	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS		1957	1	8

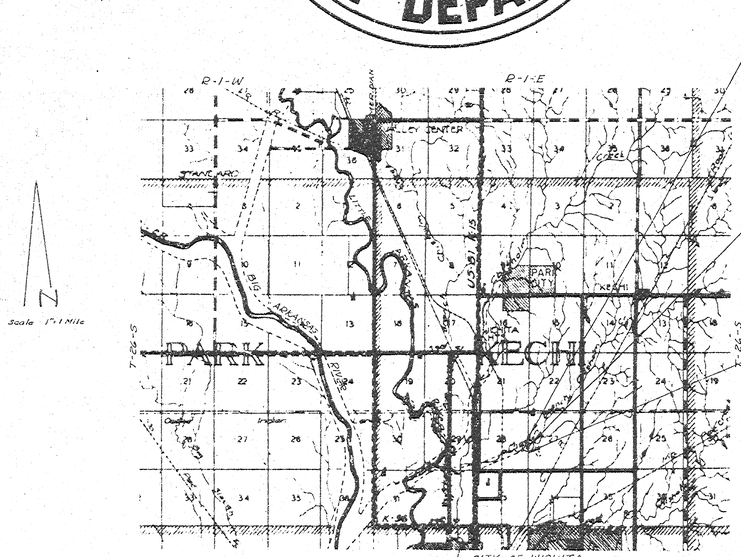
SEDGWICK COUNTY HIGHWAY DEPARTMENT

BRIDGE & GRADING

BRIDGE NO. 823-K-2160

INDEX OF SHEETS

SHEET NO. 1	TITLE SHEET
2	PLAN & PROFILE
3	CONSTRUCTION LAYOUT
4	REINFORCING DETAILS
5	AUXILIARY DETAILS
6	STANDARD PILE DETAIL
7	SUPPORTS, SPACERS AND EXCAVATION
8	CROSS SECTIONS



APPROVED FOR CORPS OF ENGINEERS
TULSA DISTRICT
DATE 31 May 57

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	1350	FT.	.255 MILES
NET LENGTH OF BRIDGES	181.5	FT.	.0343 MILES
NET LENGTH OF ROAD	1168.5	FT.	.221 MILES
EXCEPTIONS	NONE	FT.	NONE MILES
ADDITONS	NONE	FT.	NONE MILES
GROSS LENGTH OF PROJECT	1350	FT.	.255 MILES

PLANS PREPARED BY
Sedgwick County Engr'g. Dept.
DATE February 1957.

APPROVED
Rufus Kirk
COUNTY ENGINEER
DATE

APPROVED DATE
W B Scott
CHAIRMAN
BOARD OF COUNTY COMMISSIONERS

APPROVED DATE

Sec. 28 Kachi T26S, R1E

Sec. Cor. Sta. 0+00
Stone & Iron Pin
50' N.W. to conc. witness
50' S.W. to conc. witness
46.3' S.E. to S.W. cor. of headwall
46.5' N.E. to N.W. cor. of headwall

H.D. Terhune
KE-1310

T. J. Steele
KE-1809

House

R/W 30' ℄

45° P/W Pur.

Flood Control Property Line

Limits of rip-rap to be 50'-5" from ℄ of road.

Sta. 21+59.67 Const.
181'-6" Concrete Bridge

H.D. Terhune
KE-1306

℄ New Proposed Channel

Pipe Lines

50' P/W Pur.

Wheat

121'-0"

1/4 Cor. Sta. 25+55.74
Stone 15" deep
1.0' S. to line of fence ℄ hdg. E.
2.0' S. to line of fence W.
30.2' W. to steel cor. fence post,
33.7' S.W. to 3 nails in H.L.P.
34.2' E. to steel pipe line marker

180°34'

℄ Road #823 (Hydraulic)

Plowed Ground

360.51'

50' P/W Pur.

Pasture

50' P/W Pur.

Wheat

Scale 1"-40'

GENERAL NOTES

All easements and right of way required for this project will be furnished by Sedgwick County.
In the interest of public safety all gas and oil lines shall be moved beyond the limits of roadbed unless special provisions for their retention has been made.
Right of way to be cleared by Sedgwick County or owners. Not to be considered a part of this project.

