/4"	2 3/8"	20"	13"	12 1/4"	4 7/8"	3 3/8"	12"	1 1/2"	4"	2"	0"	3"	1 1/8"	2"	18"	12"	11 1/4"	9 3/8"	1 1/2"	7 3/8"	2 1/2"	5	2
Bent 5 Ext.	14"	10"	12"	2'-2"	5 1/2"	2 3/8"	20"	13"	12 1/4"	4 7/8"	3 3/8"	12"	1 1/2"	4"	2"	0"	3"	1 1/8"	2"	18"	12"	11 1/4"	9 3/8"	1 1/2"	7 3/8"	2 1/2"	5	2
Bent 5 Int.	14"	10"	12"	2'-2"	5 1/2"	2 3/8"	20"	13"	12 1/4"	4 7/8"	3 3/8"	12"	1 1/2"	4"	2"	0"	3"	1 1/8"	2"	18"	12"	11 1/4"	9 3/8"	1 1/2"	7 3/8"	2 1/2"	5	2
																						TOTAL BEARINGS	8					

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

LAMINATED NEOPRENE BEARING PAD ASSEMBLY AT BENTS NO. 2 & 5



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE STATE
114 MO

DISTRICT SHEET NO.
BR 5

COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
F05652

DESCRIPTION

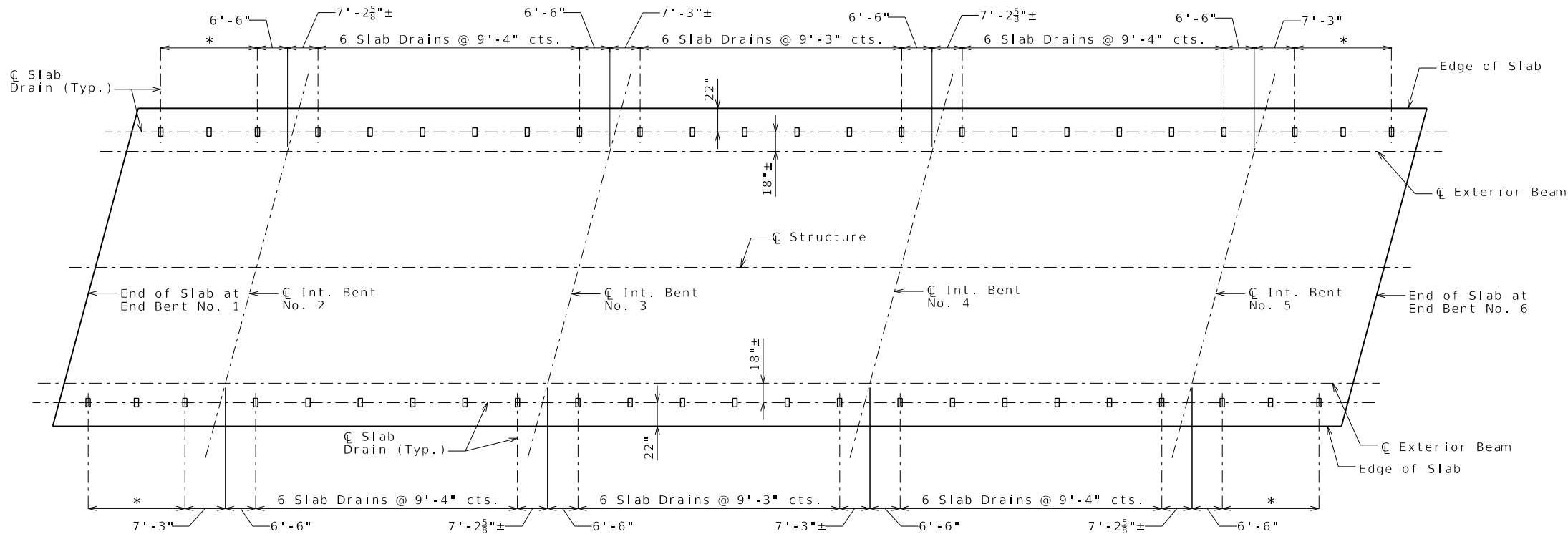
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

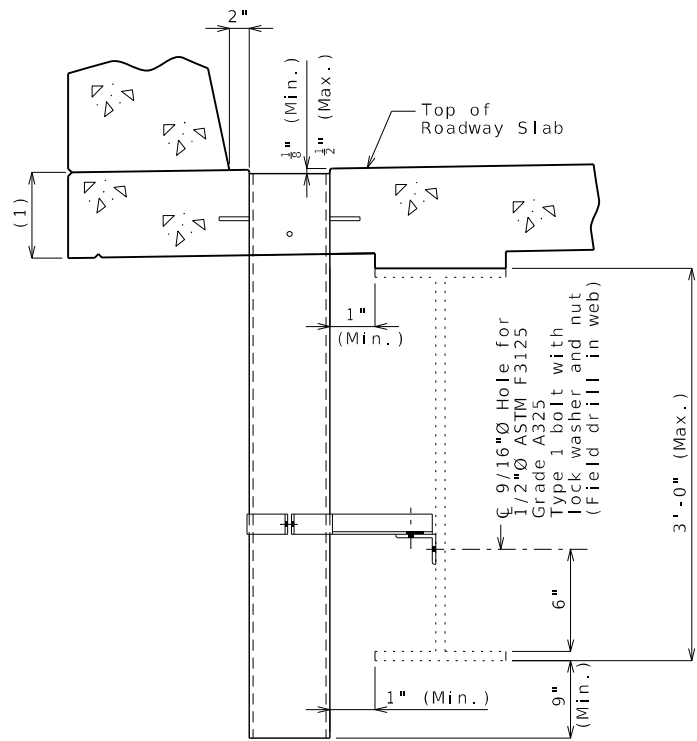


333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115

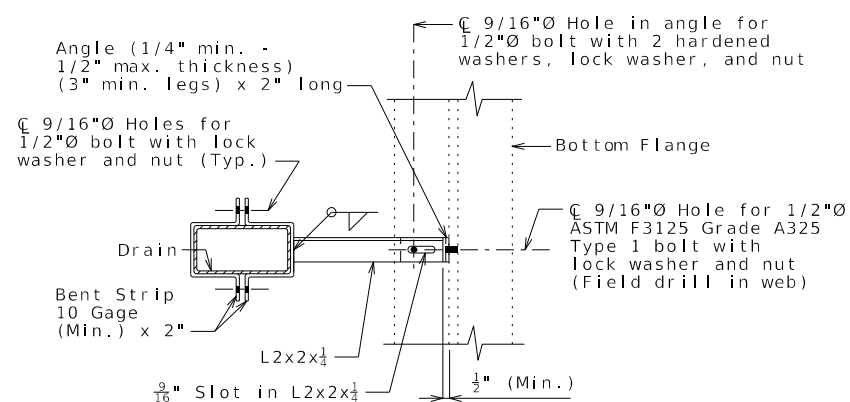


PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS

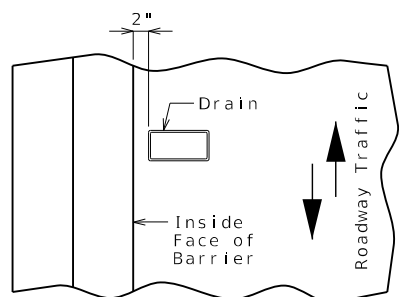
* 3 Slab Drains @ 9'-2" cts.



PART SECTION NEAR DRAIN

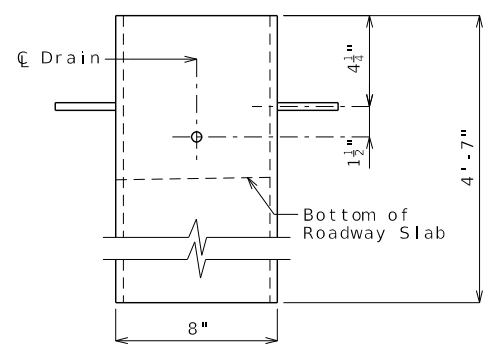


PART SECTION SHOWING BRACKET ASSEMBLY

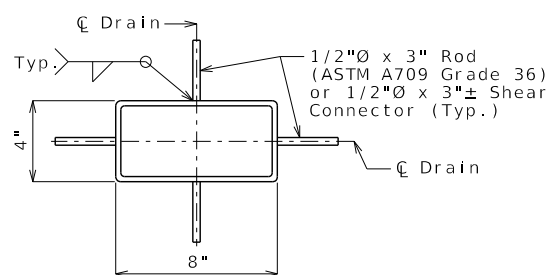


PART PLAN OF SLAB AT DRAIN

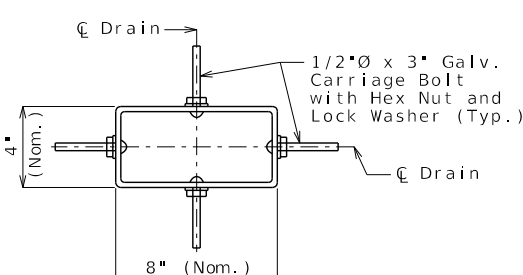
SLAB DRAINS



ELEVATION OF DRAIN



PLAN OF STEEL DRAIN OPTION



PLAN OF FRP DRAIN OPTION

General Notes:

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

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

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

Reinforcing steel shall be shifted to clear drains.

