



105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Ed Hassinger, Director

1.888.ASK MODOT (275.6636)

January 21, 2026

Dear Consultant:

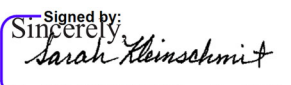
The Missouri Highways and Transportation Commission is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list.

If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate email, which is indicated on the attachments. Limit your letter of interest to no more than **three** pages total. This letter should include a statement to indicate your firm's understanding of the project. It should also include any other information which might help us in the selection process, including key personnel you would assign to the project and the backgrounds of those individuals, and any sub-consultants you would propose to use, and an indication of your firm's approach to promoting and developing a diverse workforce. MoDOT is committed to reflecting the diversity of the communities we serve and we expect our partners to do the same. We will utilize the consultant information already on file so we will not need a lengthy submittal of other general company information. In addition to the **three** page interest letter, please attach one additional page with detailed information on similar projects that your key personnel have worked on. Indicate the role your key personnel played in the projects and include reference contact information.

DBE firms must be certified by the Missouri Department of Transportation in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any projects they feel can be managed by their firm. We also encourage both DBE firms and non-DBE firms to consider joining MoDOT's Mentor/Protégé program whenever possible as part of a MoDOT project.

MoDOT will evaluate firms based on: Project Understanding & Innovation, Past Performance, Qualifications of Personnel Assigned, General Experience of Firm, Familiarity/Capability, Accessibility of Firm & Staff. Firm's not providing a response on approach to workforce diversity will be considered non-responsive to this solicitation. Firms that are not current on all of the required prequalification categories found in [MoDOT's Approved Consultant Prequalification List](#) at the date of the solicitation expiration will be considered non-responsive.

We request all letters be received by 3:00 pm, Wednesday, February 11, 2026 at the following email address: Daniel.Savageau@modot.mo.gov

Signed by:
Sincerely,

Sarah Kleinschmit, P.E.
State Design Engineer

Attachment

DISTRICT OFFICES

SL District

Thomas Blair, PE – District Engineer
Missouri Department of Transportation
1590 Woodlake Drive
Chesterfield, MO 63017

Contact

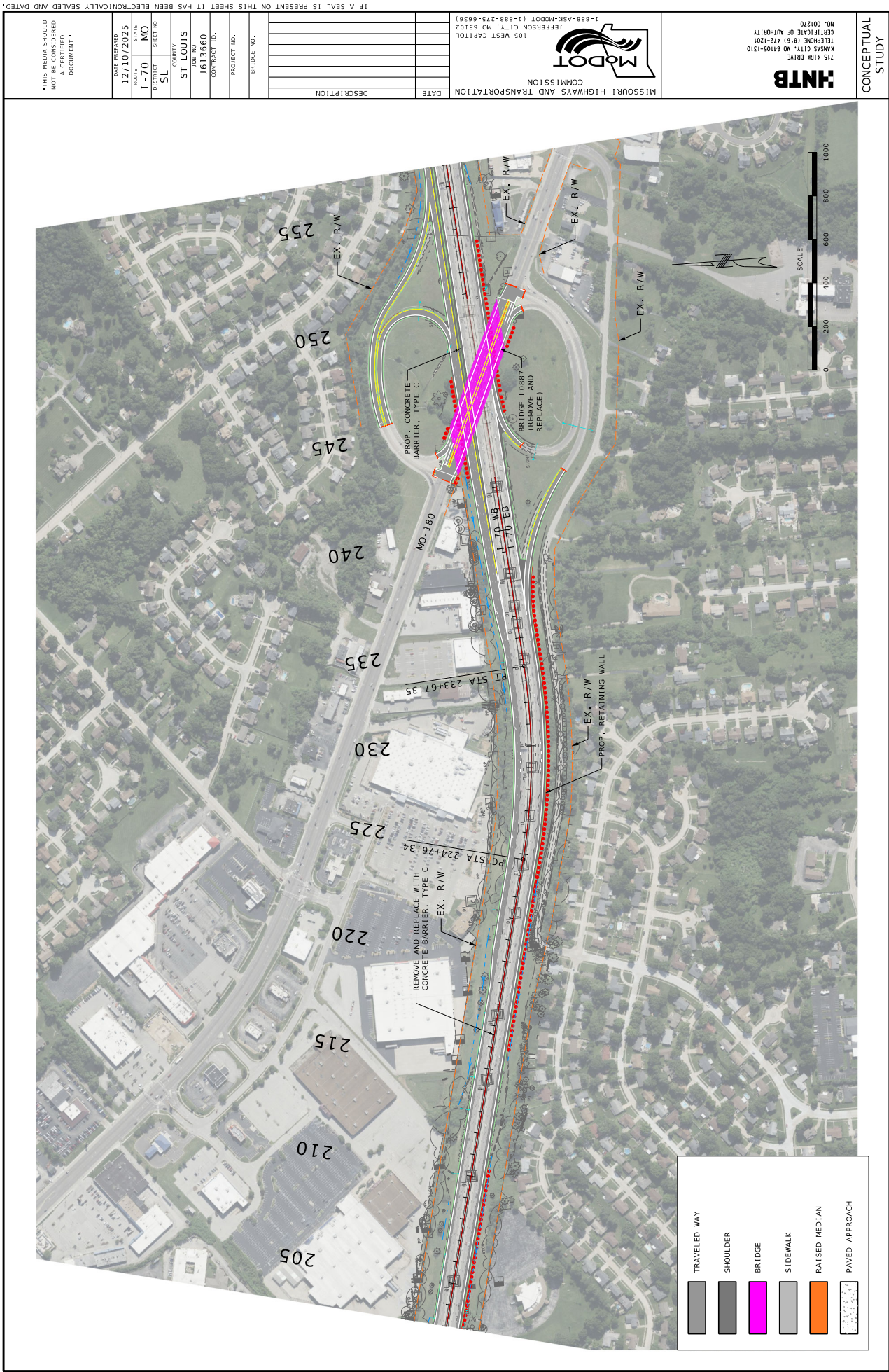
Dan Savageau, PE – Project Manager
314-453-5089
Daniel.Savageau@modot.mo.gov
Email responses are required.

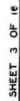
District SL

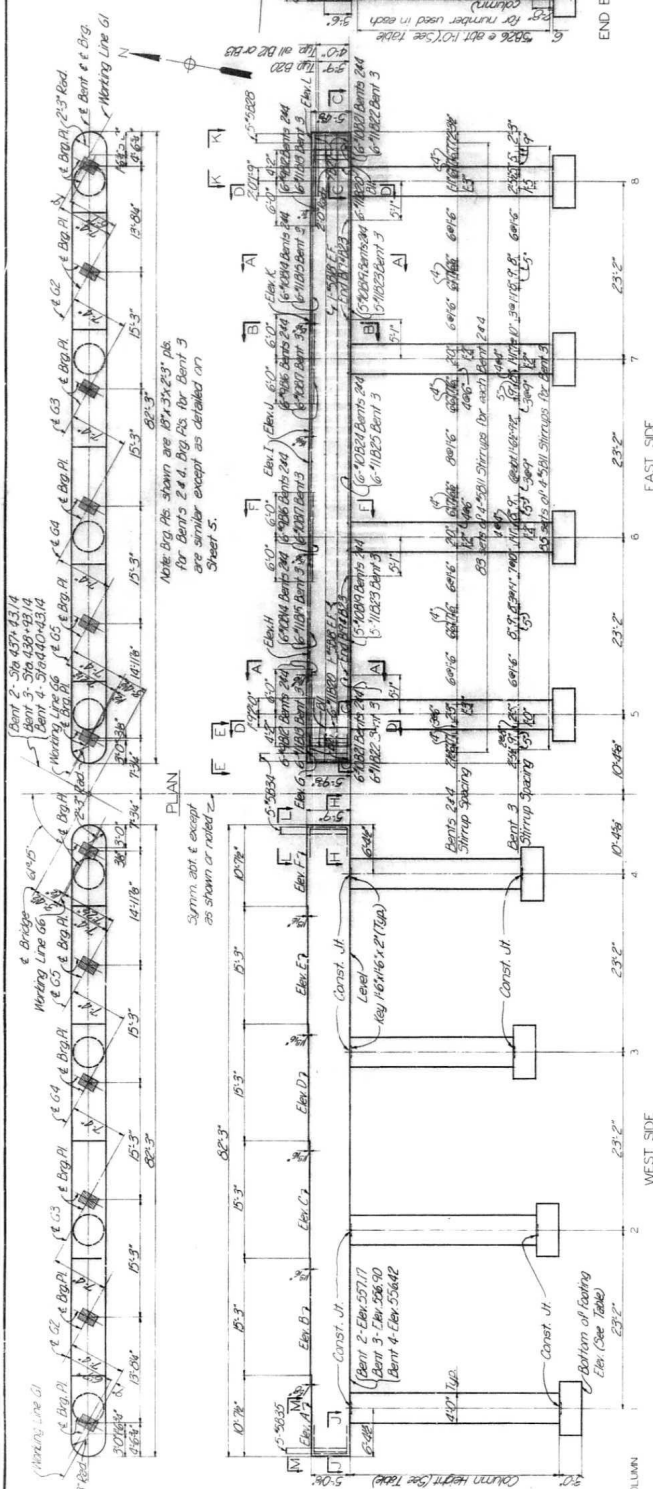
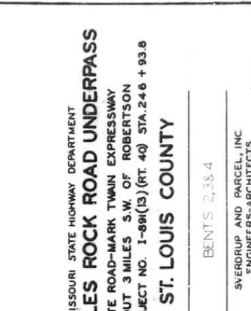
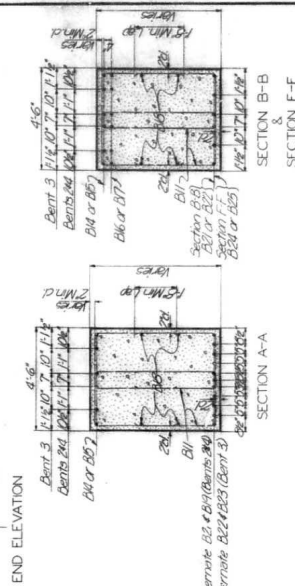
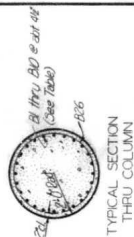
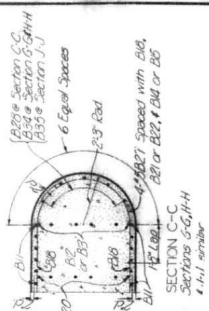
St. Louis County, Route 180	
Job No:	J6S3311
Location:	Route 180 at the I-70 interchange
Proposed Improvement:	Replace Route 180 Bridge (L0887) over I-70 and ADA Improvements
Length:	0.1 miles
Approximate Construction Cost:	\$20,910K
DBE Goal (if applicable)	0%
Consultant Services Required:	Conceptual report, preliminary and final design services (bridge and roadway), including the final PS&E package for new bridge and improvements on Route 180 over I-70. At minimum, extending the acceleration lanes from the loop ramps to I-70 will be included in the design. Additional improvements to I-70 may be included as part of the final PS&E package as part of a Supplemental. Surveying (boundary and utility) and utility coordination services will be required. Geotechnical services will be required. Anticipated Timeline: Consultant Selected: 03/04/26 Contract Negotiated by 06/12/26 Final PS&E due: March 2028 Letting: June 2028
Other Comments:	No interviews/presentations will be required for selection. Please see the following link to MoDOT's I-70 Corridor Study: https://www.modot.org/projects/i-70-stl-conceptual-study Attachments Included within Solicitation: -Existing Bridge Plans L0887 -Conceptual Plan from I-70 Study -As-builts related to Utilities (MOAW & MSD)

Rating Criteria w/Weighted Values

Project Understanding & Innovation	25 Points Max
Past Performance	25 Points Max
Qualifications of Personnel Assigned	20 Points Max
General Experience of Firm	10 Points Max
Familiarity/Capability	10 Points Max
Accessibility of Firm & Staff	<u>10 Points Max</u>
	100 Points Max Total

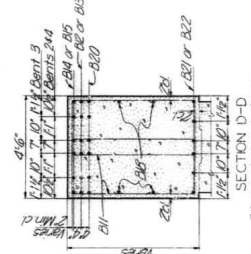
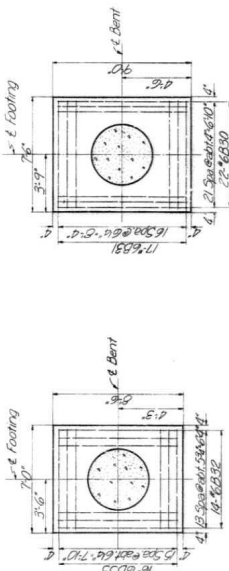






DIMENSIONS AND COLUMN REINFORCEMENT					
Beam	Span	Bottom Longitudinal	Top Longitudinal	Height	No. of Bars
2	1	5.7/0.30	27 ϕ 2	4 ϕ 2	24
	2	5.7/0.30	24 ϕ 2	4 ϕ 2	24
	3	5.5/0.30	21 ϕ 2	4 ϕ 2	21
3	4	5.8/0.30	22 ϕ 2	4 ϕ 2	22
	5	5.6/0.30	26 ϕ 2	4 ϕ 2	26
	6	5.2/0.30	24 ϕ 2	4 ϕ 2	24
4	7	6.7/0.30	21/0 ϕ 2	4 ϕ 2	21
	8	6.5/0.30	19 ϕ 2	4 ϕ 2	19
	9	6.4/0.30	20 ϕ 2	4 ϕ 2	20

Elec.	TABLE OF ELEVATION			
	Sept 2	Sept 3	Sept 4	Sept 5
A	562.15	561.91	561.43	
B	562.32	562.05	561.72	
C	562.47	562.20	561.87	
D	562.63	562.35	562.02	
E	562.77	562.50	562.12	
F	562.92	562.65	562.17	
G	562.95	562.65	562.11	
H	562.96	562.59	562.11	
I	562.70	562.51	562.03	
J	562.70	562.43	561.95	
K	562.62	562.35	561.67	
L	562.65	562.25	561.97	



NOTES

See Sheet 5 for Anchor

Shift end as necessary to clear anchor bolt heads

A-B or B-B
B-M or B-S
A-M or A-S

VIEW E-E

Dimensions K x L & M similar.

