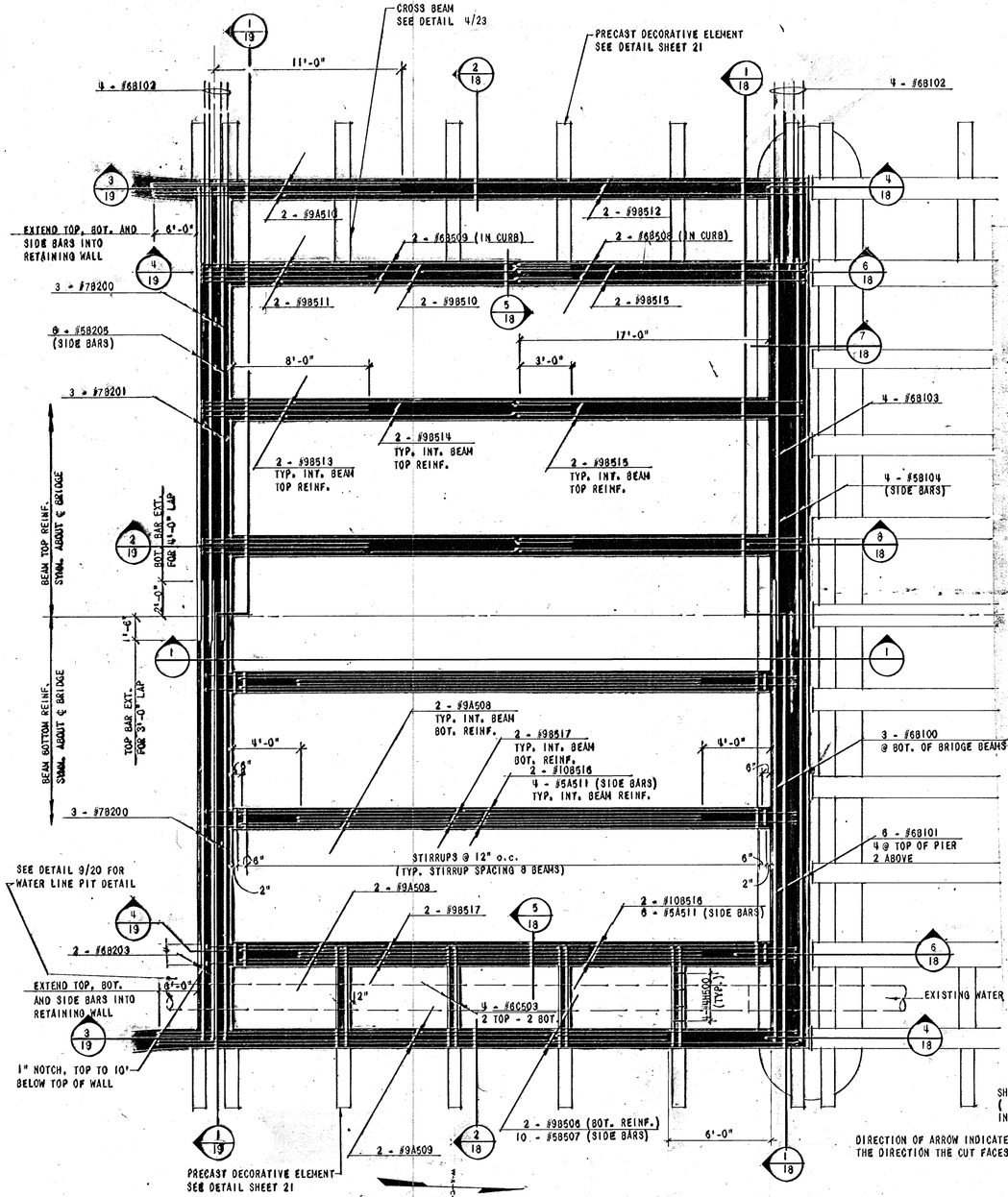
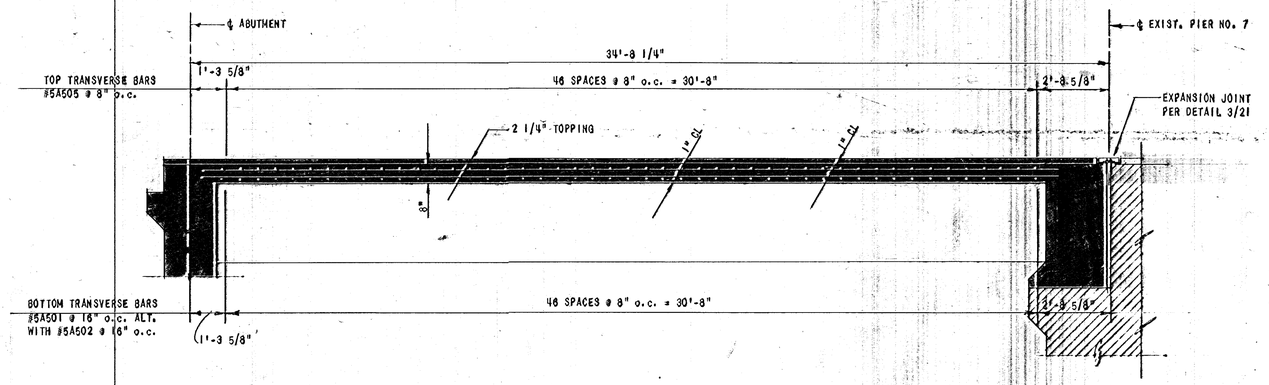