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

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

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

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

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

(1) See front sheet for slab thickness.

Notes for Steel Drain:

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

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

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

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

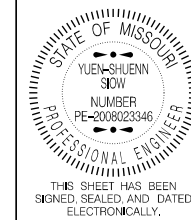
Minimum reinforced wall thickness shall be 1/4 inch.

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

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

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

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



DATE PREPARED 2/20/2026	
ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 6
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	

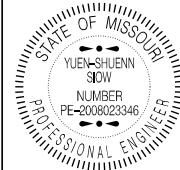
PROJECT NO.	
BRIDGE NO. F05652	

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE 114 STATE MO

DISTRICT BR SHEET NO. 7

COUNTY STODDARD

J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO. F05652

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

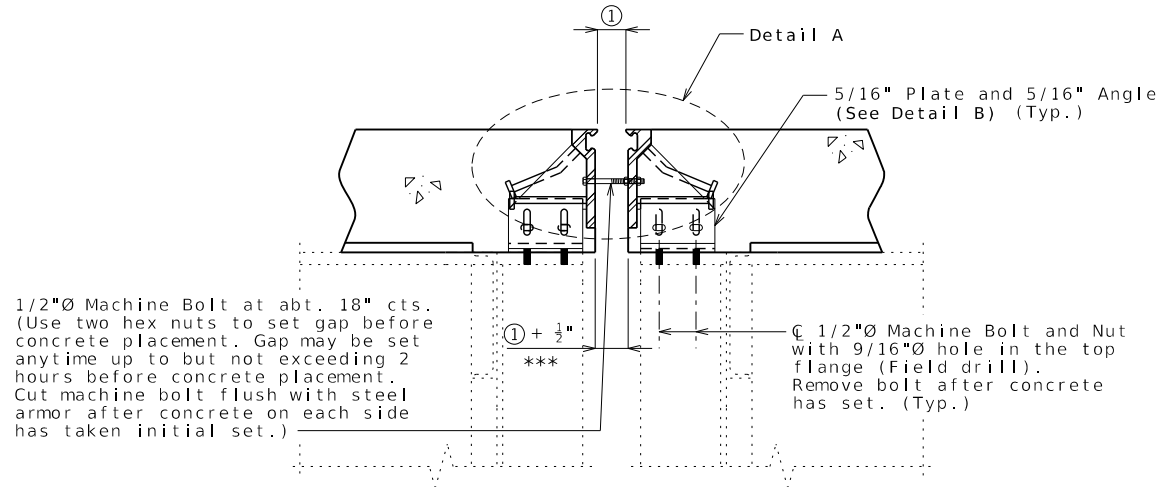
105 WEST CAPITOL JEFFERSON CITY, MO 65102

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

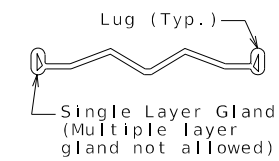
MoDOT

333 SOUTH 18TH STREET, SUITE 100 ST. LOUIS, MISSOURI 63103-2256

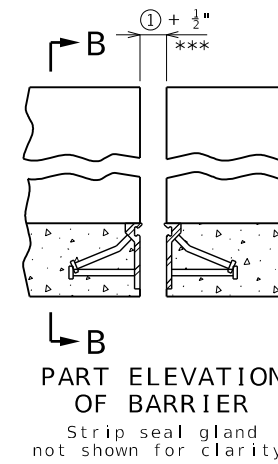
TEL: (314) 588-8115



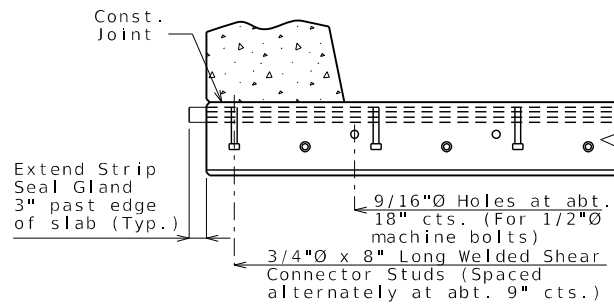
SECTION A-A
Strip seal gland not shown for clarity.



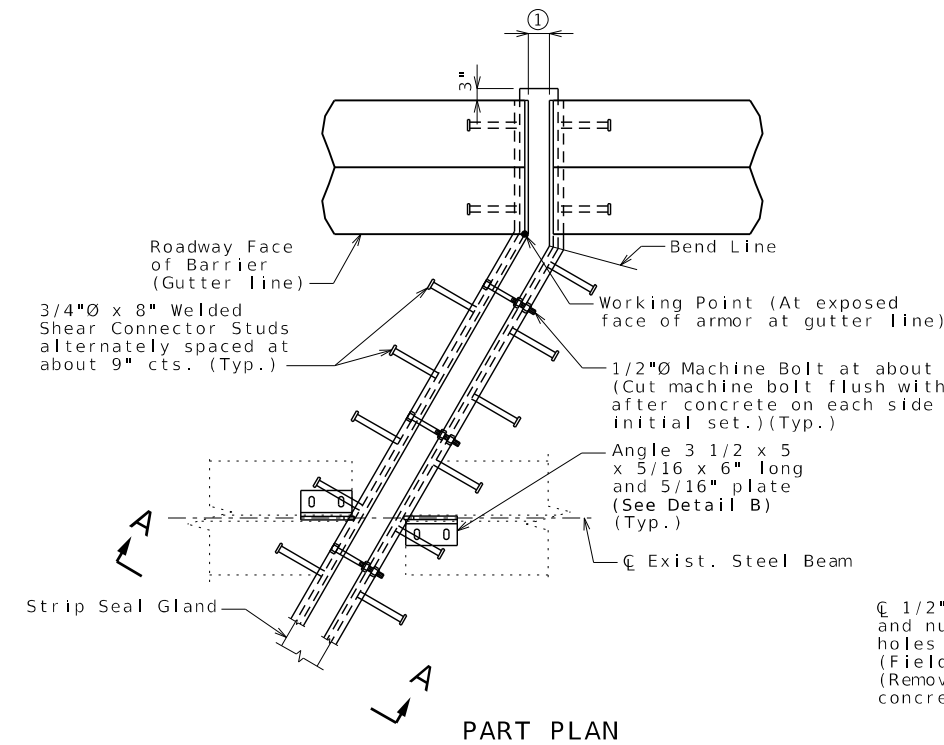
DETAIL OF GLAND



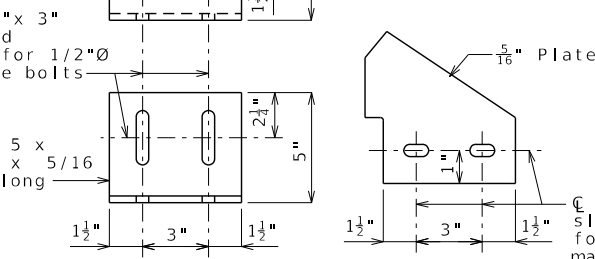
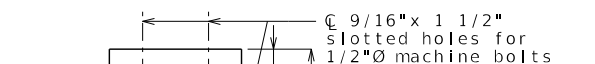
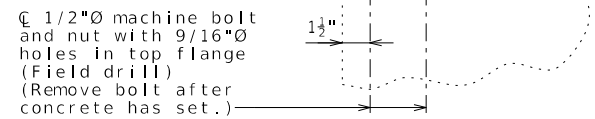
PART ELEVATION OF BARRIER



PART SECTION B-B



PART PLAN



DETAIL A
(P Rail shown, R Rail similar)

DETAIL B

STRIP SEAL EXPANSION JOINT SYSTEM AT INTERMEDIATE BENT NO. 2

GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 50 feet. A complete joint penetration groove welded splice shall be required. Welds shall be ground flush to provide a smooth surface. The expansion joint system shall be fabricated and installed to the crown and grade of the roadway.

The strip seal gland shall be installed in joints in one continuous piece without field splices. Factory splicing will be permitted for joints in excess of 53 feet.

Structural steel for the expansion joint system shall be ASTM A709 Grade 36 except the steel armor may be ASTM A709 Grade 50W. Anchors for the expansion joint system shall be in accordance with Sec 1037. Strip seal expansion joint system shall be in accordance with Sec 717.

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Longitudinal reinforcing steel shall be placed so that ends shall be 1" from the vertical leg of the steel armor at the expansion joint system.

