

CITY OF GRANDVIEW MISSOURI

PLANS FOR KCS BRIDGE AND BLUE RIDGE BOULEVARD

JACKSON COUNTY
R-1402-BLUE RIDGE-(11)
TAP-3322(417)
STBG-3322(421)
EARMARK 3322(418)



LENGTH OF PROJECT

BEGINNING OF PROJECT STA. 8+25.00
END OF PROJECT STA. 19+60.95
PROJECT LENGTH 1,135.95 FT.

RIGHT OF WAY

THE DESIGN GUIDE FOR THE WIDTH OF RIGHT OF WAY FOR THIS PROJECT WILL BE 1' BEHIND EDGE OF SIDEWALK/EDGE OF TRAIL ON BLUE RIDGE BOULEVARD. MORE OR LESS RIGHT OF WAY MAY BE SECURED TO SATISFY THE REQUIREMENT OF THE DESIGN FEATURES OF THIS ROADWAY.

- EXISTING CITY CONTROLLED ACCESS RIGHT OF WAY
- NEW CITY CONTROLLED ACCESS RIGHT OF WAY
- EXISTING CITY RIGHT OF WAY
- NEW CITY RIGHT OF WAY
- SECTION LINE

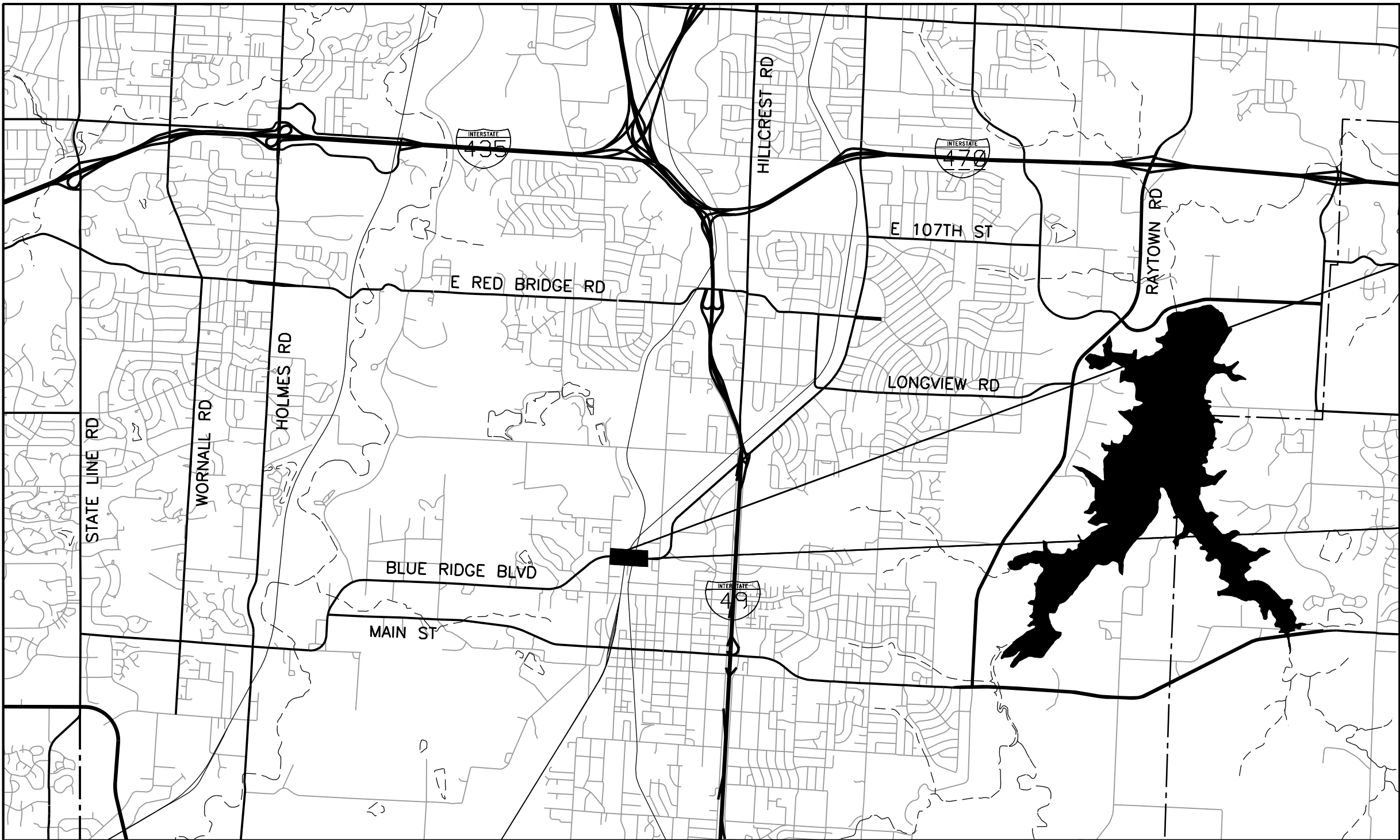
EMERGENCY UTILITY NUMBERS

CALL BEFORE YOU DIG -- 1 - 800 - DIG - RITE

GAS - SPIRE 816-756-5252
ELECTRICAL - EVERGY 816-471-5275 OR 888-471-5275
SPECTRUM 913-643-1914
ATT DISTRIBUTION 816-325-5615

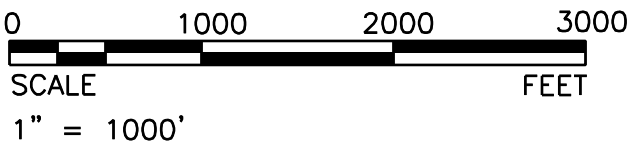
WATER - JACKSON COUNTY PWSO #1
ATTN: RODNEY RICHARDS
FIELD SERVICES MANAGER
816-768-8571

SEWER - CITY OF GRANDVIEW
816-316-4856
816-316-4980 (5PM TO AM)



LOCATION MAP

1"=1000'



LEGEND

- OVERHEAD ELECTRIC
- WATER LINE
- GAS LINE
- FIBER OPTIC
- CABLE TV
- TELEPHONE
- UNDERGROUND ELECTRIC
- SANITARY SEWER LINE
- STORM WATER DRAIN LINE
- ELECTRIC MANHOLE
- POWER POLE
- GUY WIRE
- ELECTRIC BOX
- ELECTRIC METER
- WATER METER
- WATER VALVE
- FIRE HYDRANT-TRIPLE
- GAS MARKER
- GAS METER
- GAS TESTING STATION
- GAS REGULATOR
- GASOLINE FILLER CAP
- CABLE TELEVISION BOX
- TELEPHONE PEDESTAL
- TELEPHONE POLE
- CLEAN OUT
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- VAULT
- METAL POLE W/1 LUMINAIRE
- WOOD POLE W/1 LUMINAIRE
- SIGNAL CONTROL BOX
- MAST ARM
- GENERIC MANHOLE
- FENCE
- PINE TREE
- TREE
- BUSH
- SAPPLING
- STUMP
- YARD OR LOT LIGHT
- BUSINESS SIGN
- TRAFFIC SIGN
- MISC. POST
- MAILBOX
- BORING LOG
- BENCH MARK
- TEMPORARY BENCH MARK
- CONTROL POINT
- JUNCTION BOX
- SAWCUT

VICINITY MAP

JACKSON COUNTY, MISSOURI
SECTION 14, TOWNSHIP 47N, RANGE 33W

SHEET INDEX	
SHEET NO.	DESCRIPTION
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2 - 3	TYPICAL SECTIONS
4 - 9	PLAN & PROFILE SHEETS
10	LIGHTING SHEET
11 - 13	PAVEMENT MARKING & SIGNING
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16	TRAFFIC CONTROL DETAILS
17	SUMMARY OF QUANTITIES
18	PROJECT CONTROL
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34	DRAINAGE PROFILES
35	DRAINAGE AREA MAP
36 - 37	WATERLINE RELOCATION
38 - 47	CROSS SECTIONS
1-54	BRIDGE AND TRACK PLANS

APPROVED BY:

DIRECTOR OF PUBLIC WORKS
CITY OF GRANDVIEW, MISSOURI

DATE

ROADWAY, BRIDGE AND RAIL PLANS PREPARED BY

TRANSYSTEMS

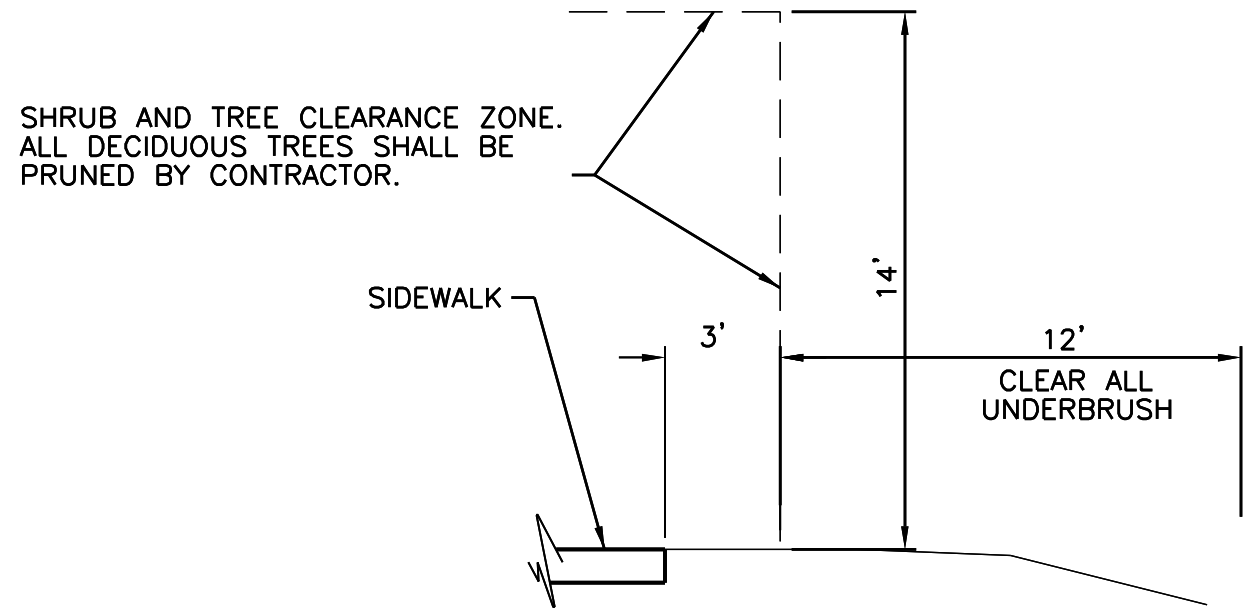
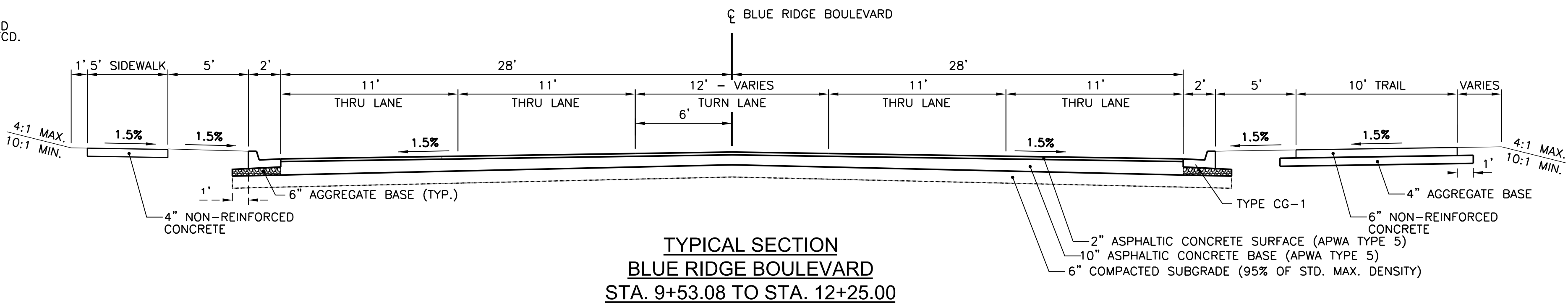
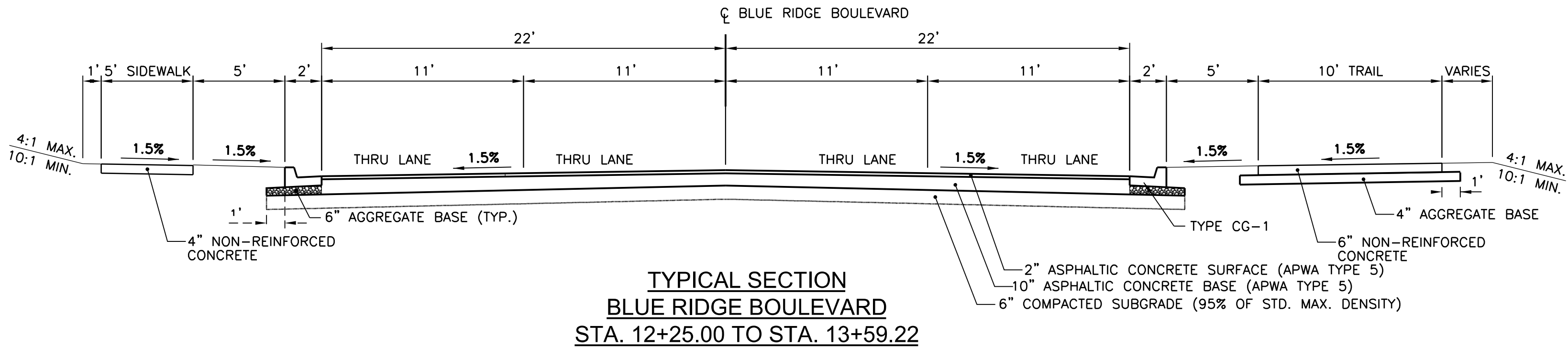
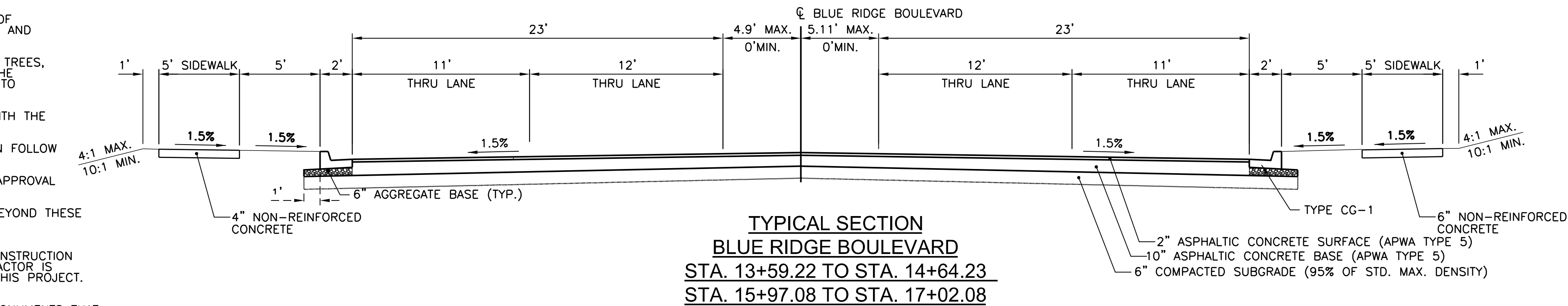
MO STATE CERTIFICATE
OF AUTHORITY # 273 ENGINEERING
2400 PERSHING ROAD
SUITE 400
KANSAS CITY, MO 64108
PHONE: (816) 329-8600
FAX: (816) 329-8602



JAMES P. HYLAND, PE

GENERAL NOTES:

