

INDEX OF SHEETS

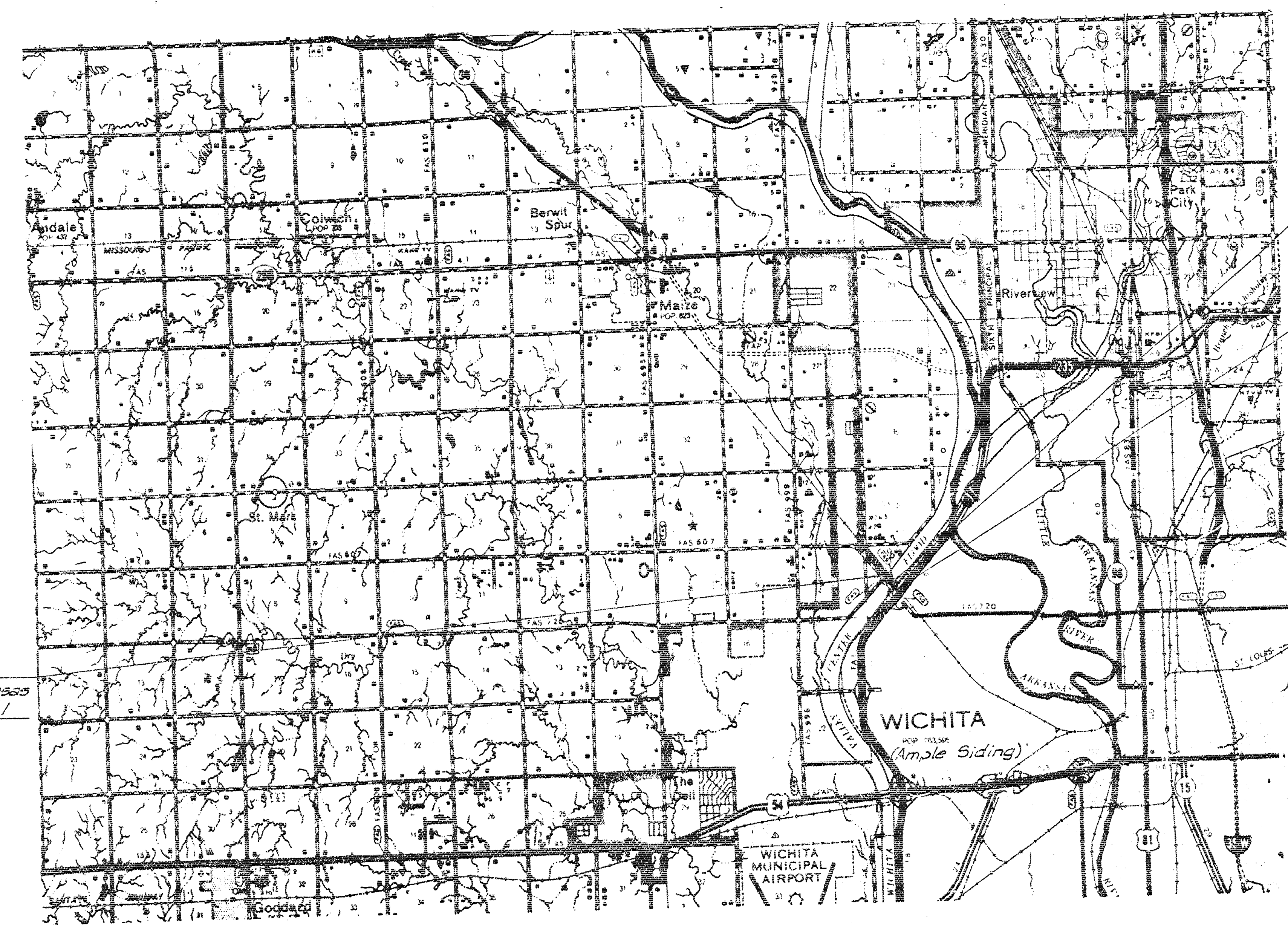
Sheet No.	Title
1	Title Sheet
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3	Construction Sequence (Grading)
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6	Summary of Quantities
7	Construction Layout
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STATE OF KANSAS
SECONDARY ROAD SYSTEM
SEDGWICK COUNTY

KANSAS FEDERAL AID SECONDARY PROJECT 87S-428(II) PART I
1970 TRAFFIC CENSUS 5400 VEHICLES PER DAY
DESIGN SPEED 60 M.P.H.

PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
87S-428 (II)	1	25

PART I
BRIDGE



Sta. 1187+65.86 Const.
45'-6"-3856'-6"-45'-6" Cont.
R.C. Slab Spans (Haunched)
9°00' Skew Lt.
72'-0" Roadway

Sta. 1190+39.30 END Kansas
FAS Project 87S-428(II) Part I.

Sta. 1184+32.42 BEGIN Kansas
FAS Project 87S-428(II) Part I

Note: Traffic to be carried thru construction.

CONVENTIONAL SIGNS

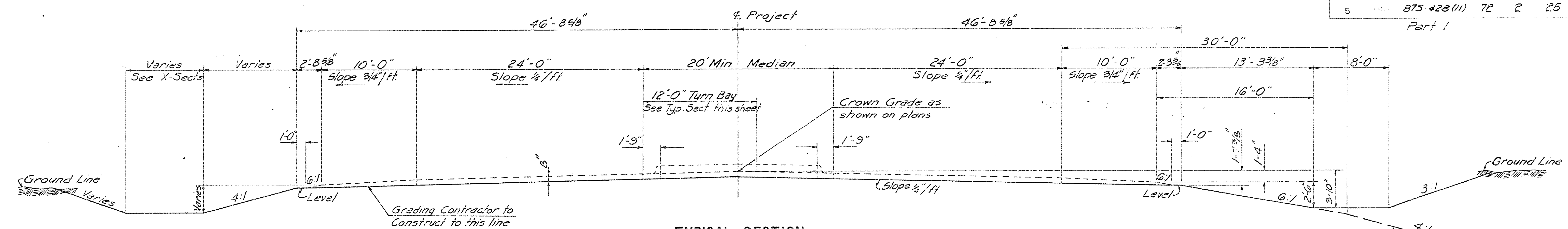
GUARD FENCE	BASE OR SURVEY LINE
UNFENCED PROPERTY	LEVEE
COUNTY LINE	CULVERTS
CITY VILLAGE OR BOROUGH	DROP INLETS
STATE OR NATIONAL LINE	PIPE LINES
TOWNSHIP, GRANT, OR SECTION LINE	POWER LINES
FENCE LINE	TELEPHONE LINES
RIGHT OF WAY LINE	TELEGRAPH LINES
TRAVELLED WAY	HEDGE
RAILROADS	TREES
RETAINING WALL	GRADE ELEVATION
CONSTRUCTION LIMITS	ROCK

GROSS LENGTH OF PROJECT	546.88	FT.
ADDITIONS	0	FT.
EXCEPTIONS	0	FT.
NET LENGTH OF PROJECT	546.88	FT. 0.104 MILES
NET LENGTH OF BRIDGES	546.88	FT. 0.104 MILES
NET LENGTH OF ROAD	0	FT. 0 MILES

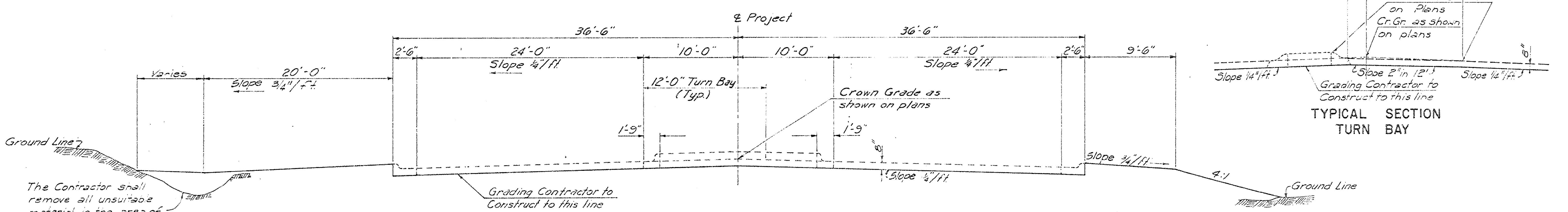
PLANS PREPARED BY:
PROFESSIONAL ENGINEERING CONSULTANTS
ENGINEERS
WICHITA, KANSAS

APPROVED:
[Signature]
COUNTY ENGINEER
DATE July 12 1972

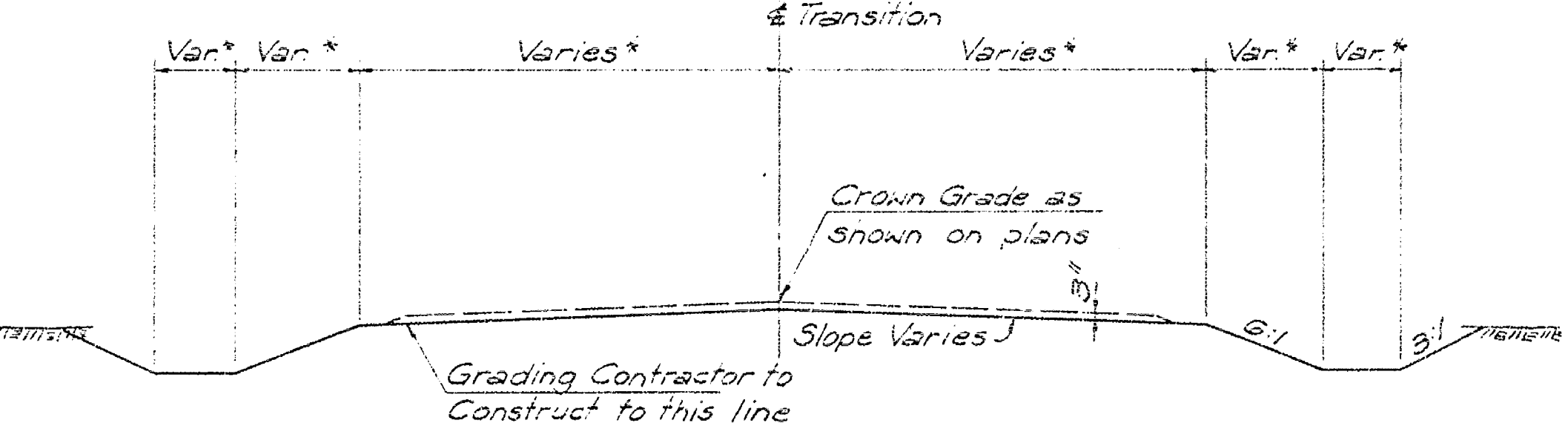
STATE HIGHWAY COMMISSION OF KANS.
RECOMMENDED FOR APPROVAL
ENGINEER OF SECONDARY ROADS
APPROVED: DATE: _____
STATE HIGHWAY ENGINEER



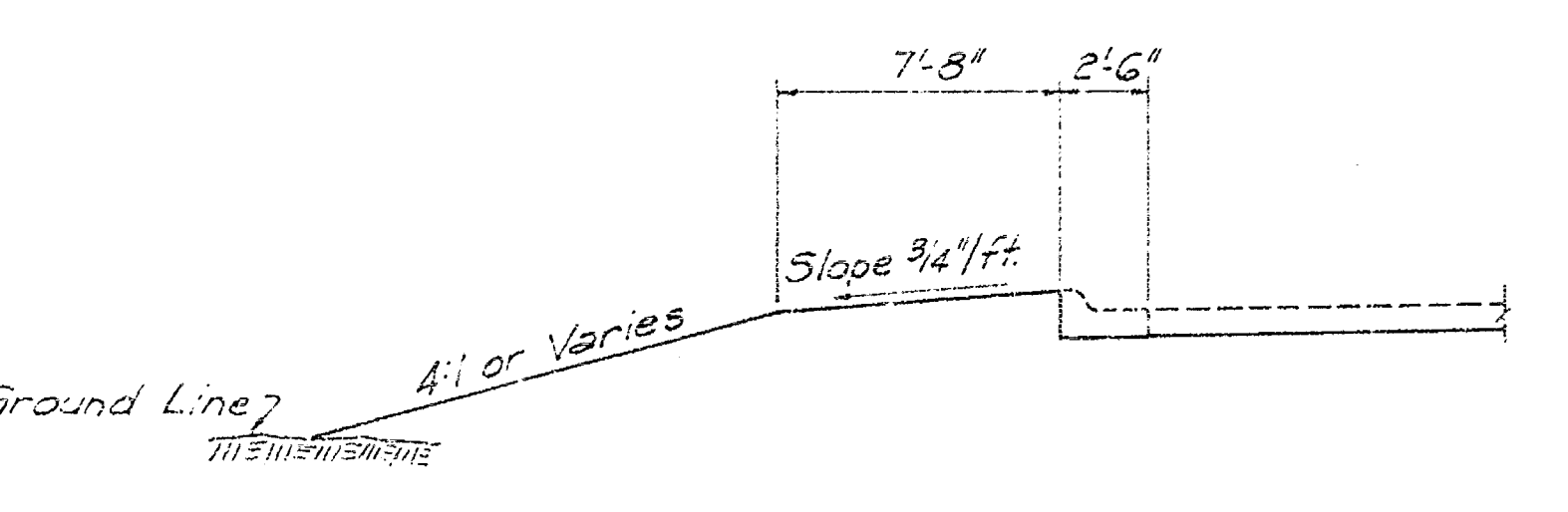
TYPICAL SECTION
Sta. 1160+36.84 to Sta. 1178+00



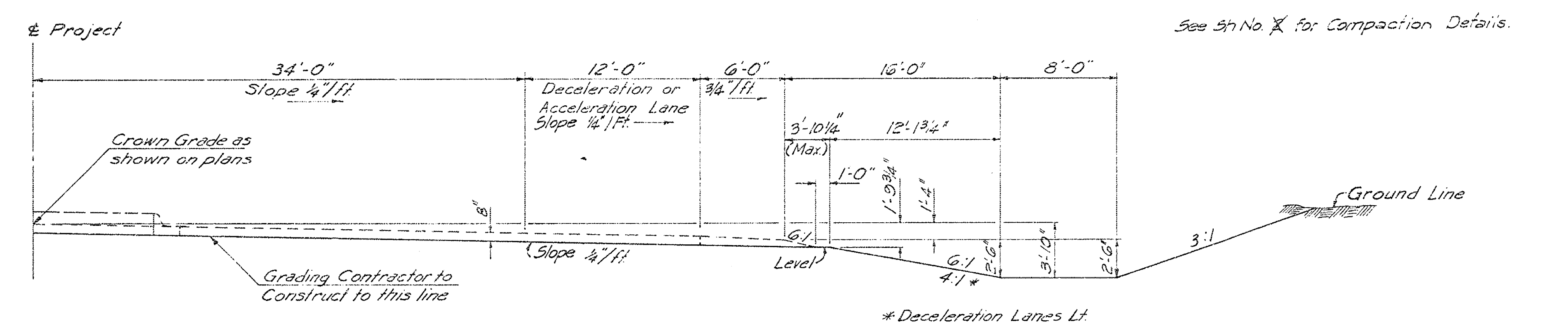
TYPICAL SECTION WITH CURB & GUTTER
Sta. 1178+00 to Sta. 1185+00
* Sta. 1130+30 to Sta. 1135+67.76
* Roadway and Median widths & slopes vary.



TRANSITION SECTION
Sta. 1155+50 to Sta. 1160+36.84
* See Cross Sections



TYPICAL SHOULDER SECTION
Lt. Sta. 1133+00 to Sta. 1135+67.76



TYPICAL HALF SECTION WITH SPEED CHANGE LANE

See 3rd No. X for Compaction Details.

SEDGWICK COUNTY HIGHWAY DEPARTMENT G. C. McLURE, JR., P.E. COUNTY ENGINEER	
TYPICAL SECTIONS MAIN LINE	
SEDGWICK COUNTY PROJECT 875-428(11)	
PROFESSIONAL ENGINEERING CONSULTANTS	
Drawn By: G.G.	Check By: R.E.
Date: Mar 72	Date: 7-2-77

CONSTRUCTION SEQUENCE

TRAFFIC SHALL BE CARRIED THROUGH CONSTRUCTION ON BICKEL AVENUE.
CROSSROAD AND INLET PIPES WILL BE INSTALLED BEFORE THE BITUMINOUS BASE COURSE (ROAD MIX) SUB-BASE IS PLACED.

PHASE I - GRADING OF LEFT LANES

TRAFFIC IS TO BE MAINTAINED ON THE EXISTING ROADWAY AND BRIDGE.
NO CONSTRUCTION SHALL BE ACCOMPLISHED BETWEEN STA. 1155+50 AND STA. 1160+00 DURING PHASE I.

ALL GRADING LEFT OF THE PROJECT CENTERLINE BETWEEN STA. 1160+00 AND STA. 1184+92.42 SHALL BE COMPLETED AS SHOWN ON THE TYPICAL SECTION PHASE I GRADING THIS SHEET.

ALL GRADING ON HOOVER ROAD AND THE HOOVER ROAD RELOCATION WILL BE COMPLETED. TRAFFIC WILL BE CARRIED THROUGH CONSTRUCTION ON THE EXISTING HOOVER ROAD ALIGNMENT.

UPON COMPLETION OF PHASE I GRADING THE BITUMINOUS BASE COURSE (ROAD MIX) WILL BE PLACED ON THE LEFT LANES AND THE HOOVER ROAD RELOCATION AS SHOWN ON THE PLANS

TRAFFIC BETWEEN STA. 1190+39.30 AND STA. 1195+70 WILL BE ROUTED TO THE EXISTING TWO LANES RIGHT OF THE PROJECT CENTERLINE.
PAVEMENT REMOVAL, GRADING AND PLACING OF BITUMINOUS BASE COURSE (ROAD MIX) SHALL BE ACCOMPLISHED ON THIS PORTION WITHOUT INTERIM DELAYS.

