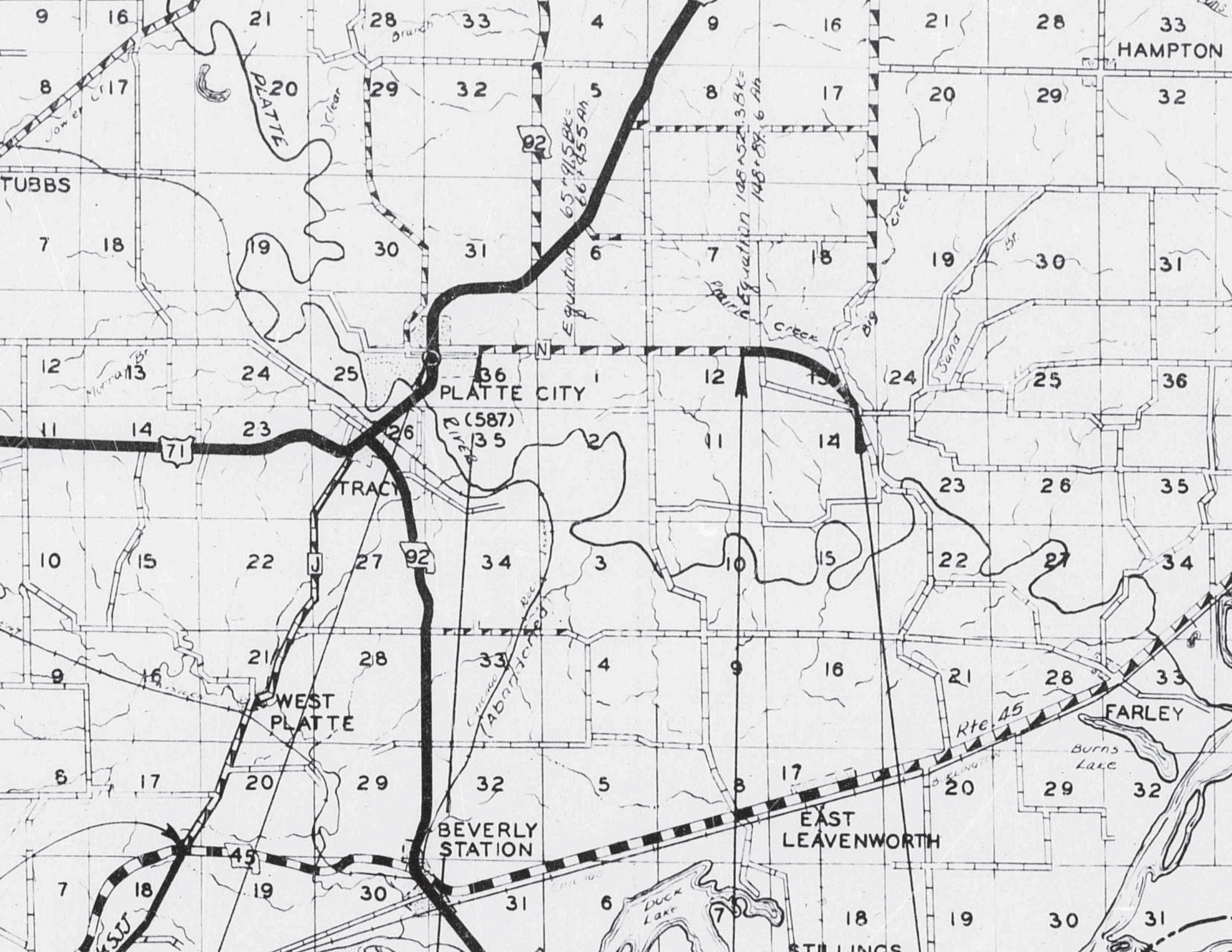

HAMPTON
TUBBS
PLATTE
Clear
Branch
92
65+91.5 Bk=
66+45.5 Ah.
Equation
148+52.3 Bk=
148+89.6 Ah
Equation
Prairie Creek
Big Creek
Sand Br
N
PLATTE CITY
(587)
River
71
TRACY
J
92
Rock
Abandoned
Chicago
WEST
PLATTE
Rte. 45
FARLEY
Burns
Lake
Burlington
BEVERLY
STATION
45
EAST
LEAVENWORTH
Chicago
Duck
Lake
STILLINGS

Fill Slopes same as set out above

Slope 7

N IN FILLS

Height of Fill

E

℄ Ground Line

Ground Line 7

Variable Berm

1½:1 Slope

Top of stable or semi-stable mat'ls.

½:1 Slope Stable Mat'l.

½:1 Slope Semi-Stable materials

1½:1 Slope, other than Stable or Semi-Stable Mat'ls.

ections for details

avate unsuitable erial and place kfill

lope 7

allel to S.E.

Use Widened ditch as required to handle drainage

ON SUPERELEVATED CURVE

Possible Spoil Bank

R/W

Var.

20' Min.

0.3' Parabolic Crown

Possibl

2'

Min 2:1 Slope

Sec. on Tangent

UTS

...TAL ARCH CULVERTS

...ation	Type B-1	Type B-3	Type B-5	Cl. 3 Exc.	Inlet Cl. A	Outlet Cl. A
...oad	32'			13.0	12	1
...Road		38'		20.0		1
...Road			34'	15.5		1
	32'	38'	34'	48.5	12	3

Bridge in Place Station 516+28.7
Results of Equations (See State Leng...
Total Corrections
Net Federal Length

S. R. APPROACHES

...Loc.	12"	15"	18"	30"	36"	42"	Cl. 3 Exc.	C.S. Surf. C.Y.	Cl. A Exc.	Fill	Remarks
Lt.		20'						2	0	6	USED EXCAV FROM INLET LT 489+82
Rt.								2			
Rt.								2			Used in Place
Rt.								2			
Lt.								2			
Lt.	20'										Used in Place
Rt.									0	7	
Lt.		20						2	0	12	
Rt.								2	0	23	
Lt.	20								0	70	
Rt.	20								49	32	
Lt.	20								11	5	
Lt.								7	66	9	
Rt.									0	8	
Rt.								2	1	13	
Lt								2	0	3	
Rt								2	1	18	
Lt.								2	0	18	
Rt								2	0	101	
Rt.				24'				2	0	4	
Lt									0	28	
Lt.								2	16	7	
Rt								4	Constructed by County		
Lt									2	10	
Rt.									5	7	
Lt											used in Place
Rt.											used in Place
Lt.								2			
								2			

CRUSHED STONE

Book No	Sta.	To Sta.
1	539+80	586+93
2	534+75	539+80
	586+93	635+82
3	489+00	525+50
	635+82	646+79
4	525+50	534+75
	Intersection with Rt. 4	

Total on Roadway

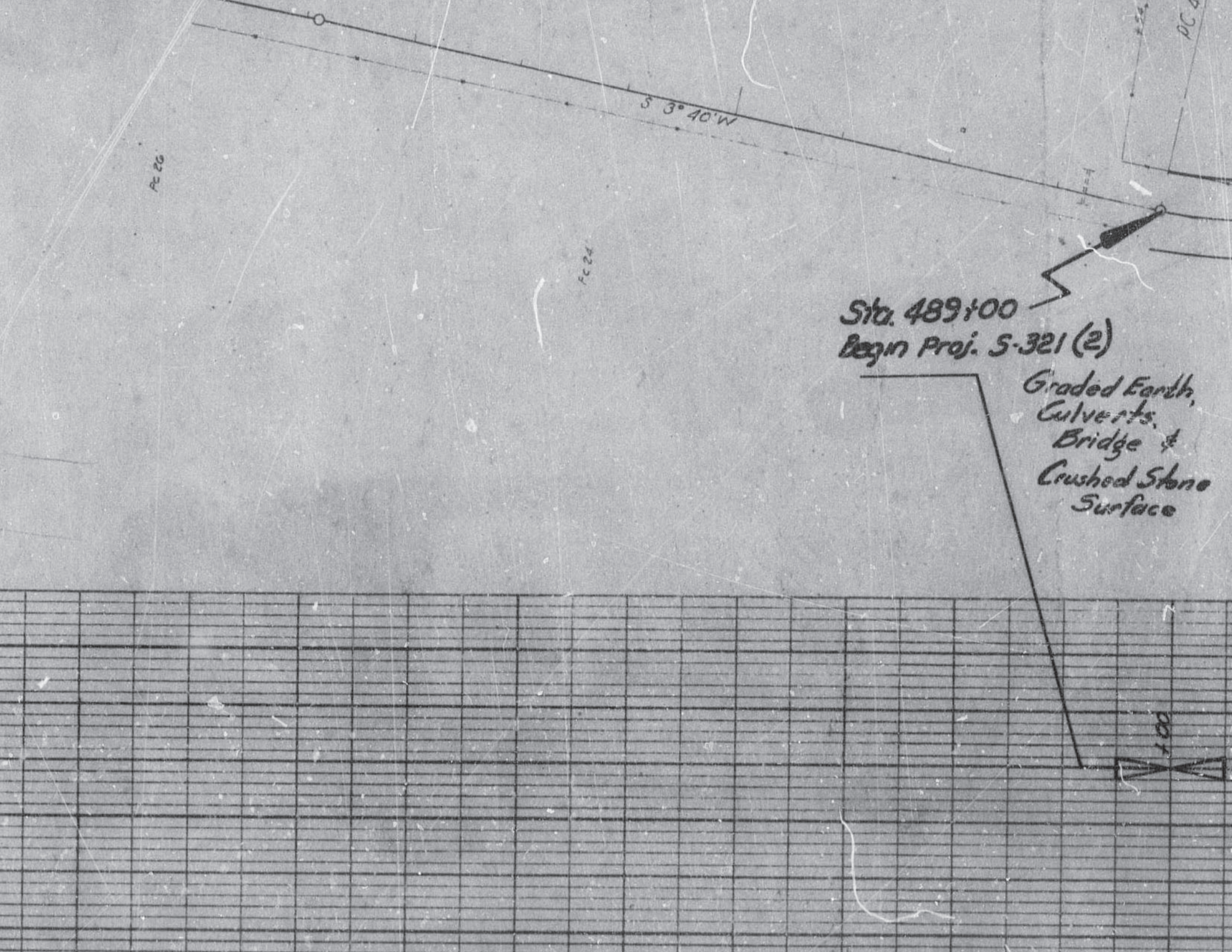
Total on Ent. & Approach

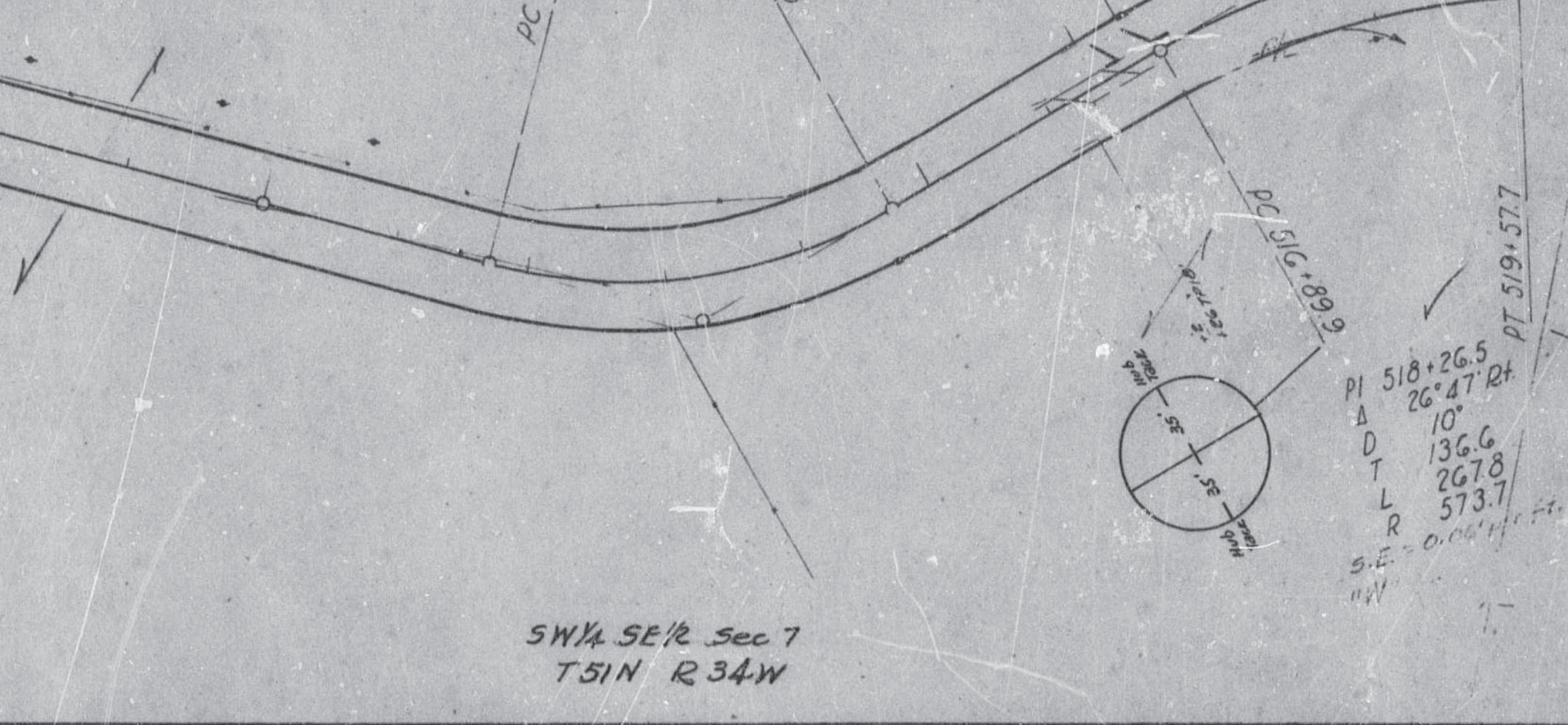
Total Crushed Stone Su...

