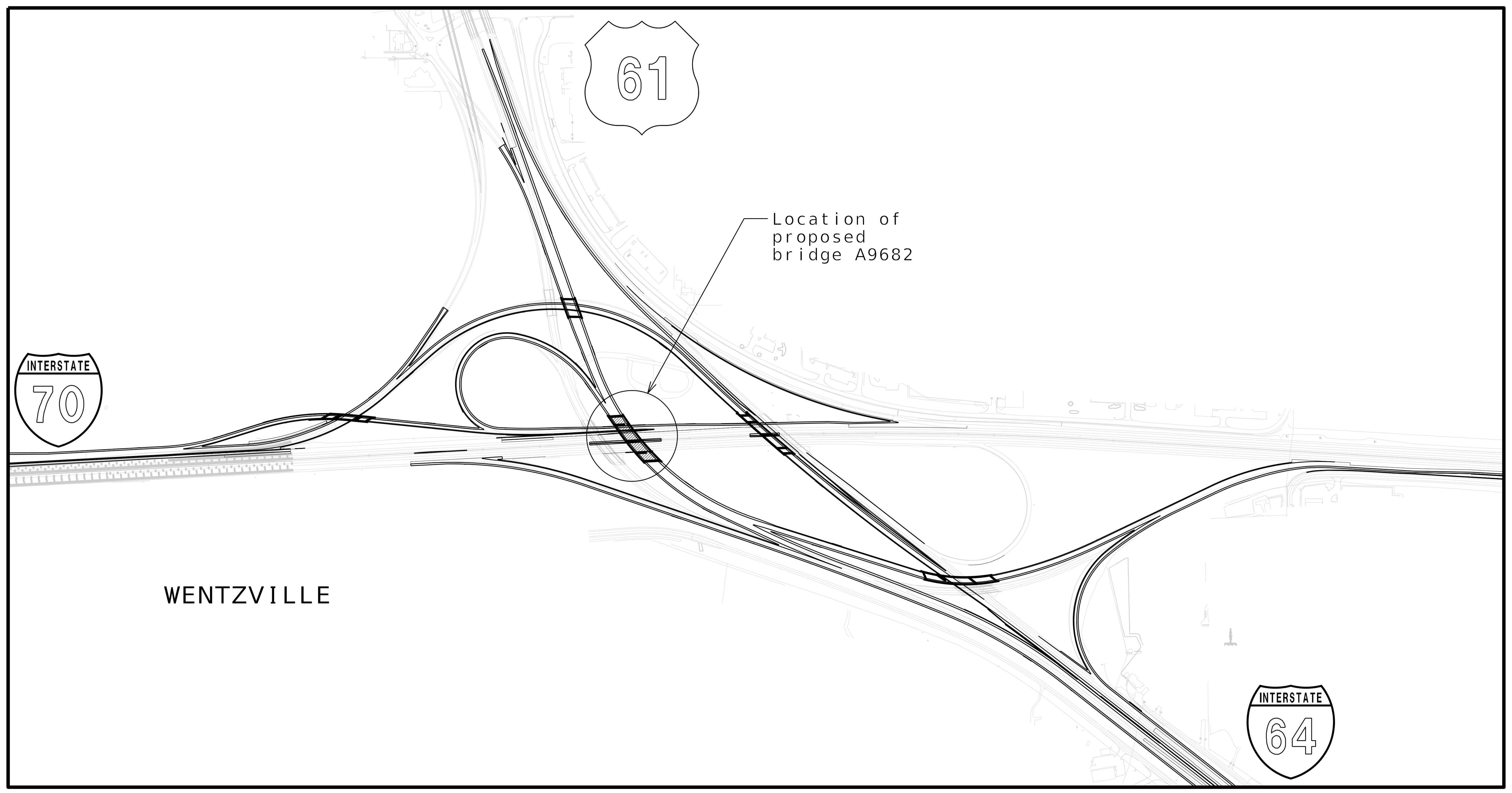
(52.3' - 109.4' - 79.7' - 59.1') PRESTRESSED CONCRETE NU-GIRDER SPANS



LOCATION MAP

INDEX OF DRAWINGS

BRIDGE: ROUTE 61S OVER I-70

ROUTE 61 FROM ROUTE A TO ROUTE N
ABOUT 1.3 MILES SOUTH OF ROUTE A
BEGINNING STATION 386+15.95

DATE PREPARED 5/6/2025	
ROUTE US-61	STATE MO
DISTRICT BR	SHEET NO. 1
COUNTY ST. CHARLES	
JOB NO. JST0020	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. A9682	

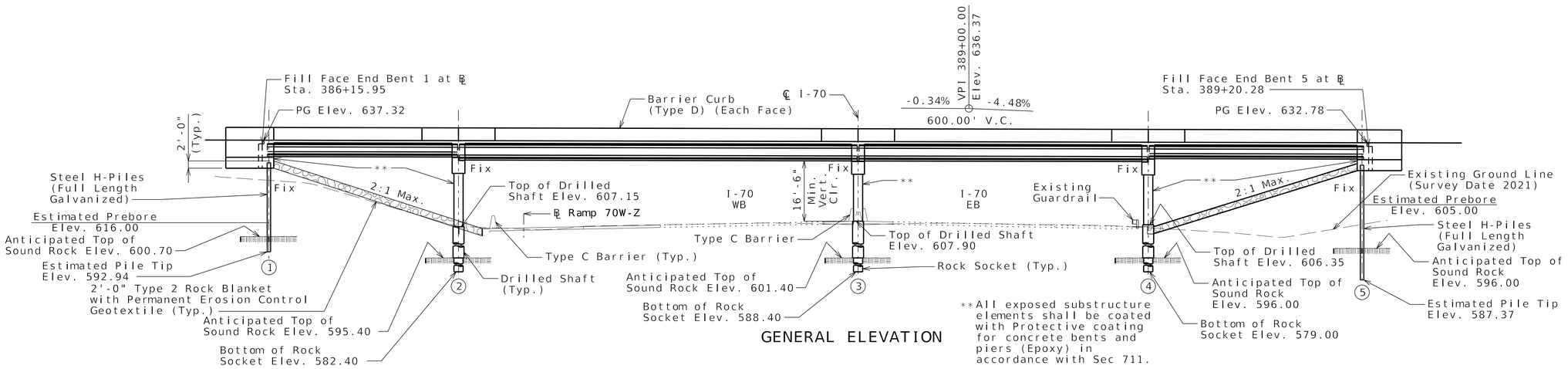
DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West

Designed APR 2025
Detailed APR 2025
Checked APR 2025

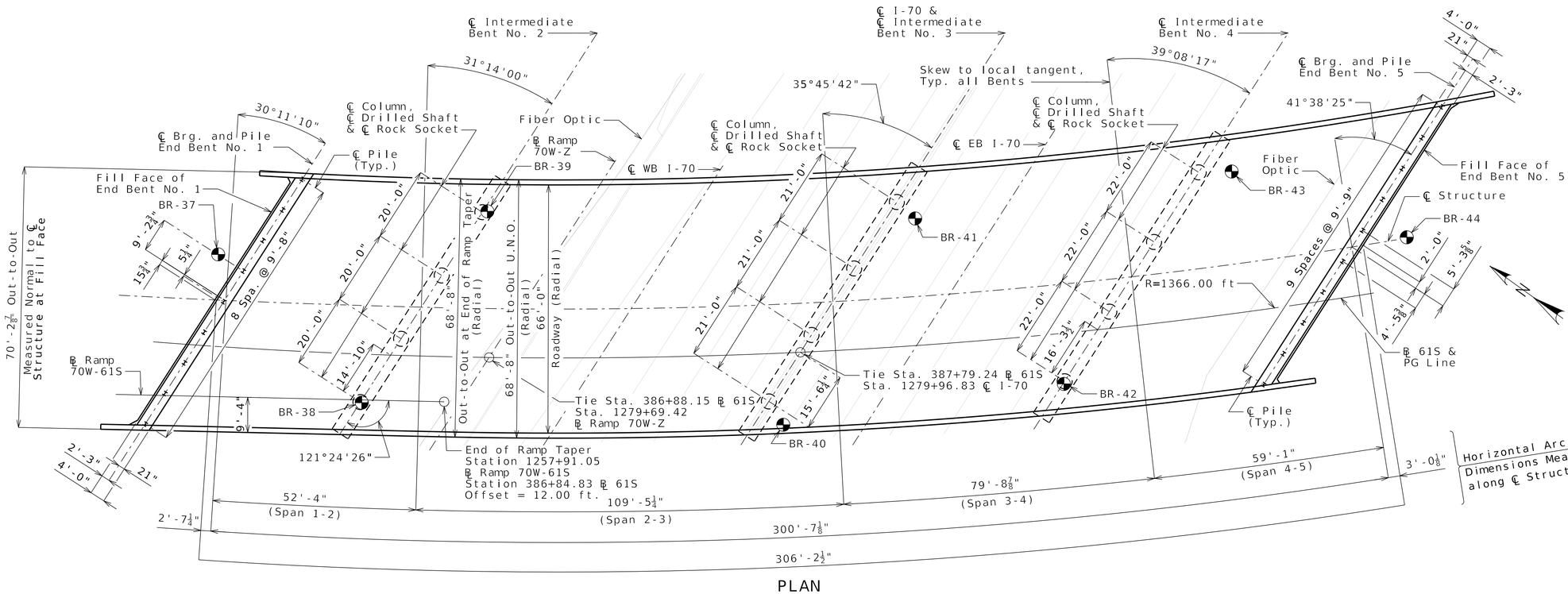
Note: This drawing is not to scale. Follow dimensions.

(52.3' - 109.4' - 79.7' - 59.1') PRESTRESSED CONCRETE NU-GIRDER SPANS



GENERAL ELEVATION

** All exposed substructure elements shall be coated with Protective coating for concrete bents and piers (Epoxy) in accordance with Sec 711.



PLAN

Indicates location of post-award borings.

Notice and Disclaimer Regarding Boring Log Data

The locations of all subsurface borings for this structure are shown above. These borings are depicted in profile on Sheet No. 40. The logs, laboratory test results, rock core photographs and other information obtained at these borings are available in the geotechnical memorandum prepared by HNTB for this structure.

By nature of the exploration process, the information gathered at subsurface borings represents only a small fraction of the total volume of material at this site. Interpolation between data samples may not be indicative of the nature and extent of the variations that actually existing between sampling locations.

Notes:

All bents are parallel.

For General Notes and Foundation Data, See Sheet No. 3.

For span lengths, stationing, profile grade elevations, and skew angles along ℄ 61S & PG Line, see Sheet No. 4.

GENERAL PLAN AND ELEVATION

Detailed APR 2025
Checked APR 2025

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

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 2
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

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Bartlett & West 601 MONROE ST., SUITE 201 • JEFFERSON CITY, MO 65101 PHONE: (573) 634-2488 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING INCORPORATED IN THE STATE OF MISSOURI

Foundation Data

Type	Design Data		Bent Number 1	2	3	4	5
Load Bearing Pile	Pile Type and Size		HP12x53	--	--	--	HP12x53
	Number	ea	9	--	--	--	10
	Approximate Length Per Each	ft	38	--	--	--	40
	Pile Point Reinforcement	ea	ALL	--	--	--	ALL
	Min. Galvanized Penetration (Elev.)	ft	Full Length	--	--	--	Full Length
	Pile Driving Verification Method		WEAP	--	--	--	WEAP
	Resistance Factor		0.5	--	--	--	0.5
	Minimum Nominal Axial Compressive Resistance	kip	400	--	--	--	404
Rock Socket	Number	ea	--	4	4	4	--
	Layer 1 Foundation Material		--	--	Shale	Shale	--
	Layer 1 Elevation Range	ft	--	--	598.4-590.7	593.0-581.1	--
	Layer 1 Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	--	--	17.4	17.4	--
	Layer 2 Foundation Material		--	Limestone	Limestone	Limestone	--
	Layer 2 Elevation Range	ft	--	592.4-588.3	590.7-583.7	581.1-560	--
	Layer 2 Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	--	31.4	31.4	31.4	--
	Layer 3 Foundation Material		--	Shale	--	--	--
	Layer 3 Elevation Range	ft	--	588.3-587.6	--	--	--
	Layer 3 Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	--	17.4	*	--	--
	Layer 4 Foundation Material		--	Limestone	--	--	--
	Layer 4 Elevation Range	ft	--	587.6-565.0	--	--	--
	Layer 4 Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	--	31.4	--	--	--
	Minimum Nominal Axial Compressive Resistance (Tip Resistance)	ksf	--	400	400	400	--

WEAP = Wave Equation Analysis of Piles

Load Bearing Piles:

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

Rock Socket (Drilled Shafts):

$$\text{Minimum Nominal Axial Compressive Resistance (Side Resistance + Tip Resistance)} = \frac{\text{Maximum Factored Loads}}{\text{Resistance Factors}}$$

Driven Piles:

Prebore for piles at End Bents No. 1 and No. 5 to elevations 616.00 and 605.00, respectively.

All piles shall be galvanized full length.

Manufactured pile point reinforcement shall be used on all piles in this structure.

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

Prebore holes shall be backfilled with sand (or other approved material), in accordance with Sec 702, before piles are driven to bearing.

Roadway fill shall be completed to the final roadway section and up to the elevation of the bottom of the concrete beam within the limits of the structure and for not less than 25 feet in back of the fill face of the end bents before any piles are driven for any bents falling within the embankment section.

HP piles are anticipated to be driven to refusal on rock. Review all borings for depth of rock and restrict driving as appropriate to comply with hard rock driving criteria in accordance with Sec 702. When pile refusal on rock occurs, as approved by the engineer, the minimum nominal axial compressive resistance is verified and no additional pile driving verification method is required.

General Notes:

Design Specifications:

2020 AASHTO LRFD Bridge Design Specifications (9th Ed.)
Seismic Design Category = A (Seismic Details plus Abutment Seismic Design)

Design Loading:

Vehicular = HL-93
Future Wearing Surface = 35 lb/sf
Earth = 120 lb/cf
Equivalent Fluid Pressure = 45 lb/cf
Superstructure: Simply-Supported, Non-Composite for Dead Load. Continuous Composite for live load.

Design Unit Stresses:

Class B Concrete (Substructure)	f'c = 3,000 psi
Class B-2 Concrete (Drilled Shafts & Rock Sockets)	f'c = 4,000 psi
Class B-1 Concrete (Barrier)	f'c = 4,000 psi
Class B-2 Concrete (Superstructure, except Prestressed Girders and Barrier)	f'c = 4,000 psi
Reinforcing Steel (ASTM A706 Grade 60)	fy = 60,000 psi
Structural Steel HP Pile (ASTM A709 Grade 50)	fy = 50,000 psi
Structural Steel Girder Chairs (ASTM A709 Grade 36)	fy= 36,000 psi

For prestressed girder stresses, see Sheets No. 22 thru 25

Neoprene Pads:

Neoprene bearing pads shall be 60 durometer and shall be in accordance with Sec 716.

Pile Protective Coatings:

Piles shall be galvanized in accordance with Sec 702 and Sec. 1081.

Joint Filler:

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

Reinforcing Steel:

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

All exposed substructure elements will contain epoxy coated reinforcing.

Traffic Handling:

Vertical Clearance for I-70 & Ramp 70W-Z traffic during construction shall be 15 ft. minimum over all lanes of live traffic as shown in each phase of the Maintenance of Traffic Plans.

Structure to be closed during construction. Traffic to be maintained on other structures during construction. See Maintenance of Traffic Plans for traffic control.

Structural Steel Coating:

Structural steel for the girder chairs shall be coated with not less than 2 mils of organic zinc primer. Scratched or damaged surfaces are to be touched up in the field before concrete is poured. In lieu of coating, the girder chairs may be galvanized in accordance with ASTM A123.

Concrete Protective Coatings:

Protective coating for concrete bents and piers (Epoxy) shall be applied to all exposed substructure surfaces and in accordance with Sec 711.

Miscellaneous:

High strength bolts, nuts and washers will be sampled for quality assurance as specified in Sec 106.

Stay-In-Place Forms:

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

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

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

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

Standard Plans:

609.00R
617.10N
706.35H

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 3
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

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

IMPROVE 70 ALLIANCE

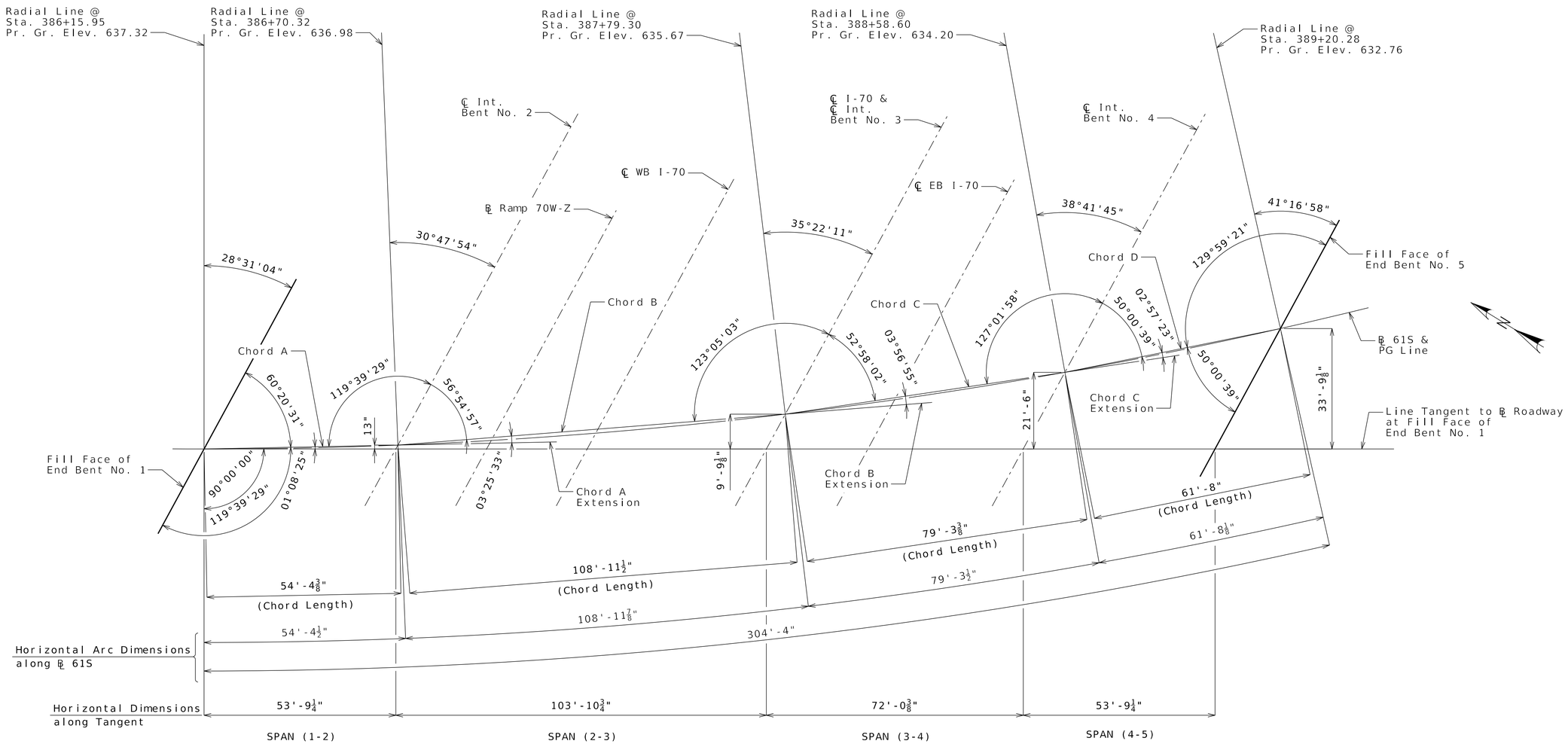
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West 601 MONROE ST. SUITE 201 - JEFFERSON CITY, MO 65101 PHONE: 573-635-2644 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM

Detailed APR 2025
Checked APR 2025

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

GENERAL NOTES



PLAN SHOWING LAYOUT DATA FOR SUBSTRUCTURE

Notes:
All bents are parallel.
All dimensions are horizontal.

Detailed APR 2025
Checked APR 2025

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

SUBSTRUCTURE LAYOUT

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 4
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
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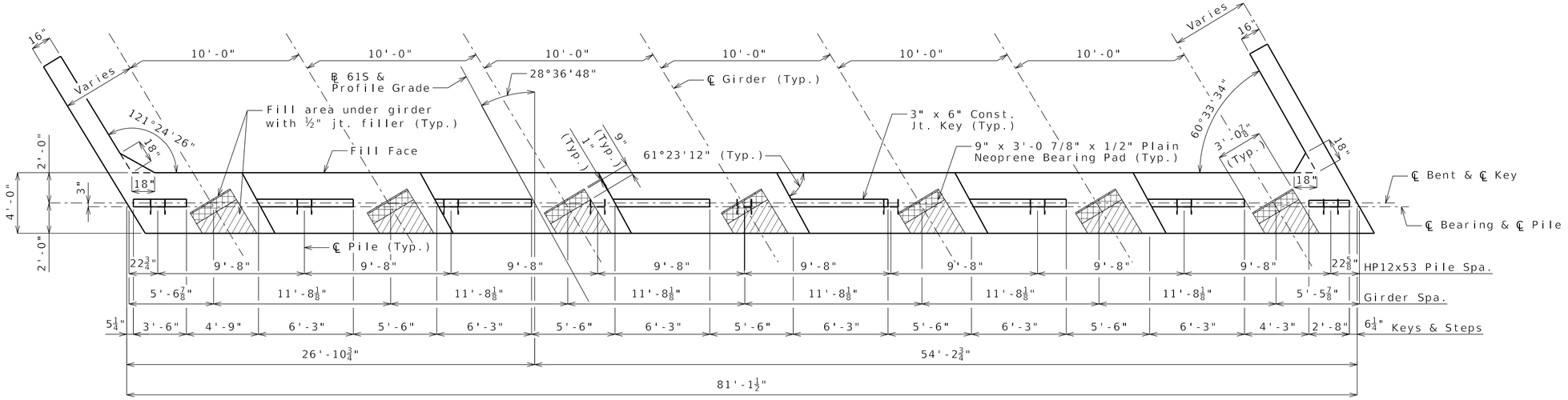
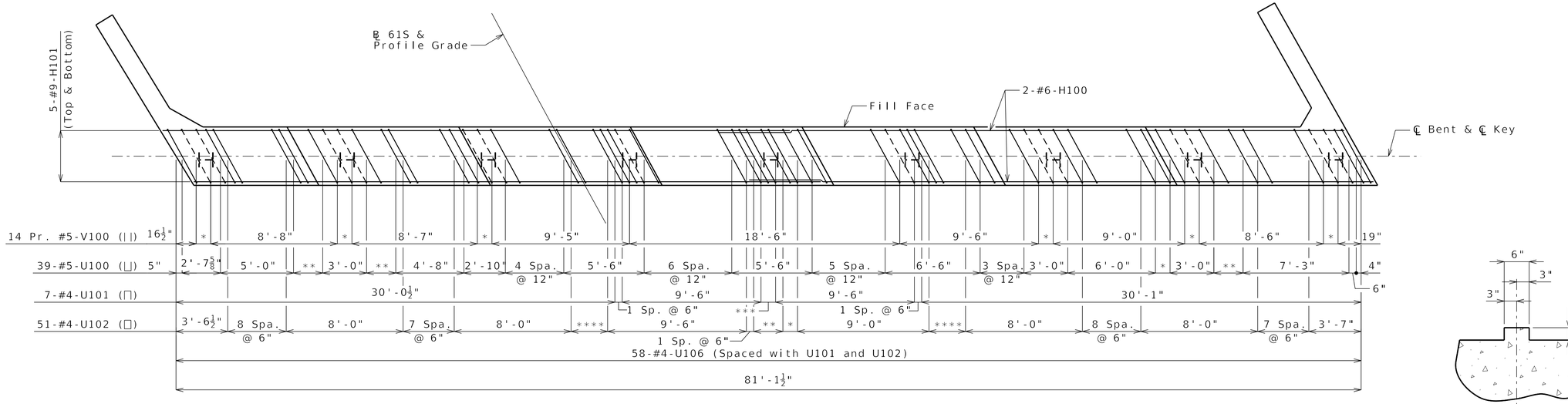


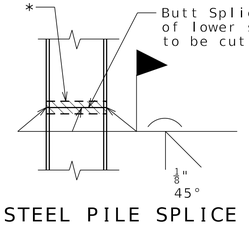
PLAN OF BEAM



PLAN OF BEAM SHOWING REINFORCEMENT

Keys not shown for clarity.

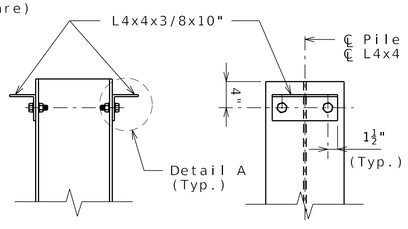
SECTION THRU KEY



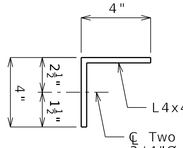
STEEL PILE SPLICE

(If required)

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



DETAILS OF HP PILE ANCHORS



DETAIL A

* 1 Space @ 12"
** 2 Spaces @ 12"
*** 2 Spaces @ 6"
**** 5 Spaces @ 6"

Angles shall be coated with a minimum of two coats of non-aluminum epoxy mastic primer to provide a dry film thickness of 4 mils minimum, 8 mils maximum, or galvanized in accordance with Sec 1081. Bolts, washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

General Notes:

Work this sheet with Sheets No. 6 and 7.

All U bars and pairs of V bars shall be placed parallel to skewed steps.

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

DETAILS OF END BENT NO. 1

Detailed APR 2025
Checked APR 2025

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DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 5
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

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JEFFERSON CITY, MO 65102
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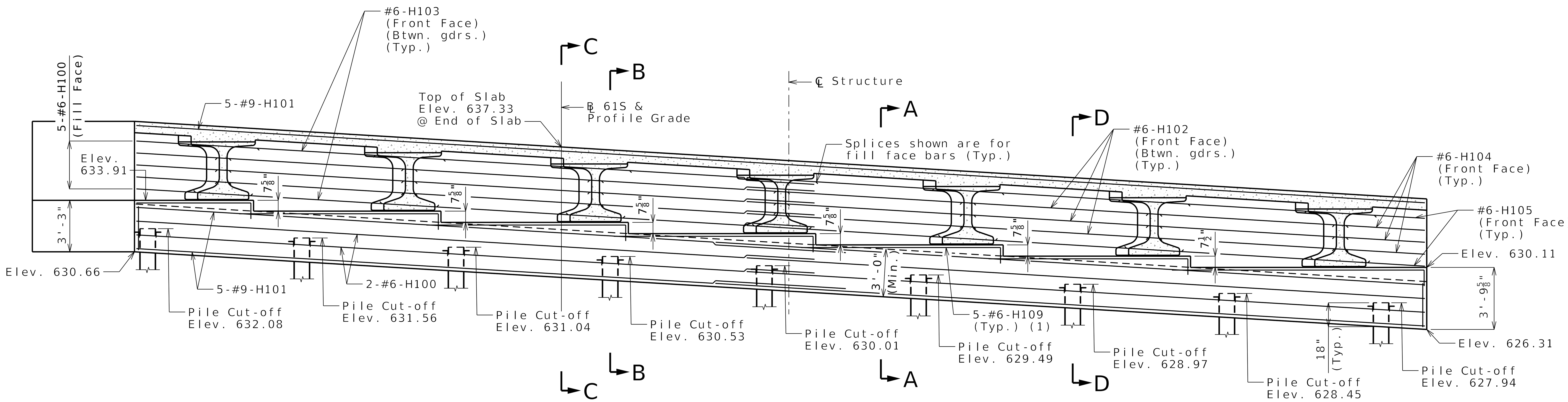
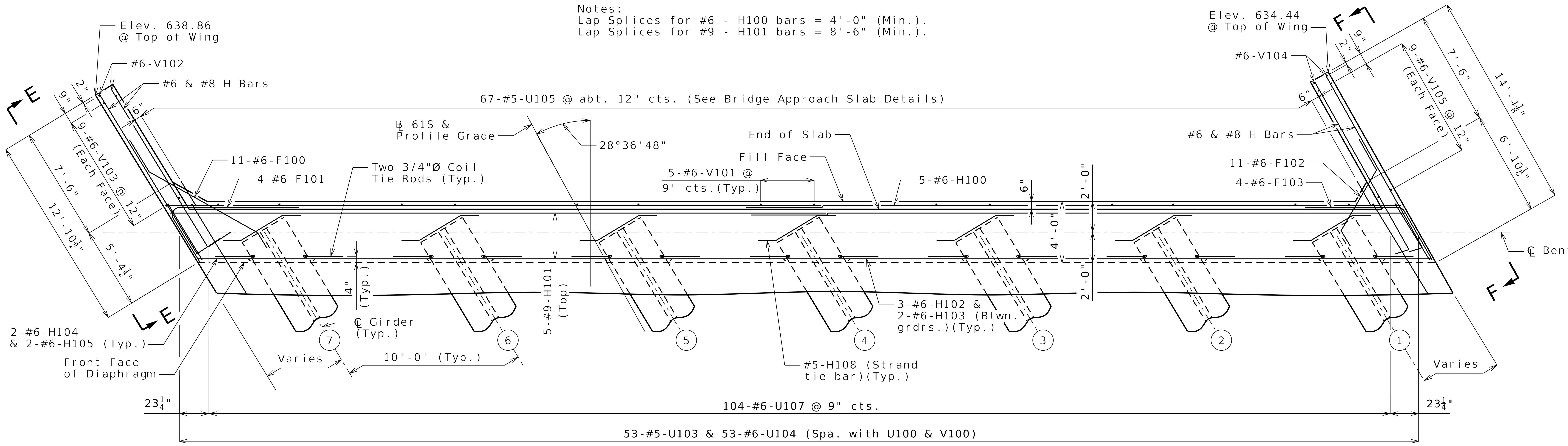


(1) Cut H109 bars as needed to fit step length

SECTION NEAR END BENT

Notes:
Lap Splices for #6 - H100 bars = 4'-0" (Min.).
Lap Splices for #9 - H101 bars = 8'-6" (Min.).



PART PLAN

General Notes:

Work this sheet with Sheets No. 5 and 7.

For Sections A-A, B-B, C-C & D-D and Elevations E-E & F-F, see Sheet No. 7.

The #6-F100 and #6-F102 bars shall be bent in the field to clear girders.

The U bars shall be placed parallel to skewed steps.

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

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

For location of coil tie rods and #5-H108 (strand tie bar), see Sheet No. 22.

For details of vertical drain at end bents, see Sheet No. 8.

For details of bridge approach slab, see Sheet No. 34.

DETAILS OF END BENT NO. 1

Detailed APR 2025
Checked APR 2025

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DATE PREPARED	5/6/2025
ROUTE US-61	STATE MO
DISTRICT BR	SHEET NO. 6
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION | DATE

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IMPROVE 70 ALLIANCE

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270

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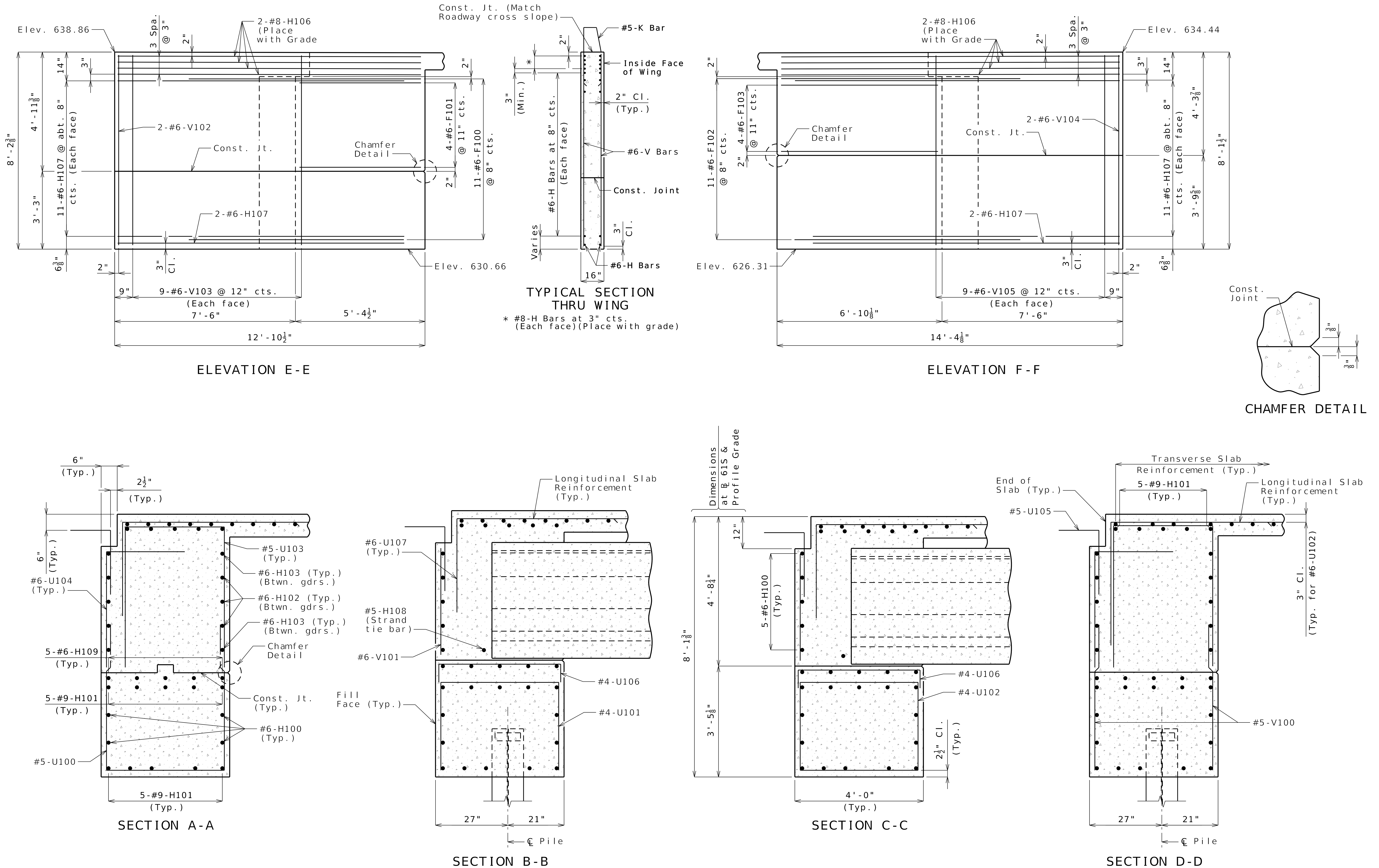

General Notes:

Work this sheet with Sheets No. 5 and 6.

For reinforcement of the barrier, see Sheet No. 33.

DETAILS OF END BENT NO. 1

Detailed APR 2025
Checked APR 2025

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

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	7
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION | DATE

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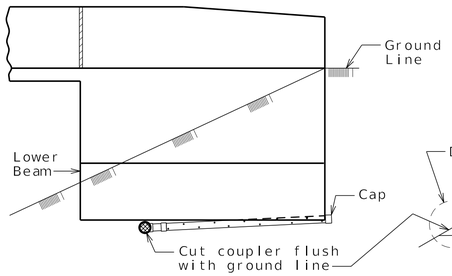
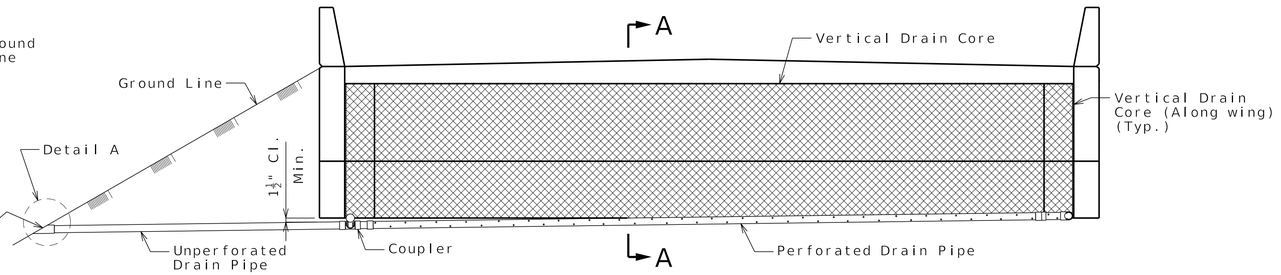
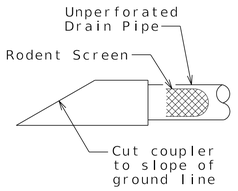


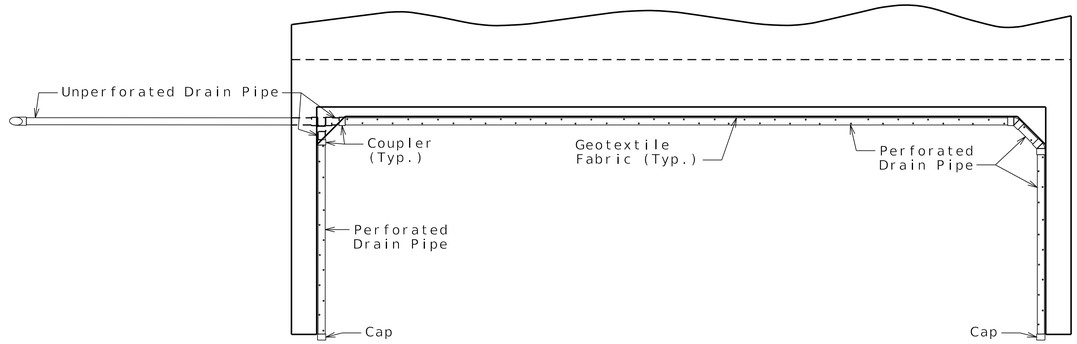
ELEVATION OF WING



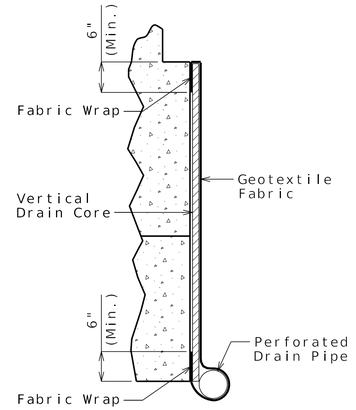
ELEVATION OF END BENT



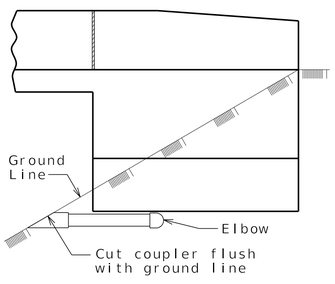
DETAIL A



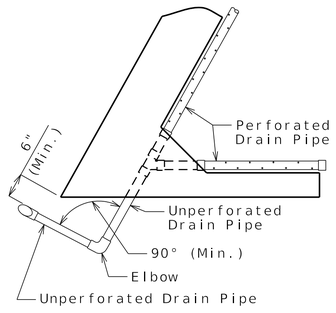
PLAN OF END BENT



PART SECTION A-A
(Section thru wing similar)



ELEVATION OF WING



PART PLAN

OPTIONAL TURNED DRAIN
(Use only when straight drain is not practical.)

(Squared end bent shown, skewed end bent similar)

General Notes:

All drain pipe shall be sloped 1 to 2 percent.

Drain pipe may be either 6-inch diameter corrugated metallic-coated steel pipe underdrain, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at fill face of end bent and inside face of wings. The pipe shall slope to lowest grade of ground line, also missing the lower beam of end bent by a minimum of 1 1/2 inches.

Perforated pipe shall be placed at fill face side and inside face of wings at the bottom of end bent and plain pipe shall be used where the vertical drain ends to the exit at ground line.

VERTICAL DRAIN AT END BENTS

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 8
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
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1-888-ASK-MODOT (1-888-275-6636)

IMPROVE 70 ALLIANCE

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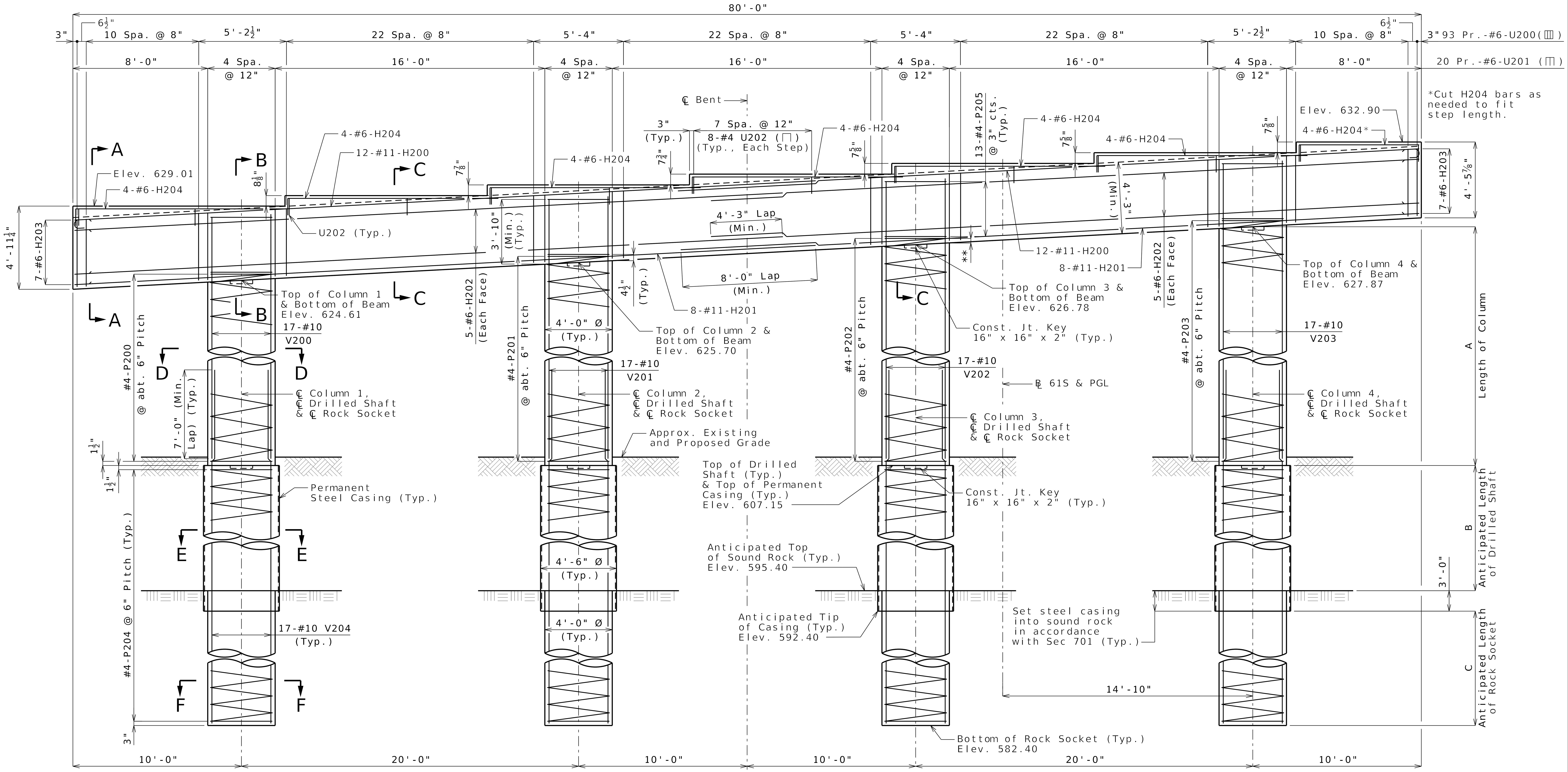


ELEVATION

Beam keys not shown for clarity.

