

Chuck Ford

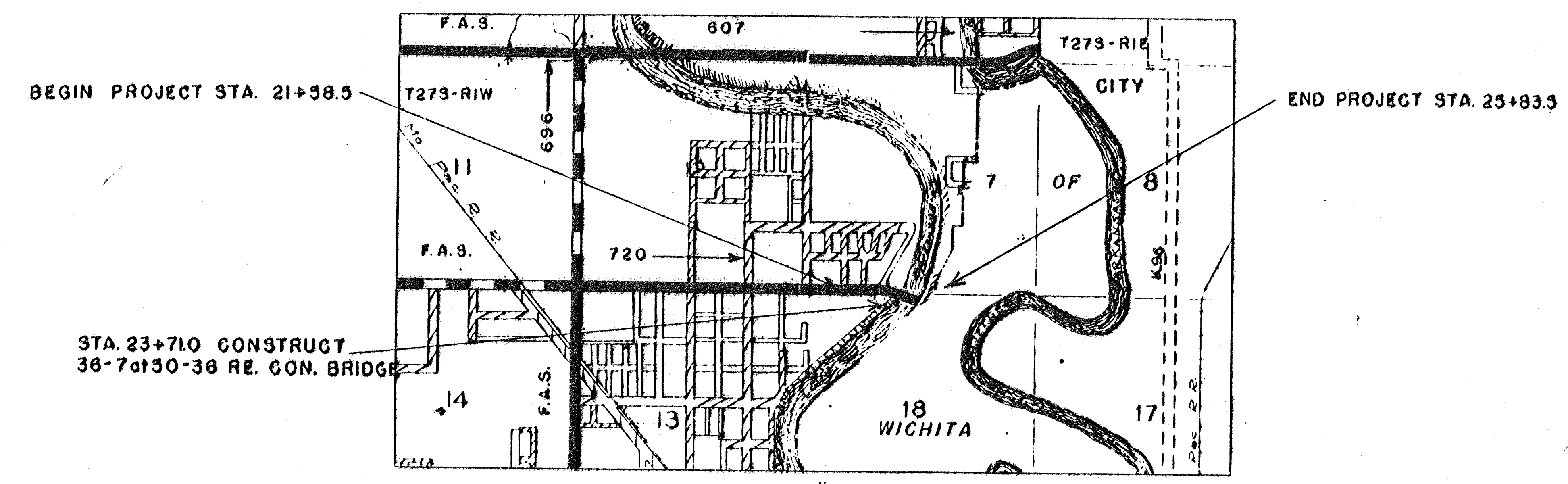
STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		1950	1	11



INDEX OF SHEETS	
SHEET NO. 1	TITLE SHEET
2	PLAN & PROFILE
3	TOPOGRAPHY
4	CONSTRUCTION LAYOUT
5-6	SLAB & GIRDER DETAIL
7	ABUTMENT DETAIL
8	PIER DETAIL
9	AUXILIARY DETAIL
10	LIGHTING DETAIL
11	PILING DETAIL

BRIDGE NO. 616-25-2371

6,158 V.P.D. 1950



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	425.0	FT.	.08	MILES
NET LENGTH OF BRIDGES	425.0	FT.	.08	MILES
NET LENGTH OF ROAD		FT.		MILES
EXCEPTIONS		FT.		MILES
ADDITONS		FT.		MILES
GROSS LENGTH OF PROJECT		FT.		MILES

PLANS PREPARED BY

DATE

APPROVED

DATE 12-18-50

ENGINEER OF SECONDARY ROADS

APPROVED

COUNTY ENGINEER

DATE 12-14-50

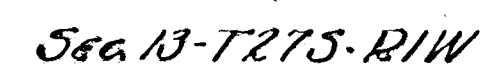
APPROVED

DATE 12-18-50

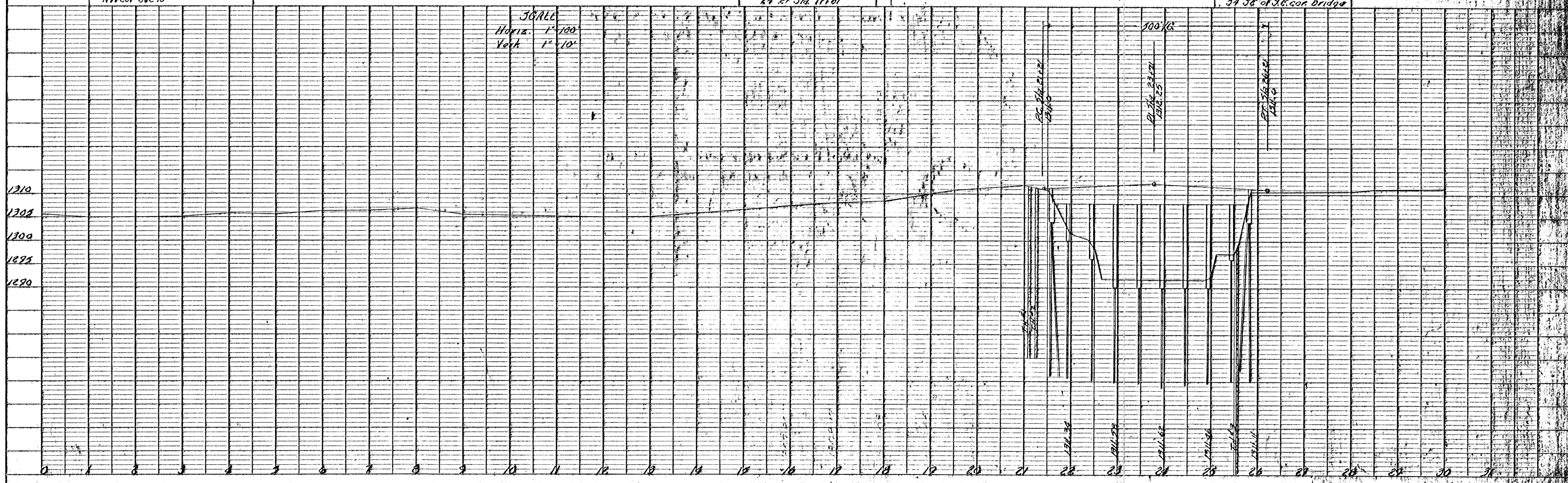
STATE HIGHWAY ENGINEER

13th Street
616-25

SEC 7-T273-R1E



BM^{#3} Elevation 1312.13
USC#65 Sndrd. 1901
34.35 of 35 cor. Bridge



STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		1950	I	II

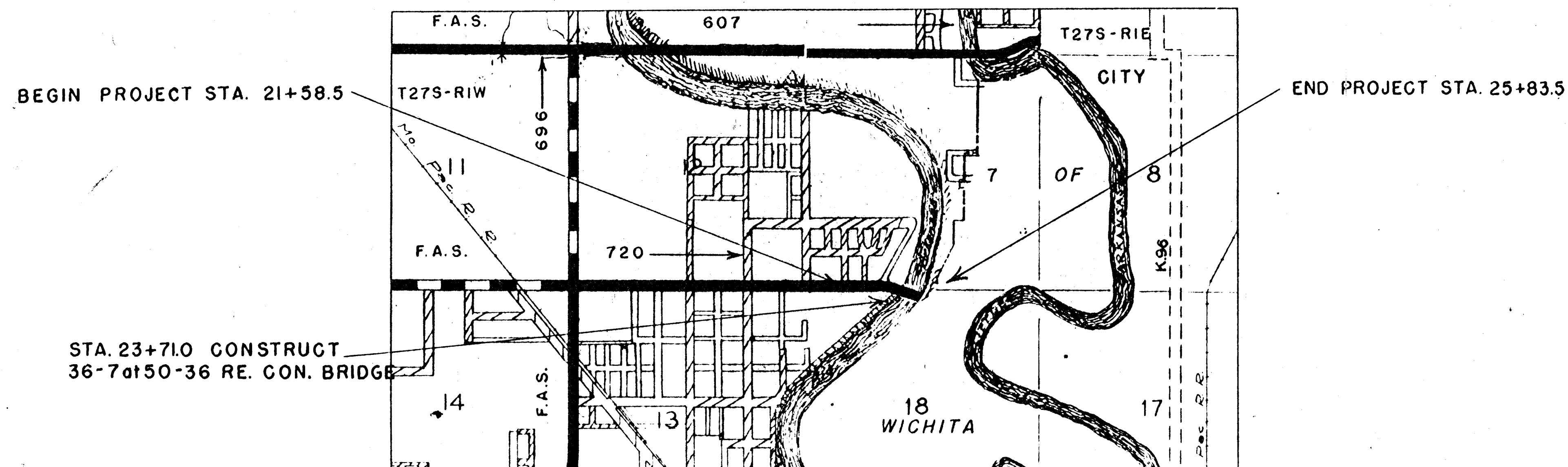


BRIDGE NO. 616-25-2371

6,158 V.P.D. 1950

INDEX OF SHEETS

SHEET NO	TITLE SHEET
2	PLAN & PROFILE
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CONVENTIONAL SIGNS

COUNTY LINE	-----
SECTION LINE	-----
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NET LENGTH OF PROJECT	425.0	FT.	.08	MILES
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NET LENGTH OF ROAD		FT.		MILES
EXCEPTIONS		FT.		MILES
ADDITIONS		FT.		MILES
GROSS LENGTH OF PROJECT		FT.		MILES

PLANS PREPARED BY

DATE

APPROVED

DATE 12-18-50

<i>Walter Johnson</i>
ENGINEER OF SECONDARY ROADS

APPROVED

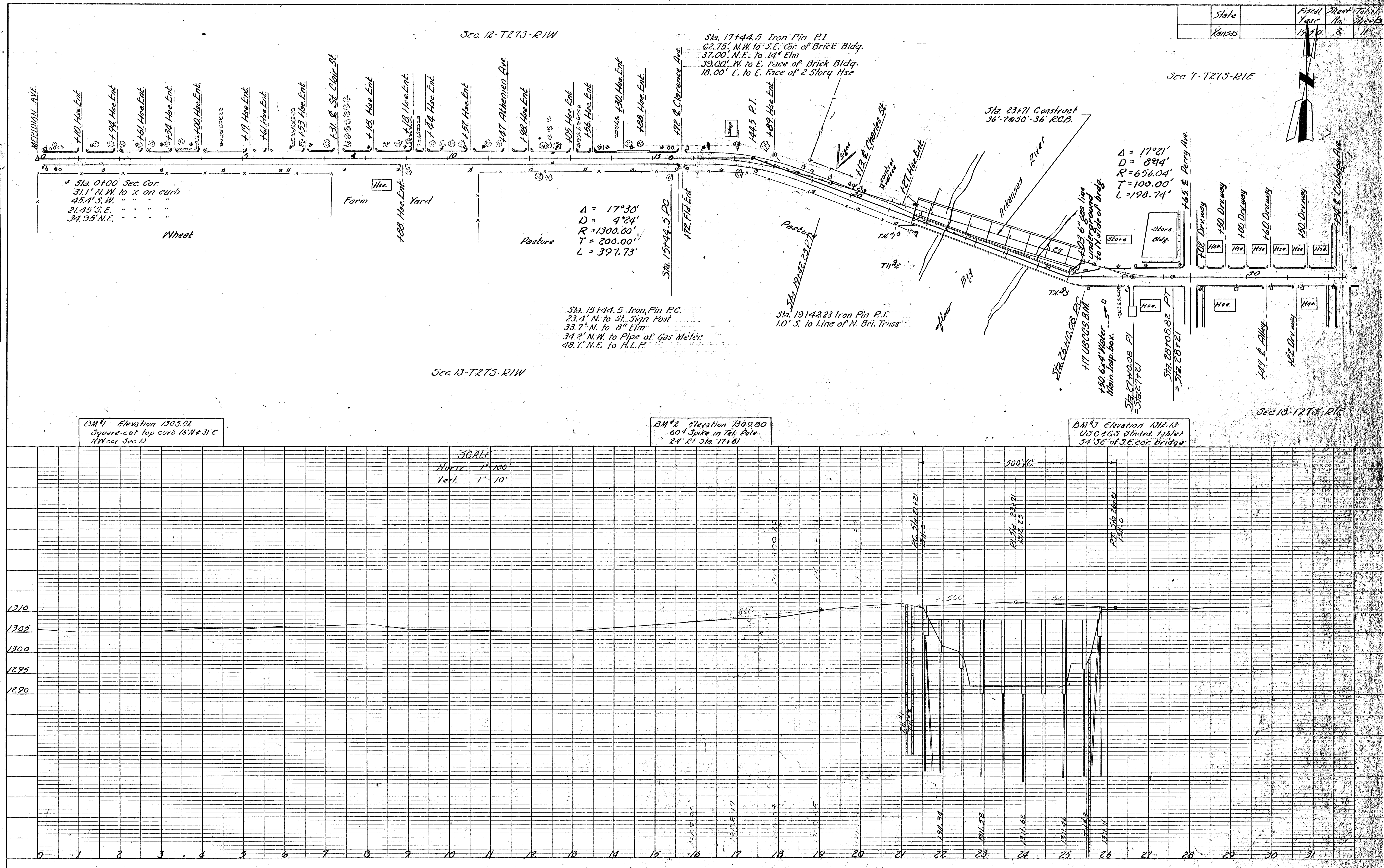
<i>Rufus Hick</i>
COUNTY ENGINEER
DATE 12-14-50

APPROVED 12-18-50 DATE

<i>R. C. Keeling</i>
STATE HIGHWAY ENGINEER

13th Street
616-25

PROFILE	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
NO.	GRADES CHECKED _____		
	B. M.S NOTED _____		
	STRUCTURE NOTATIONS CH'KD. _____		



State	Fiscal Year	Sheet No.	Total Sheets
Kansas	1990	3	11

Sec. 12-T275-RIW

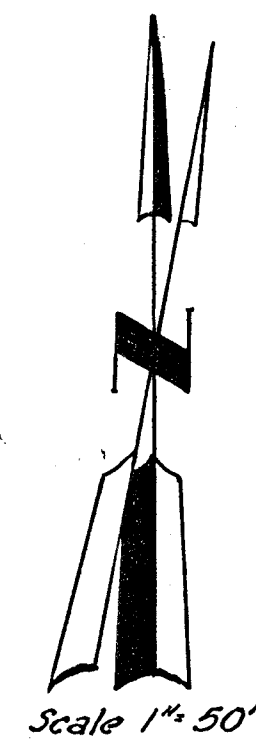
Sec. 7-T275-RIE

Sec. 18-T275-RIE

Sec. 13-T275-RIW

BENCH MARKS
 B.M. #2 - 60' in T.P. 24' rt. Sta. 17+61 El. 1309.80
 B.M. #3 - U.S.C. & G. Std. label 54' S.E. of
 cor. of bridge El. 1312.13

Note: for traverse details see revised sheet 19
 (1949) River Improvement Map-Big Arkansas
 River.



Scale 1" = 50'

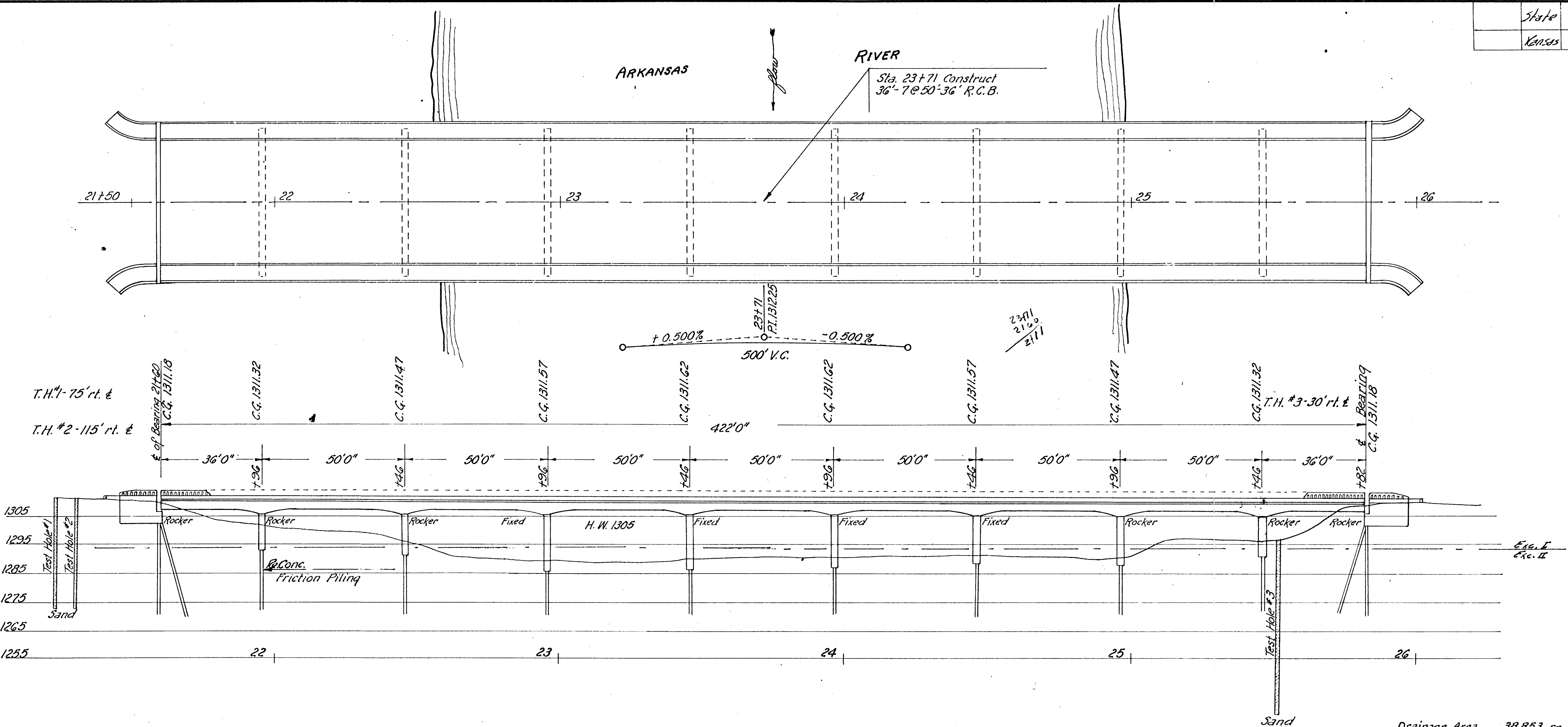
Big Arkansas
 River

Topographical Map
 Vicinity, Bridge No. 616-25-2396 - (13th St.)

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
 COUNTY ENGINEER

REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1" = 50'		Shymate		
	DATE				
	PLANFILE		TOTAL SHEETS		

State	Fiscal Year	Sheet No.	Total Sheets
Kansas	1970	4	11



PLAN AND ELEVATION

36'-7@50'-36' CONTINUOUS CONCRETE SPANS ON CONCRETE ENCASED STEEL TYPE BENT PIERS, 48' ROADWAY OPEN ABUTMENTS, 4' SIDEWALKS.

BENCH MARKS

B.M. #2 60' in T.P. 24' rt. Sta. 17+61 Elev. 1309.80
B.M. #3 U.S.C. & G.S. std. tablet 54' S.E. of S.E. cor. of bri. Elev. 1312.13

SUMMARY OF QUANTITIES

Excavation Class I	401 cu. yds.
Excavation Class II	324 cu. yds.
Concrete Class A (AE)	1707.5 cu. yds.
Reinforcing Steel	270,034 lbs.
Structural Steel	
Bearing Devices	27,612 lbs.
Re. Conc. Piling	7,980 lin. ft.
Cast Iron	1574 lbs.
2" Conduit	926 lin. ft.

GENERAL NOTES

DESIGN: A.A.S.H.O. for H-20-44 Loading.
20,000 p.s.i. Reinforcing Steel (int. gr.)
1,000 p.s.i. Concrete.
OLD STRUCTURE: To be removed by SEDGWICK COUNTY.
SOUNDINGS: Taken with $\frac{1}{8}$ " jet by SEDGWICK COUNTY.
EMBANKMENT: The embankment at the abutments shall be built after completion of the abutments.
PILING: Conc. piling shall be driven to a computed bearing value of twenty eight tons per pile. Piling shall be driven to a minimum depth of thirty feet below the bottom of the encasements.
LIGHTING: Conduit, pull boxes and pole anchor bolts to be installed at time of construction. Poles, wiring etc. to be installed at a later date, and are not a part of this project.

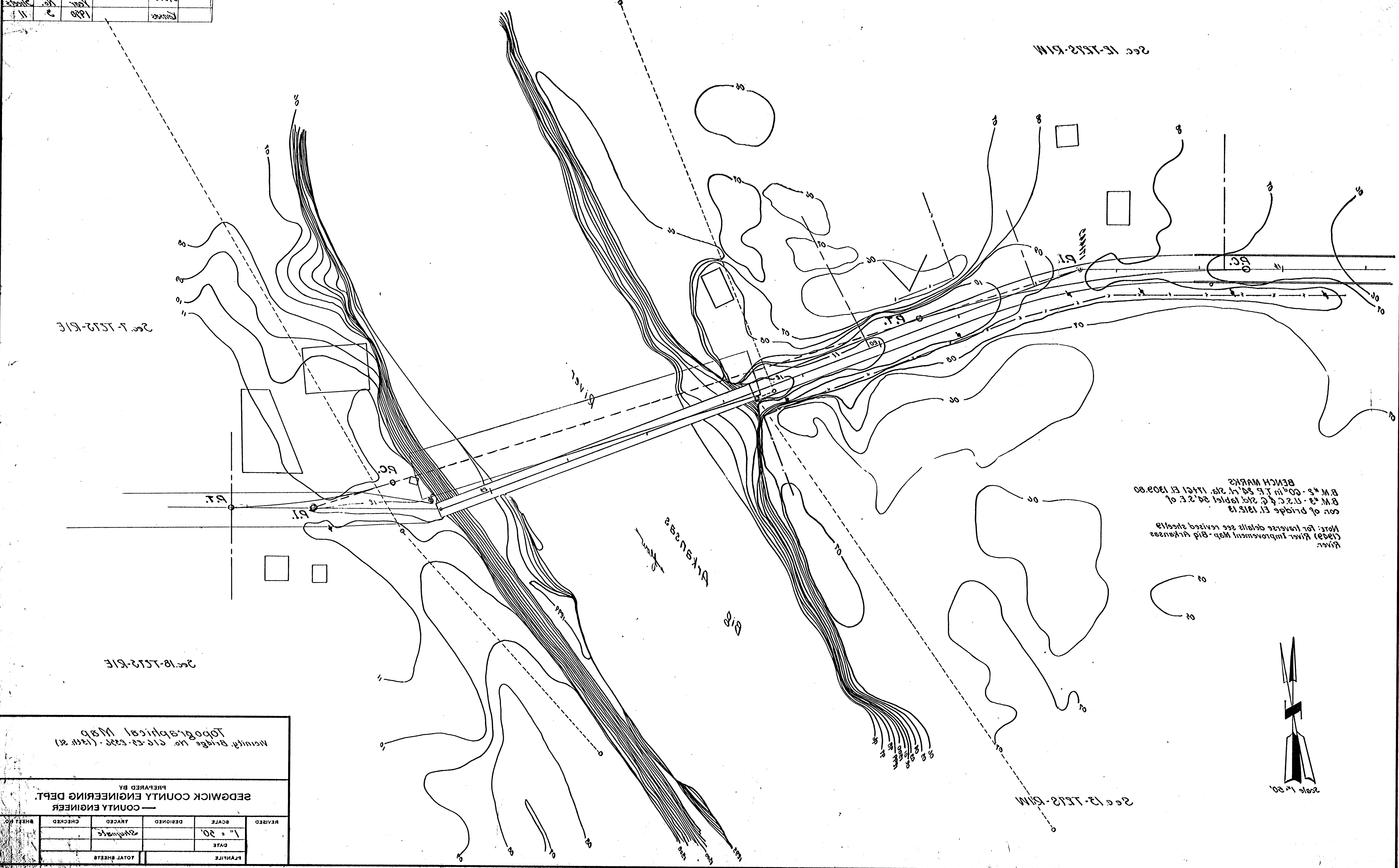
CONSTRUCTION LAYOUT BRIDGE NO. 616-25-2371

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
COUNTY ENGINEER

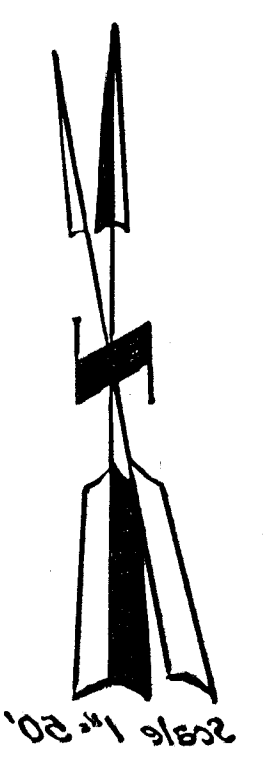
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1"=20'	M.E.S.	R.W.M.		
	DATE				
	PLANFILE		TOTAL SHEETS		

Sheet No.	11
Project No.	100
Scale	1" = 20'
Drawn by	
Checked by	
Designed by	
Reviewed by	
Total Sheets	11

Topographical Map
 Sedgwick County Engineering Dept.
 COUNTY ENGINEER
 PREPARED BY
 SEDGWICK COUNTY ENGINEERING DEPT.
 COUNTY ENGINEER
 REVISIONS
 SCALE 1" = 20'
 DATE
 PLANT
 TOTAL SHEETS



river
 (1908) River Improvement Map - Big Arkansas
 Note: for further details see revised sheets
 con. of bridge El. 131.13
 B.M. 3 - 11.2 C. & 214.16 El. 24.2 C. of
 B.M. 5 - 10.11 El. 24.14 215.17 El. 130.80
 BENCH MARKS



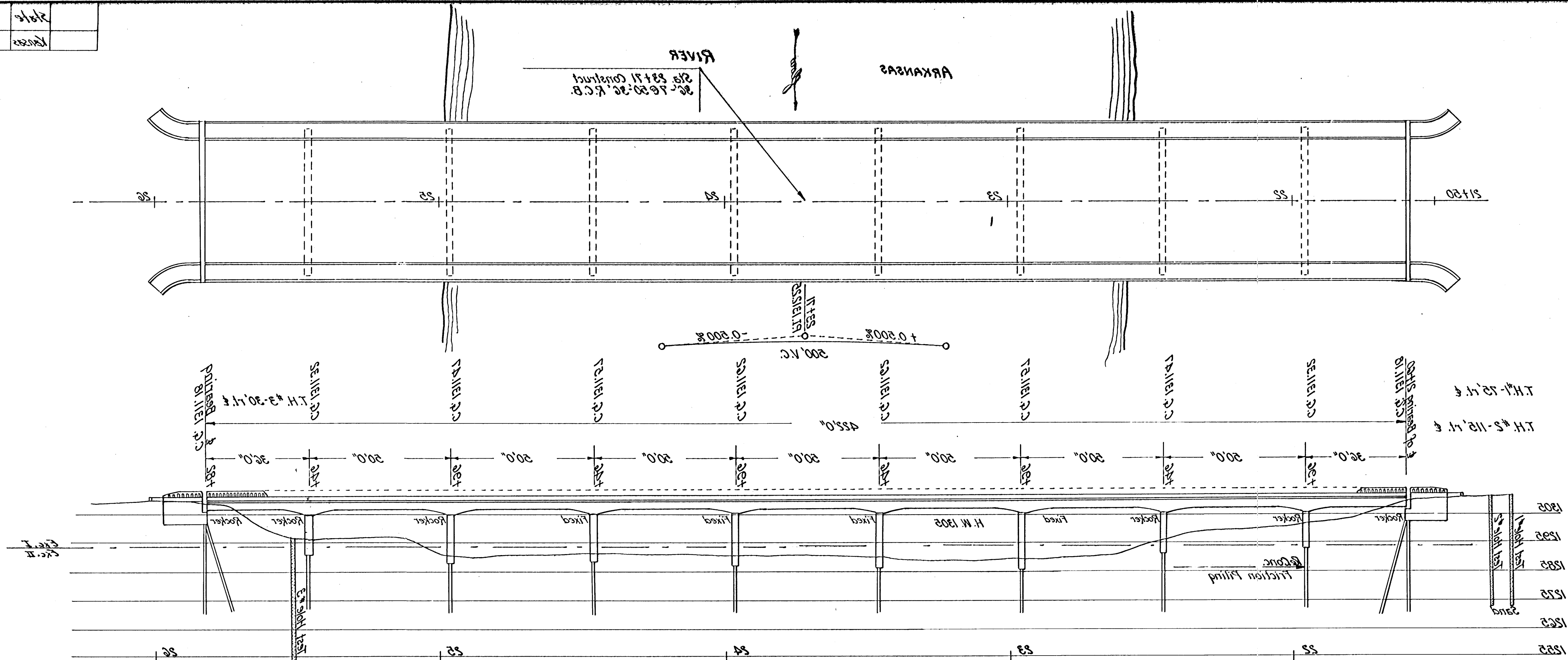
Sec 13-T512-R1W

Sec 18-T512-R1E

Sec 1-T512-R1E

Sec 18-T512-R1E

Sheet No.	11
Year	1930
Project	Arkansas River
Total	11



PLAN AND ELEVATION

36'-10'-30" CONTINUOUS CONCRETE
SPANS ON CONCRETE
TYPE BENT PIERS, 48' ROADWAY OPEN
ABUTMENTS, 4' SIDEWALKS

GENERAL NOTES

Design: A.A.H.O. for H-20-44 loading
20,000 p.s.i. Reinforced Steel (int. dr.)
1,000 p.s.i. Concrete
Old structure: to be removed by Sedgwick County
Dimensions: taken with 1/4" of Sedgwick County
Embankment: The embankment at the abutments
shall be built after completion of
the abutments.
Piling: Piling shall be driven to a
computed bearing value of twenty eight
tons per pile. Piling shall be driven to
a minimum depth of thirty feet
below the bottom of the embankment.
Caisson: Caisson, full, boxes and pole anchor
piles to be installed at time of construction
piles, and are not a part of this project.

