

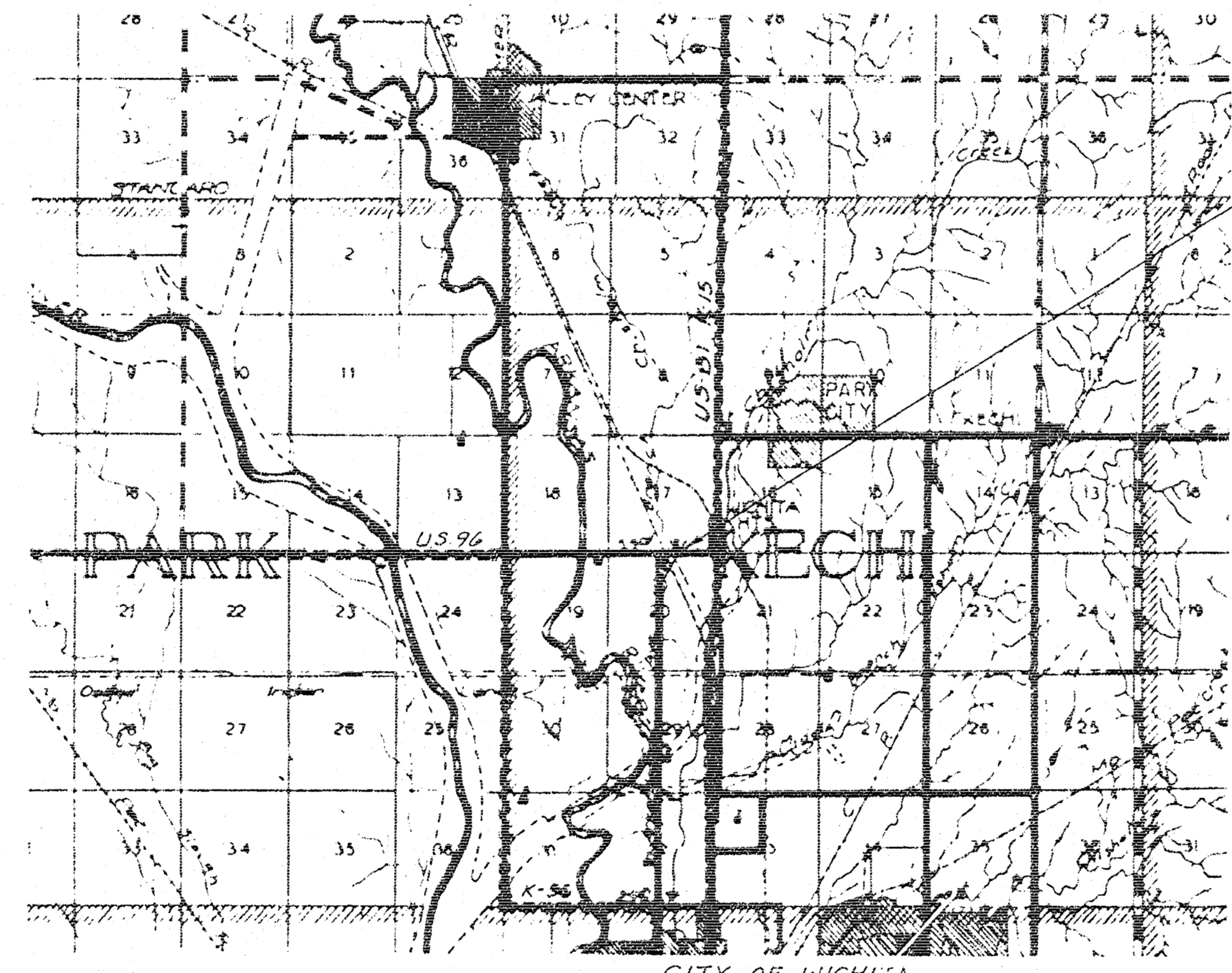
STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		1957	1	6



INDEX OF SHEETS

SHEET NO.	TITLE SHEET
1	TITLE SHEET
2	CONSTRUCTION LAYOUT
3	REINFORCING DETAIL
4	ABUTMENT & PIER DETAIL
5	AUXILIARY DETAIL
6	PILING DETAIL

BRIDGE ONLY
 COUNTY BRIDGE NO. 606-26-3061



CONSTRUCT BRIDGE NO. 606-26-3061
 CONTINUOUS CONCRETE GIRDER
 32' - 3 @ 40' - 32'
 TRAFFIC COUNT - 2950 CARS PER DAY.

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	186	FT.	.035	MILES
NET LENGTH OF BRIDGES	186	FT.		MILES
NET LENGTH OF ROAD		FT.		MILES
EXCEPTIONS		FT.		MILES
ADDITIONS		FT.		MILES
GROSS LENGTH OF PROJECT		FT.		MILES

