MoDOT	Г			Department of T Bridge Inspection	-		
	COUNTY: CLAY	DISTRICT: KC		S: STATBR	on Keport FED-ID: 1	150	BRIDGE: A170
	COUNTICLAI	***GENERAL STRUCTUR			ГЕ Д-ІД, І	437	BRIDGE. A170
ROUTE:	: RPIS29S TO IS35NN	# SPANS: 10			CODE: 26290 GALLATIN	N	DATE: 04/05/
	: IS 35, IS 29	LANES ON: 1			NGTH: 818 FT 0 IN		FREQUENCY: 24
	: P-POSTLOAD	LANES UNDER: 8			SPAN: 95 FT 0 IN		TEAM LEADER: STEV
LOG MILE:	: 0.469	COMPASS DIRECTION: WES		APPROACH ROAI			INSPECTOR 2: DUST
	: 3.00 MILES	DIRECTION OF TRAFFIC: 1-W			CURB: 24 FT 0 IN		INSPECTOR 3:
	: YES	FUNCTIONAL CLASS: UR-			OUT: 26 FT 10 IN		** When calculated interv
BUILT: REHAB:		NBI OWNER: MO			AADT: 16553		G
	: : S1 T50 R33 W	NBI MAINTAINED: MO MAINTENANCE DISTRICT: KC	DOI		YEAR: 2023 RUCK: 11.5%		
	: 39 10 12.72 (DMS)	MAINTENANCE COUNTY: CLA	Y		AADT: 29795		
	: 94 33 27.76 (DMS)	SUB AREA: 7C3		FUTURE AADT			
					i		
		ITICAL INSPECTION INFORM				***]	INDEPTH INSPECT
DATE:		SIBILITY:	CATEGORY:		DATE:		RESPONSIBILITY:
FREQUENCY:			NBI:		FREQUENCY:	CALCU	LATED INTERVAL**:
TEAM LEADER:		PECTOR 3:	METHOD:		TEAM LEADER:		INSPECTOR 3:
INSPECTOR 2:	INS	PECTOR 4:		INSPECTOR 2:		INSPECTOR 4:	
** When calculated	interval exceeds the frequency, a just		** When calculated interva	al exceeds the freq	uency, a justification comm		
	FRACTURE	CRITICAL INSPECTION COMM	ENTS				INDEPTH INSPEC
		INSPECTION INFORMATION	***			***UN	DERWATER INSPE
DATE:			CATEGORY:		DATE:		RESPONSIBILITY:
FREQUENCY:			NBI:		FREQUENCY:	CALC	ULATED INTERVAL**:
TEAM LEADER:		PECTOR 3:	METHOD:		TEAM LEADER:		INSPECTOR 3:
INSPECTOR 2:		PECTOR 4:			INSPECTOR 2:		INSPECTOR 4:
** When calculated i	interval exceeds the frequency, a just	ification comment per BIRM is required.			** When calculated interv	val exceeds the fre	equency, a justification com
	SPECI A	AL INSPECTION COMMENTS				l	UNDERWATER INSP
	ОТНІ	ER SPECIAL INSPECTIONS					OTHER UNDERWA
DATE FREQ	<u>DUENCY</u> <u>CATEGORY</u>	NBI CALCULATED INTERVAL	RESPONSIBILITY	METHOD	DATE FREQUEN		
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BRIDGE INSPECTION INFORMATION*** 05/2023 RESPONSIBILITY: BRIDGEDIV CALCULATED INTERVAL**: 23 EVE HULBERT ELEMENT: YES JSTIN PIERCE INSPECTOR 4:

erval exceeds the frequency, a justification comment per BIRM is required. **GENERAL INSPECTION COMMENTS**

TION INFORMATION***

CATEGORY: NBI: METHOD:

mment per BIRM is required.

ECTION COMMENTS

ECTION INFORMATION***

CATEGORY: NBI: METHOD:

omment per BIRM is required.

SPECTION COMMENTS

VATER INSPECTIONS

METHOD

MODOT		N	Iissouri Departmen State Bridge Ins	-	n	
COUNTY: CLAY	DISTRICT: KC		CLASS: STATBR		ED-ID: 1459	BRIDGE: A
			***STRU	CTURE POSTING*	**	
APPROVED CATEGORY: S-C3	WEIGHT LIMIT 65 TONS.					
Ton 1: 65	Ton 2:		Ton 3:			
COMMENTS:						
FIELD CATEGORY: S-C3	WEIGHT LIMIT 65 TONS.					
Ton 1: 65 COMMENTS:	Ton 2:		Ton 3:	PROBLEM:		PROBLEM DIRECT
comilaris.		*	**GENERAL COMM	IENTS/MAJOR RAT	TED ITEMS***	
GENERAL COMMENTS: (BOWDEJ1, 09/25.	/2008)(76'-95'-83'-79'-63')(5'-72'-90'-90'-					
		,				
[ITEM 58] DECK: 5-	FAIR CONDITION	COMMENT	S: (MADSEJ, 06/05/2019)-	-MODERATE OVERHAN	IG DETERIORATION	AT THE CURB OUTLETS.
RATING: 09		0000000000000000	(
[ITEM 59] SUPER: 5-	FAIR CONDITION	COMMENT	S• (MADSEL 06/05/2019)-	-VERTICAL CRACKS D	FI AMINATIONS AN	D SPALLS THROUGHOUT
RATING: 09		COMMENT	5. (MADSEJ, 00/05/2017)-	- VERTICAL CRACKS, D	ELAMINATIONS, AN	D STALLS THROUGHOUT
HTEM (ALSUD. (COMMENT	S. (MADSEL 0(/05/2010)		CKC AND DEL AMINI	ATIONS ON A THE OF THE
ITEM 60 SUB: 6- RATING: 07	SATISFACTORY CONDITION 7/06/2017	COMMENT	S: (MADSEJ, 06/05/2019)-	-A FEW VERTICAL CRA	CKS AND DELAMIN	ATIONS ON A THE OF THE
[ITEM 61] BANK/CHANNEL: N		COMMENT	'S:			
RATING: 05	5/18/2001					
	-NOT APPLIC NOT WATERW	COMMENT	S:			
RATING: 05	5/18/2001					
EVALUATION TYPE :						
[ITEM 71] WATERWAY ADEQUACY: No RATING: 05		COMMENT	S:			
[ITEM 72] APPRRDWY ALIGNMENT: 8-		COMMENT	'S:			
RATING: 05	5/18/2001					
		RAILING	AND APPROACH PA		NENTS AND RAT	TINGS
[ITEM 36A] BRIDGE RAILING RATIN			RATING: 05/18/2001	COMMENTS:		
<u>MATERIAL</u> REINFORCED CONCRETE	<u>CONSTRUCTION</u> BLOCKOUT	<u>DIRECTION</u> BOTH	<u>COMMENTS</u>			
CONDITION	LOCATION 1	DOTT	LOCATION 2	<u>SEVERITY</u>	COMMENT	
VERTICAL CRAC				MANY		
REINFORCED CONCRETE	PARAPET	BOTH				
[ITEM 36B] TRANSITION RAILING RATIN	G: MEETS CURRENT STANDARDS-1		RATING: 03/11/2004	COMMENTS:		
. <u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
	HRIE BEAM TO W-BEAM	ALL				
[ITEM 36C] APPROACH RAILING RATIN	G: MEETS CURRENT STANDARDS-1		RATING: 05/18/2001	COMMENTS:		
			20010/2001			
· N 17/2						
esign_No = a1763				Page 7		

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ION:

THE BOX GIRDER EDGES AT THE DECK CURB OUTLETS.

E COLUMNS.

			1	Aissouri Department	-			
				State Bridge Inspe	ection Report			
	Y: CLAY		CT: KC	CLASS: STATBR]	FED-ID: 1459	BRI	DGE: A17
<u>MATERIAL</u>		<u>STRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>				
GALVANIZED STEEL		-BEAM	ALL C <i>ation 1</i>	LOCATION 2	<u>SEVERITY</u>	<u>COMMENT</u>		
	LLISION DAMAGE		OUGHOUT	LOCATION 2	MINOR)4/05/2023)NORTH	WEST
TEM 36DJ RAIL END TREAT				RATING: 03/06/2002	COMMENTS:	(,		
MATERIAL	<u>CONS</u>	STRUCTION	DIRECTION	<u>COMMENTS</u>				
GALVANIZED STEEL	L ENERGY	ABSORBING	SOUTHWEST					
APPROACH	PAVEMENT: *Overall co	ondition assigned for	each approach pavemenet c	component is shown below.				
<u>MATERIAL</u>		<u>STRUCTION</u>	<u>DIRECTION</u>	<u>CONDITION*</u>	<u>COMMENTS</u>			
REINFORCED CONCRE	ГЕ	SLAB	BOTH	FAIR				
		D	RAINAGE, EXPANS	SION DEVICES, BANK/	SLOPE, AND DI	ECK PROTECTI	IVE COMPONE	NTS
<u>K PROTECTIVE COMPONE SERIES TYPE-#</u>	<u>NIS:</u> <u>COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>THICK</u>	<u>VESS YEAR AP</u>	PLIED MANUFA	CTURE
MAIN SERIES-1	WEARING SURFACE	PL	AIN CONCRETE	LATEX MODIFIED				
<u>COMMENT:</u>								
<u>CONDIT</u>		LOCATION 1	<u>i</u>	LOCATION 2	<u>SEVERITY</u>	<u>COMMENT</u>		
PATCH TRANSVERSE		THROUGHOUT THROUGHOUT			MANY LARGE			
I KAINS V EKSE					LARGE			
	DECK PROTECTION	Ne	OTAPPLICABLE	NONE				
<u>COMMENT:</u>								
	MEMBRANE	N	OTAPPLICABLE	NONE				
<u>COMMENT:</u>		110						
MAIN SERIES-2	WEARING SURFACE	PL	AIN CONCRETE	LATEX MODIFIED				
COMMENT:								
<u>CONDIT</u>		LOCATION 1	<u>1</u>	LOCATION 2	<u>SEVERITY</u>	<u>COMMENT</u>		
PATCH		THROUGHOUT			MANY			
TRANSVERSE	E CRACKS	THROUGHOUT			LARGE			
	DECK PROTECTION	Ne	OTAPPLICABLE	NONE				
COMMENT:								
	MEMBRANE	Ne	OTAPPLICABLE	NONE				
<u>COMMENT:</u>								
INAGE COMPONENTS:								
	COMPONENT		<u>MATERIAL</u>	CONSTRUCTION	DIRF	ECTION COM	MENTS	
	DRAINAGE	REINF	ORCED CONCRETE	CURB OUTLET		<u> </u>	<u></u>	
ANSION DEVICE COMPON	ENTS:							
<u>SUB UNIT-#</u> <u>SUB LA</u>	ABEL COMP	<u>ONENT</u>	MATERIA		<u>STRUCTION</u>	<u>GAP</u>	YEAR APPLIED	<u>MANUF</u>
BENT-6	CLOSED EXP	ANSION JOINT	ELASTOME	RIC S	TRIP SEAL			
<u>COMMENT:</u>								
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1g1_110 = a1 / 03					Page 3			

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OVERALL CONDITION FAIR

FAIR

FACTURE

OVERALL CONDITION GOOD

			Missouri Department State Bridge Insp	-			
COUNT	TY: CLAY	DISTRICT: KC	CLASS: STATBR	-	FED-ID: 145	59	BRIDG
SLOPE PROTECTION CO	OMPONENTS: Component BANK PROTECTION	<u>MATERIAL</u> PLAIN CONCRETE	<u>Construction</u> PAVEDSLOPE	I	<u>DIRECTION</u> BOTH	<u>COMMENTS</u>	
			DECK	COMPONE	NTS		
<u>SPAN TYPE-#</u> MAIN SPANS-1	<u>COMPONENT</u> DECK	<u>MATERIAL</u> REINFORCED CONCRETE	<u>CONSTRUCTION</u> CAST-IN-PLACE	<u> </u>	<u>DMMENTS</u>		
MAIN SPANS-2	DECK	REINFORCED CONCRETE	CAST-IN-PLACE				
<i>MAIN SPANS-3</i> <u>Conditi</u> Deterior		<i>REINFORCED CONCRETE</i> <u>LOCATION 1</u> AT OUTLETS	LOCATION 2	<u>SEVERITY</u> MODERATE	<u>MEASUREMEN</u>	<u>T COMMENT</u>	
MAIN SPANS-4	DECK	REINFORCED CONCRETE	CAST-IN-PLACE				
<i>MAIN SPANS-5</i> <u>Conditi</u> Deterior.		<i>REINFORCED CONCRETE</i> <u>LOCATION 1</u> AT OUTLETS	LOCATION 2	<u>Severity</u> Moderate	<u>MEASUREMEN</u>	<u>T COMMENT</u>	
<i>MAIN SPANS-6</i> <u>Conditi</u> Deterior Effloresc	ATION	<i>REINFORCED CONCRETE</i> <u>LOCATION 1</u> AT OUTLETS EDGE	LOCATION 2	<u>Severity</u> Moderate Light	<u>MEASUREMEN</u>	<u>T COMMENT</u>	
MAIN SPANS-7	DECK	REINFORCED CONCRETE	CAST-IN-PLACE				
<i>MAIN SPANS-8</i> <u>Conditi</u> Deterior		<i>REINFORCED CONCRETE</i> <u>LOCATION 1</u> AT OUTLETS	LOCATION 2	<u>Severity</u> Moderate	<u>MEASUREMEN</u>	<u>T COMMENT</u>	
MAIN SPANS-9	DECK	REINFORCED CONCRETE	CAST-IN-PLACE				
MAIN SPANS-10	DECK	REINFORCED CONCRETE	CAST-IN-PLACE				
SERIES TYPE-#	SPAN TYPE	MATERIAL	***SUPERSTRUC CONSTRUCTION		MPONENTS*** LABEL	COMMENTS	
<u>SEKIES TIPE-#</u> MAIN SERIES-1 MAIN SPANS-1 <u>CONDITI</u> VERTICAL CI	CONTINUOUS SPAN <u>COMPOSITE INDIC</u> NON-COMPOSI	REINFORCED CONCRETE CATOR <u>LENGTH</u> <u>WEATHER</u>	<i>BOX GIR-CIP MUL C.</i> RING STEEL <u>COMMENTS</u> NO		<u>LABEL</u> <u>MEASUREMEN</u>		

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MODOT		Missouri Departn State Bridge	nent of Transp Inspection Re		
COUNTY: CLA	AY DISTRICT: KC	CLASS: STATE	-	FED-ID: 1459	BRIDGE: A176
	NON-COMPOSITE 95 FT 0 IN LOCATION 1 EDGE	NO <u>LOCATION 2</u>	<u>SEVERITY</u> FEW	<u>MEASUREMENT</u>	<u>COMMENT</u>
MAIN SPANS-3 <u>CONDITION</u> DELAMINATION PATCHES	NON-COMPOSITE 83 FT 0 IN <u>LOCATION 1</u> EDGE THROUGHOUT	NO <u>LOCATION 2</u>	<u>SEVERITY</u> FEW LARGE	<u>MEASUREMENT</u>	<u>COMMENT</u> (HULBES1, 04/05/2023)NORTHS
MAIN SPANS-4 <u>CONDITION</u> VERTICAL CRACKS	NON-COMPOSITE 79 FT 0 IN <u>LOCATION 1</u> EDGE	NO <u>LOCATION 2</u>	<u>SEVERITY</u> FEW	<u>MEASUREMENT</u>	<u>COMMENT</u>
MAIN SPANS-5 <u>CONDITION</u> DELAMINATION PATCHES	NON-COMPOSITE 68 FT 0 IN <u>LOCATION 1</u> EDGE BOTTOM	NO <u>LOCATION 2</u> AT CANTILEVER	<u>SEVERITY</u> LARGE LARGE	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>SPAN</u> <u>COM</u>	<i>TTINUOUS SPAN</i> <i>REINFORCED CONC</i> <i>MPOSITE INDICATOR</i> NON-COMPOSITE <i>10CATION 1</i> EDGE EDGE EDGE	CRETE BOX GIR-CIP M A <u>THERING STEEL</u> COMMEN NO LOCATION 2		<u>MEASUREMENT</u>	<u>COMMENT</u>
MAIN SPANS-7 <u>Condition</u>	NON-COMPOSITE 90 FT 0 IN <u>LOCATION 1</u>	NO <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
MAIN SPANS-8 <u>Condition</u> Delamination Spalls	NON-COMPOSITE 90 FT 0 IN <u>LOCATION 1</u> EDGE EDGE	NO <u>LOCATION 2</u>	<u>SEVERITY</u> LARGE FEW	<u>MEASUREMENT</u>	<u>COMMENT</u>
MAIN SPANS-9 <u>CONDITION</u> DELAMINATION TRANSVERSE CRACKS	NON-COMPOSITE 90 FT 0 IN LOCATION 1 EDGE BOTTOM	NO <u>LOCATION 2</u> THROUGHOUT	<u>SEVERITY</u> FEW FEW	<u>MEASUREMENT</u>	<u>COMMENT</u>
MAIN SPANS-10 <u>CONDITION</u> VERTICAL CRACKS	NON-COMPOSITE 72 FT 0 IN LOCATION 1 EDGE	NO <u>LOCATION 2</u>	<u>Severity</u> Few	<u>MEASUREMENT</u>	<u>COMMENT</u>
			UCTURE COM		
<u>SUBSTRUCTURE</u> <u>SKEN</u> ABUTMENT-1 <u>COND</u> <u>ASSOCIATED COMPON</u> BEAM CAP	26 FT 9 IN REINFORCED CONCR DITION LOCATION 1	ETE <u>CONSTRUCTION</u> ETE INTEGRAL <u>LOCATION 2</u> <u>CONSTRUCTI</u> CAST-IN-PLA	<u>ON</u>	<u>COMMENTS</u> <u>SEVERITY</u> <u>MEASU</u>	<u>REMENT</u> <u>COMMENT</u>
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MODOT			Missouri Department of Tran	sportation		
			State Bridge Inspection I	Report		
COUN	TY: CLAY	DISTRICT: KC	CLASS: STATBR	FED-I	D: 1459	BRIDGE: A17
	<u>CONDITION</u>	LOCATION 1	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PILING		STEEL	H-SHAPE		/	
	<u>CONDITION</u>	<u>LOCATION 1</u>	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TURNED BAG		REINFORCED CONCRETE	CAST-IN-PLACE	<u>CEVEDITV</u>	MEACUDEMENT	COMMENT
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-2		REINFORCED CONCRETE	SINGLE COLUMN			
	<u>CONDITION</u>	LOCATION 1	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED</u>	COMPONENT	<u>MATERIAL</u>	CONSTRUCTION			
COLUMN		REINFORCED CONCRETE	INTEGRAL CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING		REINFORCED CONCRETE	SPREAD			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-3		REINFORCED CONCRETE	SINGLE COLUMN			
	CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
<u>ASSOCIATED</u>	COMPONENT	<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
COLUMN		REINFORCED CONCRETE	INTEGRAL CAST-IN-PLACE			
	<u>CONDITION</u>	LOCATION 1	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	CONDITION	REINFORCED CONCRETE	SPREAD			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-4		REINFORCED CONCRETE	SINGLE COLUMN			
	<u>CONDITION</u>	LOCATION 1	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
COLUMN		REINFORCED CONCRETE	INTEGRAL CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	CONDITION	REINFORCED CONCRETE	SPREAD			COMUNIT
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-5		REINFORCED CONCRETE	SINGLE COLUMN			
	<u>CONDITION</u>	<u>LOCATION 1</u>	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED</u>	COMPONENT	<u>MATERIAL</u>	CONSTRUCTION			
COLUMN		REINFORCED CONCRETE	INTEGRAL CAST-IN-PLACE		/	
	<u>CONDITION</u>	<u>LOCATION 1</u>	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	CONDITION	REINFORCED CONCRETE LOCATION 1	SPREAD LOCATION 2	SEVERITY	MEASUDEMENT	COMMENT
	CONDITION	LOCAMON I	LOCATION 2	<u>SEVERITT</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-6		REINFORCED CONCRETE	MULTIPLE COLUMN			
	<u>CONDITION</u>	LOCATION 1	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED</u>	COMPONENT	<u>MATERIAL</u>	CONSTRUCTION			
COLUMN		REINFORCED CONCRETE	INTEGRAL CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION PATCHES	THROUGHOUT TOP		LARGE FEW		
FOOTING	PAICHES	REINFORCED CONCRETE	SPREAD	FEW		
1001110	CONDITION	LOCATION 1	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>Α σσησι ατε</u> τ	COMPONENT	MATERIAL	CONSTRUCTION			
BEAM CAP		<u>MATERIAL</u> REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>	LOCATION 1	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
D ' N 17/2						

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MODOT		Missouri Department of Tran	-		
		State Bridge Inspection	Report		
COUNTY: CLA	Y DISTRICT: KC	CLASS: STATBR	FED-I	D: 1459	BRIDGE: A17
COLUMN COLUMN	LED THROUGHOUT REINFORCED CONCRETE DITION LOCATION 1	CAST-IN-PLACE <i>LOCATION 2</i>	EPOXY <u>Severity</u>	MEASUREMENT	COMMENT
DRILLED SHAFT COND	REINFORCED CONCRETE	CAST-IN-PLACE LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING <u>COND</u>	ELASTOMERIC <u>LOCATION 1</u>	LAMINATED NEOPRENE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-7 <u>COND</u> ASSOCIATED COMPON		RETE SINGLE COLUMN <u>LOCATION 2</u> CONSTRUCTION	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN	REINFORCED CONCRETE	INTEGRAL CAST-IN-PLACE <u>LOCATION 2</u> THROUGHOUT SPREAD	<u>SEVERITY</u> FEW	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ITION</u> <u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ASSOCIATED COMPON		<u>LOCATION 2</u> <u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN <u>COND</u> FOOTING	REINFORCED CONCRETE <u>ITION</u> <u>LOCATION 1</u> REINFORCED CONCRETE	INTEGRAL CAST-IN-PLACE <u>LOCATION 2</u> SPREAD	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ITION</u> <u>LOCATION 1</u>	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<i>BENT-9</i> <u>COND</u> VERTICAL	L CRACKS THROUGHOUT	LOCATION 2	<u>SEVERITY</u> FEW	<u>MEASUREMENT</u>	<u>COMMENT</u>
ASSOCIATED COMPONE COLUMN FOOTING	REINFORCED CONCRETE	<u>CONSTRUCTION</u> INTEGRAL CAST-IN-PLACE <u>LOCATION 2</u> H-PILE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ITION</u> <u>LOCATION 1</u>	LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-10 VERTICAL	L CRACKS THROUGHOUT	LOCATION 2	<u>SEVERITY</u> FEW	<u>MEASUREMENT</u>	<u>COMMENT</u>
ASSOCIATED COMPONE COLUMN FOOTING	<u>ENT</u> <u>MATERIAL</u> REINFORCED CONCRETE <u>ITION</u> <u>LOCATION 1</u> REINFORCED CONCRETE	<u>CONSTRUCTION</u> INTEGRAL CAST-IN-PLACE <u>LOCATION 2</u> H-PILE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>COND</u>		LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ABUTMENT-11 <u>COND</u> ASSOCIATED COMPON		RETE INTEGRAL <u>LOCATION 2</u> <u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE LOCATION 2	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PILING <u>COND</u> TURNED BACK WINGS		H-SHAPE <u>LOCATION 2</u> CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
Design_No = a1763					

Page 7 This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.

May 02, 2024 4:08:28PM

MODOT			-	nent of Transportati Inspection Report	on		May 02, 20 4:08:28P
COUNTY: CLAY		DISTRICT: KC	CLASS: STATE		ED-ID: 1459	BRIDGE: A1763	
<u>CONDITI</u>	<u>ION</u>	LOCATION 1	LOCATION 2	<u>2</u> <u>SEVERI</u>	<u>Y</u> <u>MEASUREMEN</u>	<u>NT</u> <u>COMMENT</u>	
			OVER/UNDER RO	UTES CLEARANCE I	FORMATION		
L <u>EARANCES OVER DECK</u> VERTICAL CLEARANCE TYPE**	**NOTE: Vertical cl <u>VALUE</u>	earances for permitting purposes are take <u>DIRECTION</u> <u>DATE</u>	n as 2 inches less than the actual field m COMMENT	neasured clearance.			
LEARANCES UNDER BRIDGE RECORD # ROUTE 1 IS 35 S VERTICAL CLEARANCE TYPE** ACTUAL	**NOTE: Vertical el <u># LANES</u> 2 <u>VALUE</u> 20 FT 2 IN	earances for permitting purposes are take DIRECTION OF TRAFFIC 1-WAY TRAF DIRECTION DATE		EARANCE LEFT LA	TERAL CLEARANCE 11 FT 7 IN	<u>UR-ID</u> 3426	
RECORD # ROUTE 2 IS 35 N VERTICAL CLEARANCE TYPE** ACTUAL	<u># LANES</u> 2 <u>VALUE</u> 15 FT 8 IN	DIRECTION OF TRAFFIC 1-WAY TRAF DIRECTION DATE 10/28/20	RIGHT LATERAL CLI 19 FT 10 IN <u>COMMENT</u> 5		TERAL CLEARANCE 11 FT 7 IN	<u>UR-ID</u> 3427	
RECORD # ROUTE 3 IS 29 S VERTICAL CLEARANCE TYPE** ACTUAL	<u># LANES</u> 2 <u>VALUE</u> 25 FT 2 IN	DIRECTION OF TRAFFIC1-WAY TRAFDIRECTIONDATE02/06/202	<u>RIGHT LATERAL CLI</u> <u>COMMENT</u>	EARANCE LEFT LA	TERAL CLEARANCE	<u>UR-ID</u> 93295	
RECORD # ROUTE 4 IS 29 N VERTICAL CLEARANCE TYPE** ACTUAL	<u># LANES</u> 2 <u>VALUE</u> 15 FT 11 IN	DIRECTION OF TRAFFIC 1-WAY TRAFDIRECTIONDATE 03/09/20	<u>RIGHT LATERAL CLI</u> <u>COMMENT</u>	<u>EARANCE LEFT L</u>	TERAL CLEARANCE	<u>UR-ID</u> 93296	
			STRUCTU	URE PAINT INFORMA	[ION		
CONDITION:	RUST	AMOUNT :		STEEL TONS :			
ORIGINAL PAINT	<u>r</u>	<u>CON</u>	TRACT REPAINT			DEPARTMENT REPAINT	
PAINT TYPE : NAME : PAINT COLOR : PAINT YEAR : MILS :		PAINT TYP NAM PAINT COLO PAINT YEA MIL	E: R: R: S:	PAIN PA	INT TYPE : NAME : Γ COLOR : NT YEAR : MILS :	MANUFACTURE : SURFACE PREP :	
			REQU	UESTED WORK ITEM	S		
GENERAL WORK COMMENTS:		<i>ITEM</i> CUT BRSH&TREES SPAYVINE REPAIR EROSION		PRIORITY DATE 3 05/22/2017 2 06/05/2019	<i>WORK ITEM COMME</i> (MADSEJ, 06/05/2019)-	<i>"NT</i> REPAIR THE SLOPE EROSION UNDER SPAN 8.	
	OPE						
DISTRICT ROUTINE SLO	OPE		***UTI	LITY ATTACHMENTS	***		

MODOT		-	rtment of Transporta ge Inspection Report		
COUNTY:	CLAY DISTRIC	T: KC CLASS: STA	ATBR	FED-ID: 1459	BRIDGE: A17
UTILITY	OWNER METHO	OD MEASUREMENT TYPE	VALUE NU	UMBER UTILITY AT	TACHMENT COMMENT
		PROG	RAM NOTES INFORM	ATION	
YEAR PROJECT # M 2015 J4I3021	IONTH LETYEAR LETITEMS32015SUBSTRUCTU			COMMENT	/2014)REPLACE JOIINT, NE
C	OMPUTER GENERATED RATING	S AND DEFICIENCY ITEMS			***ADVANCE
NOTE: The items listed in this section	on are updated whenever computer edits are ran	n on a structure after the inspection updates h	have been entered in to TMS.	SIGN #	SIGN TYPE
Rated Item	Rating	Rating Date		1	
[Item 67] Structure Evaluation Rati		10/3/2016			
[Item 68] Deck Geometry Rating:	7-BETTER THAN PRESENT MI				
[Item 69] Underclearance: Sufficiency Rating:	4-MEETS MINIMUM TOLERABI 76.0%	LE 1/19/2022 3/7/2024			
Deficiency:	NOT DEFICIENT	10/3/2016			
Funding Eligibility:					***OUTFALL INS
Estimated New Structure Length:					
Estimated Structure Cost:				# OUTFALLS:	I
Estimated Total Project Cost:				STATUS:	
Year of Cost Estimate:				NOTES:	
generalized to use NBI items to come	d cost estimates are computer generated using a up with a new structure length and width to cal- and cost may vary significantly from these num	culate a new area which is taken times a repu			

This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.

1763

NEW BENT, SUPERSTRUCTURE REPAIR

ED SIGN INFORMATION*** PROBLEM

PROBLEM DIRECTION

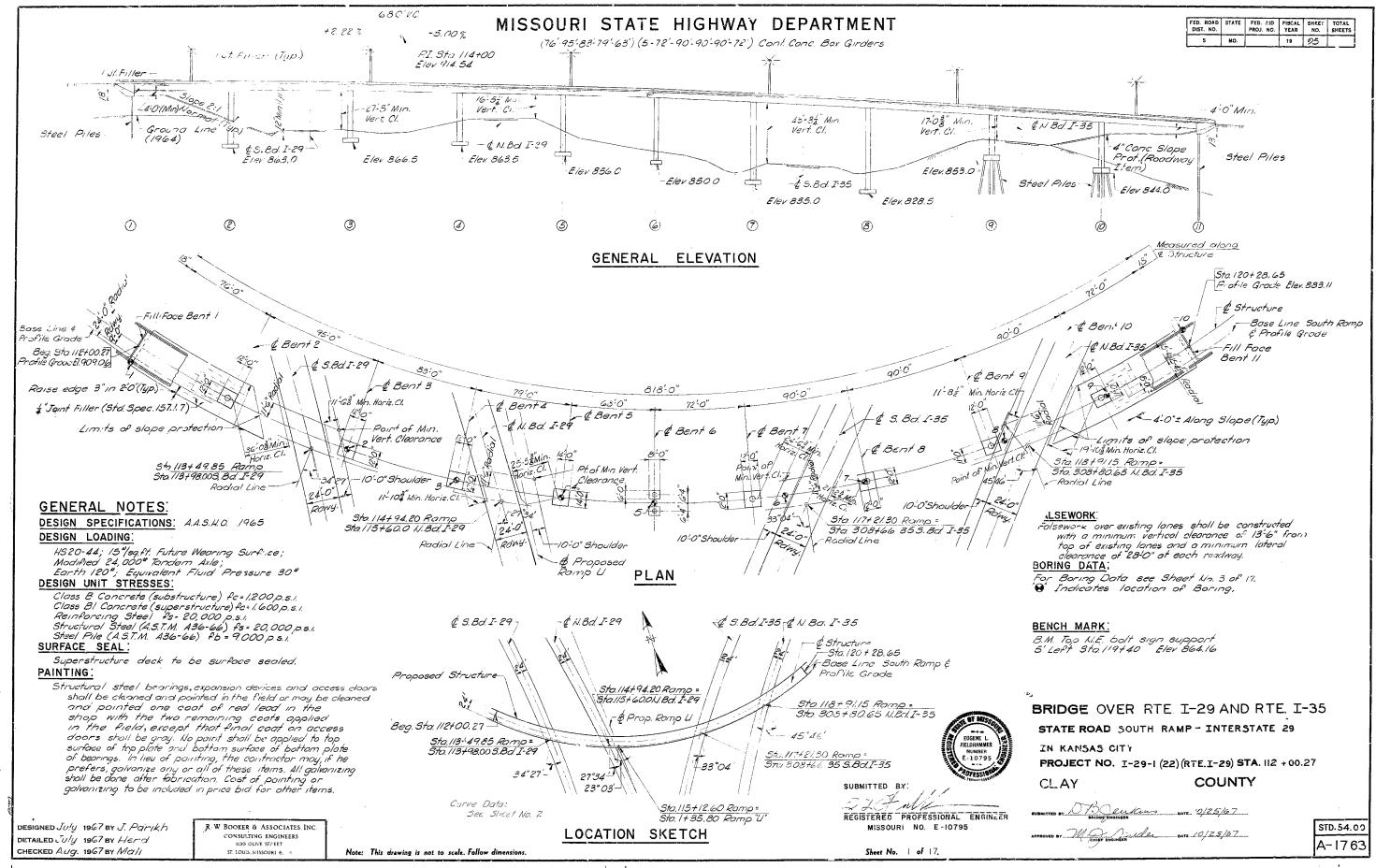
NSPECTION INFORMATION***

INSPECTOR: DATE:

MODOT		Missouri Department o	f Transportation	
		State Bridge Inspe	ction Report	
COUNTY: CLAY	DISTRICT: KC	CLASS: STATBR	FED-ID: 1459	BRIDGE: A17

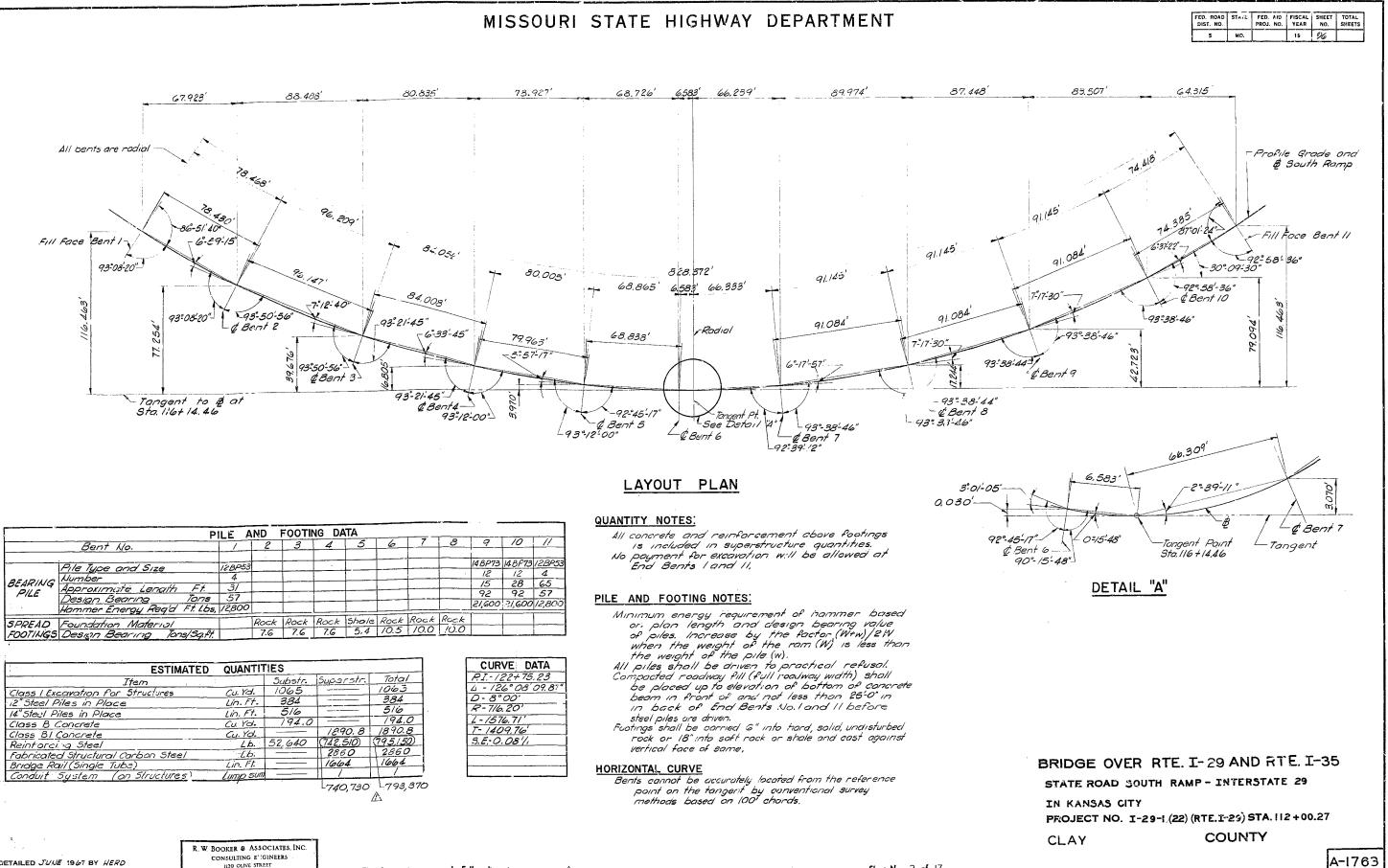
Page 10 This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.

May 02, 2024 4:08:28PM



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	P	LE A	ND	FOOTI	NG DA	ATA			. <u> </u>			
	Bent No.	1	2	3	4	5	6	7	8	9	10	
	Pile Type and Size	12BP53	<u>.</u>							14 BP73	14.8F73	12BP53
READING	Number	4								12	12 28	4
PILE	Number Approximate Length Ft. Design Bearing Tons	3/			<u> </u>				<u> </u>	92	92	57
	<u>Design Bearing</u> Tons Hammer Energy Reg'd Ft.Lbs,	12,800								21,600	21,600	12,800
	Foundation Material		Rock	Rock		Shale	Rock	Rock	Rock	ļ		
	Design Bearing Tons/Saft		7.6	7.6	7.G	5.4	10.5	10.0	10.0			

1.0 000

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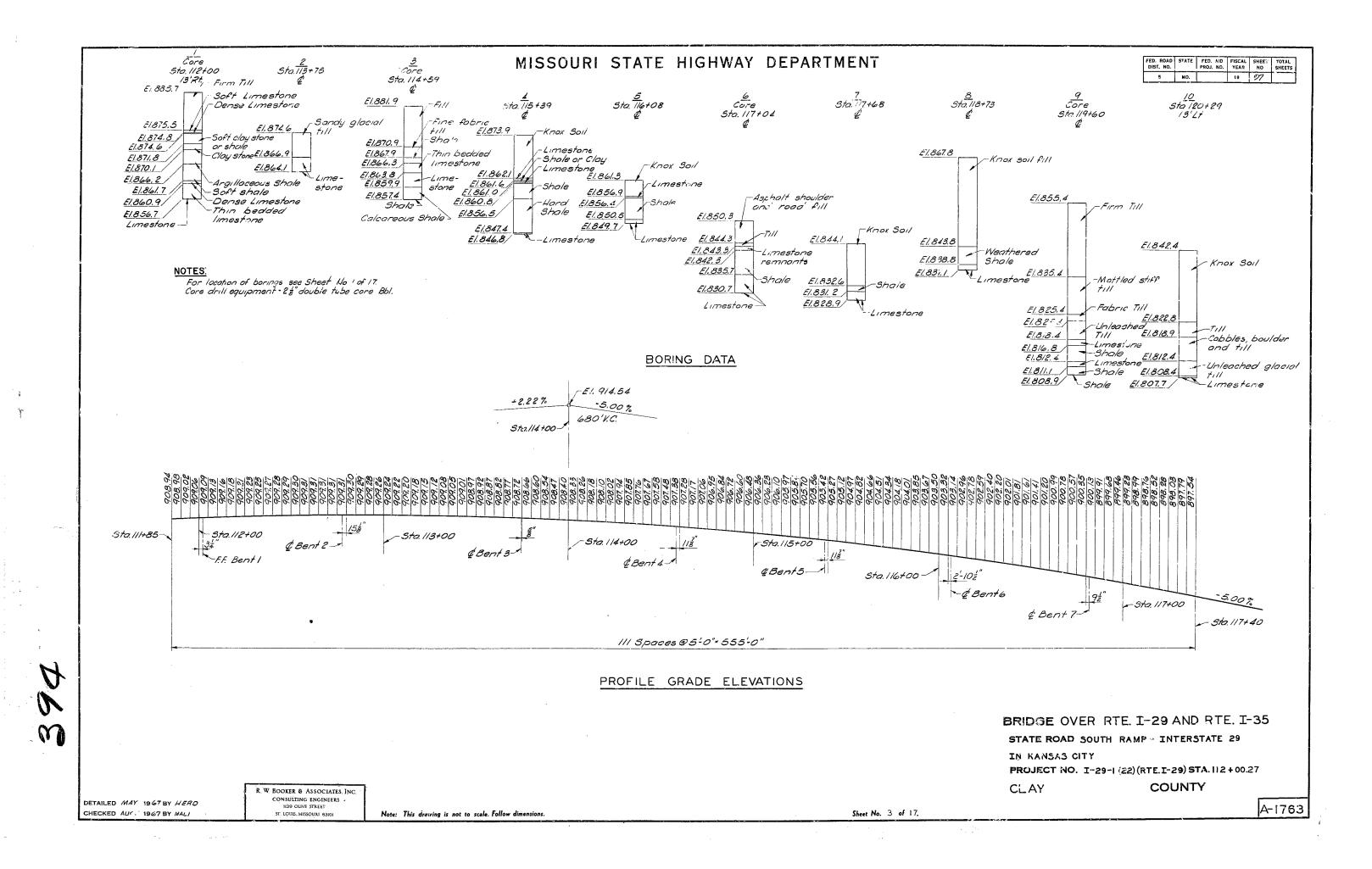
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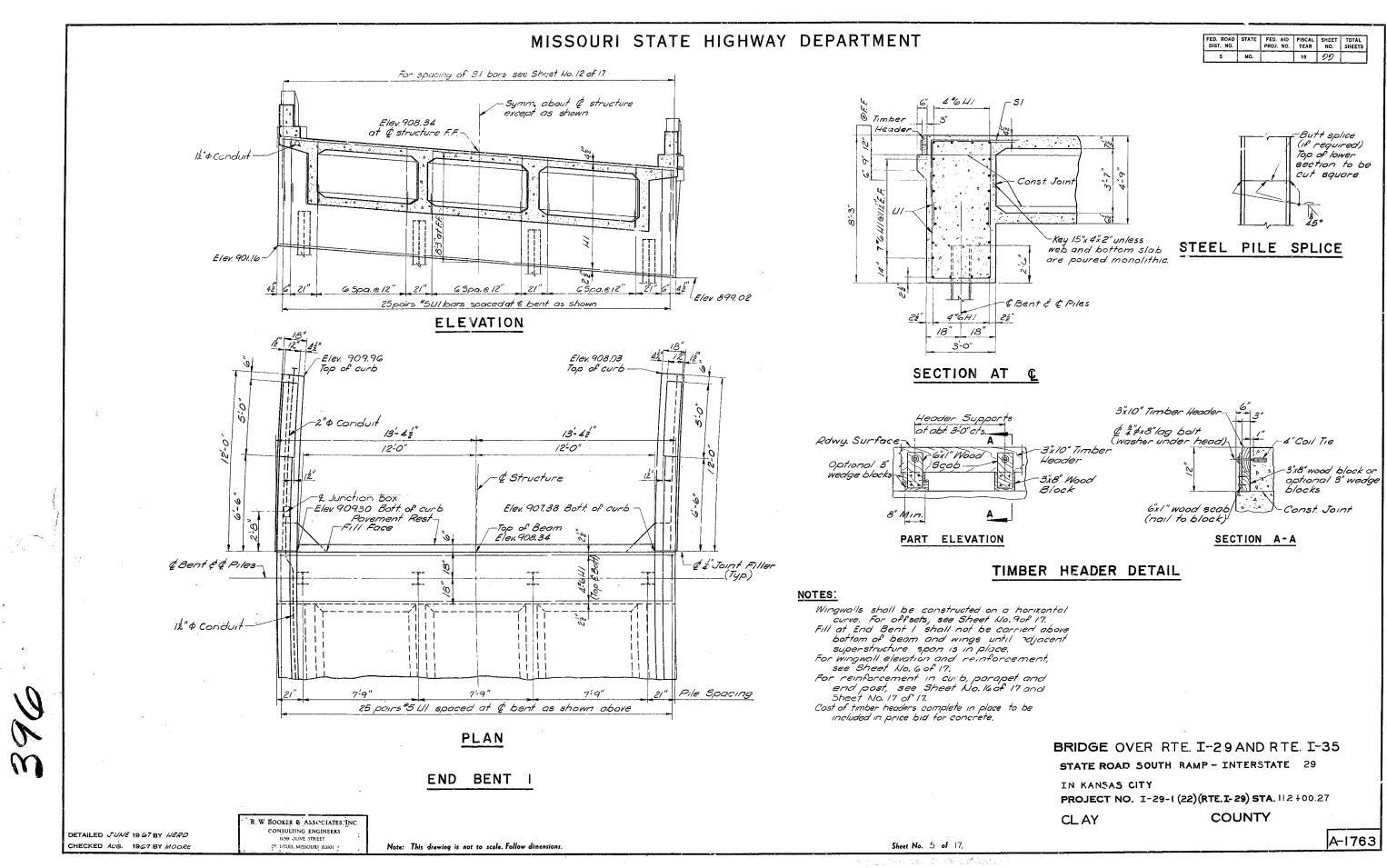
ESTIMATED	QUANTIT	IES		
Item		Substr.	Superstr.	Total
Class Excavation for Structures	Cu.Yd.	1065		1063
12" Steel Piles in Place	Lin. Ft.	384		384
14" Steel Piles in Place	Lin. Ft.	516		516
Class B Concrete	Cu. Yd.	194.0		194.0
Class BI Concrete	Cu. Yd.		1890,8	1890.8
Reinforci a Steel	Lb.	52,640	(742,510)	(795,150)
Fabricated Structural Carbon Steel	Lb.		2860	2860
Bridge Rail (Single Tube)	Lin. Ft.		1664	1664
Conduit System (on Structures)	Lump sum			
			740,730	L793,37

	R. W. BOOKER & ASSOCIATES, INC.			
DETAILED JUVE 1967 BY HERD CHECKED AUG. 1967 BY MALI	CONSULTING E':GINEERS II39 OLIVE STREET ST. LOUIS, MISSOURI 63101	Note: This drawing is not to scale. Follow dimensions.	A Rev. 1-18-68	Sheet No. 2 of 17.

