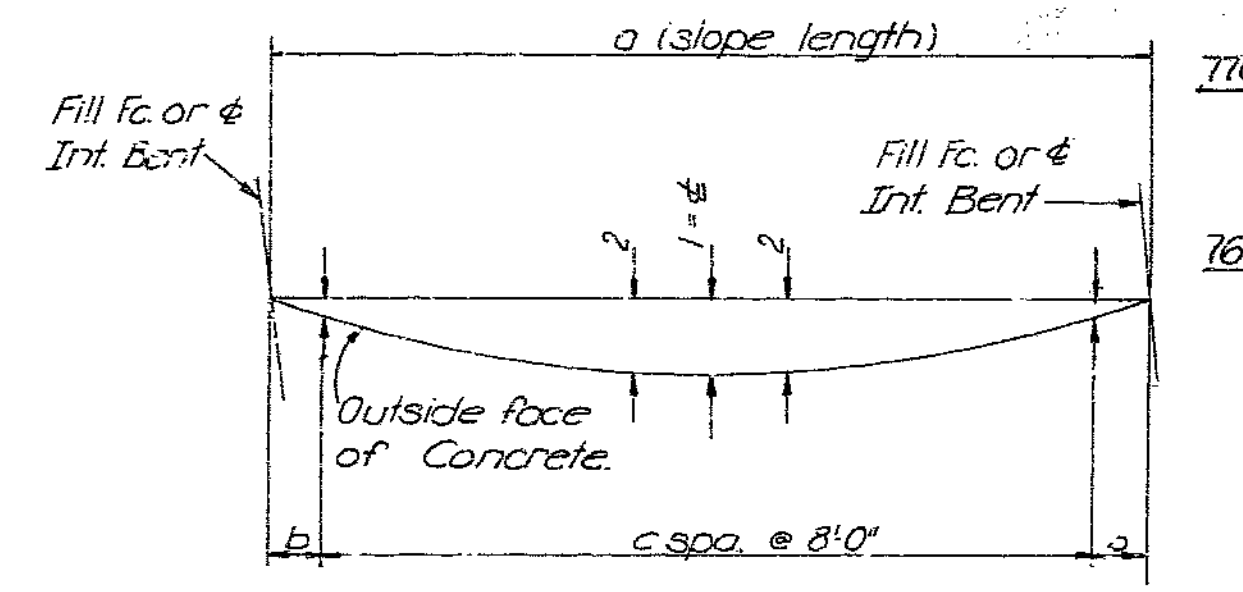
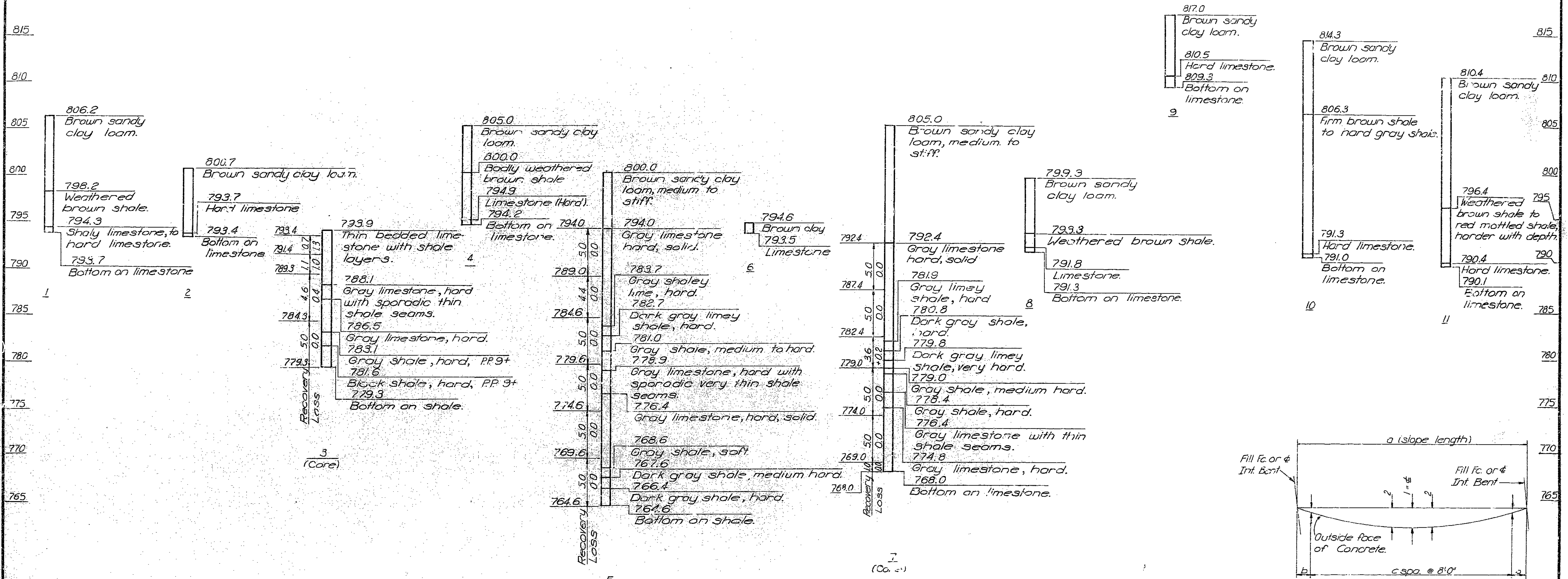


MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	MO.		19	72	



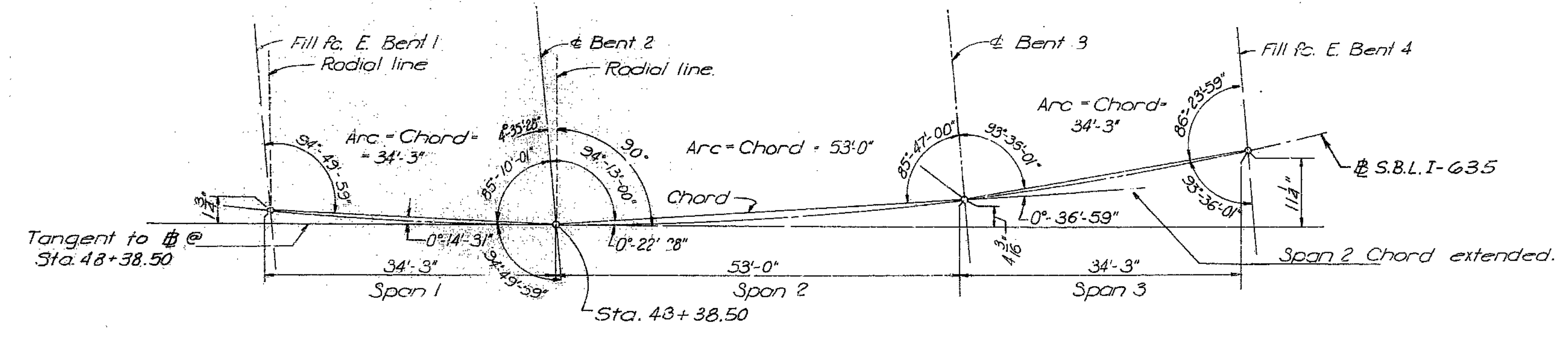
BORINGS

For location of borings see St 1

2565

Span	Left Outside Face of Concrete			Right Outside Face of Concrete		
	1	2	3	1	2	3
a	34'-3 3/8"	53'-0 1/2"	34'-3 3/8"	34'-3 3/8"	53'-0 1/2"	34'-3 3/8"
b	9'-1 1/8"	2'-6 1/2"	9'-1 1/8"	9'-1 1/8"	2'-6 1/2"	9'-1 1/8"
c	2	6	2	2	6	2
1-#	7/16"	1 1/16"	7/16"	7/16"	1 1/16"	7/16"
2	1/16"	1/16"	1/16"	1/16"	1/16"	1/16"
3	1/16"	1/16"	1/16"	1/16"	1/16"	1/16"
4	1/16"	1/16"	1/16"	1/16"	1/16"	1/16"

CURVE ORDINATES



LAYOUT OF SUBSTRUCTURE

DETAILED Sept. 1969 BY B.S.
CHECKED Jan. 1970 BY F.J.D.

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

Sheet No. 2 of 9.

PLATTE COUNTY
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

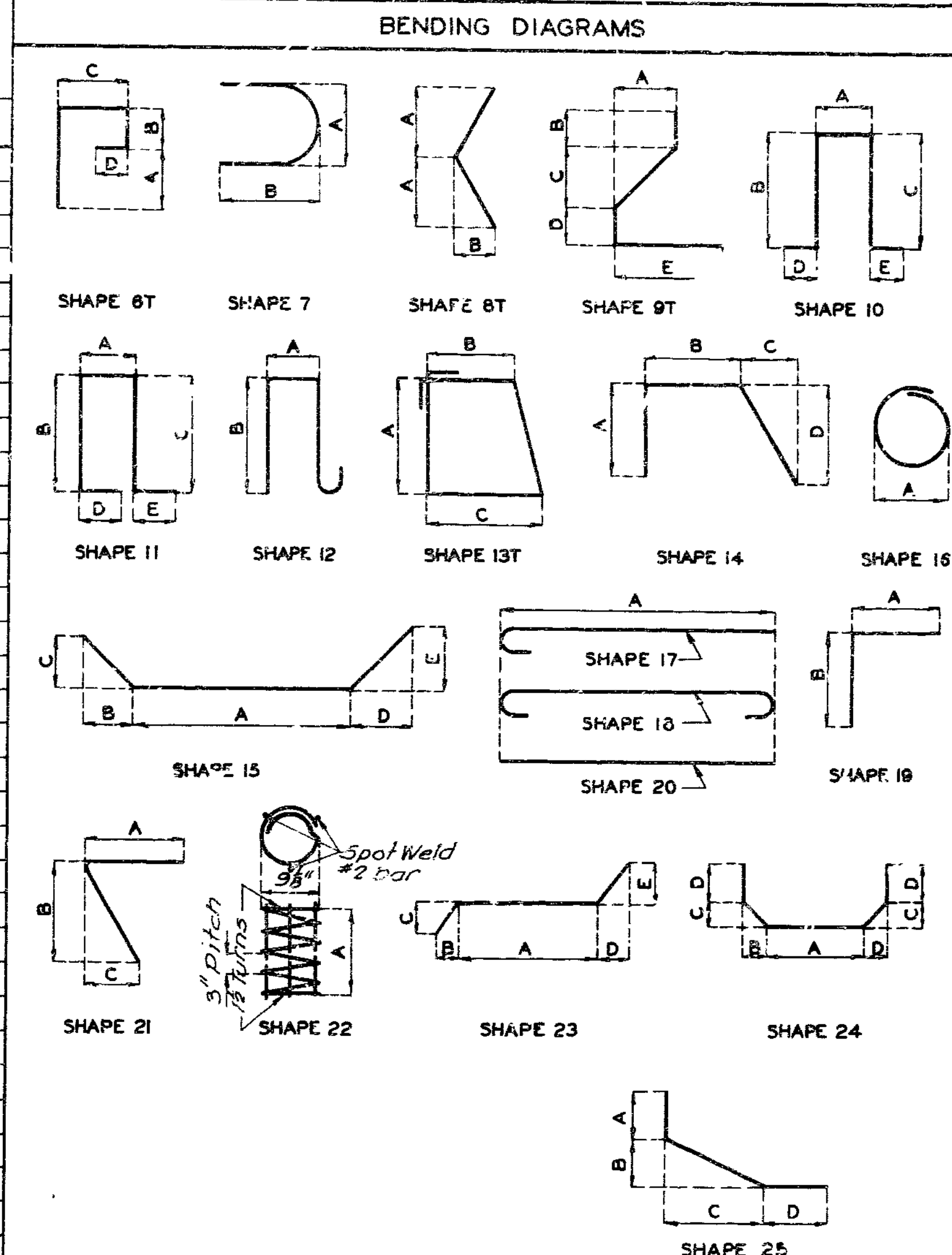
A-2438

MISSOURI STATE HIGHWAY DEPARTMENT

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

NO. REQ.	MARK NO.	LOCATION	SHAPE NO.	TIE OR STIR. SUBSTR. VARIES NO. EA.	DIMENSIONS					LENGTH
					A	F	C	D	E	
	SIZE MARK				FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.
END BENTS 1 & 4										
36	7D1	Column	20		3-6					3-6
10	9H1	Beam	20		58-7					58-7
10	9H2	"	17		38-3					39-3
8	6H3	"	20		58-7					58-7
10	9H4	Beam	17		23-1					24-1
32	6H5	Wing	20	18	8-5					8-5
		Increment = 18 inches			3-11					3-11
8	5H6	Wing	20		8-8					8-8
236	5U1	Beam	10T		2-3 1/2	3-2	3-2			8-5
30	3U2	Columns	16		1-9					6-5
48	7V1	Columns	20		4-9					4-9
163	6V2	Beam	19		3-10 1/2	3-2				6-11
8	4V3	Wing	20		5-2					5-2
24	4V4	Wing - Bent 1	20	V4	4-8					4-8
		Increment = 8 1/4 inches			1-2 3/4					1-3
4	6T1	Wing - Bent 1	25		1-5	4-0 1/2	6-2	2-4		11-0
24	4V5	Wing - Bent 4	20	V4	4-9					4-9
		Increment = 7 3/8 inches			1-8 3/8					1-8
4	6T2	Wing - Bent 4	25		1-11 1/2	4-0 1/2	6-2	2-4		11-6
36	7D1	Footing	20	S	3-6					3-6
24	5D2	"	18	S	3-6					4-8
24	5D3	Footing	20	S	3-6					3-6
INT. BENTS 2 & 3										
24	11H20	Beam	17		39-4					40-6
24	11H21	"	17		23-0					24-2
8	7H22	"	20		16-0					16-0
8	10H23	"	20		15-0					15-0
4	10H24	"	20		37-11					37-11
4	10H25	"	20		23-0					23-0
20	9H26	"	20		37-8					37-8
20	9H27	"	20		23-0					23-0
268	6U20	Beam	10T		3-8 1/2	2-0 1/4	2-0 1/4	6 1/2	6 1/2	8-4
63	3P20	Column, Bent 2	16		2-3					7-11
9	8P21	"	20		21-9					21-9
9	8P22	"	20		22-8					22-8
9	8P23	Column, Bent 2	20		23-7					23-7
60	3P20	Column, Bent 3	16		2-3					7-11
9	8P30	"	20		20-10					20-10
9	8P31	Column Bent 3	20		21-9					21-9

NO. REQ.	MARK NO.	LOCATION	SHAPE NO.	TIE OR STIR. SUBSTR. VARIES NO. EA.	DIMENSIONS					LENGTH
					A	B	C	D	E	
	SIZE MARK				FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.
INT. BENTS 2 & 3 (CONT.)										
9	8P32	Column, Bent 3	20		22-8					22-8
54	5D20	Dowels Footing	20	S	2-6					2-6
30	5D21	Footing	18	S	4-6					5-8
30	5D22	"	20	S	4-6					4-6
SUPERSTRUCTURE										
252	5C1	Curb	10T		1-1 1/2	1-8	1-8			4-3
24	5C2	"	10T		1-0	1-11	1-11			4-8
8	6C3	"	20		41-0					41-0
4	5C4	Curb	20		52-8					52-8
8	5R1	End Post	20		4-1					4-9
4	5R2	"	12T		9	2-1 3/4				5-4
4	5R3	"	12T		9	2-4 1/2				5-9
4	5R4	"	12T		9	2-6 1/2				6-1
4	5R5	"	12T		9	2-7 1/4				6-3
4	5R6	"	12T		9	2-8				6-5
4	5R7	"	12T		9	2-8 5/8				6-6
4	5R8	"	12T		9	2-9 1/8				6-8
8	5R9	"	12T		9	2-9 1/2				6-9
16	5R10	End Post	10T		7 3/4	4-9	4-9			9-11
252	5R11	Parapet	12T		8 1/2	2-0 3/8				5-1
8	5R12	"	10T		8 1/2	1-7 1/2	1-7 1/2			6-4-2
16	5R13	"	20		26-10					26-10
32	5R14	"	20		9-8					9-8
8	5R15	Parapet	20		2-8					32-8
278	5S1	Slab	20		36-8					36-8
278	5S2	"	20		23-2					23-2
120	8S3	"	20		42-0					42-0
76	8S4	"	20		19-0					19-0
80	8S5	"	20		26-8					26-8
40	10S6	"	20		37-0					37-0
38	10S7	"	20		27-0					27-0
166	5S8	"	20		19-1					19-1
80	10S9	"	20		30-0					30-0
80	10S10	"	20		23-0					23-0
76	10S11	"	20		14-6					14-6
83	5S12	Slab	20		31-0					31-0



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 or 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.

257

REVISED
JULY 1969
SEPT 1969

Drawn Oct 1969 by BS
Checked Jan 1970 by F.J.D.

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

Sheet No. 3 of 9

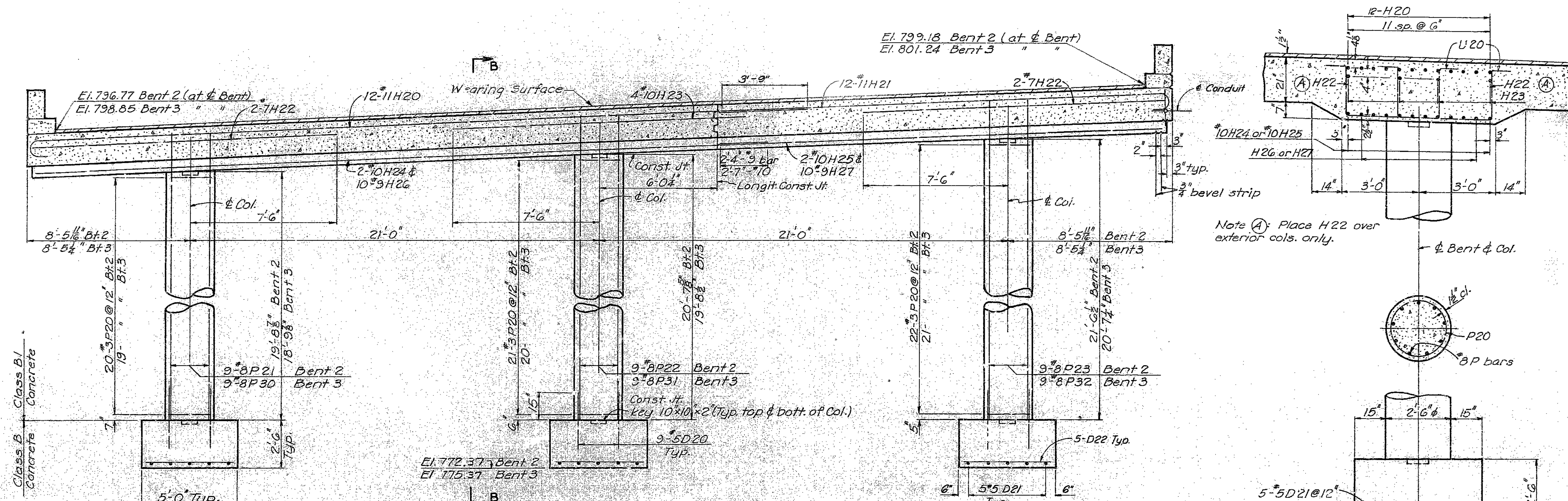
PLATTE COUNTY

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CONSULTING ENGINEERS
KANSAS CITY, MO.

