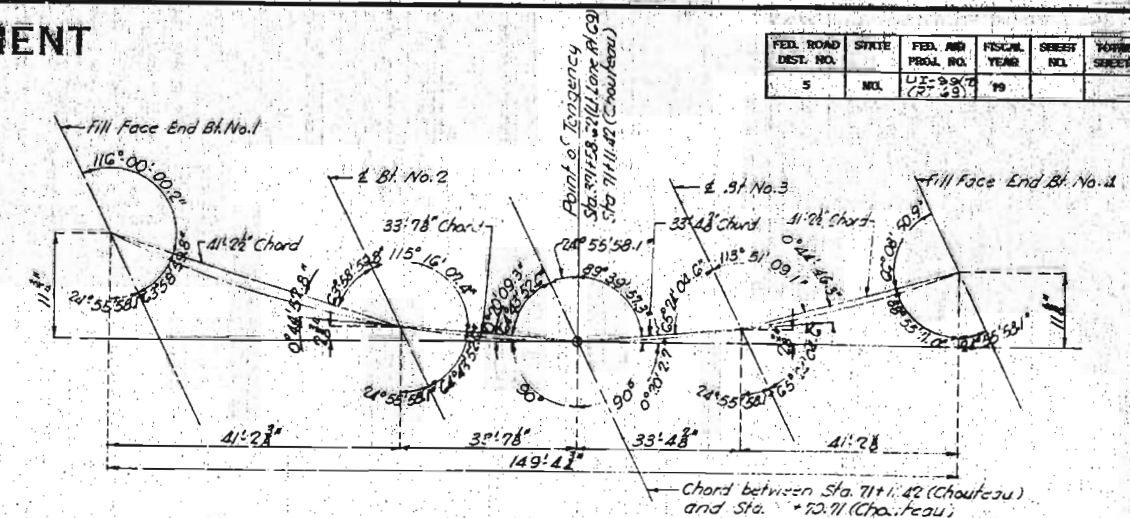


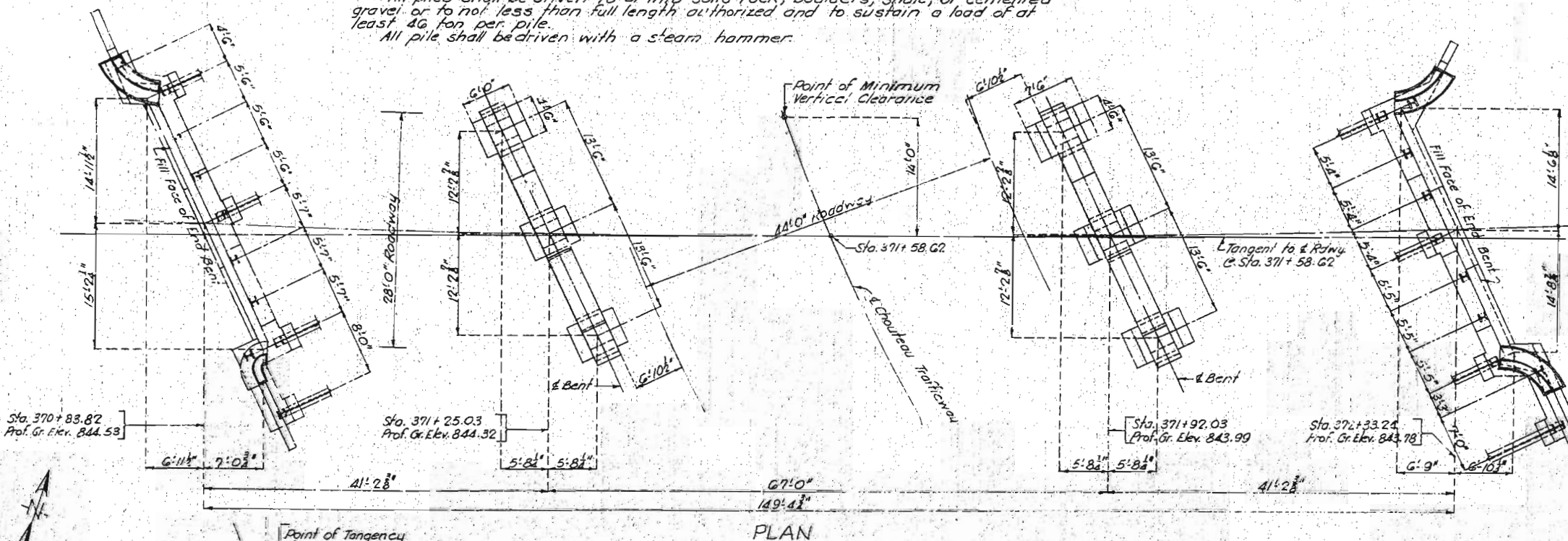
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
5	NJ	UI-997 (P. 10)	19		



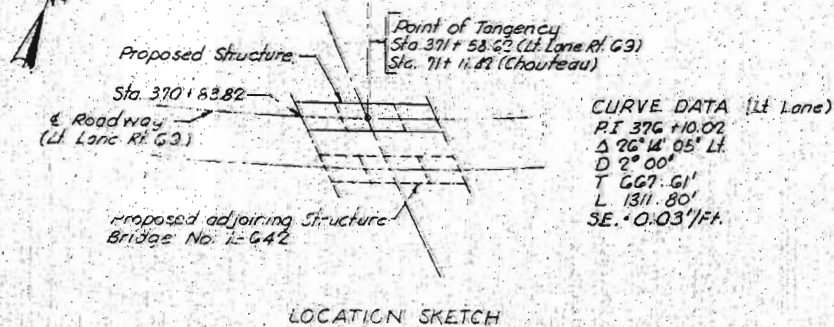
## LAYOUT OF STRUCTURE

GENERAL NOTES:

GENERAL NOTES:  
Design Specifications A.S.H.O. 1953  
Loading H20-S16-44  
Reinforcing Steel Stress 18,000#/sq"  
Structural Steel Stress 18,000#/sq"  
Class B Concrete Stress 4,000#/sq"  
All concrete shall be Class B: (Air Entrained)  
Where joint filler is specified on plans it shall conform with the requirements for Gray Rubber Compound Joints as given in Section 38.9.6(2) of the Standard Specifications.  
For requirements on welding electrodes see Special Provisions.  
Qualification of welding operators will be required.  
Surfaces of piles at Bents No. 184 from bottom of concrete cap to 3'0" below bottom of concrete cap shall be painted with one coat of an approved brand of emulsified asphalt paint. Payment for excavating around piles to 3'0" below bottom of cap and backfilling same, furnishing emulsified asphalt paint and cleaning and painting steel surfaces specified will be included in the unit price bid for other items.  
A rubbed surface finish will be required on all exposed surfaces of concrete end posts above top of Curbs.  
Rivets 3/4" holes 1/2" except as noted.  
Field connections shall be riveted or if the Contractor desires he may use high tensile steel bolts with carbonized washers in place of rivets. See Spec. Prov.  
Paint: Shop, none; Field, contact surfaces of casting connections:  
a. coat of red lead and Surfaces inaccessible after erection three coats of red lead. All other exposed surfaces first coat red lead, second coat priming, third coat aluminum. Payment for cleaning and painting such surfaces will be included in price bid for items painted.



## PLAN



LOCATION SKETCH

ESTIMATED QUANTITIES				
Item		Substr.	Superstr.	Total
Class I Excavation for Structures	Cu. Yds.	240		240
Class B Concrete	Cu. Yds.	184.2	150.9	335.1
Fabricated Structural Steel	Lbs.		113,150	113,150
Aluminum A124 Handrail	Lin. Ft.		294	294
Steel Castings	Lbs.		5220	5220
Reinforcing Steel	Lbs.	22,010	33,170	55,180
Steel Pile in place (State Furnished)	Lin. Ft.	772		772

Concrete in end posts is included in Estimated Quantities of Class 'B' Concrete for Substructure.  
All excavation for bridge will be paid for as Class 'C' Excavation for Structures.

FINISHED  
Sheet No. 1 of 2

SEE FINAL PLANS PROTH-LINES

3. M. Elev. 832.63 ft on N.W. Wingwill Sand. July. Sp. 334+89.

## BRIDGE OVER CHOUTEAU TRAFFICWAY

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(7) (RT 69) STA. 370+83.82 (LEFT LANE)

CLAY COUNTY

SUBMITTED BY: J. A. Williams DATE 7/19/54  
PROJECT ENGINEER  
 APPROVED BY: Peter M. Whitton DATE 7/19/54  
CHIEF

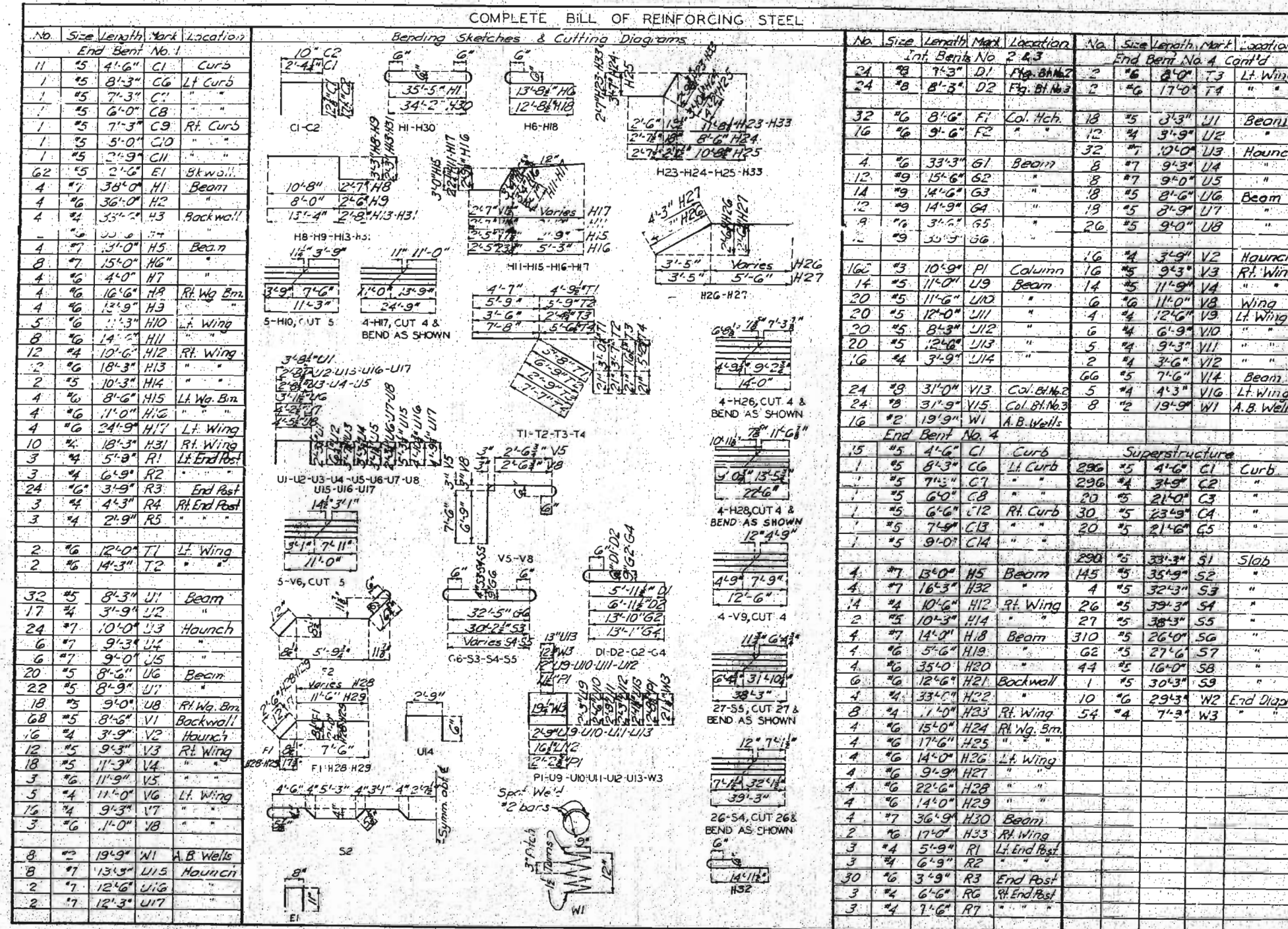
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STD G-110 R3  
L-64

Drawn May 1954 by M.E.L.  
Checked June 1954 by H.R.B. & R.H.L.

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

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	UI-99(7) (RT-69)	19		



Drawn May 1954 by M.H.P.  
Checked June 1954 by H.R.B. & R.H.L.

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

FINISHED  
Sheet No. 2 of 3

NO CONSTRUCTION CHANGES

BRIDGE OVER CHOUTEAU TRAFFICWAY  
STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(7) (RT-69) STA. 370+83.82 (LEFT LANE)

CLAY COUNTY

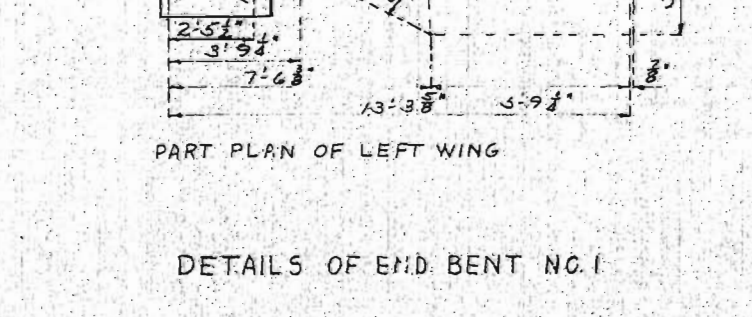
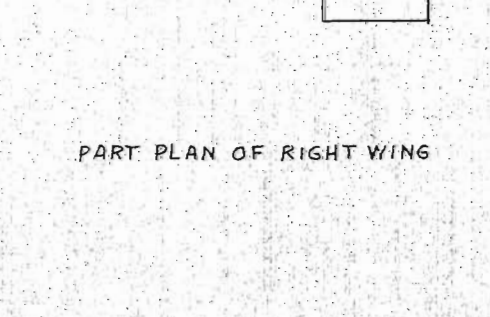
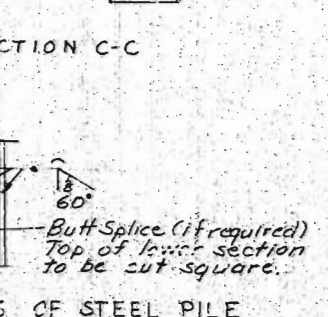
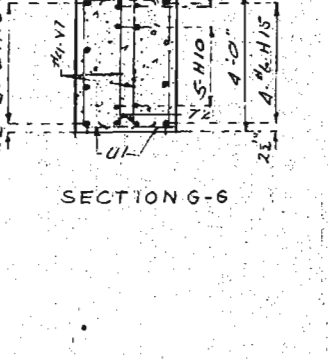
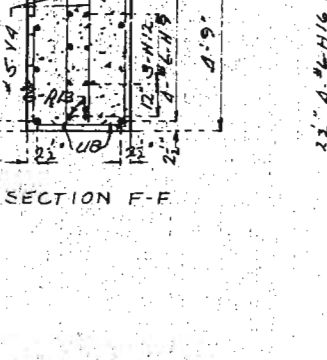
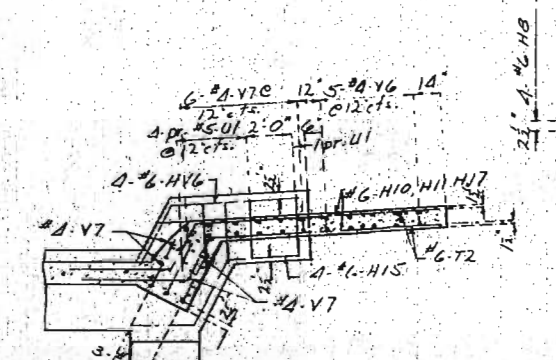
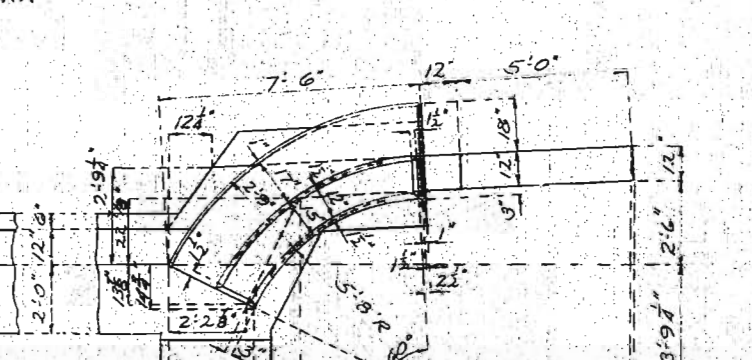
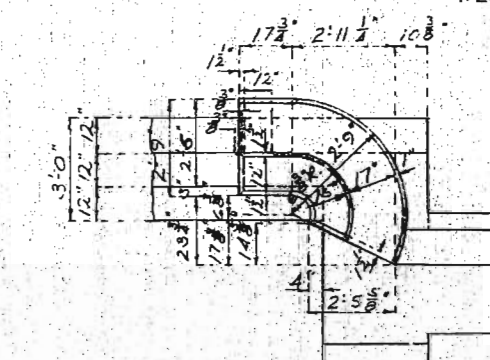
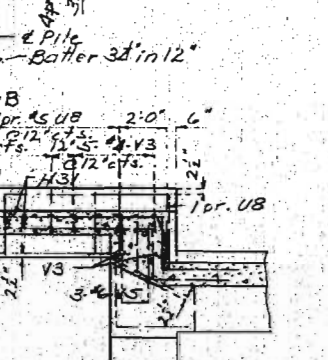
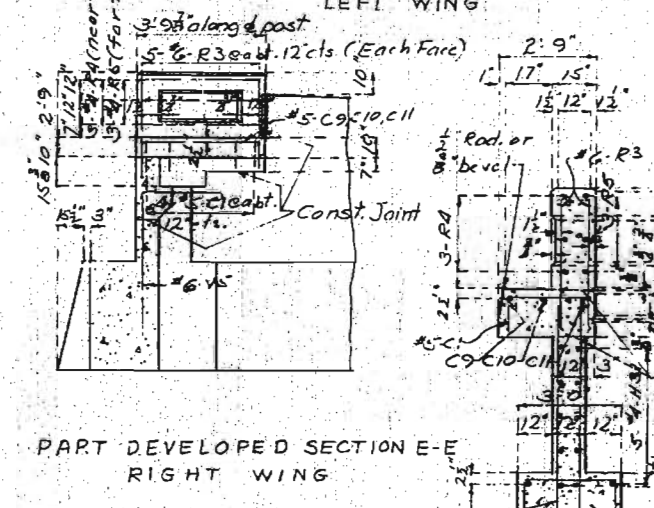
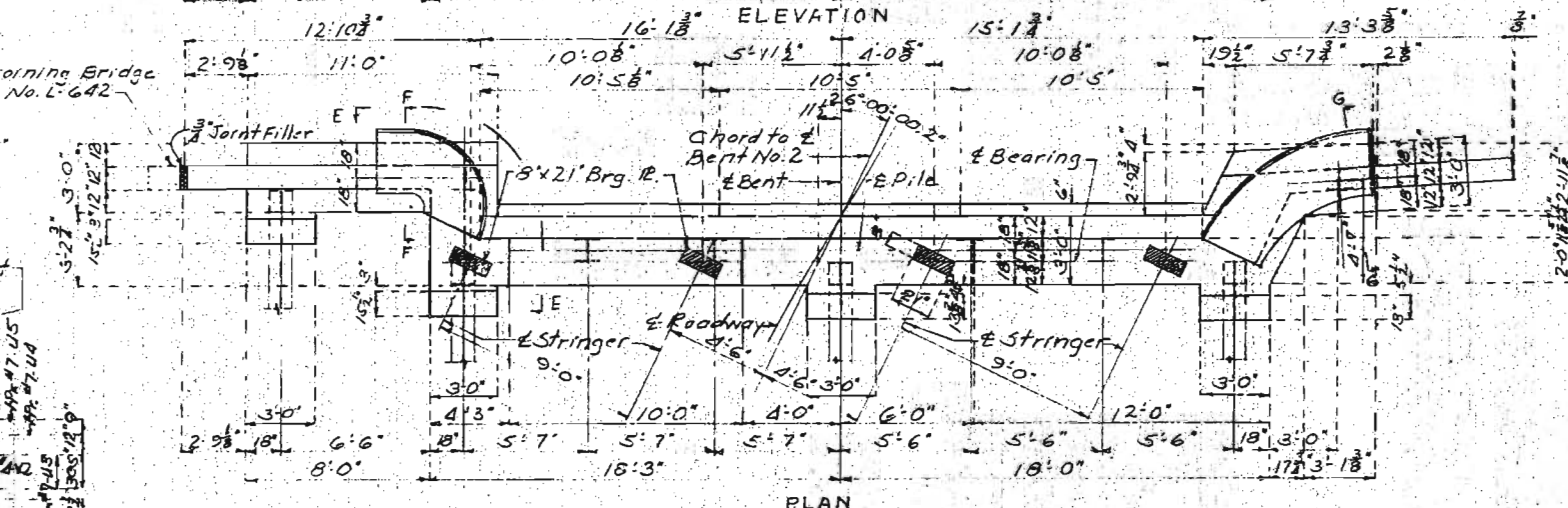
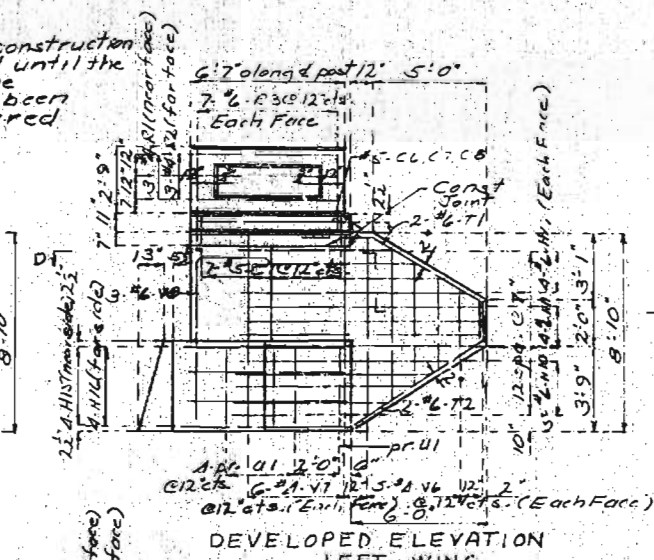
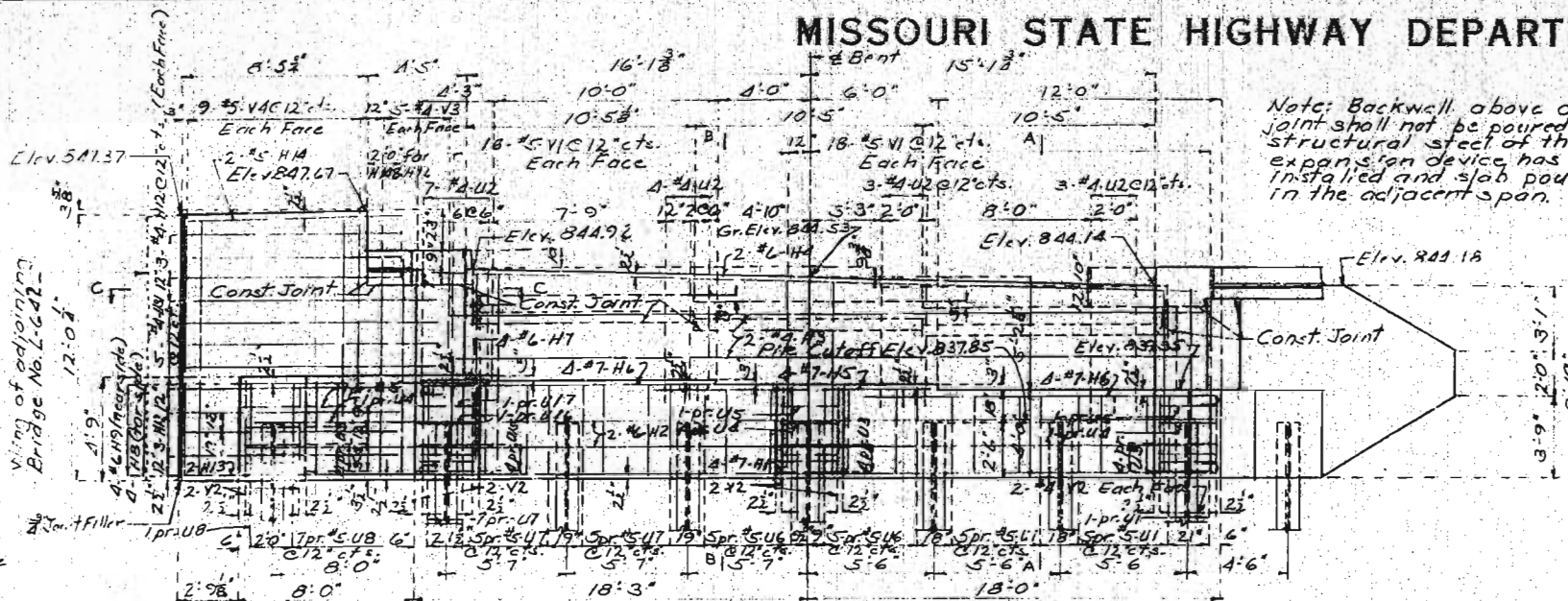
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FINISHED

L-541

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	017-99(1946)	19		



DETAILS OF END BENT NO. 1

BRIDGE OVER CHOUTEAU TRAFFICWAY  
STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. 01-99(1946) STA 370+83.82 (LEFT LANE)  
CLAY COUNTY  
FINISHED  
FINISHED  
L-641

FINISHED

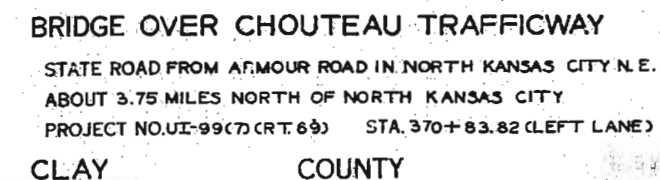
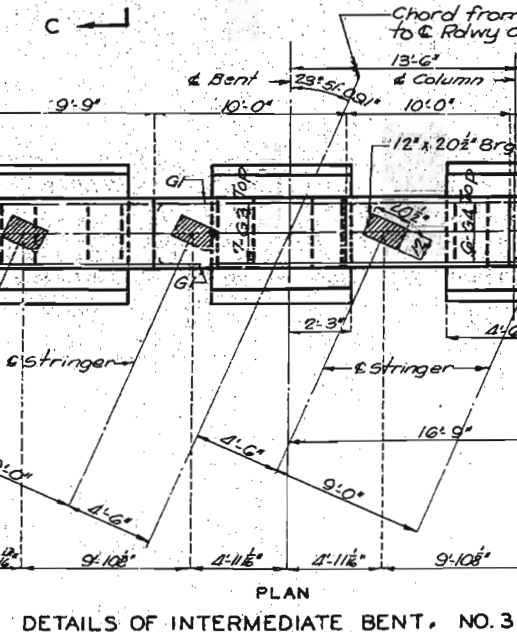
Sheet No. 3 of 9

NO CONSTRUCTION CHANGES

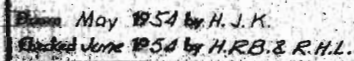
Drawn May 1954 by H.J.K.  
Checked June 1954 by H.R.B. & R.H.L.

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

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
5	MO.	UX-0857 (RT. 69)	19		



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NO.	115597 (R163)	19		



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

Sheet No. 5 of 9

**NO CONSTRUCTION CHANGES**

COUNTY

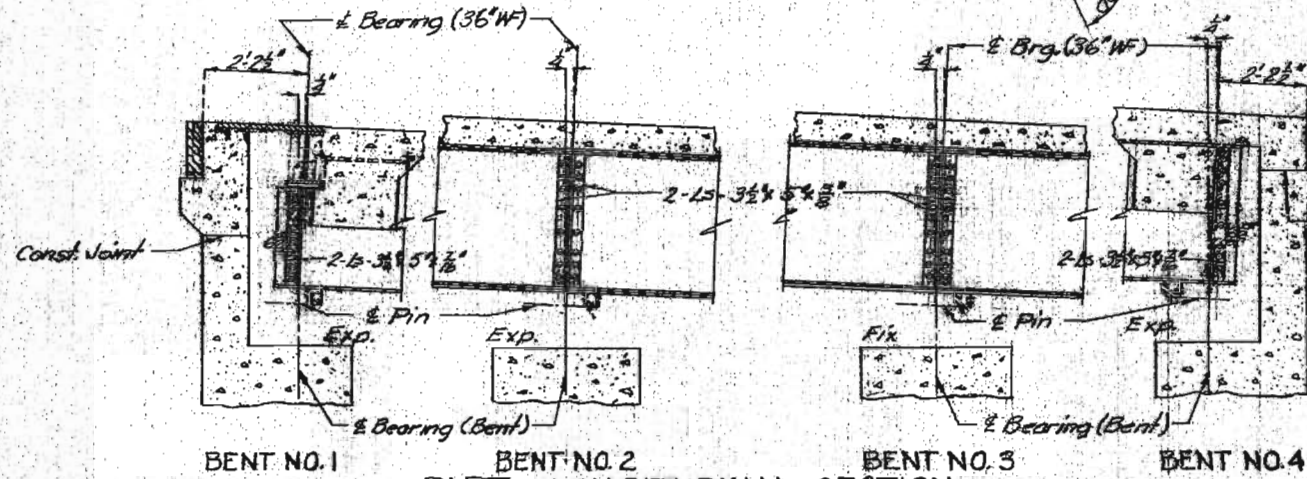
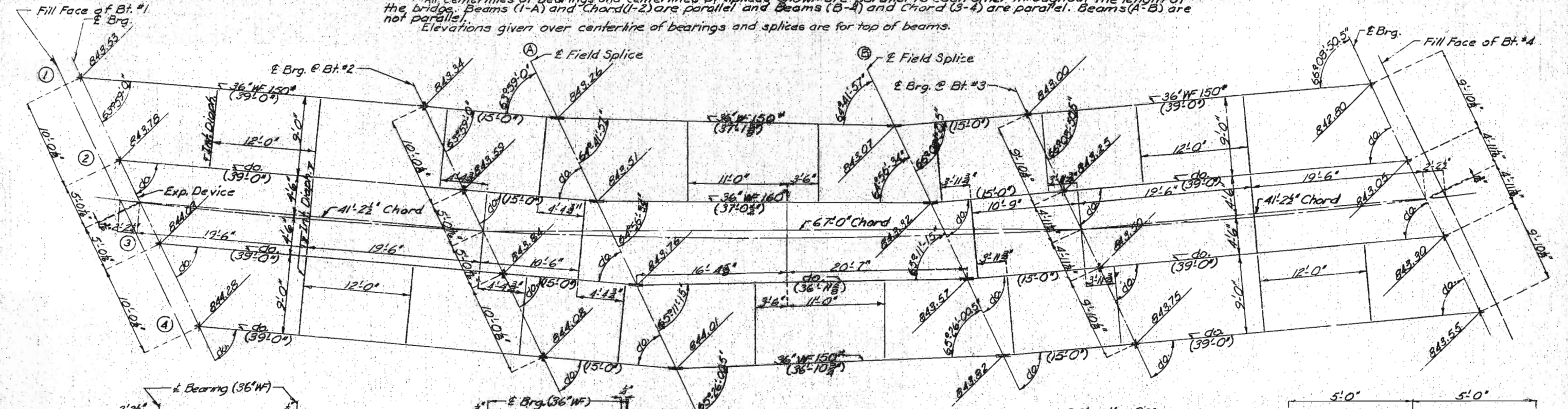
L-641

L-641

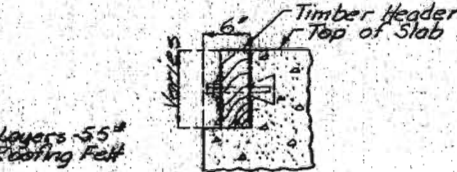
# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	12-997 (Rt. 69)	19		

Note: Dimensions given thus ( ) for beams are horizontal lengths from centerline of bearings to centerline of bearings, from centerline of bearing to centerline of splices or from centerline of splices to centerline of splices.  
All centerlines of bearings and centerlines of splices shown are parallel to each other throughout the length of the bridge. Beams (1-A) and Chord (1-2) are parallel and Beams (3-4) and Chord (3-4) are parallel. Beams (A-B) are not parallel.  
Elevations given over centerline of bearings and splices are for top of beams.



PLAN OF STEEL



3/4" Bolt 6 1/2" long,  
Thread 3/4" Brg.,  
@ abt. 5' 0" c/c.  
Square head

1/4" Top for 3/4" bolt 2 1/2" deep  
CAST IRON CONE  
Cast iron cone or on  
approved equivalent

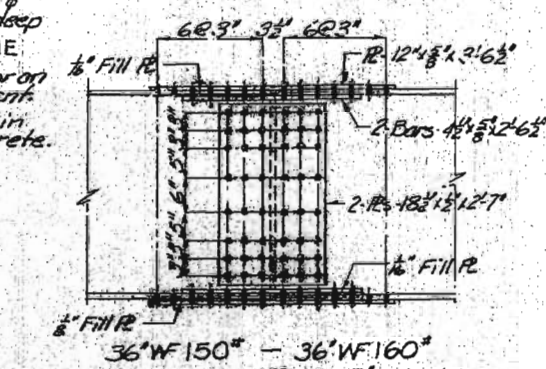
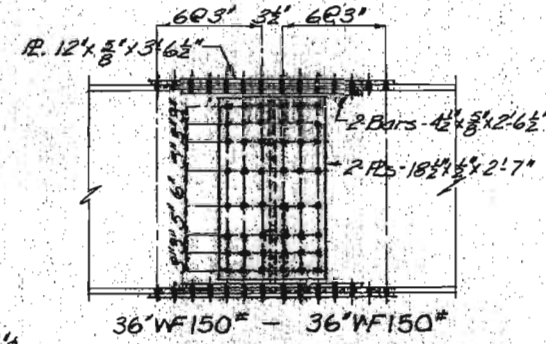
Note: Cost of timber headers complete in  
place to be included in price bid for concrete.

DETAILS OF TIMBER HEADER



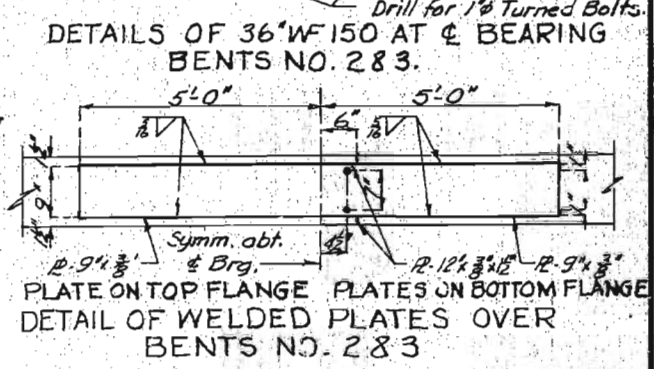
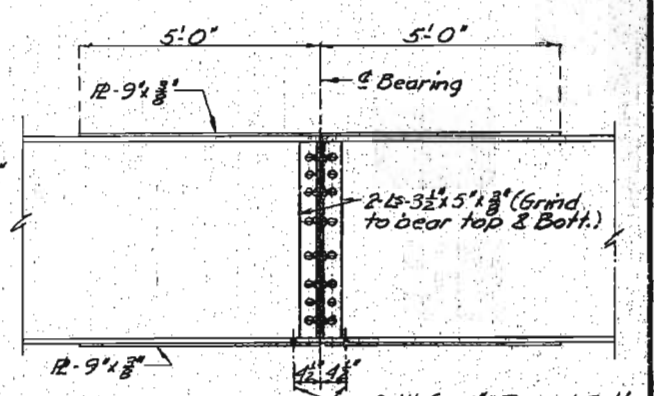
Note: Holes for all anchor bolts  
shall be formed in substructure  
by placing and setting with tem-  
plate 4" deep of depth shown.  
Grout for anchor bolt wells  
shall contain Iron Oxide (Embeco  
or an approved equivalent)

PART SECTION SHOWING  
ANCHOR BOLT WELL



DETAILS OF FIELD  
SPLICES

Note: All holes 1/4" for 3/4" rivets



DETAILS OF 36" WF 150 AT & BEARING  
BENTS NO. 2 & 3

Note: All holes 1/4" for 3/4" rivets

DETAILS OF WELDED PLATES OVER  
BENTS NO. 2 & 3

BRIDGE OVER CHOUTEAU TRAFFICWAY  
STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(7)(Rt. 69) STA. 3+07.83.82 (LEFT LANE)

CLAY COUNTY

FINISHED  
FINISHED  
L-641

Drawn May 1954 by H.R.B.  
Checked June 1954 by H.J.K. & R.H.L.

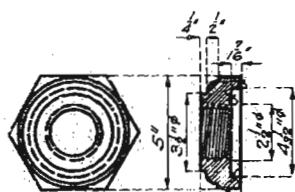
Note: This drawing is not to scale. Follow dimensions.

FINISHED  
Sheet No. 6 of 9

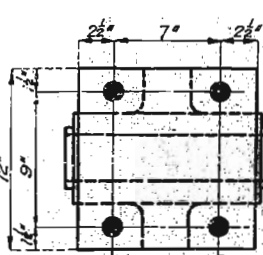
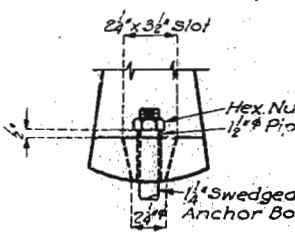
NO CONSTRUCTION CHANGES

MISSOURI STATE HIGHWAY DEPARTMENT

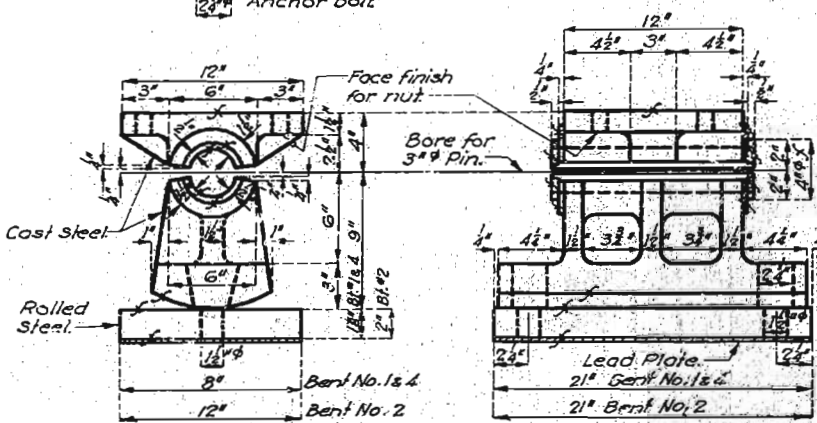
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	DT 9927 (RT 69)	19		



CAST STEEL NUT  
32- Required.  
16-3" Rolled steel pins required.

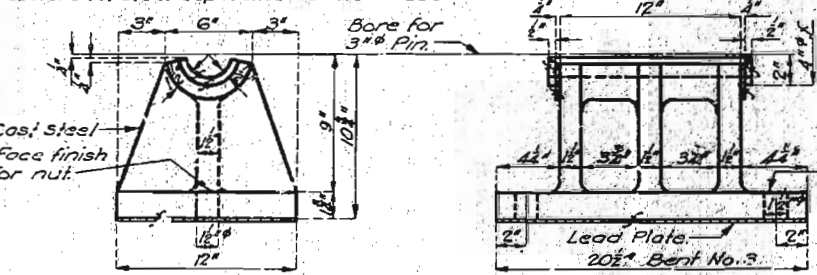


Drill holes for 1" turned bolts.



EXPANSION ROCKER

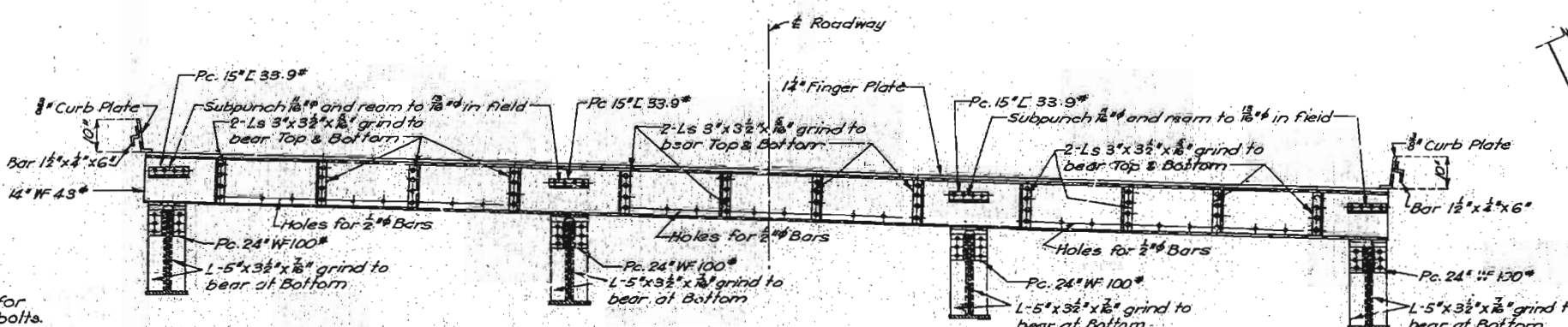
Note: Cast steel cap same as shown above.



FIXED PEDESTAL  
DETAILS OF BEARING CASTINGS

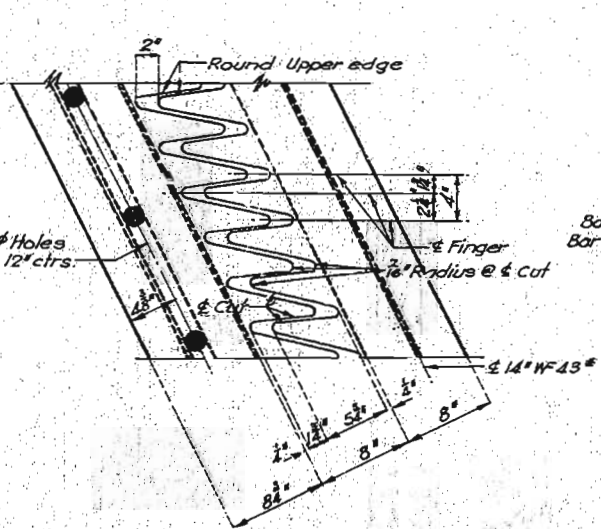
GENERAL NOTES:

Finish all surfaces marked 'F'.  
All fillets for castings shall have 1/4" radius.  
Materials for castings shall be cast steel.  
All pins, bolts, nuts, pipe, sleeves, and rolled steel shall be paid for as structural steel.  
Anchor bolts shall be 1/2" swaged bolts with Hex. Nuts and shall extend 12" into concrete.  
Lead plates under bearings shall be approximately 8" thickness and weigh 8#/sq. ft. Cost of lead plates shall be included in price bid for other items.

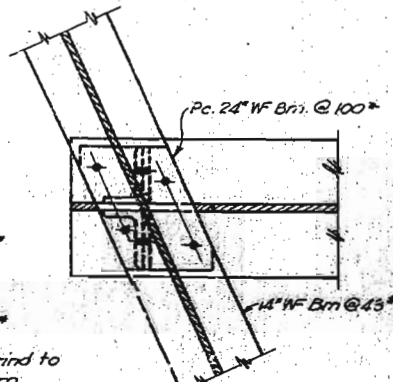


HORIZONTAL SECTION THRU END DIAPHRAGM  
AT END BENTS NO. 1 & 4

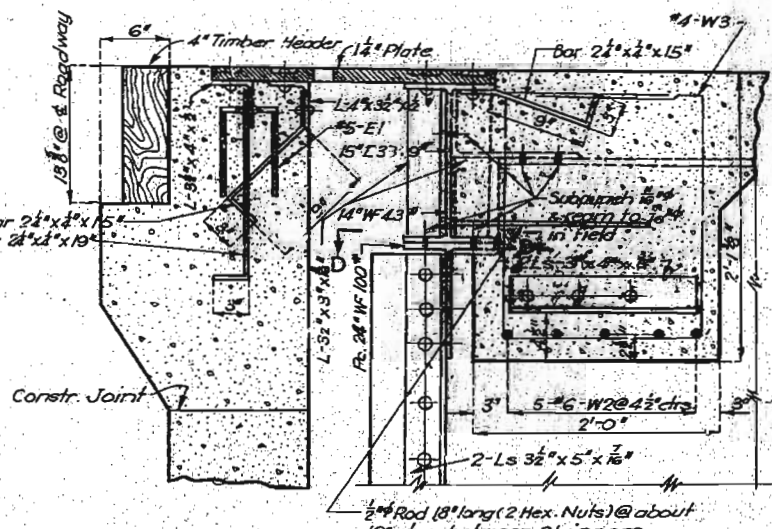
SECTION A-A



Note: Finger Plate shall be cut with a gas torch from one plate 23"x14". The surface of cut shall be perpendicular to the surface of the plate. The cut shall not exceed 8" width. The centerline of cut shall not deviate more than 1/8" from the position of the cut shown above. No part of expansion device may be spliced.

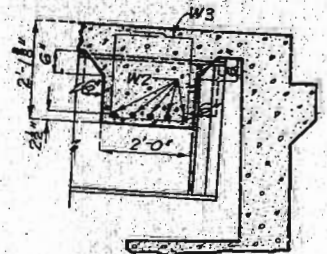
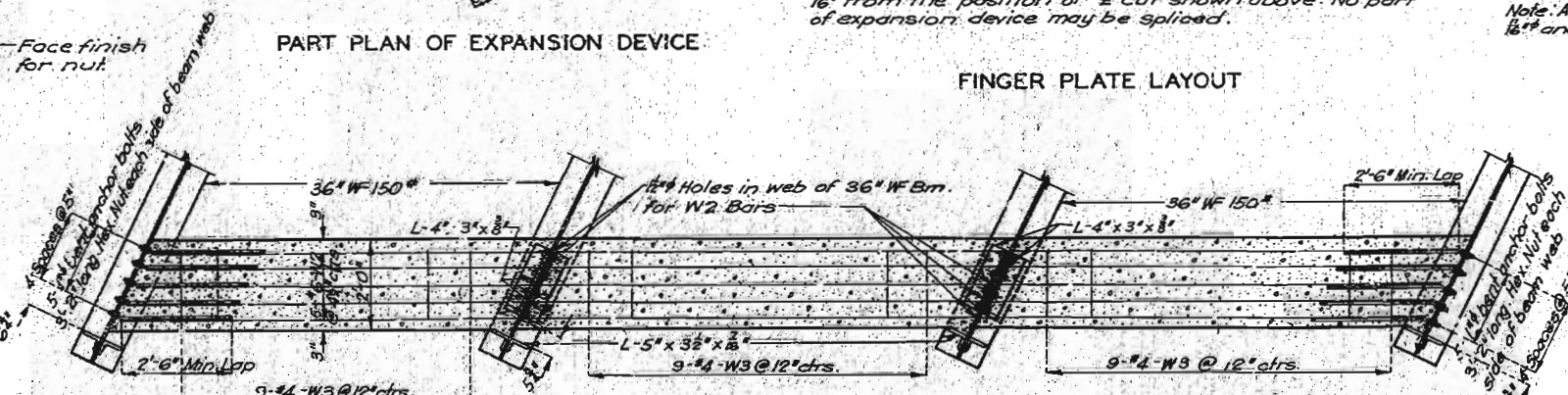


SECTION D-D

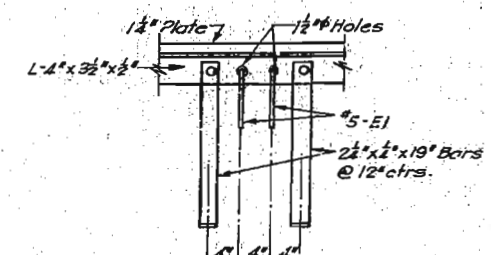


PART SECTION B-B

Note: All holes in 15" Ls and Pcs. 24" WF @ 100" to be subpunched 1/2" and ream in field to 1/2".



SECTION NORMAL TO END DIAPHRAGM  
AT BENT NO. 4



PART SECTION C-C

BRIDGE OVER CHOUTEAU TRAFFICWAY

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. 1-9927 (RT 69) STA. 370+63.82 (LEFT LANE)

CLAY COUNTY

FINISHED

L-641

Assembled May 1954 by R.H.L. & J.T.F.  
Checked June 1954 by H.R.B.

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

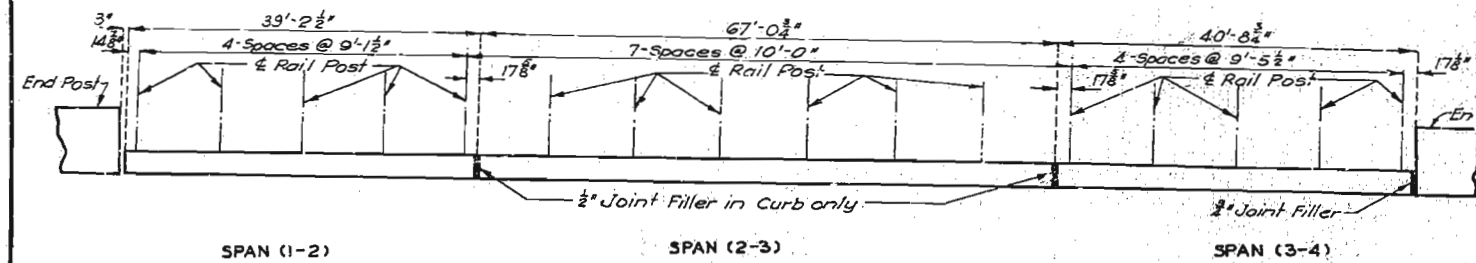
Sheet No. 7 of 9.

NO CONSTRUCTION CHANGES

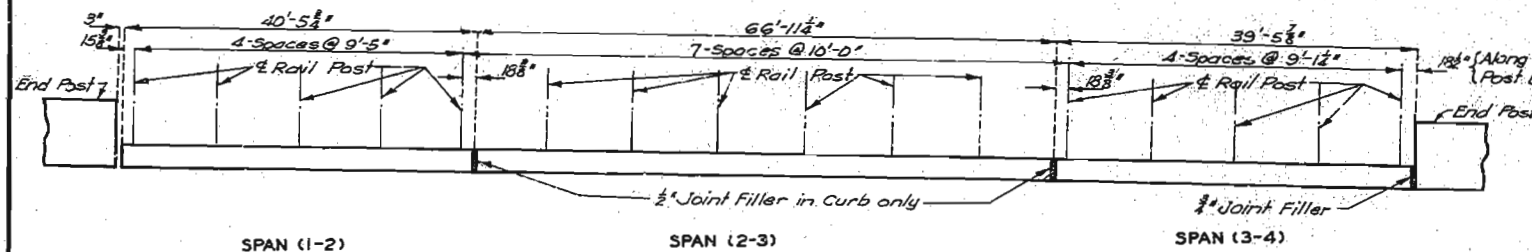
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5	MO.	12-99771 FET 62	19		



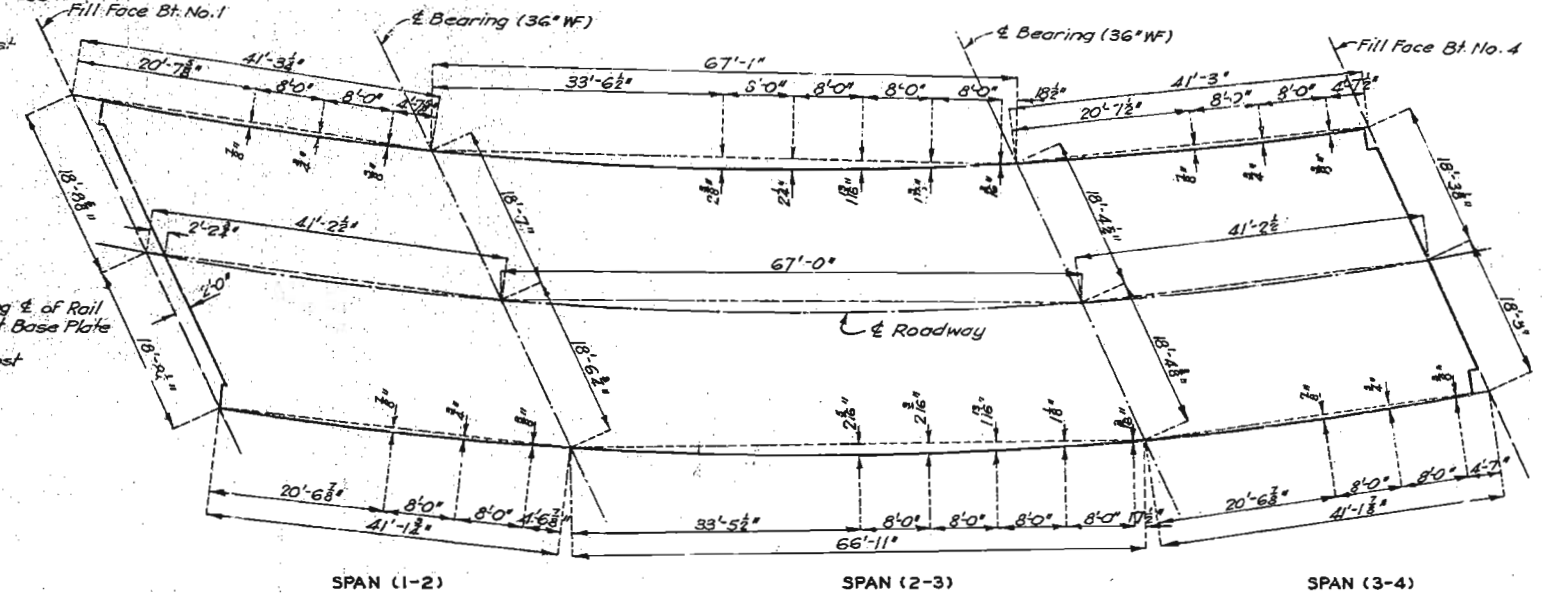
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	UX-08CT (RT 60)	19		



ELEVATION OF LEFT RAIL

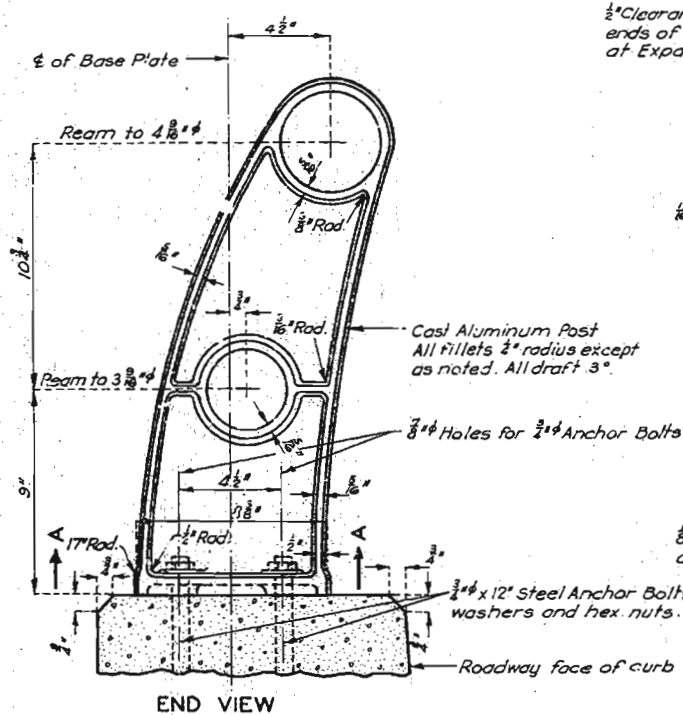


ELEVATION OF RIGHT RAIL

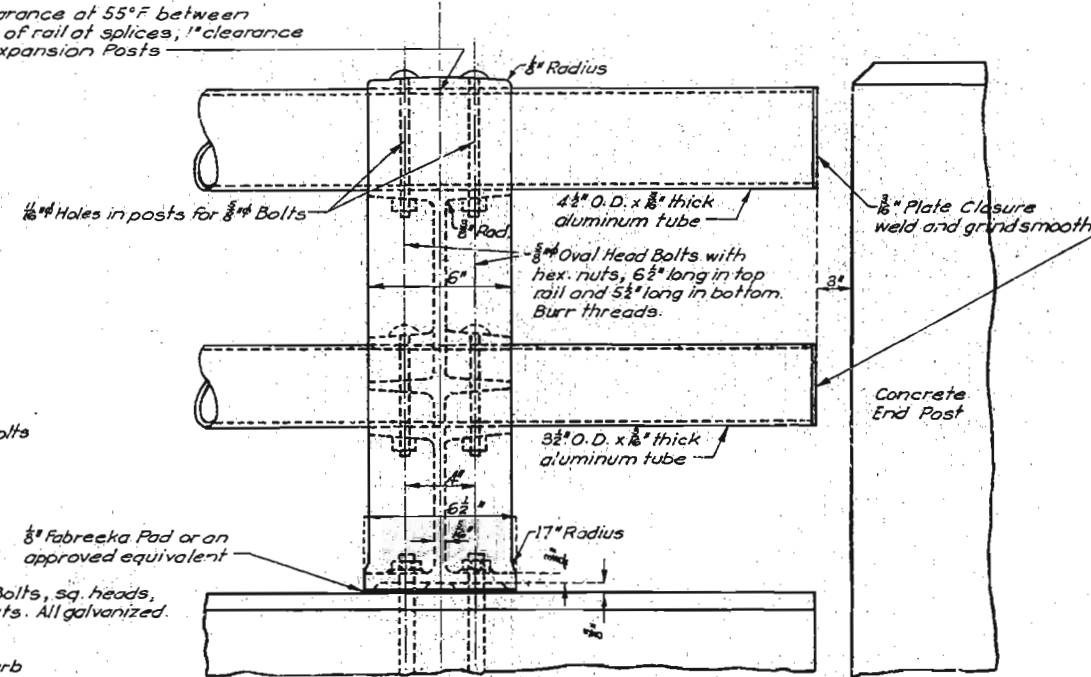


PLAN OF SLAB SHOWING ORDINATE DIMENSIONS

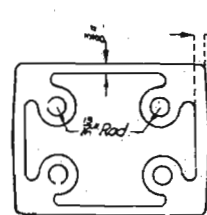
Note: All dimensions shown are parallel to grade at top surface of Roadway Slab.



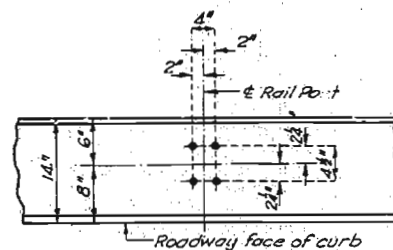
END VIEW



### ELEVATION



SECTION A-A



TYPICAL ANCHOR BOLT PLAN  
DETAILS OF HANDRAIL

Note: All parts of handrail except steel anchor bolts and their washers and nuts to be aluminum. Bolt holes in tubes to be  $\frac{1}{2}$ " x 1" slot; ad holes centered on bolts at normal temperature of 55° except, at expansion posts where holes shall be  $\frac{1}{2}$ " x 12" slots.

Aluminum shims between fabricator pad and post base may be used for adjusting rail alignment. Maximum thickness of shim to be 8". Where more tilting of post is required for proper alignment, concrete bearing area shall be ground down.

All handrail posts shall be set normal to grade.

Pipe rails to be fabricated in 3 panel lengths unless otherwise approved.

Drawn May 1954 By H.R.B.  
Traced May 1954 By J.T.F.  
Checked June 1954 By H.J.K. & R.H.L.

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

Sheet.No. 9 of 9.

## BRIDGE OVER CHOUTEAU TRAFFICWAY

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.

ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY

PROJECT NO. UI-99(7) (RT. 69) STA. 370+83.82 (LEFT LANE)

CLAY

COUNTY

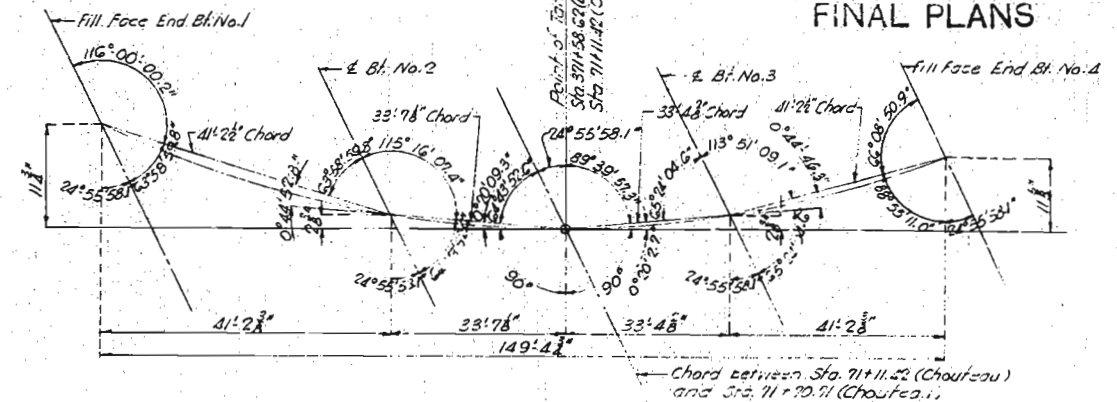
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L-641

NO CONSTRUCTION CHARGES

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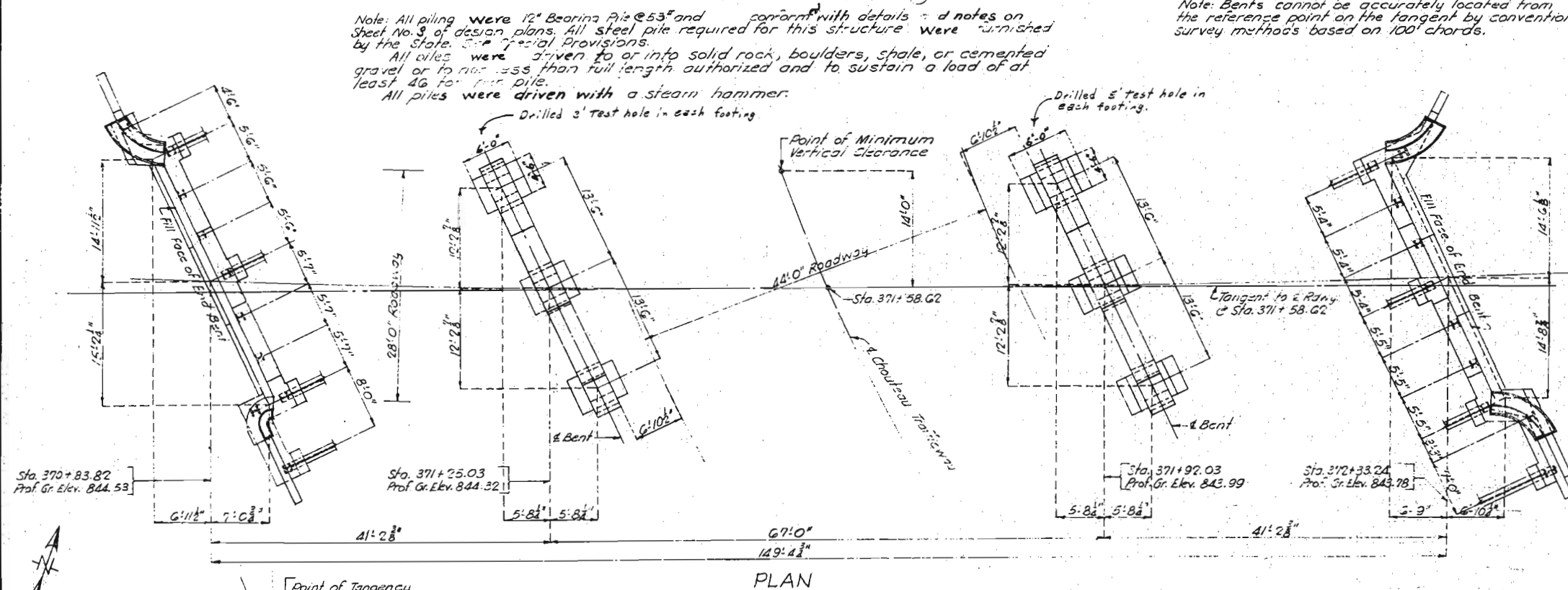
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5	MO.	UI-9277 (PT. 69)	19		



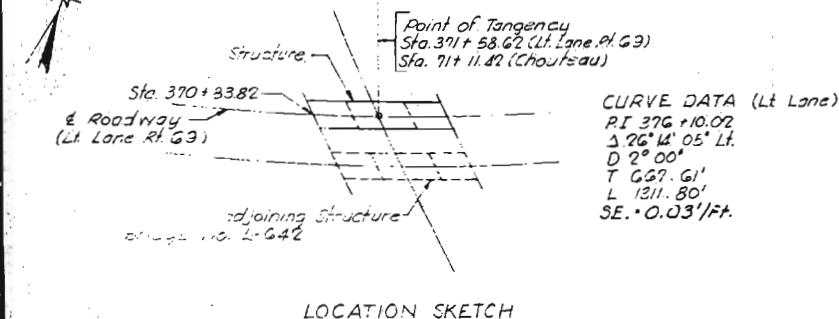
LAYOUT OF STRUCTURE

GENERAL NOTES:

Design Specifications A.A.S.H.O. 1953  
Loading H-20-S16-44  
Reinforcing Steel Stress 18,000 #/sq.  
Structural Steel Stress 18,000 #/sq.  
Class B Concrete Stress 1,000 #/sq.  
All concrete was Class B. (Air Entrained)  
Where joint title is specified on plans it conform with the requirements for Gray Rubber Compound Joints as given in Section 33-19.6(C) of the Standard Specifications.  
For requirements on welding electrodes see Special Provisions.  
Qualification for welding operators required.  
Surfaces of piles at Center line 4' from bottom of concrete cap to 3'-0" below bottom of concrete cap were painted with one coat of an approved brand of emulsified asphalt paint. Payment for excavating around piles to 3'-0" below bottom of cap and backfilling same, furnishing emulsified asphalt paint and cleaning and painting steel surfaces specified was included in the unit price bid for other items.  
A rubber surface finish was required on all exposed surfaces of concrete end posts above top of curbs.  
Rivers to be noted.  
Field connections were made with high tensile steel bolts with carburized washers in place of rivets. See Spec. Prov. Paint: Shop, non; Field: contact surfaces of casting connections.  
one coat of red lead and surfaces immediately after erection three coats of red lead. All other exposed surfaces first coat red lead, second coat brown, third coat aluminum. Payment for cleaning and painting such surfaces included in price bid for items painted.