PHASE II - GRADING OF RIGHT LANES

TRAFFIC IS TO BE CARRIED ON THE BITUMINOUS BASE COURSE (ROAD MIX) LEFT OF CENTERLINE. IF DIRECTED BY THE ENGINEER A BITUMINOUS SEAL WILL BE PLACED ON THE BITUMINOUS BASE COURSE (ROAD MIX) BEFORE OPENING IT TO TRAFFIC. TRAFFIC WILL BE CARRIED ACROSS PHASE II CONSTRUCTION AT THE ZOO ENTRANCE STA. 1171+22.10 AND AT THE INTERSECTION WITH WINDMILL ROAD STA. 1180+51.85.

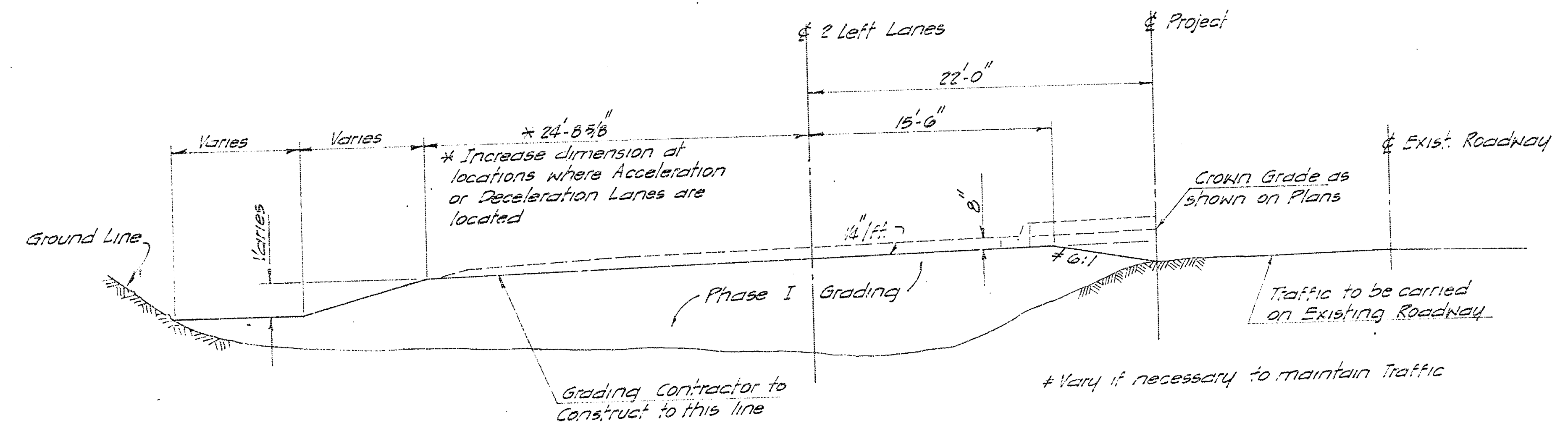
ALL GRADING BETWEEN STA. 1155+50 AND STA. 1160+00 IS TO BE COMPLETED. TRAFFIC MAY BE ROUTED ONTO THE HOOVER ROAD RELOCATION IF NECESSARY.

ALL GRADING RIGHT OF THE PROJECT CENTERLINE BETWEEN STA. 1160+00 AND STA. 1192+76 IS TO BE COMPLETED AS SHOWN ON THE TYPICAL SECTION PHASE II GRADING THIS SHEET.

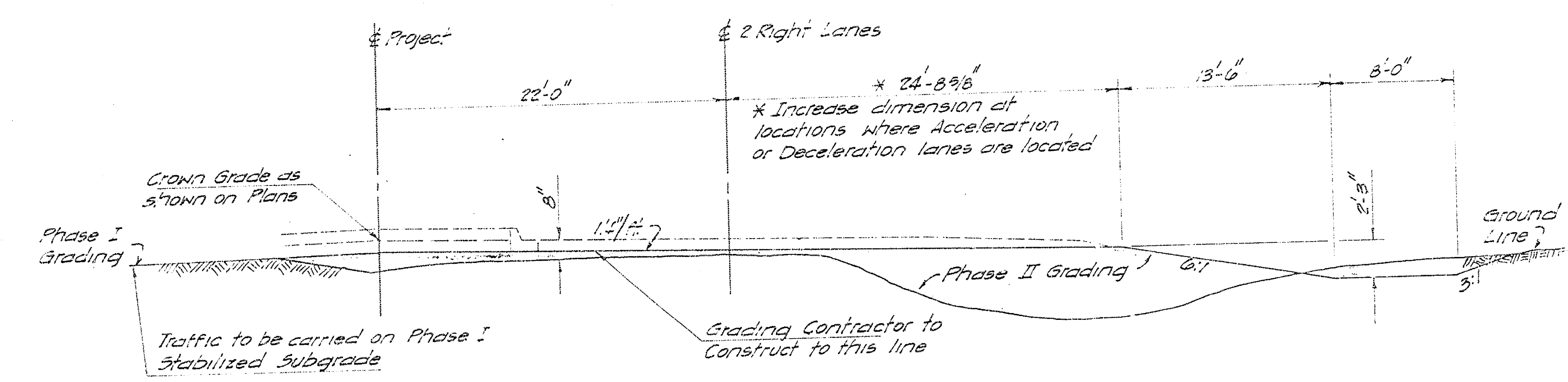
UPON COMPLETION OF PHASE II GRADING, THE BITUMINOUS BASE COURSE (ROAD MIX) WILL BE PLACED AS SHOWN ON THE PLANS.

PHASE III - SURFACING (PLANT MIX)

THE SEQUENCE OF SURFACING IS TO BE COORDINATED BETWEEN THE CONTRACTOR AND THE ENGINEER. TRAFFIC WILL BE CARRIED THROUGH CONSTRUCTION DURING PHASE III.



TYPICAL SECTION PHASE I GRADING



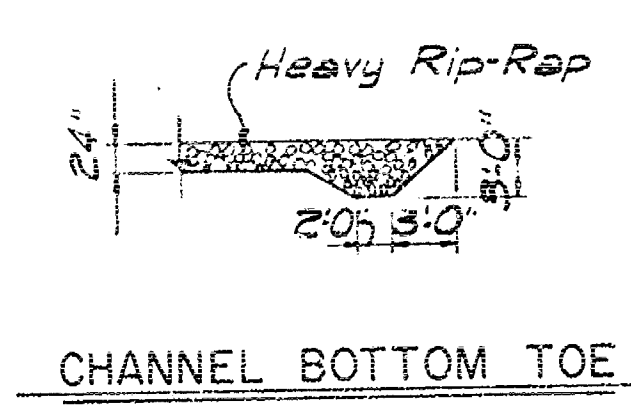
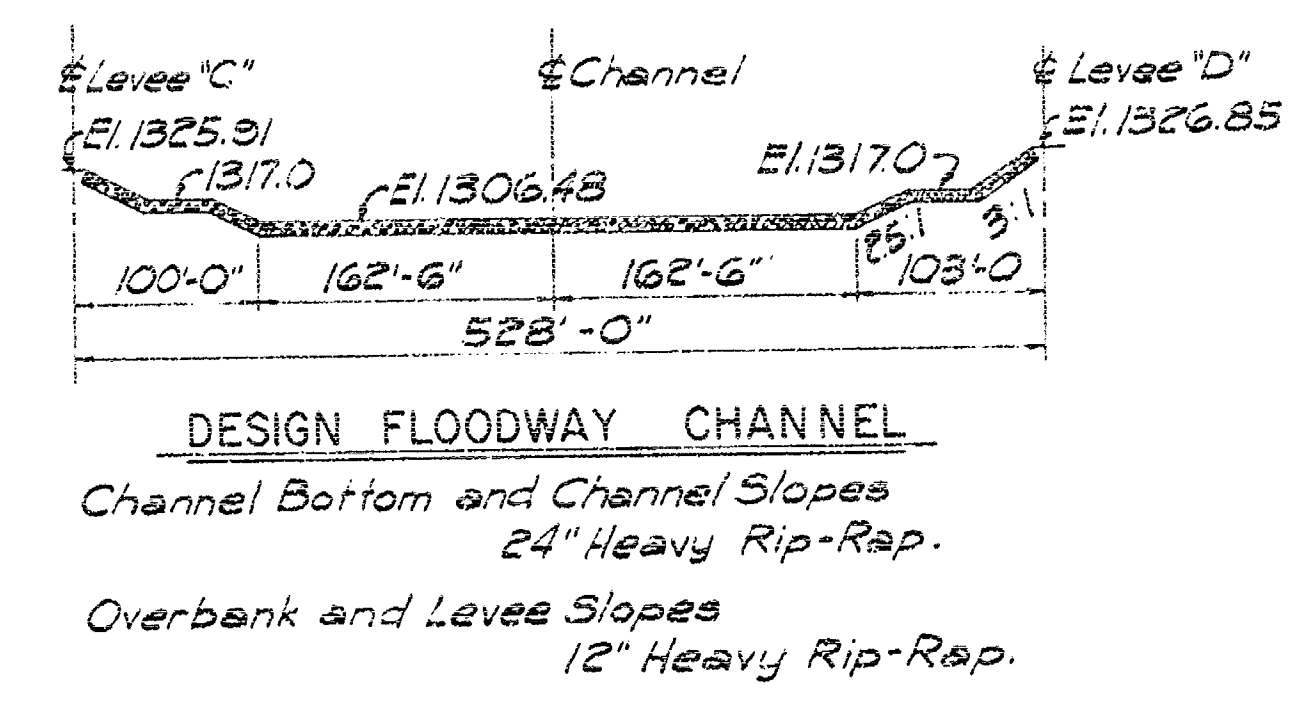
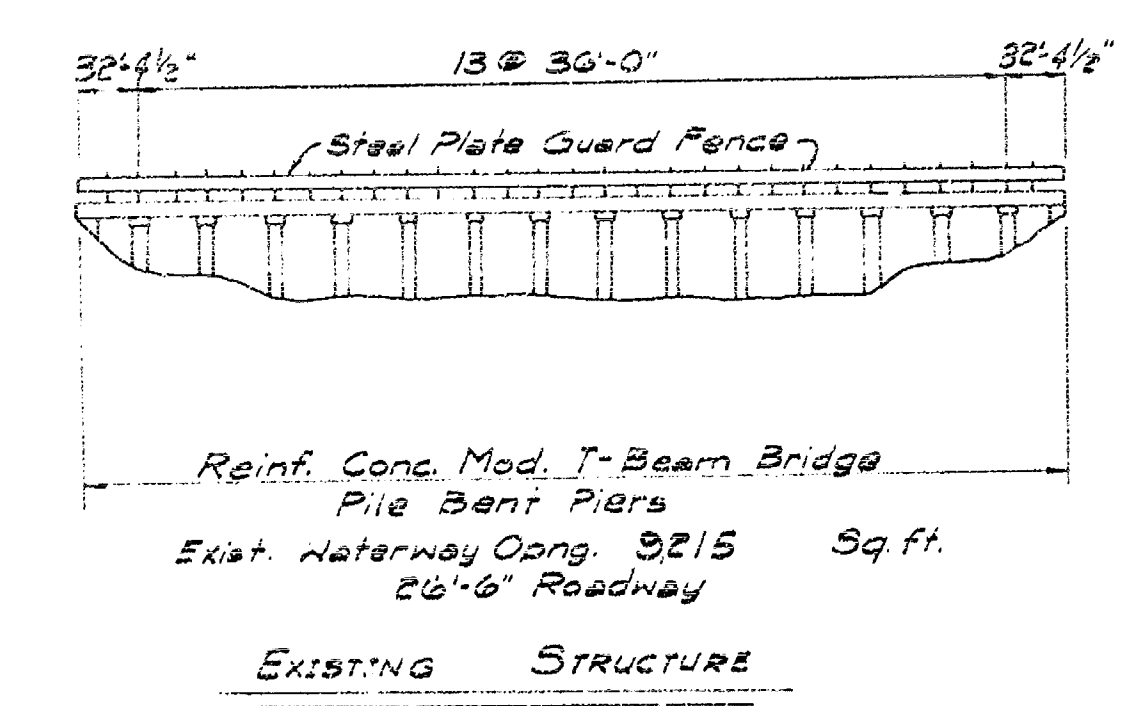
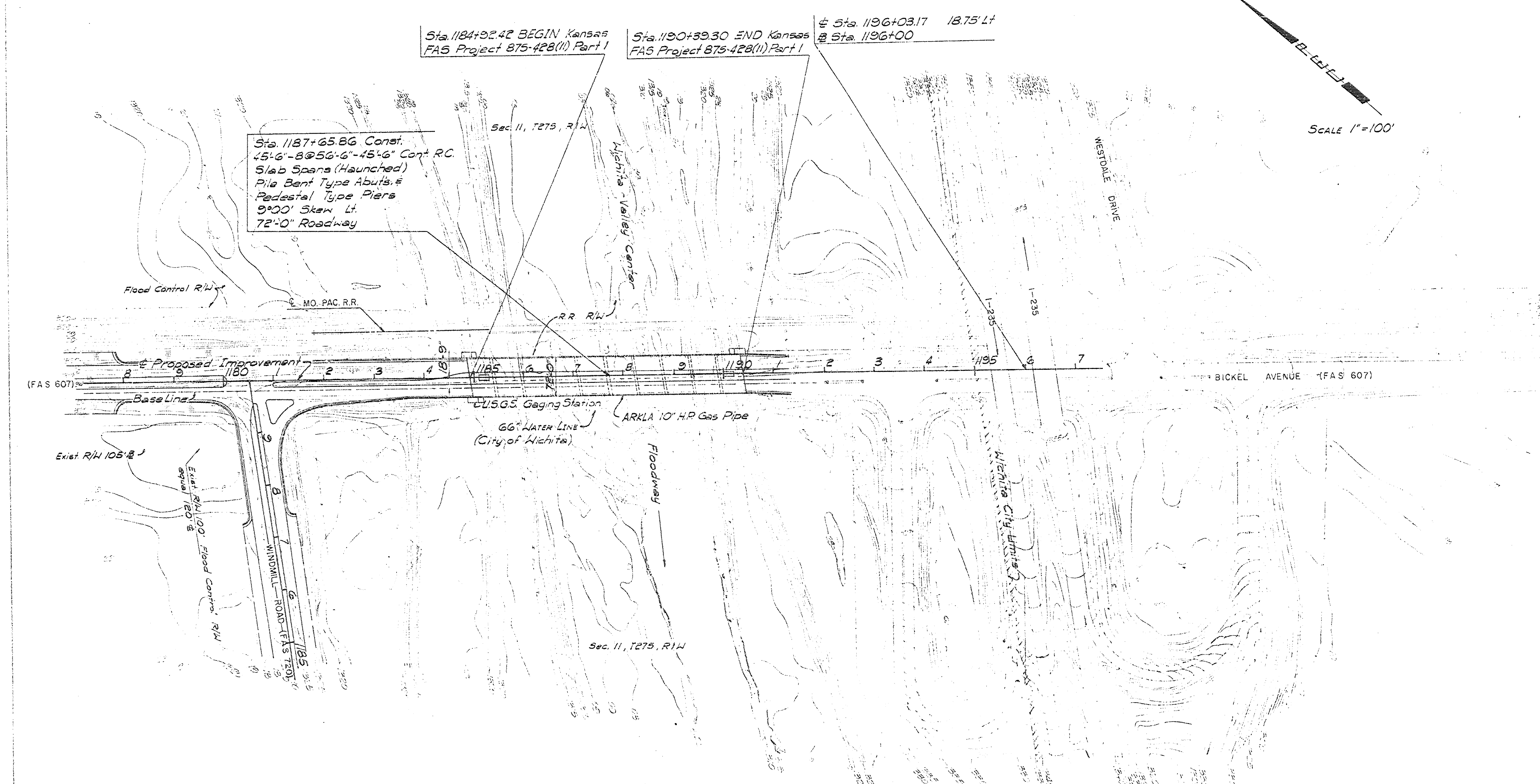
TYPICAL SECTION PHASE II GRADING

SEDGWICK COUNTY HIGHWAY DEPARTMENT G.C. MCLURE, JR., P.E. COUNTY ENGINEER		
CONSTRUCTION SEQUENCE		
SEDGWICK COUNTY PROJECT 875-428(11)		
PROFESSIONAL ENGINEERING CONSULTANTS		
DESIGNED BY E.S.	CHECKED BY K.E.	DATE Mar 78
DRAWN BY E.S.		DATE JUL 13 1972

POT @ Sta. 1180+51.51
 1. 1/2" Pipe @ POT
 2. Nail & Washer in St. light Pole 29.10' W.
 3. Nail & Washer in St. light Pole 51.40' S.W.
 4. Nail & Washer in St. light Pole 131.85' E.S.E.

POT @ Sta. 1196+00
 1. Chisel Mark Thru (-) @ P.O.T.
 2. In Bickel St. Median
 3. Back of Curb @ break in median 170.70 S.E.
 4. Pier 41.40 S.
 5. Pier 36.20 E.

875-428(II) 12 5 25
 Part I



SEDGWICK COUNTY HIGHWAY DEPARTMENT
 G.C. McLURE, JR., P.E. COUNTY ENGINEER
CONTOUR MAP
 BICKEL AVENUE BRIDGE
 OVER WICHITA-VALLEY CENTER FLOODWAY
 SEDGWICK COUNTY PROJECT 875-428(II)
 PROFESSIONAL ENGINEERING CONSULTANTS
 D.G. R.P.
 L.F. 7-12 71027

LOADING: HS20 - 44 A.A.S.H.O. SPECIFICATIONS OF 1969

UNIT STRESS, $f'_c = 4,000$ P.S.I., $f_c = 1,600$ P.S.I., $f_s = 20,000$ P.S.I.