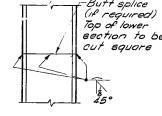
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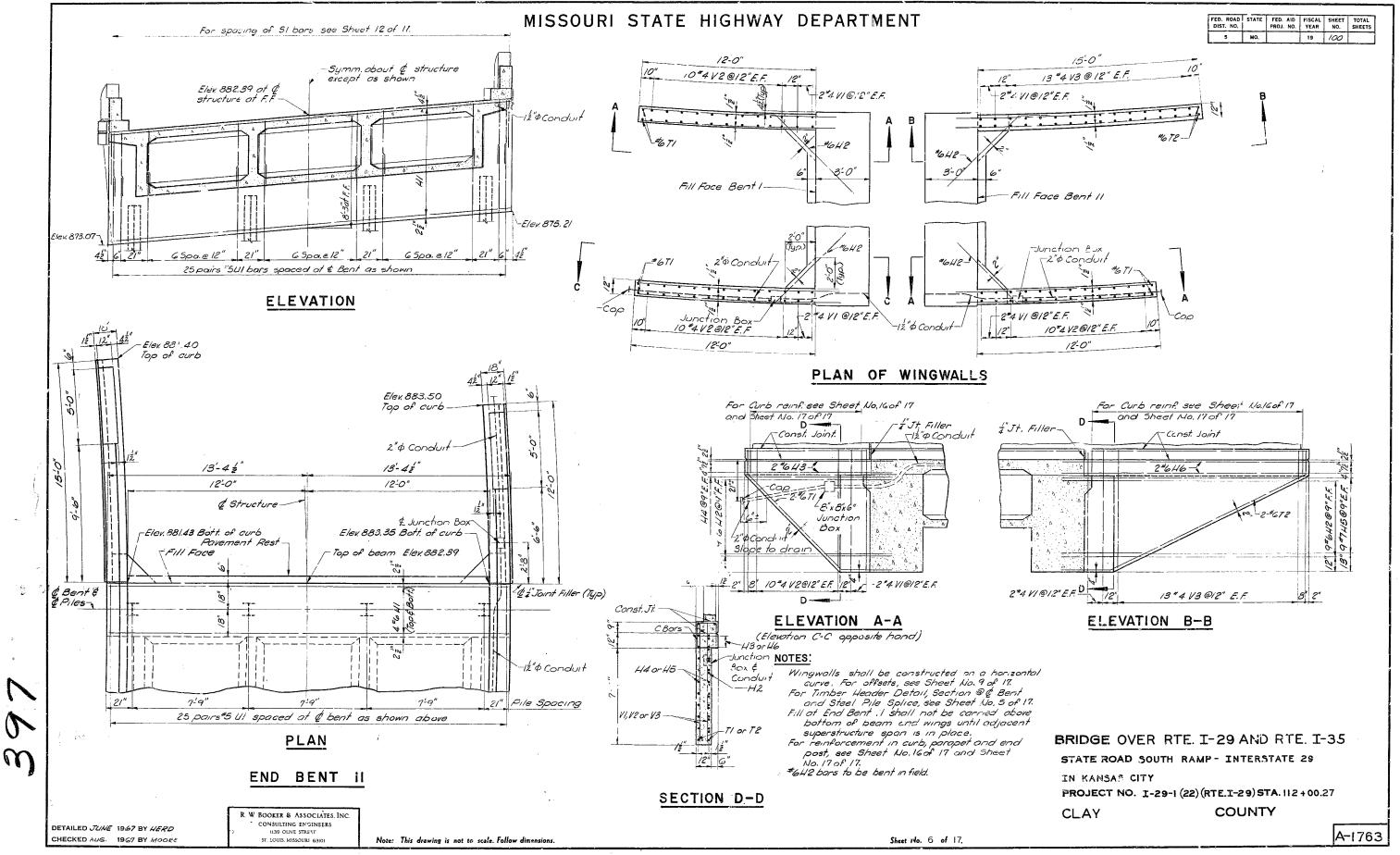


				URI STATE HIGHWAY				FED. ROAD STATE FED. AID FISCAL SHEET DIST. NO. PROJ. NO. YEAR NO. 5 MO. 19 28
1				COMPLETE BILL OF REINFORC				
NO.	SIZE LENGTH MARK LOCATION	NO. SIZE LENGTH MARK LOCATH		BENDING SKE	TCHES & CUTTING DIAGRAMS	(10) IS	NO. SIZE LENGTH MARK LOCAT	التشتيك ومساوي والمساوي والمساو
72	SUPERSTRUCTURE #6 7'-0" SI Top Slab	16 #8 53 0" STO Bott S	lab 4 *5 40'-0" C5 Curbs			<u>119 15</u> <u>113 15</u> <u>113</u>	13 *5 22'-6" HB Hing 6 *5 26'-3" HII "	1e 40 #185 12-6" D/
52	#7 57-0" <u>52 "</u> #// 46-0" <u>53 "</u>	16 *6 53:0" S70 Bo++.5 8 *1/.5 53:0" S71 " 22 *7 34:6" S72 "	6 *5 31-9" C6 " 10 *5 33 ¹ 0" C7 "	a b	[]		4 #5 9'-9" 412 "	138 #10 14-0" D2 54 #9 16-0" D3
1 28	#/4S 32-6 54 "		6 6 20-0 20		A	<i>u / -</i>	2 #5 5-0" H/3 " 3 #5 2/1-9" H/4 "	40 *185 18'6" D4
26	*7 <u>55'3" S5 "</u> *11 44'0" S6 "	288 #4 6'-6" G1 Diaphr 32 #6 22'-6" G2 "	4 [#] 5 39'-3" CIO "	· · · · · · · · · · · · · · · · · · ·	MARK a b	14 10	<u>56</u> #9 6-3' H15 " 4 #9 5-9" H16 "	SUBSTR. INT. BEN
28	*145 30'0" S7 " *7 46'6" S8 "	160 #5 9-0" G3 Web	6 *5 27'-6" C// " s 4 *6 32'-0" C/2 "		$C2 14'4'' 12^{-3}3''$	$\frac{4'\cdot 32'''}{18'2''} \frac{U3}{U9}$	4 #4 4'-3" HI7 "	
26	#// <i>38-0</i> " S9 "	3636 #5 7 <u>-6" 64 "</u>	-2 #5 3'-3' C/3 "	b c	D8 10-6" 6-0" D2 7½" 2'6¾"		62 # 9 4 ¹ 9" H18 " 6 #5 4 ¹ -3" H19 "	<u>30</u> * 5 <u>5'-6"</u> <u>D</u> 11
28	<i>#10 23'-0" 510 "</i> <i>#7 47'-3" 511 "</i>	44 #5 36-6" 66 "	4 *6 36'0" CI5 "	الم <u>ــــــ</u>	R3 75" 2-114"	U3,U9	<u>6 *5 4'-3" H/9 "</u> <u>6 *5 3'-3" H20 "</u>	000072.111.0211
26	#// 35'9" S/2 "	14 * 8 57'-3" 67 " 44 * 5 37'-6" 68 "	<u>4</u> <u>*5</u> <u>37'-3"</u> <u>C/6</u> <u>"</u> <u>/2</u> <u>*5</u> <u>30'-3"</u> <u>C/7</u> <u>"</u>	*BEND AS SHOWN	$-\frac{24}{25} \frac{7'_{2}''}{2'_{2}''} \frac{3'_{2}24''}{3'_{3}2'_{4}''}$ $-\frac{25}{26} \frac{7'_{2}''}{3'_{3}3'_{4}''}$ $-\frac{26}{26} \frac{7'_{2}n}{3'_{5}5'_{4}''}$		89 #3 11'-0" V22 Colum	30 *185 12-6" DI 275 92 *10 14-0" D2
26	#7 48'-6" S/4 "	14 * 8 59-0" G9 "	18 #5 31-3" CI8 "	CUTTING SCHEDULE	$\frac{RG}{R25} \frac{7'2''}{2'} \frac{3'5'4''}{2'-G_4''}$	6" 11" 6" LI8	<u>32</u> *// 47'3" V23 " 32 *// 48'3" V24 "	30 #185 16'6" D4
2740	5 *6 26-3" S15 " *7 26-3" S16	<u>44</u> * 5 37'-3" GIO " 14 * 8 58'-0" GII "	6 #6 30'-3" C19 " 4 #5 36'-6" C20 "	944 Cut 27 12" 4-9" 13-0" 17-	·9" UI 2'-9" 4'-7"	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		SUBSTR. INT. BENT
		14 #8 58-6" G12 "	4 *5 38'-0" C21 "	945 Cut 9 16's" 5'6" 16'3" 21' 1012 Cut 30 834" 2'0" 8'6" 10'	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		SUPERSTR INT. BENTS 7,8,9 & 5.5 #11 25-3" H7 Bear	10 66 #11 5'-9" D5 71 42 #9 10'-6" D6
	#G 22'-G" SI7 Bott.Slab #II 56'0" SI8 "	8	2 #6 /4'-9" C22 " ·	13V3 Cut 13 6 3 2.3" 8-7" 10-	6" G4 4'-54" 18%"		44 <i>#</i> 6 22-6" H21 "	32 <i>*10 11'-6" D7</i>
8	*145 56-0" S19 "	12 #5 30-0" G/5 "	SUPERSTR. END BENTS I É II 44 #6 26'-3" HI Beams		R31 9" 4'9"	4,4	248 #5 18-0" U3 " 56 #11 22'-0" H22 "	4 #9 22 <u>-</u> 6" D8
16	*9 56 ² 0" \$20 " *11 49 ² 6" \$21 "	8 *5 32'-3" G17 "	100 #5 12-0" UI "				56 #5 16-0" V5 Col. BF	
22	*11 60'-0" S22 " *9 57'-6" S23 "	4 *5 34'-6" G18 " 16 *8 52'-9" G19 "	36 #6 8'6" H2 Wings	T	G G	<u>10</u> 100	<u>30 "185 35'-6" V15 "</u> 15 "185 29'-5" V16 "	
8	#14S 57-6" S24 "	16 #8 54-6" G20 "	12 #G 13'-3" H3 "	C C		<u>GI,U2,U8</u>	15 #18S 23:6" V17 "	
22	*7 32'9" \$25 " *10 56'6" \$26 "	44 #5 38-3" G21 " 44 #5 39-6" G22 "	9 #7 21'-9' H5 "				58 #5 16'-0" V5 Col. B	7.8 SUPERSTRUCTUR
16	*7 47'-6" 527 " <u>22</u>	(44) *5 38'6" 623 " (44) *5 39'0" 624 "	4 *6 16'-3" H6 "	18 53 4-2" 18 58"	$\frac{10^{-7}\overline{2}''}{12^{-7}\overline{2}''}$ D2	6	<u>30 "185 35'6" V15 "</u> 15 "185 32'-0" V18 "	6 #5 5±9" R32 6 #5 5±6" R33
44	*7 29 ² 9" S29 "	/6	16 #4 8'-6" VI Wings	63	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		15 #185 26-0" V19 "	6 #5 5-6" R34 6 #5 5-3" R35
20	*6 5'-3" S30 * *6 4'-6" S31 "		<u>30 *4 /0'-6" V2 "</u> /3 *4 /0'-6" V3 "	<u>63</u>		3-0 <u>2</u> H18	29 #3 15-9" VG Col. B	1. 9 18 #5 4-6" R36
22	#10 54-0" 532 "	/6 #5 37'-3" G28 "			D2, D3, D10, H7, H9	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	<u>30</u> #// <u>32'-0" V20 "</u>	
16	*7 46'0" \$33 ' *11 46'0" \$34 '	24 * 5 30'-3" G29 " 16 * 9 7-'0" G30 "	<u> </u>	ce			34 #3 15-9" VG Col. B.	<u>7. 10</u>
22	* 10 49'6" 535 "	8 #5 4-9" RI End Po				<u>HI5, HI6, HI8</u>	<u>36 #1! 36-6" V21 "</u>	
16		8 #5 6'-6" R3 "	56 #11 25'3" H7 Beam_		72"	124		
325	#7 32-0" S39 Top STab	<u>4</u> #5 7'-0" R4 " 4 #5 7'-3" R5 "	<u>44</u> *6 22'6" H21 " 248 *5 18'0" U3 "		mlog			
16	<i>#10 19-0" S40 "</i>	8 *5 7'-6" R6 "	<u>56 ⁴// 22'O" H22 "</u> 37 * 5 14'-6" V4 Col. Bt 2		232, "		R3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
350	*8 19-0" 541 ") *7 31'-3" 542 "	1634 #5 5-3" R7 Parapa	ets 10 #185 41'-0" V7 "	MARK a b c d e		<u>C1</u>		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
26	<i>*11 40-6" 543 "</i> <i>*11 24-6" 544 "</i>	43 #5 4-3" R8 " 12 #5 7'-9" R9 "	10 185 35'-0" V8 "	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		72"	5 S	<u></u>
26	#7 .53'9" S <u>45</u> "	6 155 1 3 3 6" K(C) "	33 #5 14'6" V4 Col. Bt. 3	T2 18" 7'-1" 12'6" 14'-42" 3'102"	<u>ux</u>			* IN
28	#14S 35-0" S47 "	8	10 #185 36'9" V9 " 10 #185 30'9" V10 "		<u>R7</u>	۲. ۲	2 4 2 C	Ś
26	*7 50 ⁻ 3" 548 " *10 44 ⁻ 0" 549 "	8 *5 37'-0" R/3 " 8 *5 39'-0" R/4 "			04	5	. 0/	
28	*/4\$ 34'-0" \$50 " *7 5/'-9" \$5/ "	8 *5 31'-3" RI5 "	10 #185 38'6" VII "		σ¢		<u>2'-3" 2'102" U5</u>	
26	#7 51'-9" S51 " #10 41'-6" S52 "	8 #5 32'-9" RIG " 8 #5 29'-3" RI7 "	<u> </u>		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<u>R8</u>	2-92 16	R32, R33,R34,R35
28	#/4S 32'0" S53 "	8 #5 30'-3" RI8 "	40 *5 14'-6" V4 Col. Bt 5 10 #185 44'-0" V13 "	m 4 14	V 16 V5		U5 ,U6	
26	<i>*7 55-3" 554 "</i>	<u>8</u> *5 27'-0" R/9 " 8 *5 28'-0" R20 "	<u>10 "185 44'-0" Vi3 "</u> 10 "185 38'-0" VI4 "	$\frac{15''}{2^{\frac{1}{2}}G''}$ $\frac{H17}{51}$ $2^{\frac{1}{2}}4^{\frac{3}{4}}$	9 ¹ / ₂ V22 00 VG 10 VG 10 VG 17 V4	S31		h.a.
22	#7 59'9" 355 Bott. Slab #9 48'6"	8 *5 3'-3" R21 " 8 *5 3'-6" R22 "	SUPERSTR. INT. BENT G	/2" _ 237			222	
8	*// 48-6" S57 "	8 #5 25'9" R23 "	2 #5 2 5" H8 Beam	HI7, SI, R37	<u>DI, D4</u>			in the second se
16	*/! 59-6" 558 " *8 54-6" 559 "	8 #5 27'-3" R24 " 31 #5 5'-9" R25 "	4 #10 22'6" +110 "		4'-2" V4			2-3" 3-44
8	#14S 54-6" SGO "	24 *5 34 ¹ 9" R26 " 24 *5 36'-3" R27 "	46 #5 12'0" U2 "		<u>4'-8" V5</u> <u>4'-9" V6</u>	8" <u>\$30,53</u>	<u>R36</u>	<u>630</u>
22	#11 57-6" S62 "	8 #5 3/'-6" R28 "	30 #6 7-3" U4 Hinge	- 14 14	<u>3'-3" V22</u>	\$30,\$31	BRIDGE OVER RTE.	
<u>16</u>	*8 5/'-0" 563 " *1/ 5/'-0" 564 "	8 #5 33'-0" R29 " 4 #5 10!9" R30 "	28 #10 9'-0" U5 " 2 #10 8'-9" U6 "	- 4	, .			
1 22	* 7 3/-9" S65 "		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	183 183 - 1	<u>V4,V5,V6,V22</u>		STATE ROAD SOUTH RAD	MP - INTERSTATE 29
22		1634 *5 3'-6" CI Curb 55 *5 3'-3" C2 "	<u>31 #6 10'6" UB "</u> <u>31 #10 10'-6" U9 "</u>	• · ·			IN KANSAS CITY	
· 8	#11 52-0" SG8 " #11 53-0" SG9 "	6 *6 //-9" C3 " 4 *5 38-6" C4 "		<u>G5</u>			PROJECT NO. 1-29-1 (22)) (RTE. 1-29) STA. 112 + 90.27
·	,	R. W. BOOKER & ASSOCIATES. INC.					CLAY	COUNTY
17	ED SEPT 1967 BY MOORE	CONSULTING ENGINEERS	late: This drawing is not to scale. Follow dimensions.		Sheet No.	4 of 17.		
CHECKI	EDSEPT 1967 BY SHANK	ST. LOUIS, MISSOURI 63101	ote: Inis drawing is not to scale. Follow dimensions.	A Rev. 1-18-68	Sheet 140.			

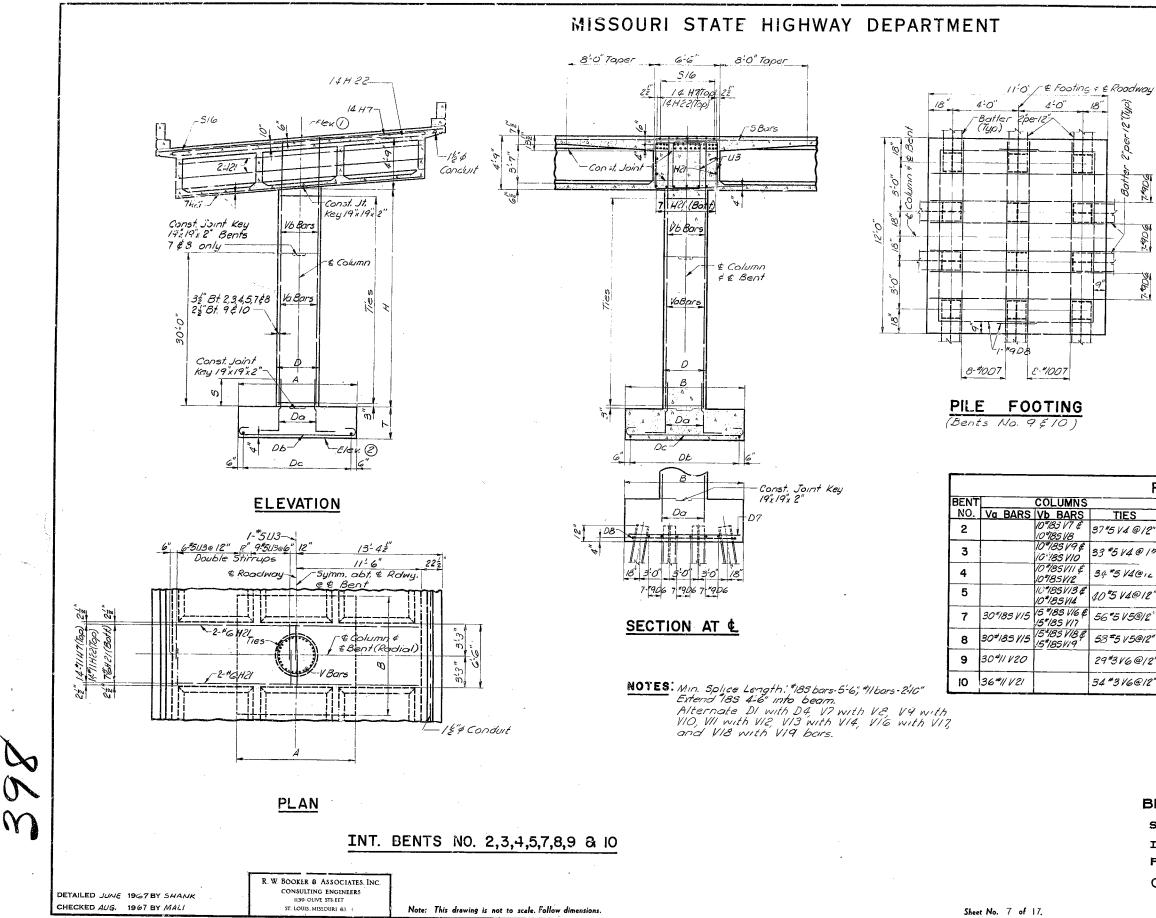


FED. ROAD	STATE	FED. AID	FISCAL	SHEET	TOTAL
DIST. NO.		PROJ. NO.	YEAR	NO.	SHEETS
5	MO.		19	99	





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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.		SHEET NO.	TOTAL SHEETS
5	MO.		19	101	

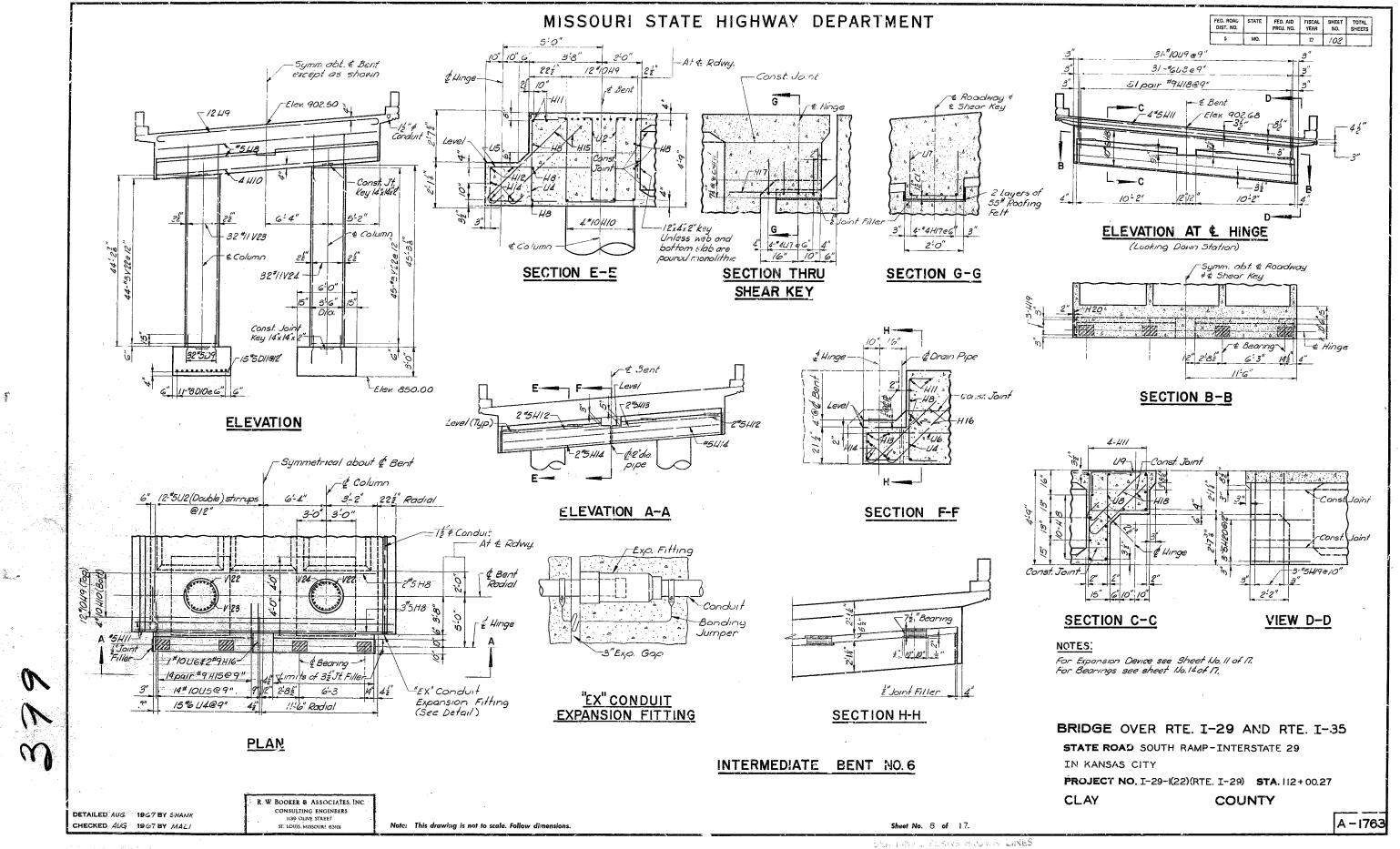
	DIN	ELEVA	TIONS				
BENT	FC	FOOTING COLUMN		\square	0		
NO.	Α	В	Т	HD			2
2	12-0"		4:3"	36:7"	4'6"	908,59	863.00
3	12:0"		4:3"	32:6"		908.00	866.50
4	12'0"	12:0"	4-3"	34:218	4-6"	906.68	863.50
5	14'0"	14'0"	4-3"	39 : 8¾	4'6'	901.72	856.00
7	12:0"	12 <u>+</u> 0"	4-3"	55-7/8	5'-0"	899.59	835.00
8	12'0"	12:0"	4:3"	57:05/8	50	895.22	828.50
9	11±0"	12:0"	4'0	28 [:] 11"	5'0"	890.67	853.00
10	<u>11'0"</u>	12:0"	4 [!] 0"	33'4'/4	<u>5'0"</u>	886.II	844.00

REINF	ORCING
-------	--------

		01140			
		FOOTI	NGS		DEMARKO
	Da BARS	S	Db BARS	Dc BARS	REMARKS
0/2"	10#185 D1 & 10#185 D4	5-6"for D1 11-6"for D4		23#10.02	Stugger alt, bar splices in col.
@ / \$ "	do	do	23 #10 D2	23#1002	do
æ12	do	60	23 #1002	23 #1002	do
212"	do	do	27*9 D3	27 # 90.3	do
3/2"	5 * 85 D & 5* 85D4	do	23#1002	23 #DD2	do
@/2"	do	do.	23 #10D2		do
₽/2″	30 #11 D5	2-102"	21 #9 D6	16 *10 07	Da, Db & Dc bars are stroight
212"	36 <i>‡</i> 11D5	2-10-1"	21 #906	16 #1007	do

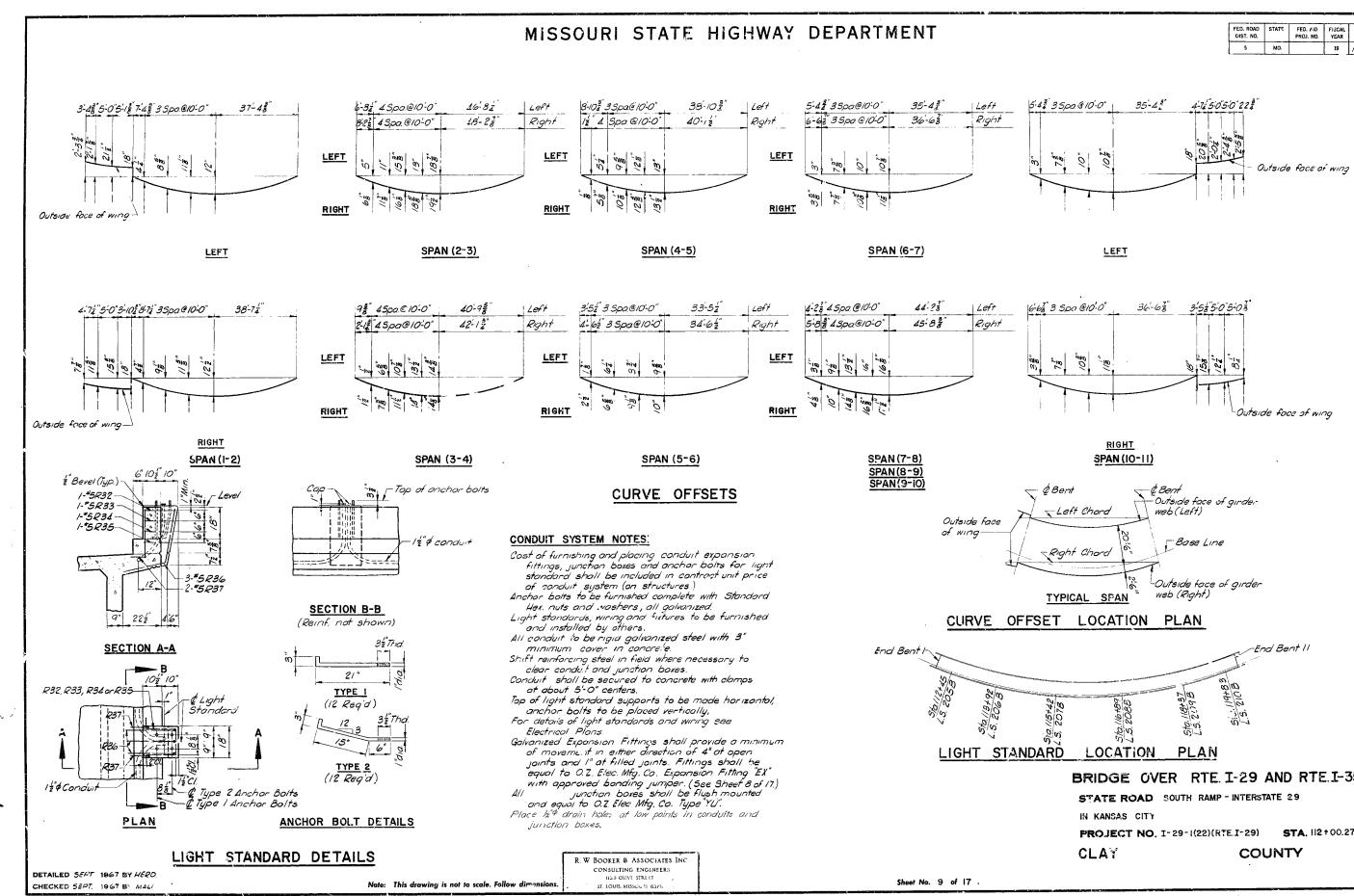
BRIDGE OVER RTE. I-29 AND RTE. I-35 STATE ROAD SOUTH RAMP - INTERSTATE 29 IN KANSAS CITY PROJECT NO. 1-29-1 (22) (RTE.1-29) STA. 112: 00.27 CLAY COUNTY

A-1763



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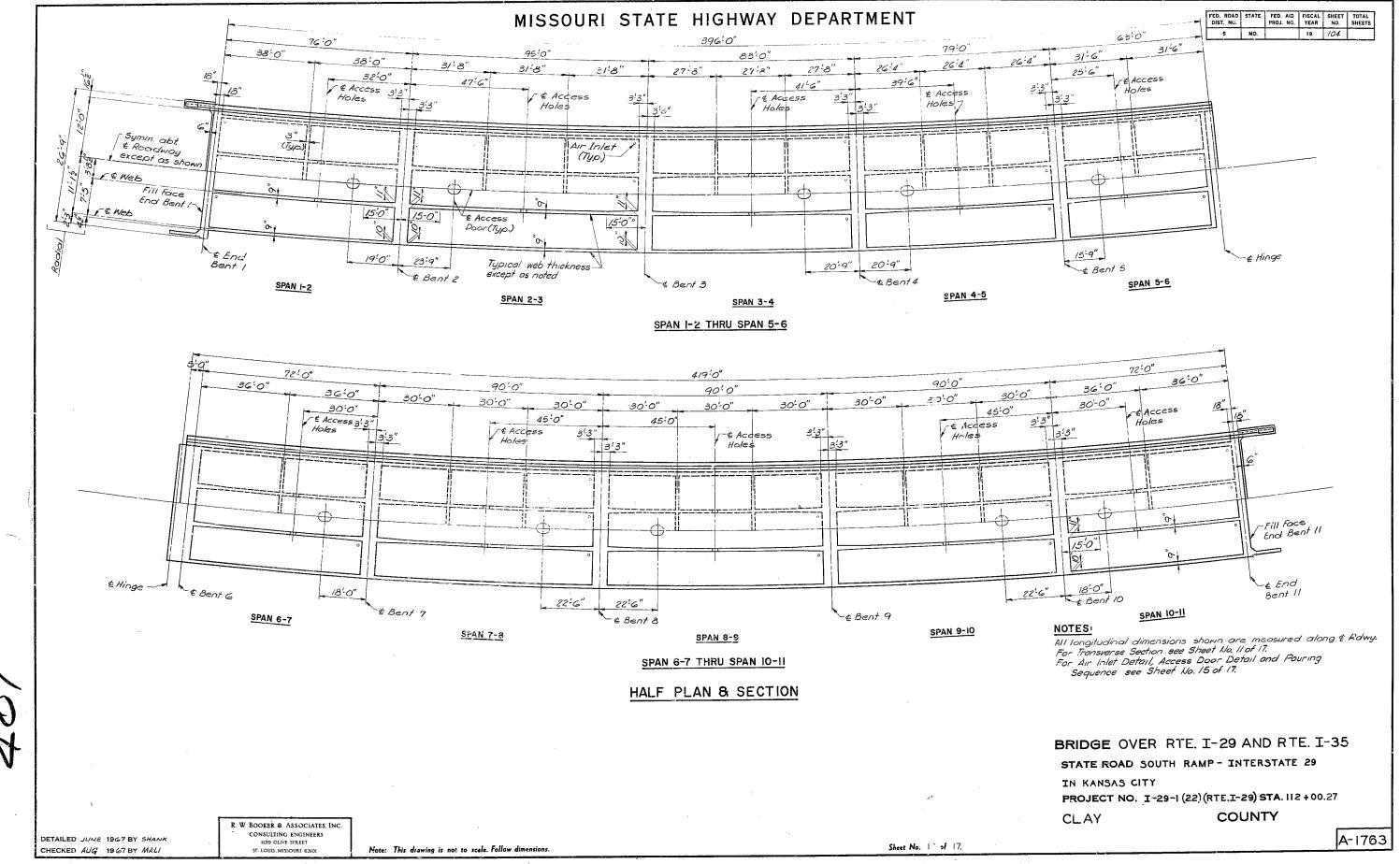


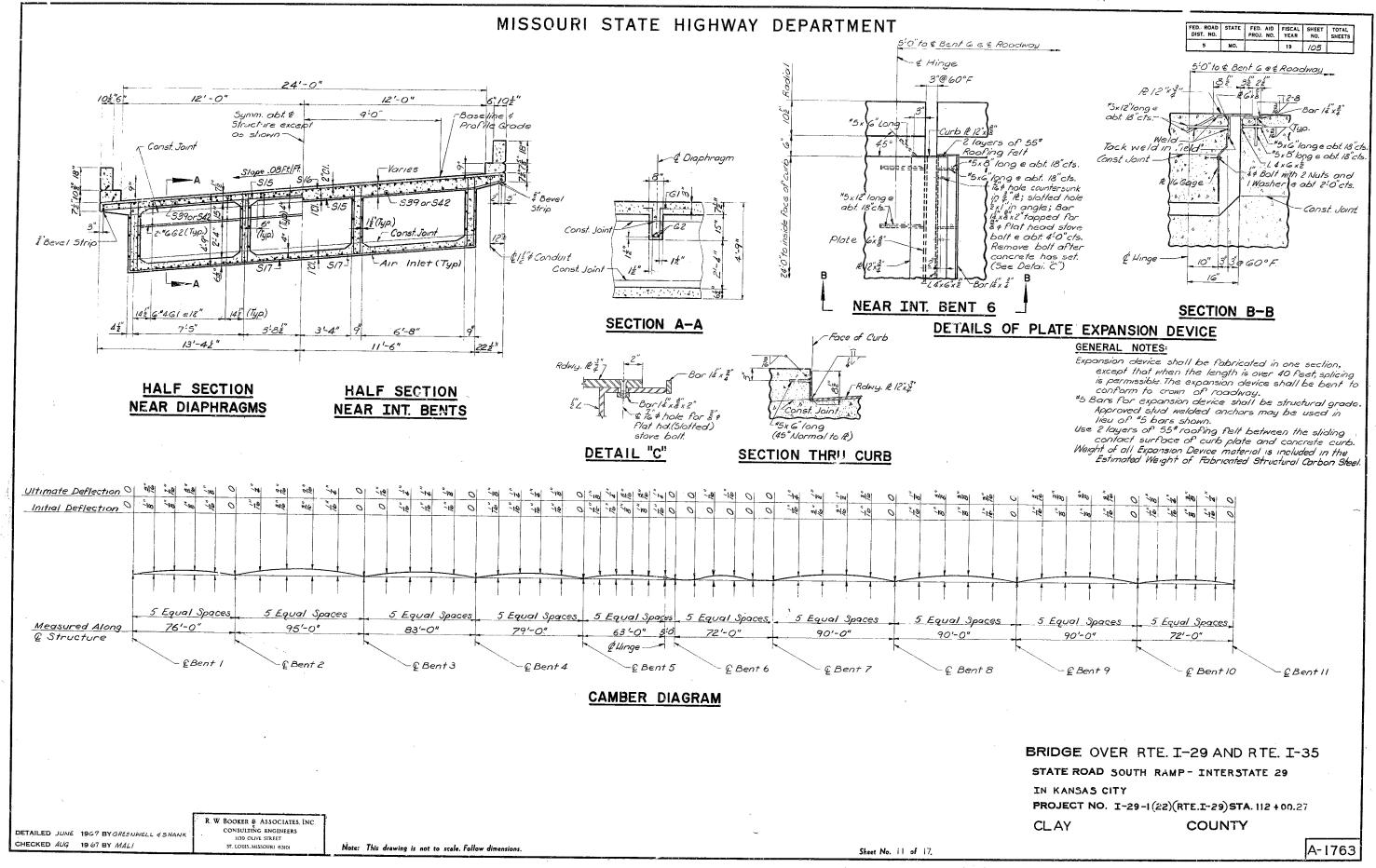
FED. ROAD	STATE	FED. AID	FISCAL	SHEET	TOTAL
DIST. NO.		PROJ. NO.	YEAR	NO.	SHEETS
5	MO.		19	103	

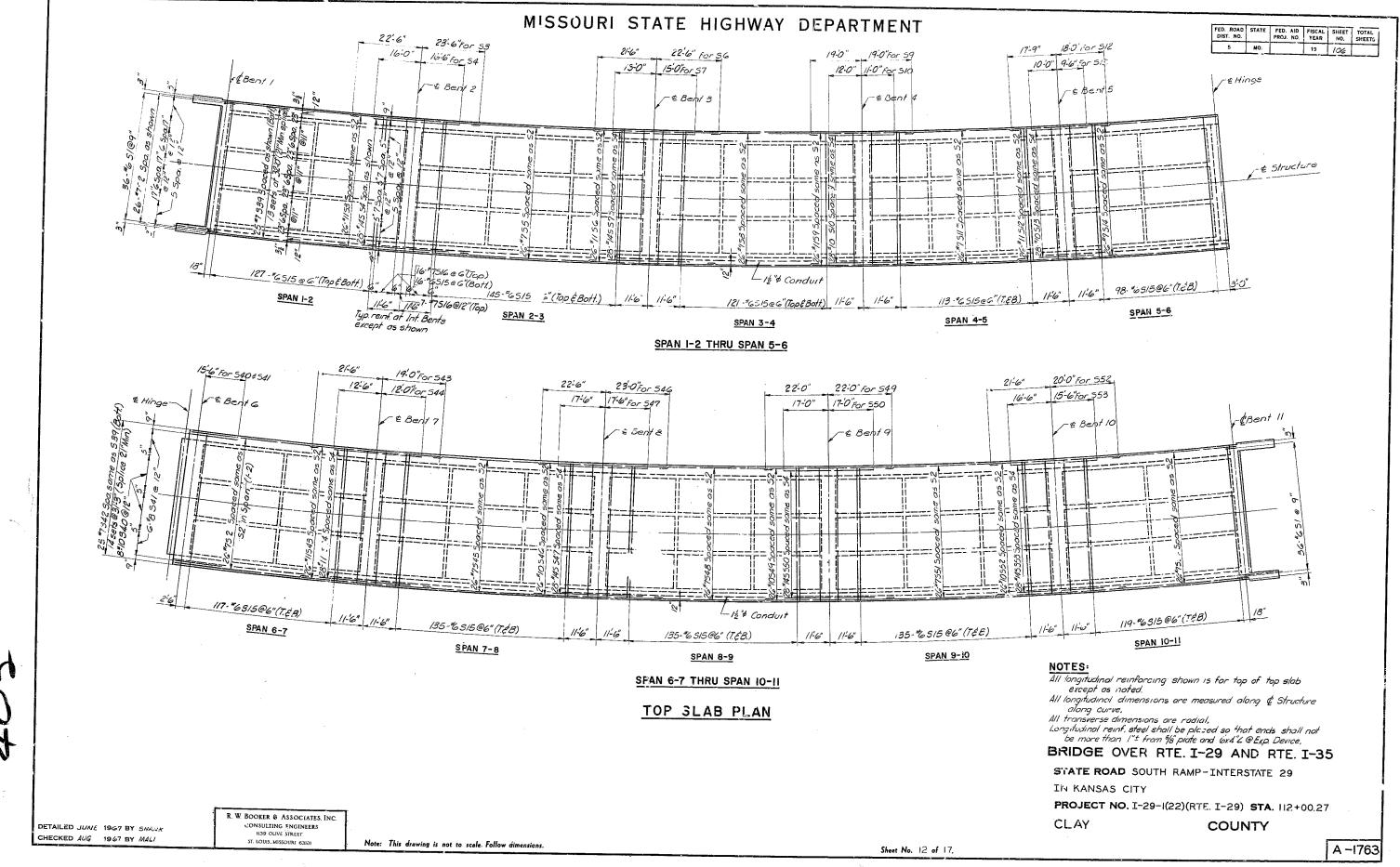
BRIDGE OVER RTE I-29 AND RTE I-35

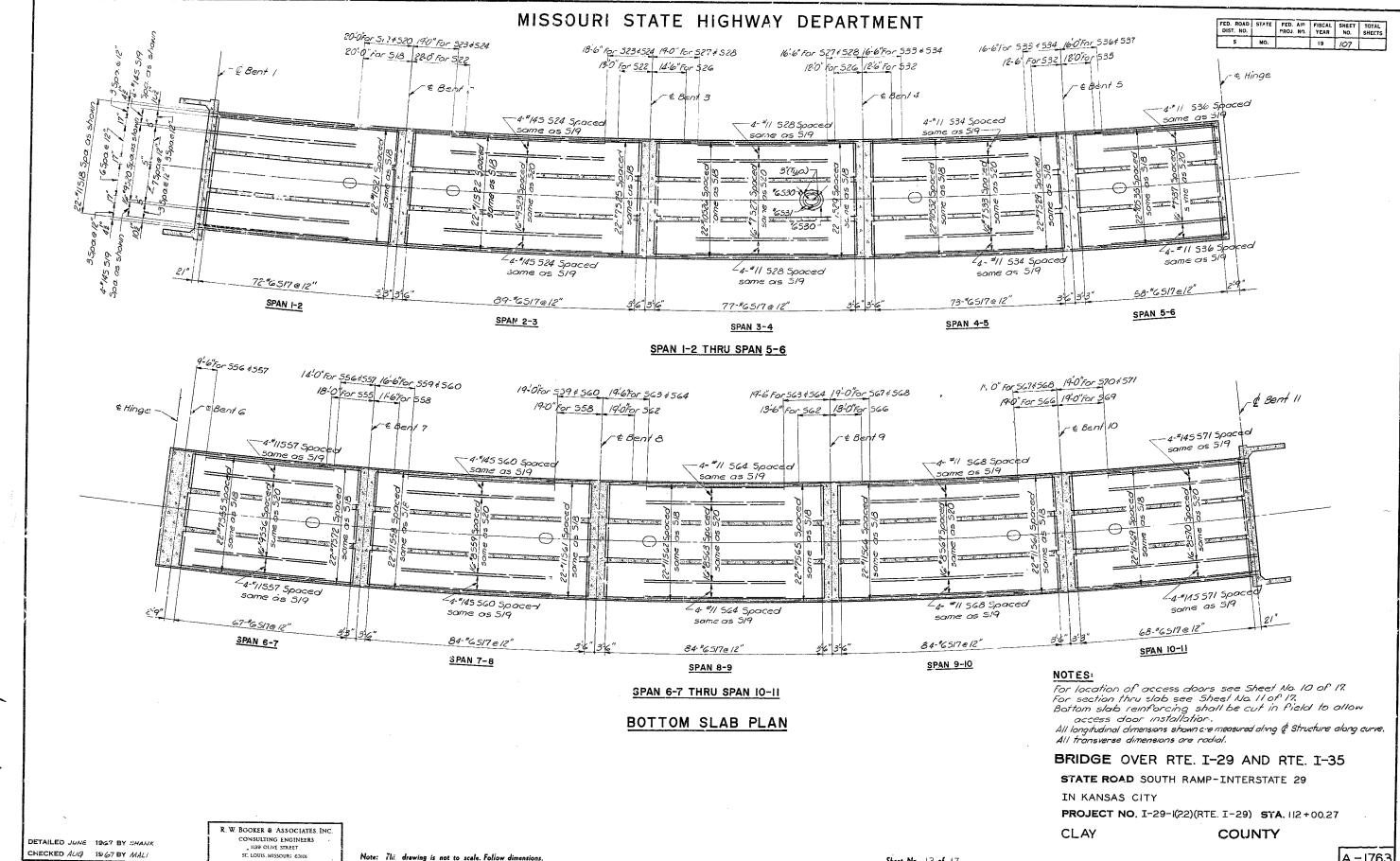
STA, 112+00.27

A-1763







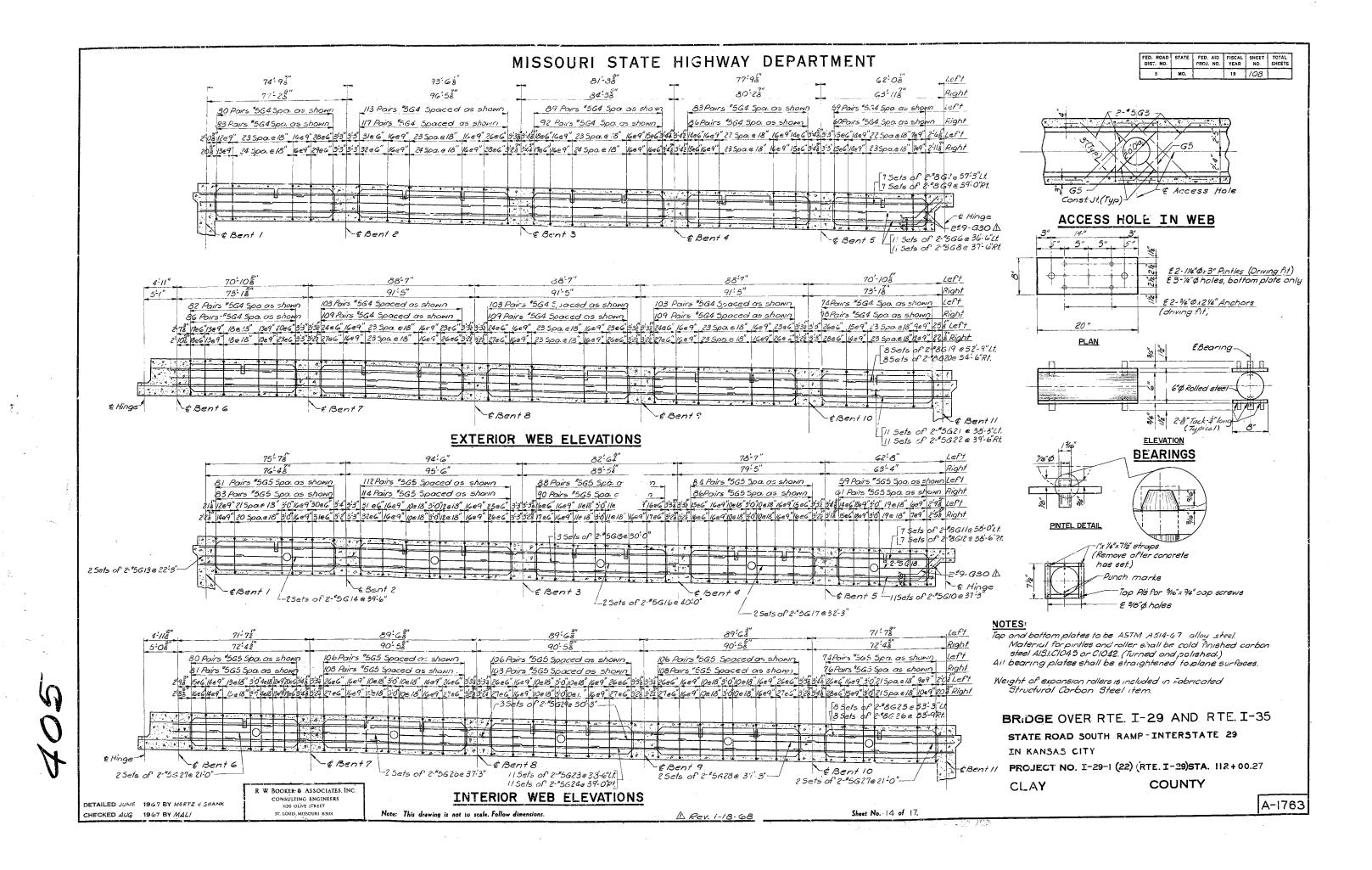


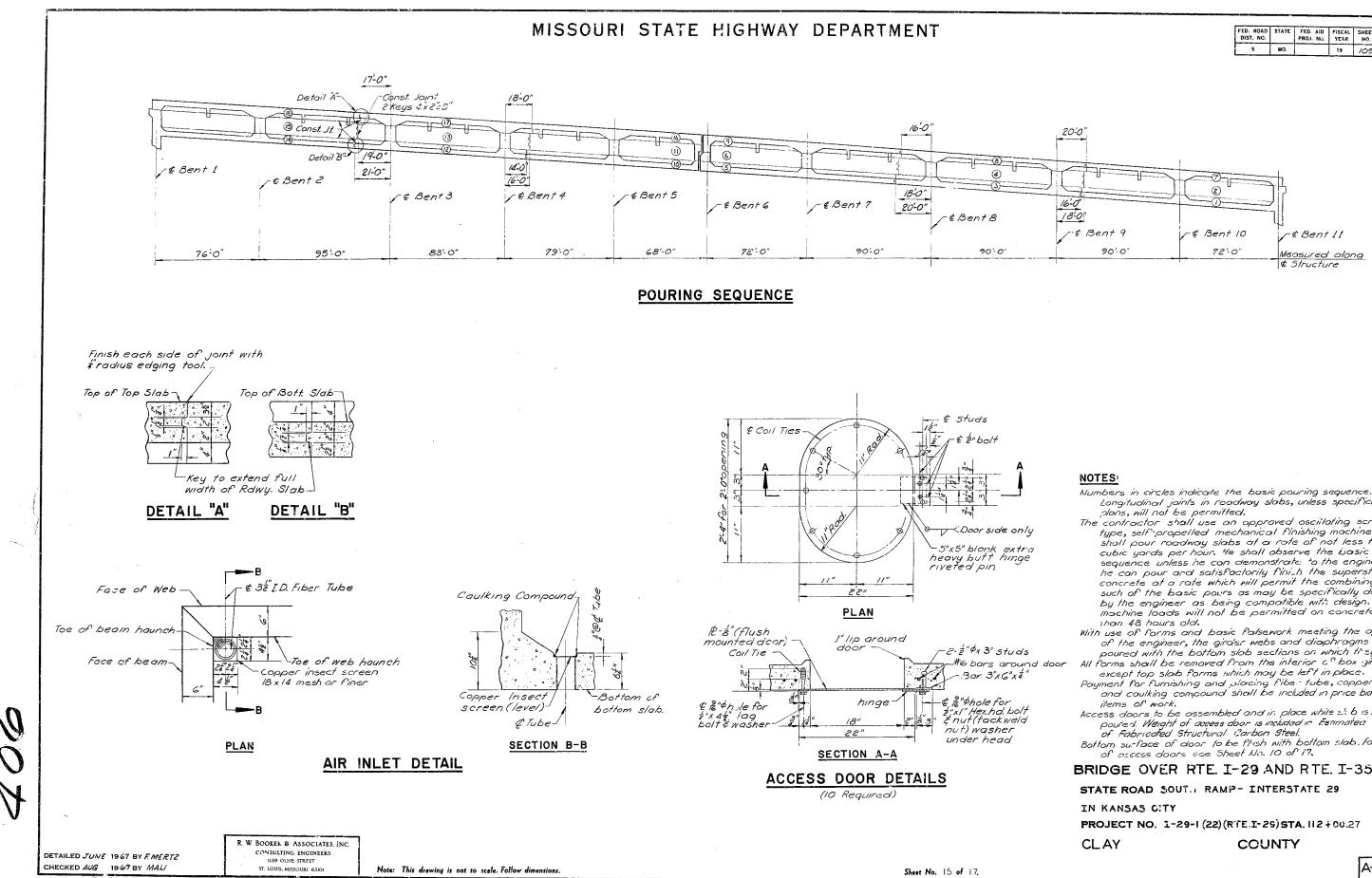
CHECKED AUG 1967 BY MALI

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Note: This drawing is not to scale. Follow dimensions

