

# PAVING REPAIRS

# MSHP GENERAL HEADQUARTERS

# JEFFERSON CITY , MISSOURI

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OWNER: STATE OF MISSOURI  
MICHAEL L. PARSON,  
GOVERNOR  
  
DEPARTMENT OF PUBLIC SAFETY  
MISSOURI STATE  
HIGHWAY PATROL

PROJECT  
MANAGEMENT: OFFICE OF ADMINISTRATION  
DIVISION OF FACILITIES MANAGEMENT,  
DESIGN AND CONSTRUCTION

DESIGNER: STATE OF MISSOURI - OFFICE OF ADMINISTRATION  
DIVISION OF FACILITIES MANAGEMENT DESIGN  
AND CONSTRUCTION: 301 W. HIGH STREET,  
JEFFERSON CITY, MO. 65102

PROJECT NUMBER: R2221-01

ASSET NUMBER: 8136001005

SHEET NUMBER:

**G-001**

1 OF 8 SHEETS

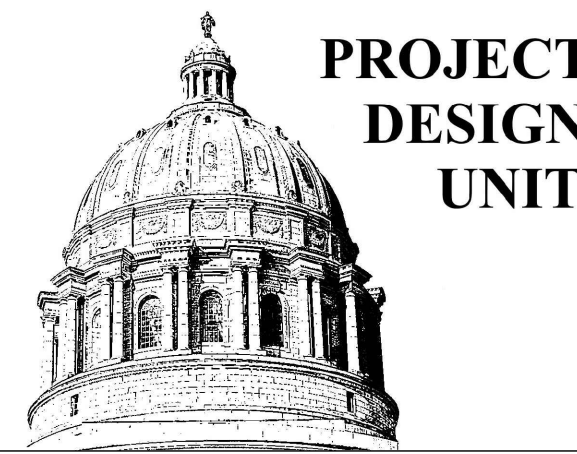
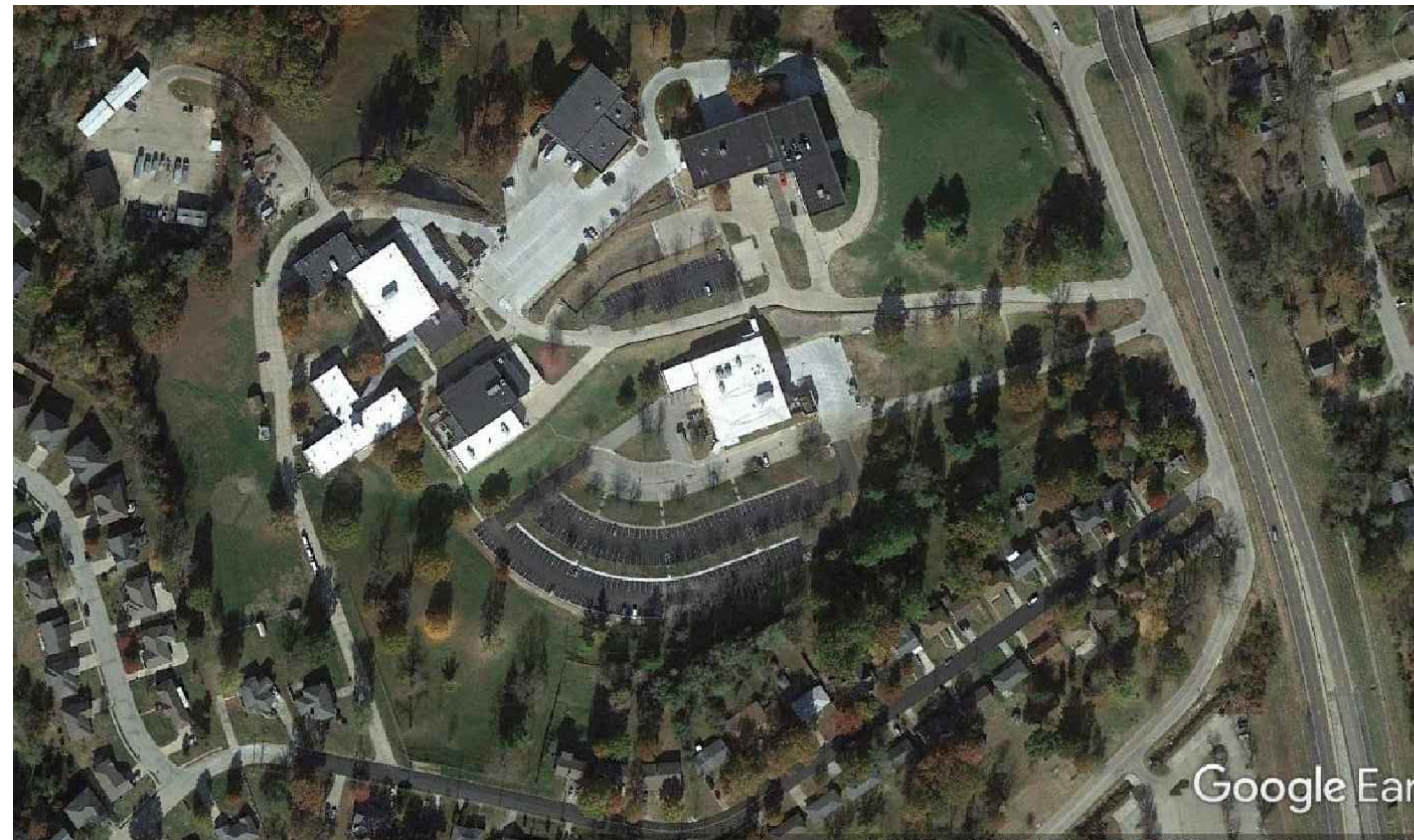
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**GENERAL NOTES:**

1. MOST OF THE PROJECT IS A REMOVE AND REPLACE TYPE OF CONSTRUCTION. AS SUCH MOST AREAS DO NOT HAVE DETAILED GRADING DESIGN AS THE REPLACEMENT PAVING WILL MATCH EXISTING PAVING. ALL AREAS WHICH DO NOT SHOW PROPOSED GRADES OR CONTOURS SHALL USE EXISTING GRADES. IT IS RECOMMENDED THE CONTRACTOR SURVEY THE EXISTING CURB HEIGHT AND SET AN OFFSET PRIOR TO REMOVAL AND THEN BUILD THE NEW CURB OFF OF THIS OFFSET.
2. PARKING SIGNS AND OTHER STRUCTURES WHICH EXIST THROUGHOUT THE SITE SHALL BE LEFT IN PLACE UNLESS CALLED FOR REMOVAL. IF DISTURBED DURING CONSTRUCTION, THE CONTRACTOR SHALL REINSTALL OR REPLACE.
3. ALL WORK ON THE CITY OF JEFFERSON RIGHT OF WAY, PRIMARILY THE STREET CONNECTIONS, REQUIRES THAT THE CITY OF JEFFERSON DEPARTMENT OF PUBLIC WORKS BE NOTIFIED PRIOR TO BEGINNING WORK. IF THE WORK IS SUCH THAT IT REQUIRES A LANE SHUTDOWN, THE CITY MAY REQUIRE A TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRODUCING THIS PLAN FOR CITY APPROVAL AND SHALL BE BASED UPON THE CONTRACTOR'S MEANS AND METHODS.
4. THE CONTRACTOR SHALL ENGAGE A PRIVATE UTILITY LOCATE SERVICE IN AREAS WHERE GRADING WILL TAKE PLACE. MISSOURI ONE CALL DOES NOT LOCATE ON THIS ENTIRE PROPERTY AS IT IS CONSIDERED PRIVATE PROPERTY. THERE COULD BE MSHP UTILITIES THAT ARE NOT SHOWN. CONTACT WITH THE OWNER'S ON-SITE REPRESENTATIVE MAY BE HELPFUL ALSO.
5. A SEPARATE DEMOLITION PLAN HAS NOT BEEN DEVELOPED AS MOST AREAS CONSIST OF REPLACEMENT PAVING AND CURB. AREAS WHICH ARE TO BE DEMOLISHED, BUT NOT RE-PAVED ARE CALLED OUT AS SUCH.
6. PROJECT PHASING: THIS PROJECT WILL REQUIRE EXTENSIVE PHASING AND COORDINATION WITH THE OPERATIONS OF THIS FACILITY. THE CONTRACTOR WILL WORK WITH THE STATE OF MISSOURI, THE OWNER AND ENGINEER AND SUBMIT A PROJECT PHASING PLAN.
7. QUANTITY DISCLAIMER: VARIOUS QUANTITIES ARE SHOWN ON THE PLAN SHEETS, SUCH AS AREA OF PAVING IN EACH PROJECT AREA. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES AND NO ADDITIONAL PAYMENTS WILL BE MADE IF FINAL QUANTITIES DO NOT MATCH PLANS.
8. THE CONTRACTOR IS RESPONSIBLE FOR THE PROVISION OF ALL MATERIALS, TOOLS, EQUIPMENT, AND LABOR NECESSARY TO CONTROL EROSION, SILTATION, AND DISCHARGES OF FILL MATERIAL (SEDIMENT) INTO DOWNSTREAM SYSTEMS. THIS SHALL BE REQUIRED DURING ALL PHASES OF CONSTRUCTION AND UNTIL SUITABLE GROUND COVER IS ESTABLISHED FOR ALL DISTURBED AREAS. IF ANY METHOD OF CONTROL FAILS, THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY, SO THAT THE OWNER CAN REVIEW THE CONTRACTOR'S PROPOSED METHOD OF REPAIR.
9. CONTRACTOR SHALL PROVIDE TEMPORARY EROSION CONTROL AS SHOWN ON THE DRAWINGS AND AS DIRECTED BY THE DESIGNER. EROSION FENCE AND BEST MANAGEMENT PRACTICES SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED AND GRASS IS ESTABLISHED. THE CONTRACTOR SHALL MONITOR EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT THE PROJECT. PROVIDE SWPPP AND ASSOCIATED INSPECTIONS.
10. IMMEDIATELY AFTER MOBILIZATION AND PRIOR TO STARTING ANY SOIL DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL THE PERIMETER EROSION AND SEDIMENT CONTROL MEASURES. SEE LAND DISTURBANCE PERMIT IN APPENDIX 1.
11. THE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED BY THE CONTRACTOR IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS AND PAVED STREETS. CLEANING ON A DAILY BASIS OF RIGHT-OF-WAYS AND STREETS THAT HAVE BEEN SOILED BY CONSTRUCTION ACTIVITIES SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
12. NO GROUND SHALL BE LEFT OPEN FOR MORE THAN 14 DAYS OF NON-ACTIVITY WITHOUT BEING SEEDED AND MULCHED. SOIL STOCKPILED FOR MORE THAN 7 DAYS SHALL HAVE SILT FENCE OR BALES PLACED ON THE DOWNHILL SLOPE TO TRAP SEDIMENT.

