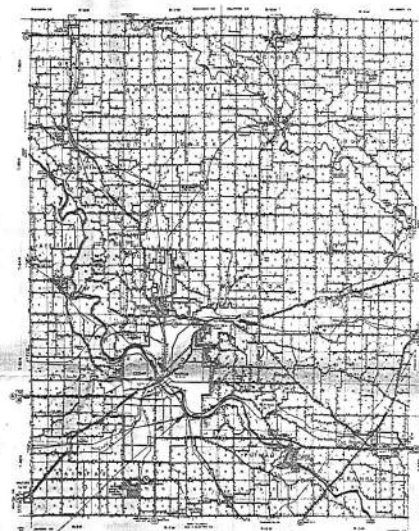


TOTAL ESTIMATED QUANTITIES												
CONCRETE C.Y.	REIN. STEEL L.B.	PRESTRESSED CONCRETE BEAMS		STEEL PLING (SHAPES) L.A.	ALUM. HANDRAIL L.B.	GRAVELLATION						SHADOWS FIRST STEPS
		C-4	C-5			CLASS A0	CLASS A1	CLASS A2	CLASS A3	REINFORCED SUPPORTS L.B.	PRELIMINARY TUBES	
456.5	72,962	12	6	385	428	7000	705	120	11	610	370	LUMP SUM



C STREET S.W. BRIDGE

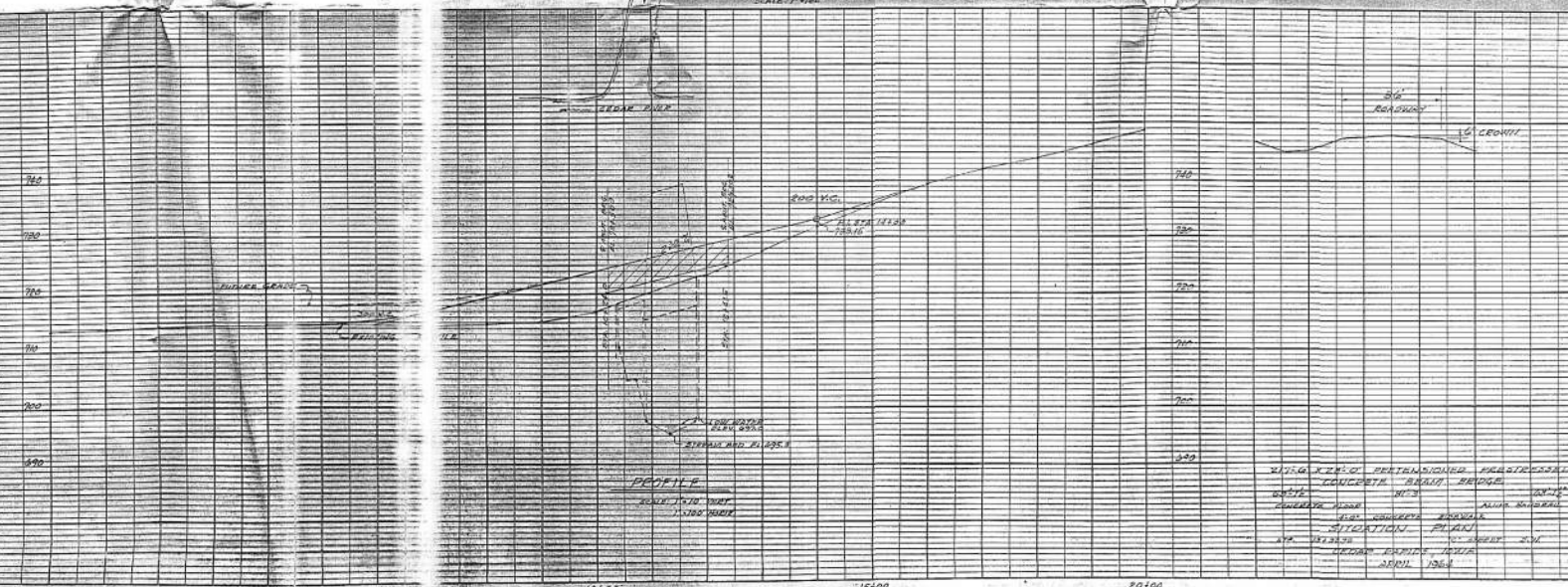
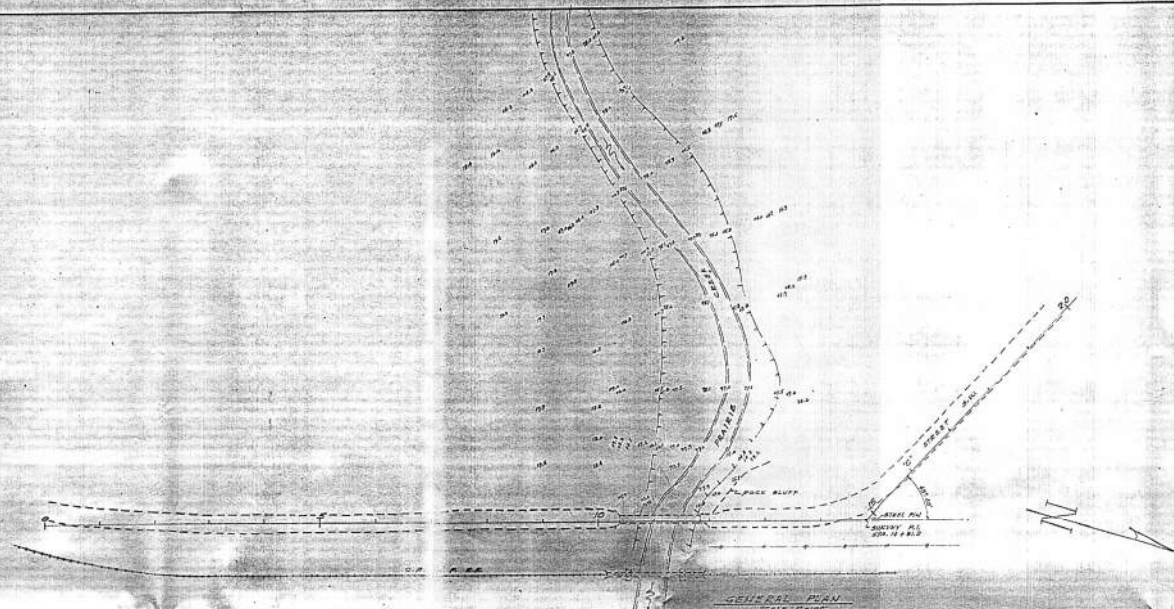
LOCATION PLAT