** Continue spiral bars to the bottom of the beam cap stirrup reinforcing bar.

General Notes:

Drilled shafts shall be constructed and inspected in accordance with the project Drilled Shaft Construction AAS.

Work this sheet with Sheets No. 10 and 11.

Thickness of permanent steel casing shall be in accordance with Drilled Shaft Construction AAS.

An additional 4 feet has been added to V-bar and #4-P204 lengths for possible change in drilled shaft or rock socket length. The additional V-bar length shall be cut off or included in the reinforcement lap if not required. The P bars shall be spaced similarly to that shown in Elevation, if required, or a lesser spacing if not required but not less than 6-inch centers.

Sonic logging testing shall be performed on all drilled shafts and rock sockets.

The tip of casing shall not extend into the rock socket range reported in the Foundation Data table without approval by the engineer.

Achorage of spiral reinforcement shall be provided by 1-1/2 extra turns of spiral bar at each end of spiral unit.

Dimension Variable Table

Column	A	B	C
1	17'-5½"	11'-9"	10'-0"
2	18'-6⅝"	11'-9"	10'-0"
3	19'-7⅝"	11'-9"	10'-0"
4	20'-8⅝"	11'-9"	10'-0"

Detailed APR 2025
Checked APR 2025

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

DETAILS OF INTERMEDIATE BENT NO. 2

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	9
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION

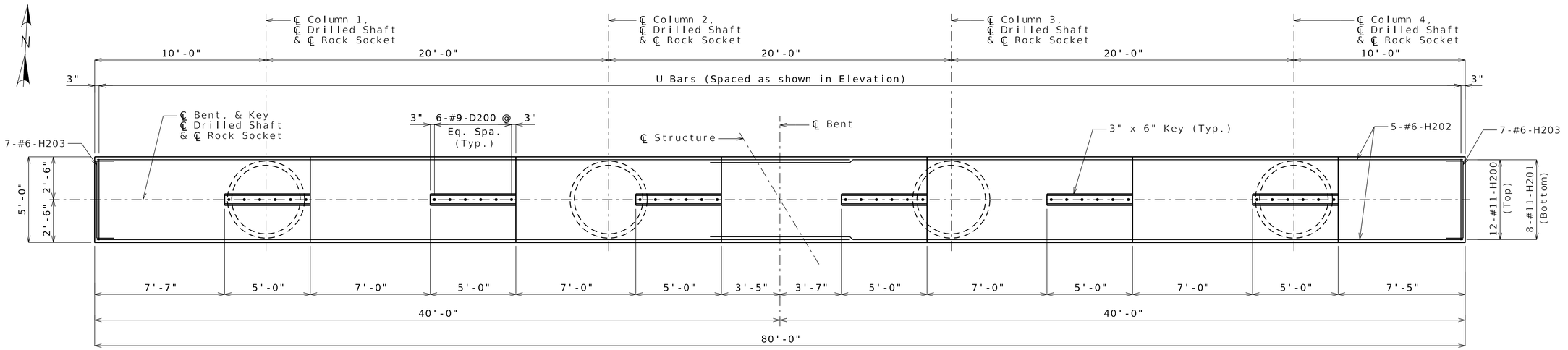
DATE

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

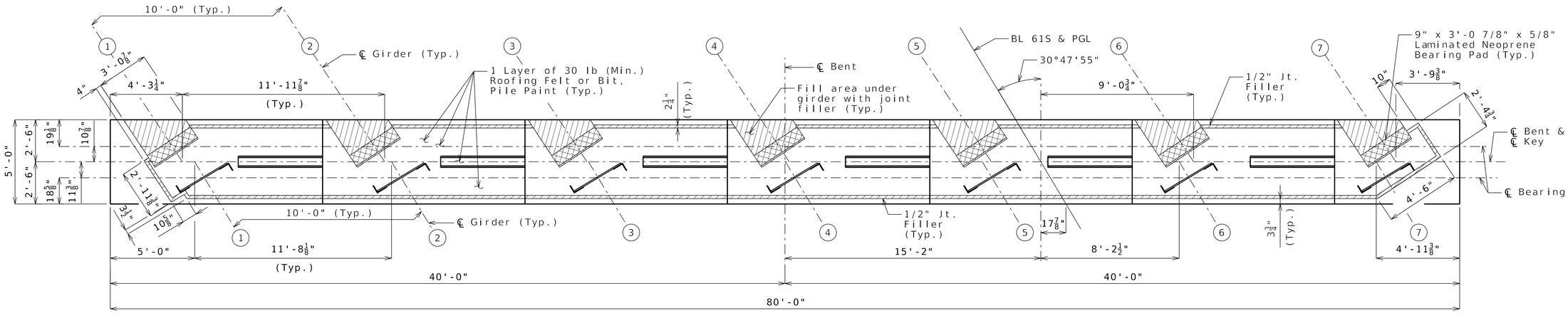
IMPROVE 70 ALLIANCE

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270

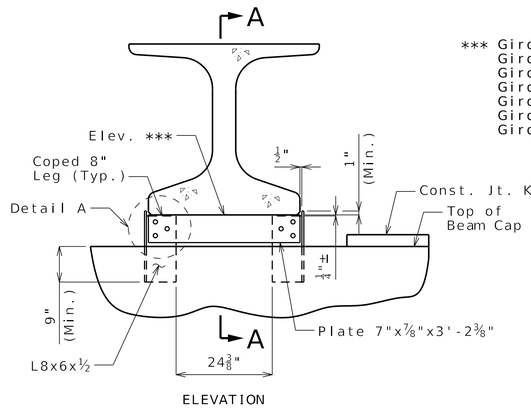
Bartlett & West



PLAN SHOWING REINFORCEMENT

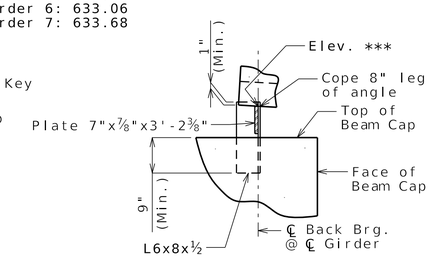


PLAN OF BEAM

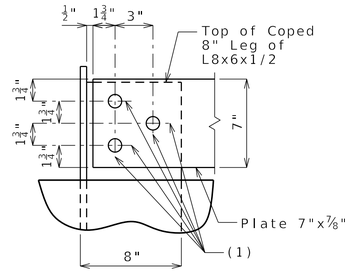


ELEVATION

*** Girder 1: 629.95
Girder 2: 630.57
Girder 3: 631.19
Girder 4: 631.81
Girder 5: 632.43
Girder 6: 633.06
Girder 7: 633.68



SECTION A-A



(1) ℄ 1 1/16" ○ Hole in angle (Field drilled) & plate for 1" ○ ASTM F3125 Grade A325 Type 1 bolts

DETAIL A

GIRDER CHAIR DETAILS

General Notes:

Work this sheet with Sheets No. 9 and 11.

For steps 2 inches or more, use 2 1/4x 1/2-inch joint filler up vertical face.

Structural steel for the girder beam chairs shall be coated with not less than 2 mils of inorganic zinc primer. Scratched or damaged surfaces are to be touched up in the field before concrete is poured. In lieu of coating, the girder beam chairs may be galvanized in accordance with ASTM A123.

Steel for chairs shall be ASTM A709 Grade 36.

Reinforcing steel shall be shifted to clear chairs.

DETAILS OF INTERMEDIATE BENT NO. 2

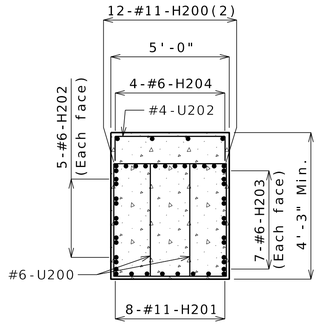
Detailed APR 2025
Checked APR 2025

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

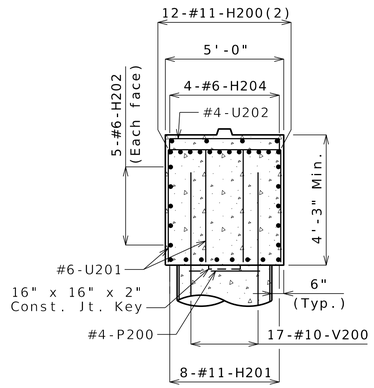
DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 10
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

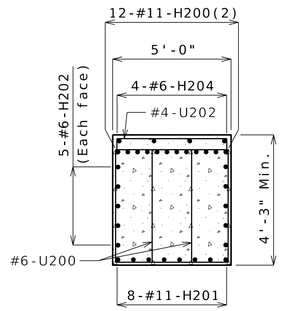
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201, JEFFERSON CITY, MO 65101 (573) 635-2748 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING



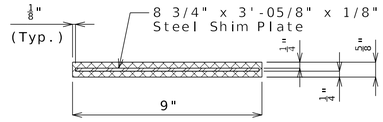
SECTION A-A



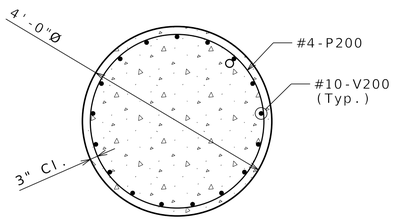
SECTION B-B



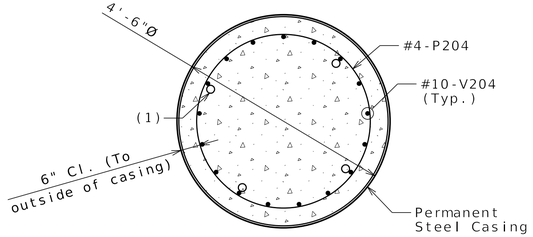
SECTION C-C



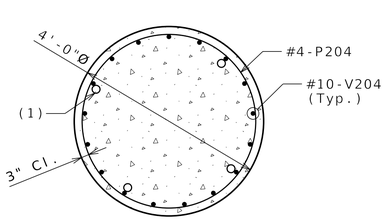
SECTION THRU LAMINATED NEOPRENE BEARING PAD



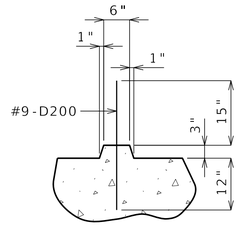
SECTION D-D



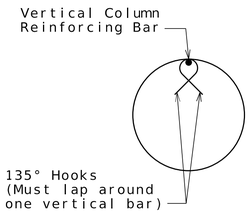
SECTION E-E



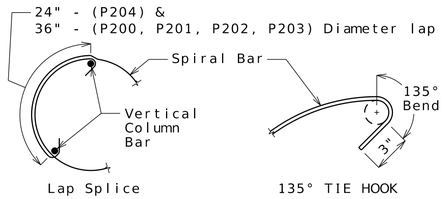
SECTION F-F



SECTION THRU KEY



SEISMIC STIRRUP BAR (#4-P205)



INTERMEDIATE SPLICE OF SPIRALS

Standard 135-degree tie hooks that engage vertical column reinforcing bars shall be provided at each end of splice.

(1) 2"Ø Steel Pipe for sonic logging testing (4 each shaft)

(2) Adjust bars as necessary to clear girder chair's embedded L-shape. Maintain 2 1/2" clear spacing between bars. Bundle bars horizontally if necessary.

General Notes:

Work this sheet with Sheets No. 9 and 10.

DETAILS OF INTERMEDIATE BENT NO. 2

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 11
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

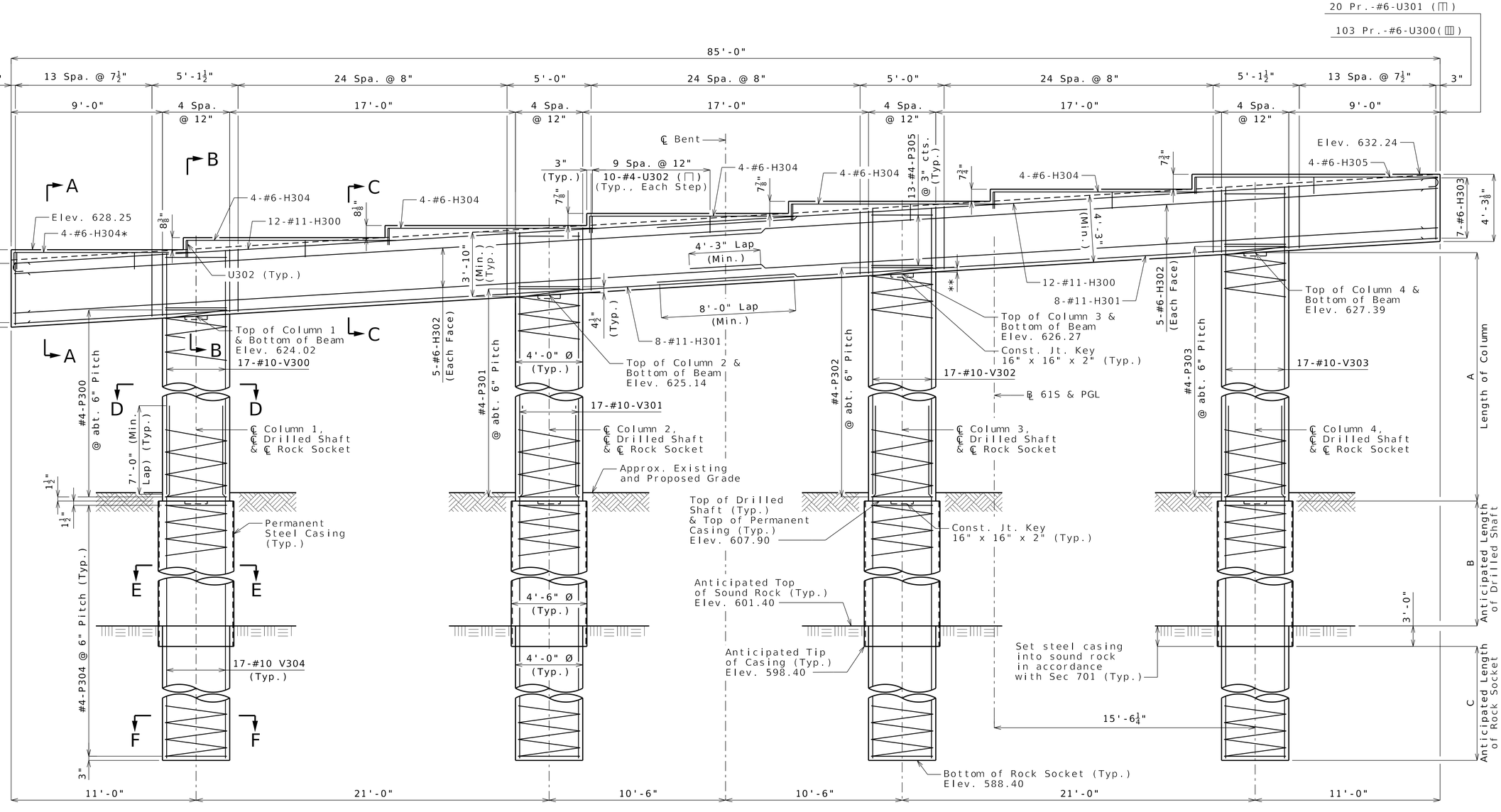
DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
IMPROVE 70 ALLIANCE
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY NO. 001270
HNTB
Bartlett & West
601 MONROE ST. SUITE 201 - JEFFERSON CITY, MO 65101
PHONE: (573) 634-2488
CERTIFICATE OF AUTHORITY NO. 000157 - ENGINEERING
WWW.BARTLETTWEST.COM

Detailed APR 2025
Checked APR 2025

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

B_A9682_010_JST0020_BENT2-3.dgn 4:22:26 PM 5/6/2025



ELEVATION

Beam keys not shown for clarity.

∗ Cut H304 bars as needed to fit step length.
∗∗ Continue spiral bars to the bottom of the beam cap stirrup reinforcing bar.

Dimension Variable Table			
Column	A	B	C
1	16'-1 1/2"	6'-6"	10'-0"
2	17'-2 7/8"	6'-6"	10'-0"
3	18'-4 3/4"	6'-6"	10'-0"
4	19'-5 7/8"	6'-6"	10'-0"

General Notes:

Drilled shafts shall be constructed and inspected in accordance with the project Drilled Shaft Construction AAS.

Work this sheet with Sheets No. 13 and 14.

Thickness of permanent steel casing shall be in accordance with Drilled Shaft Construction AAS.

An additional 4 feet has been added to V-bar and #4-P304 lengths for possible change in drilled shaft or rock socket length. The additional V-bar length shall be cut off or included in the reinforcement lap if not required. The P bars shall be spaced similarly to that shown in Elevation, if required, or a lesser spacing if not required but not less than 6-inch centers.

Sonic logging testing shall be performed on all drilled shafts and rock sockets.

The tip of casing shall not extend into the rock socket elevation range reported in the Foundation Data table without approval by the engineer.

Achorage of spiral reinforcement shall be provided by 1-1/2 extra turns of spiral bar at each end of spiral unit.

DETAILS OF INTERMEDIATE BENT NO. 3

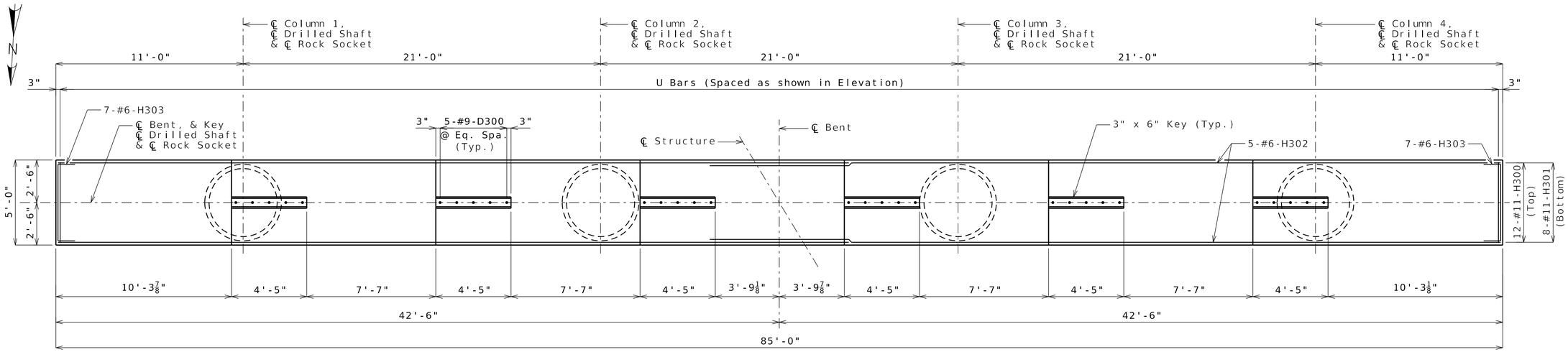
Detailed APR 2025
Checked APR 2025

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

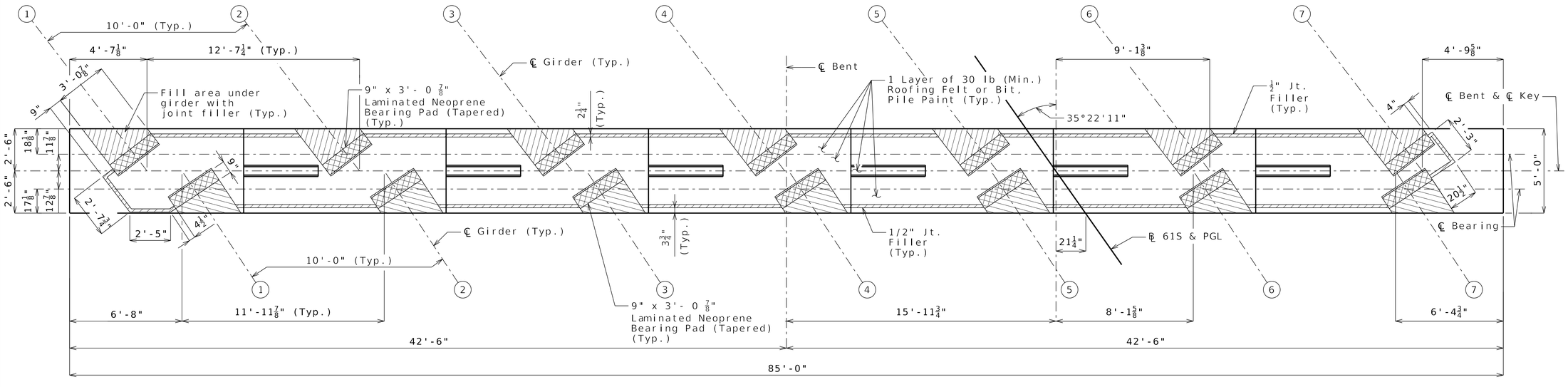
DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 12
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201 JEFFERSON CITY, MO 65101 PHONE: (573) 635-2644 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM



PLAN SHOWING REINFORCEMENT



PLAN OF BEAM

General Notes:

Work this sheet with Sheets No. 12 and 14.

For steps 2 inches or more, use 2 1/4x 1/2-inch joint filler up vertical face.

DETAILS OF INTERMEDIATE BENT NO. 3

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 13
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

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

IMPROVE 70 ALLIANCE

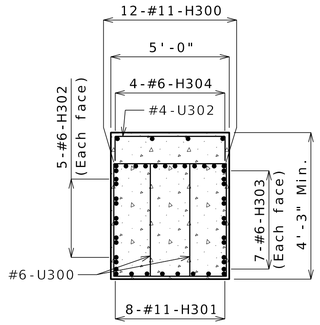
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West 601 MONROE ST., SUITE 201 - JEFFERSON CITY, MO 65101 PHONE: 573-635-2748 CERTIFICATE OF AUTHORITY NO. 000707 - ENGINEERING WWW.BARTLETTWEST.COM

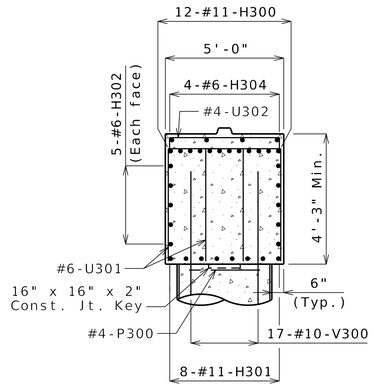
Detailed APR 2025
Checked APR 2025

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

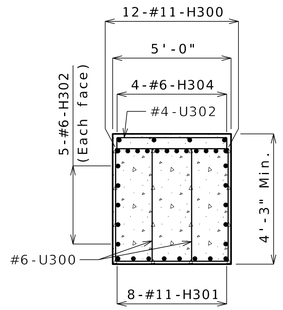
B_A9682_012_JST0020_BENT3-2.dgn 4:22:33 PM 5/6/2025



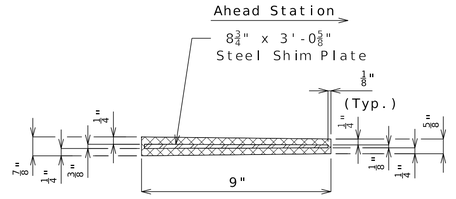
SECTION A-A



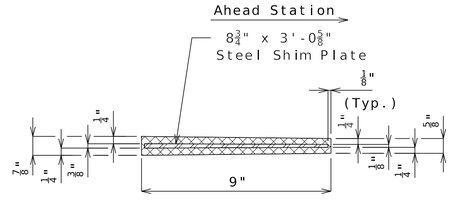
SECTION B-B



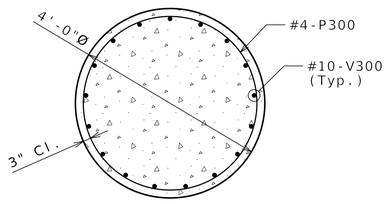
SECTION C-C



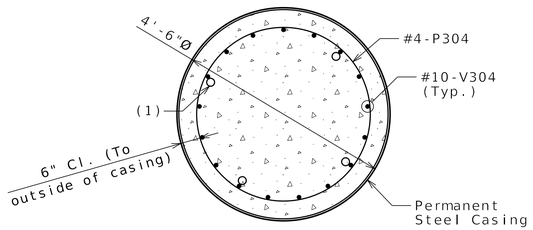
SECTION THRU LAMINATED NEOPRENE BEARING PAD (TAPERED) (BACK BRG.)
(7 Required)



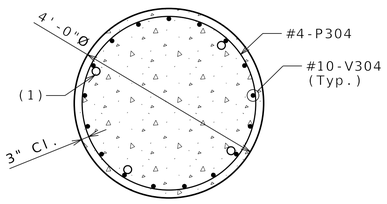
SECTION THRU LAMINATED NEOPRENE BEARING PAD (TAPERED) (AHEAD BRG.)
(7 Required)



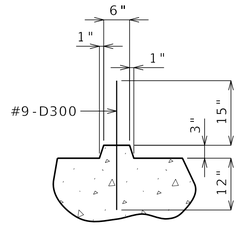
SECTION D-D



SECTION E-E

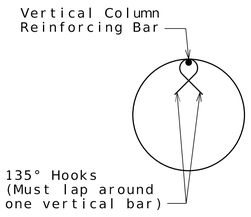


SECTION F-F

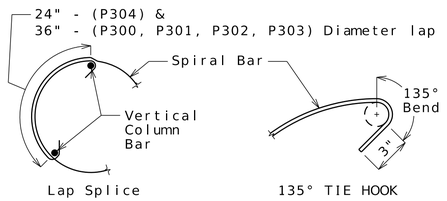


SECTION THRU KEY

(1) 2"Ø Steel Pipe for sonic logging testing (4 each shaft)



SEISMIC STIRRUP BAR (#4-P305)



INTERMEDIATE SPLICE OF SPIRALS

Standard 135-degree tie hooks that engage vertical column reinforcing bars shall be provided at each end of splice.

General Notes:

Work this sheet with Sheets No. 12 and 13.

DETAILS OF INTERMEDIATE BENT NO. 3

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 14
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

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

IMPROVE 70 ALLIANCE

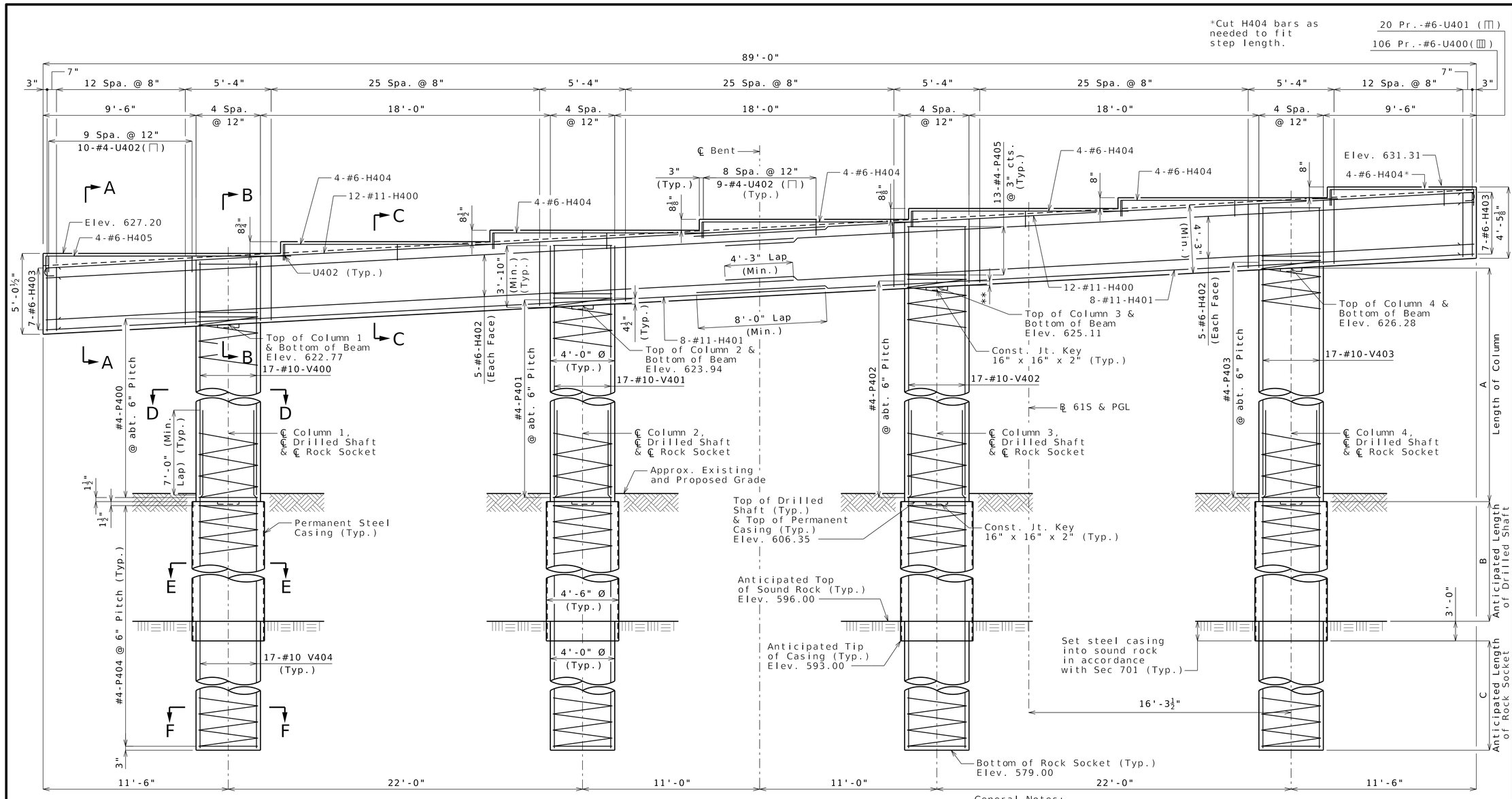
HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West
601 MONROE ST. SUITE 201 - JEFFERSON CITY, MO 65101
PHONE: (573) 635-2446 FAX: (573) 635-3017
CERTIFICATE OF AUTHORITY NO. 000157 - ENGINEERING
WWW.BARTLETTWEST.COM

Detailed APR 2025
Checked APR 2025

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

B_A9682_013_JST0020_BENT3-3.dgn 4:22:36 PM 5/6/2025



ELEVATION

Beam keys not shown for clarity.

** Continue spiral bars to the bottom of the beam cap stirrup reinforcing bar.

Dimension Variable Table			
Column	A	B	C
1	16'-5"	6'-9"	14'-0"
2	17'-7⅛"	6'-9"	14'-0"
3	18'-9⅛"	6'-9"	14'-0"
4	19'-11⅛"	6'-9"	14'-0"

General Notes:

Work this sheet with Sheets No. 16 and 17.

Drilled shafts shall be constructed and inspected in accordance with the project Drilled Shaft Construction AAS.

Thickness of permanent steel casing shall be in accordance with Drilled Shaft Construction AAS.

An additional 4 feet has been added to V-bar and #4-P404 lengths for possible change in drilled shaft or rock socket length. The additional V-bar length shall be cut off or included in the reinforcement lap if not required. The P bars shall be spaced similarly to that shown in Elevation, if required, or a lesser spacing if not required but not less than 6-inch centers.

Sonic logging testing shall be performed on all drilled shafts and rock sockets.

The tip of casing shall not extend into the rock socket elevation range reported in the Foundation Data table without approval by the engineer.

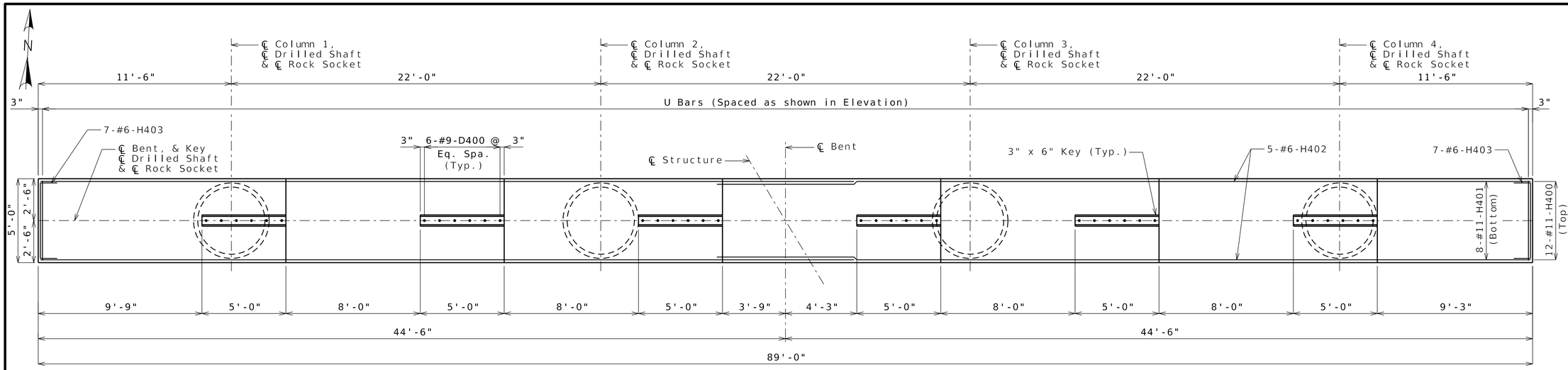
Anchorage of spiral reinforcement shall be provided by 1-1/2 extra turns of spiral bar at each end of spiral unit.

DETAILS OF INTERMEDIATE BENT NO. 4

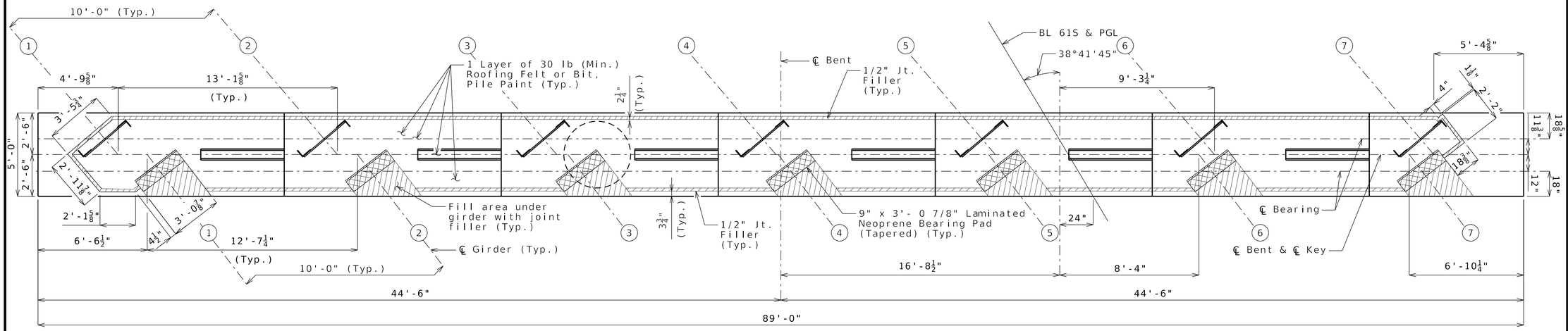
DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 15
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

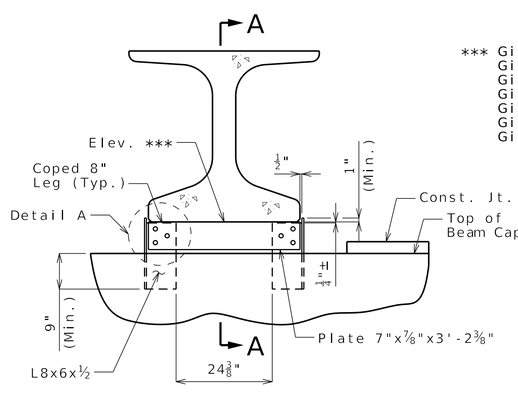
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201 - JEFFERSON CITY, MO 65101 PHONE: (573) 635-2446 CERTIFICATE OF AUTHORITY NO. 000157 - ENGINEERING WWW.BARTLETTWEST.COM



PLAN SHOWING REINFORCEMENT

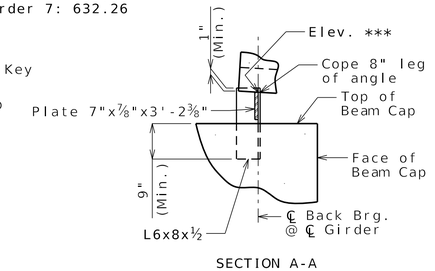


PLAN OF BEAM

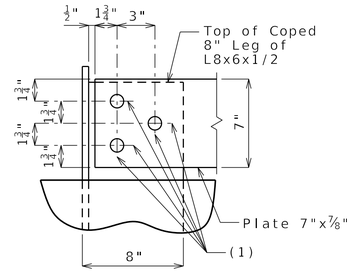


ELEVATION

*** Girder 1: 627.83
Girder 2: 628.58
Girder 3: 629.32
Girder 4: 630.06
Girder 5: 630.80
Girder 6: 631.53
Girder 7: 632.26



SECTION A-A



(1) ℄ 1 1/16" ○ Hole in angle (Field drilled) & plate for 1" ○ ASTM F3125 Grade A325 Type 1 bolts

DETAIL A

GIRDER CHAIR DETAILS

General Notes:

Work this sheet with Sheets No. 15 and 17.

For steps 2 inches or more, use 2 1/4x 1/2-inch joint filler up vertical face.

Structural steel for the girder beam chairs shall be coated with not less than 2 mils of inorganic zinc primer. Scratched or damaged surfaces are to be touched up in the field before concrete is poured. In lieu of coating, the girder beam chairs may be galvanized in accordance with ASTM A123.

Steel for chairs shall be ASTM A709 Grade 36.

Reinforcing steel shall be shifted to clear chairs.

DETAILS OF INTERMEDIATE BENT NO. 4

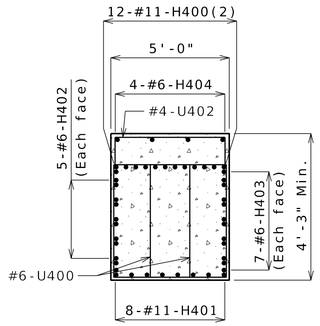
Detailed APR 2025
Checked APR 2025

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

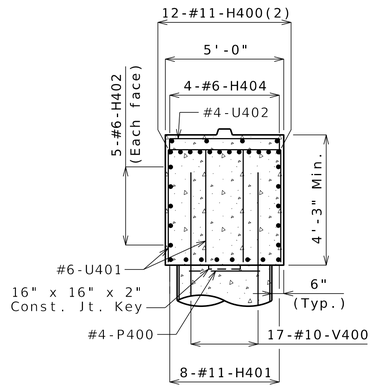
DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 16
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201, JEFFERSON CITY, MO 65101 (573) 635-2748 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING BARTLETTWEST.COM



SECTION A-A



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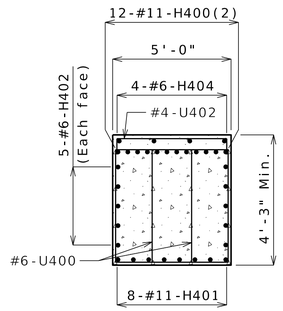
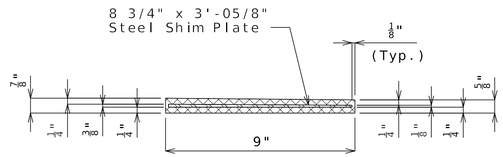
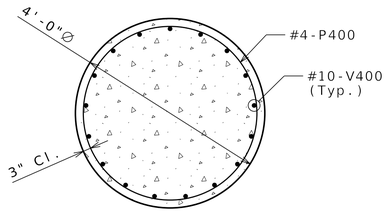


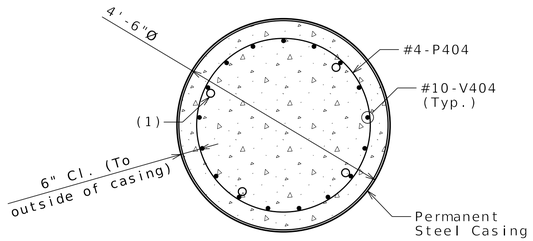
SECTION C-C



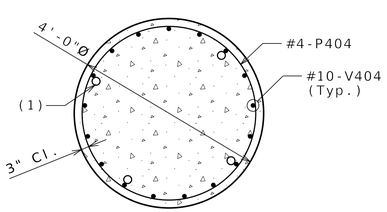
SECTION THRU LAMINATED NEOPRENE BEARING PAD (TAPERED)
(7 Required)



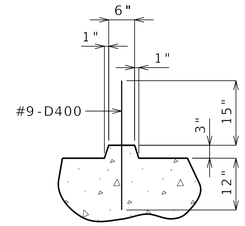
SECTION D-D



SECTION E-E



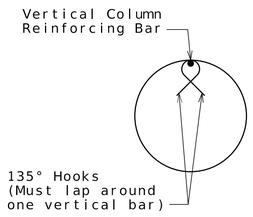
SECTION F-F



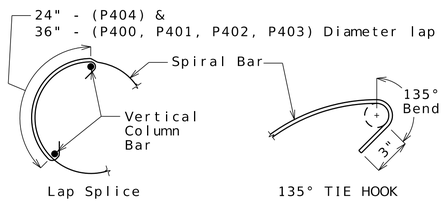
SECTION THRU KEY

(1) 2"Ø Steel Pipe for sonic logging testing (4 each shaft)

(2) Adjust bars as necessary to clear girder chair's embedded L-shape. Maintain 2 1/2" clear spacing between bars. Bundle bars horizontally if necessary.



SEISMIC STIRRUP BAR (#4-P405)



INTERMEDIATE SPLICE OF SPIRALS

Standard 135-degree tie hooks that engage vertical column reinforcing bars shall be provided at each end of splice.

General Notes:

Work this sheet with Sheets No. 15 and 16.