A - 1763





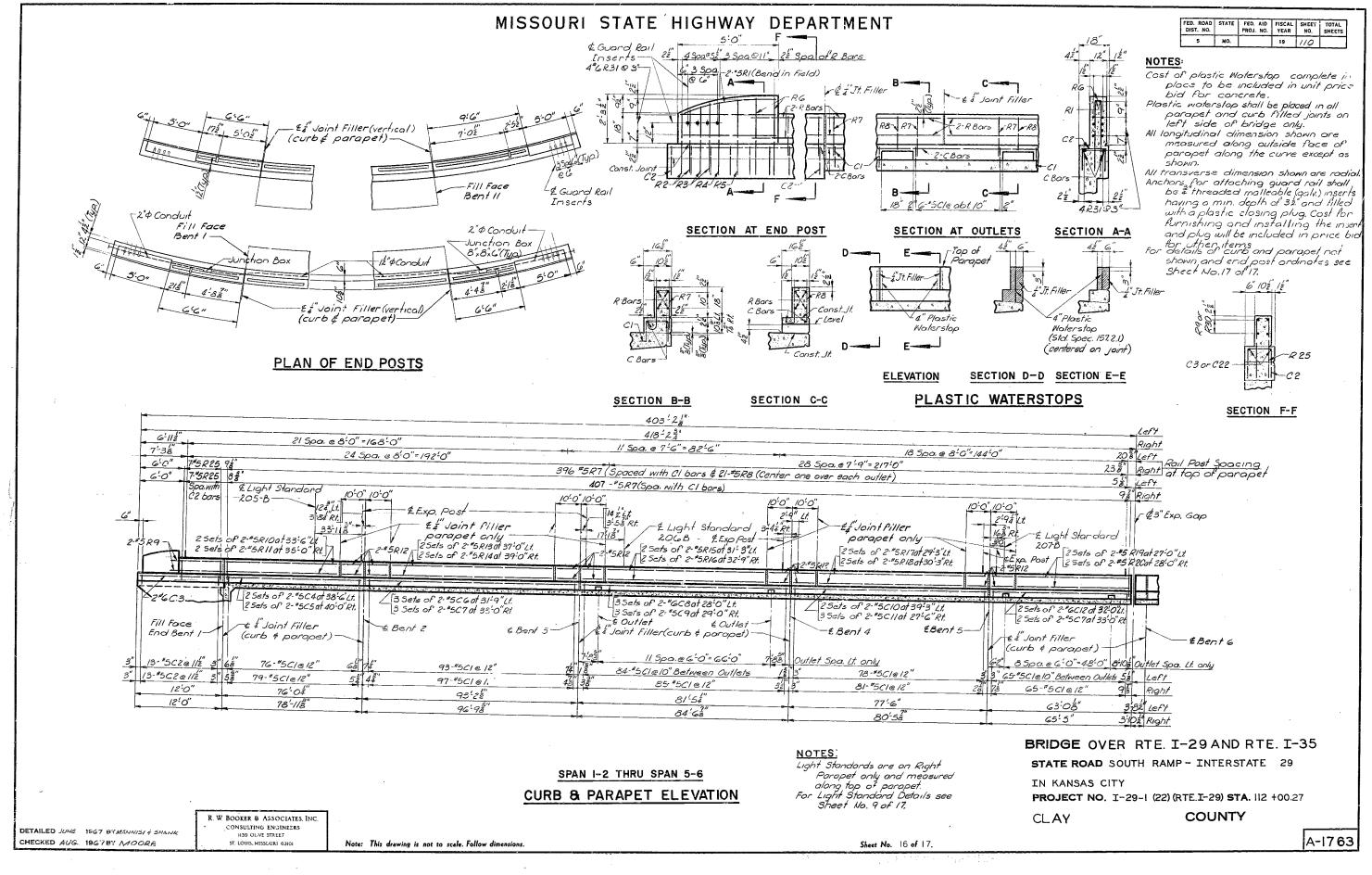
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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NG.			TOTAL SHEETS
5	MO.		19	109	

NOTES
Numbers in circles indicate the basic pouring sequence.
Longitudinal joints in roadway slabs, unless specifically on
plans, will not be permitted.
The contractor shall use an approved oscillating screed type, self-propelled mechanical finishing machine and
shall pour roadway slabs at a rate of not less than 25
cubic yards per hour. He shall abserve the basic pouring
sequence unless he can demonstrate to the engineer that
he can pour and satisfactorily finich the superstructure
concrete at a rate which will permit the combining of
such of the basic pours as may be specifically designoried
by the engineer as being compatible with design. Finishing
machine loads will not be permitted on concrete less
than 48 hours old.
With use of forms and basic falsework meeting the approval
of the engineer, the gira'sr webs and diaphragms may be poured with the bottom slob sections on which it sy bear.
All forms shall be removed from the interior c box girders
except top slob forms which may be left in place.
Payment for furnishing and placing fiber tube, copper screen
and caulking compound shall be included in price bid for after
items of work.
Access doors to be assembled and ir. place while s.' b is being
poured. Weight of access door is included in retimated Weight
of Fabricated Structural Carbon Steel.
Bottom surface of door to be flush with bottom slab. For location
of access doors see Sheet No. 10 of 17.
BRIDGE OVER RTE. I-29 AND RTE. I-35
STATE ROAD SOUTH RAMP- INTERSTATE 29
IN KANSAS C'TY
PROJECT NO. 1-29-1 (22) (RTE 1-29) STA. 112+00.27
CLAY COUNTY
A-1763



GENERAL NOTES

All handrail posts shall be set normal to grade. Aluminum tube handrail shall be bent to conform to vertical and horizontal alignment of parapet

Aluminum washer shims between top of parapet and post base may be used for adjusting handrail alignment. Maximum thickness of shims to be '8". Where more tilting of post is required for proper alignment, concrete

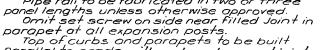
required for proper alignment, concrete bearing areas shall be ground down. All parts of handrail, except anchor bolts, nuts, washers, and set screws are to be of aluminum material. The contract unit price per linear foot of "Bridge Rail" shall include furnishing and erecting the handrail complete with anchor bolts, shims and Insulating compound. All fillets '4" except as noted. All drafts 3° except as noted. Pipe rail to be fabricated in two or three

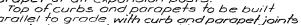
Pipe rail to be fabricated in two or three

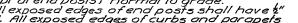
parallel to grade with curb and parapet joints

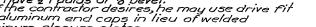
(except at end posts) normal to grade. All exposed edges of end posts shall have to bevel. All exposed edges of curbs and parapets shall have to radius or to bevel. If the contractor desires, he may use drive fit

If the contractor desires, he may use drive fit cast aluminum end caps in lieu of welded aluminum closure plates. Integrally cast test coupons and a coat of clear-lacquer specified in Std. Spec. 56, 2.4 and 56.3.5 respectively will not be required for these rail posts. Concrete end posts to be vertical,

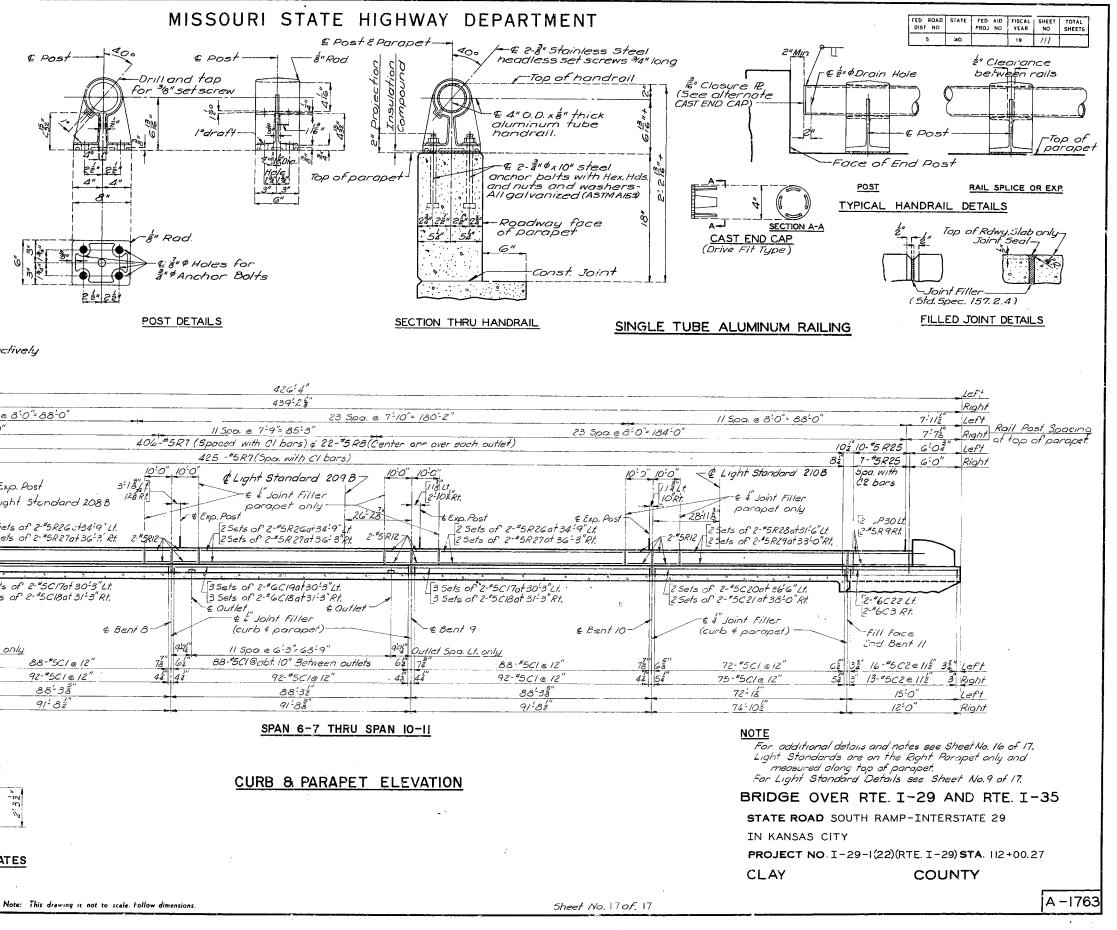


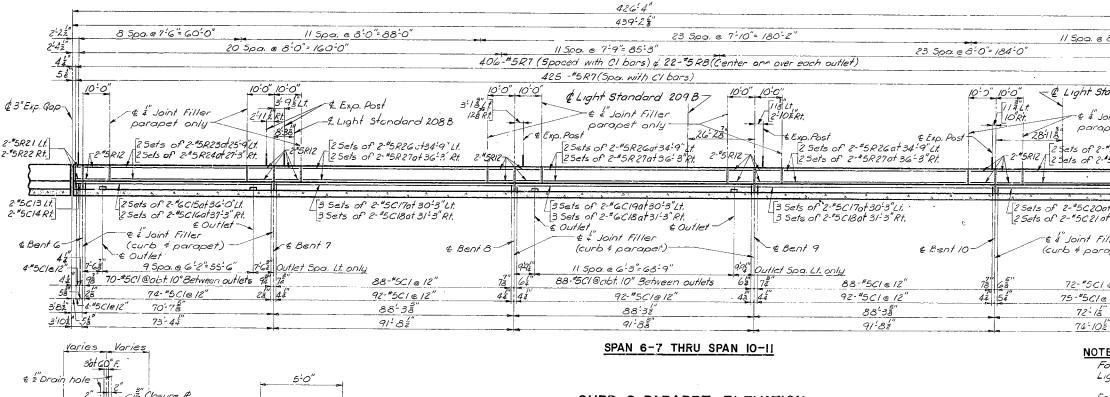


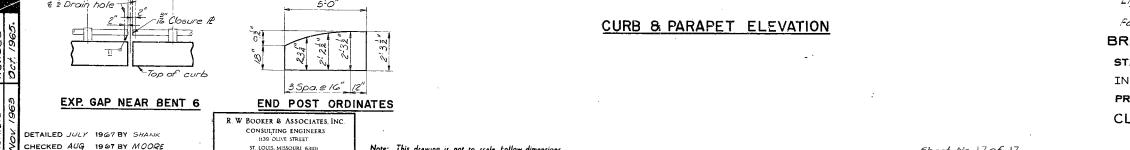


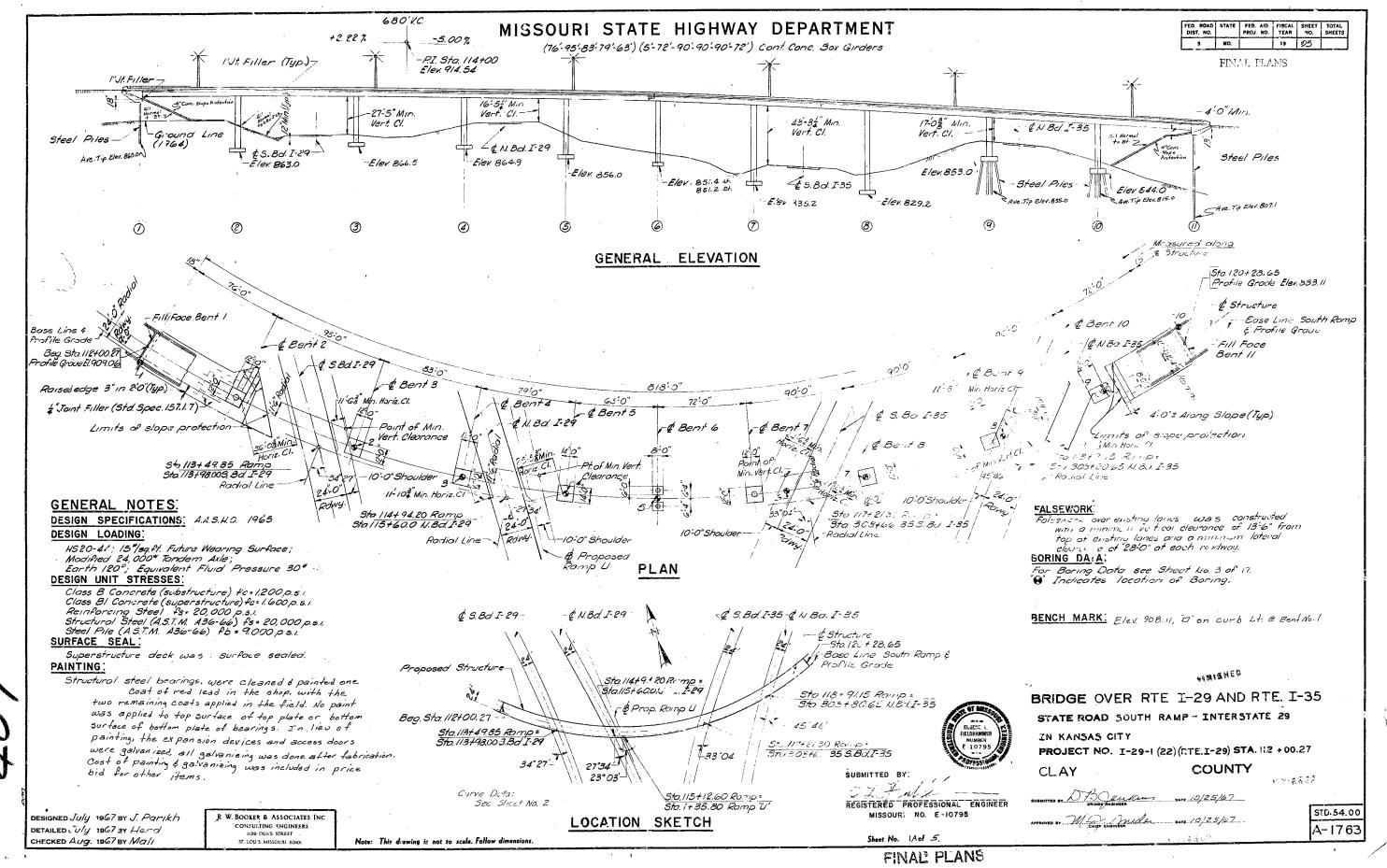


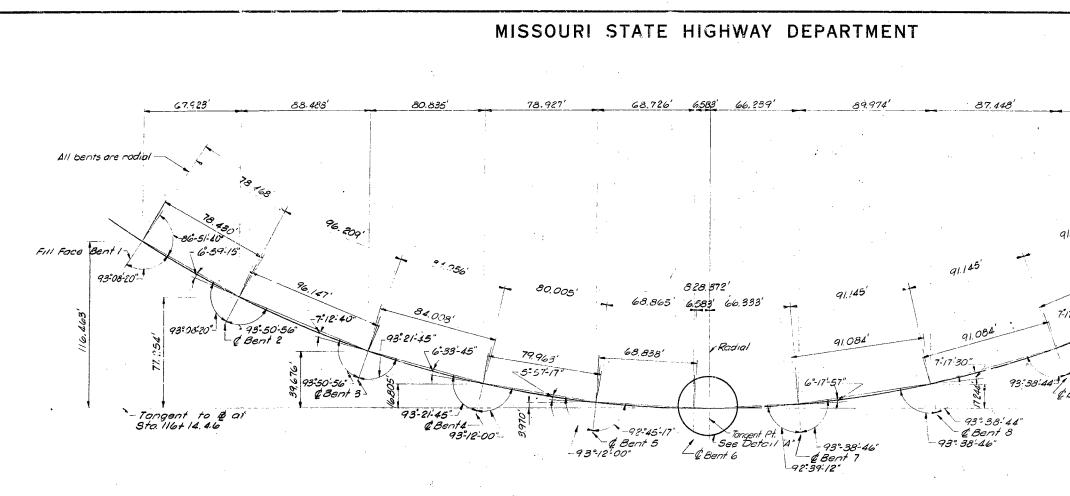












		PILE /	AND	FOOTI	NG DA	ATA						
	Bent No.	1	2	3	4	5	6	7	8	9	10	11
	Pile Type and Size	12BP53	3							14BP73	148P73	12BP53
READING	Number	4						1		12	12	4
DUARING	Number Approximate Length Ft.	40								15	28	67
	Design bearing	s 57				1				92	92	57
	Hammer Energy Regid Ft.LE	s , 12,800		T						21,600	21,600	12,800
SFREAD	Foundation Material		Rock	Rock	Rock	Shale	Rock	Rock	Rock	1	<u> </u>	
FOUTINGS	Design Bearing Tons/Sq.t	34	7.6	7.6	7.6	5.4	10.5	10.0	10.0		<u> </u>	

	CURVE D				
Item		Substr.	Superstr.	Total	P.I 122+7
Class I Excavation for Structures	Cu.Yd.	965.5	6	965.51	A - 126° 08
12." Steel Piles ir. Place	Lin. Ft.	422		422	D-8°00'
14" Steel Piles in Place	Lin. Ft.	566		566	. R-7/6.20'
Class B Concrete	Cu. Yd.	194.0		194.0	L - 1576.71'
Class BI Concrete	Cu. Yd.		18674	188674	T- 1409.76
Reinforcing Steel	Lb.	52640	740,730/	793.370	3.E.O.08%
Fabricated Structural Carbon Steel	Lb.		2770	2770 0	
Bridge Rail (Single Tube)	Lin. Ft.		16.64	16641	
Conduit System (on Structures)	Lump sum		1	. 1 /	
Class B Concrete in lieu of Class BI	Cu.4d.		21.0	21.0 1	
Test Holes	L.F	41		41 V	
Crevice Concrete	Cu.Yd.	0,9	. 1.1m	0.9	•
12' Steel Pile @ 90% Bid Price	LWF.t.	8		8 /	

R W BOOKER & ASSOCIATES, INC. CONSULTING ENGINEERS

1139 OLIVE STREET

ST. LOUIS, MISSOURI 6310

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

DETAILED JUNE 1967 BY HERD

CHECKED AUG. 1967 BY MALI

LAYOUT	PLAN

QUANTITY NOTES:

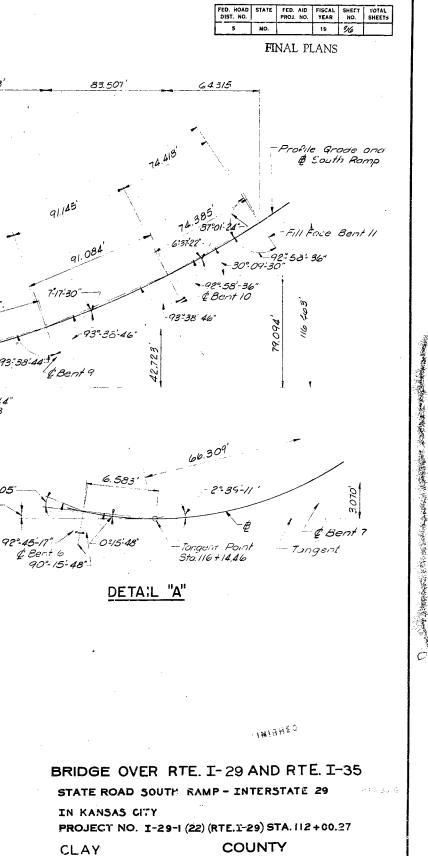
All concrete and reinforcement above footings is included in superstructure quantities. No payment for excavation was allowed at End Bents I and II,

PILE AND FOOTING NOTES:

- Minimum energy requirement of hammer based on plan length and design bearing value of piles. Increased by the factor (W+w)/2W when the weight of the ram (W) was less than the weight of the pile (w).
- All piles were driven to practical refusal. Compacted roadway fill (full roaaway width) was placed up to elevation of bottom of concrete beam in front of and not less than 25'0" In back of End Bents No. Land II before
- steel piles were driven. Footings were carried G" into hard, solid, undisturbed rock or 18" into soft rock or shale and cust against vertical face of same,

HORIZONTAL CURVE

Bents cannot be accurately located from the reference point on the tangent by conventional survey methods based on 100° chords.



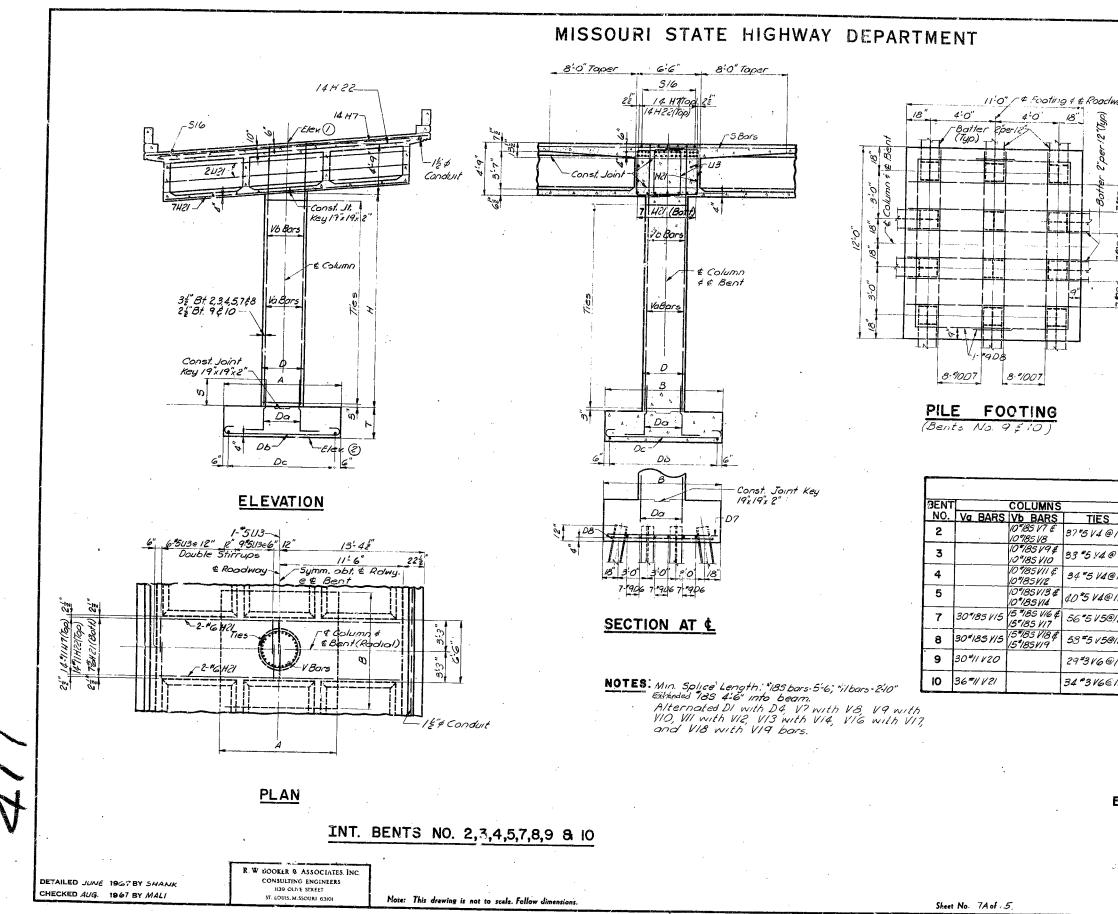
3-01-05

0,030-

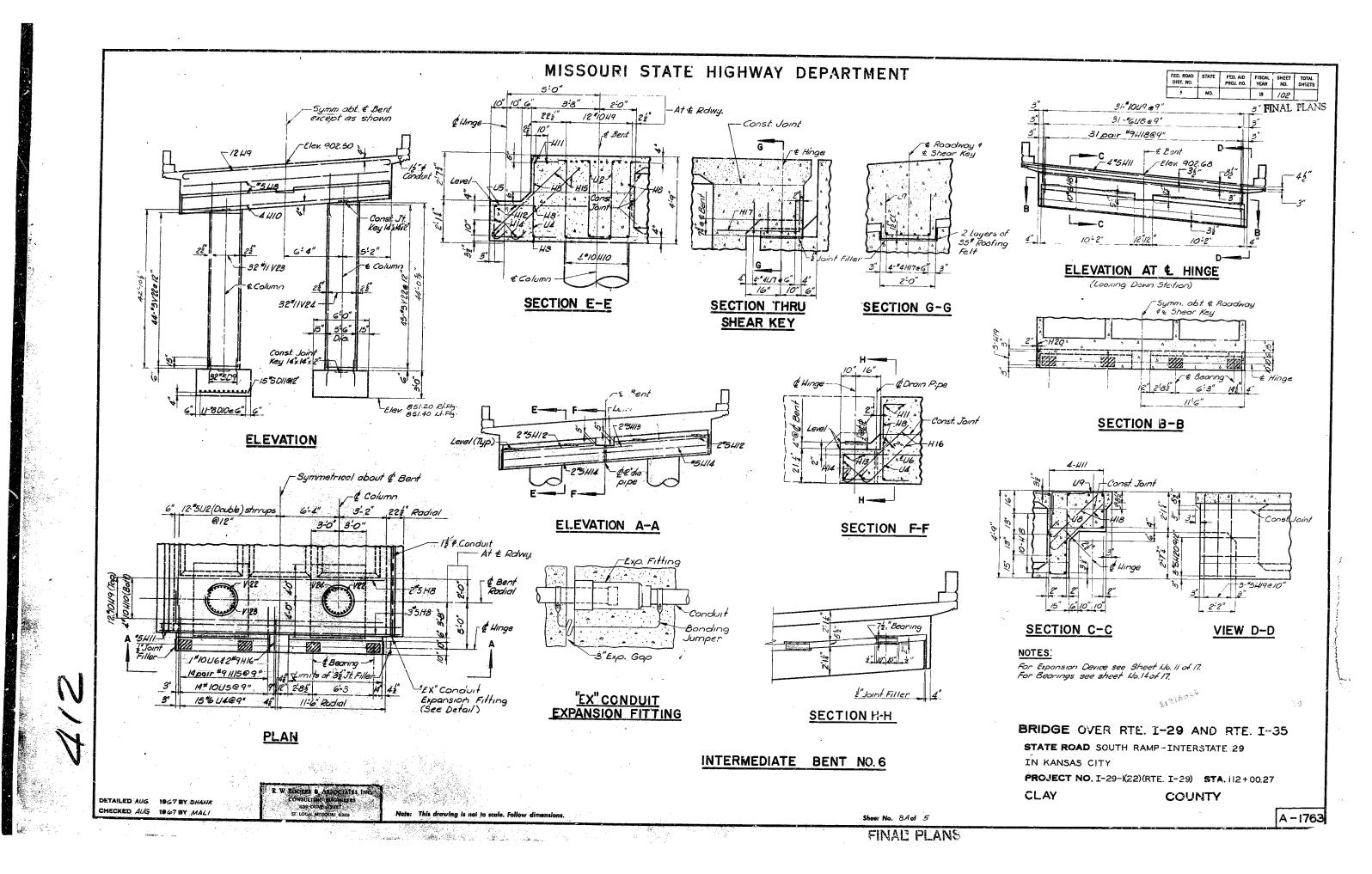
Sheet No. 2Aof 5

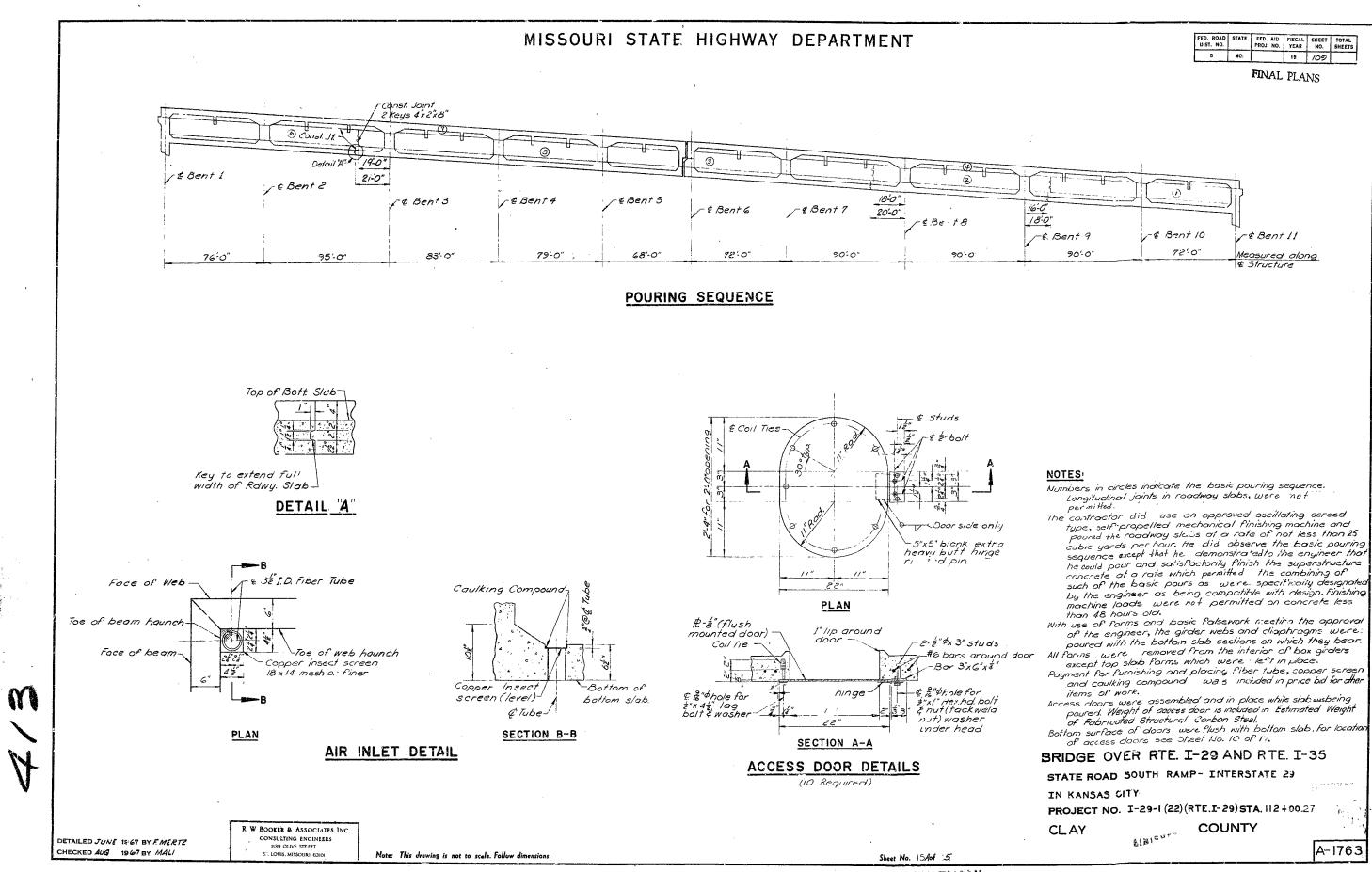
FINAL PLANS

A-1763

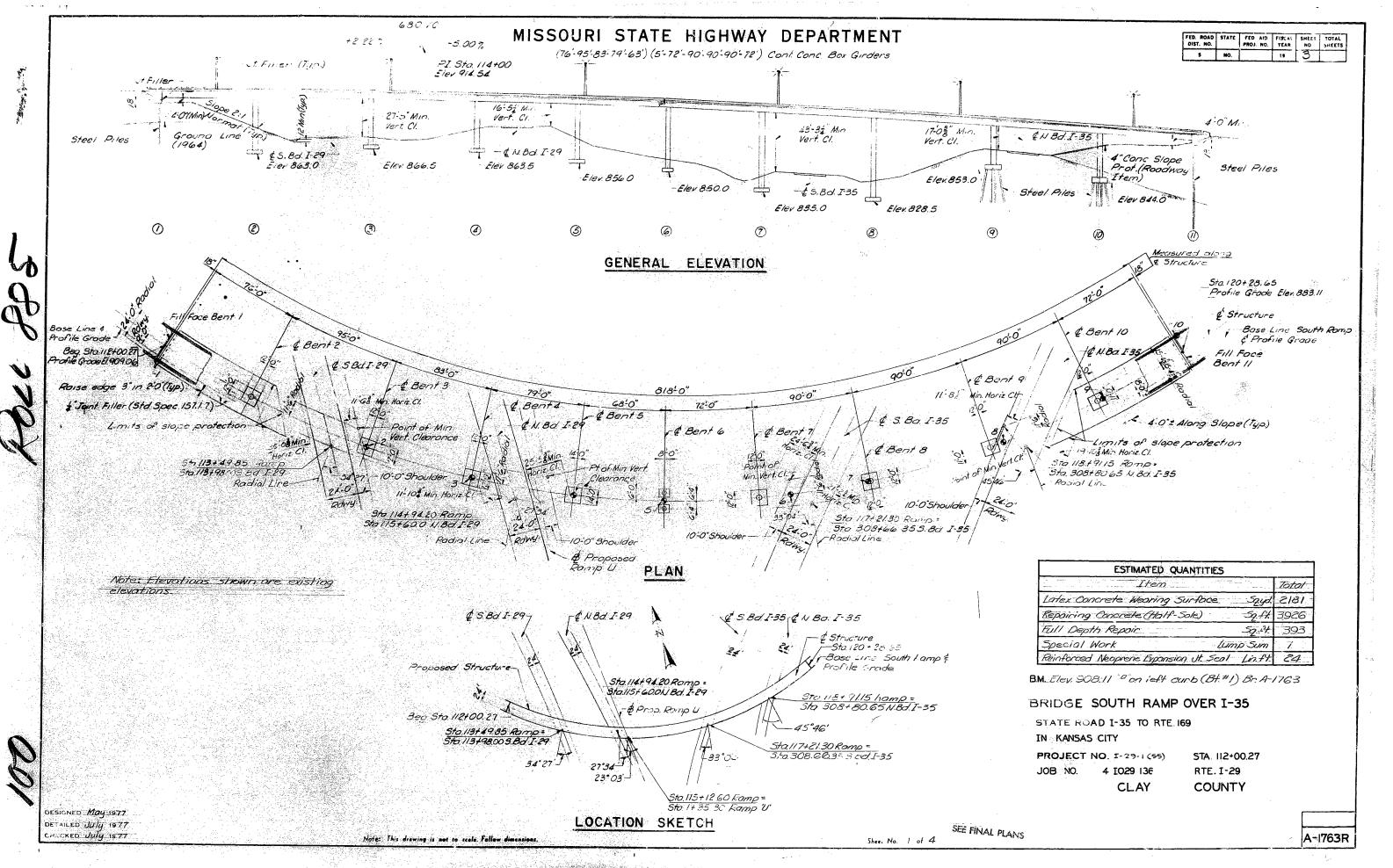


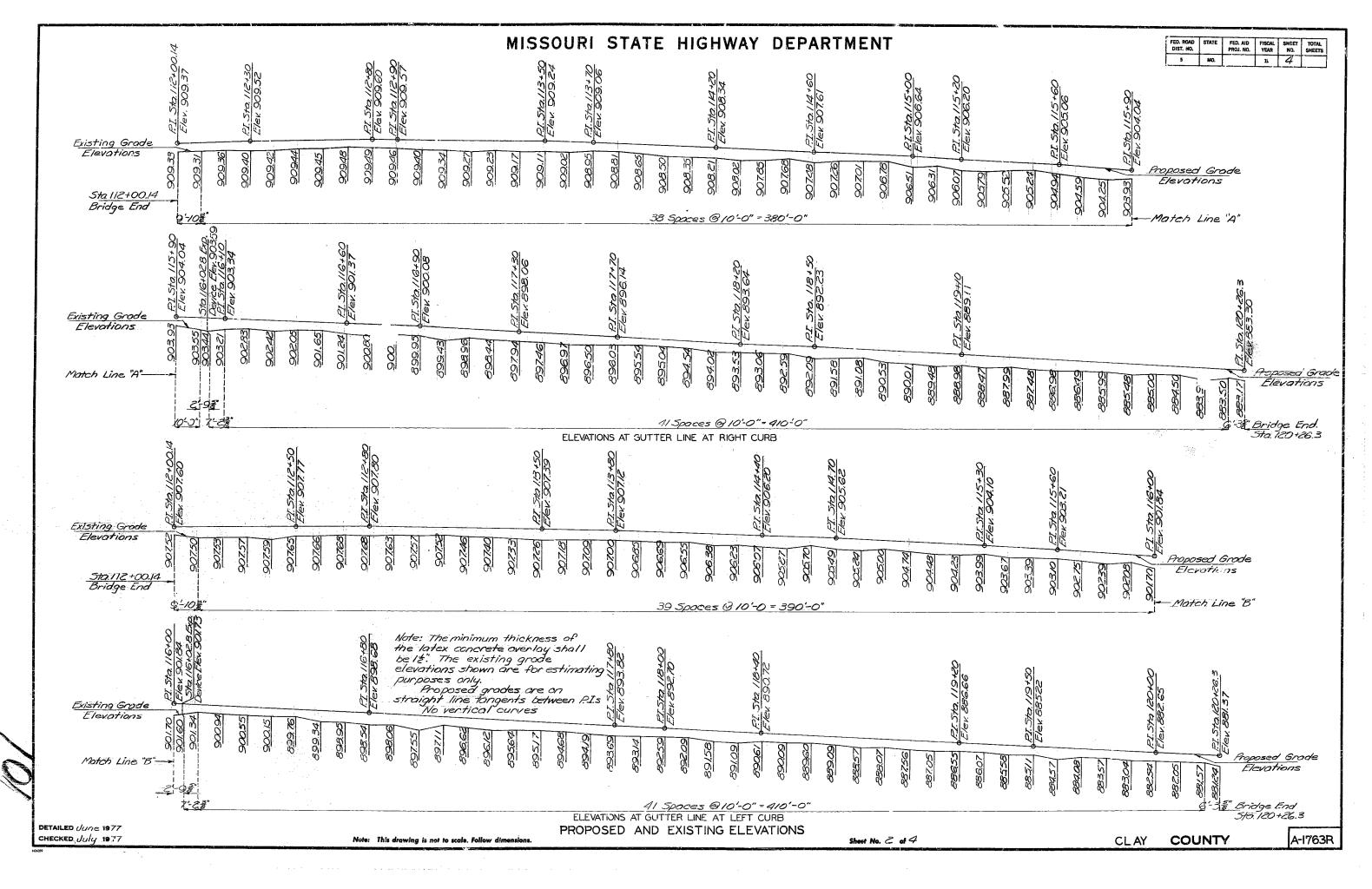
				FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET	TOTAL	
			E	5	MO.		19 19	NO. 101	SHEETS	
					FIN	IAL PL	ANS			·
lway										
ন্দ										
906.1										
906-2										
N									•.	
90h-1										
Ň										
			MENSI				·\//\T	IONS	5	
		BENT F	OOTING	CO	LUM			2	믝	
		NO. A	B 12'0'' 4:	36-1		" 908.	59 8	<u>e</u> 363.3		
		<u>3</u> 12'0' <u>4</u> 12'0'	12:0 4:	-	3,46	" 908. ' 906.	00 <u>8</u> 68 8	3 <u>66.</u> 5 3 <u>64</u> .9		
		<u>5</u> 14'0' 7 12'0'	" 14'0" 4 " 12'0" 4		4-1	904.	72 8	356.0 335.2	2	
				3" 57-0	50	ن. <i>95</i> ن "	22 8	29.Z		
	. j	0 11-5			10 1 1	886.		44.00		
FR	EINFOR	CING							1	
		FOOTI				RF	MAR	(5	1	
₽ <i> 2</i> "	Da BARS 10#185 D1 €	5-6"for D1	23 1002		BARS_ 002	Stagger			-	
@ 12'	10*185 D4	11:6"for D4 do	23 #10 02		002	splice	<u>s in c</u> lo	col	-	
@12"	do	do	23 #1002	+	002				-	
P/2"	do	do	<u> </u>				6 		· ·	
@! <i>2</i> "	15 #185 JI &	l	27 "9 D:		903	0			4	
=:2 @/2"	15*185D4	do	23*1002		DDZ	0	_		1	
	do	do	23 #1002		002		10	6		
3/2"	30 #11 05	2-102"	21 #9 06		10 01	are si	roigi	Jars h	1	
212"	36#1105	2-10-1"	21 #406	16 4	1007		10	<u> </u>	J	ľ
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			ĩΕ. Ι-2	29 A	ND			35	с, 	12
ST	ATE ROA	D SOUTH	ĩΕ. Ι-2	29 A	ND			35		3
ST IN	ATE ROA	E SOUTH	ТЕ. I-: Ramp-	29 A 1701	ND	ATE 2	9			
ST IN PR	ATE ROA	E SOUTH	ТЕ. I- Ramp - (22) (яте	29 A 1NTI 21-29	ND ERST	ATE 2 	9		in i	12 12
ST IN PR	ATE ROA	E SOUTH	ТЕ. I- Ramp - (22) (яте	29 A 1701	ND ERST	ATE 2 	9	7	763	

