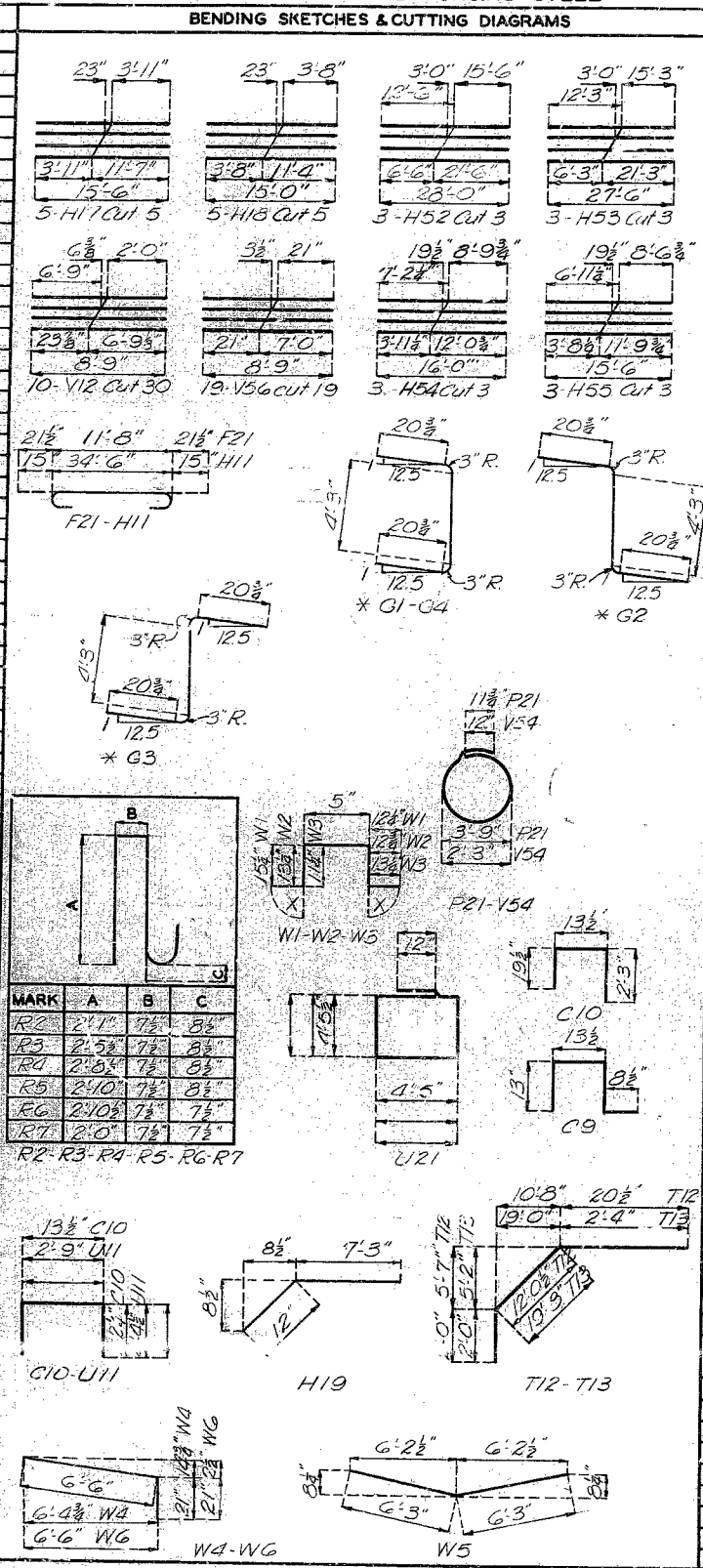


MISSOURI STATE HIGHWAY DEPARTMENT

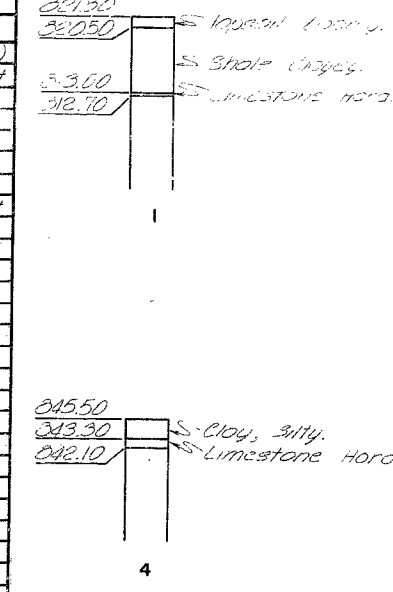
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	58	

COMPLETE BILL OF REINFORCING STEEL

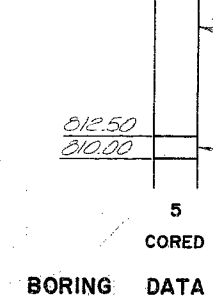
NO.	SIZE	LENGTH	MARK	LOCATION
Substructure Int. Bt. #2, 3, 4, 5				
33	11	15'3"	F21	Footing
36	6	5'9"	F22	"
25	11	5'9"	F23	"
28	9	4'9"	F41	"
Substructure End Bt. #5				
18	9	4'9"	D51	Footing
30	5	4'9"	D52	"
8	9	5'9"	V51	Column
8	9	7'	V52	"
8	9	8'3"	V53	"
22	3	8'0"	V54	"
18	9	4'9"	V55	"
Superstructure End Bt. #1				
22	5	5'0"	C10	Curb
6	8	13'0"	C11	Slab
4	6	10'9"	C13	Curb
8	9	37'0"	H11	Beam
8	6	34'6"	H12	"
2	6	12'6"	H14	Wing
5	7	15'6"	H17	"
5	6	15'0"	H18	"
10	6	8'3"	H19	"
4	5	4'9"	R1	End Post
2	5	5'6"	R2	"
2	5	6'3"	R3	"
2	5	6'9"	R4	"
4	5	7'0"	R5	"
4	5	7'0"	R6	"
12	5	5'3"	R7	Parapet
8	5	10'3"	R8	"
4	6	15'9"	T12	Wing
72	6	7'6"	U11	Beam
20	4	8'9"	V12	Wing
Superstructure Int. Bt. #2, 3, 4, 5				
31	145	34'6"	H21	Beam
28	145	20'5"	H22	"
18	6	29'6"	H23	"
21	7	29'6"	H24	"
72	4	12'9"	P21	Column
246	6	18'9"	U21	Beam
24	11	29'0"	V21	Column
24	11	28'9"	V31	"
28	9	25'0"	V41	"
Superstructure End Bt. #5				
31	5	5'0"	C10	Curb
3	8	13'0"	C11	Slab
2	6	10'9"	C13	Curb
3	6	19'9"	C14	"
3	9	22'0"	C16	"
0	9	37'0"	H11	Beam
1	6	34'6"	H12	"
1	6	12'6"	H14	Wing
1	9	21'6"	H51	"
3	9	26'0"	H52	"
3	6	27'6"	H53	"
3	7	16'0"	H54	"
3	6	15'6"	H55	"
12	6	8'3"	H19	"



NO.	SIZE	LENGTH	MARK	LOCATION
Superstructure End Bt. #5 (Cont)				
4	5	4'9"	R1	End Post
2	5	5'6"	R2	"
2	5	6'3"	R3	"
2	5	6'9"	R4	"
4	5	7'0"	R5	"
4	5	7'0"	R6	"
4	5	10'3"	R8	Parapet
4	5	19'3"	R18	"
23	5	5'3"	R7	"
2	6	15'9"	T12	Wing
2	9	24'0"	T13	"
70	6	11'6"	U11	Beam
10	4	8'9"	V12	Wing
19	4	8'9"	V56	"
Superstructure				
6	5	25'3"	C1	Curb
6	5	32'0"	C2	"
6	5	26'9"	C3	"
4	5	31'0"	C4	"
6	6	24'3"	C5	"
6	5	30'6"	C6	"
6	6	25'9"	C7	"
4	6	29'9"	C8	"
598	5	4'0"	C9	"
288	6	8'6"	G1	Girder
853	6	8'6"	G2	"
840	6	8'6"	G3	"
275	6	8'6"	G4	"
6	8	34'6"	G11	"
8	8	34'0"	G12	"
6	8	27'9"	G13	"
12	4	33'6"	G14	"
16	4	33'0"	G15	"
12	4	27'0"	G16	"
6	8	34'0"	G21	"
8	8	33'6"	G22	"
6	8	27'3"	G23	"
12	4	33'0"	G24	"
16	4	32'6"	G25	"
12	4	26'9"	G26	"
6	8	33'6"	G31	"
8	8	33'0"	G32	"
6	8	27'0"	G33	"
12	4	32'6"	G34	"
16	4	32'0"	G35	"
12	4	26'3"	G36	"
6	8	33'3"	G41	"
8	8	32'9"	G42	"
6	8	26'9"	G43	"
12	4	32'3"	G44	"
16	4	31'9"	G45	"
12	4	26'0"	G46	"
729	5	5'3"	R7	Parapet
8	5	32'6"	R9	"
48	5	9'9"	R10	"
12	5	25'3"	R11	"
8	5	29'6"	R12	"
8	5	26'0"	R13	"
8	5	30'6"	R14	"
12	5	23'9"	R15	"
8	5	27'9"	R16	"
8	5	24'9"	R17	"
25	10	49'3"	S1	Top Slab
22	11	34'6"	S2	"
22	11	19'6"	S3	"
25	9	27'6"	S4	"
22	11	36'3"	S5	"



NO.	SIZE	LENGTH	MARK	LOCATION
Superstructure (Cont)				
22	11	20'3"	S5	Top Slab
6	8	34'6"	S7	"
22	9	26'9"	S8	"
22	9	15'0"	S9	"
70	4	25'3"	S10	"
70	4	24'9"	S11	"
35	4	35'0"	S12	"
70	4	21'9"	S13	"
990	6	34'6"	S14	Top Slab
120	7	34'6"	S15	"
144	5	31'0"	S16	"
144	5	31'0"	S17	"
192	5	33'6"	S18	"
144	5	30'0"	S19	"
21	9	59'9"	S20	Bottom Slab
20	9	54'6"	S21	"
18	10	59'3"	S22	"
21	8	29'6"	S23	"
21	9	69'9"	S24	"
20	10	60'3"	S25	"
18	10	49'9"	S26	"
21	2	27'3"	S27	"
21	8	56'6"	S28	"
20	8	47'0"	S29	"
15	8	34'6"	S30	"
21	8	22'9"	S31	"
20	8	46'3"	S32	"
18	8	32'6"	S33	"
273	6	29'3"	S34	"
32	6	3'9"	S35	"
02	4	5'7"	W1	Diaph.
30	4	4'9"	W2	"
96	4	8'6"	W3	"
32	6	8'3"	W4	"
64	6	12'6"	W5	"
32	6	8'3"	W6	"



GENERAL NOTES

Design Specifications: A.S.H.T.O.-1961
 Design Loading:
 H520-44 15' sq. ft. Future Wearing Surface
 Modified 24,000# Tandem Axle
 Earth 120# Equivalent Fluid Pressure 30"
 Design Unit Stresses:
 Class 3 Concrete (substructure) f_c = 1,200 psi.
 Class B1 Concrete (superstructure) f_c = 1,600 psi.
 Reinforcing Steel f_s = 20,000 psi.
 Steel Pile (A.S.T.M. A36-G2T) f_y = 9,000 psi.
 Superstructure deck to be surface sealed.
 Painting: Structural steel access doors shall be cleaned and painted in the field or may be cleaned and painted one coat of red lead in the shop with the two remaining coats applied in the field, except that final coat on access doors and frames shall be gray. In lieu of painting, the contractor may, if he prefers, galvanize this material. All galvanizing shall be done after fabrication. Cost of painting or galvanizing to be included in price bid for other items.

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-1(34) (RTE. I-29) STA. 9+99.68 RAMP 1
 PLATTE COUNTY

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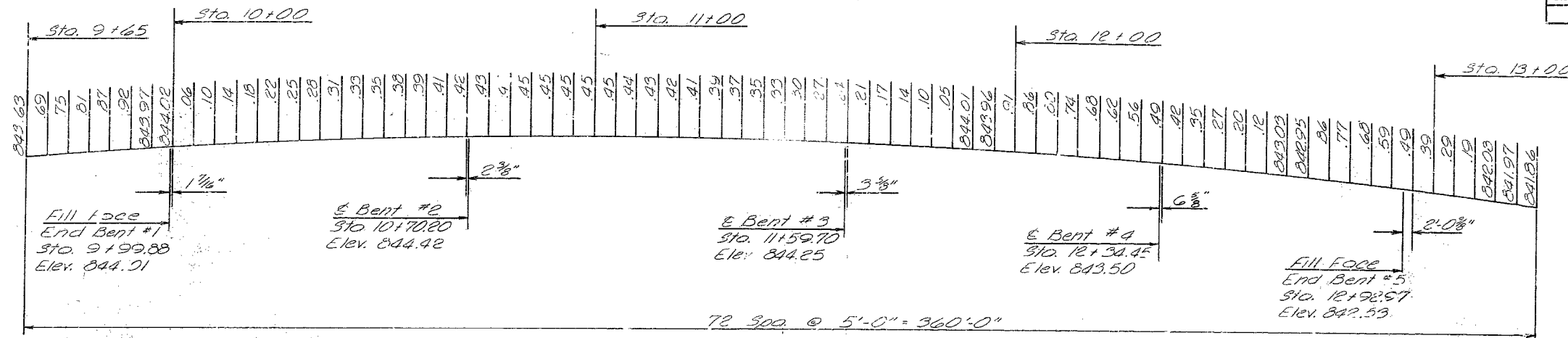
BURGWIN & MARTIN
 CONSULTING ENGINEERS
 DESIGNED: F.D. Bond
 CHECKED: J.G. Carter
 DETAILED: J.G. Carter
 CHECKED: R.G. Latham

* Top bend may be made in shop or field.
 X May be made in shop or field.

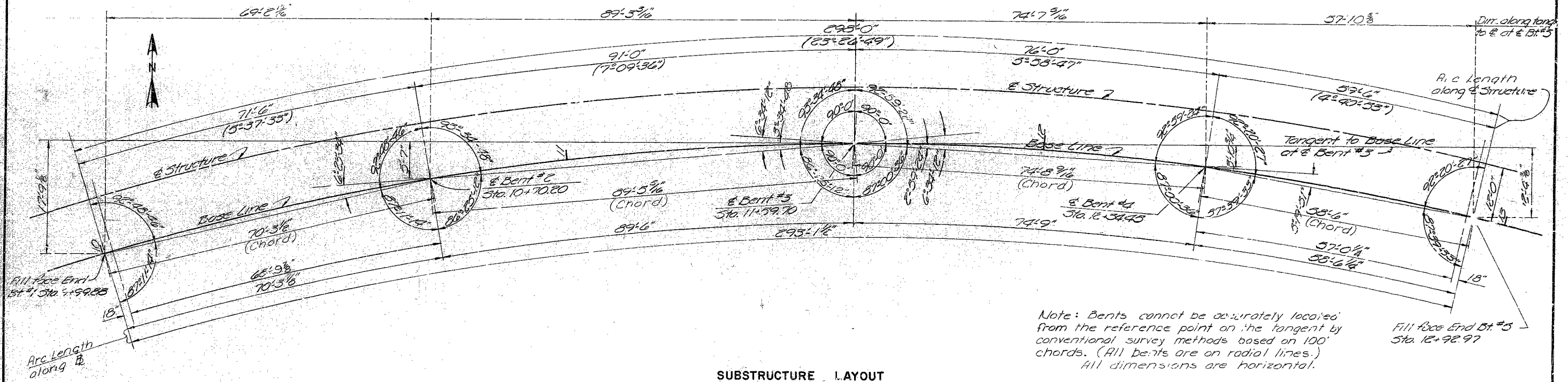
Note: This drawing is not to scale. Follow dimensions.

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	57	



PROFILE GRADE ELEVATIONS



SUBSTRUCTURE LAYOUT

341

BURGWIN & MARTIN CONSULTING ENGINEERS	
DESIGNED: F.D. Roland	DETAILED: J.R. Kettler
DESIGN CK: A.G. Latham	DETAIL CK: A.G. Latham

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

Sheet No. 3 of 14.