### PLAN



LOCATION SKETCH

FINAL QUANTITIES			
Item	Substr.	Superstr.	Total
Class I Excavation for Structures	Cu. Yds.	228.5	228.5
Class B Concrete	Cu. Yds.	184.2	335.1
Fabricated Structural Steel	Lbs.		114,430
Aluminum Alloy Handrail	Lin. Ft.		293
Steel Castings	Lbs.	5210	5210
Reinforcing Steel	Lbs.	22,010	55,190
Steel File in place (State Furnished)	Lin. Ft.	673	673
Cast Iron - Test Holes		24	24

Concrete in end posts is included in Estimated Quantities of Class "B" Concrete for Substructure.

All excavation for bridge will be paid for as Class 1 Excavation for Structures.

B.M. Elev. 843.38 □ on Left wing Abut. #4

## BRIDGE OVER CHOUTEAU RAILROAD

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(7) (RT 69) STA. 370+83.82 (LEFT LANE)

CLAY COUNTY

SUBMITTED BY J. A. Williams DATE 7/19/54  
DESIGN ENGINEER  
APPROVED BY Bex M. Winton DATE 7/19/54

FINISHED  
STD. C-110 R3  
L-641

## FINAL PLANS

Drawn May 1954 by M.E.L.  
Checked June 1954 by H.R.B. & R.H.L.

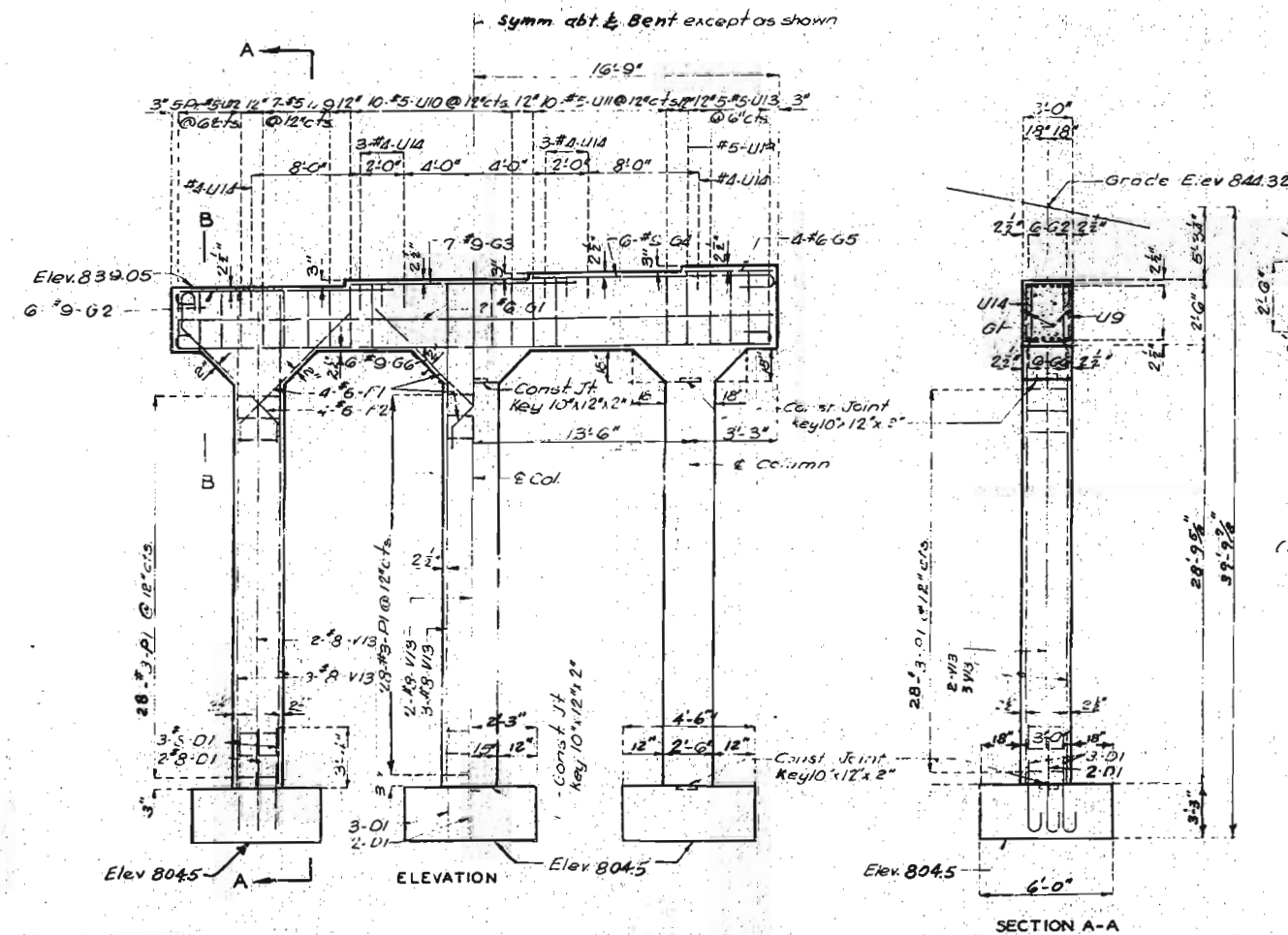
**Note:** This drawing is not to scale. Follow dimensions.

FINISHED  
Sheet No. 1A of 2

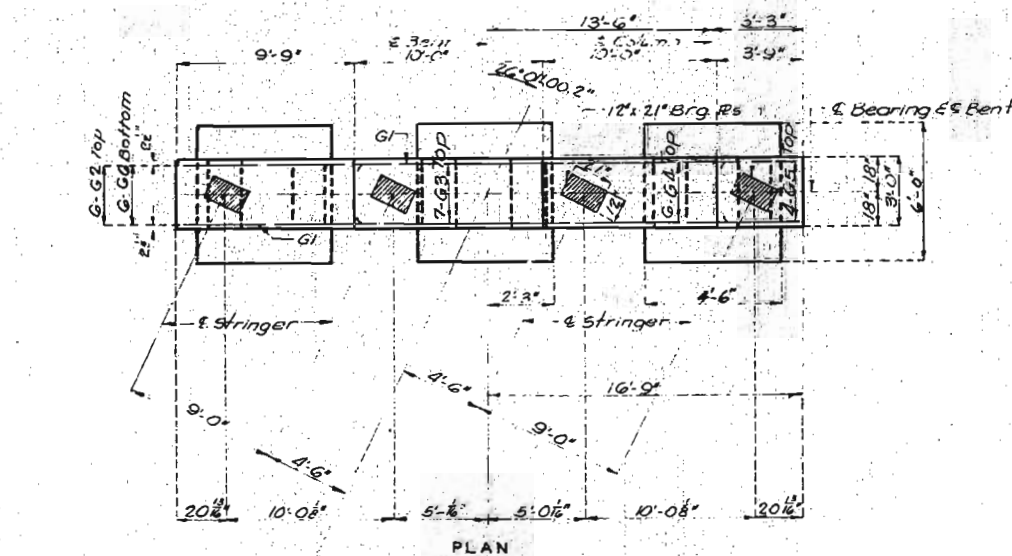
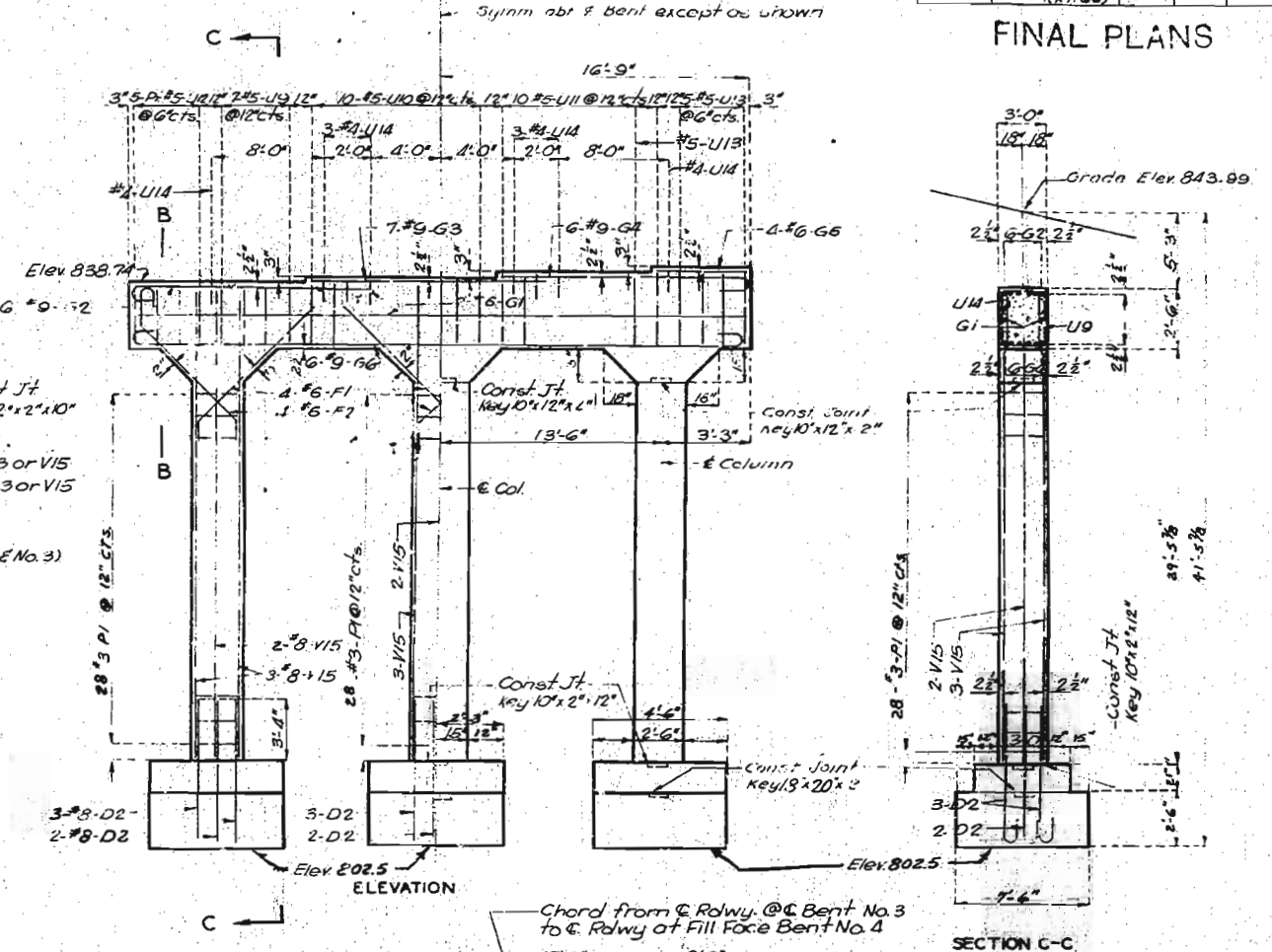
# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	UI-99(7) (RT. 69)	19		

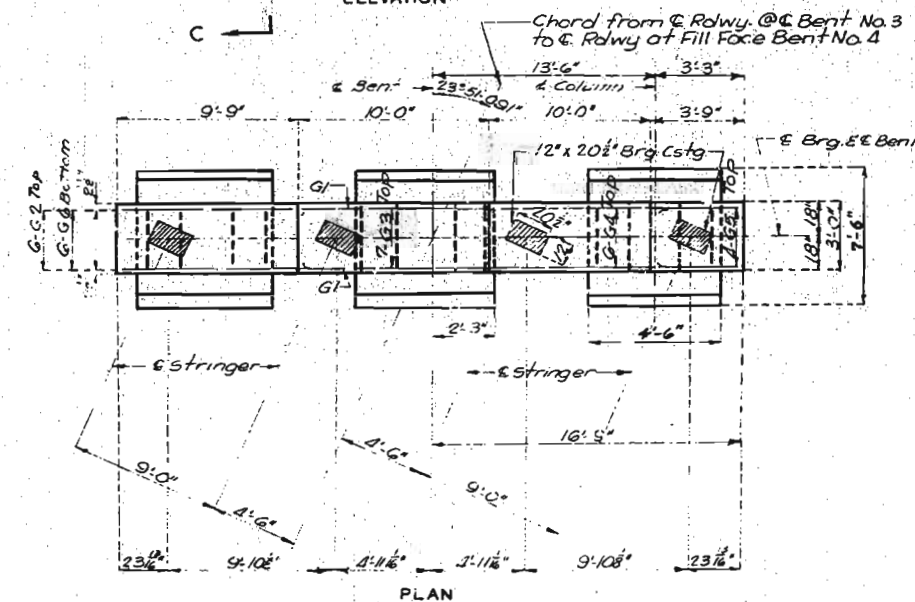
## FINAL PLANS



SECTION B-B  
(Typical of Bents No. 2 & No. 3)



DETAILS OF INTERMEDIATE BENT NO. 2



DETAILS OF INTERMEDIATE BENT, NO. 3

## BRIDGE OVER CHOUTEAU TRAFFICWAY

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3.75 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(7) (RT. 69) STA. 370+83.82 (LEFT LANE)

CLAY COUNTY

FINISHED

L-641

Assembled May 1951 by M. E. McG. S.  
Checked June 1954 by H. R. B.

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

Sheet No. 4A of 2.

FINAL PLANS

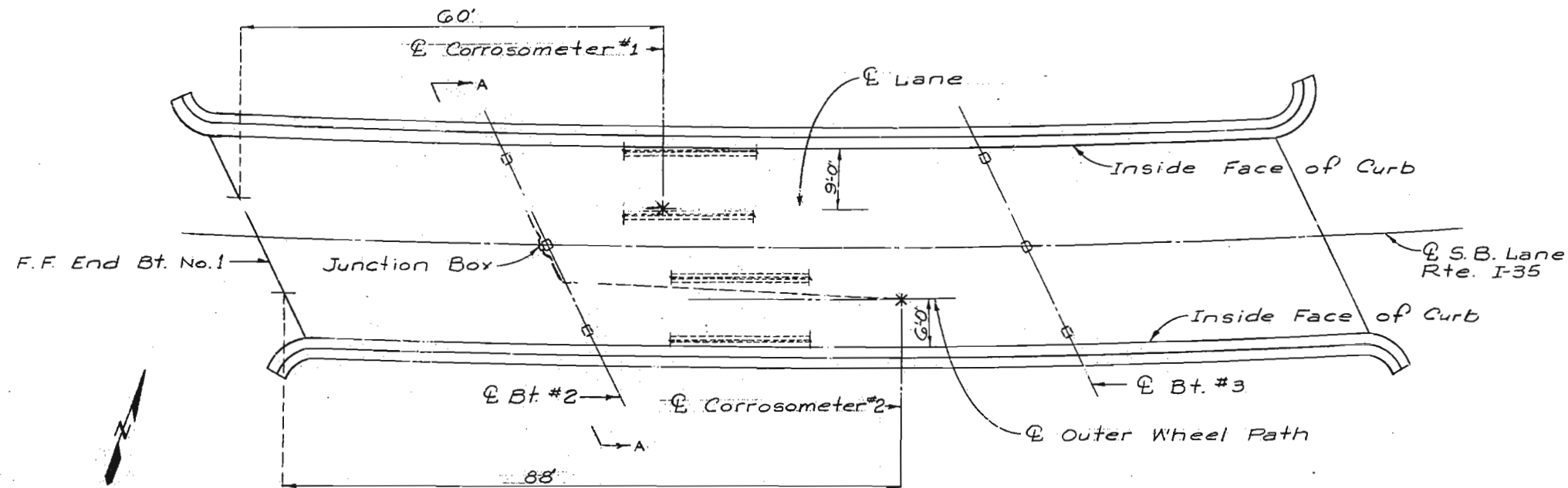
2 or 3 Col. 2 in. Square or Shaded } All Loadings

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FY/CAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		25		

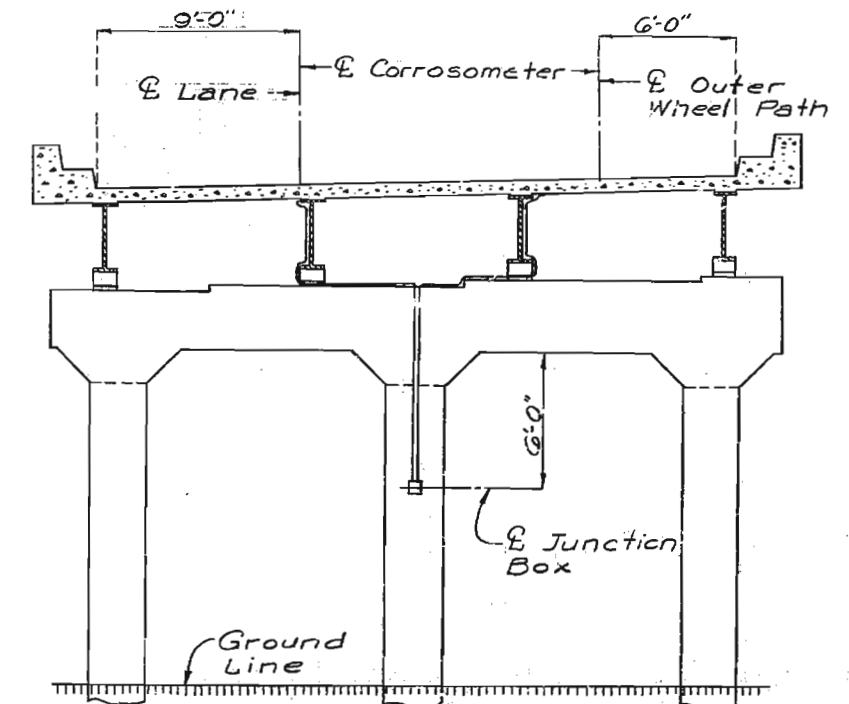
DATE 10/21/76

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		79	4	



PLAN OF SLAB SHOWING LOCATION OF CORROSOMETERS

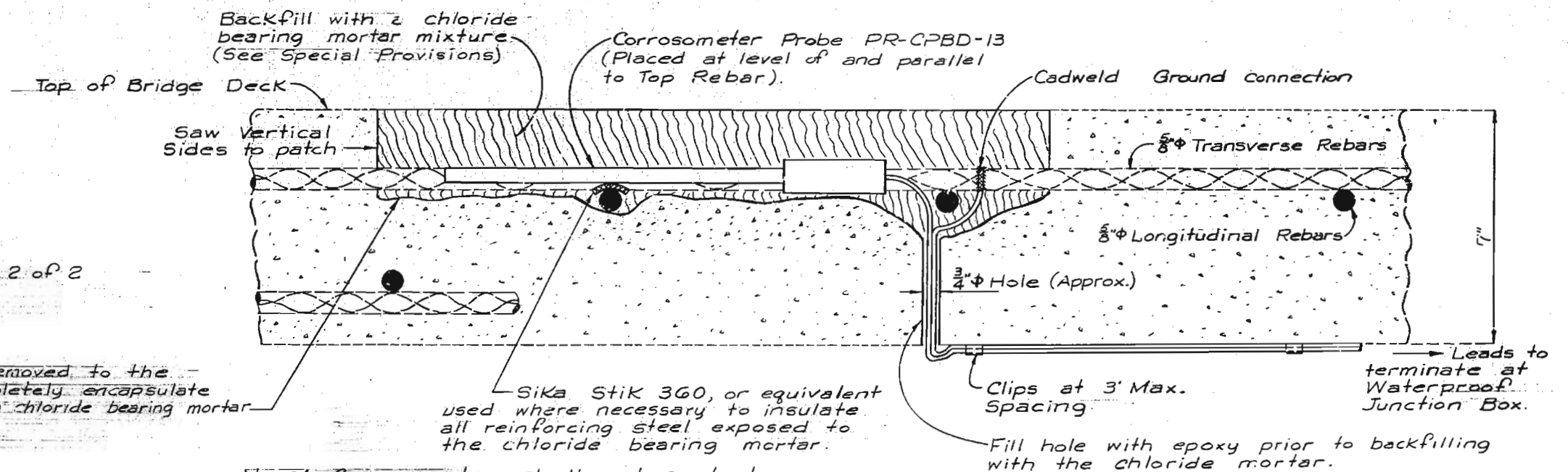


SECTION A-A

## JUNCTION BOX NOTE:

See Bridge L-563R, Sheet No. 2 of 2 for General Notes.

Concrete shall only be removed to the depth necessary to completely encapsulate the corrosion probe in chloride bearing mortar.



NOTE: Corrosometer shall not contact any reinforcing steel. Tag each Corrosometer and ground lead with proper location number.

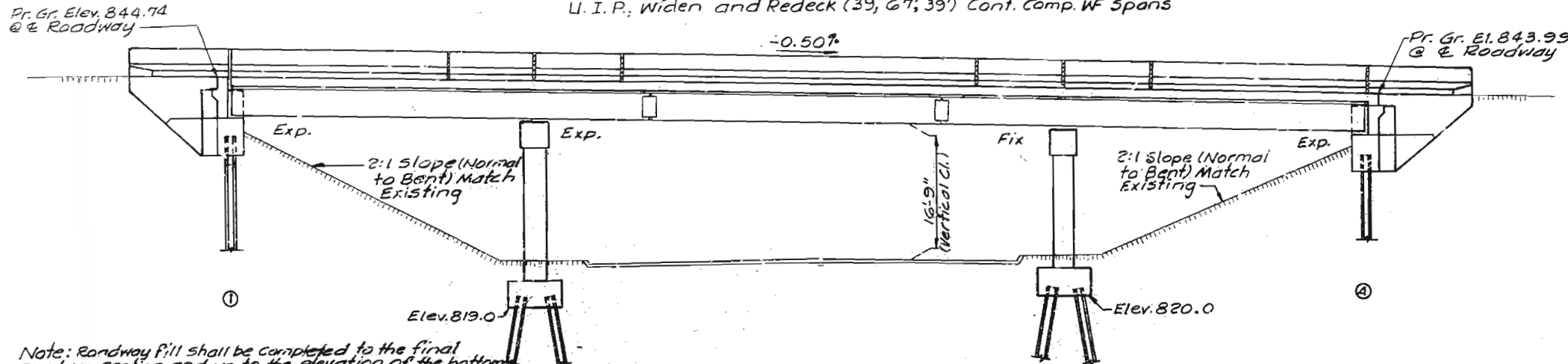
## METHOD FOR PLACING CORROSOMETER



# MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

U. I. P. Widen and Redeck (39', 67', 39') Cont. Comp. Wf Spans

STATE	PROJ. NO.	SHEET NO.
MO.		15
SEC./SUR.	G TWP. 50N RGE. 32 W	



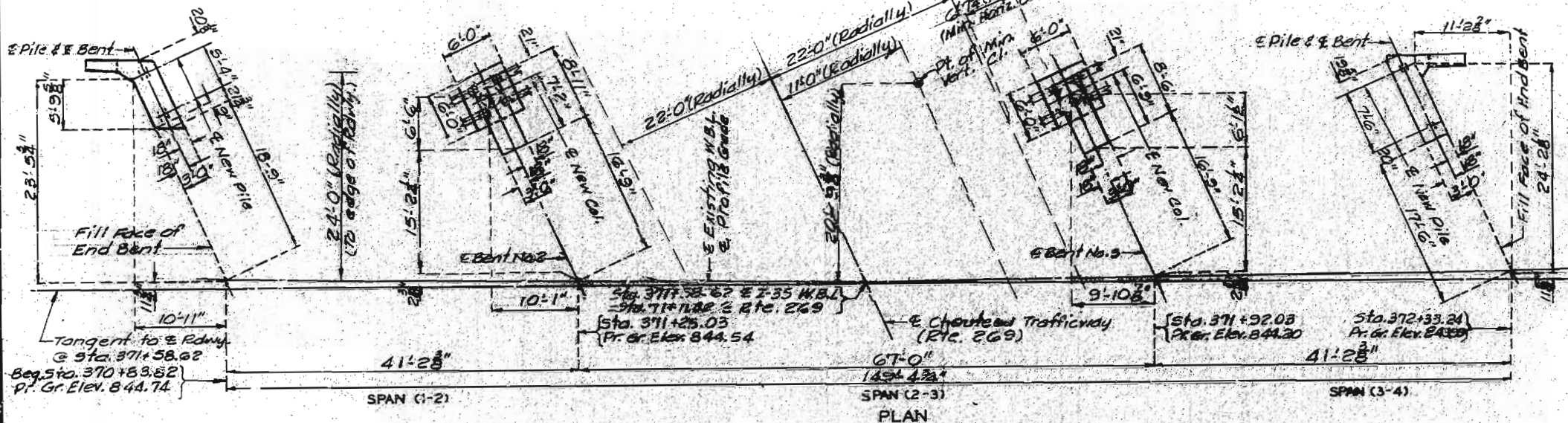
Note: Roadway fill shall be completed to the final roadway section and up to the elevation of the bottom of the concrete beam within the limits of the structure and not less than 25' in back of the fill face of the end bents before piles are driven for any bents falling within the embankment section.

## DEVELOPED ELEVATION

Note: All Bents are parallel.

Curve Data.  
Rte. 269 (Lt. Lane)  
P.I.: Sta. 376+10.02  
Δ = 26°14'-05" Lt.  
D = 2°  
T = 667.61'  
L = 1311.80'  
R = 2864.93 Chd. Def.  
S.E. = 0.03 1/4

Curve Data.  
Rte. 269 (Chouteau TRFWY.)  
P.I.: Sta. 376+58.79  
Δ = 35°-40' Lt.  
D = 2°  
T = 921.68'  
L = 1783.33'  
R = 2864.93 (Chord)  
S.E. = 0.1 Ft.



Note: Elevation and Plan showing New Work Only.

		PILE DATA			
BENT		1	2	3	4
BEARING PILE	PILE TYPE AND SIZE	HP10x42	HP10x42	HP10x42	HP10x42
	NUMBER	2	4	4	2
	APPROXIMATE LENGTH FT.	34	16	12	33
	DESIGN BEARING TONS	20	30	30	20
	HAMMER ENERGY REQ'D. FT.-LBS.	7,000	7,000	7,000	7,000

Note: Minimum energy requirement of hammer is based on plan length and design bearing value of piles.  
All piles are driven to practical refusal.

\* Approximately 14.0 tons of new steel and 53.0 tons of existing steel shall be painted (See special provisions).

ESTIMATED QUANTITIES			
ITEM	SUBSTR.	SUPERSR.	TOTAL
Partial Removal of Substructure Concrete	Lump Sum		
Removal and Storage of Exst. Bridge Rail	Lin. Ft.		294
Non-Destructive Testing	Lin. Ft.		37
Removal of Existing Bridge Deck	Sq. Ft.		4962
Class I Excavation	Cu. Yd.	70	70
Structural Steel Pile (10")	Lin. Ft.	270	270
Class B Concrete (Substr.)	Cu. Yd.	46.6	46.6
Class B2 Concrete (Superstr. on Steel)	Cu. Yd.	180.9	180.9
Safety Barrier Curb	Lin. Ft.	324	324
Preformed Compression Exp. Jt. Seal (3.0in.)	Lin. Ft.		45
Reinforcing Steel (Bridges)	Lb.	4660	4,660
Reinforcing Steel (Empty Coated)	Lb.	550	4,690
Fabricated Str. Carbon Steel (S-Beam)	Lb.		23,340
Clean and Lubricate Bearings	Each		16
Painting Existing and New Steel	* Lump Sum		1

Note: Concrete above upper construction joint in backwall @ End Bent No. 1 is included with Class B (substructure) quantities.  
Weight of threaded 1/2 rods & nuts in End Diaphragm is included in weight of Fabricated Structural Steel.

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

## GENERAL NOTES:

Design Specifications: A.A.S.H.T.O.-1983 and Interims thru 1988. Load Factor Design.

## Design Loading:

HS 20-44, 15#/sq. Ft. Future Wearing Surface  
Modified 24,000# Tandem Axle  
Earth 120#/Cu. Ft., Equivalent Fluid Pressure 45#w./ft.  
Fatigue Stress Case II

## Design Unit Stress:

Class B Concrete (substructure)  $f'_c = 3,000$  psi.  
Class B1 Concrete (safety barrier curb)  $f'_c = 4,000$  psi.  
Class B2 Concrete (superstructure except safety barrier curb)  $f'_c = 4,000$  psi.  
Reinforcing steel (grade 60)  $f_y = 60,000$  psi.  
Structural carbon steel  $f_u = 36,000$  psi.  
Steel pile  $f_b = 9,000$  psi.

## Fabricated Steel Connections:

Field connections, High Strength Bolts 3/4"  $\phi$ , holes 1 1/8"  $\phi$ , except as noted.

## Joint Filler:

All joint filler shall meet the requirements of Std. Spec. 1057.2.4, except as noted.

## Reinforcing Steel:

Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.  
All reinforcing bars in tops of substructure beams or caps shall be spaced to clear anchor bolts for bearings by at least 1/2".

## Painting:

Paint system C by Contractor in accordance with Std. Spec. 712.12 & 712.13 (Color of the final field coat shall be green).  
Areas to be encased in End Bent concrete shall be painted one coat of system C primer and scratched or damaged surfaces are to be touched up in the field before concrete is poured.

## Construction Clearance:

A minimum vertical clearance of 14'-9" from crown of existing lanes and a minimum lateral clearance of 28'-0" centered on existing lanes shall be maintained during construction.

## Traffic Maintained:

Traffic over structure to be maintained during construction.

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 steel.

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 smooth bar and 30 diameters for deformed bars, unless otherwise noted.

Clean, lubricate & reset all bearings. see special provisions.

Cost of furnishing and installing Resin Anchor Assemblies shall be included in Contract Unit Price for concrete.

All dimensions tied to existing elevations are subject to variance. For new top of substructure beam caps, use elevations given.

B.M. Elev. 843.38 on Lt. Wingwall Abut #4 Bridge.

## BRIDGE OVER RTE. 269 (CHOUTEAU TRAFFICWAY)

STATE ROAD: INTERSTATE 35

IN KANSAS CITY

PROJECT NO.

JOB NO. 4-I-35-816

CLAY

STA. 370+83.82 WBL

RTE. I-35

COUNTY

STD.

STD. 706.35

L 641 R1

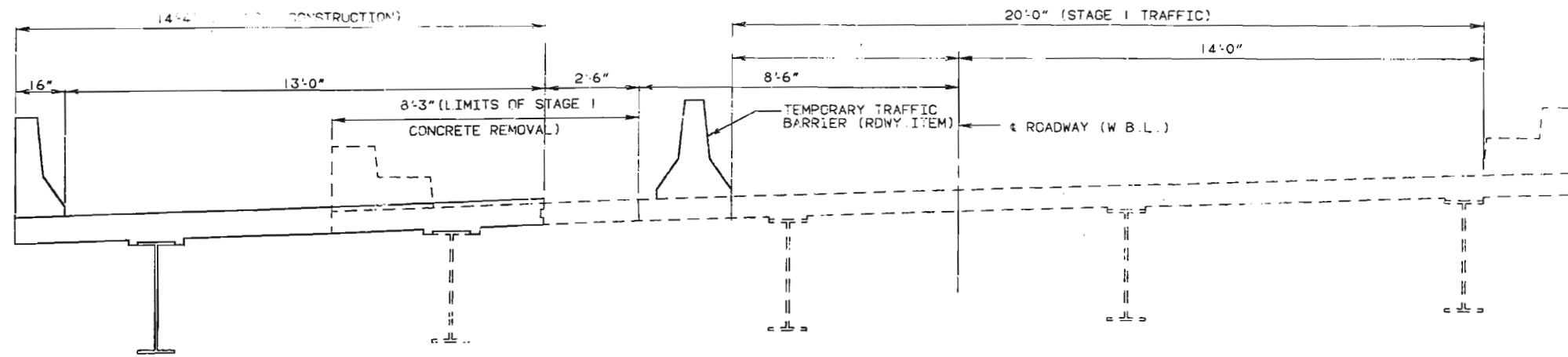
DATE 1/13/87

DESIGNED Aug. 1988

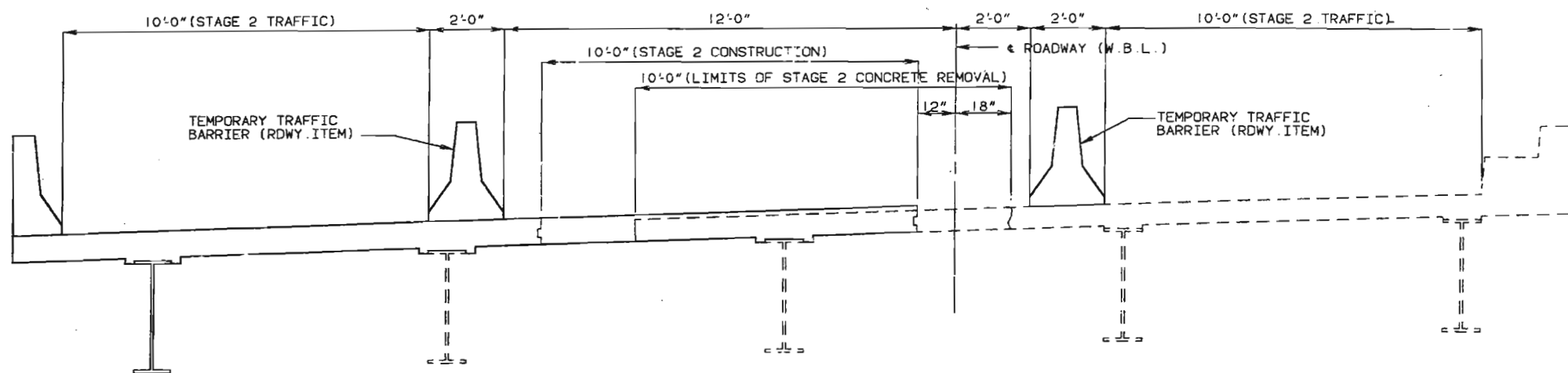
DETAILED NOV. 1988

CHECKED NOV. 1988

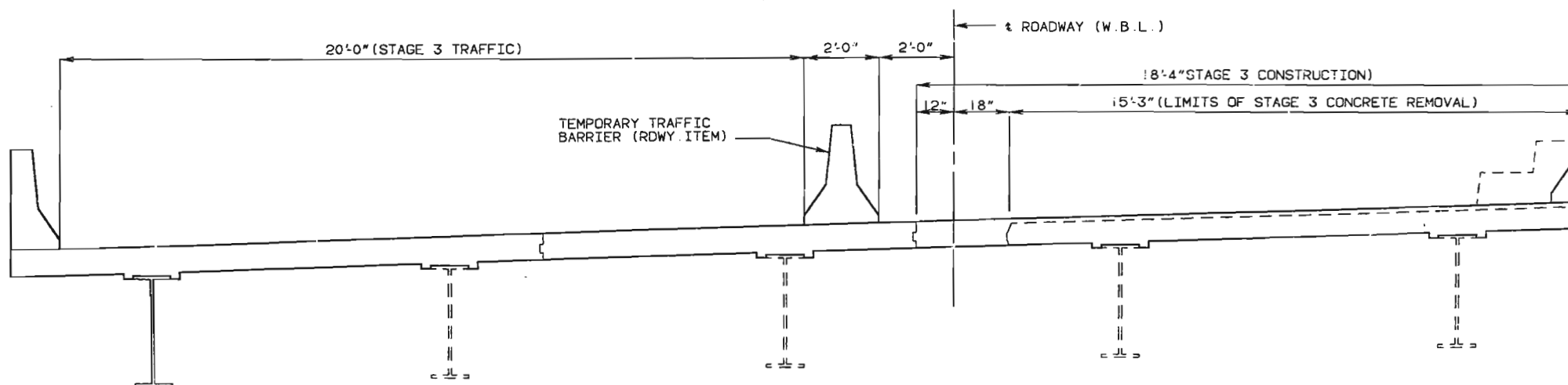
177 332



STAGE 1 CONSTRUCTION



STAGE 2 CONSTRUCTION



STAGE 3 CONSTRUCTION

# STAGE CONSTRUCTION SEQUENCE

NOTE: ALL DIMENSIONS ARE RADIAL DIMENSIONS.

DETAILED AUG. 1988  
CHECKED OCT. 1988

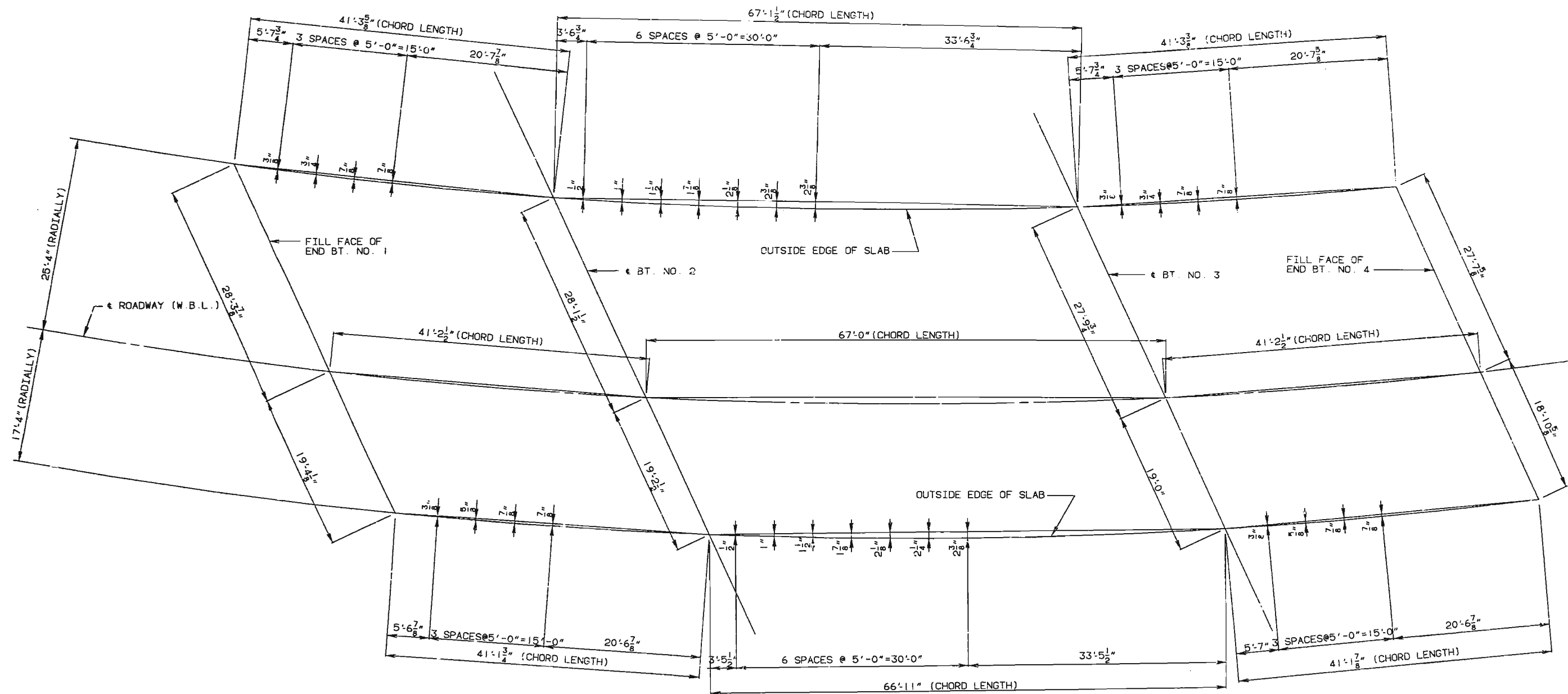
NOTE: THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

SHEET NO. 2 OF 20

CLAY COUNTY

L-641R1

173 333

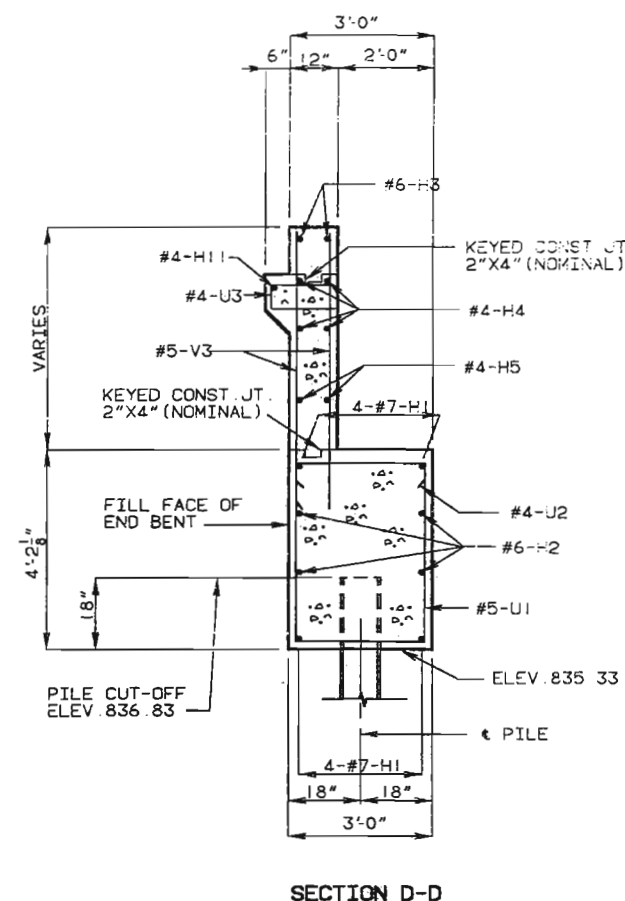
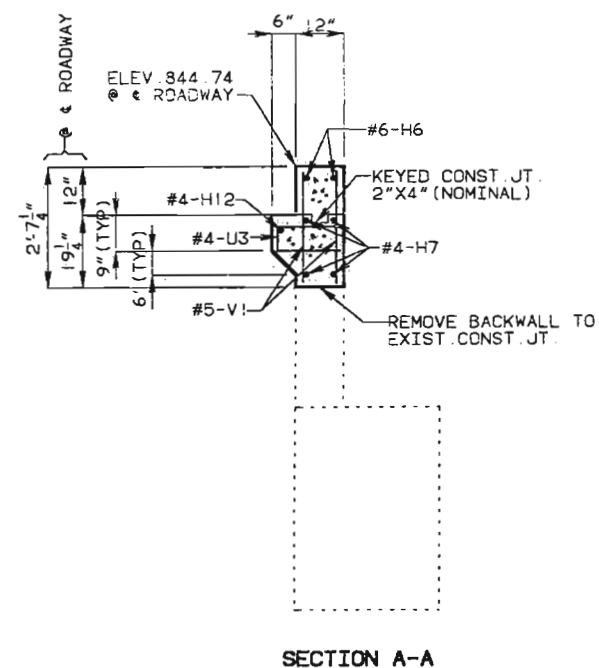
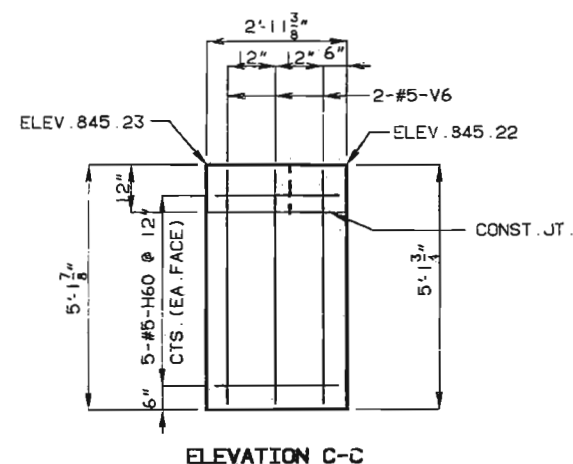


PLAN OF SLAB SHOWING CURVE ORDINATES

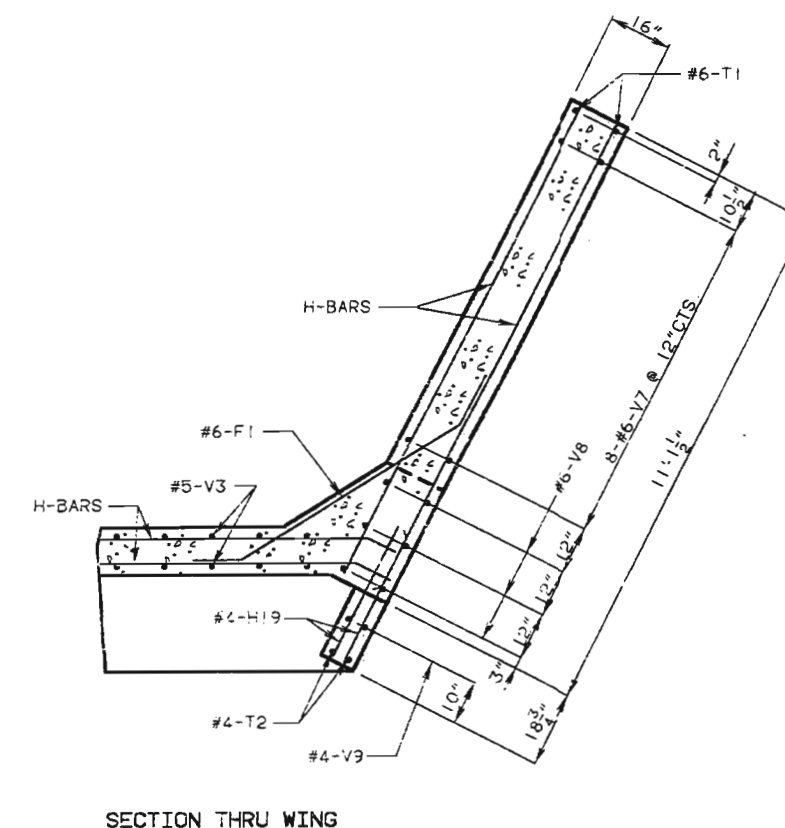
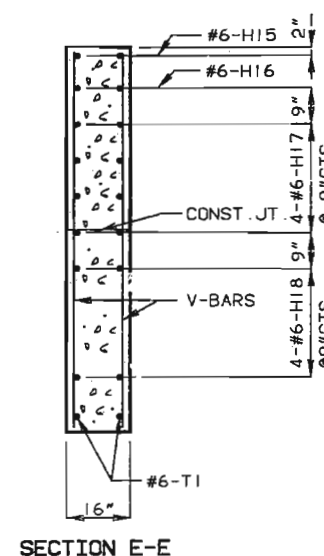
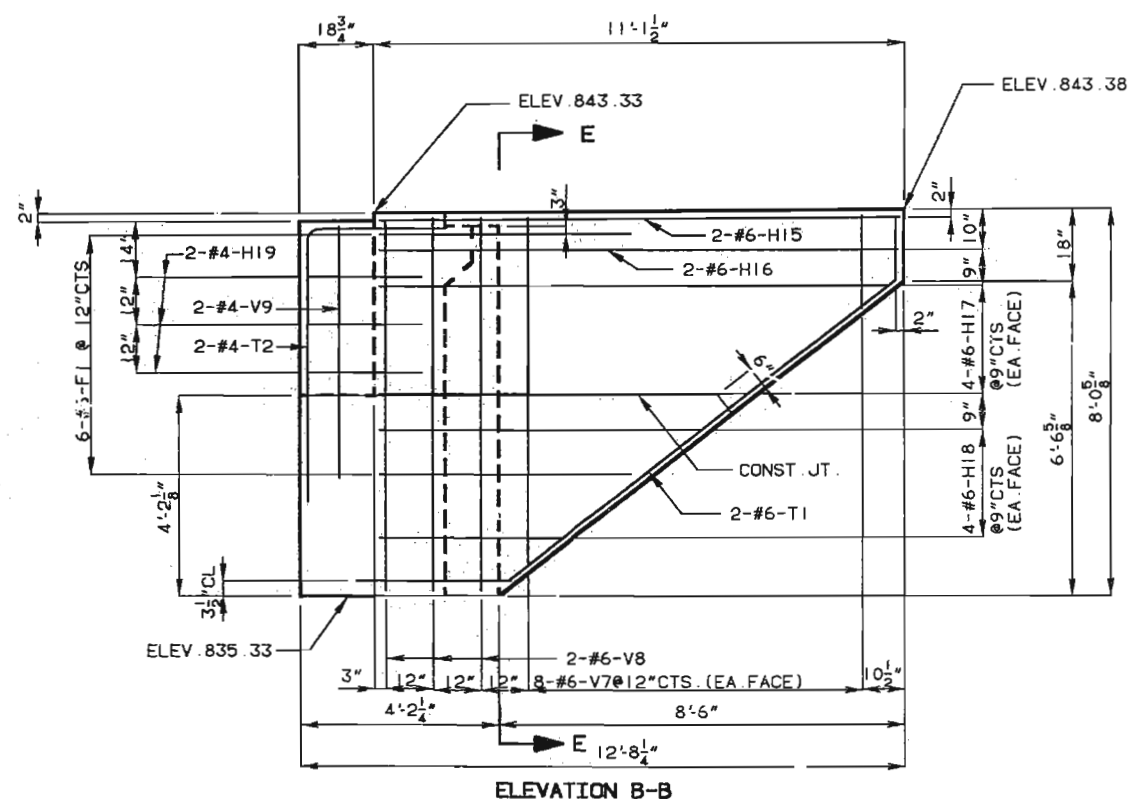
NOTE: ALL DIMENSIONS SHOWN ARE HORIZONTAL.

174 334





NOTE: FOR LOCATION OF SECTIONS A-A, SECTION D-D, ELEVATION B-B AND ELEVATION C-C, SEE SHEET NO. 4.  
FOR LOCATION AND SPACING OF #5-R BARS IN WING, SEE SHEET NO. 18.

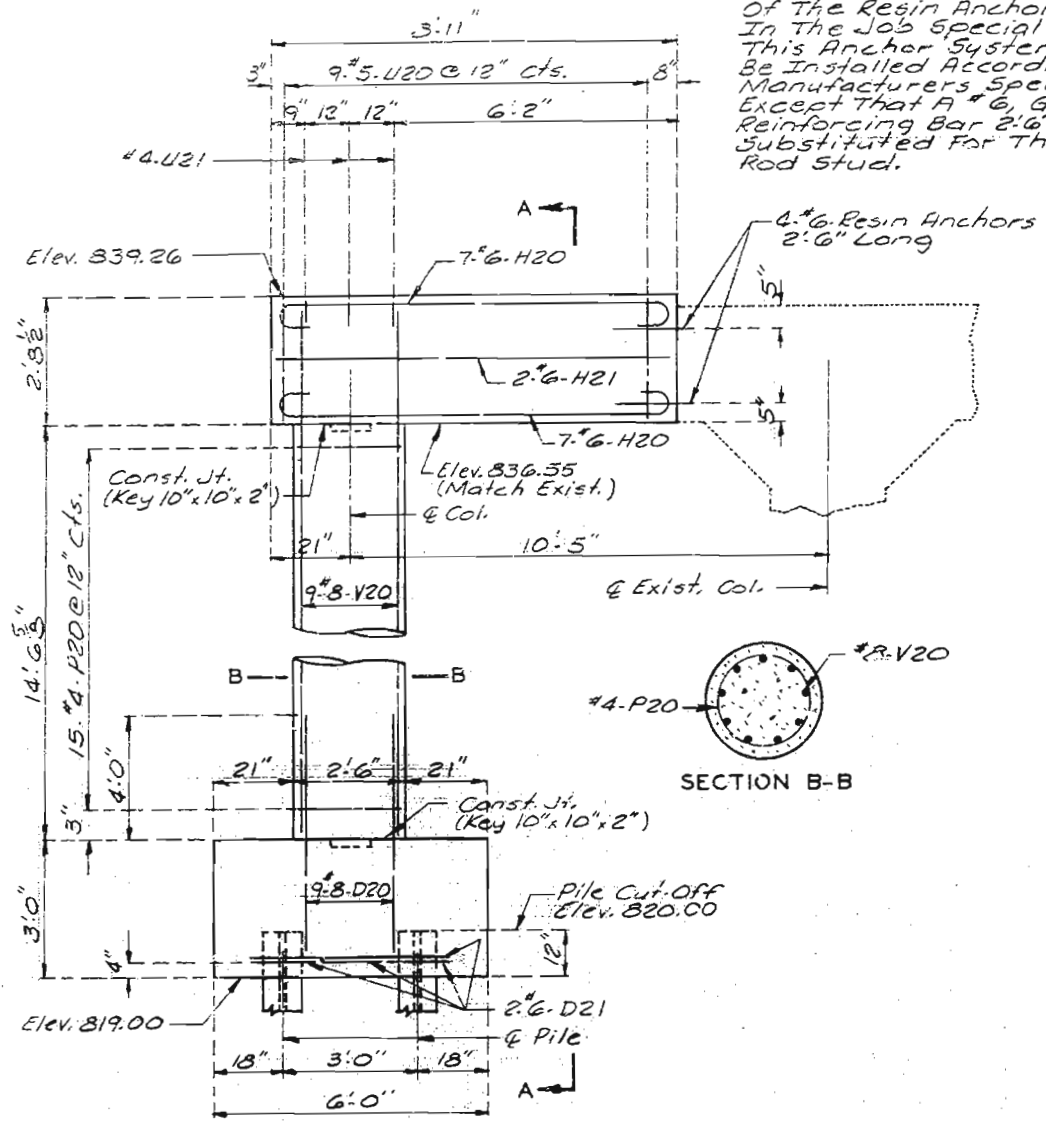


# DETAILS OF END BENT NO. 1

177 337

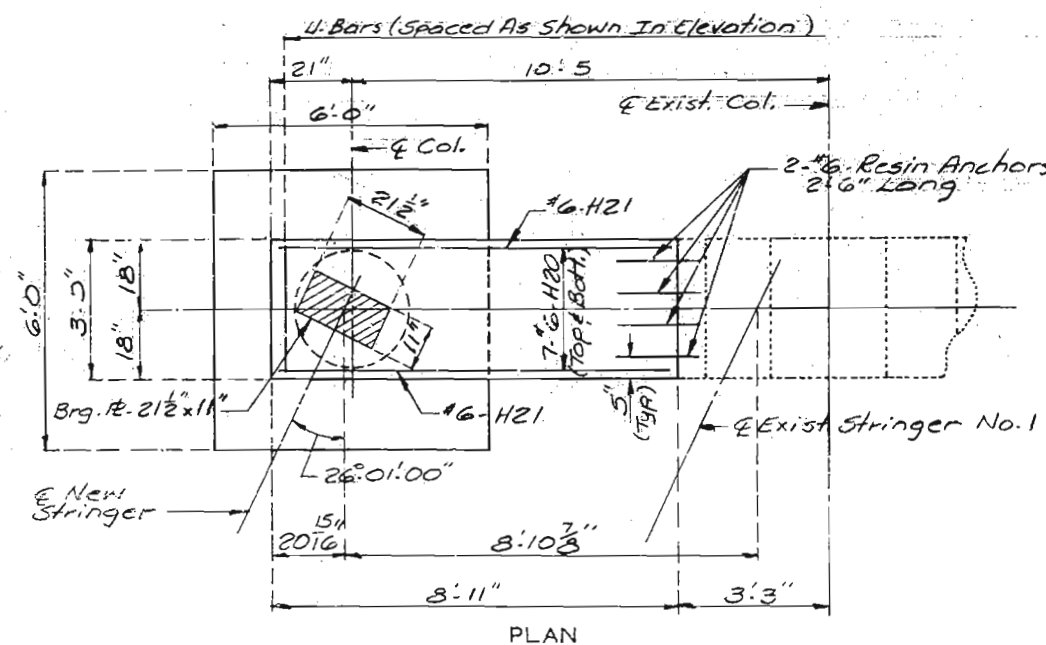
STATE	PROJ. NO.	SHEET NO.
MO.		20

Note: The Contractor Shall Use One Of The Resin Anchor Systems Listed In The Job Special Provisions. This Anchor System Shall Be Installed According To The Manufacturers Specifications, Except That A #6, Grade 60 Reinforcing Bar 2'-6" Long Shall Be Substituted For The 3/4" Threaded Rod Stud.



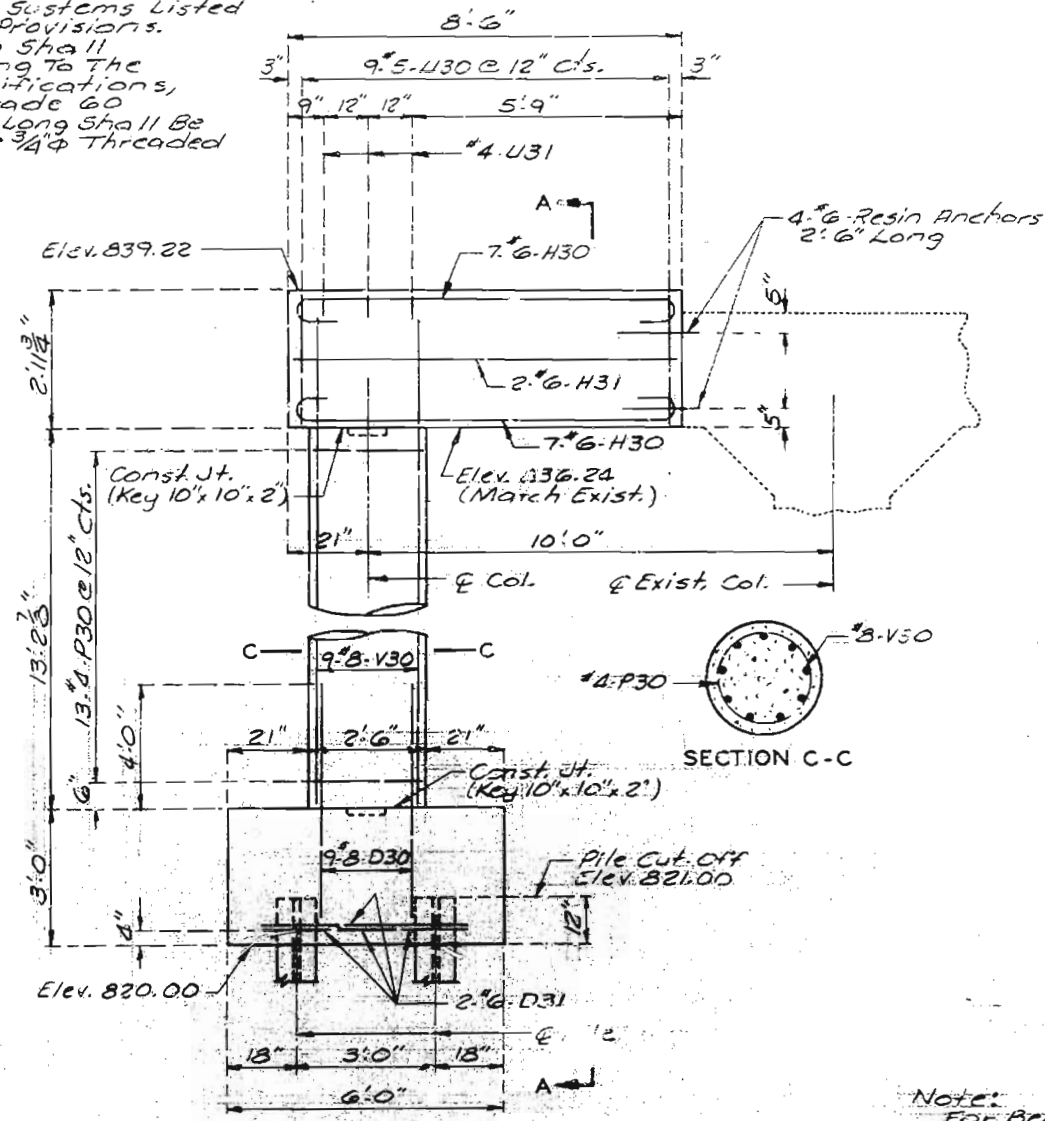
ELEVATION

SECTION B-B



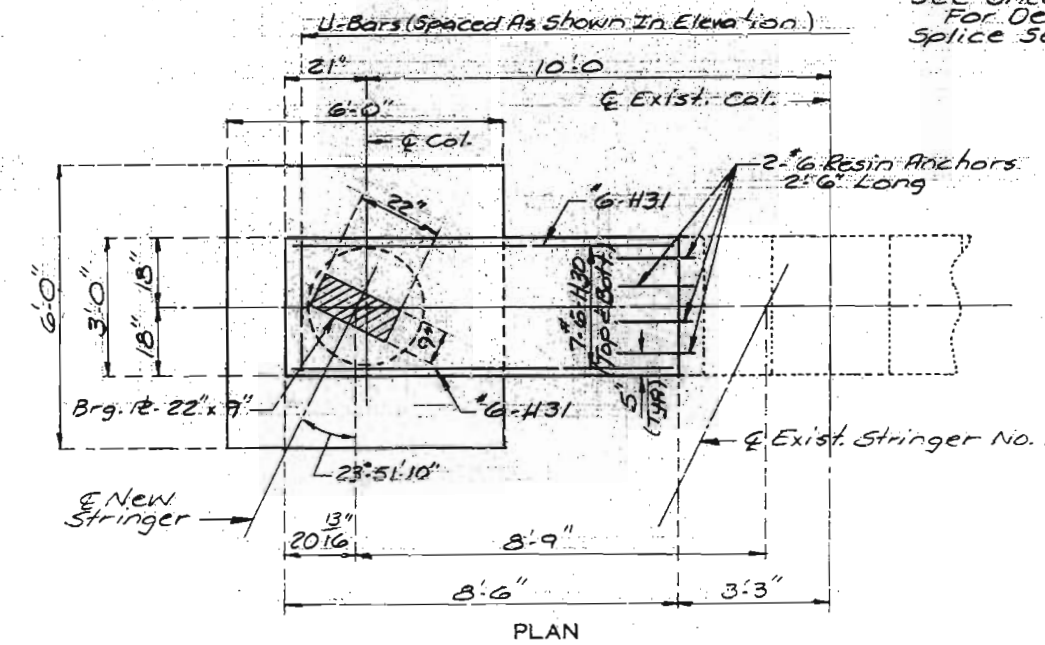
PLAN

DETAILS OF INT. BENT NO. 2



ELEVATION

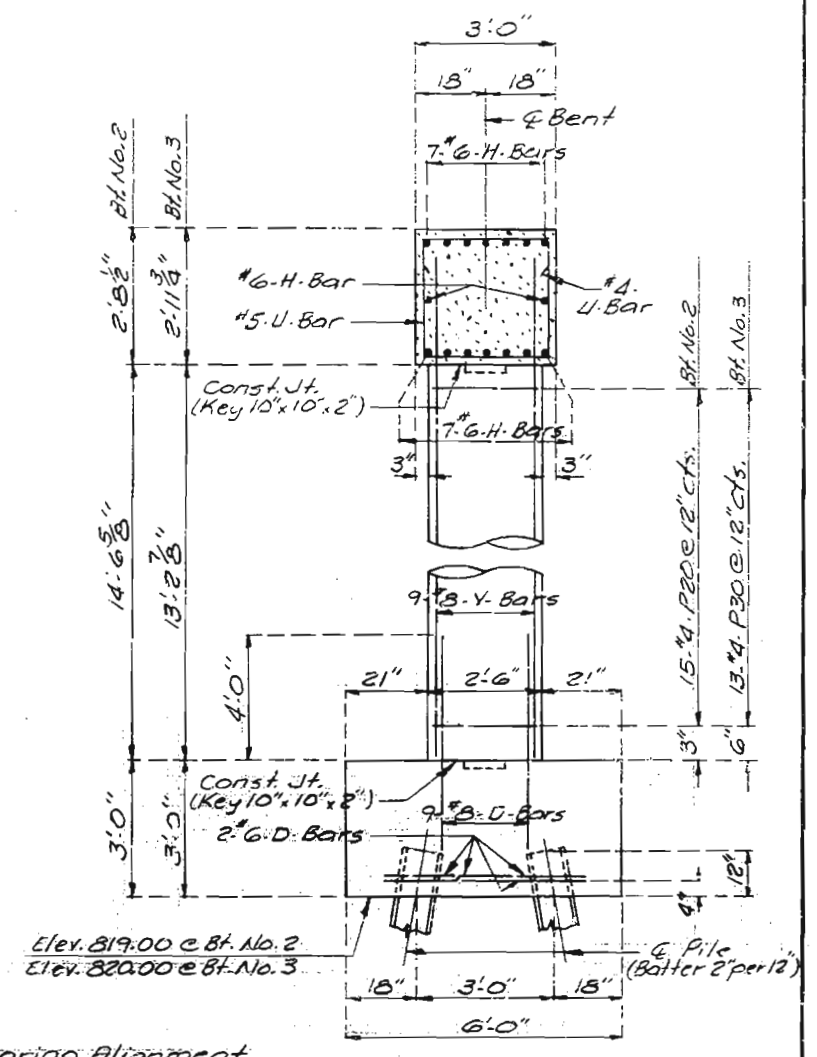
SECTION C-C



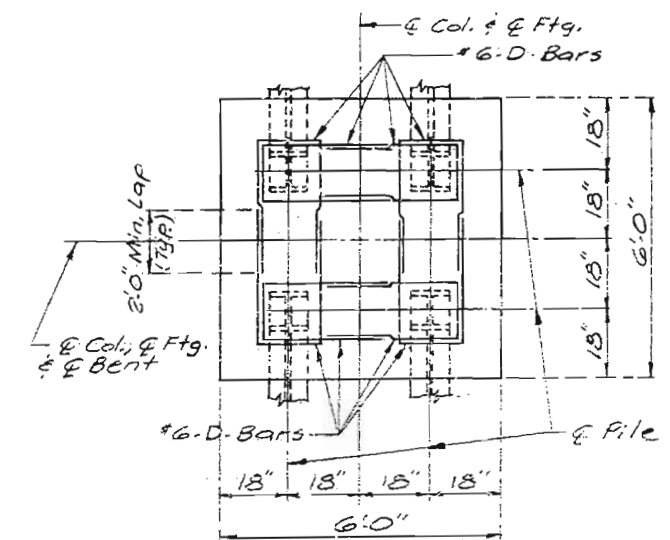
PLAN

DETAILS OF INT. BENT NO. 3

Note: For Bearing Alignment And Anchor Bolt Well Details See Sheet No. 9. For Detail Of Steel Pile Splice See Sheet No. 4.