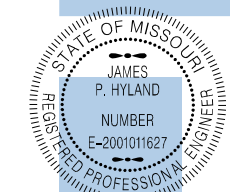
- 1) PRELIMINARY INFORMATION:
- A) ANY TIME REFERENCES LISTED IN PARAGRAPH 2 ARE TYPICAL TIMELINES. CONSULT SECTION 1105 OF DIVISION 1 FOR PROJECT SPECIFIC TIMELINES, COORDINATION AND NOTIFICATION PROCESSES.
- B) PERMITS REQUIRED FOR THIS WORK CAN BE FOUND IN THE GENERAL REQUIREMENTS.
- C) CONSTRUCTION OF THE WORK SHOWN OR IMPLIED BY THIS SET OF DRAWINGS SHALL NOT BE INITIATED UNLESS ALL PRELIMINARY CONTRACT OBLIGATIONS ARE MET, AND THE OWNER IS NOTIFIED OF THE INTENT TO START THE WORK.
- D) ALL WORK SHALL BE CONFINED WITHIN THE CONSTRUCTION LIMITS OR AS OTHERWISE DIRECTED BY THE OWNER.
- E) ANY WORK PERFORMED PRIOR TO ENGINEER'S REVIEW AND APPROVAL OF THE PERTINENT SUBMITTAL WILL BE AT THE SOLE EXPENSE AND RESPONSIBILITY OF CONTRACTOR.
- F) OWNER IS DEFINED AS THE CITY OF GRANDVIEW.
- 2) COORDINATION AND NOTIFICATIONS:
- A) PRIOR TO ANY STREET CLOSURES, APPROPRIATE NOTIFICATIONS WILL BE DISTRIBUTED. THE CLOSURES OF ARTERIAL AND COLLECTOR STREETS WILL TYPICALLY CAUSE THE OWNER TO GENERATE A PRESS RELEASE AND DETOUR MAP. THIS IS TYPICALLY 14 CALENDAR DAYS.
- B) THE CONTRACTOR SHALL NOTIFY THE OWNER AT LEAST 14 CALENDAR DAYS PRIOR TO THE REMOVAL OF TREES, SHRUBS, FENCING OR OTHER ITEMS ON PRIVATE PROPERTY THAT ARE AUTHORIZED ON THIS PROJECT. THE OWNER SHALL NOTIFY THE PROPERTY OWNER OR RESIDENT, IN ORDER TO GIVE THEM AN OPPORTUNITY TO SALVAGE THESE ITEMS.
- D) PRIOR TO DRIVEWAY DEMOLITION AND RECONSTRUCTION, CONTRACTOR SHALL NOTIFY AND COORDINATE WITH THE PROPERTY OWNER OR RESIDENT. THIS IS TYPICALLY 2 WORKING DAYS.
- E) PRIOR TO SHUTTING DOWN A WATER MAIN, CONTRACTOR SHALL SEEK APPROVAL FROM THE OWNER THEN FOLLOW THE NOTIFICATION PROCESS. THIS IS TYPICALLY 7 CALENDAR DAYS.
- F) CONTRACTOR SHALL NOT BE ALLOWED TO WORK WEEKENDS OR HOLIDAYS WITHOUT REQUESTING PRIOR APPROVAL FROM OWNER THREE WORKING DAYS IN ADVANCE.
- G) WORKING HOURS WITHIN THE CITY OF GRANDVIEW ARE 7:00 A.M. TO 7:00 P.M. REQUESTS TO WORK BEYOND THESE HOURS MUST BE FILED WITH THE OWNER ONE WEEK IN ADVANCE.
- 3) SURVEY:
- A) OWNER OR ENGINEER SHALL PROVIDE ENGINEERING SURVEYS TO ESTABLISH REFERENCE POINTS FOR CONSTRUCTION WHICH IN THEIR JUDGMENT ARE NECESSARY TO ENABLE CONTRACTOR TO PERFORM THE WORK. CONTRACTOR IS RESPONSIBLE FOR LAYING OUT THE WORK AND SHALL SET THOSE STAKES NECESSARY TO CONSTRUCT THIS PROJECT. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK, UNLESS LISTED IN THE BID TAB.
- B) CONTRACTOR SHALL RESET ANY PERMANENT REFERENCE POINTS, PROPERTY CORNERS AND PROPERTY MONUMENTS THAT ARE DISTURBED DURING CONSTRUCTION. THESE POINTS AND MONUMENTS SHALL BE RESET BY A REGISTERED LAND SURVEYOR IN ACCORDANCE WITH STATE LAW. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.
- 4) UNDERGROUND FACILITIES:
- A) INFORMATION REGARDING UNDERGROUND FACILITIES IS APPROXIMATE AND WAS COMPILED USING INFORMATION PROVIDED BY THE FACILITY OWNER.
- B) UNLESS BORED, ALL UNDERGROUND UTILITIES (INCLUDING THE CONTRACTOR'S WORK) THAT CROSS UNDER PROPOSED STREET PAVEMENTS SHALL BE IN PLACE PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT.
- 5) WATER, STORM & SANITARY SEWER:
- A) WATER CAN BE PURCHASED FROM THE JACKSON CO. WSD#1.
- B) ALL MANHOLES, VALVE LIDS, METER LIDS, FIRE HYDRANTS AND AIR RELIEF ASSEMBLIES WITHIN THE CONSTRUCTION LIMITS SHALL BE RELOCATED OR ADJUSTED TO GRADE BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS. ALL VALVE RISERS IN PAVEMENT (WHETHER ADJUSTED, REPLACED OR PLACED) SHALL BE CAST IRON AND CONFORM TO THE SPECIFICATIONS. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK, UNLESS LISTED IN THE BID TAB.
- C) CONTRACTOR SHALL PROVIDE BYPASS PUMPING OF SEWAGE FLOWS AROUND EACH SEGMENT OF PIPE THAT IS TO BE REPLACED OR REFURBISHED. CONTRACTOR SHALL HAVE ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY TO COMPLETE WORK ON THE PIPE SEGMENT PRIOR TO ISOLATING THE SEWER SEGMENT AND BEGINNING BYPASS PUMPING OPERATIONS. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK, UNLESS LISTED IN THE BID TAB.
- 6) ENVIRONMENTAL & SAFETY:
- A) CONTRACTOR SHALL USE ADEQUATE DUST CONTROL MEASURES DURING ALL PHASES OF THE WORK.
- B) SILTATION AND EROSION CONTROL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL SYSTEMS, REPLACING DAMAGED OR FAILED EROSION CONTROL DEVICES AND INSPECTING THE SITE IN ORDER TO REPAIR THE EROSION CONTROL SYSTEMS WITHIN 24 HOURS AFTER A SIGNIFICATION RAIN EVENT. GRADING ADJACENT TO PAVEMENTS SHALL BE LEFT THREE INCHES BELOW THE TOP OF PAVEMENT UNTIL IMMEDIATELY BEFORE SOD OR SEED IS PLACED. EROSION AND SEDIMENT CONTROL MUST BE IN PLACE PRIOR TO THE DISTURBANCE OF THE GROUND. FIELD ADJUSTMENTS TO EROSION AND SEDIMENT CONTROL MAY BE REQUIRED DEPENDING ON THE SITE CONDITIONS.
- C) CONTRACTOR SHALL MAINTAIN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ON SITE IN ACCORDANCE WITH MISSOURI DNR REGULATIONS.
- 7) GRADING, REMOVALS & DAMAGED ITEMS:
- A) NO BURNING IS ALLOWED ON THE SITE.
- B) DRIVEWAYS, PARKING LOTS, SIDEWALKS, FENCES, IRRIGATION SYSTEMS AND OTHER ITEMS DISTURBED OR DAMAGED BY THE CONTRACTOR SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO A CONDITION EQUAL TO OR BETTER THAN EXISTING BEFORE DAMAGE OCCURRED. UNLESS WAIVED BY OWNER, ALL ITEMS REQUIRING REPLACEMENT SHALL BE REPLACED WITH NEW MATERIALS, AND ALL MATERIALS ARE SUBJECT TO OWNER'S APPROVAL. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK, UNLESS LISTED IN THE BID TAB.
- C) ALL FENCE REPLACEMENT SHOULD BE RELOCATED TO THE PROPERTY LINES, UNLESS THE EXISTING FENCE WAS LOCATED INSIDE OF THE PROPERTY LINES. FENCE INSIDE OF PROPERTY LINES SHOULD BE PLACED IN ITS ORIGINAL LOCATION. GATES AND FENCE CORNERS SHALL BE RE-ESTABLISHED AT THE ORIGINAL LOCATIONS, UNLESS INDICATED BY THE DRAWINGS. REMOVALS SHALL BE AS SHOWN ON THE DRAWINGS OR AS APPROVED BY OWNER. REMOVALS NOT APPROVED BY OWNER WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- D) ROOF DRAINS, UNDER DRAINS, SEPTIC LINES AND OTHER SMALL DRAINAGE LINES NOT SHOWN ON THE DRAWINGS THAT ARE UNCOVERED OR DAMAGED SHALL BE REPAIRED, AND THE POINT OF DISCHARGE SHALL BE PLACED NO CLOSER THAN FIVE FEET TO ANY ADJOINING PROPERTY LINE INCLUDING THE RIGHT-OF-WAY LINE. UNLESS DIRECTED BY THE CITY ENGINEER, NO DRAIN LINES SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. MATERIALS AND LOCATION ARE SUBJECT TO OWNER'S APPROVAL. IF NO UNIT PRICE IS IN THE BID, THEN PAYMENT WILL BE NEGOTIATED PER THE CONTRACT DOCUMENTS.
- E) MATERIALS THAT MAY BE CLASSIFIED AS UNSUITABLE OR REQUIRE UNDERGRADING SHALL BE DETERMINED BY THE OWNER OR THE OWNER'S REPRESENTATIVE. CONTRACTOR SHALL NOT MAKE THIS DETERMINATION.
- 8) TRAFFIC:
- A) CONTRACTOR SHALL MAINTAIN TRAFFIC AND PEDESTRIAN ACCESS TO THE PROPERTIES WITHIN THE CONSTRUCTION LIMITS AT ALL TIMES.
- B) APPROPRIATE TRAFFIC CONTROL DEVICES, SIGNAGE AND PAVEMENT MARKINGS SHALL BE ESTABLISHED AND MAINTAINED THROUGHOUT THE PROJECT IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND THE MUTCD.
- 9) SURVEY CONTROL:
- A) SEE BRIDGE AND TRACK PLAN SET FOR HORIZONTAL AND VERTICAL CONTROL INFORMATION.



CLEARING AND TREE PRUNING DETAIL

TRANSYSTEMS

MO STATE CERTIFICATE
OF AUTHORITY # 273 ENGINEERING
2400 PERSHING ROAD
SUITE 400
KANSAS CITY, MO 64108
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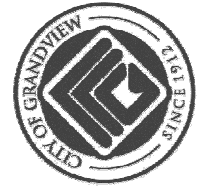
THIS SHEET HAS BEEN SIGNED, SEALED
AND ELECTRONICALLY DATED.

CONSULTANTS:

R-1402-BLUE RIDGE-(11)
TAP-3322(417)
STBG-3322(421)
EARMARK 3322(418)

GRANDVIEW, MISSOURI

BLUE RIDGE BOULEVARD



REVISIONS:

PROJ NO: P101060145
SCALE:
DATE: 3/31/2026
DESIGNED BY: CJD
DRAWN BY: CJD
CHECKED BY:

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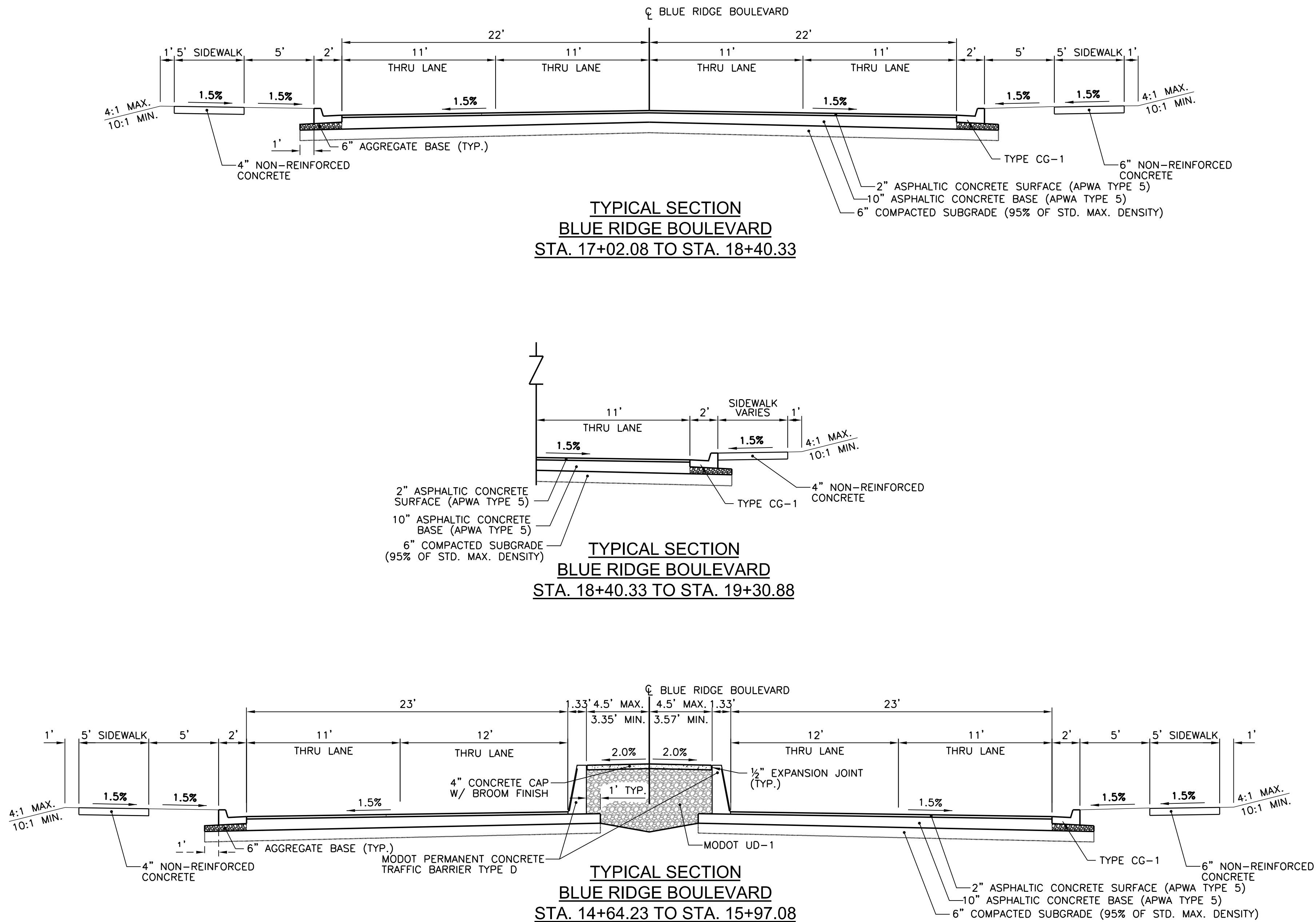
TYPICAL
SECTIONS

SHEET NO.

2

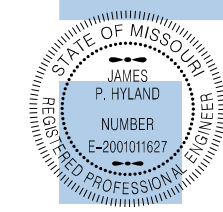
SHEET 2 OF 47

JPH/LAND
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GRANDVIEW, MISSOURI

BLUE RIDGE BOULEVARD



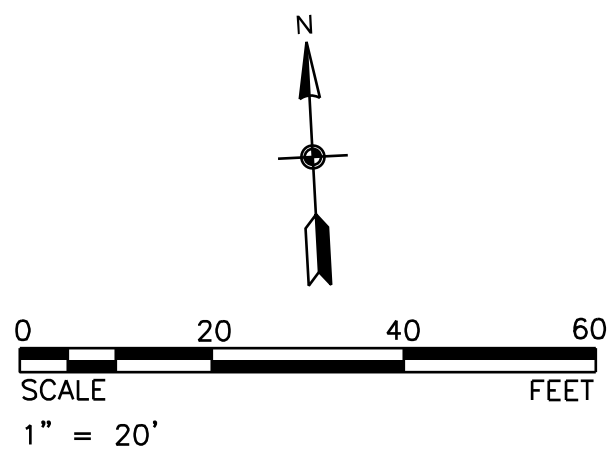
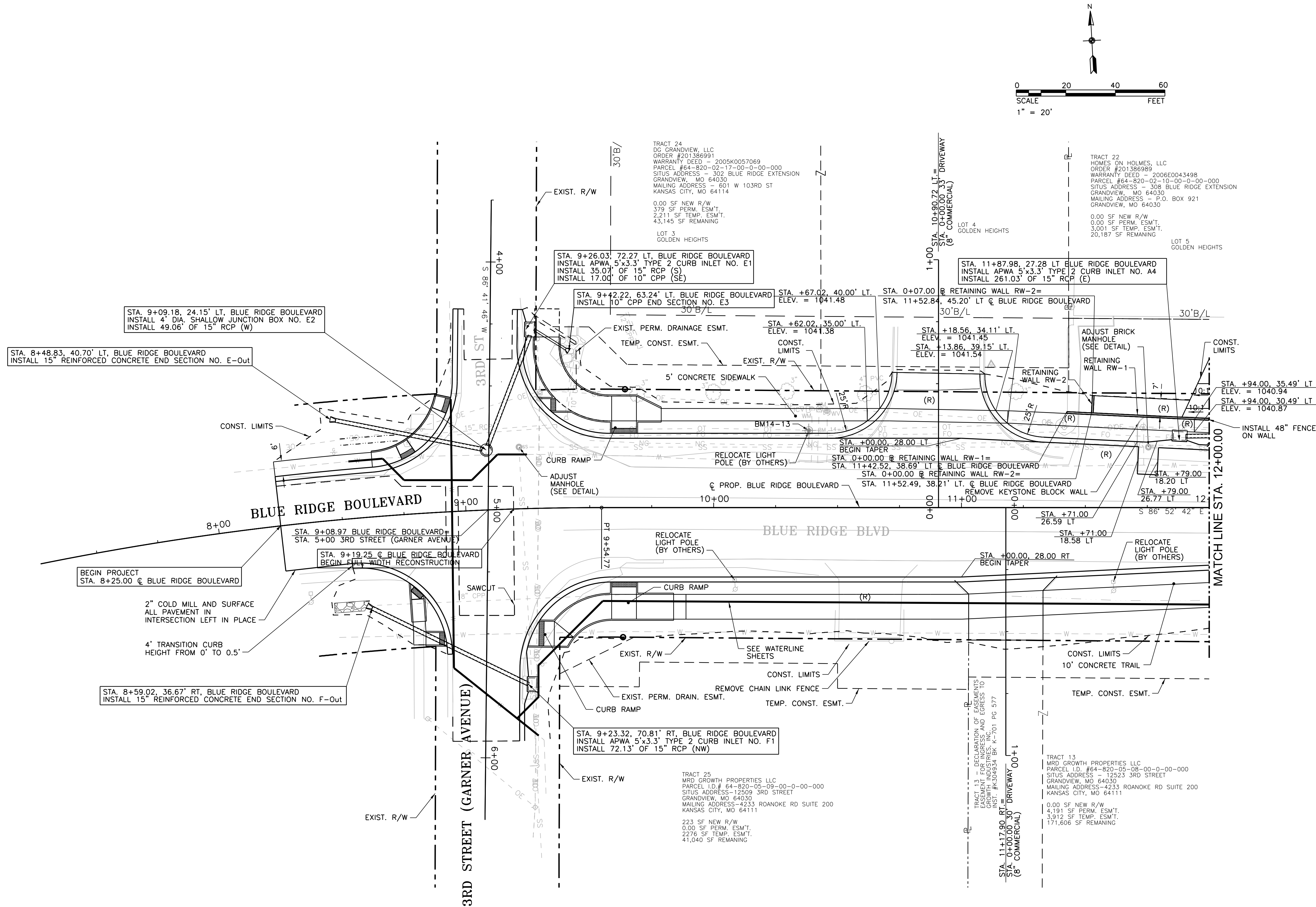
REVISIONS:

NO.	DESCRIPTION	DATE	MARK

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SCALE:
DATE: 3/31/2026
DESIGNED BY: CJD
DRAWN BY: AAM
CHECKED BY:

SHEET TITLE:
**TYPICAL
SECTIONS**

SHEET NO.
3
SHEET 3 OF 47



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GRANDVIEW, MISSOURI
BLUE RIDGE BOULEVARD

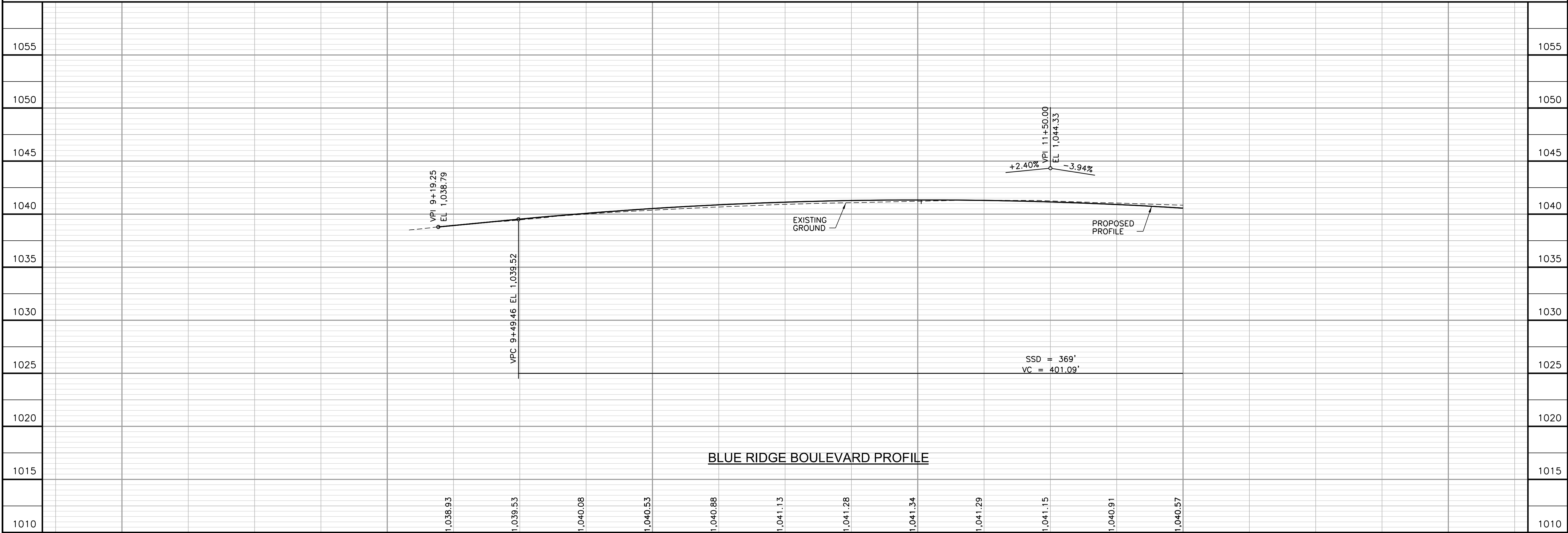
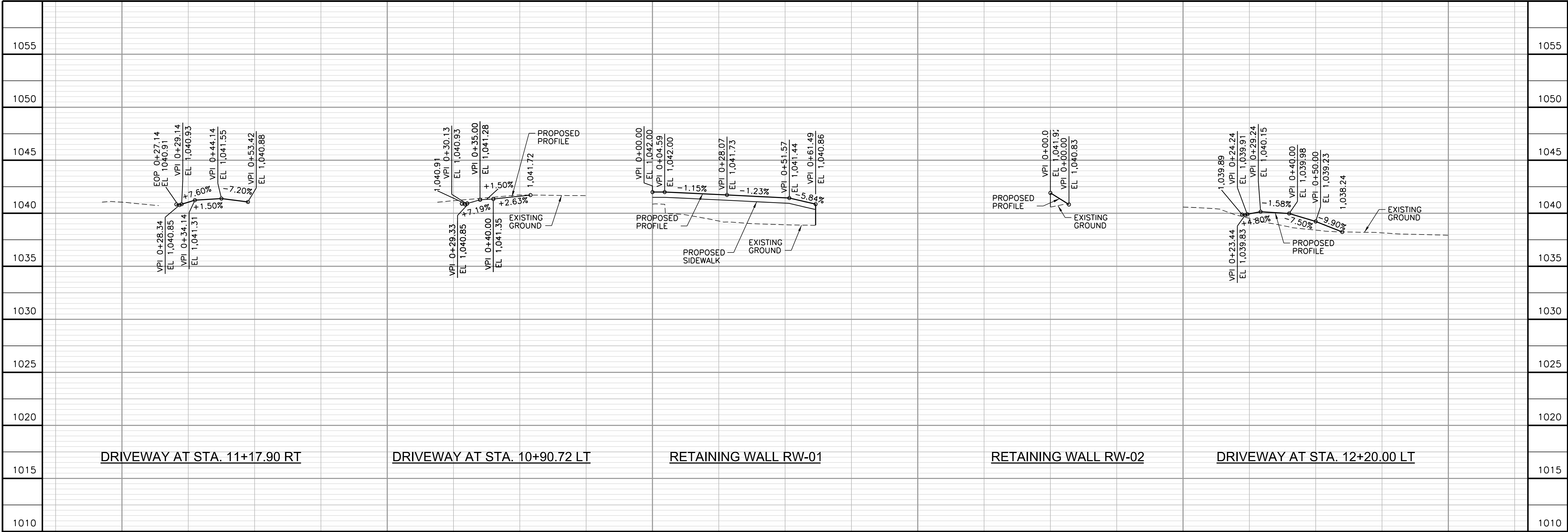
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DATE: 3/31/2026
DESIGNED BY: CJD
DRAWN BY: CJD
CHECKED BY:

SHEET TITLE:
**BLUE RIDGE BOULEVARD
STA. 9+08.05
STA. 12+00.00**

SHEET NO.
4

SHEET 4 OF 47



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OF AUTHORITY # 273 ENGINEERING

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SUITE 400
KANSAS CITY, MO 64108
PHONE: (816) 329-8600
FAX: (816) 329-8602

STATE OF MISSOURI
DIVISION OF HIGHWAYS
NUMBER
E-500101627
THIS SHEET HAS BEEN SIGNED, SEALED
AND ELECTRONICALLY DATED.