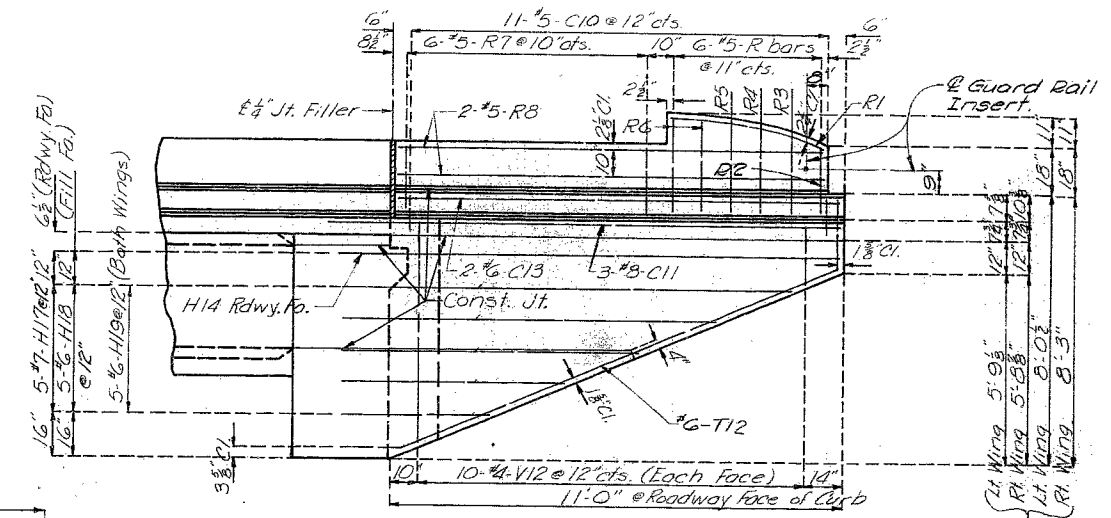
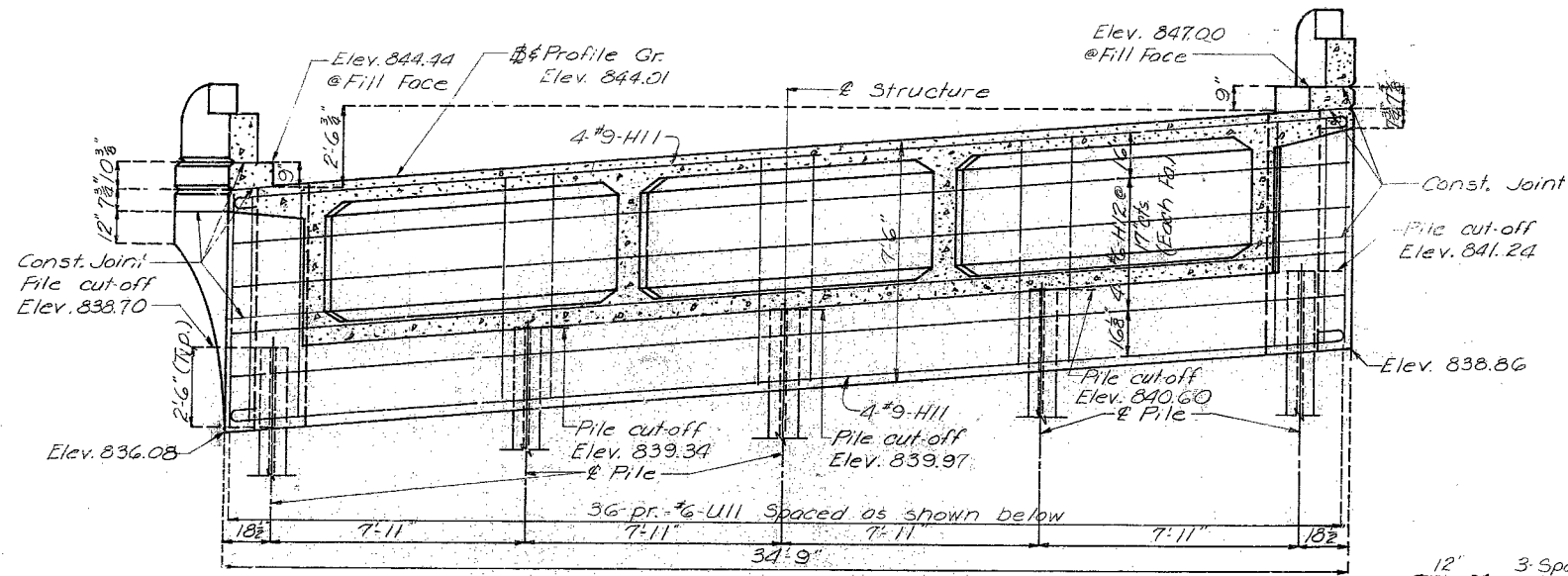
BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-1(36) (RTE. I-29) STA. 9+99.88 RAMP 1
 PLATTE COUNTY

A-1687

NO CONSTRUCTION CHANGES

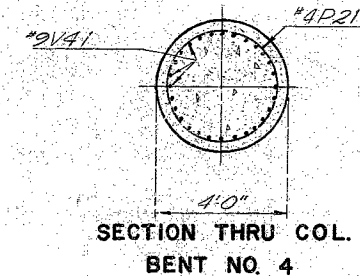
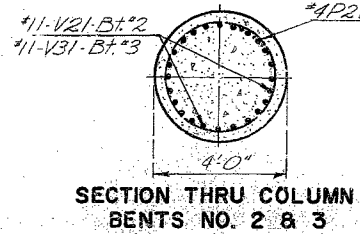
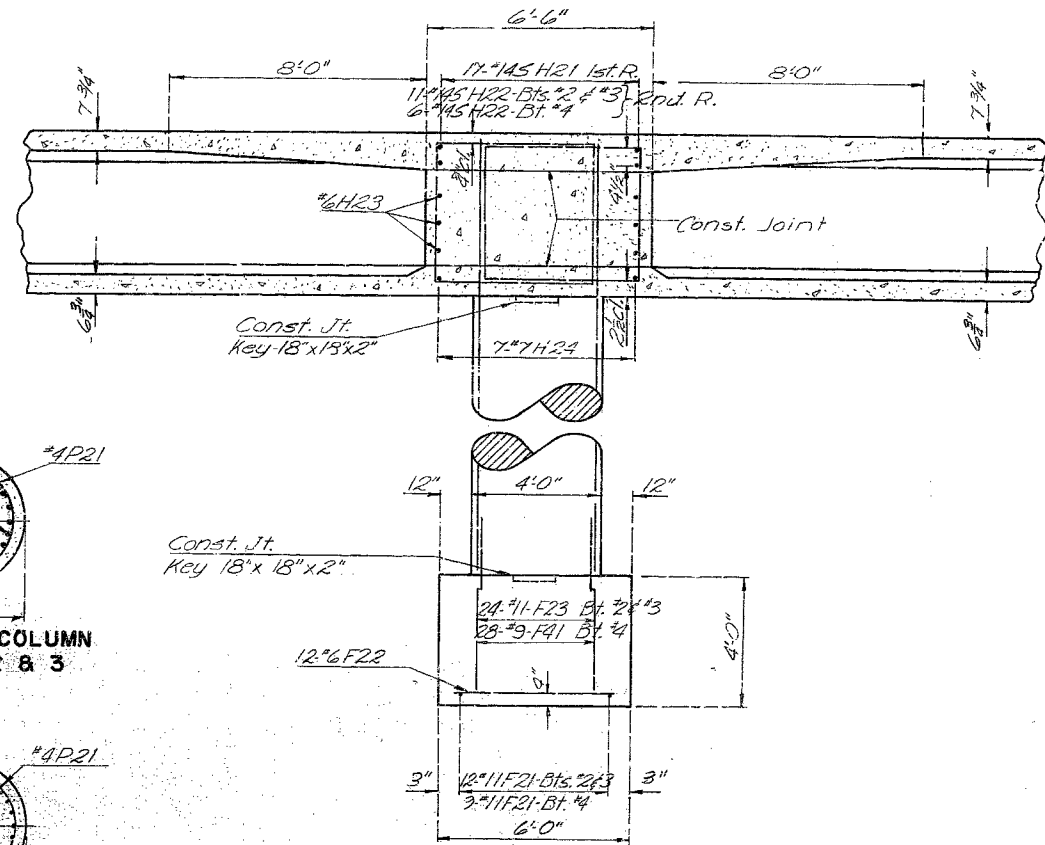
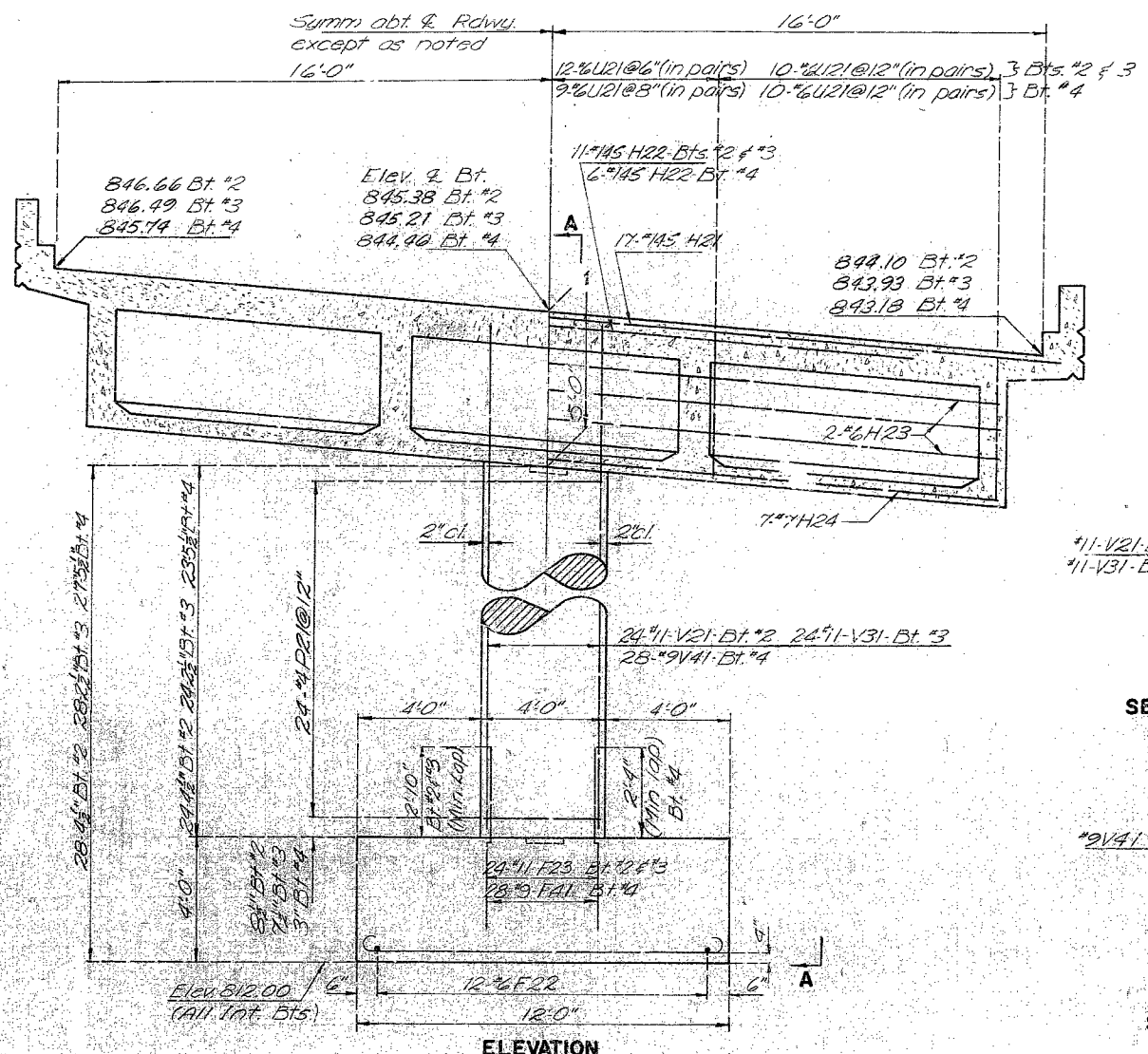
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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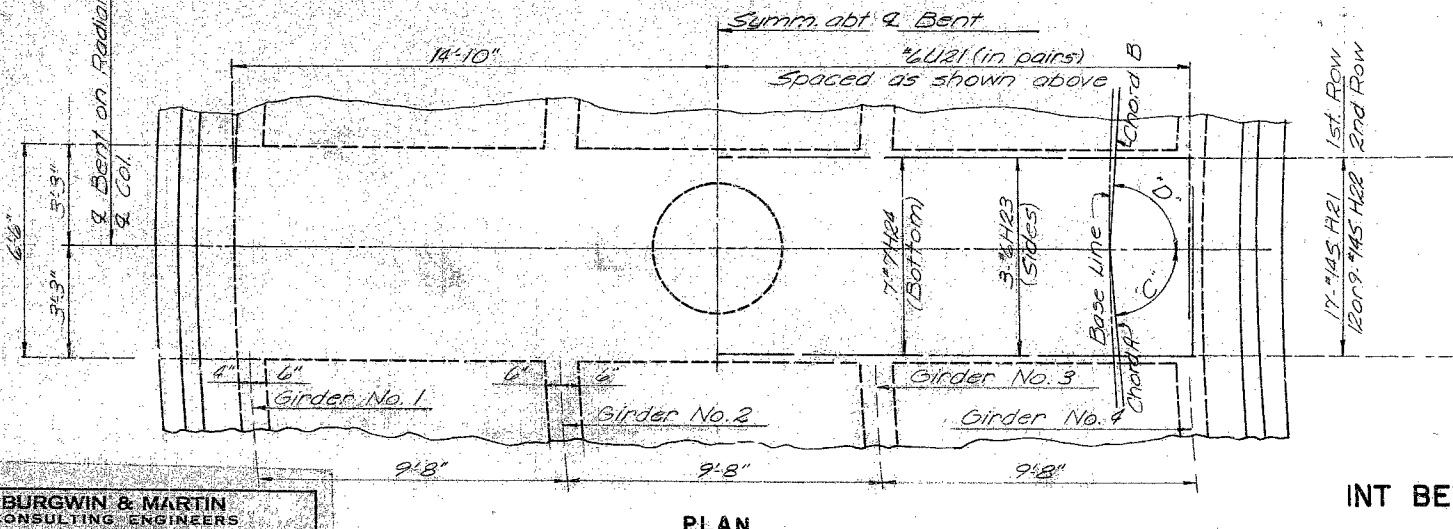


MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	61	



Chord A (Span)	Chord B (Span)	"C"	"D"
(1-2) Bt. #2	(2-3) Bt. #2	87'11"10"	86'25"12"
(2-3) Bt. #3	(3-4) Bt. #3	86'25"12"	87'00"36"
(3-4) Bt. #4	(4-5) Bt. #4	87'00"36"	87'39"33"



INT BENTS NO. 2, 3, & 4

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-1(36) (RTE. I-29) STA. 9+99.88 RAMP 1
 PLATTE COUNTY

BURGIN & MARTIN
 CONSULTING ENGINEERS

DESIGNED: F.D. Poland
 CHECKED: R.G. Latham

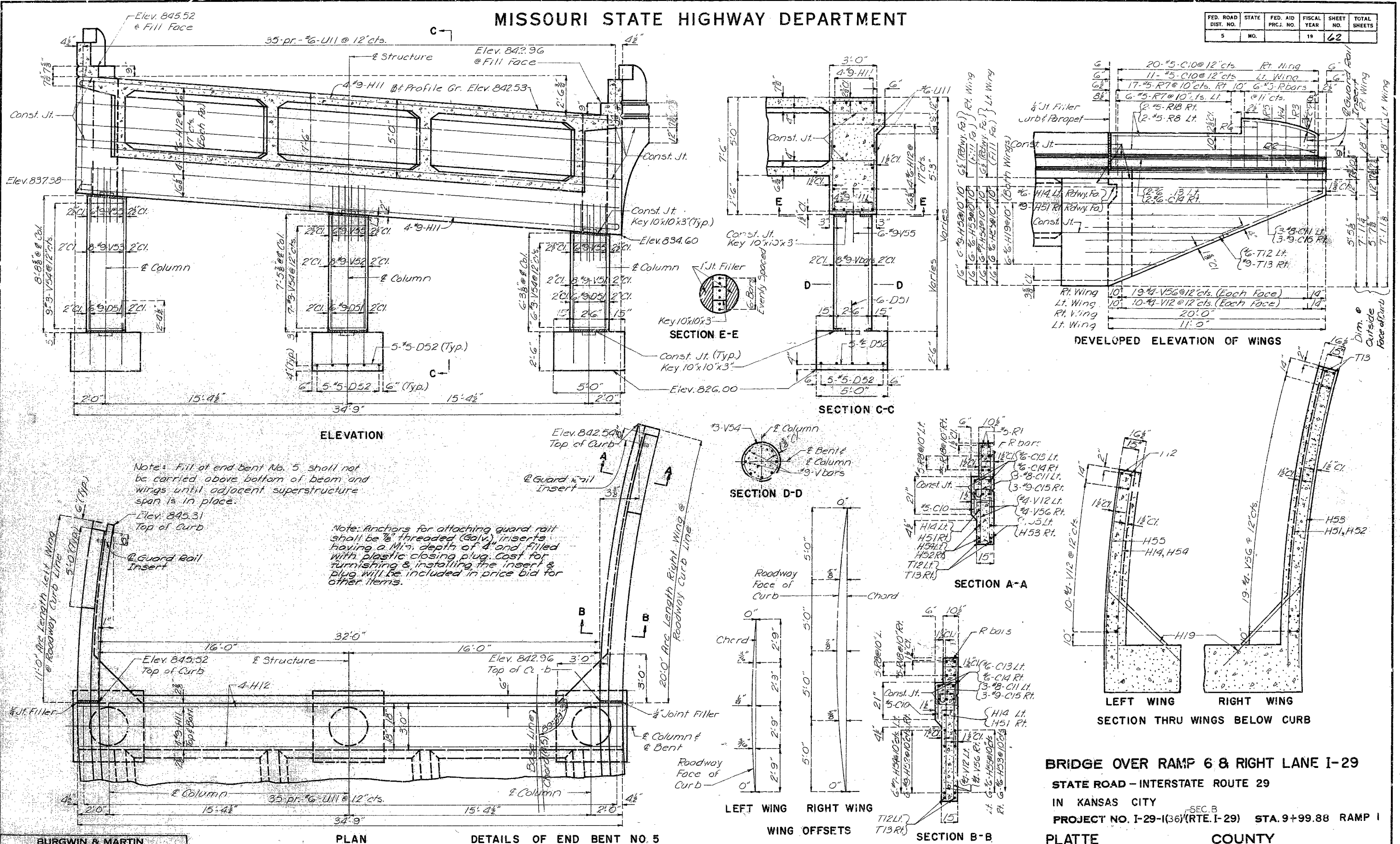
DETAILED: C. Page
 CHECKED: C.J. Latham

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

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MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PRCT. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	62	



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BURGIN & MARTIN
CONSULTING ENGINEERS
DESIGNED: J.D. Fobard
CHECKED: H.G. Latham
DETAILED: J.O. Carter
CHECKED: H.G. Latham

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

Sheet No. 6 of 14.