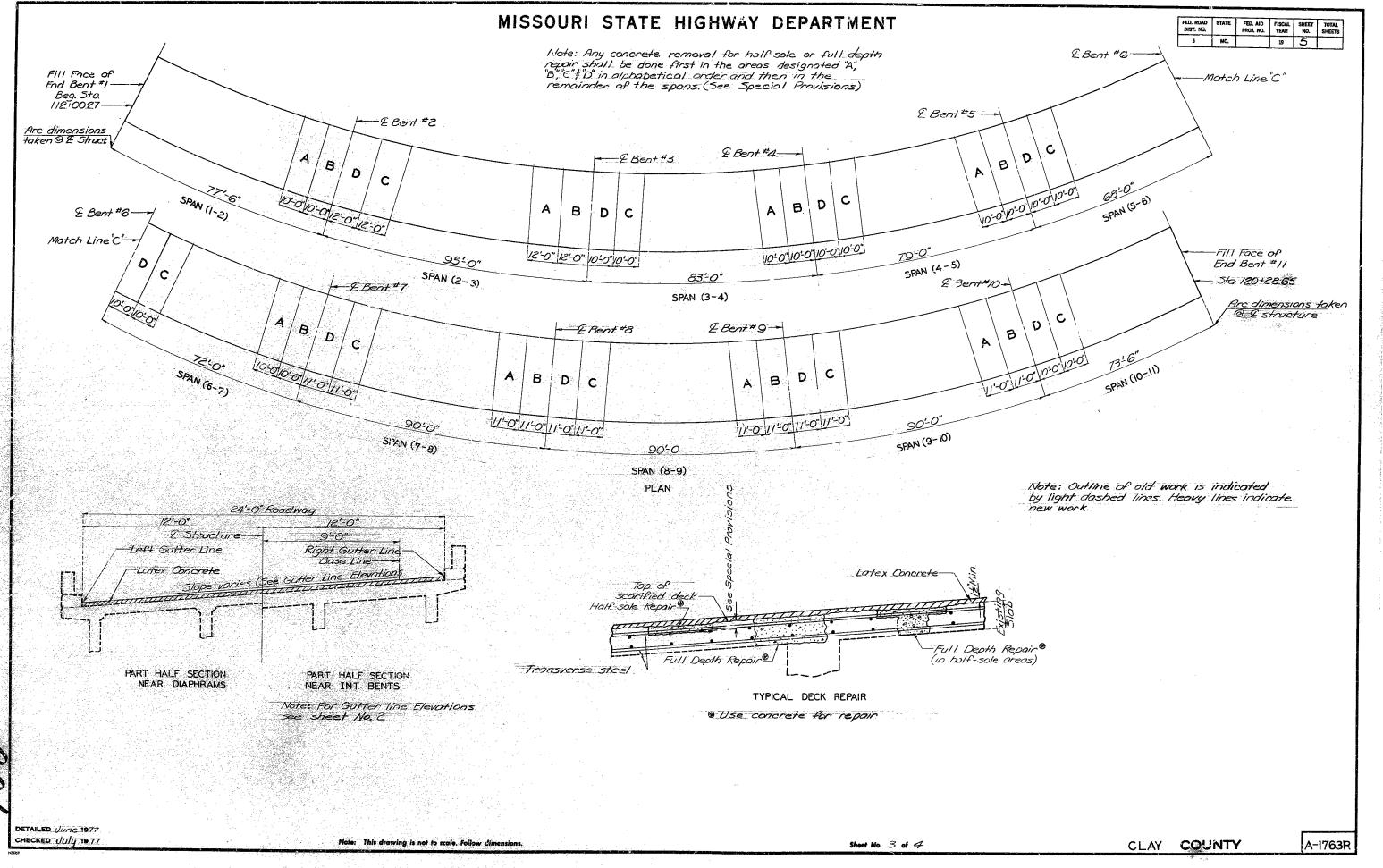


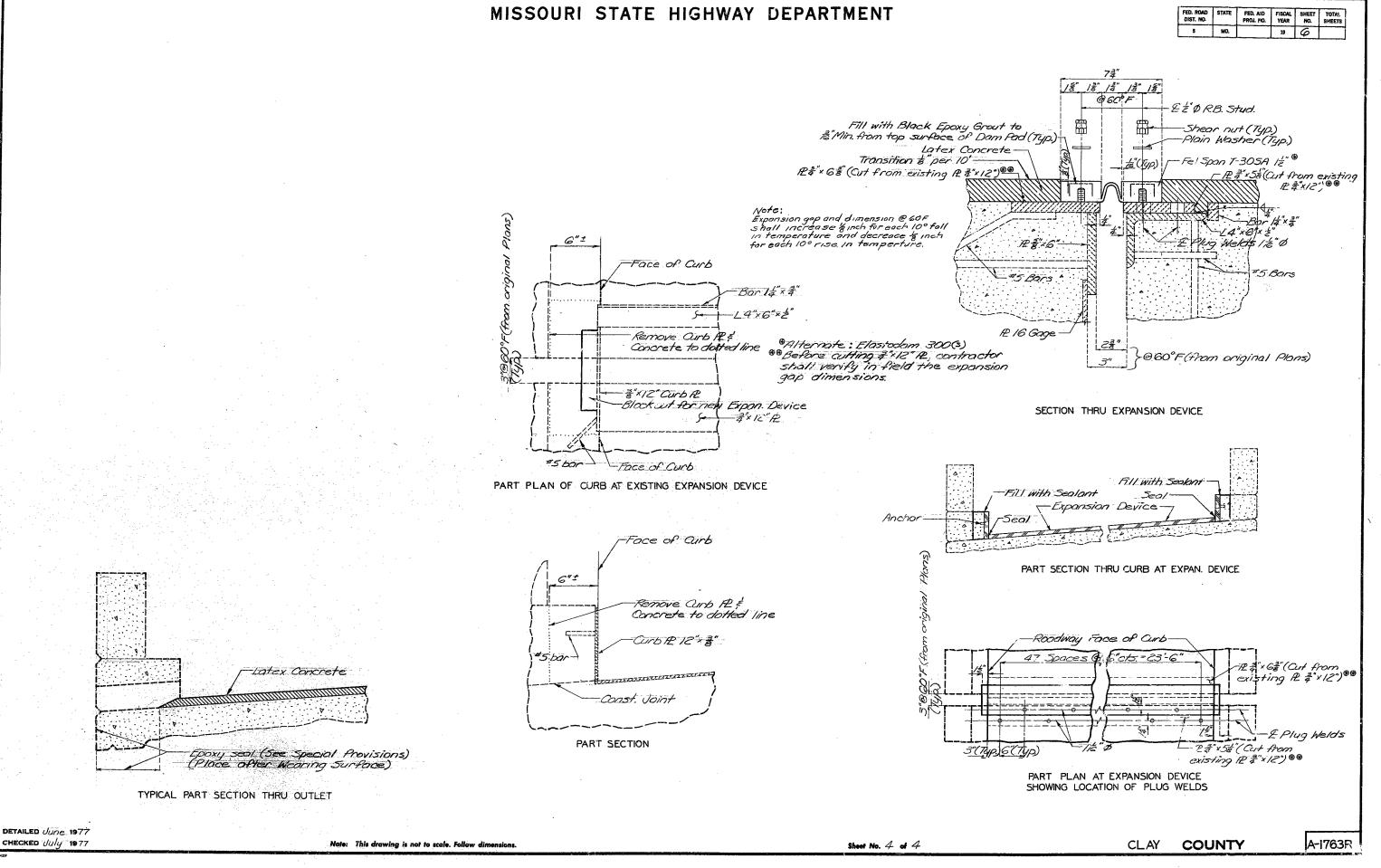


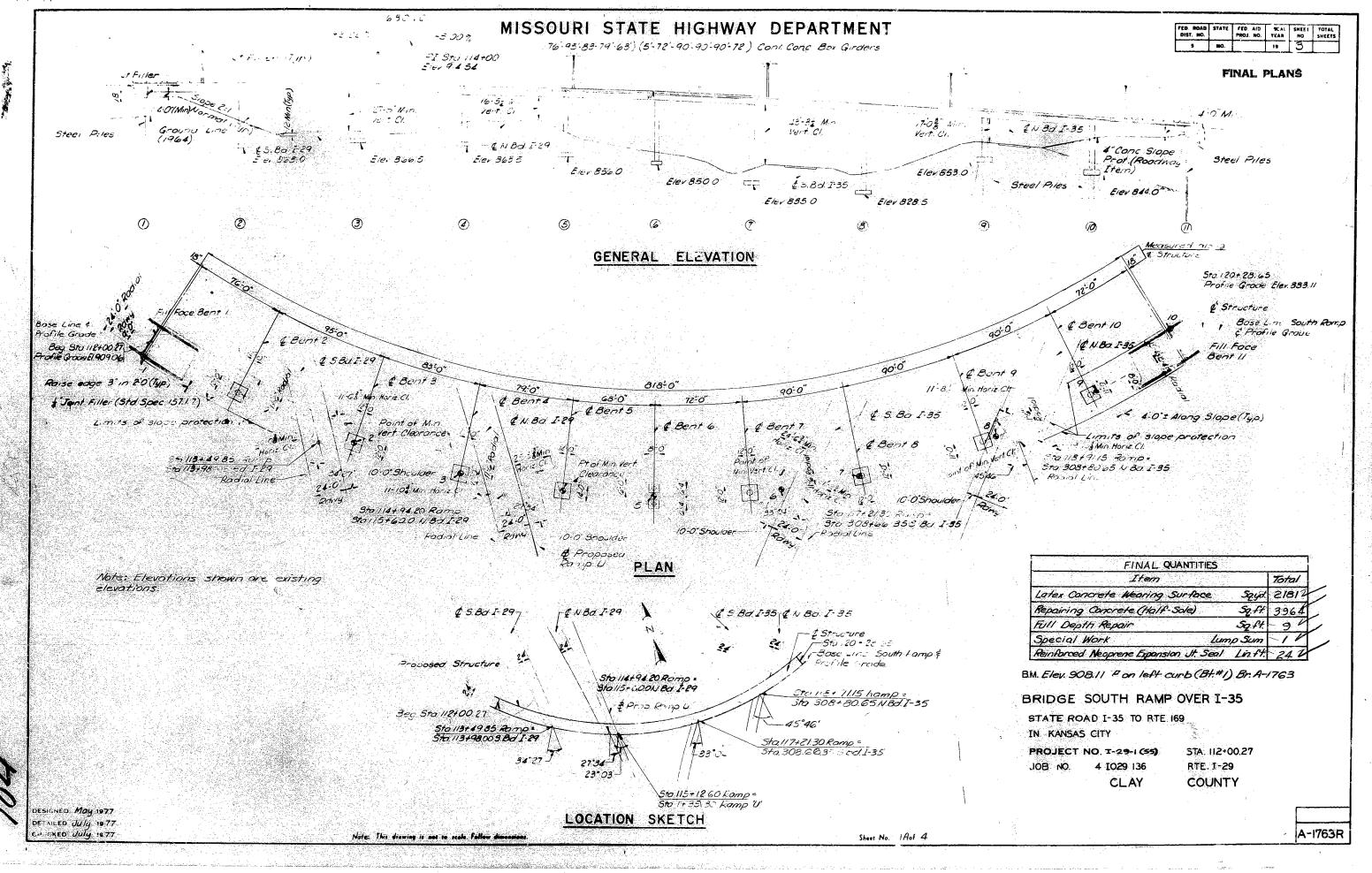
FINAL PLANE





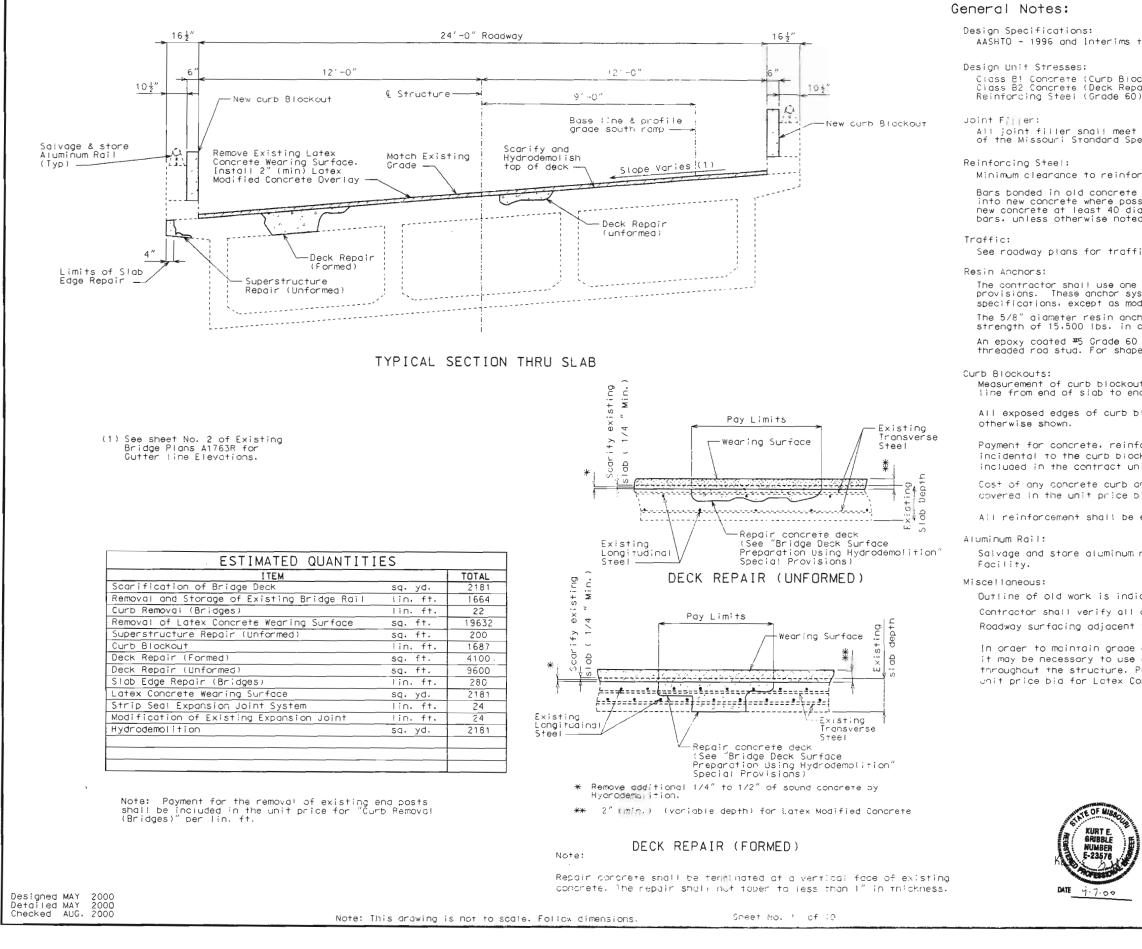






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MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

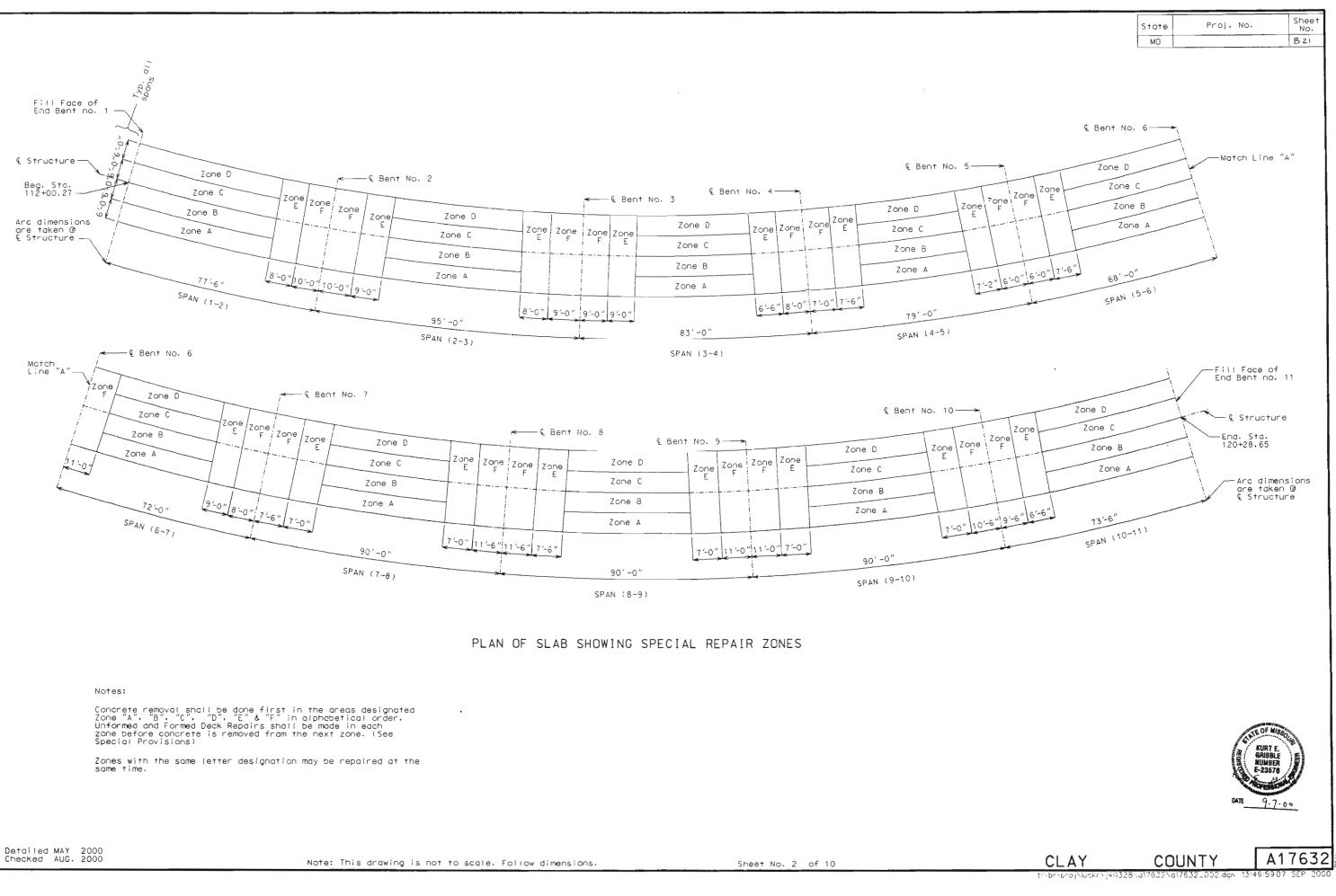


		State		Proj. No.		Sheet No.
		мО				820
		SEC/S	UR 1	TWP 50N	RGE 3	3₩
thru	1998					
						l
air F	and End Posts) f ormed and Deck Repo y = 60,000 psi	'c = 4, air Unt	000 p: formed	si) f'c = 4.	000 ps	5 i
the ecifi	requirements of Sec cations, except as	ction 1 noted	057.2	. 4		
rcing	, steei shall be 1-	1/2″ . u	uniess	otherwise	showr	л .
sible	removed shall be c e, lf length is ava ers for smooth bars	ilable.	, old	bars shall	exter	nd into I
ic cc	ontrol during const	ruction	٦.			
stems difie	he resin anchor sys shall be installed d by the job specia	accord I provi	ting to sions.	o the manuf	facture	oì er's
hor s concr	systems shall have e	a minin 00 psi	num u! . see	timate pul specioi pr	lout ovisio	ons
	nforcing bar shall I length of reinfor					Ø
	to the nearest lin slab.	ear fo	ot, me	iasured at	the g	utter
lock	out shall have 1/2"	′ radiu	is or 3	3/8" bevel	untes	S
kout	ng steel, resin and and end posts, com rice for the Curb B	nplete	in pic	ice, shall	Þe	
ind pr	arapet repair shall or Curb Blockout.					
epox	y coated.					
rail	components at MoDC)T Plat	te Co.	Rte. N M	ainten	ance
cated	d by dashed lines,	Неауу	lines	indicate	new wa	ork.
dimer	nsions in field before ridge ends to match	ore ord	lering	new materi		
	•		-	-		
addi ayme	minimum thickness of tional quantities of nt shall be conside te Wearing Surface.	of over ered co	lay a	t various	locat	ons
	B.M. Elev. 908.11.	″⊡″ on	curb	Lt. @ Bent	no, 1	
	REPAIRS TO BE RTE. I-29 & F	<u>RI</u> DGE	OVE	R		
	RTE. 1-29 & F	RTE.	1-35)		
	STATE ROAD 1-35 TO	RTE. 1	69			
	IN KANSAS CITY	STA.	112+00	1.27 ±	STD.	
	PROJECT NO.		H EXIS		STD.	
	JOB NO. J4I1328	RTE. RAMP	1-29 S	.B.L.	STD.	
			1111-	~~	STD.	706.35
	CLAY		DUNT	Y		7070

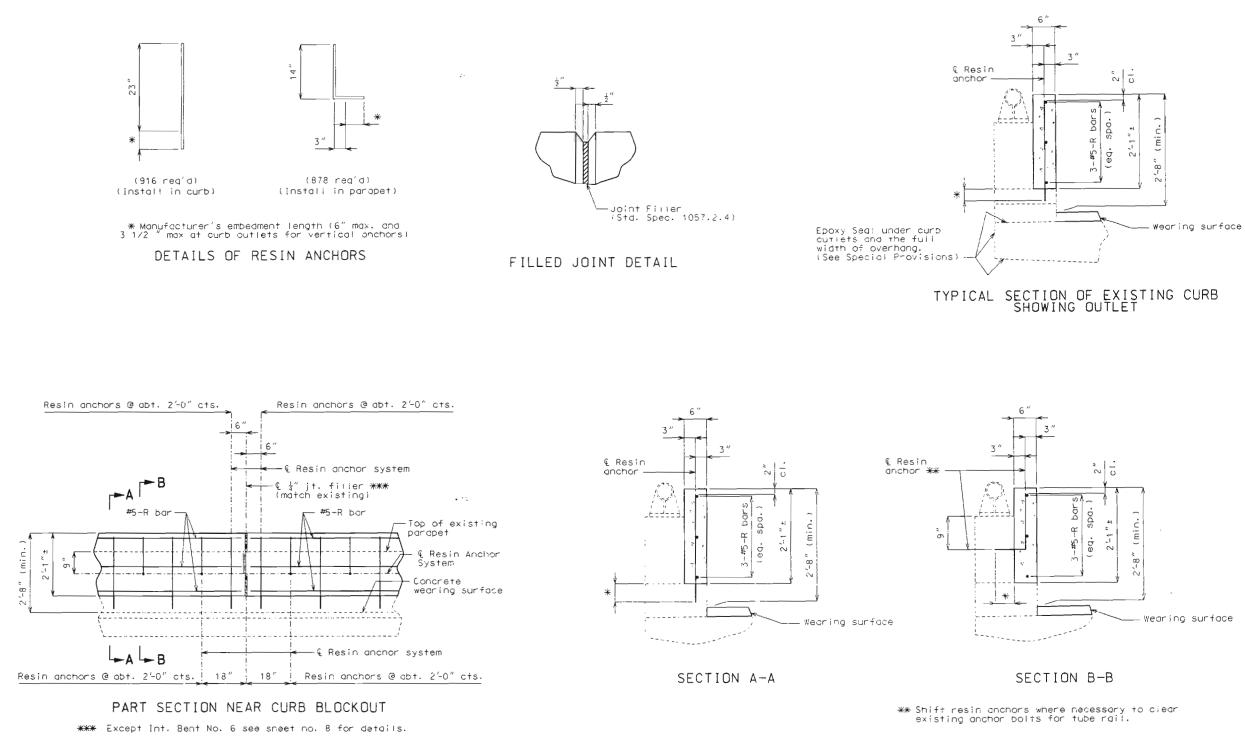
- HNbr-ond/Nillekin (49328Kb)/032Kb)7832L021 (dan 13:49)5

Date: 9/11/00

A17632



C



DETAILS OF CURB BLOCKOUT

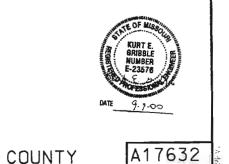
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State	Proj. No.	Sheet No.	
MO		B22	

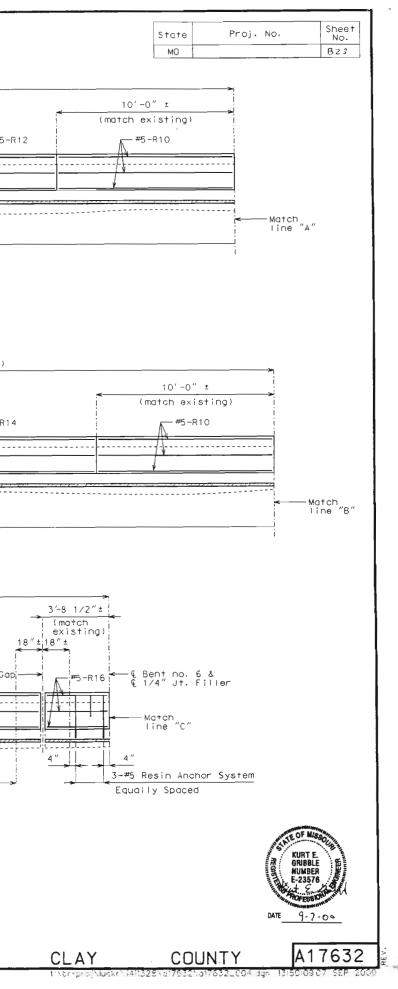
CLAY

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1411328 Na17632 Na17632 L003 bgr



12'~0"± (match existing)	76'-0 1/4 "± (ma	tch existing)			93-2 1/2"± (match exis	sting)
5'-6"		10'-0" ±	10'-0"	<u>.</u>		
		(match existi	ng) (match exi	sting)	Top of exist parapet (Ty;	ting
#5-R8	1-#5-R11	#5-R10	₩5-R	10 🗡 #5-R12	parapet (T);	≥) ∧_#5
· · -						
L			·	······································		
*						
	SF	AN (1-2)			SP	AN (2-3)
r «	81'-5 1/4"± (match ex	isting)		≥y<	77'-6"±	(match existing)
10'-0" ±			10'-0" ±	10'-0" ±		
(match existing)			(match existing)	(match existing)		
#5-R10	#5-R13	#5-R13	#5-R10	#5-R10	#5-R14	₩5-R
	·····				·····/	F
						<u>├</u> ── <u></u> ,''──
		·····				·····
Match	, ,, ,					
Match Line "A"	410 Resir	n Anchor System (spaced	as snown in Part Section Ne	ear Curb Blockcut)		
i						
	SPAN (3-	4)			SPAN	(4-5)
<			66'-8 5/8"± (match existing)			
10'-0" ±						
	——€ ±″ Joint Filler					€ E×p. G
#5-R10	€ ‡″ Joint Filler (match existing) (Typ)	#5-R15				¥ EXD: 0
V				/		
			-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	·····	····· ································	
Motch Line "B″						
			SPAN (5-6)			
Note:						
For details of end post, se						
For attails of curb blockou		000710				
For elevation near right cu sheet no, 6 & 7.	urd blockout, see	SECTIO	JN NEAR LEFT CURB	BLOCKOUT SPANS (1-2)	IHRU (5-6)	
All longitudinal dimensions along outside face of parag	s shown are measured					
				- CURB BLOCKOUT		
For details of curb near Be no. 8.	ent no, 6, see sneet		DETAILS UN	CUND BLUCKUUI		
etdiled MAY 2000 Checked AUG, 2000						
	Note: Inis	arawing is not to scale	e. Follow dimensions,	Sheet No. 4	4 of 10	



Detailed		
Checked	AUG.	2000

C

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

Sheet No. 5 of 10

Note:	SPAN (10-11)
For actails of end post, see sheet no. 9.	
For details of curb blockout, see sheet no. 3.	CECTION NEAD LEET OUDD
For elevation near right curb blockout, see sheet na. 6 & 7.	SECTION NEAR LEFT CURB
Ail longitudinal dimensions shown are measured along outside face of parapet along the curve,	

BLOCKOUT SPANS (6-7) THRU (10-11)

DETAILS OF CURB BLOCKOUT

10'-0" ± (motch existing)

-© ‡″ Joinτ Filler (match existing) (Typ) -#5-R10 #5-R18 #5-R18 -#5-R10 — #5-R18 1-1-------------------------_ _ _ _ _ _ _ _ / _____ ------Match line "D" 431 Resin Anchor System (spaced as shown in Part Section Near Curb Blockout) SPAN (8-9) SPAN (9-10) 72'-1 1/8" ± (match existing) 10′-0″ ± (match existing) #5-R10 #5-R19 - #5-R19 _ _ _ _ _ _ _ _ _ -----+-----_____ — Match 1ine "E" Note:

10'~0" ±

(match existing)

SPAN (6-7)

88'-3 1/2 "= (motch existing)

70'-7 5/8 "± (match existing)

SPAN (7-8)

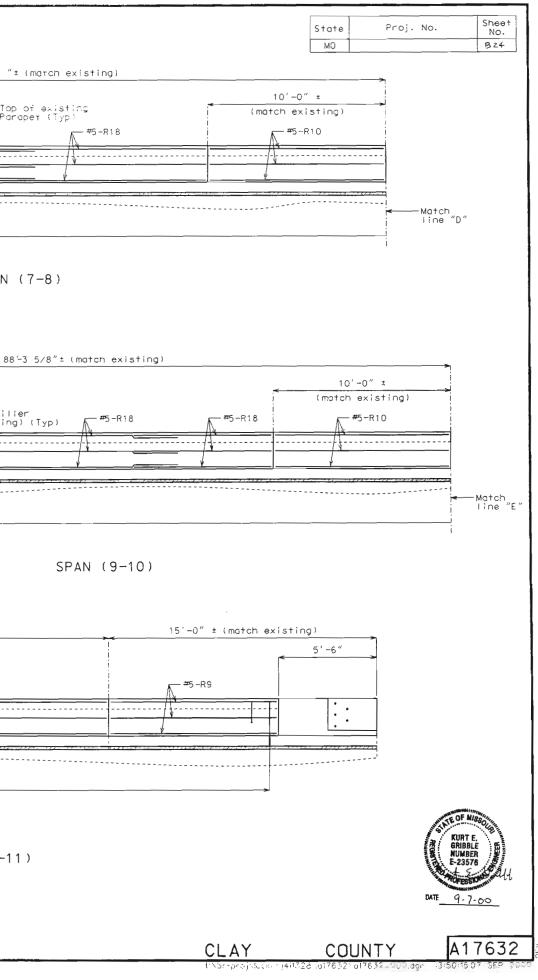
10'-0" ±

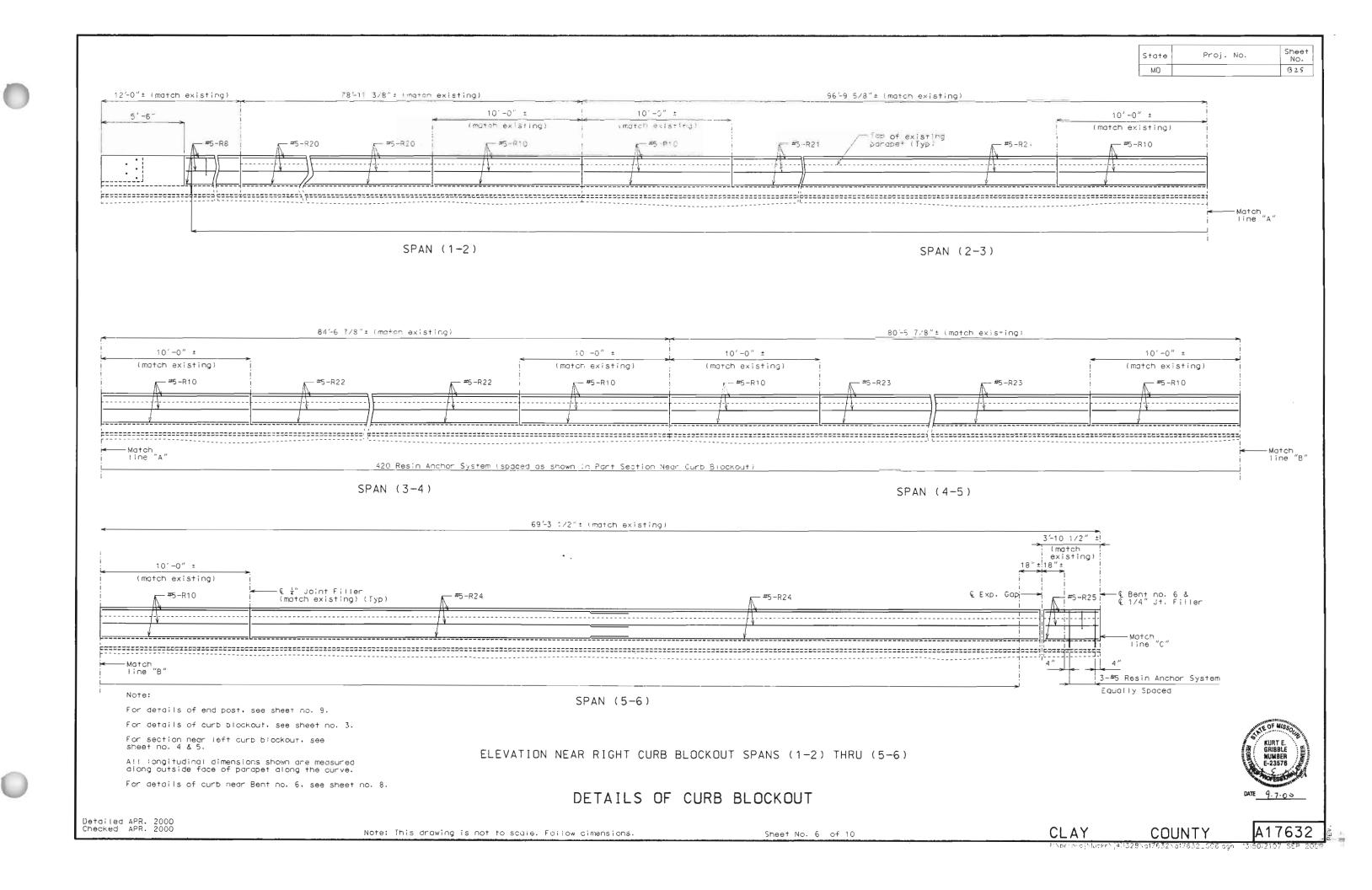
(match existing)

10'-0″ ± 10'-0″ z 10'-0" ± Top of existing Parapet (Typ) (match existing) (match: existing) (match existing) -#5-R10 -#5-R17 - #5-R17 ₩5-R10 — #5-R10 -#5-R18 -----, }------Motch line "C"

88'-3 5/8 "± (match existing)

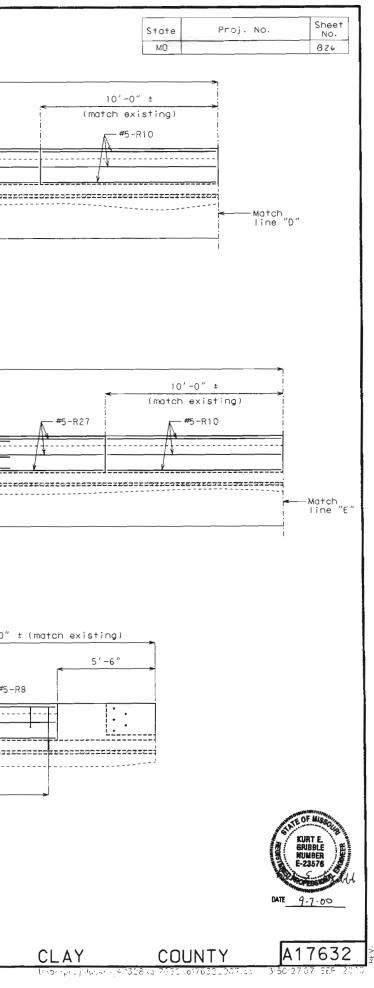
-#5-R18

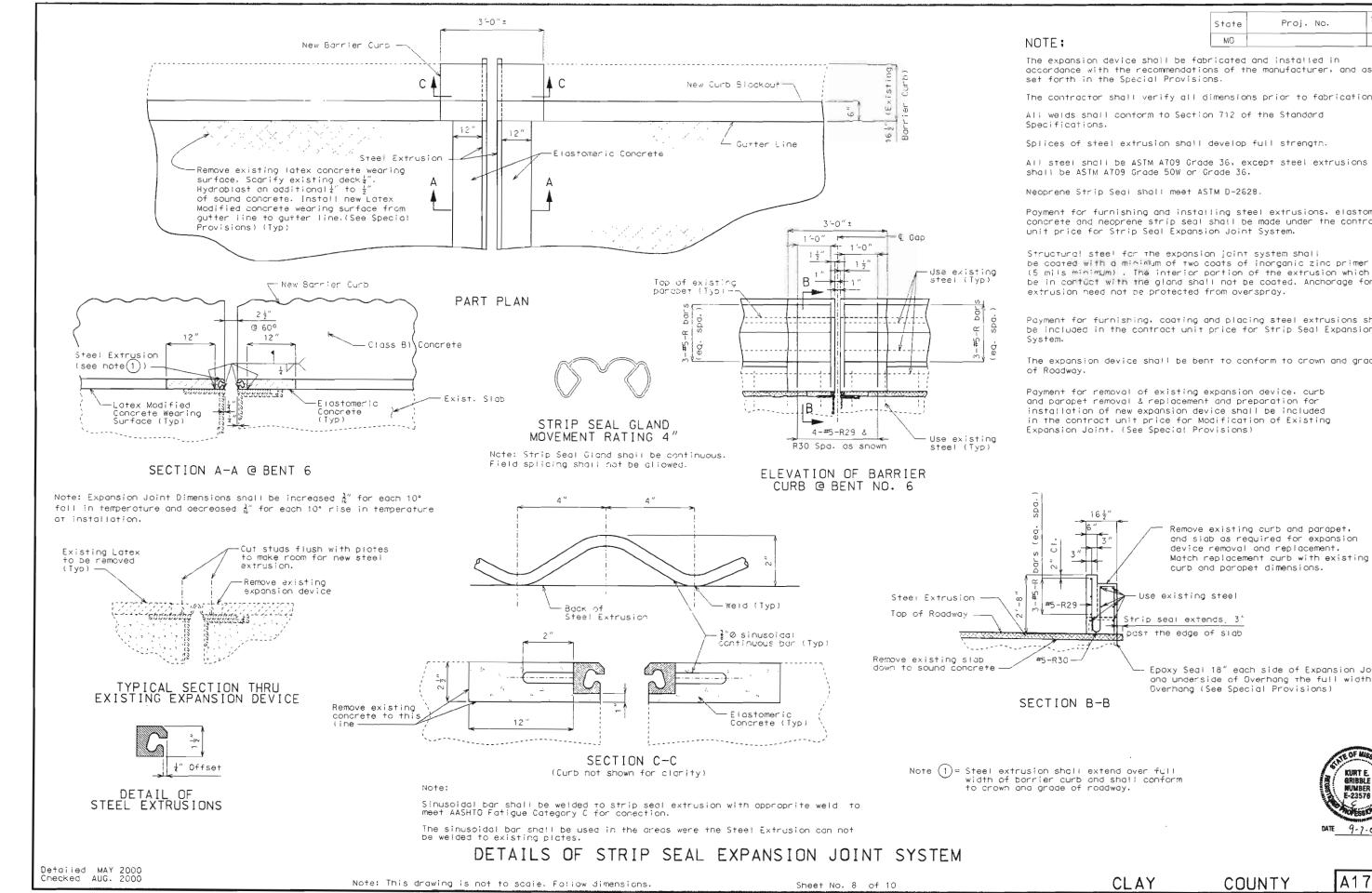




C

			10'-0" ±	10 -0 * *		
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⊷ #5 -R10	i 1 #5-R26 - #5-R	R26		x #5−R10	i parapet (Typ)
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<u> </u>	L¥¥¥		·	<u> </u>	<u></u>	<u>/</u>
Motch line "C"						
	SPAN (6-7)				SPAN (7-8	})
	91'-8 3/8"± (match ex	(isting)		->: <i>c</i>	91-8 1/2	"≖ (match (
10'-0″ ±			10′-0″ ±	10'-0" ±		
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#5-R10	#5-R27	#5-R27	₩5-R10	#5-R10	د لغ Joint Filler (match existing) (Tvi	>) 1 #5-
	<u> </u>					
/ **	·		-	<u>*</u>		
line "D"	SPAN (8-9)	433 Resin Anchor	System (spaced as shown in	Part Section Near Curb Blockout	
	SPAN (8-9		¥	System (spaced as shown in	Part Section Near Curb Blockout	
	SPAN (8-9		¥	System (spaced as shown in	Part Section Near Curb Blockout	
10'-0" ±	SPAN (8-9		¥	System (spaced as shown in	. Part Section Near Curb Blockout	
10'-0" ± (motch existing)	SPAN (8-9	7	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ±	SPAN (8-9	7	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ± (motch existing)	SPAN (8-9	7	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ± (motch existing)	SPAN (8-9	7	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ± (match existing) #5-R10	SPAN (8-9	7	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ± (motch existing)	SPAN (8-9	7	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ± (motch existing) #5-R10	SPAN (8-9	7	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ± (motch existing) #5-R10	SPAN (8-9	7 #5-R2	<pre>€ 4'-10 1/2″± (match existing)</pre>			
10'-0" ± (match existing) #5-R10 Match line "E" Match line "E" hte: r details of end post, see short details of curb blockout, s	heet no. 9. see sneet no. 3.	#5-#26 #5-#10 #5-#10 #5-#27 \$P\$optioner (15p) #5-#27 SPAN (6-7) SPAN (7-8) 3/8"1 (notion existing) 91-8 1/2"1 (notion existing) 91-8 1/2"1 (notion existing) 21				
10'-0" ± (match existing) #5-R10 	heet no. 9. see sneet no. 3.	7 #5-R2	4-10 1/2": (match existing) 8 SPAN (10-11) LEVATION NEAR RIGHT	#5-R	28 	
10'-0" ± (match existing) #5-R10 Match line "E" Match line "E" whether details of end post, see short details of curb blockout, so or section near left curb block	heet no. 9. see sneet no. 3.	7 #5-R2	4-10 1/2": (match existing) 8 SPAN (10-11) LEVATION NEAR RIGHT	CURB BLOCKOUT SPA	28 	





C

		State	Proj. No.	Sheet No.
		мо		BZ7
ansion device	shall be fo	bricated or	d installed in	

accordance with the recommendations of the manufacturer, and as

The contractor shall verify all dimensions prior to fabrication.