Concrete shall be forced under and around steel armor and anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

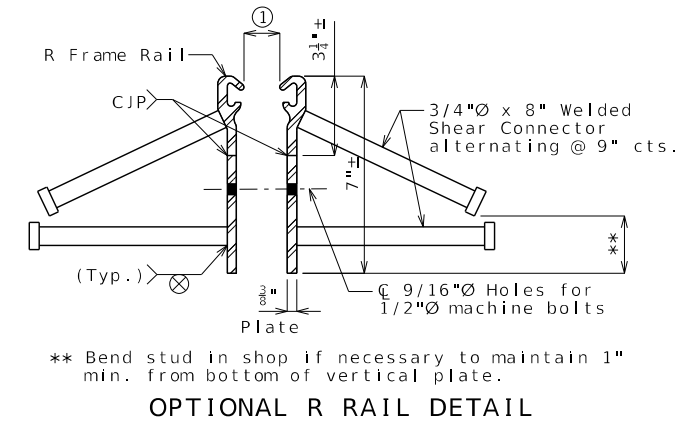
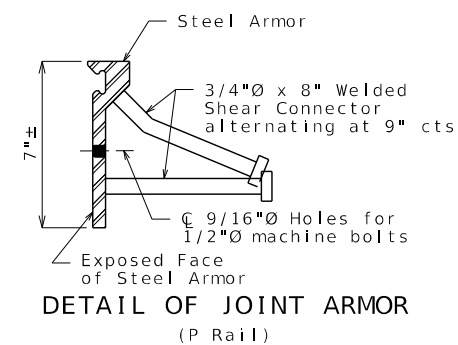
The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

MoDOT Construction personnel will indicate the strip seal expansion joint system installed.

Steel armor may also be referred to as extrusion or rail.

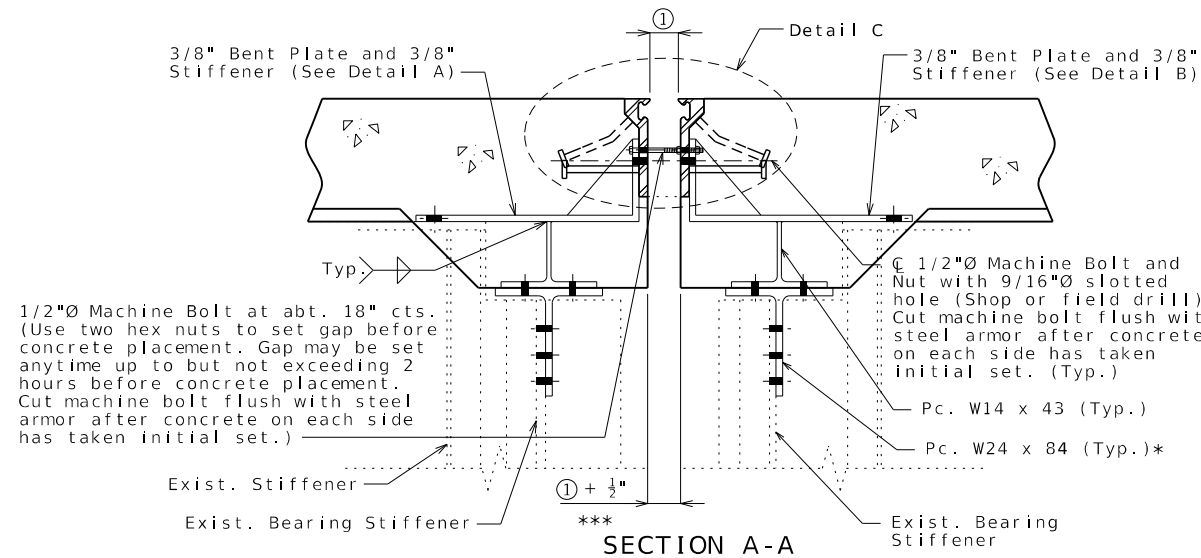
The terms P and R rail are used for identification only, and are not endorsements for any particular manufacturer.

Because of variation in armor dimensions, the concrete opening will vary if the optional R rail is used. Dimensions shown are based on the P rail option.



** Bend stud in shop if necessary to maintain 1" min. from bottom of vertical plate.

Table of Allowed Transverse Strip Seal Expansion Joint System									
Manufacturer	Strip Seal System (Designated Name)	Movement Parallel to RDWY	Allowed Installation Gap					③	
			Normal to Joint at RDWY Surface @ Air/Surface Temperature						
			① @ 40°F	@ 50°F	@ 60°F	@ 70°F	@ 80°F	@ 90°F	
D S Brown	Strip seal L2-400	1 1/4"	2 3/16"	2 1/16"	2"	1 11/16"	1 13/16"	1 1/2"	□
D S Brown	Strip seal L2-500	1 1/4"	2 3/16"	2 1/16"	2"	1 11/16"	1 13/16"	1 1/2"	□
Watson Bowman Acme (Wabo)	Strip seal SE-300	1 1/4"	2 3/16"	2 1/16"	2"	1 11/16"	1 13/16"	1 1/2"	□
Watson Bowman Acme (Wabo)	Strip seal SE-400	1 1/4"	2 3/16"	2 1/16"	2"	1 11/16"	1 13/16"	1 1/2"	□
Watson Bowman Acme (Wabo)	Strip seal SE-500	1 1/4"	2 3/16"	2 1/16"	2"	1 11/16"	1 13/16"	1 1/2"	□



1/2"Ø Machine Bolt at abt. 18" cts. (Use two hex nuts to set gap before concrete placement. Gap may be set anytime up to but not exceeding 2 hours before concrete placement. Cut machine bolt flush with steel armor after concrete on each side has taken initial set.)

3/8" Bent Plate and 3/8" Stiffener (See Detail A)

3/8" Bent Plate and 3/8" Stiffener (See Detail B)

1/2"Ø Machine Bolt and Nut with 9/16"Ø slotted hole (Shop or field drill). Cut machine bolt flush with steel armor after concrete on each side has taken initial set. (Typ.)

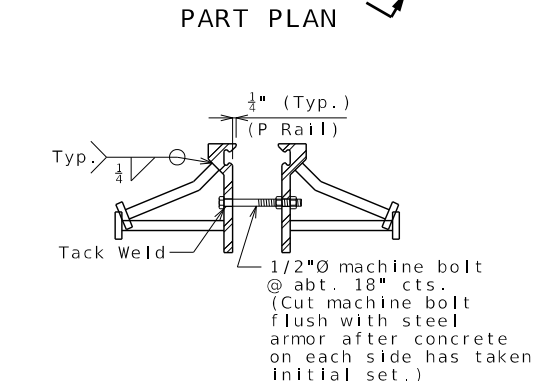
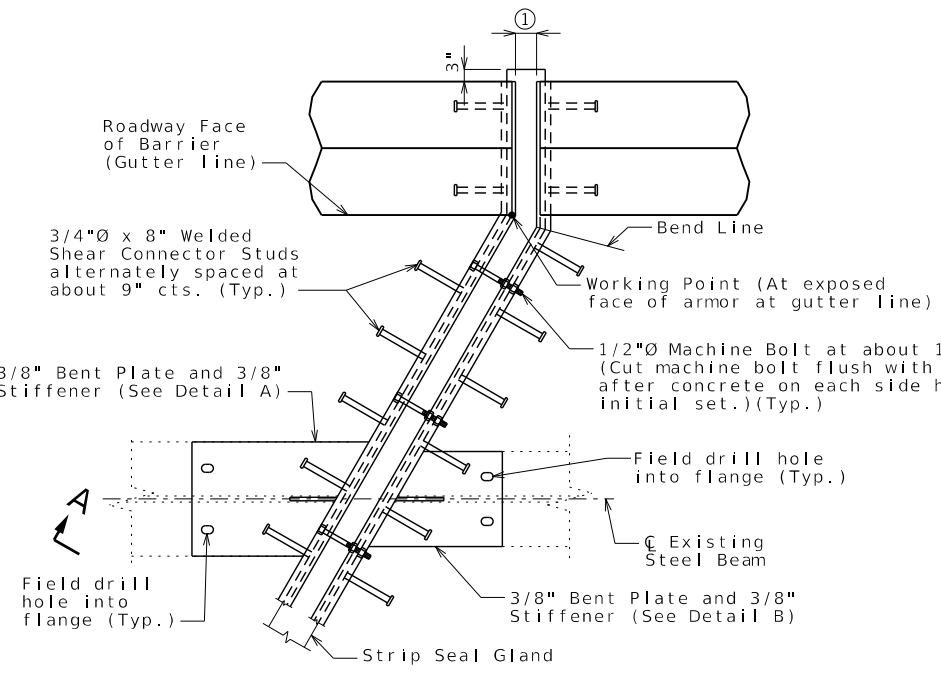
Pc. W14 x 43 (Typ.)

Pc. W24 x 84 (Typ.)*

Exist. Stiffener

Exist. Bearing Stiffener

Slab reinforcement and strip seal gland not shown for clarity.
 * Remove existing Pc. 24 WF 100



Field drill hole into flange (Typ.)

Field drill hole into flange (Typ.)

