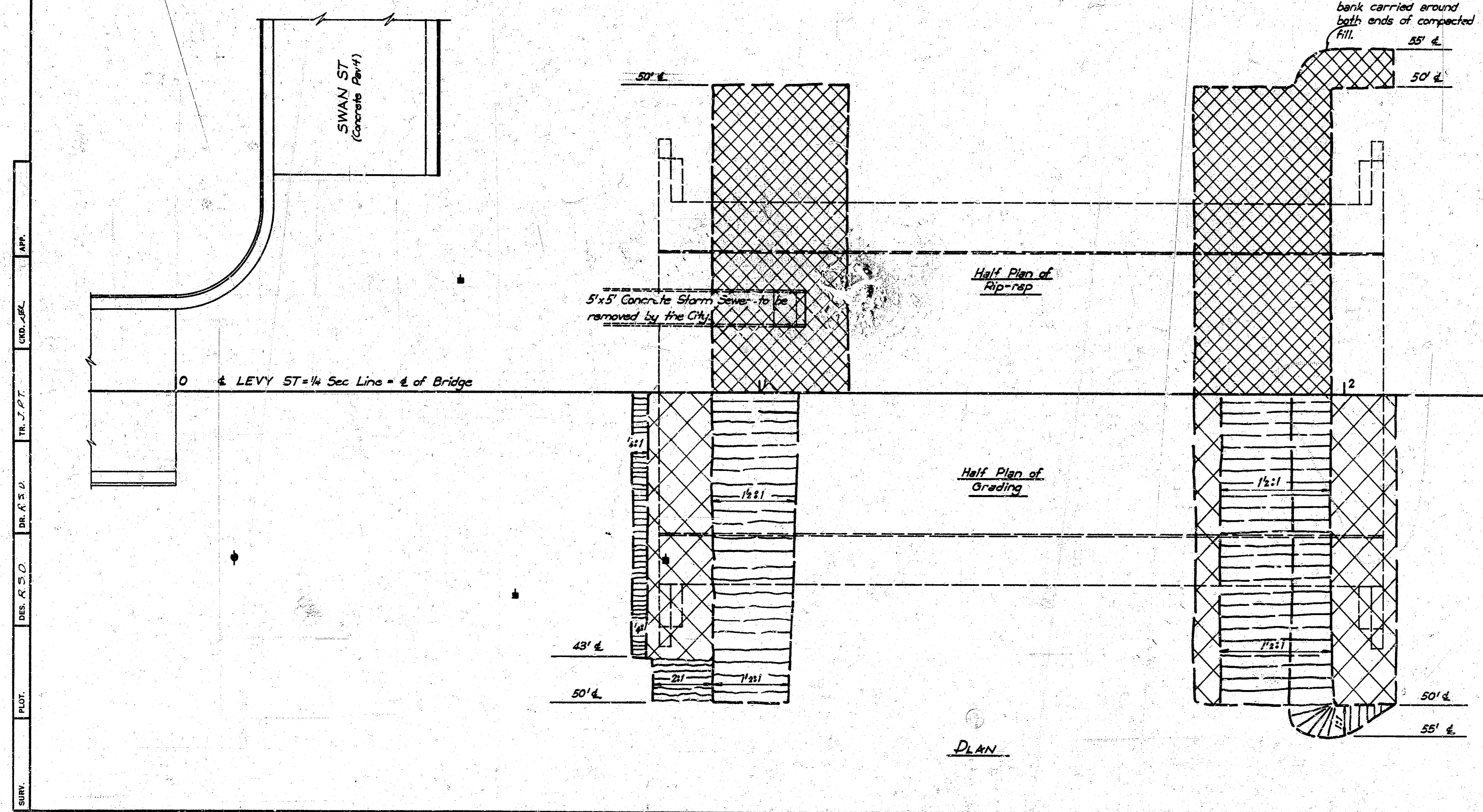


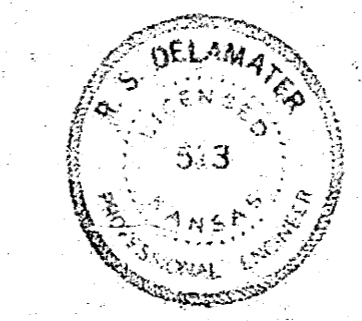
PROFILE @ d

SUMMARY OF QUANTITIES BANK GRADING AND RIP-RAP		
ITEM	QUANTITY	UNIT
Common Excavation	560	C.Y.
Compaction of Earthwork Type B	206	C.Y.
Water (for Compacting Earthwork)	1	M Gal
Placing Rip-rap	290	C.Y.



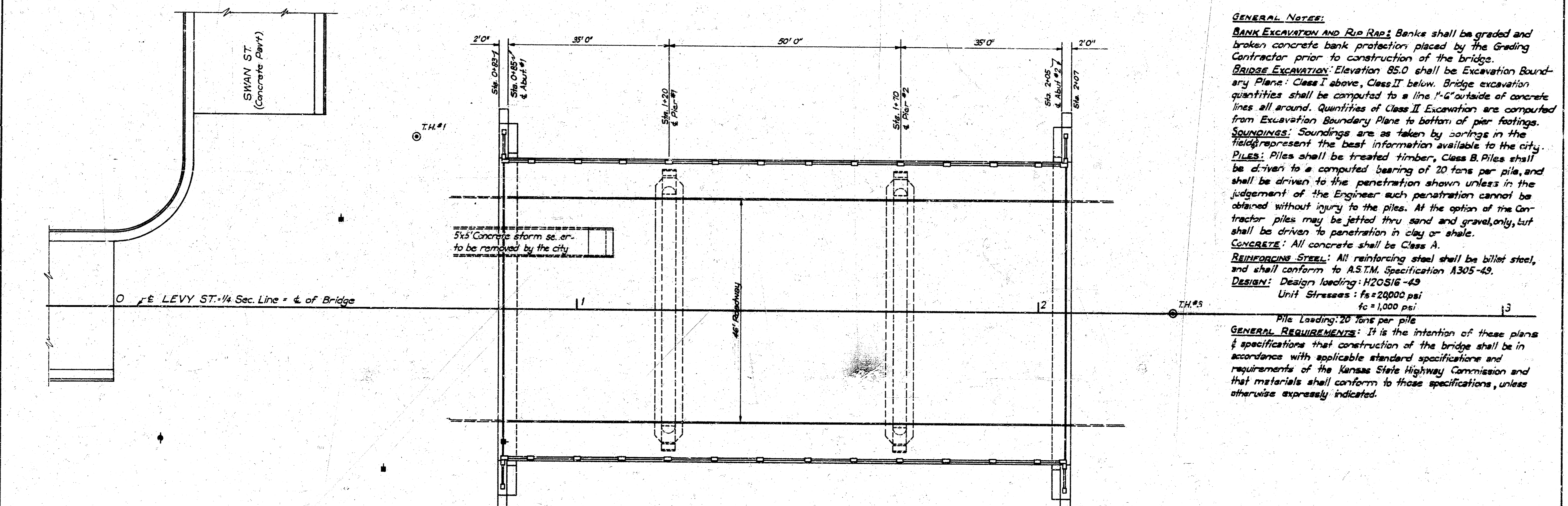
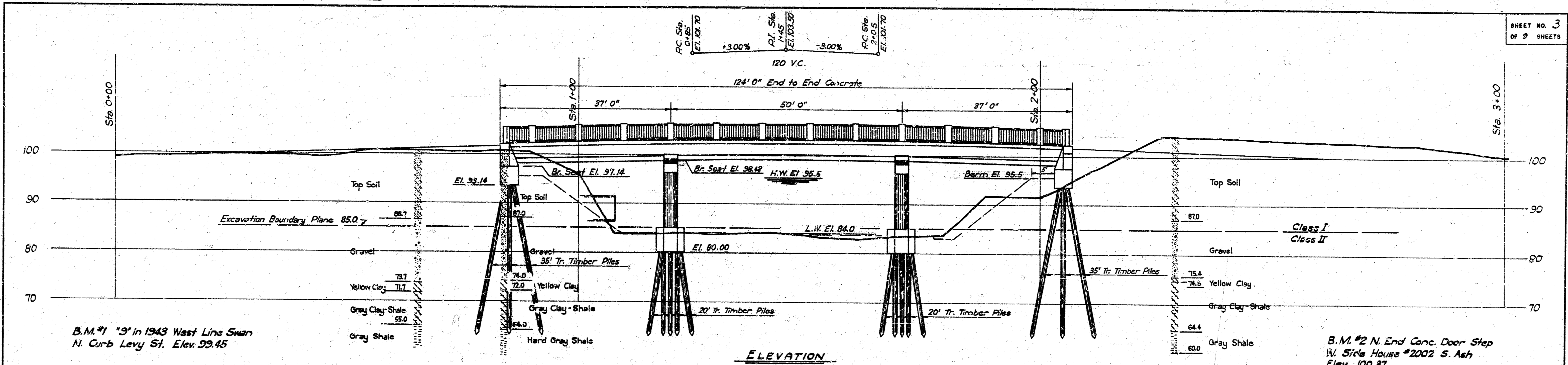
PLAN

GENERAL NOTES:
BANK GRADING: Contractor shall grade banks to the lines indicated, leaving the banks clean and clear of loose dirt. Any holes dug below grade shall be backfilled and tamped or left to be filled with rip-rap. Dirt shall not be pushed down the slope or dumped in the canal, but shall be removed over the banks. The toe of west bank, where the existing slope falls below the proposed grade, is not to be filled with loose dirt, but will be filled with rip-rap. Contractor shall stockpile at the site enough excavated material, as directed by the Engineer, to provide for backfilling around abutments after completion of the bridge and shall haul away and dispose of any excess.
COMPACTED EARTHWORK: Berm on the east bank shall be built to the dimensions shown, with all dirt placed and compacted as specified for Compaction of Earthwork Type B. Grass and weeds shall be graded off the bank before fill is placed and the fill shall be "benched" into the existing bank.
RIP-RAP: Material for rip-rap, consisting of broken concrete, shall be furnished by the City, stockpiled at the site. Contractor shall dump the rip-rap directly on the slope, from skips or buckets, to a minimum of 12" minimum 18" depth, plus extra berms as shown at the waters edge. Hand placing will be required only as necessary to scatter piled up material, or fill in thin spots, and otherwise secure a reasonably even and presentable surface. Payment will be for the number of cubic yards of material actually placed on the slopes.
EXISTING STORM SEWER: The existing 5x5' RCB Storm Sewer will be moved to outside the limits of construction by the City prior to construction of this project.



LEVY STREET BRIDGE
BANK GRADING & RIPRAP
 WICHITA DRAINAGE CANAL
 R. S. DELAMATER CONSULTING ENGINEER WICHITA, KANSAS
 DATE August, 1952
 SCALE 1"=10'-0"
 DWG. NO. 7302

At Vernon Rd and W.D.C. Bridge Rip-Rap grading

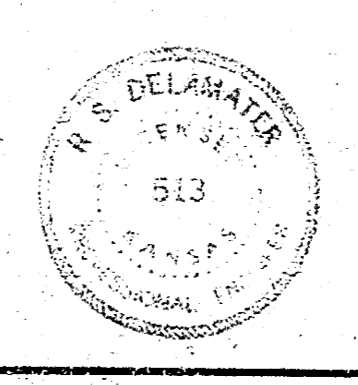


GENERAL NOTES:
BANK EXCAVATION AND RIP RAP: Banks shall be graded and broken concrete bank protection placed by the Grading Contractor prior to construction of the bridge.
BRIDGE EXCAVATION: Elevation 85.0 shall be Excavation Boundary Plane: Class I above, Class II below. Bridge excavation quantities shall be computed to a line 1'-6" outside of concrete lines all around. Quantities of Class II Excavation are computed from Excavation Boundary Plane to bottom of pier footings.
SOUNDINGS: Soundings are as taken by borings in the field represent the best information available to the city.
PILES: Piles shall be treated timber, Class B. Piles shall be driven to a computed bearing of 20 tons per pile, and shall be driven to the penetration shown unless in the judgement of the Engineer such penetration cannot be obtained without injury to the piles. At the option of the Contractor piles may be jetted thru sand and gravel, only, but shall be driven to penetration in clay or shale.
CONCRETE: All concrete shall be Class A.
REINFORCING STEEL: All reinforcing steel shall be billet steel, and shall conform to A.S.T.M. Specification A305-49.
DESIGN: Design loading: H20S16-43
 Unit Stresses: $f_s = 20,000$ psi
 $f_c = 1,000$ psi
 Pile Loading: 20 tons per pile
GENERAL REQUIREMENTS: It is the intention of these plans & specifications that construction of the bridge shall be in accordance with applicable standard specifications and requirements of the Kansas State Highway Commission and that materials shall conform to those specifications, unless otherwise expressly indicated.