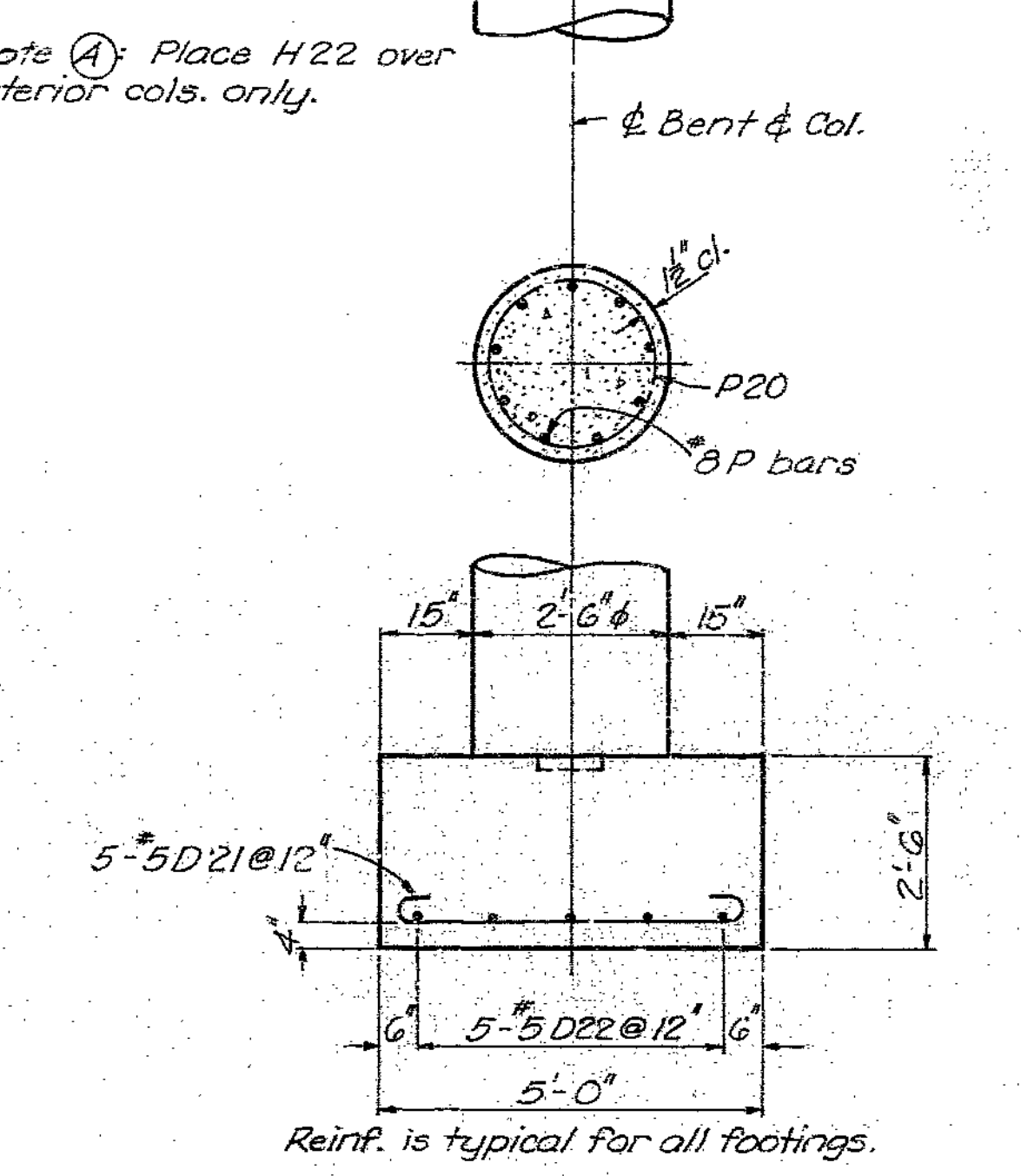
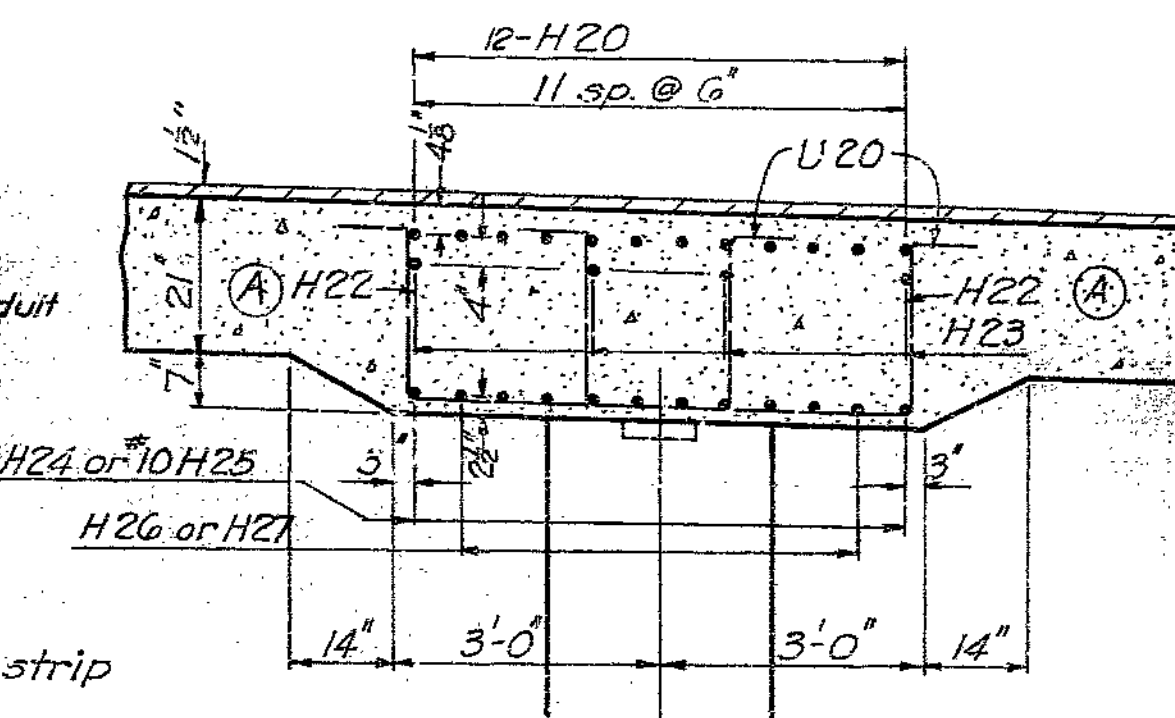
A-2438

MISSOURI STATE HIGHWAY DEPARTMENT

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



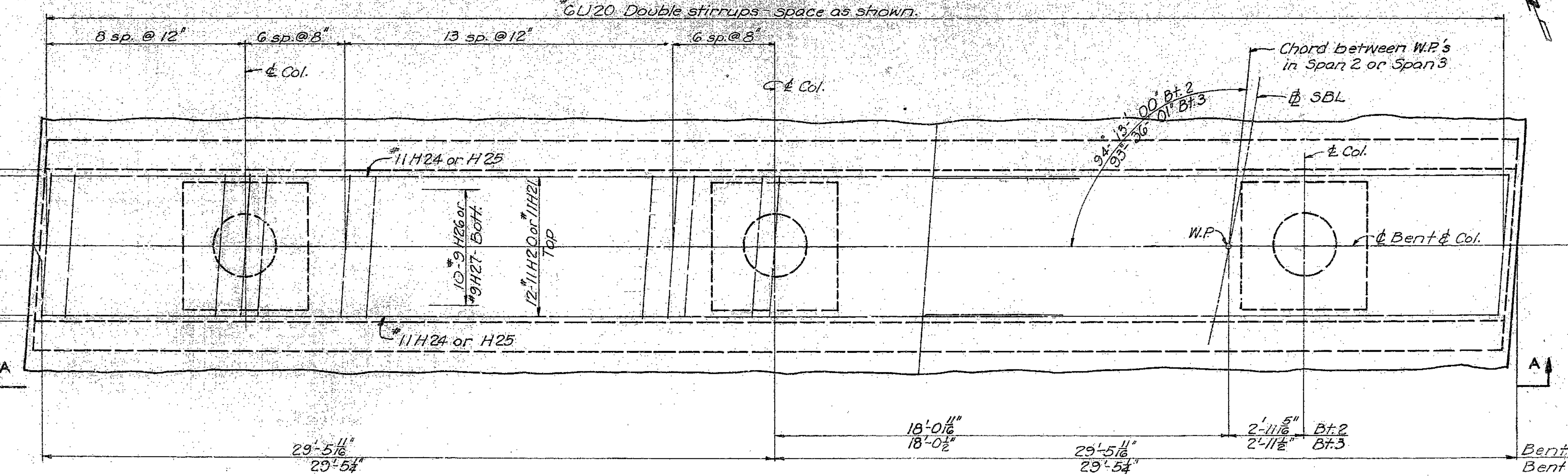
Note (A): Place H22 over exterior cols. only.



SECTION A-A

SECTION B-B

Note: Bottom of drop panel to be built parallel to grade. See Layout of Substructure, Sh. 2.



PLAN

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DETAILED SEPT. 1969 BY JER
CHECKED JAN. 1970 BY F.J.D

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

INT. BENTS 2 & 3

PLATTE COUNTY

Sheet No. 5 of 9

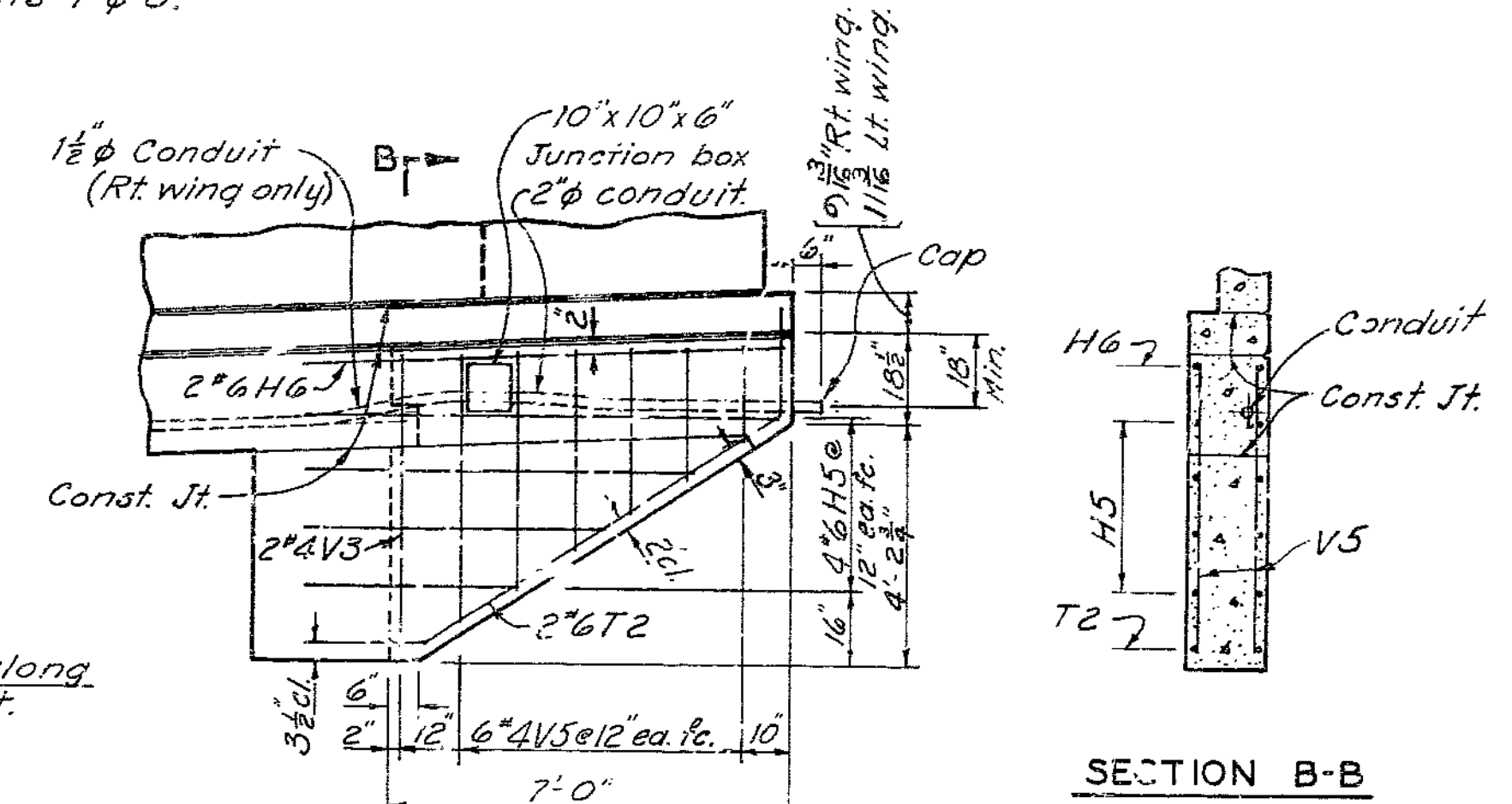
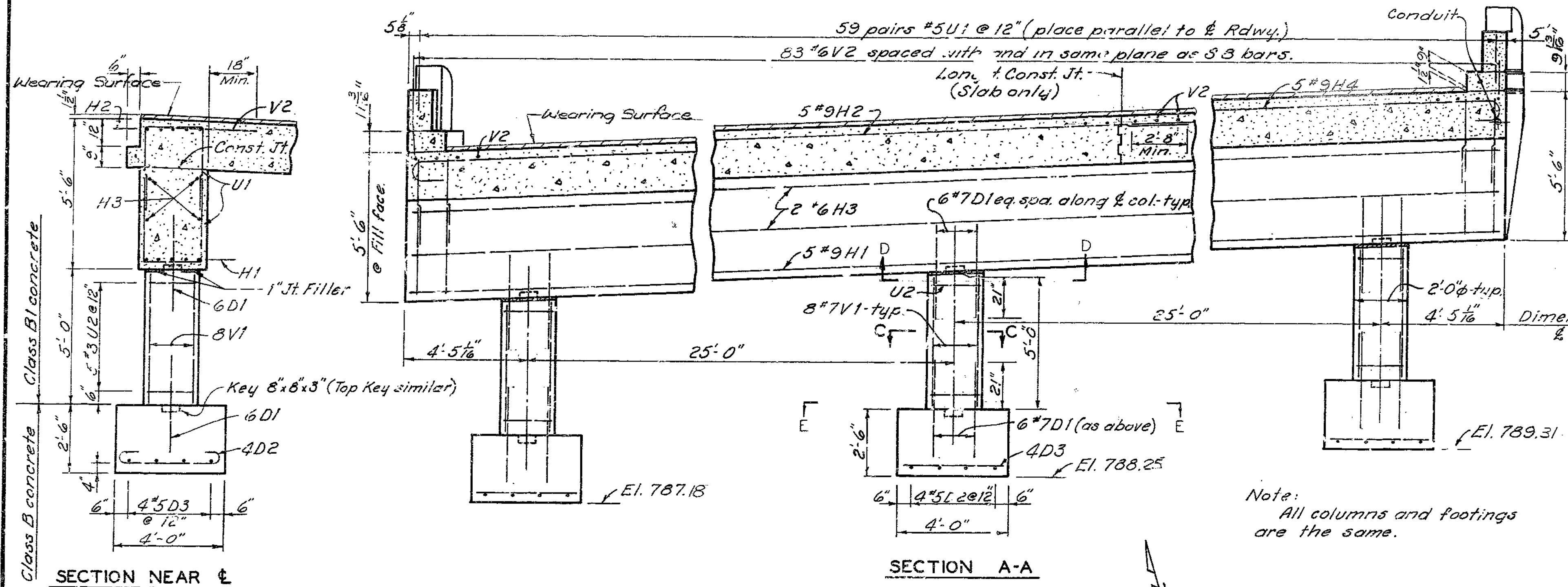
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KANSAS CITY, MO.

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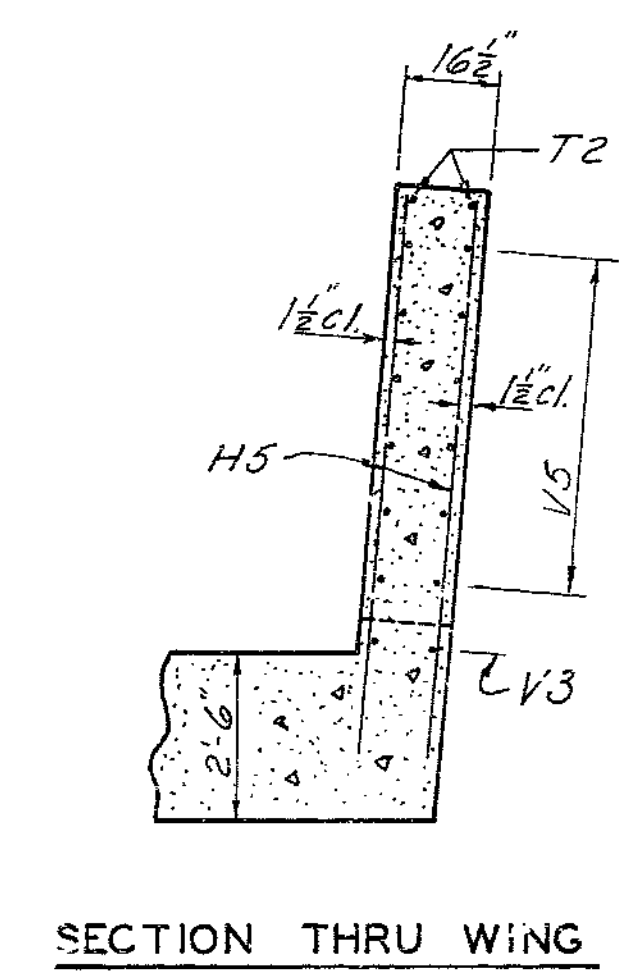
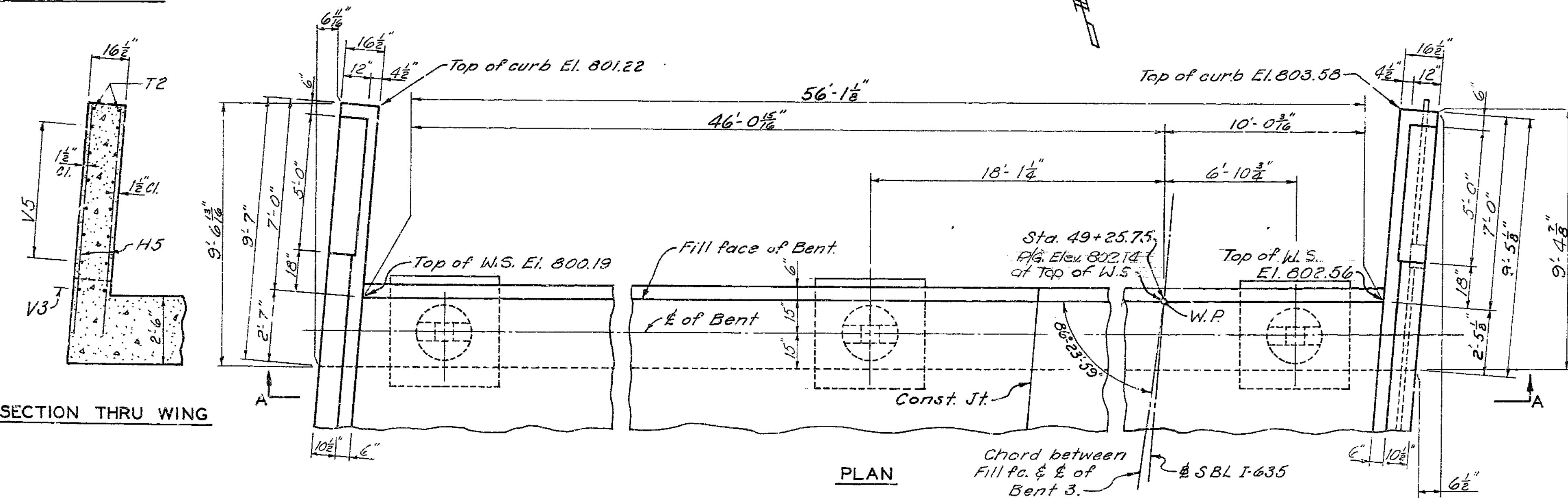
MISSOURI STATE HIGHWAY DEPARTMENT

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

Notes:
 For curb, parapet and end post reinforcing see Sh. 9.
 For location of longitudinal construction joint see Slab detail Sheets 7 & 8.