Strip Seal Gland

3/8" Bent Plate and 3/8" Stiffener (See Detail B)

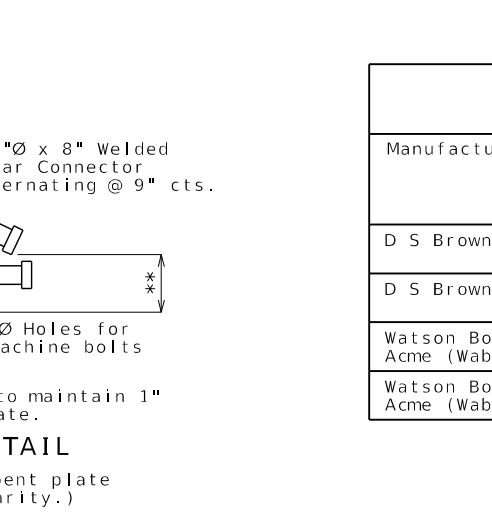
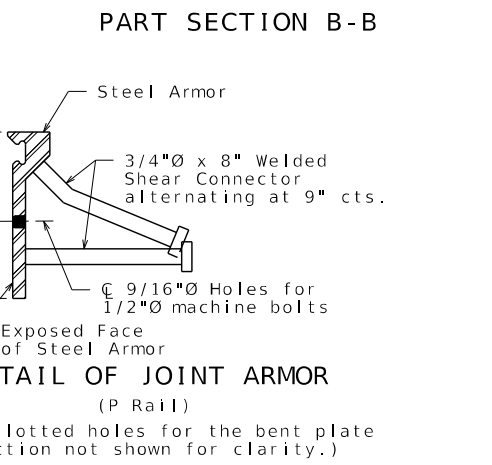
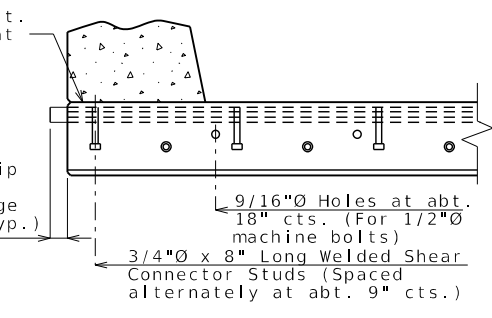
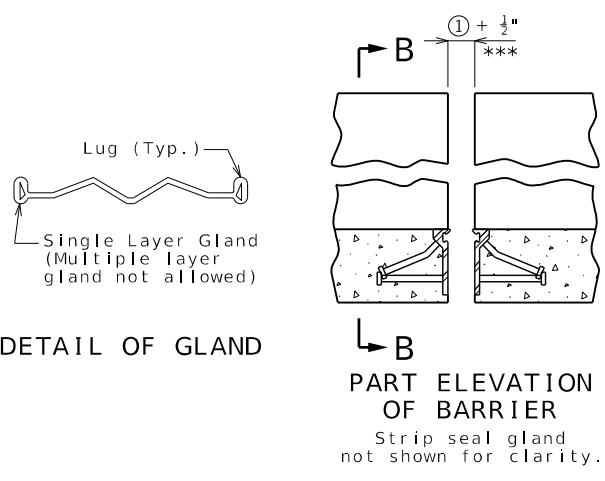
Existing Steel Beam

Field drill hole into flange (Typ.)

1/2"Ø Machine Bolt at about 18" cts. (Cut machine bolt flush with steel armor after concrete on each side has taken initial set.) (Typ.)

3/4"Ø x 8" Welded Shear Connector Studs alternately spaced at about 9" cts. (Typ.)

DETAIL C
 (P Rail shown, R Rail similar)
 (9/16"Ø slotted holes for the bent plate connection not shown for clarity.)



** Bend stud in shop if necessary to maintain 1" min. from bottom of vertical plate.
 (9/16"Ø slotted holes for the bent plate connection not shown for clarity.)

GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 50 feet. A complete joint penetration groove welded splice shall be required. Welds shall be ground flush to provide a smooth surface. The expansion joint system shall be fabricated and installed to the crown and grade of the roadway.

The strip seal gland shall be installed in joints in one continuous piece without field splices. Factory splicing will be permitted for joints in excess of 53 feet.

Structural steel for the expansion joint system shall be ASTM A709 Grade 36 except the steel armor may be ASTM A709 Grade 50W. Anchors for the expansion joint system shall be in accordance with Sec 1037. Strip seal expansion joint system shall be in accordance with Sec 717.

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Longitudinal reinforcing steel shall be placed so that ends shall be 1" from the vertical leg of the steel armor at the expansion joint system.

Concrete shall be forced under and around steel armor and anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

Field connections shall be made with 3/4" diameter high strength bolts, except as shown.

Vertical leg of 3/8" bent plate and height of 3/8" stiffener plate, Pc. W14x43, and Pc. W24x84 shall be determined in the field.

Cost of fabricating the bent plates, stiffener plates, and pieced wide flange beams will be considered completely covered by the contract unit price for Fabricated Structural Carbon Steel (Misc.).

Cost of the removal of existing Pc. 24WF100 and all other structural steel required for the installation of the expansion joint system will be considered completely covered by the contract unit price for Strip Seal Expansion Joint System.

② The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

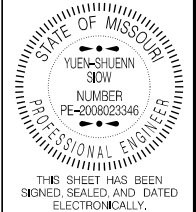
③ MoDOT Construction personnel will indicate the strip seal expansion joint system installed.

Steel armor may also be referred to as extrusion or rail. The terms P and R rail are used for identification only, and are not endorsements for any particular manufacturer.

*** Because of variation in armor dimensions, the concrete opening will vary if the optional R rail is used. Dimensions shown are based on the P rail option.

Work this sheet with Sheet No. 9.

Table of Allowed Transverse Strip Seal Expansion Joint System									
Manufacturer	Strip Seal System (Designated Name)	Movement Parallel to RDWY	① Allowed Installation Gap Normal to Joint at RDWY Surface @ Air/Surface Temperature ②					③	
			@ 40°F	@ 50°F	@ 60°F	@ 70°F	@ 80°F		@ 90°F
D S Brown	Strip seal L2-400	2 3/8"	2 1/4"	2 3/8"	2"	1 3/8"	1 3/4"	1 9/16"	☐
D S Brown	Strip seal L2-500	2 3/8"	2 1/4"	2 3/8"	2"	1 3/8"	1 3/4"	1 9/16"	☐
Watson Bowman Acme (Wabo)	Strip seal SE-400	2 3/8"	2 1/4"	2 3/8"	2"	1 3/8"	1 3/4"	1 9/16"	☐
Watson Bowman Acme (Wabo)	Strip seal SE-500	2 3/8"	2 1/4"	2 3/8"	2"	1 3/8"	1 3/4"	1 9/16"	☐



DATE PREPARED: 2/20/2026
 ROUTE: 114 STATE: MO
 DISTRICT: BR SHEET NO.: 8

COUNTY: STODDARD
 JOB NO.: J9S3725
 CONTRACT ID.

PROJECT NO.
 BRIDGE NO.: F05652

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

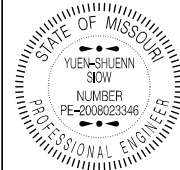
MODJESKI-MASTERS
 333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-2256
 TEL: (314) 588-8115

