

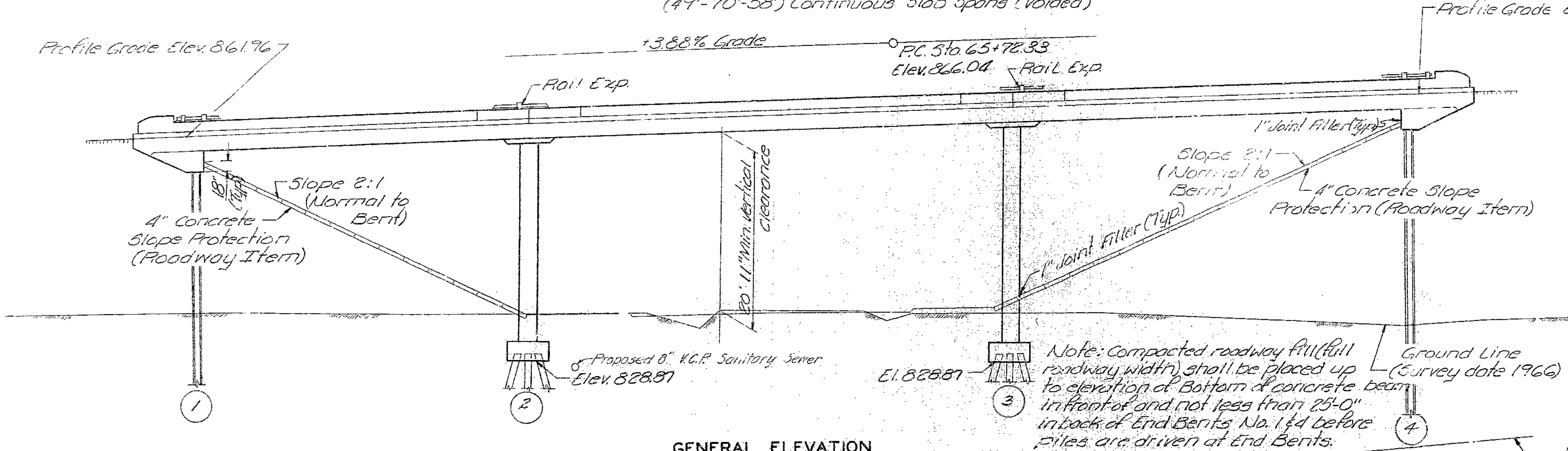
MISSOURI STATE HIGHWAY DEPARTMENT

(47'-70'-58') Continuous Slab Spans (Voided)

P.I. Sta 70+47.33
Elev. 884.47

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

* 5 @ 15 Ft. Flng
5 @ 13 Ctr. Flng
5 @ 16 Lt. Flng



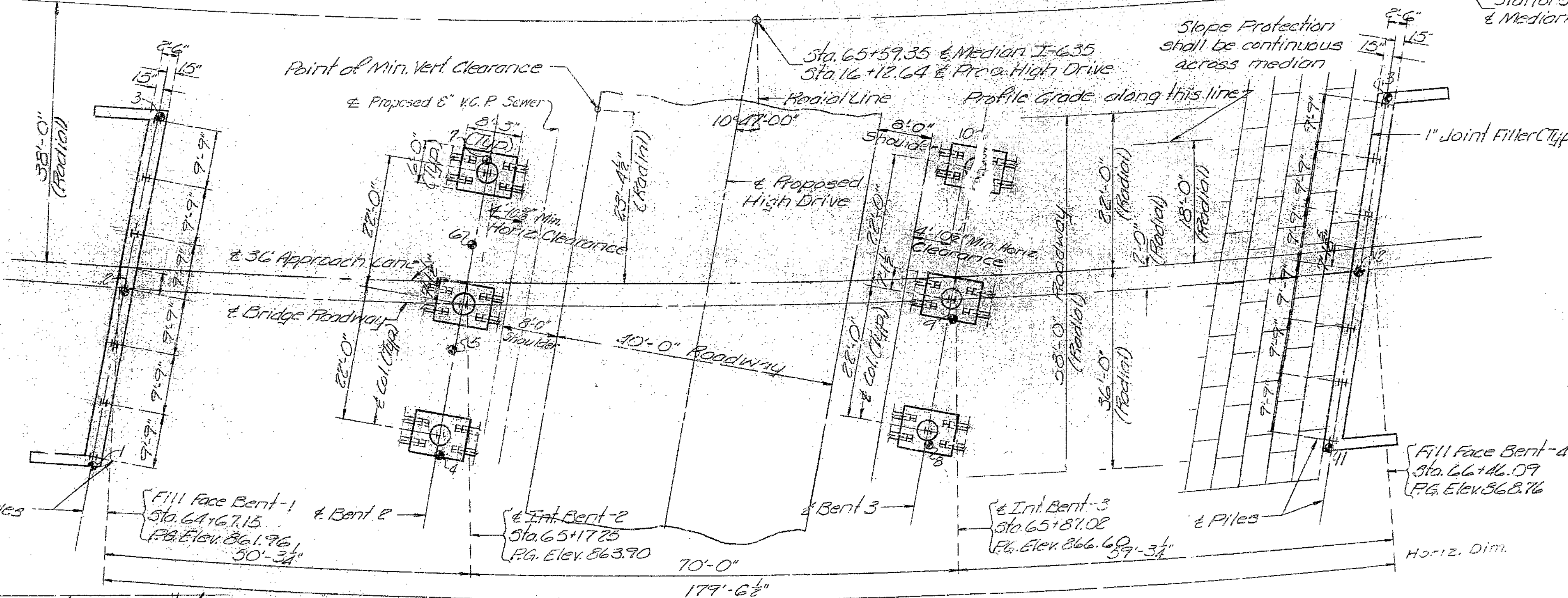
FOOTING DATA

Bent No.	1	2	3	4
Pile Type and Size	105P42	125P53	125P53	105P42
Number	7	15	15	7
Approximate Length Ft.	47	*	22	52
Design Bearing Tons	43	59	62	49
Hammer Energy Req'd. Ft. lbs.	8,700	13,300	14,000	11,000

Note: Minimum energy requirement of hammer based on plan length and design bearing values of piles. Increase by the factor (W+w)/2W when the weight of the ram (W) is less than the weight of the pile (w). All pile shall be driven to practical refusal.

ESTIMATED QUANTITIES

Item	Total
Class I Excavation	Cu.Yd. 170
Structural Steel Piles (10")	Lin.Ft. 693
Structural Steel Piles (12")	Lin.Ft. 635
Class B1 Concrete	Cu.Yd. 828.9
Reinforcing Steel	Lbs. 216,210
Bridge Rail (One Tube Type)	Lin.Ft. 368
Cool Tar Interlayer Protective Coat	Sq.Yd. 1157
Special Type "D" Mixture (Asphaltic Concrete)	Sq. Yd. 80



GENERAL NOTES:
Design Specifications: A. A. S. H. O. - 1969
Design Loading:
HS 20-44

Modified 24,000* Tandem Axle
Earth 120* Equivalent Fluid Pressure 30*
Design Unit Stresses:
Class B1 Concrete $f_c = 16,000$ psi
Reinforcing Steel $f_s = 20,000$ psi;
Steel Pile $f_b = 9,000$ psi;
Falsework over existing lanes shall be constructed with a minimum vertical clearance of 12'-6" from crown of existing lanes and a minimum lateral clearance of 23'-0" centered on existing lanes
Minimum clearance to reinforcing steel shall be 1 1/2" unless otherwise shown.

B.M. #16 - Elev. 833.81 - 100d spike in side Tel. pole 110' Ft. Sta. 65+76 & Median I-635.

BRIDGE OVER HIGH DRIVE
STATE ROAD - INTERSTATE ROUTE 635
IN RIVERSIDE
PROJECT NO. I-76-635-17 (RTE. I-635) STA. 64+67.15
PLATTE COUNTY

SUBMITTED BY: *W. D. Corney* DATE: 1-24-72
APPROVED BY: *Robert N. Neuhoff* DATE: 1-24-72

SUBMITTED BY E. LYN CROWLEY
SIGNATURE *E. L. Crowley*
REGISTERED PROFESSIONAL ENGINEER
SERIAL NUMBER E-5993



Sheet No. 1 of 9.

DWG. 611.60
DWG. 706.30A
A-2576

305

CROWLEY, WADE, MILSTEAD, INC.
ENGINEERS - ARCHITECTS
INDEPENDENCE, MISSOURI
Designed: *E. A. Hallahan* 1/67
Checked: *J. K. Zell* 1/67
Detailed: *H. Warren* 7/67
Checked: *E. A. Hallahan* 1/67
Quantities: *T. E. Bailey* 1/67
Checked: *E. A. Hallahan* 1/67

Note: Profile grade elevations are taken at top of wearing surface.

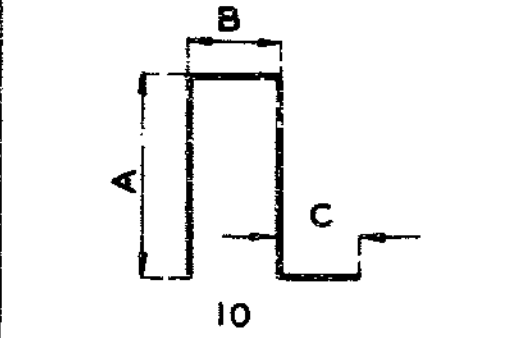
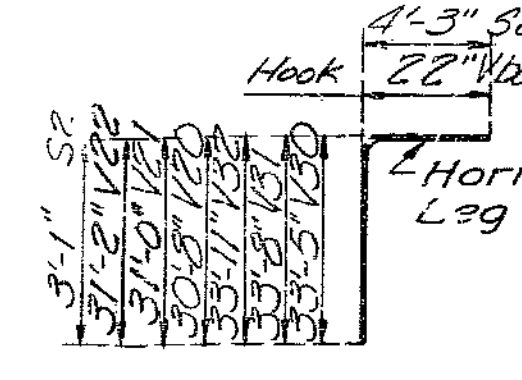
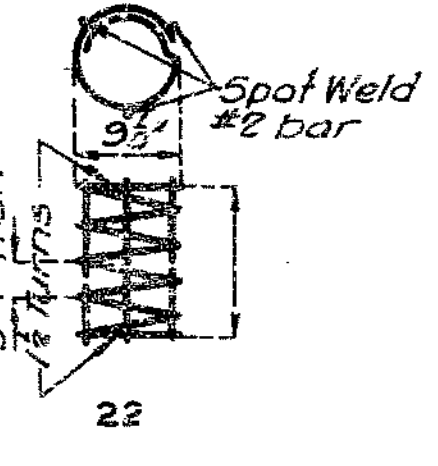
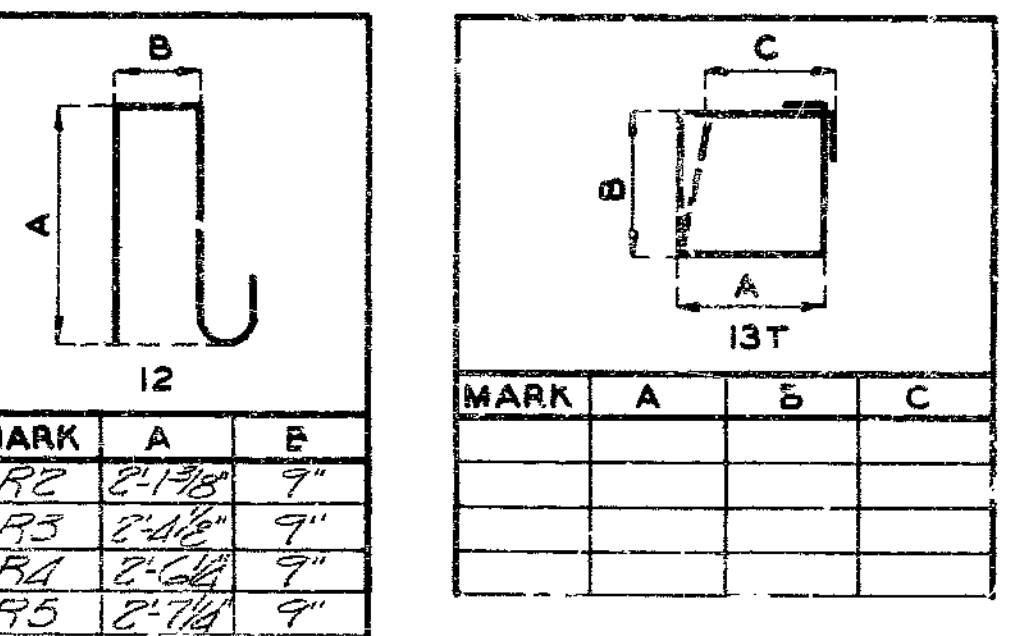
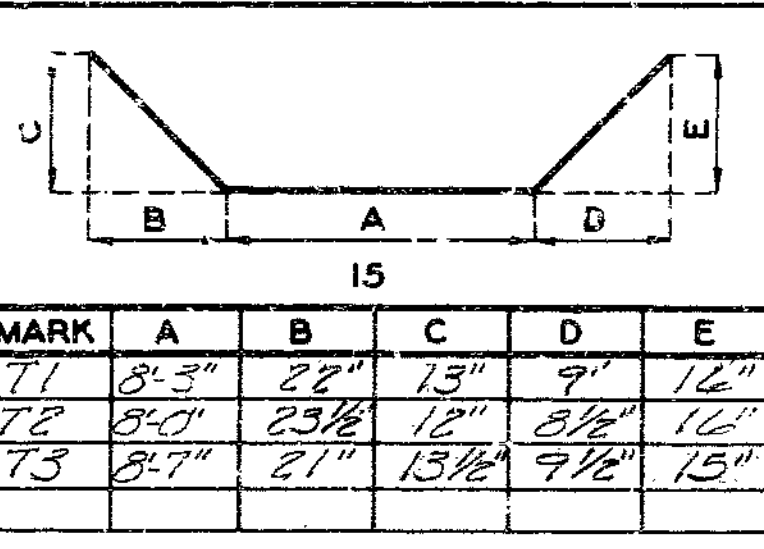
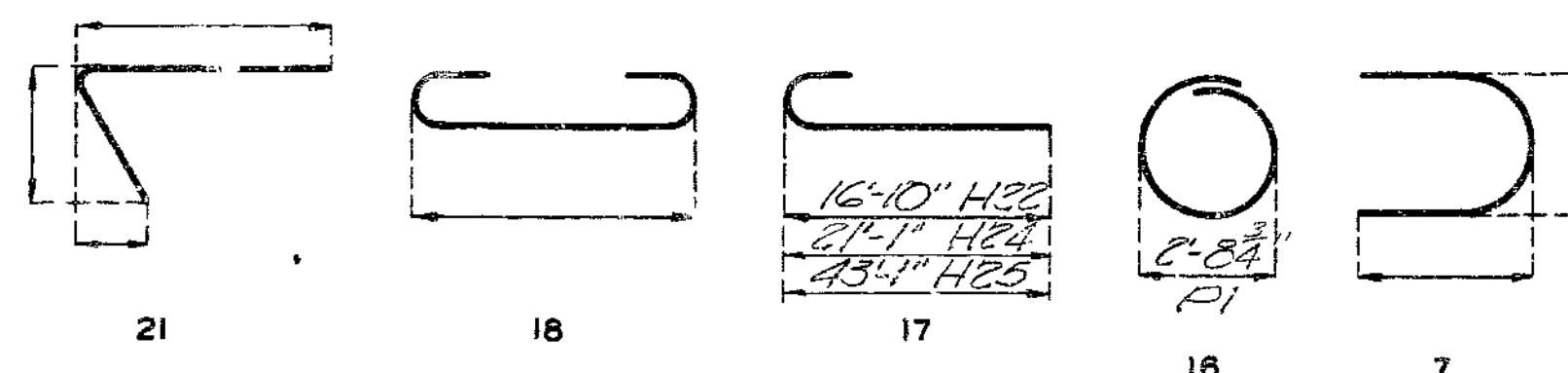
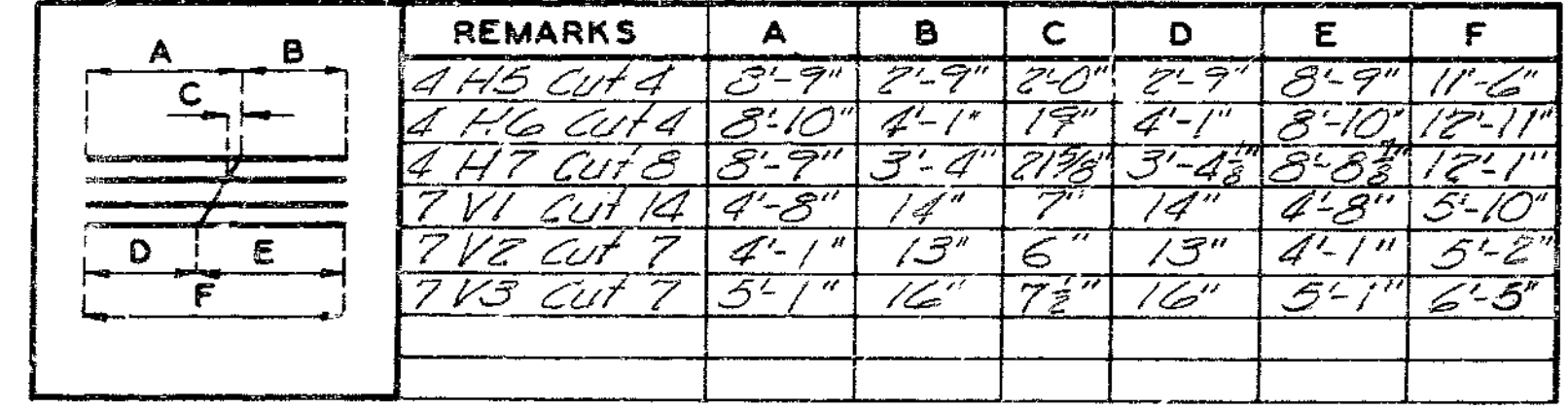
Note: This drawing is not to scale. Follow dimensions.