SUMMARY OF QUANTITIES

Excavation Class I
Excavation Class II
Concrete Class A (AC)
Reinforcing Steel
Structural Steel
Bearing Devices
Ke. Conc. Piling
Cast Iron
C. Conduit
27,612 lbs.
1,980 lin. ft.
154 lbs.
250 cu. yds.
1,707 cu. yds.
354 cu. yds.
401 cu. yds.

BENCH MARKS

BM #3 2.2 c. 2.2 s. 1.1 ft. 1.1 ft. 1.1 ft.
BM #2 2.2 c. 2.2 s. 1.1 ft. 1.1 ft. 1.1 ft.

Watermark
Discharge Area
38,823 sq. mi.
26,000 cfs.
4,250 sq. ft.

BRIDGE NO 616-25-231
CONSTRUCTION LAYOUT

SEDGWICK COUNTY ENGINEERING DEPT.
COUNTY ENGINEER
PREPARED BY

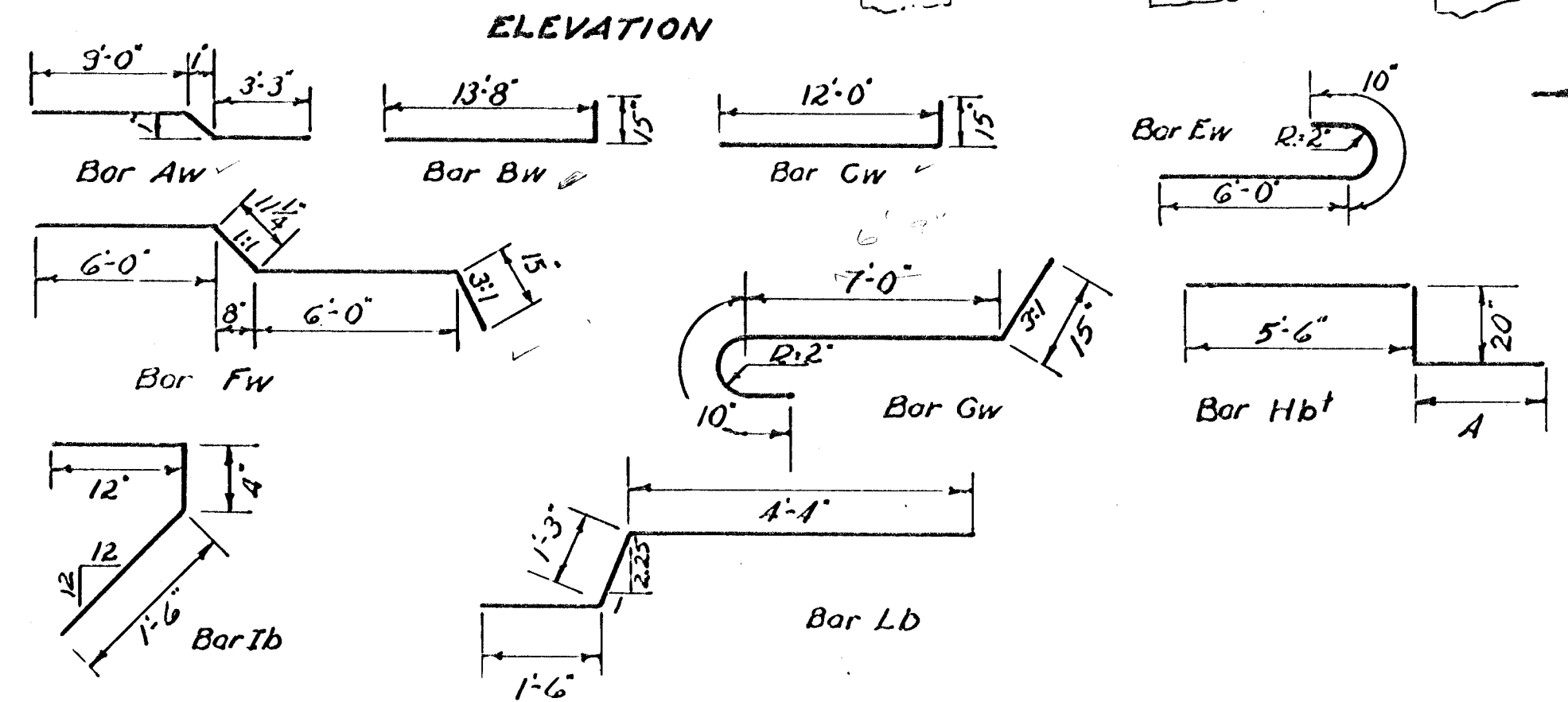
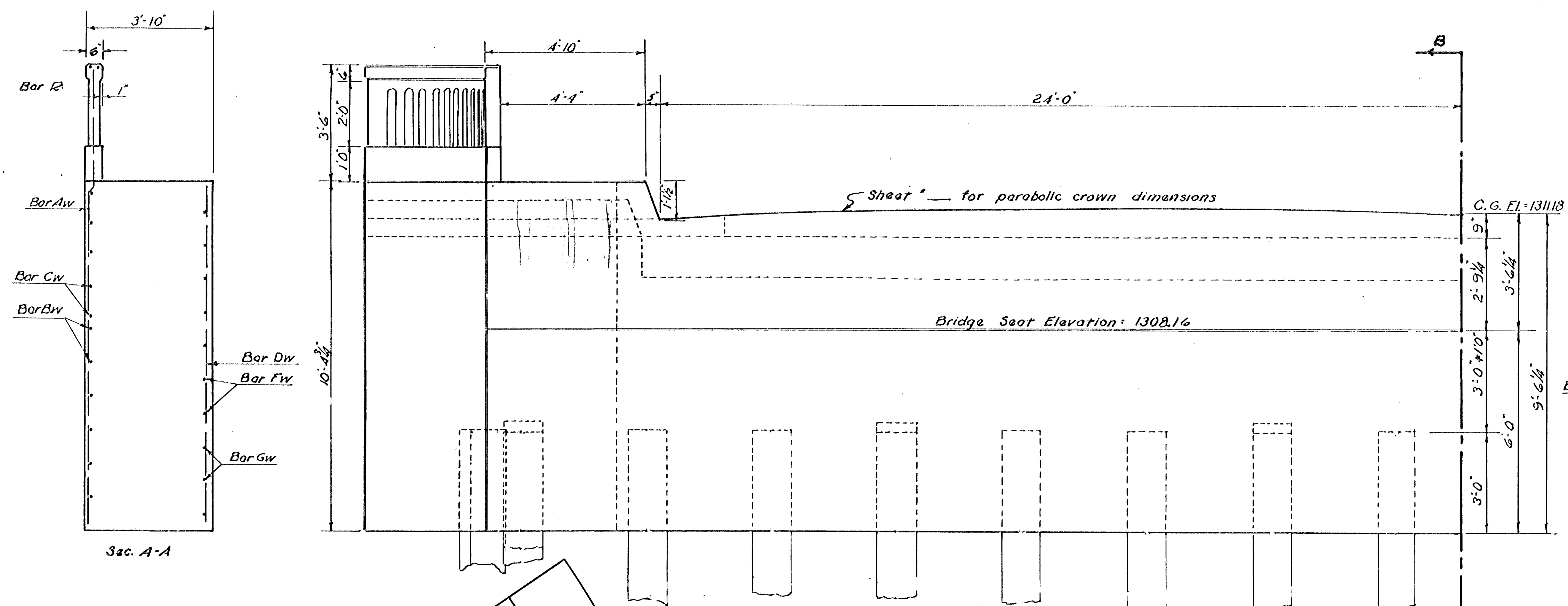
REVISION	DESIGNED	CHECKED	SHEET NO.
1	W.E.S.	W.K.W.	11
DATE			
PLANNING			
TOTAL SHEETS			

11-29-80 REVISED	PLANFILE	TOTAL SHEETS	RUFUS S. KIRK — COUNTY ENGINEER				SEDGWICK COUNTY ENGINEERING DEPT. PREPARED BY	
	DATE	10-20	DESIGNED	TRACED	CHECKED	SHEET NO.	BRIDGE NO. 616-S2-S371 SLAB AND GIRDER DETAILS	
	1" = 8' 0"	M.E.S.	K.M.M.					

STEEL TABLE
(one abut.)

Bar	Space	No.	Size	Length	Wt.	Revised Weight
Aw	11"	36	1/2"	12'-4"	297	296.5
Bw	12"	12	"	14'-11"	120	119.6
Cw	12"	10	"	13'-3"	89	88.5
Dw*	12"	76	"	10'-0"	508	475.0
Ew	12"	6	"	6'-10"	27	27.4
Fw	12"	14	"	14'-2"	133	132.7
Gw	12"	6	"	9'-1"	37	36.4
Hbt	12"	58	"	10'-5"	202	406.4
Ib	12"	48	"	2'-10"	91	90.7
Jb	4"	4	"	25'-0"	67	66.8
Kb	12"	40	"	30'-0"	802	801.60
Lb		4	"	7'-1"	19	18.92
R		4	"	12'-0"	32	32.1
		Total		3625	2424	2592.3*

QUANTITIES per ABUTMENT
 Cu. yd. Concrete 48.0
 Bearing Devices 10
 L.F. Friction Piling 140



Sec. B-B
TABLE of Hb f Dw BAR
(for one abutment)

No. Cut	A Dim.	No. Cut	Overall L.
8	3'-3"	28	10'-0"
8	3'-2 1/2"	8	9'-1"
8	3'-2"	8	9'-0 1/2"
8	3'-1 1/2"	8	9'-0"
8	3'-1"	8	8'-11 1/2"
8	3'-1/2"	8	8'-11"
10	4'-2"	8	8'-10 1/2"

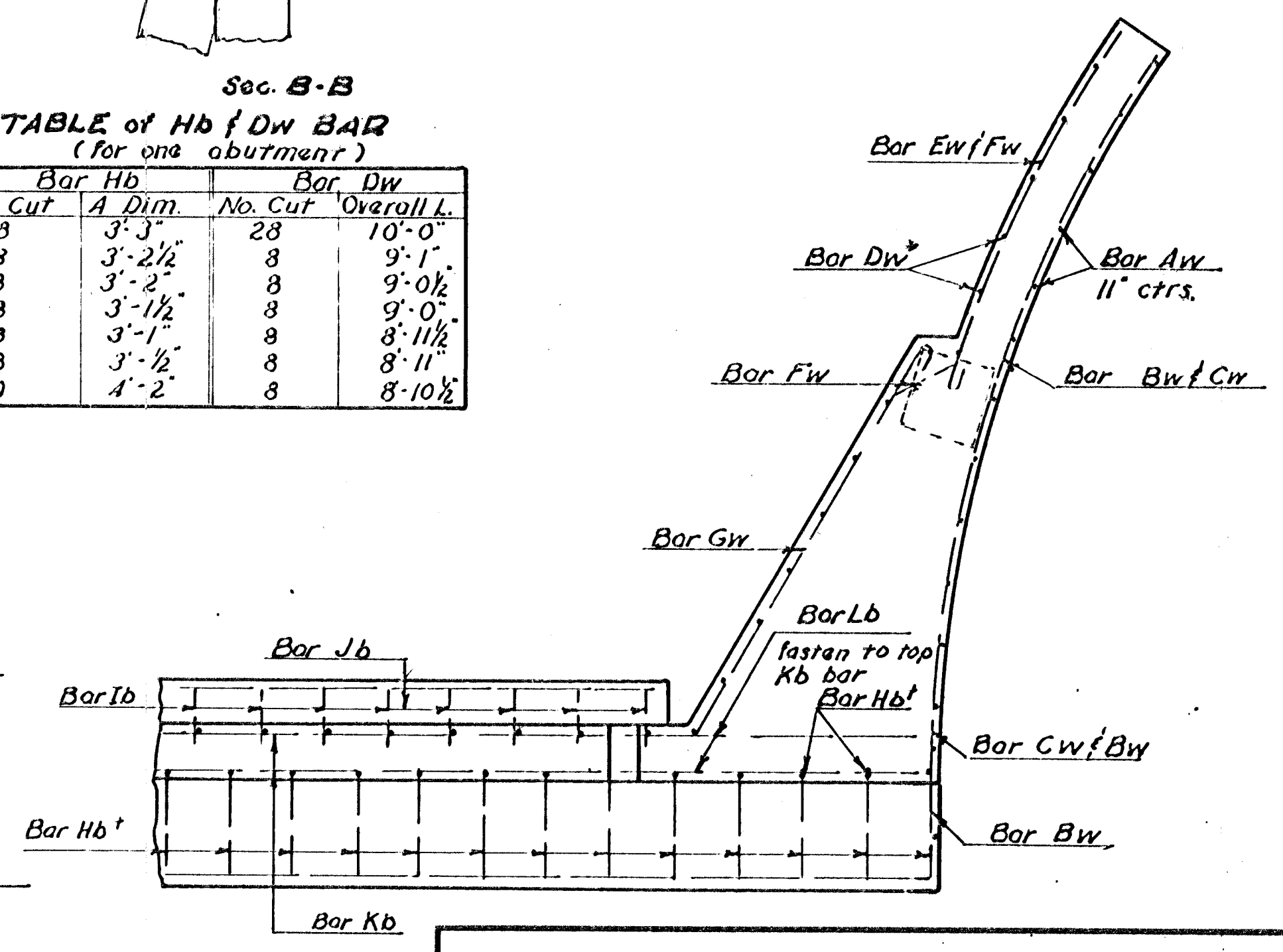
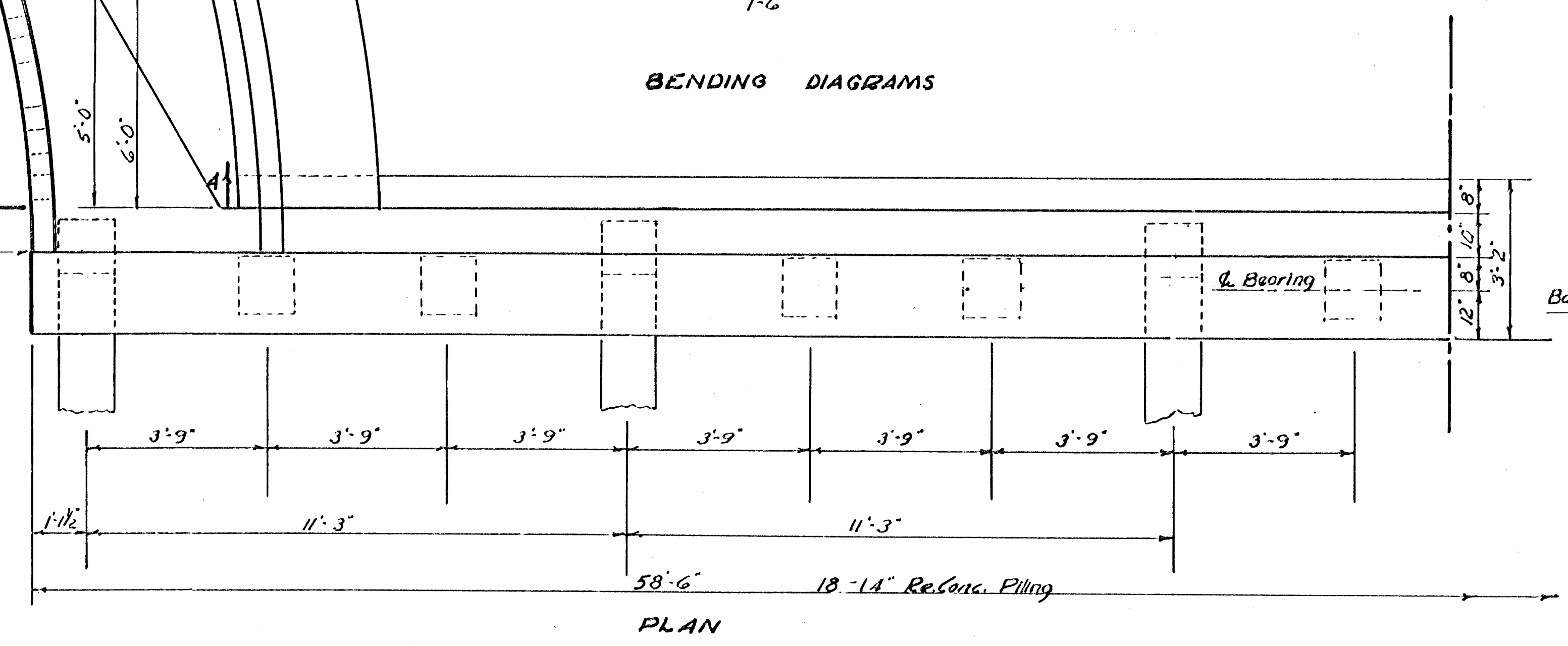
GENERAL NOTES

Bearing plates to be spaced as those for pier. (see sheet 10)

Piling to be driven to a computed bearing value of 28 tons and at least 31'-6" below the bridge seat.

Reveal all exposed edges with 3/4" Δ molding.

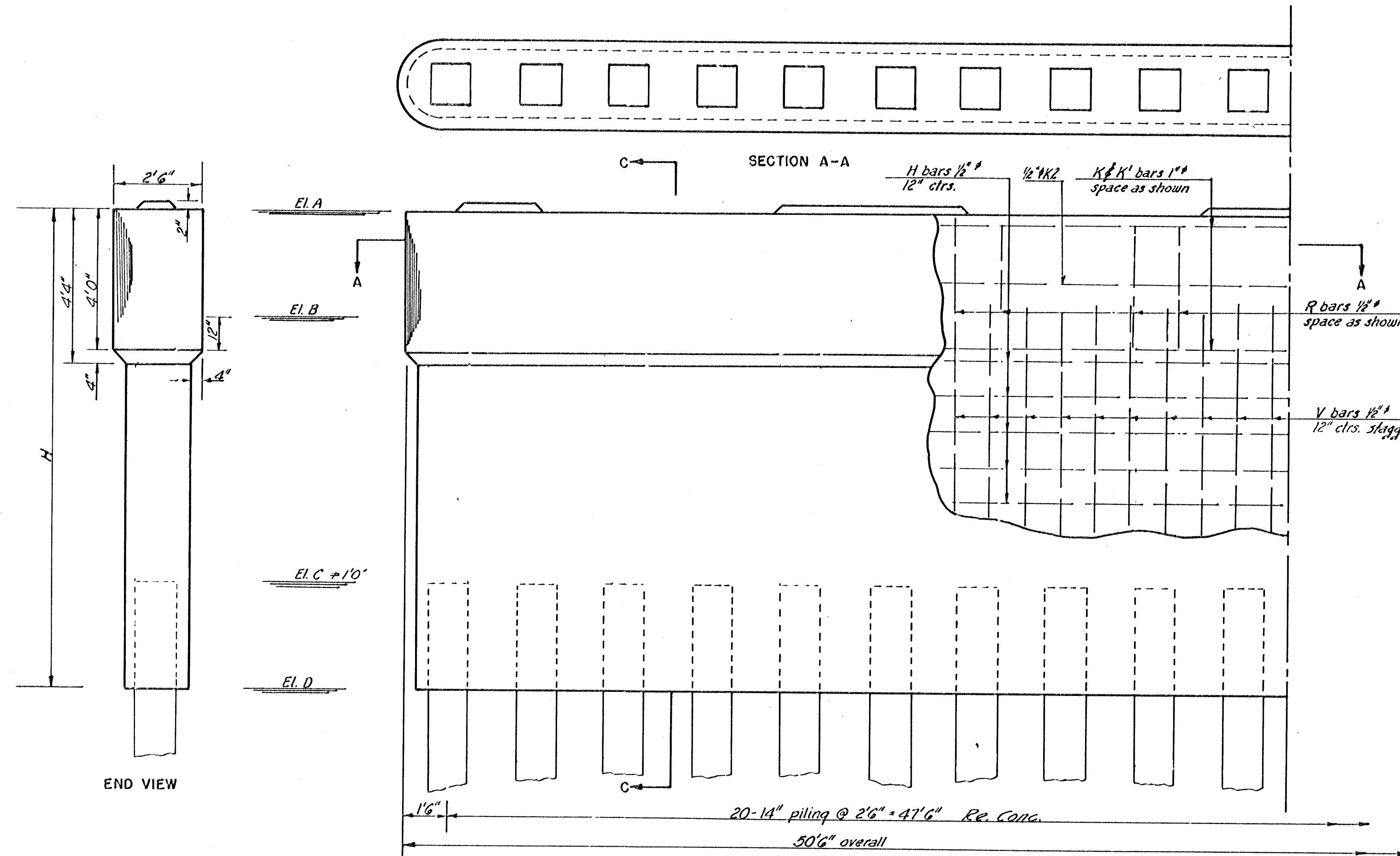
Concrete to be class A (see spec.)



