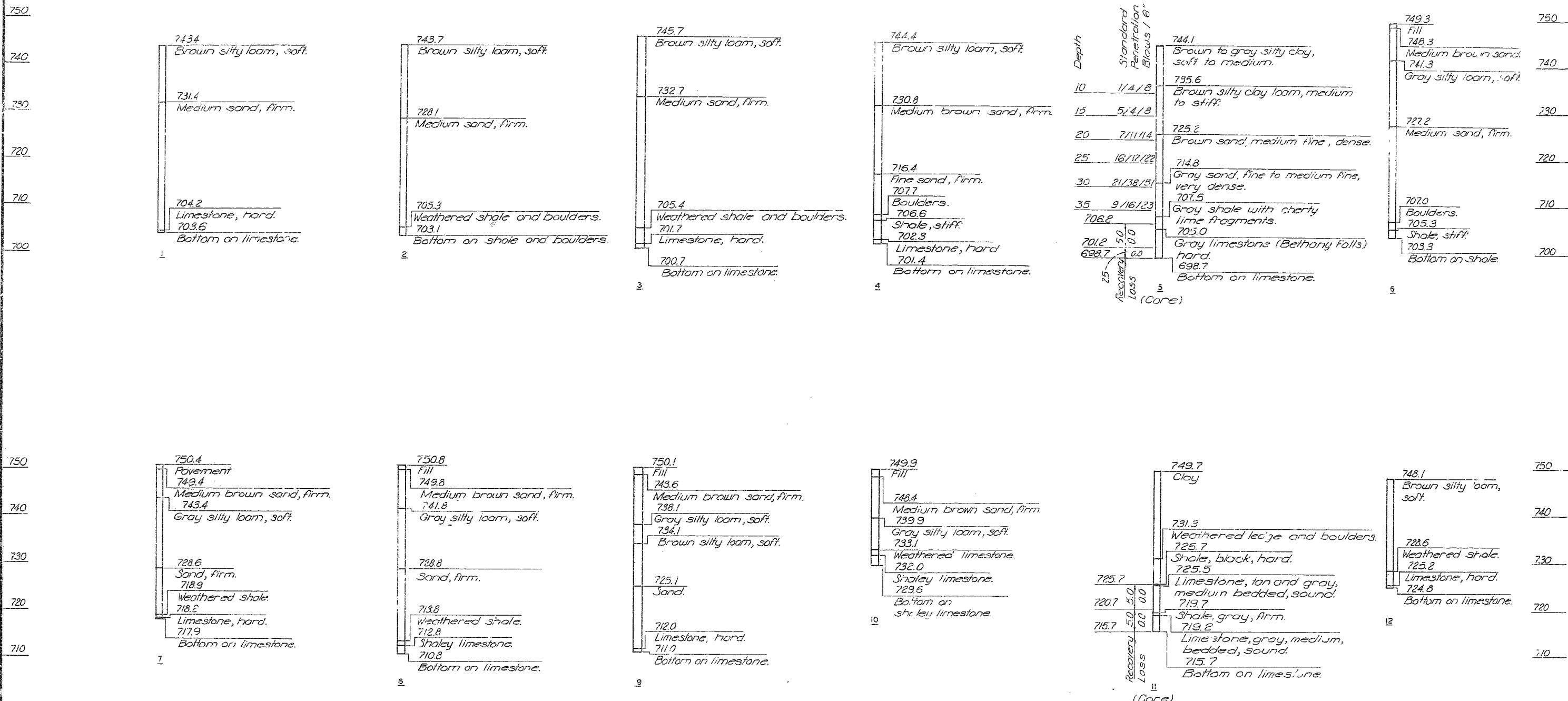


MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	F.D. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	17	



233

Note: See Sheet 1 for location of borings.

BORING DATA

DETAILED Oct. 1969 BY BS
 CHECKED Jan. 1970 BY FJD

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

Sheet No. 2 of 11.

PLATTE COUNTY
 HARRINGTON AND CORTELYOU
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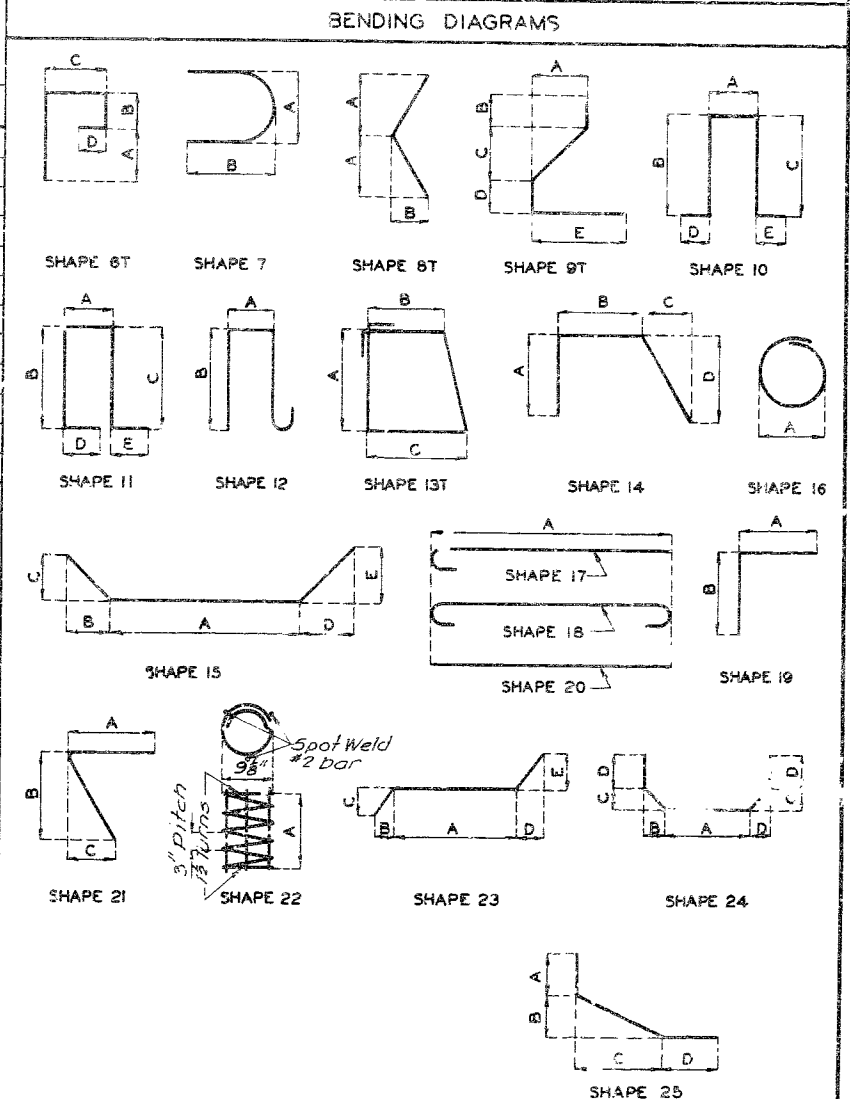
A-2436

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISC. YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	27	

NO. REQD.	MARK NO.	LOCATION	SHAPE NO.	TIE OR STR. SUBSTR. VARIES	NO. EA.	DIMENSIONS					LENGTH	WEIGHT
						A	B	C	D	E		
	SIZE MARK					FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	LBS.
END BENTS 1 & 4												
6	6A7	Wing	25			2'-9"	3'-7"	7'-2"	0'-3"		10'-10"	
32	4A4	Wing, End Bent 1	20	V 4		3-0					3-0	
		Increment = 6 inches				6-6					6-6	
12	6A5	Wing, End Bent 1	20			9-7					9-7	
4	6A6	" " "	20			7-11					7-11	
4	6A8	" " "	20			2-3					2-3	
4	6A12	Wing, End Bent 1	20			4-0					4-0	
8	6A5	Wing, End Bent 4	20			9-7					9-7	
4	6A9	" " "	20			8-7					8-7	
4	6A10	" " "	20			6-8					6-8	
32	4A11	Wing, End Bent 4	20	V 4		3-0					3-0	
		Increment = 5 inches				5-11					5-11	
4	6A13	Wing, End Bent 4	20			2-8					2-8	
148	4A1	Beam	13	T S		2-9	2-3	2-3			10-6	
8	6A2	"	20	S		34-0					34-0	
32	8A3	Beam	17	S		34-3					35-1	
INT. BENTS 2 & 3												
4	5B1	Beam	13	T S		3-9	1-11	1-11			12-0	
52	5B2	"	13	T S		3-9	2-5	2-5			13-0	
40	5B	"	13	T S		3-9	1-8	1-8			11-6	
36	5B4	"	13	T S		4-0 $\frac{1}{2}$	2-5	2-5			13-7	
52	5B5	"	13	T S		4-0 $\frac{1}{2}$	1-8	1-8			12-1	
44	4B6	"	10	T S		2-5	0-6	0-6			3-3	
14	7B7	"	20	S		28-7					28-7	
14	11B8	"	20	S		28-5					28-5	
12	11B9	"	17	S		20-6					21-8	
8	6B10	"	20	S		31-0					31-0	
28	11B11	"	20	S		31-5					31-9	
8	5B12	Beam	20	S		31-0					31-0	
48	9B16	Footing	20	S		4-8					4-8	
24	10B17	"	20	S		5-2					5-2	
8	11B18	Beam	17	S		20-3					21-5	
8	11B19	"	17	S		19-8					20-10	
16	7B20	Beam	7	S		2-3 $\frac{1}{2}$	3-9				8-8	
48	6B21	Footing	10	S		1-3	3-3	3-3			7-5	
51	3B13	Column, Bent 2	16	S		2-3					8-0	
24	9B22	"	20	S		19-4					19-4	
12	10B23	Column, Bent 2	20	S		19-7					13-7	
48	3B13	Column, Bent 3	16	S		2-3					8-0	
24	9B14	"	20	S		17-7					17-7	
12	10B15	Column, Bent 3	20	S		17-10					17-10	

NO. REQD.	MARK NO.	LOCATION	SHAPE NO.	TIE OR STR. SUBSTR. VARIES	NO. EA.	DIMENSIONS					LENGTH	WEIGHT
						A	B	C	D	E		
	SIZE MARK					FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	LBS.
SUPERSTRUCTURE												
270	5C1	Curbs	10	T		1-2 $\frac{1}{2}$	1-2 $\frac{1}{2}$			0-6	3-8	
32	5C2	"	17	T		1-11	1-11				4-8	
4	6C3	"	20			46-11					46-11	
4	5C4	"	20			58-9					58-9	
4	6C5	Curbs	20			41-6					41-6	
8	5R1	End Posts	20			4-9					4-9	
4	5R2	"	12	T		0-9	2-1 $\frac{3}{8}$				5-1	
4	5R3	"	12	T		0-9	2-4 $\frac{1}{8}$				5-9	
4	5R4	"	12	T		0-9	2-6 $\frac{1}{2}$				6-1	
4	5R5	"	12	T		0-9	2-7 $\frac{1}{4}$				6-3	
4	5R6	"	12	T		0-9	2-8				6-5	
4	5R7	"	12	T		0-9	2-8 $\frac{3}{8}$				6-6	
4	5R8	"	12	T		0-9	2-9 $\frac{3}{8}$				6-8	
8	5R9	"	12	T		0-9	2-9 $\frac{3}{8}$				6-9	
16	5R10	End Posts	10	T		0-7 $\frac{3}{4}$	4-9	4-9			9-11	
280	5R11	Parapets	12	T		0-8 $\frac{1}{2}$	2-0 $\frac{3}{8}$				5-1	
18	5R12	"	10	T		0-8 $\frac{1}{2}$	1-7 $\frac{1}{2}$	1-7 $\frac{1}{2}$		0-6	4-2	
8	5R13	"	20			38-9					38-9	
16	5R14	End Posts	20			4-6					4-6	
32	5R15	Parapets	20			9-9					9-9	
8	5R16	"	20			27-5					27-5	
8	5R17	Parapets	20			32-9					32-9	
207	6S1	Slab	20			45-0					45-0	
201	4S2	"	20			44-9					44-9	
132	4S3	"	20			16-0					16-0	
486	6S4	"	20			36-10					36-10	
488	6S5	Slab	20			31-2					31-2	
16	6S6	Diaph.	19			1-6	2-9				4-1	
40	6S7	End Diaph.	20			34-0					34-0	
12	4U1	End Diaph.	19	T		2-11	3-3				6-1	
12	4U2	"	19	T		1-9	3-3				4-11	
112	4U3	"	19	T	V 4	2-11	3-8				6-6	
		Increment = 0 $\frac{3}{16}$ inches				2-11	3-3				6-1	
112	4U4	End Diaph.	19	T	V 4	1-9	3-8				5-4	
		Increment = 0 $\frac{1}{16}$ inches				1-9	3-3				4-11	



Note: All bending dimensions are out to out. Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for detailing reinforced concrete structures.

T - tie c. stirrup
5-bar is included in substructure quantities.
Length - Total lengths are measured along centerline bar to the nearest inch.

V - bar dimensions vary in equal increments between dimensions shown on this line and the following line.
No. Ea Number of bars of each length.

234

REVISED
JULY 1969
SEPT 1969

Drawn Nov. 1969 by B.S.
Checked Jan. 1970 by F.J.D.