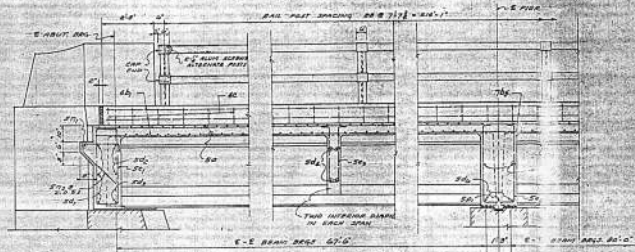
SPECIFICATIONS

CONSTRUCTION AND MATERIALS SHALL CONFORM WITH THE IOWA STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR CONSTRUCTION IN RELATION TO HIGHWAY AND SPECIALTY BRIDGE AND MAINTENANCE WORK IN THE PRIMARY ROAD SYSTEM (SERIES OF 1967).

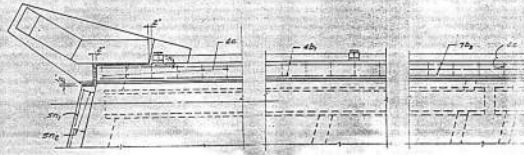
REVISIONS	27'0" X 20'0" PRESTRESSED PRESTRESSED CONCRETE BEAM BRIDGE		
	68'-12"	81'-5"	60'-12"
DATE	1968	1968	1968
	1968	1968	1968
ESTIMATED QUANTITIES			
HOWARD R. GREEN CO., ENGINEERS			
CEDAR RAPIDS, IOWA			
DRAWN: 1968			
CHECKED: 1968			