SECTION A-A



PLAN OF FOOTING SHOWING REINFORCEMENT

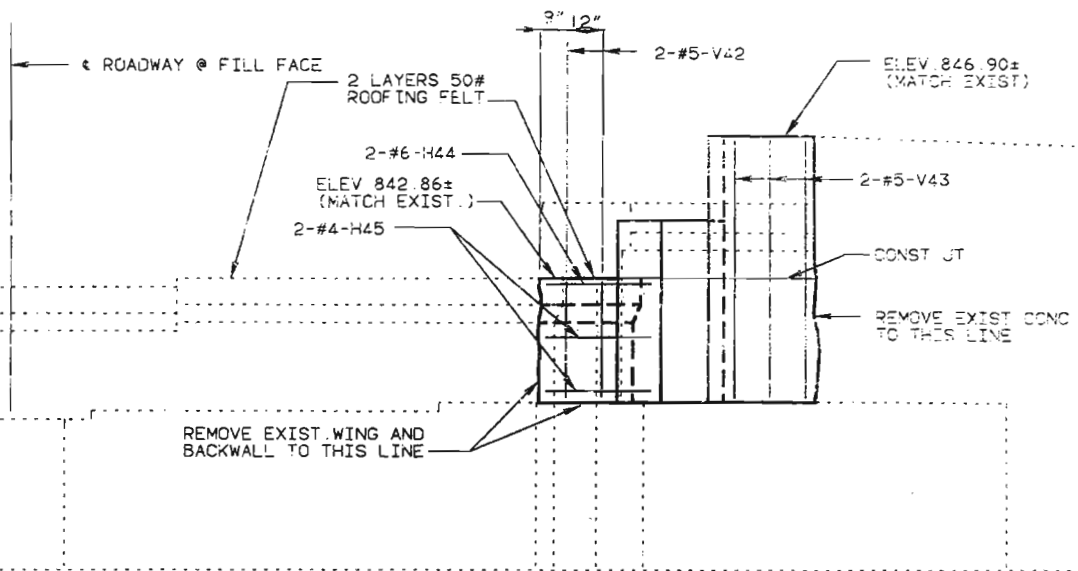
DETAILED Sept. 1988  
CHECKED Oct. 1988

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

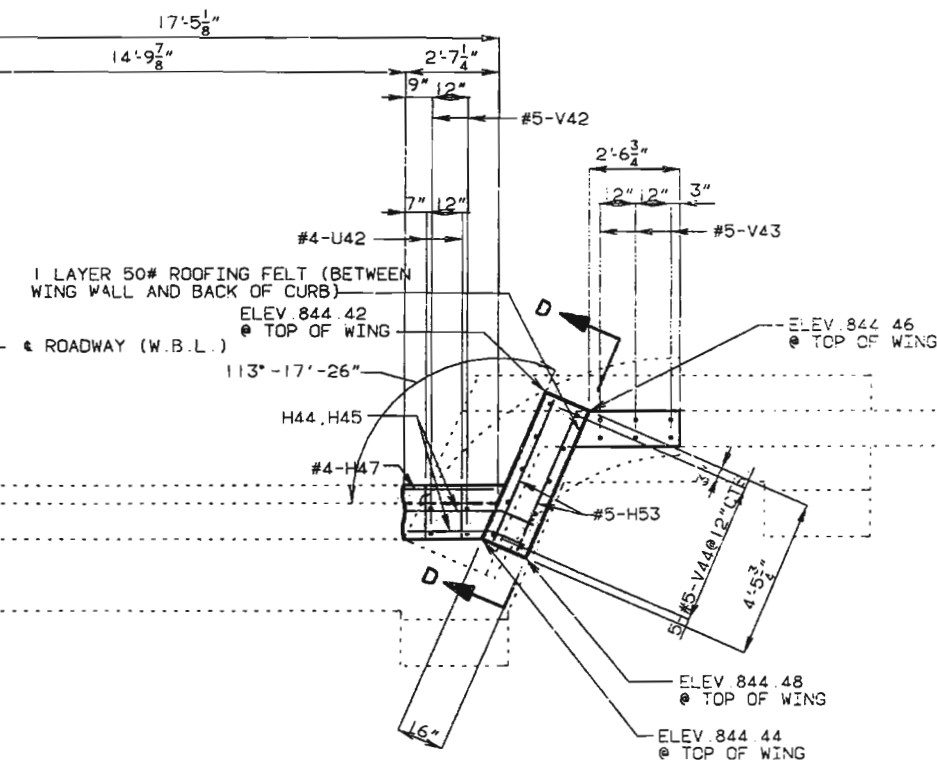
Sheet No. 6 of 20

CLAY COUNTY

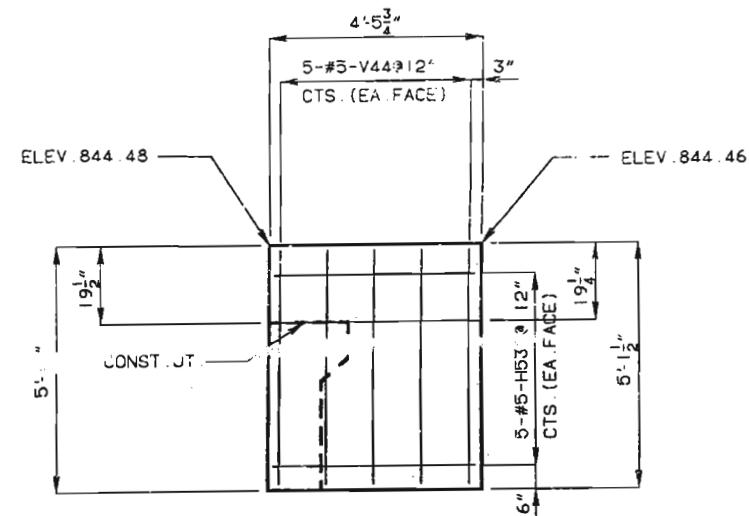
L-641R1



NOTE: FOR SECTION A-A, ELEVATION C-C AND ELEVATION D-D, SEE SHEET NO. 8.  
FOR DETAILS OF BARRIER CURB, SEE SHEET NO. 18.  
FOR BEARING ALIGNMENT, SEE SHEET NO. 9.  
FOR ANCHOR BOLT WELL DETAILS, SEE SHEET NO. 9.  
FIELD BENDING SHALL BE REQUIRED AT WING FOR #4-H43#H45, #5-H42#-H44 BARS IN BACKWALL,  
AND FOR #6-F40 BARS WHEN NECESSARY TO CONFORM TO SLOPE OF WING.  
AT THE OPTION OF THE CONTRACTOR ONE OF THE RESIN ANCHOR SYSTEMS LISTED IN THE  
JOB SPECIAL PROVISIONS SHALL BE USED. THESE ANCHOR SYSTEMS SHALL BE INSTALLED ACCORDING  
TO THE MANUFACTURERS SPECIFICATIONS EXCEPT THAT A #6, GRADE 60 REINFORCING BAR  
2'-0" LONG SHALL BE SUBSTITUTED FOR THE 3/4"Ø THREADED ROD STUD  
FOR DETAIL OF STEEL PILE SPLICE, SEE SHEET NO. 4.  
TOP OF EXISTING BACKWALL WILL NEED CLEANING AND POSSIBLY REPAIRED TO PROVIDE A  
PLANE SURFACE FOR SLAB TO SLIDE ON BEFORE PLACING 2 LAYERS OF ROOFING FELT.

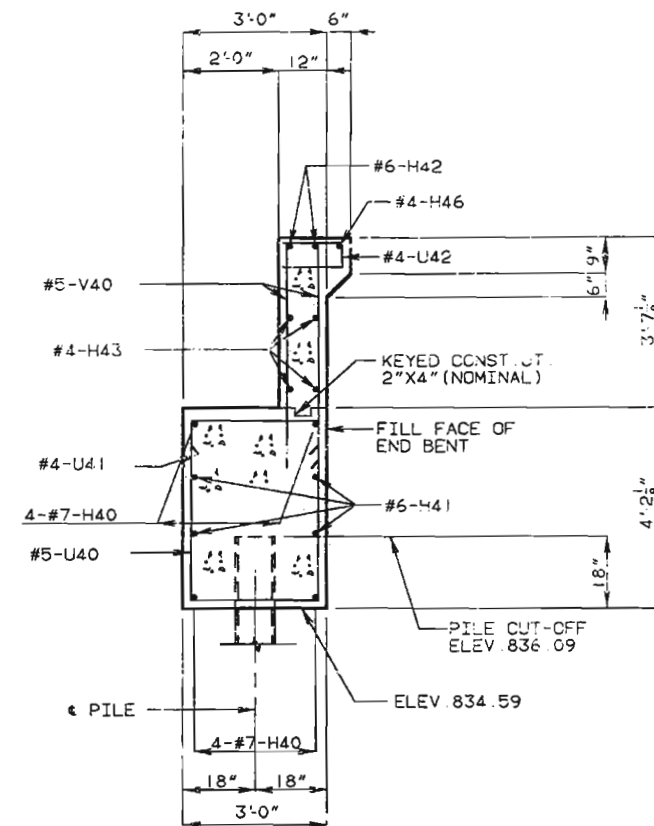


## PLAN

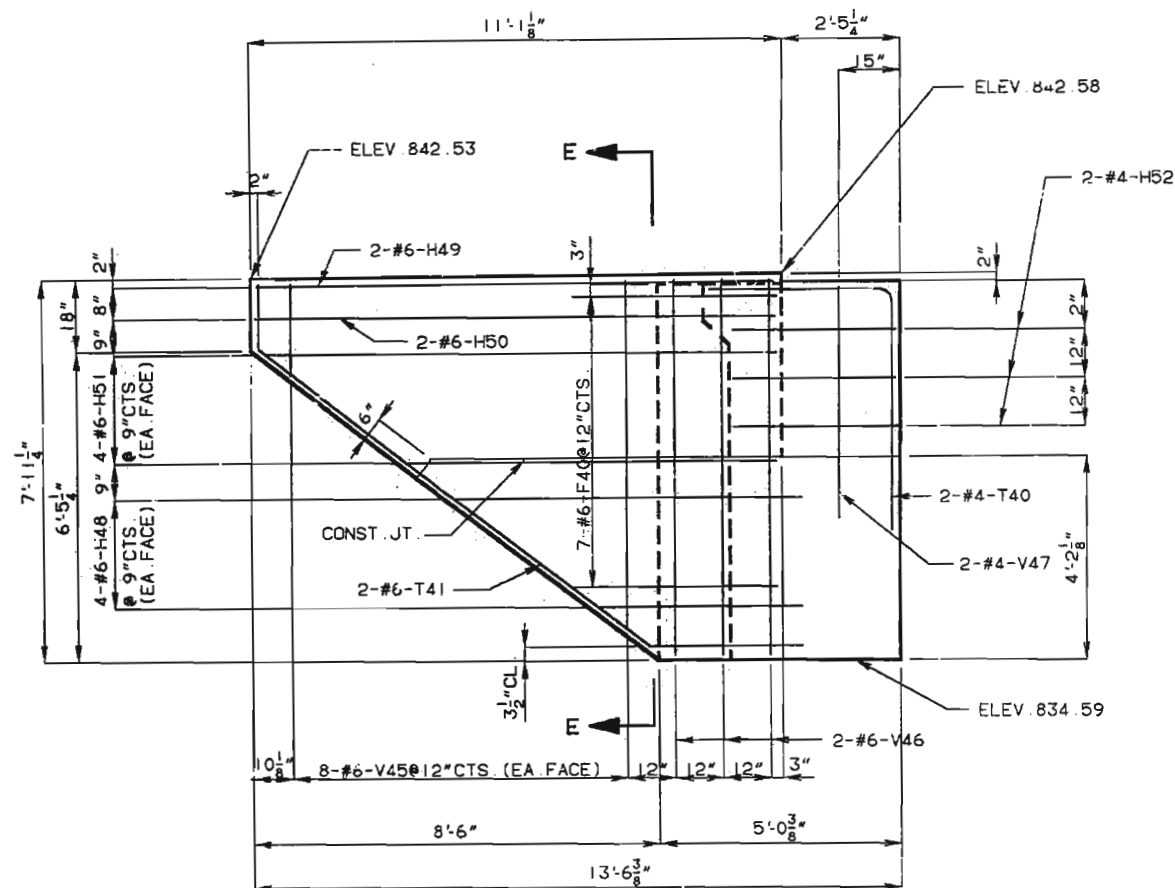


ELEVATION D-D

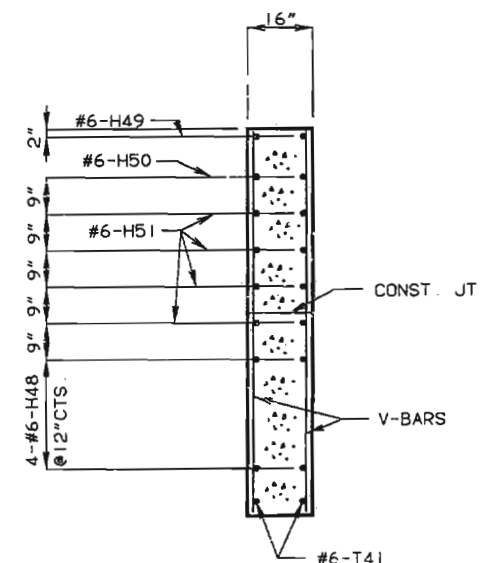
NOTE: FOR LOCATION OF SECTION A-A, ELEVATION C-C & ELEVATION D-D, SEE SHEET NO. 7.  
FOR LOCATION AND SPACING OF #5-R BARS IN WING, SEE SHEET NO. 18.



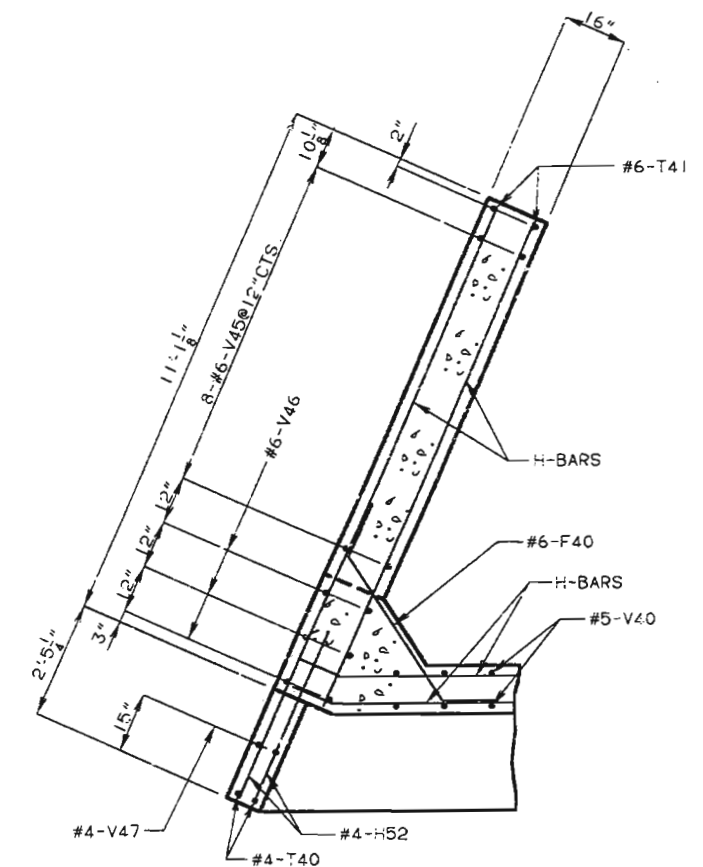
SECTION A-A



ELEVATION C-C



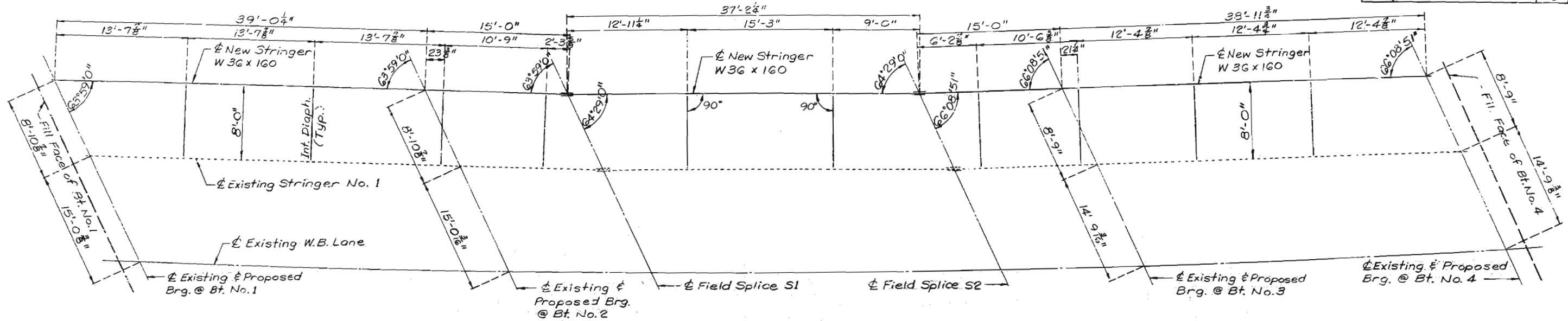
SECTION E-E



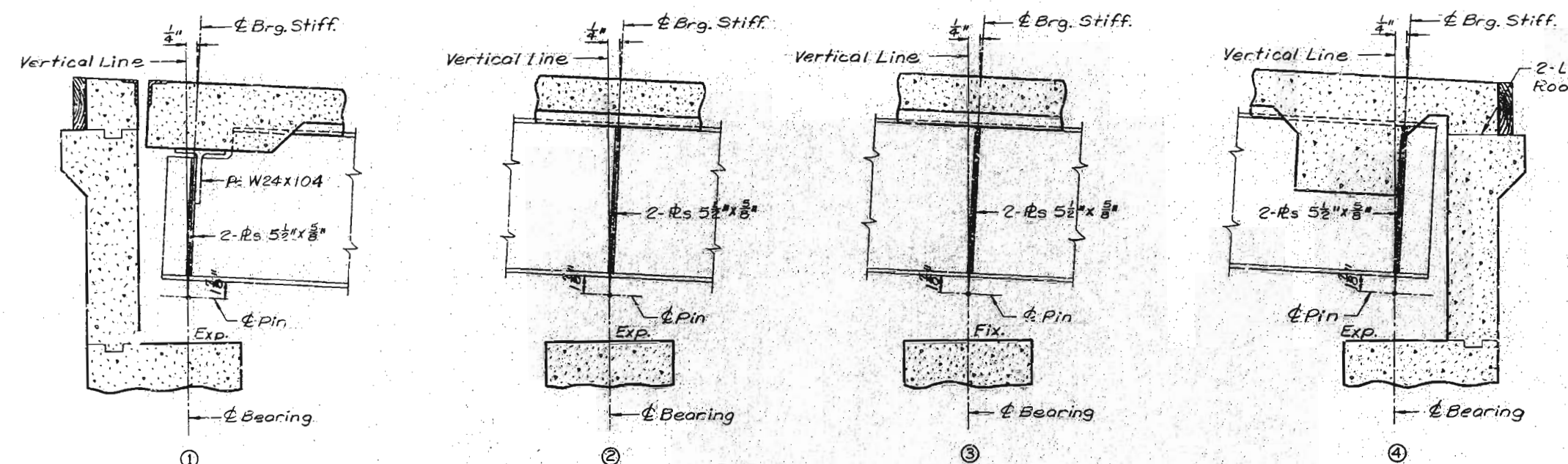
SECTION THRU WING

DETAILS OF END BENT NO. 4

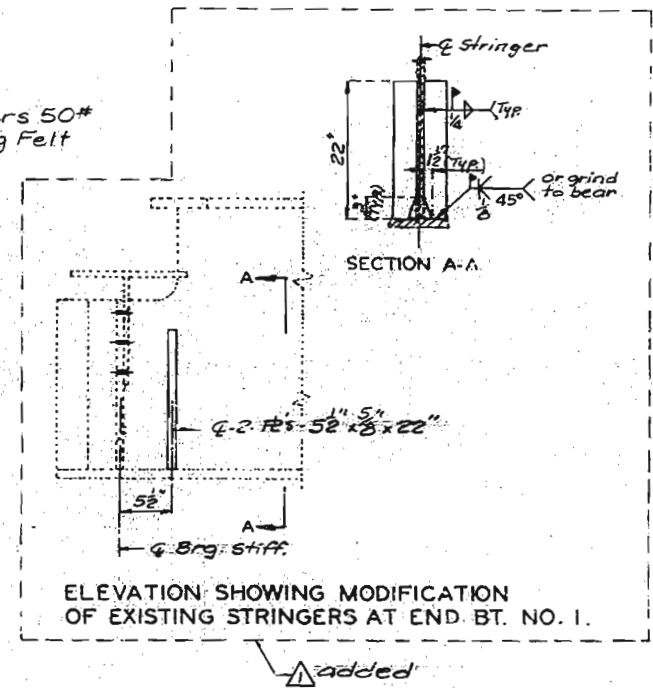
1779 339



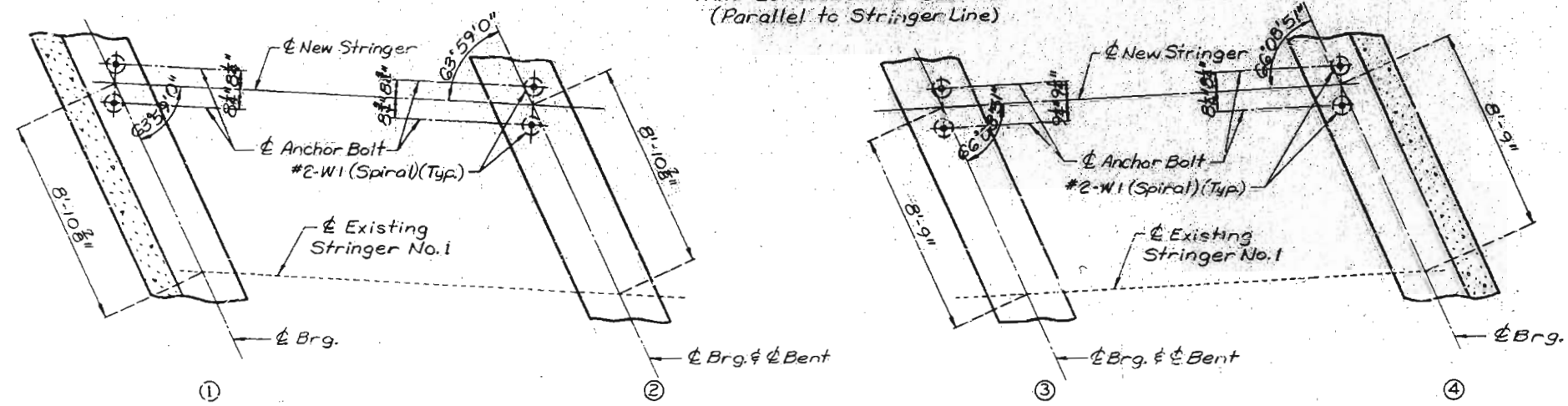
PLAN OF STEEL



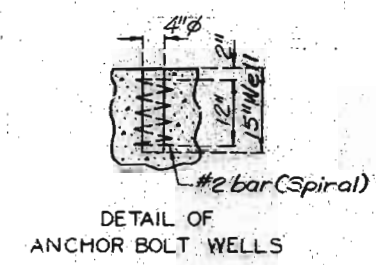
PART LONGITUDINAL SECTION  
(Parallel to Stringer Line)



ELEVATION SHOWING MODIFICATION  
OF EXISTING STRINGERS AT END Bt. NO. 1.



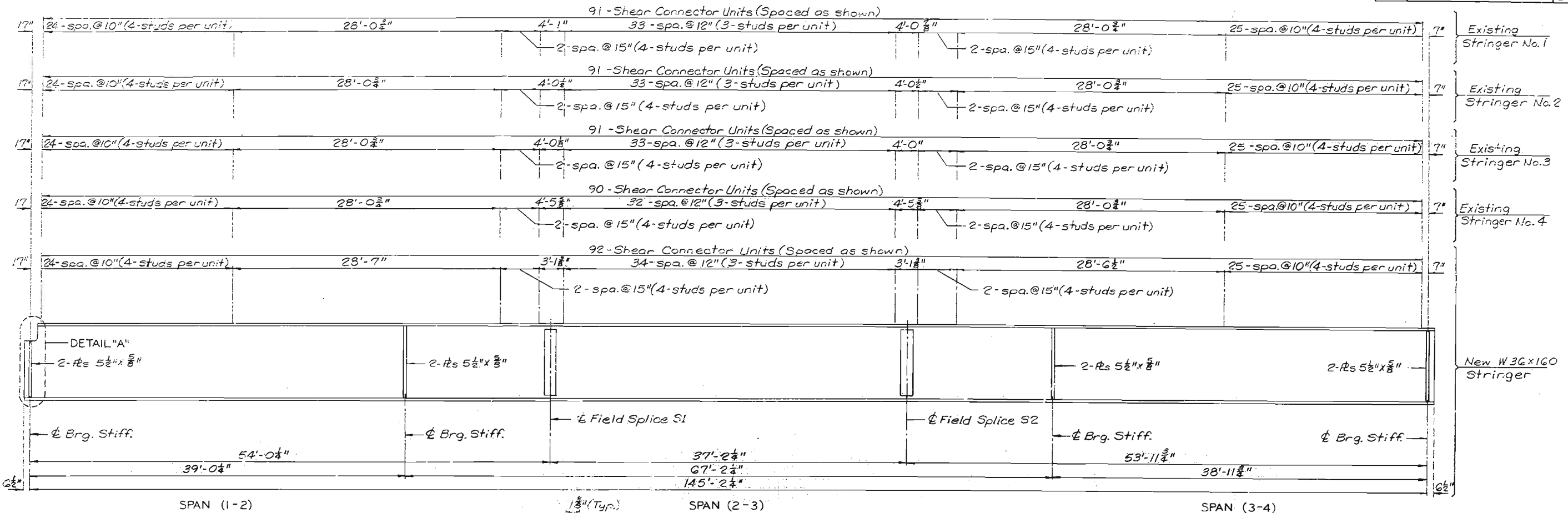
ANCHOR BOLT PLAN



DETAIL OF  
ANCHOR BOLT WELLS

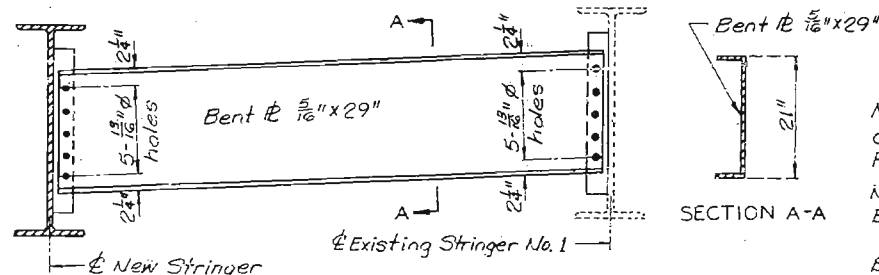
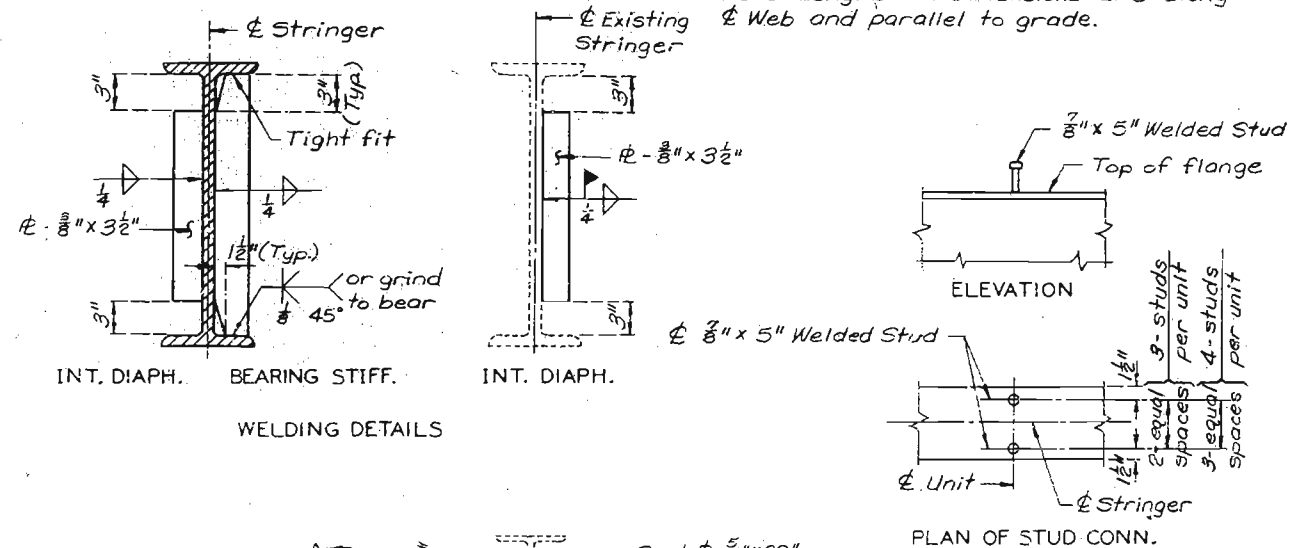
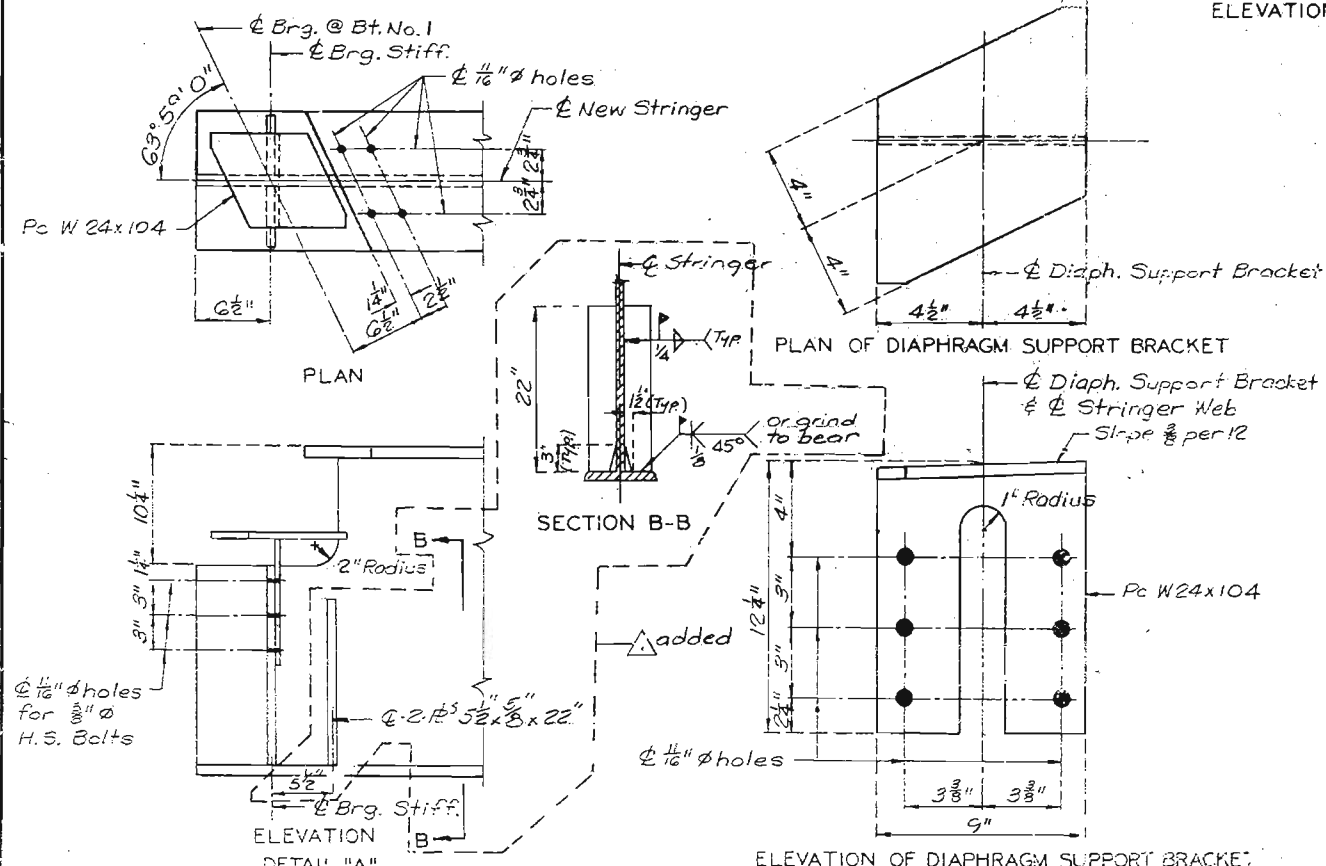
Note: All dimensions are horizontal.  
Longitudinal dimensions are  
along  $\phi$  of Stringers.  
Fabricated structural steel shall  
be A36.  
Notch toughness required for  
all WF Beams.

188 340



ELEVATION OF STRINGER

Note: Longitudinal dimensions are along  $\phi$  Web and parallel to grade.



DETAILS OF SHEAR CONNECTORS

Note: Weight of 1,017 lbs. of shear connectors is included in weight of Fabricated Structural Carbon Steel.  
 Note: For existing Ext. Gdrs. @ Bt. No. 1, use a 3/8"  $\phi$  H.S. Bolt to plug 1 1/2"  $\phi$  holes.  
 For existing Int. Gdrs. @ Bt. No. 1, use a 1 1/4"  $\phi$  H.S. Bolt to plug 1 1/2"  $\phi$  holes.  
 Weight of H.S. Bolts, washers and nuts to be included in weight of Fabricated Structural Carbon Steel.

DETAILED Sep. 1988  
 CHECKED Oct. 1988

Note: This drawing is not to scale. Follow dimensions. Revised 10-18-89

Sheet No. 10 of 20

CLAY COUNTY

L-641RI

**NOTES: TYPE "D" BEARINGS**

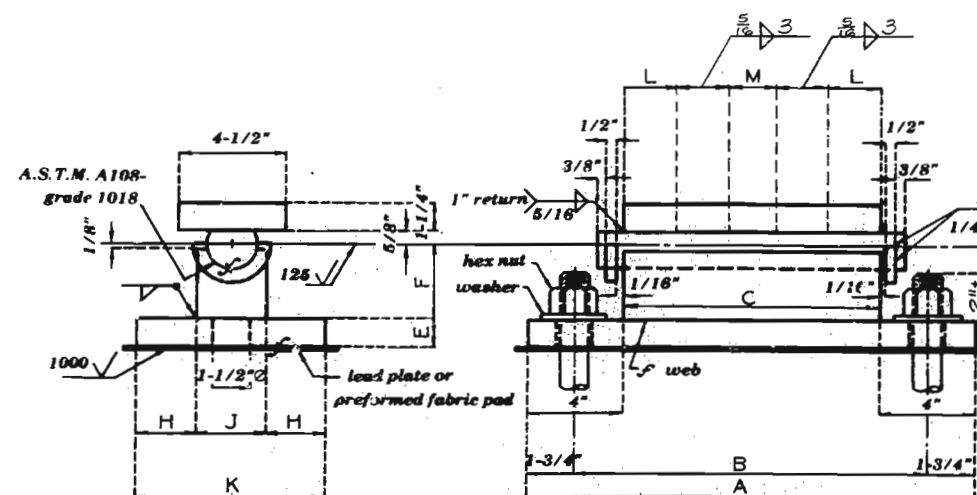
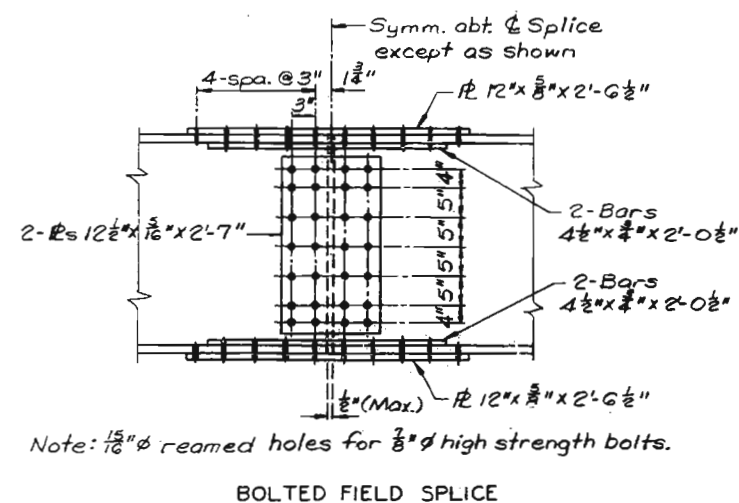
ANCHOR BOLTS FOR TYPE "D" BEARINGS SHALL BE 1/2" A588 STEEL SWEDGED BOLTS AND SHALL EXTEND 15" INTO THE CONCRETE, WITH A194 - 2, 2H OR A563 - C, C3, D, DM, DM3 HEAVY HEXAGON NUTS. ACTUAL MANUFACTURER'S CERTIFIED MILL TEST REPORTS (CHEMICAL AND MECHANICAL (INCLUDING PROOF LOADS) SHALL BE PROVIDED. USE F436 HARDENED WASHERS FOR THE FIXED BEARINGS AND NO HEAVY HEXAGON NUTS OR HARDENED WASHERS FOR THE EXPANSION BEARINGS. (SWEDGING SHALL BE 1" LESS THAN EXTENSION INTO THE CONCRETE.)

ANCHOR BOLTS, HARDENED WASHERS AND HEAVY HEXAGON NUTS SHALL BE PAINTED WITH 2 COATS (5 MILS MINIMUM) OF INORGANIC ZINC. WELDS ARE TO BE TOUCHED UP AFTER ASSEMBLY.

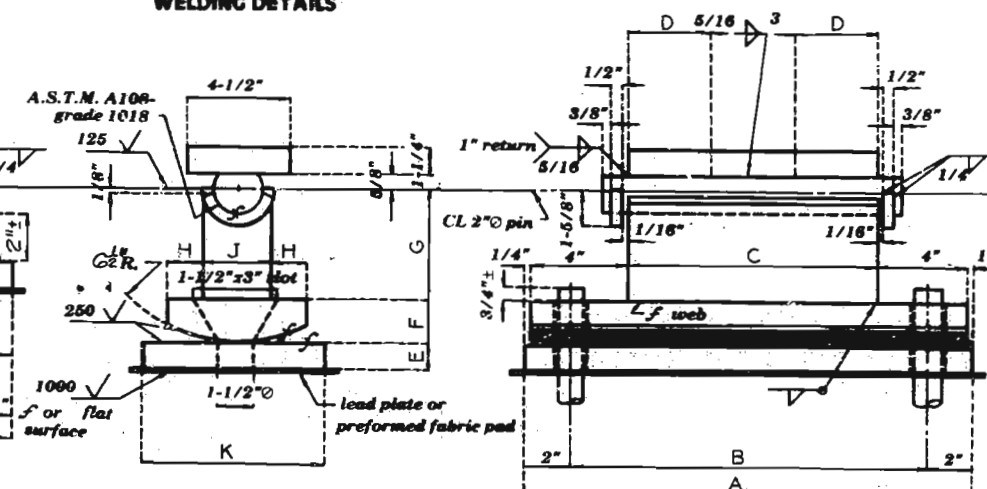
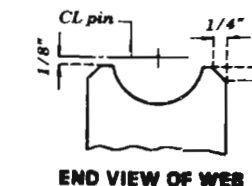
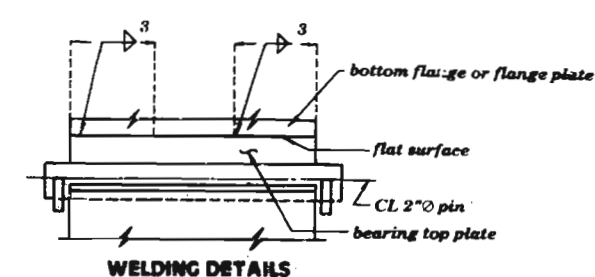
WEIGHT OF THE ANCHORS BOLTS, HARDENED WASHERS AND HEAVY HEXAGON NUTS FOR BEARINGS SHALL BE INCLUDED IN THE WEIGHT OF THE FABRICATED STRUCTURAL STEEL.

 INDICATES MACHINE FINISH SURFACE

SHOP DRAWINGS ARE NOT REQUIRED FOR LEAD PLATES AND/OR PREFORMED FABRIC PADS

**FIXED**

~~RECORDED~~: 1 @ B4, No. 3



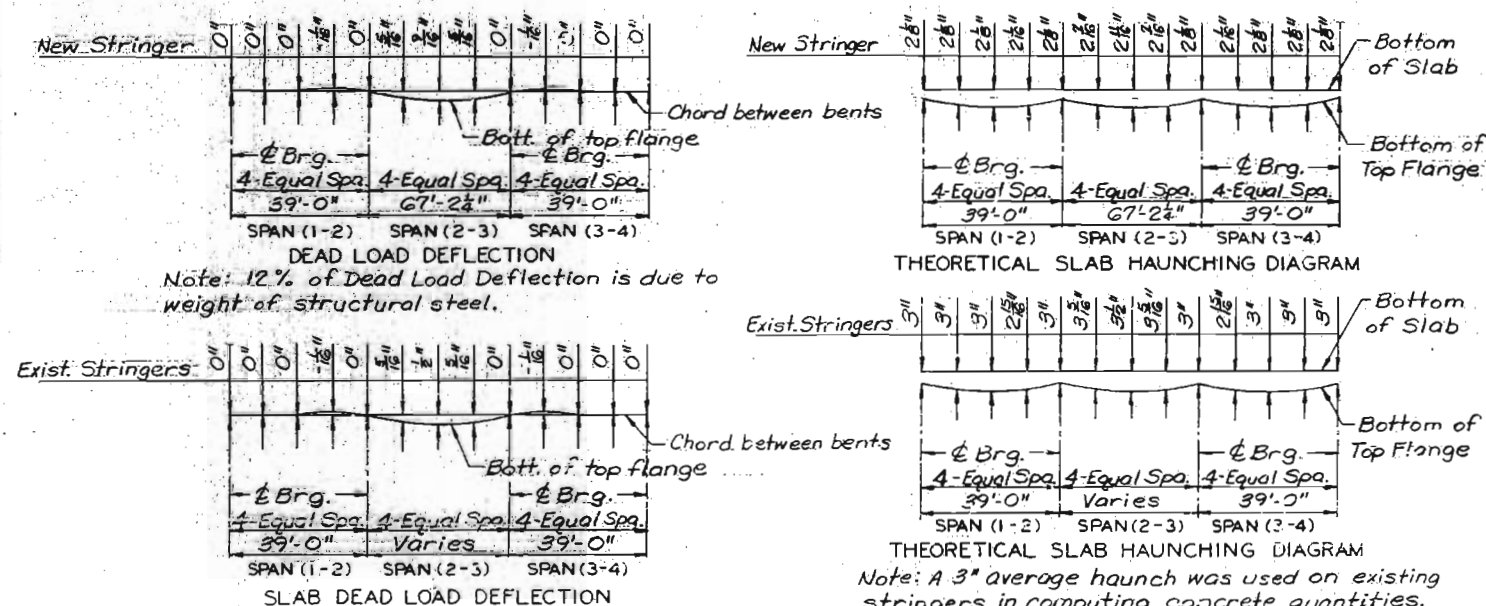
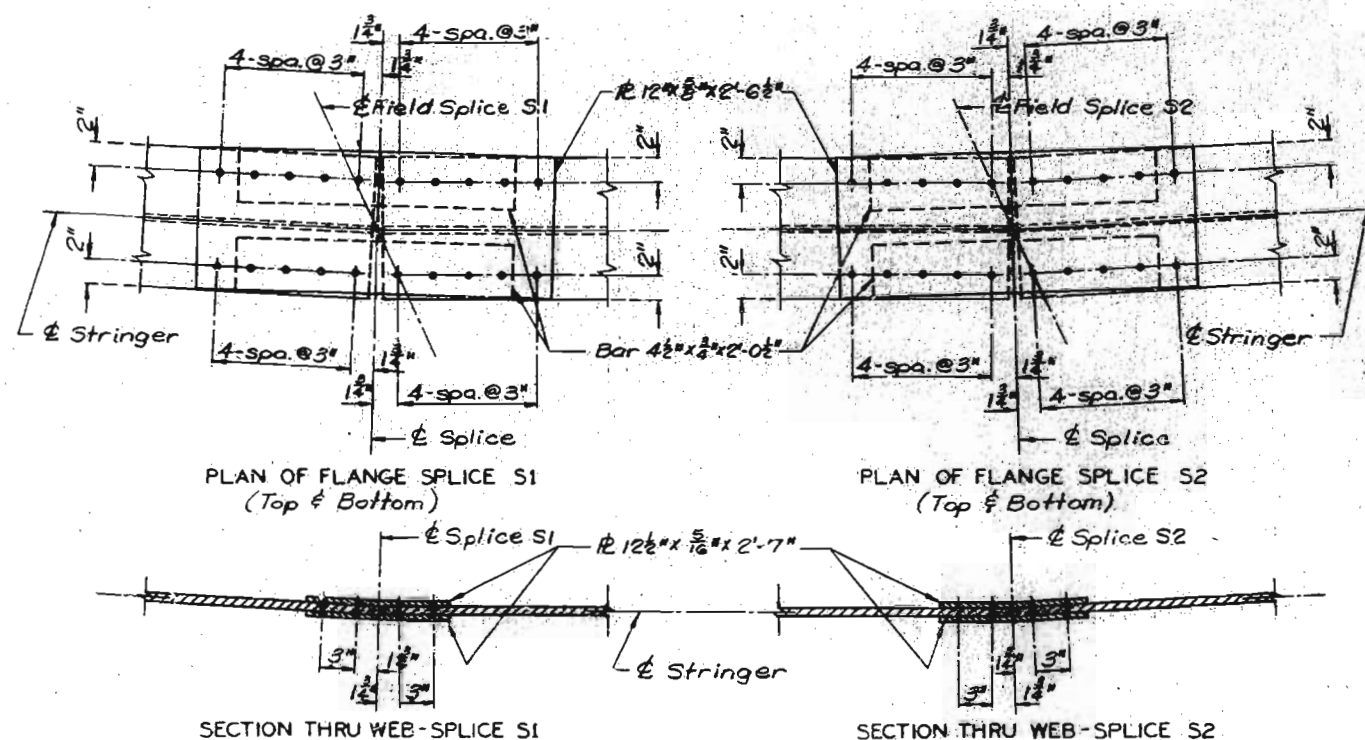
## EXPANSION

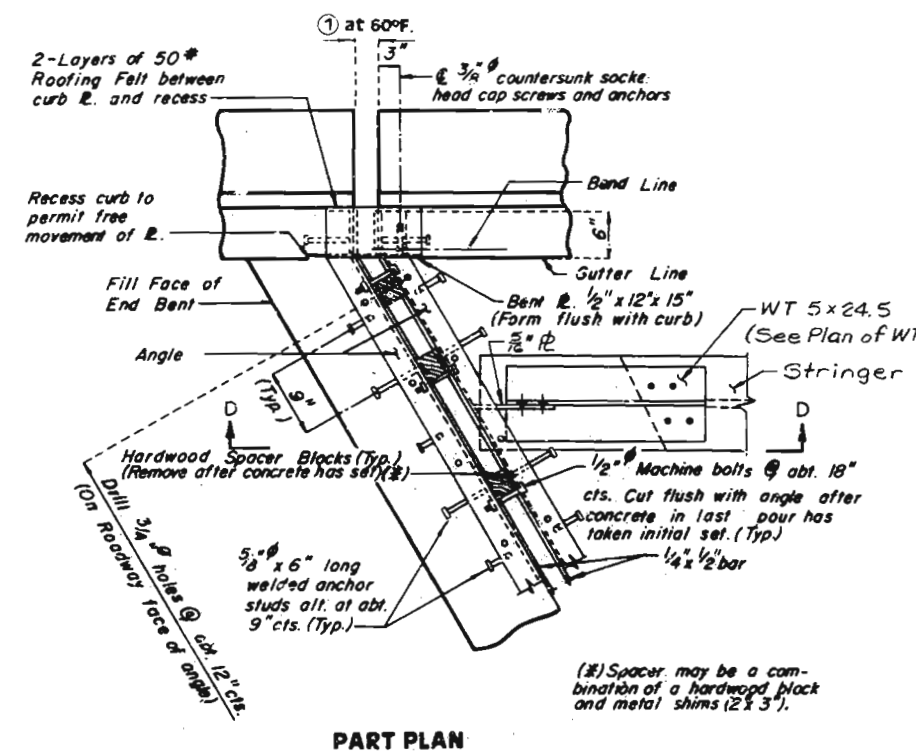
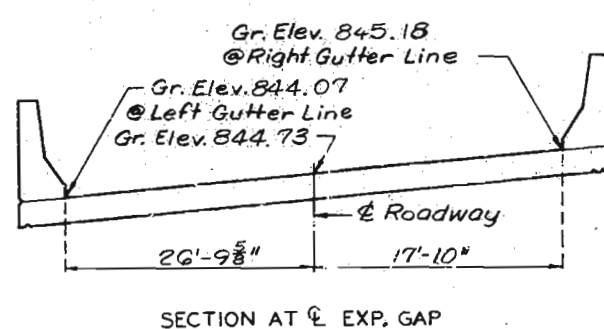
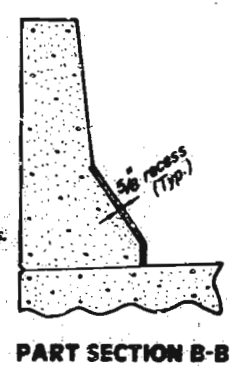
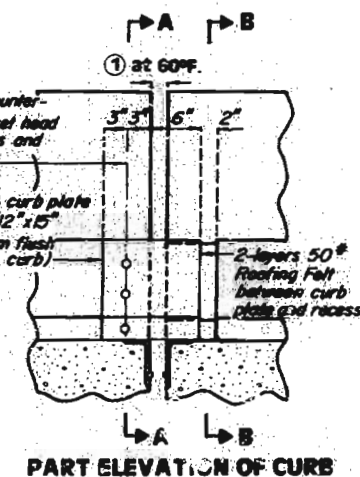
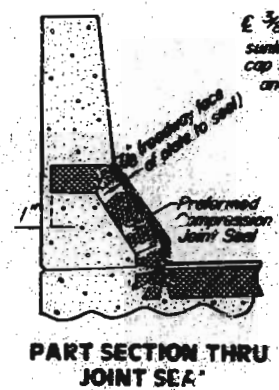
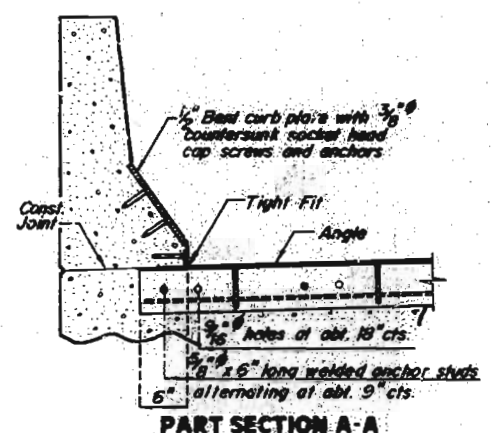
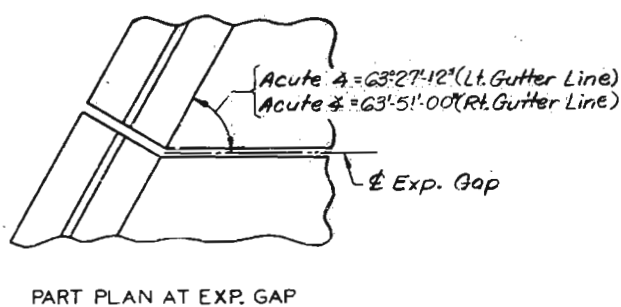
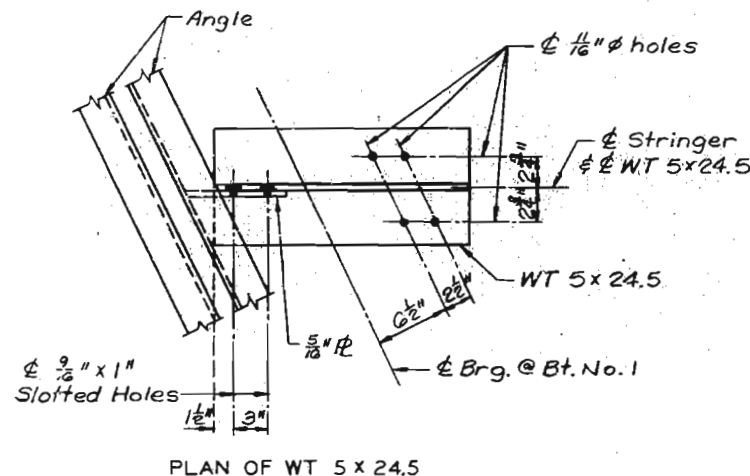
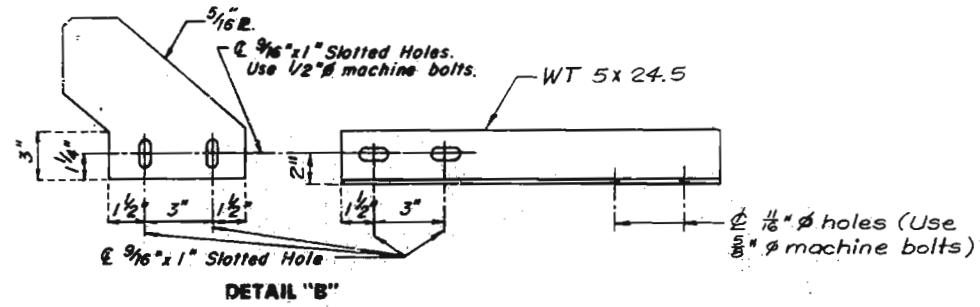
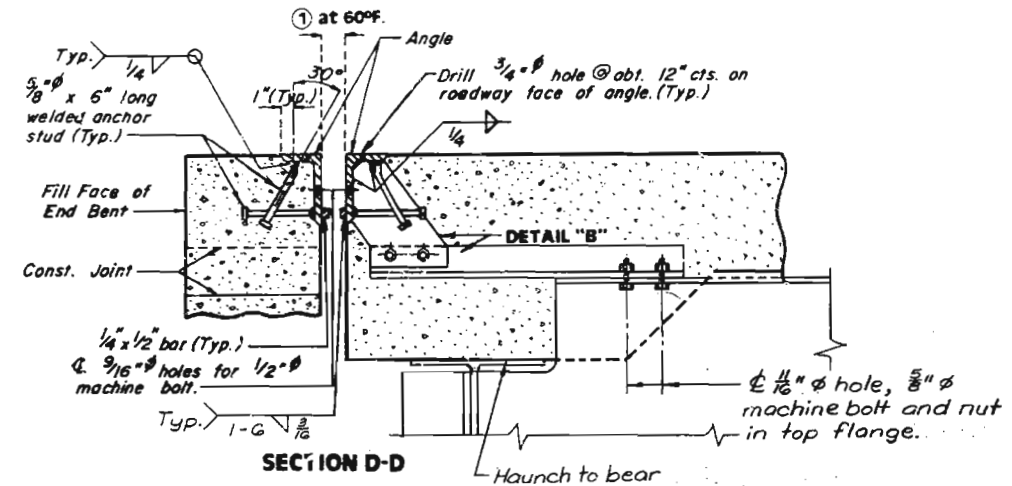
REQUIRED: 1 @ Bt. No. 1  
1 @ Bt. No. 2  
1 @ Bt. No. 4

## TYPE "D" BEARINGS

(ESTIMATED WEIGHT-8.84#)

BENT NO.	A	B	C	D	E	F	G	H	J	K	L	M
1 & 4	20 $\frac{1}{2}$ "	10 $\frac{1}{2}$ "	12"	4 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	1 $\frac{3}{4}$ "	4 $\frac{3}{4}$ "	1 $\frac{1}{2}$ "	3"	8"	—	—
2	21 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "	13"	5"	2"	2"	4 $\frac{1}{2}$ "	1 $\frac{1}{2}$ "	3"	11"	—	—
3	22"	18 $\frac{1}{2}$ "	14"	—	1 $\frac{1}{2}$ "	3 $\frac{3}{4}$ "	—	3"	3"	9"	3"	2"





**GENERAL NOTES:**

STRUCTURAL STEEL FOR EXPANSION DEVICE SHALL BE FABRICATED IN ONE SECTION, EXCEPT THAT WHEN THE LENGTH IS OVER 50' OR STAGE CONSTRUCTION IS REQUIRED, SPlicing IS PERMISSIBLE.

THE EXPANSION DEVICE SHALL BE BENT TO CONFORM TO CROWN AND GRADE OF ROADWAY.

STRUCTURAL STEEL FOR THE ARMORED JOINT SHALL BE GRADE A36.

ANCHORS FOR COMPRESSION SEAL ARMOR SHALL BE APPROVED STUD WELDED ANCHORS (C1010 THRU C1020).

PLAN DIMENSIONS ARE BASED ON INSTALLATION AT 60° F.

DIMENSIONS ① SHALL BE INCREASED 1/16" FOR EACH 10° FALL IN TEMPERATURE AND DECREASED 1/16" FOR EACH 10° RISE IN TEMPERATURE AT INSTALLATION.

SEE SPECIAL PROVISIONS FOR THE REQUIREMENTS OF COMPRESSION JOINT SEAL.

FURNISHING, PAINTING AND INSTALLING THE STRUCTURAL STEEL ARMORED JOINT AND CURB PLATES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PREFORMED EXPANSION JOINT SEAL.

NEOPRENE EXTRUSIONS SHALL MEET A.S.T.M. D3542-83.

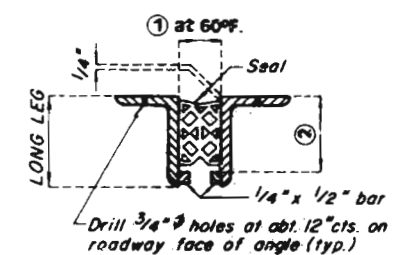


TABLE OF TRANSVERSE BRIDGE SEAL DIMENSIONS			
SEAL (WIDTH)	①	②	REQUIRED MOVEMENT RANGE
2.5"	1-5/8"	SEAL DEPTH + 3/4"	.9"
3.0"	1-7/8"	SEAL DEPTH + 3/4"	1.0"
3.5"	2-1/4"	SEAL DEPTH + 3/4"	1.3"
4.0"	2-5/8"	SEAL DEPTH + 3/4"	1.6"
4.5"	2-3/4"	SEAL DEPTH + 3/4"	1.9"
5.0"	2-7/8"	SEAL DEPTH + 5/4"	2.0"

NOTE: DEPTH OF SEAL SHALL NOT BE LESS THAN WIDTH OF SEAL

**SIZE OF ARMOR ANGLE:**

VERTICAL LEG OF ANGLE SHALL BE A MINIMUM OF DEPTH OF SEAL + 1-1/2".

HORIZONTAL LEG OF ANGLE SHALL BE A MINIMUM OF 3". MINIMUM THICKNESS OF ANGLE SHALL BE 1/2".

IF A SEAL SIZE LARGER THAN THAT INDICATED ON THE PLANS IS USED, THE MOVEMENT RANGE, THE OPENING AT 60° AND ALL DIMENSIONS FOR THE ARMOR ANGLES SHALL BE SHOWN ON THE SHOP DRAWINGS.

# DETAILS OF PREFORMED COMPRESSION JOINT SEAL AT BENT NO. 1

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

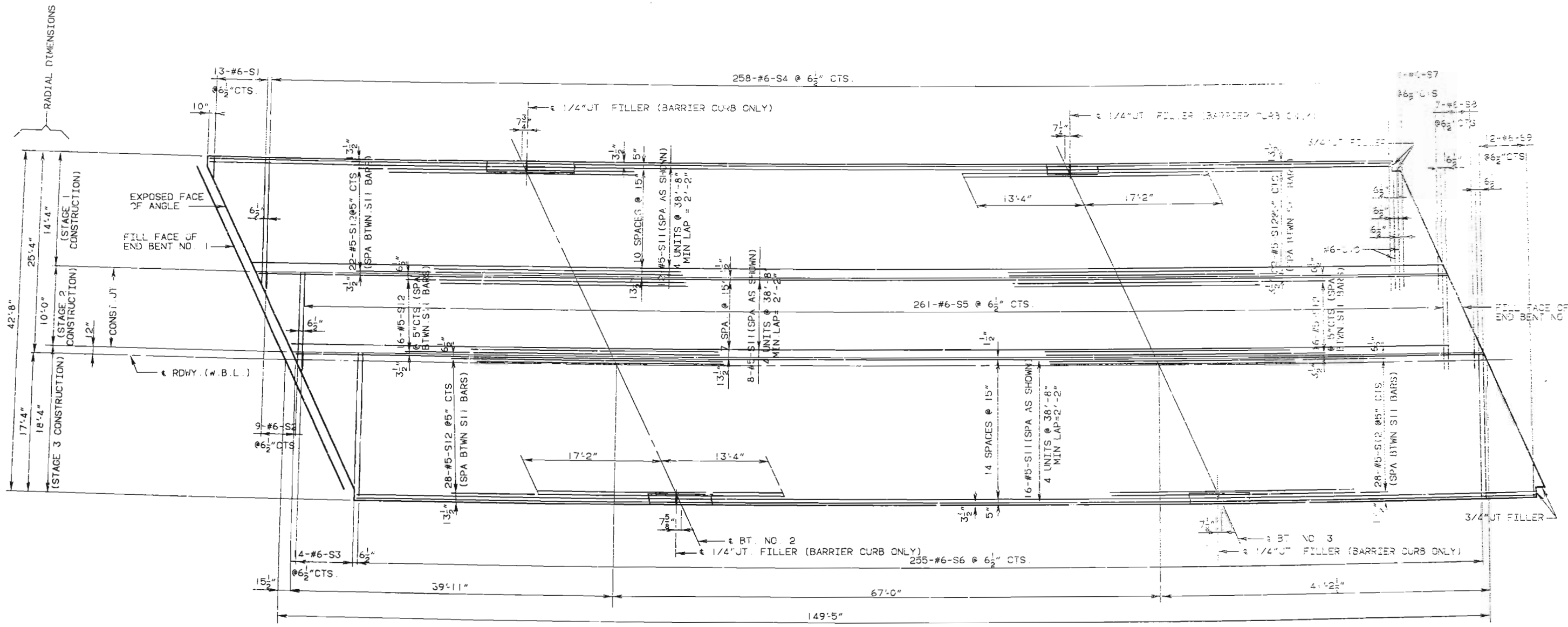
Sheet No. 12 of 20.