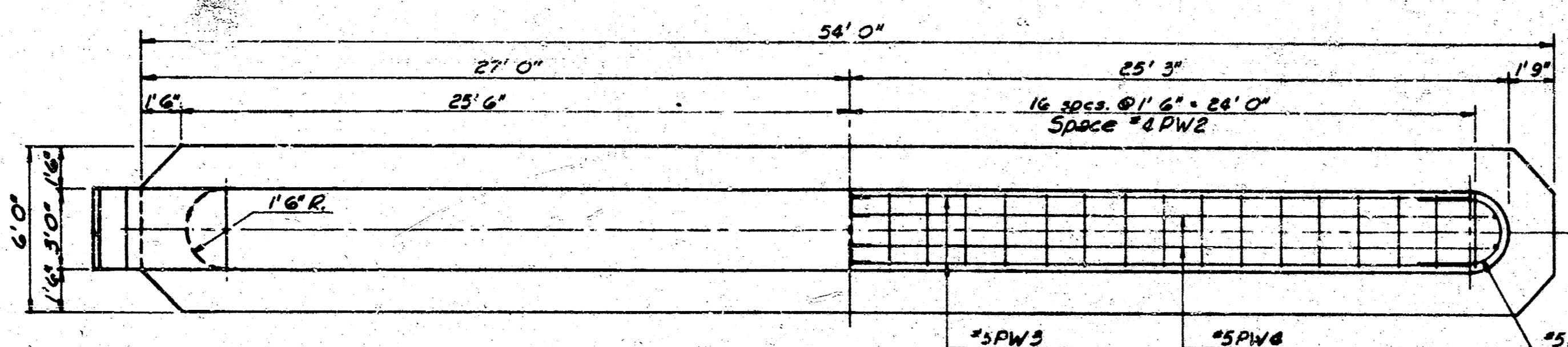
SUMMARY OF QUANTITIES

LOCATION	Excavation		Concrete Class A Cu. Yds.	Reinf. Steel Lbs.	Expansion Devices Lbs.	Tr. Timber Piles Lin. Ft.	Metal Piles Points	Metal Handrail Lin. Ft.
	Class I Cu. Yds.	Class II Cu. Yds.						
Abut #1	48	—	63.2	5430	—	735	21	8
Pier #1	—	93	136.5	7680	—	680	34	—
Pier #2	—	93	136.5	7680	—	680	34	—
Abut #2	48	—	63.2	5430	—	735	21	8
Superstructure	—	—	360.6	61270	9474	—	—	203
Totals	96	186	760.0	87,450	9474	2830	110	219

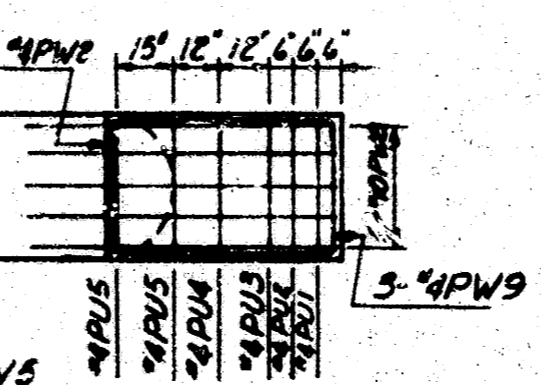
* 42 @ 3' x 68 @ 20'



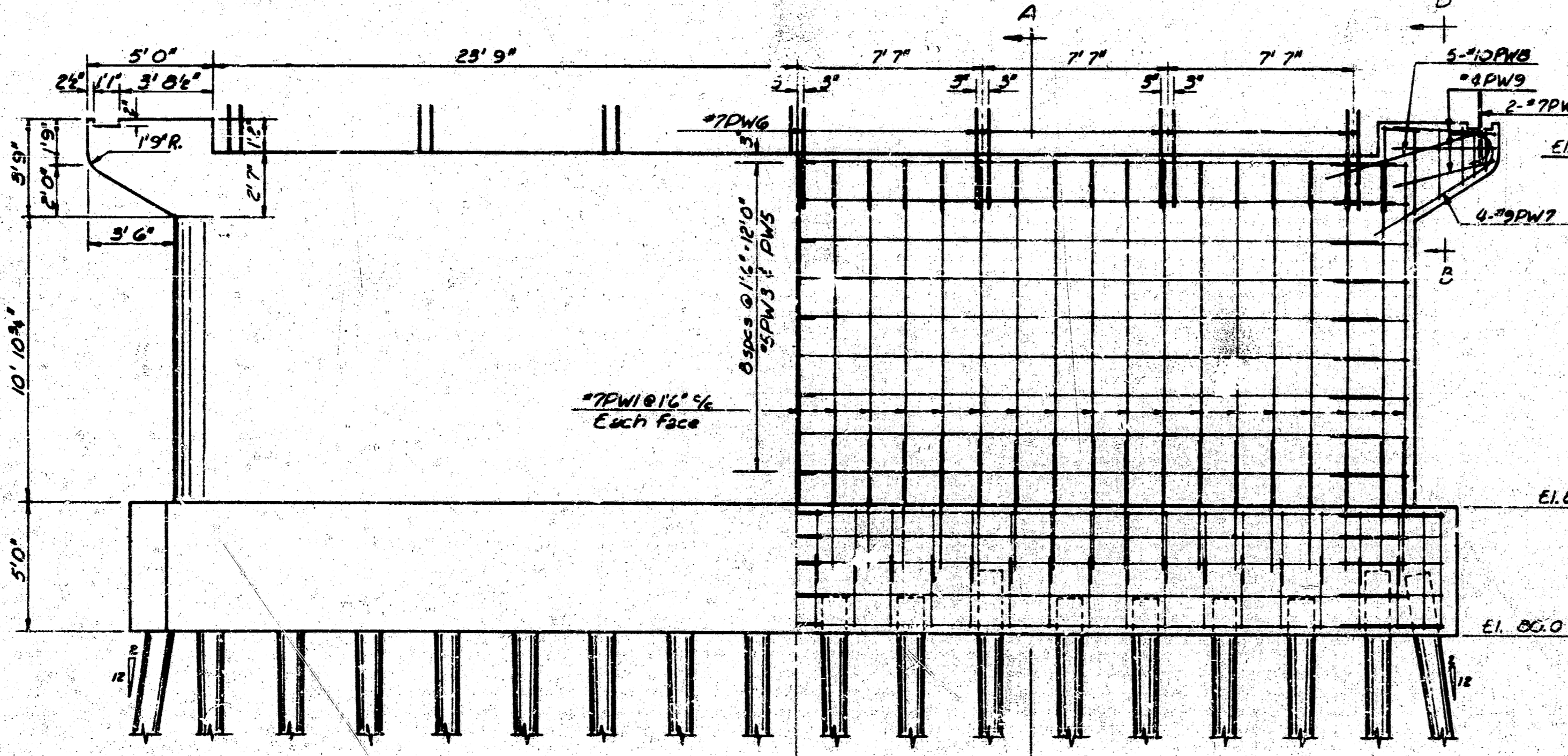
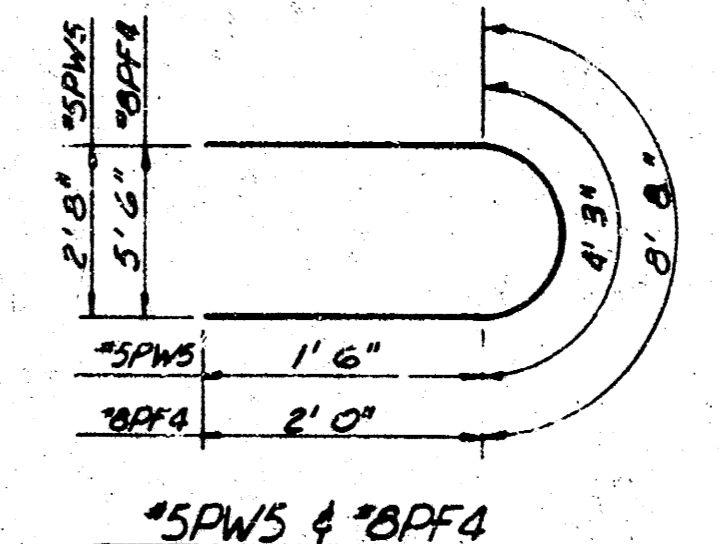
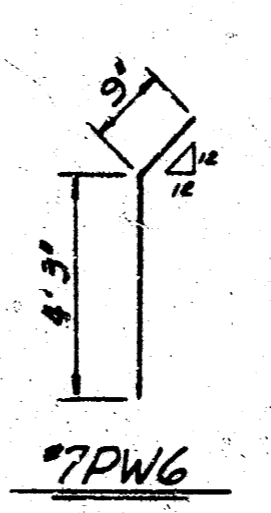
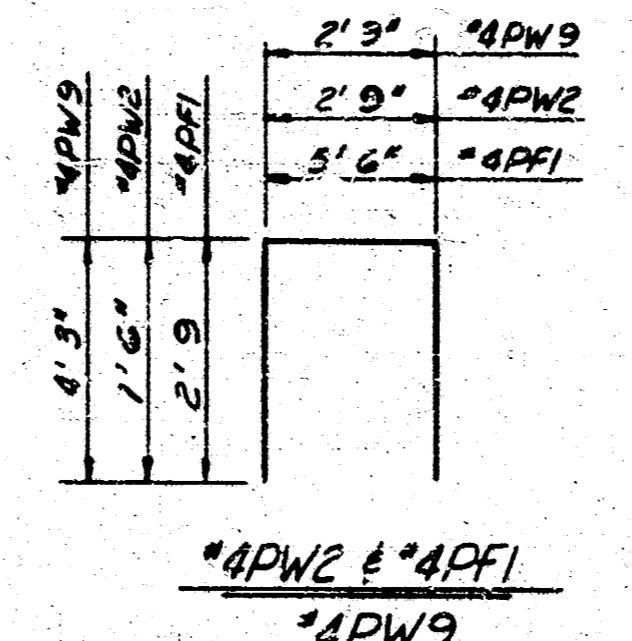
LEVY STREET BRIDGE
CONSTRUCTION LAYOUT
 WICHITA DRAINAGE CANAL
 R. S. DELAMATER
 CONSULTING ENGINEER
 WICHITA, KANSAS
 DATE: August, 1952
 SCALE: 1/4" = 10'-0"
 DWG. NO.: 7303