DETAILS OF INTERMEDIATE BENT NO. 4

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 17
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

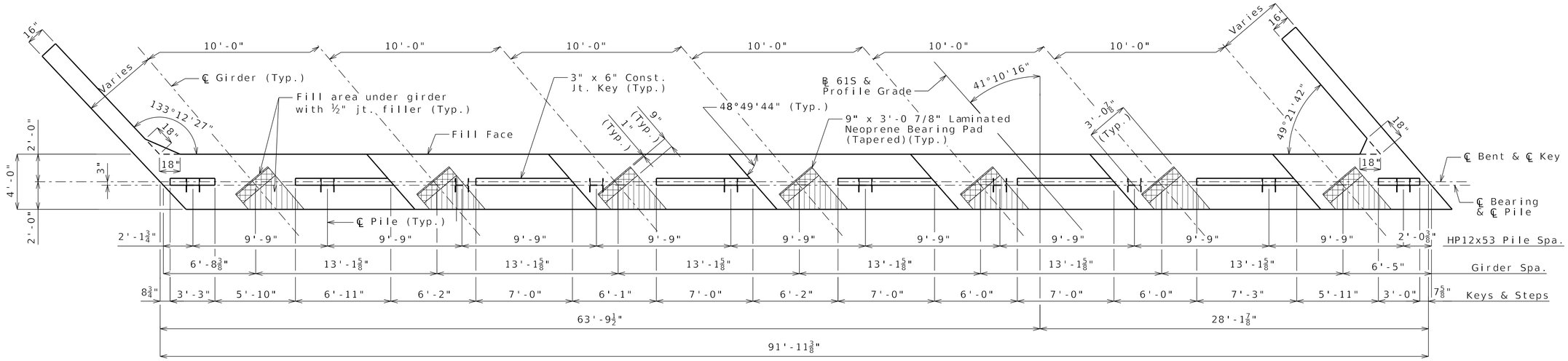
DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201 JEFFERSON CITY, MO 65101 PHONE: (573) 893-4336 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM

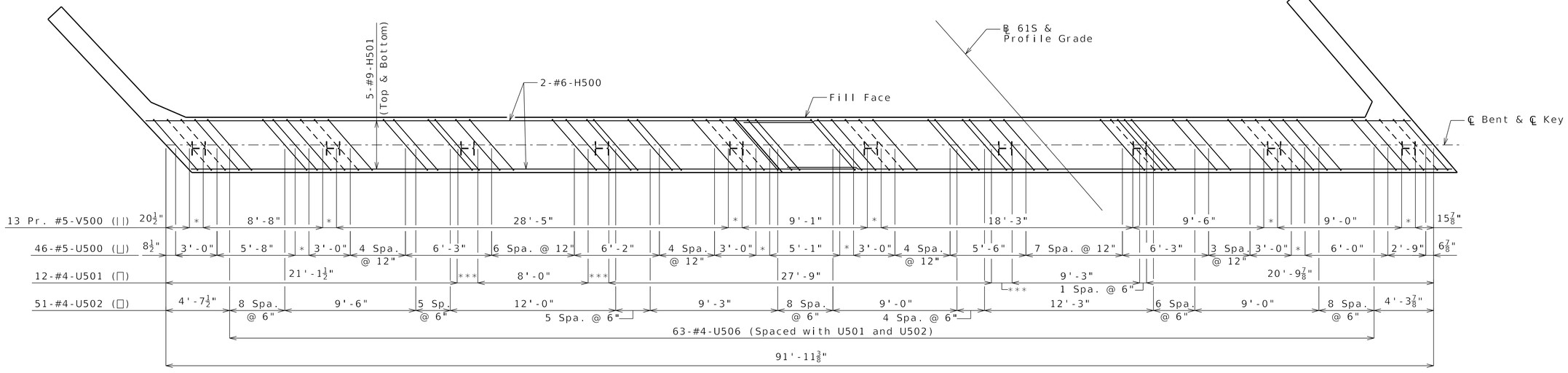
Detailed APR 2025
Checked APR 2025

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

B_A9682_013C_JST0020_BENT4-3.dgn 4:22:43 PM 5/6/2025



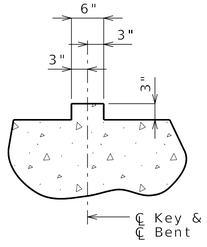
PLAN OF BEAM



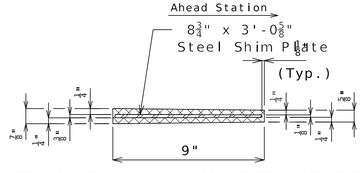
PLAN OF BEAM SHOWING REINFORCEMENT

Keys not shown for clarity.

* 1 Space @ 12"
** 2 Spaces @ 6"
*** 3 Spaces @ 6"



SECTION THRU KEY



SECTION THRU LAMINATED NEOPRENE BEARING PAD (TAPERED)

(7 Required)

General Notes:

Work this sheet with Sheets No. 19 and 20.

All U bars and pairs of V bars shall be placed parallel to skewed steps.

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

DETAILS OF END BENT NO. 5

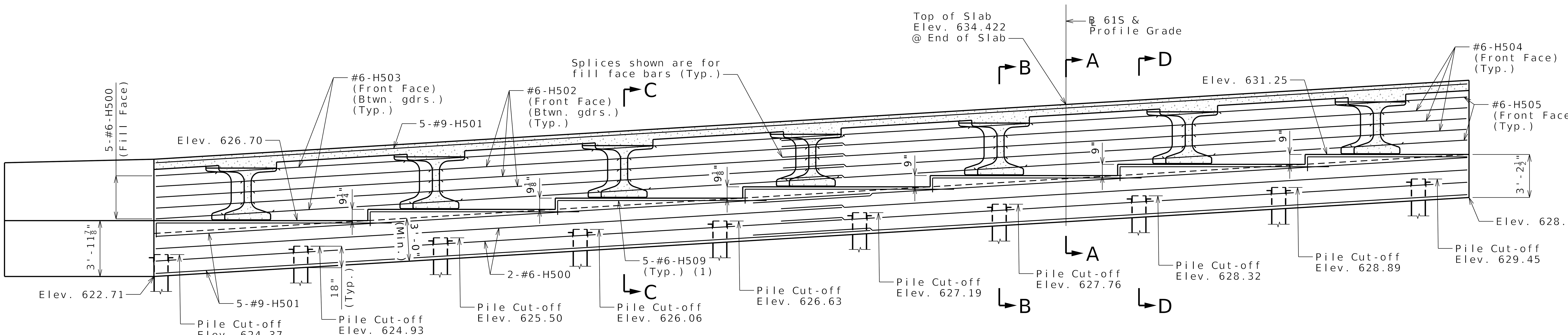
Detailed APR 2025
Checked APR 2025

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

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 18
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

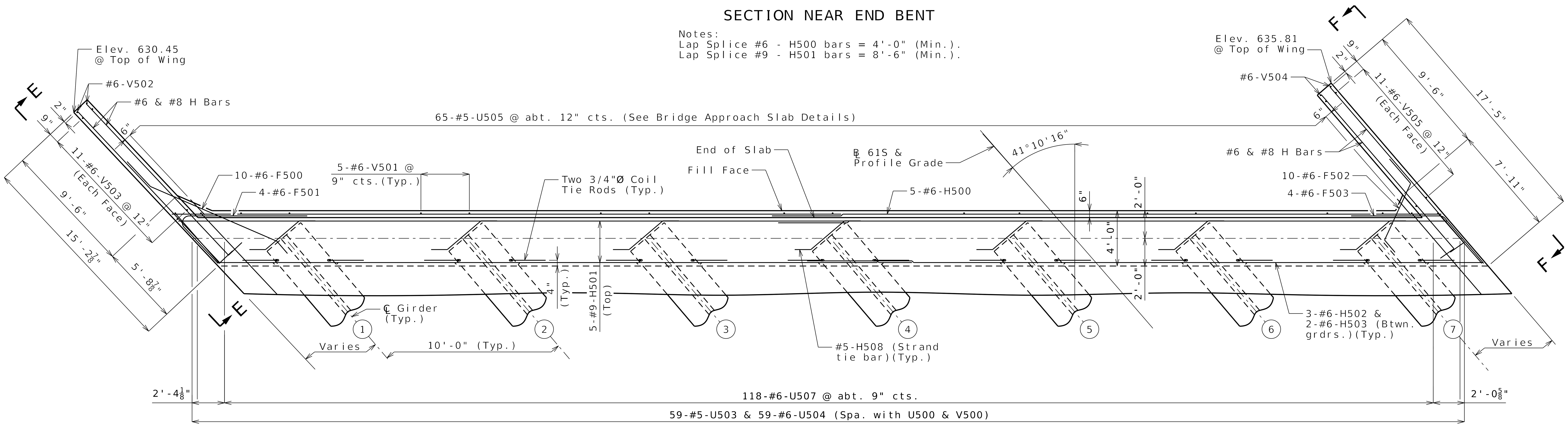
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 000270
Bartlett & West 601 MONROE ST., SUITE 201 - JEFFERSON CITY, MO 65101 PHONE: (573) 634-2488 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM



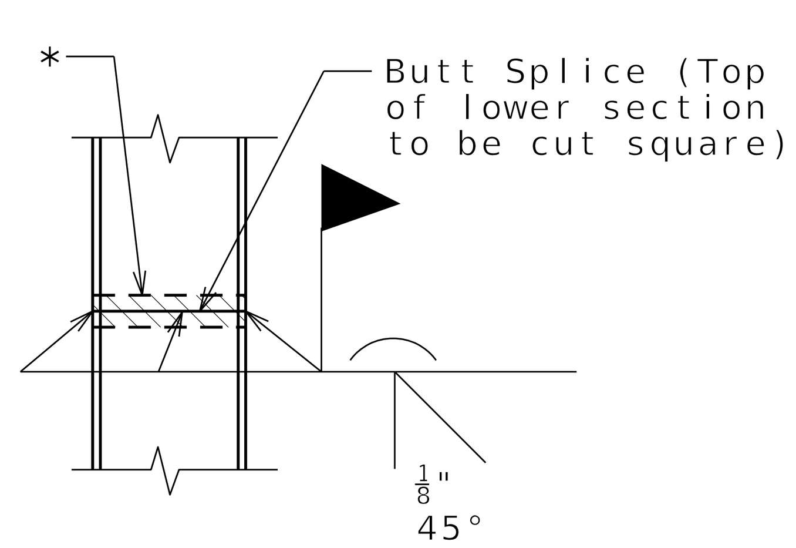
(1) Cut H509 bars as needed to fit step length

SECTION NEAR END BENT

Notes:
Lap Splice #6 - H500 bars = 4'-0" (Min.).
Lap Splice #9 - H501 bars = 8'-6" (Min.).



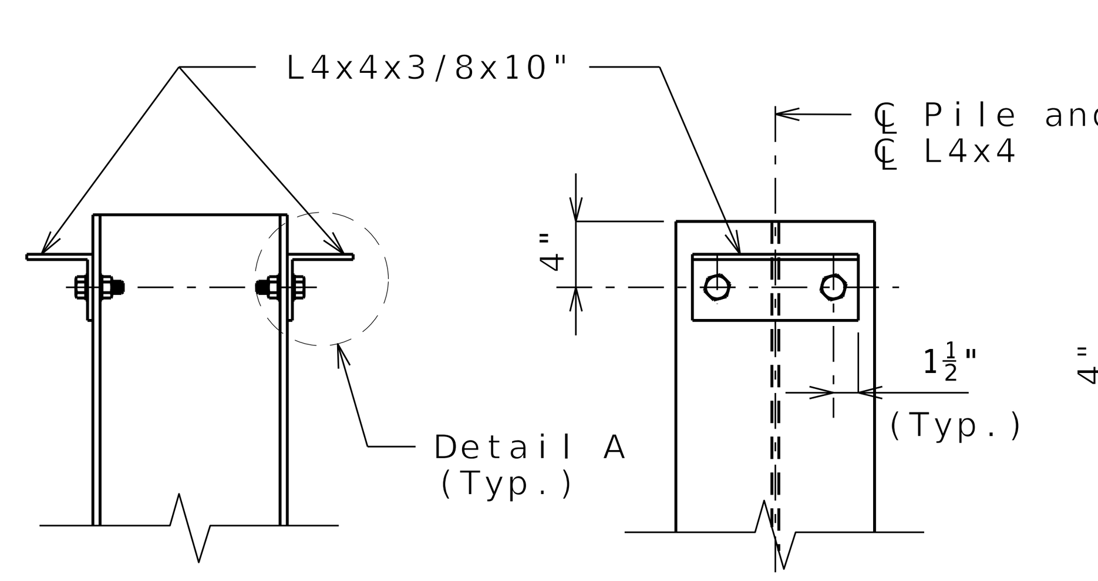
PART PLAN



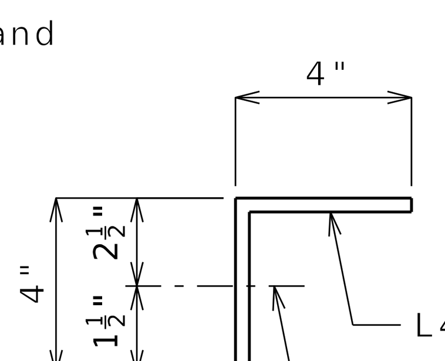
STEEL PILE SPLICE

(If required)

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



DETAILS OF HP PILE ANCHORS



℄ Two 13/16"Ø Holes for 3/4"Ø bolts (ASTM F3125 Grade A325 Type 1) with two washers and one nut each.

DETAIL A

Angles shall be coated with a minimum of two coats of non-aluminum epoxy mastic primer to provide a dry film thickness of 4 mils minimum, 8 mils maximum, or galvanized in accordance with Sec 1081. Bolts, washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C.

General Notes:

Work this sheet with Sheets No. 18 and 20.

For Sections A-A, B-B, C-C & D-D and Elevations E-E & F-F, see Sheet No. 20.

The #6-F500 and #6-F502 bars shall be bent in the field to clear girders.

The U bars shall be placed parallel to skewed steps.

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

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

For location of coil tie rods and #5-H508 (strand tie bar), see Sheet No. 25.

For details of vertical drain at end bents, see Sheet No. 8.

For details of bridge approach slab, see Sheet No. 34.

DETAILS OF END BENT NO. 5

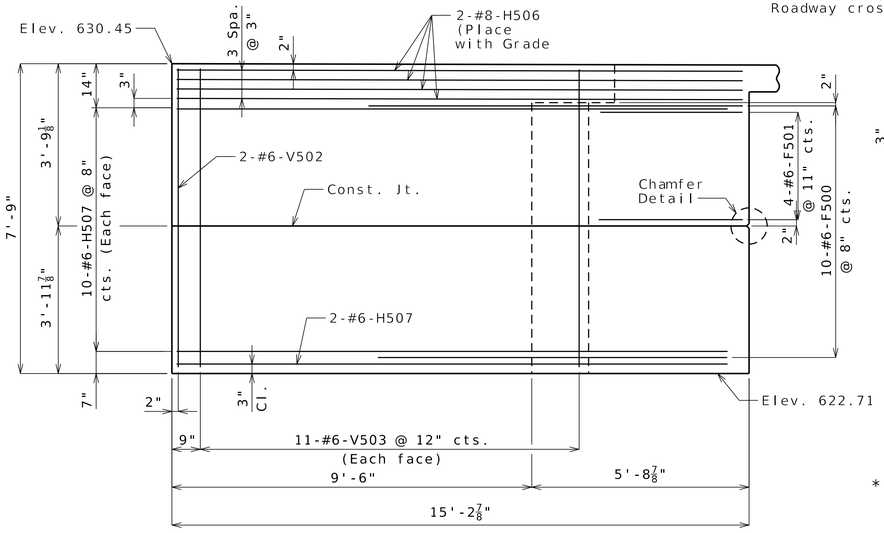
Detailed APR 2025
Checked APR 2025

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

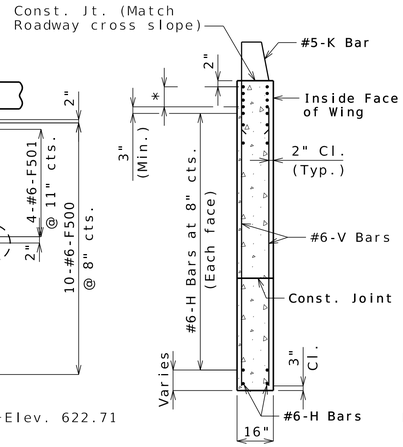
DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	19
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
IMPROVE 70 ALLIANCE
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270
HNTB
Bartlett & West

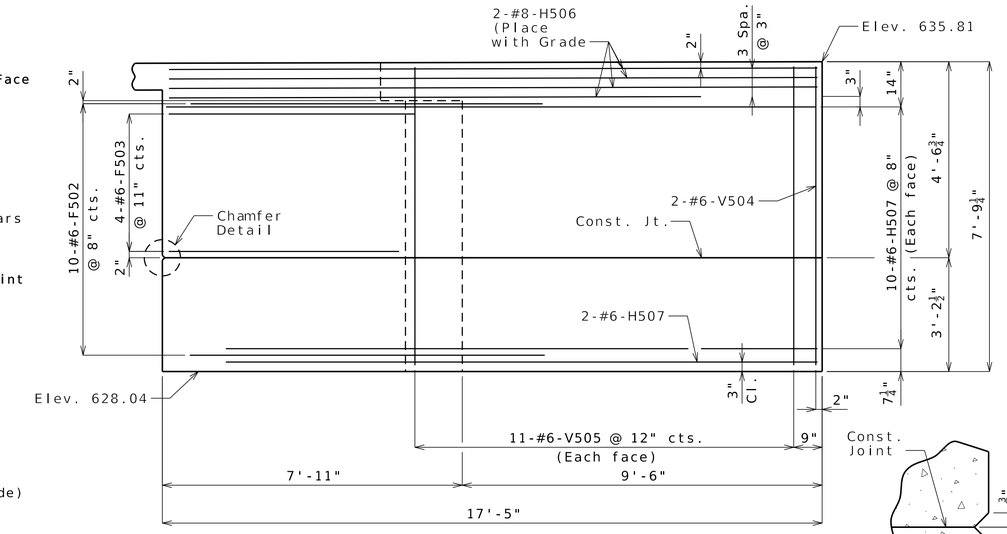


ELEVATION E-E

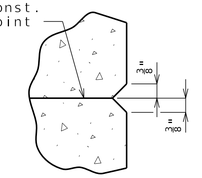


TYPICAL SECTION THRU WING

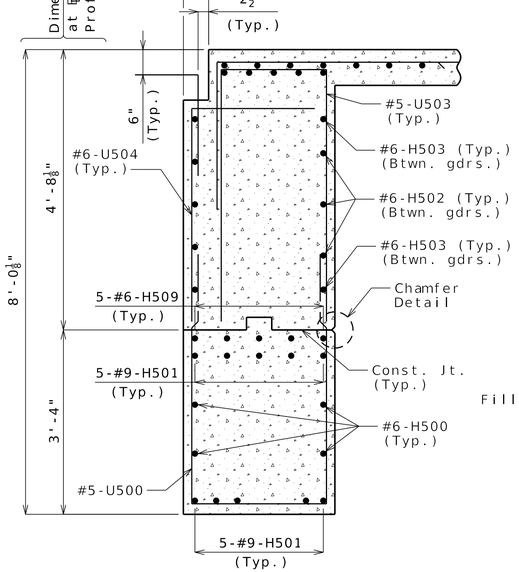
* #8-H Bars at 3" cts. (Each face)(Place with grade)



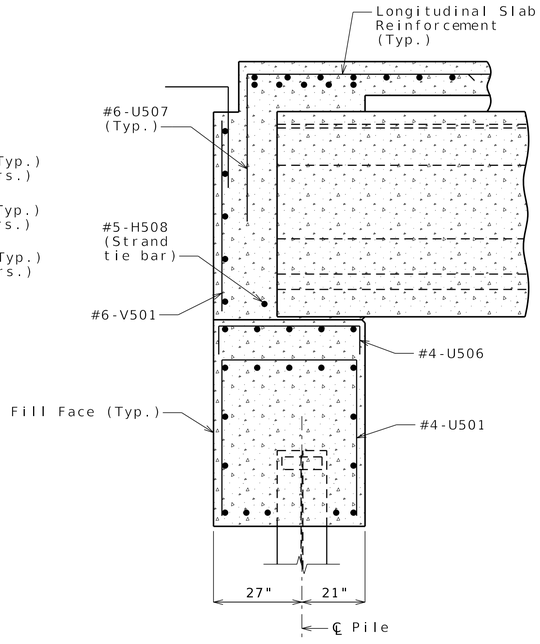
ELEVATION F-F



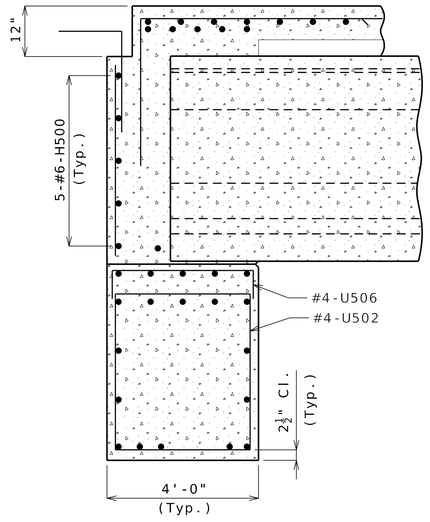
CHAMFER DETAIL



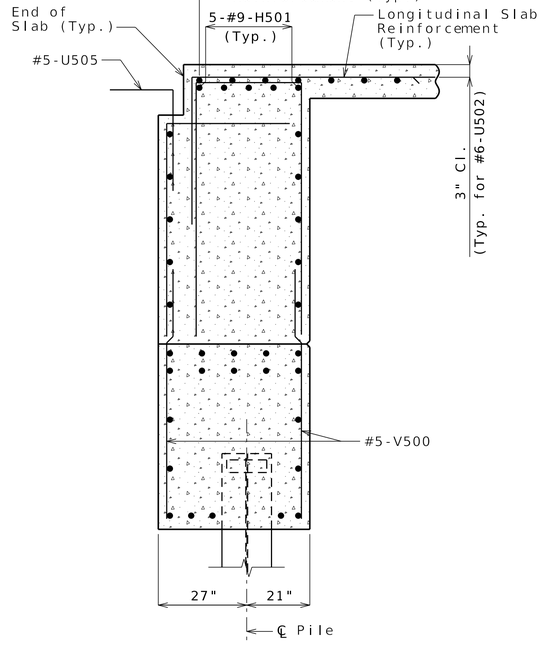
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

General Notes:

Work this sheet with Sheets No. 18 and 19.

For reinforcement of the barrier, see Sheet No. 33.

DETAILS OF END BENT NO. 5

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	20
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION | DATE

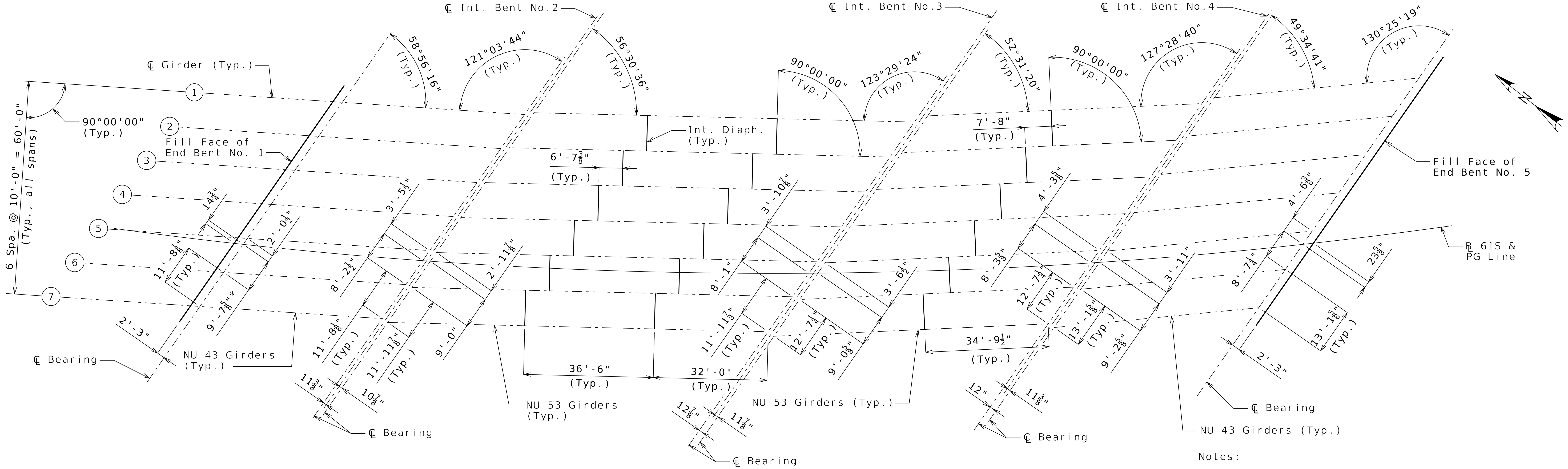
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

IMPROVE 70 ALLIANCE

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West
601 MONROE ST. SUITE 201 • JEFFERSON CITY, MO 65101
PHONE: 573-635-2418
CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING
WWW.BARTLETTWEST.COM

DRAFT FOR CONSTRUCTABILITY REVIEW ONLY - NOT FOR CONSTRUCTION



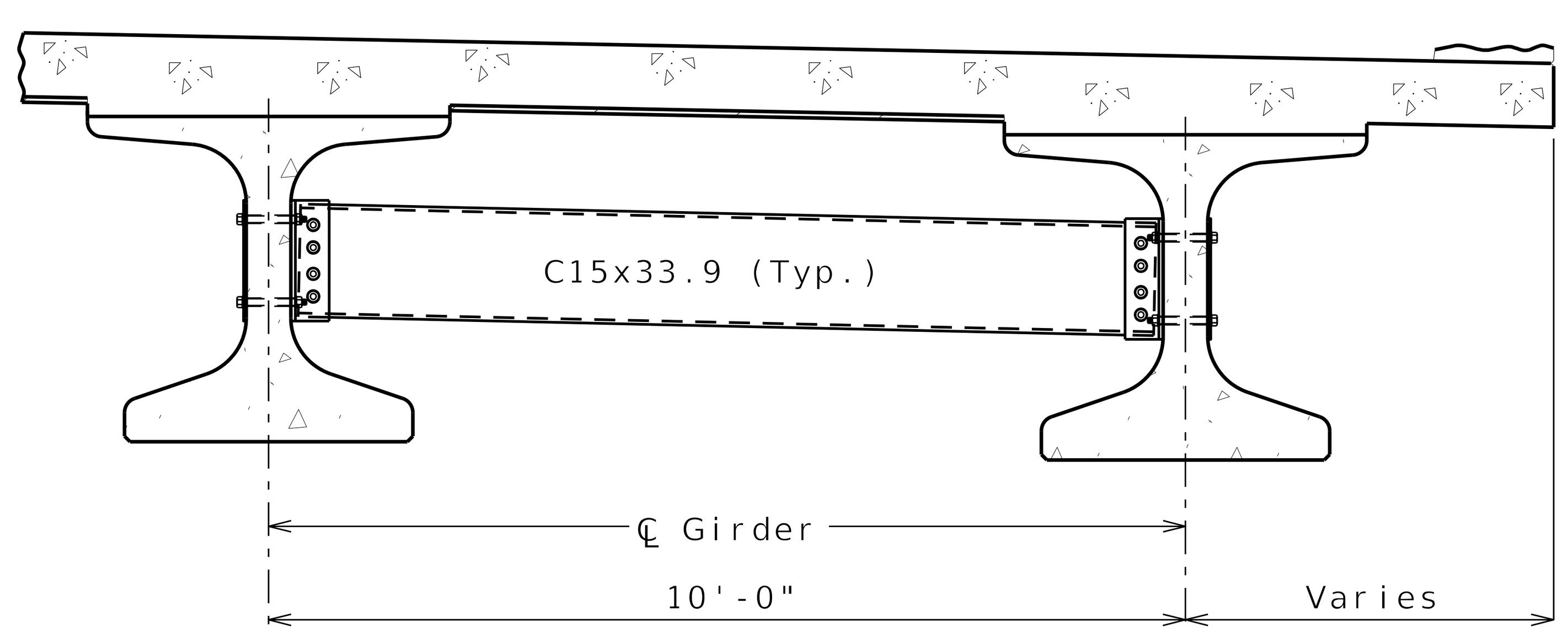
PLAN SHOWING LOCATION OF STEEL INTERMEDIATE DIAPHRAGMS

Longitudinal dimensions are horizontal.

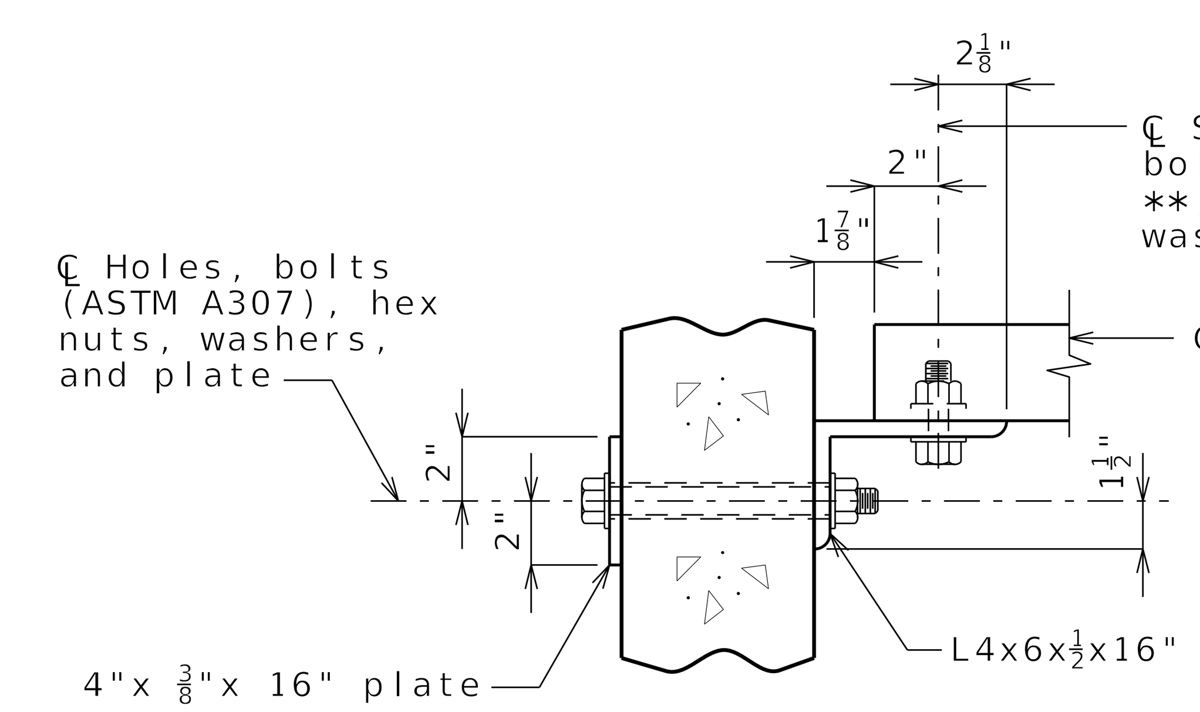
Notes:

All dimensions are horizontal.

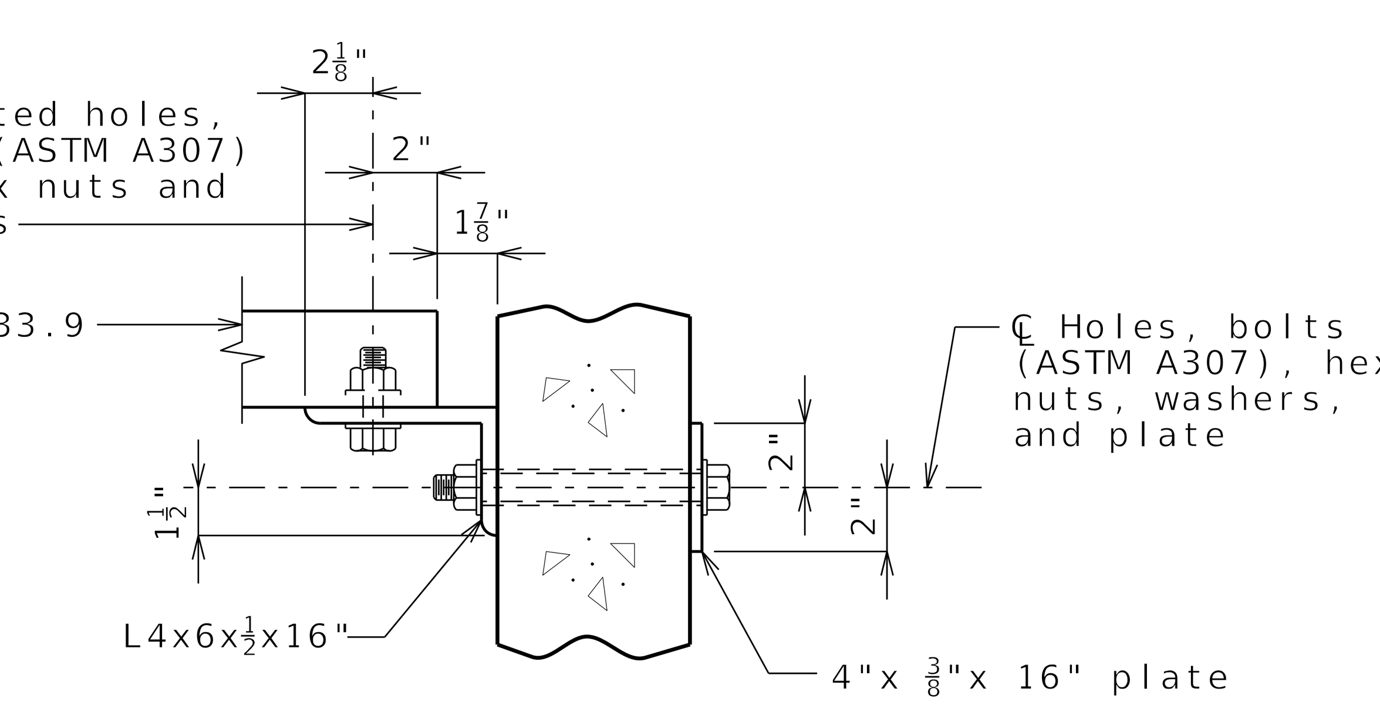
All bents are parallel.



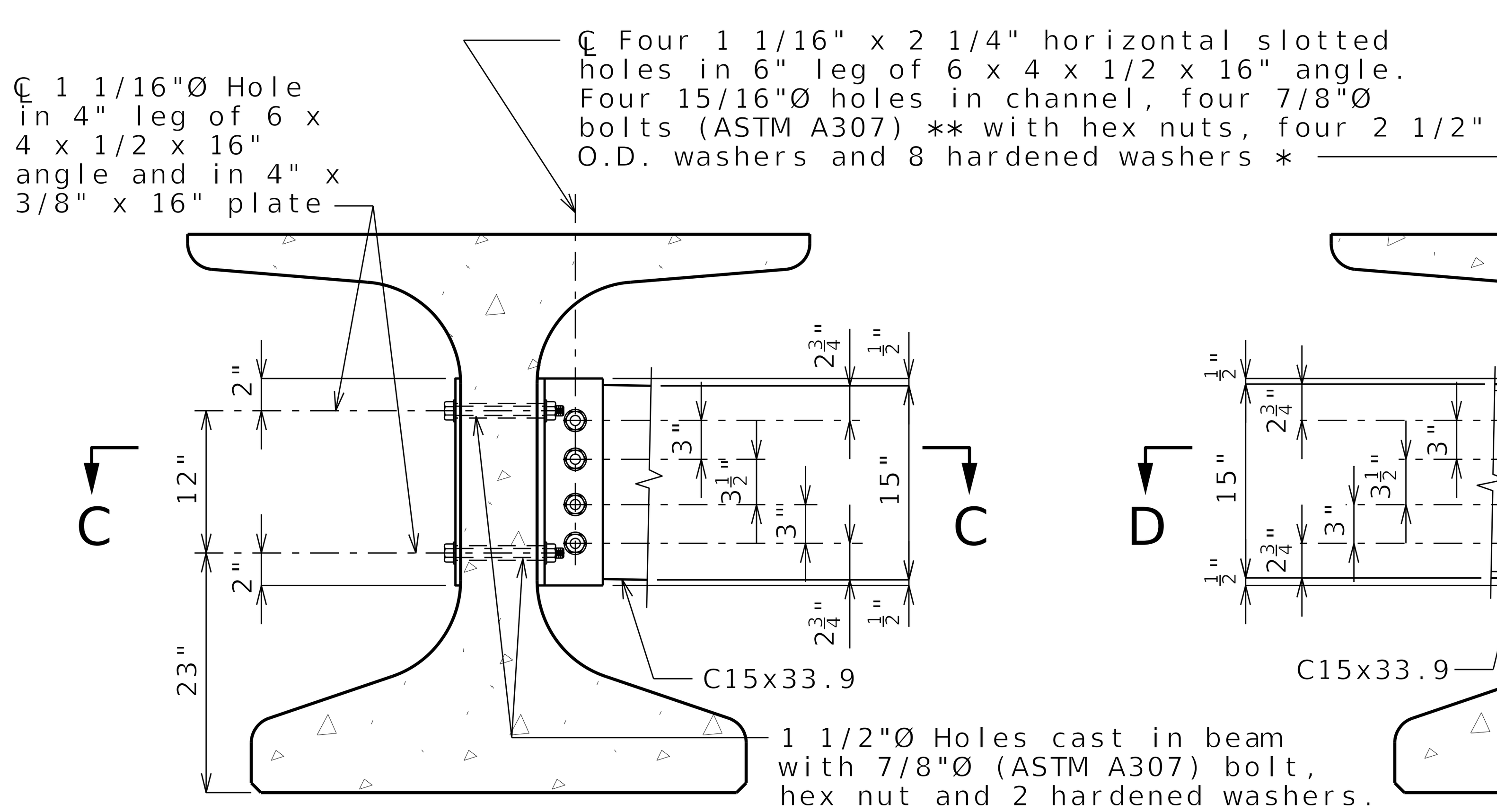
PART SECTION SHOWING INTERMEDIATE DIAPHRAGMS



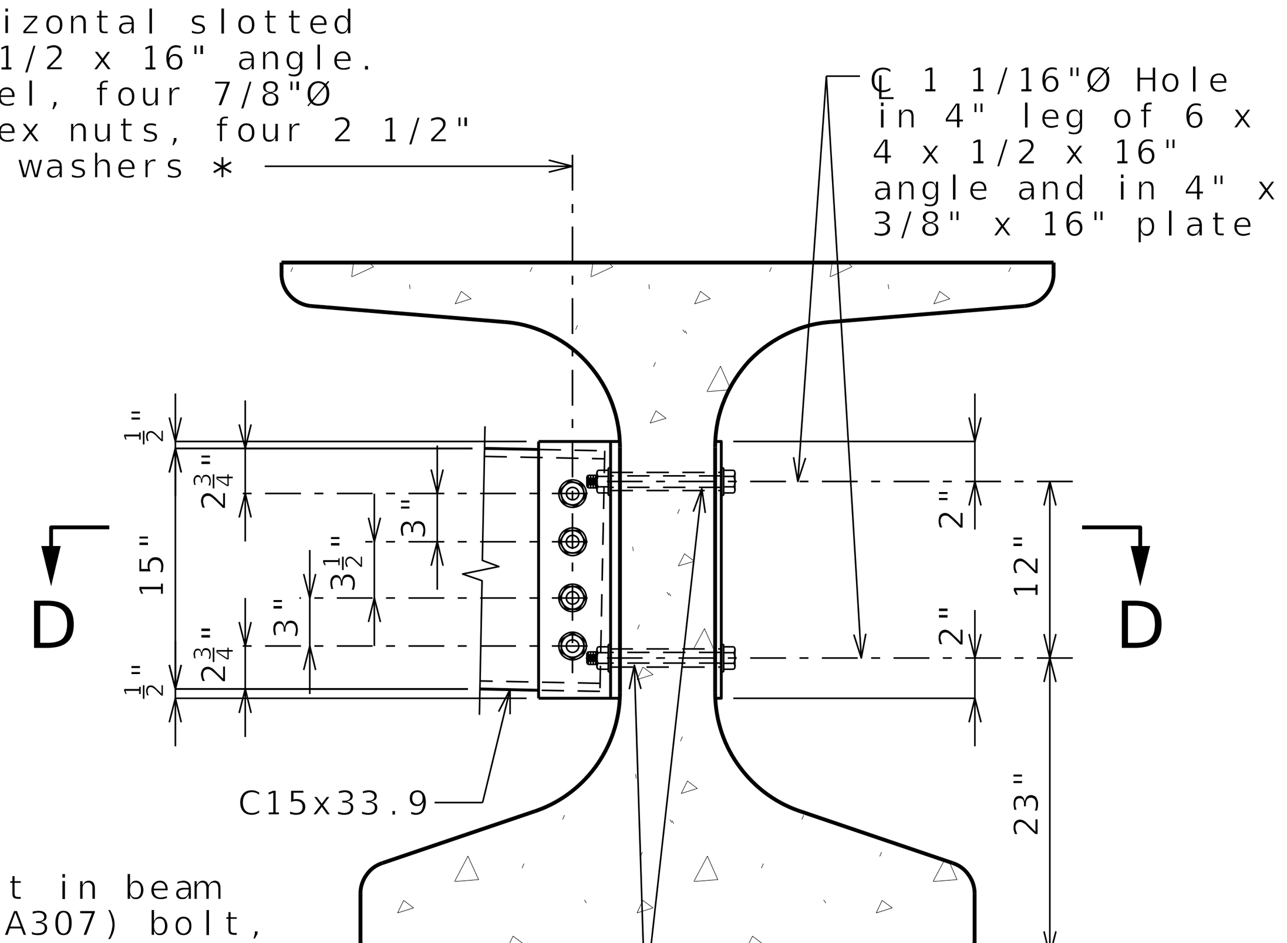
SECTION C-C



SECTION D-D



SECTION THRU INT. GIRDER AT DIAPHRAGM



SECTION THRU EXT.GIRDER AT DIAPHRAGM

STEEL DIAPHRAGM NOTES:

* In lieu of 2 1/2" outside diameter washers, contractor may substitute a 3/16" (Min. thickness) plate with four 15/16" Ø holes and one hardened washer per bolt.

** Bolts shall be tightened to provide a tension of one-half that specified in Sec 712 for high strength bolt installation. ASTM F3125 Grade A325 Type 1 bolts may be substituted for and installed in accordance with the requirements for the specified ASTM A307 bolts.

All diaphragm materials including bolts, nuts, and washers shall be galvanized.

Fabricated structural steel shall be ASTM A709 Grade 36 except as noted.

Shop drawings will not be required for steel intermediate diaphragms and angle connections.