[illegible]

dimensions

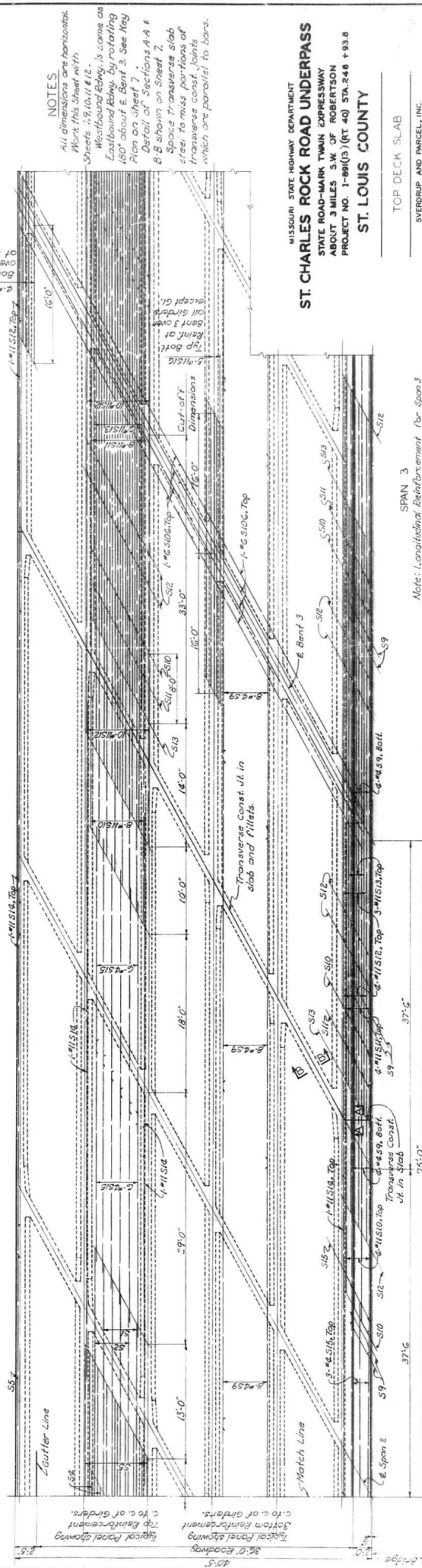
Checked by: G.P. Remington, Apr. 1966

SEE FINAL PLANS BROWN LINES

1000

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	





NOTES
All dimensions are horizontal.
Work this sheet with
sheets 7, 9, 10, 11 & 12.
Westwood Eddy, is same as
Westwood Eddy, by rotating
about 180° about E. Surf 3. See Key
Plan on Sheet 7.
Detail of Sections A &
B shown on Sheet 7.
Space Transverse slab
sides. To miss portions of
transverse const. joints
which are parallel to bars.

ST. CHARLES ROCK ROAD UNDERPASS
MISSOURI STATE HIGHWAY DEPARTMENT
STATE ROAD-MARK TWAIN EXPRESSWAY
ABOUT 3 MILES S.W. OF ROBERTSON
PROJECT NO. 1-991(3) (RT 40) STA.248 + 93.6
ST. LOUIS COUNTY

TOP DECK SLAB

SVERDRUP AND PARCEL, INC.
ENGINEERS-ARCHITECTS

L-887

SHEET 6 OF 16

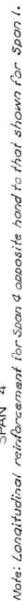
NO CONSTRUCTION CHANGES

Note: Do not scale this drawing. Follow dimensions.

PLAN OF TOP DECK SLAB-EASTBOUND ROADWAY

SPAN 2 (CONT'D.)

Crown by: L. H. J. J. J. J., Feb., 1966
Checked by: E. J. Shields, Apr., 1956



PLAN OF TOP DECK SLAB-EASTBOUND ROADWAY



Note: For location of construction joints in girders, see Sheets 8 & 10.

POURING SEQUENCE: All concrete in each half of the bridge superstructure shall be poured, beginning at one end of the bridge and progressing in one direction to the other end. Following the pouring of the bottom slab sections, subsequent pours are dependent upon the prescribed curing intervals in the Standard Specifications. The entire bottom slab need not be poured before starting other pours.

Note: Do not scale this drawing. Follow dimensions.

NOTES

Work this Sheet with Sheets C, 9, 10, 11 & 12.

NOTES

NOTES

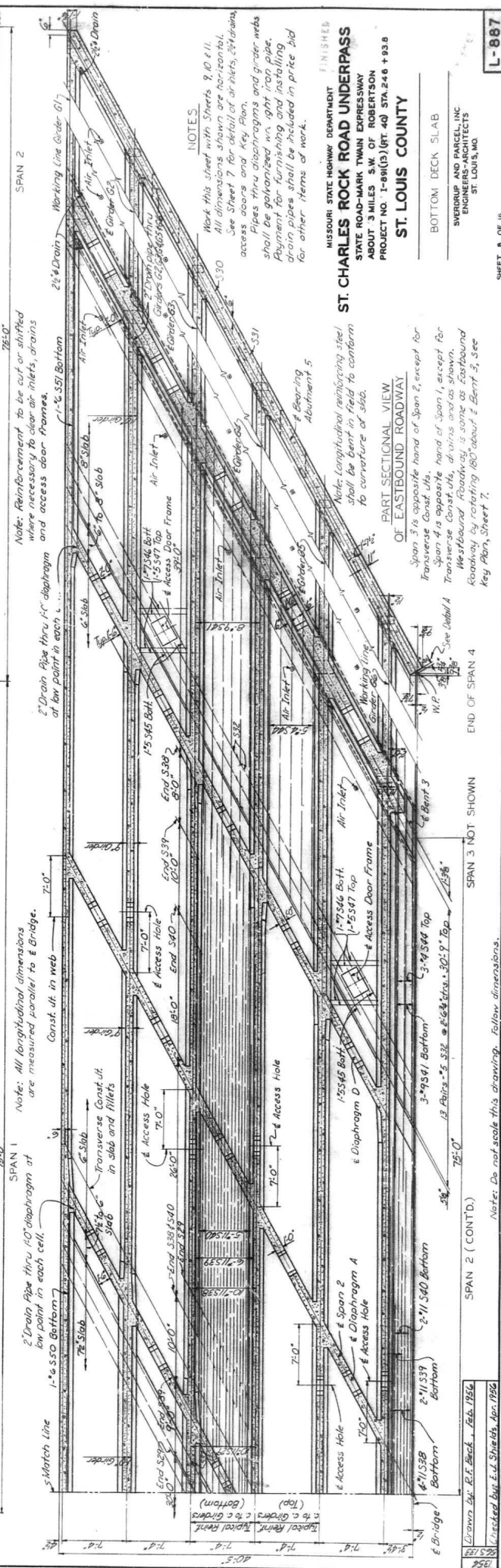
NOTES

MISSOURI STATE HIGHWAY DEPARTMENT
ST. CHARLES ROCK ROAD UNDERPASS
STATE ROAD-MARK TWIN EXPRESSWAY
ABOUT 3 MILES S.W. OF ROBERTSON
PROJECT NO. 1-89(13) (RT 40) STA. 24.6 + 93.6

ST. LOUIS COUNTY

TOP DECK SLAB
AND MISC. DETAILS
SVERDRUP AND PARCEL, INC.

Drawn by: L. A. Glaser, Nov. 1956
Checked by: F. J. Shields, Aug. 1956



SPAN 1	SPAN 2
78'-0"	78'-0"
Note: All longitudinal dimensions	Note: Reinforcement to be cut or shifted

2. Drain Pipe thru 1/4" diaphragm at low point in each cell.

3. Watch line

are measured parallel to a Bridge.

2" Drain Pipe thru 1/4" diaphragm and access door frames, where necessary to clear air inlets, drains

7'-0"

1'-6.550 Bottom

const. ut. in web

2'-6.551 Bottom

2'-6.551 Bottom

Working Line Grade 617

at low point in road

7'-0"

15'-4 1/2"

15'-0"

Access Hole

1-1

NOTES

[illegible]

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[illegible]

MISSOURI STATE HIGHWAY DEPARTMENT

MISSOURI STATE HIGHWAY DEPARTMENT FINISHED

ST CHARLES ROCK ROAD UNDERPASS

1-5548 Bolt

1-7546 Bolt

Air Traffic

Access Hole

Span 2

Note: Longitudinal reinforcing steel

[illegible]

A detailed cross-sectional diagram of a roof assembly. The diagram shows multiple layers: a top structural layer, an insulation layer labeled '1-2" POLYSTYRENE INSULATION', a waterproofing layer labeled '1-2" POLYETHYLENE MEMBRANE', and a drainage layer labeled '1-2" POLYETHYLENE DRAINAGE'. Below these are various fasteners and structural elements labeled with letters (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z) and numbers (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100). The diagram is labeled 'PART SECTIONAL VIEW' at the bottom.

ST. LOUIS COUNTY

Span 3 is opposite hand of Span 2, except for

10	Drainage into B.F. Pond. See 1962.	SPAN 2 (CONT'D)	END OF CONSTRUCTION	SWENRUP AND PARCELL, INC. ENGINEERS-ARCHITECTS
72° 0'		TRANSVERSE CONSTRUCTION, DRAINAGE AND AS SHOWN. WESTBOUND HIGHWAY IS SOME 60 FEET SOUTH.	SEE JOURNAL A	SWENRUP AND PARCELL, INC. ENGINEERS-ARCHITECTS

ST. LOUIS, MO
1-087

roadway by rotating 160 about E Berri St. See Key Plan, Sheet 1.

END OF SPAN 4
SPAN 3 NOT SHOWN

PLAN 2 (CONT'D)

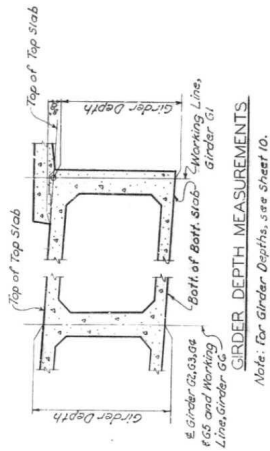
Notes: On schedule this elevation follows from plan view.

crossed here at South end 1902.
crossed over with arches & steel truss.

588 152

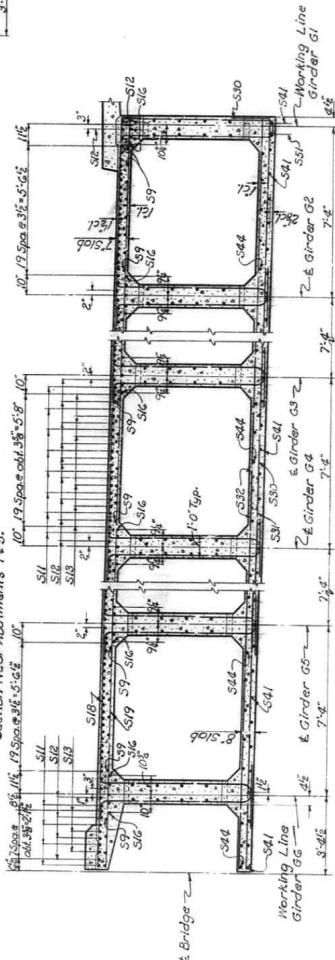
[illegible]

NO CONSTRUCTION WORK



HALF SECTION NEAR CENTER OF SPANS 2 & 3

Note: Dimensions not shown same as those shown on Half



HALF SECTION NEAR BENT 3

Note: Dimensions not shown same as those shown on
Half Section near Bents 2 & 4.

MISSOURI STATE HIGHWAY DEPARTMENT
ST. CHARLES ROCK ROAD UNDERPASS
STATE ROAD-MARK TWIN EXPRESSWAY
ABOUT 3 MILES S.W. OF ROBERTSON
PROJECT NO. I-891(S) (RT. 40) STA. 24.6 + 93.6
ST. LOUIS COUNTY

NOTES

Work this Sheet with Sheets 6, 7, 8, 10, 11 & 12

CROSS SECTIONS

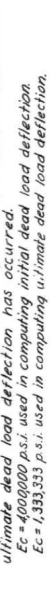
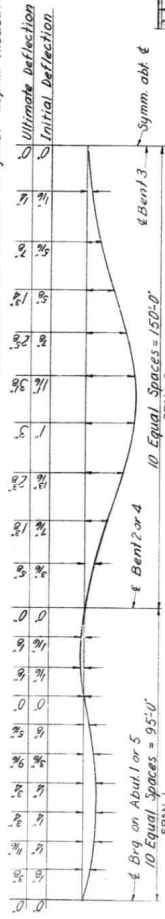
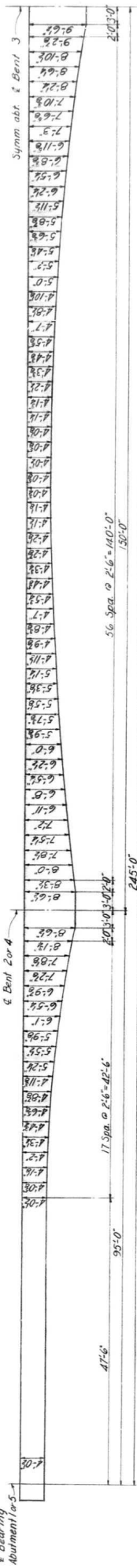
SVERDRUP AND PARCEL, INC.
ENGINEERS-ARCHITECTS
ST. LOUIS, MO.