CONSULTANTS:

R-1402-BLUE RIDGE-(11)
TAP-3322(417)
STBG-3322(421)
EARMARK 3322(418)

GRANDVIEW, MISSOURI
BLUE RIDGE BOULEVARD

MISSOURI
STATE
ENGINEERING
COUNCIL

REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: P101060145
SCALE: 1" = 20'
DATE: 3/31/2026
DESIGNED BY: CJD
DRAWN BY: CJD
CHECKED BY:

SHEET TITLE:
BLUE RIDGE
BOULEVARD
STA. 9+08.05
STA. 12+00.00

SHEET NO.
5

SHEET 5 OF 47

IF THIS DRAWING IS LESS THAN 22" X 34" IT IS A REDUCED SIZE DRAWING

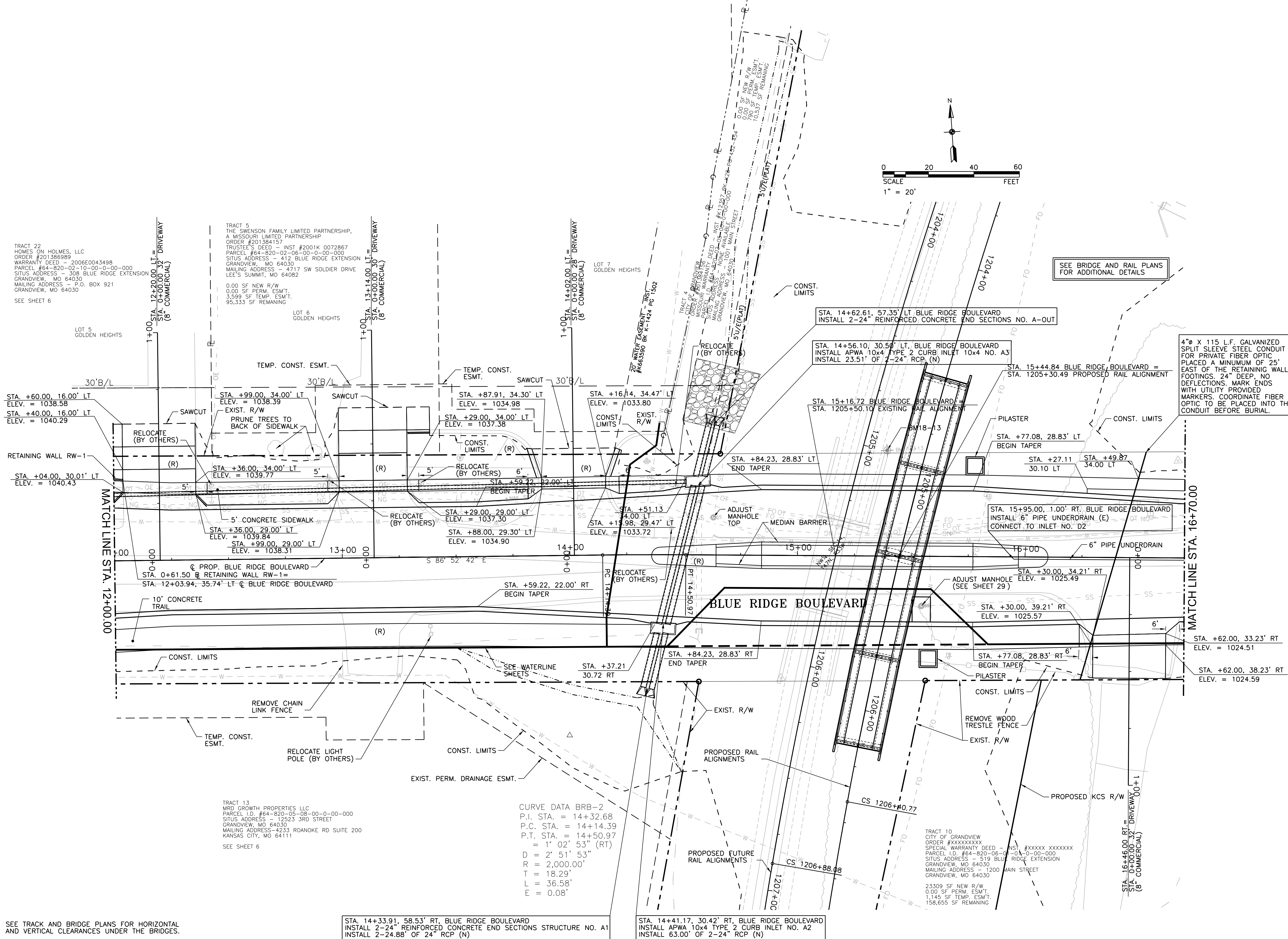
TRACT 22
HOMES ON HOLMES, LLC
ORDER #201386989
WARRANTY DEED - 2006E0043498
PARCEL #64-820-02-10-00-00-000
SITUS ADDRESS - 308 BLUE RIDGE EXTENSION
GRANDVIEW, MO 64030
MAILING ADDRESS - P.O. BOX 921
GRANDVIEW, MO 64030
SEE SHEET 6

TRACT 5
THE SWENSON FAMILY LIMITED PARTNERSHIP,
A MISSOURI LIMITED PARTNERSHIP
ORDER #201384157
TRUSTEE'S DEED - INST #2001K 0072867
PARCEL #64-820-02-06-00-00-000
SITUS ADDRESS - 412 BLUE RIDGE EXTENSION
GRANDVIEW, MO 64030
MAILING ADDRESS - 4717 SW SOLDIER DRIVE
LEE'S SUMMIT, MO 64082
0.00 SF NEW R/W
0.00 SF PERM. ESM'T.
3,599 SF TEMP. ESM'T.
95,333 SF REMAINING

TRACT 13
MRD GROWTH PROPERTIES LLC
PARCEL I.D. #64-820-05-08-00-00-000
SITUS ADDRESS - 12523 3RD STREET
GRANDVIEW, MO 64030
MAILING ADDRESS-4233 ROANOKE RD SUITE 200
KANSAS CITY, MO 64111
SEE SHEET 6

CURVE DATA BRB-2
P.I. STA. = 14+32.68
P.C. STA. = 14+14.39
P.T. STA. = 14+50.97
= 1° 02' 53" (RT)
D = 2' 51' 53"
R = 2,000.00'
T = 18.29'
L = 36.58'
E = 0.08'

TRACT 10
CITY OF GRANDVIEW
ORDER #XXXXXXX
SPECIAL WARRANTY DEED - INST. #XXXX XXXXXX
PARCEL I.D. #64-820-06-01-00-00-000
SITUS ADDRESS - 619 BLUE RIDGE EXTENSION
GRANDVIEW, MO 64030
MAILING ADDRESS - 1200 MAIN STREET
GRANDVIEW, MO 64030
23,309 SF NEW R/W
0.00 SF PERM. ESM'T.
1,145 SF TEMP. ESM'T.
158,655 SF REMAINING



SEE TRACK AND BRIDGE PLANS FOR HORIZONTAL
AND VERTICAL CLEARANCES UNDER THE BRIDGES.

STA. 14+33.91, 58.53' RT, BLUE RIDGE BOULEVARD
INSTALL 2-24" REINFORCED CONCRETE END SECTIONS STRUCTURE NO. A1
INSTALL 2-24.88' OF 24" RCP (N)

STA. 14+41.17, 30.42' RT, BLUE RIDGE BOULEVARD
INSTALL APWA 10x4 TYPE 2 CURB INLET NO. A2
INSTALL 63.00' OF 2-24" RCP (N)

SEE BRIDGE AND RAIL PLANS
FOR ADDITIONAL DETAILS

4" X 115 L.F. GALVANIZED
SPLIT SLEEVE STEEL CONDUIT
FOR PRIVATE FIBER OPTIC
PLACED A MINIMUM OF 25'
EAST OF THE RETAINING WALL
FOOTINGS. 24" DEEP, NO
DEFLECTIONS. MARK ENDS
WITH UTILITY PROVIDED
MARKERS. COORDINATE FIBER
OPTIC TO BE PLACED INTO THE
CONDUIT BEFORE BURIAL.

TRANSYSTEMS
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CONSULTANTS:

GRANDVIEW, MISSOURI
BLUE RIDGE BOULEVARD

REVISIONS:

NO.	DESCRIPTION	DATE	MARK

PROJECT INFORMATION

PROJ NO:	P101060145
SCALE:	1" = 20'
DATE:	3/31/2026
DESIGNED BY:	CJD
DRAWN BY:	CJD
CHECKED BY:	

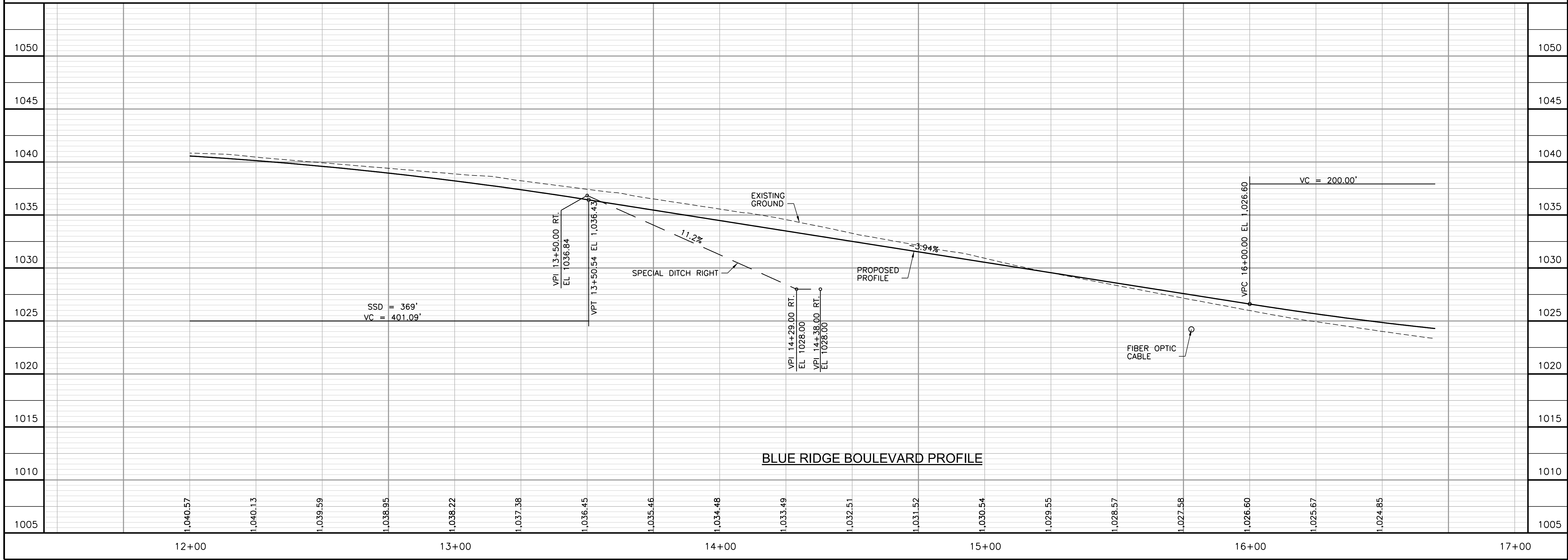
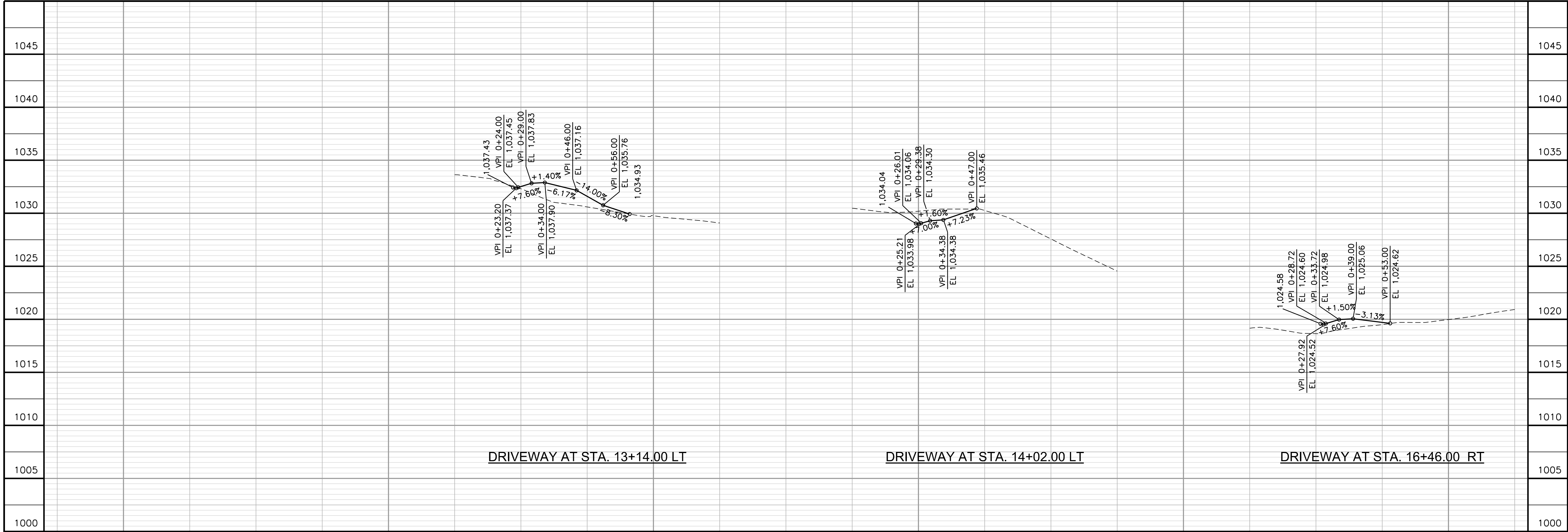
SHEET TITLE:

BLUE RIDGE BOULEVARD
STA. 12+00.00
STA. 16+70.00

SHEET NO.

6

SHEET 6 OF 47



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SHEET NO. 7 OF 47

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GRANDVIEW, MISSOURI
BLUE RIDGE BOULEVARD

MISSOURI
STATE
ENGINEERING
EXEMPT

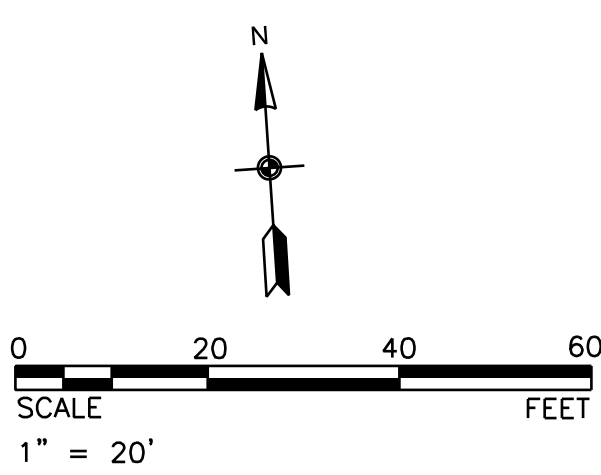
REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: P101060145
SCALE: 1" = 20'
DATE: 3/31/2026
DESIGNED BY: CJD
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CHECKED BY:

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STA. 12+00.00
STA. 16+70.00

SHEET NO.
7

SHEET 7 OF 47



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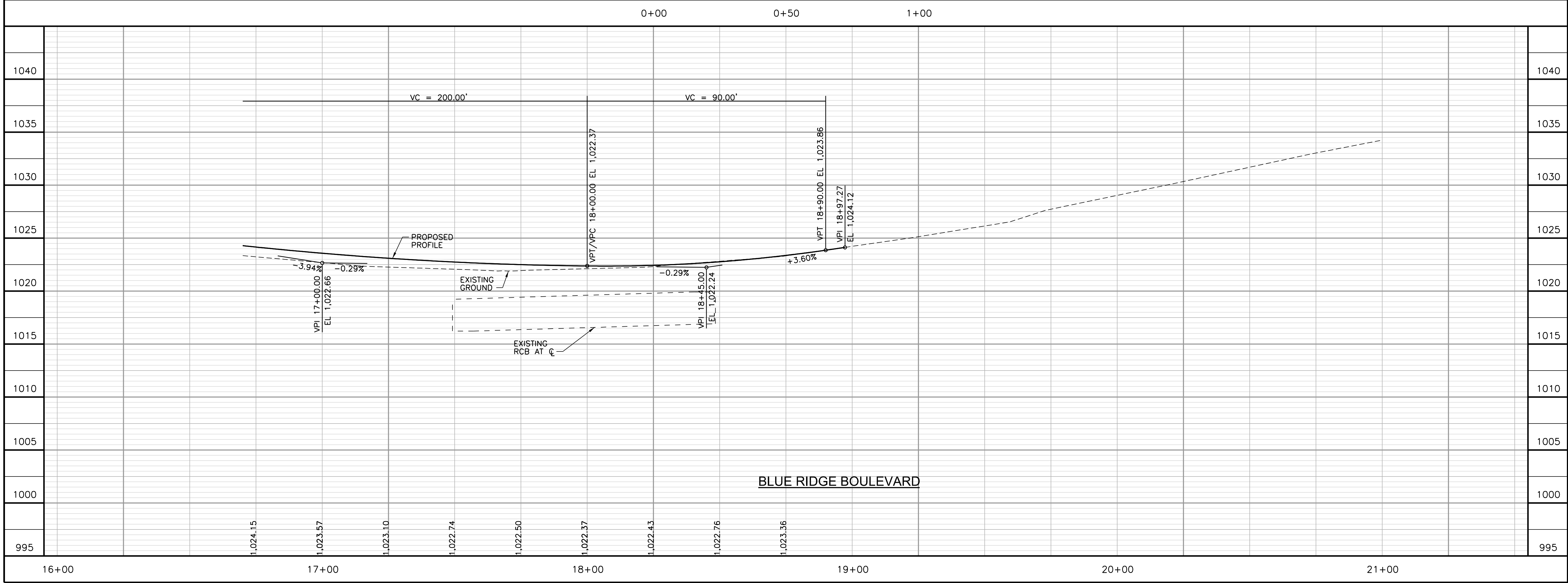
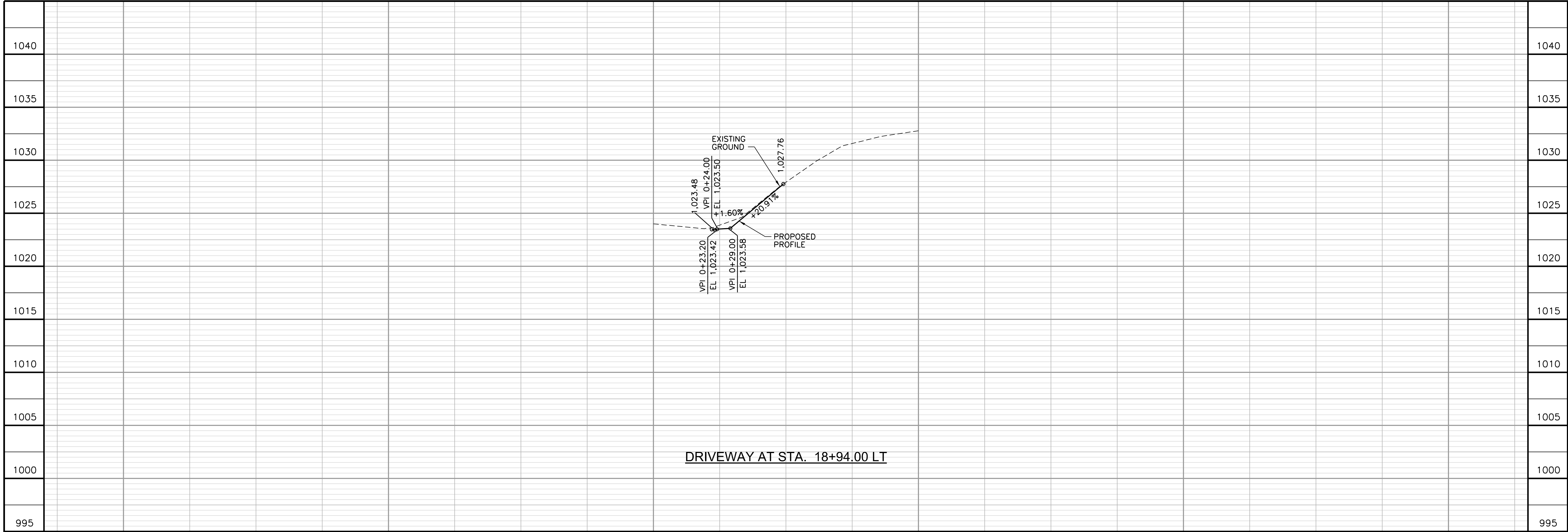
R-1402-BLUE RIDGE-(11)
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REVISIONS:		
MARK	DATE	DESCRIPTION

SHEET TITLE:
BLUE RIDGE BOULEVARD STA. 16+70.00 STA. 21+00.00

SHEET NO.
8
SHEET 8 OF 47

JPH/LAND
3/31/2026 - 3:48:30 PM - G:\KC08\0145\Road\Sheets\C-RDW-M15-203.dgn



TRANSYSTEMS

MO STATE CERTIFICATE
OF AUTHORITY # 273 ENGINEERING

2400 PERSHING ROAD
SUITE 400
KANSAS CITY, MO 64108
PHONE: (816) 329-8600
FAX: (816) 329-8602

STATE OF MISSOURI
DIVISION OF HIGHWAYS
PROFESSIONAL ENGINEER
NUMBER
E-500101627
EXPIRATION DATE
12/31/2026

THIS SHEET HAS BEEN SIGNED, SEALED
AND ELECTRONICALLY DATED.

