

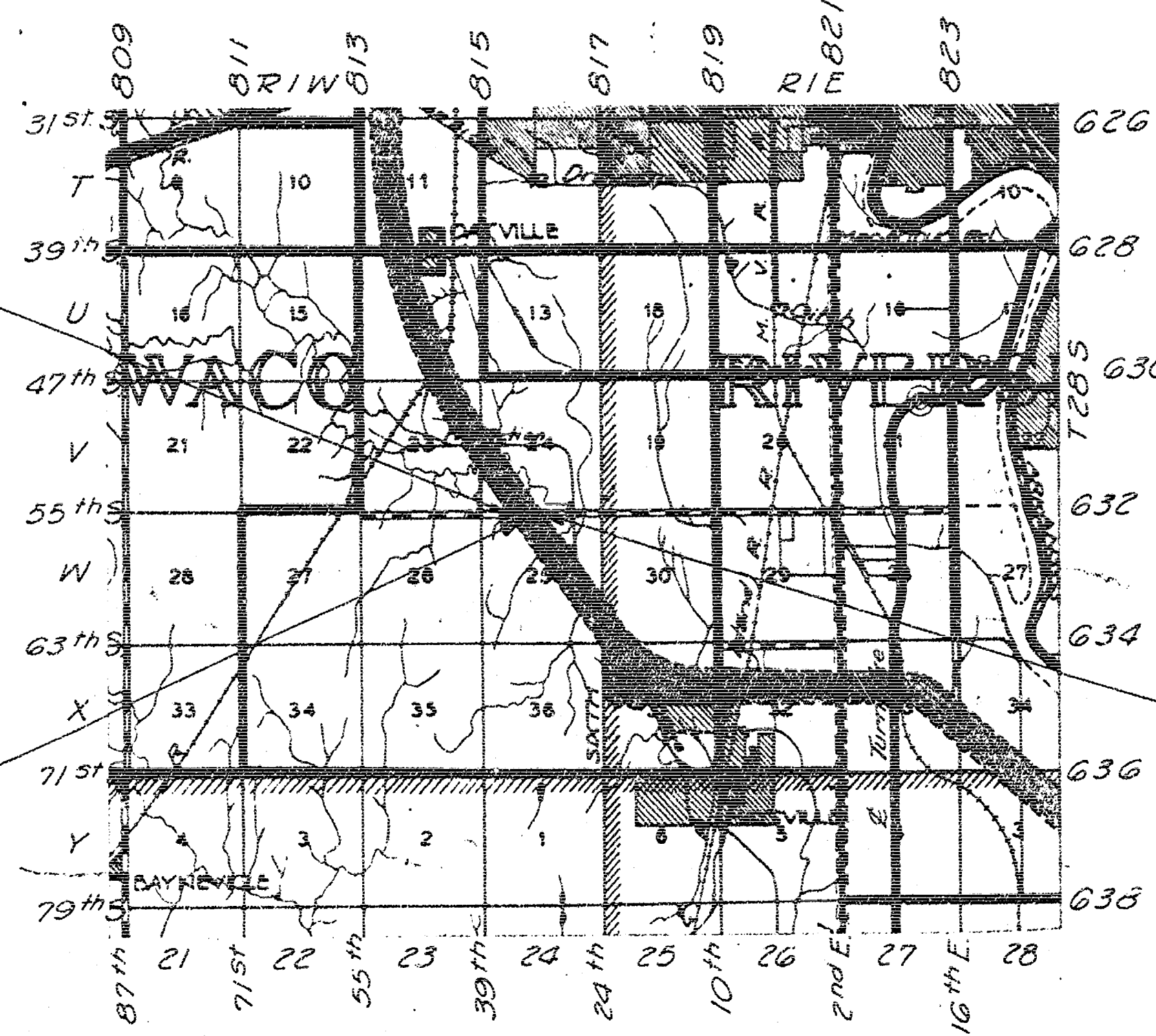
STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS				



BRIDGE ONLY

INDEX OF SHEETS

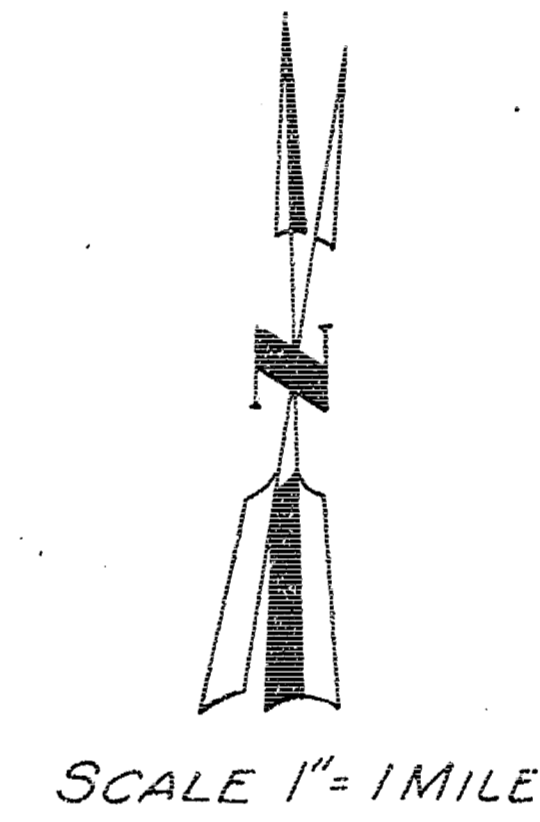
SHEET NO	TITLE
1	TITLE SHEET
2	TOPOGRAPHY
3	PLAN PROFILE
4	CONSTRUCTION LAYOUT
5	PIER & ABUTMENT DETAILS
6	STEEL DETAILS
7	DECK DETAILS
8	AUXILIARY DETAILS
9	STANDARD PILE DETAILS
10	CAP ELEVATIONS & BRIDGE EXCAVATION



Sta. 13+68.12 Beginning of Project No. 632-24-1698

Sta. 16+98.12 Construct 36'-0"-13 spans @ 45'-0" 36'-0" Continuous Steel Beam Bridge on Pile Bent Piers - 28' Roadway.