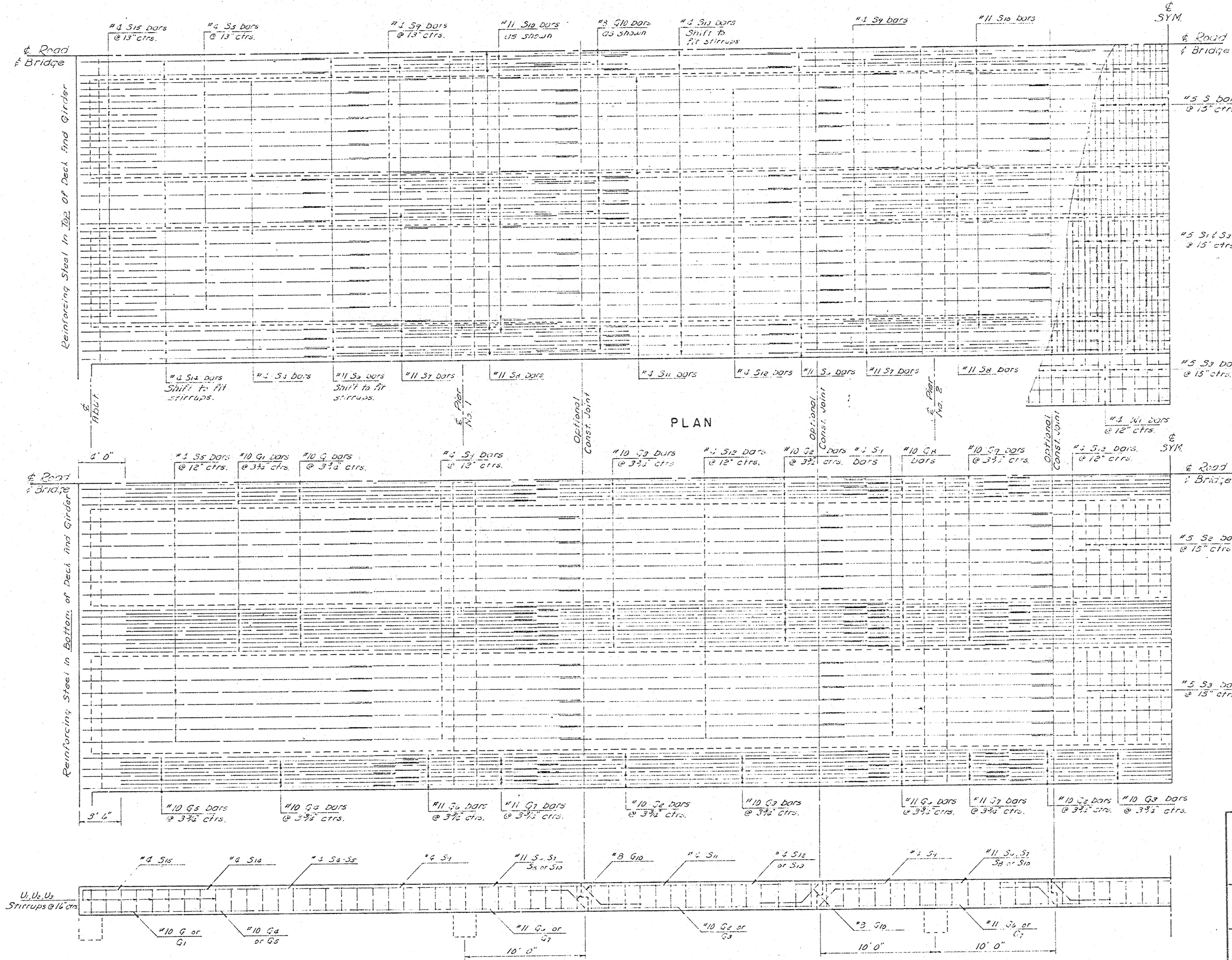
PLANS PREPARED BY
 SEDGWICK COUNTY ENGR'G. DEPT.
 DATE MARCH 1957

APPROVED
[Signature]
 COUNTY ENGINEER
 DATE MARCH 1957

APPROVED DATE
[Signature] MARCH 57
 CHAIRMAN - (Subject to approval by Chairman)
 BOARD OF COUNTY COMMISSIONERS

APPROVED DATE

Received 3/8/57



GENERAL NOTES

DESIGN: A.A.S.H.O. Spec 11-20-44 Loading.

CONCRETE: Class A concrete $f_c = 1200$ psi. Bevel all exposed edges with a $\frac{3}{8}$ " Δ moulding unless otherwise noted.

REINFORCING STEEL: All dimensions shown relative to placing reinforcing steel are to $\frac{1}{2}$ " of bars unless otherwise noted. Reinforcing Steel, $f_s = 20,000$ psi.

CONSTRUCTION JOINTS: Construction joints shown are optional with the contractor, but if used shall be made only at locations shown or as approved by the engineer. See Pouring Sequence.

FALSEWORK: Falsework shall be left in place in any span until that span and the next adjacent span constructed latest span have attained its designed strength.

PILING: 12" x 12" Prestressed piling as per State Highway Specifications. Piling shall be driven to a minimum compression bearing value of 24 tons per piling.

POURING SEQUENCE: Pier and girder sections shall be poured continuous to the quarter point, short of any pier or as an alternate the span on each side of any pier must be poured between quarter points before the concrete is poured over that pier.

SOUNDINGS: Test holes no. 1 & 2 drilled with a 2" jet by Sedgwick County.

OLD STRUCTURE: To be removed by Sedgwick County, location of the channel at the bridge site, and the construction of the embankment of abutment sections shall be completed by Sedgwick County, prior to the bridge construction.

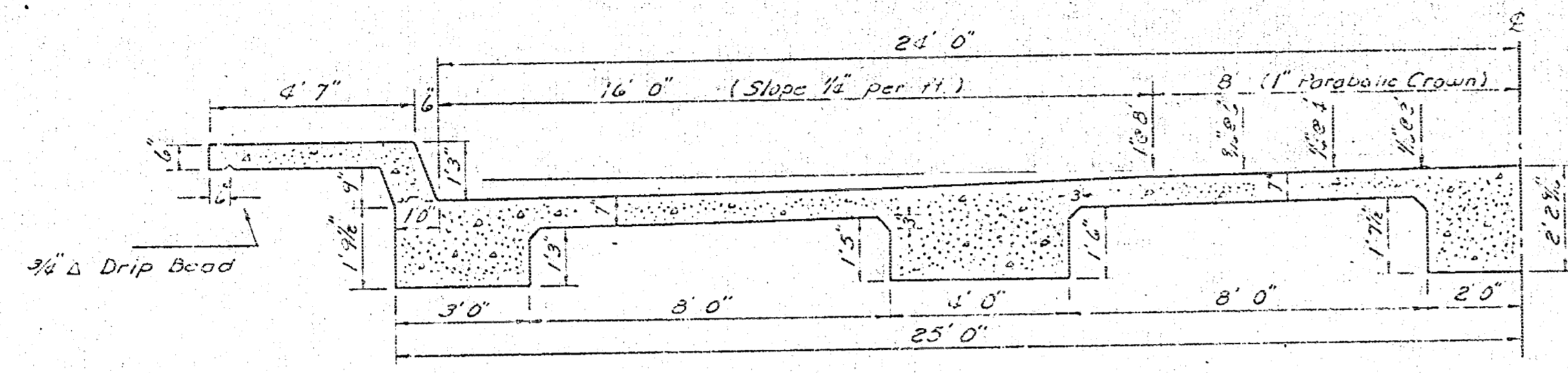
RIGHT OF WAY: To be cleared by Sedgwick Co. or owners. In the interest of public safety, all gas and oil lines shall be moved beyond the limits of roadbed unless special provisions for their retention has been made.

DETOUR: To be constructed and maintained by Sedgwick County.

32' - 3 @ 40' - 32'
CONTINUOUS CONCRETE GIRDER
REINFORCING DETAIL

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

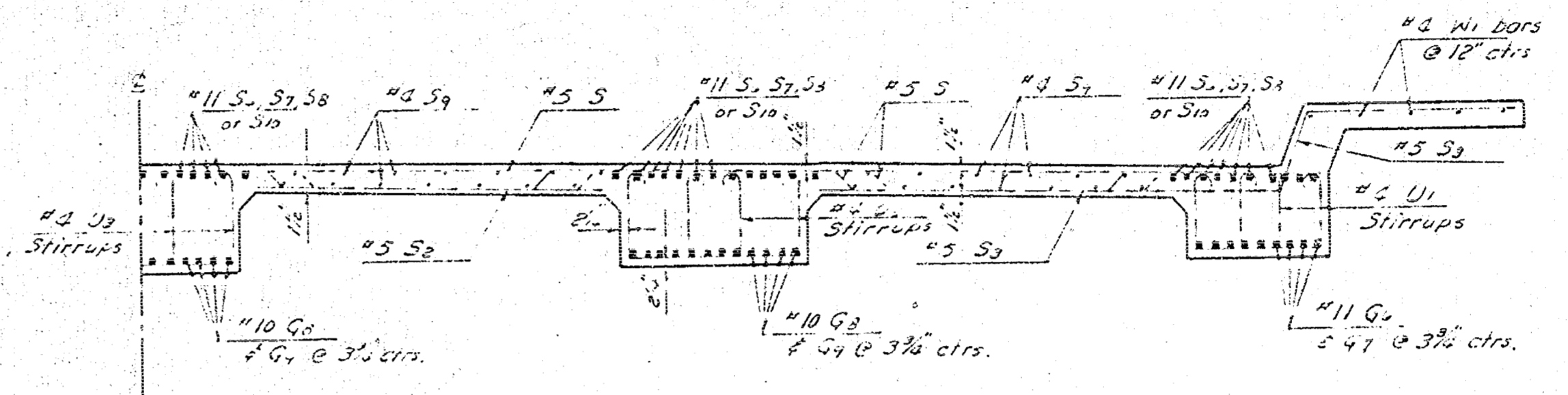
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1/2" = 1'	C. J. F.	M. D.		3
		DATE	Feb. 57	Feb. 57	
		PLANFILE	TOTAL SHEETS	7	