CLAY COUNTY

L-641RI

STD. PCS(SK) REVISED MAY 1987 OCT. 1973

DETAILED Nov. 1988 CHECKED Nov. 1988



SPAN (1-2)

SPAN (2-3)

SPAN (3-4)

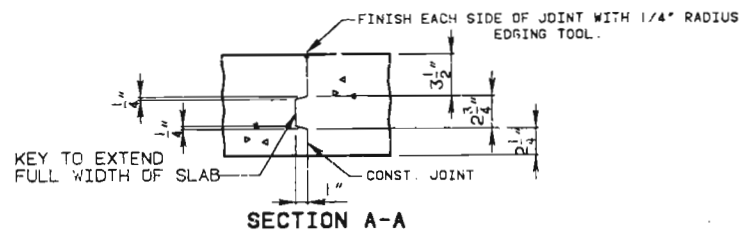
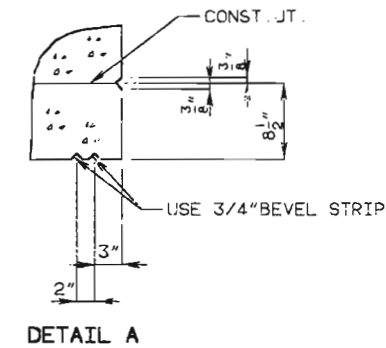
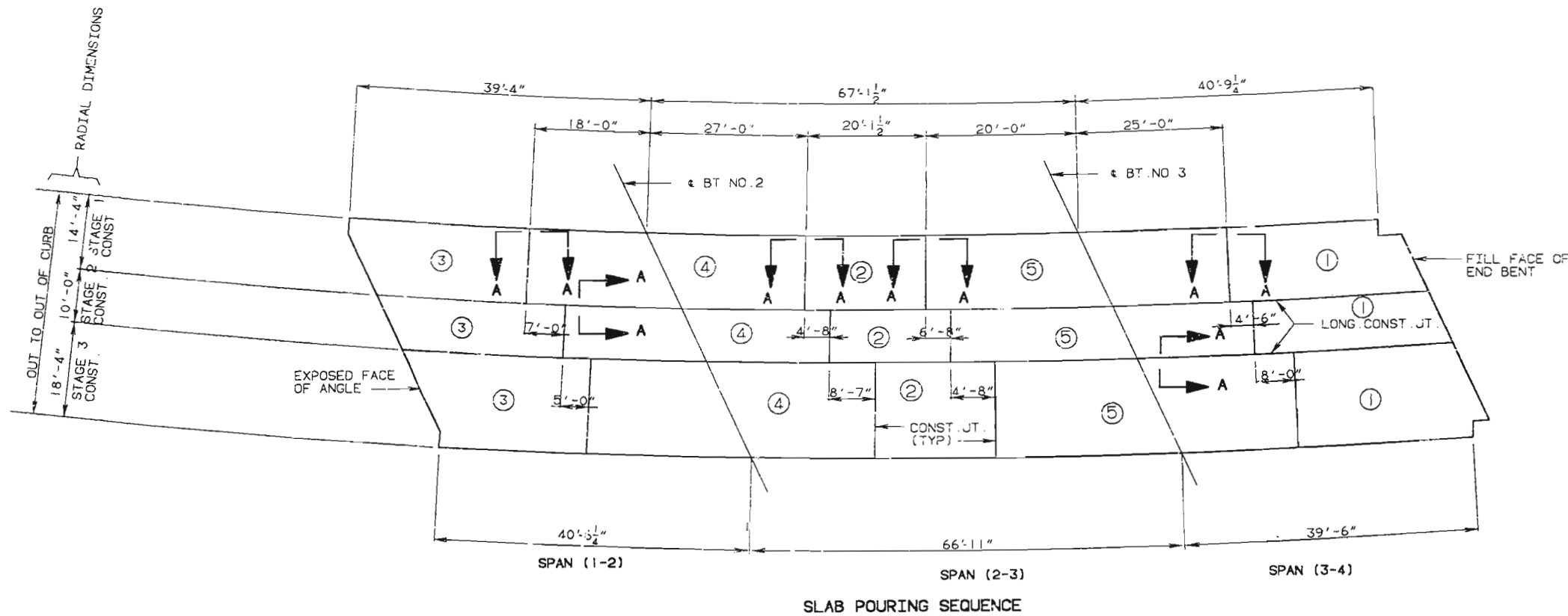
PLAN OF SLAB SHOWING TOP REINFORCING

NOTE: LONGITUDINAL DIMENSIONS SHOWN ARE HORIZONTAL DIMENSIONS  
 ALONG  $\epsilon$  ROADWAY  
 LONGITUDINAL REINFORCEMENT TO BE PLACED PARALLEL TO  $\epsilon$  ROADWAY  
 TRANSVERSE REINFORCEMENT TO BE PLACED RADIALY AND SPACED  
 ALONG INSIDE EDGE OF SLAB  
 SLAB LENGTHS SHOWN ARE BASED ON EXPANSION GAP AS NOTED ON  
 SHEET NO 12. ADJUST SLAB LENGTH FOR ANY CHANGES IN EXPANSION  
 GAP AS NOTED ON SHEET NO 12.  
 LONGITUDINAL REINFORCING STEEL SHALL BE PLACED SO THAT ENDS SHALL  
 NOT BE MORE THAN 1' FROM VERTICAL LEG OF ANGLE AT EXPANSION DEVICE  
 FOR DETAILS AND REINFORCEMENT OF SAFETY BARRIER CURB NOT SHOWN,  
 SEE SHEET NO 18

BOTTOM OF SLAB ELEVATIONS AT QUARTER POINTS													
	$\epsilon$ BRG. BT. #1	.25	50	.75	$\epsilon$ BRG. BT. #2	.25	50	.75	$\epsilon$ BRG. BT. #3	.25	50	.75	$\epsilon$ BRG. BT. #4
NEW STR	843.43	843.38	843.33	843.28	843.23	843.15	843.06	842.98	842.90	842.85	842.80	842.75	842.70
1	843.65	843.60	843.55	843.50	843.45	843.37	843.29	843.20	843.19	843.07	843.02	842.97	842.92
2	843.90	843.85	843.80	843.75	843.70	843.62	843.53	843.45	843.37	843.32	843.27	843.22	843.17
3	844.14	844.10	844.05	844.00	843.95	843.87	843.78	843.70	843.62	843.57	843.52	843.47	843.42
4	844.39	844.34	844.30	844.25	844.20	844.12	844.03	843.95	843.87	843.82	843.77	843.72	843.67

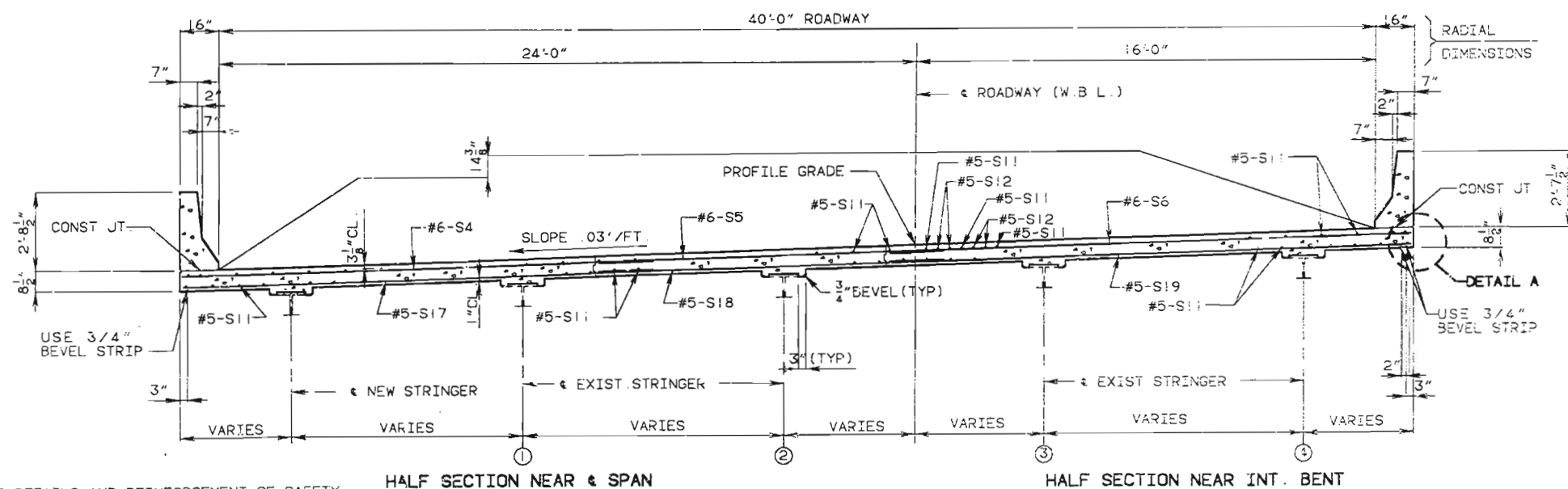
NOTE: BOTTOM OF SLAB ELEVATIONS DO NOT INCLUDE ALLOWANCE  
 FOR DEAD LOAD DEFLECTION



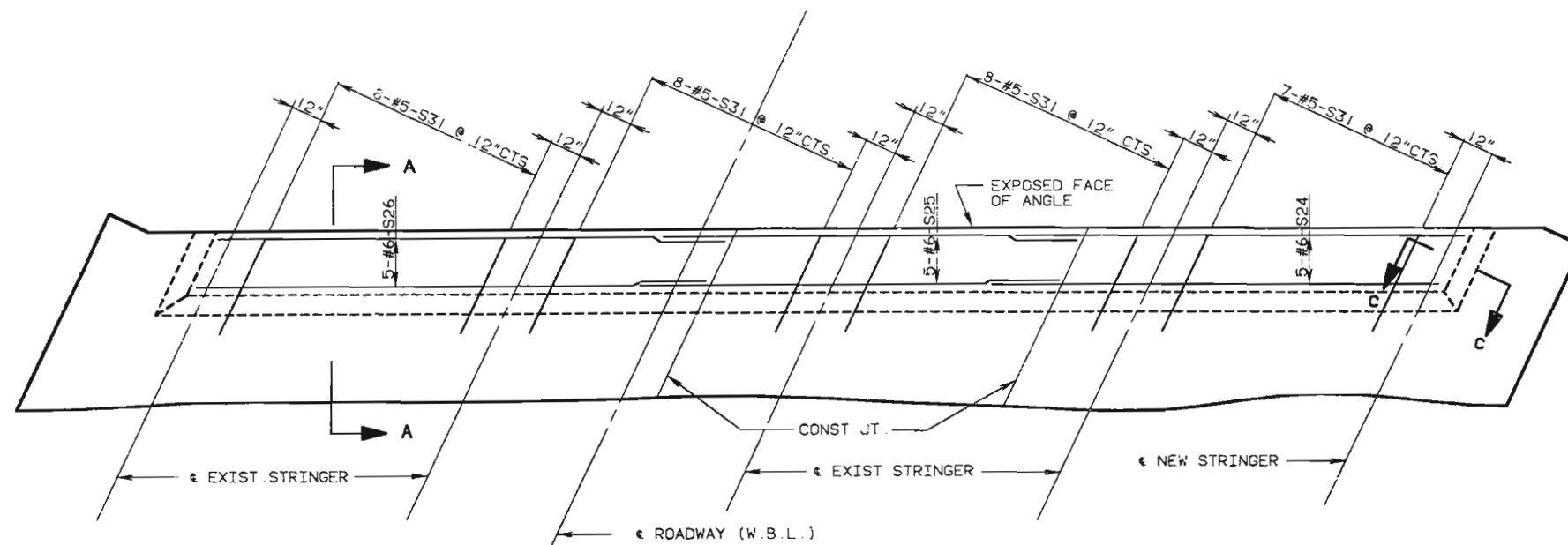


	SEQUENCE OF POURS					MINIMUM RATE OF POUR (CUBIC YARDS PER HOUR)	
	DIRECTION					WITH RETARDER	NO RETARDER
BASIC SEQUENCE	1	2	3	4	5	25	25
EITHER DIRECTION							
ALTERNATE POURS TO THE BASIC SKIP SEQUENCE ARE SUBJECT TO THE APPROVAL OF THE ENGINEER IN ACCORDANCE WITH SECTION 703.3.12.4 OF MISSOURI STANDARD SPECIFICATIONS							
ALTERNATE "A" POURS	1	5 + 2	4 + 3			25	25
	END TO 5		1 TO 4	2 TO END			
ALTERNATE "B" POURS	1 + 5 + 2	4 + 3				25	25
	END TO 4		2 TO END				
ALTERNATE "C" POURS	1 + 5 + 2 + 4 + 3					25	25
	END TO END						

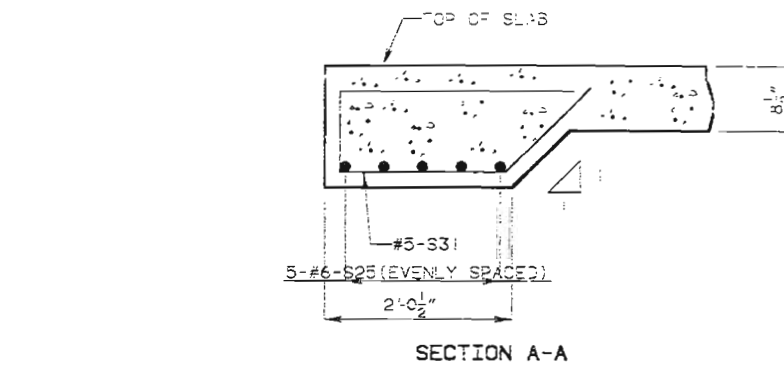
THE CONTRACTOR SHALL POUR AND SATISFACTORILY FINISH THE SLAB POURS AT THE RATE GIVEN ABOVE. RETARDER, IF USED, SHALL BE AN APPROVED TYPE AND RETARD THE SET OF CONCRETE TO 2.5 HOURS.



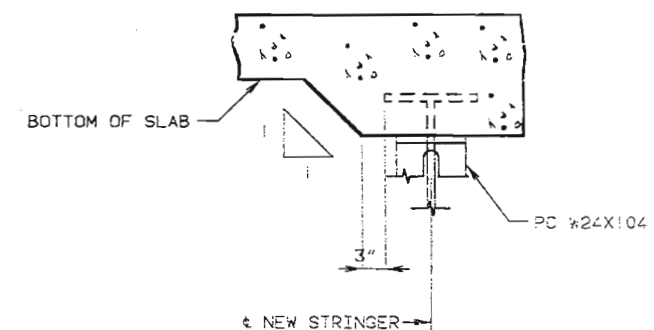
NOTE: FOR DETAILS AND REINFORCEMENT OF SAFETY BARRIER CURB NOT SHOWN, SEE SHEET NO. 19.



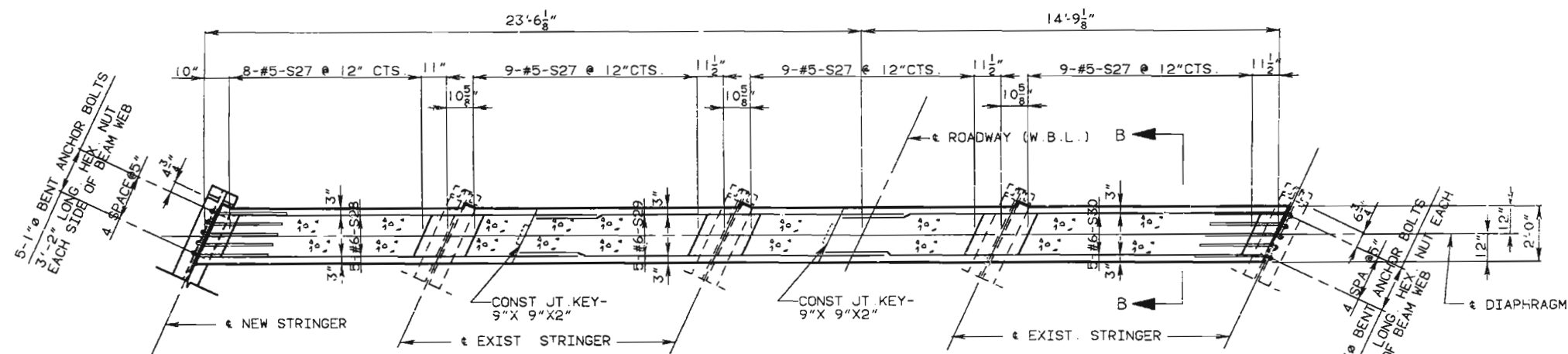
PLAN OF SLAB NEAR END BENT NO. 1



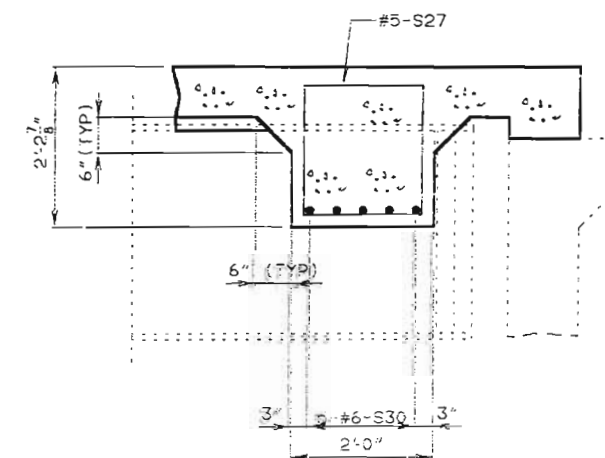
SECTION A-A



SECTION C-C



HORIZONTAL SECTION THRU END DIAPHRAGM AT END BENT NO. 4

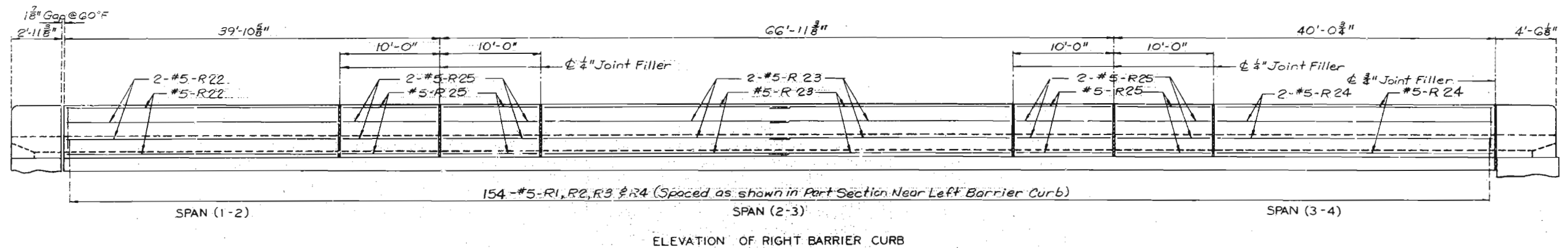
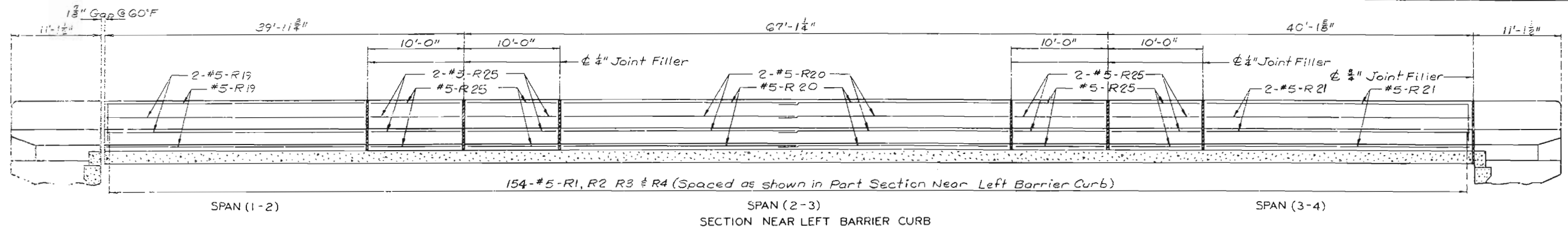


SECTION B-B

NOTE: 1"Ø ANCHOR BOLTS ARE TO BE SHOP BENT.  
#6-S28, S29 AND S30 BARS TO BE PLACED  
THRU 1 1/2"Ø HOLES IN EXIST. STRINGERS

COST OF FURNISHING AND INSTALLING 1"Ø ANCHOR  
BOLTS SHALL BE INCLUDED IN FABRICATED STRUCTURAL STEEL.  
NO DIRECT PAYMENT WILL BE MADE FOR FIELD DRILLING.

107 347



Note: Use a minimum lap of 17" for #5 horizontal barrier bars.

Longitudinal dimensions shown are horizontal arc dimensions along outside face of barrier curb.

188 348



# COMPLETE BILL OF REINFORCING STEEL

# COMPLETE BILL OF REINFORCING STEEL

NO. REQD.	MARK NO.	LOCATION	EPOXY	SHAPE NO.	(S)	SUBSTR.	(X)	VARIES	NO. EACH	DIMENSIONS												NOMINAL LENGTH	ACTUAL LENGTH	WEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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NO. REQ.	MARK NO.	LOCATION	EPOXY	SHAPE NO.	STIRRUP	SUBSTR.	VARIES	NO. EACH	DIMENSIONS																NOMINAL LENGTH	ACTUAL LENGTH	WEIGHT
									B		C		D		E		F		H		K						
									FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.
9	8V20	COLUMN		20	X				16	11.000									16	11	16	11	407				
2	2W1	A. B. WELL		22	X				12.000	9.125									19	9	19	9	7				
		INT BENT NO. 3																									
2	8D36	FOOTING & COL		20	X				6	8.000									6	8	6	8	160				
8	6D31	FOOTING		10	S	X			3	2.000	16.000								7	8	7	4	60				
14	6H30	BEAM		18	X				8	8.000									9	7	9	7	210				
2	6H31	BEAM		20	X				8	3.000									8	3	8	3	25				
9	5U30	BEAM		13	S	X			2	9.000	2	8.750	2	9.000	2	8.750			11	11	11	7	129				
3	4U31	BEAM		10	S	X			6.000	2	9.000								3	9	3	7	7				
13	4P30	COLUMN		16	X				2	3.000									7	11	7	11	69				
9	8V30	COLUMN		20	X				15	8.000									15	8	15	8	376				
2	2W1	A. B. WELL		22	X				12.000	9.125									19	9	19	9	7				
		END BENT NO 4																									
7	6F40	WING HAUNCH		15	S	X			14.000	3	8.500	14.000	11.750	7.625	11.750	7.625			6	1	5	11	62				
8	7H40	BEAM		18	X				9	11.000									11	7	11	7	189				
4	6H41	BEAM		20	X				9	11.000									9	11	9	11	60				
2	6H42	BACKWALL	E	20	X				14	3.000									14	3	14	3	43				
4	4H43	BACKWALL		20	X				14	3.000									14	3	14	3	32				
2	6H44	BACKWALL	E	20	X				3	3.000									3	3	3	3	10				
4	4H45	BACKWALL		20	X				3	3.000									3	3	3	3	9				
1	4H46	APP HAUNCH		20	X				11	11.000									11	11	11	11	8				
1	4H47	APP HAUNCH		20	X				2	5.000									2	5	2	5	2				
8	6H48	WING		20	X	V	2		7	3.000									7	3	7	3	49				
		INCR = 12.000 IN							4	3.000									4	3	4	3	13				
2	6H49	WING	E	20	X				10	10.000									10	10	10	10	33				
2	6H50	WING		20	X				10	10.000									10	10	10	10	33				
8	6H51	WING		20	X	V	2		7	8.000									7	8	7	8	83				
		INCR = 12.000 IN							10	8.000									10	8	10	8	13				
6	4H52	CURTAIN WALL		20	X				3	4.000									3	4	3	4	13				
10	5H53	WING		20	X				4	2.000									4	2	4	2	43				
2	6T40	CURTAIN WALL		19	S	X			5	0.000	3	18.000							8	10	8	9	12				
2	6T41	WING		25	S	X			16.000	18	2.790	3	2.125						6	2.125	8	1.875	44				
9	5U40	BEAM		13	S	X			2	9.000	3	10.125	2	9.000	3	10.125			14	1	13	10	130				
1	4U41	BEAM		10	S	X			6.000	2	9.000								3	9	3	7	2				
13	5S42	APP HAUNCH		13	S	X			15.000	4	8.000								8	6	8	4	72				
16	5V40	BACKWALL		20	X				4	9.000									4	9	4	9	79				
10	5V41	BACKWALL		20	X				3	7.000									3	4	3	4	35				
4	5V42	BACKWALL		20	X				3	3.000									3	3	3	3	14				
6	5V43	WING		20	X				7	3.000									7	3	7	3	45				
10	5V44	WING		20	X				4	10.000									4	10	4	10	50				
16	6V45	WING		20	X	V	2		22.000										22	22							
		INCR = 9.125 IN							7	2.000									7	2	7	2	10				
6	6V46	WING		20	X				7	9.000									7	9	7	9	10				
2	6V47	CURTAIN WALL		20	X				4	9.000									4	9	4	9	10				
2	2W1	A. B. WELL		22	X				12.000	9.125									19	9	19	9	7				

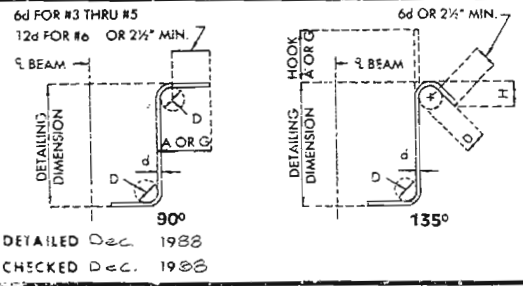
198 351

STD. 90.8  
REVISED  
MAY 1974  
JUNE 1986

### COMPLETE BILL OF REINFORCING STEEL

REQD.	MARK NO.	LOCATION	(E)	NO	S	K	V	CH	DIMENSIONS												NOMINAL LENGTH	ACTUAL LENGTH	WEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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N°	SIZE	MAR	ETC	SHA	STIR	SUB	VAR	NC	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.

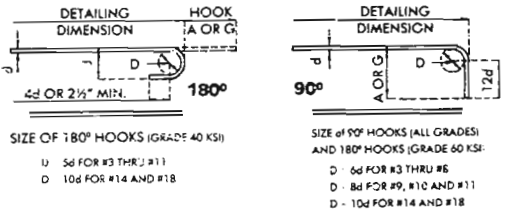
Note: Two (2) additional 513 #529 bars are included in bar bill for testing.



STIRRUP HOOK DIMENSIONS				
GRADES 40-50-60 KSI				
BAR SIZE	D (IN.)	90° HOOK A.O.R.G.	135° HOOK A.O.R.G.	APPROX. H.
#3	1 1/8"	4"	4"	2 1/4"
#4	2"	4 1/2"	4 1/2"	3"
#5	2 1/2"	6"	5 1/2"	3 1/2"
#6	4 1/4"	12"	7 1/2"	4 1/2"

NOTE: UNLESS OTHERWISE NOTED DIAMETER "D" IS THE SAME FOR ALL BENDS AND HOOKS ON A BAR.

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



END HOOK DIMENSIONS				
BAR SIZE	D (IN.)	180° HOOKS ALL GRADES		90° HOOKS ALL GRADES
		A O R G	J	A O R G
#3	2 1/4"	5"	3"	6"
#4	3"	6"	4"	3"
#5	3 3/4"	7"	5"	10"
#6	4 1/4"	8"	6"	12"
#7	5 1/4"	10"	7"	14"
#8	6"	11"	8"	16"
#9	9 1/4"	15"	11 1/2"	19"
#10	10 3/4"	17"	13 1/2"	22"
#11	12"	19"	14 1/2"	2' 0"
#14	18 1/4"	2' 3"	21 1/2"	2' 7"

Sheet No. 20 of 20

**NOTES:**

ALL STANDARD HOOKS AND BENDS OTHER THAN 180 DEG. TO BE BENT WITH SAME PROCEDURE AS FOR 90 DEG. STD. HOOKS.

HOOKS AND BENDS SHALL BE IN ACCORDANCE WITH THE PROCEDURES AS SHOWN ON THIS SHEET.

E - EPOXY COATED REINFORCEMENT.

S - STIRRUP.

X - BAR IS INCLUDED IN SUBSTRUCTURE QUANTITIES.

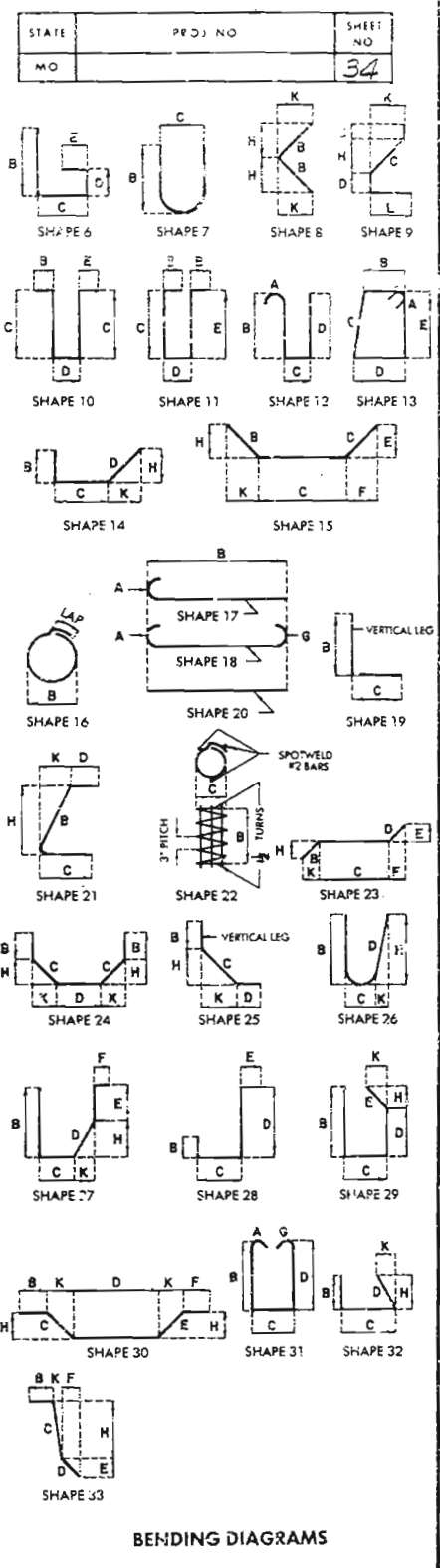
V - BAR DIMENSIONS VARY IN EQUAL INCREMENTS BETWEEN DIMENSIONS SHOWN ON THIS LINE AND THE FOLLOWING LINE.

NO. EA - NUMBER OF BARS OF EACH LENGTH.

NOMINAL LENGTHS - ARE BASED ON OUT TO OUT DIMENSIONS SHOWN IN BENDING DIAGRAMS AND ARE LISTED FOR FABRICATORS USE (NEAREST INCH).

ACTUAL LENGTHS - ARE MEASURED ALONG CENTERLINE BAR TO THE NEAREST INCH.

PAYWEIGHTS ARE BASED ON ACTUAL LENGTHS.

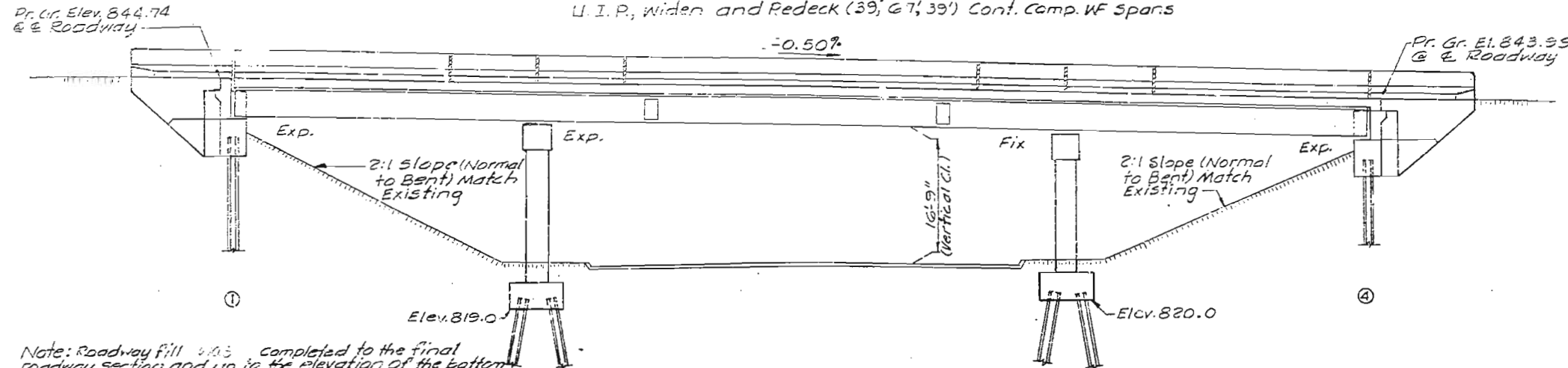


BENDING DIAGRAMS

# MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

U. I. P., Widen and Redeck (39' 67' 39') Cont. Comp. WF Spans

STATE	PROJ. NO.	SHEET NO.
MO.	IR-35-1 (233)	15
SEC./SUR.	G TWP. 50N RGE. 32 W	



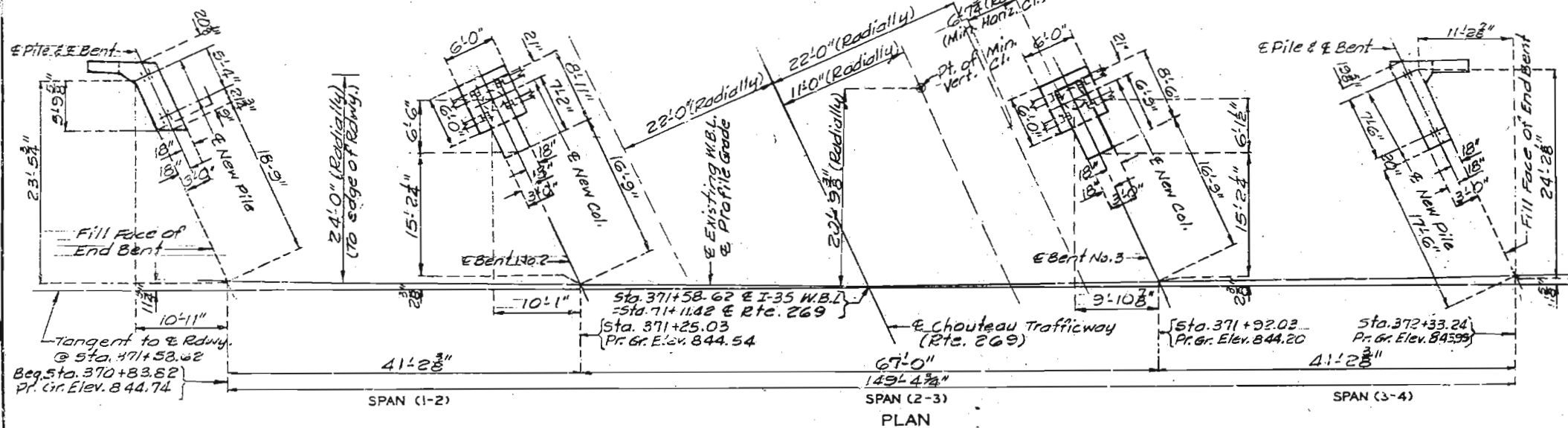
Note: Roadway fill was completed to the final roadway section and up to the elevation of the bottom of the concrete beam within the limits of the structure and not less than 25' in back of the fill face of the End Bents before piles were driven for any bents falling within the embankment section.

DEVELOPED ELEVATION

Note: All Bents are parallel.

Curve Data.  
Rte. 269 (Chouteau Trafficway)  
P.I. = 63+58.70  
Δ = 26° 14' 05" Lt.  
D = 2°  
T = 667.61'  
L = 1311.80'  
R = 2864.93 Chd. Def.  
S.E. = 0.03 1/4

Curve Data.  
Rte. 269 (Chouteau Trafficway)  
P.I. = 63+58.70  
Δ = 35° 40' Lt.  
D = 2°  
T = 921.68'  
L = 1783.35'  
R = 2864.93 (Chord)  
S.E. = 0.11 Ft.



Note: Elevation and Plan showing New Work Only.

PILE DATA					
BENT		1	2	3	4
BEARING PILE	PILE TYPE AND SIZE	HP10x42	HP10x42	HP10x42	HP10x42
	NUMBER	2	4	4	2
	APPROXIMATE LENGTH FT.	33	15	16	32
	DESIGN BEARING TONS	20	30	30	20
HAMMER ENERGY REQ'D. FT.-LBS.		7,000	7,000	7,000	7,000

Note: Minimum energy requirement of hammer was based on plan length and design bearing value of piles.  
All piles were driven to practical refusal.

\* Approximately 140 tons of new steel and 53.0 tons of existing steel were painted (See special Provisions)

ESTIMATED QUANTITIES			
ITEM	SUBSTR.	SUPERSTR.	TOTAL
Partial Removal of Substructure Concrete	Lump Sum		1
Removal and Storage of Exist. Bridge Rail	Lin. Ft.		29.4
Non-Destructive Testing	Lin. Ft.		37
Removal of Existing Bridge Deck	Sq. Ft.		4962
Class I Excavation	Cu. Yd.	685	685
Structural Steel Pile (10")	Lin. Ft.	252	252
Class B Concrete (Substr.)	Cu. Yd.	46.6	46.6
Class B2 Concrete (Superstr. on Steel)	Cu. Yd.	180.9	180.9
Safety Barrier Curb	Lin. Ft.	324	324
Preformed Compression Exp. Jt. Seal (3.0 in.)	Lin. Ft.	45	45
Reinforcing Steel (Bridges)	Lb.	4,660	4,660
Reinforcing Steel (Epoxy Coated)	Lb.	550	49,690
Fabricated Str. Carbon Steel (I-Beam)	Lb.	29,540	29,540
Clean and Lubricate Bearings	Each		16
Painting Existing and New Steel	Lump Sum		1
CONTINGENT: Accident Damage RP	Lump Sum		1
CONTINGENT: Adjust Bearing Device	each		4

Note: Concrete above upper construction joint in backwall @ End Bent No. 1 was included with Class B (Substructure) quantities.  
Weight of threaded 1/4 rods & nuts in End Diaphragm was included in weight of Fabricated Structural Steel.

Note: This drawing is not to scale. Follow dimensions. Sheet No. 1A of 20

## GENERAL NOTES:

Design Specifications: A.A.S.H.T.O.-1983 and Interims thru 1988, Load Factor Design.

## Design Loading:

H-20-44, 15' / sq. Ft. Future Wearing Surface  
Modified 24,000 = Tandem Axis  
Earth 120 #/Cu. Ft., Equivalent Fluid Pressure 65/lb. Ft.  
Fatigue Stress Case II

## Design Unit Stress:

Class B Concrete (substructure)  $f'_c = 2,000$  psi.  
Class B1 Concrete (Safety Barrier Curb)  $f'_c = 4,000$  psi.  
Class B2 Concrete (Superstructure, except Safety Barrier Curb)  $f'_c = 4,000$  psi.  
Reinforcing Steel (Grade 60)  $f_y = 60,000$  psi.  
Structural Carbon Steel  $f_u = 36,000$  psi.  
Steel Pile  $f_b = 9,000$  psi.

## Fabricated Steel Connections:

Field connections, High Strength Bolts  $\frac{3}{4}$ "  $\phi$ , holes  $\frac{1}{16}$ "  $\phi$ , except as noted.

## Joint Filler:

All joint filler do meet the requirements of Std. Spec. 1057.2.4, except as noted.

## Reinforcing steel:

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

All reinforcing bars in tops of substructure beams or caps were spaced to clear anchor bolts for bearings by at least 2".

## Painting:

Paint: System C by Contractor in accordance with Std. Spec. 712.12 & 712.13 (Color of the final field coat is Green).

Areas to be enclosed in End Bent concrete were painted one coat of system C primer and scratched or damaged surfaces were touched up in the field before concrete was poured.

## Construction clearance:

A minimum vertical clearance of 14' 9" from crown of existing lanes and a minimum lateral clearance of 28' 0" centered on existing lanes was maintained during construction.

## Traffic Maintained:

Traffic over structure was maintained during construction.

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

Contractor verified all dimensions in field before ordering new steel.

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

Cleaned, lubricated & reset all bearings. see special Provisions.

Cost of furnishing and installing Resin Anchor Assemblies were included in Contract Unit Price for concrete.

All dimensions tied to existing elevations were subject to variance. For new top of substructure beam caps, used elevations given.

B.M. Elev. 843.38 on Lt. Wingwall Abut.#4 Bridge.

## BRIDGE OVER RTE.269 (CHOUTEAU TRAFFICWAY)

STATE ROAD: INTERSTATE 35

IN KANSAS CITY

PROJECT NO.

STA. 370 + 83.82 WB L

JOB NO. 4-I-35-816

RTE. I-35

CLAY

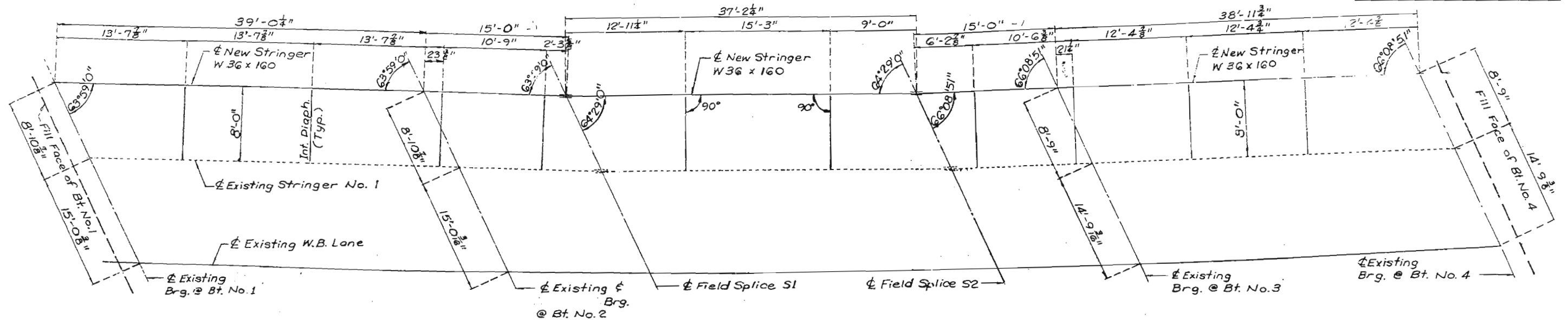
COUNTY

DATE 1/13/89

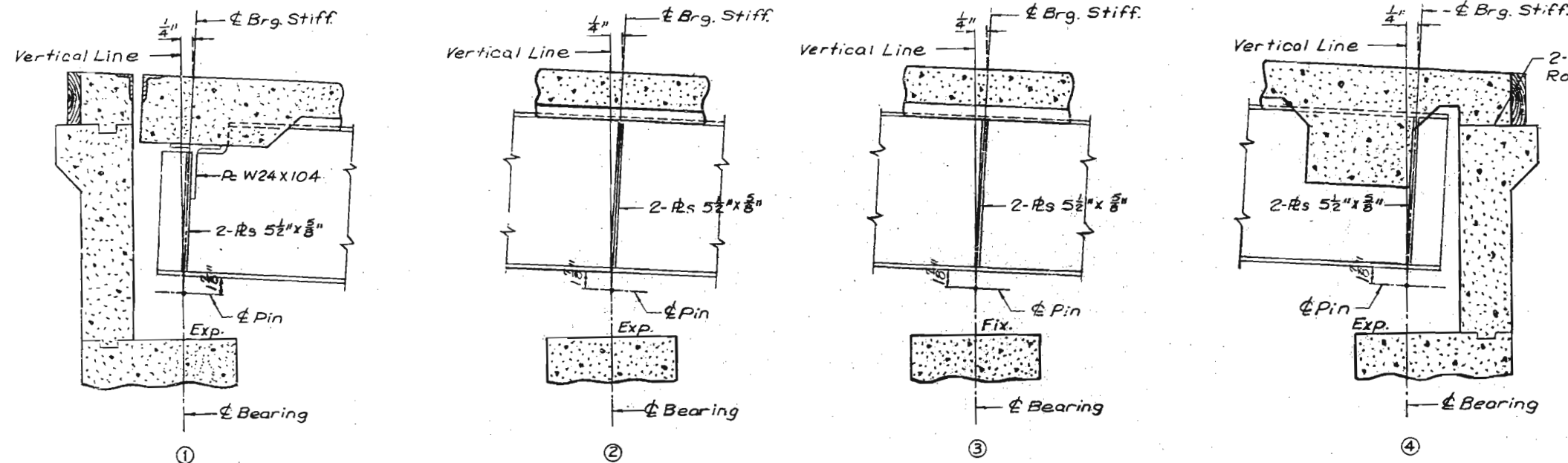
STD.
STD. 706.35
1641R1

DESIGNED Aug. 1988  
DETAILED NOV. 1988  
CHECKED NOV. 1988

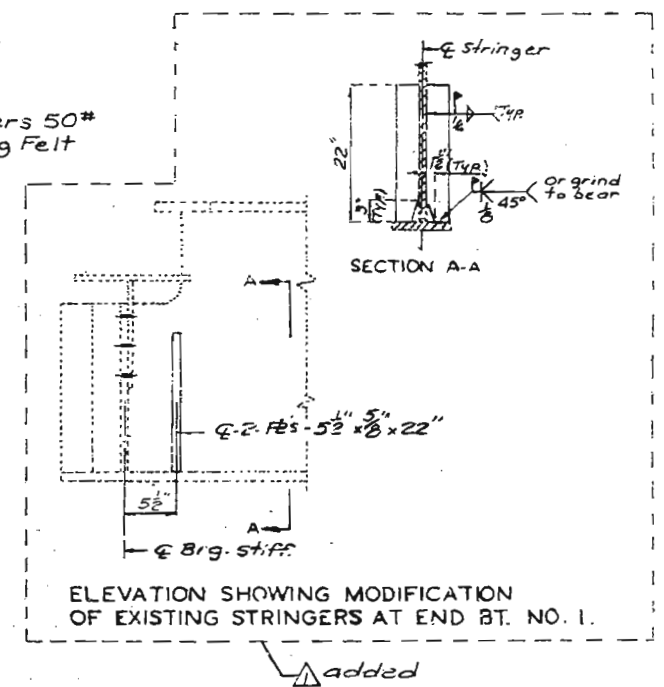
STATION	NO.	SHEET NO.
MO	IR-35-1 (233)	23



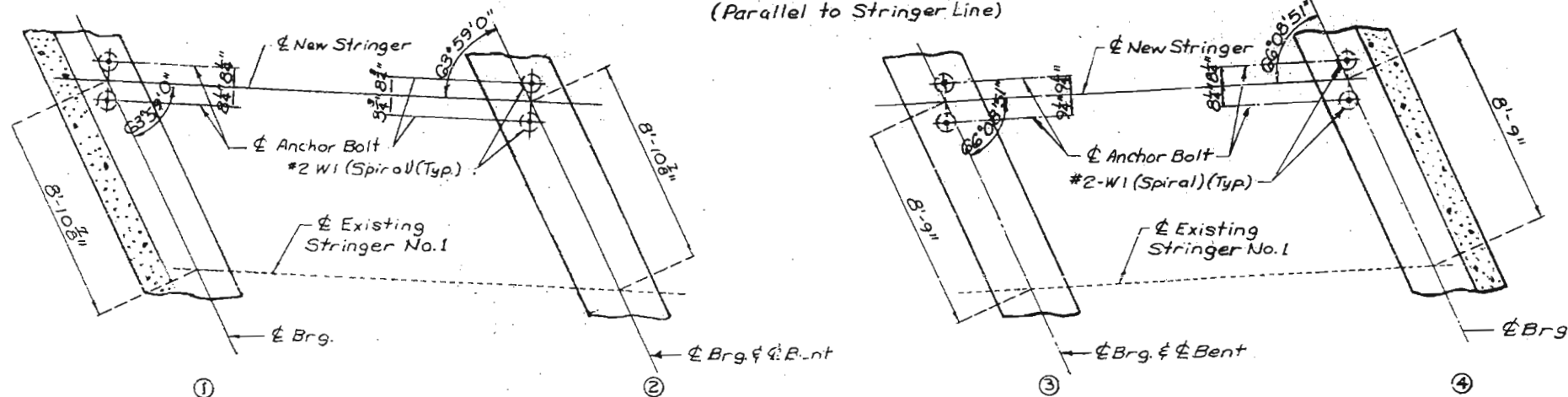
PLAN OF STEEL



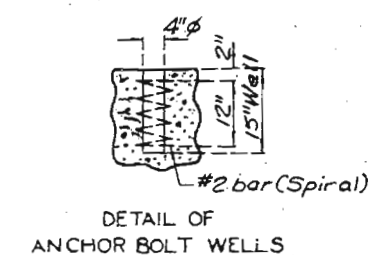
PART LONGITUDINAL SECTION  
(Parallel to Stringer Line)



ELEVATION SHOWING MODIFICATION  
OF EXISTING STRINGERS AT END BT. NO. 1.



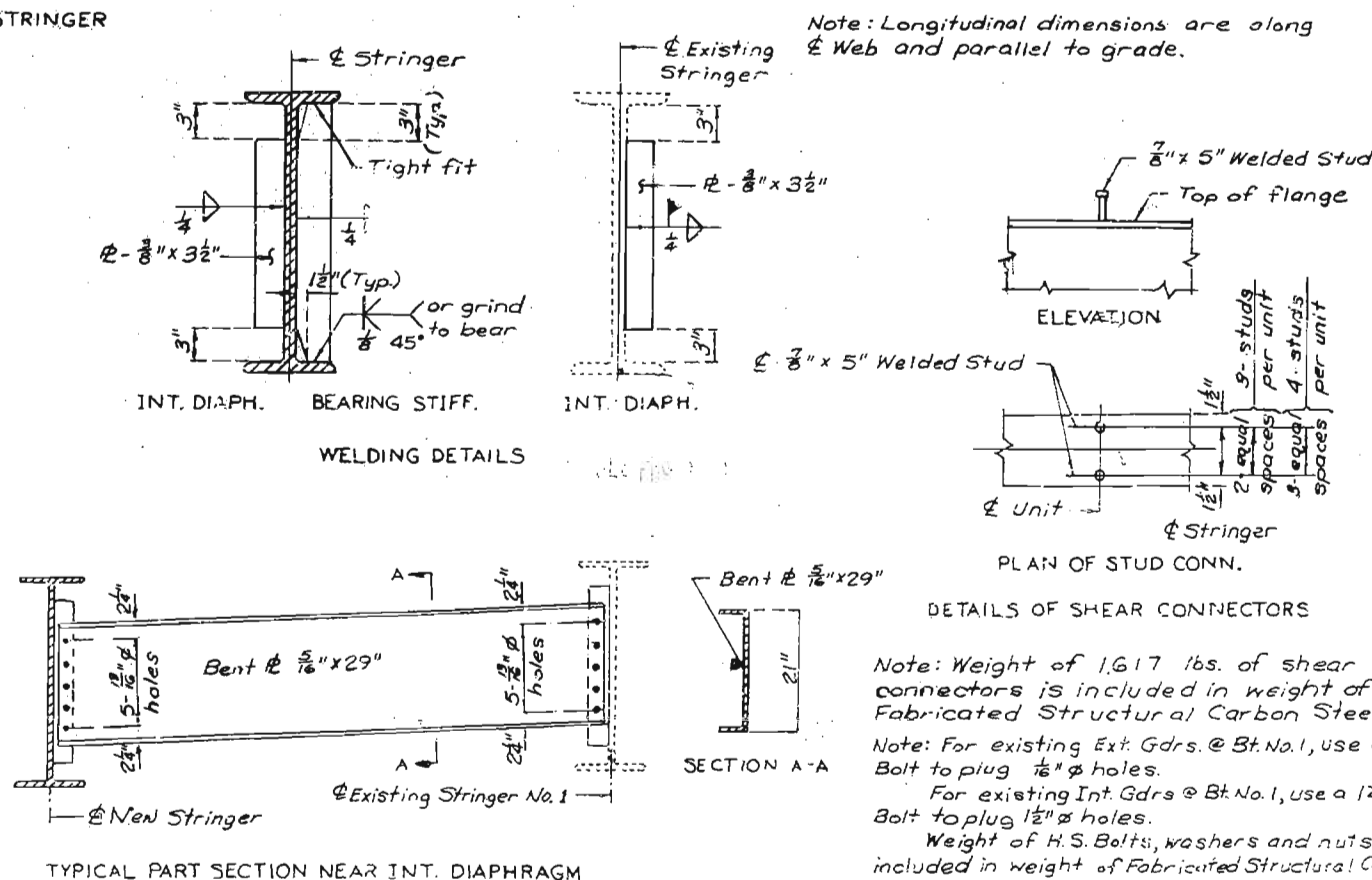
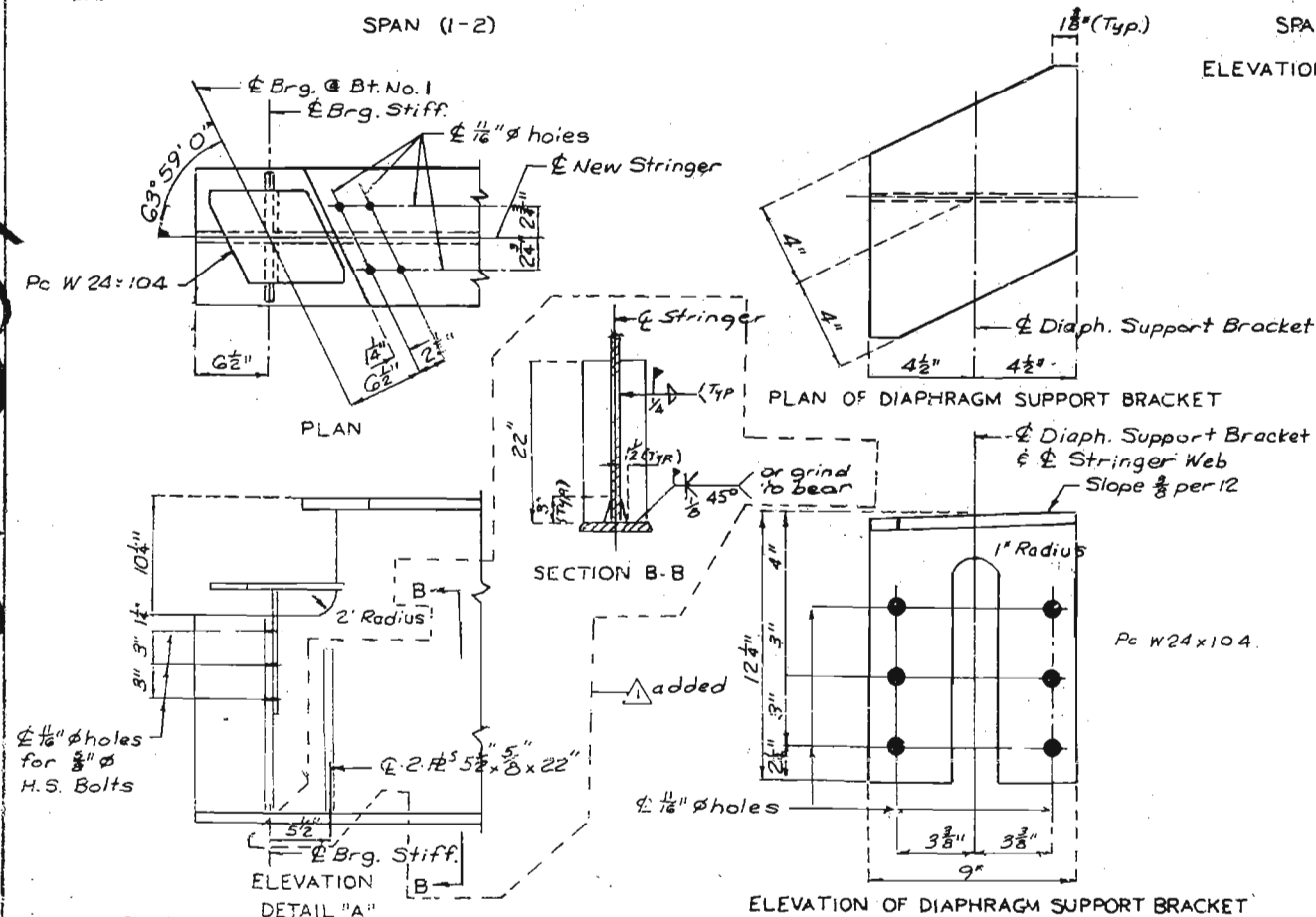
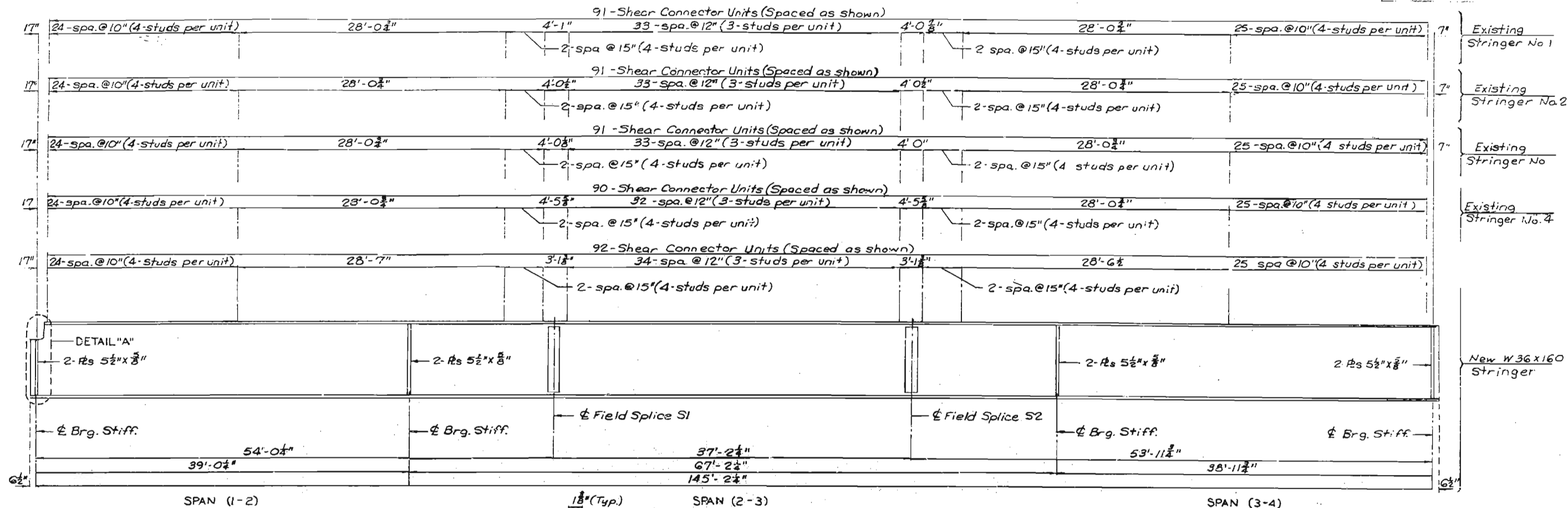
ANCHOR BOLT PLAN



DETAIL OF  
ANCHOR BOLT WELLS

Note: All dimensions are horizontal.  
Longitudinal dimensions are  
along  $\perp$  of Stringers.  
Fabricated structural steel shall  
be A36.  
Notch toughness required for  
all WF Beams.

ZR-35-1 (232)

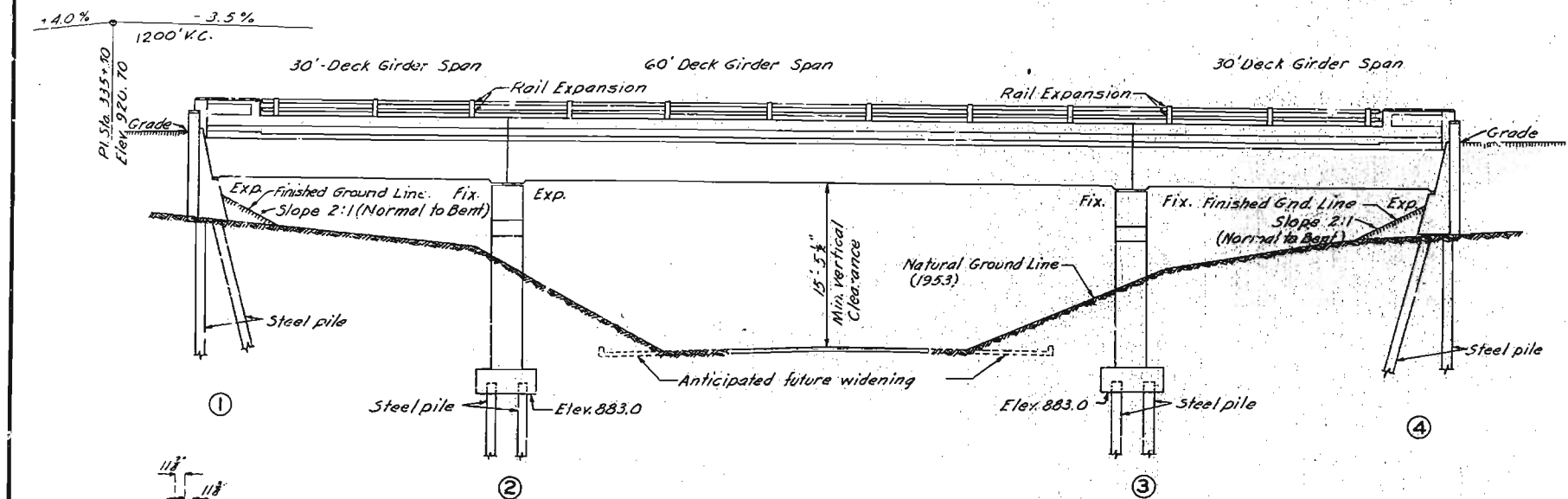


DETAILED Sept. 1968  
 CHECKED Oct. 1968

Note: This drawing is not to scale. Follow ~~drawings~~ <sup>Revised</sup> 10-18-89

MISSOURI STATE HIGHWAY DEPARTMENT

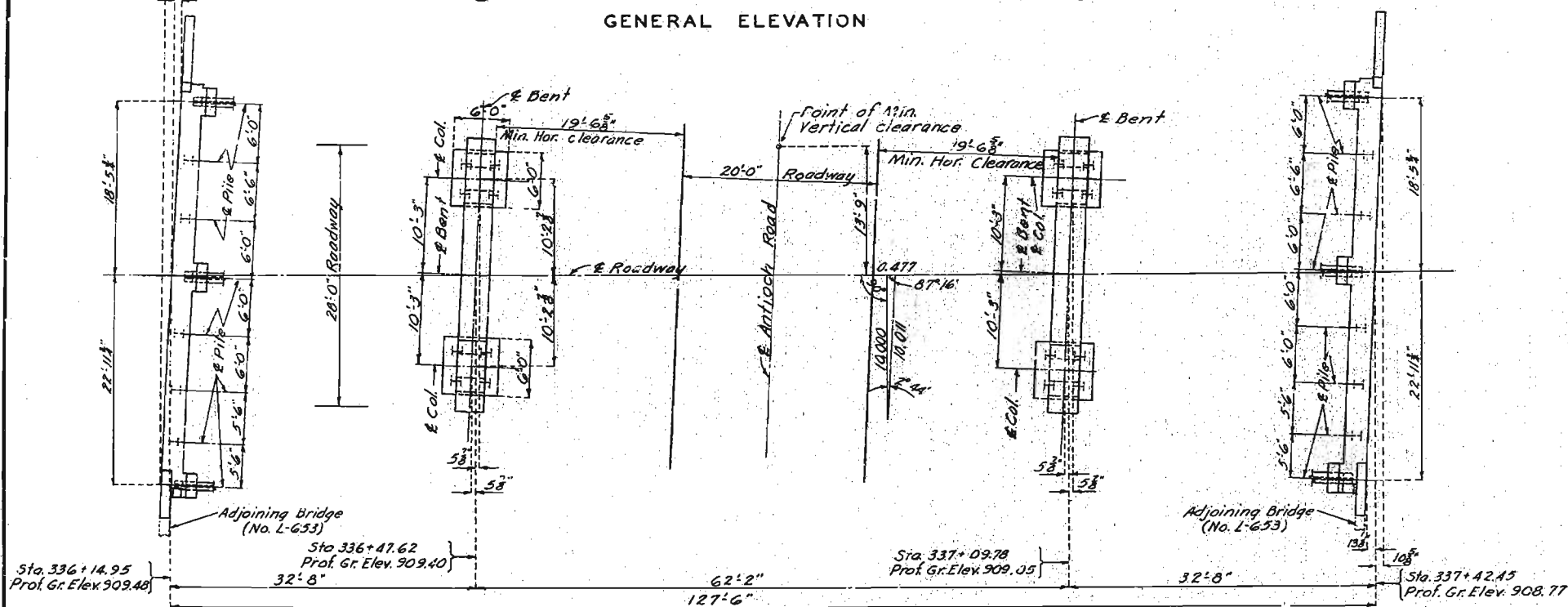
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	UI-99(6) (RT. 69)	19		



Note: All piling shall be 12" Bearing Piles @ 33" and shall conform with details and notes on sheet No. 2 of design plans. All steel bearing piles required for this structure will be furnished by the State. See Special Provisions.

All piles shall be driven to or into solid rock, boulders, shale, or cemented gravel; or to not less than full length authorized and to sustain a load of at least 46 ton per pile.  
All piles shall be driven with a steam hammer.

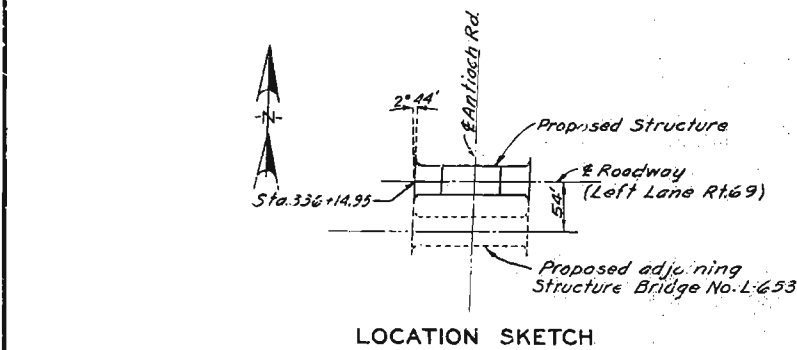
GENERAL ELEVATION



PLAN

GENERAL NOTES:

Design Specifications A.A.S.H.O. 1953  
Loading H-20-S16-44  
Reinforcing Steel Stress 18,000  $\psi$ /in.  
Class B Concrete Stress 1,000  $\psi$ /in.  
All concrete shall be class B (Air-Entrained)  
Where joint filler is specified on plans it shall conform with the requirements for Gray Rubber Compound Joints as given in Section 38-19B(2) of the Standard Specifications.  
For requirements on welding electrodes see Special Provisions. Qualification of welding operators will be required.  
Surfaces of piles at Bents No. 1 and 4 from bottom of concrete cap to 3'-0" below present ground line shall be painted with one coat of an approved brand of emulsified asphalt paint.  
Payment for excavating around piles below present ground line and backfilling same, furnishing emulsified asphalt paint and cleaning and painting steel surfaces specified will be included in the unit price bid for other items.  
A rubbed surface finish will be required on end posts above top of curb.  
The Contractor shall provide at all times a vertical clearance of not less than 12'-6" and a horizontal clearance of not less than 24'-0" to carry two lanes of roadway traffic on Antioch Road.



LOCATION SKETCH

ESTIMATED QUANTITIES			
Item		Substr.	Superstr. Total
Class I Excavation for Structures	Cu. Yds.	170	170
Class B Concrete	Cu. Yds.	96.8	285.0 381.8
Reinforcing Steel	Lbs.	14,310	59,580 73,890
Gray Iron Alloy Castings	Lbs.		2,660 2,660
Aluminum Alloy Handrail	Lin. Ft.		226 226
Steel piling in place (State furnished)	Lin. Ft.	934	334

B.M.  $\frac{1}{16}$  Elev. 896.32 R.R. Spike East Side of Power Pole 88' Lt. Sta. 336+05 Lt. Lane.

BRIDGE OVER ANTIOCH ROAD

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(6) (RT. 69) STA. 336+14.95 (LEFT LANE)

CLAY COUNTY

SUBMITTED BY J. A. Williams DATE 6/10/1954  
APPROVED BY R. M. Whitton DATE 6/10/1954

STD. C-110 R3  
L-654

Traced April 1954 by OHP  
Checked April 1954 by R.H.L.