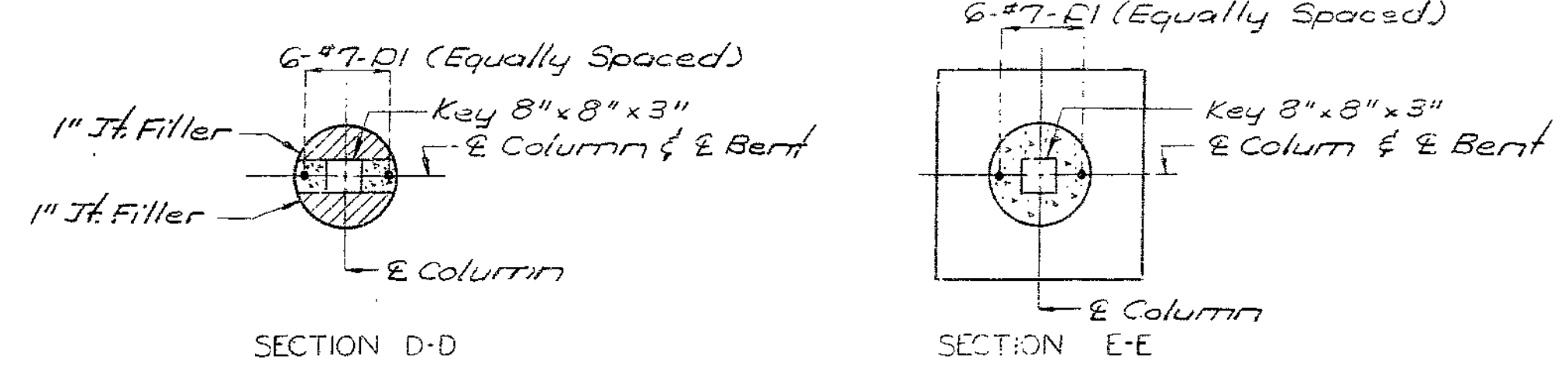


Note:
 All columns and footings are the same.



Notes:
 For Electrical conduit notes see Detail of End Bent 1, Sh. 4.
 For layout of substructure see Sh. 2.
 Bottom of wings and beam shall not be cast on rock.

DETAILS OF END BENT NO. 4.



200

DETAILED Sept. 1969 by DHL
 CHECKED Jan. 1970 by FJD

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

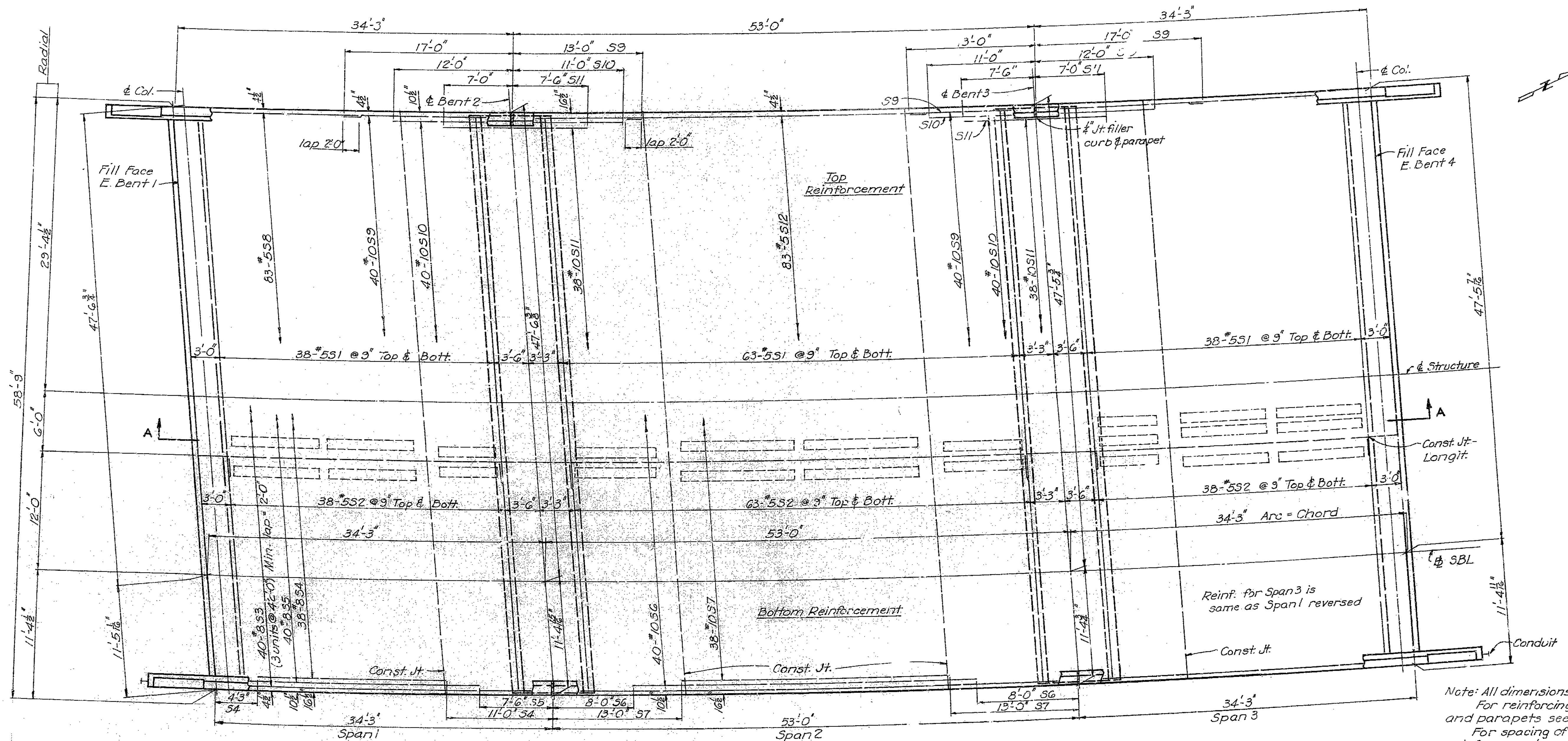
Sheet No. 6 of 9.

PLATTE COUNTY

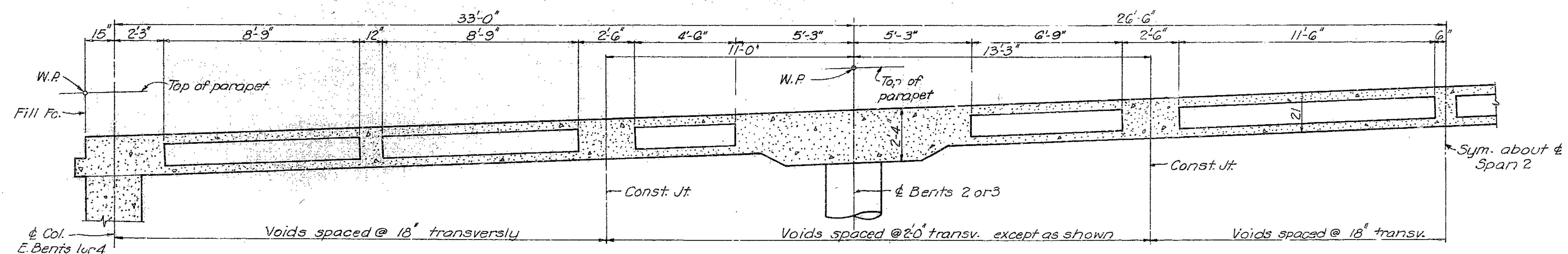
A-2438

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	71	



Note: All dimensions are horizontal. For reinforcing in curbs and parapets see Sh. 9. For spacing of longitudinal reinforcement see cross-sections on Sh. 8.



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DETAILED SEPT. 1963 BY JER
 CHECKED JAN. 1970 BY FJD

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

Sheet No. 7 of 9

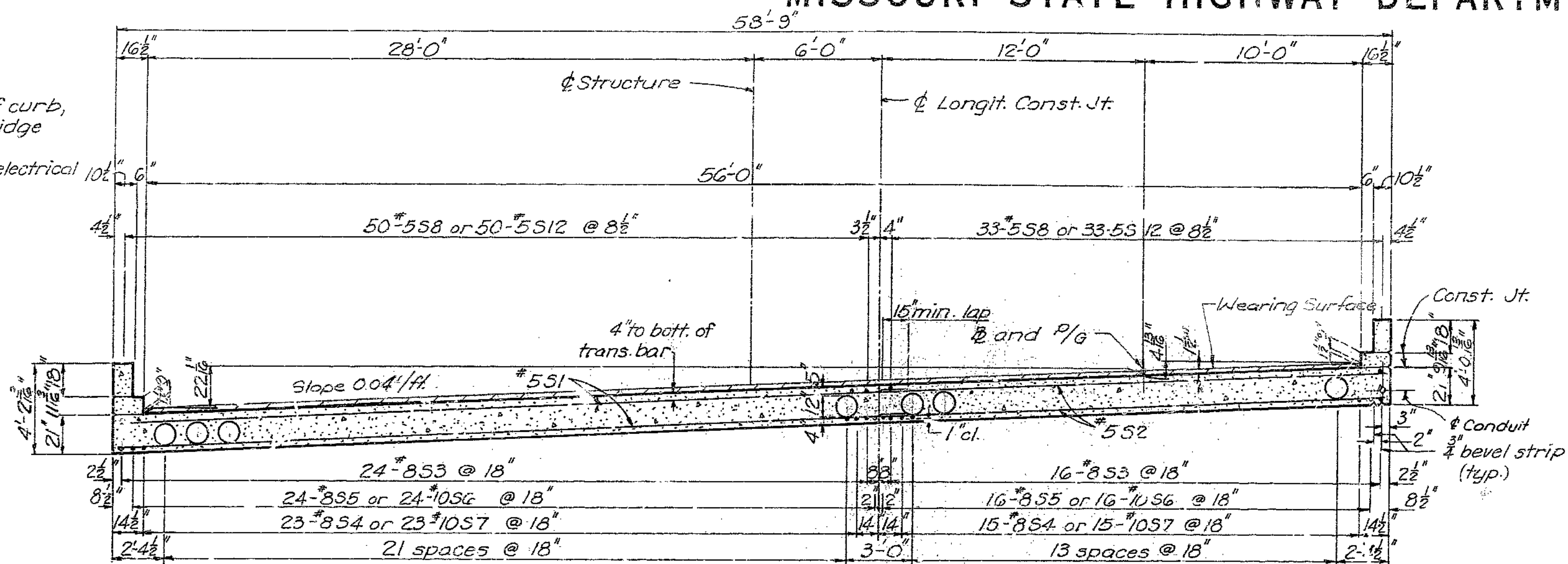
PLATTE COUNTY
 HARRINGTON AND CORTELYOU
 CONSULTING ENGINEERS KANSAS CITY, MO.

A-2438

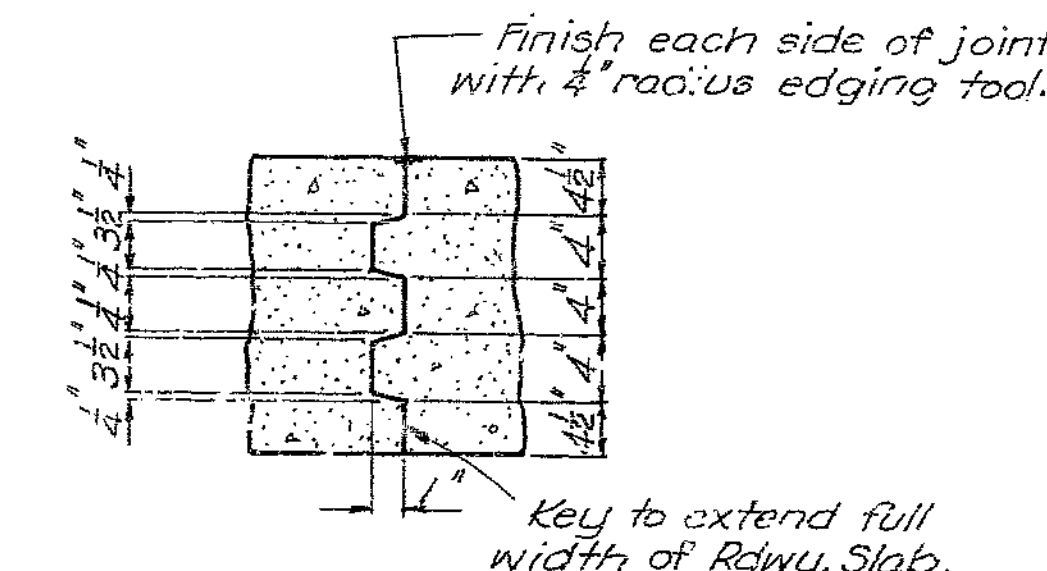
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	29	

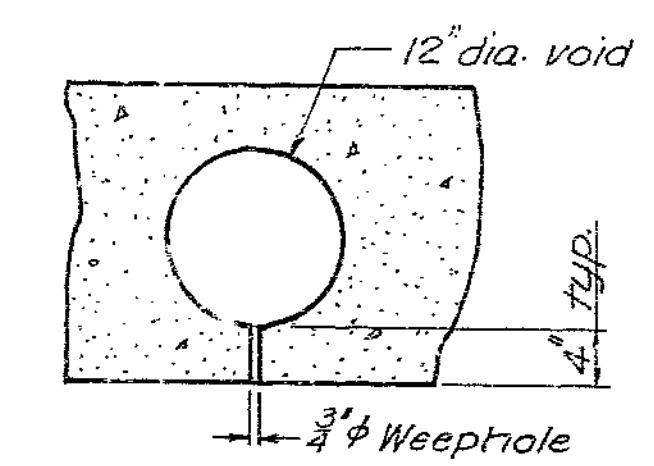
Notes:
For details of curb, parapet and bridge rail see Sh. 9
For details of electrical conduit see Sh. 4.



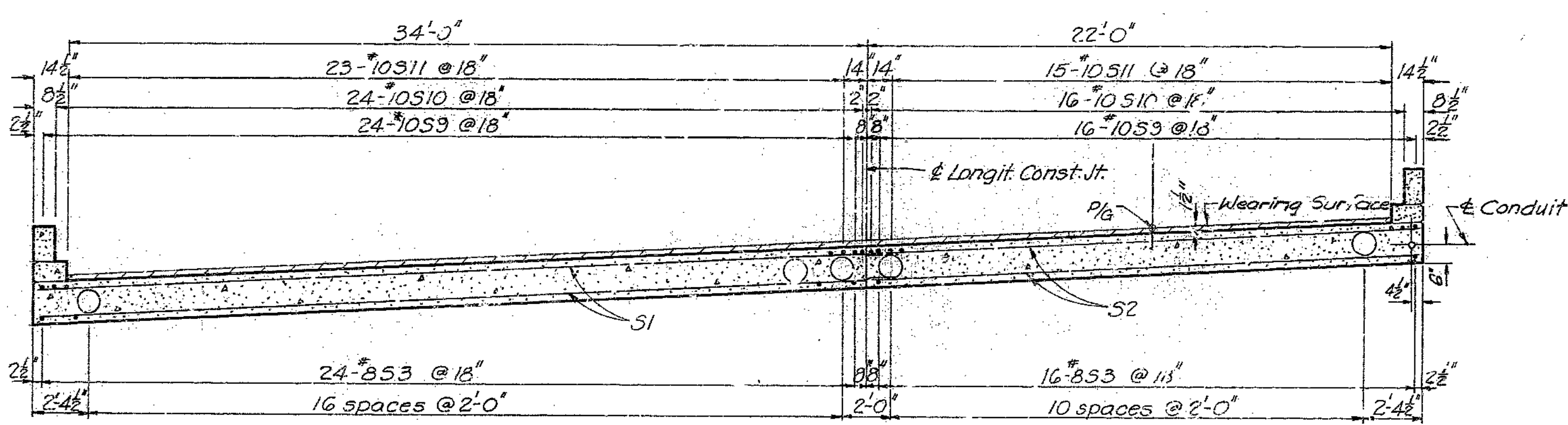
SECTION NEAR CENTER OF SPANS
(Radial)



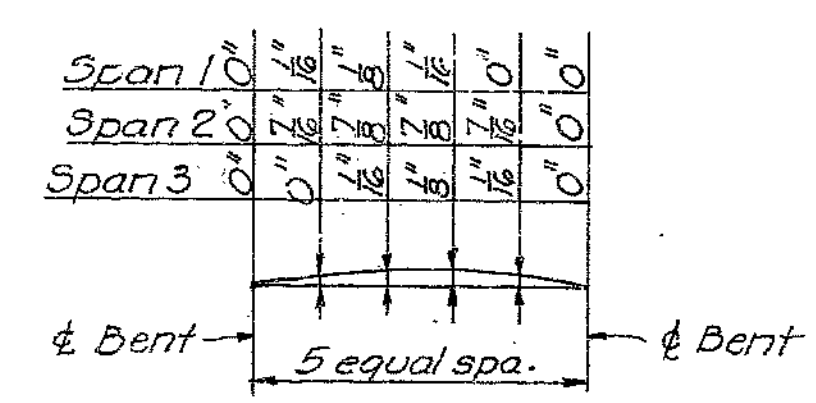
DETAIL OF SLAB CONST. JOINT KEY



DETAIL OF WEEPHOLE IN VOIDS



SECTION NEAR INT. BENTS
(Longitudinal)

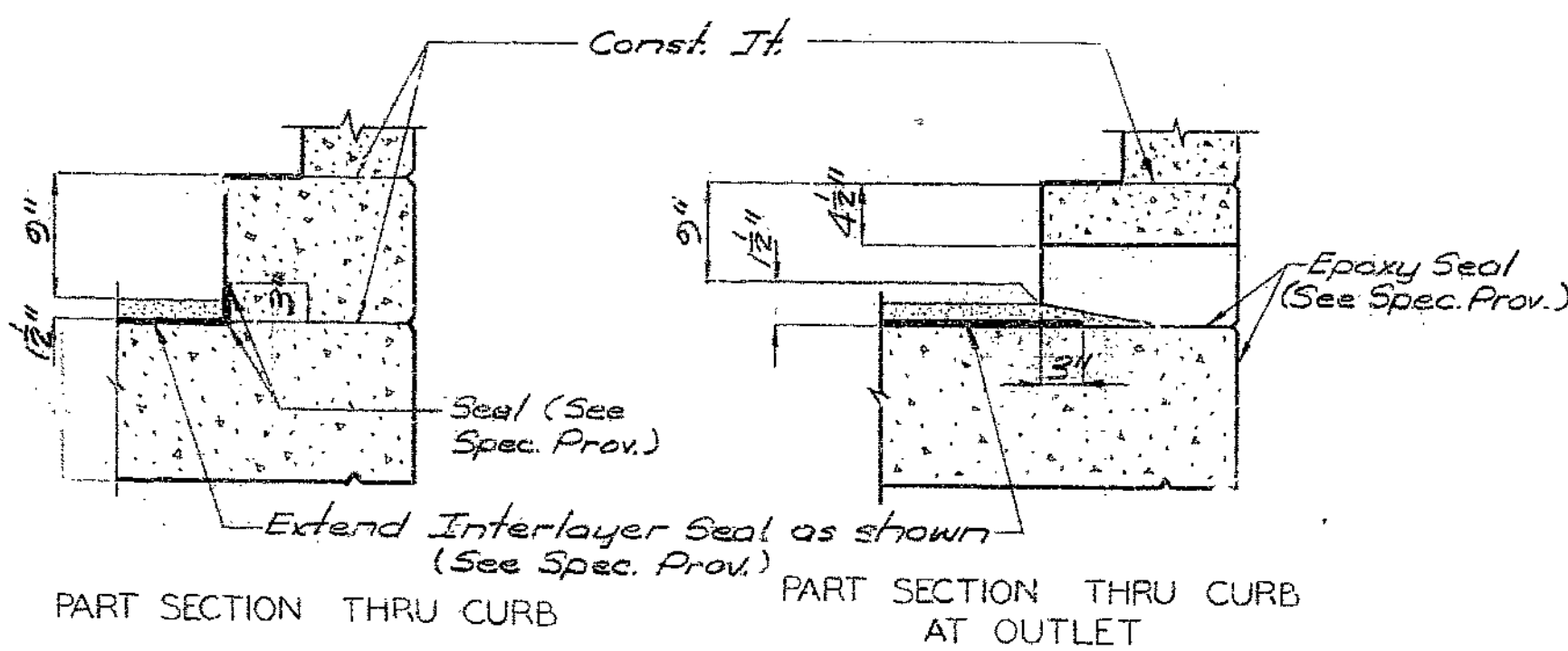


CAMBER DIAGRAM
(For total dead load)

Details not shown same as above.