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

Sheet No. 3 of 11

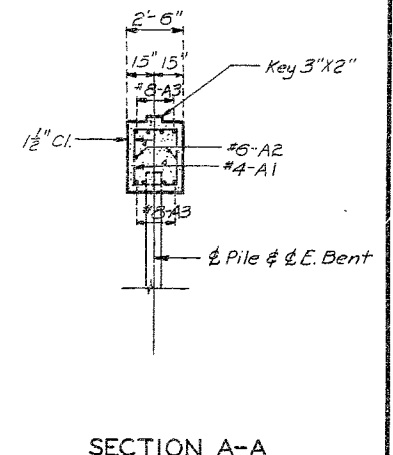
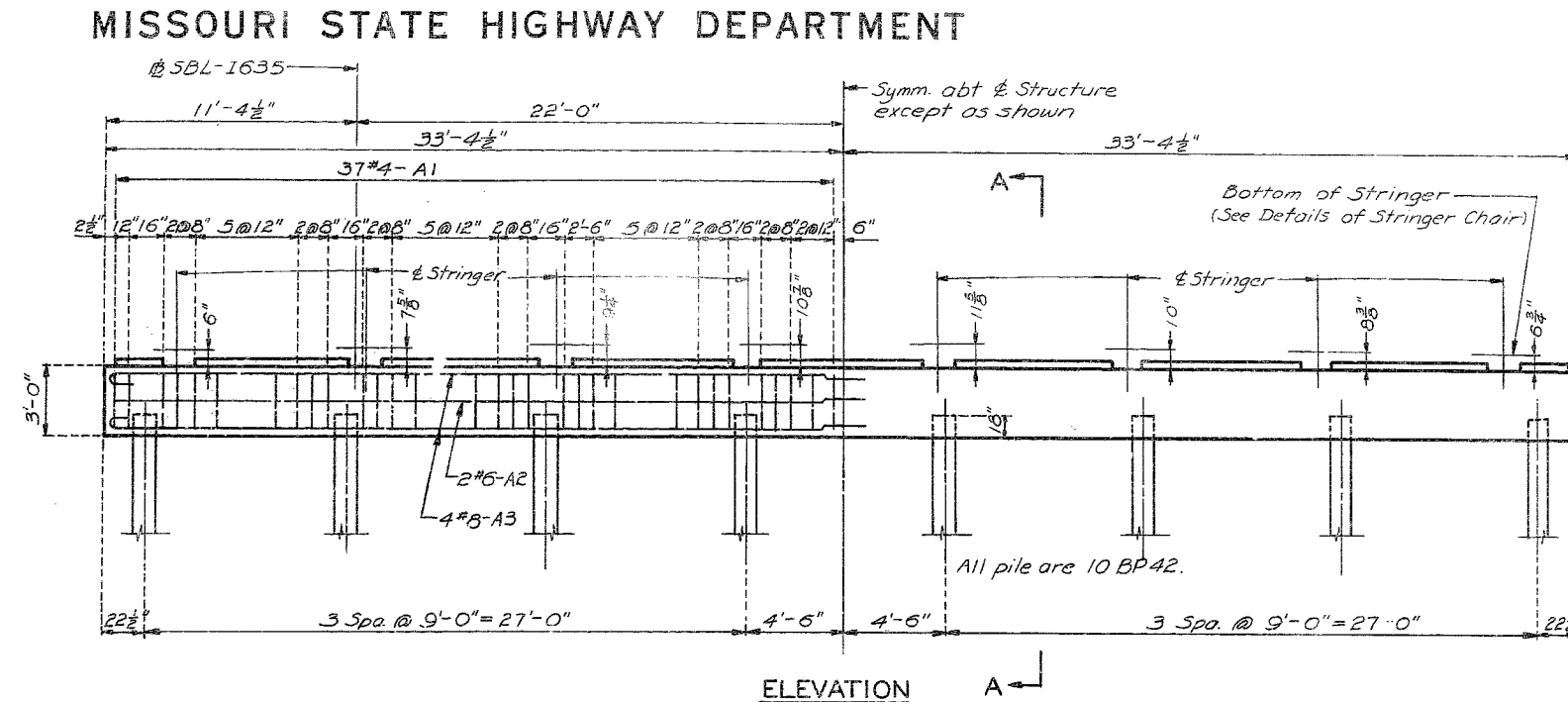
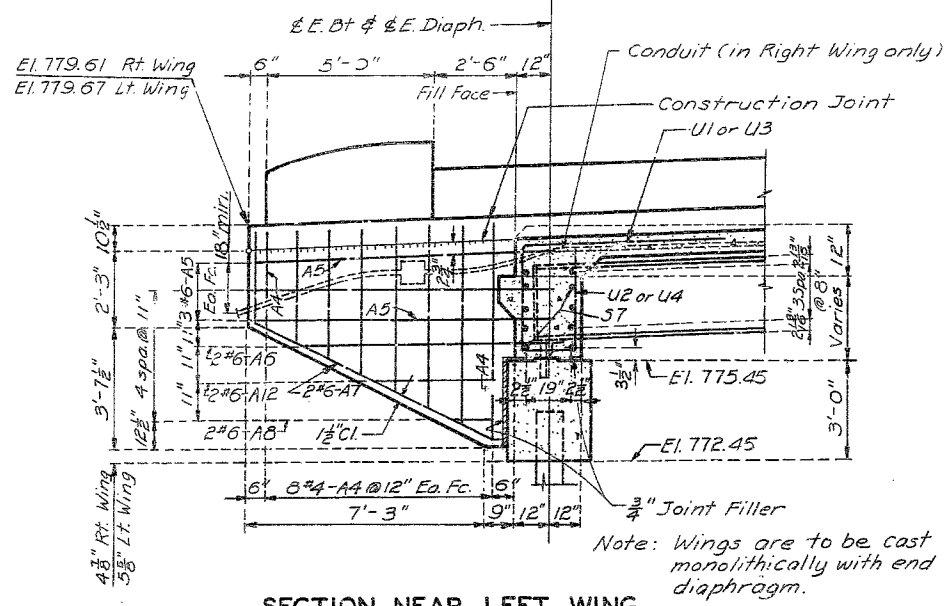
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KANSAS CITY, MO

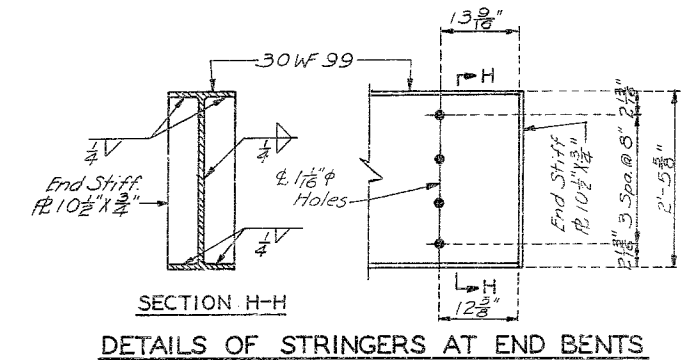
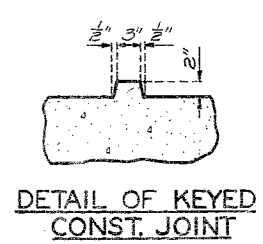
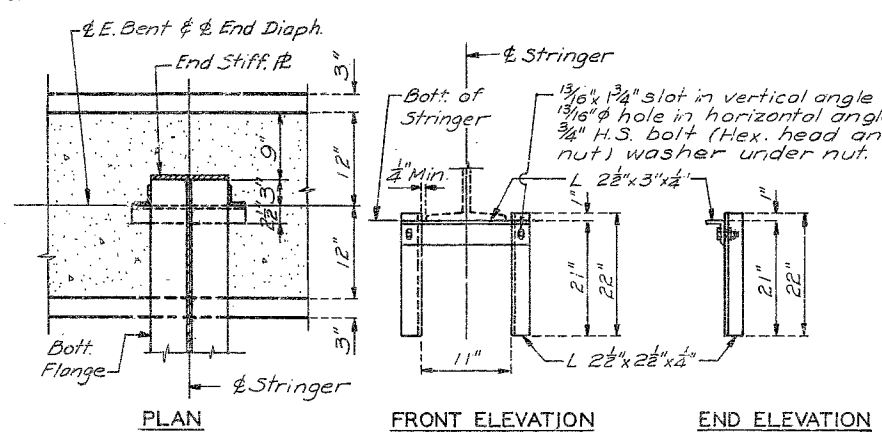
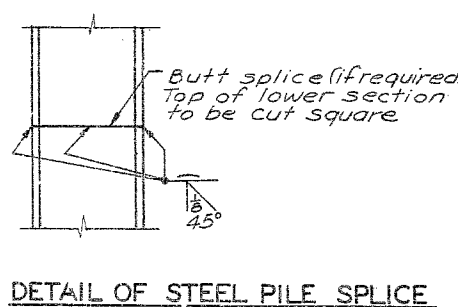
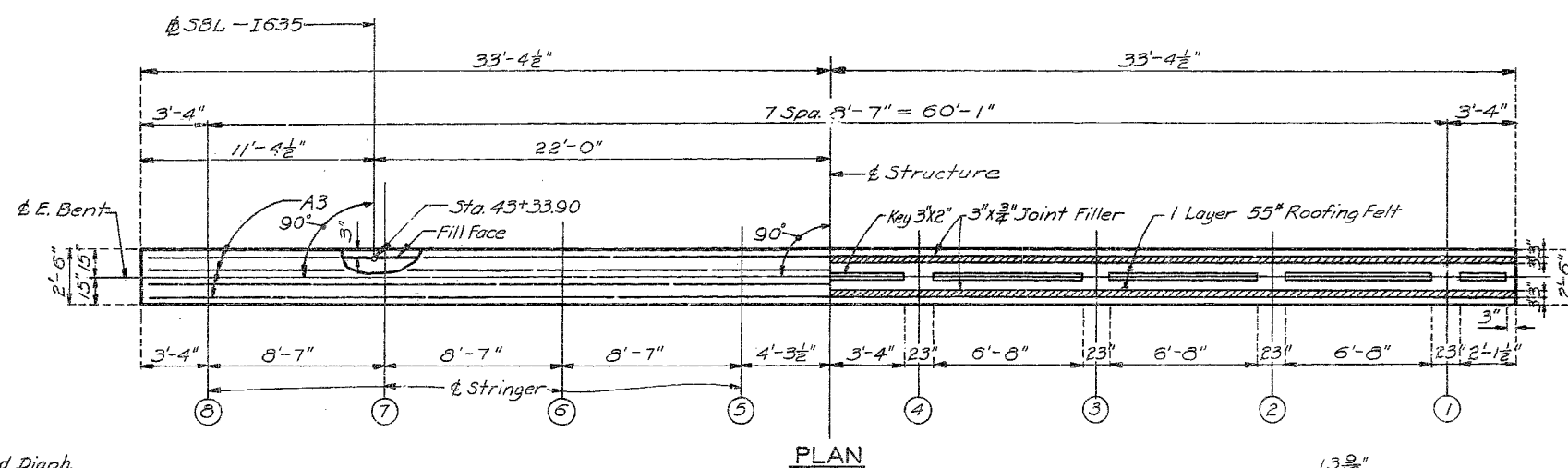
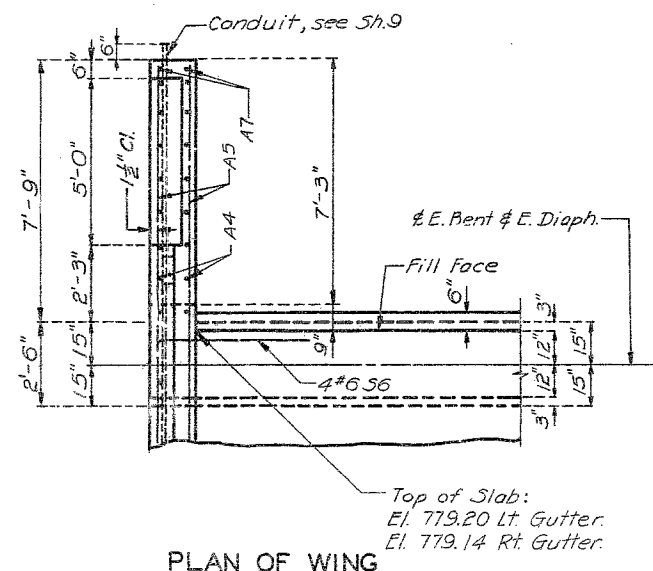
A-2436

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

See Wing Wall Section C-C, Sheet 11.



235



Notes:
See handrail sheet for reinforcement of end post, parapets and curbs.
For details of Conduit System shown, see Sh.9
For location of end diaphragm, see Sheet 10.