All steel shall be ASTM A709 Grade 36, except steel extrusions

Poyment for furnishing and installing steel extrusions, elastomeric concrete and neoprene strip seal shall be made under the contract

be coated with a minimum of two coats of inorganic zinc primer (5 mils minimum) . The interior portion of the extrusion which will be in contact with the gland shall not be coated. Anchorage for

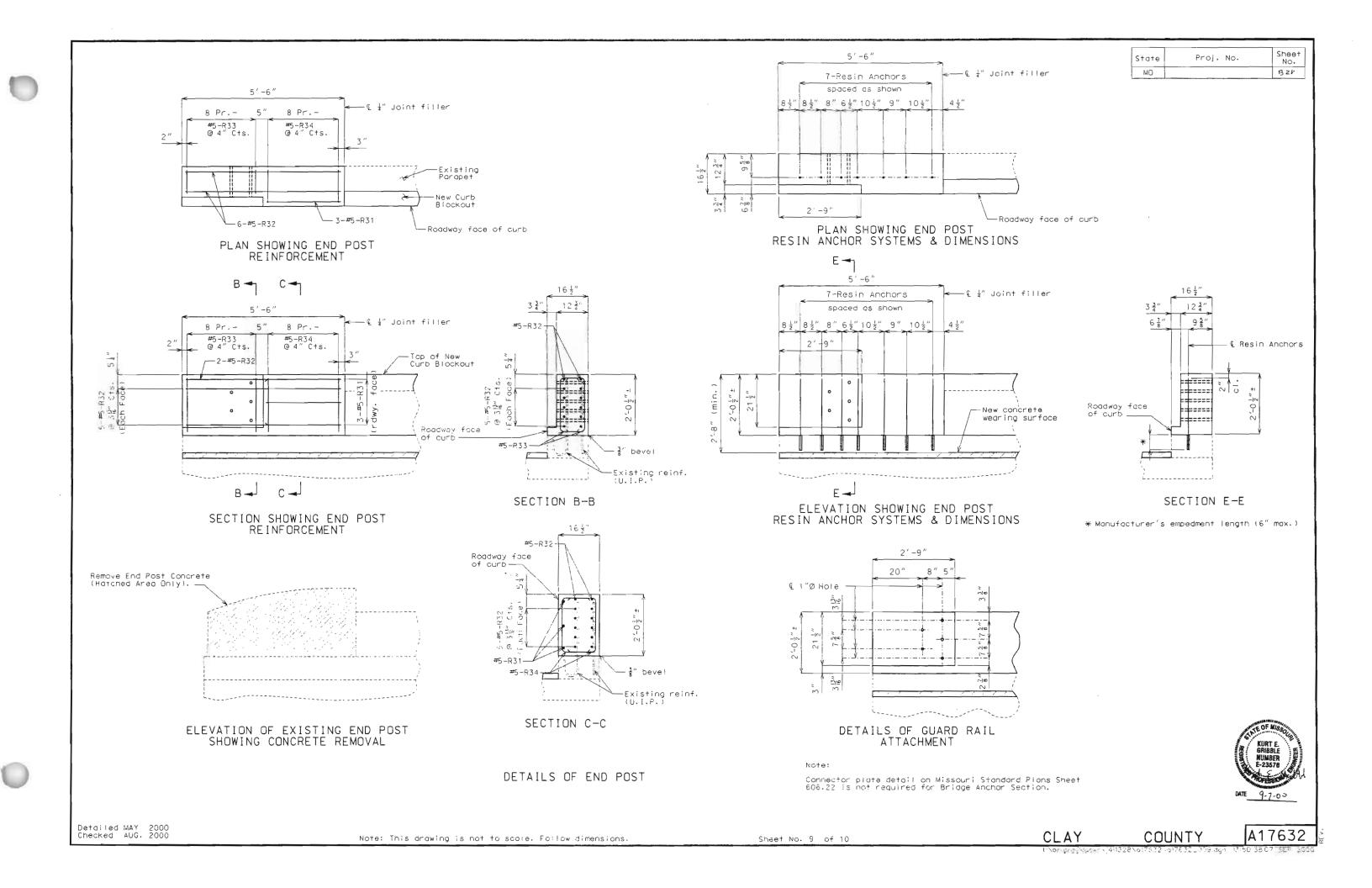
Payment for furnishing, coating and placing steel extrusions shall be included in the contract unit price for Strip Seal Expansion Joint

The expansion device shall be bent to conform to crown and grade

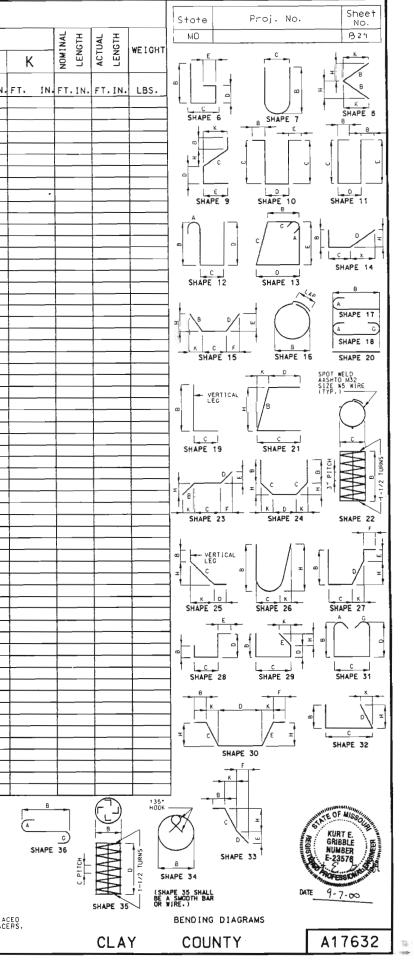
Epoxy Seal 18" each side of Expansion Joint and underside of Overhang the full width of Overhang (See Special Provisions)

GRIBBLE UMAFE DATE 9-7-00

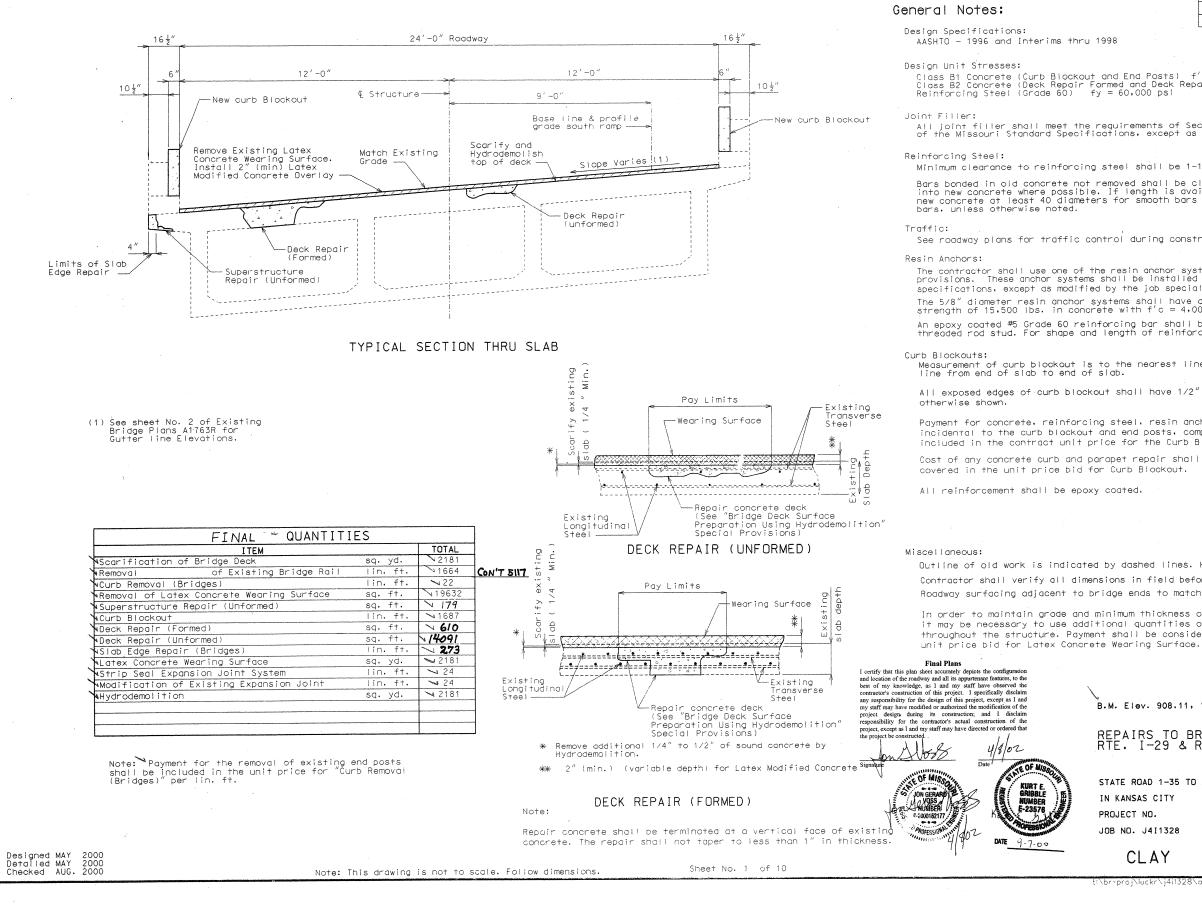
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MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION



State	Proj. No.	Sheet No.
MO	FAI-29-1(102)	B20
SEC/SI	JR 1 TWP 50N RGE 3	3W
С	ontract I.D. ODIAIS	-402
c = 4, sir Uni	000 psi Formed) f'c = 4,000 ps	si
1/2", 1	unless otherwise show	٦.
ilable	, old bars shall exter	nd into
	MO SEC/SI C air Uni stion 1 noted.	

See roadway plans for traffic control during construction.

The contractor shall use one of the resin anchor systems listed in the job special provisions. These anchor systems shall be installed according to the manufacturer's specifications, except as modified by the job special provisions. The 5/8" diameter resin anchor systems shall have a minimum ultimate pullout strength of 15,500 lbs. in concrete with f'c = 4,000 psi, see special provisions An epoxy coated #5 Grade 60 reinforcing bar shall be substituted for the 5/8 '' Ø threaded rod stud. For shape and length of reinforcing bar, see sheet no. 2.

Measurement of curb blockout is to the nearest linear foot, measured at the gutter line from end of slab to end of slab. All exposed edges of curb blockout shall have 1/2" radius or 3/8" bevel unless

Payment for concrete, reinforcing steel, resin anchors, and any other work incidental to the curb blockout and end posts, complete in place, shall be included in the contract unit price for the Curb Blockout per linear foot. Cost of any concrete curb and parapet repair shall be considered completely

Dutline of old work is indicated by dashed lines. Heavy lines indicate new work. Contractor shall verify all dimensions in field before ordering new material. Roadway surfacing adjacent to bridge ends to match bridge overlay.

In order to maintain grade and minimum thickness of overlay as shown on plans it may be necessary to use additional quantities of overlay at various locations throughout the structure. Payment shall be considered completely covered in the

B.M. Elev. 908.11, "" on curb Lt. @ Bent no. 1.

REPAIRS TO BRIDGE OVER RTE. I-29 & RTE. I-35



STATE ROAD 1-35 TO RTE. 169 IN KANSAS CITY PROJECT NO. JOB ND. J411328

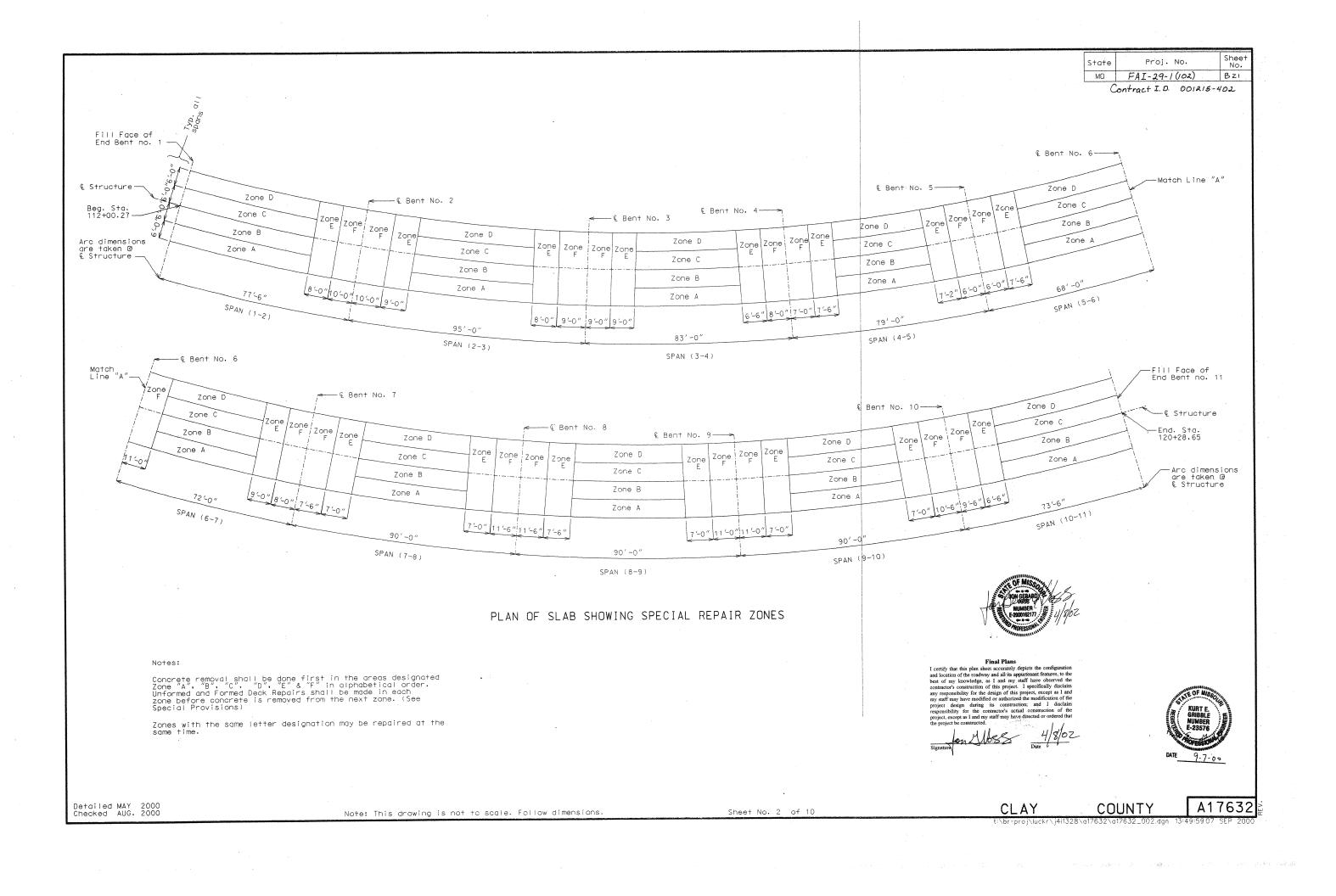
CLAY

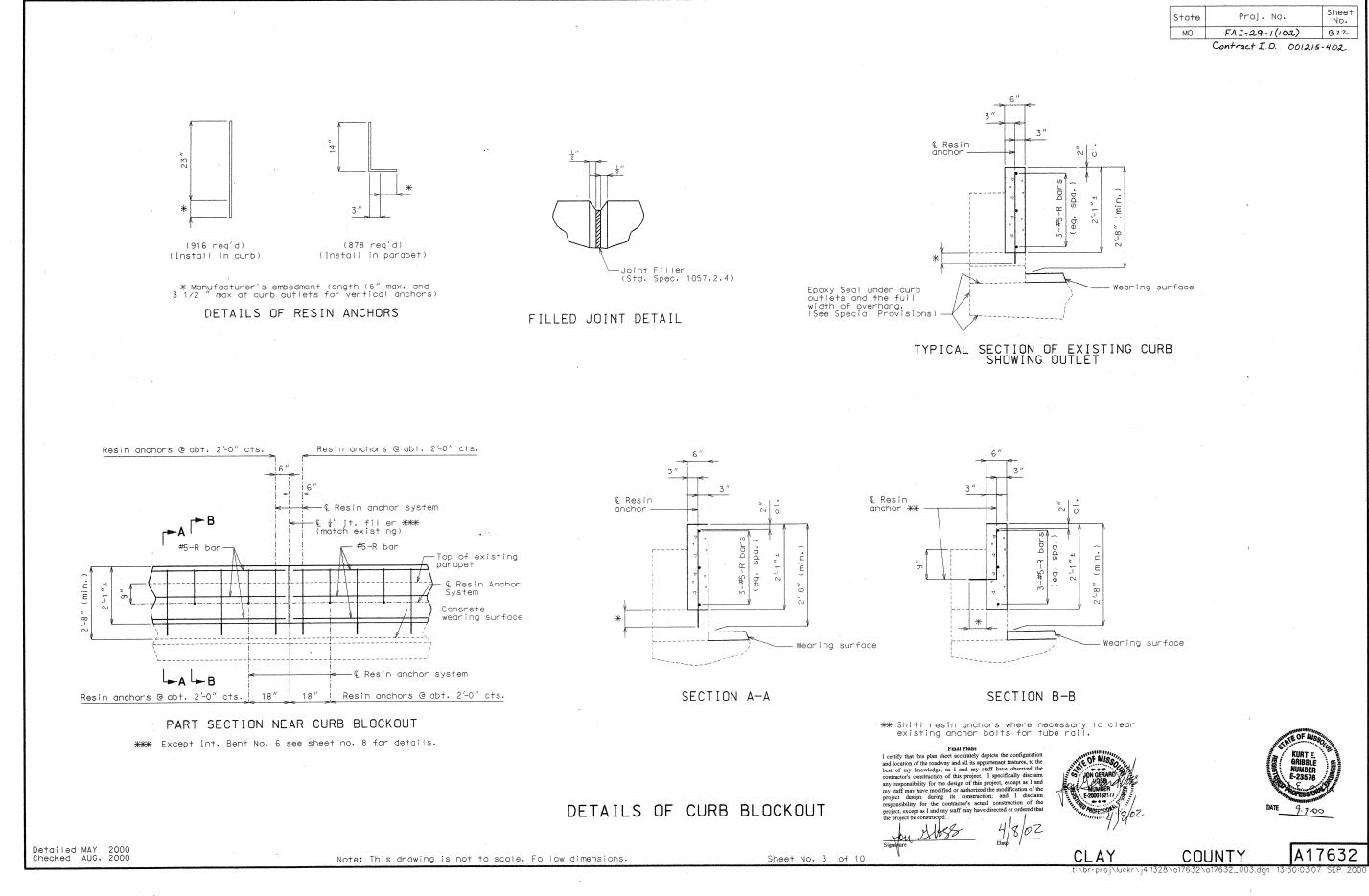
STA. 112+00.27± (MATCH EXISTING) RTE. 1-29 S.B.L.

COUNTY

STD.	
STD.	
STD.	
STD.	706.35
A1 ⁻	7632

Date: 9/11 /00 Nbr-projNuckr\j4i1328\a17632\a17632_001.dgn=13:49:53.07_SEP_2000

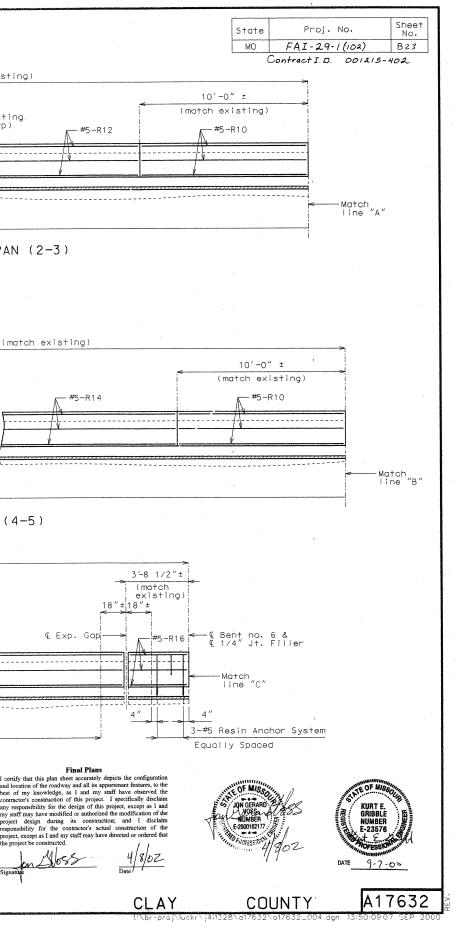




State	Proj. No	•	Sheet No.
MD	FAI-29-1(1	02)	B22
	Contract I.D.	001215	-402

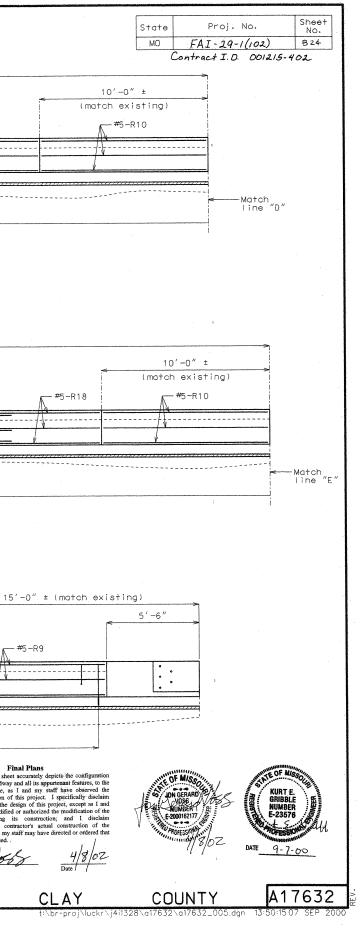
- 34 - 1

93'-2 1/2"± (match existing) 76'-0 1/4 "± (match existing) 12'-0"± (match existing) 10'-0" ± 5′-6″ 10'-0" ± (match existing) (match existing) -Top of existing parapet (Typ) --#5-R12 #5-R12 #5-R8 -#5-R11 #5-R11 -#5-R10 --- #5-R10 -++-1-1----------SPAN (2-3) SPAN (1-2) 81'-5 1/4"± (match existing) 77'-6"± (match existing) 10'-0" ± 10'-0" ± 10'-0" ± (match existing) (match existing) (match existing) --- #5--R14 -#5-R14 -#5-R13 -#5-R13 #5-R10 -#5-R10 -#5-R10 -----·--/}-1-1-_________ -Match line "A" 410 Resin Anchor System (spaced as shown in Part Section Near Curb Blockout) SPAN (3-4) SPAN (4-5) 66'-8 5/8"± (match existing) 10'-0" ± (match existing) € Exp. Gap ¼″ Joint Filler **K** #5−R15 -#5-R15 **№** #5-R10 (match existing) (Typ) _____ ----------------Match line "B" SPAN (5-6) Final Plans I certify that this plan sheet accurately depicts the configuration and location of the roadway and all its appurtant features, to the best of my knowledge, as I and my safif have observed the contractor's construction of this project. I specifically disclaim any responsibility for the design of this project, except as I and my staff may have modified or authorized the modification of the project design during its construction; and I disclaim responsibility for the contractor's actual construction of the project, except as I and my staff may have directed or ordered that the anxiet for construction Note: For details of end post, see sheet no. 9. For details of curb blockout, see sheet no. 3. SECTION NEAR LEFT CURB BLOCKOUT SPANS (1-2) THRU (5-6) For elevation near right curb blockout, see sheet no. 6 & 7. All longitudinal dimensions shown are measured along outside face of parapet along the curve. DETAILS OF CURB BLOCKOUT For details of curb near Bent no. 6, see sheet no. 8. Detailed MAY 2000 Checked AUG, 2000 Sheet No. 4 of 10 Note: This drawing is not to scale. Follow dimensions.

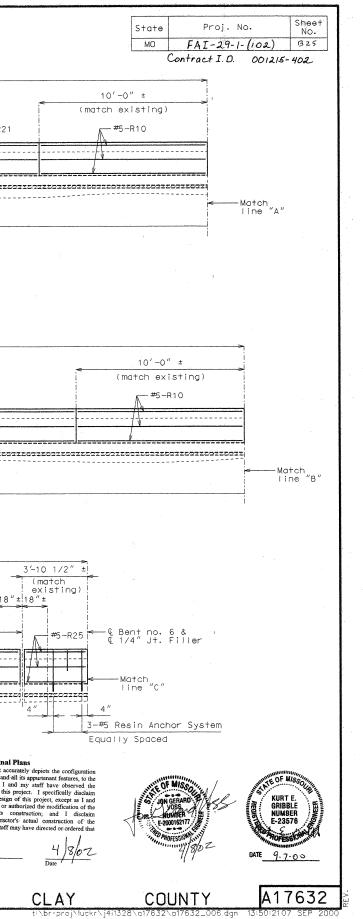


	70'-7 5/8 "± (match existing)			88'-3 5/8 "± (mat	ch existing
10'-0" ±		10'-0" ±	10'-0" ±	Top of e	xistina
(match existing)		(match existing) #5-R10	(match existing)	Top of e Parapet	(Typ) #5-R1
				/	···· / }
↓ V					
Match line "C"					
	SPAN (6-7)			SPAN (7-8	8)
,	88'-3 1/2 "± (match existing)			88 - 3 5/	8″± (match)
<pre>10'-0" ± (match existing) </pre>	<u></u> #5-R18 <u></u> #5-R18	10'-0" ± (match existing) #5-R10	10'-0" ± (match existing) (match existing)	 ↓ € ╁″ Joint Filler (motch existing) (Ty	······································
#5-R10					
			V		
← Match line "D"	43	31 Resin Anchor System (spaced	d as shown in Part Section Nec	r Curb Blockout)	
	SPAN (8-9)				SPAN (S
٠		72'-1 1/8"± (match existing)			
<pre>(match existing) #5-R10</pre>		R19	₩5-R19		-
			/\		
← Match line "E"			****		1 <u>77:77:77:77:77:722221</u> 2
1046:	ot no. 9.	SPAN (10-11)			I co and bes
or details of end post, see shee			CURB BLOCKOUT SPANS	(6-7) THRU (10-11)	con any my pro
or details of end post, see shee or details of curb blockout, see or elevation near right curb blo sheet no. 6 & 7.		SECTION NEAR LEFT			res pro the

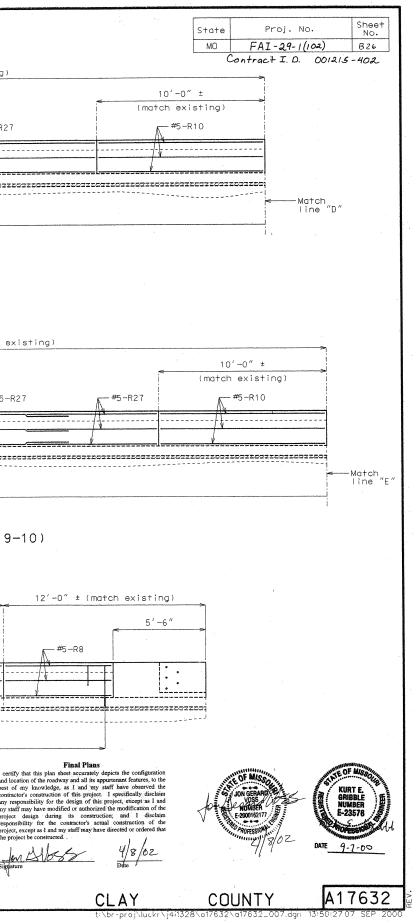
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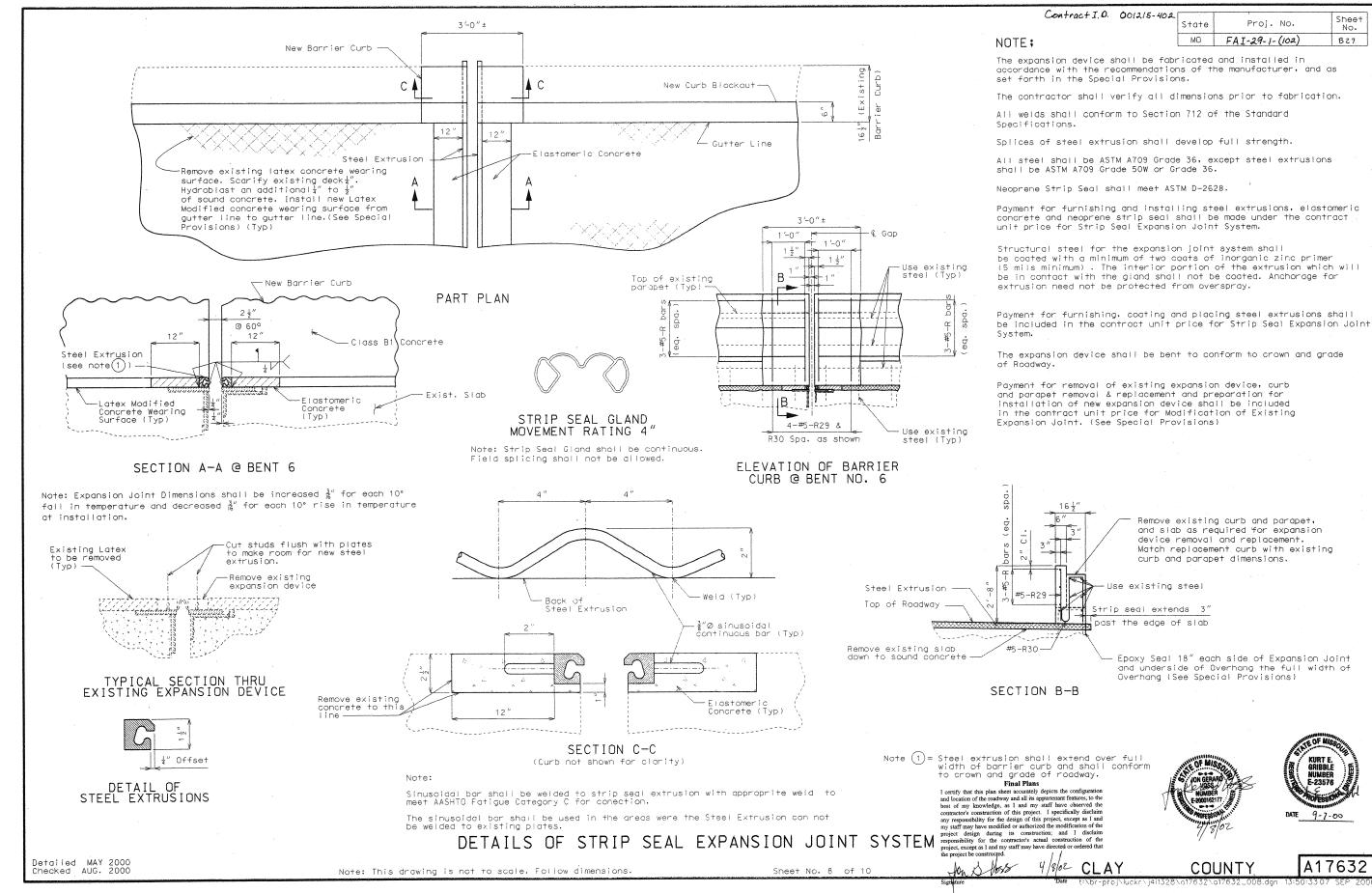


e		match existing)			96'-9 5/8"± (match existi	ng)
5′-6″ 	#5-R20 #5-R2	10'-0" (motch exis	iting) (match exis	ting)	Top of existing parapet (Typ)	#5-R2
			/*			
					2003220032203200320032003200	22252225222522252225222
4	S	SPAN (1-2)			SPAN	1 (2-3)
10'-0″ ±	84'-6 7/8″± (match	existing)	10′-0″ ±	<	80'-5 7/8"± (match existing)
(match existing)	⊼ ^{#5-R22}	₩5-R22	(match existing)	(match existing)	#5−R23	#5-R23
	420 Res	sin Anchor System (spac	ed as shown in Part Section Nec	ar Curb Blockout)	······································	
	SPAN (3	5-4)			SPAN (4	1-5)
			69'-3 1/2"± (match existing)		·	
10'-0″ ±			•			18
(match existing)	€ ¼″ Joint Filler (match existing) (Typ)	#5-R24		₩5-R24		€ Exp. Gap
				······	· · · · · · · · · · · · · · · · · · ·	
		222222222222222222222222222222222222222				
Match line "B" Note:			SPAN (5-6)			
For details of end post, For details of curb block						Fina I certify that this plan sheet as and location of the roadway and best of my knowledge, as I contractor's construction of thi
For section near left cur sheet no. 4 & 5.	ons shown are measured	ELEVA	TION NEAR RIGHT CURB	BLOCKOUT SPANS (1-2)	THRU (5-6)	any responsibility for the desig my staff may have modified or project design during its responsibility for the contrad project, except as I and my staf
All longitudinal dimension						the project be constructed.
along outside face of par	Bent no, 6, see sheet no, 8,		DETAILS OF	CURB BLOCKOUT		Signature Star

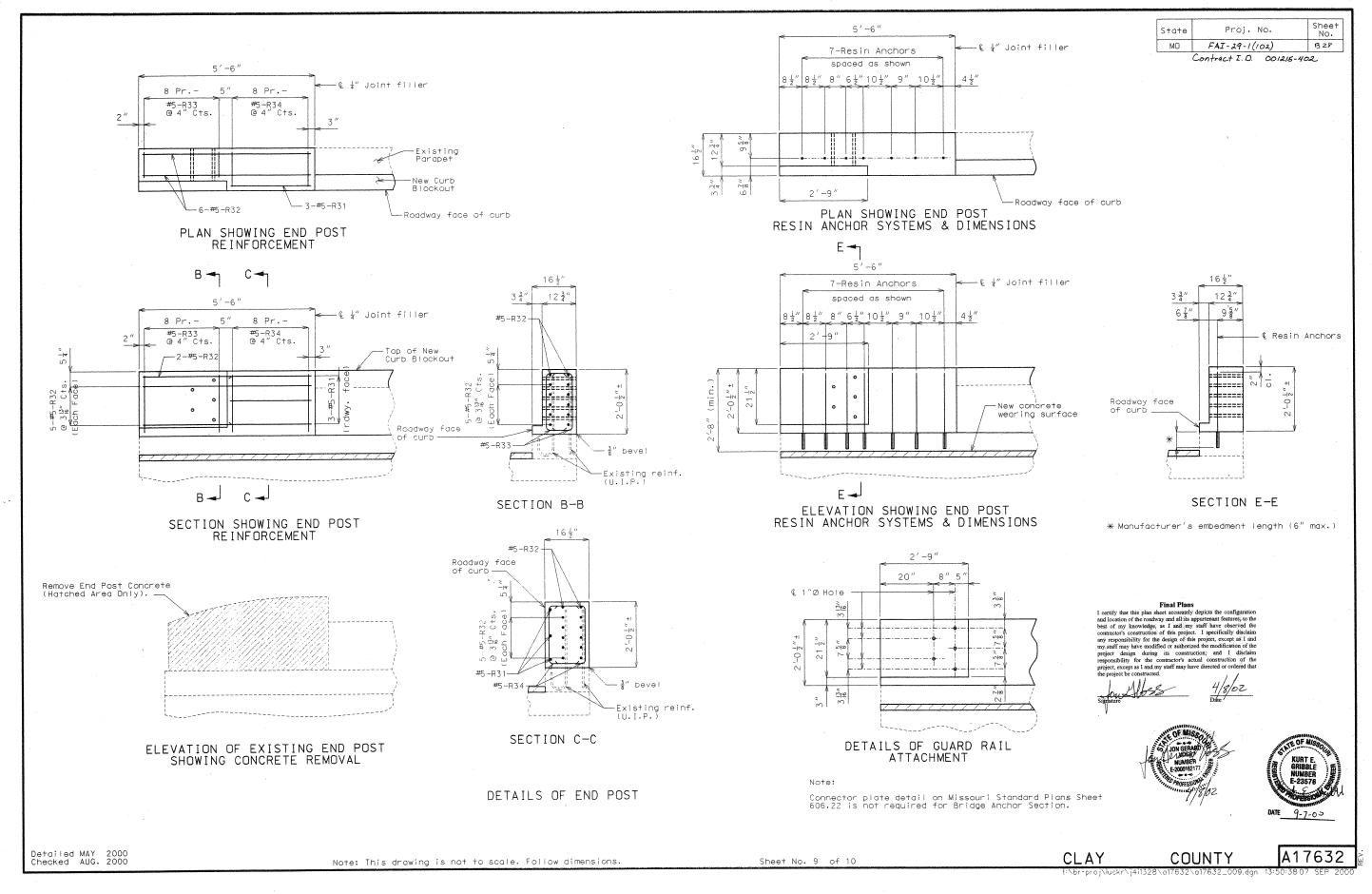


91'-8 1/2"± (match existing) 73²-4.1/4 "± (match existing) 10'-0" ± 10'-0" ± 10'-0" ± -Top of existing parapet (Typ) (match existing) (match existing) (match existing) -#5-R27 — #5-R27 #5-R10 #5-R10 #5-R26 #5-R26 ------++-----_ _ _ _ _ _ _ _ _ --------------------— Match Line "C" SPAN (7-8) SPAN (6-7) 91'-8 1/2" ± (match existing) 91'-8 3/8"± (match existing) 10'~0" ± 10'-0" ± 10'-0" ± (match existing) (match existing) (match existing) € ¼″ Joint Filler (match existing) (Typ) ---- #5-R27 --- #5-R27 -#5-R10 -#5-R10. -#5-R10 -#5-R27 _____ _ _ _ _ _ _ _ _ _ _ _ . -Match line "D" 433 Resin Anchor System (spaced as shown in Part Section Near Curb Blockout) SPAN (9-10) SPAN (8-9) 74'-10 1/2"± (match existing) 10'-0" ± (match existing) --- #5-R28 #5-R28 - #5-R10 _____ - - | - }; - - - -Match Line "E" I certify that this plan sheet accurately and location of the roadway and all its a best of my knowledge, as I and my SPAN (10-11) Note: y respo For details of end post, see sheet no. 9. ELEVATION NEAR RIGHT CURB BLOCKOUT SPANS (6-7) THRU (10-11) my staff may have modified or authorized the For details of curb blockout, see sheet no. 3. For section near left curb blockout, see sheet no. 4 & 5. DETAILS OF CURB BLOCKOUT Detailed APR. 2000 Checked AUG. 2000 Note: This drawing is not to scale. Follow dimensions. Sheet No. 7 of 10





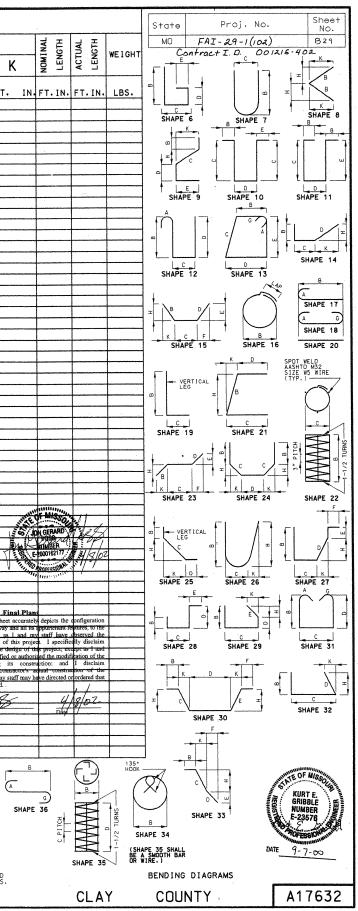
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		MO	FAI-29-1-(102)	BZ7	



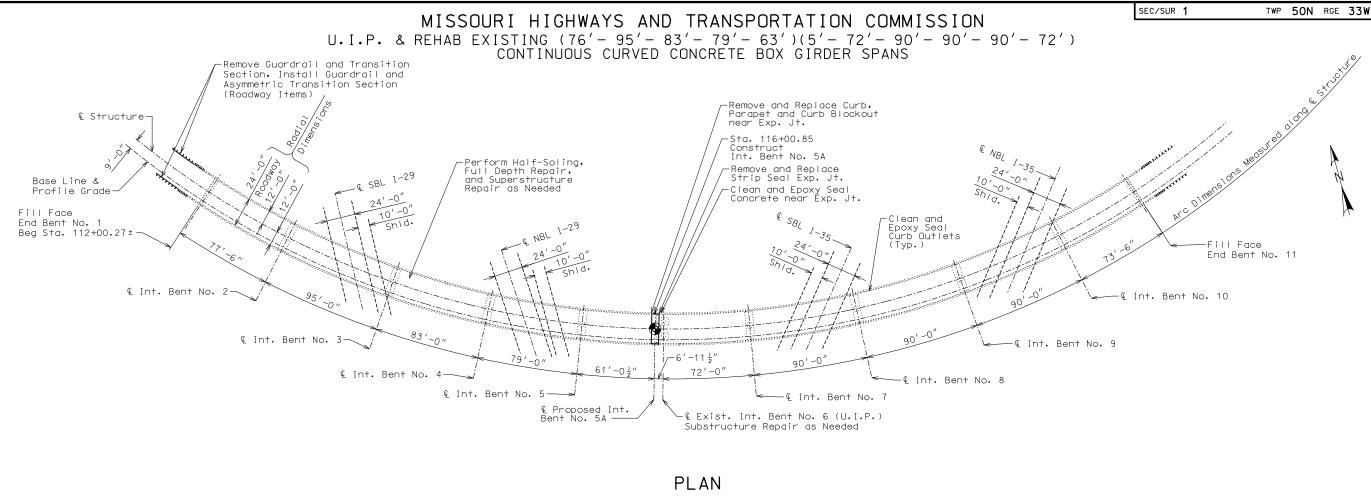
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12d FOR #6	A DR		n					IP HOO				<u>S</u>			ى		77	<u> </u>		BAR SIZE (I		30* НО G	JA	HOOKS OR G	ALL STANDARI PROCEDURE A) но 5 FO	OKS AN R 90 [ND BE	STD. HOOL	R TH	AN 180	DEG.	TO BE	BENT	WITH TH	E SAME	curr	Ŧ	<u> </u>
<u>ې</u> ۲		ł		×	2	BAR	GRAD		- <u>50</u> Р НООК		51 15° HOO	<	⊽	90)° %	~	~1	2d	F		-1/4" 5 3" 6			6" 8"	NOTE: ALL STANDARI PROCEDURE AS HOOKS AND BI E = EPOXY CI S = STIRRUP	ENDS DATE	SHALL D REIM	VF OR	IN ACCURE CEMENT.	JANC	e wiiH	I HE	FRUCEDL	INES A	s SHU₩N	UN THIS	SHEE		:
	হা _	I	p		\mathbf{N}	SIZE		N.)	HOOK OR G	HOOK	G APT	ROX.		DCT	1.00 0.00	ENISTON			'	#5 3-	-3/4" 7		5″	10"	X = BAR IS	INCL	UDED	IN SL	JBSTRUCTU	RE C	UANTITI	ES.	FEN DIN	ENSTO	WOHS SHOW	N ON THI	SIIN	F	
DIMENSION		1	$\left[\right]$	Ż	2	#4	2		-1/2" 6"	4-1/2		3"		UEIAIL	ING DIM	LINGTON		A OR G		#7 5-	-1/2" 8 -1/4" 1)"	7″	<u>12"</u> 14"	AND THE FOLI NO. EA. = NI NOMINAL LENI LISTED FOR ACTUAL LENG	.OW1	NG LII R OF E	BARS	OF EACH I	LENG	TH.	_ · · ·						105	
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11.1993



Note: All Bents are radial.

BENCH MARK:

B.M. #1: Top NE Bolt on Sign Support Sta. 119+40, 5.0′ Lt. Elev. 864.16

The locations of all subsurface borings for this structure are shown on the plan sheet(s) for this structure. The boring data for all locations indicated, as well as any other boring logs or other factual records of subsurface data and investigations performed by the department for the design of the project, are shown on Sheet(s) No. 14 & 15 or will be available from the Project Contact upon written request. No greater significance or weight should be given to the boring data depicted on the plan sheets than is given to the subsurface data available from the district or elsewhere.

The Commission does not represent or warrant that any such boring data accurately depicts the conditions to be encountered in constructing this project. A contractor assumes all risks it may encounter in basing its bid prices, time or schedule of performance on the boring data depicted here or those available from the district, or on any other documentation not expressly warranted, which the contractor may obtain from the Commission.



STATE ROAD AT I-29 AND I-35 INTERCHANGE IN KANSAS CITY STA. 112+00.27±(MATCH EXISTING)

Notice and Disclaimer Regarding Boring Log Data

REPAIRS TO BRIDGE: RAMP (I-29 S.B. TO I-35 N.B.) OVER I-29 AND I-35



1/7/2015 DATE PREPARE 1/2/2015 ROUTE STATE 1-29 МO DISTRICT SHEET NO. BR 1 COLINT CLAY IOB NO J4I3021 CONTRACT ID. PROJECT NO. BRIDGE NO A17633 MO 65102 WEST TY. 105 N CJ WAYS AND TF COMMISSION С--1468 NUMBER 220 S H+ SUITE 22 64105 AX 913/441-AUTHORITY N Ð Ш Ĉ Ð

1/7/2015

General Notes:

Design Specifications (New Construction except for Drilled Shaft): 2002 - AASHTD LFD (17th Ed.) Standard Specifications Seismic Performance Category A Bridge Deck Rating = 6
Design Specifications (Drilled Shaft): 2012 AASHTO LRFD Bridge Design Specifications (6th Ed.) and 2013 Interim Revisions
Design Loading: HS20-44 & Military 24,000# Tandem Axle (New Construction except for Drilled Shaft) HL-93 (Drilled Shaft) No Future Wearing Surface Earth 120 lb/cf, Equivalent fluid pressure 30 lb/cf
Design Unit Stresses: Class B Concrete (Substructure) f'c = 3,000 psi
Class B-1 Concrete (Superstructure, Curb & Parapet, Curb Blockout) f'c = 4,000 psi
Class B-2 Concrete (Drilled Shafts & Rock Sockets) f'c = 4,000 psi Reinforcing Steel (Grade 60) fy = 60,000 psi Structural Low Alloy Steel (ASTM A709 Grade 50) fy = 50,000 psi
Reinforcing Steel: Minimum clearance to reinforcing steel shall be 1-1/2", unless otherwise shown.
Concrete Protective Coatings: Protective coating for concrete bents and piers (Epoxy) shall be applied as shown on the bridge plans and in accordance with Sec 711.
Miscellaneous: High strength bolts, nuts and washers will be sampled for quality assurance as specified in Sec 106.
Outline of old work is indicated by light dashed lines. Heavy lines indicate new work.
Contractor shall verify all dimensions in field before ordering new material.
Bars bonded in old concrete not removed shall be cleanly stripped and embedded into new concrete where possible. If length is available, old bars shall extend into new concrete at least 40 diameters for plain bars and 30 diameters for deformed bars, unless otherwise noted.

The area exposed by the removal of concrete and not covered with new concrete shall be coated with an approved qualified special mortar in accordance with Sec 704.

Joint Filler:

All joint filler shall be in accordance with Sec 1057 for preformed sponge rubber expansion and partition joint filler, except as noted.

Traffic Handling:

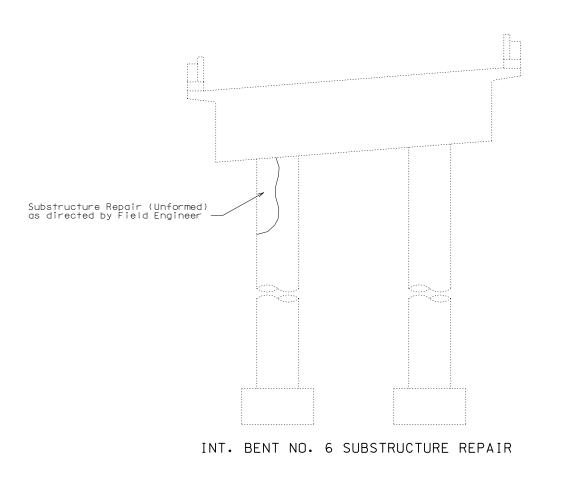
Structure will be closed during construction except construction of Bent 5A. See Roadway plans for Traffic Control Plan.

		FOUNDATION DAT	A		
TYPE		DESIGN DATA		BENT NO: 5A	
	Νι	mber		1	1
	-	Foundation Material		Rock]
	L	Elevation Range	f†	848-841]
	Laye	Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	22.8	
	\sim	Foundation Material		Shale	1
Rock Socket		Elevation Range	f†	841-835	
(Drilled	Laye	Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	6.9	
	m	Foundation Material		Rock	1
		Elevation Range	f†	835-824	1
	Laye	Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	22.8	
	Cc	nimum Nominal Axial mpressive Resistance ip Resistance)	ksf	100	

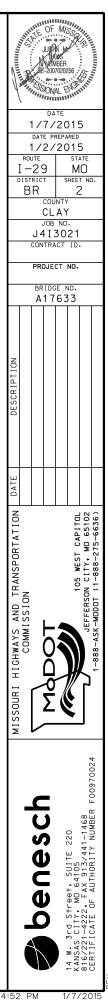
ESTIMATED QUANTI	TIES			
Item		Substr.	Superstr.	Total
Removal of Existing Expansion Joints & Adjacent Concrete	linear foot		24	24
Drilled Shafts (6 ft. 6 in. Dia.)	linear foot	9.5		9.5
Rock Sockets (6 ft. 0 in. Dia.)	linear foot	11.0		11.0
Supplementary Television Camera Inspection	each	1		1
Foundation Inspection Holes	linear foot	21.0		21.0
Sonic Logging Testing	each	1		1
Class B Concrete (Substructure)	cu, yard	63.5		63.5
Class B-1 Concrete (Superstructure)	cu, yard		5.1	5.1
Substructure Repair (Unformed)	sq. foot	100		100
Superstructure Repair (Unformed)	sq. foot		1,000	1,000
Repairing Concrete Deck (Half-Soling)	sq. foot		400	400
Full Depth Repair	sq. foot		40	40
Clean and Epoxy Seal	sq. foot		3,400	3,400
Reinforcing Steel (Bridges)	pound	11,280		11,280
Reinforcing Steel (Epoxy Coated)	pound	4,300	900	5,200
Protective Coating - Concrete Bents and Piers (Epoxy)	lump sum			1*
Fabricated Structural Low Alloy Steel (Misc.)	pound		2,590	2,590
Laminated Neoprene Bearing Pad Assembly	each		4	4
Strip Seal Expansion Joint System	linear foot		24	24

The cost of any required excavation to the top of the drilled shafts will be considered completely covered by the contract unit price for other items.

