

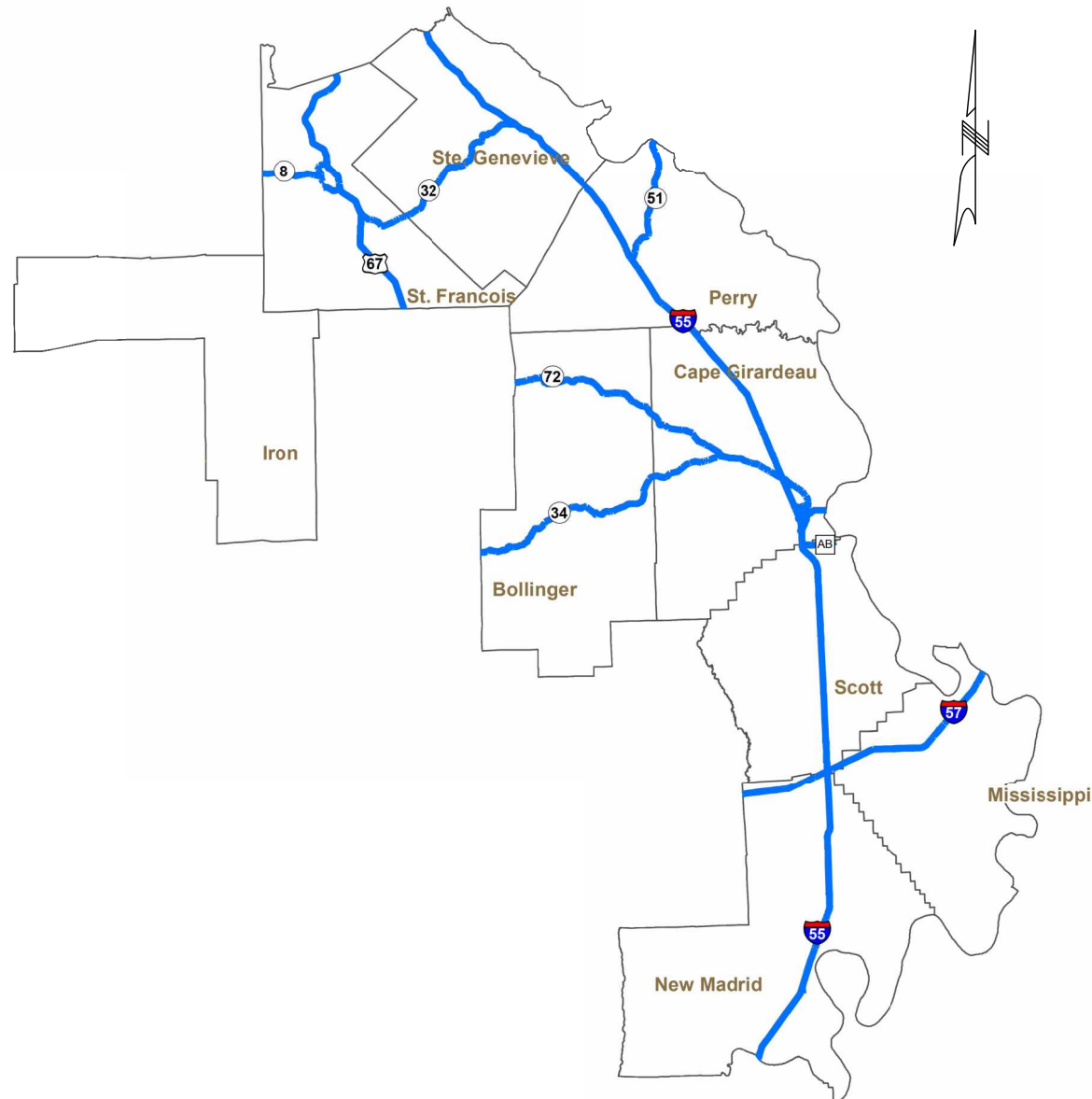
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PLANS FOR PROPOSED
STATE HIGHWAY
VARIOUS COUNTIES
SOUTHEAST DISTRICT

NO NEW RIGHT OF WAY

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		
FIBER OPTICS	— FO —	— FO —
OVERHEAD CABLE TV	— OTV —	— OTV —
UNDERGROUND CABLE TV	— UTV —	— UTV —
OVERHEAD TELEPHONE	— OT —	— OT —
UNDERGROUND TELEPHONE	— UT —	— UT —
OVERHEAD POWER	— OE —	— OE —
UNDERGROUND POWER	— UE —	— UE —
SANITARY SEWER	— S —	— S —
STORM SEWER	— SS —	— SS —
GAS	— G —	— G —
WATER	— W —	— W —
MANHOLE		
FIRE HYDRANT		
WATER VALVE		
WATER METER		
DROP INLET		
DITCH BLOCK		
GROUND MOUNTED SIGN		
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL		
FENCE		
CHAIN LINK		
WOVEN WIRE		
GATE POST		
BENCHMARK		

NOTE: DASHED OR OPEN SYMBOLS INDICATE
EXISTING FEATURES



ET2000 PLUS END TERMINAL REPLACEMENT

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.

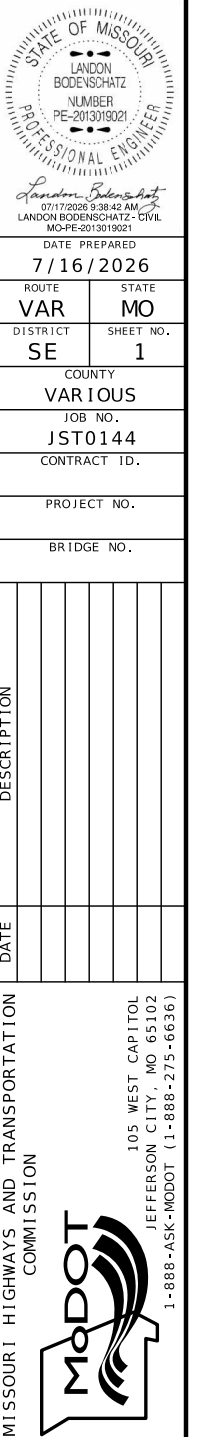
INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
QUANTITIES (QU) (6 SHEETS).....	3
SPECIAL SHEETS (SS).....	4-5
TRAFFIC CONTROL SHEETS (TC).....	6-10
SIGNING (SN).....	11-12
BRIDGE DRAWINGS (B)	
A03301.....	1-5
A12742.....	1-4
A13251.....	1-4
A22683.....	1-4
B05341.....	1-2
H08602.....	1-2
H08612.....	1-2
H08942.....	1-2
B04721, B04921, B04961, B05121--	1-2

LENGTH OF PROJECT

BOLLINGER COUNTY (12 LOCATIONS)		NEW MADRID COUNTY (8 LOCATIONS)	
MO 51 (12 LOCATIONS)	1605.12 FEET	RTE AD (1 LOCATION)	264.00 FEET
APPARENT LENGTH	1605.12 FEET	EOR 55 (1 LOCATION)	248.16 FEET
CAPE GIRARDEAU COUNTY (19 LOCATIONS)		RTE EE (5 LOCATIONS)	665.28 FEET
CST BAINBRIDGE RD (4 LOCATIONS)	327.36 FEET	US 62 (1 LOCATION)	100.32 FEET
EOR 61 (1 LOCATION)	174.24 FEET	APPARENT LENGTH	1277.76 FEET
RTE U (4 LOCATIONS)	469.92 FEET	PERRY COUNTY (4 LOCATIONS)	
RTE OO (4 LOCATIONS)	190.08 FEET	RTE H (2 LOCATIONS)	195.36 FEET
RTE V (4 LOCATIONS)	554.40 FEET	MO 51 (2 LOCATIONS)	285.12 FEET
RTE Y (2 LOCATIONS)	95.04 FEET	APPARENT LENGTH	480.48 FEET
APPARENT LENGTH	1811.04 FEET	SCOTT/STODDARD COUNTY (15 LOCATIONS)	
IRON COUNTY (22 LOCATIONS)		EOR 55 (3 LOCATIONS)	300.96 FEET
MO 21 (10 LOCATIONS)	1040.16 FEET	RTE H (1 LOCATION)	163.68 FEET
RTE AA (12 LOCATIONS)	1642.08 FEET	RTE Y (4 LOCATIONS)	406.56 FEET
APPARENT LENGTH	2682.24 FEET	RTE M (4 LOCATIONS)	417.12 FEET
MISSISSIPPI COUNTY (8 LOCATIONS)		RTE E (3 LOCATIONS)	205.92 FEET
RTE K (2 LOCATIONS)	512.16 FEET	APPARENT LENGTH	1494.24 FEET
RTE CC (2 LOCATIONS)	348.48 FEET	STE. GENEVIEVE COUNTY (9 LOCATIONS)	
I-57 NB (1 LOCATION)	364.32 FEET	I-55 SB (2 LOCATIONS)	147.84 FEET
I-57 SB (3 LOCATIONS)	802.56 FEET	RTE Y (7 LOCATIONS)	649.44 FEET
APPARENT LENGTH	2027.52 FEET	APPARENT LENGTH	797.28 FEET
		ST. FRANCOIS COUNTY (3 LOCATIONS)	
		CRD FAIRGROUNDS DR (2 LOCATIONS)	327.36 FEET
		US 67 NB (1 LOCATION)	322.08 FEET
		APPARENT LENGTH	649.44 FEET

NET LENGTH OF PROJECT	12825.12	FEET
STATE LENGTH	2.429	MILES
FOR INFORMATION ONLY		
ESTIMATED DISTURBED ACRES	0	ACRES



REMOVAL OF IMPROVEMENTS					
LOG MI	ROUTE	COUNTY	LOC	DESCRIPTION	REMARKS
34.600	RTE 51 SB	BOLLINGER	RT	75' OF GUARDRAIL	BR G0315 (NORTHWEST QUAD)
60.288	RTE 51 SB	BOLLINGER	LT	75' OF GUARDRAIL	BR H0860 (SOUTHEAST QUAD)
60.288	RTE 51 SB	BOLLINGER	RT	1 OBJECT MARKER/POST/ANCHOR	BR H0860 (NORTHEAST QUAD)
60.312	RTE 51 SB	BOLLINGER	LT	75' OF GUARDRAIL	BR H0860 (SOUTHWEST QUAD)
60.312	RTE 51 SB	BOLLINGER	RT	75' OF GUARDRAIL	BR H0860 (NORTHWEST QUAD)
62.249	RTE 51 SB	BOLLINGER	LT	75' OF GUARDRAIL	BR H0894 (SOUTHEAST QUAD)
62.250	RTE 51 SB	BOLLINGER	RT	75' OF GUARDRAIL	BR H0894 (NORTHEAST QUAD)
62.266	RTE 51 SB	BOLLINGER	LT	50' OF GUARDRAIL	BR H0894 (SOUTHWEST QUAD)
62.267	RTE 51 SB	BOLLINGER	RT	75' OF GUARDRAIL	BR H0894 (NORTHWEST QUAD)
61.585	RTE 51 SB	BOLLINGER	LT	75' OF GUARDRAIL	BR H0861 (SOUTHEAST QUAD)
62.586	RTE 51 SB	BOLLINGER	RT	75' OF GUARDRAIL	BR H0861 (NORTHEAST QUAD)
62.608	RTE 51 SB	BOLLINGER	LT	75' OF GUARDRAIL	BR H0861 (SOUTHWEST QUAD)
62.609	RTE 51 SB	BOLLINGER	RT	75' OF GUARDRAIL	BR H0861 (NORTHWEST QUAD)
0.115	CST BAINBRIDGE RD EB	CAPE	LT	137.5' OF GUARDRAIL	BR A0330 (NORTHWEST QUAD)
0.115	CST BAINBRIDGE RD EB	CAPE	RT	137.5' OF GUARDRAIL	BR A0330 (SOUTHWEST QUAD)
0.160	CST BAINBRIDGE RD EB	CAPE	LT	87.5' OF GUARDRAIL	BR A0330 (NORTHEAST QUAD)
0.160	CST BAINBRIDGE RD EB	CAPE	RT	87.5' OF GUARDRAIL	BR A0330 (SOUTHEAST QUAD)
0.275-0.308	EOR 61 SB	CAPE	RT	176.5' OF GUARDRAIL	TWO END TERMINALS
1.041	RTE U SB	CAPE	LT	62.5' OF GUARDRAIL	BR B0492 (NORTHEAST QUAD)
1.041	RTE U SB	CAPE	RT	62.5' OF GUARDRAIL	BR B0492 (NORTHWEST QUAD)
1.051	RTE U SB	CAPE	LT	62.5' OF GUARDRAIL	BR B0492 (SOUTHEAST QUAD)
1.051	RTE U SB	CAPE	RT	62.5' OF GUARDRAIL	BR B0492 (SOUTHWEST QUAD)
1.515-1.524	RTE OO EB	CAPE	LT	END TERMINAL (50')	BR A8158 (NORTHEAST QUAD)
1.501-1.510	RTE OO EB	CAPE	RT	END TERMINAL (50')	BR A8158 (NORTHWEST QUAD)
1.580-1.589	RTE OO EB	CAPE	LT	END TERMINAL (50')	BR A8158 (SOUTHEAST QUAD)
1.566-1.575	RTE OO EB	CAPE	RT	END TERMINAL (50')	BR A8158 (SOUTHWEST QUAD)
0.620	RTE V SB	CAPE	RT	75' OF GUARDRAIL	BR S0943 (NORTHWEST QUAD)
0.646	RTE V SB	CAPE	LT	75' OF GUARDRAIL	BR S0943 (SOUTHEAST QUAD)
2.854	RTE V SB	CAPE	LT	3 OBJECT MARKERS/POSTS/ANCHORS	BR B0496 (NORTHWEST QUAD)
2.854	RTE V SB	CAPE	RT	3 OBJECT MARKERS/POSTS/ANCHORS	BR B0496 (SOUTHWEST QUAD)
2.875	RTE V SB	CAPE	LT	62.5' OF GUARDRAIL	BR B0496 (NORTHEAST QUAD)
2.875	RTE V SB	CAPE	RT	50' OF GUARDRAIL	BR B0496 (SOUTHEAST QUAD)
1.040-1.049	RTE Y EB	CAPE	LT	END TERMINAL (50')	BR A0687 (NORTHWEST QUAD)
1.029-1.038	RTE Y EB	CAPE	RT	END TERMINAL (50')	BR A0687 (SOUTHWEST QUAD)
73.056	RTE 21 SB	IRON	LT	62.5' OF GUARDRAIL	BR B0472 (NORTHEAST QUAD)
73.056	RTE 21 SB	IRON	RT	62.5' OF GUARDRAIL	BR B0472 (NORTHWEST QUAD)
73.077	RTE 21 SB	IRON	LT	62.5' OF GUARDRAIL	BR B0472 (SOUTHEAST QUAD)
73.077	RTE 21 SB	IRON	RT	62.5' OF GUARDRAIL	BR B0472 (SOUTHWEST QUAD)
86.115	RTE 21 SB	IRON	LT	125' OF GUARDRAIL	BR A1325 (NORTHEAST QUAD)
86.122	RTE 21 SB	IRON	RT	125' OF GUARDRAIL	BR A1325 (NORTHWEST QUAD)
86.163	RTE 21 SB	IRON	LT	125' OF GUARDRAIL	BR A1325 (SOUTHEAST QUAD)
86.171	RTE 21 SB	IRON	RT	125' OF GUARDRAIL	BR A1325 (SOUTHWEST QUAD)
86.501	RTE 21 SB	IRON	LT	62.5' OF GUARDRAIL	PROTECTS OVERPASS PIERS
86.507	RTE 21 SB	IRON	RT	62.5' OF GUARDRAIL	PROTECTS OVERPASS PIERS
0.502-0.516	RTE AA EB	IRON	RT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
0.588-0.614	RTE AA EB	IRON	RT	137.5' OF GUARDRAIL	SLOPE PROTECTION
0.699-0.756	RTE AA EB	IRON	RT	300' OF GUARDRAIL	SLOPE PROTECTION
1.037-1.068	RTE AA EB	IRON	RT	162.5' OF GUARDRAIL	SLOPE PROTECTION
1.302-1.326	RTE AA EB	IRON	RT	125' OF GUARDRAIL	SLOPE PROTECTION
1.432-1.479	RTE AA EB	IRON	LT	250' OF GUARDRAIL	SLOPE PROTECTION
1.815-1.857	RTE AA EB	IRON	RT	225' OF GUARDRAIL	SLOPE PROTECTION
1.917-1.931	RTE AA EB	IRON	LT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
2.021-2.035	RTE AA EB	IRON	RT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
2.052-2.066	RTE AA EB	IRON	LT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
2.154-2.168	RTE AA EB	IRON	LT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
2.254-2.268	RTE AA EB	IRON	LT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
				CONTINUE TO NEXT PAGE	
LOG MILES ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED BY ENGINEER.					