* CONTINGENT

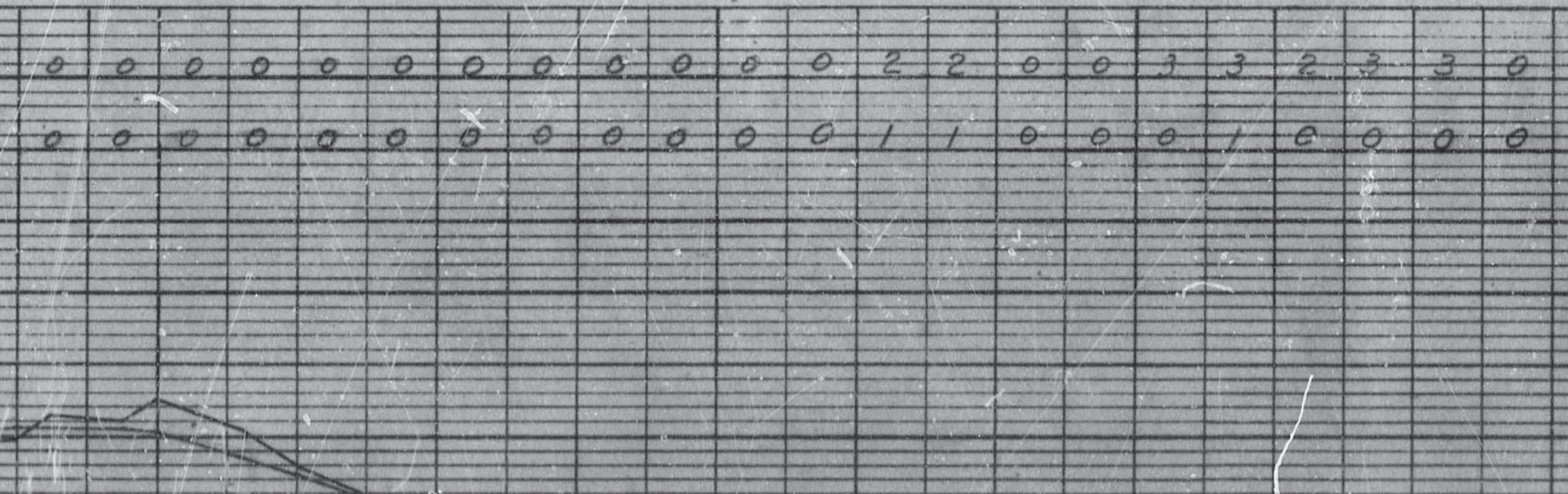
CRUSHED STONE SU...
By STATE MAINTENANC...

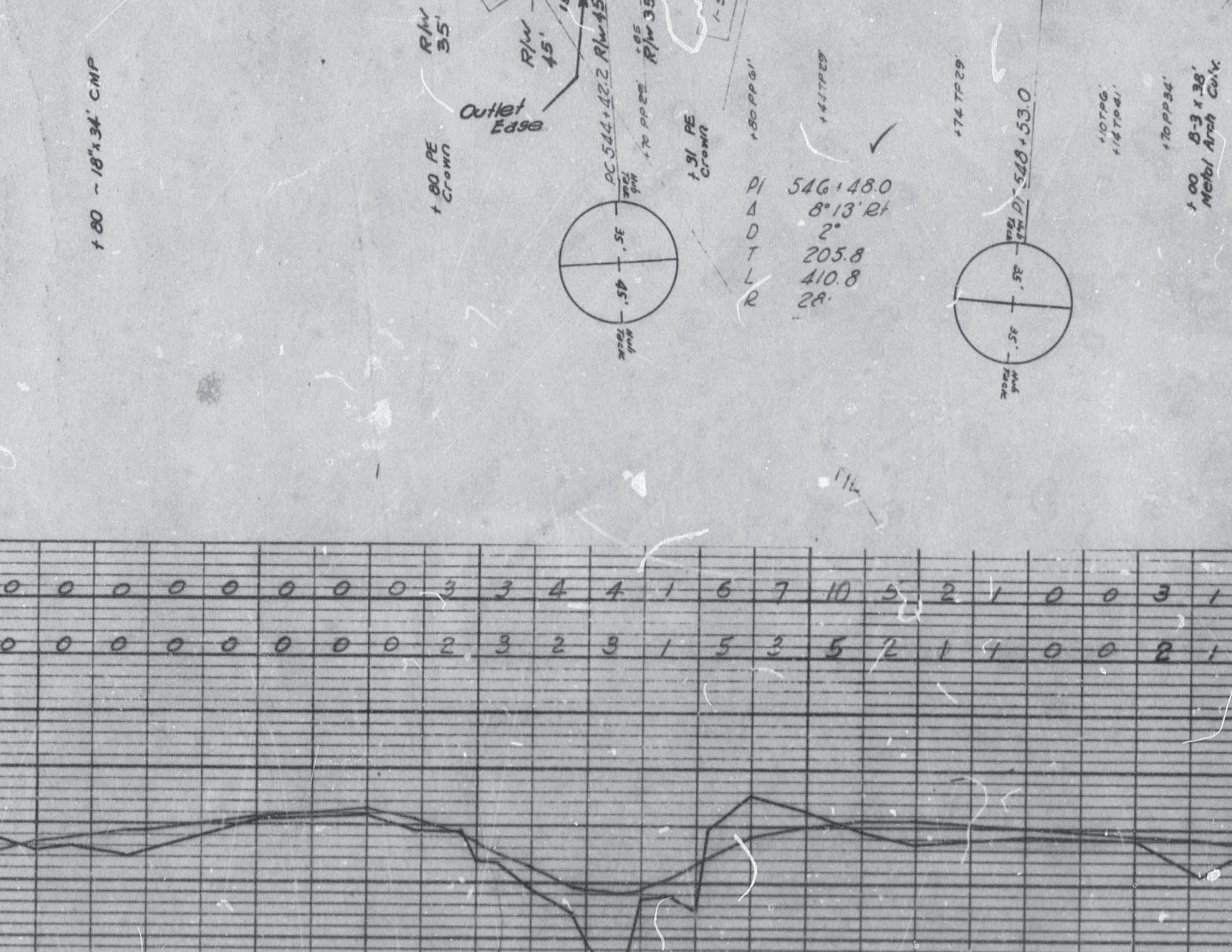
Book No	STA	TO STA
6	646+91	555+5...
7	555+57	489+0...


S 3° 40' W
Sta. 489+00
Begin Proj. S-321 (2)
Graded Earth,
Culverts,
Bridge &
Crushed Stone
Surface
POT

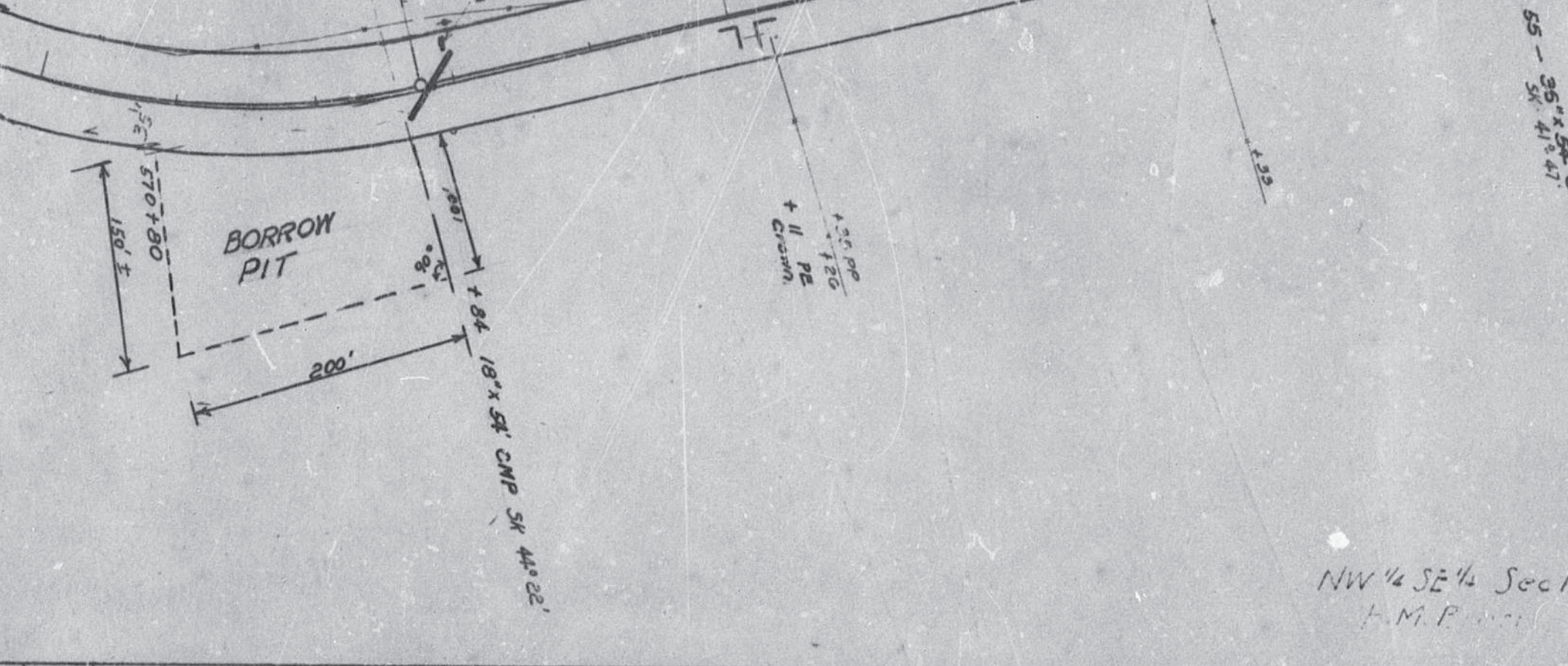


SW¼ SE¼ Sec 7
T51N R34W



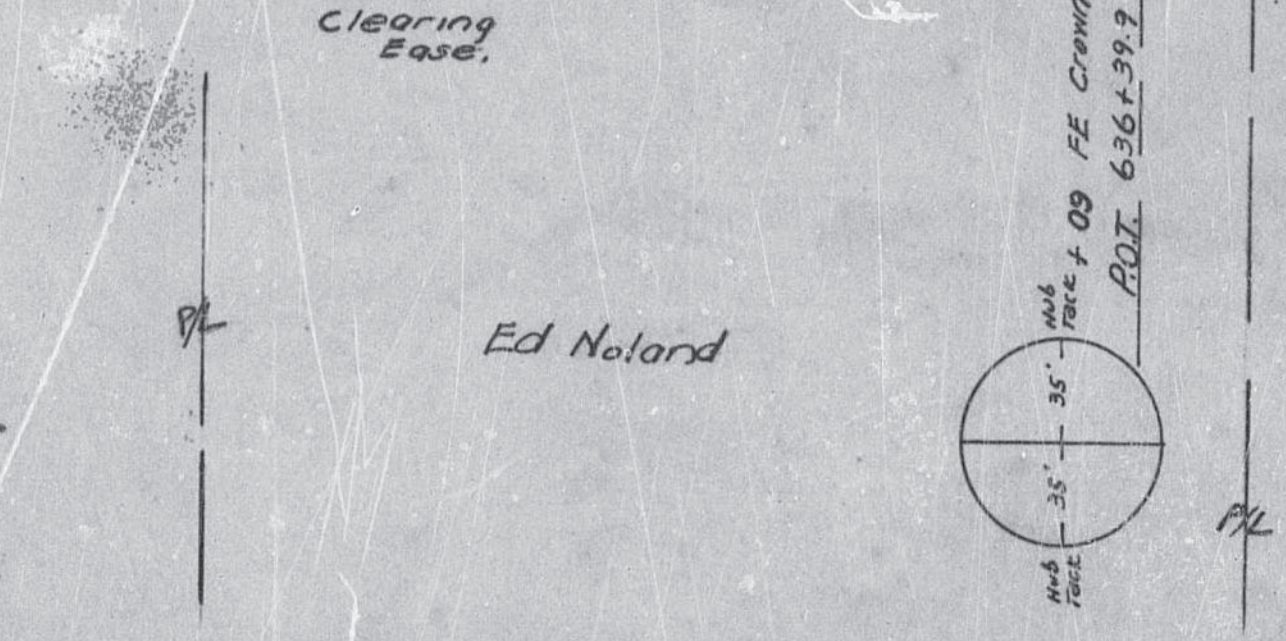


+80 ~ 18"x34' CMP
+80 PE Crown
R/W 35'
R/W 45'
Outlet Ease
PC 544+42.2 R/W 45'
+70 PP29
+85 R/W 35'
+31 PE Crown
+80 PP61'
+44 TP29
PI 546+48.0
Δ 8°13' Rt
D 2°
T 205.8
L 410.8
R 28'
+74 TP29
PT 548+53.0
+10 TP6'
+14 TP41'
+70 PP34'
+00 8-3 x 38' Metal Arch Culv.
0 0 0 0 0 0 0 0 3 3 4 4 1 6 7 10 5 2 1 0 0 3 1
0 0 0 0 0 0 0 0 2 3 2 3 1 5 3 5 2 1 1 0 0 2 1