DATE	BY	
		PROFILE
		INTERVIEW PLANNING
		EMERGENCY COLLECTIONS
		R. W. HOFFS
		INVESTIGATIVE REPORTS UNIT
		NOTE BOOK

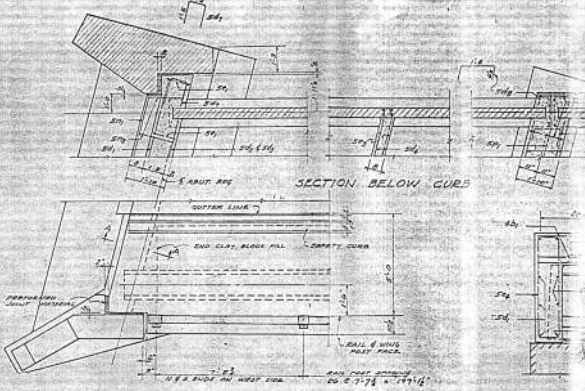




LONGITUDINAL SECTION NEAR CURB

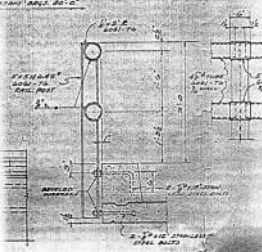


PLAN

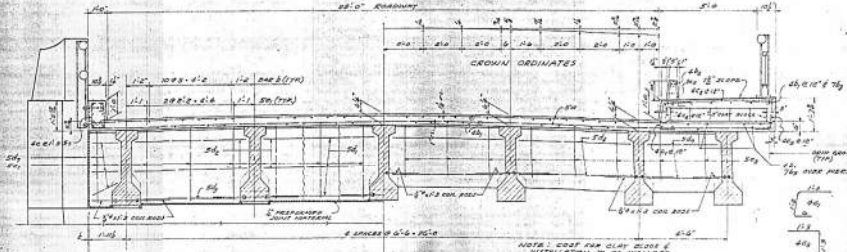


PART PLAN

SECTION

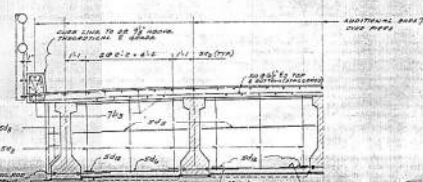


EAST HAND DETAIL



NEAR ABUTMENT

NEAR INTERIOR DIAPHRAGM



NEAR PIER

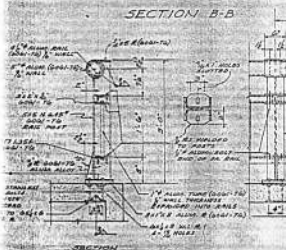
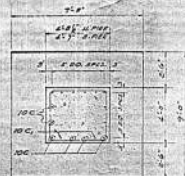
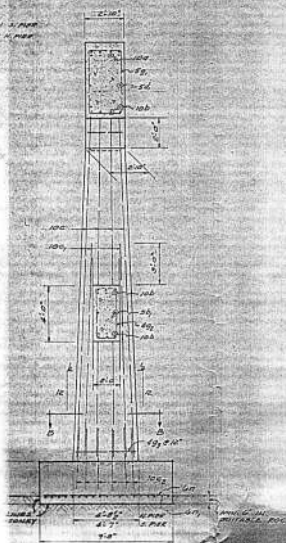
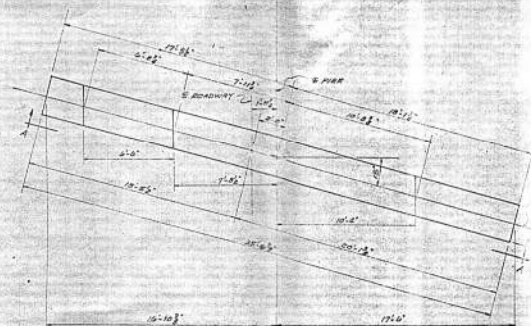
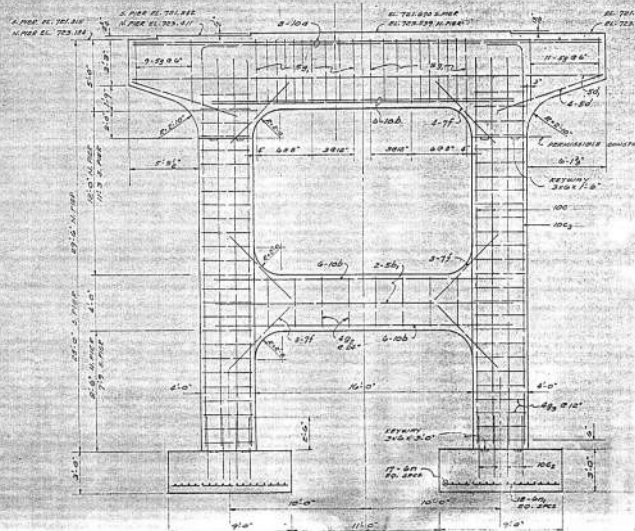