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	176	

COMPLETE BILL OF REINFORCING STEEL

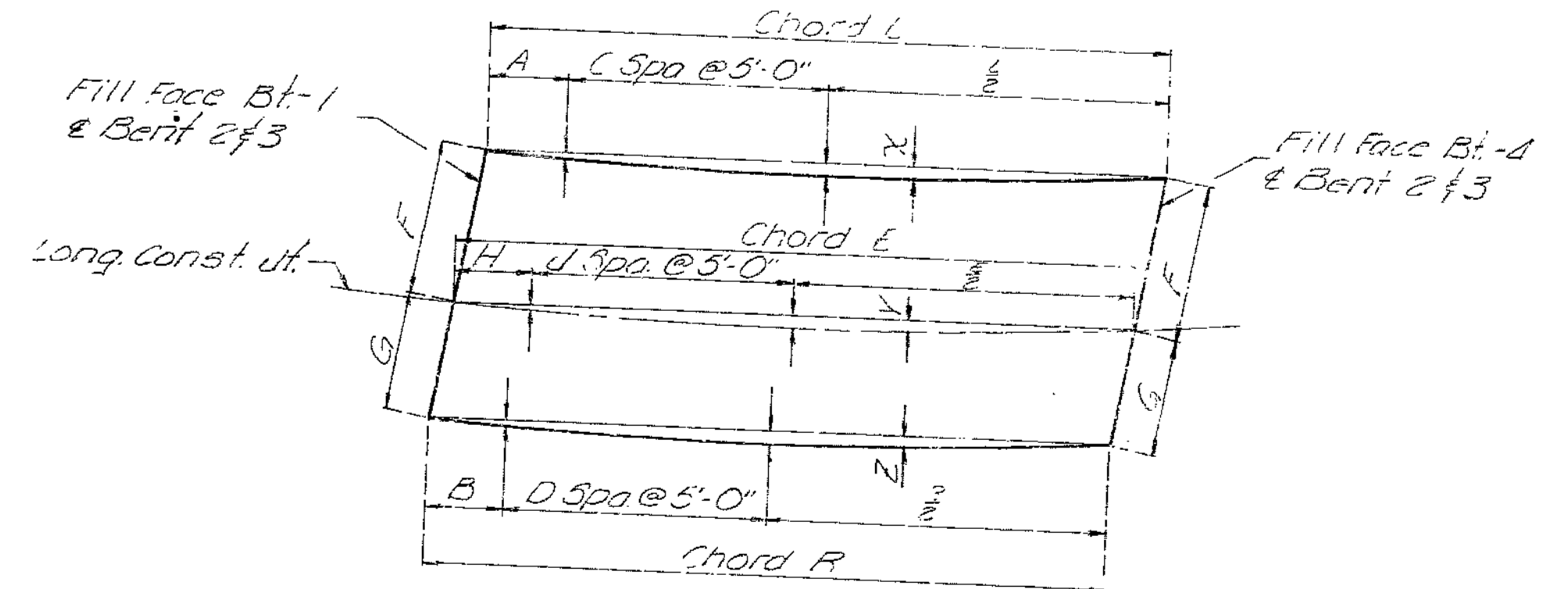
NO.	SIZE & MARK	LENGTH FT. - IN.	SHAPE	LOCATION	REMARKS	A	B	C	D	E	F
Superstructure											
32	5-C1	4-8	10	Curb	4 H5 cut 4	3'-9"	2'-9"	2'-0"	2'-9"	8'-9"	11'-6"
4	6-C3	5-7-9	-	"	4 H6 cut 4	3'-10"	4'-1"	1'-9"	4'-1"	8'-10"	12'-11"
8	5-C4	35-9	-	"	4 H7 cut 8	3'-9"	3'-4"	2'-8"	3'-4"	8'-8"	12'-11"
8	6-C5	34-3	-	"	7 V1 cut 14	4'-8"	14"	7"	14"	4'-8"	5'-10"
364	5-C6	-2	10T	"	7 V2 cut 7	4'-1"	13"	6"	13"	4'-1"	5'-2"
					7 V3 cut 7	5'-1"	16"	7 1/2"	16"	5'-1"	6'-3"
End Post											
8	5-R1	4-5	-	"							
4	5-R2	5-4	12	"							
4	5-R3	5-7	12	"							
4	5-R4	6-1	12	"							
4	5-R5	6-3	12	"							
4	5-R6	6-5	12	"							
4	5-R7	6-6	12	"							
4	5-R8	6-8	12	"							
8	5-R9	6-9	12	"							
16	5-R10	7-11	10T	"							
Parapet											
372	5-R11	5-1	12	"							
32	5-R12	4-2	10T	"							
8	5-R13	43-9	-	"							
32	5-R14	7-9	-	"							
8	5-R15	49-9	-	"							
8	5-R16	53-0	-	"							
Slab											
436	5-S1	30-6	-	"							
81	5-S3	27-6	-	"							
41	11-S4	42-9	-	"							
40	11-S5	31-6	-	"							
40	14-S6	21-6	-	"							
81	5-S7	30-0	-	"							
41	14-S8	45-9	-	"							
40	14-S9	29-3	-	"							
40	14-S10	17-6	-	"							
81	5-S11	36-0	-	"							
41	10-S12	56-6	-	"							
40	10-S13	36-6	-	"							
40	10-S14	26-3	-	"							
41	11-S15	60-0	-	"							
40	11-S16	45-6	-	"							
40	11-S17	33-6	-	"							
41	11-S18	51-6	-	"							
40	11-S19	44-9	-	"							
40	11-S20	37-0	-	"							
436	5-S21	33-6	-	"							
41	10-S22	18-0	-	"							
End Bent - 1											
12	6-H1	33-6	-	Slab & Beam							
12	6-H2	29-9	-	"							
4	6-H4	9-3	-	Wing							
4	6-H5	11-6	-	"							
4	6-H7	12-1	-	"							
Slab & Beam											
82	6-S2	7-4	19	"							
Wing											
2	6-T1	11-9	15	"							
2	6-T2	11-7	15	"							
Beam											
112	5-U1	8-11	10T	"							
Wing											
7	4-V1	5-10	-	"							
7	4-V2	5-2	-	"							
2	4-V3	5-0	-	"							
2	4-V5	4-6	-	"							



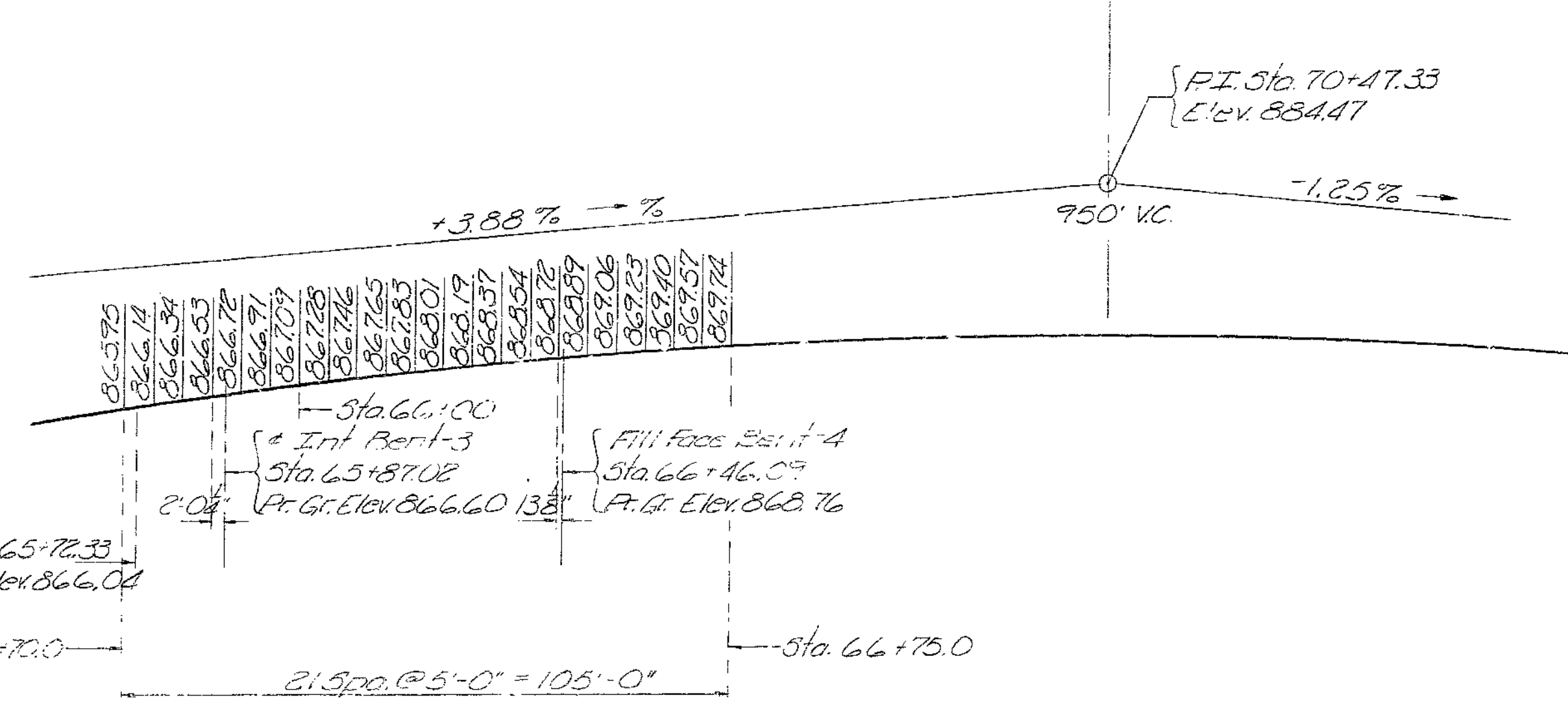
MARK	A	B	C
R10	4'-9"	7'-8"	-
R12	17'-2"	8'-2"	6"
C1	23"	18"	-
D5	3'-9"	7'-3"	-
U1	3'-5"	2'-5 1/2"	-
C6	2'-1 1/2"	13 1/2"	-

NO.	SIZE & MARK	LENGTH FT. - IN.	SHAPE	LOCATION
Int. Bent - 2				
24	10-D1	5-3	-	Footings
18	7-D3	7-9	-	"
18	5-D4	5-6	-	"
6	7-D5	14-3	10	"
Beam				
16	14-H21	29-6	-	"
12	14-H22	18-0	17	"
6	14-H23	16-6	-	"
6	14-H24	22-3	17	"
6	14-H25	44-3	17	"
12	14-H26	35-0	-	"
Col. Ties				
90	3-P1	7-4	16	"
Beam				
170	6-U2	8-9	30T	"
Column				
8	10-V20	32-6	19	"
8	10-V21	32-10	19	"
8	10-V22	33-0	19	"
Int. Bent - 3				
24	10-D1	5-3	-	Footings
18	7-D3	7-9	-	"
18	5-D4	5-6	-	"
6	7-D5	14-3	10	"
Beam				
13	14-H21	29-6	-	"
12	14-H22	17-6	17	"
6	14-H23	16-6	-	"
7	14-H24	21-9	17	"
7	14-H25	43-9	17	"
13	14-H26	35-0	-	"
Col. Ties				
99	3-P1	7-4	16	"
Beam				
170	6-U2	8-9	30T	"
Column				
8	10-V30	35-3	19	"
8	10-V31	35-6	19	"
8	10-V32	35-9	19	"
End Bent - 4				
12	6-H1	33-6	-	Slab & Beam
12	6-H2	29-9	-	"
4	6-H4	9-3	-	Wing
4	6-H5	12-11	-	"
4	6-H7	12-1	-	"
Slab & Beam				
82	6-S2	7-4	19	"
Wing				
2	6-T1	11-9	15	"
2	6-T3	12-0	15	"
Beam				
112	5-U1	8-11	10T	"
Wing				
7	4-V1	5-10	-	"
7	4-V3	6-5	-	"
2	4-V4	5-0	-	"
2	4-V6	4-6	-	"

Note: Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for detailing reinforced concrete structures. The letter T after the shape number, in bending sketches, indicates bars that are to be bent according to CRSI stirrup and tie dimensions.



SPAN	Chords			End Dim.		Spa.		Offset X-Y-Z			Bent F	G
	L	E	R	A	B	H	C	D	J	Offset		
(1-2)	50'-3 3/8"	50'-3 3/8"	50'-3 3/8"	1 1/2"	1 7/8"	1 7/8"	5	5	5	3 1/2"	3 1/2"	3 1/2"
(2-3)	70'-0"	70'-0"	69'-11 1/2"	5'-0"	5'-0"	4'-11 1/2"	6	6	6	2 1/2"	2 1/2"	2 1/2"
(3-4)	57'-3 1/4"	57'-3 1/4"	57'-3 1/4"	4'-7 3/8"	4'-7 3/8"	4'-7 3/8"	5	5	5	1 1/2"	1 1/2"	1 1/2"



PROFILE GRADE ELEVATIONS

Note: Profile grade elevations are taken at top of wearing surface.

Note: All bending dimensions are out to out. Total lengths are measured along & bar to the nearest inch. Note: This drawing is not to scale. Follow dimensions.

