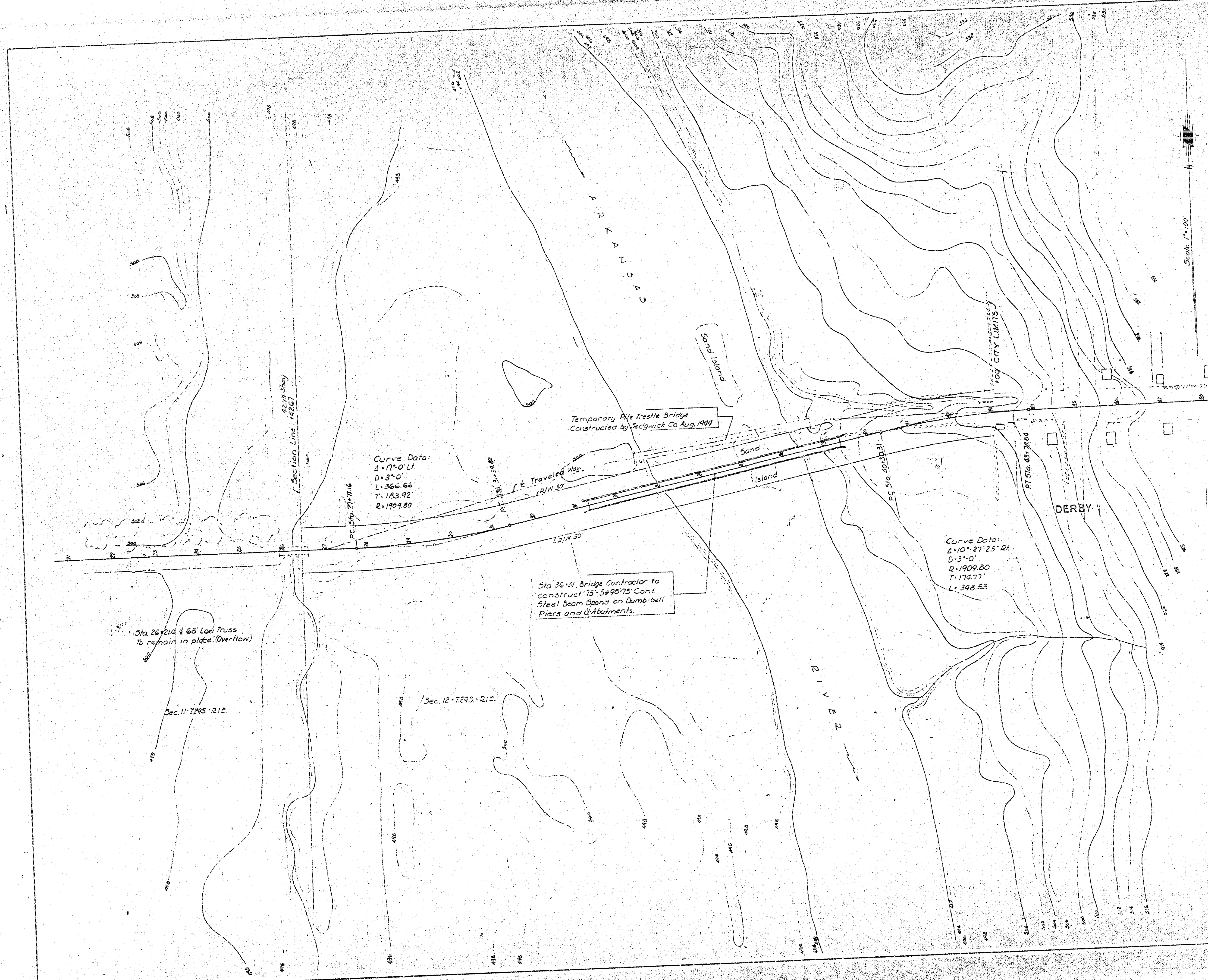


FED. ROAD DIST. NO.	STATE	W.S.B. PROJ. NO.	F.A.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	KANSAS	3	190A(1)	1944	31	10



P.I. Ref. Sta. 29+57.08
 1-2"x2" Tacked Hub @ P.I.
 P.O.T. Ref. Sta. 30+64.59
 1-2"x2" Tacked Hub @ P.O.T.
 P.O.T. Ref. Sta. 38+56.06
 1- Iron Pin @ P.O.T.
 P.I. Ref. Sta. 42+05.08
 1- Iron Pin @ P.I.