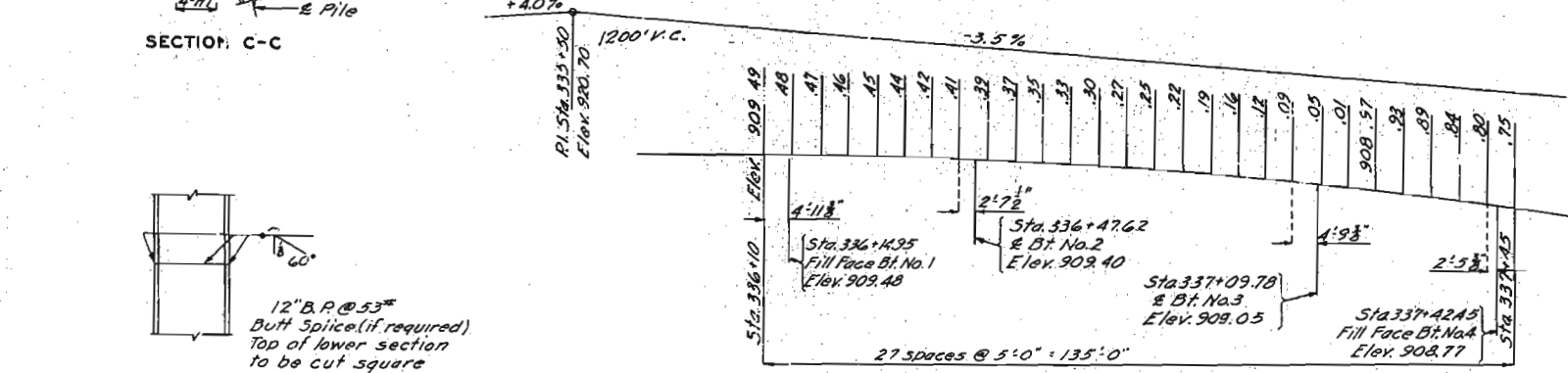
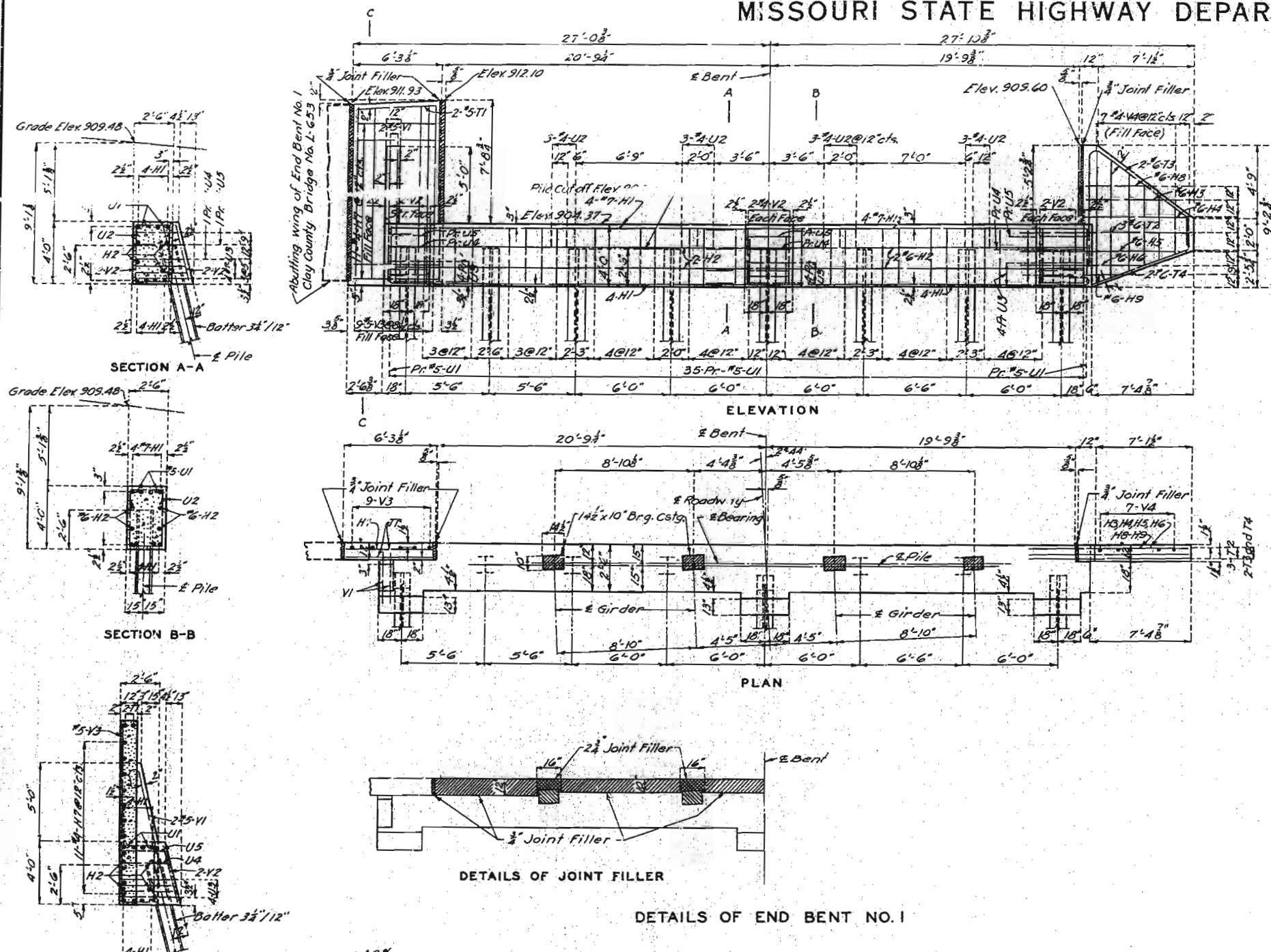
Note: This drawing is not to scale. Follow dimensions

Sheet No. 1 of 6

SEE FINAL PLANS BROOKLYN LINES

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YFAR	SHEET NO.	TOTAL SHEETS
5	MO	UI-99(6) (RT. 69)	19		



COMPLETE BILL OF REINFORCING STEEL									
No.	Size	Length	Mark	Location	Bending Sketches and Cutting Diagrams				
End Bents No. 1 and 4					Superstructure Cont.				
32	#7	24'-9"	H1	Beam	3'-10 1/2" B1	4'-10 1/2" B2	4'-10 1/2" B3	4'-10 1/2" B4	4'-10 1/2" B5
16	#6	23'-9"	H2	"	3'-6 1/2" B6	3'-6 1/2" B7	3'-6 1/2" B8	3'-6 1/2" B9	3'-6 1/2" B10
2	#6	5'-9"	H3	Wing	3'-2 1/2" B11	3'-2 1/2" B12	3'-2 1/2" B13	3'-2 1/2" B14	3'-2 1/2" B15
2	#6	7'-3"	H4	"	3'-2 1/2" B16	3'-2 1/2" B17	3'-2 1/2" B18	3'-2 1/2" B19	3'-2 1/2" B20
2	#6	9'-9"	H5	"	3'-2 1/2" B21	3'-2 1/2" B22	3'-2 1/2" B23	3'-2 1/2" B24	3'-2 1/2" B25
2	#6	1'-3"	H6	"	3'-2 1/2" B26	3'-2 1/2" B27	3'-2 1/2" B28	3'-2 1/2" B29	3'-2 1/2" B30
22	#4	5'-0"	H7	"	3'-2 1/2" B31	3'-2 1/2" B32	3'-2 1/2" B33	3'-2 1/2" B34	3'-2 1/2" B35
2	#6	4'-3"	H8	"	3'-2 1/2" B36	3'-2 1/2" B37	3'-2 1/2" B38	3'-2 1/2" B39	3'-2 1/2" B40
2	#6	5'-0"	H9	"	3'-2 1/2" B41	3'-2 1/2" B42	3'-2 1/2" B43	3'-2 1/2" B44	3'-2 1/2" B45
4	#5	6'-0"	T1	Wing	3'-2 1/2" B46	3'-2 1/2" B47	3'-2 1/2" B48	3'-2 1/2" B49	3'-2 1/2" B50
6	#6	9'-9"	T2	"	3'-2 1/2" B51	3'-2 1/2" B52	3'-2 1/2" B53	3'-2 1/2" B54	3'-2 1/2" B55
4	#6	18'-0"	T3	"	3'-2 1/2" B56	3'-2 1/2" B57	3'-2 1/2" B58	3'-2 1/2" B59	3'-2 1/2" B60
4	#6	11'-9"	T4	"	3'-2 1/2" B61	3'-2 1/2" B62	3'-2 1/2" B63	3'-2 1/2" B64	3'-2 1/2" B65
140	#5	7'-9"	U1	Beam	3'-2 1/2" B66	3'-2 1/2" B67	3'-2 1/2" B68	3'-2 1/2" B69	3'-2 1/2" B70
24	#4	3'-3"	U2	"	3'-2 1/2" B71	3'-2 1/2" B72	3'-2 1/2" B73	3'-2 1/2" B74	3'-2 1/2" B75
48	#7	9'-0"	U3	"	3'-2 1/2" B76	3'-2 1/2" B77	3'-2 1/2" B78	3'-2 1/2" B79	3'-2 1/2" B80
12	#7	8'-6"	U4	"	3'-2 1/2" B81	3'-2 1/2" B82	3'-2 1/2" B83	3'-2 1/2" B84	3'-2 1/2" B85
12	#7	8'-0"	U5	"	3'-2 1/2" B86	3'-2 1/2" B87	3'-2 1/2" B88	3'-2 1/2" B89	3'-2 1/2" B90
4	#5	8'-6"	V1	Wing	3'-2 1/2" B91	3'-2 1/2" B92	3'-2 1/2" B93	3'-2 1/2" B94	3'-2 1/2" B95
20	#4	3'-9"	V2	Beam	3'-2 1/2" B96	3'-2 1/2" B97	3'-2 1/2" B98	3'-2 1/2" B99	3'-2 1/2" B100
18	#5	11'-6"	V3	Wing	3'-2 1/2" B101	3'-2 1/2" B102	3'-2 1/2" B103	3'-2 1/2" B104	3'-2 1/2" B105
7	#4	11'-6"	V4	"	3'-2 1/2" B106	3'-2 1/2" B107	3'-2 1/2" B108	3'-2 1/2" B109	3'-2 1/2" B110
Int. Bents No. 2 and 3					Superstructure				
32	#8	5'-9"	D1	Footling	3'-2 1/2" B111	3'-2 1/2" B112	3'-2 1/2" B113	3'-2 1/2" B114	3'-2 1/2" B115
32	#6	7'-9"	D2	"	3'-2 1/2" B116	3'-2 1/2" B117	3'-2 1/2" B118	3'-2 1/2" B119	3'-2 1/2" B120
16	#6	8'-9"	F1	Haunch	3'-2 1/2" B121	3'-2 1/2" B122	3'-2 1/2" B123	3'-2 1/2" B124	3'-2 1/2" B125
16	#6	8'-9"	F2	"	3'-2 1/2" B126	3'-2 1/2" B127	3'-2 1/2" B128	3'-2 1/2" B129	3'-2 1/2" B130
14	#10	31'-6"	G1	Beam	3'-2 1/2" B131	3'-2 1/2" B132	3'-2 1/2" B133	3'-2 1/2" B134	3'-2 1/2" B135
4	#6	28'-9"	G2	"	3'-2 1/2" B136	3'-2 1/2" B137	3'-2 1/2" B138	3'-2 1/2" B139	3'-2 1/2" B140
14	#11	31'-6"	G3	"	3'-2 1/2" B141	3'-2 1/2" B142	3'-2 1/2" B143	3'-2 1/2" B144	3'-2 1/2" B145
56	#3	11'-0"	P1	Column	3'-2 1/2" B146	3'-2 1/2" B147	3'-2 1/2" B148	3'-2 1/2" B149	3'-2 1/2" B150
98	#5	15'-0"	U6	Beam	3'-2 1/2" B151	3'-2 1/2" B152	3'-2 1/2" B153	3'-2 1/2" B154	3'-2 1/2" B155
32	#8	18'-3"	V5	Column	3'-2 1/2" B156	3'-2 1/2" B157	3'-2 1/2" B158	3'-2 1/2" B159	3'-2 1/2" B160
188	#4	11'-6"	B1	Girders	3'-2 1/2" B161	3'-2 1/2" B162	3'-2 1/2" B163	3'-2 1/2" B164	3'-2 1/2" B165
216	#4	10'-6"	B2	"	3'-2 1/2" B166	3'-2 1/2" B167	3'-2 1/2" B168	3'-2 1/2" B169	3'-2 1/2" B170
24	#11	48'-9"	B3	"	3'-2 1/2" B171	3'-2 1/2" B172	3'-2 1/2" B173	3'-2 1/2" B174	3'-2 1/2" B175
24	#11	20'-6"	B4	"	3'-2 1/2" B176	3'-2 1/2" B177	3'-2 1/2" B178	3'-2 1/2" B179	3'-2 1/2" B180
24	#11	51'-0"	B5	"	3'-2 1/2" B181	3'-2 1/2" B182	3'-2 1/2" B183	3'-2 1/2" B184	3'-2 1/2" B185
24	#11	15'-6"	B6	"	3'-2 1/2" B186	3'-2 1/2" B187	3'-2 1/2" B188	3'-2 1/2" B189	3'-2 1/2" B190
12	#11	51'-9"	B7	"	3'-2 1/2" B191	3'-2 1/2" B192	3'-2 1/2" B193	3'-2 1/2" B194	3'-2 1/2" B195
12	#11	45'-0"	B8	"	3'-2 1/2" B196	3'-2 1/2" B197	3'-2 1/2" B198	3'-2 1/2" B199	3'-2 1/2" B200
4	#11	38'-3"	B9	"	3'-2 1/2" B201	3'-2 1/2" B202	3'-2 1/2" B203	3'-2 1/2" B204	3'-2 1/2" B205
Superstructure					Superstructure				
188	#4	11'-6"	B1	Girders	3'-2 1/2" B206	3'-2 1/2" B207	3'-2 1/2" B208	3'-2 1/2" B209	3'-2 1/2" B210
216	#4	10'-6"	B2	"	3'-2 1/2" B211	3'-2 1/2" B212	3'-2 1/2" B213	3'-2 1/2" B214	3'-2 1/2" B215
24	#11	48'-9"	B3	"	3'-2 1/2" B216	3'-2 1/2" B217	3'-2 1/2" B218	3'-2 1/2" B219	3'-2 1/2" B220
24	#11	20'-6"	B4	"	3'-2 1/2" B221	3'-2 1/2" B222	3'-2 1/2" B223	3'-2 1/2" B224	3'-2 1/2" B225
24	#11	51'-0"	B5	"	3'-2 1/2" B226	3'-2 1/2" B227	3'-2 1/2" B228	3'-2 1/2" B229	3'-2 1/2" B230
24	#11	15'-6"	B6	"	3'-2 1/2" B231	3'-2 1/2" B232	3'-2 1/2" B233	3'-2 1/2" B234	3'-2 1/2" B235
12	#11	51'-9"	B7	"	3'-2 1/2" B236	3'-2 1/2" B237	3'-2 1/2" B238	3'-2 1/2" B239	3'-2 1/2" B240
12	#11	45'-0"	B8	"	3'-2 1/2" B241	3'-2 1/2" B242	3'-2 1/2" B243	3'-2 1/2" B244	3'-2 1/2" B245
4	#11	38'-3"	B9	"	3'-2 1/2" B246	3'-2 1/2" B247	3'-2 1/2" B248	3'-2 1/2" B249	3'-2 1/2" B250
Superstructure					Superstructure				
188	#4	11'-6"	B1	Girders	3'-2 1/2" B251	3'-2 1/2" B252	3'-2 1/2" B253	3'-2 1/2" B254	3'-2 1/2" B255
216	#4	10'-6"	B2	"	3'-2 1/2" B256	3'-2 1/2" B257	3'-2 1/2" B258	3'-2 1/2" B259	3'-2 1/2" B260
24	#11	48'-9"	B3	"	3'-2 1/2" B261	3'-2 1/2" B262	3'-2 1/2" B263	3'-2 1/2" B264	3'-2 1/2" B265
24	#11	20'-6"	B4	"	3'-2 1/2" B266	3'-2 1/2" B267	3'-2 1/2" B268	3'-2 1/2" B269	3'-2 1/2" B270
24	#11	51'-0"	B5	"	3'-2 1/2" B271	3'-2 1/2" B272	3'-2 1/2" B273	3'-2 1/2" B274	3'-2 1/2" B275
24	#11	15'-6"	B6	"	3'-2 1/2" B276	3'-2 1/2" B277	3'-2 1/2" B278	3'-2 1/2" B279	3'-2 1/2" B280
12	#11	51'-9"	B7	"	3'-2 1/2" B281	3'-2 1/2" B282	3'-2 1/2" B283	3'-2 1/2" B284	3'-2 1/2" B285
12	#11	45'-0"	B8	"	3'-2 1/2" B286	3'-2 1/2" B287	3'-2 1/2" B288	3'-2 1/2" B289	3'-2 1/2" B290
4	#11	38'-3"	B9	"	3'-2 1/2" B291	3'-2 1/2" B292	3'-2 1/2" B293	3'-2 1/2" B294	3'-2 1/2" B295
Superstructure					Superstructure				
188	#4	11'-6"	B1	Girders	3'-2 1/2" B296	3'-2 1/2" B297	3'-2 1/2" B298	3'-2 1/2" B299	3'-2 1/2" B300
216	#4	10'-6"	B2	"	3'-2 1/2" B301	3'-2 1/2" B302	3'-2 1/2" B303	3'-2 1/2" B304	3'-2 1/2" B305
24	#11	48'-9"	B3	"	3'-2 1/2" B306	3'-2 1/2" B307	3'-2 1/2" B308	3'-2 1/2" B309	3'-2 1/2" B310
24	#11	20'-6"	B4	"	3'-2 1/2" B311	3'-2 1/2" B312	3'-2 1/2" B313	3'-2 1/2" B314	3'-2 1/2" B315
24	#11	51'-0"	B5	"	3'-2 1/2" B316	3'-2 1/2" B317	3'-2 1/2" B318	3'-2 1/2" B319	3'-2 1/2" B320
24	#11	15'-6"	B6	"	3'-2 1/2" B321	3'-2 1/2" B322	3'-2 1/2" B323	3'-2 1/2" B324	3'-2 1/2" B325
12	#11	51'-9"	B7	"	3'-2 1/2" B326	3'-2 1/2" B327	3'-2 1/2" B328	3'-2 1/2" B329	3'-2 1/2" B330
12	#11	45'-0"	B8	"	3'-2 1/2" B331	3'-2 1/2" B332	3'-2 1/2" B333	3'-2 1/2" B334	3'-2 1/2" B335
4	#11	38'-3"	B9	"	3'-2 1/2" B336	3'-2 1/2" B337	3'-2 1/2" B338	3'-2 1/2" B339	3'-2 1/2" B340

## BRIDGE OVER ANTIOCH ROAD

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(6) (RT. 69) STA. 336+14.95 (LEFT LANE)

CLAY COUNTY

L-654

Sheet No. 2 of 6

NO CONSTRUCTION

GRADE ELEVATIONS ALONG E. ROADWAY

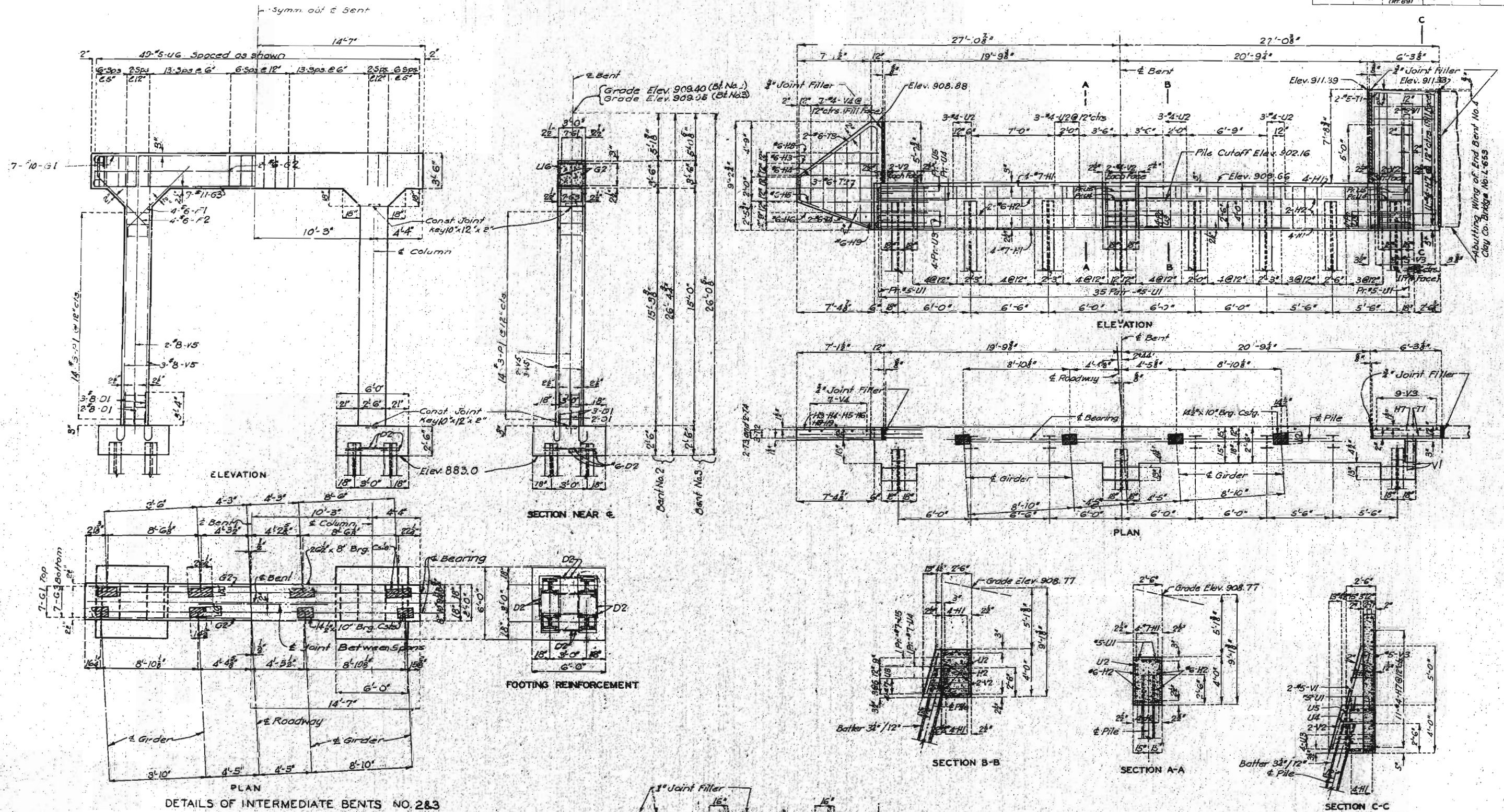
Note: This drawing is not to scale. Follow dimensions

DETAILS OF STEEL PILE

Traced April 1954 by OHR  
Checked April 1954 by R.H.L.

# MISSOURI STATE HIGHWAY DEPARTMENT

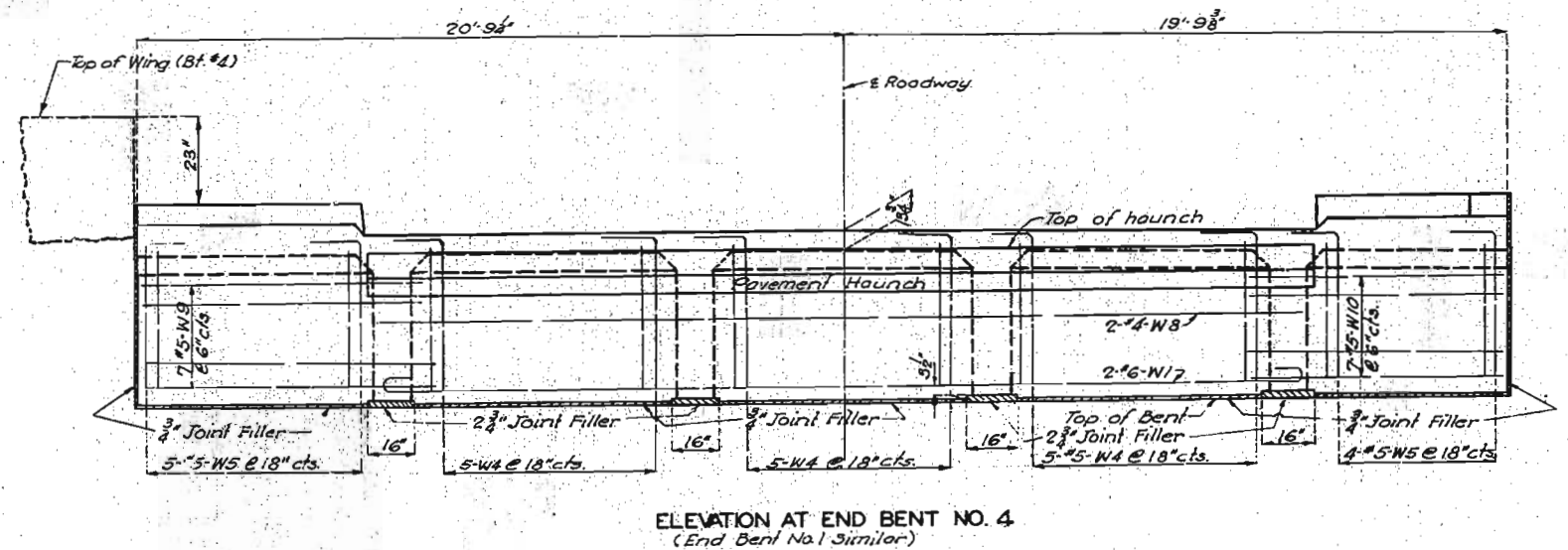
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	01-99(6) (RT. 69)	19		



**BRIDGE OVER ANTIOCH ROAD**  
 STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
 ABOUT 3 MILES NORTH OF NORTH KANSAS CITY  
 PROJECT NO. 01-99(6) (RT. 69) STA. 336+14.95 (LEFT LANE)  
 CLAY COUNTY

52

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	UT-986 (RT-69)	19		



L-654

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
5	MO.	UT-9916) (RT-69)	19		



## SECTION B-E

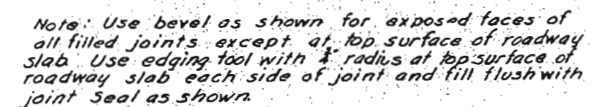
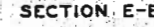
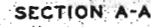
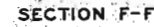
Note: 3-1/4" Holes in bottom plates only.  
Finish all areas in contact, end of  
top and floater plates, and inside  
face of side flanges on bottom plate.

\* R = 18" for 8" Plates  
R = 2'0" for 10" Plates

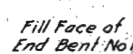
## GRAY IRON ALLOY BEARING PLATES

Note: Bearing plates to be furnished in sets. Each set, consisting of 1 top and 1 bottom plate for fixed end and 1 top plate, 1 floater plate, and 1 bottom plate for expansion end.

Required: 8- Sets 10"x13" plates  
4- Sets 8"x25" plates



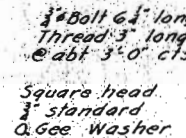
### DETAILS OF BEVEL FOR FILLED JOINTS



—Fill Face of  
End Bent No. 4

	GIRDER HAUNCHES							
	Bent #1		Bent #2		Bent #3		Bent #4	
	a	a'	b	b'	c	c'	d	d'
Ext. Gir.	8'	3"	16'	8"	8'	3"	8'	3"
Int. Gir.	14'	2"	14'	2"	13'	14'	14'	14'

## GIRDER HAUNCHES



### DETAILS OF TIMBER HEADER

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

Drawn April 1954 by R.H.L.  
Traced April 1954 by Q.H.P.  
Checked April 1954 by R.H.L. & H.J.K.

Note: This drawing is not to scale. Follow dimensions

Sheet No. 5 of 6

NO CONSTRUCTION CHANGES

BRIDGE OVER ANTIOCH ROAD

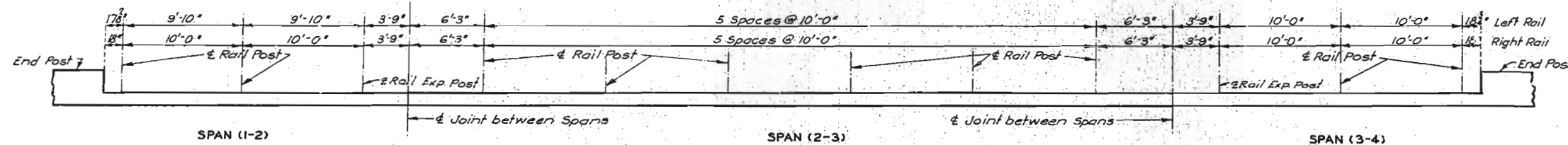
STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(8) (RT.69) STA. 338+14.95 (LEFT LANE)

CLAY COUNTY

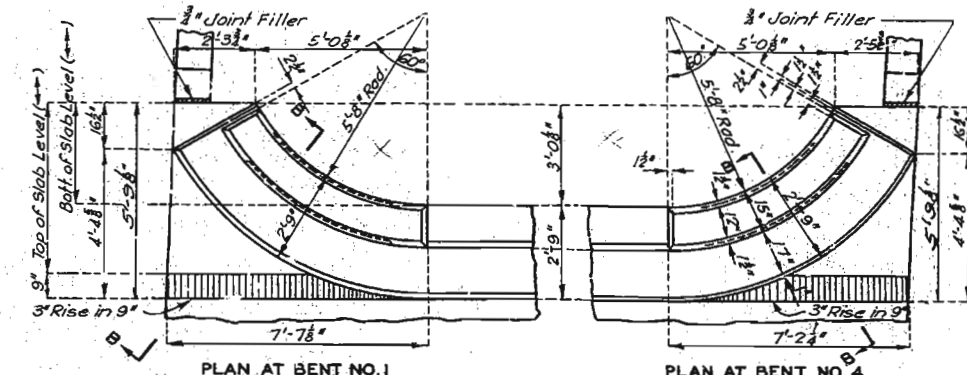
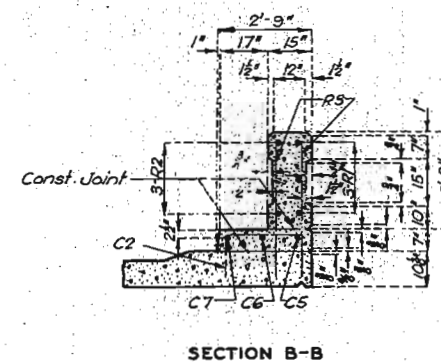
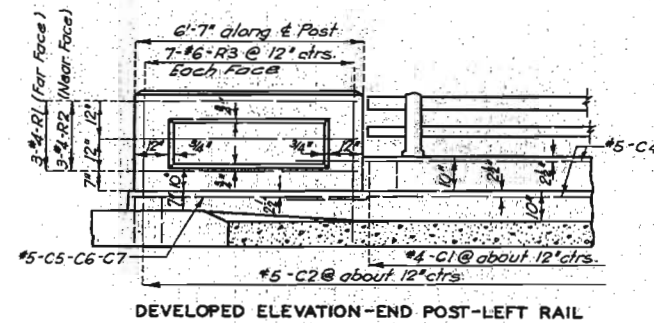
L-654

# MISSOURI STATE HIGHWAY DEPARTMENT

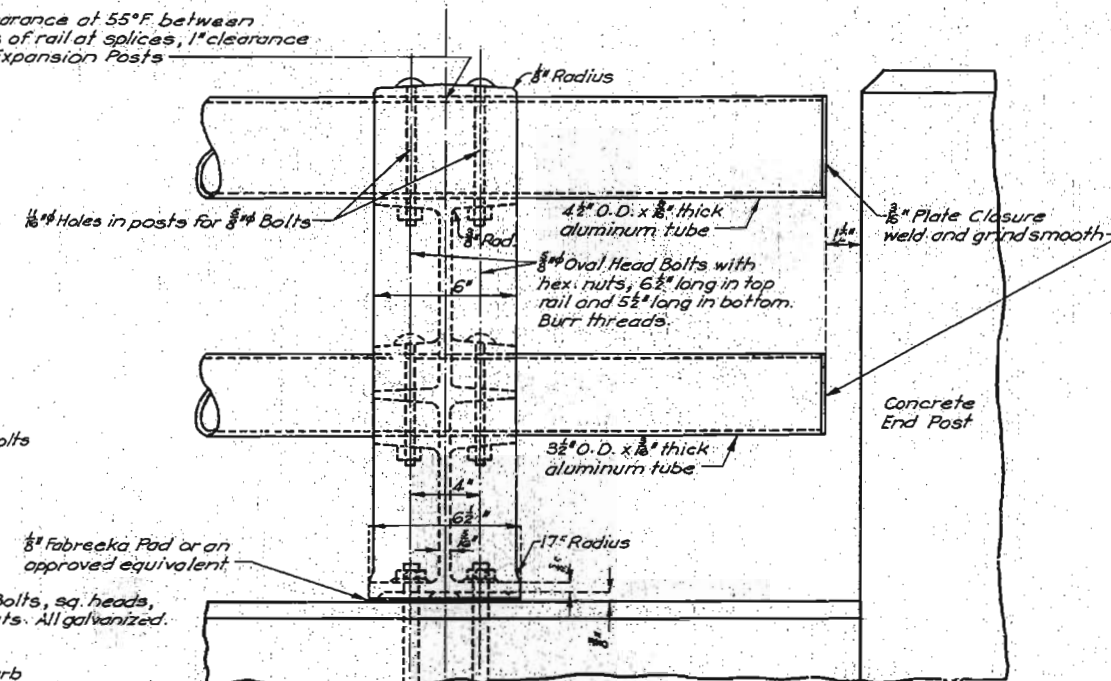
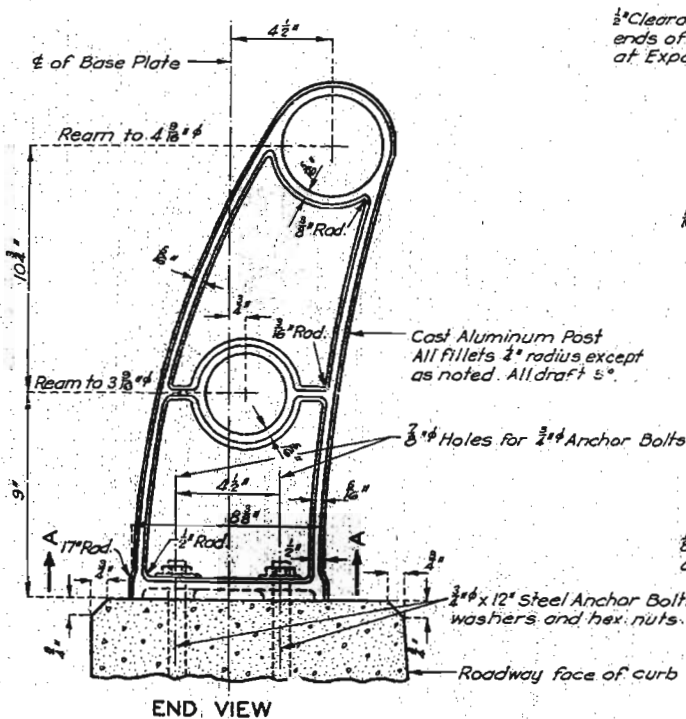
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	UT-99(6) (RT. 69)	19		



ELEVATION OF RAIL



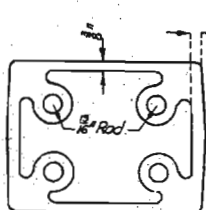
DETAILS OF END POSTS & FLARED CURB-LEFT RAIL



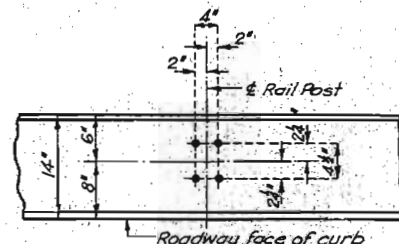
ELEVATION

Note: All handrail parts shall be set normal to grade. All parts of handrail except steel anchor bolts and their washers and nuts to be aluminum. Bolt holes in tubes to be 1/2" x 1" slotted holes centered on bolts at normal temperature of 55° except, at expansion posts where holes shall be 1/2" x 1/2" slots. Aluminum washer shims between fabrica pad and post base may be used for adjusting rail alignment. Maximum thickness of shim to be 1/2". Where more tilting of post is required for proper alignment, concrete bearing area shall be ground down.

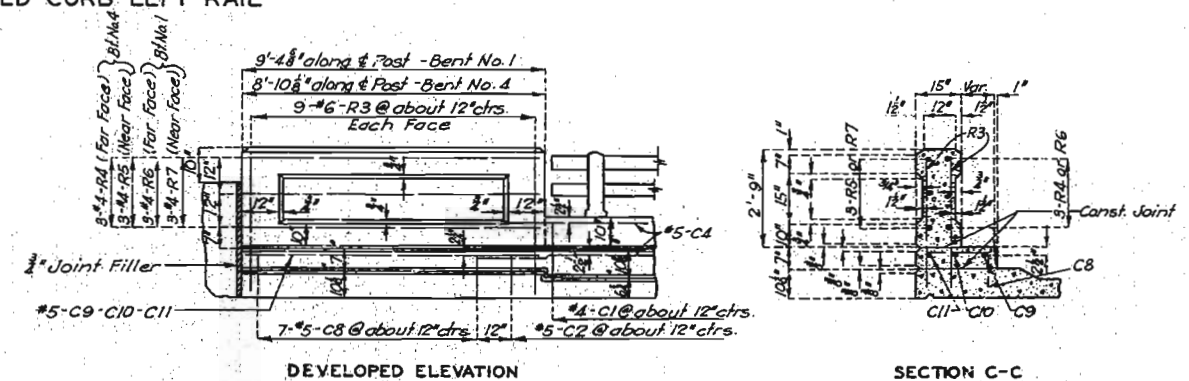
END VIEW



SECTION A-A

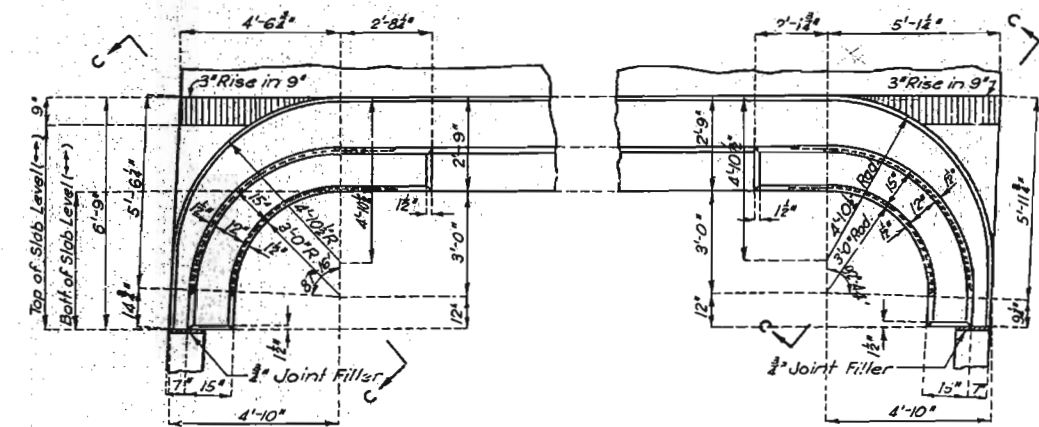


TYPICAL ANCHOR BOLT PLAN  
DETAILS OF HANDRAIL



DEVELOPED ELEVATION

SECTION C-C



PLAN AT BENT NO. 1

PLAN AT BENT NO. 4

DETAILS OF END POSTS & FLARED CURB-RIGHT RAIL

## BRIDGE OVER ANTIOCH ROAD

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
ABOUT 3 MILES NORTH OF NORTH KANSAS CITY  
PROJECT NO. UI-99(6) (RT. 69) STA. 336+14.95 (LEFT LANE)

CLAY

COUNTY

L-654

Drawn Apr. 1954 By H. J. K.  
Traced Apr. 1954 By J. T. F.  
Checked Apr. 1954 By R. H. L.

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

Sheet No. 6 of 6.

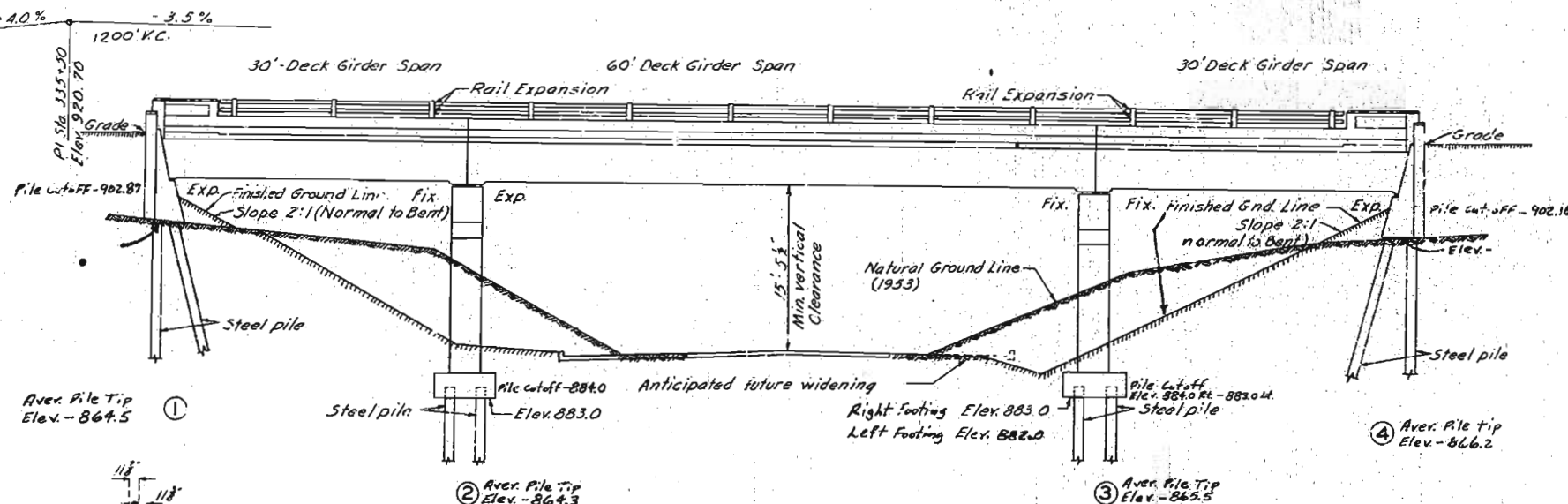
NO CONSTRUCTION CHANGES

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	4-3521	19		

FINAL PLANS

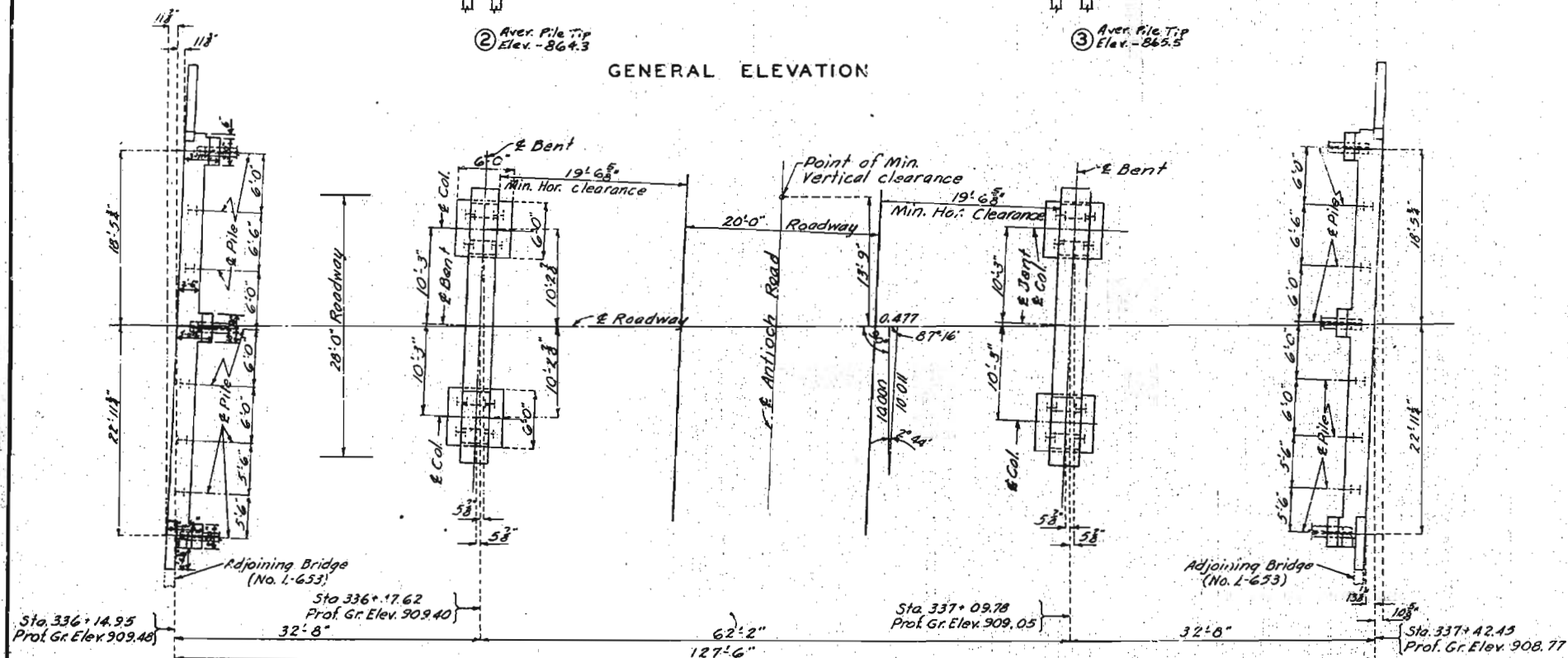
FINAL PLANS



Note: All piling were 12" bearing piles @ 53" on center. conform with details and notes on sheet No 2 of design plans. All steel bearing piles required for this structure were furnished by the State. See Special Provisions.

All piles were driven to or into solid rock, boulders, shale, or cemented gravel, or to not less than full length authorized and to sustain a load of at least 46 tons per pile. All piles were driven with a steam hammer.

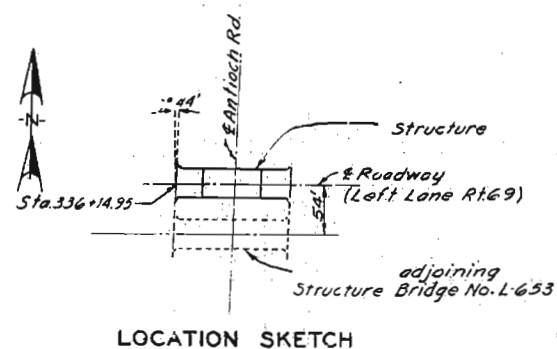
GENERAL ELEVATION



PLAN

## GENERAL NOTES:

Design Specifications A.A.S.H.O. 1953  
 Loading H-20-S16-44  
 Reinforcing Steel Stress 18,000 psi  
 Class "B" Concrete Stress 1,000 psi  
 All concrete was class "B" (Air-Entrained)  
 Where joint filler is specified on plans it conform with the requirements for Gray Rubber Compound Joints as given in Section 38-19B(2) of the Standard Specifications.  
 For requirements on welding electrodes see Special Provisions. Qualification of welding operators was required.  
 Surfaces of piles at Bents No. 1 and 4 from bottom of concrete cap to 3'-0" below present ground line was painted with one coat of an approved brand of emulsified asphalt paint. Payment for excavating around piles below present ground line and backfilling same, furnishing emulsified asphalt paint and cleaning and painting steel surfaces specified was included in the unit price bid for other items.  
 A rubbed surface finish was required on end posts above top of curb.  
 The Contractor did provide at all times a vertical clearance of not less than 12'-6" and a horizontal clearance of not less than 24'-0" to carry two lanes of roadway traffic on Antioch Road.



LOCATION SKETCH

FINAL QUANTITIES FINAL PLAN			
Item	Substr.	Superstr.	Total
Class I Excavation for Structures	Cu. Yds.	161.5	161.5
Class "B" Concrete	Cu. Yds.	97.1	285.0
Reinforcing Steel	Lbs.	144.80	6385.0
Gray Iron Alloy Castings	Lbs.	2630	2630
Aluminum Alloy Handrail	Lin. Ft.	225	225
Steel piling in place (State furnished)	Lin. Ft.	897	897
CONTINGENT ITEM			
Class I Excavation for Structures plus 25%		3	3

B.M. Elev. -908.81 L on top of Rt. Wing Abut. #4 adjoining structure on right lane

## BRIDGE OVER ANTIOCH ROAD

STATE ROAD FROM ARMOUR ROAD IN NORTH KANSAS CITY N.E.  
 ABOUT 3 MILES NORTH OF NORTH KANSAS CITY  
 PROJECT NO. U1-99(6) (RT. 69) STA. 336+14.95 (LEFT LANE)

CLAY COUNTY

SUBMITTED BY J. A. Williams DATE 6/10/1954  
 APPROVED BY R. M. Whitton DATE 6/10/1954

REVISION

STD. C-10 R3

L-654

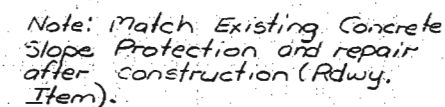
Traced April 1954 by OHP  
 Checked April 1954 by R.H.L.

Note: This drawing is not to scale. Follow dimensions

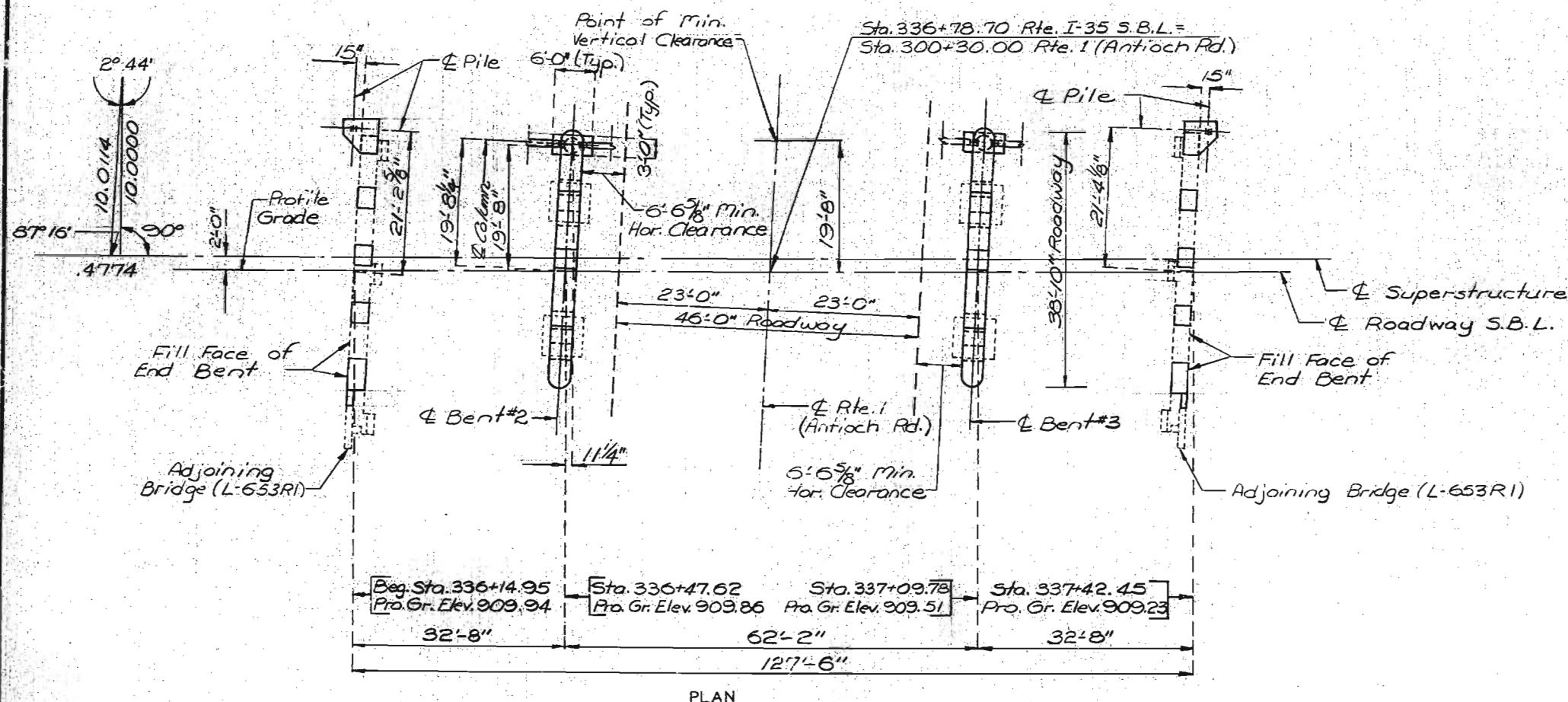
Sheet No 1A of 1

FINAL PLANS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		22	45	
SEC./SUR. 1		TWP. 50		RGE. 33	



### GENERAL ELEVATION



## PLAN

Design Specifications: A.A.S.H.T.O. - 1977  
Load Factor Design for Superstructure Only.  
Design Loading:  
H520-44 Modified 24,000# Tandem Axle  
15' per sq. ft. Future Wearing Surface.  
Earth 120% $\frac{1}{2}$  in. Equivalent Fluid Pressure 30% $\frac{1}{2}$  in. ft.  
Superstructure: Simply supported non-  
composite for Dead Load. Continuous  
composite for Live Load.

Class B Concrete (Substructure)  $f_c = 3,000$  psi.  
Class B2 Concrete (Superstructure except  
Prestressed Girders and Safety Barrier  
Curb)  $f_c = 4,000$  psi.  
Class B1 Concrete (Safety Barrier Curb  
only)  $f_c = 4,000$  psi.  
Reinforcing Steel (Grade 60)  $f_y = 60,000$  psi.  
Steel Pile  $f_b = 3,000$  psi.

Cost of furnishing, fabricating and installing Neoprene Bearing Pods, complete in place, shall be paid for at the contract unit price for Plain or Laminated Neoprene Bearing Pods.

Minimum clearance to reinforcing steel shall be  $1\frac{1}{2}$ " unless otherwise noted.

A minimum vertical clearance of 14'-9" from crown of existing lanes and a minimum lateral clearance of 44'-0" centered on existing lanes shall be maintained during construction.

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

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 smooth bars and 30 diameters for deformed bars.

B.M. "□" on Retaining Wall & Median Sta. 337+35  
Elev. 911.29.

**STATE ROAD FROM I-29 TO I-435**

**ABOUT 0.5 MILE EAST OF RTE. I-29**

PROJECT NO. IR-35-1(198)

**STA. 336 + 14.95**

**JOB NO. 4-1035-140**

**RTE. I-35**

CLAY

**COUNTY**

DATE *December 21, 1983*

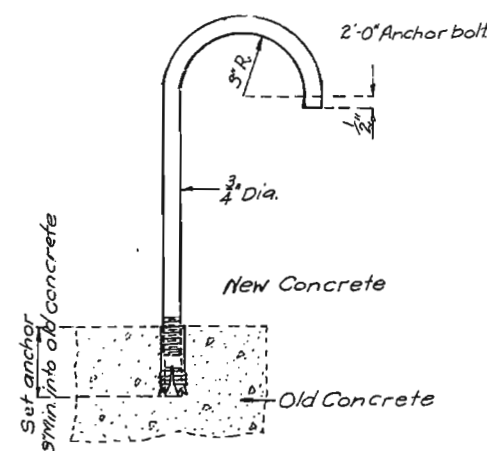
STD. 706-35  
L-654R

DESIGNED *Sept. 1981*  
 DETAILED *Jan. 1982*  
 CHECKED *Feb. 1982*

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

Sheet No. 1 of 17

ESTIMATED QUANTITIES			
ITEM		SUBSTR.	SUPERSTR. TOTAL
Special Work	Lump Sum		1
Removal of Existing Bridge Deck	Sq. Ft.		4,271
Structural Steel Piles (10 In.)	Lin. Ft.	145	145
Class B Concrete	Cu. Yd.	54.2	54.2
( ) Slab on Concrete I-Girder, See Spec. Prov. Sq. Yd.			588
Safety Barrier Curb	Lin. Ft.	273	273
Plain Neoprene Bearing Pads (1/2")	Each	20	20
Laminated Neoprene Brg. Pds (1 3/4")	Each	10	10
Prestressed Concrete I-Girder (30' Span)	Each	10	10
Prestressed Concrete I-Girder (60' Span)	Each	5	5
Reinforcing Steel	Lbs.	8,970	8,970
Class 1 Excavation	Cu. Yds.	35	35



TYR DETAIL OF HOOK ANCHOR BOLT

Note: Anchors shall be of the self drilling expansion type, made of case hardened and drawn carburized steel, with self-cutting annular broaching grooves.  
Cost of furnishing and installing hook anchor bolt assemblies shall be included in contract unit price for concrete.

PILE DATA				
BENT NO.	1	2	3	4
Pile Type and Size	HP10x42	HP10x42	HP10x42	HP10x42
Number	1	2	2	1
Approximate Length Ft.	38	20	16	35
Design Bearing Tons	20	40	40	20
Hammer Energy required Ft. Lbs	7,000	9,900	9,900	7,000

Minimum energy requirement of hammer based on plan length and design bearing value of piles.

All pile shall be driven to practical refusal.

All reinforcement in the end bents is included with superstructure quantities.

All concrete in the end bent (except retaining wall right side) above top of beam and below top of slab shall be Class B2 Concrete (Superstructure). Retaining Wall and Bearing Pads to be Class B concrete (Substructure).

No direct payment will be made for excavation required for removal of Superstructure of End Bents.

ESTIMATED QUANTITIES FOR ALTERNATE SLABS			
TYPE OF SLABS	SLAB ON CONC. I-GDR.		
	REINF. (LBS.)		CONC.
	EPOXY	PLAIN	CU. YD.
Cast-In-Place Conventional Forms	21,000	20,600	210.1
Precast Panel Forms	20,820	7,450	172.3
Stay-In-Place Forms	21,000**	20,600	201.9*

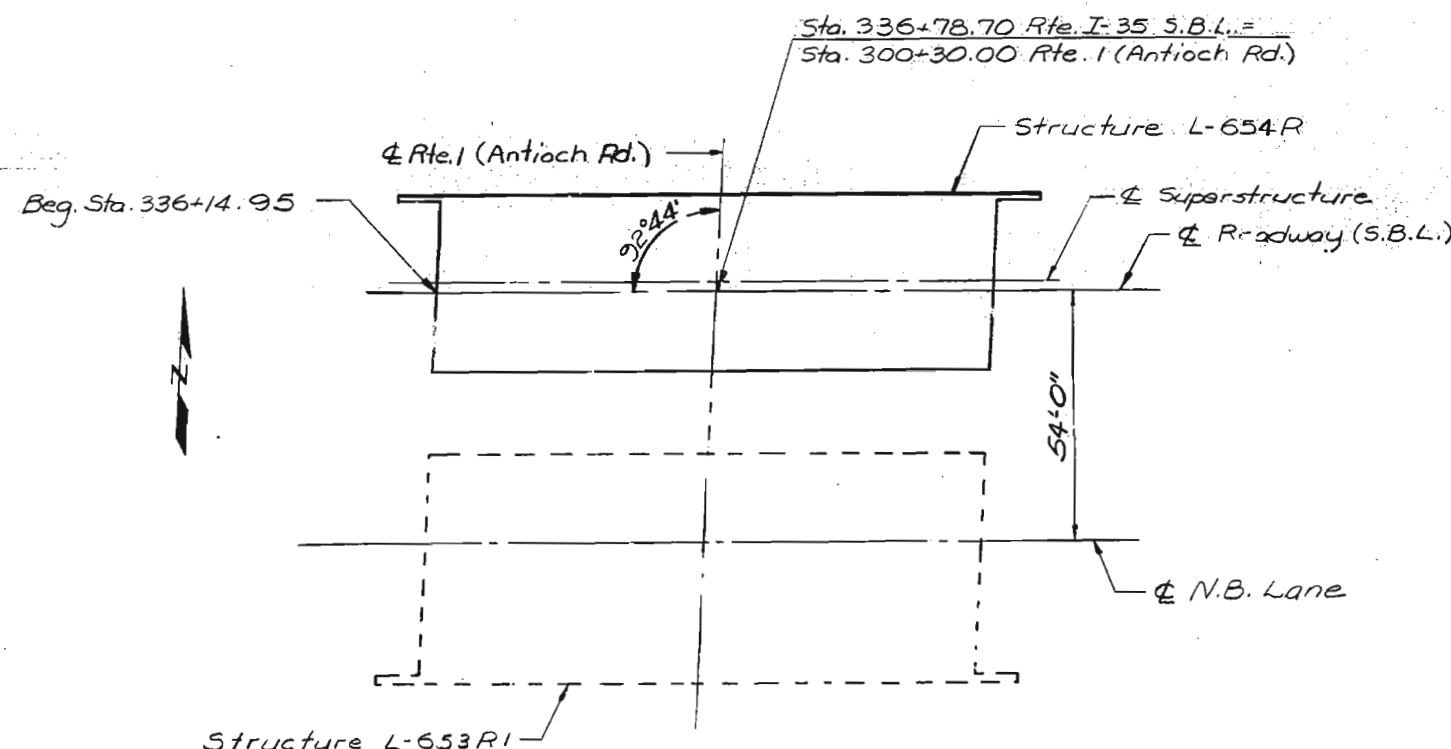
The table of Estimated Quantities for Alternate Slabs represents the quantities used by the state in preparing the cost estimate for concrete slabs. Variations may be encountered in these estimated quantities but these variations cannot be used for an adjustment in the Contract Unit Price per square yard of Alternate Slab used.

See Special Provisions for alternate methods of forming slabs.

Precast panel quantities based on skewed end panels.

\* Does not include concrete required to fill corrugation of S.I.P. forms.

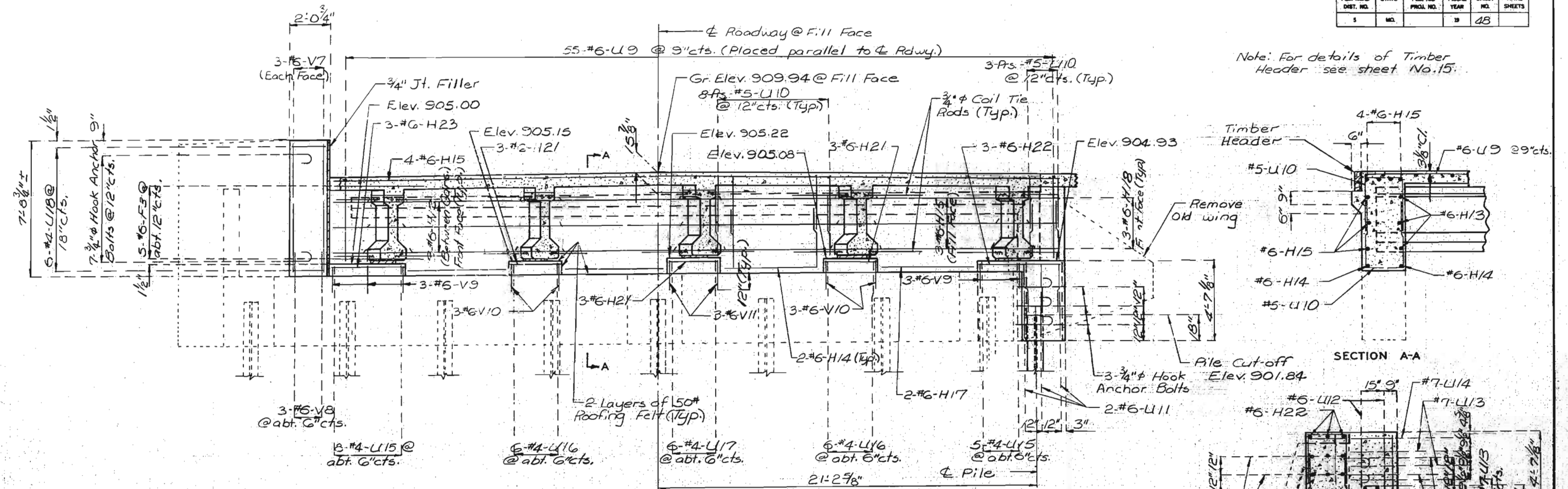
\*\* Does not include reinforcing bars used as bar supports.



LOCATION SKETCH

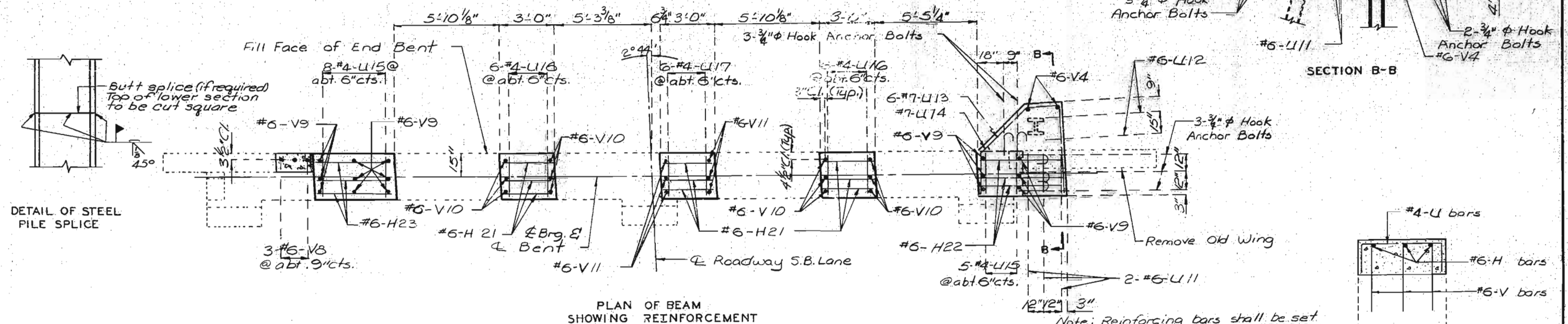


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	48	



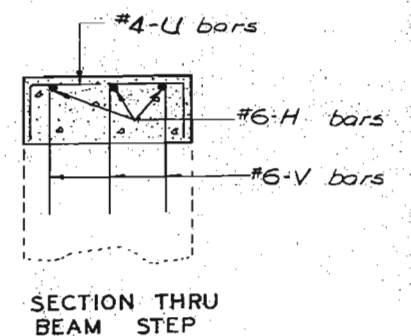
Note: For details of Hook Anchor Bolts see sheet No. 2.

SECTION NEAR END BENT



DETAILS OF END BENT NO. 1

Note: Reinforcing bars shall be set in drilled holes and grouted in accordance with Sec 1066 of the Standard Specifications. No direct payment will be made for drilling holes and grouting reinforcing bars; all costs shall be included in the Contract Unit price for other items in the contract.