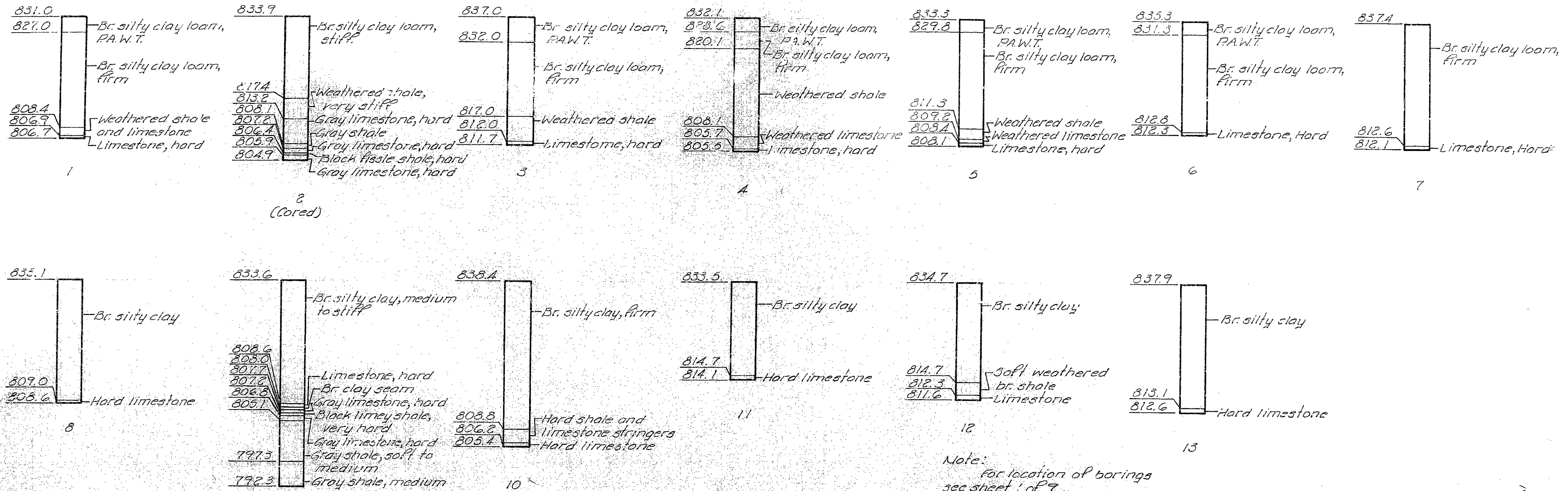
306

REVISED MAY 1969
APRIL 1969

DETAILED Sept. 1969 BY H.L.W.
CHECKED Sept. 1969 BY E.A.H.

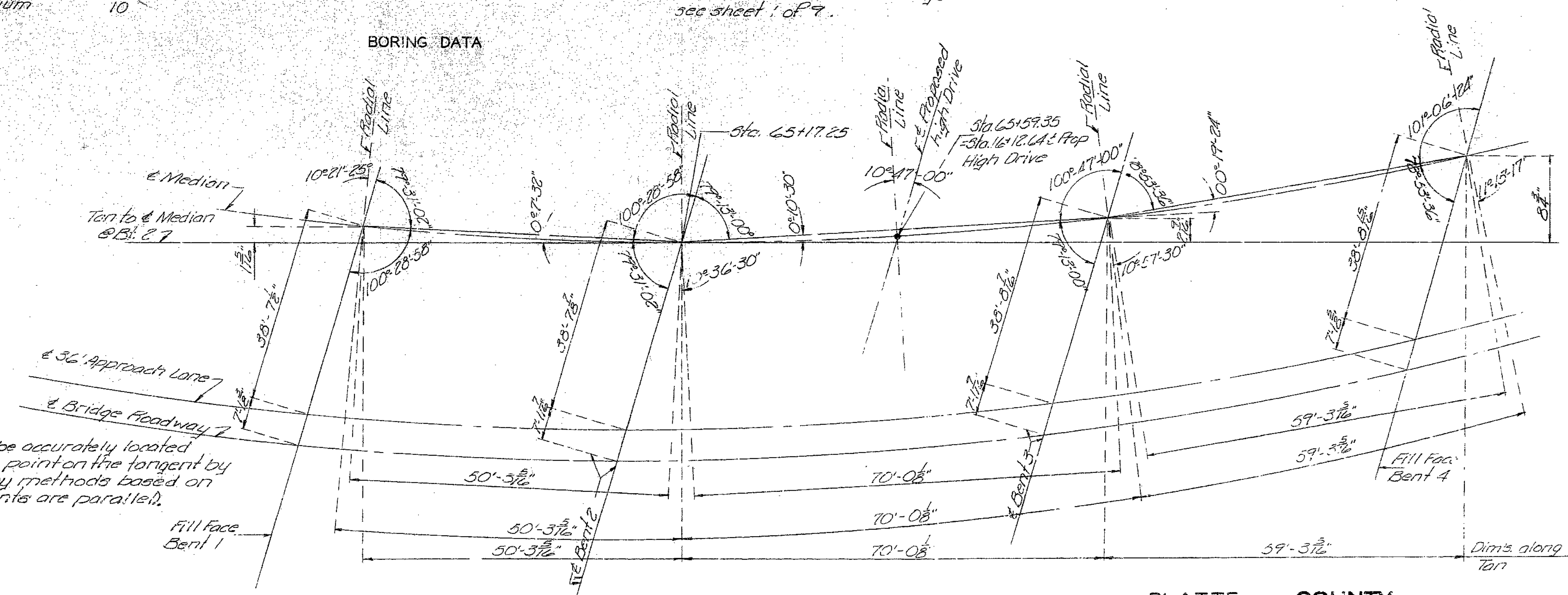
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		55	1-9	



BORING DATA

I-635 Curve Data
 P.I. 67+70.3
 Δ 6°33' Lt.
 D 0°30'
 T 655.7
 L 1310.4
 R 11,457.16
 S.E. 0



Note: Bents cannot be accurately located from the reference point on the tangent by conventional survey methods based on 100' chords. (All bents are parallel.)

307

DETAILED July 1967 by H.L.W.
 CHECKED Sept. 1967 by E.A.H.

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

SUBSTRUCTURE LAYOUT

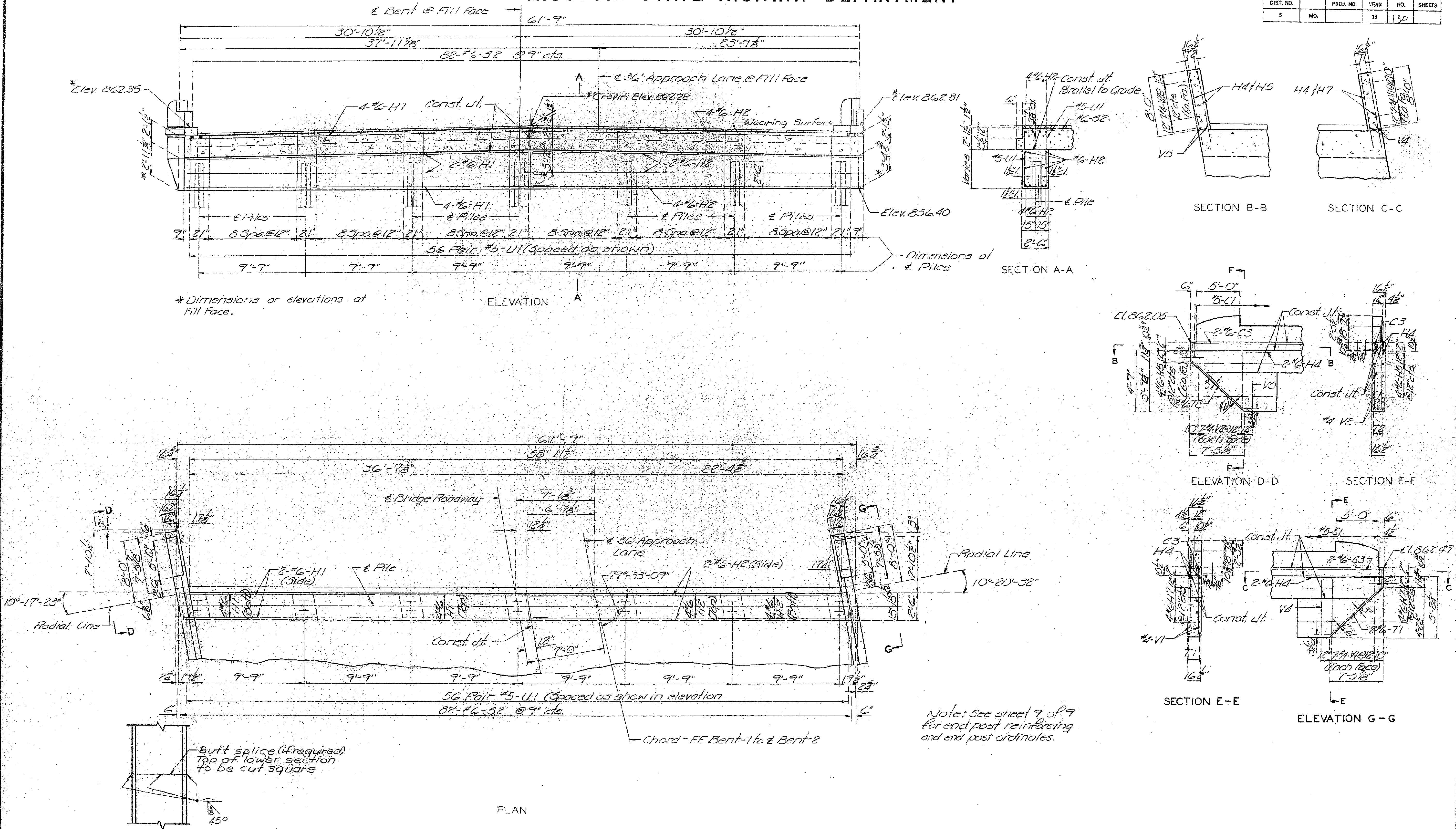
PLATTE COUNTY

Sheet No. 3 of 7

A-2576

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	130	



308

DETAILED Sept 1969 BY H.L.W.
CHECKED Sept. 1969 BY E.A.H.

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

Sheet No. 4 of 9.

PLATTE COUNTY

A-2576

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	13	

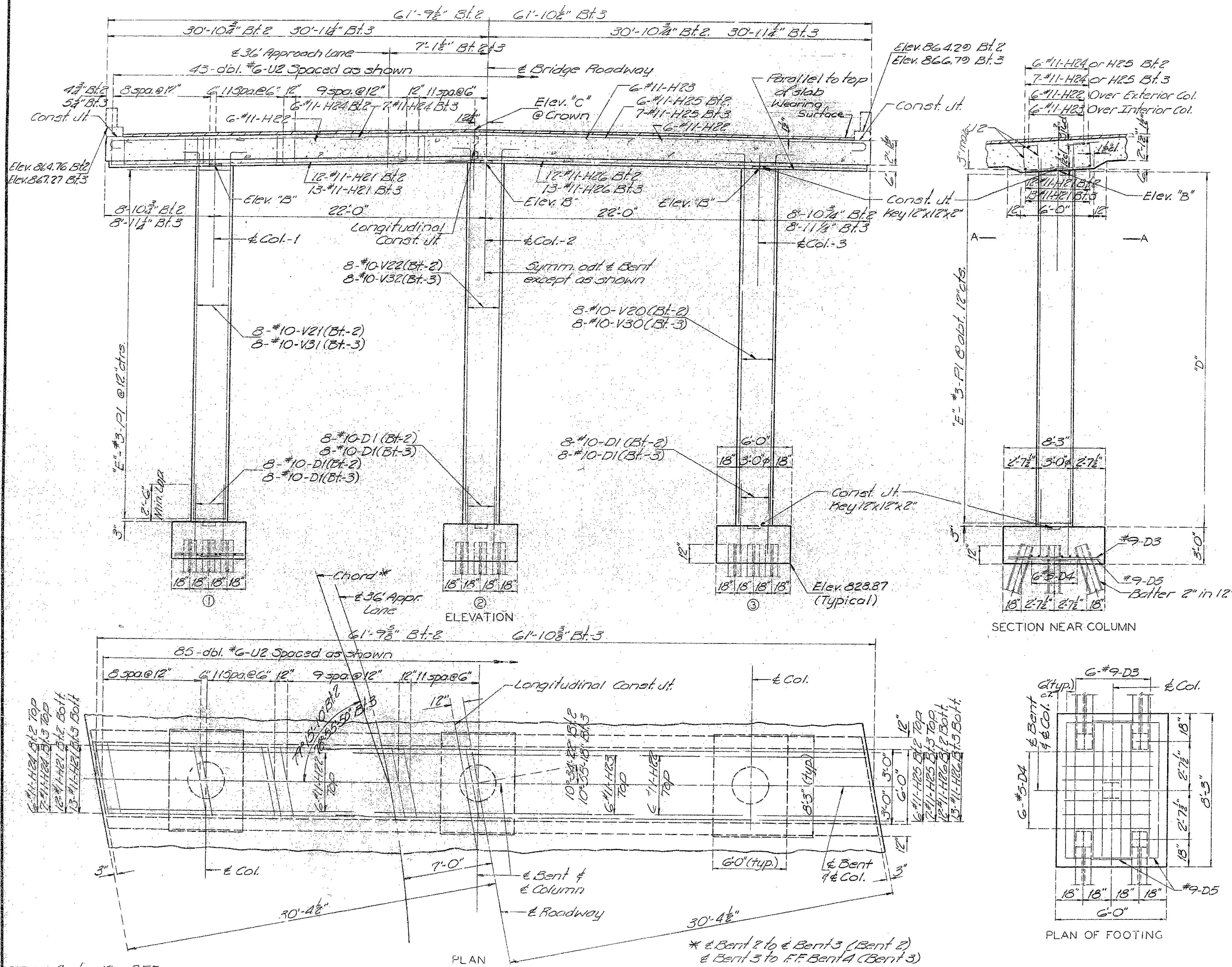
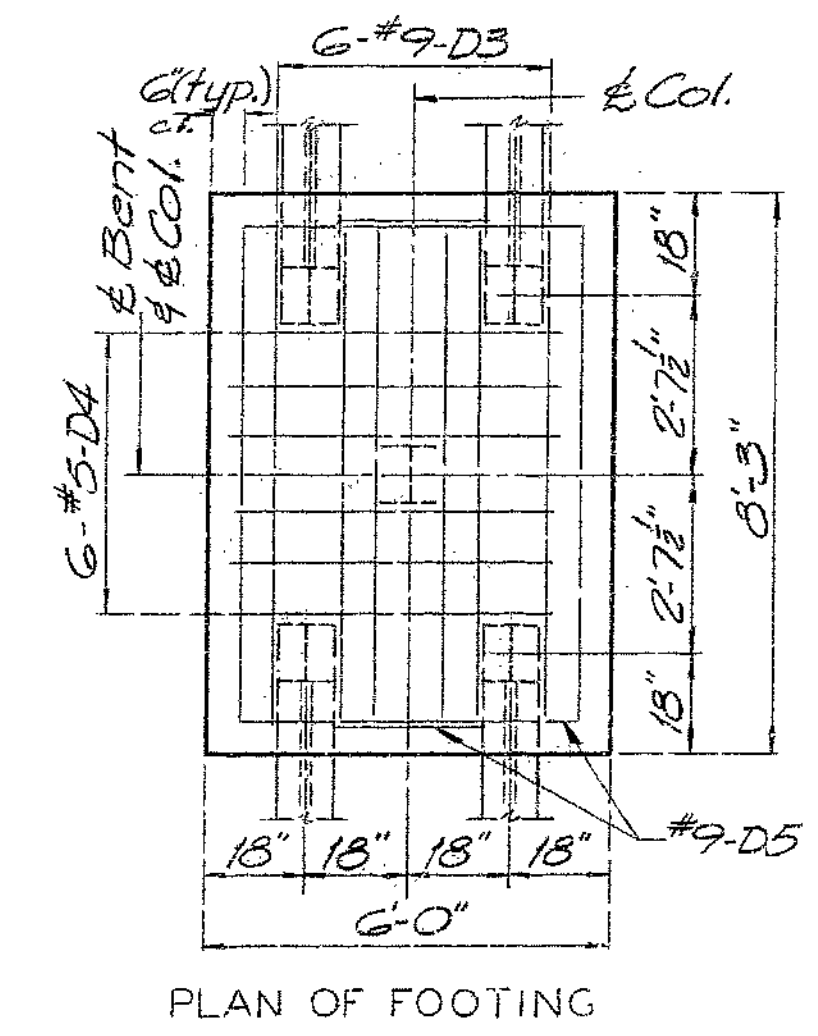
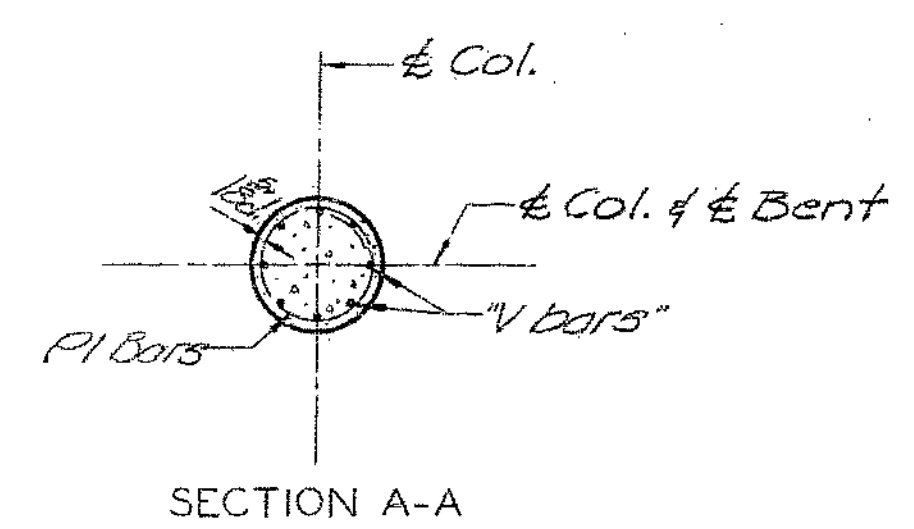


