

JNW0133 Interstate 35 Pavement Rehab

- Locations
 - Clinton County I-35 from just north of the I-35 / MO 116 interchange (mile marker 41.6) to Shoal Creek bridge (mile marker 48.6)
 - Clinton County US 69 from just north of MO 116 to I-35 / US 69 interchange

- I-35 Scope
 - Remove existing 8.5" unbonded concrete overlay and remove 0-2" asphalt underneath, while leaving in place the original interstate 24' wide concrete pavement. Remove existing full depth concrete areas, these were the depth transitions from the previous unbonded concrete overlay project.
 - Install interlayer fabric on original interstate concrete pavement and then place 10" minimum of unbonded concrete overlay.
 - Place 10.5" full depth concrete pavement in depth transition sections.
 - Outside shoulder design: Optional 8.5" PCCP or 9" HMA
 - Remove and reset guardrail along shoulders
 - Approx. one mile of SBL south of mile marker 41.6: Mill off existing rutted asphalt down to existing concrete, then asphalt resurface back.
 - Replace highway signs along I-35 and at ramps at US 69 interchange. Some posts will be allowed to be used in place, while other posts that don't meet standard will be replaced.
 - Aggregate Base called out as Type 5 or Type 7. Option to reprocess approx. 50,000 tons of broken concrete as aggregate base. Require using broken concrete as rock fill and place behind guardrail at US 69 interchange ramps, thus eliminating the need for the existing guardrail. Option to haul off site the project remaining broken concrete or process the project remaining broken concrete for rip rap and stockpile at the US 69 interchange.
 - Install edge drains
 - Contractor provides the vertical alignment profile for unbonded concrete overlay
 - No bridge work involved.

- US 69 Scope
 - Pavement widening, 4' on each side with 8" PMBB
 - Resurfacing on newly widened roadbed with 2" BP-1, also includes US 69 ramps

- Order of Work
 - 2025 Construction Year: I-35 median crossovers, US 69 improvements, head-to-head traffic on I-35 SBL, I-35 NBL rehab, I-35 NBL sign replacements, restore traffic to divided highway
 - 2026 Construction Year: Head-to head traffic on I-35 NBL, I-35 SBL rehab, I-35 SBL sign replacements, restore traffic to divided highway, remove I-35 median crossovers

- Traffic Control
 - 2025 Construction Year: Inside lane closures for I-35 median crossovers. Flagger control / pilot car for US 69 widening and resurfacing. Head-to-head traffic (tubular markers) on I-35 SBL when rehab I-35 NBL. When I-35 SBL joint blows out with head-to-head traffic, will have an emergency detour ready to go which involves placing I-35 SB traffic on US 69 SB and MO 116 WB, while I-35 NB traffic remains using I-35 SBL
 - 2026 Construction Year: Head-to-head traffic on I-35 NBL when rehab I-35 SBL.

- Estimated Quantities
 - 190,000 square yards unbonded concrete overlay (I-35)
 - 50,000 square yards full depth concrete pavement (I-35)
 - 80,000 square yards optional outside shoulder pavement (I-35)
 - 50,000 tons of Type 5 or Type 7 for aggregate base (I-35)
 - 7,000 tons of asphalt (I-35 SBL)
 - 33,000 tons of asphalt (US 69)
 - 320,000 square yards of concrete pavement removal

- Anticipated sub-contractors needed
 - Traffic control
 - Asphalt resurfacing
 - Highway signing
 - Guardrail
 - Reprocess broken concrete
 - Modified subgrade

- Project Schedule
 - October 18, 2024 project letting
 - December 9, 2024 contractor notice to proceed
 - Dec. 1, 2025 completion date for 2025 construction year work
 - Dec. 1, 2026 completion date for 2026 construction year work