5	8	8	5	6	7	4	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3
5	4	6	5	3	4	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0

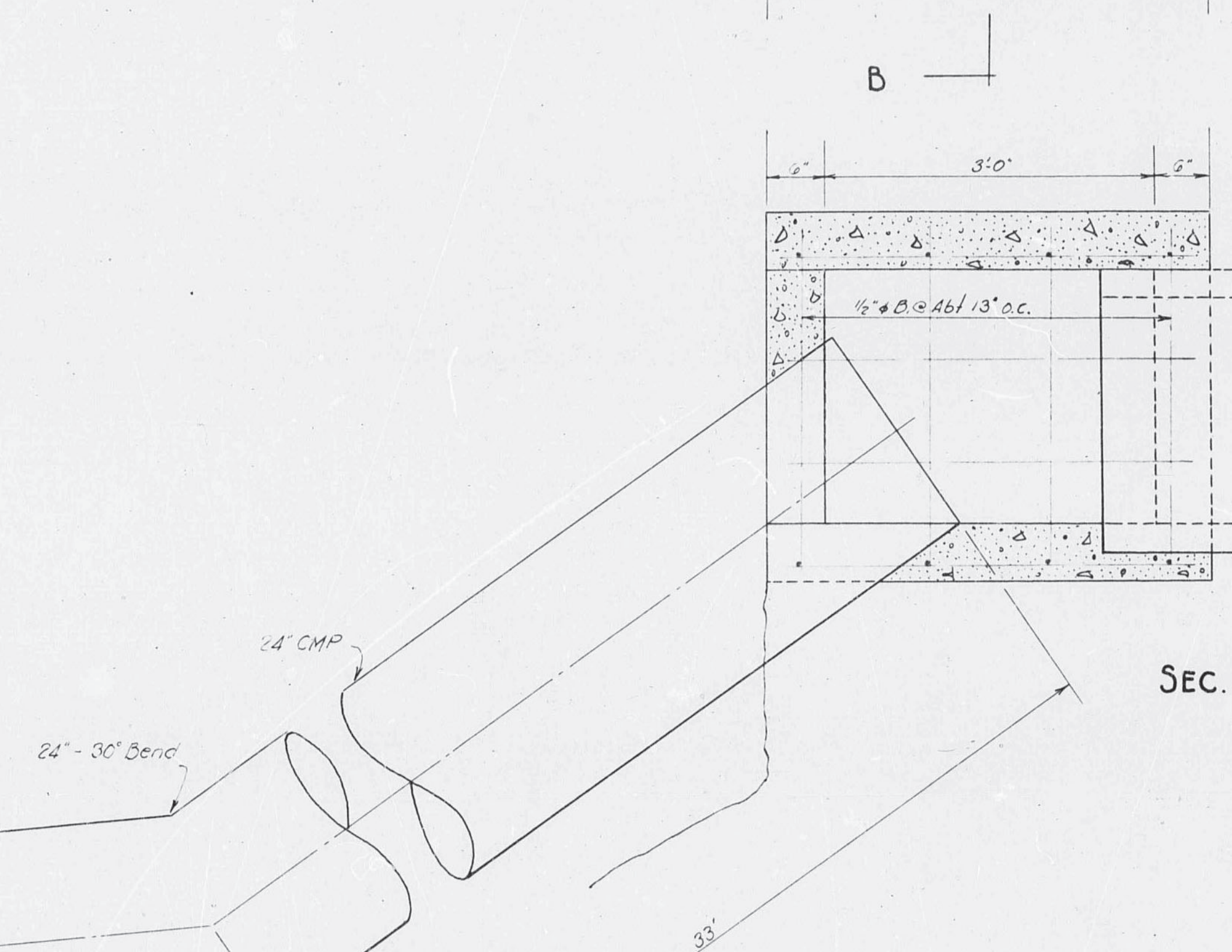
4	4	4	4	4	3	3	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	3	2	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0



NE 1/4 NE 1/4 Sec 20

SE 1/4 N
Harr

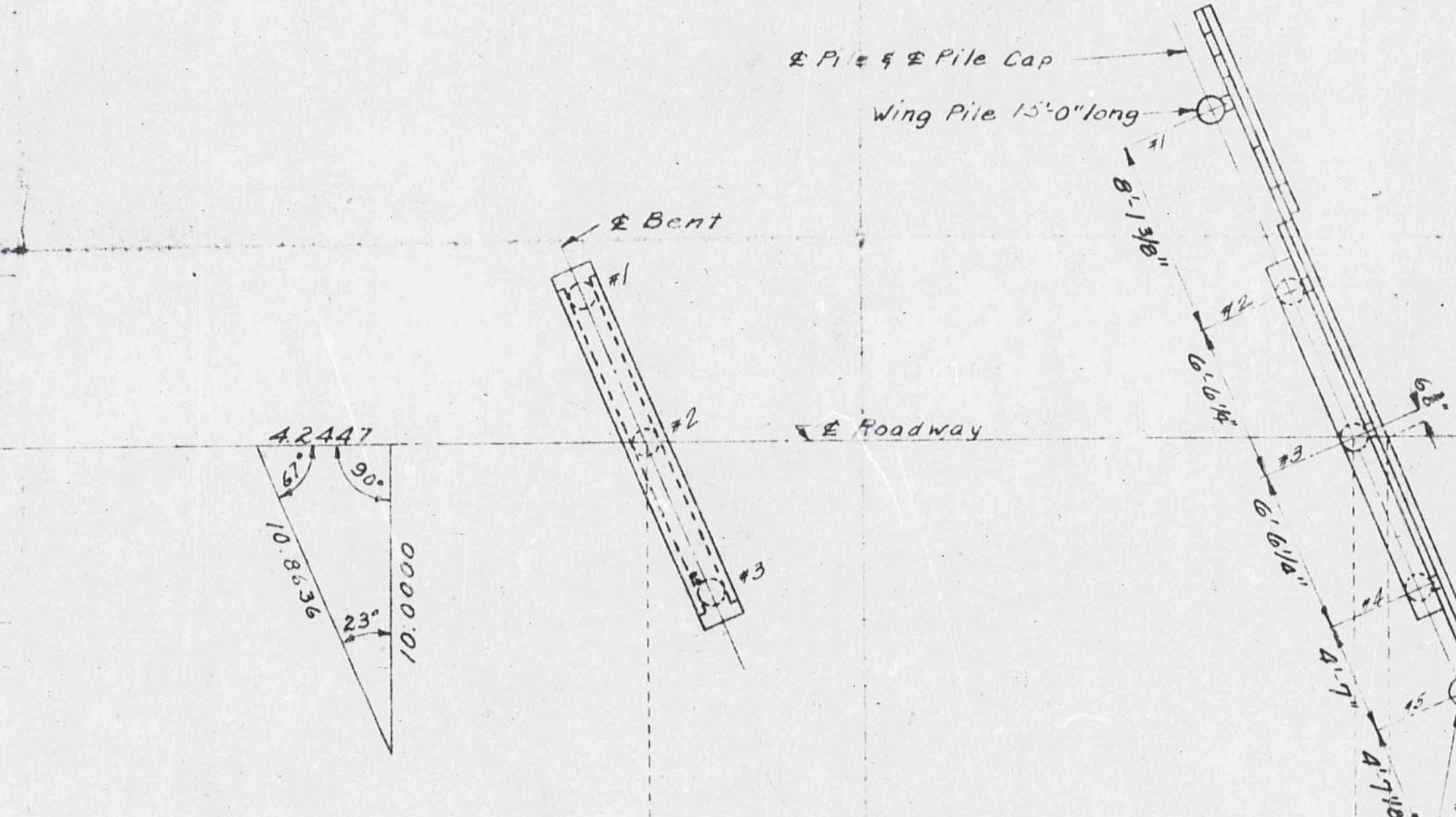
2	0	0	0	0	0	7	7	4	3	3	3	2	3	0	3	2	3	3	3	3	3	
0	0	0	0	0	0	1	2	2	2	2	2	1	1	0	1	0	1	1	1	1	4	

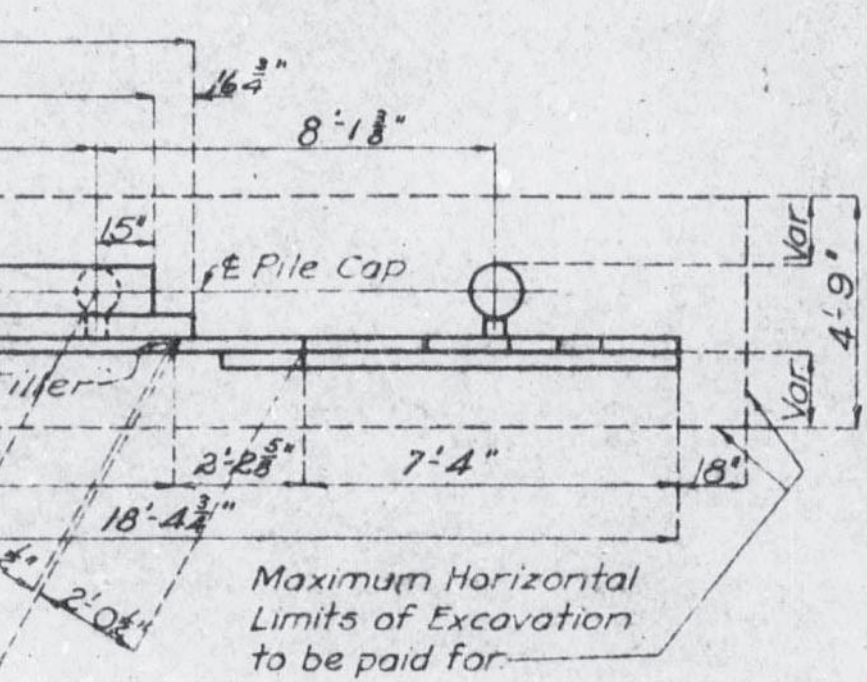

B
6"
3'-0"
6"
1/2" ø B. @ Abt 13" O.C.
24" CMP
24" - 30° Bend
33'
SEC.