Tubes for producing voids shall have an outside diameter of 12.0 and shall be anchored at not more than 4'-0" centers. Tubes shall have a wall thickness of not less than .225"

Note: The contractor shall pour and satisfactorily finish the roadway slab at a rate of not less than 38 cubic yards per hour. He shall observe the transverse construction joints shown on the plans unless he can demonstrate to the satisfaction of the engineer that he is equipped to pour and satisfactorily finish the roadway slab at a rate which will permit a continuous pouring through some or all of these joints.



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

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DETAILED SEPT. 1969 BY JER
CHECKED JAN. 1970 BY FJD

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

Sheet No. 8 of 9

PLATTE COUNTY
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

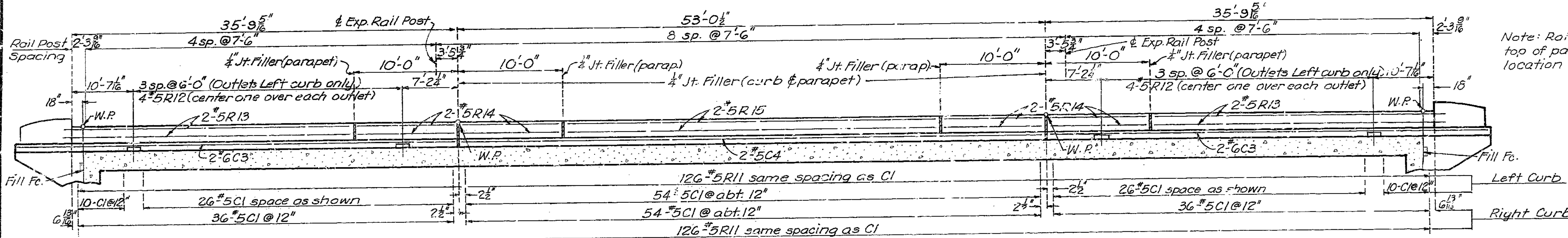
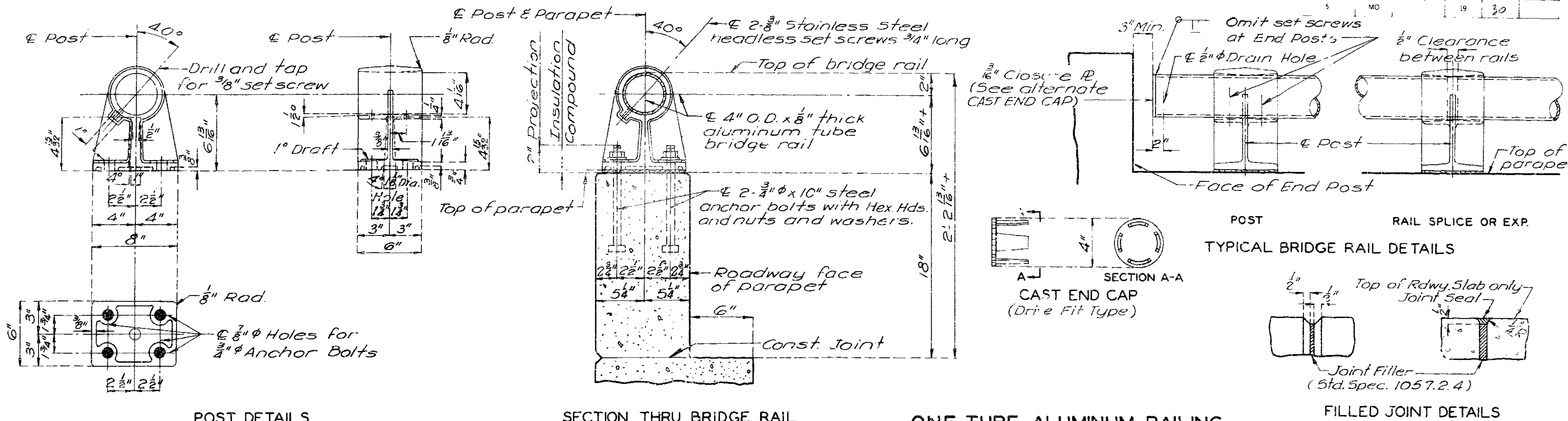
A-2438

MISSOURI STATE HIGHWAY DEPARTMENT

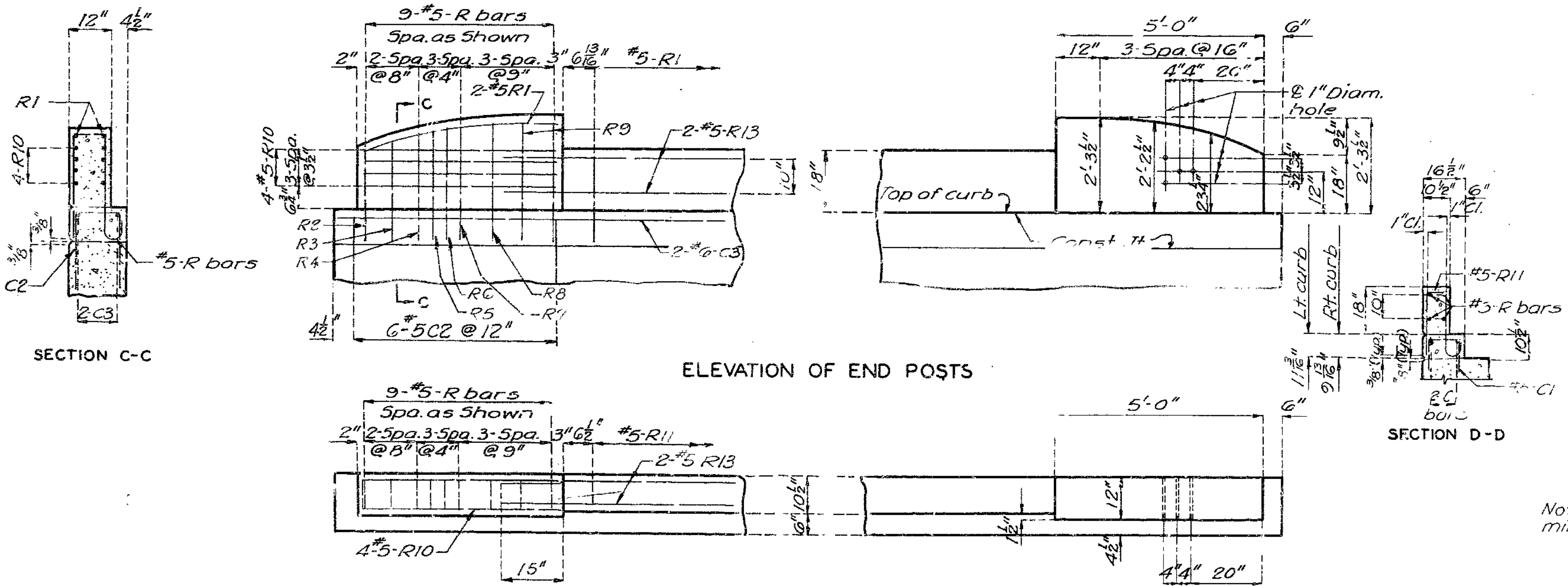
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	30	

GENERAL BRIDGE RAIL NOTES:

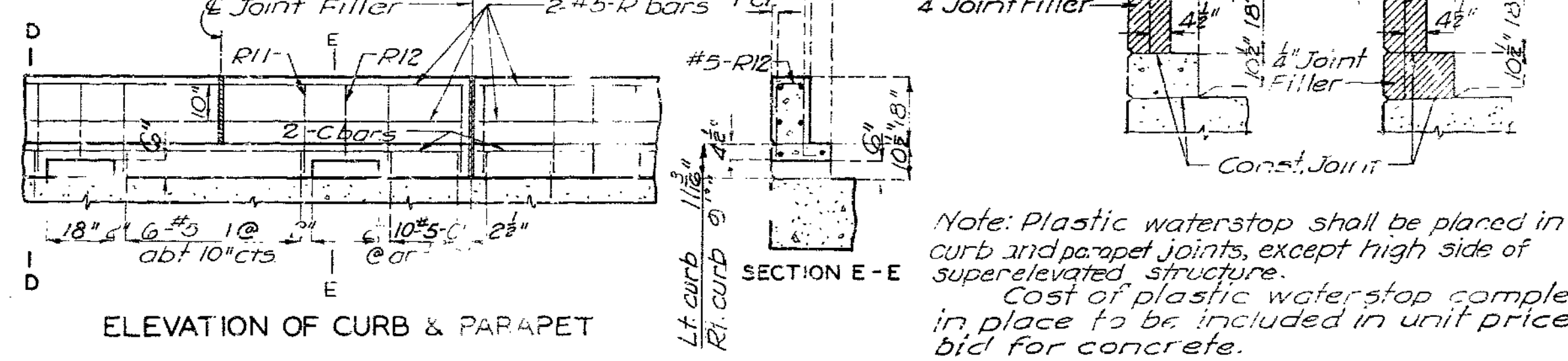
All bridge rail posts shall be set normal to grade. Aluminum tube bridge rail shall be bent to conform to vertical and horizontal alignment of parapet.
 Aluminum washer shims between top of parapet and post base may be used for adjusting bridge rail alignment. Maximum thickness of shims to be 3/8". Where 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 1/4" 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 1/2" bevel. All exposed edges of curbs and parapets shall have 3/8" radius or 1/8" bevel unless otherwise noted.



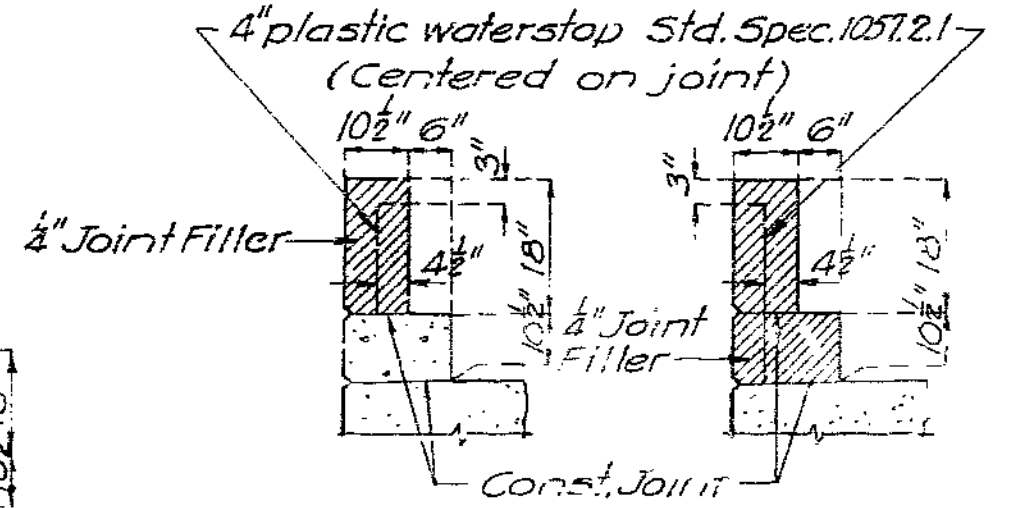
Note: Rail post spacing is slope distance along top of parapet. See Sec A-A on Sh. 7 for location of W.P.s.



Note: When curb outlets are omitted space #5-C1 bars at abt. 2' cts.



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



Note: Plastic waterstop shall be placed in all curb and parapet joints, except high side of superelevated structure. Cost of plastic waterstop complete in place to be included in unit price bid for concrete.

PLATTE COUNTY

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REVISED OCT. 1966
 MAR. 1964
 STD. I. 5. 2

DETAILED SEPT. 1969 BY JER
 CHECKED JAN. 1970 BY FJD

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

Sheet No. 9 of 9

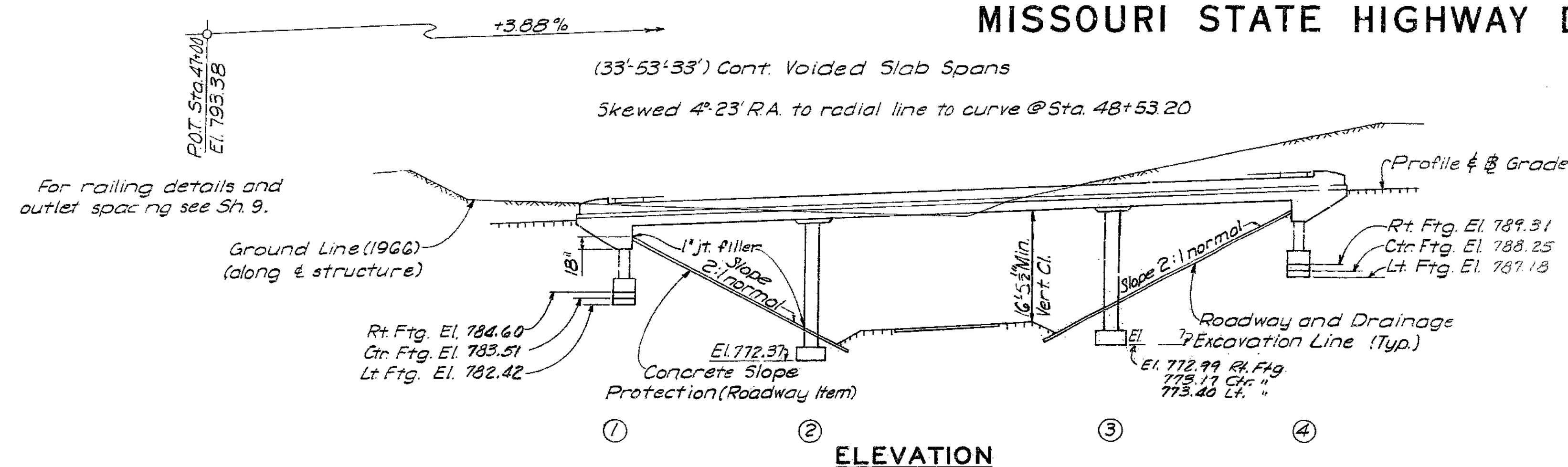
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 KANSAS CITY, MO.

A-2438

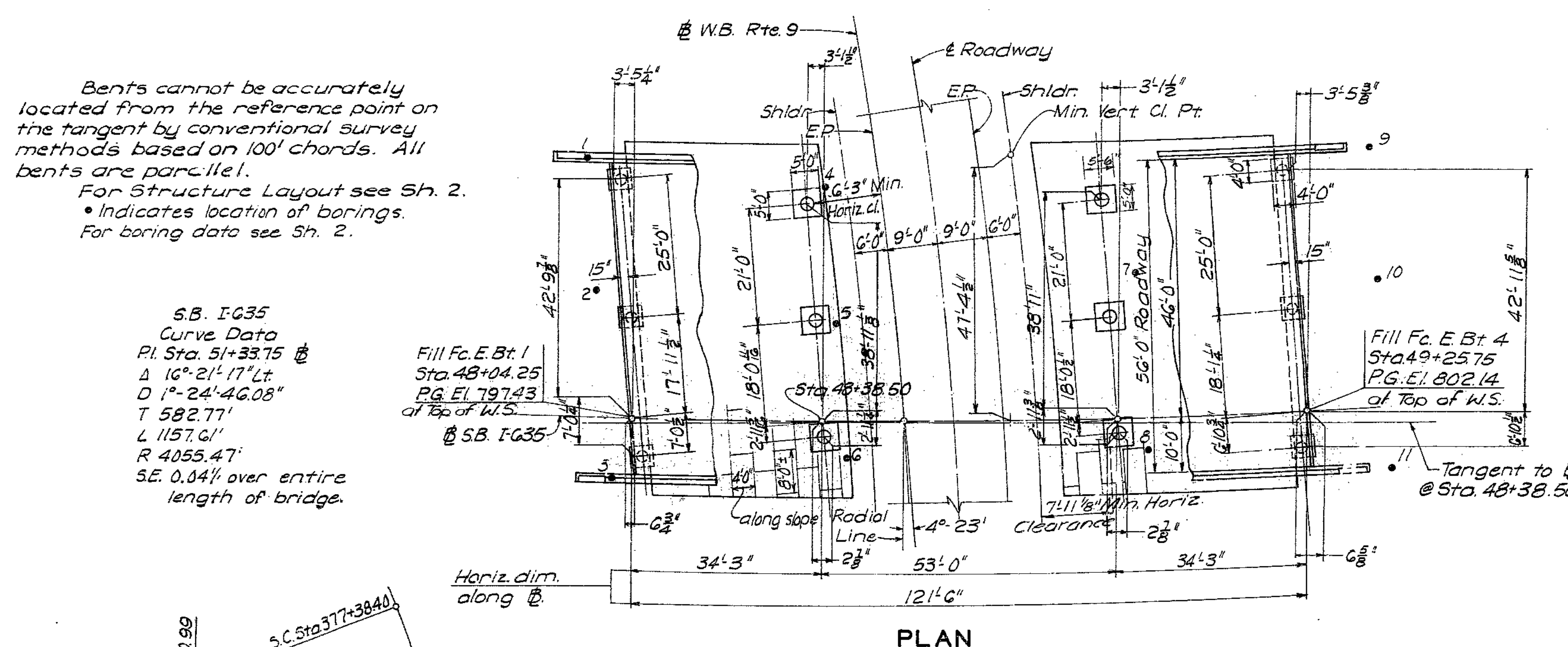
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	22	