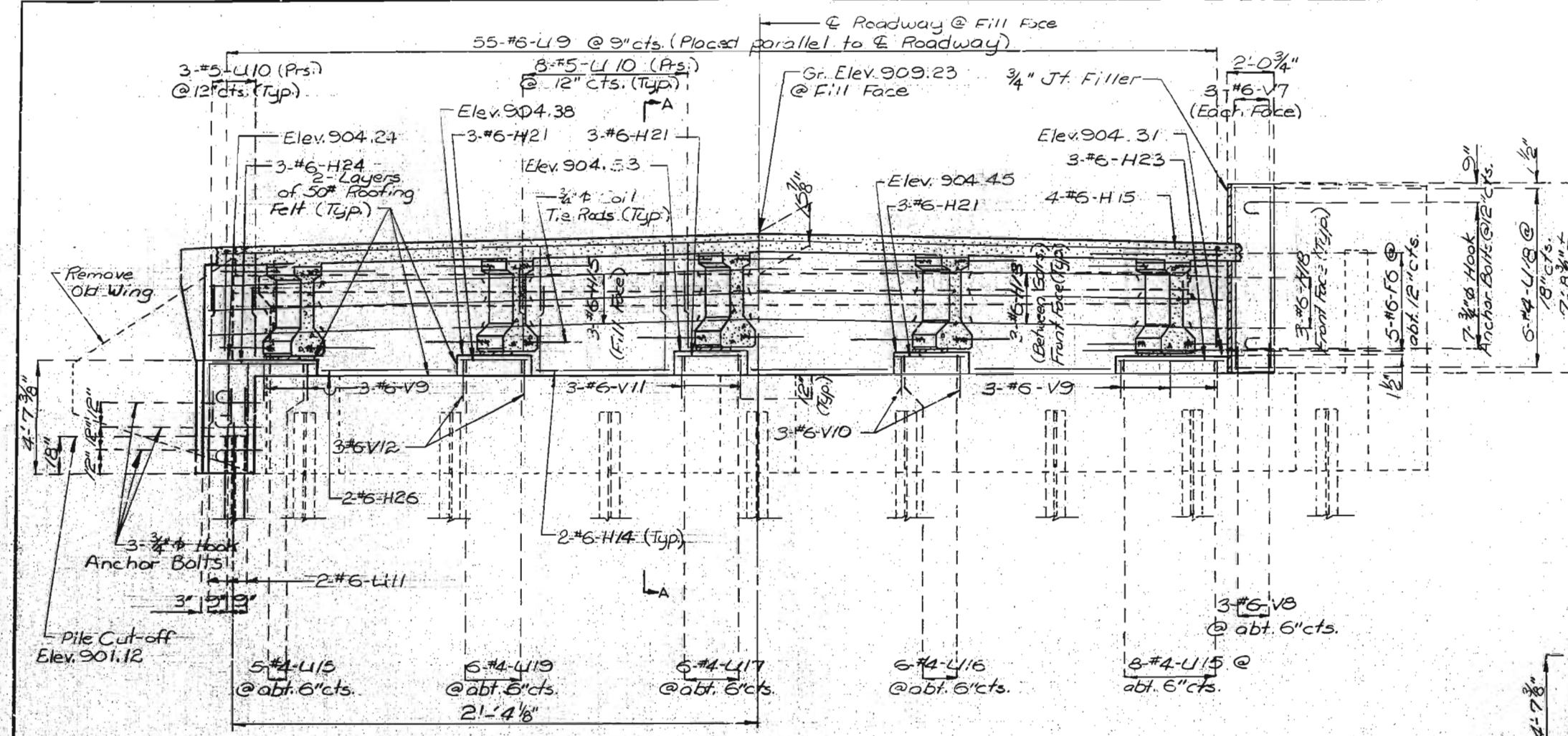




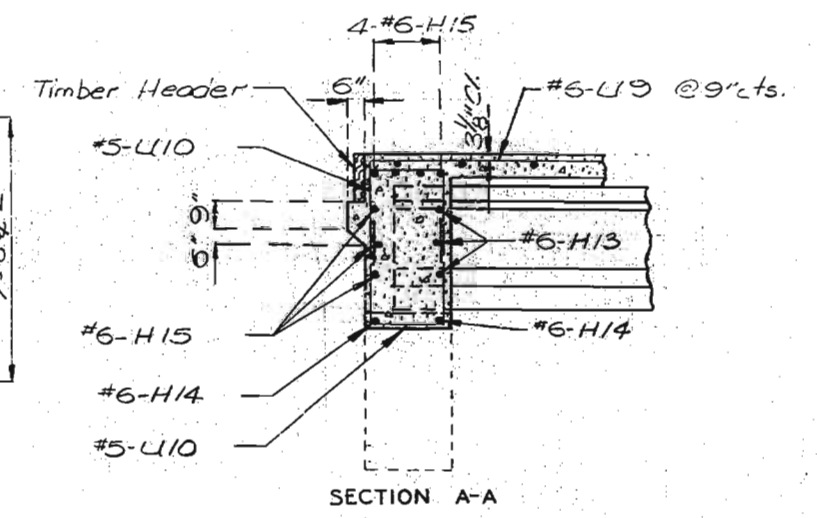




FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	CO.			52	

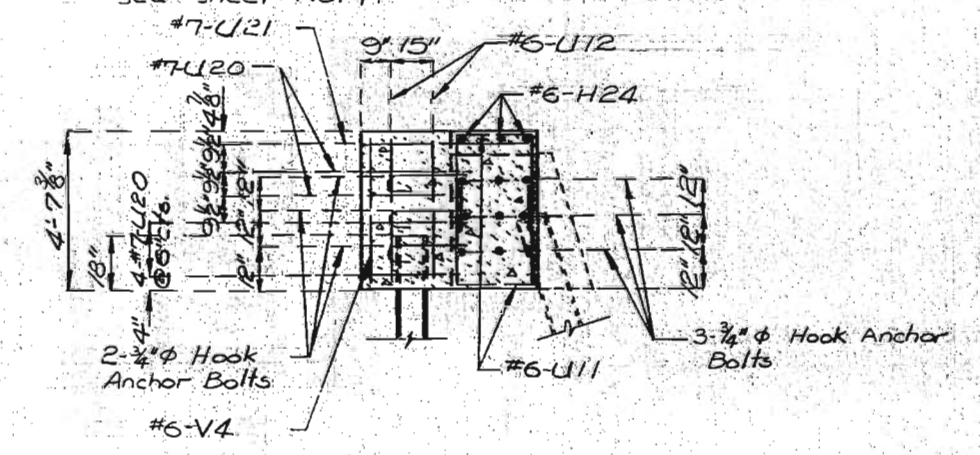


SECTION NEAR END BENT

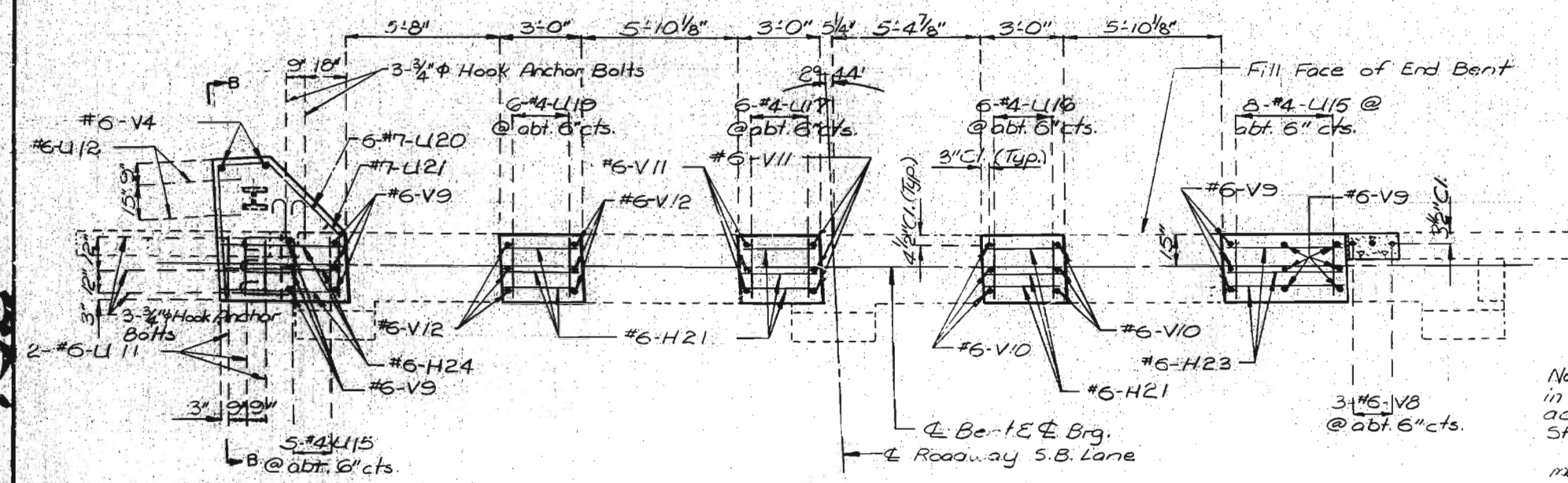


SECTION A-A

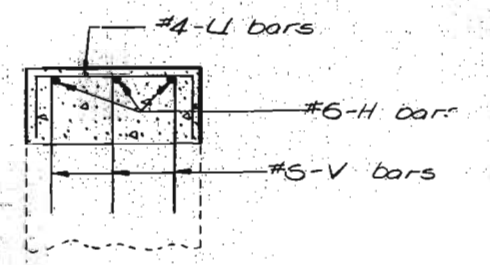
Note: For details of Timber Header see sheet No. 15.  
Note: For details of Steel Pile Splice see sheet No. 4.



SECTION B-B



PLAN OF BEAM  
SHOWING REINFORCEMENT



SECTION THRU  
BEAM STEP

Note: Reinforcing bars shall be set in drilled holes or grouted in accordance with S. 1066 of the Standard Specifications.  
No direct payment will be made for drilling holes and grouting reinforcing bars; all costs shall be included in the Contract Unit price for other items in the contract.

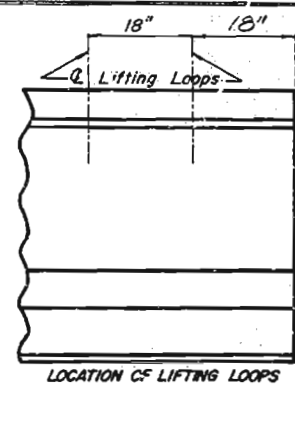
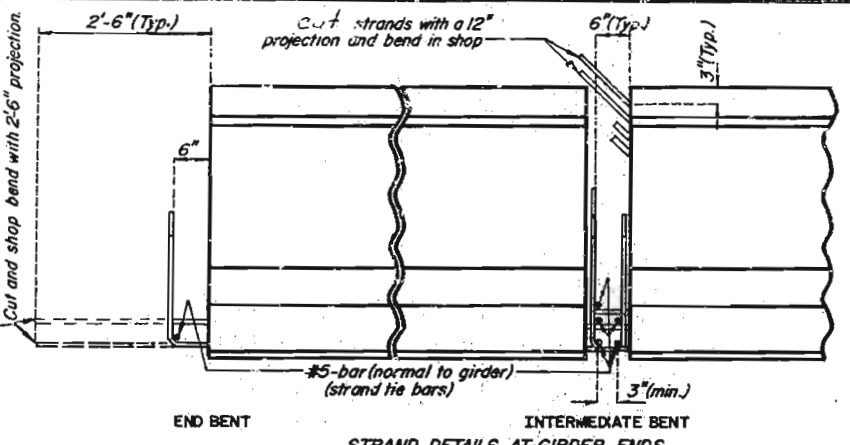
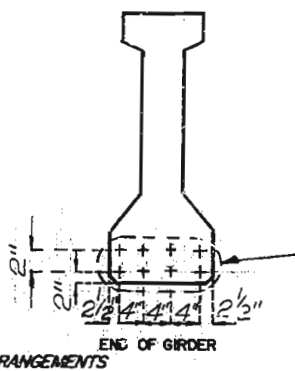
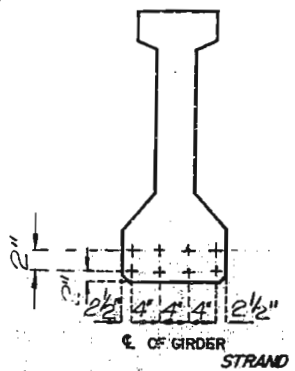
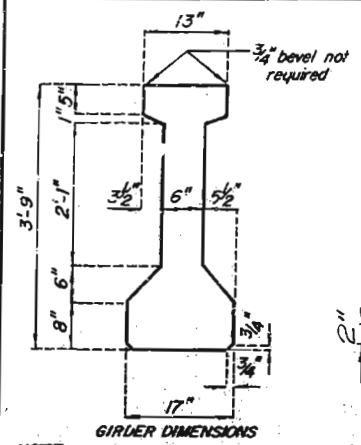
Note: For details of Hook Anchor Bolts see sheet No. 2.

# DETAILS OF END BENT NO. 4

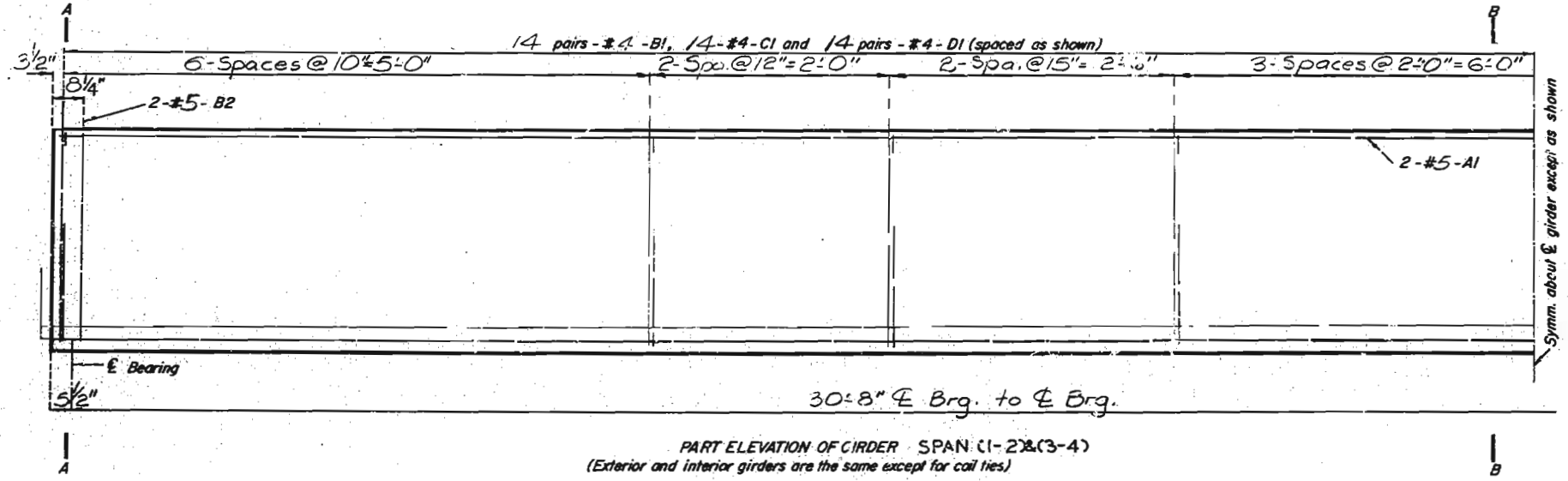
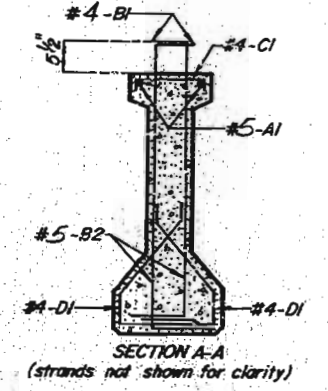
DETAILED Jan. 1982  
CHECKED Feb. 1982

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

Sheet No. 8 of 17.

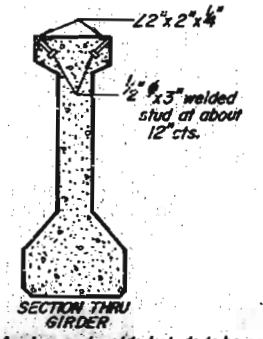
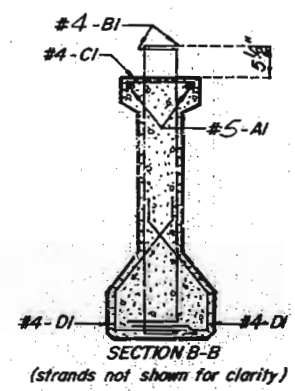


**NOTE:**  
Concrete for prestressed girders shall be Class A1 with  $f'_c = 5,000$  psi.  
(+) indicates prestressed strand.  
Use 8 strands with an initial prestress force of 231 kips.  
Cost of 3/4" coil tie rods placed in diaphragms is included in contract unit price for prestress concrete members.  
Coil ties shall be held in place in the forms by slotted wire-setting-studs projecting thru forms. Studs are to be left in place or replaced with temporary plug until girders are erected and then replaced by coil tie rods.

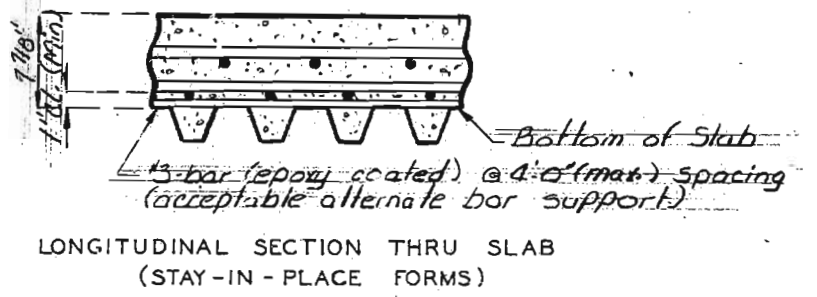
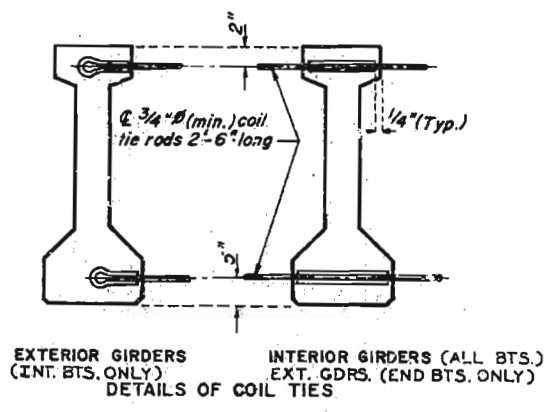


BILL OF REINFORCING STEEL - EACH GIRDER				
NO.	SIZE & MARK	ACTUAL LENGTH	SHAPE	BENDING DIAGRAMS
2	5A1	31'-4"	20	
54	4B1	5'-3"	11	
4	5B2	4'-3"	19	
27	4C1	13"	10	
54	4D1	3'-0"	9	

**NOTE:**  
All dimensions are out to out.  
Where deflecting strands interfere with placement, some in-place bending may be necessary.  
Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures stirrup and tie dimensions.  
Actual lengths are measured along centerline bar to the nearest inch.  
Minimum clearance to reinforcing shall be 1".  
All reinforcement shall be Grade 60.



**NOTE:** Angles and welded studs to be cast-in-place on girders when alternate stay-in-place forms for slabs are used.  
Angles to be placed no closer than 12" from end of girder.  
Welded studs are not required for slabs.  
Cost of angles and welded studs to be included in contract unit price for prestress concrete members.



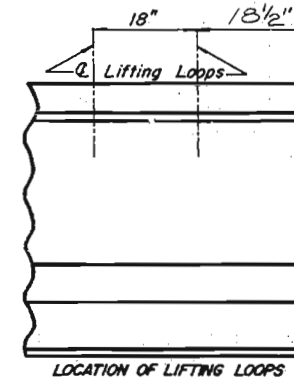
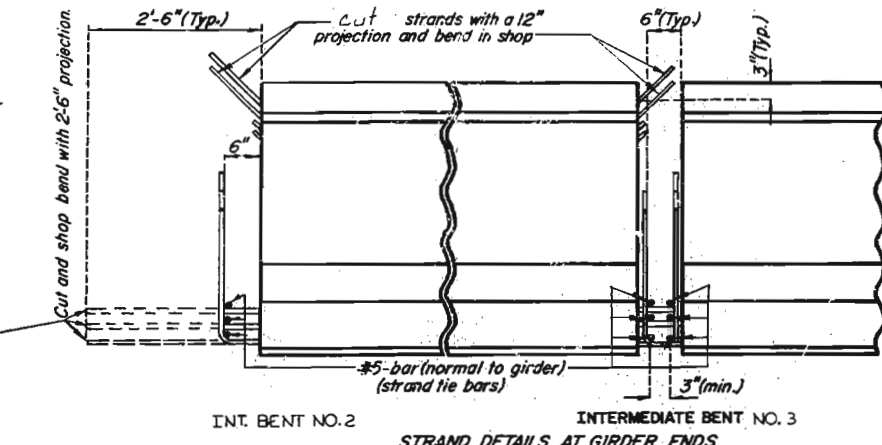
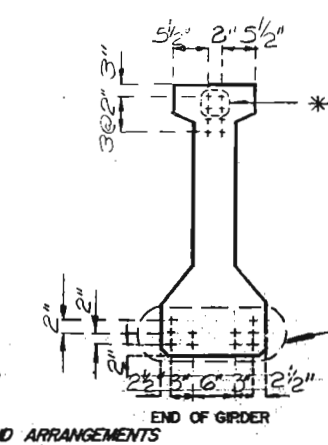
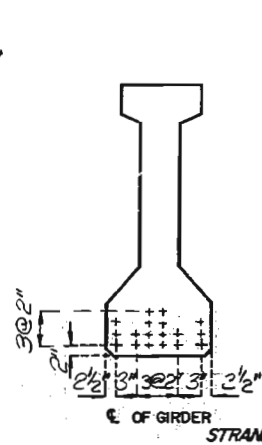
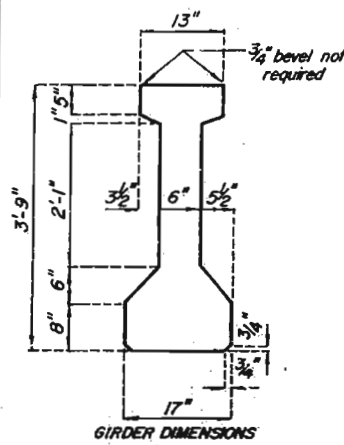
**NOTE:** To determine haunch for the stay-in-place alternate add 5/8" to the haunch for the cast-in-place alternate.

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

Sheet No. 9 of 17.

153  
SPS 55.4.6 Revised April 1973 MAY 1981  
CHECKED Jan. 1982

DETAILED Dec. 1981  
CHECKED Jan. 1982



FED. ROAD DIST. NO.		STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5		MO.		19	54	

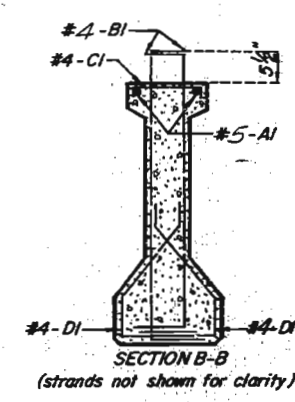
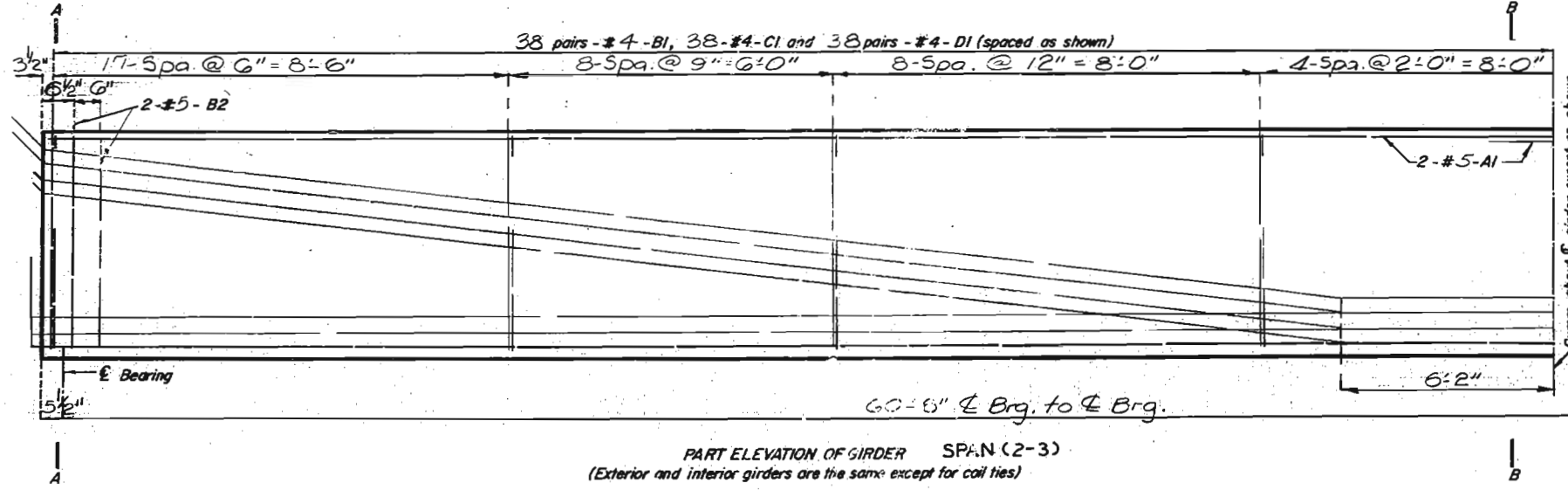
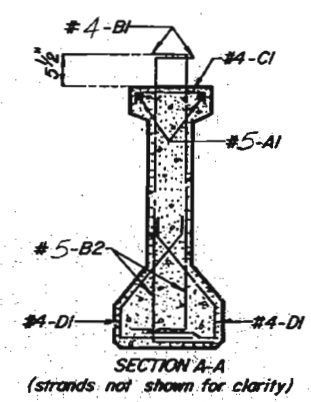
  

BILL OF REINFORCING STEEL - EACH GIRDER				BENDING DIAGRAMS	
NO.	SIZE & MARK	ACTUAL LENGTH	SHAPE		
4	5 A1	31'-5"	20		
150	4 B1	5'-3"	11		
8	5 B2	4'-3"	19		
75	4 C1	13"	10		
150	4 D1	3'-0"	9		

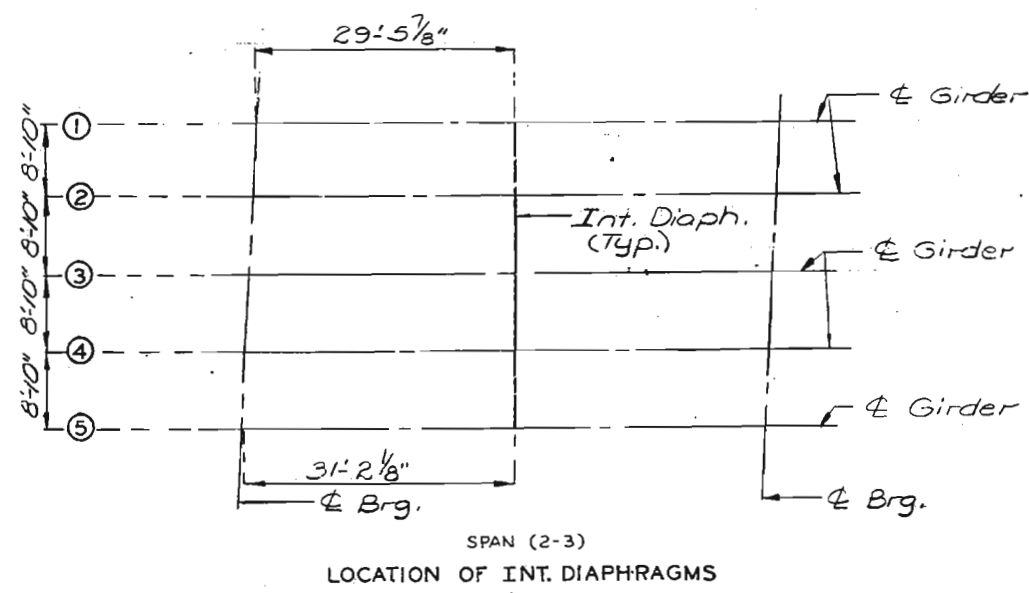
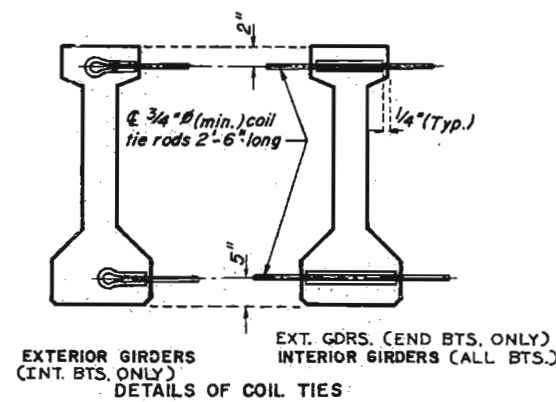
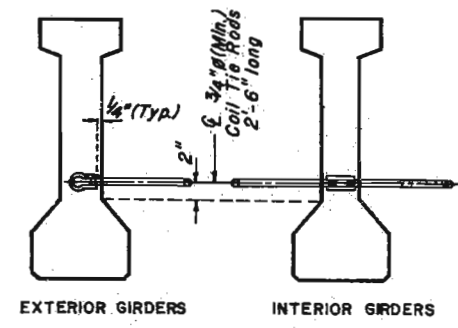
**NOTE:**  
Concrete for prestressed girders shall be Class AI with  $f'_c = 5,000$  psi.  
(+) indicates prestressed strand.  
Use 18 strands with an initial prestress force of 520 kips.  
Cost of 3/4" coil tie rods placed in diaphragms is included in contract unit price for prestress concrete members.  
Coil ties shall be held in place in the forms by slotted wire-setting-studs projecting thru forms. Studs are to be left in place or replaced with temporary plug until girders are erected and then replaced by coil tie rods.

\* Cut and shop bend with a 12" projection.  
Remaining top strands to be cut within 1" of concrete.

**NOTE:**  
All dimensions are out to out.  
Where deflecting strands interfere with placement, some in-place bending may be necessary.  
Hooks and bends shall be in accordance with the CRSI Manual of Standard Practice for Detailing Reinforced Concrete Structures stirrups and tie dimensions.  
Actual lengths are measured along centerline bar to the nearest inch. Minimum clearance to reinforcing shall be 1".  
All reinforcement shall be Grade 60.



**NOTE:** Angles and welded studs to be cast-in-place on girders when alternate stay-in-place forms for slabs are used.  
Angles to be placed no closer than 12" from end of girders.  
Welded splices are not required for angles.  
Cost of angles and welded studs to be included in contract unit price for prestress concrete members.

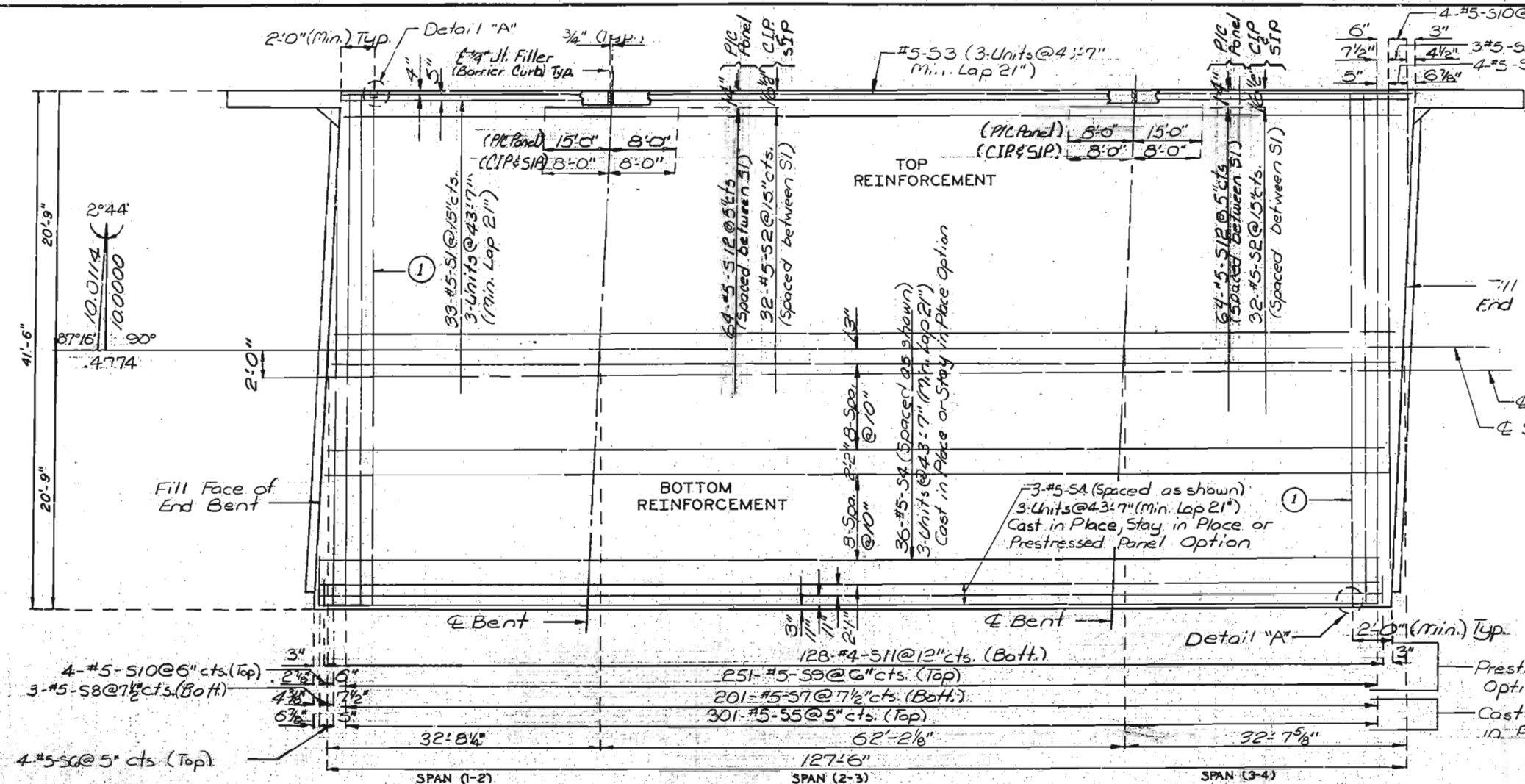


Note: This drawing is not to scale. Follow dimensions.

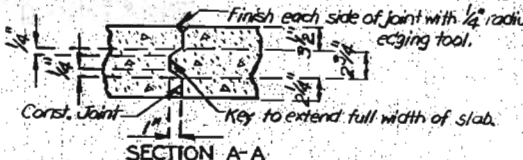
Sheet No. 10 of 17.

154

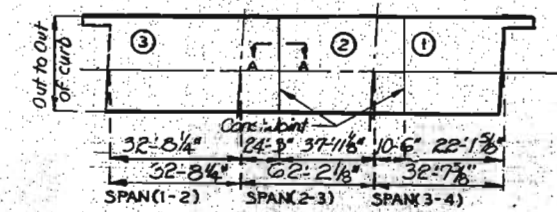
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		83	56	



PLAN OF SLAB SHOWING REINFORCEMENT



SECTION A-A



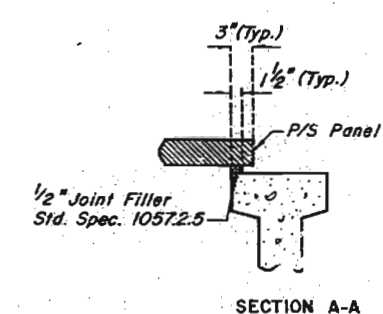
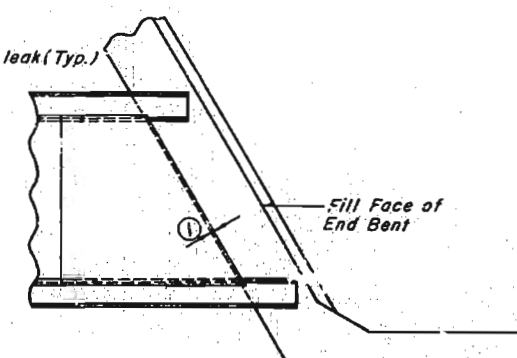
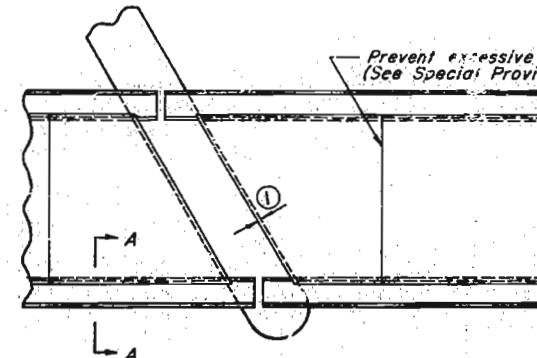
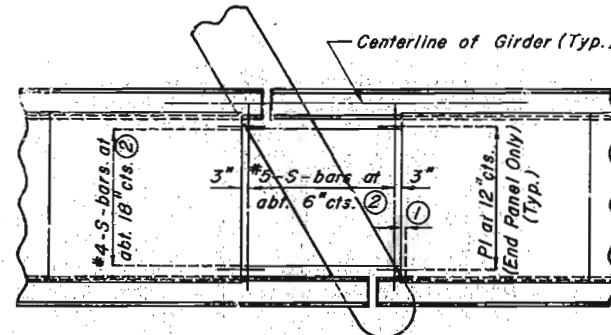
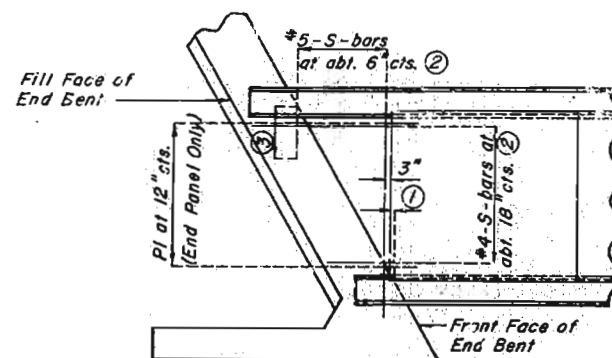
Sequence of Pours	Direction			Minimum Rate of Pour (cubic yards per hour)
	1	2	3	
Basic Sequence	End to 2	1 to 3	2 to End	25
Alternate "A" Pours	End to 3	2 to End		25
Alternate "B" Pours	1 + 2 + 3	End to End		25

The contractor shall furnish an approved retarder to retard the set of the concrete to 2.5 hours and shall pour and satisfactorily finish the slab pours at the rate given above.

SLAB POURING SEQUENCE

Gdr. #1	3/8"	1/2"	3/4"	1"	1 1/4"	1 1/2"	1 3/4"	2"	2 1/4"	2 1/2"	2 3/4"	3"	3 1/4"	3 1/2"	3 3/4"	4"	4 1/4"	4 1/2"	4 3/4"	5"	5 1/4"	5 1/2"	5 3/4"	6"	6 1/4"	6 1/2"	6 3/4"	7"	7 1/4"	7 1/2"	7 3/4"	8"	8 1/4"	8 1/2"	8 3/4"	9"	9 1/4"	9 1/2"	9 3/4"	10"	10 1/4"	10 1/2"	10 3/4"	11"	11 1/4"	11 1/2"	11 3/4"	12"	12 1/4"	12 1/2"	12 3/4"	13"	13 1/4"	13 1/2"	13 3/4"	14"	14 1/4"	14 1/2"	14 3/4"	15"	15 1/4"	15 1/2"	15 3/4"	16"	16 1/4"	16 1/2"	16 3/4"	17"	17 1/4"	17 1/2"	17 3/4"	18"	18 1/4"	18 1/2"	18 3/4"	19"	19 1/4"	19 1/2"	19 3/4"	20"	20 1/4"	20 1/2"	20 3/4"	21"	21 1/4"	21 1/2"	21 3/4"	22"	22 1/4"	22 1/2"	22 3/4"	23"	23 1/4"	23 1/2"	23 3/4"	24"	24 1/4"	24 1/2"	24 3/4"	25"	25 1/4"	25 1/2"	25 3/4"	26"	26 1/4"	26 1/2"	26 3/4"	27"	27 1/4"	27 1/2"	27 3/4"	28"	28 1/4"	28 1/2"	28 3/4"	29"	29 1/4"	29 1/2"	29 3/4"	30"	30 1/4"	30 1/2"	30 3/4"	31"	31 1/4"	31 1/2"	31 3/4"	32"	32 1/4"	32 1/2"	32 3/4"	33"	33 1/4"	33 1/2"	33 3/4"	34"	34 1/4"	34 1/2"	34 3/4"	35"	35 1/4"	35 1/2"	35 3/4"	36"	36 1/4"	36 1/2"	36 3/4"	37"	37 1/4"	37 1/2"	37 3/4"	38"	38 1/4"	38 1/2"	38 3/4"	39"	39 1/4"	39 1/2"	39 3/4"	40"	40 1/4"	40 1/2"	40 3/4"	41"	41 1/4"	41 1/2"	41 3/4"	42"	42 1/4"	42 1/2"	42 3/4"	43"	43 1/4"	43 1/2"	43 3/4"	44"	44 1/4"	44 1/2"	44 3/4"	45"	45 1/4"	45 1/2"	45 3/4"	46"	46 1/4"	46 1/2"	46 3/4"	47"	47 1/4"	47 1/2"	47 3/4"	48"	48 1/4"	48 1/2"	48 3/4"	49"	49 1/4"	49 1/2"	49 3/4"	50"	50 1/4"	50 1/2"	50 3/4"	51"	51 1/4"	51 1/2"	51 3/4"	52"	52 1/4"	52 1/2"	52 3/4"	53"	53 1/4"	53 1/2"	53 3/4"	54"	54 1/4"	54 1/2"	54 3/4"	55"	55 1/4"	55 1/2"	55 3/4"	56"	56 1/4"	56 1/2"	56 3/4"	57"	57 1/4"	57 1/2"	57 3/4"	58"	58 1/4"	58 1/2"	58 3/4"	59"	59 1/4"	59 1/2"	59 3/4"	60"	60 1/4"	60 1/2"	60 3/4"	61"	61 1/4"	61 1/2"	61 3/4"	62"	62 1/4"	62 1/2"	62 3/4"	63"	63 1/4"	63 1/2"	63 3/4"	64"	64 1/4"	64 1/2"	64 3/4"	65"	65 1/4"	65 1/2"	65 3/4"	66"	66 1/4"	66 1/2"	66 3/4"	67"	67 1/4"	67 1/2"	67 3/4"	68"	68 1/4"	68 1/2"	68 3/4"	69"	69 1/4"	69 1/2"	69 3/4"	70"	70 1/4"	70 1/2"	70 3/4"	71"	71 1/4"	71 1/2"	71 3/4"	72"	72 1/4"	72 1/2"	72 3/4"	73"	73 1/4"	73 1/2"	73 3/4"	74"	74 1/4"	74 1/2"	74 3/4"	75"	75 1/4"	75 1/2"	75 3/4"	76"	76 1/4"	76 1/2"	76 3/4"	77"	77 1/4"	77 1/2"	77 3/4"	78"	78 1/4"	78 1/2"	78 3/4"	79"	79 1/4"	79 1/2"	79 3/4"	80"	80 1/4"	80 1/2"	80 3/4"	81"	81 1/4"	81 1/2"	81 3/4"	82"	82 1/4"	82 1/2"	82 3/4"	83"	83 1/4"	83 1/2"	83 3/4"	84"	84 1/4"	84 1/2"	84 3/4"	85"	85 1/4"	85 1/2"	85 3/4"	86"	86 1/4"	86 1/2"	86 3/4"	87"	87 1/4"	87 1/2"	87 3/4"	88"	88 1/4"	88 1/2"	88 3/4"	89"	89 1/4"	89 1/2"	89 3/4"	90"	90 1/4"	90 1/2"	90 3/4"	91"	91 1/4"	91 1/2"	91 3/4"	92"	92 1/4"	92 1/2"	92 3/4"	93"	93 1/4"	93 1/2"	93 3/4"	94"	94 1/4"	94 1/2"	94 3/4"	95"	95 1/4"	95 1/2"	95 3/4"	96"	96 1/4"	96 1/2"	96 3/4"	97"	97 1/4"	97 1/2"	97 3/4"	98"	98 1/4"	98 1/2"	98 3/4"	99"	99 1/4"	99 1/2"	99 3/4"	100"	100 1/4"	100 1/2"	100 3/4"	101"	101 1/4"	101 1/2"	101 3/4"	102"	102 1/4"	102 1/2"	102 3/4"	103"	103 1/4"	103 1/2"	103 3/4"	104"	104 1/4"	104 1/2"	104 3/4"	105"	105 1/4"	105 1/2"	105 3/4"	106"	106 1/4"	106 1/2"	106 3/4"	107"	107 1/4"	107 1/2"	107 3/4"	108"	108 1/4"	108 1/2"	108 3/4"	109"	109 1/4"	109 1/2"	109 3/4"	110"	110 1/4"	110 1/2"	110 3/4"	111"	111 1/4"	111 1/2"	111 3/4"	112"	112 1/4"	112 1/2"	112 3/4"	113"	113 1/4"	113 1/2"	113 3/4"	114"	114 1/4"	114 1/2"	114 3/4"	115"	115 1/4"	115 1/2"	115 3/4"	116"	116 1/4"	116 1/2"	116 3/4"	117"	117 1/4"	117 1/2"	117 3/4"	118"	118 1/4"	118 1/2"	118 3/4"	119"	119 1/4"	119 1/2"	119 3/4"	120"	120 1/4"	120 1/2"	120 3/4"	121"	121 1/4"	121 1/2"	121 3/4"	122"	122 1/4"	122 1/2"	122 3/4"	123"	123 1/4"	123 1/2"	123 3/4"	124"	124 1/4"	124 1/2"	124 3/4"	125"	125 1/4"	125 1/2"	125 3/4"	126"	126 1/4"	126 1/2"	126 3/4"	127"	127 1/4"	127 1/2"	127 3/4"	128"	128 1/4"	128 1/2"	128 3/4"	129"	129 1/4"	129 1/2"	129 3/4"	130"	130 1/4"	130 1/2"	130 3/4"	131"	131 1/4"	131 1/2"	131 3/4"	132"	132 1/4"	132 1/2"	132 3/4"	133"	133 1/4"	133 1/2"	133 3/4"	134"	134 1/4"	134 1/2"	134 3/4"	135"	135 1/4"	135 1/2"	135 3/4"	136"	136 1/4"	136 1/2"	136 3/4"	137"	137 1/4"	137 1/2"	137 3/4"	138"	138 1/4"	138 1/2"	138 3/4"	139"	139 1/4"	139 1/2"	139 3/4"	140"	140 1/4"	140 1/2"	140 3/4"	141"	141 1/4"	141 1/2"	141 3/4"	142"	142 1/4"	142 1/2"	142 3/4"	143"	143 1/4"	143 1/2"	143 3/4"	144"	144 1/4"	144 1/2"	144 3/4"	145"	145 1/4"	145 1/2"	145 3/4"	146"	146 1/4"	146 1/2"	146 3/4"	147"	147 1/4"	147 1/2"	147 3/4"	148"	148 1/4"	148 1/2"	148 3/4"	149"	149 1/4"	149 1/2"	149 3/4"	150"	150 1/4"	150 1/2"	150 3/4"	151"	151 1/4"	151 1/2"	151 3/4"	152"	152 1/4"	152 1/2"	152 3/4"	153"	153 1/4"	153 1/2"	153 3/4"	154"	154 1/4"	154 1/2"	154 3/4"	155"	155 1/4"	155 1/2"	155 3/4"	156"	156 1/4"	156 1/2"	156 3/4"	157"	157 1/4"	157 1/2"	157 3/4"	158"	158 1/4"	158 1/2"	158 3/4"	159"	159 1/4"	159 1/2"	159 3/4"	160"	160 1/4"	160 1/2"	160 3/4"	161"	161 1/4"	161 1/2"	161 3/4"	162"	162 1/4"	162 1/2"	162 3/4"	163"	163 1/4"	163 1/2"	163 3/4"	164"	164 1/4"	164 1/2"	164 3/4"	165"	165 1/4"	165 1/2"	165 3/4"	166"	166 1/4"	166 1/2"	166 3/4"	167"	167 1/4"	167 1/2"	167 3/4"	168"	168 1/4"	168 1/2"	168 3/4"	169"	169 1/4"	169 1/2"	169 3/4"	170"	170 1/4"	170 1/2"	170 3/4"	171"	171 1/4"	171 1/2"	171 3/4"	172"	172 1/4"	172 1/2"	172 3/4"	173"	173 1/4"	173 1/2"	173 3/4"	174"	174 1/4"	174 1/2"	174 3/4"	175"	175 1/4"	175 1/2"	175 3/4"	176"	176 1/4"	176 1/2"	176 3/4"	177"	177 1/4"	177 1/2"	177 3/4"	178"	178 1/4"	178 1/2"	178 3/4"	179"	179 1/4"	179 1/2"	179 3/4"	180"	180 1/4"	180 1/2"	180 3/4"	181"	181 1/4"	181 1/2"	181 3/4"	182"	182 1/4"	182 1/2"	182 3/4"	183"	183 1/4"	183 1/2"	183 3/4"	184"	184 1/4"	184 1/2"	184 3/4"	185"	185 1/4"	185 1/2"	185 3/4"	186"	186 1/4"	186 1/2"	186 3/4"	187"	187 1/4"	187 1/2"	187 3/4"	188"	188 1/4"	188 1/2"	188 3/4"	189"	189 1/4"	189 1/2"	189 3/4"	190"	190 1/4"	190 1/2"	190 3/4"	191"	191 1/4"	191 1/2"	191 3/4"	192"	192 1/4"	192 1/2"	192 3/4"	193"	193 1/4"	193 1/2"	193 3/4"	194"	194 1/4"	194 1/2"	194 3/4"	195"	195 1/4"	195 1/2"	195 3/4"	196"	196 1/4"	196 1/2"	196 3/4"	197"	197 1/4"	197 1/2"	197 3/4"	198"	198 1/4"	198 1/2"	198 3/4"	199"	199 1/4"	199 1/2"	199 3/4"	200"	200 1/4"	200 1/2"	200 3/4"	201"	201 1/4"	201 1/2"	201 3/4"	202"	202 1/4"	202 1/2"	202 3/4"	203"	203 1/4"	203 1/2"	203 3/4"	204"	204 1/4"	204 1/2"	204 3/4"	205"	205 1/4"	205 1/2"	205 3/4"	206"	206 1/4"	206 1/2"	206 3/4"	207"	207 1/4"	207 1/2"	207 3/4"	208"	208 1/4"	208 1/2"	208 3/4"	209"	209 1/4"	209 1/2"	209 3/4"	210"	210 1/4"	210 1/2"	210 3/4"	211"	211 1/4"	211 1/2"	211 3/4"	212"	212 1/4"	212 1/2"	212 3/4"	213"	213 1/4"	213 1/2"	213 3/4"	214"	214 1/4"	214 1/2"	214 3/4"	215"	215 1/4"	215 1/2"	215 3/4"	216"	216 1/4"	216 1/2"	216 3/4"	217"	217 1/4"	217 1/2"	217 3/4"	218"	218 1/4"	218 1/2"	218 3/4"	219"	219 1/4"	219 1/2"	219 3/4"	220"	220 1/4"	220 1/2"	220 3/4"	221"	221 1/4"	221 1/2"	221 3/4"	222"	222 1/4"	222 1/2"	222 3/4"	223"	223 1/4"	223 1/2"	223 3/4"	224"	224 1/4"	224 1/2"	224 3/4"	225"	225 1/4"	225 1/2"	225 3/4"	226"	226 1/4"	226 1/2"	226 3/4"	227"	227 1/4"	227 1/2"	227 3/4"	228"	228 1/4"	228 1/2"	228 3/4"	229"	229 1/4"	229 1/2"	229 3/4"	230"	230 1/4"	230 1/2"	230 3/4"	231"	231 1/4"	231 1/2"	231 3/4"	232"	232 1/4"	232 1/2"	232 3/4"	233"	233 1/4"	233 1/2"	233 3/4"	234"	234 1/4"	234 1/2"	234 3/4"	235"	235 1/4"	235 1/2"	235 3/4"	236"	236 1/4"	236 1/2"	236 3/4"	237"	237 1/4"	237 1/2"	237 3/4"	238"	238 1/4"	238 1/2"	238 3/4"	239"	239 1/4"	239 1/2"	239 3/4"	240"	240 1/4"	240 1/2"	240 3/4"	241"	241 1/4"	241 1/2"	241 3/4"	242"	242 1/4"	242 1/2"	242 3/4"	243"	243 1/4"	243 1/2"	243 3/4"	244"	244 1/4"	244 1/2"	244 3/4"	245"	245 1/4"	245 1/2"	245 3/4"	246"	246 1/4"	246 1/2"	246 3/4"	247"	247 1/4"	247 1/2"	247 3/4"	248"	248 1/4"	248 1/2"	248 3/4"	249"	249 1/4"	249 1/2"	249 3/4"	250"	250 1/4"	250 1/2"	250 3/4"	251"	251 1/4"	251 1/2"	251 3/4"	252"	252 1/4"	252 1/2"	252 3/4"	253"	253 1/4"	253 1/2"	253 3/4"	254"	254 1/4"	254 1/2"	254 3/4"	255"	255 1/4"	255 1/2"	255 3/4"	256"	256 1/4"	256 1/2"	256 3/4"	257"	257 1/4"	257 1/2"	257 3/4"	258"	258 1/4"	258 1/2"	258 3/4"	259"	259 1/4"	259 1/2"	259 3/4"	260"	260 1/4"	260 1/2"	260 3/4"	261"	261 1/4"	261 1/2"	261 3/4"	262"	262 1/4"	262 1/2"	262 3/4"	263"	263 1/4"	263 1/2"	263 3/4"	264"	264 1/4"	264 1/2"	264 3/4"	265"	265 1/4"	265 1/2"	265 3/4"	266"	266 1/4"	266 1/2"	266 3/4"	267"	267 1/4"	267 1/2"	267 3/4"	268"	268 1/4"	268 1/2"	268 3/4"	269"	269 1/4"	269 1/2"	269 3/4"	270"	270 1/4"	270 1/2"	270 3/4"	271"	271 1/4"	271 1/2"	271 3/4"	272"	272 1/4"	272 1/2"	272 3/4"	273"	273 1/4"	273 1/2"	273 3/4"	274"	274 1/4"	274 1/2"	274 3/4"	275"	275 1/4"	275 1/2"	275 3/4"	276"	276 1/4"	276 1/2"	276 3/4"	277"	277 1/4"	277 1/2"	277 3/4"	278"	278 1/4"	278 1/2"	278 3/4"	279"	279 1/4"	279 1/2"	279 3/4"	280"	280 1/4"	280 1/2"	280 3/4"	281"	281 1/4"	281 1/2"	281 3/4"	282"	282 1/4"	282 1/2"	282 3/4"	283"	283 1/4"	283 1/2"	283 3/4"	284"	284 1/4"	284 1/2"	284 3/4"	285"	285 1/4"	285 1/2"	285 3/4"	286"	286 1/4"	286 1/2"	286 3/4"	287"	287 1/4"	287 1/2"	287 3/4"	288"	288 1/4"	288 1/2"	288 3/4"	289"	289 1/4"	289 1/2"	289 3/4"	290"	290 1/4"	290 1/2"	290 3/4"	291"	291 1/4"
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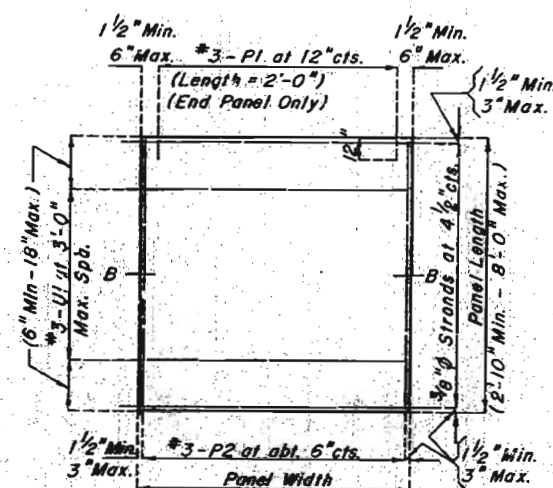
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	57	



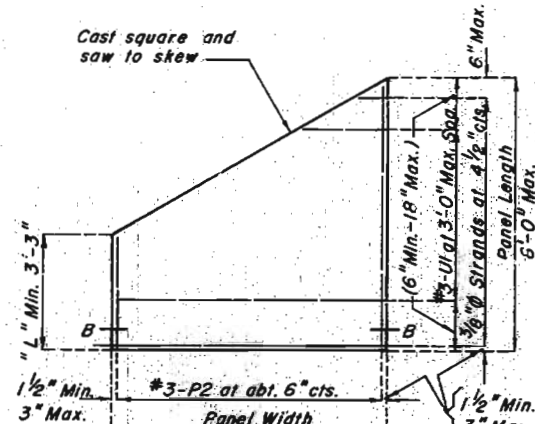
PANELS - SQUARED ENDS

PANELS - SKEWED ENDS

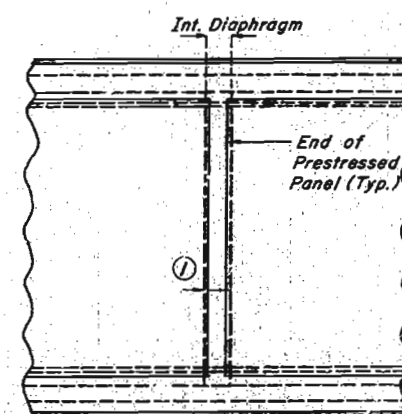
### PLAN OF PRESTRESSED PANEL PLACEMENT



PLAN OF PRESTRESSED PANEL

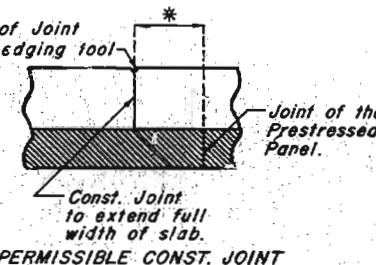


PLAN OF PRESTRESSED PANEL (SKEWED END - OPTIONAL)



PLAN OF INT. DIAPHRAGM

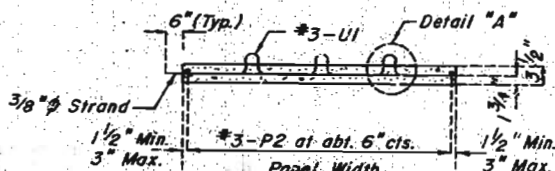
Finish each side of Joint with 1/4\"/>



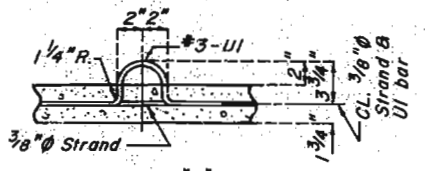
\* Adjust the Permissible Const. Joint to a clearance of 5\"/>

**GENERAL NOTES:**  
**PRESTRESSED PANELS:**  
 CONCRETE FOR PRESTRESSED PANELS SHALL BE CLASS A1 WITH  $f'c = 5,000$  psi,  $f'ci = 3,500$  psi.  
 THE TOP SURFACE OF ALL PLANKS SHALL RECEIVE A SCORED FINISH WITH A DEPTH OF SCORING OF 1/8\"/>

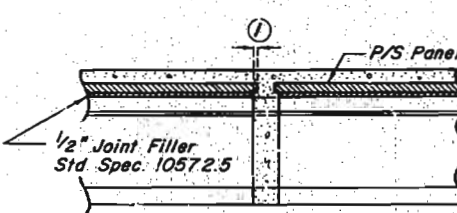
**REINFORCING STEEL:**  
 ALL DIMENSIONS ARE OUT TO OUT.  
 MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2\"/>



SECTION B-B



DETAIL "A"



SECTION THRU INT. DIAPHRAGM

### NOTE:

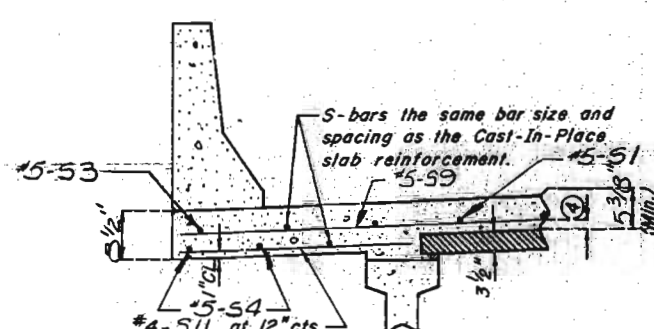
- End panel to be dimensioned 1\"/>

Cost of S-bars shall be included in price bid for Slab per sq. yd.

S-bars are not listed in bill of reinforcing.

### NOTES CON'T.

- Support from diaphragm forms required under optional skewed end until Cast-In-Place concrete has reached its minimum compressive strength.
- Extend S-bars 18\"/>



SECTION THRU CANTILEVER

- 1\"/>

### DETAILS OF PRECAST PRESTRESSED PANELS

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

Sheet No. 13 of 17

CLAY COUNTY

L-6542  
 1-30-41

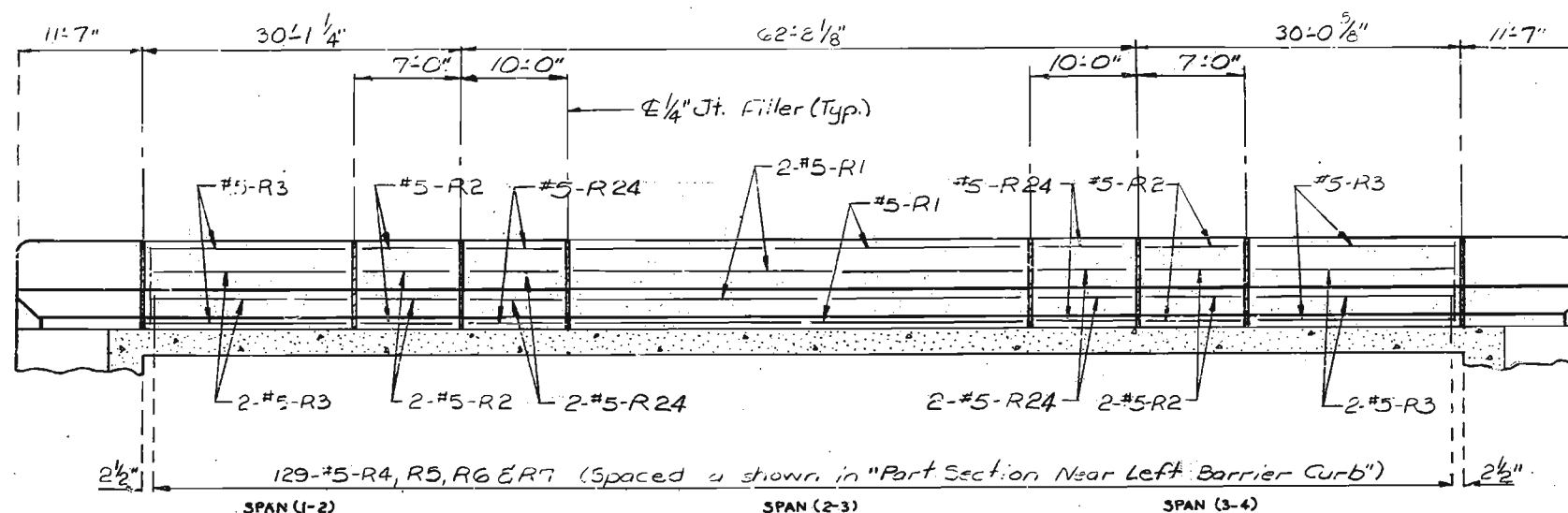
DETAILED Nov. 1983  
 CHECKED Nov 1983

157

P/S Panel Revised  
 JAN. 1980 OCT. 1983

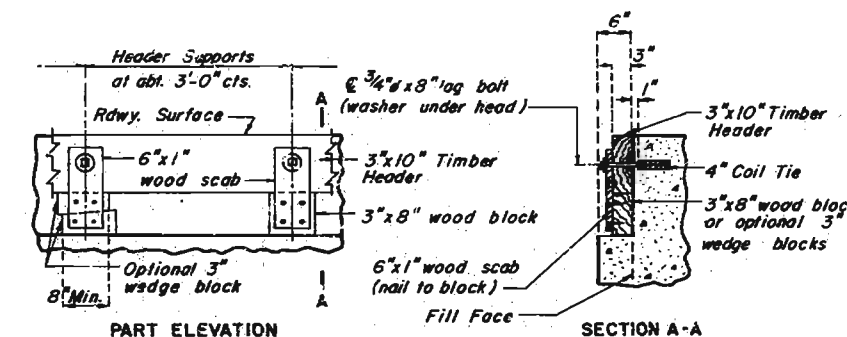


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MO.		19	59	



SECTION NEAR LEFT BARRIER CURB

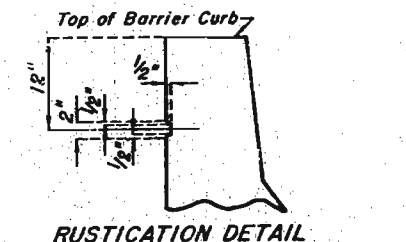
Note: Rustication not shown in Section Near Left Barrier Curb for clarity.



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

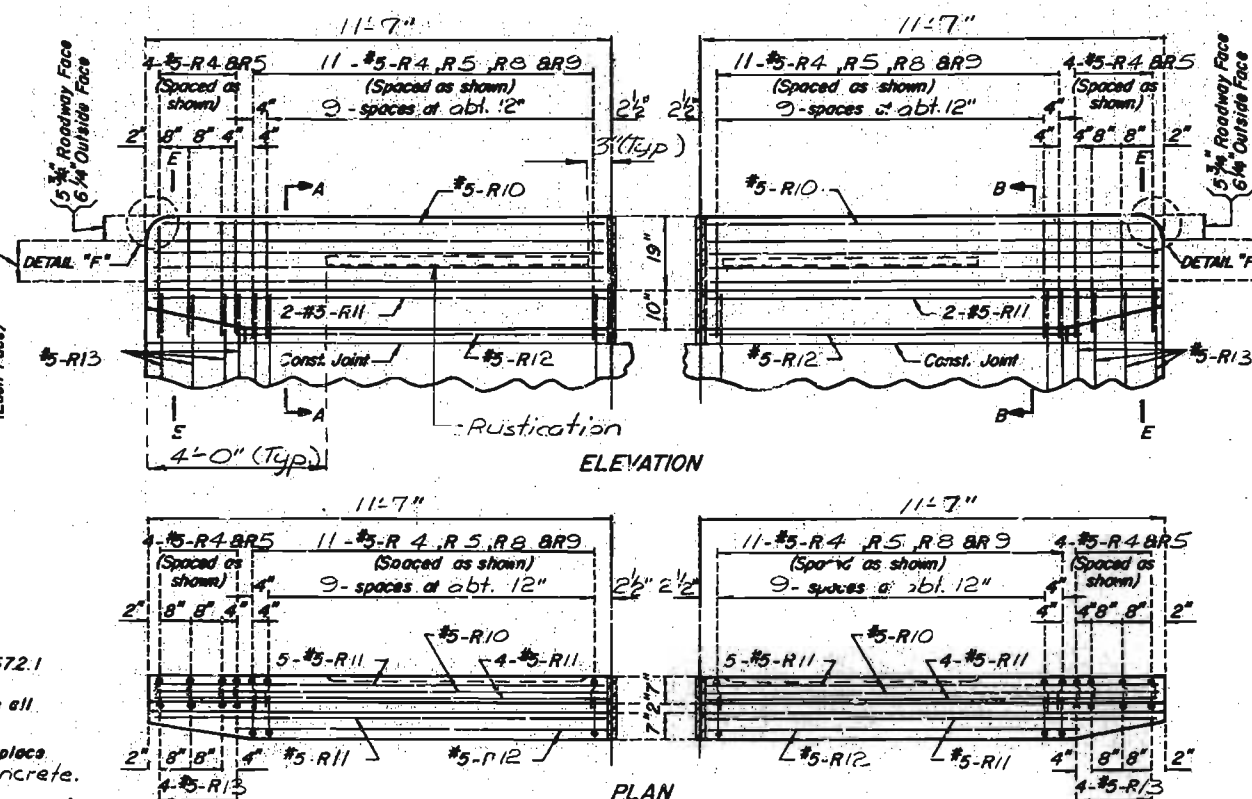
DETAILS OF TIMBER HEADER AT END BENTS

Note: Longitudinal dimensions are along top edge of slab parallel to grade.