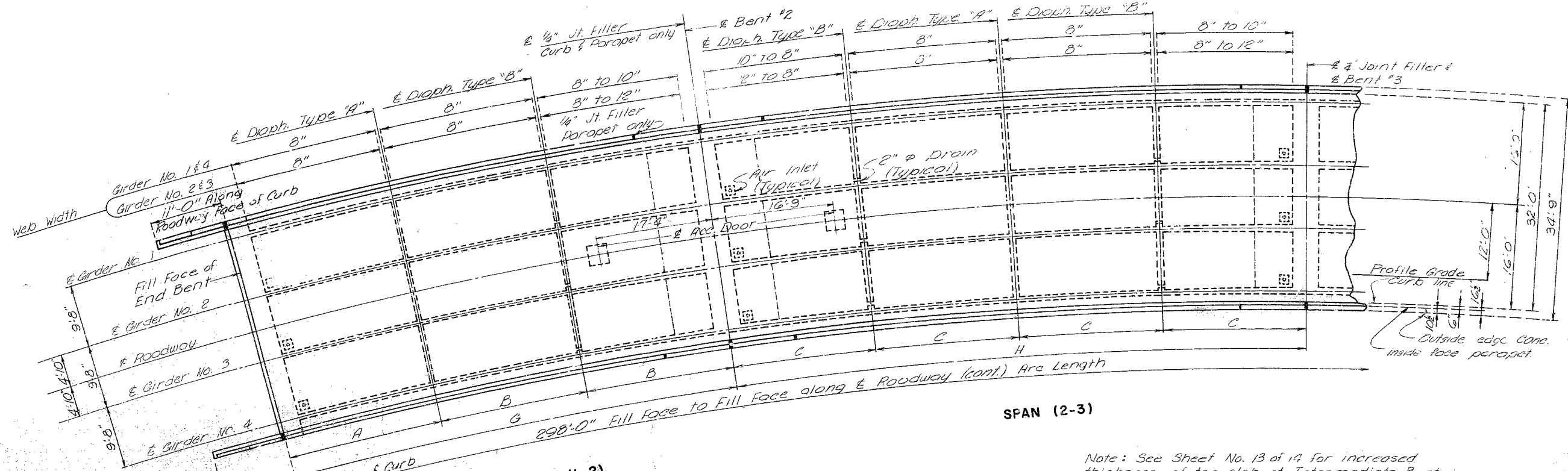
SEE FINAL PLANS BROWN LINES

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
PROJECT NO. I-29-1(36)(RTE. I-29) STA. 9+99.88 RAMP 1
PLATTE COUNTY

A-1687

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE NO.	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5			19	23	

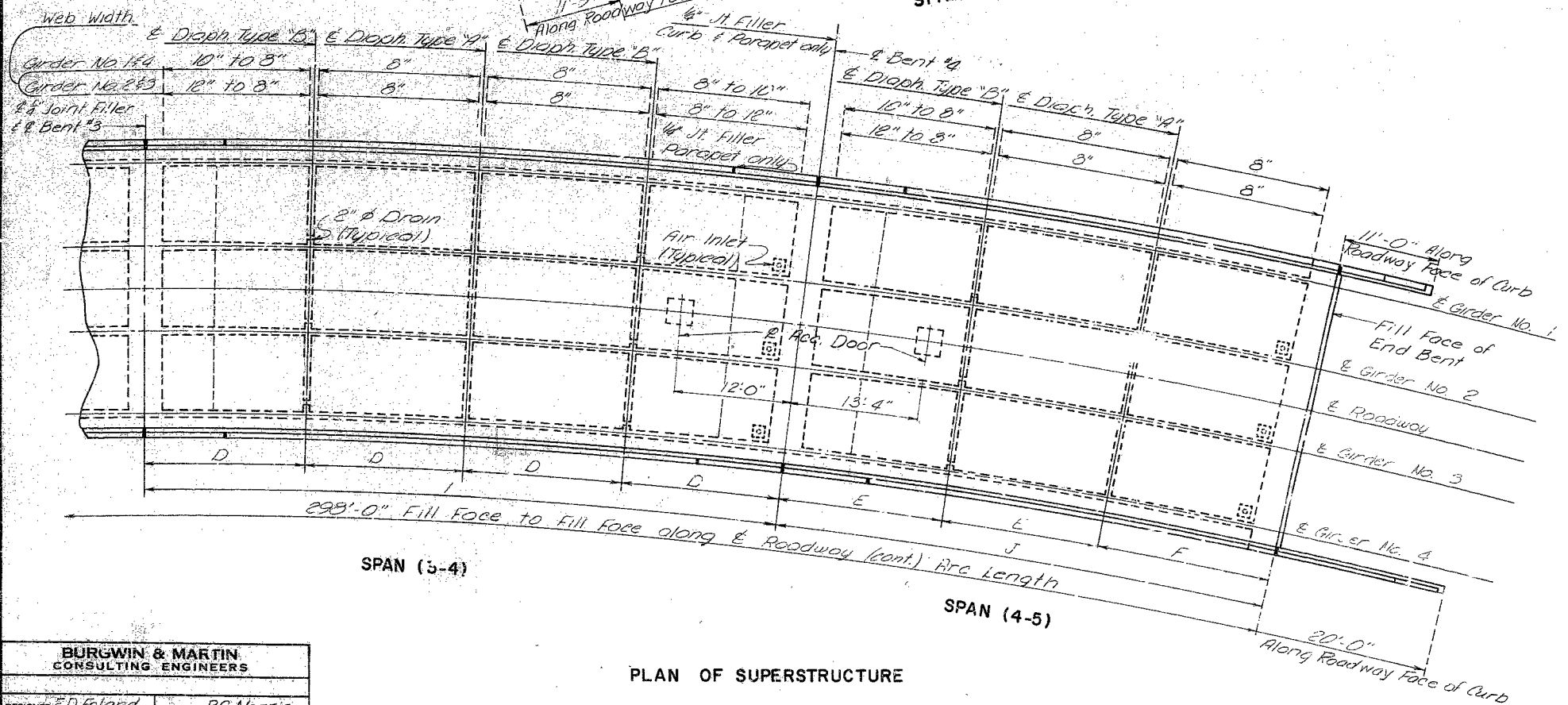


Note: See Sheet No. 13 of 14 for increased thickness of top slab of Intermediate Bents.

	A	B	C	D	E	F	G	H	I	J
Lt. Edge Cone	25'-1 1/2"	23'-10 1/2"	23'-3 1/2"	21'-5 1/2"	19'-9 1/2"	21'-3 1/2"	17'-2 1/2"	23'-2 1/2"	17'-5 1/2"	10'-11"
Lt. Curb Line	25'-4 1/2"	23'-10 1/2"	23'-3 1/2"	21'-5 1/2"	19'-9 1/2"	21'-3 1/2"	17'-2 1/2"	23'-2 1/2"	17'-5 1/2"	10'-9 1/2"
Et Girder #1	25'-3 1/2"	23'-9 1/2"	23'-2 1/2"	21'-4 1/2"	19'-8 1/2"	21'-2 1/2"	17'-1 1/2"	22'-9 1/2"	17'-1 1/2"	10'-8 1/2"
Et Girder #2	25'-0"	23'-5 1/2"	22'-10 1/2"	21'-1 1/2"	19'-5 1/2"	20'-11 1/2"	17'-1 1/2"	21'-7 1/2"	17'-6"	10'-7 1/2"
Et Roadway	24'-10"	23'-4"	22'-9"	21'-0"	19'-4"	20'-7 1/2"	17'-6"	21'-0"	17'-0"	10'-6"
Et Girder #3	24'-8 1/2"	23'-2 1/2"	22'-7 1/2"	21'-10 1/2"	19'-2 1/2"	20'-8 1/2"	17'-0 1/2"	20'-4 1/2"	17'-6"	10'-1 1/2"
Et Girder #4	24'-4 1/2"	22'-10 1/2"	22'-3 1/2"	20'-7 1/2"	18'-11 1/2"	20'-5 1/2"	17'-0 1/2"	19'-2 1/2"	17'-5 1/2"	10'-3 1/2"
Rt. Curb Line	24'-3 1/2"	22'-9 1/2"	22'-3 1/2"	21'-7 1/2"	18'-10 1/2"	20'-4 1/2"	16'-11 1/2"	19'-0"	17'-4"	10'-5 1/2"
Rt. Edge Cone	24'-3 1/2"	22'-9 1/2"	22'-2 1/2"	21'-6 1/2"	18'-10 1/2"	20'-4 1/2"	16'-9 1/2"	18'-10 1/2"	17'-2 1/2"	10'-1 1/2"

Note: All dimensions shown are horizontal. All diaphragms shall be placed radially. Diaphragm width 8". For details of Air inlets and Access doors see sheet No. 8 of 14. Exterior girders shall be widened to inside only. Interior girders symmetrical about girders. Fill face of end bents and intermediate bents and diaphragms are on radial lines.

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BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-1(36) (SEC. B) (RTE. I-29) STA. 9+99.88 RAMP 1
 PLATTE COUNTY

BURGWIN & MARTIN
 CONSULTING ENGINEERS
 DESIGNER: F.D. Poland
 DETAILED: R.C. Norris
 DESIGN CH: P.G. Loftham
 DETAIL CH: A.G. Loftham

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

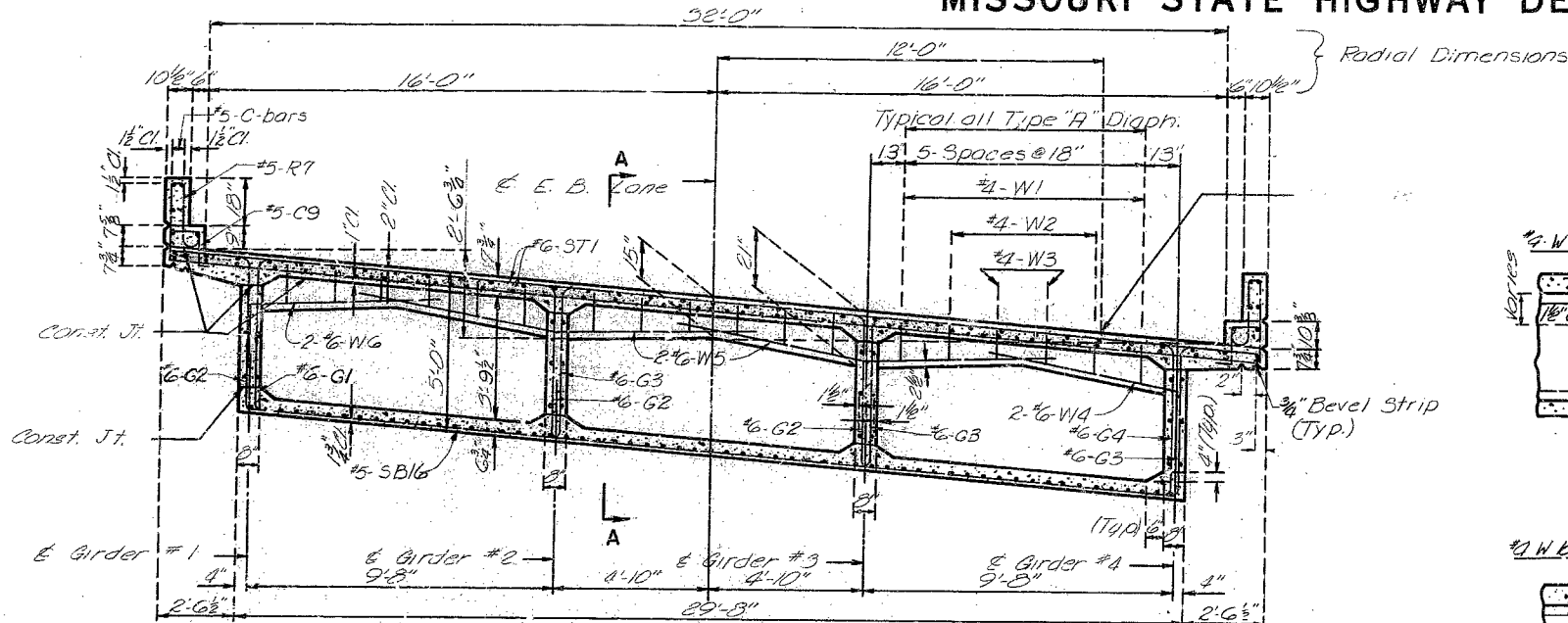
Sheet No. 7 of 14.

A-1687

NO CONSTRUCTION CHANGES

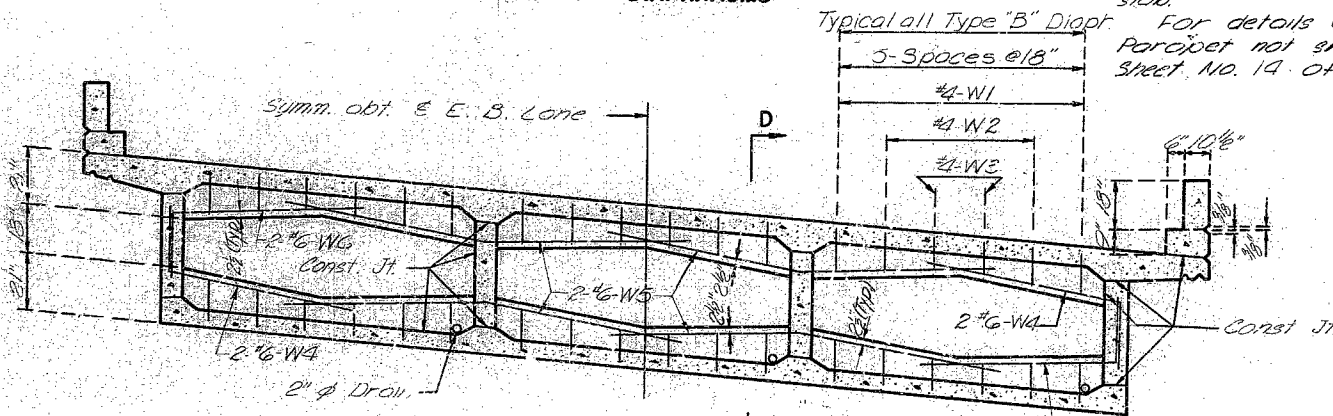
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	24	

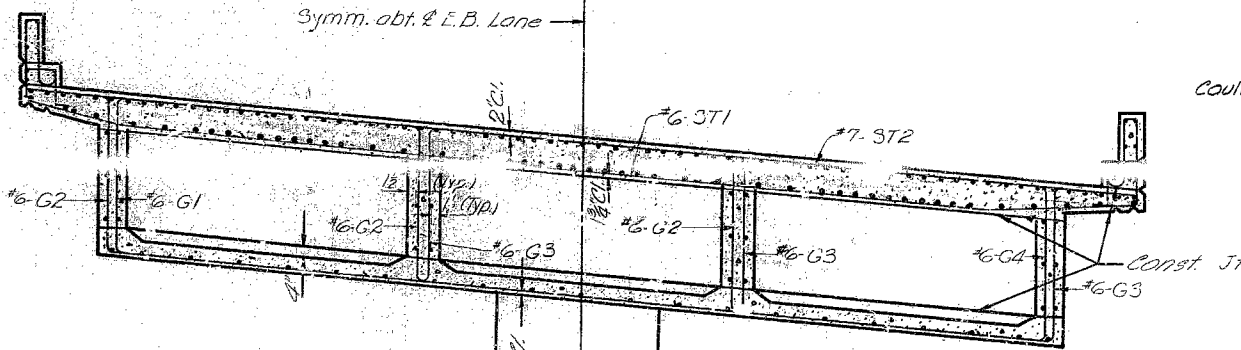


SECTION NEAR CENTER OF SPAN SHOWING TYPE "A" DIAPHRAGMS

Note: Curbs and Parapets to be cast independently of slab. For details of Curb and Parapet not shown, see Sheet No. 14 of 14.

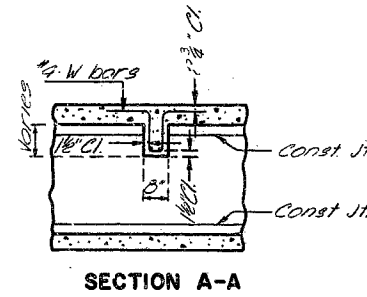


SECTION NEAR TYPE "B" DIAPHRAGMS

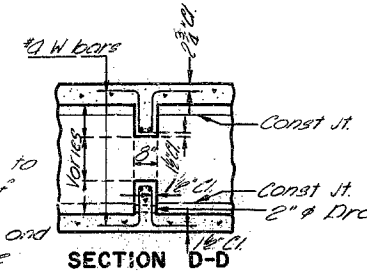


SECTION NEAR INT. BENTS

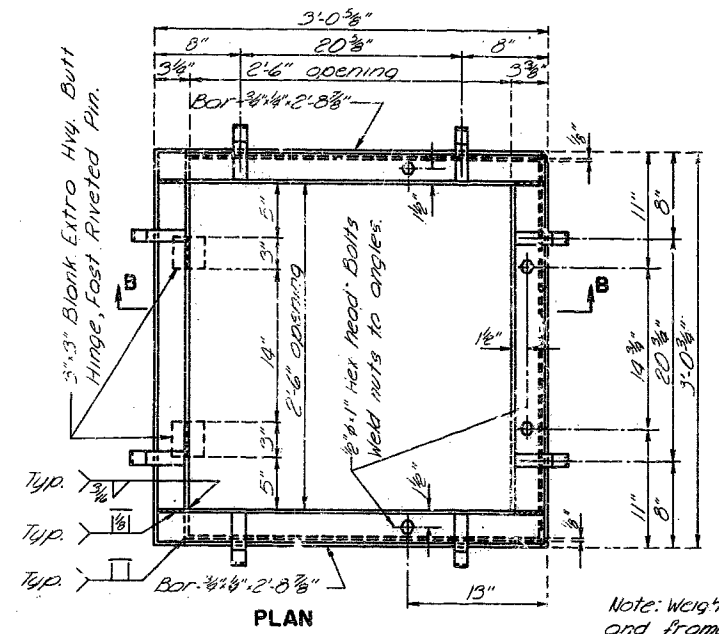
Note: This drawing is not to scale. Follow dimensions.



SECTION A-A

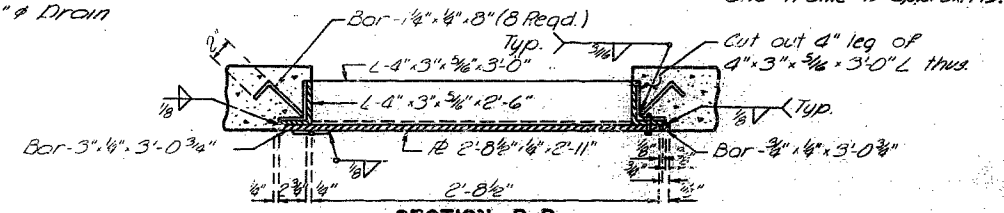


SECTION D-D



PLAN

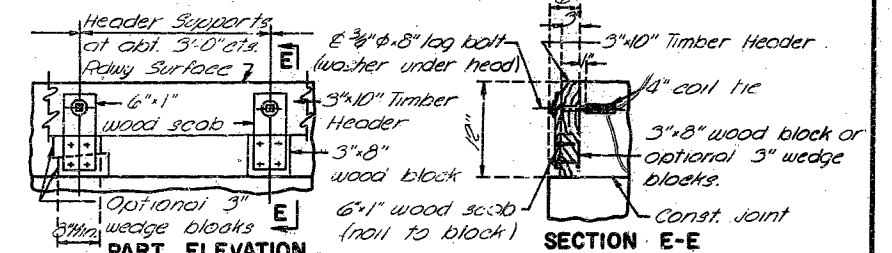
Note: Weight of one door and frame is approx. 172.



SECTION B-B

Note: Access doors to be assembled and in place while slab is being poured. Bottom surface of door to be flush with bottom slab. Payment for furnishing and installing access doors and frames shall be made and considered fully covered under price bid for Fabricated Structural Steel.