END BENT 1

DETAILED Oct. 1969 BY RPC
CHECKED Jan. 1970 BY FUD

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

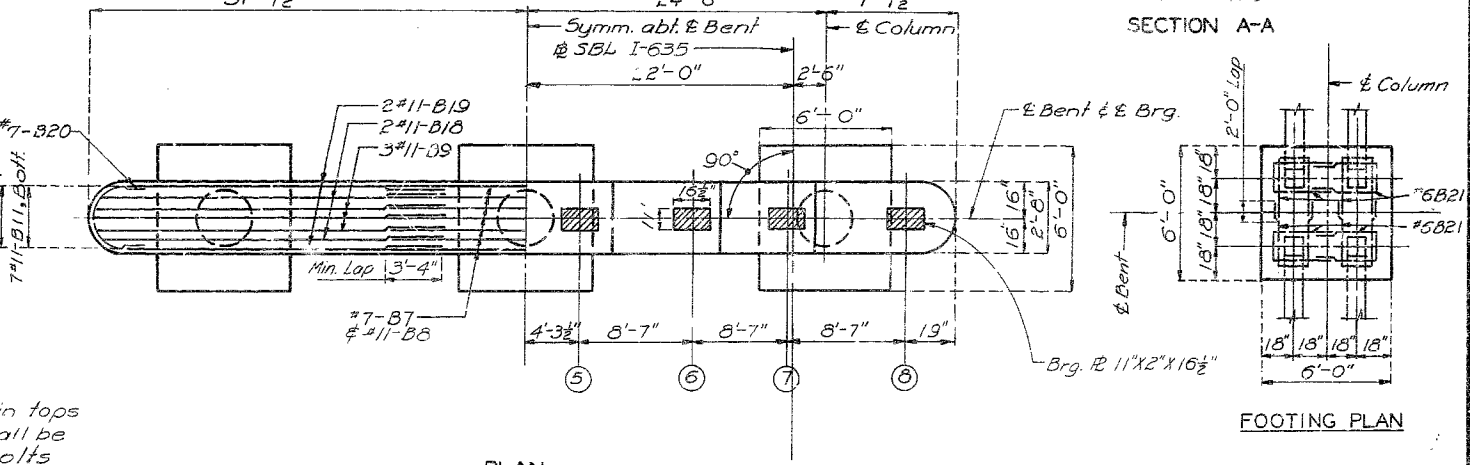
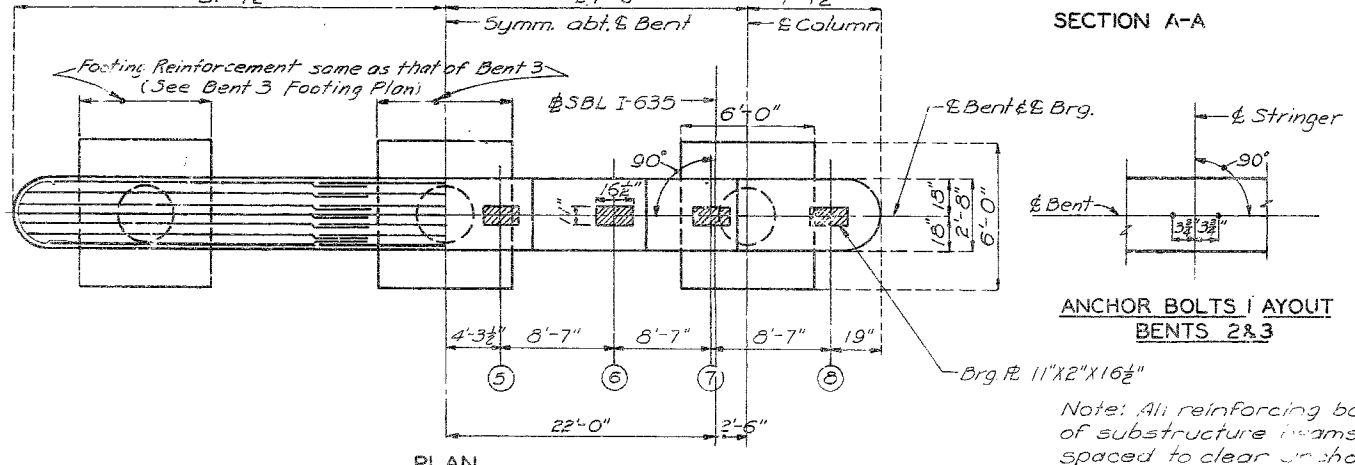
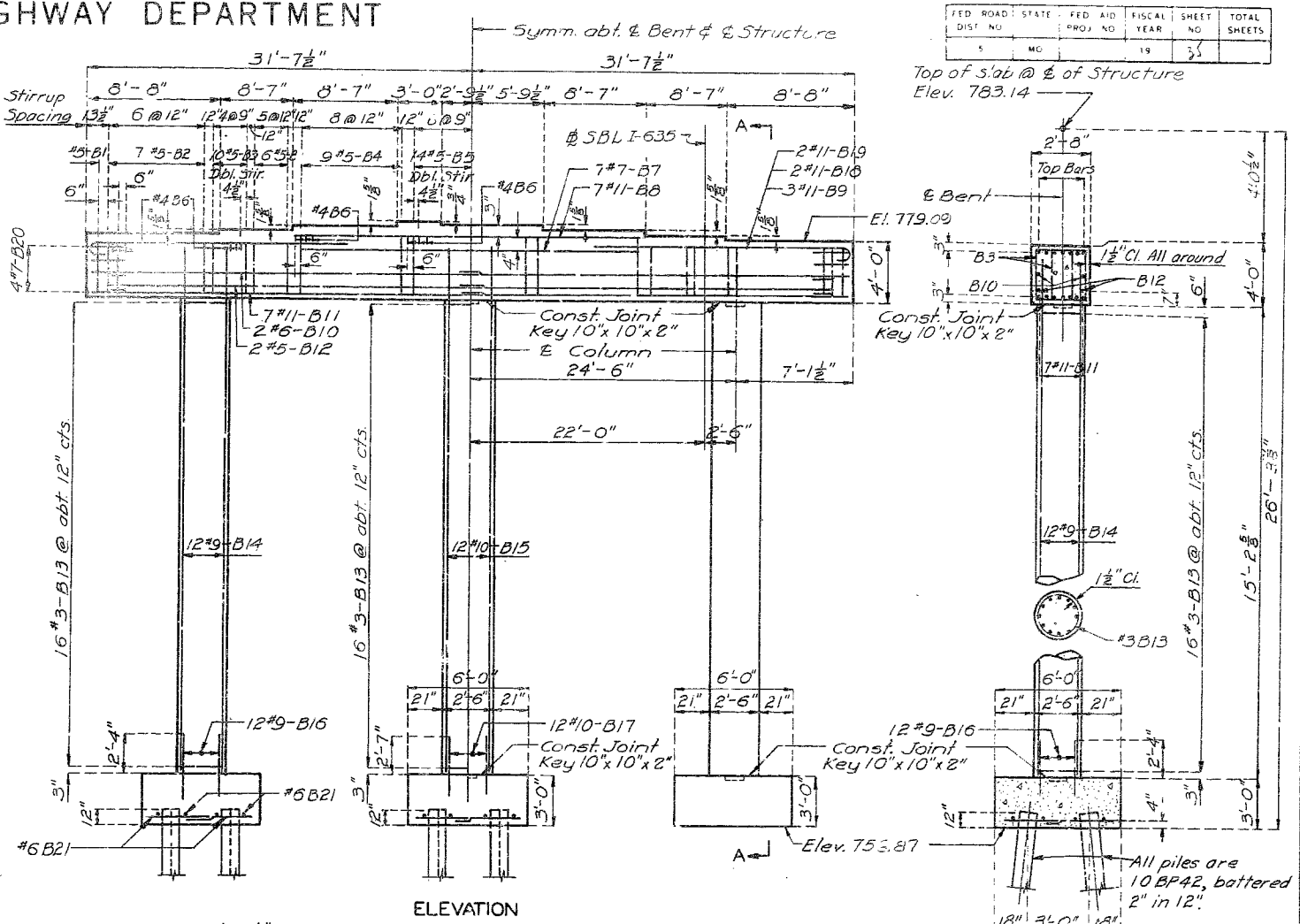
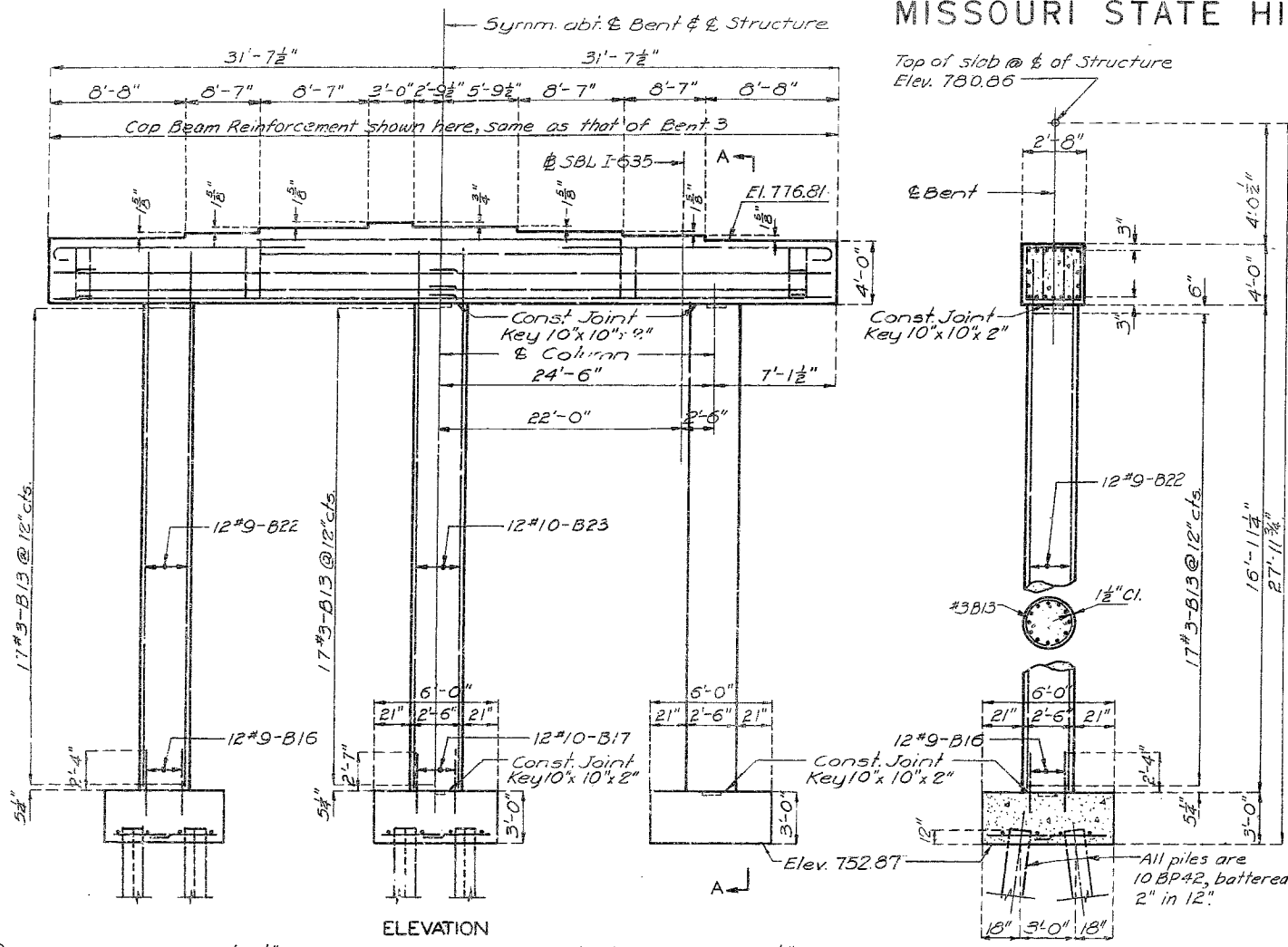
Sheet No. 4 of 11.

PLATTE COUNTY
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CONSULTING ENGINEERS KANSAS CITY, MO.