STRIP SEAL EXPANSION JOINT SYSTEM AT INTERMEDIATE BENT NO. 5

Detailed Aug. 2025
 Checked Oct. 2025

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

Sheet No. 8 of 14



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026

ROUTE STATE
114 MO

DISTRICT SHEET NO.
BR 9

COUNTY
STODDARD

JOB NO.
J9S3725

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
F05652

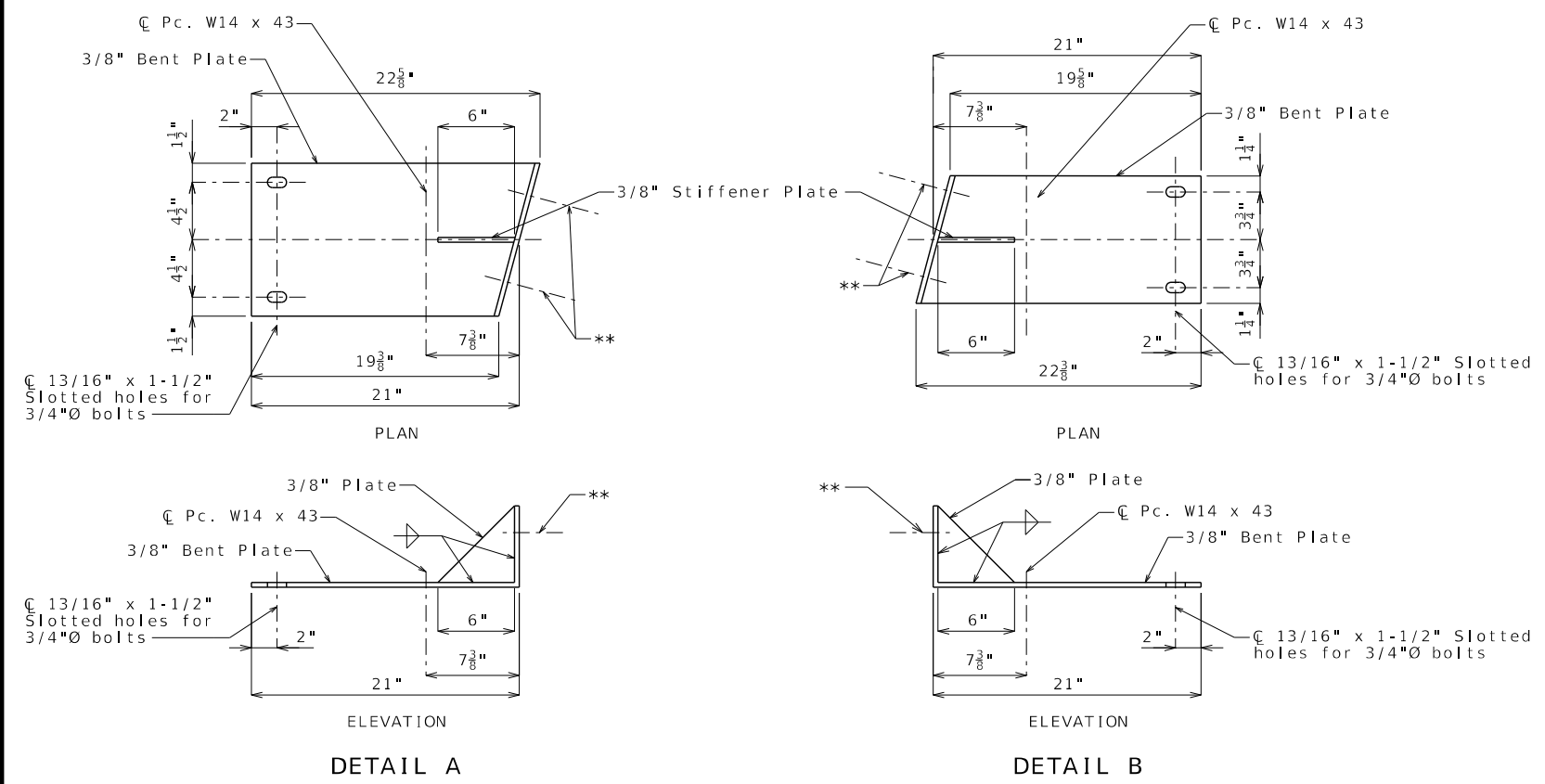
DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

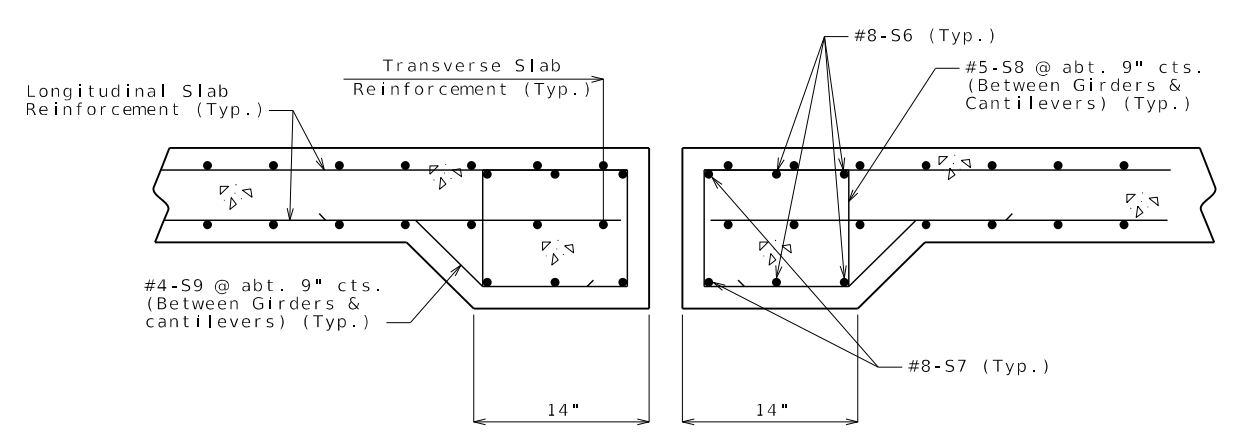
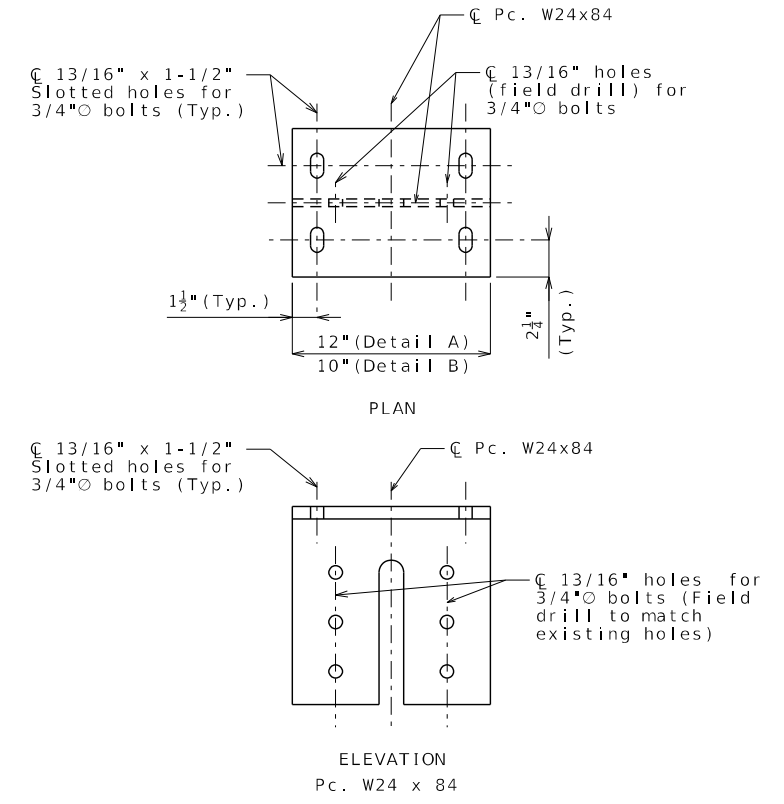
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

MODJESKI-MASTERS

333 SOUTH 18TH STREET, SUITE 100
ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115

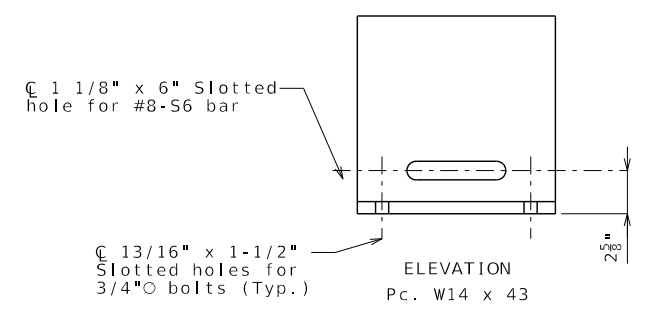
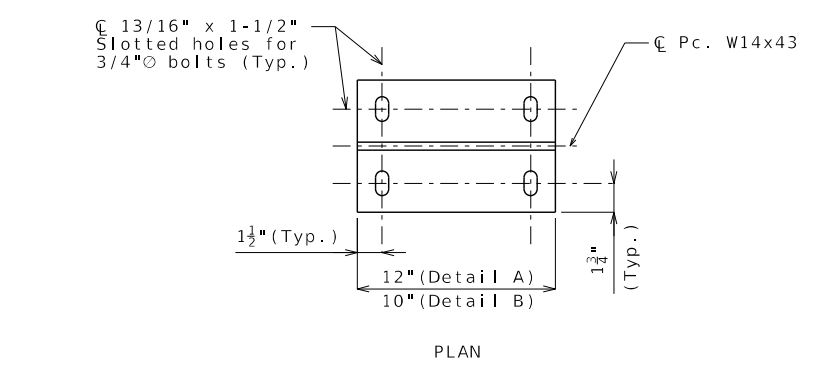