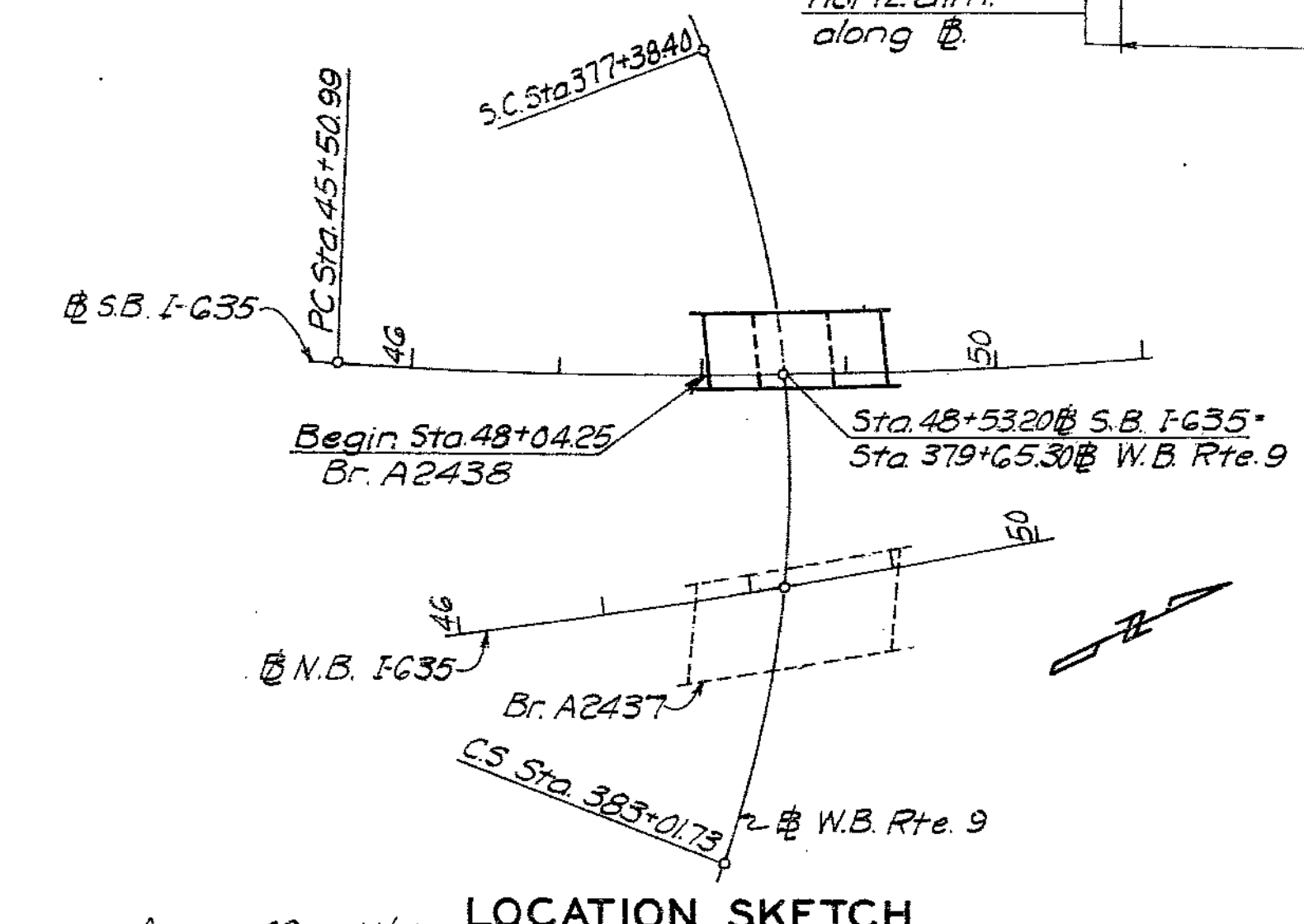
FINAL PLANS



Bent No.	1	2	3	4
Foundation Material	Rock	Rock	Rock	Rock
Design Bearing Tons/Sq.Ft.	73	94	94	73



S.B. I-635
Curve Data
P.I. Sta. 51+33.75 @
Δ 16° 21' 17" Lt.
D 1° 24' 46.08"
T 582.77'
L 1157.61'
R 4055.47'
S.E. 0.04% over entire length of bridge.



Items	Substr.	Superstr.	Totals
Class I Excavation	Cu. Yd. 128.5		128.5 *
Class B Concrete	Cu. Yd. 23.3		23.3 *
Class B1 Concrete	Cu. Yd. 501.9	501.9	1003.8 *
Reinforcing Steel	Lb. 920	116550	117470 *
Bridge Rail (one tube)	Lin. Ft. 248		248 *
Conduit System on Structure	Lump Sum 1		1 *
Coal Tar Interlayer Protective Coat	Sq. Yd. 756		756 *
Special Type "D" Mixture (Asphaltic Concrete) Ton		52	52 *
CONTINGENT ITEMS			
Drilled Test Holes	48		48 *
Class I Excavation + 25%	14.5		14.5 *

Note: Transverse and longitudinal dimensions for coordinating substructure are measured respectively, normal to and parallel to tangent to @ Sta. 48+38.50.

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#

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

Minimum clearance to reinforcing steel 1/2" unless otherwise shown.

Profile grade elevations are taken at top of wearing surface.

Bench Marks
BM - Bolt head in curb end at S.W. wing Br. A-2438 Elev. 796.05
BM - Bolt head in curb at N.E. wing Br. A-2438 Elev. 803.56

BRIDGE: S.B.L. I-635 OVER ROUTE 9 W.B.L.
STATE ROAD-INTERSTATE ROUTE 635
IN RIVERSIDE
PROJECT NO. I-IG-635-(K75) (RTE. I-635) STA. 48+04.25

PLATTE COUNTY

SUBMITTED BY: *W. D. Carney* DATE: 1-24-72
BRIDGE ENGINEER

APPROVED BY: *Robert N. Hunter* DATE: 1-24-72
CHIEF ENGINEER



DESIGNED Aug. 1969 BY HFC
DETAILED Sept. 1969 BY KKD
CHECKED Jan. 1970 BY FJD

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

FINAL PLAN

Sheet No. 1A of 9

DWG. 611.60
DWG. 706.30A
A-2438

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

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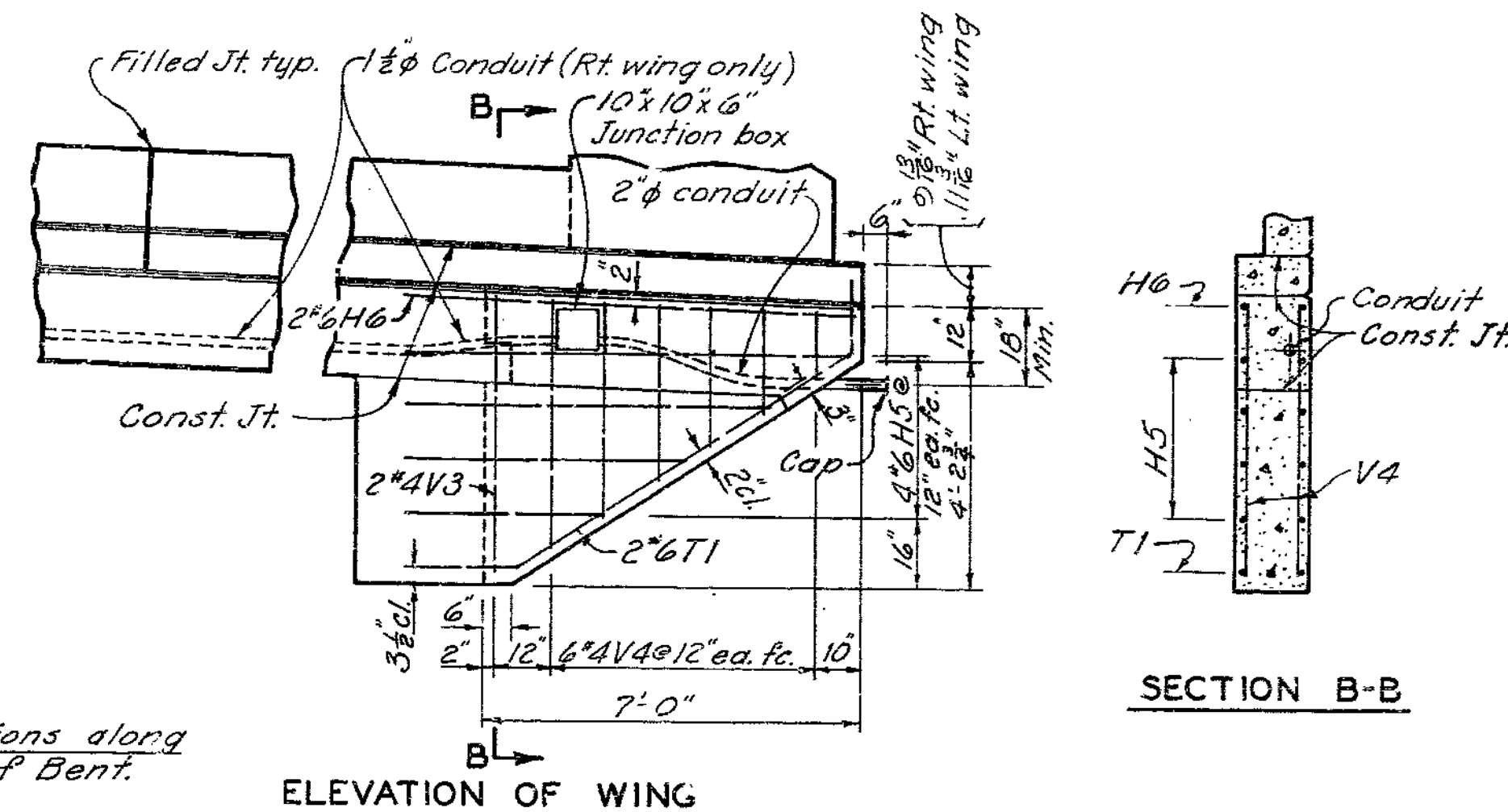
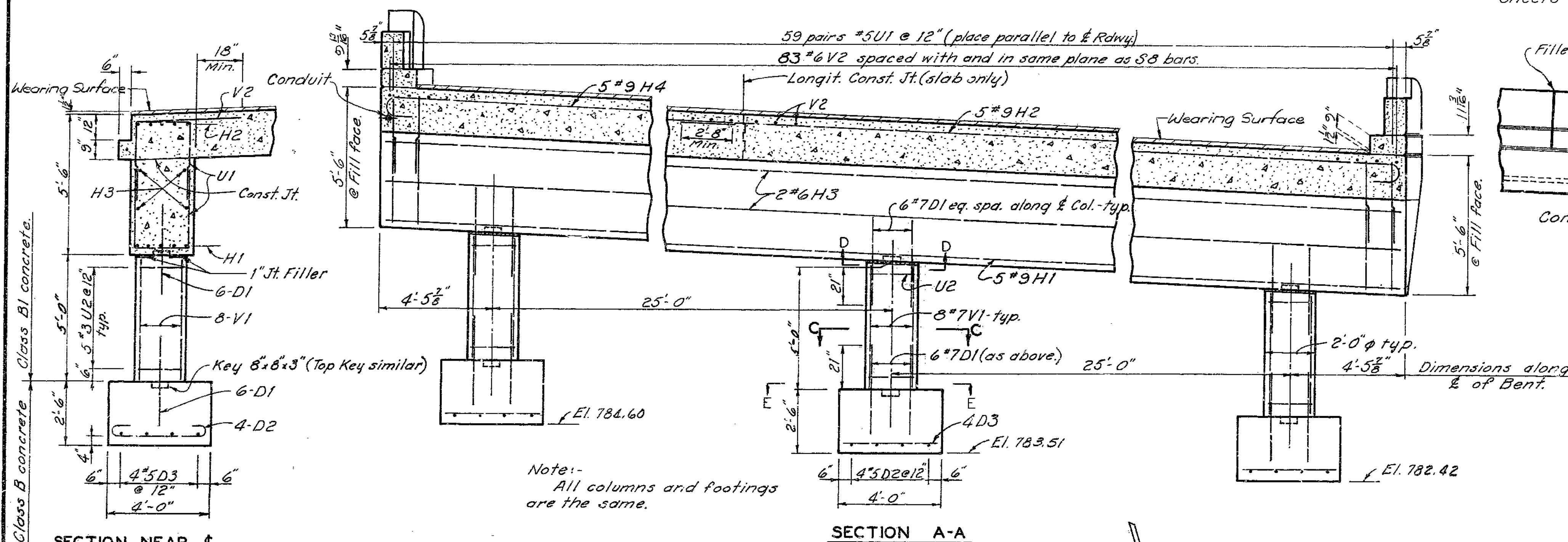
MISSOURI STATE HIGHWAY DEPARTMENT

FINAL PLANS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		15	26	

Notes:
 For curb, parapet and end post reinforcing see Sh. 9.
 For location of longitudinal construction joint see Slab detail Sheets 7 & 8.

For location of parapet joints see Sh. 9.
 For layout of substructure see Sh. 2.
 Bottom of wings and beams not cast on rock.



Note:-
 All columns and footings are the same.

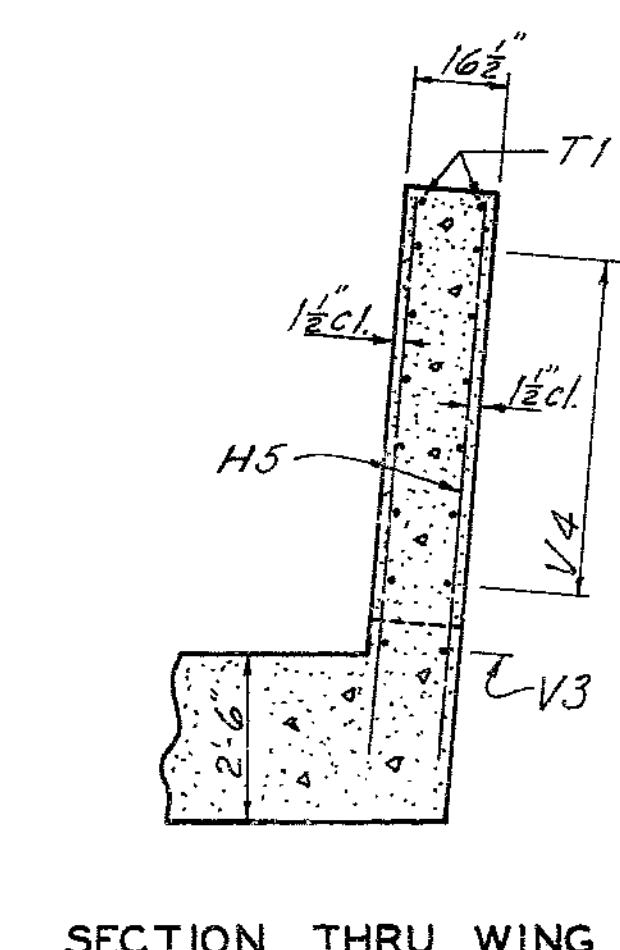
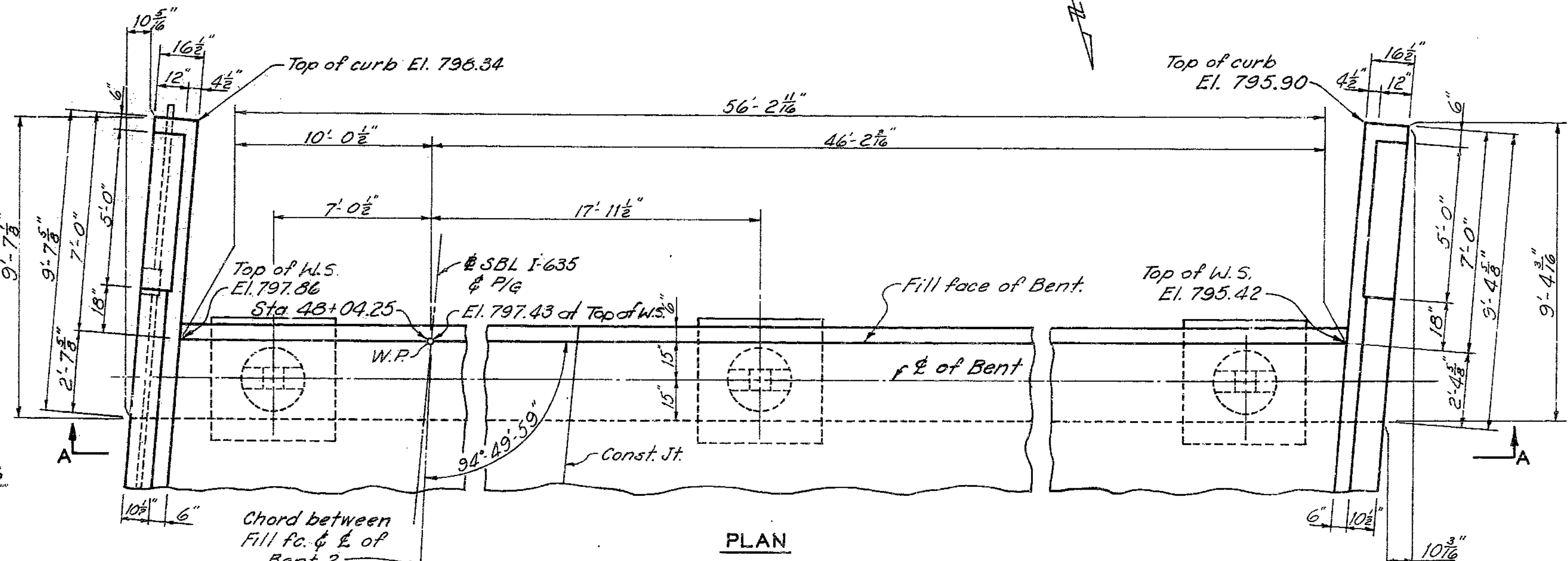
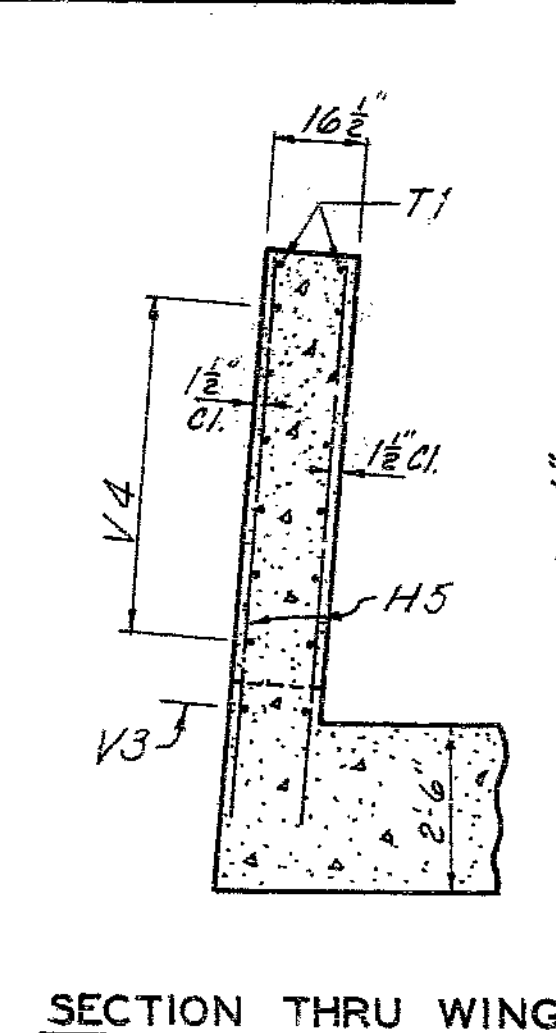
CONDUIT SYSTEM NOTES:

All conduit rigid galvanized steel with 3" minimum cover in concrete.

