SET #1

GENERAL NOTES:

CHANNEL CHANGE EXCAVATIONS: All common excavation shall be unclassified. The Contractor shall remove all substances encountered in excavating to the required elevation and grade. No separate payment will be made for material classification regardless of the nature or condition of the materials.

COMPACTED EMBANKMENTS: The Contractor shall construct the embankments and the berms at the abutments as shown on Sheet No. 3 and on the Contour Map and Profile prior to construction of the bridge.

BRIDGE EXCAVATION: All bridge excavation shall be Class III. See Sheet No. 3 for limits of excavation.

SOUNDINGS: Sounding information shown on Sheet No. 3 is as obtained from borings made in the field by Engineering Testing Company, and represents the best information available to the City of Wichita.

PILES: Piles shall be 12" prestressed concrete piles in piers and 10" steel piles in abutments as described and detailed on Sheet No. 8. Piles shall be driven to the penetration shown unless in the opinion of the Engineer such penetration cannot be secured without injury to the pile. All piles shall be driven to a minimum computed bearing value of 35 tons per pile in abutments, 40 tons per pile in piers.

PILE DRIVING: All piles shall be driven with a steam or diesel hammer; if a diesel hammer is used, sufficient hammer data shall be provided to permit rating by the Engineer before driving starts.

CONCRETE: Class AAA(AE) Concrete shall be used in the bridge and approach slabs. Class A(AE) Concrete shall be used in retaining walls, pipe headwall, and concrete riprap. Bevel all exposed edges with a 3/4" triangular molding unless otherwise noted.

REINFORCING STEEL: All dimensions relative to reinforcing steel placement are to centerline of bars unless otherwise noted. All dimensions shown in bending diagrams are out to out of bars.

DECK TREATMENT: Sidewalks, riprap and approach slabs shall be cured with Linseed Oil Emulsion, in accordance with the Supplemental Specifications. Bridge deck shall receive a wearing course consisting of Latex modified concrete. Thickness to be 1 1/4 inches. (See Supplemental Specifications.)

FALSEWORK AND FORMING: Falsework under superstructure, including the sidewalk slabs, shall be left in place until the concrete shall have attained its design strength; but in no case shall the falsework be removed before 14 days after placing concrete. Traffic rails may be placed after falsework is removed. Camber shall be provided in the amounts shown on the Dead-Load Camber Diagram.

APPROACH SLABS: The item "Approach Slab" includes fine grading, and furnishing, forming, placing and finishing all concrete and reinforcing steel required for one approach slab at each end of the bridge, as detailed on Sheet No. 6.

STEEL HANDRAIL: Steel for handrail shall conform to ASTM A-501, structural steel tubing; base plates and clip angles to be ASTM A-36 steel. Pay length for handrail is center to center of end posts. Posts shall set vertically in the transverse direction, and perpendicular to the grade longitudinally. Steel Handrail shall be painted in accordance with the Standard Specifications (Lead Silico-Chromate System).

SPECIAL CONCRETE FINISH: See the Supplemental Specifications for details and limits of the special Concrete Finish.

QUANTITIES: All quantities shown on these plans shall be used as final pay quantities except that measurement of piling, common excavation and compaction of earthwork shall be in accordance with the Specifications.

GENERAL REQUIREMENTS: It is the intention of these plans and specifications that construction of the bridge shall be in accordance with applicable standard specifications and requirements of the Kansas Department of Transportation and that materials shall conform to these specifications unless otherwise noted.

DESIGN LOADING: HS20-44 A.A.S.H.T.O. Spec. (1973 Edition)

UNIT STRESSES
f'c - 4,000 p.s.i. Class AAA(AE)
f'c - 3,000 p.s.i. Class A(AE)
fc - 1,600 p.s.i. Class AAA(AE)
fc - 1,200 p.s.i. Class A(AE)
fs -20,000 p.s.i. (Reinforcing)

DESIGN PILE LOADING: 35 Tons per Pile (Abut.)
40 Tons per Pile (Pier)

SUMMARY OF PROJECT QUANTITIES

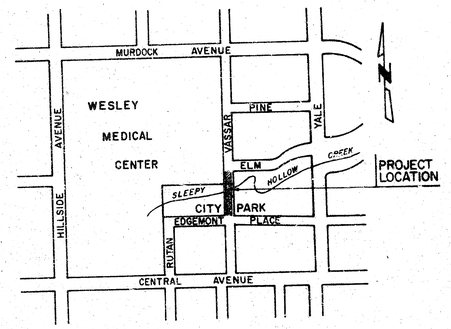
BRIDGE QUANTITIES

ITEM	QUANTITY	UNIT
Class III Excavation	105	Cu. Yds.
Class AAA(AE) Concrete	198.2	Cu. Yds.
Reinforcing Steel	43,820	Lbs.
Steel Piling (10")	280	Lin. Ft.
Prestressed Concrete Piling (12")	320	Lin. Ft.
Steel Handrail	114	Lin. Ft.
Approach Slabs	2	Each
Electric Lighting	Lump Sum	L.S.
Special Concrete Finish	111	Sq. Yds.
Latex Surface Course (1 1/4")	325.1	Sq. Yds.

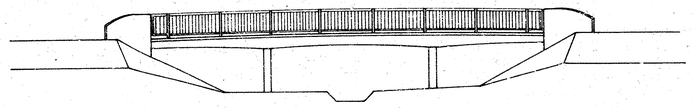
GRADING QUANTITIES

ITEM	QUANTITY	UNIT
Removal of Existing Structures	Lump Sum	L.S.
Large Trees	20	Each
Common Excavation (Ch.Ch.)	1,040	Cu. Yds.
Common Excav. (Contr. Furn.)	1,520	Cu. Yds.
Compaction of Earthwork	2,020	Cu. Yds.
Class A(AE) Concrete	9.9	Cu. Yds.
Reinforcing Steel	720	Lbs.
Chain Link Fence	60	Lin. Ft.
Concrete Riprap (5")	584	Sq. Yds.
Grouted Stone Ditch Lining	61	Sq. Yds.
12" Storm Sewer (B.C.C.M.P.)	22	Lin. Ft.

VASSAR STREET BRIDGE
OVER
SLEEPY HOLLOW CREEK
PROJECT NO. DAKB 574106



VICINITY MAP



19'-26'-19' R.C. Slab Spans

INDEX OF SHEETS

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
R.W. BRUGGEMAN, P.E. DIRECTOR OF PUBLIC WORKS
R.W. LINN, P.E. CITY ENGINEER

DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS

DECEMBER, 1975

Reviewed 4-12-76

MAR 25 1976

79-R

P.O.T. Sta. 2+97.93
½" Iron Pipe @ P.O.T.
North Property Line, Edgemont Place

P.O.T. Sta. 6+60.88
½" Iron Pipe @ P.O.T.
Iron on ℄

Proj. Sta 4+84 = Ch. Ch. Sta 10+00

Sta. 5+23.60 Construct 61.5 Lin. Ft. Concrete Retaining Wall & Chain Link Fence, Left. See Sheet No. 6

R/W 40' ℄

Sta. 3+60 Begin Embankment

℄ VASSAR STREET

Sta. 6+12 End Embankment

Base Line

See Sh. No. 3 for Storm Sewer

(Abandoned)

PLACE

EDGEMONT

ELM STREET

8" San. Sewer (by others)

Sta. 4+84, Construct 19'-26'-19" Continuous R.C. Slab Span Bridge Pile Bent Type Abutments & Piers. 43'-8' Roadway & 4'-4" Sidewalks.

CURVE DATA
(Channel Change)
Δ = 60°
D = 57°17'-45"
R = 100.00'
L = 104.72'

4' (min) Ramp Down

Slope to Drain

CONC. ARCH BRIDGE

Encasement (Remove)

Piles (Remove)

159.72' P.T.

NOTE:
Plug ends of abandoned Sanitary Sewer Pipes.

Scale: 1" = 20'

℄ Pier Piles

Wrap Piles with 1"x6" Exp. Joint Filler (Type B) (Typ.)

Grouted Stone Ditch Lining

℄ Brg. Abut.

℄ Proj.

℄ Channel

PART PLAN
CONCRETE RIPRAP LAYOUT

Score @ 4' Cntrs. Slope Varies

6X6/10-10 welded wire fabric, bend into toewall.

SECTION B-B

28'-0" to ℄ Proj.

SECTION A-A ℄ Channel

Reinf. Conc. Riprap (5")

Pay Width

Varies

GROUTED STONE DITCH LINING

Profile Grade (Top of Curb)

Fin. Gr. (Pvmt.) Slope 4"/ft.

Compaction (Type A A)(MR-5)

Compaction (Type B)(MR-90)

TYPICAL ROADWAY SECTION
(Fill)

-1.98% Rt
-1.98% Lt

122.34' VC. Rt.
100' VC. Lt.

100' VC.

-1.60%

+0.80%

D.W.S. El. 148.0

NOTE: Top of Curb Profile = Crown Gr. on Bridge.

Grouted Stone Ditch Lining

5" Conc. Riprap

CHANNEL SECTION AT BRIDGE

El. 148.0
Design Water Surface Profile
El. 141.4
+0.75% ℄ Prop. Ch. Ch.

CHANNEL-CHANGE PROFILE

-92.80 Lt. 151.20
Rt. 151.60

+42.80 PVI Lt. El. 150.21
150.66

+53.97 PVT Rt. El. 150.39
150.94

-92.80 PVT Lt.
151.01

+15.14 PVT Rt.
151.37

+34 PVC.
151.67

+84 PVI El. 145.47
152.07

+34 PVT.
151.67

+74.72 PVC.
151.02

150.69

+24.72 PVI El. 150.22
150.52

+74.72 PVT.
150.62

150.82

APP. | CKD. | TR. | DR. | DES. | PLOT. | SURV.