TABLE OF VARIABLES

BENT	2	3
COLUMN	① ② ③	① ② ③
Elev. "B"	861.22 861.45 862.22 863.99 864.15 864.68	
Elev. "C"	864.22	866.72
"D"	77.5 77.7 77.8 78.1 78.2 78.1 78.2	
"E"	30 30 30 33 33 33	



309

DETAILED Sept. 1969 BY B.F.F.
CHECKED Sept. 1969 BY E.A.H.

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

INT. BENT NO. 2 & 3

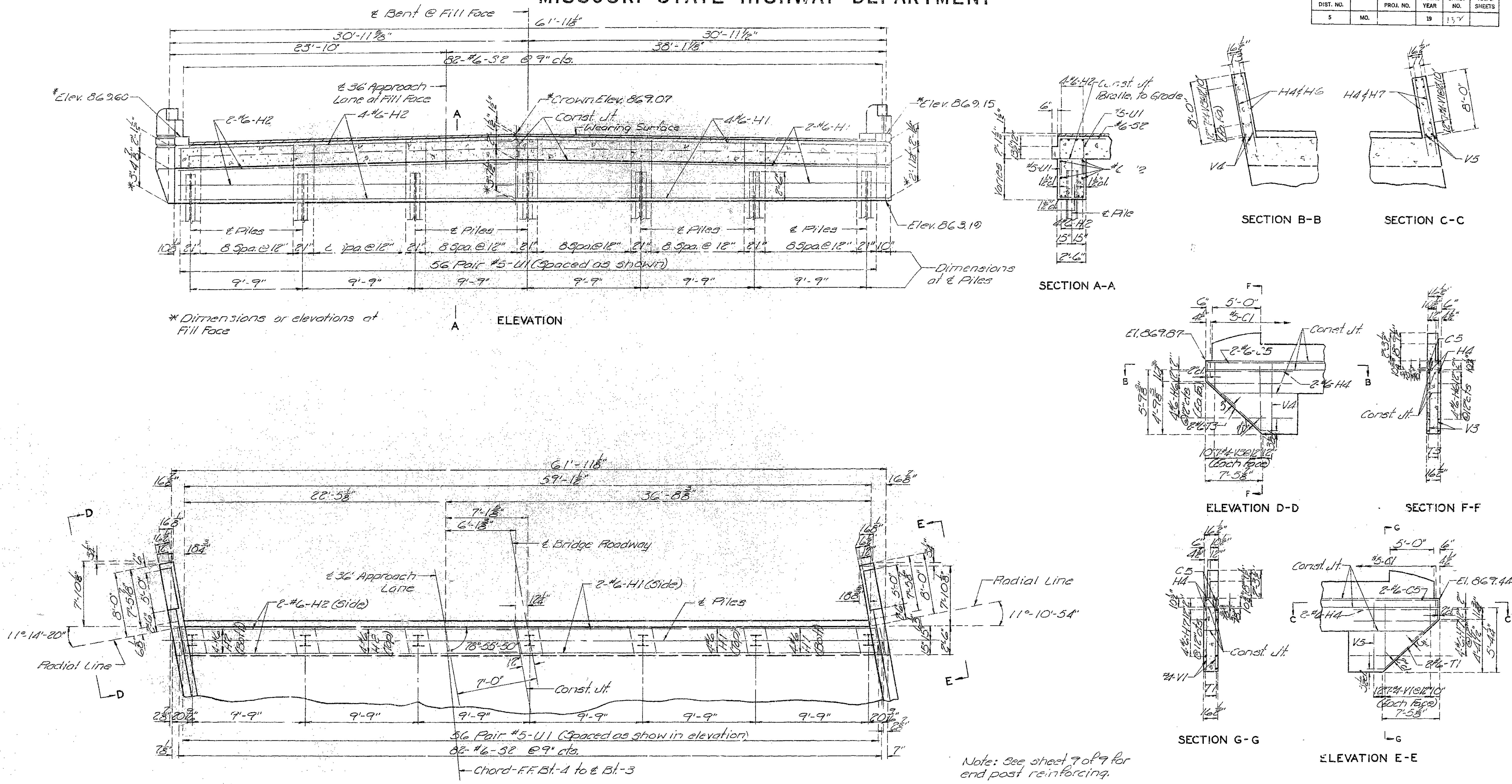
Sheet No. 5 of 9.

PLATTE COUNTY

A-2576

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	137	



310

DETAILED Sept 19 67 BY H.L.W.
 CHECKED Sept 19 67 BY E.A.H.

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

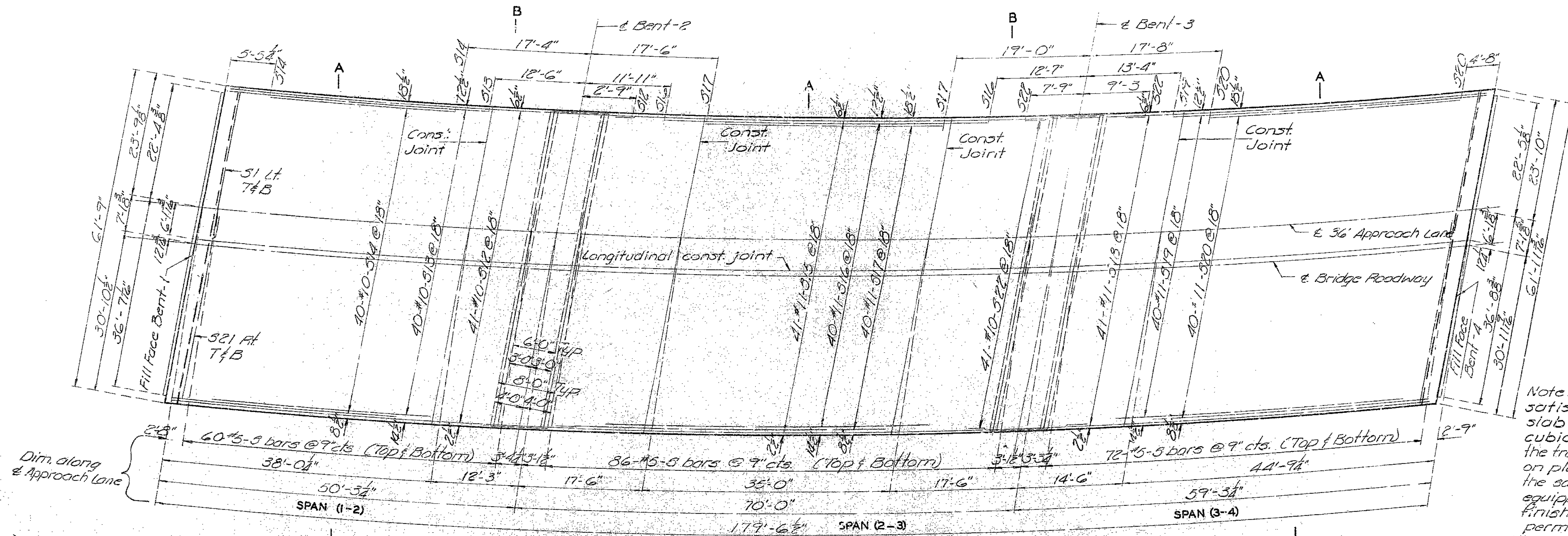
Sheet No. 6 of 9.

PLATTE COUNTY

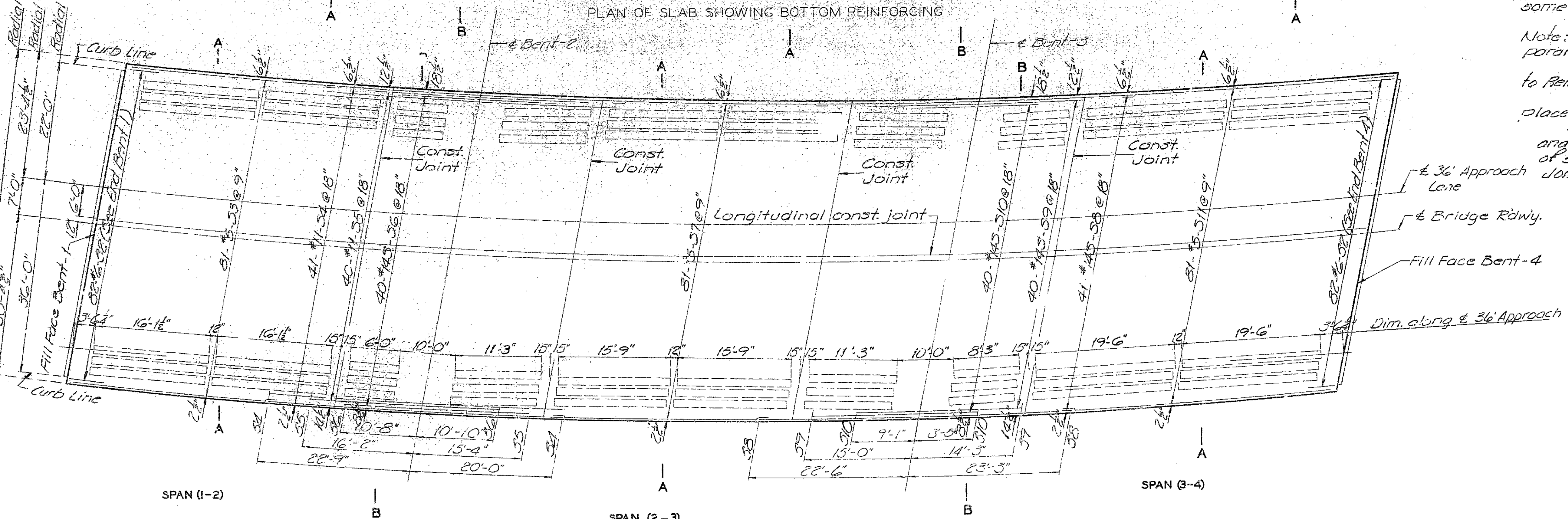
A-2576

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	133	



PLAN OF SLAB SHOWING BOTTOM REINFORCING



PLAN OF SLAB SHOWING TOP REINFORCING

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 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.

Note: Transverse reinforcing to be placed parallel to bents.
 All transverse dimensions relative to Reinforcing Steel are radial.
 Longitudinal Reinforcing shall be placed on axis concentric to E. of Approach Lane.
 See sheet 2 of 9 for chord lengths and chord offsets along outside edge of slab and along longitudinal const. joint.
 Chord lengths equal are indicated.
 All dimensions are horizontal.

311

DETAILED Sept. 1969 BY BFF
 CHECKED Sept. 1969 BY EAH

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

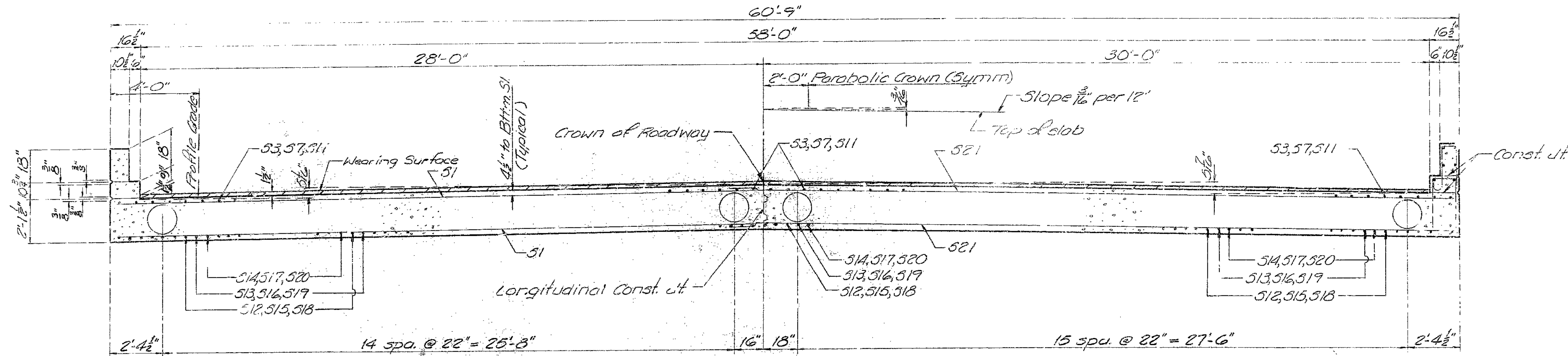
Sheet No. 7 of 9.

