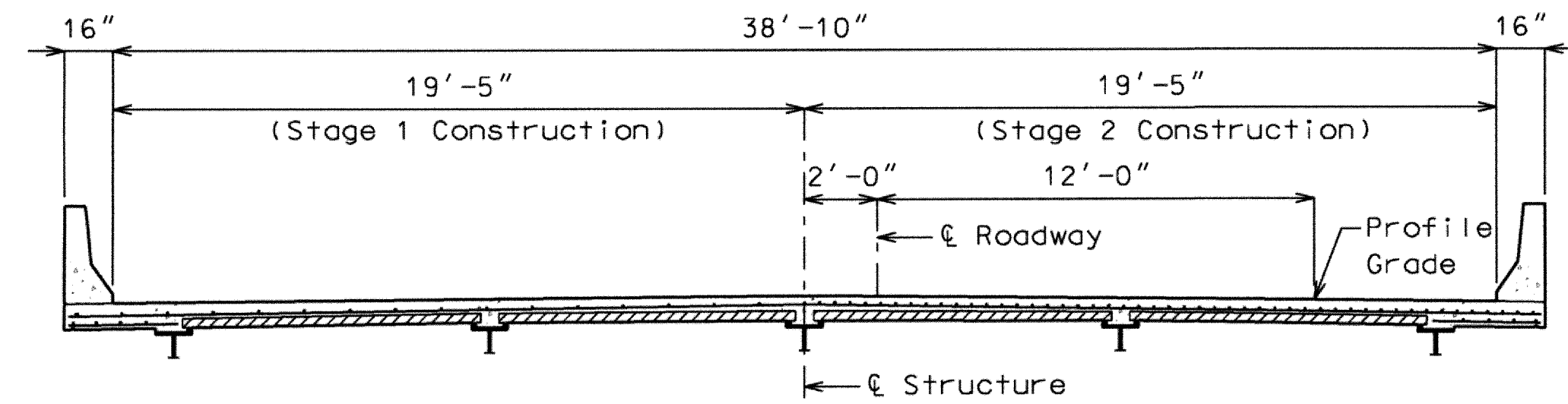
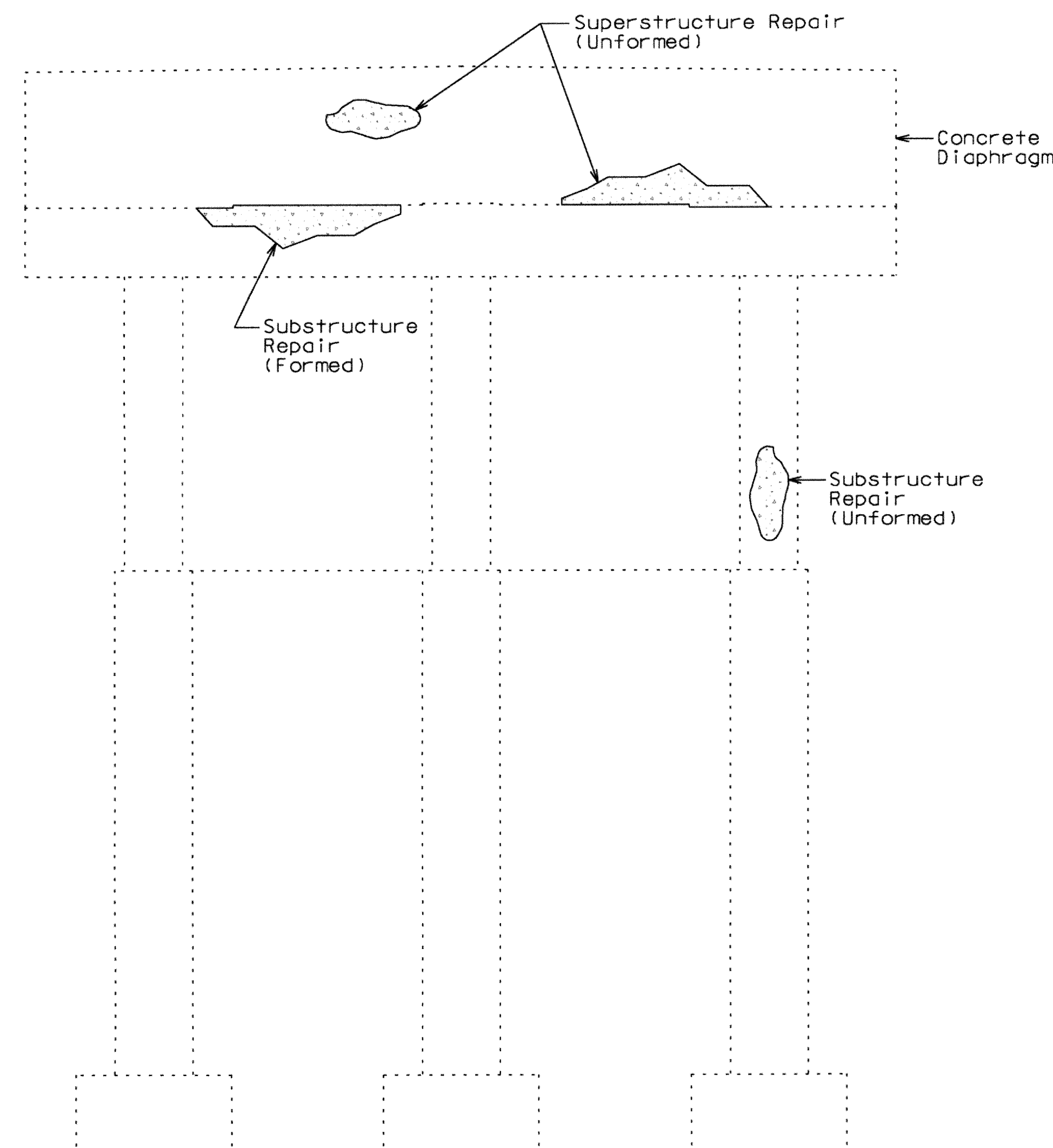