A-2436

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	35	



DETAILS OF INTERMEDIATE BENT NO. 2

DETAILS OF INTERMEDIATE BENT NO. 3

236

No. 19.6 Revised Sept 1962 Jan. 1965

DETAILED Sept. 1969 BY RPC CHECKED Jan. 1970 BY FJD

Note: This drawing is not to scale. Follow dimensions

Sheet No. 5 of 11

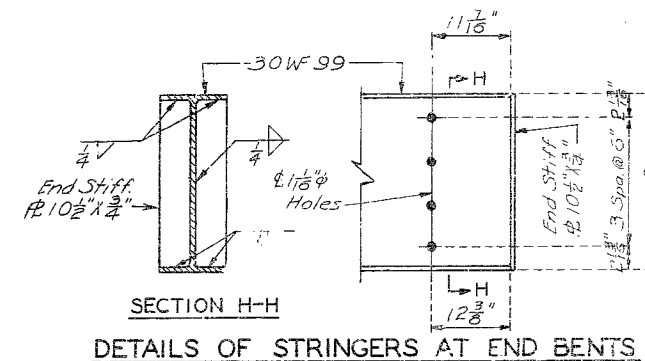
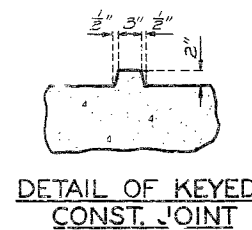
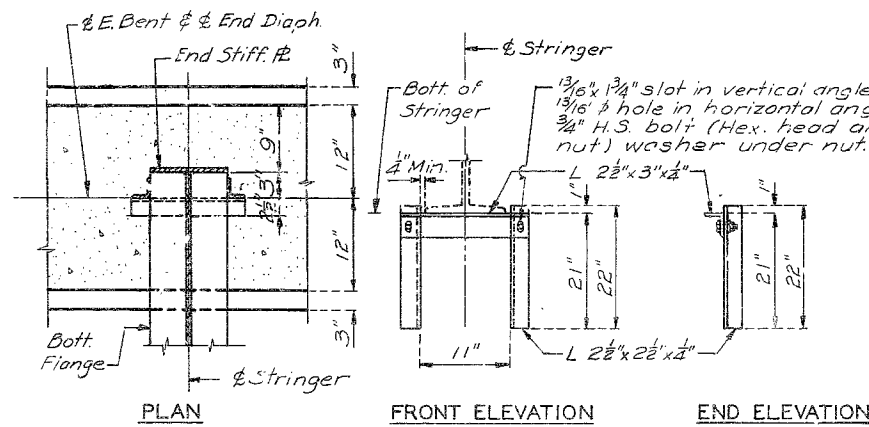
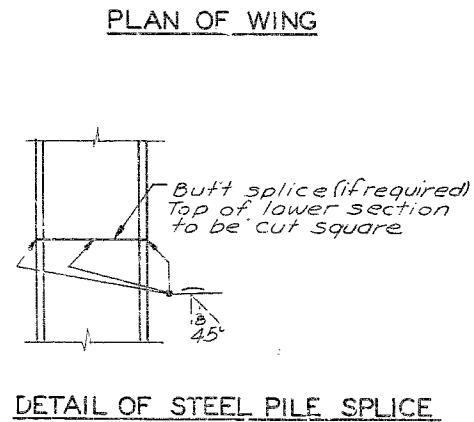
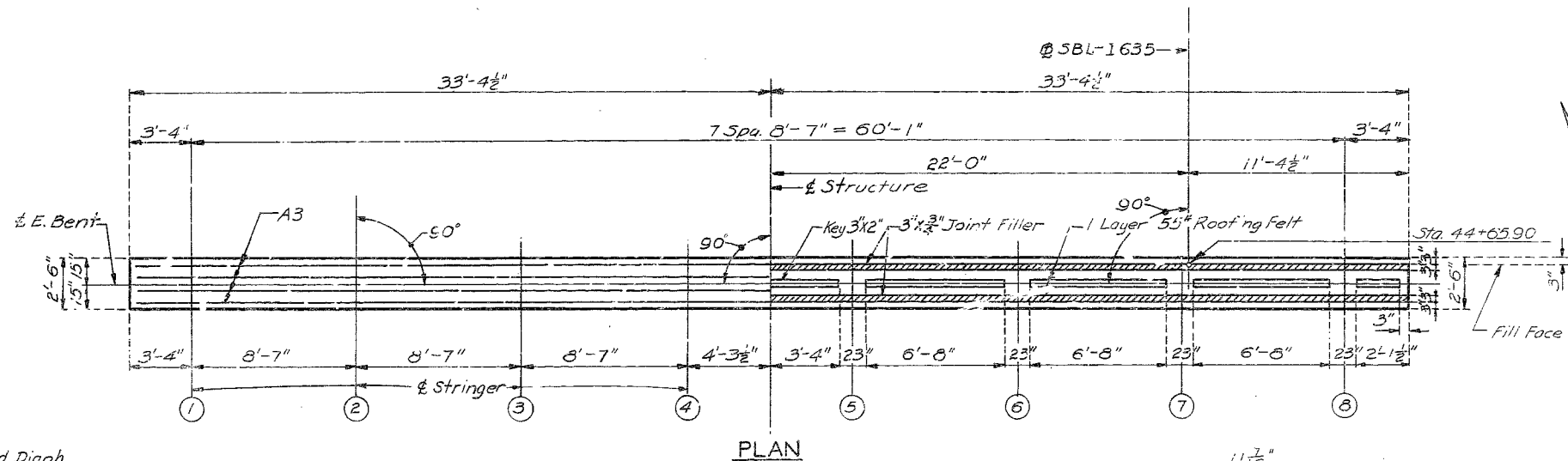
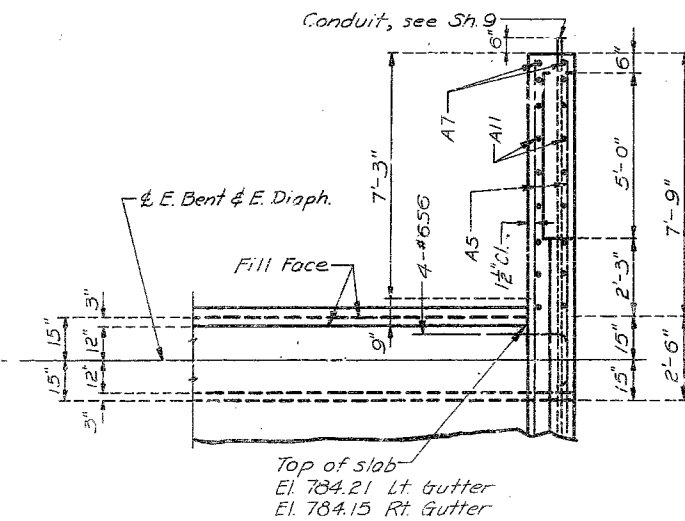
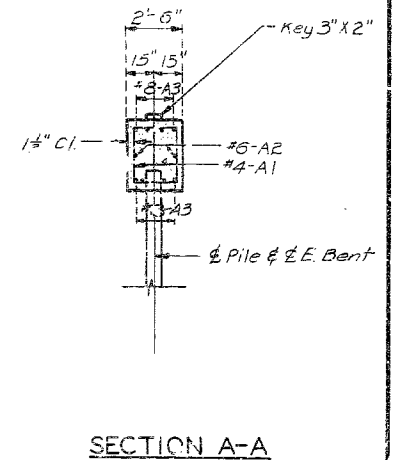
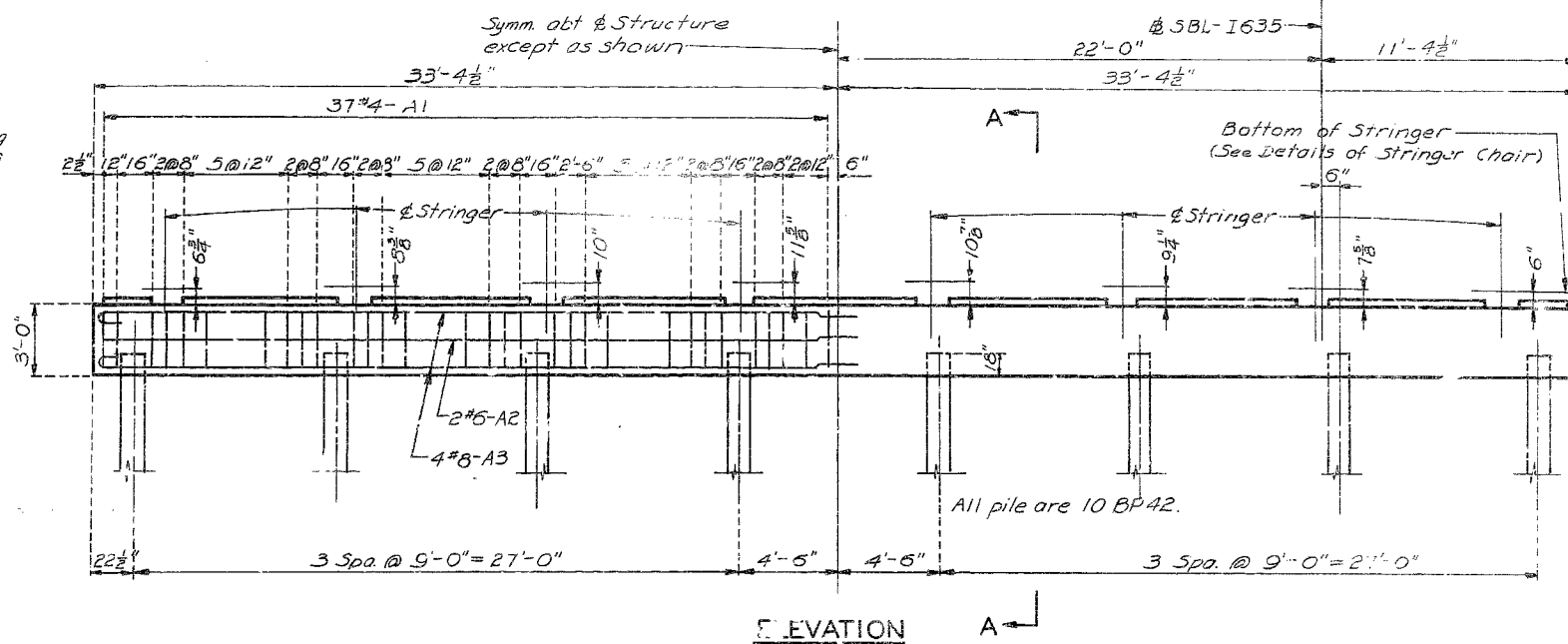
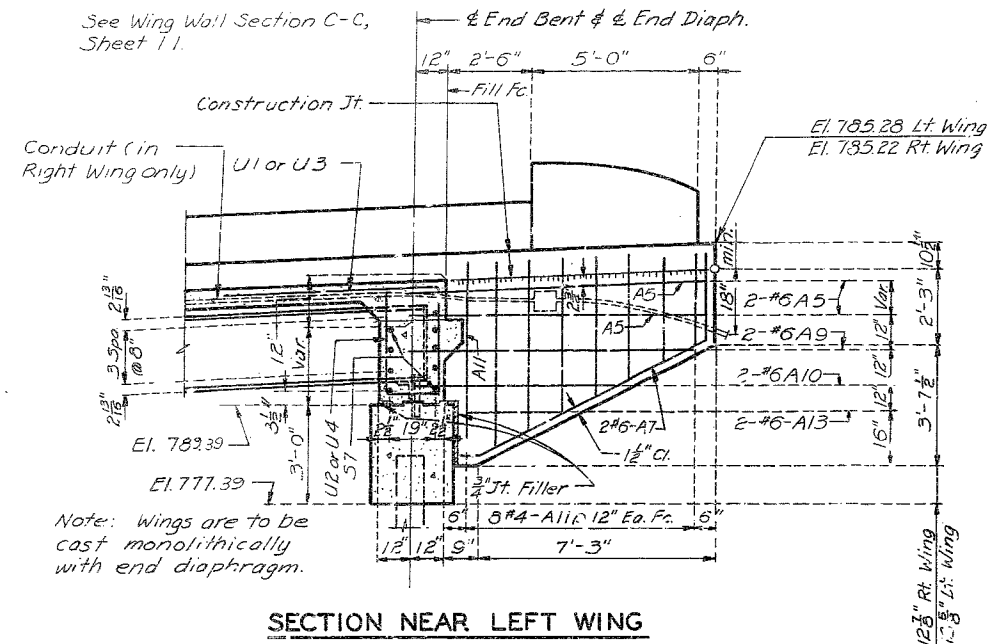
PLATTE COUNTY

HARRINGTON AND CORTELYOU CONSULTING ENGINEERS KANSAS CITY, MO.

A-2436

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	21	

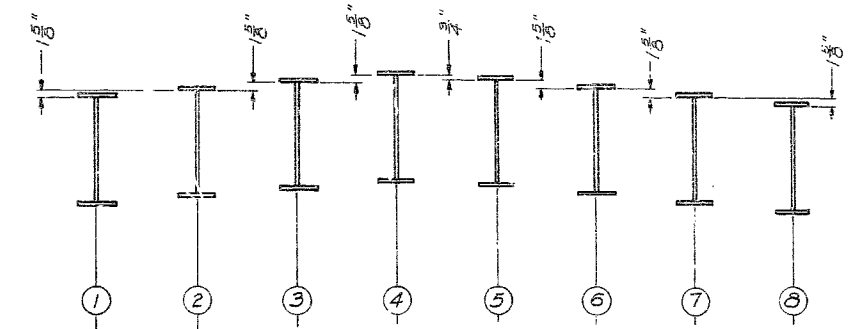
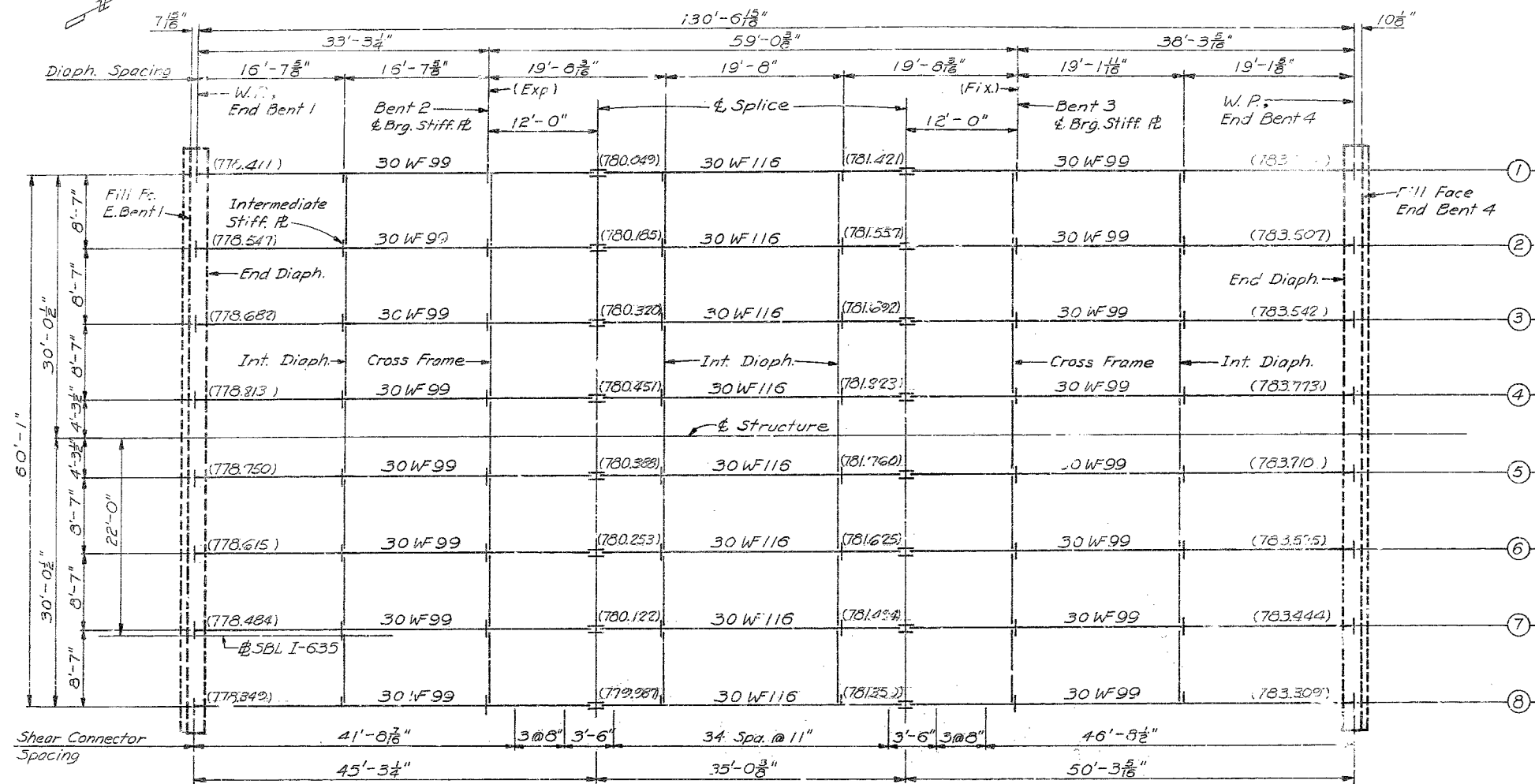


Notes:
See handrail sheet for reinforcement of end post, parapets and curbs.
For details of Conduit System not shown, see Sh. 9.
For elevation of end diaphragm, see Sheet 10.

237

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	F. AID PR. J. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	37	



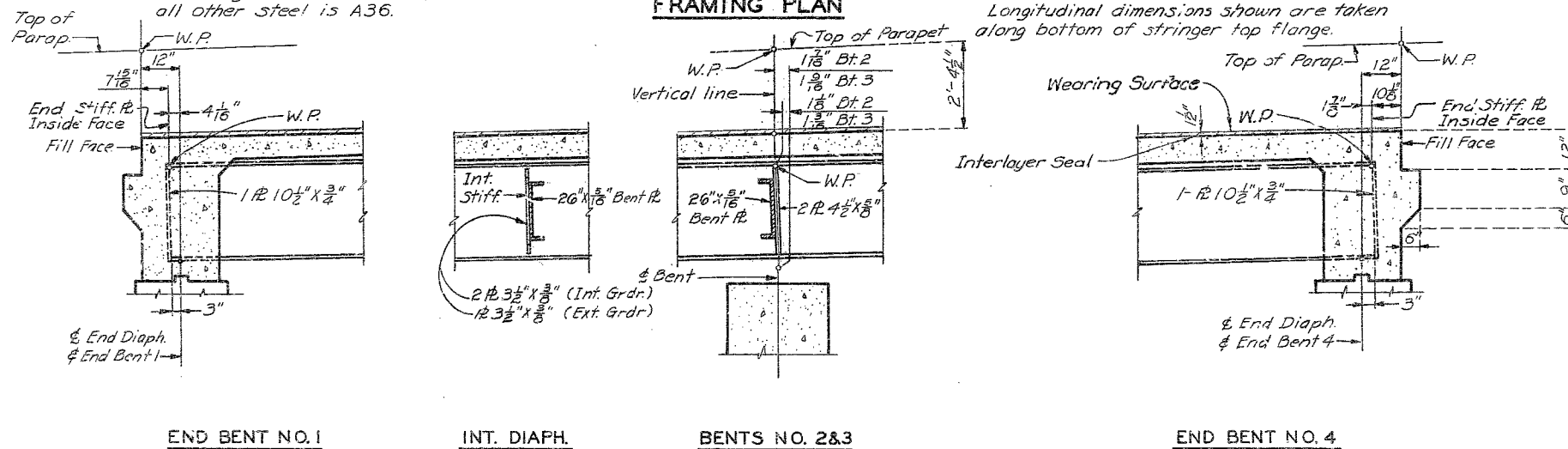
SECTION THRU STRINGERS

Note: Theoretical elevations at bottom of stringer top flange under no load condition are shown thus (776,411). These elevations are shown for W.P.'s at Bents 1 & 4 - 1' + 4' Splices.