DECK BEAM REINFORCING PLAN

1/4" = 1'-0"



LONGITUDINAL DECK SECTION (1)

3/8" = 1'-0"

GENERAL NOTES

1. DESIGN LOADING MS20-44 AASHTO SPEC'S, 1980 EDITION DESIGN LOAD INCLUDES 25 PSF FOR FUTURE WEARING SURFACE.
2. UNIT STRESSES:
   CONCRETE: f'c = 4,000 PSI CLASS AAA(AE)
   f'c = 4,000 PSI CLASS A
   REINF. STEEL: (GR. 60): fy = 60,000 PSI
3. BRIDGE EXCAVATION: ELEV. 96.5' SHALL DESIGNATE THE EXCAVATION BOUNDARY PLANE. EXCAVATION SHALL BE CLASS B ABOVE THE PLANE AND CLASS 10 BELOW THE PLANE. SEE BRIDGE PROFILE FOR LIMITS OF PAY EXCAVATION.
4. BACKFILL COMPACTION AT ABUTMENTS SHALL BE TYPE 3 (CR-30).
5. CONCRETE FOR ABUTMENT AND RETAINING WALL PILE CAP SHALL BE CLASS A. CONCRETE FOR THE ABUTMENTS, DECK SLAB, WINGWALLS, GIRDER, SIDEWALK SLAB AND BARRIER CURBS SHALL BE CLASS AAA-(AE). BEVEL ALL EXPOSED EDGES WITH 3/4" TRIANGULAR MOLDING UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS RELATIVE TO REINFORCING STEEL ARE TO CENTERLINE OF BARS UNLESS OTHERWISE NOTED.
7. REMOVAL OF FALSEWORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS PROVIDED THAT UNDER THE TIME REQUIREMENT OPTION, THE FALSEWORK SHALL REMAIN IN PLACE FOR THE ENTIRE UNIT UNTIL 15 DAYS HAS ELAPSED.
8. PILES SHALL BE DRIVEN TO A MINIMUM COMPUTED BEARING VALUE OF 40 TONS PER PILE.
9. REMOVAL OF EXISTING STRUCTURE: THE EXISTING BRIDGE SHALL BE REMOVED BY THE BRIDGE CONTRACTOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. ALL RUBBLE SHALL BE DISPOSED OF ON SITES PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. ALL SALVAGEABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE.
10. REMOVE HISTORICAL PLAQUE FROM EXISTING SOUTHEAST RAIL AND RETAIN FOR INSTALLATION ON NEW BRIDGE (SEE PLAN).
11. EXCAVATION AT ABUTMENT AND RETAINING WALL SHALL BE CONSIDERED VERTICAL FROM THE BOTTOM BEGINNING 3 FEET FROM THE PILE CAP SIDES. EXCAVATION OUTSIDE THE BOUNDARY LINES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THESE LIMITS.
