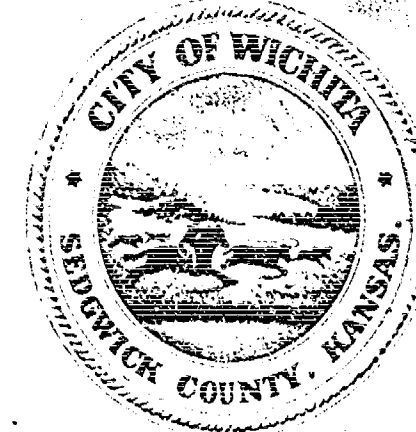


CITY OF WICHITA



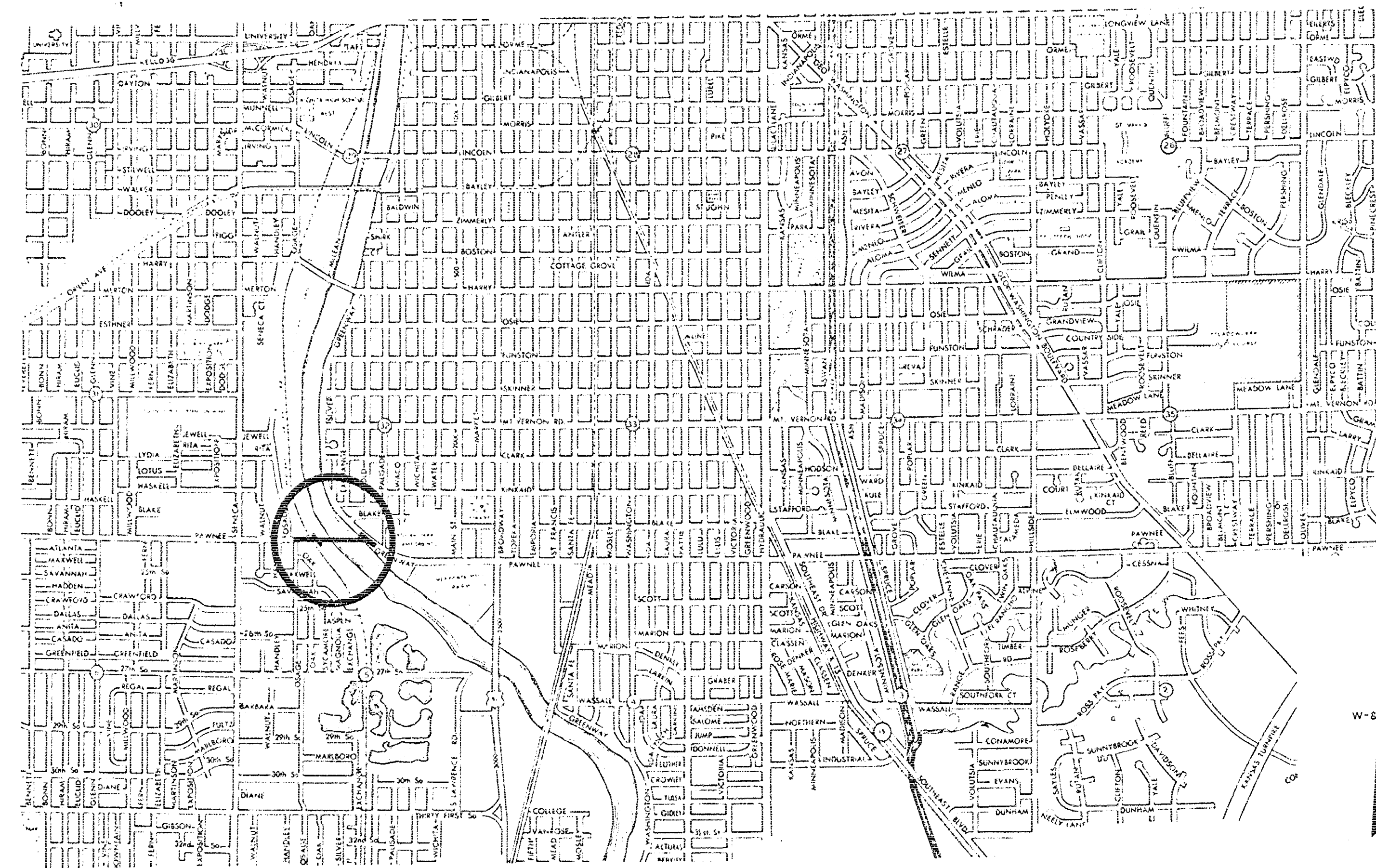
SEDGWICK COUNTY, KANSAS

CITY PROJECT NO. C-8

PART I
GRADING
DRAINAGE
PAVING

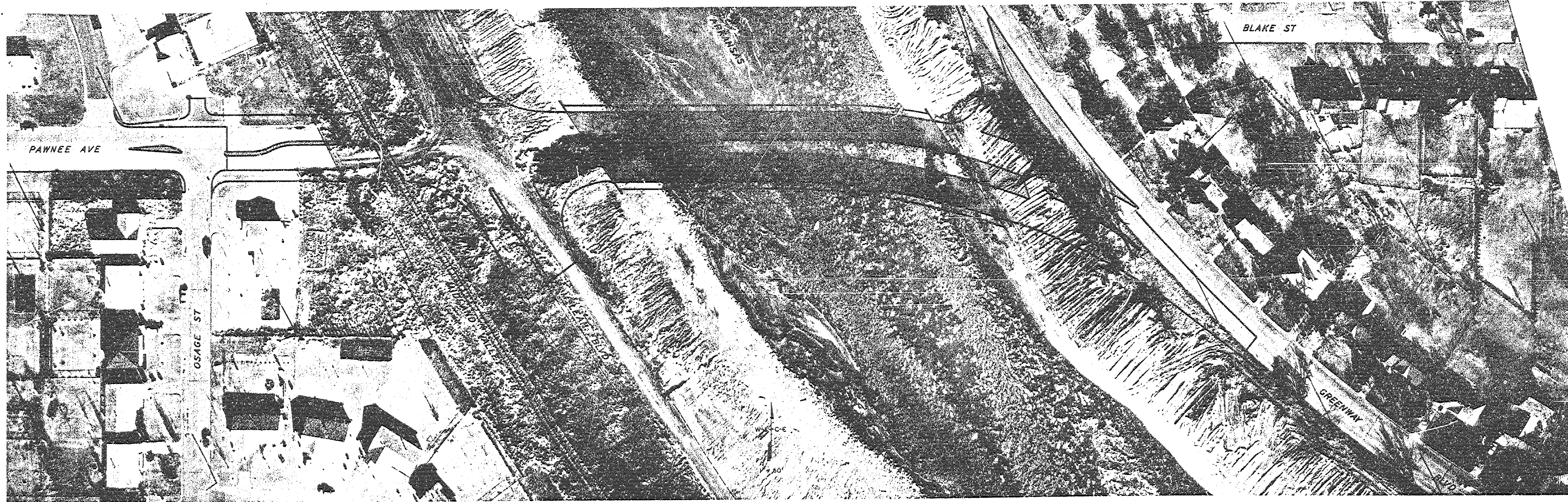
PART II
BRIDGE

PAWNEE AVENUE BRIDGE



ARKANSAS RIVER CROSSING

1961

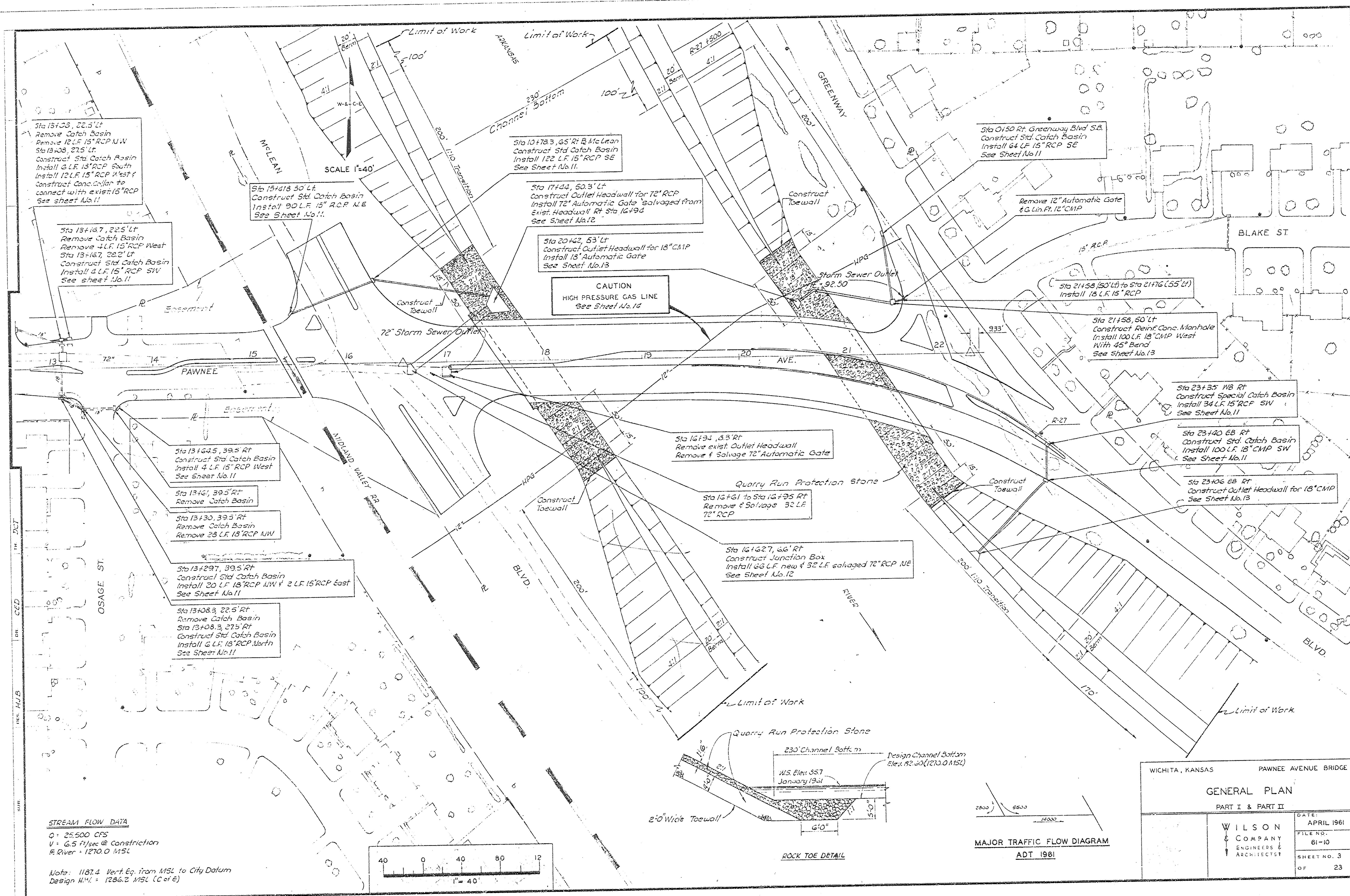


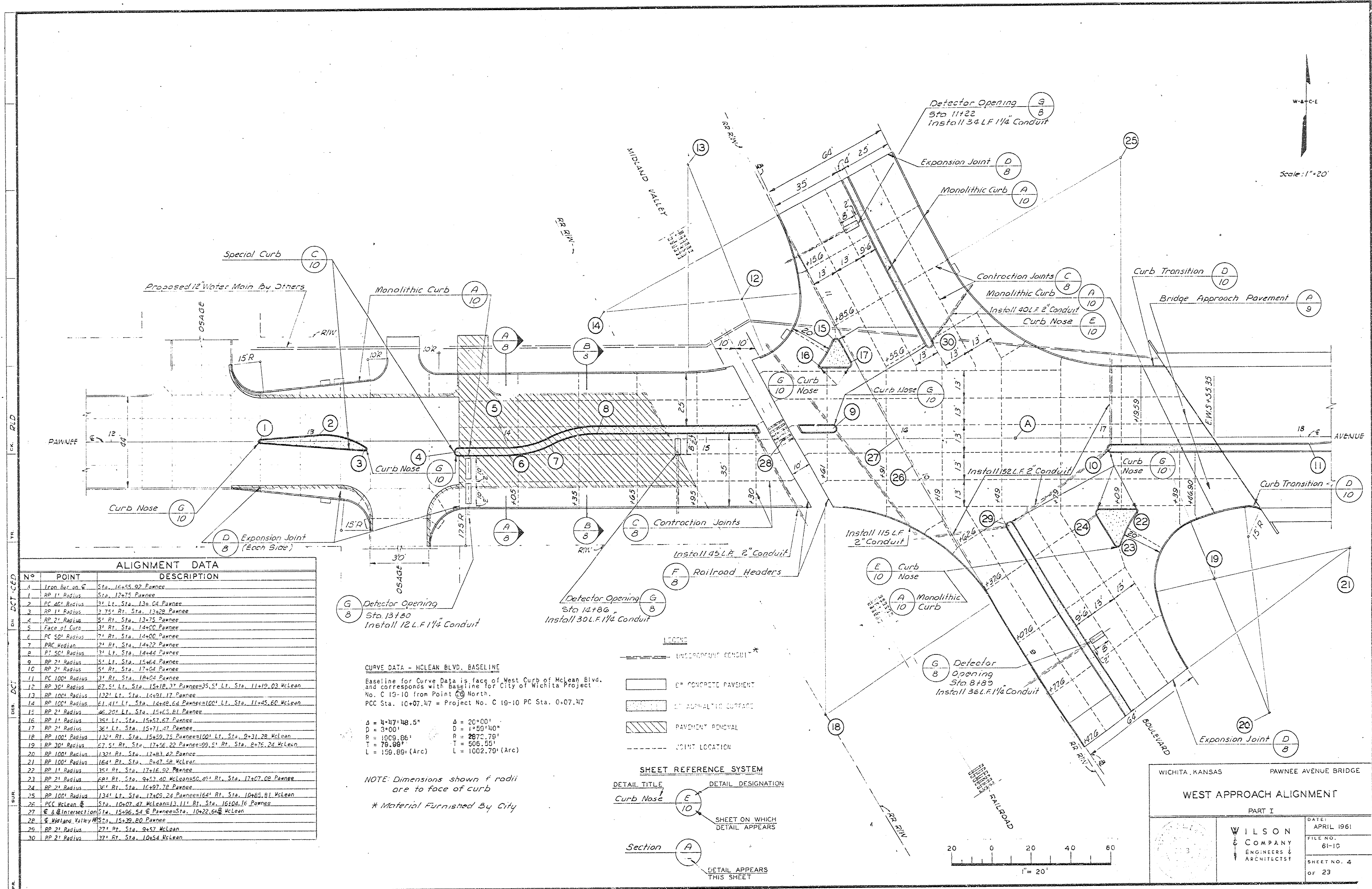
PAWNEE AVENUE BRIDGE

INDEX OF SHEETS

1. TITLE SHEET
2. INDEX & AERIAL SITE PLAN
3. GENERAL PLAN
4. WEST APPROACH ALIGNMENT
5. WEST APPROACH GRADING
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12. 70" DRAINAGE STRUCTURE DETAILS
13. DRAINAGE DETAILS
14. BRIDGE CONSTRUCTION LAYOUT
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16. WEST ABUTMENT DETAILS
17. EAST ABUTMENT DETAILS
18. PIER DETAILS
19. DECK REINFORCING
20. SUPERSTRUCTURE DETAILS
21. MISCELLANEOUS DETAILS
22. REINFORCING DETAILS
23. REINFORCING DETAILS

WICHITA, KANSAS		PAWNEE AVENUE BRIDGE	
INDEX & AERIAL SITE PLAN			
PART I & PART II			
	WILSON & COMPANY ENGINEERS & ARCHITECTS	DATE: APRIL 1961	
		FILE NO. 61-101	
		SHEET NO. 2 OF 23	





ALIGNMENT DATA		
N ^o	POINT	DESCRIPTION
1	Iron Bar on W	Sta. 10+55.92 Pawnee
2	PC 1" Radius	Sta. 10+55.92 Pawnee
3	PC 40' Radius	71' Lt. Sta. 12+04.24 Pawnee
4	PC 1" Radius	71' Lt. Sta. 12+04.24 Pawnee
5	PC 1" Radius	51' Rt. Sta. 12+15.24 Pawnee
6	Face of Curb	31' Rt. Sta. 12+00.00 Pawnee
7	PC 100' Radius	71' Rt. Sta. 12+00.00 Pawnee
8	PC 40' Radius	71' Rt. Sta. 12+00.00 Pawnee
9	PC 1" Radius	51' Lt. Sta. 12+04.24 Pawnee
10	PC 1" Radius	51' Rt. Sta. 12+04.24 Pawnee
11	PC 100' Radius	71' Rt. Sta. 12+00.00 Pawnee
12	PC 1" Radius	67' Lt. Sta. 12+10.24 Pawnee
13	PC 100' Radius	122' Lt. Sta. 12+00.00 Pawnee
14	PC 100' Radius	61' Lt. Sta. 12+00.00 Pawnee
15	PC 1" Radius	46' Lt. Sta. 12+00.00 Pawnee
16	PC 1" Radius	151' Lt. Sta. 12+00.00 Pawnee
17	PC 1" Radius	151' Lt. Sta. 12+00.00 Pawnee
18	PC 100' Radius	122' Lt. Sta. 12+00.00 Pawnee
19	PC 100' Radius	61' Lt. Sta. 12+00.00 Pawnee
20	PC 1" Radius	130' Lt. Sta. 12+00.00 Pawnee
21	PC 100' Radius	164' Rt. Sta. 12+00.00 Pawnee
22	PC 1" Radius	151' Rt. Sta. 12+00.00 Pawnee
23	PC 1" Radius	68' Rt. Sta. 12+00.00 Pawnee
24	PC 1" Radius	151' Rt. Sta. 12+00.00 Pawnee
25	PC 100' Radius	134' Lt. Sta. 12+00.00 Pawnee
26	PC 100' Radius	104' Lt. Sta. 12+00.00 Pawnee