STA. 36+31
 CONTOUR MAP
 ARKANSAS RIVER BRIDGE NEAR DERBY
 WER-3 & FAS-190A(1) SEDGWICK CO.
 FINNEY & TURNIPSEED
 CONSULTING ENGINEERS
 TOPEKA, KANSAS

Figure 1 shows a 2D lattice with points labeled from -10 to 10. The lattice is divided into four quadrants: Q1 (top-right), Q2 (top-left), Q3 (bottom-left), and Q4 (bottom-right). The horizontal axis is labeled 'x' and the vertical axis is labeled 'y'. The origin is labeled '0'.

Sec 11-1205: 215

Encl. See Conc. Slab. Story
Re: Equating Slab on this story of this slab
5. Eq. 12.807
5. Eq. 17.1500

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	5506X:CK Co.	2-26-60
NO.	GRADES CHECKED		
	B.M.'S NOTED		
	STRUCTURE NOTATIONS CHECKED		

Note: Bees removed

S.M.#3 + on S.E. Wing wall of Oflow Br. Jta. 26 + 55.5	Elez 499.65'
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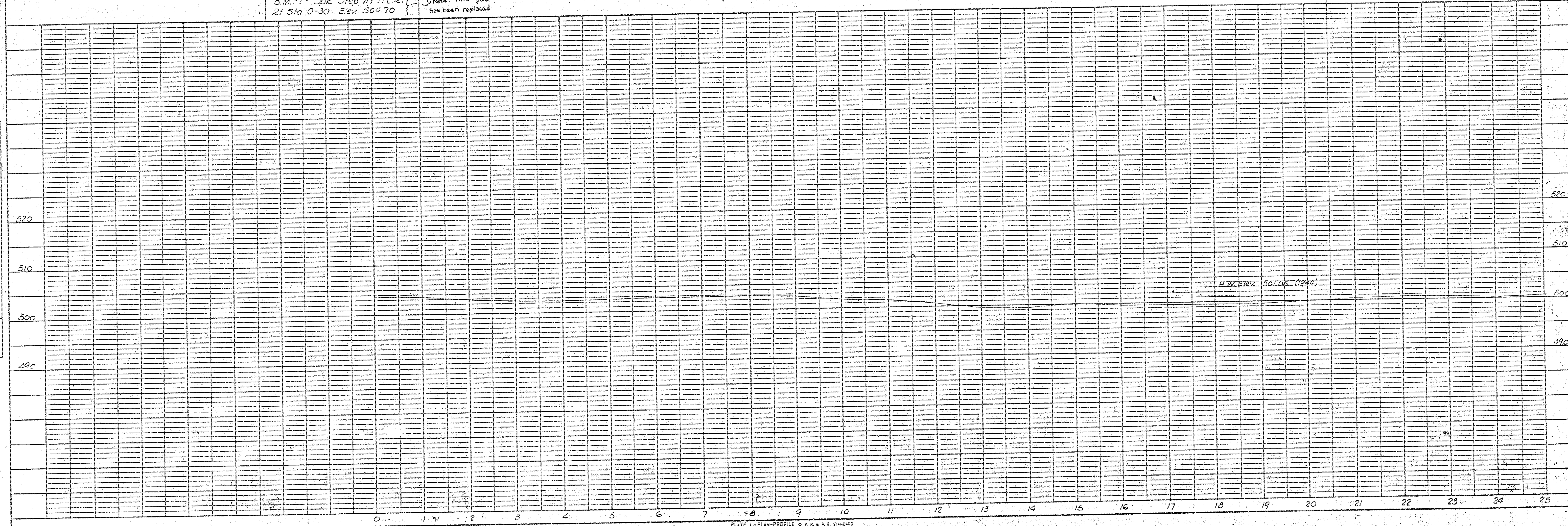


PLATE 1-PLAN-PROFILE C. P. R. & A. E. STANDARD
REUFFEL & ESCOFFER CO. NEW YORK.