12. RAILING: RAILINGS SHALL BE BUILT AFTER THE RELEASE OF THE FALSEWORK, RENDERING THE SPAN SELF-SUPPORTING. THE CONSTRUCTION JOINT BETWEEN THE SLAB AND THE RAIL MAY BE CONSTRUCTED WITH A ROUGHENED SURFACE INSTEAD OF A KEY. THE ELEMENTS BETWEEN THE POSTS MAY BE PRECAST, SET IN PLACE AND THE POSTS POURED AROUND THE PROJECTING REINFORCING OR MAY BE FORMED AND CAST IN PLACE MONOLITHIC WITH THE POSTS.
13. CAMBER: PROVIDE CAMBER AS SHOWN ON THE CAMBER DIAGRAMS. IF LONG SPAN STEEL BEAMS ARE USED FOR FALSEWORK, SUFFICIENT ADDITIONAL CAMBER WILL BE REQUIRED TO COMPENSATE FOR THE CONSTRUCTION LOAD DEFLECTION OF THE STEEL MEMBERS USED.
14. GEOLOGY: LOCATIONS OF THE SOIL TEST HOLES ARE SHOWN ON THE PLANS. SEE APPENDIX OF SPECIFICATIONS FOR BORING LOGS, AND SOIL REPORT INFORMATION.
15. CONCRETE DECK PLACEMENT: THE DECK CONCRETE IS TO BE PLACED CONTINUOUS EXTENDING FROM THE CENTERLINE OF THE EXISTING PIER NO. 7 TO THE END OF WEARING SURFACE (E.W.S.).
16. BRIDGE DECK SURFACING: THIN BONDED CONCRETE OVERLAY SHALL CONSIST OF PLACING A PORTLAND CEMENT CONCRETE WEARING SURFACE ON THE PREPARED BRIDGE DECK SURFACE AND PERFORMING OTHER NECESSARY WORK IN ACCORDANCE WITH DETAILS SHOWN ON THESE PLANS AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS OR THE ADDENDUM TO THE STD. SPECIFICATIONS.
17. PLACEMENT OF BRIDGE DECK SURFACING: LONGITUDINAL JOINTS TO BE USED IN PLACING THE BRIDGE DECK SURFACING SHALL BE LOCATED ALONG THE CENTERLINE OF THE BRIDGE. SURFACING SHALL BE PLACED CONTINUOUS FROM THE EXPANSION JOINT AT THE EXISTING PIER TO THE E.W.S. BRIDGE DECK SURFACING SHALL BE PLACED AFTER ALL FALSEWORK HAS BEEN RELEASED.
18. SPECIFICATIONS: APPLICABLE SECTIONS OF DIVISION 300 OF KANSAS DEPT. OF TRANSPORTATION SPECIFICATIONS EDITION 1980 SHALL APPLY, EXCEPT AS MODIFIED BY PLANS OR SPECIAL PROVISIONS. ALL BRIDGE WORK WILL BE PAID FOR AT THE LUMP SUM PRICE BID, EXCEPT WHERE INDICATED OTHERWISE IN PROPOSAL AND CONTRACT.

