

INDEX OF SHEETS		
SHEET NO.	TITLE PAGE	
1	TYPICAL CROSS-SECTION OF IMPROVEMENT	
2	PLAN AND PROFILE STA. 0+00 TO STA. 30+00	
3	30+00	60+00
4	60+00	90+00
5	90+00	110+00
6	110+00	140+00
7	140+00	170+00
8	170+00	200+00
9	200+00	230+00
10	230+00	260+00
11	260+00	266+121
12	TO 32 CROSS-SECTIONS	
13	49 SPECIAL SHEETS	

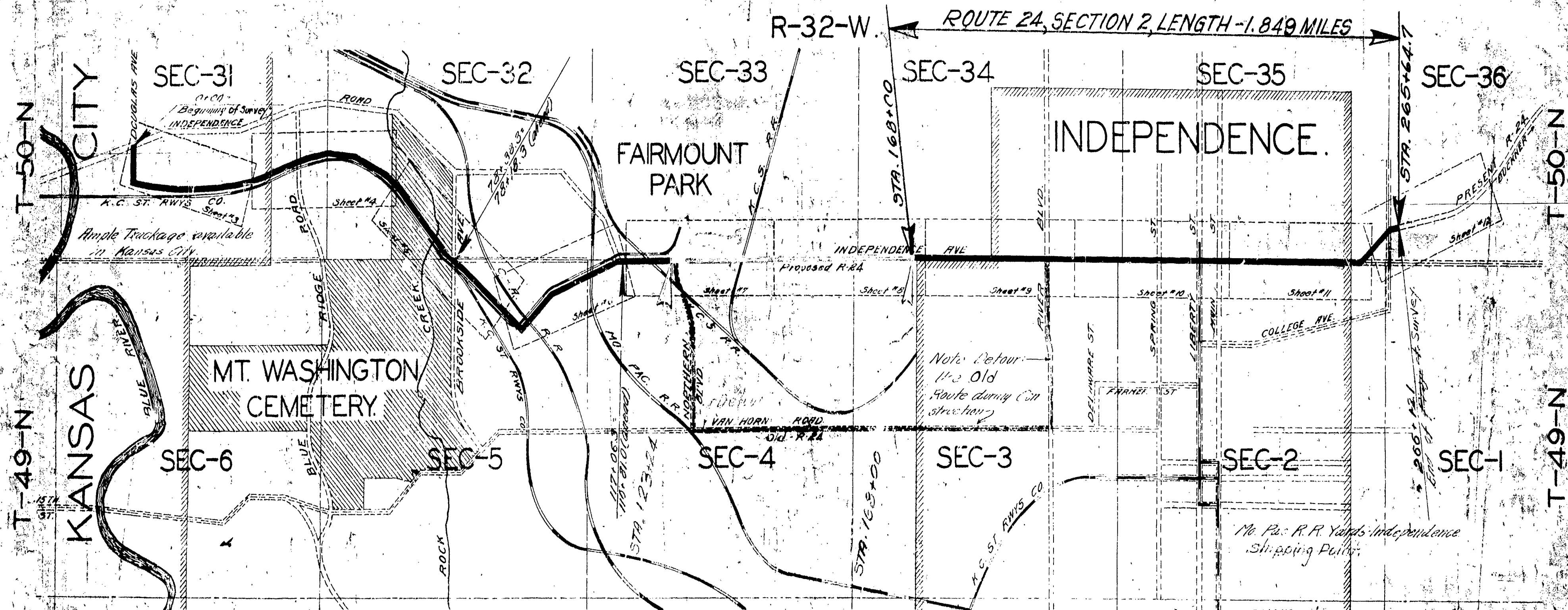
MISSOURI STATE HIGHWAY COMMISSION PLAN AND PROFILE OF PROPOSED STATE ROAD FEDERAL AID PROJECT JACKSON COUNTY

LIST OF STANDARDS

C-243
C-244
C-245
15" Pipe
18" Pipe
24" Pipe
C-338

DES. NO.	ST. NO.	DES. NO.	ST. NO.
5	MD	61-F	120
4	JACKSON	24	

PLAN 1 IN. = 100 FT.
PROFILE, HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
CROSS-SECTIONS 1 IN. = 5 FT.



CONVENTIONAL SIGNS

STATE AND NATIONAL LINE	LEVEE
COUNTY LINE	CULVERTS
CITY, VILLAGE OR BOROUGH	DROP INLET
TOWNSHIP LINE	TROLLEY POLE
SECTION LINE	POWER POLE
GRANT LINE	TELEPHONE OR TELEGRAPH POLE
FENCE LINE	MARSH
GUARD RAIL	HEDGE
UNFENCED PROPERTY	GROUND ELEVATION
RIGHT OF WAY LINE	GRADE ELEVATION
TRAVELED WAY	SURFACE LINE
RAILROADS	GRADE LINE
RETAINING WALL	
BASE OR SURVEY LINE	

EXCEPTIONS

EQUATIONS

$78+38.3 = 78+18.3$ (ahead)
 $117+13.9 = 110+21.0$ (ahead)
 $265+91.8 = 266+121$ (end)

LENGTH OF PROJECT

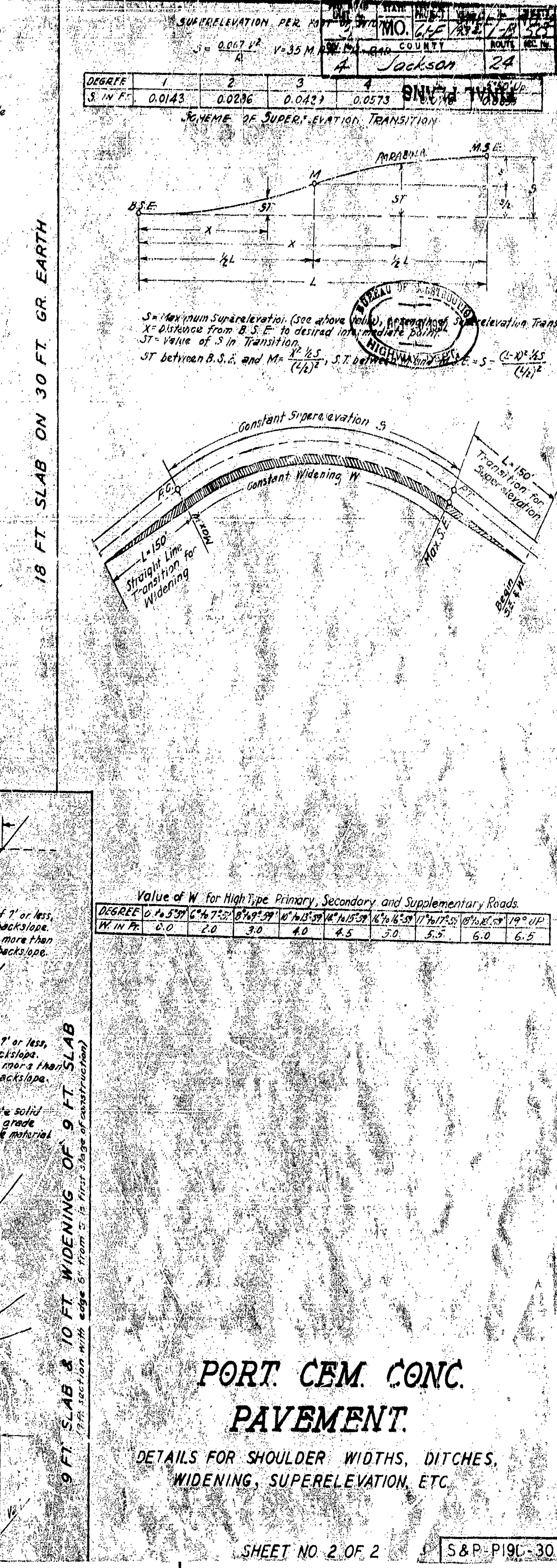
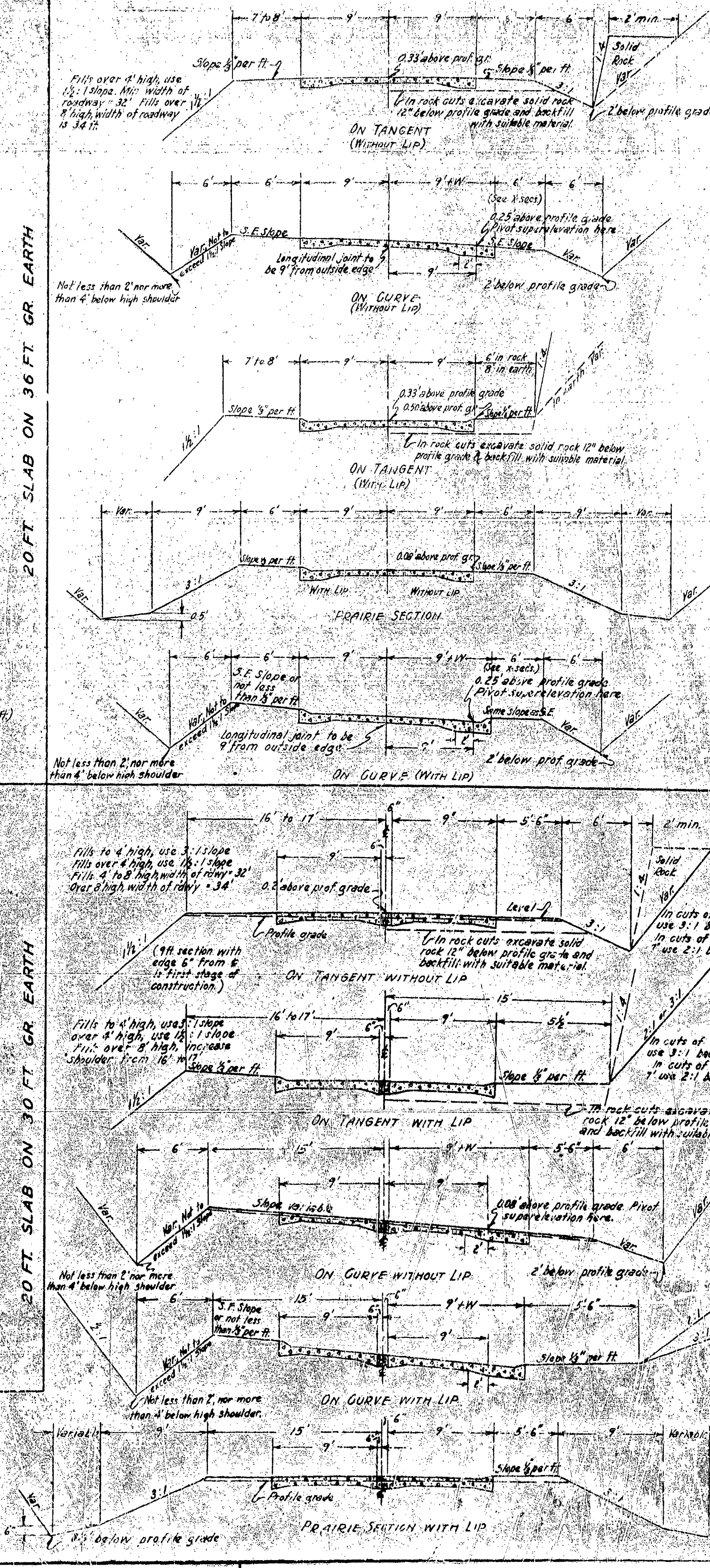
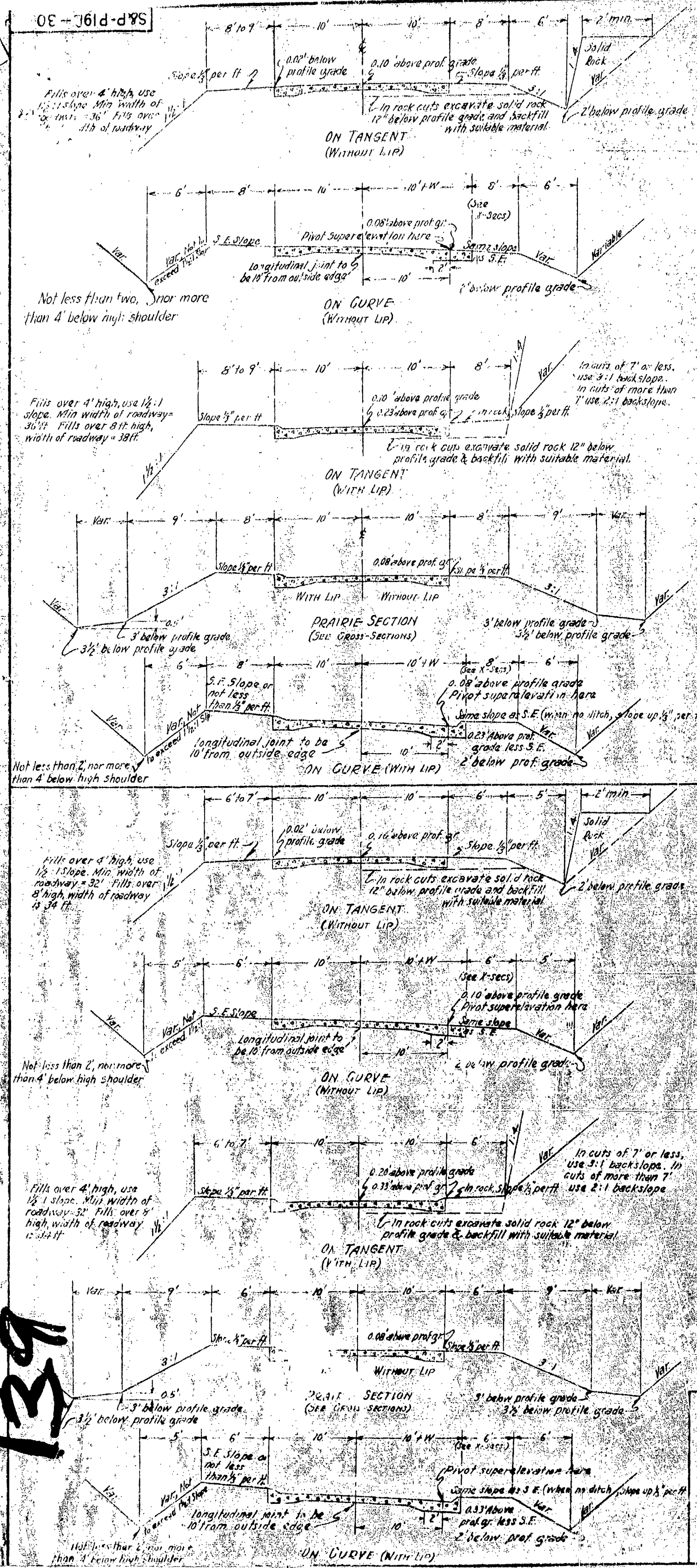
APPARENT LENGTH 11.849 MILES
GROSS LENGTH 11.849 MILES
NET LENGTH 11.849 MILES

SUBMITTED

CHIEF ENGINEER OF STATE HIGHWAY COMMISSION
RECOMMENDED FOR APPROVAL

RECOMMENDED FOR APPROVAL

APPROVED



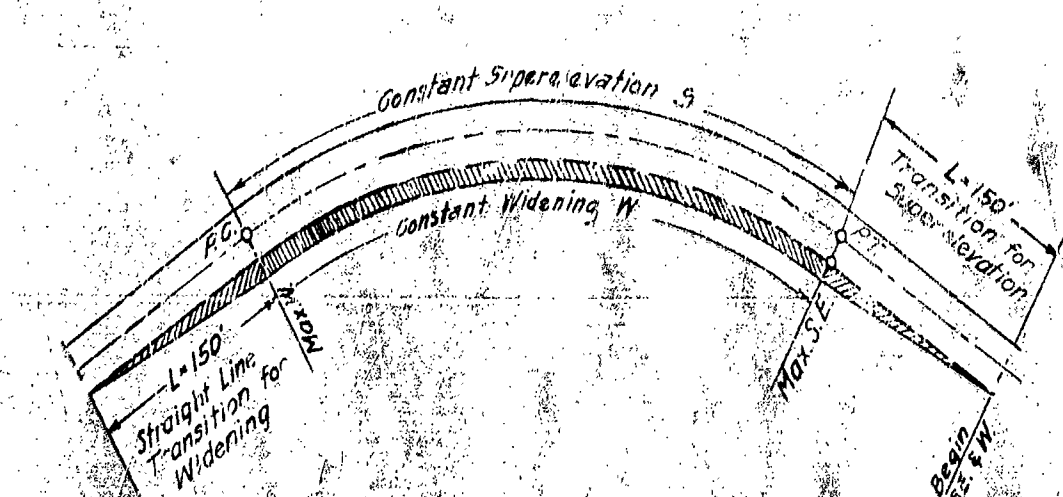
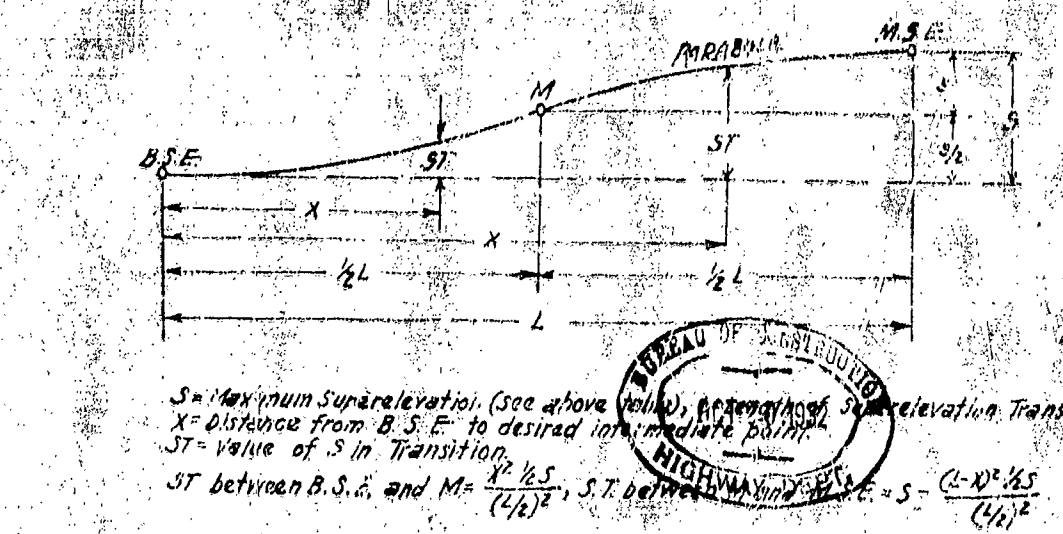
SUPERELEVATION PER 1% GRADE

MO. 644 PROJECT 24

JACKSON 24

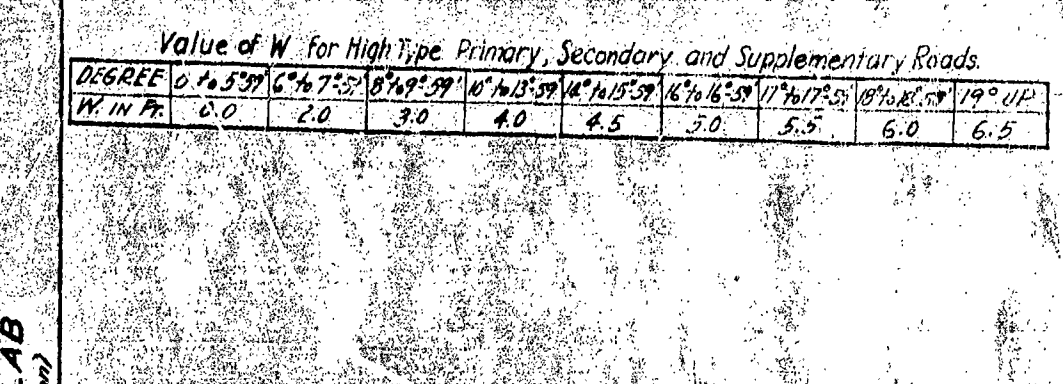
DEGREE	1	2	3	4
1 IN 100	0.0143	0.0286	0.0429	0.0573

SCHEME OF SUPERELEVATION TRANSITION



Value of W for High Type Primary, Secondary and Supplemental Roads

DEGREE	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5
W IN FT	0.0	2.0	3.0	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5



Value of W for High Type Primary, Secondary and Supplemental Roads

DEGREE	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5
W IN FT	0.0	2.0	3.0	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5



PORT. CEM. CONC. PAVEMENT.