Note: All Stringers are A572 Steel; all other Steel is A36.

FRAMING PLAN

Note: Longitudinal dimensions shown are taken along bottom of stringer top flange.



PART LONGITUDINAL SECTION

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

DETAILED Sept. 1969 BY R.P.C.
CHECKED Jan. 1970 BY F.J.D.

Sheet No. 7 of 11.

PLATTE COUNTY

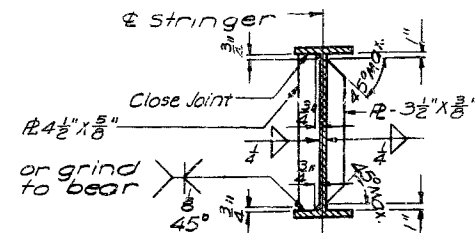
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KANSAS CITY, MO.

A-2436

238

MISSOURI STATE HIGHWAY DEPARTMENT

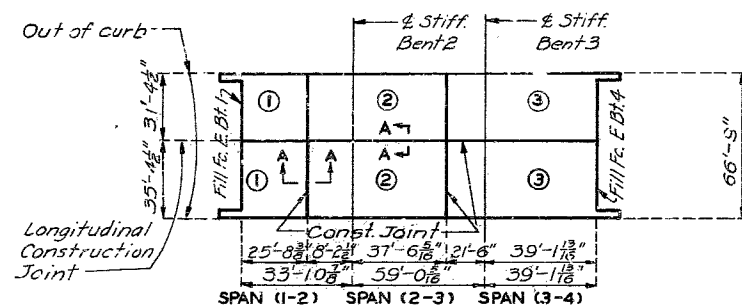
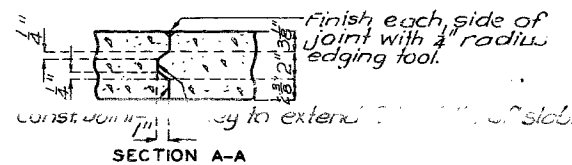
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	24	



BENTS 2 & 3 BEARING INTERMEDIATE DIAPHRAGMS

STIFFENER DETAILS

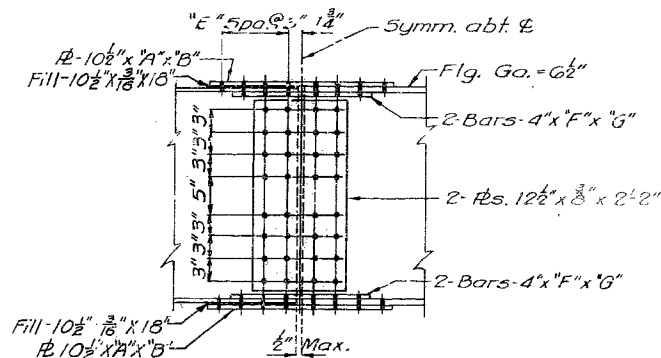
Note: For stiffener details at End Bents, see Sheets 4 & 6.



Basic Sequence	Sequence of Pours Direction		
	1	2	3
Alternate "A" Pours	End to 2	1 to 3	2 to End
Alternate "B" Pours	End to 3	1+2	2 to End
	End to End	1+2+3	

Note: The contractor shall pour and satisfactorily finish the slab pours at a rate of not less than 25 cubic yards per hour.
The diaphragm at the end bents shall be poured a minimum of 45 minutes before the slab is poured.

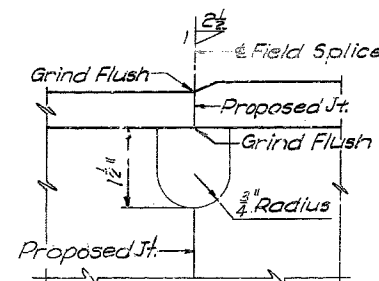
SLAB POURING SEQUENCE



WF SIZE	"A"	"B"	"E"	"F"	"G"
30" WF 99 to 115	3/8"	3'-0 1/2"	5	3/8"	2'-6 1/2"

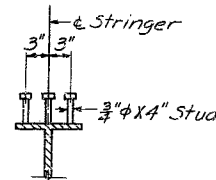
Note: 1 1/2" dia reamed holes for 3/4" dia high strength bolts.

DETAIL OF 30" WF BEAM SPLICE
(Splice plates are A325)



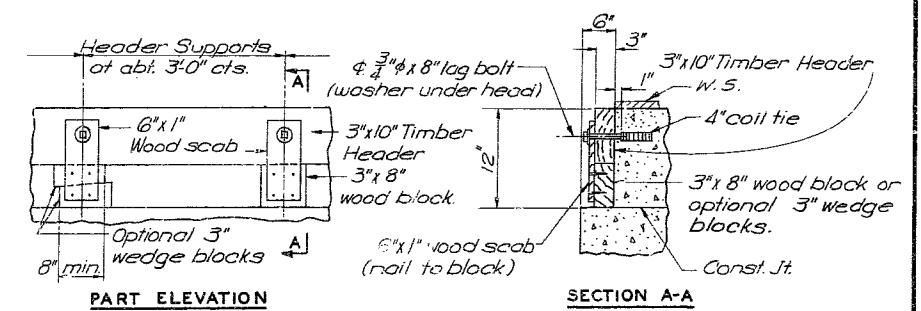
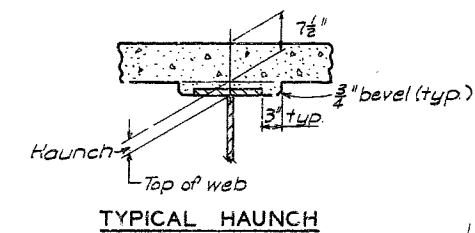
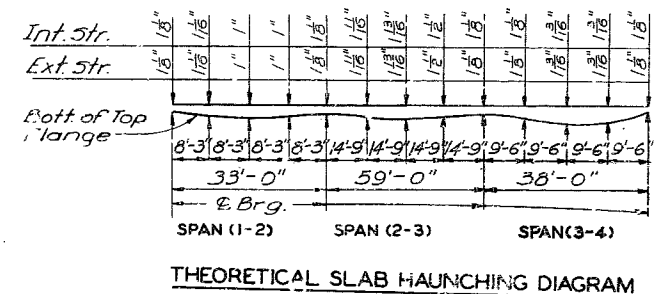
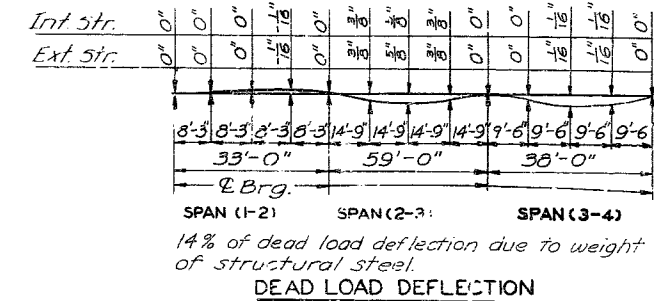
WELDED FIELD SPLICES
Field splices may be field welded or field bolted.

FIELD SPLICES



SHEAR CONNECTORS

Note: Weight of 640 lbs. of shear connectors is included in weight of Fabricated Structural Carbon Steel.



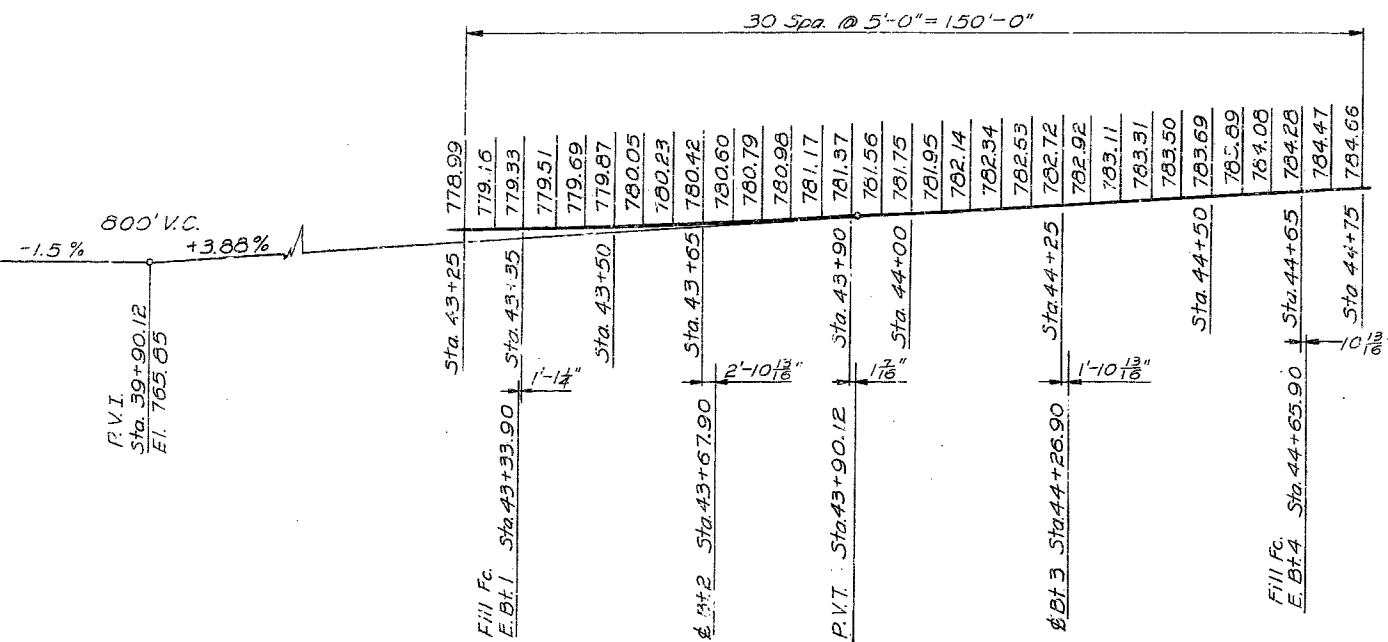
Note: Cost of timber headers complete in place to be included in price bid for concrete.

DETAILS OF TIMBER HEADER

PLATTE COUNTY

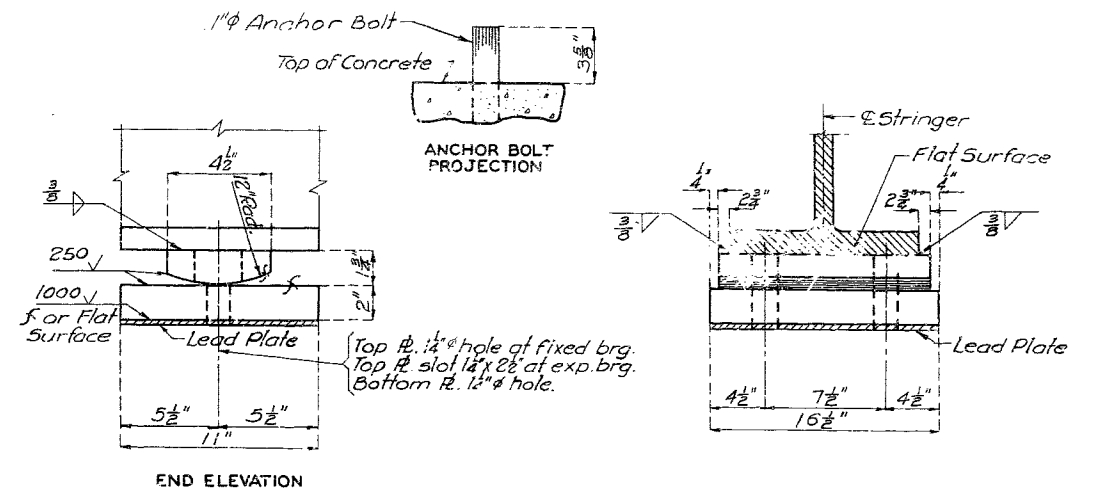
MISSOURI STATE HIGHWAY DEPARTMENT

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



PROFILE GRADE ELEVATION

(At 5' intervals on top of wearing surface above E.S.L. I-635)



NOTES: TYPE "C" BEARINGS

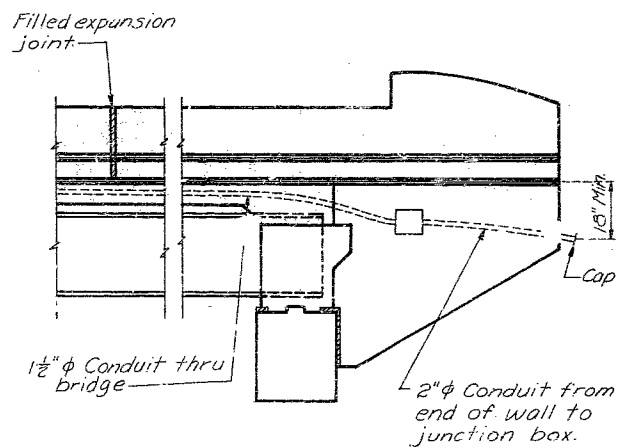
Lead plates under bearings shall be approximately 8" thickness and weigh 8# sq. ft. Cost of lead plates shall be included in price bid for other items. Estimated weight does not include weight of anchor bolt.
Anchor Bolts for Type "C" Bearings shall be 1" diameter swedged bolts, with no heads or nuts and shall extend 10" into concrete. Top of Anchor Bolts shall be set approximately 1/4" below top of bearing.

Required: 16-Expansion Bearings

TYPE "C" BEARINGS
(Estimated Weight 2131 #)

Notes:

All conduit to be rigid galvanized steel with 2 1/4" minimum cover in concrete.
Shift reinforcing steel in field where necessary to clear conduit and junction boxes.
Wiring to be furnished and installed by others.
All junction boxes shall be 10" X 10" X 6" flush mounted and equal to O.Z. Elec. Mfg. Co. Type "YR". Wall thickness to be sufficient to provide 5 full threads for watertight conduit joint.



CONDUIT SYSTEM

240

SPS
REVISED
STD

DETAILED Sept. 19 69 BY RPC
CHECKED Jan. 19 70 BY FJD

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

Sheet No. 9 of 11.