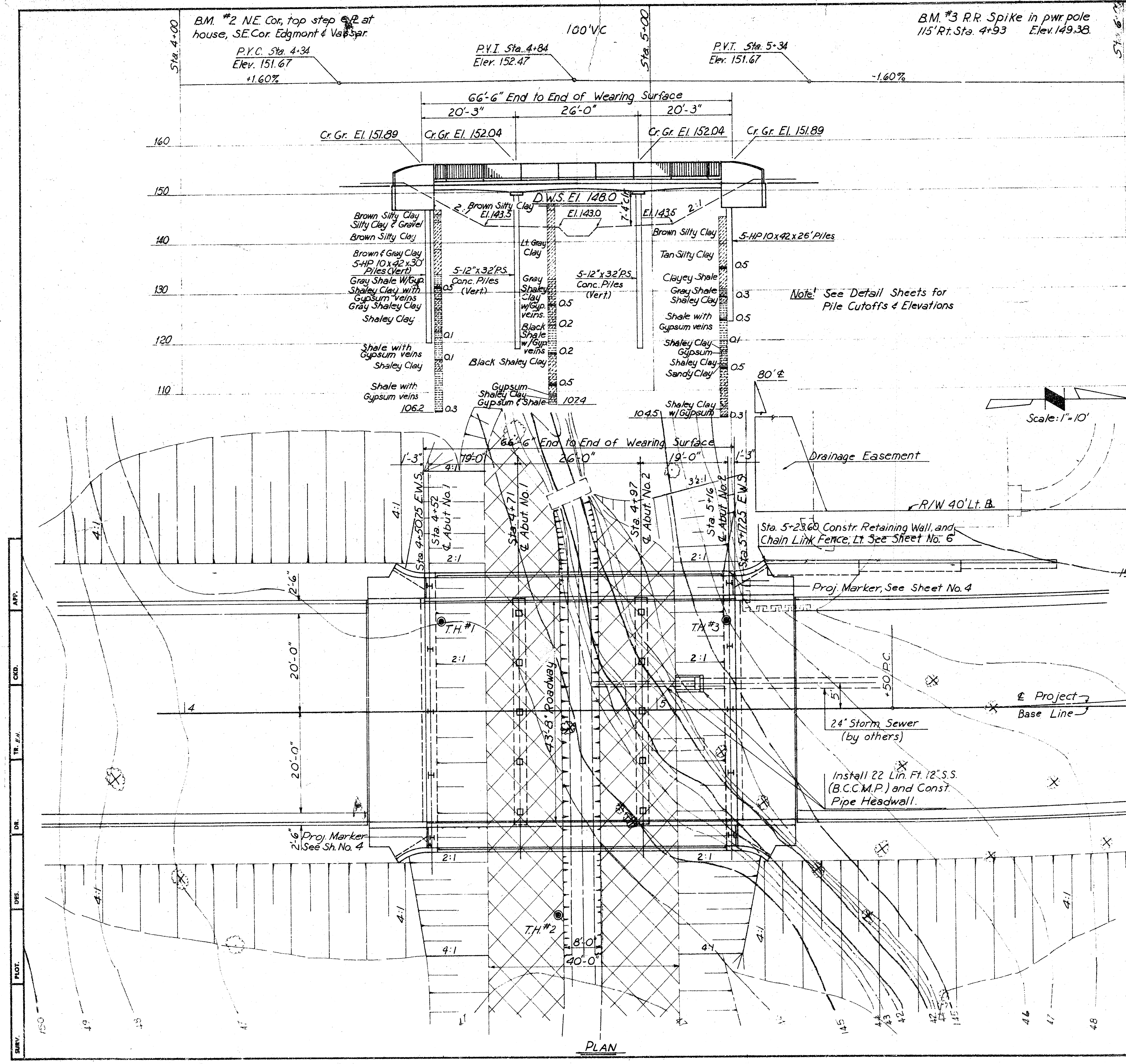
CITY OF WICHITA, KANSAS
R. W. LINN, P.E., CITY ENGINEER

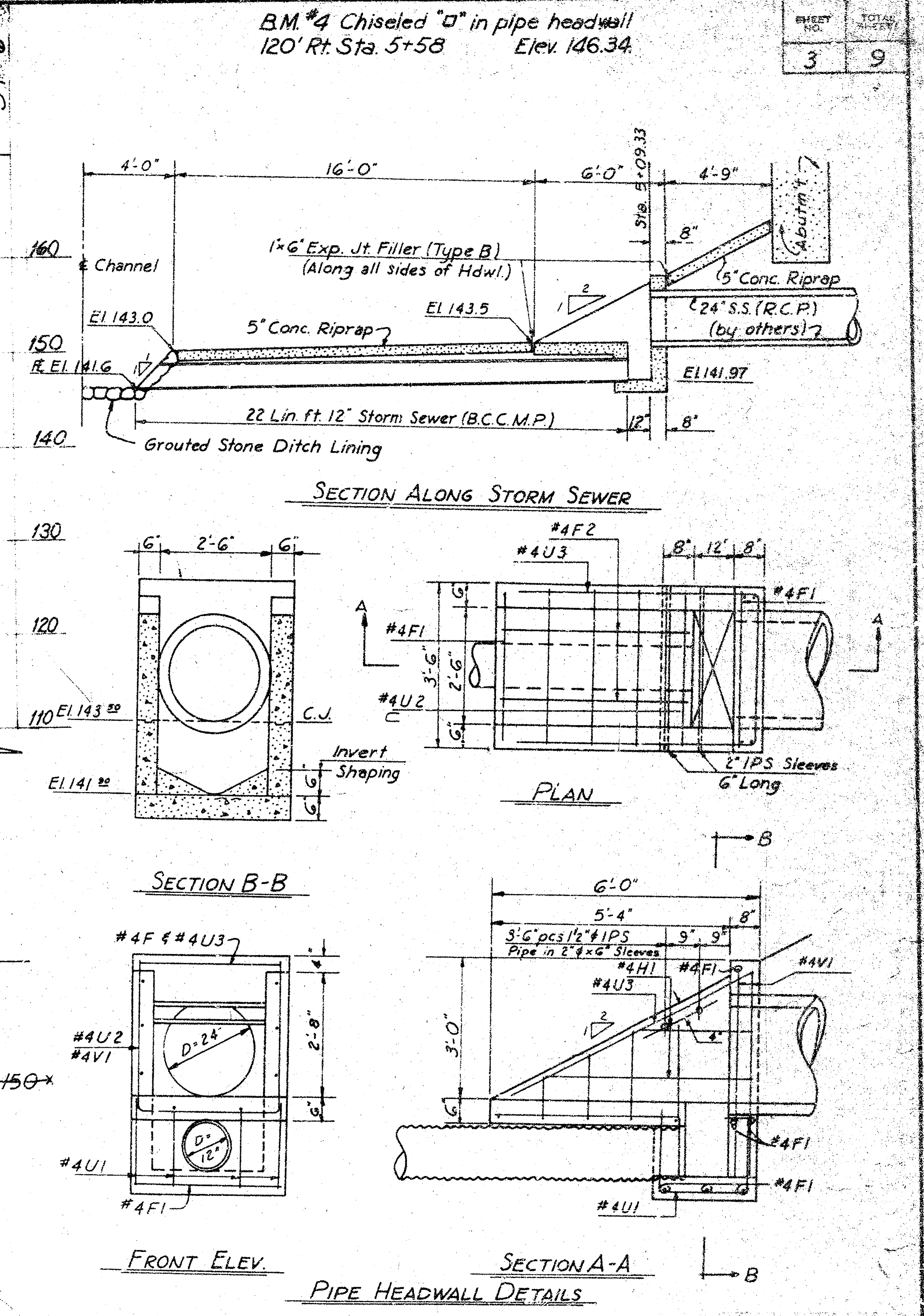
VASSAR STREET BRIDGE
OVER SLEEPY HOLLOW CREEK

CONTOUR MAP & PROFILE

DFS
DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS

SCALE | DATE December, 1975 | DWG NO. 79-R-2





NOTE:
CLASS A (AE) CONCRETE SHALL BE USED IN CONSTRUCTING PIPE HEADWALL. CONCRETE AND REINFORCING STEEL FOR PIPE HEADWALL ARE INCLUDED IN THE RESPECTIVE ITEMS UNDER "GRADING QUANTITIES". EXCAVATION FOR 12" STORM SEWER AND PIPE HEADWALL SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO 12" STORM SEWER (B.C.C.M.P.) AND CLASS A (AE) CONCRETE.

DESIGN LOADING: HS20-44 A.A.S.H.T.O. - SPEC. (1973 EDITION)

DRAINAGE DATA

DRAINAGE AREA	510	ACRES
DESIGN DISCHARGE	1,000	C.F.S.
AVERAGE FLOW:	LESS THAN 5	C.F.S.
WATERWAY PROVIDED:		
BELOW D.W.S.	242	SQ.FT.
TOTAL	348	SQ.FT.

SEE SHEET NO. 1 FOR GENERAL NOTES AND SUMMARY OF QUANTITIES.