Note: Do not scale this drawing. Follow dimensions.

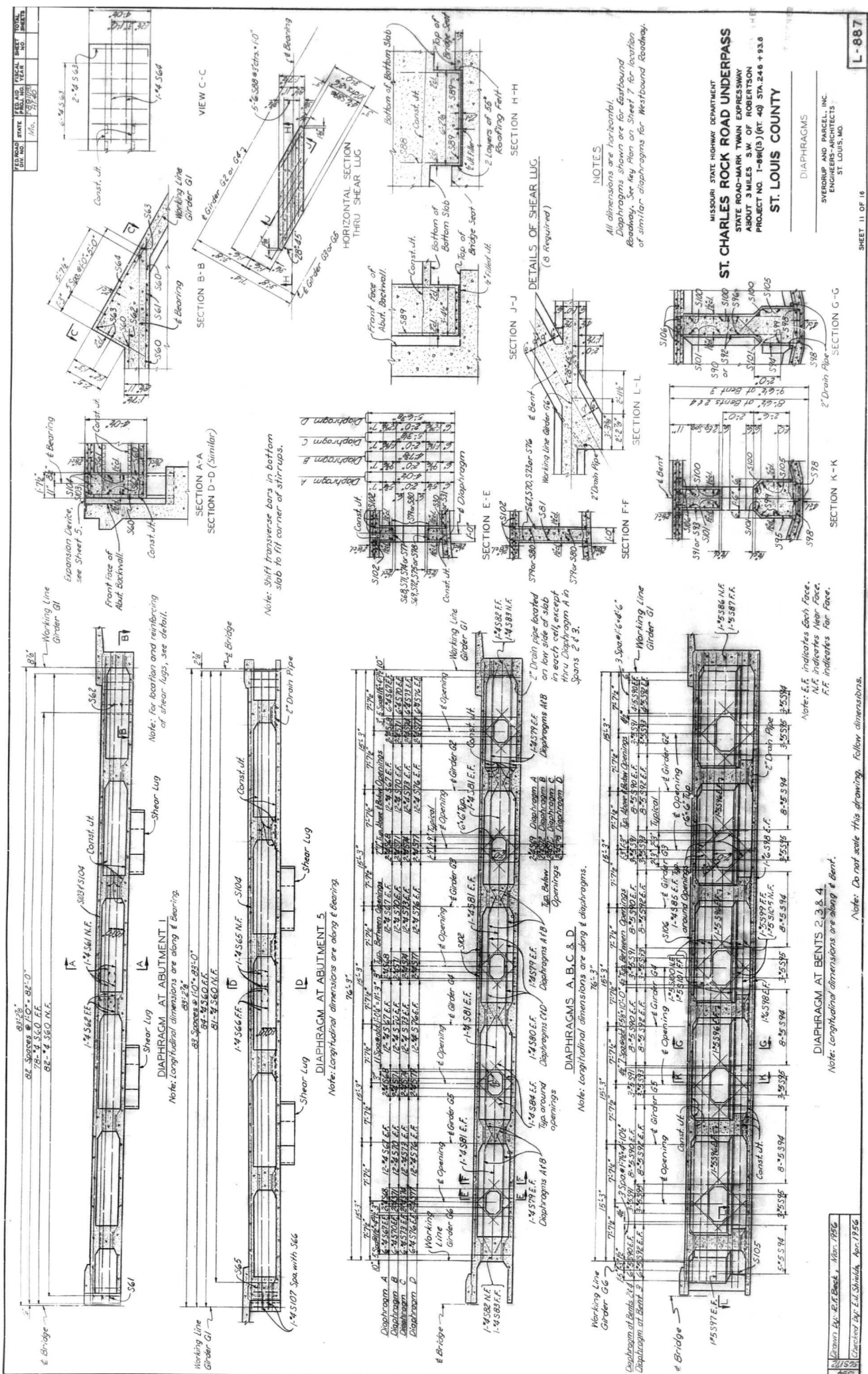
SHEET 9 OF 16

NO CONSTRUCTION CHANGES

L-887



GIRDER DETAILS



Note: Paraffin joints in parapet shall be coated with hot paraffin before pouring adjacent section of concrete.

[illegible]

PLAN OF MEDIAN FOR EASTBOUND ROADWAY

[illegible]

3/8" Closure Plate Weld
to pipe & grind smooth

1/2" Closure Plate Weld to pipe & grind smooth
45° O.D. - 1/2" Tapering
1/2" Cap
1/2" Pipe Wall

20°
3"
6"
3" Radius
20°
1/2" Base
1/2" Top
for 1/2" set screw
2-1/2 x 0-3/4 stainless steel
no less than 10 screws

[illegible][illegible]

L'rawn by: S.A. Hussaini, Feb. 1976

L-387

NO CONSTRUCTION CHANGES

Checked by: L.H.Glasen, Apr., 1956

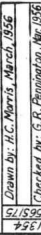
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MISSOURI STATE HIGHWAY DEPARTMENT
ST. CHARLES ROCK ROAD UNDERPASS
STATE ROAD-MARK TWIN EXPRESSWAY
ABOUT 3 MILES S.W. OF ROBERTSON
PROJECT NO. 1-091(3) (RT. 40) STA. 2+6 + 93.6
ST. LOUIS COUNTY

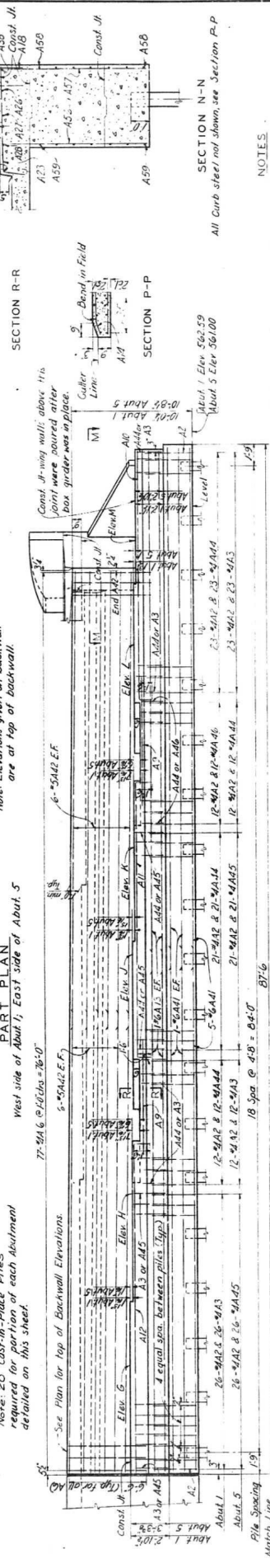
BAR LIST

SVERDRUP AND PARCEL, INC.
ENGINEERS-ARCHITECTS
ST. LOUIS, MO.

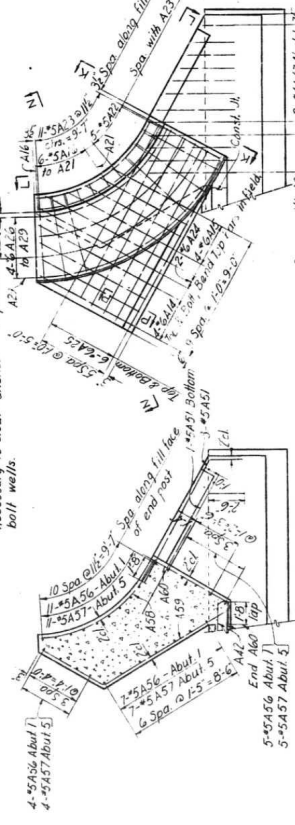
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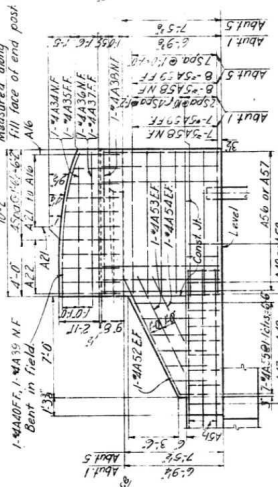
L-887



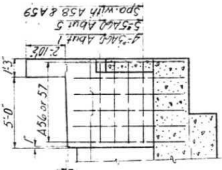
ELEVATION



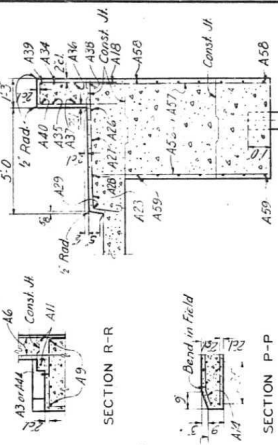
-8-MAY 1961 124
-8-MAY 1961 5



DEVELOPED ELEVATION L-L



SECTION K-K



SECTION N-N
All Curb steel not shown, see Section P-P

NOTES

*See Sheet 5 for Anchor Bolt Plan.
* See Sheet 5 for expansion device
was cast in backwall & curb.
See Special Provisions for finish
on recesses for Shear Lugs.
Work this sheet with sheet 2.*

MISSOURI STATE HIGHWAY DEPARTMENT
ST. CHARLES ROCK ROAD UNDERPASS
STATE ROAD-MARK TWIN EXPRESSWAY
ABOUT 3 MILES S.W. OF ROBERTSON
PROJECT NO 1-88(13) (RT 40) STA 2+46 + 93.8
ST. LOUIS COUNTY

ABUTMENTS 1 & 5

GROUP AND PARCEL, INC.
ENGINEERS-ARCHITECTS
ST. LOUIS, MO.

SHEET 39 OF 41

FINAL PLANS

SECTION M-M

Drawn by, D.G. Hartman, March, 1956
Traced by, D.G. Hartman, March, 1956
Checked by, G.R. Pennington, April, 1986

Note: Do not scale this drawing. Follow dimensions.



TEST HOLES									
ALLOYS NO	1	2	3	4	5	6	7	8	TOTAL
CLINT 2	2'- 3" DRILL	2'- 5" DRILL	1'- 6" DRILL	2'- 4" DRILL	3'- 1" DRILL	3'- 4" DRILL	2'- 6" DRILL	1'- 3" DRILL	94'
BENT 3	2'- 4" DRILL	2'- 2" DRILL	2'- 4" DRILL	3'- 4" DRILL	4'- 8" DRILL	4'- 8" DRILL	2'- 4" DRILL	4'- 4" DRILL	110'
BENT 4	2'- 4" DRILL	2'- 4" DRILL	3'- 4" DRILL	2'- 4" DRILL	2'- 4" DRILL	2'- 4" DRILL	2'- 4" DRILL	2'- 4" DRILL	73'
TOTAL LINE FEET FOR BRIDGE									277'

ST. CHARLES ROCK ROAD UNDERPASS
STATE ROAD-MARK TWIN EXPRESSWAY
ABOUT 3 MILES S.W. OF ROBERTSON
PROJECT NO. 1-88(13) (RT. 40) STA. 2+6 + 93.8

BENT'S 2,384

SVERDRUP AND PARCEL, INC.
ENGINEERS-ARCHITECTS
ST LOUIS, MO

188-7

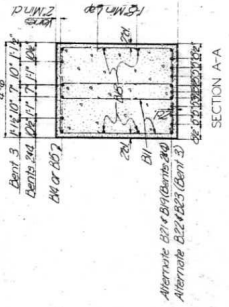
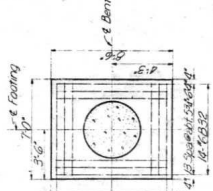
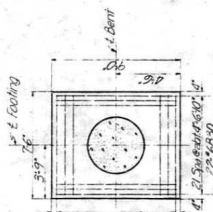
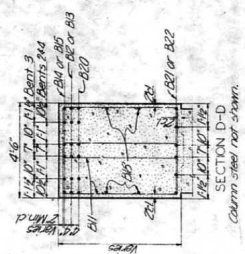
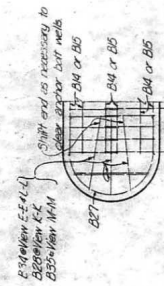
[illegible]

TABLE 2				
Elev.	TABLE 2		ELEVATION	
	Cent 2	Cent 3	Cent 4	Cent 4
A.	562.6	561.9	561.45	
B.	562.32	562.05	561.72	
C.	562.17	562.10	561.72	
D.	562.63	562.35	561.97	
E.	562.77	562.50	562.08	
F.	562.92	562.65	562.17	
G.	562.95	562.68	562.20	
H.	562.96	562.69	562.21	
I.	562.78	562.51	562.18	
J.	562.70	562.43	562.05	
K.	562.62	562.35	561.97	
L.	562.51	562.24	561.90	



NOTES
See Sheet 5 for Anchor Bolt Plan.