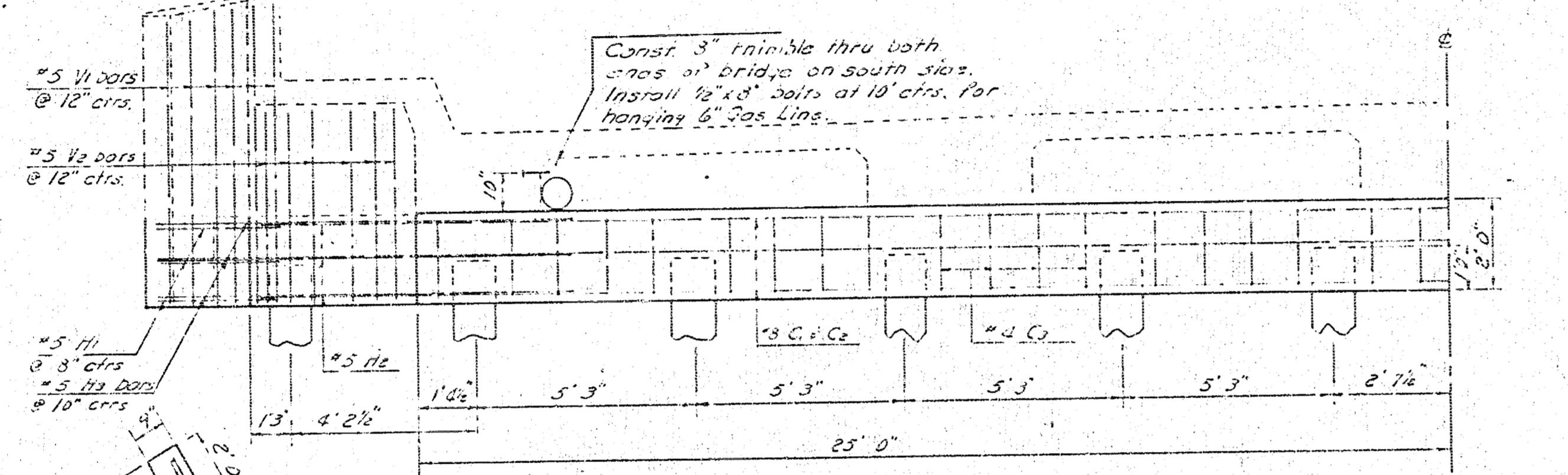
TYPICAL HALF SECTION

CONTRACTION JOINT: To be constructed up curb and across sidewalk of each pier.

SPLICERS: All splices in bottom of girders are to be made with one bar on top of the other.

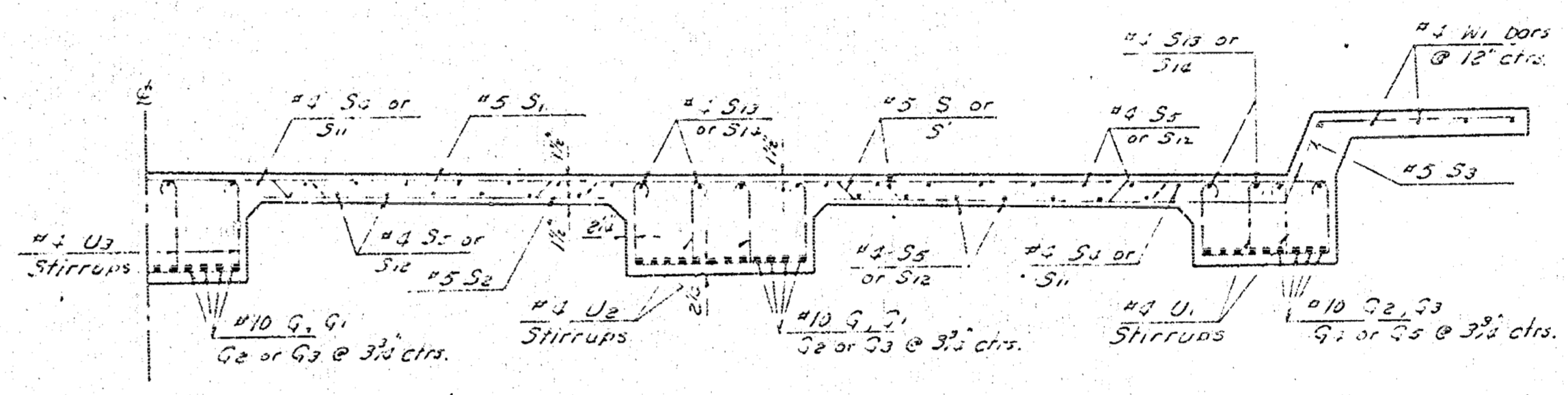


HALF SECTION AT PIER

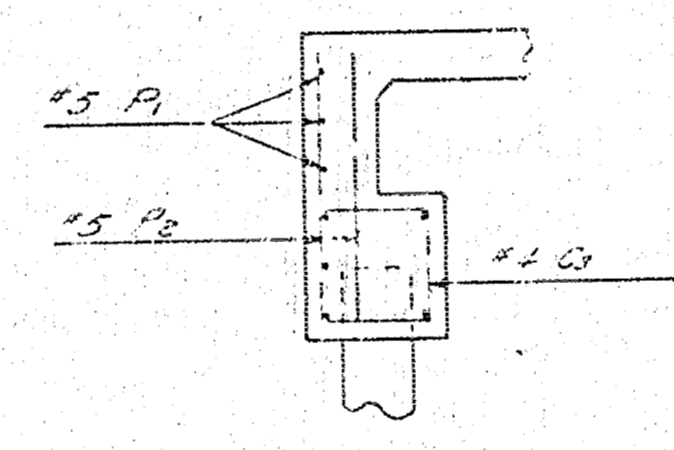
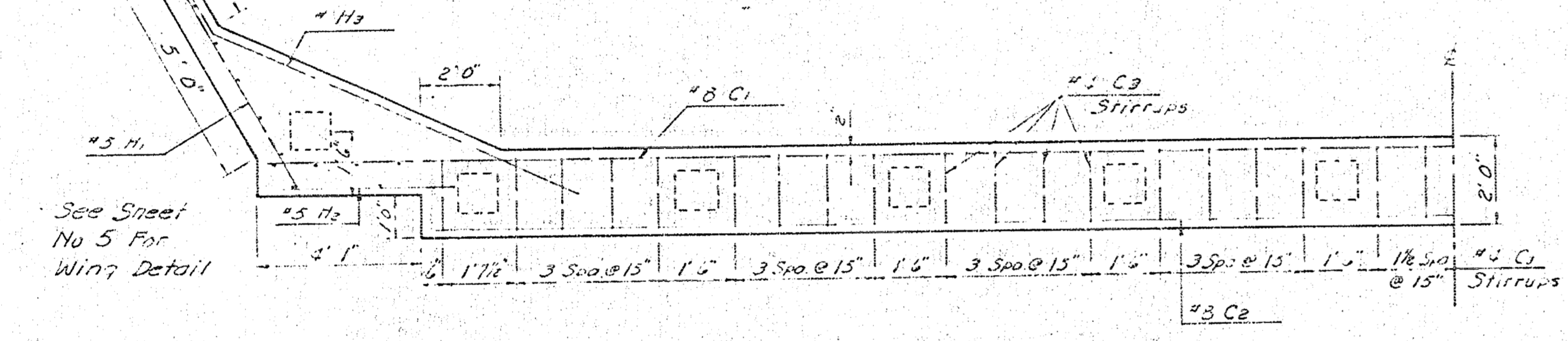