PLATTE COUNTY

A-2576

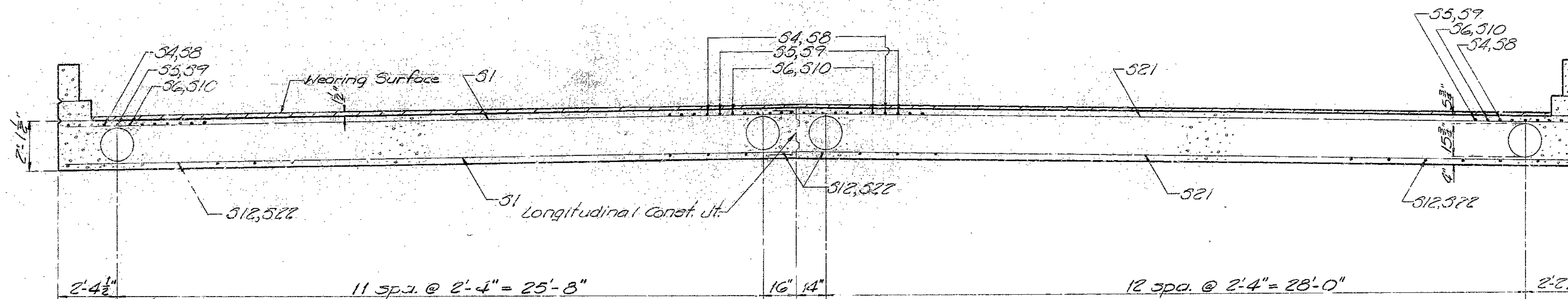
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	13	



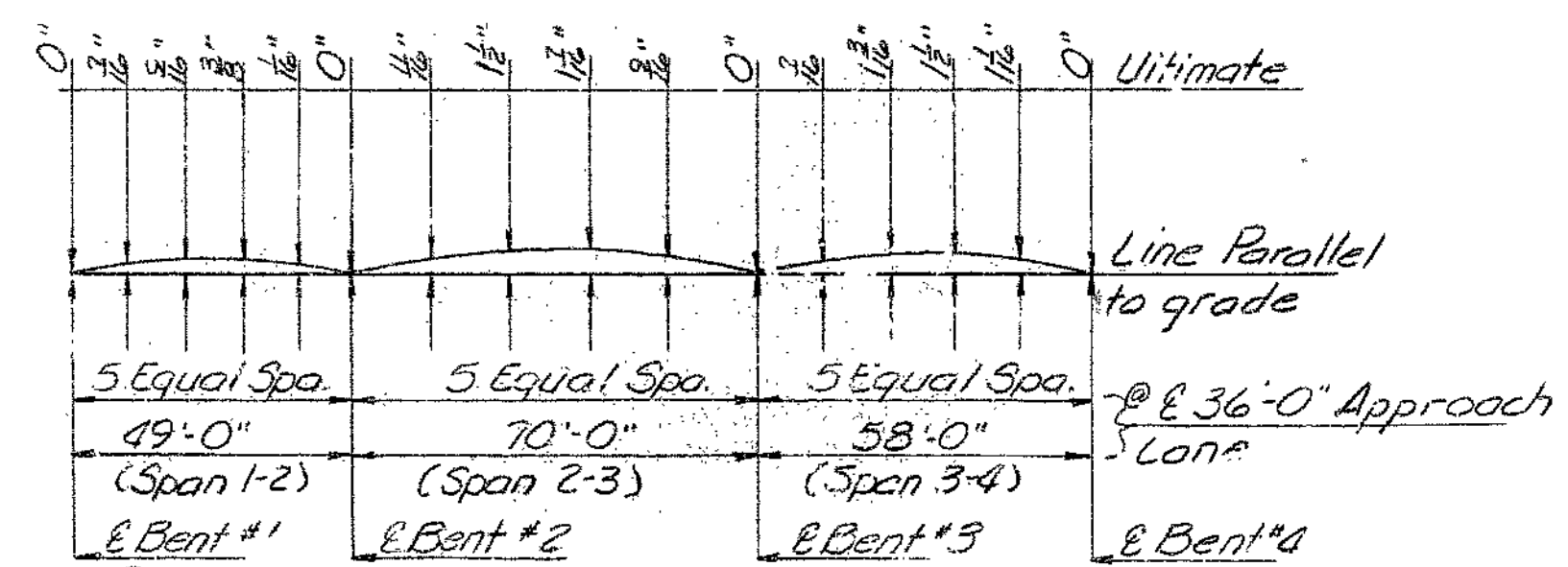
SECTION A-A

Note:
for curb and parapet reinforcing
see sheet 7 of 9.



SECTION B-B

DETAIL OF SLAB CONSTRUCTION JOINT KEY

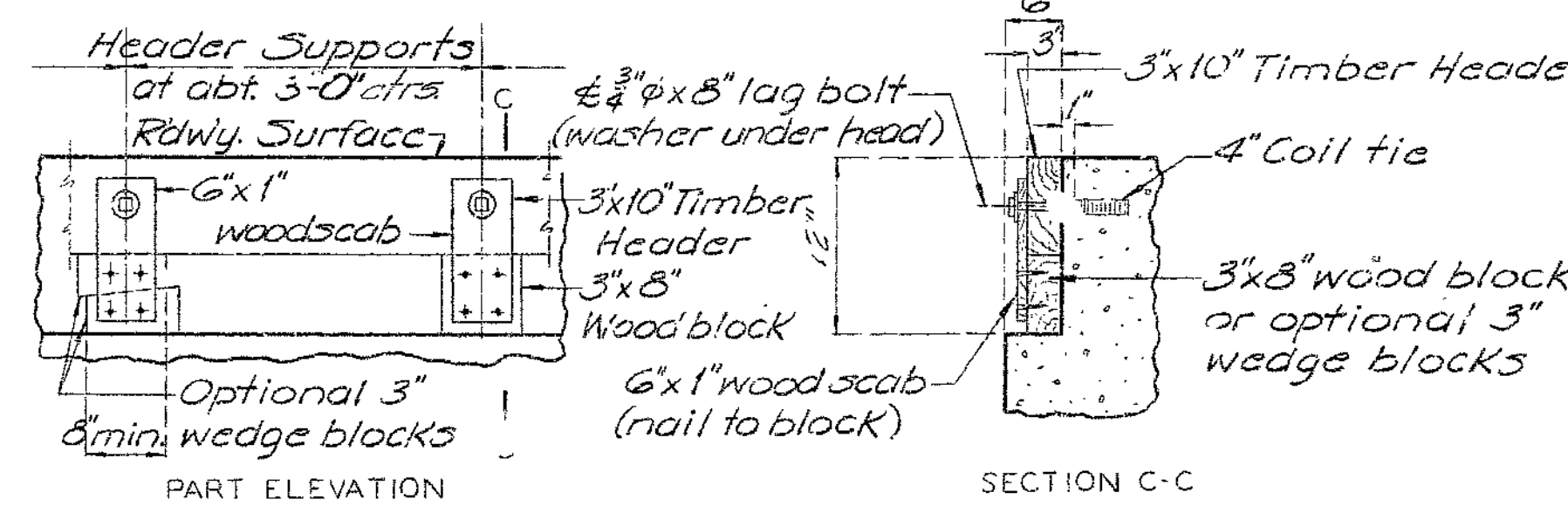


THEORETICAL CAMBER DIAGRAM

Note: The contractor shall camber forms to allow for ultimate dead load deflection.

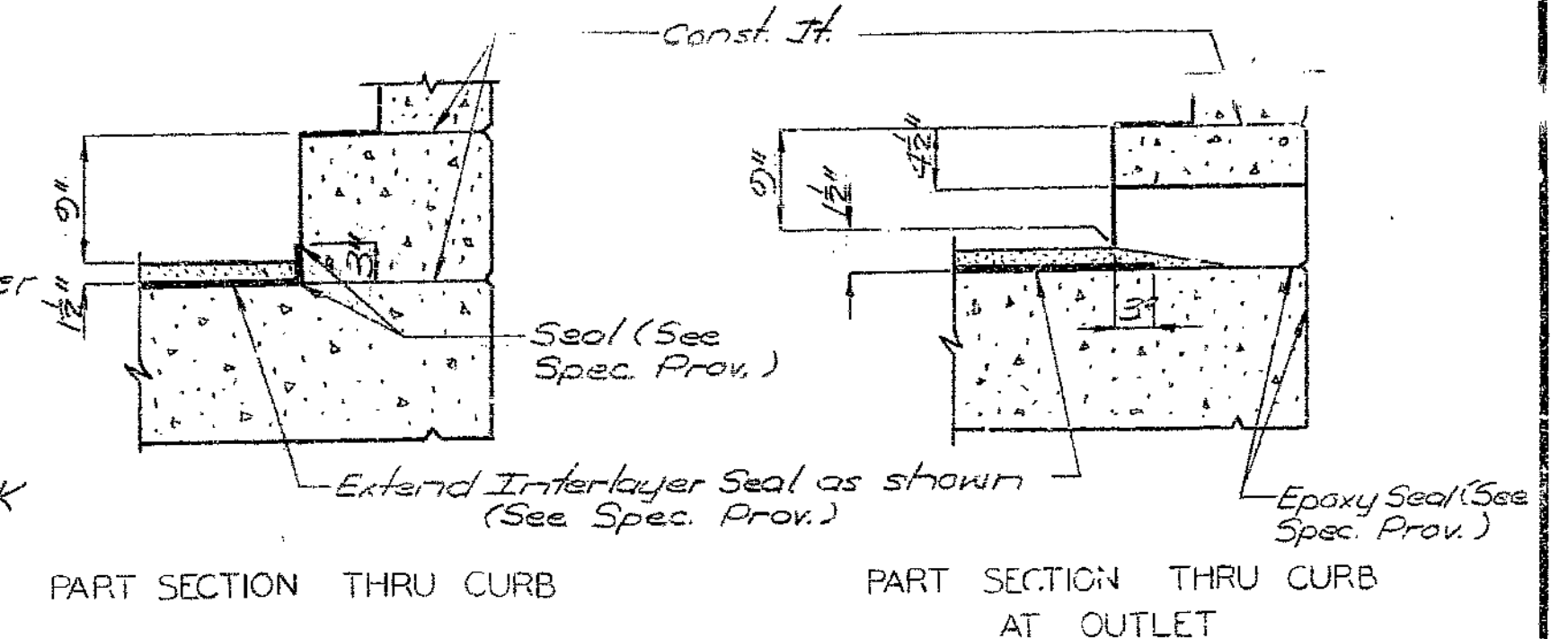
Note: This drawing is not to scale. Follow dimensions.

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



DETAILS OF TIMBER HEADER

Note: Tubes for producing voids shall have an outside diameter of 15.7" and shall be anchored at not more than 3'-0" center-s. Fiber tubes shall have a wall thickness of not less than .300".



PART SECTION THRU CURB AT OUTLET

PLATTE COUNTY

312
 DETAILED Sept. 1967 BY BFF
 CHECKED Sept. 1967 BY C. H.

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	13	

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.

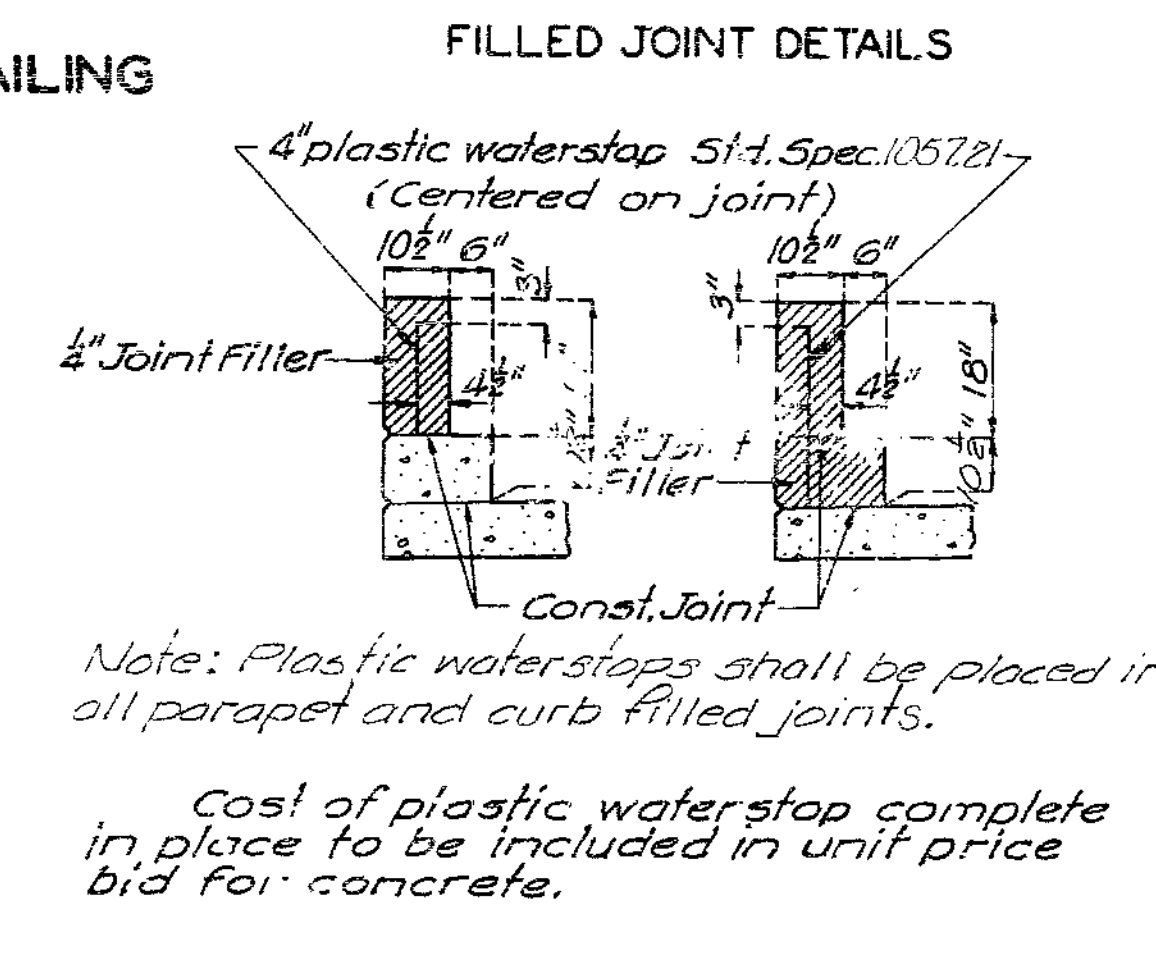
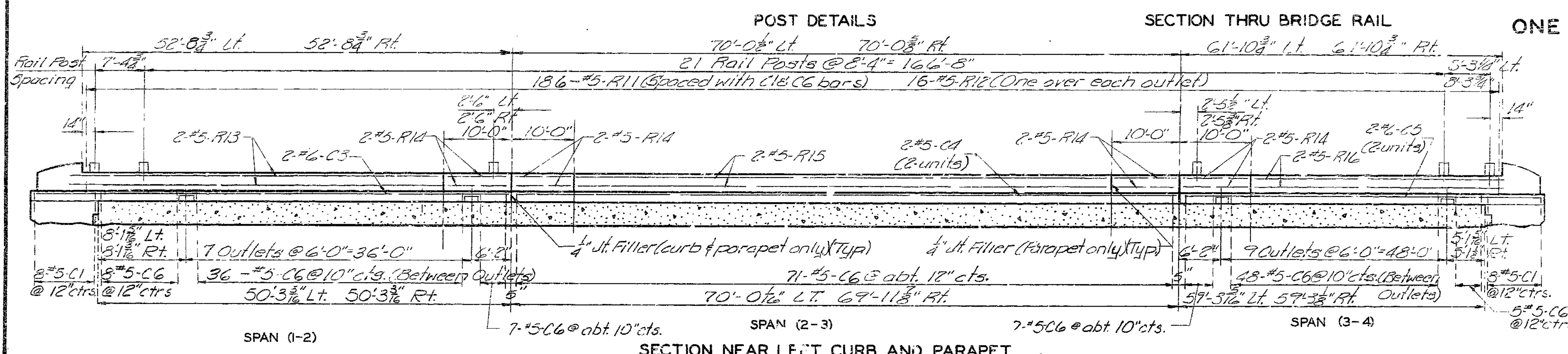
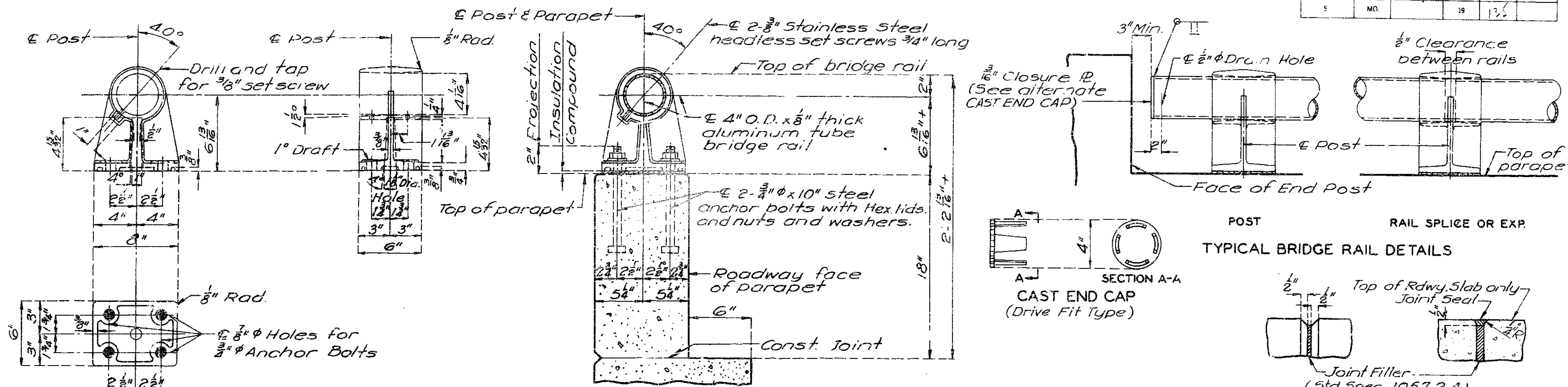
All drafts 3° except as noted.