**DRAWING INDEX:**

G-001	COVER SHEET
G-002	DRAWING INDEX AND LOCATION MAP
CS-01	OVERALL SITE PLAN
C-100a	SITE PLAN - PARTIAL
C-100b	SITE PLAN - PARTIAL
C-101	SITE PLAN - PARTIAL
C-102	JOINT PLAN
C-103	DETAILS



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MISSOURI STATE HIGHWAY  
PATROL GENERAL HQ  
1510 EAST ELM STREET  
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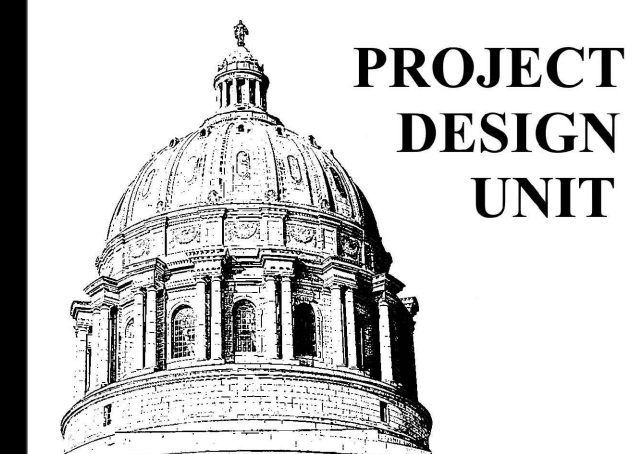
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SHEET TITLE:  
DRAWING INDEX  
AND LOCATION MAP

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**G-002**

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2/2/23



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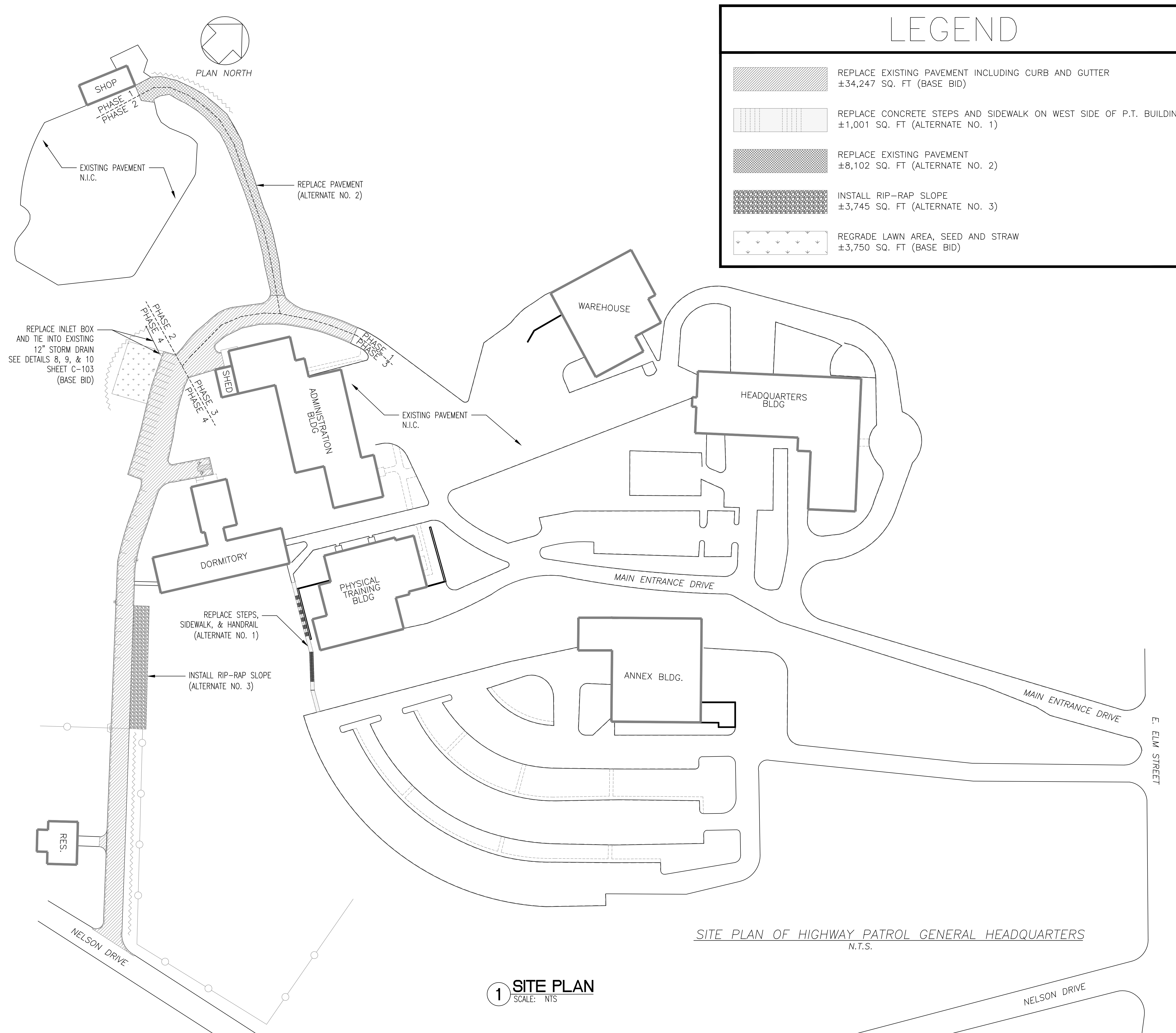
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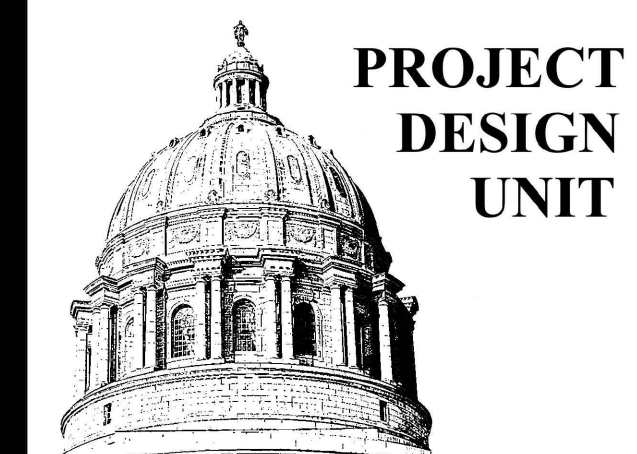
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SITE PLAN**

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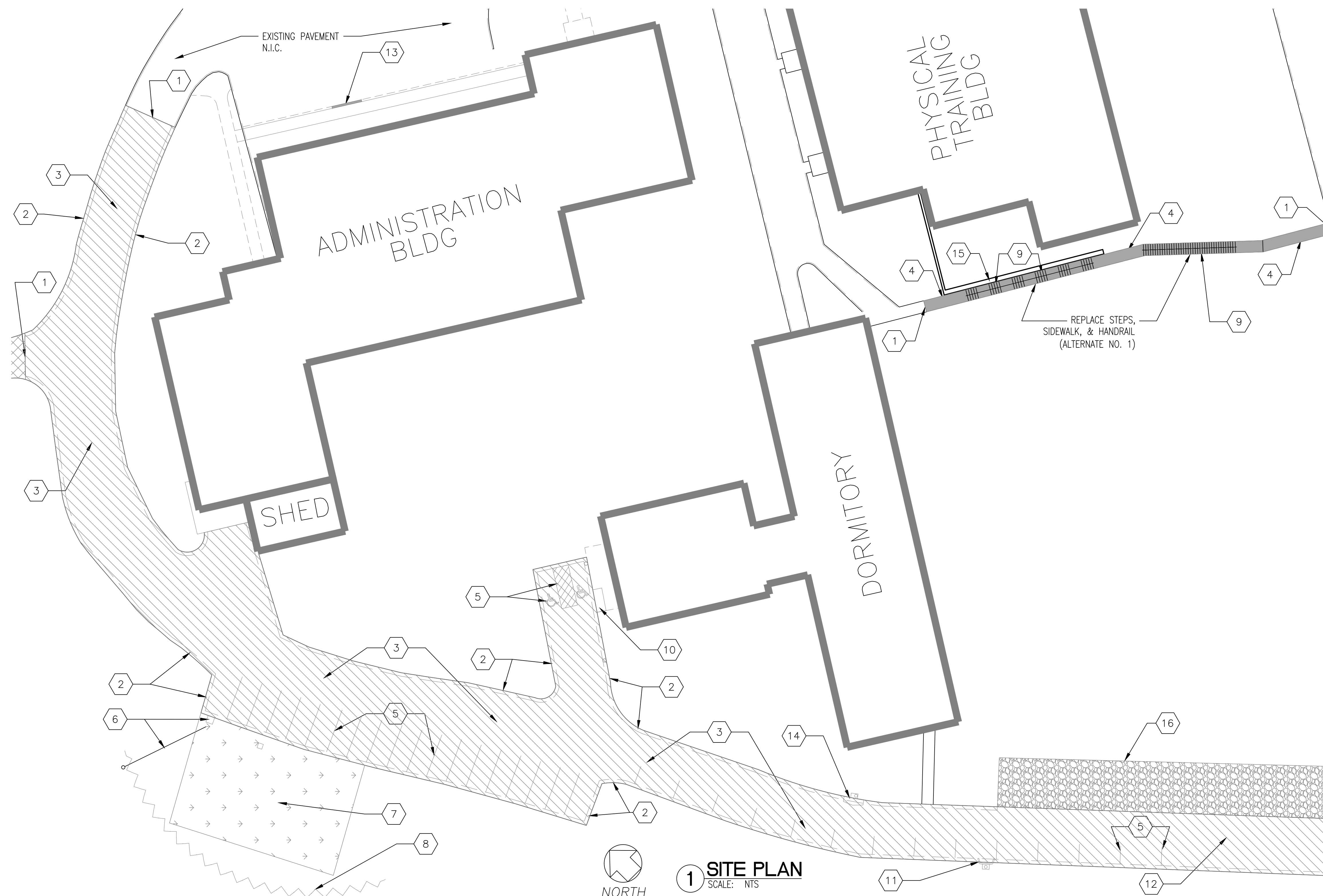
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3 OF 8 SHEETS  
2/2/23