27	PC 1" Radius	151' Lt. Sta. 12+00.00 Pawnee
28	PC 1" Radius	151' Lt. Sta. 12+00.00 Pawnee
29	PC 1" Radius	151' Lt. Sta. 12+00.00 Pawnee
30	PC 1" Radius	151' Lt. Sta. 12+00.00 Pawnee

CURVE DATA - MCLEAN BLVD. BASELINE
 Baseline for Curve Data is face of West Curb of McLean Blvd. and corresponds with Baseline for City of Wichita Project No. C 15-10 from Point 69 North.
 PCC Sta. 10+07.47 = Project No. C 15-10 PC Sta. 0+07.47

$\Delta = 44^\circ 47' 48.5''$ $\Delta = 20^\circ 00'$
 $D = 3400'$ $D = 1500'$
 $R = 1009.86'$ $R = 287.79'$
 $L = 78.88'$ $L = 608.65'$
 $L = 109.89'$ (Arc) $L = 1002.79'$ (Arc)

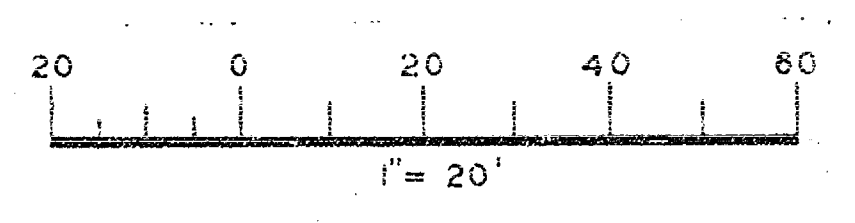
NOTE: Dimensions shown & radii are to face of curb
 * Material Furnished By City

LEGEND

- CONCRETE PAVEMENT
- ASPHALTIC SURFACE
- PAVEMENT REMOVAL
- JOINT LOCATION

SHEET REFERENCE SYSTEM

DETAIL TITLE: Curb Nose
 DETAIL DESIGNATION: E 10
 SHEET ON WHICH DETAIL APPEARS: Section A
 DETAIL APPEARS THIS SHEET



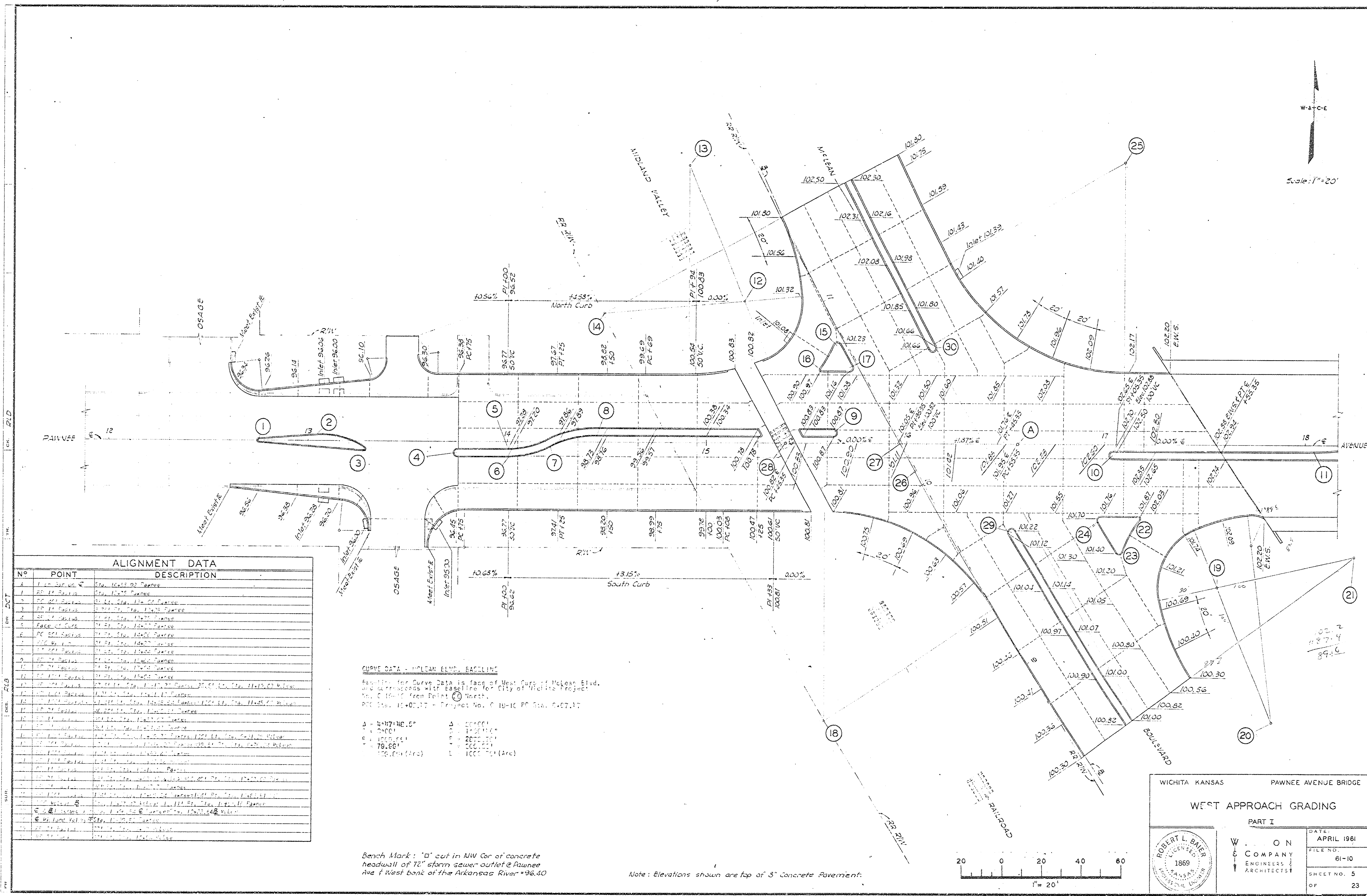
WICHITA, KANSAS PAWNEE AVENUE BRIDGE

WEST APPROACH ALIGNMENT

PART I

WILSON COMPANY
 ENGINEERS & ARCHITECTS

DATE: APRIL 1961
 FILE NO.: 61-10
 SHEET NO. 4 OF 23



ALIGNMENT DATA		
N°	POINT	DESCRIPTION
1	1st Station	1st Station
2	2nd Station	2nd Station
3	3rd Station	3rd Station
4	4th Station	4th Station
5	5th Station	5th Station
6	6th Station	6th Station
7	7th Station	7th Station
8	8th Station	8th Station
9	9th Station	9th Station
10	10th Station	10th Station
11	11th Station	11th Station
12	12th Station	12th Station
13	13th Station	13th Station
14	14th Station	14th Station
15	15th Station	15th Station
16	16th Station	16th Station
17	17th Station	17th Station
18	18th Station	18th Station
19	19th Station	19th Station
20	20th Station	20th Station
21	21st Station	21st Station
22	22nd Station	22nd Station
23	23rd Station	23rd Station
24	24th Station	24th Station
25	25th Station	25th Station
26	26th Station	26th Station
27	27th Station	27th Station
28	28th Station	28th Station
29	29th Station	29th Station
30	30th Station	30th Station

CURVE DATA - HOLDING CULVERT
Radius for Curve Data is based on West Side of Holding Culvert.
The curve is a 100' radius curve with a 10' offset from the centerline.
The curve is a 100' radius curve with a 10' offset from the centerline.
The curve is a 100' radius curve with a 10' offset from the centerline.