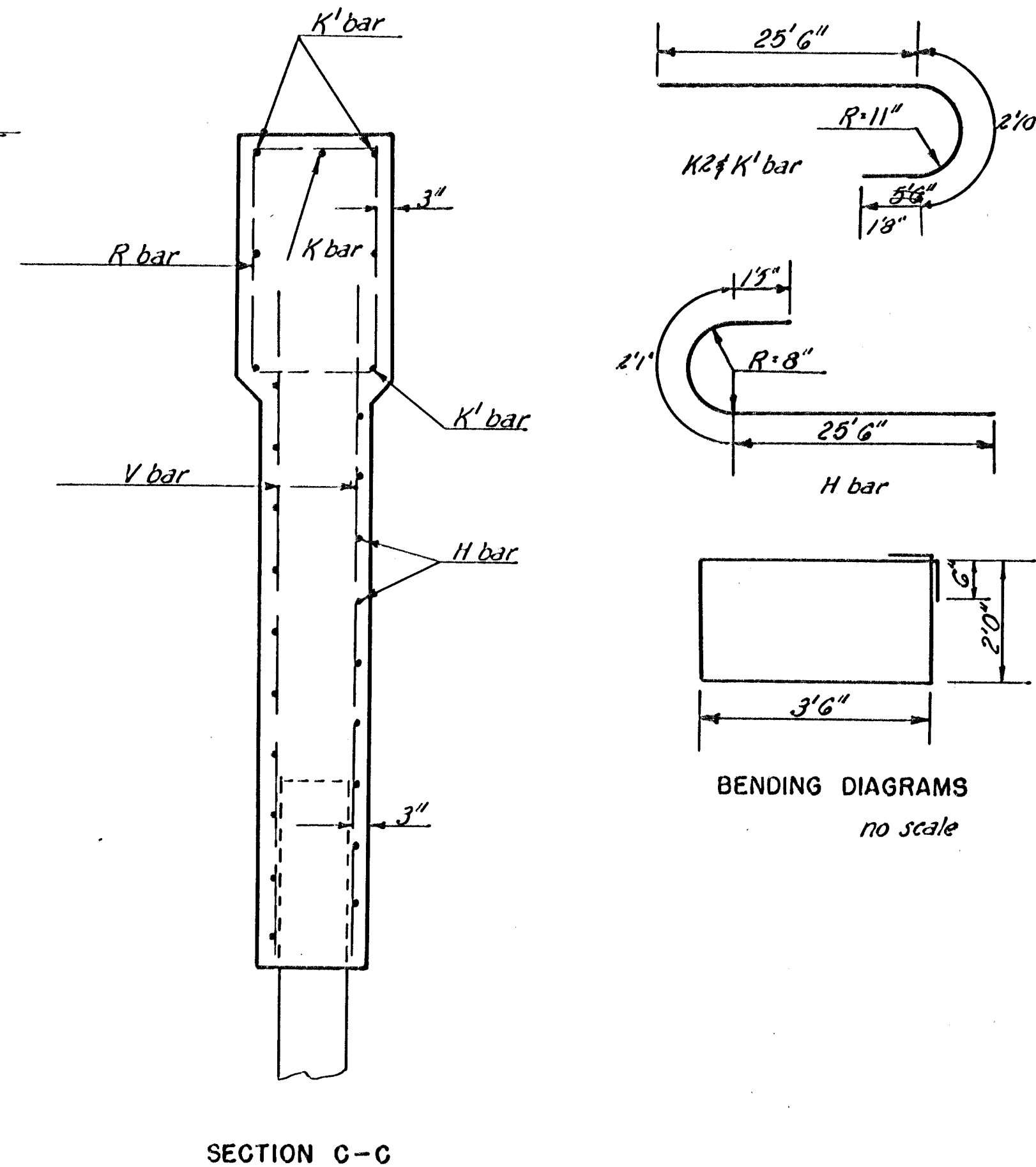
ABUTMENT DETAIL
BRIDGE NO. 616-25-2371

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
Rufus S. Kirk — COUNTY ENGINEER

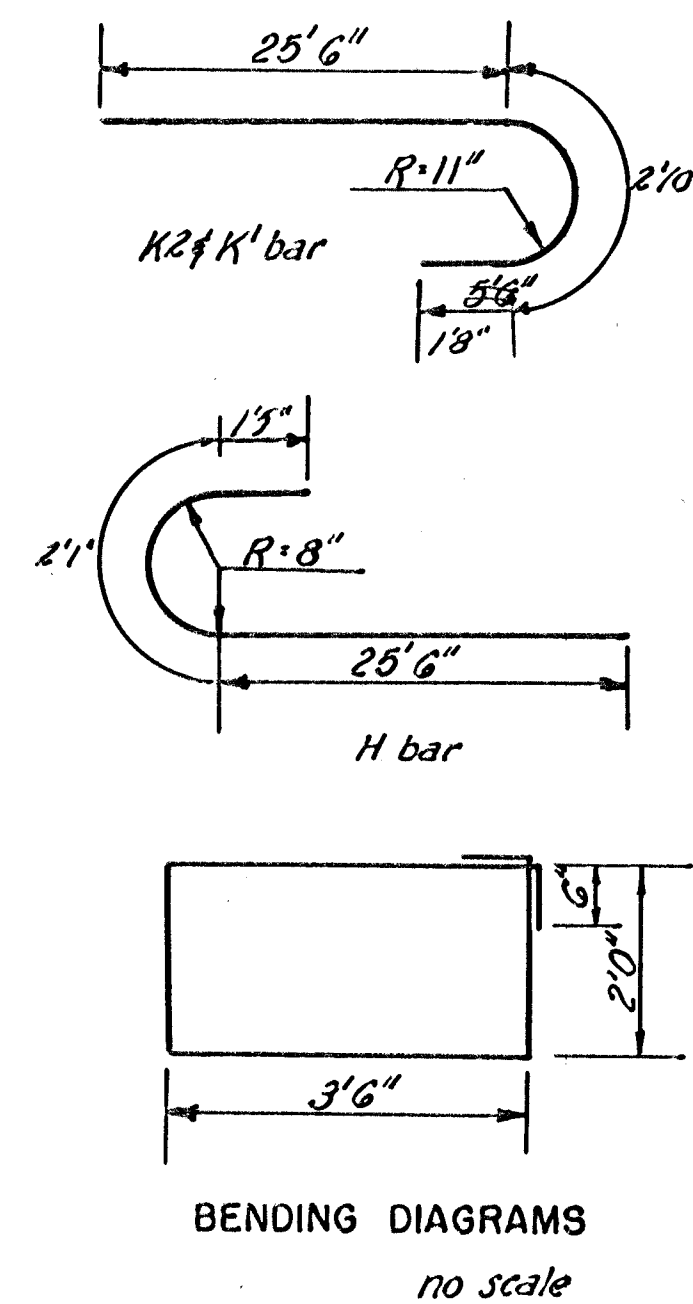
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1/2" = 1'-0"	M.S.J./R.J.	R.J.		
	DATE	10-20-50			
	PLANFILE		TOTAL SHEETS		



PIILING ELEVATIONS
PIERS 1-2-7 & 8 only



SECTION C-C



BENDING DIAGRAMS
no scale

PIER	TABLE of ELEVATIONS				TABLE of STEEL										QUANTITIES					A						
	ELEVATION A	ELEVATION B	ELEVATION C	ELEVATION D	Number 1/2" R bars	Length 1/2" R bars	Number 1" K bars	Length 1" K bars	Number 1" K' bars	Length 1" K' bars	Number 1/2" V bars	Length 1/2" V bars	Number 1/2" H bars	Length 1/2" H bars	8"x 15"x 1/4" Bearing PL	L.F. Test Pile	L.F. Friction Pile	Cu. Yds. Concrete	Lbs. Re-bars							
#1	1307.55	1304.55	1297.55	1294.55	40	120	2	26 1/2	8	34 1/2	51	10 1/2	26	500	10	40 1/2	810	43.62	2351	13	4	300	1728.3			
#2	1307.70	1304.70	1294.70	1291.70	40	120	2	26 1/2	8	34 1/2	51	13 1/2	32	500	10	0	--	53.73	2554	16	4	300	2146.7			
#3	1308.53	1305.53	1289.53	1286.53	40	120	2	26 1/2	8	34 1/2	51	13 1/2	44	500	0	0	--	80.13	3253	22	4	--	2583.6			
#4	1308.58	1305.58	1290.58	1287.58	40	120	2	26 1/2	8	34 1/2	51	18 1/2	42	500	0	0	--	76.74	3153	21	4	--	2510.3			
#5	1308.58	1305.58	1291.58	1288.58	40	120	2	26 1/2	8	34 1/2	51	17 1/2	40	500	0	40 1/2	--	73.35	3060	20	4	--	2437.9			
#6	1308.53	1303.53	1291.53	1288.53	40	120	2	26 1/2	8	34 1/2	51	17 1/2	40	500	0	0	--	73.35	3060	20	4	--	2437.9			
#7	1307.70	1304.70	1290.70	1287.70	40	120	2	26 1/2	8	34 1/2	51	17 1/2	40	500	10	0	--	73.35	3060	20	4	--	2437.9			
#8	1307.55	1304.55	1293.55	1290.55	40	120	2	26 1/2	8	34 1/2	51	14 1/2	34	500	10	40 1/2	--	63.18	2754	17	4	--	2219.5			
1297.55					30'										TOTALS					40	1216	5433	2356			18,702.6

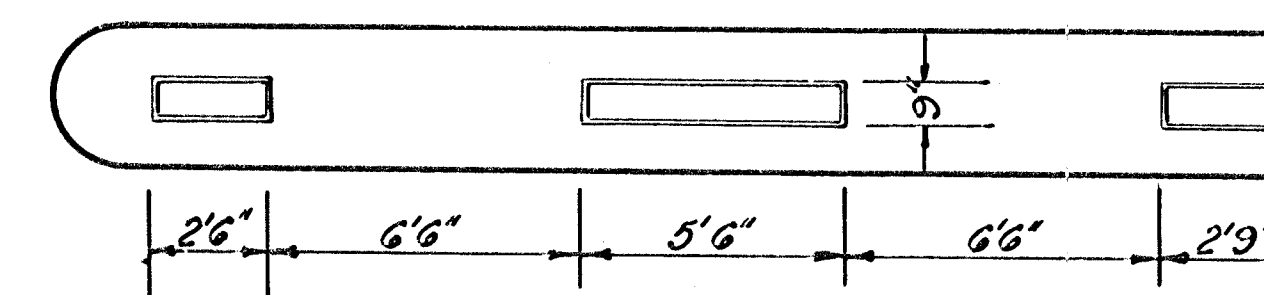
Class A
throughout. Beware
of triangular
noted.
All dimensions
reinforcing steel

Revised
lb. Rebar

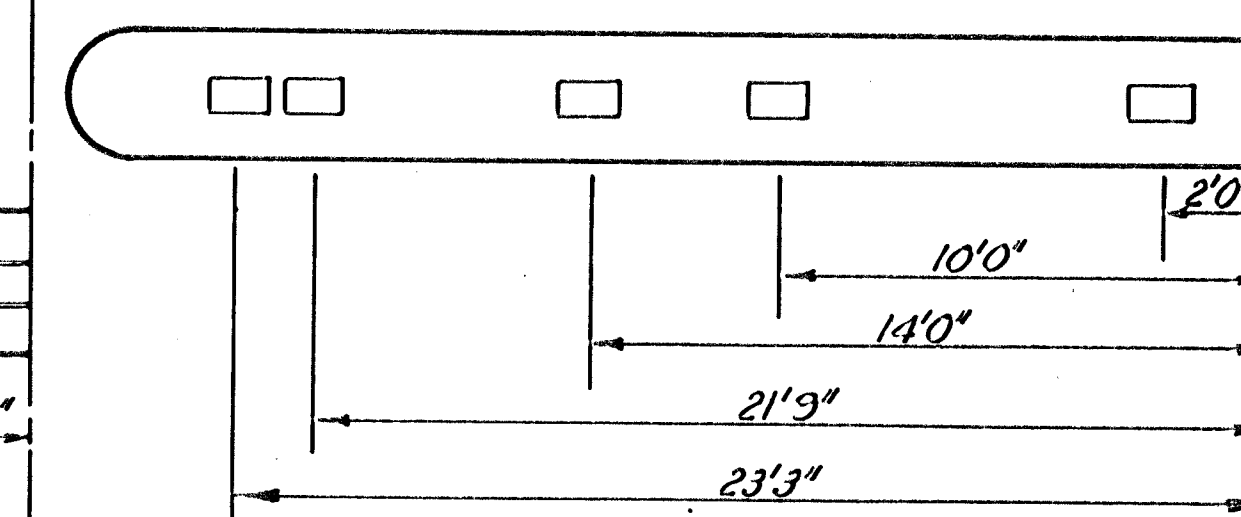
1/2" x 1/4" x 1/2" bars
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GENERAL NOTES

Class A (AE) Concrete shall be used thruout. Bevel all exposed edges with a 1/4 triangular molding unless otherwise noted.
All dimensions shown relative to reinforcing steel are to center of bar.



LOCATION OF KEYS
PIERS 3-4-5-8-6 only
no scale

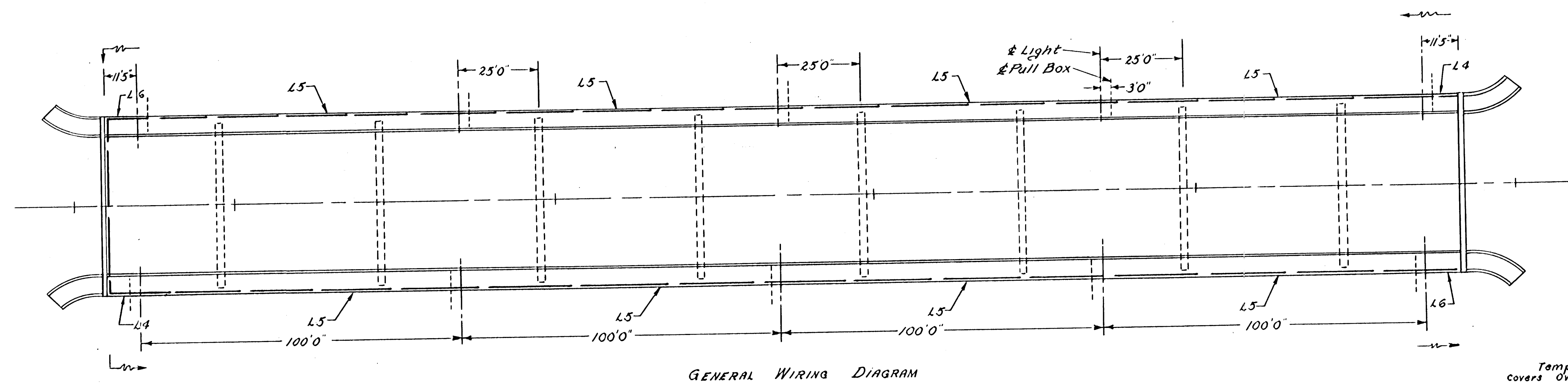


LOCATION OF BEARING PLATES
PIERS 1-2-7-8-8 only (omit key)
no scale

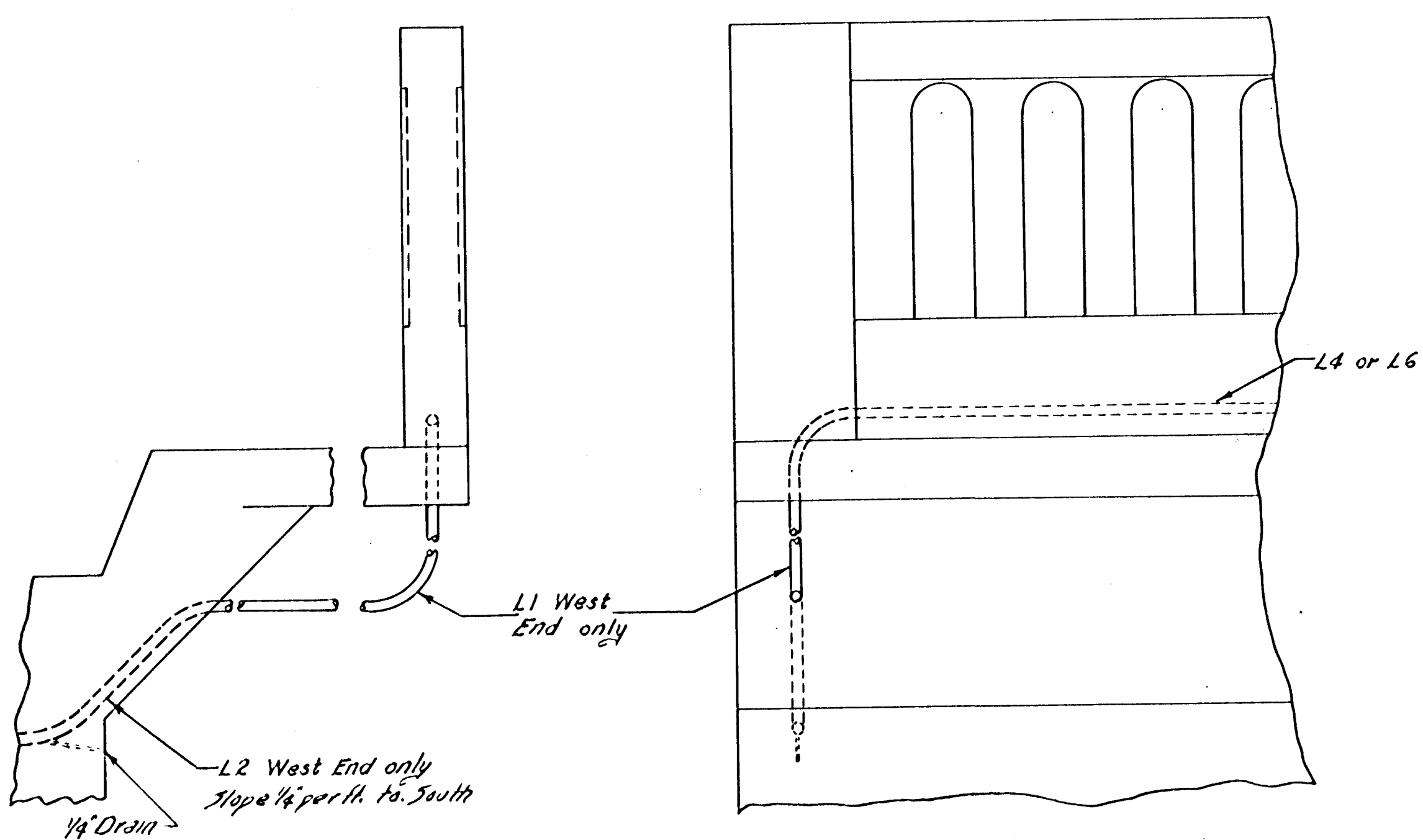
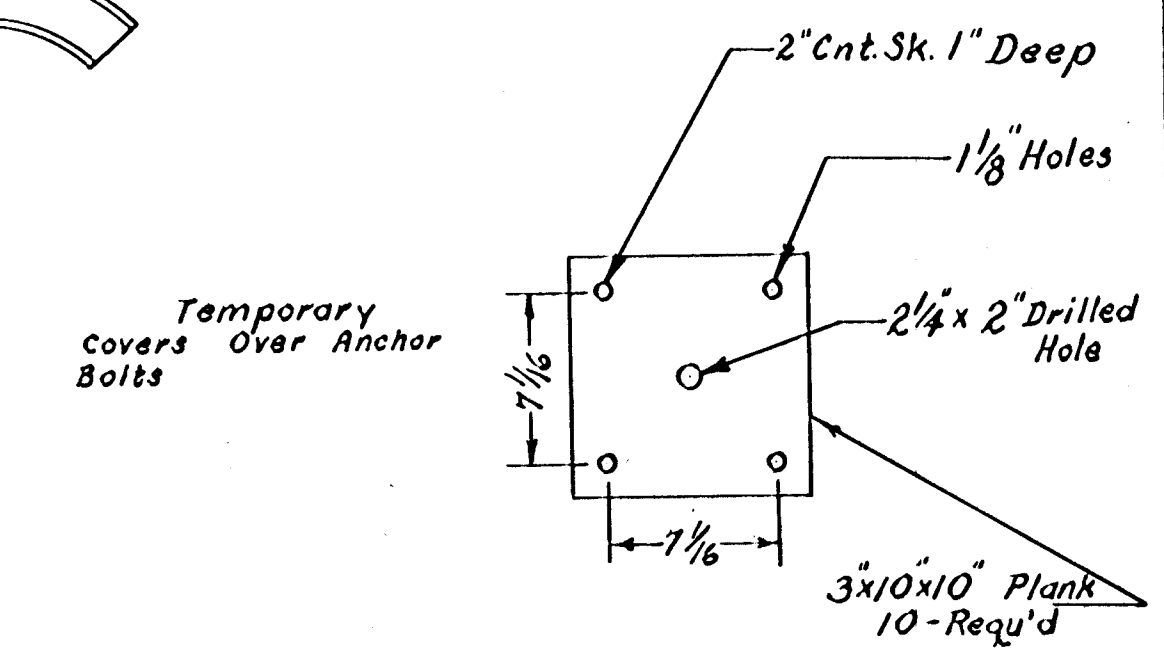
PIER DETAILS BRIDGE No. 616-25-2371

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
COUNTY ENGINEER

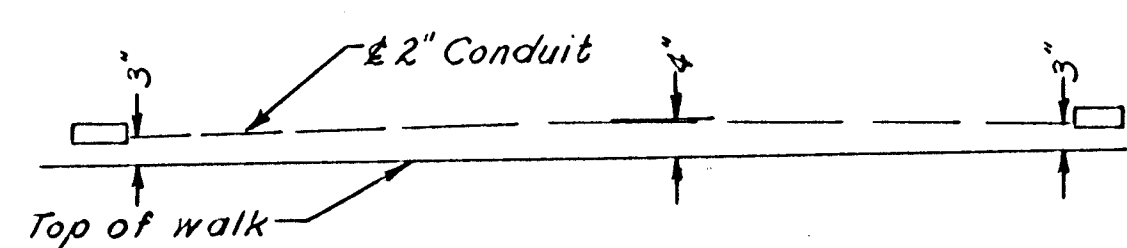
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
11-7-90, 1-4-95	1/2" = 1'-0"	M.S. & R.J.	R.M.		
	DATE				
	PLANFILE		TOTAL SHEETS		



GENERAL WIRING DIAGRAM



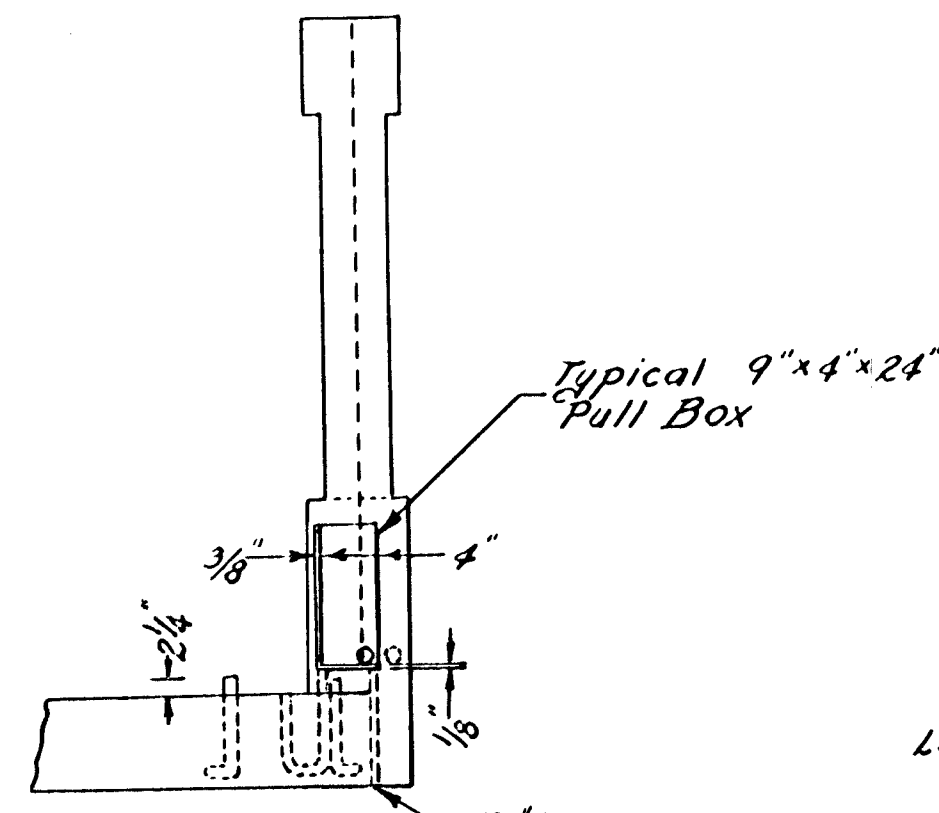
DETAIL AT ENDS OF BRIDGE



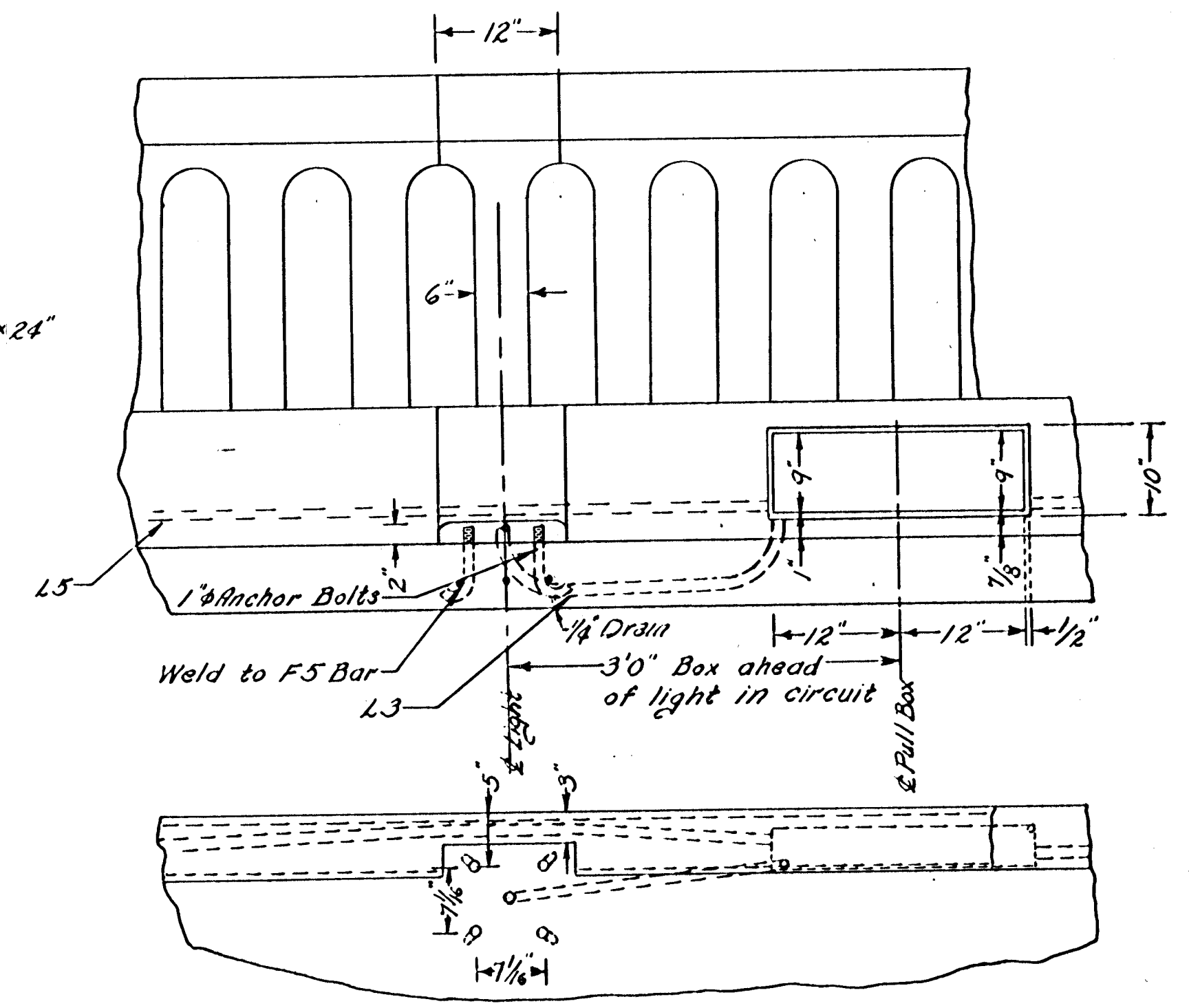
Typical Slope of Conduit between Pull Boxes

CONDUIT TABLE			
Symbol	No.	Length	Tot. Length
L1	2	4' 1/2"	8' 3"
L2	1	53' 4 1/2"	53' 4 1/2"
L3	10	1' 10 1/2"	18' 9"
L4	2	8' 1 1/2"	16' 3"
L5	8	100' 2"	801' 4"
L6	2	14' 1 1/2"	28' 3"
Total			926' 2 1/2"