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	21
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY NO. 001270

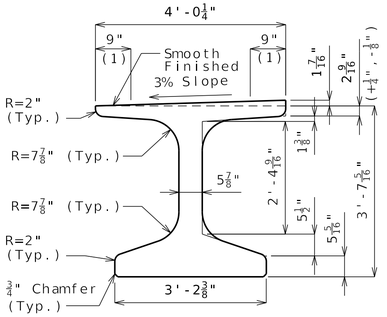
GIRDER LAYOUT

Detailed APR 2025
Checked APR 2025

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

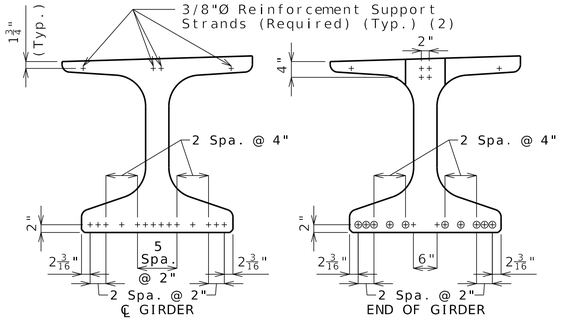
B_A9682_017_JST0020_GIRLAY.dgn 4:22:55 PM 5/6/2025

(1) Fabricator shall apply a bond breaker to this region.



DIMENSIONS

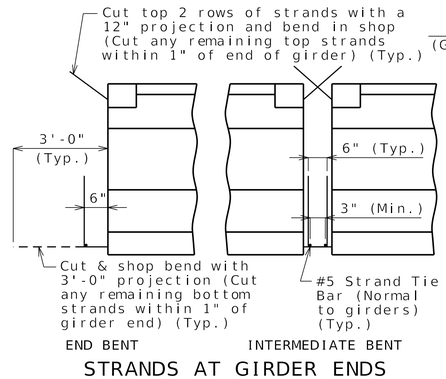
(2) Outer strands tensioned to 2.02 kips/strand and inner strands to 8 kips/strand. Placed symmetrical about ℄ Girder. May be moved laterally in pairs.



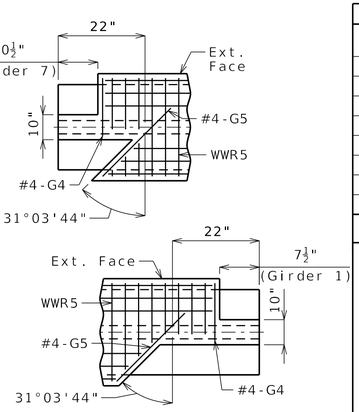
STRAND ARRANGEMENT

+ Indicates prestressing strand.

○ Indicates cut & shop bend with 3'-0" projection.

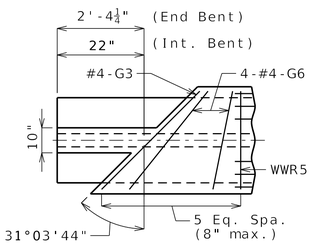


STRANDS AT GIRDER ENDS



LEFT EXTERIOR GIRDER AT INTERMEDIATE BENT

Rotate 180° for right ext.

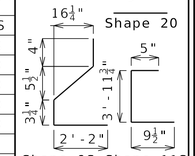


INTERIOR GIRDER AT ALL BENTS & EXTERIOR GIRDER AT END BENT

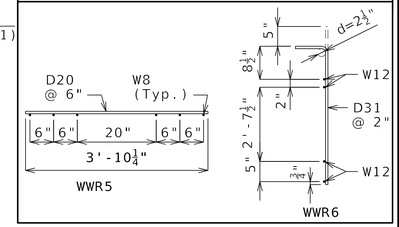
TOP FLANGE BLOCKOUT

Bill of Reinforcing Steel - Each Girder			
No.	Size/ Mark	Length	Shape
166	5 B1	5'-0"	11S
186	4 D1	4'-0"	9S
2	4 G3	4'-6"	20
2	4 G4	2'-3"	20
2	4 G5	3'-1"	20
8	4 G6	Varies	20

Bending Diagrams



Welded Wire Reinforcement - Each Girder



All dimensions are out to out.

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

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch.

All bar reinforcement shall be Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

All B1 bars shall be epoxy coated.

G4 and G5 not required for interior girders. Half no. of G3, G4, G5 and G6 not required for ext. girders of end spans.

General Notes:

Concrete for prestressed girders shall be Class A-1 with f'c = 8500 psi and f'ci = 6500 psi.

Use 14 strands, 0.6"Ø Grade 270, with an initial prestress force of 615 kips.

Pretensioned members shall be in accordance with Sec 1029.

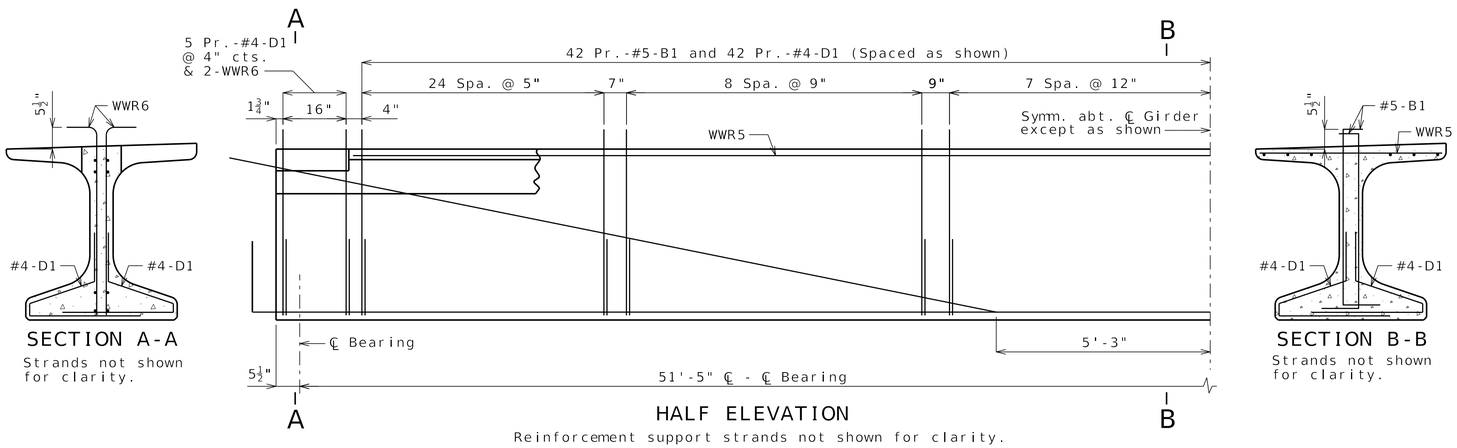
Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior girders are the same except: coil ties, top flange blockout, and application of bond breaker.

The contractor shall provide bracing necessary for lateral and torsional stability of the girders during construction of the concrete slab and remove the bracing after the slab has attained 75% design strength. Contractor shall not drill holes in the girders.

For Girder Camber Diagram, see Sheet No. 28.

For location of coil ties at concrete diaphragms and integral bents, see Sheets No. 6 and 26.



SECTION A-A

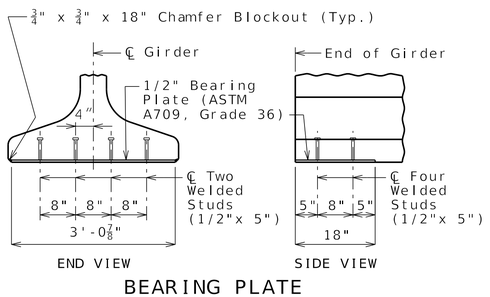
Strands not shown for clarity.

HALF ELEVATION

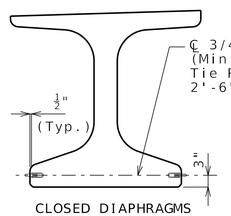
Reinforcement support strands not shown for clarity.

SECTION B-B

Strands not shown for clarity.



BEARING PLATE



CLOSED DIAPHRAGMS AND INTEGRAL BENTS

COIL TIES

Exclude coil tie at exterior face of exterior girders except at integral end bents.

DATE PREPARED 5/6/2025

ROUTE US-61 | STATE MO

DISTRICT BR | SHEET NO. 22

COUNTY ST. CHARLES

JOB NO. JST0020

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

IMPROVE 70 ALLIANCE

HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West 601 MONROE ST., SUITE 201 • JEFFERSON CITY, MO 65101 PHONE: (573) 635-2931 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM

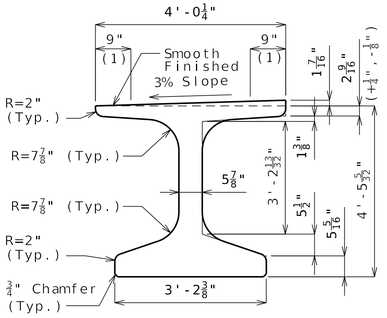
Detailed APR 2025
Checked APR 2025

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

NU-GIRDERS - SPAN (1-2)

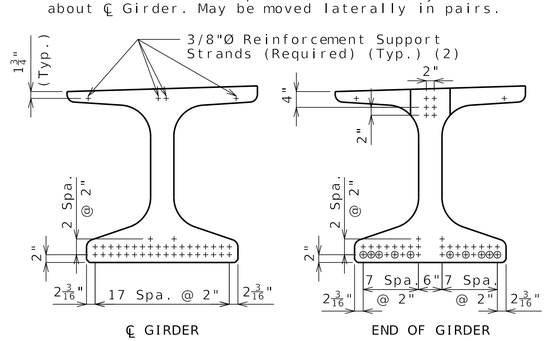
B_A9682_018_JST0020_GIRELEV1-2.dgn 4:22:57 PM 5/6/2025

(1) Fabricator shall apply a bond breaker to this region.



DIMENSIONS

(2) Outer strands tensioned to 2.02 kips/strand and inner strands to 8 kips/strand. Placed symmetrical about ℄ Girder. May be moved laterally in pairs.

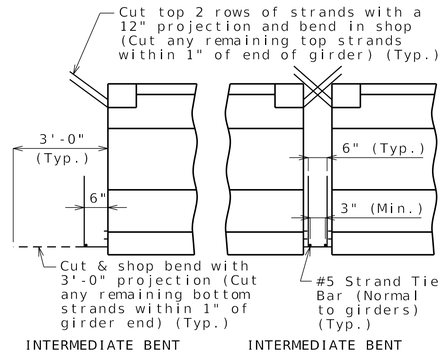


℄ GIRDER END OF GIRDER

STRAND ARRANGEMENT

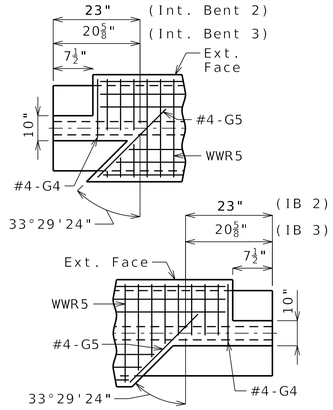
\+ Indicates prestressing strand.

○ Indicates cut & shop bend with 3'-0" projection.



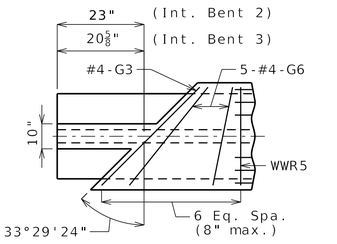
INTERMEDIATE BENT INTERMEDIATE BENT

STRANDS AT GIRDER ENDS



LEFT EXTERIOR GIRDER AT INTERMEDIATE BENT

Rotate 180° for right ext.

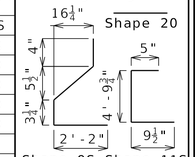


INTERIOR GIRDER AT ALL BENTS

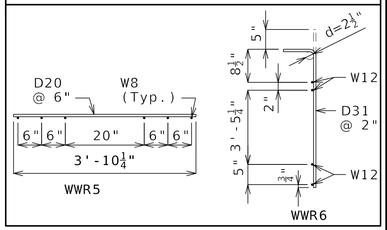
TOP FLANGE BLOCKOUT

Bill of Reinforcing Steel - Each Girder			
No.	Size/ Mark	Length	Shape
278	5 B1	5'-10"	11S
298	4 D1	4'-0"	9S
2	4 G3	4'-7"	20
2	4 G4	2'-3"	20
2	4 G5	3'-2"	20
10	4 G6	Varies	20

Bending Diagrams



Welded Wire Reinforcement - Each Girder



All dimensions are out to out.

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

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch.

All bar reinforcement shall be Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

All B1 bars shall be epoxy coated.

G4 and G5 not required for interior girders. G3 and G6 not required for exterior girders of intermediate spans.

General Notes:

Concrete for prestressed girders shall be Class A-1 with f'c = 8500 psi and f'ci = 6500 psi.

Use 38 strands, 0.6"Ø Grade 270, with an initial prestress force of 1670 kips.

Pretensioned members shall be in accordance with Sec 1029.

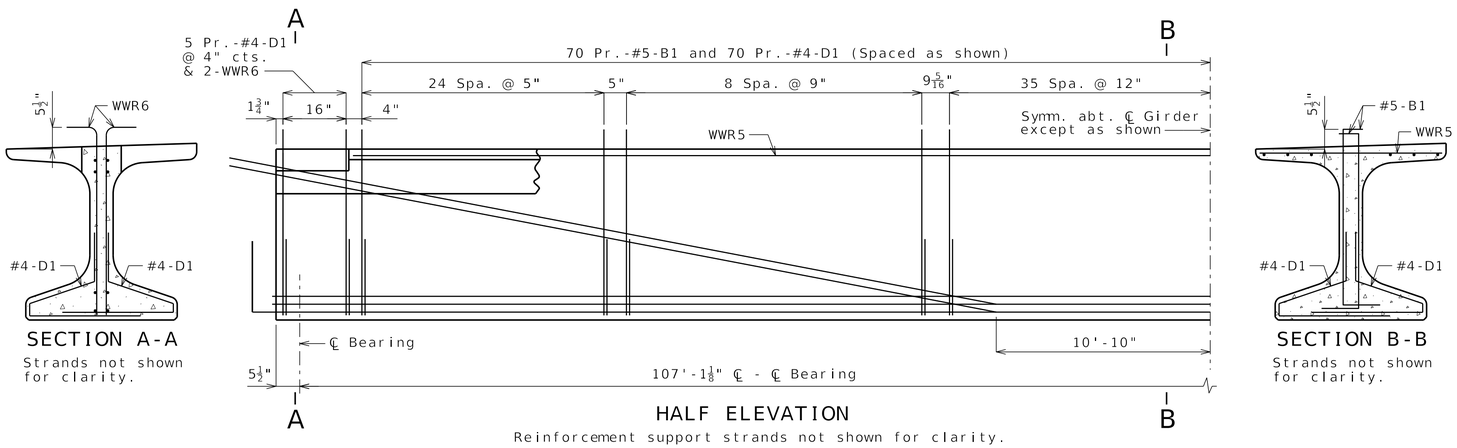
Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior girders are the same except: coil ties, top flange blockout, application of bond breaker, and holes for steel intermediate diaphragms.

For Girder Camber Diagram, see Sheet No. 28.

The 1 1/2"Ø holes shall be cast in the web for steel intermediate diaphragms. Drilling is not allowed. For location of holes and details of steel intermediate diaphragms, see Sheet No. 21.

For location of coil ties at concrete diaphragms, see Sheets No. 26 and 27.



SECTION A-A

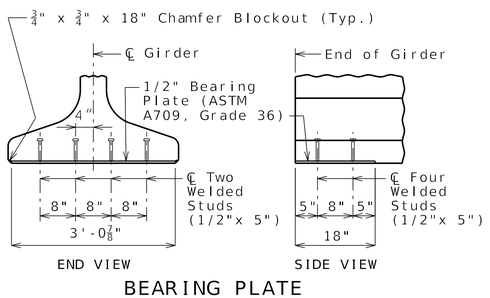
Strands not shown for clarity.

HALF ELEVATION

Reinforcement support strands not shown for clarity.

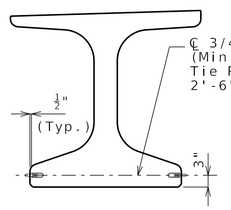
SECTION B-B

Strands not shown for clarity.



END VIEW SIDE VIEW

BEARING PLATE



CLOSED DIAPHRAGMS

COIL TIES

Exclude coil tie at exterior face of exterior girders.

DATE PREPARED 5/6/2025

ROUTE US-61 | STATE MO

DISTRICT BR | SHEET NO. 23

COUNTY ST. CHARLES

JOB NO. JST0020

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

IMPROVE 70 ALLIANCE

HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

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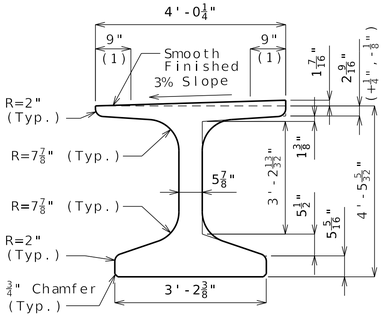
Detailed APR 2025
Checked APR 2025

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

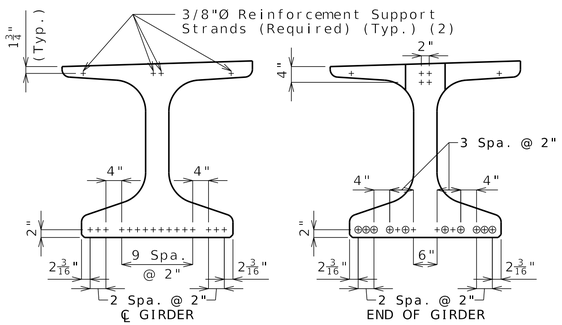
NU-GIRDERS - SPAN (2-3)

(1) Fabricator shall apply a bond breaker to this region.



DIMENSIONS

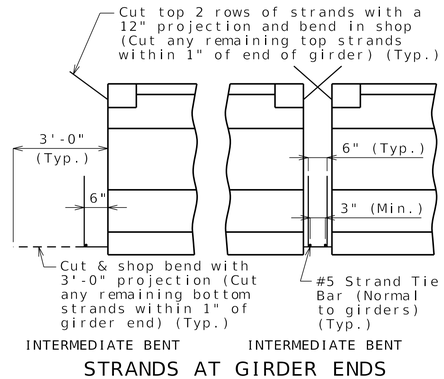
(2) Outer strands tensioned to 2.02 kips/strand and inner strands to 8 kips/strand. Placed symmetrical about ℄ Girder. May be moved laterally in pairs.



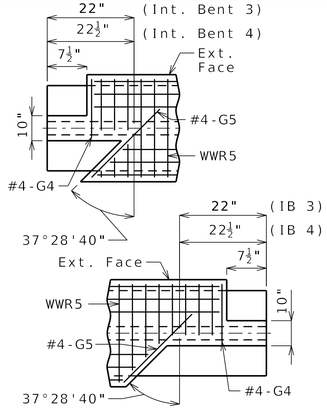
STRAND ARRANGEMENT

+ Indicates prestressing strand.

○ Indicates cut & shop bend with 3'-0" projection.

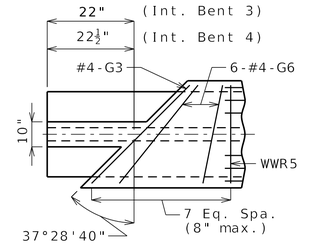


STRANDS AT GIRDER ENDS



LEFT EXTERIOR GIRDER AT INTERMEDIATE BENT

Rotate 180° for right ext.

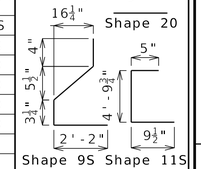


INTERIOR GIRDER AT ALL BENTS

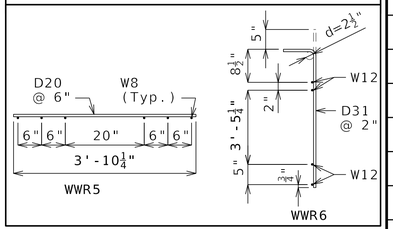
TOP FLANGE BLOCKOUT

Bill of Reinforcing Steel - Each Girder			
No.	Size/ Mark	Length	Shape
218	5 B1	5'-10"	11S
238	4 D1	4'-0"	9S
2	4 G3	4'-10"	20
2	4 G4	2'-3"	20
2	4 G5	3'-4"	20
12	4 G6	Varies	20

Bending Diagrams



Welded Wire Reinforcement - Each Girder



All dimensions are out to out.

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

Actual bar lengths are measured along centerline of bar to the nearest inch.

Minimum clearance to reinforcing shall be one inch.

All bar reinforcement shall be Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

All B1 bars shall be epoxy coated.

G4 and G5 not required for interior girders. G3 and G6 not required for exterior girders of intermediate spans.

General Notes:

Concrete for prestressed girders shall be Class A-1 with f'c = 8500 psi and f'ci = 6500 psi.

Use 16 strands, 0.6"Ø Grade 270, with an initial prestress force of 703 kips.

Pretensioned members shall be in accordance with Sec 1029.

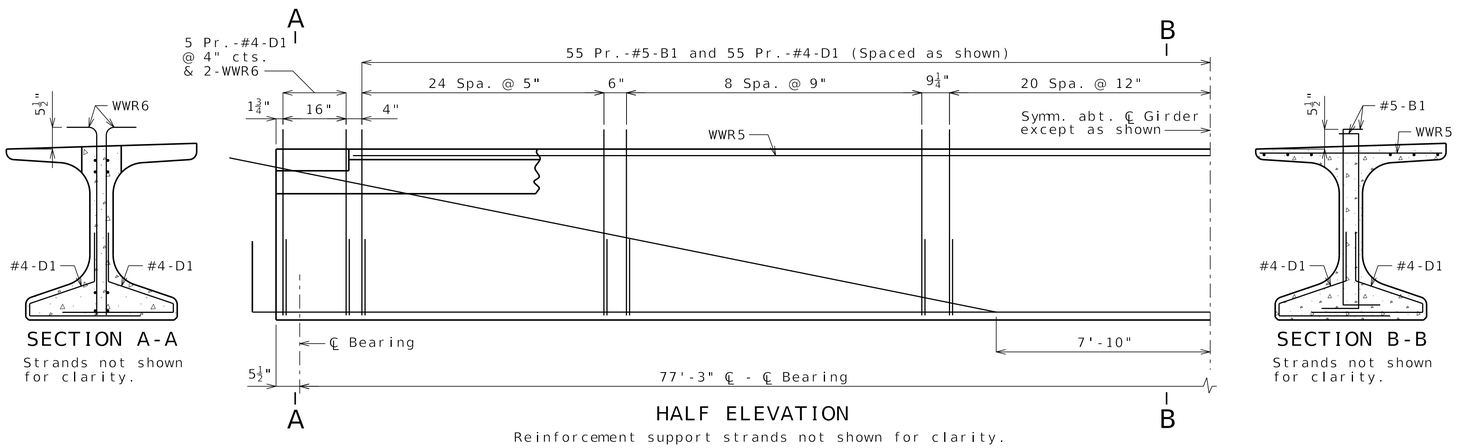
Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior girders are the same except: coil ties, top flange blockout, application of bond breaker, and holes for steel intermediate diaphragms.

For Girder Camber Diagram, see Sheet No. 28.

The 1 1/2"Ø holes shall be cast in the web for steel intermediate diaphragms. Drilling is not allowed. For location of holes and details of steel intermediate diaphragms, see Sheet No. 21.

For location of coil ties at concrete diaphragms, see Sheets No. 26 and 27.



SECTION A-A

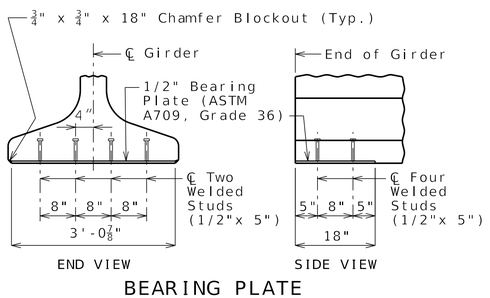
Strands not shown for clarity.

HALF ELEVATION

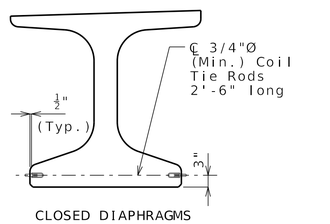
Reinforcement support strands not shown for clarity.

SECTION B-B

Strands not shown for clarity.



BEARING PLATE



CLOSED DIAPHRAGMS

COIL TIES

Exclude coil tie at exterior face of exterior girders.

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 24
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

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

IMPROVE 70 ALLIANCE

HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West 601 MONROE ST., SUITE 201 – JEFFERSON CITY, MO 65101 PHONE: (573) 635-2581 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM

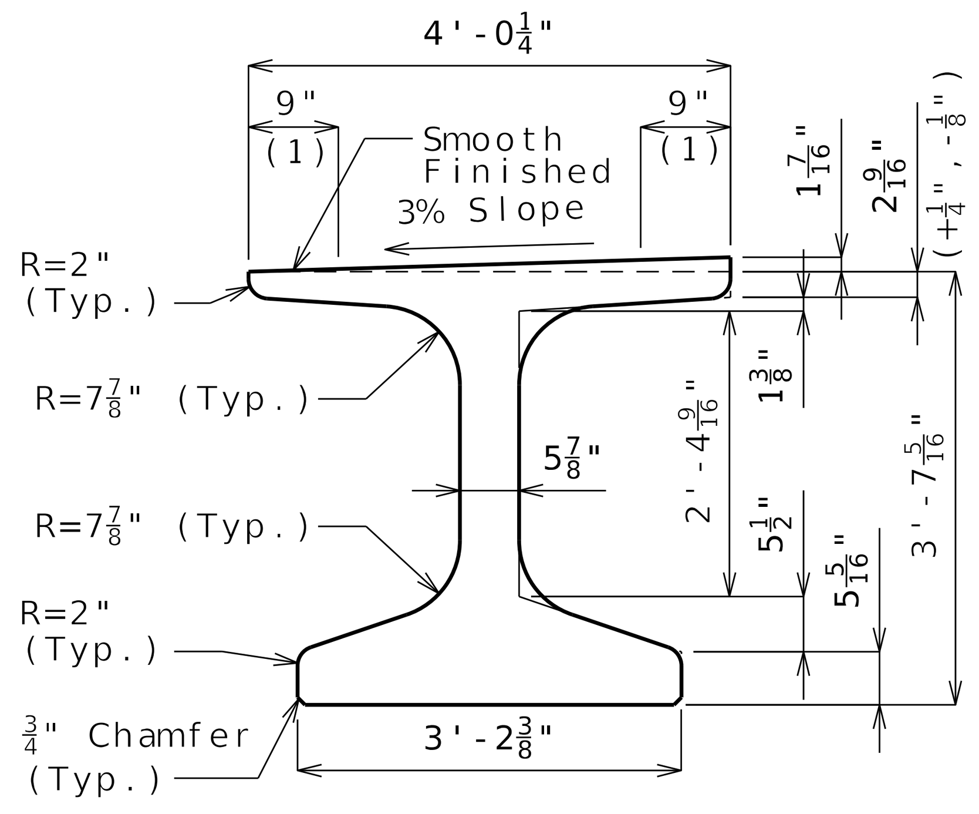
Detailed APR 2025
Checked APR 2025

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

NU-GIRDERS - SPAN (3-4)

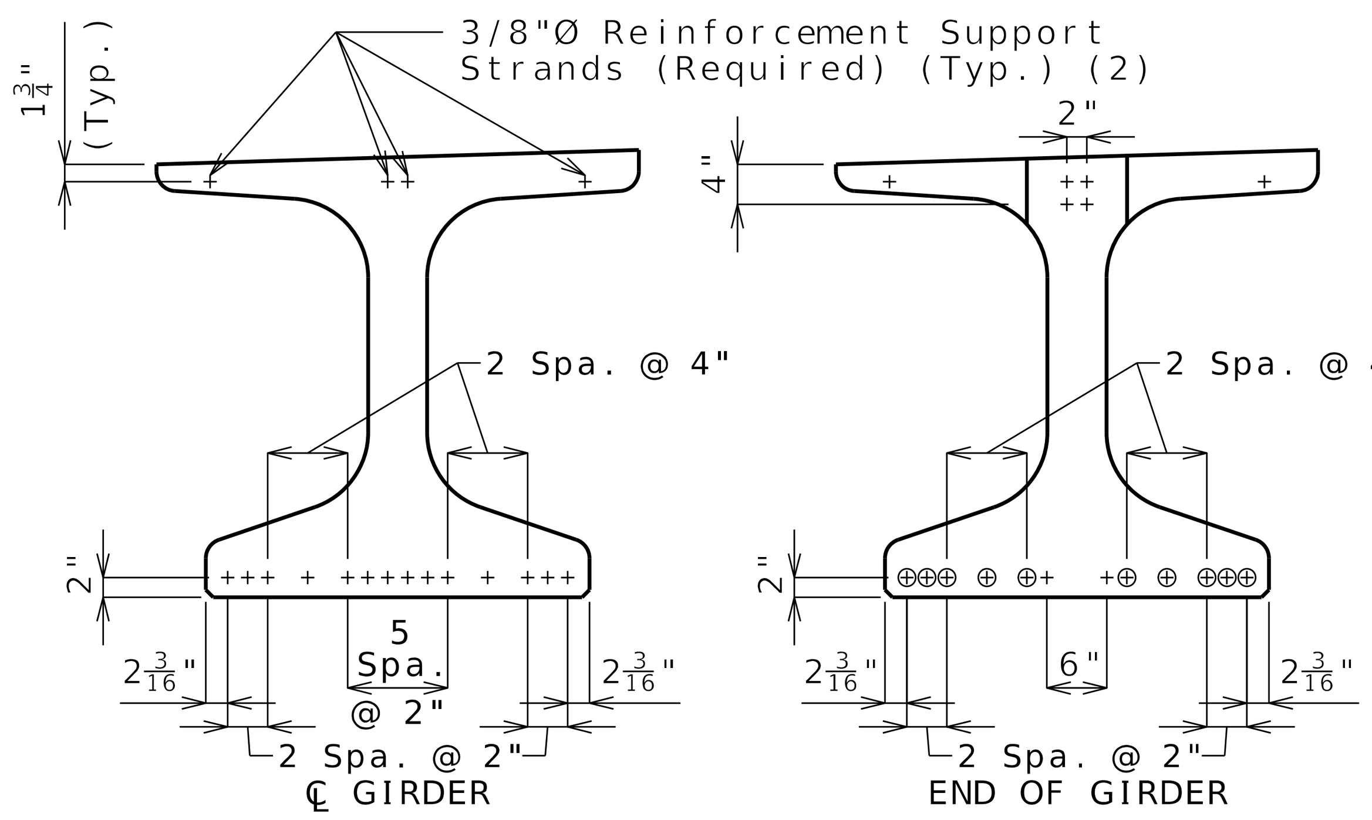
B_A9682_020_JST0020_GIRELEV3-4.dgn 4:23:02 PM 5/6/2025

(1) Fabricator shall apply a bond breaker to this region.



DIMENSIONS

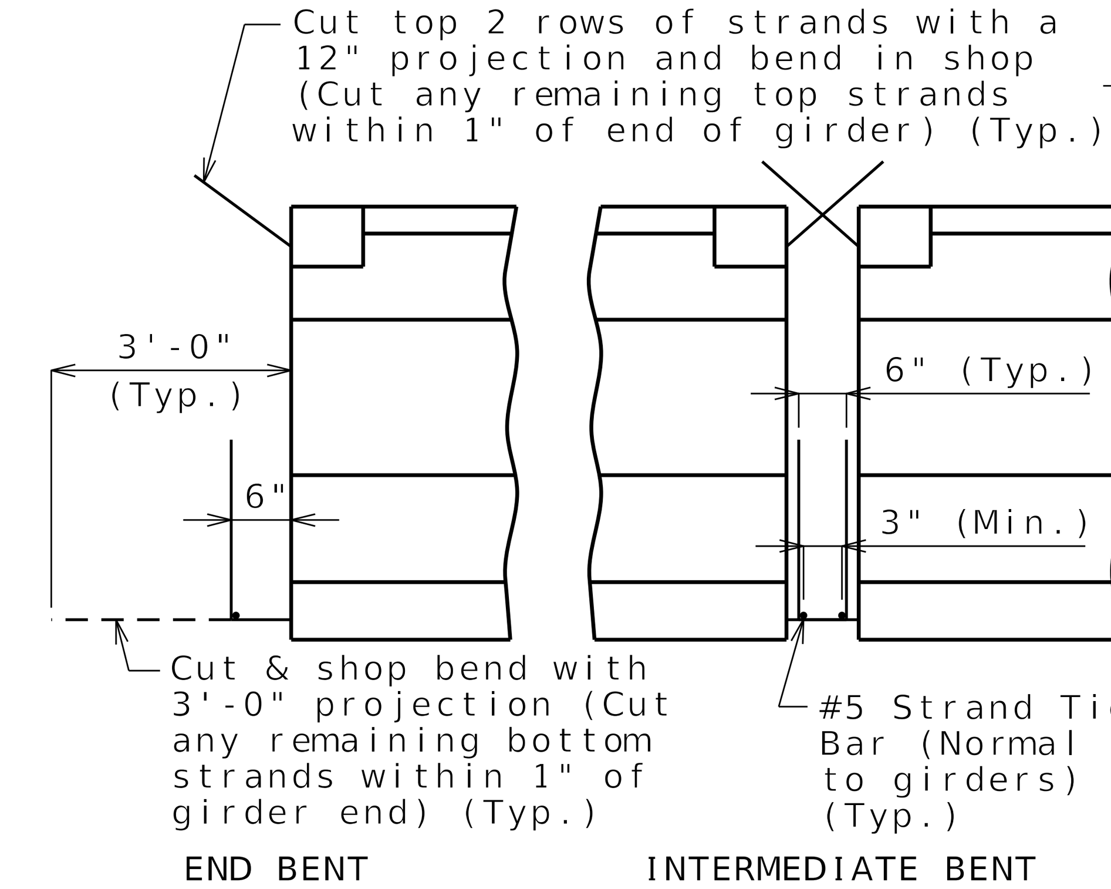
(2) Outer strands tensioned to 2.02 kips/strand and inner strands to 8 kips/strand. Placed symmetrical about ℄ Girder. May be moved laterally in pairs.



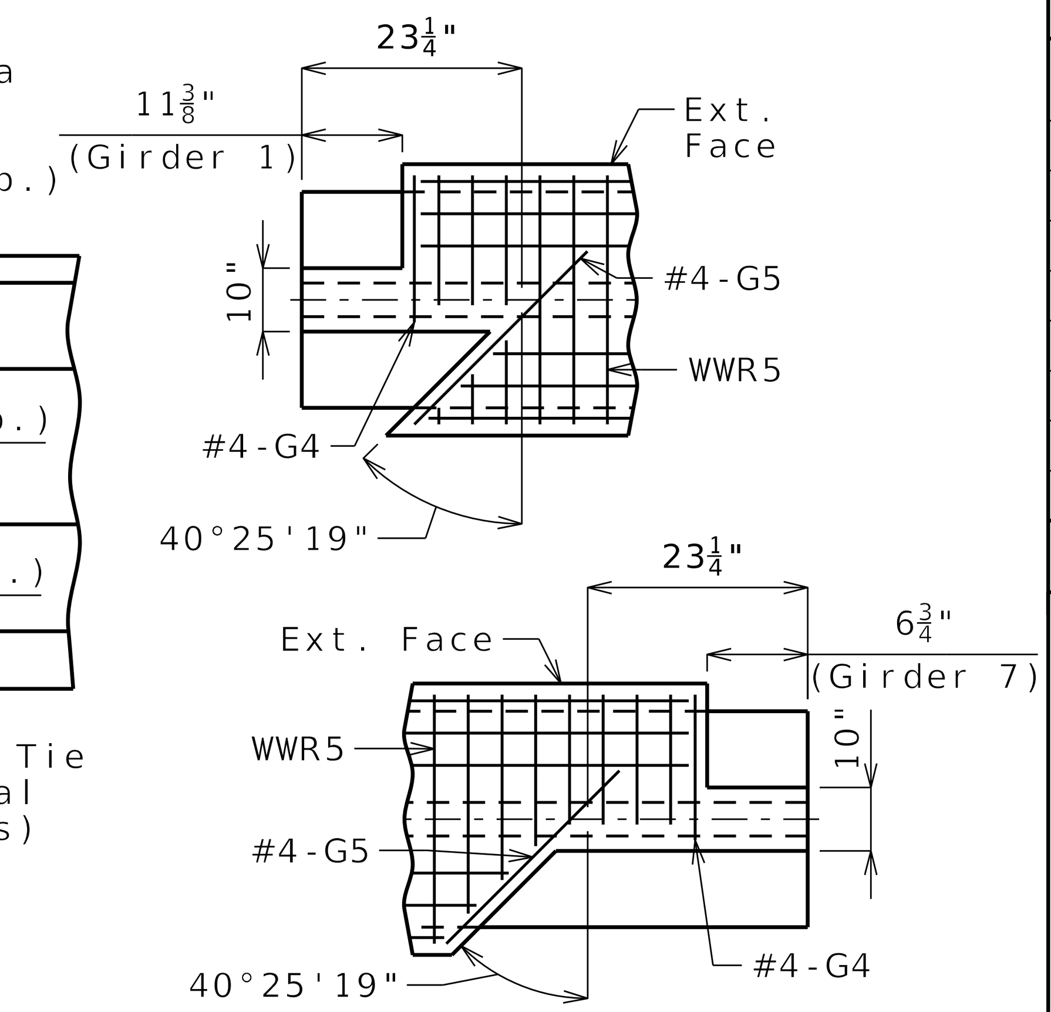
STRAND ARRANGEMENT

+ Indicates prestressing strand.

○ Indicates cut & shop bend with 3'-0" projection.



STRANDS AT GIRDER ENDS

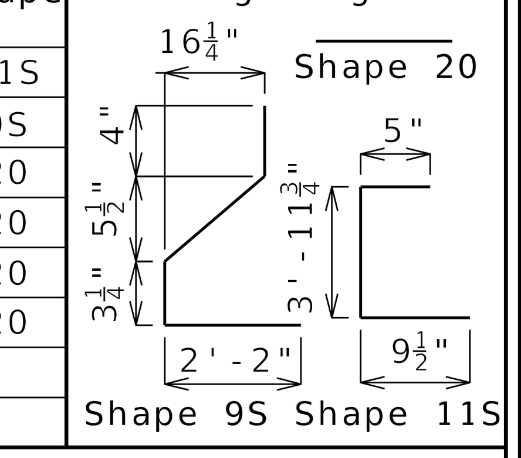


LEFT EXTERIOR GIRDER AT INTERMEDIATE BENT

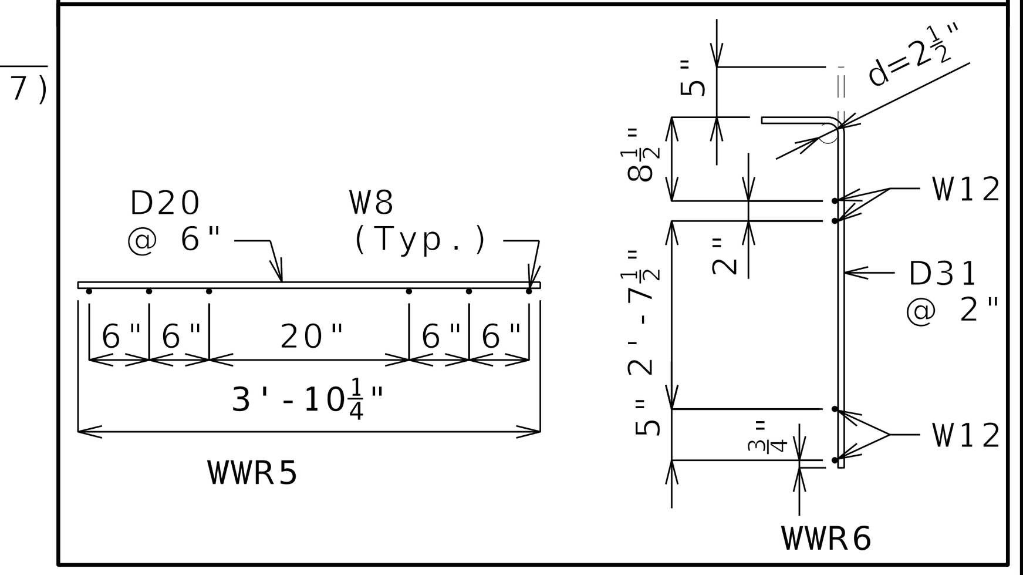
Rotate 180° for right ext.

Bill of Reinforcing Steel - Each Girder			
No.	Size/ Mark	Length	Shape
178	5 B1	5'-0"	11S
198	4 D1	4'-0"	9S
2	4 G3	5'-0"	20
2	4 G4	2'-3"	20
2	4 G5	3'-6"	20
12	4 G6	Varies	20

Bending Diagrams



Welded Wire Reinforcement - Each Girder



All dimensions are out to out.

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

Actual bar lengths are measured along centerline of bar to the nearest inch.

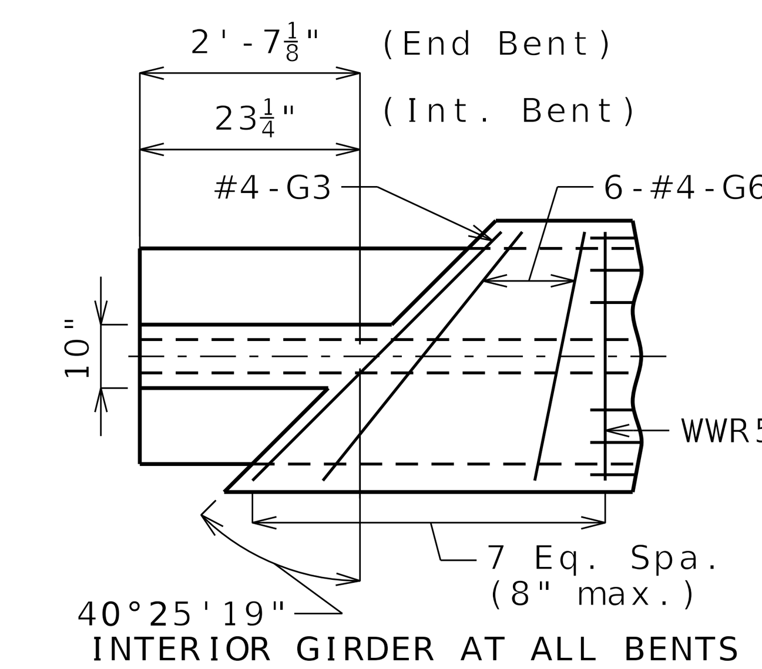
Minimum clearance to reinforcing shall be one inch.

All bar reinforcement shall be Grade 60.

The two D1 bars may be furnished as one bar at the fabricator's option.

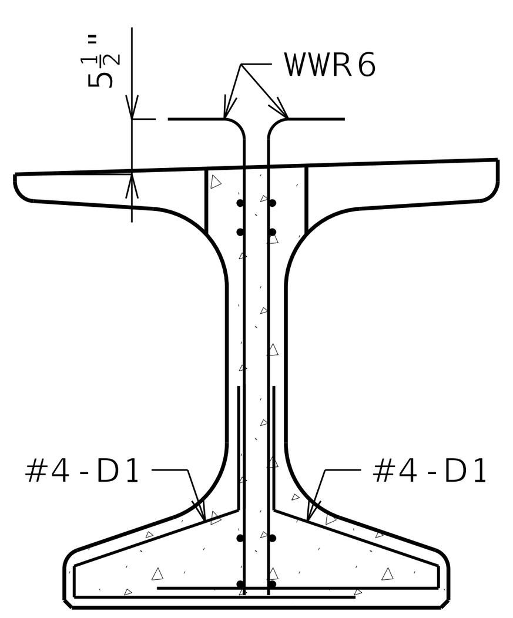
All B1 bars shall be epoxy coated.