The grading contractor shall complete the embankment at the abutments to elevation 1336.73 prior to driving of abutment piling.
The roadbed fill shall be compacted to meet the requirements of Type A Compaction as specified in Section 20 "Compaction of Earthwork" State Highway Specifications 1933 Edition.
Driveways shall be graded at not less than 6:1 slope.

BORROW AREA: Borrow material will be removed from Channel "Q"; linement and grade to meet section 13 of State Specifications (1933 Edition). Limits of borrow area to fall within 300 feet of ℄ road.

COMPACTION: Embankment to be compacted to meet Section 20 of the State Specifications (1933 edition).

John Davidson
KE-273

℄ Levee

℄ Channel

Wichita Flood Control Chisholm Cr. Diversion Flow

Property Line

Flood Control Property Line

Sec. 27 Kachi T26S, R1E

BM 1 El. 1336.08 60d spike in NE Cor. of Chisholm Cr. Br.
BM 2 El. 1334.23 60d spike in 16" walnut -185' Rt of sta 21+00
BM 3 El. 1328.93 60d spike in H.L.P. - 26' Lt. Sta. 10+46
BM 4 El. 1332.18 60d spike in TP - 75' Lt. of 1/4 cor.

Scale 1"-40'

370' Non-Passing Sight Distance

300' V.C.

Elev. 1339.76
Sta. 21+59.67
℄ Bridge

Elev. 1339.63
Sta. 21+59.67
℄ Bridge

+2.0 %

-1.0 %

-1.0 %

Slope -0.5 %

30' Minimum Berm

Slope -0.5 %

Sp. Ditch -1.0 %

Sp. Ditch -1.0 %

Proposed Channel
FL El. 1322.71

Elev. 1337.0
Sta. 21+59.67

Elev. 1337.0
Sta. 21+59.67

Elev. 1338.0
Sta. 21+59.67

Elev. 1338.0
Sta. 21+59.67

1340.0
1335.0
1330.0
1325.0
1320.0

16 17 18 19 20 21 22 23 24 25 26 27 28

30' Roadbed
28' Proposed

Finished Grade

3:1 Slope

Min. 3:1 Slope

Ground Line

Varigate

TYPICAL SECTION

Proposed Ditch El. 1337.0

Crown Grade

100' V.C.

Sp. Ditch -1.0 %

Embankment 6,037 Cu. Yds. Unc. 25-B
℄ 1,237 " "
Borrow 6,800 " "

PLAN
SURVEYED ... DATE ...
NOTE BOOK PLOTTED ... CHECKED ...
No. ... R.W. PLOTTED ... CHECKED ...
RT. OF WAY CHECKED ...

PROFILE
SURVEYED ... DATE ...
NOTE BOOK PLOTTED ... CHECKED ...
No. ... R.W. PLOTTED ... CHECKED ...
STATIONS AND ELEVATIONS CHECKED ...

PLATE 1 - PLAN-PROFILE U. P. R. S. H. E. STANDARD
(R. FRIEDRICH PRINT CO., CHICAGO)

N. Hydraulic & Chisholm Cr. 823-K-2160 Sheet No. 2

Sec. 28 Kechi

Sta. El 1359.67 - Const. 34'6" - 3 @ 37'0" - 34'6" - Continuous Prestressed Concrete Beam Briage on precast Or Prestressed Concrete Piling. Open Type Abutments & Piers. 6' Roadway - Concrete Railing.

Scale 1" = 10'

Edge of Pasture 30' From ℄ Road

End to End Wearing Surface 181'6"

34'6" | 37'0" | 37'0" | 37'0" | 34'6"

9°

21 | 22 | 23

℄ Roadway

Test Hole #1

Test Hole #2

OLD STRUCTURE - 58' Wood and Steel bridge - 13' Roadway

RIP RAP SPECIFICATIONS
520' both sides of center line of briage.
12" of rip rap on 6" of bedding.
Embankment from Sta 25+00 to Sta 23+20 to be riprapped.
Riprapping will be done by others after completion of embankment and bridge contract.