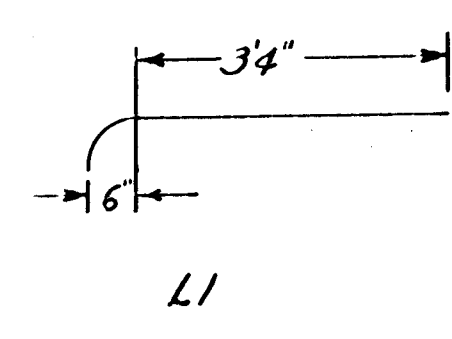
All conduit 2" non-metallic



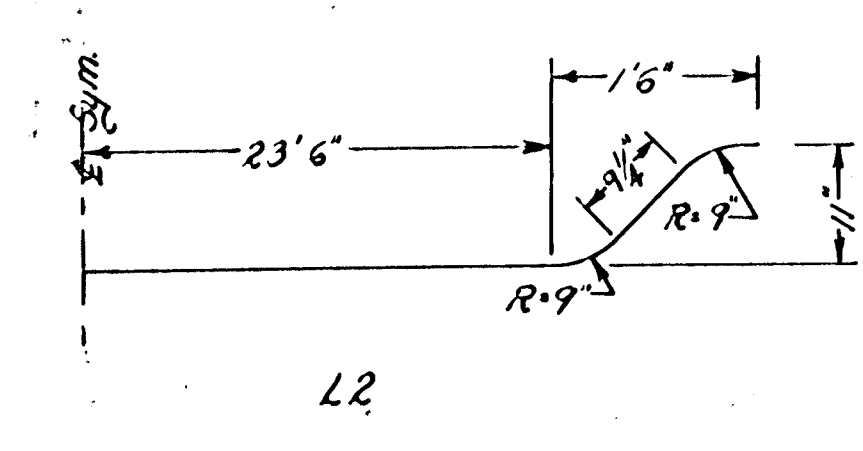
Section through Pull Box



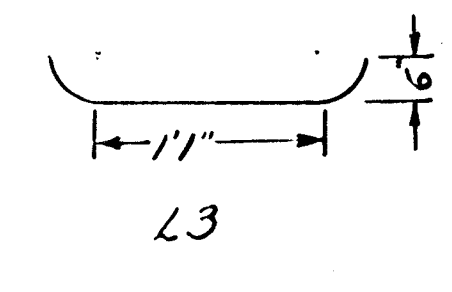
DETAIL AT PULL BOX AND LIGHT



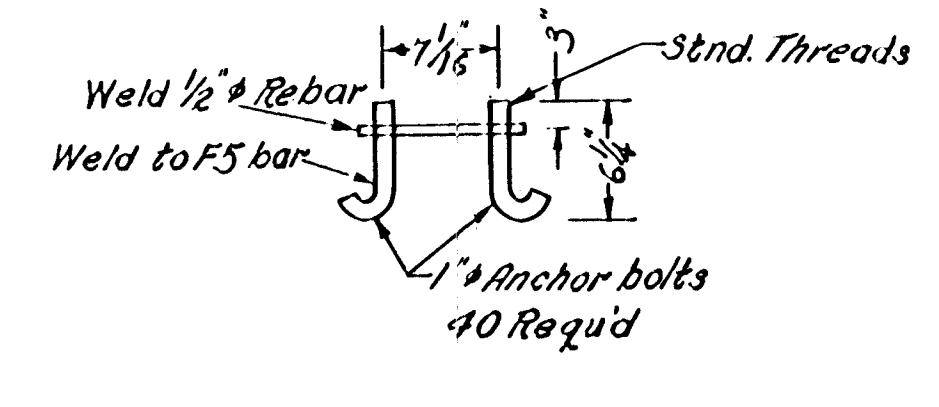
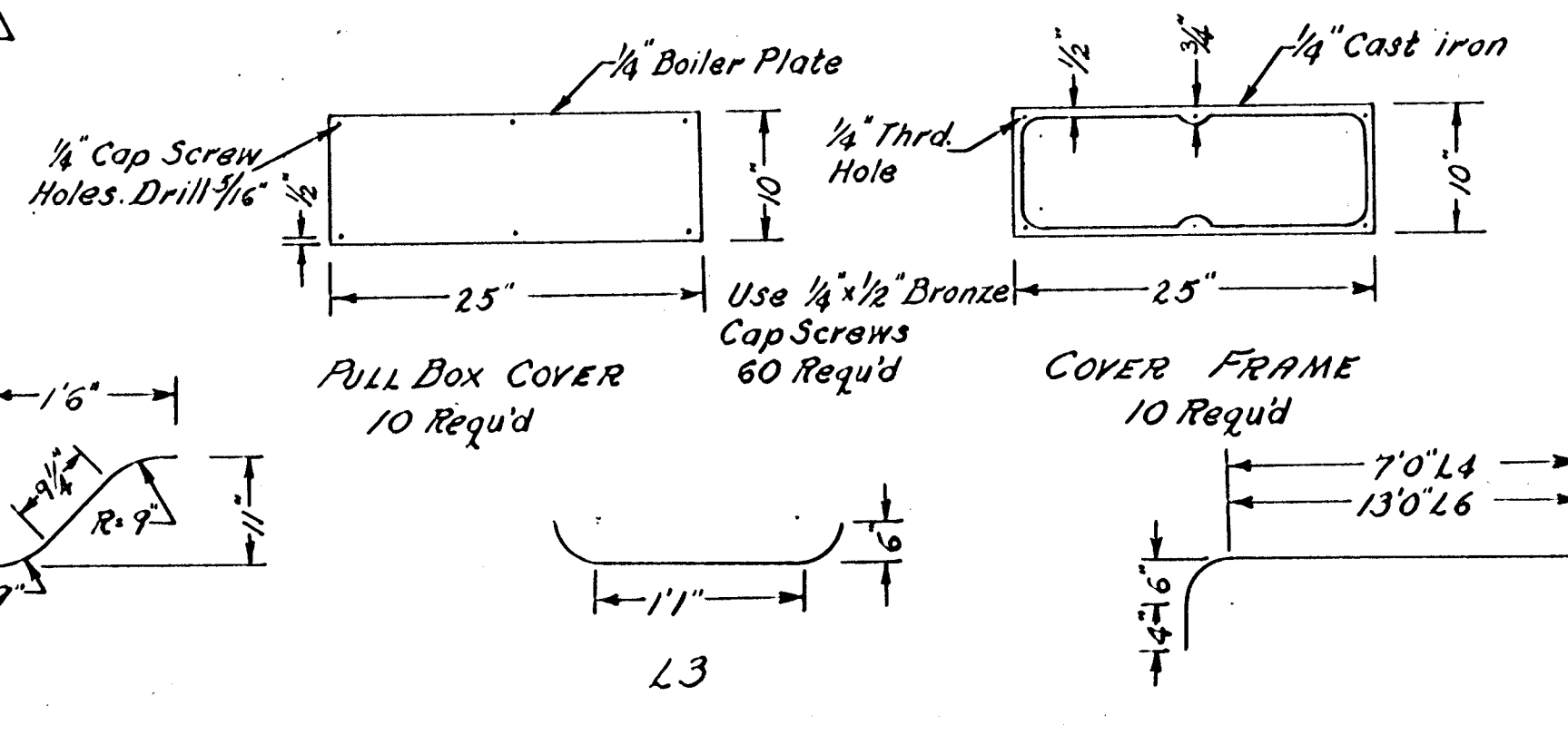
L1



L2



L3

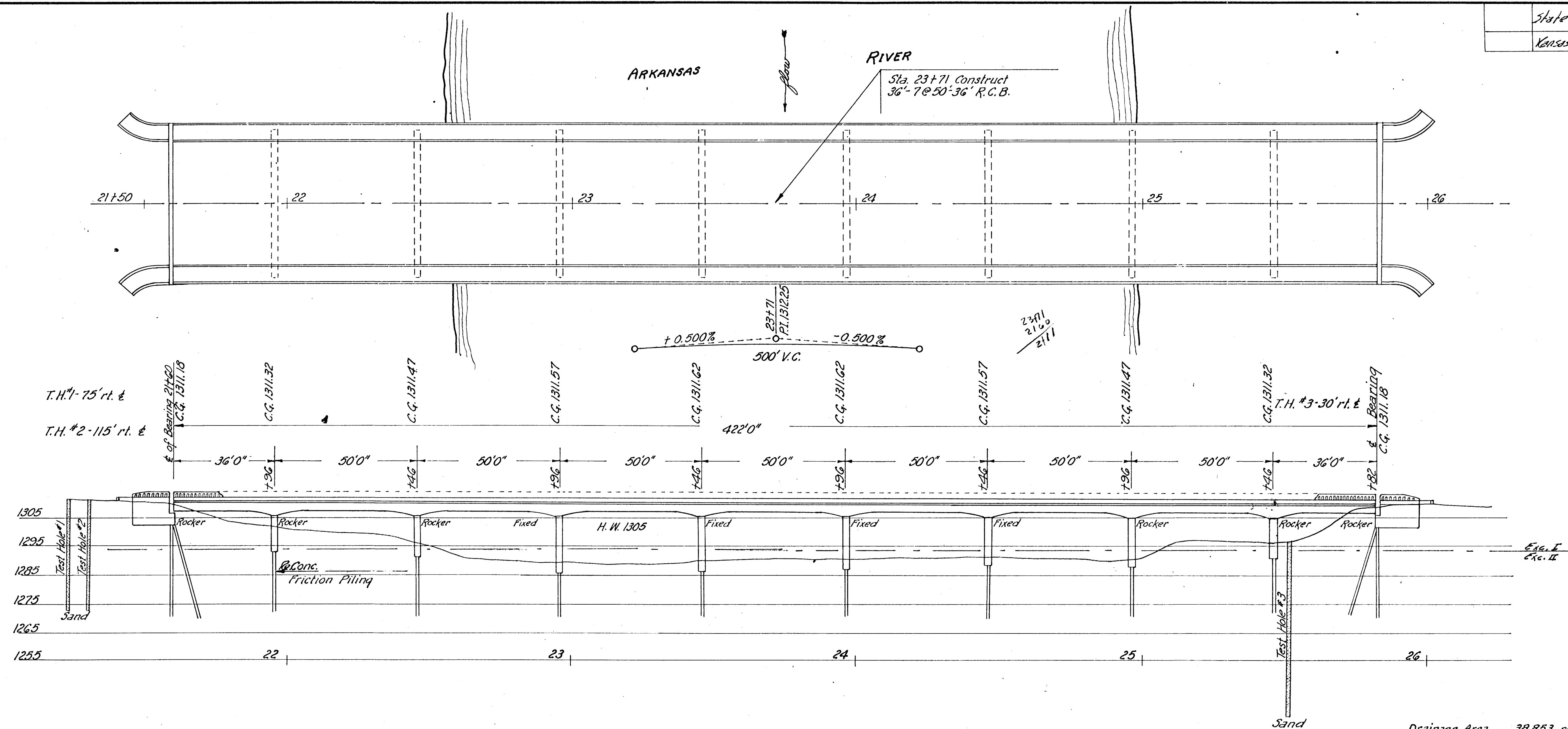


LIGHTING DETAILS
BRIDGE NO. 616-25-2371

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

REVISED 11-20-53	SCALE	DESIGNED M.E.S.	TRACED C.D.H.	CHECKED	SHEET NO.
DATE 10-50		10-25-50			
PLANFILE		TOTAL SHEETS			

State		Fiscal Year	Sheet No.	Total Sheets
Kansas		1990	4	11



PLAN AND ELEVATION

36'-7@50'-36' CONTINUOUS CONCRETE SPANS ON CONCRETE BENT PIER TYPE BENT PIERS, 48' ROADWAY OPEN ABUTMENTS, 4' SIDEWALKS.

BENCH MARKS

B.M. #2 60' in T.P. 24' rt. Sta. 17161 Elev. 1309.80
B.M. #3 U.S.C. & G.S. std. tablet 54' S.E. of S.E. cor. of bri. Elev. 1312.13

SUMMARY OF QUANTITIES

Excavation Class I	407 cu.yds.
Excavation Class II	324 cu.yds.
Concrete Class A (AE)	1707.5 cu.yds.
Reinforcing Steel	270,034 lbs.
Structural Steel	
Bearing Devices	27,612 lbs.
Reconc. Piling	1,980 lin. ft.
Cast Iron	1574 lbs.
2" Conduit	926 lin. ft.

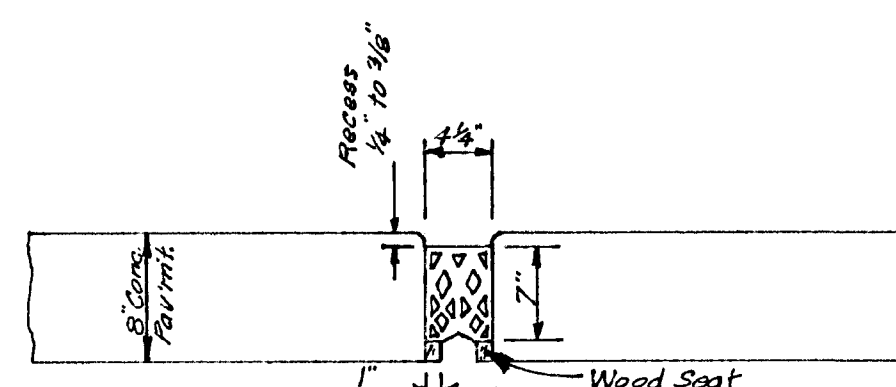
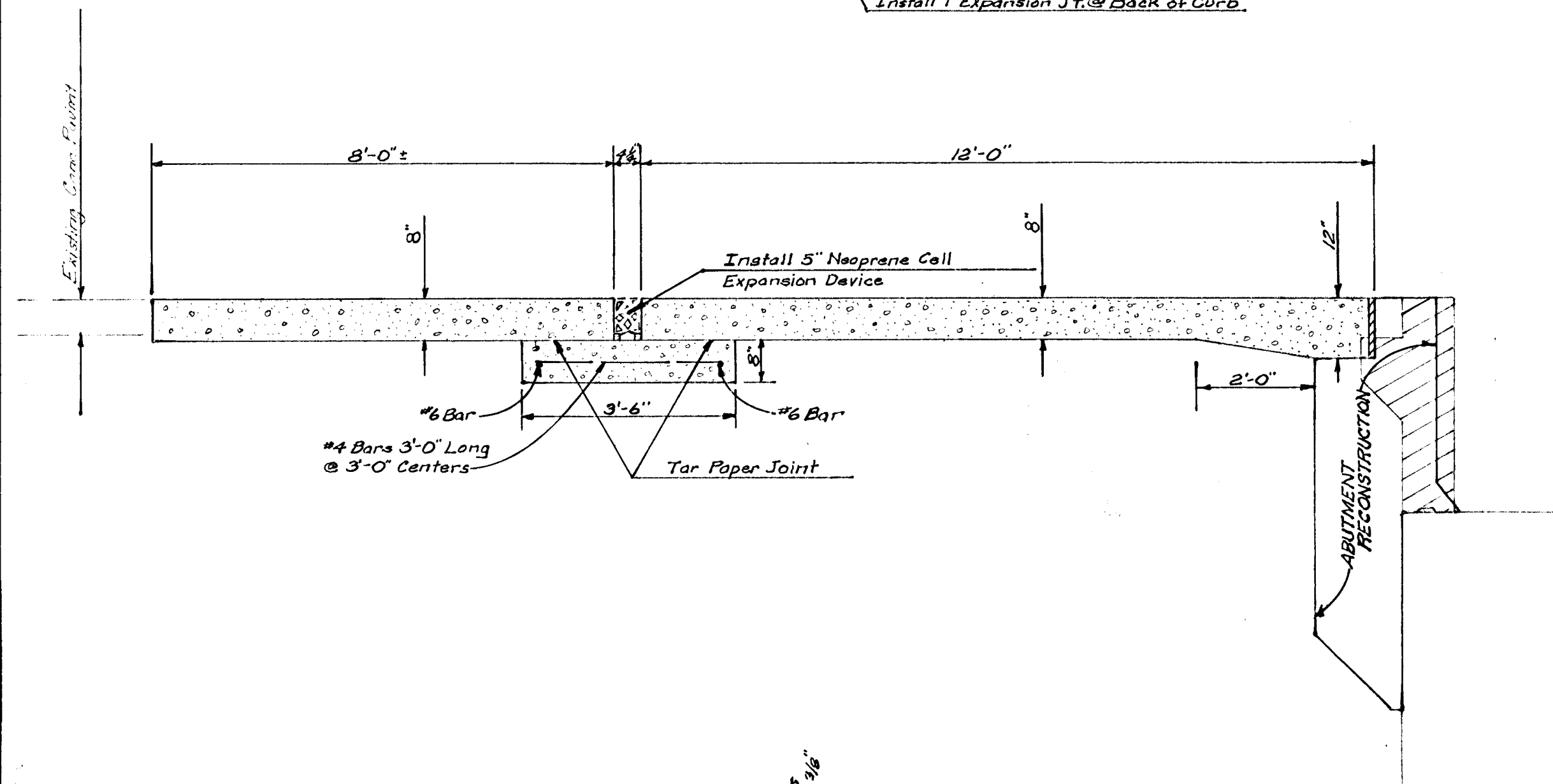
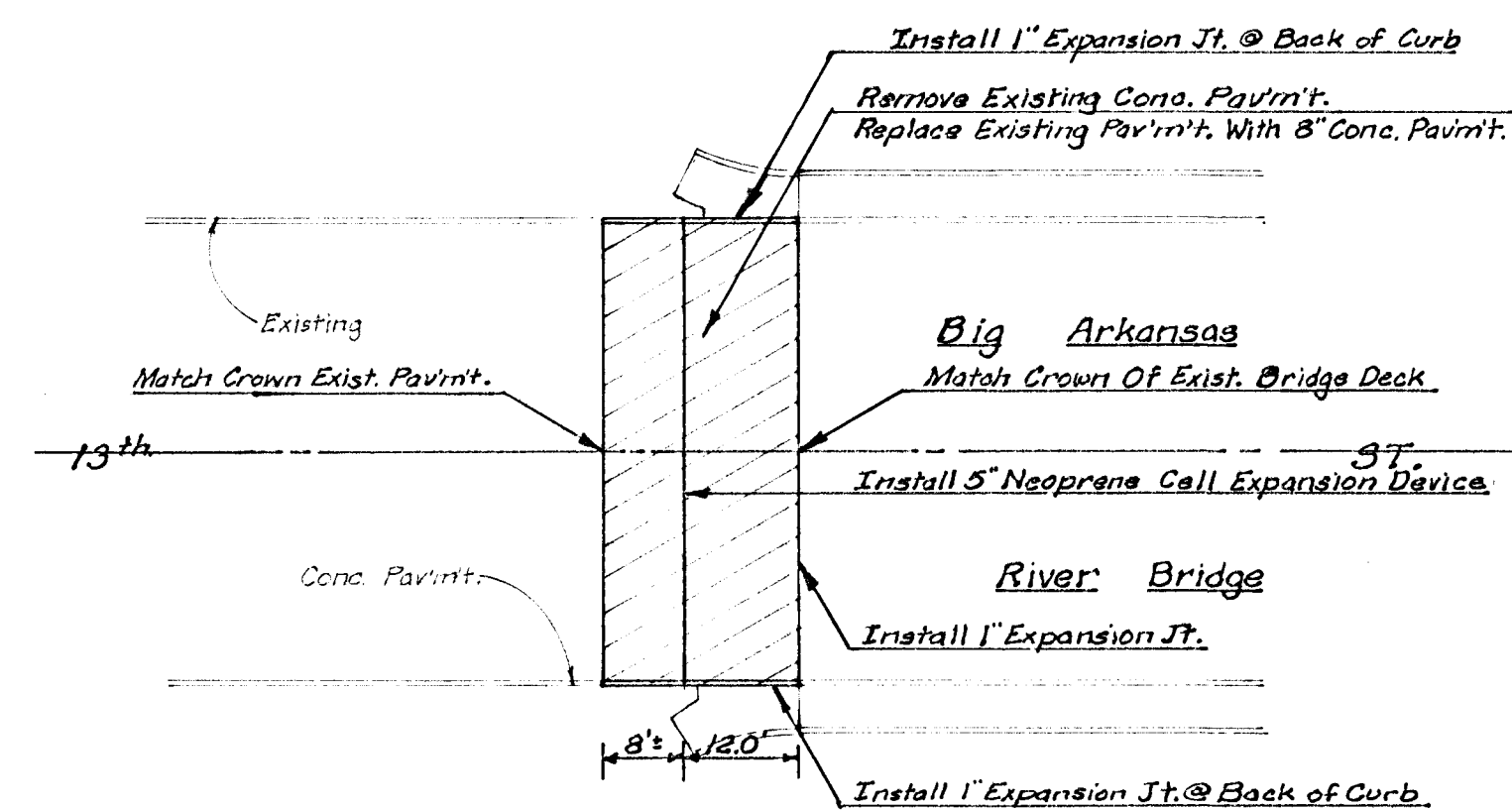
GENERAL NOTES

Design: A.A.S.H.O. for H-20-44 Loading.
20,000 p.s.i. Reinforcing Steel (int. gr.)
1,000 p.s.i. Concrete.
Old Structure: To be removed by SEDGWICK COUNTY.
Soundings: Taken with 3/4" jet by SEDGWICK COUNTY.
EMBANKMENT: The embankment at the abutments shall be built after completion of the abutments.
PILING: Conc. piling shall be driven to a computed bearing value of twenty eight tons per pile. Piling shall be driven to a minimum depth of thirty feet below the bottom of the encasements.
Lighting: Conduit, pull boxes and pole anchor bolts to be installed at time of construction. Poles, wiring etc. to be installed at a later date, and are not a part of this project.

CONSTRUCTION LAYOUT BRIDGE NO. 616-25-2371

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
COUNTY ENGINEER

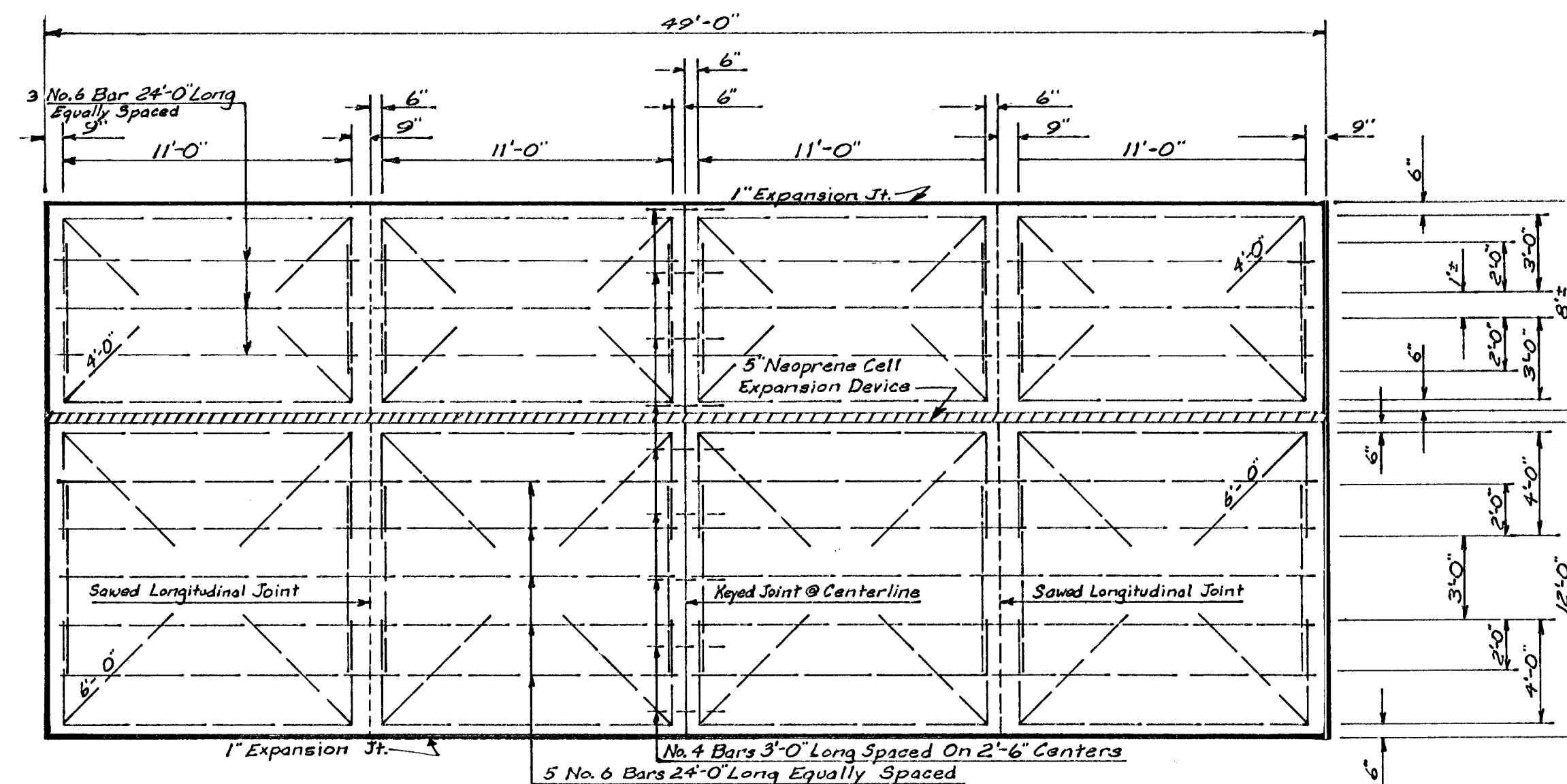
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1"=20'	M.E.S.	R.W.M.		
	DATE				
	PLANFILE			TOTAL SHEETS	



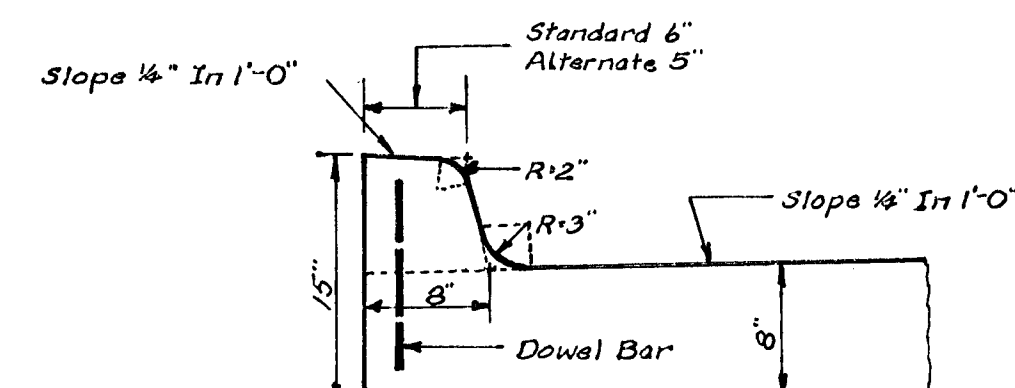
Install 5" Wide Preformed Open Cell Neoprene Joint Seal. Use "H" Series Delastic Bridge Seal Catalog No. H-5000, D. S. Brown Co. Or An Approved Equal.

The Neoprene Joint Material Shall Be Machine Installed With Equipment Capable Of Placing The Strips At The Specified Depth Without Increasing Or Decreasing The Length As Taken From The Roll Or Box By More Than 5%. No Splices Will Be Permitted Across The Roadway. 6" Long Sections Are To Be Installed Vertical In The Curb Section Of The Roadway Pavement. The Seals Shall Be Secured In Place With An Approved Lubricant Adhesive Which Shall Cover Both Sides Of The Seal Over The Full Contact Area.