PLAN	SUBMITTED	DATE
LOTTO	APPROVED	AP
NOTE BOOK	ALIGNMENT CHECKED	
NO.	RT. OF WAY CHECKED	

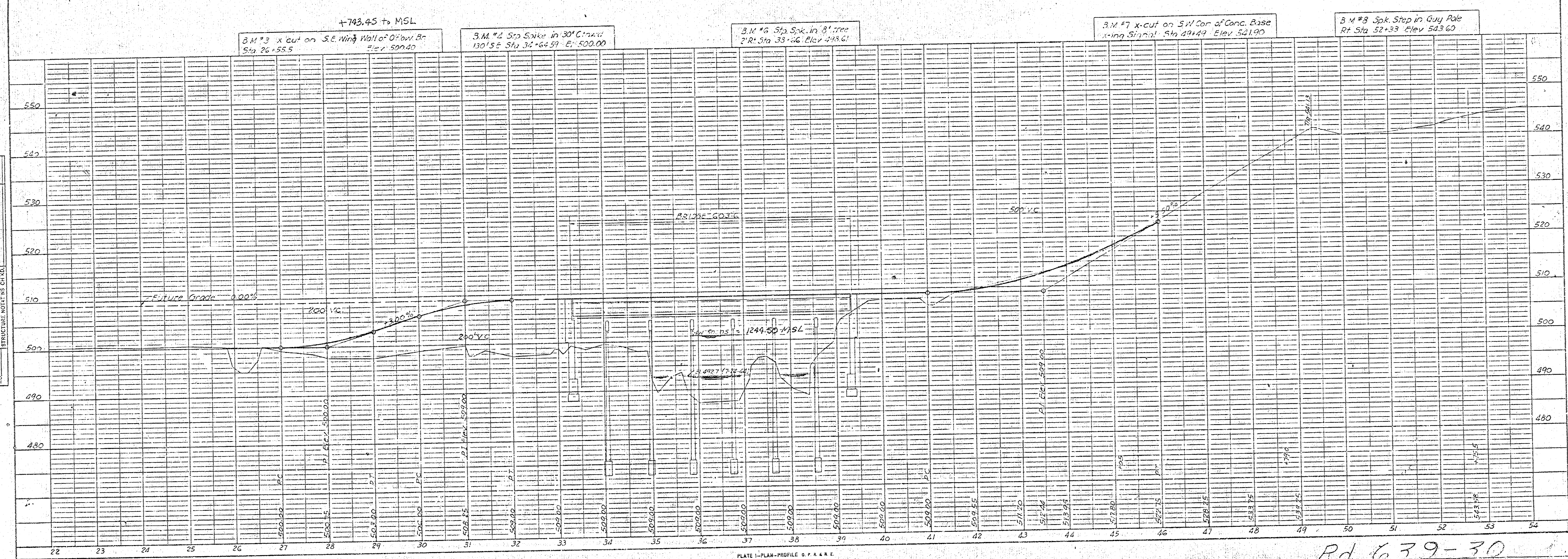