** 9/16" x 1" slotted holes for 1/2" machine bolts



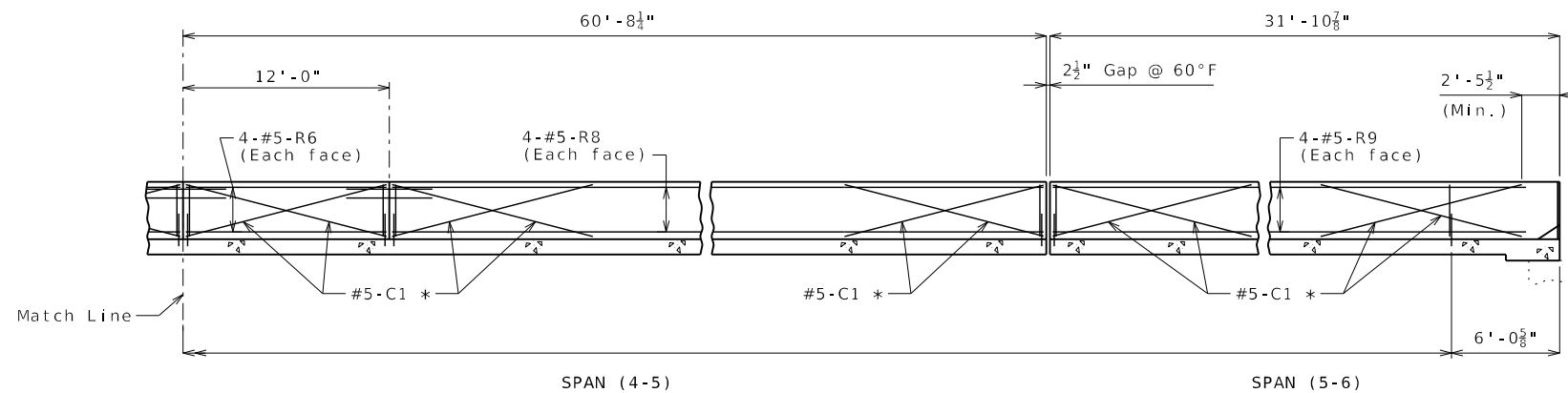
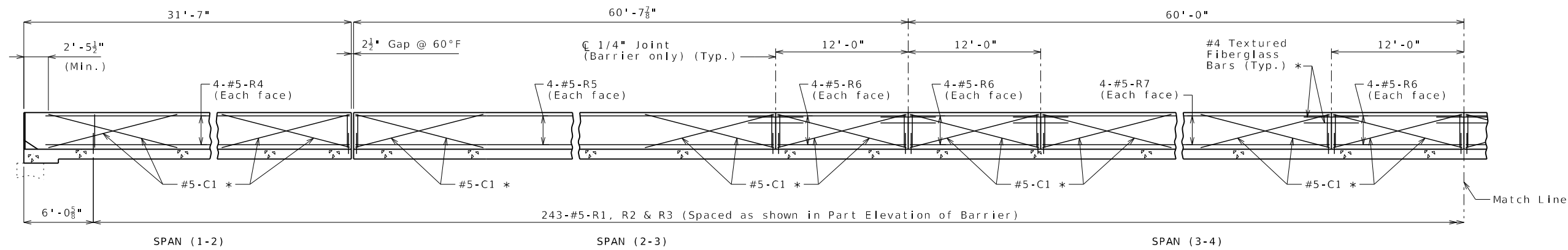
PART SECTION THRU SLAB NEAR EXPANSION DEVICE

Note: Strip seal gland and armor not shown for clarity

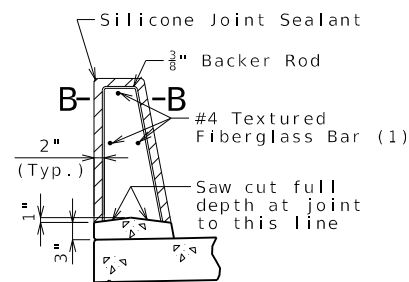


Note:
Work this sheet with Sheet No. 8.

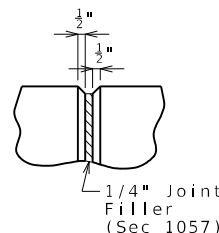
STRIP SEAL EXPANSION JOINT SYSTEM AT INTERMEDIATE BENT NO. 5



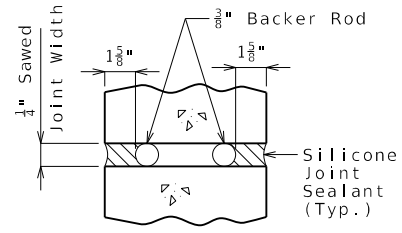
ELEVATION OF BARRIER
(Left barrier shown, right barrier similar)
Longitudinal dimensions are horizontal.



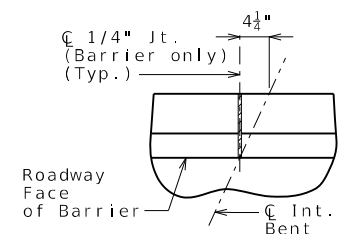
SECTION THRU SAW CUT JOINT



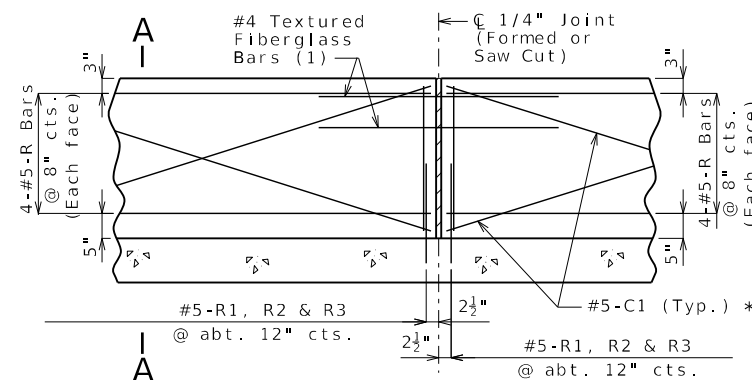
PART ELEVATION AT FORMED JOINT



SECTION B-B

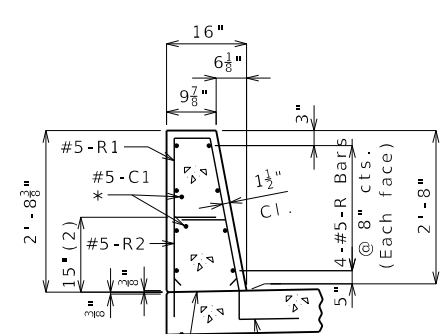


PART PLAN SHOWING JOINT LOCATION



PART ELEVATION OF BARRIER

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

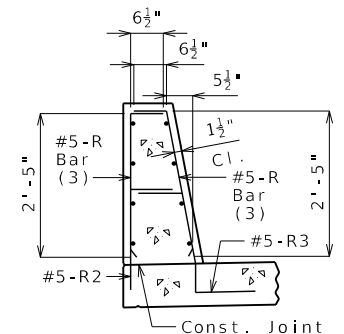


SECTION A-A

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

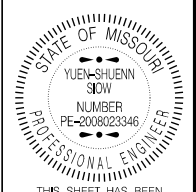


R-BAR PERMISSIBLE ALTERNATE SHAPE

(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.
- For details and reinforcement of Type H Barrier at End Bents, see Sheet No. 11



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED: 2/20/2026
ROUTE: 114 STATE: MO
DISTRICT: BR SHEET NO.: 10
COUNTY: STODDARD
JOB NO.: J9S3725
CONTRACT ID.

PROJECT NO.
BRIDGE NO.: F05652

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

333 SOUTH 18TH STREET, SUITE 100 ST. LOUIS, MISSOURI 63103-2256
TEL: (314) 588-8115



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED
2/20/2026
ROUTE 114 STATE MO
DISTRICT BR SHEET NO. 11
COUNTY STODDARD
JOB NO. J9S3725
CONTRACT ID.

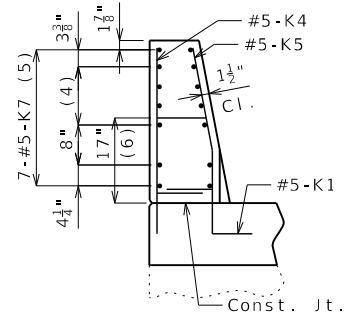
PROJECT NO.
BRIDGE NO. F05652

DESCRIPTION	DATE

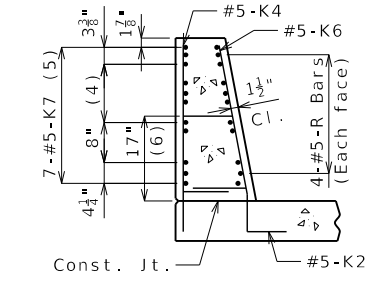
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

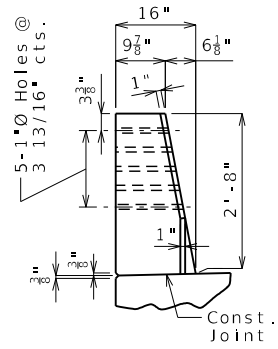
333 SOUTH 18TH STREET, SUITE 100
 ST. LOUIS, MISSOURI 63103-2256
 TEL: (314) 588-8115