Sta. 20+28.12 End of Project No. 632-24-1698



SCALE 1" = 1 MILE

CONVENTIONAL SIGNS

COUNTY LINE	-----
SECTION LINE	-----
WIRE FENCE	-----
HEDGE ROW	-----
RAILROADS	-----
SURVEY LINE	-----
RIGHT OF WAY	-----
TELEPHONE POLE	-----
POWER POLE	-----
TRAVELED WAY	-----

NET LENGTH OF PROJECT	6600 FT.	0.125 MILES
NET LENGTH OF BRIDGES	6600 FT.	0.125 MILES
NET LENGTH OF ROAD	None FT.	None MILES
EXCEPTIONS	" FT.	" MILES
ADDITIONS	" FT.	" MILES
GROSS LENGTH OF PROJECT	6600 FT.	0.125 MILES

PLANS PREPARED BY
**SEDGWICK COUNTY
 ENGINEERING DEPARTMENT**
 DATE APRIL 1959

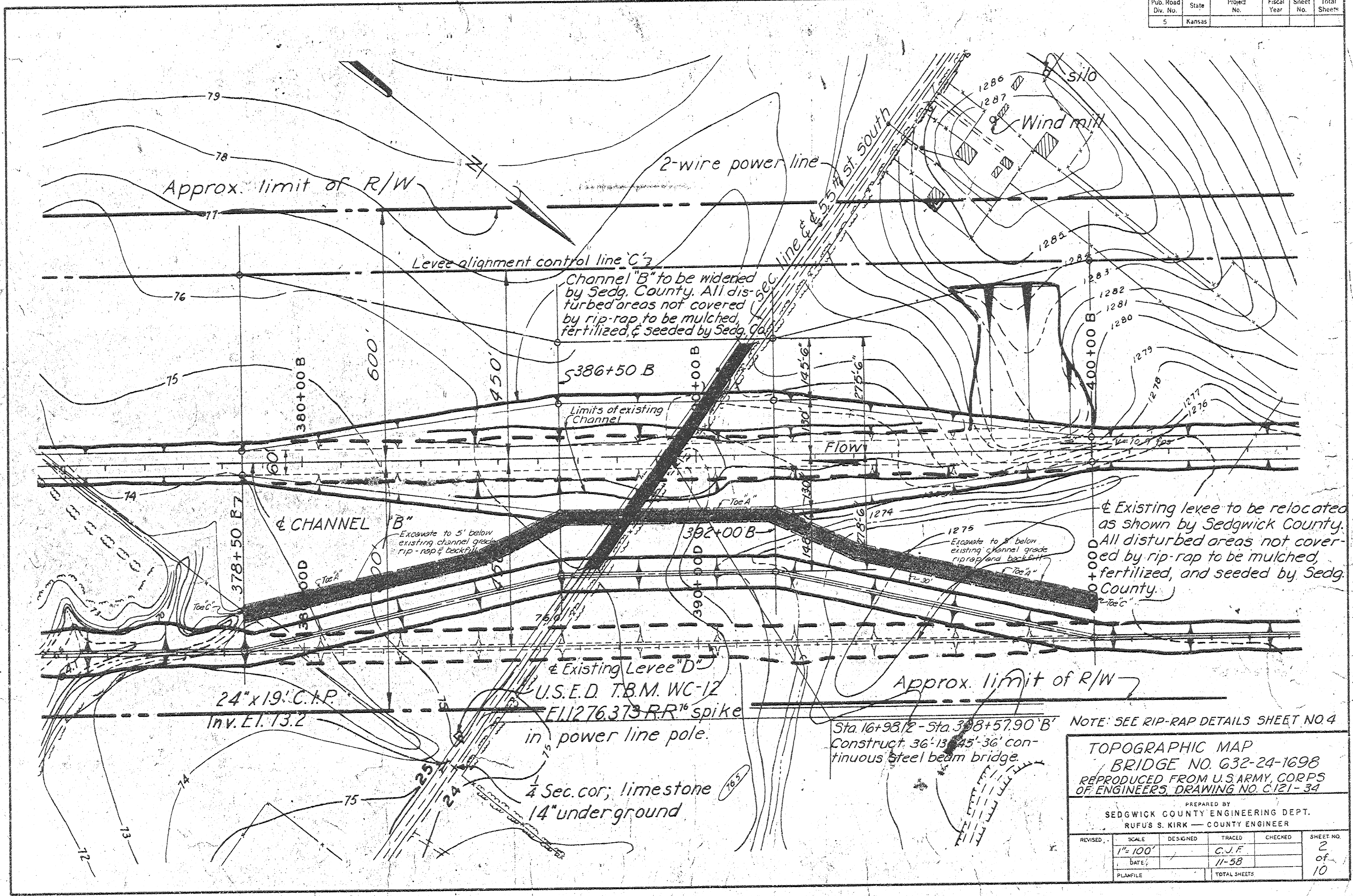
APPROVED _____ DATE _____
H. Williams 4/1-59
 OFFICE OF THE COUNTY CLERK