BRIDGE EXCAVATION. ELEVATION 1307.0 SHALL DESIGNATE THE EXCAVATION BOUNDARY PLANE OF CLASS I AND CLASS II EXCAVATION. CLASS I ABOVE THE PLANE, CLASS II BELOW. SEE BRIDGE EXCAVATION SHEET FOR LIMITS OF PAY EXCAVATION.

PILES. ALL PILES SHALL BE DRIVEN TO A PENETRATION INTO ROCK OR SHALE UNLESS IN THE OPINION OF THE ENGINEER SUCH PENETRATION CANNOT BE OBTAINED WITHOUT INJURY TO THE PILE. PILES SHALL BE DRIVEN TO A MINIMUM COMPUTED BEARING VALUE OF:

ABUTMENT - 39 TONS PER PILE
PIERS - 42 TONS PER PILE

RIPRAP. THE EXISTING RIPRAP REMOVED DUE TO THE EXCAVATION SHALL BE REPLACED TO THE ORIGINAL POSITION. SEE SHEET 5 FOR DESIGN FLOODWAY CHANNEL. NEW RIPRAP SHALL BE PLACED ON THE UPSTREAM SIDE OF PIERS 3, 4, 5, G AND 7. THE TOP OF THE NEW RIPRAP SHALL BE AT ELEVATION 1300.48. IT SHALL CONSIST OF 24" OF HEAVY CONCRETE RUBBLE RIPRAP, COMPARABLE IN SIZE TO THE EXISTING RIPRAP. A ROCK TOE SHALL BE CONSTRUCTED AT THE OUTER EDGE OF ALL NEW RIPRAP. SEE SHEET 5 FOR ROCK TOE DETAILS. THE EXISTING RIPRAP SHALL BE REMOVED AND THE CONSTRUCTION MATERIAL FROM THE EXISTING BRIDGE AS RIPRAP. THIS ITEM WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO CLASS II EXCAVATION.

REMOVAL OF EXISTING STRUCTURE. THE BRIDGE CONTRACTOR SHALL REMOVE THE EXISTING MODIFIED I-BEAM SPANS AND ABUTMENTS AND PIERS. THE BRIDGE CONTRACTOR SHALL NOTIFY THE WICHITA-VALENTINE CENTER FLOOD CONTROL, 104 SOUTH MAIN, WICHITA, KANSAS, PHONE 282-0611, PRIOR TO REMOVING THE EXISTING STRUCTURE. ALL CONCRETE HUBBLE, EXCEPT THAT USED BY THE BRIDGE CONTRACTOR FOR RIPRAP, SHALL BE STOCKPILED DOWNSTREAM WITHIN 1000 FEET OF THE EXISTING STRUCTURE AT A LOCATION TO BE DESIGNATED BY THE ENGINEER.

ALL EXISTING PILES, EXCEPT THOSE CONFLICTING WITH NEW CONSTRUCTION, SHALL BE CUT OFF ONE FOOT BELOW EXISTING RIPRAP. EXISTING PILES CONFLICTING WITH NEW CONSTRUCTION SHALL BE REMOVED.

TRAFFIC CONTROL: TRAFFIC WILL BE CARRIED THROUGH CONSTRUCTION ON THE EXISTING BRIDGE UNTIL THE LEFT ONE-HALF OF THE NEW BRIDGE IS COMPLETED, AT WHICH TIME TRAFFIC WILL BE DIVERTED TO THE NEW STRUCTURE. THE BRIDGE CONTRACTOR SHALL COMPLETE THE PERMANENT CURB AND METAL HANDRAIL FOR THE LEFT SIDE OF THE BRIDGE AND THE 3 FOOT SECTION OF MEDIAN AS SHOWN ON THE PLANS BEFORE THE LEFT ONE-HALF OF THE BRIDGE IS OPENED TO TRAFFIC. SEE SHEETS NOS. 21, 22 AND 23 FOR TRAFFIC CONTROL DURING CONSTRUCTION. SEE SHEET NO. 3 FOR ADDITIONAL CONSTRUCTION SEQUENCE INFORMATION.

U.S.G.S. GAGING STATION: THE U.S.G.S. GAGING STATION, RT. STA. 1185+02 IS TO BE RELOCATED BY OTHERS.

ENGINEERING GEOLOGY: THE SOUNDINGS SHOWN ON THESE PLANS ARE TAKEN FROM NOTES OBTAINED IN THE FIELD AND REPRESENT THE BEST INFORMATION AVAILABLE TO THE SEDGWICK COUNTY ENGINEERING DEPARTMENT. THE LOGS OF THESE SOUNDINGS ARE IN THE FILES OF THE SEDGWICK COUNTY ENGINEER AND ARE AVAILABLE FOR INSPECTION BY INTERESTED AND QUALIFIED BIDDERS

FALSEWORK. FALSEWORK SHALL BE IN PLACE IN ANY SPAN UNTIL THE CONCRETE IN THAT SPAN AND THE NEXT ADJACENT SPAN CONSTRUCTED LATEST SHALL HAVE ATTAINED ITS DESIGN STRENGTH. EXCEPT THAT FALSEWORK SHALL REMAIN IN PLACE UNDER THE ENTIRE LEFT ONE-HALF OF THE NEW BRIDGE UNTIL SUCH TIME AS THE ADJOINING RIGHT ONE-HALF SPAN QUALIFIES FOR REMOVAL. FALSEWORK SHALL BE REMOVED EXCEPT WHERE THE CONTRACTOR HAS OPTED WHEN PILE CAPS ARE NOT MORE THAN 15' APART. PILES ARE CREDITED TO SUPPORT THE FALSEWORK, AND REMOVE THE SLAB FORMS, WHEN THE CONCRETE THEREIN OBTAINS OTHERWISE QUALIFIES, AND RESHORE THE COMPLETED WORK AT EACH BENT. THE RESHORING SHALL BE DONE IN PLACE ON THE LEFT-HALF OF THE STRUCTURE UNTIL THE CONCRETE IN THE ADJACENT RIGHT-HALF QUALIFIES FOR REMOVAL OF FALSEWORK. WHERE THE RESHORING OF THE LEFT-HALF OF THE STRUCTURE IS NOT THE CONTRACTOR'S PROPOSED SEQUENCE OF OPERATIONS SHALL BE APPROVED BY THE ENGINEER.

TEST PILES. (TWO) CONCRETE TEST PILES SHALL BE DRIVEN AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. TEST PILES SHALL REMAIN IN PLACE AS PERMANENT PILING.

GRADING FOR STAIRS. THE BRIDGE CONTRACTOR SHALL DO THE NECESSARY GRADING TO CONSTRUCT THE STAIRS ADJACENT TO THE ABUTMENTS, AND WILL BE RESPONSIBLE FOR SUPPLYING ANY NECESSARY FILL MATERIAL. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR CLASS I EXCAVATION.

SUMMARY OF QUANTITIES																
Item	Excavation (Cu. Yds)		Concrete (Cu. Yds)		Steel (Lbs)	Bearing Devices (Lbs.)	Concrete Piles (Lin. Ft)	Concrete Test Piles (Lin. Ft)	2" Electrical Conduit Metallic (Lin. Ft)	Metal Handrail Special (Lin. Ft)	Pipe Handrail (Lump Sum)	Linseed Oil Surf. Treat. Bridge (Sq Yds)	Removal of Exist. Structure (Lump Sum)	Field Office Exp & Lab (Type C) (Each)	Mobilization (Lump Sum)	Traffic Control (Lump Sum)
	Class I	Class II	Class AAA	Class AA	Reinforcing	Structural										
Abut #1	76	—	452	—	4525		2112	668	—							
Pier #1	102	—	48.0	—	12100		4512	1144	—							
Pier #2	37	100	53.6	—	14275		4512	882	46							
Pier #3	18	98	45.0	—	10155		—	880	—							
Pier #4	12	98	45.0	—	10155		—	924	—							
Pier #5	—	97	45.0	—	10155		—	980	—							
Pier #6	—	97	45.0	—	10155		—	968	—							
Pier #7	—	98	45.0	—	10155		—	968	—							
Pier #8	22	99	59.6	—	14275		4512	968	—							
Pier #9	100	—	48.0	—	12100		4512	1144	—							
Abut #2	80	—	492	—	4005		2112	620	72							
Substr. Tot	447	687	538.6	—	112955		22272	1056	118							
Superstr. Tot	—	—	—	—	3166.2	4380	—	—	—	1460	2524	3397	—	—	—	—
Highway Signs & Erection	300	—	—	—	125.3	7850										
Total	837	687	538.6	3291.5	722190	4380	22,272	710,156	118	1460	2524	Lump Sum	3397	Lump Sum	1	Lump Sum

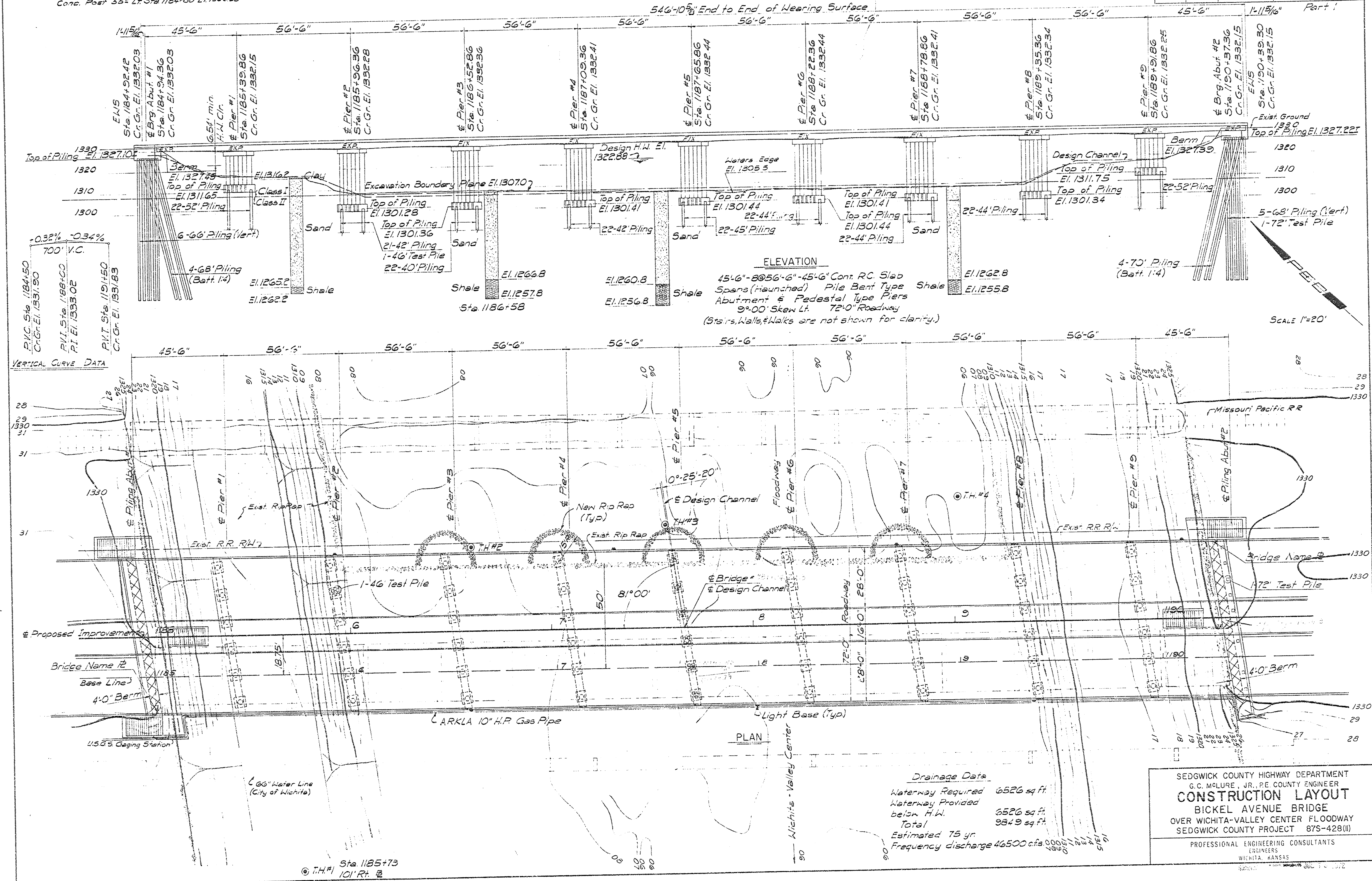
Note: Only one of the following types of Piles shall be used on this structure: Prestressed 14", Pipe 12 3/4", Precast 16".

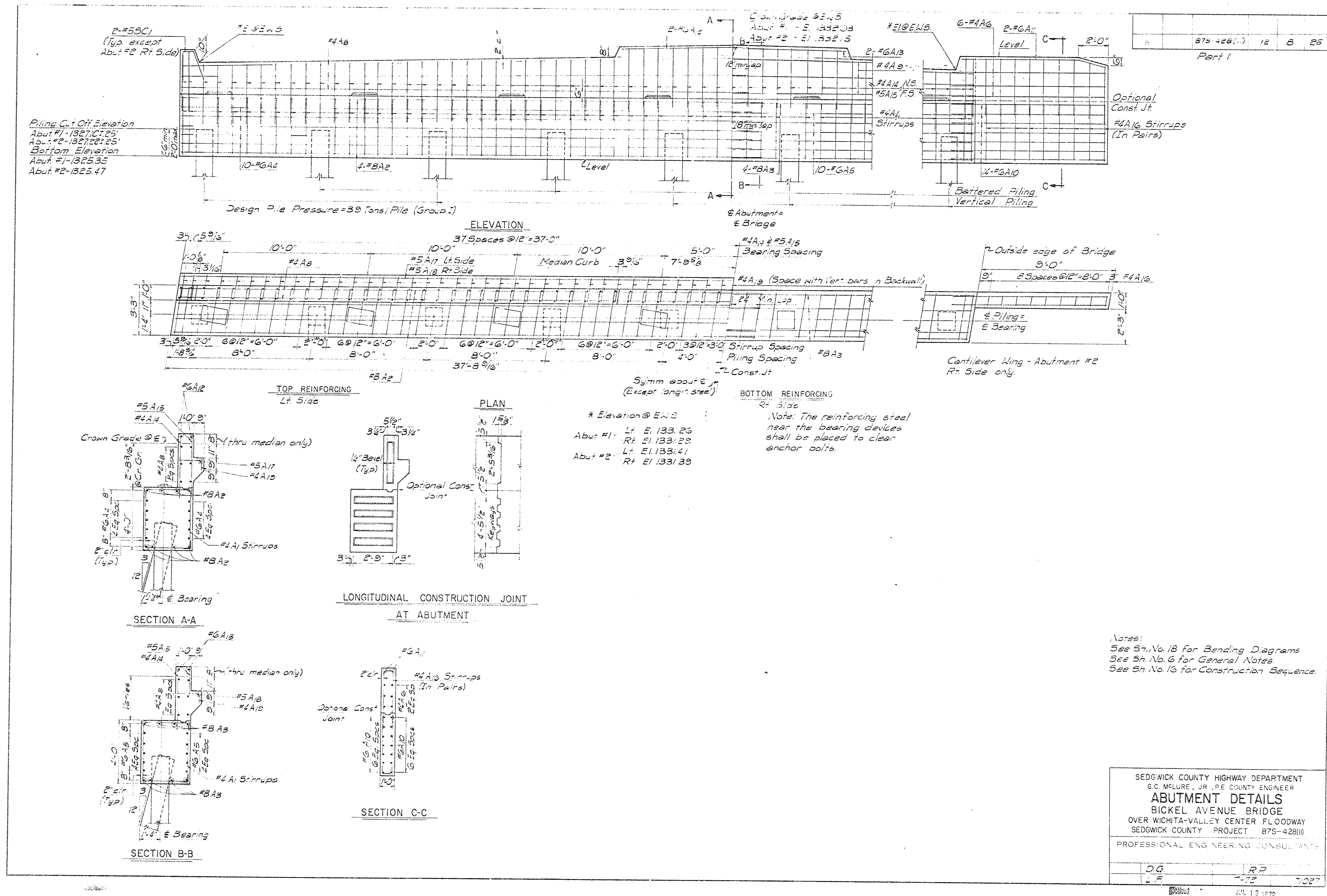
* Includes - 22 @ 40', 43 @ 42', 66 @ 44', 22 @ 45', 44 @ 52', 6 @ 66', 9 @ 68', & 4 @ 70'.

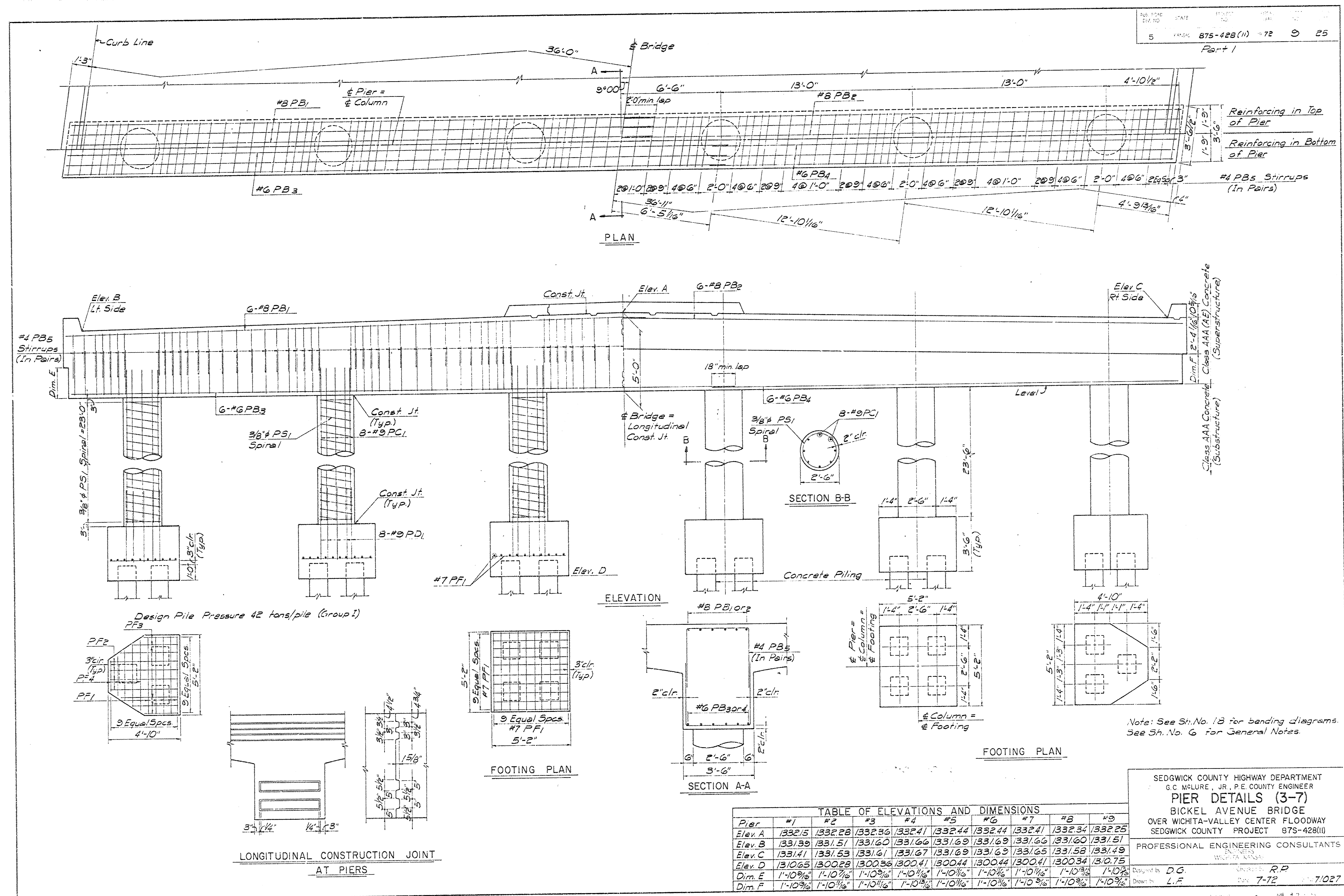


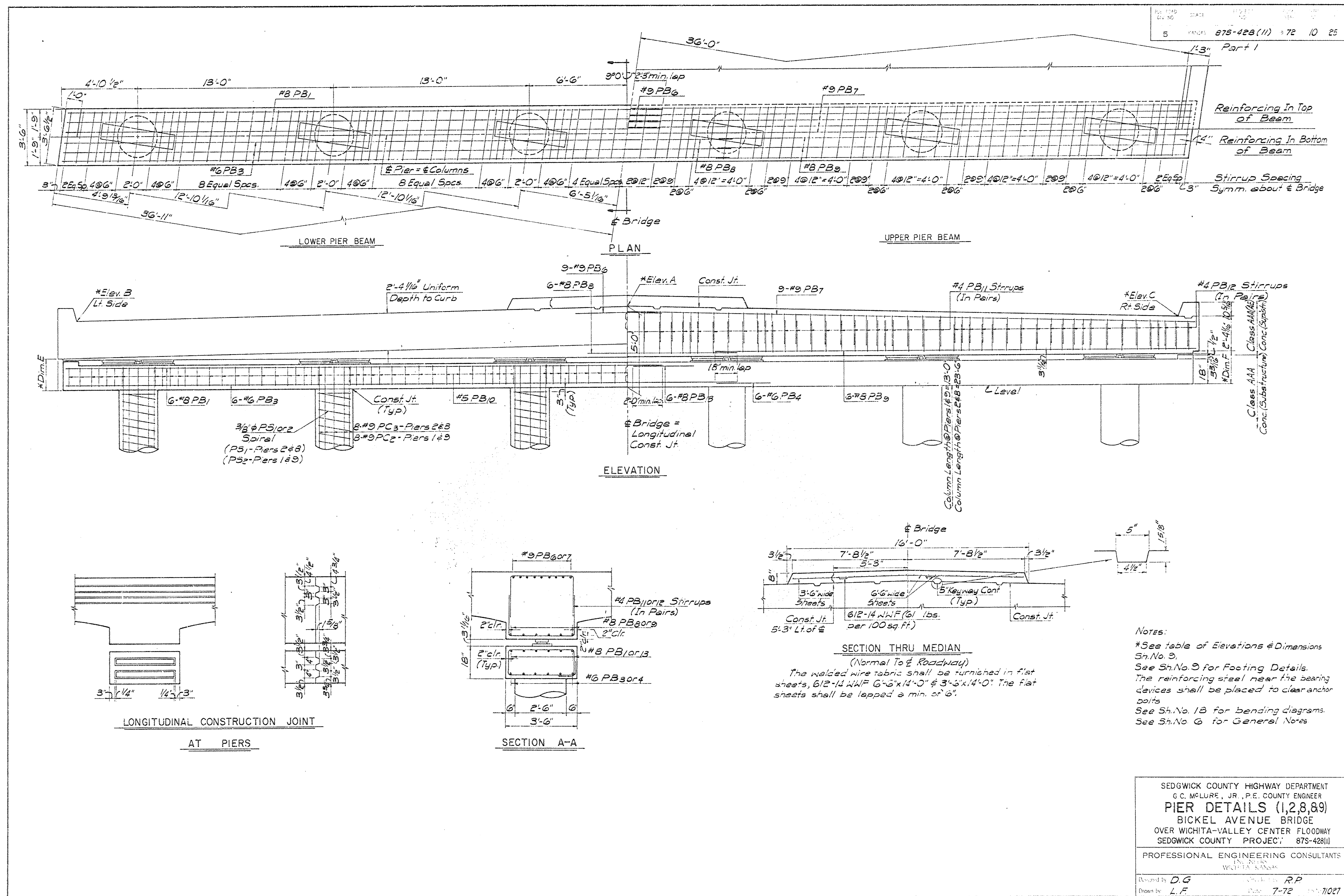
B.M. #35 City of Wichita Brass Cap in
Conc. Post 55' Lt Sta 1184+80 El. 1330.53

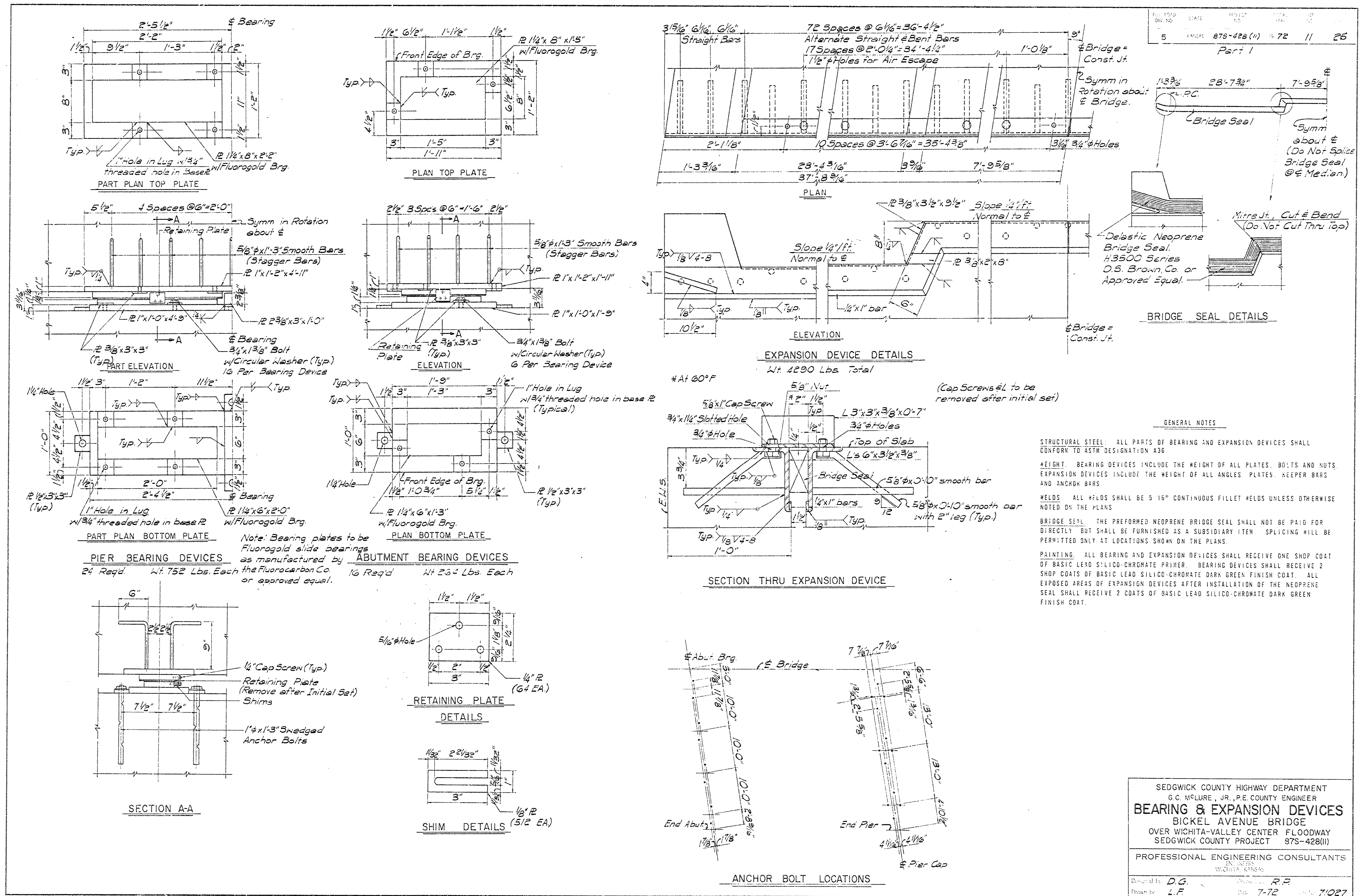
PUR ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
DIV. NO.		NO.	YEAR	NO.	SHEETS
5	KANSAS	275-428(11)	72	7	25





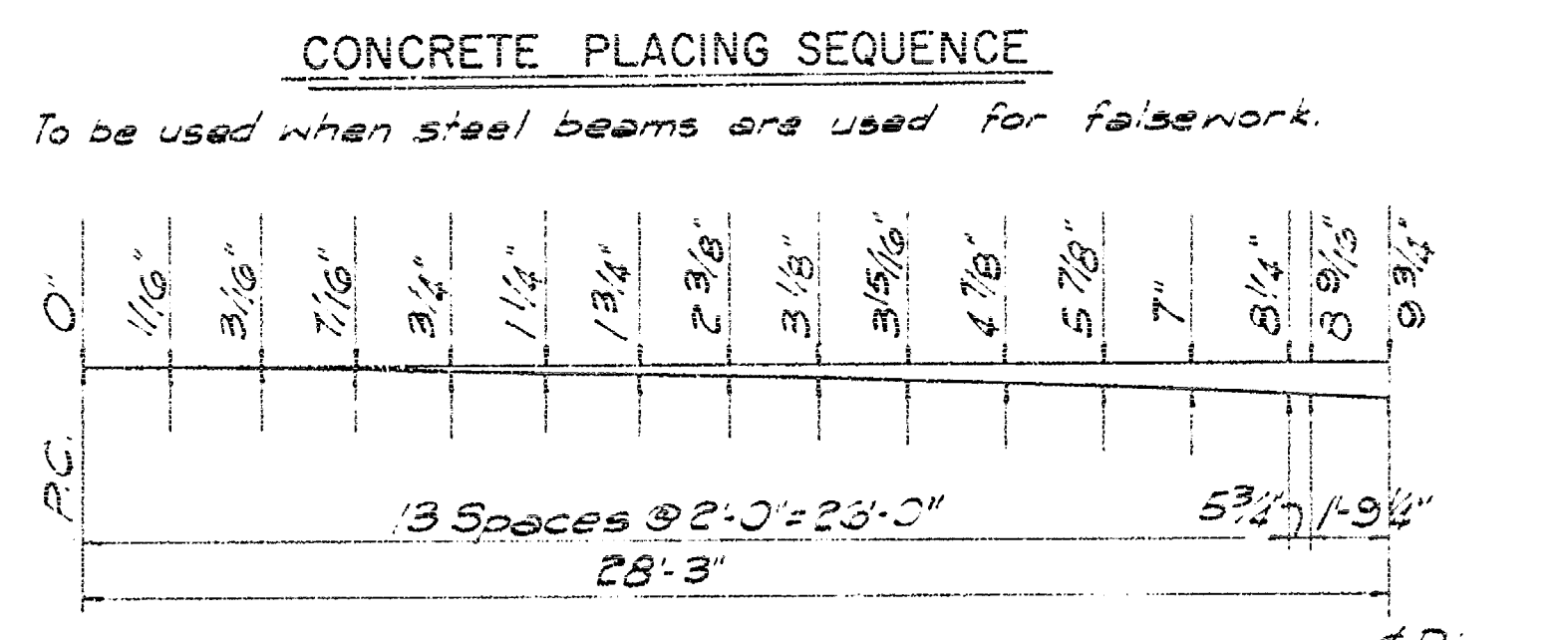
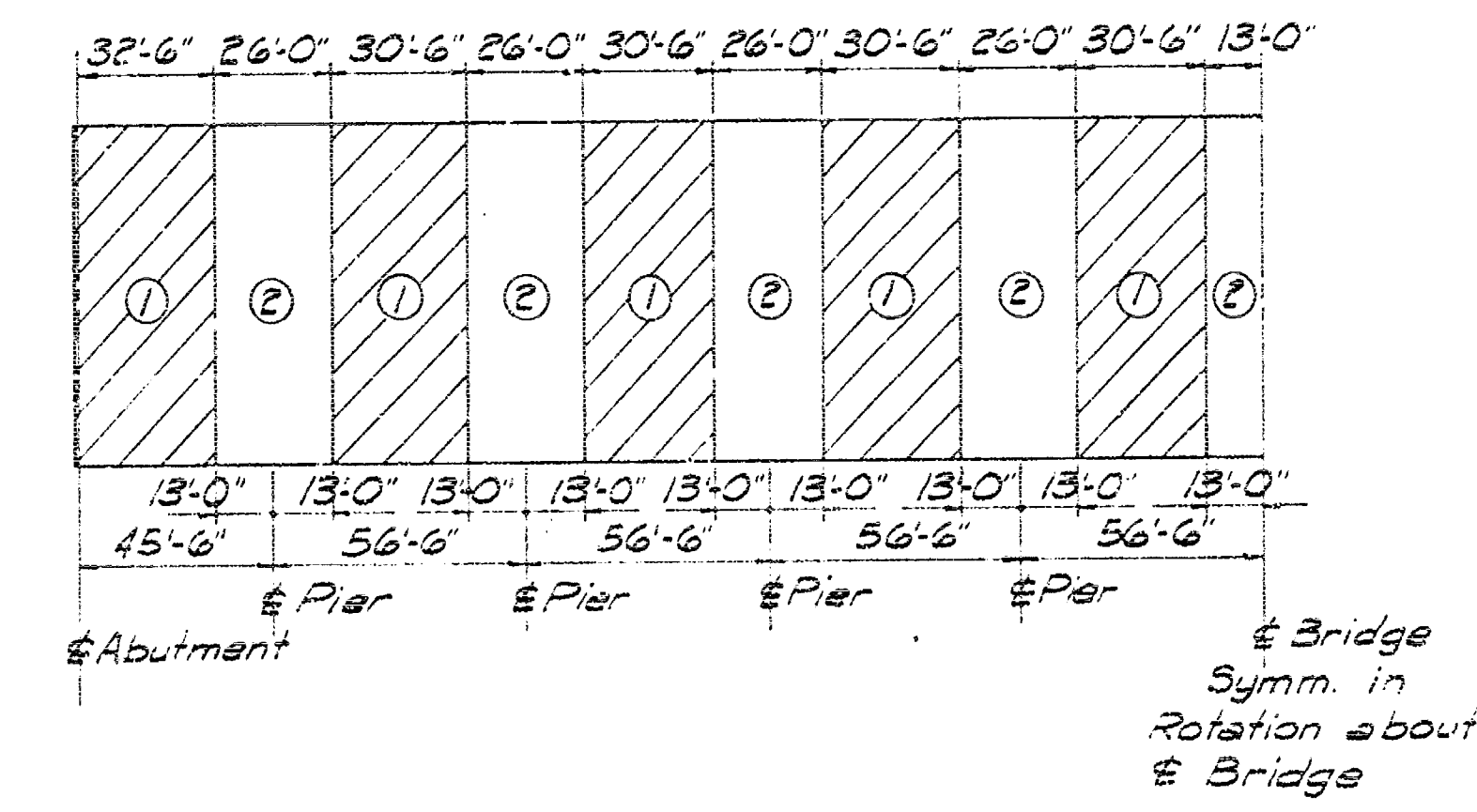
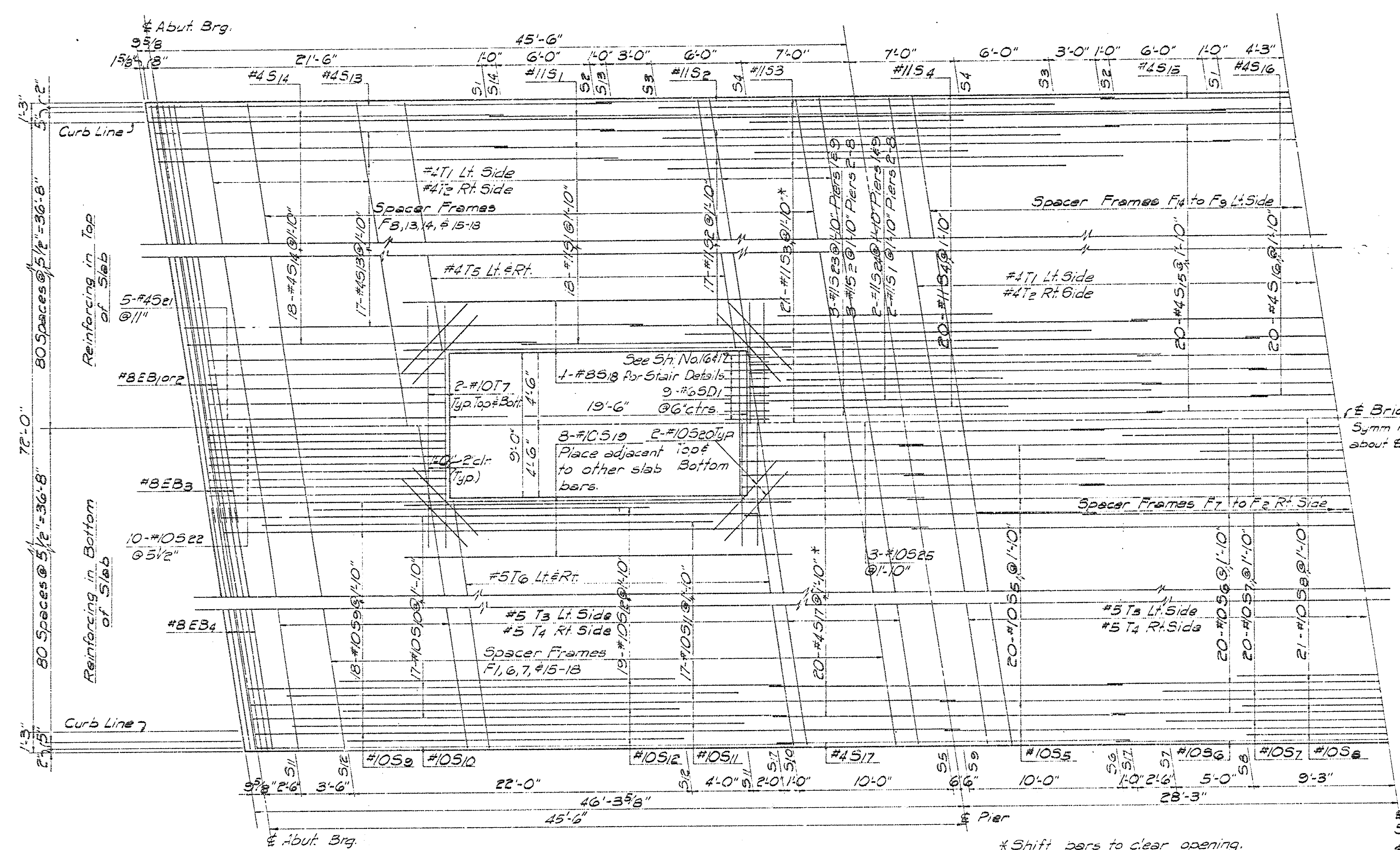






FILE NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
5	KANSAS	875-428(II)	72	11

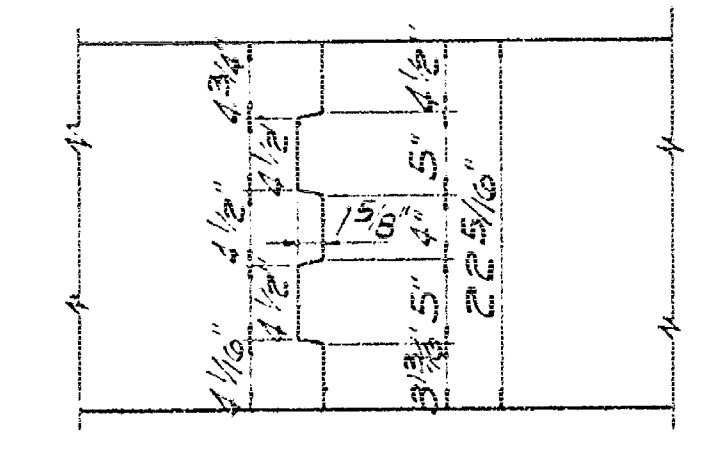
Part 1



GENERAL NOTES
 LOADING: HS20 - 44 K A.S.H.O. SPECIFICATIONS EDITION OF 1989.
 UNIT STRESSES: 1' = 4,000 P.S.I., 1" = 1,000 P.S.I., 1" = 20,000 P.S.I.
 CONCRETE: CLASS AAA CONCRETE SHALL BE USED IN THE ABUTMENTS, COLUMNS AND FOOTINGS. CLASS AA (AE) CONCRETE SHALL BE USED IN THE SUPERSTRUCTURE. BEVEL ALL EXPOSED EDGES WITH A 3/4" INCH TRIANGULAR MOLDING UNLESS OTHERWISE NOTED.
 REINFORCING STEEL: ALL REINFORCING STEEL SHALL CONFORM TO ASTM SPECIFICATIONS A615 GRADE 40. ALL DIMENSIONS RELATIVE TO REINFORCING STEEL ARE TO CENTERLINE OF BARS UNLESS OTHERWISE NOTED.
 FALSEWORK: SEE SHEET NO. 23 FOR GENERAL FALSEWORK NOTES.

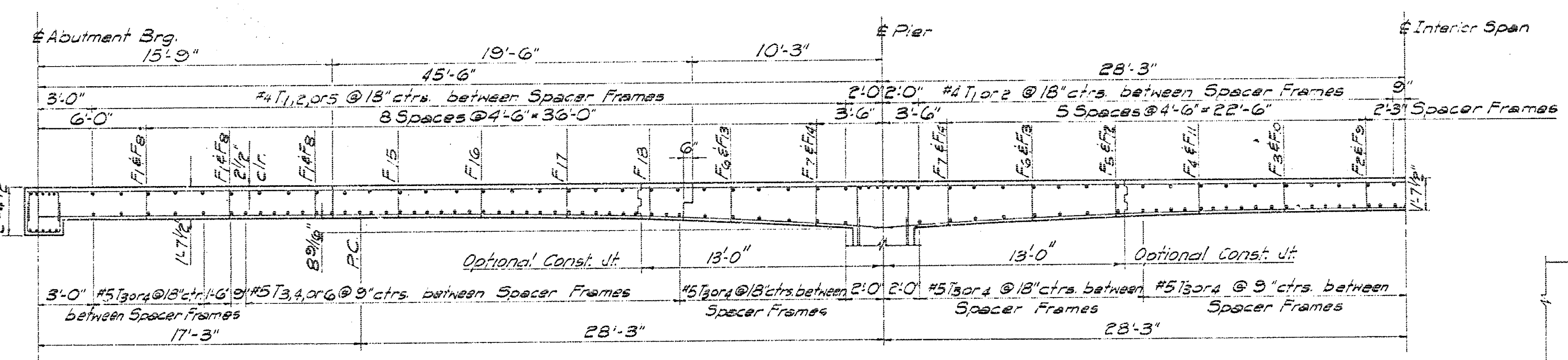
CONSTRUCTION JOINTS: CONSTRUCTION JOINTS UNLESS NOTED AS OPTIONAL SHALL BE AT THE LOCATIONS SHOWN. OPTIONAL CONSTRUCTION JOINTS, IF USED, SHALL BE MADE ONLY AT THE LOCATIONS SHOWN OR AS APPROVED BY THE ENGINEER.
 CAMBER: CAMBER SHALL BE PROVIDED AS SHOWN ON THE CAMBER DIAGRAM. ADDITIONAL CAMBER WILL BE REQUIRED IF LONG SPAN STEEL BEAMS ARE USED FOR FALSEWORK.

Note: See Sh. No. 18 for Bending Diagrams
 See Sh. No. 6 for Gas Line Bracket Details.



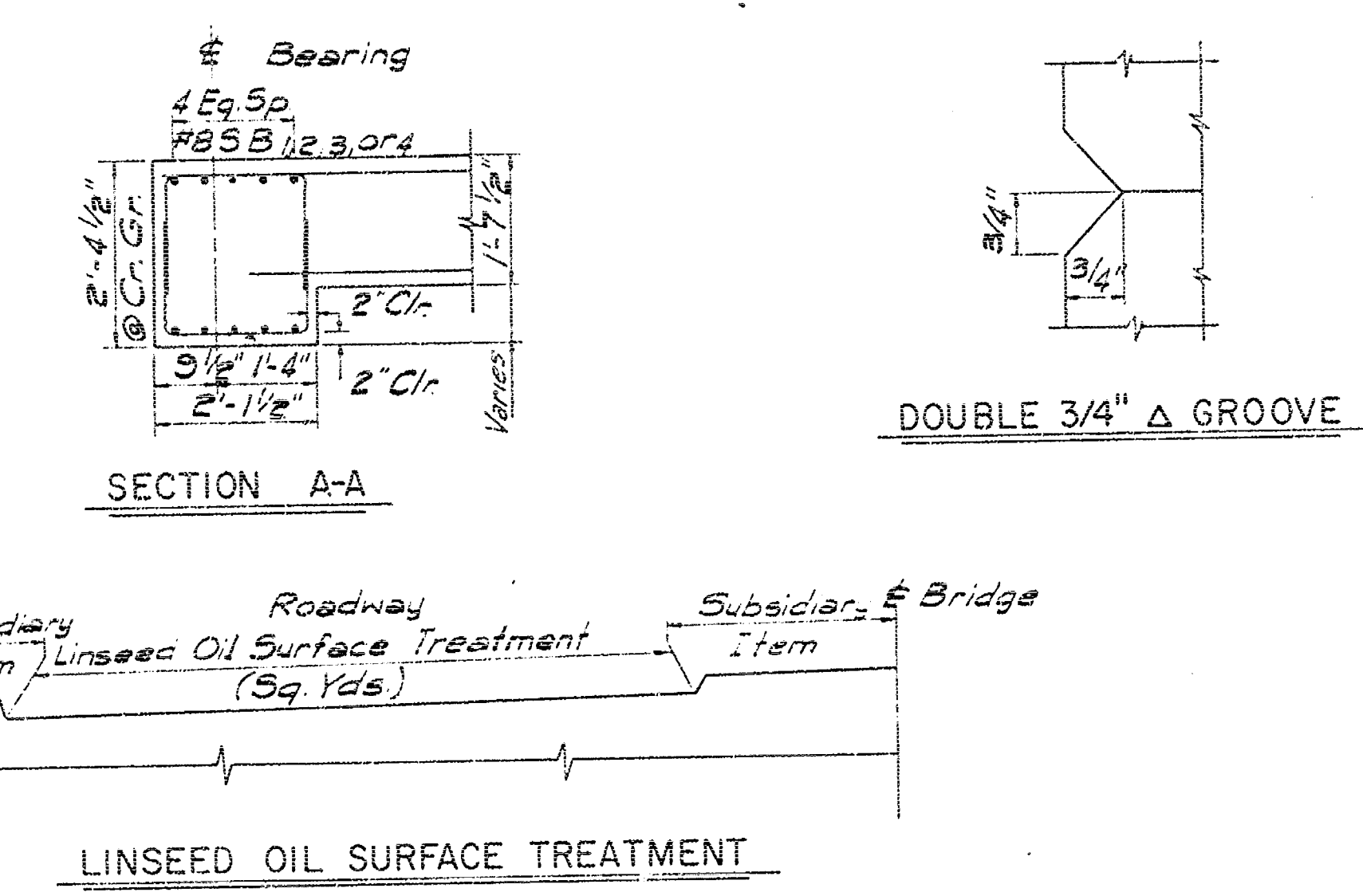
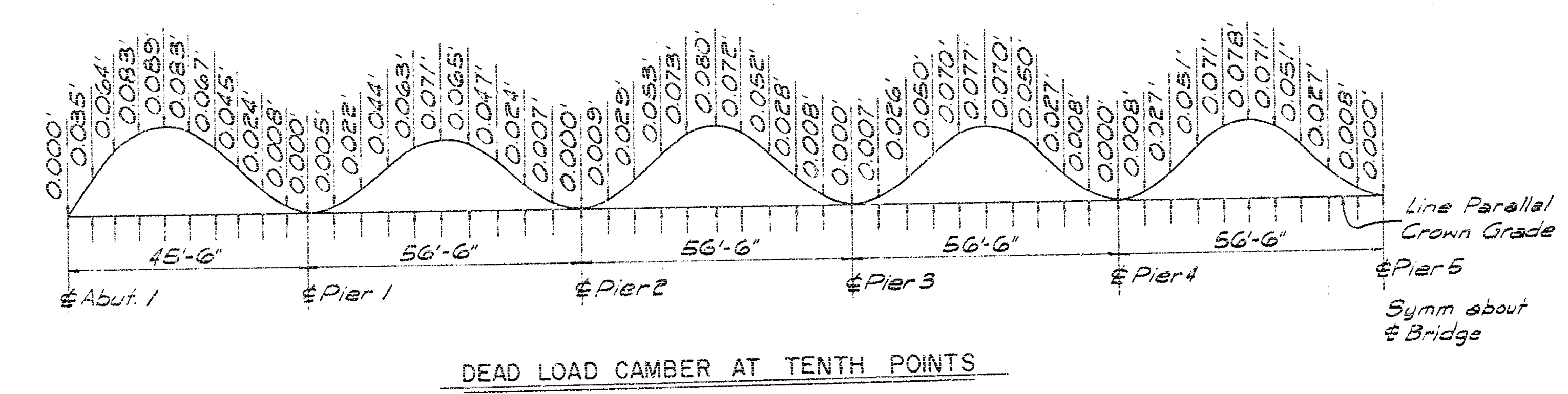
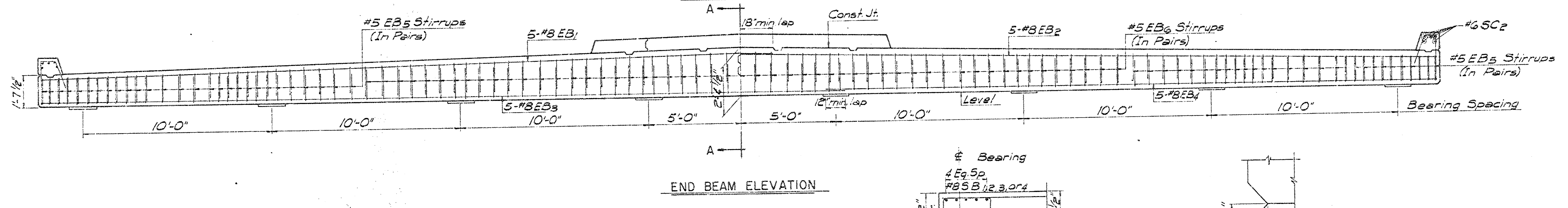
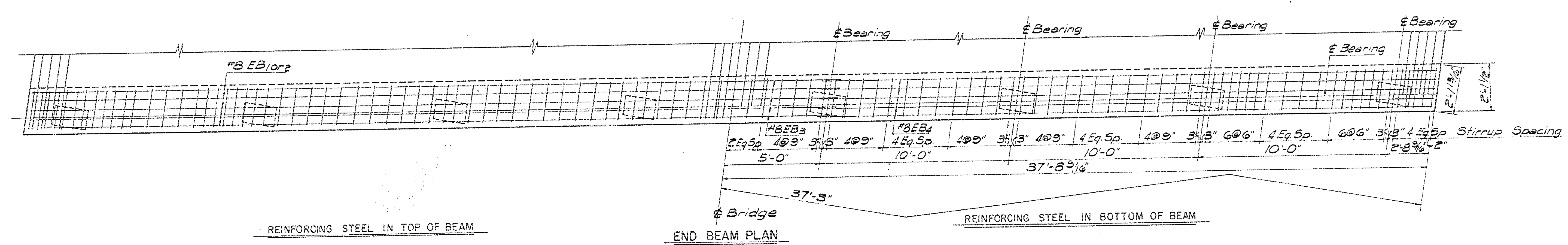
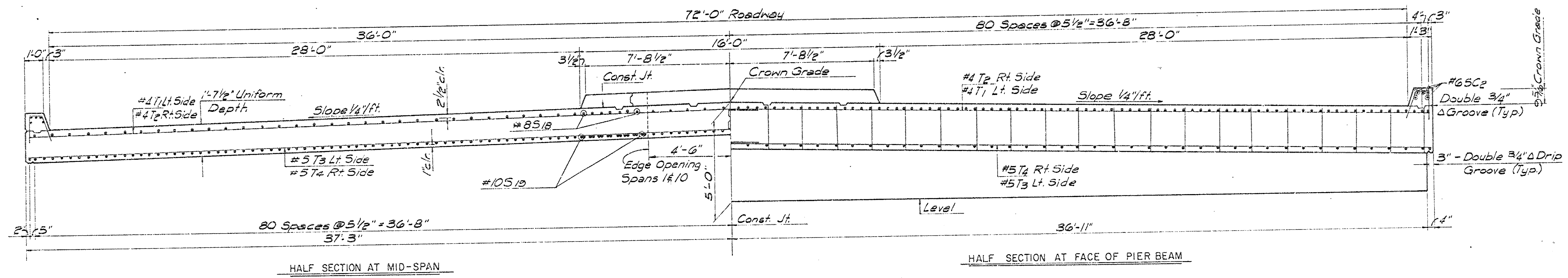
TYPICAL TRANSVERSE SLAB
 CONSTRUCTION JOINT

Note: See Sh. No. 13 for End Beam Details.