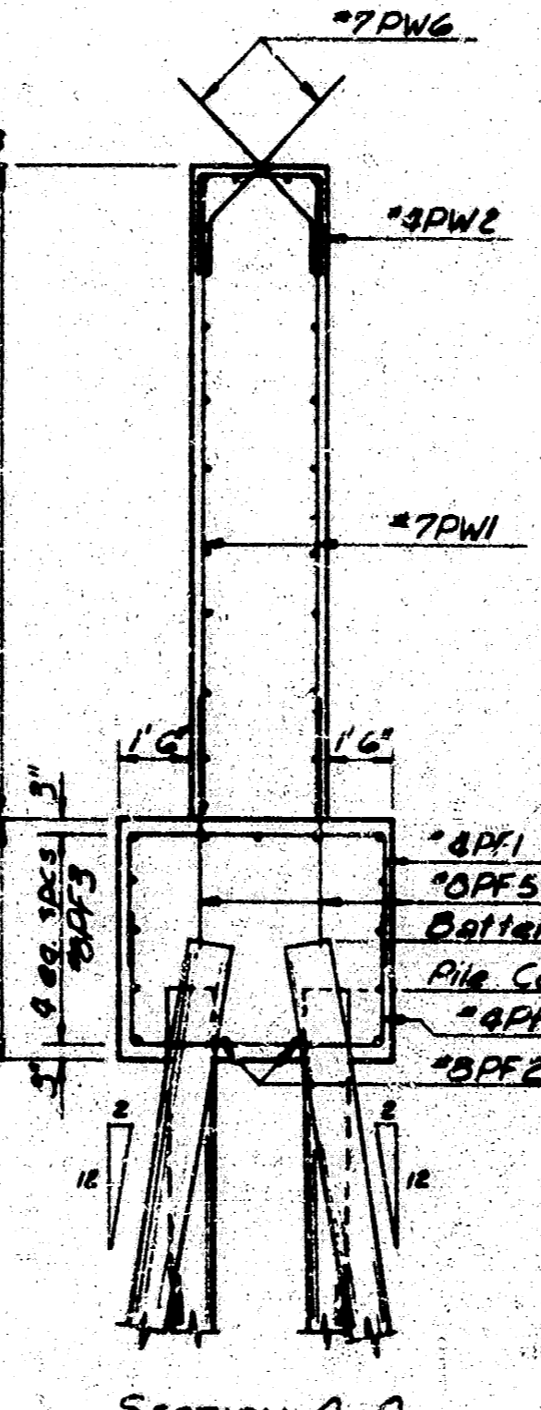
TOP VIEW



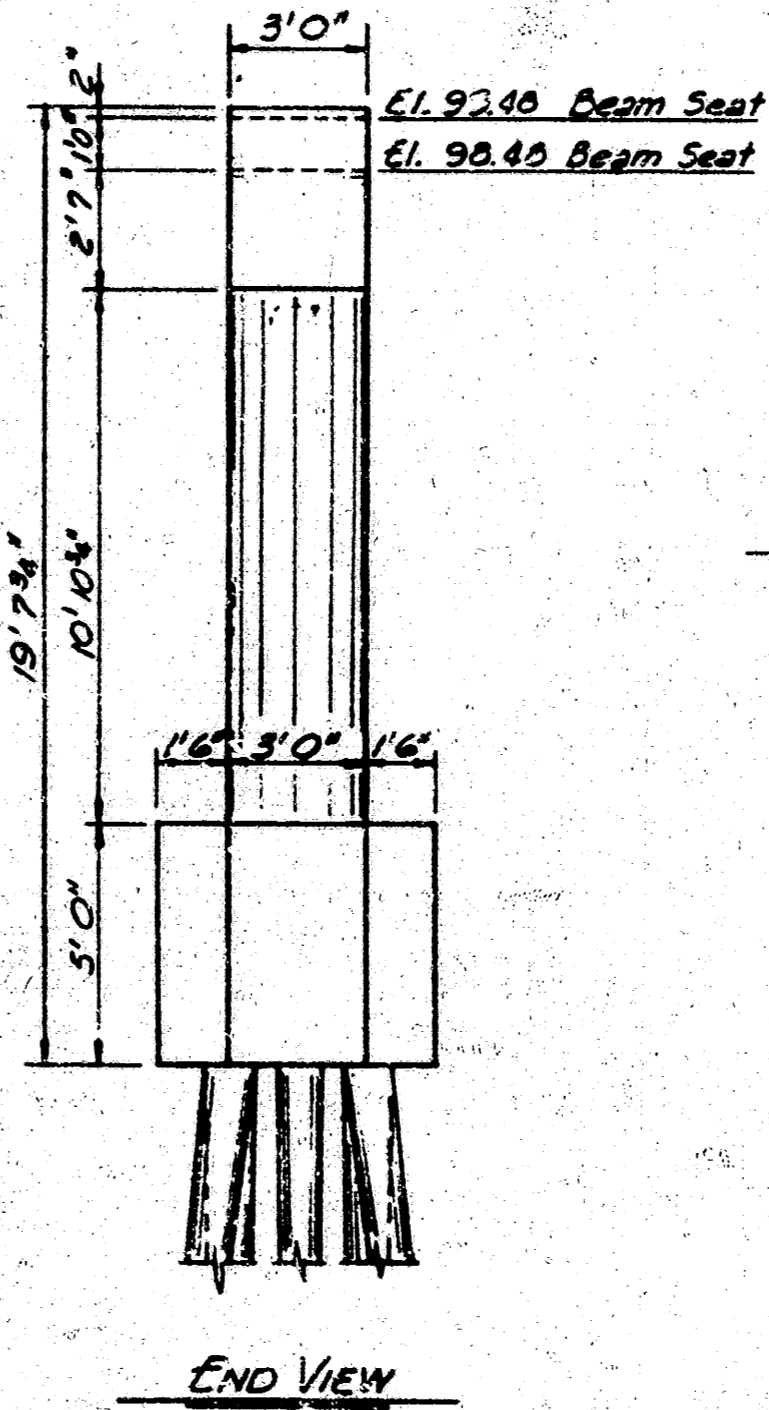
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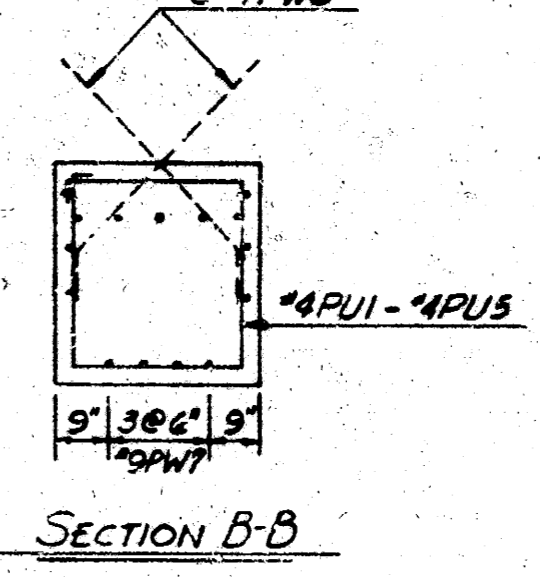
FACE VIEW



SECTION A-A

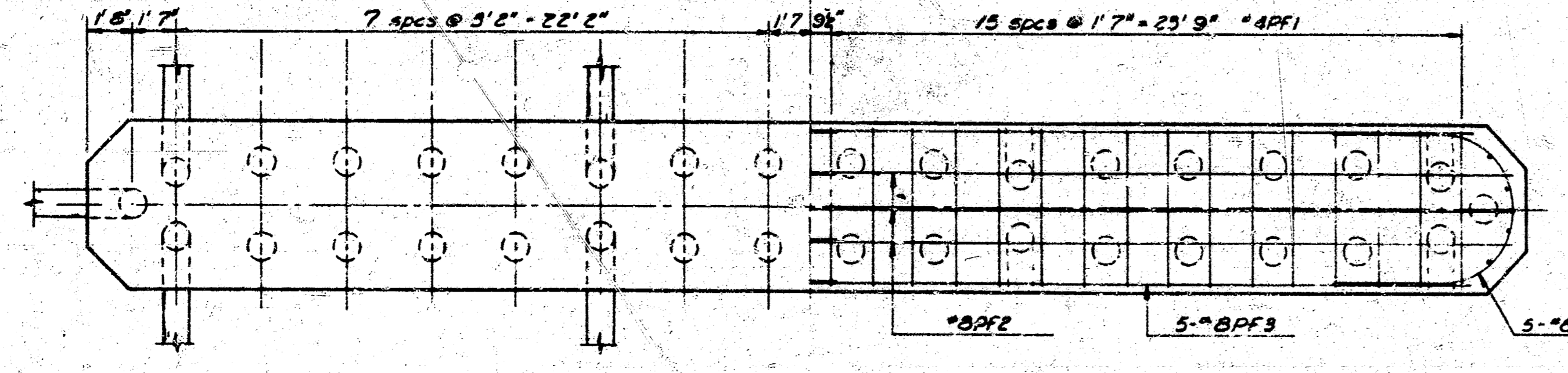


END VIEW

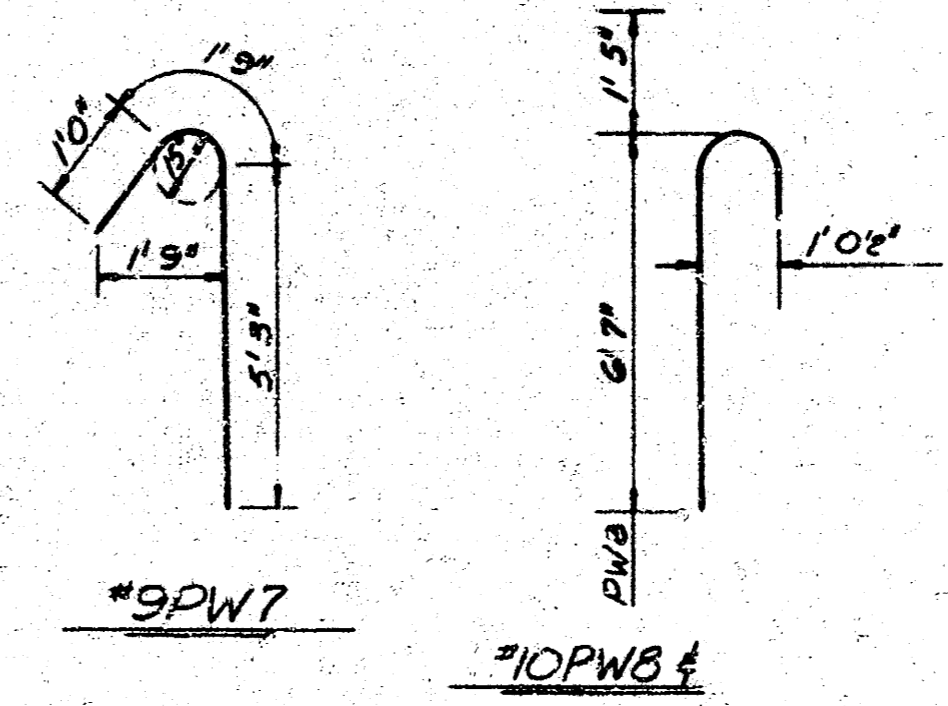
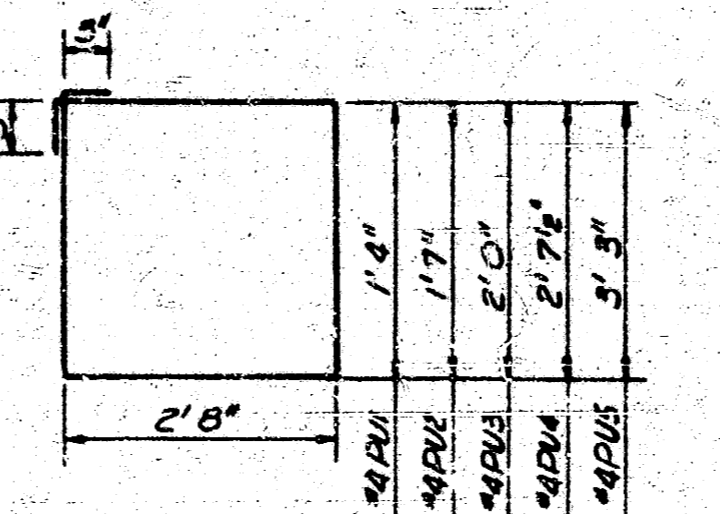


SECTION B-B

NOTES:
 Class A concrete shall be used throughout.
 Devel all exposed edges with a 3/4" triangular moulding and use 3/4" fillets in corners unless otherwise noted.
 All dimensions shown relative to reinforcing steel placement are to 1/4 of bars. All dimensions shown in the bending diagrams are out to out of bars. Refer to AASHTO Manual of Recommended Practice for Detailing Reinforced Concrete Highway Structures.
 See Sheet 4 for detail of pile point.