Bench Mark: "D" cut in NW Cor. of concrete headwall of 12" storm sewer outlet @ Pawnee Ave. West bank of the Arkansas River +96.40

Note: Elevations shown are top of 3" Concrete Pavement.

WICHITA, KANSAS

PAWNEE AVENUE BRIDGE

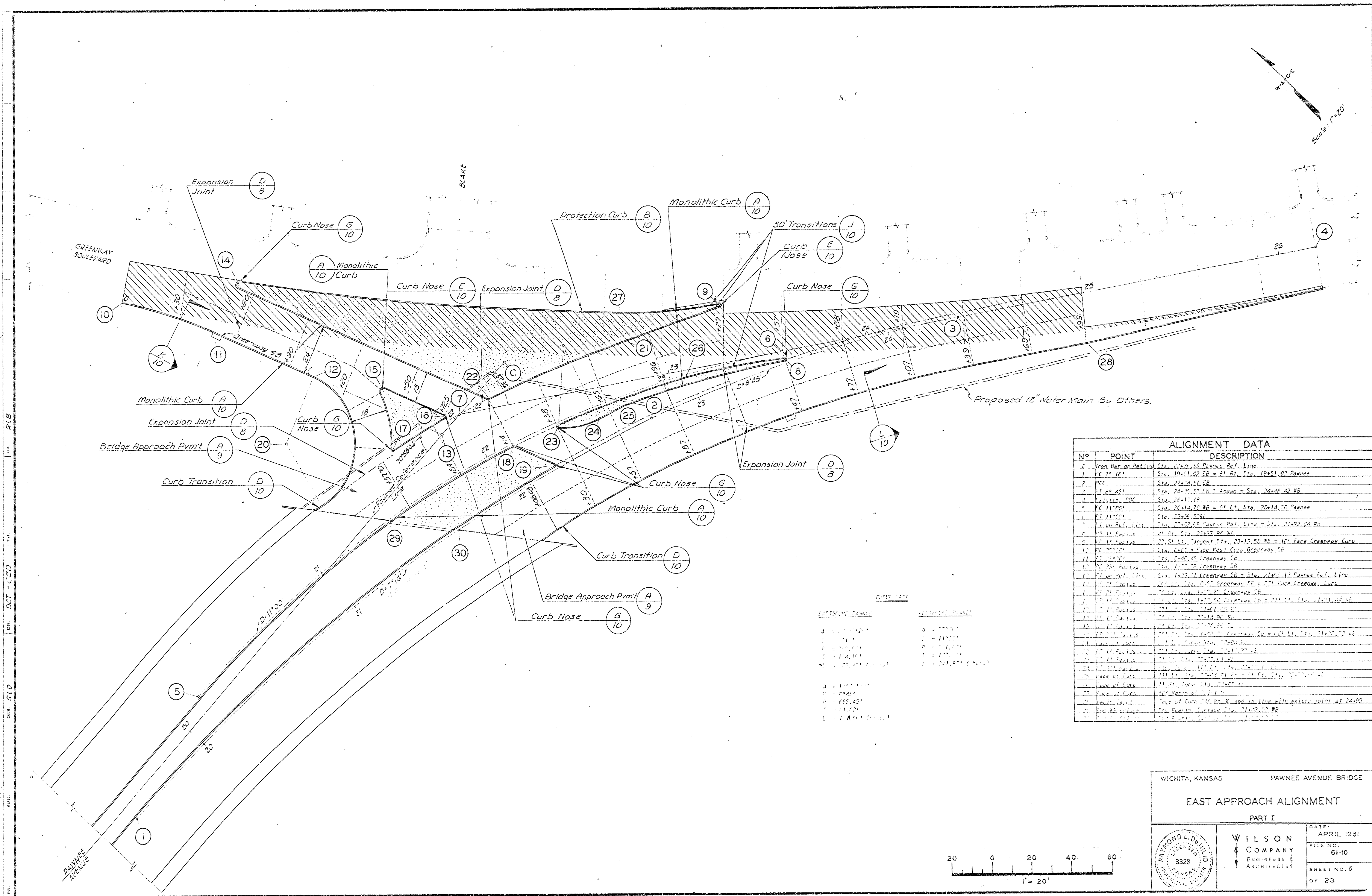
WEST APPROACH GRADING

PART I

ROBERT L. BAUER
LICENSED
1869

W. O. N.
COMPANY
ENGINEERS
ARCHITECTS

DATE: APRIL 1981
FILE NO: 61-10
SHEET NO. 5
OF 23



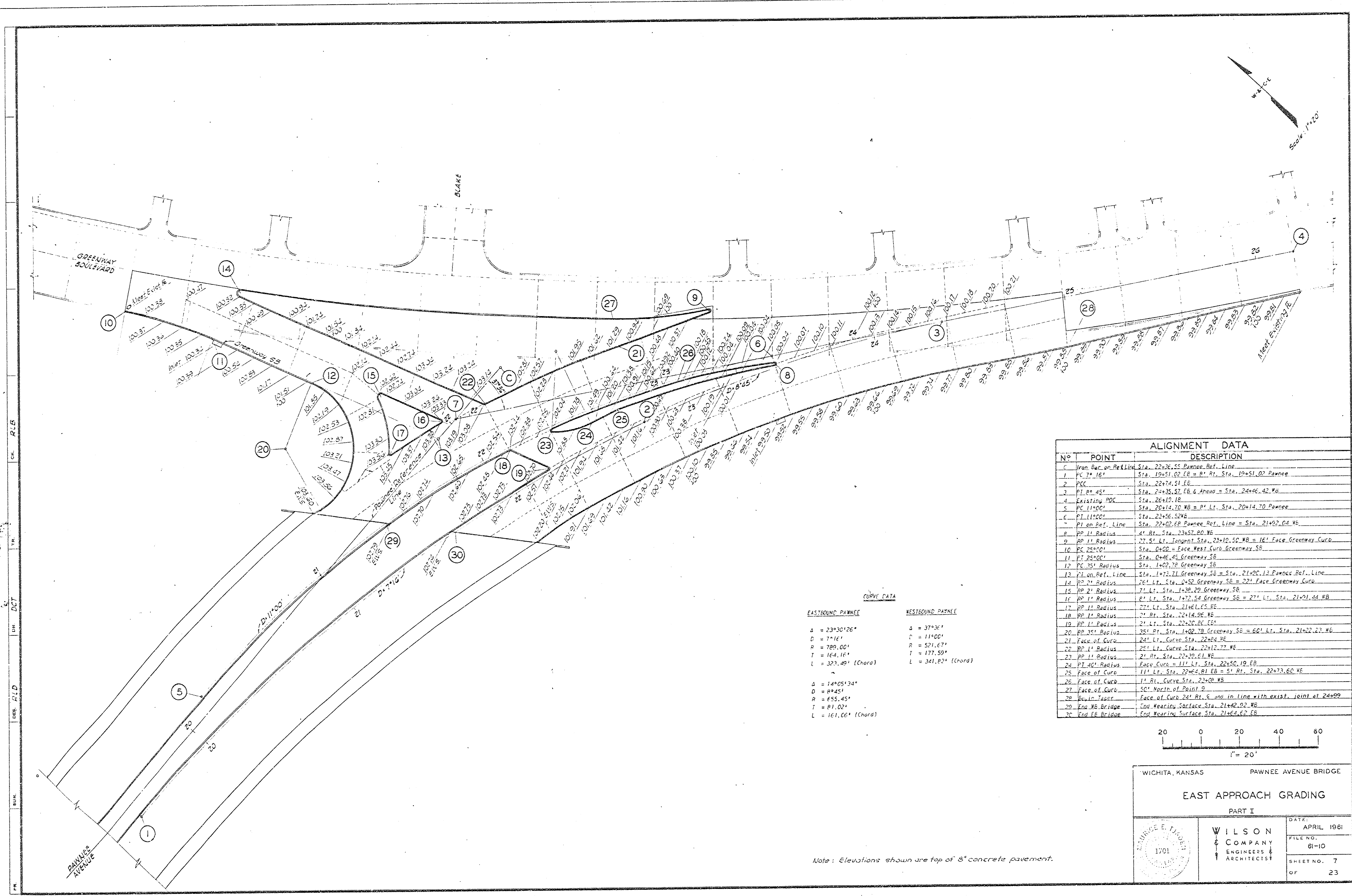
ALIGNMENT DATA		
N ^o	POINT	DESCRIPTION
1	Iron Peg on Right	Sta. 21+22.55, Pinner Ref. Line
2	PC 1st 10'	Sta. 17+11.02, 18' to 21' St. Sta. 17+51.02, Pinner
3	PCC	Sta. 22+54.11, 18'
4	1st 25' 25'	Sta. 24+10.17, 25' to 24' Approach Sta. 24+50.42, 25' WB
5	Curved 10'	Sta. 25+11.12
6	PC 11' 10'	Sta. 25+12.70, WB = 11' L. Sta. 26+14.70, Pinner
7	11' 10'	Sta. 26+14.70, 11'
8	11' 10'	Sta. 27+22.10, Pinner Ref. Line = Sta. 21+22.10, WB
9	11' 10'	Sta. 27+22.10, 11'
10	11' 10'	Sta. 27+22.10, 11'
11	11' 10'	Sta. 27+22.10, 11'
12	11' 10'	Sta. 27+22.10, 11'
13	11' 10'	Sta. 27+22.10, 11'
14	11' 10'	Sta. 27+22.10, 11'
15	11' 10'	Sta. 27+22.10, 11'
16	11' 10'	Sta. 27+22.10, 11'
17	11' 10'	Sta. 27+22.10, 11'
18	11' 10'	Sta. 27+22.10, 11'
19	11' 10'	Sta. 27+22.10, 11'
20	11' 10'	Sta. 27+22.10, 11'
21	11' 10'	Sta. 27+22.10, 11'
22	11' 10'	Sta. 27+22.10, 11'
23	11' 10'	Sta. 27+22.10, 11'
24	11' 10'	Sta. 27+22.10, 11'
25	11' 10'	Sta. 27+22.10, 11'
26	11' 10'	Sta. 27+22.10, 11'
27	11' 10'	Sta. 27+22.10, 11'
28	11' 10'	Sta. 27+22.10, 11'
29	11' 10'	Sta. 27+22.10, 11'
30	11' 10'	Sta. 27+22.10, 11'
31	11' 10'	Sta. 27+22.10, 11'
32	11' 10'	Sta. 27+22.10, 11'
33	11' 10'	Sta. 27+22.10, 11'
34	11' 10'	Sta. 27+22.10, 11'
35	11' 10'	Sta. 27+22.10, 11'
36	11' 10'	Sta. 27+22.10, 11'
37	11' 10'	Sta. 27+22.10, 11'
38	11' 10'	Sta. 27+22.10, 11'
39	11' 10'	Sta. 27+22.10, 11'
40	11' 10'	Sta. 27+22.10, 11'
41	11' 10'	Sta. 27+22.10, 11'
42	11' 10'	Sta. 27+22.10, 11'
43	11' 10'	Sta. 27+22.10, 11'
44	11' 10'	Sta. 27+22.10, 11'
45	11' 10'	Sta. 27+22.10, 11'
46	11' 10'	Sta. 27+22.10, 11'
47	11' 10'	Sta. 27+22.10, 11'
48	11' 10'	Sta. 27+22.10, 11'
49	11' 10'	Sta. 27+22.10, 11'
50	11' 10'	Sta. 27+22.10, 11'