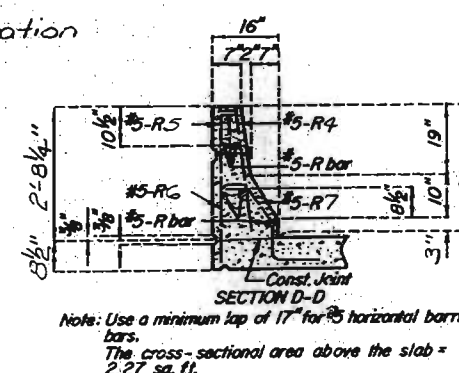
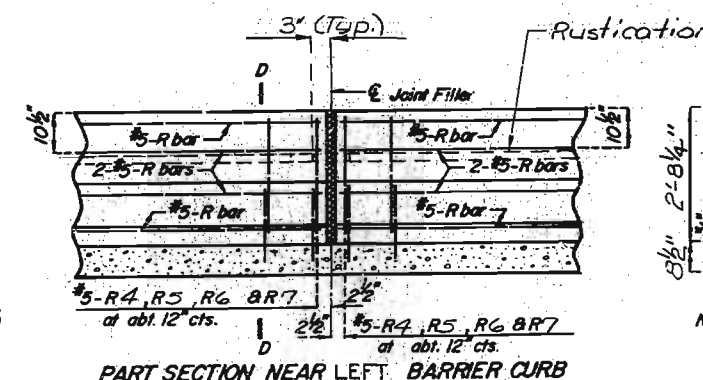
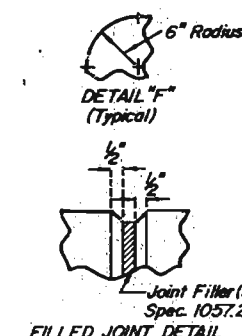


# NOTES:

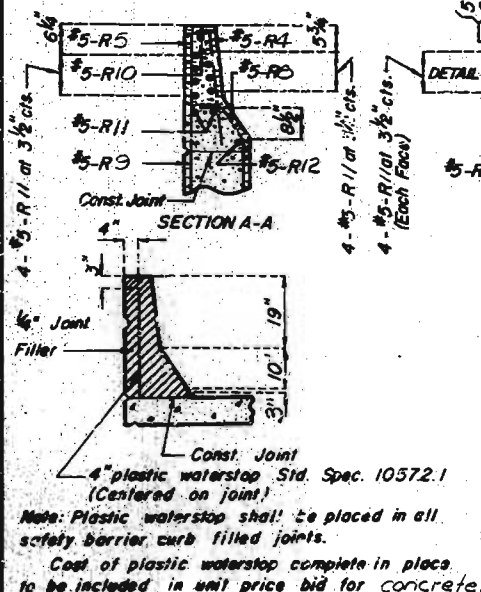
Top of barrier curb to be built parallel to grade with barrier curb joints (except at end bents) normal to grade.  
All exposed edges of barrier curb shall have 1/2" radius or 3/8" bevel unless otherwise noted.  
When the barrier curb is bid by linear feet, the contract unit price shall include the cost of all concrete and reinforcement.  
Concrete in the safety barrier curb shall be Class B1.



DETAILS OF BARRIER CURB AT END BENTS



Note: Use a minimum lap of 17" for #5 horizontal barrier bars.  
The cross-sectional area above the slab = 2.27 sq. ft.



DETAILS OF PLASTIC WATERSTOP

DETAILED Sept. 1981  
CHECKED Feb. 1982

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

Sheet No. 15 of 17.

CLAY

COUNTY

E654R

160

STD. 90-8  
REVISED  
MAY 1974  
JAN. 1981

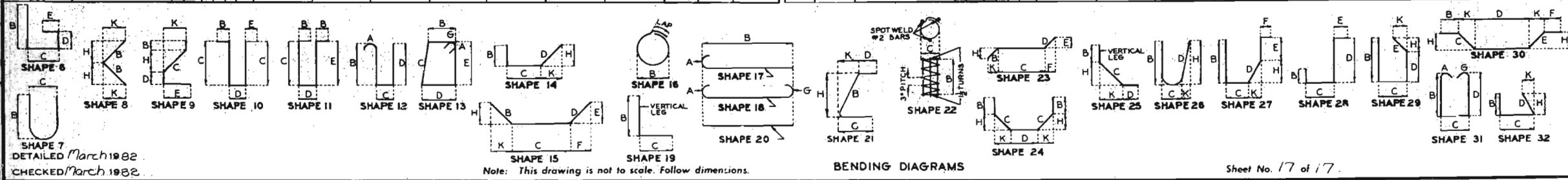
COMPLETE BILL OF REINFORCING STEEL

NO. REQD.	MARK NO.	LOCATION	EPOXY (E)	SHAPE NO.	STIRRUP (S)	SUBSTR. (X)	VARIES (V)	NO. EACH	DIMENSIONS												NOMINAL LENGTH	ACTUAL LENGTH	WEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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COMPLETE BILL OF REINFORCING STEEL

NO. REQD.	MARK NO.	MARK	LOCATION	EPOXY (E)	SHAPE NO.	STIRRUP (S)	SUBSTR. (X)	VARIES (V)	NO. EACH	DIMENSIONS								NOMINAL LENGTH		ACTUAL LENGTH	WEIGHT					
										B		C		D		E		F				H		K		FT.
										FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.		IN.	FT.	IN.	FT.	IN.
57	6U9	DIAPH.		E 19						4	0.000	4	1.000							8	1	7	11	678		
76	9U10	DIAPH.		10	S							3	3.000	2	3.000					8	9	8	7	680		
6	6U11	BEAM		10								3	3.000	2	3.000					8	9	8	5	75		
2	6U12	BEAM		10									18.000	4	4.000					7	4	7	0	21		
6	7U13	BEAM		14						5	0.000	27.000	3	5.000						2	4.000	2	6.000	10	2	124
1	7U14	BEAM		27						5	0.000	27.000	3	7.125	2	3.000				2	6.000	2	7.000	12	7	26
13	4U15	BEAM STEPS		10	S							6.000	2	3.000						3	3	3	1	27		
12	4U16	BEAM STEPS		10	S							8.000	2	3.000						3	7	3	5	27		
6	4U17	BEAM STEPS		10	S							9.000	2	3.000						3	9	3	7	14		
6	4U18	RETAINING WALL		13	S					21.000		9.000		21.000	9.000					5	9	5	6	22		
2	6V4	BEAM		20						4	4.000									4	4	4	4	13		
6	6V5	WING		20						4	5.000									4	5	4	5	40		
12	6V6	WING		20				V 2	4	3.000										4	3	4	3			
		INCR = 6.250 IN								20.000										20		20		53		
6	6V7	RETAINING WALL		20						7	6.000									7	6	7	6	68		
3	6V8	RETAINING WALL		20						2	0.000									2	0	2	0	9		
15	6V9	BEAM STEPS		20						18.000										18		18		34		
12	6V10	BEAM STEPS		20						20.000										20		20		30		
6	6V11	BEAM STEPS		20						21.000										21		21		16		
		END BENT NO. 4																								
4	6F4	WING & DIAPH.		23						14.000	3	9.000	14.000	9.375	10.375	9.375	10.375	6	1	6	0	36				
5	6F5	DIAPH.		21						2	3.000	4	9.000							2	3.000	1.250	7	0	51	
5	6F6	DIAPH.		15						2	3.000	4	7.000							2	3.000	1.250	6	10	50	
12	6H13	DIAPH.		20						7	2.000									7	2	7	2	129		
6	6H14	DIAPH.		20						5	7.000									5	7	5	7	50		
7	6H15	DIAPH.		20						41	3.000									41	3	41	3	434		
5	5H16	STRAND TIE BAR		20						4	0.000									4	0	4	0	21		
6	6H17	DIAPH.		20						2	2.000									2	2	2	2	20		
4	6H19	WING		20						10	7.000									10	7	10	7	64		
9	6H21	BEAM STEPS		20						2	9.000									2	9	2	9	37		
3	6H23	BEAM STEPS		20						4	3.000									4	3	4	3	19		
3	6H24	BEAM STEPS		20						4	5.000									4	5	4	5	20		
8	6H25	WING		20				V 2	9	10.000										9	10	9	10			
		INCR = 18.375 IN								5	3.000									5	3	5	3	91		
2	6H26	DIAPH.		20						5	5.000									5	5	5	5	16		
2	6T2	WING		25						15.000	6	4.875	4	8.000						2	10.000	5	9.000	12	4	37
55	6U9	DIAPH.		E 19						4	0.000	4	1.000							8	1	7	11	654		
76	9U10	DIAPH.		10	S							3	3.000	2	3.000					8	9	8	7	680		
6	6U11	BEAM		10								3	3.000	2	3.000					8	9	8	5	75		
2	6U12	BEAM		10								18.000	4	4.000						7	4	7	0	21		
13	4U15	BEAM STEPS		10	S							6.000	2	3.000						3	3	3	1	27		
6	4U16	BEAM STEPS		10	S							8.000	2	3.000						3	7	3	5	14		
6	4U17	BEAM STEPS		10	S							9.000	2	3.000						3	9	3	7	14		
6	4U18	RETAINING WALL		13	S					21.000		9.000		21.000	9.000					5	9	5	6	22		
6	4U19	BEAM STEPS		10	S							7.000	2	3.000						3	5	3	3	13		
6	7U20	BEAM		14						4	11.000	22.000	3	6.500						2	8.000	2	4.000	10	4	126
1	7U21	BEAM		27						4	11.000	22.000	3	8.625	2	4.000				2	9.000	2	6.000	12	7	26
2	6V4	BEAM		20						4	4.000									4	4	4	4	13		
6	6V5	WING		20						4	5.000									4	5	4	5	40		
6	6V7	RETAINING WALL		20						7	6.000									7	6	7	6	68		
3	6V8	RETAINING WALL		20						2	0.000									2	0	2	0	9		
15	6V9	BEAM STEPS		20						18.000										18		18		34		
6	6V10	BEAM STEPS		20						20.000										20		20		15		

COMPLETE BILL OF REINFORCING STEEL																							
NO. REQD.	MARK NO.	LOCATION	EPOXY (E)	SHAPE NO.	STIRRUP (S)	SUBSTR. (X)	VARIES (V)	NO. EACH	DIMENSIONS												NOMINAL LENGTH	ACTUAL LENGTH	WEIGHT
									B		C		D		E		F		H				
									FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.
6	6W11	BEAM STEPS		20					21.000									21	41	16			
6	6V12	BEAM STEPS		20					19.000									19	19	14			
12	6W13	WING		20			V	2	19.000									19	19				
		INCR = 6.000 IN							4 1.000									4 1	4 1	51			
		INT. DIAPHRAGMS																					
24	4H1	INT. DIAPHS.		20					8 1.000									8 1	8 1	130			
8	6H2	INT. DIAPHS.		20					8 1.000									8 1	8 1	97			
34	4U1	INT. DIAPHS.	E	10	S				12.000	3 6.000	6.000	12.000						9 6	9 2	208			
		INT. BT. DIAPHS.																					
32	6H3	INT. BT. DIAPHS.		20					7 3.000									7 3	7 3	348			
32	4H4	INT. BT. DIAPHS.		20					8 1.000									8 1	8 1	173			
32	5H5	INT. BT. DIAPHS.		19	S				2 0.000	10.000								2 10	2 9	92			
36	5H6	STRAND TIE BARS		20					4 0.000									4 0	4 0	150			
24	5H7	STRAND TIE BARS		20					2 8.000									2 8	2 8	67			
96	4U2	INT. BT. DIAPHS.	E	28	S					23.000	3 10.000	12.000						6 9	6 7	422			
34	6U3	INT. BT. DIAPHS.	E	28						2 1.000	3 10.000	12.000						6 11	6 7	336			
16	5V1	INT. BT. DIAPHS.		20					3 10.000									3 10	3 10	64			
		BARRIER CURBS																					
12	5R1	RT.& LT. BARRIER	E	20					41 11.000									41 11	41 11	525			
24	5R2	RT.& LT. BARRIER	E	20					6 9.000									6 9	6 9	169			
12	5R3	LT. BARRIER CURB	E	20					22 10.000									22 10	22 10	286			
298	5R4	RT.& LT. BARRIER	E	15	S				2 6.125	3.500			2 6.000		3.000			2 10	2 9	855			
298	5R5	RT.& LT. BARRIER	E	19	S				2 6.000	3.500								2 10	2 8	829			
260	5R6	RT.& LT. BARRIER	E	19	S				17.000	6.000								23	22	497			
268	5R7	RT.& LT. BARRIER	E	27	S					6.000	11.125	7.000	12.000	9.125	6.375	3 0	2 10	768					
22	5R8	LT. BARRIER CURB	E	27	S					6.000	11.125	15.000		9.125	6.375	2 8	2 7	59					
22	5R9	LT. BARRIER CURB	E	19	S				2 0.000	6.000								2 6	2 5	55			
2	5R10	LT. BARRIER CURB	E	20					10 11.000									10 11	10 11	23			
26	5R11	LT. BARRIER CURB	E	20					11 4.000									11 4	11 4	236			
2	5R12	LT. BARRIER CURB	E	20					9 4.000									9 4	9 4	19			
8	5R13	LT. BARRIER CURB	E	10	S				2 0.000	6.000								4 6	4 4	36			
1	5R14	RT. BARRIER CURB	E	20					25 0.000									25 0	25 0	26			
2	5R15	RT. BARRIER CURB	E	20					25 6.000									25 6	25 6	53			
2	5R16	RT. BARRIER CURB	E	20					20 6.000									20 6	20 6	43			
1	5R17	RT. BARRIER CURB	E	20					23 6.000									23 6	23 6	25			
16	5R18	RT. BARRIER CURB	E	20					6 5.000									6 5	6 5	107			
8	5R19	RT. BARRIER CURB	E	10	S					17.000	6.000	6.000						3 8	3 4	28			
1	5R20	RT. BARRIER CURB	E	20					24 11.000									24 11	24 11	26			
2	5R21	RT. BARRIER CURB	E	20					20 5.000									20 5	20 5	43			
2	5R22	RT. BARRIER CURB	E	20					25 4.000									25 4	25 4	53			
1	5R23	RT. BARRIER CURB	E	20					23 4.000									23 4	23 4	24			
26	5R24	RT.&LT. BARRIER	E	20					9 9.000									9 9	9 9	264			



COMPLETE BILL OF REINFORCING STEEL																									
NO. REQD.	MARK NO.	LOCATION	EPOXY (E)	SHAPE NO.	STIRRUP (S)	SUBSTR. (X)	VARIES (V)	NO. EACH	DIMENSIONS												NOMINAL LENGTH	ACTUAL LENGTH	WEIGHT		
									B		C		D		E		F		H					K	
									FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.				FT.	IN.
		CAST IN PLACE OR STAY IN PLACE																							
99	551	SLAB	E 20						43	7.000								43	7	4500					
64	552	SLAB	E 20						16	0.000								16	0	1068					
6	553	SLAB		20					43	7.000								43	7	273					
126	554	SLAB		20					43	7.000								43	7	5728					
301	555	SLAB	E 20						41	3.000								41	3	12950					
8	556	SLAB	E 20				V 2	9	3.000									9	3						
		INCR = 104.625 IN							35	5.000								35	5	186					
201	557	SLAB		20					41	3.000								41	3	8648					
6	558	SLAB		20			V 2	5	1.000									5	1						
		INCR = 157.000 IN							31	3.000								31	3	114					
		PRESTRESSED																							
		PANEL OPTION																							
99	551	SLAB	E 20						43	7.000								43	7	4500					
128	5512	SLAB	E 20						23	0.000								23	0	3071					
6	553	SLAB		20					43	7.000								43	7	273					
18	554	SLAB		20					43	7.000								43	7	818					
251	559	SLAB	E 20						41	3.000								41	3	10799					
8	5510	SLAB	E 20				V 2	33	11.000									33	11						
		INCR = 126.375 IN							2	4.000								2	4	151					
256	4S11	SLAB		20					3	1.000								3	1	527					
		END OF BAR LIST																							

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		18	61	

STIRRUP HOOK DIMENSIONS				
GRADES 40-50-60 KSI				
BAR SIZE	D (in.)	90° HOOK A OR G	135° HOOK A OR G	APPROX. H
#3	1-1/2"	4"	4"	2-1/2"
#4	2"	4-1/2"	4-1/2"	3"
#5	2-1/2"	6"	5-1/2"	3-3/4"
#6	4-1/2"	8"	7"	4-1/2"

NOTE: UNLESS OTHERWISE NOTED DIAMETER "D" IS THE SAME FOR ALL BENDS AND HOOKS ON A BAR.

END HOOK DIMENSIONS				
BAR SIZE	180° HOOKS		90° HOOKS	
	GRADE 40	GRADE 60	ALL GRADES	
#3	5"	2-3/4"	5"	3"
#4	6"	3-1/2"	6"	4"
#5	7"	4-1/2"	7"	5"
#6	8"	5-1/4"	8"	6"
#7	9"	6-1/4"	10"	7"
#8	10"	7"	11"	8"
#9	12"	8"	15"	11-1/4"
#10	13"	9"	17"	12-3/4"
#11	14"	10"	19"	14-1/4"
#14	21-2"	20-1/2"	21-2"	20-1/2"
#18	21-11"	21-3"	21-11"	21-3"

NOTES: ALL STANDARD HOOKS AND BENDS OTHER THAN 180 DEG. TO BE BENT WITH SAME PROCEDURE AS FOR 90 DEG. STD. HOOKS.  
HOOKS AND BENDS SHALL BE IN ACCORDANCE WITH THE PROCEDURES AS SHOWN ON THIS SHEET.  
E - EPOXY COATED REINFORCEMENT.  
S - STIRRUP.  
X - BAR IS INCLUDED IN SUBSTRUCTURE QUANTITIES.  
V - BAR DIMENSIONS VARY IN EQUAL INCREMENTS BETWEEN DIMENSIONS SHOWN ON THIS LINE AND THE FOLLOWING LINE.  
NO. EA. - NUMBER OF BARS OF EACH LENGTH.  
NOMINAL LENGTHS - ARE BASED ON OUT TO OUT DIMENSIONS SHOWN IN BENDING DIAGRAMS AND ARE LISTED FOR FABRICATORS USE. (NEAREST INCH)  
ACTUAL LENGTHS - ARE MEASURED ALONG CENTERLINE BAR TO THE NEAREST INCH.

\* Two additional 4-U1, 5-R24, and 6-U3 are included in bar bill for testing.

Sheet No. 17 of 17

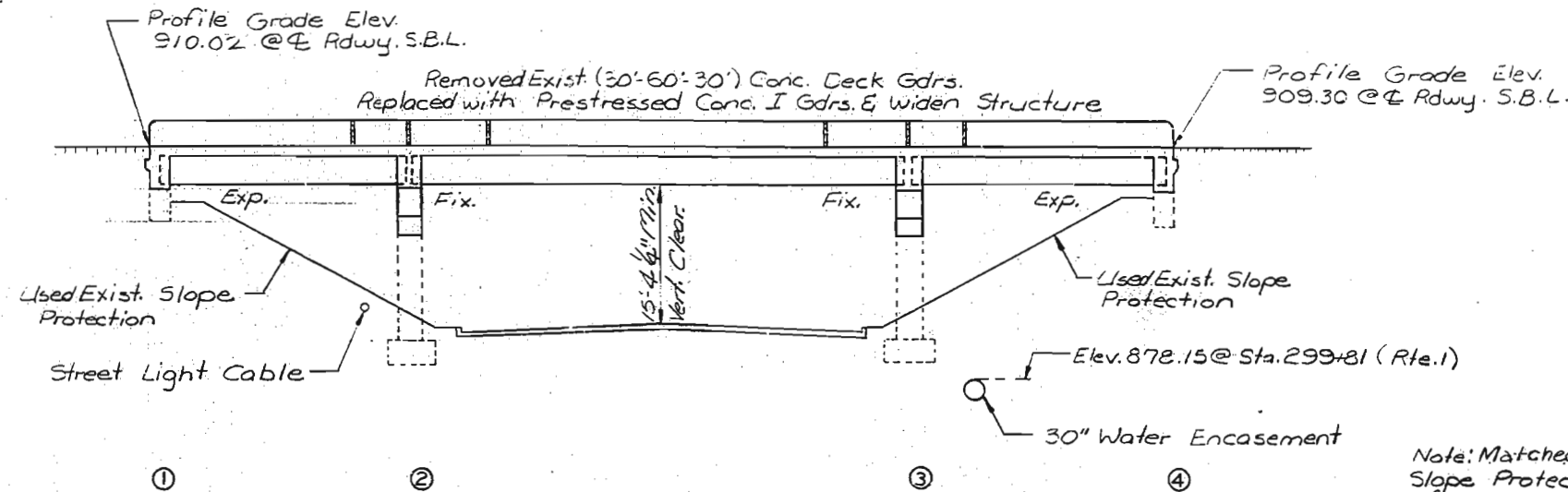
CLAY COUNTY

L-654R

# MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

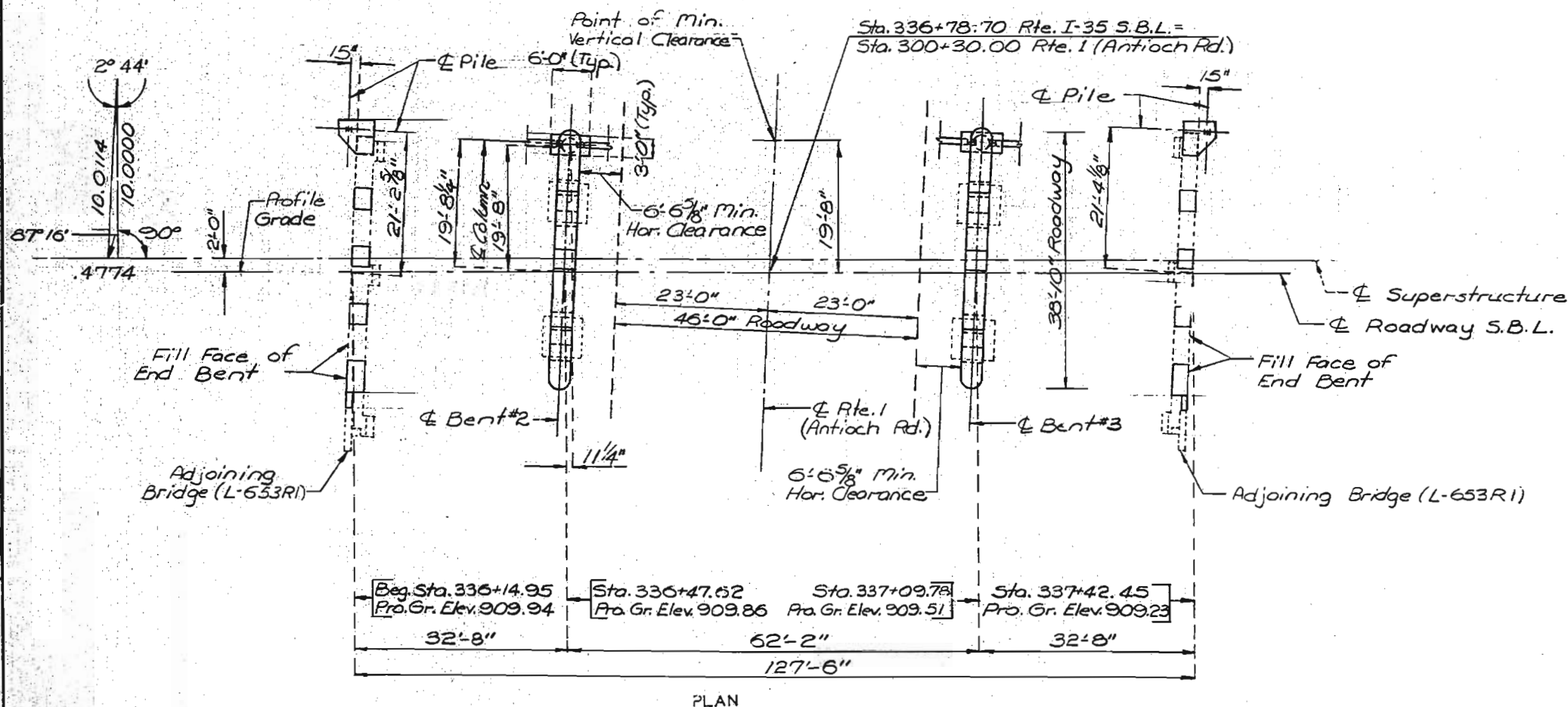
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MO.		19		
SEC./SUR.	I	TWP.	50	RGE.	33

P.I. Sta. 335+50.00  
Elev. 921.16  
+4.0%  
-3.5%  
1,200' V.C.



GENERAL ELEVATION

Note: Matched Existing Concrete Slope Protection and repaired after construction (Rdwy. Item).



PLAN

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

## GENERAL NOTES:

## FINAL PLANS

Design Specifications: A.A.S.H.T.O. - 1977  
Load Factor Design for Superstructure Only.  
Design Loading:  
HS20-44 Modified 24,000# Tandem Axle  
15# per sq. ft. Future Wearing Surface.  
Earth 120#/cu. ft., Equivalent Fluid Pressure 30#/cu. ft.  
Superstructure: Simply supported non-composite for Dead Load. Continuous composite for Live Load.

## Design Unit Stresses:

Class B Concrete (Substructure)  $f_c = 3,000$  psi.  
Class B2 Concrete (Superstructure except Prestressed Girders and Safety Barrier Curb)  $f_c = 4,000$  psi.  
Class B1 Concrete (Safety Barrier Curb only)  $f_c = 4,000$  psi.  
Reinforcing Steel (Grade 60)  $f_y = 60,000$  psi.  
Steel Pile  $f_b = 9,000$  psi.

For Pre-stressed Girder Stresses see Sheet No. 9 & 10.  
Bearings were 60 durometer Neoprene Pads.

Cost of furnishing, fabricating and installing Neoprene Bearing Pads, complete in place, were paid for at the contract unit price for Plain or Laminated Neoprene Bearing Pads.

All joint filler met the requirement of Std. Spec. 1057.2.4

Minimum clearance to reinforcing steel was  $1\frac{1}{2}$ " unless otherwise noted.

A minimum vertical clearance of 14'-9" from crown of existing lanes and a minimum lateral clearance of 44'-8" centered on existing lanes was maintained during construction.

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

Bars bonded in old concrete not removed were cleanly stripped and embedded into new concrete where possible. If length was available, old bars were extend into new concrete of least 40 diameters for smooth bars and 30 diameters for deformed bars.

B.M. "Bolt" in N.W. BARRIER CURB Elev. 912.57

B.M. "Bolt" in S.E. BARRIER CURB Elev. 911.88

B.M. "D" on Retaining Wall & Median Sta. 337+35 Elev. 911.29.

## BRIDGE OVER ANTIOCH ROAD

STATE ROAD FROM I-29 TO I-435

ABOUT 0.5 MILE EAST OF RTE. I-29

PROJECT NO. IR-35-1(198)

STA. 336 + 14.95

JOB NO. 4-1035-140

RTE. I-35

CLAY

COUNTY

DATE December 21, 1983

STD.
STD. 706.35
L-654R

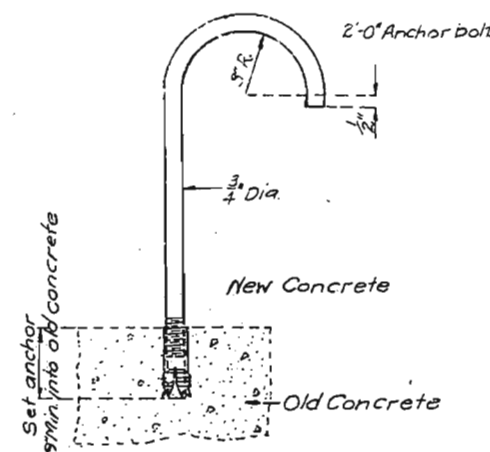
DESIGNED Sept. 1981  
DETAILED Jan. 1982  
CHECKED Feb. 1982

Sheet No. 1A of 17.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		18		

# FINAL PLANS

ESTIMATED QUANTITIES			
ITEM		SUBSTR.	SUPERSTR. TOTAL
Special Works	Lump Sum	1	1
Removal of Existing Bridge Deck	Sq. Ft.	4,271	4,271
Structural Steel Piles (10 In.)	Lin. Ft.	139	139
Class B Concrete	Cu. Yd.	54.2	54.2
(1/2 Panels) Slab on Concrete I-Girder, See Spec. Prov.	Sq. Yd.	588	588
Safety Barrier Curb	Lin. Ft.	273	273
Plain Neoprene Bearing Pads (1/2")	Each	20	20
Laminated Neoprene Brg. Pds (1 3/4")	Each	10	10
Prestressed Concrete I-Girder (30' Span)	Each	10	10
Prestressed Concrete I-Girder (60' Span)	Each	5	5
Reinforcing Steel	Lbs.	8,970	8,970
Class F Excavation	Cu. Yds.	35	35



TYR DETAIL OF HOOK ANCHOR BOLT

Note: Anchors were of the self drilling expansion type, made of casehardened and drawn carbonized steel, with self-cutting annular broaching grooves.  
Cost of furnishing and installing hook anchor bolt assemblies were included in contract unit price for concrete.

PILE DATA				
BENT NO.	1	2	3	4
Pile Type and Size	HP10x42	HP10x42	HP10x42	HP10x42
Number	1	2	2	1
Length	32	19	18	33
Bearing	74	94	94	72
Hammer Energy required	7,000	9,900	9,900	7,000

Minimum energy requirement of hammer based on plan length and design bearing value of piles.

All pile were driven to practical refusal.

All reinforcement in the end bents is included with superstructure quantities.

All concrete in the end bent (except retaining wall right side) above top of beam and below top of slab was Class B2 concrete (superstructure). Retaining Wall and Bearing Pads was Class B concrete (substructure).

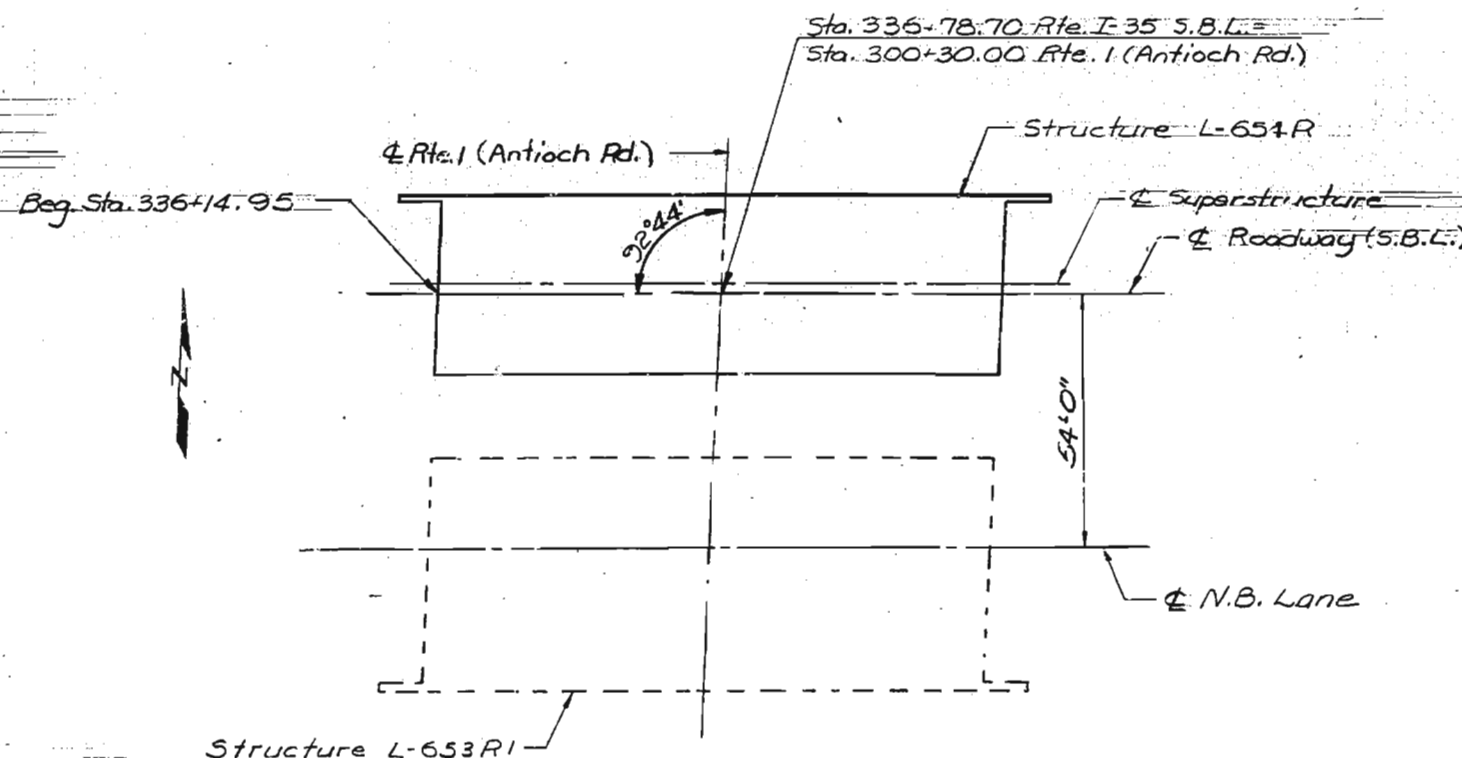
No direct payment was made for excavation required for removal of Superstructure at End Bents.

ESTIMATED QUANTITIES FOR ALTERNATE SLABS			
TYPE OF SLAB	SLAB ON CONC. I-GDR.		
	REINF. (LBS.)		CONC. CU. YD.
	EPOXY	PLAIN	
Precast Panel Forms	20880	7450	172.3

The table of Estimated Quantities for Alternate Slabs represents the quantities used by the state in preparing the cost estimate for concrete slabs. Variations may be encountered in these estimated quantities but these variations cannot be used for an adjustment in the Contract Unit Price per square yard of Alternate Slab used.

See Special Provisions for alternate methods of forming slabs.

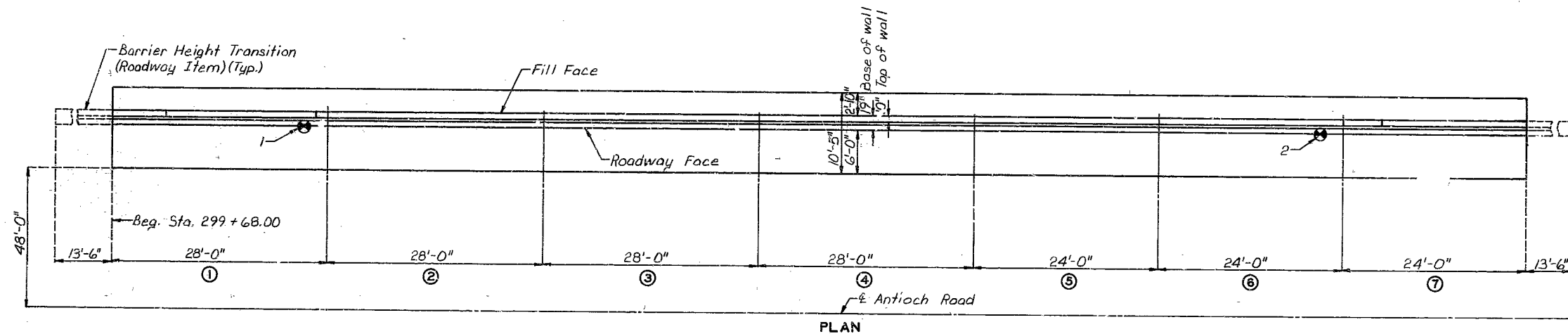
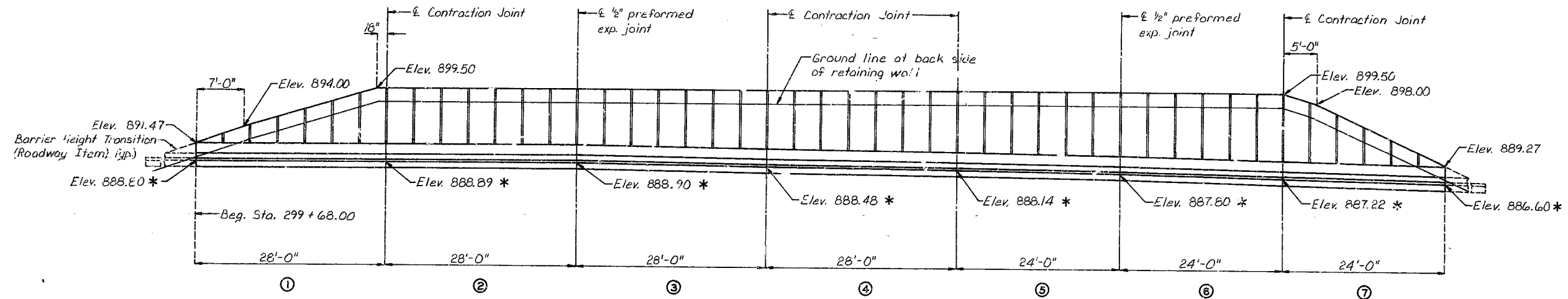
Precast panel quantities based on skewed end panels.



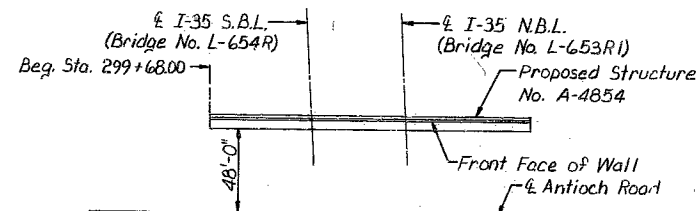
LOCATION SKETCH

# MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

STATE	PROJ. NO.	SHEET NO.
MO.		27
SEC./SUR. 1 & 6	TWP. 50N	RGE 32 & 33W



Note: "B" Indicates location of borings.  
For Boring Data, Excavation Limits, Estimated Quantities and Typical Section Thru Wall at Bent 4, see Sheet No. 2.  
\* Elev. at base of wall along Rdwy. Face.



Note: Use temporary shoring to retain fill under Bridge Nos. L-654R and L-653RI during construction of proposed wall. (See Special Provisions)  
Antioch Road must be widened to retaining wall footing before backfill is placed.

## GENERAL NOTES:

Design Specifications: A.A.S.H.T.O. - 1983 and Interims 1984 & 1985 & 1986 Load Factor Design

Design Loading:  
 $\phi = 26^\circ$ , Earth 120 $\frac{1}{2}$  lb./cu. ft., Equivalent Fluid Pressure 47 $\frac{1}{2}$  lb./cu. ft.

Design Unit Stress:  
Class B1 Concrete  $f'_c = 4,000$  psi.  
Reinforcing Steel (Grac. 60)  $f_y = 60,000$  psi.

Reinforcing Steel:  
Minimum clearance to reinforcing steel shall be  $1\frac{1}{2}$ ", unless otherwise shown.

Joint Filler:  
All joint filler shall meet the requirements of Std. Spec. 1057.2.4, except as noted.

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

B.M. Elev. 911.29 "a" on Retaining Wall, & Median Sta. 337 + 35.

## RETAINING WALL ALONG LEFT SIDE (EAST) OF ANTIOCH ROAD

STATE ROAD FROM I-29 TO I-435

ABOUT .5 MILES EAST OF RTE. I-435

PROJECT NO. IR-35-1(211) STA. 299 + 68

JOB NO. 4-I035-698

CLAY

RTE. I-35

COUNTY

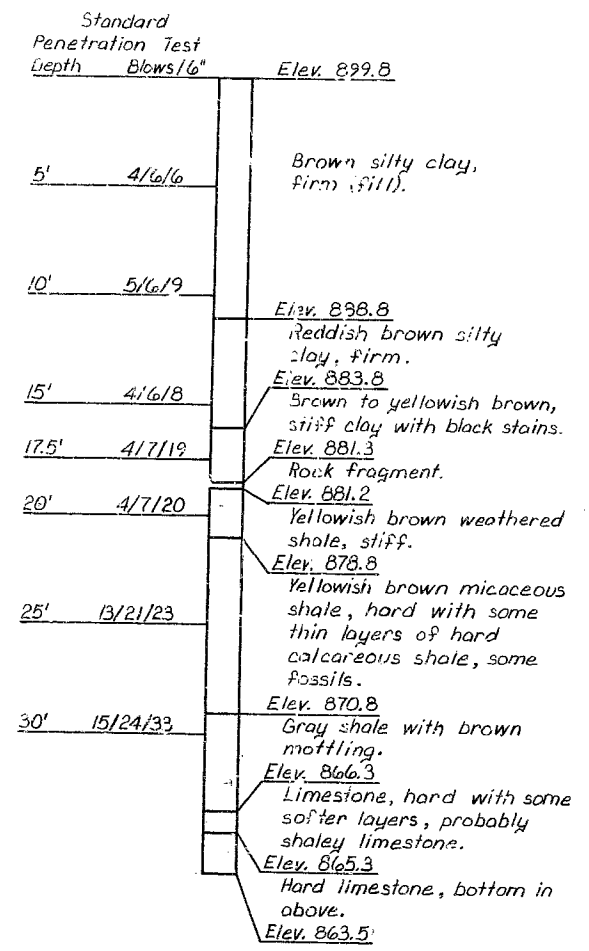
STD.
STD. 706.35
A-4854

SEE FINAL PLANS

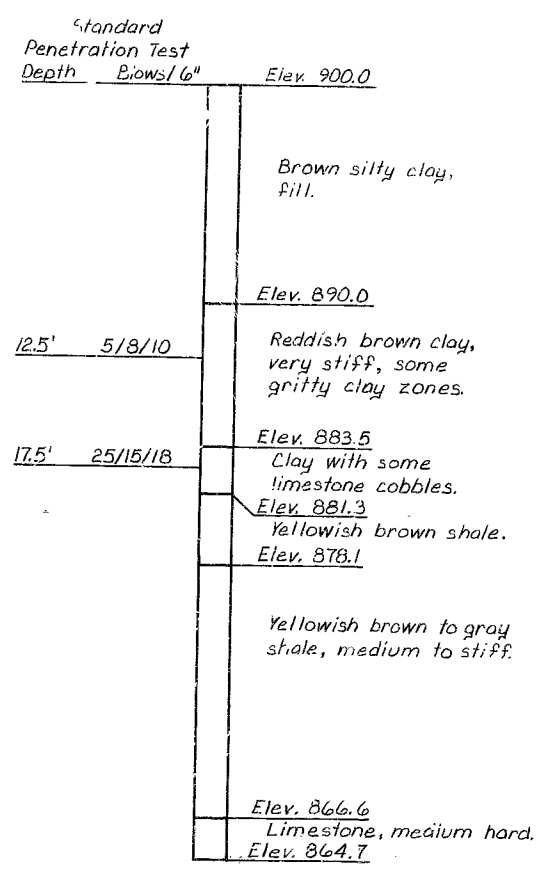
Sheet No. 1 of 6

DATE 6/16/88

DESIGNED May 1988  
DETAILED May 1988  
CHECKED May 1988

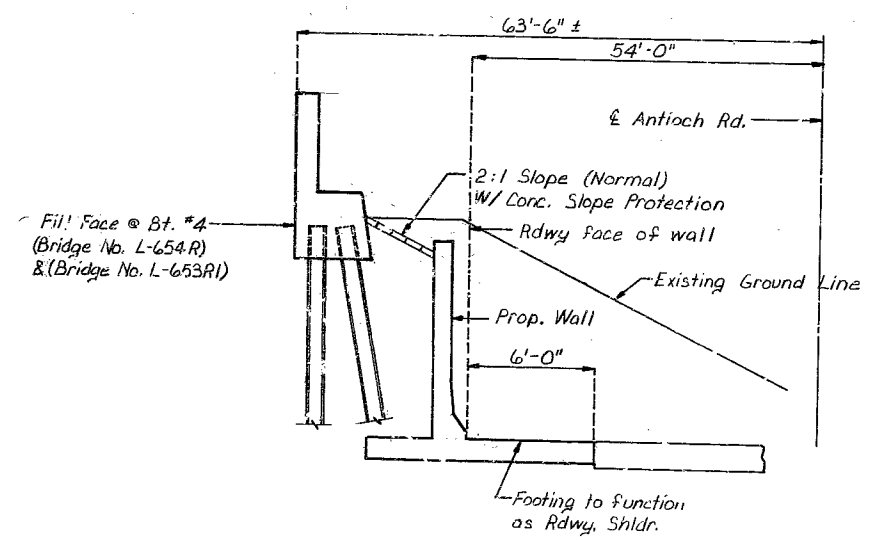


①  
(CORE)

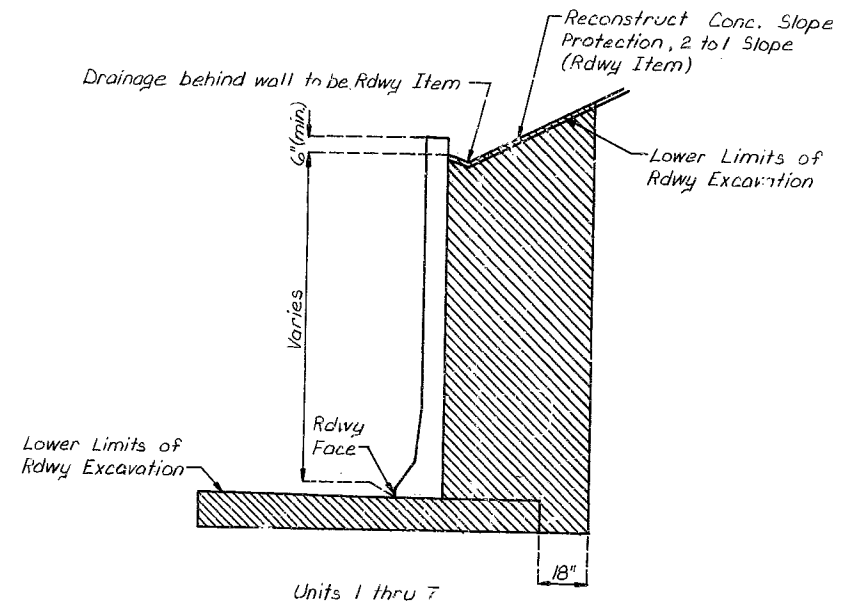


②  
(CORE)

BORING DATA



TYPICAL SECTION THRU WALL AT BENT 4



**LIMITS OF CLASS I EXCAVATION**  
 Note: No Class I Excavation will be paid for above lower limits of roadway excavation.

FOOTING DATA			
SPREAD FOOTING	Footings Material	Clay	
	Design Bearing	Tons/Sq.Ft.	0.9

ESTIMATED QUANTITIES		
ITEM		TOTAL
Class I Excavation	Cu. Yd.	410
Porous Backfill	Cu. Yd.	82
Class B Perforated Underdrain	Lin. Ft.	184
Class B Concrete	Cu. Yd.	135.0
Reinforcing Steel (Epoxy)	Lb.	15,100

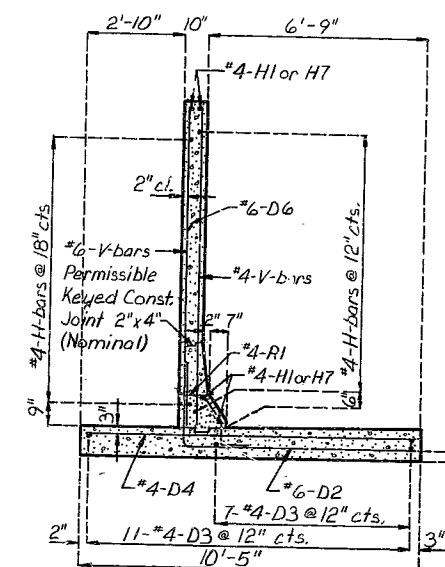
Note: Cost of plastic waterstop, complete-in-place, shall be included in the Contract Unit Price for concrete.

DESIGNED May 1988  
 CHECKED May 1988

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

SEE FINAL PLANS  
 Sheet No. 2 of 6





⑥  
PART ELEVATION

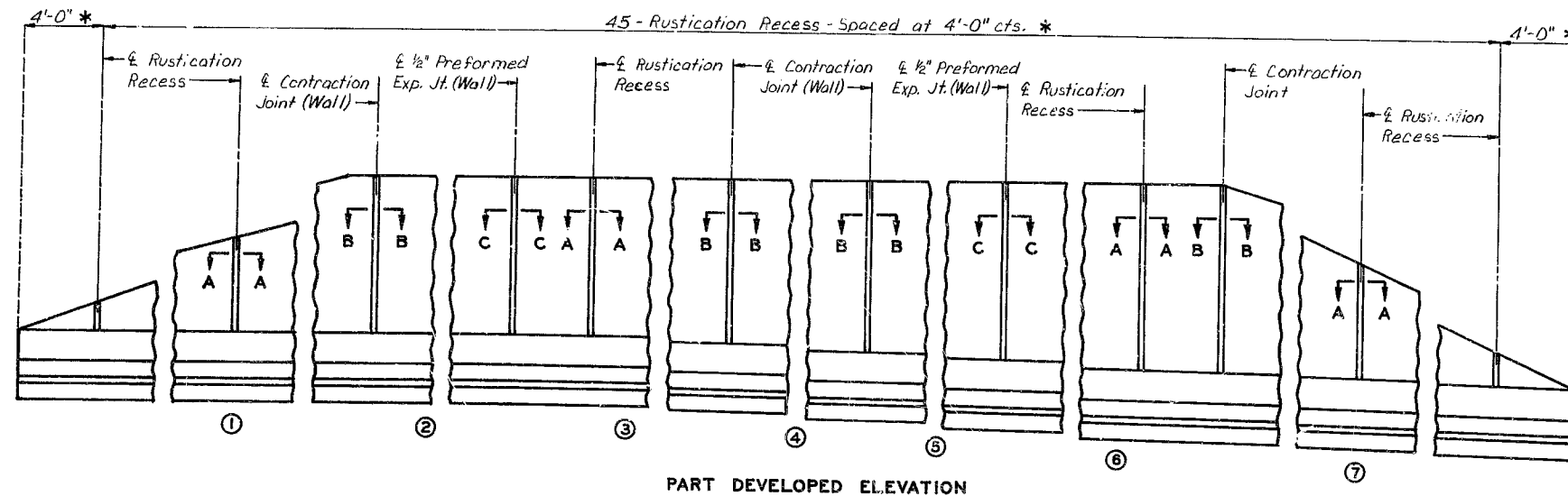
Diagram illustrating the cross-section of a wall. The wall has a vertical face on the left and a sloped face on the right. The sloped face is labeled "Roadway Face of wall" and has a slope of  $3\frac{1}{6}"$ . The vertical height of the wall is labeled "12". The base of the wall is labeled "12".

[illegible]

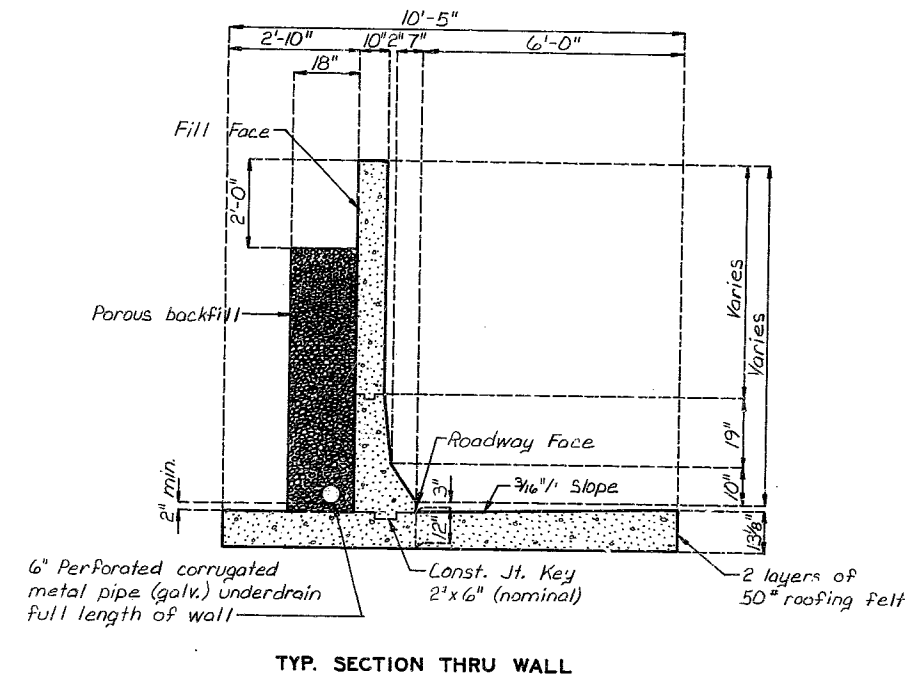
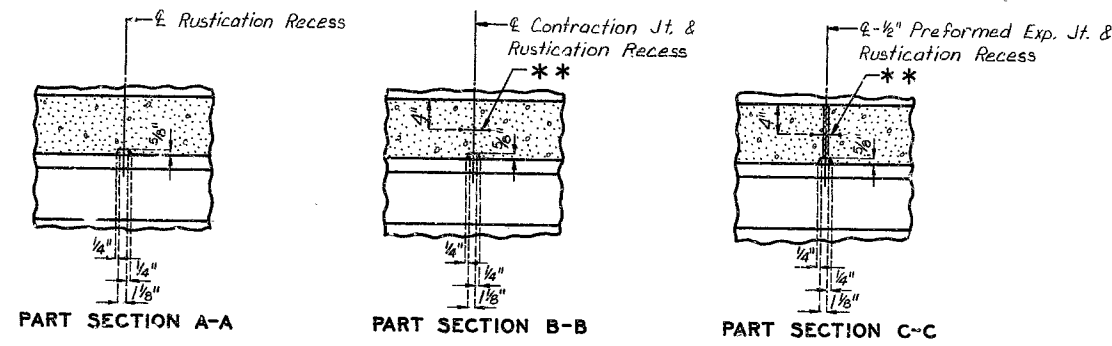
Technical drawing of a column and beam joint showing reinforcement details. The column is 10'-5" high and 10" wide. The beam is 2'-10" wide and 2'-9" high. Reinforcement includes #4-H-bars @ 18" cts. in the column, #4-V-bars in the beam, #4-D1, D5 or D7 in the column, and #4-D3 @ 12" cts. in the beam. A 2" x 4" nominal joint is shown. Labels include "Permissible Keyed Const. Joint 2" x 4" (Nominal)", "9\"", "3\"", "2\"", "10\"", "2'-10\"", "10'-5\"", "6'-9\"", "2" cl.", "#4-H-bars @ 18" cts.", "#4-V-bars", "#4-D1", "#4-HI or I7", "#4-D4", "#4-D3 @ 12" cts.", and "11-#4-D3 @ 12" cts."

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

1008 4994



\* along Roadway Face of base of wall  
 \*\* 4" Plastic Waterstop - Std. Spec. 1057.2.1



STATE	PROJ. NO.	SHEET NO.
MO.		31

DETAILED May 1988  
 CHECKED May 1988

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

Sheet No. 5 of 6

CLAY COUNTY

A-4854

COMPLETE BILL OF REINFORCING STEEL																											
NO. REQD.	MARK NO.	LOCATION	EPOXY	SHAFT NO.	STIRRUP	SUBSTR.	VARIES	NO. EACH	DIMENSIONS																NOMINAL LENGTH	ACTUAL LENGTH	WEIGHT
									B		C		D		E		F		H		K						
									FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.			
12	6V14	WALL	E	20			V	1	9	11.000										9	11	9	11				
		INCR = 2.250 IN							12	0.000										12	0	12	0			198	
3	4V15	WALL	E	20			V	1	11	0.000										11	0	11	0				
		INCR = 5.000 IN							11	10.000										11	10	11	10			23	
13	4V16	WALL	E	26			V	1	2	9.000										2	9	2	9				
		INCR = 7.750 IN							10	6.000										10	6	10	6			98	
3	6V17	WALL	F	20					10	5.000										10	5	10	5			47	
		END OF BAR LIST																									

### BENDING DIAGRAMS

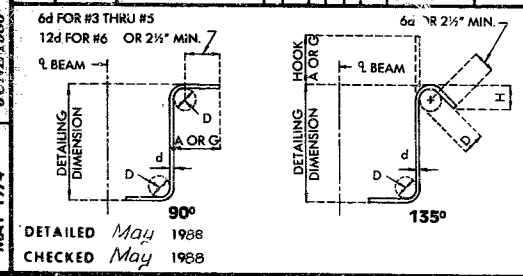
**NOTES:**

ALL STANDARD HOOKS AND BENDS OTHER THAN 180 DEG. TO BE BENT WITH SAME PROCEDURE AS FOR 90 DEG. STD. HOOKS.

HOOKS & BENDS SHALL BE IN ACCORDANCE WITH THE PROCEDURES AS SHOWN ON THIS SHEET.

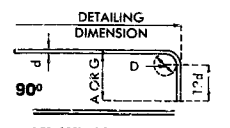
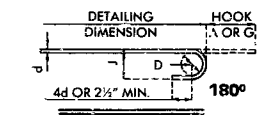
E - EPOXY COATED REINFORCEMENT.  
S - STIRRUP  
X - BAR IS SHOWN IN SUBSTRUCTURE QUANTITIES.  
V - BAR DIMENSIONS VARY IN EQUAL INCREMENTS BETWEEN DIMENSIONS SHOWN ON THIS LINE AND THE FOLLOWING LINE.  
NO. EA. - NUMBER OF BARS OF EACH LENGTH.  
NOMINAL LENGTHS - ARE BASED ON OUT TO OUT DIMENSIONS SHOWN IN BENDING DIAGRAM AND ARE LISTED FOR FABRICATORS USE. (NEAREST INCH)  
ACTUAL LENGTHS - ARE MEASURED ALONG CENTERLINE BAR TO THE NEAREST INCH.  
PAYWEIGHTS ARE BASED ON ACTUAL LENGTHS.

CLAY COUNTY A-4854



STIRRUP HOOK DIMENSIONS				
GRADES 40-50-60 KSI				
BAR SIZE	D (IN.)	90° HOOK	135° HOOK	
		HOOK A O R G	HOOK A O R G	APPROX. H
#3	1½"	4"	4"	2½"
#4	2"	4 1/8"	4½"	3"
#5	2½"	6"	5½"	3½"
#6	4¼"	12"	7¾"	4½"

NOTE: UNLESS OTHERWISE NOTED DIAMETER "D" IS THE SAME FOR ALL BENDS AND HOOKS ON A BAR.

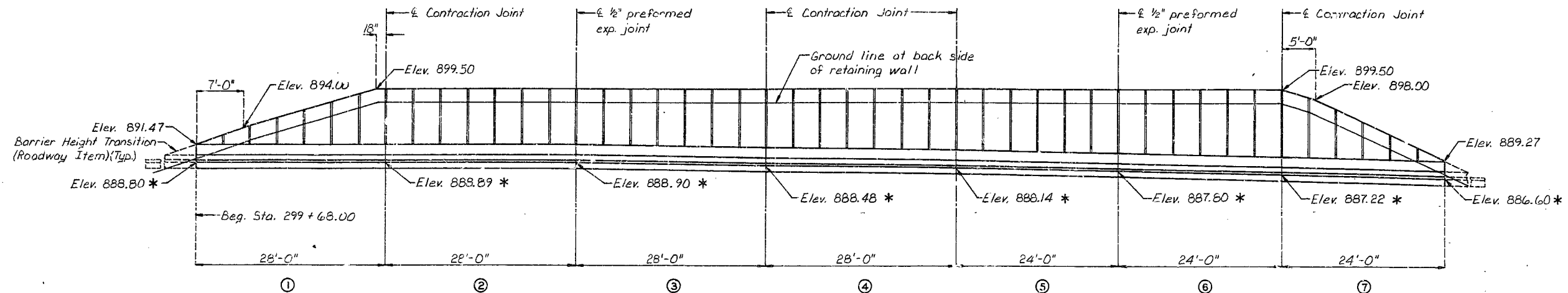


Note : Two (2) additional #4-D4 & #6-V4 are included in bar bill for testing

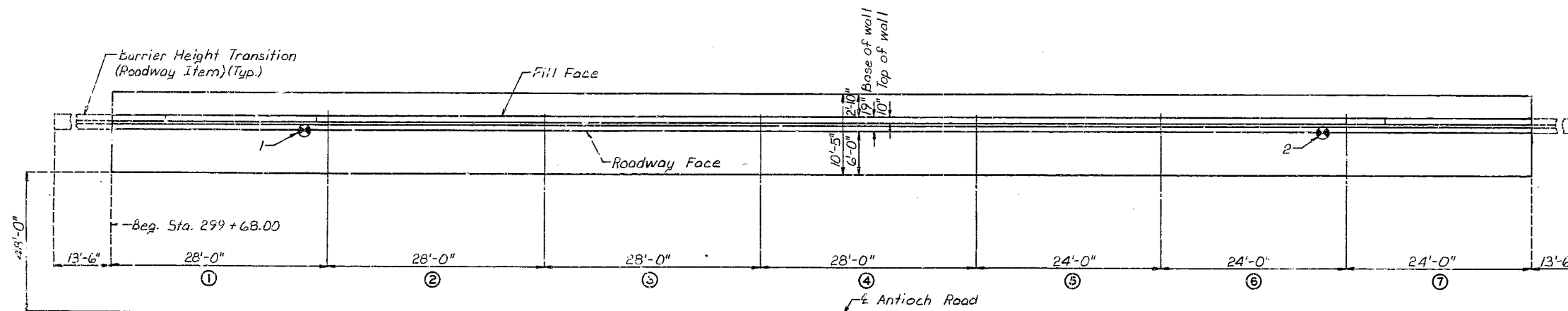
# MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

STATE	PROJ. NO.	SHEET NO.
MO.	IR-35-1(21)	27
SEC./SUR. 1 & 3	TWP. 5' 1	RGE 32 & 3W

FINAL PLANS

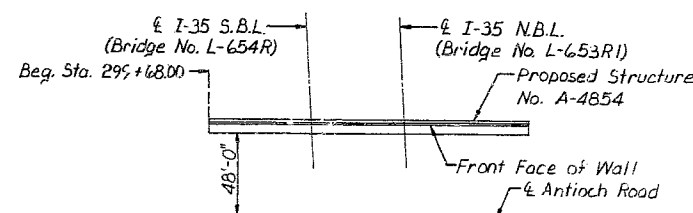


DEVELOPED ELEVATION



PLAN

Note: "B" indicates location of borings.  
For Boring Data, Excavation Limits, Estimated Quantities and Typical Section Thru Wall at Bent 4, see Sheet No. 2.  
\* Elev. at base of wall along Rdwy. Face.



LOCATION SKETCH

Note: Use temporary shoring to retain fill under Bridge Nos. L-654R and L-653R1 during construction of proposed wall. (See Special Provisions)  
Antioch Road must be widened to retaining wall footing before backfill is placed.

## GENERAL NOTES:

Design Specifications: A.A.S.H.T.O. - 1983 and Interims 1984 & 1985 & 1986 Load Factor Design

Design Loading:  
 $\phi = 26^\circ$ , Earth 120<sup>lb</sup>/ft., Equivalent Fluid Pressure 47<sup>lb</sup>/cu ft.

Design Unit Stress:  
Class B1 Concrete  $f'_c = 4,000$  psi.  
Reinforcing Steel (Grade 60)  $f_y = 60,000$  psi.

Reinforcing Steel:  
Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

Joint Filler:  
All joint filler shall meet the requirements of Std. Spec. 1057.2.4, except as noted.

B.M. Elev. 911.29 "B" on Retaining Wall, & Median Sta. 297+35.