APPROVED _____
Russ Kirk
 COUNTY ENGINEER
 DATE April 1959

APPROVED _____ DATE _____
Frank 4-6-59

SENT County Hwy. MAR 14 1959
 Received Tulsa C. E. E. 13 2 1959
 Received County Hwy. MAY 14 1959

Pub. Road Div. No.	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
5	Kansas				

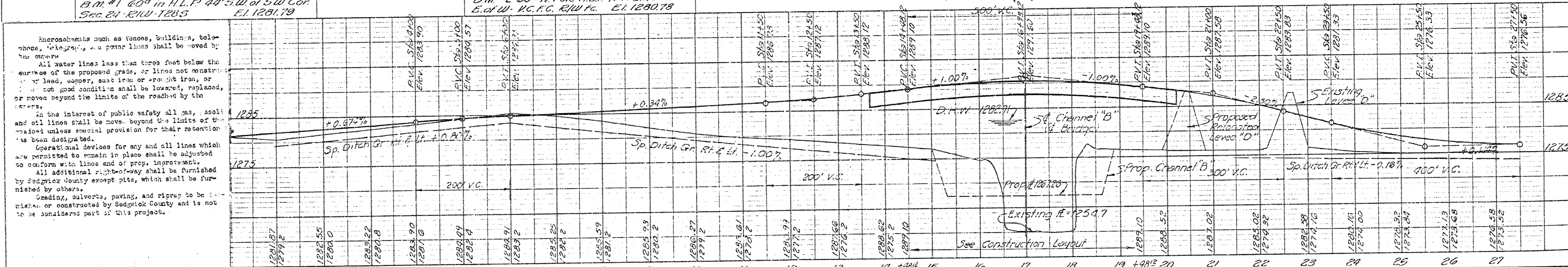
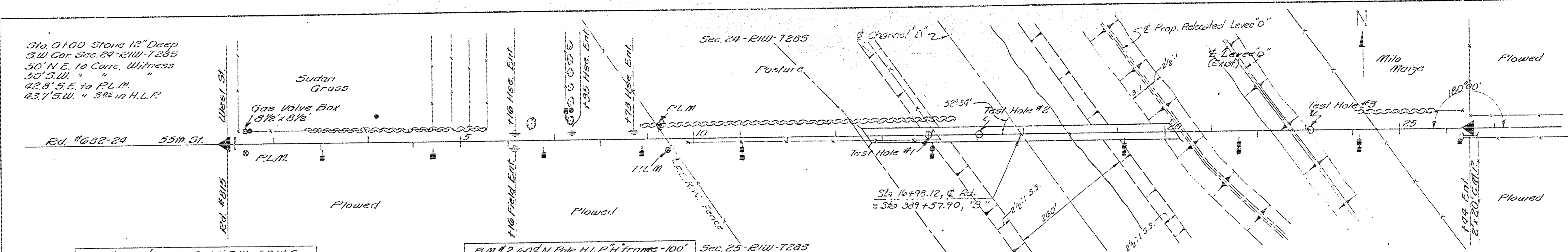


Existing levee to be relocated as shown by Sedgwick County.
 All disturbed areas not covered by rip-rap to be mulched, fertilized, and seeded by Sedgwick County.

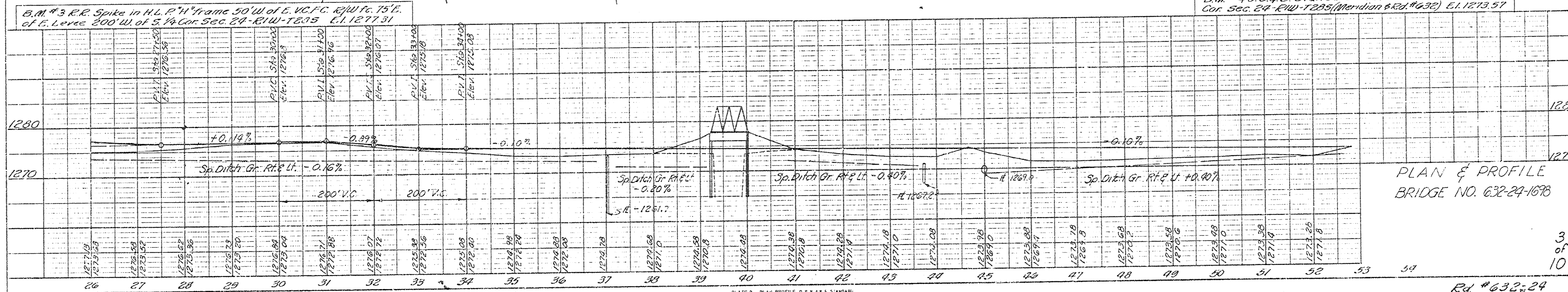
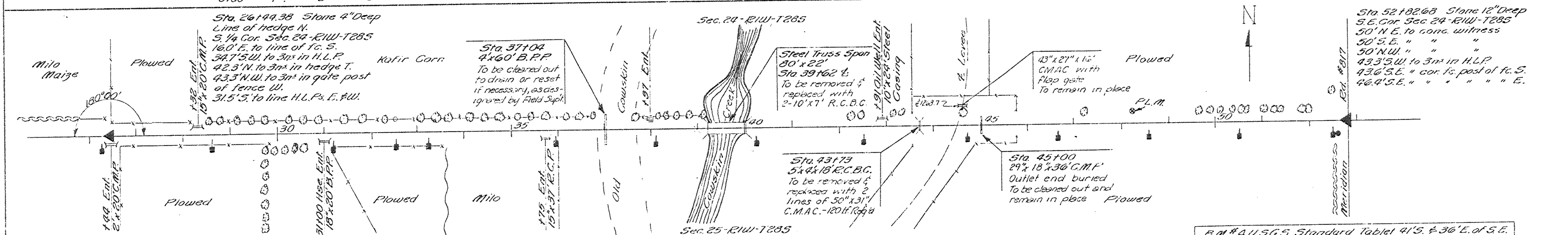
NOTE: SEE RIP-RAP DETAILS SHEET NO. 4