Sec. 27 Kechi

℄ Channel "D" Wichita Flood Control Chisholm Cr. Diversion

85.0'

Edge Rip Rap ℄ 50'

GENERAL NOTES

Design: AASHO Specifications H-20-44 Loading.
18,000 psi. Structural Steel.
20,000 psi. Reinforcing Steel (Int Gr.)
3000 psi. Concrete. f'_c = 1200 psi
Piling: 12"x12" Prestressed or precast piling as per State Highway Specifications.
Old Structure: To be removed by bridge Contractor and stock piled for Sedg. Co.

Edge of Pasture 30' From ℄ Road

¼ Sec. Cor. Sta 24+53.93
Brass 1.5" diam.
1.0' S. to line of fence & hdg. E.
2.0 S. to line of fence W.
30.2' W. to steel cor. post
33.7' SW. to 3 nails in NLF.
34.8' E. to steel P.L.M.

Edge Rip Rap ℄ 50'

Sec Corner Sta. 0+00
30.0' NW. to conc. witness
30.0' SW. to conc. witness
42.3' SE. to SW. cor. of headwall of RCPC.
44.5 NE. to NW. cor. of headwall of RCPC.

℄ Levee "D"

B.M. #1 El. 1336.02 - Double 60° spike in NE. cor. of Chisholm Creek Bridge.
#2 El. 1334.25 - 60° spike in 16" walnut tree - 185' Rt. of sta. 21+00.
#3 El. 1338.33 - 60° spike in HLP. 24' Rt. of sta 10+64.
#4 El. 1332.18 - 60° spike in T.P. 75' west of ¼ sec. cor. - Sec. 27

300' V.C.

℄ Piling 21+52.67 El 1339.43

℄ Pier #1 21+83.17 El 1338.01

℄ Pier #2 21+41.17 El 1340.28

℄ Pier #1 21+51.17 El 1339.43

℄ Pier #3 21+73.17 El 1342.39

℄ Pier #4 22+15.17 El 1343.35

℄ Pile - Abut #2 22+29.17 El 1338.17

Omit Metal Handrail

Const. Concrete Handrail

+ 0.3 % — 1.4 %

Crown Grade

EF 6 0+42 El 1339.53

Levee El 1338.75

1336.82 | 1337.20 | 1337.47 | 1337.58 | 1337.54 | 1337.36

2'

Slope 0.5 %

Slope 0.5 %

Diam El 1333.8

30' Minimum Berm

Proposed Channel

5%

F.L. E. 1322.91

2.5'

4-12 or 14" Precast Piling @ 30'

4-12 or 14" Precast Piling @ 30'

4-12 or 14" Precast Piling @ 30'