LEGEND	
	REPLACE EXISTING PAVEMENT INCLUDING CURB AND GUTTER ±34,247 SQ. FT (BASE BID)
	REPLACE CONCRETE STEPS AND SIDEWALK ON WEST SIDE OF P.T. BUILDING ±1,001 SQ. FT (ALTERNATE NO. 1)
	REPLACE EXISTING PAVEMENT ±8,102 SQ. FT (ALTERNATE NO. 2)
	INSTALL RIP-RAP SLOPE ±3,745 SQ. FT (ALTERNATE NO. 3)
	REGRADE LAWN AREA, SEED AND STRAW ±3,750 SQ. FT (BASE BID)



**KEYED NOTES**

- 1 SAWCUT LINE.
- 2 CONCRETE CURB AND GUTTER (SEE DETAIL 3 ON SHEET C-103).
- 3 CONCRETE PAVING (8" PCC ON 4" TYPE 5 BASE) (SEE DETAIL 1 ON SHEET C-103).
- 4 CONCRETE SIDEWALK (4" PCC ON 4" TYPE 5 BASE) (SEE DETAIL 4 ON SHEET C-103).
- 5 PAINT PARKING STRIPING TO MATCH EXISTING LAYOUT ON NEW PAVEMENT. THIS INCLUDES THE PARALLEL SPACES ALONG THE UPPER DRIVE, AND THE ACCESSIBLE PARKING SYMBOLS NEXT TO THE DORMITORY BUILDING.
- 6 REMOVE EXISTING 3'x4' CURB INLET BOX AND REPLACE WITH NEW (SEE DETAIL 9 ON SHEET C-103) TIE INTO EXISTING 12"Ø DRAIN LINE.
- 7 REPAIR/RE-GRADE EXISTING WASHOUT AREA (APPROXIMATELY 3,750 SQ. FT.). TAKE CARE NOT TO DAMAGE EXPOSED GAS LINE/CONDUIT AND CAREFULLY PLACE FILL AROUND THEM AND RECOMPACT. FINISH GRADE WITH 4" OF TOPSOIL, SEED, FERTILIZER, AND COVER WITH EROSION CONTROL MAT.
- 8 SEDIMENT BARRIER FENCE SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 806 OF THE MISSOURI STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- 9 REMOVE EXISTING CONCRETE SIDEWALK, STEPS AND HANDRAIL. REPLACE WITH NEW (SEE DETAILS 5 & 6 ON SHEET C-103). REPAIR LAWN WASHOUT WITH 4" OF TOPSOIL, SEED, FERTILIZER, AND COVER WITH EROSION CONTROL MAT.
- 10 CONSTRUCT MONOLITHIC 6" CURB AND A.D.A. SIDEWALK SIMILAR TO EXISTING.
- 11 SHAPE CURB AND GUTTER TO CREATE FLUME TO EXISTING INLET BOX. REPAIR/REGRADE WASHOUT AREA AROUND INLET BOX AND FINISH GRADE WITH 4" OF TOPSOIL AND SEED, FERTILIZER, AND COVER WITH EROSION CONTROL MAT.
- 12 CONSTRUCT DRIVEWAY FROM NELSON DRIVE TO SOUTH SIDE OF DORMITORY WITH A 2% CROSS SLOPE. TRANSITION AT EITHER END AS NEEDED. REPAIR LAWN WASHOUT ALONG NORTH SIDE OF PAVEMENT WITH 4" OF TOPSOIL FLUSH WITH TOP OF PAVEMENT, SEED, FERTILIZER, AND COVER WITH EROSION CONTROL MAT.
- 13 REPLACE 13' LONG SECTION OF DAMAGED CONCRETE CURB AND GUTTER TO MATCH EXISTING.
- 14 LEAVE RECENTLY CONSTRUCTED CONCRETE INLET IN PLACE. PROTECT FROM DAMAGE WHEN REMOVING ADJACENT PAVEMENT.
- 15 PROTECT EXISTING CONCRETE RETAINING WALL FROM DAMAGE WHEN REMOVING SIDEWALK AND STEPS.
- 16 INSTALL RIP-RAP SLOPE. (ALTERNATE NO. 3).

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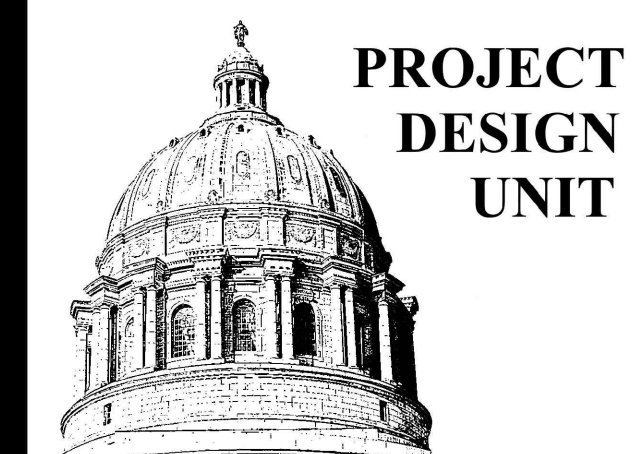
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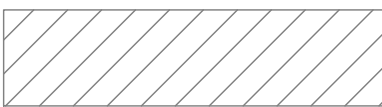

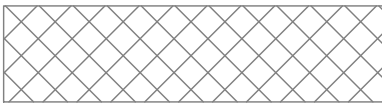
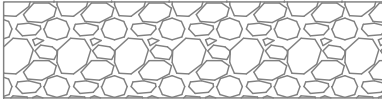

