CONTRACT PLANS BUREAU
MONTANA DEPARTMENT OF TRANSPORTATION

As-Built Drawings

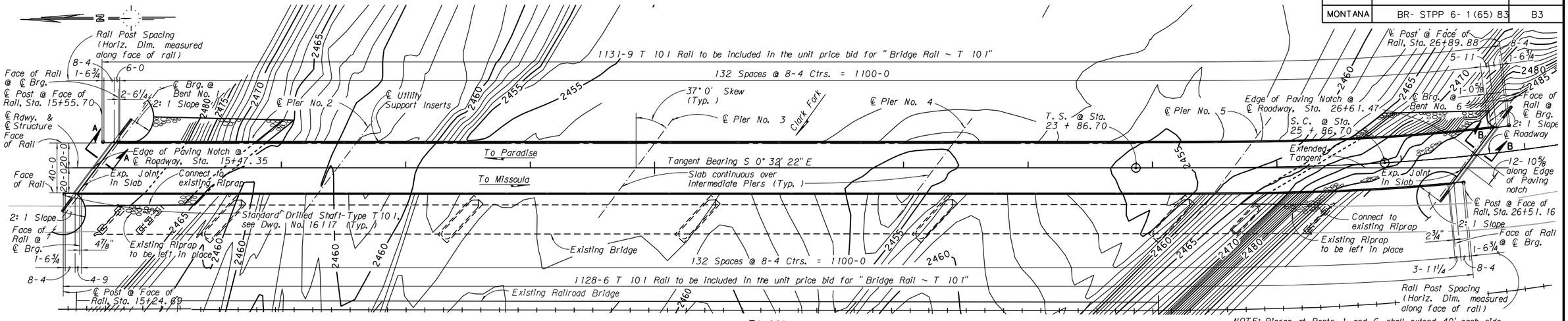
The following are as-built drawings for the structures. MDT provides them for informational purposes only. They do not include drawings for modifications to the structures, such as joint replacements and guardrail revisions and may not completely represent current conditions. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. The contractor should not rely solely on the as-built drawings provided for bidding purposes nor does any data in these files supersede the data in the contract documents.

AWARD COPY
AS-BUILTS DATE SENSITIVE - FOR INFORMATION ONLY

11/07/2016
Highways & Engineering Division

BRIDGE BUREAU

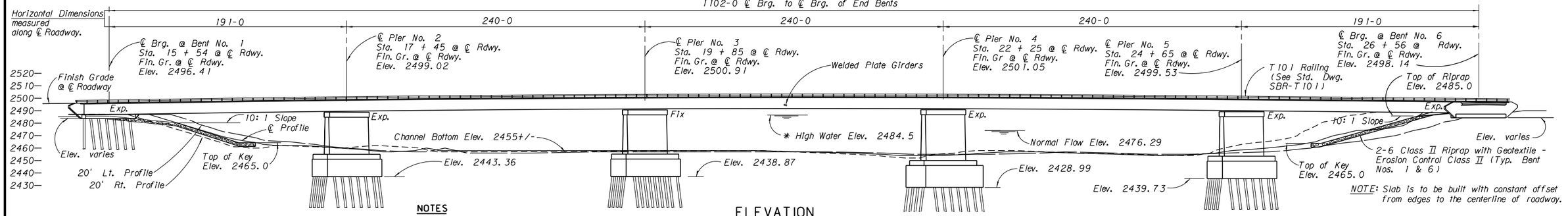
STATE	PROJECT NUMBER	SHEET NO.
MONTANA	BR- STPP 6- 1(65) 83	B3



PLAN

1102-0 ℄ Brg. to ℄ Brg. of End Bents

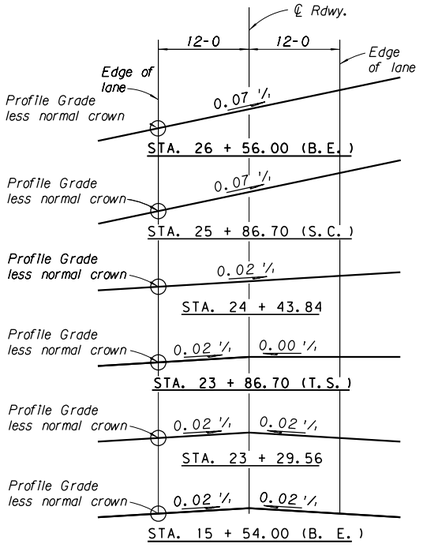
NOTE: Riprap at Bents 1 and 6 shall extend 40' each side of ℄ Roadway or connect to existing Riprap.