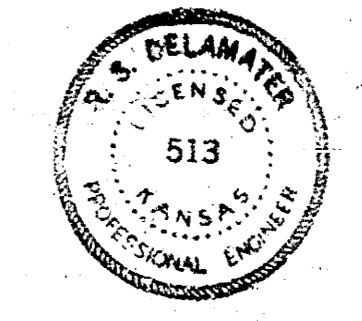


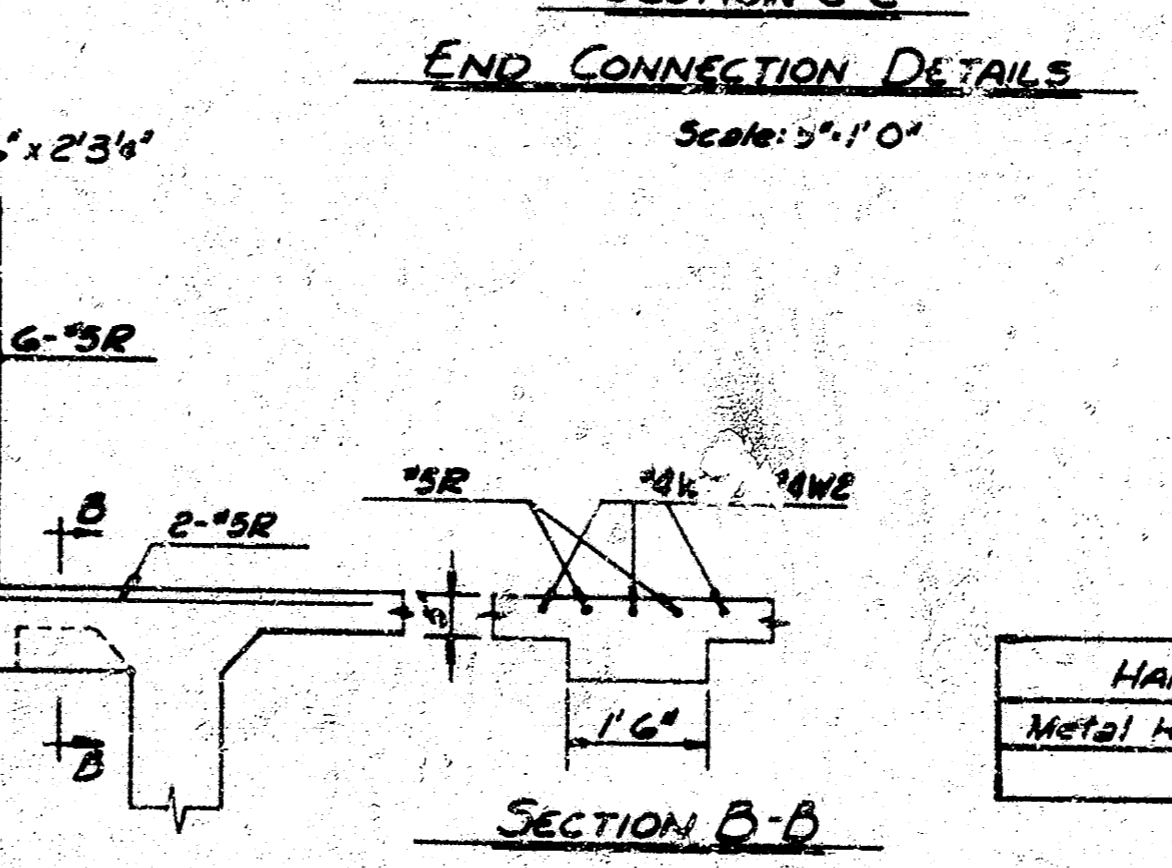
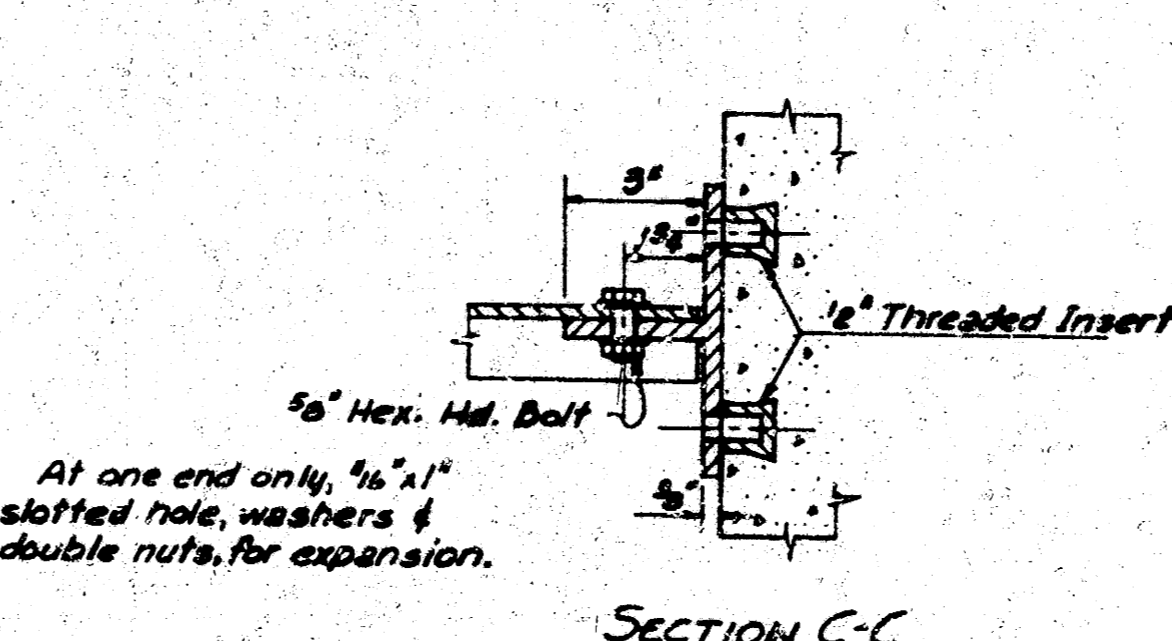
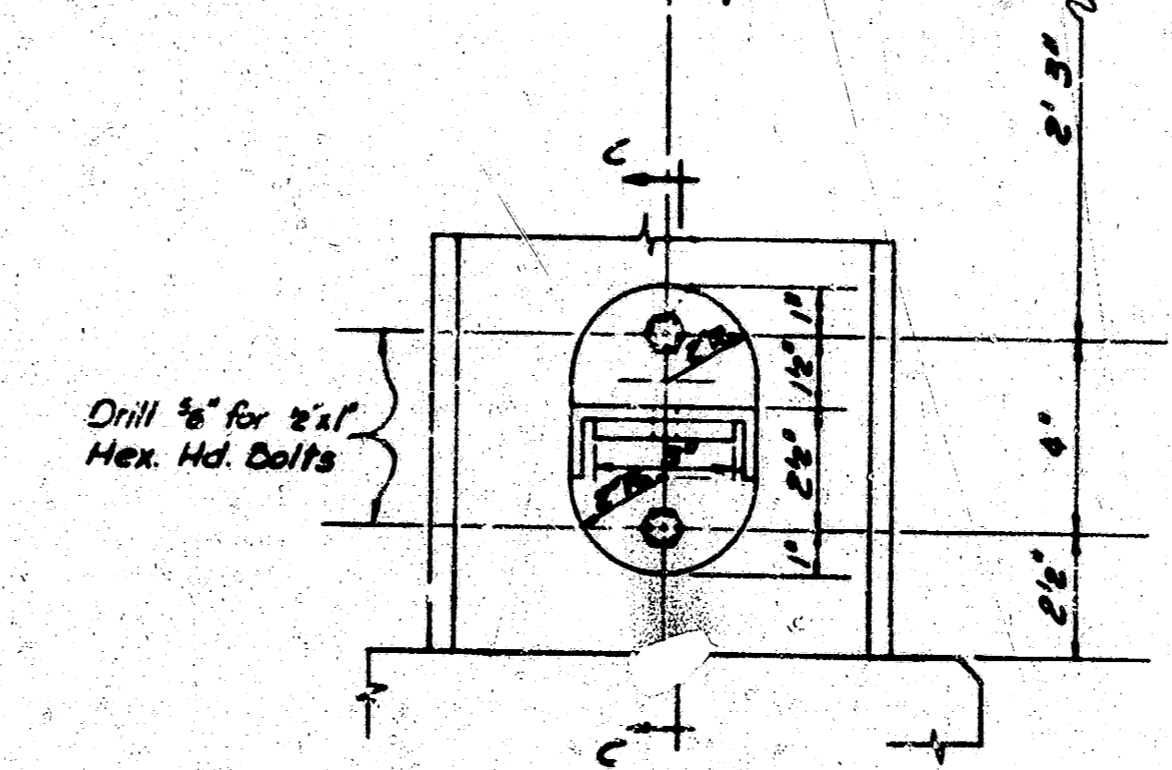
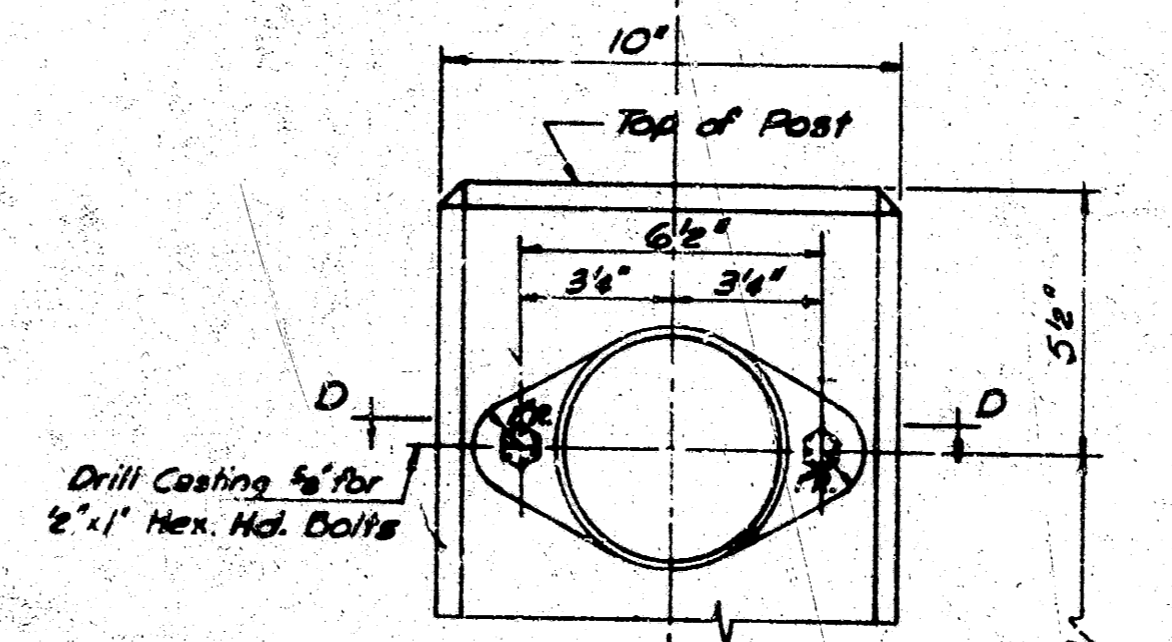
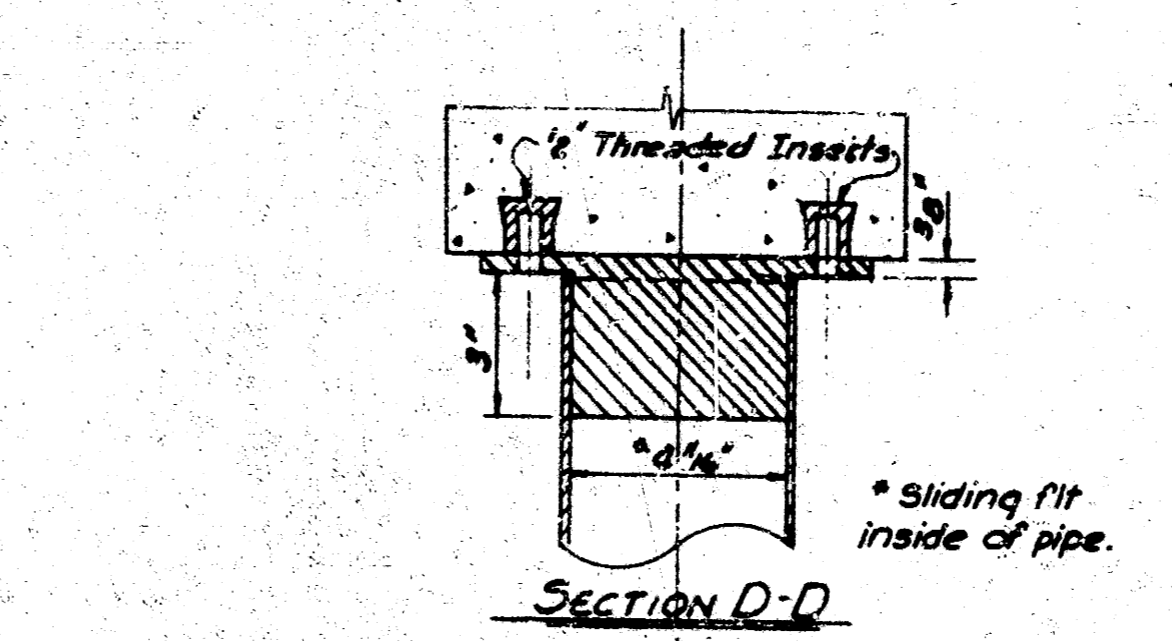
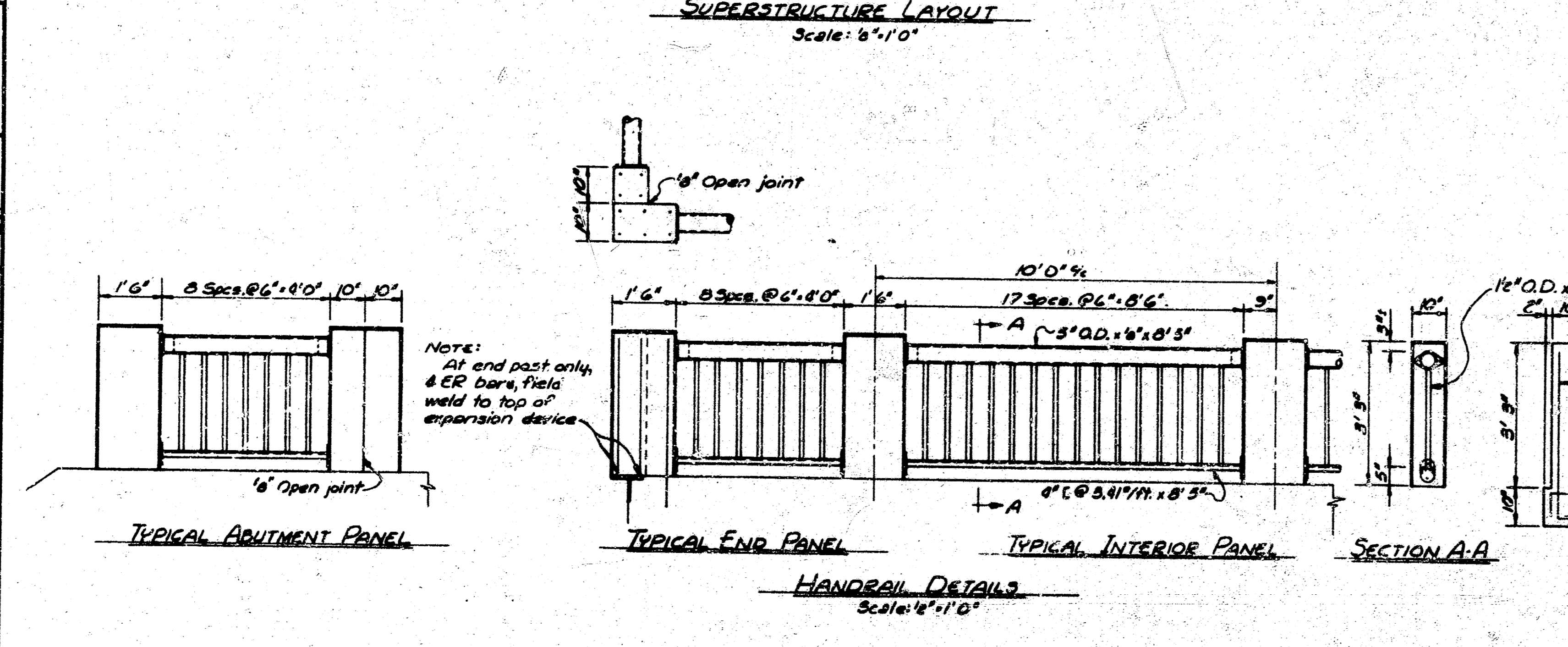
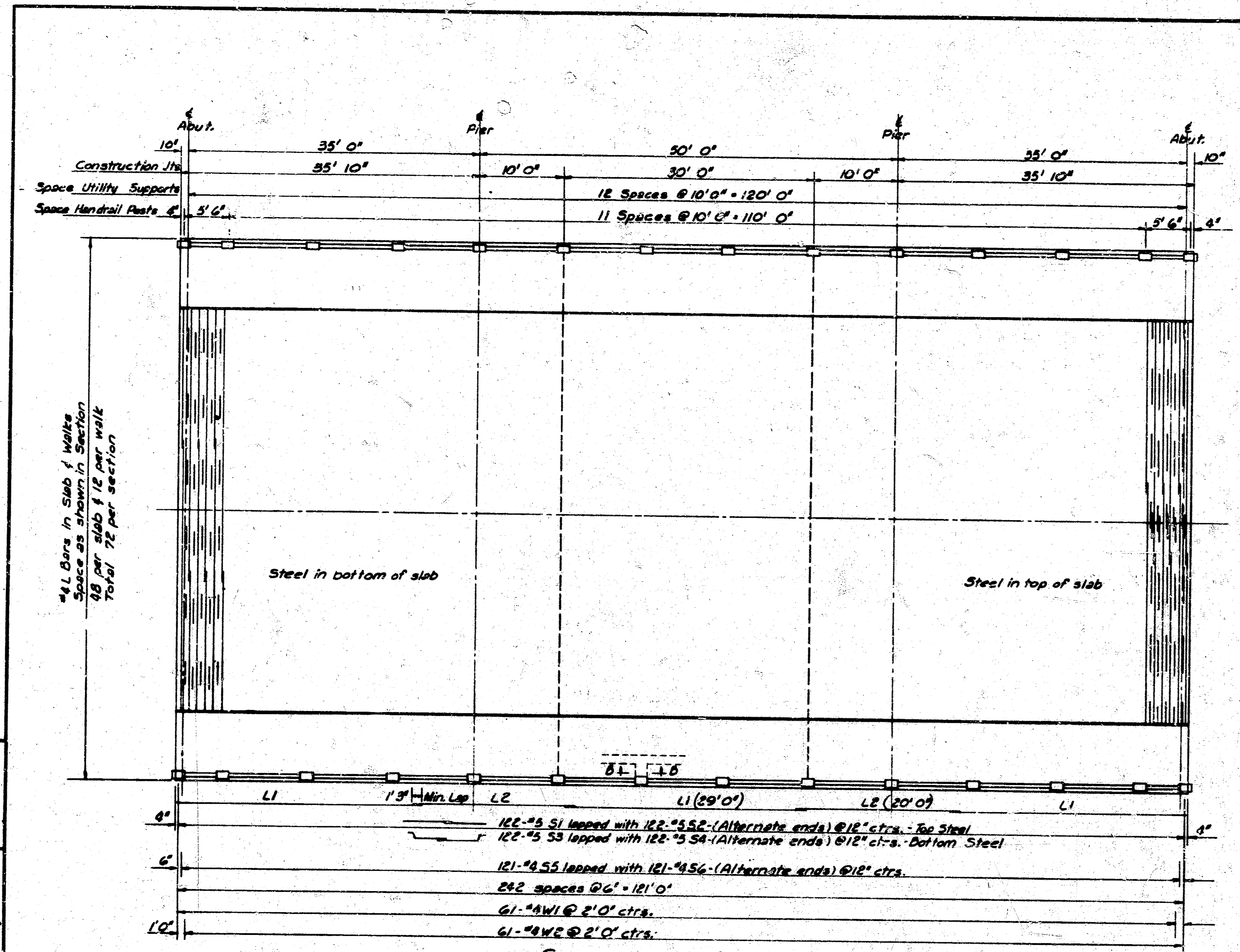
TOP VIEW OF FOOTING