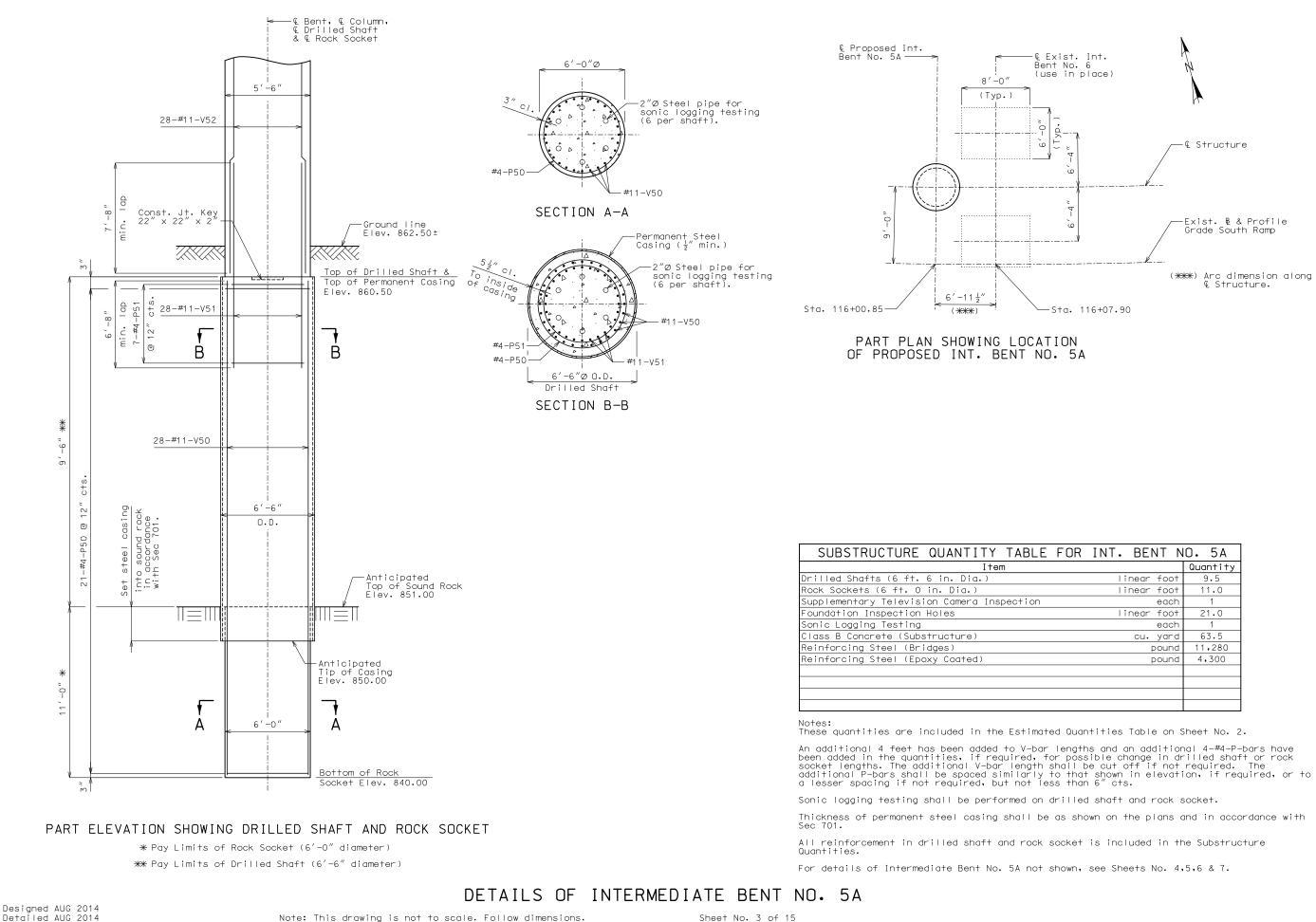
* Estimated quantity of 700 sq. foot of Protective Coating - Concrete Bents and Piers (Epoxy) at Int. Bent No. 5A.



Designed AUG 2014 Detailed AUG 2014



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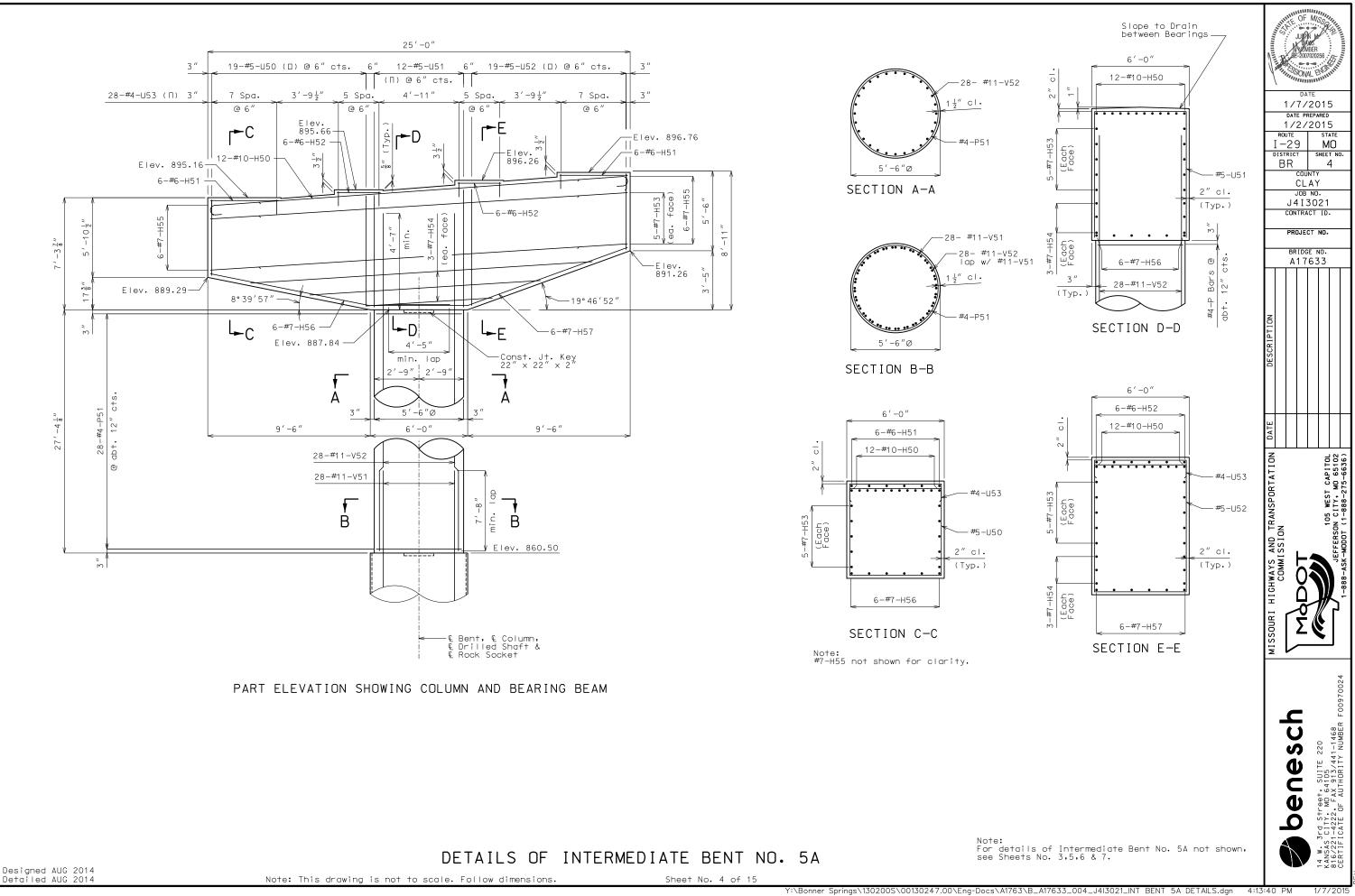


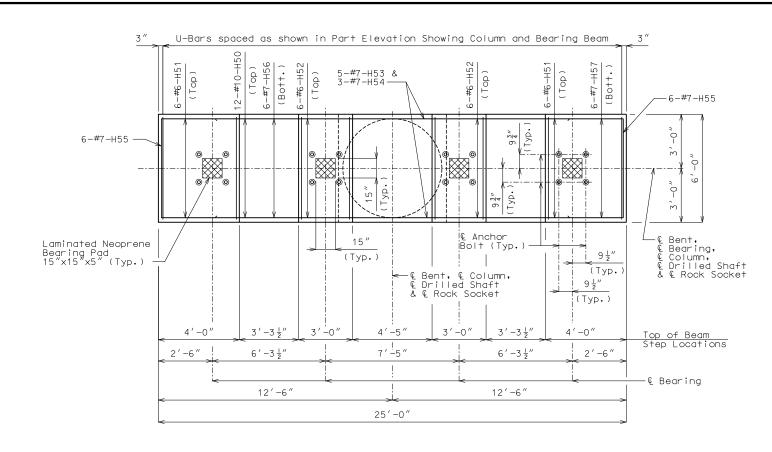
Note: This drawing is not to scale. Follow dimensions.

IR	INT. BENT N	0. 5A
		Quantity
	linear foot	9.5
	linear foot	11.0
	each	1
	linear foot	21.0
	each	1
	cu, yard	63.5
	pound	11,280
	pound	4,300

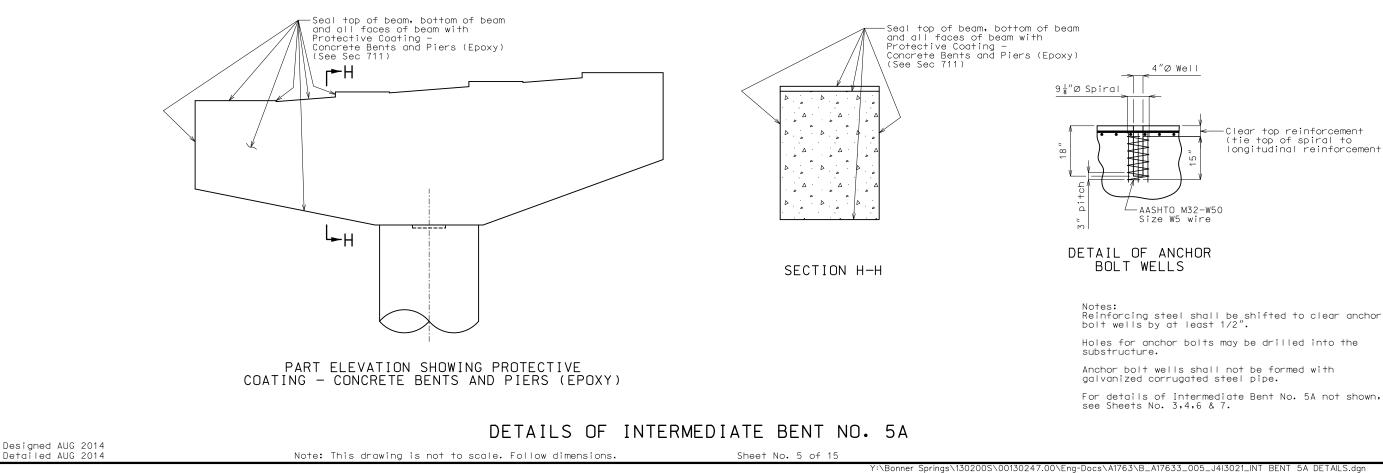
	MISSOURI HIGHWAYS AND TRANSPORTATION	DATE	DESCRIPTION					N.	Munture.
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1/7/2015









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1/7/2015

Holes for anchor bolts may be drilled into the substructure. Anchor bolt wells shall not be formed with galvanized corrugated steel pipe. For details of Intermediate Bent No. 5A not shown, see Sheets No. 3.4.6 & 7.

-Clear top reinforcement (tie top of spiral to longitudinal reinforcement)

COMMISSION DATE Denesch Allerest Suite 220 Allerest Suite 220 Allerest Suite 220 Allerest Suite 200 Allerest Suite 210 Allerest Suite		DISTRICT SHEET NO. BR 5 COUNTY CLAY JOB NO. J4I3021 CONTRACT ID. PROJECT NO. BRIDGE NO.	DATE 1/7/2015 DATE PREPARED 1/2/2015 ROUTE STATE I-29 MO	OF MISSING
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2′-6″ k (Shim @ brg.) م ان 5불" 4 읕" 103/ 48/54 e 7 ы No -Bevel shim plate to match -& 1½″Ø Swedge anchor bolts 1<u>2</u>" (S *** ^{to} bottom of box girder cross slope (total bevel = 1"±) W16 x 89 (see Sheet No. 7 for details) 1 <u>4</u> " ± p | d†e 13″ -W16 x 89 (see Sheet No. 7 for details) Bevel sole plate to match longitudinal slope of Box Girder (total bevel = $\frac{1}{2}^{"}$) Burr threads (Typ.) —Hex nut (Typ.) -Sole plate Ч Σ eaded (Typ. Top of bent cap-24″ P Top of Neoprene elastomeric bent cap Dad -Sole plate 15″ Neoprene elastomeric pad------15′ -Flat surface (see Sec 1080) -Surface of 2'-0" concrete SIDE VIEW END VIEW (***) Shim plate thickness and slope requirement shall be field verified before fabrication. Shim plate shall be one plate. \cap 0 \sim 2′-0″ 19″ 2 1/2 " 2 1/2 DETAIL OF 3/4"Ø THRU OPTIONAL DETAIL OF 1 3/8"Ø € Slotted Hole-2 1/2"Ø ANCHOR BOLTS THRU 2 1/2"Ø ANCHOR BOLTS -Bond sole plate -Shim plate (13" x 13" to the neoprene elastomeric pad SWEDGE ANCHOR BOLT DETAILS Sole plate. Sole plate S 1 $-W16 \times 89$ _____ ₫ 19∣ ¦″ (Min₊) -Neoprene Elastomeric GENERAL NOTES: (Typ.) Pad (bond to bearing seat with epoxy adhesive) ____. 11 Gage or ¹/₈" shim plate *-(*) The required shim plate shall be placed between layers of elastomer and molded together to form 5 3 than extension into the concrete. 1 😽 " an integral unit. (***) Seven layers of $\frac{1}{2}''$ elastomer alternating with eight 11 gage or $\frac{1}{8}''$ shim plates Anchor bolt shall be at the ℓ of slotted hole at 60°F. Bearing position shall be adjusted $\frac{1}{8}''$ for each 10° fall or rise in temperature at installation. (Min.) (Тур.) Neoprene elastomeric pad 15"x15" PART PLAN NEOPRENE ELASTOMERIC PAD minimum). Neoprene Elastomeric Pads shall be 60 Durometer. Structural steel for sole plate and wide flange shim plate shall be ASTM A709 Grade 36 and shall be coated with a minimum of two coats of inorganic zinc primer (5 mils minimum). Laminated Neoprene Bearing Pad Assembly shall be in accordance with Sec 716. DETAILS OF LAMINATED NEOPRENE BEARING PAD ASSEMBLY AT INT. BENT NO. 5A Designed AUG 2014

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

Detailed AUG 2014

Sheet No. 6 of 15

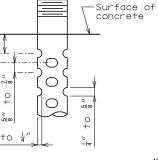
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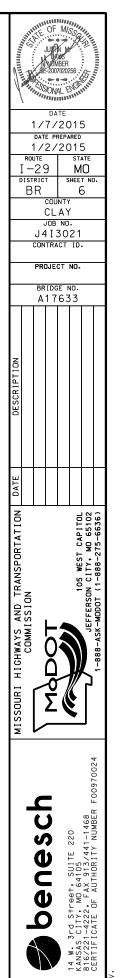
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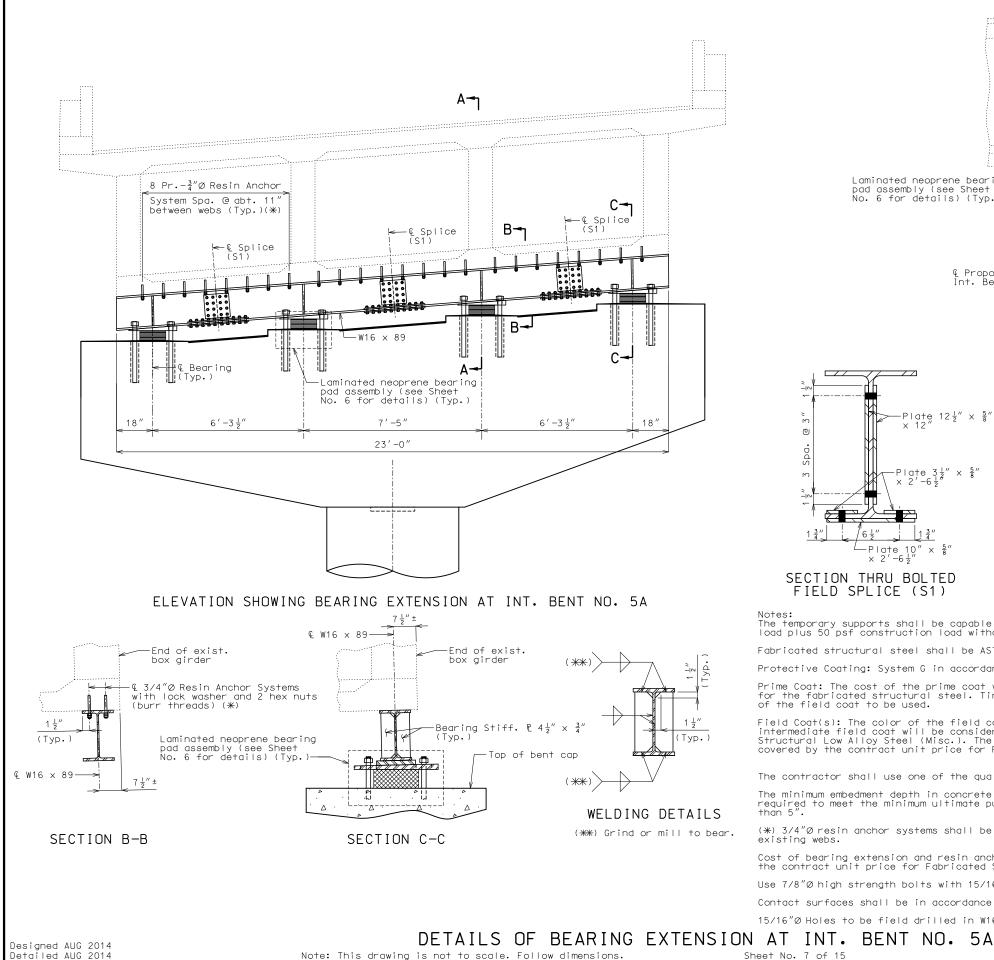
1/7/2015

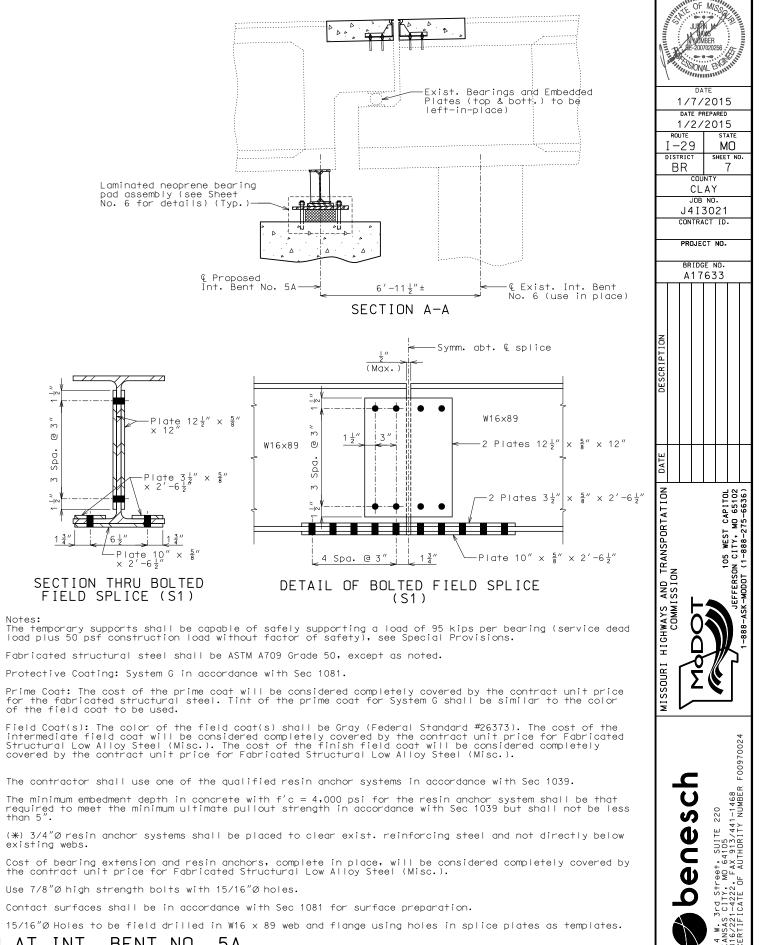
All structural steel for the anchor bolts and heavy hexagon nuts shall be coated with a minimum of two coats of inorganic zinc primer (5 mils

Anchor bolts shall be $1\frac{1}{2}$ "Ø ASTM F1554 Grade 55 swedged bolts and shall extend 15" into the concrete with AASHTO M291 (ASTM A563) Grade A Hex or Heavy Hex nuts. Actual manufacturer's certified mill test reports (chemical and mechanical) shall be provided. Swedging shall be 1" less









Notes:

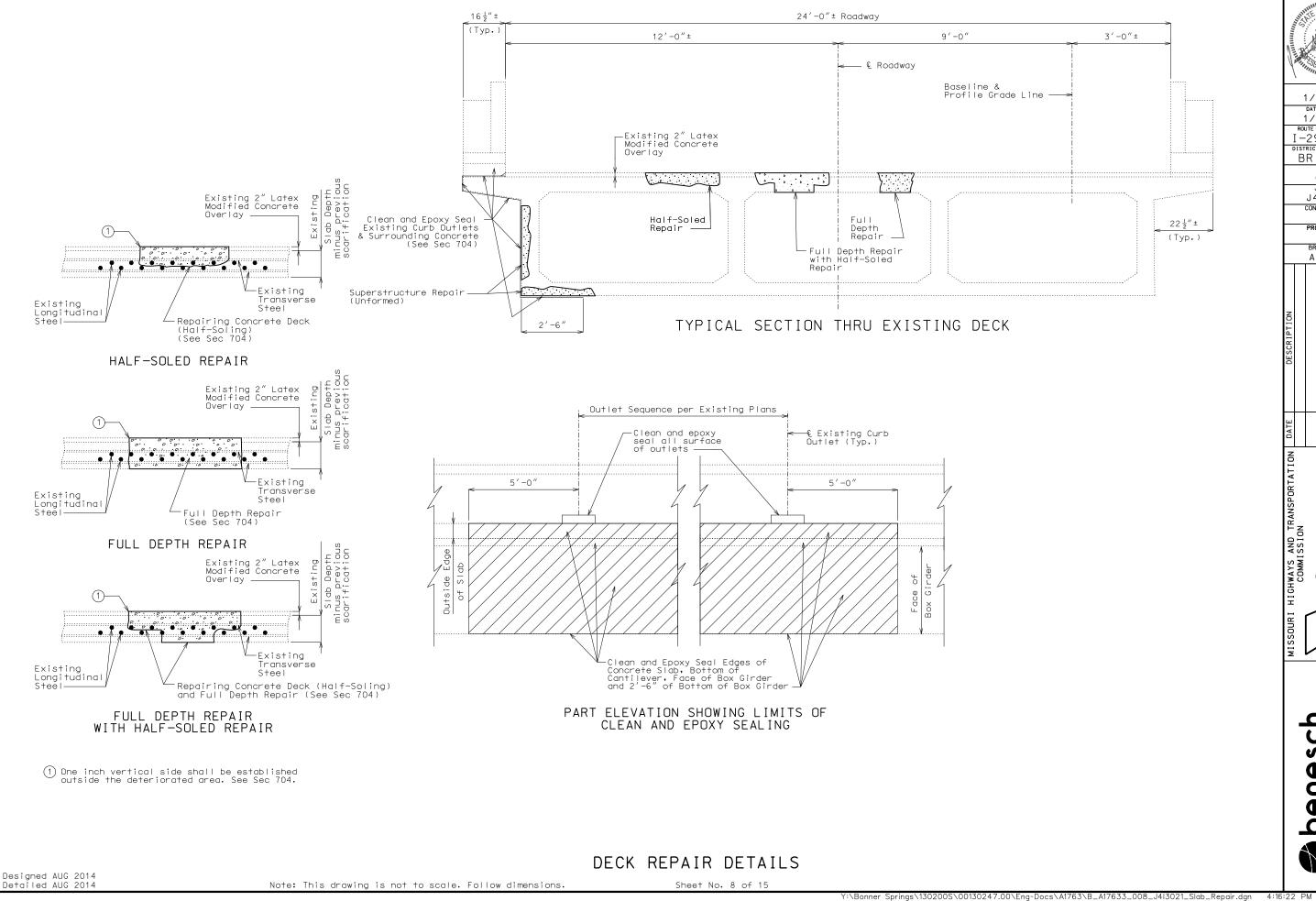
of the field coat to be used.

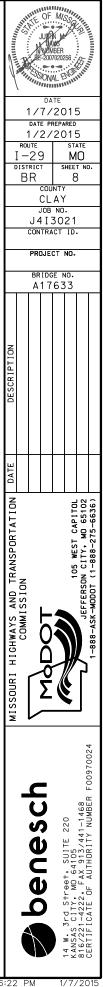
existing webs.

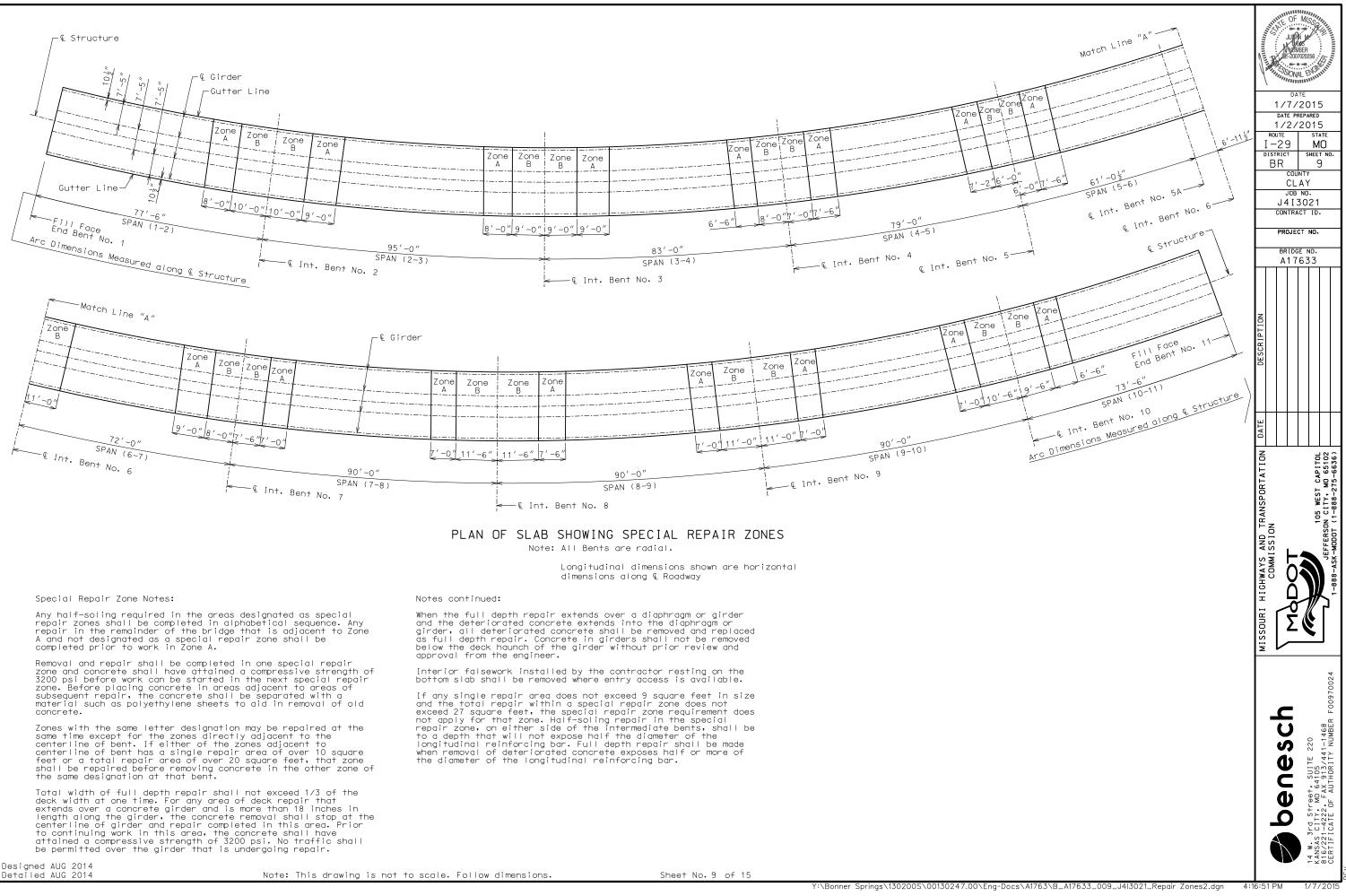
Use 7/8"Ø high strength bolts with 15/16"Ø holes.

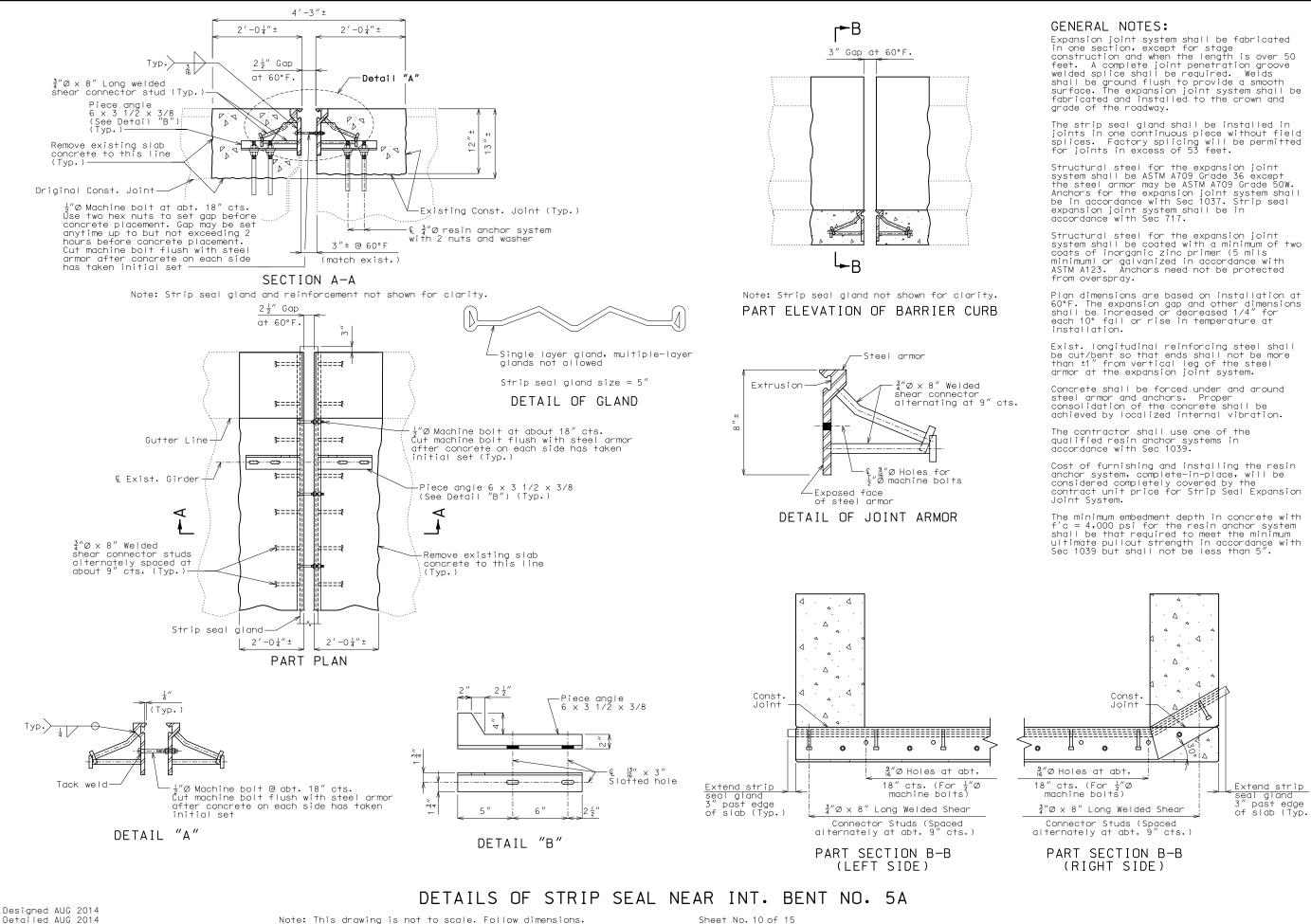
Note: This drawing is not to scale. Follow dimensions.

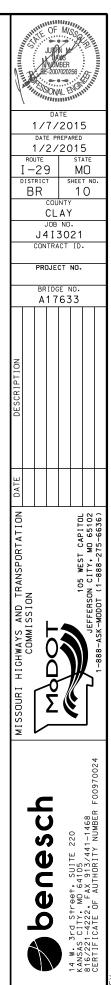
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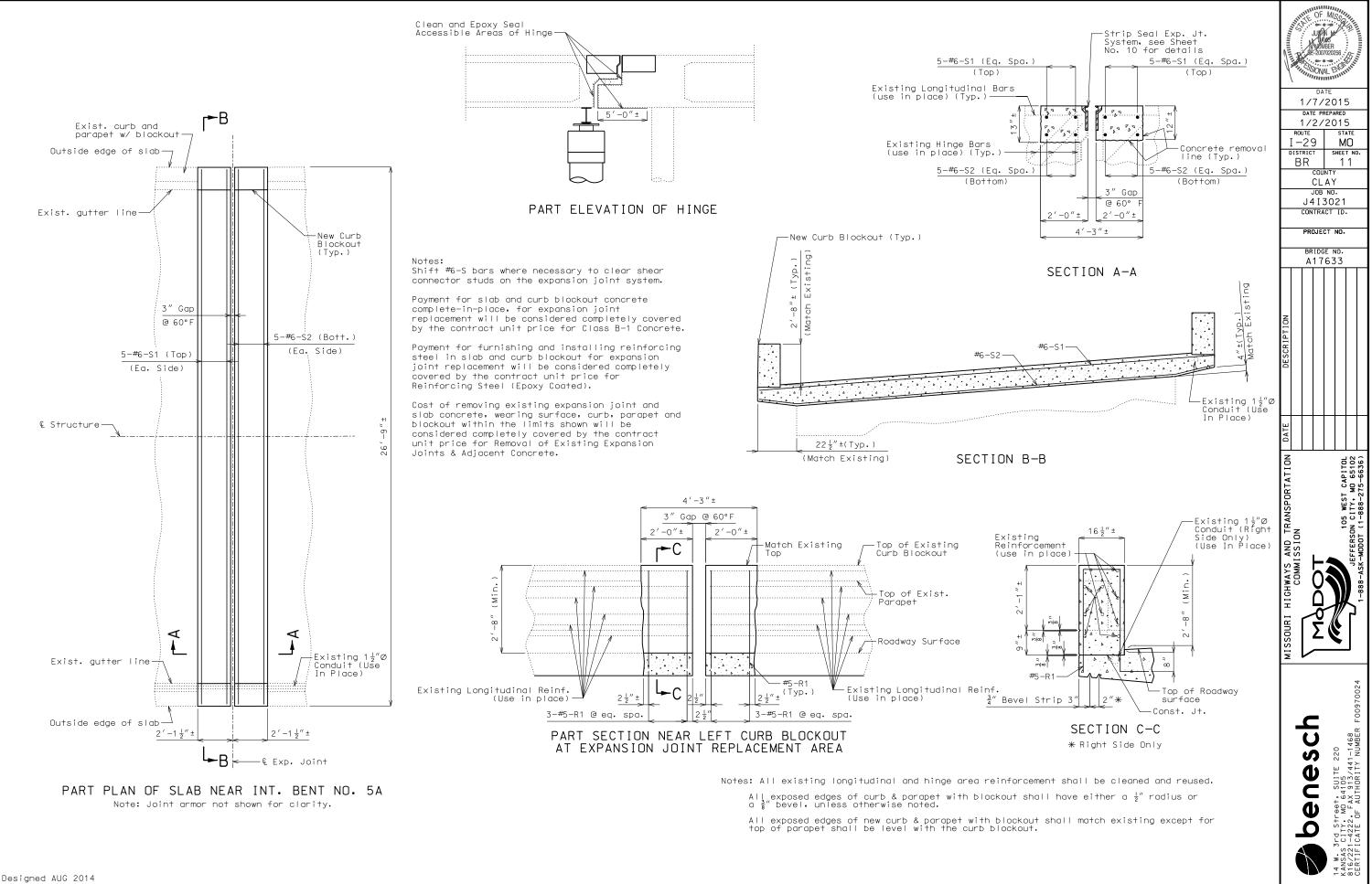




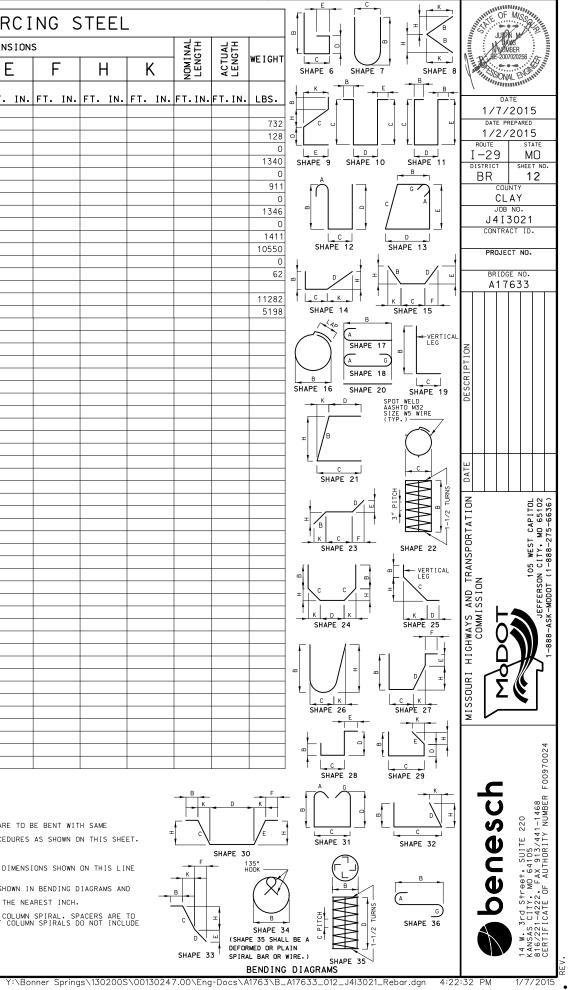


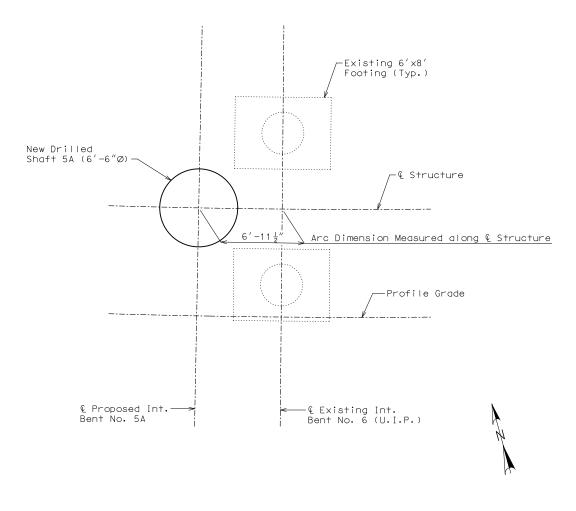


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		SUB	STRUC	TURE	ν] ⁽	<u> </u> >	F	т.	IN.	. F T	. IN	• F	T. IN	I. F	т. і	N. F	FT.	IN.	FT.	IN.	FT	. IN	• FT.	. IN.	FT.	IN.	LBS.		z		ΤΟΤΑ	LS			>	FT. IN.	FT.	IN.	FT. IN.	FT. IN.	FT. IN	. FT	. IN.	FT.	IN.	FT.
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12 10		H52 H53	Beam Beam	_		X X	2		.000 .000	_													2		2	8 6	-		- 13	5		E	Ξ													
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25 35		P50 D. P51 (_		X X	5		.000	-													18 17		18 17	9 11			1	11 N5		-	-													
19			Beam	E	13 S	X V	1 5	8	.000) 5	2.00		8.00	0 5		_							22		22	6	48	7			TOTA		_													
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	Inc	• = 3	.333″							7	8.00	0		7	8.0								27	10	27	6																				
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16	W5	W50	Beam	E	22	X		15	.000)	9.12	5											23	0	23	0	6	2																		
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DIMENSION		AND #		DETAILING	± 			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	BAF SI2 #4 #5 #6	GI R ZE	RADES (IN.) 2" 2 1/2" 4 1/2"	40 - 90° HC A C 4 1 ' 6 ' 1	/2″ 4	50 KS 133 HOOK OR G 1/2 1/2 8"	5° HOOK APPR " 3 " 3 4 1	" /4" /2"			90 ETAILI 80°	NG DIME	ENSIC	×.	AC	DOK DOK		BAR SIZE #3 #4 #5 #6 #7 #8 #9 #10 #11	D (1N.) 2 1/4" 3" 3 3/4" 4 1/2" 5 1/4" 6" 9 1/2" 10 3/4" 12"	18 A OR 5" 6" 7" 8" 10 11 11 15 17 19	ALL 0° HOO G 	J A 3" 4" 5" 6" 7" 8" 1 3/4"		PROC HOOK E = S = V = AND NO•I ARE ACTU PAYW FOUR SPLI	STANI CEDURI S ANI EPOX STIRI BAR BAR INAL LISTI JAL LI VEIGH ANGI PLACE	E AS I D BENI Y COA RUP. IS IN DIMEN FOLLO ENGTH LENGTH LE OR D ON D ON SP.	FOR DS S TED CLUD SION WING BER AS AR FAS AR E BA CHA INSI ACER	S AND BEND 90 DEGREE HALL BE IN REINFORCEM DED IN SUBS 5 LINE. OF BARS OF SED ON ACT NEE BASURED ON BRICATORS VE MEASURED ON BOT NNEL SPACE DE OF SPIR C. (GRADE 60	STANDAI ACCORI ENT. TRUCTUI EQUAL EACH I N OUT USE. (1 ALONG UAL LEI RS ARE ALS. LI	RD HO DANCE RE QL INCRE LENGI TO OL NEARE CENI NGTHS REQL ENGTH	IDKS. WITH THE MENTS BETW H. IT DIMENSIC ST INCH) ERLINE BAF IRED FOR E AND WEIGH	PROCEDURES WEEN DIMENS DNS SHOWN I R TO THE NE	AS SHOWN IONS SHOWN N BENDING AREST INCH	ON TH I ON ⁻ DIAGE	HIS SHE THIS LI RAMS AN	NE D		
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PART PLAN SHOWING DRILLED SHAFT NUMBERING FOR RECORDING AS-BUILT DRILLED SHAFT DATA Note: All Bents are Radial.

			As-Bu	ilt Drilled Shaft Data
Shaft No.	Top of Sound Rock (Elev.)	Tip of Casing (Elev.)	Bottom of Rock Socket (Elev.)	Remarks
				Int. Bent No. 5A
5A				

Sheet No. 13 of 15

Notes:

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

Designed AUG 2014 Detailed AUG 2014

	В		RED)1! ST, M HEEE 1	5 ATE 0 T NI 3	
ATE DESCRIPTION					
MISSOURI HIGHWAYS AND TRANSPORTATION D	COMMISSION		105 WEST CAPITOL	JEFFERSON CITY, MO 65102	1-888-ASK-MODOT (1-888-275-6636)
			14 W. 5rd Street, SUIIE 220 (ANSAS CITY, MD 64105	316/221-4222. FAX 913/441-1468	ERTIFICATE UF AUTHURITI NUMBER FUUSTUUZ4

Indicate remarks in the remarks column.

This sheet is to be completed by MoDOT construction personel.

1/7/2015 .