WICHITA, KANSAS
PAWNEE AVENUE BRIDGE

EAST APPROACH ALIGNMENT
PART I

WILSON
ENGINEERS
ARCHITECTS

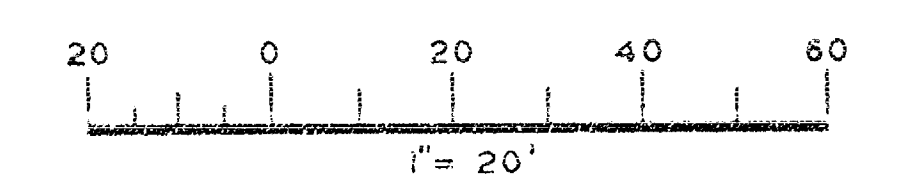
DATE: APRIL 1961
FILE NO. 61-10
SHEET NO. 6 OF 23



CURVE DATA

EASTBOUND PAVEMENT	WESTBOUND PAVEMENT
$\Delta = 23^{\circ}30'26''$	$\Delta = 37^{\circ}36'$
$D = 716'$	$D = 1110'$
$R = 789.00'$	$R = 591.67'$
$T = 164.16'$	$T = 177.59'$
$L = 327.49'$ (Chord)	$L = 341.82'$ (Chord)
$\Delta = 14^{\circ}05'34''$	
$D = 845'$	
$R = 855.45'$	
$T = 81.02'$	
$L = 161.66'$ (Chord)	

ALIGNMENT DATA		
N ^o	POINT	DESCRIPTION
1	Iron Peg on Ref. Line	Sta. 22+36.55 Pawnee Ref. Line
2	P.C.	Sta. 19+51.07 EB in H. Rt. Sta. 19+51.07 Pawnee
3	P.O.C.	Sta. 22+74.51 EB
4	P.T.	Sta. 24+15.57 EB & Ahead = Sta. 24+16.42 WB
5	Existing P.O.C.	Sta. 26+15.18
6	P.C.	Sta. 26+15.70 WB = P. L. Sta. 26+14.70 Pawnee
7	P.T.	Sta. 22+56.52 WB
8	P.I. on Ref. Line	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
9	P.P.	Sta. 21+02.04 WB
10	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
11	P.T.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
12	P.C.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
13	P.O.C.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
14	P.T.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
15	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
16	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
17	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
18	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
19	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
20	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
21	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
22	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
23	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
24	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
25	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
26	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
27	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
28	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
29	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB
30	P.P.	Sta. 22+50.00 Pawnee Ref. Line = Sta. 21+02.04 WB



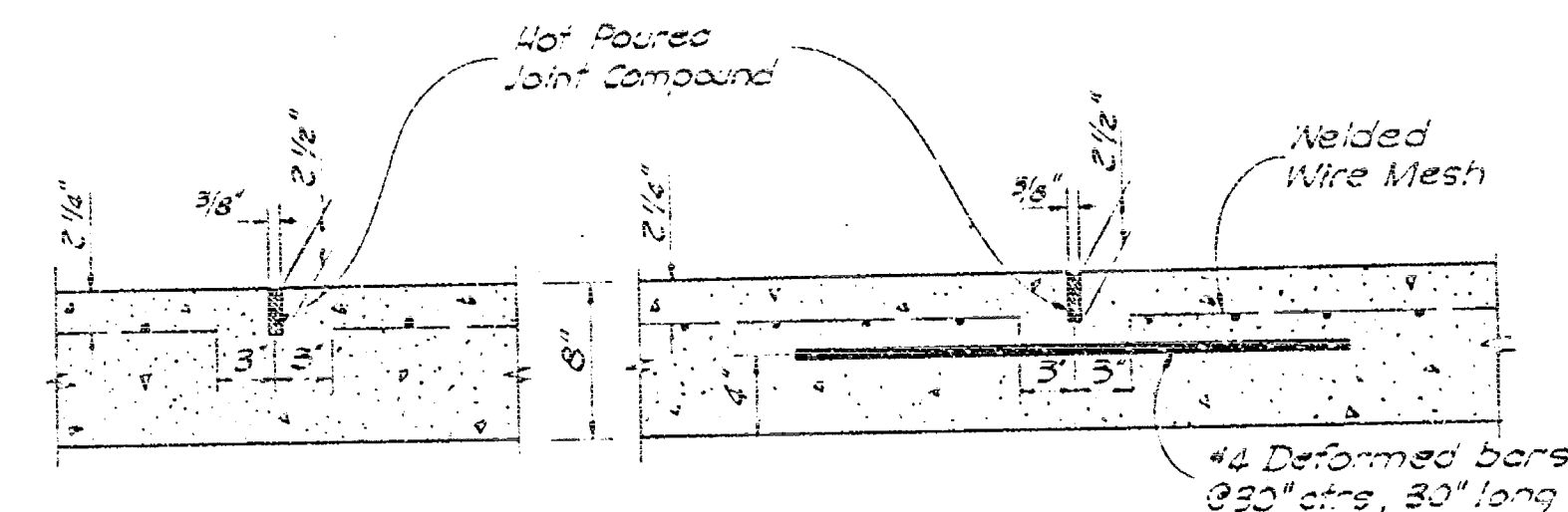
WICHITA, KANSAS PAWNEE AVENUE BRIDGE

EAST APPROACH GRADING

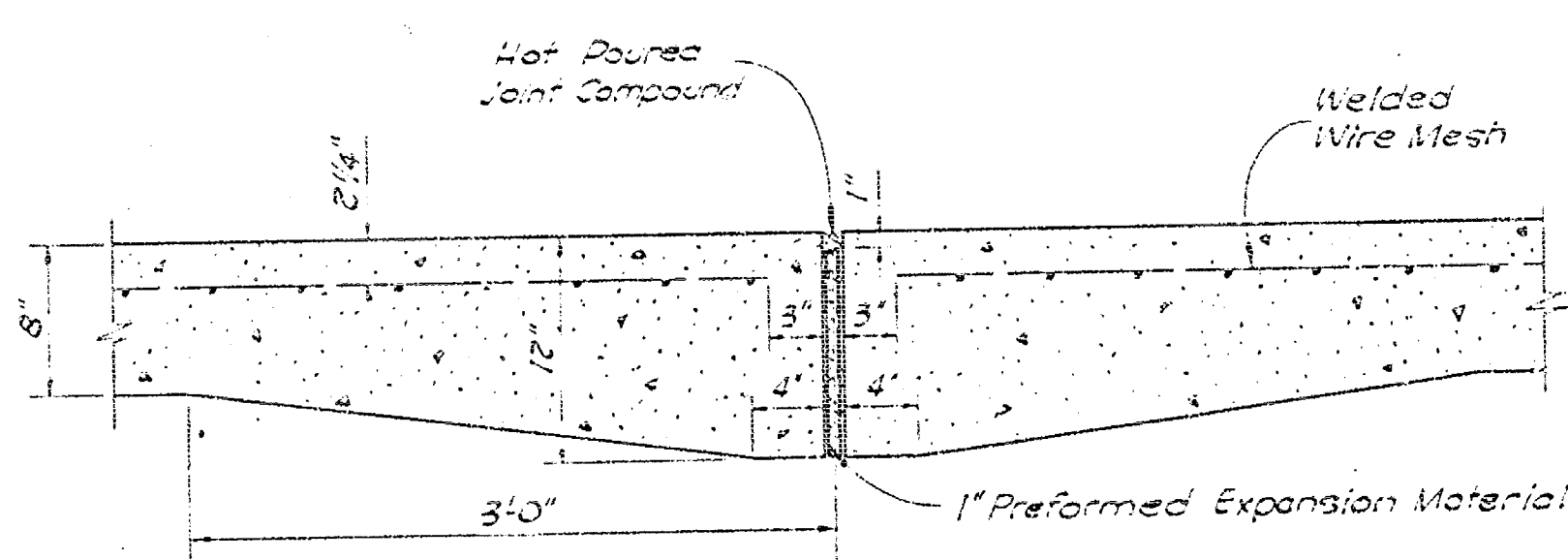
PART I

	WILSON COMPANY ENGINEERS & ARCHITECTS	DATE: APRIL 1961
		FILE NO. 61-10
		SHEET NO. 7 OF 23

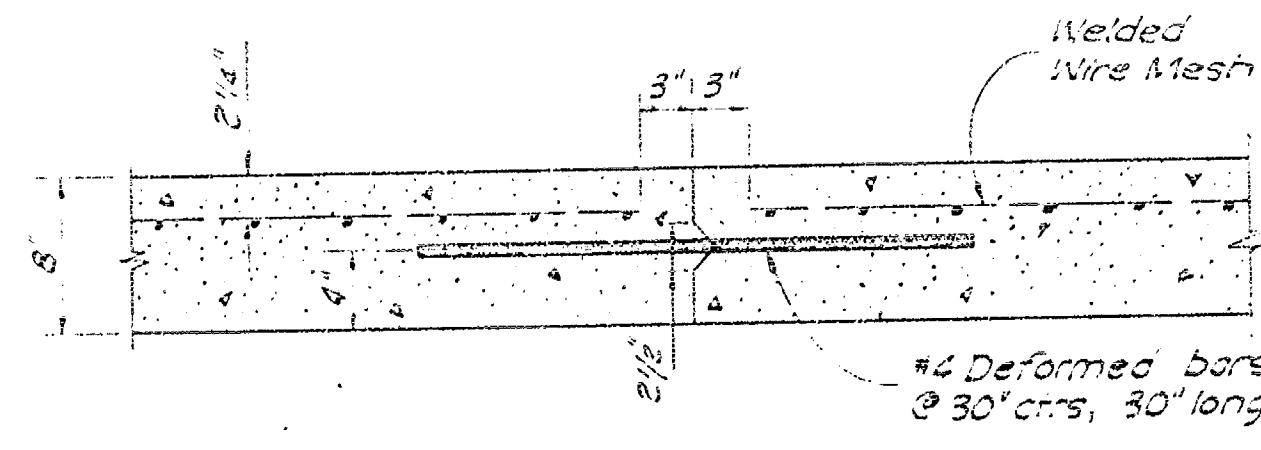
Note: Elevations shown are top of 8" concrete pavement.