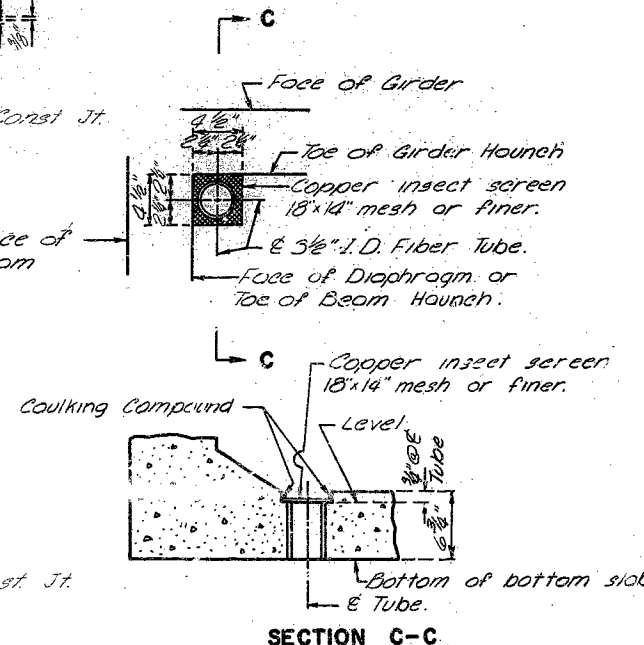
DETAILS OF ACCESS DOORS



PART ELEVATION

SECTION E-E

Note: Cast of timber headers complete in place to be included in price bid for concrete. DETAILS OF TIMBER HEADER



SECTION C-C

Note: Payment for furnishing and placing fiber tube, copper screen and caulking compound shall be included in price bid for other items of work.

DETAILS OF AIR INLET

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
PROJECT NO. I-29-1(36) (SEC. B) (RTE. I-29) STA. 9+99.88 RAMP 1
PLATTE COUNTY

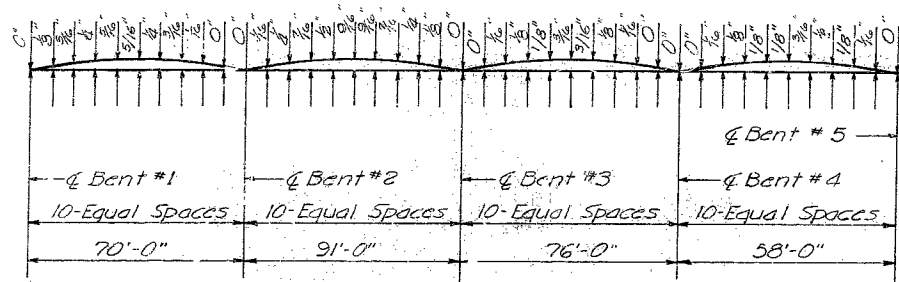
346

BURGWIN & MARTIN CONSULTING ENGINEERS	
DESIGNED F.D. Foland	DETAILED J.O. Porter
DESIGN CH. H.G. Latham	DETAIL CH. A.C. Latham

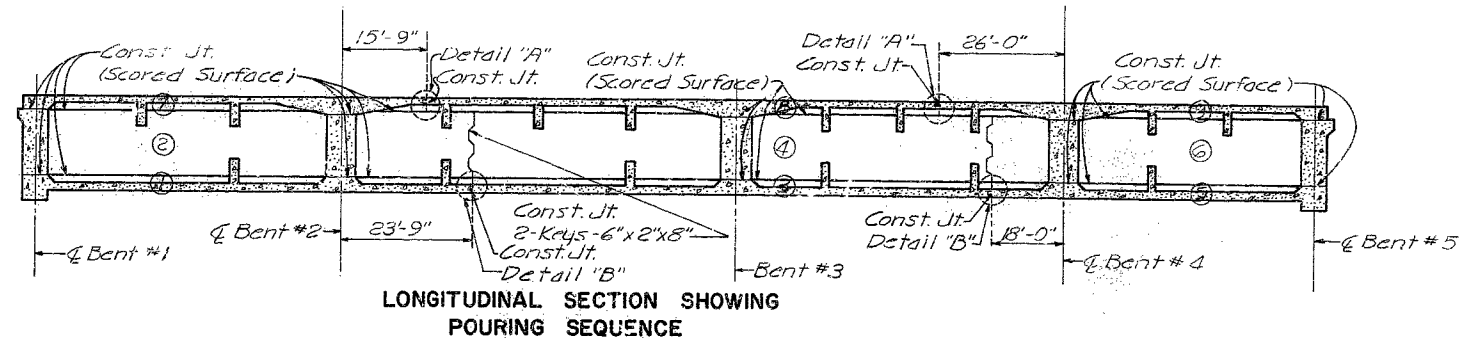
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	65	

Note: Longitudinal dimensions shown are horizontal arc lengths at ϕ structure. All transverse construction joints are on radial lines.



CAMBER DIAGRAM



LONGITUDINAL SECTION SHOWING POURING SEQUENCE

Note: "Numbers in circles indicate the basic pouring sequence. Longitudinal joints in roadway slabs, unless specified on plans, will not be permitted.

The contractor shall use an approved oscillating screed type, self-propelled mechanical finishing machine and shall pour roadway slabs at a rate of not less than 25 cubic yards per hour. He shall observe the basic pouring sequence unless he can demonstrate to the engineer that he can pour and satisfactorily finish the superstructure concrete at a rate which will permit the combining of such of the basic pours as may be specifically designated by the engineer as being compatible with design. Finishing machine loads will not be permitted on concrete less than 48 hours old.

With use of forms and basic falsework meeting the approval of the engineer, the girder webs and diaphragms may be poured with the bottom slab sections on which they bear.

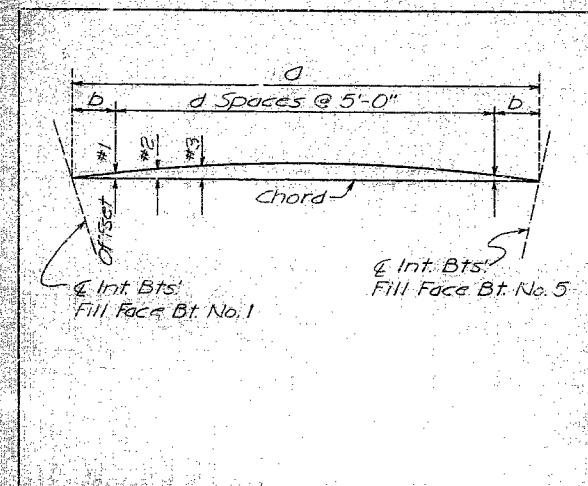
All forms shall be removed from the interior of box girders except top slab forms which may be left in place.



DETAIL "A"

DETAIL "B"

347



Span	Outside Edge Concrete Left Curb				Outside Edge Concrete Girder No. 1				Outside Edge Concrete Girder No. 4				Outside Edge Concrete Right Curb			
	1-2	2-3	3-4	4-5	1-2	2-3	3-4	4-5	1-2	2-3	3-4	4-5	1-2	2-3	3-4	4-5
d	73'-2 1/8"	93'-1 7/8"	77'-9 1/4"	60'-10 3/4"	72'-11 1/8"	92'-9 1/2"	77'-6 1/8"	60'-8 1/8"	70'-0 1/8"	89'-1"	74'-5"	58'-3 1/4"	69'-9 1/8"	88'-9 1/4"	74'-1 1/8"	58'-0 3/8"
b	6'-7 1/4"	6'-6 1/4"	3'-10 3/8"	5'-5 3/8"	6'-5 3/8"	6'-4 3/4"	3'-9 1/8"	5'-4 1/4"	5'-0 1/4"	4'-6 1/2"	2'-2 1/2"	4'-1 1/8"	4'-10 3/8"	4'-9 1/4"	2'-0 1/8"	4'-0 3/8"
d	12	16	14	10	12	16	14	10	12	16	14	10	12	16	14	10
Offset #1	3 1/2"	4 3/8"	2 3/8"	2 3/8"	3 1/2"	4 1/2"	2 1/4"	2 3/8"	2 3/4"	3 1/2"	1 3/8"	1 3/8"	2 3/8"	3 3/8"	1 1/4"	1 3/8"
2	5 1/2"	7 3/8"	4 3/8"	4 1/4"	5 3/4"	7 1/2"	4 3/8"	4 1/8"	5"	6 3/8"	4 1/8"	3 3/4"	5"	6 1/2"	4"	3 3/4"
3	7 1/2"	10 3/8"	7 1/8"	5 3/8"	7 1/2"	10 3/8"	7 1/8"	5 3/8"	7"	9 3/8"	6 3/8"	5 1/4"	6 3/8"	9"	6 3/8"	5 1/4"
4	9"	12 3/8"	9"	6 3/8"	9"	12 3/8"	8 3/8"	6 3/8"	8 3/8"	11 1/2"	8 1/4"	6 1/4"	8 3/8"	11 3/8"	8 1/4"	6 1/4"
5	10"	14 3/8"	10 3/8"	7 1/4"	9 3/8"	14 3/8"	10 1/4"	7 1/4"	9 3/8"	13 3/8"	9 3/4"	6 3/8"	9 3/8"	13 3/8"	9 3/4"	6 3/8"
6	10 3/8"	15 3/8"	11 3/8"	7 1/2"	10 1/2"	15 3/8"	11 3/8"	7 1/2"	10 1/8"	14 3/8"	10 3/8"	7 1/8"	10 1/8"	14 3/8"	10 3/8"	7 1/8"
7	10 3/8"	16 3/8"	12"	7 1/4"	10 3/4"	16 3/8"	12"	7 1/4"	10 3/8"	15 3/8"	11 1/2"	6 3/8"	10 1/4"	15 3/8"	11 3/8"	6 3/8"
8	10 3/8"	17 3/8"	12 3/8"	6 3/8"	10 1/2"	17 3/8"	12 3/8"	6 3/8"	10 1/8"	16 3/8"	11 3/8"	6 1/4"	10 1/8"	16 3/8"	11 3/8"	6 1/4"
9	10"	17 1/2"	12"	5 3/8"	9 3/8"	17 1/2"	12"	5 3/8"	9 1/2"	16 3/8"	11 1/2"	5 1/4"	9 3/8"	16 3/8"	11 3/8"	5 1/4"
10	9"	17 1/4"	11 3/8"	4 1/4"	9"	17 1/4"	11 3/8"	4 1/4"	8 3/8"	16 1/2"	10 3/8"	3 3/4"	8 3/8"	16 3/8"	10 3/8"	3 3/4"
11	7 1/2"	16 3/8"	10 3/8"	2 3/8"	7 1/2"	16 3/8"	10 1/4"	2 3/8"	7"	15 3/8"	9 3/4"	1 3/8"	6 3/8"	15 3/8"	9 3/4"	1 3/8"
12	5 3/8"	15 3/8"	9"		5 3/4"	15 3/8"	8 3/8"		5"	14 3/8"	8 1/4"		5"	14 3/8"	8 1/4"	
13	3 1/2"	14 3/8"	7 1/8"		3 1/2"	14 3/8"	7 1/8"		2 3/4"	13 3/8"	6 3/8"		2 3/8"	13 3/8"	6 3/8"	
14		12 3/8"	4 3/8"			12 3/8"	4 3/8"			11 1/2"	4 1/8"			11 3/8"	4"	
15		10 1/8"	2 3/8"			10 1/8"	2 1/4"			9 1/2"	1 3/8"			9"	1 1/4"	
16		7 3/8"				7 1/2"				6 3/8"				6 1/4"		
17		4 3/8"				4 1/2"				3 1/2"				3 3/8"		

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

Sheet No. 9 of 14.

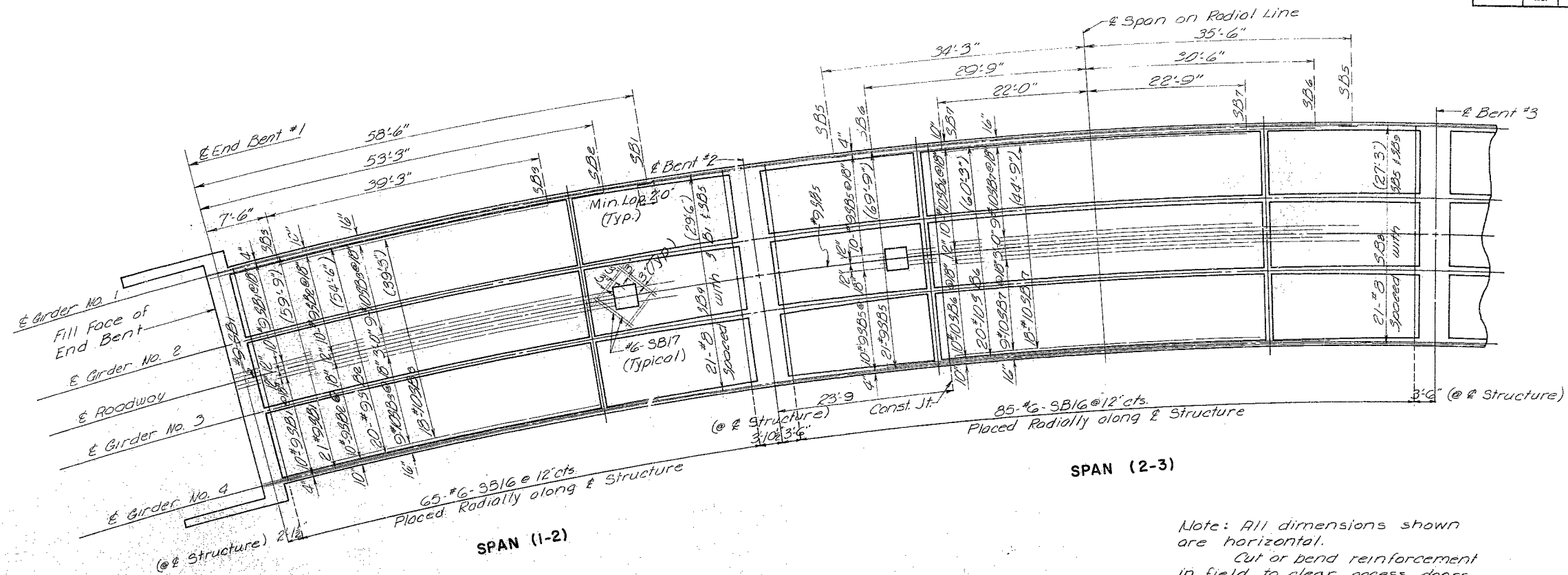
BURGIN & MARTIN
CONSULTING ENGINEERS

DESIGNED: F.D. Toland DETAILED: L. Hendak
DESIGN CHECK: A.G. Latham DETAIL CHECK: A.G. Latham

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
PROJECT NO. I-29-1(36) (RTE. I-29) STA. 9+99.88 RAMP 1
PLATTE COUNTY

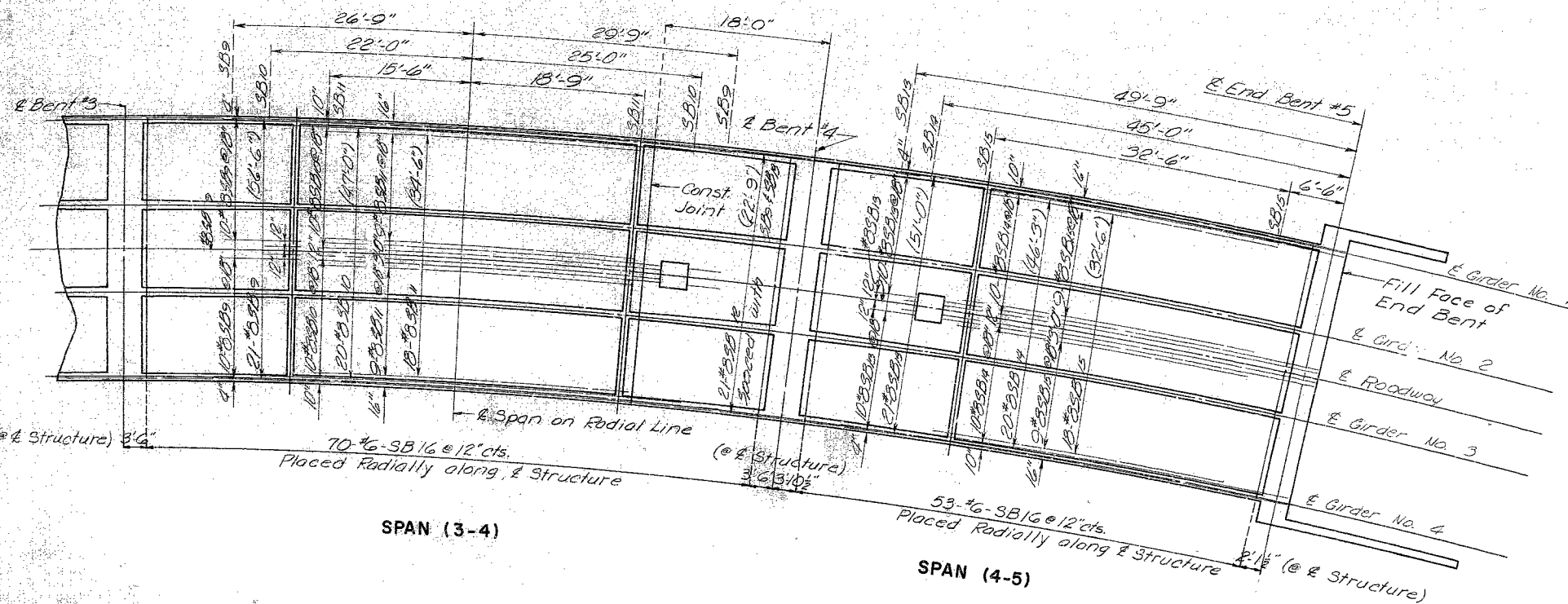
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE NO.	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	66	



SPAN (2-3)

Note: All dimensions shown are horizontal.
Cut or bend reinforcement in field to clear access doors.
Longitudinal reinforcement to be placed on arc parallel to centerline.



