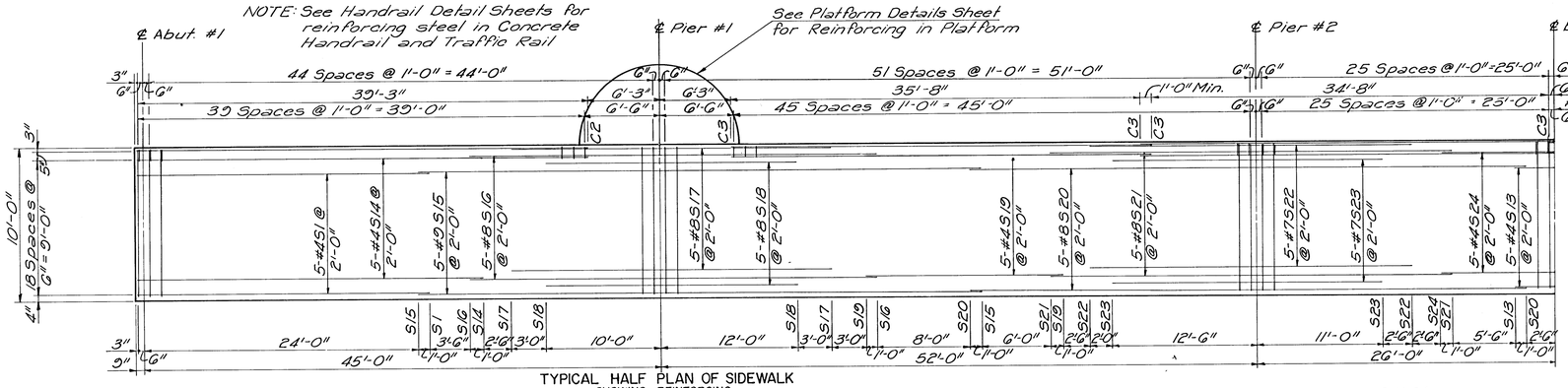
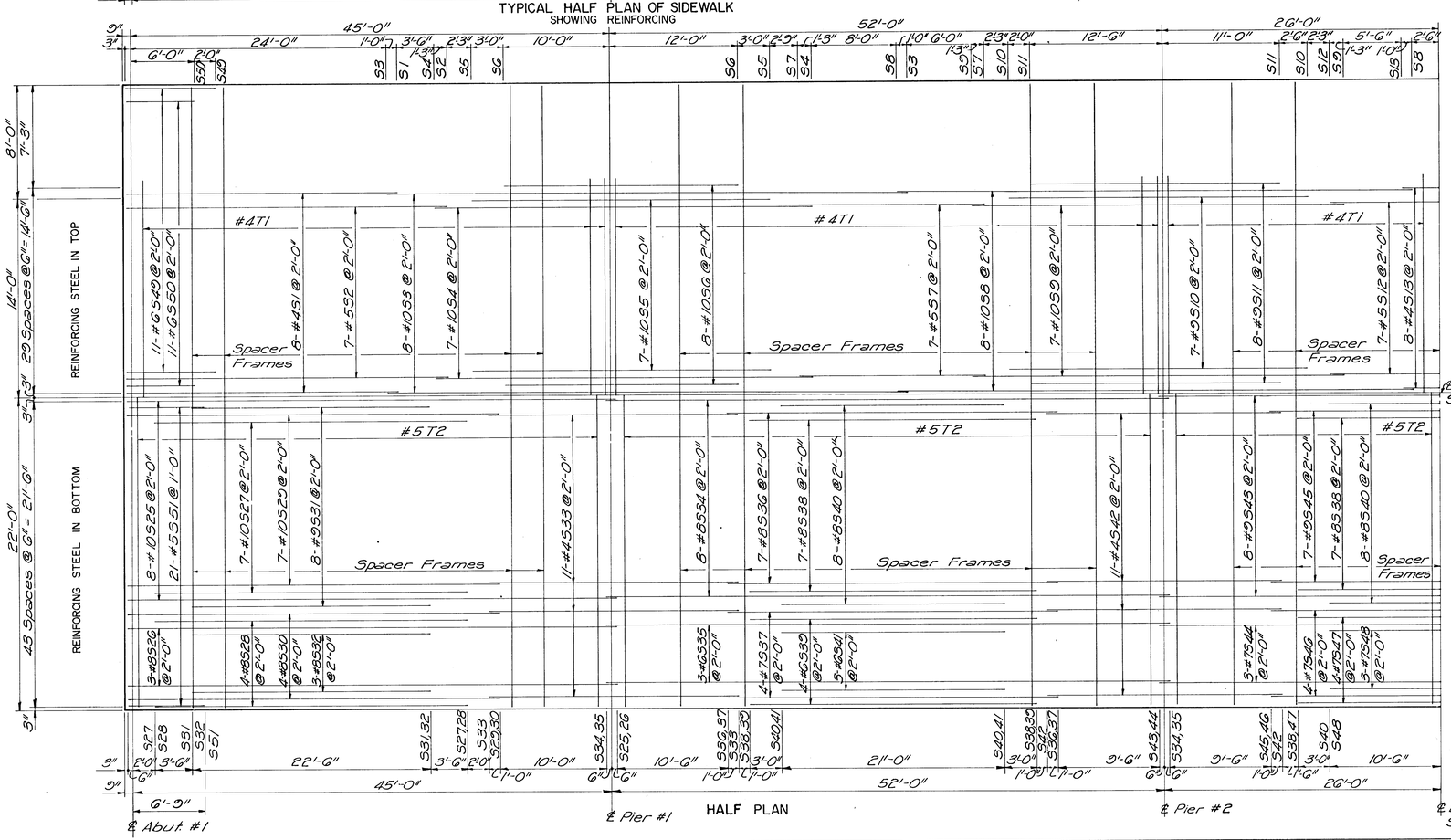
PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
DAKB 576042	19 77	9	17

NOTE: See Handrail Detail Sheets for reinforcing steel in Concrete Handrail and Traffic Rail

See Platform Details Sheet for Reinforcing in Platform



TYPICAL HALF PLAN OF SIDEWALK
SHOWING REINFORCING



GENERAL NOTES

LOADING: HS 20-44 AASHTO Specifications, Edition of 1973.

UNIT STRESSES: f'c = 4,000 p.s.i.; fc = 1,000 p.s.i.; fs = 20,000 p.s.i.

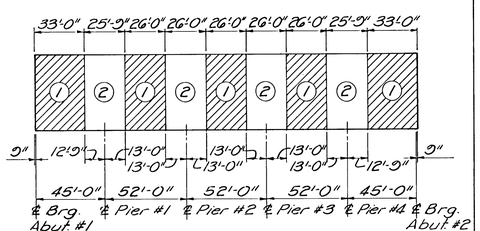
CONCRETE: Class I Concrete using Warmtone cement shall be used throughout. Bevel all exposed edges with a 3/4" triangular molding unless otherwise noted.

REINFORCING: All dimensions relative to reinforcing steel are to centerline of bar unless otherwise noted.

FALSEWORK: Falsework shall be left in place in any span until the concrete in that span and the next adjacent span constructed latest shall have attained its design strength. Construction joints shown are optional with the Contractor but if used shall be made only at the locations shown or as approved by the Engineer. If steel beams are used for falsework the pouring sequence as shown shall be followed. Sidewalks shall be placed in the same sequence as the floor with the falsework remaining in place. Concrete handrails may be built after removal of falsework. Metal handrails shall be installed after removal of falsework.

CAMBER: Camber shall be provided as shown on the camber diagram. Additional camber may be required if steel beams are used for falsework.

COVER OVER TOP SLAB BARS: After the reinforcing steel is placed and the finishing machine is set and adjusted, the cover over the top bars shall be checked using 2" blocking under the screed and passing it over the reinforcing mat.



CONCRETE PLACEMENT SEQUENCE

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

SUPERSTRUCTURE LAYOUT

WOODMAN BRIDGE
OVER THE LITTLE ARKANSAS RIVER
CITY OF WICHITA PROJECT NO. DAKB 576042

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by		Checked by	
Drawn by		Date	Job No.