CROSS SECTIONS

LOCATION OF BEAM COIL TIES
PRESTRESSED BEAMS ARE TO BE IN
ACCORDANCE WITH JOHN ZOTER BRIDGE
CONSTRUCTION MANUAL, 2. BEAM
TIES AND FOR PRESTRESSED CURB BEAMS
TIES AND FOR BEAMS LIFTING CURB,
INCHES PLATES AND/OR ELASTOMERIC
BEARING PADS, CURB TIES AND CURB
TIES.

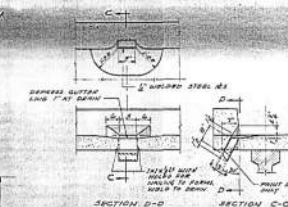
GENERAL NOTES:
CONCRETE SHALL BE TO CONTAIN NO CLASH V. REINFORCEMENT. IT IS
TO BE PLACED AND SET AS PRESCRIBED IN PREVIOUS SPECIFICATIONS
TO BE UNIFORM AND VERTICAL. REINFORCEMENT SHALL BE PLACED IN
CONCRETE. CURB BEAMS SHALL BE PLACED IN CONCRETE. CURB BEAMS
SHALL BE PLACED IN CONCRETE. CURB BEAMS SHALL BE PLACED IN CONCRETE.

REINFORCING BAR LIST	NO.	SHAPE	LENGTH	WEIGHT
BAR LOCATION				
E-1	2	1/2" TRANSV T & B	751	241.5
E-2	"	" T & B	751	241.5
E-3	"	" 1/2" CURV LENSIT	254	240.5
E-4	"	"	132	201.5
E-5	2	1/2" 1/2" CURV LENSIT	146	179.5
E-6	"	" 1/2" CURV LENSIT	15	20.5
E-7	"	"	2	2.5
E-8	"	"	31	25.5
E-9	"	"	179	255.5
E-10	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-11	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-12	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-13	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-14	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-15	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-16	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-17	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-18	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-19	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-20	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-21	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-22	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-23	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-24	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-25	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-26	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-27	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-28	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-29	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-30	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-31	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-32	"	" 1/2" 1/2" CURV LENSIT	250	255.5
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E-34	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-35	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-36	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-37	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-38	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-39	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-40	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-41	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-42	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-43	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-44	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-45	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-46	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-47	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-48	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-49	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-50	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-51	"	" 1/2" 1/2" CURV LENSIT	250	255.5
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E-220	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-221	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-222	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-223	"	" 1/2" 1/2" CURV LENSIT	250	255.5
E-224	"	" 1/2"		