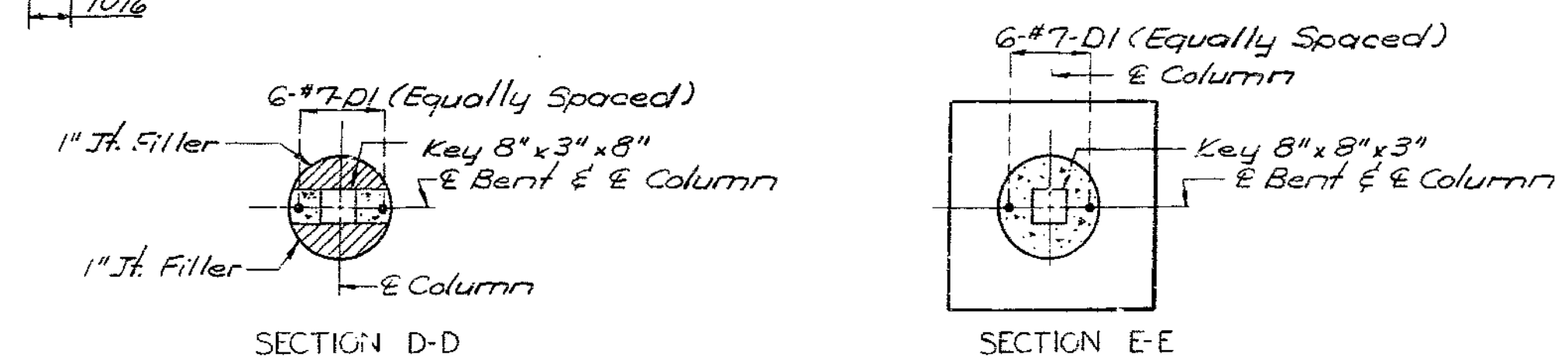
Shift reinforcing steel in field where necessary to clear conduit and junction boxes.

Wiring furnished and installed by others.

All junction boxes 10"x10"x6" flush mounted and equal to O.Z. Elec. Mfg. Co. Type YR. Wall thickness sufficient to provide 5 full threads for watertight conduit joint.



DETAILS OF END BENT NO. 1



265

DETAILED Sep. 1969 BY DHL
 CHECKED Jan. 1970 BY FJD

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

Sheet No. 4A of 9 FINAL PLAN

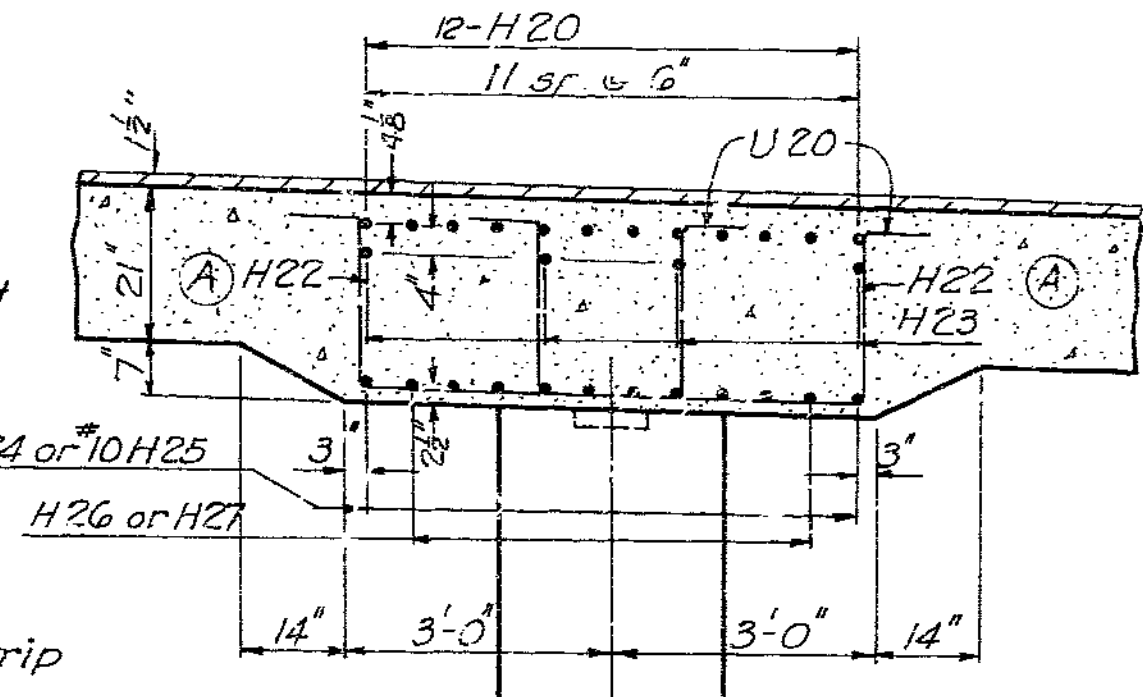
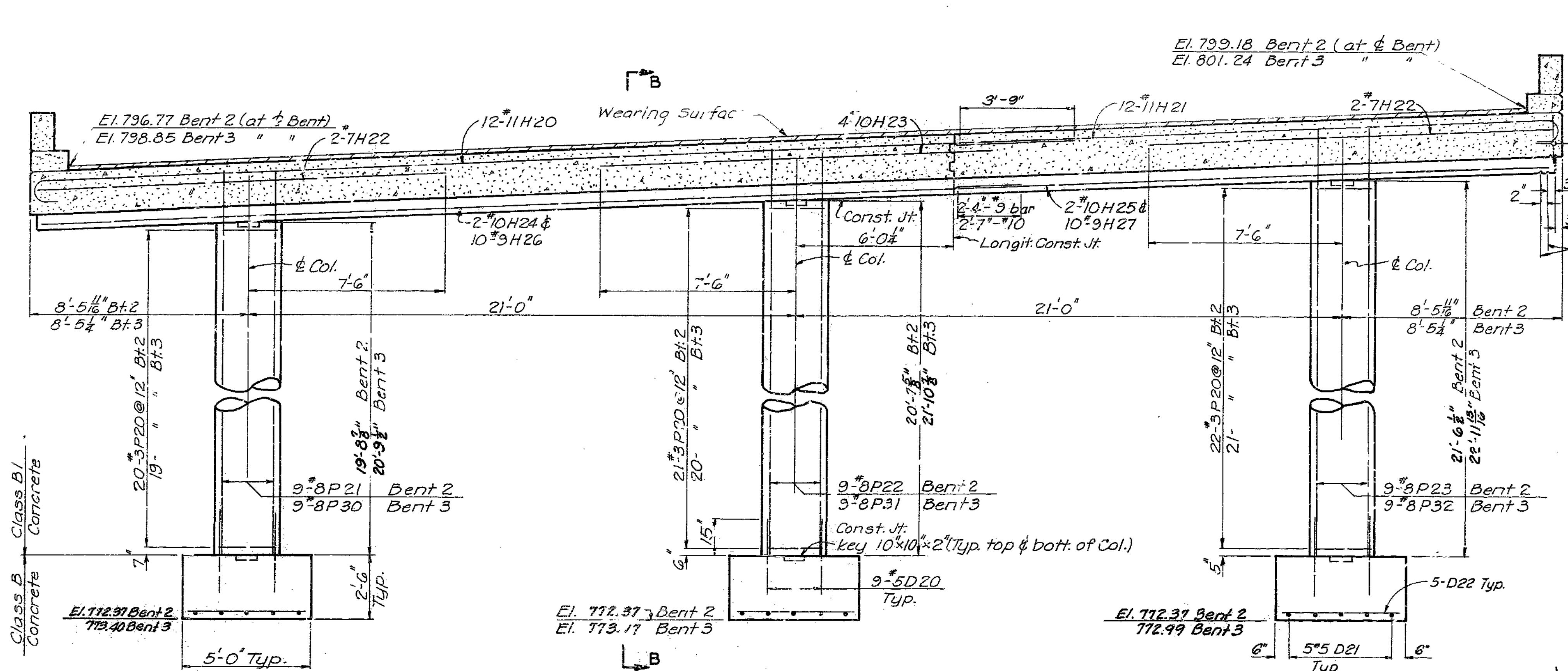
PLATTE COUNTY
 HARRINGTON AND CORTELYOU
 CONSULTING ENGINEERS KANSAS CITY, MO.

A-2438

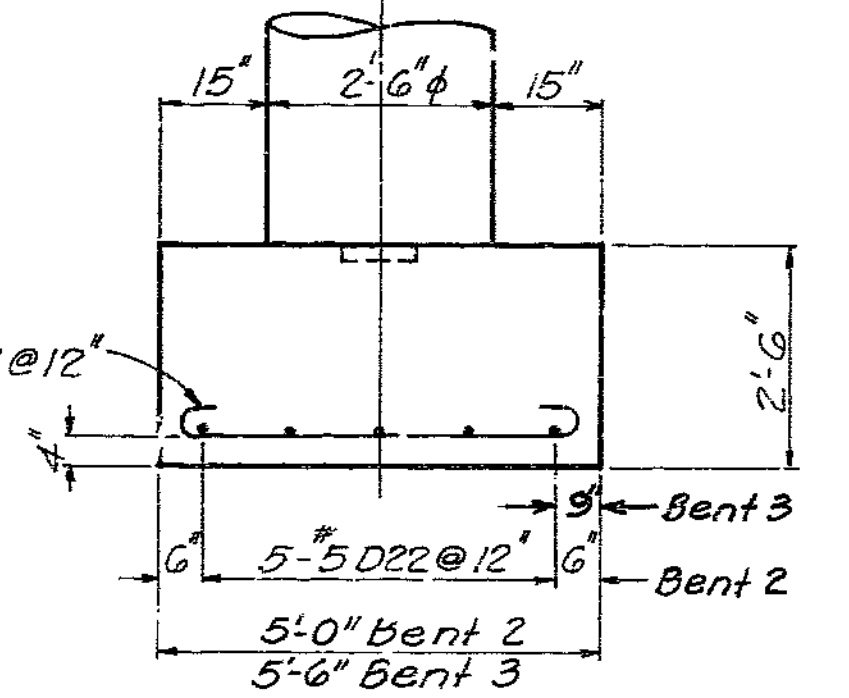
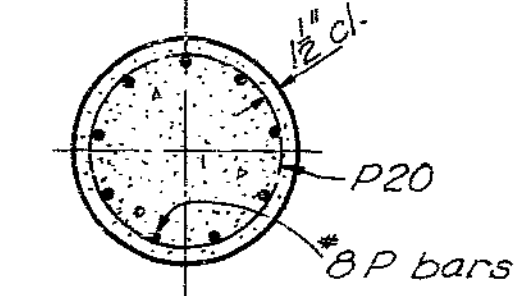
MISSOURI STATE HIGHWAY DEPARTMENT

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

FINAL PLANS

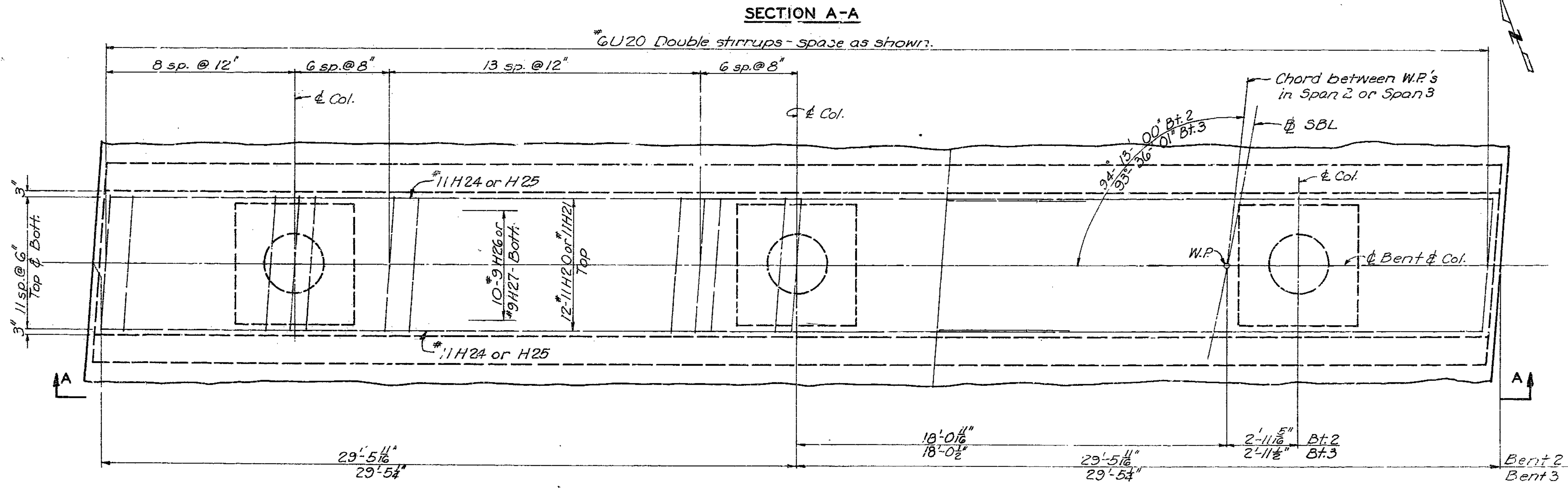


Note (A): Place H22 over exterior cols. only.



SECTION B-B

Note: Bottom of drop panel built parallel to grade. See Layout of Substructure, Sh. 2.



PLAN

2066

DETAILED SEPT. 1969 BY JER
CHECKED JAN. 1970 BY FJD

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

INT. BENTS 2 & 3

PLATTE COUNTY

Sheet No. 5A of 9

FINAL PLAN

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS KANSAS CITY, MO.

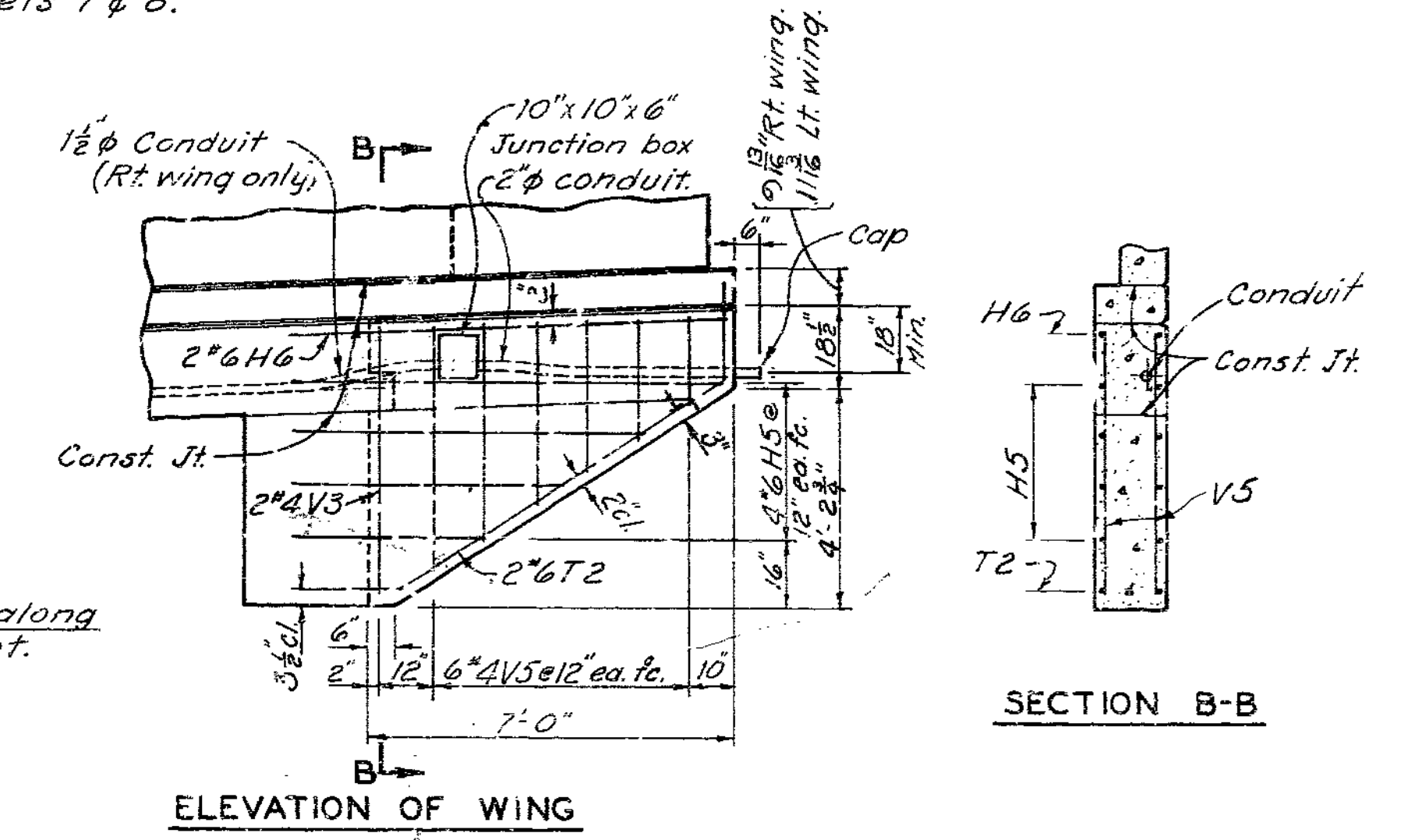
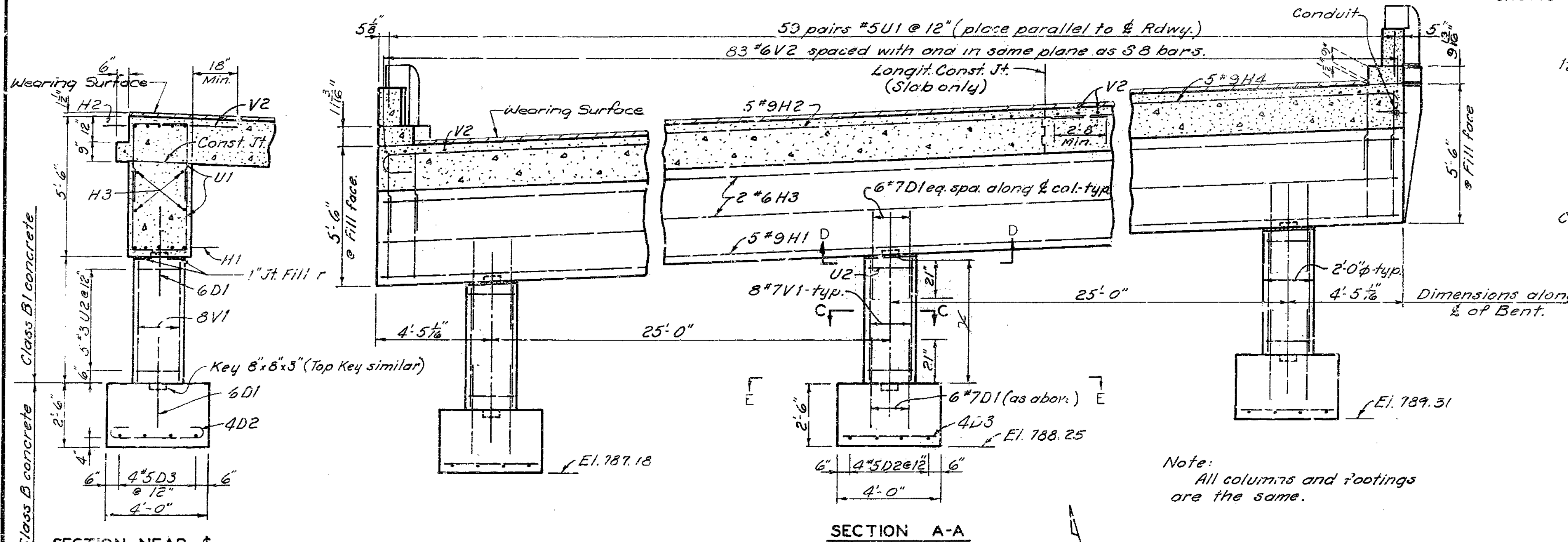
A-2438