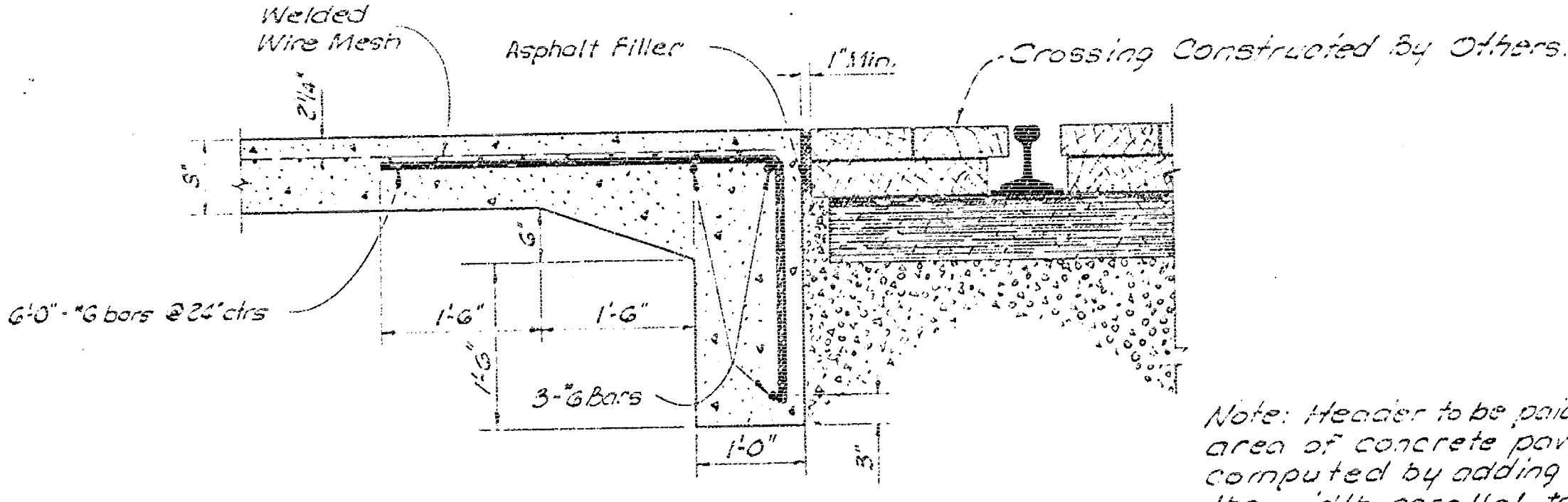
CONTRACTION JOINT DETAIL (C)



EXPANSION JOINT DETAIL (D)

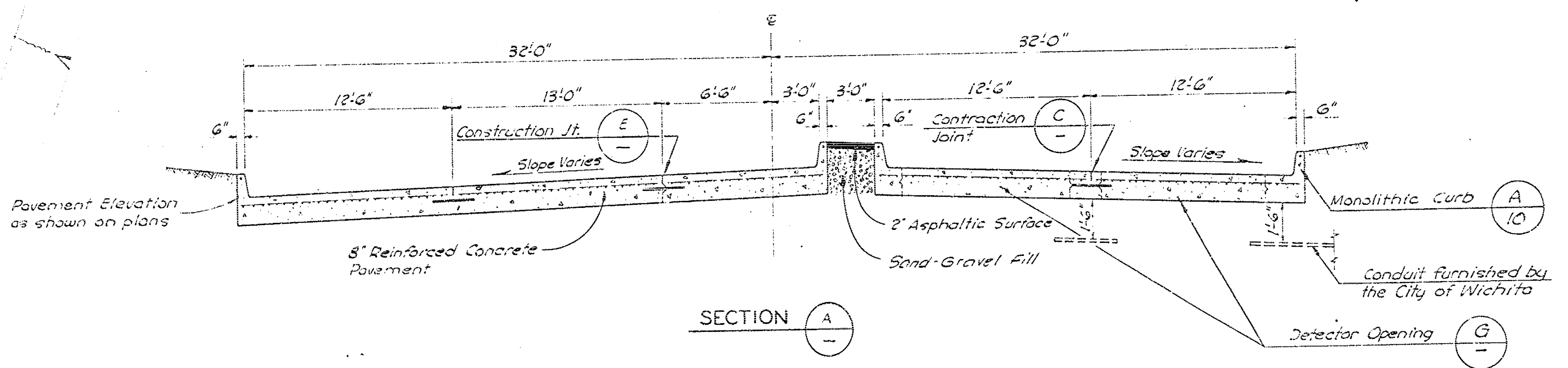


CONSTRUCTION JOINT DETAIL (E)

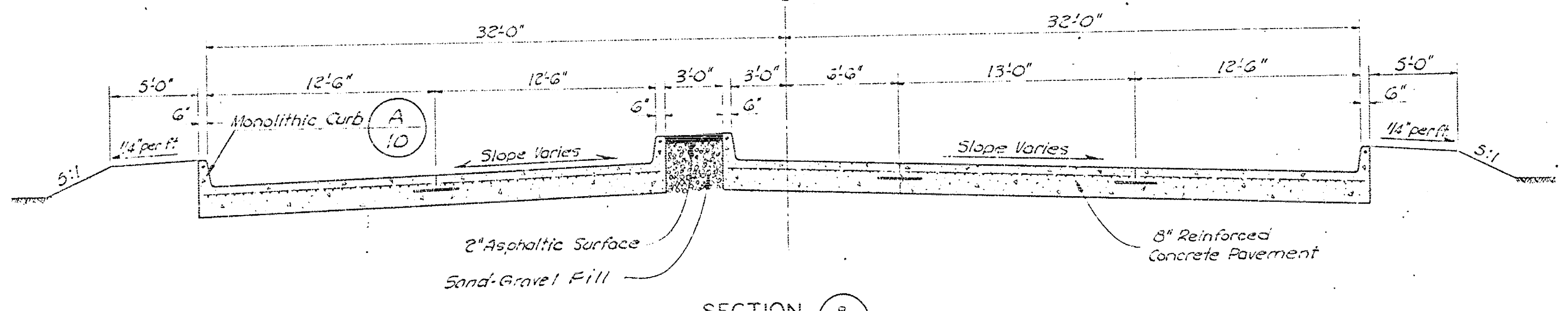


HEADER FOR RAILROAD CROSSING (F)

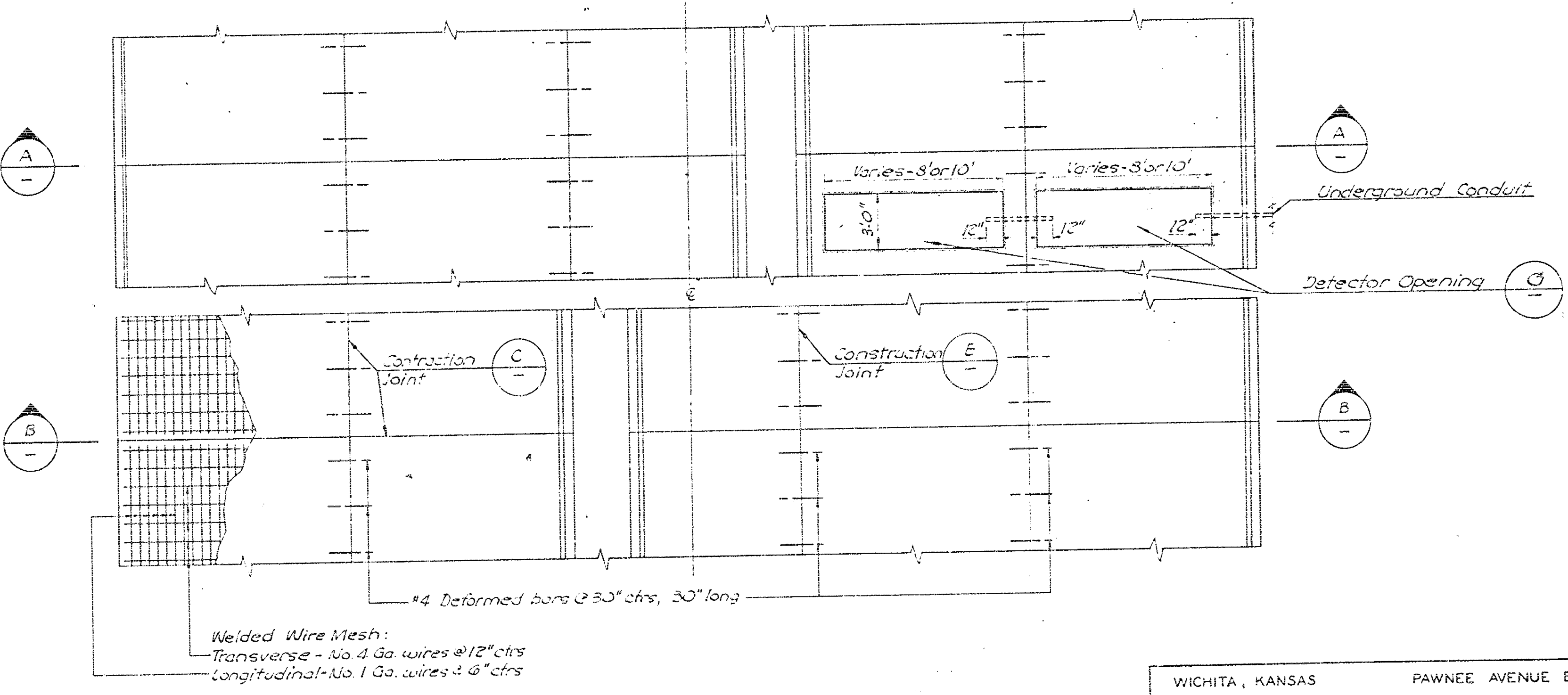
Note: Header to be paid for as additional area of concrete pavement to be computed by adding two (2) feet times the width parallel to R.R. track for each header.



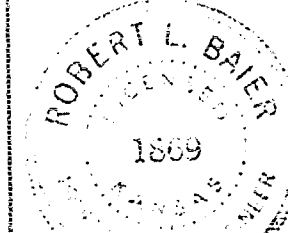
SECTION (A)