SUMMARY OF QUANTITIES														
Bar	PF1	PF2	PF3	PF4	PW1	PW2	PW3	PW4	PW5	PW6	PW7	PW8	PW9	PW10
No. Req'd	44	10	20	10	70	33	36	4	18	32	6	10	6	2
Size	#4	#8	#8	#8	#7	#4	#5	#5	#5	#7	#9	#10	#8	#8
Length	11' 0"	27' 6"	23' 3"	18' 0"	13' 3"	5' 9"	28' 6"	23' 3"	7' 3"	5' 0"	8' 0"	8' 0"	11' 3"	8' 6"
Shape														
Class A Concrete	136.5 Cu.Yds.													
Reinforcing Steel	7600 Lbs.													
Tr. Timber Piling	680 Lin.Ft.													

LEVY STREET BRIDGE
PIER DETAILS
 WICHITA DRAINAGE CANAL
 R. S. DELAMATER
 CONSULTING ENGINEER
 WICHITA, KANSAS
 DATE August, 1952
 SCALE 4"=10'
 DWG. NO. 7905





NOTES:
 Unit price bid for Metal Handrail includes fabricated handrail sections as shown, complete and in place, including aluminum end castings, concrete inserts and connecting bolts.
 Concrete inserts shall be cast iron; all connecting bolts and nuts shall be galvanized or cadmium plated steel. All other parts of rail shall be aluminum: tubing and channels - 613-T6; end castings 43, wire brush finish.
 Surface of castings in contact with concrete shall be coated with Alumilastic or equal bituminous compound before placing. A coating of the same material shall be placed under all bolt heads.
 Bevel all corners of Handrail Posts 1/4".

SUPERSTRUCTURE GENERAL NOTES:
 See Sheets 74 B for details of Slab and Girder reinforcing.
 All Concrete shall be Class A. Bevel all exposed edges with a 3/4" triangular moulding. Fillet all corners 1/4" unless otherwise noted.
 Construction Joints are optional with the Contractor. Construction Joints shall be made only at the points indicated.
 All Superstructure falsework shall be left in place until such time that the concrete has attained its designed strength.
 All dimensions in the Bending Diagrams are out to out of bars. Refer to AASHTO Manual of Recommended Practice for Detailing Reinforced Concrete Highway Structures.

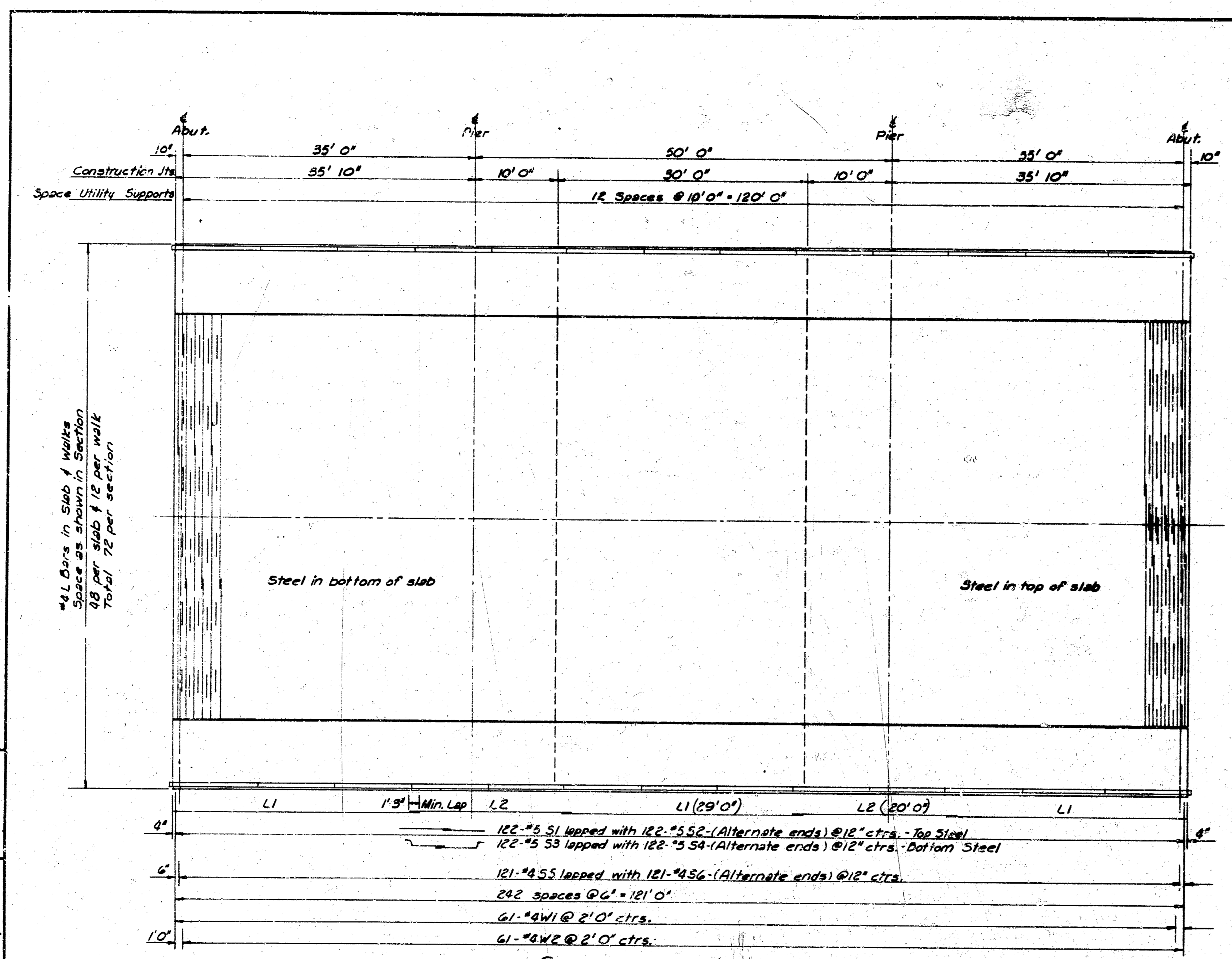
HANDRAIL QUANTITIES	
Metal Handrail	219 Lin. Ft.