TOPOGRAPHIC MAP					
BRIDGE NO. 632-24-1698					
REPRODUCED FROM U.S. ARMY, CORPS OF ENGINEERS, DRAWING NO. C121-34					
PREPARED BY					
SEDGWICK COUNTY ENGINEERING DEPT.					
RUFUS S. KIRK — COUNTY ENGINEER					
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1"=100'		C.J.F.		2
					of
			11-58		10
			TOTAL SHEETS		

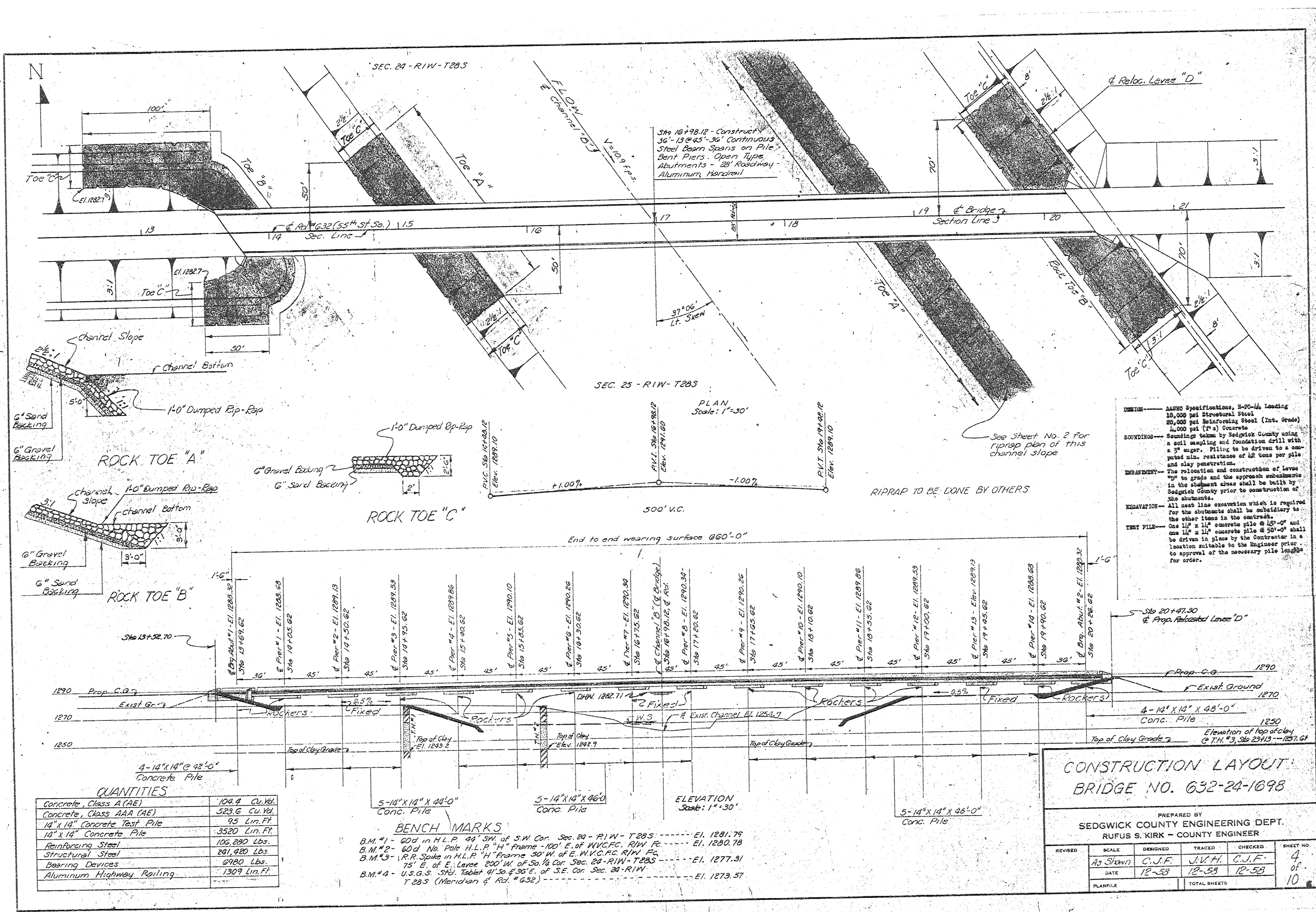
PLAN	DATE
REVISIONS	
NOTE BOOK	
REVISIONS	