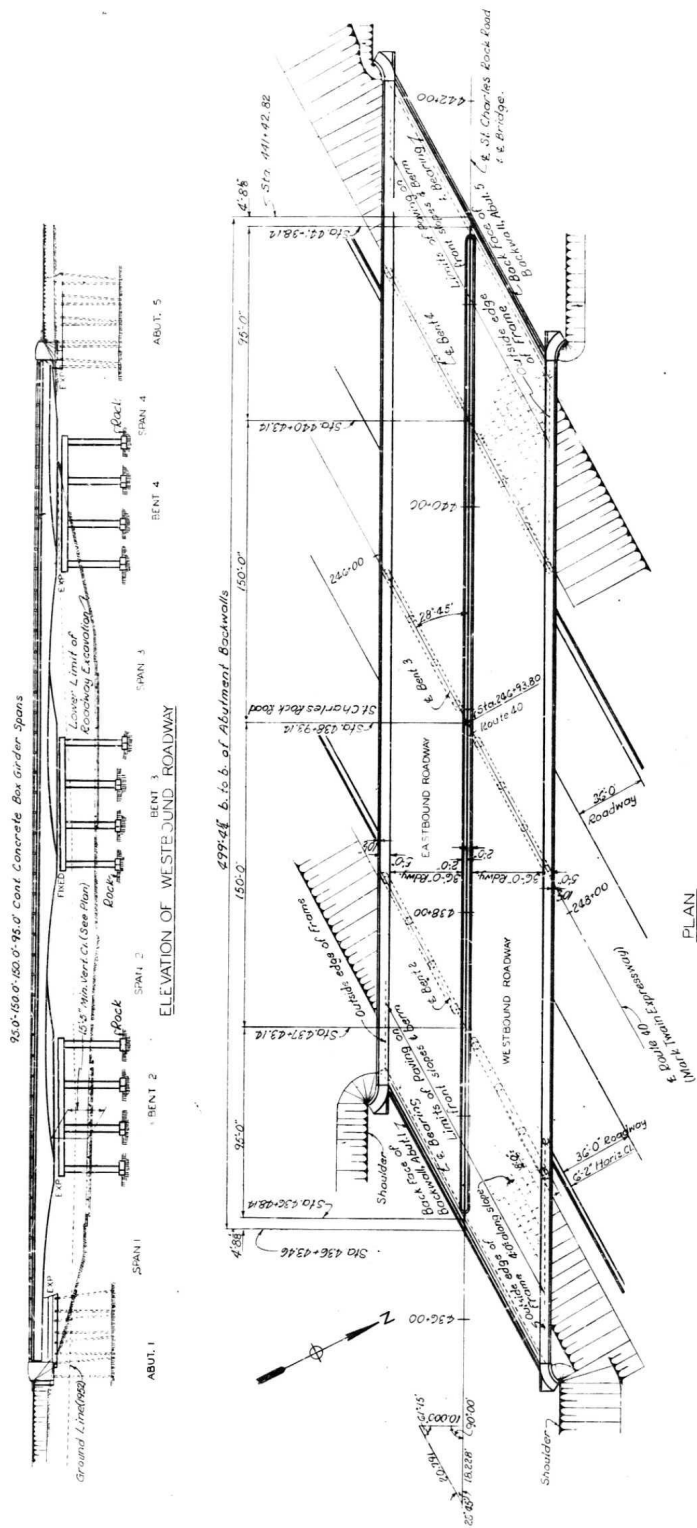
Blot	Accession No	Accession	Locality	Altitude	Season
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2	2	215	70'	1.5'	1.5'
2	2	216	70'	1.5'	1.5'
2	2	217	70'	1.5'	1.5'
2	2	218	70'	1.5'	1.5'
2	2	219	70'	1.5'	1.5'
2	2	220	70'	1.5'	1.5'
2	2	221	70'	1.5'	1.5'
2	2	222	70'	1.5'	1.5'
2	2	223	70'	1.5'	1.5'
2	2	224	70'	1.5'	1.5'
2	2	225	70'	1.5'	1.5'
2	2	226	70'	1.5'	1.5'
2	2	227	70'	1.5'	1.5'
2	2	228	70'	1.5'	1.5'
2	2	229	70'	1.5'	1.5'
2	2	230	70'	1.5'	1.5'
2	2	231	70'	1.5'	1.5'
2	2	232	70'	1.5'	1.5'
2	2	233	70'	1.5'	1.5'
2	2	234	70'	1.5'	1.5'
2	2	235	70'	1.5'	1.5'
2	2	236	70'	1.5'	1.5'
2	2	237	70'	1.5'	1.5'
2	2	238	70'	1.5'	1.5'
2	2	239	70'	1.5'	1.5'
2	2	240	70'	1.5'	1.5'
2	2	241	70'	1.5'	1.5'
2	2	242	70'	1.5'	1.5'
2	2	243	70'	1.5'	1.5'
2	2	244	70'	1.5'	1.5'
2	2	245	70'	1.5'	1.5'
2	2	246	70'	1.5'	1.5'
2	2	247	70'	1.5'	1.5'
2	2	248	70'	1.5'	1.5'
2	2	249	70'	1.5'	1.5'
2	2	250	70'	1.5'	1.5'
2	2	251	70'	1.5'	1.5'
2	2	252	70'	1.5'	1.5'
2	2	253	70'	1.5'	1.5'
2	2	254	70'	1.5'	1.5'
2	2	255	70'	1.5'	1.5'
2	2	256	70'	1.5'	1.5'
2	2	257	70'	1.5'	1.5'
2	2	258	70'	1.5'	1.5'
2	2	259	70'	1.5'	1.5'
2	2	260	70'	1.5'	1.5'
2	2	261	70'	1.5'	1.5'
2	2	262	70'	1.5'	1.5'
2	2	263	70'	1.5'	1.5'
2	2	264	70'	1.5'	1.5'
2	2	265	70'	1.5'	1.5'
2	2	266	70'	1.5'	1.5'
2	2	267	70'	1.5'	1.5'
2	2	268	70'	1.5'	1.5'
2	2	269	70'	1.5'	1.5'
2	2	270	70'	1.5'	1.5'
2	2	271	70'	1.5'	1.5'
2	2	272	70'	1.5'	1.5'
2	2	273	70'	1.5'	1.5'
2	2	274	70'	1.5'	1.5'
2	2	275	70'	1.5'	1.5'
2	2	276	70'	1.5'	1.5'
2	2	277	70'	1.5'	1.5'
2	2	278	70'	1.5'	1.5'
2	2	279	70'	1.5'	1.5'
2	2	280	70'	1.5'	1.5'
2	2	281	70'	1.5'	1.5'
2	2	282	70'	1.5'	1.5'
2	2	283	70'	1.5'	1.5'
2	2	284	70'	1.5'	1.5'
2	2	285	70'	1.5'	1.5'</



Note: Do not scale this drawing. Follow dimensions.

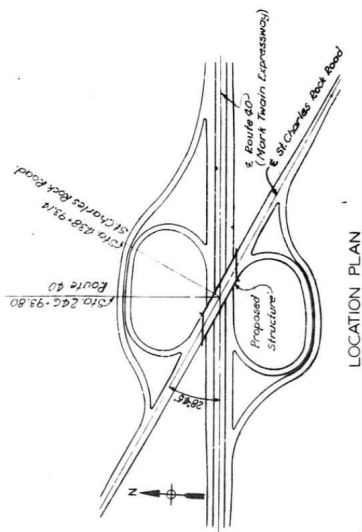
6953	Drawn by: H.T. Sanders, Feb. 1956
6954	Checked by: G.R. Pennington, Apr. 1956

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MD.		19	2	



ESTIMATED QUANTITIES		Total
	Item	
	Latex Concrete Wearing Surface	Sq Yd 3996
	Repairing Concrete (Half-Sole)	Sq Ft 5395
	Full Depth Repair	Sq Ft 790
	Reinforcing Steel	Lbs 1000
	Modification of Expansion Devices (Lump Sum)	1

Note: An estimated 1000lbs of Reinforcing Steel has been added to the Estimated Quantities for the replacement of reinforcing steel for repairing the deck by half-sole and full depth repair.



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

LOCATION PLAN	
DESIGNED	19 BY
DETAILED	JUN 1973 BY CHAPMAN
CHECKED	June 1973 BY Moberly

Sheet No. 1 of 3.

B.M. - $\square$ in conc. on safety curb Rt. Sd. bent No. 1 - Elev. 573.71
B.M. - $\square$ in conc. on safety curb Lt. Sd. bent No. 5 - Elev. 572.03

BRIDGE OVER ROUTE I-70

STATE ROAD 180

IN BRIDGETON

PROJECT NO. 6-U180-55

ST LOUIS COUNTY

SUBMITTED BY W A Cancey DATE 7-3-73

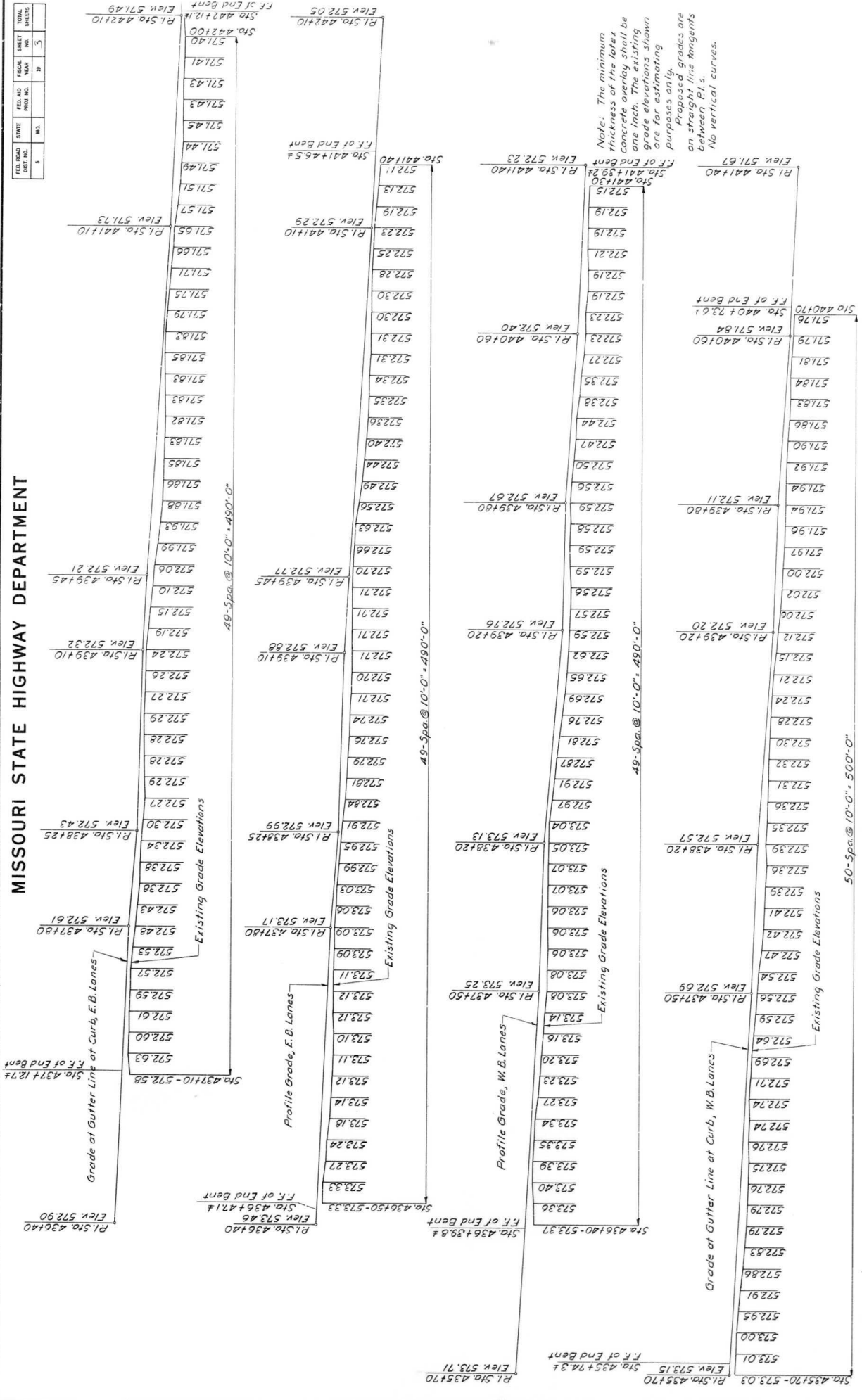
APPROVED BY: Robert W. Heinicke DATE: 7-3-73

STD.

L-887R

MISSOURI STATE HIGHWAY DEPARTMENT

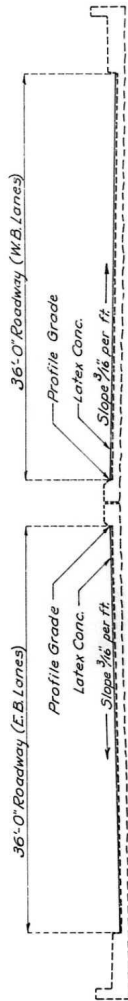
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MO.		19	3	



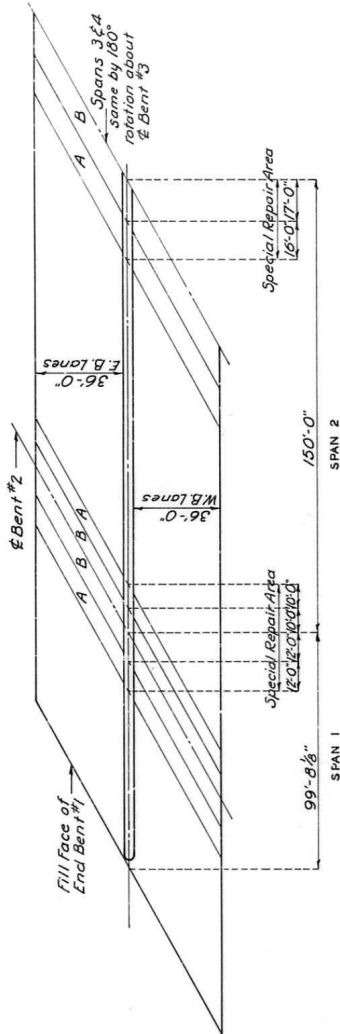
Note: The minimum thickness of the later concrete overlay shall be one inch. The existing grade elevations shown are for estimating purposes only. Proposed grades are on straight line tangents between P.I.'s. No vertical curves.