STATE OF MISSOURI

LONDON BODENSCHEITZ

NUMBER
PE-2013019021

PROFESSIONAL ENGINEER

Landon Bodenschultz

09/26/2026 9:21:53 AM

LONDON BODENSCHULTZ - CIVIL

MO-PE-2013019021

DATE PREPARED
6/25/2026

ROUTE
VAR

STATE
MO

DISTRICT
SE

SHEET NO.
3

COUNTY
VARIOUS

JOB NO.
JST0144

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION						

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

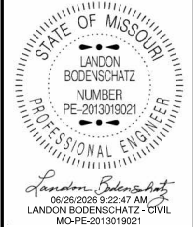
1-888-ASK-MODOT (1-888-275-6636)



REMOVAL OF IMPROVEMENTS CONT'D					
LOG MI	ROUTE	COUNTY	LOC	DESCRIPTION	REMARKS
1.765-1.785	RTE K EB	MISSISSIPPI	LT	125' OF GUARDRAIL	STATE CULVERT B0507
1.763-1.785	RTE K EB	MISSISSIPPI	RT	112.5' OF GUARDRAIL	STATE CULVERT B0507
4.861-4.869	RTE CC SB	MISSISSIPPI	LT	3 OBJECT MARKERS/POSTS/ANCHORS	BR B0512 (NORTHWEST QUAD)
4.869	RTE CC SB	MISSISSIPPI	RT	62.5' OF GUARDRAIL	BR B0512 (SOUTHWEST QUAD)
4.882	RTE CC SB	MISSISSIPPI	LT	62.5' OF GUARDRAIL	BR B0512 (NORTHEAST QUAD)
4.882-4.890	RTE CC SB	MISSISSIPPI	RT	3 OBJECT MARKERS/POSTS/ANCHORS	BR B0512 (SOUTHEAST QUAD)
10.674-10.759	I-57 NB	MISSISSIPPI	RT	450' OF GUARDRAIL/85' OF A 10' SHOULDER	PROTECTS OVERPASS PIERS
10.443-10.524	I-57 SB	MISSISSIPPI	RT	437.5' OF GUARDRAIL/50' OF AN 8' SHOULDER	PROTECTS OVERPASS PIERS
11.203-11.217	I-57 SB	MISSISSIPPI	RT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
11.489-11.570	I-57 SB	MISSISSIPPI	RT	437.5' OF GUARDRAIL/85' OF AN 8' SHOULDER	PROTECTS OVERPASS PIERS
1.453-1.503	RTE AD SB	NEW MADRID	RT	262.5' OF GUARDRAIL	SLOPE PROTECTION
0.012-0.059	EOR 55 SB	NEW MADRID	LT	250' OF GUARDRAIL	SLOPE PROTECTION
7.703-7.717	RTE EE EB	NEW MADRID	RT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
7.770	RTE EE EB	NEW MADRID	LT	62.5' OF GUARDRAIL	BR A1274 (NORTHWEST QUAD)
7.767	RTE EE EB	NEW MADRID	RT	62.5' OF GUARDRAIL	BR A1274 (SOUTHWEST QUAD)
7.813	RTE EE EB	NEW MADRID	LT	62.5' OF GUARDRAIL	BR A1274 (NORTHEAST QUAD)
7.811	RTE EE EB	NEW MADRID	RT	62.5' OF GUARDRAIL	BR A1274 (SOUTHEAST QUAD)
24.026	RTE 62 EB	NEW MADRID	RT	3 OBJECT MARKERS/POSTS/ANCHORS	BR F0205 (SOUTHEAST QUAD)
24.029	RTE 62 EB	NEW MADRID	LT	100' OF GUARDRAIL	BR F0205 (NORTHEAST QUAD) (UIP EXIST BRIDGE TRANSITION SECTION)
0.814-0.823	RTE H EB	PERRY	LT	END TERMINAL (50')	BR A8048 (NORTHWEST QUAD) (ONLY REPLACING END TERMINAL)
0.861-0.889	RTE H EB	PERRY	LT	END TERMINAL (50')	BR A8048 (NORTHEAST QUAD)
5.382	RTE 51 SB	PERRY	LT	125' OF GUARDRAIL	BR G0823 (SOUTHEAST QUAD)
5.381	RTE 51 SB	PERRY	RT	125' OF GUARDRAIL	BR G0823 (SOUTHWEST QUAD)
1.602-1.616	EOR 55 SB	SCOTT	RT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
1.855	EOR 55 SB	SCOTT	LT	87.5' OF GUARDRAIL	BR A7708 (SOUTHEAST QUAD)
1.854	EOR 55 SB	SCOTT	RT	87.5' OF GUARDRAIL	BR A7708 (SOUTHWEST QUAD)
1.291	RTE H SB	SCOTT	RT	75' OF GUARDRAIL	STATE CULVERT A6452 (NORTHWEST QUAD)
17.177	RTE Y EB	STODDARD	LT	62.5' OF GUARDRAIL	BR B0534 (NORTHWEST QUAD)
17.177	RTE Y EB	STODDARD	RT	62.5' OF GUARDRAIL	BR B0534 (SOUTHWEST QUAD)
17.189	RTE Y EB	SCOTT	LT	62.5' OF GUARDRAIL	BR B0534 (NORTHEAST QUAD)
17.189	RTE Y EB	SCOTT	RT	62.5' OF GUARDRAIL	BR B0534 (SOUTHEAST QUAD)
1.694-1.703	RTE M EB	SCOTT	LT	END TERMINAL (50')	BR A8225 (NORTHWEST QUAD) (ONLY REPLACING END TERMINAL)
1.774-1.798	RTE M EB	SCOTT	RT	END TERMINAL (50')	BR A8225 (SOUTHWEST QUAD) (EXTENDING GUARDRAIL PAST CURB)
2.088-2.111	RTE M EB	SCOTT	LT	END TERMINAL (50')	BR A8225 (NORTHEAST QUAD) (EXTENDING GUARDRAIL PAST CURB)
2.088-2.111	RTE M EB	SCOTT	RT	END TERMINAL (50')	BR A8225 (SOUTHEAST QUAD) (EXTENDING GUARDRAIL PAST CURB)
1.578-1.587	RTE E EB	SCOTT	RT	END TERMINAL (50')	BR R0139 (SOUTHWEST QUAD) (ONLY REPLACING END TERMINAL)
1.689	RTE E EB	SCOTT	LT	100' OF GUARDRAIL	BR R0139 (NORTHEAST QUAD)
1.692-1.701	RTE E EB	SCOTT	RT	END TERMINAL (50')	BR R0139 (SOUTHEAST QUAD) (ONLY REPLACING END TERMINAL)
50.631-50.645	I-55 SB	STE. GENEVIEVE	RT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
50.916-50.930	I-55 SB	STE. GENEVIEVE	RT	END TERMINAL (50') PLUS 25' OF GUARDRAIL	ONLY REPLACING END TERMINAL
14.769-14.778	RTE Y EB	STE. GENEVIEVE	RT	END TERMINAL (50')	BR A3711 (SOUTHWEST QUAD) (ONLY REPLACING END TERMINAL)
14.980-14.989	RTE Y EB	STE. GENEVIEVE	LT	END TERMINAL (50')	BR A3711 (NORTHEAST QUAD) (ONLY REPLACING END TERMINAL)
14.945-14.954	RTE Y EB	STE. GENEVIEVE	RT	END TERMINAL (50')	ONLY REPLACING END TERMINAL
17.837	RTE Y EB	STE. GENEVIEVE	LT	75' OF GUARDRAIL	BR A2268 (NORTHWEST QUAD)
17.841	RTE Y EB	STE. GENEVIEVE	RT	75' OF GUARDRAIL	BR A2268 (SOUTHWEST QUAD)
17.881	RTE Y EB	STE. GENEVIEVE	LT	75' OF GUARDRAIL	BR A2268 (NORTHEAST QUAD)
17.884	RTE Y EB	STE. GENEVIEVE	RT	75' OF GUARDRAIL	BR A2268 (SOUTHEAST QUAD)
0.249	CRD FAIRGROUNDS DR SB	ST. FRANCOIS	LT	162.5' OF GUARDRAIL	BR A7144 (SOUTHEAST QUAD)
0.249	CRD FAIRGROUNDS DR SB	ST. FRANCOIS	RT	150' OF GUARDRAIL	BR A7144 (SOUTHWEST QUAD)
100.362-100.404	RTE 67 NB	ST. FRANCOIS	RT	225' OF GUARDRAIL/85' OF A 10' SHOULDER	PROTECTS OVERPASS PIERS
				LUMP SUM 1	
LOG MILES ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED BY ENGINEER.					

CONCRETE BARRIER								
LOG MI	LOG MI	ROUTE	COUNTY	LOC	TYPE B CONCRETE TRAFFIC BARRIER FT	TYPE B CONCRETE TRAFFIC BARRIER MODIFIED MOMENT SLAB SY	TYPE B CONCRETE TRAFFIC BARRIER MODIFICATION EA	REMARKS
10.733	10.747	I-57 NB	MISSISSIPPI	RT	85	108	1	PROTECTS OVERPASS PIERS
10.506	10.513	I-57 SB	MISSISSIPPI	RT	50	52	1	PROTECTS OVERPASS PIERS
11.550	11.564	I-57 SB	MISSISSIPPI	RT	85	89	1	PROTECTS OVERPASS PIERS
100.380	100.395	RTE 67 NB	ST. FRANCOIS	RT	85	108	1	PROTECTS OVERPASS PIERS
				TOTAL	305	357	4	
LOG MILES ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED BY ENGINEER.								

MOBILIZATION - LUMP SUM 1



DATE PREPARED	
6/25/2026	
ROUTE	STATE
VAR	MO
DISTRICT	SHEET NO.
SE	3
COUNTY	
VARIOUS	
JOB NO.	
JST0144	
CONTRACT ID.	

PROJECT NO.
BRIDGE NO.

DESCRIPTION									
DATE									

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

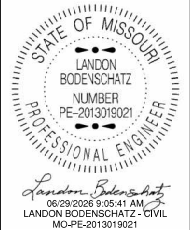


105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

TEMPORARY PAVEMENT MARKING								
				TEMPORARY REMOVABLE MARKING TAPE 24" WHITE LF	TEMPORARY REMOVABLE MARKING TAPE 4" WHITE LF	TEMPORARY REMOVABLE MARKING TAPE 4" YELLOW LF	PAVEMENT MARKING REMOVAL LF	REMARKS
LOG MI	LOG MI	ROUTE	COUNTY					
60.157	60.653	RTE 51 SB	BOLLINGER	20.0	1234.2	2000.0	5452.8	BR H0860
61.909	62.949	RTE 51 SB	BOLLINGER	20.0	4983.0	4000.0	13864.9	BR H0894/H0861
0.009	0.176	CST BAINBRIDGE RD EB	CAPE	20.0	1097.2	478.4	1595.6	BR A0330
0.894	1.198	RTE U SB	CAPE	20.0	1202.6		4432.8	BR B0492
2.844	3.211	RTE V SB	CAPE	30.0	1008.2	2000.0	5614.4	BR B0496
72.734	73.413	RTE 21 SB	IRON	20.0	1170.8	4000.0	8815.8	BR B0472
85.963	86.322	RTE 21 SB	IRON	20.0	1382.0		5193.0	BR A1325
4.533	5.218	RTE CC SB	MISSISSIPPI	20.0	1234.2	4000.0	9820.1	BR B0512
7.709	7.872	RTE EE EB	NEW MADRID	20.0	1273.6		3014.9	BR A1274
16.855	17.525	RTE Y EB	STODDARD/SCOTT	20.0	1075.8	4000.0	5980.2	BR B0534
17.507	17.983	RTE Y EB	STE. GENEVIEVE	20.0	1477.2	2000.0	5594.2	BR A2268
TOTAL				230	17139	22479	69379	
LOG MILES ARE APPROXIMATE.								

PERMANENT PAVEMENT MARKING						
LOG MI	LOG MI	ROUTE	COUNTY	CLASS 1 HIGH BUILD PAINT TYPE P BEADS		REMARKS
				4 " INT YELLOW LF	4 " SOLID YELLOW LF	
60.157	60.653	RTE 51 SB	BOLLINGER	551.0	1647.6	BR H0860
61.909	62.949	RTE 51 SB	BOLLINGER	1280.0	3581.9	BR H0894/H0861
0.009	0.176	CST BAINBRIDGE RD EB	CAPE		1763.5	BR A0330
0.894	1.198	RTE U SB	CAPE		3210.2	BR B0492
2.844	3.211	RTE V SB	CAPE	343.7	2220.5	BR B0496
72.734	73.413	RTE 21 SB	IRON	789.7	2835.3	BR B0472
85.963	86.322	RTE 21 SB	IRON		3791.0	BR A1325
4.533	5.218	RTE CC SB	MISSISSIPPI	560.9	4005.0	BR B0512
7.709	7.872	RTE EE EB	NEW MADRID		1721.3	BR A1274
16.855	17.525	RTE Y EB	STODDARD/SCOTT	884.4		BR B0534
17.507	17.983	RTE Y EB	STE. GENEVIEVE	518.2	1578.8	BR A2268
			TOTAL	31283		
LOG MILES ARE APPROXIMATE. SEE PAVEMENT MARKING LOG JSP.						

GRAVEL						
LOG MI	LOG MI	ROUTE	COUNTY	LOC	GRAVEL A OR CRUSHED STONE B TON	REMARKS
62.278	62.288	RTE 51 SB	BOLLINGER	LT	15	BR H0894 (SOUTHWEST QUAD) ENTRANCE SHIFT (SEE SPECIAL SHEET 2 FOR ENTRANCE SHIFT DETAILS)
				TOTAL	15	
LOG MILES ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED BY ENGINEER.						



DATE PREPARED
6/29/2026

ROUTE
VAR

STATE
MO

DISTRICT
SE

SHEET NO.
3

COUNTY
VARIOUS

JOB NO.
JST0144

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)



NOTES:

ROCK FILL WILL BE PAID FOR BY MODIFIED SHAPING SLOPES CLASS III.

CAP THE MODIFIED SHAPING SLOPES CLASS III ROCK WITH GRAVEL A OR CRUSHED STONE B.

THE SLOPE OF THE NEW ENTRANCE NEEDS TO MATCH THE SLOPE OF THE EXISTING ENTRANCE.

ANY CLEARING AND GRUBBING WILL BE A NO DIRECT PAY.

STATE OF MISSOURI

LONDON

BODENSCHATZ

NUMBER

PE-2013019021

PROFESSIONAL ENGINEER

Landon Bodenschatz

06/25/2026 9:29:08 AM

LONDON BODENSCHATZ - CIVIL

MO-PE-2013019021

DATE PREPARED

6/25/2026

ROUTE

VAR

DISTRICT

SE

STATE

MO

SHEET NO.

5

COUNTY

VARIOUS

JOB NO.

JST0144

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 (1-888-273-6636)

SPECIAL SHEET

SHEET 2 OF 2

ROAD TYPE	SIGN SPACING A, B, C (ft.) (1) (2)		
	A	B	C
URBAN (low speed)	100	100	100
URBAN (high speed)	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1000	1500	2640

(1) THE A DIMENSION IS THE DISTANCE FROM THE TRANSITION OR POINT OF RESTRICTION TO THE FIRST SIGN. THE B DIMENSION IS THE DISTANCE BETWEEN THE FIRST AND SECOND SIGNS. THE C DIMENSION IS THE DISTANCE BETWEEN THE SECOND AND THIRD SIGNS.

(2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.

PERMANENT POSTED SPEED (mph)	MINIMUM TAPER LENGTH (ft.)						OPTIONAL BUFFER LENGTH (ft.)	MAXIMUM CHANNELIZER SPACING (3) (4) (ft.)	
	SHOULDER (T1)			LANE (T2)				TAPERS	BUFFER/ WORK AREAS
	10 FT SHLDR	11 FT SHLDR	12 FT SHLDR	10 FT LANE	11 FT LANE	12 FT LANE			
0-35	70	75	85	205	225	245	250	35	70
40-45	150	165	180	450	495	540	360	40	80
50-55	185	200	220	550	605	660	495	50	100
60-70	235	255	280	700	770	840	730	60	120

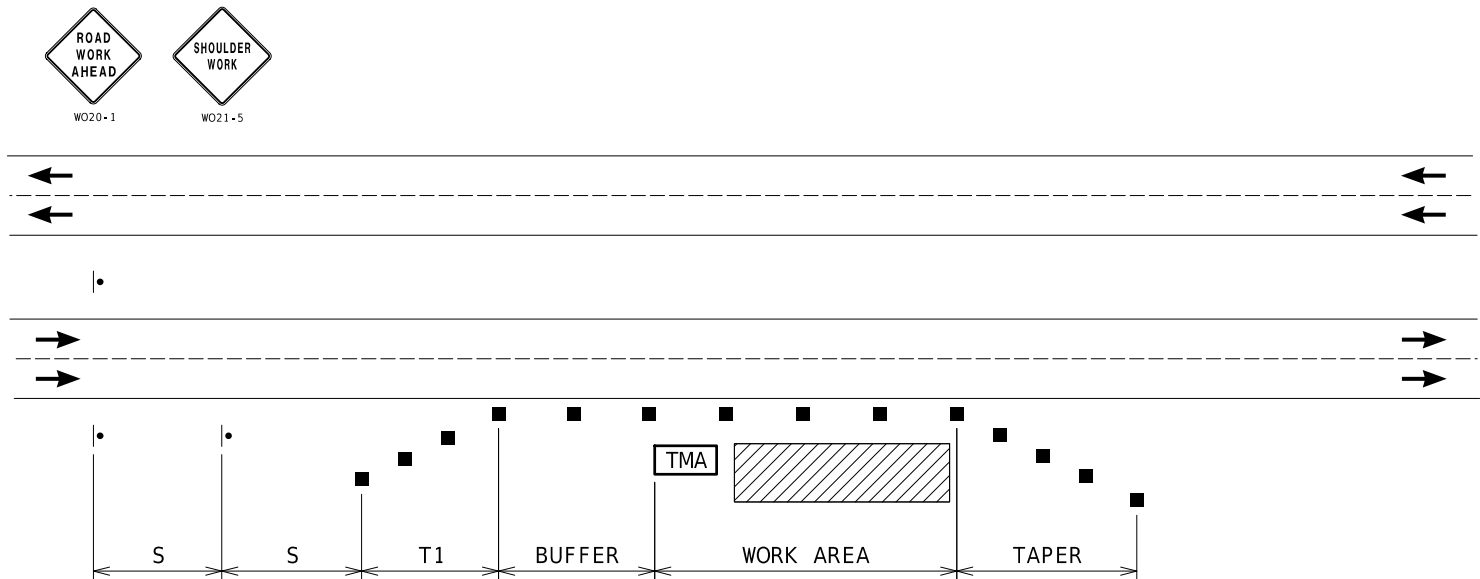
(3) SPACING SHALL BE REDUCED TO ½ AT INTERSECTIONS.

(4) CHANNELIZER SPACING FOR FLAGGING OPERATIONS SHALL BE 20' WITH A MINIMUM TAPER LENGTH OF 50' AND A MAXIMUM TAPER LENGTH OF 100'.