1335.0
1330.0
1325.0
1320.0
1315.0
1310.0

Silt
Clay
Sand

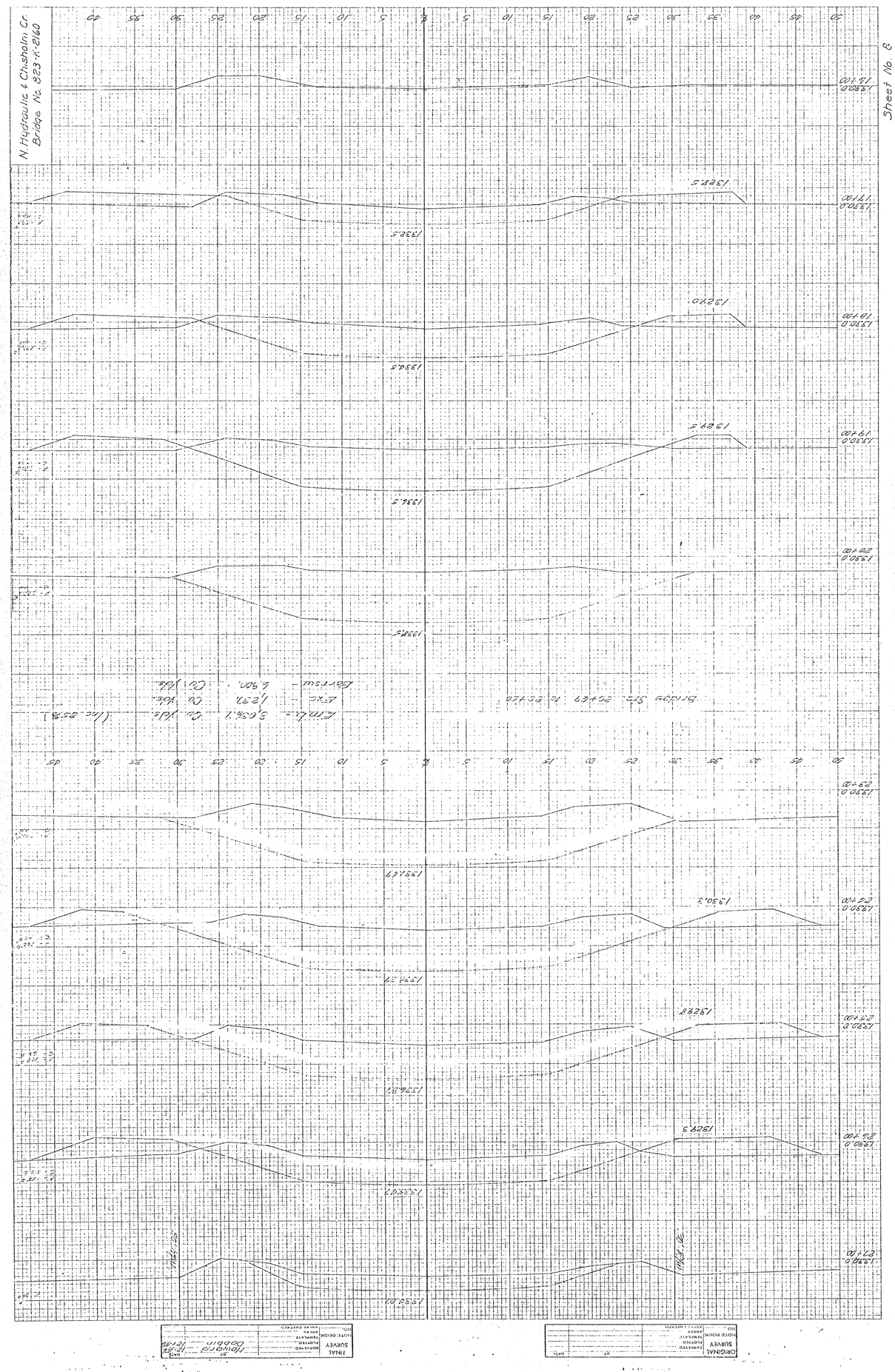
Sounded to El. 1285.45 No refusal

Sounded to El. 1285.7 No refusal

PRESTRESSED CONCRETE BEAM BRIDGE
34' 6" - 3 @ 37' 0" - 34' 6"
BRIDGE NO. 823-K-2160

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

REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1"=10' Hor. 1"=5 Ver.	C.J.F.	M.D.		3
	DATE		Jan 1957		
	PLANFILE		TOTAL SHEETS		


N. Hydraulic & Chisholm Cr.
Bridge No. 823-K-2160
Sheet No. 8
Bridge Sta. 20+69 to 23+50
Earth - 3,036.1 Cu. Yds. (Inc. 25%)
Exc. - 1,237. Cu. Yds.
Borrow - 6,800. Cu. Yds.
1330.0
16+00
1328.5
1330.0
17+00
1328.5
1330.0
18+00
1329.0
1330.0
19+00
1329.5
1330.0
20+00
1330.0
21+00
1330.0
22+00
1330.0
23+00
1330.0
24+00
1330.0
25+00
1329.8
1330.0
26+00
1329.3
1330.0
27+00
1330.0
FINAL SURVEY
NOTE BOOK
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
Howard Dobbin
ORIGINAL SURVEY
NOTE BOOK
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE