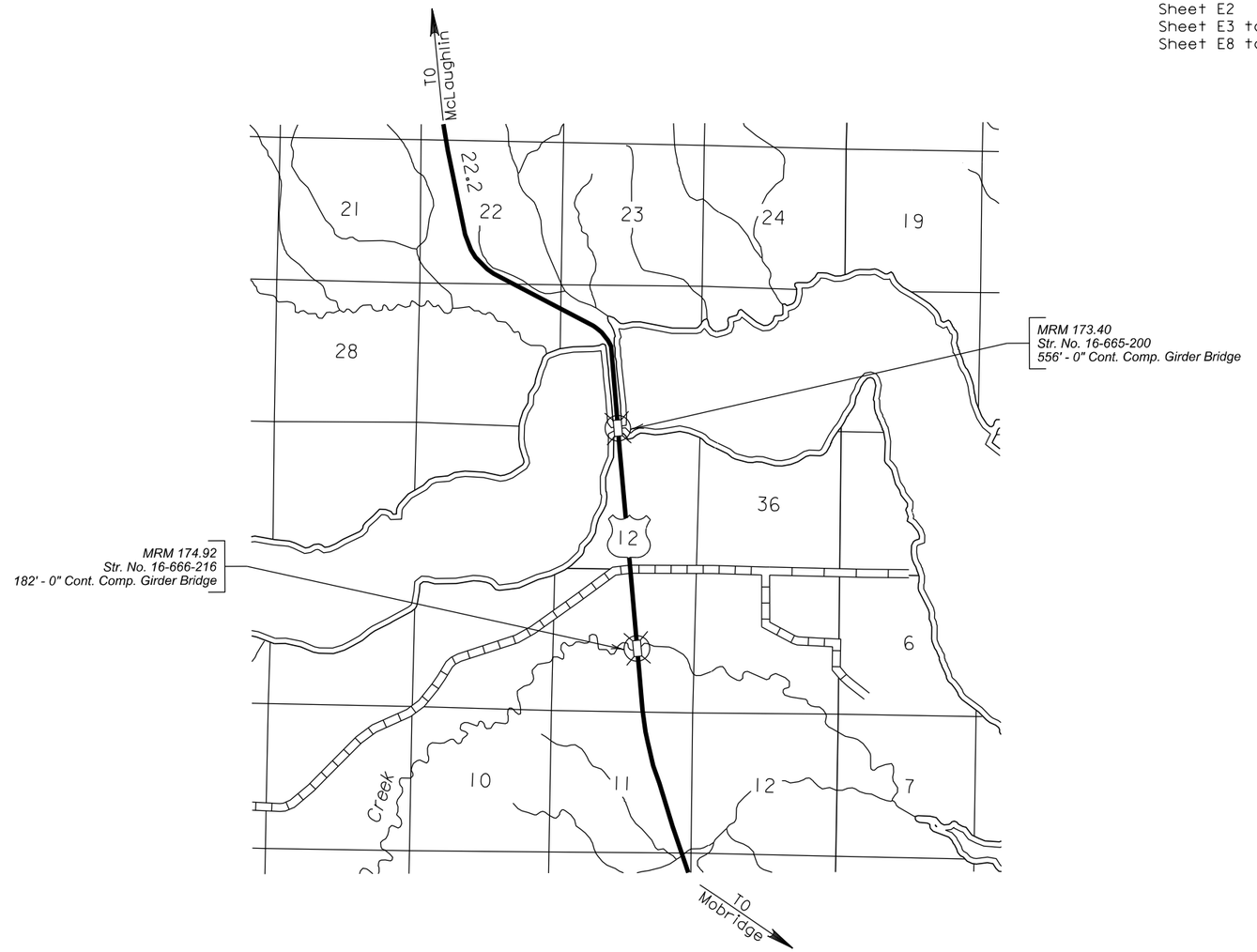
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E1	E11

Section E: Structure Plans

INDEX OF SHEETS -



SECTION E – ESTIMATE OF STRUCTURE QUANTITIES

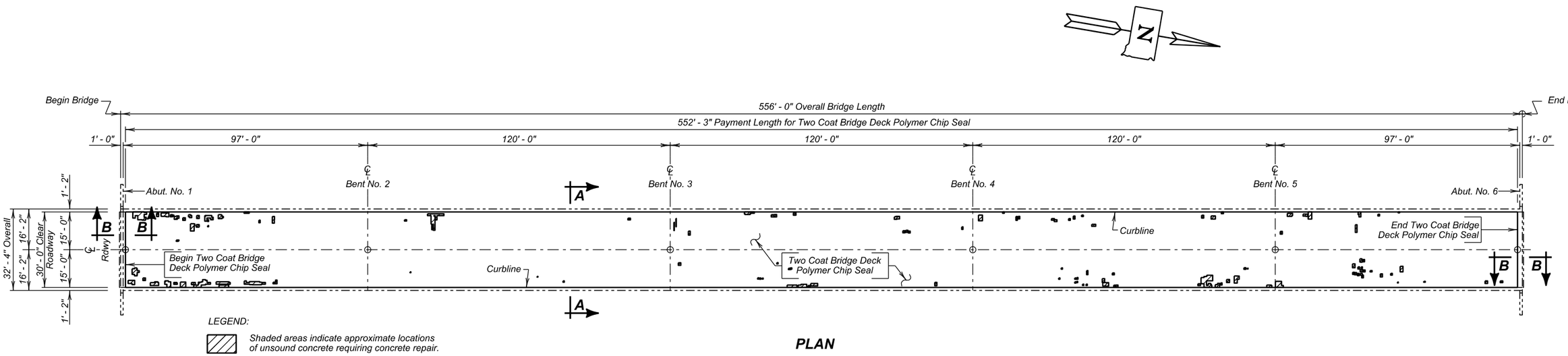
Str. No. 16-665-200

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
491E0005	Two Coat Bridge Deck Polymer Chip Seal	1,840.8	SqYd
491E0110	Abrasive Blasting of Bridge Deck	1,840.8	SqYd
491E0120	Bridge Deck Grinding	1,840.8	SqYd
491E0130	Concrete Removal, Class A	25.1	SqYd
491E0140	Concrete Removal, Class B	25.1	SqYd
491E0172	Concrete Patching Material, Bridge Deck	113.1	CuFt

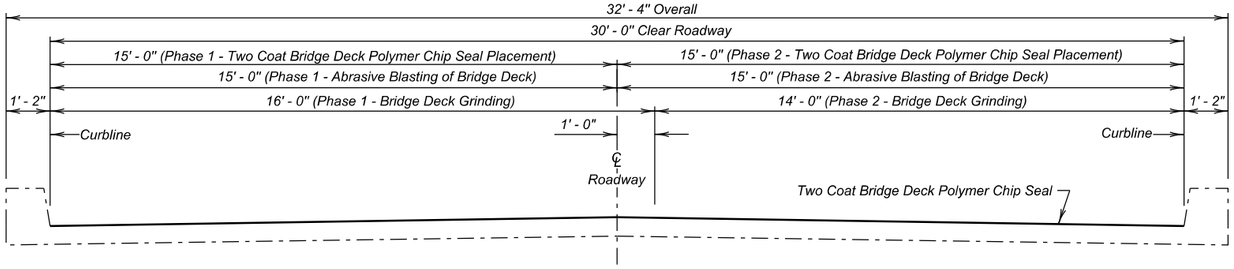
Str. No. 16-666-216

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
491E0005	Two Coat Bridge Deck Polymer Chip Seal	603.4	SqYd
491E0110	Abrasive Blasting of Bridge Deck	603.4	SqYd
491E0120	Bridge Deck Grinding	603.4	SqYd
491E0130	Concrete Removal, Class A	4.0	SqYd
491E0140	Concrete Removal, Class B	4.0	SqYd
491E0172	Concrete Patching Material, Bridge Deck	20.2	CuFt