- (1) SEE STANDARD PLAN 616.10BF FOR DETAILS AND ITEMS NOT SHOWN.
- (2) EXISTING SIGNS SHALL BE COVERED DURING WORKING HOURS ONLY IF IN CONFLICT WITH TRAFFIC CONTROL PLANS.
- (3) NO DIRECT PAYMENT WILL BE MADE FOR RELOCATING, COVERING, UNCOVERING, OR REMOVING SIGNS.
- (4) CONES ALLOWABLE FOR DAYTIME OPERATIONS ONLY.
- (5) LOCATE FLASHING ARROW PANEL AT BEGINNING OF TAPER WHEN FEASIBLE; ARROWS ARE ALWAYS LOCATED BEHIND CHANNELIZERS OR CONES.
- (6) ALL LOG MILES, SPACING, AND DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.

- SIGN (SINGLE SIDED)
- SIGN (DOUBLE SIDED)
- FLAGGER
- DIRECTIONAL INDICATOR BARRICADE
- CHANNELIZER
- BARRICADE
- CHANGEABLE MESSAGE BOARD
- TRUCK MOUNTED ATTENUATOR
W/ FLASHING ARROW
- ARROW PANEL
- PORTABLE TRAFFIC SIGNAL

[illegible]

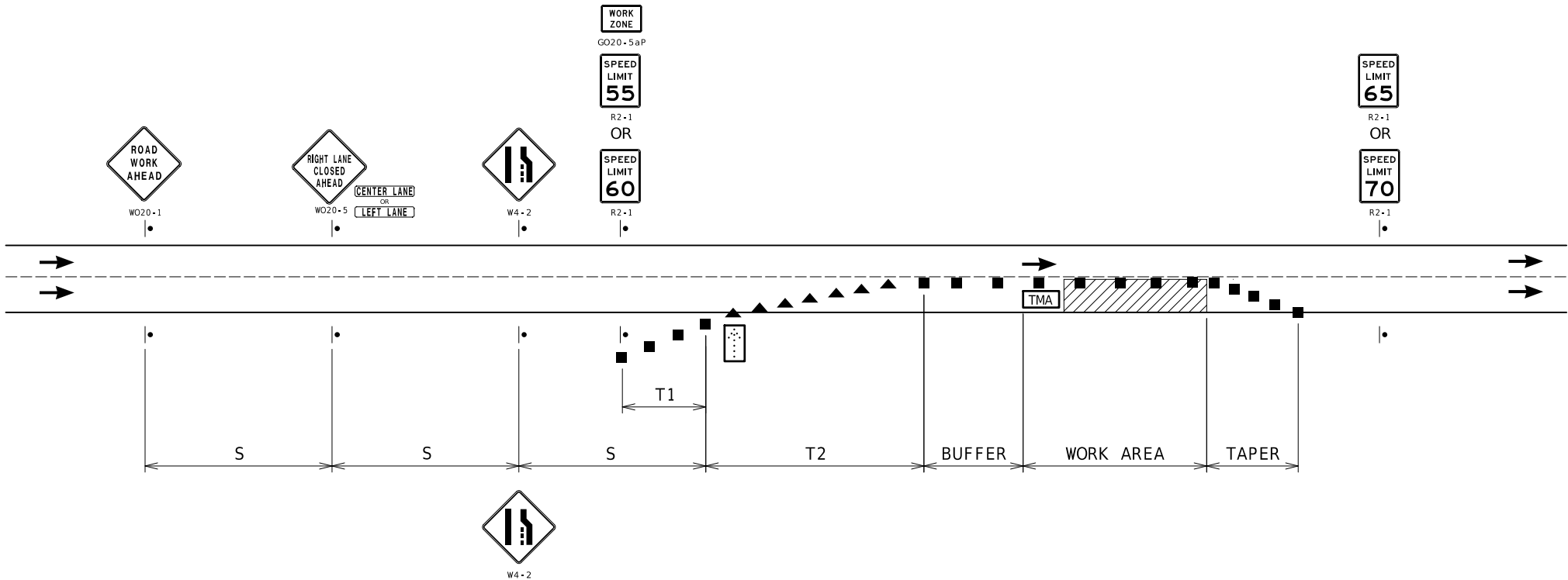


RIGHT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING, TAPER LENGTHS, AND LEGEND.

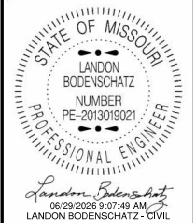
USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER
WITH WORK VEHICLES PARKED ON THE SHOULDER OF A HIGH SPEED ROADWAY.



SINGLE LANE CLOSURE

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING, TAPER LENGTHS, AND LEGEND.

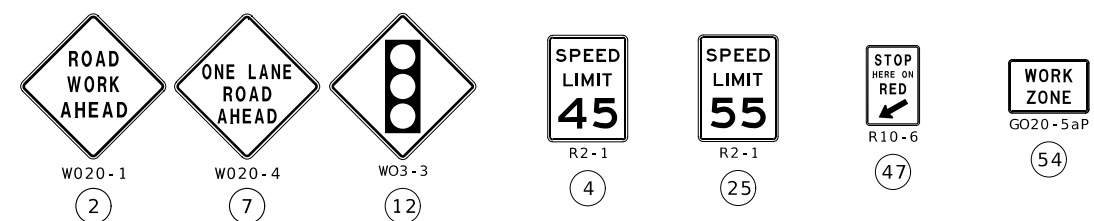


DATE PREPARED 6/29/2026	
ROUTE VAR	STATE MO
DISTRICT SE	SHEET NO. 7
COUNTY VARIOUS	
JOB NO. JST0144	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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



DAYLIGHT FLAGGING OPERATIONS ONLY.

DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.

RECOMMENDED SPACING BETWEEN TEMP SIGNALS AND STOP BAR IS 75', WITH A MIN/MAX SPACING RANGE OF 40' TO 150'.

TEMP SIGNALS NEED TO BE A MINIMUM OF 150' BEFORE THE LANE TAPER.

DOUBLE YELLOW LINE APPROACHING SIGNALS NEEDS TO BE A MINIMUM OF 500'.

NO PAYMENT WILL BE MADE FOR RELOCATION OF CONSTRUCTION SIGNS.

ANY EXISTING SIGNING THAT CONFLICTS WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.

REMOVE ANY EXISTING PAVEMENT MARKING THAT CONFLICTS WITH THE FUNCTIONALITY OF THIS TRAFFIC CONTROL SETUP.

AUTOMATED FLAGGER ASSISTANCE DEVICES AND PORTABLE SIGNAL FLAGGING DEVICES MAY BE USED AS AN ALTERNATIVE FLAGGING OPERATION.

ADDITIONAL SIGNALS MAY BE REQUIRED IF ANY INTERSECTING ROUTES ARE BETWEEN SHOWN SIGNAL LOCATIONS.

FOR ADDITIONAL TRAFFIC CONTROL PLANS FOR THIS PROJECT, USE STANDARD PLANS 616.20 (SHEETS 1 THROUGH 5).

SEE TCP SHEET 1 FOR SIGN SPACING, TAPER LENGTHS, AND LEGEND.

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

STATE OF MISSOURI
LANDON BODENSCHATZ
NUMBER
PE-2013019021
PROFESSIONAL ENGINEER
06/29/2026 9:09:22 AM
LANDON BODENSCHATZ - CIVIL

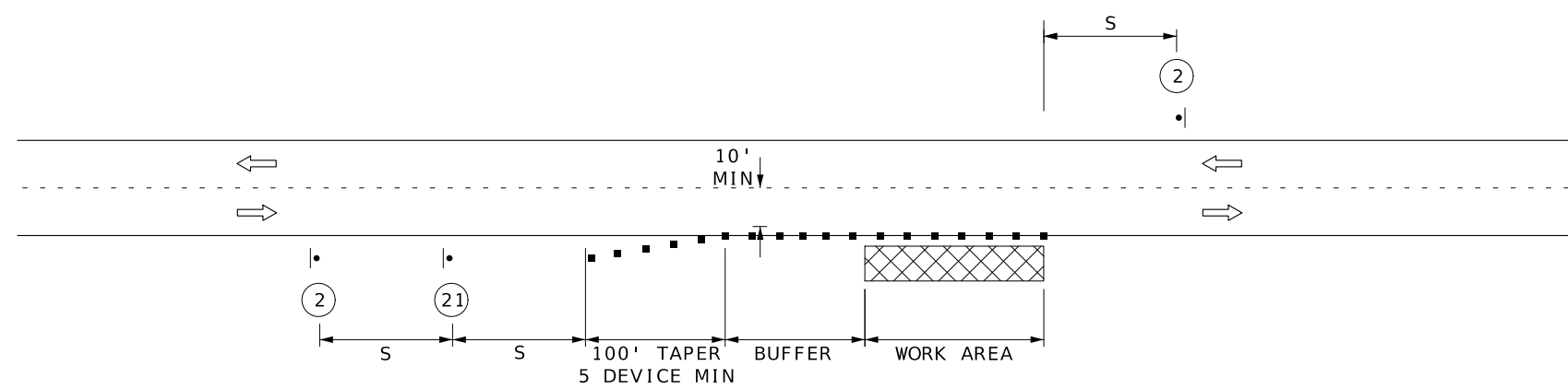
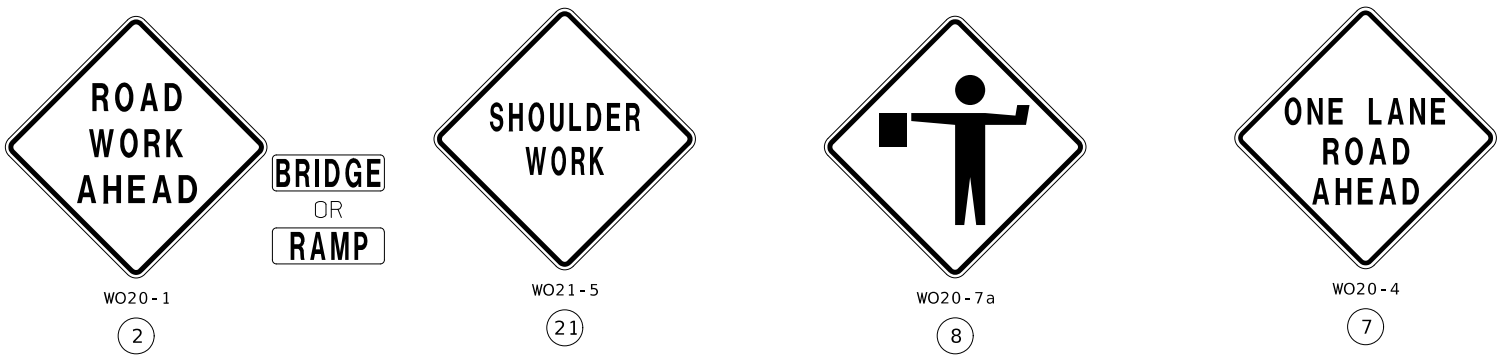
PROJECT NO.
BRIDGE NO.

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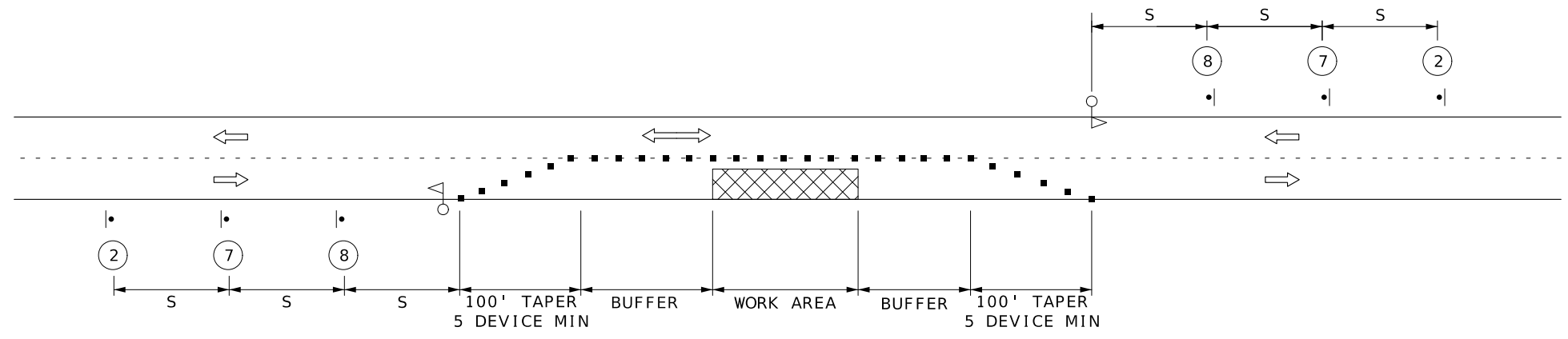
MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

TRAFFIC CONTROL
SHEET 4 OF 5

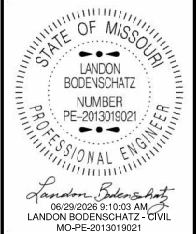


SHOULDER WORK
MINOR ENCROACHMENT



LANE CLOSURE
TWO LANE

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING, TAPER LENGTHS, AND LEGEND.
DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

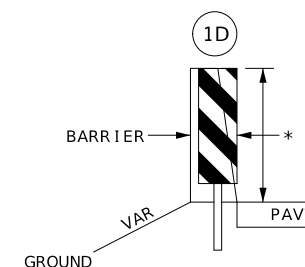
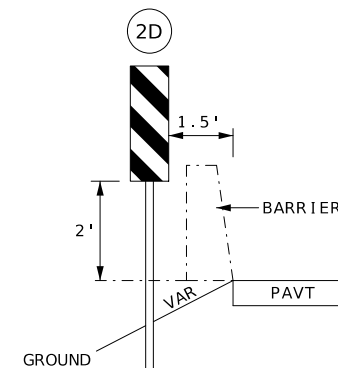
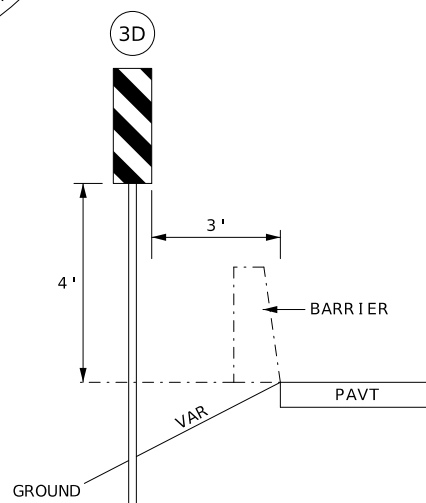
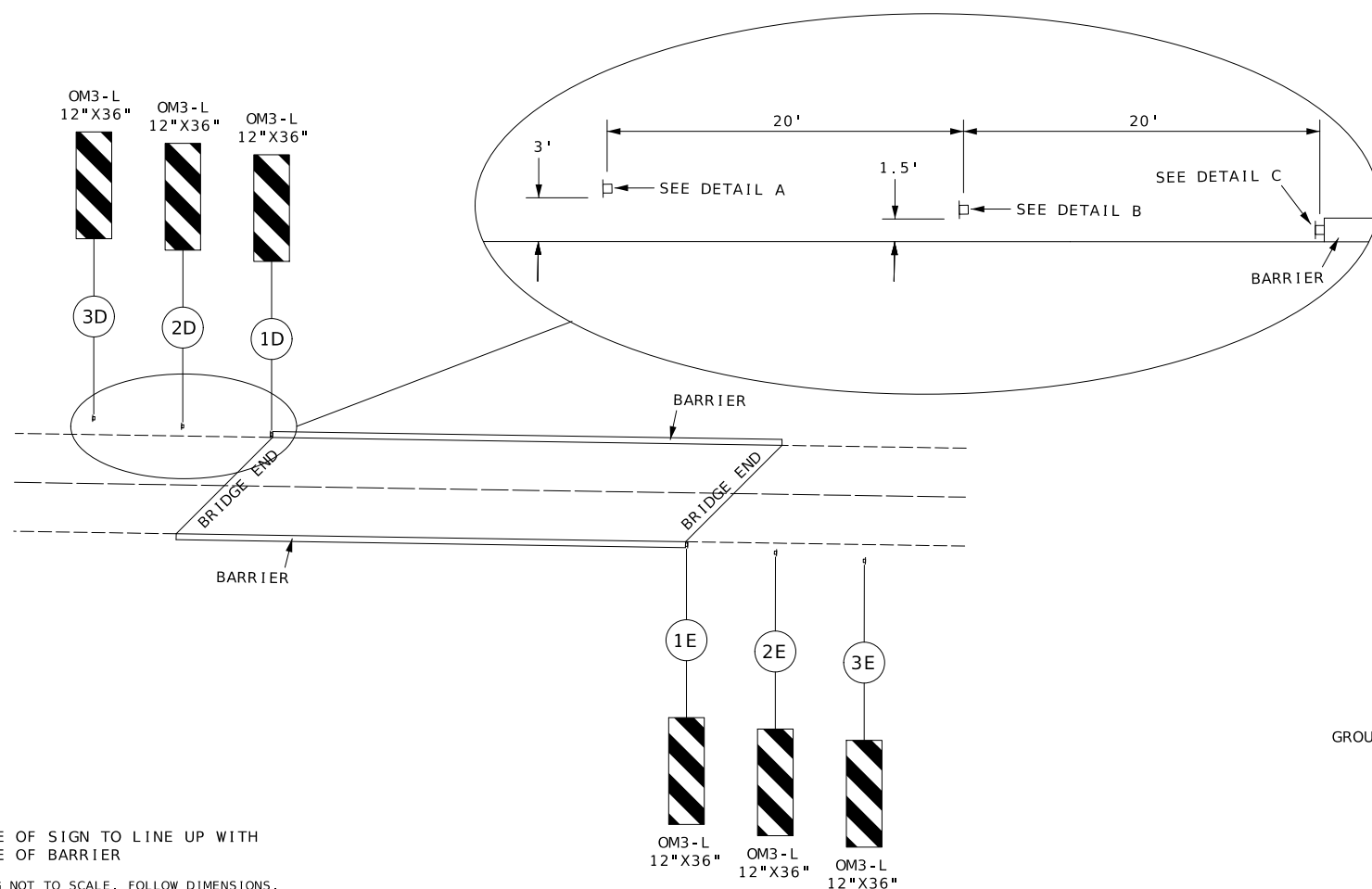
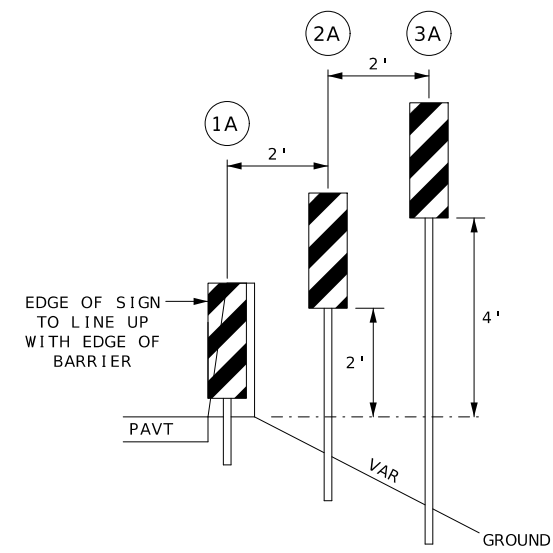
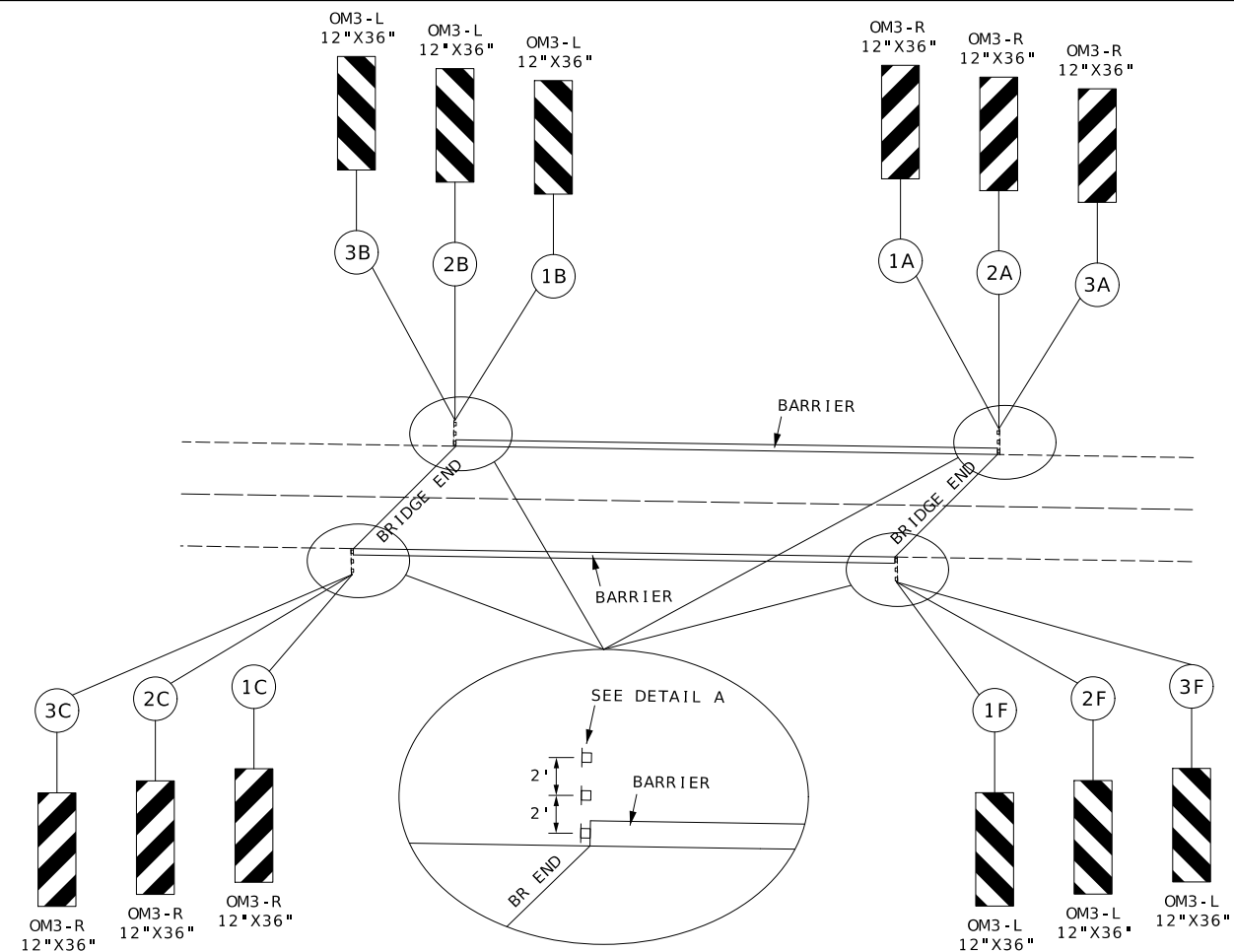