CONSULTANTS:

R-1402-BLUE RIDGE-(11)
TAP-3322(417)
STBG-3322(421)
EARMARK 3322(418)

GRANDVIEW, MISSOURI
BLUE RIDGE BOULEVARD

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P101060145
SCALE: 1" = 20'
DATE: 3/31/2026
DESIGNED BY: CJD
DRAWN BY: CJD
CHECKED BY:

SHEET TITLE:
BLUE RIDGE BOULEVARD
STA. 16+70.00
STA. 21+00.00

SHEET NO.
9

SHEET 9 OF 47



KANSAS CITY SOUTHERN RAILWAY

GRANDVIEW, MISSOURI

KCS BRIDGE OVER BLUE RIDGE BLVD.

INDEX OF SHEETS

SHEET # DWG NAME DRAWING TITLE

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2	T001	GENERAL NOTES AND SPECIFICATIONS
3 - 5	S002 - S004	RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION
6	T002	OVERALL SITE PLAN
7 - 8	T003 - T004	MAIN LINE PLAN AND PROFILE
9	T005	TYPICAL SECTIONS
10	T006	EROSION CONTROL DETAILS
11	T007	GRADING AND EROSION CONTROL PLANS
12 - 14	T008 - T010	TRACK CONSTRUCTION PHASING PLANS
15 - 28	T011 - T024	CROSS SECTIONS
29	S005	GENERAL NOTES & BILL OF MATERIAL
30	S006	GENERAL PLAN
31	S007	GENERAL ELEVATION
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36	S012	PILE PLAN
37	S013	CONSTRUCTION SEQUENCE PHASE 1
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39	S015	PRECAST CONCRETE ABUTMENT CAP
40	S016	PRECAST CONCRETE BENT CAP BENTS 2 & 4
41	S017	PRECAST CONCRETE BENT CAP BENT 3
42	S018	PRECAST CONCRETE WINGWALL
43	S019	BEARING PAD LAYOUT
44	S020	DOUBLE BOX BEAMS
45	S021	CURB AND WALKWAY
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48	S024	HANDRAIL AND COVER PLATE LAYOUT, DETAILS & WATERPROOFING
49	S025	BORING LOGS
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52	S028	GENERAL LAYOUT RCB EXTENSION
53	S029	RCB EXTENSION DETAILS (1 of 2)
54	S030	RCB EXTENSION DETAILS (2 of 2)

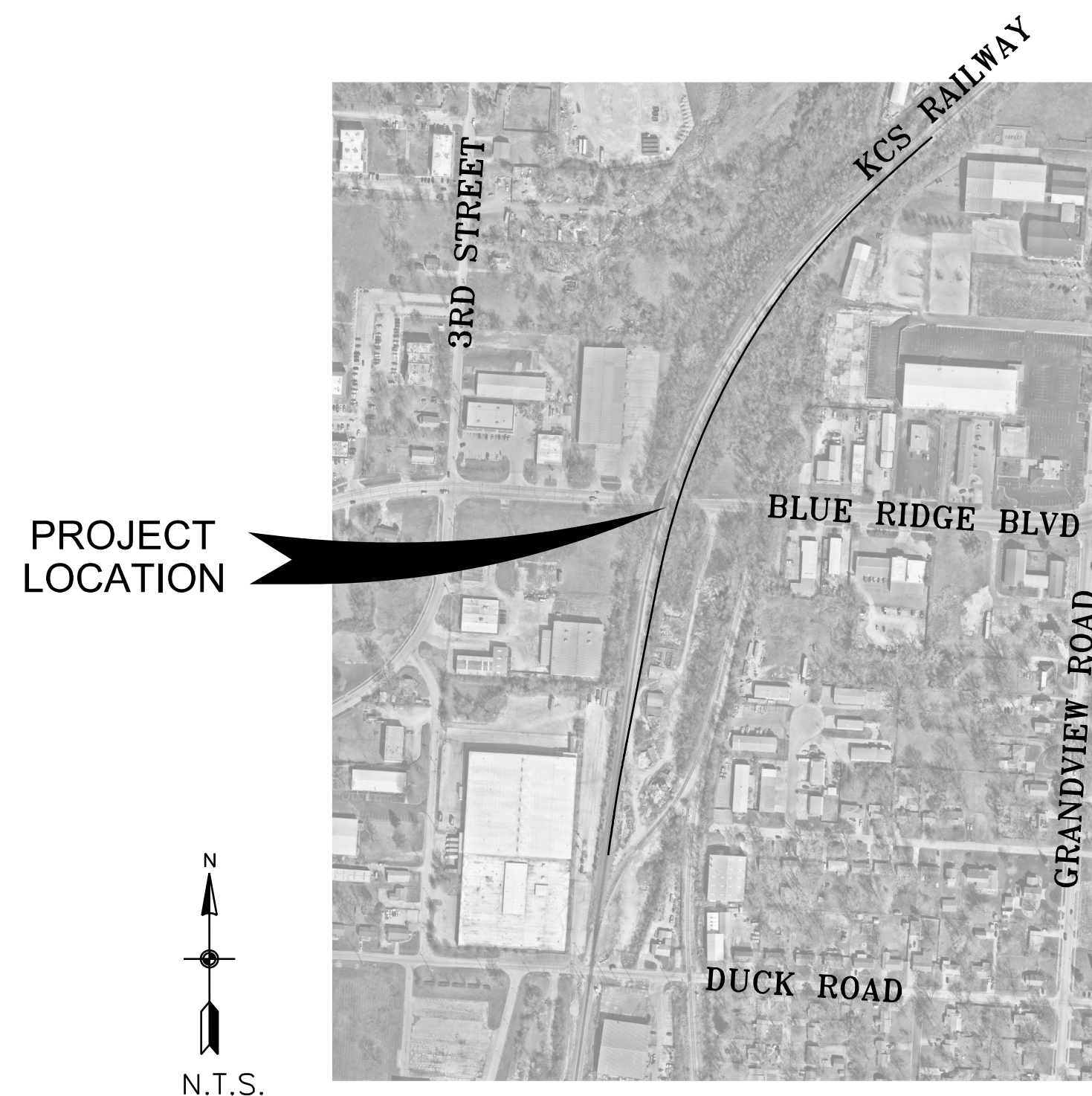
BRIDGE, RAIL AND RAIL GRADING PLANS

(DOT# 329-805 J)

TAP-3322(417)

STBG-3322(421)

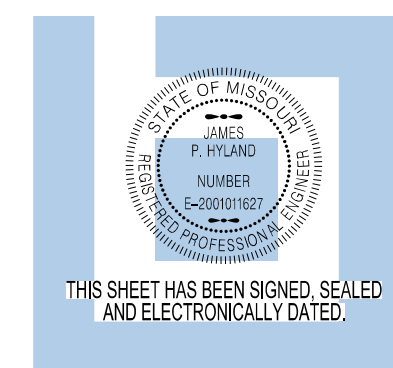
EARMARK-3322(418)



VICINITY MAP

JACKSON COUNTY, MISSOURI
SECTION 14, TOWNSHIP 47N, RANGE 33W

100% PLANS



TRANSYSTEMS

2400 PERSHING ROAD
SUITE 400
KANSAS CITY, MO 64108
PHONE: 816-329-8600
FAX: 816-329-8602

3/31/2026

GENERAL NOTES:

- THE CONSTRUCTION COVERED BY THESE PLANS SHALL CONFORM TO ALL APPLICABLE STANDARDS AND SPECIFICATIONS OF CPKC AND MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) IN CURRENT USAGE. ALL STANDARDS AND SPECIFICATIONS NOT COVERED BY CPKC SHALL BE AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA), UNLESS OTHERWISE NOTED.
- ALL WORKMANSHIP AND MATERIALS SHALL BE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY OF GRANDVIEW, MISSOURI AND CPKC.
- THE UTILITY LOCATIONS SHOWN ON THESE PLANS WERE OBTAINED BY FIELD SURVEY AND ARE APPROXIMATE ONLY. THE UTILITY INFORMATION IS NOT MEANT TO BE ALL INCLUSIVE. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION TO PROVIDE NON-INTERRUPTION OF SERVICE, TO ENSURE PROPER CLEARANCES, AND TO AVOID DAMAGE THERETO.
- THE CONTRACTOR SHALL ALSO UTILIZE THE FOLLOWING TOLL FREE PHONE NUMBER PROVIDED BY **MISSOURI ONE-CALL SYSTEM**: 1-800-344-7483. THIS PHONE NUMBER IS APPLICABLE ANYWHERE WITHIN THE STATE OF MISSOURI. CPKC 1-888-678-7272.
- PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL NOTIFY ALL THOSE UTILITY COMPANIES WHICH HAVE FACILITIES IN THE NEAR VICINITY OF THE CONSTRUCTION TO BE PERFORMED.
- THE CONTRACTOR SHALL PROVIDE FOR CONTROL OF SURFACE EROSION DURING CONSTRUCTION AND UNTIL THE OWNER ACCEPTS THE WORK AS COMPLETE. THE CONTRACTOR SHALL PROVIDE BERMS, SILT FENCE, GRAVEL FILTER BAGS, SILT BASINS OR OTHER MEANS TO PREVENT SEDIMENT FROM REACHING THE PUBLIC RIGHT-OF-WAY, OR ADJACENT PROPERTY. IN THE EVENT THE PREVENTION MEASURES ARE NOT EFFECTIVE, THE CONTRACTOR SHALL REMOVE ANY DEBRIS AND SEDIMENT AND RESTORE THE RIGHT-OF-WAY AND ADJACENT PROPERTY TO ORIGINAL OR BETTER CONDITION. REFER TO PROJECT SPECIFICATION MANUAL FOR EROSION CONTROL MAINTENANCE.
- ALL EXCESS MATERIAL OR MATERIAL NOTED FOR REMOVAL SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF AT LOCATIONS ACCEPTABLE TO THE OWNER AND GOVERNING AGENCIES. PROJECT SITE MAY CONTAIN RAILROAD MATERIALS LIKE RAIL, TURNOUTS, SPIKES, TIE PLATES, ANCHORS, WOODEN TIES, ETC. CONTRACTOR SHALL STORE ALL STEEL MATERIALS IN A PILE FOR DISPOSAL BY CPKC. DISCARDED TIMBER TIES SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL ENVIRONMENTAL REGULATIONS.
- ALL STATIONING ALONG TRACK IS REFERENCED TO THE CENTERLINE OF THE MAINLINE TRACK, UNLESS NOTED OTHERWISE.
- THE CITY OF GRANDVIEW MAY EMPLOY AN INDEPENDENT GEOTECHNICAL ENGINEERING TESTING AGENCY TO VERIFY SOIL PROPERTIES, SOIL COMPACTION AND SUBBALLAST MATERIAL PROPERTIES. THE CONTRACTOR SHALL ALLOW THE TESTING AGENCY TO PERFORM TESTING AND RE-TESTING AS NECESSARY TO VERIFY COMPLIANCE WITH THE PROJECT SPECIFICATIONS. RE-TESTING SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
- CONTRACTOR SHALL, BY THEIR OWN INVESTIGATION, AND PRIOR TO COMMENCING WORK, SATISFY THEMSELVES AS TO THE SURFACE AND SUBSURFACE CONDITIONS TO BE ENCOUNTERED.
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS, BONDS, INSURANCE, ETC. AND PAYING ALL FEES AND FOR OTHERWISE COMPLYING WITH ALL APPLICABLE REGULATIONS REQUIRED BY THE CITY, CPKC AND THE STATE DURING CONSTRUCTION.
- INCIDENTAL ITEMS SHOWN ON THE PLANS NOT SPECIFICALLY COVERED IN THE ITEMIZED SCOPE OF WORK WILL BE CONSIDERED FULLY COMPENSATED UNDER THE UNIT BID PRICES PROVIDED (NO DIRECT PAY).
- THE RAIL PLAN IS BASED ON A SURVEY BY TRANSYSTEMS CORPORATION DATED FEBRUARY, 2013. CONDITIONS OF THE SITE AT THE TIME OF CONSTRUCTION MAY VARY FROM THE SURVEYED CONDITIONS. CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS INCLUDING CRITICAL ELEVATIONS AND DIMENSIONS PRIOR TO BEGINNING WORK. CONTRACTOR TO VERIFY TOP OF RAIL AT BEGINNING OF CONSTRUCTION AND PROVIDE TO TRANSYSTEMS.
- WHERE THE NEW IMPROVEMENTS ABUT EXISTING IMPROVEMENTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MATCHING THE ELEVATION OF THE EXISTING IMPROVEMENTS UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL PROVIDE A SECURE SITE TO PROTECT VEHICLES AND PEDESTRIANS FROM ACCIDENTAL FALLS AND HARM FROM THE CONSTRUCTION PROCESS.
- THE CONTRACTOR SHALL OBTAIN AND BE THOROUGHLY FAMILIAR WITH THE GEOTECHNICAL REPORT PREPARED BY GEOTECHNOLOGY, INC., DATED 4/17/2013.
- THE TOP 6" OF EXISTING SUBGRADE MATERIAL SHOULD BE SCARIFIED, MOISTURE CONDITIONED AND COMPACTED TO 98% AND ±2% OF STANDARD PROCTOR
- FILL TO BE PLACED IN 8" LOOSE LIFTS AND COMPACTED TO 98% OF STANDARD PROCTOR ASTM D-698 WITH A MOISTURE CONTENT OF ±2% OF OPTIMUM
- A PROOF ROLL PROCEDURE OBSERVED BY A REPRESENTATIVE OF THE GEOTECHNOLOGY, INC. IS TO BE PERFORMED AT SUBGRADE ELEVATION PRIOR TO PLACEMENT OF FILL OR PAVING. ANY DEFLECTION OR RUTTING MUST BE CORRECTED AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
- CONTRACTOR SHALL ABIDE BY REQUIREMENTS SET FORTH IN THE GRADE SEPARATION AGREEMENT BETWEEN CPKC AND THE CITY OF GRANDVIEW.
- STATIONING ALONG THE TRACK WAS DETERMINED USING CPKC VAL MAPS, TAKING THE STATIONING OFF OF THE EXISTING RAIL BRIDGE OVER BLUE RIDGE BOULEVARD.
- SUBBALLAST
SUBBALLAST SHALL BE TYPE 2 (IMPERVIOUS) CRUSHED LIMESTONE HAVING AT LEAST ONE FRACTURED FACE AND MEET THE QUALITY REQUIREMENTS OF ASTM D1241(GRADATION, LA ABRASION (45% MAX LOSS PER AASHTO T96), AND SULFATE SOUNDNESS (25% MAX LOSS PER AASHTO T104) RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL). SUBBALLAST SHALL MEET THE FOLLOWING CPKC GRADATION REQUIREMENTS:

SIEVE SIZE	PERCENT PASSING
1"	100
3/4"	92-100
1/2"	65-92
NO. 4	20-65
NO. 30	15-20
NO. 200	7-15

SUBSURFACE INFORMATION

SUBSURFACE INFORMATION USED FOR DESIGN AND ESTIMATING PURPOSES IS IN THE GEOTECHNOLOGY, INC. SUBSURFACE EXPLORATION REPORT DATED APRIL 17, 2013.

TRACK CONSTRUCTION SPECIFICATIONS:

CONTRACTOR SHALL SUPPLY MATERIAL. TRACK CONSTRUCTION PER CPKC STANDARD DRAWINGS.

RAIL

- RAIL SHALL BE MINIMUM 136-LB. HH CWR NEW RAIL AS INDICATED ON PLANS. RAIL MUST MEET OR EXCEED AREMA CLASS 1 SPECIFICATIONS.

RAIL ANCHORS

- SHALL BE NEW AND BOX ANCHORED EVERY OTHER TIE. ALL SWITCH TIES WILL BE COMPLETELY BOX ANCHORED.

TIES

- TIMBER TIES SHALL BE NEW CREOSOTE TREATED OAK OR MIXED HARDWOOD.
- TIES SHALL BE 7" x 9" x 8'-6" SPACED ON 19.50" CENTERS, EXCEPT AS NOTED.
- ALL TIES SHALL BE 100% END PLATED.

BALLAST

- BALLAST SHALL BE QUARRIED ROCK CRUSHED TO CPKC SPECIFICATIONS GRADATION WITH FULLY FRACTURED FACE PER THE BELOW CHART.
- BALLAST SHALL BE FREE FROM LOAM, DUST, AND OTHER FOREIGN PARTICLES AND SHALL NOT HAVE LESS THAN 75% CRUSHED PARTICLES WITH TWO OR MORE FRACTURED FACES.

RAIL PLATES

- PLATES SHOULD BE 136RE, 6" TIE PLATES PER AREMA SPECIFICATIONS.

BALLAST PROPERTIES		
PROPERTY	GRANITE	ASTM TEST
PERCENT MATERIAL PASSING NO. 200 SIEVE	1.0%	C 117
BULK SPECIFIC GRAVITY	2.60	C 127
ABSORPTION PERCENT	1.0	C 127
CLAY LUMPS & FRIABLE 5 CYCLES	0.5%	C 142
DEGRADATION	35%	C535, C131
SOUNDNESS (SODIUM SULFATE)	5.0%	C 88
FLAT AND/OR ELONGATED PARTICLES	5.0%	USACE CRD - C 119

BALLAST GRADATION										
DESCRIPTION	NOMINAL SIZE SQUARE OPENING	PERCENT PASSING								
		2½"	2"	1½"	1"	¾"	½"	⅜"	NO. 4	NO. 8
MAIN TRACK (AREMA * 4A)	2" - ¾"	100	90-100	60-90	10-35	0-10			0-3	

GENERAL TRACK CONSTRUCTION:

REFER TO CPKC SPECIFICATIONS & CWR RAIL LAYING PROCEDURES INCLUDING DESTRESSING PROCEDURES. TRACK CONSTRUCTION PER CPKC STANDARD DRAWINGS.