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E3	E11

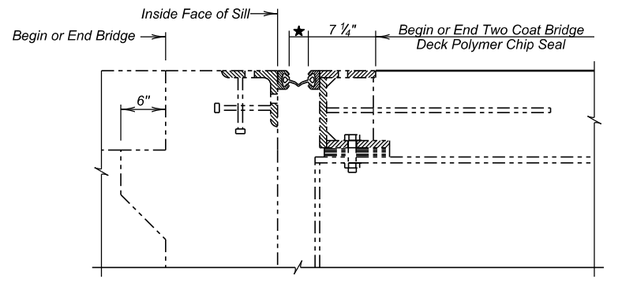


PLAN



SECTION A - A

(Concrete shading and reinforcing steel not shown for clarity)



SECTION B - B

(Concrete shading and reinforcing steel not shown for clarity)

ESTIMATED QUANTITIES

	ITEM	UNIT	QUANTITY Phase I	QUANTITY Phase 2
	Two Coat Bridge Deck Polymer Chip Seal	SqYd	920.4	920.4
	Abrasive Blasting of Bridge Deck	SqYd	920.4	920.4
	Bridge Deck Grinding	SqYd	981.8	859.0
⚹	Concrete Removal, Class A	SqYd	13.4	11.7
⚹	Concrete Removal, Class B	SqYd	13.4	11.7
⚹	Concrete Patching Material, Bridge Deck	CuFt	60.3	52.8

⚹ *Concrete Removal, Class A; Concrete Removal, Class B; and Concrete Patching Material may not be encountered and may be removed from the project at the direction of the Engineer.*

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INDEX OF BRIDGE SHEETS -

TWO COAT BRIDGE DECK POLYMER CHIP SEAL LAYOUT
FOR
556' - 0" CONT. COMP. GIRDER BRIDGE
30' - 0" ROADWAY — 0°SKEW
OVER GRAND RIVER — SEC. 26/35 -T20N-R28E
STR. NO. 16-665-200 — NH 0012(312)173
PCN 090X
CORSON COUNTY
S. D. DEPT. OF TRANSPORTATION
JULY 2025

- X031 -

PLANS BY :
OFFICE OF BRIDGE DESIGN, SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

DESIGNED BY	CK. DES. BY	DRAFTED BY	
CMM	JB	CMM	Steve A Johnson BRIDGE ENGINEER
CORS090X	090XMA01		

ESTIMATE OF STRUCTURE QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
491E0005	Two Coat Bridge Deck Polymer Chip Seal	1840.8	SqYd
491E0110	Abrasive Blasting of Bridge Deck	1840.8	SqYd
491E0120	Bridge Deck Grinding	1840.8	SqYd
491E0130	Concrete Removal, Class A	25.1	SqYd
491E0140	Concrete Removal, Class B	25.1	SqYd
491E0172	Concrete Patching Material, Bridge Deck	113.1	CuFt

SPECIFICATIONS

Construction Specifications: Standard Specifications for Roads and Bridges, 10-1-25 Version; Required Provisions; and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges is available for download and viewing at https://dot.sd.gov/doing-business/contractors/standard-specifications.

DETAILS AND DIMENSIONS OF EXISTING BRIDGE

1. All details and dimensions of the existing bridge, contained in these plans, are based on the original construction plans and shop plans. It is the Contractor's responsibility to inspect and verify the actual field conditions and any necessary as-built dimensions affecting the satisfactory completion of the work required for this project.

2. The stationing shown in the original construction plans is reversed from the current project. As such, labels for the begin and end of bridge as well as the substructure units are reversed.

SCOPE OF BRIDGE WORK & SEQUENCE OF OPERATIONS

All work on this structure will be accomplished with the traffic control shown in the plans. Alternate sequence of operations may be submitted by the Contractor for approval by the Engineer two weeks prior to the pre-construction meeting.

1. Perform Bridge Deck Grinding for the first phase of construction.

2. Where necessary, repair the bridge deck by removing and patching all loose and delaminated concrete from the bridge deck surface for the first phase of construction.

3. Clean the bridge deck surface with abrasive blasting for the first phase of construction.

4. Place the Two Coat Bridge Deck Polymer Chip Seal for the first phase of construction.

5. Switch traffic and repeat steps 1 through 4 for the second phase of construction.

CONCRETE PATCHING MATERIAL, BRIDGE DECK

1. In lieu of the 48-hour wet cure, the Contractor may use a wax-based curing compound after 4 hours of wet cure. The wax-based curing compound will be white pigmented and will be applied to the patch until the entire surface is white. After the 48-hour cure period, the curing compound will be completely sand blasted off and the surface of the patch will be allowed to air dry for a minimum of 48 hours before application of the polymer chip seal.

2. A thicker layer of the Two Coat Bridge Deck Polymer Chip Seal will not be used in place of Concrete Patching Material, Bridge Deck. Joint Nosing Material from the Department's Approved Products List may be used in limited amounts for Concrete Patching Material, Bridge Deck provided it is compatible with the polymer used for the chip seal and is approved by the manufacturer's representative. Patching with nosing material will not be allowed if the patch area is more than 9 square feet or goes below the top mat of reinforcing steel. Joint Nosing Material will be fully cured before application of the chip seal. If Joint Nosing Material is substituted for Concrete Patching Material it will be paid for at the contract unit price per cubic foot for Concrete Patching Material, Bridge Deck.