EXPANSION DEVICE DETAILS

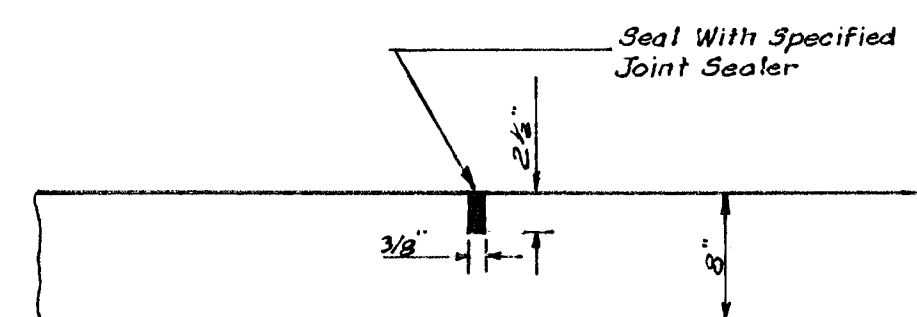


STEEL PATTERN FOR 8" CONCRETE PAVEMENT



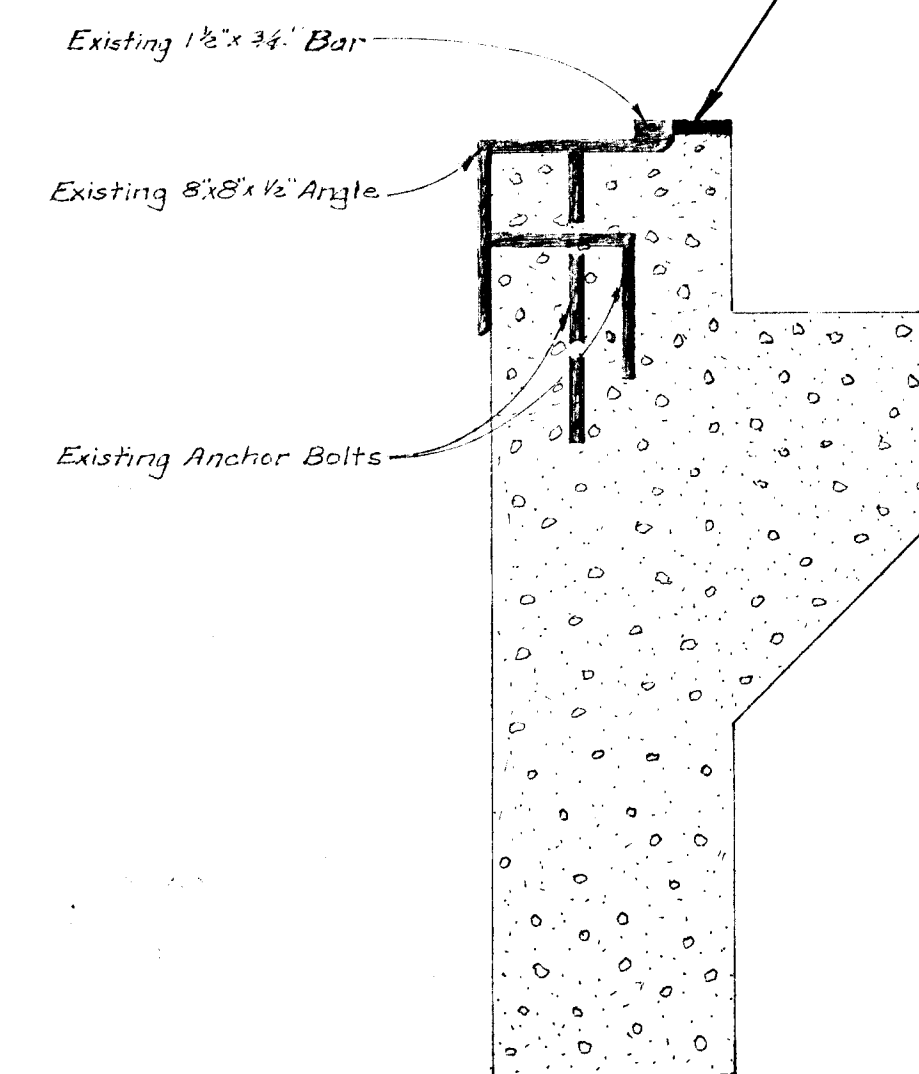
DETAIL OF INTEGRAL CURB

Integral Curb Shall Be Cut Through To The Pavement In Uniform Lengths Of Not More Than Ten Foot Intervals Between Expansion Joints. Expansion Joints Having The Same Thickness As The Expansion Joints In The Pavement Shall Be Constructed In The Integral Curb At The Specified Locations. Number 4 Or Number 6 Dowels Shall Be Installed In The Integral Curb As Shown On Approximately 2'-6" Centers.

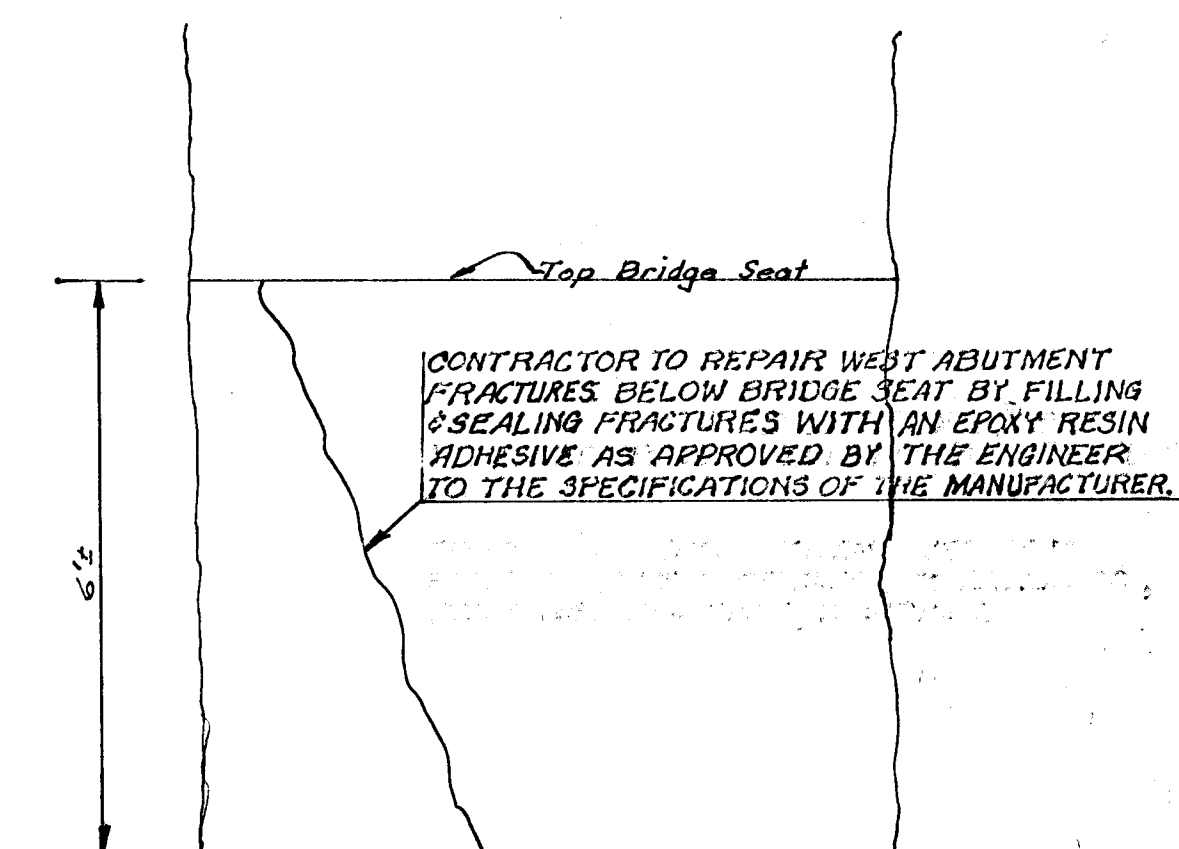


DETAIL OF SAWED LONGITUDINAL JOINT

Contractor To Remove Existing Concrete As Needed To Weld 2 1/2"x 1/2"x 24" (2 Needed) Structural Steel Bar To Existing 1 1/2"x 1/2" Structural Steel Bar. Pressure Grout Concrete Under New Bar As Needed To Fill Voids. Use 60° Single-Vee Groove Weld (A.I.S.C. Specifications) To Weld Bars. Bars To Be Welded Such That Top Of New Bar Is On The Same Plane As The Existing Bar.



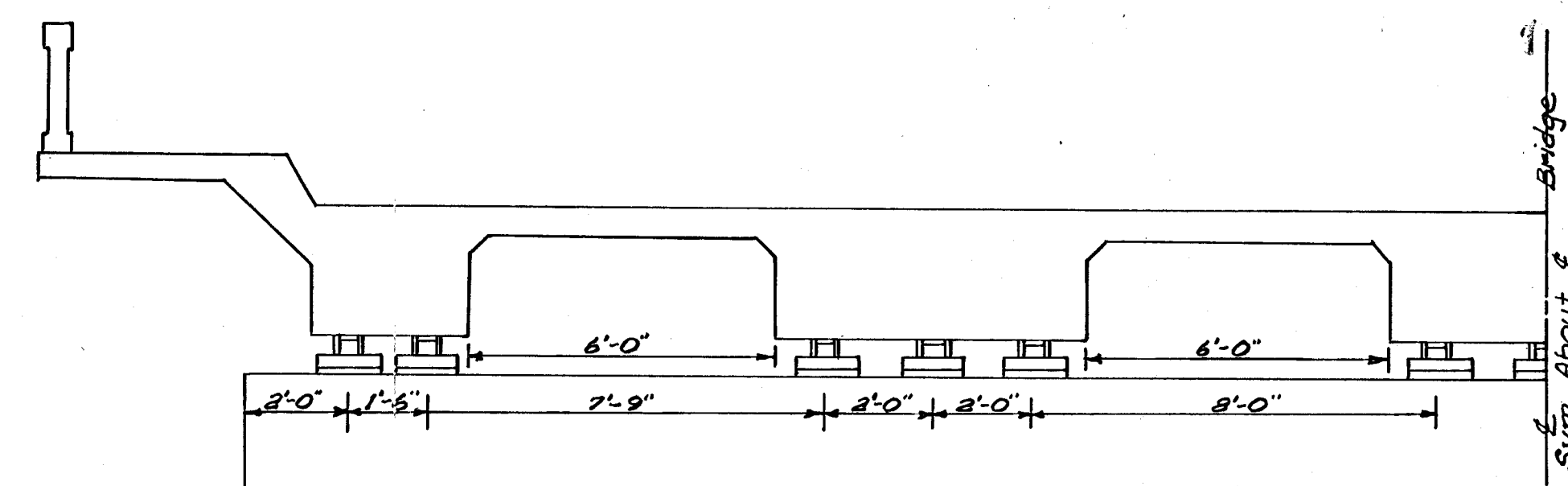
EAST ABUTMENT PARAPET WALL



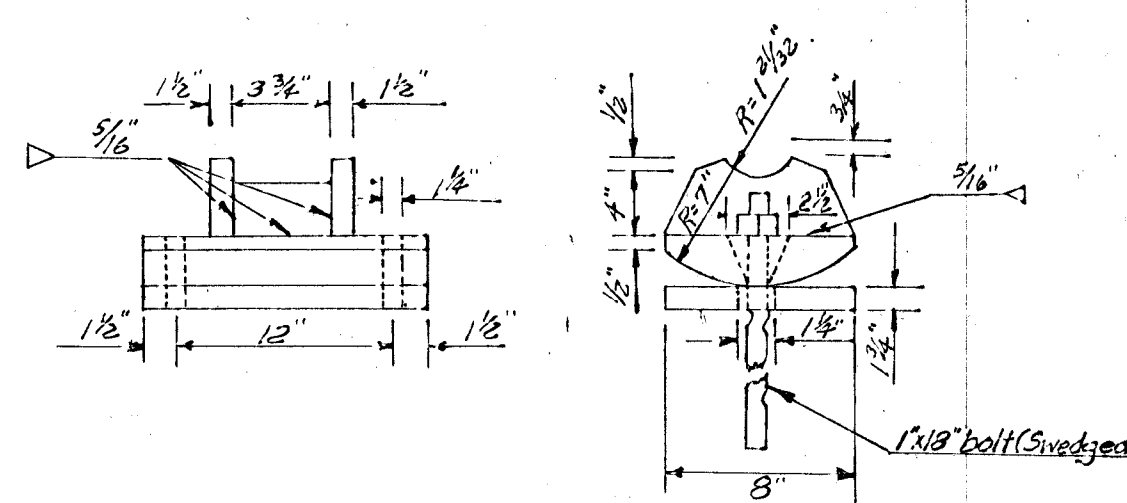
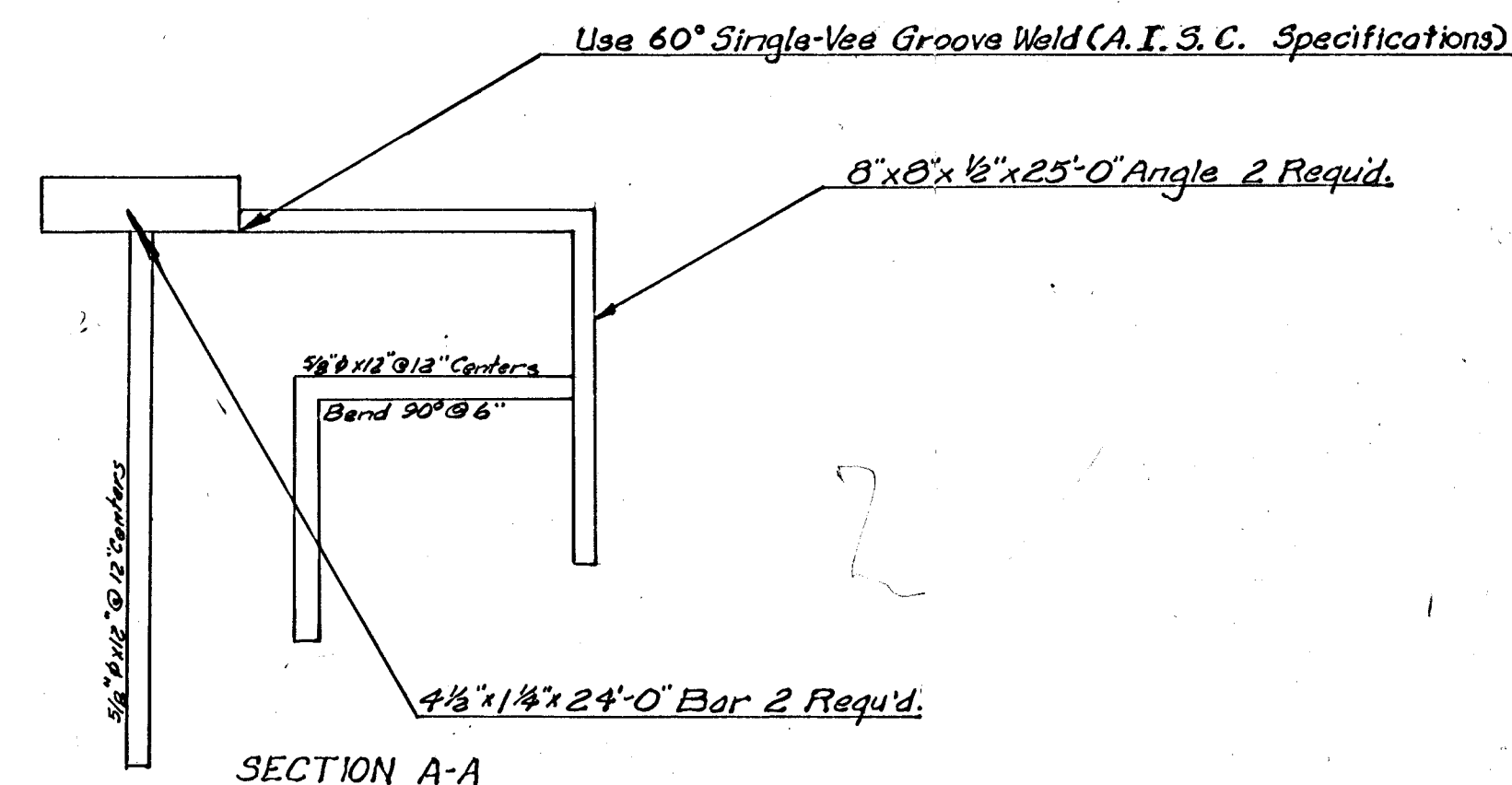
WEST BRIDGE SEAT REPAIR DETAIL



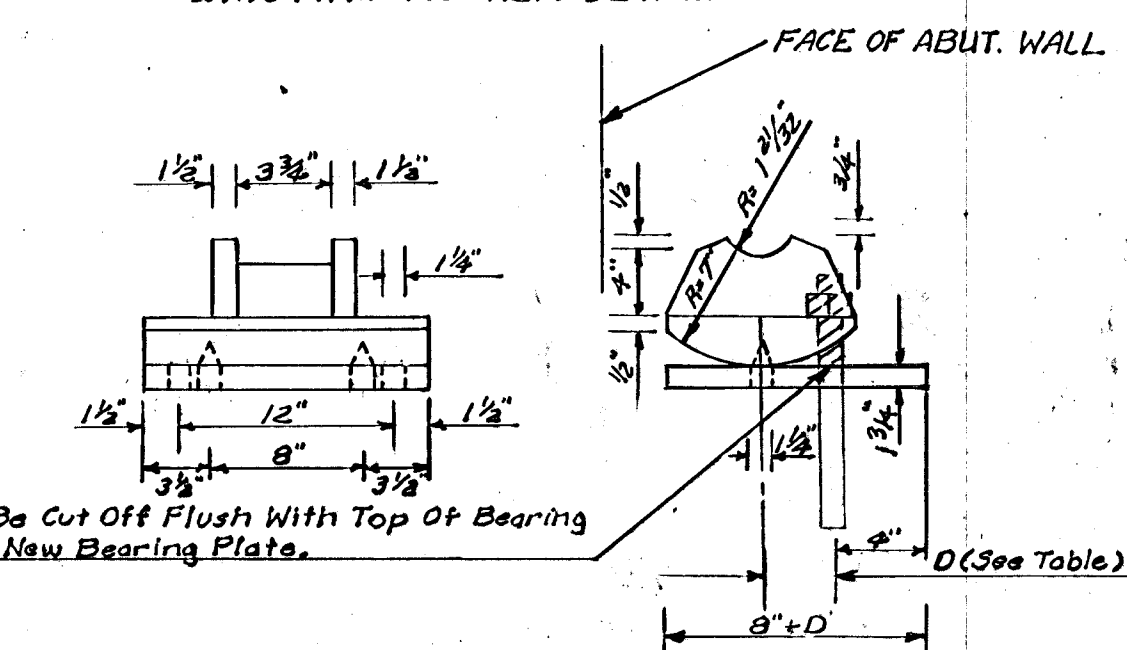
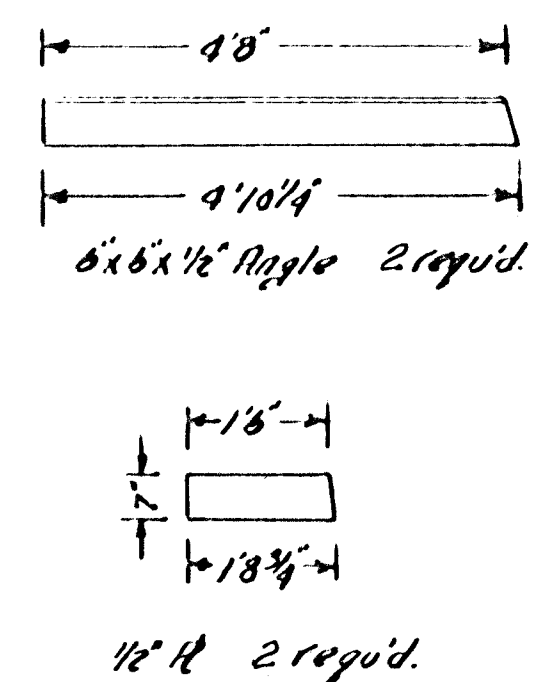
BRIDGE ABUTMENT REPAIR
PROJ. NO. DAKB 572018



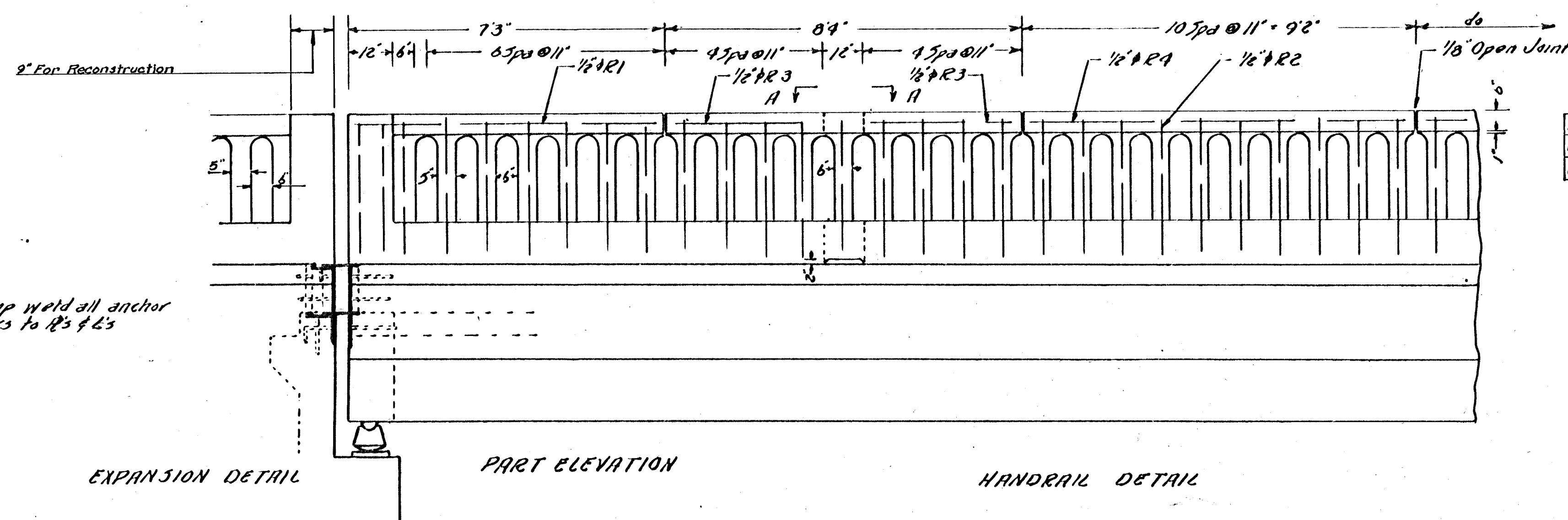
ROCKER DETAIL AT ABUTMENTS
HALF SECTION AT ABUTMENTS
CONTRACTOR SHALL REPLACE ALL ROCKER AND
ROCKER BEARING PLATES AT BOTH ABUTMENTS
AS DETAILED.