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
5	MO.		19	47

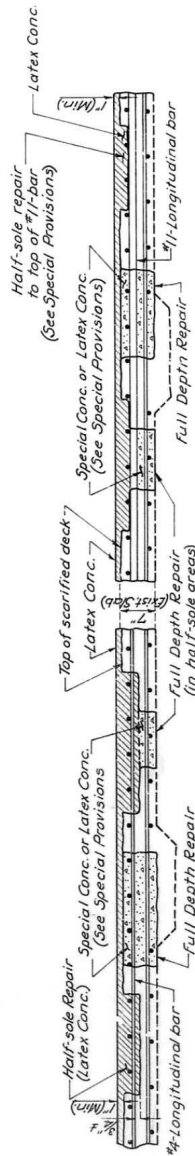


PART TYPICAL SECTION



PART PLAN

Note: Any concrete removal for half-slab or full depth repair shall be done first in the areas designated "A", next in areas "B" and then in the remainder of the spans. (See Special Provisions)



TYPICAL DECK REPAIR

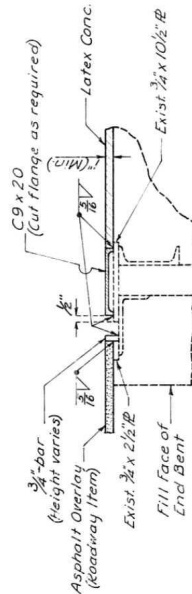
DETAILED June 1973 BY Higdon
CHECKED June 1973 BY Moberly

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

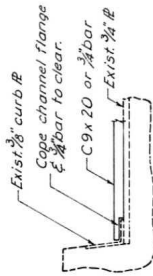
Sheet No. 3 of 3

ST. LOUIS COUNTY

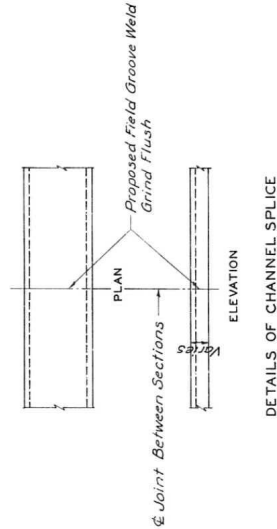
L-887R



EXPANSION DEVICE MODIFICATION AT END BENTS



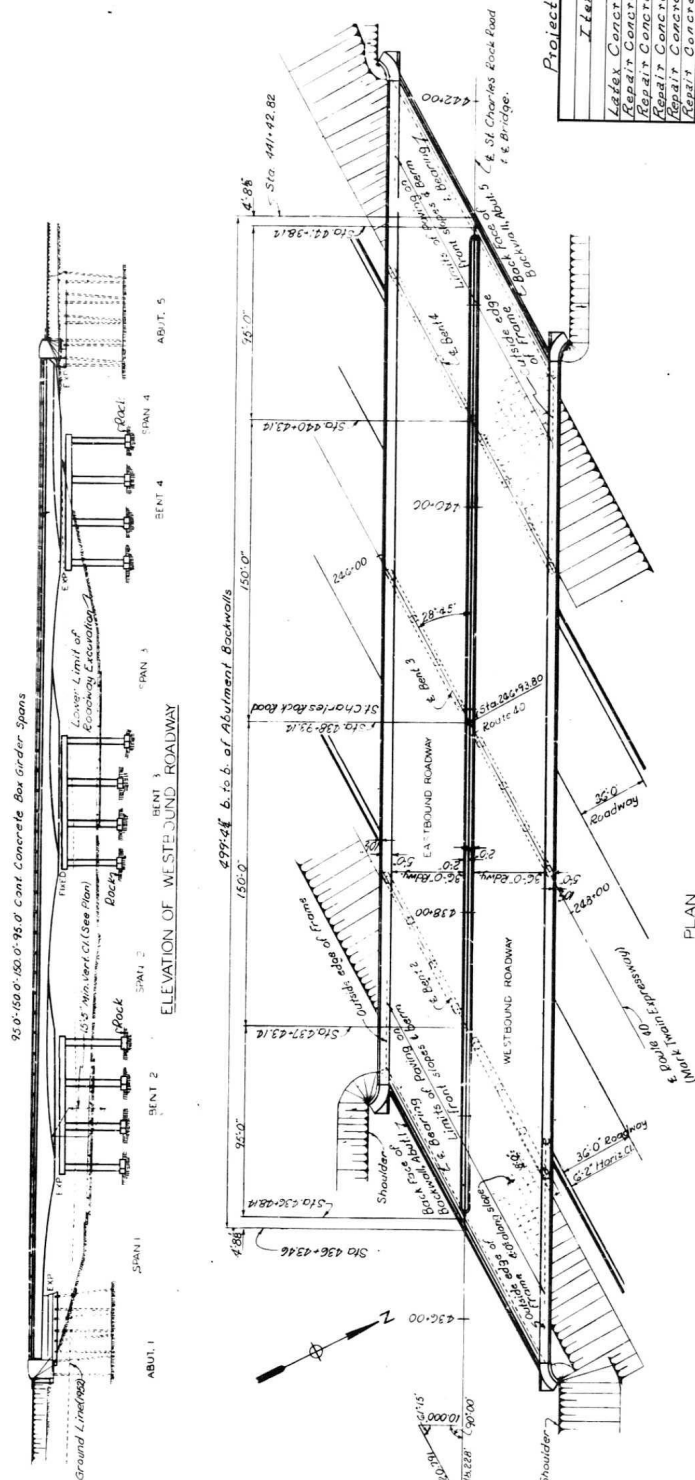
EXPANSION DEVICE AT CURBS (Typ.)



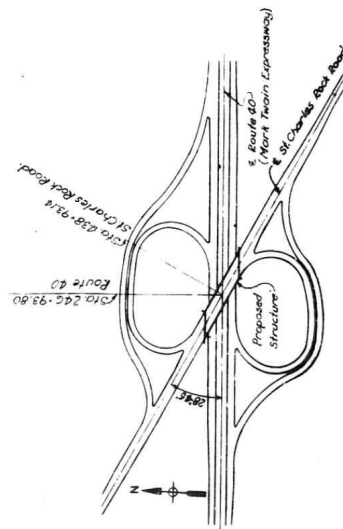
DETAILS OF CHANNEL SPLICE

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	2	

FINAL PLANS



QUANTITIES		
Item		Total
Latex Concrete Walling Surface	Sq Yd	1958
Repairing Concrete (Half-Sole)	Sq Ft	2333
Full Depth Repair	Sq Yd	431
Reinforcing Steel	Lbs	870
Modification of Expansion Devices	(Lump Sum)	1



Quantities		Unit	Total
Latex Concrete Wearing Surface			
Repair Concrete, Sawed (Half-Sole)	Sq Yd	1998	
Repair Concrete, Sawed (Chippel-Sole)	Sq Yd	3702	
Repair Concrete, Sawed (Full Depth)	Sq Yd	1217	
Repair Concrete, Sawed Chippel Formed (Full Depth)	Sq Yd	164	
Repair Concrete, Sawed & Chipped (Full Depth)	Sq Yd	173	
Repair Concrete, Sawed (Full Depth)	Sq Yd	1134	
Reinforcing Steel	Lbs.		
Medication of Expansion Device	Lbs.	1910	
CONTINGENT ITEMS			
See Cracks in West Bound Lanes			
Add'l Crack Latex Mediated Concrete	Sq Yd	2929.94	
Repair Concrete (Full Depth) Proj. 6-U-180-55	Sq Yd	19.94	
Reinforcing Steel (Proj. 6-U-180-55)	Lbs.	5381	

*Note: Repair Concrete (Full Depth) & Reinforcing Steel Completed under Proj. 6-U-180-55 by Default Contractor.
 ** Not a Pay Item under Project 6-U-180-55(A)

B.M. - □ in conc. on safety curb Rt. Sd. bent No. 1 - Elev. 573.71
B.M. - □ in conc. on safety curb Lt. Sd. bent No. 5 - Elev. 572.03

BRIDGE OVER ROUTE I-70

STATE ROAD 180

IN BRIDGETON

PROJECT NO. 6-U180-55
& 6-U180-55(A)

ST LOUIS COUNTY

SUBMITTED BY: *W. A. Conroy* DATE: *7-3-73*
BRIDGE ENGINEER

APPROVED BY: *Robert M. Hunter* DATE: *7-3-73*

DETAILED JUN 1973 BY CHAPMAN
CHECKED June 1973 BY Moberly

CHECKED June 10 73 BY Moberly

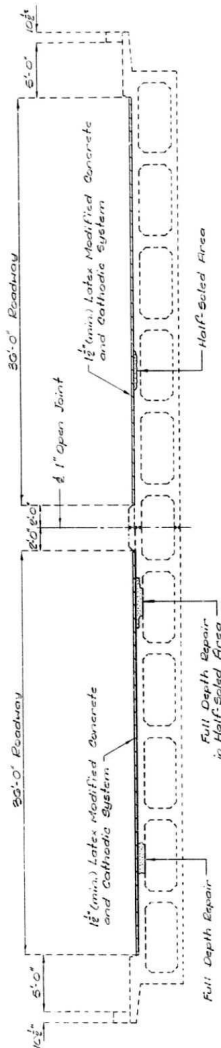
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1 of 3

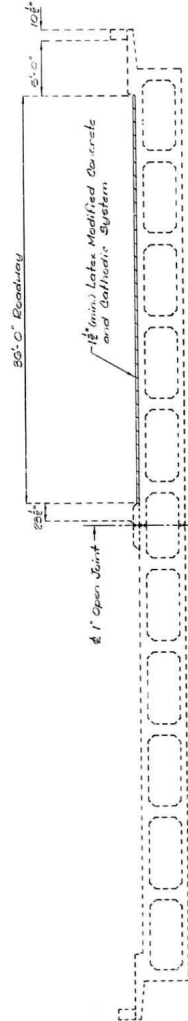
STD.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

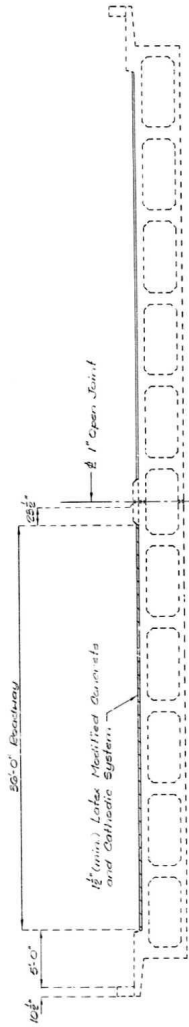
STATE	PROJ. NO.	SHEET NO.
MO		1
SEC./RUR. 1/2	TWP. 24N	RGE. 22E



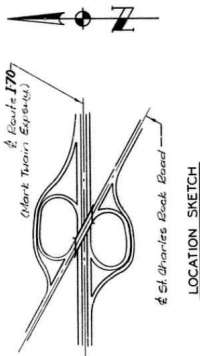
SECTION THRU SLAB



STAGE ONE CONSTRUCTION



STAGE TWO CONSTRUCTION



LOCATION SKETCH

ESTIMATED QUANTITIES	
ITEM	TOTAL
Repairing Concrete Deck (Half Siding)	Sq. Ft. 1,785
Full Depth Repair	Sq. Ft. 1,785
Later Concrete Repairing Surfaces	Sq. Ft. 8,112
Cathodic Protection System	Linear Feet 1
Steel Bar-Dowels	Sq. 4

GENERAL NOTES:

Cutting of old work is indicated by light dashed lines. Heavy lines indicate new work.
Traffic over structure to be maintained during construction.
(See road plans)

REPAIRS TO:

BRIDGE OVER INTERSTATE ROUTE 70

STATE ROAD FROM LINDBERGH BLVD. TO ROUTE 115

IN BRIDGETON

PROJECT NO. 10-70-5(221)

JOB NO. 6-U180-687

ST. LOUIS

DATE April 24, 1985

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

DESIGNED April, 1985
DETAILED April, 1985
CHECKED April, 1985

STD.