Job No.: J4	13021	County: _C				aterials	Route: I-29/-35		Page 1 o		
	7633	Skew:						Location: Kansas City			
Bent:	Logged By:					Operator: Raymo					
	6+00.9	Northing: _					Date of Work: 11/				
		Easting: _2					Depth to Water:				
	362.5	Requested					Depth Hole Open:				
	itation:	Requested					Time Change:				
	Offset:						ipler, NQ				
	ilevation:	Location No									
Drill No.: G	0.100	Hammer Eff					Drilling Method:	Hollow Stem Aug	or		
	-9462			09	/0			Hollow Stelli Auge			
o Depth (ft) Graphic	Description		Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Strength Data	Field Tests	Index Tests		
	0-2.4' Gray, LEAN CLAY, hard,	dry	+ -	-							
			+								
	2.4-5.3' Reddish tan, CLAYEY	SAND, dense,	860								
	moist		t i	1							
5	5.3-6.8' Weathered limestone la	ayer or boulder		\mathbf{X}	80	18-40-21 (70)			MC = 13.2		
	6.8-11.6' Dark brown and gray,	SANDY LEAN	855								
-////	CLAY to laminated clay shale,		ļ .								
10			+ .								
			+ -	∇	100	7-15-19		PP = 8.00 tsf	MC = 16.7 LL = 40		
	11.6-24.3' Limestone, gray and	vellowish tan.	850	\mapsto		(39)			PL = 19		
·	medium bedded, medium hard	fine to		11			Qu Test Results				
15	medium grained, with shaley lir	nestone layers	[]		96 (74)		UCS = 412.12 ksf MC = 0%				
			+ -				γ _{moist} = 163.4 pcf				
			+	H							
			845	11			Qu Test Results				
·			+ -	11	100		UCS = 889.2 ksf MC = 0%				
20			t i	11	(41)		γ _{moist} = 164.6 pcf				
			I I				hei				
	21.6-26.6' RQD=89% and is tal limestone portion only	ken on	840				Qu Test Results				
			+ -		100		UCS = 20.02 ksf MC = 12.5%				
25	24.3-27.2' Shale, gray to black,	soft	1 -	11	100		Y moist = 144.4				
			Į	11			pcf				
· -===-	26.6-31.6' RQD=40% and is tal	ken on Γ	835								
	limestone portion only 27.2-39.2' Limestone, tannish g	ray, thin to	+ -				Qu Test Results UCS = 25.92 ksf				
30	medium bedded, medium hard scattered shaley limestone laye	fine grained,	+ -		100		MC = 10.1% Y moist = 144 pcf				
	scattered shaley innestone laye	10	† -	11			1 moist - 1444 pCI				
			830	H	\vdash						
· -77			L .				Qu Test Results UCS = 420.92 ksf				
35			ļ .		90 (40)		MC = 0% Y model = 161.1				
N ₆₀ = (Em/60)N	m N ₆₀ - Corrected N value for standard	50% SPT efficiend	cy; Em - N	/leasur	ed hamme	r efficiency in p		l-value			
 Assumed, 	(2) = Actual								2005		
	System: U.S. State Plane 1983			_	Missouri		Coordinate Pro	oj. Factor: <u>1.000</u>	095		
Coordinate E	Datum: NAD 83 (CONUS)	Coordi	nate Un	its: _	U.S. Su	rvey Feet					

Job No.:	3021	Missouri I Cor County: _Cla	struc	tion	and Ma	terials	on Route: <u>1-29/-35</u>	BORING	NO. O-14-81 Page 2 of 2	
	/633	Skew:					Location: Kansas C	City		DATE PRE
		Logged By:					Operator: Raymond	Murray		1/2/2
Station: 116	+00.9	Northing: 1	093642	2.3			Date of Work: 11/18	3/14-11/18/14		ROUTE I-29
Offset: 7 R		Easting: 27	72327				Depth to Water:			DISTRICT
Elevation: 8	62.5	Requested N	lorthing	g:			Depth Hole Open:			BR
Requested St	ation:	Requested E	asting				Time Change:			CLA
	ffset:	Equipment:	Acker	Soil 2	XLS ,Split	t-Spoon Sam	ipler, NQ			
Requested El	evation:	Location No	te:							J4I3 CONTRAC
Drill No.:	9462	Hammer Effi	ciency:	69	%		Drilling Method: Ho	llow Stem Aug	ger	
Graphic Graphic	Description		Elevation (ft)	Sample Type	REC % (RQD %)	Blow Counts (N ₆₀)	Shear Strength Data	Field Tests	Index Tests	BRIDGE A176
	27.2-39.2' Limestone, tannish g						pcf			
	medium bedded, medium hard scattered shaley limestone lays 36.6-41.6' RQD=58% and is tal limestone portion ony	ers (continued) ken on	825	H	100		Qu Test Results UCS = 2.6 ksf MC = 15%			DESCRIPTION
40	39.2-41.6' Clay Shale, dark gra	y, very soft	[]				γ moist = 139.3 pcf			JESC
	Bottom of borehole at 4	1 G foot	+ -							
										MISSOURI HIGHWAYS AND TRANSPORTATION
1) = Assumed, (Coordinate S Coordinate D Persons using	n N ₆₀ - Corrected N value for standard (2) = Actual ystem: U.S. State Plane 1983 atum: NAD 83 (CONUS) this information are cautioned that the m the operator. THIS INFORMATION IS F	Coordir Coordir	nate Zo nate Un determin	ne: its: ned by	Missouri U.S. Sur	West vey Feet	Coordinate Proj.	Factor: 1.00		enesch

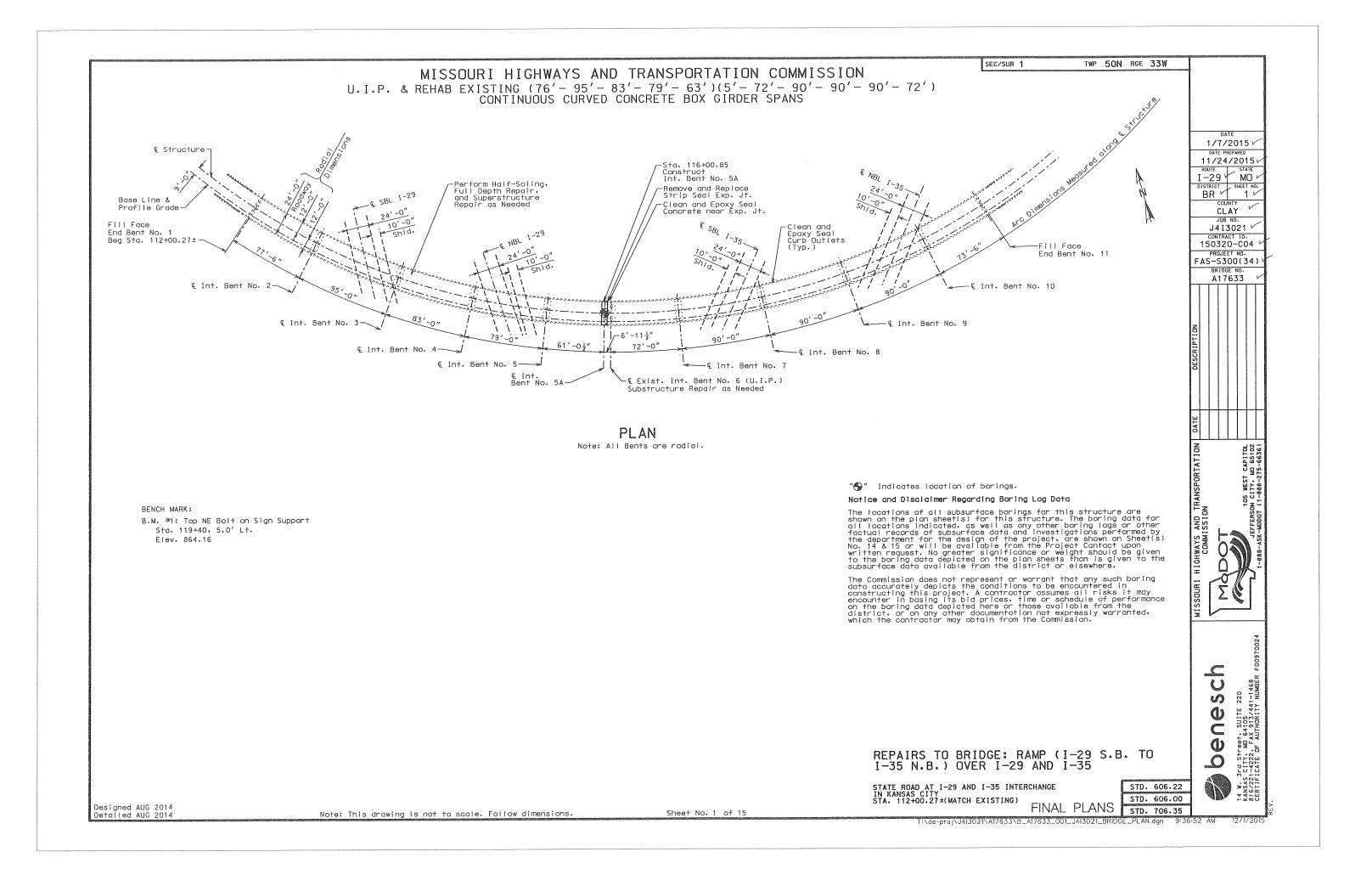
BORING DATA NEAR INTERMED

Note: For locations of borings,

Note: This drawing is not to scale. Follow dimensions. Sheet No. 14 of 15

Missouri Department of Transportation 1617 Mo. Blvd. Jefferson City, Mo. 65109	KEY TO SYMBOLS	
CLIENT PROJECT NUMBERJ4I3021	PROJECT NAME Bridge PROJECT LOCATION Kansas City	DATE PREPARED 1/2/2015 ROUTE STA I-29 M
LITHOLOGIC SYMBOLS (Unified Soil Classification System) Image: State Stat	SAMPLER SYMBOLS Rock Core Barrel Image: Split-Spoon Sampler WELL CONSTRUCTION SYMBOLS	UISTRICT SHEEL DISTRICT SHEEL BR 1 COUNTY CLAY JOB NO. J4I3021 CONTRACT ID. PROJECT NO. BRIDGE NO. A17633 UILLION BRIDGE NO. A17633 UILLION DECOMMISSION A17633 UILLION DECOMMISSION A17633 UILLION DECOMMISSION A17633 UILLION DECOMMISSION COMMISSION COMMISSION COMMISSION COMMISSION DECOMMISSION COMMIS
ABBI LL - LIQUID LIMIT (%) PI - PLASTIC INDEX (%) W - MOISTURE CONTENT (%) DD - DRY DENSITY (PCF) NP - NON PLASTIC -200 - PERCENT PASSING NO. 200 SIEVE PP - POCKET PENETROMETER (TSF)	REVIATIONS TV - TORVANE PID - PHOTOIONIZATION DETECTOR UC - UNCONFINED COMPRESSION ppm - PARTS PER MILLION ☑ Water Level at Time of Drilling ፪ Water Level at End of Drilling ፪ Water Level after Drilling	eet. suite 220 Mo 64105

Y:\Bonner Springs\130200S\00130247.00\Eng-Docs\A1763\B_A1763_015_J4I3021_Boring_2.dgn 12:56:52 PM 1/5/2015



General Notes:

Design Specifications (New Construction except for Drilled Shaft): 2002 - AASHTO LFD (17th Ed.) Standard Specifications Seismic Performance Category A Bridge Deck Rating = 6
Design Specifications (Drilled Shaft): 2012 AASHTO LRFD Bridge Design Specifications (6th Ed.) and 2013 Interim Revisions
Design Loading: HS20-44 & Military 24,000# Tandem Axle (New Construction except for Drilled Shaft) HL-93 (Drilled Shaft) No Future Wearing Surface Earth 120 lb/of, Equivalent fluid pressure 30 lb/of
Design Unit Stresses: Class B Concrete (Substructure) Class B-1 Concrete (Superstructure, Curb & Parapet, Curb Blockout) Class B-2 Concrete (Drilled Shafts & Rock Sockets) Reinforcing Steel (Grade 60) Structural Low Alloy Steel (ASTM A709 Grade 50) f'c = 3.000 psi f'c = 4.000 psi fy = 60.000 psi fy = 50.000 psi
Reinforcing Steel: Minimum clearance to reinforcing steel shall be 1-1/2", unless otherwise shown,

Concrete Protective Coatings:

Protective coating for concrete bents and piers (Epoxy) shall be applied as shown on the bridge plans and in accordance with Sec 711.

Miscellaneous:

High strength bolts, nuts and washers will be sampled for quality assurance as specified in Sec 106.

Outline of old work is indicated by light dashed lines. Heavy lines indicate new work.

Contractor shall verify all dimensions in field before ordering new material.

Bars bonded in old concrete not removed shall be cleanly stripped and embedded into new concrete where possible. If length is available, old bars shall extend into new concrete at least 40 diameters for plain bars and 30 diameters for deformed bars, unless otherwise noted.

The area exposed by the removal of concrete and not covered with new concrete shall be coated with an approved qualified special mortar in accordance with Sec 704.

Joint Filler:

All joint filler shall be in accordance with Sec 1057 for preformed sponge rubber expansion and partition joint filler, except as noted.

Traffic Handling:

Structure will be closed during construction except construction of Bent 5A. See Roadway plans for Traffic Control Plan.

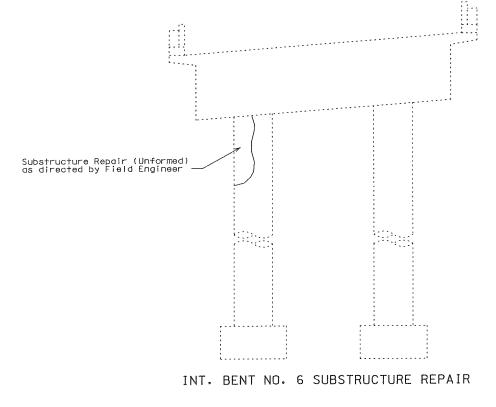
	FOUNDATION DATA		
TYPE	DESIGN DATA		BENT NO. 5A
	Number		1
	Foundation Material		Rock
	L Elevation Range	÷+	848-841
	Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	22.8
	N Foundation Material		Shale
Rock	Elevation Range	f†	841-835
(Drillod)	Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	6.9
5,14117	m Foundation Material		Rock
	Elevation Range	÷+	835-824
	Minimum Nominal Axial Compressive Resistance (Side Resistance)	ksf	22.8
	Minimum Nominal Axial Compressive Resistance (Tip Resistance)	ksf	100

Minimum Nominal Axial Compressive Resistance = <u>Maximum Factored Loads</u> (Side Resistance + Tip Resistance) Resistance Factors

FINAL	QUANTITI	ES			
Item	T		Substr.	Superstr.	Total
Removal of Existing Expansion Joints & Adjacent Concrete	Line No. 0540	linəar foot		24	24 1
Drilled Shafts (6 ft. 6 in. Dia.)	Line No. 0550		9.5		9.5
Rock Sockets (6 ft. 0 in. Dia.)	Line No. 0560	linear foot	11.0		11.0
Supplementary Television Camera Inspection	Line No. 0570	each	1		1 1
Foundation Inspection Holes	Line No. 0580	linear foot	21.0		21.0
Sonic Logging Testing	Line No. 0590	each	1		1 1
Class B Concrete (Substructure)	Line No. 0600	cu, yard	63.5		63.5
Class B-1 Concrete (Superstructure)	Line No. 0610	cu, yard		5.1	5.1
Substructure Repair (Unformed)	Line No. 0620		25		25
Superstructure Repair (Unformed)	Line No. 0630			1,139	1,139
Repairing Concrete Deck (Half-Soling)	Line No. 0640	sq. foot		351	351
Full Depth Repair	Line No. 0650	sq. foot		0	0
Clean and Epoxy Seal	Line No. 0660	sq. foot		3,400	3,400
Reinforcing Steel (Bridges)	Line No. 0670	pound	11,280		11,280
Reinforcing Steel (Epoxy Coated)	Line No. 0680	pound	4,300	900	5,200
Protective Coating - Concrete Bents and Piers (Epoxy)	Line No. 0690	lump sum			1米 い
Fabricated Structural Low Alloy Steel (Misc.)	Line No. 0700	pound		2,590	2,590
Laminated Neoprene Bearing Pad Assembly	Line No. 0710	each		4	4
Strip Seal Expansion Joint System	Line No. 0720	linear foot		24	24 ¥

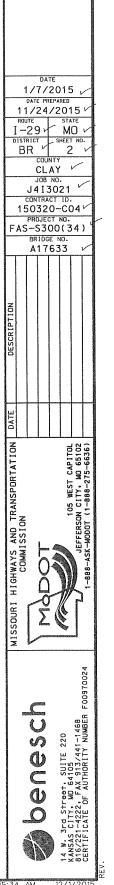
The cost of any required excavation to the top of the drilled shafts will be considered completely covered by the contract unit price for other items.

* Final quantity of 700 sq. foot of Protective Coating - Concrete Bents and Piers (Epoxy) at Int. Bent No. 5A.

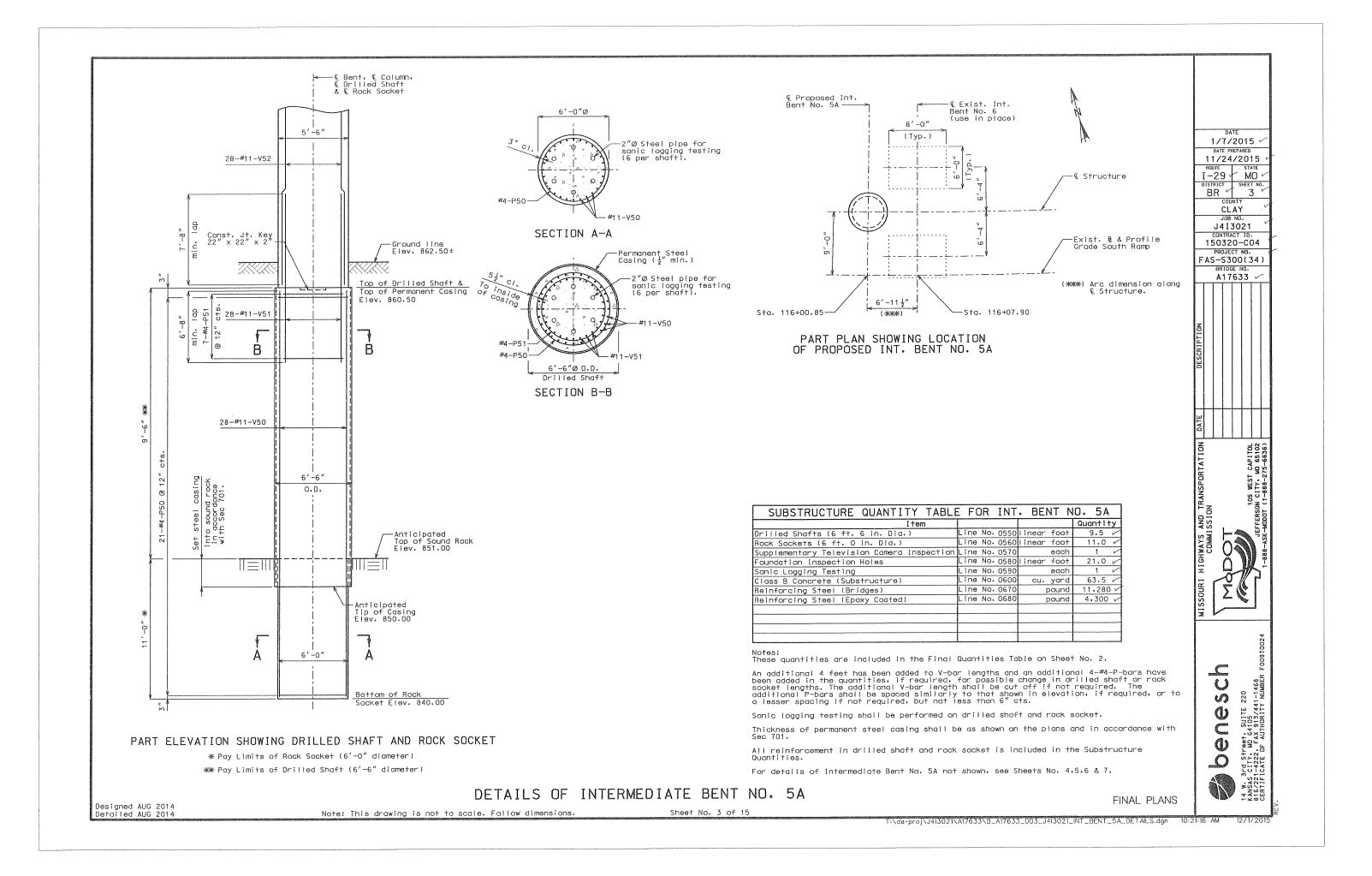


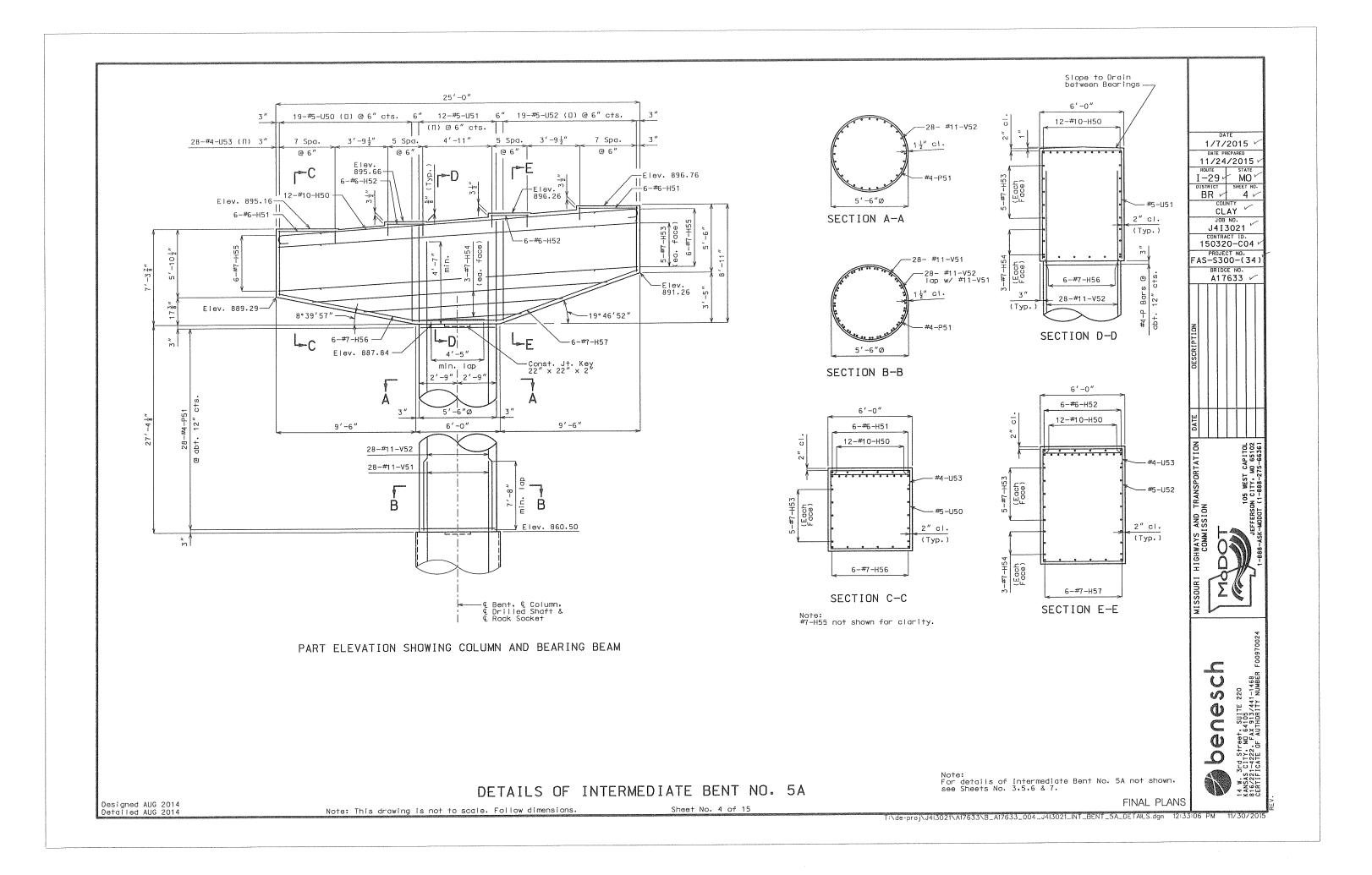
Designed AUG 2014 Detailed AUG 2014

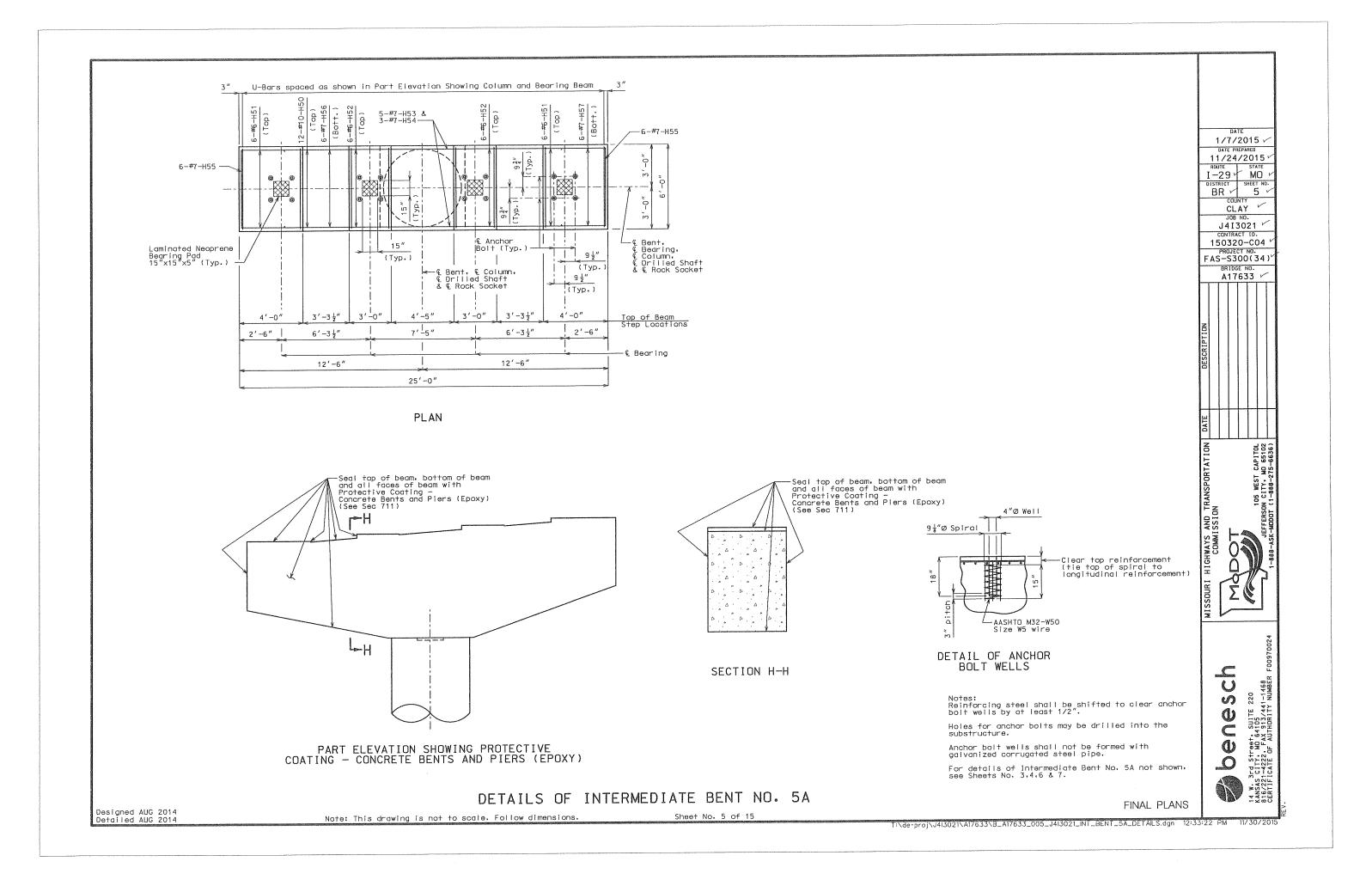
Sheet No. 2 of 15

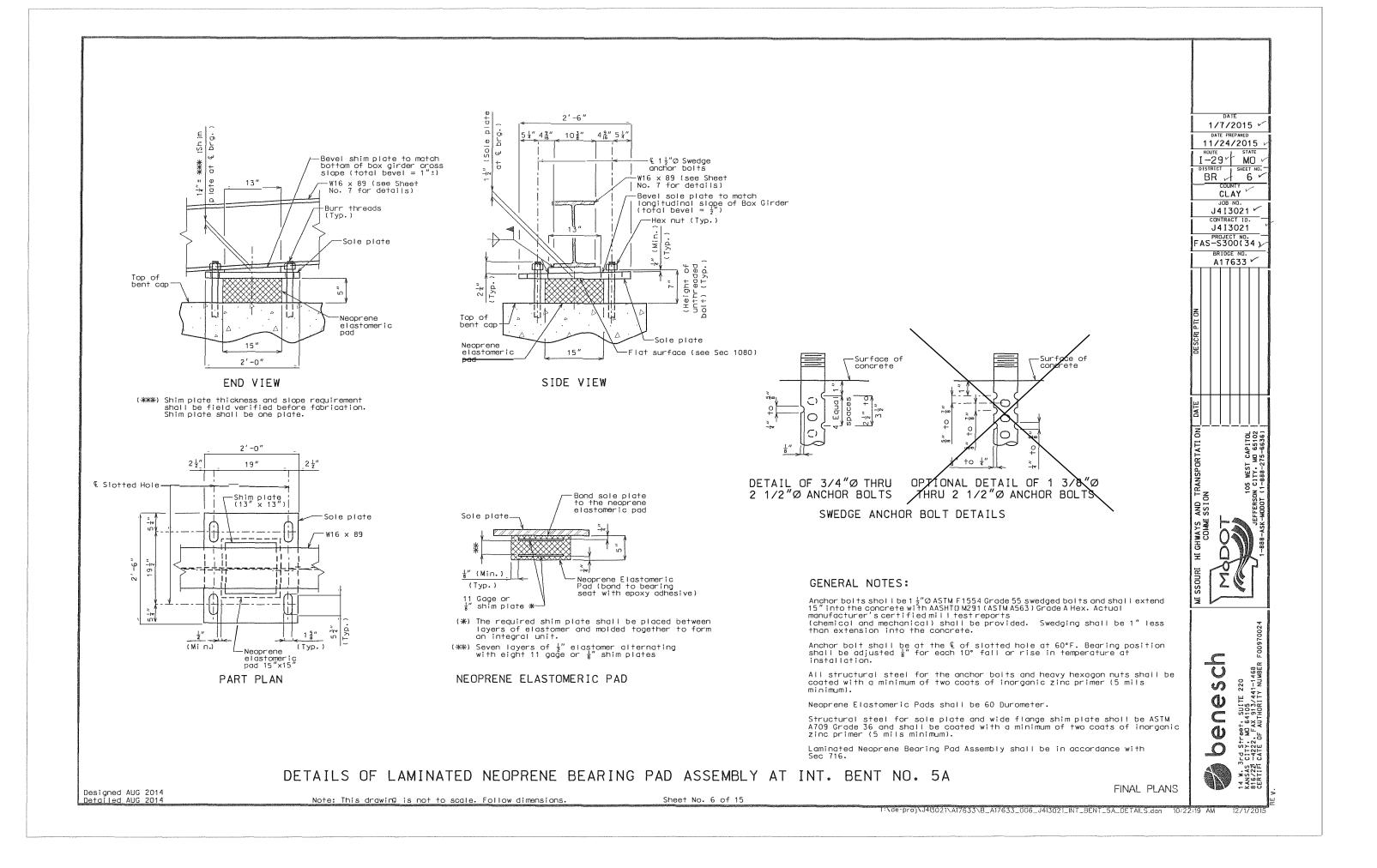


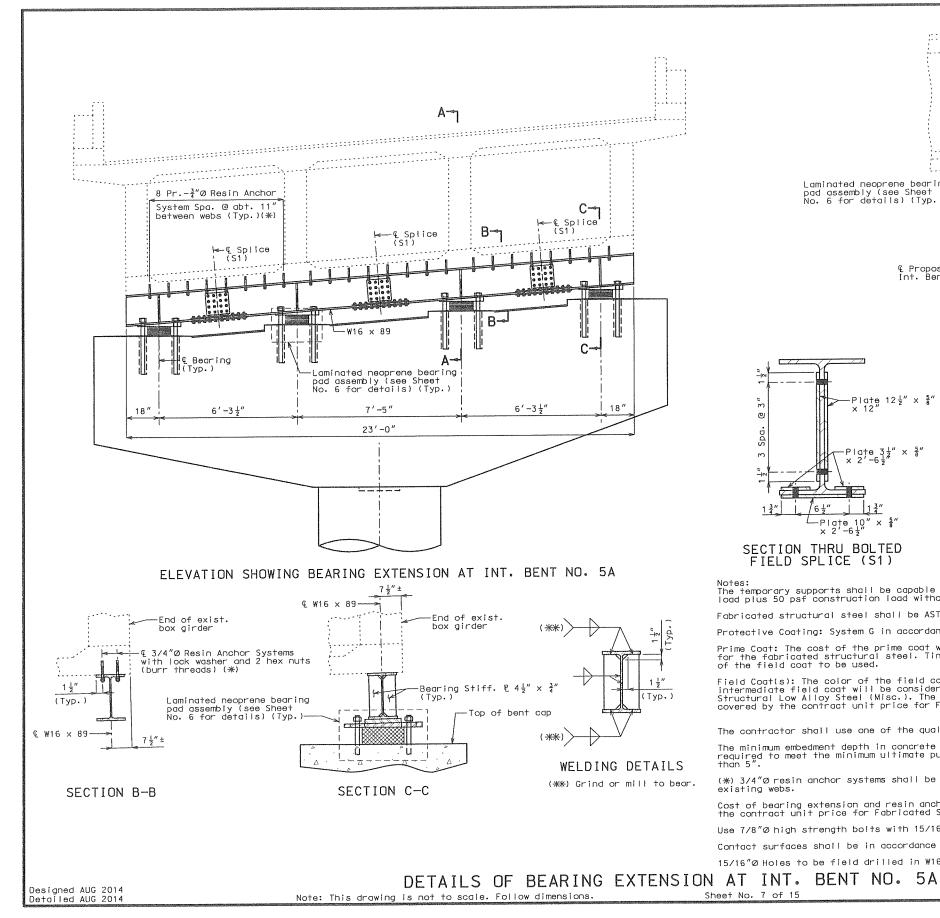
FINAL PLANS T:\de-proj\J4|302|\A17633\B_A17633_002_J4|3021_Gen_Notes.dgn 10:15:34 AM 12/1/2015

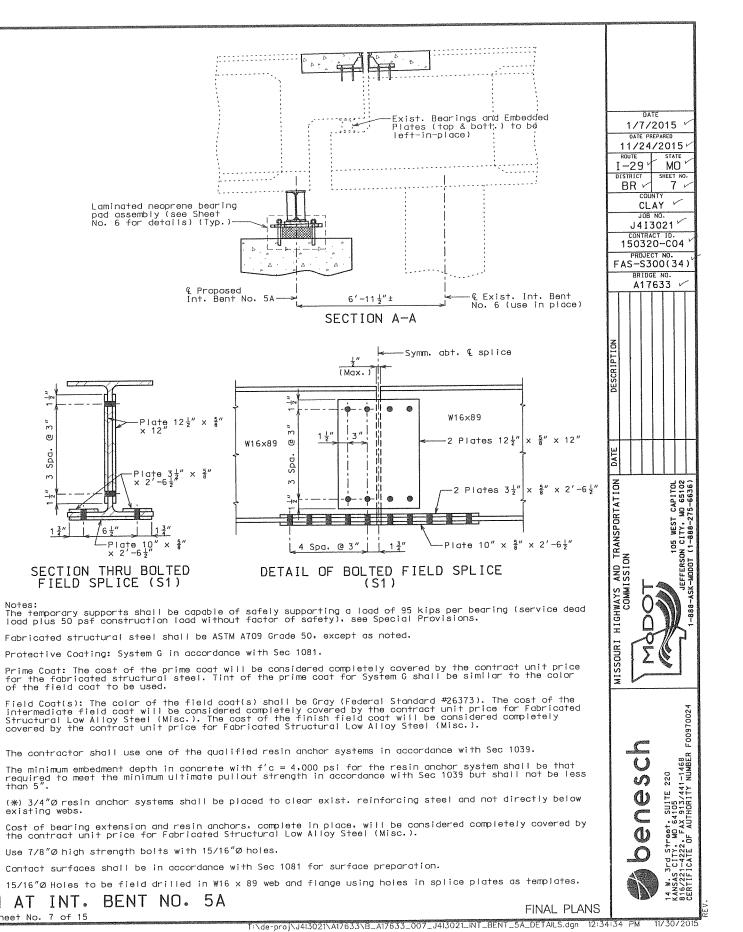






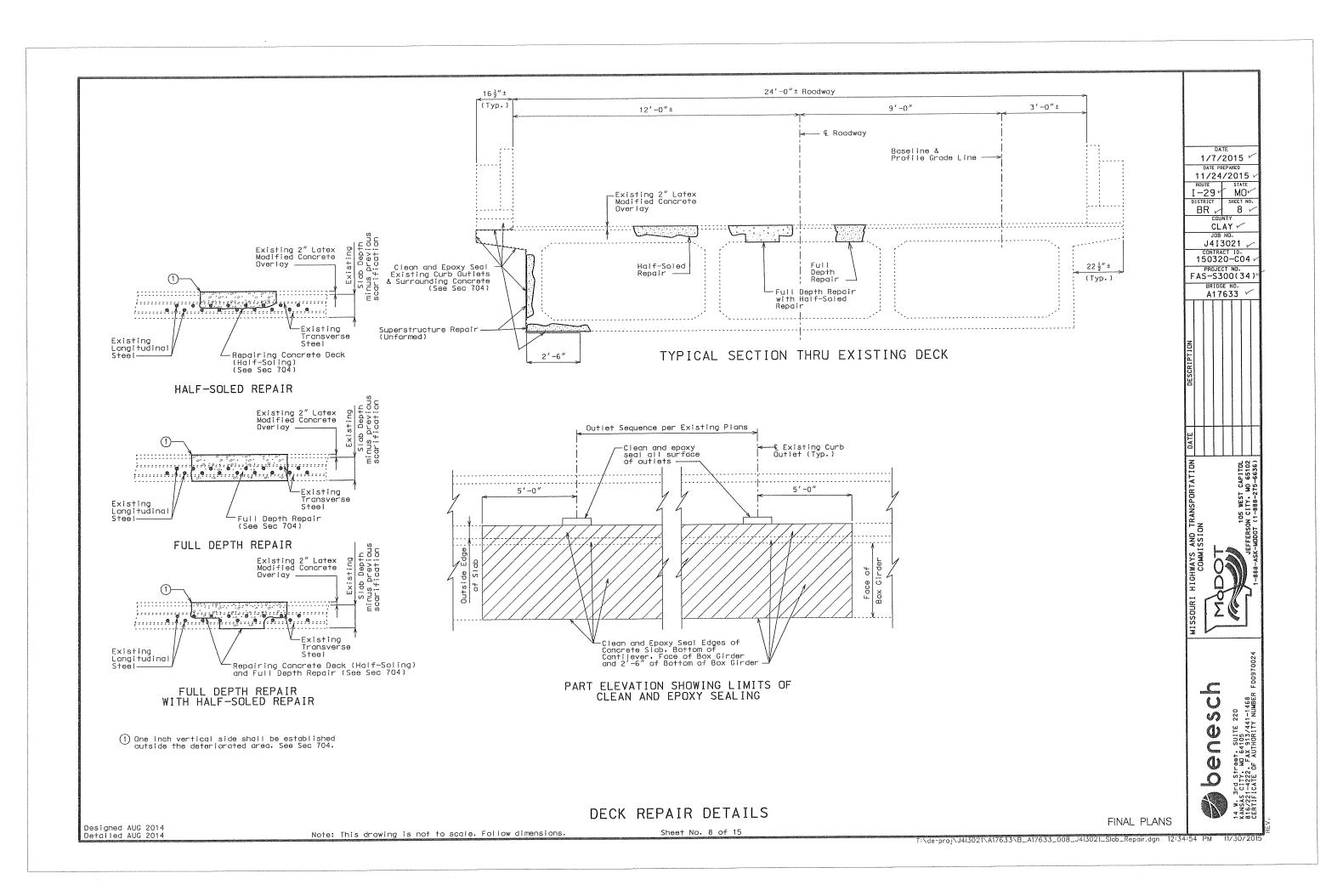


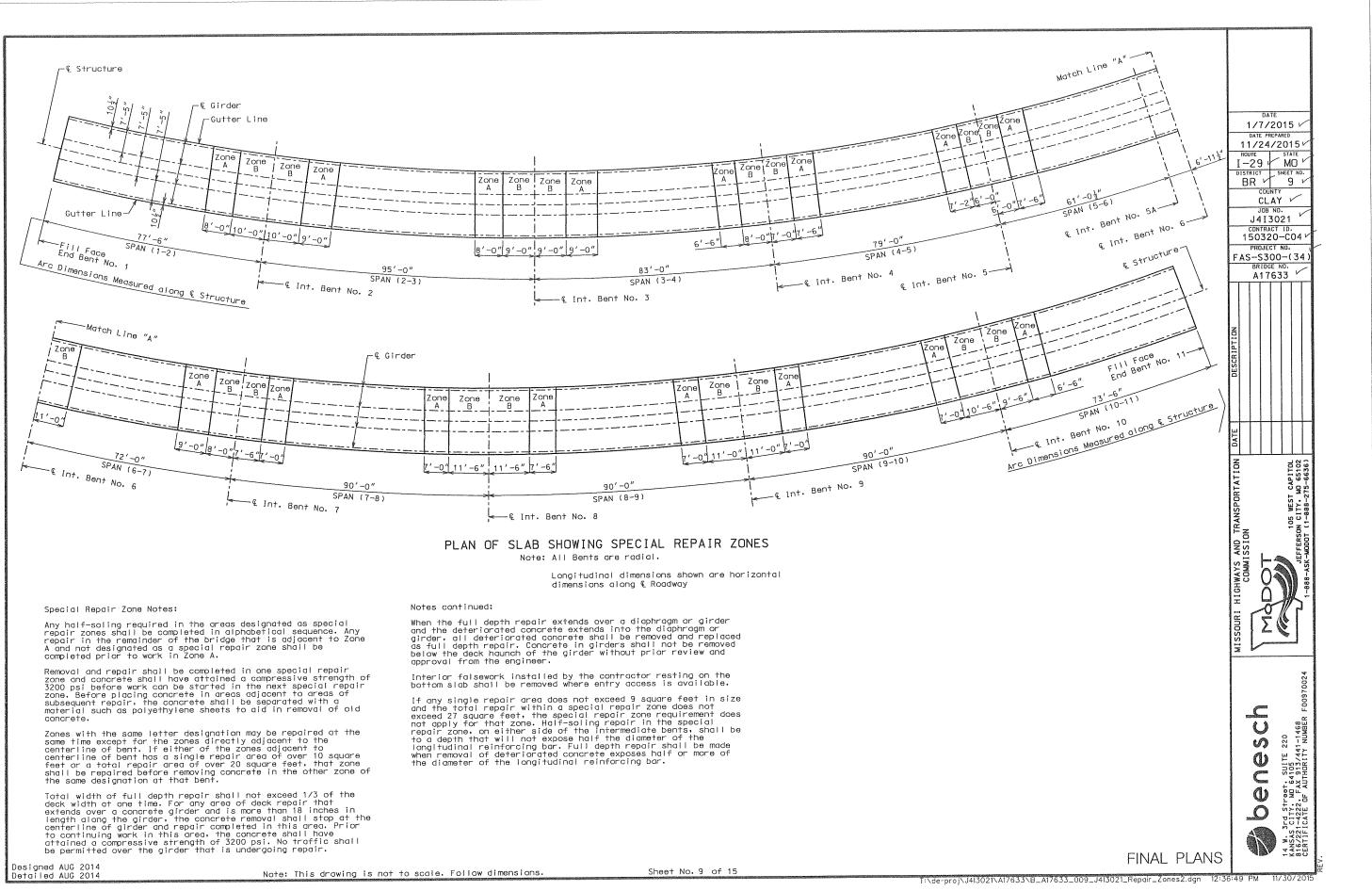


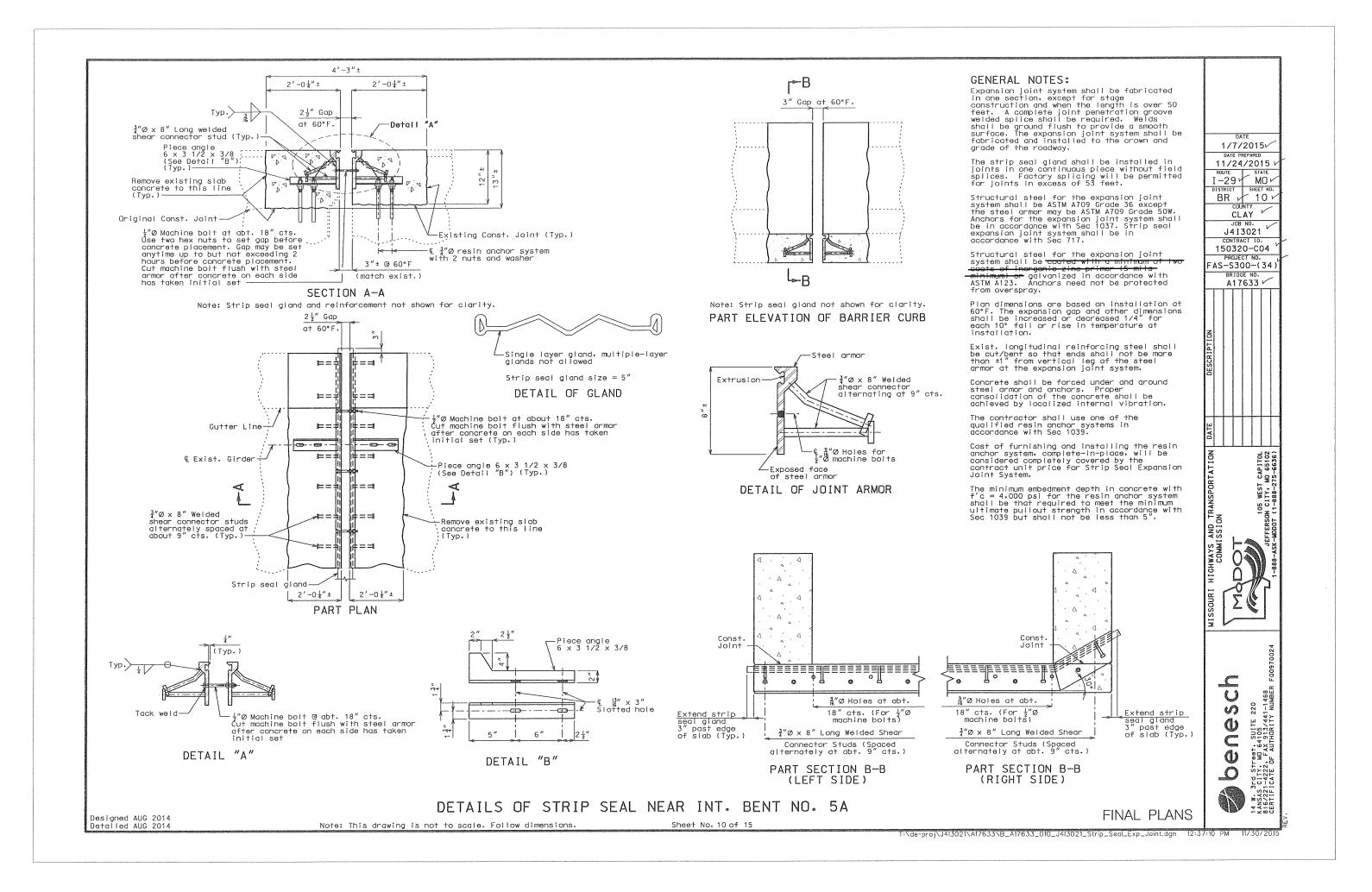


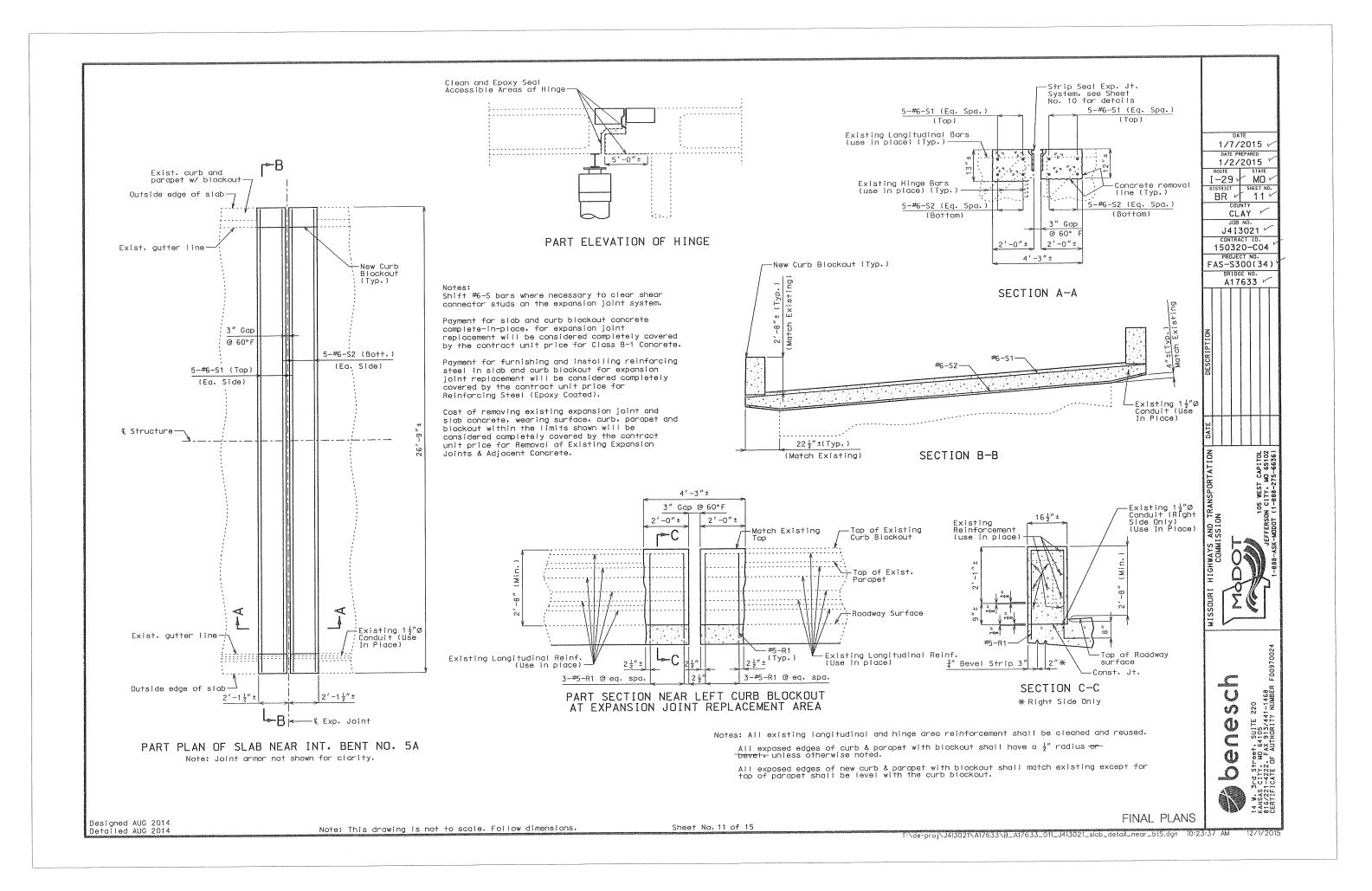
Protective Coating: System G in accordance with Sec 1081.

of the field coat to be used.