DETAILS FOR SHOULDER WIDTHS, DITCHES, WIDENING, SUPERELEVATION, ETC.

SHEET NO. 2 OF 2

S&P-PI9C-30

Road KANSAS CITY TO INDEPENDENCE
Improvement 10' P.C. CONC. PAVEMENT

MISSOURI STATE HIGHWAY COMMISSION
ESTIMATE SHEET

County of JACKSON
Length 0.848 Miles

5	MO.
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EXCAVATION					
STATION	CL. A'	S.G.	ENT.	C.I.C.	BORROW
123+24	276	579	0	55	5829
124+34	33	302	0		34500
134+17	1426	1426	14	1420	17450
149+00	4301	1426	14	1420	17450
156+00	280	795	5	839	18510
164+29	1577	729	25	0	0
168+00	329	279	4	0	480
Total	6785	4020	48	2314	9574
Total C.I.A.	10853				70940

REINFORCED CONCRETE BOX CULVERTS									
STATION	STANDARD	SIZE	LENGTH	CONCRETE	REINF.	EXCAV.	REMARKS		
126+37	C-338	3'x3'	30'	5725	SR00	RA	Mod. 5' (24'x2)		
129+00	C-243	3'x2'	60'	1580	RR86	45			
128+00	C-243	3'x2'	70'	1758	RR02	90			
Total				90.76	9988	179			

LENGTH OF PROJECT			
End of Project	Station	68+100	
Beginning of Project	Station	123+124	
Apparent Length		4476	Feet
Equations and Exceptions:			
Total Corrections			
Net Length of Project		4476	Feet

SUMMARY			
ITEM NO.	DESCRIPTION	UNIT	TOTAL UNITS
1-A	Clearing	Acres	1
1-B	Grubbing	Acres	1
1-C	Hedge Pulling	100-FT	1
1-D	Class A Excavation	Cu. Yd.	1
1-E	Class C Excavation	Cu. Yd.	1
1-F	Culvert Excavation	Cu. Yd.	1
1-G	Jetting Fills	Cu. Yd.	1
1-H	Borrow Excavation	Cu. Yd.	1
1-I	Overhaul	Cu. Yd.	1
1-J	Scrubbing old Roadway	Sta. Yd.	1
1-K	Coarse Aggregate Surface	Sta. Yd.	1
1-L	Port. Cem. Conc. Pavement	Cu. Yd.	1
1-M	20' Transverse Contract Joint	Each	1
1-N	20' Transverse Contract Joint	Each	1
1-O	15" Pipe Culverts	Lin. Ft.	1
1-P	15" Pipe Culverts	Lin. Ft.	1
1-Q	24" Pipe Culverts	Lin. Ft.	1
1-R	Reinforcement for Conc. Struct.	Lb.	1
1-S	Barricades, etc.	Each	1
1-T	Relocating Barricades, etc.	Each	1
1-U	Type C Ditch Checks	Each	1

CLEARING AND GRUBBING			
STATION TO	STATION	UNITS	UNITS
123+24	168+00	177	181
Total Units		177	181
Total Acres		4.1	4.2

FARM ENTRANCE PIPE CULVERTS			
STATION	SIDE	SIZE	LENGTH
138+00	LT.	15"	18'
138+03	RT.	24"	30'
138+60	LT.	24"	24'
138+62	RT.	36"	24'
139+20	LT.	18"	24'
139+68	RT.	18"	24'
139+82	LT.	21"	45'
140+57	LT.	21"	21'
141+00	LT.	24"	24'
141+31	LT.	21"	21'
154+22	LT.	21"	30'
154+25	LT.	21"	30'
154+00	LT.	21"	30'
161+63	RT.	21"	21'
163+16	RT.	21"	21'
164+20	RT.	21"	21'
166+05	RT.	21"	21'
Total		162	130

PORT. CEM. CONCRETE PAVE.			
Length of Project		4476	Feet
Deduct for Bridge @ Sta. 133+18.44		-94.33	
Length of Pavement		4381.67	
Chained length of Pavement		4381.67	
4381.67 Ft. x 4.444444 Sd. Yds. Per Ft.		19482.0	
Add for Approaches (See Below)		119.19	
Total Pavement		19601.19	Sd. Yds.

TYPE 'C' DITCH CHECKS			
STATION TO	STATION	SIDE	NO.
146+00	146+00	LT.	8
Total			8

RELAYD PIPE			
STATION	SIDE	LENGTH	
164+20	RT.	21'	
Total		162	130

STREET APPROACHES			
STATION	SIDE	COARSE AGGREG. PAVEMENT SURFACE	REMARKS
130+39	LT.	22	33.45
139+82	LT.	0	85.74
123+24	LT.	0	85.74
131+50	RT.	18	18
Total		40	119.19

CONTINGENT ITEMS			
36-F	Test Pile C.C. #1	Lin. Ft.	15
36-G	8" Surface Drain Basins	Each	10
18-G	Surface Drains	Lin. Ft.	140.1
	Relayd Pipe	Lin. Ft.	21
	Crossed Wood Steps	B.M.	4617
	Underdrain Pipe curb	Lin. Ft.	585.7

8" SURFACE DRAIN BASINS AND SURFACE DRAINS			
STATION	RT.	LT.	DRAINS
123+44			29.1
125+64			24.6
135+86			26.3
143+89			5.1
149+08			10.6
149+11			4.9
158+72			6.7
158+73			74.8
SUB TOTAL			148.1
TOTAL			148.1

HEDGE PULLING			
STATION TO	STATION	SIDE	NO. 100 FT.
142+25	142+25	LT.	10
Total			10

LIP CURB			
Original Plans			
Final Plans			

JETTING FILLS			
STATION TO	STATION	CU. YDS.	
123+80	130+65	6770	
130+51	134+09	4938	
134+17	140+25	9071	
149+00	158+75	1800	
Total		23550	

20' EXPANSION JOINTS			
110			
20' CONTRACTION JOINTS			
108			
BARRICADES			
Total - 5			

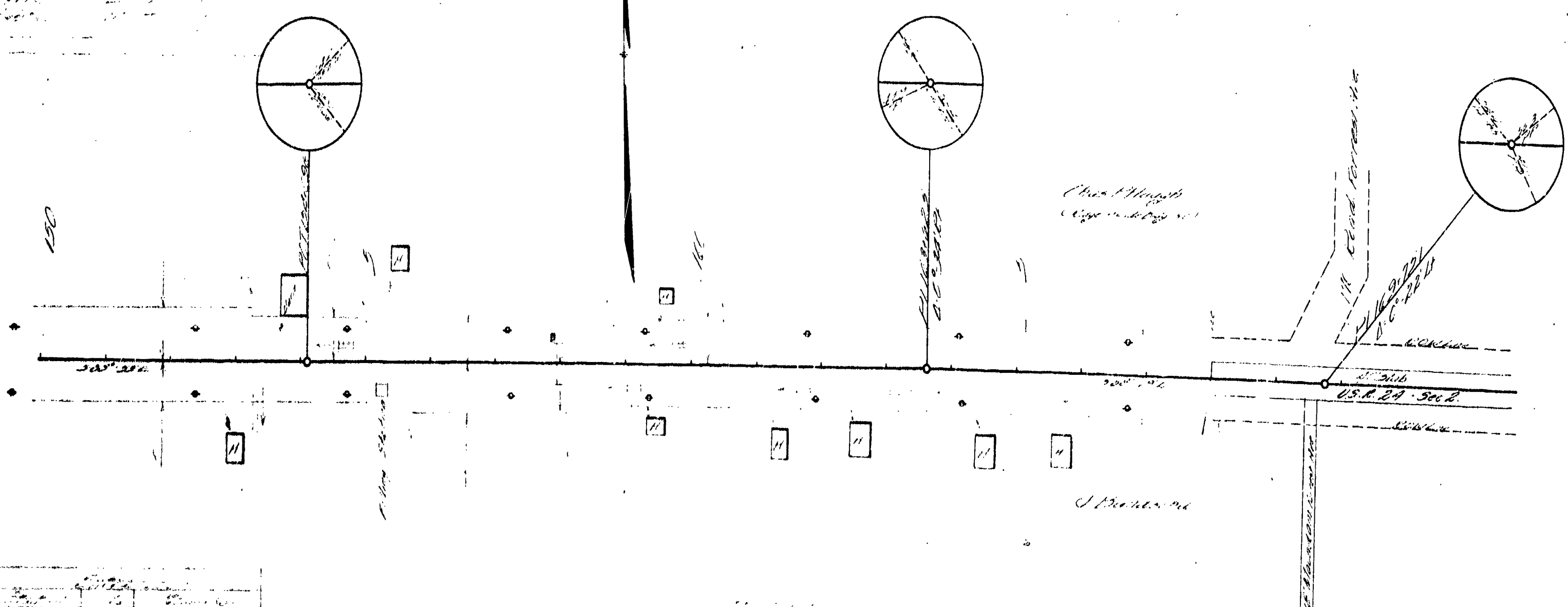
ORIGINAL PLANS			
End Sta	168+00		
Beg Sta	123+24		
App. length	4476		
Corrections	None		
Net length	4476		
Net length x 2			
Lip omitted -			
(both sides)			
No. Drain Basins	533		
x 20	1060		
Total	693		
Net Lip Built	693		
FINAL PLANS			
End Sta	168+00		
Beg Sta	123+24		
App. length	4476		
Corrections	None		
Net length	4476		
Chained length	4476.45		
Chained length x 2			
Lip omitted -			
(both sides)			
No. Drain Basins	533		
x 20	1060		
Total	693		
Net Lip Built	693		

BRIDGE AT STA. 133+97.44 OVER K.C.S. R.R.			
2 24' SLABS & 1-40' DG ON BENTS & 18' COUNTR. ABUT.			
SKEN. 42' ROADWAY & 2-5' WALKS. DRAWN 1-686.			
1-G	Class I Bridge Excavation	Cu. Yds.	1652.5
16-A	Class A Conc. Masonry	Cu. Yds.	9.8
16-B	Class B Conc. Masonry	Cu. Yds.	6723
16-D	Class X Conc. Masonry	Cu. Yds.	295.8
17-L	Phosphor Bronze Plates 8"x17"	Set	6
19-A	Rein. for Conc. Structures	Lb.	114720
23-A	Cero. Piles in Place	Lin. Ft.	2257
23-B	Cero. Pile Cut-offs	Lin. Ft.	334

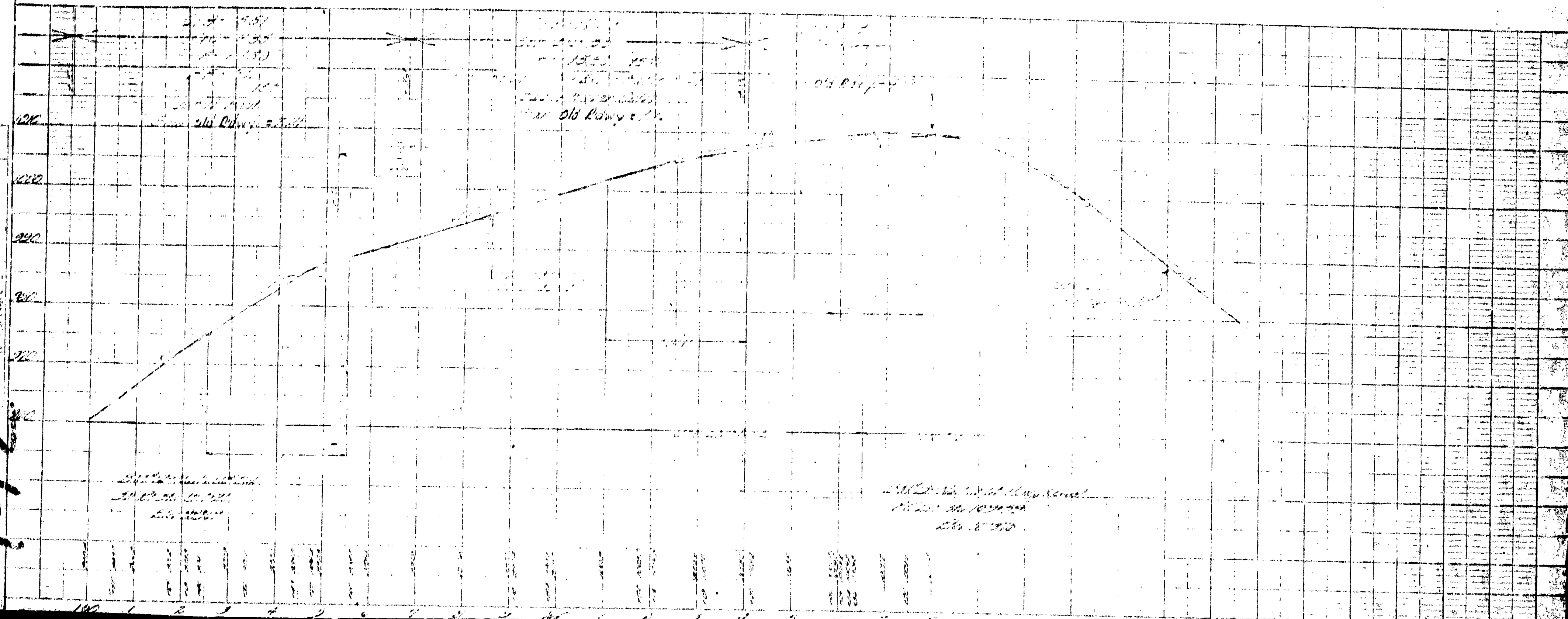
RETAINING WALL			
STATION TO	STATION	SIDE	CONC. REINF. EXCAV.
130+59	130+71	LT.	4.17 242 4
Total			4.17 242 4

140.