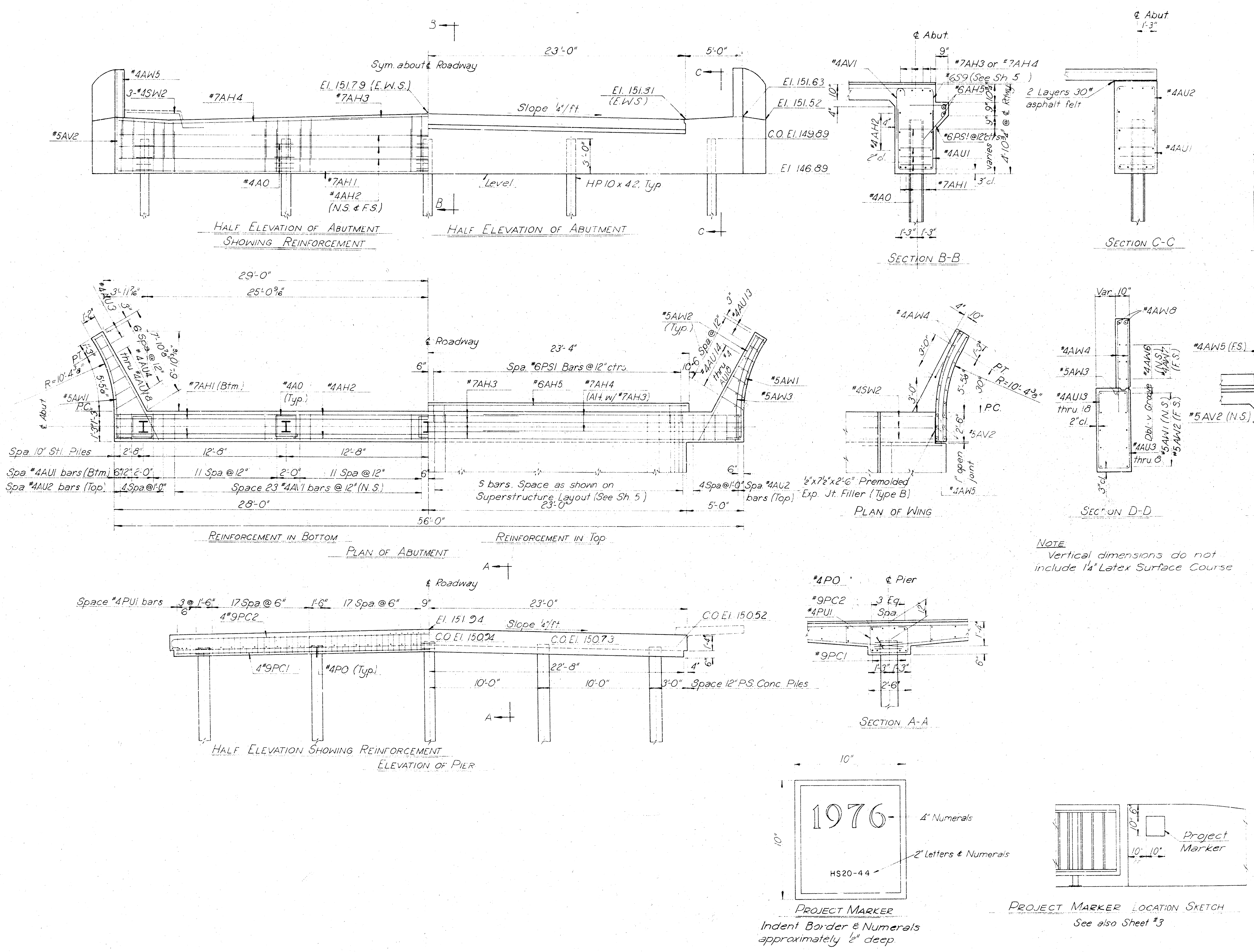
CITY OF WICHITA, KANSAS
R.W. LINN, P.E., CITY ENGINEER

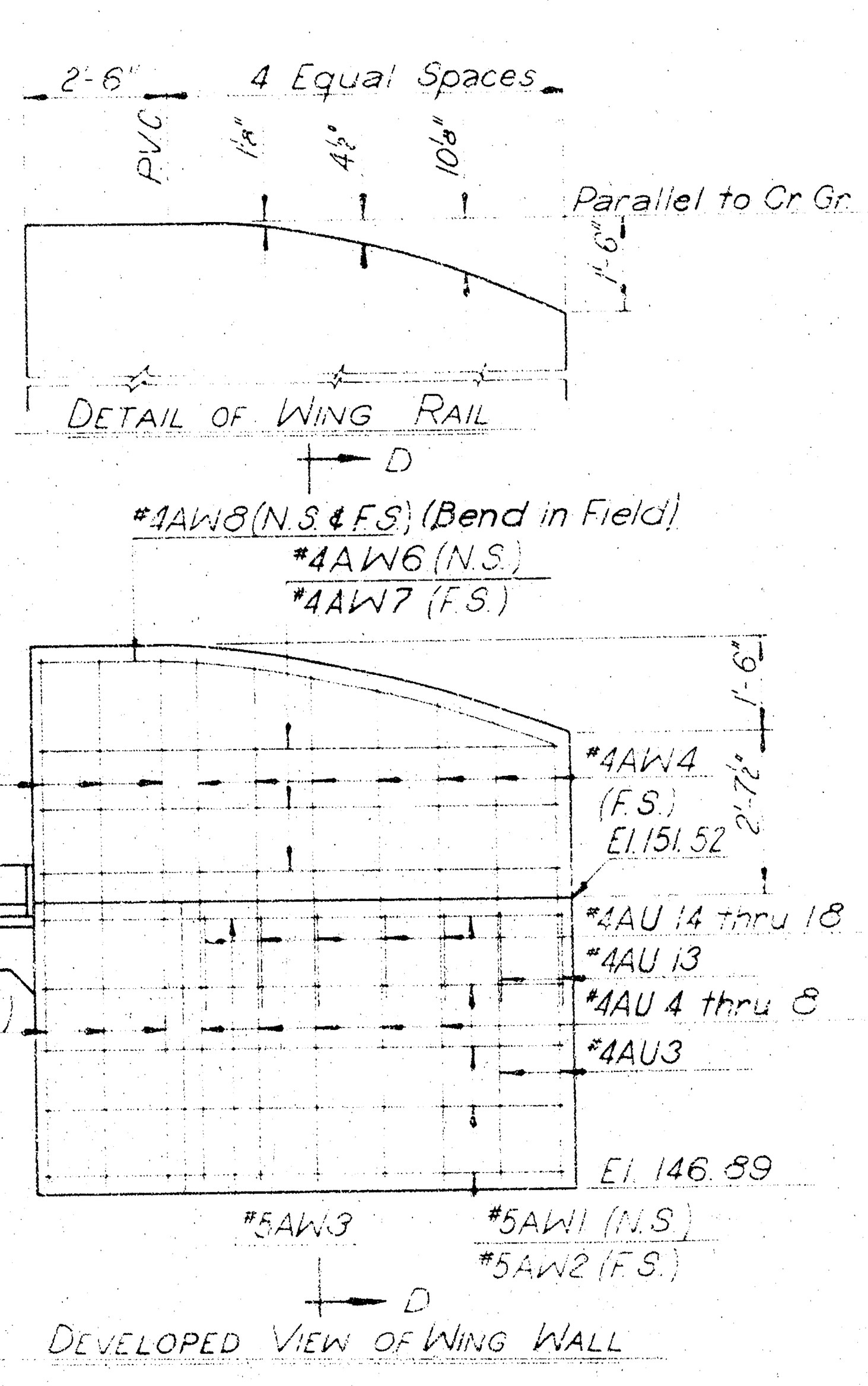
VASSAR STREET BRIDGE
OVER SLEEPY HOLLOW CREEK

CONSTRUCTION LAYOUT

DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS

DATE December, 1975 DWG. NO. 79-R-3





NOTES

[illegible] CONCRETE SHALL BE CLASS AAA(AE). BEVEL ALL EXPOSED EDGES WITH 3/4" TRIANGULAR MOLDING UNLESS OTHERWISE NOTED.

DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERLINE OF BARS UNLESS OTHERWISE NOTED.

ABUTMENT PILES SHALL BE HP 10x42 STEEL PILES AND PIER PILES SHALL BE 12" PRESTRESSED CONCRETE PILES AS INDICATED ON SHEET NO. 3 AND DETAILED ON SHEET NO. 8.

SEE SHEET NO. 1 FOR GENERAL NOTES.
SEE SHEET NO. 7 FOR BAR LIST AND BENDING DIAGRAMS.

DESIGN LOADING: HS20-44 A.A.S.H.T.O. SPEC. (1973 EDITION)

UNIT STRESSES: [illegible] - [illegible] P.S.I. CLASS AAA(AE)
[illegible] - 4,000 P.S.I. CLASS AAA(AE)
[illegible] - [illegible],000 P.S.I. (REINF.)

DESIGN PILE LOADING: 35 TONS PER PILE (ABUT.)
40 TONS PER PILE (PIER)

CITY OF WICHITA, KANSAS
R.W. LINN, P.E., CITY ENGINEER

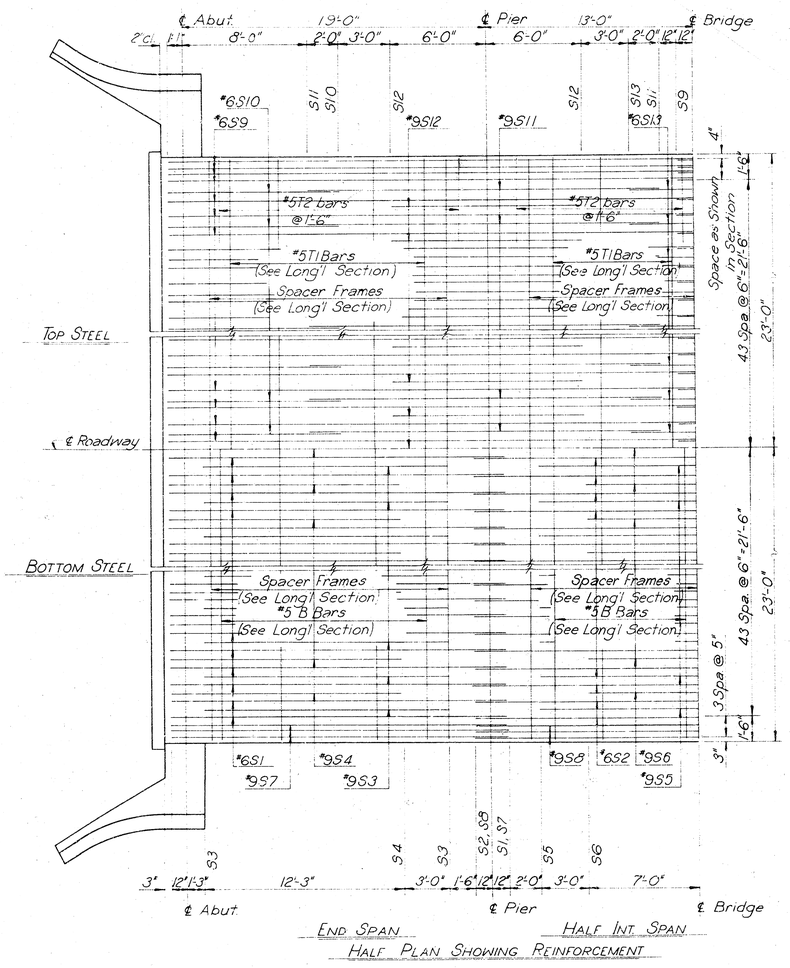
VASSAR STREET BRIDGE
OVER SLEEPY HOLLOW CREEK

ABUTMENT & PIER DETAILS

DFS DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA KANSAS

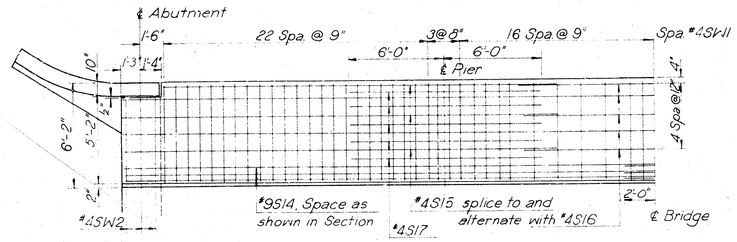
SCALE | DATE December, 1975 | DWG. NO. 79-R-4

SURV. | PLOT. | DES. | DR. | TR. | CKD. | APP.



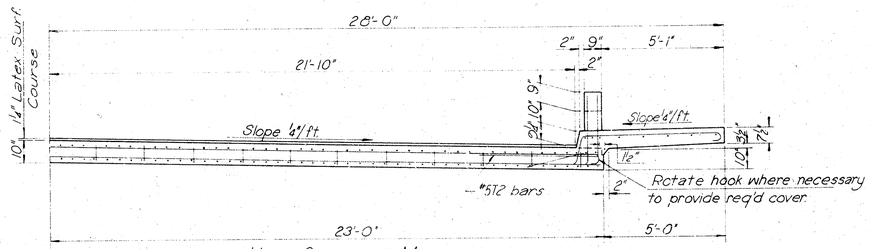
END SPAN — HALF INT SPAN

HALF PLAN SHOWING REINFORCEMENT

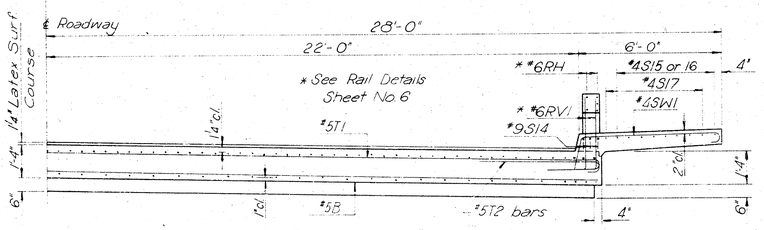


PART PLAN OF SIDEWALK

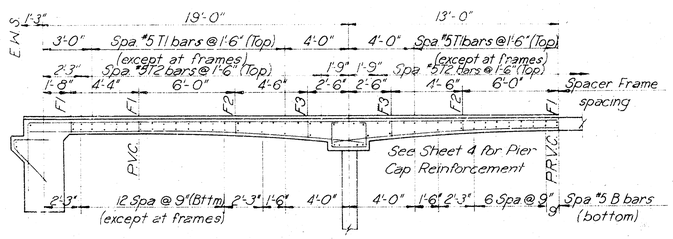
NOTE: See Sheet No 6 for Rail Details



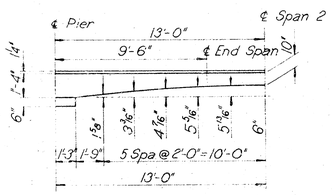
HALF-SECTION AT MIDSPAN



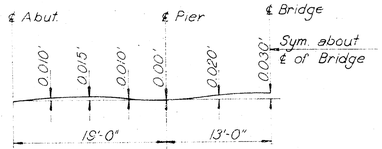
HALF-SECTION NEAR PIER



HALF LONGITUDINAL SECTION



HAUNCH ORDINATES



DEAD LOAD DEFLECTIONS AT QUARTER POINTS

APP. | CKD. | TR. | DR. | DES. | PLOT. | SURV.

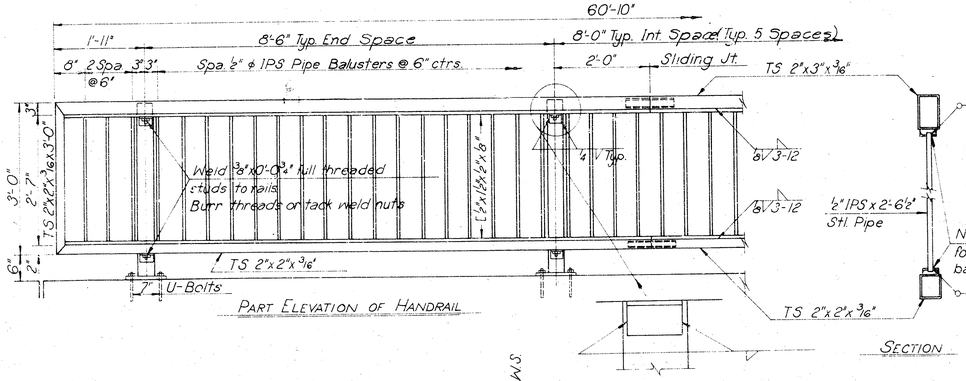
CITY OF WICHITA, KANSAS
R.W. LINN P.E., CITY ENGINEER

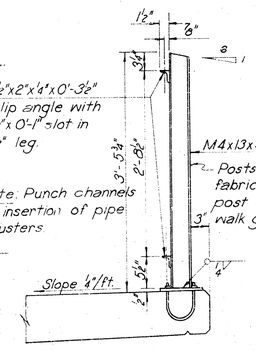
VASSAR STREET BRIDGE
OVER SLEEPY HOLLOW CREEK

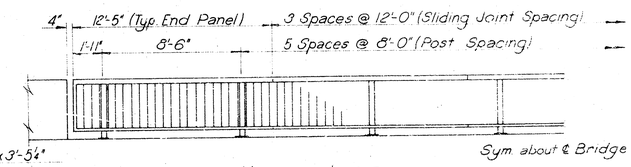
SUPER STRUCTURE LAYOUT & DETAILS

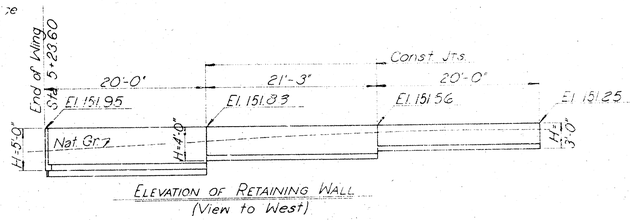
DFS — DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS

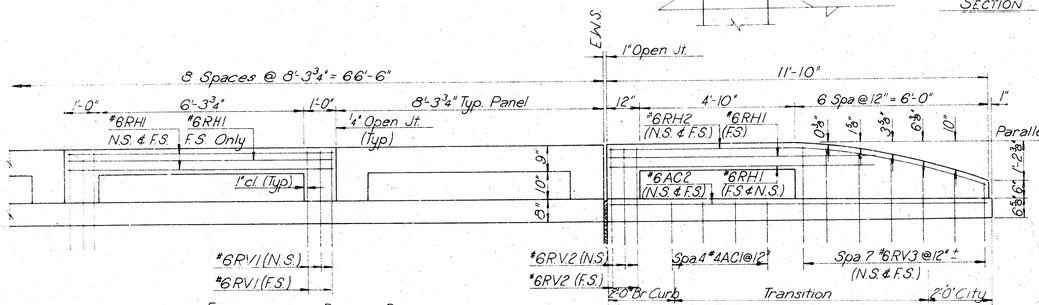
SCALE | DATE December, 1975 | DWG. NO. 79-R-5