EXISTING ROCKER DETAIL:

[illegible]

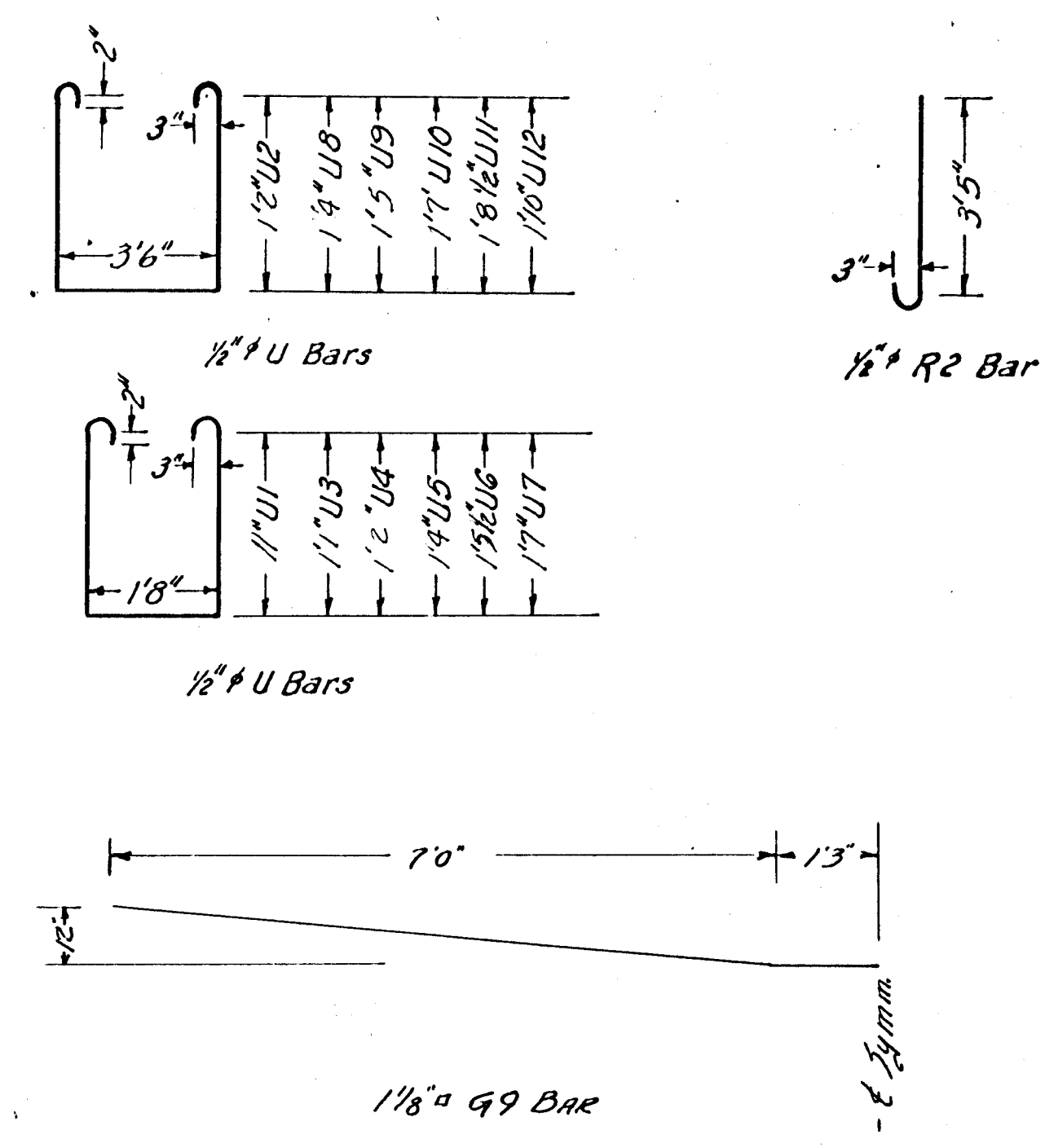
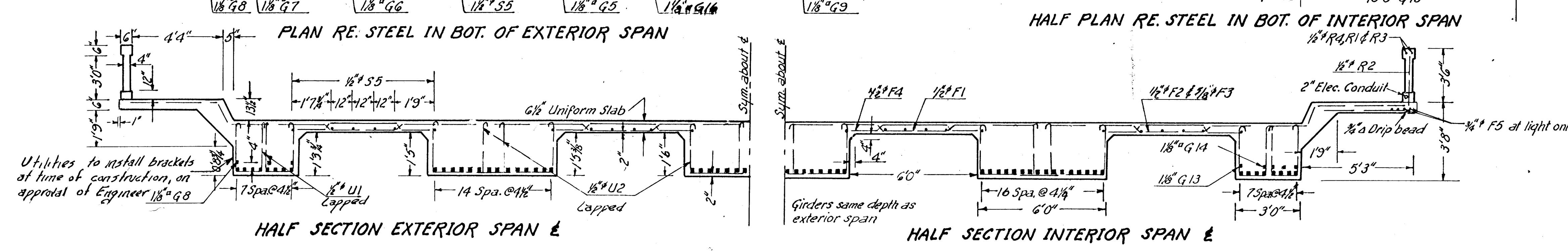
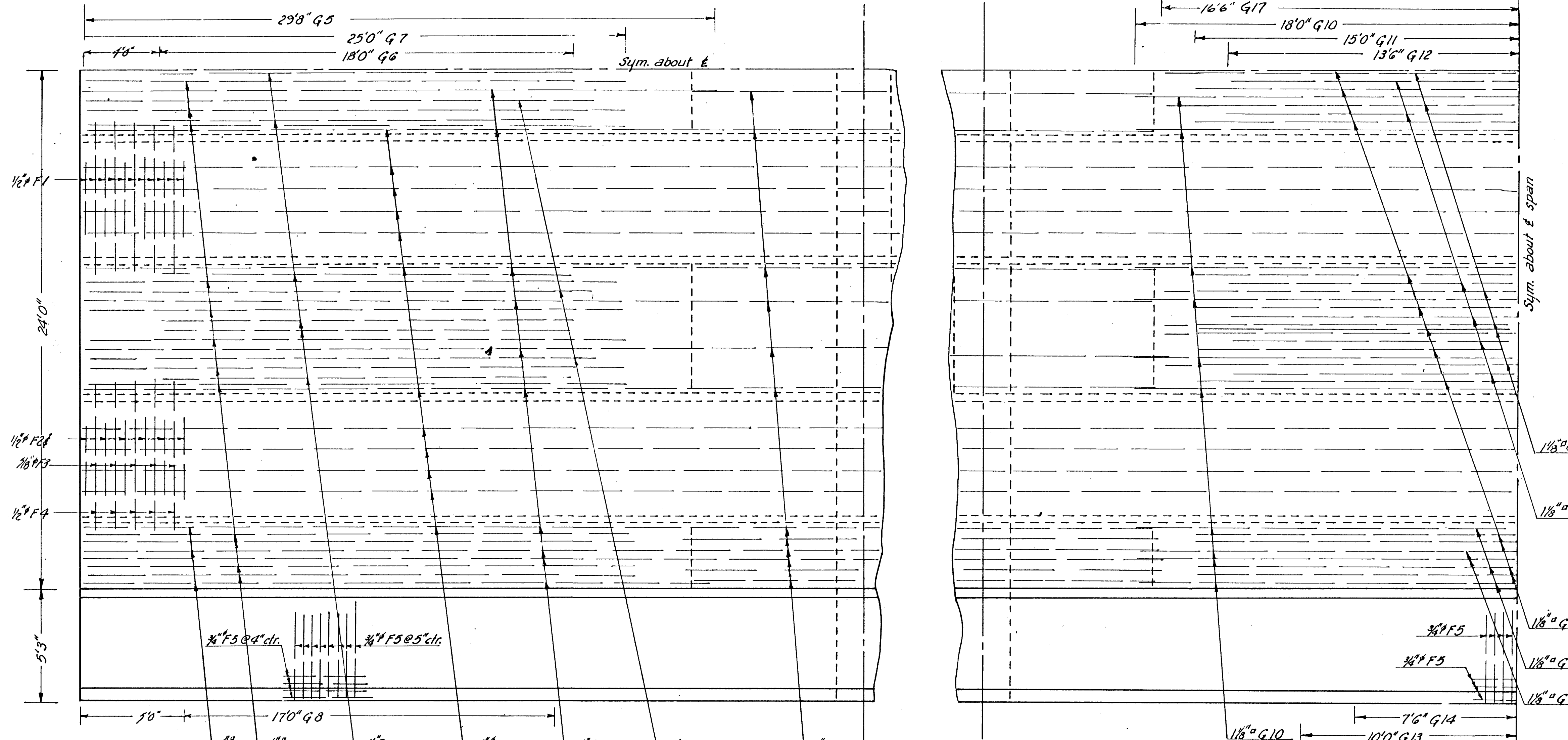
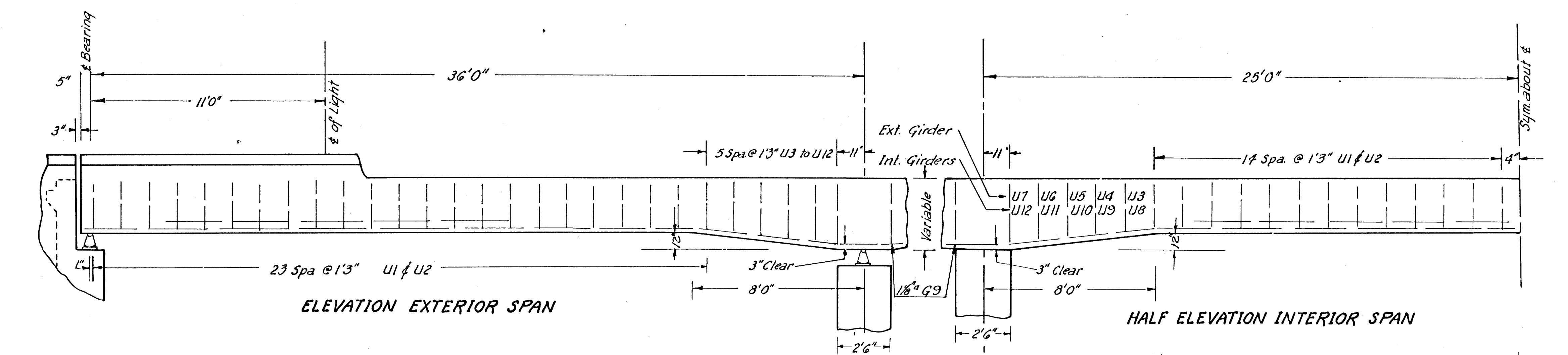
Shop weld all anchor
bars to H's & L's



BRIDGE ABUTMENT REPAIR
PROJ. NO. DAKB 572018



State	Year	Sheet No.	Total Sheets
Kansas	1950	6	11



STEEL TABLE

Bar	Size	No.	Length	Weight
G5	1/8"	40	298"	5,104
G6	1/8"	24	180"	1,878
G7	1/8"	48	250"	5,160
G8	1/8"	12	170"	877
G9	1/8"	192	168"	13,800
G10	1/8"	140	360"	21,687
G11	1/8"	168	300"	21,687
G12	1/8"	84	270"	9,759
G13	1/8"	42	200"	3,612
G14	1/8"	28	150"	1,807
G15	1"	1	1211"	
F4	1/2"	1894	7'0"	8,648
F5	3/4"	120	4'3"	780
F5	1/2"	216	480"	4,925
U1	1/2"	1032	4'7"	3,180
U2	1/2"	1548	6'11"	7,187
U3	1/2"	64	4'11"	211
U4	1/2"	64	5'1"	218
U5	1/2"	64	5'3"	236
U6	1/2"	64	5'8"	243
U7	1/2"	64	5'11"	255
U8	1/2"	96	7'3"	466
U9	1/2"	96	7'5"	482
U10	1/2"	96	7'9"	498
U11	1/2"	96	8'0"	515
U12	1/2"	96	8'3"	531
R1	1/2"	8	7'0"	37
R2	1/2"	922	3'8"	2258
R3	1/2"	40	4'0"	107
R4	1/2"	160	8'11"	990
G16	1/8"	12	23'0"	1187
G17	"	84	330"	11718

SLAB AND GIRDER DETAILS BRIDGE NO. 616-25-2371

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

REVISION	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
11-50 M.S.	1" = 3'0"	M.E.S.	R.W.M.		
	DATE	10-50	10-20-50		
	PLANFILE		TOTAL SHEETS		

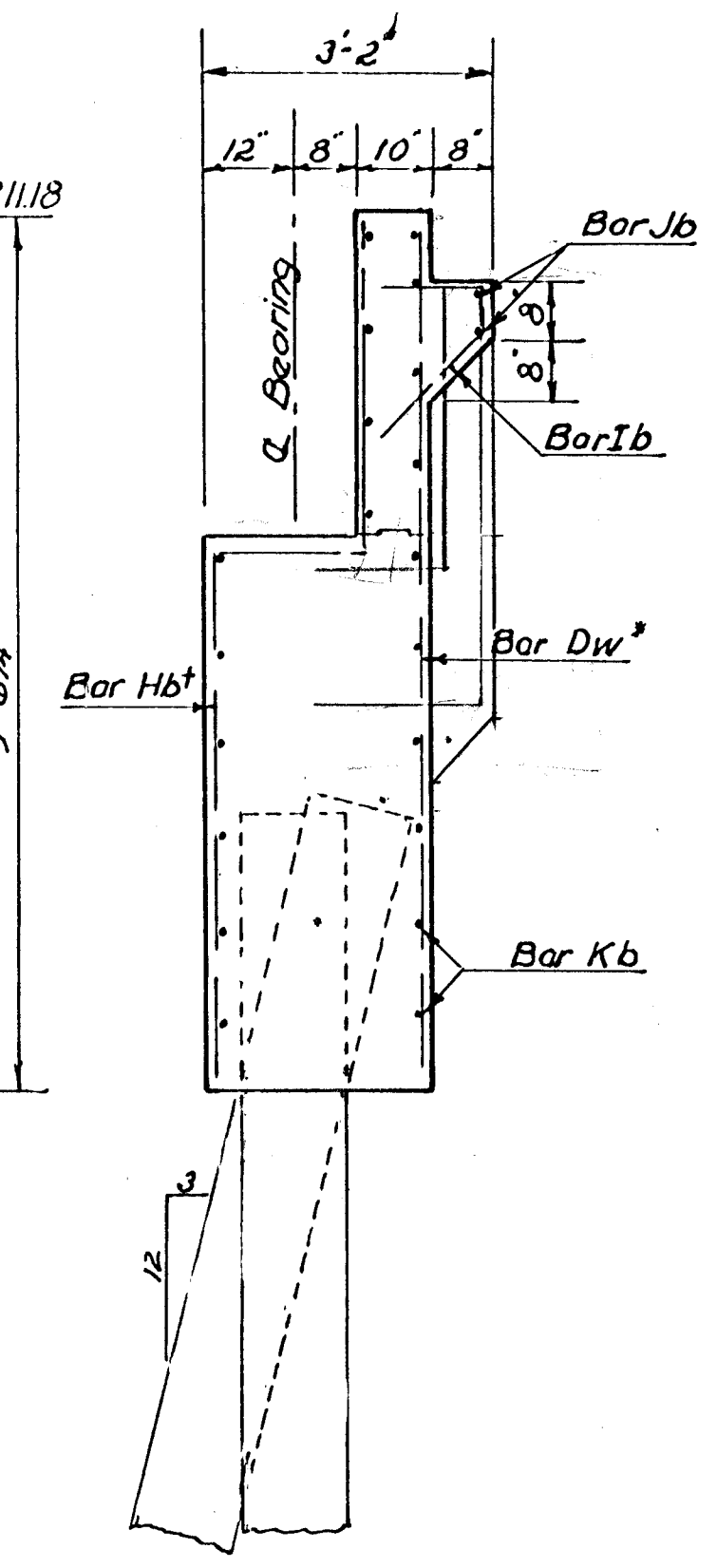
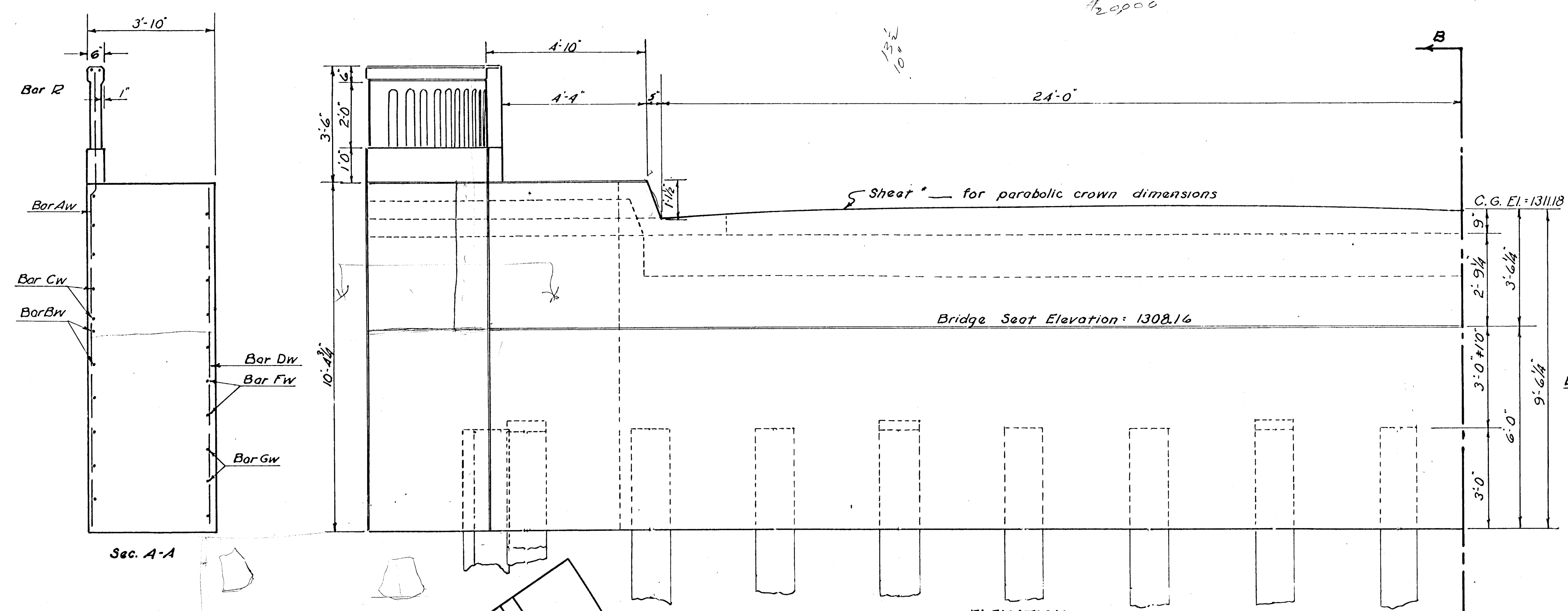
State	Fiscal Year	Sheet No.	Total Sheets
Kansas	1950	7	11

STEEL TABLE
(one abut.)

Bor	Space	No.	Size	Length	Wt.	Revised Weight
Aw	11"	36	1/2"	12'-4"	297	296.5
Bw	12"	12	"	14'-11"	120	119.6
Cw	12"	10	"	13'-3"	89	88.5
Dw*	12"	76	"	10'-0"	508	475.0
Ew	12"	6	"	6'-10"	27	27.4
Fw	12"	14	"	14'-2"	133	132.7
Gw	12"	6	"	9'-1"	37	36.4
Hb†	12"	58	"	10'-5"	202	406.4
Ib	12"	48	"	2'-10"	91	90.7
Jb	4"	4	"	25'-0"	67	66.8
Kb	12"	40	"	30'-0"	802	801.60
Lb	4"	4	"	7'-1"	19	18.92
R		4	"	12'-0"	32	32.1
		Total	3625	2424	2792.3*	

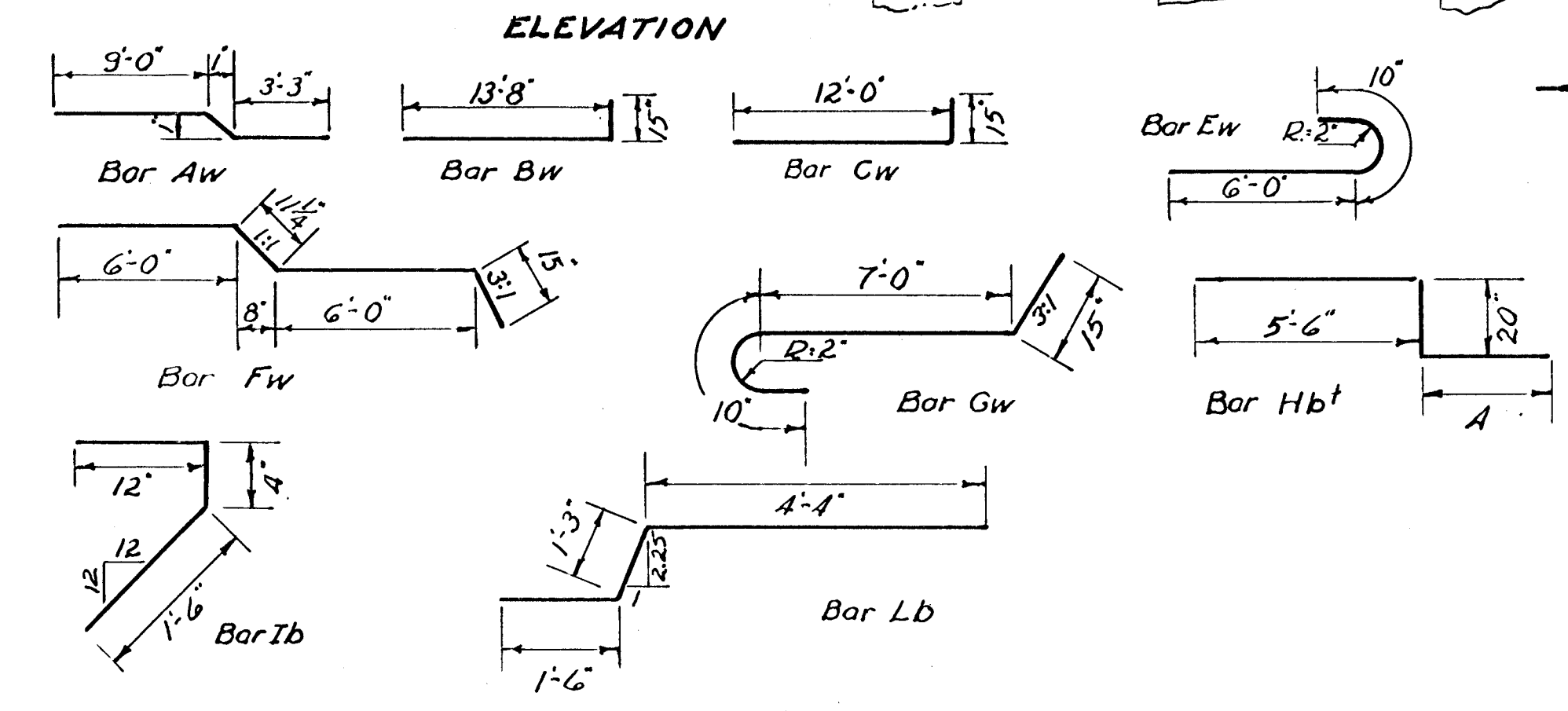
QUANTITIES per ABUTMENT

Cu. yd. Concrete	48.0
Bearing Devices	10
L.F. Friction Piling	740



Sec. B-B
TABLE of Hb & Dw BAR
(For one abutment)

No. Cut	Bar Hb	Bar Dw
8	3'-3"	28
8	3'-2 1/2"	8
8	3'-2"	8
8	3'-1 1/2"	8
8	3'-1"	8
8	3'-1/2"	8
10	4'-2"	8

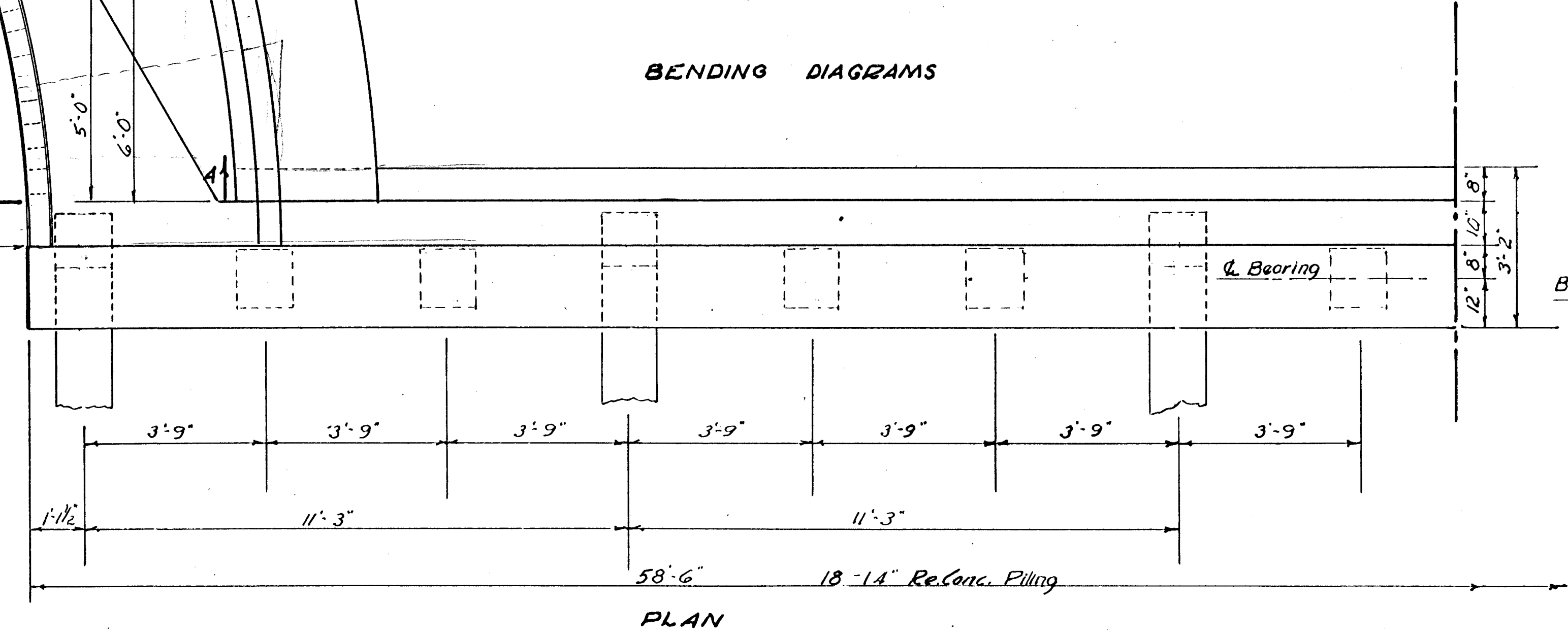


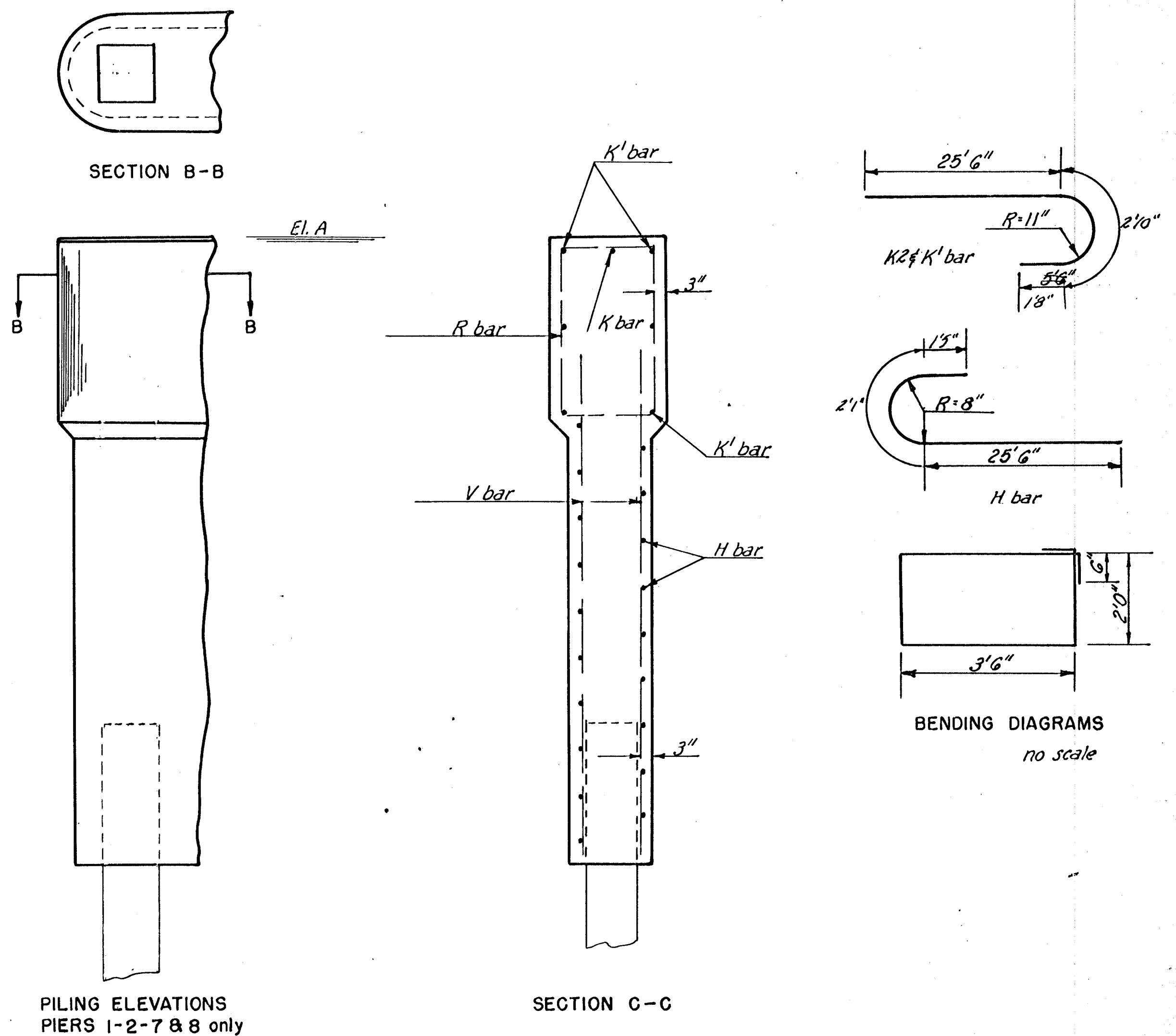
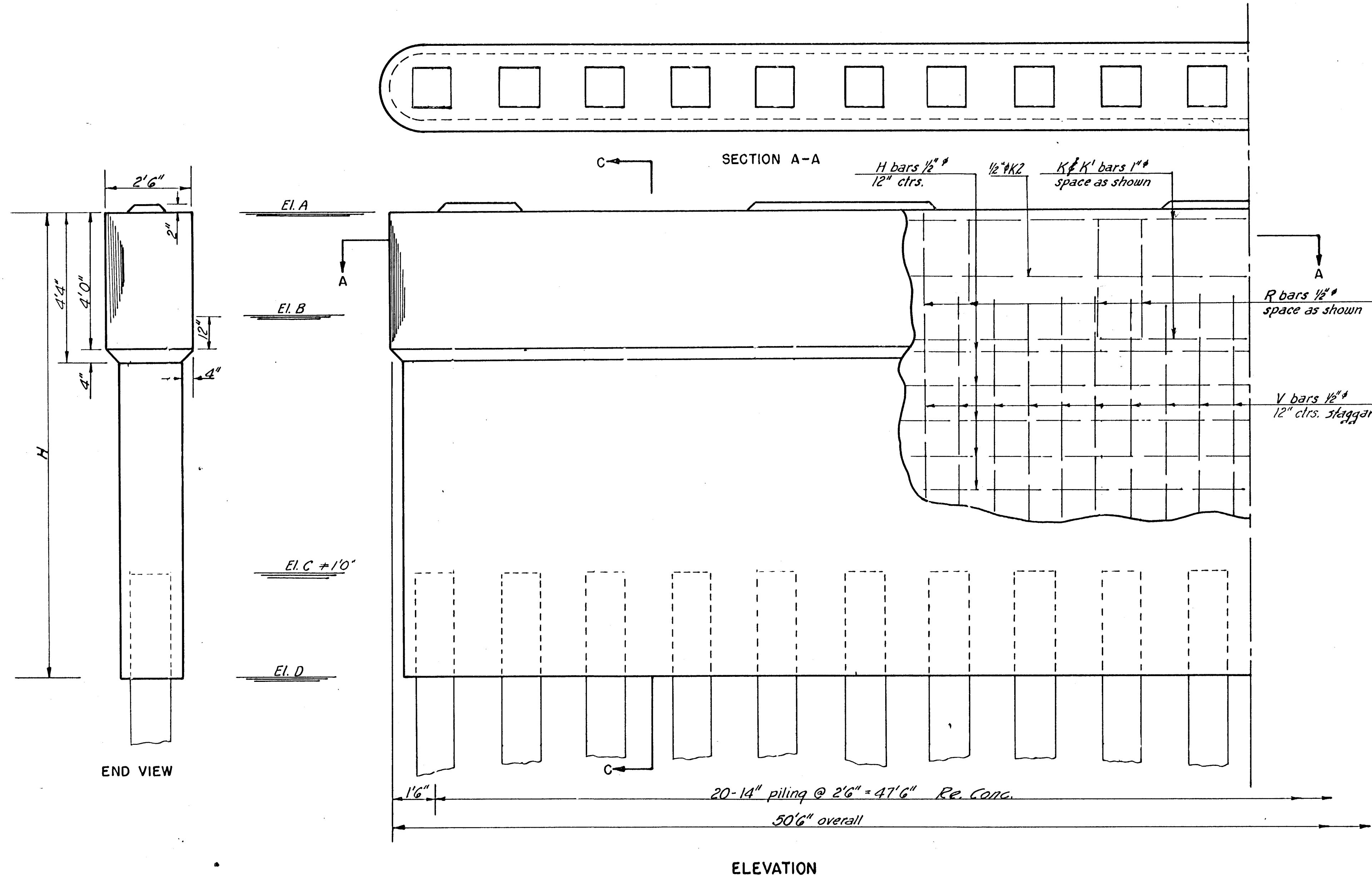
GENERAL NOTES
Bearing plates to be spaced as those for pier. (see sheet " ").
Piling to be driven to a computed bearing value of 28 tons and at least 31'-6" below the bridge seat.
Bevel all exposed edges with 3/4" A molding.
Concrete to be class A (ae).