MISSOURI STATE HIGHWAY DEPARTMENT

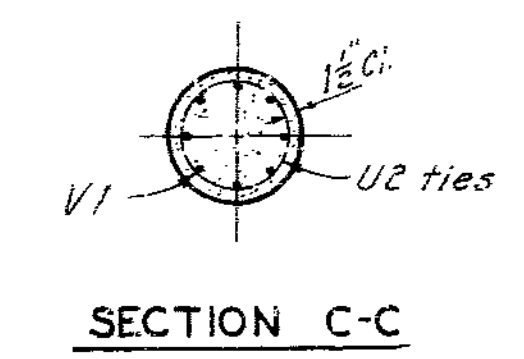
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	27	

FINAL PLANS

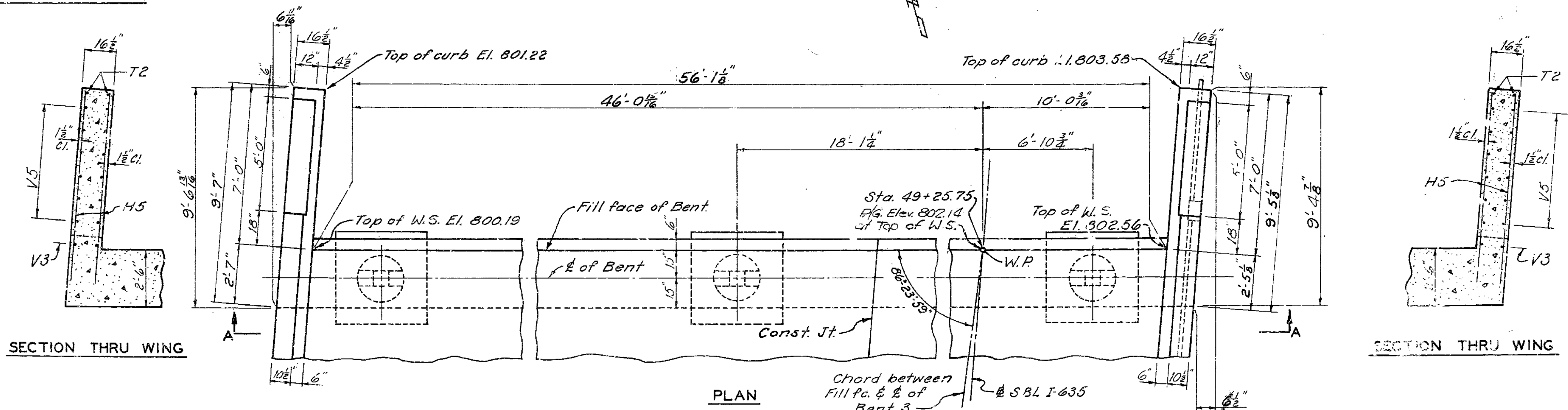
Notes:-
 For curb, parapet and end post reinforcing see Sh. 9.
 For location of longitudinal construction joint see Slab detail Sheets 7 & 8.



Note:
 All columns and footings are the same.

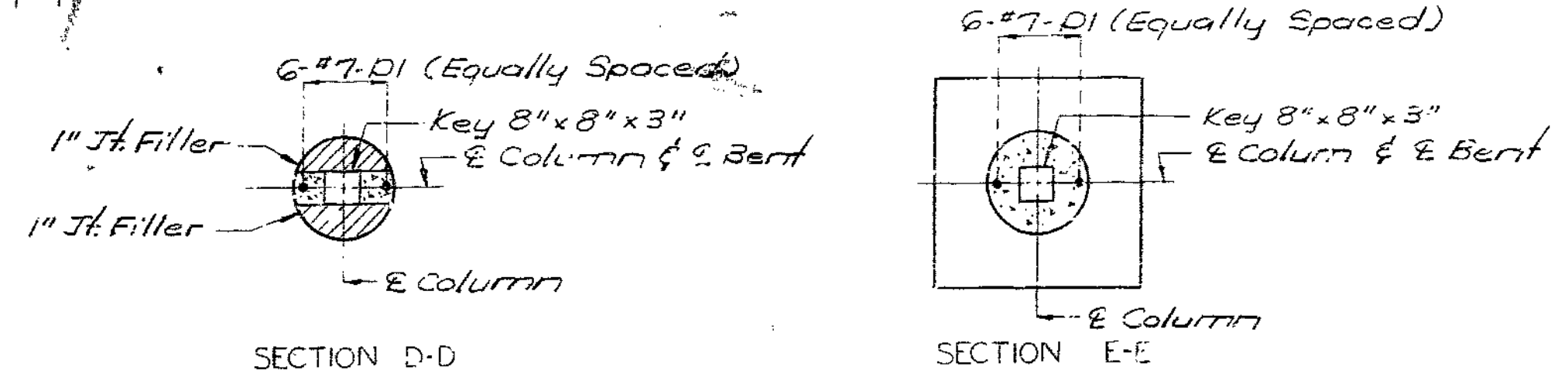


207



Notes:
 For Electrical conduit notes see Detail of End Bent 1, Sh. 4.
 For layout of substructure see Sh. 2.
 Bottom of wings and beam not cast on rock.

DETAILS OF END BENT NO. 4.



PLATTE COUNTY

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

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

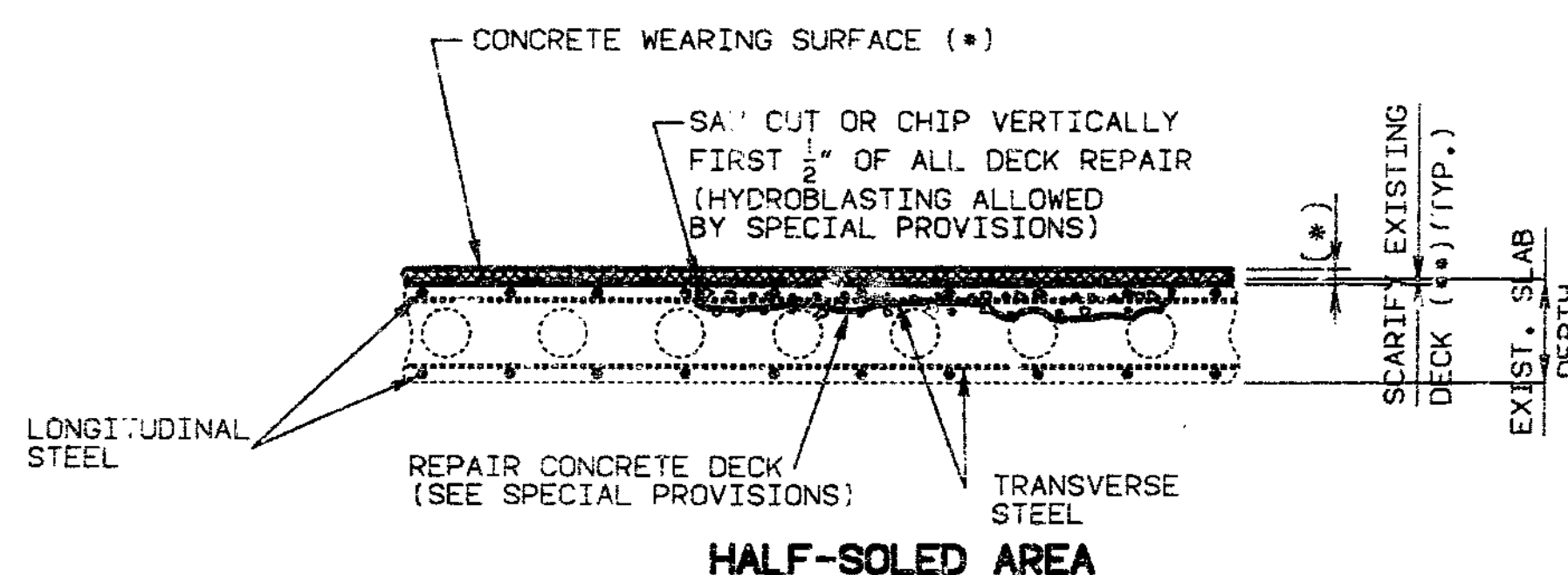
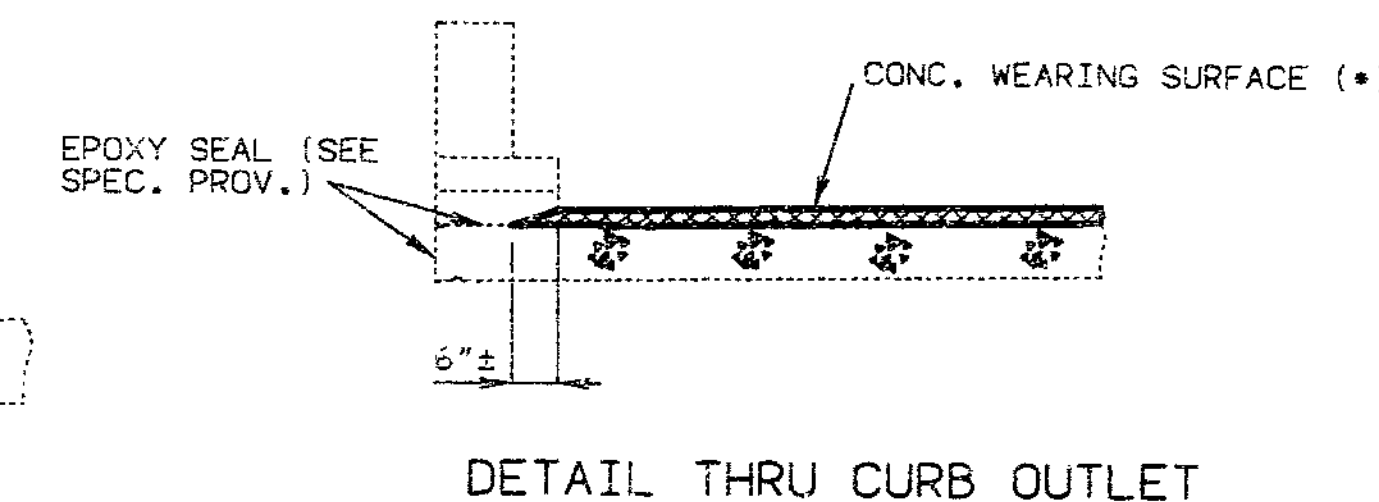
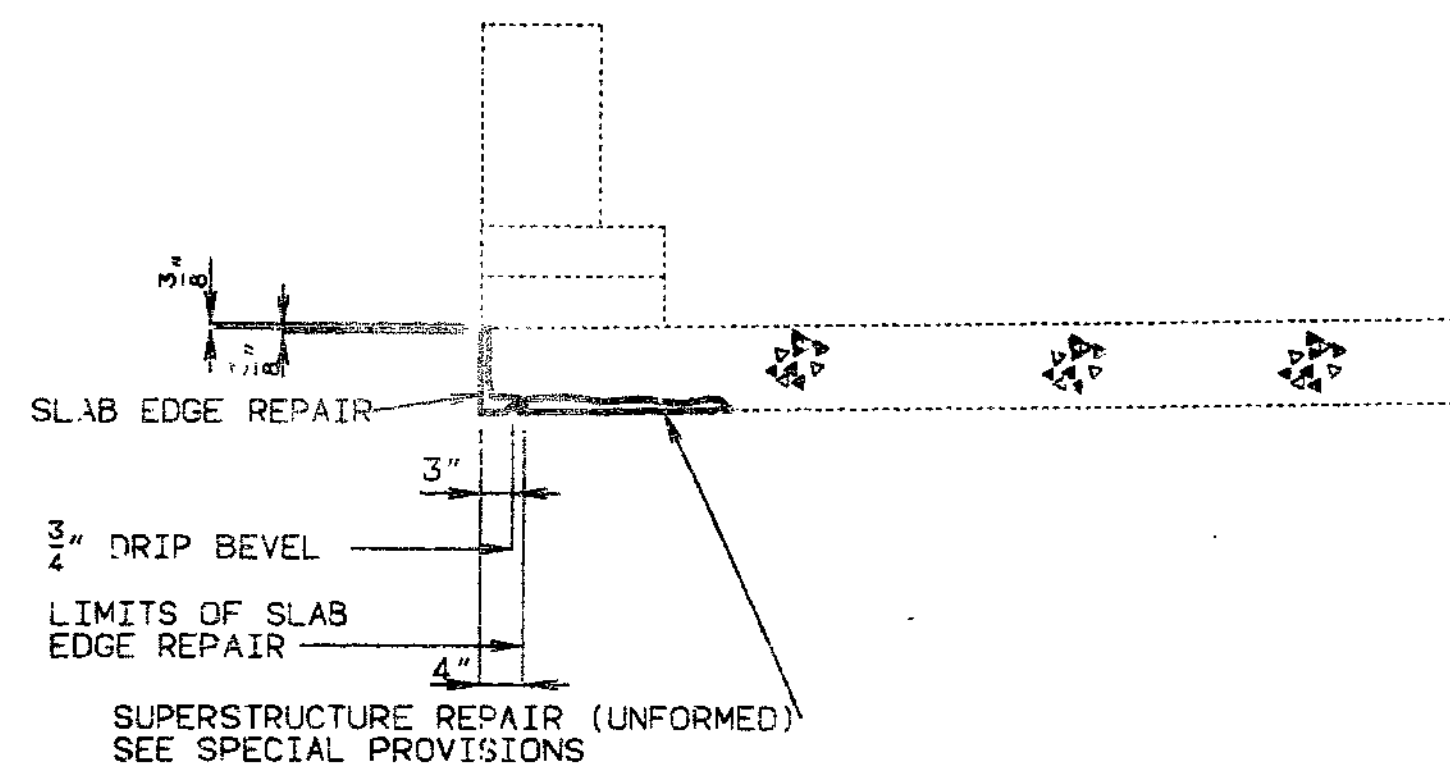
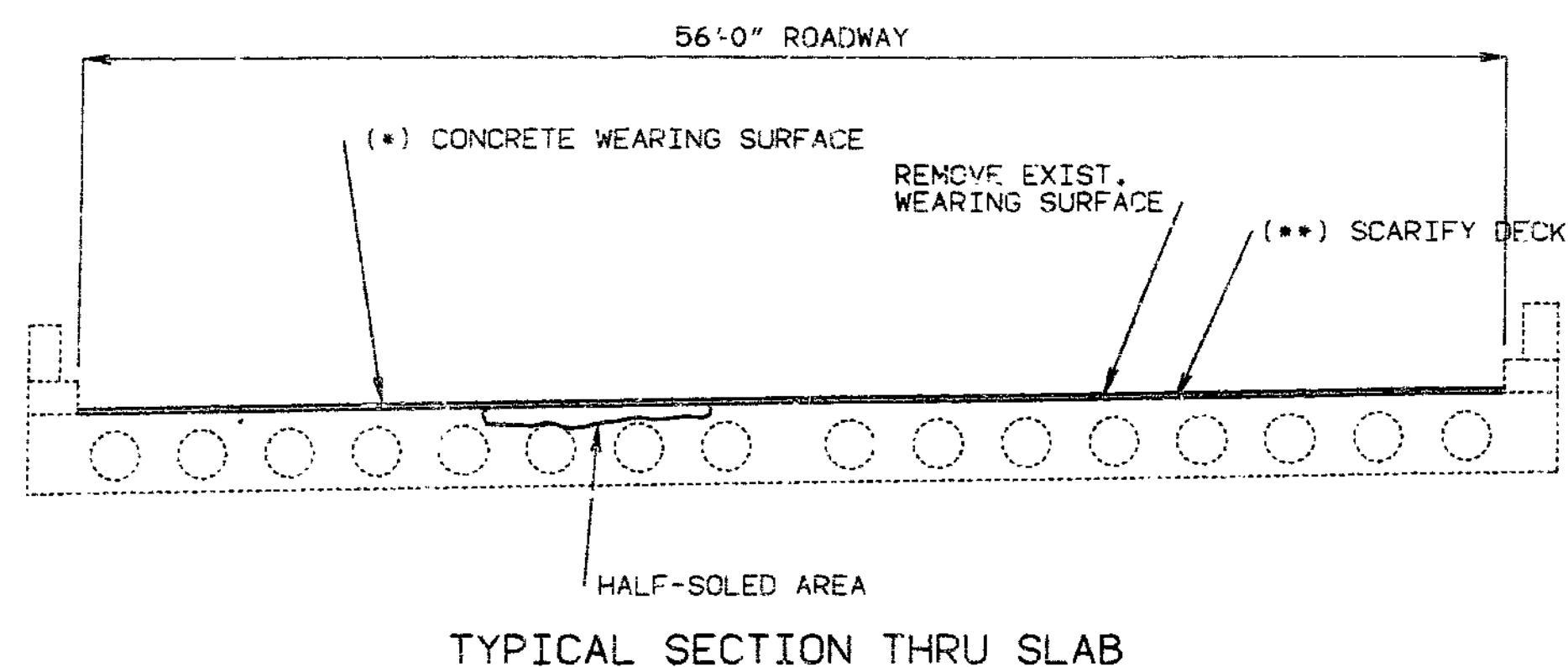
Sheet No. 6A of 9 FINAL PLANS

HARRINGTON AND CORTELYOU
 CONSULTING ENGINEERS KANSAS CITY, MO.

A-2438

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

STATE	PROJ. NO.	SHEET NO.
MO.		158
SEC./SUR. 5 TWP. 50N RGE. 33W		



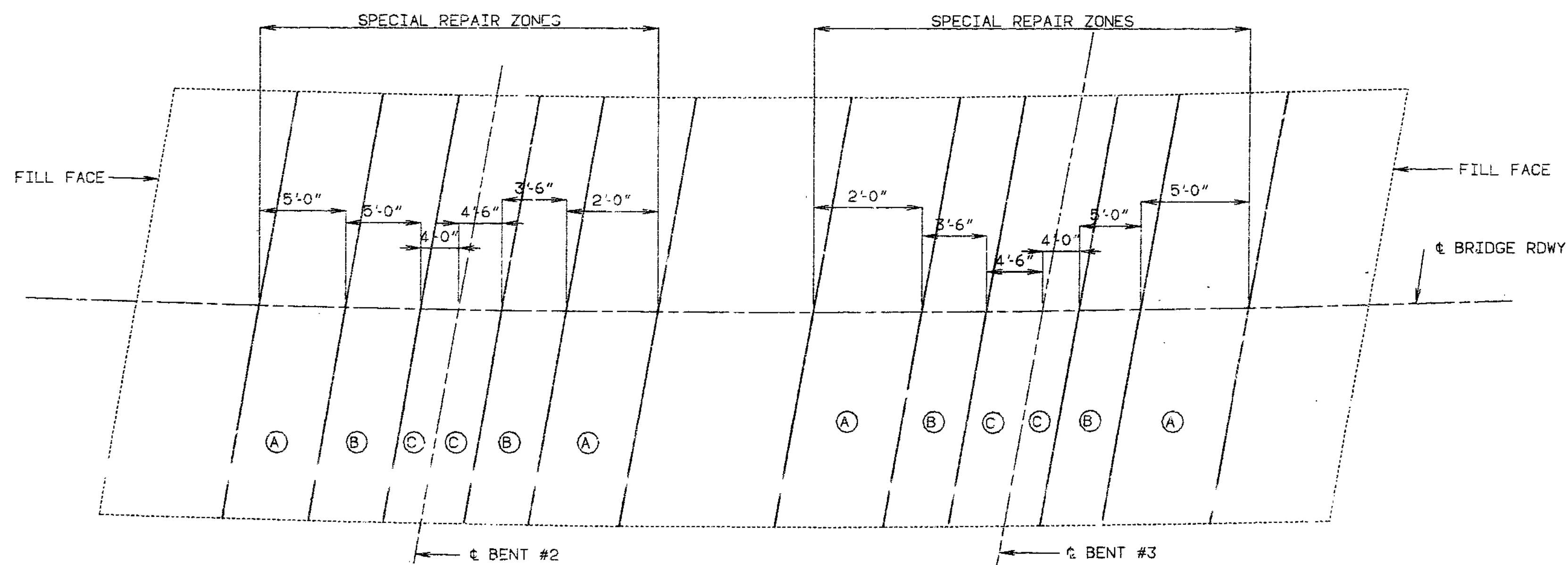
GENERAL NOTES:

DESIGN SPECIFICATIONS: A.A.S.H.T.O.-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 1/2" ±.