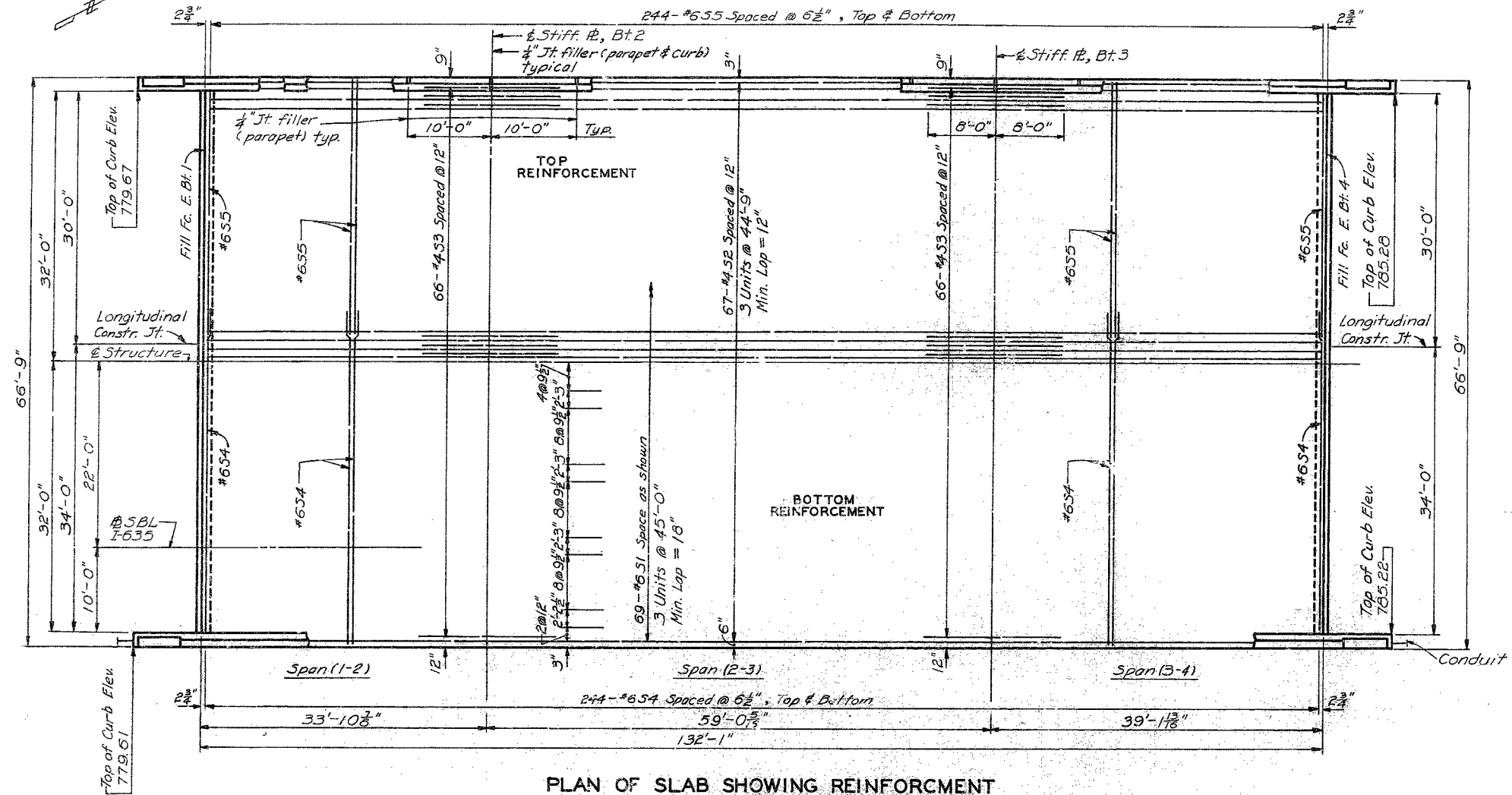
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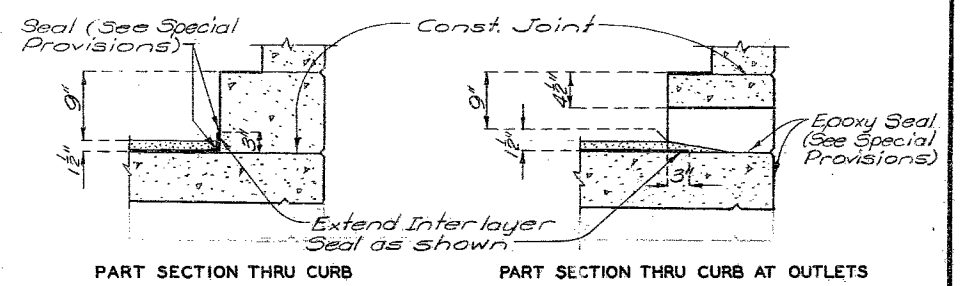
A-2436

MISSOURI STATE HIGHWAY DEPARTMENT

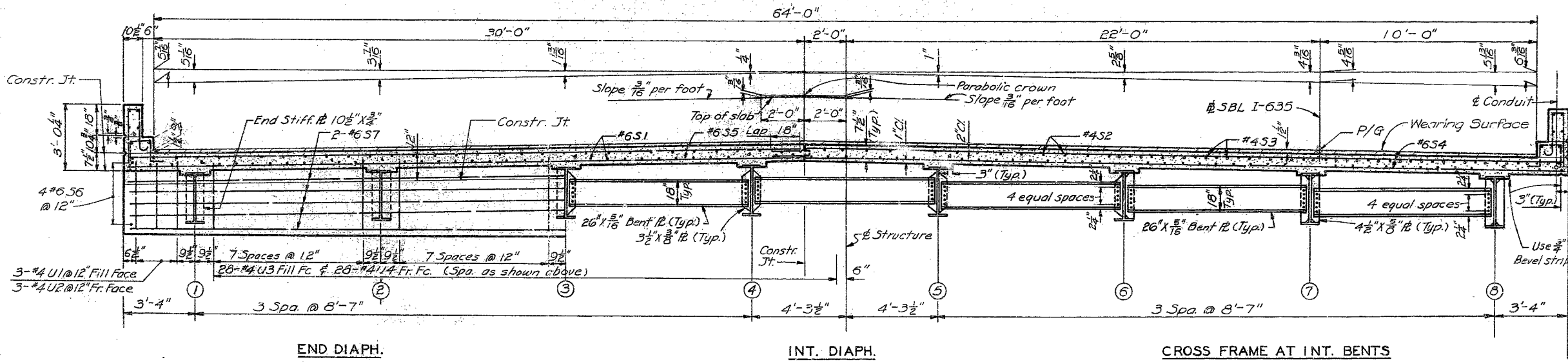
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	10	



PLAN OF SLAB SHOWING REINFORCEMENT



PART SECTION THRU CURB PART SECTION THRU CURB AT OUTLETS



TYPICAL CROSS SECTION

Notes:
 Longitudinal dimensions shown are taken parallel to grade at Crown of Roadway.
 For details of curb, parapet and bridge rail not shown, see Sheet 11.
 For details of conduit system not shown, see Sheet 9.
 For detail of longitudinal construction joint, see Sheet 8.
 Longitudinal construction joint is along Crown of Roadway.
 Crown of Roadway is not \pm of Structure.

Note: See Sheet 4#6 for section thru End Diaphragm. Reinforcement in end diaphragm is symmetrical about \pm Structure

241

MISSOURI STATE HIGHWAY DEPARTMENT

F.L.D. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	11	

GENERAL BRIDGE RAIL NOTES:

All bridge rail posts shall be set normal to grade. Aluminum tube bridge rail 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 bridge rail alignment. Maximum thickness of shims to be 8". Where more tilting of post is required for proper alignment, concrete bearing areas shall be ground down.

All parts of bridge rail, except anchor bolts, nuts, washers, and set screws are to be of aluminum material.

All fillets 1/2" except as noted.

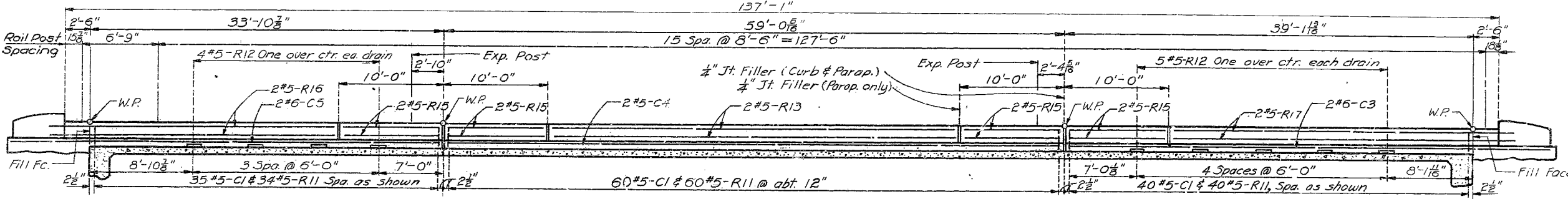
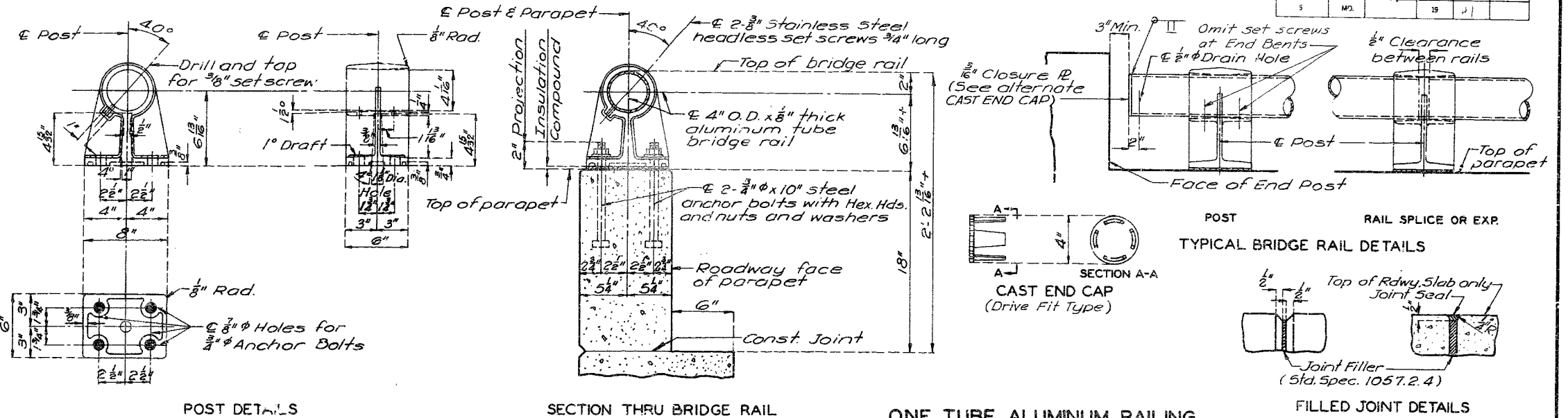
All drafts 3" except as noted.

Omit set screw in side of rail posts adjacent to filled joints in curb and parapet at rail expansion points. Omit set screw in each side of rail post on end bents except where a gap is shown in rail over an expansion device.

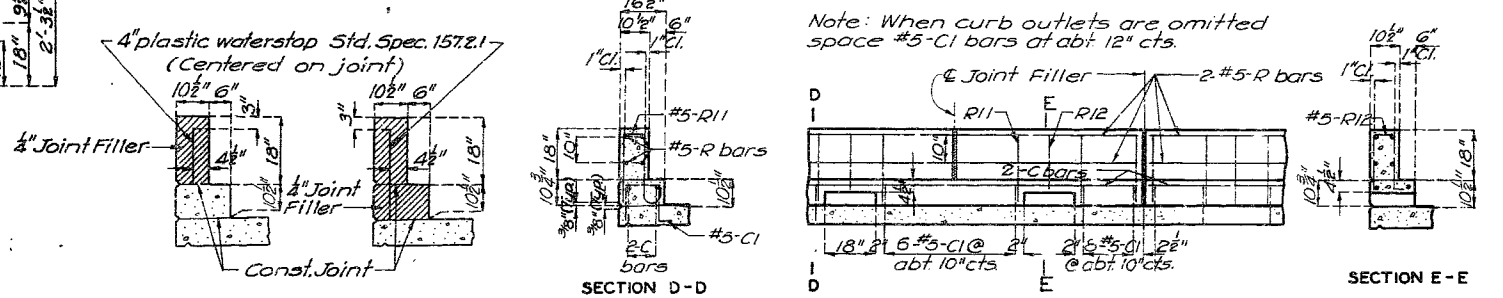
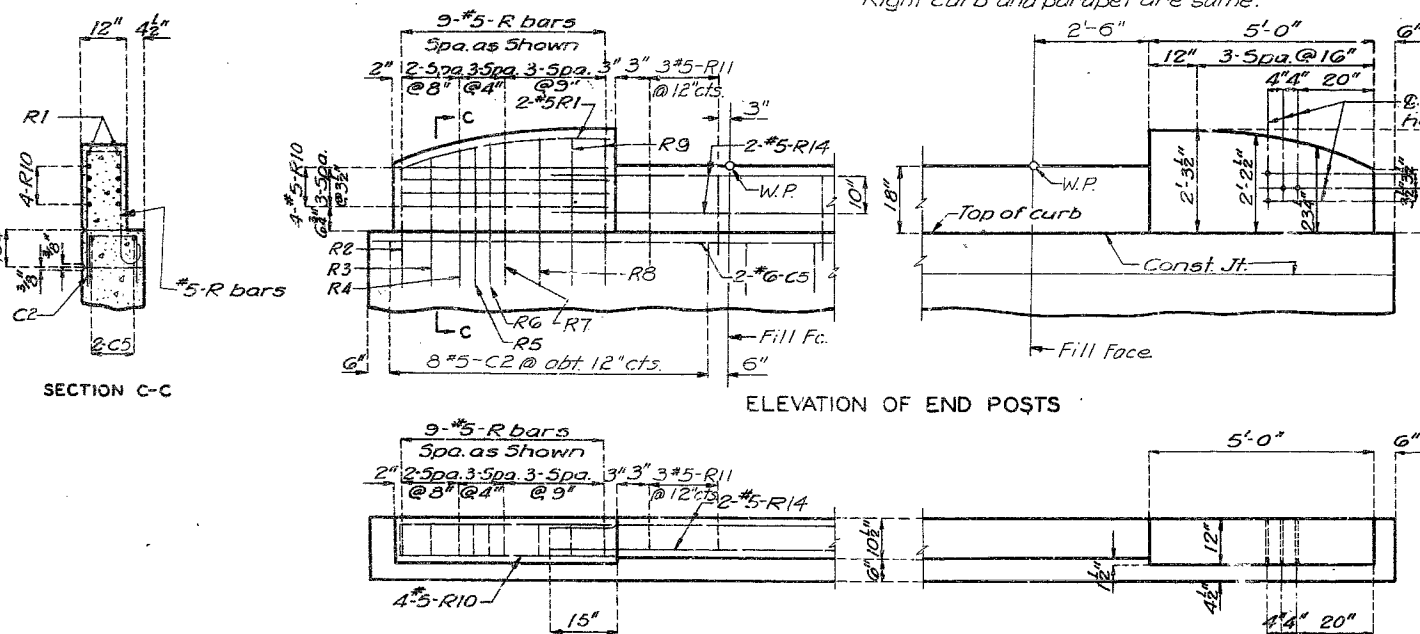
Top of curbs and parapet to be built parallel to grade with curb and parapet joints (except at end bents) normal to grade.