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
U.I.P. (120'-150'-120') CONTINUOUS COMPOSITE PLATE GIRDER SPANS AND
(4 @ 53') PRESTRESSED CONCRETE I-GIRDER SPANS AND
REPLACE EXPANSION JOINTS AT BENTS NO. 1 AND NO. 4

SEC/SUR 26 TWP 42N RGE 3E



TYPICAL SECTION THRU SLAB
SHOWING STAGED CONSTRUCTION



SUPERSTRUCTURE AND SUBSTRUCTURE REPAIR AT BENT NO. 4

Notes:

Girders not shown for clarity.

See Sec 704 for specifications relating to repair work.

GENERAL NOTES:

Design Specifications:
2002 - AASHTO 17th Edition
Load Factor Design
Seismic Performance Category A
Acceleration Coefficient = 0.1

Design Loading:
HS20-44
Military 24,000# Tandem Axle
Fatigue Stress - Case I

Design Unit Stresses:
Class B-2 Concrete (Superstructure, except Safety Barrier Curb) $f'c = 4,000$ psi
Class B-1 Concrete Safety Barrier Curb) $f'c = 4,000$ psi
Reinforcing Steel (Grade 60) $fy = 60,000$ psi
Structural Carbon Steel (ASTM A709 Grade 36) $fy = 36,000$ psi

Fabricated Steel Connections:
Field connections shall be made with $\frac{3}{4}$ " diameter high strength bolts and $\frac{1}{8}$ " diameter holes, except as noted.

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

All reinforcing steel shall be epoxy coated.

Traffic Control:

One lane of traffic over structure to be maintained during construction. See Roadway Plans.

Backwall:

Top of backwall for End Bent No. 1 shall be formed to the crown and grade of the roadway. Top of backwall shall not be poured until the superstructure slab has been poured in the adjacent span.

Miscellaneous:

Rapid set concrete shall be used for slab. See Special Provisions.

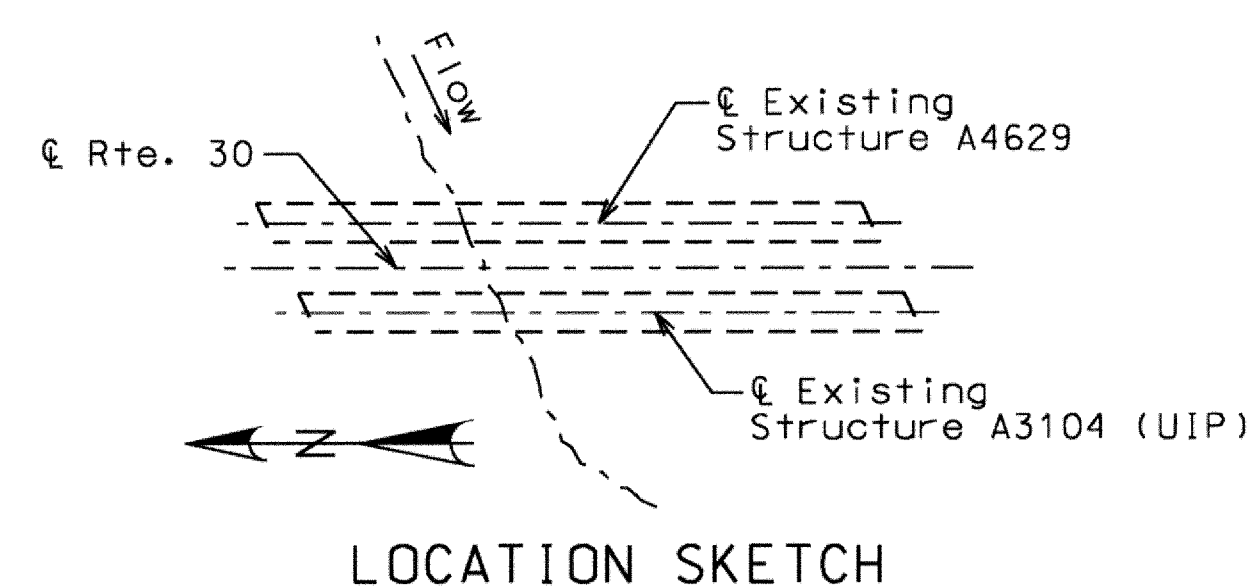
Outline of old work is indicated by light dashed lines. Heavy lines indicate new work.

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

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

Estimated Quantities

Item		Total
Removal of Existing Expansion Joints & Adjacent Concrete	linear foot	86
Substructure Repair (Formed)	square foot	10
Substructure Repair (Unformed)	square foot	10
Superstructure Repair (Unformed)	square foot	40
Strip Seal Expansion Joint System & Adjacent Concrete	linear foot	86



LOCATION SKETCH

REPAIRS TO BRIDGE: ROUTE 30
OVER BIG RIVER

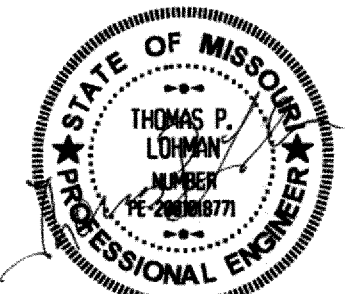
STATE ROAD FROM RTE. BB TO RTE. B
ABOUT 0.4 MILES SOUTH OF RTE. BB
STA. 1349+24.80 (MATCH EXISTING)

Designed: CBW
Detailed: CAB
Checked: TPL

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

Sheet No. 1 of 5

STD 706.35



4.29.2014

DATE PREPARED

4/29/2014

ROUTE 30 STATE MD

DISTRICT BR SHEET NO. 1

COUNTY JEFFERSON

JOB NO. WBA4629A

CONTRACT ID.

PROJECT NO.

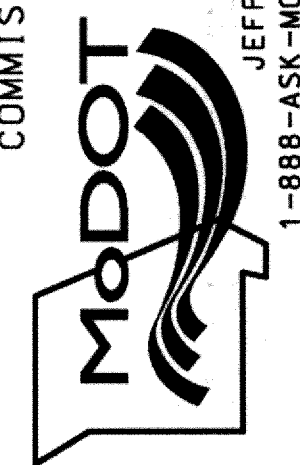
BRIDGE NO. A46291

DESCRIPTION

DATE

DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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Expiration Date: December 31, 2014