HALF ABUTMENT SECTION

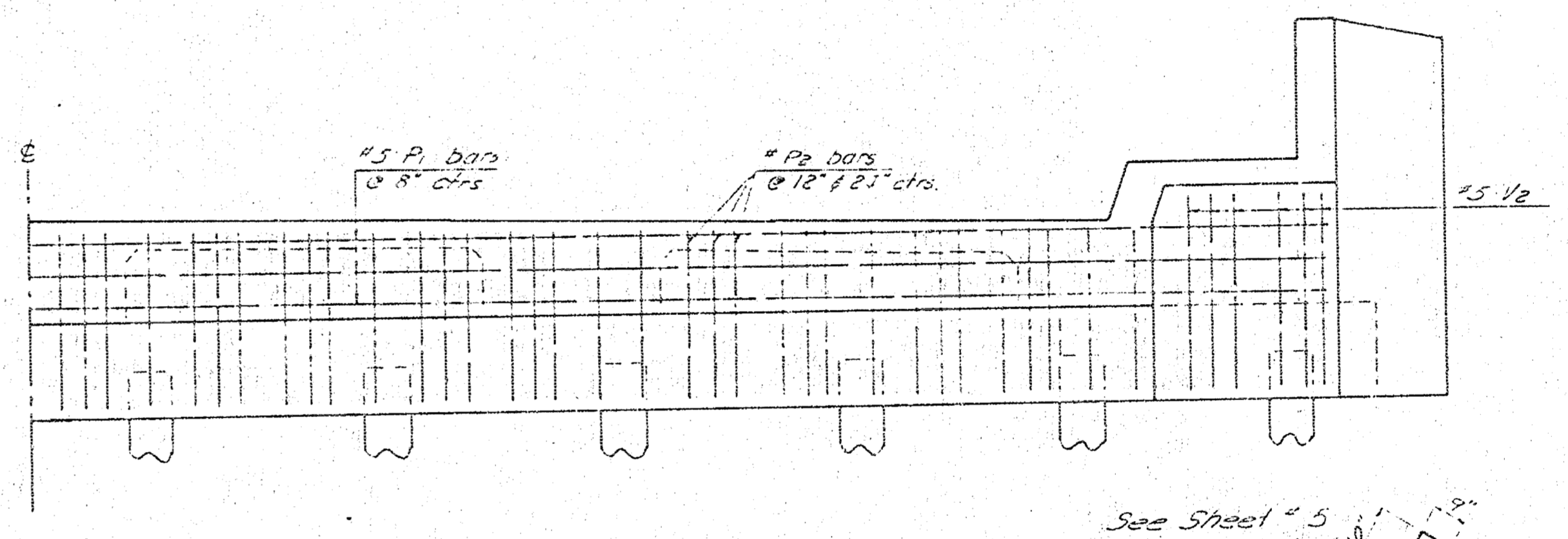
PIPE LINE: The Gas Service Co. will furnish two 8" rainpipes and the necessary bolts for the pipe lines. Pipe to be installed later by Gas Co.



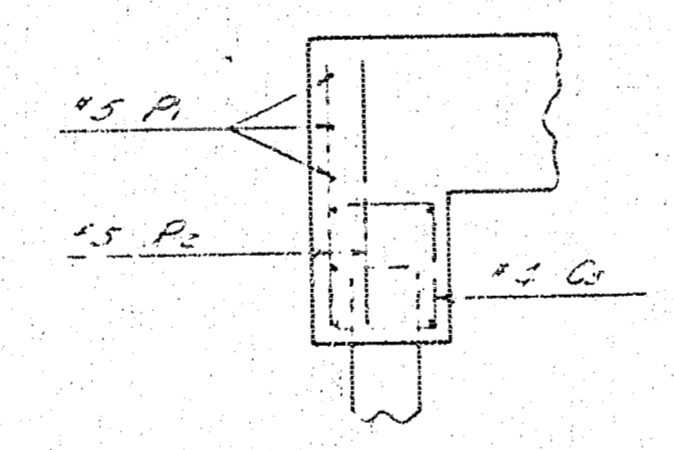
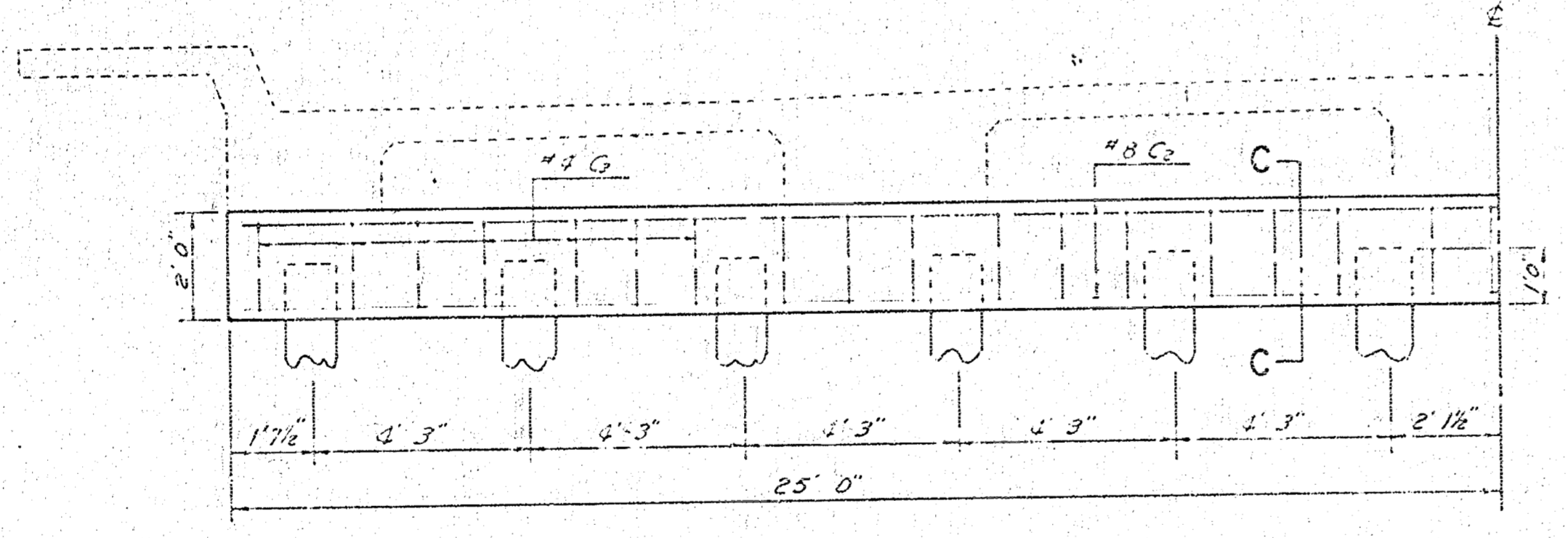
HALF SECTION AT MID-SPAN