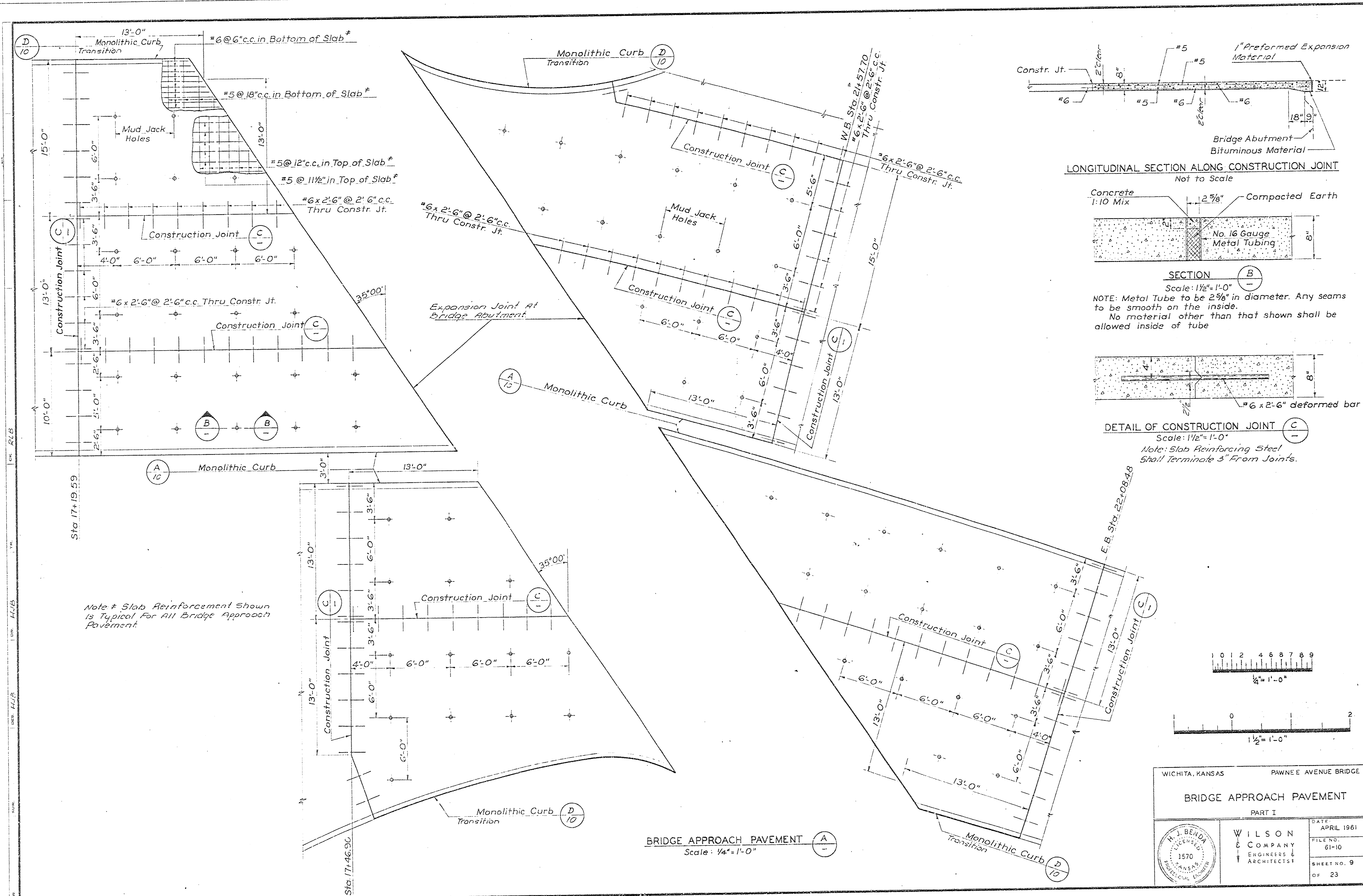
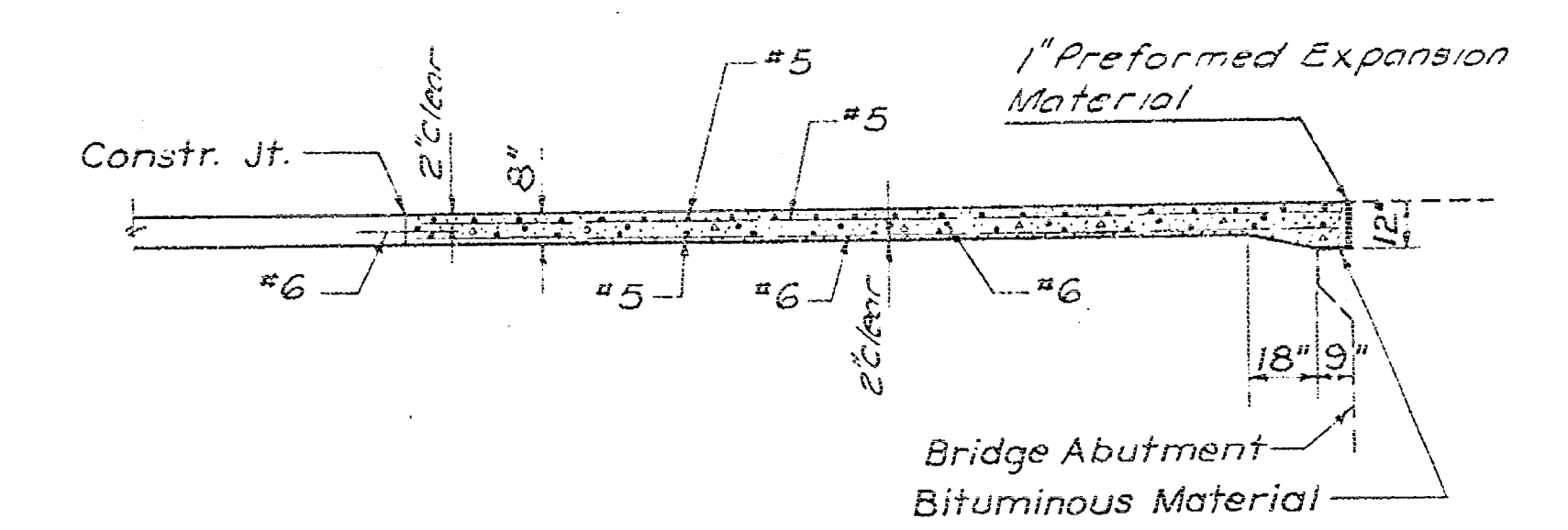
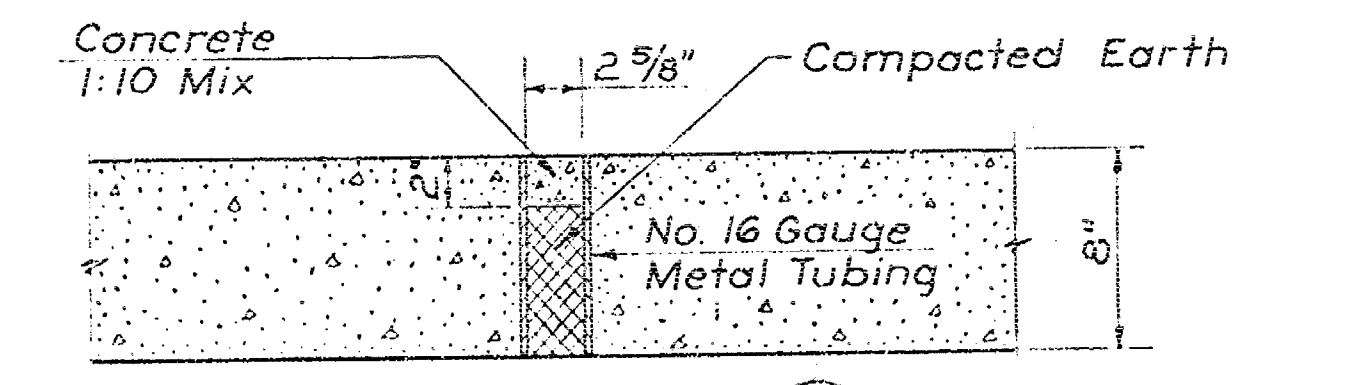
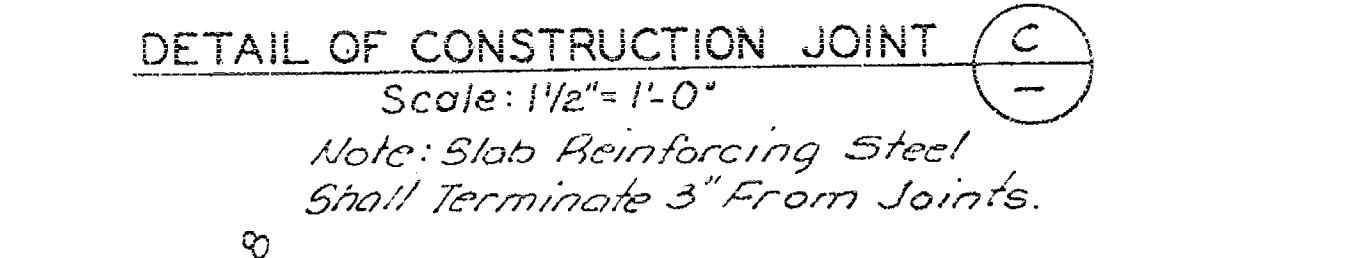
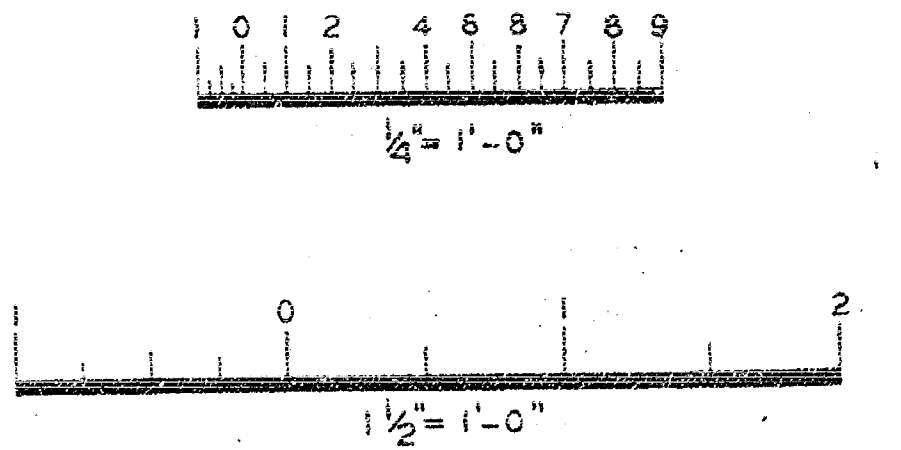


SECTION (B)

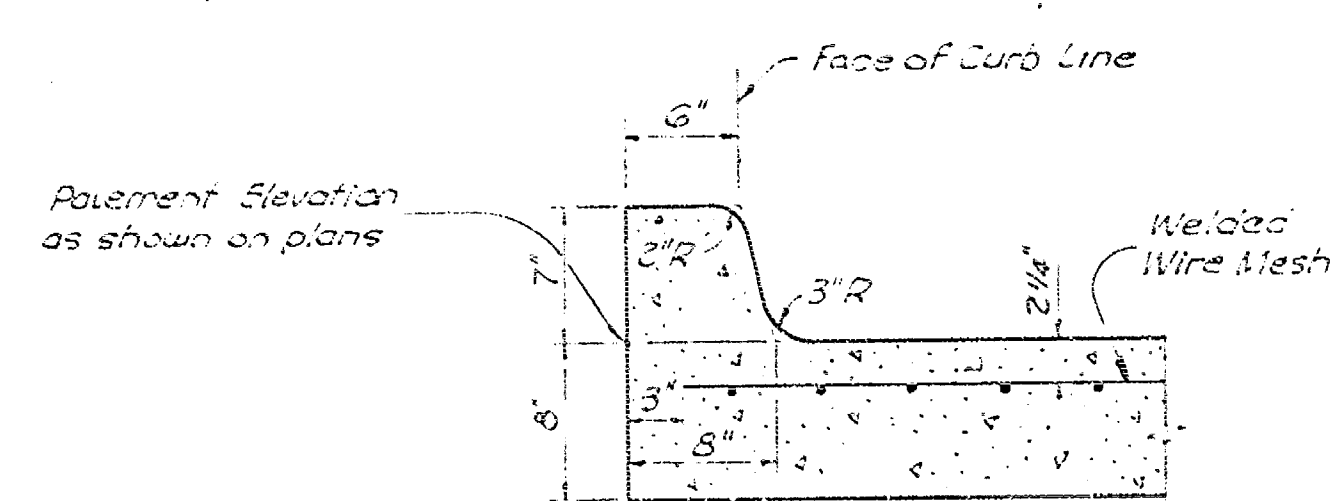


PLAN

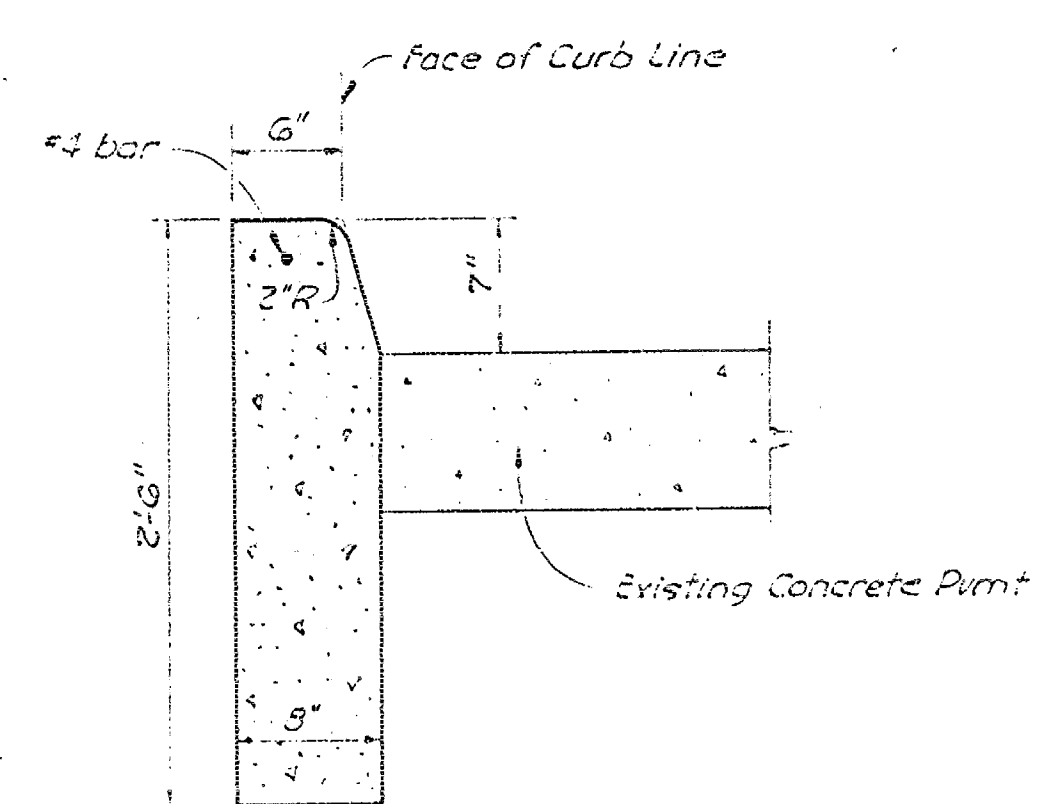
WICHITA, KANSAS		PAWNEE AVENUE BRIDGE	
PAVING DETAILS			
PART I			
		DATE: APRIL 1981	
WILSON & COMPANY ENGINEERS & ARCHITECTS		FILE NO. 61-10	
		SHEET NO. 8	
		OF 23	