DATE PREPARED 6/29/2026	
ROUTE VAR	STATE MO
DISTRICT SE	SHEET NO. 10
COUNTY VARIOUS	
JOB NO. JST0144	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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



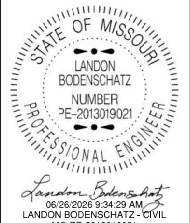
* EDGE OF SIGN TO LINE UP WITH
EDGE OF BARRIER

DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

STANDARD SIGN ASSEMBLY							
SIGN NO	LOG MI	ROUTE	COUNTY	LOC	FLAT SHEET FLUORESCENT SIGN DESCRIPTION, SIZES & NUMBER OF EACH		REMARKS
					 OM3-L (12"X36")	 OM3-R (12"X36")	
1A	60.288	RTE 51 SB	BOLLINGER	RT		1	BR H0860 (NORTHEAST QUAD)
2A	60.288	RTE 51 SB	BOLLINGER	RT		1	BR H0860 (NORTHEAST QUAD)
3A	60.288	RTE 51 SB	BOLLINGER	RT		1	BR H0860 (NORTHEAST QUAD)
1B	2.854	RTE V SB	CAPE	LT	1		BR B0496 (NORTHWEST QUAD)
2B	2.854	RTE V SB	CAPE	LT	1		BR B0496 (NORTHWEST QUAD)
3B	2.854	RTE V SB	CAPE	LT	1		BR B0496 (NORTHWEST QUAD)
1C	2.854	RTE V SB	CAPE	RT		1	BR B0496 (SOUTHWEST QUAD)
2C	2.854	RTE V SB	CAPE	RT		1	BR B0496 (SOUTHWEST QUAD)
3C	2.854	RTE V SB	CAPE	RT		1	BR B0496 (SOUTHWEST QUAD)
1D	4.869	RTE CC SB	MISSISSIPPI	LT	1		BR B0512 (NORTHWEST QUAD)
2D	4.865	RTE CC SB	MISSISSIPPI	LT	1		BR B0512 (NORTHWEST QUAD)
3D	4.861	RTE CC SB	MISSISSIPPI	LT	1		BR B0512 (NORTHWEST QUAD)
1E	4.882	RTE CC SB	MISSISSIPPI	RT	1		BR B0512 (SOUTHEAST QUAD)
2E	4.886	RTE CC SB	MISSISSIPPI	RT	1		BR B0512 (SOUTHEAST QUAD)
3E	4.890	RTE CC SB	MISSISSIPPI	RT	1		BR B0512 (SOUTHEAST QUAD)
1F	24.026	RTE 62 EB	NEW MADRID	RT	1		BR F0205 (SOUTHEAST QUAD)
2F	24.026	RTE 62 EB	NEW MADRID	RT	1		BR F0205 (SOUTHEAST QUAD)
3F	24.026	RTE 62 EB	NEW MADRID	RT	1		BR F0205 (SOUTHEAST QUAD)
TOTAL					12	6	

SIGNS							PERFORATED SQUARE STEEL TUBE 2 IN POST			
SIGN NO	SIGN SIZE	LOG MI	ROUTE	COUNTY	LOC	SIGN DETAIL SHEET NO	POST NO 1 (LF)	TOTAL ITEM NO 9031270A (LF)	ANCHOR 12 GA ITEM NO 9031271A (EA)	REMARKS
1A	12"X36"	60.288	RTE 51 SB	BOLLINGER	RT	STD	3.50	3.50	1	BR H0860 (NORTHEAST QUAD)
2A	12"X36"	60.288	RTE 51 SB	BOLLINGER	RT	STD	6.00	6.00	1	BR H0860 (NORTHEAST QUAD)
3A	12"X36"	60.288	RTE 51 SB	BOLLINGER	RT	STD	9.00	9.00	1	BR H0860 (NORTHEAST QUAD)
1B	12"X36"	2.854	RTE V SB	CAPE	LT	STD	3.50	3.50	1	BR B0496 (NORTHWEST QUAD)
2B	12"X36"	2.854	RTE V SB	CAPE	LT	STD	6.00	6.00	1	BR B0496 (NORTHWEST QUAD)
3B	12"X36"	2.854	RTE V SB	CAPE	LT	STD	9.00	9.00	1	BR B0496 (NORTHWEST QUAD)
1C	12"X36"	2.854	RTE V SB	CAPE	RT	STD	3.50	3.50	1	BR B0496 (SOUTHWEST QUAD)
2C	12"X36"	2.854	RTE V SB	CAPE	RT	STD	6.00	6.00	1	BR B0496 (SOUTHWEST QUAD)
3C	12"X36"	2.854	RTE V SB	CAPE	RT	STD	9.00	9.00	1	BR B0496 (SOUTHWEST QUAD)
1D	12"X36"	4.869	RTE CC SB	MISSISSIPPI	LT	STD	3.50	3.50	1	BR B0512 (NORTHWEST QUAD)
2D	12"X36"	4.865	RTE CC SB	MISSISSIPPI	LT	STD	5.75	5.75	1	BR B0512 (NORTHWEST QUAD)
3D	12"X36"	4.861	RTE CC SB	MISSISSIPPI	LT	STD	8.75	8.75	1	BR B0512 (NORTHWEST QUAD)
1E	12"X36"	4.882	RTE CC SB	MISSISSIPPI	RT	STD	3.50	3.50	1	BR B0512 (SOUTHEAST QUAD)
2E	12"X36"	4.886	RTE CC SB	MISSISSIPPI	RT	STD	5.75	5.75	1	BR B0512 (SOUTHEAST QUAD)
3E	12"X36"	4.890	RTE CC SB	MISSISSIPPI	RT	STD	8.75	8.75	1	BR B0512 (SOUTHEAST QUAD)
1F	12"X36"	24.026	RTE 62 EB	NEW MADRID	RT	STD	3.50	3.50	1	BR F0205 (SOUTHEAST QUAD)
2F	12"X36"	24.026	RTE 62 EB	NEW MADRID	RT	STD	6.00	6.00	1	BR F0205 (SOUTHEAST QUAD)
3F	12"X36"	24.026	RTE 62 EB	NEW MADRID	RT	STD	9.00	9.00	1	BR F0205 (SOUTHEAST QUAD)
TOTAL								110	18	

SIGN SUMMARY				
STD SIGN	SIGN DETAIL SHEET NO	NO EACH	SIZE, TYPE & SQ FT	
			SIZE	FLAT SHEET FLUORESCENT* ITEM NO 9035069A
OM3-L	STD	12	12"X36"	36
OM3-R	STD	6	12"X36"	18
TOTAL				54
*ORANGE, YELLOW & YELLOW/GREEN				



DATE PREPARED 6/25/2026	
ROUTE VAR	STATE MO
DISTRICT SE	SHEET NO. 12
COUNTY VARIOUS	
JOB NO. JST0144	
CONTRACT ID.	

PROJECT NO.
BRIDGE NO.

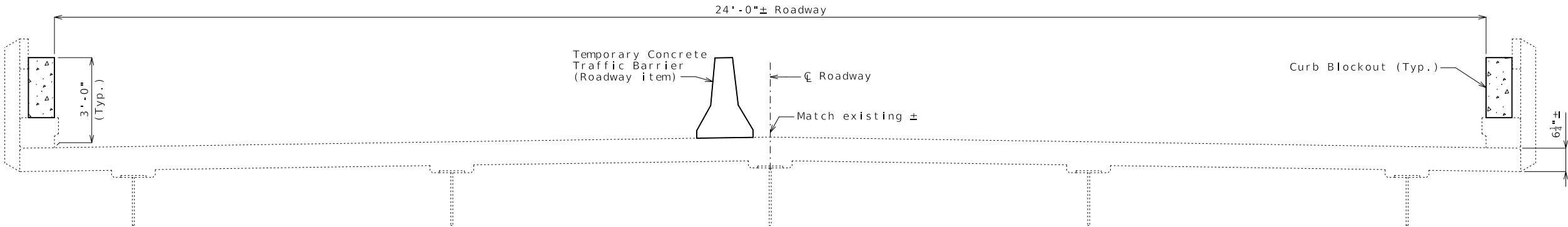
DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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

U.I.P. AND REHABILITATE EXISTING (58'-66'-66'-44') CONTINUOUS COMPOSITE WIDE FLANGE BEAM SPANS



TYPICAL SECTION THRU EXISTING DECK

Estimated Quantities		
Item		Total
Curb Blockout	linear foot	470

General Notes:

Design Specifications:
2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Loading:
HS20-44 Modified (1967)

Design Unit Stresses:
Class B-1 Concrete (Curb Blockout) f'c = 4,000 psi
Reinforcing Steel (ASTM A615 Grade 60) fy = 60,000 psi

Miscellaneous:
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.
Traffic Handling:
Traffic to be maintained on structure during construction.
See roadway plans for traffic control.

REPAIRS TO BRIDGE: BAINBRIDGE ROAD
OVER ROUTE I-55

ROUTE BAINBRIDGE ROAD FROM ROUTE BUS. 55 TO ROUTE Y
ABOUT 1.54 MILES NORTH OF ROUTE BUS. 55
BEGINNING STATION 1+29.49± (Match Existing)

STATE OF MISSOURI

CARRETT L. HAGER

NUMBER

PE-2023000437

PROFESSIONAL ENGINEER

NOT VALID FOR SEALING OR SIGNING
GARRETT L. HAGER - CIVIL
MO-PE-2023000437

DATE PREPARED

7/15/2026

ROUTE

I-55

DISTRICT

BR

STATE

MO

SHEET NO.

1

COUNTY

CAPE GIRARDEAU

JOB NO.

JST0144

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

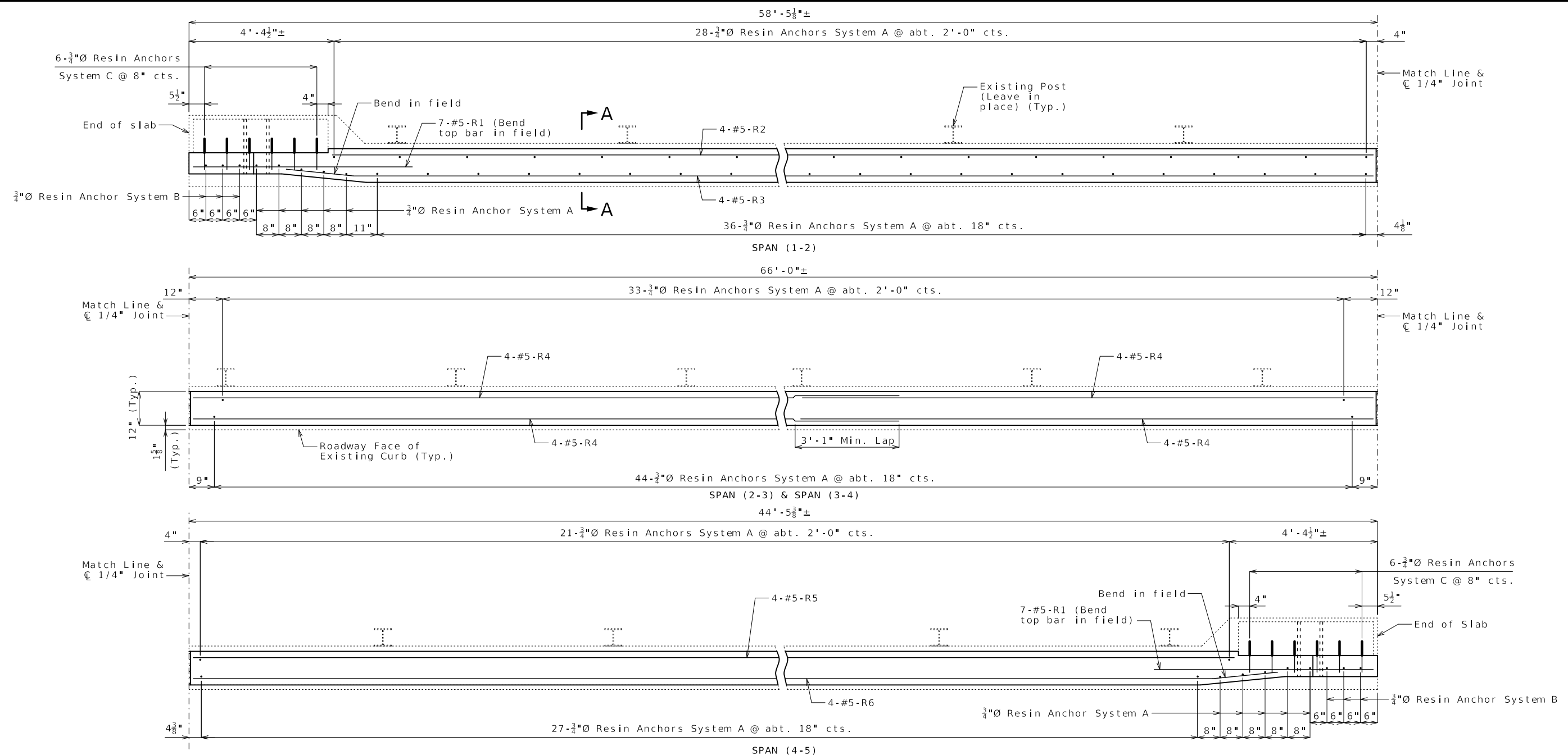
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DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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



Notes:

Longitudinal dimensions are along grade and are taken at top outside edge of curb.

Top of curb blockout shall be built parallel to grade with curb blockout joints (except at end bents) normal to grade.