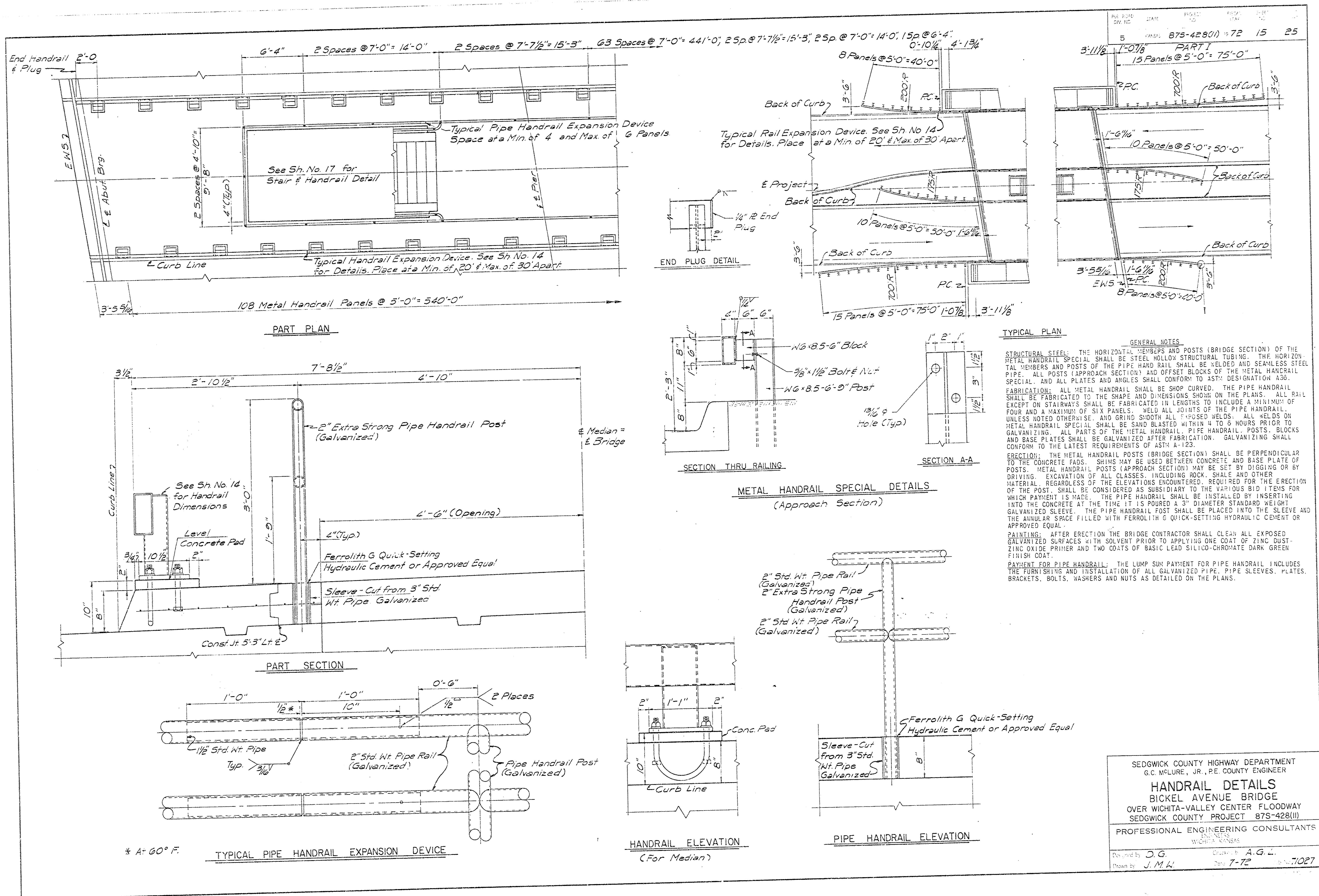
LONGITUDINAL SECTION AT CROWN GRADE

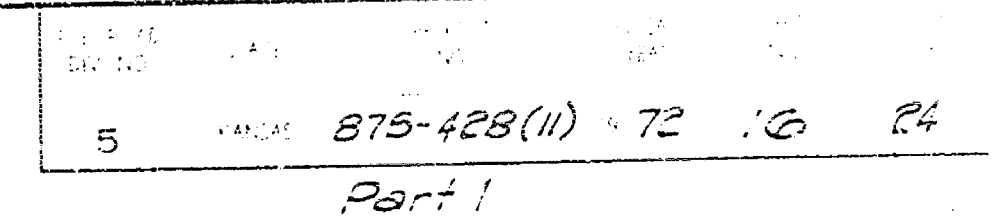
SEDGWICK COUNTY HIGHWAY DEPARTMENT
 G.C. MCLURE, JR., P.E. COUNTY ENGINEER
SUPERSTRUCTURE LAYOUT
 BICKEL AVENUE BRIDGE
 OVER WICHITA-VALLEY CENTER FLOODWAY
 SEDGWICK COUNTY PROJECT 875-428(II)
 PROFESSIONAL ENGINEERING CONSULTANTS
 D.G. MCLURE, JR.
 L.F. MCLURE, JR.
 7-72
 7/027

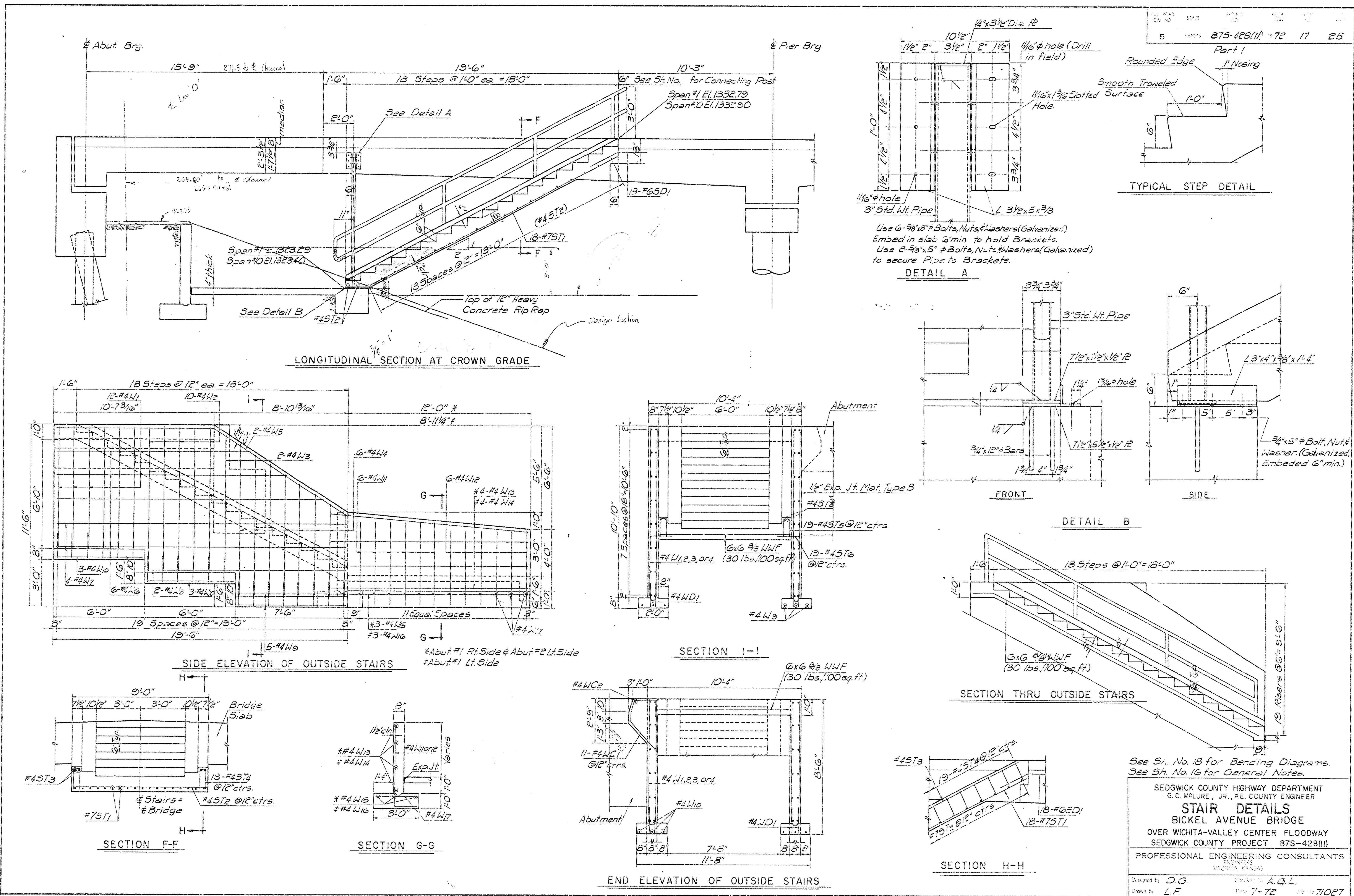


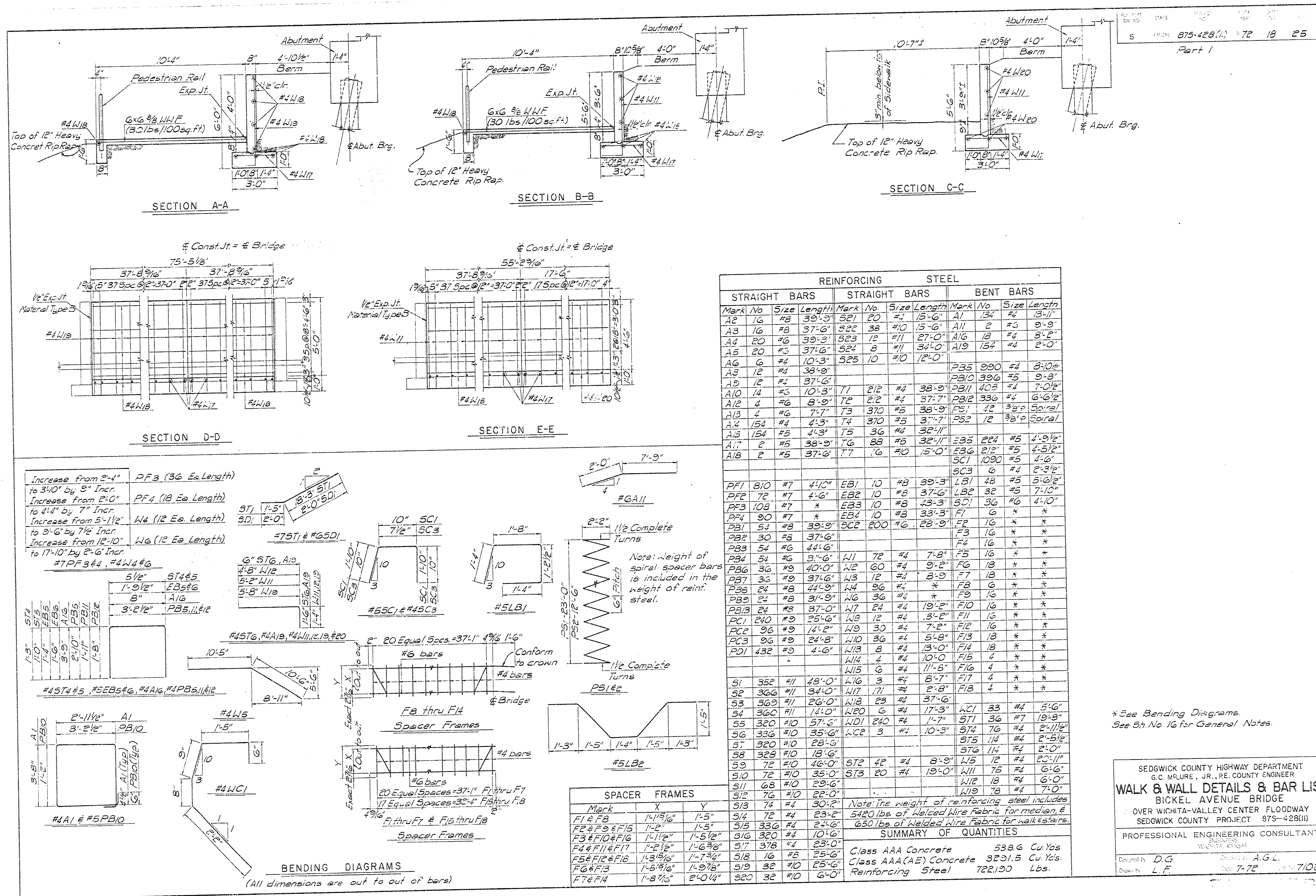
Note: See Sh. No. 13 for bending diagrams.
See Sh. No. 6 for General Notes.

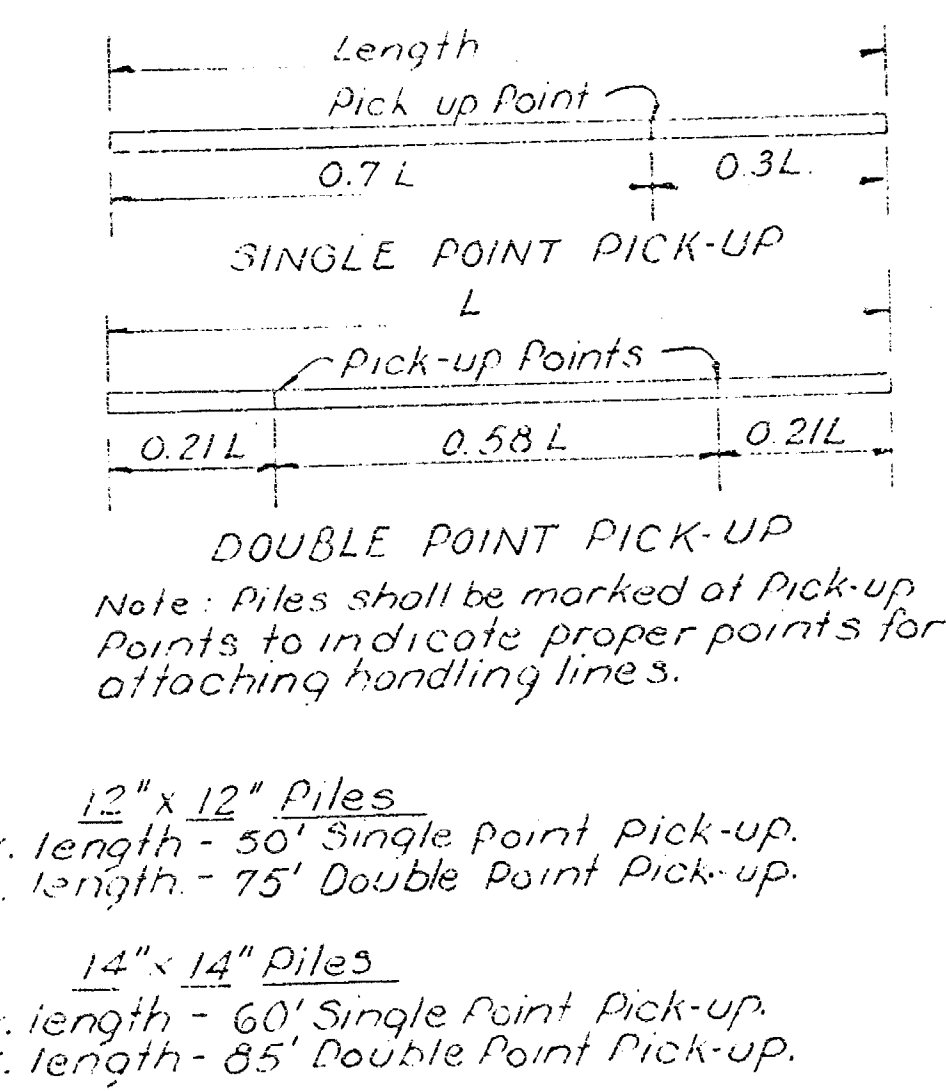
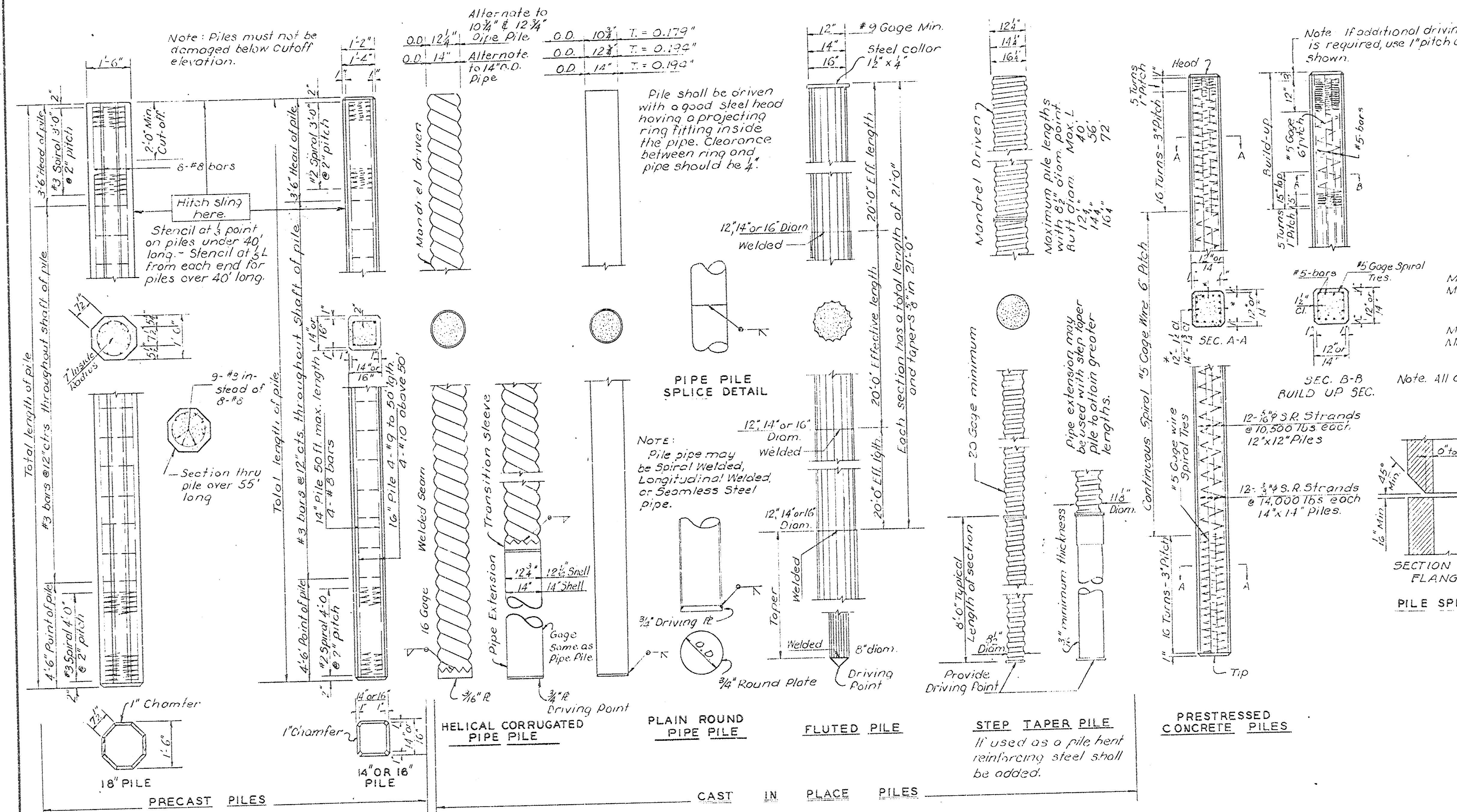
SEDGWICK COUNTY HIGHWAY DEPARTMENT
G. C. MCLURE, JR., P.E. COUNTY ENGINEER
SUPERSTRUCTURE DETAILS
BICKEL AVENUE BRIDGE
OVER WICHITA-VALLEY CENTER FLOODWAY
SEDGWICK COUNTY PROJECT 875-428(11)
PROFESSIONAL ENGINEERING CONSULTANTS
Designed by J.G. Drawn by L.F. 7-72 7/027