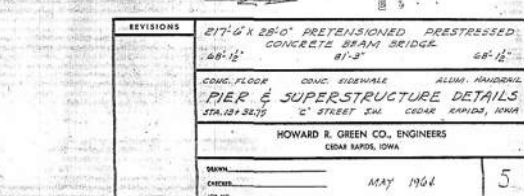
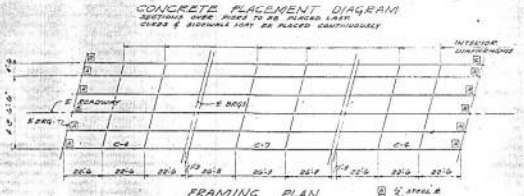
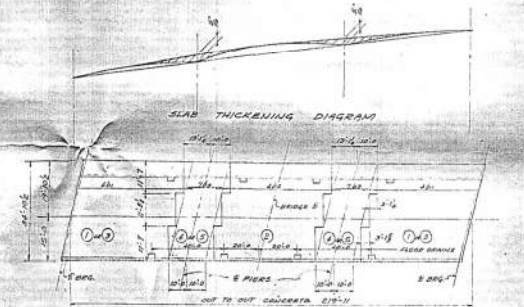
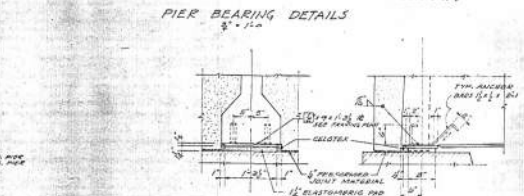
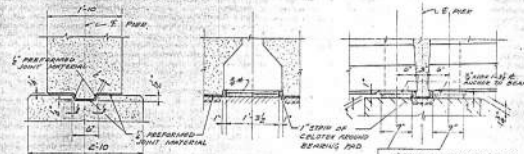
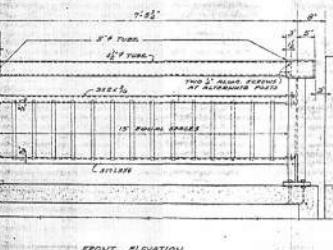


BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
100	BEAM LONGIT. TOP	8	36	10.12	
101	BEAM & STUMP LONGIT.	10	210	10.25	
102	STUMP LONGIT.	2	210	6.6	
103	COLUMN VERT.	10	210	10.25	
104	"	8	210	6.6	
105	COLUMN DOUBLE	30	510	5.0	
106	CANTILEVER BOLT	8	510	5.0	
107	BEAM LONGIT.	8	510	5.0	
108	BEAM & STUMP FILLETS	20	510	5.0	
109	CANTILEVER HOOKS	20	1010	2.8	
110	BEAM HOOKS	20	1010	2.8	
111	STUMP HOOKS	20	1010	2.8	
112	COLUMN TIES	20	1010	2.8	
113	POSTING BOLT	30	510	5.0	
114	POSTING	30	510	5.0	
115	COLUMN VERT.	8	210	6.6	
TOTAL					111.1

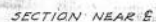
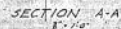
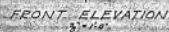
ESTIMATED	PIER	QUANTITIES
CONCRETE	17.04	11.11
REINFORCING STEEL	1039 LBS	1039 LBS
CLASS B1 EXCAVATION	600.00	600.00
CLASS B2 EXCAVATION	20.00	20.00



NOTES: 1. ALL REINFORCING STEEL SHALL BE PLACED IN THE MIDDLE OF THE SECTION UNLESS OTHERWISE SPECIFIED.