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES

FOR

556' - 0" CONT. COMP. GIRDER BRIDGE

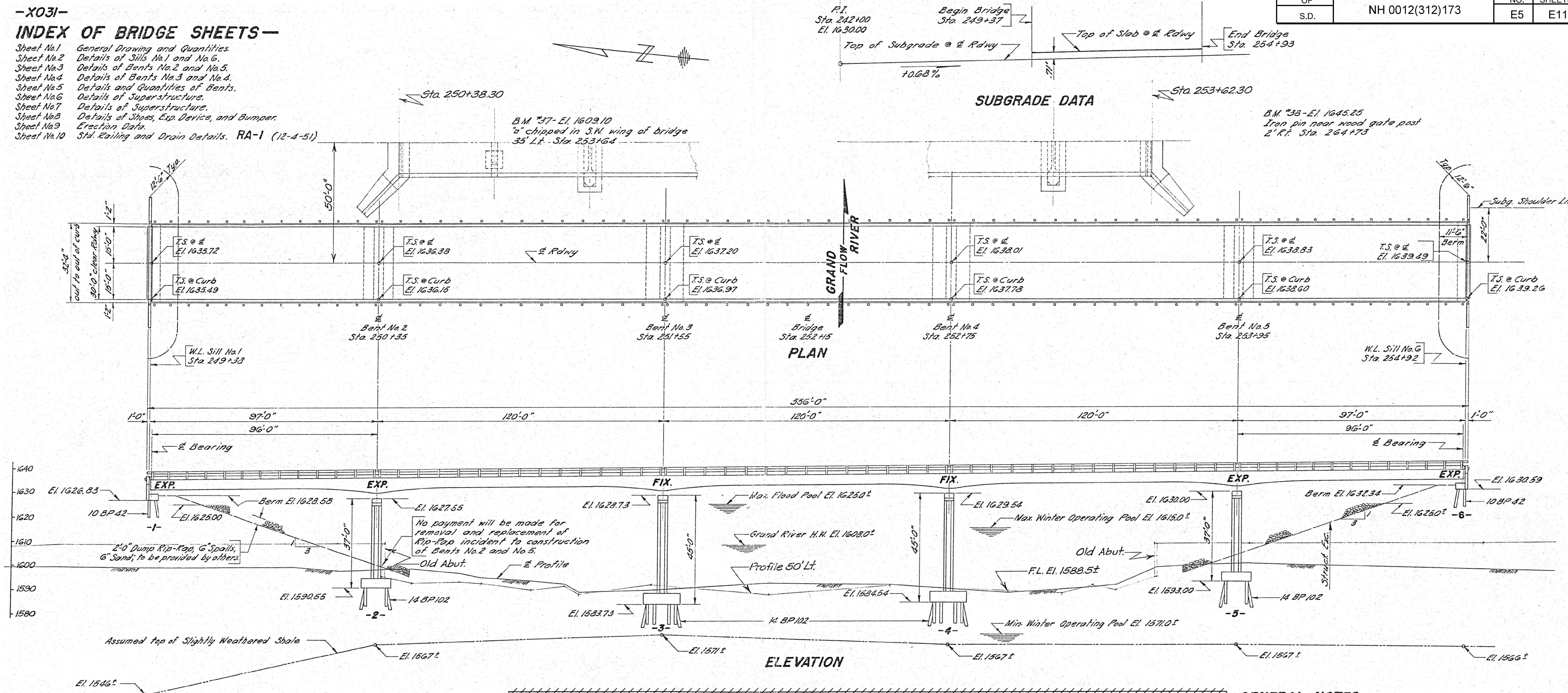
STR. NO. 16-665-200

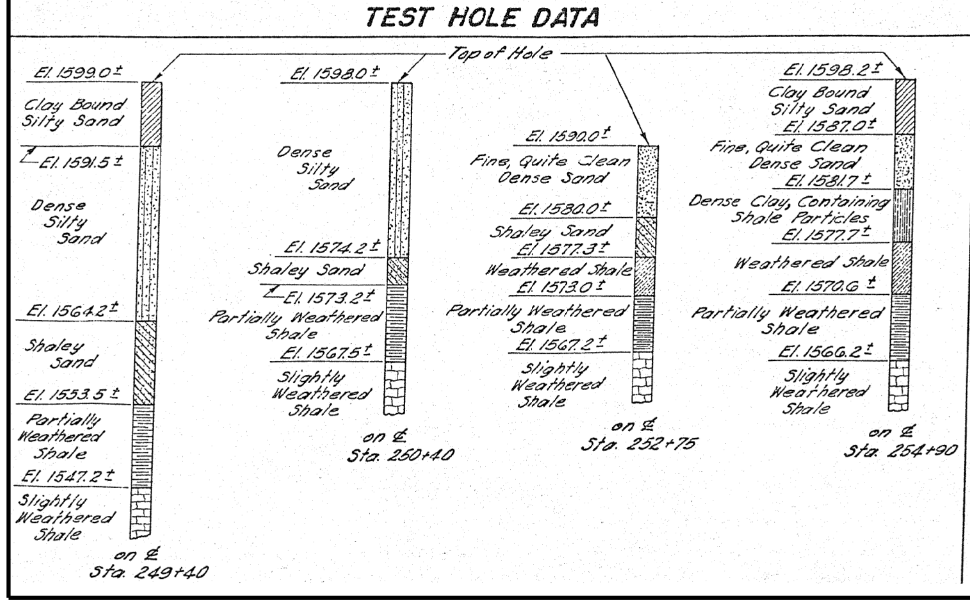
JULY 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
CMM	JB	CMM	Steve A. Johnson BRIDGE ENGINEER
CORS090X	090XMA02		

-X031-

INDEX OF BRIDGE SHEETS—





ESTIMATED QUANTITIES

ITEM	Concrete-Cu. Yds. Class "A"	Steel-Lbs. Reinf.	Steel-Lbs. Struct.	Type RA-1 Steel Railing Lin. Ft.	Driving Steel Bearing Piles-14 BP 102-Lin. Ft.	Steel Bearing Piles 10 BP 42 - Lbs.	Excavation-Cu. Yds. Struct.	Excavation-Cu. Yds. °Unclass.
Superstr.-554'-0" Cont. Unit	379.0	85,345	469,400	1,114.3		30,565.5		
Substr.- Sill No.1	29.4	3,535				8 @ 86'=28,900	20 19.47	
Substr.- Bent No.2	112.9	19,580			10 @ 30'=300' 328		130 132.29	
Substr.- Bent No.3	159.1	28,290			14 @ 20'=280' 388		140 141.49	
Substr.- Bent No.4	159.1	28,290			14 @ 25'=350' 378		130 131.71	
Substr.- Bent No.5	112.9	19,580			10 @ 30'=300' 327	25,225	120 122.48	
Substr.- Sill No.6	29.4	3,535	Shop wt. 449,873		1,421.4 *	8 @ 68'=22,850 55,790.5	20 19.47	
Totals	981.8	188,153	469,400	1,114.3	1230	51,750	560	Unclass. Exc. not separated for bridge.

* All piling driven to refusal (ckd. by Field Engineer)

°See Grading Plans for Unclassified Excavation.

★INCIDENTAL WORK:– In place 50'± left of ℄, Sta. 250+38.3 to 253+62.3, 324'-0"x26'-0" roadway Thru Truss Bridge with I-Beam approaches (2@40' I-Beam Spans, 200' Thru Truss Span, 1@40' I-Beam Span) and concrete floor throughout. Detail plans are on file in bridge division office. Present structure is to remain in place until traffic is routed over proposed structure. After traffic is routed over new structure take out old bridge. ITEM 1:– Break down concrete floor being careful not to injure the structural properties of steel members in the floor system of the spans. Break down old concrete substructure to 1'± below finished ground line. Satisfactory broken concrete shall be used as slope protection on new embankments at Sills No.1 and No.6. All other broken concrete and materials shall be disposed of as directed by the ENGINEER. ITEM 2:– Match mark and dismantle spans by member or by panel sections; or spans may be moved intact. Care shall be taken not to injure the steel members structurally during the operation of dismantling, transporting or piling in storage yard. All salvaged materials shall be piled neatly in storage yard at McLaughlin a distance of 18± miles, as directed by the ENGINEER. The site to be provided by State Department of Highways. ALTERNATE ITEM 2:– Remove superstructure steel by methods at the discretion of the contractor, the structural steel to become the property of the contractor. Any disposal of the structual steel locally shall be outside the limits of maximum pool elevation as directed by the ENGINEER.

GENERAL NOTES.—

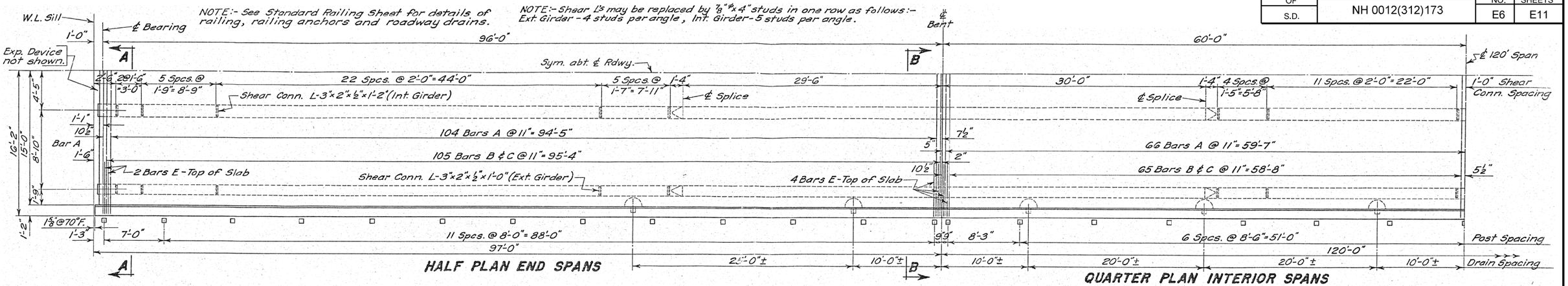
1. Use current South Dakota Standard Specifications for Roads and Bridges.
2. Rail Posts shall be built vertical.