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.

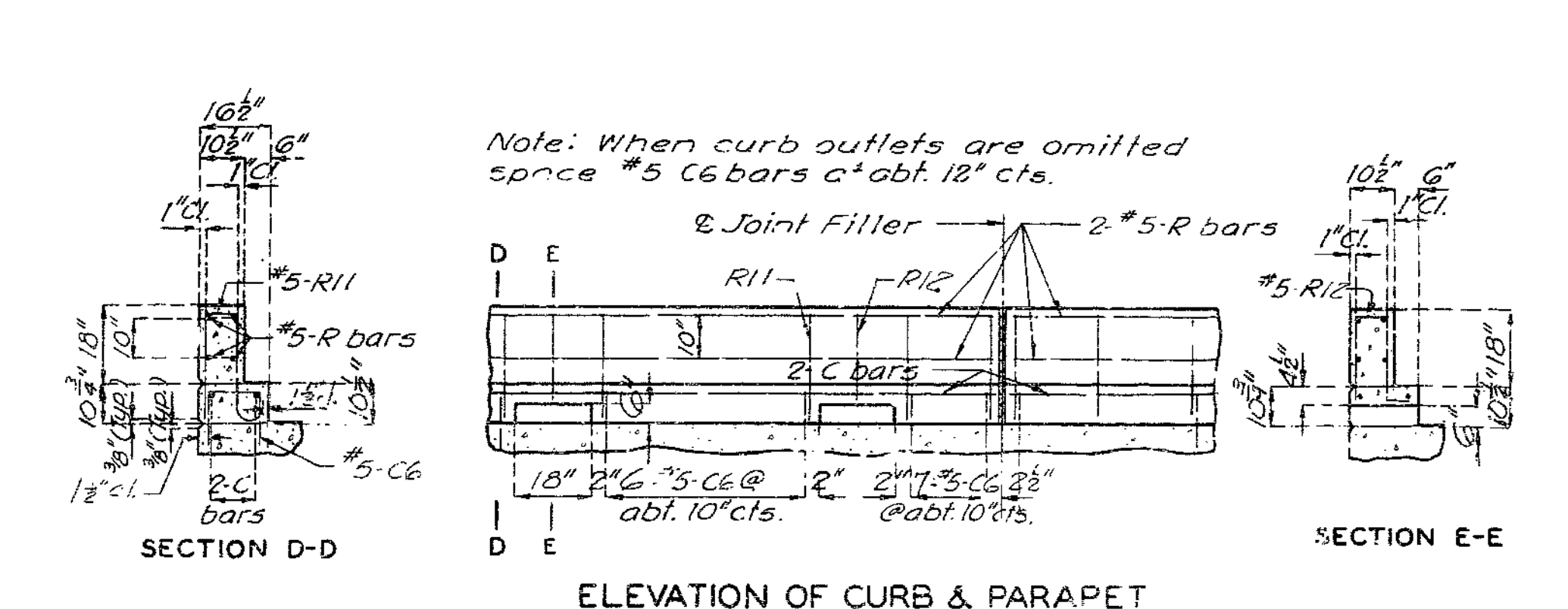
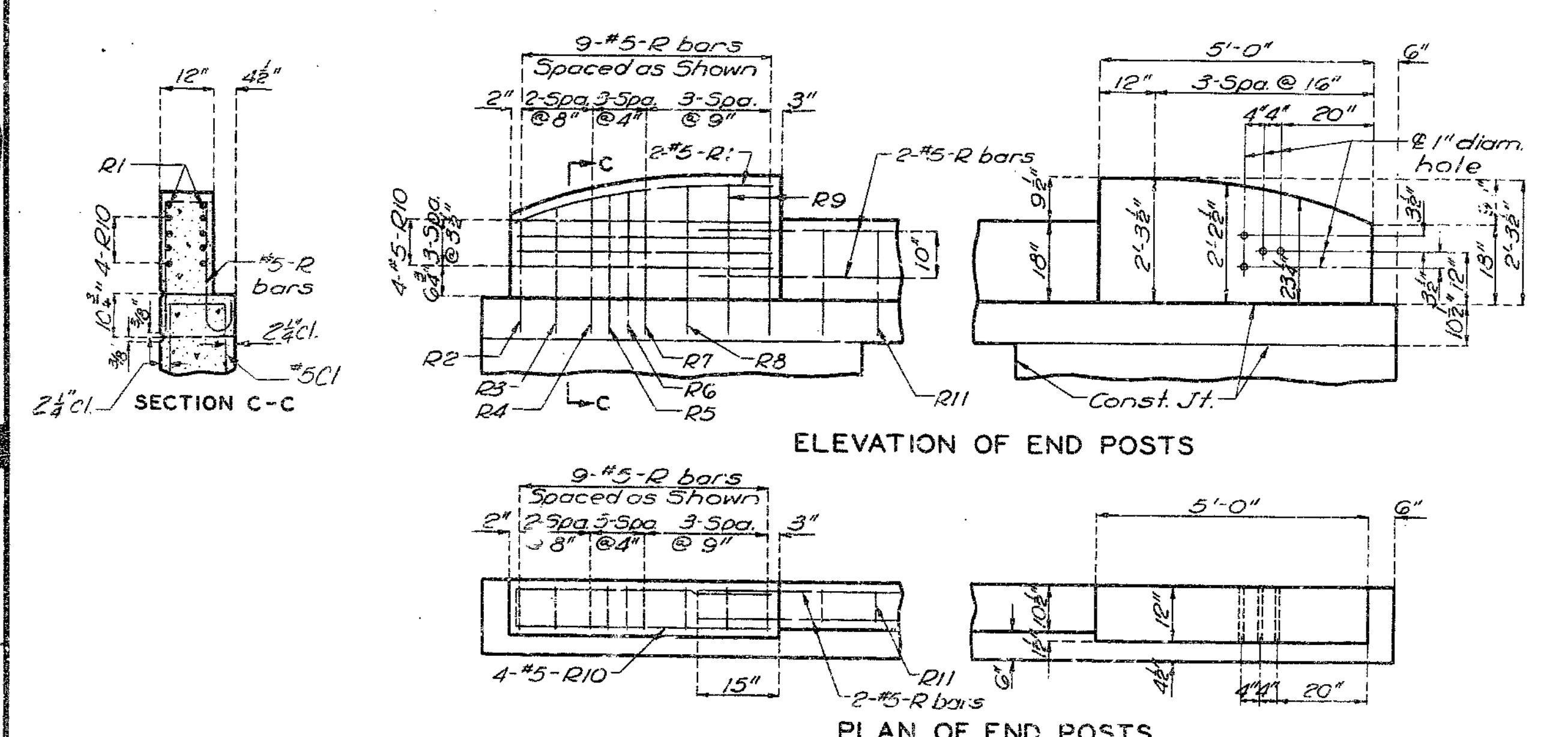
Top of curbs and parapet to be built parallel to grade with curb and parapet joints (except at end bents) normal to grade.

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 1/2" radius or 3/8" bevel unless otherwise noted.



313



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

REVISED OCT 1968
MAR 1964

DETAILED Sept. 1967 BY H.L.W.
CHECKED Sept. 1967 BY E.H.H.

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

Sheet No. 7 of 7

PLATTE COUNTY

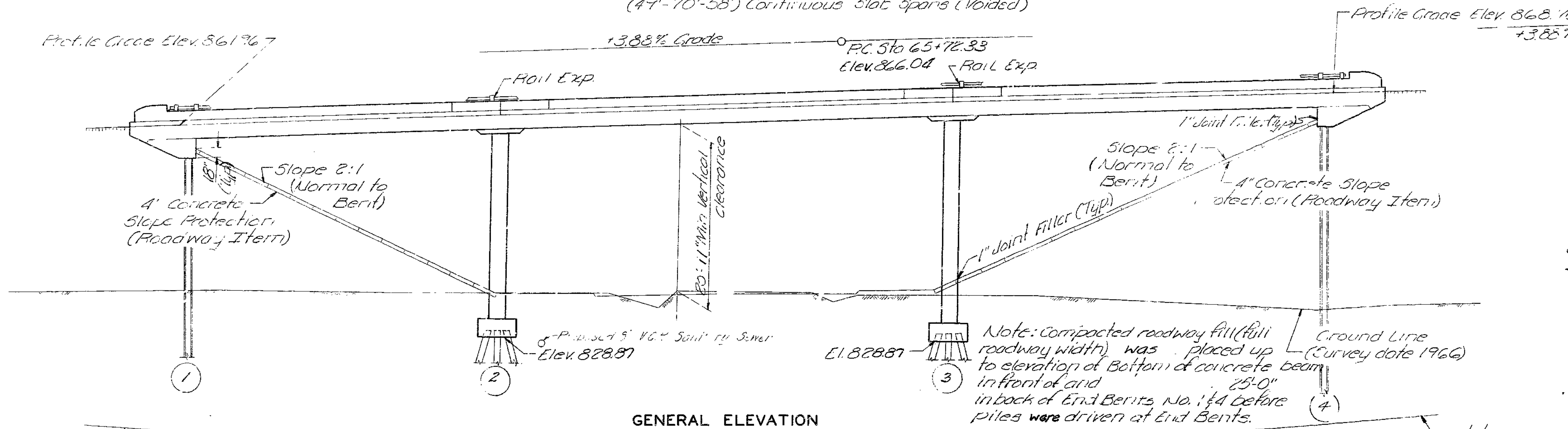
A-2576

MISSOURI STATE HIGHWAY DEPARTMENT

(47-70-58) Continuous Slab Spans (Voided)

PI: Sta. 70+47.33
Elev. 884.47

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



FOOTING DATA

Bent No.	1	2	3	4
Pile Type and Size	10BPA12	28P33	28P33	10BPA12
Number	7	15	15	7
Final Length	46.51	17.26	20.23	52.55
Design Bearing	75	23	23	85
Hammer Energy Req'd.	9,770	1,380	14,500	1,000

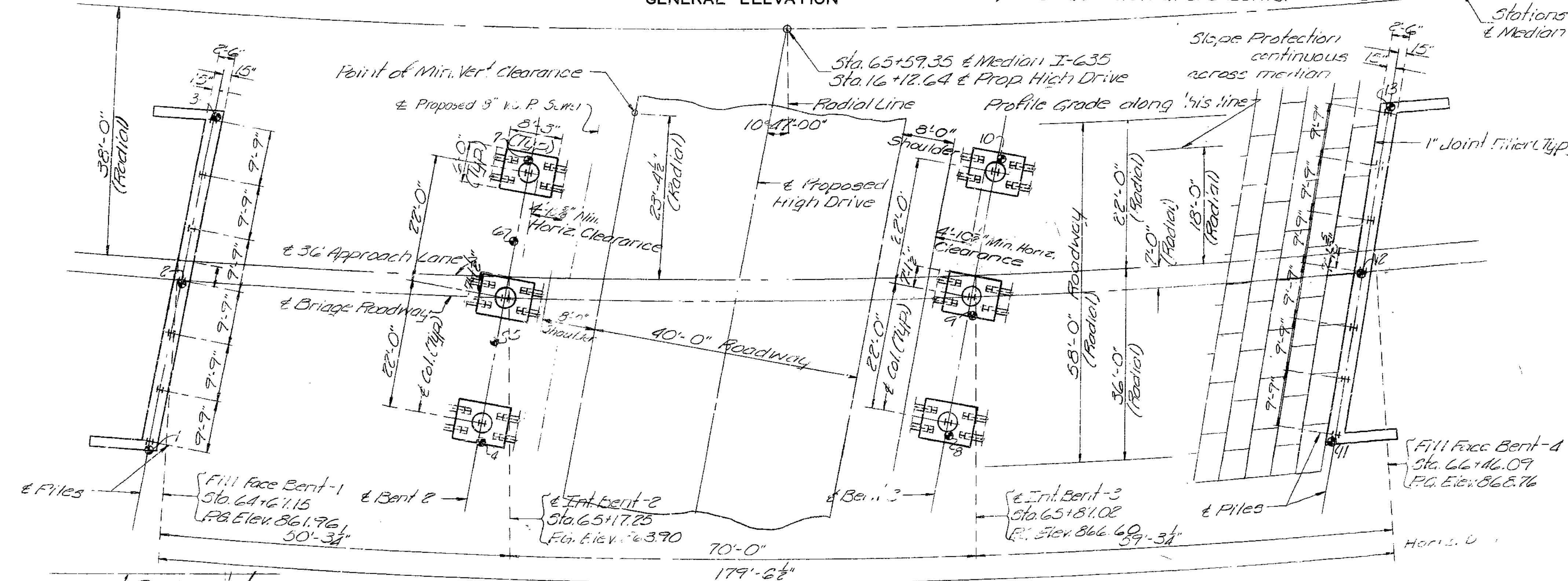
Note: Minimum energy requirement of hammer based on plan length and design bearing values of piles. Increase by the factor $(W+w)/2W$ when the weight of the ram (W) is less than the weight of the pile (w).
All pile driven to practical refusal.

