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 and concrete riprap. Bevel all exposed edges with a 3/4" triangular molding unless other wise 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: Bridge deck, sidewalks and approach slabs shall be treated with Linseed Oil Emulsion, in accordance with the Supplemental Specifications.

Deck to have Petro-mat or equal covering.

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.

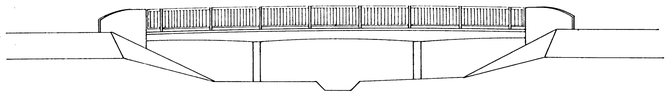
QUANTITIES: All quantities shown on these plans shall be used as final pay quantities except that measurement of piling, common excavation and compaction of earthwork shall be in accordance with the Specifications.

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 AAA9AE)
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)



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

SUMMARY OF PROJECT QUANTITIES

BRIDGE QUANTITIES

ITEM	QUANTITY	UNIT
Class III Excavation	105	Cu. Yds.
Class AAA(AE) Concrete	197.4	Cu. Yds
Reinforcing Steel	43,720	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.

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	8.6	Cu. Yds.
Reinforcing Steel	640	Lbs.
Chain Link Fence	60	Lin. Ft.
Concrete Riprap (5")	586	Sq. Yds.
Grouted Stone Ditch Lining	61	Sq. Yds.

INDEX OF SHEETS

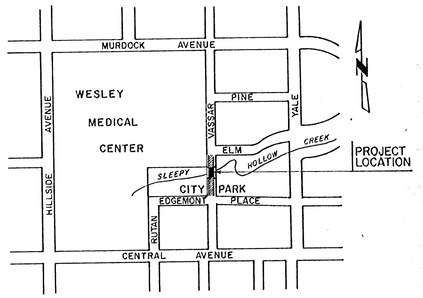
1. General Notes and Summary of Quantities
2. Contour Map and Profile
3. Construction Layout
4. Abutment and Pier Details
5. Superstructure Details
6. Approach Slab, Rails and Retaining Wall
7. Bar List and Bending Diagrams
8. Pile Details
9. Bar Supports, Bridge Excavation and Electric Lighting

VASSAR STREET BRIDGE

OVER

SLEEPY HOLLOW CREEK

PROJECT NO. DAKB 574106



VICINITY MAP

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

PRELIMINARY
NOT FOR CONSTRUCTION

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