STATE	PROJECT	YEAR	NO.
MO.	61-F-103		
DIST. NO.	ROUTE	SECTION	DATE
6	11	1	11/1/50

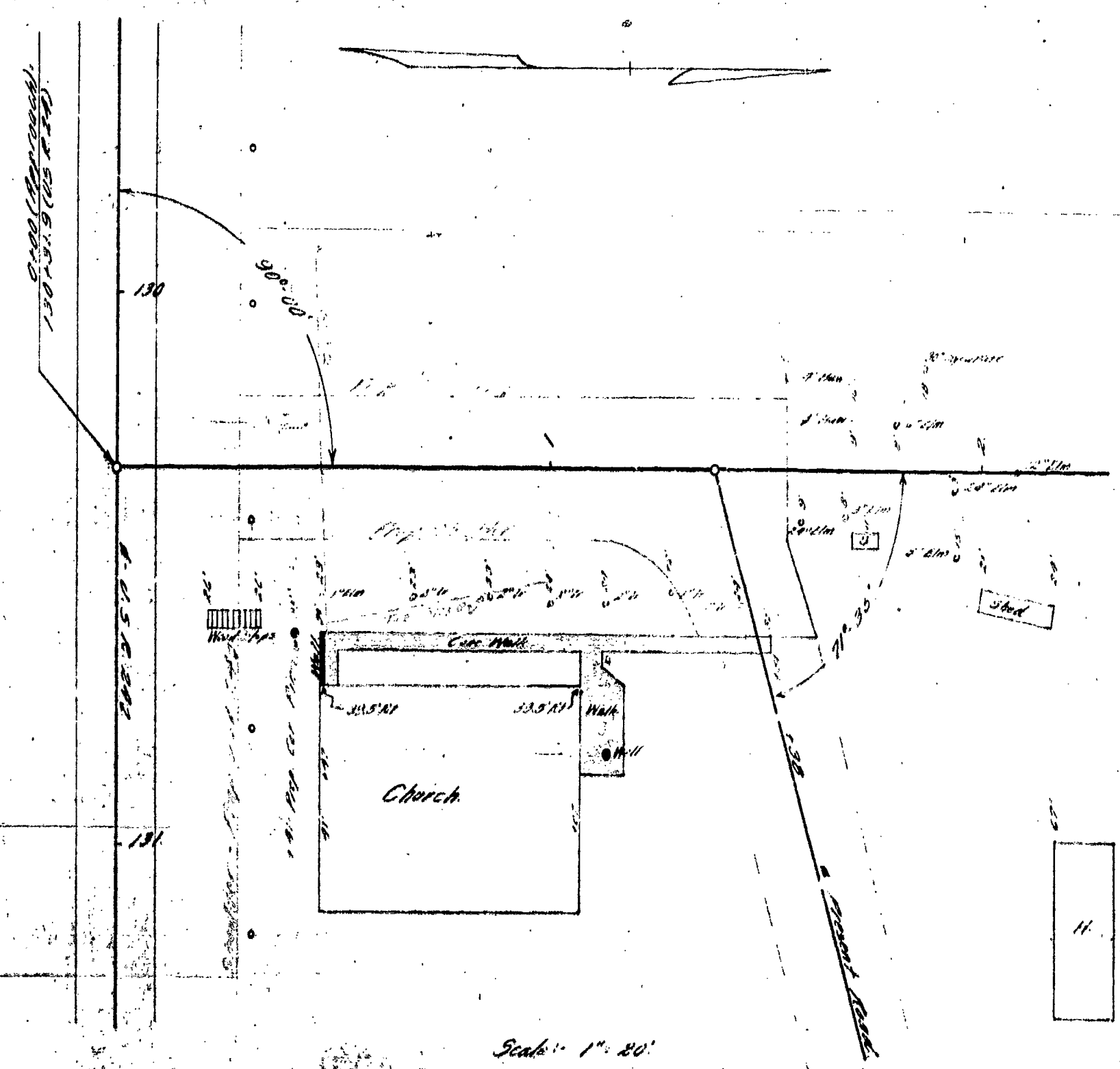


1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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142

PLAN
 SCALE: 1" = 40'
 DATE: 10/1/20
 DRAWN BY: J. L. JONES
 CHECKED BY: J. L. JONES

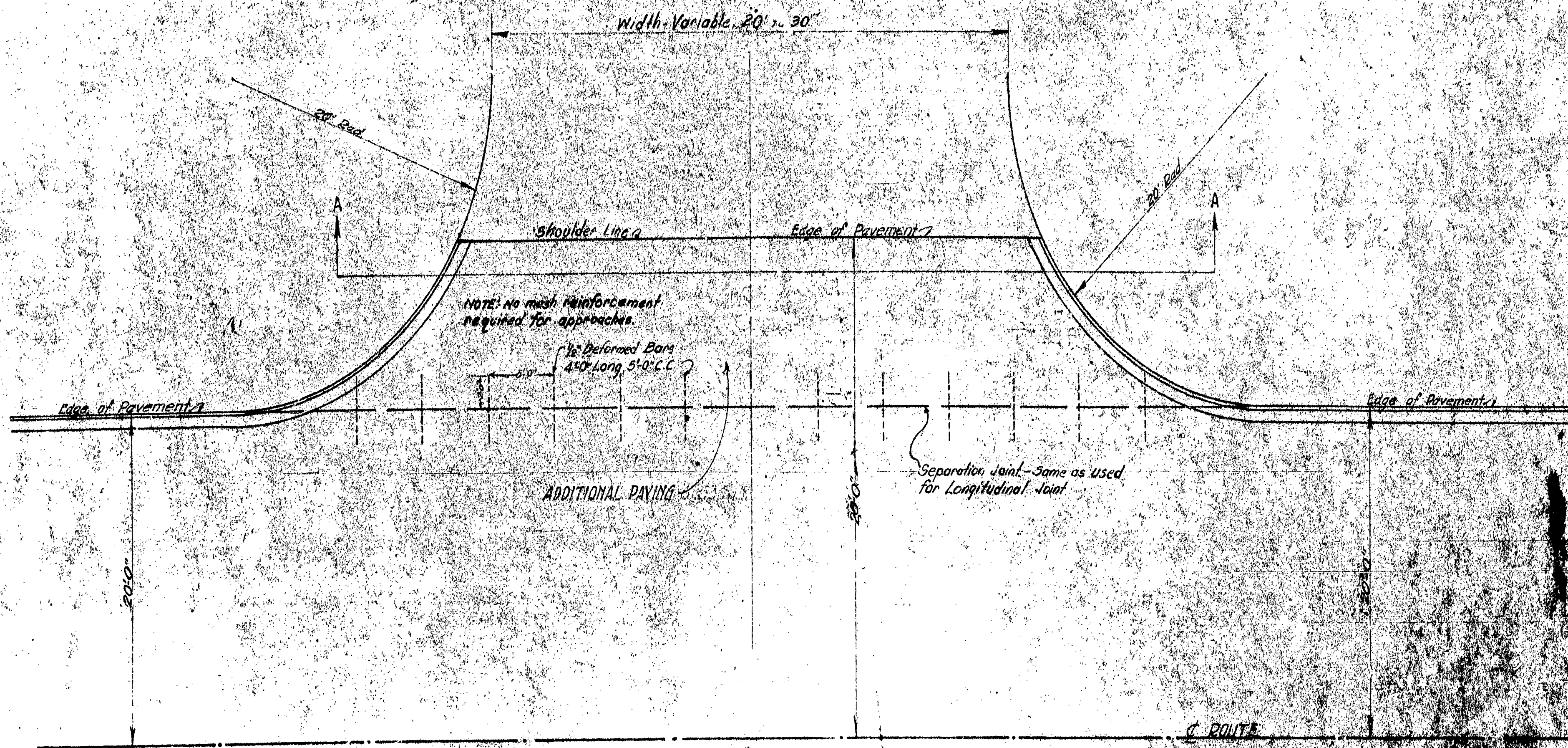


PROFILE
 SCALE: 1" = 20'
 DATE: 10/1/20
 DRAWN BY: J. L. JONES
 CHECKED BY: J. L. JONES

143



616 51
 24 Jackson 21



STREET OR DRIVE APPROACH THRU LIP

GENERAL NOTE
 Pavement for street or drive approach to shoulder line to be built to meet the present or future grade of street or drive.

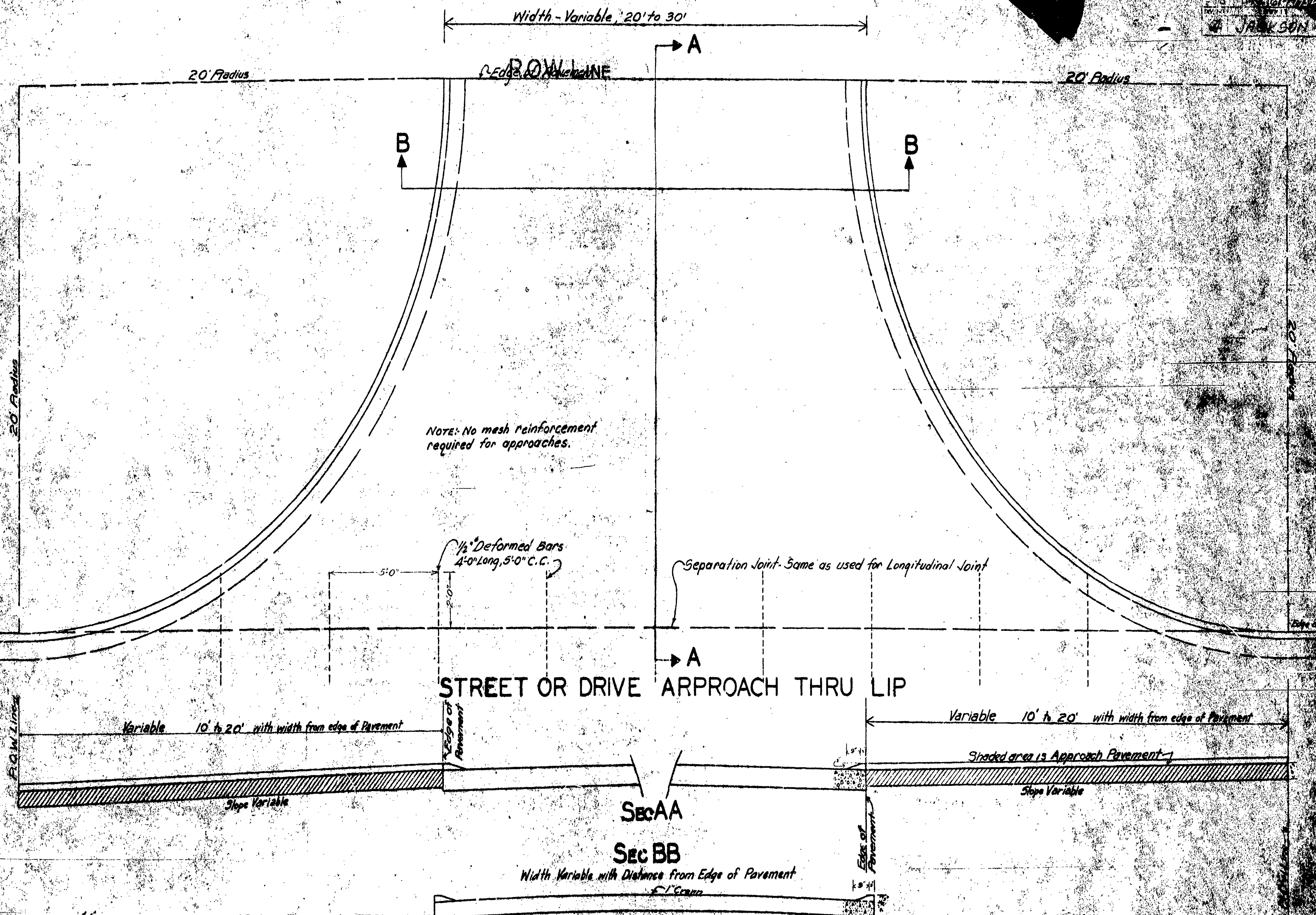


SECTION A-A
 Width Variable With distance from Edge of Pavement

DRIVE APPROACH THRU LIP
 SHOULDER LIVED OVER
 Scale: 1/4" = 1'-0"

144

NO. 611/32-33
JACKSON



TYPICAL SECTION OF PAVEMENT

GENERAL NOTE
Pavement for street or drive approaches
to right of way line to be built to match the
present or future grade of street or drive.

STREET APPROACH THRU LIP
SHORT RADIUS CURVE

145

DESIGN FOR RETAINING WALL
 STATION 130+65
 US ROUTE 27, JACKSON COUNTY

NOTE: A 1/4" tie to be placed
 as low on wall as free outlet
 may be obtained.
 Cost of pipe for weep holes to be
 included in price bid for Class 'B'
 concrete.

SENDING SKETCH FOR R.C. BARS

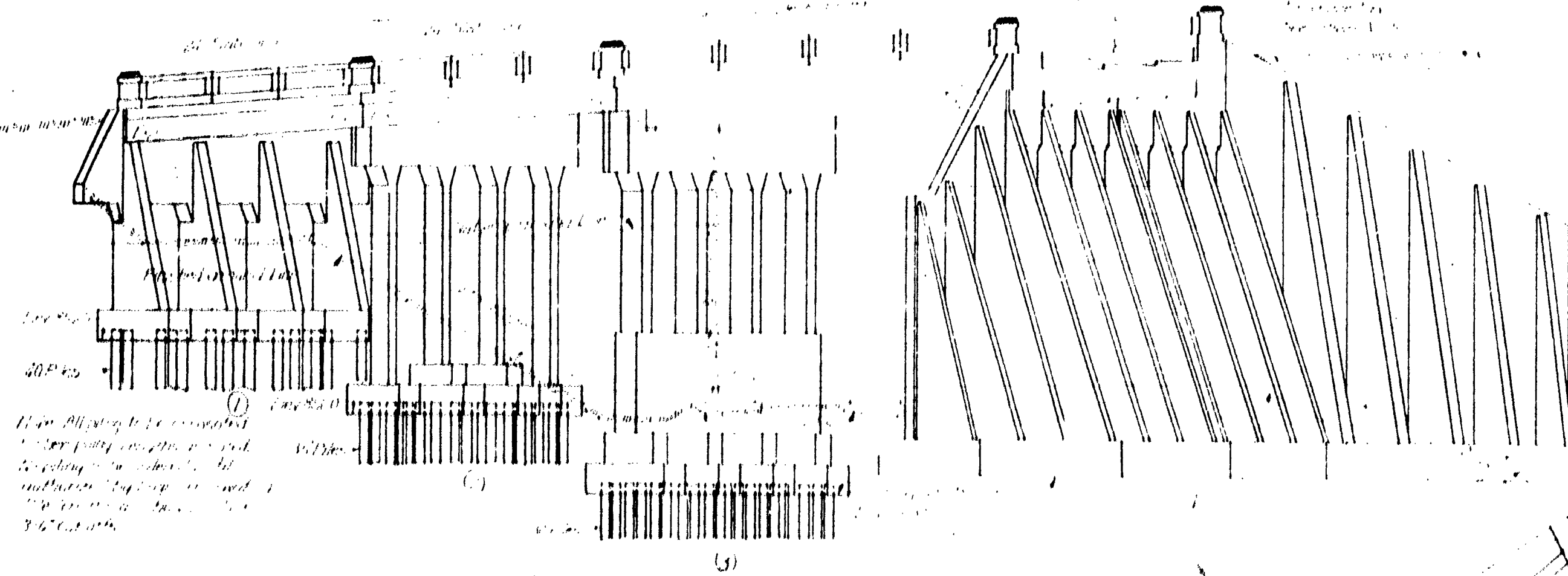
BILL OF STEEL		
LINE NO.	SIZE	LENGTH
1	1/2"	2'-0"
2	1/2"	2'-0"
3	1/2"	2'-0"
4	1/2"	2'-0"
5	1/2"	2'-0"
6	1/2"	2'-0"
7	1/2"	2'-0"

QUANTITIES	
Concrete	4.17 Cu. Yds.
Steel	242 Lbs.
Excavation	9 Cu. Yds.

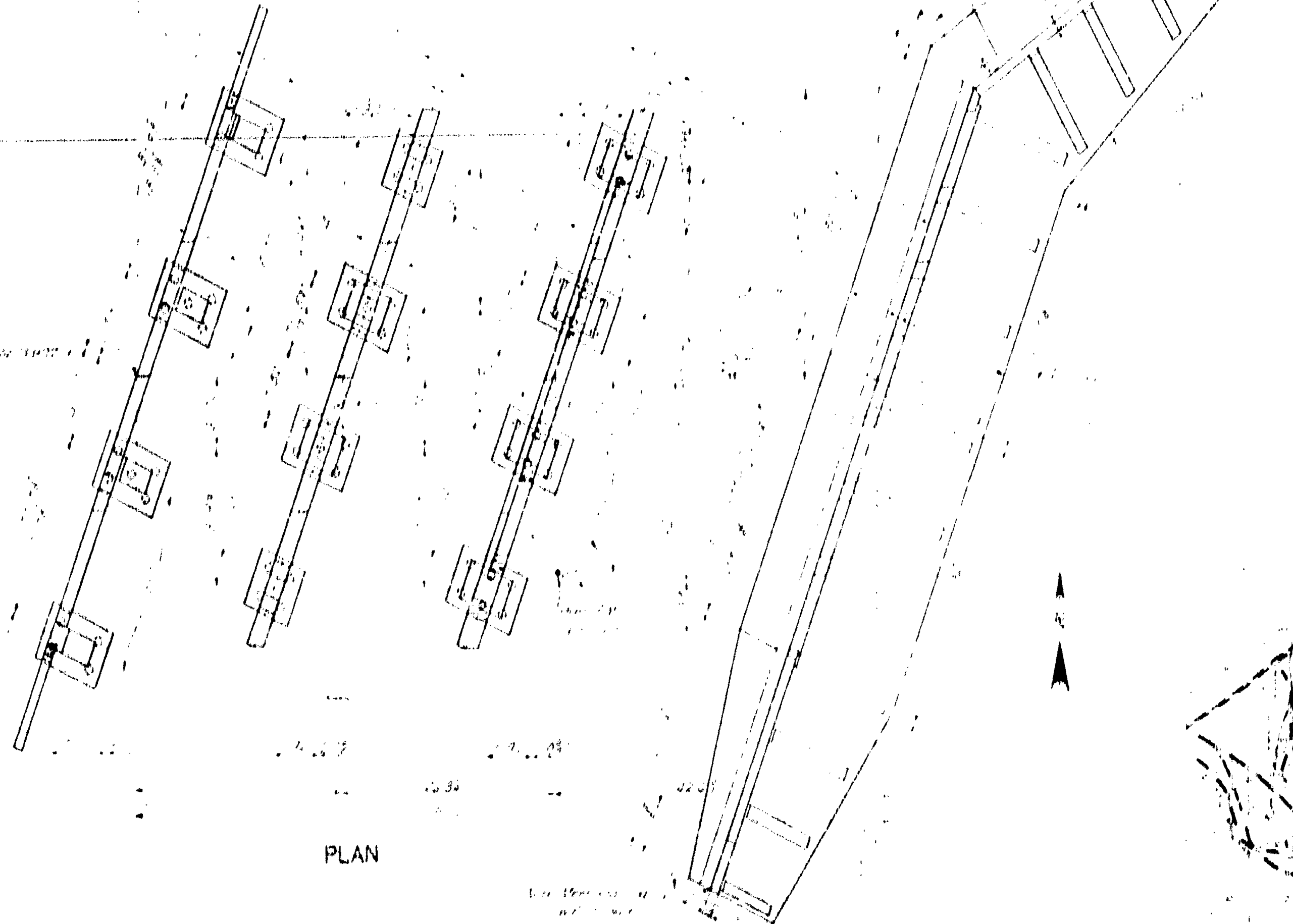
146

MISSOURI STATE HIGHWAY DEPARTMENT

STATE ROAD DIST. NO.	STATE ROAD NO.	SECTION NO.	SHEET NO.	TOTAL SHEETS
5	MO	617 (1926)	1	



GENERAL ELEVATION



PLAN



LOCATION SKETCH

GENERAL NOTES:

1. The bridge is to be constructed of reinforced concrete. The design is based on a live load of 15 kips per foot and a wind load of 30 lbs. per sq. ft. The bridge is to be constructed on a firm foundation. The bridge is to be constructed on a firm foundation. The bridge is to be constructed on a firm foundation.