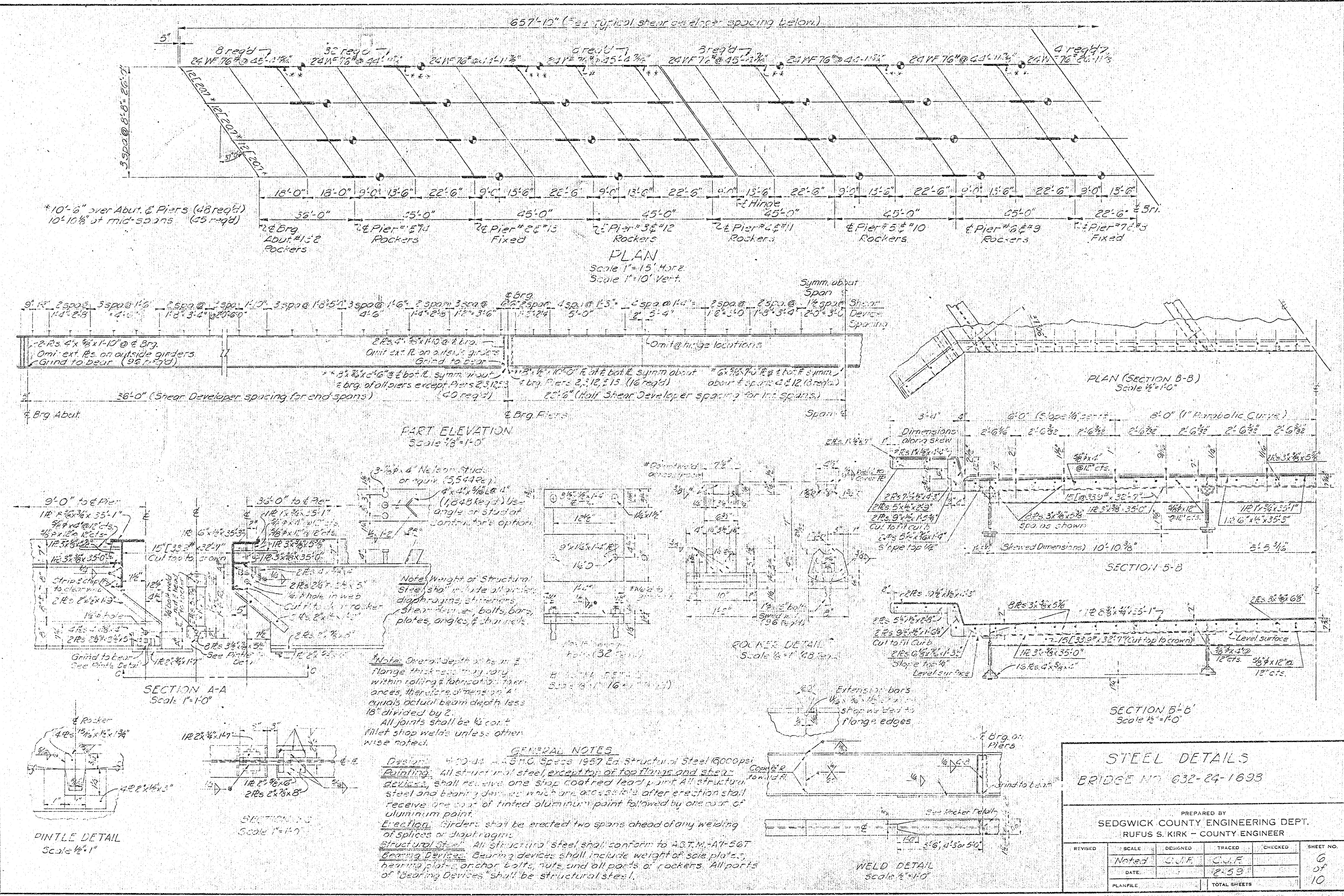


PROFILE	DATE
REVISIONS	
NOTE BOOK	
REVISIONS	



PLAN & PROFILE
BRIDGE NO. 632-24-1678





Note: Overall depth of flange shall be 1/4" within rolling & fabrication tolerances, therefore dimension 4" equals actual beam depth less 1/4" divided by 2.
All joints shall be 1/4" conc. fillet shop welds unless otherwise noted.