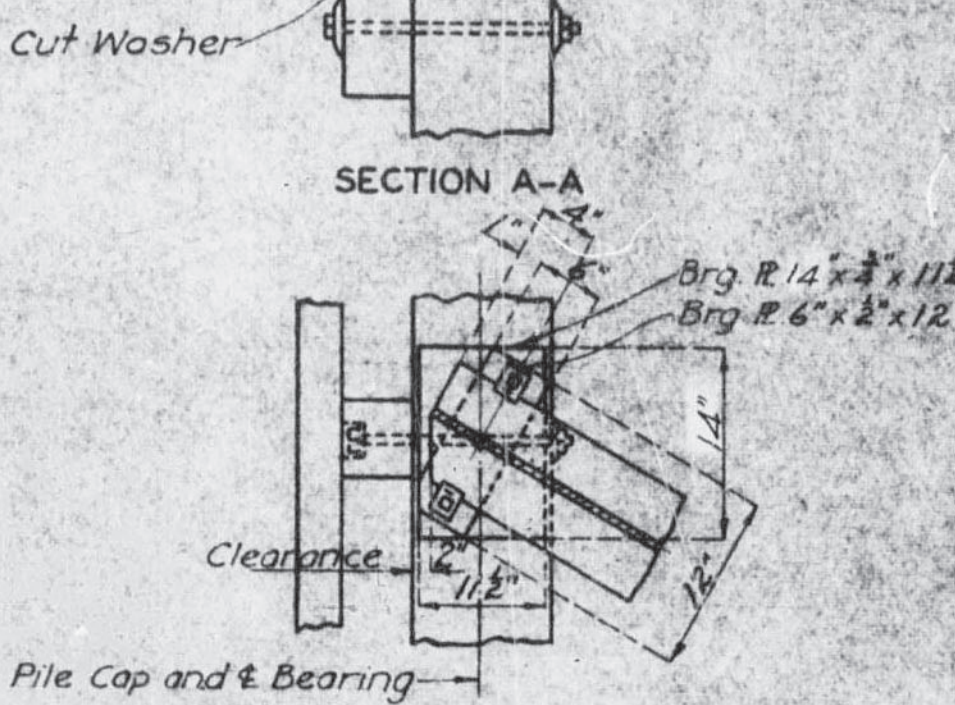
am Bed Elev. 773.4

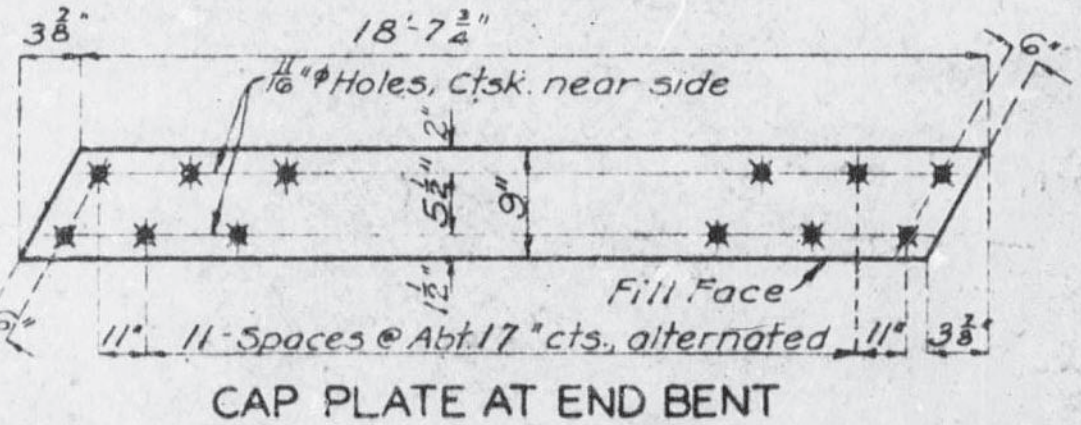
AL ELEVATION

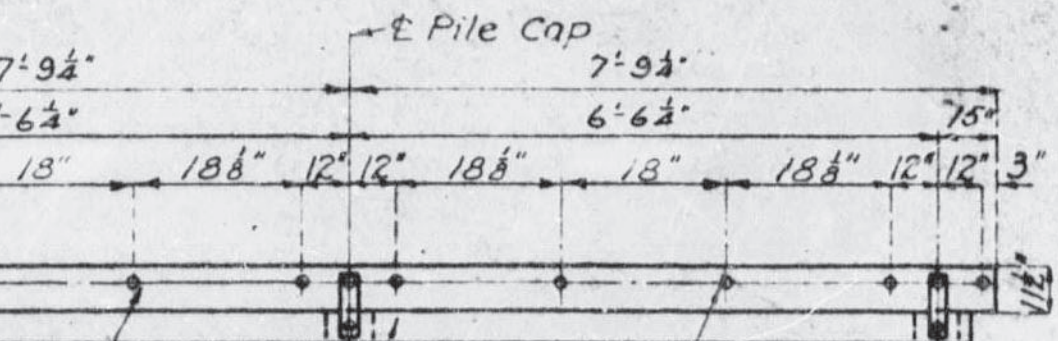
to or into solid rock, boulders, shale or cemented gr
less than the full length authorized and to sustain a
per pile for bents 2 & 3 and 15 ton per pile for bent
No test piles were driven and the Co
proceed to order piles for the lengths indic
without further authorization by the Engi
Minimum bearing obtained on any bearing pile was 2

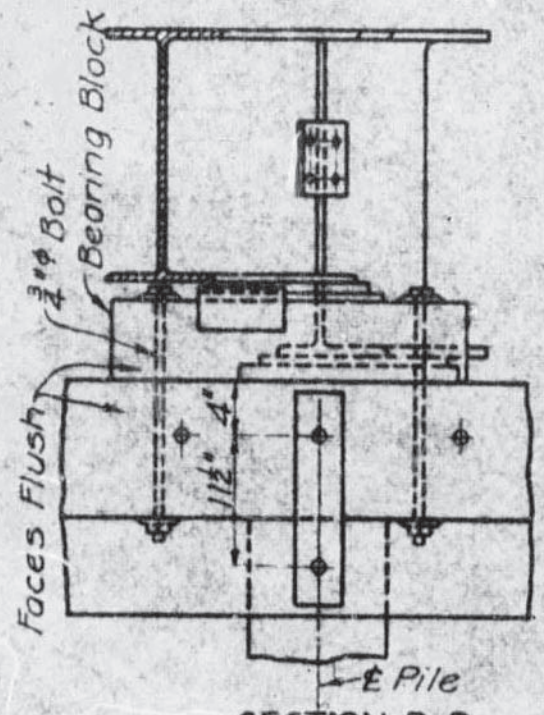


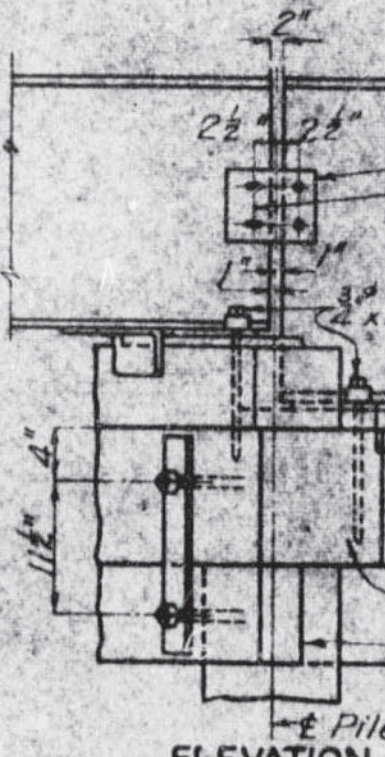

16¾"
8'-1⅜"
15"
℄ Pile Cap
Var
4'-9"
Var
Filler
2'-2⅝"
7'-4"
18"
18'-4¾"
2'-0½"
Maximum Horizontal
Limits of Excavation
to be paid for

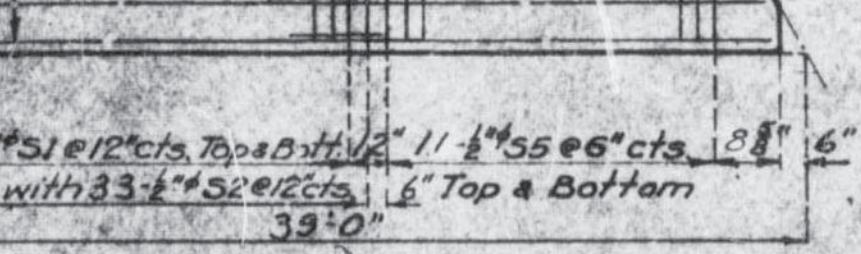

Cut Washer
SECTION A-A
4"
6"
Brg. Pl. 14"x¾"x 11
Brg. Pl. 6"x½"x12
14"
Clearance
2"
11½"
12"
℄ Pile Cap and ℄ Bearing
PLAN AT END BENT


3⅜"
18'-7¾"
11/16"ϕ Holes, Ctsk. near side
2"
5½"
9"
1½"
Fill Face
11"
11-Spaces @ Abt 17" cts. alternated
11"
3⅜"
CAP PLATE AT END BENT


℄ Pile Cap
7'-9¼"
7'-9¼"
6'-6¼"
6'-6¼"
18"
18⅛"
12"
12"
18⅛"
18"
18⅛"
12"
12"
3"
11½"


Bearing Block
¾"ϕ Bolt
Faces Flush
11½"
4"
℄ Pile
SECTION B-B

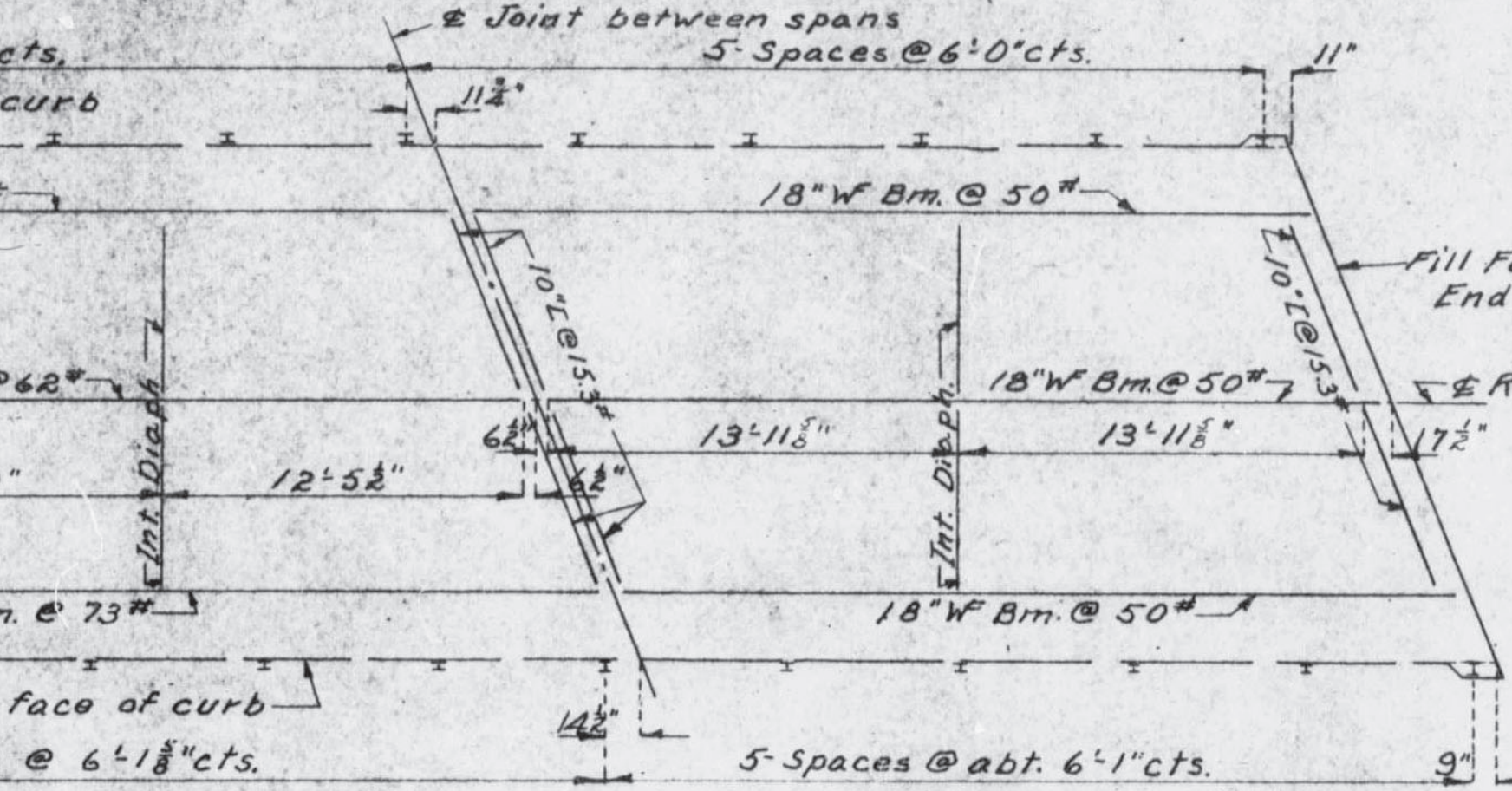

2"
2½"
2½"
1"
1"
¾"ϕ
4"
11½"
℄ Pile
ELEVATION



SPAN (2-3)

EINFORCING

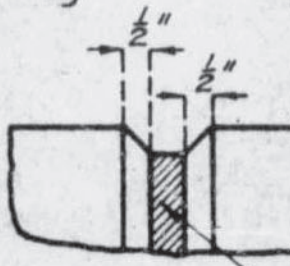
H



SPAN (2-3)

SPAN (3-4)