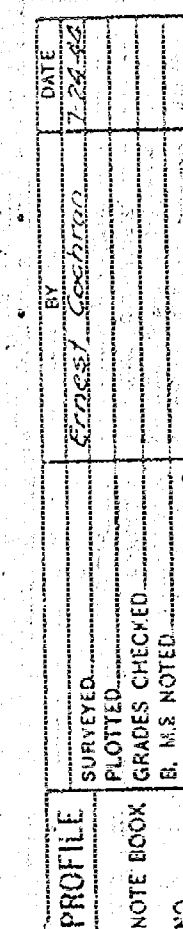
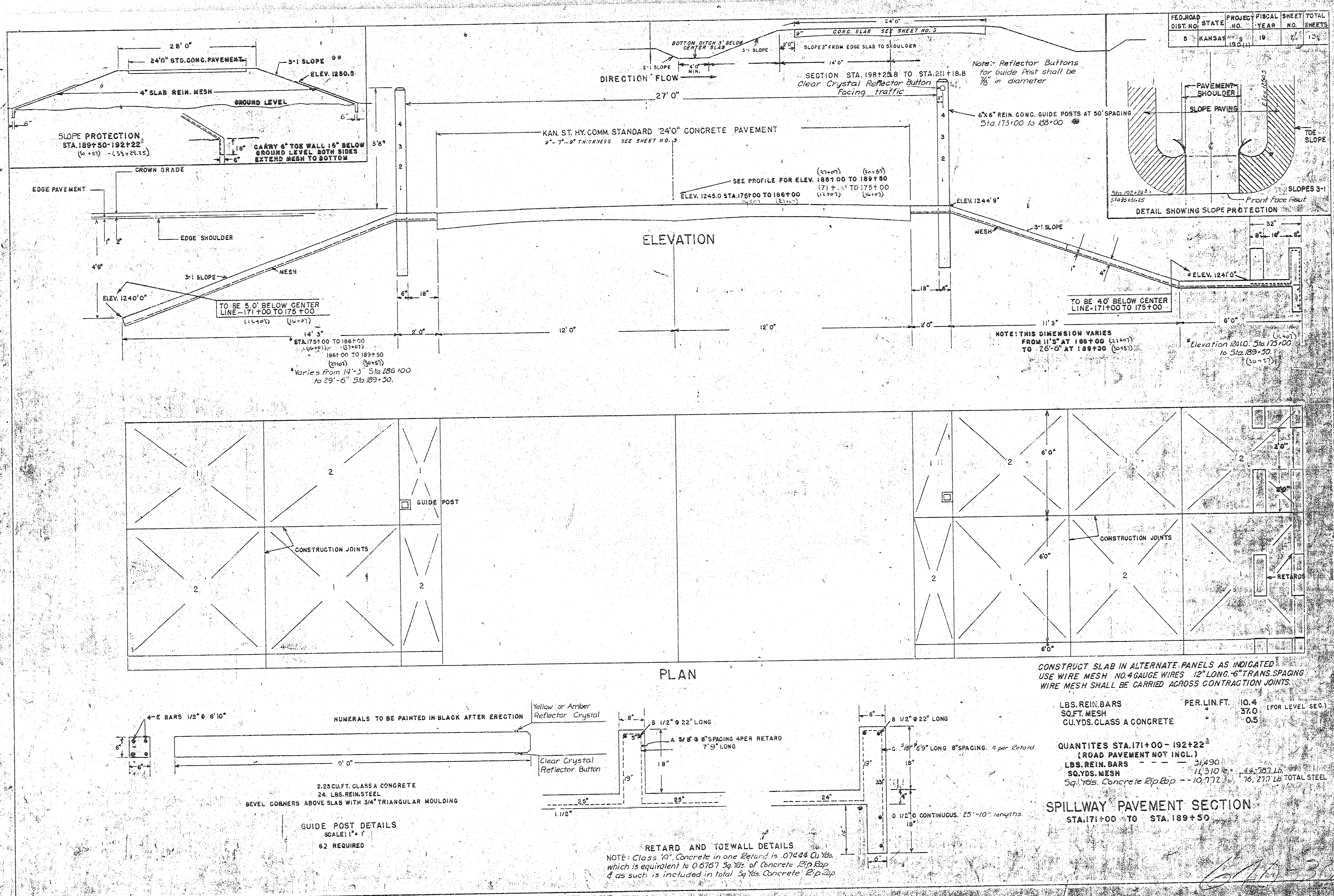
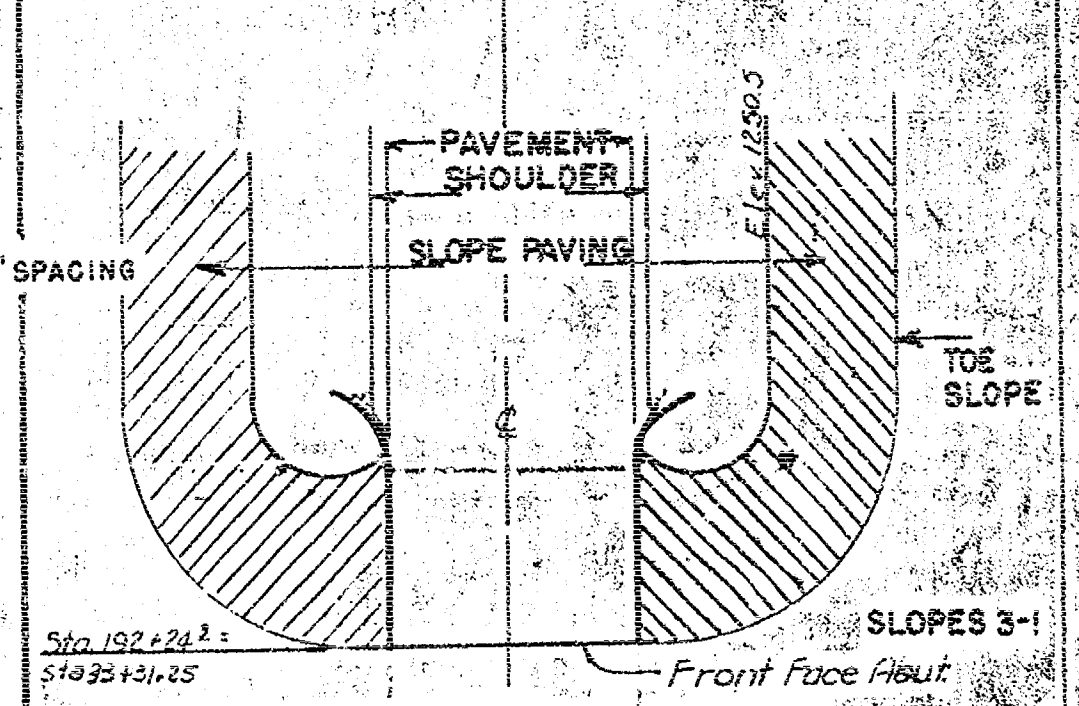