ABUTMENT DETAIL
BRIDGE NO. 616-25-2371

PREPARED BY
SEDGWICK COUNTY ENGINEERING DEPT.
Rufus S. Kirk — COUNTY ENGINEER

REVISION	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	1/2" = 1'-0"	MSJ:R.V.	R.V.		
	DATE	10-20-50			
PLANFILE		TOTAL SHEETS			



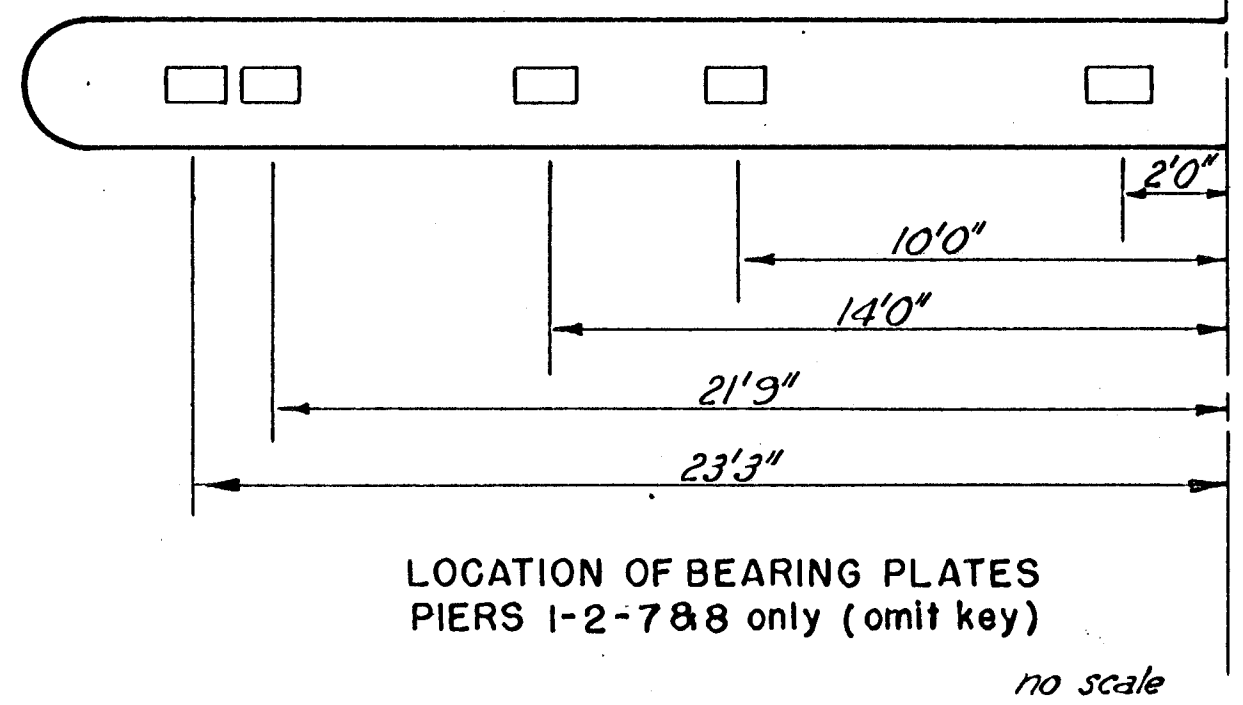
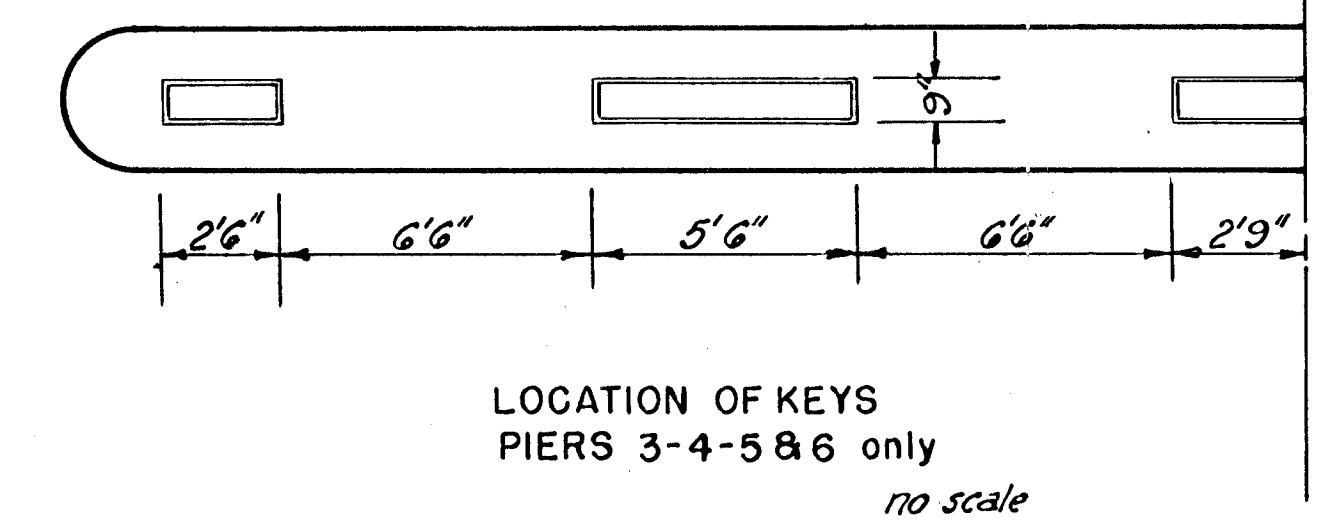


PIER	TABLE of ELEVATIONS				TABLE of STEEL								QUANTITIES					A						
	ELEVATION A	ELEVATION B	ELEVATION C	ELEVATION D	Number 1/2" R bars	Length 1/2" R bars	Number 1" K bars	Length 1" K bars	Number 1" V bars	Length 1" V bars	Number 1/2" H bars	Length 1/2" H bars	8"x15"x1/4" Bearing Pl	L.F. Test Pile	L.F. Friction Pile	Cu. Yds. Concrete	Lbs. Re-bars							
#1	1307.55	1304.55	1297.55	1294.55	40	120	2	26'6"	8	3'4"	51	10'6"	26	500	10	406	810	49.62	2354	13	4	300	1928.3	
#2	1307.70	1304.70	1294.70	1291.70	40	120	2	26'6"	8	3'4"	51	13'6"	32	500	10	0	59.73	2654	16	4	300	2146.7		
#3	1308.53	1305.53	1289.53	1286.53	40	120	2	26'6"	8	3'4"	51	19'6"	44	500	0	0	80.13	3259	22	4	"	2583.6		
#4	1308.58	1305.58	1290.58	1287.58	40	120	2	26'6"	8	3'4"	51	18'6"	42	500	0	0	76.74	3153	21	4	"	2510.8		
#5	1308.58	1305.58	1291.58	1288.58	40	120	2	26'6"	8	3'4"	51	17'6"	40	500	0	406	73.35	3060	20	4	"	2437.9		
#6	1308.53	1303.53	1291.53	1288.53	40	120	2	26'6"	8	3'4"	51	17'6"	40	500	0	0	73.35	3060	20	4	"	2437.9		
#7	1307.70	1304.70	1290.70	1287.70	40	120	2	26'6"	8	3'4"	51	17'6"	40	500	10	0	73.35	3060	20	4	"	2437.9		
#8	1307.55	1304.55	1297.55	1294.55	40	120	2	26'6"	8	3'4"	51	14'6"	34	500	10	406	63.18	2754	17	4	"	2219.5		
1297.55					30'								TOTALS		40	1216		549.5	2336				18,702.6	
													29'							Revision 5-31-51				

GENERAL NOTES

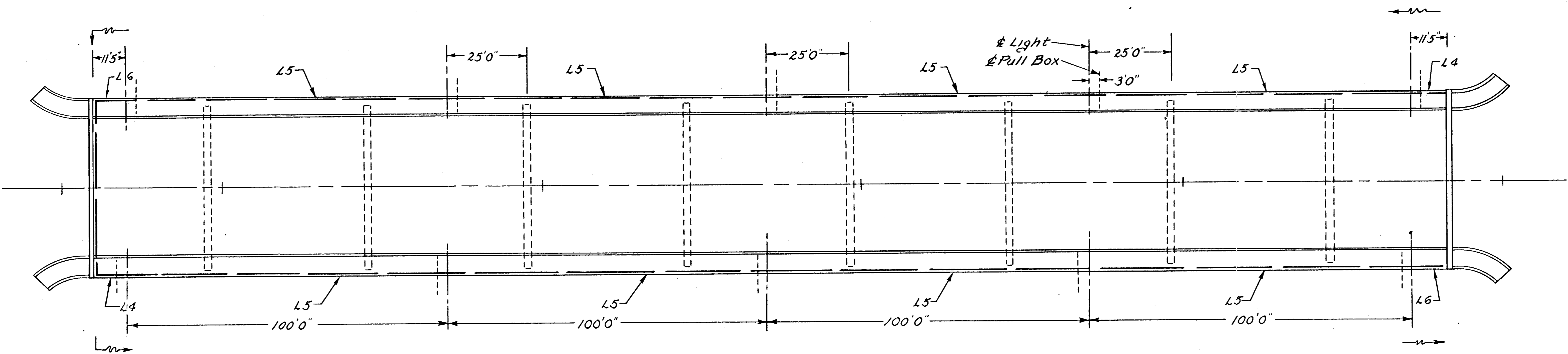
Class A (AE) Concrete shall be used thruout. Bevel all exposed edges with a 1/4 triangular molding unless otherwise noted.

All dimensions shown relative to reinforcing steel are to E of bar.

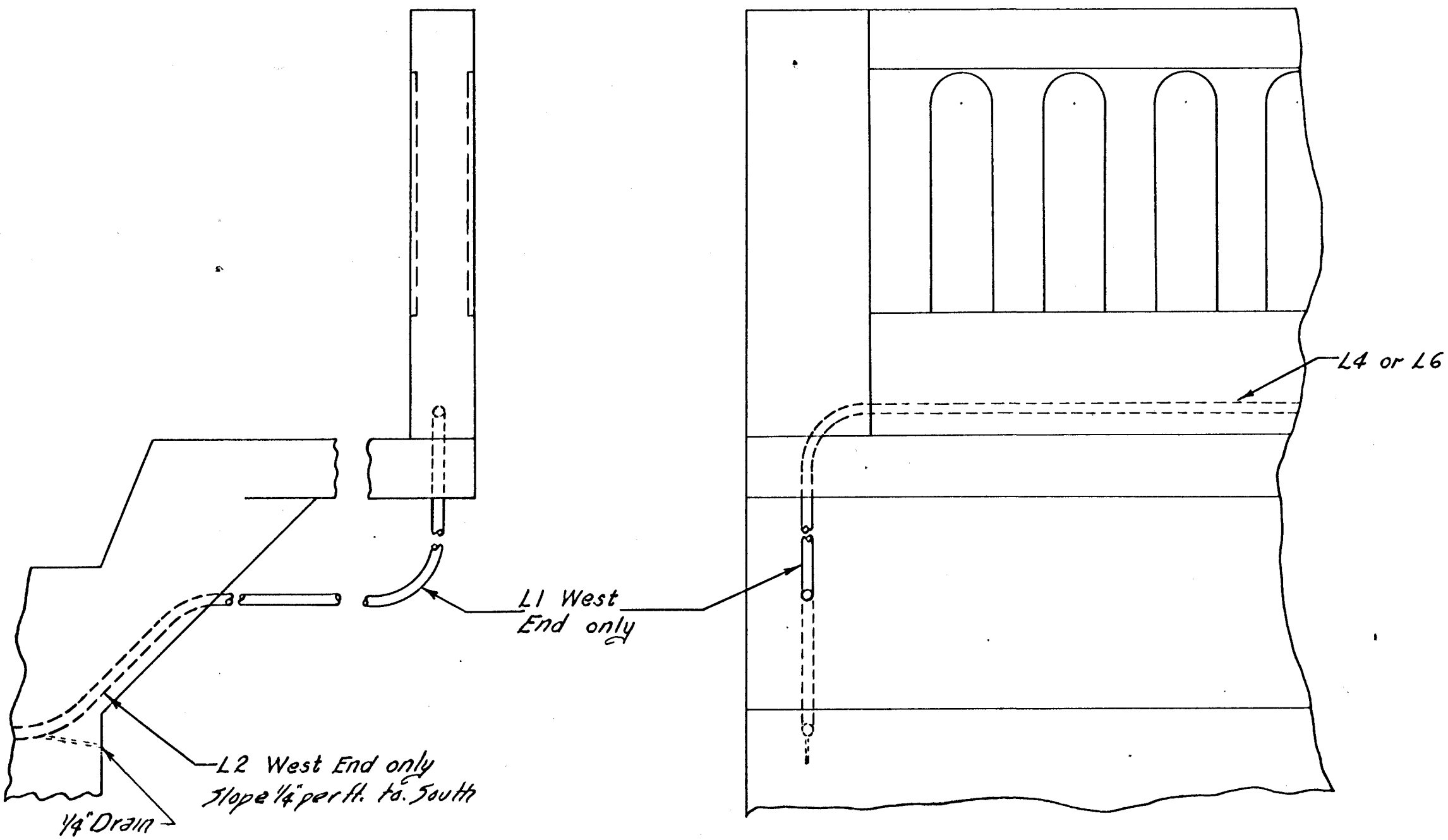
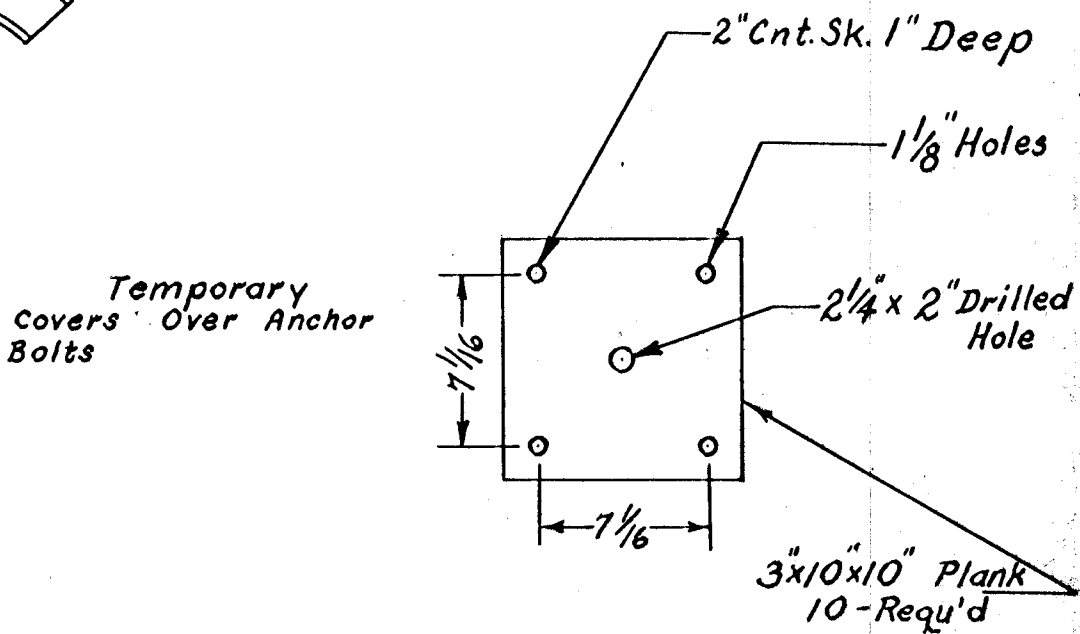


PIER DETAILS					
BRIDGE No. 616-25-2371					
PREPARED BY					
SEDGWICK COUNTY ENGINEERING DEPT.					
COUNTY ENGINEER					
REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
11-23-40	1/2" = 1'0"	M.S. & R.J.	R.M.		
DATE	PLANFILE	TOTAL SHEETS			

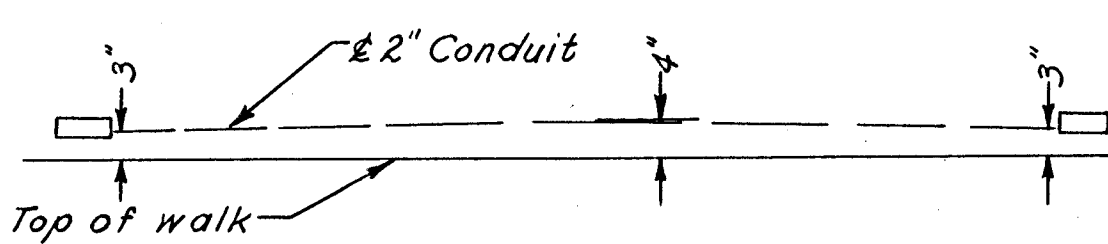
State		Fiscal Year	Sheet No.	Total Sheets
Kansas		1950	10	11



GENERAL WIRING DIAGRAM



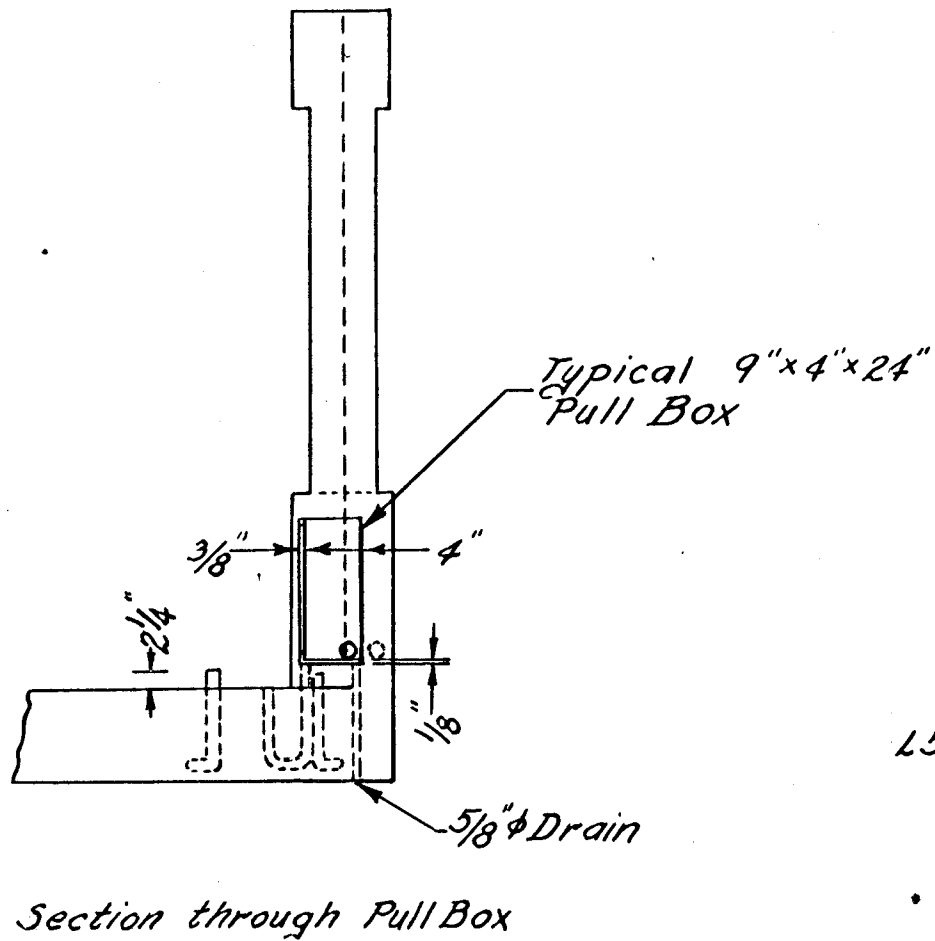
DETAIL AT ENDS OF BRIDGE



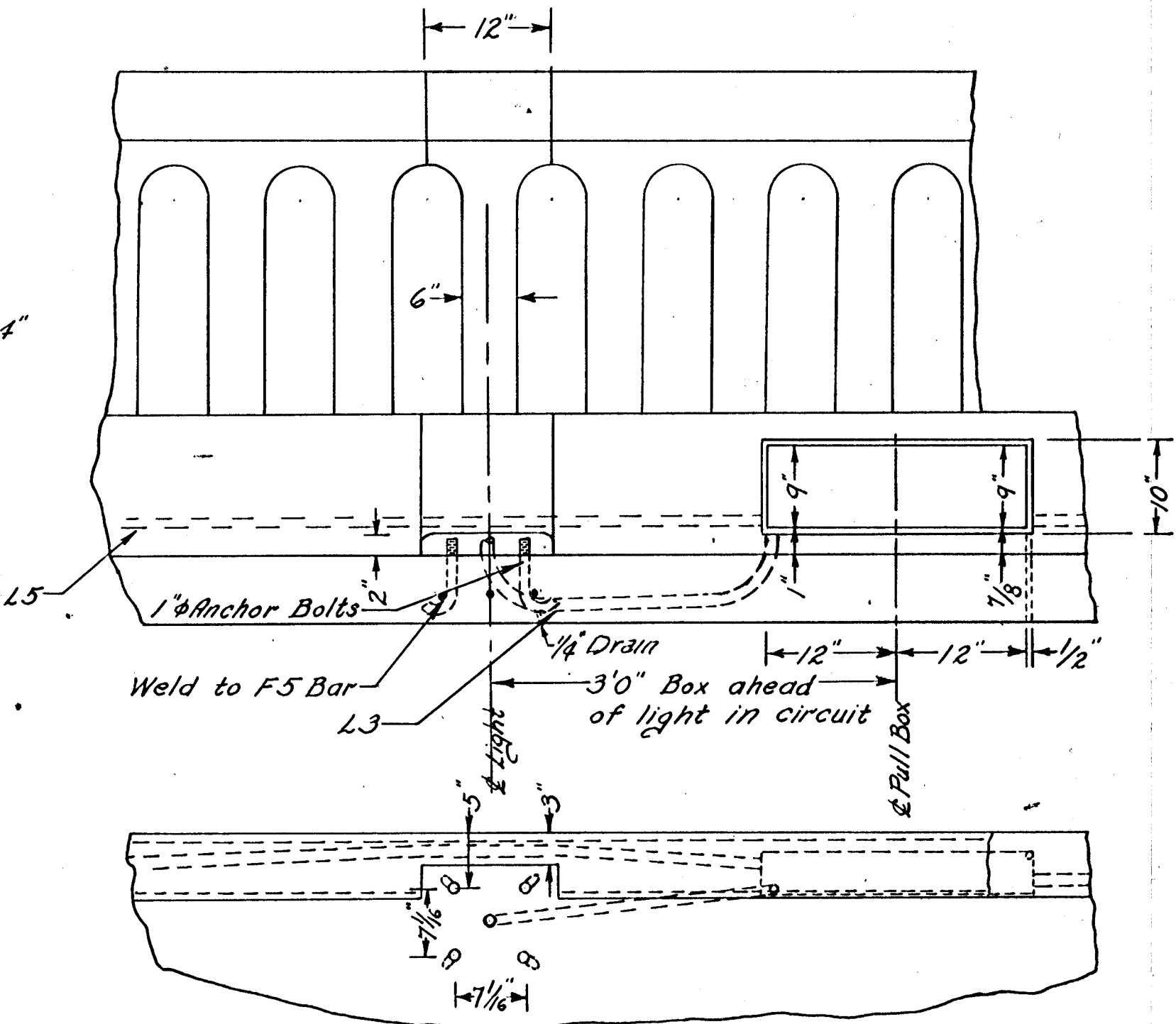
Typical Slope of Conduit between Pull Boxes