H

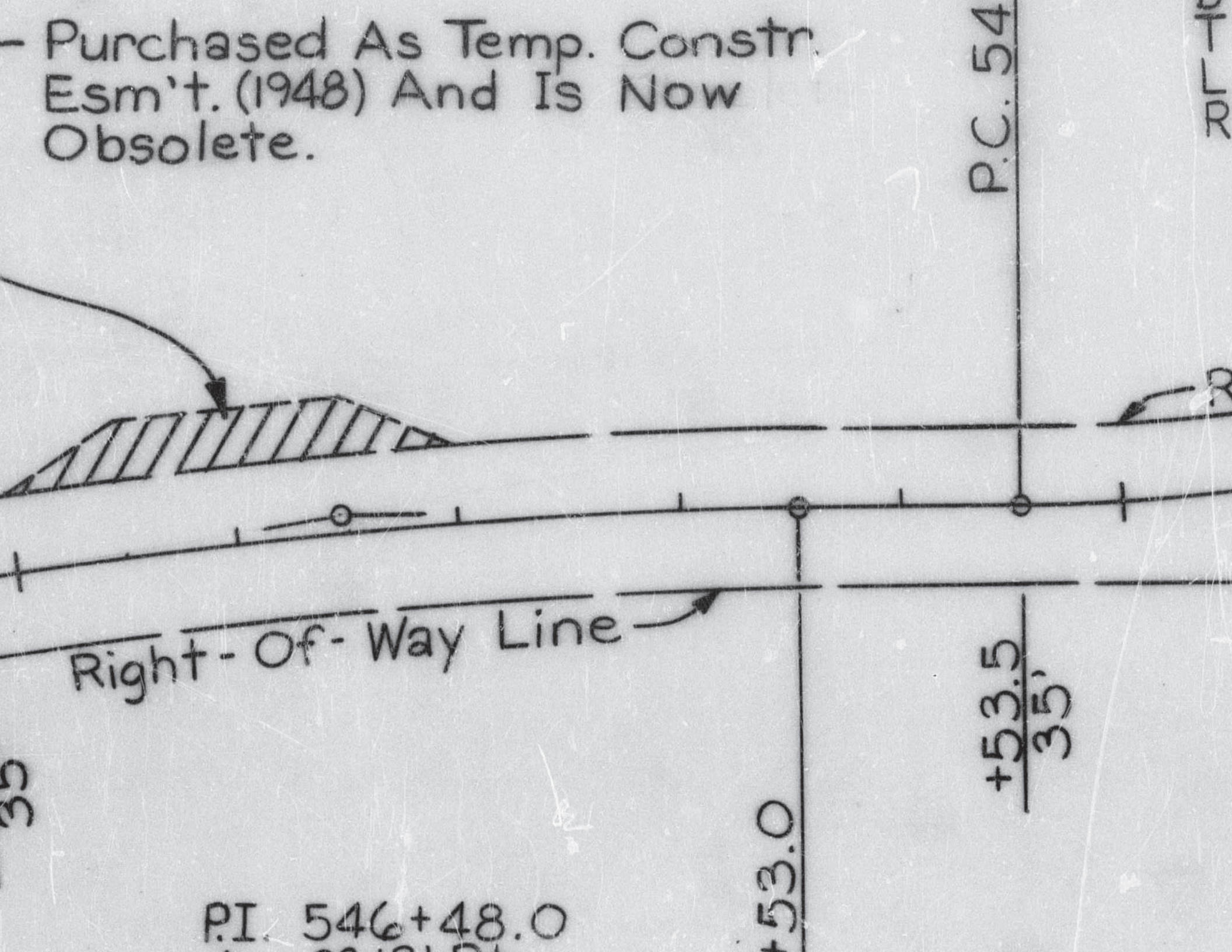


Note: Use bevel
of all filled joint
roadway slab.
at top surface o
of joint and fil

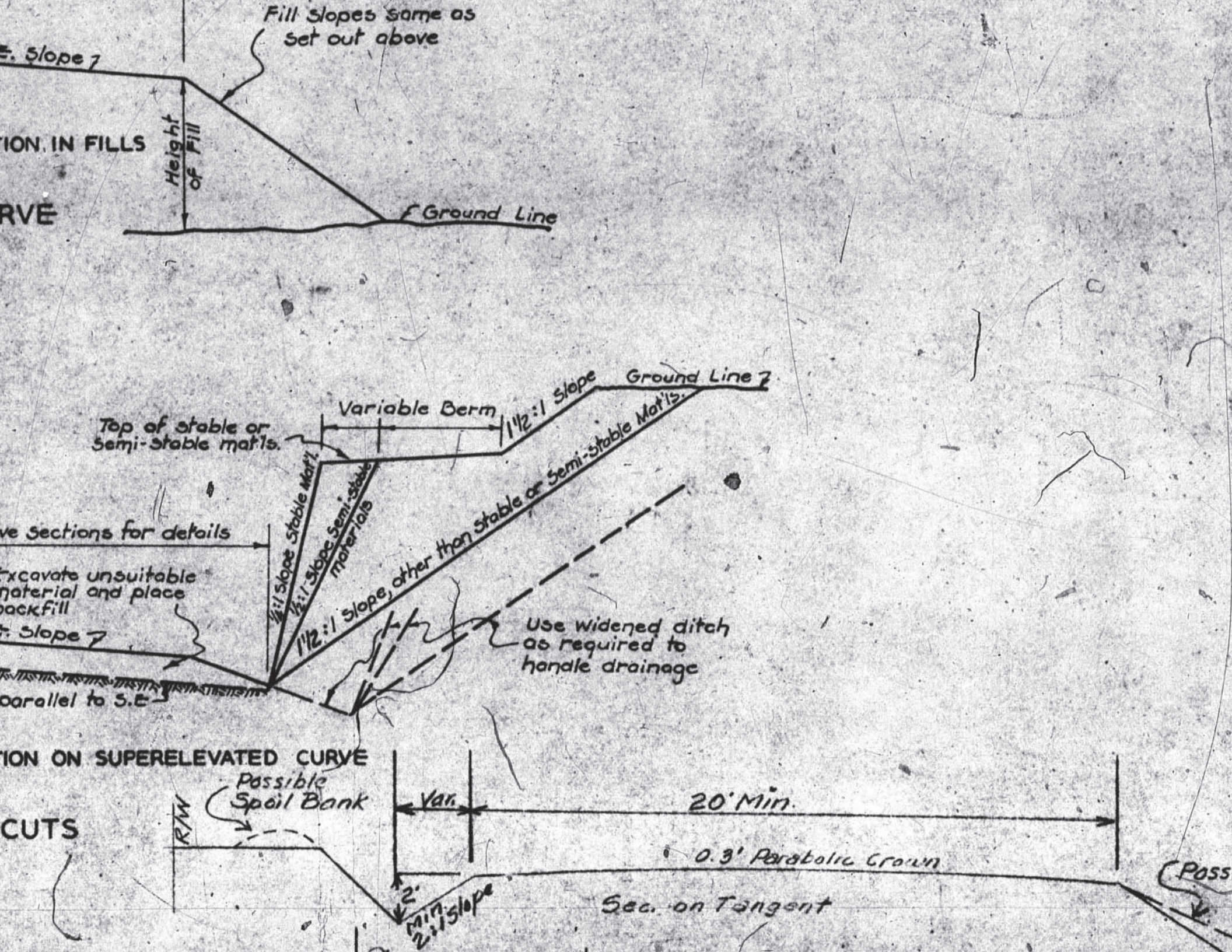
DETAILS O

B

- Purchased As Temp. Constr. Esm't. (1948) And Is Now Obsolete.



HAMPTON
TUBBS
PLATTE
Clear
Branch
PLATTE CITY
(587)
River
TRACY
WEST PLATTE
BEVERLY STATION
EAST LEAVENWORTH
FARLEY
Burns Lake
Duck Lake
Rte 45
BURLINGTON
Big
Sand
Prairie Creek
Murray Br.
71
92
45
N
J


Fill Slopes same as set out above
E. Slope 7
ION IN FILLS
RVE
Height of Fill
℄ Ground Line
Ground Line 7
Variable Berm
1½:1 Slope
Top of stable or Semi-Stable mat'ls.
½:1 Slope Stable Mat'l.
½:1 Slope Semi-Stable materials
1½:1 Slope, other than Stable or Semi-Stable Mat'ls.
ve Sections for details
Excavate unsuitable material and place backfill
t. Slope 7
Use Widened ditch as required to handle drainage
parallel to S.E
ION ON SUPERELEVATED CURVE
Possible Spoil Bank
R/W
Var.
20' Min.
0.3' Parabolic Crown
Poss
CUTS
2'
Min 2:1 Slope
Sec. on Tangent

TAL ARCH CULVERTS

ation	Type B-1	Type B-3	Type B-5	Cl. 3 Exc.	Inlet Cl. A	Outlet Cl. A
Road	32'			13.0	12	1
Road		38'		20.0		1
Road			34'	15.5		1
	32'	38'	34'	48.5	12	3

Exceptions:
Bridge in Place Station 516+28.7
Results of Equations (See State Length
Total Corrections
Net Federal Length

S.R. APPROACHES

Loc.	12"	15" 18"	30" 36"	42"	Cl. 3 Exc.	C.S. Surf. C.Y.	Cl. A Exc.	Fill	Remarks
Lt.		20'				2	0	6	USED EXCAV FROM INLET LT 490+82
Rt.						2			
Rt.						2			used in Place
Rt.						2			
Lt.						2			used in Place
Lt.	20'						0	7	
Rt.							0	12	
Lt.		20'				2	0	23	
Rt.						2	0	70	
Lt.	20'						49	32	
Rt.	20'						11	5	
Lt.	20'					7	66	9	
Lt.							0	8	
Rt.						2	1	13	
Rt.						2	0	3	
Lt.						2	1	18	
Rt.						2	0	18	
Lt.						2	0	101	
Rt.						2	0	4	
Rt.			24'				0	28	
Lt.						2	16	7	
Lt.						4	Constructed by County		
Rt.							2	10	
Lt.							5	7	
Rt.									used in Place
Lt.									used in Place
Rt.						2			
Lt.						2			

CRUSHED STONE

Book No	Sta.	To Sta.
1	539+80	586+93
2	634+75	539+80
	586+93	635+82
3	489+00	525+50
	635+82	646+79
4	525+50	534+75
	Intersection with Rt. 4	