Concrete end posts to be vertical.

All exposed edges of end posts shall have 1/4" bevel. All exposed edges of curbs and parapets shall have 1/8" radius or 1/8" bevel unless otherwise noted.



Note: Rail post spacing is slope distance along top of parapet. For location of W.P.s see longitudinal section on Sheet 7.



Note: Plastic waterstop shall be placed in all parapet and curb filled joints.

Note: Cost of plastic waterstop complete in place to be included in unit price bid for concrete.

Note: When curb outlets are omitted space #5-C1 bars at abt 12" cts.

Note: For horizontal curb and parapet bars use a minimum lap of 15" for #5 and 18" for #6.

242

REVISED OCT 1968
 MAR 1964
 STD. I.5.2
 DETAILED Sept. 1969 BY R.P.C.
 CHECKED Jan. 13 70 BY F.J.D.

PLAN OF END POSTS
 Note: This drawing is not to scale. Follow dimensions.

DETAILS OF PLASTIC WATERSTOP

Sheet No. 11 of 11.

PLATTE COUNTY

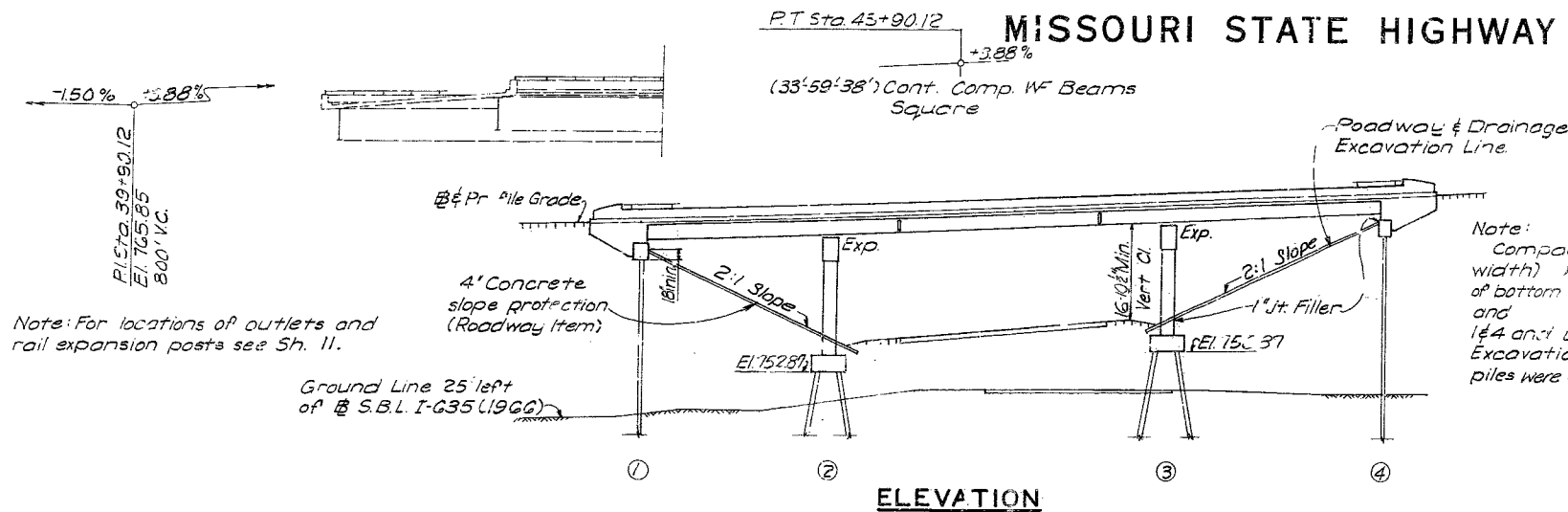
HARRINGTON A.I.D. CORTELYOU
 CONSULTING ENGINEERS KANSAS CITY, MO.

A-2436

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	27	

FINAL PLANS



PILE DATA				
Bent No.	1	2	3	4
Pile Type & Size Number	10BP42 8	10BP42 12	10BP42 12	10BP42 8
Final Length Ft.	70-72	48-50	45-46 Lt. Ft. 42-47 Cr. Ft. 43-47 Rt. Ft.	47-54
Design Bearing Tons	29	57	57	35
Hammer Energy Req'd. Ft. Lbs.	8,800	17,200	17,200	7,900

Minimum energy requirement of hammer based on plan length and design bearing value of piles.

All piles were driven to practical refusal

GENERAL NOTES

Design Specifications: A.A.S.H.O. - 1969

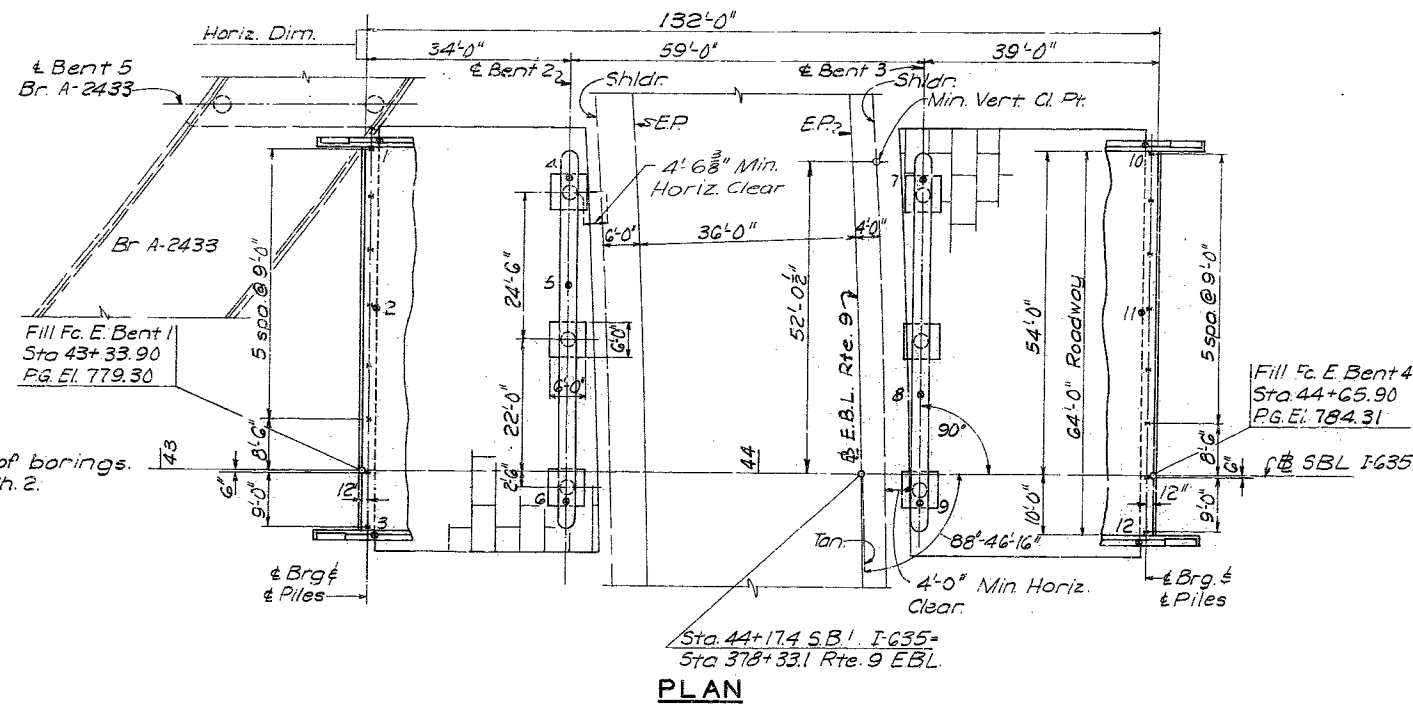
Design Loading: HS20-44

Modified 24,000* Tandem Axle Earth 120* Equivalent Fluid Pressure 30* Fatigue Stress - Crse I

Design Unit Stresses:

- Class B Concrete (substructure) $f_c = 1200$ psi
- Class B1 Concrete (superstructure) $f_c = 1600$ psi
- Reinforcing Steel $f_s = 20,000$ psi
- Structural Steel (A.S.T.M. A36) $f_s = 20,000$ psi
- Structural Steel (A.S.T.M. A-572) Grade 50 $f_s = 27,000$ psi
- Steel Pile $f_b = 9000$ psi

Field connections, High Strength Bolts $\frac{3}{4}$ " ϕ , holes $\frac{13}{16}$ " ϕ except as noted.
 Paint: Shop, none; Field, by contractor in accordance with Std. Spec. 712.12.
 Minimum clearance to reinforcing $\frac{1}{2}$ " unless otherwise shown.
 Profile grade elevations are taken at top of wearing surface.



Items	Units	QUANTITIES		Totals	
		Substr.	Superstr.		
Class I Excavation	Cu. Yd.	154		154	*
Structural Steel Piles (10")	Lin. Ft.	2102		2102	*
Class B Concrete	Cu. Yd.	131.0		131.0	*
Class B1 Concrete	Cu. Yd.		271.0	271.0	*
Reinforcing Steel	Lb.	25760	80340	106100	*
Fabricated Structural Carbon Steel	Lb.		15400	15400	*
Fabricated Structural Low Alloy Steel	Lb.		108190	108190	*
Painting	Ton		61.5	61.5	*
Bridge Rail (one tube)	Lin. Ft.		273	273	*
Conduit System on Structure	Lump Sum		1	1	*
Coal Tar Interlayer Protective Coat	Sq. Yd.		939	939	*
Special Type "D" Mixture (Asphaltic Concrete)	Ton		65	65	*

All concrete and reinforcement in end bents (except pile cap beam) is included with superstructure quantities.
 Payweight for fabricated steel based on welded field splices regardless of type used.

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

Bench Marks
 B.M. - Bolt head in Lt. curb at S. end Br. A-2436 Elev. 779.76
 B.M. - Bolt head in Rt. curb at N. end Br. A-2436 Elev. 785.25

BRIDGE: S.B.L. I-635 OVER RTE. 9 E.B.L.
 STATE ROAD-INTERSTATE ROUTE 635
 IN RIVERSIDE
 PROJECT NO. I-IG-635-(K75)(RTE. I-635) STA. 43+33.90

PLATTE COUNTY

SUBMITTED BY: *W. A. Casey* DATE: 1-22-72

APPROVED BY: *Robert N. Hunter* DATE: 1-22-72



FINAL PLAN

Sheet No. 1A of 11

HARRINGTON AND CORTELYOU CONSULTING ENGINEERS KANSAS CITY, MO.

DWG. 611.60

DWG. 706.30A

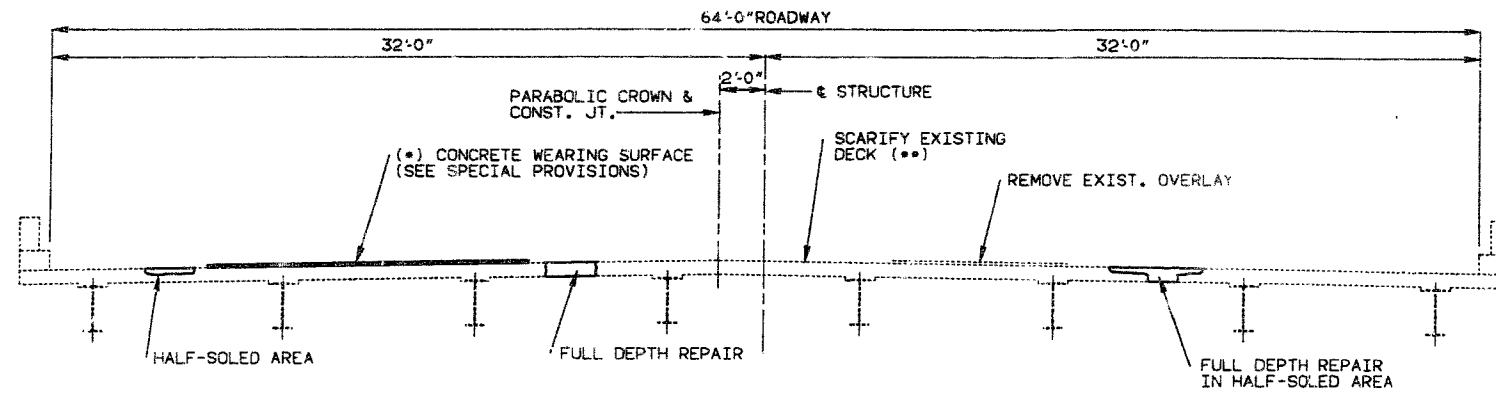
A-2436

243

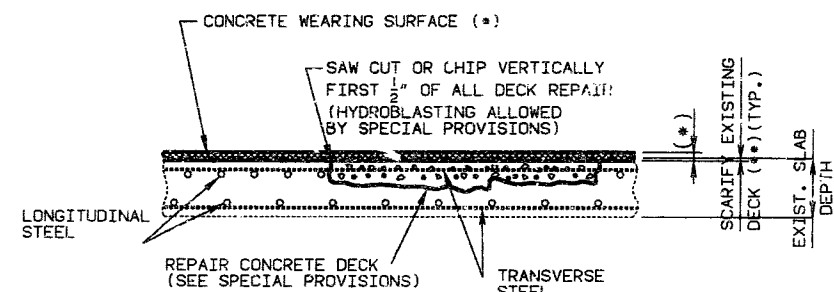
DESIGNED Sept. 1969 BY H&C
 DETAILED Sept. 1969 BY KKD
 CHECKED Jan. 1970 BY FJD