TIES

- TIES SHALL BE UNIFORMLY SPACED CENTER TO CENTER OF TIE. TIES SHALL BE LAID AT RIGHT ANGLES TO THE RAIL AND AT LEAST ONE WILL BE LOCATED AT THE JOINT LOCATION AS REQUIRED IN THE FRA TRACK STANDARDS FOR THE CLASS OF TRACK IT IS INTENDED FOR.
- WHEN HANDLING OR SPACING TIES, CARE SHALL BE TAKEN NOT TO DAMAGE THEM WITH PICKS OR HAMMERS. TIE TONGS SHALL BE USED FOR THIS PURPOSE.
- THE PULLING OF SPIKES, ONCE DRIVEN, SHALL BE AVOIDED INSOFAR AS POSSIBLE. WHEN SPIKES ARE PULLED, THE HOLES SHALL BE IMMEDIATELY PLUGGED WITH CREOSOTED TIE PLUGS OF THE PROPER SIZE TO COMPLETELY FILL THE HOLE, OR A PLUGGING COMPOUND SHALL BE USED.

LAYING RAIL

- BOTTOM OF RAIL, TIE PLATE, AND WEARING SURFACE OF TIE SHALL BE CLEANED BEFORE RAIL IS LAID.
- TIE PLATES SHALL BE APPLIED AT THE TIME THE RAIL IS LAID TO AVOID UNNECESSARY SPIKING. PLATE SHOULDER SHALL BEAR AGAINST THE OUTSIDE BASE OF RAIL.
- RAILS SHALL BE UNLOADED, STORED OR DISTRIBUTED ALONG THE ROADBED IN SUCH A MANNER AS TO PREVENT DAMAGE.
- TIE PLATING SHALL HAVE A FULL AND UNIFORM BEARING ON TIES AND THE BEARINGS ON EACH TIE SHALL BE IN THE SAME PLANE. ADZING SHALL BE DONE WHERE NECESSARY TO FULFILL THESE REQUIREMENTS. FRESHLY ADZED SURFACES SHALL BE TREATED WITH A WOOD PRESERVATIVE.
- WHERE NEW RAIL IS TO BE LAID, THE TRACK SHALL BE NEW TIE PLATED.
- RAILS SHALL BE CUT SQUARE AND CLEAN BY MEANS OF RAIL SAWS.

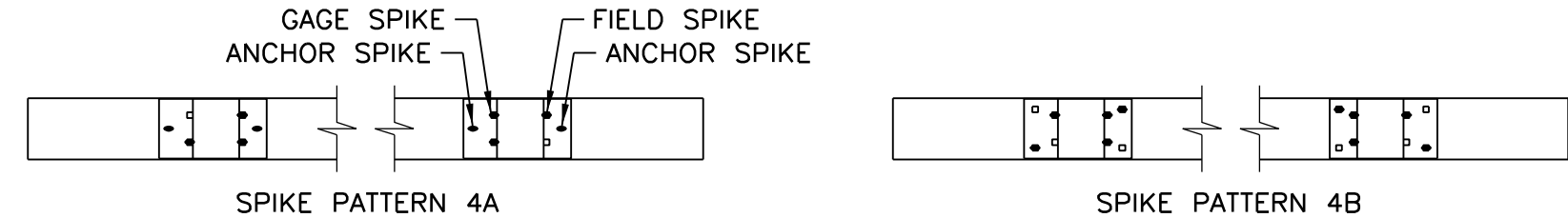
GAGE

- GAGING SHALL BE DONE AT TIME RAIL IS LAID.
- THE RIGHT HAND RAIL GOING AWAY FROM THE SWITCH POINTS OR THE OUTSIDE RAIL ON CURVES SHALL FIRST BE SPIKED IN POSITION IN ITS PROPER RELATION TO THE LINED END OF TIES. THE OPPOSITE RAIL SHALL THEN BE SPIKED TO TRUE GAGE (4'-8 1/2"), MEASURED AT RIGHT ANGLES BETWEEN RAILS, AT A POINT 5/8" BELOW TOP OF RAIL.
- CURVED TRACK SHALL BE GAGED BY LAYING TRACK TO STANDARD GAGE ON CURVES OF LESS THAN 6 DEGREES.
- GAGE SHALL BE CHECKED EVERY THIRD TIE.
- GAGE RODS, GAGE PLATES, RAIL BRACES, OR INNER GUARD RAILS SHALL BE USED ON CURVES WHERE IT IS DIFFICULT TO MAINTAIN GAGE.

SPIKING

- RAIL SHALL BE HELD TO GAGE WHILE LINE SPIKES ARE DRIVEN. RAIL SHALL BE PROPERLY SEATED IN THE PLATES WITH EDGE OF RAIL BASE AND FIELD SHOULDER OF TIE PLATE ALIGNED AND IN CONTACT.

- SPIKE PATTERN SHALL FOLLOW 4A OR 4B SHOWN BELOW.



SPIKE PATTERN NO. 4

- RAIL SHALL NOT BE STRUCK WITH MAUL OR HEAVY TOOL WHEN SPIKING, GAGING, OR LINING.
- SPIKES SHALL BE STATED VERTICALLY AND SQUARE AND BE DRIVEN STRAIGHT WITH FULL BEARING AGAINST BASE OF RAIL. STRAIGHTENING WITH MAUL OR SPIKES STARTED CROOKED WILL NOT BE PERMITTED. SPIKES STARTED CROOKED SHALL BE PULLED, HOLES PLUGGED AND SPIKES REDRIVEN.
- IMMEDIATELY FOLLOWING COMPLETION OF TRACK SURFACING, SPIKES SHALL BE SETTLED IN PLACE WITH UNDERSIDE OF SPIKE HEAD CONTACTING TOP OF RAIL BASE WITH MINIMUM OF PRESSURE.

ANCHORING

- RAIL ANCHORS CONTROL LONGITUDINAL RAIL MOVEMENT ON TIES FROM TEMPERATURE VARIATIONS, TRAFFIC, GRADE AND BRAKING. ANCHORS SHOULD BE ON APPLIED OUT OF FACE ON EACH RAIL DIRECTLY ACROSS FROM EACH OTHER ON THE SAME TIE. USE STANDARD BOX PATTERN PER OTM-115 (EVERY OTHER TIE).

BALLAST

- SURFACING OF TRACK SHALL BE ACCOMPLISHED BY RAISING BOTH RAILS UNIFORMLY. ALL TIES THAT ARE PULLED LOOSE SHALL BE REPLACED TO PROPER POSITION. BALLAST SHALL BE EVENLY PLACED IN 3 OR 4 INCH LIFTS AND WELL TAMPED.
- AFTER TRACK HAS BEEN BROUGHT TO TRUE SURFACE, ELEVATION AND GRADE, IT SHALL BE GIVEN A FINAL LINING AND PLACED TO TRUE ALIGNMENT.
- BALLAST SHALL BE TRIMMED TO CONFORM TO STANDARD BALLAST SECTION AND DISPOSE OF SURPLUS BALLAST AS DIRECTED BY ENGINEER.

SUMMARY OF QUANTITIES - TRACK			
ITEM NO.		UNIT	QUANTITY
CONTRACTOR FURNISHED MATERIAL			
1	MOBILIZATION / DEMOBILIZATION	LS	1
2	CLEARING AND GRUBBING, HEAVILY WOODED	AC	5
3	SEEDING	AC	3
4	EXCAVATION	CY	13,246
5	EMBANKMENT	CY	19,478
6	EROSION CONTROL - SILT FENCE	LF	1,974
7	SUBBALLAST (CONTRACTOR FURNISH AND INSTALL - AR, OK, MO, KS)	CY	1,351
8	TRACK CONSTRUCTION	TF	1,310
9	REMOVE TRACK	TF	1,310
10	TRACK SHIFT - INCLUDES 50% NEW BALLAST AND 30% TIE REPLACEMENT	TF	966
11	SURFACE AND LINE - INCLUDES 50% NEW BALLAST AND 30% TIE REPLACEMENT	TF	253
12	TRACK TEMPORARY SHORING	LS	1

TRANSYSTEMS

2400 PERSHING ROAD
SUITE 400
KANSAS CITY, MO 64108
PHONE: (816) 329-8600
FAX: (816) 329-8602

CONSULTANTS:

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STBG-3322(421)
EARMARK-3322(418)

CPKC BRIDGE
OVER BLUE RIDGE BLVD
GRANDVIEW, MISSOURI

REVISIONS:

	DATE	DESCRIPTION

SHEET TITLE:

GENERAL
NOTES AND
SPECIFICATIONS

SHEET NO.

T001

SHEET 2 OF 54

1.01	DESCRIPTION
------	-------------

For purposes of this project, the Railroad Designated Representative is the person or persons designated by the Railroad Manager of Industry and Public Projects to handle specific tasks related to the project.

1.02 RAILROAD CONTACTS

Contact: Charles Kretchman Garrett Cross
Manager of Public Projects Director Bridge Construction
Charles.Kretchman@cpkcr.com Garrett.Cross@cpkcr.com
(612) 247-0706 (636) 578-7744

1.03 REQUEST FOR INFORMATION / CLARIFICATION

1.04 PLANS / SPECIFICATIONS

PART 2 - UTILITIES AND FIBER OPTIC

PART 3 - CONSTRUCTION

3.01 GENERAL

- ### 3.02 RAILROAD OPERATIONS

- C. Coordinate work windows with the Railroad's Designated Representative. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:

- ### 3.03 RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES

- C. Perform all work upon Railroad Right-of-Way in a manner to avoid interference with or endanger the operations of the Railroad. Whenever work may affect the operations or safety of trains, submit the work method to the Railroad Designated Representative for approval. Approval does not relieve the Contractor from liability. Do not commence any work which requires flagging service or inspection service until the flagging protection required by the Railroad is available at the job site. See Section 3.18 for railroad flagging requirements.

- ### 3.04 INSURANCE

- ### 3.05 RAILROAD SAFETY ORIENTATION

3.06 COOPERATION

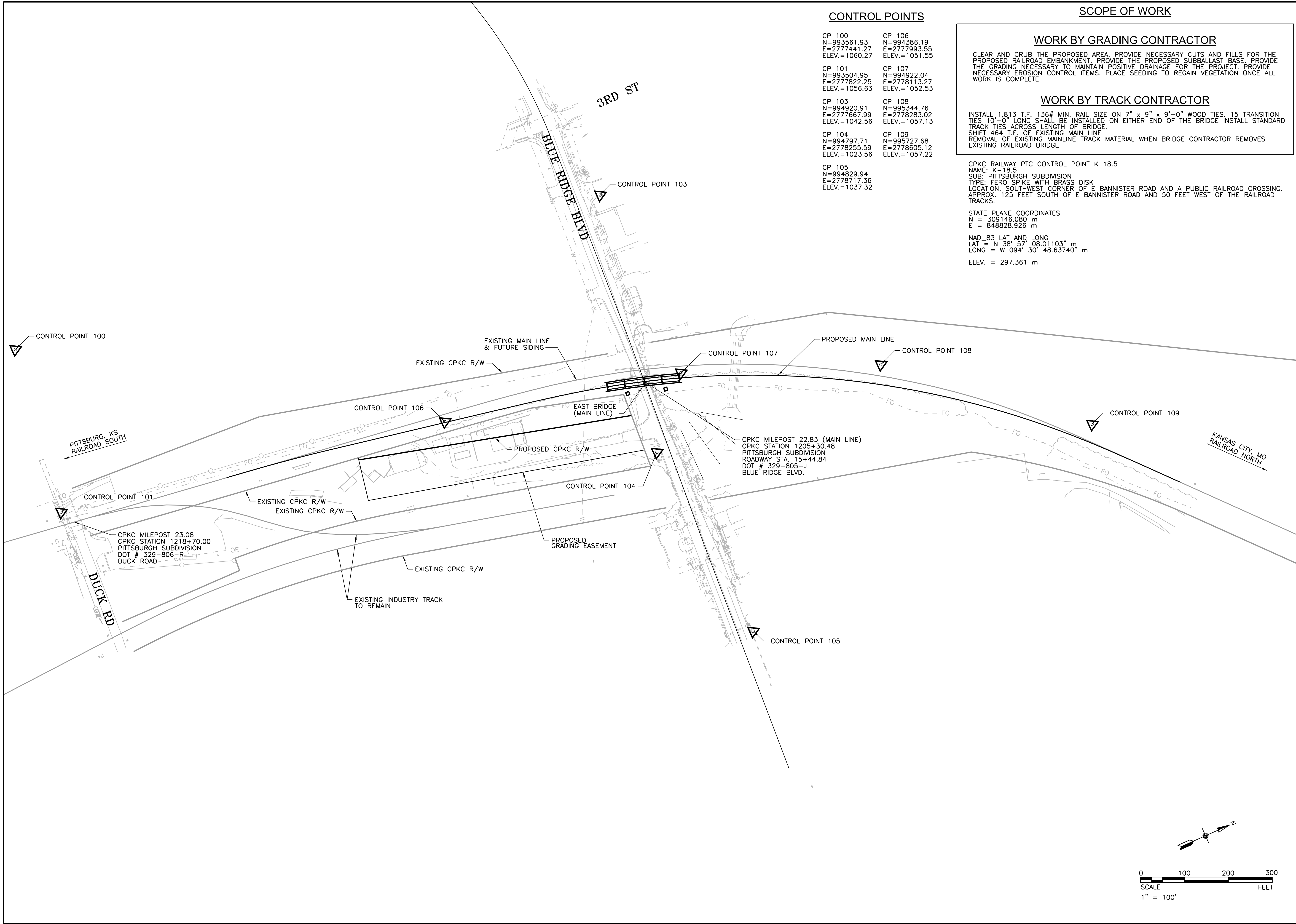
3.07 MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK AND OTHER TEMPORARY STRUCTURES

3.08 APPROVAL OF REDUCED CLEARANCES

- [illegible]

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IF THIS DRAWING IS LESS THAN 22" X 34" IT IS A REDUCED SIZE DRAWING



CONTROL POINTS

CP 100 N=993561.93 E=2777441.27 ELEV.=1060.27	CP 106 N=994386.19 E=2777993.55 ELEV.=1051.55
CP 101 N=993504.95 E=2777822.25 ELEV.=1056.63	CP 107 N=994922.04 E=2778113.27 ELEV.=1052.53
CP 103 N=994920.91 E=2777667.99 ELEV.=1042.56	CP 108 N=995344.76 E=2778283.02 ELEV.=1057.13
CP 104 N=994797.71 E=2778255.59 ELEV.=1023.56	CP 109 N=995727.68 E=2778605.12 ELEV.=1057.22
CP 105 N=994829.94 E=2778717.36 ELEV.=1037.32	

SCOPE OF WORK

WORK BY GRADING CONTRACTOR

CLEAR AND GRUB THE PROPOSED AREA. PROVIDE NECESSARY CUTS AND FILLS FOR THE PROPOSED RAILROAD EMBANKMENT. PROVIDE THE PROPOSED SUBBALLAST BASE. PROVIDE THE GRADING NECESSARY TO MAINTAIN POSITIVE DRAINAGE FOR THE PROJECT. PROVIDE NECESSARY EROSION CONTROL ITEMS. PLACE SEEDING TO REGAIN VEGETATION ONCE ALL WORK IS COMPLETE.

WORK BY TRACK CONTRACTOR

INSTALL 1,813 T.F. 136# MIN. RAIL SIZE ON 7" x 9" x 9'-0" WOOD TIES. 15 TRANSITION TIES 10'-0" LONG SHALL BE INSTALLED ON EITHER END OF THE BRIDGE INSTALL STANDARD TRACK TIES ACROSS LENGTH OF BRIDGE.
SHIFT 464 T.F. OF EXISTING MAIN LINE
REMOVAL OF EXISTING MAINLINE TRACK MATERIAL WHEN BRIDGE CONTRACTOR REMOVES EXISTING RAILROAD BRIDGE

CPKC RAILWAY PTC CONTROL POINT K 18.5
NAME: K-18.5
SUB: PITTSBURGH SUBDIVISION
TYPE: FERO SPIKE WITH BRASS DISK
LOCATION: SOUTHWEST CORNER OF E BANNISTER ROAD AND A PUBLIC RAILROAD CROSSING.
APPROX. 125 FEET SOUTH OF E BANNISTER ROAD AND 50 FEET WEST OF THE RAILROAD TRACKS.

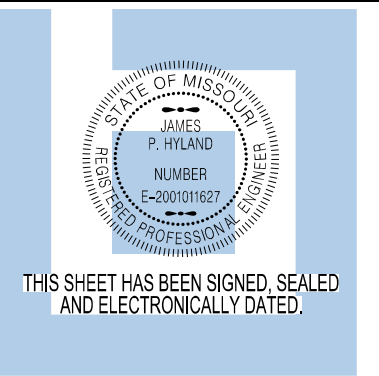
STATE PLANE COORDINATES
N = 309146.080 m
E = 848828.926 m

NAD_83 LAT AND LONG
LAT = N 38° 57' 08.01103" m
LONG = W 094° 30' 48.63740" m

ELEV. = 297.361 m

TRANSYSTEMS

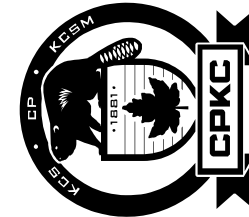
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CPKC BRIDGE
OVER BLUE RIDGE BLVD
GRANDVIEW, MISSOURI



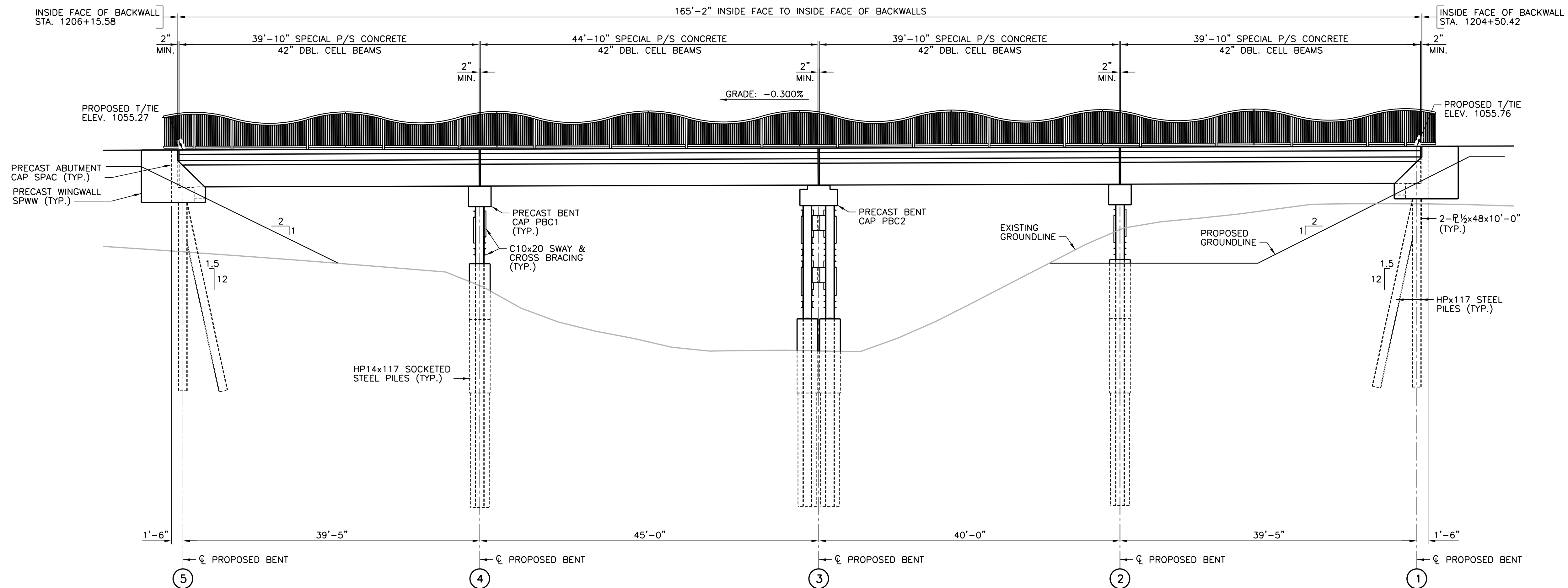
REVISIONS:				DESCRIPTION
NO.	DATE	BY	CHKD.	