VOID - See Revision 11.11.52

**LEVY STREET BRIDGE
 SUPERSTRUCTURE PLAN
 & HANDRAIL DETAILS**
 WICHITA DRAINAGE CANAL

R. S. DELAMATER
 CONSULTING ENGINEER
 WICHITA, KANSAS

DATE August, 1952
 SCALE As shown
 DWG. NO. 7306

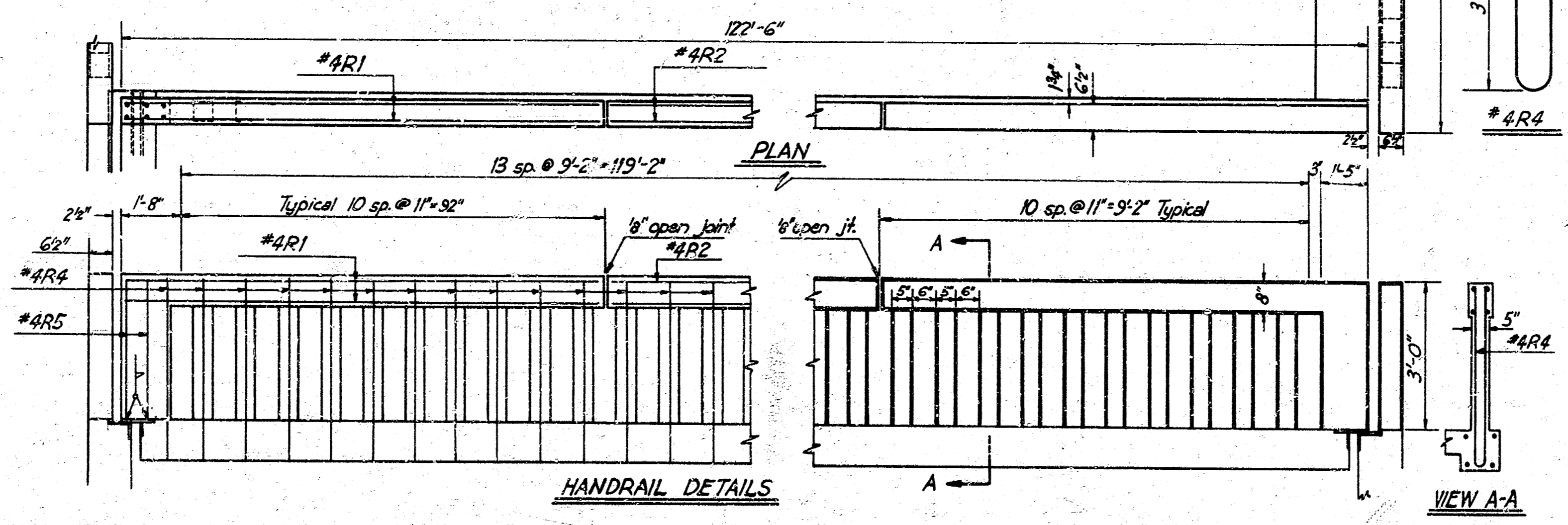
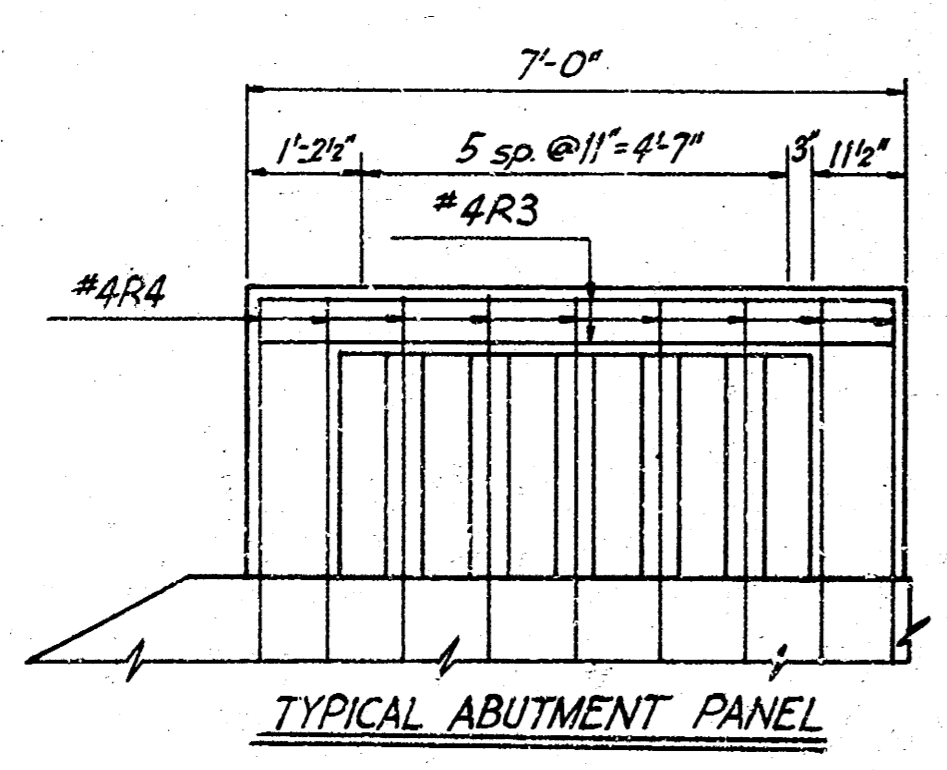


SUPERSTRUCTURE LAYOUT
Scale: 1/4" = 1'-0"

SUPERSTRUCTURE GENERAL NOTES:
See Sheets 710 for details of Slab and Girder reinforcing.
All Concrete shall be Class A. Bevel all exposed edges with a 1/4" triangular moulding. Fillet all corners 1/4" unless otherwise noted.
Construction Joints are optional with the Contractor. Construction Joints shall be made only at the points indicated.
All Superstructure falsework shall be left in place until such time that the concrete has attained its designed strength.
All dimensions in the Bending Diagrams are out to out of bars. Refer to AASHTO Manual of Recommended Practice for Detailing Reinforced Concrete Highway Structures.

SUMMARY OF HANDRAIL QUANTITIES				
Mark	NR	Size	Length	Shape
R1	16	4	10'-9"	
R2	88	4	9'-0"	
R3	16	4	6'-10"	
R4	300	4	7'-6"	U
R5	16	4	2'-11"	

Class A Concrete 85 cu. yds.
Reinforcing Steel 2250 lbs.



REV.	BY	DATE	DESCRIPTION
A	DC7	11-19-52	Revised Handrail

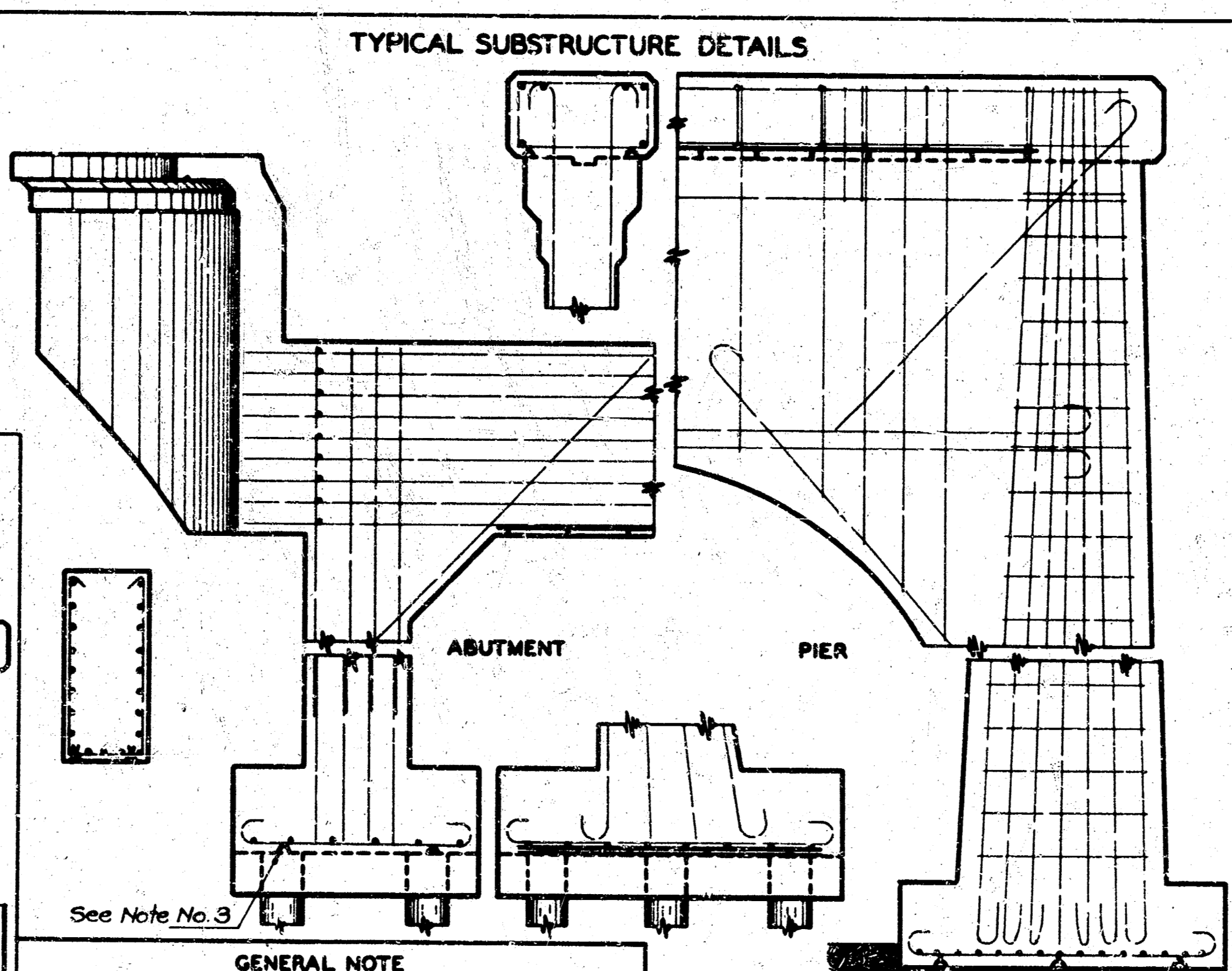
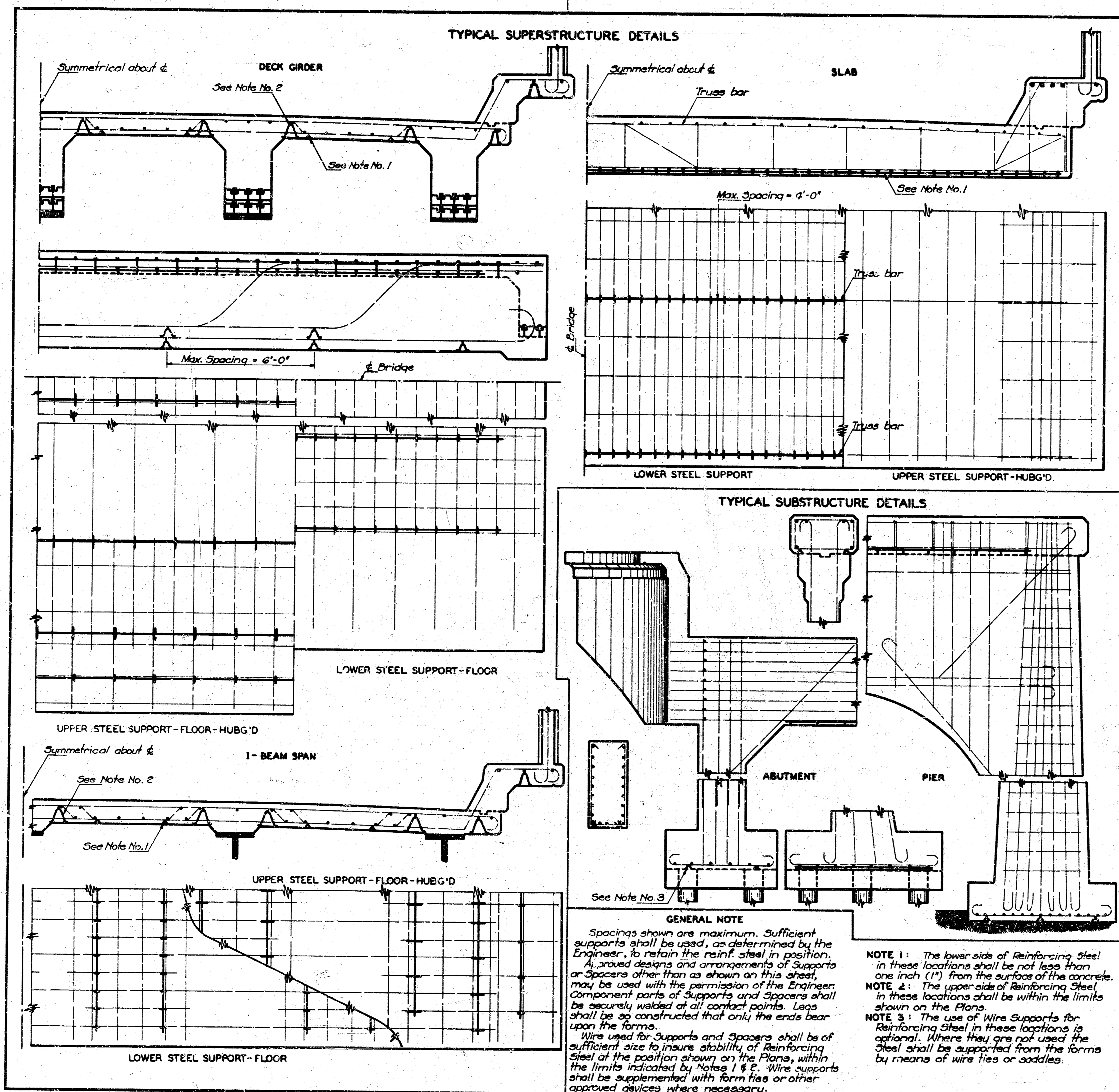
LEVY STREET BRIDGE
SUPERSTRUCTURE PLAN & HANDRAIL DETAILS
WICHITA DRAINAGE CANAL