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C-100a

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2/2/23

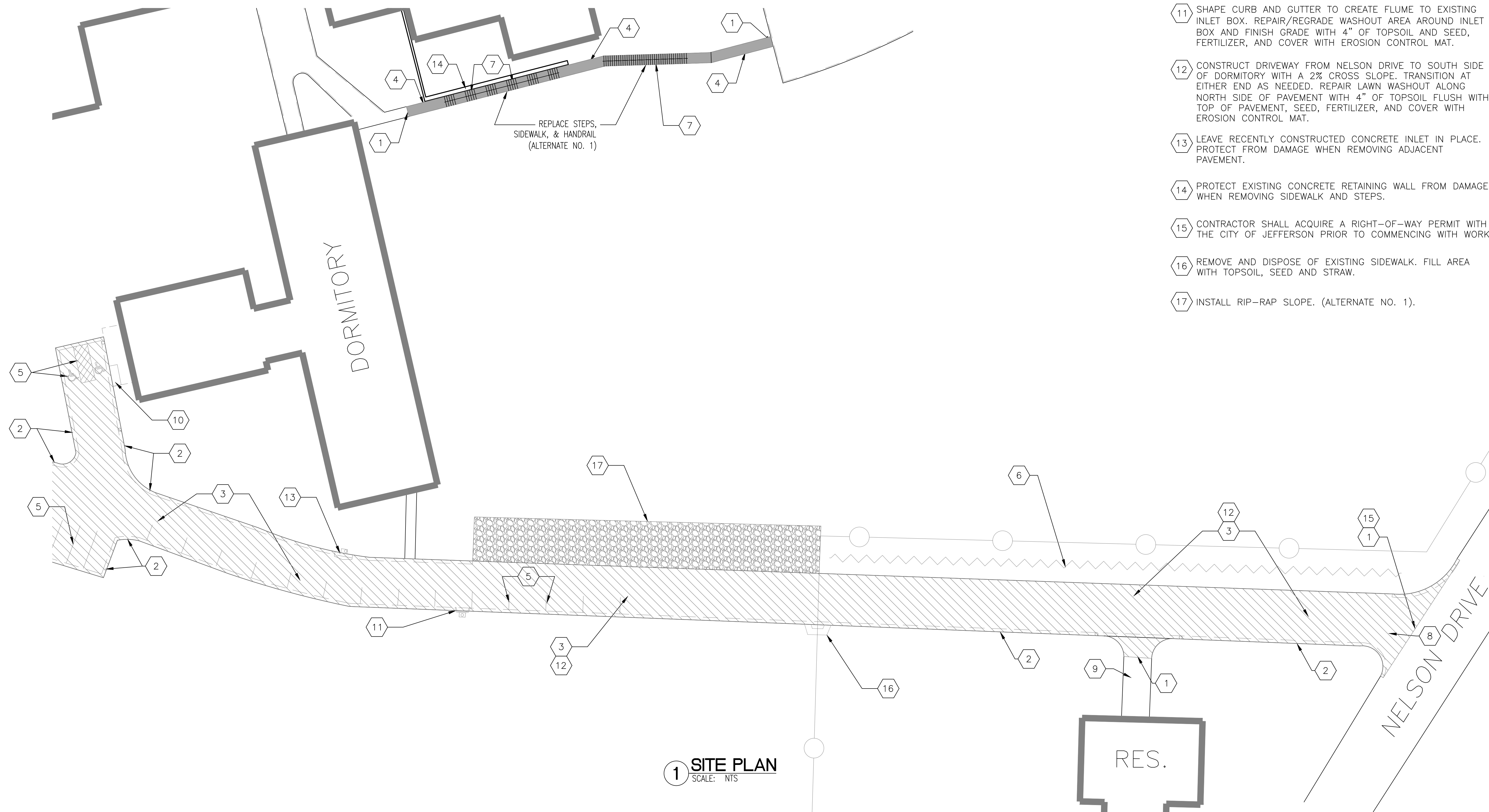


# LEGEND

-  REPLACE EXISTING PAVEMENT INCLUDING CURB AND GUTTER  
±34,247 SQ. FT (BASE BID)
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- 8 CONSTRUCT STANDARD CITY OF JEFFERSON COMMERCIAL ENTRANCE. CONTACT CITY DEPARTMENT OF PUBLIC WORKS BEFORE ANY WORK IS DONE ON CITY RIGHT OF WAY.
- 9 CITY OF JEFFERSON RESIDENCE: NOTIFY PROPERTY OWNER OF ROAD WORK THAT AFFECTS THEIR DRIVEWAY.
- 10 CONSTRUCT MONOLITHIC 6" CURB AND A.D.A. SIDEWALK SIMILAR TO EXISTING.
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- 14 PROTECT EXISTING CONCRETE RETAINING WALL FROM DAMAGE WHEN REMOVING SIDEWALK AND STEPS.
- 15 CONTRACTOR SHALL ACQUIRE A RIGHT-OF-WAY PERMIT WITH THE CITY OF JEFFERSON PRIOR TO COMMENCING WITH WORK.
- 16 REMOVE AND DISPOSE OF EXISTING SIDEWALK. FILL AREA WITH TOPSOIL, SEED AND STRAW.
- 17 INSTALL RIP-RAP SLOPE. (ALTERNATE NO. 1).



**1 SITE PLAN**  
SCALE: NTS

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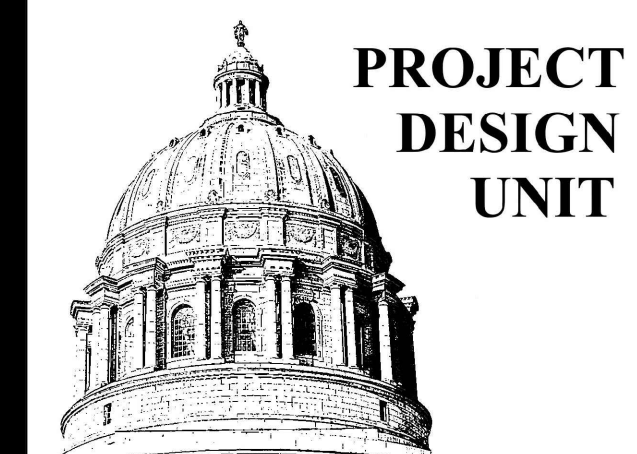
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**SITE PLAN - PARTIAL**

SHEET NUMBER:

**C-100b**

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2/2/23



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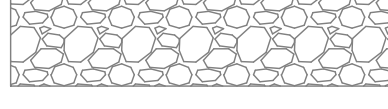

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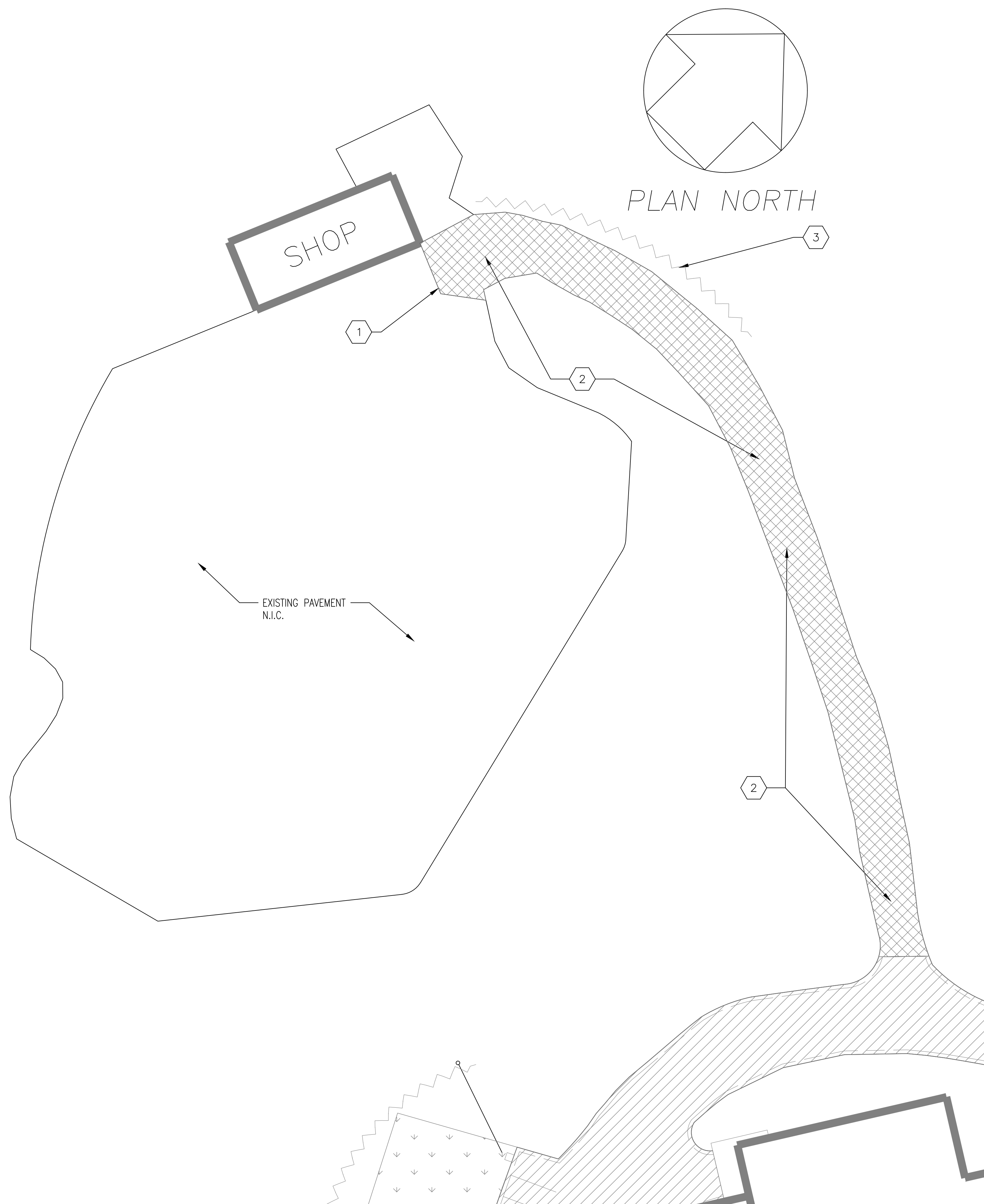
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6 OF 8 SHEETS  
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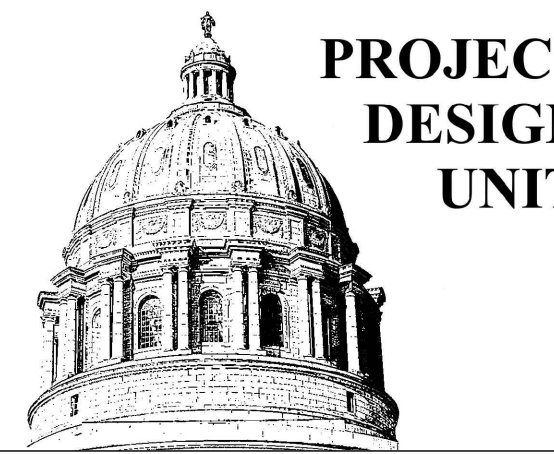
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(SEE DETAIL 1 ON SHEET C-103).
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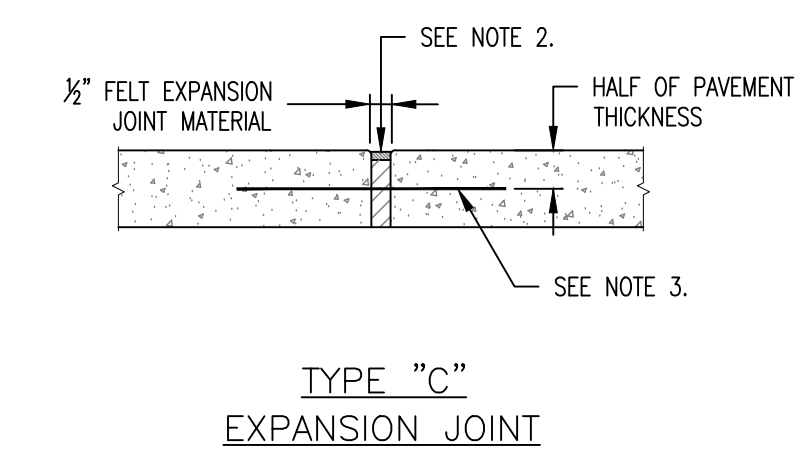
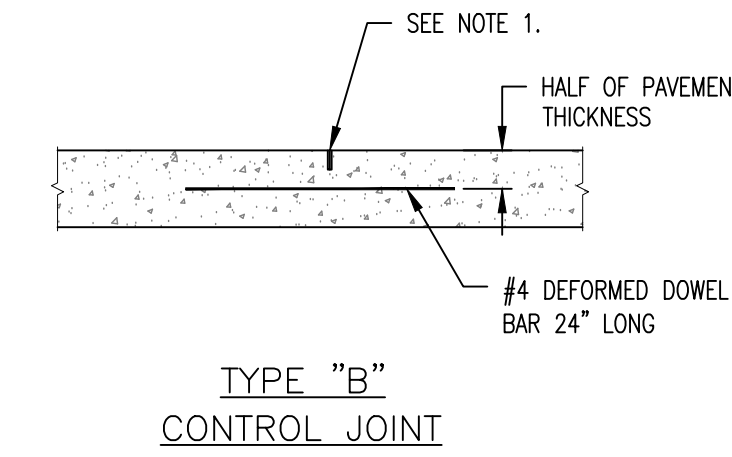
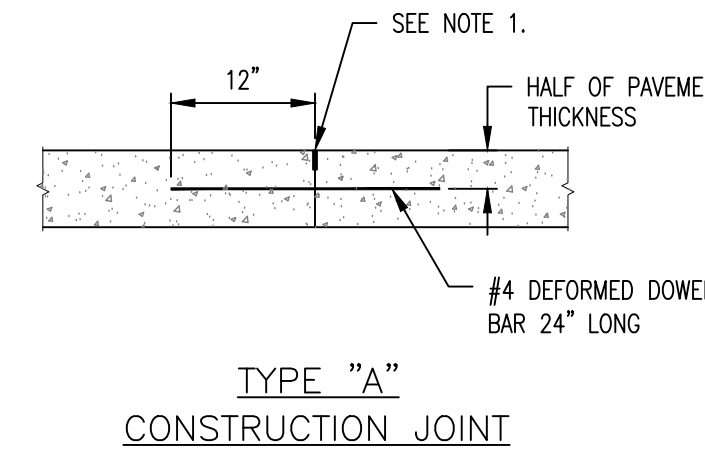