PLATE 1-PLAN-PROFILE C. F. R. & W. E.
CHARLES BRINKING COMPANY, INC.

Rd 639-30



FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	KANSAS	190	19	1	10



CONSTRUCT SLAB IN ALTERNATE PANELS AS INDICATED.
USE WIRE MESH NO. 4 GAUGE WIRES 12" LONG, 6" TRANS. SPACING.
WIRE MESH SHALL BE CARRIED ACROSS CONTRACTION JOINTS.

LBS. REIN. BARS	PER LIN. FT.	10.4
SQ. YDS. MESH		37.0
CU. YDS. CLASS A CONCRETE		0.5

QUANTITIES STA. 171+00 - 192+22³
(ROAD PAVEMENT NOT INCL.)
LBS. REIN. BARS - - - 51,490
SQ. YDS. MESH - - - 11,510
Cu. Yds. Concrete R.P. & P. - - 10,172
16,217 LB. TOTAL STEEL

SPILLWAY PAVEMENT SECTION
STA. 171+00 TO STA. 189+50

RETARD AND TOEWALL DETAILS
NOTE: Class A Concrete in one Retard is 0.0744 Cu. Yds.
which is equivalent to 0.0767 Sq. Yds. of Concrete R.P. & P.
as such is included in total Sq. Yds. Concrete R.P. & P.

GENERAL NOTES

DESIGN: A.A.S.H.O. Specs as 1941. H-15 Loading.
Structural Steel 180000 lbs. per-sq.in.
Reinforcing Steel 20000 lbs. per-sq.in.
Concrete 12000 lbs. per-sq.in.

EXCAVATION: Elev. 414.00 shall designate the excavation below the plane, Class I above the plane, Class II below See "Bridge Excavation" sheet for limits of pay excavation.

REINFORCING STEEL: All reinforcing steel shall be billet steel of intermediate grade.

TEST PILES: Two untreated timber test piles shall be driven at the locations shown on the plans or as directed by the Engineer. Test piles shall be cut off two feet below the pile cap to encourage the option of the CUT.

UNTREATED TIMBER PILES: All piles shall be drive minimum computed bearing value of _____ per pile. All piling shall be driven to a point in the sole inside the position of the such penetration cannot be secured with injury to the pile.

SOUNDINGS: The soundings shown on these plans are from notes obtained in the field and are the best information available for design purposes.

TEMPORARY STRUCTURE: The existing temporary shall be removed by Sedgwick County at completion of new bridge.

REINFORCING STEEL: All reinforcing steel shall be of A36 steel, intermediate grade.

TEST PILES: Untreated timber test piles shall be driven at the locations shown on the plans or as directed by the Engineer. Test piles shall be cut off two feet below ground level or removed at the option of the Contractor.

UNTREATED TIMBER PILES: All piles shall be driven to a minimum "computed" bearing value of 13 tons per pile. All piling shall be driven to a penetration into shale unless in the opinion of the Engineer, such penetration cannot be secured without injury to the pile.

SOUNDINGS: The soundings shown on these plans are taken from notes obtained in the field and represents the best information available to Sedgwick County.

TEMPORARY STRUCTURE: The existing temporary structure shall be removed by Sedgwick County after completion of new bridge.

NOTE: All piling for Temporary Bridge driven to refusal at approximately elevation 413.00. Test pile refusal at elevation 413.00.

Drainage Area: 21800 sq mi
Waterway Reg'd: 50 ft
Talbot (C): 50 ft
Waterway Furnished: 4400 - 50 ft
Discharge (1944 Flood): 77000 sec ft (Div Water Resources)

Drainage Area	21800 sq mi
Waterway Regd:	
Talbot (c)	sq ft
Waterway Furnished	4400 sq ft
Discharge (1944 Flood)	27000 sec. ft. (Div. Water Resources)

STA. 36+31
CONSTRUCTION LAYOUT
ARKANSAS RIVER BRIDGE NEAR DERBY
WER-3 & FAS-190 A (1) SEDGWICK CO.
FINNEY & TURNIPSEED
CONSULTING ENGINEERS
TOPEKA KANSAS