SPAN (3-4)

SPAN (4-5)

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
PROJECT NO. I-29-1(36) (RTE. I-29) STA. 9+99.88 RAMP 1
PLATTE COUNTY

REINFORCING IN BOTTOM SLAB

BURGWIN & MARTIN CONSULTING ENGINEERS	
DESIGNED: D. Polard	DETAILED: R.C. Norris
DESIGN CK: R.G. Latram	DETAIL CK: R.G. Latram

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

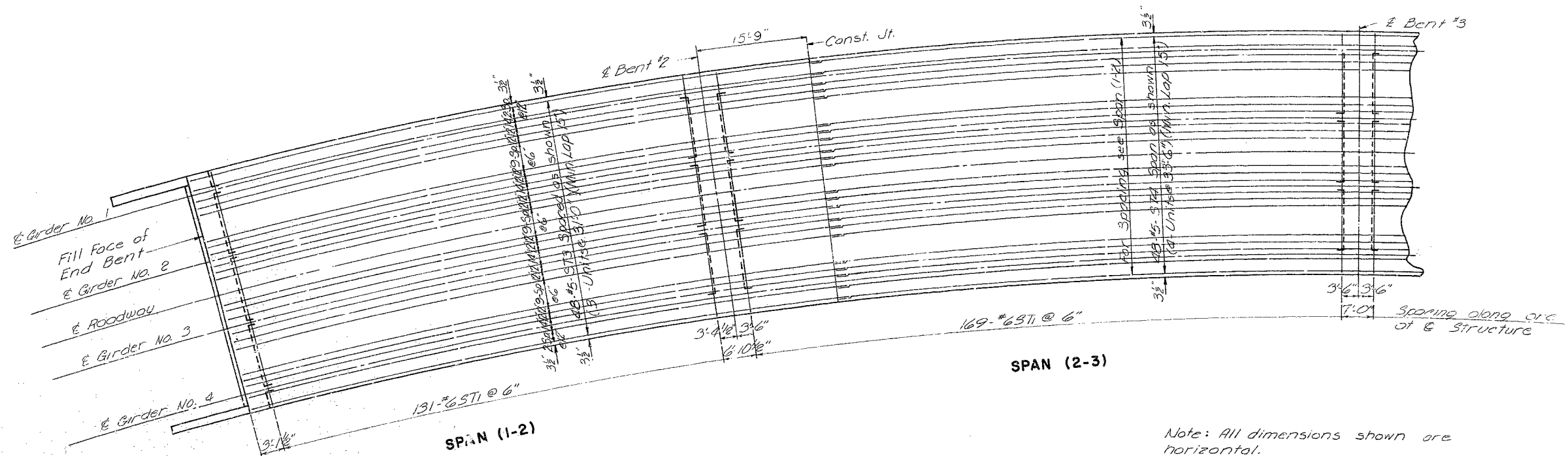
Sheet No. 10 of 14.

NO CONSTRUCTION CHANGES

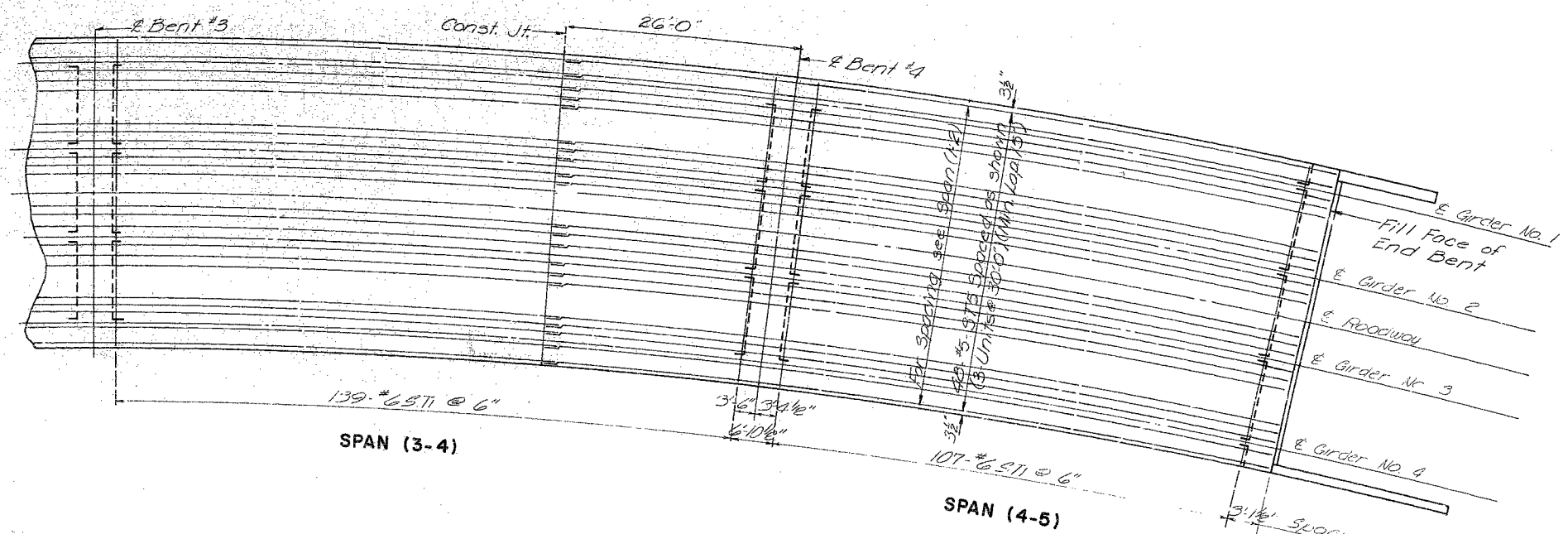
348

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	67	



Note: All dimensions shown are horizontal.
 Longitudinal reinforcement to be placed on arc parallel to centerline.



REINFORCING BOTTOM OF TOP SLAB

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

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-1(36) (RTE. I-29) STA. 9+99.88 RAMP 1
 PLATTE COUNTY

BURGIN & MARTIN CONSULTING ENGINEERS	
DESIGNED: F.D. Foland	DETAILED: R.C. Morris
DESIGN CHECK: A.G. Latham	DETAIL CHECK: A.G. Latham

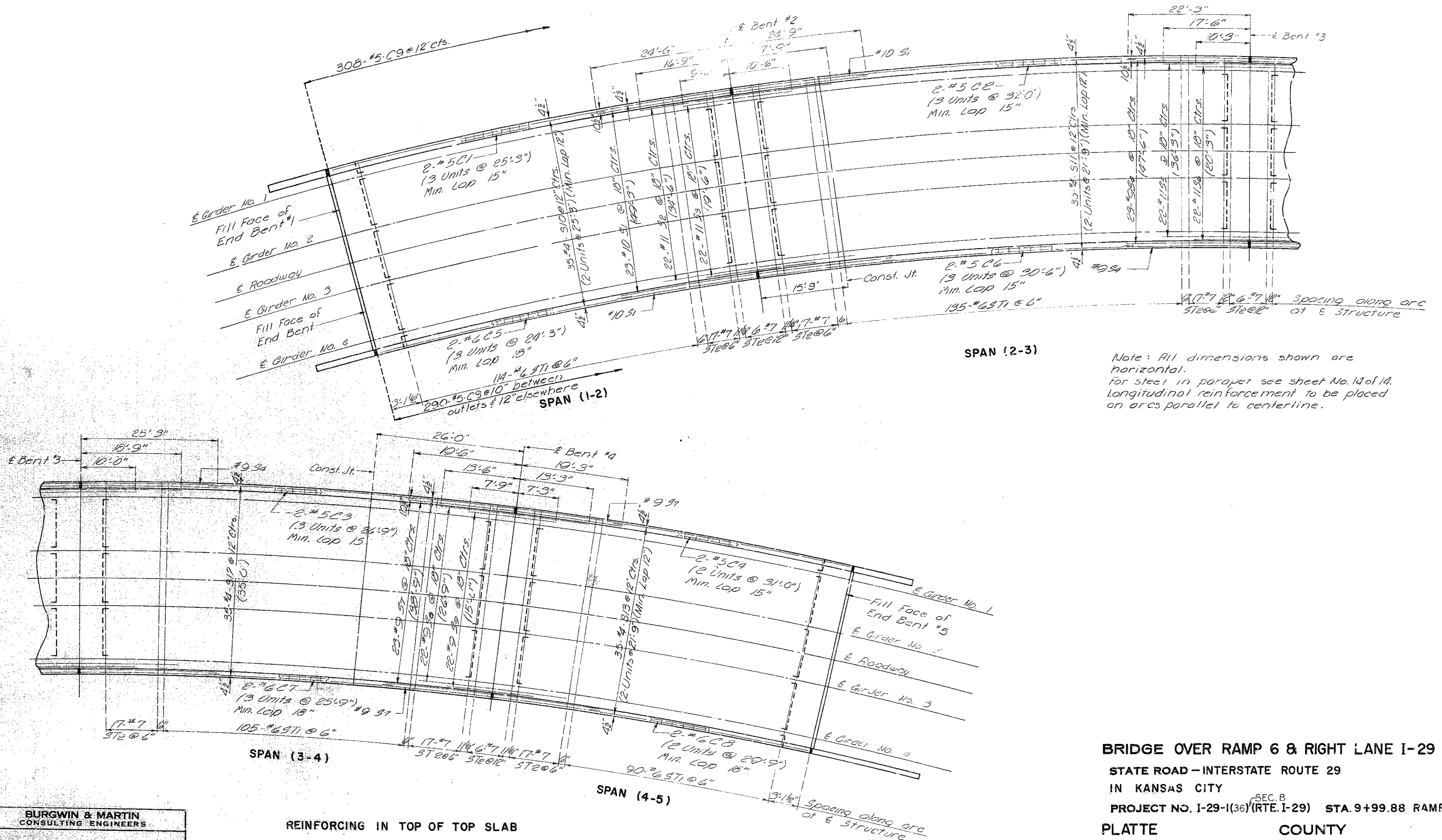
Sheet No. 11 of 14.

A-1687

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MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	68	



Note: All dimensions shown are horizontal. For steel in parapet see sheet No. 14 of 14. Longitudinal reinforcement to be placed on arcs parallel to centerline.

350

BURGWIN & MARTIN
CONSULTING ENGINEERS
DESIGNED: F.D. Toland, DETAILED: R.C. Norris
DESIGNED: A.G. Latham, DETAILED: A.G. Latham

REINFORCING IN TOP OF TOP SLAB

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

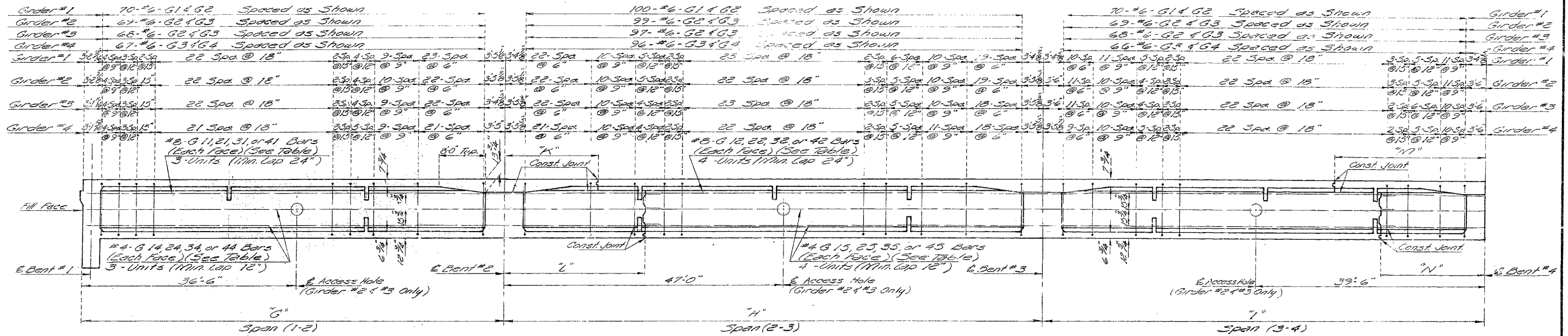
Sheet No. 12 of 14.

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
PROJECT NO. I-29-1(36) (RTE. I-29) STA. 9+99.88 RAMP 1
PLATTE COUNTY

A-1687

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	69	

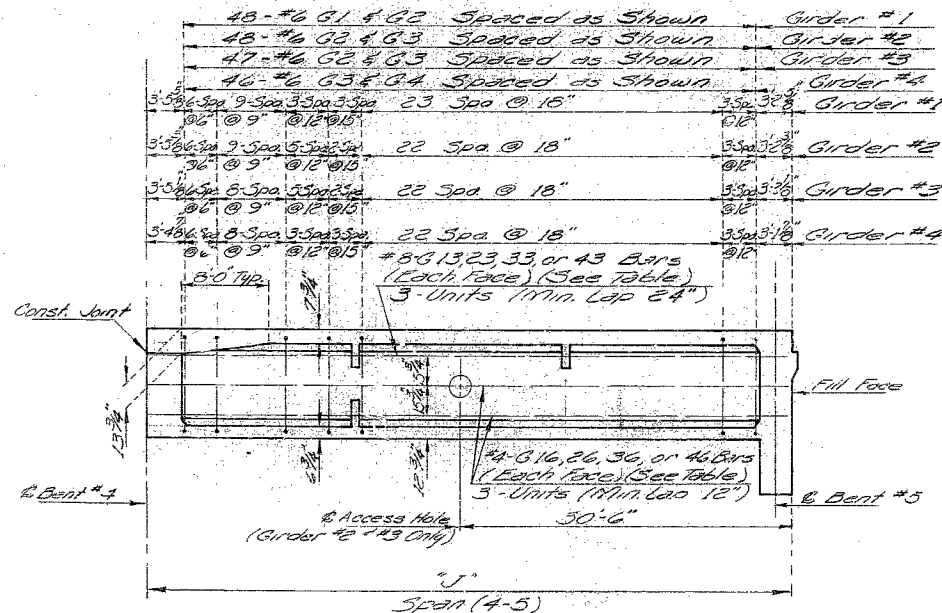


GIRDER ELEVATIONS

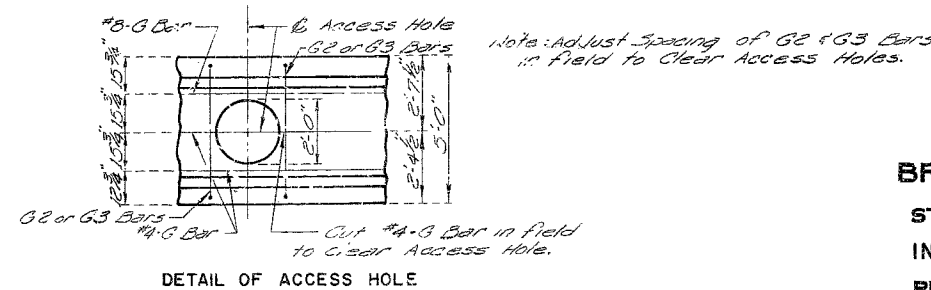
Note: All dimensions shown are horizontal.

	DIMENSIONS ALONG ARC							
	G	H	I	J	K	L	M	N
⊕ Girder #1	78-11 1/2"	92-9 3/4"	77-6 1/4"	10-8 1/4"	16-0 7/8"	24-2 3/8"	26-6 1/4"	18-4 1/4"
⊕ Girder #2	71-11 1/2"	91-7 1/4"	76-6"	9-10 7/8"	15-10 1/4"	23-10 1/8"	26-2 1/8"	18-1 3/8"
⊕ Roadway	71-6"	91-0"	76-0"	9-9"	15-9"	23-9"	26-0"	18-0"
⊕ Girder #3	71-0 3/4"	90-4 3/4"	75-6"	9-1 1/2"	15-7 1/2"	23-7 1/2"	25-9 3/4"	17-10 3/8"
⊕ Girder #4	70-0 3/4"	89-2 1/4"	74-5 3/4"	9-3 3/4"	15-5 1/4"	23-5 3/8"	25-5 3/8"	17-7 1/4"

	LONGITUDINAL STEEL IN GIRDERS									
	Mark	Bar Length	Mark	Bar Length	Mark	Bar Length	Mark	Bar Length	Mark	Bar Length
Girder #1	G11	34'-6"	G12	34'-0"	G13	27'-9"	G14	33'-6"	G15	33'-0"
Girder #2	G21	34'-0"	G22	33'-6"	G23	27'-3"	G24	33'-0"	G25	32'-6"
Girder #3	G31	33'-6"	G32	33'-0"	G33	27'-0"	G34	32'-6"	G35	32'-0"
Girder #4	G41	33'-3"	G42	32'-9"	G43	26'-9"	G44	32'-3"	G45	31'-9"



GIRDER ELEVATIONS (CONT)



DETAIL OF ACCESS HOLE

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-1(36) (RTE. I-29) STA. 9+99.88 RAMP 1
 PLATTE COUNTY

BURGIN & MARTIN CONSULTING ENGINEERS
 DESIGNED: F.D. Folland DETAILED: E. Vavatin
 DESIGN CK: J.G. Latham DETAIL CK: R.G. Latham

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

Sheet No. 13 of 14.