PROJ NO: 101060145
SCALE: 1"=200'
DATE: 3/31/2026
DESIGNED BY: MJJ
DRAWN BY: MJJ
CHECKED BY: ASH

SHEET TITLE:
OVERALL
SITE PLAN

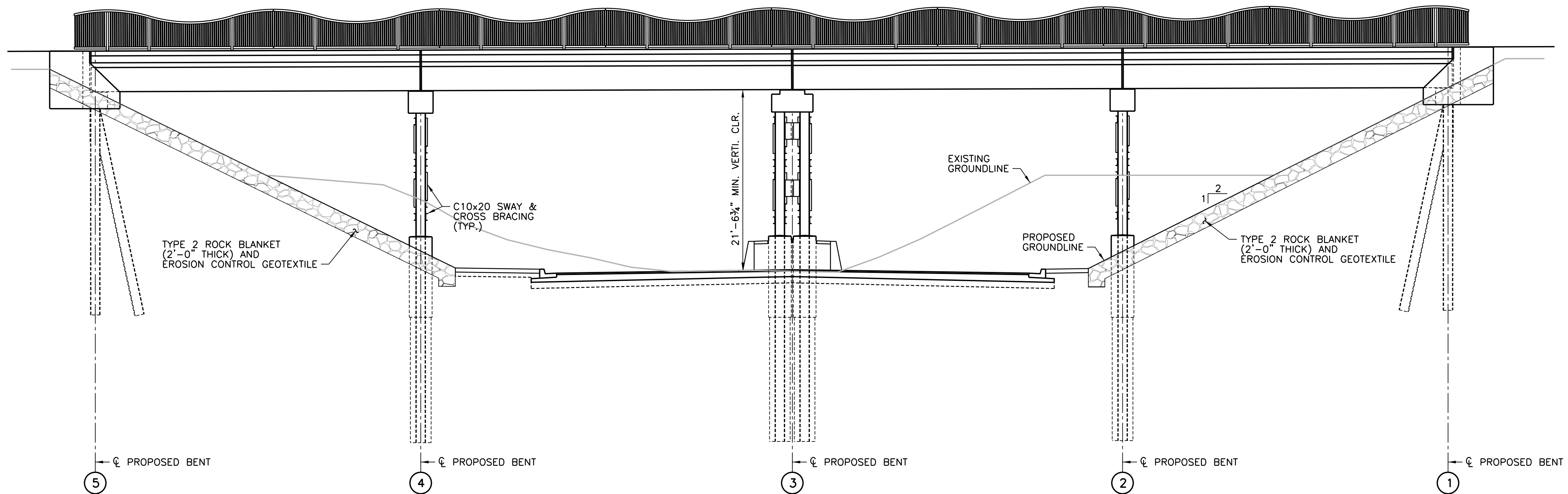
SHEET NO.
T002
SHEET 6 OF 54

JPH/LAND
3/31/2026 - 4:03:13 PM - G:\K08\0145\Bridges\Four Span Bridge\BR-C-General\Elev.dgn



ELEVATION - PHASE 1 CONSTRUCTION

SCALE: 1/8"=1'-0"
DIMENSIONS SHOWN ARE MEASURED ALONG
CL PROPOSED MAIN LINE TRACK



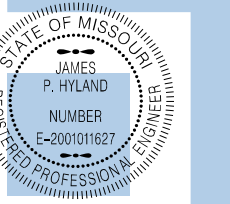
ELEVATION - PHASE 2 CONSTRUCTION

SCALE: 1/8"=1'-0"
DIMENSIONS SHOWN ARE MEASURED ALONG
CL PROPOSED MAIN LINE TRACK

IF THIS DRAWING IS LESS THAN 22" X 34" IT IS A REDUCED SIZE DRAWING

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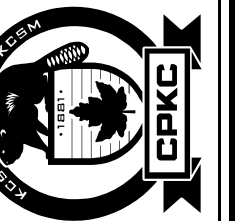


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CPKC BRIDGE
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GRANDVIEW, MISSOURI



REVISIONS:	MARK	DATE	DESCRIPTION

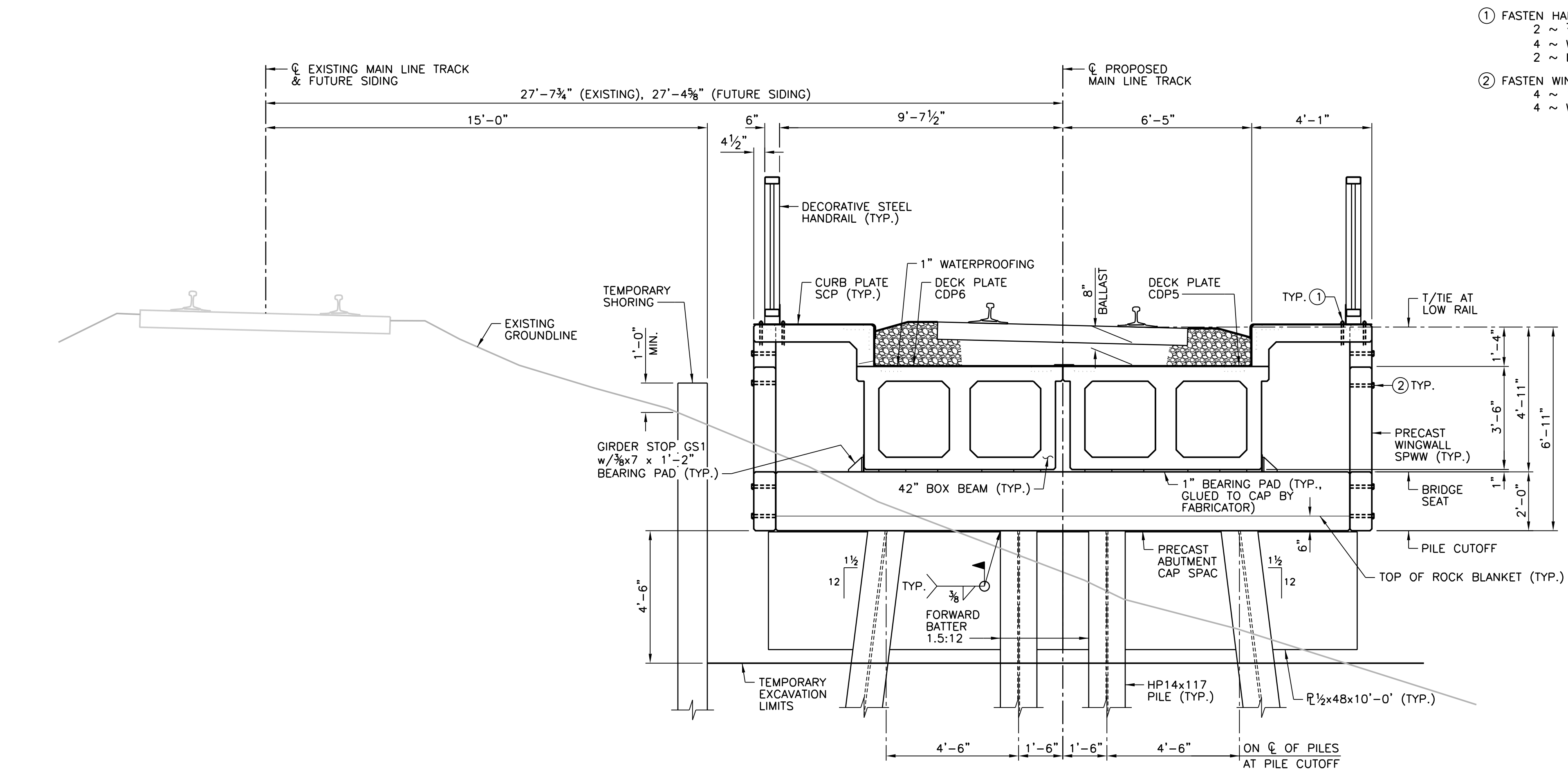
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SCALE: 1/8" = 1'-0"
DATE: 3/31/2026
DESIGNED BY: JPH
DRAWN BY: TLO
CHECKED BY: JPH

SHEET TITLE:
**GENERAL
ELEVATION**

SHEET NO.
S007

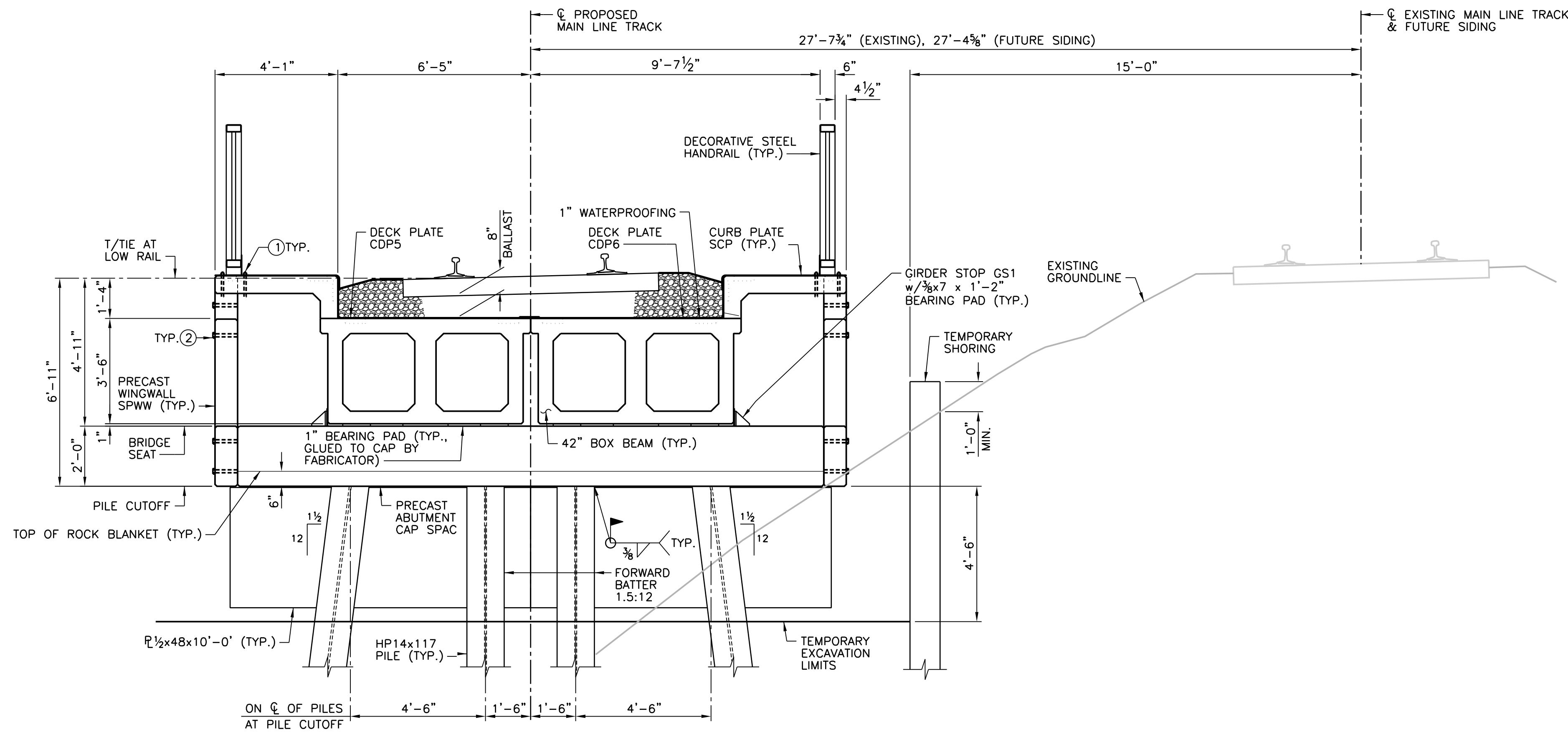
SHEET 31 OF 54

JPH/LAND
3/31/2026 - 4:03:14 PM - G:\C08\0145\Bridges\Four Span Bridge\BR-C-TypSec1.dgn



SECTION AT ABUTMENT 1

SCALE: $\frac{3}{8}$ " = 1'-0"



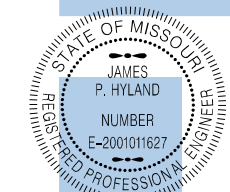
SECTION AT ABUTMENT 5

SCALE: $\frac{3}{8}$ " = 1'-0"

- ① FASTEN HANDRAIL PANEL TO WALKWAY WITH:
2 ~ $\frac{7}{8}$ " DIA. x 9" BOLTS
4 ~ WASHERS ($1\frac{1}{16}$ " I.D. x $2\frac{1}{4}$ " O.D.)
2 ~ LOCKNUTS, CENTER LOCKING, ZINC PLATED
- ② FASTEN WINGWALL TO END CAP WITH:
4 ~ $1\frac{1}{4}$ " DIA. x 13" SPIRAL BOLT, DAYTON SUPERIOR B-14 OR EQ.
4 ~ WASHER W1

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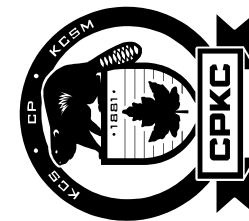


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CONSULTANTS:

TAP-3322(417)
STBG-3322(421)
EARMARK-3322(418)

CPKC BRIDGE
OVER BLUE RIDGE BLVD
GRANDVIEW, MISSOURI



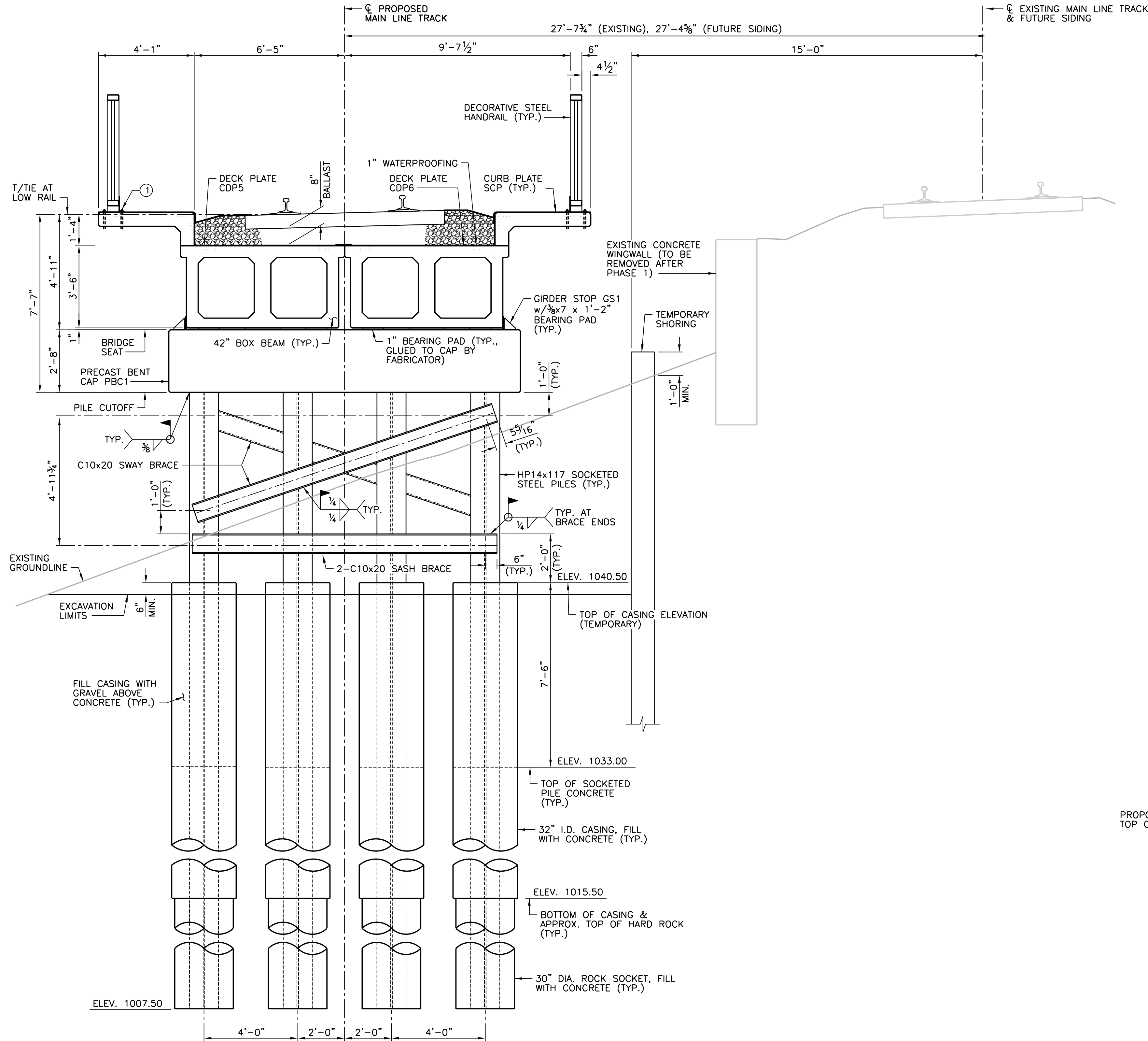
REVISIONS:	MARK	DATE	DESCRIPTION

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SCALE: $\frac{3}{8}$ " = 1'-0"
DATE: 3/31/2026
DESIGNED BY: TLO
DRAWN BY: TLO
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SHEET TITLE:
TYPICAL SECTIONS
1 OF 4

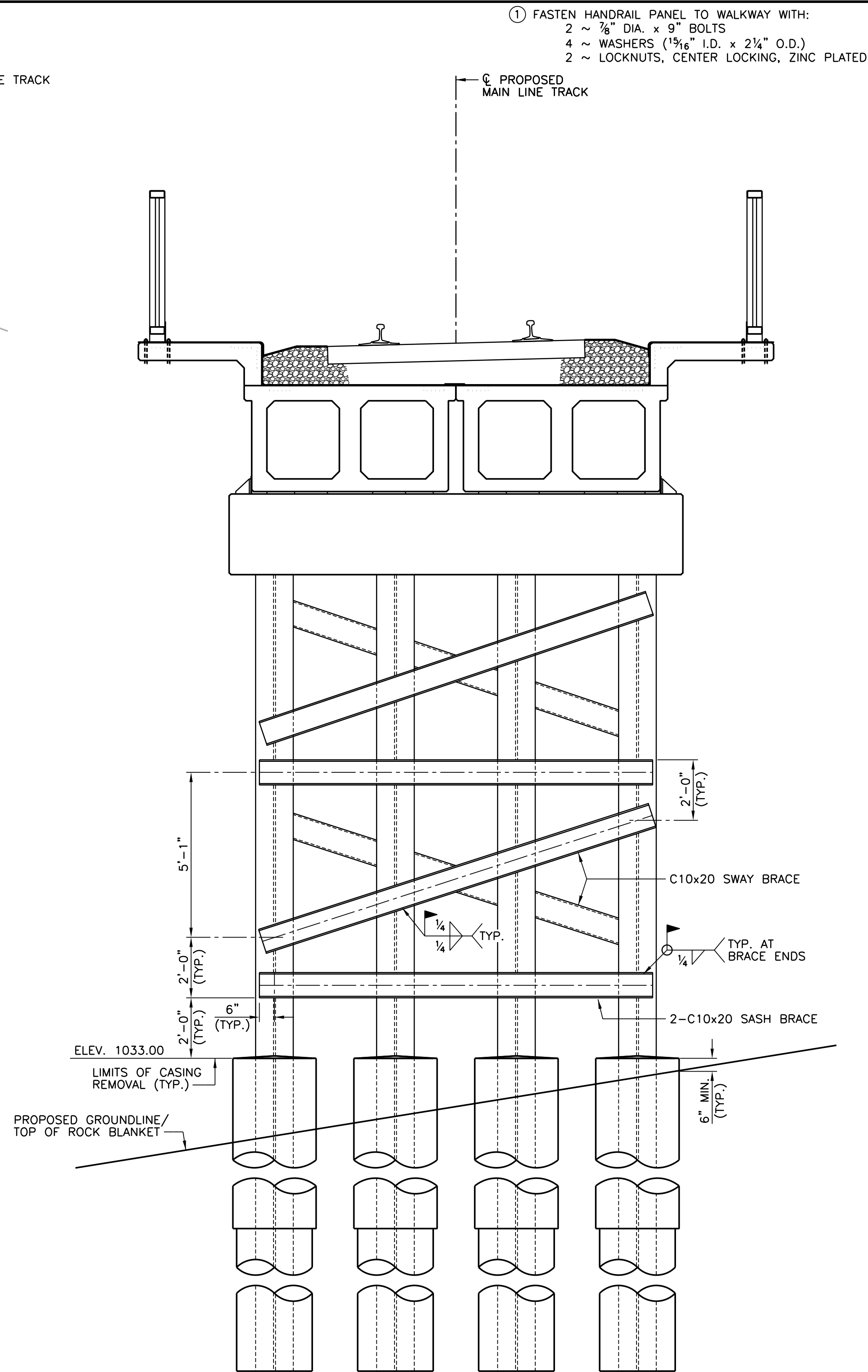
SHEET NO.
S008

SHEET 32 OF 54



SECTION AT BENT 2 - PHASE 1 CONSTRUCTION

SCALE: 3/8"=1'-0"



SECTION AT BENT 2 - PHASE 2 CONSTRUCTION

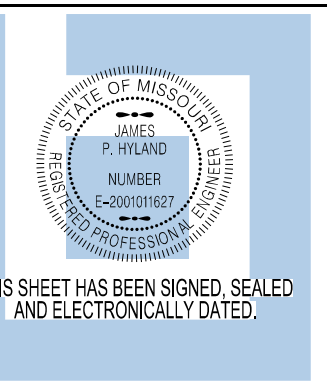
SCALE: 3/8"=1'-0"

- ① FASTEN HANDRAIL PANEL TO WALKWAY WITH:
2 ~ 7/8" DIA. x 9" BOLTS
4 ~ WASHERS (1 1/4" I.D. x 2 1/4" O.D.)
2 ~ LOCKNUTS, CENTER LOCKING, ZINC PLATED

NOTE
TOP OF FINISHED CONCRETE SURFACE WITHIN STEEL
CASING TO SLOPE AWAY FROM PILES (TYP.)