NOTE: Slab is to be built with constant offset from edges to the centerline of roadway.

SUPERELEVATION TRANSITION DETAIL

(Ahead on Line)
No Scale



NOTES

FINISHED GRADE: Finished grade of portions of bridge at centerline roadway is above profile grade due to superelevation transition.

LIVE LOAD: Standard HS20-44 loading.

SPECIFICATIONS: Montana Department of Highways and the Montana Highway Commission Standard Specifications for Road and Bridge Construction, 1987 Edition, and any amendments thereto, and Special Provisions shall govern unless otherwise noted. Design prepared in accordance with A. A. S. H. T. O. Specifications, 1992 Edition, and any amendments thereto.

STRUCTURAL STEEL: All structural steel shall be measured and paid for on the lump sum basis as set forth in the Standard Specifications. Estimated weight: AASHTO M270, G. 36=5, 194 lbs. AASHTO M270, G. 50W=2, 278, 336 lbs.

REINFORCING STEEL: All reinforcing steel shall be of the deformed type and shall meet the requirements of A. S. T. M. Specification A615, Grade 60 (A. A. S. H. T. O. M-31)

CAST IN PLACE CONCRETE: Unless otherwise approved, all substructure concrete shall be Class "AD" and all superstructure concrete shall be Class "BD Modified".

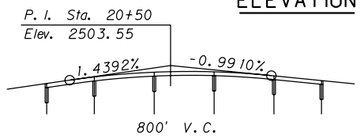
STRUCTURE EXCAVATION: See "Special Provisions".

TRAFFIC CONTROL PLAN AND SEQUENCE OF OPERATIONS: See "Special Provisions".

UTILITIES: For location of utilities, see the appropriate Road Plans sheet. For utility insert spacing, see Dwg. 16089.

Class of Concrete	Minimum Req'd. Cylinder Strength to achieve a 1.0 Pay Factor (p. s. i.)	Strength for Design Purposes (p. s. i.)
"AD"	3400	3000
"BD Modified"	3900	3500

ELEVATION



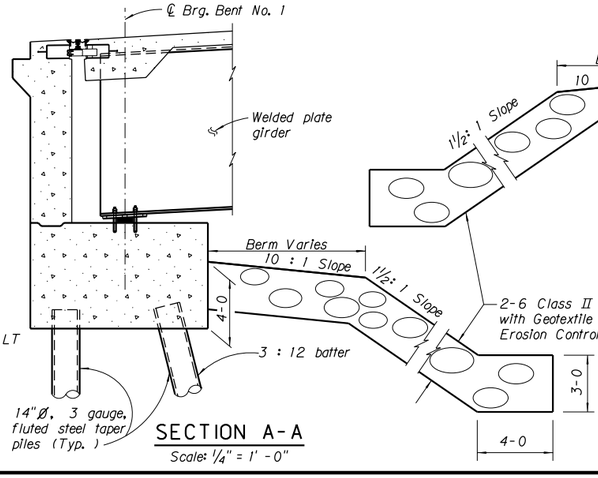
PROFILE GRADE

No Scale

NOTE: Tremie Seals have been sized to resist hydrostatic uplift forces produced for the normal Flow Elev. of 2476.29. If higher water elevations are encountered, the contractor shall consult with the Engineer.

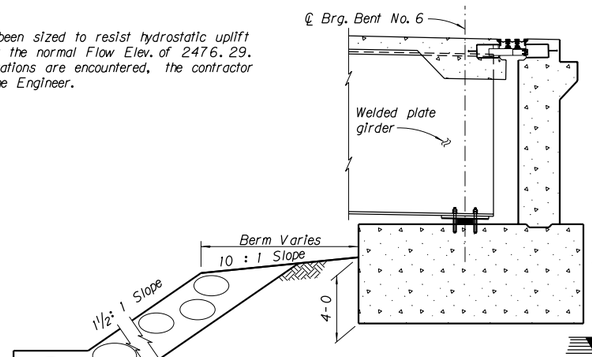
CURVE DATA

P. I. = 28+12.9836
△ = 22° 31' 54.00" LT
D_C = 3° 30' 0.00"
T_S = 426.28'
L_S = 200.00'
R_C = 1637.02'
$△_C$ = 15° 31' 54.00"
L_C = 443.76'