CONDUIT TABLE			
Symbol	No.	Length	Tot. Lgth
L1	2	4' 1 1/2"	8' 3"
L2	1	53' 4 1/2"	53' 4 1/2"
L3	10	1' 10 1/2"	18' 9"
L4	2	8' 1 1/2"	16' 3"
L5	8	100' 2"	801' 9"
L6	2	14' 1 1/2"	28' 3"
Total			928' 2 1/2"

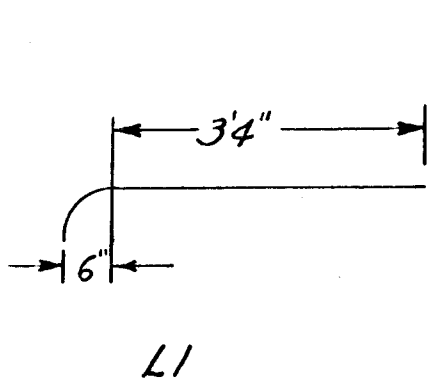
All conduit 2" non-metallic



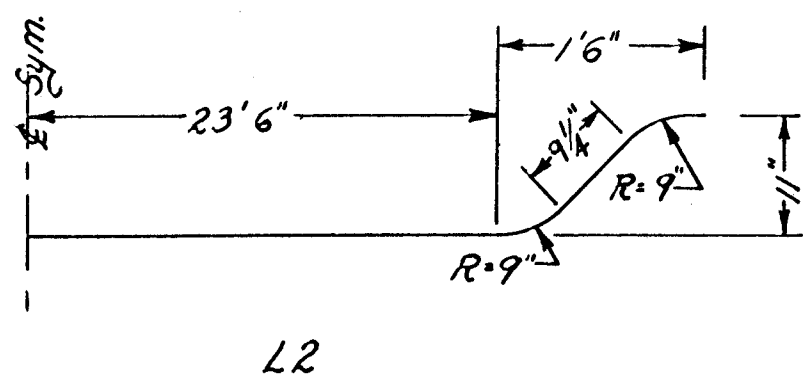
Section through Pull Box



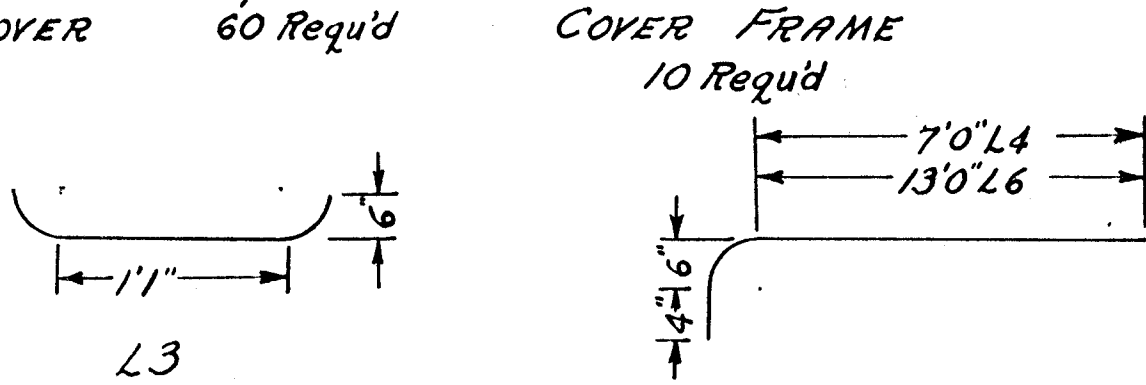
DETAIL AT PULL BOX AND LIGHT



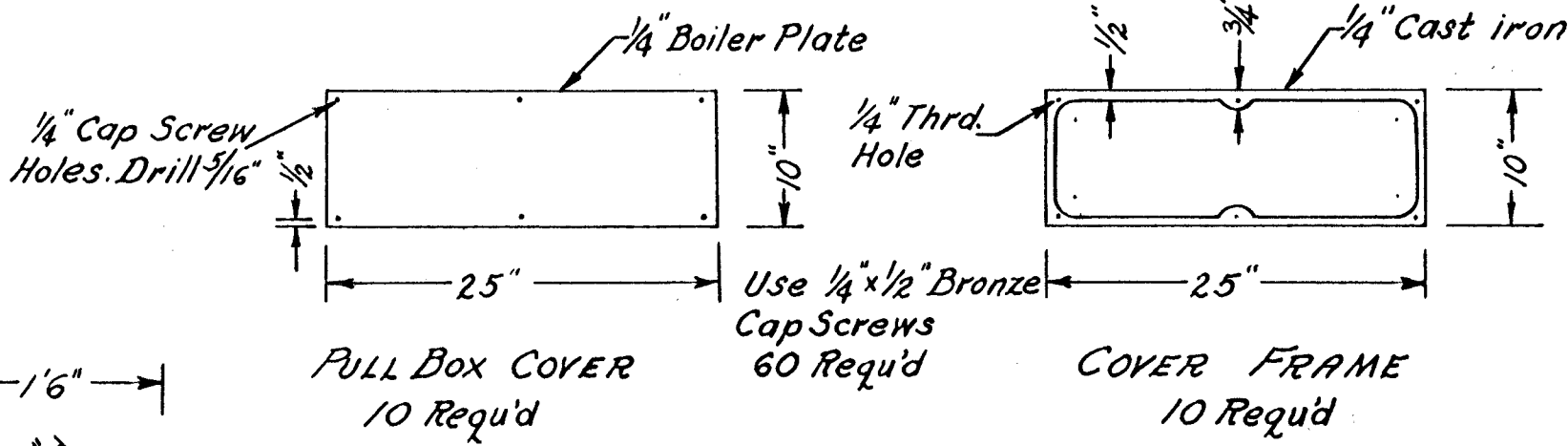
L1



L2

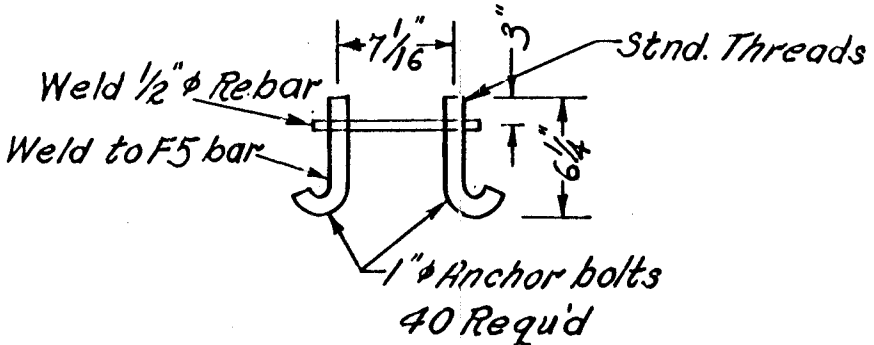


L3



PULL BOX COVER
10 Req'd

COVER FRAME
10 Req'd

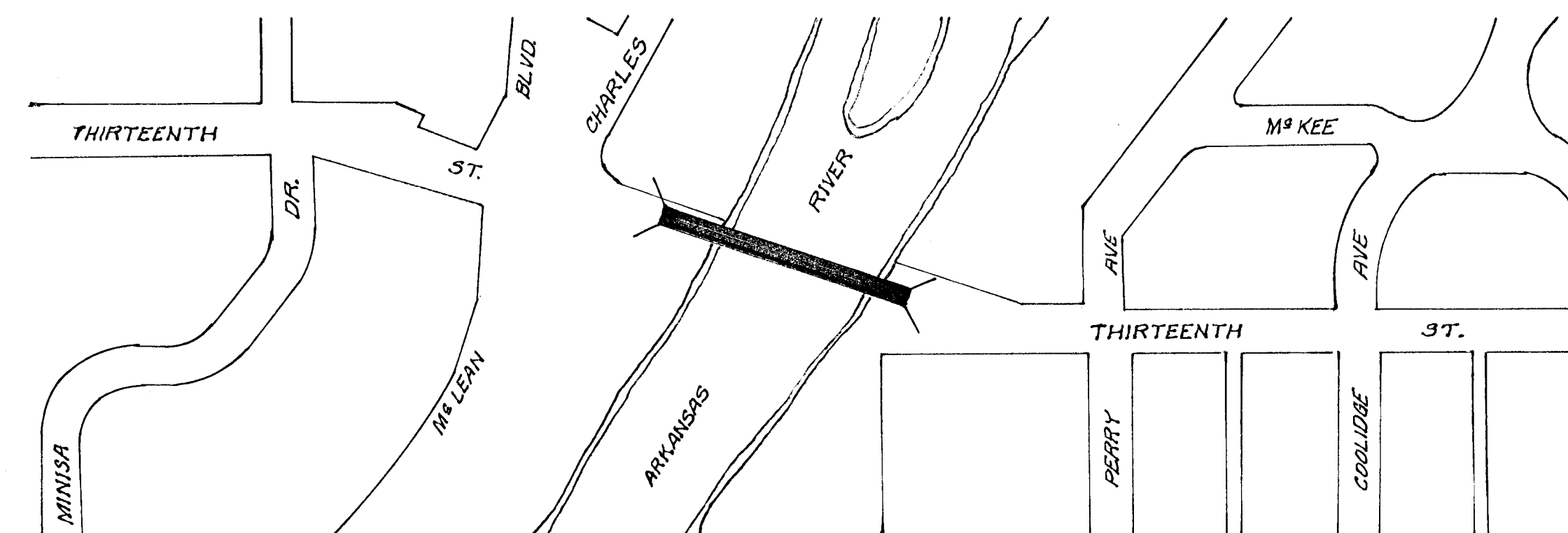


LIGHTING DETAILS
BRIDGE NO. 616-25-2371

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

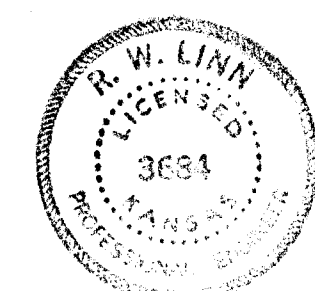
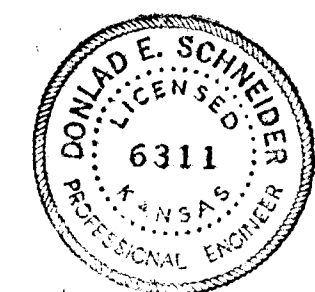
REVISION	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
10-25-50		M.E.S.	C.D.H.		
DATE	10-50	10-25-50			
PLANFILE		TOTAL SHEETS			

13th STREET BRIDGE OVER BIG ARKANSAS RIVER
BRIDGE ABUTMENT REPAIR
PROJ. NO. DAKB 572018
CITY OF WICHITA, KANSAS
R. W. LINN, CITY ENGINEER

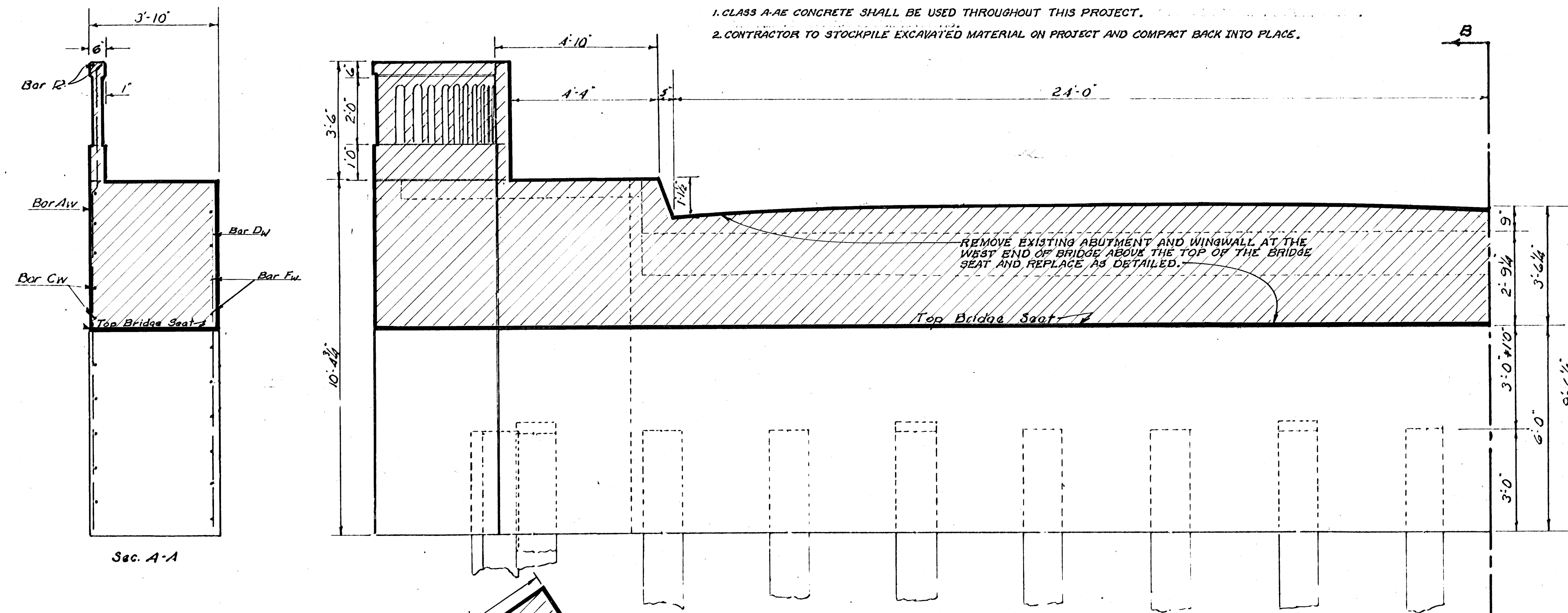


GENERAL NOTES:

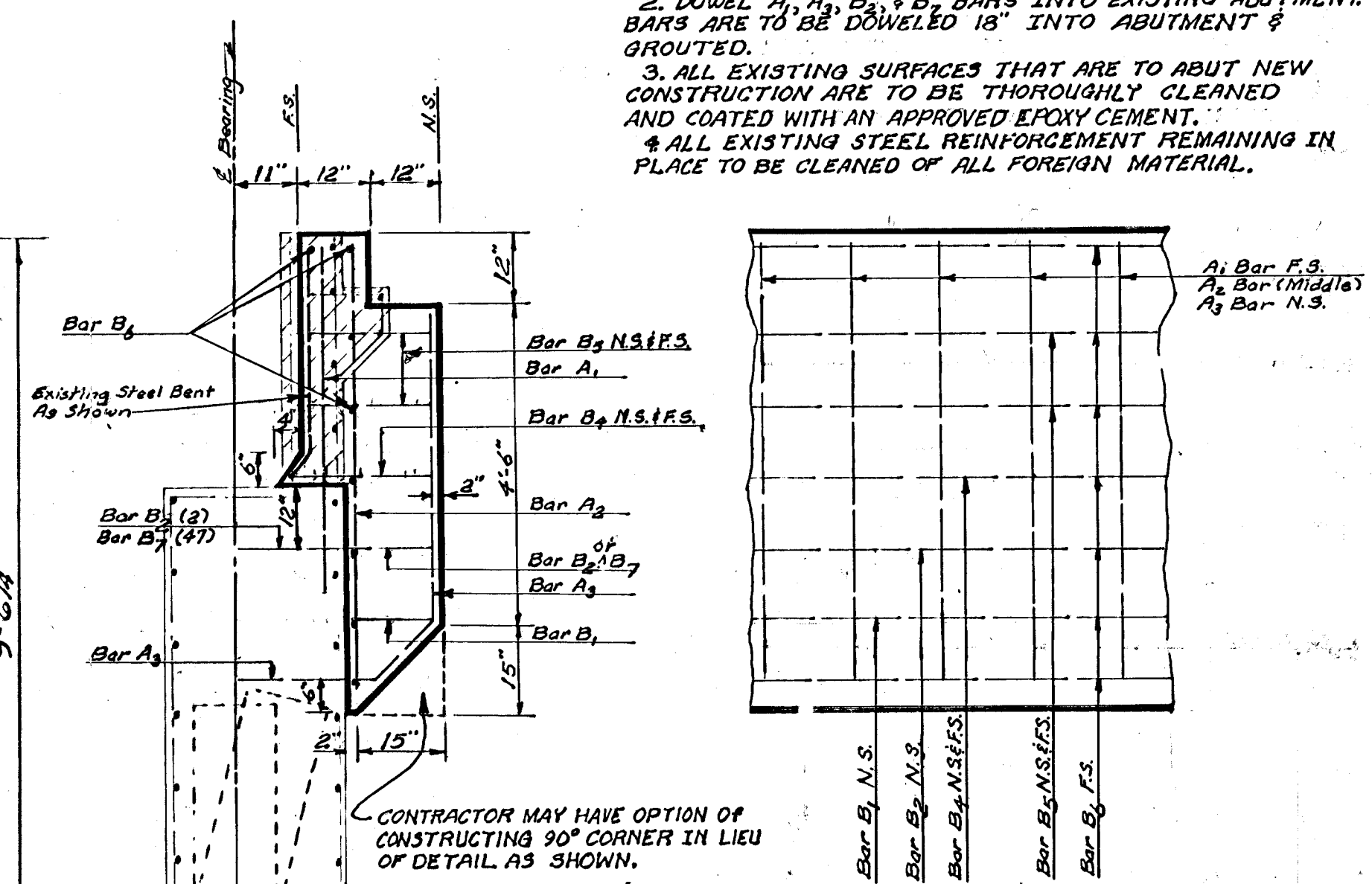
1. THE LUMP SUM BID ITEM OF "ABUTMENT REPAIR" SHALL INCLUDE ALL COSTS OF:
 - A. REMOVAL & RECONSTRUCTION OF WEST ABUTMENT & WINGWALLS AS DETAILED.
 - B. REMOVAL & REPLACEMENT OF CONCRETE PAVEMENT, CONCRETE CURBS, & CONCRETE SIDEWALK.
 - C. REPAIR OF EAST ABUTMENT PARAPET WALL.
 - D. EXCAVATION & COMPACTION OF EMBANKMENT AS REQUIRED.
 - E. INSTALLATION OF 5" NEOPRENE GELL EXPANSION DEVICE.
 - F. REMOVAL & REPLACEMENT OF BRIDGE ROCKERS & ROCKER PLATES AT BOTH ABUTMENTS.
 - G. EPOXY REPAIR OF THE FRACTURES IN THE WEST ABUTMENT BELOW THE BRIDGE SEAT.
2. LOADING H-20-44 A.A.S.H.O. DESIGN STRESS $f_s = 20,000 \text{ psi}$, $f_c = 3000 \text{ psi}$.
3. CLASS A-AE CONCRETE TO BE USED THROUGHOUT. BEVEL ALL EXPOSED EDGES WITH $\frac{3}{4}" \Delta$ MOULDING UNLESS OTHERWISE NOTED.
3. ANY DAMAGE TO THE EXISTING STRUCTURE DUE TO NEGLIGENCE ON THE PART OF THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
4. ALL ACCESSIBLE PARTS OF THE STRUCTURAL STEEL SHALL RECEIVE ONE COAT OF TINTED ALUMINUM PAINT FOLLOWED BY ONE COAT OF ALUMINUM PAINT AFTER ERECTION. (STRUCTURAL STEEL AT ABUTMENTS ONLY.)
5. SHOP PAINTING OF ALL STRUCTURAL STEEL SHALL CONFORM TO THE SPECIFICATIONS SET FORTH IN SECTIONS F2-5(c), Q₁, & Q₂ OF THE "STANDARD SPECIFICATIONS FOR STATE ROAD & BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF KANSAS 1966 EDITION".
6. FIELD PAINTING OF ALL STRUCTURAL STEEL SHALL CONFORM TO THE SPECIFICATIONS SET FORTH IN SECTION F2-6(c) OF THE "STANDARD SPECIFICATIONS FOR STATE ROAD & BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF KANSAS 1966 EDITION".
7. ALL STRUCTURAL STEEL SHALL CONFORM TO THE SPECIFICATIONS SET FORTH IN SECTION U5-2 OF THE "STANDARD SPECIFICATIONS FOR STATE ROAD & BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF KANSAS 1966 EDITION".
8. GROUTING REINFORCING STEEL IN OLD CONCRETE SHALL CONFORM TO PARAGRAPH 66P-17 OF "SUPPLEMENT NUMBER ONE TO THE STANDARD SPECIFICATIONS FOR STATE ROAD & BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF KANSAS 1970 EDITION".
9. THOROUGHLY SWAB THE BRIDGE-SEAT BEARING AREA WITH RED LEAD PAINT AND PLACE UPON IT THREE LAYERS OF TWELVE TO FOURTEEN OUNCE DUCK, EACH LAYER BEING THOROUGHLY SWABBED ON ITS TOP SURFACE WITH RED LEAD PAINT. PLACE THE SUPERSTRUCTURE SHOES OR PEDESTALS IN POSITION WHILE THE PAINT IS PLASTIC.
10. FORMWORK, CONCRETE MATERIALS, & CONCRETE PROPORTIONS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE "STANDARD SPECIFICATIONS FOR STATE ROAD & BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF KANSAS 1966 EDITION".
11. CONTRACTOR TO BLOCK OUT FOR PROPOSED ELECTRICAL CONDUITS AT WEST ABUTMENT. CONTRACTOR TO CONTACT KANSAS GAS & ELECTRIC COMPANY FOR LOCATION OF CONDUITS.



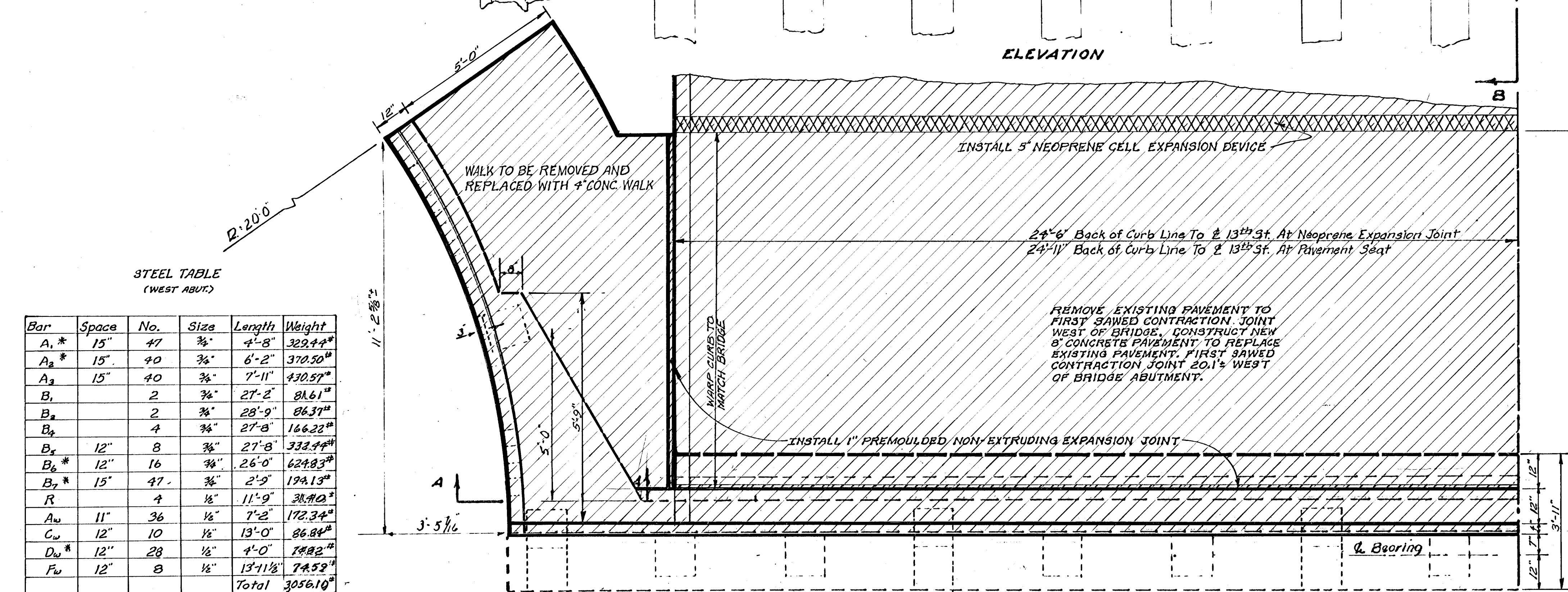
B



- NOTES:
1. ALL VERTICAL REINF. STEEL IN THE WINGWALLS & PARAPET WALL IS TO BE SAVED TO TIE THE REINF. STEEL FOOT IN THE NEW CONSTRUCTION.
 2. ALL EXISTING REIN. BARS ARE TO BE DOWELED 18" INTO EXISTING ABUTMENT & GROUTED.
 3. ALL EXISTING SURFACES THAT ARE TO BE LEFT NEW CONSTRUCTION ARE TO BE THOROUGHLY CLEANED AND COATED WITH AN APPROVED EPOXY CEMENT.
 4. ALL EXISTING STEEL REINFORCEMENT REMAINING IN PLACE TO BE CLEANED OF ALL FOREIGN MATERIAL.



REINFORCING STEEL IN HALF OF ABUTMENT
(Symmetrical About Centerline)



STEEL TABLE (WEST AUST.)					
Bar	Space	No.	Size	Length	Weight
A ₁ *	15"	47	¾"	4'-8"	329.44 ^{lb}
A ₂ *	15"	40	¾"	6'-2"	370.50 ^{lb}
A ₃	15"	40	¾"	7'-11"	430.57 ^{lb}
B ₁		2	¾"	2'-2"	86.15 ^{lb}
B ₂		2	¾"	28'-9"	86.37 ^{lb}
B ₃		4	¾"	2'-8"	166.22 ^{lb}
B ₄	12"	8	¾"	2'-8"	333.44 ^{lb}
B ₅ *	12"	16	¾"	2'-6"	624.83 ^{lb}
B ₆ *	15"	47	¾"	2'-9"	194.13 ^{lb}
R		4	½"	11'-9"	30.02 ^{lb}
A _w	11"	36	½"	7'-2"	172.34 ^{lb}
C _w	10"	10	½"	13'-0"	86.84 ^{lb}
D _w *	12"	28	½"	4'-0"	148.82 ^{lb}
F _w	12"	8	½"	13'-11"	74.52 ^{lb}
				Total	3056.10 ^{lb}

* INDICATES STRAIGHT BARS