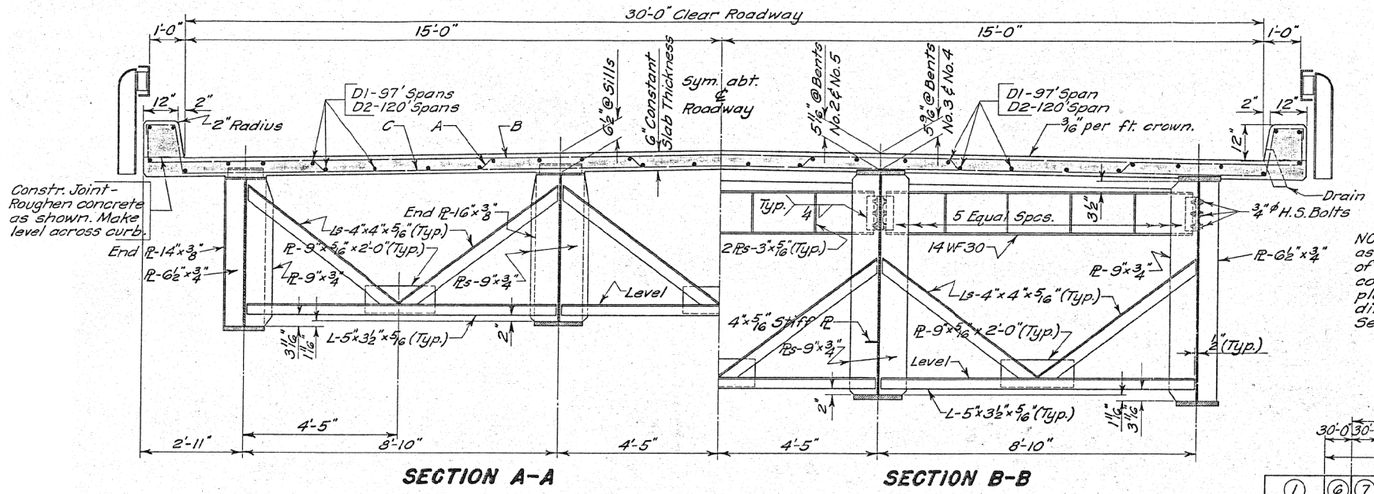
ORIGINAL CONSTRUCTION PLANS

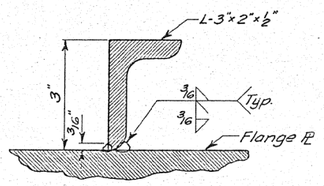
GENERAL DRAWING AND QUANTITIES
FOR
556'-0" CONT. COMP. GIRD. VIADUCT
30'-0" ROADWAY
OVER GRAND RIVER SEC. 26/35-T20N-R28E
STA. 249+37.00 TO 254+93.00 WAR 180 III
CORSON COUNTY H20-44
SOUTH DAKOTA
DEPARTMENT OF HIGHWAYS
STR. NO. 16-665-200 SEPT. 1959 3 OF 5
-X031-

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED
	K.C.W.	E.K.	BRIDGE ENGINEER

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E6	E11







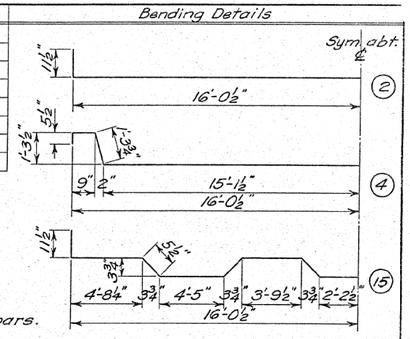
SHEAR CONN. DETAIL

NOTE:- Shear connectors will be paid for as Structural Steel based on the weight of angles, regardless of the type of connector used. Shear angles shall be placed on the girders facing in the directions as shown on Longitudinal Section. (See Sheet No. 7)

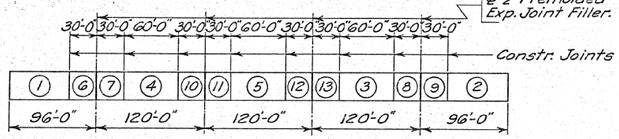
REINFORCING SCHEDULE

Mk.	No.	Size	Length	Type
A	603	5	34'-9"	15
B	600	5	33'-9"	2
C	600	5	35'-0"	4
D1	204	5	33'-0"	Str.
D2	306	5	41'-0"	Str.
E	40	6	6'-0"	Str.

Bending Details



Figures in circles show Types.
Dimensions are out to out of bars.

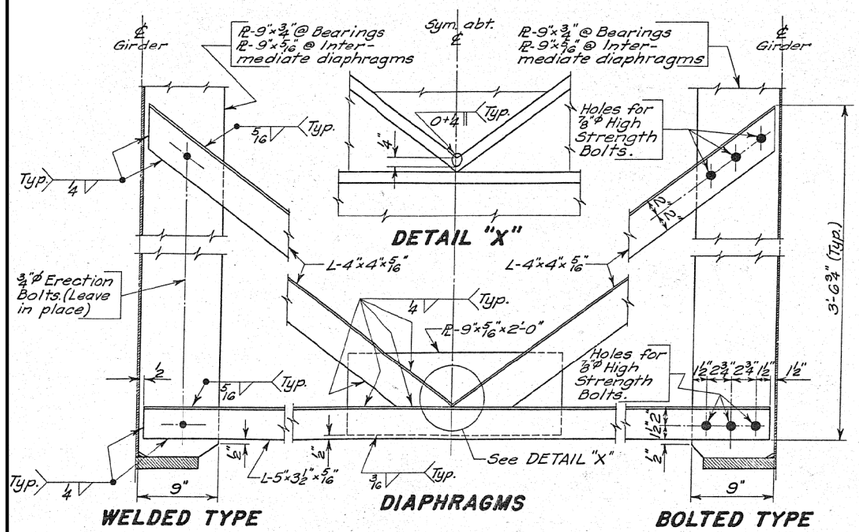


ORDER FOR PLACING CONCRETE

NOTE:- The expansion devices shall be blocked off prior to pouring slab. After pouring slab, as indicated above, adjust and bolt devices and pour remainder of pours No. 1 and No. 2. Curbs shall be poured after all of slab has been poured.

ESTIMATED QUANTITIES

ITEM	UNIT	QUANTITY
Cl. "A" Concrete	Cu. Yds.	3780
Reinforcing Steel	Lbs.	85,345
Structural Steel	Lbs.	409,400
Railing (Type RA-1 Steel)	Lin. Ft.	1114.3



NOTE:- Diaphragms shall be attached by welding or bolting, as shown, at the option of the contractor.

SUPERSTRUCTURE NOTES-

See Sheet No. 8 of 10.