GENERAL PILING NOTES

1. SPECIFICATIONS:
   STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION AS CURRENTLY USED BY THE KANSAS DEPT. OF TRANSPORTATION. (ED. 1980).
2. STEEL PILE:
   STEEL PILE SHALL CONFORM TO REQUIREMENTS OF ARTICLE 1604 (e) STANDARD SPECIFICATIONS.
3. PILE POINTS:
   PILE POINTS SHALL CONFORM TO THE REQUIREMENTS OF SUB-ARTICLE 1606 (b) (3) STANDARD SPECIFICATION. PILE POINTS SHALL BE WELDED TO PILE.
4. WELDING:
   ALL FIELD WELDING SHALL MEET THE REQUIREMENTS OF SUB-SECTION 703.06 STANDARD SPECIFICATIONS.
5. PAINT:
   ALL PAINT SHALL COMPLY WITH SUB-SECTION 1606 STANDARD SPECIFICATIONS OR AS SPECIFIED ON THE PLANS.
6. 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.
7. DRIVING FORMULA:
   DRIVING FORMULA SHALL CONFORM TO SUB-ARTICLE 703.04 (d)(3) STANDARD SPECIFICATIONS.
8. TEST PILES:
   TEST PILES SHALL CONFORM TO SUB-ARTICLE 703.03 STANDARD SPECIFICATIONS, SEE PLAN FOR RECOMMENDED LOCATIONS. VERIFY WITH THE ENGINEER PRIOR TO BIDDING THE NUMBER AND THE SPECIFIC LOCATIONS WHERE TEST PILES WILL BE REQUIRED.
9. 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.

REINFORCING STEEL:

1. CONCRETE PROTECTION:
   CONCRETE DEPOSITED AGAINST GROUND WITHOUT FORMS - 3" CLEARANCE
   ALL OTHERS UNLESS OTHERWISE NOTED - 2" CLEARANCE

LEGEND

DETAIL NO.

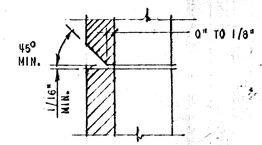
SECTION / DETAIL (1/20)

SHEET NO. ON WHICH DETAIL / SECTION IS CUT (OR REFERENCED FROM). IF BLANK (NO NUMBER), INDICATES DETAIL / SECTION IS CUT ON SAME SHEET.

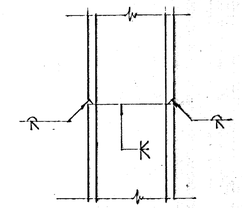
DIRECTION OF ARROW INDICATES THE DIRECTION THE CUT FACES.

DETAIL NO. (1/19)

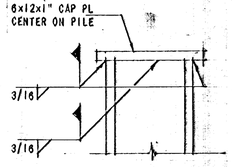
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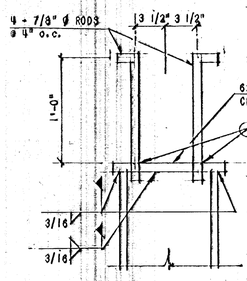
SECTION THRU FLANGE



PIPE SPLICE DETAILS



PILE CAP (2/20)



TENSION PILE CAP PLATE (3/20)

PILE TABULATION

ABUT.	BATTERED	8 PILING	25' LONG
	STRAIGHT	10 PILING	23' LONG
RETAINING WALLS	BATTERED PILE	6 PILING	25' LONG
		9 PILING	30' LONG
		8 PILING	35' LONG
		4 PILING	40' LONG
	STRAIGHT PILE WITH TENSION CAP PL	4 PILING	23' LONG
		5 PILING	28' LONG
		4 PILING	33' LONG
		2 PILING	38' LONG

NOTE: ONLY HP 10x42 STEEL PILING SHALL BE USED ON THIS STRUCTURE. ALL PILING SHALL BE DRIVEN TO A MINIMUM COMPUTED BEARING VALUE OF 40 TONS PER PILE.

CITY OF WICHITA PROJECT NO. 472-76-245-81199-000-000-001

WICHITA, KANSAS
McLEAN AT SENECA INTERSECTION IMPROVEMENTS
DECK BEAM REINFORCING PLAN

REVISION	DATE	BY

DESIGN GWJ | DRAWN RDS

GENE W. JOHNSON LICENSED 5200 KANSAS PROFESSIONAL ENGINEER

WILSON & COMPANY ENGINEERS ARCHITECTS
WICHITA — KANSAS

DATE: OCT. 1983
FILE NO. 82-324A
SHEET NO. 17 OF 31