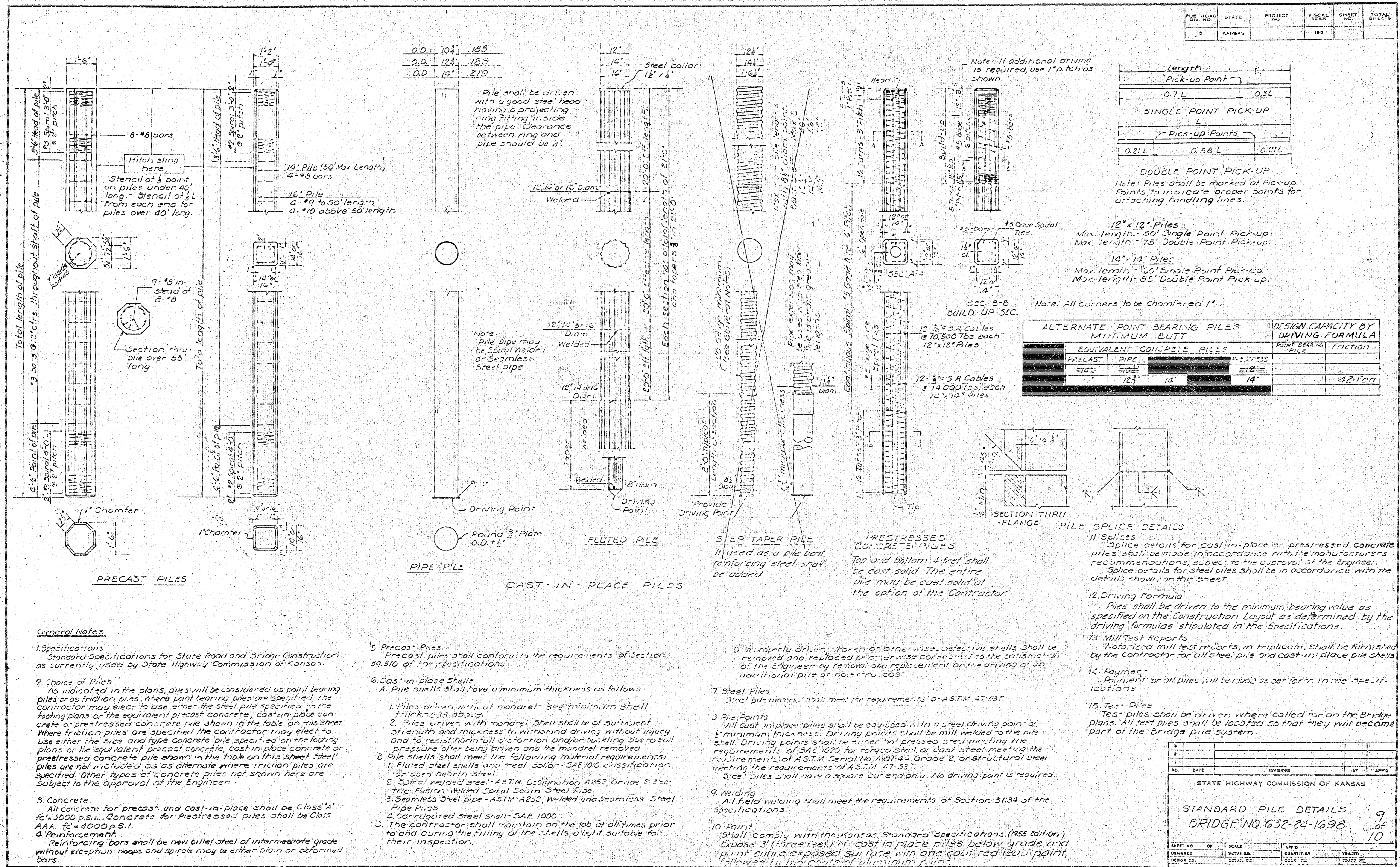
GENERAL NOTES
Design: AISC, Specs 1957 Ed. Structural Steel 16000psi
Painting: All structural steel, except top of top flanges and shear devices, shall receive one shop coated lead paint. All structural steel and bearing devices which are accessible after erection shall receive one coat of tinted aluminum paint followed by one coat of aluminum paint.
Erection: Girders shall be erected two spans ahead of any welding of splices or shafting.
Structural Steel: All structural steel shall conform to A.S.T.M. A7-56T
Bearing Devices: Bearing devices shall include weight of sole plates, bearing plates, anchor bolts, nuts and all parts of rockers. All parts of "bearing devices" shall be structural steel.

STEEL DETAILS
BRIDGE NO. 632-24-1693

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
RUFUS S. KIRK - COUNTY ENGINEER

REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
		Noted	C.J.F.	C.J.F.	6 of 10
		DATE:	12-53		
		PLANFILE:	TOTAL SHEETS		

PUR. ROAD NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
0	KANSAS		1954	109	



General Notes

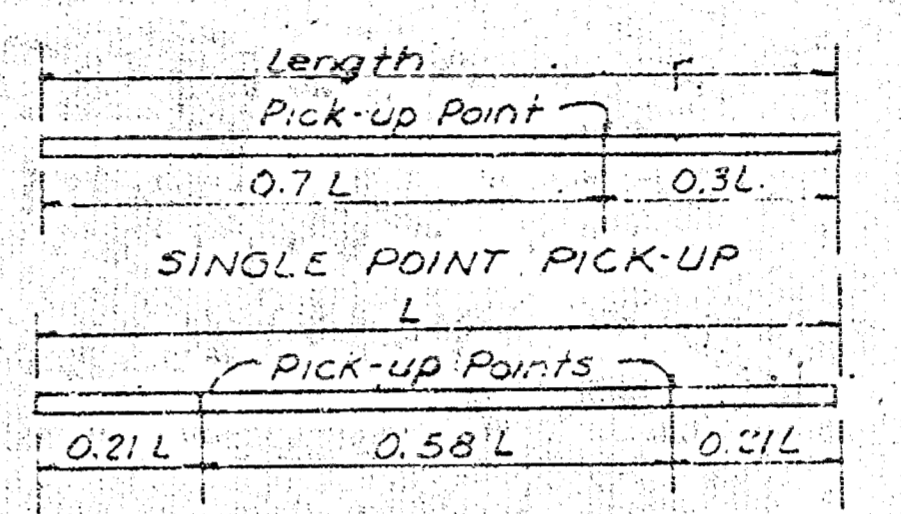
- Specifications**
Standard Specifications for State Road and Bridge Construction as currently used by State Highway Commission of Kansas.
- Choice of Piles**
As indicated in the plans, piles will be considered as point bearing piles or as friction piles. Where point bearing piles are specified, the contractor may elect to use either the steel pile specified in the footing plans or the equivalent precast concrete, cast-in-place concrete or prestressed concrete pile shown in the table on this sheet. Where friction piles are specified the contractor may elect to use either the size and type concrete pile specified in the footing plans or the equivalent precast concrete, cast-in-place concrete or prestressed concrete pile shown in the table on this sheet. Steel piles are not included as an alternate where friction piles are specified. Other types of concrete piles not shown here are subject to the approval of the Engineer.
- Concrete**
All concrete for precast and cast-in-place shall be Class 'A' to 3000 p.s.i. Concrete for prestressed piles shall be Class AAA, to 4000 p.s.i.
- 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 Section 59.310 of the Specifications.
- Cast-in-place Shells**
 - Pile shells shall have a minimum thickness as follows:
 - Piles driven without mandrel - See minimum shell thickness above.
 - Piles driven with mandrel - Shell shall be of sufficient strength and thickness to withstand driving without injury and to resist horizontal distortion under building pile axial pressure after being driven and the mandrel removed.
 - Pile shells shall meet the following material requirements:
 - Fluted steel shells and steel collar - SAE 100 classification - see herein Steel.
 - Spiral welded steel - ASTM Designation A252, Grade E Electric Fusion Welded Spiral Seam Steel Pipe.
 - Seamless steel pipe - ASTM A252, Welded and Seamless Steel Pipe Pipe.
 - Corrugated steel shell - SAE 1000.
 - The contractor shall maintain on the job at all times prior to and during the filling of the shells, a light suitable for their inspection.