ORIGINAL CONSTRUCTION PLANS

DETAILS OF SUPERSTRUCTURE

FOR

556'-0" CONT. COMP. GIRD. VIADUCT

30'-0" ROADWAY

OVER GRAND RIVER **SEC. 26/35-T20N-R28E**

STA. 249+37.00 TO 254+93.00 **WAR 180 III**

CORSON COUNTY

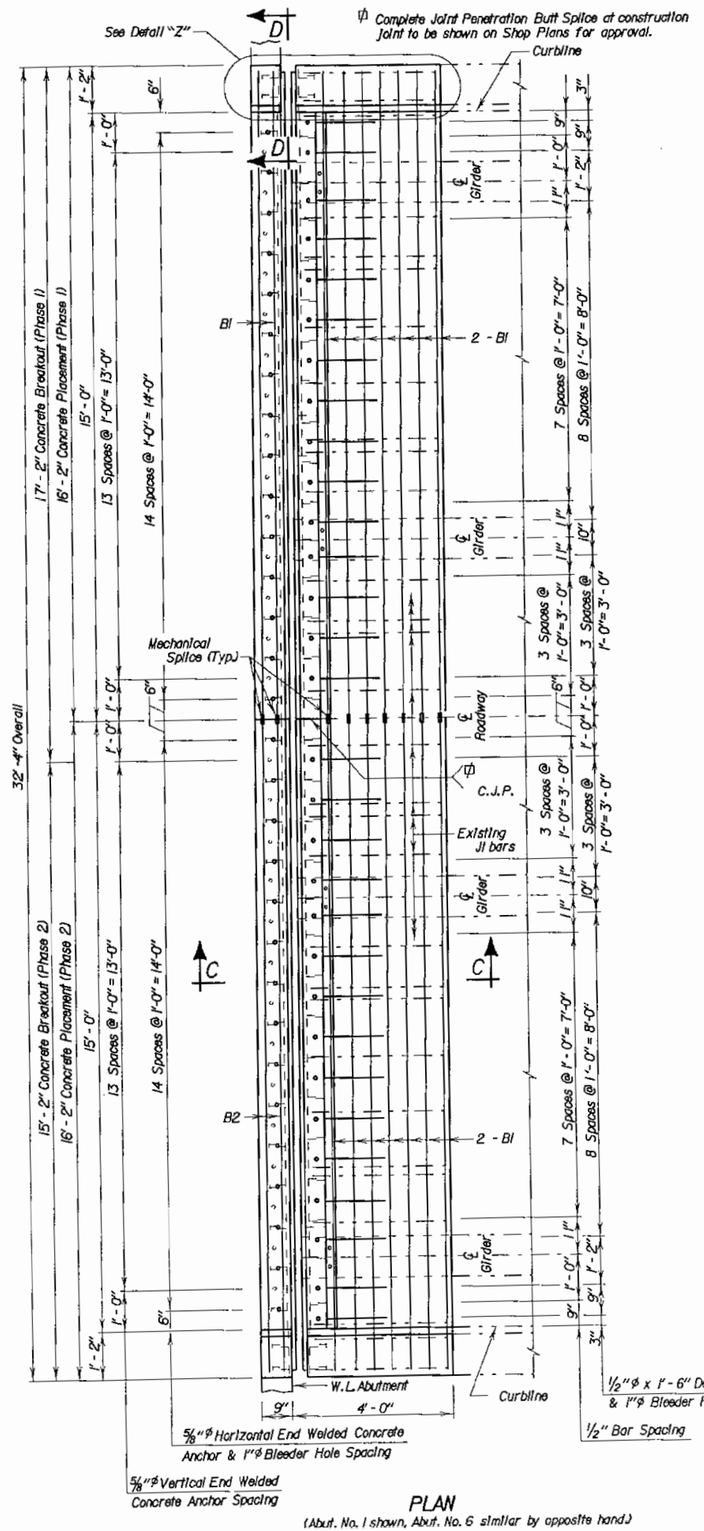
SOUTH DAKOTA **H20-44**

DEPARTMENT OF HIGHWAYS

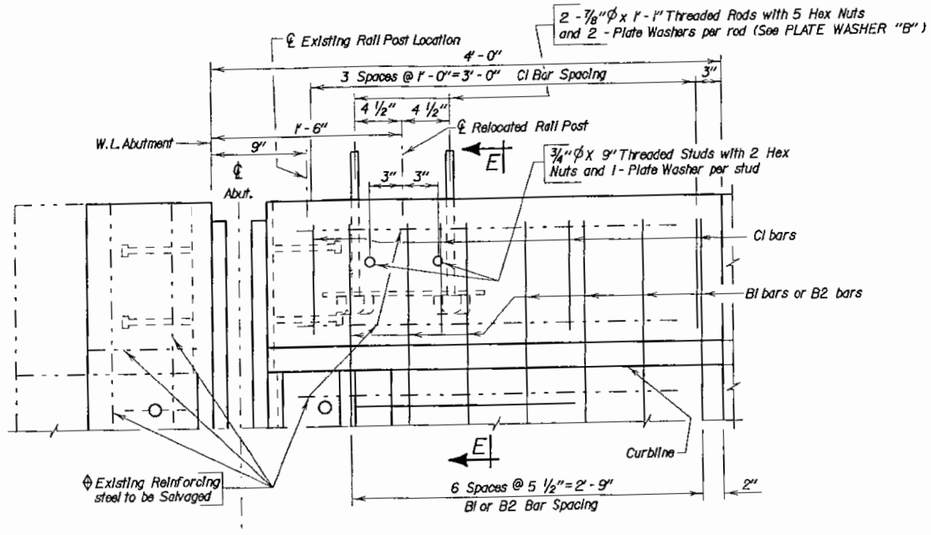
STR. NO. 16-665-200 **SEPT. 1959** 4 OF 5

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED
	H.A.	E. K.	BRIDGE ENGINEER

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E7	E11



PLAN
(Abut. No. 1 shown, Abut. No. 6 similar by opposite hand)



DETAIL "Z"

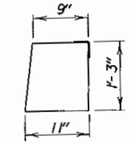
REINFORCING SCHEDULE

Phase 1

Mk.	No.	Size	Length	Type	Bending Details
C1	4	4	4'-11"	T 7	
* B1	16	5	16'-0"	Str.	

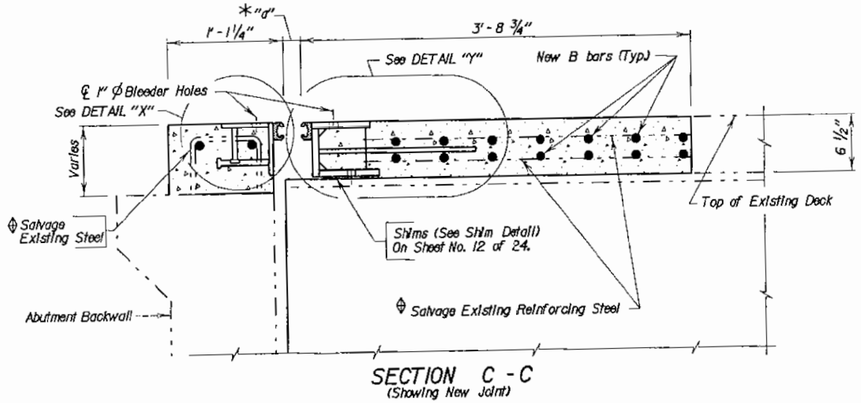
Phase 2

Mk.	No.	Size	Length	Type
C1	4	4	4'-11"	T 7
* B2	16	5	16'-0"	Str.



Type T 7

NOTES-
All Bars to be Epoxy Coated
All dimensions are out to out of bars.
* Bars to be Mechanically Spliced



SECTION C - C
(Showing New Joint)

* Dimension "a"	
Temp.	Abut. No. 1
30°	2 13/16"
40°	2 5/8"
50°	2 7/16"
60°	2 3/16"
70°	2"
80°	1 3/4"
90°	1 9/16"

NOTE:
This sheet to be used in conjunction with Sheet No. 12 of 24.