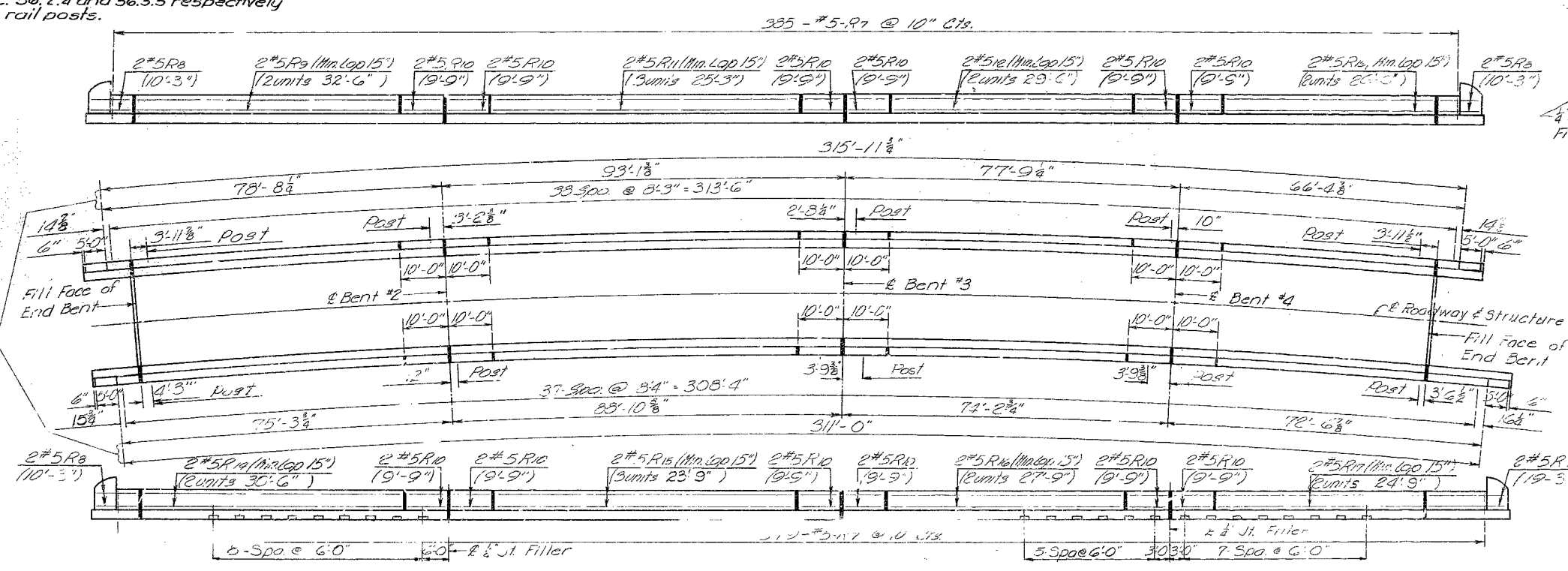
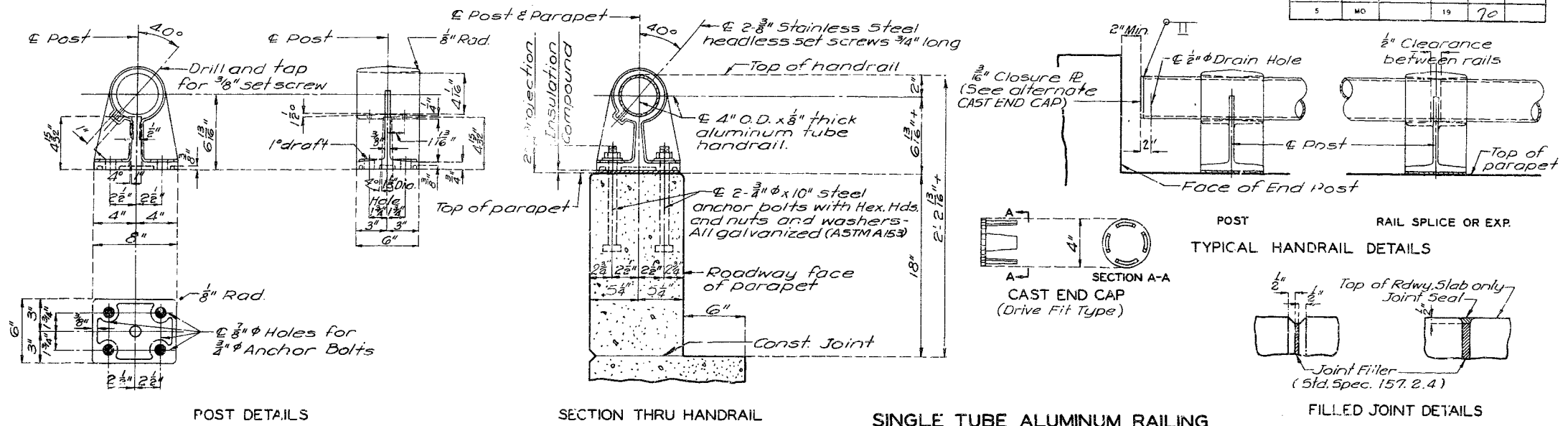
A-1687

GENERAL NOTES:

All handrail posts shall be set normal to grade. Aluminum tube handrail shall be bent to conform to vertical and horizontal alignment of parapet.
 Aluminum washer shims between top of parapet and post base may be used for adjusting handrail alignment. Maximum thickness of shims to be 1/8". Where more tilting of post is required for proper alignment, concrete bearing areas shall be ground down.
 All parts of handrail, except anchor bolts, nuts, washers, and set screws are to be of aluminum material.
 The contract unit price per linear foot of "Bridge Rail" shall include furnishing and erecting the handrail complete with anchor bolts, shims and insulating compound.
 All fillets 1/4" except as noted.
 All drafts 3° except as noted.
 Pipe rail to be fabricated in two or three panel lengths unless otherwise approved.
 Omit set screw on side near filled joint in parapet at all expansion posts.
 Top of curbs and parapets to be built parallel to grade with curb and parapet joints (except at end posts), normal to grade.
 Concrete end posts to be vertical.
 All exposed edges of end posts, parapets and curbs shall have 1/2" radius.
 If the contractor desires, he may use drive fit cast aluminum end caps in lieu of welded aluminum closure plates.
 Integrally cast test coupons and a coat of clear lacquer specified in Std. Spec. 56.2.4 and 56.3.5 respectively will not be required for these rail posts.

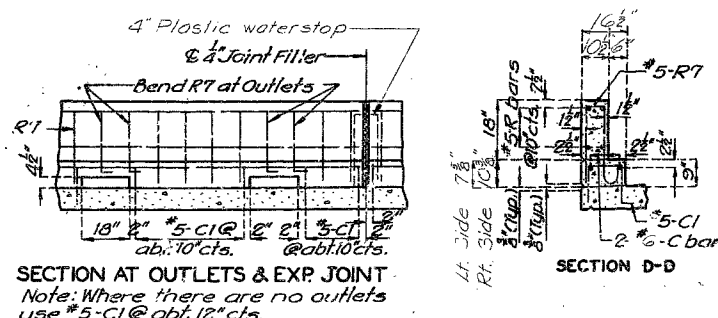
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	70	



Note: Plastic waterstop shall be placed in all parapet and curb filled joints on low side only. Cost of plastic waterstop complete in place to be included in unit price bid for concrete.

Note: For details of curb and parapet not shown see Sheet No. 8 of 14



BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-1069 (RTE. I-29) STA. 9+99.88, RAMP 1
 PLATTE COUNTY

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Revised Oct. 1965
 No. 15,29A
 Nov 1963
BURGIN & MARTIN
 CONSULTING ENGINEERS
 DESIGNED F.D. Foland
 DETAILED R.C. Norris
 DESIGN CK. A.G. Lotham
 DETAIL CK. A.G. Lotham

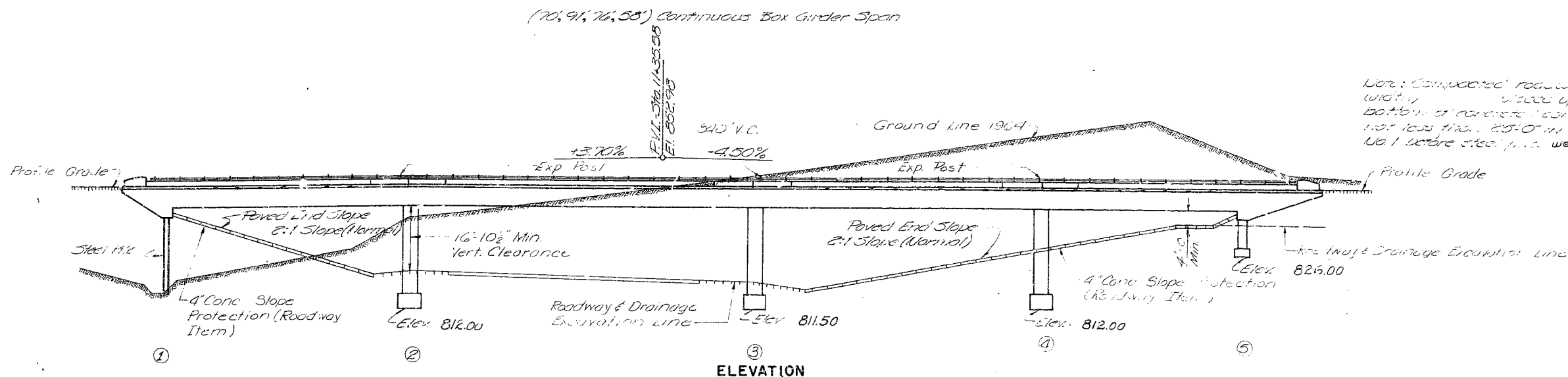
Note: This drawing is not to scale, follow dimensions.

Sheet No. 14 of 14

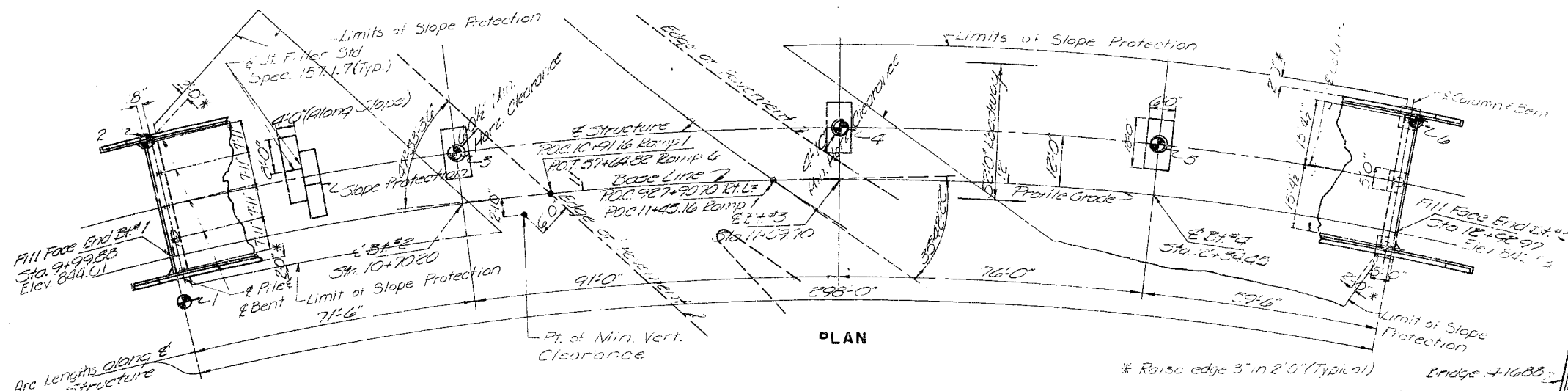
A-1687

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	57	

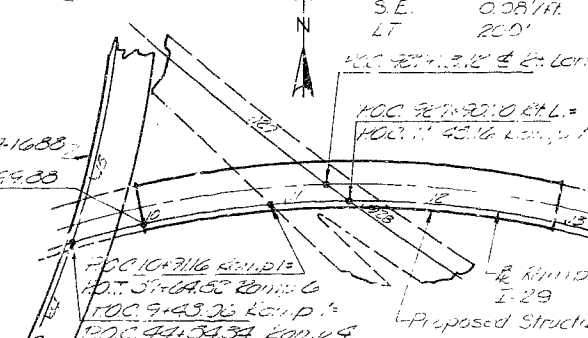


Note: Compacted roadway fill will reach a width of _____ across up to elevation of _____ bottom of concrete beam in front of pile not less than 25'-0" in base of Bent No. 1 before steel piles were driven.



For Boring Data see sheet No. 2 of 14. * Indicates location of borings.

Curve Data:
 Ft. Sta 11+65.11
 A 773.110'
 D 200'
 Tangent 575.53'
 Length 969.62'
 Radius 716.20'
 S.E. 0.081/11
 LT 200'



FOOTING AND PILE DATA					
BENT NO.	1	2	3	4	5
Spread Foundation Material		Rock	Rock	Rock	Grails
Footings Design Bearing Tons/Bsq Ft.		11.9	11.9	10.1	6.0
Pile Type & Size	10B242				
Number	5				
Bearing Approximate Length Ft.	27				
Pile Design Bearing Value Tons	53.0				
Hammer Energy Req'd. Ft.Lbs	14,900				

QUANTITIES			
Item	Substr.	Superstr.	Total
Class 1 excavation for Structures Cu Yds	222.0		222.0
Steel Piles in Place (10") Lin Ft.	136		136
Class B Concrete Cu Yds	43.1		43.1
Class B1 Concrete Cu Yds		812.2	812.2
Reinforcing Steel lbs	6270	262020	268290
Fabricated Structural Carbon S		720	720
Bridge Rail (Single Tube Type) Lbs		626	626
Class 1 +25% Exc. Cu Yds	1.5		1.5
Drilled Test Holes Lin. Ft.	24		24

Note: Footings carried 6" into hard, solid, undisturbed rock or 18" into soft rock or shale and cast against vertical faces of same.
 In no case were footings of Bent No. 1 placed higher than elevations shown.
 * Minimum Energy Requirement of hammer based on plan length and design bearing value of piles. Increase by the factor (W+W)/2W when the weight of the ram (W) is less than the weight of the pile.
 All pile driven to practical refusal.

Note: Concrete in end includes with superstructure.
 All concrete and reinforcement above railing in intermediate bents is included in superstructure quantities.
 No payment for excavation below end Bent No. 1.

Note: For General Notes see sheet No. 2 of 14.

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BURGWIN & MARTIN
 CONSULTING ENGINEERS
 DESIGNER: D. Roland
 CHECKED: R. Kettler
 DESIGNER: H. G. Latham
 CHECKED: R. G. Latham

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

Sheet No. 1 of 3

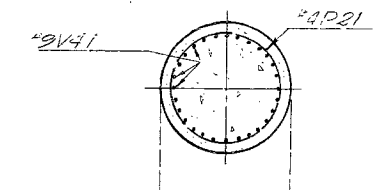
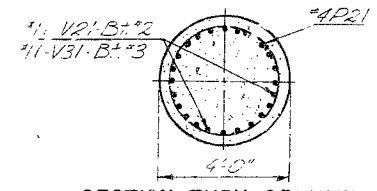
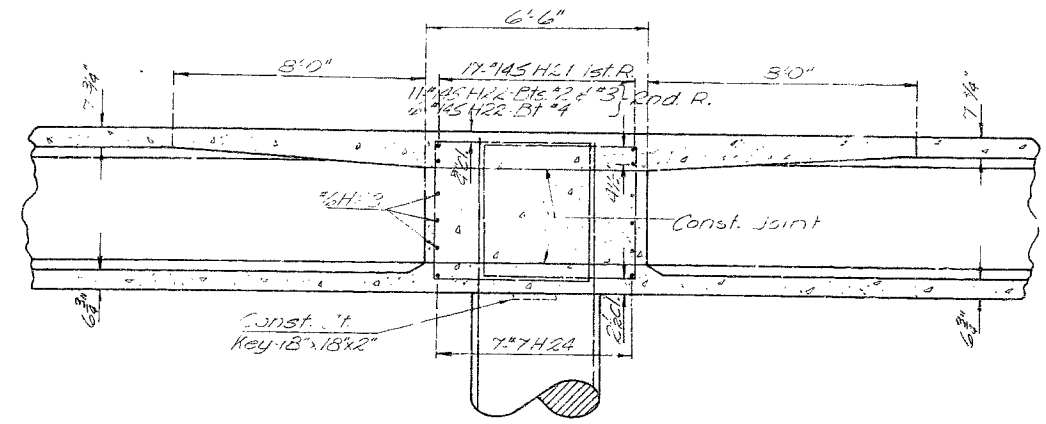
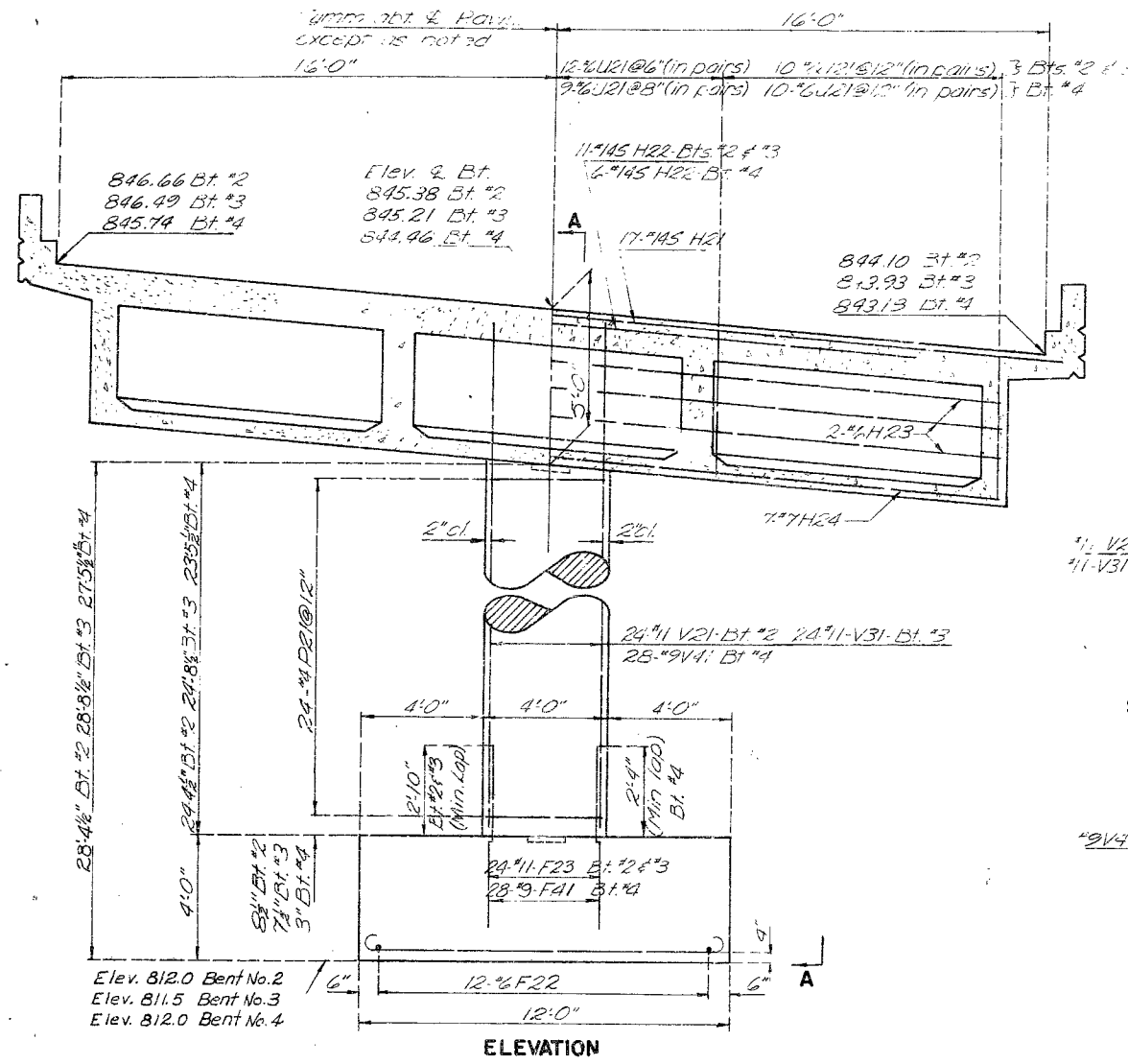
BRIDGE OVER RAMP 6 & RIGHT LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 PROJECT NO. I-29-106 (P.T.E. I-29) STA. 9+99.88 RAMP 1

PLATTE COUNTY
 SUBMITTED BY: [Signature] DATE: 5/1/68
 APPROVED BY: [Signature] DATE: 5/1/68
 STD. 54.00
 A-1687