FOR INFORMATION ONLY

PILES					
STEEL PILE	EQUIVALENT CONCRETE PILE	PIPE	FLUTED	STEP	STRESS
10BP42	14"	10 3/4"	12"	12 1/2"	12"
12BP53	16"	12 3/4"	14"	14 1/2"	14"
14BP73	18"	14"	16"	16 1/2"	16"

* Helical Corrugated Pipe Shell.

CONCRETE PILES					
PIPE	EQUIVALENT CONCRETE PILE	PIPE	FLUTED	STEP	STRESS
10 3/4"	14"	12"	12 1/2"	12"	12 1/2"
12 3/4"	16"	14"	14 1/2"	14"	14 1/2"
14"	18"	16"	16 1/2"	16"	16 1/2"

12. Splices.
 Splices for Steel Piles and Shell Piling shall be in accordance with details shown on this sheet and shall comply with Subsection G1-6 Std. Specs. Precast Concrete Pile splices shall comply with Subarticle G1-7(d)(1), Std. Specifications. Prestressed Concrete Pile splices shall be made in accordance with the manufacturers recommendations, subject to the approval of the Engineer.
13. Driving Formula.
 Driving Formula shall conform to Subarticle G1-4(d)(3).
14. Mill Test Reports.
 Steel Piles test reports shall comply with Art. U5-8(c) Standard Specifications. Steel Shells test reports for cast-in-place piles shall comply with Subsection U7-4 Std. Specs.
15. Payment.
 Payment for all piles shall comply with Subsec. G1-9, Std. Specifications.

- GENERAL NOTES**
- Specifications.
 Standard Specifications for State Road and Bridge Construction as currently used by the State Highway Commission of Kansas (Ed. 1966).
 - DELETED
 - Concrete.
 All concrete for Precast and Cast-in-place shall be Class A Concrete. $f_c' = 3,000$ p.s.i.. See Article G1-7(a) Standard Specs. Concrete for Prestressed Concrete piles shall be Class AAA Concrete. $f_c' = 4,000$ p.s.i.. See Article G1-7(b) Standard Specs.
 - Reinforcement.
 Reinforcing bars shall be new billet steel of intermediate grade without exception. Hoops and spirals may be either plain or deformed bars.

- Precast Piles.
 Precast piles shall conform to the requirements of Article G1-7(a), Standard Specifications.
- Cast-in-Place Shells.
 Steel Shells for Cast-in-place Concrete Piles shall conform to the requirements of Section U-7, Standard Specifications. All piles driven without mandrel use gages or thicknesses shown above, except fluted pile use No. 9 gage minimum. Piles driven with mandrel shall be of sufficient strength and thickness to withstand driving without injury and to resist harmful distortion and/or buckling due to soil pressure after the mandrel is removed. Improperly driven, broken or otherwise defective shells shall be removed and replaced or otherwise corrected to the satisfaction of the Engineer by removal and replacement, or the driving of an additional pile at no extra cost. The Contractor shall maintain on the job at all times prior to and during the filling of the shells, a light suitable for visual inspection of the pile.

- Steel Pile.
 Steel Pile shall conform to requirements of Subsection U5-8 Standard Specifications.
- Pile Points.
 Pile points shall conform to the dimensions shown and requirements of Article U7-2(c) Standard Specifications. Pile points shall be mill welded to pile.
- Welding.
 All field welding shall meet the requirements of Subsection G1-6 Standard Specifications.
- Point.
 All point shall comply with Subsection Q3-8 Standard Specifications. Or as specified on the plans.
- Test Piles.
 Test Piles shall be driven where called for on the Bridge plans. All test piles shall be located so that they will become part of the Bridge Pile system.

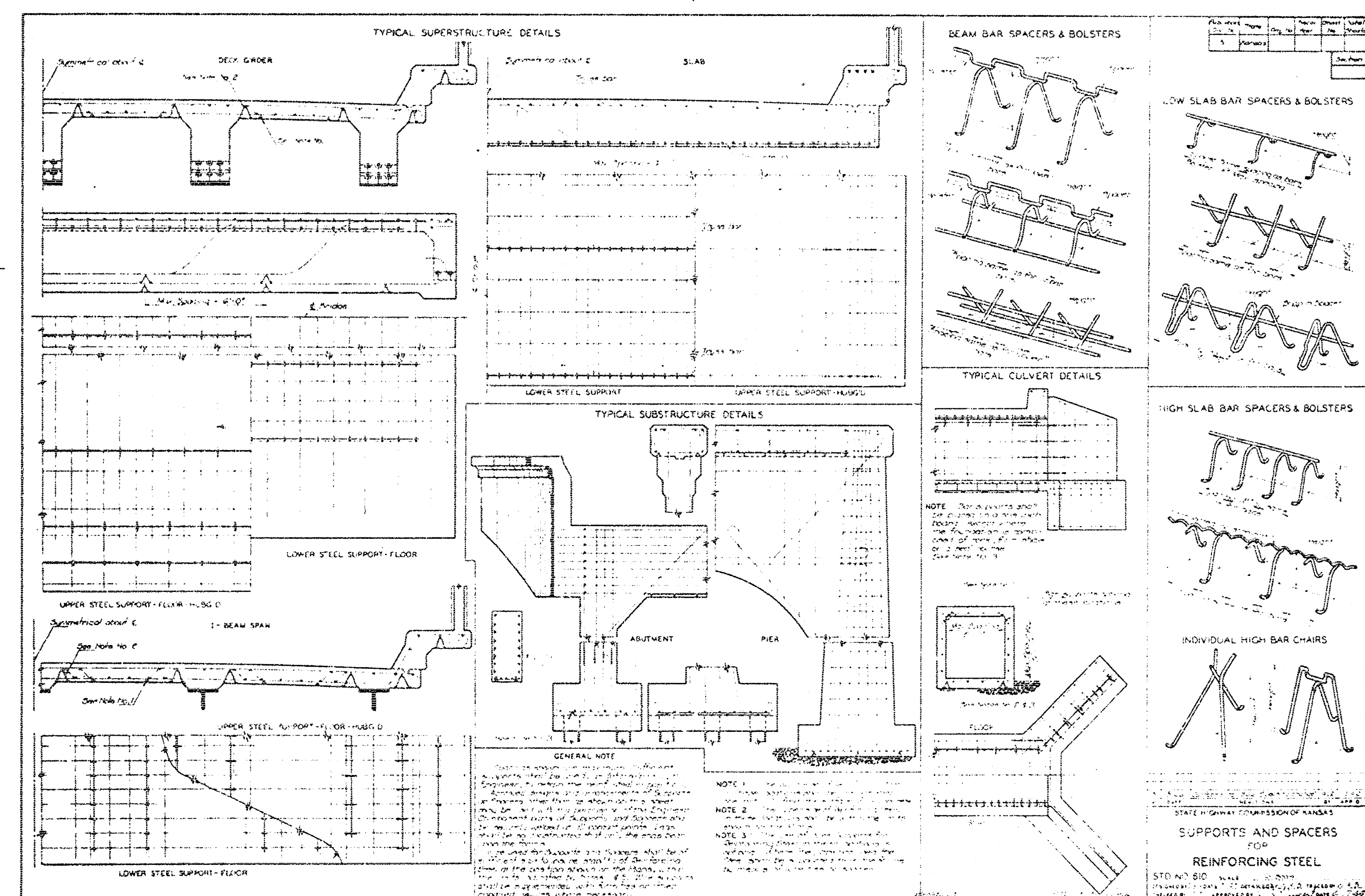
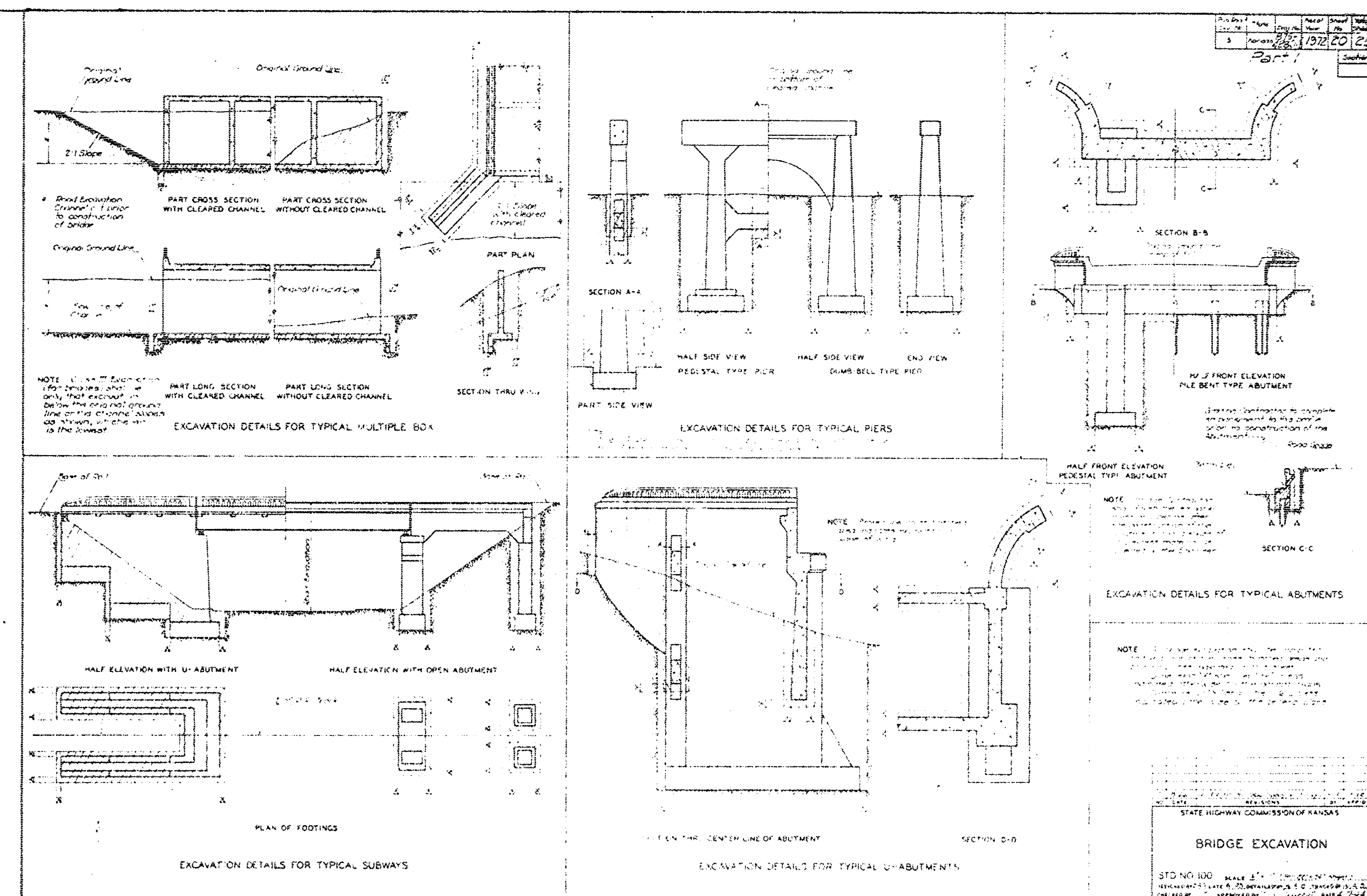
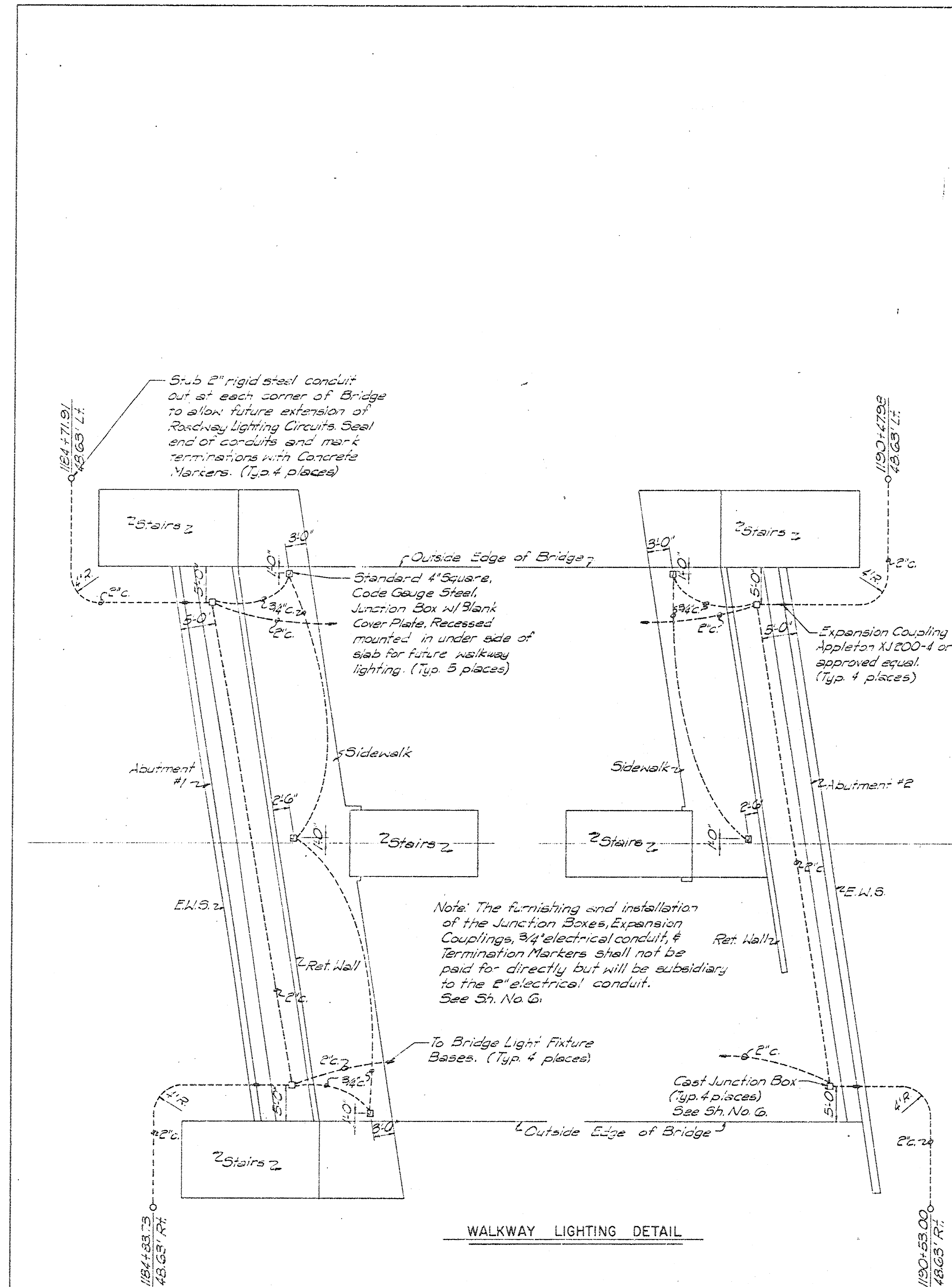
NO.	DATE	REVISIONS	BY	CHK.
1	8-26-64	Revise Entire Gen. Note	J.C.L.	B.E.W.
2	6-8-64	Add Longitudinal Welds to Shell	J.C.L.	T.A.C.
3	5-2-64	Revise Driving Formula Note	J.C.L.	T.A.C.
4	5-27-64	Revise Pipe Pile General Note	J.C.L.	T.A.C.
5	1-29-64	Remove Note on Prestressed Concrete Pile	J.C.L.	T.A.C.