- Improperly driven, worn or otherwise defective shells shall be removed and replaced or repaired before commencing the construction of the Engineer by removal, replacement or the driving of an additional pile at the same cost.**
- Steel Files**
Steel pile material shall meet the requirements of ASTM A7-53T.
- Pile Points**
All cast-in-place piles shall be equipped with a steel driving point of minimum thickness. Driving points shall be mill welded to the shell. Driving points shall be driven on precast steel meeting the requirements of SAE 1020 for forged steel or cast steel meeting the requirements of ASTM Serial No. A187-43, Grade 2, or structural steel meeting the requirements of ASTM A7-53T.
Steel piles shall have a square curb end only. No driving point is required.
- Welding**
All field welding shall meet the requirements of Section 51.34 of the Specifications.
- Pile Point**
Shall comply with the Kansas Standard Specifications, (1955 Edition) Grade 2 (1955) steel or cast in place piles below grade and point above exposed surface with one coat red lead paint followed by 1/2 coat of aluminum paint.

- Driving Formula**
Piles shall be driven to the minimum bearing value as specified on the Construction Layout as determined by the driving formulas stipulated in the Specifications.
- Mill Test Reports**
Mill test reports, in triplicate, shall be furnished by the Contractor for all steel pile and cast-in-place pile shells.
- Payment**
Payment for all piles will be made as set forth in the Specifications.
- 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.

ALTERNATE POINT BEARING PILES		DESIGN CAPACITY BY DRIVING FORMULA	
MINIMUM BUTT	EQUIVALENT CONCRETE PILE	POINT BEARING	FRICITION
PRECAST PIPE	PIPE		
12" x 12" Piles	12"		42 TON
14" x 14" Piles	14"		



12" x 12" Piles
Max. length - 50' Single Point Pick-Up
Max. length - 75' Double Point Pick-Up

14" x 14" Piles
Max. length - 60' Single Point Pick-Up
Max. length - 85' Double Point Pick-Up

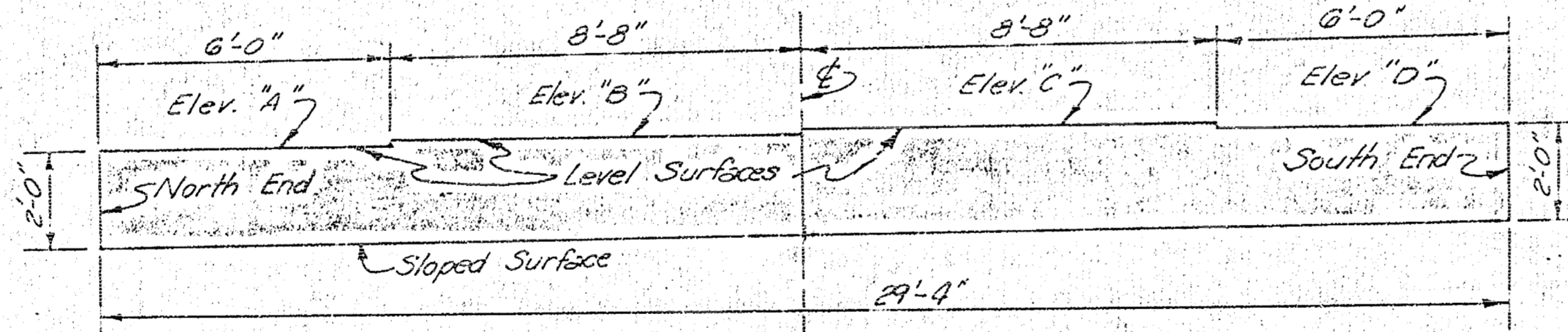
Note: All corners to be chamfered 1/4".