ORIGINAL CONSTRUCTION PLANS

ABUTMENT JOINT REPLACEMENT DETAILS FOR

556' - 0" CONT. COMP. GIRDER BRIDGE

30' - 0" ROADWAY — 0° SKEW
OVER GRAND RIVER — SEC. 26/35-T20N-R28E
STR. NO. 16-665-200 — NH 0012(128)164

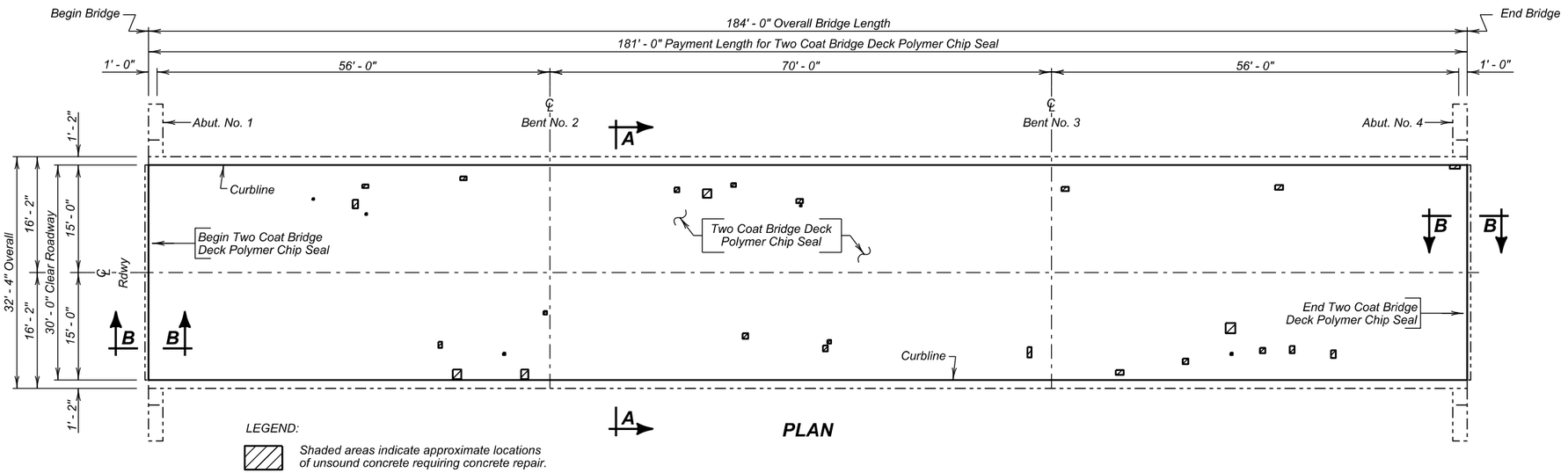
CORSON COUNTY

S. D. DEPT. OF TRANSPORTATION

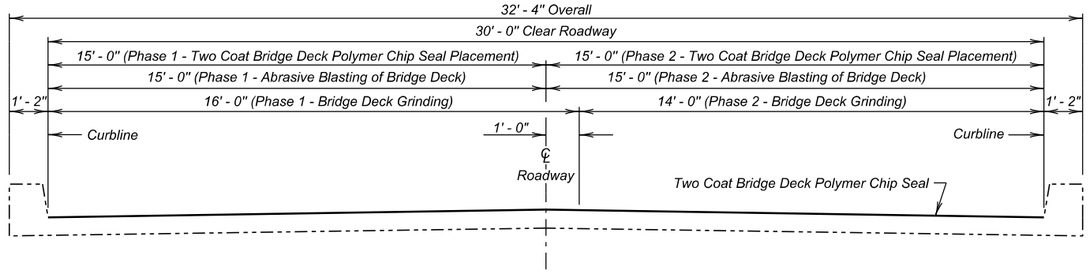
STR. NO. 16-665-200 JANUARY 2007 (5) OF (5)

DESIGNED BY	DRAWN BY	CHECKED BY	
DM	JK	PW	Kevin N. Goeden
CORS5661	566ISB11		BRIDGE ENGINEER

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E8	E11

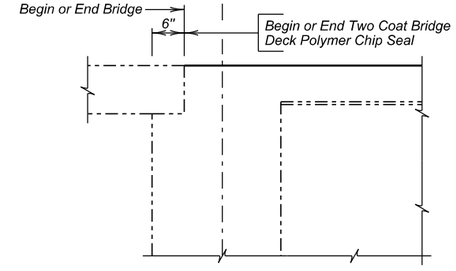


PLAN



SECTION A - A

(Concrete shading and reinforcing steel not shown for clarity)



SECTION B - B

(Concrete shading and reinforcing steel not shown for clarity)

ESTIMATED QUANTITIES

	ITEM	UNIT	QUANTITY	
			Phase I	Phase 2
	Two Coat Bridge Deck Polymer Chip Seal	SqYd	301.7	301.7
	Abrasive Blasting of Bridge Deck	SqYd	301.7	301.7
	Bridge Deck Grinding	SqYd	321.8	281.6
✳	Concrete Removal, Class A	SqYd	2.0	2.0
✳	Concrete Removal, Class B	SqYd	2.0	2.0
✳	Concrete Patching Material, Bridge Deck	CuFt	10.1	10.1

✳ *Concrete Removal, Class A; Concrete Removal, Class B; and Concrete Patching Material may not be encountered and may be removed from the project at the direction of the Engineer.*

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INDEX OF BRIDGE SHEETS -

TWO COAT BRIDGE DECK POLYMER CHIP SEAL LAYOUT

FOR

184' - 0" CONT. COMP. GIRDER BRIDGE

30' - 0" ROADWAY — 0° SKEW

OVER DEEP BANK CREEK — SEC. 2 -T19N-R28E

STR. NO. 16-666-216 — NH 0012(312)173

PCN 090X

CORSON COUNTY

S. D. DEPT. OF TRANSPORTATION

JULY 2025

PLANS BY :
OFFICE OF BRIDGE DESIGN, SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

DESIGNED BY	CK. DES. BY	DRAFTED BY	
CMM	JB	CMM	Steve A Johnson BRIDGE ENGINEER
CORS090X	090XMB01		

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E9	E11

ESTIMATE OF STRUCTURE QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
491E0005	Two Coat Bridge Deck Polymer Chip Seal	603.4	SqYd
491E0110	Abrasive Blasting of Bridge Deck	603.4	SqYd
491E0120	Bridge Deck Grinding	603.4	SqYd
491E0130	Concrete Removal, Class A	4.0	SqYd
491E0140	Concrete Removal, Class B	4.0	SqYd
491E0172	Concrete Patching Material, Bridge Deck	20.2	CuFt

SPECIFICATIONS

Construction Specifications: Standard Specifications for Roads and Bridges, 10-1-25 Version; Required Provisions; and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges is available for download and viewing at https://dot.sd.gov/doing-business/contractors/standard-specifications.

DETAILS AND DIMENSIONS OF EXISTING BRIDGE

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2. The stationing shown in the original construction plans is reversed from the current project. As such, labels for the begin and end of bridge as well as the substructure units are reversed.

SCOPE OF BRIDGE WORK & SEQUENCE OF OPERATIONS

All work on this structure will be accomplished with the traffic control shown in the plans. Alternate sequence of operations may be submitted by the Contractor for approval by the Engineer two weeks prior to the pre-construction meeting.

1. Perform Bridge Deck Grinding for the first phase of construction.

2. Where necessary, repair the bridge deck by removing and patching all loose and delaminated concrete from the bridge deck surface for the first phase of construction.

3. Clean the bridge deck surface with abrasive blasting for the first phase of construction.

4. Place the Two Coat Bridge Deck Polymer Chip Seal for the first phase of construction.

5. Switch traffic and repeat steps 1 through 4 for the second phase of construction.

CONCRETE PATCHING MATERIAL, BRIDGE DECK

1. In lieu of the 48-hour wet cure, the Contractor may use a wax-based curing compound after 4 hours of wet cure. The wax-based curing compound will be white pigmented and will be applied to the patch until the entire surface is white. After the 48-hour cure period, the curing compound will be completely sand blasted off and the surface of the patch will be allowed to air dry for a minimum of 48 hours before application of the polymer chip seal.

2. A thicker layer of the Two Coat Bridge Deck Polymer Chip Seal will not be used in place of Concrete Patching Material, Bridge Deck. Joint Nosing Material from the Department's Approved Products List may be used in limited amounts for Concrete Patching Material, Bridge Deck provided it is compatible with the polymer used for the chip seal and is approved by the manufacturer's representative. Patching with nosing material will not be allowed if the patch area is more than 9 square feet or goes below the top mat of reinforcing steel. Joint Nosing Material will be fully cured before application of the chip seal. If Joint Nosing Material is substituted for Concrete Patching Material it will be paid for at the contract unit price per cubic foot for Concrete Patching Material, Bridge Deck.

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES
FOR
184' - 0" CONT. COMP. GIRDER BRIDGE