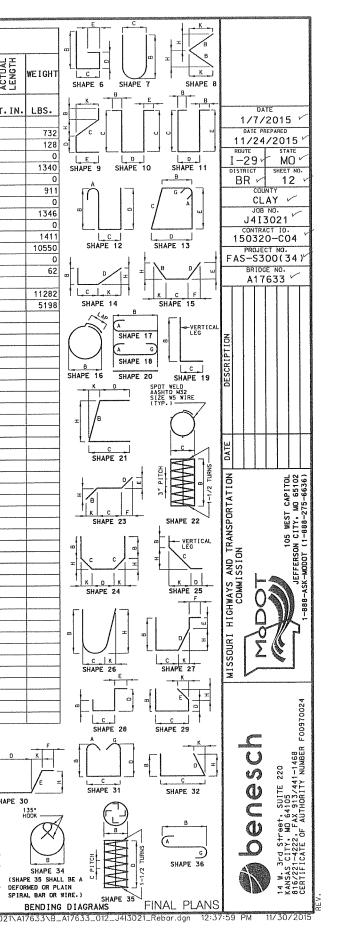


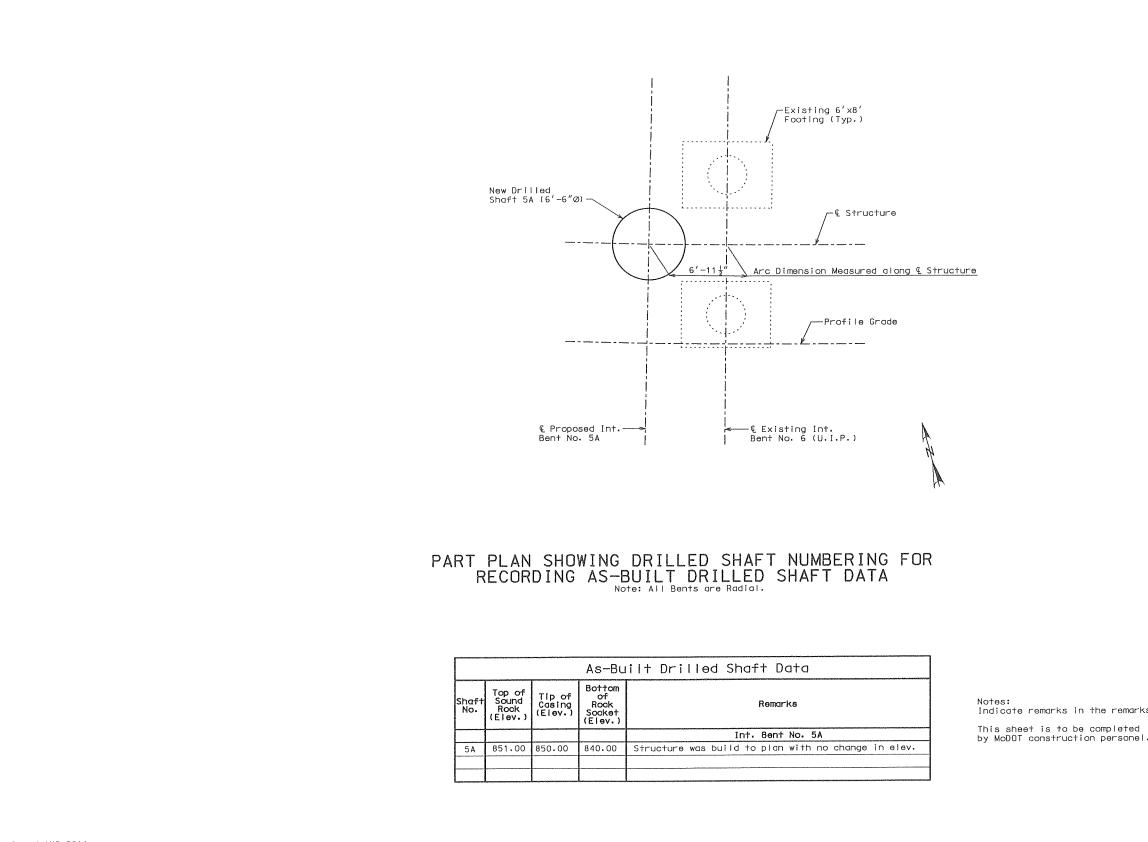






AT A POLY		BILL	OF R				STEEL	ew 		(1		MARK					_ UF	KE I			ING S	SIEE			T –
MARK NO.	(S) (X)	ACH			IMENSION	T	1 11	1/	NOMINAL	ACTUAL LENGTH	WEIGHT	REQ'D.	NO.	NOIL	(E)	225	D EACH		r		MENSION		Ц	K	NOMINAL	ACTUAL
SIZE OR MARK O	EPDXY (E) SHAPE ND. STIRRUP (S) SUBSTR. (X) VARIES (V)	≌ B	С	D	E	F	H	K				NO. RE	S I ZE MARK	LOCATION	HAPE	IRKU IBSTR ARIE:			L	<u> </u>	L	1		K ft. in.		
		FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT.IN	FT.IN	LBS.	Z	Ll	TOTALS		<u>~ ਲ਼ </u> >	FT.	N. FT.	IN. FT.	IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	IFT. IN	<u>.Fr.</u>
TERMEDIATE BEN		24 6.000							27	4 27	4 1411		4		E											
10 H50 Beam 5 H51 Beam	E 20 X	3 8.000							3	8 3	8 <u>66</u> 8 48		5		Ε		<u> </u>									
5 H52 Beam 7 H53 Beam	E 20 X E 20 X	2 8.000 24 6.000							24	6 24	6 501		6													
7 H54 Beam Inc. = 7' - 4.5	E 20 X V 500"	2 9 0.000 23 9.000							23	9 23	0 201 9		6 7		E											
Y H55 Beam Y H56 Beam	E 10 X E 14 X		3 0.000 5 3.000	5 7.000			17.000	9 4.500		7 11 9 14			7 10		E											
H57 Beam	E 14 X		5 3,000					9 4.500		3 15	3 187		10 11		E											
P500.S./R.S										9 18 1 17 1	9 313		11 ₩5		E											
P51 Column	16 X	5 3.000											CW		С.											1
U50 Beam c. = 2.778"	E 13 S X V	1 5 8.000	5 2.000 7 3.000	5 8,000	5 2.000 7 3.000					0 22 0 26				TOTAL TOTAL	E											+
U51 Beam	E 10 S X V	1	7 4.000	5 8.000						4 20 2 21	2 258 0															+
U52 Beam	E 13 S X V	1 5 8.000	5 2.000	5 8.000					22 1	0 22 0 27																
nc. = 3.333" U53 Beam	E 10 S X		7 8.000 8.000	5 8.000	7 8.000					0 6 1																
1 V50D.S./R.S	. 20 X	24 3.000									3 3608															1
l V51D, Shaf I V52 Column		14 8.000 32 0.000									8 2182 0 4760															
		15.000	9.125						23	0 23	0 62															-
5 ¥50 Beam	E 22 X	15.000	5.125									1														+
SUPERSTRUC	TURE																									1
SLAB SI SIdb	E 20	26 6.000							26	6 26	6 398															+
S2 Slab	E 24		21.375	23 0.000			4.000	21.000	26	7 26	7 399				+											<u> </u>
CURB BLOCK R1 Curb	E 28 S	3 0.000	13.500	3 2.000	12.000)			8	4 8	0 100															
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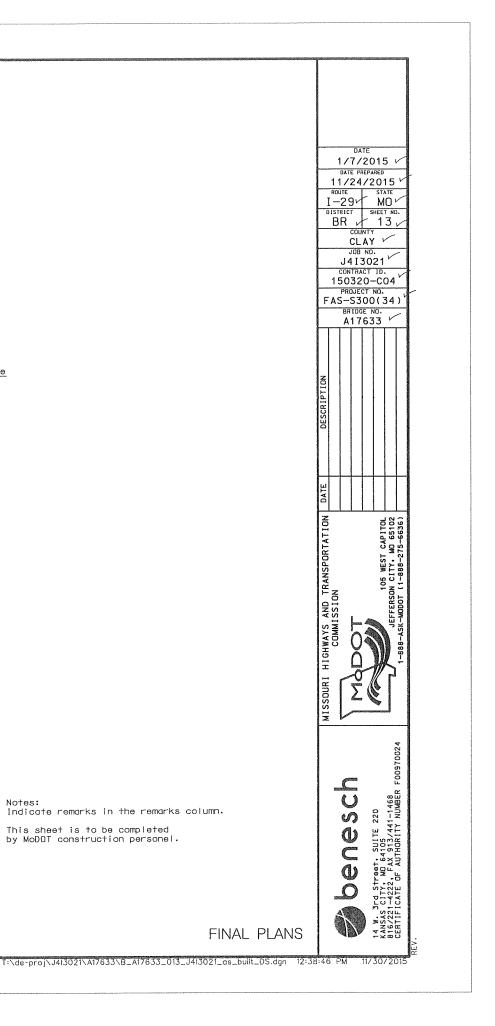




Note: This drawing is not to scale. Follow dimensions.

Sheet No. 13 of 15

Designed AUG 2014 Detailed AUG 2014



Not	J4I3021		, ruction and	Materials	on Route: <u>I-29/-35</u>		G NO. O-14-81 Page 1 of 2	Job No.:	: <u>J4</u> I	13021		nstruction	n and Mat	erials	Route: <u>1-29/-35</u>		IG NO. O-14-8 Page 2 of		
	17633				Location: Kansa			Design:	Design: <u>A17633</u> Skew Bent: Logg							s City			DATE PREPAR
st:		Logged By: Sh	neri Lambersor	<u> </u>	Operator: Raymo	ond Murray									Operator: <u>Raymo</u> Date of Work: <u>11</u>				ROUTE I-29
	16+00.9 R				Date of Work: <u>11</u> Depth to Water:					540.5					Depth to Water:				DISTRICT SH
	862.5				Depth Hole Open:					362,5					Depth Hole Open:				COUNTY
	Station:				Time Change:					tation:					Time Change:				CLAY JOB NO.
	Offset: Elevation:	Equipment: Ac			pler, NQ						Location No				ser, rice				J4I302
	G-9462	Hammer Efficier	ncy: <u>69%</u>		Drilling Method:	Hollow Stem Au	Jaer			9462	Hammer Effi				Drilling Method:	Hollow Stem A	wger		150320-1 PRDJECT N
Graphic	Description	Elevation	Sample Type REC %	(KULU %) Blow Counts (N _{so})	Shear Strength Data	Field Tests	Index Tests	ation of the second sec	hde	Description		Elevation (fi) Sample Type	REC % (RQD %)	Blow Counts (N _{at})	Shear Strength Data	Field Tests	Index Tests		FAS-S300 BRIDGE NI A1763
	0-2.4' Gray, LEAN CLAY, hard, 2.4-5.3' Reddish tan, CLAYEY moist 5.3-6.8' Weathered limestone li 6.8-11.6' Dark brown and gray, CLAY to laminated clay shale,	SAND, dense, ayer or boulder SANDY LEAN 83	60 	18-40-21 (70)			MC = 15.2%			27.2-39.2' Limestone, tannish gr međium bedded, međium hard, scattered shaley limestone laver 36.6-41.6' RQD=58% and is tak limestone portion only 39.2-41.6' Clay Shale, dark gray Bottom of borehole at 41	fine grained, rs (continued) en on y, very soft		100		pci Ou Test Results UCS = 2.6 ksf MC = 15% γ _{max} = 139.3 pcf				DESCRIPTION
	11.6-24.3' Limestone, gray and medium bedded, medium hard, medium grained, with shaley lir	, fine to nestone layers	50 - 96 - (74 - 45	(39)	Ou Test Results UCS = 412.12 ksf MC = 0% y rost = 163.4 pct	PP = 8.00 tsf	MC = 16.7% LL = 40 PL = 19												ANSPORTATION DATE
			100 (41 		UCS = 889.2 ksf MC = 0% 7 moint = 164.6 pcf			FIL ESUM 3021.0F											AYS AND TRANSPORT OMMISSION
			40 - - - -	2	Qu Test Results UCS = 20.02 ksf MC = 12.5% 7 meii: = 144.4 pcf			GIGINITIPROJECT											I HIGHW
	26.6-31.6' RQD=40% and is tal limestone portion only 27.2-39.2' Limestone, tannish g medium bedded, medium hard, scattered shaley limestone laye	gray, thin to , fine grained,	<u>35</u> - - - - - - - - - - - - - - - - - - -		Qu Test Results UCS = 25.92 ksf MC = 10.1% γ _{metat} = 144 pcf			- 12/11/14 08:16 - J.IS				· · · · · ·			-				MISSOUR
		8:	30 - 90 - (40		Qu Tesl Results UCS = 420.92 ksf MC = 0% Y = 151.1			135C-S2109.GPJ											L
Assumed ordinate ordinate	Nm N ₆₀ - Corrected N value for standard i d, (2) = Actual System: <u>U.S. State Plane 1983</u> Daturn: <u>NAD 83 (CONUS)</u> ng this information are cautioned that the m of the operator. THIS INFORMATION IS Fo	Coordinate	Zone: <u>Misso</u> Units: <u>U.S.</u>	ouri West Survey Feet	Coordinate Pr	roj. Factor: <u>1.0</u>		별 (1) = Assum 답 Coordinat 없 Coordinat	med, (: ate Sy ate Da	n N _{ec} - Corrected N value for standard 6((2) = Actual ystem: <u>U.S. State Plane 1983</u> atum: <u>NAD 83 (CONUS)</u> this information are cautioned that the ma the operator. THIS INFORMATION IS FO	Coordin	nate Zone: nate Units:	Missouri V U.S. Surv	/est ey Feet	Coordinate Pr	oj, Factor: <u>1.(</u>			benesc

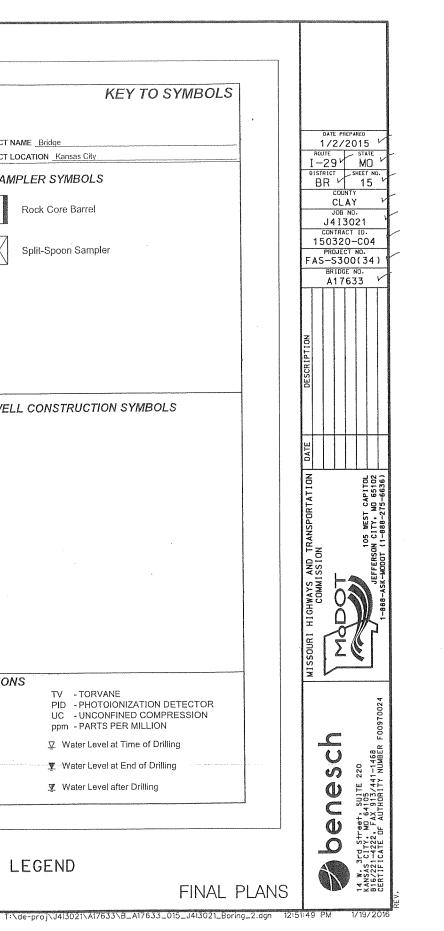
		PROJECT NAME Bridge
PROJECT	NUMBER J413021	PROJECT LOCATION Kansas
LITH	IOLOGIC SYMBOLS	SAMPLER SYME
(Uni	fied Soil Classification System)	Rock Core Ba
	BLDRCBBL: Boulders and cobbles	
	CL: USCS Low Plasticity Clay	Split-Spoon S
	CLS: USCS Low Plasticity Sandy Clay	
	LIMESTONE: Limestone	
	SHALE: Shale	
	SW-SC: USCS Well-graded Sand with Clay	
		WELL CONSTRU
	400	
LL	- LIQUID LIMIT (%)	REVIATIONS TV -
PI W	- PLASTIC INDEX (%) - MOISTURE CONTENT (%)	PID - UC -
DD NP	- DRY DENSITY (PCF) - NON PLASTIC	ppm - 又 Wat
-200 PP	- PERCENT PASSING NO. 200 SIEVE - POCKET PENETROMETER (TSF)	⊻ Wat
		- <u>4</u> - 1101

BORING DATA LEGEND

Designed AUG 2014 Detailed AUG 2014

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

Sheet No. 15 of 15





COUNTY: CLAY BRIDGE: A1763 3	REVIEW STATUS :APPROVEDNBI STATUS :PRUN DATE ·3/7/2024SUBMITTAL YEAR :2023							
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT	RUN DATE : 3/7/2024 SUBMITTAL YEAR : 2023							
GENERAL STRUCTURE INFORMATION	ROUTE DESIGNATION INFORMATION							
1StateMISSOURI2DistrictKC3CountyCLAY8Federal ID No.145927Year Built1967106Year Reconstructed042AType of Service OnOVERPASS21Structure MaintenanceSTATE HIGHWAY AGENCY22Structure OwnerSTATE HIGHWAY AGENCY33Br. Median CodeNO MEDIAN37Historical SignificanceNOT ELIGIBLE FOR NR OF HP101Parallel Struc DesgNONE EXISTS103Temporary StructureNOT TEMPORARY112NBIS Bridge LengthYES	5ARecord TypeROUTE CARRIED 'ON' STRUCT5BRoute Signing PrefixMO5CDesignated Level of ServiceRAMP, WYE, CONNECTOR, ETC5DRoute Number000005EDirectional SuffixNOT APPLICABLE7Facility CarriedRP IS29S TO IS35N12Base Hwy. NetworkYES13ALRS Inventory Route No.0020Toll StatusON FREE ROAD26Functional Classification11-UR PRNCPL ARTERIAL-IS28ALanes on Structure01100STRAHNET DesignationRTE NOT A DEFENSE HWY104National Highway SystemNOT APPLICABLE							
	105 Federal Lands Highway NOT APPLICABLE 110 Designated Nat. Network YES							
STRUCTURE LOCATION INFORMATION	STRUCTURE TRAFFIC INFORMATION							
4PlaceGALLATINCode262909LocationS 1 T 50 N R 33 W11Milepoint0.47 miles16Latitude39 D 10 M 13 S17Longitude94 D 33 M 28 S	29AADT1655330AADT Year2023102Direction of Traffic1-WAY TRAFFIC109AADT Truck Percent12%114Future AADT29795115Future AADT Year2043							
UNDERRECORD INFORMATION	STRUCTURE GEOMETRIC INFORMATION							
6Features IntersectedIS 35, IS 2942BType of Service UnderHIGHWAY28BLanes Under Structure0854AVert. Clearance Ref.HIGHWAY54BVert. Clearance15 Ft. 8 In.55ARt. Lat Clear Ref.HIGHWAY55BRt. Lat Clearance19 Ft. 8 In.56Left Lat Clearance11 Ft. 6 In.38Navigation ControlN/A39Nav Vertical Clear0 Ft. 0 In.40Nav Horizontal Clear0 Ft. 0 In.111Nav. Cl. Vert. Clear	10Inventory Rte. Vert. Clear99 Ft. 99 In.19By pass Detour Length3.10 miles32Approach Roadway Width29 Ft. 10 In.34Skew0.00 Degrees35Struct. FlaredNO47Total Horiz. Clear23 Ft. 11 In.48Maximum Span Length95 Ft. 2 In.49Structure Length817 Ft. 11 In.50ALeft Curb/Sidewalk Width0 Ft. 8 In.50BRight Curb/Sidewalk Width0 Ft. 8 In.51Curb to Curb Br. Width23 Ft. 11 In.52Deck Width (Out-Out)26 Ft. 11 In.53Vert.Clearance Over Deck99 Ft. 99 In.							

Design_No = A1763

Page: 1



COUNTY: CLAY BRIDGE: A1763 3	REVIEW STATUS : APPROVED NBI STATUS : P
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT	RUN DATE : 3/7/2024 SUBMITTAL YEAR : 2023
LOAD RATING AND POSTING INFORMATION	MATERIAL/CONSTRUCTION INFORMATION
31 Design Load HS 20+MOD 41 Structure Status P - POSTED FOR LOAD 63 Oper. Rating Meth. LOAD FACTOR 64 Operating Rating 64 Tons. 65 Inventory Rating Meth LOAD FACTOR 66 Inventory Rating 39 Tons. 70 Bridge Posting Code =>LEGAL LOADS	43AMain Struc. Mat typeCONCRETE CONTINUOUS43BMain struc Constr. TypeBOX BEAM OR GIRDERS- SING45# of Main Spans1044AAppr Struc. Mat type44BAppr Struc. Cnstr. type46# of Approach Span0107Deck Mat/Constr.1 CONCRETE CIP108AWear Surf Mat/Constr.3 LATEX CONCRETE
Sufficiency Rating 76.0 Percent	108B Membrane Mat/Constr. 0 NONE
Deficiency Rating NOT DEFICIENT	108C Deck Protect Mat/Constr. 0 NONE
Funding Eligibility	CONDITION RATING INFORMATION
75A Proposed Work	58 Deck Cond. Rating 5
75B Work Done By 76 New Struc Length 11 Ft. 6 In.	59 Superstructure Cond. Rating 5
	60 Substructure Cond. Rating 6
94 Struc Improve Cost \$ 0,000 95 Roadway Improve Cost \$ 0,000	61 Channel /Channel Protection Cond. Rating N
96 Total Project Cost \$ 0,000	62 Culvert Cond. Rating N
97 Year of Cost Estimates 0	INSPECTION INFORMATION
	90 Gen. Insp Date 4 / 23
APPRAISAL RATING INFORMATION	91 Gen. Insp. Frequency 24 Months
36A Br. Rail App. Rating MEETS ACCEPTBLE STND	92A Frac. Critical Inspection N Months
36B Transition Rail App. Rating MEETS ACCEPTBLE STND	93A Frac. Critical Insp. Date
36C Approach Rail App. Rating MEETS ACCEPTBLE STND	92B Underwater Inspection N Months
36D Rail End Treat. App. Rating MEETS ACCEPTBLE STND	93B Underwater Insp. Date
67 Struc Eval App. Rating 5 68 Deck Geometry App. Rating 7	92C Special Inspection N Months
68 Deck Geometry App. Rating 7 69 Underclearance App. Rating 4	93C Special Inspection Date
71 Waterway Adeq. App. Rating N	BORDER BRIDGE INFORMATION
72 Approach Road App. Rating 8	98 Neighboring State Code
113 Scour Assess App. Rating N	98B Neighboring State % Respon
	99 Neighboring State Struc. No.
APPROVED POSTING INFORMATION	FIELD POSTING INFORMATION
Approved Posting Category S-C3	Field Posting Category S-C3
Ton1 Ton2 Ton3	Ton1 Ton2 Ton3
Tonnage Values for Posting Sign 65	Tonnage Values for Posting Sign 65
General Text for Posting Sign	General Text for Posting Sign
WEIGHT LIMIT 65 TONS.	WEIGHT LIMIT 65 TONS.
Design_No = A1763	
Page:	2



COUNTY :CLAYBRIDGE :A1763 3RECORD TYPE :1 RTE THAT GOES 'UNDER' S	REVIEW STATUS :APPROVEDNBI STATUS :PRUN DATE :3/7/2024SUBMITTAL YEAR :2023
GENERAL STRUCTURE INFORMATION	ROUTE DESIGNATION INFORMATION
1StateMISSOURI2DistrictKC3CountyCLAY8Federal ID No.145927Year Built1967106Year Reconstructed042AType of Service OnOVERPASS21Structure Maintenance22Structure Owner33Br. Median Code37Historical Significance101Parallel Struc DesgNONE EXISTS103Temporary StructureNOT TEMPORARY112NBIS Bridge Length	5ARecord Type1 RTE THAT GOES 'UNDER' SCode : A5BRoute Signing PrefixIS5CDesignated Level of ServiceMAINLINE5DRoute Number000355EDirectional SuffixNOT APPLICABLE7Facility CarriedRP IS29S TO IS35N12Base Hwy. Network
	105 Federal Lands Highway 110 Designated Nat. Network YES
STRUCTURE LOCATION INFORMATION	STRUCTURE TRAFFIC INFORMATION
4 Place GALLATIN Code 26290 9 Location S 1 T 50 N R 33 W 11 Milepoint 105.50 miles 16 Latitude 39 D 10 M 13 S 17 Longitude 94 D 33 M 28 S	29AADT2770030AADT Year2023102Direction of Traffic1-WAY TRAFFIC109AADT Truck Percent18%114Future AADT115Future AADT Year
UNDERRECORD INFORMATION	STRUCTURE GEOMETRIC INFORMATION
6 Features Intersected IS 35 42B Type of Service Under HIGHWAY 28B Lanes Under Structure 02 54A Vert. Clearance Ref. 02 54B Vert. Clearance 55A Rt. Lat Clear Ref. 55B Rt. Lat Clearance 56 Left Lat Clearance 38 39 Nav Vertical Clear 40 111 Nav. Pier Protection 111 116 Nav. Cl. Vert. Clear 110	10Inventory Rte. Vert. Clear20 Ft. 2 In.19By pass Detour Length0.00 miles32Approach Roadway Width34Skew35Struct. Flared47Total Horiz. Clear71 Ft. 6 In.48Maximum Span Length95 Ft. 2 In.49Structure Length817 Ft. 11 In.50ALeft Curb/Sidewalk Width51Curb to Curb Br. Width52Deck Width (Out-Out)53Vert.Clearance Over Deck

Design_No = A1763

Page: 1



COUNTY:CLAYBRIDGE:A1763 3RECORD TYPE:1 RTE THAT GOES 'UNDER' S	REVIEW STATUS :APPROVEDNBI STATUS :PRUN DATE :3/7/2024SUBMITTAL YEAR :2023
LOAD BATING AND POSTING INFORMATION	MATERIAL/CONSTRUCTION INFORMATION
LOAD RATING AND POSTING INFORMATION 31 Design Load 41 Structure Status 63 Oper. Rating Meth. 64 Operating Rating 65 Inventory Rating Meth 66 Inventory Rating 70 Bridge Posting Code PROPOSED IMPROVEMENT INFORMATION Sufficiency Rating	MATERIAL/CONSTRUCTION INFORMATION 43A Main Strue. Mat type CONCRETE CONTINUOUS 43B Main strue Constr. Type BOX BEAM OR GIRDERS- SING 45 # of Main Spans 44A 44A Appr Strue. Mat type 44B 44B Appr Strue. Cnstr. type 46 46 # of Approach Span 46 107 Deck Mat/Constr. 40 108A Wear Surf Mat/Constr. 40 108B Membrane Mat/Constr. 40 108C Deck Proteet Mat/Constr. 40
Deficiency Rating Funding Eligibility	CONDITION RATING INFORMATION
75A Proposed Work 75B Work Done By 76 New Struc Length 94 Struc Improve Cost 95 Roadway Improve Cost	58 Deck Cond. Rating 59 Superstructure Cond. Rating 60 Substructure Cond. Rating 61 Channel /Channel Protection Cond. Rating 62 Culvert Cond. Rating
96 Total Project Cost 97 Year of Cost Estimates	INSPECTION INFORMATION
APPRAISAL RATING INFORMATION 36A Br. Rail App. Rating 36B Transition Rail App. Rating 36C Approach Rail App. Rating 36D Rail End Treat. App. Rating 67 Struc Eval App. Rating 68 Deck Geometry App. Rating	90Gen. Insp Date91Gen. Insp. Frequency92AFrac. Critical Inspection93AFrac. Critical Insp. Date92BUnderwater Inspection93BUnderwater Insp. Date92CSpecial Inspection Date93CSpecial Inspection Date
69 Underclearance App. Rating	BORDER BRIDGE INFORMATION
71 Waterway Adeq. App. Rating 72 Approach Road App. Rating 113 Scour Assess App. Rating	98 Neighboring State Code 98B Neighboring State % Respon 99 Neighboring State Struc. No.
APPROVED POSTING INFORMATION	FIELD POSTING INFORMATION
Approved Posting Category Ton1 Ton2 Ton3 Tonnage Values for Posting Sign	Field Posting Category Ton1 Ton2 Ton3 Tonnage Values for Posting Sign
General Text for Posting Sign	General Text for Posting Sign
Design_No = A1763	2



COUNTY:CLAYBRIDGE:A1763 3RECORD TYPE:2ND RTE THAT GOES 'UNDR'S	REVIEW STATUS :APPROVEDNBI STATUS :PRUN DATE :3/7/2024SUBMITTAL YEAR :2023
GENERAL STRUCTURE INFORMATION	ROUTE DESIGNATION INFORMATION
1StateMISSOURI2DistrictKC3CountyCLAY8Federal ID No.145927Year Built1967106Year Reconstructed042AType of Service OnOVERPASS21Structure Maintenance22Structure Owner33Br. Median Code37Historical Significance101Parallel Struc DesgNONE EXISTS103Temporary StructureNOT TEMPORARY112NBIS Bridge Length	5ARecord Type2ND RTE THAT GOES 'UNDR'S Code : B5BRoute Signing PrefixIS5CDesignated Level of ServiceMAINLINE5DRoute Number000355EDirectional SuffixNOT APPLICABLE7Facility CarriedRP IS29S TO IS35N12Base Hwy. Network13ALRS Inventory Route No20Toll StatusON FREE ROAD26Functional Classification11-UR PRNCPL ARTERIAL-IS28ALanes on Structure01100STRAHNET DesignationON NHS105Federal Lands HighwayStatus
	110 Designated Nat. Network YES
STRUCTURE LOCATION INFORMATION	STRUCTURE TRAFFIC INFORMATION
4PlaceGALLATINCode262909LocationS 1 T 50 N R 33 W11Milepoint8.68 miles16Latitude39 D 10 M 13 S17Longitude94 D 33 M 28 S	29AADT2687430AADT Year2023102Direction of Traffic1-WAY TRAFFIC109AADT Truck Percent9%114Future AADT115Future AADT Year
UNDERRECORD INFORMATION	STRUCTURE GEOMETRIC INFORMATION
6 Features Intersected IS 35 42B Type of Service Under HIGHWAY 28B Lanes Under Structure 02 54A Vert. Clearance Ref. 54B 54B Vert. Clearance 55B 755B Rt. Lat Clearance 56 56 Left Lat Clearance 56 38 Navigation Control 39 39 Nav Vertical Clear 40 111 Nav. Pier Protection 111 116 Nav. Cl. Vert. Clear	10Inventory Rte. Vert. Clear15 Ft. 8 In.19By pass Detour Length3.10 miles32Approach Roadway Width34Skew35Struct. Flared47Total Horiz. Clear61 Ft. 4 In.48Maximum Span Length95 Ft. 2 In.49Structure Length817 Ft. 11 In.50ALeft Curb/Sidewalk Width51Curb to Curb Br. Width52Deck Width (Out-Out)53Vert.Clearance Over Deck

Design_No = A1763

Page: 1



COUNTY: CLAY BRIDGE: A1763 3	REVIEW STATUS : APPROVED NBI STATUS : P
RECORD TYPE : 2ND RTE THAT GOES 'UNDR'S	RUN DATE : 3/7/2024 SUBMITTAL YEAR : 2023
LOAD RATING AND POSTING INFORMATION	MATERIAL/CONSTRUCTION INFORMATION
31 Design Load	43A Main Struc. Mat type CONCRETE CONTINUOUS
41 Structure Status	43B Main struc Constr. Type BOX BEAM OR GIRDERS- SING
63 Oper. Rating Meth.	45 # of Main Spans
64 Operating Rating	44A Appr Struc. Mat type
65 Inventory Rating Meth	44B Appr Struc. Cnstr. type
66 Inventory Rating	46 # of Approach Span
70 Bridge Posting Code	107 Deck Mat/Constr.
PROPOSED IMPROVEMENT INFORMATION	108A Wear Surf Mat/Constr.
Sufficiency Rating	108B Membrane Mat/Constr. 108C Deck Protect Mat/Constr.
Deficiency Rating	
Funding Eligibility	CONDITION RATING INFORMATION
75A Proposed Work	58 Deck Cond. Rating
75B Work Done By	59 Superstructure Cond. Rating
76 New Struc Length	60 Substructure Cond. Rating
94 Strue Improve Cost	61 Channel /Channel Protection Cond. Rating
95 Roadway Improve Cost	62 Culvert Cond. Rating
96 Total Project Cost 97 Year of Cost Estimates	INSPECTION INFORMATION
97 Year of Cost Estimates	90 Gen. Insp Date
APPRAISAL RATING INFORMATION	91 Gen. Insp. Frequency
36A Br. Rail App. Rating	92A Frac. Critical Inspection
36B Transition Rail App. Rating	93A Frac. Critical Insp. Date
36C Approach Rail App. Rating	92B Underwater Inspection
36D Rail End Treat. App. Rating	93B Underwater Insp. Date
67 Struc Eval App. Rating	92C Special Inspection
68 Deck Geometry App. Rating	93C Special Inspection Date
69 Underclearance App. Rating	BORDER BRIDGE INFORMATION
71 Waterway Adeq. App. Rating	98 Neighboring State Code
72 Approach Road App. Rating	98B Neighboring State % Respon
113 Scour Assess App. Rating	99 Neighboring State Struc. No.
APPROVED POSTING INFORMATION	FIELD POSTING INFORMATION
Approved Posting Category	Field Posting Category
Ton1 Ton2 Ton3	Ton1 Ton2 Ton3
Tonnage Values for Posting Sign	Tonnage Values for Posting Sign
General Text for Posting Sign	General Text for Posting Sign
Design_No = A1763	
Page:	2



COUNTY: CLAY	BRIDGE : A1763 3 RTE THAT GOES 'UNDR'		W STATUS :	APPROVED 3/7/2024	NBI STATUS :	P 2023
RECORD TYPE : 3RD	RIE IHAI GOES UNDR	RUN D	AIE:	3/7/2024	SUBMITTAL YEAR :	2023
GENERAL STRUCTURE INFORMATION			ROUTE DESIGNATION INFORMATION			
1State2District3County8Federal ID No.27Year Built106Year Reconstructed42AType of Service On21Structure Maintenance22Structure Owner33Br. Median Code37Historical Significance101Parallel Struc Desg103Temporary Structure112NBIS Bridge Length	MISSOURI KC CLAY 1459 1967 0 OVERPASS NONE EXISTS NOT TEMPORARY	5B 5C 5D 5E 7 12 13A 13B 20 26 28A 100 104	Record Type Route Signing F Designated Lev Route Number Directional Suff Facility Carried Base Hwy. Netv LRS Inventory Subroute No. Toll Status Functional Clas Lanes on Struct STRAHNET Do National Highw	el of Service fix work Route No. sification ure esignation ray System	3RD RTE THAT GOES 'UNDR' IS MAINLINE 00029 NOT APPLICABLE RP IS29S TO IS35N ON FREE ROAD 11-UR PRNCPL ARTERIAL-IS 01 ON A DEFENSE HWY ON NHS	Code : C
		105	Federal Lands H Designated Nat		YES	
STRUCTUR	E LOCATION INFORMATION	110			RAFFIC INFORMATION	
4 Place	GALLATIN	29	AADT		27284	
Code	26290		AADT Year		2023	
9 Location	S 1 T 50 N R 33 W		Direction of Tra	ıffic	1-WAY TRAFFIC	
11 Milepoint	123.64 miles	109	AADT Truck Pe	ercent	8%	
16 Latitude	39 D 10 M 13 S	114	Future AADT			
17 Longitude	94 D 33 M 28 S		Future AADT Y	ear		
UNDER	RECORD INFORMATION	STRUCTURE GEOMETRIC INFORMATION				
6 Features Intersected	IS 29	10	Inventory Rte. V	Vart Claar	25 Ft. 2 In.	
42B Type of Service Under			By pass Detour		0.00 miles	
28B Lanes Under Structure	02		Approach Road	Longin		
	02			way widdii		
54A Vert. Clearance Ref.			Skew			
54B Vert. Clearance			Struct. Flared		36 Ft. 1 In.	
55A Rt. Lat Clear Ref.			Total Horiz. Cle			
55B Rt. Lat Clearance			Maximum Span		95 Ft. 2 In. 817 Ft. 11 In.	
56 Left Lat Clearance			Structure Lengt		017 FL 11 III.	
38 Navigation Control			Left Curb/Sidev			
39 Nav Vertical Clear			Right Curb/Side			
40 Nav Horizontal Clear			Curb to Curb Bi			
111 Nav. Pier Protection			Deck Width (Ou	ut-Out)		
116 Nav. Cl. Vert. Clear		53	Vert.Clearance	Over Deck		

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COUNTY: CLAY BRIDGE: A1763 3	REVIEW STATUS : APPROVED NBI STATUS : P				
RECORD TYPE : 3RD RTE THAT GOES 'UNDR'	RUN DATE : 3/7/2024 SUBMITTAL YEAR : 2023				
LOAD RATING AND POSTING INFORMATION	MATERIAL/CONSTRUCTION INFORMATION				
31 Design Load	43A Main Strue. Mat type CONCRETE CONTINUOUS				
41 Structure Status	43B Main struc Constr. Type BOX BEAM OR GIRDERS- SING				
63 Oper. Rating Meth.	45 # of Main Spans				
64 Operating Rating	44A Appr Struc. Mat type				
65 Inventory Rating Meth	44B Appr Struc. Cnstr. type				
66 Inventory Rating	46 # of Approach Span				
70 Bridge Posting Code	107 Deck Mat/Constr.				
PROPOSED IMPROVEMENT INFORMATION	108A Wear Surf Mat/Constr.				
Sufficiency Rating	108B Membrane Mat/Constr.				
Deficiency Rating	108C Deck Protect Mat/Constr.				
Funding Eligibility	CONDITION RATING INFORMATION				
75A Proposed Work	58 Deck Cond. Rating				
75B Work Done By	59 Superstructure Cond. Rating				
76 New Struc Length	60 Substructure Cond. Rating				
94 Struc Improve Cost	61 Channel /Channel Protection Cond. Rating				
95 Roadway Improve Cost	62 Culvert Cond. Rating				
96 Total Project Cost	INSPECTION INFORMATION				
97 Year of Cost Estimates					
APPRAISAL RATING INFORMATION	90 Gen. Insp Date 91 Gen. Insp. Frequency				
36A Br. Rail App. Rating	91 Gen. Insp. Frequency 92A Frac. Critical Inspection				
36B Transition Rail App. Rating	93A Frac. Critical Insp. Date				
36C Approach Rail App. Rating	92B Underwater Inspection				
36D Rail End Treat. App. Rating	93B Underwater Insp. Date				
67 Struc Eval App. Rating	92C Special Inspection				
68 Deck Geometry App. Rating	93C Special Inspection Date				
69 Underclearance App. Rating	BORDER BRIDGE INFORMATION				
71 Waterway Adeq. App. Rating	98 Neighboring State Code				
72 Approach Road App. Rating	98B Neighboring State % Respon				
113 Scour Assess App. Rating	99 Neighboring State Struc. No.				
APPROVED POSTING INFORMATION	FIELD POSTING INFORMATION				
Approved Posting Category	Field Posting Category				
Ton1 Ton2 Ton3	Ton1 Ton2 Ton3				
Tonnage Values for Posting Sign	Tonnage Values for Posting Sign				
General Text for Posting Sign	General Text for Posting Sign				
Design_No = A1763					
Page: 2					
Fage. 2 This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section					

610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.



COUNTY: CLAY BRIDGE: A1763 3	REVIEW STATUS : APPROVED NBI STATUS : P RUN DATE · 3/7/2024 SUBMITTAL YEAR : 2023			
RECORD TYPE : 4TH RTE THAT GOES 'UNDR'	RUN DATE :3/7/2024SUBMITTAL YEAR :2023			
GENERAL STRUCTURE INFORMATION	ROUTE DESIGNATION INFORMATION			
1StateMISSOURI2DistrictKC3CountyCLAY8Federal ID No.145927Year Built1967106Year Reconstructed042AType of Service OnOVERPASS21Structure Maintenance22Structure Owner33Br. Median Code37Historical Significance101Parallel Struc DesgNONE EXISTS103Temporary StructureNOT TEMPORARY112NBIS Bridge Length	5ARecord Type4TH RTE THAT GOES 'UNDR'Code : D5BRoute Signing PrefixIS5CDesignated Level of ServiceMAINLINE5DRoute Number000295EDirectional SuffixNOT APPLICABLE7Facility CarriedRP IS29S TO IS35N12Base Hwy. Network.13ALRS Inventory Route No20Toll StatusON FREE ROAD26Functional Classification11-UR PRNCPL ARTERIAL-IS100STRAHNET DesignationON A DEFENSE HWY104National Highway SystemON NHS			
	105 Federal Lands Highway			
	110 Designated Nat. Network YES			
STRUCTURE LOCATION INFORMATION	STRUCTURE TRAFFIC INFORMATION			
4PlaceGALLATINCode262909LocationS 1 T 50 N R 33 W11Milepoint4.80 miles16Latitude39 D 10 M 13 S17Longitude94 D 33 M 28 S	29AADT2845830AADT Year2023102Direction of Traffic1-WAY TRAFFIC109AADT Truck Percent18%114Future AADT115115Future AADT Year			
UNDERRECORD INFORMATION	STRUCTURE GEOMETRIC INFORMATION			
6 Features Intersected IS 29 42B Type of Service Under HIGHWAY 28B Lanes Under Structure 02 54A Vert. Clearance Ref. 02 54B Vert. Clearance 55A Rt. Lat Clear Ref. 55B Rt. Lat Clearance 56 Left Lat Clearance 38 39 Nav Vertical Clear 40 111 Nav. Pier Protection 116 116 Nav. Cl. Vert. Clear 110	10Inventory Rte. Vert. Clear15 Ft. 11 In.19By pass Detour Length0.00 miles32Approach Roadway Width34Skew35Struct. Flared47Total Horiz. Clear25 Ft. 3 In.48Maximum Span Length95 Ft. 2 In.49Structure Length817 Ft. 11 In.50ALeft Curb/Sidewalk Width51Curb to Curb Br. Width52Deck Width (Out-Out)53Vert.Clearance Over Deck			

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COUNTY: CLAY BRIDGE: A1763 3	REVIEW STATUS : APPROVED NBI STATUS : P				
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94 Struc Improve Cost	60 Substructure Cond. Rating				
95 Roadway Improve Cost	61 Channel /Channel Protection Cond. Rating 62 Culvert Cond. Rating				
96 Total Project Cost	62 Culvert Cond. Rating				
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	90 Gen. Insp Date				
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