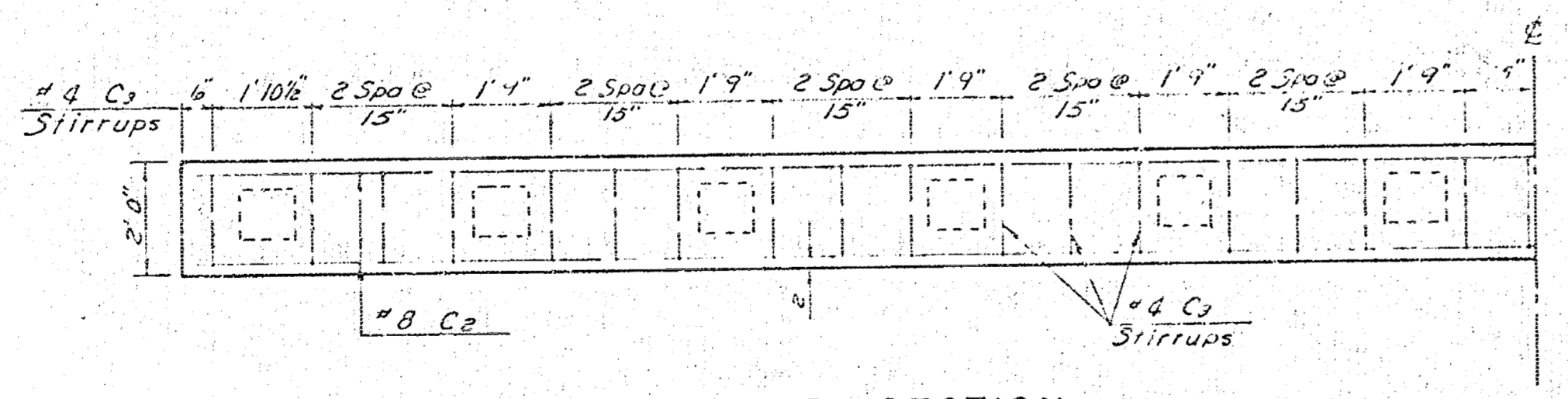
SECTION A A



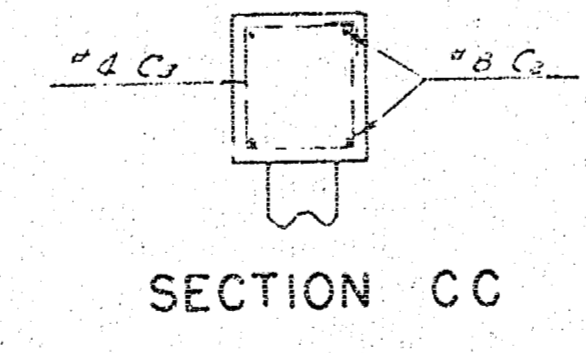
END SECTION



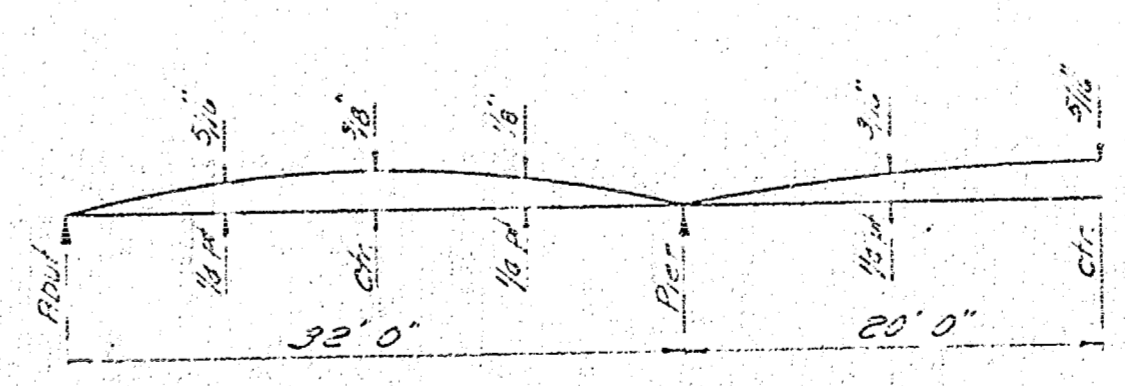
SECTION B B



HALF PIER SECTION



SECTION C C



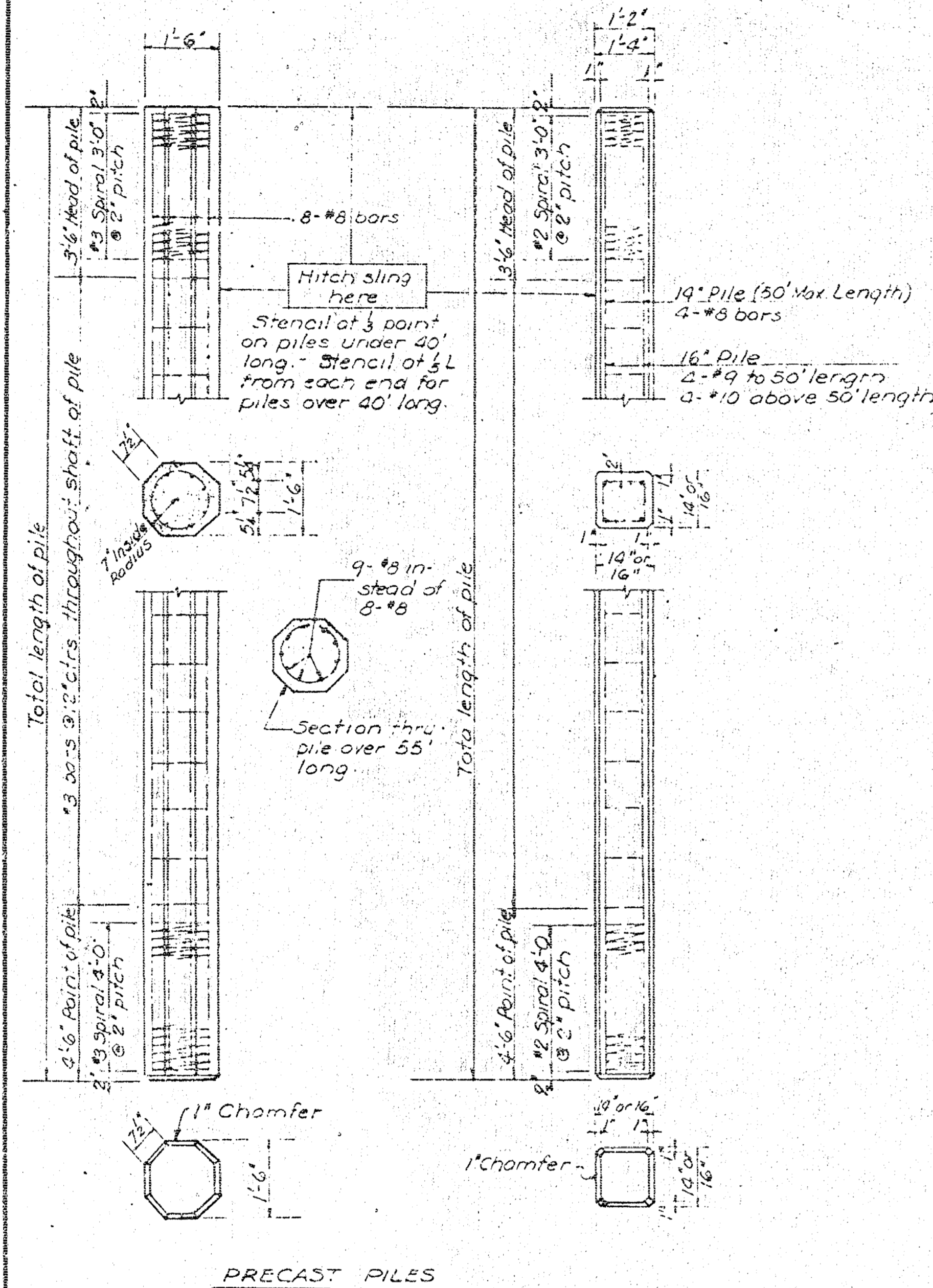
CAMBER DIAGRAM

32' - 3 @ 40' - 32'
CONTINUOUS CONCRETE GIRDER
 ABUTMENT & PIER DETAIL

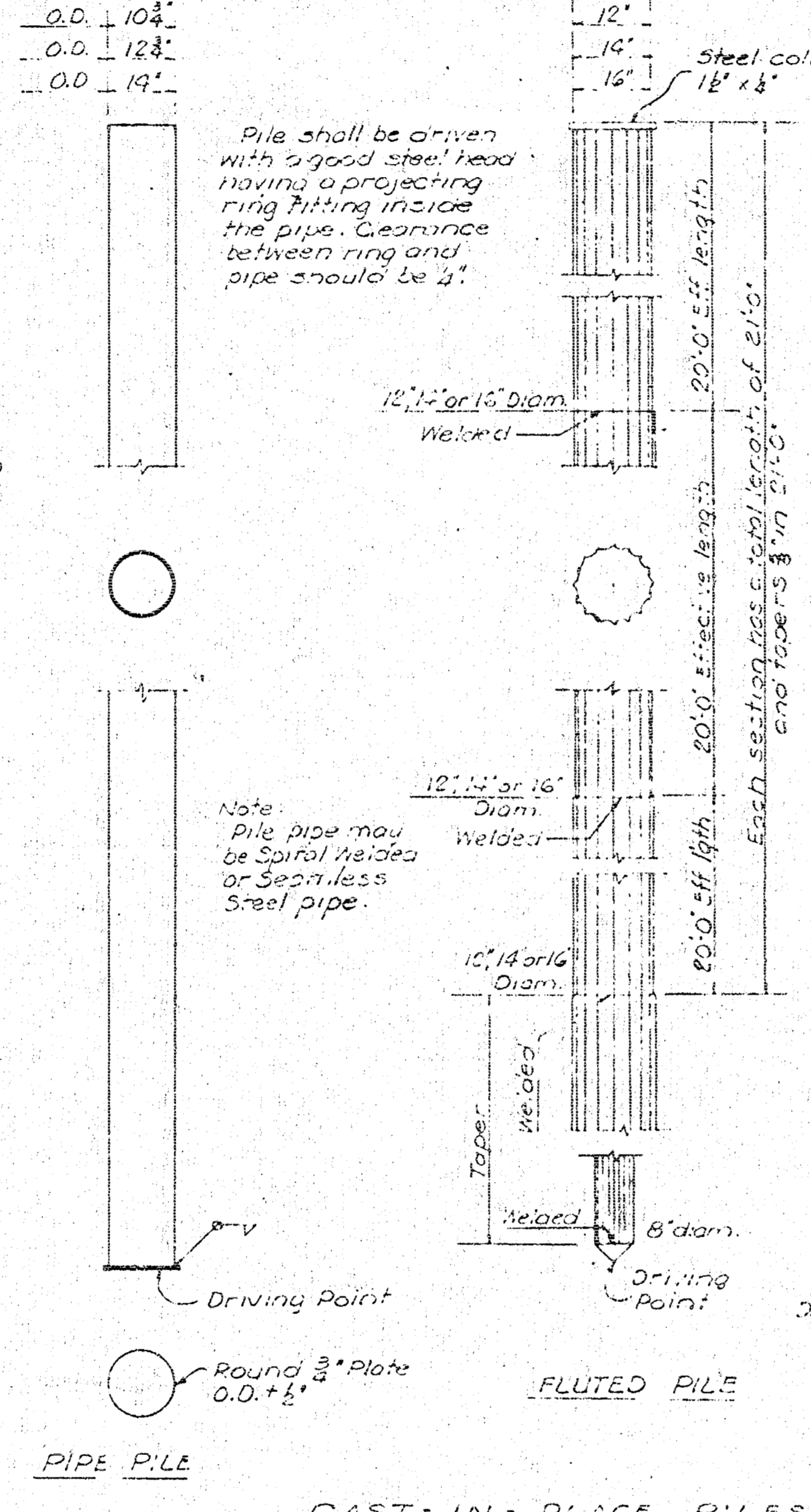
PREPARED BY
 SEDGWICK COUNTY ENGINEERING DEPT.
 RUFUS S. KIRK - COUNTY ENGINEER

REVISED	SCALE	DESIGNED	TRACKED	CHECKED	SHEET NO
	3/8" = 1'	C. J. F.	M. D.		4
		Feb. 37	Feb. 37		
			TOTAL SHEETS	7	

PUR. ROAD	STATE	PROJECT	FISCAL YEAR	SHEET	TOTAL SHEETS
5	KANSAS		195		

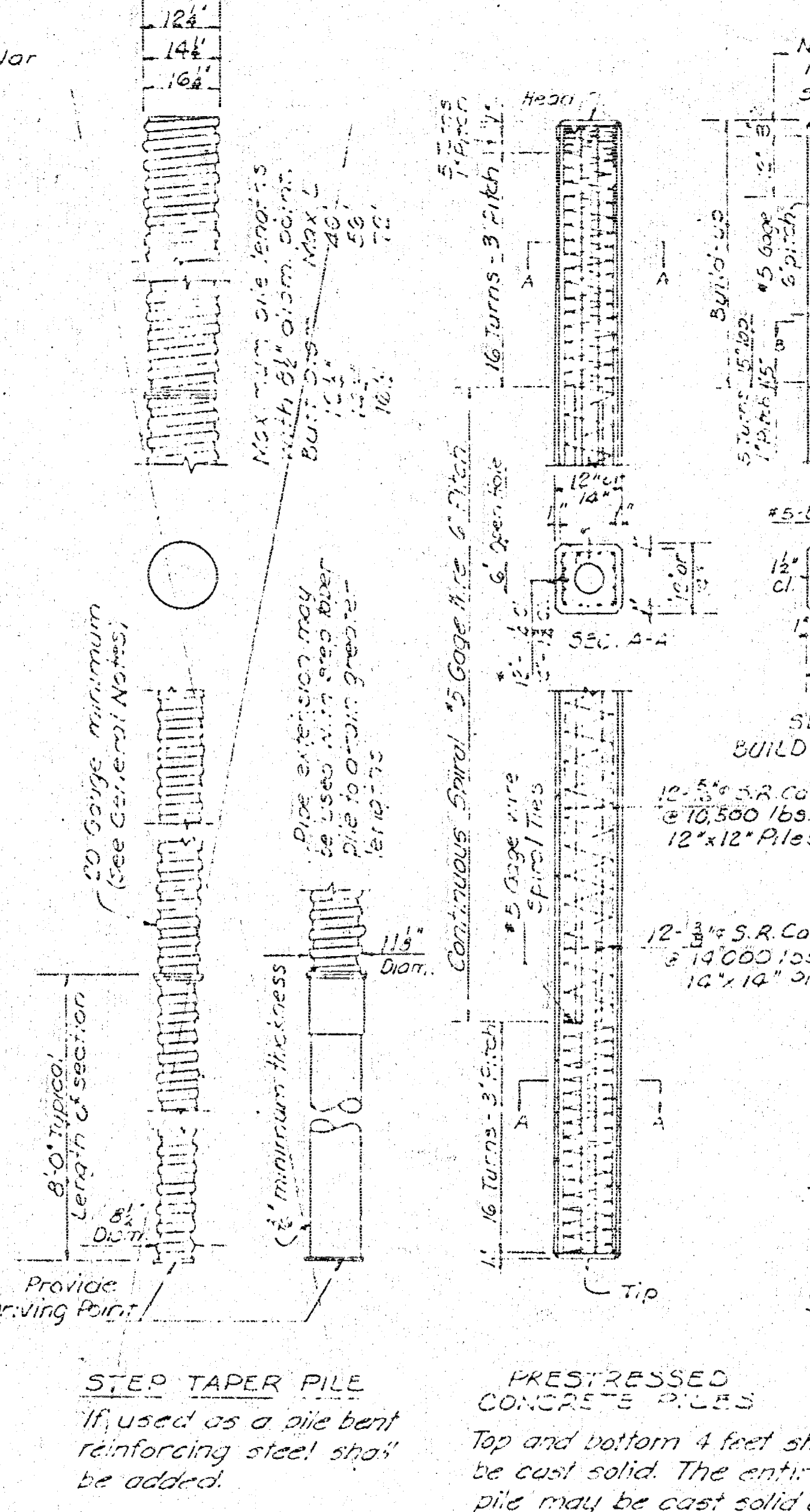


PRECAST PILES



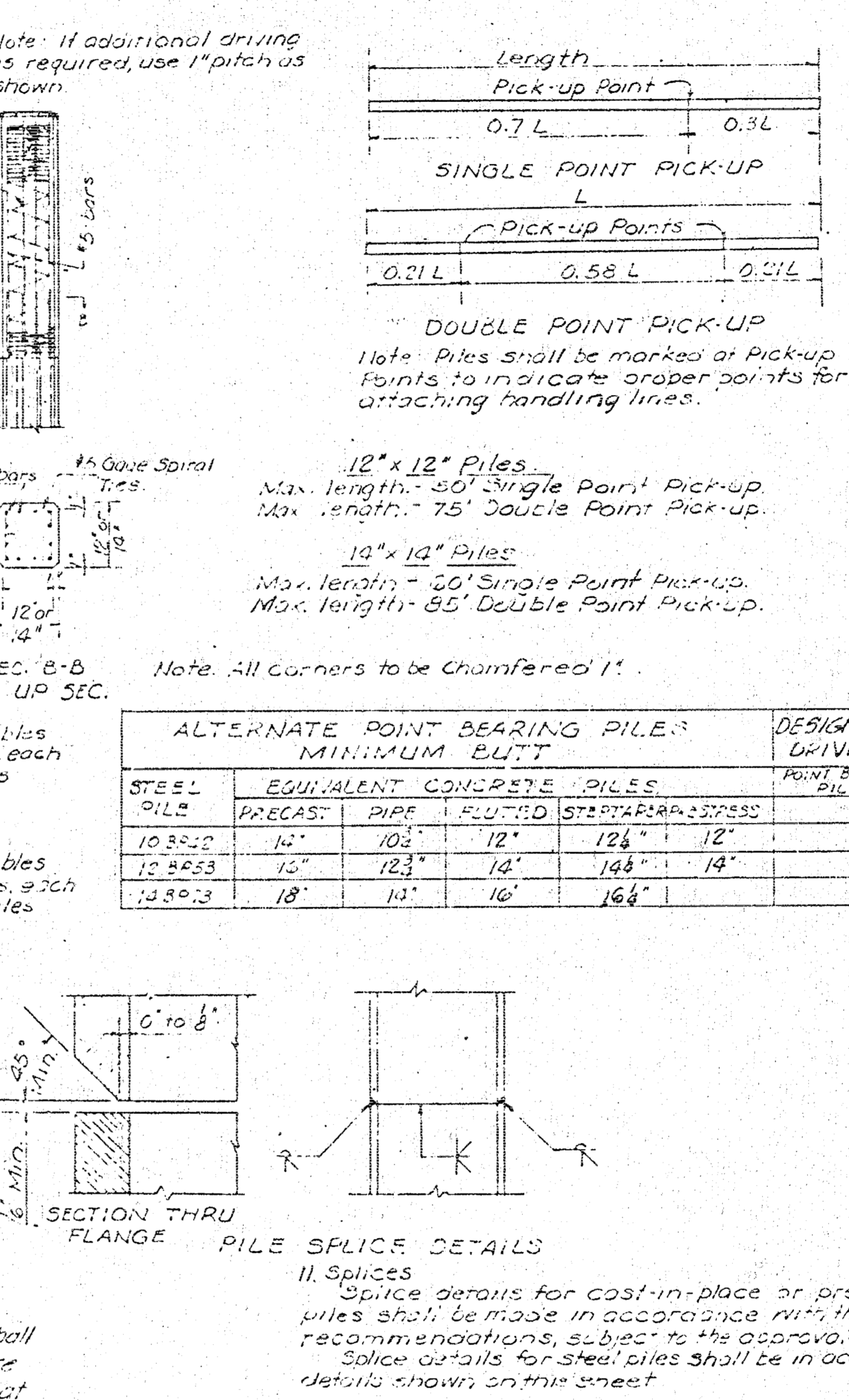
PIPE PILE

CAST-IN-PLACE PILES

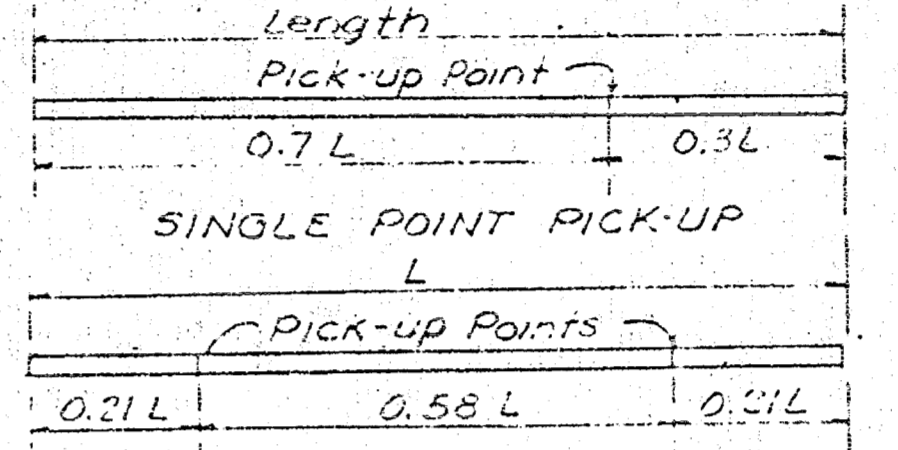


STEEL TAPER PILE