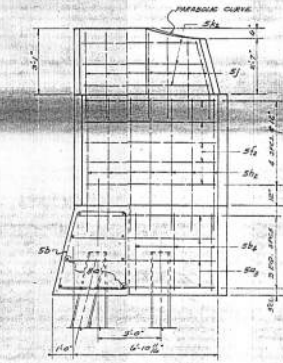
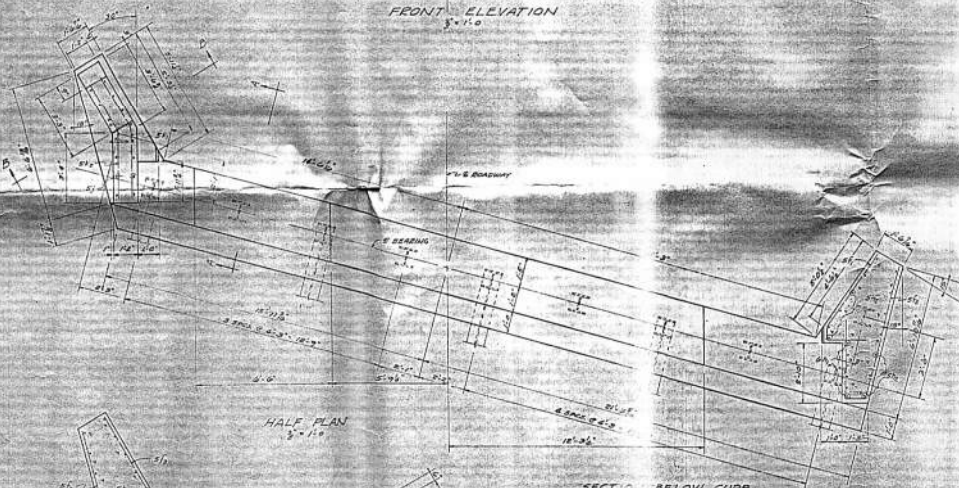
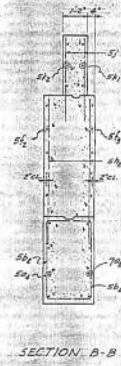
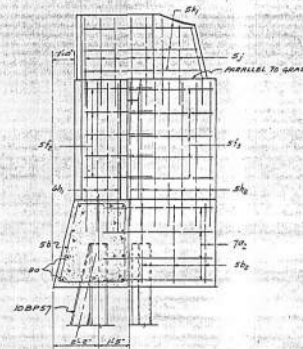
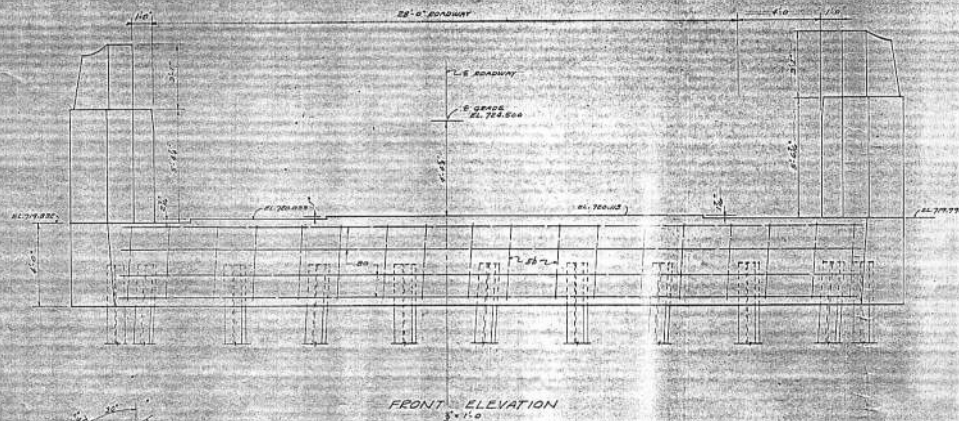
REVISIONS	DESCRIPTION
1	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
2	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
3	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
4	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
5	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
6	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
7	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
8	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
9	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
10	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
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16	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
17	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
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60	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
61	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
62	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
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74	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
75	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
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96	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
97	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
98	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
99	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE
100	21'0" x 21'0" PRETENSIONED PRESTRESSED CONCRETE BRIDGE



REINFORCE BAR LIST		IN		NORTH REINFORCE	
BAR	DESCRIPTION	SHAPE	NO.	LENGTH	WGT/LIN
#1	BRISTOL PLATE ANCHOR		12	30.00	1.88
#2	BRISTOL PLATE ANCHOR		6	30.00	2.24
#3	ALUM. HING. B. A. HORIZ.		2	75.00	1.00
#4	ALUM. " " " " "		6	75.00	.88
#5	ALUM. " " " " "		6	4	.55
#6	ALUM. " " " " "		6	75.00	.95
#7	R.C. REPT. REIN. ANCHOR		75	19.12	3.39
#8	REINFORCE TIE BAR		13	4.16	.22
#9	REINFORCE TIE BAR		3	116.12	.33
#10	HING. B. A. VERT.		6	75.00	.62
#11	R.C. HING. TIE BAR		6	75.00	.16
#12	R.C. HING. TIE BAR		3	116.12	.33
#13	R.C. HING. TIE BAR		10	10.00	.16
#14	R.C. HING. TIE BAR		5	75.00	.33
#15	R.C. HING. TIE BAR		11	75.00	.20
#16	" " " " " R.C. H.A.		27	67.50	.188
#17	R.C. HING. TIE BAR		30	4.16	.180
#18	" " " " " HORIZ. B.A.		6	116.12	.33
#19	" " " " " R.C. H.A.		6	116.12	.33
			TOTAL		208.5

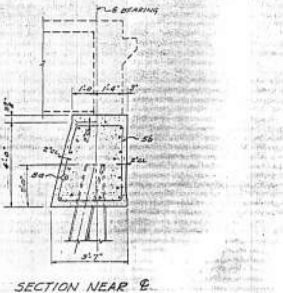
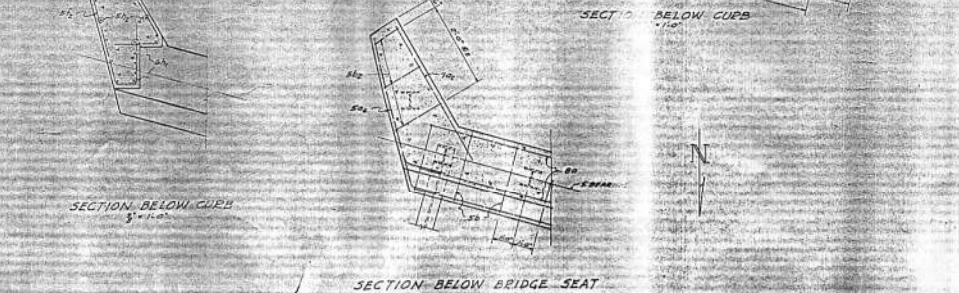
ESTIMATED QUANTITIES	
CONCRETE	49.2 CY
REINFORCING STEEL	3208 LBS
CLASS 25 FILL	108.2 CY
CLASS 2B FILL	30.0 CY

REVISIONS	27'-6" x 28'-0" PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE	
	28'-0" 1/2"	38'-12"
LONG FLUTE	CONC. SHEET PILING	ALUM. HANDRAILS
NORTH ABUTMENT DETAILS		
STA. 12+32.75	5' TYP.	WOOD KNUCKLES, 1/2" DIA.
HOWARD R. GREEN CO., ENGINEERS		
CEDAR RAPIDS, IOWA		
DATE	MAY 1964	
DRAWN		