G4 and G5 not required for interior girders. Half no. of G3, G4, G5 and G6 not required for ext. girders of end spans.



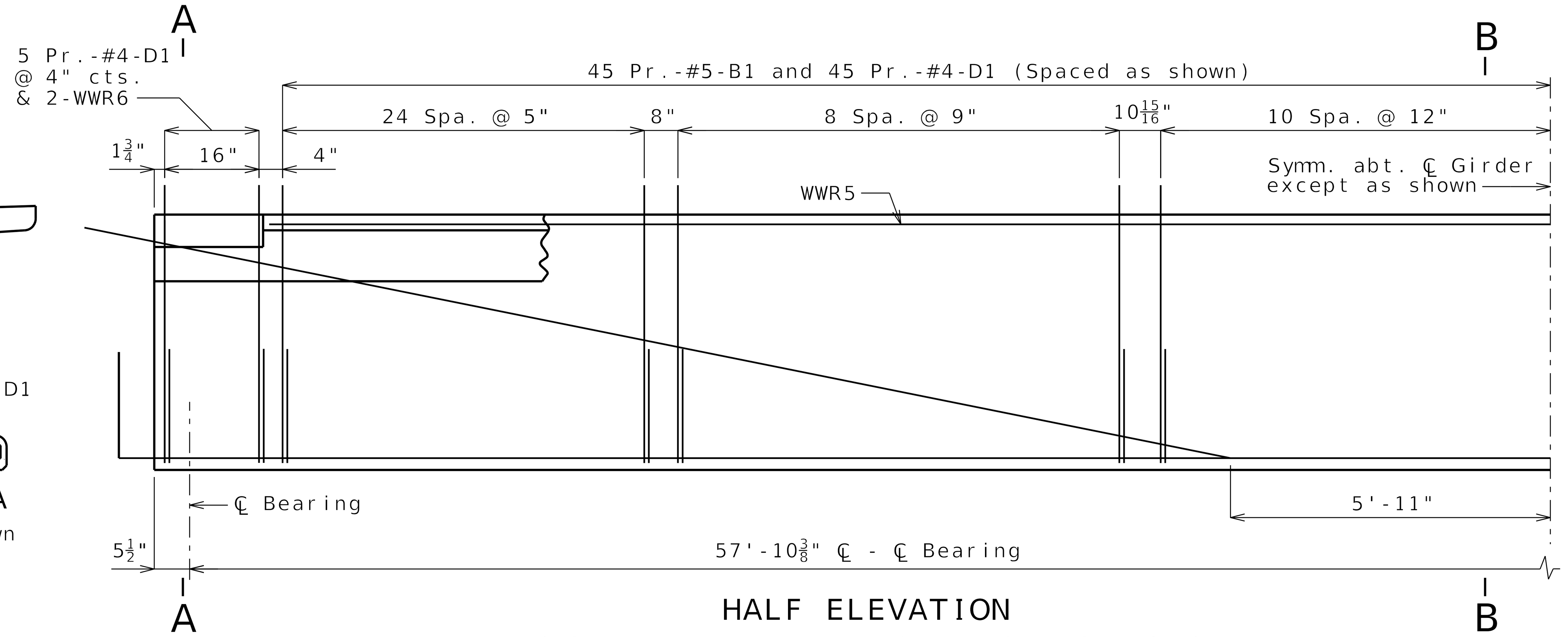
INTERIOR GIRDER AT ALL BENTS & EXTERIOR GIRDER AT END BENT

TOP FLANGE BLOCKOUT



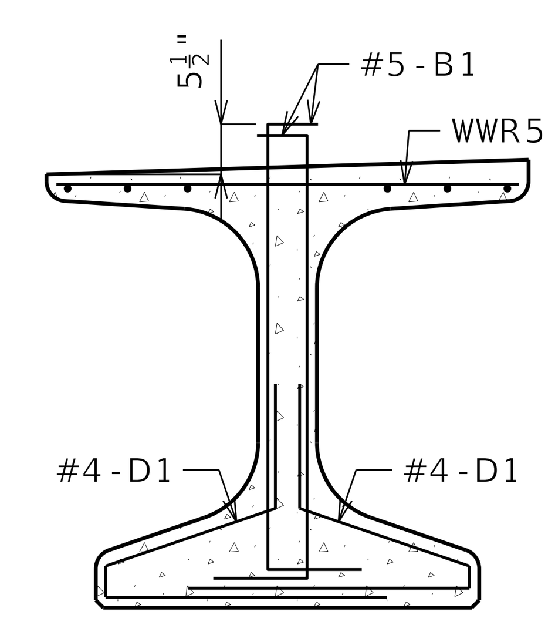
SECTION A-A

Strands not shown for clarity.



HALF ELEVATION

Reinforcement support strands not shown for clarity.



SECTION B-B

Strands not shown for clarity.

General Notes:

Concrete for prestressed girders shall be Class A-1 with f'c = 8500 psi and f'ci = 6500 psi.

Use 14 strands, 0.6"Ø Grade 270, with an initial prestress force of 615 kips.

Pretensioned members shall be in accordance with Sec 1029.

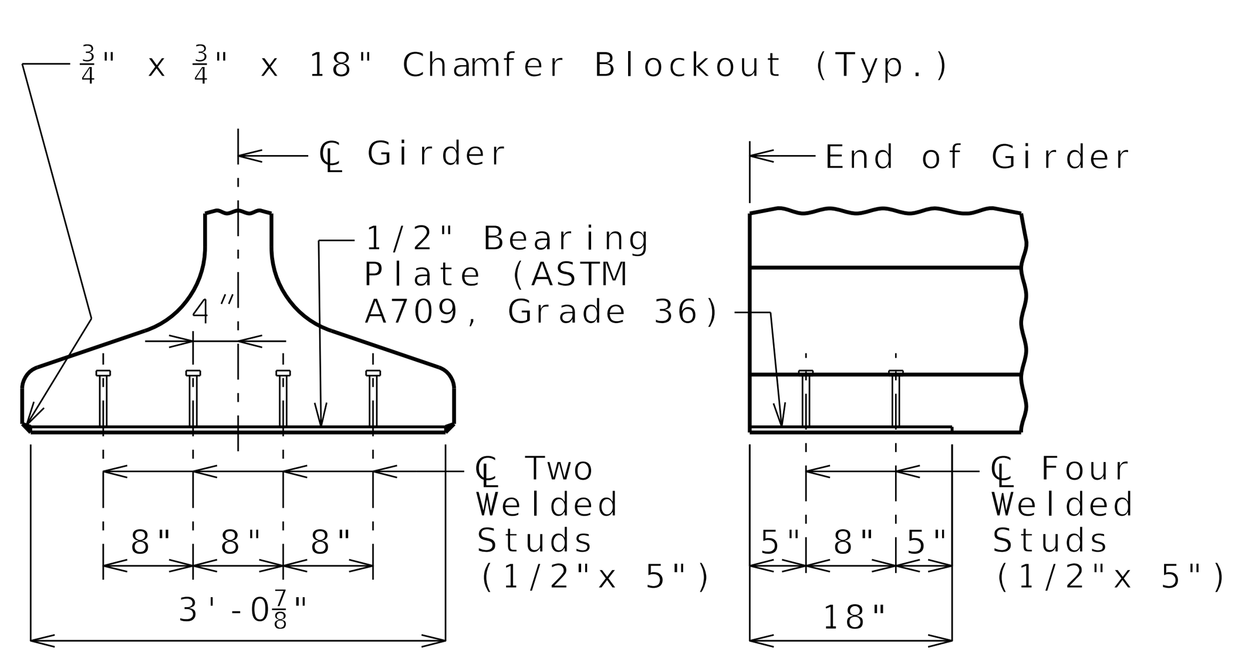
Fabricator shall be responsible for location and design of lifting devices.

Exterior and interior girders are the same except: coil ties, top flange blockout, and application of bond breaker.

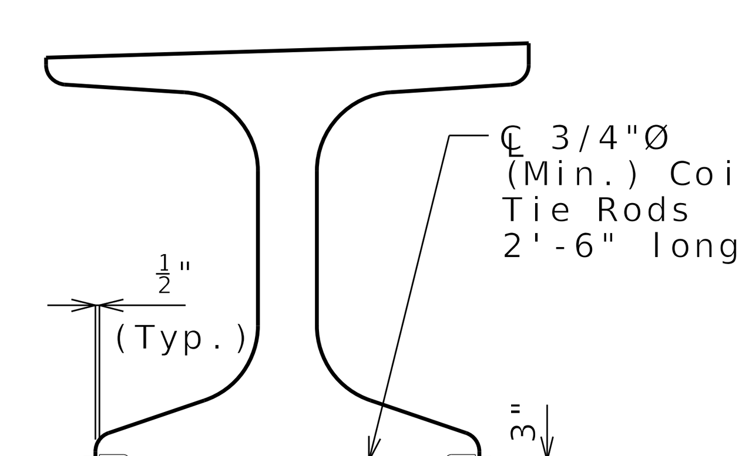
The contractor shall provide bracing necessary for lateral and torsional stability of the girders during construction of the concrete slab and remove the bracing after the slab has attained 75% design strength. Contractor shall not drill holes in the girders.

For Girder Camber Diagram, see Sheet No. 28.

For location of coil ties at concrete diaphragms and integral bents, see Sheets No. 19 and 26.



BEARING PLATE



CLOSED DIAPHRAGMS AND INTEGRAL BENTS

COIL TIES

Exclude coil tie at exterior face of exterior girders except at integral end bents.

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	25
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

IMPROVE 70 ALLIANCE

HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

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Detailed APR 2025
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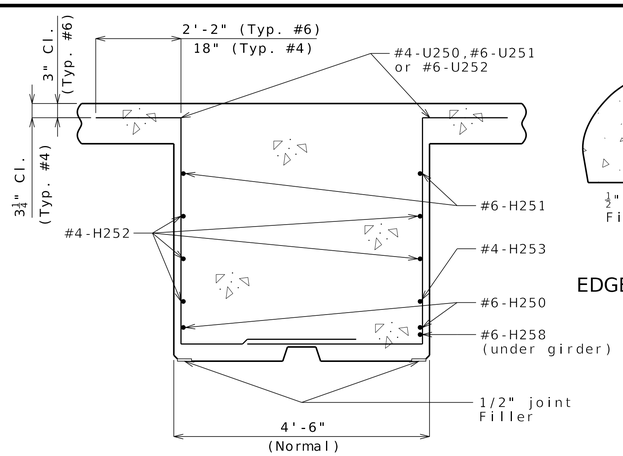
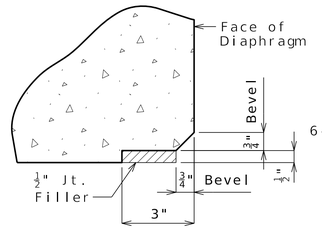
Note: This drawing is not to scale. Follow dimensions.

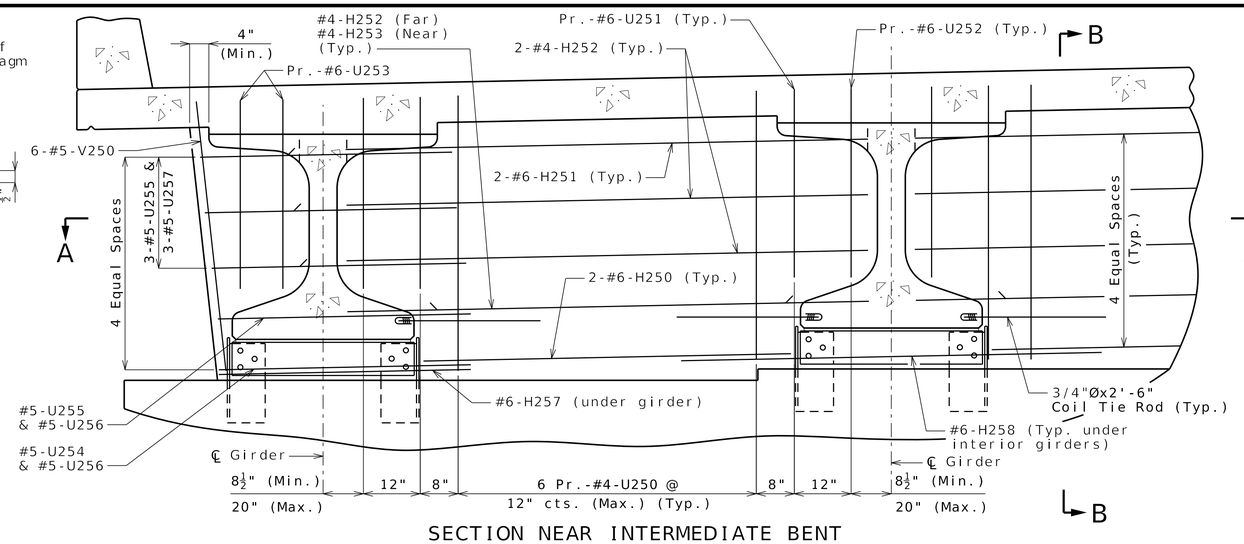
NU-GIRDERS - SPAN (4-5)



SECTION B-B



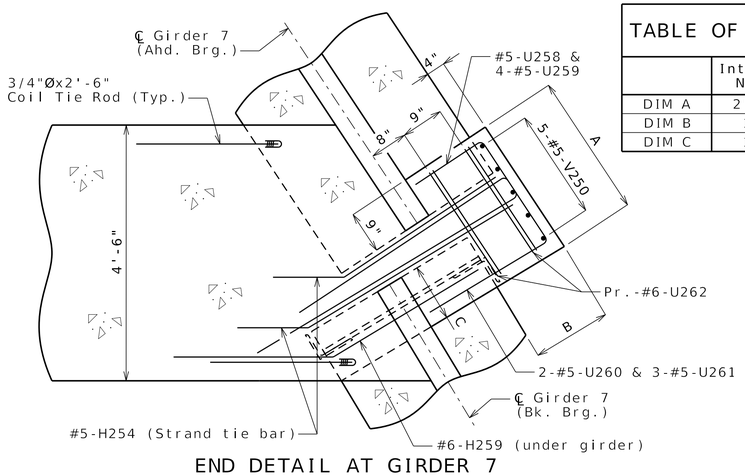
EDGE AND END DETAIL



SECTION NEAR INTERMEDIATE BENT

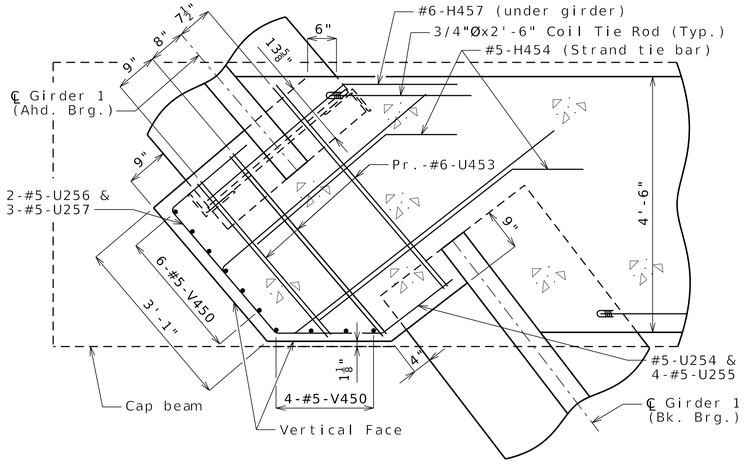
(Looking Ahead Station)
(Int. Bent No.2 shown; Int. Bent No.4 similar.)

TABLE OF DIMENSIONS		
	Int. Bent No. 2	Int. Bent No. 4
DIM A	2'-6¼"	2'-3½"
DIM B	16⅝"	18⅜"
DIM C	12⅛"	9"

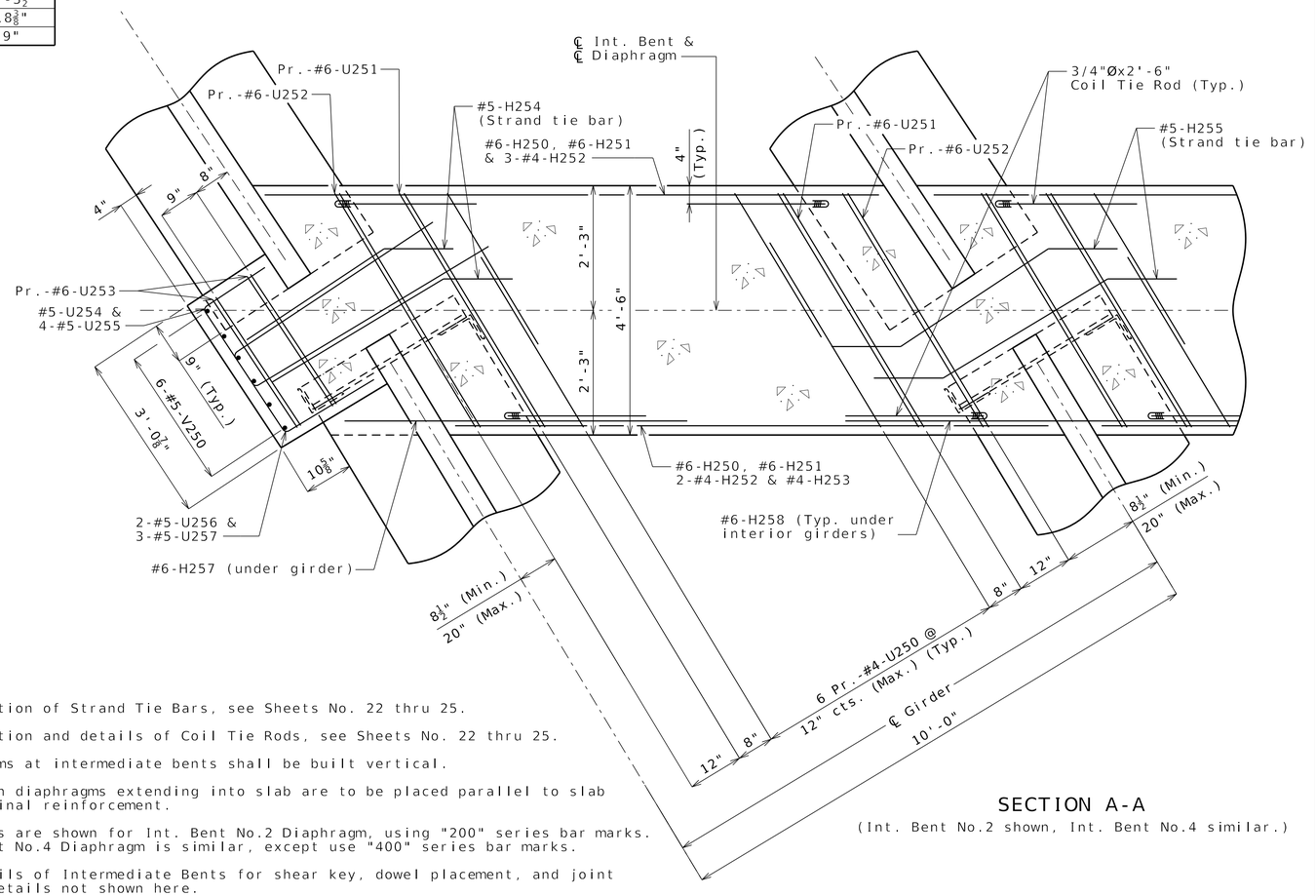


END DETAIL AT GIRDER 7

(Int. Bent No.2 shown, Int. Bent No.4 similar.)



INT. BENT NO. 4 END DETAIL AT GIRDER 1



SECTION A-A

(Int. Bent No.2 shown, Int. Bent No.4 similar.)

Notes:

For location of Strand Tie Bars, see Sheets No. 22 thru 25.

For location and details of Coil Tie Rods, see Sheets No. 22 thru 25.

Diaphragms at intermediate bents shall be built vertical.

U-bars in diaphragms extending into slab are to be placed parallel to slab longitudinal reinforcement.

Bar marks are shown for Int. Bent No.2 Diaphragm, using "200" series bar marks. Int. Bent No.4 Diaphragm is similar, except use "400" series bar marks.

See Details of Intermediate Bents for shear key, dowel placement, and joint filler details not shown here.

CONCRETE DIAPHRAGM AT INTERMEDIATE BENTS NO. 2 & 4

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 26
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201 JEFFERSON CITY, MO 65101 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM

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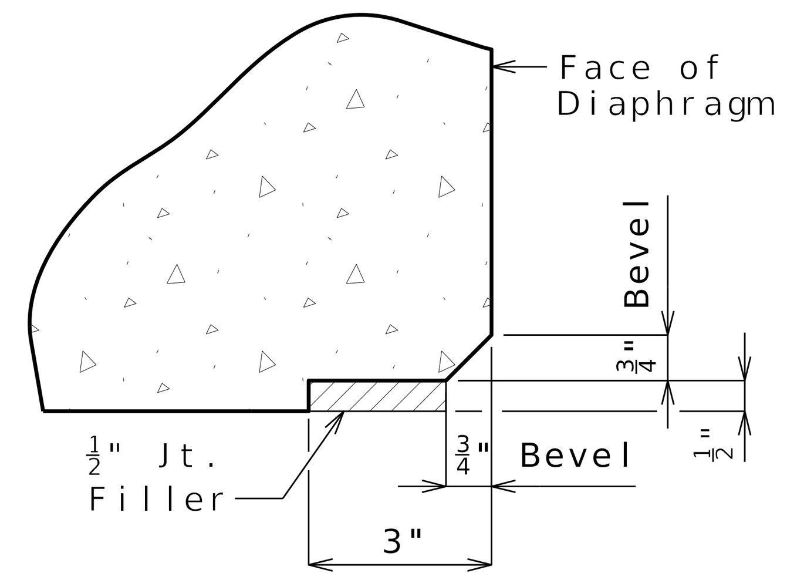
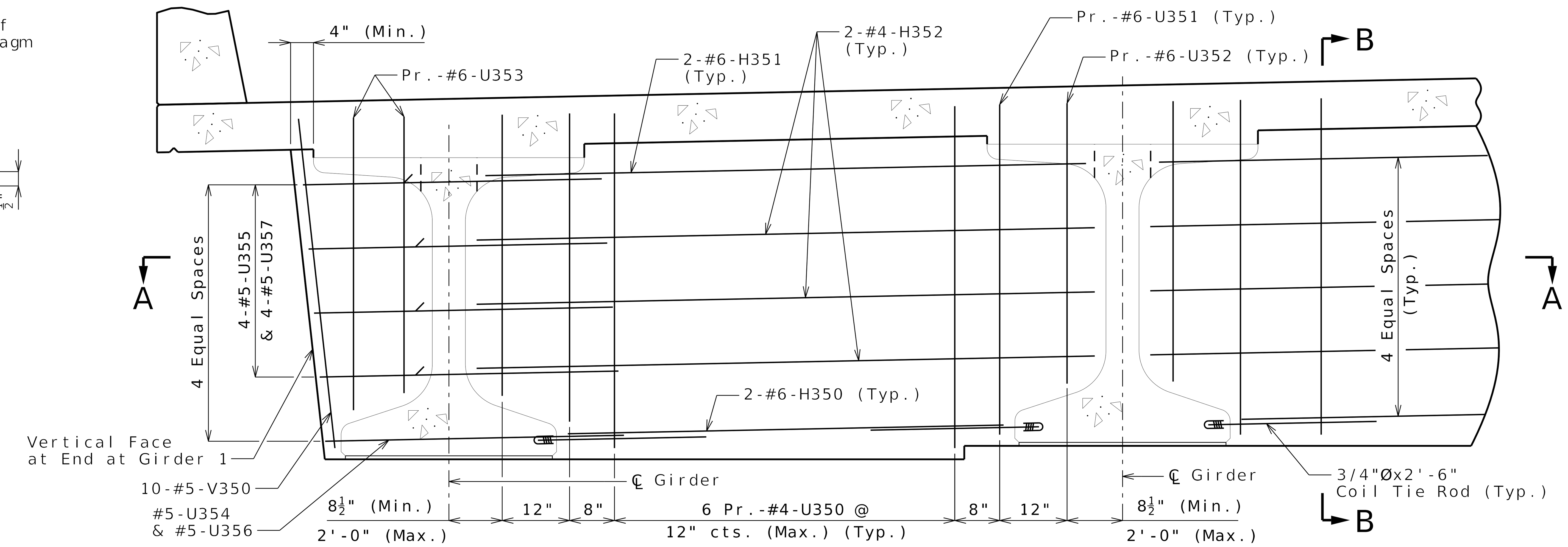
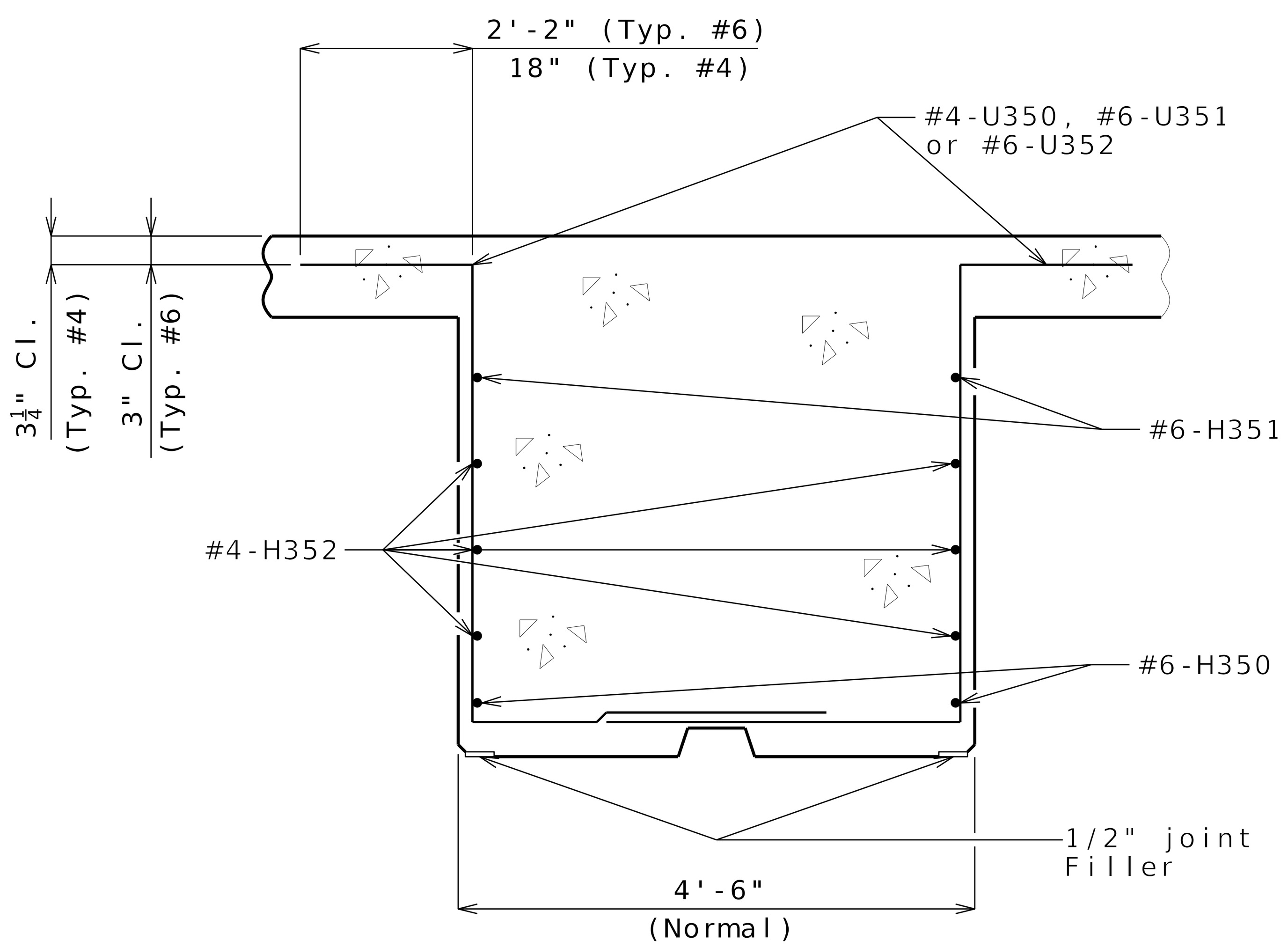
Note: This drawing is not to scale. Follow dimensions.



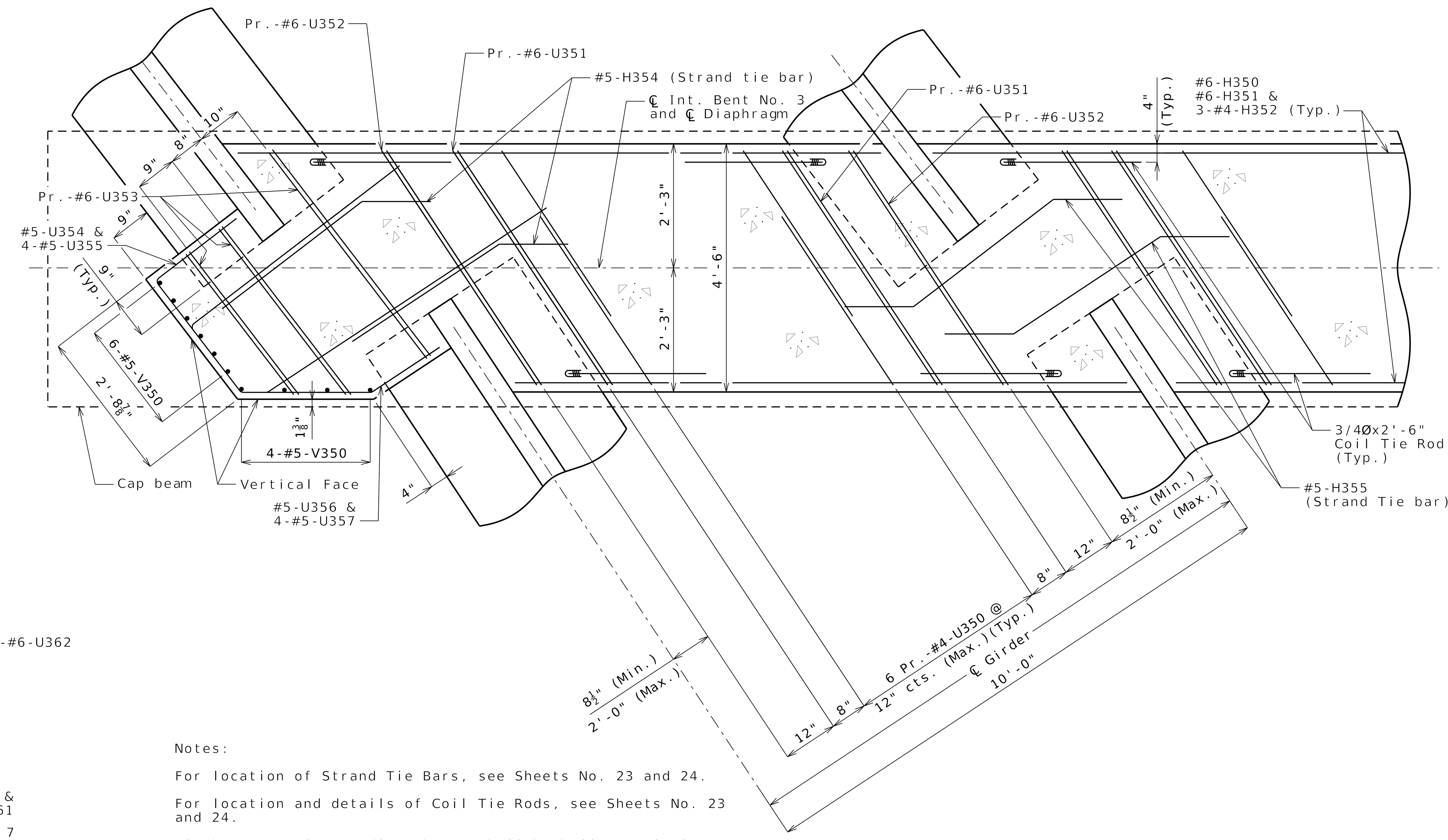
EDGE AND END DETAIL



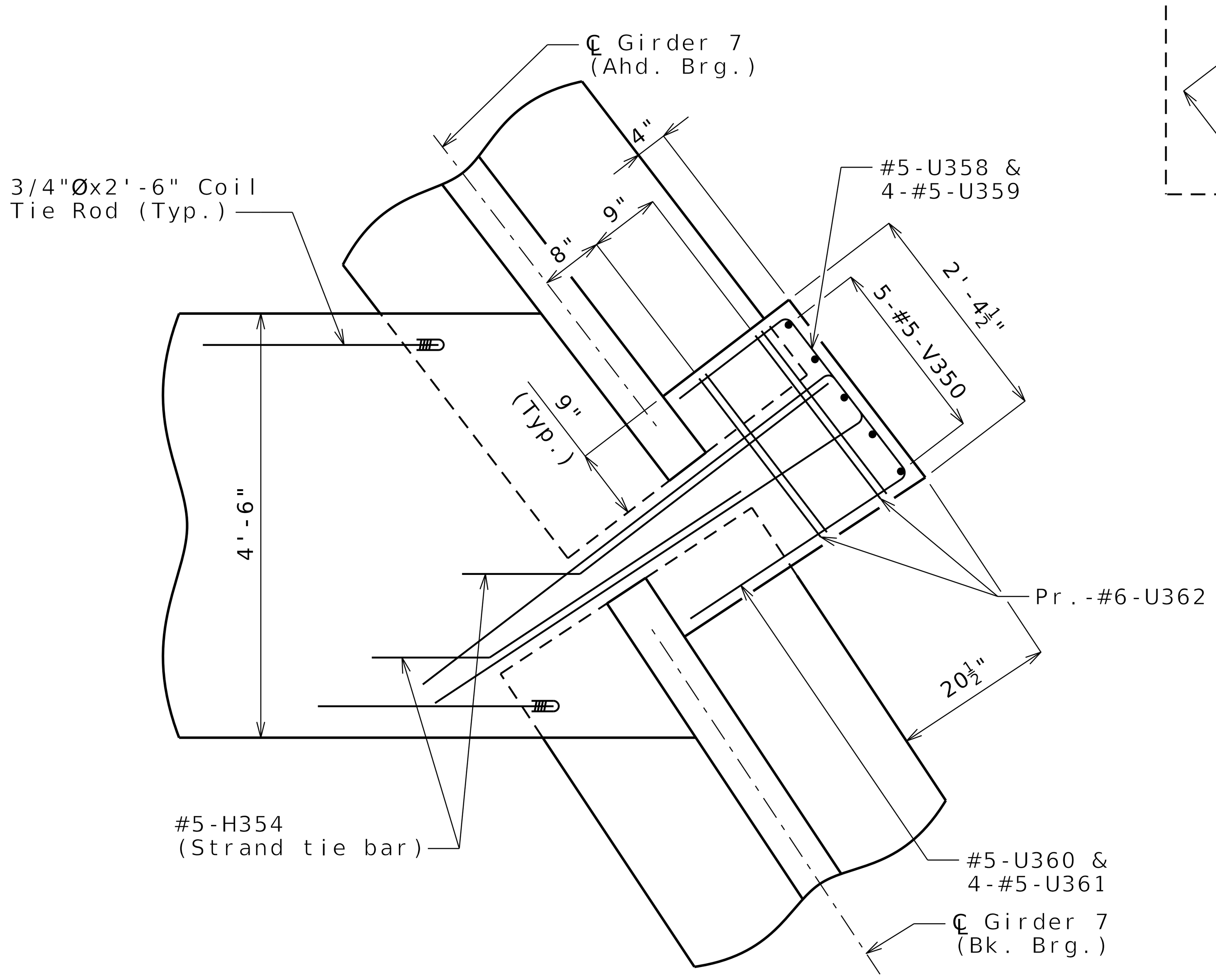
SECTION NEAR INTERMEDIATE BENT
(Looking Ahead station)



SECTION B-B



SECTION A-A



END DETAIL AT GIRDER 7

Notes:

For location of Strand Tie Bars, see Sheets No. 23 and 24.

For location and details of Coil Tie Rods, see Sheets No. 23 and 24.

Diaphragms at intermediate bents shall be built vertical.

U-bars in diaphragms extending into slab are to be placed parallel to slab longitudinal reinforcement.

See Details of Intermediate Bents for shear key, dowel placement, and joint filler details not shown here.