Total on Roadway

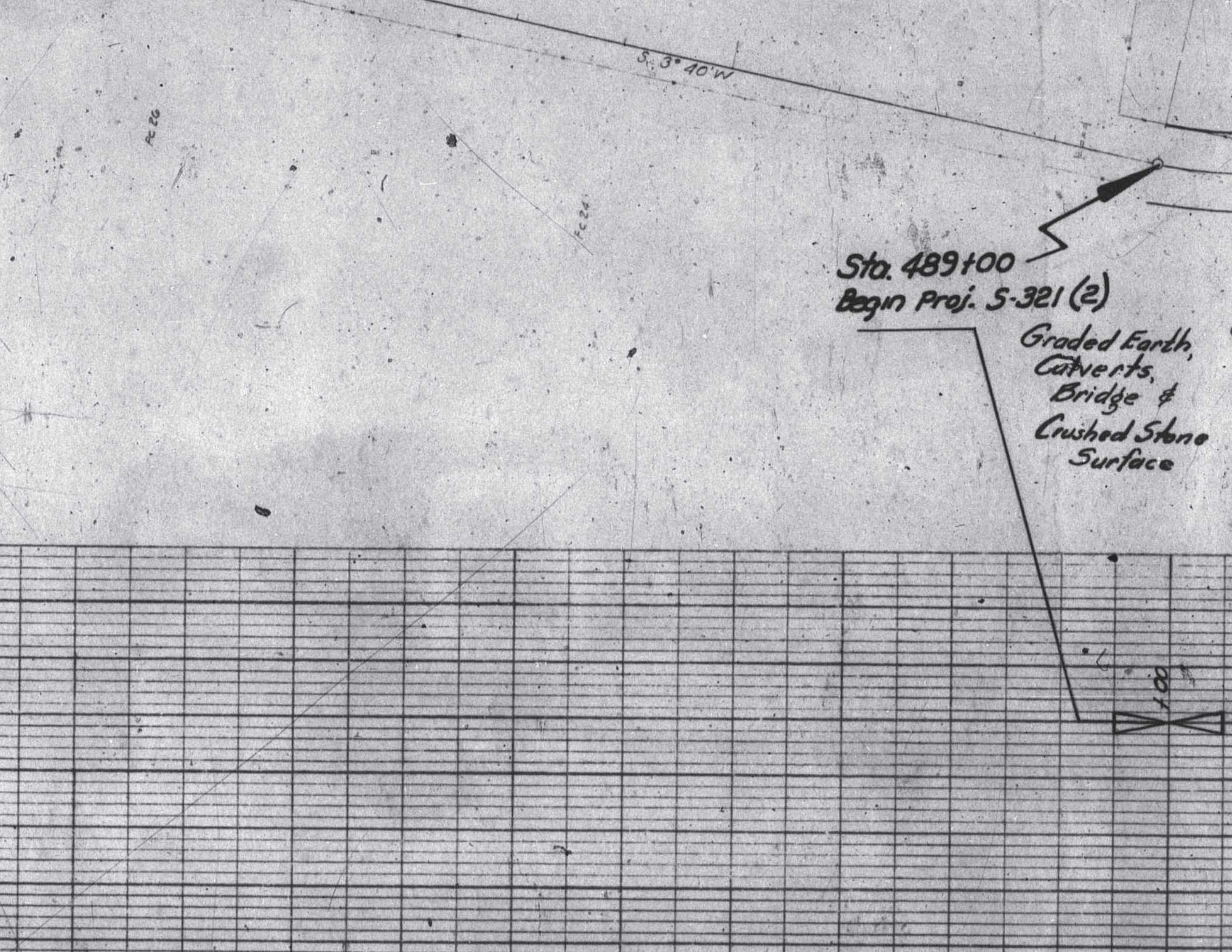
Total on Ext. & Approach

Total Crushed Stone Su

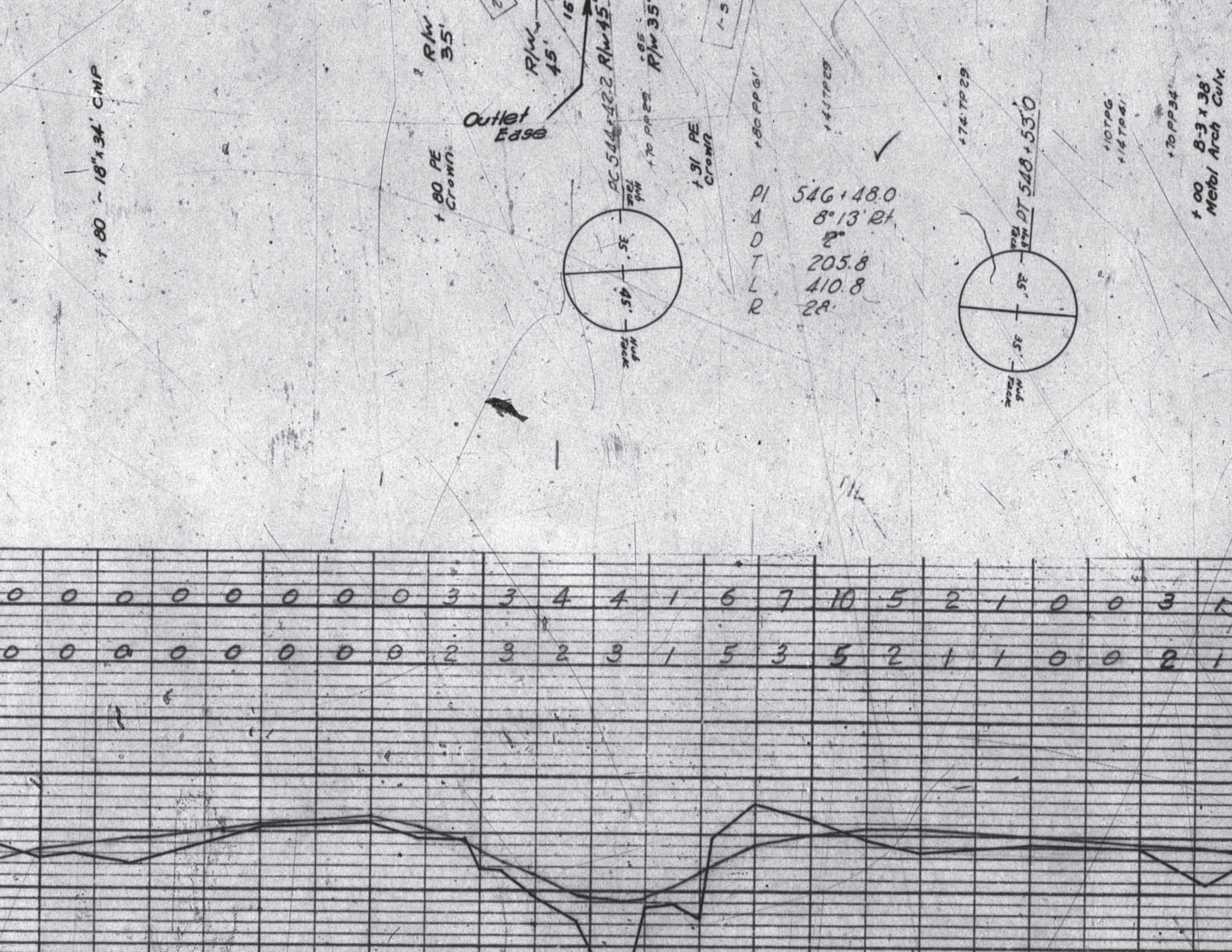
* CONTINGENT

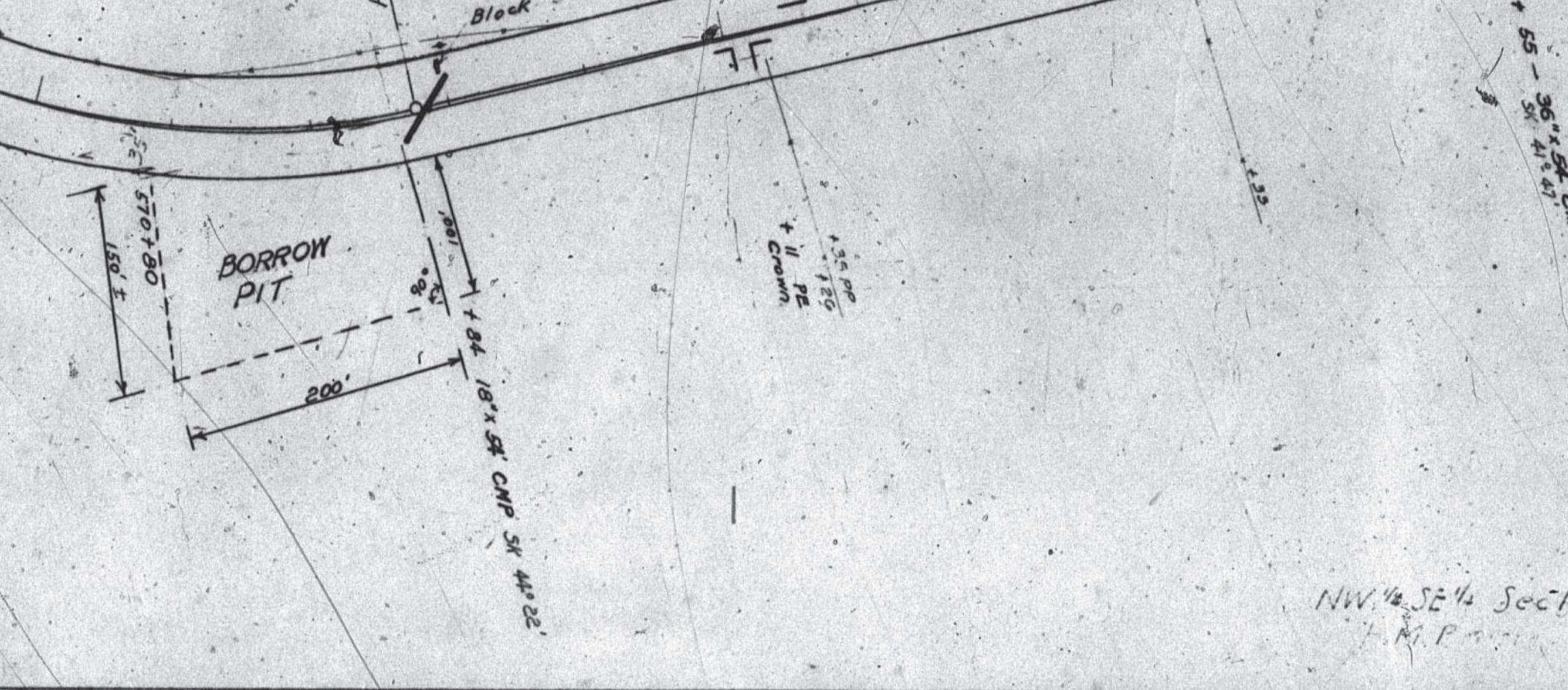
CRUSHED STONE SU
By STATE MAINTENANCE

Book No.	STA	TO STA
6	646+91	555+5
7	555+57	489+0


S. 3° 40' W
Fc 26
Fc 24
Sta. 489+00
Begin Proj. S-321 (2)
Graded Earth, Culverts, Bridge & Crushed Stone Surface
℄
80'

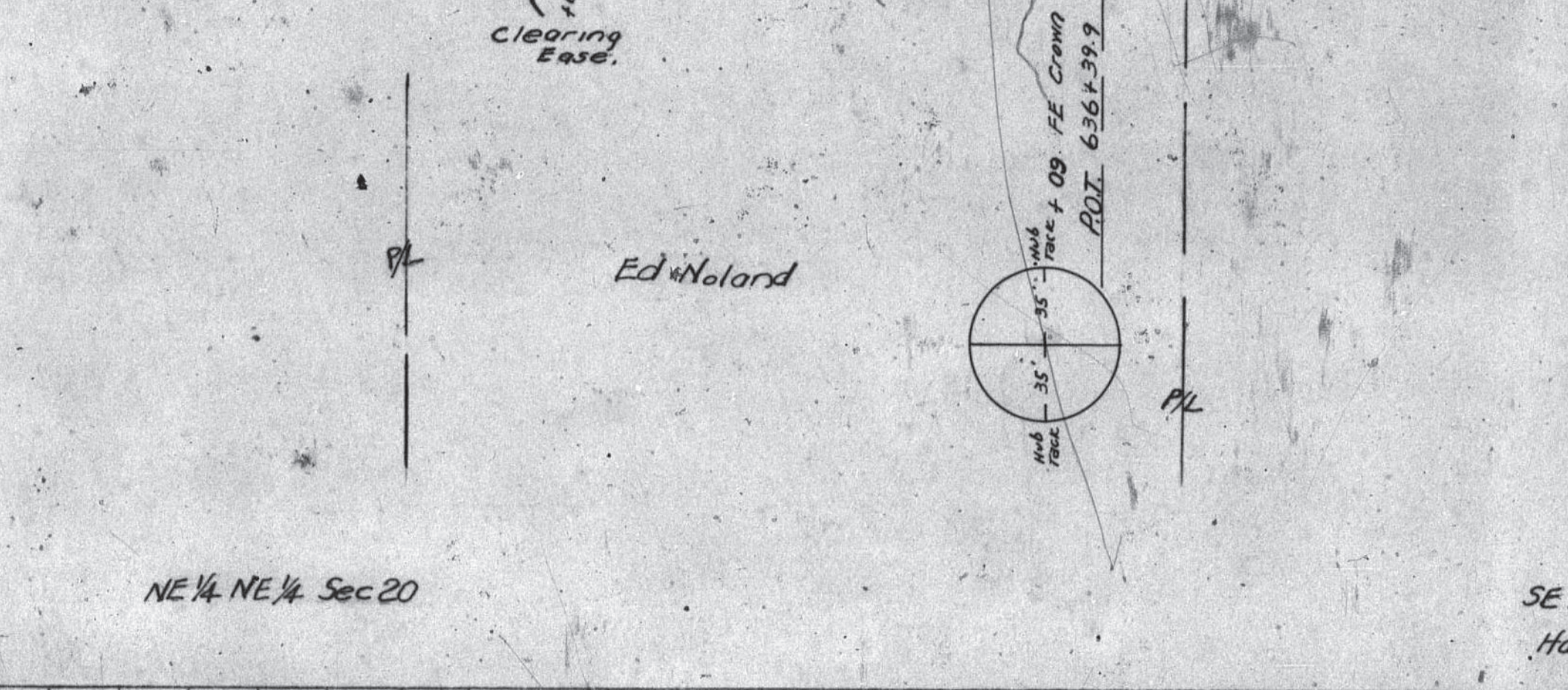

PC 516+89.9
PT 519+57.7
PI 518+26.5
Δ 26°47' Rt.
D 10°
T 136.6
L 267.8
R 573.7
SW1/4 SE1/2 Sec 7
T51N R34W
0 0 0 0 0 0 0 0 0 0 0 0 2 2 0 0 3 3 2 3 3 0
0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0


+80 ~ 18"x34' CMP
R/W 35'
R/W 45'
Outlet Ease
+80 PE Crown
PC 544+42.2 R/W 45'
+70 PP29
+85 R/W 35'
+31 PE Crown
+80 PPG1
+41 TP29
PI 546+48.0
Δ 8°13' Rt
D 2°
T 205.8
L 410.8
R 28
+74 TP29
DT 548+53.0
+10 TPG
+14 TP41
+70 PP34
+00 B-3 x 38' Metal Arch Culv.
0 0 0 0 0 0 0 0 3 3 4 4 1 6 7 10 5 2 1 0 0 3
0 0 0 0 0 0 0 0 2 3 2 3 1 5 3 5 2 1 1 0 0 2 1