1 SITE PLAN  
SCALE: NTS



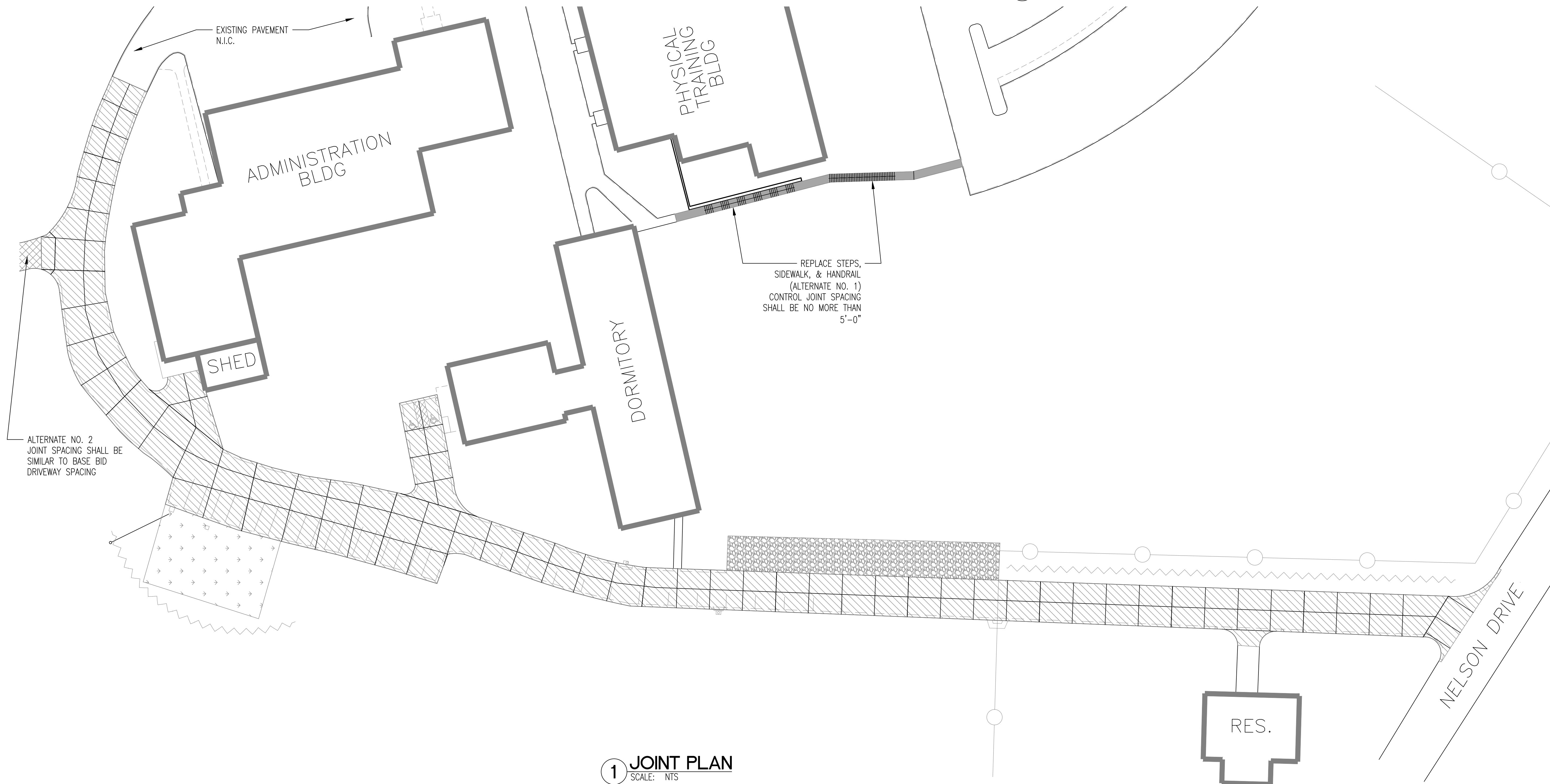
**GENERAL NOTES:**

1. USE ISOLATION JOINTS AROUND ALL CURB AND AREA INLET JOINTS.
2. USE SEALANT ON ALL CONCRETE JOINTS.
3. MAXIMUM CONTROL JOINT SPACING OF 15'.
4. MAXIMUM EXPANSION JOINT SPACING OF 60'.
5. END OF DAY POUR SHALL BE CONSTRUCTED WITH TIE BARS.
6. DOWEL SPACING SHALL BE ON 12" CENTERS ON ISOLATION JOINTS. BAR SPACING SHALL BE ON 30" CENTERS ON CONTROL/CONSTRUCTION JOINTS.



- NOTES:**
1. EXPANSION JOINTS SHALL BE PLACED IN CURB AND GUTTER AT CURB RETURNS, INLET RETURNS, AND DRIVE APPROACHES. 3/4 INCH EXPANSION MATERIAL WITH 3/8"x24" SMOOTH DOWELS SHALL BE PLACED AT RADIUS POINTS. THESE DOWELS SHALL BE GREASED AND WRAPPED ON ONE END WITH EXPANSION TUBES.
  2. REINFORCED JOINTS IN PCC PAVEMENT AS FOLLOWS:
    - A. TRANSVERSE SAWED JOINTS - NOT TIED.
    - B. TRANSVERSE CONSTRUCTION JOINTS - TIE WITH 1/2"x24" DEFORMED BARS AT 12 INCH CENTERS.
    - C. LONGITUDINAL CONSTRUCTION OF SAWED JOINTS - TIE WITH 1/2"x24" DEFORMED BARS AT 30 INCH CENTERS.
  3. INSTALL DOWEL BARS AS SHOWN ON THE PLANS, OR A PARTICULAR DETAIL, OR AS DIRECTED BY THE ENGINEER.