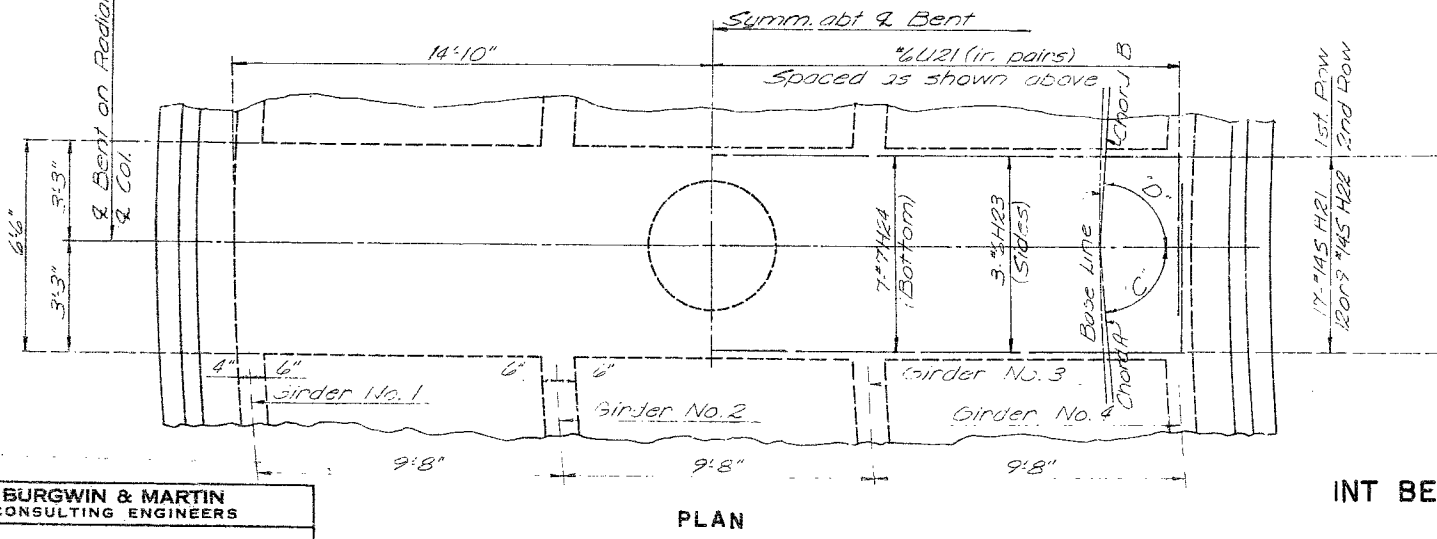
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MO		19	61	

PIPING PLANS



Chord A (Span)	Chord B (Span)	"C"	"D"
(1-2) Bt #2	(2-3) Bt #2	87'-11.16"	86'-25.12"
(2-3) Bt #3	(3-4) Bt #3	86'-25.12"	87'-00.36"
(3-4) Bt #4	(4-5) Bt #4	87'-00.36"	87'-39.35"



INT BENTS NO. 2, 3, & 4

BRIDGE OVER RAMP 6 & RIGHT LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
PROJECT NO. I-29-1(36) (SEC. B) (RTE. I-29) STA. 9+99.88 RAMP 1
PLATTE COUNTY

BURGWIN & MARTIN
CONSULTING ENGINEERS

DESIGNED F.D. Foland
DESIGN CK. A.G. Latham

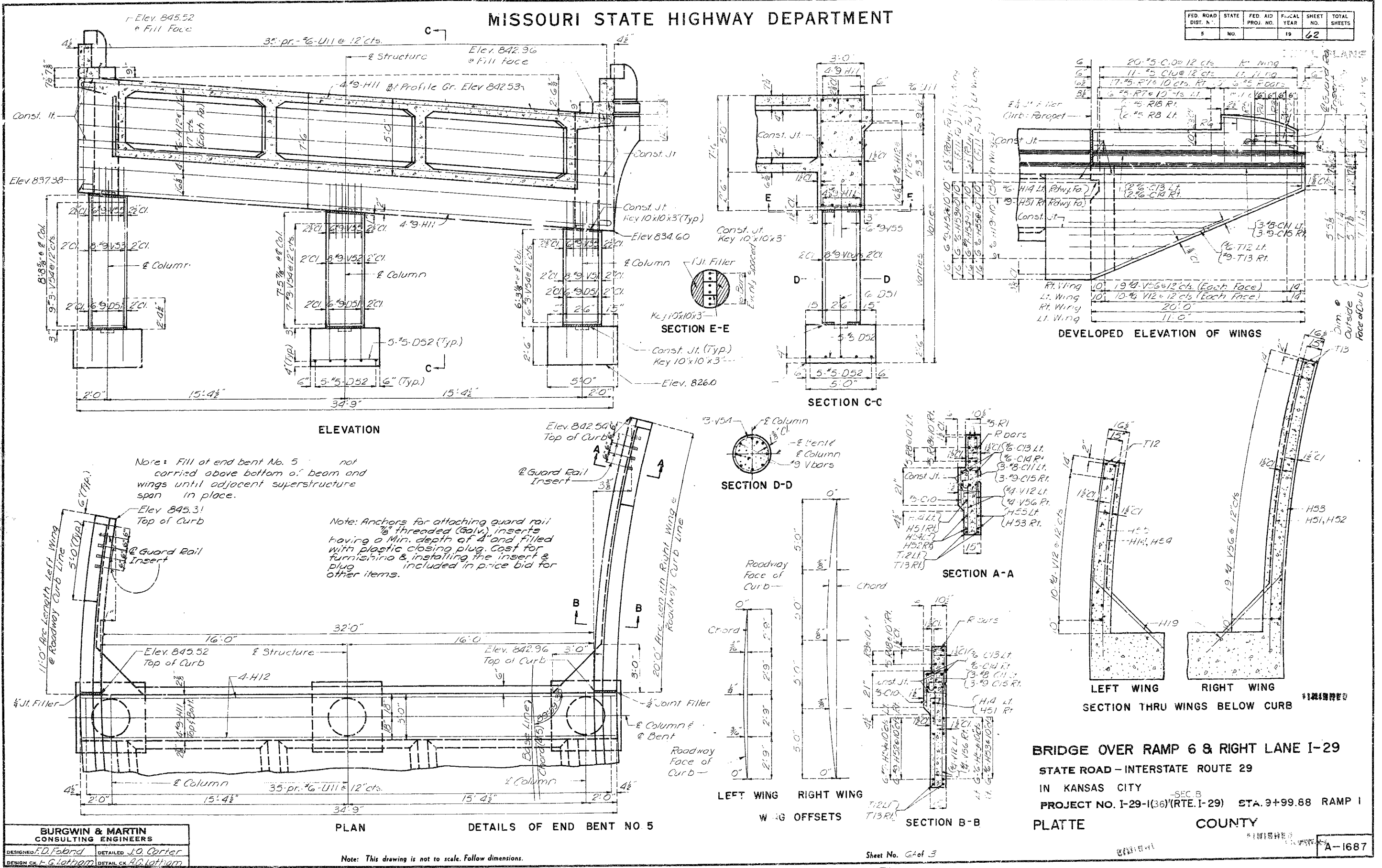
DETAILED C. Page
DETAIL CK. A.G. Latham

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

354

FED. ROAD DIST. N.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	62	

MISSOURI STATE HIGHWAY DEPARTMENT



Note: Fill at end bent No. 5 not carried above bottom of beam and wings until adjacent superstructure span in place.

Note: Anchors for attaching guard rail 1/2" threaded (Galv.) inserts having a Min. depth of 4" and filled with plastic closing plug. Cost for furnishing & installing the insert & plug included in price bid for other items.

BURGIN & MARTIN
CONSULTING ENGINEERS
DESIGNED: E.D. Fabard
DESIGN CK: G. Latham

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

Sheet No. 6 of 3

A-1687

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BRIDGE OVER RAMP 6 & RIGHT LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
PROJECT NO. I-29-1(36)(RTE. I-29) STA. 9+99.68 RAMP 1
PLATTE COUNTY

JOB NO.	STATE	PROJECT NO.	SHEET NO.
7	MO.	4-I-29-137	3
4		P.ATTE	I-29

FINAL SURVEY NOTE BOOK NO. 123456789

DATE: 10/10/15 BY: J. SMITH

CHKD BY: A. BROWN

SECTION THRU SPAN

ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq. Yd.	1060
Asphalt Cement (Asphaltic concrete)	Ton	7.4
Mineral Aggregate (Asphaltic concrete) (Special Mix)	Ton	13.9

Note: The quantity of Asphaltic concrete includes the additional volume necessary to provide a minimum thickness of 2" of Asphaltic concrete due to the irregularity of the deck surface.

BRIDGE OVER RAMP 6 & RT. LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
JOB NO. 4-I-29-137 STA. 9+99.7
PLATTE COUNTY

A-1687R

SECTION THRU SPAN

ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq. Yd.	1401
Asphalt Cement (Asphaltic concrete)	Ton	10.8
Mineral Aggregate (Asphaltic concrete) (Special Mix)	Ton	19.7

Note: The quantity of Asphaltic concrete includes the additional volume necessary to provide a minimum thickness of 2" of Asphaltic concrete due to the irregularity of the deck surface.

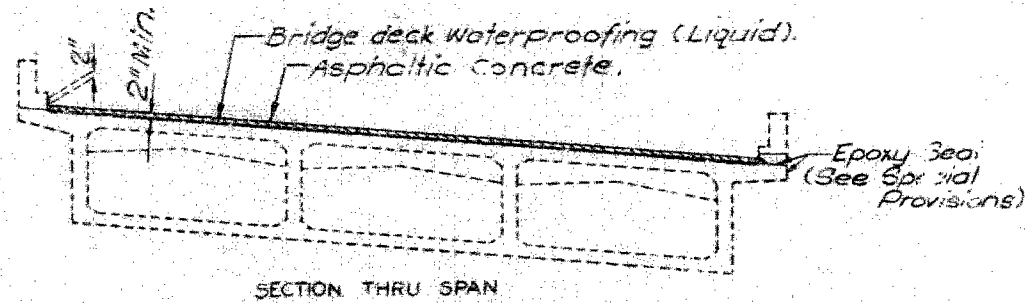
BRIDGE OVER RAMP 1 & RT. LANE I-29
STATE ROAD - INTERSTATE ROUTE 29
IN KANSAS CITY
JOB NO. 4-I-29-137 STA. 43+89.45
PLATTE COUNTY

A-1688R

387

LEVIN

FROM: A16873
TO: A1688R

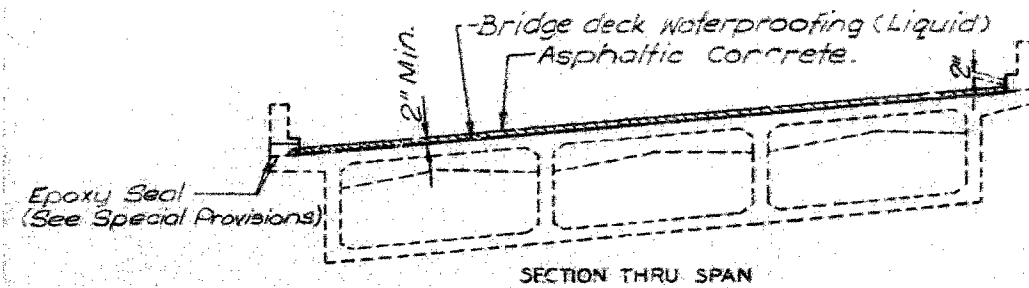


ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq. Yd.	1060
Asphalt Cement (Asphaltic concrete)	Ton	7.4
Mineral Aggregate (Asphaltic concrete) (Special Mix)	Ton	13.9

Note: The quantity of Asphaltic concrete includes the additional volume necessary to provide a minimum thickness of 2" of Asphaltic concrete due to the irregularity of the deck surface.

BRIDGE OVER RAMP 7 & RT. LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 JOB NO. 4-I-29-137 STA. 9+99.9
 PLATTE COUNTY

A-1687 R



ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq. Yd.	1401
Asphalt Cement (Asphaltic concrete)	Ton	10.5
Mineral Aggregate (Asphaltic concrete) (Special Mix)	Ton	19.7

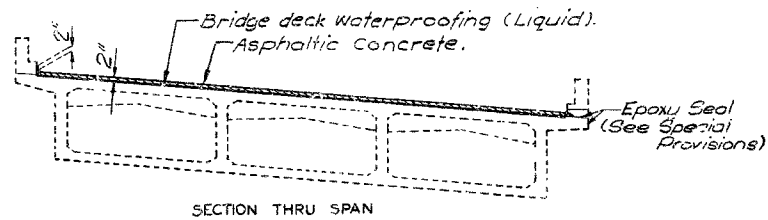
Note: The quantity of Asphaltic concrete includes the additional volume necessary to provide a minimum thickness of 2" of Asphaltic concrete due to the irregularity of the deck surface.

BRIDGE OVER RAMP 1 & RT. LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 JOB NO. 4-I-29-137 STA. 43+89.45
 PLATTE COUNTY

A-1688 R

JOB NO.	STATE	JOB NO.	SHEET
7	MO.	41-1157	3
PROJECT NO.	COUNTY	REV.	DATE
I-24-1153	PLATTE	I-24	

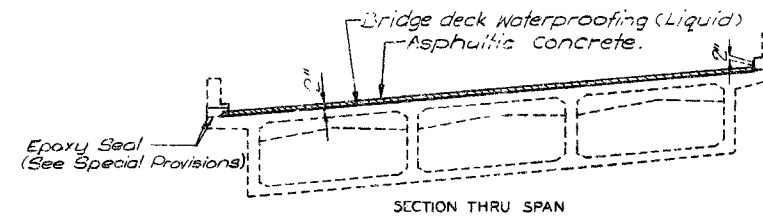
DATE	BY
DATE	BY
DATE	BY



ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq.Yd.	1060
Asphalt Cement (Asphaltic Concrete)	Ton.	6.6
Mineral Aggregate (Asphaltic Concrete) (Special Mix)	Ton.	131

BRIDGE OVER RAMP 6 & RT. LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 JOB NO. 4-I-29-137 STA. 9+99.9
 PLATTE COUNTY

A-1687R



ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq.Yd.	14014
Asphalt cement (Asphaltic Concrete)	Ton	9.4
Mineral Aggregate (Asphaltic concrete) (Special Mix)	Ton	186

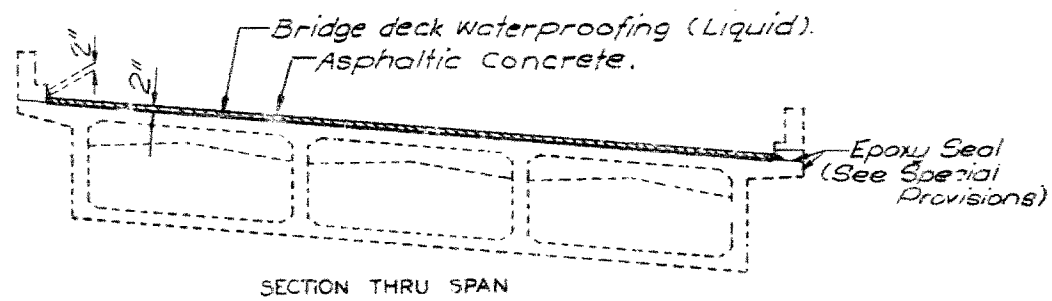
BRIDGE OVER RAMP 1 & RT. LANE I-29
 STATE ROAD - INTERSTATE ROUTE 29
 IN KANSAS CITY
 JOB NO. 4-I-29-137 STA. 43+89.45
 PLATTE COUNTY

A-1688R

388

Platte Co. A-1687R
 Platte Co. A-1688R

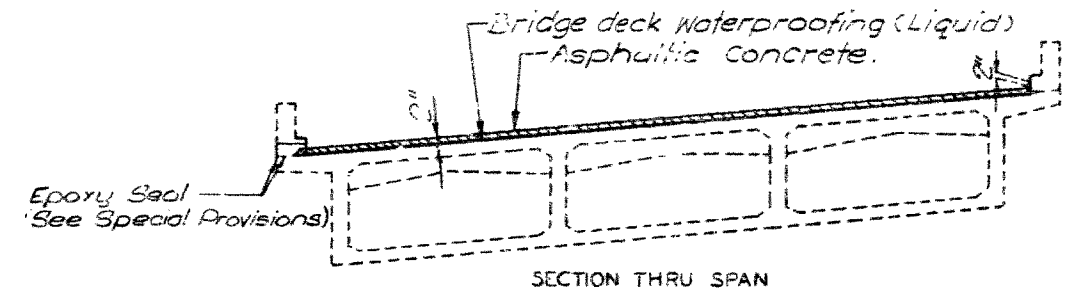
LA 561



ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq.Yd.	1060
Asphalt Cement (Asphaltic concrete)	Ton.	6.5
Mineral Aggregate (Asphaltic concrete)(Special Mix)	Ton.	131

BRIDGE OVER RAMP 6 & RT. LANE I-29
 STATE ROAD-INTERSTATE ROUTE 29
 IN KANSAS CITY
 JOB NO. 4-I-29-137 STA. 9+99.9
 PLATTE COUNTY