Concrete in the curb blockout shall be Class B-1.

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

Payment for concrete, reinforcement, resin anchor systems and any other work incidental to the curb blockout, complete in place, will be considered completely covered by the contract unit price for Curb Blockout per linear foot.

Measurement of curb blockout is to the nearest linear foot for each structure, measured along the inside edge of curb from end of slab to end of slab.

Concrete traffic barrier delineators shall be placed on top of the curb breakout similarly as shown on Missouri Standard Plans 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 Curb Breakout.

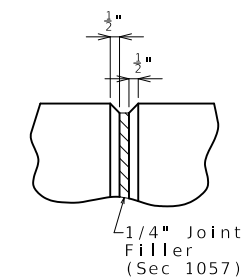
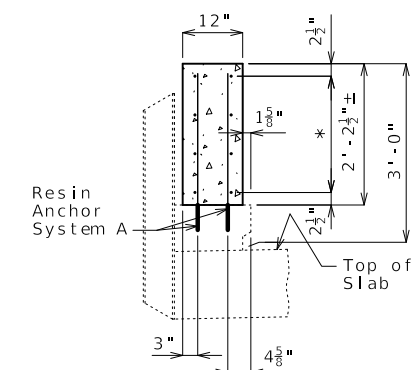
Cost of any concrete curb repair will be considered completely covered by the contract unit price for Curb Blockout.

The 1/4-inch joints may be either formed joints with joint filler or saw-cut joints.

Joint sealant and backer rods shall be in accordance with Sec 717 for Silicone Joint Sealant for Saw Cut and Formed Joints.

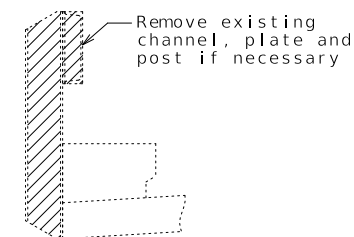
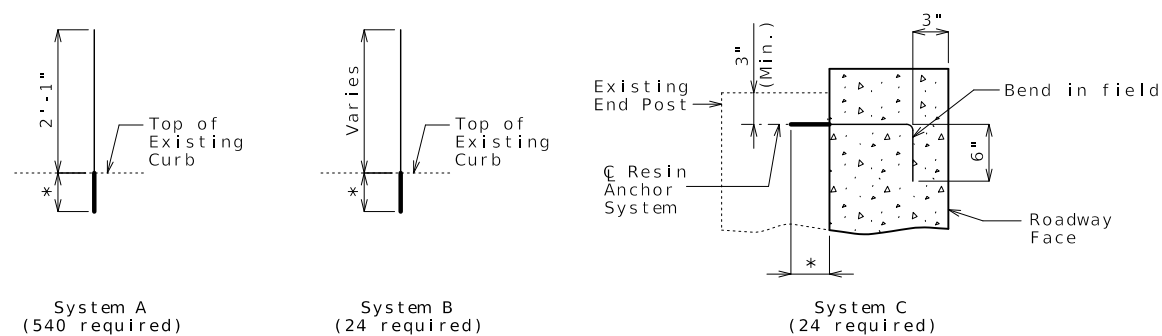
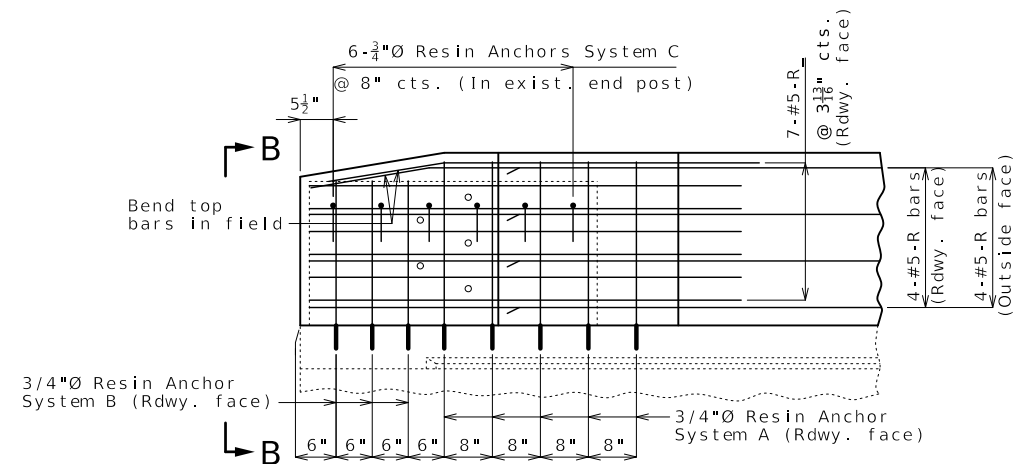
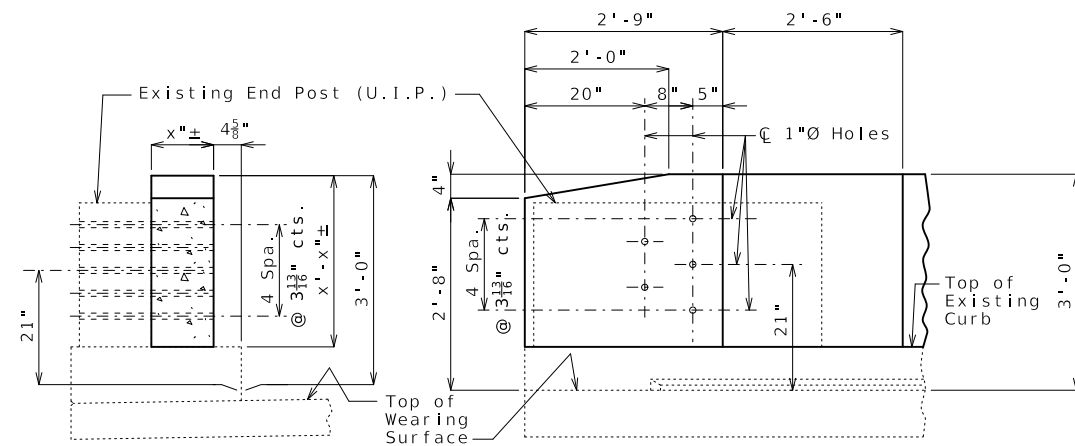
For additional details of end of blockout, see Sheet No. 3.

Work this sheet with Sheet No. 3.

PART ELEVATION
AT FORMED JOINT

SECTION A-A

* 4-#5-R bars (Each face) (Equally spaced)



TYPICAL SECTION THRU RAILING
SHOWING CHANNEL REMOVAL

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

Notes:

Work this sheet with Sheet No. 2.

All curb blockout reinforcement shall be epoxy coated.

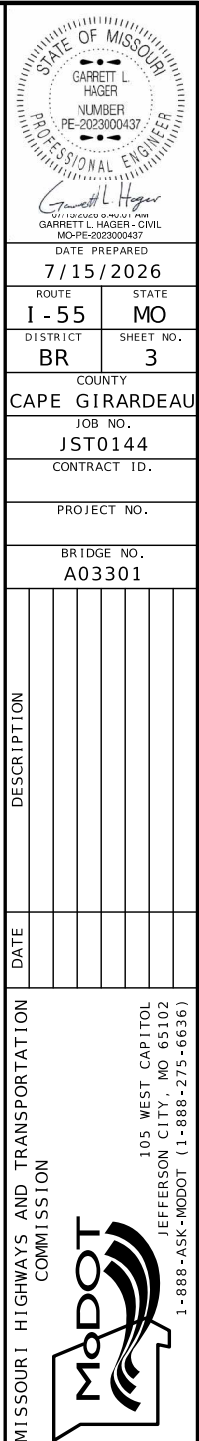
The contractor shall use one of the qualified resin anchor systems in accordance with Sec 1039.

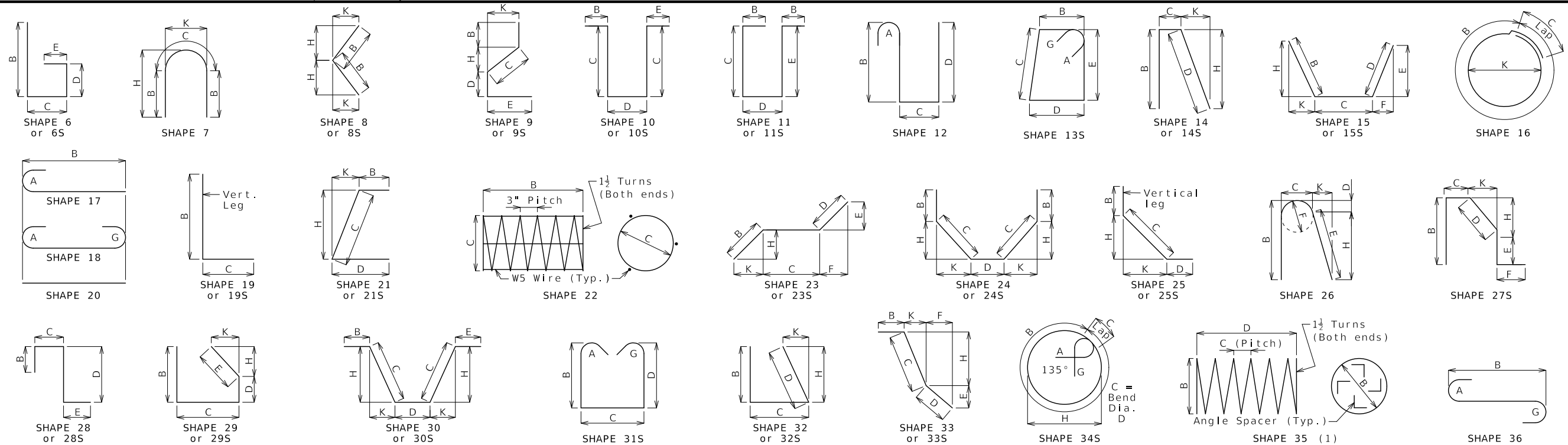
The minimum embedment depth in concrete with $f'c = 4,000$ psi for the resin anchor system shall be that required to meet the minimum ultimate pullout strength in accordance with Sec 1039 but shall not be less than 5 inches.

An epoxy coated #6 Grade 60 reinforcing bar shall be substituted for the 3/4-inch diameter threaded rod.

Resin anchors shall be shifted or bent in field to clear one-inch diameter holes by at least 1/2 inch.

CURB BLOCKOUT





Finished Bend Dimensions D and Hook Dimensions

Standard Pin Bend Shapes

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

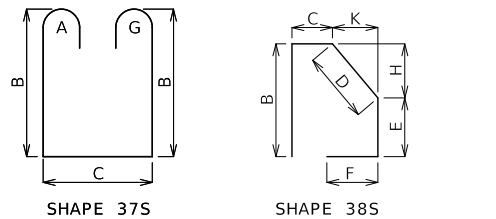
Stirrup Pin Bend Shapes (S)

Size	Case	D	A or G		H	J	
			90°	135°	180°	135°	180°
#4	2	2"	4 $\frac{1}{2}$ "	4 $\frac{1}{2}$ "	5"	2 $\frac{7}{8}$ "	3"
	3	3"	5"	5 $\frac{1}{4}$ "	6"	3"	4"
#5	2	2 $\frac{1}{2}$ "	5 $\frac{3}{4}$ "	5 $\frac{3}{4}$ "	5 $\frac{3}{4}$ "	3 $\frac{5}{8}$ "	3 $\frac{3}{4}$ "
	3	3 $\frac{3}{4}$ "	6 $\frac{1}{4}$ "	6 $\frac{1}{2}$ "	7"	3 $\frac{7}{8}$ "	5"
#6	1	4 $\frac{1}{2}$ "	12"	7 $\frac{3}{4}$ "	8 $\frac{1}{4}$ "	4 $\frac{5}{8}$ "	6"

6d for #4 & #5,
12d for #6

Applicable for all grades of steel.

Case 1 applies to all reinforcement. Case 2 applies to all reinforcement except for galvanized bars. Case 3 applies to galvanized bars only.



BENDING DIAGRAMS

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 A615 Grade 60) $f_y = 60,000$ 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.

All dimensions are out to out.

(1) Shall be a deformed or plain spiral bar or wire.

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

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

(1) Shall be a deformed or plain spiral bar or wire.

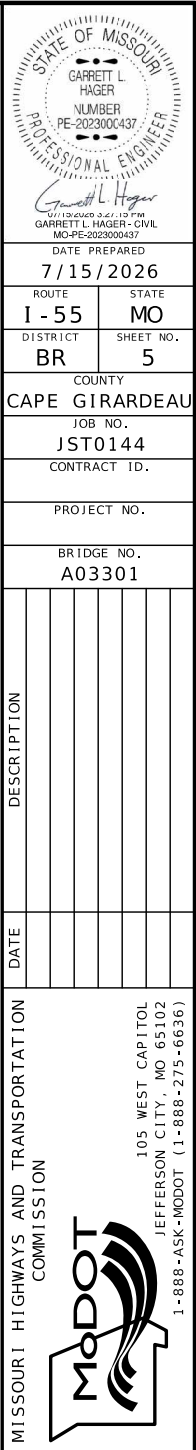
Four angle or channel spacers are required for each column spiral. Spacers are to be placed on inside of spirals. Length and weight of column spirals do not include splices or spacers.

	Reinforcing Steel Totals (Pounds)							
	Size	Substructure		Superstructure			Entire Bridge	
		Plain	Epoxy	Slab	Barrier	Slip Form	Plain	Epoxy
By Size	W5	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	2,932	751	0	3,683
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0
By Type		0	0	0	2,932	751	0	3,683

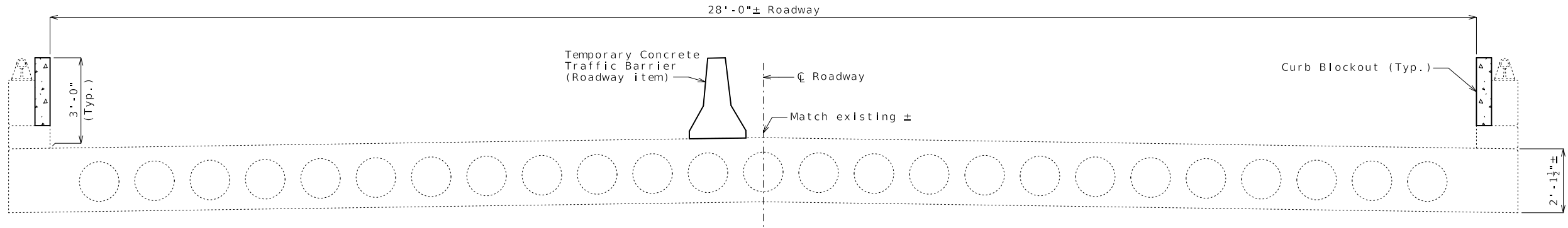
All superstructure reinforcing steel shall be epoxy coated unless otherwise specified.

[illegible]

BILL OF REINFORCING STEEL



U.I.P. AND REHABILITATE EXISTING (44.5'-69.5'-69.5'-44.5') CONTINUOUS VOIDED SLAB SPANS (SKEW: 20° LA)



TYPICAL SECTION THRU EXISTING DECK

Estimated Quantities		
Item		Total
Curb Blockout	linear foot	462

General Notes:

Design Specifications:
2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Loading:
HS20-44 Modified (1967)

Design Unit Stresses:
Class B-1 Concrete (Curb Blockout) f'c = 4,000 psi
Reinforcing Steel (ASTM A615 Grade 60) fy = 60,000 psi

Miscellaneous:
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.
Traffic Handling:
Traffic to be maintained on structure during construction.
See roadway plans for traffic control.

REPAIRS TO BRIDGE: ROUTE EE
OVER ROUTE I-55
ROUTE EE FROM ROUTE I-55 TO ROUTE 61
ABOUT 0.7 MILE EAST OF ROUTE 61
BEGINNING STATION 18+91.77± (Match Existing)

STATE OF MISSOURI

GARRETT L. HAGER

NUMBER

PE-2023000437

PROFESSIONAL ENGINEER

Garrett L. Hager

DATE PREPARED

7/14/2026

ROUTE

EE

DISTRICT

BR

STATE

MO

SHEET NO.

1

COUNTY

NEW MADRID

JOB NO.