CONCRETE DIAPHRAGM AT INTERMEDIATE BENT NO. 3

Detailed APR 2025
Checked APR 2025

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

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	27
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION
DATE

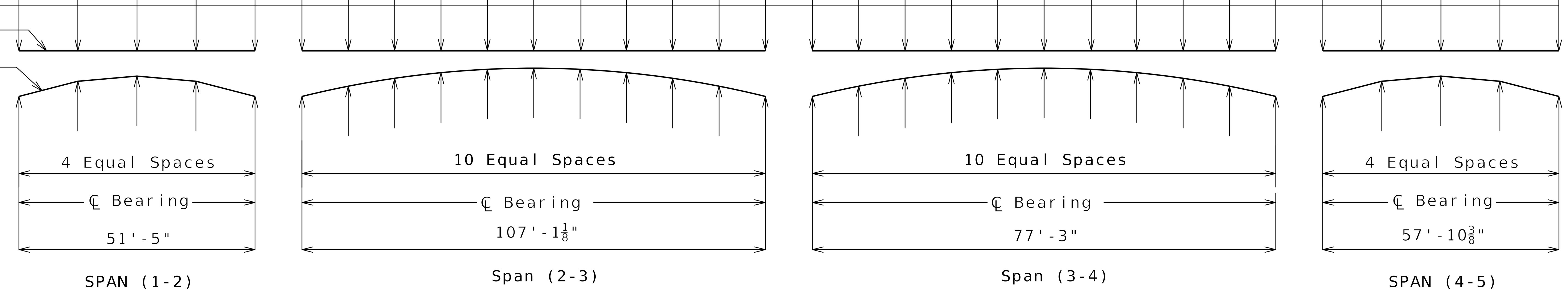
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

IMPROVE 70 ALLIANCE

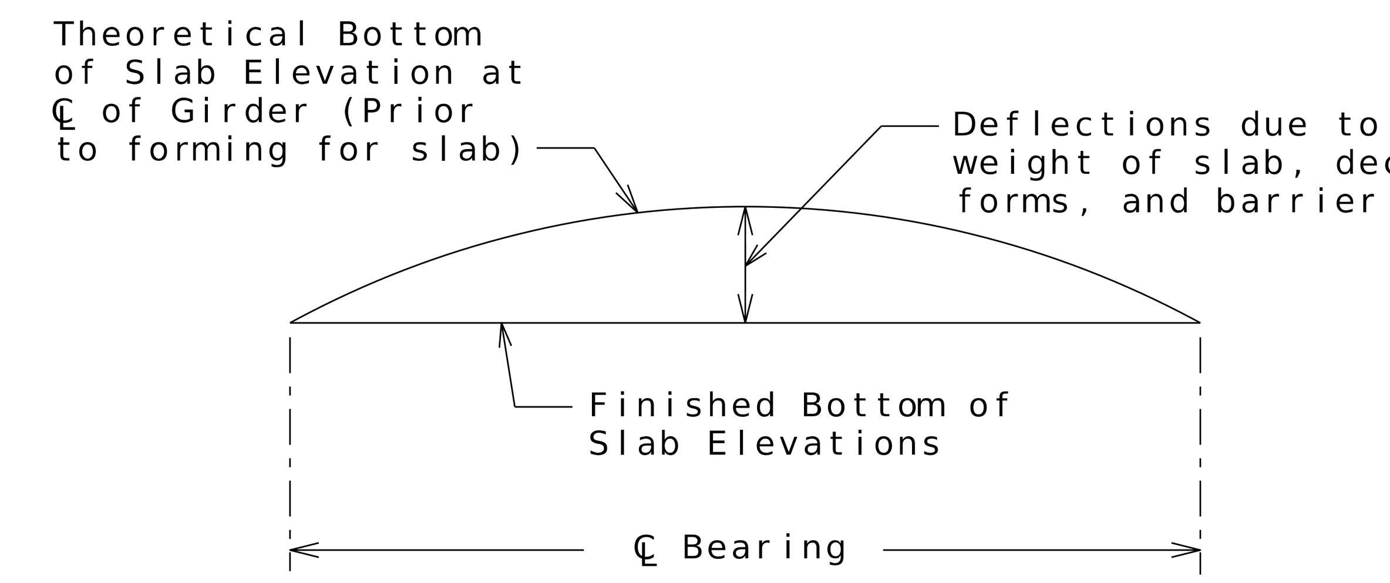
HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270

Bartlett & West

	Span (1-2)					Span (2-3)											Span (3-4)											Span (4-5)				
Girder No. 1	3"	2¾"	2⅝"	2¾"	3"	3¼"	2⅝"	2⅛"	1⅝"	1⅜"	1¼"	1⅜"	1⅝"	2⅛"	2⅝"	3¼"	1¼"	1⅜"	1½"	1¾"	1⅞"	2"	2⅛"	2⅜"	2½"	2¾"	3"	3"	2¾"	2⅝"	2¾"	3"
Girder No. 2	3"	2¾"	2⅝"	2¾"	3"	3¼"	2⅝"	2⅛"	1¾"	1½"	1½"	1½"	1¾"	2¼"	2¾"	3¼"	1¾"	1¾"	1⅞"	2"	2⅛"	2¼"	2⅜"	2½"	2⅝"	2⅞"	3"	3"	2⅞"	2¾"	2⅞"	3"
Girder No. 3	3"	2¾"	2⅝"	2¾"	3"	3¼"	2¾"	2¼"	1¾"	1½"	1⅜"	1½"	1¾"	2⅛"	2⅝"	3⅛"	2⅛"	2⅛"	2⅛"	2¼"	2¼"	2⅜"	2½"	2⅝"	2¾"	2⅞"	3"	3"	2⅞"	2¾"	2⅞"	3"
Girder No. 4	3"	2¾"	2⅝"	2¾"	3"	3⅛"	2⅝"	2⅛"	1¾"	1½"	1⅜"	1½"	1¾"	2⅛"	2⅝"	3⅛"	2½"	2½"	2½"	2⅝"	2⅝"	2⅝"	2¾"	2¾"	2⅞"	3"	3"	3"	2⅞"	2¾"	2⅞"	3"
Girder No. 5	3"	2¾"	2⅝"	2¾"	3"	3⅛"	2⅝"	2⅛"	1¾"	1⅜"	1⅜"	1⅜"	1¾"	2⅛"	2⅝"	3⅛"	2⅞"	2⅞"	2⅞"	2⅞"	2⅞"	2⅞"	2⅞"	2⅞"	2⅞"	3"	3"	3"	2¾"	2¾"	2¾"	3"
Girder No. 6	3"	2¾"	2⅝"	2¾"	3"	3¼"	2¾"	2¼"	1¾"	1½"	1⅜"	1½"	1¾"	2⅛"	2⅝"	3¼"	3⅜"	3⅜"	3¼"	3⅛"	3⅛"	3"	3"	3"	3"	3"	3"	3"	2⅞"	2¾"	2⅞"	3"
Girder No. 7	3"	2¾"	2⅝"	2⅝"	3"	3¼"	2⅝"	2⅛"	1⅝"	1⅜"	1¼"	1⅜"	1⅝"	2⅛"	2⅝"	3¼"	3⅞"	3¾"	3⅝"	3½"	3⅜"	3¼"	3¼"	3⅛"	3⅛"	3"	3"	3"	2¾"	2⅝"	2¾"	3"



THEORETICAL SLAB HAUNCHING DIAGRAM (ESTIMATED AT 90 DAYS)



TYPICAL SLAB ELEVATIONS DIAGRAM

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

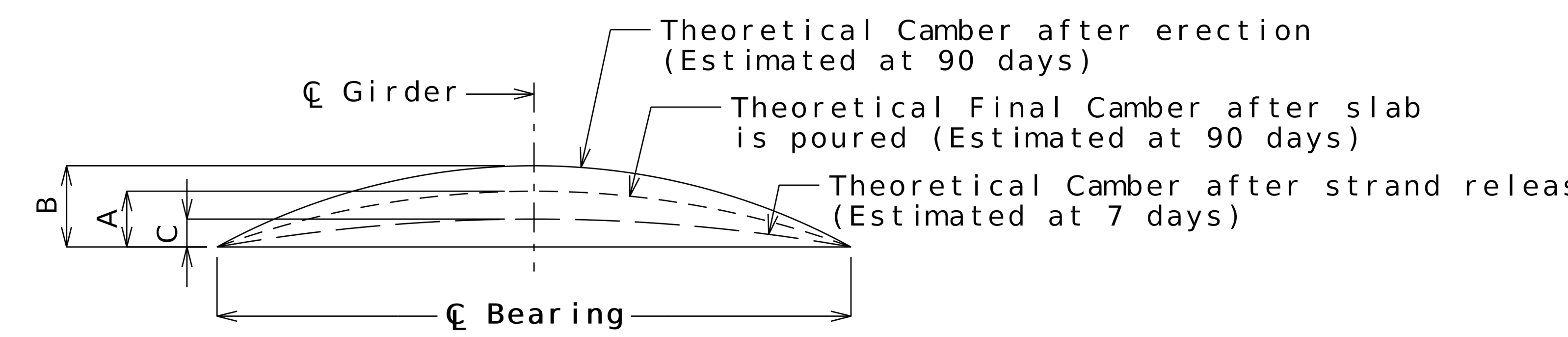
Girder Number	Span (1-2) (51-5" ℄ Brg. - ℄ Brg.)				
	℄ Brg.	.25	.50	.75	℄ Brg.
1	633.92	633.82	633.71	633.59	633.47
2	634.56	634.47	634.36	634.25	634.12
3	635.21	635.11	635.01	634.90	634.78
4	635.85	635.76	635.66	635.55	635.43
5	636.49	636.40	636.31	636.20	636.09
6	637.13	637.05	636.95	636.85	636.74
7	637.77	637.69	637.60	637.50	637.39

Girder Number	Span (2-3) (107-1⅛" ℄ Brg. - ℄ Brg.)										
	℄ Brg.	.10	.20	.30	.40	.50	.60	.70	.80	.90	℄ Brg.
1	633.40	633.32	633.24	633.13	633.02	632.88	632.73	632.55	632.36	632.16	631.95
2	634.08	634.01	633.93	633.84	633.72	633.59	633.44	633.27	633.07	632.87	632.65
3	634.75	634.69	634.61	634.52	634.41	634.28	634.13	633.96	633.77	633.57	633.36
4	635.42	635.36	635.29	635.20	635.09	634.97	634.82	634.65	634.47	634.27	634.06
5	636.09	636.03	635.96	635.88	635.77	635.65	635.50	635.34	635.16	634.96	634.76
6	636.76	636.70	636.63	636.55	636.45	636.33	636.19	636.03	635.85	635.65	635.45
7	637.43	637.37	637.30	637.22	637.12	637.00	636.86	636.70	636.53	636.34	636.14

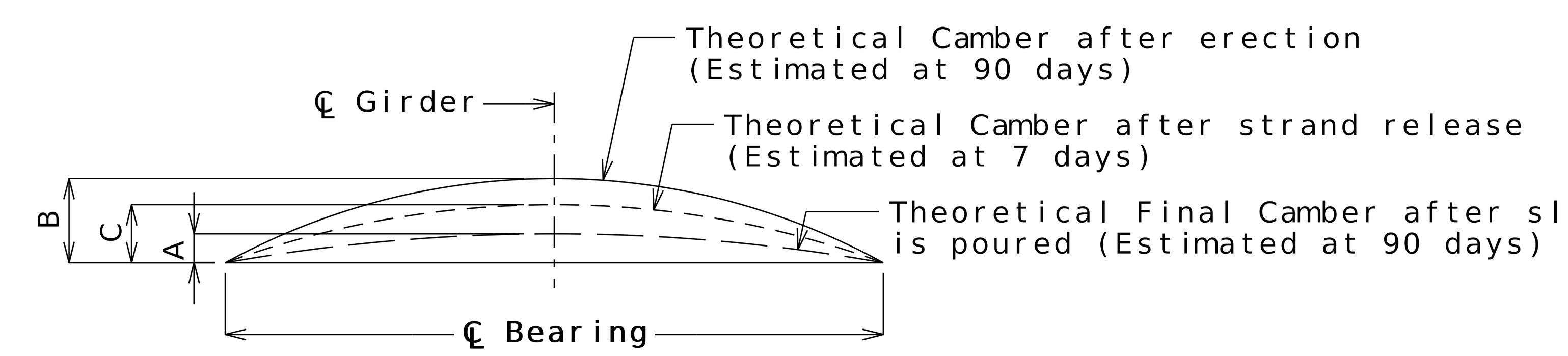
Girder Number	Span (3-4) (77-3" ℄ Brg. - ℄ Brg.)										
	℄ Brg.	.10	.20	.30	.40	.50	.60	.70	.80	.90	℄ Brg.
1	631.78	631.65	631.51	631.36	631.22	631.06	630.90	630.73	630.56	630.38	630.20
2	632.52	632.39	632.26	632.12	631.97	631.82	631.66	631.50	631.33	631.15	630.97
3	633.27	633.14	633.00	632.87	632.72	632.57	632.42	632.26	632.09	631.92	631.74
4	634.00	633.88	633.75	633.61	633.47	633.33	633.17	633.01	632.85	632.68	632.50
5	634.74	634.61	634.49	634.35	634.22	634.07	633.92	633.76	633.60	633.44	633.26
6	635.47	635.35	635.22	635.09	634.96	634.82	634.67	634.51	634.35	634.19	634.02
7	636.20	636.08	635.95	635.83	635.69	635.56	635.41	635.26	635.10	634.94	634.77

Girder Number	Span (4-5) (57-10⅜" ℄ Brg. - ℄ Brg.)				
	℄ Brg.	.25	.50	.75	℄ Brg.
1	630.03	629.69	629.33	628.95	628.55
2	630.84	630.51	630.16	629.78	629.39
3	631.64	631.32	630.97	630.60	630.21
4	632.44	632.12	631.78	631.42	631.04
5	633.23	632.92	632.58	632.23	631.85
6	634.02	633.71	633.38	633.03	632.66
7	634.81	634.50	634.17	633.83	633.47

Elevations are based on a constant slab thickness of 8 1/2" and include allowance for theoretical dead load deflections due to weight of slab (including deck forms and barrier).



Girder	Span (1-2)		
	A	B	C
Exterior / Interior	½"	⅝"	⅜"



Girder	Span (2-3)			Span (3-4)			Span (4-5)		
	A	B	C	A	B	C	A	B	C
Girder No. 1	2½"	4½"	2⅞"	⅜"	1"	⅝"	½"	¾"	½"
Interior	2¼"						⅜"		
Girder No. 7	2⅜"						½"		

GIRDER CAMBER DIAGRAM

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

0.1 pt. = 0.314 x 0.5 pt.
0.2 pt. = 0.593 x 0.5 pt.
0.3 pt. = 0.813 x 0.5 pt.
0.4 pt. = 0.952 x 0.5 pt.

0.25 pt. = 0.7125 x 0.5 pt.

If girder camber is different from that shown in the camber diagram, in order to maintain minimum slab thickness, an adjustment of the slab haunches, an increase in slab thickness or a raise in grade uniformly throughout the structure shall be necessary. The haunch shall be limited to ensure the projecting girder reinforcement is embedded into the slab at least 2 inches.

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 28
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION

DATE

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

IMPROVE 70 ALLIANCE

HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

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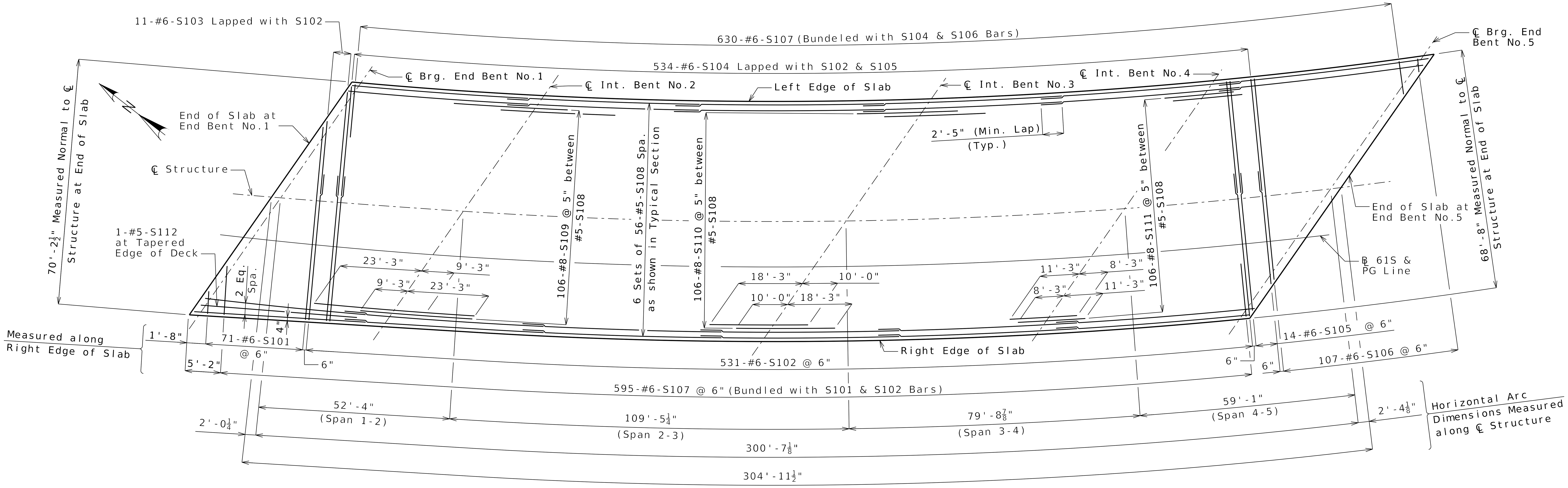
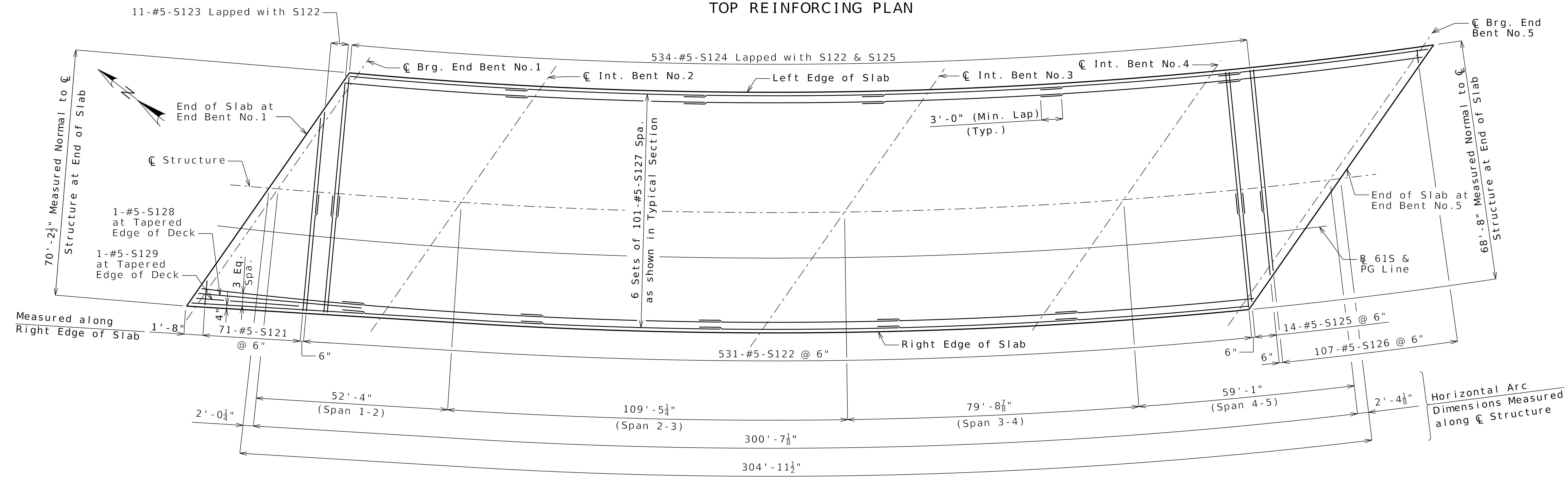
Detailed APR 2025
Checked APR 2025

THEORETICAL SLAB HAUNCHING DIAGRAM, BOTTOM OF SLAB ELEVATIONS, AND GIRDER CAMBER DIAGRAM

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



TOP REINFORCING PLAN



BOTTOM REINFORCING PLAN

Notes:

Longitudinal slab dimensions are measured horizontally.

For Section Thru Slab and Slab Pouring Sequence, see Sheet No. 30.

For Details and Reinforcement of Barrier Curb not shown, see Sheet No. 32.

For Theoretical Slab Haunching Diagram, see Sheet No. 28.

For Theoretical Bottom of Slab Elevations, see Sheet No. 28.

PLAN OF SLAB SHOWING REINFORCEMENT

Detailed APR 2025
Checked APR 2025

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

Title block

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	29
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION | DATE

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

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715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270

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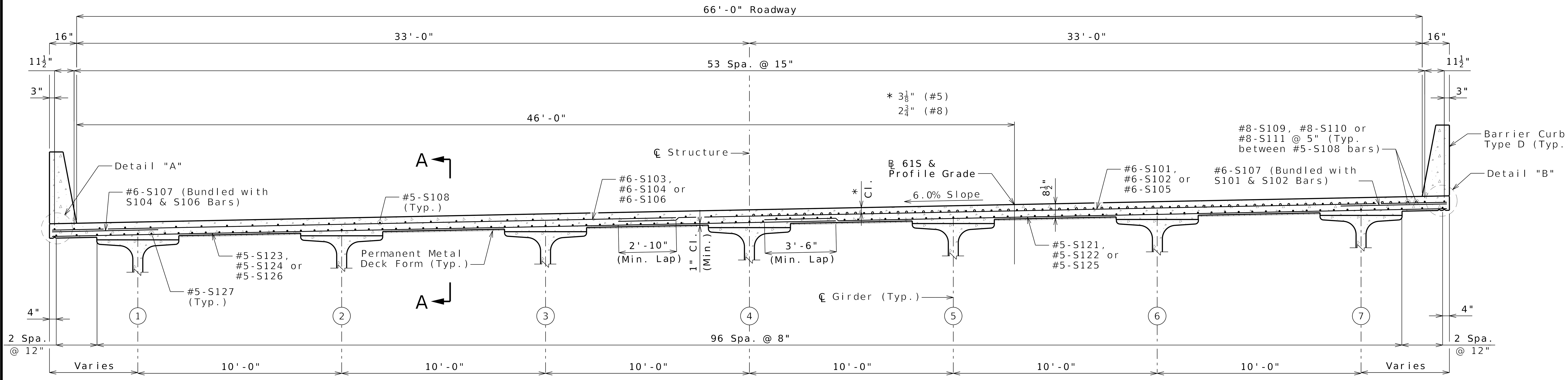
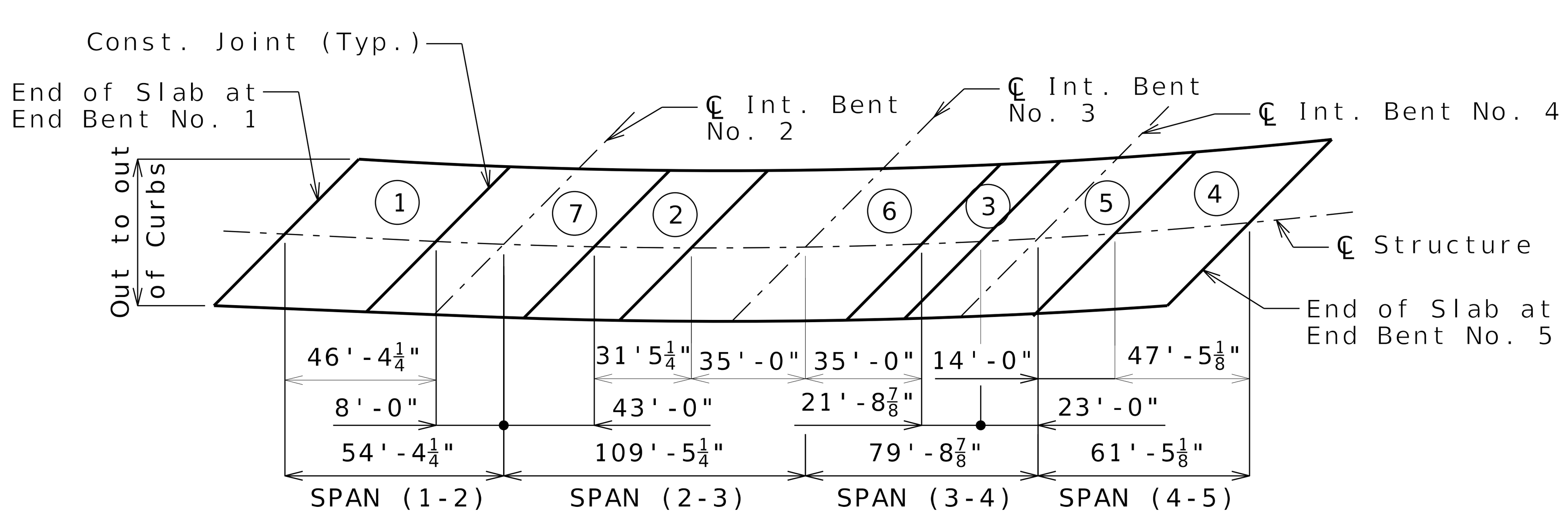
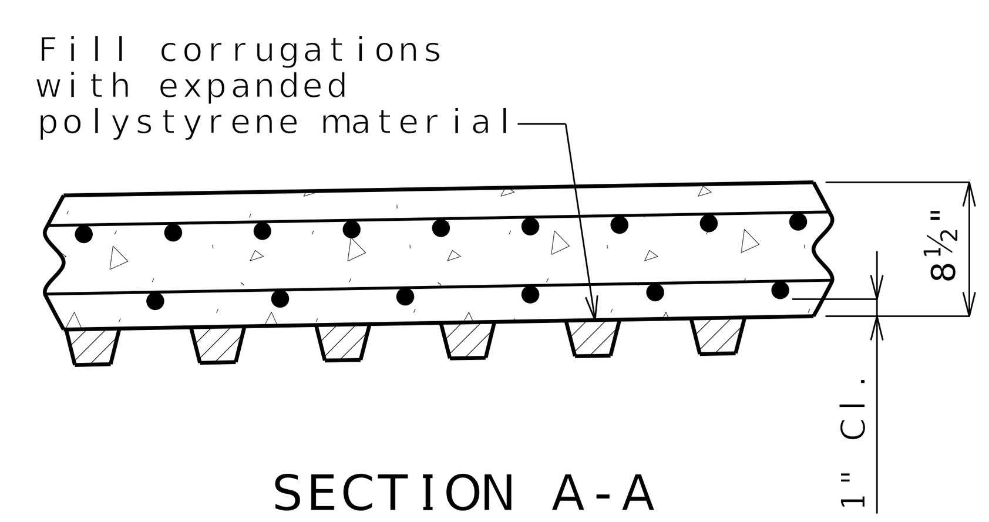


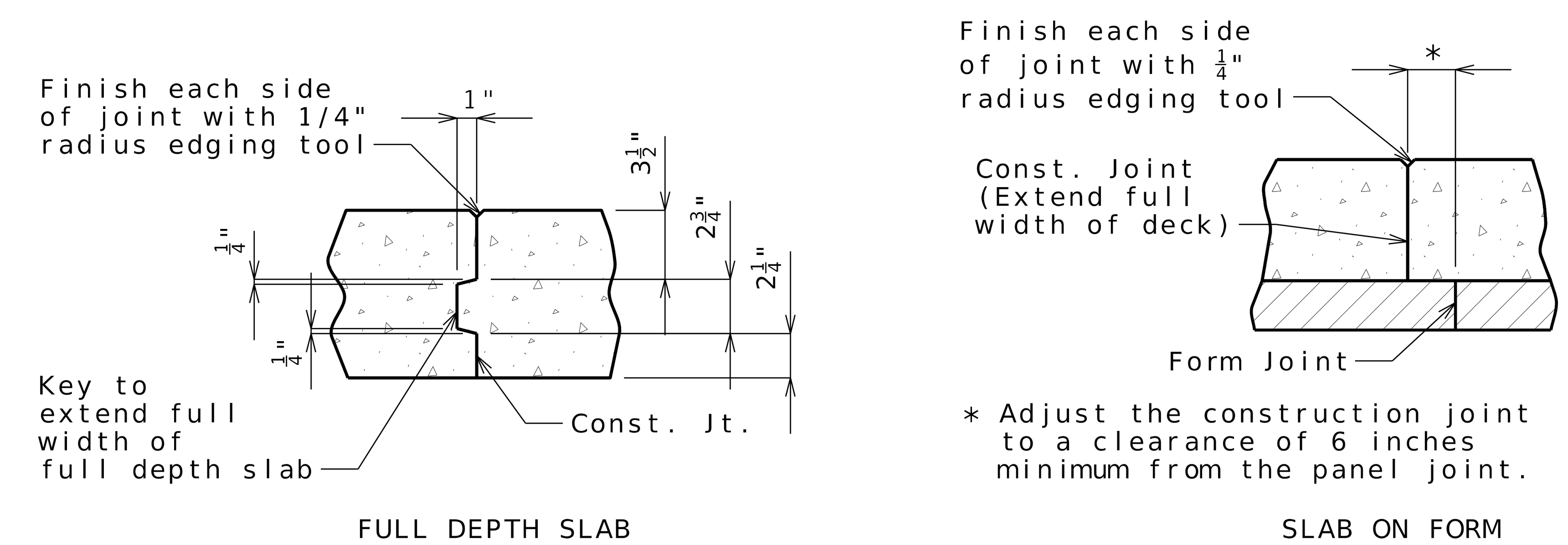
TYPICAL SECTION THRU SLAB

(Shown Normal to ℄ Ramp)
Slab Width varies in Span (1-2) and (2-3). Span (3-4) and (4-5) shown.



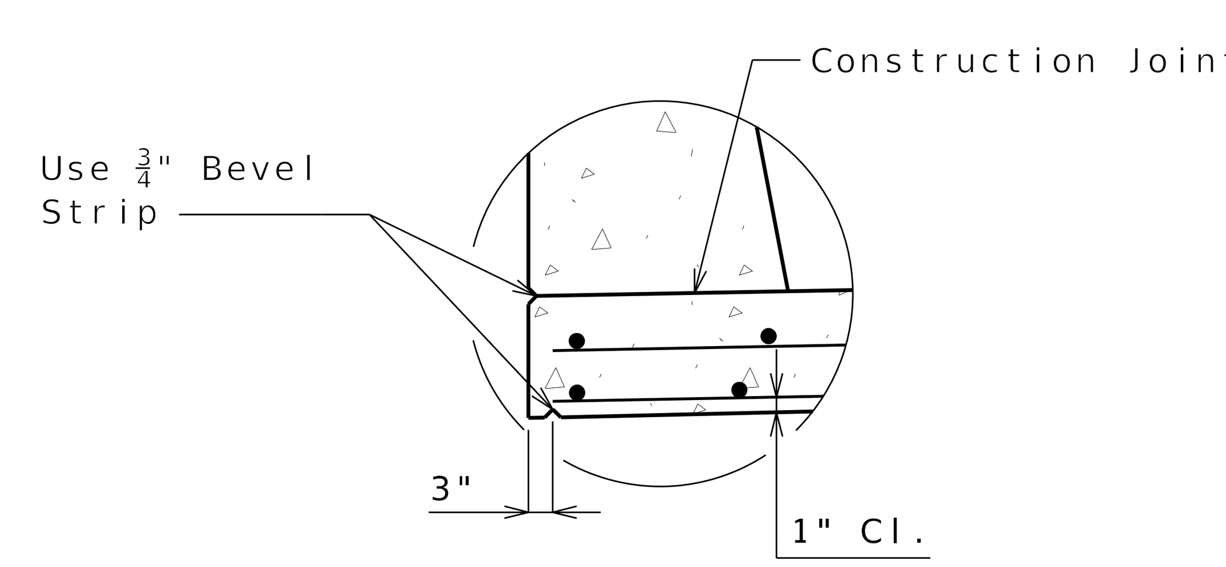


SECTION A-A

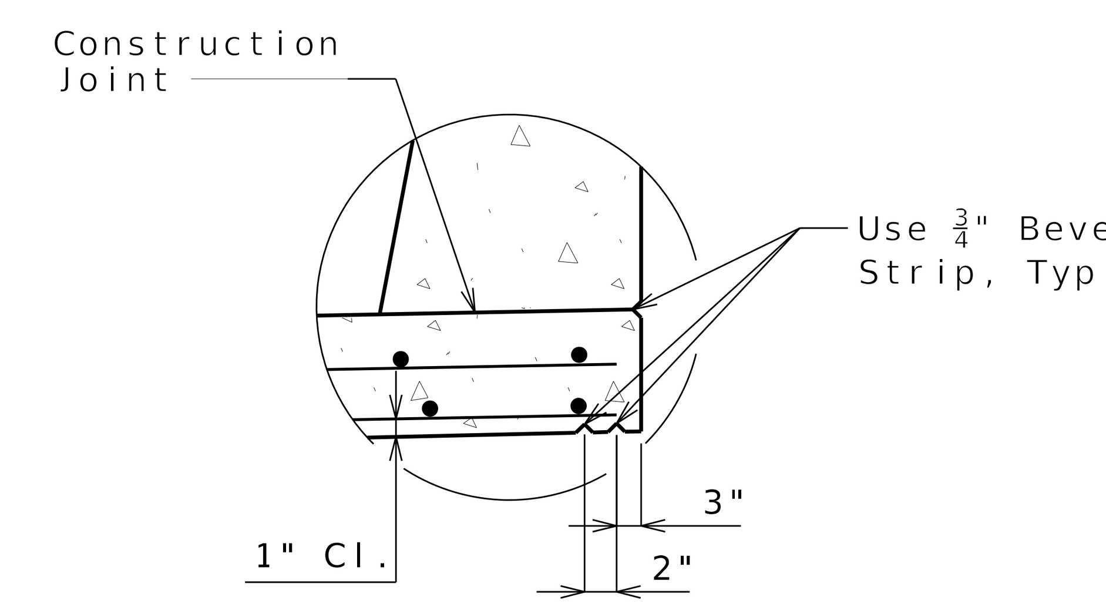


* Adjust the construction joint to a clearance of 6 inches minimum from the panel joint.

SLAB CONSTRUCTION JOINT



DETAIL "A"



DETAIL "B"

	Sequence of Pours							Min. Rate of Pour Cu. Yds./Hr.
	Direction							With Retarder
Basic Sequence	1	2	3	4	5	6	7	25
	Either Direction							
Alternate pours to the basic skip sequence are subject to the approval of the engineer in accordance with Sec 703.								
Alternate A Pours	1 / 7 to End		7 + 2 / 6 to 1		6 + 3 / 5 to 2		5 + 4 / End to 3	58
Alternate B Pours	1 + 7 + 2 / 6 to End			6 + 3 / 5 to 2		5 + 4 / End to 3		58
Alternate C Pours	1 + 7 + 2 / 6 to End				6 + 3 + 5 + 4 / End to 2			58
Alternate D Pours	4 + 5 + 3 + 6 + 2 + 7 + 1 / End to End (Upgrade)							58

The contractor shall furnish an approved retarder to retard the set of the concrete to 2.5 hours, and shall pour and satisfactorily finish the slab pours at the rate given.

Bridge deck must be poured upgrade.

The concrete diaphragm at the intermediate bents and integral end bents shall be poured a minimum of 30 minutes and a maximum of 2 hours before the slab is poured.

SLAB POURING SEQUENCE

Notes:

Barrier Curb reinforcement not shown for clarity.

For Plan of Slab Showing Reinforcement and additional notes, see Sheet No. 29.

For metal deck form notes, see General Notes.

Contractor may shift bars as necessary to tie in barrier bars.

SLAB DETAILS

Detailed APR 2025
Checked APR 2025

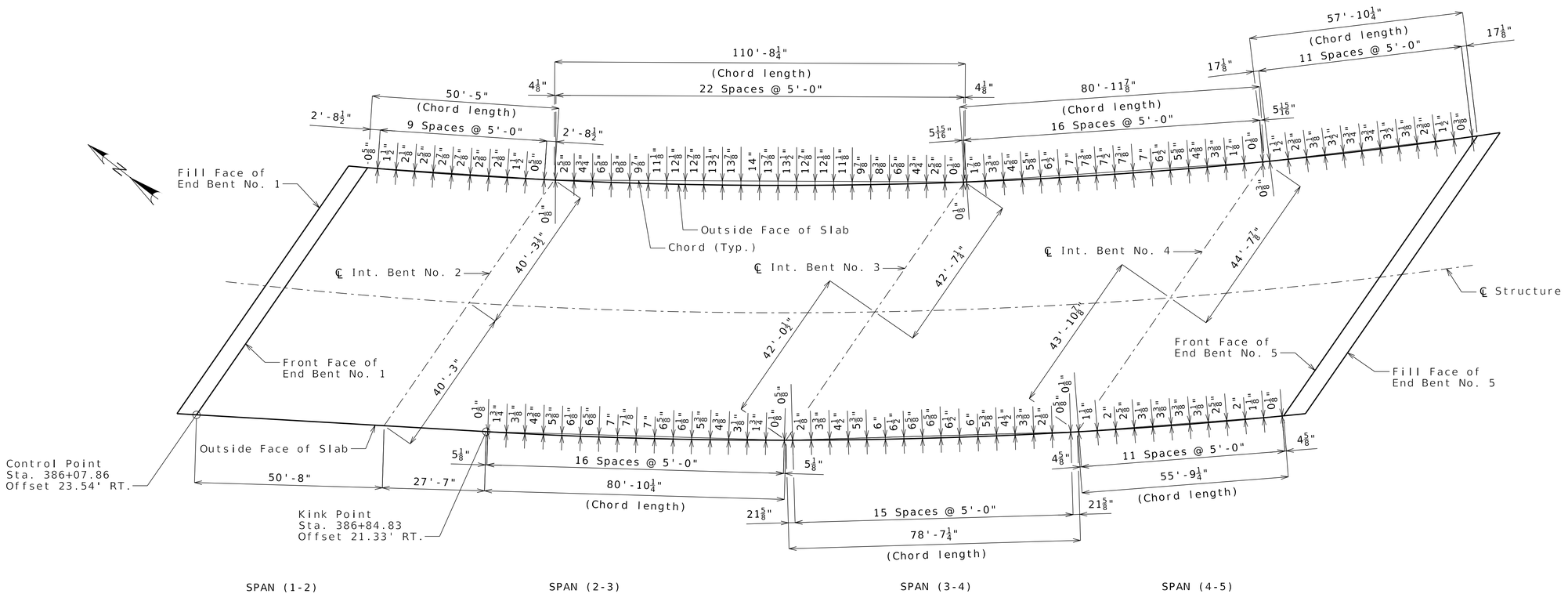
Note: This drawing is not to scale. Follow dimensions.

DATE PREPARED	
5/6/2025	
ROUTE: US-61	STATE: MO
DISTRICT: BR	SHEET NO.: 30
COUNTY: ST. CHARLES	
JOB NO.: JST0020	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.: A9682	

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270
Bartlett & West

B_A9682_026_JST0020_SLABDET.dgn 4:24:19 PM 5/6/2025



PLAN

All dimensions are horizontal.
All bents are parallel

SLAB CURVE ORDINATES

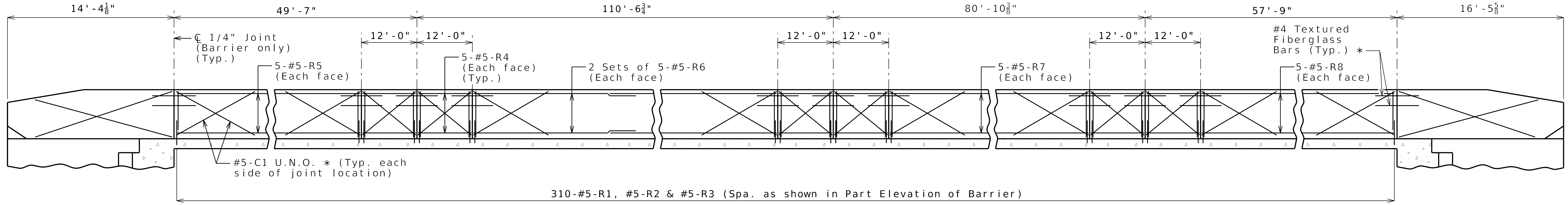
DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 31
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201 JEFFERSON CITY, MO 65101 PHONE: (573) 635-2446 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING

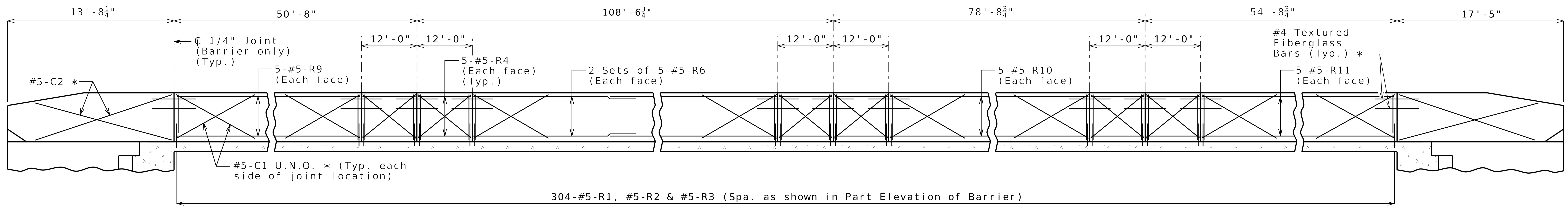
Detailed APR 2025
Checked APR 2025

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



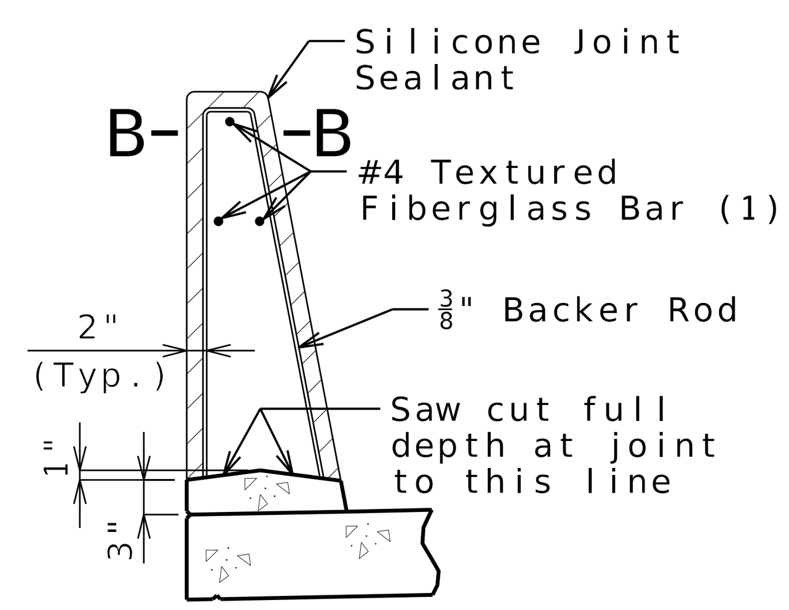
ELEVATION OF LEFT BARRIER

Longitudinal dimensions are horizontal arc dimensions (except at end bents) and measured along edge of slab.

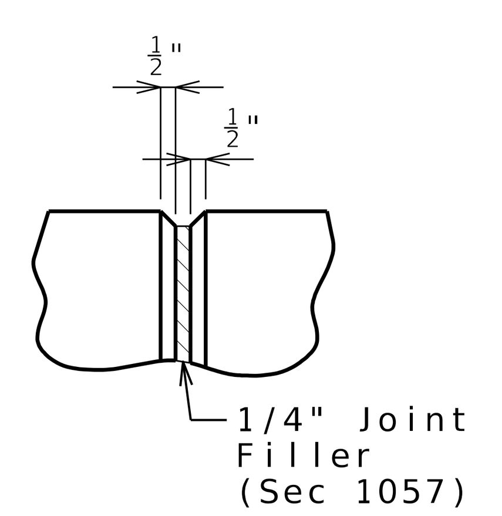


ELEVATION OF RIGHT BARRIER

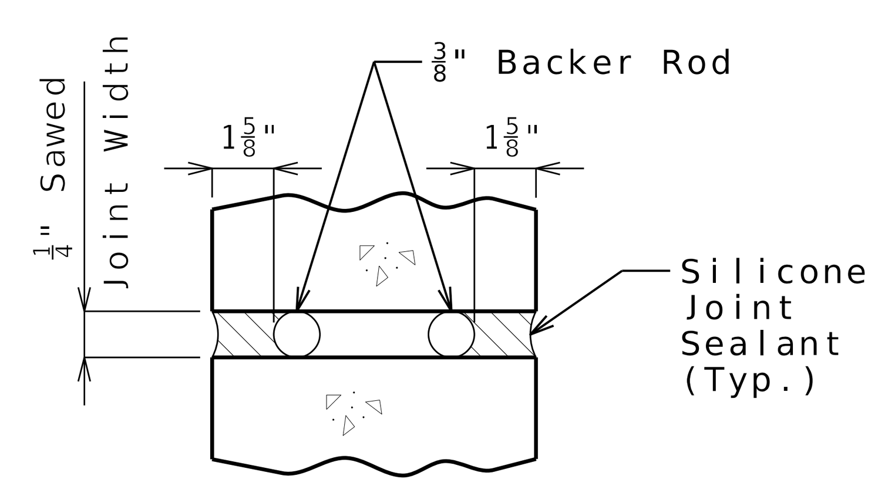
Longitudinal dimensions are horizontal arc dimensions (except at end bents and tangent edge of slab in Spans 1-2 and 2-3) and measured along edge of slab.



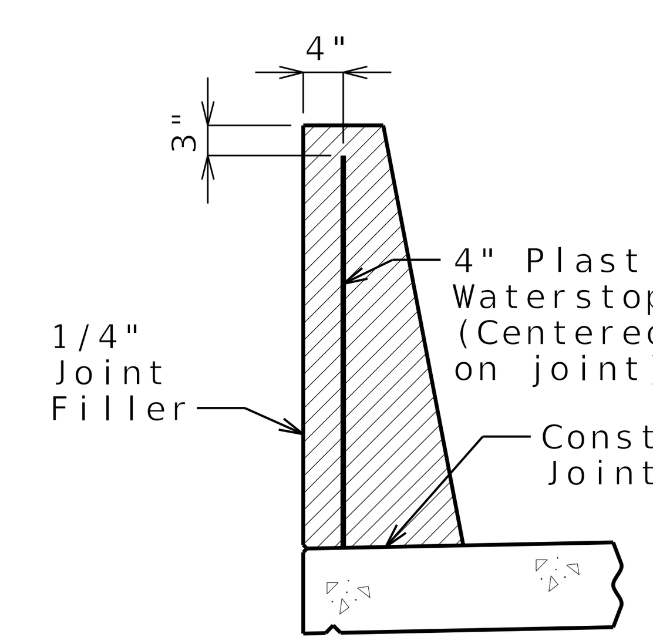
SECTION THRU SAW CUT JOINT



PART ELEVATION AT FORMED JOINT

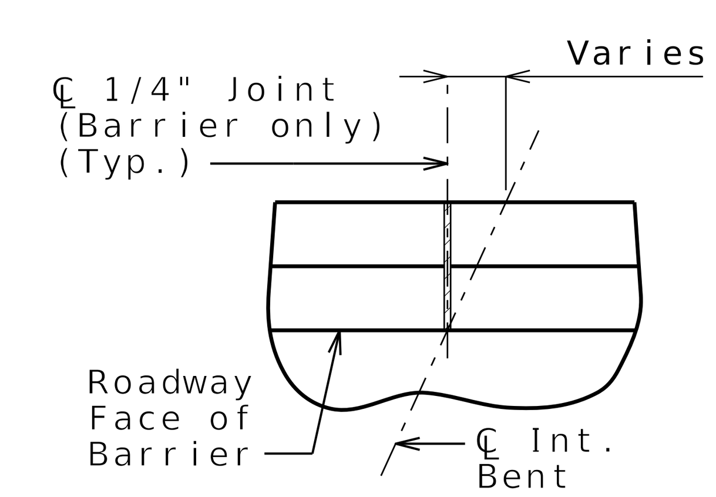


SECTION B-B



WATERSTOP DETAIL

Plastic waterstop shall be placed in all formed joints, except structures with superelevation, use on lower joints only.



PART PLAN SHOWING JOINT LOCATION

General Notes:

* Slip-formed option only.

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

Top of barrier shall be built parallel to grade and barrier joints (except at end bents) normal to grade.