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	EST. PRICE
Concrete	10,000	cu. yd.	100.00
Reinforcing Steel	100	tons	100.00
Foundation	100	cu. yd.	100.00
Abutment	100	cu. yd.	100.00
Pier	100	cu. yd.	100.00
Deck	100	sq. ft.	100.00
Girders	100	lb.	100.00
Paint	100	gal.	100.00
Other	100	sq. ft.	100.00
Total			1,000.00

BRIDGE OVER K.C.S.R.R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 0.5 MI. E. OF FAIRMONT

PROJECT NO. 617 (U.S. 24) STA. 38+00.00

JACKSON

COUNTY

STD. 63501

STD. 5316

J-686

147

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO	W-0524	19		

COMPLETE BILL OF REINFORCING STEEL

No.	Size	Length	Mark	Location	Bending Sketches & Cutting Diagrams	No.	Size	Length	Mark	Location	Bending Sketches & Cutting Diagrams	No.	Size	Length	Mark	Location	Bending Sketches & Cutting Diagrams
14	3/8"	5' 5"	U1	Footway		22	3/8"	5' 5"	U1	Footway		30	3/8"	5' 5"	U1	Footway	
15	3/8"	7' 3"	U1	Footway		23	3/8"	7' 3"	U1	Footway		31	3/8"	7' 3"	U1	Footway	
16	3/8"	17' 3"	U1	Footway		24	3/8"	17' 3"	U1	Footway		32	3/8"	17' 3"	U1	Footway	
17	3/8"	2' 2"	U1	Footway		25	3/8"	2' 2"	U1	Footway		33	3/8"	2' 2"	U1	Footway	
18	3/8"	2' 2"	U1	Footway		26	3/8"	2' 2"	U1	Footway		34	3/8"	2' 2"	U1	Footway	
19	3/8"	2' 2"	U1	Footway		27	3/8"	2' 2"	U1	Footway		35	3/8"	2' 2"	U1	Footway	
20	3/8"	2' 2"	U1	Footway		28	3/8"	2' 2"	U1	Footway		36	3/8"	2' 2"	U1	Footway	
21	3/8"	2' 2"	U1	Footway		29	3/8"	2' 2"	U1	Footway		37	3/8"	2' 2"	U1	Footway	
22	3/8"	2' 2"	U1	Footway		30	3/8"	2' 2"	U1	Footway		38	3/8"	2' 2"	U1	Footway	
23	3/8"	2' 2"	U1	Footway		31	3/8"	2' 2"	U1	Footway		39	3/8"	2' 2"	U1	Footway	
24	3/8"	2' 2"	U1	Footway		32	3/8"	2' 2"	U1	Footway		40	3/8"	2' 2"	U1	Footway	
25	3/8"	2' 2"	U1	Footway		33	3/8"	2' 2"	U1	Footway		41	3/8"	2' 2"	U1	Footway	
26	3/8"	2' 2"	U1	Footway		34	3/8"	2' 2"	U1	Footway		42	3/8"	2' 2"	U1	Footway	
27	3/8"	2' 2"	U1	Footway		35	3/8"	2' 2"	U1	Footway		43	3/8"	2' 2"	U1	Footway	
28	3/8"	2' 2"	U1	Footway		36	3/8"	2' 2"	U1	Footway		44	3/8"	2' 2"	U1	Footway	
29	3/8"	2' 2"	U1	Footway		37	3/8"	2' 2"	U1	Footway		45	3/8"	2' 2"	U1	Footway	
30	3/8"	2' 2"	U1	Footway		38	3/8"	2' 2"	U1	Footway		46	3/8"	2' 2"	U1	Footway	
31	3/8"	2' 2"	U1	Footway		39	3/8"	2' 2"	U1	Footway		47	3/8"	2' 2"	U1	Footway	
32	3/8"	2' 2"	U1	Footway		40	3/8"	2' 2"	U1	Footway		48	3/8"	2' 2"	U1	Footway	
33	3/8"	2' 2"	U1	Footway		41	3/8"	2' 2"	U1	Footway		49	3/8"	2' 2"	U1	Footway	
34	3/8"	2' 2"	U1	Footway		42	3/8"	2' 2"	U1	Footway		50	3/8"	2' 2"	U1	Footway	
35	3/8"	2' 2"	U1	Footway		43	3/8"	2' 2"	U1	Footway		51	3/8"	2' 2"	U1	Footway	
36	3/8"	2' 2"	U1	Footway		44	3/8"	2' 2"	U1	Footway		52	3/8"	2' 2"	U1	Footway	
37	3/8"	2' 2"	U1	Footway		45	3/8"	2' 2"	U1	Footway		53	3/8"	2' 2"	U1	Footway	
38	3/8"	2' 2"	U1	Footway		46	3/8"	2' 2"	U1	Footway		54	3/8"	2' 2"	U1	Footway	
39	3/8"	2' 2"	U1	Footway		47	3/8"	2' 2"	U1	Footway		55	3/8"	2' 2"	U1	Footway	
40	3/8"	2' 2"	U1	Footway		48	3/8"	2' 2"	U1	Footway		56	3/8"	2' 2"	U1	Footway	
41	3/8"	2' 2"	U1	Footway		49	3/8"	2' 2"	U1	Footway		57	3/8"	2' 2"	U1	Footway	
42	3/8"	2' 2"	U1	Footway		50	3/8"	2' 2"	U1	Footway		58	3/8"	2' 2"	U1	Footway	
43	3/8"	2' 2"	U1	Footway		51	3/8"	2' 2"	U1	Footway		59	3/8"	2' 2"	U1	Footway	
44	3/8"	2' 2"	U1	Footway		52	3/8"	2' 2"	U1	Footway		60	3/8"	2' 2"	U1	Footway	
45	3/8"	2' 2"	U1	Footway		53	3/8"	2' 2"	U1	Footway		61	3/8"	2' 2"	U1	Footway	
46	3/8"	2' 2"	U1	Footway		54	3/8"	2' 2"	U1	Footway		62	3/8"	2' 2"	U1	Footway	
47	3/8"	2' 2"	U1	Footway		55	3/8"	2' 2"	U1	Footway		63	3/8"	2' 2"	U1	Footway	
48	3/8"	2' 2"	U1	Footway		56	3/8"	2' 2"	U1	Footway		64	3/8"	2' 2"	U1	Footway	
49	3/8"	2' 2"	U1	Footway		57	3/8"	2' 2"	U1	Footway		65	3/8"	2' 2"	U1	Footway	
50	3/8"	2' 2"	U1	Footway		58	3/8"	2' 2"	U1	Footway		66	3/8"	2' 2"	U1	Footway	
51	3/8"	2' 2"	U1	Footway		59	3/8"	2' 2"	U1	Footway		67	3/8"	2' 2"	U1	Footway	
52	3/8"	2' 2"	U1	Footway		60	3/8"	2' 2"	U1	Footway		68	3/8"	2' 2"	U1	Footway	
53	3/8"	2' 2"	U1	Footway		61	3/8"	2' 2"	U1	Footway		69	3/8"	2' 2"	U1	Footway	
54	3/8"	2' 2"	U1	Footway		62	3/8"	2' 2"	U1	Footway		70	3/8"	2' 2"	U1	Footway	
55	3/8"	2' 2"	U1	Footway		63	3/8"	2' 2"	U1	Footway		71	3/8"	2' 2"	U1	Footway	
56	3/8"	2' 2"	U1	Footway		64	3/8"	2' 2"	U1	Footway		72	3/8"	2' 2"	U1	Footway	
57	3/8"	2' 2"	U1	Footway		65	3/8"	2' 2"	U1	Footway		73	3/8"	2' 2"	U1	Footway	
58	3/8"	2' 2"	U1	Footway		66	3/8"	2' 2"	U1	Footway		74	3/8"	2' 2"	U1	Footway	
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86	3/8"	2' 2"	U1	Footway		94	3/8"	2' 2"	U1	Footway							
87	3/8"	2' 2"	U1	Footway		95	3/8"	2' 2"	U1	Footway							
88	3/8"	2' 2"	U1	Footway		96	3/8"	2' 2"	U1	Footway							
89	3/8"	2' 2"	U1	Footway		97	3/8"	2' 2"	U1	Footway							
90	3/8"	2' 2"	U1	Footway		98	3/8"	2' 2"	U1	Footway							
91	3/8"	2' 2"	U1	Footway		99	3/8"	2' 2"	U1	Footway							
92	3/8"	2' 2"	U1	Footway		100	3/8"	2' 2"	U1	Footway							
93	3/8"	2' 2"	U1	Footway													
94	3/8"	2' 2"	U1	Footway													
95	3/8"	2' 2"	U1	Footway													
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97	3/8"	2' 2"	U1	Footway													
98	3/8"	2' 2"	U1	Footway													
99	3/8"	2' 2"	U1	Footway													
100	3/8"	2' 2"	U1	Footway													

BRIDGE OVER K.C.S.R.R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 0.5 MILES EAST OF FAIRMOUNT

PROJECT NO. 61F (U.S. 24) STA 133+02.15

JACKSON COUNTY

STD. C-55-01

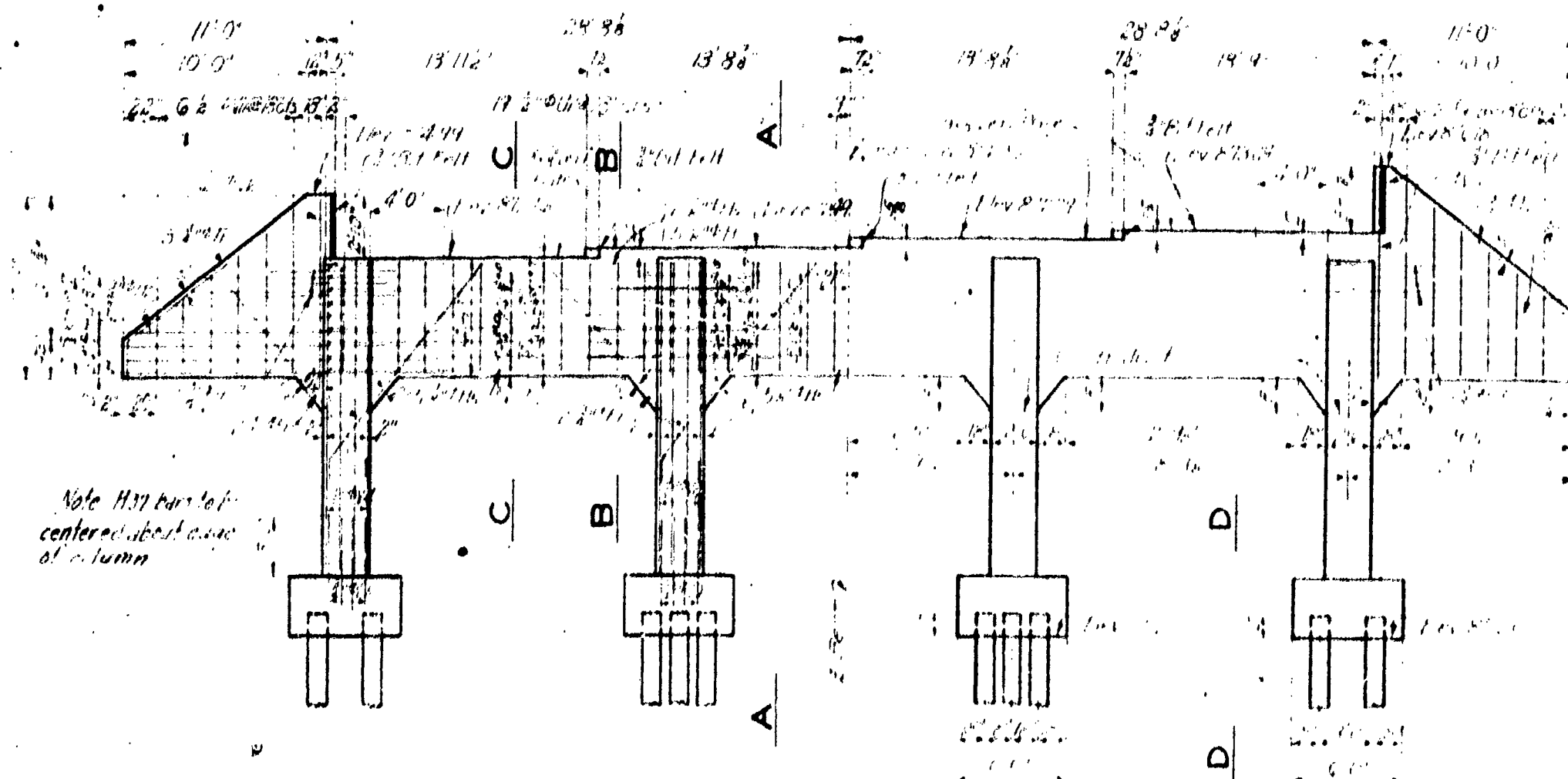
STD. S-616

J-686

Drawn Sept. 1937 by H. V. H.
Checked Oct. 1937 by J. H. H.

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO	1-1-520	19	10	10



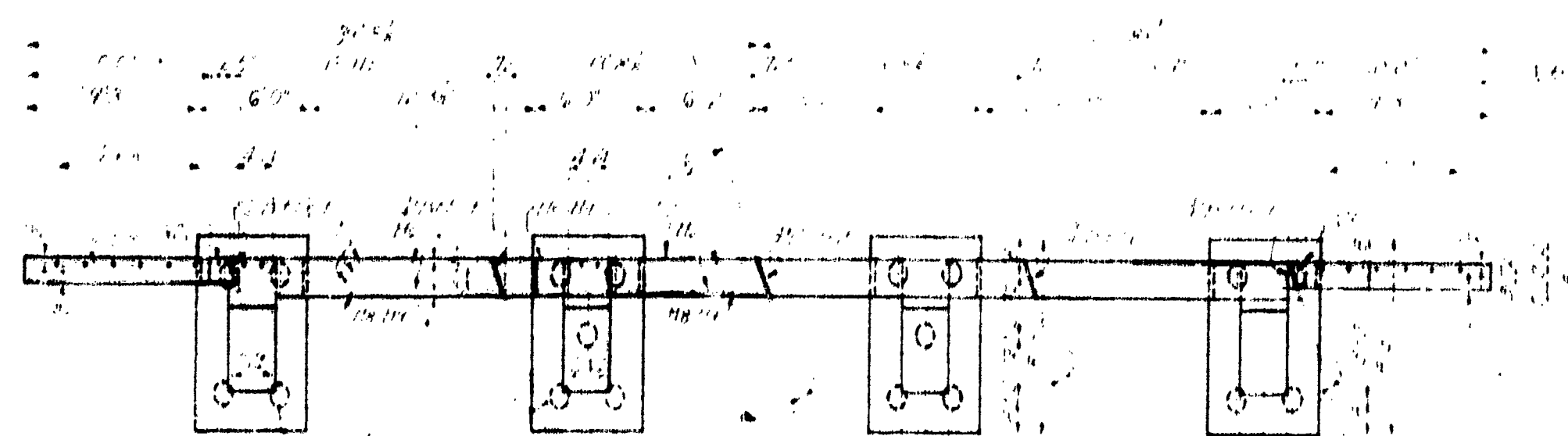
ELEVATION - BENT NO. 1

SEC. A-A

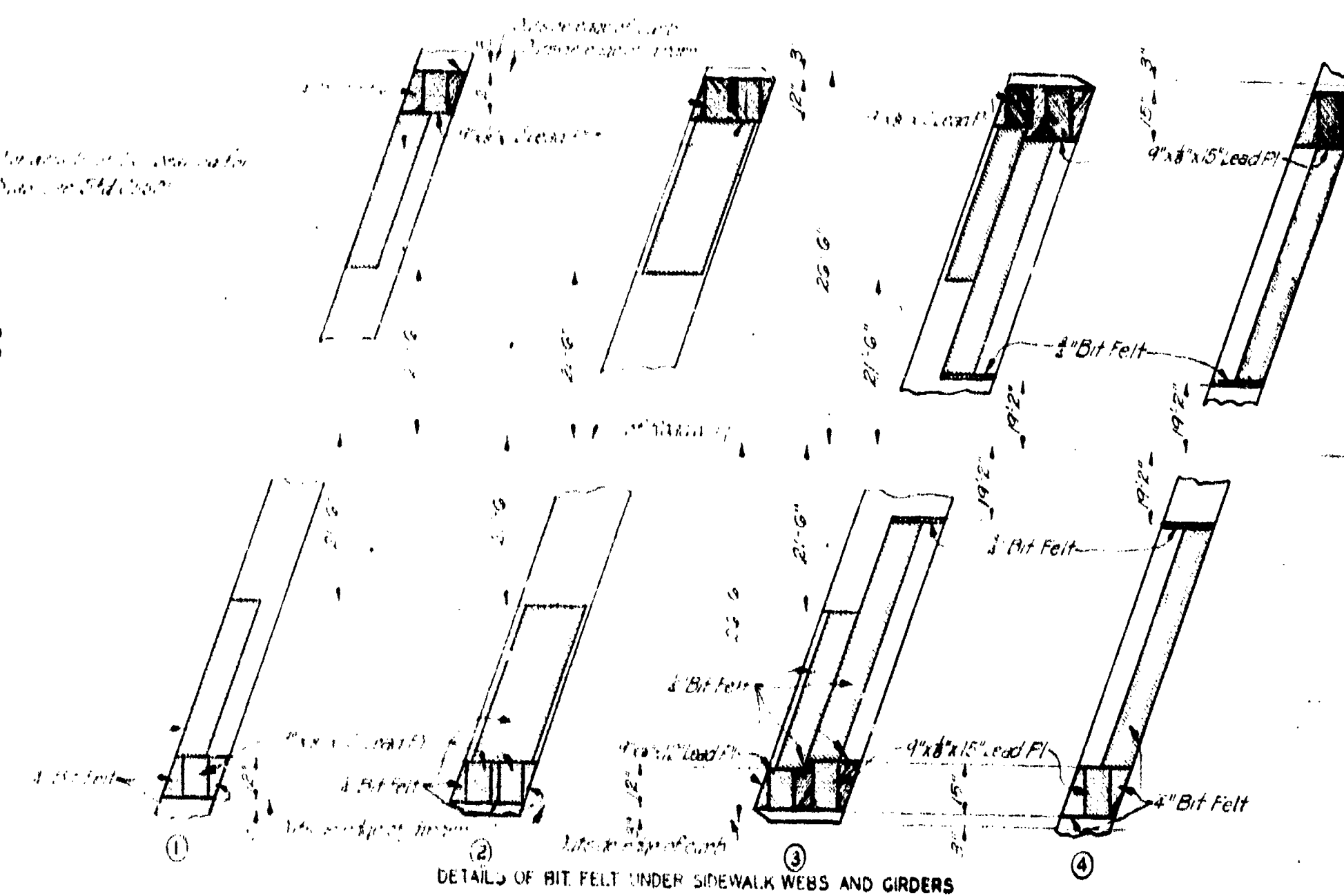
SEC. B-B

SEC. C-C

SEC. D-D



PLAN - BENT NO. 1



BRIDGE OVER K.C.S. R.R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 0.5 MILES EAST OF FAIRMOUNT