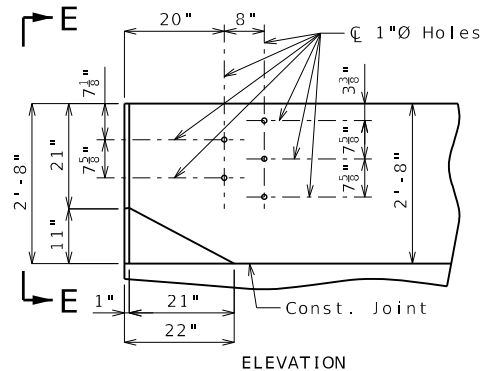
ELEVATION A-A



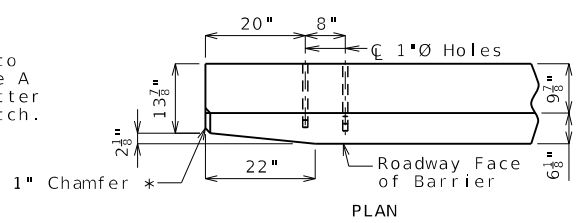
SECTION B-B



ELEVATION E-E



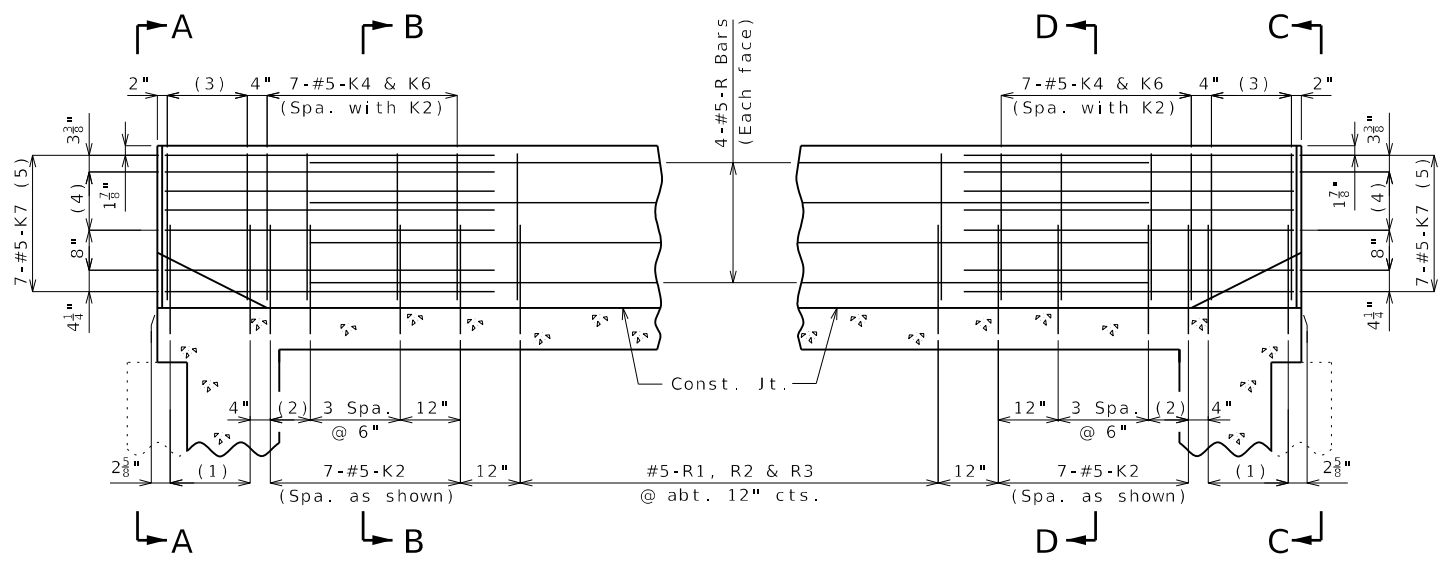
ELEVATION



PLAN

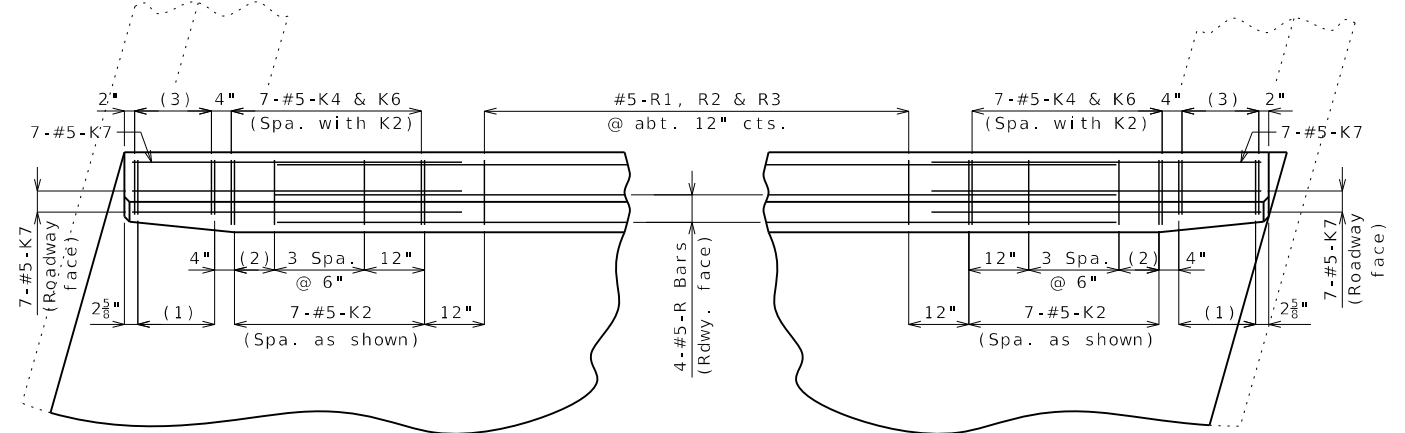
DETAILS OF GUARD RAIL ATTACHMENT

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

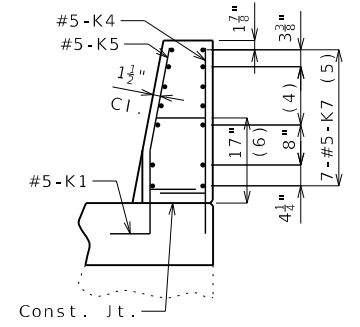


PART ELEVATION

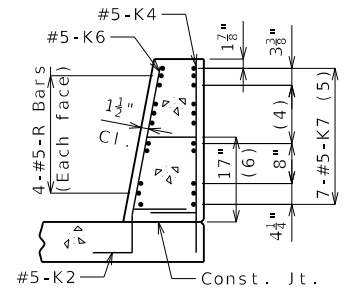
- (1) 5-#5-K1 @ 4" cts.
- (2) 2 Spaces @ 4"
- (3) 5-#5-K4 and 5-#5-K5, spaced with K1
- (4) 3 Spaces @ 3 3/8"
- (5) Spaced as shown, each face
- (6) To top of bar



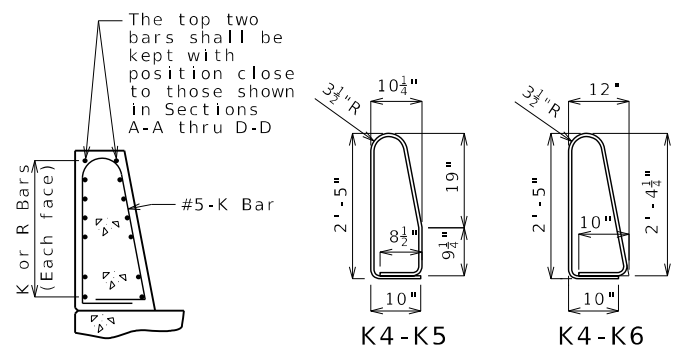
PART PLAN



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.

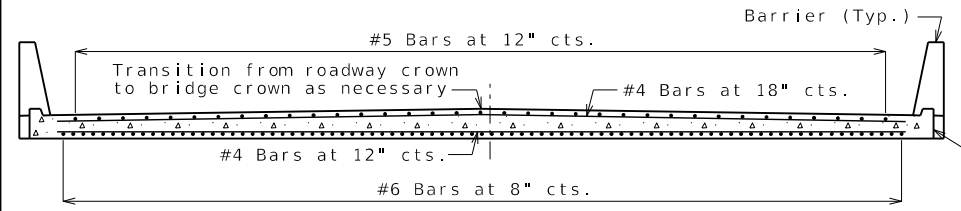
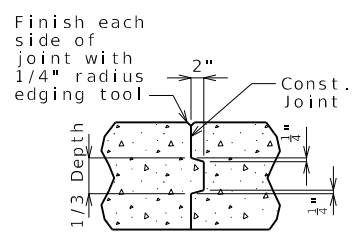
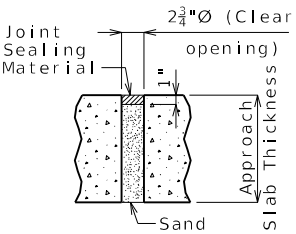
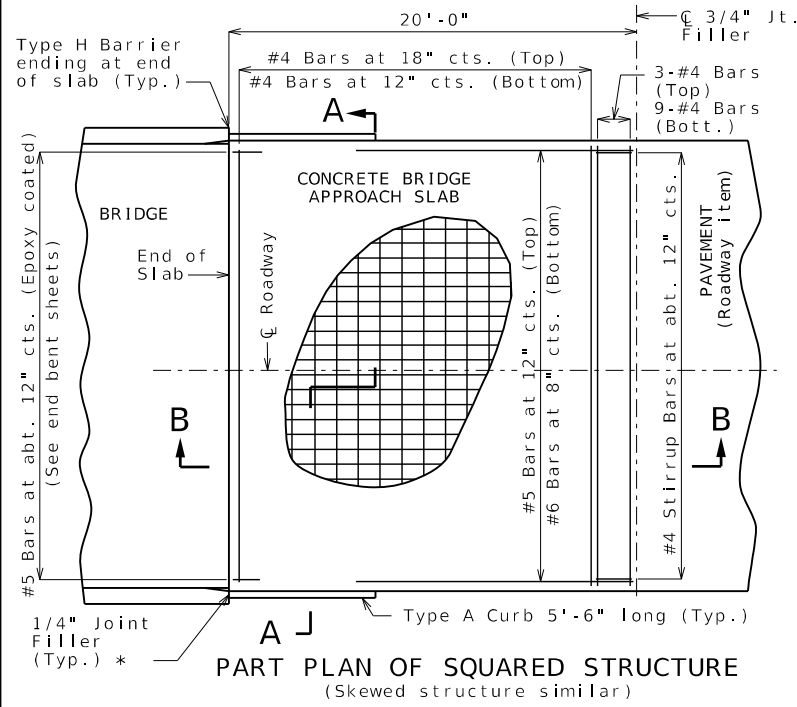
General Notes:

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.