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CONSULTANTS:

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STBG-3322(421)
EARMARK-3322(418)

CPKC BRIDGE
OVER BLUE RIDGE BLVD
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REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: P101060145
SCALE: 3/8" = 1'-0"
DATE: 3/31/2026
DESIGNED BY: JPH
DRAWN BY: TLO
CHECKED BY: JPH

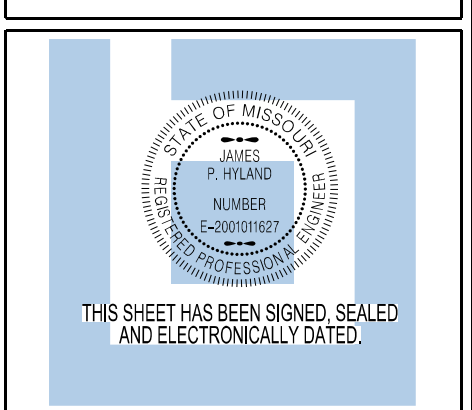
SHEET TITLE:
TYPICAL SECTIONS
2 OF 4

SHEET NO.
S009

SHEET 33 OF 54

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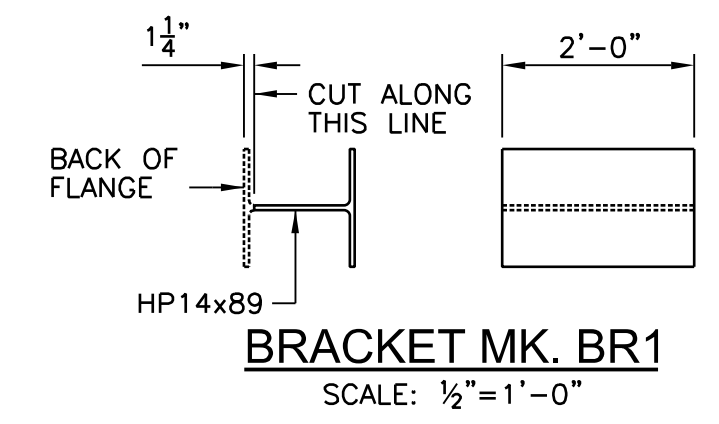
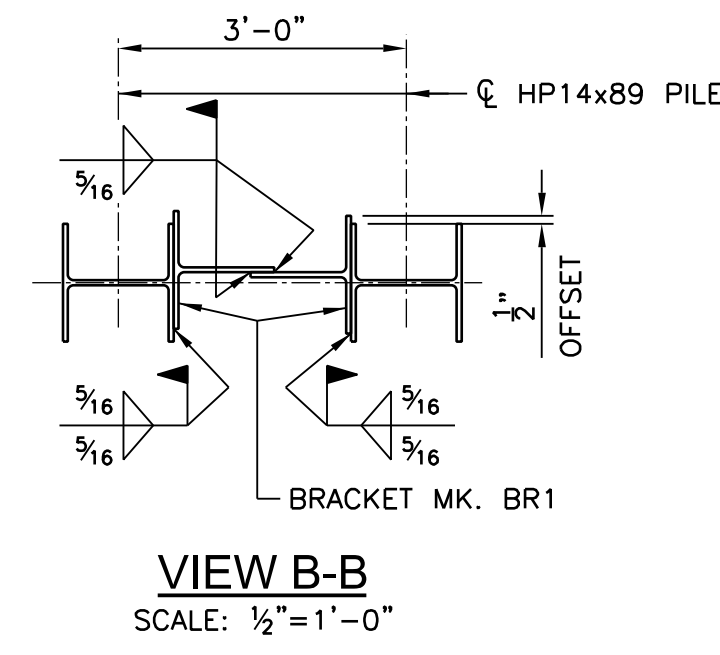
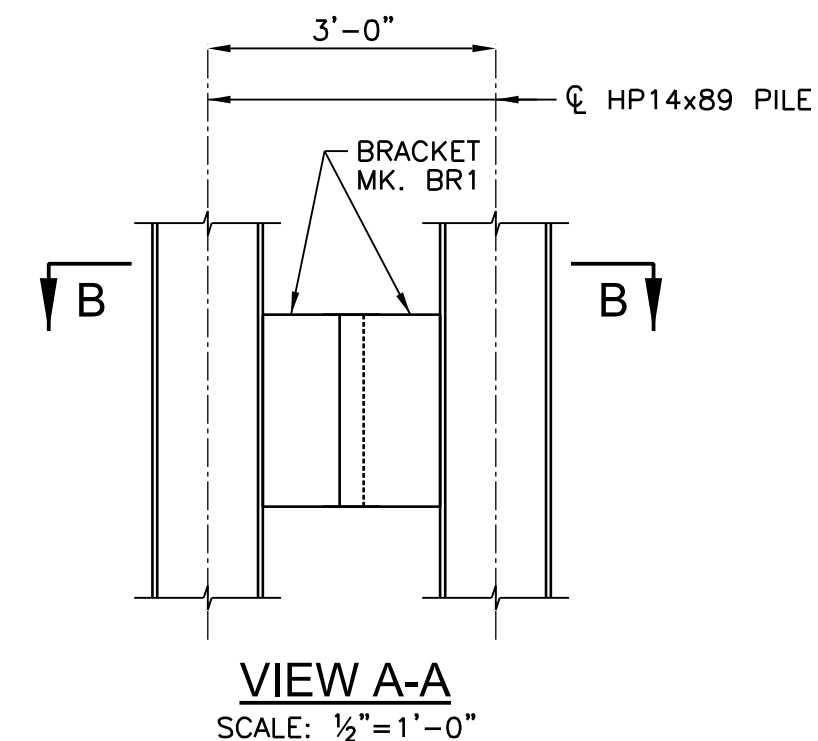


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STBG-3322(421)
EARMARK-3322(418)

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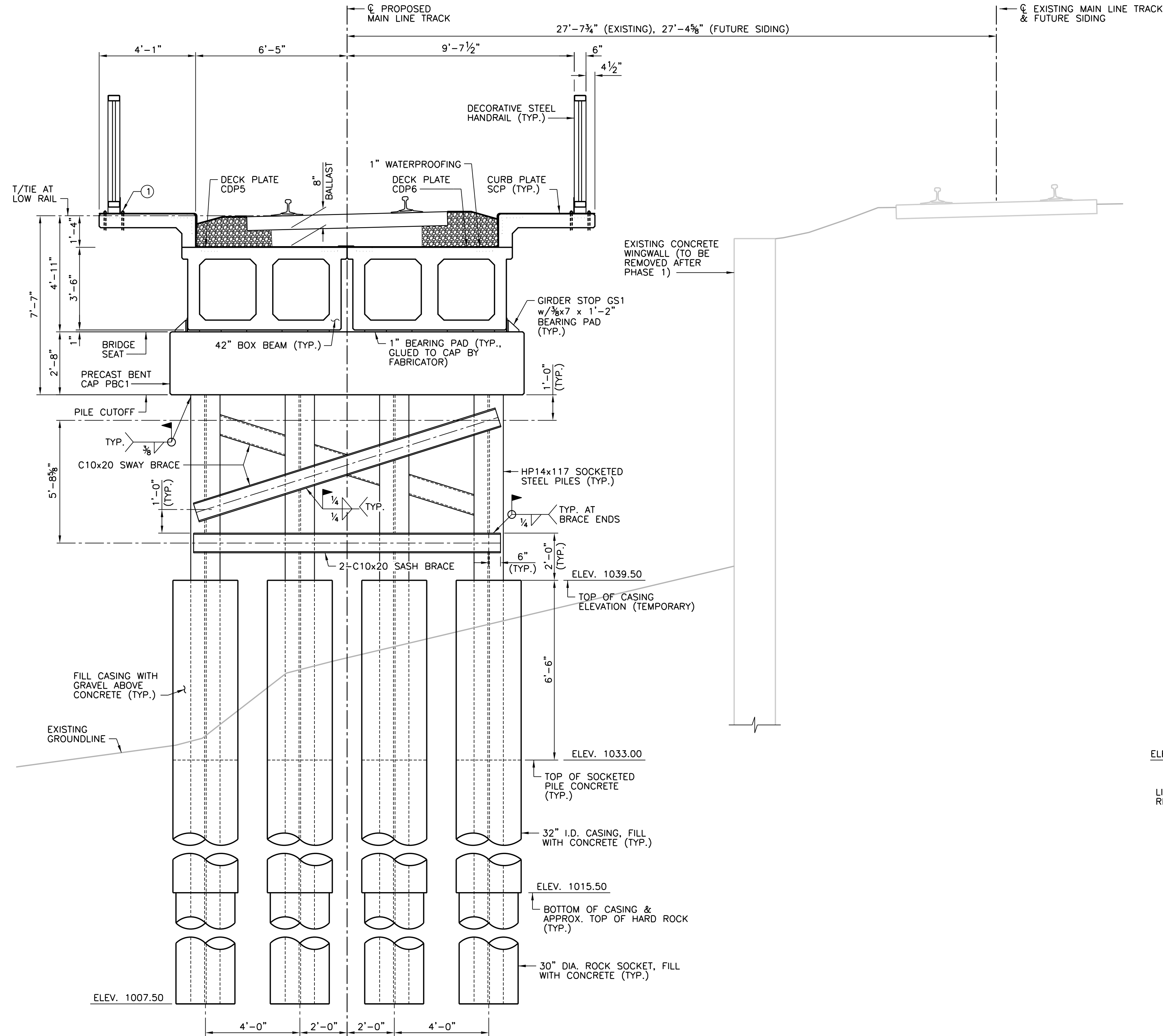
SHEET TITLE:
TYPICAL SECTIONS 3 OF 4

SHEET NO.			
S010			
SHEET	34	OF	54



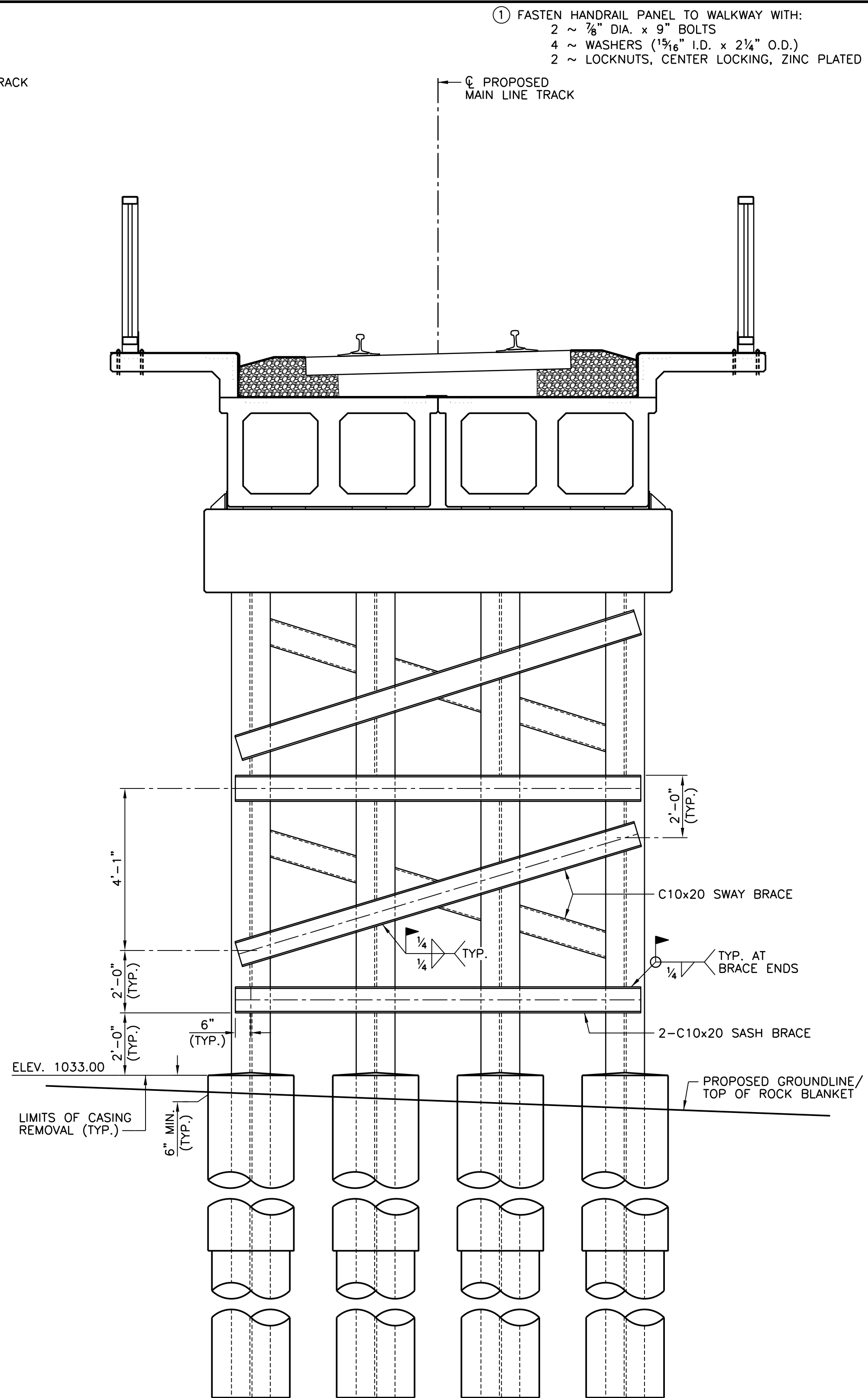
NOTE: BRACKET TO BE CUT FROM SCRAP HP14x89

JPH/LAND
3/31/2026 - 4:03:16 PM - G:\K08\0145\Bridges\Four Span Bridge\BR-C-TypSec4.dgn



SECTION AT BENT 4 - PHASE 1 CONSTRUCTION

SCALE: $\frac{3}{8}$ "=1'-0"



SECTION AT BENT 4 - PHASE 2 CONSTRUCTION

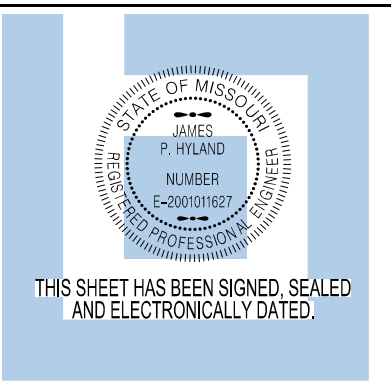
SCALE: $\frac{3}{8}$ "=1'-0"

- ① FASTEN HANDRAIL PANEL TO WALKWAY WITH:
2 ~ $\frac{7}{8}$ " DIA. x 9" BOLTS
4 ~ WASHERS ($\frac{1}{4}$ " I.D. x $2\frac{1}{4}$ " O.D.)
2 ~ LOCKNUTS, CENTER LOCKING, ZINC PLATED

NOTE
TOP OF FINISHED CONCRETE SURFACE WITHIN STEEL
CASING TO SLOPE AWAY FROM PILES (TYP.)

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CPKC BRIDGE
OVER BLUE RIDGE BLVD
GRANDVIEW, MISSOURI



REVISIONS:	MARK	DATE	DESCRIPTION

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SHEET TITLE:
TYPICAL SECTIONS
4 OF 4

SHEET NO.
S011

SHEET 35 OF 54

FIELD PROCEDURES FOR PLACEMENT OF SOCKETED PILES:

- ON CENTERLINE OF PROPOSED PILES, DRILL 33" DIA. (MAXIMUM) HOLE THROUGH OVERBURDEN SOIL TO TOP OF HARD ROCK.
- PLACE 32" I.D. STEEL CASING PIPE IN THE DRILLED HOLE AND SEAT CASING PIPE INTO HARD ROCK. FINAL TOP OF CASING PIPE TO BE 6" MIN. ABOVE THE PROPOSED GRADE AT BENTS. WHEN WORK IS NOT IN PROGRESS, COVER TOP OF CASING PIPE WITH STEEL PLATE SECURED IN POSITION.
- ON CENTERLINE OF PROPOSED PILES, DILL 30" DIA. HOLE INTO ROCK ELEVATION SHOWN, CLEAN HOLE OF ALL SOIL AND ROCK FRAGMENTS. IF NECESSARY, PUMP WATER FROM HOLES UNTIL CONCRETE IS PLACED.
- CLEAN STEEL BEARING PILES AS NECESSARY TO REMOVE DIRT AND MILL SCALE. PLACE STEEL BEARING PILES IN CENTER OF DRILLED HOLE, LEAVING A MINIMUM CLEARANCE OF 3". SECURE TOP OF PILE AGAINST MOVEMENT.
- DRIVE PILE TO REFUSAL IF POSSIBLE OR TO A MINIMUM ULTIMATE RESISTANCE OF 389 TONS.
- PLACE CONCRETE, WITH A MODIFIED SLUMP OF 6" TO 8", IN THE DRILLED HOLE USING A TREMIE PLACED ON EACH SIDE OF PILE WEB BETWEEN THE FLANGES. FREE FALL OF CONCRETE SHALL NOT BE PERMITTED. TOP OF CONCRETE SHALL MATCH TOP OF STEEL CASING EXCEPT AT BENTS 2 & 4 WHERE TOP OF CONCRETE SHALL MATCH ELEVATION SHOWN ON TYPICAL SECTION SINCE UPPER PORTION OF CASING IS TEMPORARY AND WILL BE REMOVED PER PHASING.

FOR THE FIRST DRIVEN PILE, CONTRACTOR SHALL VERIFY CAPACITY USING A PILE DYNAMIC ANALYZER (PDA) AND DEVELOP AN INSPECTOR'S CHART CORRELATING BLOW COUNT TO PILE CAPACITY. IF DRIVING CONDITIONS CHANGE DURING REMAINING PILE DRIVING, CONTRACTOR SHALL PERFORM ADDITIONAL PDA TEST(S) TO CONFIRM PILE CAPACITY.