**2 TYPICAL CONCRETE JOINT DETAILS**  
SCALE: NTS



**1 JOINT PLAN**  
SCALE: NTS

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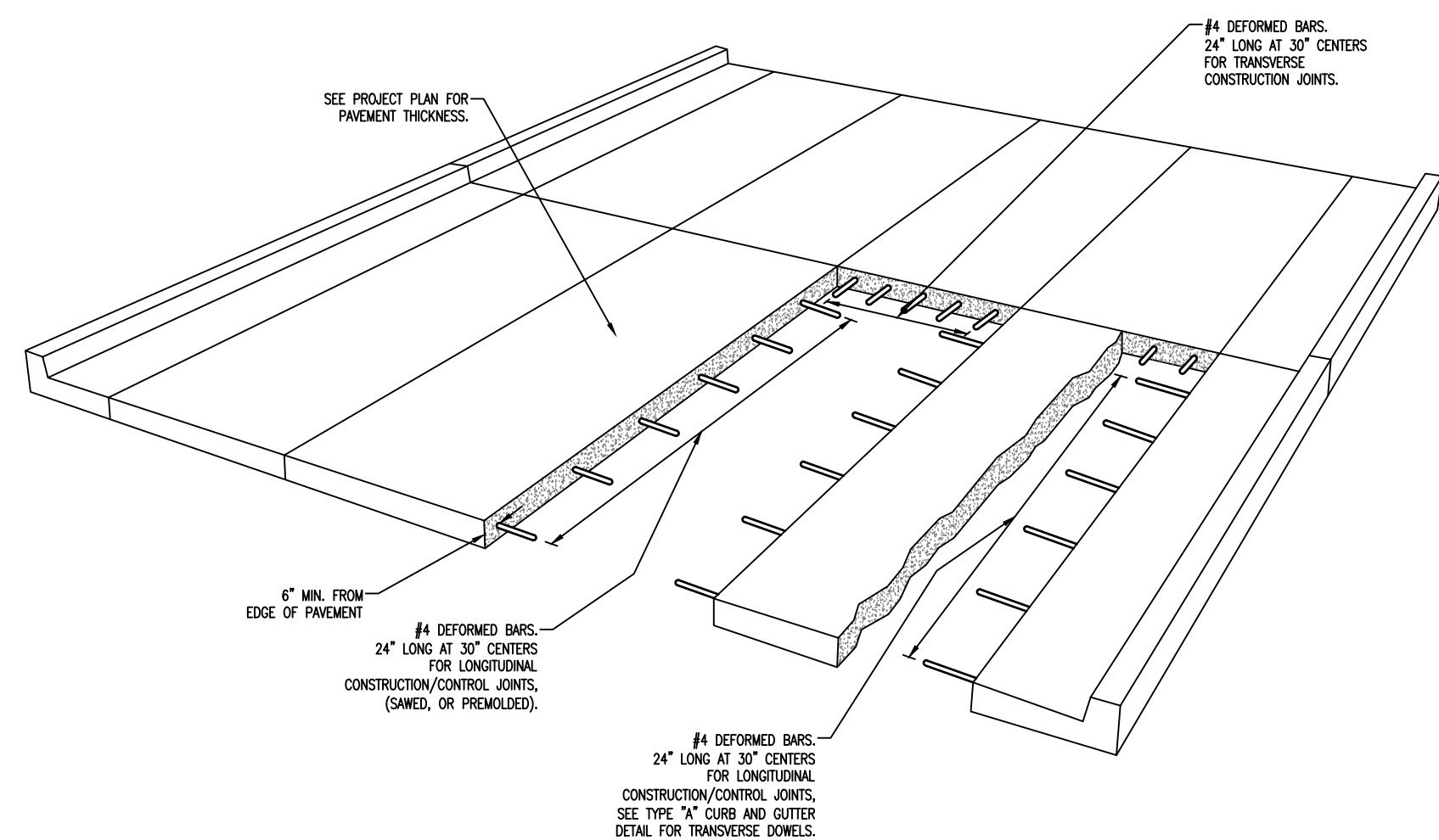
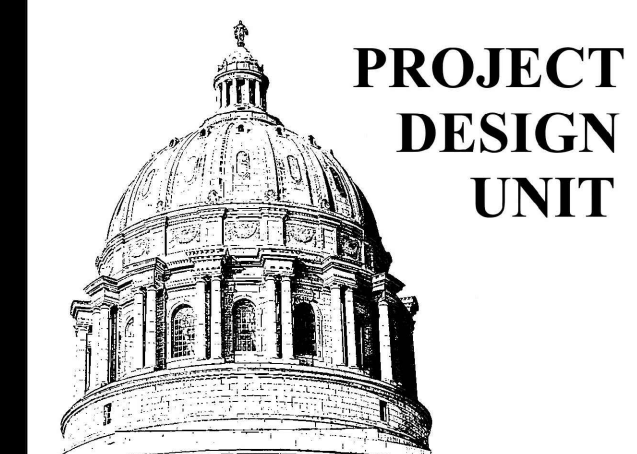
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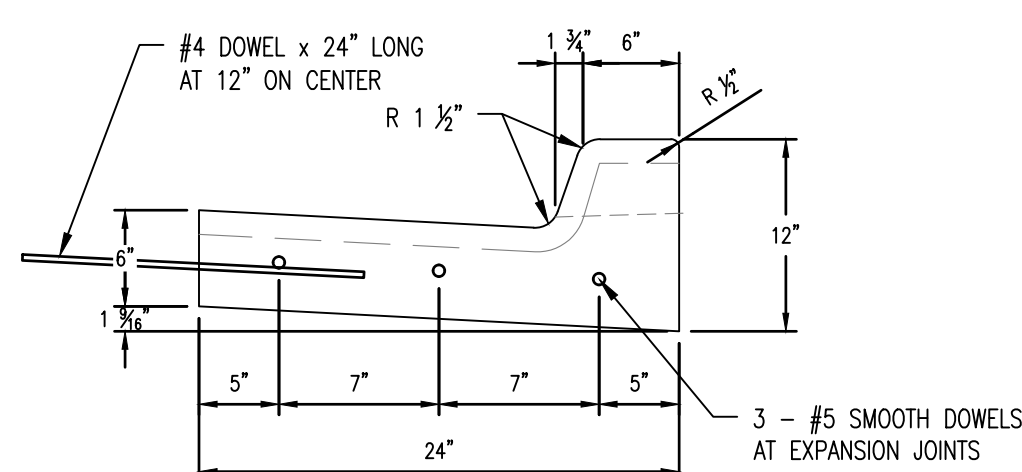
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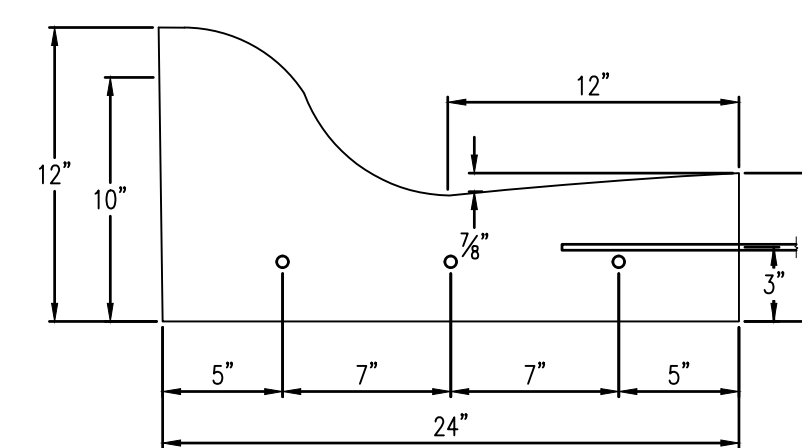


**1 REINFORCEMENT FOR PCC PAVEMENT**  
SCALE: NTS

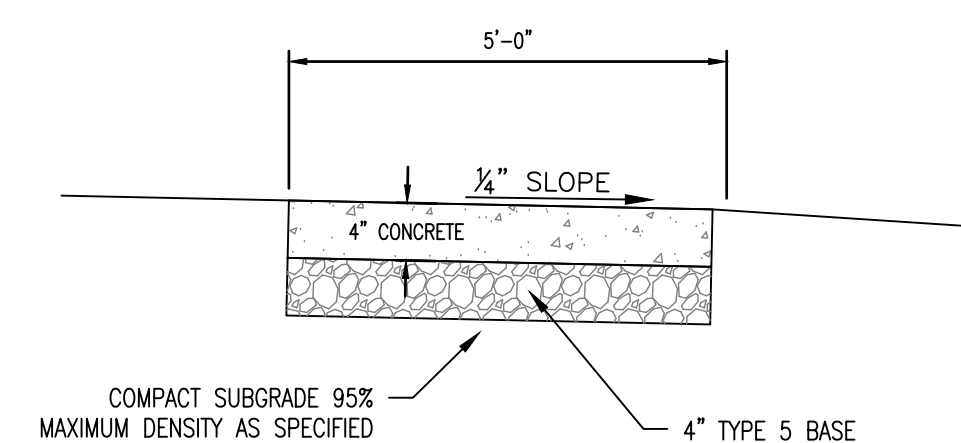


- NOTES:
1.  $\frac{3}{4}$ " EXPANSION JOINTS WITH 2" DOWELS TO BE PLACED AT RADIUS POINTS, DRIVE APPROACHES, AND 300' MINIMUM INTERVALS. THESE DOWELS SHALL BE GREASED AND WRAPPED ON ONE END WITH EXPANSION LUBE.
  2. 1  $\frac{1}{2}$ " DEEP CONTRACTION JOINTS SHALL BE INSTALLED AT APPROX. 10' INTERVALS. THESE JOINTS SHALL PASS THROUGH THE ENTIRE CURB SECTION.
  3. FIX DOWELS WITH BAR CHAIRS OR EQUIVALENT.
  4. \* IF THE PAVEMENT SLOPES AWAY FROM THE CURB THE SLOPE OF THE CURB SHOULD MATCH THAT OF THE PAVEMENT NOT  $\frac{3}{8}$ " PER FT. TOWARD THE CURB.