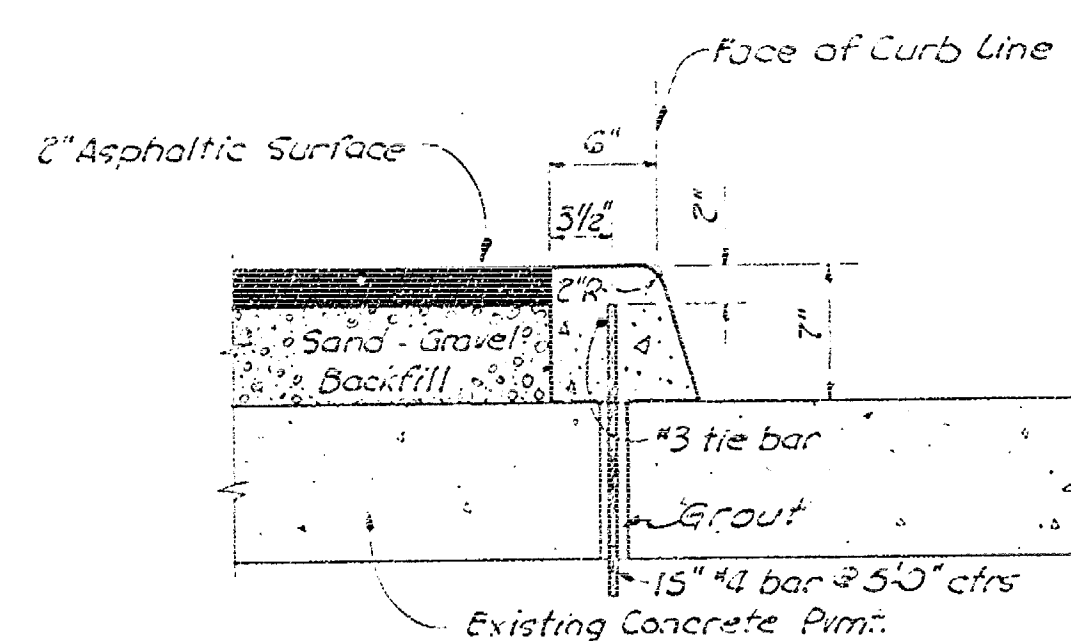
WICHITA, KANSAS PAWNEE AVENUE BRIDGE
BRIDGE APPROACH PAVEMENT
PART I
WILSON & COMPANY
ENGINEERS & ARCHITECTS
1570
DATE: APRIL 1961
FILE NO.: 61-10
SHEET NO. 9
OF 23



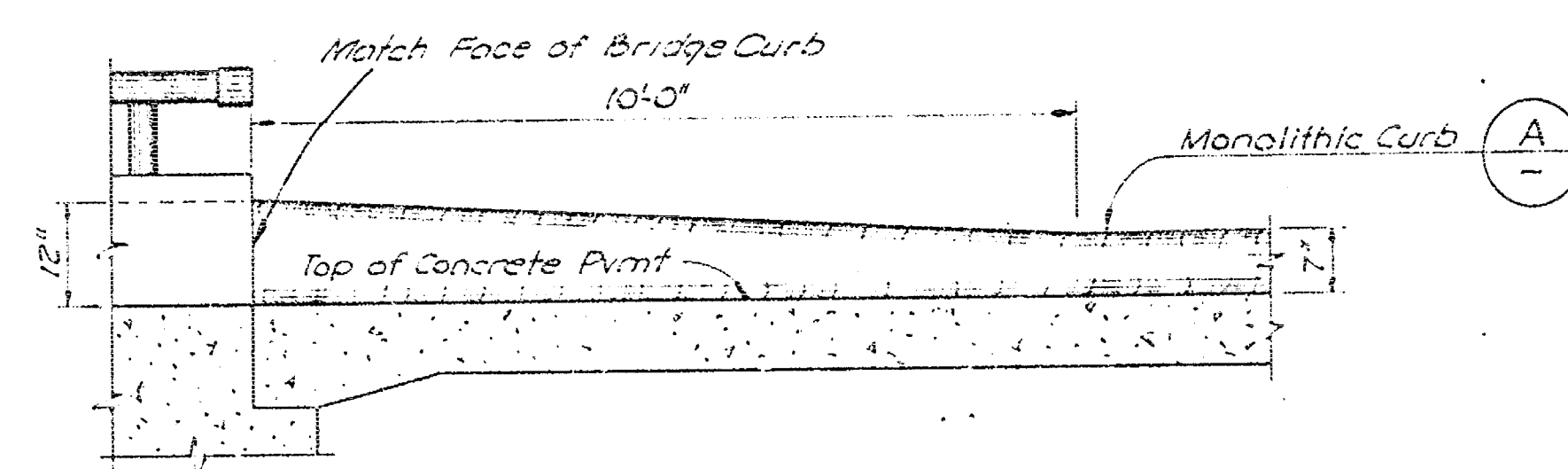
MONOLITHIC CURB (A)



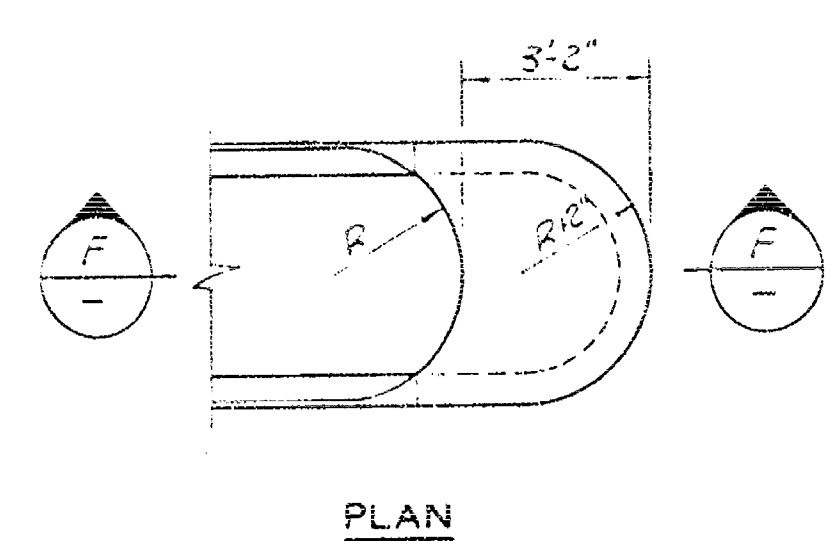
PROTECTION CURB (B)



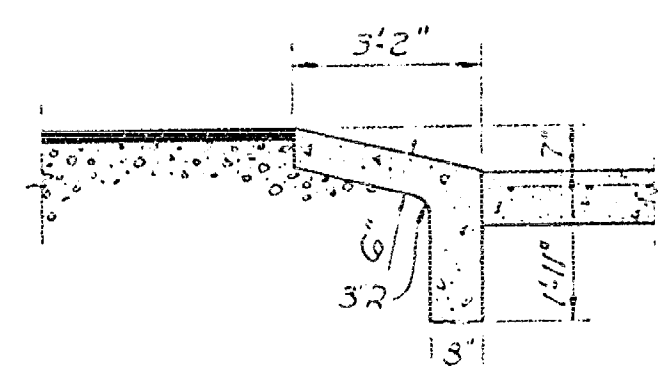
SPECIAL CURB (C)



ELEVATION
CURB TRANSITION DETAIL (D)

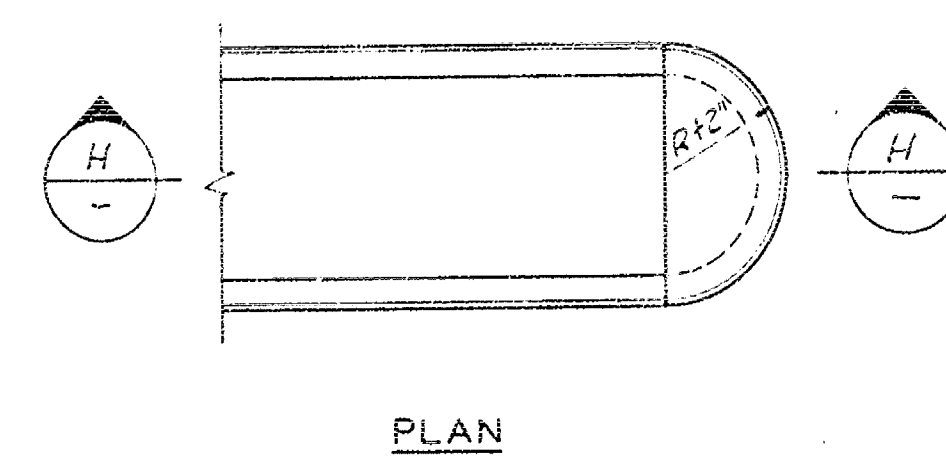


PLAN

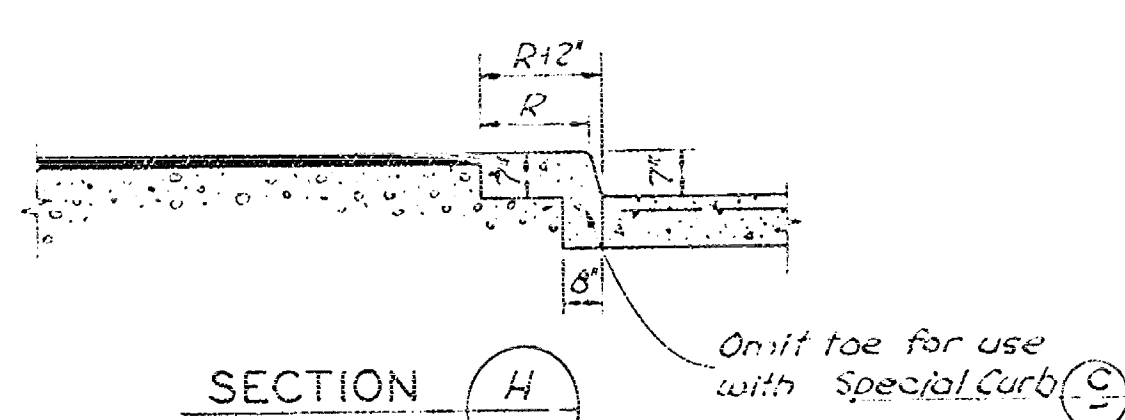


SECTION (F)

CURB NOSE DETAIL* (E)