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

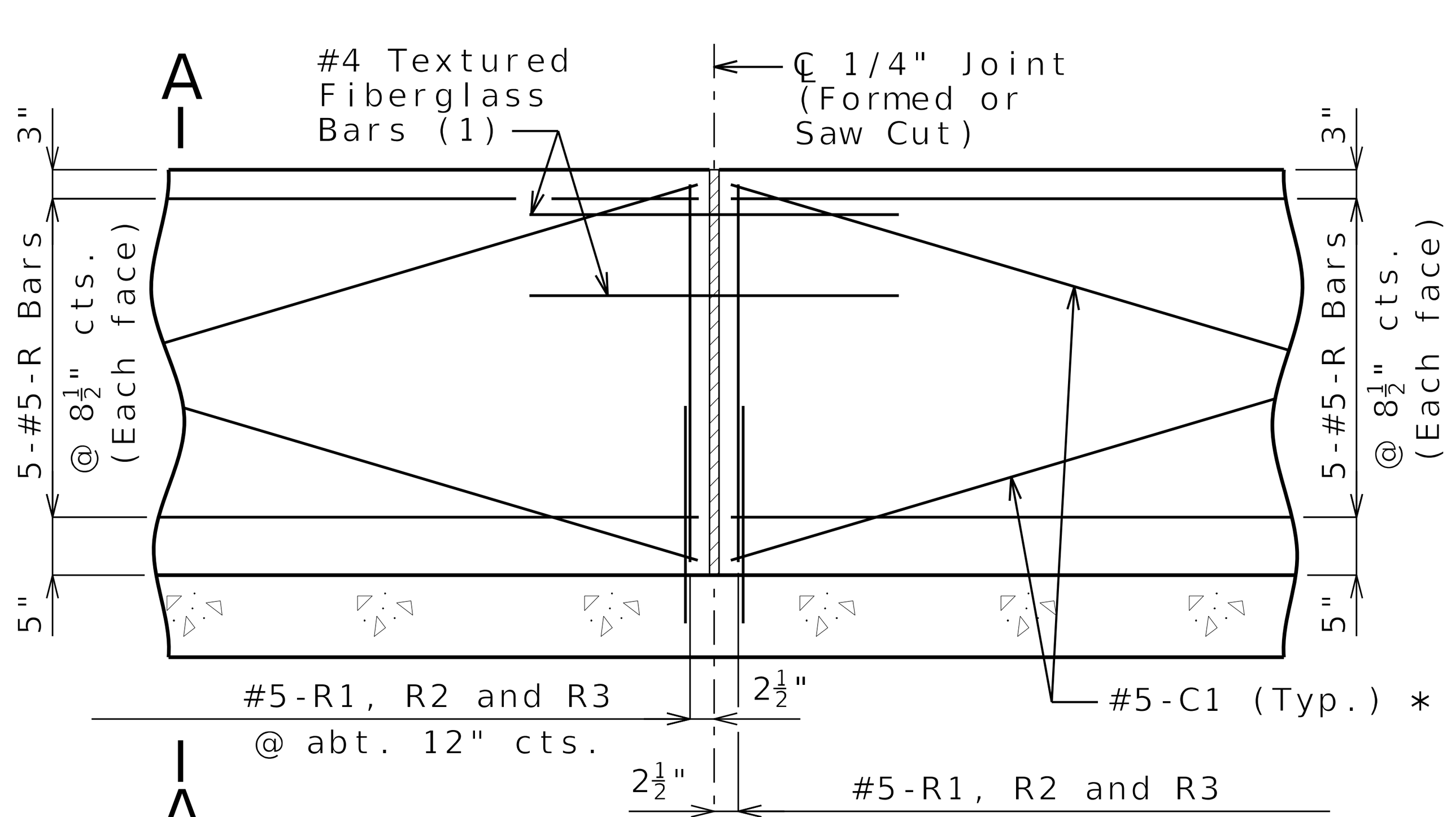
Concrete in barrier shall be Class B-1.

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617.

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

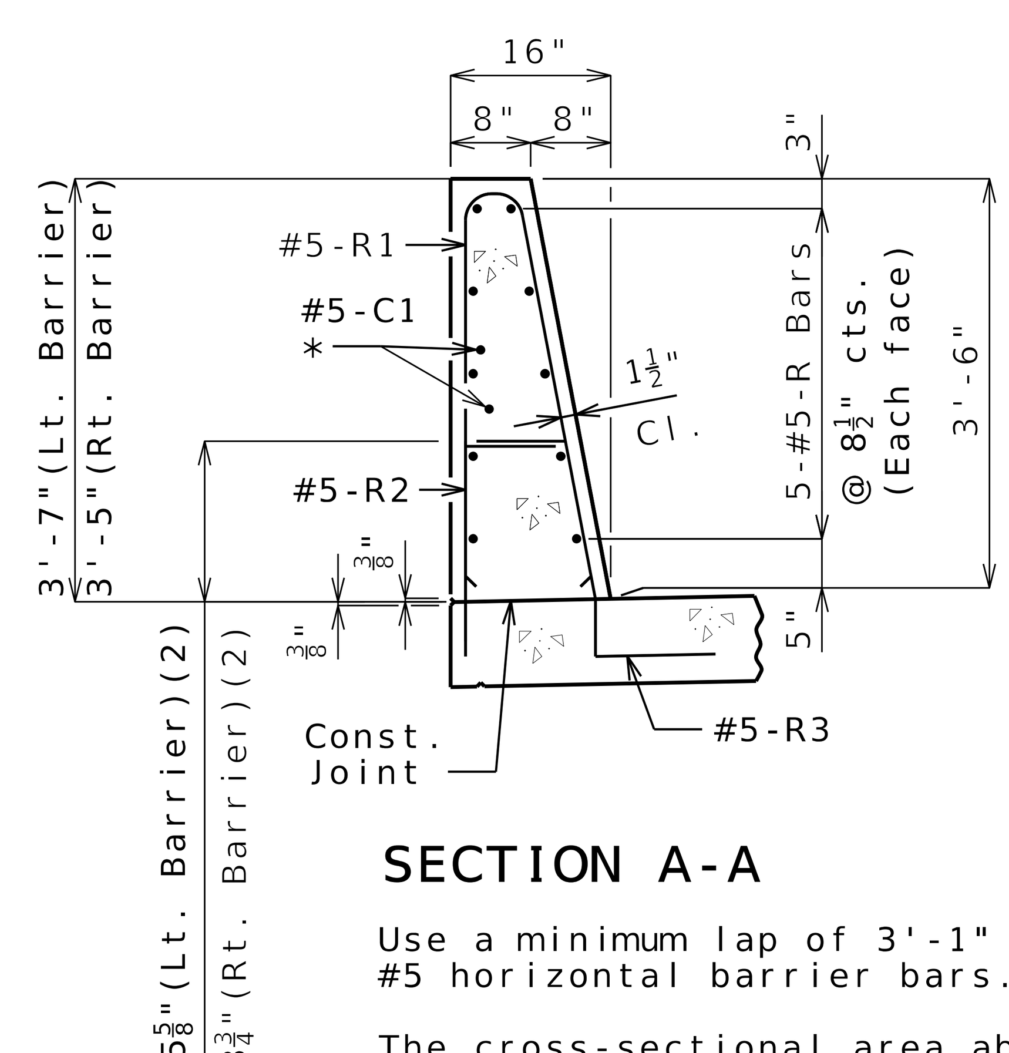
For slip-formed option, both sides of barrier shall have a vertically broomed finish and the top shall have a transversely broomed finish.

Plastic waterstop shall not be used with saw cut joints.



PART ELEVATION OF BARRIER

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

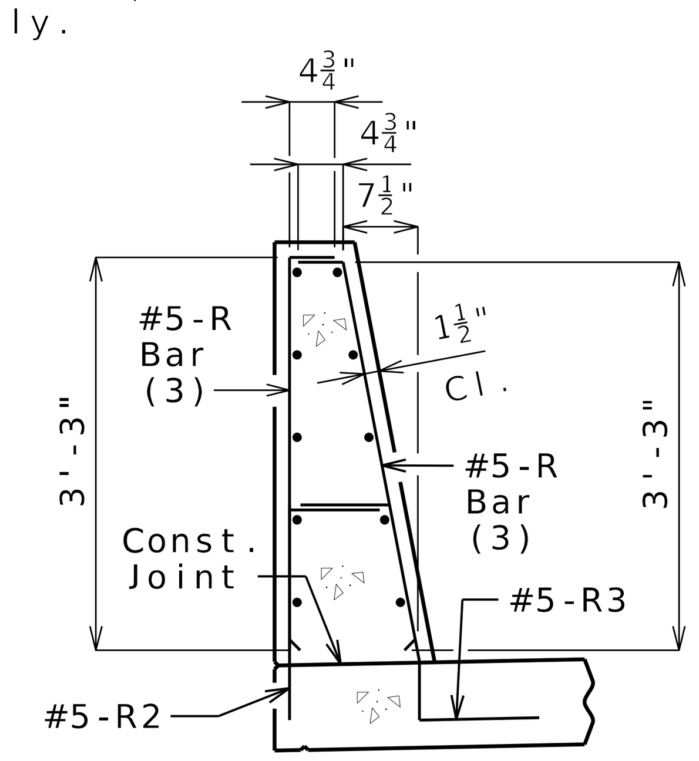


SECTION A-A

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

The cross-sectional area above the slab is 3.52 square feet.

(2) To top of bar



R-BAR PERMISSIBLE ALTERNATE SHAPE

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

Detailed APR 2025
Checked APR 2025

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

TYPE D BARRIER

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	32
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION

DATE

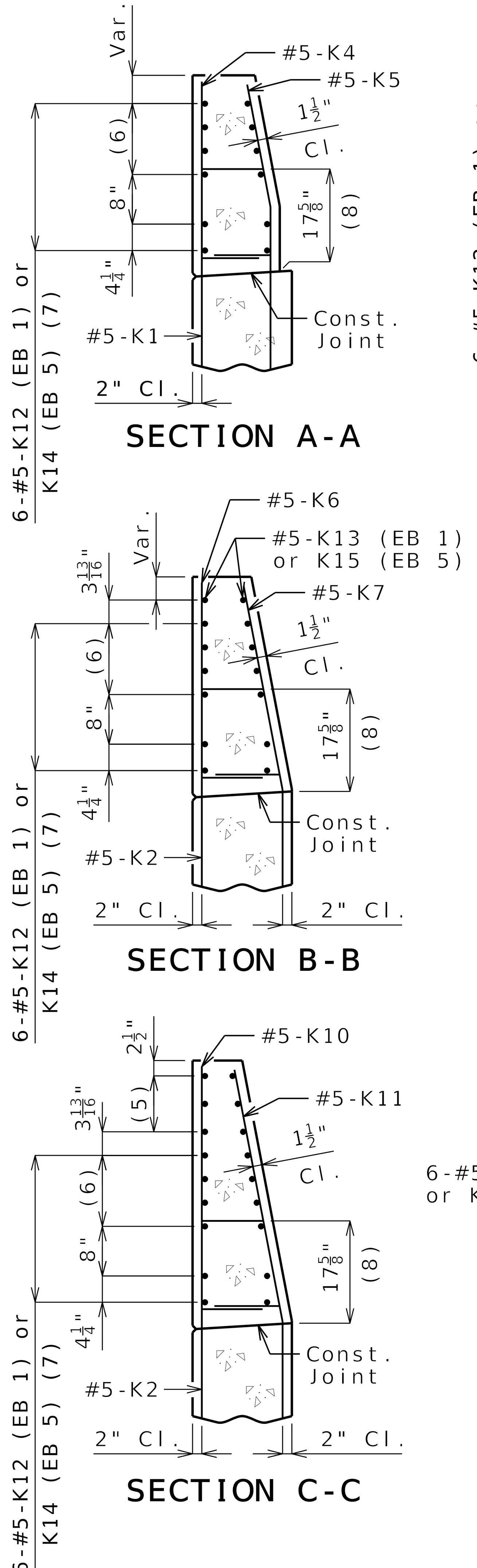
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

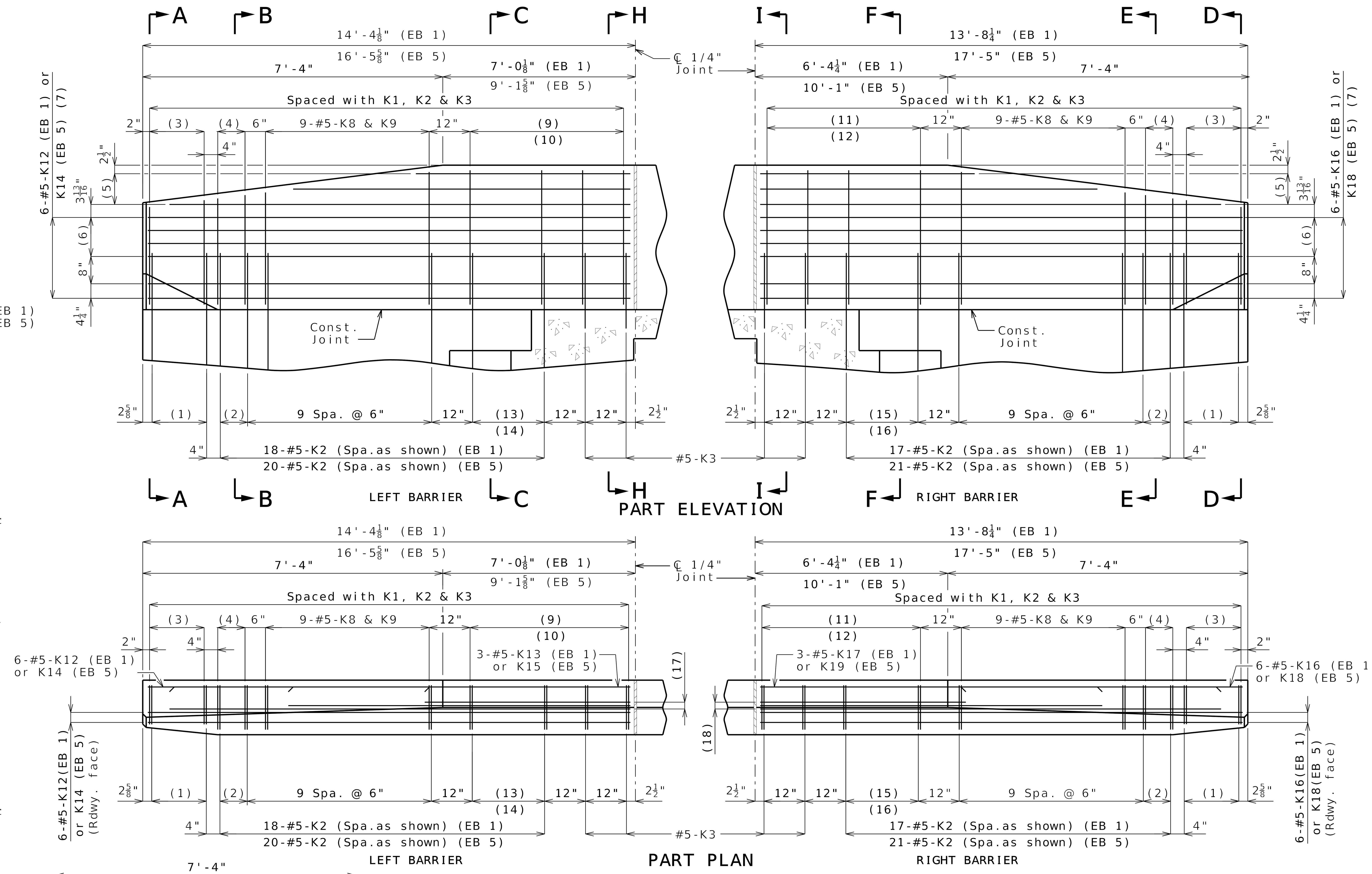
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

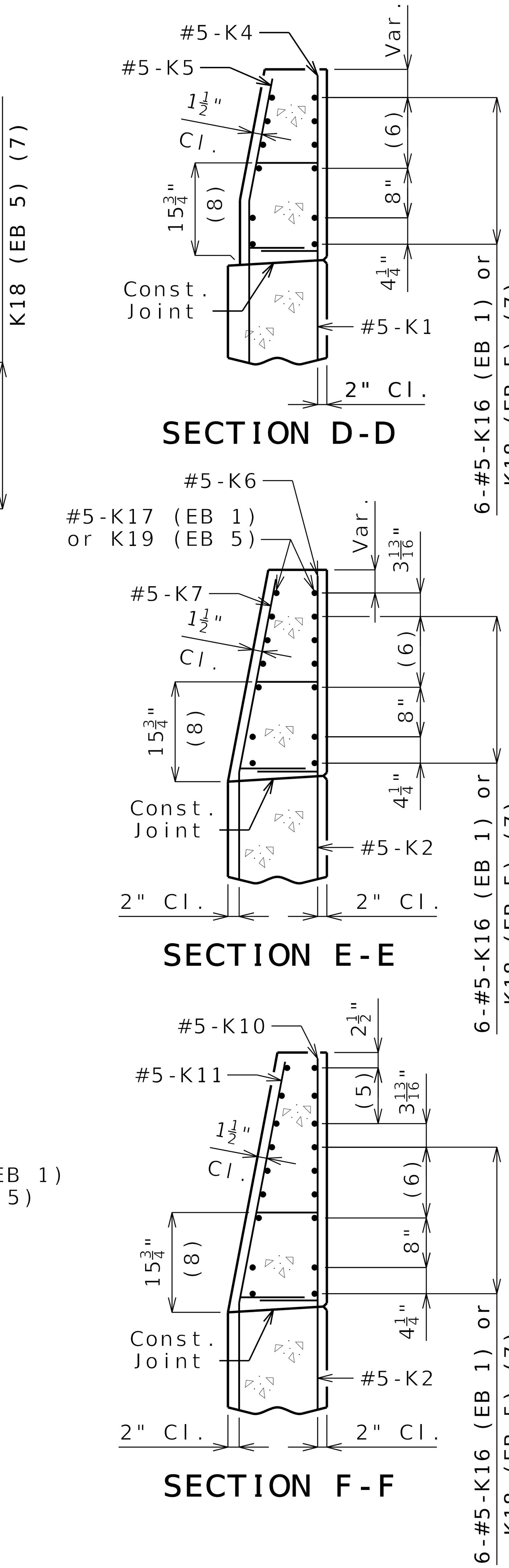
IMPROVE 70 ALLIANCE

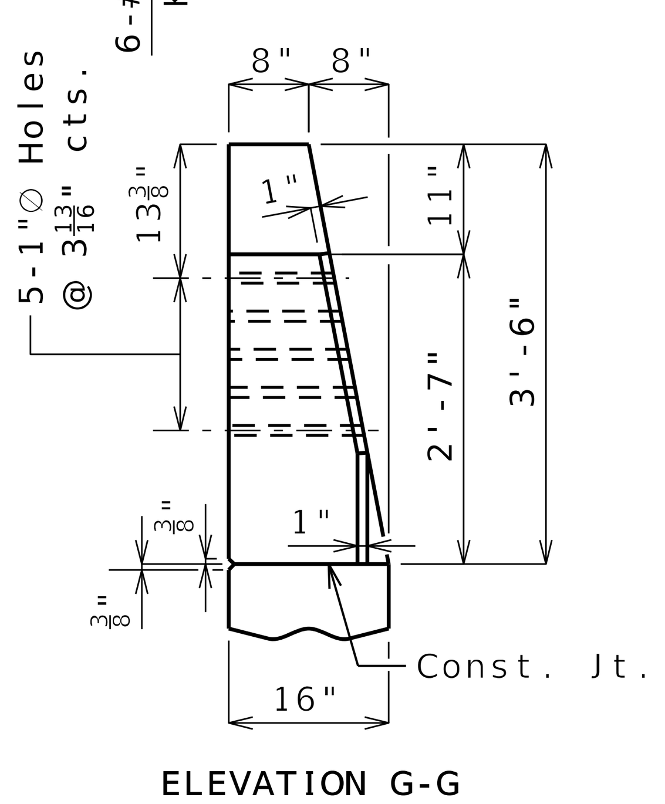
HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270

Bartlett & West

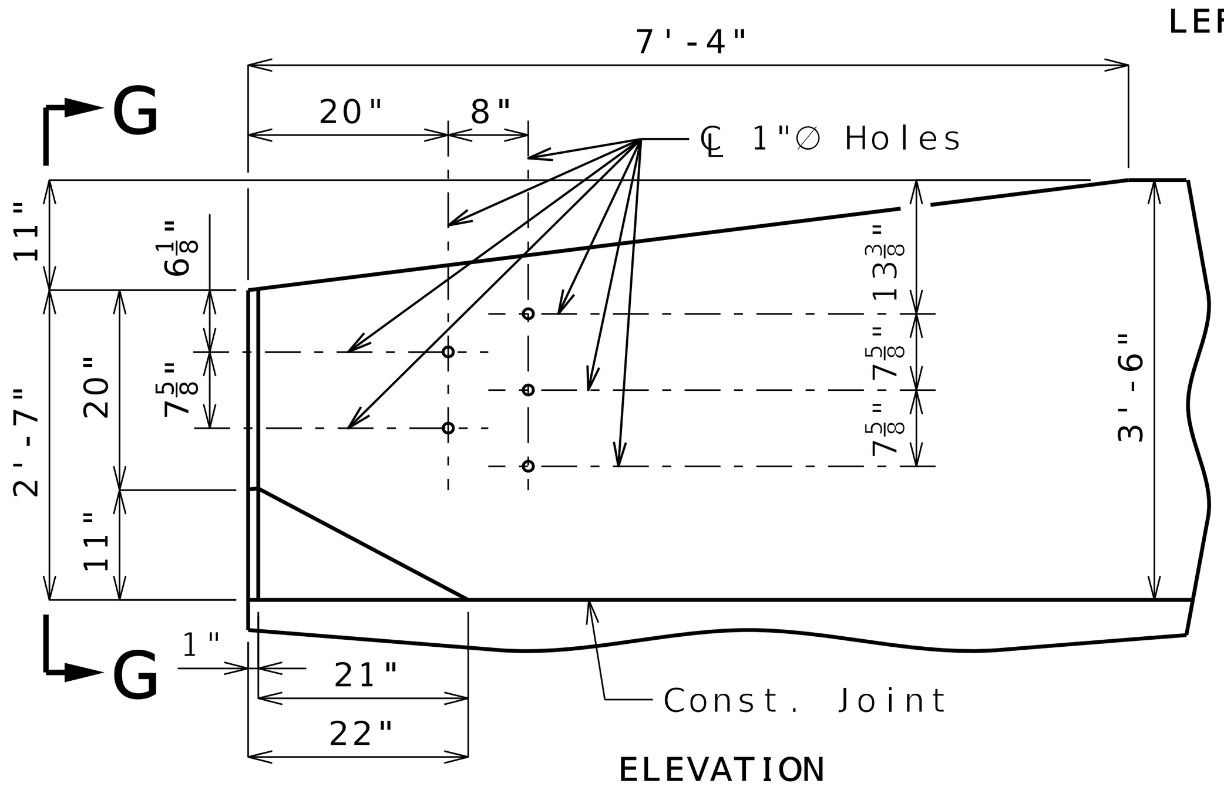


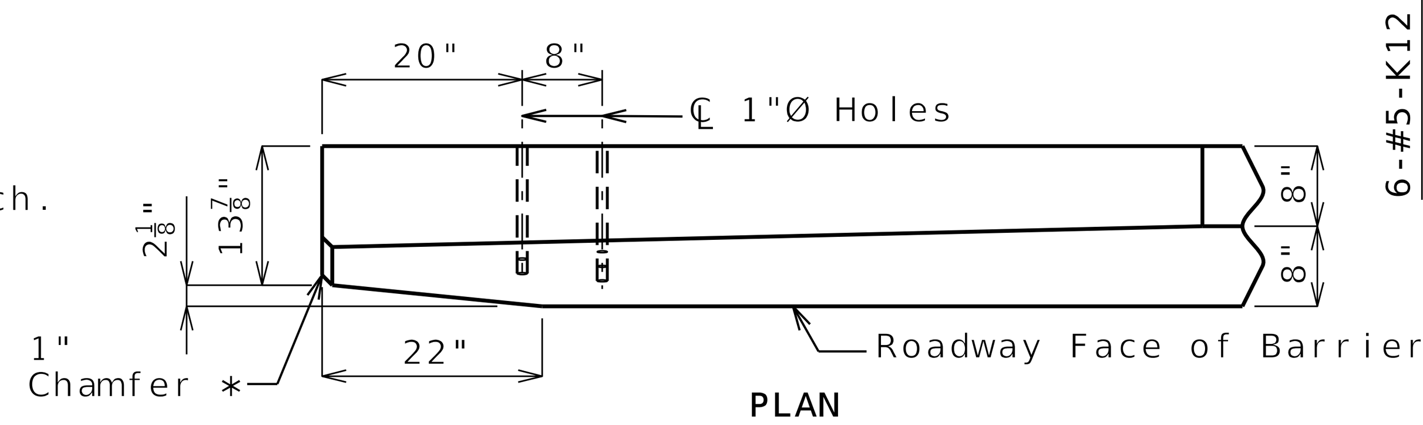




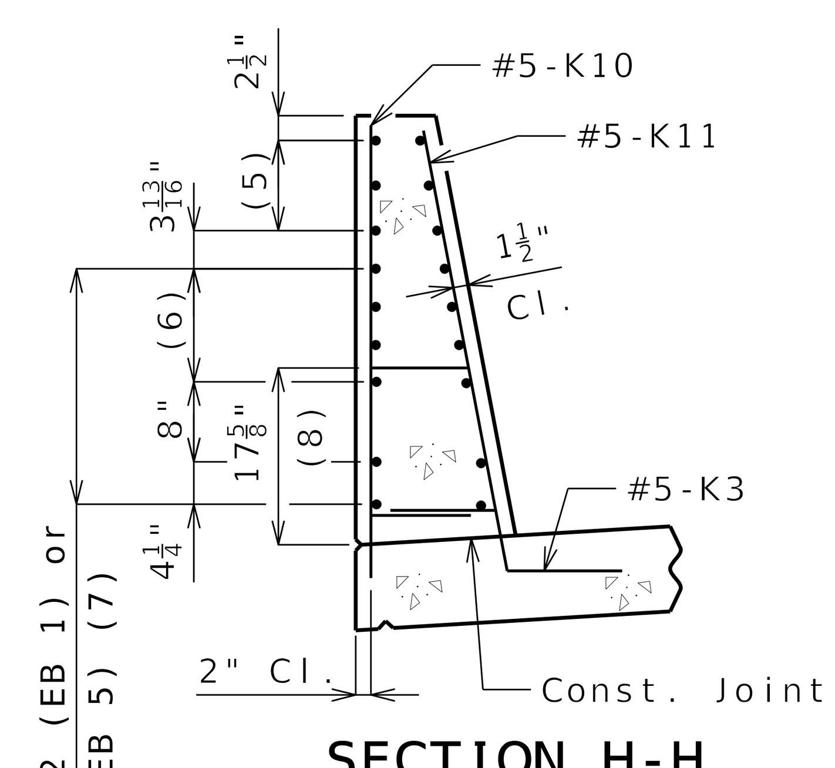


* Transition to zero at Type A curb for gutter lines to match.

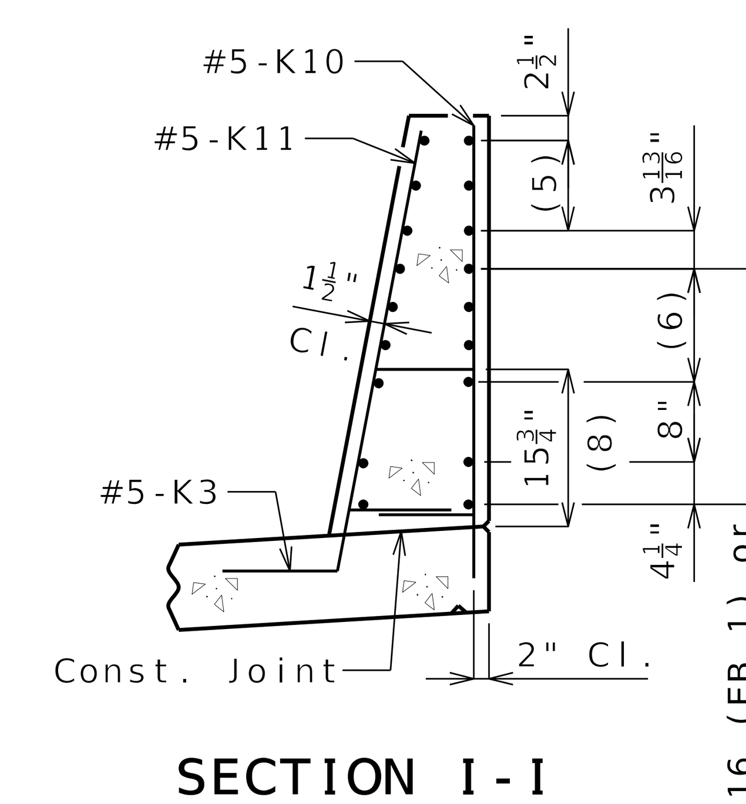


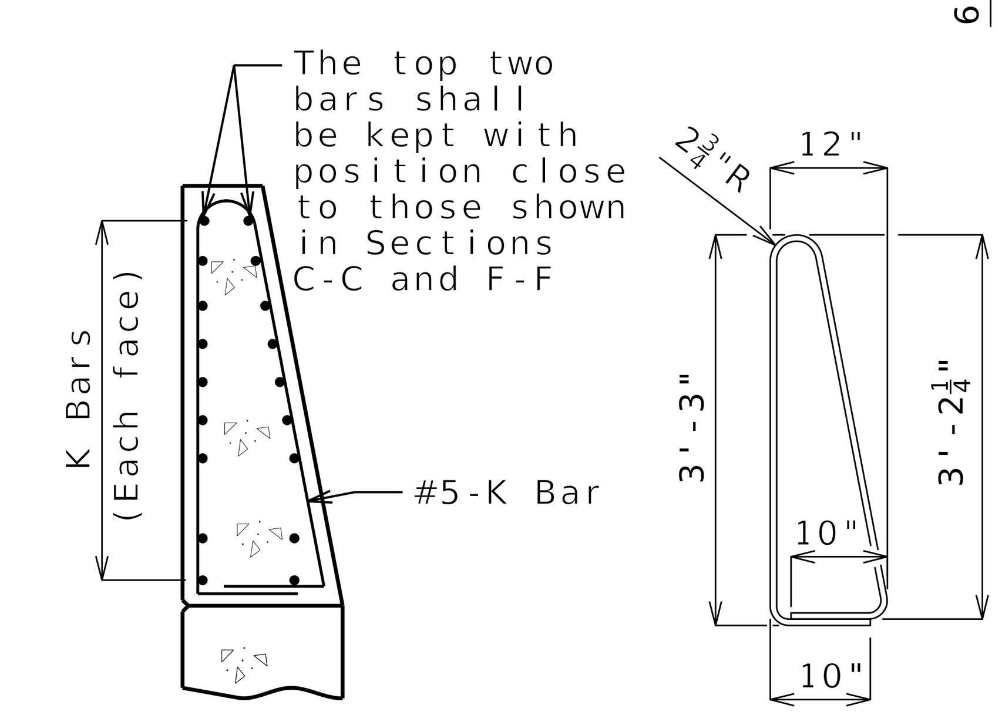


DETAILS OF GUARD RAIL ATTACHMENT



(1) 5-#5-K1 @ 4" cts.
(2) 2 spaces @ 4"
(3) 4-#5-K4 & K5
(4) 3-#5-K6 & K7
(5) 3-#5-K13, K15, K17 or K19 @ 4½" cts., each face
(6) 3 spaces @ 3 13/16"
(7) Spaced as shown, each face
(8) To top of bar, measured along back face
(9) 8-#5-K10 & K11 (EB 1)
(10) 10-#5-K10 & K11 (EB 5)
(11) 7-#5-K10 & K11 (EB 1)
(12) 11-#5-K10 & K11 (EB 5)
(13) 5 Spaces @ abt. 12" (EB 1)
(14) 7 Spaces @ abt. 12" (EB 5)
(15) 4 Spaces @ abt. 12" (EB 1)
(16) 8 Spaces @ abt. 12" (EB 5)
(17) 3-#5-K13 (EB 1) or K15 (EB 5) (Roadway Face)
(18) 3-#5-K17 (EB 1) or K19 (EB 5) (Roadway Face)





K10-K11 BAR PERMISSIBLE ALTERNATE SHAPE

(Other K bars not shown for clarity)

The K10-K11 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.

General Notes:

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10 and in accordance with Sec 617.

Reinforcing Steel:
Minimum clearance to reinforcing steel shall be 1 1/2" except as shown for bars embedded into end bent.

Detailed APR 2025
Checked APR 2025

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

TYPE D BARRIER AT END BENTS

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	33
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

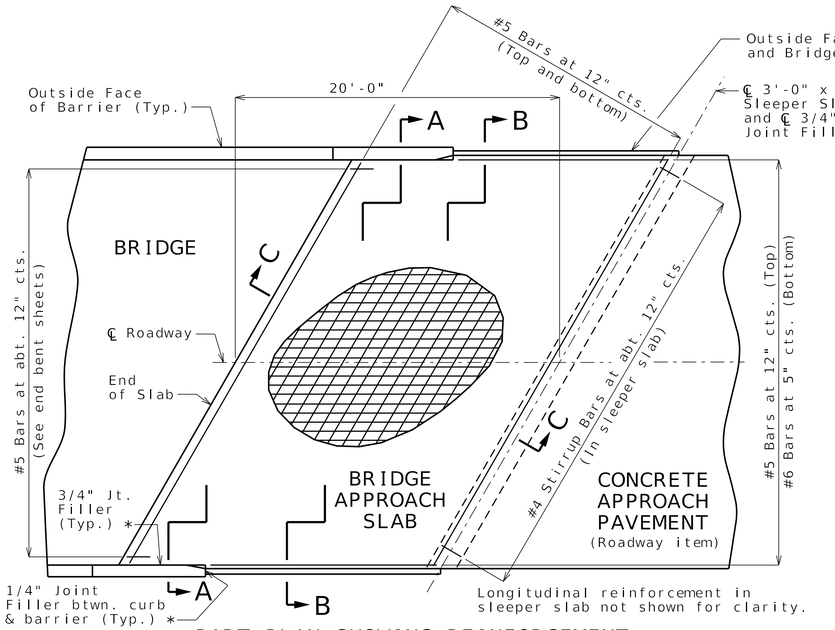
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

IMPROVE 70 ALLIANCE

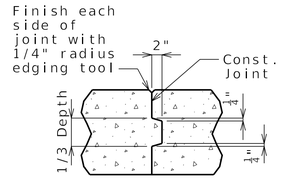
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West

B_A9682_029_JST0020_BARDET.dgn 4:24:27 PM 5/6/2025



PART PLAN SHOWING REINFORCEMENT



CONSTRUCTION
JOINT DETAIL

General Notes:

All concrete for the bridge approach slab and sleeper slab shall be in accordance with Sec 503 (f'c = 4,000 psi).

The reinforcing steel in the bridge approach slab and the sleeper slab shall be epoxy coated Grade 60 with fy = 60,000 psi.

Drain pipe may be either 6" diameter corrugated metallic-coated pipe underdrain, 4" diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4" diameter corrugated polyethylene (PE) drain pipe.

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

The reinforcing steel in the bridge approach slab and the sleeper slab shall be continuous. The transverse reinforcing steel may be made continuous by providing a minimum lap splice of 29 inches for #5 bars and 44 inches for #6 bars, or by mechanical bar splice.

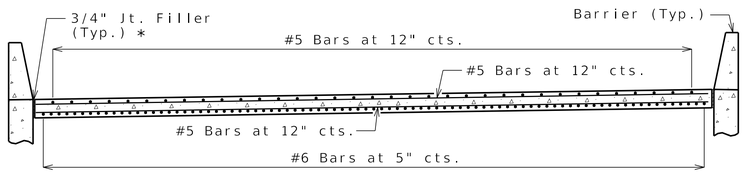
All joint filler shall be in accordance with Sec 1057 for preformed fiber expansion joint filler except as noted.

The contractor shall pour and satisfactorily finish the bridge slab before placing the bridge approach slab.

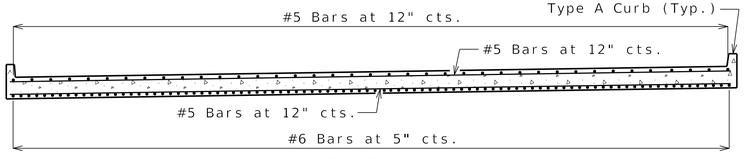
For concrete approach pavement details, see roadway plans.

See Missouri Standard Plan 609.00 for details of Type A curb.

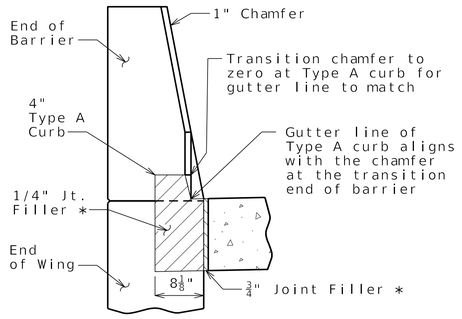
* Seal joint between vertical face of approach slab and wing with sealant in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.



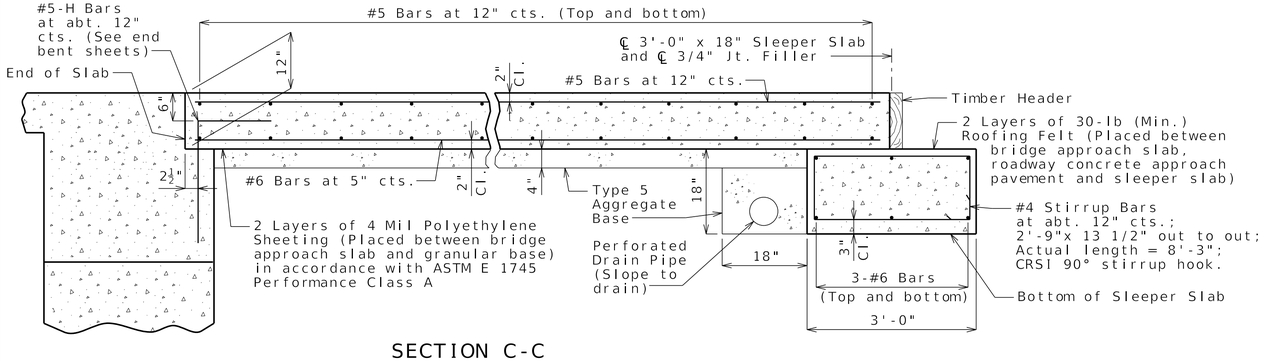
SECTION A-A



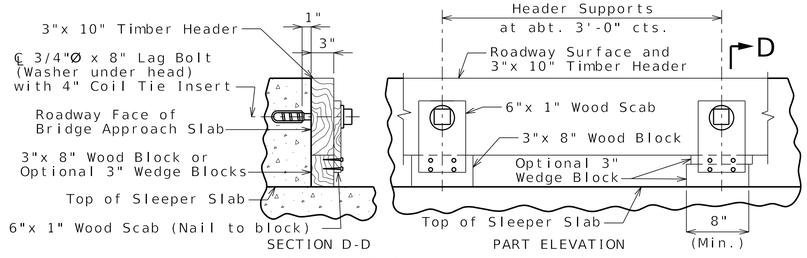
SECTION B-B



SECTION BETWEEN
CURB AND BARRIER



SECTION C-C



DETAILS OF TIMBER HEADER

Remove timber header when concrete pavement is placed.

BRIDGE APPROACH SLAB (MAJOR)

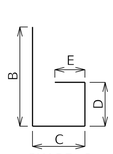
Detailed APR 2025
Checked APR 2025

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

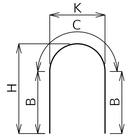
DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 34
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

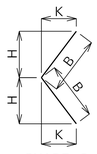
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201 JEFFERSON CITY, MO 65101 (573) 635-2748 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING WWW.BARTLETTWEST.COM



SHAPE 6
or 6S



SHAPE 7



SHAPE 8
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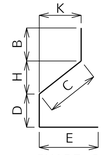

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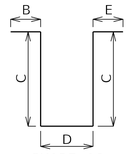

SHAPE 10
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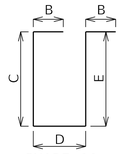
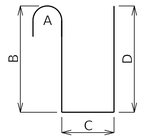
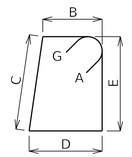


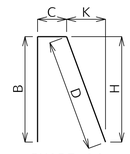
SHAPE 11
or 11S



SHAPE 12



SHAPE 13S



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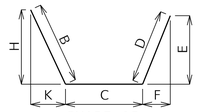

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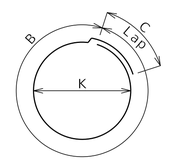

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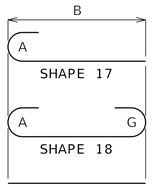
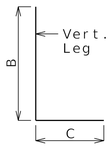


SHAPE 17
SHAPE 18
SHAPE 20



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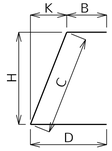

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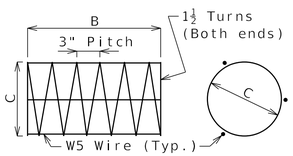

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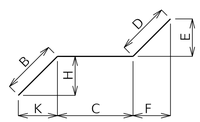

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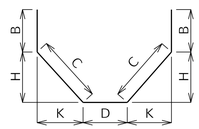

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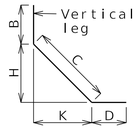

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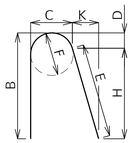
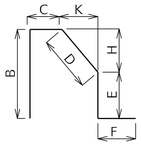
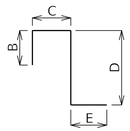


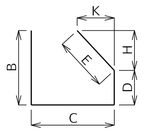
SHAPE 26



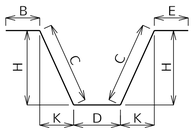
SHAPE 27S



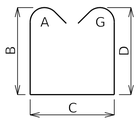
SHAPE 28
or 28S



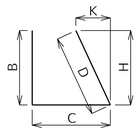
SHAPE 29
or 29S



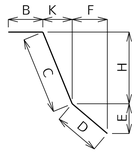
SHAPE 30
or 30S



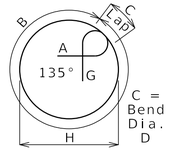
SHAPE 31S



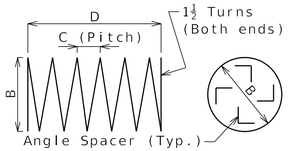
SHAPE 32
or 32S



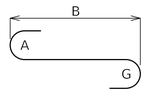
SHAPE 33
or 33S



SHAPE 34S



SHAPE 35 (1)

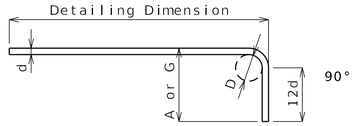


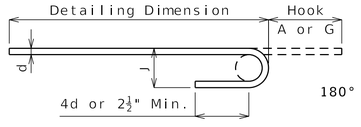
SHAPE 36

Finished Bend Diameters D and Hook Dimensions

Standard Pin Bend Shapes

Size	Case	D	A or G		J
			90°	180°	180°
#4	1	3"	8"	6"	4"
#5	1	3¾"	10"	7"	5"
#6	1	4½"	12"	8¼"	6"
#7	2	5¼"	14"	9¾"	7"
	3	7"	15"	11½"	8¾"
#8	2	6"	16"	11"	8"
	3	8"	17"	13¼"	10"
#9	1	9½"	19½"	15½"	11¾"
#10	1	10¾"	22"	17½"	13¼"
#11	1	12"	24½"	19½"	14⅞"
#14	1	18¼"	31¼"	27½"	21⅝"
#18	1	24"	41½"	36¼"	28½"



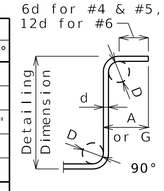


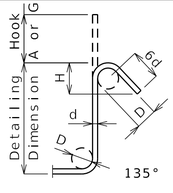
Stirrup Pin Bend Shapes (S)

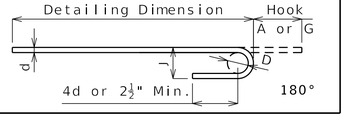
Size	Case	D	A or G			H	J
			90°	135°	180°	135°	180°
#4	2	2"	4½"	4¼"	5"	2⅞"	3"
	3	3"	5"	5¼"	6"	3"	4"
#5	2	2½"	5¾"	5¾"	5¾"	3⅝"	3¾"
	3	3¾"	6¼"	6½"	7"	3⅞"	5"
#6	1	4½"	12"	7¾"	8¼"	4⅝"	6"

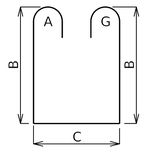
Applicable for all grades of steel.