**2 CONCRETE CURB AND GUTTER**  
SCALE: NTS

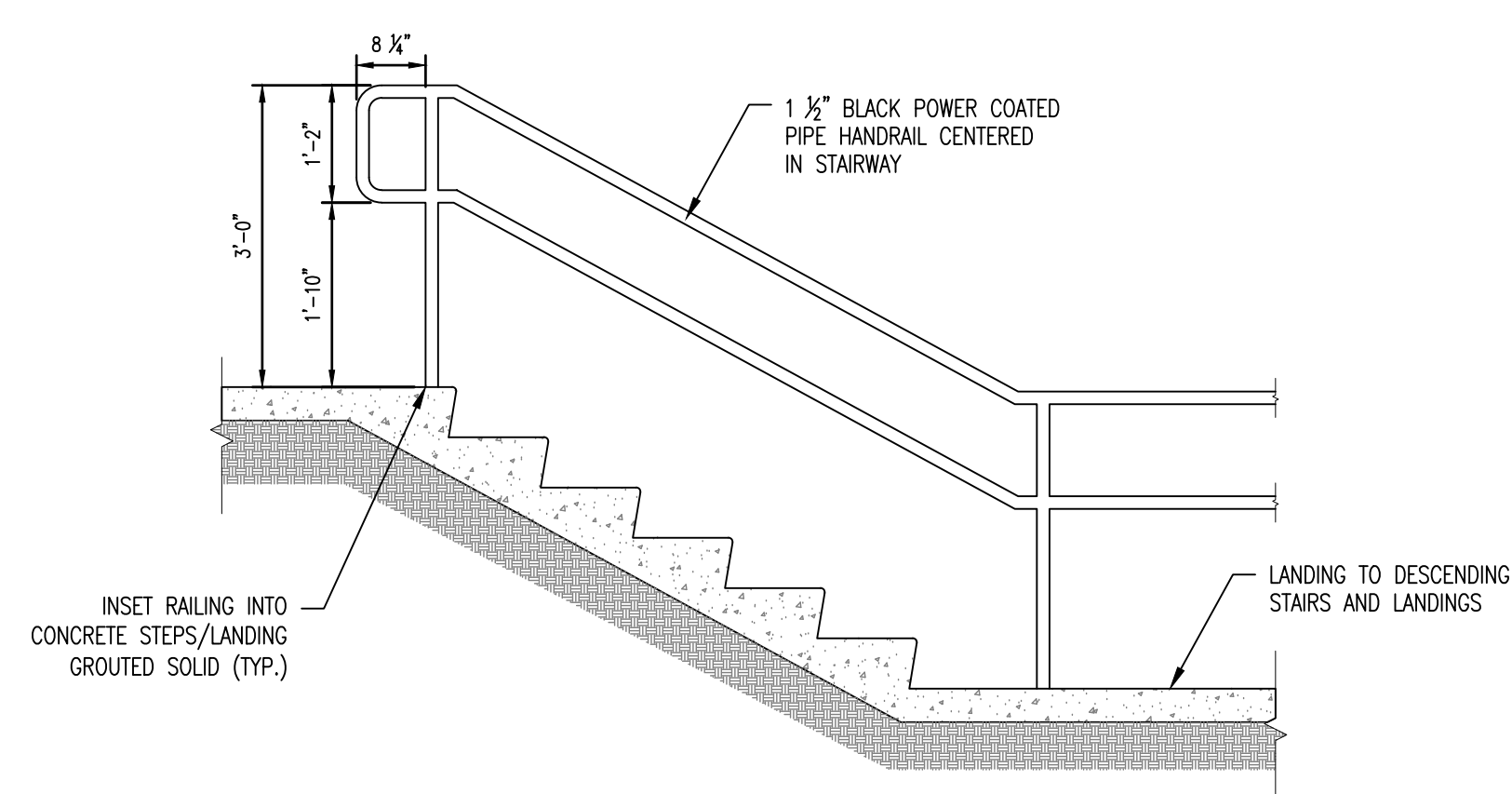


**3 ROLLED CURB AND GUTTER**  
SCALE: NTS

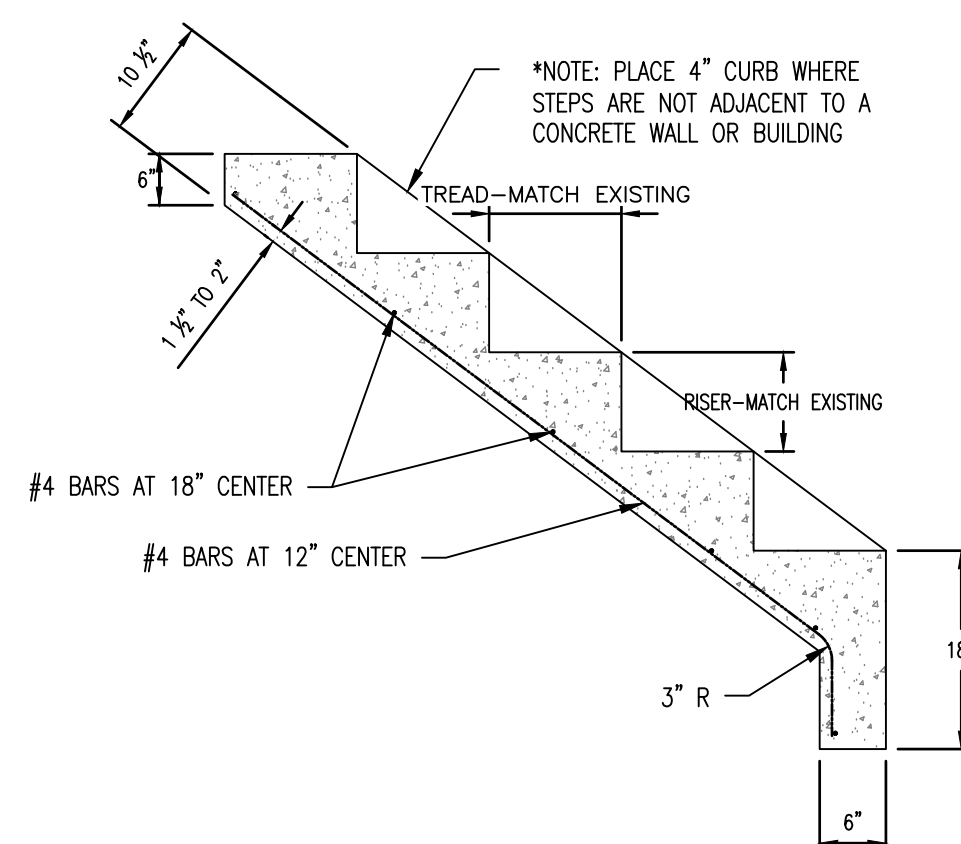


- NOTES:
1. CONTRACTION JOINTS ON 6' CENTERS.
  2. FOR LONG RUNS, INSTALL EXPANSION JOINTS AT A MINIMUM SPACING OF 120'.
  3. INSTALL EXPANSION JOINTS WHERE SIDEWALK ABUTS A CURB, ANOTHER SIDEWALK OR A SOLID STRUCTURE.

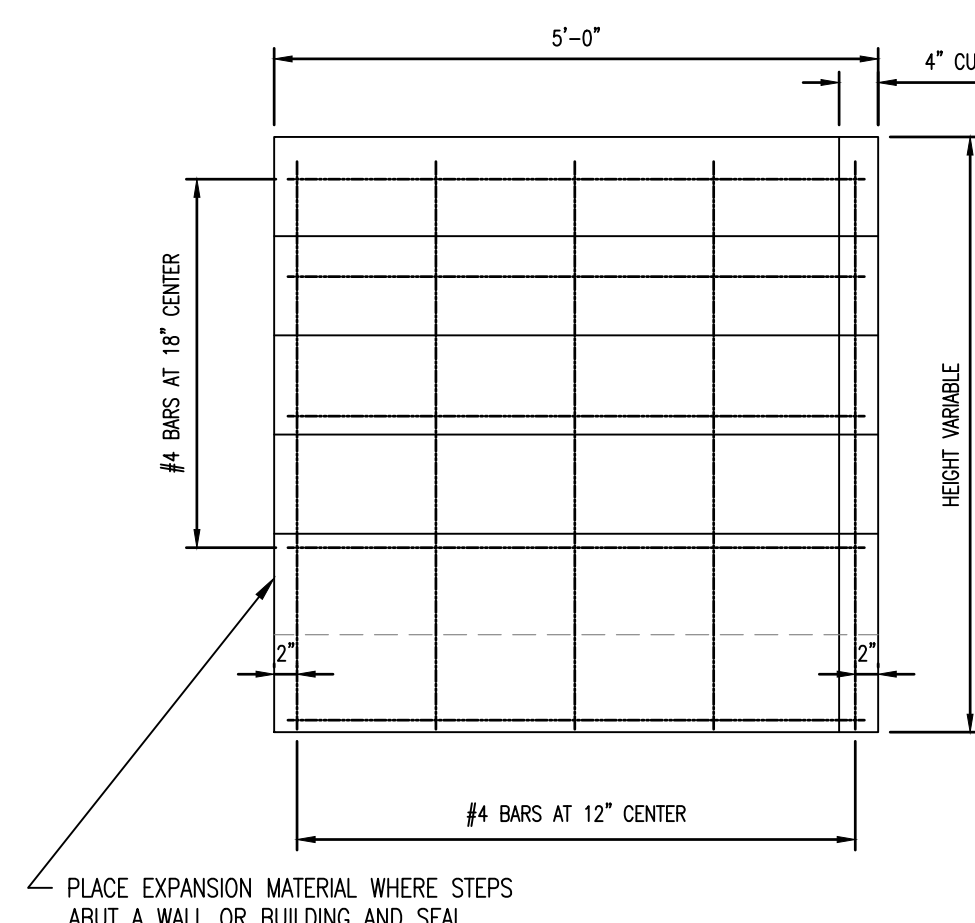
**4 TYPICAL SIDEWALK SECTION**  
SCALE: NTS



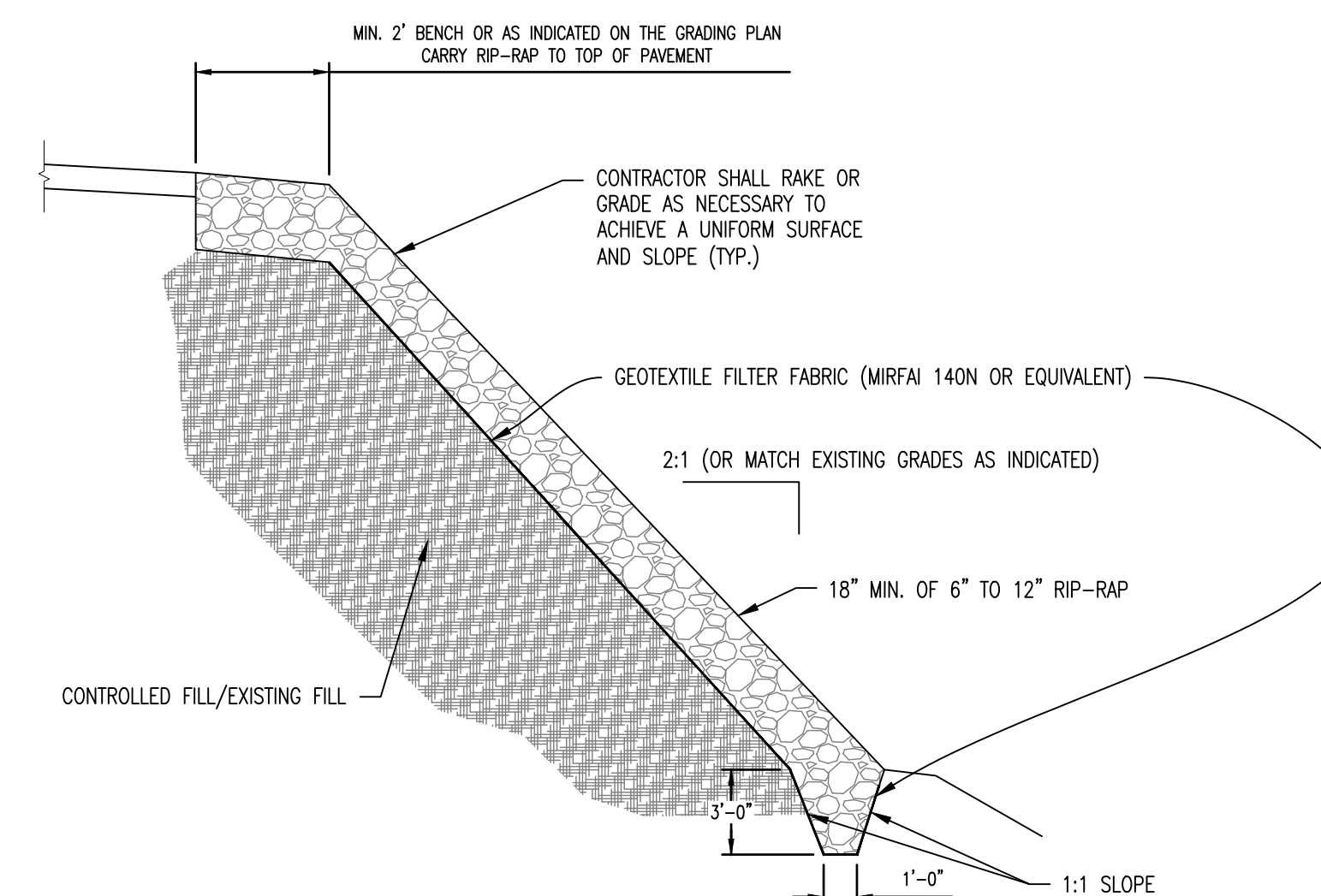
**5 STAIR HANDRAIL DETAIL**  
SCALE: NTS