STR. NO. 16-666-216
JULY 2025

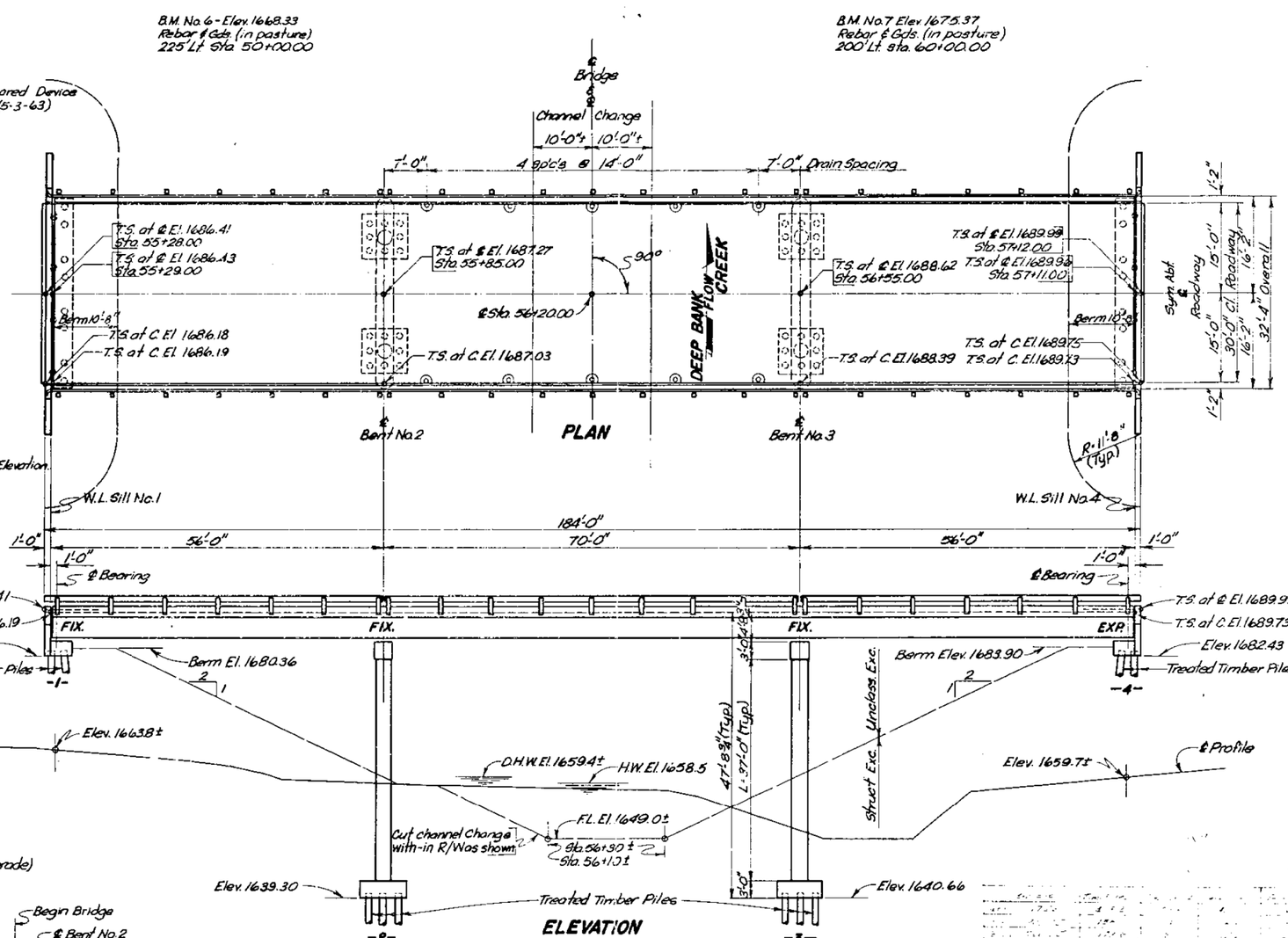
DESIGNED BY	CK. DES. BY	DRAFTED BY	
CMM	JB	CMM	Steve A. Johnson BRIDGE ENGINEER
CORS090X	090XMB02		

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E10	E11

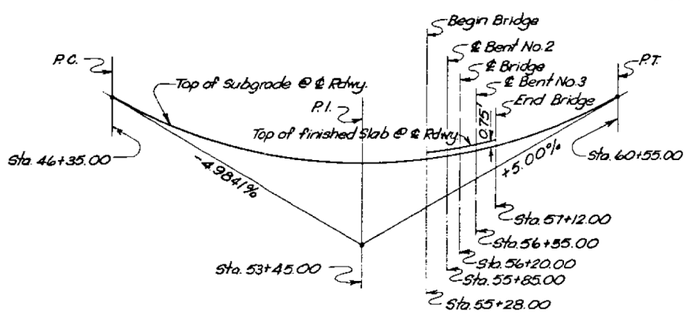
-X071-

INDEX OF BRIDGE SHEETS—

Q	2150 c.f.s.
A	367 sq. ft.
V	5.9 f.p.s.



NOTE:
T.S. at ℄ El. = Top of Slab at Centerline of Roadway Elevation.
T.S. at C. El. = Top of Slab at Curb Elevation.



VERTICAL CURVE DATA
P.I. Sta. 53+45.00
Elev. 1666.75 (Subgrade)
V.C. 1420'

ESTIMATED QUANTITIES

ITEM	cl "A" Conc. Cu. Yds.	Steel - Lbs. Reinf.	Steel - Lbs. Struct.	Type "A" Steel Railing - Lin. Ft.	Timber Piles - Lin. Ft. Treated Timber*	Timber Piles - Lin. Ft. Test	Excavation - Cu. Yds. Struct	Excavation - Cu. Yds. Unclass.	
Superstructure	1875	42,330	93,620	370.8					
Sill No. 1	28.9	2380			11 @ 50'-550'	1 @ 55'-55'	18		
Sill No. 4	23.9	2380			11 @ 55'-605'	1 @ 60'-60'	18		
Bents No. 2 & No. 3	88.6	20,840			30 @ 12'-360'	2 @ 18'-36'	41.9		
Totals	2749	67,930	93,620	370.8	1512	151	455	13	★INCIDENTAL WORK (Grading Control)

* One Treated Timber Test Pile shall be driven at Sills No. 1 and No. 4 and at Bents No. 2 and No. 3 before Remaining piles are ordered.
△ All Unclassified Excavation to be done by others.
★ INCIDENTAL WORK - In place, 550'± Left of main line Sta. 55+60 ± is a 146'-10" 3-Span (38'-68'-38') x 30'-0" Roadway I-Beam Viaduct in good condition, to be salvaged. Break down and Remove the concrete railing, the concrete curbs and floor. Dismantle and salvage the I-Beam stringers, expansion joints, steel bearing plates and Misc. Items. Care shall be taken not to injure the structural properties of the salvaged materials during the dismantling or moving operations. All salvaged materials shall be placed [illegible]

SPECIFICATION NOTE

Use South Dakota Standard Specifications for Roads and Bridges 1963 Edition, approved as Standard Sept. 21, 1964, and Required Provisions, Supplemental Specifications and/or Special Provisions as included in the proposal. All concrete shall be Class A (Type II Cement) with air entrainment.

GENERAL NOTES—

1. Design Specifications: AASHO Specifications for Highway Bridges, 1961, with Interim Specifications for 1961, 1962 and 1963.
2. See NOTES: on Sheets No. 1 Thru No. 10.
3. Place floor drains as shown in Plan (10 Required)
4. Longitudinal elements of the slab shall conform to the vertical curve.
5. Rail Post shall be built vertical.
6. The contractor shall have sufficient Pile Splice material on hand before pile driving is started. See Standard Plate No. 303 for Pile Splice details.
7. Prebored holes for Piles at sills shall be backfilled with granular material acceptable to the ENGINEER and compacted as specified by the ENGINEER. The cost of Granular material in place shall be included in the unit price bid for the piles.