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

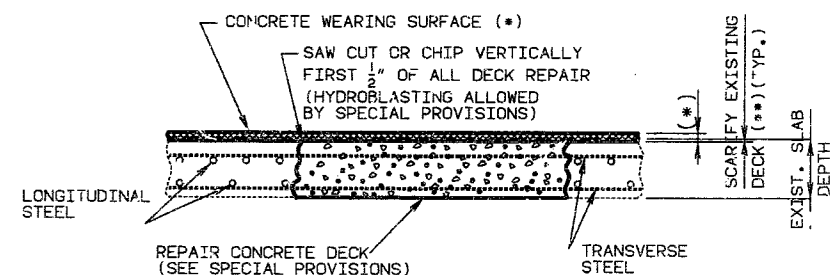
STATE	PROJ. NO.	SHEET NO.
MO.		132
S.C./SUR. 5 TWP. 50N RGE. 33W		



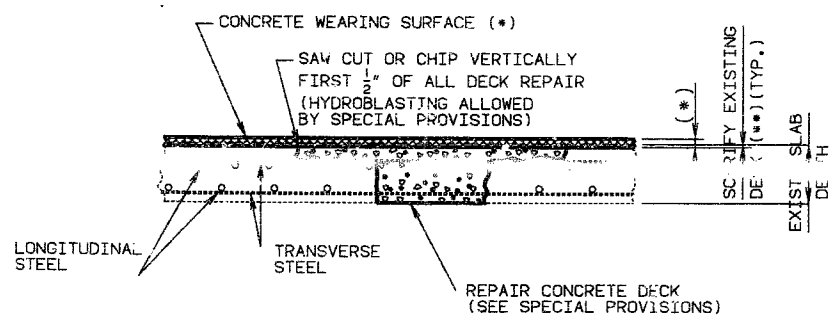
TYPICAL SECTION THRU SLAB



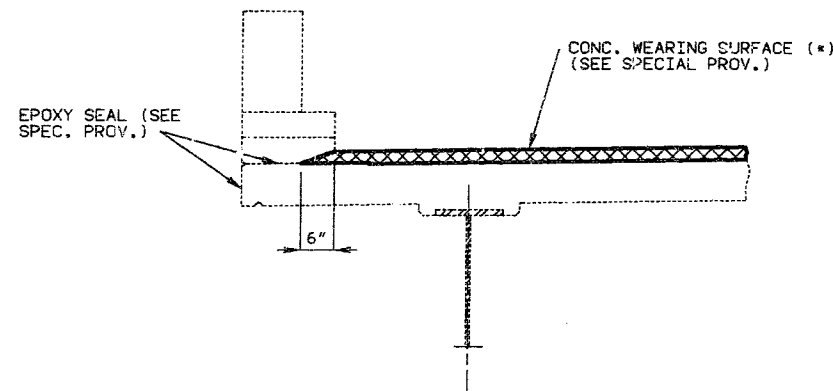
HALF-SOLED AREA



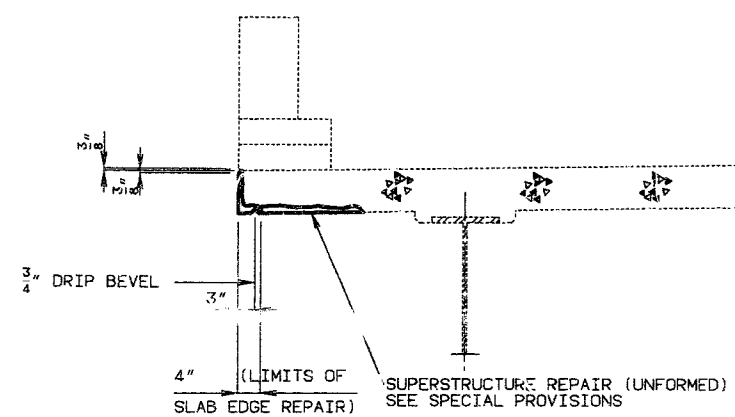
FULL DEPTH REPAIR



FULL DEPTH REPAIR IN HALF-SOLED AREA



DETAIL THRU CURB OUTLET



PART SECTION THRU SLAB

GENERAL NOTES:

- 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 1/2"±.
- PAINT: SYSTEM C BY CONTRACTOR IN ACCORDANCE WITH STD. SPEC. 712.13. (COLOR OF FINAL FIELD COAT SHALL BE ALUMINUM).

ESTIMATED QUANTITIES

ITEM		TOTAL
ASPHALT REMOVAL (BRIDGES)	SQ. FT.	8453
SUPERSTRUCTURE REPAIR (UNFORMED)	SQ. FT.	60
REPAIRING CONCRETE DECK (HALF-SOLING)	SQ. FT.	200
FULL DEPTH REPAIR	SQ. FT.	100
SLAB EDGE REPAIR (BRIDGES)	LIN. FT.	60
() CONCRETE WEARING SURFACE	SQ. YD.	939

* SEE JOB SPECIAL PROVISIONS FOR ALTERNATE USE OF 1 3/4" (MIN.) LATEX MODIFIED CONCRETE OR 2" (MIN.) LOW SLUMP CONCRETE WEARING SURFACE.

** SCARIFY EXIST. DECK 1/4" (MIN.) IF LATEX MODIFIED CONCRETE IS USED, OR 1/2" (MIN.) IF LOW SLUMP CONCRETE IS USED.

REPAIRS TO BRIDGE:
SBL I-635 OVER RTE. 9 EBL

STATE ROAD FROM STATE LINE TO RTE. I-29
IN RIVERSIDE
PROJECT NO. FA-635-1(247) STA. 43+33.90±
JOB NO. 4I 990-635 RTE. I-635

PLATTE COUNTY

STD.
STD.
A-2436R

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

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

SHEET NO. 1 OF 1.

DATE 2/4/91

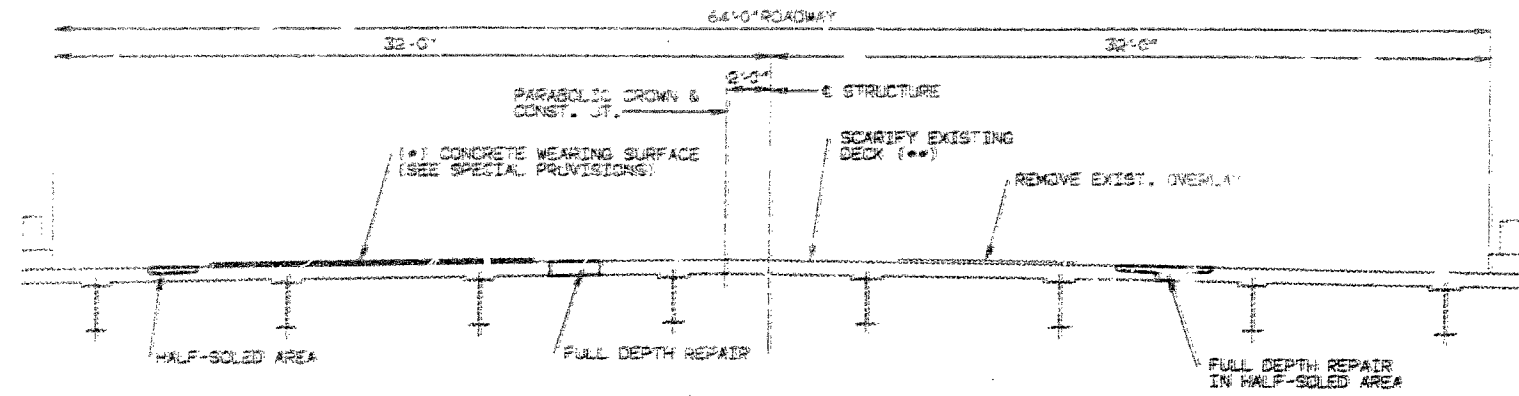
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MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

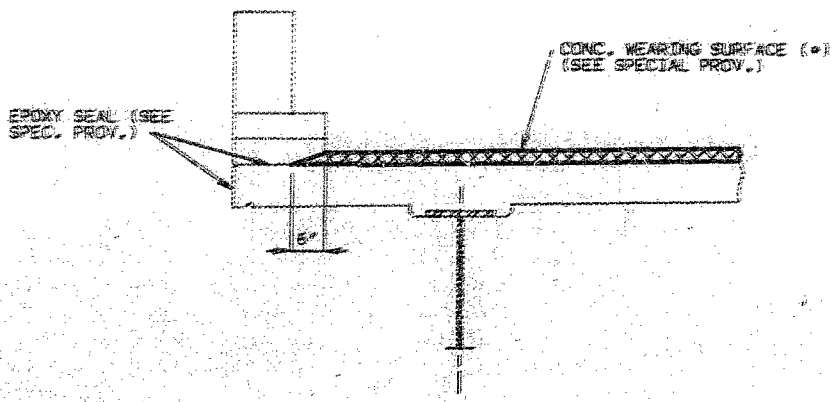
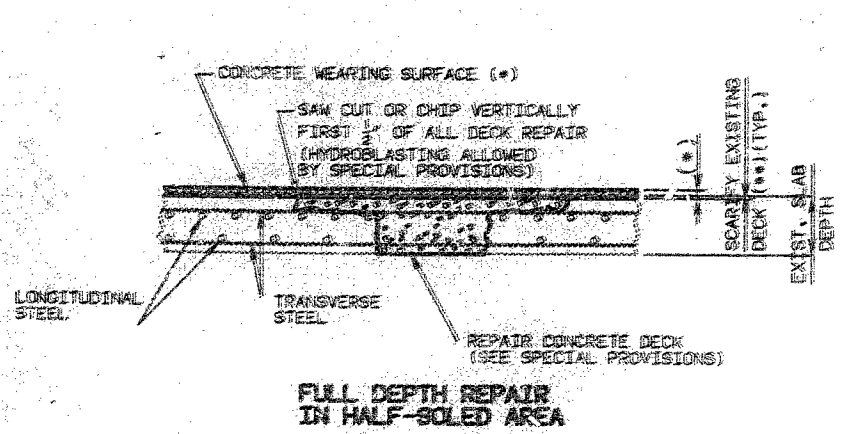
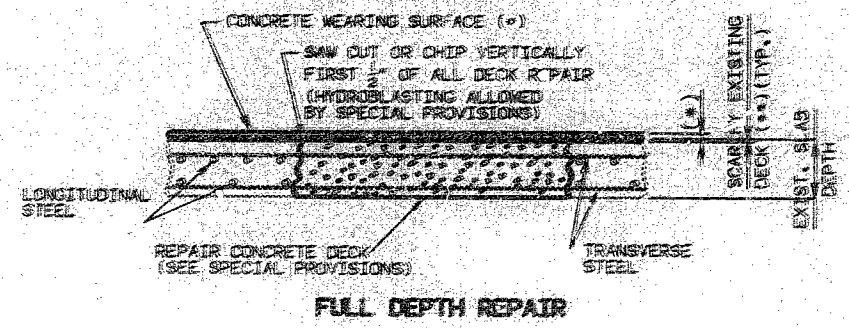
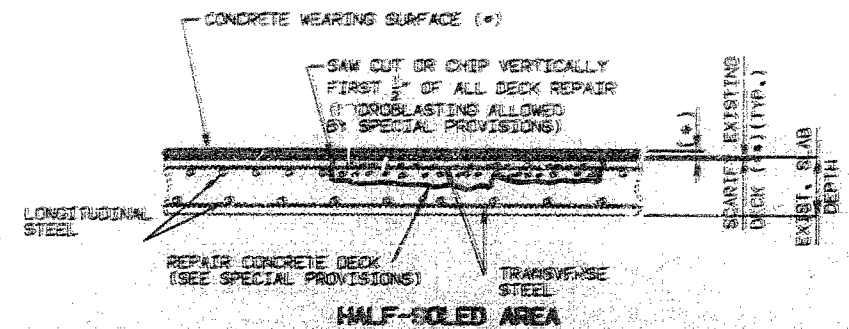
STATE	PROJ. NO.	SHEET NO.
MO.	FA-635-1(247)	35
SEC./SUR.	5 TWP. 30N R2E, 33W	

35

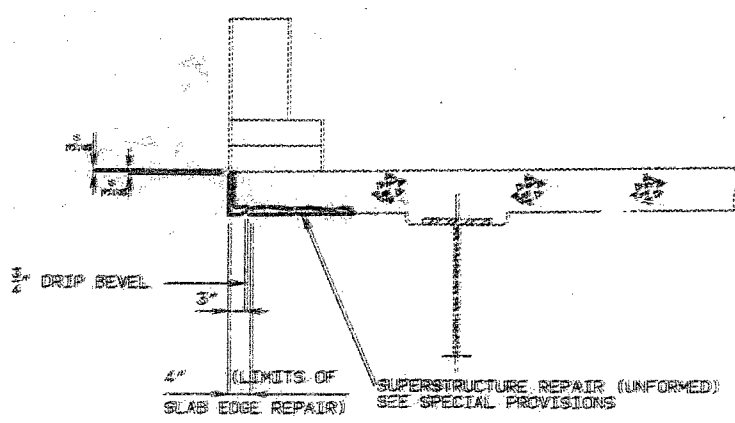
FINAL PLANS



TYPICAL SECTION THRU SLAB



DETAIL THRU CURB OUTLET



PART SECTION THRU SLAB

GENERAL NOTES:

- 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 1/2".
- PAINTS: SYSTEM C BY CONTRACTOR IN ACCORDANCE WITH STD. SPEC. 712.13. (COLOR OF FINAL FIELD COAT SHALL BE ALUMINUM).

FINAL QUANTITIES		
ITEM		TOTAL
ASPHALT REMOVAL (BRIDGES)	SO. YD.	8453
SUPERSTRUCTURE REPAIR (UNFORMED)	SO. FT.	68
REPAIRING CONCRETE DECK (HALF-SOLED)	SO. FT.	699
FULL DEPTH REPAIR	SO. FT.	0
SLAB EDGE REPAIR (BRIDGES)	LEC. FT.	0
() CONCRETE WEARING SURFACE - LOW SLUMP	SO. YD.	939

* SEE JOB SPECIAL PROVISIONS FOR 2" (MIN.) LOW SLUMP CONCRETE WEARING SURFACE.

** SCARIFY EXIST. DECK 1/2" (MIN.) FOR LOW SLUMP CONCRETE

REPAIRS TO BRIDGE: SBL I-635 OVER RTE. 9 EBL

STATE ROAD FROM STATE LINE TO RTE. I-29 IN RIVERSIDE
 PROJECT NO. FA-635-1(247) STA. 43+33.90±
 JOB NO. 4I 990-633 RTE. I-635

PLATTE COUNTY

STD.
STD.
A-2436R

4470-7885

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

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

SHEET NO. 1 A OF 1.

DATE 3/4/91