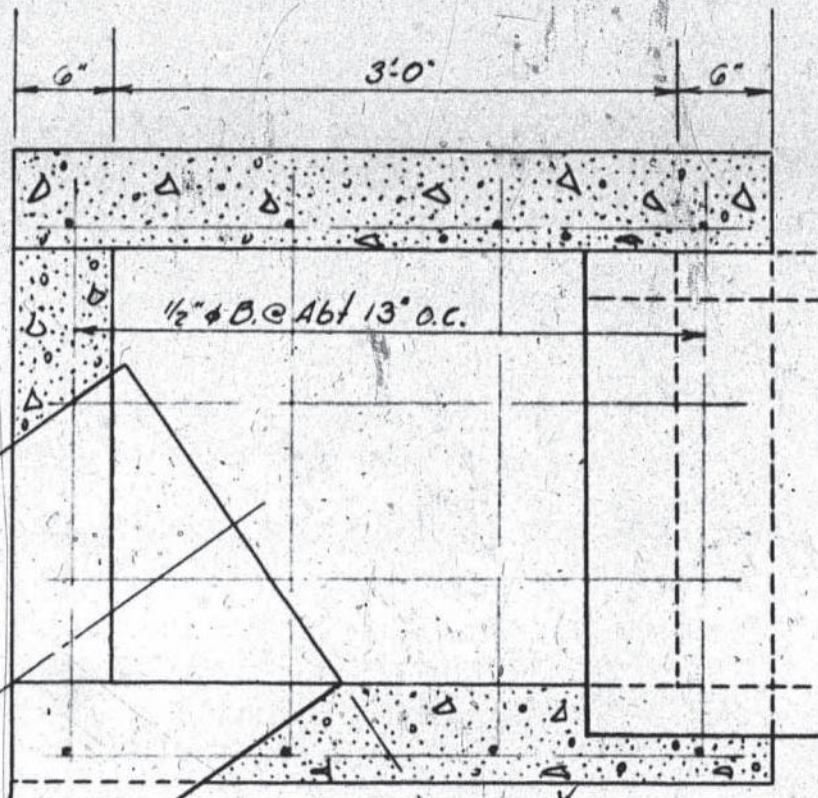
5	8	8	5	6	7	4	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3
5	4	6	5	3	4	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0

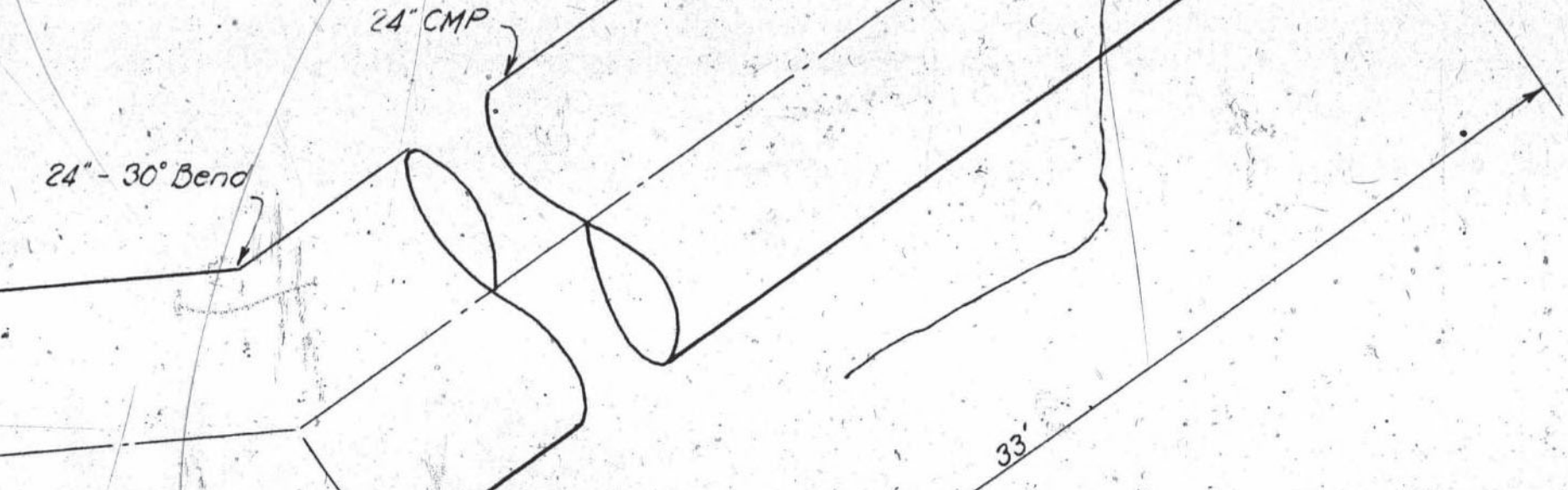
4	4	4	4	4	3	3	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0
2	2	2	3	2	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0



3	2	0	0	0	0	0	7	7	4	3	3	3	2	3	0	3	2	3	3	3	3	3
2	0	0	0	0	0	0	1	2	2	2	2	2	1	1	0	1	0	1	1	1	1	1

B

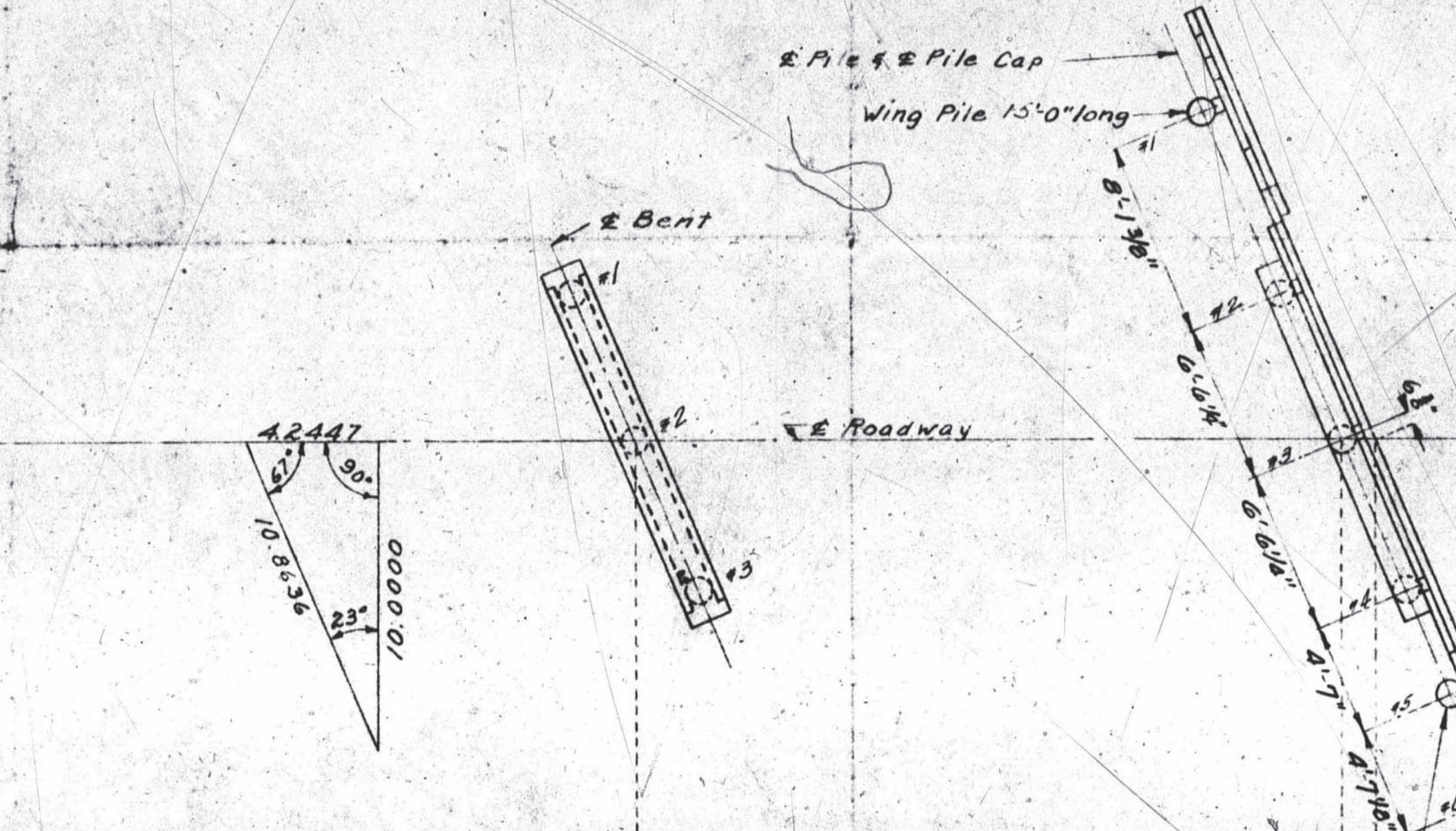


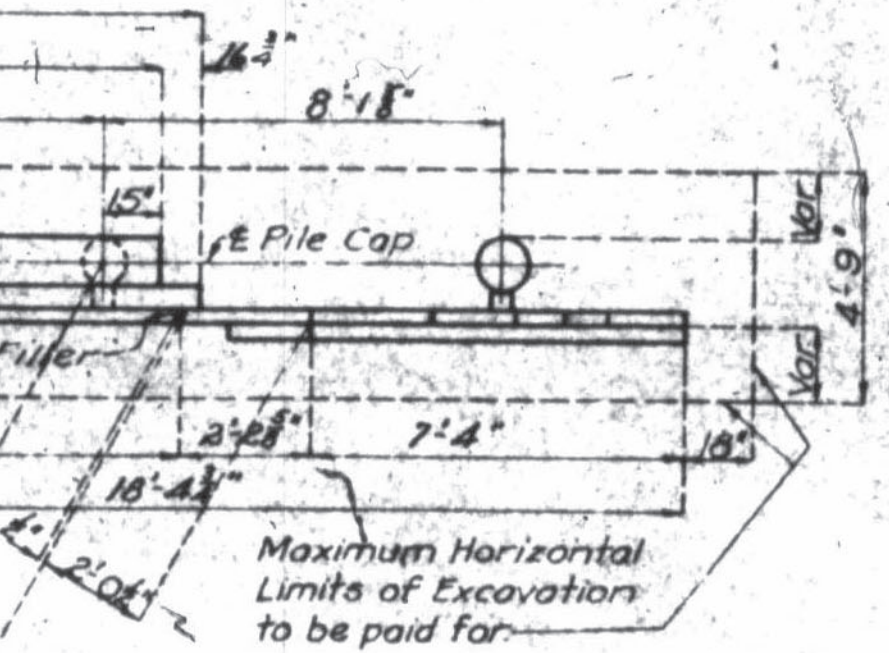


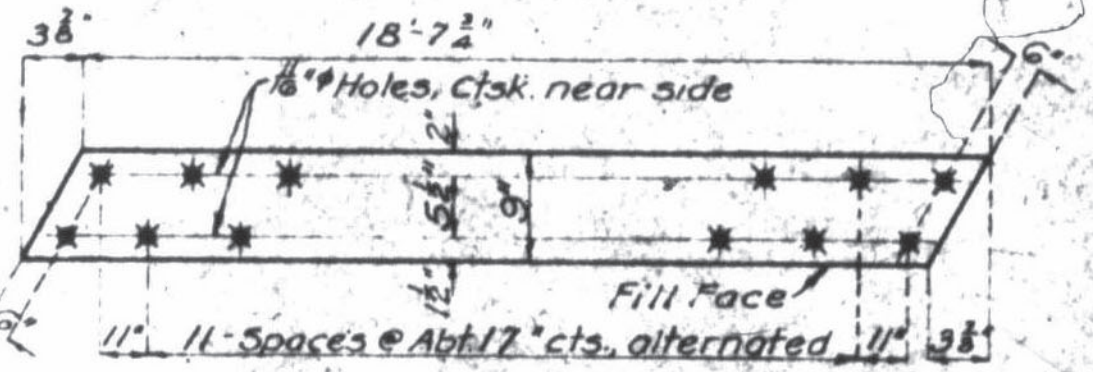
SEC.