JST0144

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A12742

DESCRIPTION

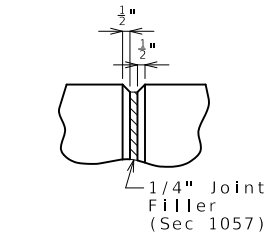
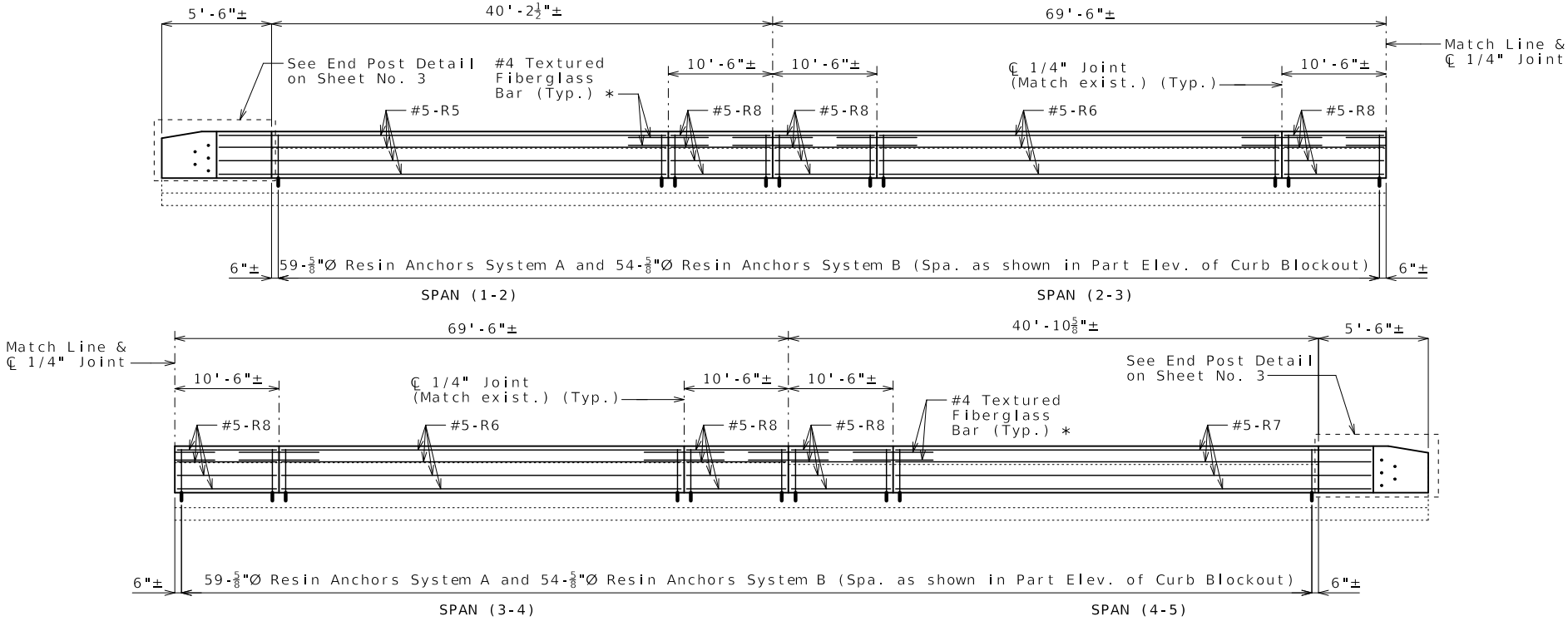
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

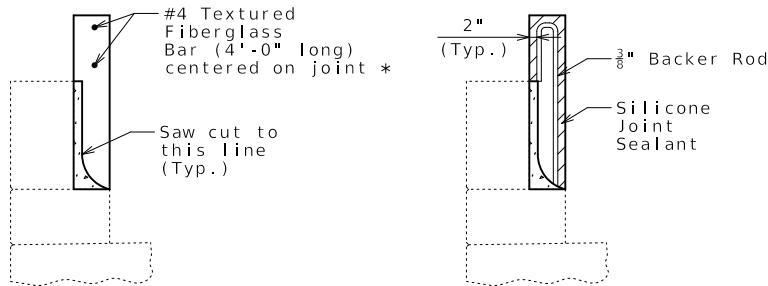
1-888-ASK-MODOT (1-888-275-6636)



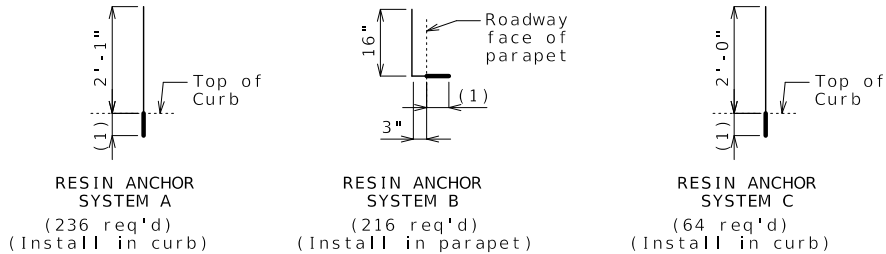
PART ELEVATION AT FORMED JOINT

ELEVATION OF LEFT CURB BLOCKOUT

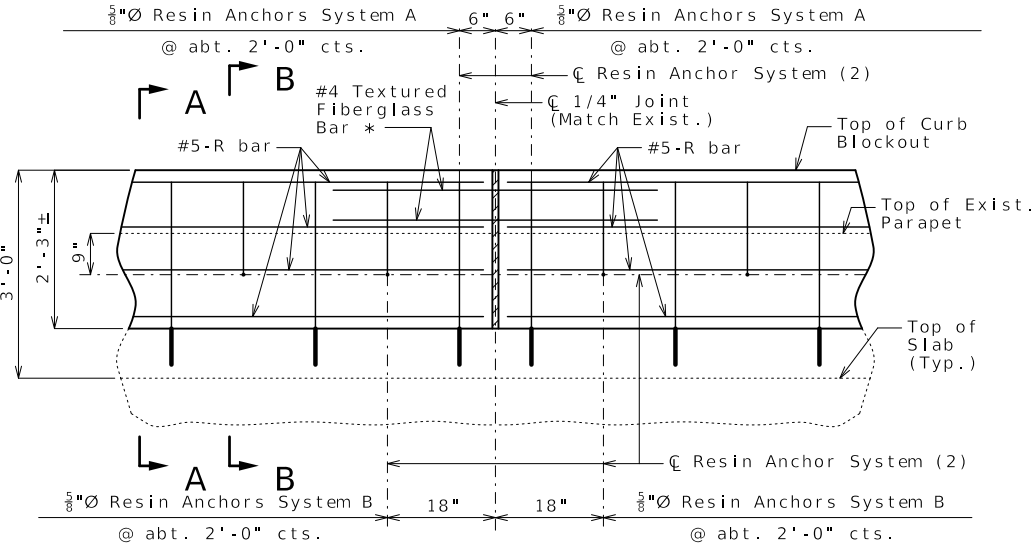
(Right curb blockout similar)
Longitudinal dimensions are along grade and are taken at top outside edge of parapet.



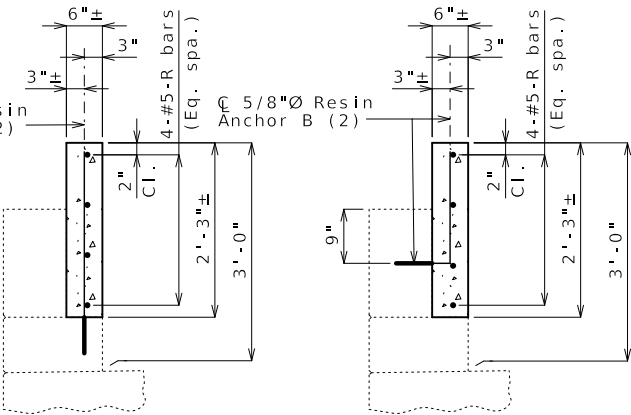
SECTION THRU SAW CUT JOINT



(1) Use manufacturer's embedment length (5" minimum embedment).
DETAILS OF RESIN ANCHORS



PART ELEVATION OF CURB BLOCKOUT



SECTION A-A

SECTION B-B

CURB BLOCKOUT

Sheet No. 2 of 4

Notes:

* Slip-formed option only.

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

Bridge rail not shown for clarity.

Concrete in curb blockout shall be Class B-1.

Measurement of curb blockout is to the nearest linear foot, measured at the top outside edge of parapet. (Match existing curb and parapet)

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

Payment for concrete, reinforcement, resin anchor systems and any other work incidental to the curb blockout, complete in place, will be considered completely covered by the contract unit price for Curb Blockout per linear foot.

Cost of any concrete curb or parapet repair will be considered completely covered by the contract unit price for Curb Blockout.

Asbestos (Friability Category II NF) has been detected in the insulation compound between the top of the existing concrete parapet and the base of the existing handrail posts. The contractor has the option to remove the handrail and posts or leave in place. Should the contractor elect to remove the handrail and posts, the contractor will be required to use a licensed abatement contractor during the removal. No direct payment will be made for removal of the handrail and posts, or for asbestos abatement. The described work will be considered completely covered by the contract unit price for other items in the contract.

All curb blockout reinforcement shall be epoxy coated.

(2) Shift resin anchors where necessary to clear existing anchor bolts for bridge rail, miss curb outlets (if present) and clear existing reinforcement.

Use a minimum lap of 3'-1" for #5 horizontal curb blockout bars.

Concrete traffic barrier delineators shall be placed on top of the curb blockout similarly as shown on Missouri Standard Plans 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 Curb Blockout.

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

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

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

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

STATE OF MISSOURI

CARRETT L. HAGER

NUMBER

PE-2023000437

PROFESSIONAL ENGINEER

Garet L. Hager

Civil Engineer

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

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

DATE PREPARED

7/14/2026

ROUTE

EE

DISTRICT

BR

STATE

MO

SHEET NO.

2

COUNTY

NEW MADRID

JOB NO.

JST0144

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

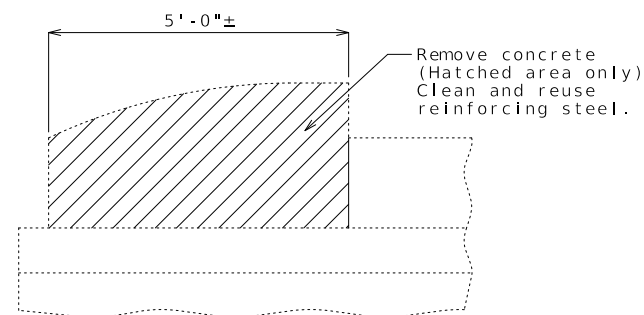
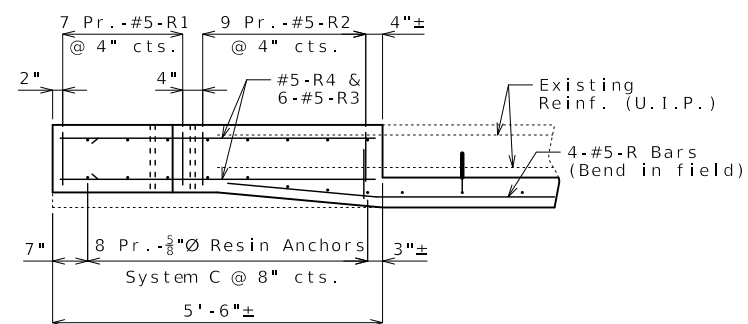
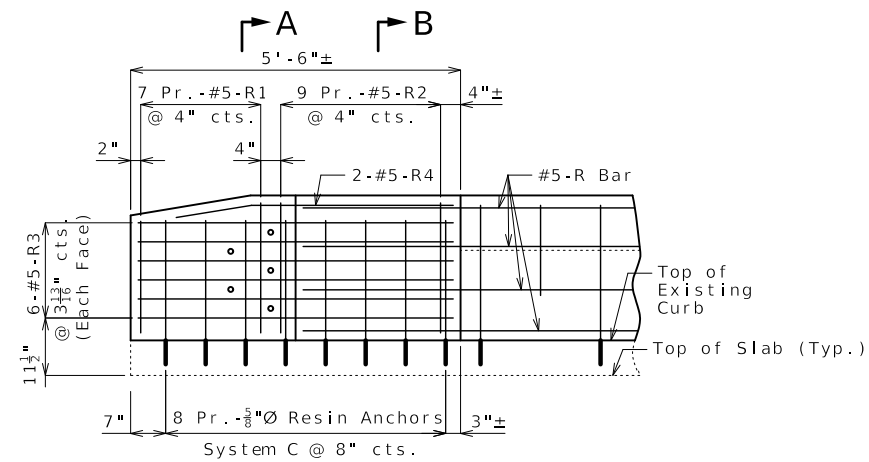
A12742

DESCRIPTION

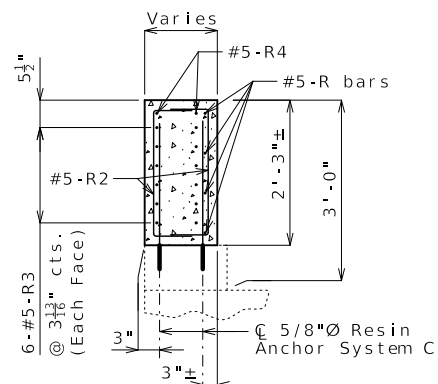
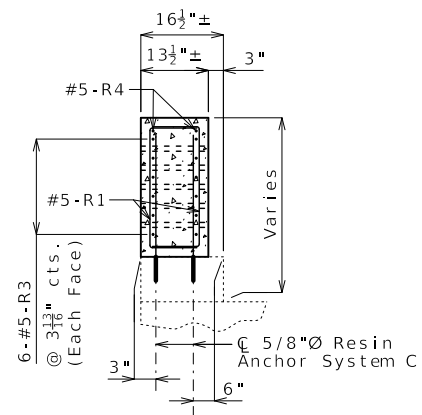
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT



Cost of removing existing end posts will be considered completely covered by the contract unit price for Curb Blockout.

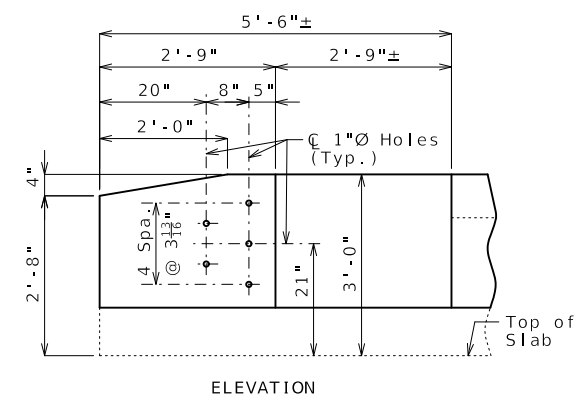
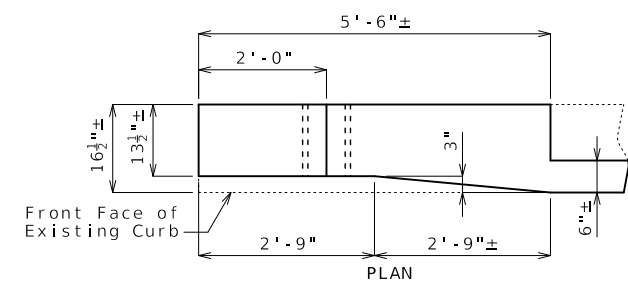
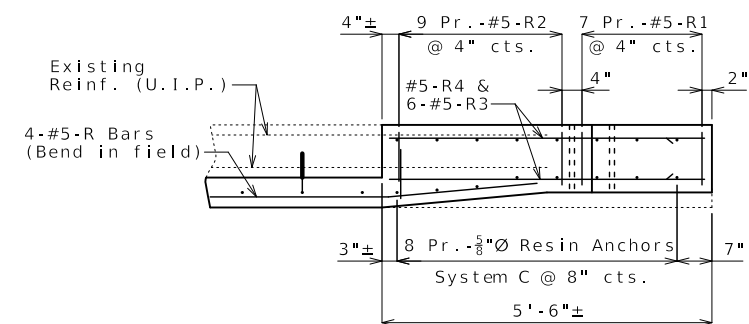
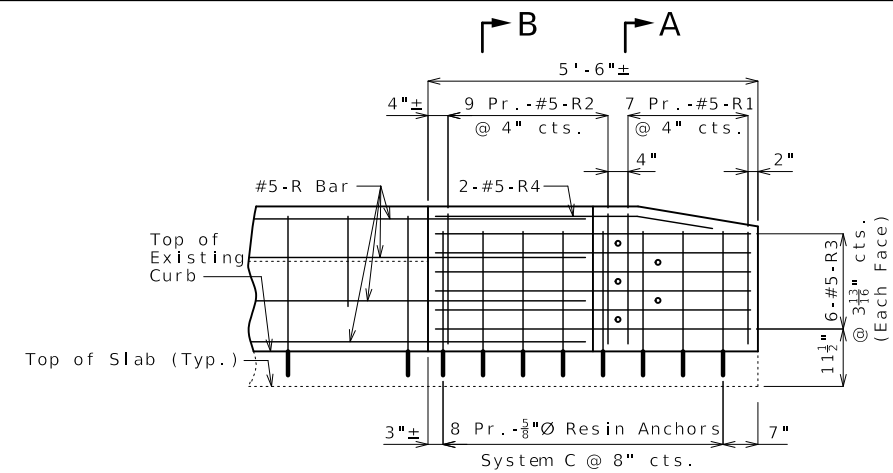


Notes:

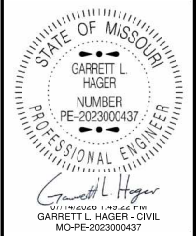
Work this sheet with Sheet No. 2

For details of resin anchors, see Sheet No. 2.

Resin anchors shall be shifted or bent in field to clear one-inch diameter holes by at least 1/2 inch.



DETAILS OF END POST AND GUARD RAIL ATTACHMENT

DATE PREPARED
 11-1-77

7/14/2026

ROUTE	STATE
55	MO

EE	MO
----	----

DISTRICT	SHEET NO.
RD	3

BR	3
COUNTY	

COUNTY
NEW MADRID

NEW MADRID
JOB NO.

JOB NO.
IST0144

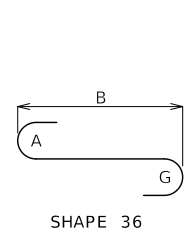
[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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



Stirrup Pin Bend Shapes (S)							
Size	Case	D	A or G			H	J
			90°	135°	180°	135°	180°
#4	2	2"	4½"	4½"	5"	2½"	3"
	3	3"	5"	5¼"	6"	3"	4"
#5	2	2½"	5¾"	5¾"	5¾"	3⅝"	3¾"
	3	3¾"	6¾"	6¾"	7"	3⅝"	5"
#6	1	4½"	12"	7¾"	8¼"	4⅝"	6"

Applicable for all grades of steel.

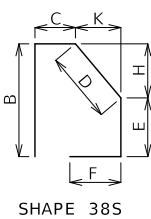
Case 1 applies to all reinforcement. Case 2 applies to all reinforcement except for galvanized bars. Case 3 applies to galvanized bars only.

6d for #4 & #5,
12d for #6

90°

135°

180°



BENDING DIAGRAMS

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 A615 Grade 60) $f_y = 60,000$ psi

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

SH = Required shape, see bending diagrams.

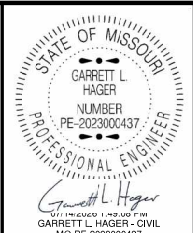
V = Sets of varied bars and number of bars of each length. Bar dimensions vary in equal increments between dimensions shown on this line and the following line and the actual length dimension shown on this line and the following line vary by the specified increment.