PROJECT NO. 01F (U.S. 24) STA. 133+27.19

JACKSON COUNTY

DATE: 10/28/50
DRAWN BY: [Signature]
CHECKED BY: [Signature]
DATE: 11/18/50
CHIEF ENGINEER

STD. C5501

STD. 5016

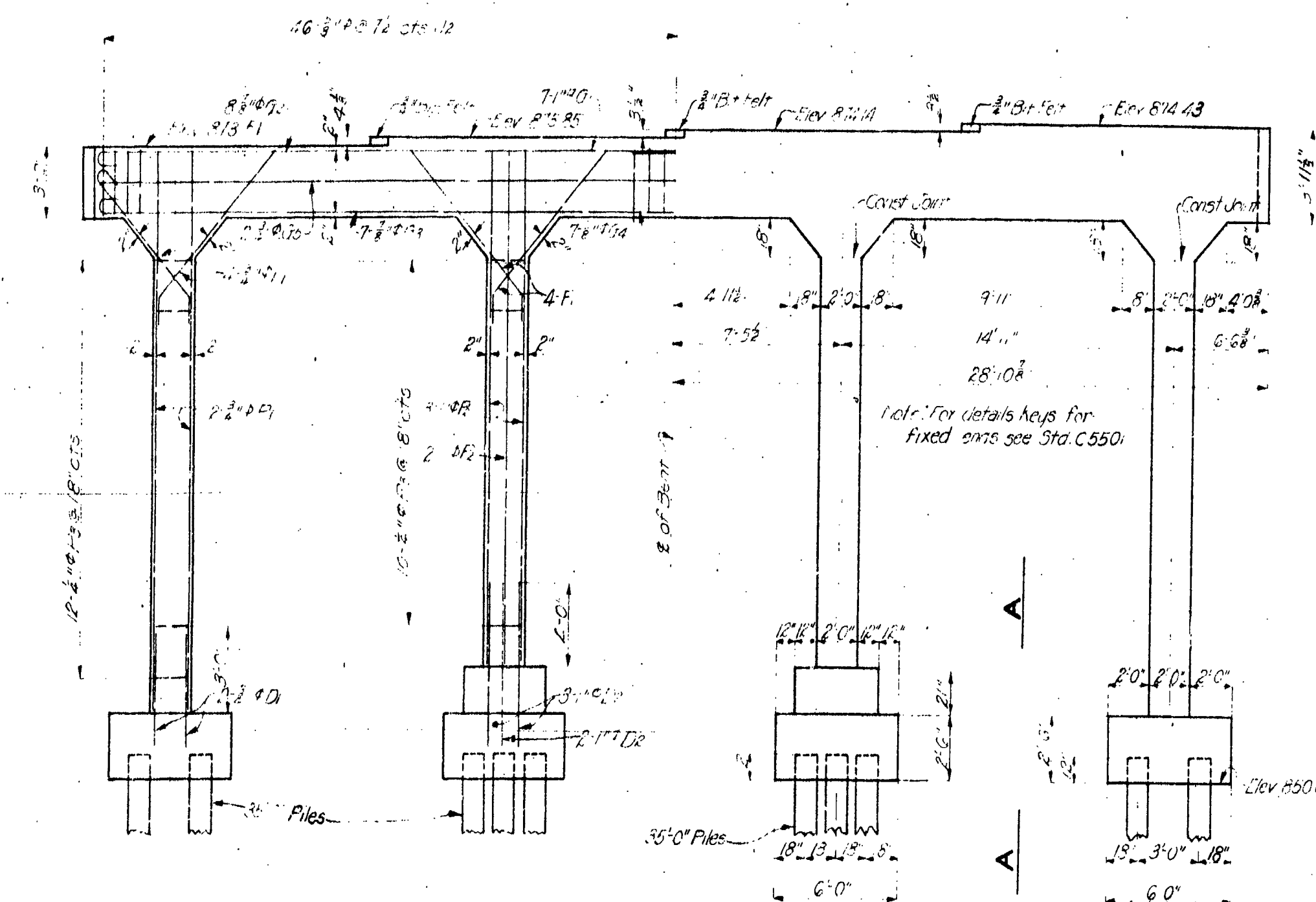
J-686

649

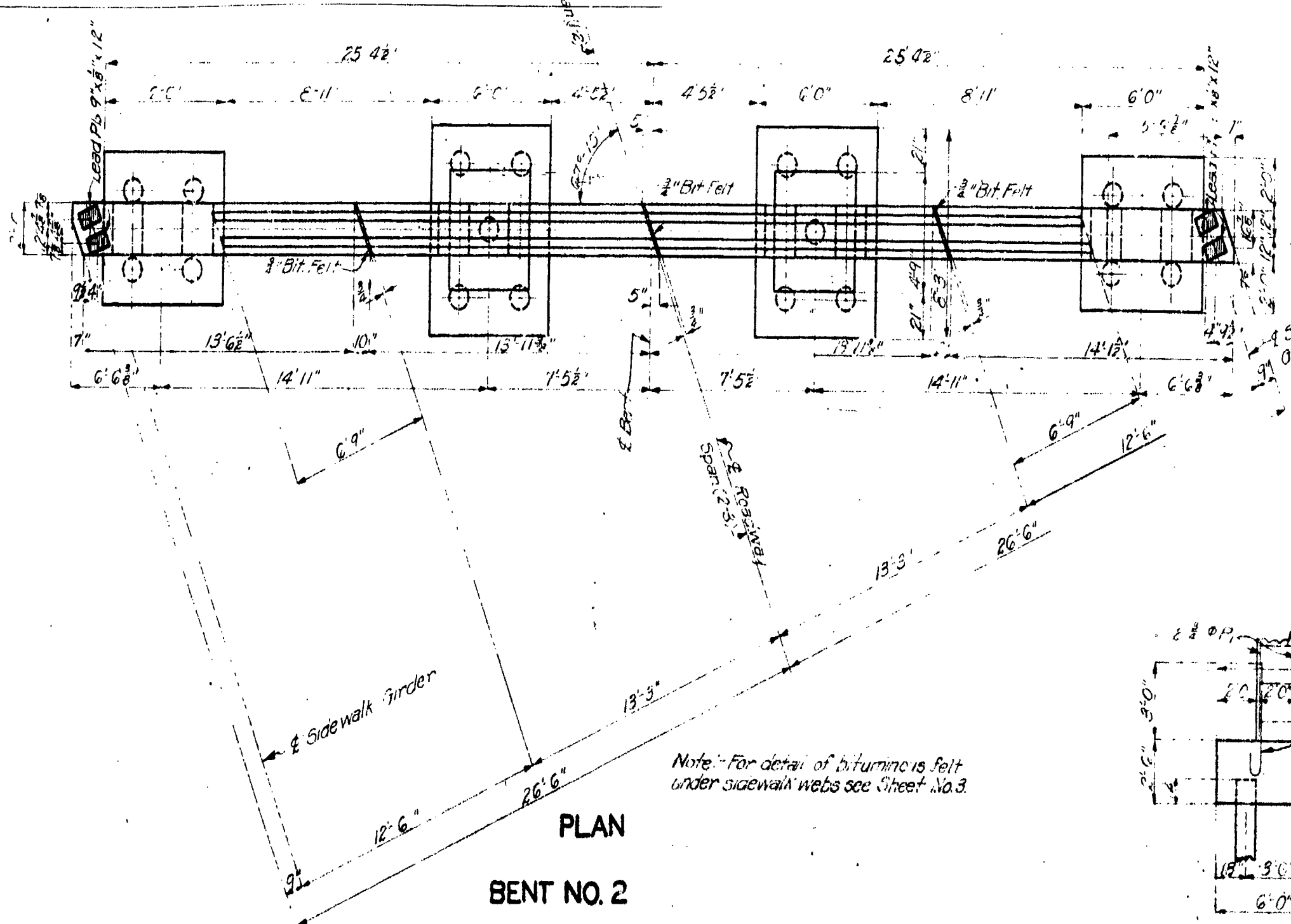
Drawn by: [Signature]
Checked by: [Signature]
Date: 11/18/50

Note: For handling details see 24 "A" for Span 1-2 and 24 "B" for Span 2-3 both in Std C5501

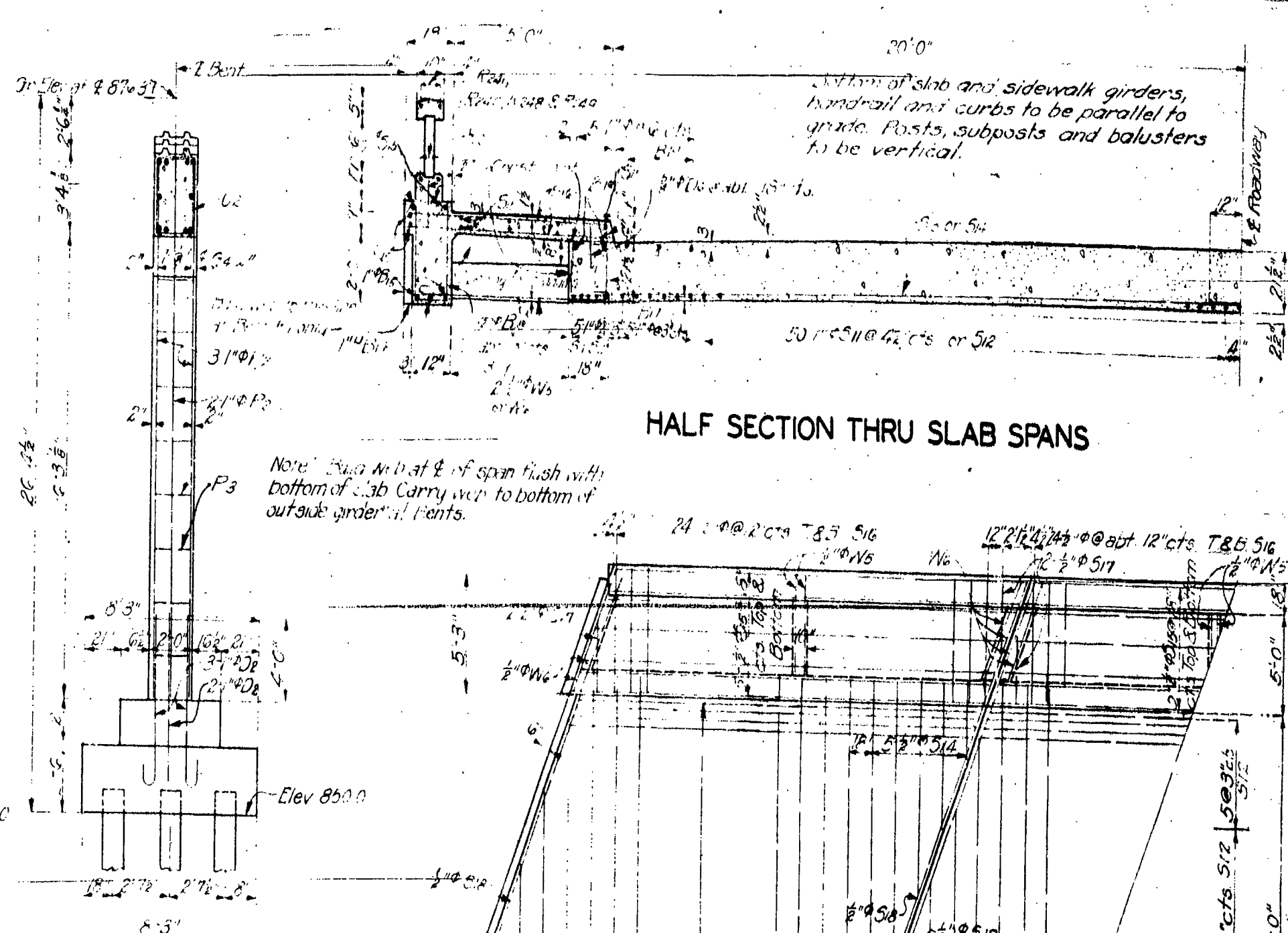
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5	MO	615 (U.S. 24)	19		



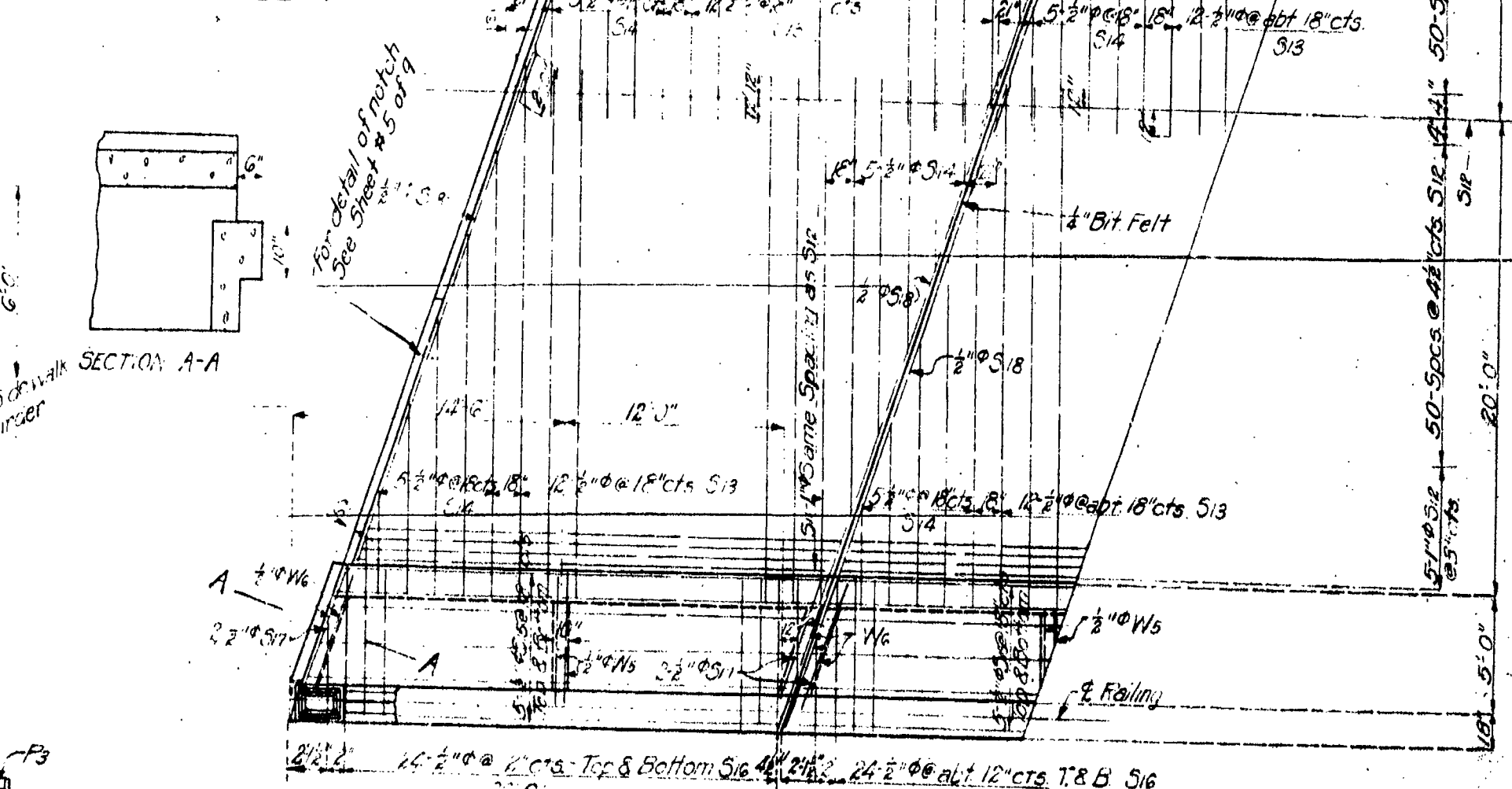
ELEVATION



BENT NO. 2



SECTION AT & BENT



PART PLAN OF SLABS

BRIDGE OVER K.C.S.R.R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 0.5 MILES EAST OF FAIRMOUNT