STA. 436+43.48

ROUTE 180

COUNTY

DATE April 24, 1985

Sheet No. 1 of 5

ST. LOUIS

DATE April 24, 1985

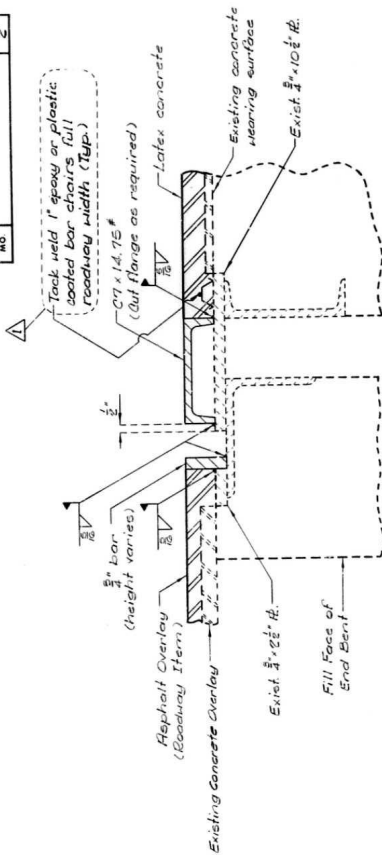
ST. LOUIS

DATE April 24, 1985

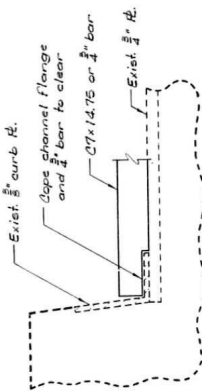
ST. LOUIS

DATE April 24, 1985

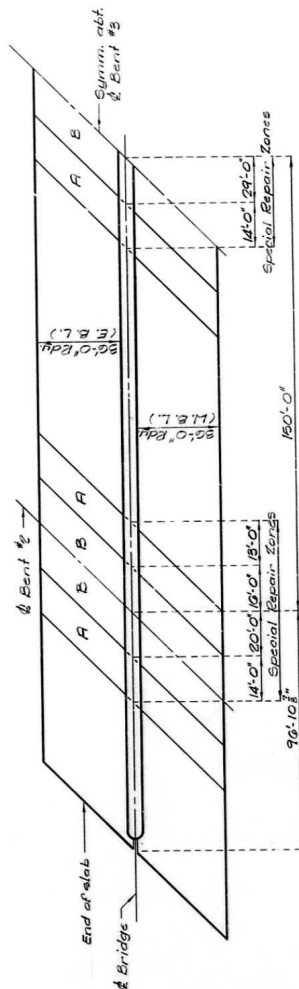
STATE	PROJ. NO.	SHEET
MO.		NO.
		2



EXPANSION DEVICE MODIFICATIONS
AT END BENTS

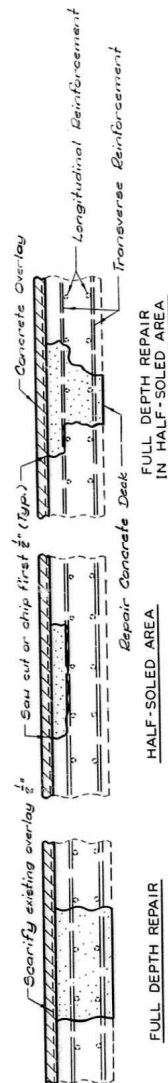


EXPANSION DEVICE AT CURBS



Note: Any repair in the remainder of the bridge that is within 4'-0" of Zone A shall be completed before removing old concrete in Zones A.
Sequence of Repair: Zones A, then Zones B, Zones with the same letter designation may be repaired at the same time.

PLAN OF EXISTING SLAB
SHOWING SPECIAL REPAIR ZONES



Note: For 'General Notes' pertaining to expansion device modifications see Std. Drawing No. 118.42.
Remove the existing bar dam (3/4" bar and 24x20 channel) and grind weld flush. The engineer shall inspect the existing plates and instruct the contractor to make any additional adjustments to insure a uniform surface to receive the new steel bar dam.
Permit for removing the existing steel bar dams, including surface preparation for new steel bar dams, shall be included in the contract unit price for Steel Bar Dams, Each.
Contractor shall verify all dimensions in field before ordering new steel.
Bar dams extending from sidewalk to median in each lane shall be considered as one bar dam.

DETAILED April, 1986
CHECKED April, 1986

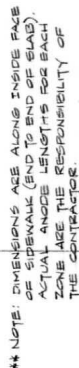
Note: This drawing is not to scale. Follow dimensions.

Revised Jan. 15, 1986

Sheet No. 2 of 5

ST. LOUIS COUNTY

L-887R1



NOTE: The anode leads and system negative return leads shall be routed in the same conduit. This reference cell, reference cell ground leads, and anode ground leads shall be routed in the same conduit. Reference cells are to be placed between anodes. Reference cell ground shall be welded to top rebar within one foot of reference cell. All zones are similar with varying widths (see Section A-A). Anode assembly number must match zone number.

ESTIMATED QUANTITIES *		
ITEM	UNIT	QUANTITY
Anode Strands	Lin Ft.	4,175.0
Reference Cells	Each	16
Rebar Probes	Each	6
Thermite Welds	Each	48
Conduit 1 1/2" PVC	Lin Ft.	155.0

*** For information only.**

Note: Anode strands and conduit lengths are approximate. Actual lengths are the responsibility of the contractor.

CATHODIC PROTECTION SYSTEM

ST. LOUIS COUNTY

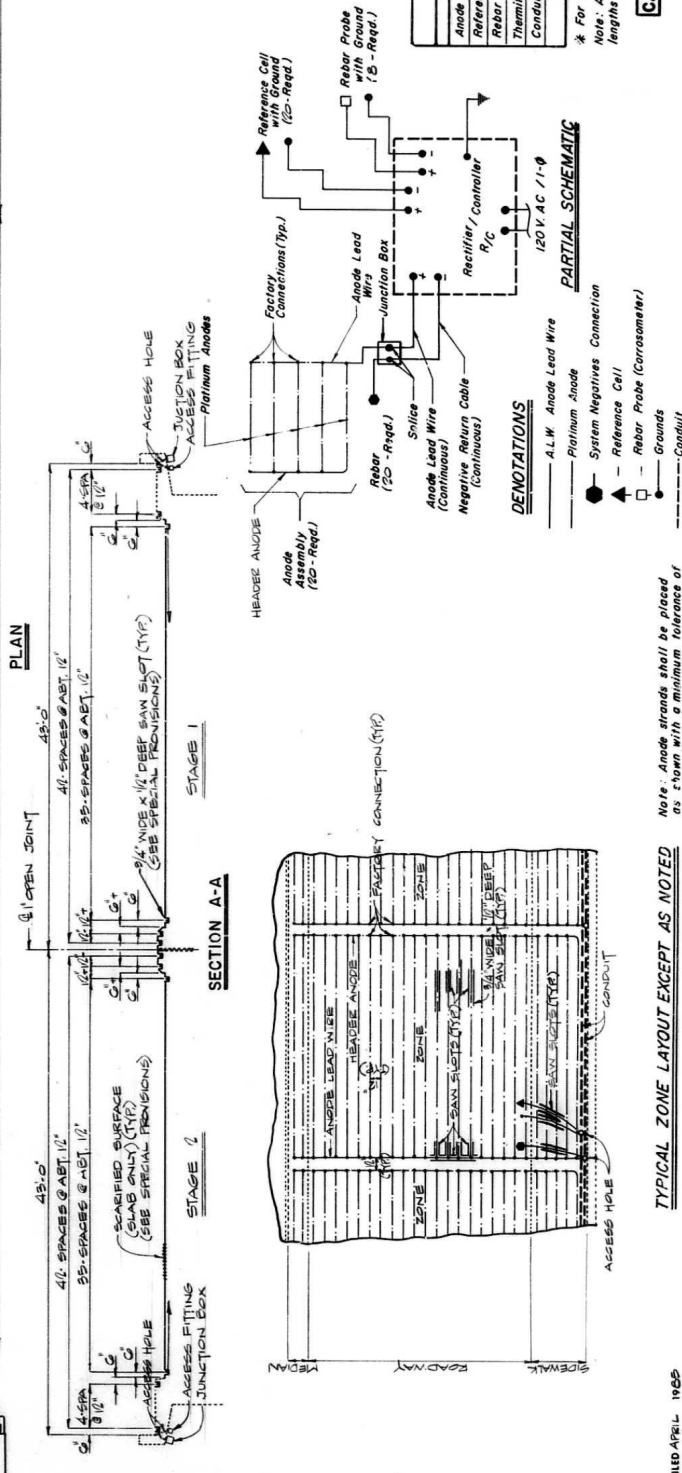
Sheet No. 3 of 5

Note: This drawing is not to scale. Follow dimensions.
 as shown with a minimum tolerance of
 Plus or minus three inches.

TYPICAL ZONE LAYOUT EXCEPT AS NOTED

TYPICAL ZONE LAYOUT EXCEPT AS NOTED

DETAILED APRIL 1982
CHECKED APRIL 1982



PARTIAL SCHEMATIC

DENOTATIONS

— A.L.W. Anode Lead Wire

—:— Platinum Anode

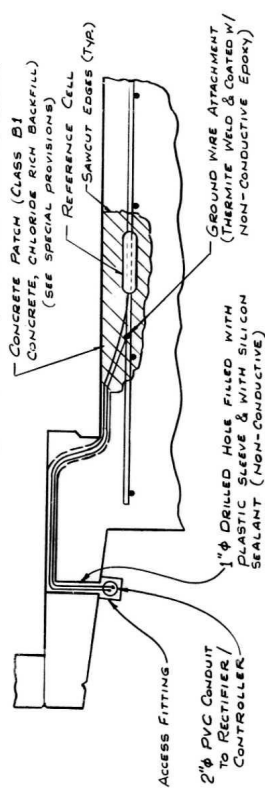
— **System Negatives Connection**

▲ — Reference Cell
□ — Beaker Probe (Conductometer)

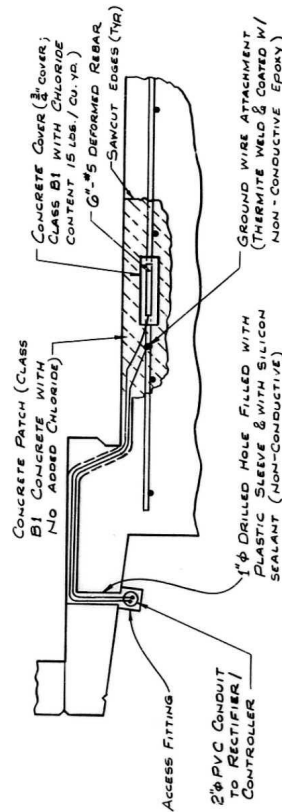
—●— Grounds
—□— NEUTRAL FIBRE (CORROSION-RESISTANT)

-----Conduit

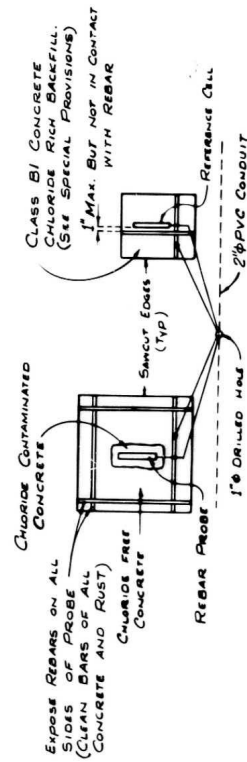
NOTE: THE REFERENCE CELL SHALL BE PLACED IN THE EXCAVATED AREA WITHIN 1" BUT NOT IN DIRECT CONTACT OF TOP-MAT REINFORCING STEEL.



REFERENCE CELL DETAILS



REBAR PROBE DETAILS

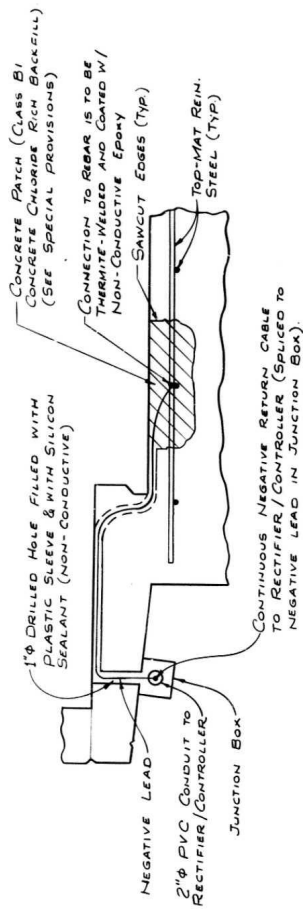


PLAN OF REBAR PROBE AND REFERENCE CELL

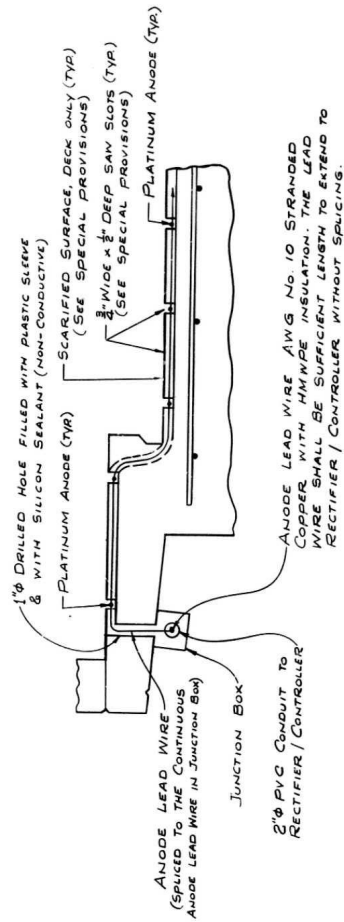
DETAILED APRIL 1985
CHECKED APRIL 1985

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

DATE	NO. NO.	SHEET NO.
1985	4	4



SYSTEM NEGATIVES CONNECTION DETAIL



PRIMARY ANODE TO ANODE LEAD WIRE DETAIL

Note: All concrete removal shall be initiated by saw cutting the first 1/2"