SECTION A-A

Scale: ¼" = 1' -0"



SECTION B-B

Scale: ¼" = 1' -0"

STREAM DATA

Drift:	Medium
Scour:	Severe
Ice:	Moderate
Drainage Area:	19,958 sq. mi.
Base Flood Flow (100 yr.):	142,310 cfs
Base Flood Stage:	2484.5*
Base Flood Velocity:	8.4 fps
Low Beam Elevation:	2486.47

*Base Flood Stage elevation includes backwater

PREPARED BY:
HDR Engineering, Inc.
FOR
MONTANA DEPARTMENT OF TRANSPORTATION

BRIDGE OVER CLARK FORK RIVER @ STA. 20 + 60

FEDERAL AID PROJECT NO. BR-STPP 6-1(65)83

SANDERS COUNTY

GENERAL LAYOUT

Scale = 1" = 40' -0" except as noted

DRAWING NO. 16072

DESIGNED	2-1-95	K. A. C.
DRAWN	2-15-95	P. A. J.
CHECKED	6-1-95	S. J. K.
REVISED		
REVISED		

FILENAME: 1011GLLB.brg
Time-13:10:56
Date-Jul 27, 1995

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11/07/2016
Highways & Engineering Division

STATE	PROJECT NUMBER	SHEET NO.
MONTANA	BR-STPP 6-1(65)83	B30

BRIDGE BUREAU

481-9½ T 101 Rail, each side, to be included in the unit price bid for "Bridge Rail ~ T 101"

54 Spaces @ 8-4 Ctrs. = 450-0

1-6¾ 8-46-0 6-08-4 1-6¾ Rail Post Spacing (Horizontal Dimension)

2:1 Slope (Typ.) ℄ Brg. @ Bent No. 1 ℄ Post, Sta. 124 + 25.93 Face of Rail

Edge of Paving Notch @ ℄ Roadway, Sta. 124 + 31.83

Exp. Joint in Slab

Slab continuous over intermediate piers (Typ.)

℄ Pier No. 2 ℄ Pier No. 3

Tangent Bearing S 61° 13' 21" E

90° (Typ.)

To Paradise To Missoula

2:1 Slope ℄ Post, Sta. 129 + 07.73 ℄ Brg. @ Bent No. 4

Edge of Paving Notch @ ℄ Roadway, Sta. 129 + 01.83

Expansion Joint in Slab

Standard Drilled Shaft - Type T101, See Dwg. No. 16117 (Typ.)

40-0 20-0 20-0 ℄ Roadway & Structure 2490

Face of Rail 2:1 Slope

Connect to existing Rip Rap

Existing Rip Rap to be left in place

Existing Bridge

Existing Riprap. See note below and Special Provision "Structure Excavation"

℄ Utility Support Inserts

Clark Fork

Connect to existing Riprap

2:1 Slope

NOTE: Riprap shall extend 40' each Side of ℄ Roadway & Structure or connect to existing Riprap.

Existing Rip Rap to be left in place

PLAN

462-0 ℄ Brg. to ℄ Brg. of end Bents

Horiz. Dim. 133-0 196-0 133-0

2520 2510 2500 2490 2480 2470 2460 2450 2440

℄ Brg. @ Bent No. 1 Sta. 124 + 35.83 Fin. Gr. @ ℄ Rdwy. Elev. 2499.38

℄ Pier No. 2 Sta. 125 + 68.83 Fin. Gr. @ ℄ Rdwy. Elev. 2499.39

℄ Pier No. 3 Sta. 127 + 64.83 Fin. Gr. @ ℄ Rdwy. Elev. 2499.26

T101 Railing (see Std. Dwg. SBR-T101)

℄ Brg. @ Bent No. 4 Sta. 128 + 97.83 Fin. Gr. @ ℄ Rdwy. Elev. 2499.07

Fin. Gr. @ ℄ Roadway

Elev. 2485.67

Top of Riprap Elev. 2490.0

Elev. 2485.97

Exp. Fix Exp. Exp.