REINFORCING BAR LIST	LOCATION	SHAPE	NO.	LENGTH	HEIGHT
S1	AB. SEAT RIGID JOINT	—	8	30'0"	700
S2	S.E. WING A.B. JOINT	—	8	7'0"	61
S3	S.W. " " " "	—	6	48'0"	35
S4	S.E. " " " "	—	6	48'0"	35
S5	S.W. " " " "	—	6	48'0"	35
S6	S.E. " " " "	—	6	48'0"	35
S7	S.W. " " " "	—	6	48'0"	35
S8	S.E. " " " "	—	6	48'0"	35
S9	S.W. " " " "	—	6	48'0"	35
S10	S.E. " " " "	—	6	48'0"	35
S11	S.W. " " " "	—	6	48'0"	35
S12	S.E. " " " "	—	6	48'0"	35
S13	S.W. " " " "	—	6	48'0"	35
S14	S.E. " " " "	—	6	48'0"	35
S15	S.W. " " " "	—	6	48'0"	35
S16	S.E. " " " "	—	6	48'0"	35
S17	S.W. " " " "	—	6	48'0"	35
S18	S.E. " " " "	—	6	48'0"	35
S19	S.W. " " " "	—	6	48'0"	35
S20	S.E. " " " "	—	6	48'0"	35
S21	S.W. " " " "	—	6	48'0"	35
S22	S.E. " " " "	—	6	48'0"	35
S23	S.W. " " " "	—	6	48'0"	35
S24	S.E. " " " "	—	6	48'0"	35
S25	S.W. " " " "	—	6	48'0"	35
S26	S.E. " " " "	—	6	48'0"	35
S27	S.W. " " " "	—	6	48'0"	35
S28	S.E. " " " "	—	6	48'0"	35
S29	S.W. " " " "	—	6	48'0"	35
S30	S.E. " " " "	—	6	48'0"	35
S31	S.W. " " " "	—	6	48'0"	35
S32	S.E. " " " "	—	6	48'0"	35
S33	S.W. " " " "	—	6	48'0"	35
S34	S.E. " " " "	—	6	48'0"	35
S35	S.W. " " " "	—	6	48'0"	35
S36	S.E. " " " "	—	6	48'0"	35
S37	S.W. " " " "	—	6	48'0"	35
S38	S.E. " " " "	—	6	48'0"	35
S39	S.W. " " " "	—	6	48'0"	35
S40	S.E. " " " "	—	6	48'0"	35
S41	S.W. " " " "	—	6	48'0"	35
S42	S.E. " " " "	—	6	48'0"	35
S43	S.W. " " " "	—	6	48'0"	35
S44	S.E. " " " "	—	6	48'0"	35
S45	S.W. " " " "	—	6	48'0"	35
S46	S.E. " " " "	—	6	48'0"	35
S47	S.W. " " " "	—	6	48'0"	35
S48	S.E. " " " "	—	6	48'0"	35
S49	S.W. " " " "	—	6	48'0"	35
S50	S.E. " " " "	—	6	48'0"	35
S51	S.W. " " " "	—	6	48'0"	35
S52	S.E. " " " "	—	6	48'0"	35
S53	S.W. " " " "	—	6	48'0"	35
S54	S.E. " " " "	—	6	48'0"	35
S55	S.W. " " " "	—	6	48'0"	35
S56	S.E. " " " "	—	6	48'0"	35
S57	S.W. " " " "	—	6	48'0"	35
S58	S.E. " " " "	—	6	48'0"	35
S59	S.W. " " " "	—	6	48'0"	35
S60	S.E. " " " "	—	6	48'0"	35
S61	S.W. " " " "	—	6	48'0"	35
S62	S.E. " " " "	—	6	48'0"	35
S63	S.W. " " " "	—	6	48'0"	35
S64	S.E. " " " "	—	6	48'0"	35
S65	S.W. " " " "	—	6	48'0"	35
S66	S.E. " " " "	—	6	48'0"	35
S67	S.W. " " " "	—	6	48'0"	35
S68	S.E. " " " "	—	6	48'0"	35
S69	S.W. " " " "	—	6	48'0"	35
S70	S.E. " " " "	—	6	48'0"	35
S71	S.W. " " " "	—	6	48'0"	35
S72	S.E. " " " "	—	6	48'0"	35
S73	S.W. " " " "	—	6	48'0"	35
S74	S.E. " " " "	—	6	48'0"	35
S75	S.W. " " " "	—	6	48'0"	35
S76	S.E. " " " "	—	6	48'0"	35
S77	S.W. " " " "	—	6	48'0"	35
S78	S.E. " " " "	—	6	48'0"	35
S79	S.W. " " " "	—	6	48'0"	35
S80	S.E. " " " "	—	6	48'0"	35
S81	S.W. " " " "	—	6	48'0"	35
S82	S.E. " " " "	—	6	48'0"	35
S83	S.W. " " " "	—	6	48'0"	35
S84	S.E. " " " "	—	6	48'0"	35
S85	S.W. " " " "	—	6	48'0"	35
S86	S.E. " " " "	—	6	48'0"	35
S87	S.W. " " " "	—	6	48'0"	35
S88	S.E. " " " "	—	6	48'0"	35
S89	S.W. " " " "	—	6	48'0"	35
S90	S.E. " " " "	—	6	48'0"	35
S91	S.W. " " " "	—	6	48'0"	35
S92	S.E. " " " "	—	6	48'0"	35
S93	S.W. " " " "	—	6	48'0"	35
S94	S.E. " " " "	—	6	48'0"	35
S95	S.W. " " " "	—	6	48'0"	35
S96	S.E. " " " "	—	6	48'0"	35
S97	S.W. " " " "	—	6	48'0"	35
S98	S.E. " " " "	—	6	48'0"	35
S99	S.W. " " " "	—	6	48'0"	35
S100	S.E. " " " "	—	6	48'0"	35

ESTIMATED QUANTITIES	
CONCRETE	34.7 C.Y.
REINFORCING STEEL	807.7 LBS.
CAST IN SITUATION	800.0 C.Y.
STEEL PILING (CARRY)	110 LB.



REVISIONS	217'-6" x 28'-0" PRESTRESSED PEDESTAL CONCRETE BEAM BRIDGE 68'-11" 68'-11"	
	CONC. FLOOR	CONC. SIGNWALL ALONG HANDRAIL
	SOUTH ABUTMENT DETAILS	
	2" STREET S.W. CEDAR RAPIDS, IOWA	
	HOWARD R. GREEN CO., ENGINEERS	
	CEDAR RAPIDS, IOWA	
DATE	MAY 1964	
DRAWN		
CHECKED		
DESIGNED		