PILOT

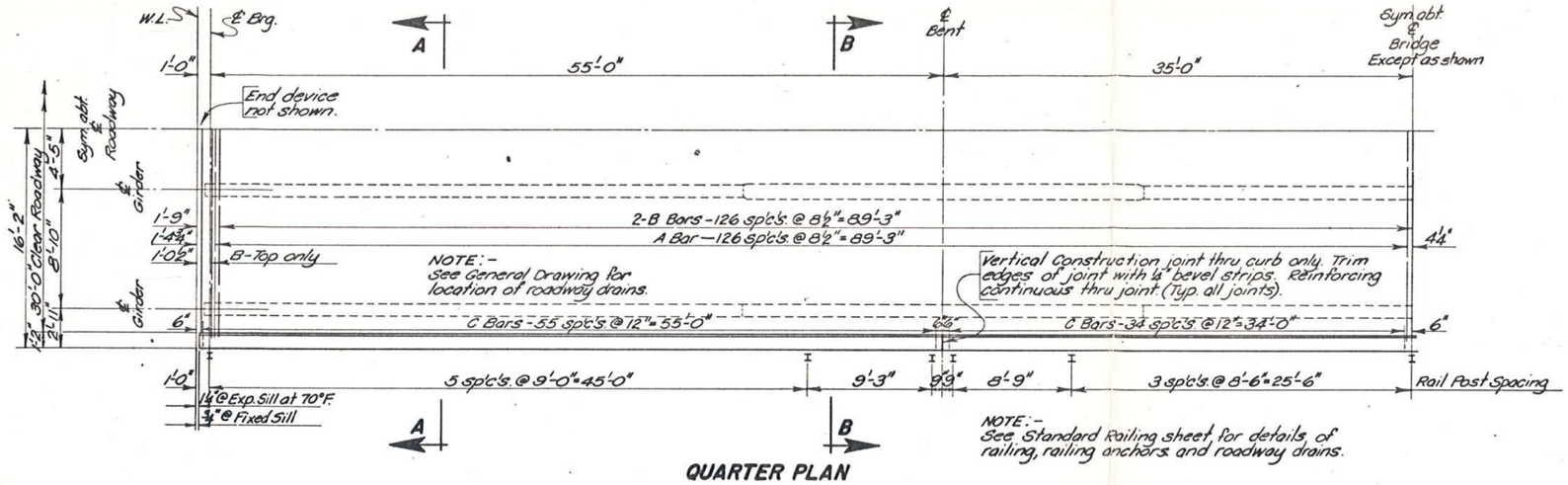
ORIGINAL CONSTRUCTION PLANS

GENERAL DRAWING AND QUANTITIES
FOR
184'-0" CONT. COMP. GIRD. VIADUCT
30'-0" ROADWAY
OVER DEEP BANK CREEK **SEC. 2-T19N-R28E**
STA. 55+28.00 TO 57+12.00 **FO44-2(8)**
CORSON COUNTY
SOUTH DAKOTA **HS20-44**
DEPARTMENT OF HIGHWAYS
STR. NO. 16-666-216

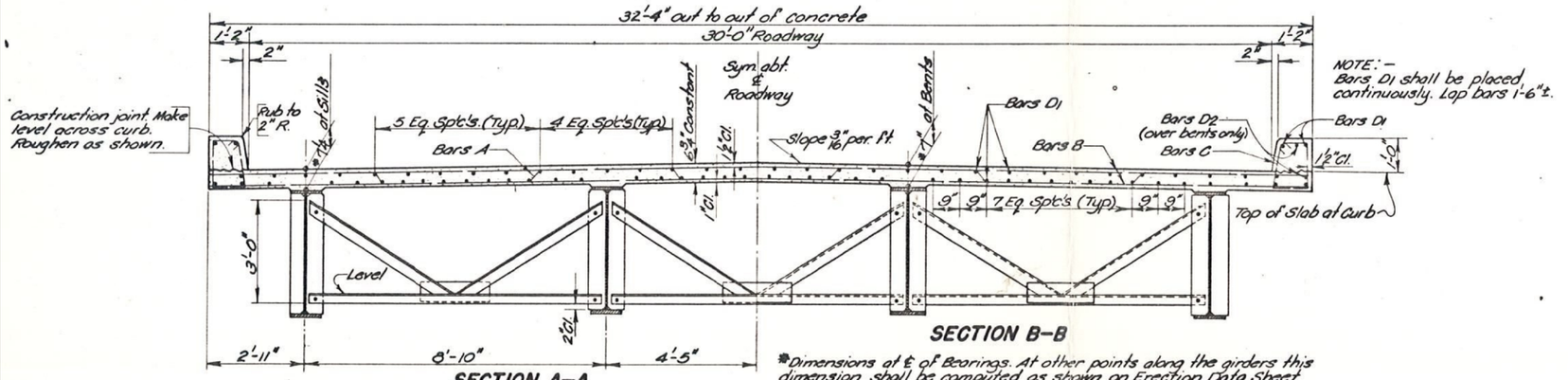
3 OF 4

DESIGNED BY	DRAWN BY	CHECKED BY	
	R.G.L.	R.C.M.	BRIDGE ENGINEER

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0012(312)173	E11	E11



QUARTER PLAN

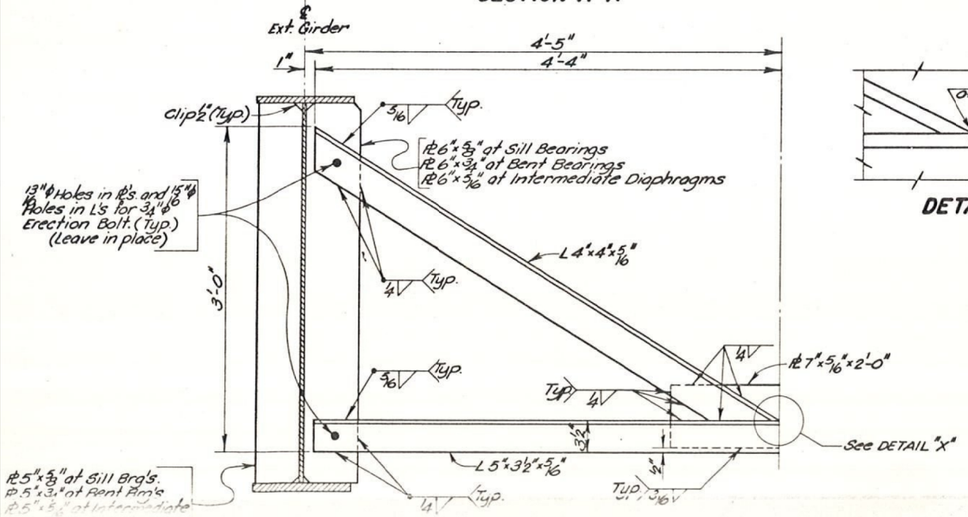


SECTION A–A

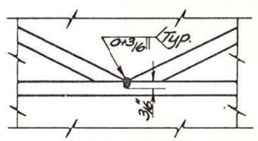
SECTION B–B

NOTE:- Bars D1 shall be placed continuously. Lap bars 1'-6"±.

*Dimensions at ℄ of Bearings. At other points along the girders this dimension shall be computed as shown on Erection Data Sheet.



DIAPHRAGMS

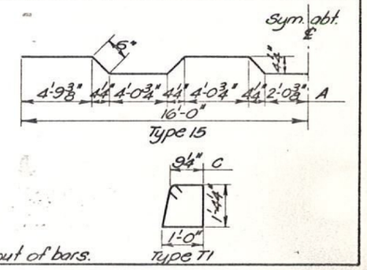


DETAIL "X"

REINFORCING SCHEDULE

MK	No.	Size	Length	Type
A	254	5	33'-0"	15
B	508	5	32'-0"	Str.
C	364	4	5'-3"	T1
D1	390	5	37'-6"	Str.
D2	8	5	12'-0"	Str.

Bending Details



NOTE:- All dimensions are out to out of bars.

ESTIMATED QUANTITIES

ITEM	UNIT	QUANTITY
Class "A" Concrete	Cu Yds	137.5
Reinforcing Steel	Lbs	42,350
Structural Steel	Lbs	93,620
Type RPA-1 Steel Rollers	Lin Ft	370.3

CONCRETE POURING NOTES—

Concrete slab may be poured continuously provided concrete retardents are used and the contractor has demonstrated capacity for such continuous operations.

Transverse Construction Joints are permitted in the slab and shall be positioned near the girder field splices or at approximately the ¼ points from the ℄ of Bents.

If transverse construction joints are used the contractor shall submit to the Bridge Section for approval, plans and details of construction joints used, as well as a sequence of pouring.

Curbs shall be poured after all of the slab has been poured.

The expansion device shall be blocked off prior to pouring slab. After pouring all the slab, adjust and bolt devices and complete pour.

ORIGINAL CONSTRUCTION PLANS

SLAB AND DIAPHRAGM DETAILS
FOR
184'–0" CONT. COMP. GIRDER VIADUCT
30'–0" ROADWAY
OVER DEEP BANK CREEK SEC. 2-T19N-R28E
STA. 55+28.00 TO 57+12.00 F 044-2(8)
CORSON COUNTY
SOUTH DAKOTA HS 20-44
DEPARTMENT OF HIGHWAYS
STR. NO. 16-666-216 SEPT. 1964

4 OF 4

Rev. Spink Co. S 5200(2) 9-23-64