Top of Key Elev. 2484.0

℄ Profile 20' Lt. Profile 20' Rt. Profile

2:1 Slope

Welded Plate Girders

* High Water Elev. 2488.1

Normal Flow Elev. 2481.6

10:1 Slope 1½:1 Slope

Top of Key Elev. 2465.0

2-6 Class II Riprap with Geotextile-Erosion Control Class II (Typ. Bent Nos. 1 and 4)

Low Point In Channel, Elev. ~~2435.0~~ ↓

Elev. 2442.81

Elev. 2436.65

ELEVATION

NOTES

FINISHED GRADE: Finished grade of bridge at centerline roadway is the same as the profile grade shown on the road plans.

LIVE LOAD: Standard HS20-44 loading.

SPECIFICATIONS: Montana Department of Highways and the Montana Highway Commission Standard Specifications for Road and Bridge Construction, 1987 Edition, and any amendments thereto, and Special Provisions shall govern unless otherwise noted. Design prepared in accordance with A.A.S.H.T.O. Specifications, 1992 Edition, and any amendments thereto.

STRUCTURAL STEEL: All structural steel shall be measured and paid for on the lump sum basis as set forth in the Standard Specifications. Estimated weight: A.A.S.H.T.O. M270, G.36= =12,793 lbs. A.A.S.H.T.O. M270, G.50W=712,782 lbs.

REINFORCING STEEL: All reinforcing steel shall be of the deformed type and shall meet the requirements of A.S.T.M. Specification A615, Grade 60 (A.A.S.H.T.O. M-31)

CAST IN PLACE CONCRETE: Unless otherwise approved, all substructure concrete shall be Class "AD" and all superstructure concrete shall be Class "BD Modified".

STRUCTURE EXCAVATION: See "Special Provisions".

TRAFFIC CONTROL PLAN AND SEQUENCE OF OPERATIONS: See "Special Provisions".

UTILITIES: For location of utilities, see the appropriate Road Plans sheet. For utility insert spacing, see Dwg. 16108.

EXISTING RIPRAP LIMITS: Riprap Limits shown for existing piers are in accordance with As-Built Plans. Actual limits of riprap are not known.

P.I. Sta. 126 + 00
Elev. 2500.00

0.2117% -0.2801%

1000' V.C.

PROFILE GRADE
No Scale

NOTE: Tremie Seals have been sized to resist hydrostatic uplift forces produced for the Normal Flow Elev. of 2481.6. If higher water elevations are encountered, the contractor shall consult with the Engineer.

Class of Concrete	Minimum Req'd. Cylinder Strength to achieve a 1.0 Pay Factor (p.s.i.)	Strength for Design Purposes (p.s.i.)
"AD"	3400	3000
"BD Modified"	3900	3500

℄ Brg. Bent No. 1

Welded plate girder

5-0 Berm

10:1 Slope 2:1 Slope

4-0

2:12 batter

14" Ø 3 gauge fluted steel taper piles (Typ.)

2-6 Class II Riprap with Geotextile-Erosion Control Class II (Typ.)

3-0

4-0

SECTION A-A
Scale: ¼" = 1'-0"

℄ Brg. Bent No. 4

Welded plate girder

Berm Varies 10:1 Slope

1½:1 Slope

4-0

2:12 batter

14" Ø 3 gauge fluted steel taper piles (Typ.)

SECTION B-B
Scale: ¼" = 1'-0"

STREAM DATA

Drift:	Medium
Scour:	Moderate
Ice:	Moderate
Drainage Area:	10,709 sq. mi.
Base Flood Flow (100 yr.):	73,390 cfs
Base Flood Stage:	2488.1*
Base Flood Velocity:	10.3 fps
Low Beam Elevation:	2491.18

*Base Flood Stage elevation includes backwater.

PREPARED BY:
HDR Engineering, Inc.
FOR
MONTANA DEPARTMENT OF TRANSPORTATION

BRIDGE OVER CLARK FORK

AT STA. 126 + 87

FEDERAL AID PROJECT NO. BR-STPP 6-1(65)83

SANDERS COUNTY

GENERAL LAYOUT

Scale: 1" = 20'-0" except as noted

DESIGNED	2-15-95	K.A.C.
DRAWN	2-15-95	P.A.J.
CHECKED	6-1-95	S.J.K.
REVISED		
REVISED		

DRAWING NO. 16099

FILENAME: 1011GLUB.brg
Time-16:42:13
Date-Jul. 30, 1995