PROJECT NO. 61F (U.S.24) STA. 133+27.13

JACKSON COUNTY

SUBMITTED BY W. R. Day DATE 10/28/31
BRIDGE ENGINEER
APPROVED BY W. H. Cutler DATE 10/28/31
CHIEF ENGINEER

STD.C-5501

STD. S-818

J-68

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

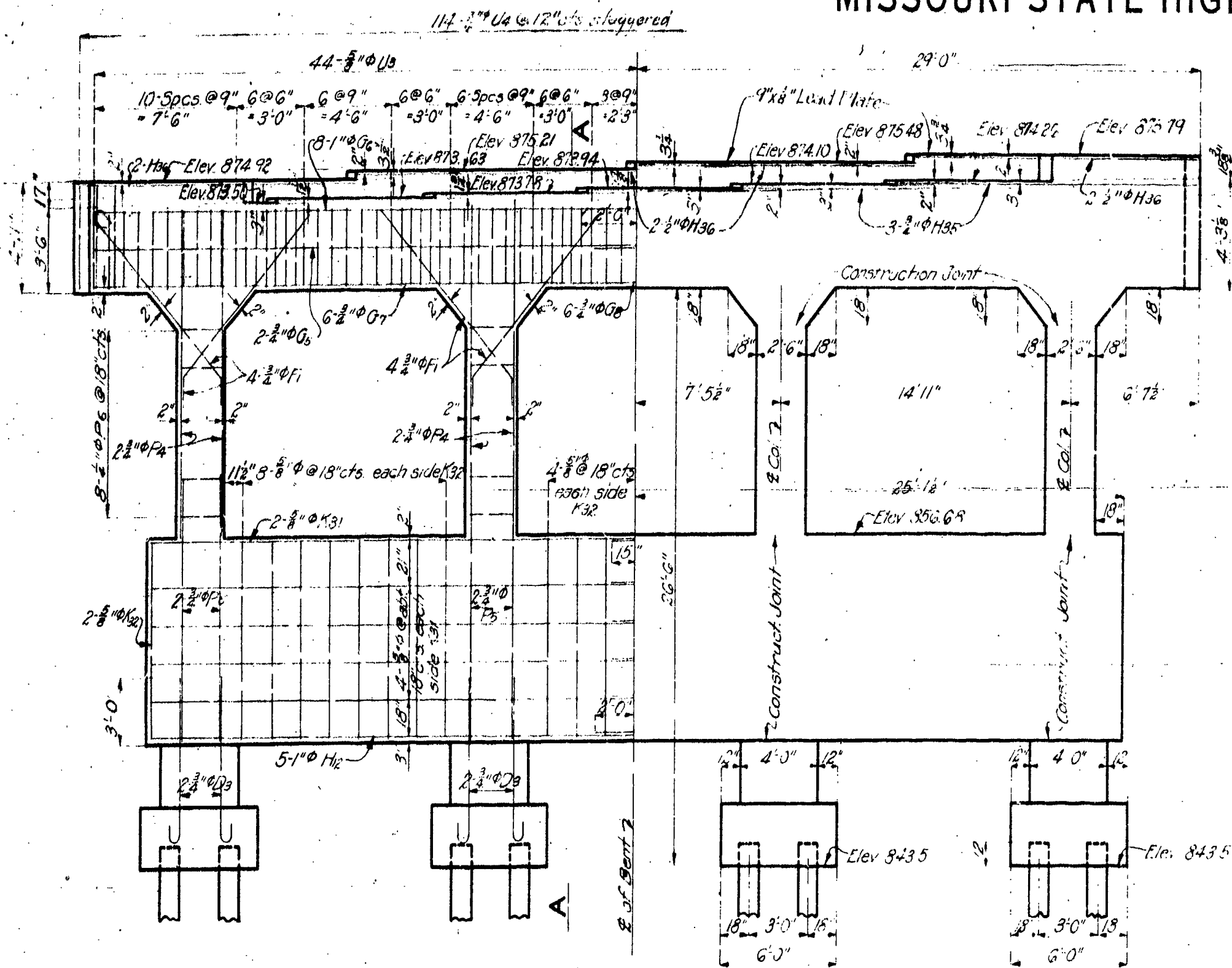
Sheet No. 4 of 5

501

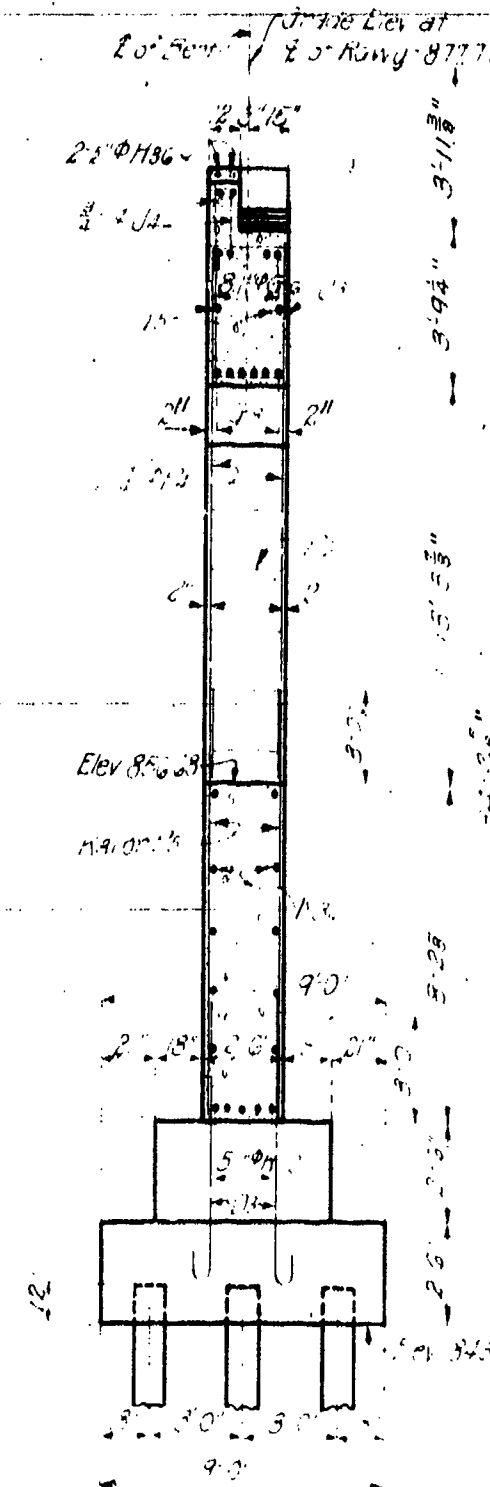
Drawn July 1931 By PHS
Traced July 1931 By HVT
Checked Oct. 1931 By 201

MISSOURI STATE HIGHWAY DEPARTMENT

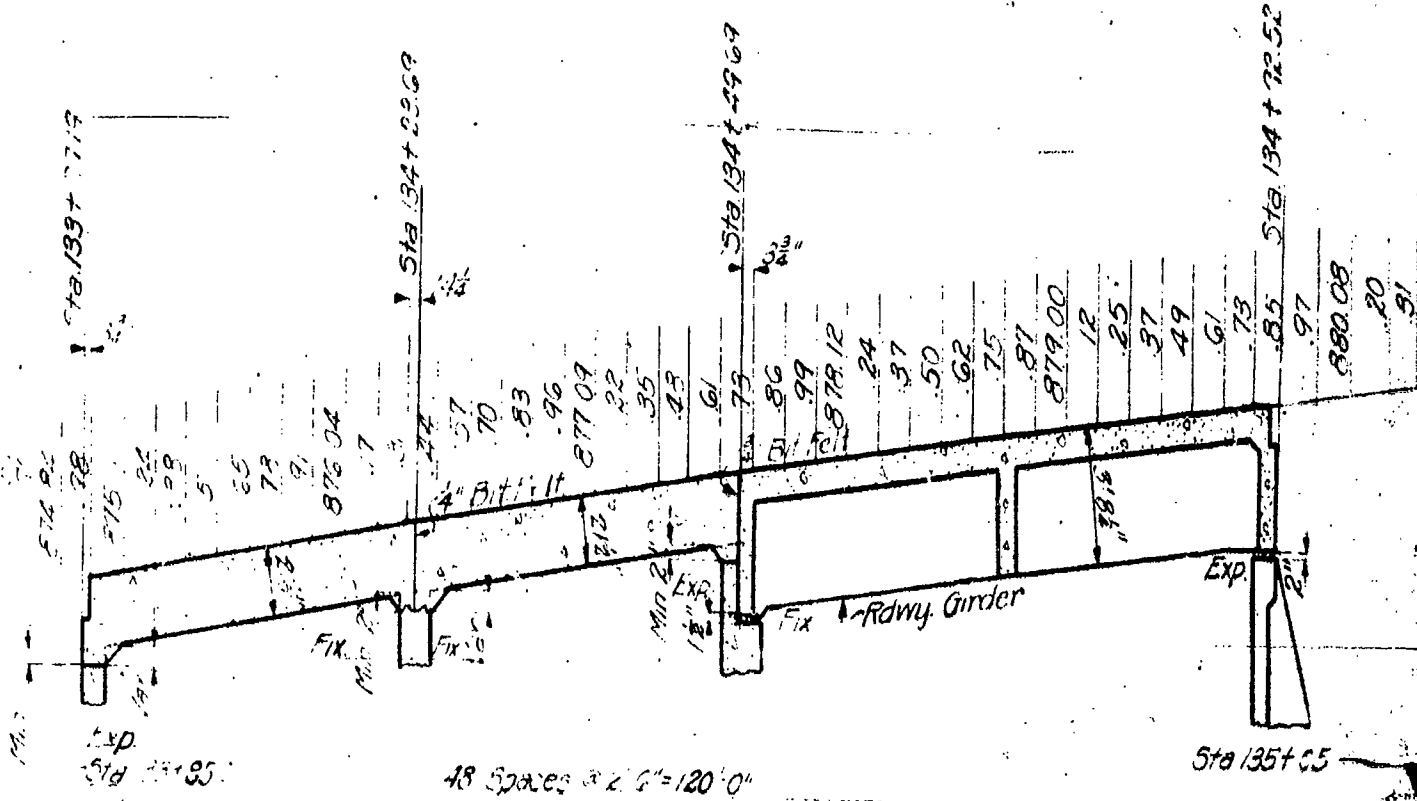
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	617(US24)	19		



ELEVATION - BENT NO. 3

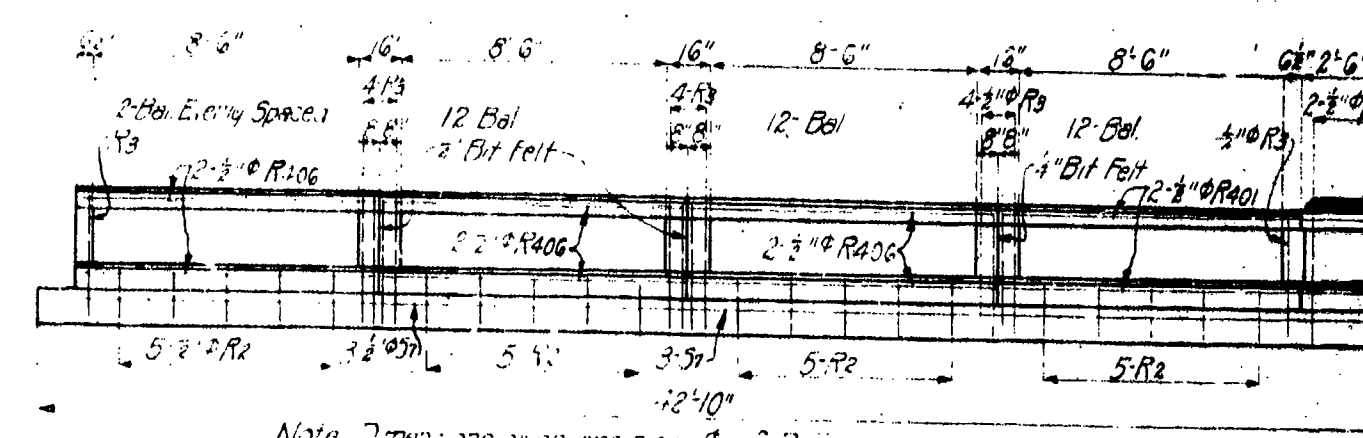


SECTION A-A

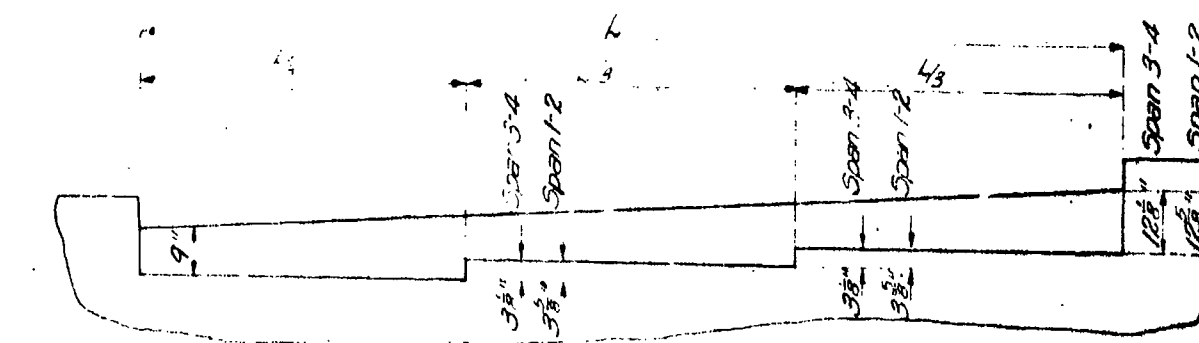


SKETCH SHOWING GRADES ALONG E ROADWAY

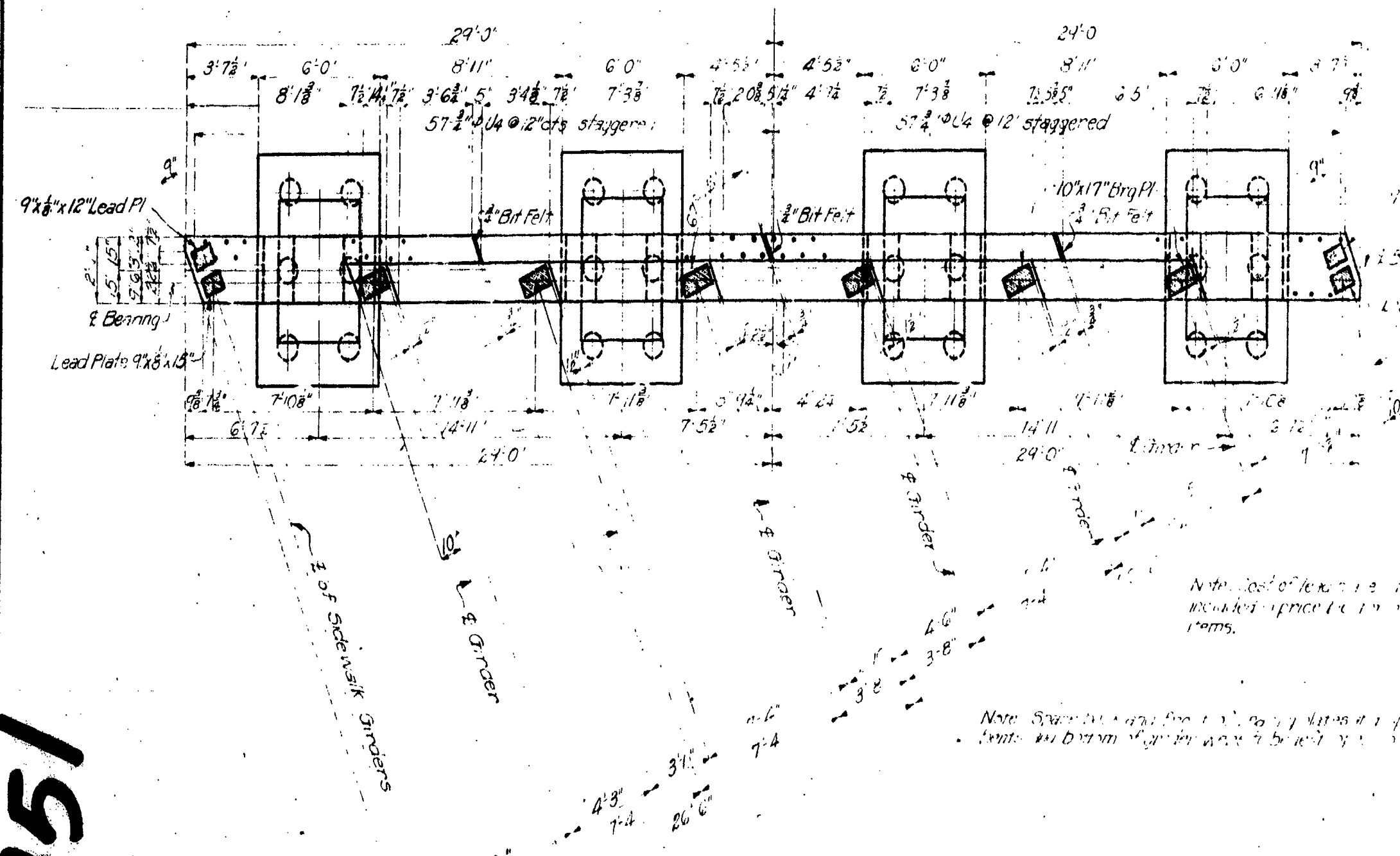
Note: All bearings to be horizontal.



HANDRAIL DETAILS - SPAN 3-4



DETAILS OF NOTCH FOR APPROACH SLAB



PLAN - BENT NO. 3

Note: This drawing is to be used as a guide only. Follow dimensions.

BRIDGE OVER K.C.S.R.R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 0.5 MILES EAST OF FAIRMOUNT

PROJECT NO. 617 (U.S. 24) STA. 133 + 07.19

JACKSON COUNTY

DESIGNED BY: J. H. H. H. DATE: 10/28/30

APPROVED BY: J. H. H. H. DATE: 10/28/30

STD. C-5501

STD. S-618

J-686

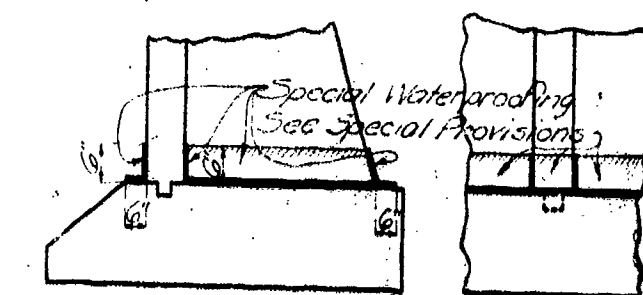
151

Drawn Aug. 1931 By P.H.S.
Traced Aug. 1931 By K.W.H.
Checked Oct. 1931 By K.W.H.

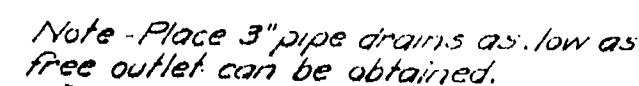
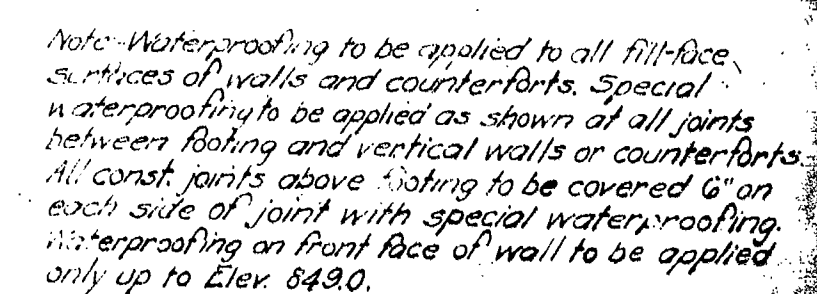
FED ROAD DIST NO	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO	WIF(US 24)	19		



Note: for details of counterforts see Sheet No. 7.
Cost of lead plates to be included in price bid for other items.
Counterforts are 12" thick and 12" high each side of bearing plate to be left open to depth of bearing plates.



DETAILS OF SPECIAL WATERPROOFING



PLAN OF ABUT. NO. 4

Note: The petals of *Stemmatococcus* felt under
stomach levers see Spec^s No 3.
Note: This drawing is not to scale.
Follow dimensions.