QUANTITIES

Item	Total
Class I Excavation	331.5
Structural Steel Piles (10")	704
Structural Steel Piles (12")	643
Class B1 Concrete	828.9
Reinforcing Steel	216210
Bridge Rail (One Tube Type)	368
Coal Tar Interlayer Protective Coat	1157
Special Type "D" Mixture (Asphaltic Concrete) 1B	80

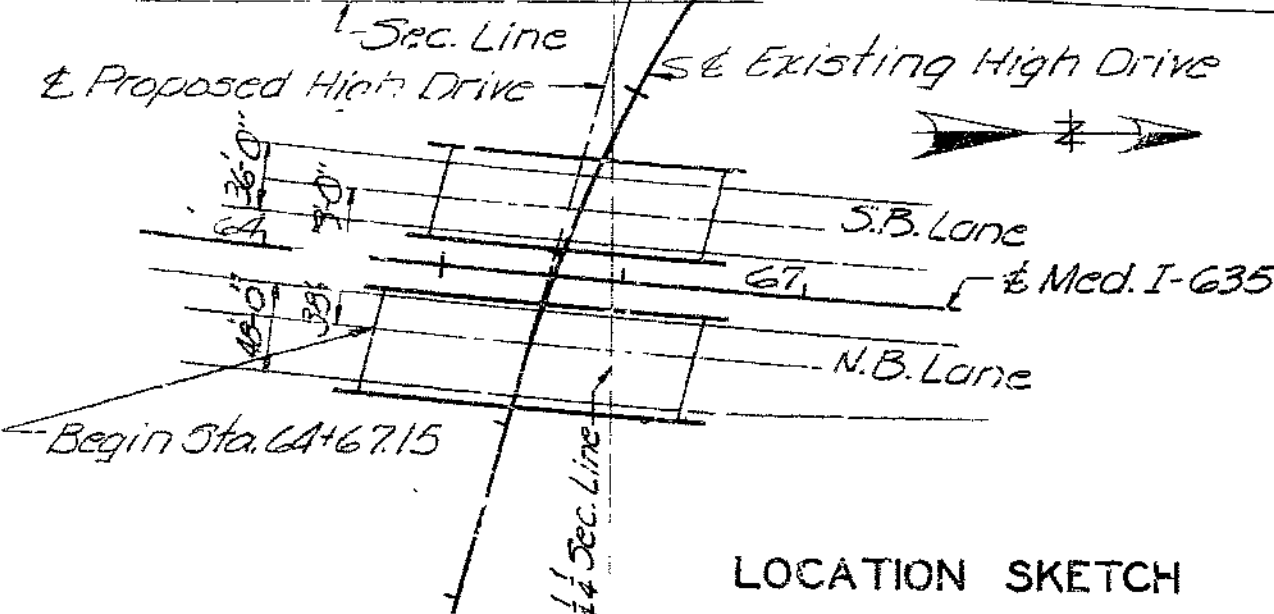
BM - Bolt head in Rt. curb NE corner Br. A-2576 Elev. 869.76
 BM - Bolt head in Lt. curb SW corner Br. A-2576 Elev. 862.59

GENERAL NOTES:
 Design Specifications: A.A.S.H.O. - 1969
 Design Loading: HS 20-44
 Modified 24,000* Tandem Axle Earth 120* Equivalent Fluid Pressure 30*
 Design Unit Stresses:
 Class B1 Concrete $f_c = 16,000$ psi
 Reinforcing Steel $f_s = 20,000$ psi
 Steel Pile $f_b = 9,000$ psi
 Falsework over existing lanes constructed with a minimum vertical clearance of 12'-6" from crown of existing lanes and a minimum lateral clearance of 28'-0" centered on existing lanes.
 Minimum clearance to reinforcing steel: $1\frac{1}{2}"$ unless otherwise shown.



PLAN

Note: For Substructure Layout & Curve Data see sheet 3 of 9.
 For Boring Data see sheet 3 of 9.
 * Indicates location of borings.
 Bents cannot be accurately located from the reference point on the tangent by conventional survey methods based on 100' chords (All bents are parallel).



LOCATION SKETCH

Note: Profile grade elevations are taken at top of wearing surface.

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

SUBMITTED BY E. LYN CROWLEY
 SIGNATURE E. Lyn Crowley
 REGISTERED PROFESSIONAL ENGINEER
 SERIAL NUMBER E-5993



BRIDGE OVER HIGH DRIVE
 STATE ROAD - INTERSTATE ROUTE 635
 IN RIVERSIDE
 PROJECT NO. I-16-635-075 (RTE. I-635) STA. 64+67.15
 PLATTE COUNTY

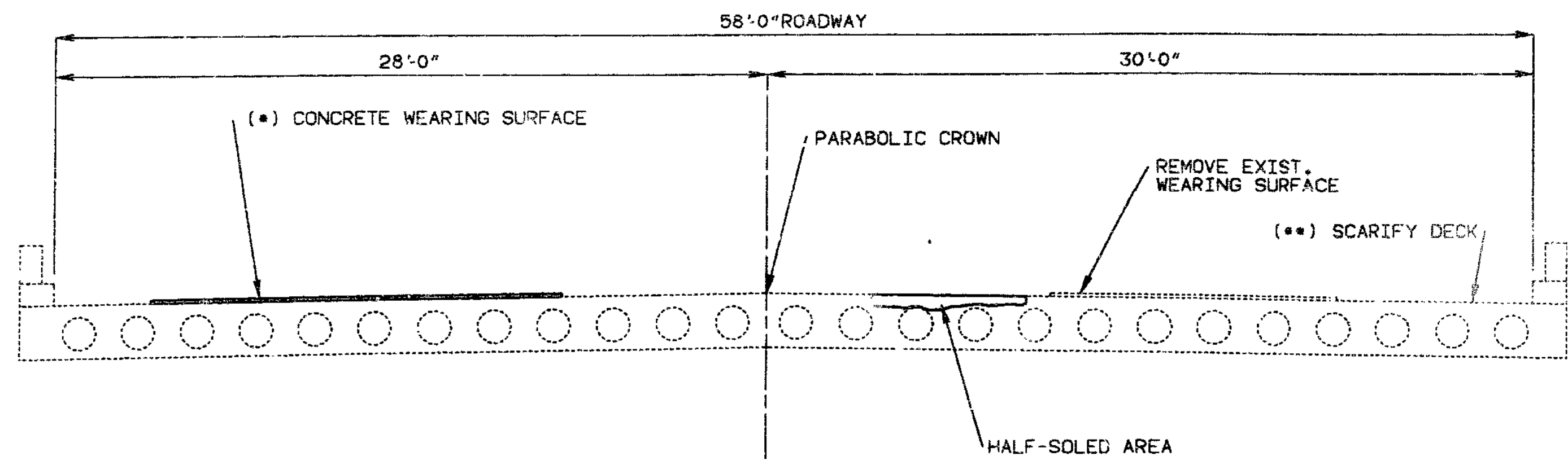
SUBMITTED BY W.A. Carney BRIDGE ENGINEER DATE 1-24-72
 APPROVED BY Robert N. Hewitt CHIEF ENGINEER DATE 1-24-72

DWG. 611.60
 DWG. 706.30A
 A-2576

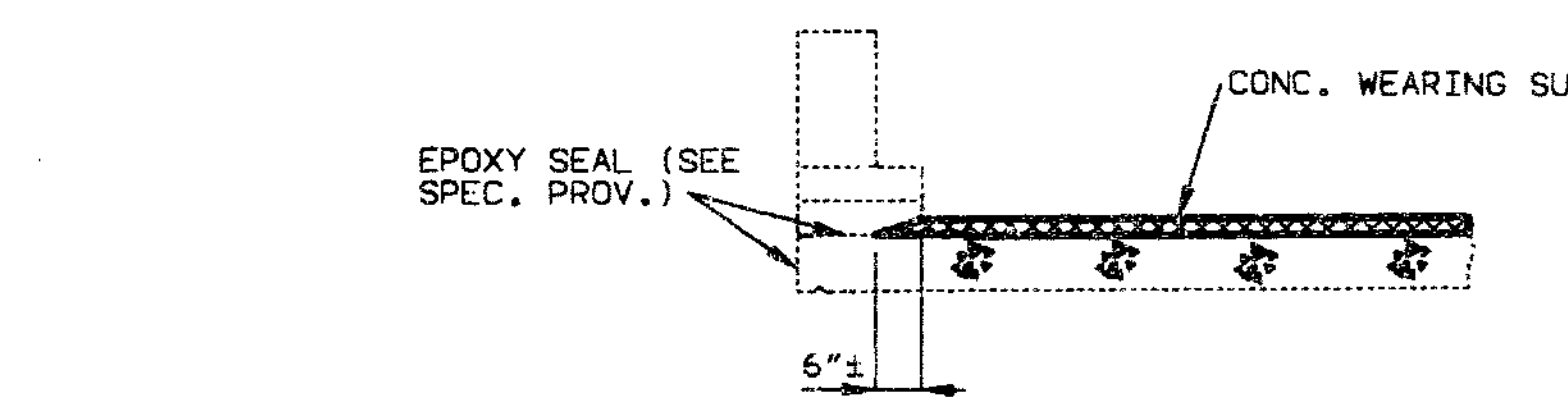
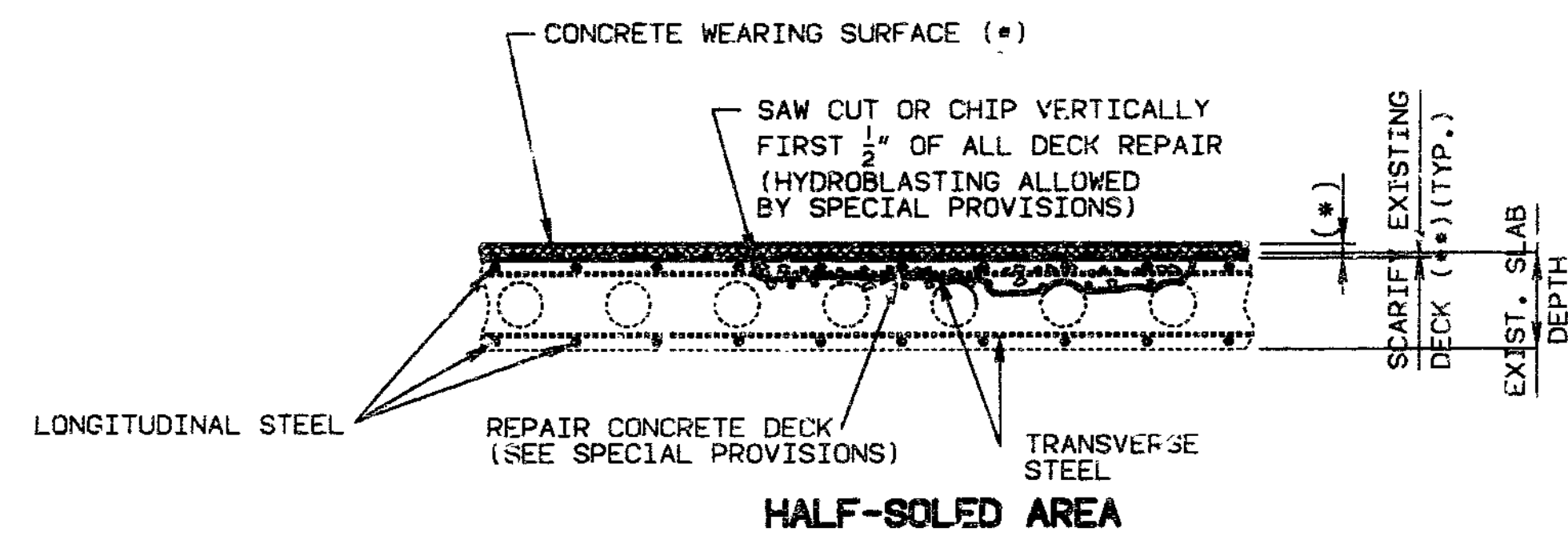
314

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

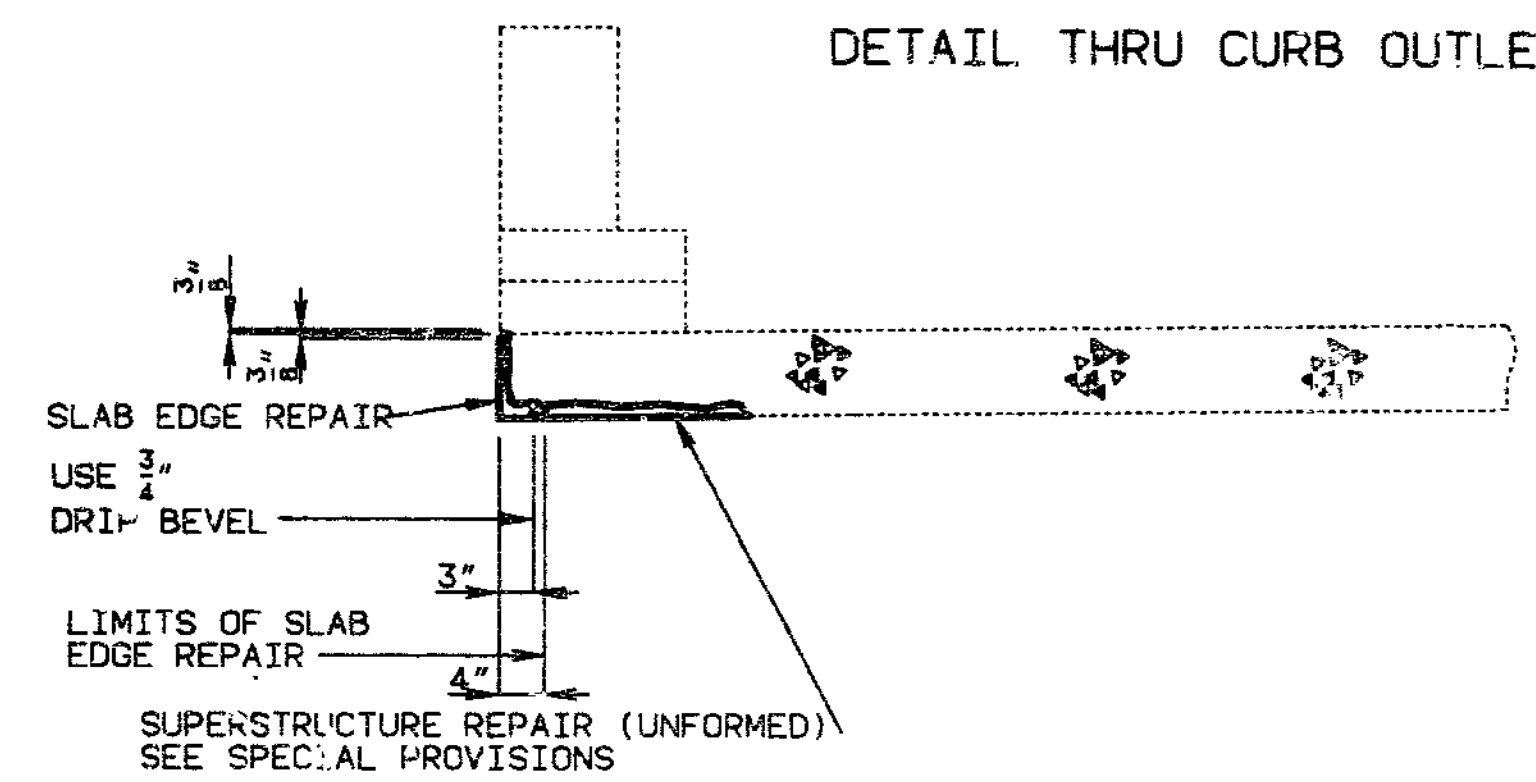
STATE	PROJ. NO.	SHEET NO.
MO.		166
SEC./SUR. 4	TWP. 50N RGE. 33W	



TYPICAL SECTION THRU SLAB



DETAIL THRU CURB OUTLET



PART SECTION THRU SLAB

GENERAL NOTES:

DESIGN SPECIFICATIONS: A.A.S.H.T.O. -1989

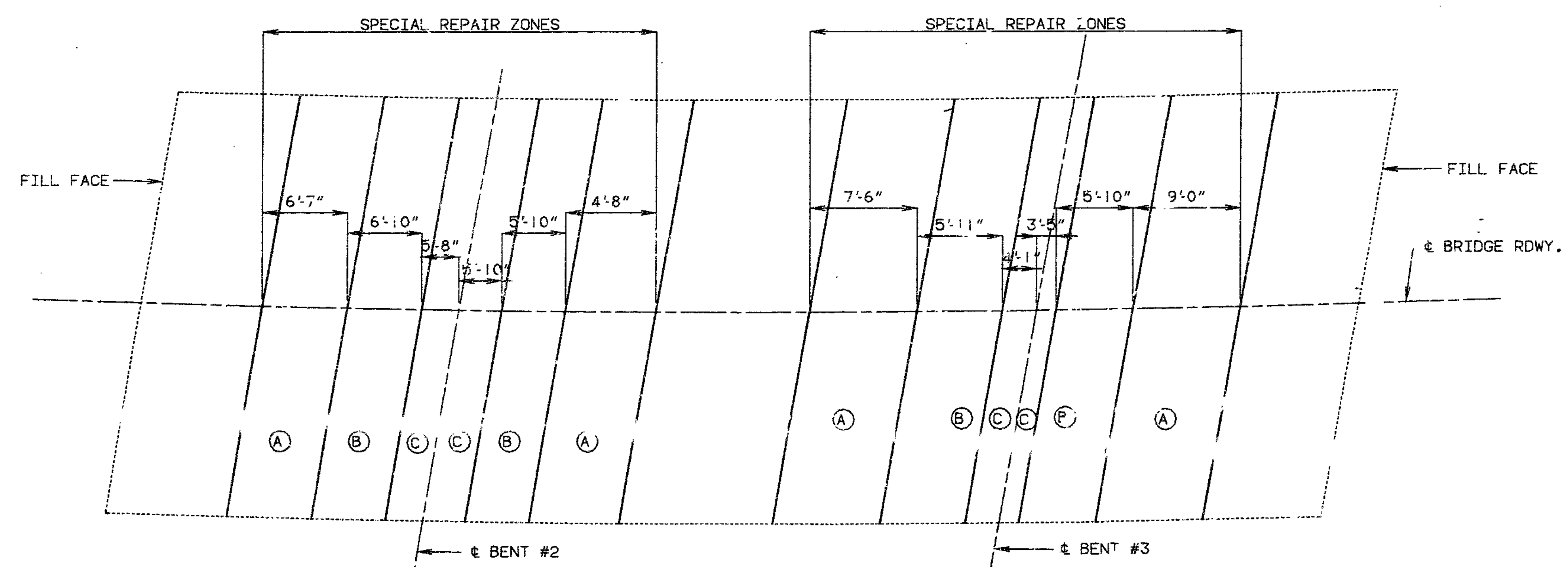
OUTLINE OF OLD WORK IS INDICATED BY LIGHT DASHED LINES. HEAVY LINES INDICATES NEW WORK.