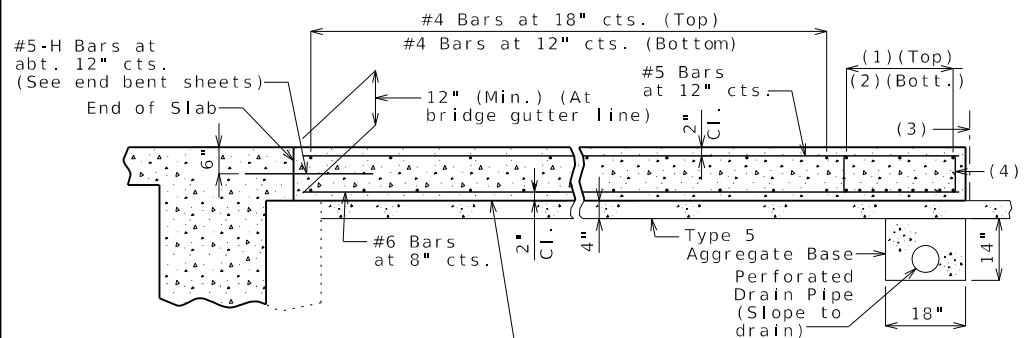
Reinforcing Steel:

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)

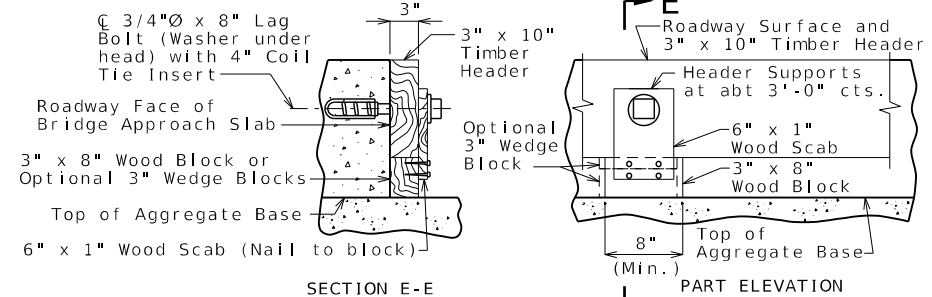


With the approval of the engineer, the contractor may crown the bottom of the approach slab to match the crown of the roadway surface.

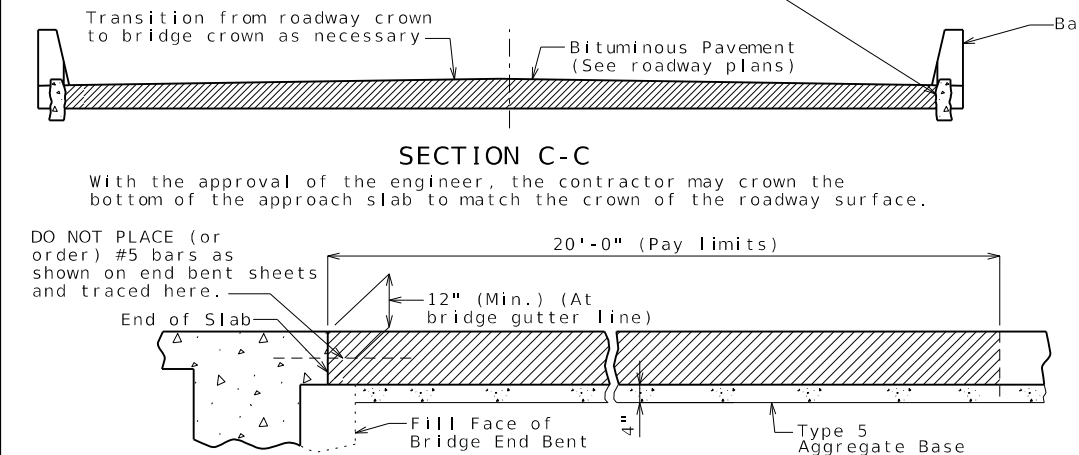


SECTION B-B (Integral end bent)

- (1) 3-#4 Bars
- (2) 9-#4 Bars
- (3) 3/4" Jt. Filler
- (4) #4 Stirrup Bars at abt. 12" cts.; 2'-0" x 8" (Min.) out to out; Actual length = 5'-10" (Min.); 90° stirrup hook at bottom; Stirrup height (8") and actual length vary due to crown.



DETAILS OF TIMBER HEADER
Remove timber header when concrete pavement is placed.
OPTIONAL CONCRETE SLAB

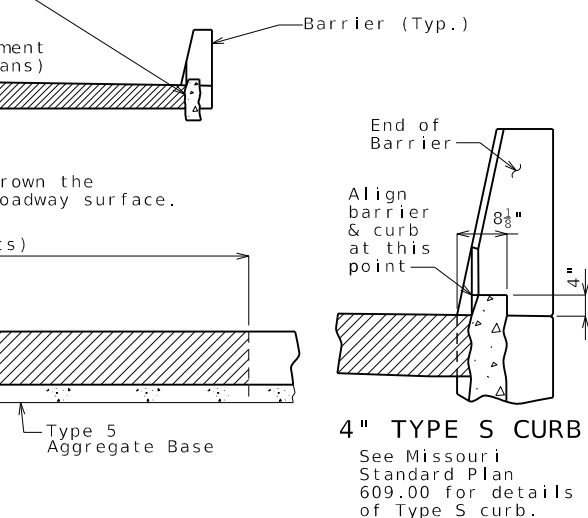
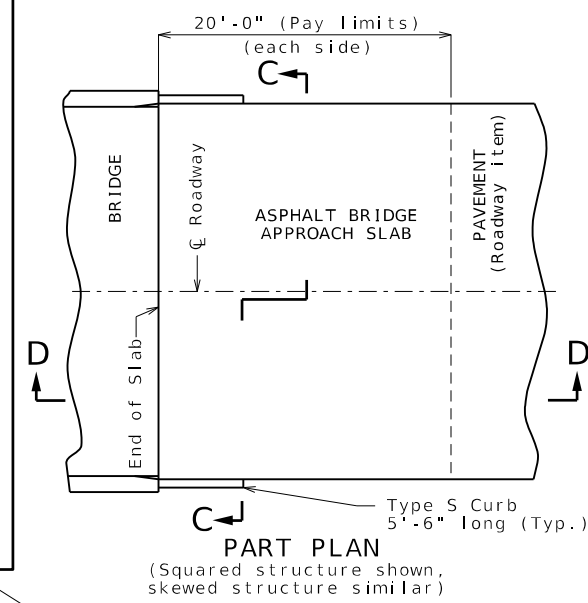


OPTIONAL ASPHALT SLAB (NOT ALLOWED WITH CONCRETE PAVEMENT)

Notes For Concrete Slab Only:
All concrete for the bridge approach slab shall be in accordance with Sec 503 (f'c = 4,000 psi).
The reinforcing steel in the bridge approach slab shall be epoxy coated Grade 60 with fy = 60,000 psi.
Longitudinal construction joints in bridge approach slab shall be aligned with longitudinal construction joints in bridge slab.
Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.
The reinforcing steel in the bridge approach slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 26 inches for #4 bars, or by mechanical bar splice.
Mechanical bar splices shall be in accordance with Sec 710.
All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.
Payment for furnishing all materials, labor and excavation necessary to construct the concrete bridge approach slab, including the timber header, underdrain, Type 5 aggregate base, joint filler, and all other appurtenances and incidental work as shown on this sheet, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Minor) per square yard.
Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.
* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.

General Notes:
Contractor shall have the option to construct either slab except as noted.
The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.
MoDOT Construction personnel will indicate the bridge approach slab used for this structure:
 Concrete Bridge Approach Slab
 Asphalt Bridge Approach Slab

Notes For Asphalt Slab Only:
Payment for furnishing all materials, labor and excavation necessary to construct the asphalt bridge approach slab, including tack, curb, and Type 5 aggregate base within the pay limits shown, complete in place, will be considered completely covered by the contract unit price for Bridge Approach Slab (Minor) per square yard.
Application of tack is required between lifts per Sec 403.



DATE PREPARED 2/20/2026	
ROUTE 114	STATE MO
DISTRICT BR	SHEET NO. 12
COUNTY STODDARD	
JOB NO. J9S3725	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. F05652	

DATE	DESCRIPTION

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



BRIDGE APPROACH SLAB (MINOR)

Integral end bents shown, non-integral end bent similar.