BRIDGE OVER K. C. S. R. R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 0.5 MILES EAST OF FAIRMOUNT.

PROJECT NO. 61F (U.S. 24) STA. 133 + 97.16

JACKSON COUNTY

SUBMITTED BY W.R. Day DATE 10/28/31

APPROVED BY *T. H. Cutler* DATE *10/28/31*

STD.C5501

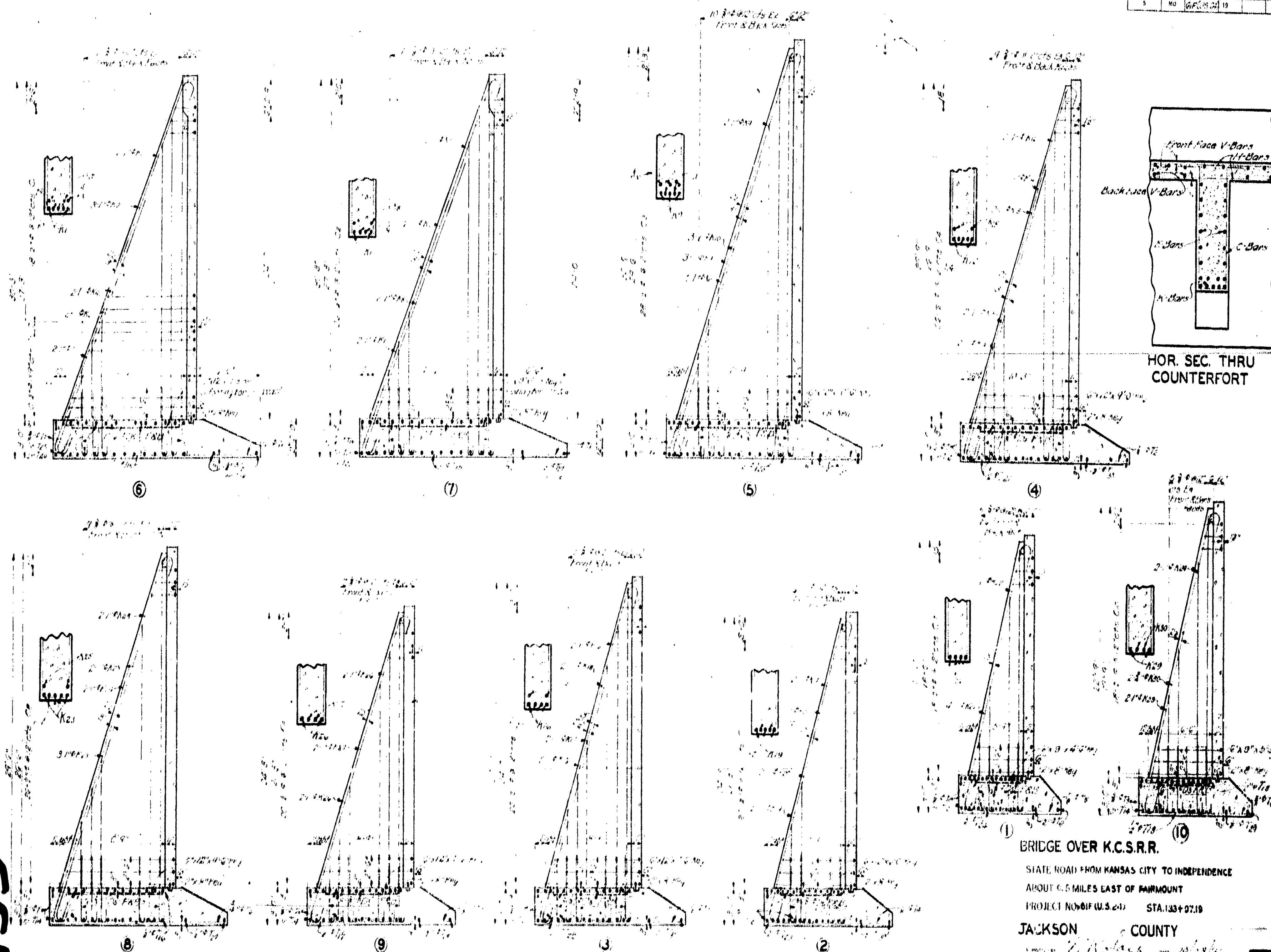
STD. 3818

J-686

Drawn Sept. 1931 by P.H.S.
Traced Sept. 1931 by C.A.F.
Checked Oct. 1931 by [illegible]

MISSOURI STATE HIGHWAY DEPARTMENT

FED ROAD DIST NO	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEET
5	MO	6160524	19		



BRIDGE OVER K.C.S.R.R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 6.5 MILES EAST OF FAIRMOUNT

PROJECT NO. 61F (U.S. 24) STA. 133+07.19

JACKSON COUNTY

L-9067-101 *N. N. Black* DATE *10/28/65*
LEADER EXAMINER

STOP CASE

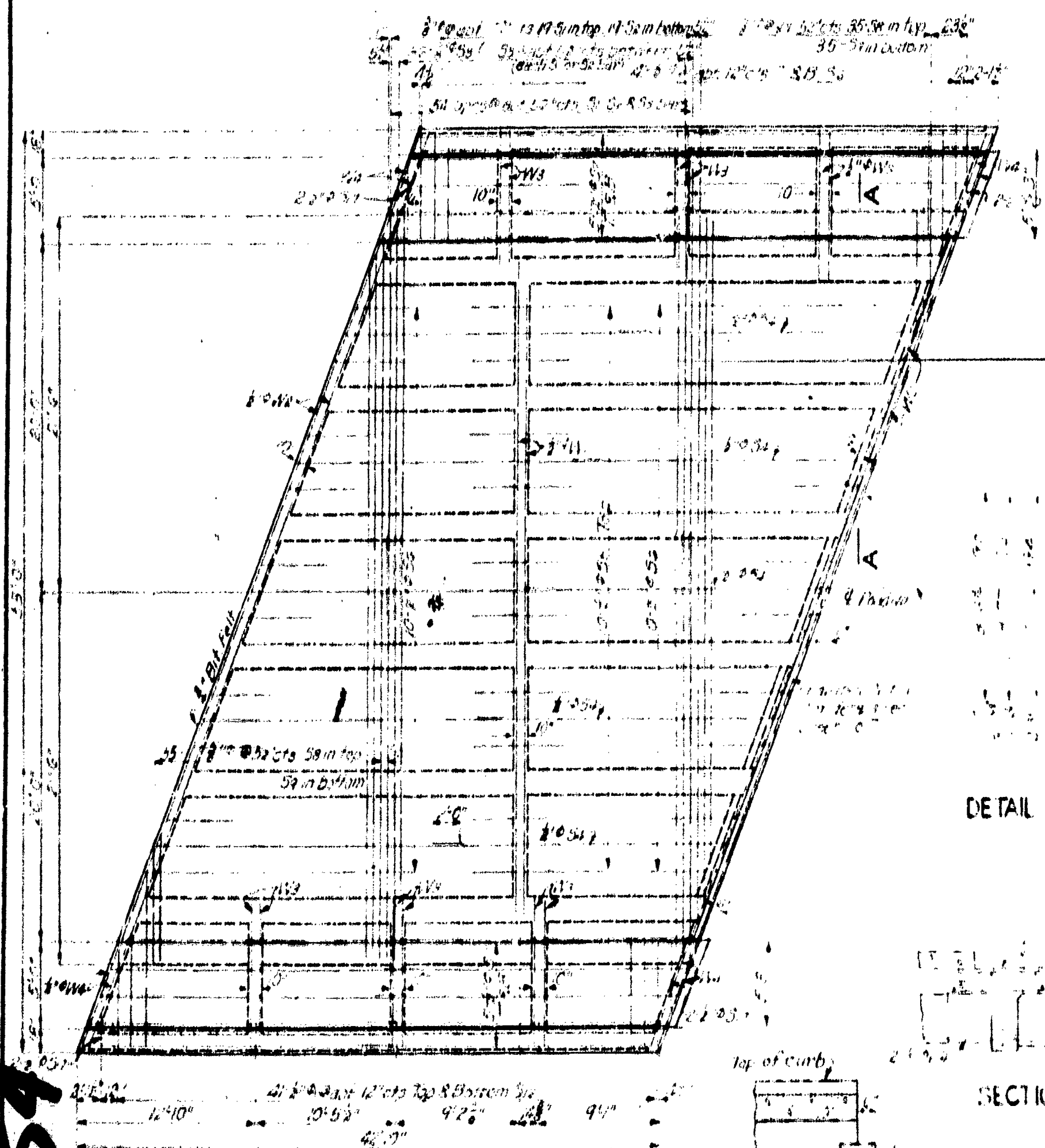
FED. ROAD DIST NO.	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEET
5	MO	GIF(US24)	19		

Technical drawing of a bridge structure, showing half-sections at the abutment and thru the span. The drawing includes detailed cross-sections of the bridge deck, showing reinforcement bars, concrete dimensions, and structural components like subposts and bents. Annotations include:

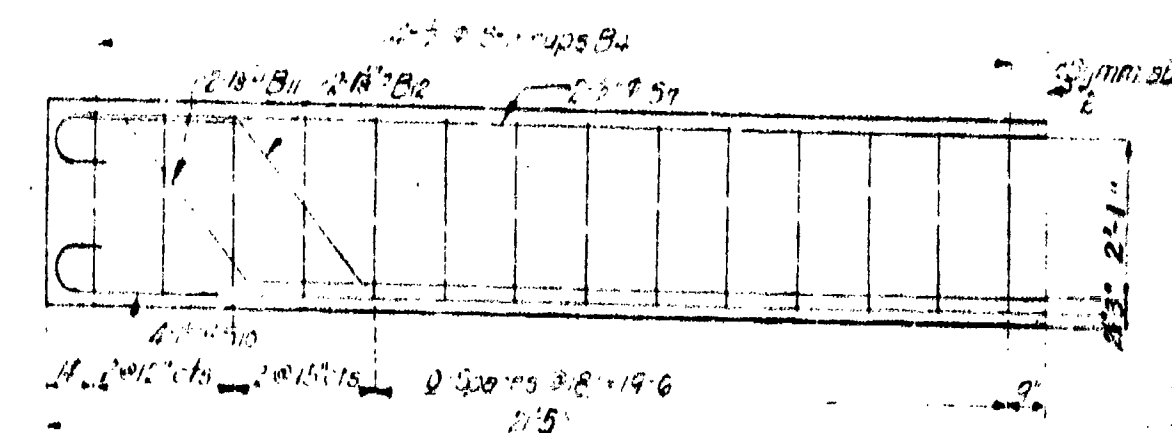
- HALF SECTION AT ABUTMENT:** Shows the bridge deck at the abutment, with dimensions for the deck width (15' 15" to 5' 0"), subposts (6" subposts), and reinforcement bars (1" 18" bars, 1" 18" bars, 1" 18" bars). It also shows the concrete deck (2' 6" concrete) and the reinforcement bars (1" 18" bars, 1" 18" bars, 1" 18" bars).
- HALF SECTION THRU SPAN:** Shows the bridge deck thru the span, with dimensions for the deck width (15' 15" to 5' 0"), subposts (6" subposts), and reinforcement bars (1" 18" bars, 1" 18" bars, 1" 18" bars). It also shows the concrete deck (2' 6" concrete) and the reinforcement bars (1" 18" bars, 1" 18" bars, 1" 18" bars).
- Notes:**
 - Note: Roadway to have 2% crown at 1 ft. a side to be constructed as a parabolic curve from curb to curb. Thickness of slab to be constant across roadway section. Top of curb and horizontal and bottom of girders to be built parallel to grade. Posts, subposts and bents to be built vertical. Crown of roadway 5%.
 - Note: Nature of bridge girder and deck may vary, but concrete and reinforcement to be as shown.

Note: 6 Sets of 6 Plates each required. Each set consisting of 1 top plate and 1 bottom plate for fixed end and 1 top plate, 1 float plate and 1 bottom plate for expansion end.

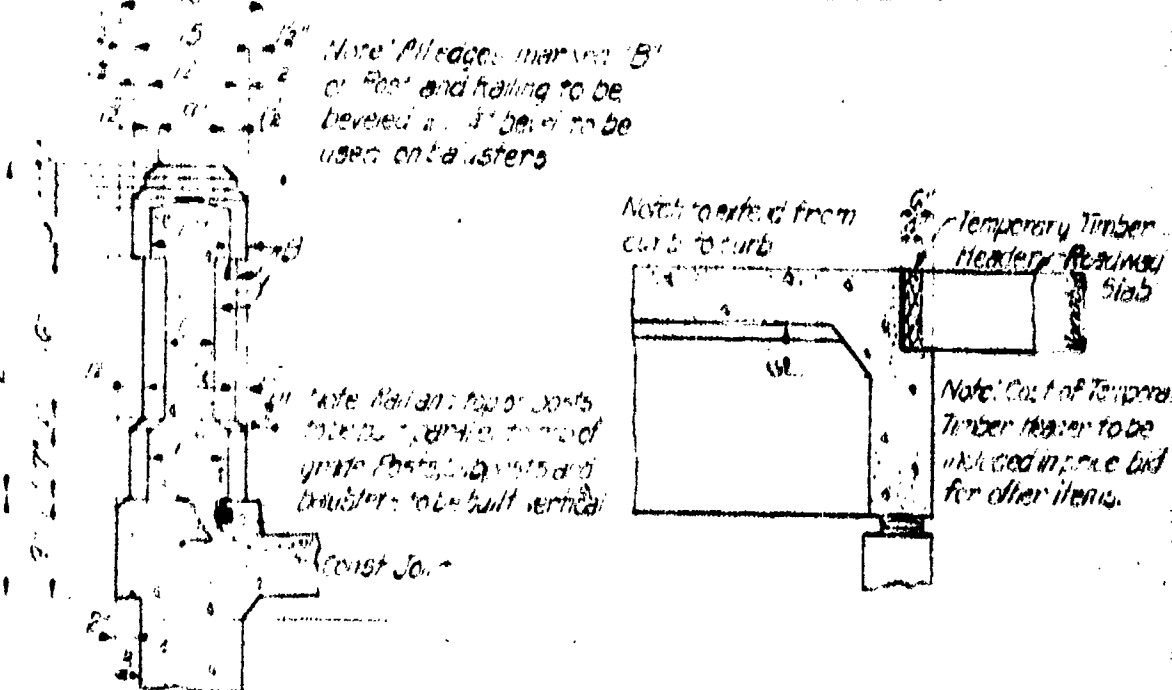
HALF SECTION THRU SPAN

[illegible]

ROADWAY GIRDER REINFORCEMENT



HANDRAIL GIRDER REINFORCEMENT



DETAIL OF NOTCH
FOR APPROACH SLAB

DETAIL OF ROADWAY GIRDER

DETAIL OF HANDRAIL GIRDER

SECTION THRU RAIL
AT SUBPOST

SECTION A-7

DETAIL OF BEVEL FOR BIT.
FELT JOINTS

DETAIL OF SUPPORT ADMINISTRATION

BRIDGE OVER K.C.S.R.R.

STATE ROAD FROM KANSAS CITY TO INDEPENDENCE

ABOUT 0.5 MILES EAST OF FAIRMOUNT

PROJECT NO. 61F (U.S. 24) STA. 133+37.10

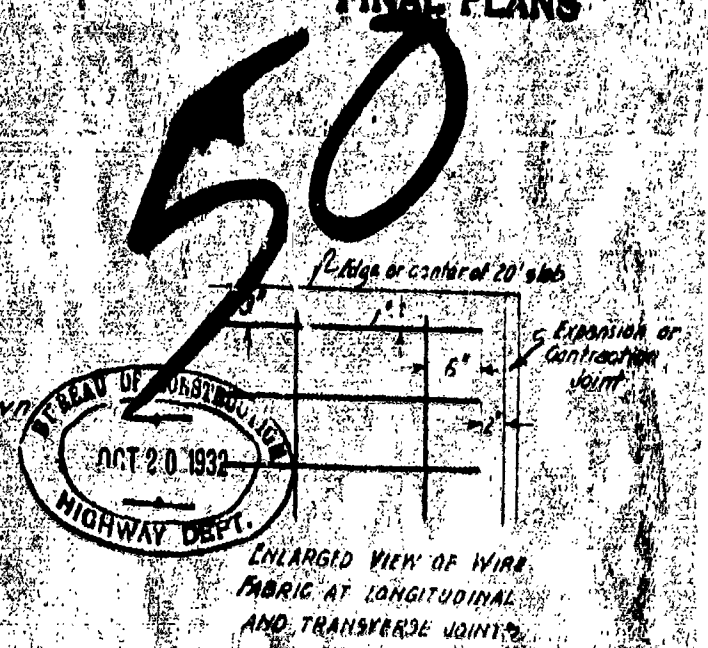
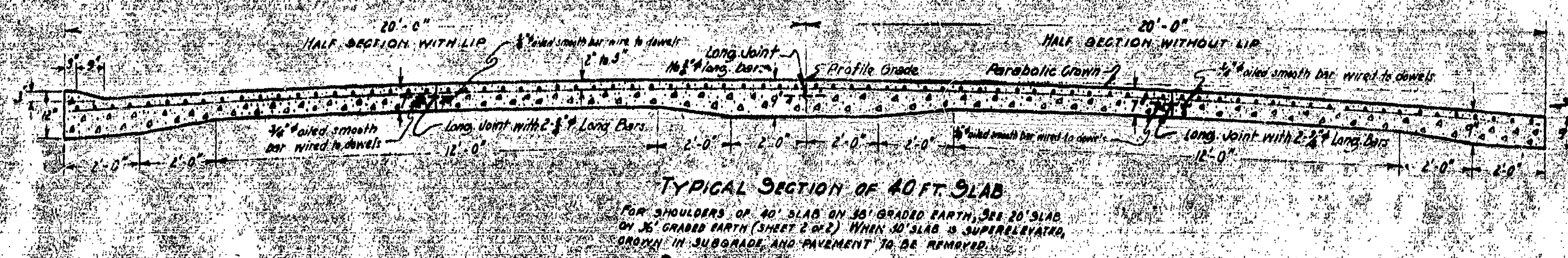
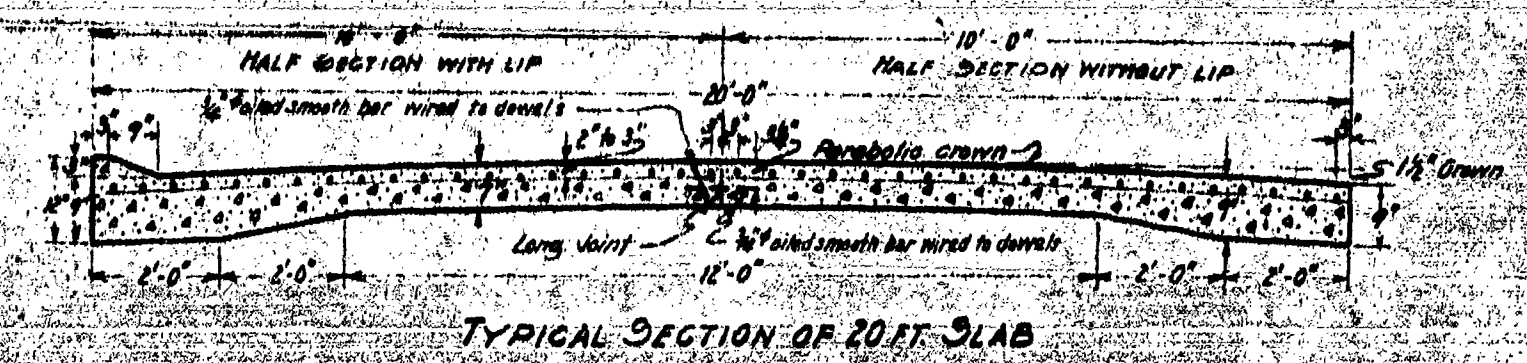
JACKSON COUNTY