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.	10,413
SUPERSTRUCTURE REPAIR (UNFORMED) SEE SPEC. PROV.	SQ. FT.	200
REPAIRING CONCRETE DECK (HALF-SOLING)	SQ. FT.	250
CONCRETE WEARING SURFACE (*) ()	SQ. YD.	1,157
SLAB EDGE REPAIR (BRIDGES)	LIN. FT.	190

- * 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 1/4" (MIN.) IF LATEX MODIFIED CONCRETE IS USED, 1/2" (MIN.) IF LOW SLUMP CONCRETE IS USED.



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 5'-0" OF ZONE A SHALL BE COMPLETED BEFORE REMOVING OLD CONCRETE IN ZONE A.

REPAIRS TO N.B.L. BRIDGE OVER HIGH DRIVE

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

PROJECT NO. F.A-635-1(247) STA. 64+67.15±

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

PLATTE COUNTY

STD.
STD.
A-2576R

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

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

SHEET NO. 1 OF 1.

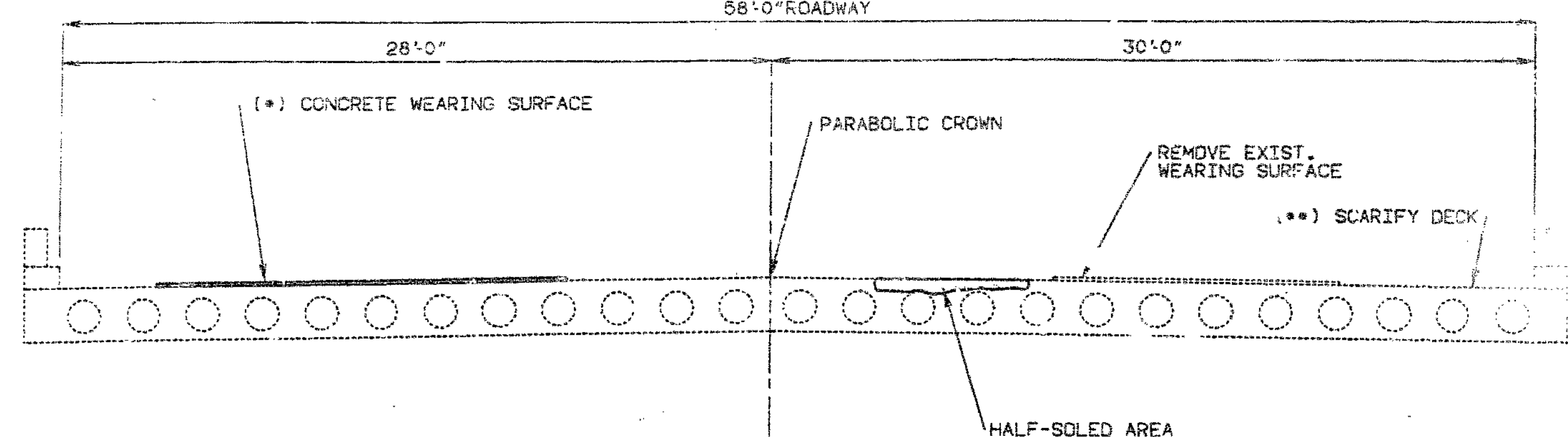
DATE 2/4/91

479 278

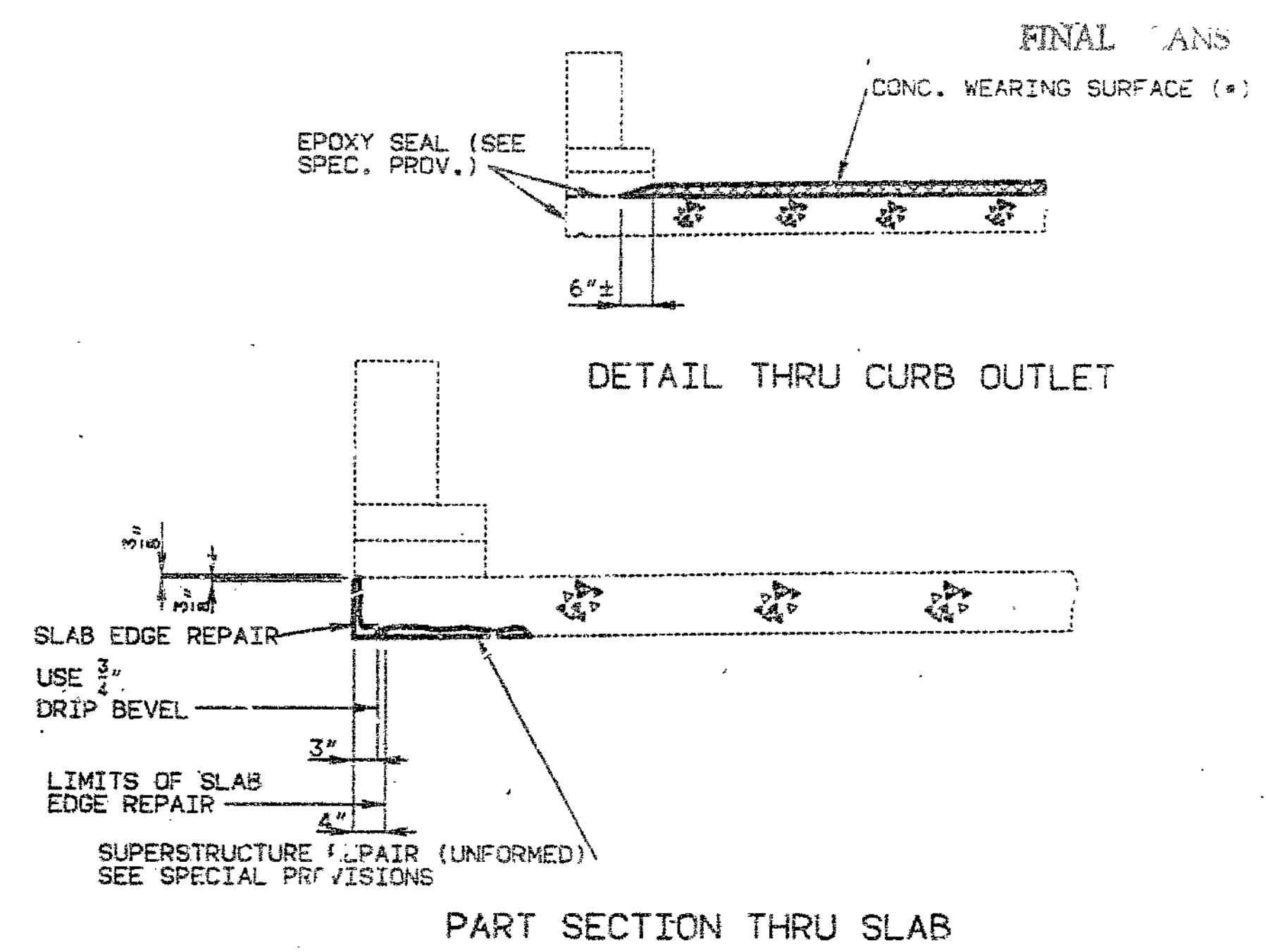
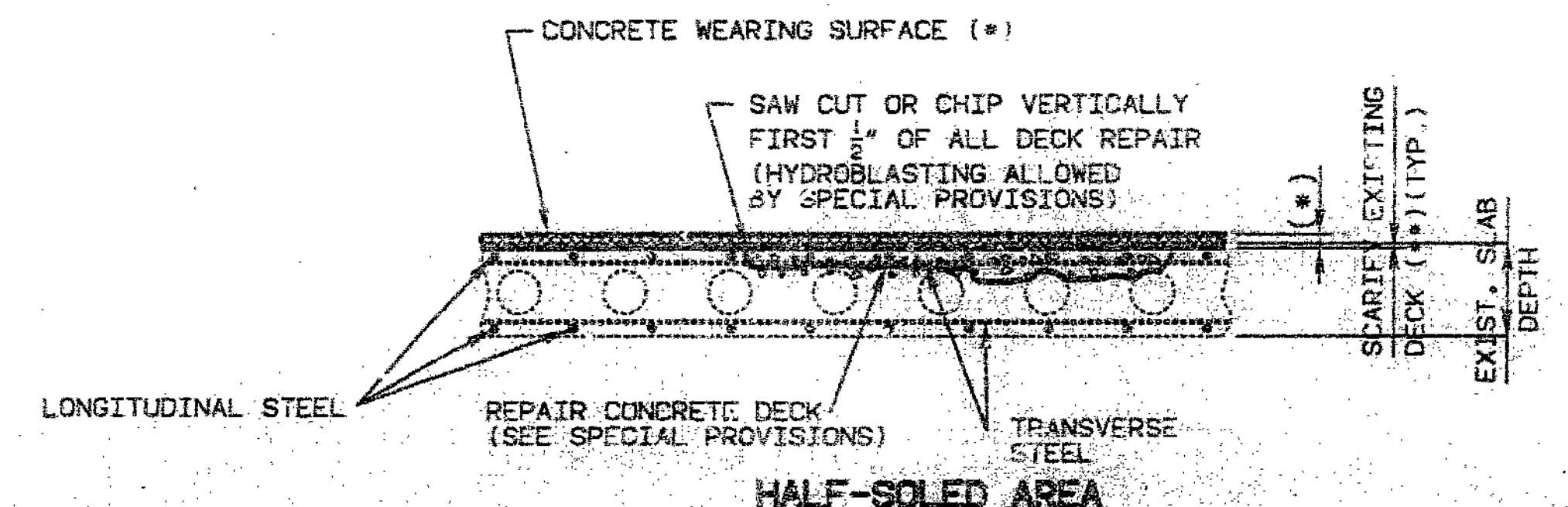
MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

STATE	PROJ. NO.	SHEET NO.
MO.	FA-635-1(247)	40
SEC./SUR. 4	TWP. 50N RGE. 33W	

40



TYPICAL SECTION THRU SLAB



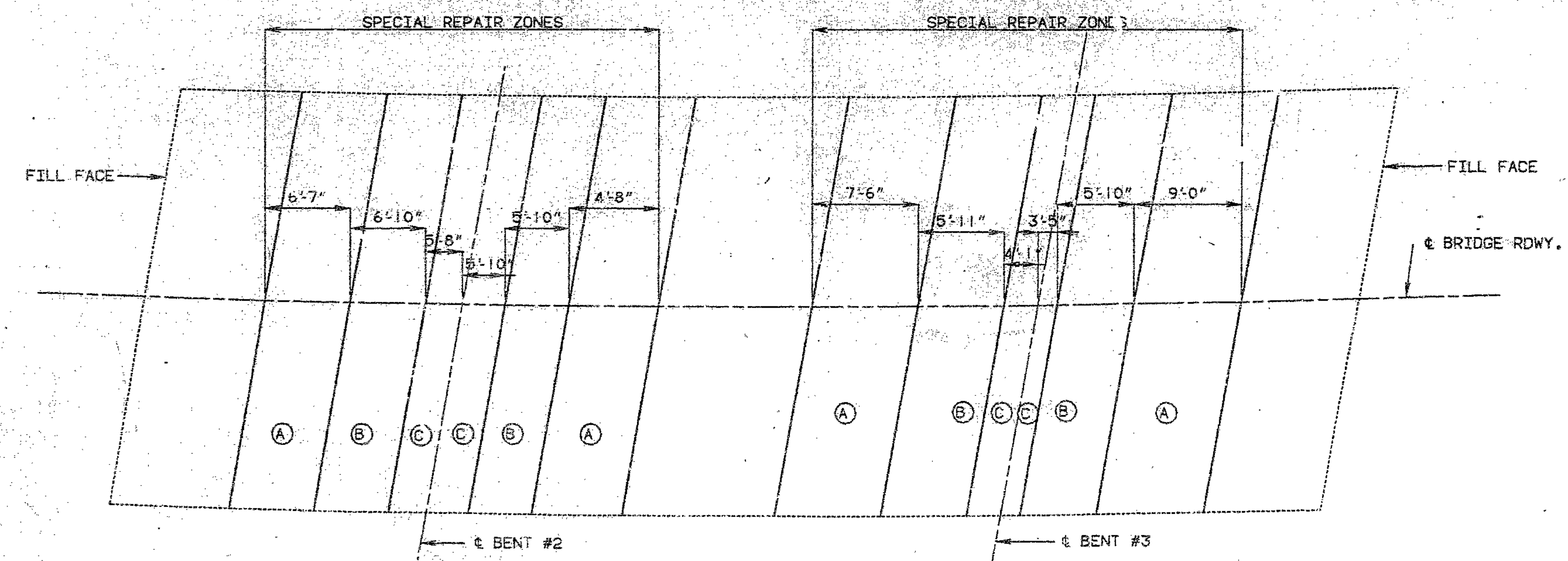
GENERAL NOTES:

- 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 1/2"±.

FINAL QUANTITIES

ITEM	TOTAL
ASPHALT REMOVAL (BRIDGES)	10,413 SQ. FT.
SUPERSTRUCTURE REPAIR (UNFORMED) SEE SPEC. PROV.	175 SQ. FT.
REPAIRING CONCRETE DECK (HALF-SOLEDING)	5 SQ. FT.
CONCRETE WEARING SURFACE (*) (LOW SLUMP)	1,197 SQ. YD.
SLAB EDGE REPAIR (BRIDGES)	168 LIN. FT.

- SEE JOB SPECIAL PROVISIONS FOR 2" (MIN.) LOW SLUMP CONCRETE.
- SCARIFY EXIST. DECK 1/2" (MIN.) FOR LOW SLUMP CONCRETED



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 5'-0" OF ZONE A SHALL BE COMPLETED BEFORE REMOVING OLD CONCRETE IN ZONE A.

REPAIRS TO N.B.L. BRIDGE OVER HIGH DRIVE

STATE ROAD FROM STATE LINE TO RTE. I-29 IN RIVERSIDE
 PROJECT NO. FA-635-1(247) STA. 64+67.15±
 JOB NO. AI 990 635 RTE. I-635

PLATTE COUNTY

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

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

SHEET NO. 1A OF 1.

STD.	
STD.	
A-2576R	

430 288

17E 2/4/91