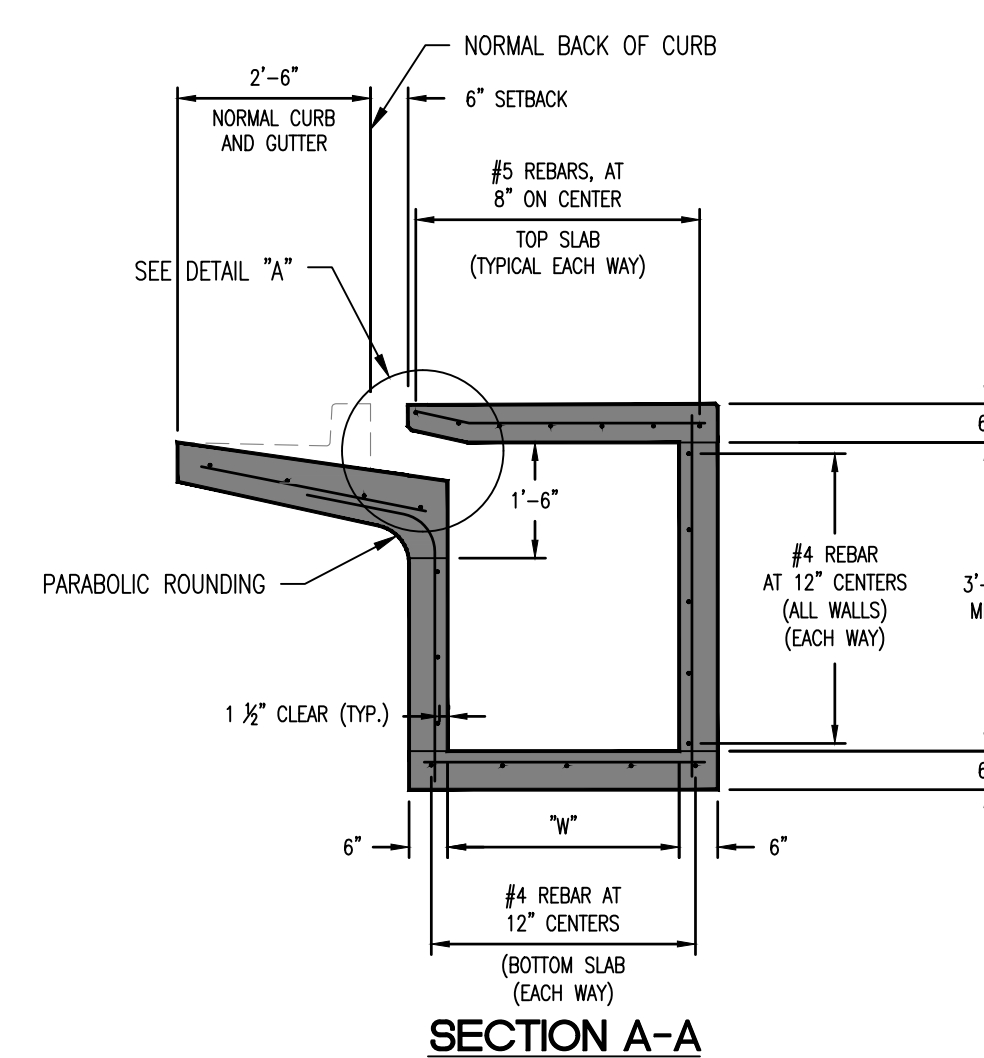
**6 CONCRETE STEPS DETAIL**  
SCALE: NTS



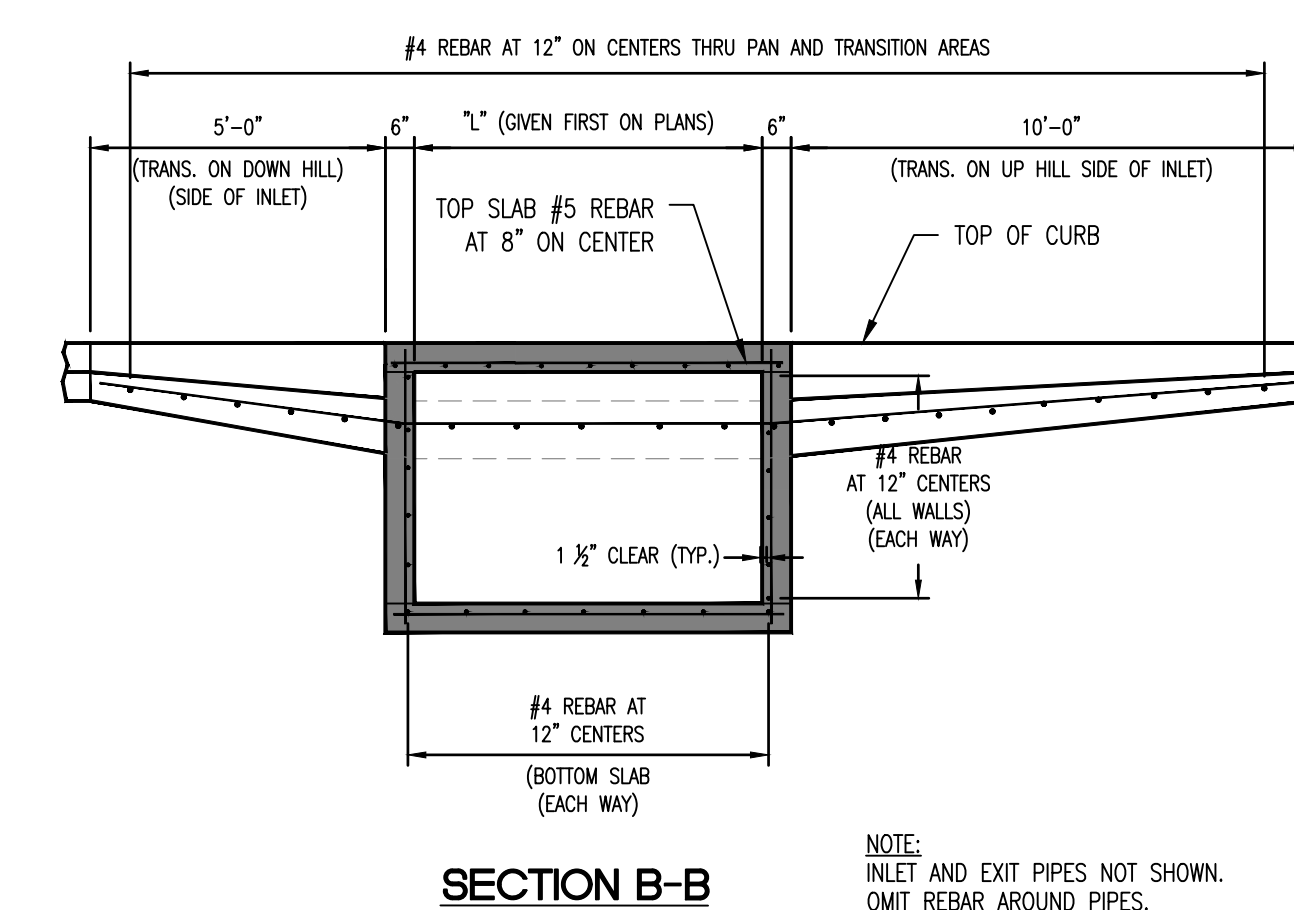
**7 RIP-RAP SLOPE DETAIL**  
SCALE: NTS



**8 PLAN VIEW + REINFORCEMENT FOR TYPE "A" INLET, + TRANSITION PANS**  
SCALE: NTS



**9 TYPE "A" INLET SECTION A-A**  
SCALE: NTS



**10 TYPE "A" INLET SECTION B-B**  
SCALE: NTS

- INLET NOTES, TYPE "A" & "C":
1. DIMENSIONS "L" AND "W" GIVEN ON PLANS AS "L"x"W" (TYP.).
  2. DIMENSIONS OF UPSTREAM AND DOWNSTREAM GUTTER TRANSITIONS SHALL BE AS DETAILED UNLESS OTHERWISE SPECIFIED ON THE PLANS.
  3. GUTTER TRANSITIONS ON INLETS IN A SLUMP SHALL BE 10' ON BOTH SIDES OF INLET UNLESS OTHERWISE SPECIFIED ON THE PLANS.
  4. GUTTER TRANSITIONS SHALL TRANSITION UNIFORMLY BETWEEN STANDARD CURB AND GUTTER AND THE INLET WALL.
  5. EXPANSION JOINTS AND DOWEL PLACEMENT BETWEEN CURB AND GUTTER AND INLET TRANSITION SHALL BE THE SAME AS THAT SHOWN ON TYPE "A" CURB AND GUTTER DETAIL.
  6. AFTER INITIAL SET, REMOVE DEFLECTOR CHANNEL FORMS AND FINISH SURFACE OF CONCRETE.
  7. USE  $\frac{3}{4}$ " CHAMFER STRIP ON ALL EXPOSED CONCRETE CORNERS.
  8. ALL INLETS SHALL HAVE INVERTS INSTALLED TO PROVIDE FOR THE SMOOTH TRANSITION OF WATER TO THE OUTLET PIPE (SEE MDDOT TYPICAL INVERT DETAILS).
  9. ALL REINFORCEMENT STEEL SHALL BE 1  $\frac{1}{2}$ " CLEAR OF CONCRETE SURFACE, UNLESS OTHERWISE SHOWN.
  10. REINFORCING STEEL SHALL BE BENT AROUND PIPE OPENING WHEN POSSIBLE. IF STEEL IS CUT, A DIAGONAL BAR SHALL BE USED TO TIE ALL CUTS TOGETHER.
  11. PRECAST LIDS SHALL NOT BE USED.