STATE HIGHWAY COMMISSION OF KANSAS			
STANDARD PILE DETAILS			
BRIDGE NO. 632-24-1698			
			9 of 10
DESIGNED BY	SCALE	DATE	APP'D
DRAWN BY	DETAILS	QUANTITIES	TRACED
	DETAILS	QUANTITIES	TRACED

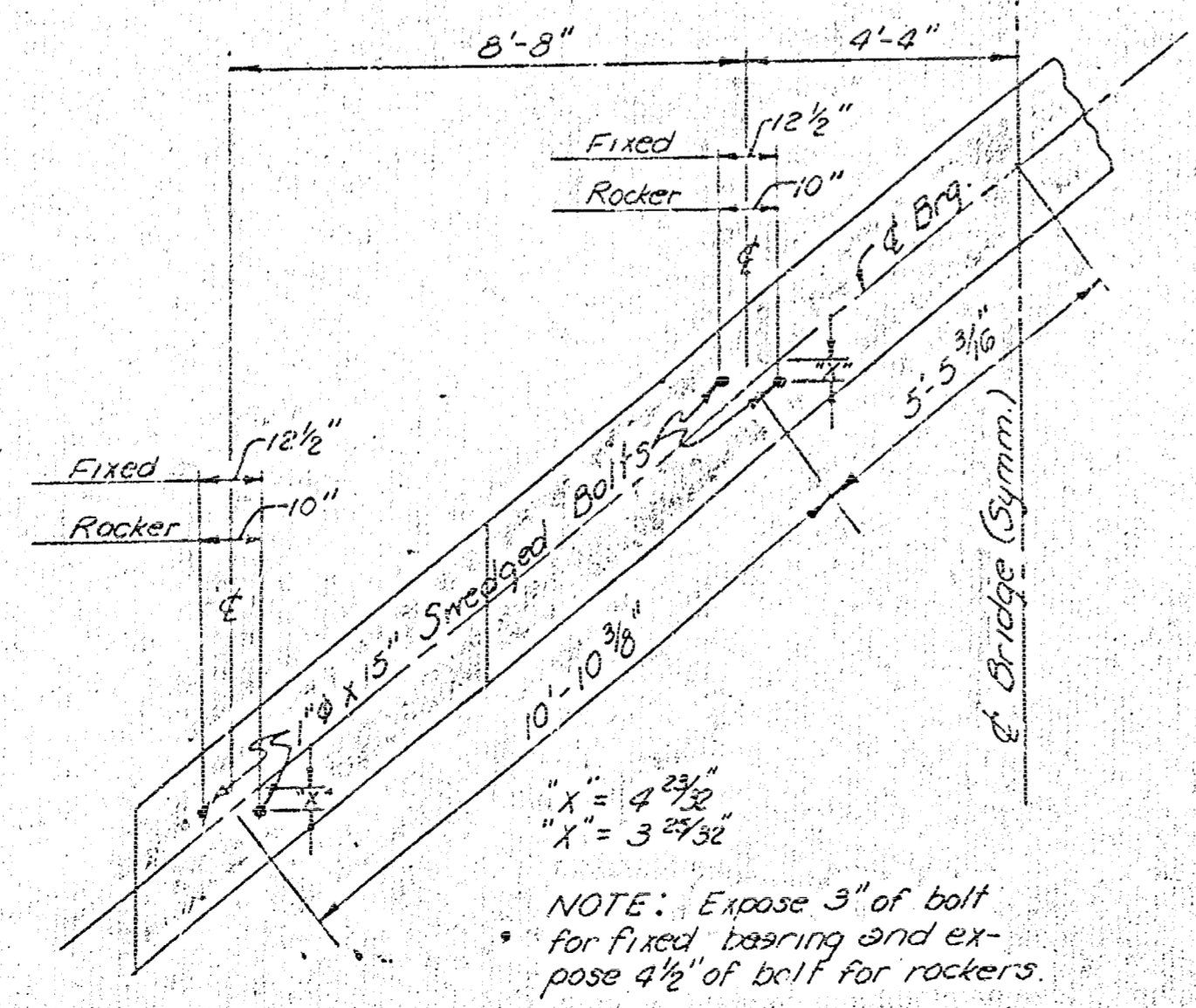
ABUTMENT & PIER ELEVATIONS

ABUTMENT OR PIER NO.		NORTH ELEV. "A"	ELEV. "B"	ELEV. "C"	SOUTH ELEV. "D"
Abut. No. 1	R	84.73	84.76	85.03	84.92
Pier No. 1	R	85.05	85.28	85.34	85.24
Pier No. 2	F	86.08	86.31	86.37	86.27
Pier No. 3	R	85.92	86.13	86.19	86.08
Pier No. 4	R	86.26	86.47	86.51	86.39
Pier No. 5	R	86.52	86.72	86.75	86.61
Pier No. 6	R	86.70	86.89	86.90	86.76
Pier No. 7	F	87.39	87.56	87.56	87.40
Pier No. 8	F	87.40	87.56	87.56	87.39
Pier No. 9	R	86.76	86.90	86.89	86.70
Pier No. 10	R	86.61	86.75	86.72	86.52
Pier No. 11	R	86.39	86.51	86.47	86.26
Pier No. 12	R	86.08	86.19	86.13	85.92
Pier No. 13	F	86.27	86.37	86.31	86.08
Pier No. 14	R	85.22	85.31	85.23	84.99
Abut. No. 2	R	84.61	84.89	84.80	84.54

R = Rockers, F = Fixed



TYPICAL CAP ELEVATION (Normal to Roadway)



PART PLAN OF PILE CAPS Scale: 3/8" = 1'-0"

BRIDGE EXCAVATION 10 OF 10
 STD NO 100
 636-7-1973