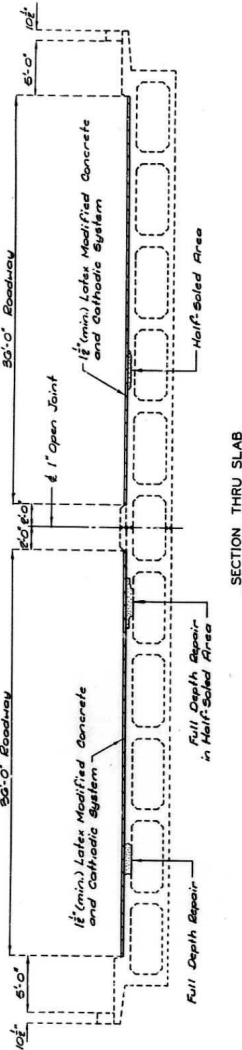
Notes: Conduit shall be schedule 40 Heavy Wall PVC (Polyvinyl Chloride Plastic). Each section of conduit shall bear the Underwriters Laboratories, Inc. (UL) label. Conduit shall be secured to concrete with clamps at 5'-0" c/c. The conduit lines shall be provided at appropriate locations to drain any moisture in the conduit lines. The location and direction of conduit may be shifted to meet field conditions as approved by the engineer and access fittings shall be provided. The junction boxes shall be PVC molded surface mounted with 5" x 6" x 1/2" They shall be equal to "Carlon" Electrical Construction Products or "Triangle" Conduit & Cable Co. Inc. The conduit terminations and cover shall be of water tight construction.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

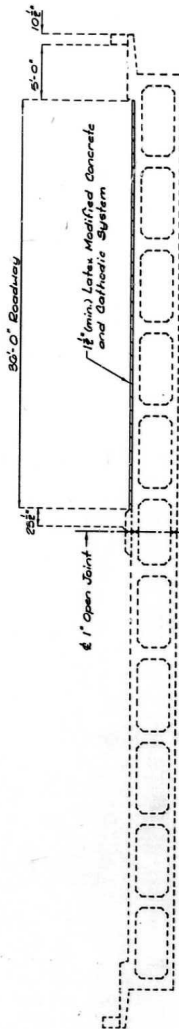
STATE	PROJ. NO.	SHEET
MO.		1
SEC./RUR. 1/2	TWP. 46N	RGE. 52E

GENERAL NOTES:

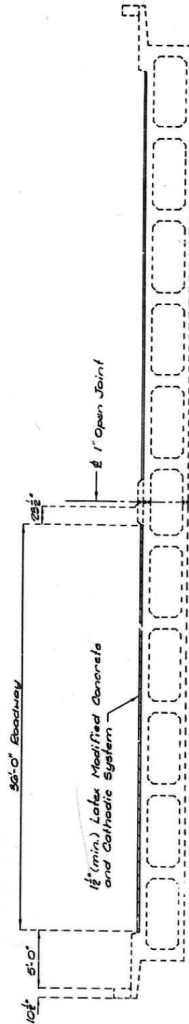
Outline of old work is indicated by light dashed lines. Heavy lines indicate new work.
Traffic over structure to be maintained during construction.
(See road plans)



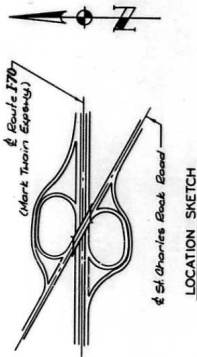
SECTION THRU SLAB



STAGE ONE CONSTRUCTION



STAGE TWO CONSTRUCTION



LOCATION SKETCH

FINAL QUANTITIES	
ITEM	TOTAL
Repairing Concrete Deck (Half-Soling)	Sq. Ft. 9,317
Full Depth Repair	Sq. Ft. 1,274
Latex Concrete Wearing Surface	Sq. Yds. 8.1
Cathodic Protection System	Lump Sum 1.0
Steel Bar Dams	Ea. 4.0

REPAIRS TO:
BRIDGE OVER INTERSTATE ROUTE 70
STATE ROAD FROM LINDBERGH BLVD. TO ROUTE 115
IN BRIDGETON
PROJECT NO. 12-70-5(221) STA. 436+43.46
JOB NO. 6-U/30-687 RTE. 180
ST. LOUIS COUNTY
DATE April 24, 1985
Sheet No. 1A of 5.

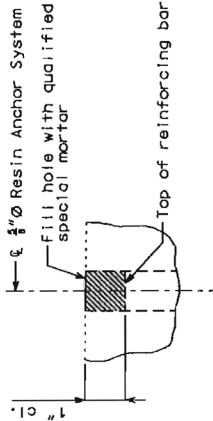
DESIGNED April, 1985	STD.
DETAILED April, 1985	STD. 712-40
CHECKED April, 1985	L-887R1

Job No.	Bridge No	New Bridge No.	County	Feature Intersected	Facility Carried
J6S2143	A0831	A08313	JEFFERSON	IS 55	MAIN ST E
J6S2143	A0240	A02403	ST. LOUIS	IS 270	OLD HALLS FERRY RD
J6S2143	A0964	A09642	ST. LOUIS	IS 270	BIG BEND
J6S2143	A1721	A17214	ST. LOUIS	SAPPINGTON RD S	IS 44
J6S2143	A1726	A17264	ST. LOUIS	ROCK HILL RD S	IS 44
J6S2143	A1732	A17323	ST. LOUIS	MURDOCH AVE E	IS 44
J6S2143	A1736	A17362	ST. LOUIS	SHREWSBURY AVE S	IS 44
J6S2143	L0638	L06382	ST. LOUIS	IS 64	GRAND
J6S2143	L0793	L07934	ST. LOUIS	CST LACLEDE STATION RD	IS 64 E
J6S2143	L0794	L07942	ST. LOUIS	IS 64	BOLAND PLACE
J6S2143	L0795	L07954	ST. LOUIS	CST CLAYTON TER	IS 64 E
J6S2143	L0887	L08873	ST. LOUIS	MO 180 E	IS 70
J6S2143	L0887	L08873	ST. LOUIS	MO 180 W	IS 70
J6S2143	L0888	L08884	ST. LOUIS	FEE FEE RD S	IS 70
J6S2143	A0136	A01362	ST. LOUIS CITY	9TH ST S	IS 70, RV 70
J6S2143	A0141	A01413	ST. LOUIS CITY	IS 70, RV 70	ST LOUIS AVE E
J6S2143	A0840	A08402	ST. LOUIS CITY	MARKET ST E	RP PINE ST TO IS64E, RP,
J6S2143	A0891	A08912	ST. LOUIS CITY	KINGSHIGHWAY BLVD	IS 64
J6S2143	A0891	A08912	ST. LOUIS CITY	KINGSHIGHWAY BLVD	IS 64
J6S2143	A0892	A08921	ST. LOUIS CITY	KINGSHIGHWAY BLVD	CST CLAYTON AVE
J6S2143	A0892	A08921	ST. LOUIS CITY	KINGSHIGHWAY BLVD	CST CLAYTON AVE
J6S2143	A0918	A09183	ST. LOUIS CITY	WEBER RD E	IS 55
J6S2143	A1077	A10772	ST. LOUIS CITY	IS 55	LOUGHBOROUGH AVE E
J6S2143	A1077	A10772	ST. LOUIS CITY	IS 55	LOUGHBOROUGH AVE W
J6S2143	A1078	A10783	ST. LOUIS CITY	HOLLY HILLS AVE E	IS 55
J6S2143	A1081	A10814	ST. LOUIS CITY	IS 55	DELOR ST E
J6S2143	A1087	A10874	ST. LOUIS CITY	UTAH ST E	IS 55
J6S2143	A1088	A10886	ST. LOUIS CITY	ARSENAL ST E	IS 55
J6S2143	A1088	A10886	ST. LOUIS CITY	ARSENAL ST W	IS 55
J6S2143	A1089	A10894	ST. LOUIS CITY	PESTALOZZI ST E	IS 55
J6S2143	A1090	A10904	ST. LOUIS CITY	SIDNEY ST E	IS 55
J6S2143	A1091	A10914	ST. LOUIS CITY	MO 30 E	IS 55
J6S2143	A1094	A10944	ST. LOUIS CITY	IS 55, IS 44	GRAVOIS AVE E
J6S2143	A1510	A15102	ST. LOUIS CITY	WALNUT ST E	IS 70
J6S2143	A1511	A15112	ST. LOUIS CITY	MARKET ST W	IS 70
J6S2143	A1512	A15122	ST. LOUIS CITY	CHESTNUT ST E	IS 70
J6S2143	A1513	A15132	ST. LOUIS CITY	PINE ST W	IS 70
J6S2143	A2257	A22573	ST. LOUIS CITY	NEBRASKA AVE S	IS 44
J6S2143	A2279	A22793	ST. LOUIS CITY	IS 44	GRAND BLVD S
J6S2143	A2279	A22793	ST. LOUIS CITY	IS 44	GRAND BLVD N
J6S2143	A2317	A23178	ST. LOUIS CITY	IS 44	JAMIESON
J6S2143	A2317	A23178	ST. LOUIS CITY	IS 44	JAMIESON

Job No.	Bridge No	New Bridge No.	County	Feature Intersected	Facility Carried
J6S2143	A2322	A23224	ST. LOUIS CITY	IS 44	MACKLIND AVE S
J6S2143	A3263	A32632	ST. LOUIS CITY	IS 44	EDWARDS ST S
J6S2143	K0432	K04322	ST. LOUIS CITY	IS 64	TAMM ENTRANCE S
J6S2143	K0434	K04343	ST. LOUIS CITY	HAMPTON CONCOURSE	IS 64
J6S2143	K0434	K04343	ST. LOUIS CITY	HAMPTON CONCOURSE	IS 64
J6S2143	K0453	K04537	ST. LOUIS CITY	IS 64	TAYLOR
J6S2143	K0465	K04653	ST. LOUIS CITY	IS 64	NEWSTEAD
J6S2143	K0466	K04663	ST. LOUIS CITY	IS 64	TOWER GROVE
J6S2143	L0668	L06683	ST. LOUIS CITY	IS 64	BOYLE AVE S
J6S2143	L0837	L08371	ST. LOUIS CITY	OAKLAND AVE E	IS 64

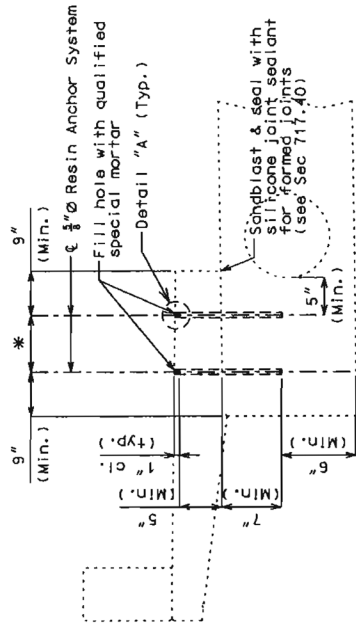
MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

STATE	DISTRICT	SHEET NO.
MO	BR	
JOB NO. J6S2143		
CONTRACT ID		
PROJECT NO.		



DETAIL "A"

PART SECTION SHOWING RESIN ANCHORS



8

Estimated Quantities		
Item	Estimated Quantities	Final Quantities
Resin Anchor System (Slab Bridges)	each	4.042
Silicone Joint Sealant	linear foot	6.052

GENERAL NOTES:

See Roadway Plans for traffic control.

Temporary weight shall be placed on the sidewalk in line with the resin anchors. This temporary weight shall be sufficient to balance the cantilevered sidewalk. It shall remain in place until the epoxy bonding agent is cured.

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

Cost of furnishing and installing the anchor system complete in place shall be included in the price bid for Resin Anchor System (Slab Bridges) including the qualified special mortar to cap the resin anchor.

The minimum ultimate pullout strength shall be in accordance with Sec 1039 with $f'c = 4,000$ psi.

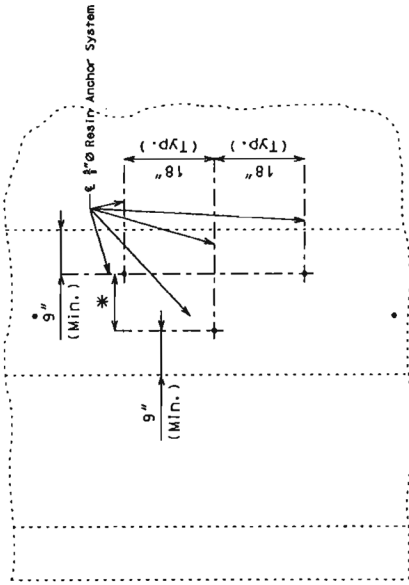
3/8" epoxy coated #5 Grade 60 reinforcing bar shall be substituted for the 3/8" threaded rod stud.

The epoxy bonding agent shall extend the full length of reinforcing bar.

The Silicone Joint Sealant will be measured to the nearest linear foot. Silicone Joint Sealant, including all materials, equipment, labor and any other incidental work necessary to complete this work, will be paid for at the contract unit price for Silicone Joint Sealant.

PART PLAN SHOWING RESIN ANCHORS

* This dimension may be reduced to 0" to avoid rebar and voids in the slab.



CANTILEVER SIDEWALK RETROFIT FOR SLAB BRIDGES

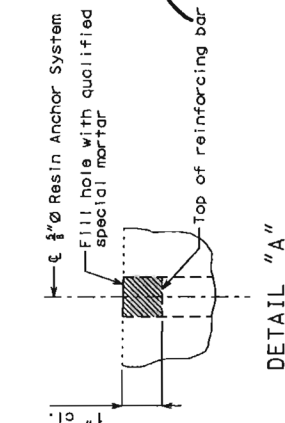
Note: This drawing is not to scale. Follow dimensions.