R. S. DELAMATER
CONSULTING ENGINEER
WICHITA, KANSAS

DATE August, 1952
SCALE As shown
DWG. NO. 7906

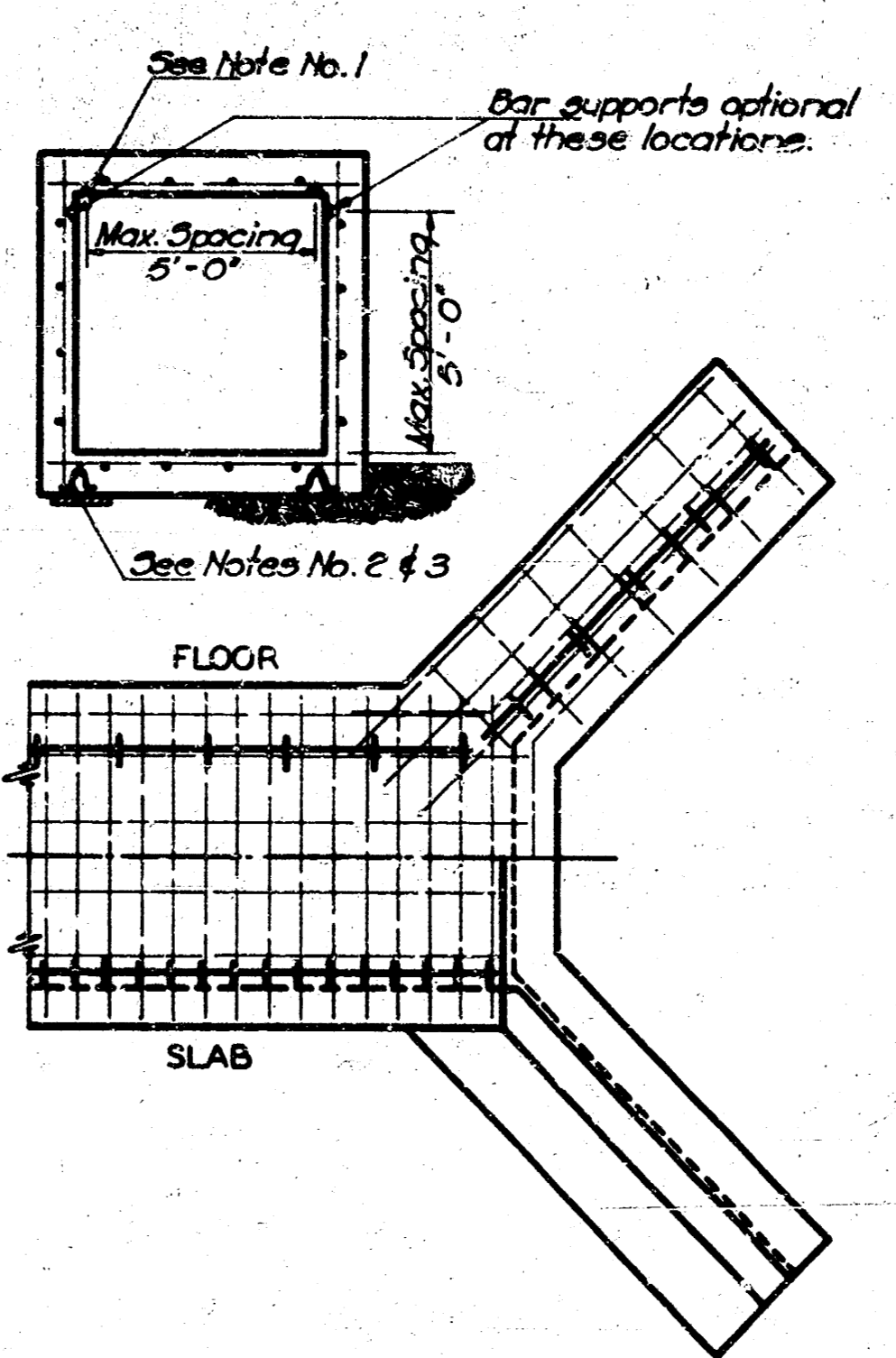
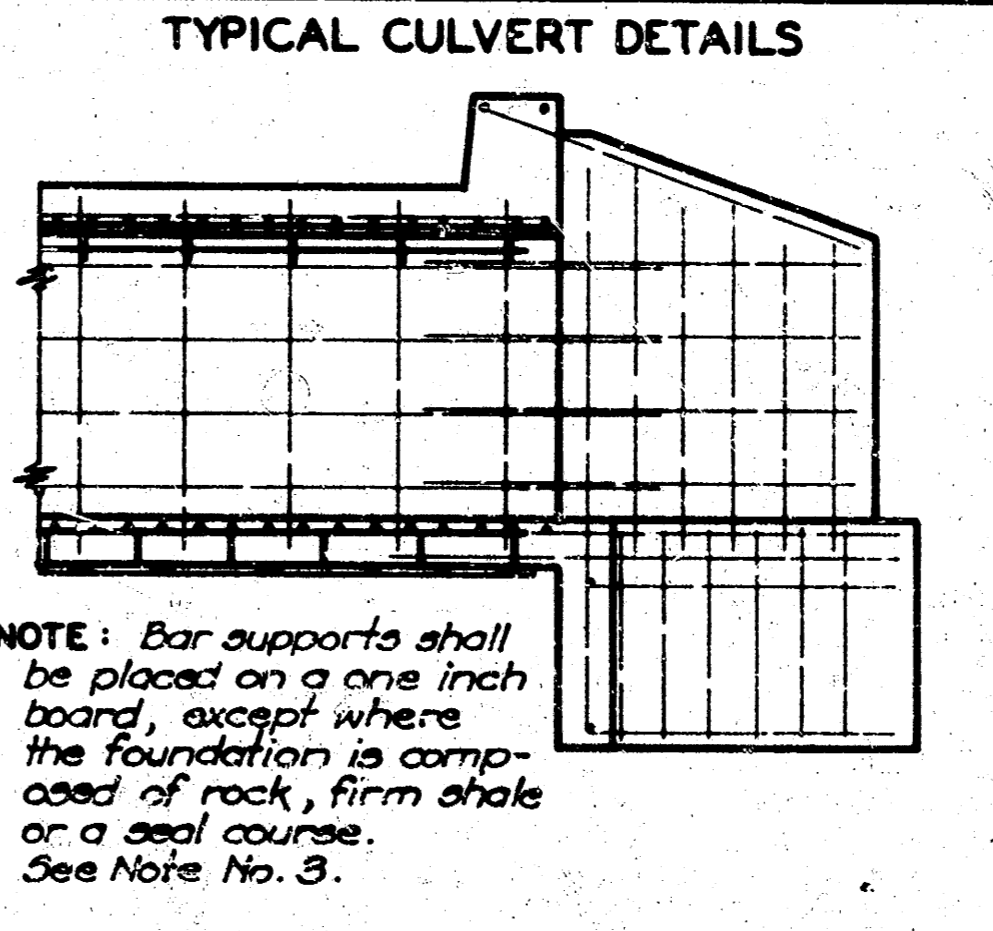
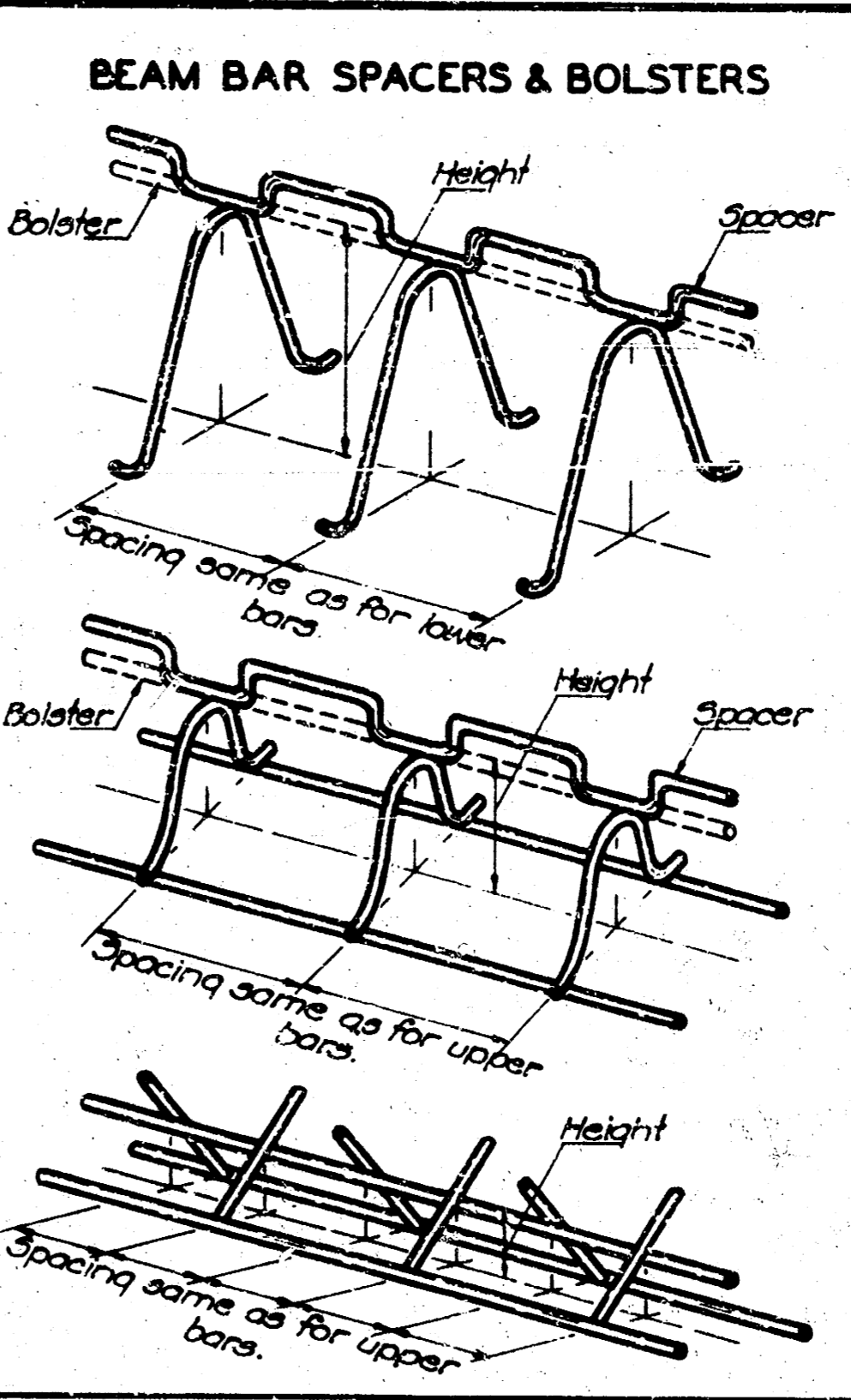