A-1687 R



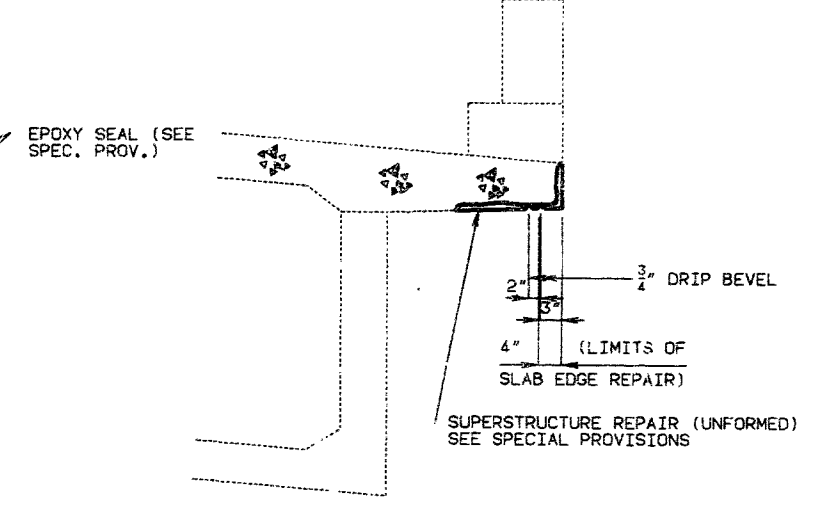
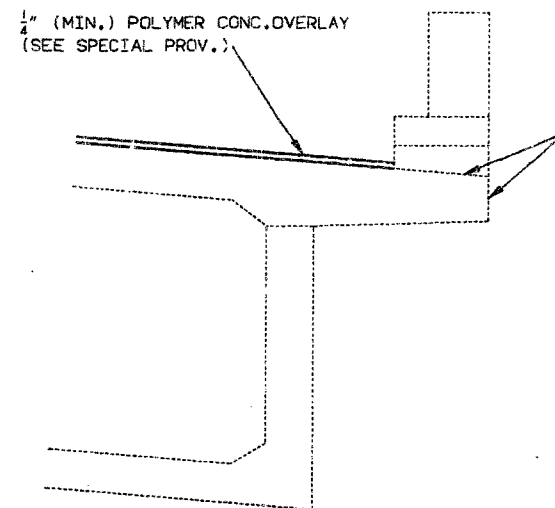
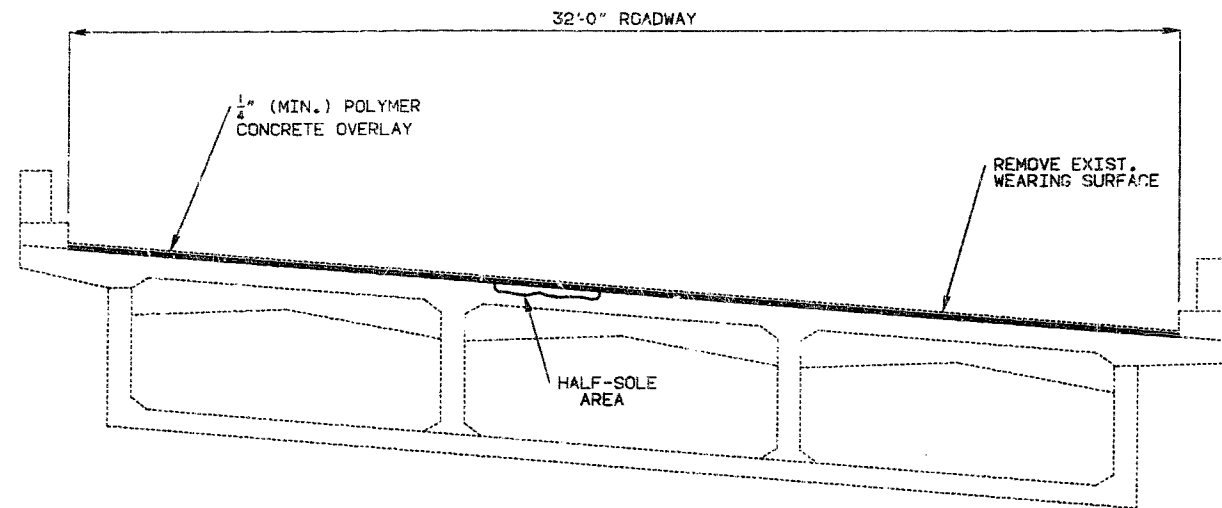
ESTIMATED QUANTITIES		
ITEM		TOTAL
Bridge Deck Waterproofing (Liquid)	Sq.Yd.	1401
Asphalt Cement (Asphaltic concrete)	Ton	9.2
Mineral Aggregate (Asphaltic concrete)(Special Mix)	Ton	186

BRIDGE OVER RAMP 1 & RT. LANE I-29
 STATE ROAD-INTERSTATE ROUTE 29
 IN KANSAS CITY
 JOB NO. 1-I-29-137 STA. 43+89.45
 PLATTE COUNTY

A-1688 R

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

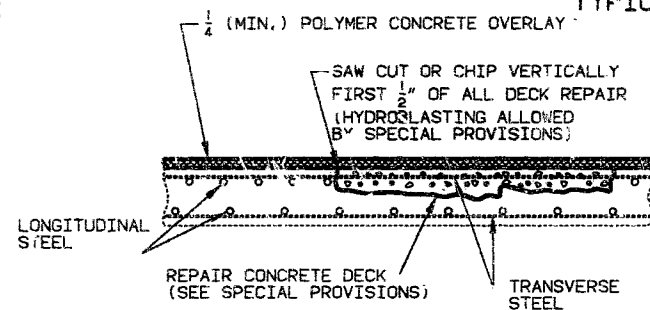
STATE	PROJ. NO.	SHEET NO.
MO.		29
SEC./SUR. 33 TWP. 51N RGE. 33W		



TYPICAL SECTION THRU SLAB

DETAIL THRU CURB OUTLET

PART SECTION THRU SLAB

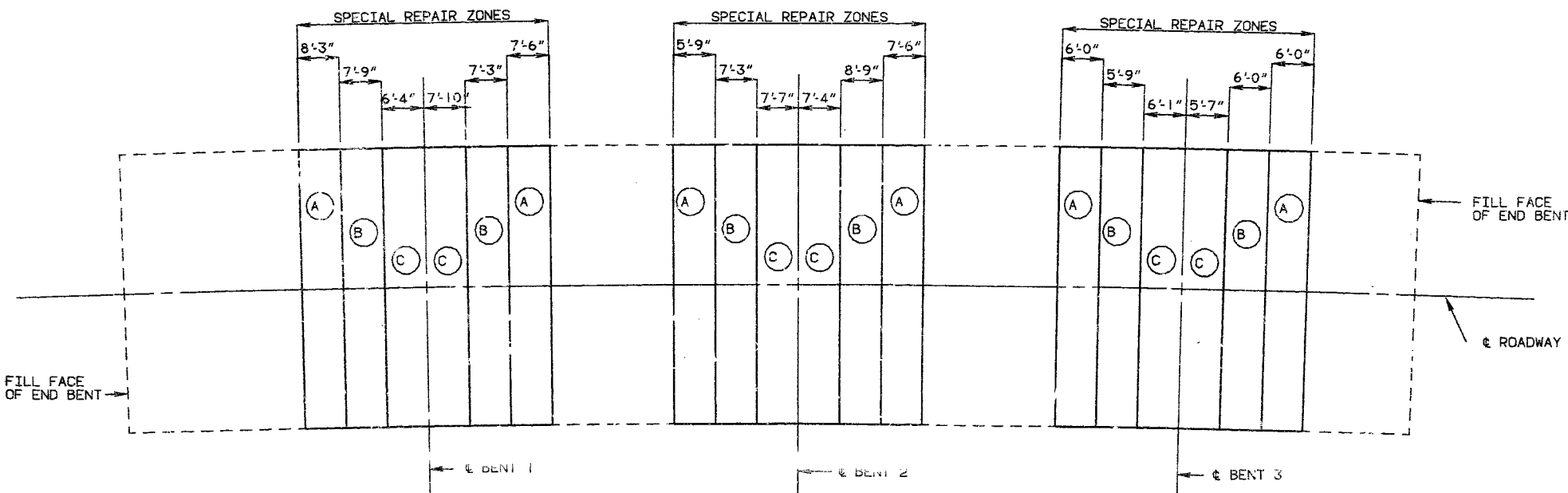


HALF-SOLED AREA

GENERAL NOTES:

- DESIGN SPECIFICATIONS: A.A S.H.T.C. 1989
- OUTLINE OF OLD WORK IS INDICATED BY LIGHT DASHED LINES. HEAVY LINES INDICATES NEW WORK.
- MAINTAIN TRAFFIC ON STRUCTURE DURING CONSTRUCTION. (SEE ROADWAY PLANS.)
- ROADWAY SURFACING ADJACENT TO BRIDGE ENDS TO MATCH EXISTING CONCRETE DECK PLUS 3/8"±.

ESTIMATED QUANTITIES		
ITEM		TOTAL
ASPHALT REMOVAL (BRIDGES)	SQ. FT.	9,536
SUPERSTRUCTURE REPAIR (UNFORMED)	SQ. FT.	60
REPAIRING CONCRETE DECK (HALF-SOLING)	SQ. FT.	500
POLYMER CONCRETE OVERLAY	SQ. YD.	1,060
SLAB EDGE REPAIR (BRIDGES)	LIN. FT.	110



PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

NOTE: ANY REPAIR IN THE REMAINDER OF THE BRIDGE THAT IS WITHIN 3'-0" OF ZONE A SHALL BE COMPLETED BEFORE REMOVING OLD CONCRETE IN ZONES A.

ZONES WITH THE SAME LETTER DESIGNATION MAY BE REPAIRED AT THE SAME TIME EXCEPT AS MODIFIED BY THE FOLLOWING NOTE. IF ANY ZONE C HAS A SINGLE REPAIR AREA OF OVER 15 SQUARE FEET OR A TOTAL REPAIR AREA OF OVER 30 SQUARE FEET THAT ZONE C WILL BE REPAIRED BEFORE REMOVING CONCRETE IN THE OTHER ZONE C AT THAT BENT.

NOTE: THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

DESIGNED AUG. 1990
 DETAILED AUG. 1990
 CHECKED AUG. 1990

SEE FINAL PLANS

SHEET NO. 1 OF 1.

REPAIRS TO BRIDGE: RAMP!
 OVER RAMP 6 & RT. LANE I-29

STATE ROAD FROM STATE LINE TO RTE. I-29
 IN KANSAS CITY

PROJECT NO. FA-635-1 (247) STA. 9+99.88±

JOB NO. 4I 990-635 RTE. I-635

PLATTE

COUNTY

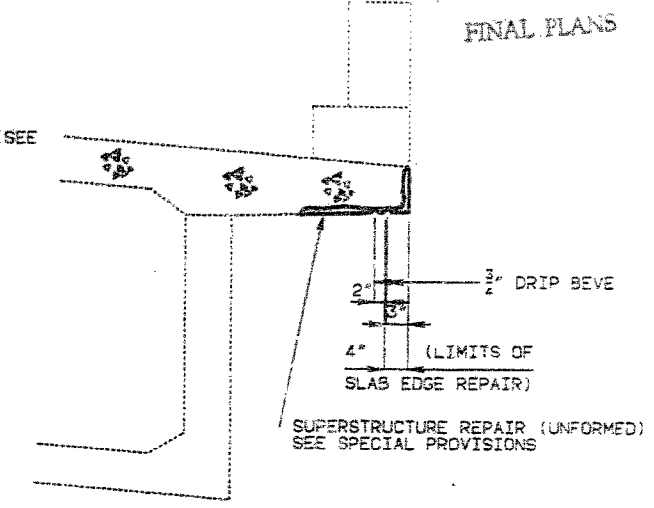
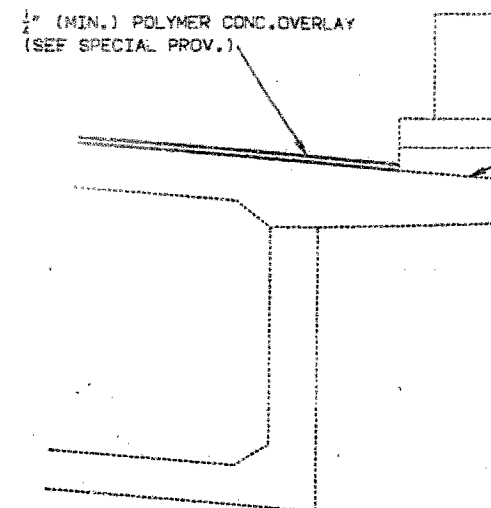
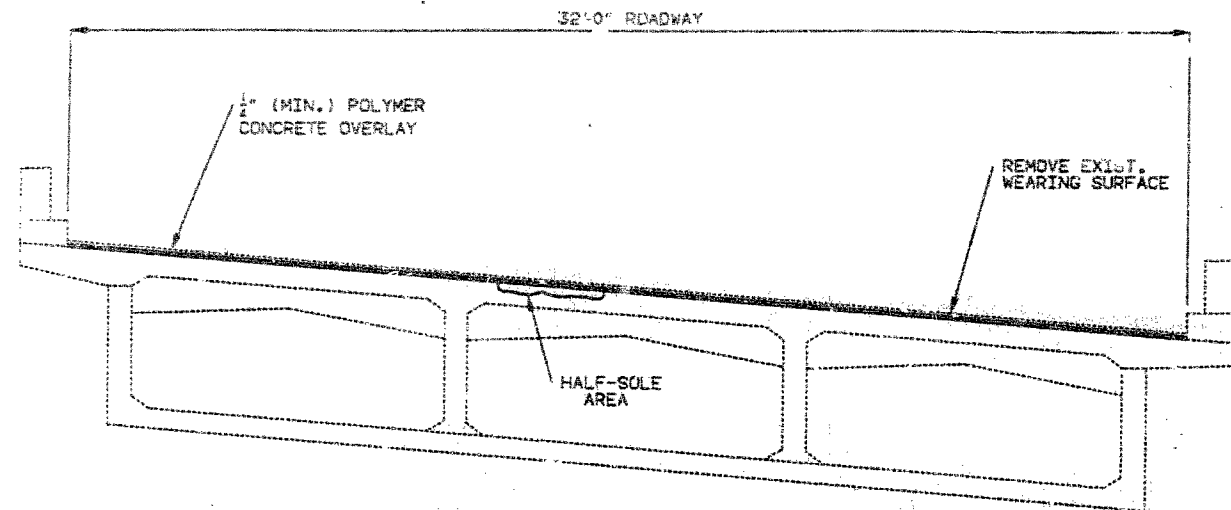
DATE 2/4/91

STD.
STD.
A-1687R1

8-3-398

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

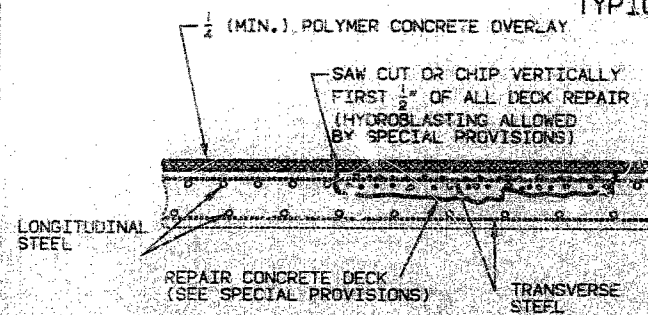
STATE	PROJ. NO.	SHEET NO.
MO.	FA-635-1(247)	23
SEC./SUR. 33 TWP. 51N RGE. 33A		



TYPICAL SECTION THRU SLAB

DETAIL THRU CURB OUTLET

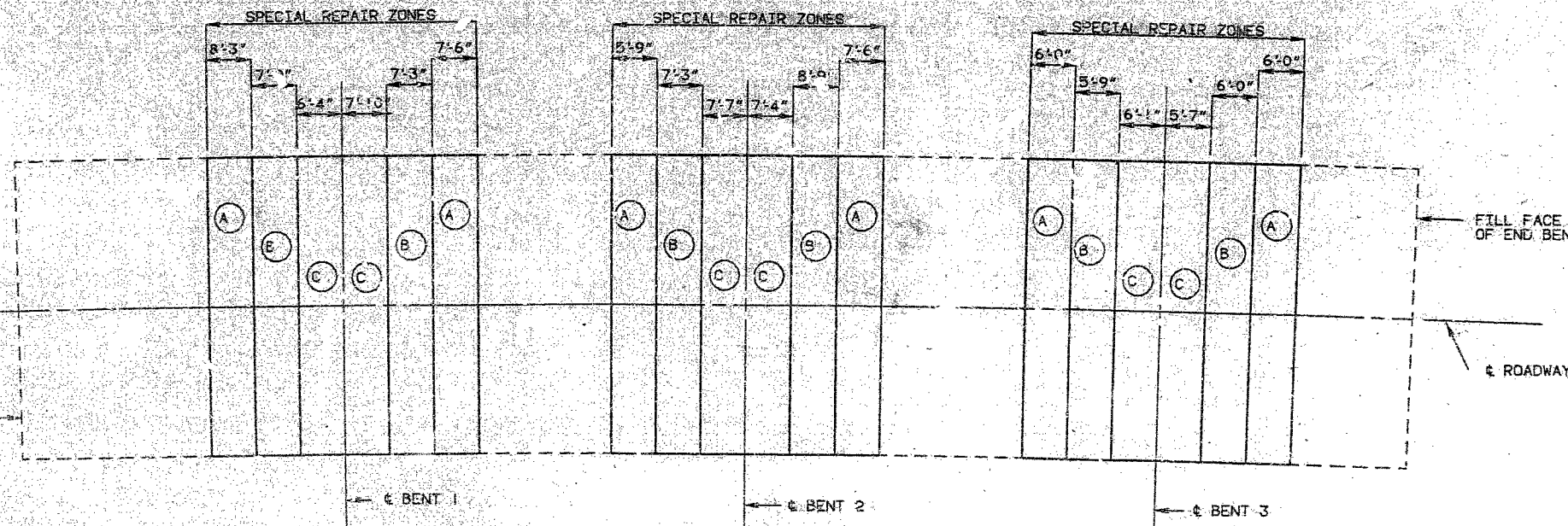
PART SECTION THRU SLAB



HALF-SOLED AREA

GENERAL NOTES:

- DESIGN SPECIFICATIONS: A.A.S.H.T.O. 989
- OUTLINE OF OLD WORK IS INDICATED BY LIGHT DASHED LINES. HEAVY LINES INDICATES NEW WORK.
- MAINTAIN TRAFFIC ON STRUCTURE DURING CONSTRUCTION. (SEE ROADWAY PLANS.)
- ROADWAY SURFACING ADJACENT TO BRIDGE ENDS TO MATCH EXISTING CONCRETE DECK PLUS $\pm \frac{3}{8}$.



PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

NOTE: ANY REPAIR IN THE REMAINDER OF THE BRIDGE THAT IS WITHIN 3'-0" OF ZONE A SHALL BE COMPLETED BEFORE REMOVING OLD CONCRETE IN ZONES A.

ZONES WITH THE SAME LETTER DESIGNATION MAY BE REPAIRED AT THE SAME TIME EXCEPT AS MODIFIED BY THE FOLLOWING NOTE. IF ANY ZONE C HAS A SINGLE REPAIR AREA OF OVER 15 SQUARE FEET OR A TOTAL REPAIR AREA OF OVER 30 SQUARE FEET THAT ZONE C WILL BE REPAIRED BEFORE REMOVING CONCRETE IN THE OTHER ZONE C AT THAT BENT.

NOTE: THIS DRAWING IS NOT TO SCALE, FOLLOW DIMENSIONS.

FINAL QUANTITIES		
ITEM		TOTAL
ASPHALT REMOVAL (BRIDGES)	SQ. FT.	9,536
SUPERSTRUCTURE REPAIR (UNFORMED)	SQ. FT.	71
REPAIRING CONCRETE DECK (HALF-SOLING)	SQ. FT.	21
POLYMER CONCRETE OVERLAY (EST. # 050)	SQ. YD.	0
SLAB EDGE REPAIR (BRIDGES)	LIN. FT.	102
POLYMER CONCRETE OVERLAY (EST. # 504.01)	SQ. YD.	1000

REPAIRS TO BRIDGE: RAMP 1 OVER RAMP 6 & RT. LANE I-29

STATE ROAD FROM STATE LINE TO RTE. I-29 IN KAISAS CITY

PROJECT NO. FA-635-1(247) STA. 9+99.88±

JOB NO. 41 990-635 RTE. I-675

PLATTE COUNTY

DESIGNED AUG. 1990
 DETAILED AUG. 1990
 CHECKED AUG. 1990

SHEET NO. 1A OF 1.

DATE 8/19/91

STD.
STD.
A-1687R1

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