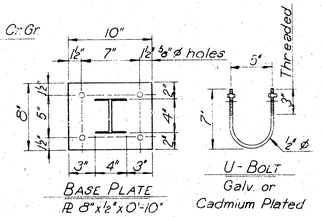


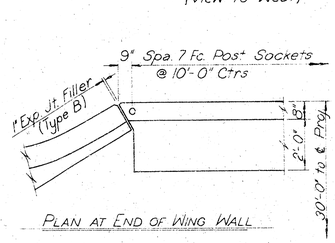


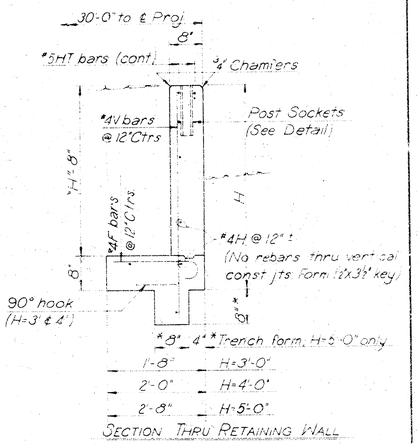


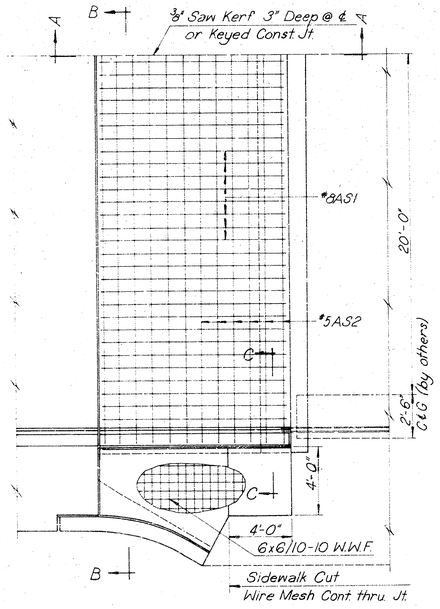


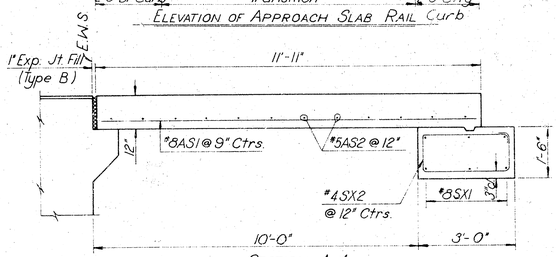


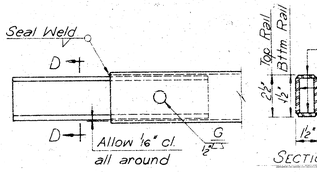


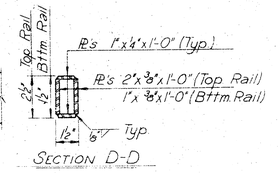


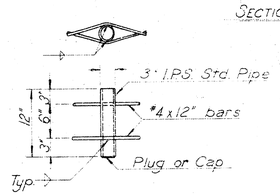


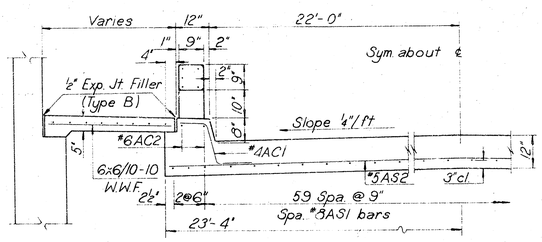


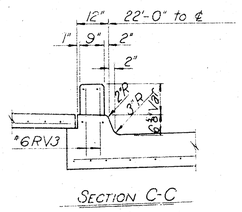












NOTES:
- Class AAA(AE) Concrete shall be used in approach slabs, including sidewalks and rails. Cure the concrete as provided for bridge deck.

Approximate quantities, each slab (two thus):
Class AAA(AE) Concrete: 31.5 Cu. Yds.
Reinforcing Steel: 3,960 Lbs.*
*Includes 25 Lbs. welded wire mesh.

Class A(AE) Concrete shall be used in retaining walls. Post sockets will not be paid for directly, but shall be subsidiary to the item "Chain Link Fence". Excavation for retaining wall shall not be paid for directly, but shall be considered subsidiary to the item "Class A(AE) Concrete".

See Sheet No. 1 for General Notes.
See Sheet No. 7 for Bar List and Bending Diagrams.

CITY OF WICHITA, KANSAS
R.W. LINN, P.E., CITY ENGINEER

VASSAR STREET BRIDGE
OVER SLEEPY HOLLOW CREEK

APPROACH SLAB, RAILS, RETAINING WALL

DFS DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS

SCALE | DATE December, 1975 | DAS No. 79-R-6

APP. CKD. TR. DR. DES. PLOT. SURV.

ABUTMENT (ONE)

Straight Bars				Bent Bars			
Mark	No.Req.	Size	Length	Mark	No.Req.	Size	Length
AH1	8	7	29'-0"				
AH2	12	4	29'-0"				
AH3	4	7	35'-0"				
AH4	4	7	23'-0"				
AH5	2	6	46'-0"	AU1	52	4	9'-2"
				AU2	10	4	6'-6"
				AU3	4	4	11'-11"
				AU4	2	4	12'-7½"
				AU5	2	4	13'-0⅝"
				AU6	2	4	13'-6½"
				AU7	2	4	14'-4½"
				AU8	2	4	14'-10"
				AU13	4	4	3'-10"
				AU14	2	4	3'-10⅝"
				AU15	2	4	4'-0⅝"
				AU16	2	4	4'-3½"
				AU17	2	4	4'-10⅛"
				AU18	2	4	5'-3"
AV2	6	5	8'-4"	AV1	46	4	3'-0"
AW2	10	5	10'-0"	AW1	10	5	10'-3"
AW4	14	4	#	AW3	2	5	9'-2"
AW5	6	4	5'-4"	AW6	6	4	8'-11"
AW8	4	4	9'-3"	AW7	6	4	9'-2"
				AO	20	4	9'-1"
				PS1	46	6	5'-0"

See Bending Diagrams

PIER (ONE)

Straight Bars				Bent Bars			
Mark	No.Req.	Size	Length	Mark	No.Req.	Size	Length
PC1	4	9	44'-10"	PC2	4	9	48'-0"
				PO	10	4	9'-1"
				PU1	80	4	6'-2"

SUPERSTRUCTURE

Straight Bars				Bent Bars			
Mark	No.Req.	Size	Length	Mark	No.Req.	Size	Length
B	46	5	45'-8"	F1	5	#	#
				F2	4	#	#
				F3	4	#	#
RH1	80	6	8'-2"	RV1	160	6	3'-7½"
S1	88	6	21'-0"	S9	100	6	37'-1"
S2	44	6	28'-0"	S10	44	6	13'-0"
S3	44	9	15'-3"				
S4	42	9	14'-6"	SW1	166	4	8'-5"
S5	22	9	20'-0"	SW2	12	4	7'-1"
S6	21	9	14'-0"				
S7	12	9	21'-0"	T1	48	5	24'-3"
S8	6	9	28'-0"	T2	76	5	5'-7"
S11	44	9	22'-0"				
S12	42	9	12'-0"				
S13	22	6	8'-0"				
S14	12	9	35'-0"				
S15	10	4	28'-0"				
S16	10	4	40'-0"				
S17	20	4	12'-0"				

APPROACH SLAB (ONE) (INFORMATION ONLY)

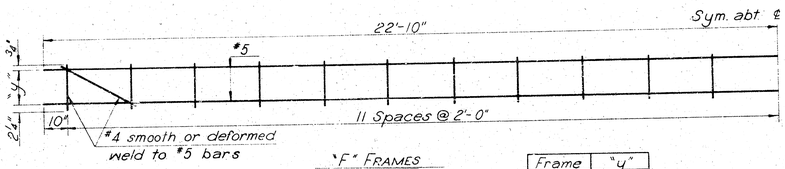
Straight Bars				Bent Bars			
Mark	No.Req.	Size	Length	Mark	No.Req.	Size	Length
AC2	4	6	11'-8"	AC1	8	4	3'-0"
AS1	64	8	11'-5"				
AS2	12	5	46'-5"				
RH1	6	6	8'-2"	RH2	4	6	11'-9"
RV2	10	6	3'-0"				
RV3	28	6	#				
SX1	6	8	46'-5	SX2	47	4	7'-9"

See Bending Diagrams

RETAINING WALLS

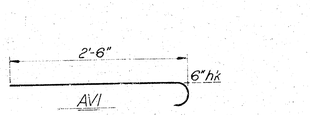
Straight Bars				Bent Bars			
Mark	No.Req.	Size	Length	Mark	No.Req.	Size	Length
H3	5	4	19'-9"	F3	20	4	1'-10"
H4	5	4	21'-0"	F4	22	4	2'-2"
H5	7	4	19'-9"	F5	21	4	2'-10"
HT3	2	5	19'-9"				
HT4	2	5	21'-0"				
HT5	2	5	19'-9"				
				V3	21	4	3'-4"
V5	21	4	5'-5"	V4	22	4	4'-4"

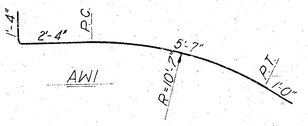
Note: Suffix digit indicates height "H" of wall section.

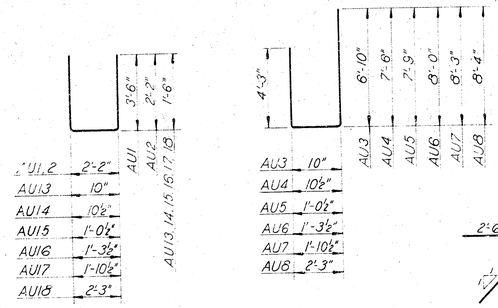


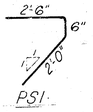
"F" FRAMES

Frame	"y"
F1	5⅜"
F2	6 15/16"
F3	10 1/16"

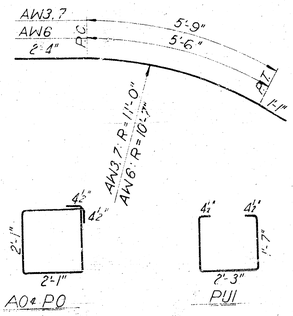


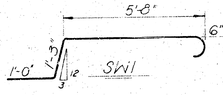


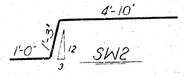


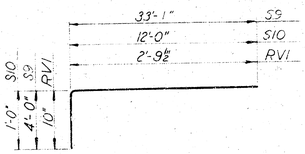


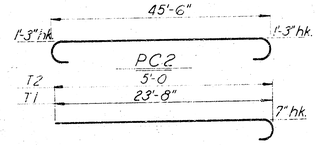
Increase from 3'-10" to 5'-4" by 3" inc.
Cut 4 each length
AW4

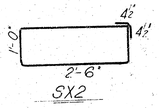


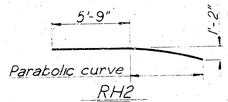


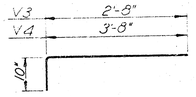


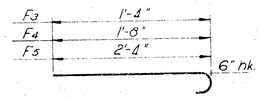












Increase from 1'-9" to 3'-0" by 2½"
Cut 8 ea. length
RV3

NOTES
All dimensions shown in the bending diagrams are out to out of bars unless otherwise noted.

Note that the bar list for Approach Slab is furnished for information only; bar quantities are not included in Reinforcing Steel pay item.

CITY OF WICHITA, KANSAS
R.W. LINN, P.E., CITY ENGINEER

VASSAR STREET BRIDGE
OVER SLEEPY HOLLOW CREEK

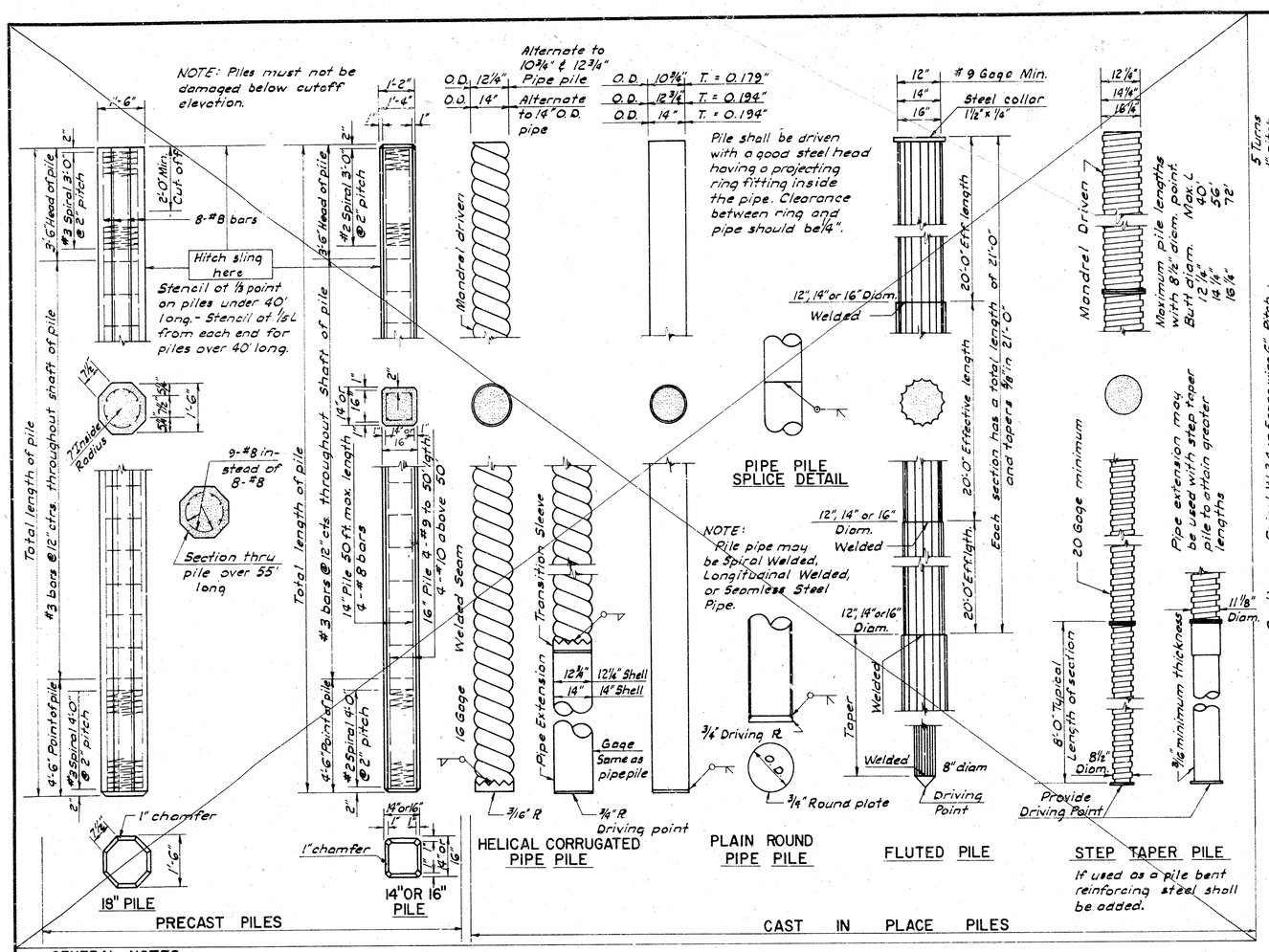
BAR LIST & BENDING DIAGRAMS

DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS

SCALE
DATE December, 1975
ENG. NO. 79-R-7

APP. CKD. DR. DES. PLOT. SURV. TR.

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS		19	8	9



FOR INFORMATION ONLY PILES						
STEEL PILES	EQUIVALENT CONCRETE PILES					
	Precast	Pipe	Fluted	Steptaper	Pre-stressed	‡
HPK10×42	14"	10¾"	12"	12¼"	12"	12¼"
HP12×53	16"	12¾"	14"	14¼"	14"	12½"
HP14×73	18"	14"	16"	16¼"		14"

‡ Helical Corrugated Pipe Shell

CONCRETE PILES						
PIPE PILE	EQUIVALENT CONCRETE PILES					
	Precast	Fluted	Steptaper	Pre-stressed	‡	
10¾"	14"	12"	12¼"	12"	12¼"	
12¾"	16"	14"	14¼"	14"	12½"	
14"	18"	16"	16¼"		14"	

GENERAL NOTES

1. Specifications:
Standard Specifications for State Road and Bridge Construction as currently used by the State Highway Commission of Kansas. (Ed. 1973).

2. Concrete:
Concrete for cast-in-place shall be Class A concrete. f'_c = 3,000 p.s.i. See Sub-Article 703.07 (f)(2) Standard Specifications.
Concrete for Precast and for Prestressed shall be Class AAA concrete f'_c = 4,000 p.s.i. See Article 703.07 (a) Standard Specifications.

3. Reinforcement:
Reinforcing bars shall be new billet steel A.S.T.M. Designation A-615 grade 40 without exception. Hoops and spirals may be either plain or deformed bars. See Sub-Section 1006.01 Standard Specifications.

4. Precast Piles:
Precast piles shall conform to the requirements of Article 703.07 (a),(b),(c),(d) Standard Specifications.

5. Cast-in-Place Shells:
Steel shells for Cast-in-Place Concrete Piles shall conform to the requirements of Sub-Section 1006.06 Standard Specifications.
All piles driven without mandrel shall be of the minimum 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, 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.

6. Steel Pile:
Steel pile shall conform to requirements of Article 1006.04 (e) Standard Specifications.

7. Pile Points:
Pile points shall conform to the dimensions shown and requirements of Sub-Article 1006.06 (b)(3) Standard Specification. Pile points shall be mill welded to pile.

8. Welding:
All field welding shall meet the requirements of Sub-Section 703.06 Standard Specifications.

9. Paint:
All paint shall comply with Sub-Section 1008.06 Standard Specifications, or as specified on the plans.

10. Test Piles:
Test Piles shall be driven where called for on the Bridge plans. The test piles located within the limits of the substructure will become a part of the Bridge Pile System.

11. Splices:
Splices for Steel Piles and Shell Piling shall be in accordance with details shown on this sheet and shall comply with Sub-Section 703.06 Standard Specifications.
Precast Concrete Pile splices shall comply with Sub-Article 703.07 (g)(1) Standard Specifications.
Prestressed Concrete Pile splices shall be made in accordance with the manufacturers recommendations subject to the approval of the Engineer.

12. Driving Formula:
Driving Formula shall conform to Sub-Article 703.04 (d.)(3) Standard Specifications.

13. Mill Test Reports:
Steel Piles test reports shall comply with Sub-Article 1006.04 (e.)(3) Standard Specifications.
Steel Shells test reports for cast-in-place piles shall comply with Article 1006.06 (d.) Standard Specifications.

14. Measurement and Payment:
Measurement for all piles shall comply with Sub-Section 703.08 Standard Specifications.
Payment for all piles shall comply with Sub-Section 703.09 Standard Specifications.

NO.	DATE	REVISIONS	BY	APP'D
6	9-4-73	Revised for 1973 Const. Spec.	G.F.K.	E.E.W.
5	8-26-66	Revise Entire Gen. Note	J.C.L.	E.E.W.
4	4-8-64	Add Longitudinal Welded Pipe Pile	J.C.L.	T.W.O.
3	4-4-61	Revise Choice of Pile Note, Route	J.C.L.	T.W.O.
2	3-27-61	Revise Pipe Pile General Note	J.C.L.	T.W.O.
1	1-24-61	Remove hole in Prestressed Conc. Pile	J.C.L.	T.W.O.

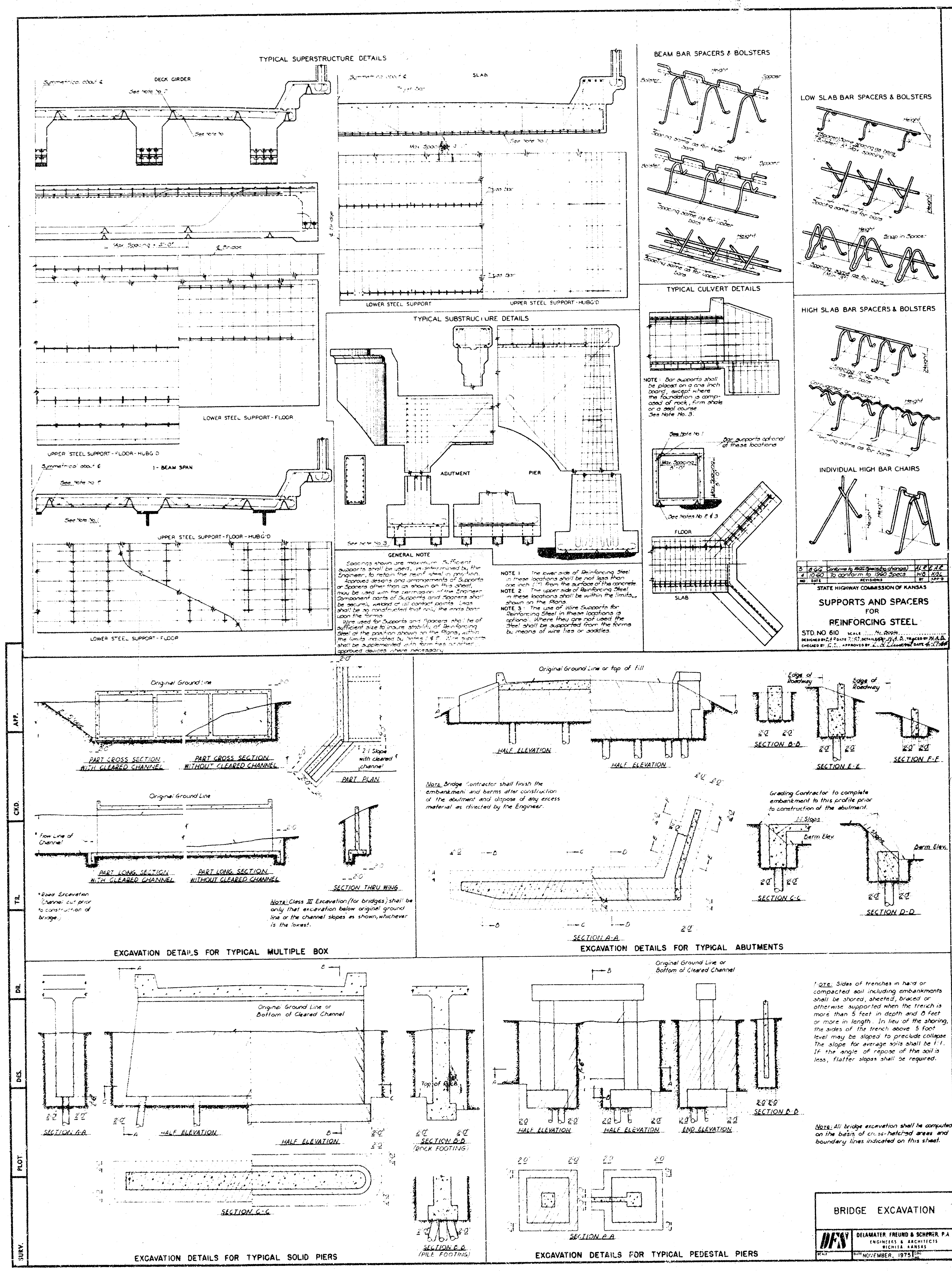
STATE HIGHWAY COMMISSION OF KANSAS

STANDARD PILE DETAILS

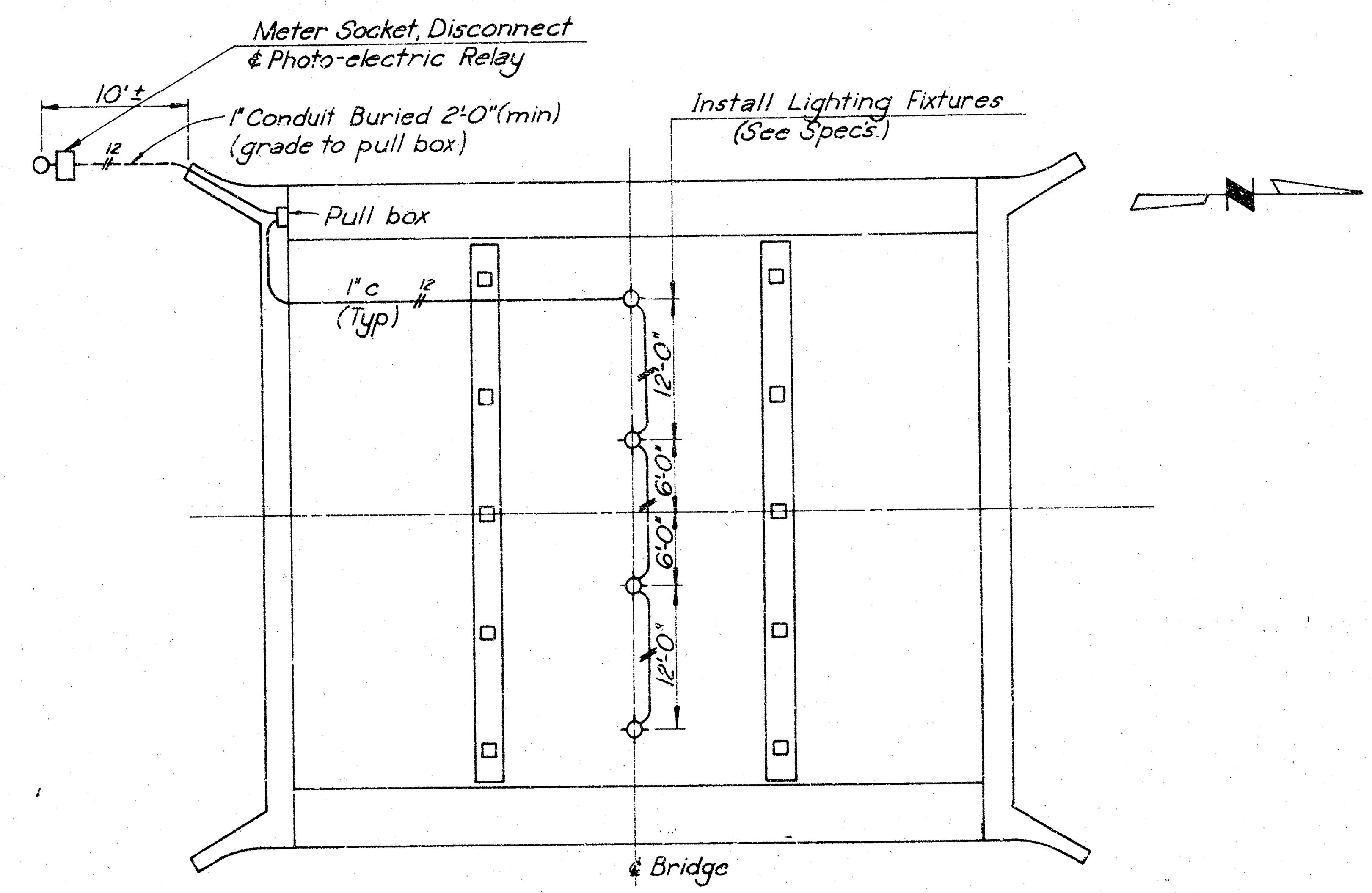
STD. NO. 102

SHEET NO. 8 OF 9	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	TRACED Koci
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.

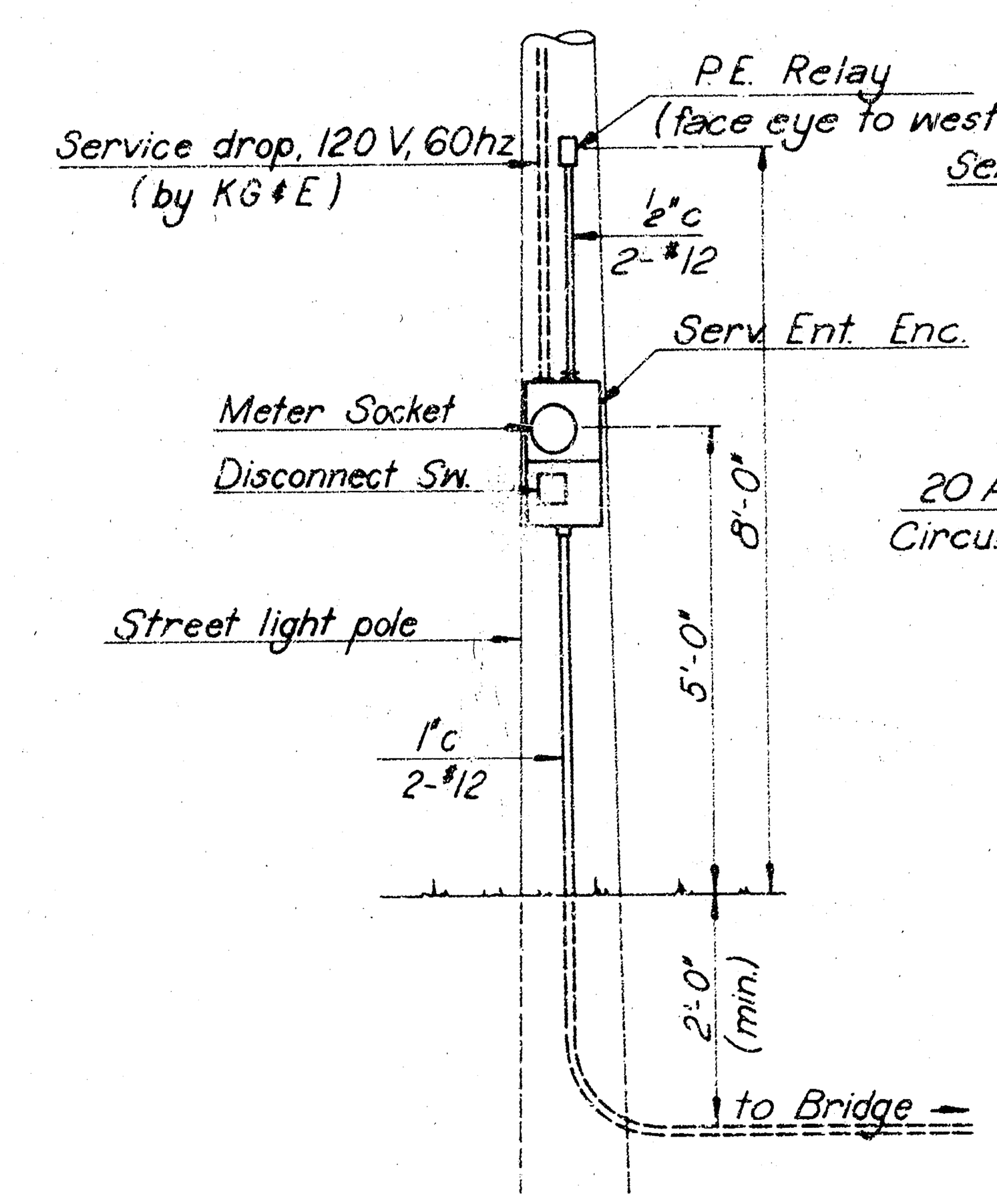
STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		19	9	9



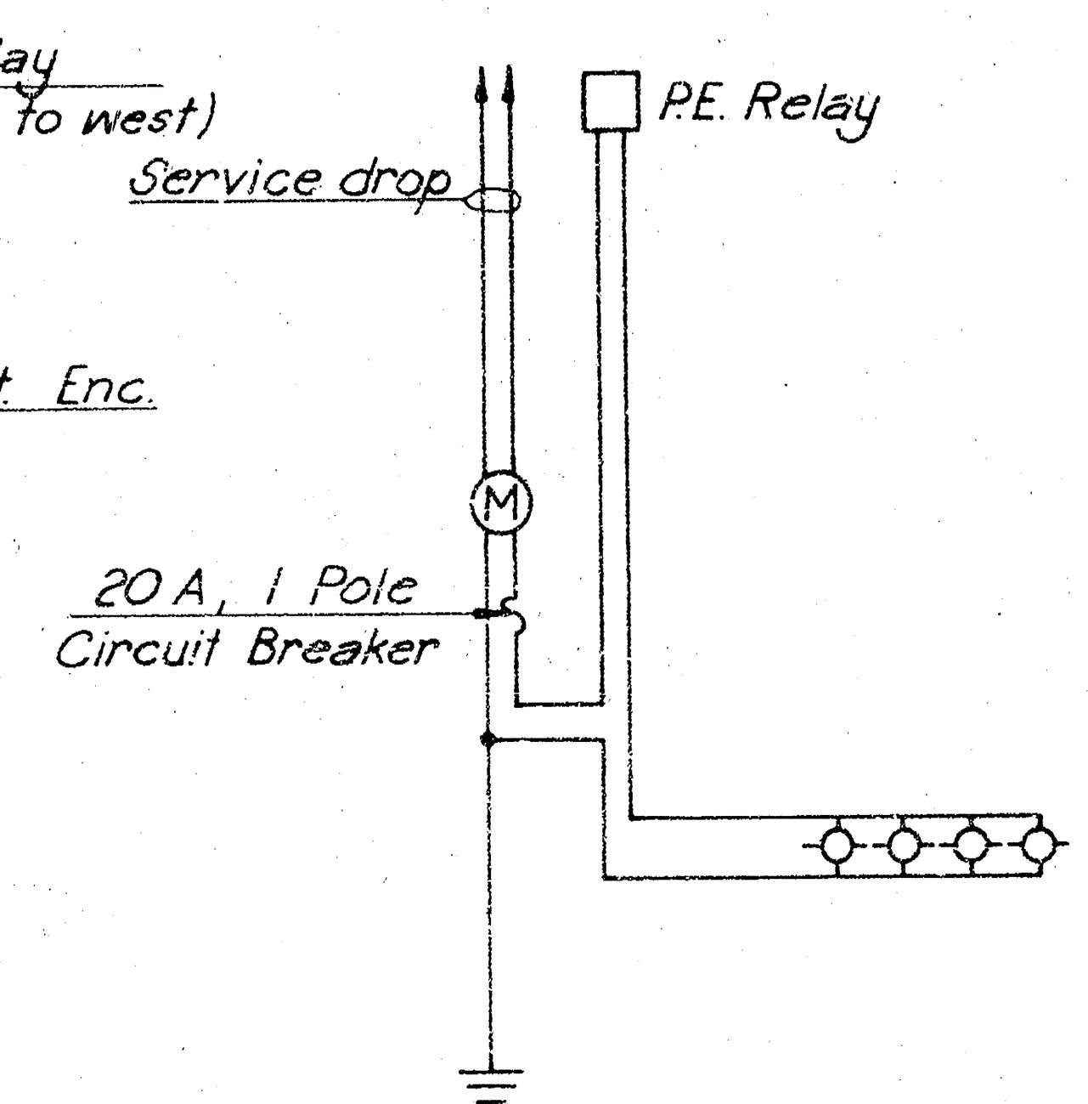
TYPICAL SUPERSTRUCTURE DETAILS
LOWER STEEL SUPPORT
UPPER STEEL SUPPORT - HUBG'D
LOWER STEEL SUPPORT - FLOOR
UPPER STEEL SUPPORT - FLOOR - HUBG'D
TYPICAL SUBSTRUCTURE DETAILS
ABUTMENT
PIER
GENERAL NOTE
BEAM BAR SPACERS & BOLSTERS
TYPICAL CULVERT DETAILS
FLOOR
SLAB
LOW SLAB BAR SPACERS & BOLSTERS
HIGH SLAB BAR SPACERS & BOLSTERS
INDIVIDUAL HIGH BAR CHAIRS
STATE HIGHWAY COMMISSION OF KANSAS
SUPPORTS AND SPACERS
FOR
REINFORCING STEEL
STD. NO. 610
PART CROSS SECTION WITH CLEARED CHANNEL
PART CROSS SECTION WITHOUT CLEARED CHANNEL
PART PLAN
PART LONG. SECTION WITH CLEARED CHANNEL
PART LONG. SECTION WITHOUT CLEARED CHANNEL
SECTION THRU WING
EXCAVATION DETAILS FOR TYPICAL MULTIPLE BOX
HALF ELEVATION
SECTION B-B
SECTION E-E
SECTION F-F
SECTION C-C
SECTION D-D
SECTION A-A
EXCAVATION DETAILS FOR TYPICAL ABUTMENTS
HALF ELEVATION
SECTION C-C
SECTION D-D
(PILE FOOTING)
EXCAVATION DETAILS FOR TYPICAL SOLID PIERS
END ELEVATION
SECTION B-B
EXCAVATION DETAILS FOR TYPICAL PEDESTAL PIERS
BRIDGE EXCAVATION
DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS
NOVEMBER, 1975



ELECTRICAL LAYOUT
Reflected View under Bridge



SKETCH OF SERVICE POLE
See Spec's for Equipment



ELECTRICAL RISER
DIAGRAM

CITY OF WICHITA, KANSAS
R.W. LINN, P.E., CITY ENGINEER

VASSAR STREET BRIDGE
OVER SLEEPY HOLLOW CREEK

BAR SUPPORTS, BRIDGE EXCAVATION & ELECTRIC LIGHTING

DFS DELAMATER, FREUND & SCHERER, P.A.
ENGINEERS & ARCHITECTS
WICHITA, KANSAS

SCALE | DATE December, 1975 | DWG. NO. 79-R-9