STATE HIGHWAY COMMISSION OF KANSAS

STANDARD PILE DETAILS

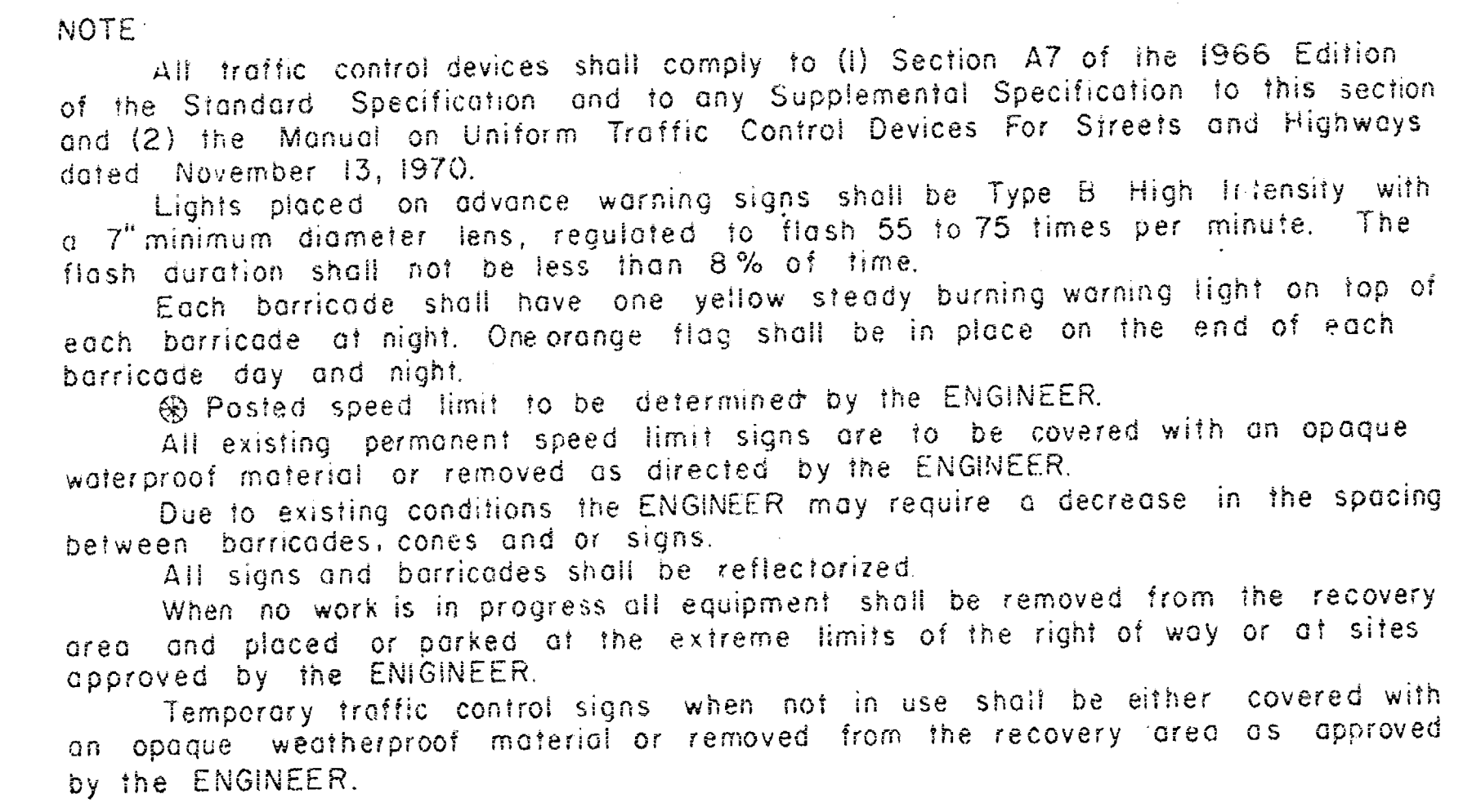
STD. NO. 102

SHEET NO. 19 OF 25
 DESIGNED: []
 CHECKED: []
 QUANTITIES: []
 TRACED: []



FHWA REG	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
7	KANSAS	875-428(11)	1972	21	25

Part 1



* See Sh.No 23 for construction traffic control devices and locations through ROUGH AREA CONSTRUCTION ZONE.

1	2	3	4	5	6	7	8	9	10	11	12
NO	DATE	REVISIONS						BY	APP		

STATE HIGHWAY COMMISSION OF KANSAS
CONSTRUCTION TRAFFIC
CONTROL DEVICES AND LOCATIONS
FOR A MULTI-LANE HIGHWAY

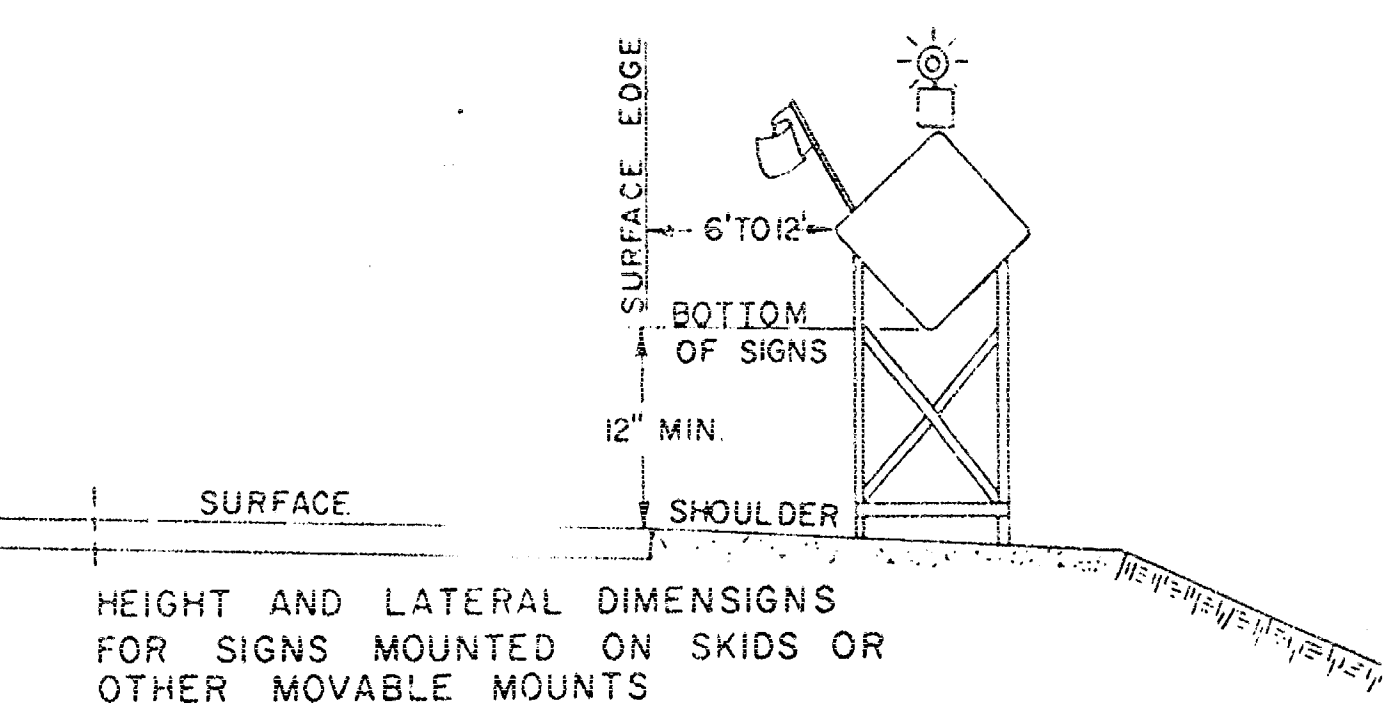
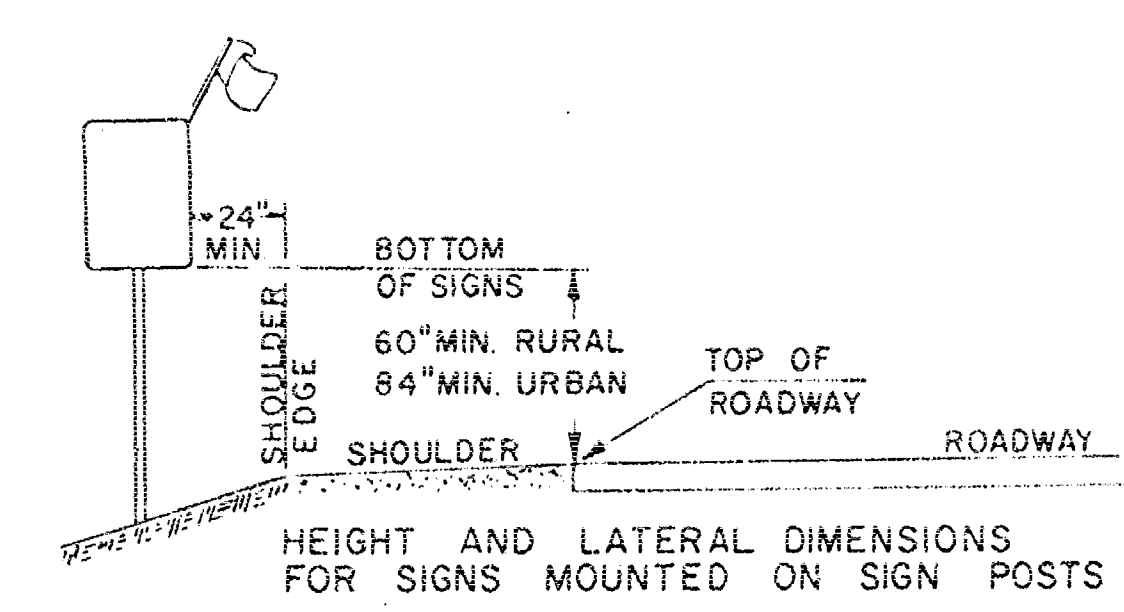
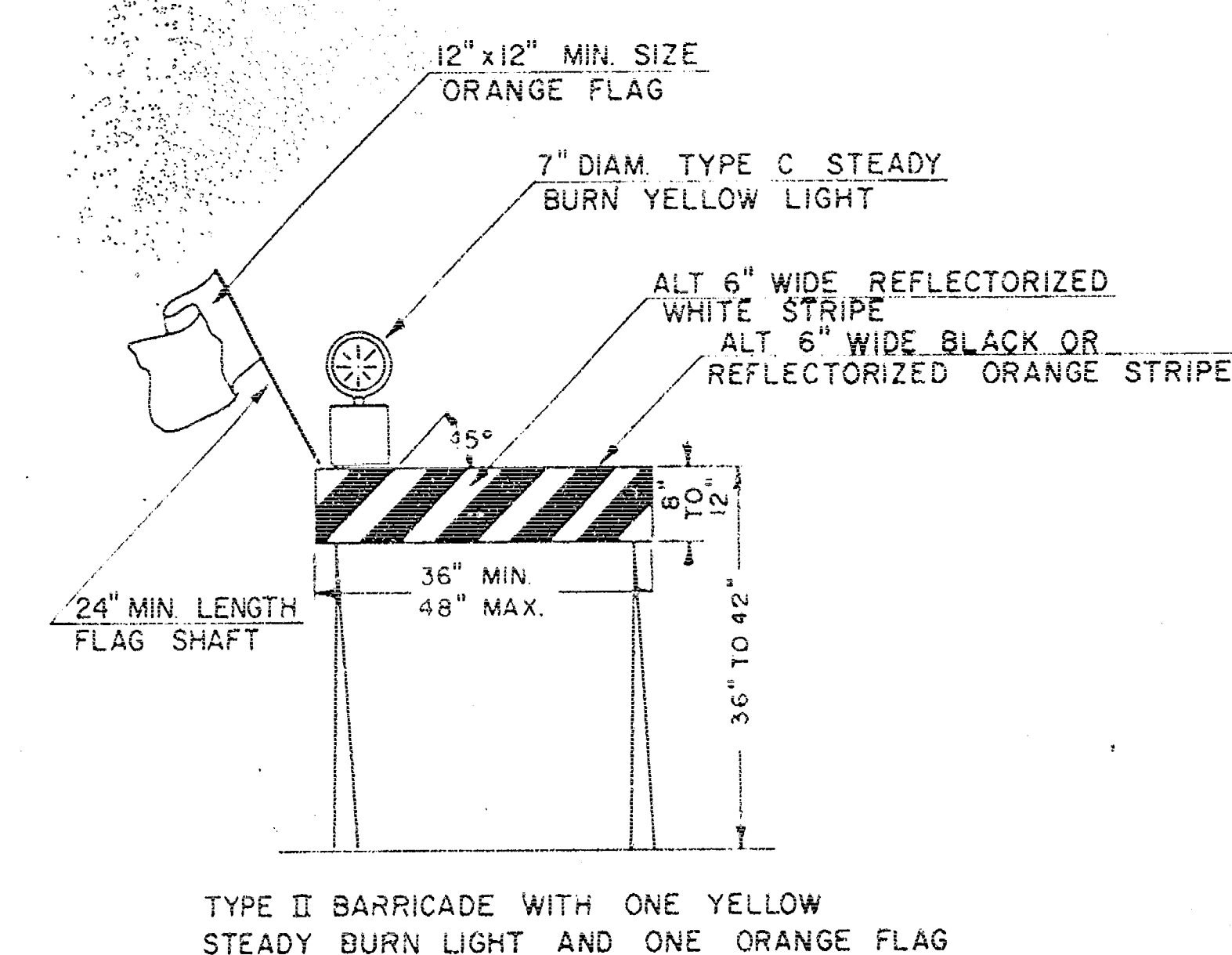
STD. 745-
 SHEET NO. 01 OF 02
 DESIGNED BY APP'D
 DRAWN BY QUANTITIES
 DESIGN CK. DETAIL CK. QUAN CK.

Sheet 1 of 2
 TRAILING GM
 TRAILING CFT

TRAFFIC CONTROL DEVICES FOR TRAFFIC MOVEMENT THROUGH CONSTRUCTION ON A MULTI-LANE HIGHWAY

FHWA REG.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	875-428(1)	1972	22	25

Part 1



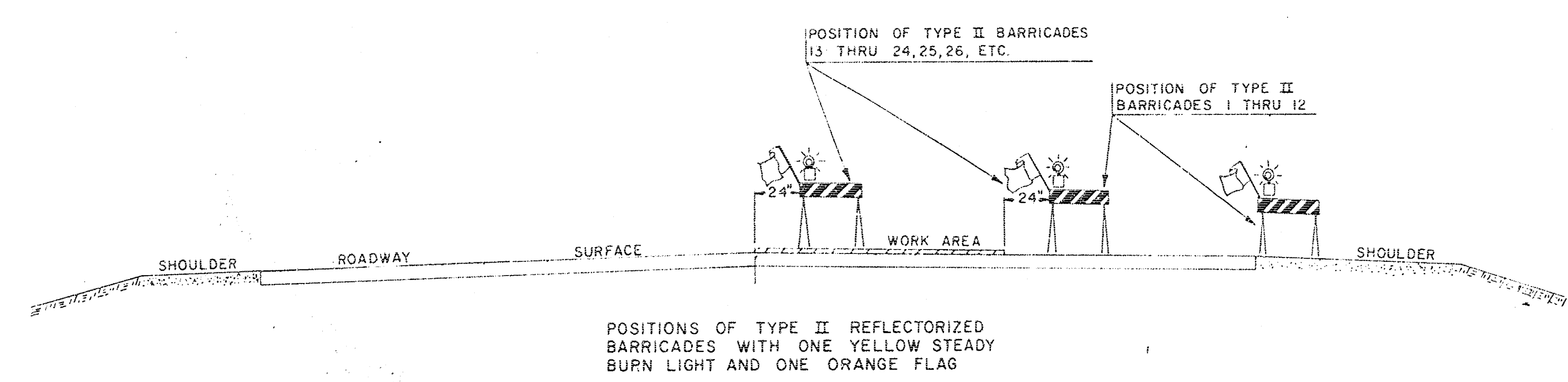
NOTE:

All traffic control devices shall comply to (1) Section A7 of the 1966 Edition of the Standard Specification and to any Supplemental Specification to this section and (2) the Manual on Traffic Control Devices For Streets and Highways dated November 13, 1970.

The yellow barricade lights shall be Type 'C' steady burn with a 7" minimum diameter lens.

All signs, barricades, lights and orange flags shall be securely erected and maintained in good condition at all times.

The alternate orange and white or black and white stripes shall not be intermixed within the same project.



NO.	DATE	REVISIONS	BY	APP'D
1				
2				
3				

STATE HIGHWAY COMMISSION OF KANSAS
CONSTRUCTION TRAFFIC
CONTROL DEVICES AND LOCATIONS
FOR A MULTI-LANE HIGHWAY

STD. 745A

SHEET NO. 22 OF 25

DESIGNED BY: AFT

SCALE: 1/4" = 1'-0"

QUANTITIES: 1166

DESIGNER: G.M.

DETAILS: AFT

CHIEF: G.M.

TRUCK: AFT