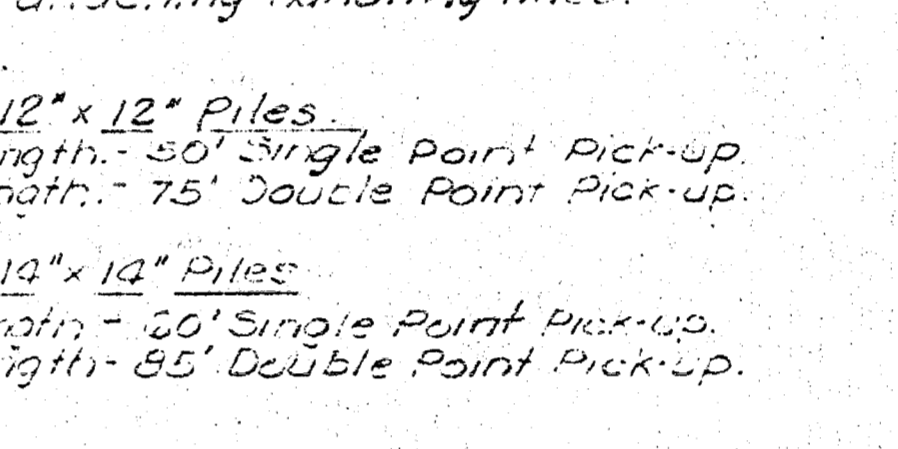
PRESTRESSED CONCRETE PILES



SECTION THRU FLANGE PILE SPLICE DETAILS



SINGLE POINT PICK-UP



DOUBLE POINT PICK-UP

STEEL PILE	EQUIVALENT CONCRETE PILES	DESIGN CAPACITY BY DRIVING FORMULA			
PRECAS	PIPE	FLUTED	STEEL	CONCRETE	PILE
10.500	12"	10"	12"	12"	12"
12.500	14"	12"	14"	14"	14"
13.500	16"	14"	16"	16"	16"

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 on the footing plans or the equivalent precast concrete, cast-in-place concrete or prestressed concrete pile shown in the plans on this sheet. Where friction piles are specified, the contractor may elect to use either the size and type concrete pile specified on the footing plans or the equivalent precast concrete, cast-in-place concrete or prestressed concrete pile shown in the plans 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 3,000 p.s.i. Concrete for Prestressed piles shall be Class "A" to 4,000 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 58.310 of the specifications.
- Cast-in-place Piles.
 - Pile shells shall have a minimum thickness as follows:
 - Piles driven without mandrel - 8 gage except fluted pile use 9 gage minimum.
 - Piles driven with mandrel. Shell 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 being driven and the mandrel removed.
 - Pile shells shall meet the following material requirements:
 - Fluted steel shells, and steel collar - SAE 1010 classification for cast-in-place steel.
 - Spiral welded steel - A.S.T.M. Designation, A252, Grade 2 Electric Fusion-Welded Spiral Seam Steel Pipe.
 - Seamless steel pipe - A.S.T.M. A252, Welded and Seamless Steel Pipe Pipe.
 - Corrugated steel shell - SAE 1010.
- 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.