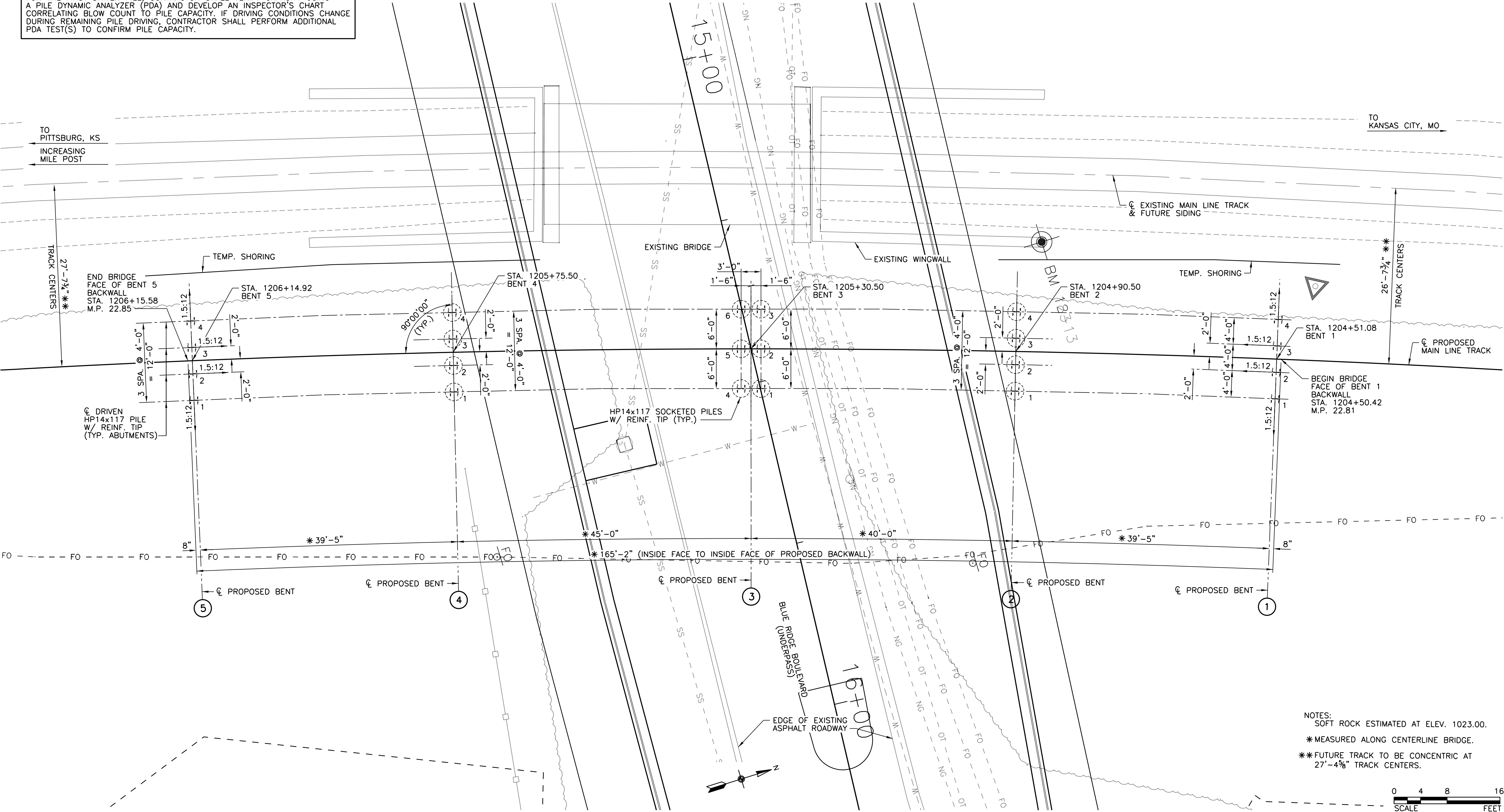
PILE NOTES:

- ALL STEEL ABUTMENT H-PILES SHALL BE DRIVEN TO ULTIMATE CAPACITY OF 389 TONS (FACTOR OF SAFETY = 2.5). TOTAL PILE LENGTH SHALL BE ASSUMED AS 35 FEET FROM ESTIMATED TIP ELEV. 1015.5 TO CUTOFF ELEVATION. THESE LENGTHS SHALL BE USED TO PREPARE THE BID PRICE. CONTRACTOR SHALL KEEP ACCURATE RECORD OF PILE DRIVING LOGS FOR ALL PILES AND AT THE END OF THE PROJECT, CONTRACTOR SHALL SUBMIT THE PILE DRIVING LOG FOR EVERY PILE OF THE WHOLE BRIDGE TO CPKC. PILE DRIVING RECORDS INCLUDE DATE OF DRIVING, TYPE OF HAMMER USED, STROKE LENGTHS, PILE SPLICE LOCATION, AND DEPTH OF EMBEDMENT, HAMMER BLOW COUNTS FOR EVERY FOOT FOR THE WHOLE LENGTH OF DRIVEN PILE.
- PILES AND ALL BRACING SHALL BE COATED WITH 16-MIL THICKNESS OF CPKC APPROVED COATING CARBOLINE BITUMASTIC 300M COATING OR APPROVED EQUAL.
- TIP REINFORCEMENT: PILE TIP REINFORCEMENT SHALL BE USED.
- DRIVING TOLERANCES: VARIATIONS GREATER THAN ¼ INCH PER FOOT FROM THE VERTICAL OR BATTER LINE SHALL NOT BE ALLOWED. THE DEVIATION OF THE TOP PILES IN A BENT SHALL NOT EXCEED ONE INCH FROM THE PLAN LOCATION. ROTATION OF A PILE ABOUT ITS CENTERLINE SHALL NOT EXCEED 5 DEGREES FROM ITS ORIENTATION AS SHOWN IN PLANS. PILES NOT MEETING TOLERANCE REQUIREMENTS OR OUT OF LINE AS TO IMPAIR USEFULNESS, OR PILES THAT ARE DAMAGED IN DRIVING AS TO IMPAIR STRUCTURAL CAPACITY, SHALL BE PULLED AND REDRIVEN OR AN ADDITIONAL PILE SHALL BE DRIVEN TO PROVIDE ADDED SUPPORT. IF ANY NUMBERED PILE CANNOT BE DRIVEN TO THEIR CAPACITY, NOTIFY THE CPKC BRIDGE ENGINEER.
- STEEL MATERIAL:
H-PILE - ASTM A572, GRADE 50
BRACING - ASTM A36
PLATES - ASTM A572, UNLESS OTHERWISE NOTED
SHOP PAINT: NONE
- WELDING: USE SHIELDED METAL ARC WELDING (SMAW) OR FLUX CORE ARC WELDING (FCAW) PROCESS PER AWS D1.5. ACCEPTABLE FILLER METAL IS E7018 ELECTRODE FOR SMAW AND E70T-1 OR E70T-5 ELECTRODE FOR FCAW, FOR OTHER ACCEPTABLE ELECTRODES, REFER TO AWS D1.5.

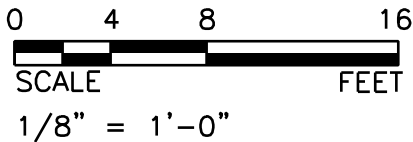
PILE DRIVING LOG

CONTRACTOR:				HAMMER MODEL:			
				STROKE LENGTH:			
FOREMAN:				RAM WT.:			
INSPECTOR:				PILE TYPE: HP14x117			
DATE	BENT #	PILE #	PILE LENGTH	BLOWS PER FT	CUTOFF TO GROUND, FT	EMBEDMENT LENGTH, FT	TIP TO PILE SPLICE, FT
	1	1					
		2					
		3					
		4					
	5	1					
		2					
		3					
		4					

NOTE: PILES ARE NUMBERED LEFT TO RIGHT WHEN VIEWED LOOKING IN THE DIRECTION OF INCREASING RAILROAD MILEAGE.



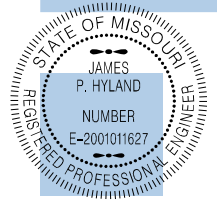
PILE PLAN
SCALE: 1"=1'-0"



NOTES:
SOFT ROCK ESTIMATED AT ELEV. 1023.00.
* MEASURED ALONG CENTERLINE BRIDGE.
** FUTURE TRACK TO BE CONCENTRIC AT 27'-4 3/4" TRACK CENTERS.

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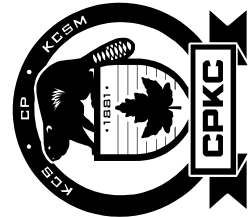


THIS SHEET HAS BEEN SIGNED, SEALED AND ELECTRONICALLY DATED.

CONSULTANTS:

TAP-3322(417)
STBG-3322(421)
EARMARK-3322(418)

CPKC BRIDGE
OVER BLUE RIDGE BLVD
GRANDVIEW, MISSOURI



REVISIONS:	MARK	DATE	DESCRIPTION

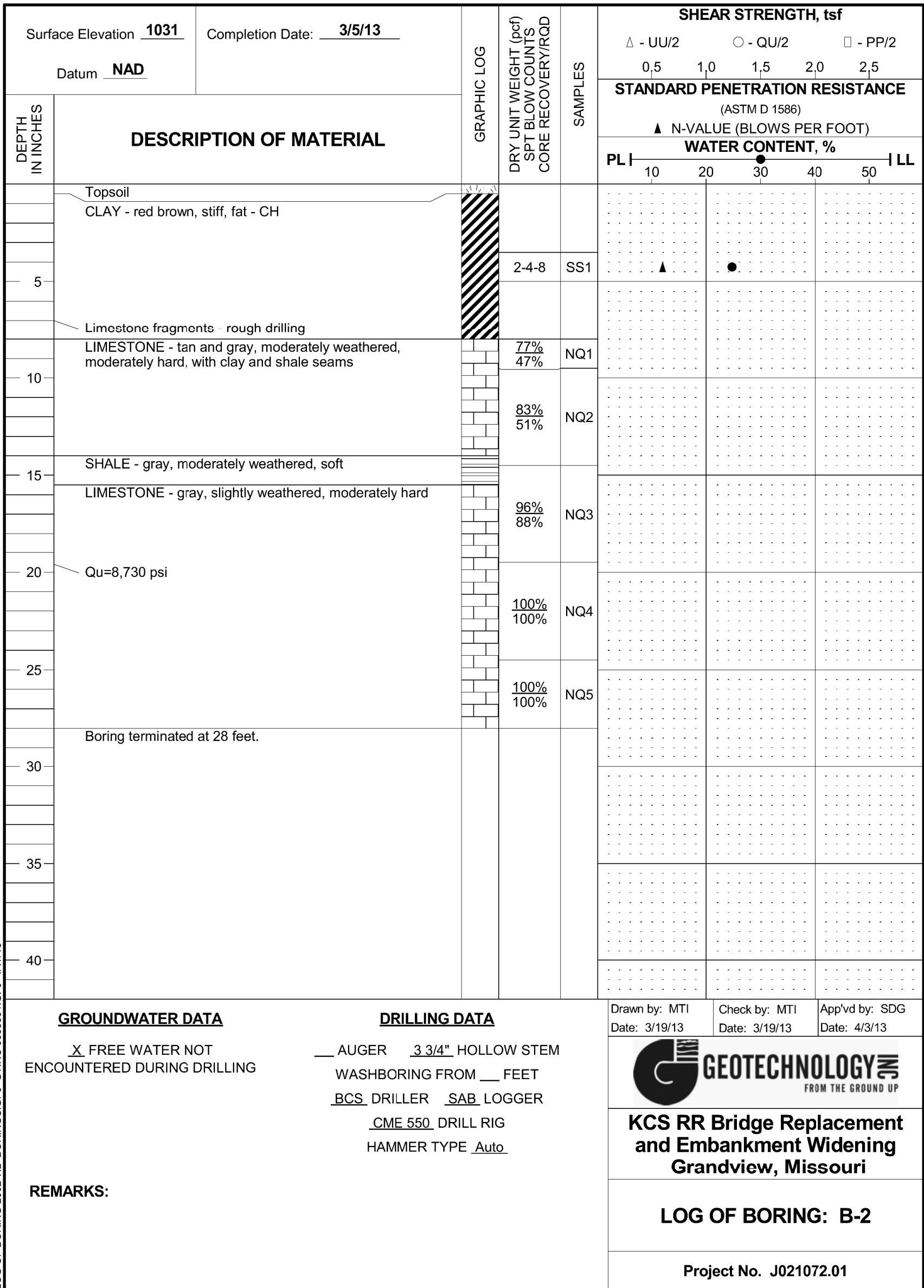
PROJ NO: P101060145
SCALE: 1/8" = 1'-0"
DATE: 3/31/2026
DESIGNED BY: LJD
DRAWN BY: TAH
CHECKED BY: JPH

SHEET TITLE:
PILE PLAN

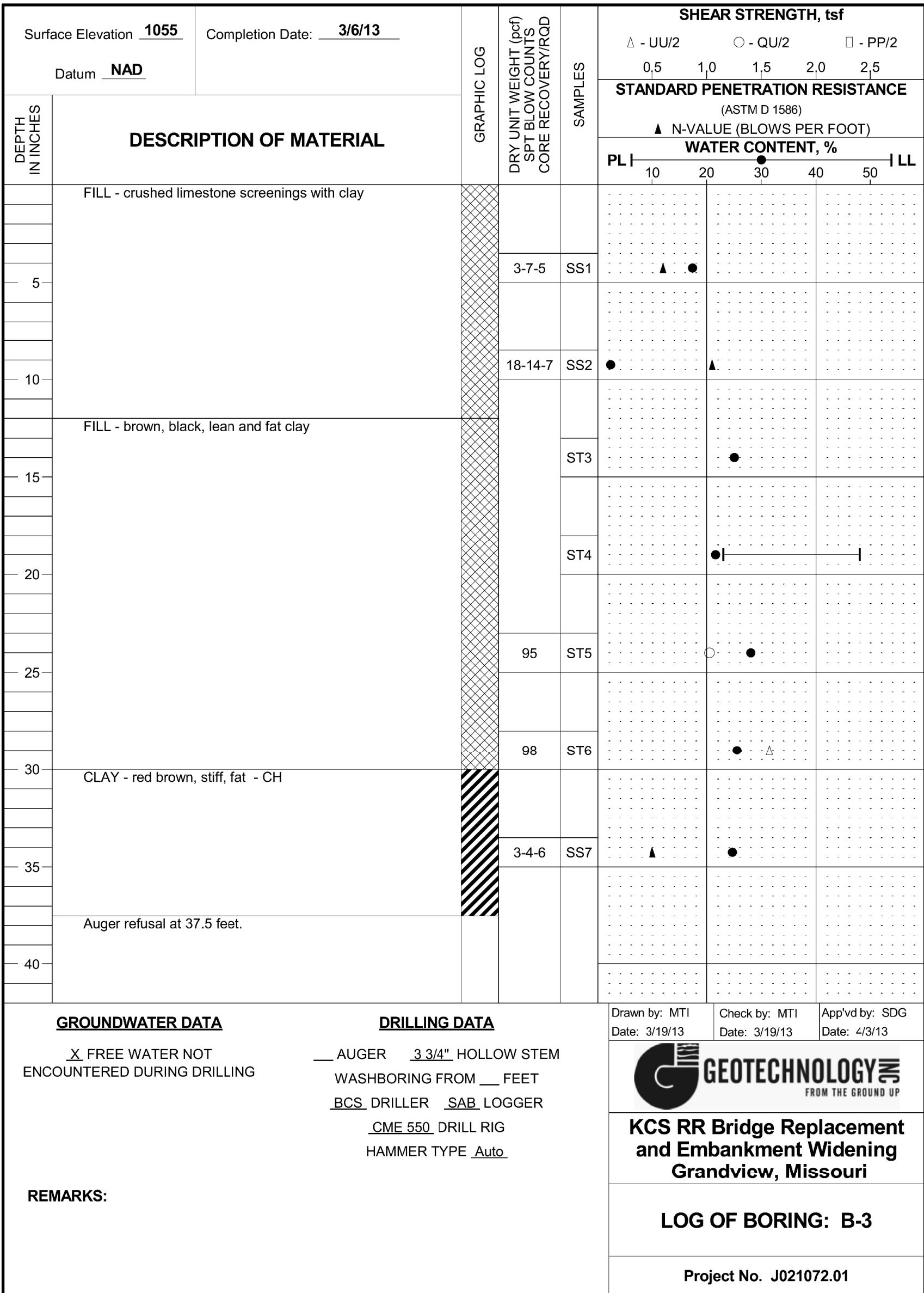
SHEET NO.
S012

SHEET 36 OF 54

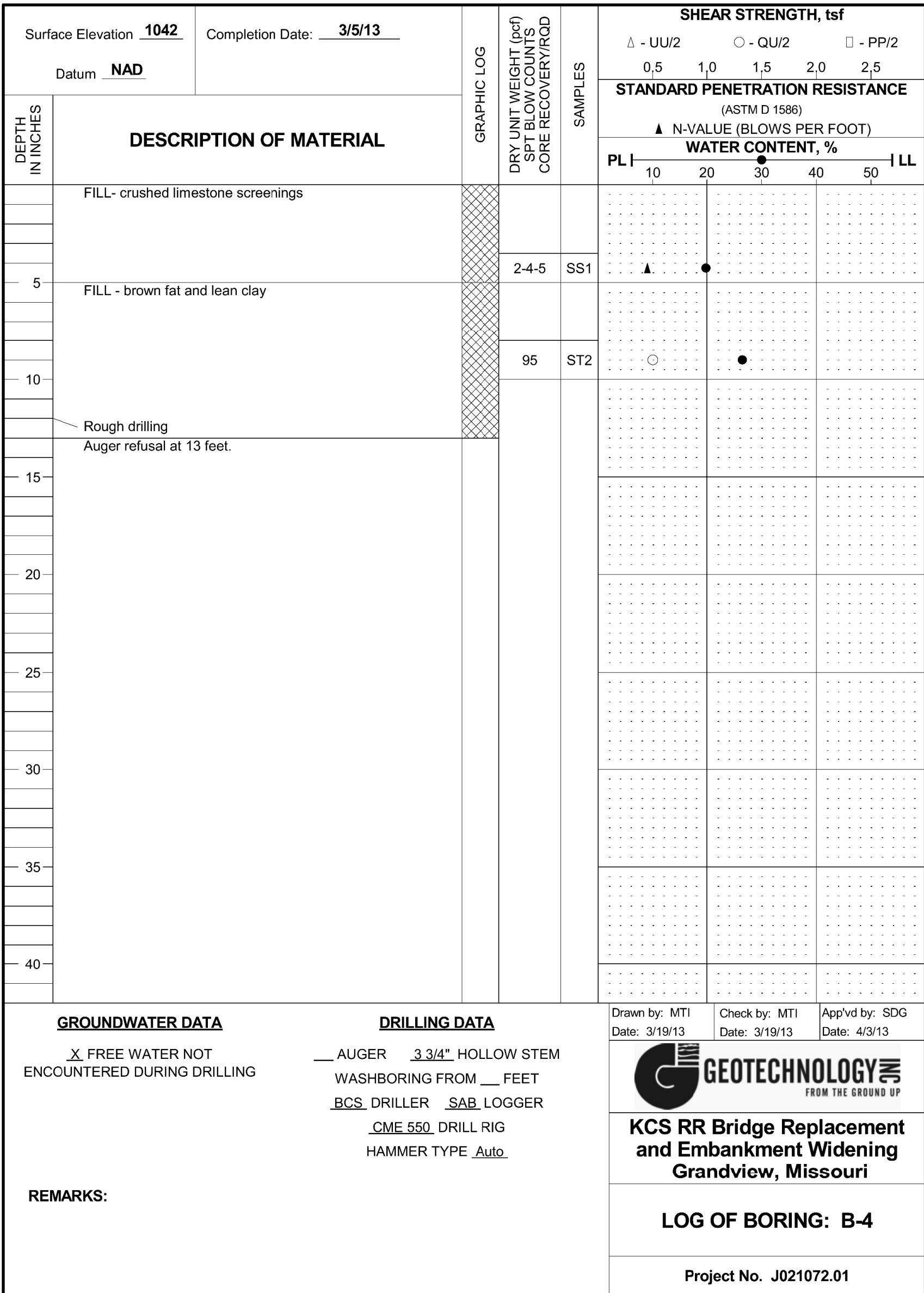
NOTE: STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARIES BETWEEN SOIL TYPES
AND THE TRANSITION MAY BE GRADUAL. GRAPHIC LOG FOR ILLUSTRATION PURPOSES ONLY.



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TRANSYSTEMS

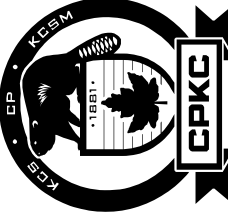
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FAX: (816) 329-8602

STATE OF MISSOURI
JAMES P. HIRSH
NUMBER E-500/01027
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CONSULTANTS:

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CPKC BRIDGE
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GRANDVIEW, MISSOURI



REVISIONS:

PROJ NO:	P101060145
SCALE:	1"=1'-0"
DATE:	3/31/2026
DESIGNED BY:	JPH
DRAWN BY:	TLO
CHECKED BY:	JPH
SHEET TITLE:	
BORING LOGS	
SHEET NO.	
S025	
SHEET	49 OF 54