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

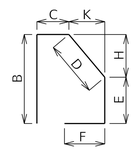








SHAPE 37S



SHAPE 38S

BENDING DIAGRAMS

All dimensions are out to out.

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.

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 35
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY NO. 001270
HNTB
Bartlett & West
601 MONROE ST., SUITE 201 - JEFFERSON CITY, MO 65101
PHONE: (573) 635-2446
CERTIFICATE OF AUTHORITY NO. 000707 - ENGINEERING
WWW.BARTLETTWEST.COM

Detailed APR 2025
Checked APR 2025

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

BAR BENDING DIAGRAMS

Bill of Reinforcing Steel

No. Req.	Size/ Mark	Location	Codes C	SH	V	Dimensions B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.	K ft in.	Nom. Length ft in.	Actual Length ft in.	Weight lb
		End Bent No. 1													
11	6 F100	Wing Brace	E	23S		19.63	8 2.00	19.63	9.75	17.00	17.00	9.75	11 5	11 4	187
4	6 F101	Diaphragm	E	21S			8 1.88	4 3.00			6 11.50	4 3.00	12 5	12 0	72
11	6 F102	Wing Brace	E	23S		19.75	4 8.00	19.75	10.00	17.00	17.00	10.00	7 11	7 11	131
4	6 F103	Diaphragm	E	23S		4 2.88	6 2.75				3 8.25	2 1.00	10 6	10 3	62
18	6 H100	Beam & Diaphragm	E	20		42 5.00							42 5	42 5	1147
30	8 H101	Beam & Diaphragm	E	20		43 9.00							43 9	43 9	3504
18	6 H102	Diaphragm	E	20		10 4.50							10 5	10 5	282
12	6 H103	Diaphragm	E	20		7 7.25							7 7	7 7	137
6	6 H104	Diaphragm	E	20		4 7.50							4 8	4 8	42
4	6 H105	Diaphragm	E	20		3 2.75							3 3	3 3	20
16	8 H106	Wingwall	E	19		12 6.50	16.00						13 11	13 8	584
48	6 H107	Wingwall	E	19		12 6.50	12.00						13 7	13 5	967
7	5 H108	Strand Tie	E	23		15.13	3 2.50	15.13	7.75	13.00	7.75	13.00	5 9	5 8	41
35	6 H109	Beam	E	19		12.00	8 4.00						9 4	9 2	482
39	5 U100	Beam	E	10S			6 8.25	4 2.00					17 7	17 4	705
7	4 U101	Beam	E	10S			2 8.00	4 2.00					9 6	9 4	44
51	4 U102	Beam	E	13S		4 2.00	2 8.00	4 2.00	2 8.00				14 5	14 2	483
53	5 U103	Diaphragm	E	10S			4 1.75	3 7.00					11 11	11 8	645
53	6 U104	Diaphragm	E	19S		3 0.00	4 3.00						7 3	7 1	564
67	5 U105	Diaphragm	E	19S		2 0.00	15.00						3 3	3 2	221
58	4 U106	Diaphragm	E	10S			6.00	4 2.00					5 2	5 0	194
104	6 U107	Diaphragm	E	19S		3 0.50	6 1.00						9 2	9 0	1406
28	5 V100	Beam	E	20		6 8.25							6 8	6 8	195
35	6 V101	Diaphragm	E	20		2 11.50							3 0	3 0	158
2	6 V102	Wingwall	E	20		7 10.00							7 10	7 10	24
18	6 V103	Wingwall	E	20		7 10.00							7 10	7 10	212
2	6 V104	Wingwall	E	20		7 9.00							7 9	7 9	23
18	6 V105	Wingwall	E	20		7 9.00							7 9	7 9	210
		End Bent No. 5													
10	6 F500	Wing Brace	E	23S		20.13	8 0.00	20.63	8.00	19.00	9.00	18.00	11 5	11 4	170
4	6 F501	Diaphragm	E	21S			9 9.50	5 0.00			7 2.00	6 8.00	14 9	14 2	85
10	6 F502	Wing Brace	E	23S		19.88	3 9.00	19.75	8.00	18.00	18.00	8.50	7 1	7 0	105
4	6 F503	Diaphragm	E	23S		4 10.63	6 6.25				3 8.50	3 2.25	11 5	11 3	68
18	6 H500	Beam & Diaphragm	E	20		47 10.00							47 10	47 10	1293
30	8 H501	Beam & Diaphragm	E	20		49 2.00							49 2	49 2	3938
18	6 H502	Diaphragm	E	20		11 8.50							11 9	11 9	318
12	6 H503	Diaphragm	E	20		8 7.25							8 7	8 7	155
6	6 H504	Diaphragm	E	20		5 6.75							5 7	5 7	50
4	6 H505	Diaphragm	E	20		4 0.00							4 0	4 0	24
16	8 H506	Wingwall	E	19		14 11.00	16.00						16 3	16 1	687
44	6 H507	Wingwall	E	19		14 11.00	12.00						15 11	15 9	1041
7	5 H508	Strand Tie	E	23		14.88	3 2.50	14.88	9.75	11.25	9.75	11.25	5 8	5 8	41
35	6 H509	Beam	E	19		9 3.00	12.00						10 3	10 1	530
46	5 U500	Beam	E	31S		6 0.50	5 0.00	6 0.50					18 0	17 9	852
12	4 U501	Beam	E	10S			2 8.00	5 0.00					10 4	10 2	81
51	4 U502	Beam	E	13S		5 0.00	2 8.00	5 0.00	2 8.00				16 1	15 10	539
59	5 U503	Diaphragm	E	31S			3 3.00	4 4.00					8 6	8 3	508
59	6 U504	Diaphragm	E	19S		2 4.75	4 10.75						7 4	7 2	635
65	5 U505	Diaphragm	E	19S		2 0.00	15.00						3 3	3 2	215
63	4 U506	Diaphragm	E	10S			6.00	5 0.00					6 0	5 10	245
118	6 U507	Diaphragm	E	19S		3 9.00	6 10.25						10 7	10 5	1846
26	5 V500	Beam	E	17		5 7.75							6 3	6 3	169
35	6 V501	Diaphragm	E	20		2 7.00							2 7	2 7	136
2	6 V502	Wingwall	E	20		7 4.00							7 4	7 4	22
22	6 V503	Wingwall	E	20		7 4.00							7 4	7 4	242
2	6 V504	Wingwall	E	20		7 4.25							7 4	7 4	22
22	6 V505	Wingwall	E	20		7 4.25							7 4	7 4	242

Bill of Reinforcing Steel

No. Req.	Size/ Mark	Location	Codes C	SH	V	Dimensions B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.	K ft in.	Nom. Length ft in.	Actual Length ft in.	Weight lb
		Int. Bent No. 2													
36	9 D200	Key	E	20		2 6.00							2 6	2 6	306
24	11 H200	Beam	E	17		43 10.63							45 6	45 6	5802
16	11 H201	Beam	E	20		43 10.63							43 11	43 11	3733
20	6 H202	Beam	E	20		42 0.13							42 0	42 0	1262
14	6 H203	Beam	E	10			12.00	4 7.50					6 8	6 4	133
28	6 H204	Beam	E	19		16.25	12 4.00						13 8	13 6	568
1	4 P200	Column	E	35		3 6.00	6.00	17 5.50					417 4	412 4	275
1	4 P201	Column	E	35		3 6.00	6.00	18 6.50					441 2	435 11	291
1	4 P202	Column	E	35		3 6.00	6.00	19 7.50					465 0	459 6	307
1	4 P203	Column	E	35		3 6.00	6.00	20 8.50					488 10	483 1	323
4	4 P204	Drilled Shaft		35		3 6.00	6.00	25 4.50					591 7	584 7	1562
52	4 P205	Beam	E	34S		11 0.00	2.00					3 6.00	11 11	11 10	411
186	6 U200	Beam	E	13S		3 2.00	4 0.00	3 2.00	4 0.00				15 8	15 2	4237
40	6 U201	Beam	E	10S			4 0.00	3 2.00					11 2	10 10	651
56	4 U202	Beam	E	10S			16.25	4 9.00					7 6	7 3	271
17	10 V200	Column	E	20		21 4.50							21 5	21 5	1567
17	10 V201	Column	E	20		22 5.50							22 6	22 6	1646
17	10 V202	Column	E	20		23 6.50							23 7	23 7	1725
17	10 V203	Column	E	20		24 7.50							24 8	24 8	1804
68	10 V204	Drilled Shaft		20		32 7.50							32 8	32 8	9558
		Int. Bent No. 3													
30	9 D300	Key	E	20		2 6.00							2 6	2 6	255
24	11 H300	Beam	E	17		46 4.75							48 0	48 0	6121
16	11 H301	Beam	E	20		46 4.75							46 5	46 5	3946
20	6 H302	Beam	E	20		44 6.25							44 6	44 6	1337
14	6 H303	Beam	E	10			12.00	4 7.50					6 8	6 4	133
24	6 H304	Beam	E	19		15.75	11 10.00						13 2	13 0	469
4	6 H305	Beam	E	19		15.75	14 5.13						15 9	15 7	94
1	4 P300	Column	E	35		3 6.00	6.00	16 1.38					387 9	383 2	256
1	4 P301	Column	E	35		3 6.00	6.00	17 2.88					412 6	407 7	272
1	4 P302	Column	E	35		3 6.00	6.00	18 4.38					437 3	432 1	289
1	4 P303	Column	E	35		3 6.00	6.00	19 5.75					461 10	456 4	305
4	4 P304	Drilled Shaft		35		3 6.00	6.00	20 1.50					476 0	470 4	1257
52	4 P305	Beam	E	34S		11 0.00	2.00					3 6.00	11 11	11 10	411
206	6 U300	Beam	E	13S		3 2.00	4 0.00	3 2.00	4 0.00				15 8	15 2	4693
40	6 U301	Beam	E	10S			4 0.00	3 2.00					11 2	10 10	651
70	4 U302	Beam	E	10S			15.75	4 9.00					7 5	7 2	335
17	10 V300	Column	E	20		20 0.38							20 0	20 0	1463
17	10 V301	Column	E	20		21 1.88							21 2	21 2	1548
17	10 V302	Column	E	20		22 3.38							22 3	22 3	1628
17	10 V303	Column	E	20		23 4.75							23 5	23 5	1713
68	10 V304	Drilled Shaft		20		27 4.50							27 5	27 5	8022

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.

For bending diagrams, see Sheet No. 35.

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 bars shall be Grade 60.

Detailed APR 2025
Checked APR 2025

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

BILL OF REINFORCING STEEL (1 OF 3)

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 36
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT
IMPROVE 70 ALLIANCE
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201, JEFFERSON CITY, MO 65101 CERTIFICATE OF AUTHORITY NO. 001587 - ENGINEERING

Bill of Reinforcing Steel

No. Req.	Size/ Mark	Location	Codes C	SH	V	Dimensions B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.	K ft in.	Nom. Length ft in.	Actual Length ft in.	Weight lb
		Int. Bent No. 4													
36	9 D400	Key	E	20		2 6.00							2 6	2 6	306
24	11 H400	Beam	E	17		48 4.75							50 0	50 0	6376
16	11 H401	Beam	E	20		48 4.75							48 5	48 5	4116
20	6 H402	Beam	E	20		46 6.25							46 6	46 6	1397
14	6 H403	Beam	E	10			12.00	4 7.50					6 8	6 4	133
28	6 H404	Beam	E	19		16.13	12 9.00						14 1	13 11	585
4	6 H405	Beam	E	19		16.13	14 6.00						15 10	15 8	94
1	4 P400	Column	E	35		3 6.00	6.00	16 5.00					394 5	389 8	260
1	4 P401	Column	E	35		3 6.00	6.00	17 7.00					420 1	415 1	277
1	4 P402	Column	E	35		3 6.00	6.00	18 9.00					445 9	440 5	294
1	4 P403	Column	E	35		3 6.00	6.00	19 11.00					471 5	465 10	311
4	4 P404	Drilled Shaft		35		3 6.00	6.00	20 4.50					481 6	475 10	1271
52	4 P405	Beam	E	34S		11 0.00	2.00				3 6.00		11 11	11 10	411
212	6 U400	Beam	E	13S		3 2.00	4 0.00	3 2.00	4 0.00				15 8	15 2	4829
40	6 U401	Beam	E	10S			4 0.00	3 2.00					11 2	10 10	651
63	4 U402	Beam	E	10S			16.13	4 9.00					7 5	7 3	305
17	10 V400	Column	E	20		20 4.00							20 4	20 4	1487
17	10 V401	Column	E	20		21 6.00							21 6	21 6	1573
17	10 V402	Column	E	20		22 8.00							22 8	22 8	1658
17	10 V403	Column	E	20		23 10.00							23 10	23 10	1743
68	10 V404	Drilled Shaft		20		27 7.50							27 8	27 8	8095
		Int. Bent No. 2													
12	6 H250	Diaphragm	E	20		7 6.00							7 6	7 6	135
12	6 H251	Diaphragm	E	20		10 3.00							10 3	10 3	185
30	4 H252	Diaphragm	E	20		10 8.00							10 8	10 8	214
6	4 H253	Diaphragm	E	20		7 6.00							7 6	7 6	30
4	5 H254	Strand Tie	E	23		15.50	3 3.00				8.50	13.00	4 7	4 5	18
10	5 H255	Strand Tie	E	23		15.50	3 3.00	15.50	8.50	13.00	8.50	13.00	5 10	5 10	61
1	6 H257	Diaphragm	E	20		5 6.00							5 6	5 6	8
5	6 H258	Diaphragm	E	20		8 9.00							8 9	8 9	66
1	6 H259	Diaphragm	E	23		2 0.00	3 1.00				12.50	20.50	5 1	4 11	7
72	4 U250	Diaphragm	E	28S			18.00	4 10.00	3 6.50				9 11	9 8	465
24	6 U251	Diaphragm	E	28S			2 2.00	4 10.00	4 10.00				11 10	11 6	415
24	6 U252	Diaphragm	E	28S			2 2.00	3 6.00	4 10.00				10 6	10 2	366
4	6 U253	Diaphragm	E	28S			2 2.00	3 6.00	2 10.00				8 6	8 2	49
1	5 U254	Diaphragm	E	14S			21.00	5 0.00			5 0.00	2.50	6 9	6 8	7
4	5 U255	Diaphragm	E	14S		16.00	21.00	5 0.00			5 0.00	2.50	8 1	7 11	33
2	5 U256	Diaphragm	E	19S		4 5.00	21.00						6 2	6 1	13
3	5 U257	Diaphragm	E	14S		4 5.00	21.00	23.00			23.00	1.00	8 1	7 11	25
1	5 U258	Diaphragm	E	21S			5 4.50	14.50			5 4.50	2.75	6 7	6 6	7
4	5 U259	Diaphragm	E	32S		16.00	14.50	5 4.50			5 4.50	2.75	7 11	7 8	32
2	5 U260	Diaphragm	E	19S		5 5.00	17.00						6 10	6 9	14
3	5 U261	Diaphragm	E	32S		5 5.00	17.00	2 4.50			2 4.50	1.25	9 3	9 0	28
4	6 U262	Diaphragm	E	28S			2 2.00	3 6.00	2 2.50				7 11	7 7	46
11	5 V250	Diaphragm	E	20		5 1.00							5 1	5 1	58

Bill of Reinforcing Steel

No. Req.	Size/ Mark	Location	Codes C	SH	V	Dimensions B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.	K ft in.	Nom. Length ft in.	Actual Length ft in.	Weight lb
		Int. Bent No. 3													
12	6 H350	Diaphragm	E	20		7 9.00							7 9	7 9	140
12	6 H351	Diaphragm	E	20		10 6.00							10 6	10 6	189
36	4 H352	Diaphragm	E	20		10 11.00							10 11	10 11	263
4	5 H354	Strand Tie	E	23		16.13	3 3.00				9.50	13.00	4 7	4 5	18
10	5 H355	Strand Tie	E	23		16.13	3 3.00	16.13	9.50	13.00	9.50	13.00	5 11	5 11	62
72	4 U350	Diaphragm	E	28S			18.00	4 10.00	3 6.50				9 11	9 8	465
24	6 U351	Diaphragm	E	28S			2 2.00	4 10.00	5 2.00				12 2	11 10	427
24	6 U352	Diaphragm	E	28S			2 2.00	3 6.00	5 2.00				10 10	10 6	379
6	6 U353	Diaphragm	E	28S	2		2 2.00	3 6.00	3 2.00				8 10	8 6	
		Increment = 7"					2 2.00	3 6.00	3 2.00				10 0	9 8	82
1	5 U354	Diaphragm	E	27S			5 10.00	13.13	2 6.00		8.00	10.38	9 5	9 3	10
4	5 U355	Diaphragm	E	38S			5 10.00	13.13	2 6.00	20.00	8.00	10.38	11 1	10 11	46
1	5 U356	Diaphragm	E	38S				2 4.00	18.00	4 10.00	17.00	22.25	8 8	8 6	9
4	5 U357	Diaphragm	E	38S			18.00	2 4.00	18.00	4 10.00	17.00	22.25	10 2	10 0	42
1	5 U358	Diaphragm	E	21S			5 8.13	16.00			5 8.00	4.75	7 0	6 11	7
4	5 U359	Diaphragm	E	32S		16.00	16.00	5 8.13			5 8.00	4.75	8 4	8 1	34
1	5 U360	Diaphragm	E	19S	5	8.00	16.00						7 0	6 11	7
4	5 U361	Diaphragm	E	32S	5	8.00	16.00	2 8.63			2 8.50	2.25	9 9	9 6	40
4	6 U362	Diaphragm	E	28S			2 2.00	3 6.00	2 0.50				7 9	7 5	45
15	5 V350	Diaphragm	E	20		5 1.00							5 1	5 1	80
		Int. Bent No. 4													
12	6 H450	Diaphragm	E	20		8 0.00							8 0	8 0	144
12	6 H451	Diaphragm	E	20		11 1.00							11 1	11 1	200
30	4 H452	Diaphragm	E	20		11 6.00							11 6	11 6	230
6	4 H453	Diaphragm	E	20		8 0.00							8 0	8 0	32
4	5 H454	Strand Tie	E	23			15.63	3 3.00			10.00	12.00	4 7	4 5	18
10	5 H455	Strand Tie	E	23			15.63	3 3.00	15.63	10.00	12.00	10.00	12.00	5 10	5 10	61
1	6 H457	Diaphragm	E	23		2 0.00	3 1.00				15.50	18.25	5 1	4 11	7
5	6 H458	Diaphragm	E	20		8 3.00							8 3	8 3	62
1	6 H459	Diaphragm	E	20		7 5.00							7 5	7 5	11
72	4 U450	Diaphragm	E	28S			18.00	4 10.00	3 6.50				9 11	9 8	465
24	6 U451	Diaphragm	E	28S			2 2.00	4 10.00	5 3.00				12 3	11 11	430
24	6 U452	Diaphragm	E	28S			2 2.00	3 6.00	5 3.00				10 11	10 7	382
6	6 U453	Diaphragm	E	28S	2		2 2.00	3 6.00	3 7.00				9 3	8 11	
		Increment = 7"					2 2.00	3 6.00	4 9.00				10 5	10 1	86
1	5 U454	Diaphragm	E	38S				2 0.25	17.50	4 9.50	15.75	18.50	8 3	8 2	9
4	5 U455	Diaphragm	E	38S			17.50	2 0.25	17.50	4 9.50	15.75	18.50	9 9	9 7	40
2	5 U456	Diaphragm	E	27S			5 6.00	9.88	2 10.00		6.38	7.50	9 2	9 0	19
3	5 U457	Diaphragm	E	38S			5 6.00	9.88	2 10.00	21.00	6.38	7.50	10 11	10 9	34
1	5 U458	Diaphragm	E	21S			5 6.38	15.00			5 6.25	3.38	6 9	6 8	7
4	5 U459	Diaphragm	E	32S		16.00	15.00	5 6.38			5 6.25	3.38	8 1	7 11	33
2	5 U460	Diaphragm	E	19S	5	6.00	15.00						6 9	6 8	14
3	5 U461	Diaphragm	E	32S	5	6.00	15.00	2 6.50			2 6.50	1.63	9 4	9 1	28
4	6 U462	Diaphragm	E	28S			2 2.00	3 5.50	2 0.00				7 8	7 4	44
15	5 V450	Diaphragm	E	20		5 1.00							5 1	5 1	80

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.

For bending diagrams, see Sheet No. 35.

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 bars shall be Grade 60.

Detailed APR 2025
Checked APR 2025

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

Sheet 37 of 41

BILL OF REINFORCING STEEL (2 OF 3)

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 37
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
HNTB 715 KIRK DRIVE KANSAS CITY, MO 64105-1310 CERTIFICATE OF AUTHORITY NO. 001270
Bartlett & West 601 MONROE ST. SUITE 201, JEFFERSON CITY, MO 65101 CERTIFICATE OF AUTHORITY NO. 000107 - ENGINEERING

Bill of Reinforcing Steel

No. Req.	Size/Mark	Location	C	SH	V	B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.	K ft in.	Nom. Length ft in.	Actual Length ft in.	Weight lb
		Slab													
71	6 S101	Slab	E	20	1	2 3.00							2 3	2 3	
		Increment=9 7/8"				59 7.00							59 7	59 7	3297
531	6 S102	Slab	E	20		41 6.00							41 6	41 6	33099
11	6 S103	Slab	E	20	1	21 10.00							21 10	21 10	
		Increment=9 3/4"				30 0.00							30 0	30 0	428
534	6 S104	Slab	E	20		30 6.00							30 6	30 6	24463
14	6 S105	Slab	E	20	1	32 8.00							32 8	32 8	
		Increment=6 7/8"				40 2.00							40 2	40 2	766
107	6 S106	Slab	E	20	1	2 2.00							2 2	2 2	
		Increment=6 1/2"				59 8.00							59 8	59 8	4969
1225	6 S107	Slab	E	20		7 6.00							7 6	7 6	13800
336	5 S108	Slab	E	20		53 6.00							53 6	53 6	18749
106	8 S109	Slab	E	20		32 6.00							32 6	32 6	9198
106	8 S110	Slab	E	20		28 3.00							28 3	28 3	7995
106	8 S111	Slab	E	20		19 6.00							19 6	19 6	5519
1	5 S112	Slab	E	20		40 0.00							40 0	40 0	42
71	5 S121	Slab	E	20	1	2 3.00							2 3	2 3	
		Increment=9 7/8"				59 7.00							59 7	59 7	2289
531	5 S122	Slab	E	20		33 6.00							33 6	33 6	18553
11	5 S123	Slab	E	20	1	30 6.00							30 6	30 6	
		Increment=9 3/4"				38 8.00							38 8	38 8	397
534	5 S124	Slab	E	20		39 3.00							39 3	39 3	21861
14	5 S125	Slab	E	20	1	24 7.00							24 7	24 7	
		Increment=6 7/8"				32 1.00							32 1	32 1	414
107	5 S126	Slab	E	20	1	2 2.00							2 2	2 2	
		Increment=6 1/2"				59 8.00							59 8	59 8	3450
606	5 S127	Slab	E	20		54 0.00							54 0	54 0	34131
1	5 S128	Slab	E	20		30 0.00							30 0	30 0	31
1	5 S129	Slab	E	20		60 0.00							60 0	60 0	63

Bill of Reinforcing Steel

No. Req.	Size/Mark	Location	C	SH	V	B ft in.	C ft in.	D ft in.	E ft in.	F ft in.	H ft in.	K ft in.	Nom. Length ft in.	Actual Length ft in.	Weight lb
		Barrier													
20	5 K1	Barrier	E	27S		3 8.00	9.25	5.38	3 2.75		5.25	1.00	8 1	7 11	165
76	5 K2	Barrier	E	27S		3 8.00	9.25	14.50	2 5.75		14.25	2.75	8 2	7 11	628
8	5 K3	Barrier	E	27S		22.50	9.25	14.50	7.75	12.00	14.25	2.75	5 6	5 2	43
20	5 K4	Barrier	E	19S	4	2 4.25	10.00						3 2	3 1	
		Increment=1/2"				2 6.25	10.00						3 4	3 3	66
20	5 K5	Barrier	E	38S	4			18.50	9.50	8.25	18.00	4.00	3 0	2 11	
		Increment=1/2"						20.50	9.50	8.25	20.00	4.25	3 2	3 1	63
12	5 K6	Barrier	E	19S		2 6.75	10.00						3 5	3 4	42
12	5 K7	Barrier	E	21S			2 6.63	10.00			2 6.00	6.25	3 5	3 3	41
36	5 K8	Barrier	E	19S	4	2 8.50	10.00						3 7	3 5	
		Increment=3/4"				3 2.50	10.00						4 1	3 11	139
36	5 K9	Barrier	E	21S	4		2 8.50	10.00			2 7.75	6.75	3 6	3 5	
		Increment=3/4"					3 2.50	10.00			3 1.75	7.75	4 1	3 11	136
36	5 K10	Barrier	E	19S		3 3.00	10.00						4 1	4 0	150
36	5 K11	Barrier	E	21S			3 3.00	10.00			3 2.25	7.75	4 1	3 11	147
12	5 K12	Barrier	E	20		14 1.00							14 1	14 1	176
6	5 K13	Barrier	E	20	2	7 4.00							7 4	7 4	
		Increment=36"				13 4.00							13 4	13 4	65
12	5 K14	Barrier	E	20		16 2.00							16 2	16 2	202
6	5 K15	Barrier	E	20	2	9 5.00							9 5	9 5	
		Increment=36"				15 5.00							15 5	15 5	78
12	5 K16	Barrier	E	20		13 5.00							13 5	13 5	168
6	5 K17	Barrier	E	20	2	6 8.00							6 8	6 8	
		Increment=36"				12 8.00							12 8	12 8	60
12	5 K18	Barrier	E	20		17 2.00							17 2	17 2	215
6	5 K19	Barrier	E	20	2	10 5.00							10 5	10 5	
		Increment=36"				16 5.00							16 5	16 5	84
614	5 R1	Barrier	E	26		3 3.00	5.50	2.25	3 1.38	5.50	3 0.75	6.75	6 10	6 9	4323
614	5 R2	Barrier	E	19S		20.50	9.50						2 6	2 5	1548
614	5 R3	Barrier	E	27S			9.50	15.25	5.00	12.00	15.00	3.00	3 6	3 4	2135
120	5 R4	Barrier	E	20		11 9.00							11 9	11 9	1471
10	5 R5	Barrier	E	20		37 4.00							37 4	37 4	389
40	5 R6	Barrier	E	20		44 9.00							44 9	44 9	1867
10	5 R7	Barrier	E	20		56 7.00							56 7	56 7	590
10	5 R8	Barrier	E	20		45 6.00							45 6	45 6	475
10	5 R9	Barrier	E	20		38 5.00							38 5	38 5	401
10	5 R10	Barrier	E	20		54 5.00							54 5	54 5	568
10	5 R11	Barrier	E	20		42 5.00							42 5	42 5	442
62	5 C1	Slip Form	E	20		12 0.00							12 0	12 0	776
2	5 C2	Slip Form	E	20		10 6.00							10 6	10 6	22
		Totals													
	4														4090
	4		E												9356
	5		E												122236
	6		E												119749
	8		E												31426
	9		E												867
	10														25676
	10		E												19556
	11		E												30094
		TOTAL													29766
		TOTAL	E												333283
														TOTAL	363049

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.

For bending diagrams, see Sheet No. 35.

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 bars shall be Grade 60.

Detailed APR 2025
Checked APR 2025

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

BILL OF REINFORCING STEEL (3 OF 3)

DATE PREPARED 5/6/2025 | ROUTE US-61 | STATE MO | DISTRICT BR | SHEET NO. 38 | COUNTY ST. CHARLES | JOB NO. JST0020 | CONTRACT ID. | PROJECT NO. | BRIDGE NO. A9682

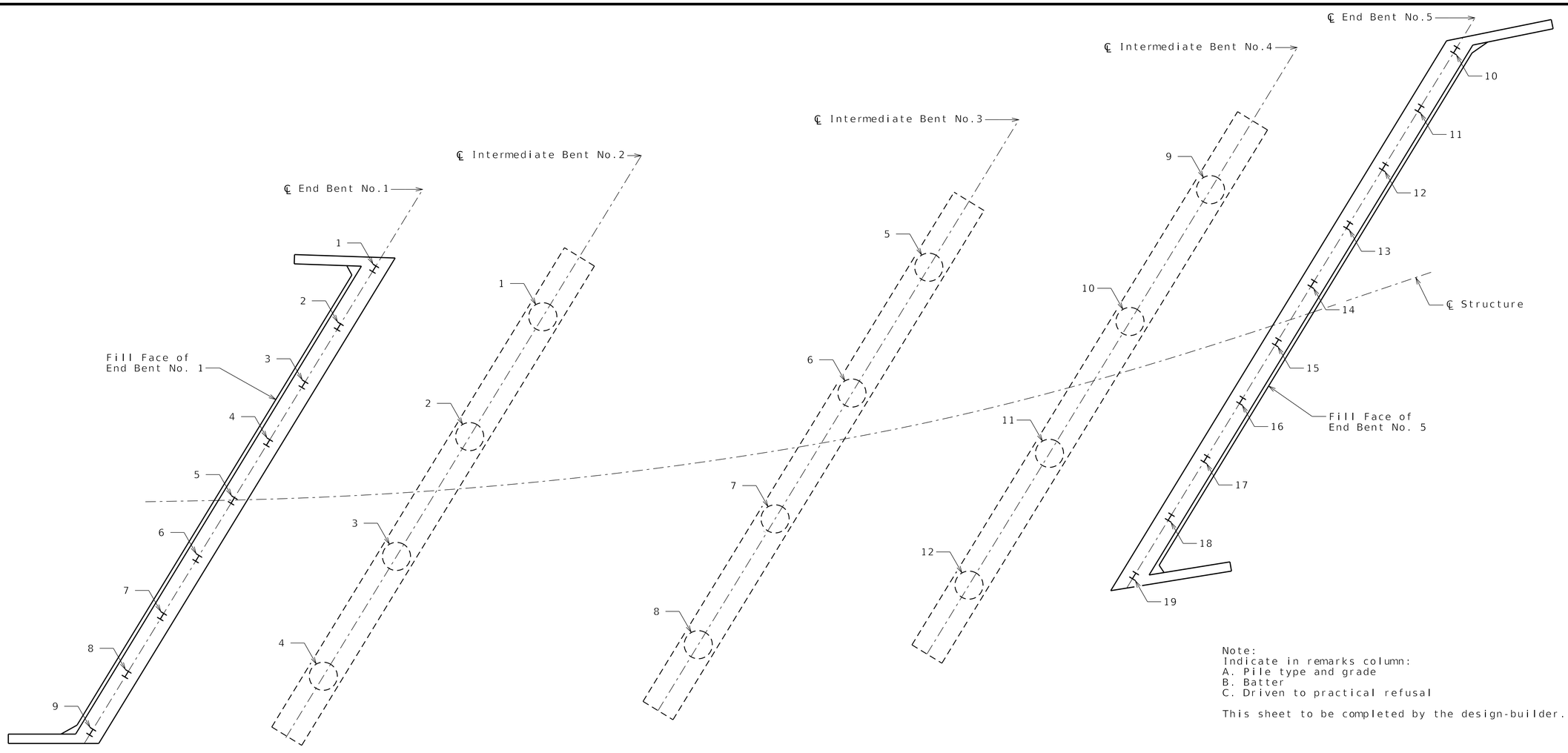
DESCRIPTION | DATE

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

IMPROVE 70 ALLIANCE

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY
NO. 001270

Bartlett & West



Note:
Indicate in remarks column:
A. Pile type and grade
B. Batter
C. Driven to practical refusal

This sheet to be completed by the design-builder.

PART PLAN SHOWING PILE & DRILLED SHAFT NUMBERING FOR RECORDING AS-BUILT PILE DATA & AS-BUILT DRILLED SHAFT DATA

As-Built Pile Data			
Pile No.	Length in Place (ft)	Computed Nominal Axial Compressive Resistance (kips)	Remarks
			End Bent No. 1
1			
2			
3			
4			
5			
6			
7			
8			
9			

As-Built Pile Data			
Pile No.	Length in Place (ft)	Computed Nominal Axial Compressive Resistance (kips)	Remarks
			End Bent No. 5
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			

As-Built Drilled Shaft Data				
Shaft No.	Top of Sound Rock (Elev.)	Tip of Casing (Elev.)	Bottom of Rock Socket (Elev.)	Remarks
				Intermediate Bent No. 2
1				
2				
3				
4				
				Intermediate Bent No. 3
5				
6				
7				
8				
				Intermediate Bent No. 4
9				
10				
11				
12				

AS-BUILT PILE AND DRILLED SHAFT DATA

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 39
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

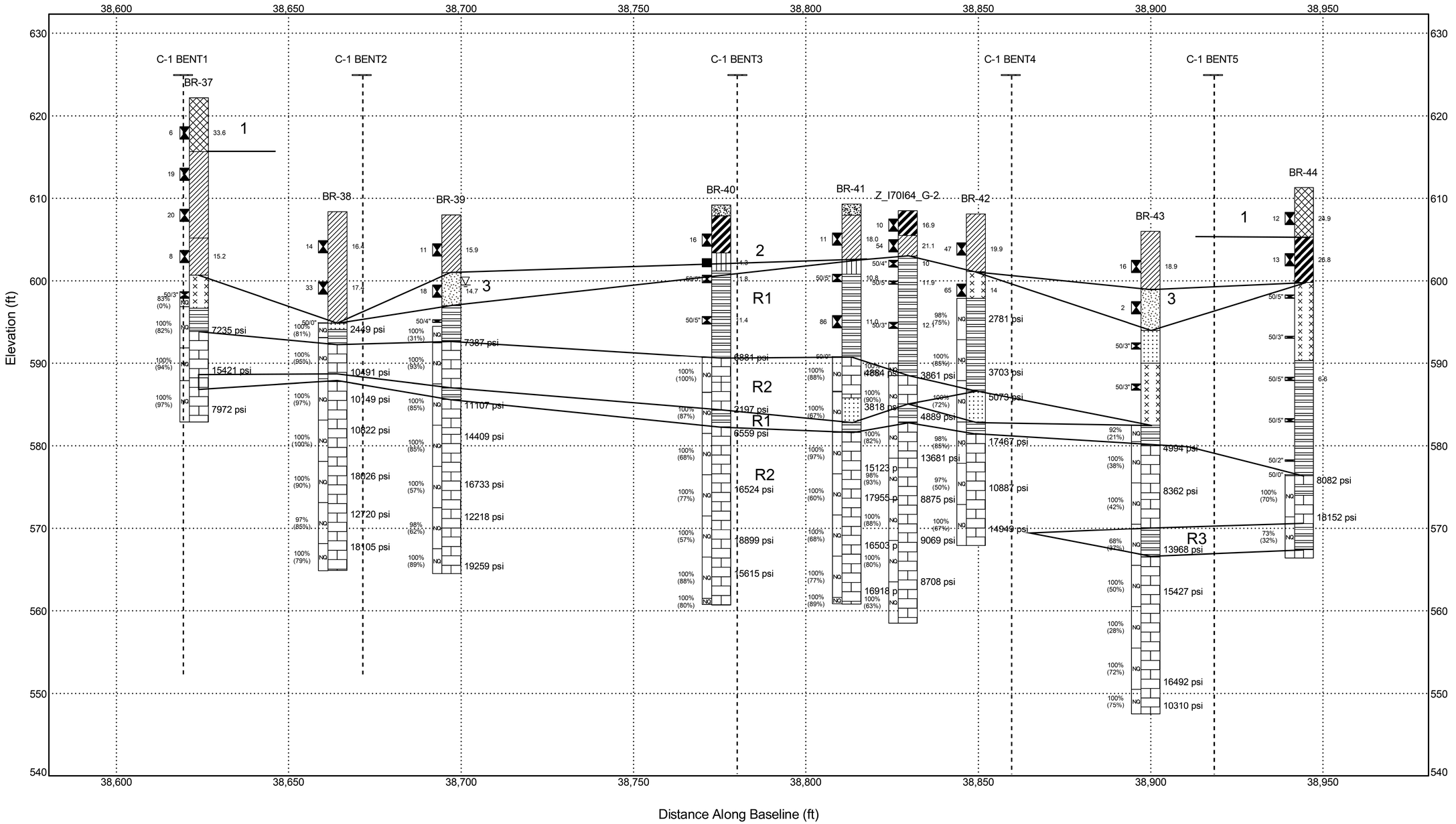
DESCRIPTION | DATE

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

IMPROVE 70 ALLIANCE

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West
601 ROANOKE ST., SUITE 201 - JEFFERSON CITY, MO 65101
PHONE: 573-634-2448
CERTIFICATE OF AUTHORITY NO. 000117 - ENGINEERING
WWW.BARTLETTWEST.COM



Note: For locations of borings, see Sheet No. 2.

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

Detailed
Checked

Sheet 40 of 41

BORING DATA (1 OF 2)

DATE PREPARED	5/6/2025
ROUTE	US-61
STATE	MO
DISTRICT	BR
SHEET NO.	40
COUNTY	ST. CHARLES
JOB NO.	JST0020
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	A9682

DESCRIPTION | DATE

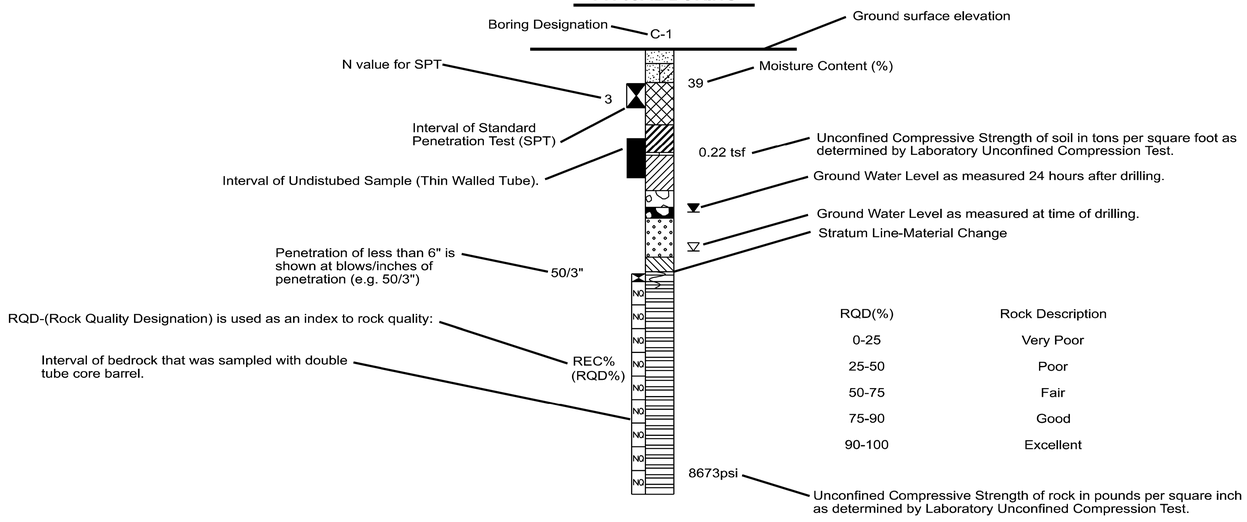
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

IMPROVE 70 ALLIANCE

HNTB
715 KIRK DRIVE
KANSAS CITY, MO 64105-1310
CERTIFICATE OF AUTHORITY NO. 001270

Bartlett & West
601 MONROE ST., SUITE 201 • JEFFERSON CITY, MO 65101
PHONE: (573) 634-2488 • FAX: (573) 634-2488
CERTIFICATE OF AUTHORITY NO. 000107 • ENGINEERING
WWW.BARTLETTWEST.COM

TYPICAL BORING



RQD(%)	Rock Description
0-25	Very Poor
25-50	Poor
50-75	Fair
75-90	Good
90-100	Excellent

KEY TO BORING LOG SYMBOLS

LITHOLOGIC SYMBOLS (Unified Soil Classification System)

- Lean Clay (CL)
- Fat Clay (CH)
- Lean to Fat Clay
- Low Plastic Silt (ML)
- Poorly Graded Sand (SP)
- Well Graded Sand (SW)
- Clayey Sand (SC)
- Poorly Graded Gravel (GP)
- Boulders
- Clayey Gravel (GC)
- Gravel with Fat Clay (GP-GC)
- Asphalt
- Fill
- Topsoil
- Concrete
- Peat
- Poorly Graded Sand with Clayey Sand (SP-SC)

LITHOLOGIC SYMBOLS (Rock)

- Coal
- Dolomite
- Limestone
- Sandstone
- Shale
- Gypsum
- Weathered Limestone
- Weathered Shale
- Gypsiferous Shale

SAMPLER SYMBOLS

- Auger Cuttings
- Grab
- Modified California Sampler
- NQ Rock Core
- NX Core Barrel
- Standard Penetration Test
- Shelby Tube

DRILLING METHODS

- Core Barrel
- Hollow Stem Auger
- Rotary
- Solid Stem Auger

ABBREVIATIONS

HSA	-	Hollow Stem Auger
SSA	-	Solid Stem Auger
ST	-	Shelby Tube
SPT	-	Standard Penetration Test
NATD	-	None At Time of Drilling
N/A	-	Not Available

Note: For locations of borings, see Sheet No. 2.

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

Detailed
Checked

Sheet 41 of 41

BORING DATA (2 OF 2)

DATE PREPARED 5/6/2025
ROUTE US-61 | STATE MO
DISTRICT BR | SHEET NO. 41
COUNTY ST. CHARLES
JOB NO. JST0020
CONTRACT ID.
PROJECT NO.
BRIDGE NO. A9682

DESCRIPTION | DATE

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

IMPROVE 70 ALLIANCE

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