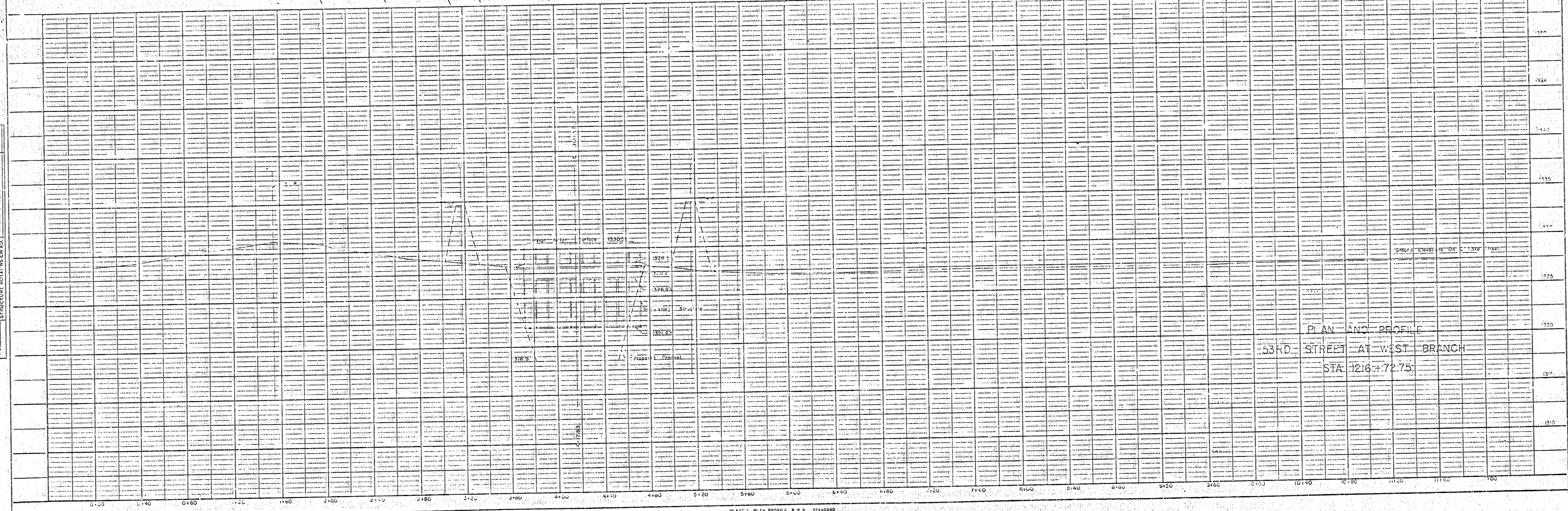
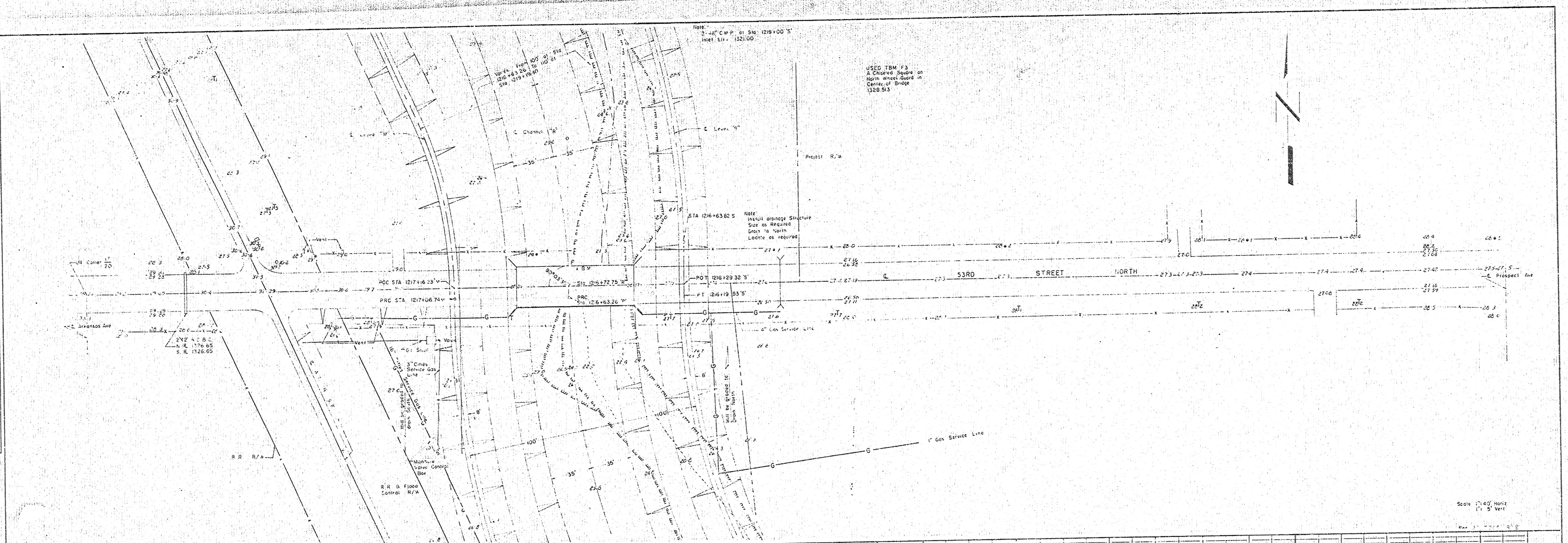
- Improperly driven, broken or otherwise defective shells shall be removed and replaced or otherwise corrected to the satisfaction of the Engineer by removal and replacement or the driving of an additional pile at no extra cost.
- Steel Piles. Steel pile material shall meet the requirements of A.S.T.M. 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 pile shell. Driving points shall be either hot pressed steel meeting the requirements of SAE 1055 for forged steel, or cast steel meeting the requirements of A.S.T.M. Serial No. A-27-43, Grade 2, or structural steel meeting the requirements of A.S.T.M. A7-53T. Steel piles shall have a square cut end only. No driving cap is required.
- Welding. All field welding shall meet the requirements of Section 51.34 of the Specifications.
- Point. Shall comply with the Kansas Standard Specifications (1955 Edition).

- Splices. Splice details for cast-in-place or prestressed concrete piles shall be made in accordance with the manufacturers recommendations, subject to the approval of the Engineer. Splice details for steel piles shall be in accordance with the details shown on this sheet.
- 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. Notarized 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.

STATE HIGHWAY COMMISSION OF KANSAS					
STANDARD PILE DETAILS					
Sheet No. 6					
DESIGNED BY	SCALE	APP'D	QUANTITY IS	TRACED	
DRAWN BY	DATE	CHECKED	QUANTITY IS	TRACED	

PLAN
 DRAWN BY: []
 CHECKED BY: []
 DATE: []
 SCALE: []
 PROJECT: []
 SHEET: []

PROFILE
 DRAWN BY: []
 CHECKED BY: []
 DATE: []
 SCALE: []
 PROJECT: []
 SHEET: []



PLAN AND PROFILE
 53RD STREET AT WEST BRANCH
 STA 1216+72.75