## RETAINING WALL ALONG LEFT SIDE (EAST) OF ANTIOCH ROAD

STATE ROAD FROM I-29 TO I-435

ABOUT .5 MILES EAST OF RTE. I-435

PROJECT NO. IR-35-1(21)

STA. 299+68

JOB NO. 4-I035-698

RTE. I-35

CLAY

COUNTY

DATE 6/16/85

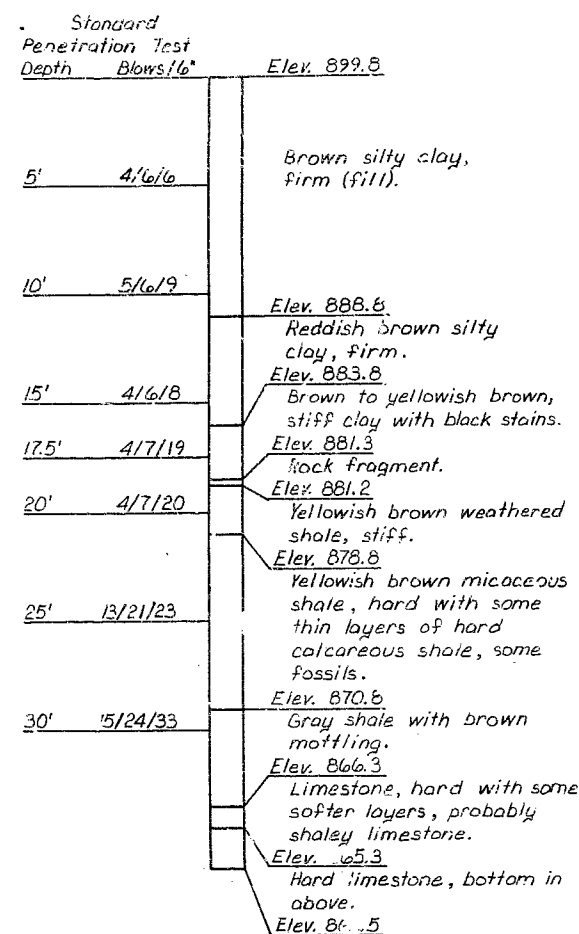
STD.
STD. 706.35
A-4854

DESIGNED May 1988  
DETAILED May 1988  
CHECKED May 1988

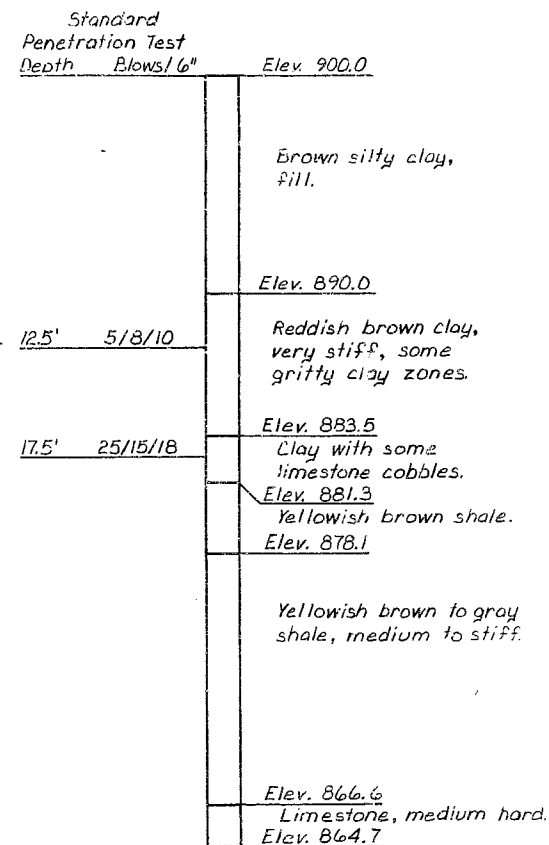
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 1A of 6

STATE	PROJ. NO.	SHEET NO.
MO.	IR-35-1 (211)	28

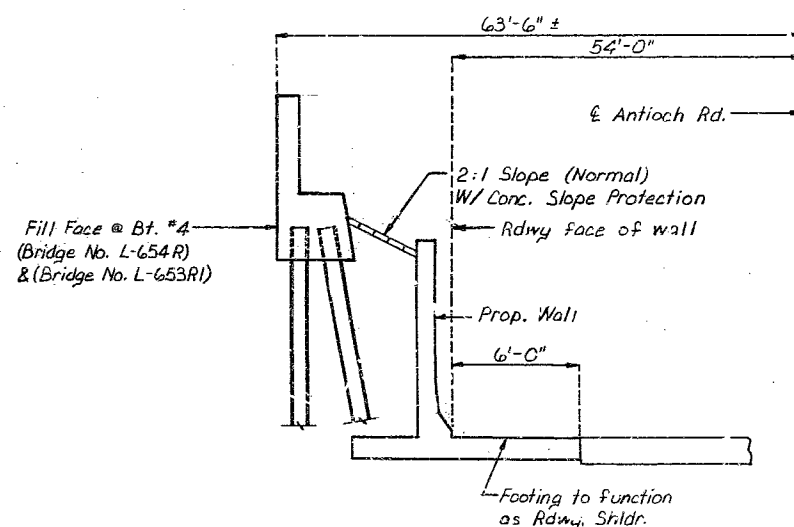


①  
(CORE)

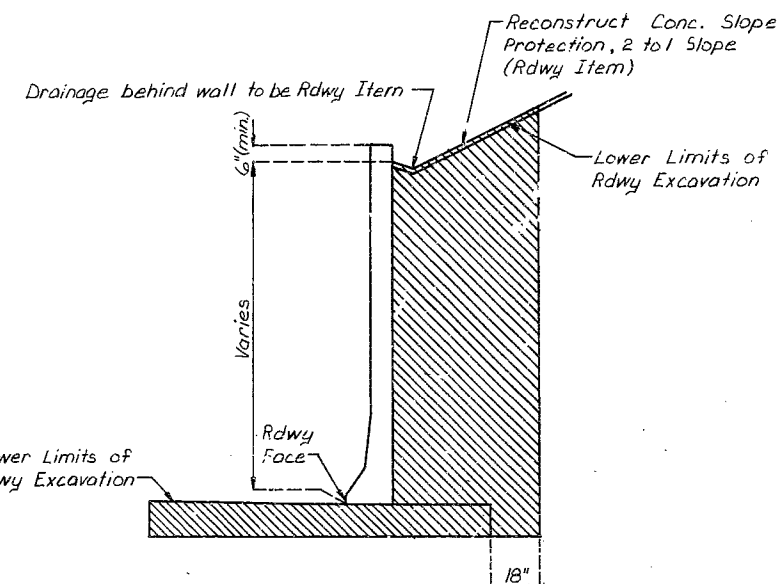


②  
(CORE)

# BORING DATA



TYPICAL SECTION THRU WALL AT BENT 4



## LIMITS OF CLASS I EXCAVATION

Note: No Class I Excavation will be paid for above lower limits of roadway excavation.

FOOTING DATA		
SPREAD FOOTING	Footings Material	Clay
	Design Bearing	Tons/Sq. Ft. 0.9

ESTIMATED QUANTITIES		
ITEM		TOTAL
Class I Excavation	Cu. Yd.	377
Porous Backfill	Cu. Yd.	82
Class B Perforated Underdrain	Lin. Ft.	184
Class B Concrete	Cu. Yd.	135.0
Reinforcing Steel (Epoxy)	Lb.	15,100

Note: Cost of plastic waterstop, complete-in-place, shall be included in the Contract Unit Price for concrete.

DETAILED May 1988  
CHECKED May 1988

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

Sheet No. 2A of 6

CLAY COUNTY

A-4854



Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet

October 1, 2024  
3:58:26pm

COUNTY : CLAY      BRIDGE : L0641 R1      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

GENERAL STRUCTURE INFORMATION			ROUTE DESIGNATION INFORMATION		
1	State	MISSOURI	5A	Record Type	ROUTE CARRIED 'ON' STRUCT
2	District	KC	5B	Route Signing Prefix	IS
3	County	CLAY	5C	Designated Level of Service	MAINLINE
8	Federal ID No.	6400	5D	Route Number	00035
27	Year Built	1954	5E	Directional Suffix	NOT APPLICABLE
106	Year Reconstructed	1989	7	Facility Carried	IS 35 S
42A	Type of Service On	HIGHWAY	12	Base Hwy. Network	YES
21	Structure Maintenance	STATE HIGHWAY AGENCY	13A	LRS Inventory Route No.	0000004986
22	Structure Owner	STATE HIGHWAY AGENCY	13B	Subroute No.	00
33	Br. Median Code	NO MEDIAN	20	Toll Status	ON FREE ROAD
37	Historical Significance	NOT ELIGIBLE FOR NR OF HP	26	Functional Classification	11-UR PRNCPL ARTERIAL-IS
101	Parallel Struc Desg	LEFT	28A	Lanes on Structure	02
103	Temporary Structure	NOT TEMPORARY	100	STRAHNET Designation	ON A DEFENSE HWY
112	NBIS Bridge Length	YES	104	National Highway System	ON NHS
			105	Federal Lands Highway	NOT APPLICABLE
			110	Designated Nat. Network	YES
STRUCTURE LOCATION INFORMATION			STRUCTURE TRAFFIC INFORMATION		
4	Place	AVONDALE CITY	29	AADT	33788
	Code	02800	30	AADT Year	2023
9	Location	S 6 T 50 N R 32 W	102	Direction of Traffic	1-WAY TRAFFIC
11	Milepoint	105.16 miles	109	AADT Truck Percent	18%
16	Latitude	39 D 10 M 27 S	114	Future AADT	60818
17	Longitude	94 D 32 M 13 S	115	Future AADT Year	2043
UNDERRECORD INFORMATION			STRUCTURE GEOMETRIC INFORMATION		
6	Features Intersected	CST CHOUTEAU TRFY	10	Inventory Rte. Vert. Clear	99 Ft. 99 In.
42B	Type of Service Under	HIGHWAY	19	By pass Detour Length	0.63 miles
28B	Lanes Under Structure	04	32	Approach Roadway Width	38 Ft. 1 In.
54A	Vert. Clearance Ref.	HIGHWAY	34	Skew	25.00 Degrees
54B	Vert. Clearance	16 Ft. 10 In.	35	Struct. Flared	NO
55A	Rt. Lat Clear Ref.	HIGHWAY	47	Total Horiz. Clear	41 Ft. 4 In.
55B	Rt. Lat Clearance	6 Ft. 11 In.	48	Maximum Span Length	66 Ft. 11 In.
56	Left Lat Clearance	0 Ft. 0 In.	49	Structure Length	148 Ft. 11 In.
38	Navigation Control	N/A	50A	Left Curb/Sidewalk Width	0 Ft. 8 In.
39	Nav Vertical Clear	0 Ft. 0 In.	50B	Right Curb/Sidewalk Width	0 Ft. 8 In.
40	Nav Horizontal Clear	0 Ft. 0 In.	51	Curb to Curb Br. Width	40 Ft. 0 In.
111	Nav. Pier Protection		52	Deck Width (Out-Out)	42 Ft. 8 In.
116	Nav. Cl. Vert. Clear		53	Vert. Clearance Over Deck	99 Ft. 99 In.

Design\_No = 10641



Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet

October 1, 2024  
3:58:26pm

COUNTY : CLAY      BRIDGE : L0641 R1      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE :      ROUTE CARRIED 'ON' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

LOAD RATING AND POSTING INFORMATION				MATERIAL/CONSTRUCTION INFORMATION				
31	Design Load	HS 20+MOD		43A	Main Struc. Mat type	STEEL CONTINUOUS		
41	Structure Status	POSTED FOR LOAD		43B	Main struc Constr. Type	STRINGER/MULTIBEAM - GRD		
63	Oper. Rating Meth.	LOAD FACTOR		45	# of Main Spans	3		
64	Operating Rating	66 Tons.		44A	Appr Struc. Mat type	000		
65	Inventory Rating Meth	LOAD FACTOR		44B	Appr Struc. Cnstr. type	000		
66	Inventory Rating	40 Tons.		46	# of Approach Span	0		
70	Bridge Posting Code	=>LEGAL LOADS		107	Deck Mat/Constr.	1 CONCRETE CIP		
PROPOSED IMPROVEMENT INFORMATION				108A	Wear Surf Mat/Constr.	1 MONO CONCRETE		
Sufficiency Rating		94.4 Percent		108B	Membrane Mat/Constr.	0 NONE		
Deficiency Rating		NOT DEFICIENT		108C	Deck Protect Mat/Constr.	1 EPOXY		
Funding Eligibility				CONDITION RATING INFORMATION				
75A	Proposed Work			58	Deck Cond. Rating	6		
75B	Work Done By			59	Superstructure Cond. Rating	7		
76	New Struc Length	0 Ft. 0 In.		60	Substructure Cond. Rating	6		
94	Struc Improve Cost	\$ 0,000		61	Channel /Channel Protection Cond. Rating	N		
95	Roadway Improve Cost	\$ 0,000		62	Culvert Cond. Rating	N		
96	Total Project Cost	\$ 0,000		INSPECTION INFORMATION				
97	Year of Cost Estimates	0		90	Gen. Insp Date	9 / 24		
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	6		92C	Special Inspection	N Months		
68	Deck Geometry App. Rating	7		93C	Special Inspection Date			
69	Underclearance App. Rating	4		BORDER BRIDGE INFORMATION				
71	Waterway Adeq. App. Rating	N		98	Neighboring State Code			
72	Approach Road App. Rating	8		98B	Neighboring State % Respon			
113	Scour Assess App. Rating	N		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 = 10641



Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet

October 1, 2024  
3:58:26pm

COUNTY : CLAY      BRIDGE : L0641 R1      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE :      ROUTE 'UNDER' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

GENERAL STRUCTURE INFORMATION			ROUTE DESIGNATION INFORMATION		
1	State	MISSOURI	5A	Record Type	ROUTE 'UNDER' STRUCT      Code : 2
2	District	KC	5B	Route Signing Prefix	CST
3	County	CLAY	5C	Designated Level of Service	MAINLINE
8	Federal ID No.	6400	5D	Route Number	00000
27	Year Built	1954	5E	Directional Suffix	NOT APPLICABLE
106	Year Reconstructed	0	7	Facility Carried	IS 35 S
42A	Type of Service On	HIGHWAY	12	Base Hwy. Network	
21	Structure Maintenance		13A	LRS Inventory Route No.	
22	Structure Owner		13B	Subroute No.	
33	Br. Median Code		20	Toll Status	ON FREE ROAD
37	Historical Significance		26	Functional Classification	16-URBAN MINOR ARTERIAL
101	Parallel Struc Desg	LEFT	28A	Lanes on Structure	02
103	Temporary Structure	NOT TEMPORARY	100	STRAHNET Designation	RTE NOT A DEFENSE HWY
112	NBIS Bridge Length		104	National Highway System	NOT ON NHS
			105	Federal Lands Highway	
			110	Designated Nat. Network	NO
STRUCTURE LOCATION INFORMATION			STRUCTURE TRAFFIC INFORMATION		
4	Place	AVONDALE CITY	29	AADT	11518
	Code	02800	30	AADT Year	2023
9	Location	S 6 T 50 N R 32 W	102	Direction of Traffic	2-WAY TRAFFIC
11	Milepoint	1.63 miles	109	AADT Truck Percent	5%
16	Latitude	39 D 10 M 27 S	114	Future AADT	
17	Longitude	94 D 32 M 13 S	115	Future AADT Year	
UNDERRECORD INFORMATION			STRUCTURE GEOMETRIC INFORMATION		
6	Features Intersected	MO 269	10	Inventory Rte. Vert. Clear	16 Ft. 10 In.
42B	Type of Service Under	HIGHWAY	19	By pass Detour Length	0.63 miles
28B	Lanes Under Structure	04	32	Approach Roadway Width	
54A	Vert. Clearance Ref.		34	Skew	
54B	Vert. Clearance		35	Struct. Flared	
55A	Rt. Lat Clear Ref.		47	Total Horiz. Clear	41 Ft. 4 In.
55B	Rt. Lat Clearance		48	Maximum Span Length	66 Ft. 11 In.
56	Left Lat Clearance		49	Structure Length	148 Ft. 11 In.
38	Navigation Control		50A	Left Curb/Sidewalk Width	
39	Nav Vertical Clear		50B	Right Curb/Sidewalk Width	
40	Nav Horizontal Clear		51	Curb to Curb Br. Width	
111	Nav. Pier Protection		52	Deck Width (Out-Out)	
116	Nav. Cl. Vert. Clear		53	Vert. Clearance Over Deck	

Design\_No = 10641



Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet

October 1, 2024  
3:58:26pm

COUNTY : CLAY      BRIDGE : L0641 R1      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE :      ROUTE 'UNDER' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

LOAD RATING AND POSTING INFORMATION		MATERIAL/CONSTRUCTION INFORMATION	
31	Design Load	43A	Main Struc. Mat type      STEEL CONTINUOUS
41	Structure Status	43B	Main struc Constr. Type      STRINGER/MULTIBEAM - GRD
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	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 = 10641



Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet

October 1, 2024  
3:57:55pm

COUNTY : CLAY      BRIDGE : L0654 R      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

GENERAL STRUCTURE INFORMATION			ROUTE DESIGNATION INFORMATION		
1	State	MISSOURI	5A	Record Type	ROUTE CARRIED 'ON' STRUCT
2	District	KC	5B	Route Signing Prefix	IS
3	County	CLAY	5C	Designated Level of Service	MAINLINE
8	Federal ID No.	6408	5D	Route Number	00035
27	Year Built	1954	5E	Directional Suffix	NOT APPLICABLE
106	Year Reconstructed	1984	7	Facility Carried	IS 35 S
42A	Type of Service On	HIGHWAY	12	Base Hwy. Network	YES
21	Structure Maintenance	STATE HIGHWAY AGENCY	13A	LRS Inventory Route No.	0000004986
22	Structure Owner	STATE HIGHWAY AGENCY	13B	Subroute No.	00
33	Br. Median Code	NO MEDIAN	20	Toll Status	ON FREE ROAD
37	Historical Significance	NOT ELIGIBLE FOR NR OF HP	26	Functional Classification	11-UR PRNCPL ARTERIAL-IS
101	Parallel Struc Desg	LEFT	28A	Lanes on Structure	02
103	Temporary Structure	NOT TEMPORARY	100	STRAHNET Designation	ON A DEFENSE HWY
112	NBIS Bridge Length	YES	104	National Highway System	ON NHS
			105	Federal Lands Highway	NOT APPLICABLE
			110	Designated Nat. Network	YES
STRUCTURE LOCATION INFORMATION			STRUCTURE TRAFFIC INFORMATION		
4	Place	AVONDALE CITY	29	AADT	37704
	Code	02800	30	AADT Year	2023
9	Location	S 1 T 50 N R 32 W	102	Direction of Traffic	1-WAY TRAFFIC
11	Milepoint	105.82 miles	109	AADT Truck Percent	18%
16	Latitude	39 D 10 M 23 S	114	Future AADT	67867
17	Longitude	94 D 32 M 56 S	115	Future AADT Year	2043
UNDERRECORD INFORMATION			STRUCTURE GEOMETRIC INFORMATION		
6	Features Intersected	MO 1	10	Inventory Rte. Vert. Clear	99 Ft. 99 In.
42B	Type of Service Under	HIGHWAY	19	By pass Detour Length	0.63 miles
28B	Lanes Under Structure	05	32	Approach Roadway Width	47 Ft. 11 In.
54A	Vert. Clearance Ref.	HIGHWAY	34	Skew	3.00 Degrees
54B	Vert. Clearance	15 Ft. 3 In.	35	Struct. Flared	NO
55A	Rt. Lat Clear Ref.	HIGHWAY	47	Total Horiz. Clear	40 Ft. 0 In.
55B	Rt. Lat Clearance	3 Ft. 11 In.	48	Maximum Span Length	62 Ft. 0 In.
56	Left Lat Clearance	0 Ft. 0 In.	49	Structure Length	127 Ft. 11 In.
38	Navigation Control	N/A	50A	Left Curb/Sidewalk Width	0 Ft. 8 In.
39	Nav Vertical Clear	0 Ft. 0 In.	50B	Right Curb/Sidewalk Width	0 Ft. 8 In.
40	Nav Horizontal Clear	0 Ft. 0 In.	51	Curb to Curb Br. Width	38 Ft. 9 In.
111	Nav. Pier Protection		52	Deck Width (Out-Out)	41 Ft. 4 In.
116	Nav. Cl. Vert. Clear		53	Vert. Clearance Over Deck	99 Ft. 99 In.

Design\_No = 10654



Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet

October 1, 2024  
3:57:55pm

COUNTY : CLAY      BRIDGE : L0654 R      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

LOAD RATING AND POSTING INFORMATION			MATERIAL/CONSTRUCTION INFORMATION		
31	Design Load	HS 20+MOD	43A	Main Struc. Mat type	PRESTRSED CONCRETE CONTIN
41	Structure Status	OPEN NO RESTRICTIONS	43B	Main struc Constr. Type	STRINGER/MULTIBEAM - GRD
63	Oper. Rating Meth.	LOAD FACTOR	45	# of Main Spans	3
64	Operating Rating	87 Tons.	44A	Appr Struc. Mat type	000
65	Inventory Rating Meth	LOAD FACTOR	44B	Appr Struc. Cnstr. type	000
66	Inventory Rating	53 Tons.	46	# of Approach Span	0
70	Bridge Posting Code	=>LEGAL LOADS	107	Deck Mat/Constr.	1 CONCRETE CIP
PROPOSED IMPROVEMENT INFORMATION			108A	Wear Surf Mat/Constr.	4 LOW SLUMP
Sufficiency Rating 75.7 Percent			108B	Membrane Mat/Constr.	0 NONE
Deficiency Rating FUNCTIONAL			108C	Deck Protect Mat/Constr.	1 EPOXY
Funding Eligibility PARTIAL			CONDITION RATING INFORMATION		
75A	Proposed Work	REHAB-GENERAL DETERIORAT	58	Deck Cond. Rating	7
75B	Work Done By	Contract	59	Superstructure Cond. Rating	8
76	New Struc Length	157 Ft. 6 In.	60	Substructure Cond. Rating	5
94	Struc Improve Cost	\$ 651,000	61	Channel /Channel Protection Cond. Rating	N
95	Roadway Improve Cost	\$ 65,000	62	Culvert Cond. Rating	N
96	Total Project Cost	\$ 977,000	INSPECTION INFORMATION		
97	Year of Cost Estimates	2024	90	Gen. Insp Date	9 / 24
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	DOES NOT MEET ACCEPT 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	92C	Special Inspection	N Months
68	Deck Geometry App. Rating	6	93C	Special Inspection Date	
69	Underclearance App. Rating	3	BORDER BRIDGE INFORMATION		
71	Waterway Adeq. App. Rating	N	98	Neighboring State Code	
72	Approach Road App. Rating	8	98B	Neighboring State % Respon	
113	Scour Assess App. Rating	N	99	Neighboring State Struc. No.	
APPROVED POSTING INFORMATION			FIELD POSTING INFORMATION		
Approved Posting Category S-1			Field Posting Category S-1		
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		
NO POSTING REQUIRED			NO POSTING REQUIRED		

Design\_No = 10654



Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet

October 1, 2024  
3:57:55pm

COUNTY : CLAY      BRIDGE : L0654 R      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE :      ROUTE 'UNDER' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

GENERAL STRUCTURE INFORMATION			ROUTE DESIGNATION INFORMATION		
1	State	MISSOURI	5A	Record Type	ROUTE 'UNDER' STRUCT      Code : 2
2	District	KC	5B	Route Signing Prefix	MO
3	County	CLAY	5C	Designated Level of Service	MAINLINE
8	Federal ID No.	6408	5D	Route Number	00001
27	Year Built	1954	5E	Directional Suffix	NOT APPLICABLE
106	Year Reconstructed	0	7	Facility Carried	IS 35 S
42A	Type of Service On	HIGHWAY	12	Base Hwy. Network	
21	Structure Maintenance		13A	LRS Inventory Route No.	
22	Structure Owner		13B	Subroute No.	
33	Br. Median Code		20	Toll Status	ON FREE ROAD
37	Historical Significance		26	Functional Classification	14-UR OTHR PRINCIPL ARTRL
101	Parallel Struc Desg	LEFT	28A	Lanes on Structure	02
103	Temporary Structure	NOT TEMPORARY	100	STRAHNET Designation	RTE NOT A DEFENSE HWY
112	NBIS Bridge Length		104	National Highway System	ON NHS
			105	Federal Lands Highway	
			110	Designated Nat. Network	NO
STRUCTURE LOCATION INFORMATION			STRUCTURE TRAFFIC INFORMATION		
4	Place	AVONDALE CITY	29	AADT	12761
	Code	02800	30	AADT Year	2023
9	Location	S 1 T 50 N R 32 W	102	Direction of Traffic	2-WAY TRAFFIC
11	Milepoint	5.31 miles	109	AADT Truck Percent	5%
16	Latitude	39 D 10 M 23 S	114	Future AADT	
17	Longitude	94 D 32 M 56 S	115	Future AADT Year	
UNDERRECORD INFORMATION			STRUCTURE GEOMETRIC INFORMATION		
6	Features Intersected	MO 1	10	Inventory Rte. Vert. Clear	15 Ft. 3 In.
42B	Type of Service Under	HIGHWAY	19	By pass Detour Length	0.63 miles
28B	Lanes Under Structure	05	32	Approach Roadway Width	
54A	Vert. Clearance Ref.		34	Skew	
54B	Vert. Clearance		35	Struct. Flared	
55A	Rt. Lat Clear Ref.		47	Total Horiz. Clear	40 Ft. 0 In.
55B	Rt. Lat Clearance		48	Maximum Span Length	62 Ft. 0 In.
56	Left Lat Clearance		49	Structure Length	127 Ft. 11 In.
38	Navigation Control		50A	Left Curb/Sidewalk Width	
39	Nav Vertical Clear		50B	Right Curb/Sidewalk Width	
40	Nav Horizontal Clear		51	Curb to Curb Br. Width	
111	Nav. Pier Protection		52	Deck Width (Out-Out)	
116	Nav. Cl. Vert. Clear		53	Vert. Clearance Over Deck	

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COUNTY : CLAY      BRIDGE : L0654 R      REVIEW STATUS : APPROVED      NBI STATUS : T  
RECORD TYPE :      ROUTE 'UNDER' STRUCT      RUN DATE : 9/30/2024      SUBMITTAL YEAR : 2024

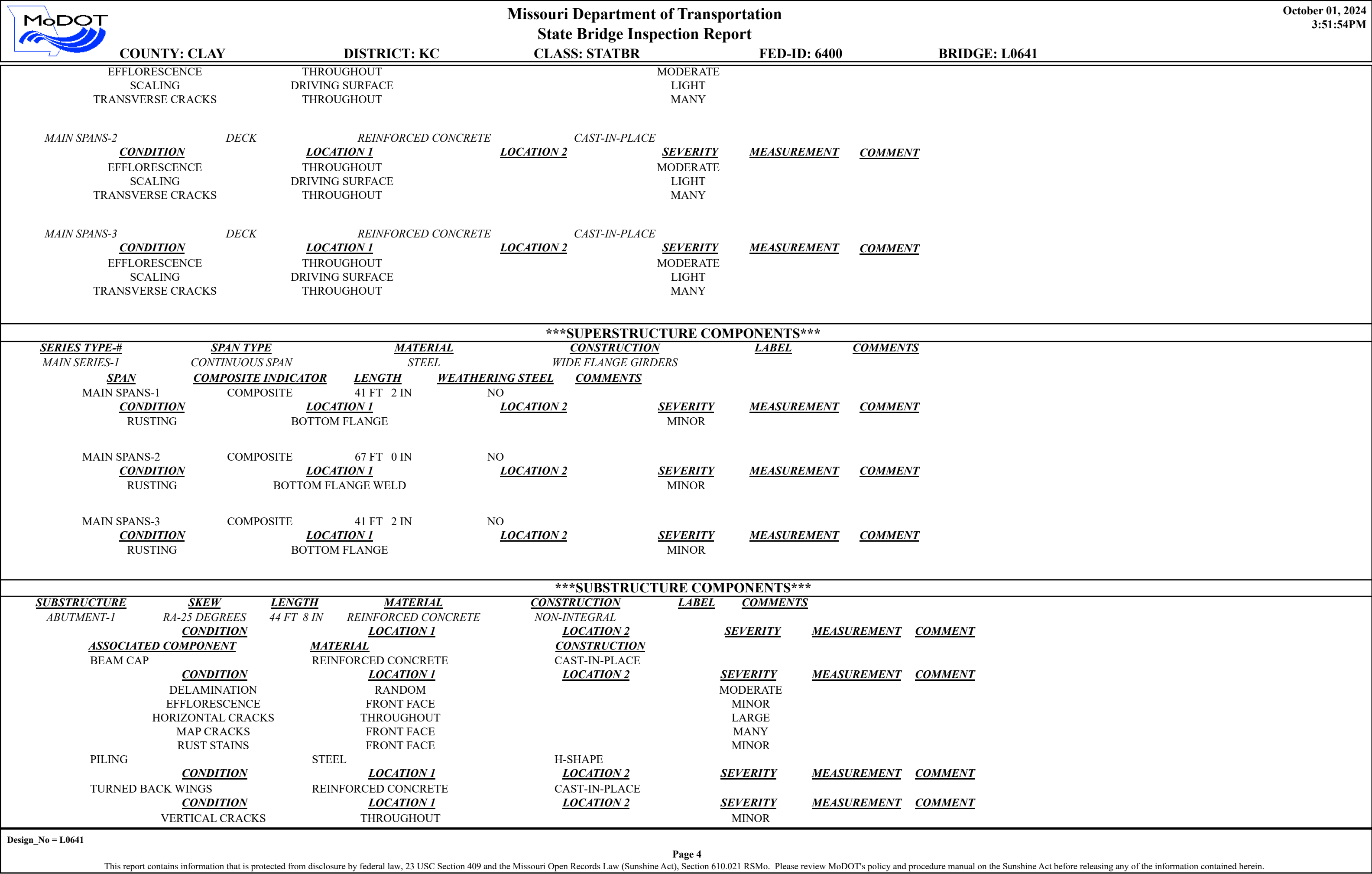
LOAD RATING AND POSTING INFORMATION		MATERIAL/CONSTRUCTION INFORMATION	
<div>31</div> Design Load		<div>43A</div> Main Struc. Mat type	PRESTRSED CONCRETE CONTIN
<div>41</div> Structure Status		<div>43B</div> Main struc Constr. Type	STRINGER/MULTIBEAM - GRD
<div>63</div> Oper. Rating Meth.		<div>45</div> # of Main Spans	
<div>64</div> Operating Rating		<div>44A</div> Appr Struc. Mat type	
<div>65</div> Inventory Rating Meth		<div>44B</div> Appr Struc. Cnstr. type	
<div>66</div> Inventory Rating		<div>46</div> # of Approach Span	
<div>70</div> Bridge Posting Code		<div>107</div> Deck Mat/Constr.	
		<div>108A</div> Wear Surf Mat/Constr.	
		<div>108B</div> Membrane Mat/Constr.	
		<div>108C</div> Deck Protect Mat/Constr.	
PROPOSED IMPROVEMENT INFORMATION		CONDITION RATING INFORMATION	
Sufficiency Rating		<div>58</div> Deck Cond. Rating	
Deficiency Rating		<div>59</div> Superstructure Cond. Rating	
Funding Eligibility		<div>60</div> Substructure Cond. Rating	
<div>75A</div> Proposed Work		<div>61</div> Channel /Channel Protection Cond. Rating	
<div>75B</div> Work Done By		<div>62</div> Culvert Cond. Rating	
<div>76</div> New Struc Length			
<div>94</div> Struc Improve Cost		INSPECTION INFORMATION	
<div>95</div> Roadway Improve Cost		<div>90</div> Gen. Insp Date	
<div>96</div> Total Project Cost		<div>91</div> Gen. Insp. Frequency	
<div>97</div> Year of Cost Estimates		<div>92A</div> Frac. Critical Inspection	
		<div>93A</div> Frac. Critical Insp. Date	
		<div>92B</div> Underwater Inspection	
		<div>93B</div> Underwater Insp. Date	
		<div>92C</div> Special Inspection	
		<div>93C</div> Special Inspection Date	
APPRAISAL RATING INFORMATION		BORDER BRIDGE INFORMATION	
<div>36A</div> Br. Rail App. Rating		<div>98</div> Neighboring State Code	
<div>36B</div> Transition Rail App. Rating		<div>98B</div> Neighboring State % Respon	
<div>36C</div> Approach Rail App. Rating		<div>99</div> Neighboring State Struc. No.	
<div>36D</div> Rail End Treat. App. Rating			
<div>67</div> Struc Eval App. Rating			
<div>68</div> Deck Geometry App. Rating			
<div>69</div> Underclearance App. Rating			
<div>71</div> Waterway Adeq. App. Rating			
<div>72</div> Approach Road App. Rating			
<div>113</div> Scour Assess App. Rating			
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	


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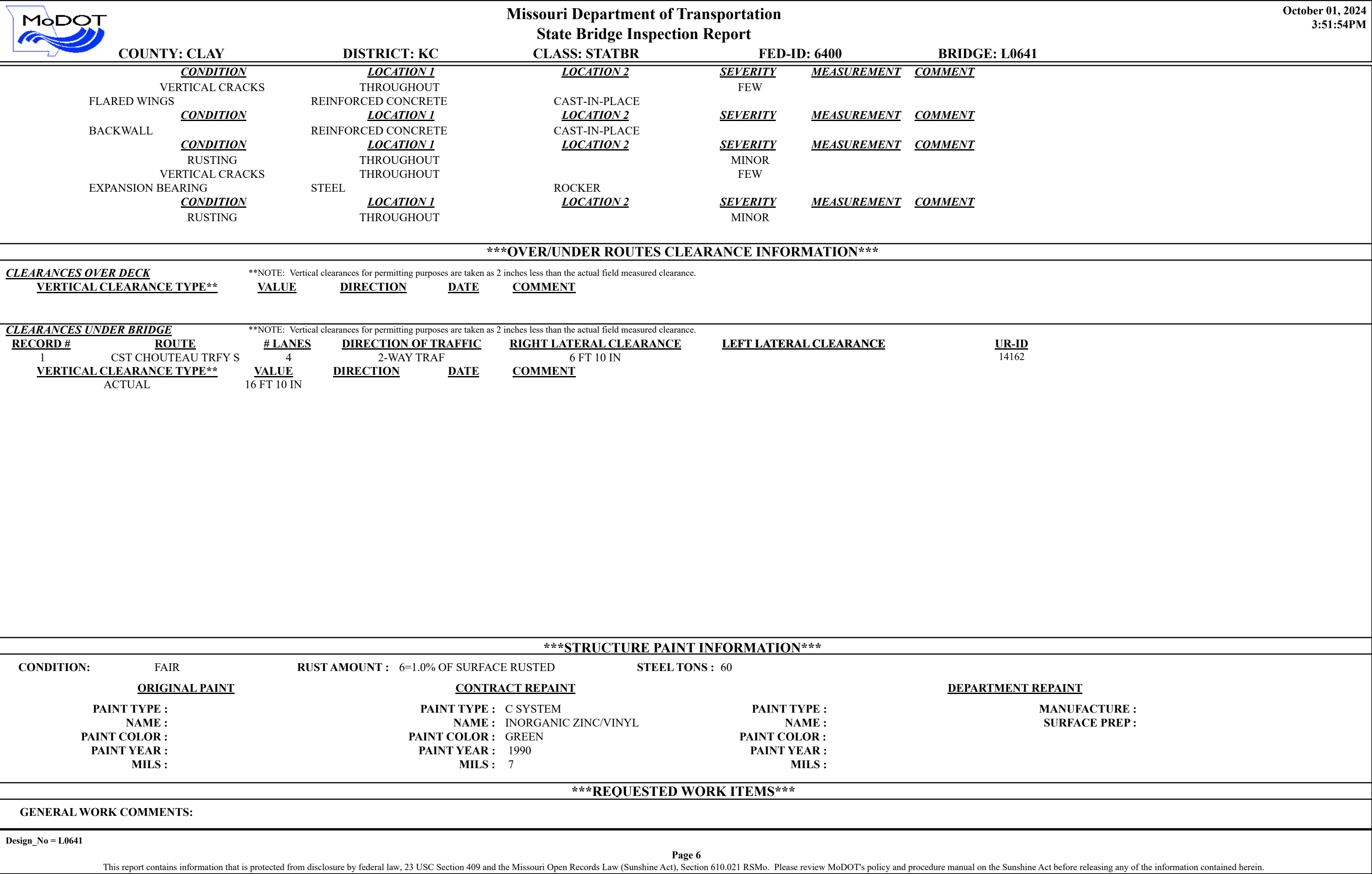
		Missouri Department of Transportation				October 01, 2024	
		State Bridge Inspection Report				3:51:54PM	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR		FED-ID: 6400	
						BRIDGE: L0641	
***GENERAL STRUCTURE INFORMATION***						***BRIDGE INSPECTION INFORMATION***	
<b>ROUTE:</b> IS35S <b>FEATURE:</b> CST CHOUTEAU TRFY <b>STATUS:</b> P-POSTLOAD <b>LOG MILE:</b> 104.553 <b>DETOUR:</b> 1.00 MILES <b>NHS:</b> YES <b>BUILT:</b> 1954 <b>REHAB:</b> 1989 <b>LOCATION:</b> S 6 T 50 R 32 W <b>LATITUDE:</b> 39 10 27.35 (DMS) <b>LONGITUDE:</b> 94 32 12.87 (DMS)		# SPANS: 3 LANES ON: 2 LANES UNDER: 4 COMPASS DIRECTION: WEST to EAST DIRECTION OF TRAFFIC: 1-WAY TRAF FUNCTIONAL CLASS: UR-INTERSTATE NBI OWNER: MODOT NBI MAINTAINED: MODOT MAINTENANCE DISTRICT: KC MAINTENANCE COUNTY: CLAY SUB AREA: 7C25		PLACE CODE: 02800 AVONDALE CITY LENGTH: 149 FT 0 IN MAXIMUM SPAN: 67 FT 0 IN APPROACH ROADWAY: 38 FT 0 IN CURB TO CURB: 40 FT 0 IN OUT TO OUT: 42 FT 8 IN AADT: 33788 AADT YEAR: 2023 AADT TRUCK: 18.4% FUTURE AADT: 60818 FUTURE AADT YEAR: 2043		DATE: 09/03/2024 RESPONSIBILITY: DISTRICT FREQUENCY: 24 CALCULATED INTERVAL**: 24 TEAM LEADER: TIMOTHY HAZLETT ELEMENT: YES INSPECTOR 2: INSPECTOR 4: INSPECTOR 3: ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.	
						GENERAL INSPECTION COMMENTS	
***FRACTURE CRITICAL INSPECTION INFORMATION***				***INDEPTH INSPECTION INFORMATION***			
DATE: RESPONSIBILITY: CATEGORY: FREQUENCY: CALCULATED INTERVAL**: NBI: TEAM LEADER: INSPECTOR 3: METHOD: INSPECTOR 2: INSPECTOR 4:  ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.				DATE: RESPONSIBILITY: CATEGORY: FREQUENCY: CALCULATED INTERVAL**: NBI: TEAM LEADER: INSPECTOR 3: METHOD: INSPECTOR 2: INSPECTOR 4:  ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.			
FRACTURE CRITICAL INSPECTION COMMENTS				INDEPTH INSPECTION COMMENTS			
***SPECIAL INSPECTION INFORMATION***				***UNDERWATER INSPECTION INFORMATION***			
DATE: RESPONSIBILITY: CATEGORY: FREQUENCY: CALCULATED INTERVAL**: NBI: TEAM LEADER: INSPECTOR 3: METHOD: INSPECTOR 2: INSPECTOR 4:  ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.				DATE: RESPONSIBILITY: CATEGORY: FREQUENCY: CALCULATED INTERVAL**: NBI: TEAM LEADER: INSPECTOR 3: METHOD: INSPECTOR 2: INSPECTOR 4:  ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.			
SPECIAL INSPECTION COMMENTS				UNDERWATER INSPECTION COMMENTS			
OTHER SPECIAL INSPECTIONS				OTHER UNDERWATER INSPECTIONS			
<u>DATE</u> <u>FREQUENCY</u> <u>CATEGORY</u> <u>NBI</u> <u>CALCULATED INTERVAL</u> <u>RESPONSIBILITY</u> <u>METHOD</u>				<u>DATE</u> <u>FREQUENCY</u> <u>CATEGORY</u> <u>NBI</u> <u>CALCULATED INTERVAL</u> <u>RESPONSIBILITY</u> <u>METHOD</u>			
Design_No = L0641							
Page 1							
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		Missouri Department of Transportation			October 01, 2024																	
		State Bridge Inspection Report			3:51:54PM																	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR	FED-ID: 6400	BRIDGE: L0641																
***STRUCTURE POSTING***																						
APPROVED CATEGORY: S-C3      WEIGHT LIMIT 65 TONS. Ton 1: 65      Ton 2:      Ton 3: COMMENTS: (WILHOC1, 08/20/2013)--LOAD POSTING LETTER, 08/19/2013, MODOT																						
FIELD CATEGORY: S-C3      WEIGHT LIMIT 65 TONS. Ton 1: 65      Ton 2:      Ton 3:      PROBLEM:      PROBLEM DIRECTION: COMMENTS:																						
***GENERAL COMMENTS/MAJOR RATED ITEMS***																						
GENERAL COMMENTS: (BOWDEJ1, 09/30/2008)--(41'-67'-41') CONT COMP WF GDR SPANS (WIDENED)																						
[ITEM 58] DECK: 6-SATISFACTORY CONDITION      COMMENTS: (OTISL1, 10/01/2020)--TRANSVERSE CRACKS WITH EFFLORESCE DEGREE OF CRACKING ON DECK RATING : 12/11/2003																						
[ITEM 59] SUPER: 7-GOOD CONDITION      COMMENTS: (OTISL1, 09/26/2016)--LIGHT RUST RATING : 01/12/2011																						
[ITEM 60] SUB: 6-SATISFACTORY CONDITION      COMMENTS: (OTISL1, 10/01/2020)--SPALLS W/ EXPOSED REBAR ON COLUMNS RATING : 01/12/2011																						
[ITEM 61] BANK/CHANNEL: N-NOT APPLIC NO WATRWAY      COMMENTS: RATING : 05/18/2001																						
[ITEM 113] SCOUR: N-NOT APPLIC NOT WATERW      COMMENTS: RATING : 05/18/2001 EVALUATION TYPE :																						
[ITEM 71] WATERWAY ADEQUACY: NOT APPLICABLE      COMMENTS: RATING : 05/18/2001																						
[ITEM 72] APPRRDWY ALIGNMENT: 8-VERYGOOD      COMMENTS: RATING : 05/18/2001																						
***RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS***																						
[ITEM 36A] BRIDGE RAILING RATING: MEETS CURRENT STANDARDS-1      RATING : 05/18/2001      COMMENTS:																						
<table><tr><td><u>MATERIAL</u></td><td><u>CONSTRUCTION</u></td><td><u>DIRECTION</u></td><td><u>COMMENTS</u></td></tr><tr><td>REINFORCED CONCRETE</td><td>SAFETY BARRIER CURB</td><td>BOTH</td><td></td></tr><tr><td><u>CONDITION</u></td><td><u>LOCATION 1</u></td><td><u>LOCATION 2</u></td><td><u>SEVERITY</u>      <u>COMMENT</u></td></tr><tr><td>VERTICAL CRACKS</td><td>THROUGHOUT</td><td></td><td>FEW</td></tr></table>							<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>	REINFORCED CONCRETE	SAFETY BARRIER CURB	BOTH		<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u> <u>COMMENT</u>	VERTICAL CRACKS	THROUGHOUT		FEW
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>																			
REINFORCED CONCRETE	SAFETY BARRIER CURB	BOTH																				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u> <u>COMMENT</u>																			
VERTICAL CRACKS	THROUGHOUT		FEW																			
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1      RATING : 01/12/2011      COMMENTS:																						
<table><tr><td><u>MATERIAL</u></td><td><u>CONSTRUCTION</u></td><td><u>DIRECTION</u></td><td><u>COMMENTS</u></td></tr><tr><td>GALVANIZED STEEL</td><td>THRIE BEAM TO W-BEAM</td><td>NORTH</td><td></td></tr><tr><td>GALVANIZED STEEL</td><td>THRIE BEAM TO W-BEAM</td><td>SOUTHWEST</td><td></td></tr></table>							<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>	GALVANIZED STEEL	THRIE BEAM TO W-BEAM	NORTH		GALVANIZED STEEL	THRIE BEAM TO W-BEAM	SOUTHWEST					
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>																			
GALVANIZED STEEL	THRIE BEAM TO W-BEAM	NORTH																				
GALVANIZED STEEL	THRIE BEAM TO W-BEAM	SOUTHWEST																				
[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1      RATING : 05/18/2001      COMMENTS:																						
Design_No = L0641																						
Page 2																						
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		Missouri Department of Transportation				October 01, 2024	
		State Bridge Inspection Report				3:51:54PM	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR		FED-ID: 6400	
				BRIDGE: L0641			
<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> W-BEAM		<u>DIRECTION</u> NORTH		<u>COMMENTS</u>	
<u>CONDITION</u> COLLISION DAMAGE		<u>LOCATION 1</u> THROUGHOUT		<u>LOCATION 2</u>		<u>SEVERITY</u> MODERATE	
GALVANIZED STEEL		W-BEAM		SOUTHWEST			
[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1				RATING : 01/12/2011		COMMENTS:	
<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> BREKAWAY SYSTEM		<u>DIRECTION</u> NORTH		<u>COMMENTS</u>	
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u> ASPHALT/CONCRETE		<u>CONSTRUCTION</u> BITUMINOUS MAT/SLAB		<u>DIRECTION</u> BOTH		<u>CONDITION*</u> FAIR	
<u>CONDITION</u> SPALLS		<u>LOCATION 1</u> ENDS		<u>LOCATION 2</u>		<u>SEVERITY</u> FEW	
***DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS***							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<u>SERIES TYPE-#</u> MAIN SERIES-1		<u>COMPONENT</u> WEARING SURFACE		<u>MATERIAL</u> PLAIN CONCRETE		<u>CONSTRUCTION</u> MONOLITHIC	
<u>THICKNESS</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u>	
<u>COMMENT:</u>							
		DECK PROTECTION		EPOXY POLYMER		COATED REBAR	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		SECONDARY DECK PROTECTION		LIQUID SEALANT		INTERNALLY SEALED	
<u>COMMENT:</u>							
<u>DRAINAGE COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
						<u>COMMENTS</u>	
<u>EXPANSION DEVICE COMPONENTS:</u>							
<u>SUB UNIT-#</u> ABUTMENT-1		<u>SUB LABEL</u>		<u>COMPONENT</u> CLOSED EXPANSION JOINT		<u>MATERIAL</u> SILICON	
<u>CONSTRUCTION</u> FILLED JOINT		<u>GAP</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>	
<u>OVERALL CONDITION</u> GOOD							
<u>COMMENT:</u>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
<u>COMPONENT</u> SLOPE PROTECTION		<u>MATERIAL</u> PLAIN CONCRETE		<u>CONSTRUCTION</u> PAVEDSLOPE		<u>DIRECTION</u>	
						<u>COMMENTS</u>	
***DECK COMPONENTS***							
<u>SPAN TYPE-#</u> MAIN SPANS-1		<u>COMPONENT</u> DECK		<u>MATERIAL</u> REINFORCED CONCRETE		<u>CONSTRUCTION</u> CAST-IN-PLACE	
<u>COMMENTS</u>							
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
						<u>MEASUREMENT</u>	
						<u>COMMENT</u>	
Design_No = L0641							
Page 3							
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		Missouri Department of Transportation State Bridge Inspection Report				October 01, 2024 3:51:54PM	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR		FED-ID: 6400	
						BRIDGE: L0641	
FLARED WINGS	REINFORCED CONCRETE	CAST-IN-PLACE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
BACKWALL	REINFORCED CONCRETE	CAST-IN-PLACE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
SPALLS	THROUGHOUT		MINOR				
EXPANSION BEARING	STEEL	ROCKER					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
RUSTING	THROUGHOUT		MINOR				
BENT-2	RA-25 DEGREES	42 FT 5 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>					
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
SPALLS	THROUGHOUT		MINOR				
VERTICAL CRACKS	THROUGHOUT		FEW				
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
DELAMINATION	THROUGHOUT		MINOR				
REBAR EXPOSED	BOTTOM		MINOR				
SPALLS	BOTTOM		FEW				
VERTICAL CRACKS	THROUGHOUT		FEW				
FOOTING	REINFORCED CONCRETE	SPREAD					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
EXPANSION BEARING	STEEL	ROCKER					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
BENT-3	RA-25 DEGREES	42 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>					
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
REBAR EXPOSED	BOTTOM		MINOR				
COLUMN	REINFORCED CONCRETE	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>		
FIXED BEARING	STEEL	PEDESTAL(ROTATING)					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
ABUTMENT-4	RA-25 DEGREES	44 FT 11 IN	REINFORCED CONCRETE	NON-INTEGRAL			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>					
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
DIAGONAL CRACKS	CURTAIN WALL		FEW				
LEACHING	THROUGHOUT		MINOR				
VERTICAL CRACKS	THROUGHOUT		FEW			(OTISL1, 10/09/2018)--REPAIRED	
PILING	STEEL	H-SHAPE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
TURNED BACK WINGS	REINFORCED CONCRETE	CAST-IN-PLACE					



		Missouri Department of Transportation				October 01, 2024	
		State Bridge Inspection Report				3:51:54PM	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR		FED-ID: 6400	
						BRIDGE: L0641	
RESPONSIBILITY DISTRICT SPECIAL		LOCATION		ITEM SEAL DECK WITH IN DECK		CATEGORY DECK	
				PRIORITY 3		DATE 04/03/2029	
						WORK ITEM COMMENT	
***UTILITY ATTACHMENTS***							
UTILITY STRUCTURAL SIGN		OWNER		METHOD MOUNTED		MEASUREMENT TYPE	
				VALUE		NUMBER 1	
						UTILITY ATTACHMENT COMMENT	
***PROGRAM NOTES INFORMATION***							
YEAR		PROJECT #		MONTH LET		YEAR LET	
				ITEMS		COMMENT	
***COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS***				***ADVANCED SIGN INFORMATION***			
NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS.				SIGN #			
				SIGN TYPE			
				PROBLEM			
				PROBLEM DIRECTION			
<u>Rated Item</u>				<u>Rating</u>			
				<u>Rating Date</u>			
[Item 67] Structure Evaluation Rating:				6-EQ TO PRESENT MIN CRITR			
[Item 68] Deck Geometry Rating:				7-BETTER THAN PRESENT MIN			
[Item 69] Underclearance:				4-MEETS MINIMUM TOLERABLE			
Sufficiency Rating:				94.4%			
Deficiency:				NOT DEFICIENT			
Funding Eligibility:				----			
Estimated New Structure Length:				----			
Estimated Structure Cost:				----			
Estimated Total Project Cost:				----			
Year of Cost Estimate:				----			
NOTE: The above structure length and cost estimates are computer generated using algorithms in the TMS system. These algorithms are generalized to use NBI items to come up with a new structure length and width to calculate a new area which is taken times a representative cost per square foot. The actual structure size and cost may vary significantly from these numbers once site specific engineering is done.							
				# OUTFALLS:			
				INSPECTOR:			
				STATUS:			
				DATE:			
				NOTES:			





		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>October 01, 2024</div> <div>3:50:01PM</div>			
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR		FED-ID: 6408		BRIDGE: L0654	
***GENERAL STRUCTURE INFORMATION***							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: IS35S</div> <div>FEATURE: MO 1</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 105.209</div> <div>DETOUR: 1.00 MILES</div> <div>NHS: YES</div> <div>BUILT: 1954</div> <div>REHAB: 1984</div> <div>LOCATION: S 1 T 50 R 32 W</div> <div>LATITUDE: 39 10 22.88 (DMS)</div> <div>LONGITUDE: 94 32 56.40 (DMS)</div>		<div># SPANS: 3</div> <div>LANES ON: 2</div> <div>LANES UNDER: 5</div> <div>COMPASS DIRECTION: WEST to EAST</div> <div>DIRECTION OF TRAFFIC: 1-WAY TRAF</div> <div>FUNCTIONAL CLASS: UR-INTERSTATE</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: KC</div> <div>MAINTENANCE COUNTY: CLAY</div> <div>SUB AREA: 7C25</div>		<div>PLACE CODE: 02800 AVONDALE CITY</div> <div>LENGTH: 128 FT 0 IN</div> <div>MAXIMUM SPAN: 62 FT 2 IN</div> <div>APPROACH ROADWAY: 48 FT 0 IN</div> <div>CURB TO CURB: 38 FT 10 IN</div> <div>OUT TO OUT: 41 FT 6 IN</div> <div>AADT: 37704</div> <div>AADT YEAR: 2023</div> <div>AADT TRUCK: 18.4%</div> <div>FUTURE AADT: 67867</div> <div>FUTURE AADT YEAR: 2043</div>		<div>DATE: 09/03/2024</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: TIMOTHY HAZLETT</div> <div>ELEMENT: YES</div> <div>INSPECTOR 2:</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						GENERAL INSPECTION COMMENTS			
***FRACTURE CRITICAL INSPECTION INFORMATION***					***INDEPTH INSPECTION INFORMATION***				
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				
FRACTURE CRITICAL INSPECTION COMMENTS					INDEPTH INSPECTION COMMENTS				
***SPECIAL INSPECTION INFORMATION***					***UNDERWATER INSPECTION INFORMATION***				
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS				
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS				
<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>					<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>				

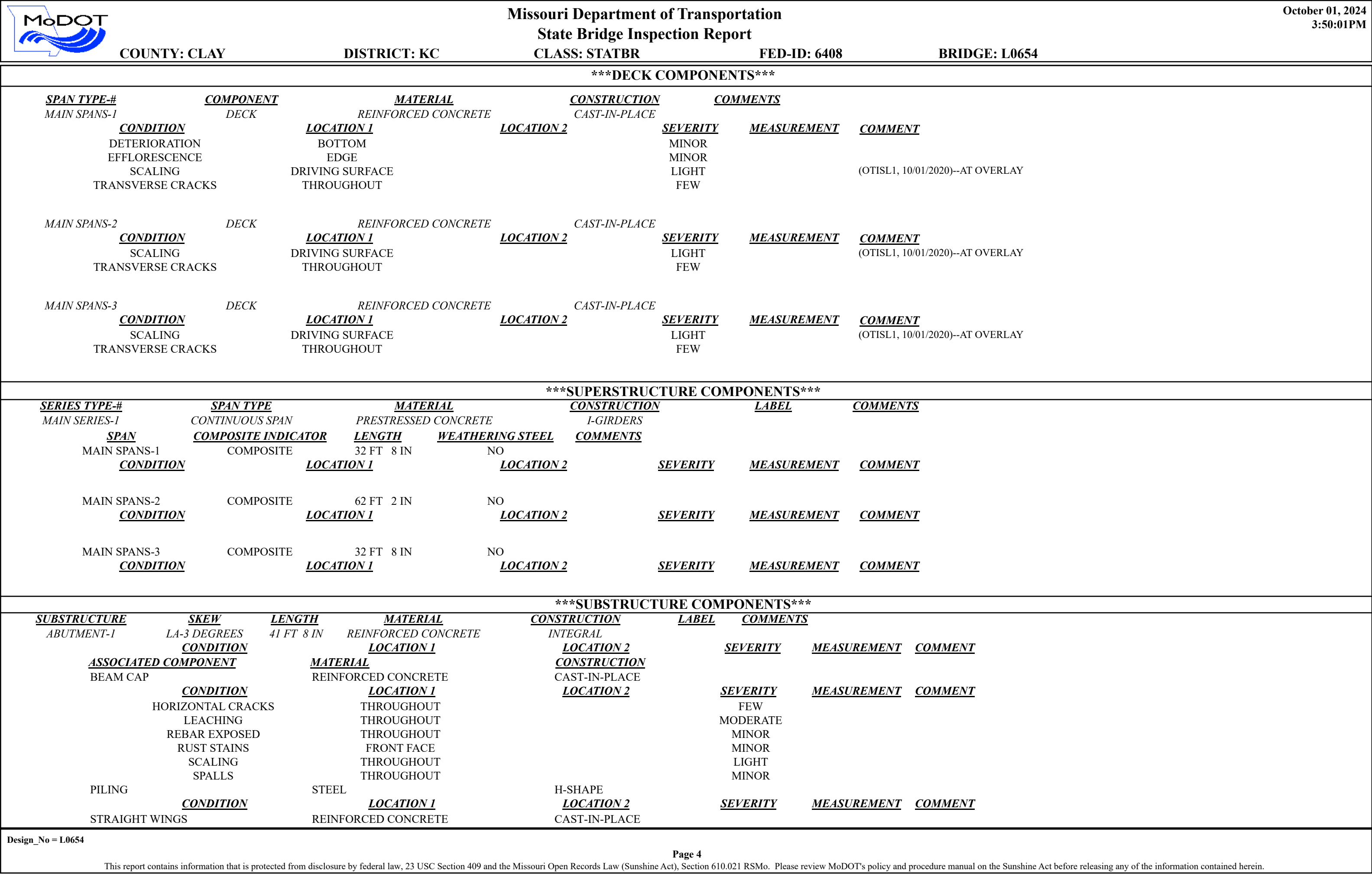
Design\_No = L0654


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		Missouri Department of Transportation			October 01, 2024	
		State Bridge Inspection Report			3:50:01PM	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR	FED-ID: 6408	BRIDGE: L0654
***STRUCTURE POSTING***						
APPROVED CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:		
COMMENTS:						
FIELD CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:	PROBLEM:	PROBLEM DIRECTION:
COMMENTS:						
***GENERAL COMMENTS/MAJOR RATED ITEMS***						
GENERAL COMMENTS: (BOWDEJ1, 09/30/2008)--(32'-62'-32') P/S CONC I-GDR SPANS						
[ITEM 58] DECK:		7-GOOD CONDITION		COMMENTS: (KIMM1, 10/02/2018)--SCALING, T CRACKS, EFFLORESCENCE		
RATING :		10/02/2018				
[ITEM 59] SUPER:		8-VERY GOOD CONDITION		COMMENTS:		
RATING :		05/18/2001				
[ITEM 60] SUB:		5-FAIR CONDITION		COMMENTS: (STEGEC, 08/08/2011)--MINOR SPALLS IN COLUMNS		
RATING :		10/01/2020				
		(OTISL1, 10/09/2018)--EXPOSED REBAR, CRACKS				
		(OTISL1, 10/01/2020)--MAJOR DETERIORATION & LEACHING @ ABUTMENT 4				
[ITEM 61] BANK/CHANNEL:		N-NOT APPLIC NO WATRWAY		COMMENTS:		
RATING :		05/18/2001				
[ITEM 113] SCOUR:		N-NOT APPLIC NOT WATERW		COMMENTS:		
RATING :		05/18/2001				
EVALUATION TYPE :						
[ITEM 71] WATERWAY ADEQUACY:		NOT APPLICABLE		COMMENTS:		
RATING :		05/18/2001				
[ITEM 72] APPRRDWY ALIGNMENT:		8-VERYGOOD		COMMENTS:		
RATING :		05/18/2001				
***RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS***						
[ITEM 36A] BRIDGE RAILING RATING:		MEETS CURRENT STANDARDS-1		RATING :	10/01/2012	
COMMENTS:						
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
REINFORCED CONCRETE	SAFETY BARRIER CURB	BOTH				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>		
COLLISION DAMAGE	THROUGHOUT		MINOR			
VERTICAL CRACKS	THROUGHOUT		FEW			
[ITEM 36B] TRANSITION RAILING RATING:		DOESNT MEET CURRNT STND-0		RATING :	10/01/2012	
COMMENTS:						
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
GALVANIZED STEEL	W-BEAM	SOUTHWEST				
GALVANIZED STEEL	W-BEAM	BOTH-NORTH				
[ITEM 36C] APPROACH RAILING RATING:		MEETS CURRENT STANDARDS-1		RATING :	05/18/2001	
COMMENTS:						
Design_No = L0654						
Page 2						
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		Missouri Department of Transportation				October 01, 2024	
		State Bridge Inspection Report				3:50:01PM	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR		FED-ID: 6408	
				BRIDGE: L0654			
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		W-BEAM		NORTH			
GALVANIZED STEEL		W-BEAM		SOUTHWEST			
[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1				RATING : 10/01/2012		COMMENTS:	
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		BREKAWAY SYSTEM		NORTH			
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>CONDITION*</u>	
REINFORCED CONCRETE		SLAB		BOTH		VERY POOR	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
PATCHES		THROUGHOUT				MANY	
SCALING		THROUGHOUT				MODERATE	
SPALLS		THROUGHOUT				MANY	
***DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS***							
DECK PROTECTIVE COMPONENTS:							
<u>SERIES TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SERIES-1		WEARING SURFACE		PLAIN CONCRETE		LOW SLUMP	
<u>THICKNESS</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u>	
1 IN						FAIR	
<u>COMMENT:</u>							
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
SCALING		THROUGHOUT				MINOR	
SPALLS		THROUGHOUT				FEW	
TRANSVERSE CRACKS		THROUGHOUT				MANY	
<u>DECK PROTECTION</u>		<u>EPOXY POLYMER</u>		<u>COATED REBAR</u>			
<u>COMMENT:</u>							
<u>MEMBRANE</u>		<u>NOTAPPLICABLE</u>		<u>NONE</u>			
<u>COMMENT:</u>							
<u>SECONDARY DECK PROTECTION</u>		<u>LIQUID SEALANT</u>		<u>INTERNALLY SEALED</u>		2023	
<u>SILANE</u>							
<u>COMMENT:</u>							
DRAINAGE COMPONENTS:							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
DRAINAGE		REINFORCED CONCRETE		DRAIN BASIN-END BENT			
EXPANSION DEVICE COMPONENTS:							
<u>SUB UNIT-#</u>		<u>SUB LABEL</u>		<u>COMPONENT</u>		<u>MATERIAL</u>	
<u>CONSTRUCTION</u>		<u>GAP</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>	
<u>OVERALL CONDITION</u>							
<u>COMMENT:</u>							
BANK/SLOPE PROTECTION COMPONENTS:							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
SLOPE PROTECTION		PLAIN CONCRETE		PAVEDSLOPE			
<u>COMMENTS</u>							
Design_No = L0654							
Page 3							
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		Missouri Department of Transportation				October 01, 2024	
		State Bridge Inspection Report				3:50:01PM	
COUNTY: CLAY		DISTRICT: KC		CLASS: STATBR	FED-ID: 6408	BRIDGE: L0654	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	TURNED BACK WINGS		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	EXPANSION BEARING		ELASTOMERIC	LAMINATED NEOPRENE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-2	LA-3 DEGREES	39 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	(BOWDEJI, 01/15/2004)--EXTENSIVE REPAIRS TO SUBSTRUCTURE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
	BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	COLUMN		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	VERTICAL CRACKS		TOP		FEW		
	FOOTING		REINFORCED CONCRETE	H-PILE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	EXPANSION BEARING		ELASTOMERIC	LAMINATED NEOPRENE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-3	LA-3 DEGREES	39 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
	BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	COLUMN		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION		THROUGHOUT		MINOR		
	REBAR EXPOSED		THROUGHOUT		FEW		
	SPALLS		BOTTOM		MEDIUM		
	VERTICAL CRACKS		TOP		FEW		
	FOOTING		REINFORCED CONCRETE	H-PILE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	EXPANSION BEARING		ELASTOMERIC	LAMINATED NEOPRENE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ABUTMENT-4	LA-3 DEGREES	41 FT 8 IN	REINFORCED CONCRETE	INTEGRAL			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
	BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DETERIORATION		THROUGHOUT		MINOR		
	LEACHING		THROUGHOUT		MODERATE		
	RUST STAINS		THROUGHOUT		MODERATE		
	SCALING		THROUGHOUT		LIGHT		
	PILING		STEEL	H-SHAPE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST		TOP		MODERATE		
	SECTION LOSS		TOP		INITIAL		
	STRAIGHT WINGS		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	REBAR EXPOSED		THROUGHOUT		MODERATE		

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		Missouri Department of Transportation			October 01, 2024	
		State Bridge Inspection Report			3:50:01PM	
COUNTY: CLAY		DISTRICT: KC	CLASS: STATBR	FED-ID: 6408	BRIDGE: L0654	
SPALLS TURNED BACK WINGS <u>CONDITION</u>		THROUGHOUT REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>	MODERATE <u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING <u>CONDITION</u>		ELASTOMERIC <u>LOCATION 1</u>	LAMINATED NEOPRENE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
***OVER/UNDER ROUTES CLEARANCE INFORMATION***						
<u>CLEARANCES OVER DECK</u>		**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.				
<u>VERTICAL CLEARANCE TYPE**</u>		<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>	
<u>CLEARANCES UNDER BRIDGE</u>		**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.				
<u>RECORD #</u>	<u>ROUTE</u>	<u># LANES</u>	<u>DIRECTION OF TRAFFIC</u>	<u>RIGHT LATERAL CLEARANCE</u>	<u>LEFT LATERAL CLEARANCE</u>	<u>UR-ID</u>
1	MO 1 S	5	2-WAY TRAF	3 FT 11 IN		14181
<u>VERTICAL CLEARANCE TYPE**</u>		<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>	
ACTUAL		15 FT 3 IN		10/30/2014		
***STRUCTURE PAINT INFORMATION***						
CONDITION:		RUST AMOUNT :		STEEL TONS :		
<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>		
PAINT TYPE :		PAINT TYPE :		PAINT TYPE :		MANUFACTURE :
NAME :		NAME :		NAME :		SURFACE PREP :
PAINT COLOR :		PAINT COLOR :		PAINT COLOR :		
PAINT YEAR :		PAINT YEAR :		PAINT YEAR :		
MILS :		MILS :		MILS :		
***REQUESTED WORK ITEMS***						
GENERAL WORK COMMENTS:						
Design_No = L0654						
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	<b>Missouri Department of Transportation</b> <b>State Bridge Inspection Report</b>	October 01, 2024 3:50:01PM
<b>COUNTY: CLAY</b>	<b>DISTRICT: KC</b>	<b>CLASS: STATBR</b>
		<b>FED-ID: 6408</b>
<b>BRIDGE: L0654</b>		

	<b>Missouri Department of Transportation</b> <b>State Bridge Inspection Report</b>	October 01, 2024 3:50:01PM
<b>COUNTY: CLAY</b>	<b>DISTRICT: KC</b>	<b>CLASS: STATBR</b>
		<b>FED-ID: 6408</b>
<b>BRIDGE: L0654</b>		

	<b>Missouri Department of Transportation</b> <b>State Bridge Inspection Report</b>	October 01, 2024 3:50:01PM
<b>COUNTY: CLAY</b>	<b>DISTRICT: KC</b>	<b>CLASS: STATBR</b>
		<b>FED-ID: 6408</b>
<b>BRIDGE: L0654</b>		

	<b>Missouri Department of Transportation</b> <b>State Bridge Inspection Report</b>	October 01, 2024 3:50:01PM
<b>COUNTY: CLAY</b>	<b>DISTRICT: KC</b>	<b>CLASS: STATBR</b>
		<b>FED-ID: 6408</b>
<b>BRIDGE: L0654</b>		

	<b>Missouri Department of Transportation</b> <b>State Bridge Inspection Report</b>	October 01, 2024 3:50:01PM
<b>COUNTY: CLAY</b>	<b>DISTRICT: KC</b>	<b>CLASS: STATBR</b>
		<b>FED-ID: 6408</b>
<b>BRIDGE: L0654</b>		

	<b>Missouri Department of Transportation</b> <b>State Bridge Inspection Report</b>	October 01, 2024 3:50:01PM
<b>COUNTY: CLAY</b>	<b>DISTRICT: KC</b>	<b>CLASS: STATBR</b>
		<b>FED-ID: 6408</b>
<b>BRIDGE: L0654</b>		

<i>RESPONSIBILITY</i>	<i>LOCATION</i>	<i>ITEM</i>	<i>CATEGORY</i>	<i>PRIORITY</i>	<i>DATE</i>	<i>WORK ITEM COMMENT</i>
DISTRICT SPECIAL	SEE COMMENT	REPAIR APPROACH ROADWAY	APPROACH	3	09/26/2022	(RAITHK, 08/23/2023)--BOTH ENDS
DISTRICT SPECIAL	ROADWAY SURFACE	SEAL WITH SILANE	DECK	3	04/11/2029	

**\*\*\*UTILITY ATTACHMENTS\*\*\***

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT
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**\*\*\*PROGRAM NOTES INFORMATION\*\*\***

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>
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**\*\*\*COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS\*\*\***

### \*\*\*ADVANCED SIGN INFORMATION\*\*\*

NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS.

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<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>
[Item 67] Structure Evaluation Rating:	5-BETTER THAN MINIMUM	10/6/2020
[Item 68] Deck Geometry Rating:	6-EQ TO PRESENT MIN CRITR	4/17/2002
[Item 69] Underclearance:	3-BASICALLY INTOL CORRECT	3/25/2003
Sufficiency Rating:	75.7%	3/2/2023
Deficiency:	FUNCTIONAL	3/25/2003
Funding Eligibility:	PARTIAL	----
Estimated New Structure Length:	157 FT.	----
Estimated Structure Cost:	\$651,129	----
Estimated Total Project Cost:	\$976,694	----
Year of Cost Estimate:	2024	----

SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
1			

**\*\*\*OUTFALL INSPECTION INFORMATION\*\*\***

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	

NOTE: The above structure length and cost estimates are computer generated using algorithms in the TMS system. These algorithms are generalized to use NBI items to come up with a new structure length and width to calculate a new area which is taken times a representative cost per square foot. The actual structure size and cost may vary significantly from these numbers once site specific engineering is done.

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