SURV. PLOT. DR. 108 DR. 108 TR. 108 CR. 108

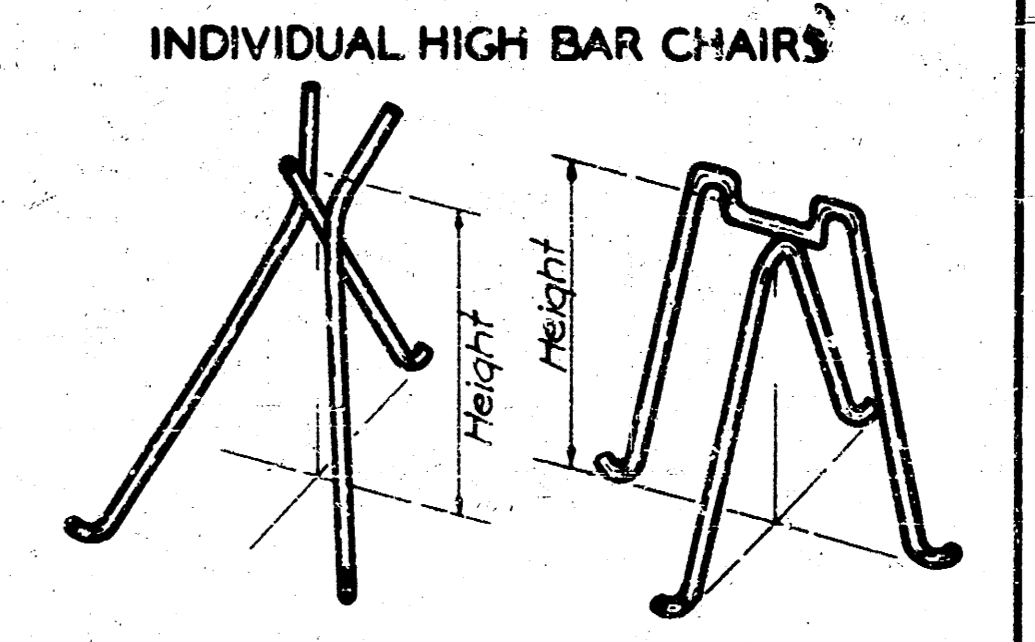
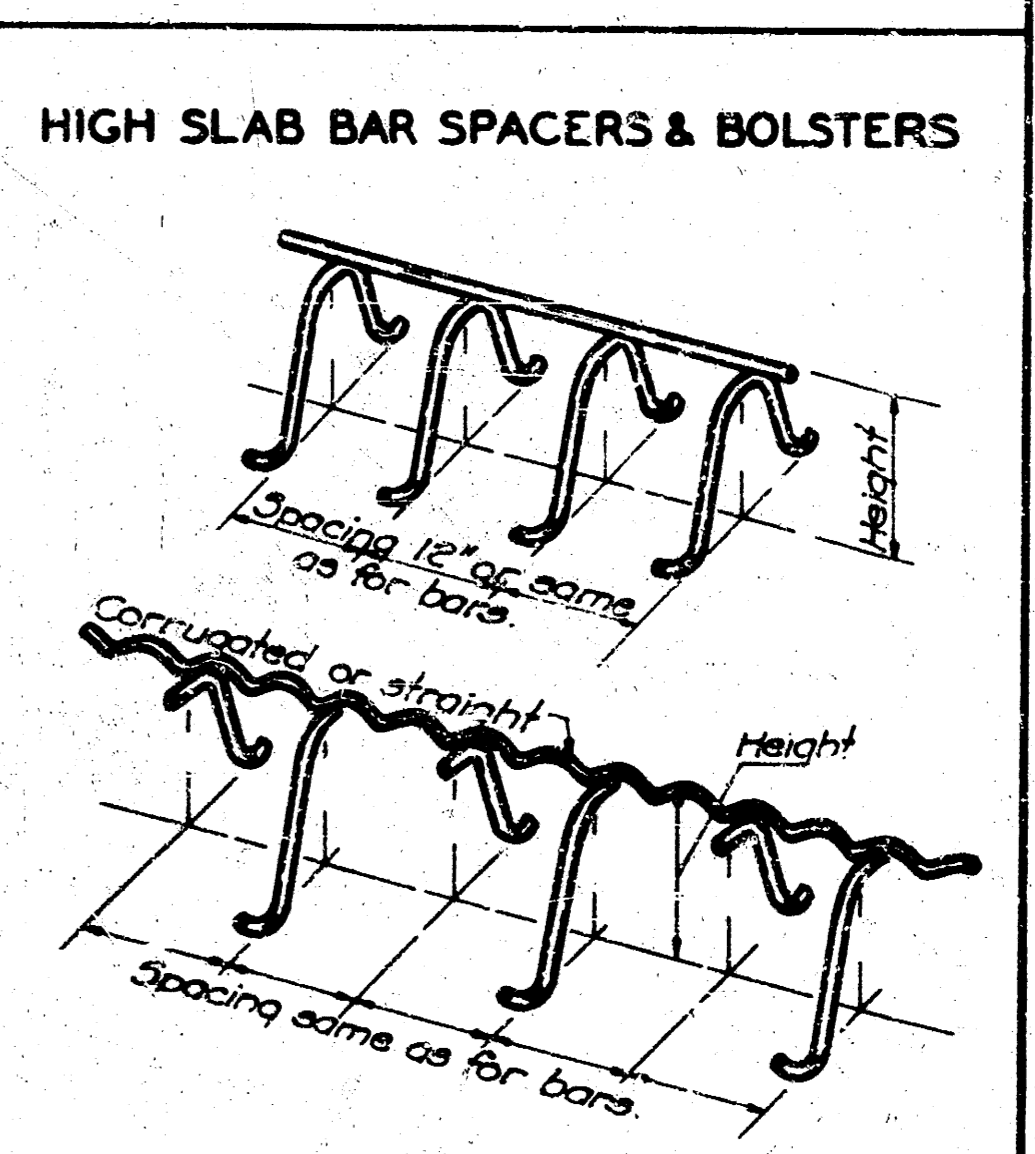
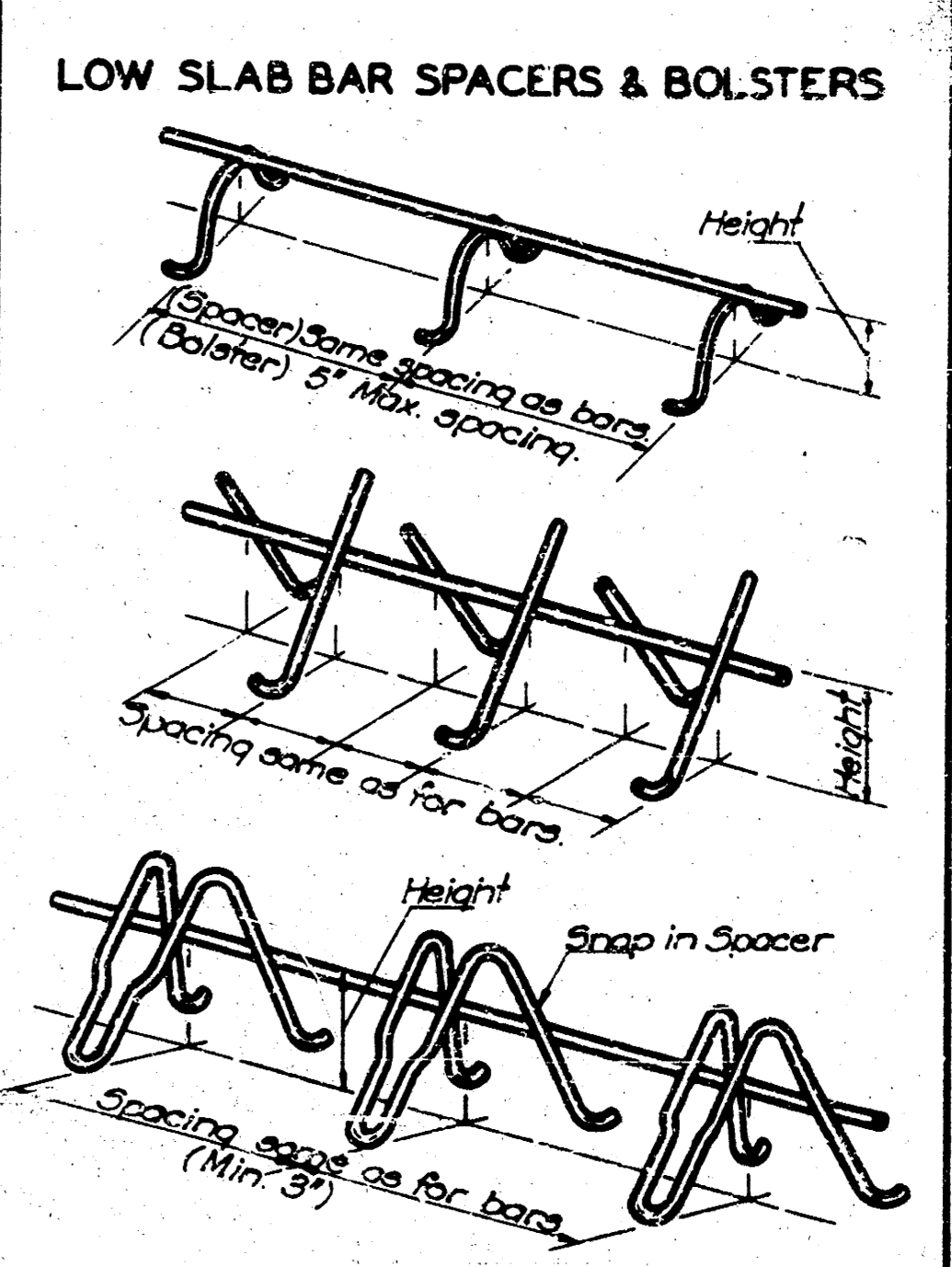


GENERAL NOTE
Spacings shown are maximum. Sufficient supports shall be used, as determined by the Engineer, to retain the reinf. steel in position. Approved designs and arrangements of Supports or Spacers other than as shown on this sheet, may be used with the permission of the Engineer. Component parts of Supports and Spacers shall be securely welded at all contact points. Legs shall be so constructed that only the ends bear upon the forms.
Wire used for Supports and Spacers shall be of sufficient size to insure stability of Reinforcing Steel at the position shown on the Plans, within the limits indicated by Notes 1 & 2. Wire supports shall be supplemented with form ties or other approved devices where necessary.

NOTE 1: The lower side of Reinforcing Steel in these locations shall be not less than one inch (1") from the surface of the concrete.
NOTE 2: The upper side of Reinforcing Steel in these locations shall be within the limits shown on the Plans.
NOTE 3: The use of Wire Supports for Reinforcing Steel in these locations is optional. Where they are not used the Steel shall be supported from the forms by means of wire ties or saddles.



Revised	Sheet	Year	Sheet	Total
Draw No.	Draw No.		No.	Sheets
3	Monaco		9	9



NO.	DATE	REVISIONS	BY	APP'D
1	3-25	No changes for 1945 Specs.		

LEVY STREET BRIDGE WICHITA DRAINAGE CANAL
SUPPORTS AND SPACERS
FOR
REINFORCING STEEL

STD. NO. 610 SCALE No. Scale
DESIGNED BY R. A. ROATE 7-23 DETAILED BY J. A. B. TRACED BY M. A. B.
CHECKED BY G. C. APPROVED BY L. A. LUMMIS DATE 4-27-44