SUBMITTED BY *J. H. Kline* DATE *10/28/81*
 REVIEWED BY *J. S. Cutler* DATE *10/28/81*
 CHIEF ENGINEER

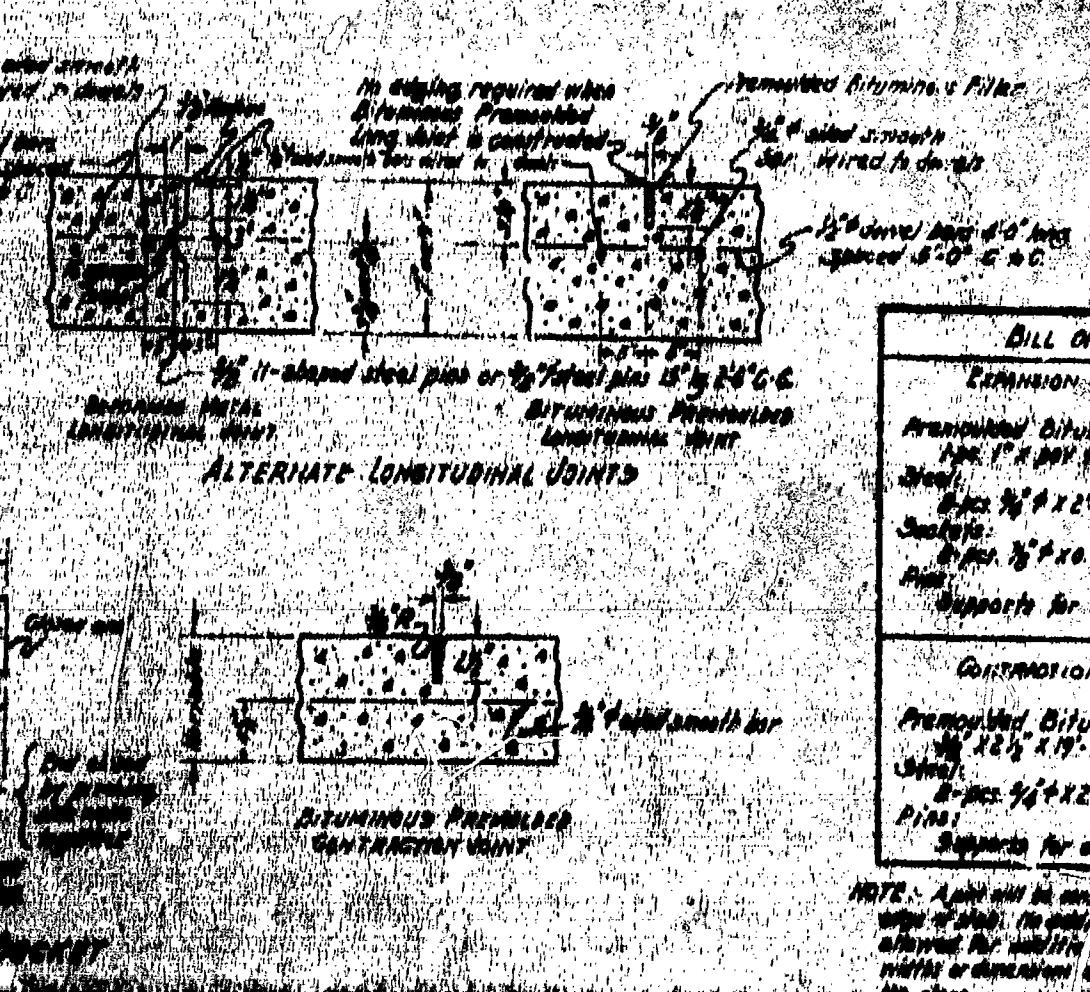
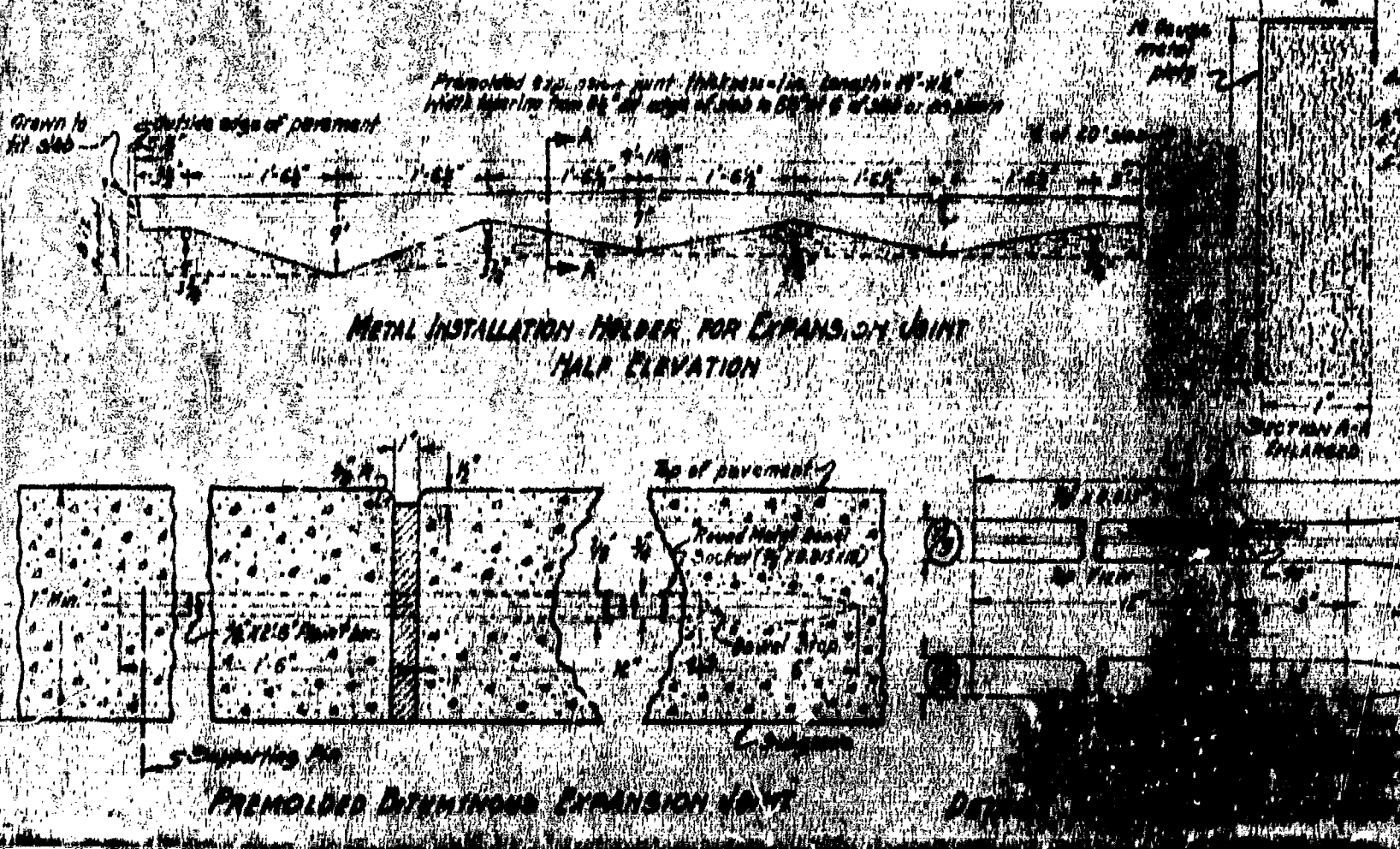
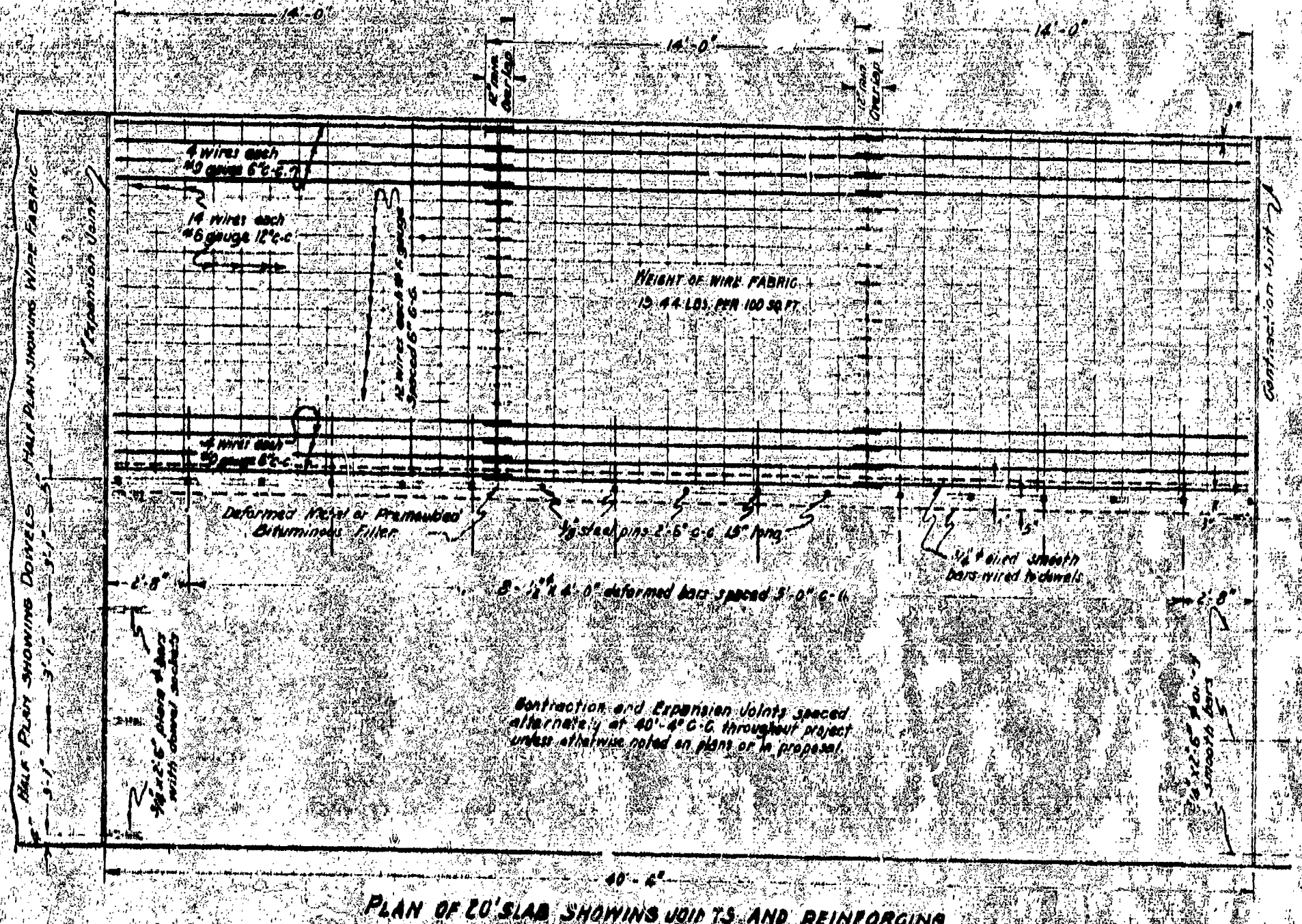
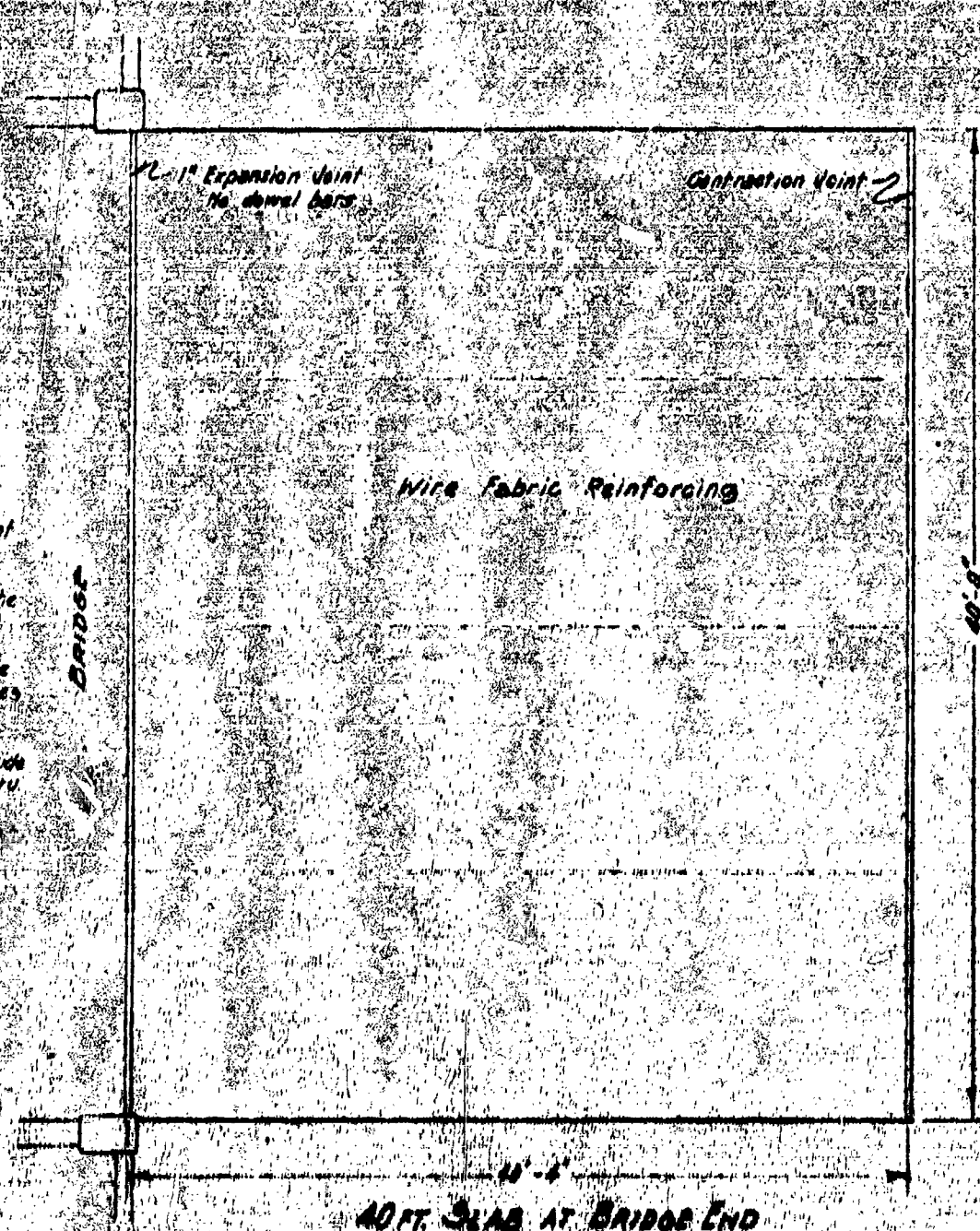
STD, C-5501

STD, S-010

J-686



GENERAL NOTES
 When joints occur at widened curves the lengths of the contraction or expansion joint filler as given in the bill of material shall be increased by the amount of pavement widening at the joint.
 Any concrete remaining in the expansion joint between the end of the bituminous filler and the edge of the pavement shall be cut out and removed so that the joint material is exposed for the full depth of the pavement. This shall be done immediately after the forms are removed and before the edges of the pavement are banded with wet earth.
 When joints pass through lip curbs the contractor shall provide and install the bituminous expansion material extending thru the lip curb as required in the special provision.



BILL OF MATERIAL	
Expansion Joint For 20 Ft. Slab	
Prepacked Bituminous Filler	1 pc. 1" x 1" x 1" (cut to shape)
Wire 1/2" x 2' x 2' (smooth bar dowels)	2 pc.
Wire 1/2" x 2' x 2' (smooth bar dowels)	2 pc.
Supports for dowels and sockets	2 pc.
Contraction Joint For 20 Ft. Slab	
Prepacked Bituminous Filler	1 pc. 1" x 1" x 1" (cut to shape)
Wire 1/2" x 2' x 2' (smooth bar dowels)	2 pc.
Supports for dowels	2 pc.

NOTE: A joint may be considered as extending from curb to curb or from curb to curb. In additional compensation will be allowed for utility cut material required for irregular utility cut material. If slab, without specification, is used on the joint.

P.C.C. PAVEMENT WIRE FABRIC REINFORCED

SEC. 4 Earthwork

STANDARDS

Route 24
Sec. or Proj. E 61-E
County Jackson
Sheet # 51

P3-A

SURFACE-CURB+GUTTER
APPROACHES

DRAINAGE

C243

C338

P1A-30

CONC-REINF. APPURTS,
FINISH ETC.

BRIDGES

C5501

MISC.

156