		Reinforcing Steel Totals (Pounds)							
		Size	Substructure		Superstructure			Entire Bridge	
			Plain	Epoxy	Slab	Barrier	Slip Form	Plain	Epoxy
By Size	W5	0	0	0	0	0	0	0	
	4	0	0	0	0	0	0	0	
	5	0	0	0	2,355	0	0	2,355	
	6	0	0	0	0	0	0	0	
	7	0	0	0	0	0	0	0	
By Type		0	0	0	2,355	0	0	2,355	

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

[illegible]

BILL OF REINFORCING STEEL



DATE PREPARED
7/14/2026

ROUTE EE	STATE MO
DISTRICT BR	SHEET NO. 4

COUNTY
NEW MADRID
JOB NO.
JST0144
CONTRACT ID.

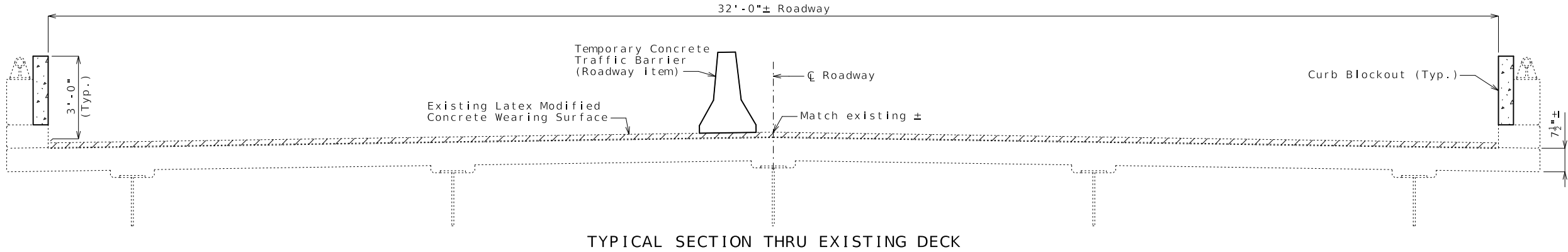
PROJECT NO.

BRIDGE NO.
A12742[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

U.I.P. AND REHABILITATE EXISTING (75'-100'-75') CONTINUOUS COMPOSITE PLATE GIRDER SPANS (SKEW: 50° RA)



TYPICAL SECTION THRU EXISTING DECK

Estimated Quantities		
Item		Total
Curb Blockout	linear foot	508

General Notes:

Design Specifications:
2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Loading:
HS20-44 Modified (1967)

Design Unit Stresses:
Class B-1 Concrete (Curb Blockout) f'c = 4,000 psi
Reinforcing Steel (ASTM A615 Grade 60) fy = 60,000 psi

Miscellaneous:
Roadway surfacing adjacent to bridge ends shall match existing bridge wearing 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.
Traffic Handling:
Traffic to be maintained on structure during construction.
See roadway plans for traffic control.

REPAIRS TO BRIDGE: ROUTE 21
OVER STOUT'S CREEK
ROUTE 21 FROM ROUTE W TO ROUTE 72
ABOUT 0.2 MILE NORTH OF ROUTE 72
BEGINNING STATION 700+97.5± (Match Existing)

STATE OF MISSOURI

GARRETT L. HAGER

NUMBER
PE-2023000437

PROFESSIONAL ENGINEER

GARRETT L. HAGER - CIVIL
MO-PE-2023000437

DATE PREPARED
7/14/2026

ROUTE
21

DISTRICT
BR

STATE
MO

SHEET NO.
1

COUNTY
IRON

JOB NO.
JST0144

CONTRACT ID.

PROJECT NO.

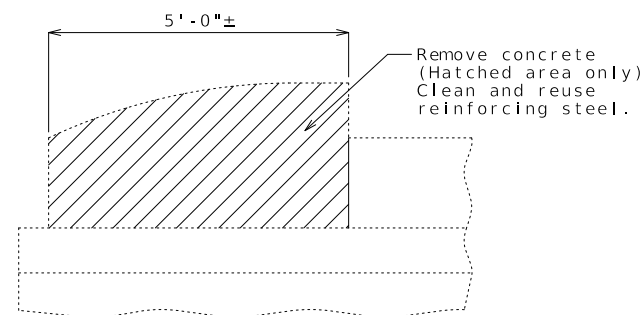
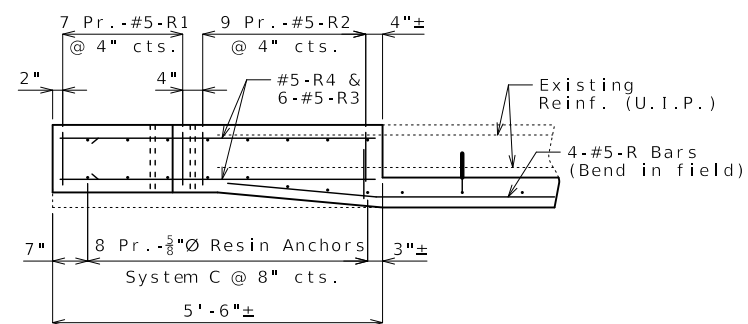
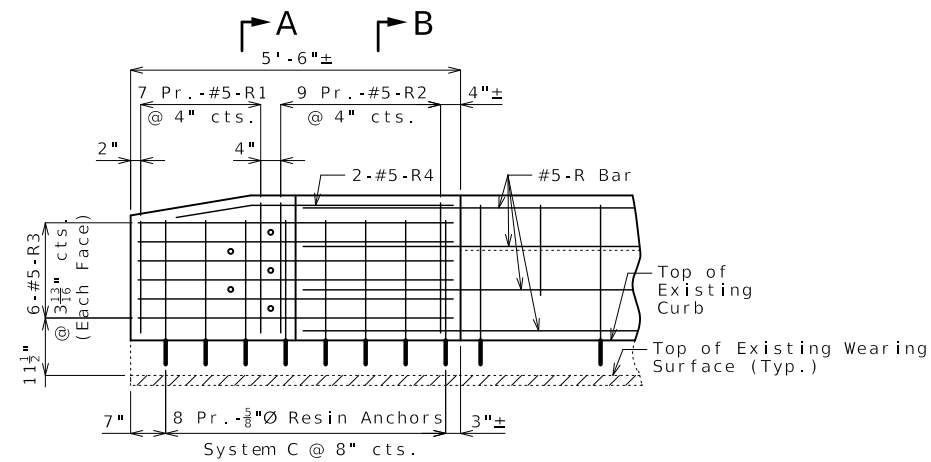
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A13251

DESCRIPTION

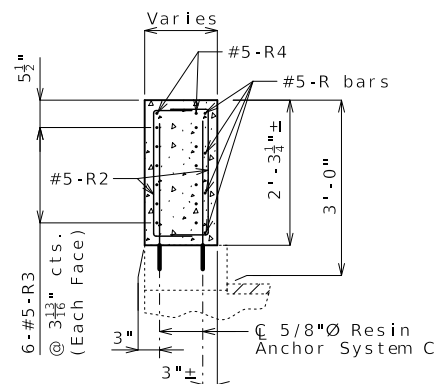
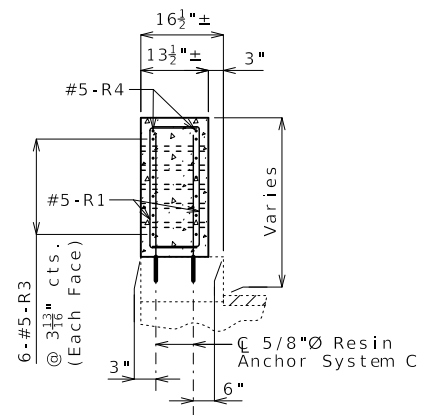
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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



Cost of removing existing end posts will be considered completely covered by the contract unit price for Curb Blockout.

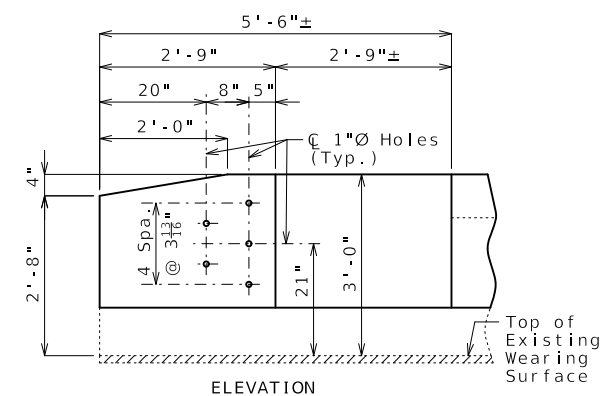
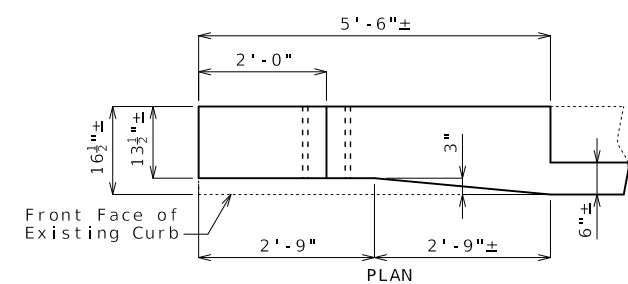
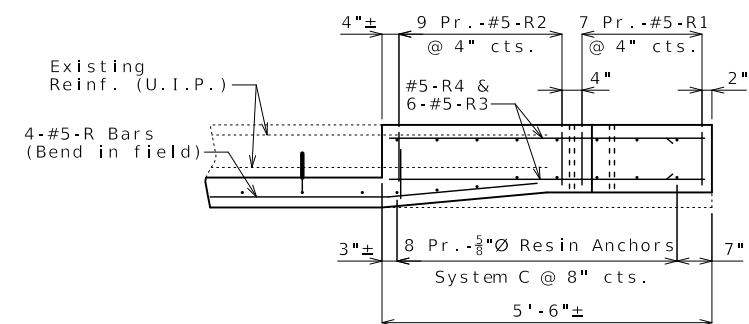
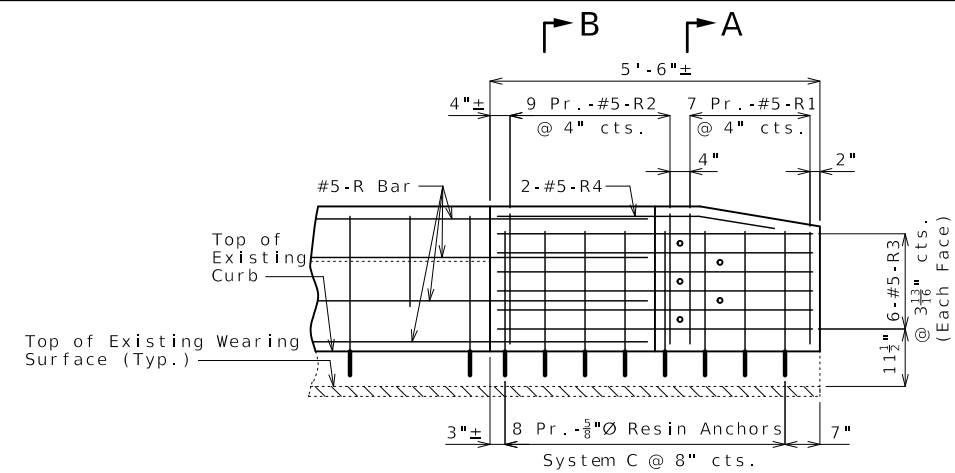


Notes:

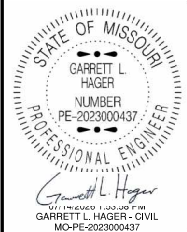
Work this sheet with Sheet No. 2.

For details of resin anchors, see Sheet No. 2.

Resin anchors shall be shifted or bent in field to clear one-inch diameter holes by at least 1/2 inch.



DETAILS OF END POST AND GUARD RAIL ATTACHMENT



DATE PREPARED
7/11/2006

7/14/2026	
ROUTE	STATE

ROUTE	STATE
21	MO

DISTRICT	SHEET NO.
DD	3

BR	3
COUNTY	

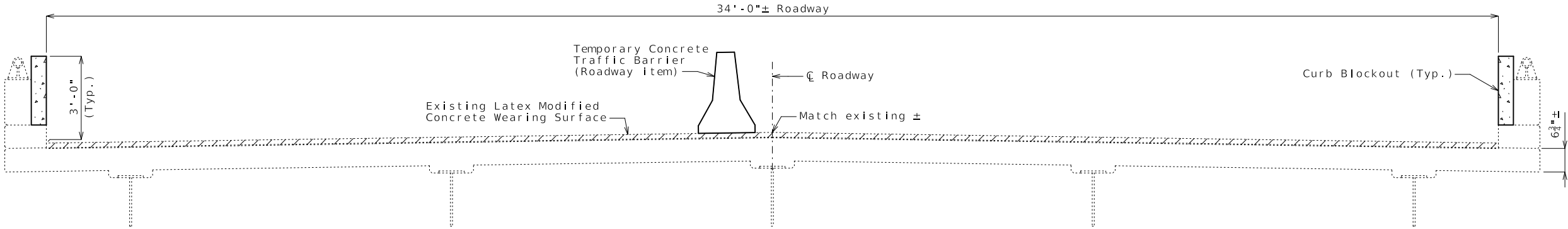
IRON

JOB NO.
1ST0144

CONTRACT ID.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

U.I.P. AND REHABILITATE EXISTING (60'-80'-60') CONTINUOUS COMPOSITE I-BEAM SPANS (SKEW: 30° RA)



TYPICAL SECTION THRU EXISTING DECK

Estimated Quantities		
Item		Total
Curb Blockout	linear foot	443

General Notes:

Design Specifications:
2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Loading:
HS20-44 Modified (1967)

Design Unit Stresses:
Class B-1 Concrete (Curb Blockout) f'c = 4,000 psi
Reinforcing Steel (ASTM A615 Grade 60) fy = 60,000 psi

Miscellaneous:
Roadway surfacing adjacent to bridge ends shall match existing bridge wearing 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.

Traffic Handling:
Traffic to be maintained on structure during construction.
See roadway plans for traffic control.

REPAIRS TO BRIDGE: ROUTE Y
OVER FOURCHE A DU CLOS CREEK

ROUTE Y FROM ROUTE I-55 TO ROUTE D
ABOUT 0.2 MILE WEST OF ROUTE I-55
BEGINNING STATION 33+98.00± (Match Existing)

STATE OF MISSOURI

CARRETT L. HAGER

NUMBER

PE-2023000437

PROFESSIONAL ENGINEER

DATE INCHES 11.25.20 PM
GARRETT L. HAGER - CIVIL
MO-PE-2023000437

DATE PREPARED

7/14/2026

ROUTE

Y

STATE

MO

DISTRICT

BR

SHEET NO.

1

COUNTY

ST. GENEVIEVE

JOB NO.

JST0144

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

A22683

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

STATE OF MISSOURI
GARRETT L. HAGER
NUMBER
PE-2023000437
PROFESSIONAL ENGINEER

Garrett L. Hager
REGISTERED CIVIL ENGINEER
GARRETT L. HAGER - CIVIL
MO-PE-2023000437

DATE PREPARED	
7/14/2026	
ROUTE	STATE
Y	MO
DISTRICT	SHEET NO.
BR	1

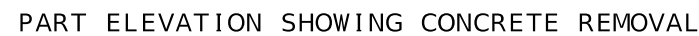
COUNTY	STODDARD
JOB NO.	JST0144
CONTRACT ID.	

PROJECT NO.
BRIDGE NO. B05341

[illegible]

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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



Estimated Quantities	
Item	Total
Barrier End Modification each	4



- (1) Bend in field.
- (2) 2 Spa. @ $4\frac{1}{2}$ "
- (3) Existing reinforcement not shown for clarity.
- (4) Existing longitudinal reinforcement not shown for clarity.
- (5) Existing reinforcement embedded in beam (U.I.P.) (Bend in field as needed) (Typ.)

Design Specifications:
2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Unit Stresses:
Class B-1 Concrete $f'_c = 4,000$ psi
Reinforcing Steel (ASTM A615 Grade 60) $f_y = 60,000$ psi

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

Miscellaneous:
One lane of traffic shall remain open during construction. See roadway plans for traffic control.

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

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

All reinforcement in barrier end modification shall be epoxy coated.

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.

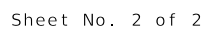
The area exposed by the removal of concrete and not covered with new concrete shall be coated with a qualified special mortar in accordance with Sec 704.

Cost of removing existing barrier concrete, and cost of furnishing and installing new concrete, new reinforcing steel, and any other work incidental to the barrier end modification, complete in place, will be considered completely covered by the contract unit price for Barrier End Modification.