ESTIMATED QUANTITIES		
ITEM		TOTAL
ASPHALT REMOVAL (BRIDGES)	SQ. FT.	6,804
SUPERSTRUCTURE REPAIR (UNFORMED) SEE SPEC. PROV.	SQ. FT.	40
REPAIRING CONCRETE DECK (HALF-SOLING)	SQ. FT.	150
CONCRETE WEARING SURFACE (*) ()	SQ. YD.	756
SLAB EDGE REPAIR (BRIDGES)	LIN. FT	40

* SEE JOB SPECIAL PROVISIONS FOR ALTERNATE USE OF CONCRETE WEARING SURFACE. 1 3/4" (MIN.) LATEX MODIFIED CONCRETE. 2" (MIN.) LOW SLUMP CONCRETE.
 ** SCARIFY EXIST. DECK 1/2" (MIN.) IF LATEX MODIFIED CONCRETE IS USED, 1/2" (MIN.) IF LOW SLUMP CONCRETE IS USED.



NOTE: ZONES WITH THE SAME LETTER DESIGNATION MAY BE REPAIRED AT THE SAME TIME. ANY REPAIR IN THE REMAINDER OF THE BRIDGE THAT IS WITHIN 3'-0" OF ZONE A SHALL BE COMPLETED BEFORE REMOVING OLD CONCRETE IN ZONE A.

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

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

SHEET NO. OF 1.

REPAIRS TO BRIDGE:
 S.B.L. I-635 OVER ROUTE 9 W.B.L.

STATE ROAD FROM STATE LINE TO RTE. I-29
 IN RIVERSIDE

PROJECT NO. F.A.-635-1(247 STA. 48+04.25±
 JOB NO. 4I 990 635 RTE. I-635

PLATTE COUNTY

DATE 2/1/91

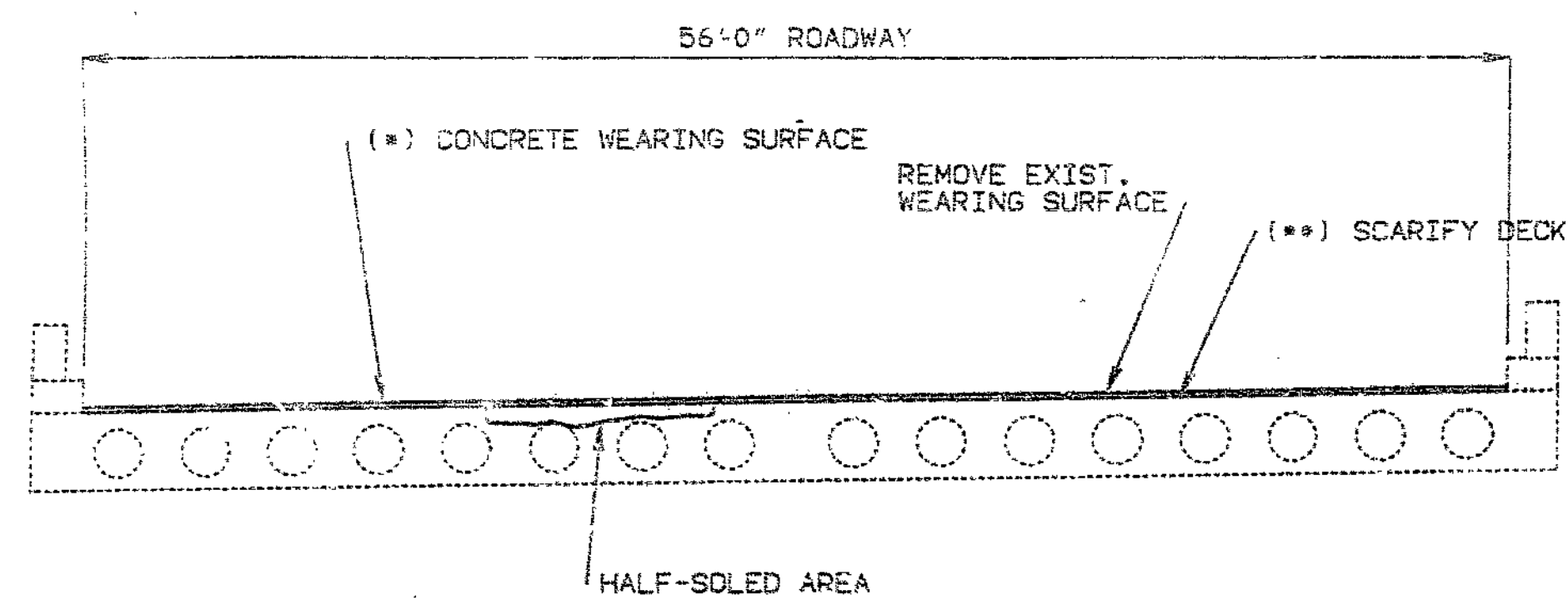
STD.
STD.
A-2438R

427 212

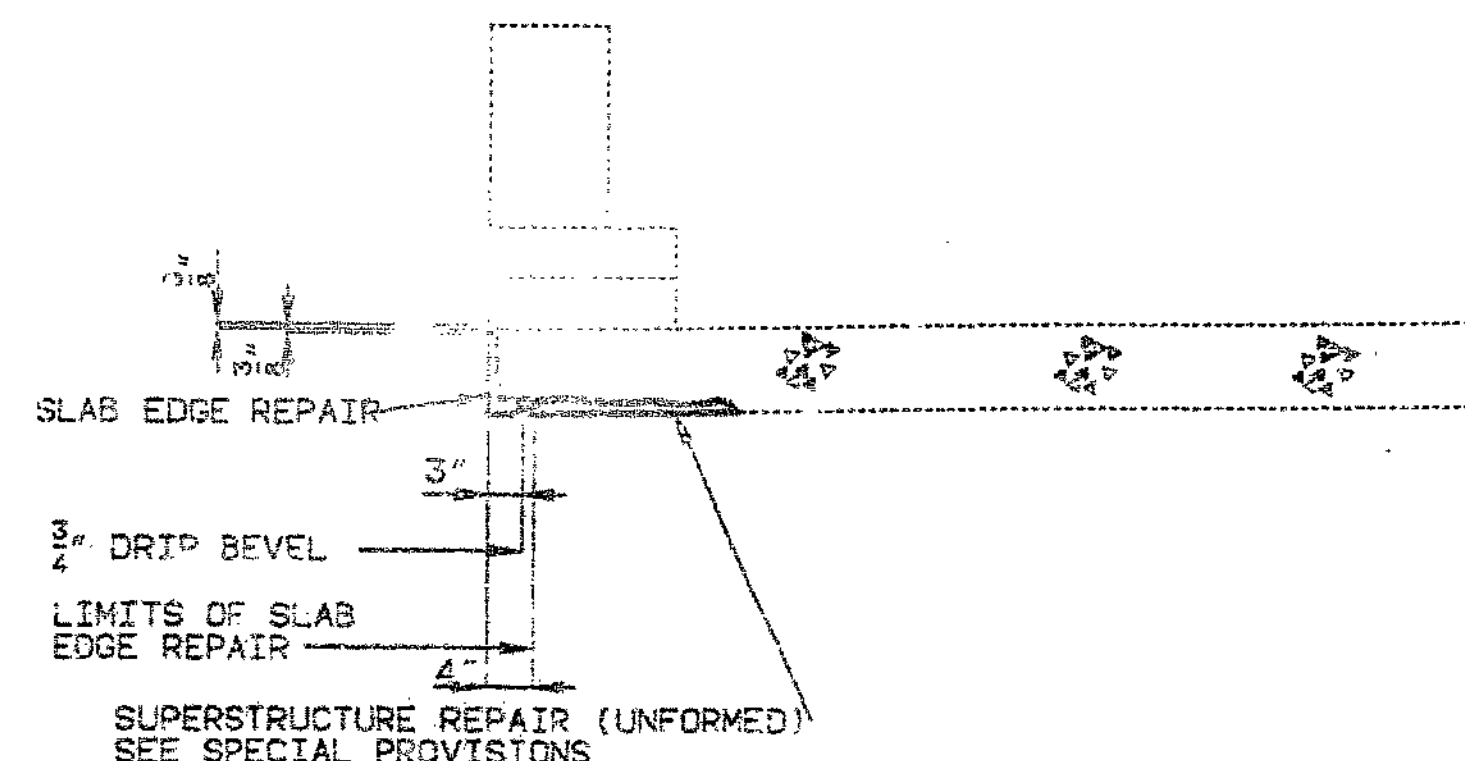
MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

39

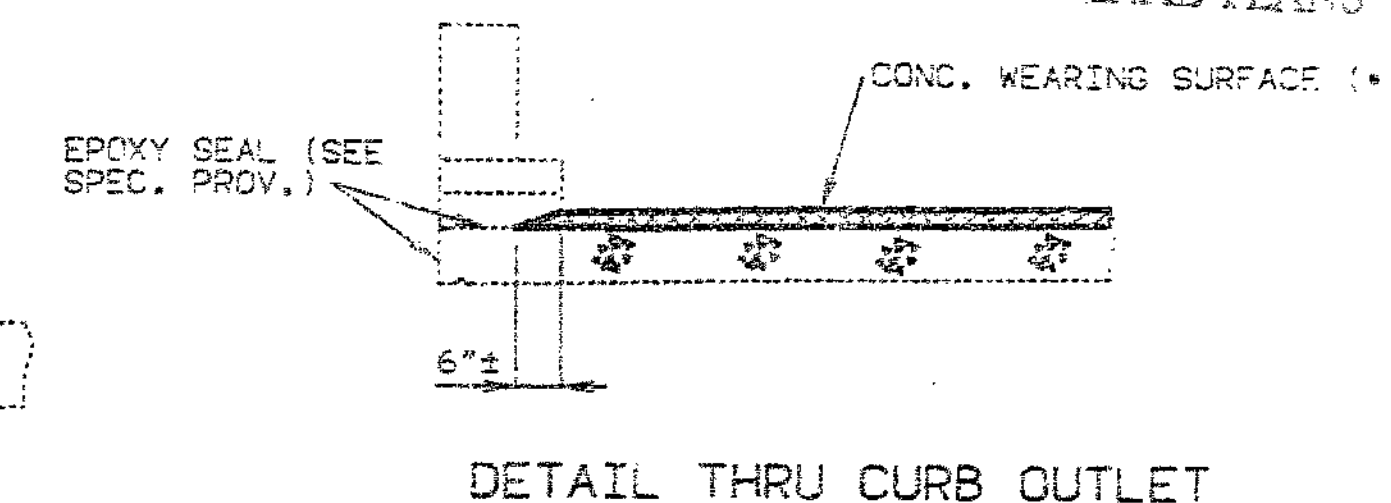
STATE	PROJ. NO.	SHEET NO.
MO.	FA-635-1(247)	39
SEC./SUR. 5	TWP. 50N	RGE. 33W



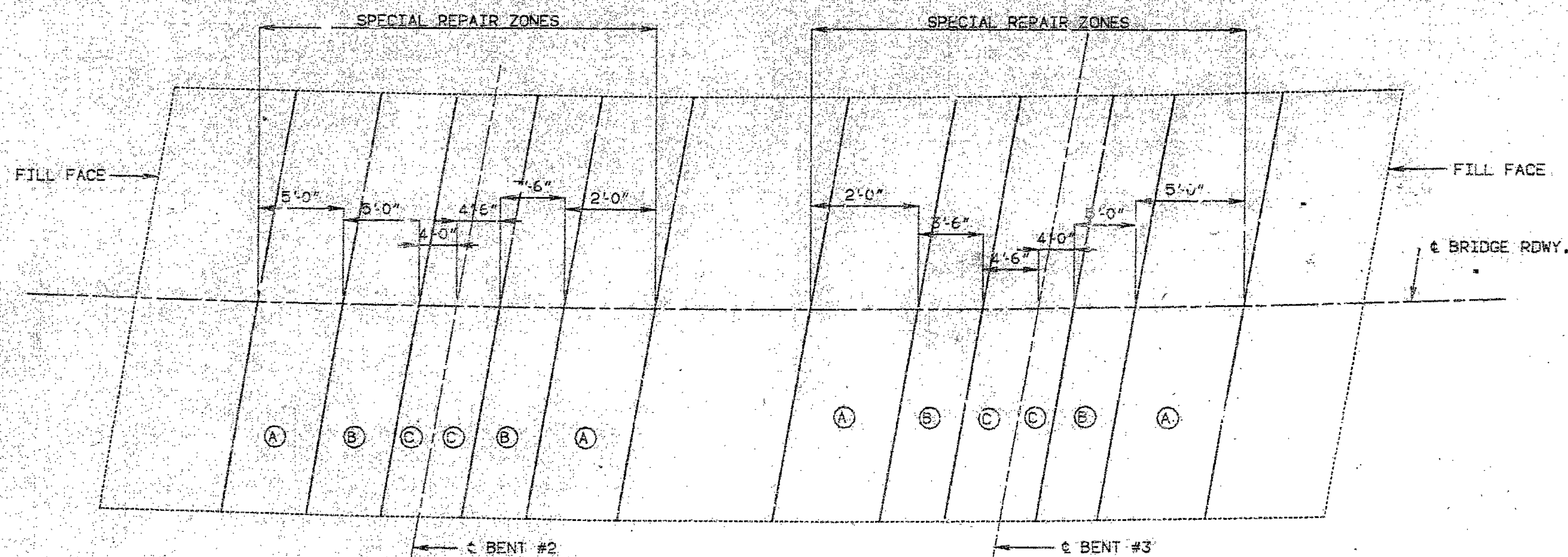
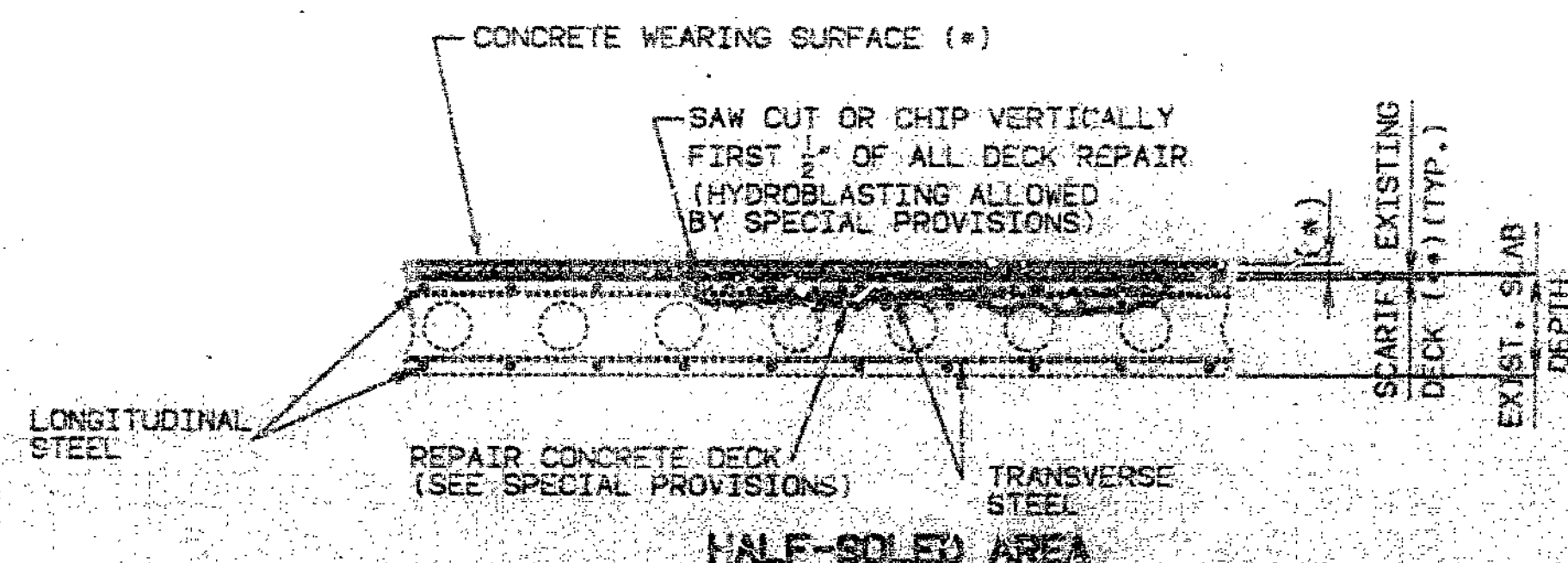
TYPICAL SECTION THRU SLAB



PART SECTION THRU SLAB



DETAIL THRU CURB OUTLET



PLAN OF SLAB SHOWING SPECIAL REPAIR ZONES

NOTE: ZONES WITH THE SAME LETTER DESIGNATION MAY BE REPAIRED AT THE SAME TIME. ANY REPAIR IN THE REMAINDER OF THE BRIDGE THAT IS WITHIN 3'-0" OF ZONE A SHALL BE COMPLETED BEFORE REMOVING OLD CONCRETE IN ZONE A.

GENERAL NOTES:

DESIGN SPECIFICATIONS: A.A.S.H.T.O.-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 1/2"±.

FINAL QUANTITIES		
ITEM		TOTAL
ASPHALT REMOVAL (BRIDGES)	SQ. FT.	6,804
SUPERSTRUCTURE REPAIR (UNFORMED) SEE SPEC. PROV.	SQ. FT.	38
REPAIRING CONCRETE DECK (HALF-SOLING)	SQ. FT.	2
CONCRETE WEARING SURFACE(*) (LOW SLUMP)	SQ. YD.	786
SLAB EDGE REPAIR (BRIDGES)	LN. FT.	45

* SEE JOB SPECIAL PROVISIONS FOR

2" (MIN.) LOW SLUMP CONCRETE.

** SCARIFY EXIST. DECK

1/2" (MIN.) FOR LOW SLUMP CONCRETE

REPAIRS TO BRIDGE:
S.B.L. I-635 OVER ROUTE 7 W.B.L.

STATE ROAD FROM STATE LINE TO RTE. I-29
IN RIVERSIDE

PROJECT NO. FA-635-1(247) STA. 48+04.25±

JOB NO. 41 990 635

RTE. I-635

PLATTE

COUNTY

DATE 2/1/91

STD.
STD.
A-2438P

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

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

SHEET NO. 1A OF 1.

2/1/91