Detailed Mar. 2007
Checked Mar. 2007

Sheet No. 1 of 2

VARIES

\\sr-pro\gsa\proj\655243_sdwalk_retrofit.dgn 11:25:16 AM 03/06/2007



DETAIL "A"

Estimated Quantities		
Item	Estimated Quantities	Final Quantities
Resin Anchor System (Box Girder Bridges)	each	8.407
Silicone Joint Sealant	linear foot	11.199

GENERAL NOTES:

See Roadway Plans for traffic control.

Temporary weight shall be placed on the sidewalk in line with the resin anchors. This temporary weight shall be sufficient to balance the cantilevered sidewalk. It shall remain in place until the epoxy bonding agent is cured.

Resin Anchors:

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

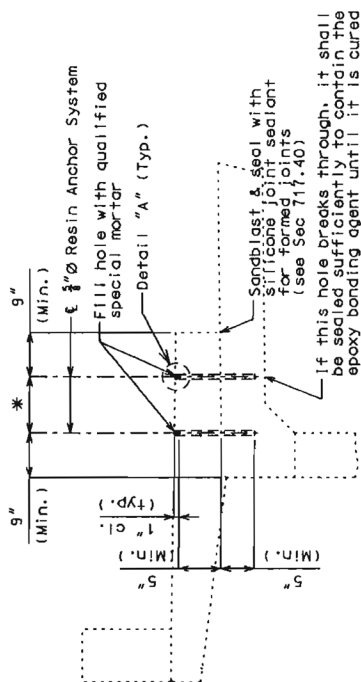
Cost of furnishing and installing the anchor system complete in place shall be included in the price bid for Resin Anchor System (Box Girder Bridges) including the qualified special mortar to cap the resin anchor

The minimum ultimate pullout strength shall be in accordance with Sec 1039 with $f'_c = 4,000$ psi.

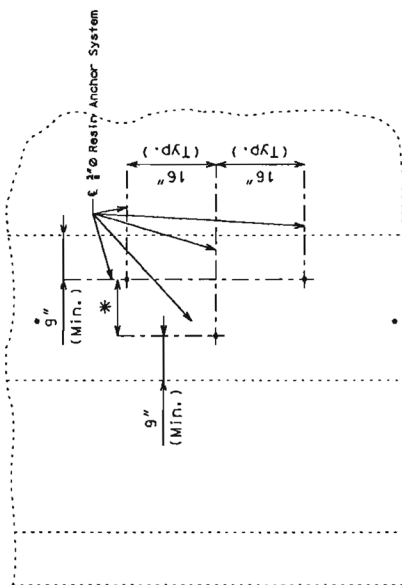
An epoxy coated #5 Grade 60 reinforcing bar shall be substituted for the #3" Ø threaded rod stud.

The epoxy bonding agent shall extend the full length of reinforcing bar.

The Silicone Joint Sealant will be measured to the nearest linear foot. Silicone Joint Sealant, including all materials, equipment, labor and any other incidental work necessary to complete this work, will be paid for at the contract unit price for Silicone Joint Sealant.



PART SECTION SHOWING RESIN ANCHORS



PART PLAN SHOWING RESIN ANCHORS

* This dimension may be reduced to 0" to avoid rebar and voids in the slab.

CANTILEVER SIDEWALK RETROFIT FOR BOX GIRDER BRIDGES

Detailed	Mar.	2007
Checked	Mar.	2007

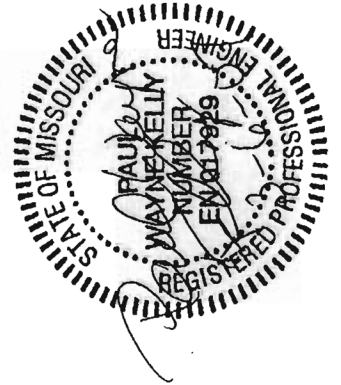
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 2 of 2

VARIES

**DIST 6 SLAB STRUCTURES WITH SIDEWALKS
FOR CONTRACT**
(Total 17)

Bridge No.	County	Feature Intersected	Facility Carried	Bridge Length Ft.	Comment	Resin Anchor System (Slab Bridges)	Silicone Joint Sealant Lin. Ft.
A0831	JEFFERSON	IS 55	MAIN ST E	211	Conduit	282	422
A0240	ST. LOUIS	IS 270	OLD HALLS FERRY RD	131		175	262
A0961	ST. LOUIS	IS 270	DOUGHERTY FERRY RD	236	Conduit	315	472
K0690	ST. LOUIS	RVR DES PERES	MO 340 E	123		164	246
L0793	ST. LOUIS	CST LACLEDE STATION RD	IS 64 E	137		183	274
L0795	ST. LOUIS	CST CLAYTON TER	IS 64 E	137		183	274
A0141	ST. LOUIS CITY	IS 70, RV 70	ST LOUIS AVE E	177		236	354
A0892	ST. LOUIS CITY	KINGSHIGHWAY BLVD	CST CLAYTON AVE	118	Sidewalk on one side only, Conduit	79	118
A0892	ST. LOUIS CITY	KINGSHIGHWAY BLVD	CST CLAYTON AVE	118	Sidewalk on one side only, Conduit	79	118
A1077	ST. LOUIS CITY	IS 55	LOUGHBOROUGH AVE E	209	Sidewalk on one side only, Conduit	140	209
A1077	ST. LOUIS CITY	IS 55	LOUGHBOROUGH AVE W	209	Sidewalk on one side only, Conduit	140	209
A1081	ST. LOUIS CITY	IS 55	DELOR ST E	218		291	436
A1094	ST. LOUIS CITY	IS 55, IS 44	GRAVOIS AVE E	328		438	656
A2279	ST. LOUIS CITY	IS 44	GRAND BLVD S	142		190	284
A2279	ST. LOUIS CITY	IS 44	GRAND BLVD N	142		190	284
A2322	ST. LOUIS CITY	IS 44	MACKLIND AVE S	183	Conduit	244	366
A3263	ST. LOUIS CITY	IS 44	EDWARDS ST S	142	Sidewalk on one side only	95	142
K0432	ST. LOUIS CITY	IS 64	TAMM ENTRANCE S	230		307	460
L0668	ST. LOUIS CITY	IS 64	BOYLE AVE S	233		311	466
SubTotal						4,042	6,052



**DIST 6 BOX GIRDERS WITH SIDEWALKS
FOR CONTRACT**
(Total 29)



Bridge No	County	Feature Intersected	Facility Carried	Bridge Length, Ft.	Comment	Resin Anchor Girder Bridges	Silicone Joint Sealant Lin. Ft.
A1721	ST. LOUIS	SAPPINGTON RD S	IS 44	228		342	456
A1726	ST. LOUIS	ROCK HILL RD S	IS 44	251		377	502
A1732	ST. LOUIS	MURDOCH AVE E	IS 44	196		294	392
A1736	ST. LOUIS	SHREWSBURY AVE S	IS 44	243	Sidewalk on one side only	183	243
L0887	ST. LOUIS	MO 180 E	IS 70	499		749	998
L0887	ST. LOUIS	MO 180 W	IS 70	499		749	998
L0888	ST. LOUIS	FEE FEE RD S	IS 70	226	Cathodic Protection System	339	452
A0136	ST. LOUIS CITY	9TH ST S	IS 70, RV 70	292		438	584
A0840	ST. LOUIS CITY	MARKET ST E	RP PINE ST TO IS64E, RP.	345	Conduit	518	690
A0891	ST. LOUIS CITY	KINGSHIGHWAY BLVD	IS 64	231	Sidewalk on one side only, Conduit	174	231
A0891	ST. LOUIS CITY	KINGSHIGHWAY BLVD	IS 64	231	Sidewalk on one side only, Conduit	174	231
A0918	ST. LOUIS CITY	WEBER RD E	IS 55	271	Conduit	407	542
A1078	ST. LOUIS CITY	HOLLY HILLS AVE E	IS 55	230	Conduit	345	460
A1087	ST. LOUIS CITY	UTAH ST E	IS 55	192	Conduit	288	384
A1088	ST. LOUIS CITY	ARSENAL ST E	IS 55	240	Sidewalk on one side only, Conduit	180	240
A1088	ST. LOUIS CITY	ARSENAL ST W	IS 55	240	Sidewalk on one side only, Conduit	180	240
A1089	ST. LOUIS CITY	PESTALOZZI ST E	IS 55	245	Conduit	368	490
A1090	ST. LOUIS CITY	SIDNEY ST E	IS 55	237	Conduit	356	474
A1091	ST. LOUIS CITY	MO 30 E	IS 55	259	Conduit	389	518
A1510	ST. LOUIS CITY	WALNUT ST E	IS 70	80	Conduit	120	160
A1511	ST. LOUIS CITY	MARKET ST W	IS 70	80	Conduit	120	160
A1512	ST. LOUIS CITY	CHESTNUT ST E	IS 70	80	Conduit	120	160
A1513	ST. LOUIS CITY	PINE ST W	IS 70	80	Conduit	120	160
A2257	ST. LOUIS CITY	NEBRASKA AVE S	IS 44	225	Conduit	338	450
K0434	ST. LOUIS CITY	HAMPTON CONCOURSE	IS 64	254	Sidewalk on one side only, Conduit	191	254
K0434	ST. LOUIS CITY	HAMPTON CONCOURSE	IS 64	254	Sidewalk on one side only, Conduit	191	254
L0837	ST. LOUIS CITY	OAKLAND AVE E	IS 64	238	Sidewalk on one side only, Conduit	357	476
SubTotal						8,407	11,199

270-5(4) 16
ST. LOUIS I-70
JOB NO. 6-I-70-55EM
TAGN. ASE.
FINAL PLANS

REINFORCED CONC. PIPE CULVERT	STATUS	STATION	LOCATION	TRANSVERSE	LENGTH
234+00	1	234+00	1	1	1
234+10	1	234+10	1	1	1
234+20	1	234+20	1	1	1
234+30	1	234+30	1	1	1
234+40	1	234+40	1	1	1
234+50	1	234+50	1	1	1
234+60	1	234+60	1	1	1
234+70	1	234+70	1	1	1
234+80	1	234+80	1	1	1
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249+40	1	249+40	1	1	1
249+50	1	249+50	1	1	1
249+60	1	249+60	1	1	1
249+70	1	249+70	1	1	1
249+80	1	249+80	1	1	1
249+90	1	249+90	1	1	1
250+00	1	250+00	1	1	1
250+10	1	250+10	1	1	1
250+20	1	250+20	1	1	1
250+30	1	250+30	1	1	1
250+40	1	250+40	1	1	1
250+50	1	250+50	1	1	1
250+60	1	250+60	1	1	1
250+70	1	250+70	1	1	1
250+80	1	250+80	1	1	1
250+90	1	250+90	1	1	1

U.S. SURVEY 654
247192 I-70, RT. 1
15" TYPE 'S' SAFETY HDML

234+00 & I-70
48" PRECAST M.M.
I-TYPE 18 FRAME COVER

PRECAST DROP INLETS	STATUS	STATION	LOCATION	TRANSVERSE	LENGTH
234+00	1	234+00	1	1	1
234+10	1	234+10	1	1	1
234+20	1	234+20	1	1	1
234+30	1	234+30	1	1	1
234+40	1	234+40	1	1	1
234+50	1	234+50	1	1	1
234+60	1	234+60	1	1	1
234+70	1	234+70	1	1	1
234+80	1	234+80	1	1	1
234+90	1	234+90	1	1	1
235+00	1	235+00	1	1	1
235+10	1	235+10	1	1	1
235+20	1	235+20	1	1	1
235+30	1	235+30	1	1	1
235+40	1	235+40	1	1	1
235+50	1	235+50	1	1	1
235+60	1	235+60	1	1	1
235+70	1	235+70	1	1	1
235+80	1	235+80	1	1	1
235+90	1	235+90	1	1	1
236+00	1	236+00	1	1	1
236+10	1	236+10	1	1	1
236+20	1	236+20	1	1	1
236+30	1	236+30	1	1	1
236+40	1	236+40	1	1	1
236+50	1	236+50	1	1	1
236+60	1	236+60	1	1	1
236+70	1	236+70	1	1	1
236+80	1	236+80	1	1	1
236+90	1	236+90	1	1	1
237+00	1	237+00	1	1	1
237+10	1	237+10	1	1	1
237+20	1	237+20	1	1	1
237+30	1	237+30	1	1	1
237+40	1	237+40	1	1	1
237+50	1	237+50	1	1	1
237+60	1	237+60	1	1	1
237+70	1	237+70	1	1	1
237+80	1	237+80	1	1	1
237+90	1	237+90	1	1	1
238+00	1	238+00	1	1	1
238+10	1	238+10	1	1	1
238+20	1	238+20	1	1	1
238+30	1	238+30	1	1	1
238+40	1	238+40	1	1	1
238+50	1	238+50	1	1	1
238+60	1	238+60	1	1	1
238+70	1	238+70	1	1	1
238+80	1	238+80	1	1	1
238+90	1	238+90	1	1	1
239+00	1	239+00	1	1	1
239+10	1	239+10	1	1	1
239+20	1	239+20	1	1	1
239+30	1	239+30	1	1	1
239+40	1	239+40	1	1	1
239+50	1	239+50	1	1	1
239+60	1	239+60	1	1	1
239+70	1	239+70	1	1	1
239+80	1	239+80	1	1	1
239+90	1	239+90	1	1	1
240+00	1	240+00	1	1	1
240+10	1	240+10	1	1	1
240+20	1	240+20	1	1	1
240+30	1	240+30	1	1	1
240+40	1	240+40	1	1	1