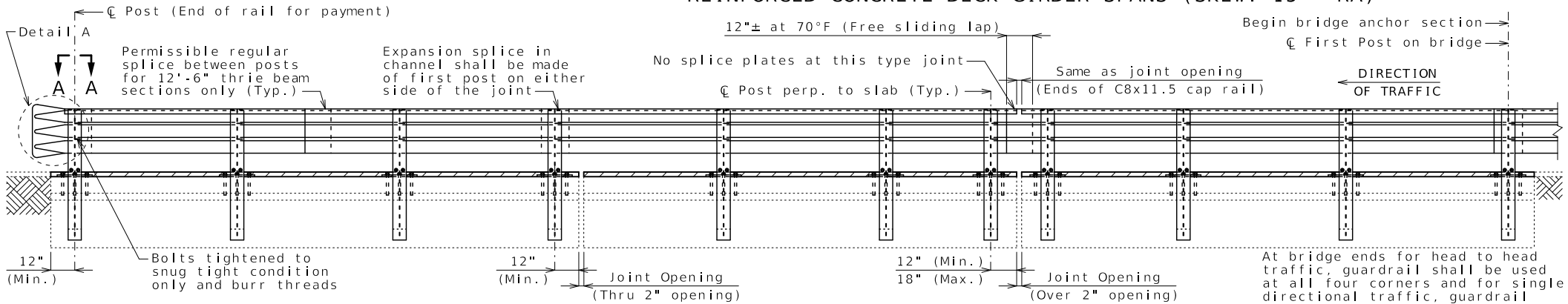
BRIDGE: ROUTE Y OVER LITTLE RIVER

ROUTE Y FROM ROUTE Z TO ROUTE 599
ABOUT 0.28 MILE WEST OF ROUTE Z
BEGINNING STATION 100+01.83± (Match Existing)

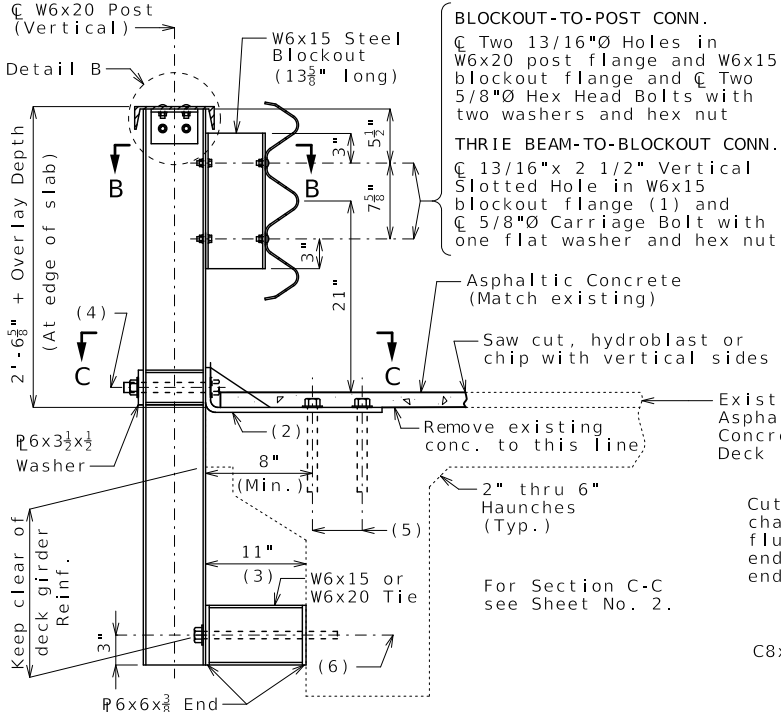


U.I.P. AND REHABILITATE EXISTING (27.5'-47.5'-27.5'-27.5')
REINFORCED CONCRETE DECK GIRDER SPANS (SKEW: 15° RA)

SEC/SUR 20 TWP 29N RGE 10E

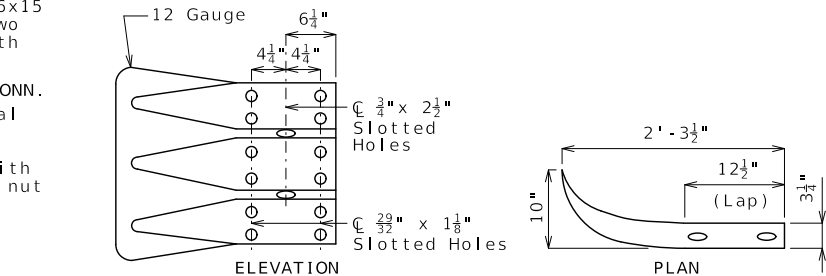


ELEVATION OF THRIE BEAM RAIL

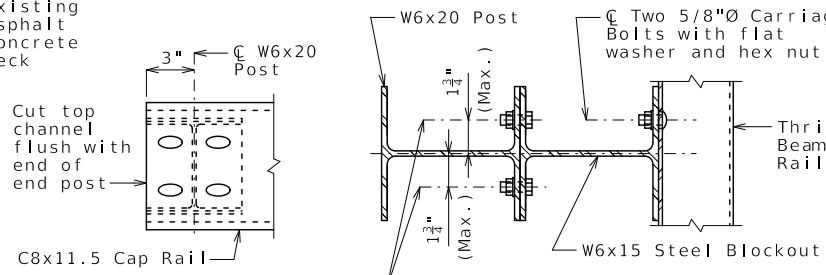


PART SECTION AT RAIL POST

- Required on one side of web only, but may be provided on both sides of web at the contractor's option.
- 1/2" Bent Plate (Level with qualified special motor, see Sec 704)
- Cantilever may vary
- POST-TO-BENT PLATE CONNECTION
 - Two 1"Ø ASTM F3125 Grade A325 Type 1 Bolts with hex nuts and hardened washers
 - Two 1 1/16"x 1 1/2" Vertical Slotted Holes in both post flanges
 - Two 1 1/16"Ø Holes in washer plate and bent plate
- BENT PLATE-TO-DECK CONNECTION
 - Three Resin Anchor Systems each to include:
 - 1 1/8"Ø (Min.) Drilled Hole in slab or as recommended by manufacturer
 - 1 1/4"Ø Hole in bent plate
 - 1"Ø ASTM A449 Type 1 Threaded Rod snug tight and embedded 8 inches in slab
 - Hex Nut and 2 1/2"Ø Hardened Locking Washer
- POST-TO-GIRDER CONN. (TIE-TO-GIRDER OPTIONAL CONN.)
 - Two Resin Anchor Systems each to include:
 - 7/8"Ø (Min.) Drilled Hole in girder or as recommended by manufacturer
 - 1"Ø Hole in inside post flange and both end plates (Only inside end plate for optional connection)
 - 3/4"Ø ASTM A449 Type 1 Threaded Rod snug tight and embedded 5 inches in girder
 - Hex Nut and Hardened Locking Washer



DETAIL A



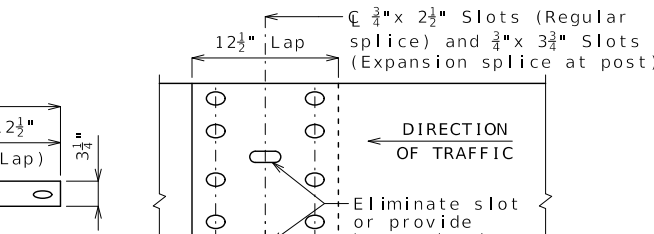
SECTION B-B

PART ELEVATION SHOWING REMOVAL OF EXISTING THRIE BEAM

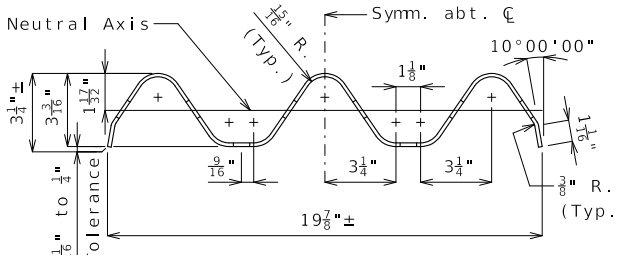
Estimated Quantities		
Item		Total
Removal of Bridge Guardrail (Thrie Beam)	linear foot	269
Bridge Guardrail (Thrie Beam)	linear foot	269

See Missouri Standard Plan 606.00 for details not shown.

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



THRIE BEAM RAIL SPLICE



SECTION THRU THRIE BEAM RAIL

General Notes Continued:

Shim plates shall be galvanized after fabrication.

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

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

General Notes:

Design Specifications: 2002 AASHTO LFD (17th Ed.) Standard Specifications

Guardrail delineators shall be attached to the top of the guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers and plates will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

All steel connecting bolts and fasteners for posts and railing, and all resin anchor bolts, nuts, washers and plates shall be galvanized after fabrication. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of 3 x 1 3/4-inch shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be placed between the blockout and the thrie beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

At the expansion slots in the thrie beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the thrie beam connection to blockout on wings, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

Minimum length of thrie beam sections is equal to one post space.

A 5/8-inch diameter button-head, oval shoulder bolt with a minimum 3/8-inch thick hex nut shall be used at all slots.

Thrie beam guardrail on the bridge shall be 12-gauge steel.

Posts, cap rail angles, bent plates, blockouts, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Flat washers 3 x 1 3/4 x 3/16-inch minimum shall be used at all post bolts between the bolt head and beam. The washers shall be rectangular in shape with an 11/16 x 1-inch slot, or when necessary of such design as to fit the contour of the beam. Rectangular washers 3 x 1 3/4 x 5/8-inch shall be used between the blockout and the thrie beam rail.

Special drilling of the thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be in accordance with Sec 1080.

Expansion splices in the thrie beam rail shall be made at either the first or second post on either side of the joint and on structure at bridge ends. When the splice is made at the second post, an expansion slot shall be provided in the thrie beam rail for connection to the first post to allow for movement.

In addition to the expansion provisions at the expansion joints, expansion splices in the thrie beam rail and the channel shall be provided at other locations so that the maximum length without expansion provisions does not exceed 200 feet.

Shim plates 6 x 6 x 1/16-inch may be used between the top of the post and the channel member as required for vertical alignment.

BRIDGE: ROUTE 51 OVER CANE CREEK

ROUTE 51 FROM ROUTE 91 TO ROUTE W
ABOUT 1.00 MILE WEST OF ROUTE 91
BEGINNING STATION 52+45.00± (Match Existing)

STATE OF MISSOURI
GARRETT L. HAGER
NUMBER
PE-2023000437
PROFESSIONAL ENGINEER
G. HAGER
GARRETT L. HAGER - CIVIL
MO-PE-2023000437

DATE PREPARED
7/14/2026

ROUTE
51

DISTRICT
BR

STATE
MO

SHEET NO.
1

COUNTY
BOLLINGER

JOB NO.
JST0144

CONTRACT ID.

PROJECT NO.

BRIDGE NO.
H08602

DESCRIPTION

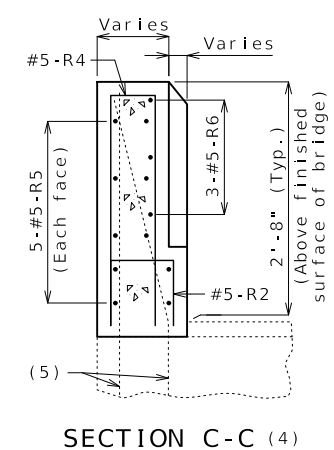
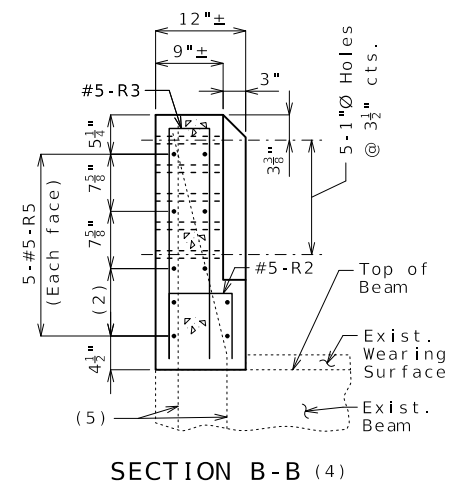
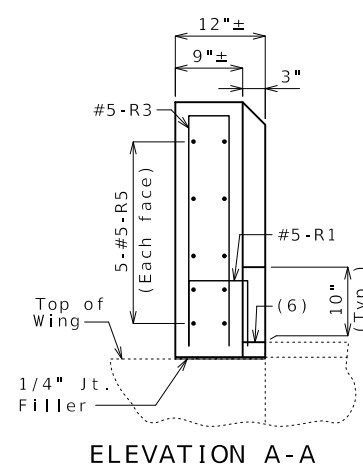
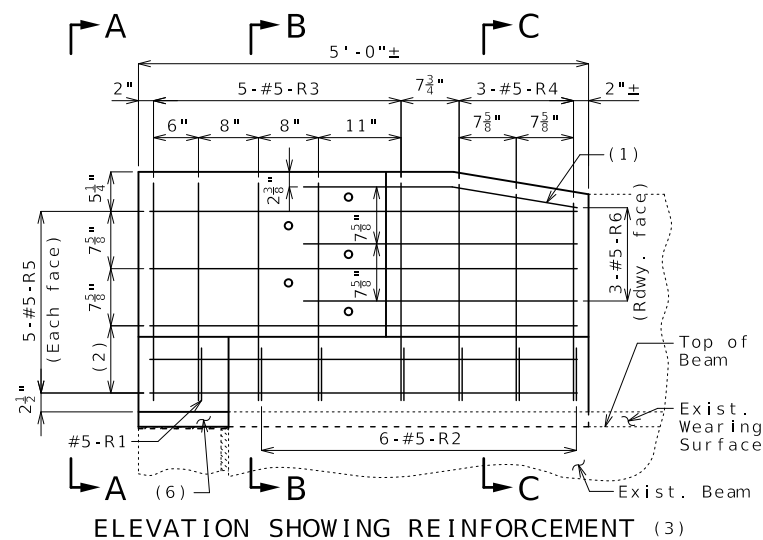
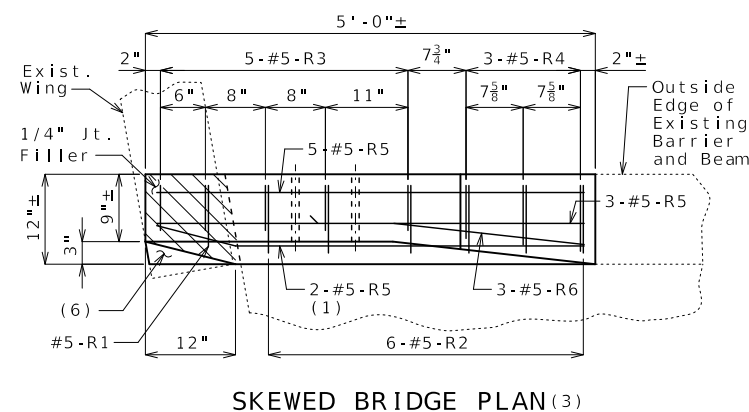
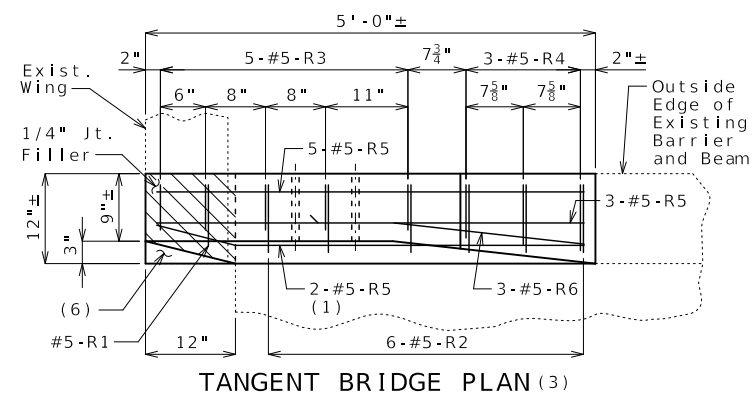
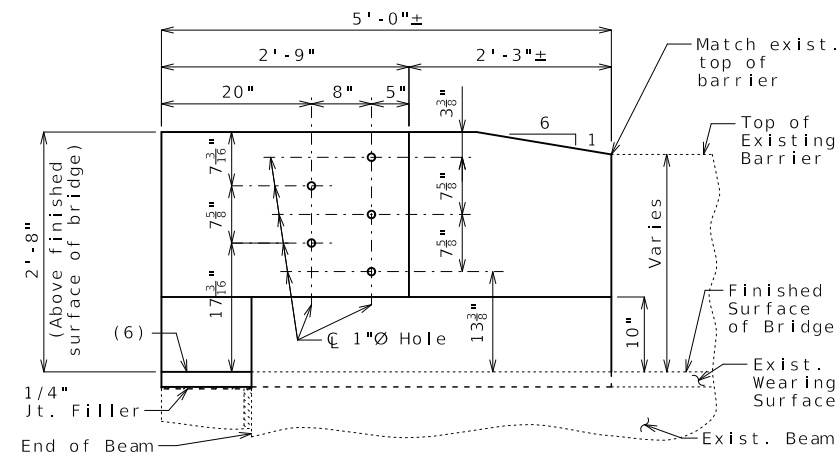
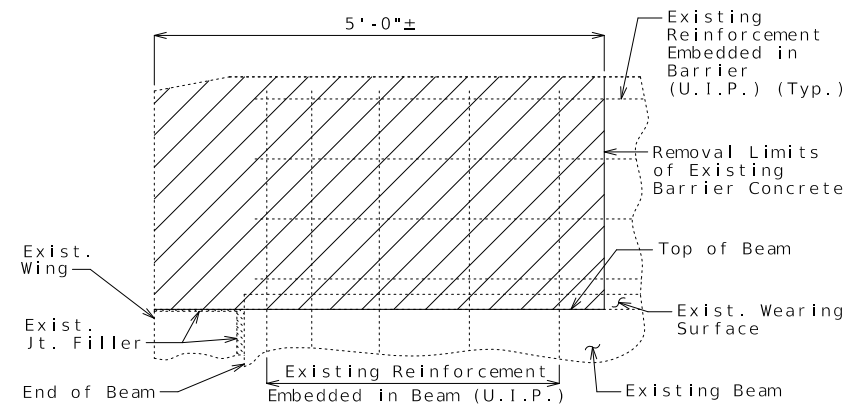
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

U.I.P. & REHABILITATE EXISTING BRIDGES

Bridge Information							
Bridge Number	County	Route	Over	Over	Beginning Station	Skew	Barrier End Modification (Each)
B04721	Iron	21	Reeds Creek	(110') Prestressed Adjacent Box Beam	99+87.75	0°	4
B04921	Cape Girardeau	U	Allan Creek	(45') Prestressed Adjacent Voided Slab	99+94.00	0°	4
B04961	Cape Girardeau	V	Indian Creek	(30')(55')(30') Prestressed Adjacent Voided Slab	100+08.75	20° RA	4
B05121	Mississippi	CC	Ash Slough Ditch	(60') Prestressed Adjacent Voided Slab	99+98.52	10° LA	4



General Notes:

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2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Unit Stresses:
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Reinforcing Steel (ASTM A615 Grade 60) $f_y = 60,000$ psi

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

Miscellaneous:
One lane of traffic shall remain open during construction. See roadway plans for traffic control.

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

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

All reinforcement in barrier end modification shall be epoxy coated.

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.

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

Cost of removing existing barrier concrete, and cost of furnishing and installing new concrete, new reinforcing steel, and any other work incidental to the barrier end modification, complete in place, will be considered completely covered by the contract unit price for Barrier End Modification.

- (1) Bend in field.
- (2) 2 Spa. @ $4\frac{1}{2}$ "
- (3) Existing reinforcement not shown for clarity.
- (4) Existing longitudinal reinforcement not shown for clarity.
- (5) Existing reinforcement embedded in beam (U.I.P.) (Bend in field as needed) (Typ.)
- (6) Fill with mortar or concrete.