L ELEVATION

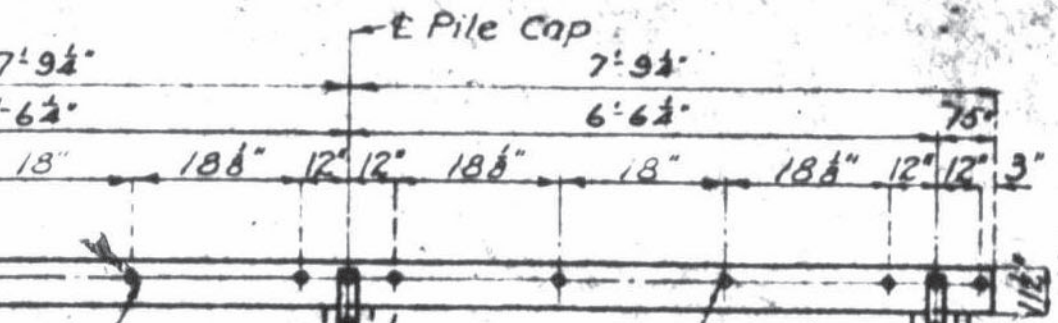
less than the full length authorized and to sustain o
per pile for bents 2,3 and 10 ton per pile for bents
No test piles were driven and the Con
proceed to order piles for the lengths indica
without further authorization by the Engi
Minimum bearing obtained on any bearing pile was 22

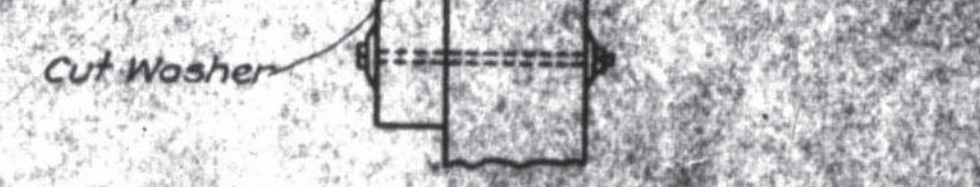




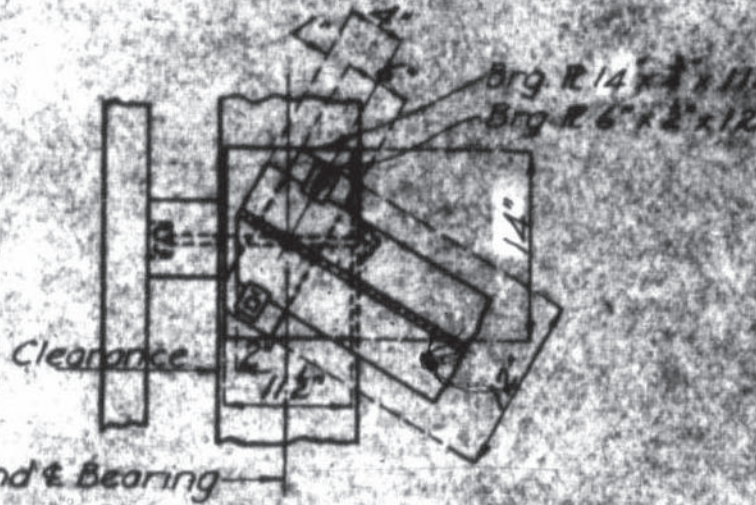


CAP PLATE AT END BENT

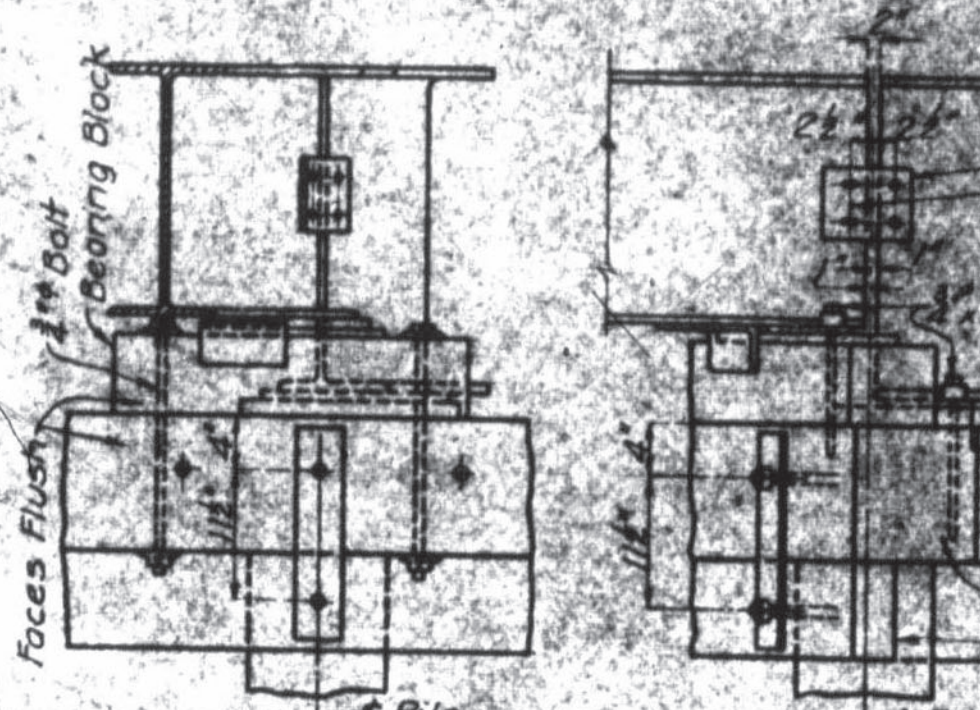




SECTION A-A

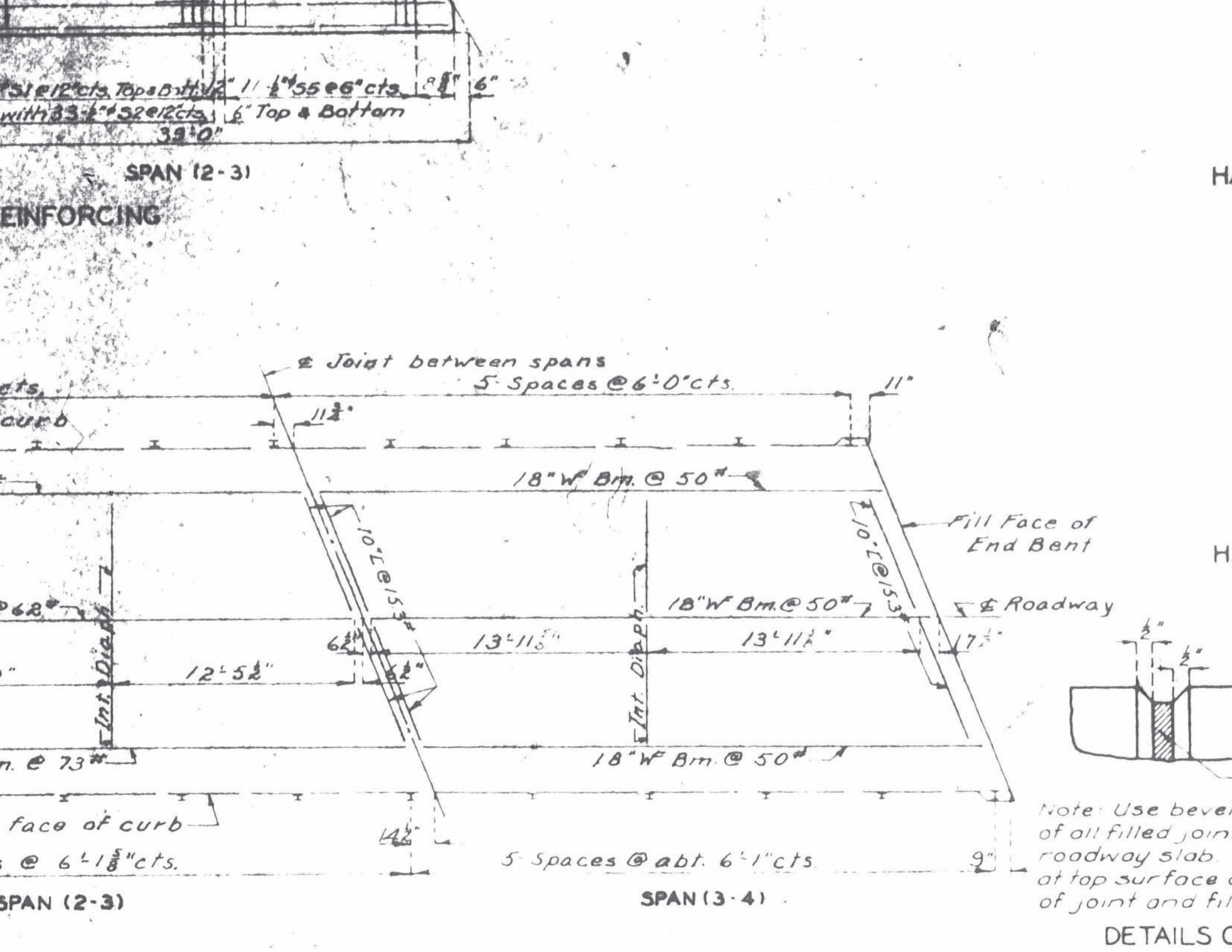


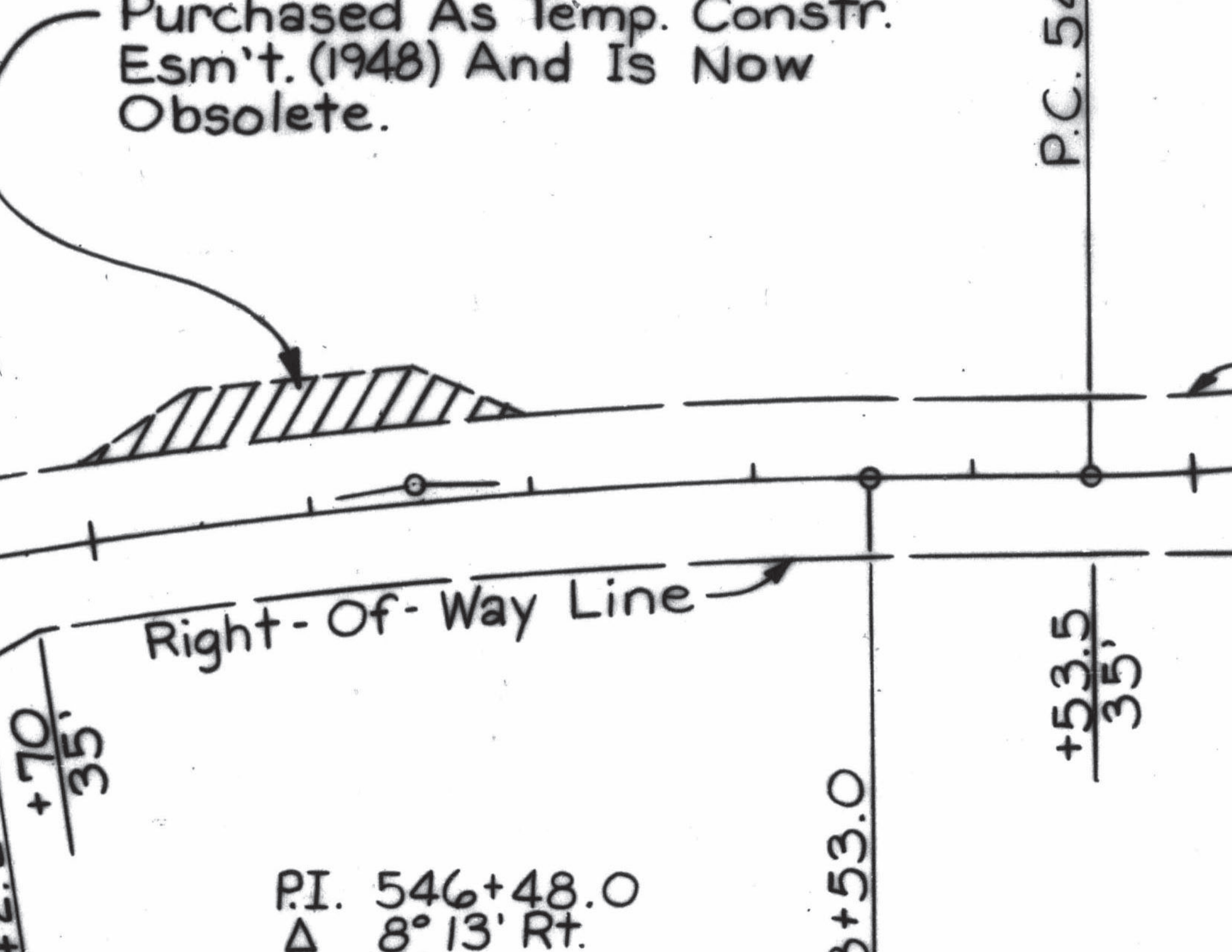
PLAN AT END BENT



SECTION B-B

ELEVATION


SPAN (2-3)
EINFORCING
6" Top & Bottom
39'-0"
℄ Joint between spans
5 Spaces @ 6'-0" cts.
11"
11¾"
18" WF Bm. @ 50#
Fill Face of
End Bent
10'-2" @ 15.3#
18" WF Bm. @ 50#
℄ Roadway
13'-11⅝"
13'-11⅝"
12'-5½"
6½"
6½"
Int. Diaph.
Int. Diaph.
18" WF Bm. @ 50#
face of curb
@ 6'-1⅝" cts.
5 Spaces @ abt. 6'-1" cts.
9"
SPAN (2-3)
SPAN (3-4)
½"
½"
Note: Use bevel
of all filled join
roadway slab
at top surface
of joint and fil
DETAILS


Purchased As Temp. Constr. Esm't. (1948) And Is Now Obsolete.
P.C. 54
Right-Of-Way Line
+53.5
35'
+70
35'
P.I. 546+48.0
Δ 8° 13' Rt.
+53.0