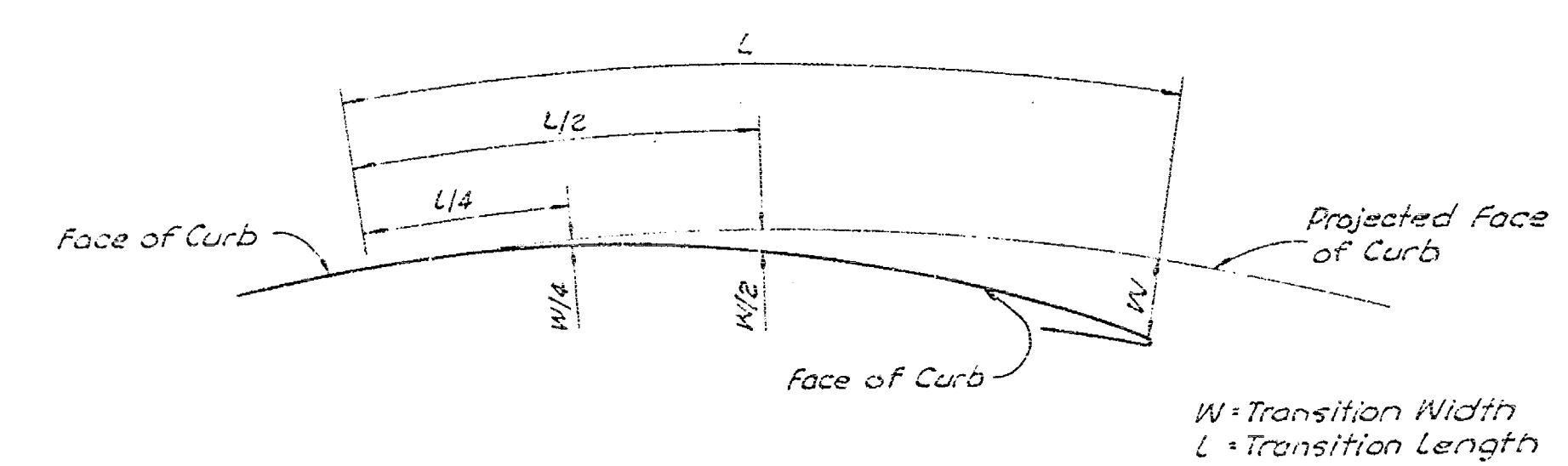
PLAN



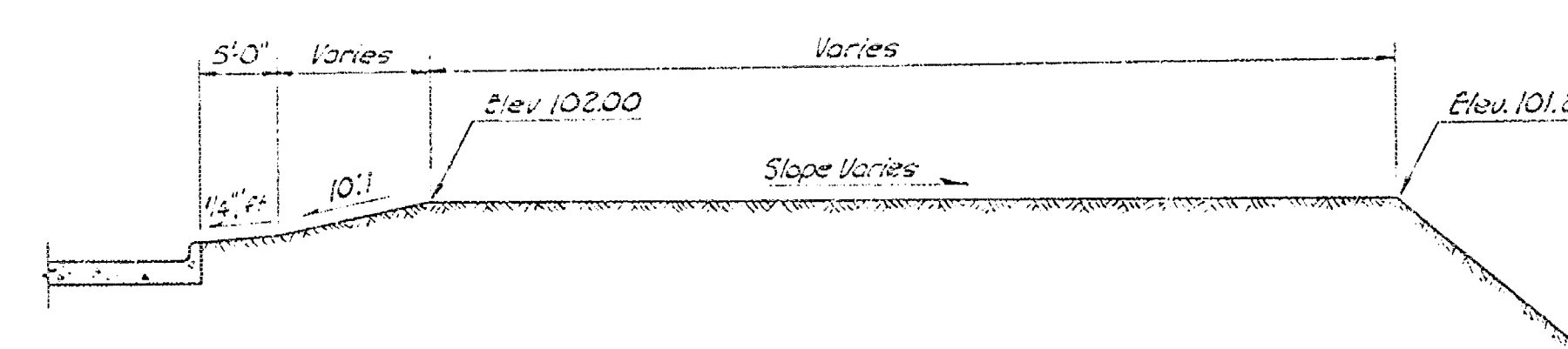
SECTION (H)

CURB NOSE DETAIL* (G)

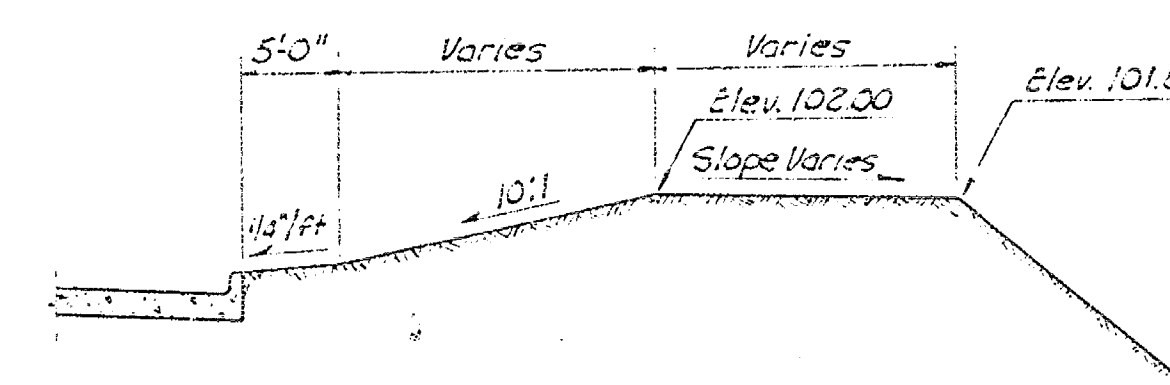
Note: * Curb Nose Will be Paid For as L.F. Monolithic Curb.



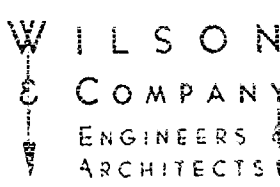
TRANSITION DIAGRAM (J)

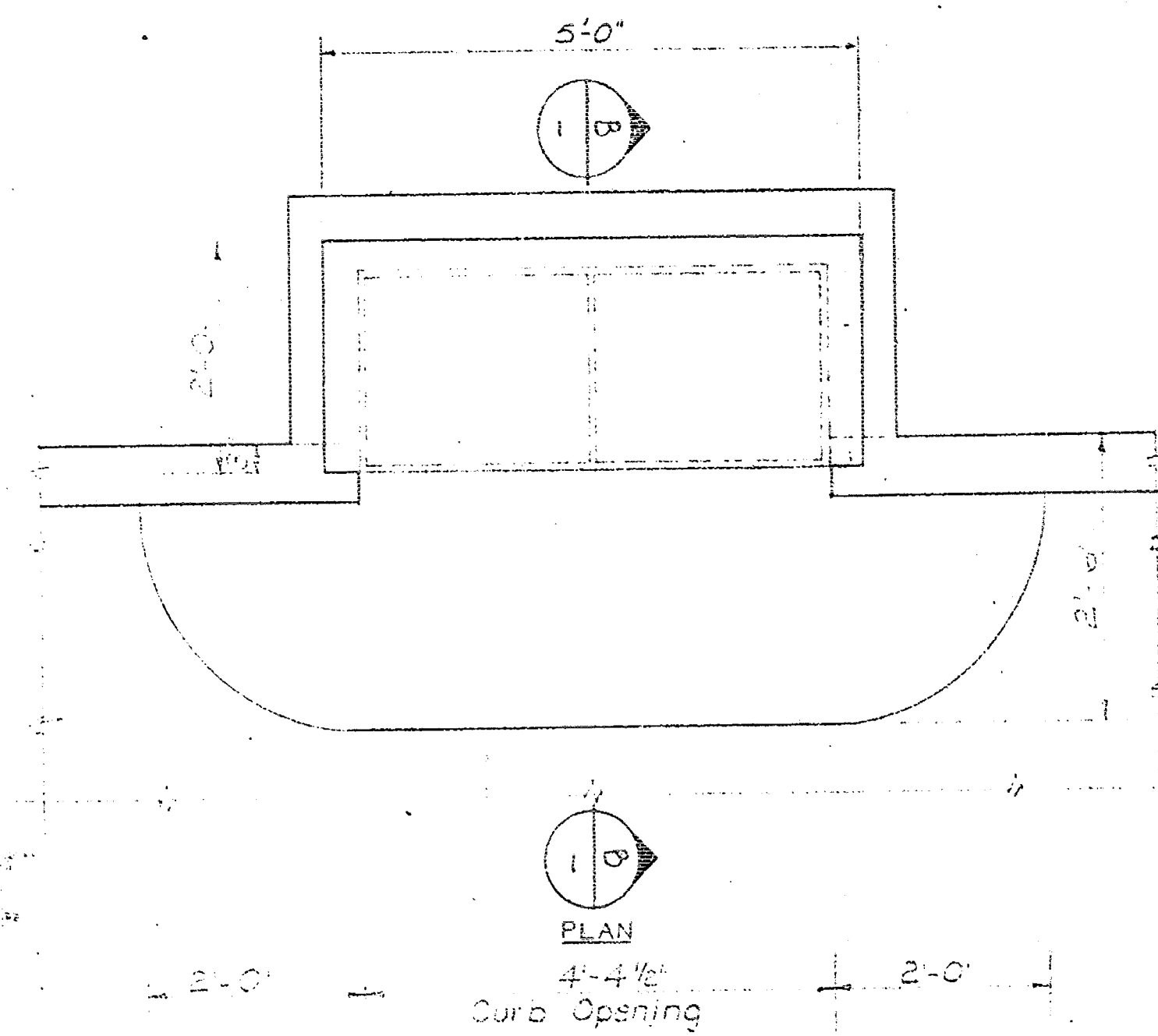
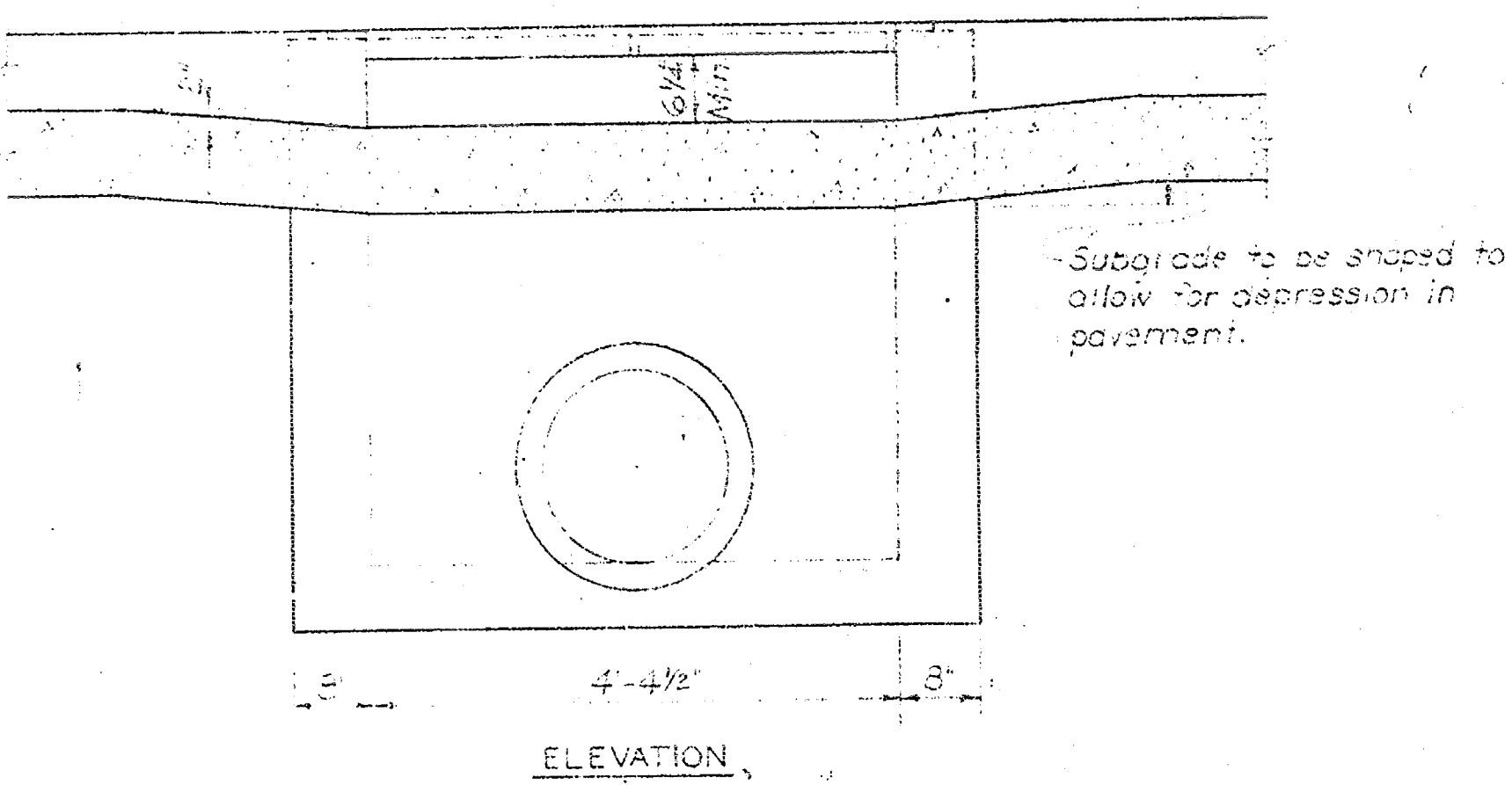
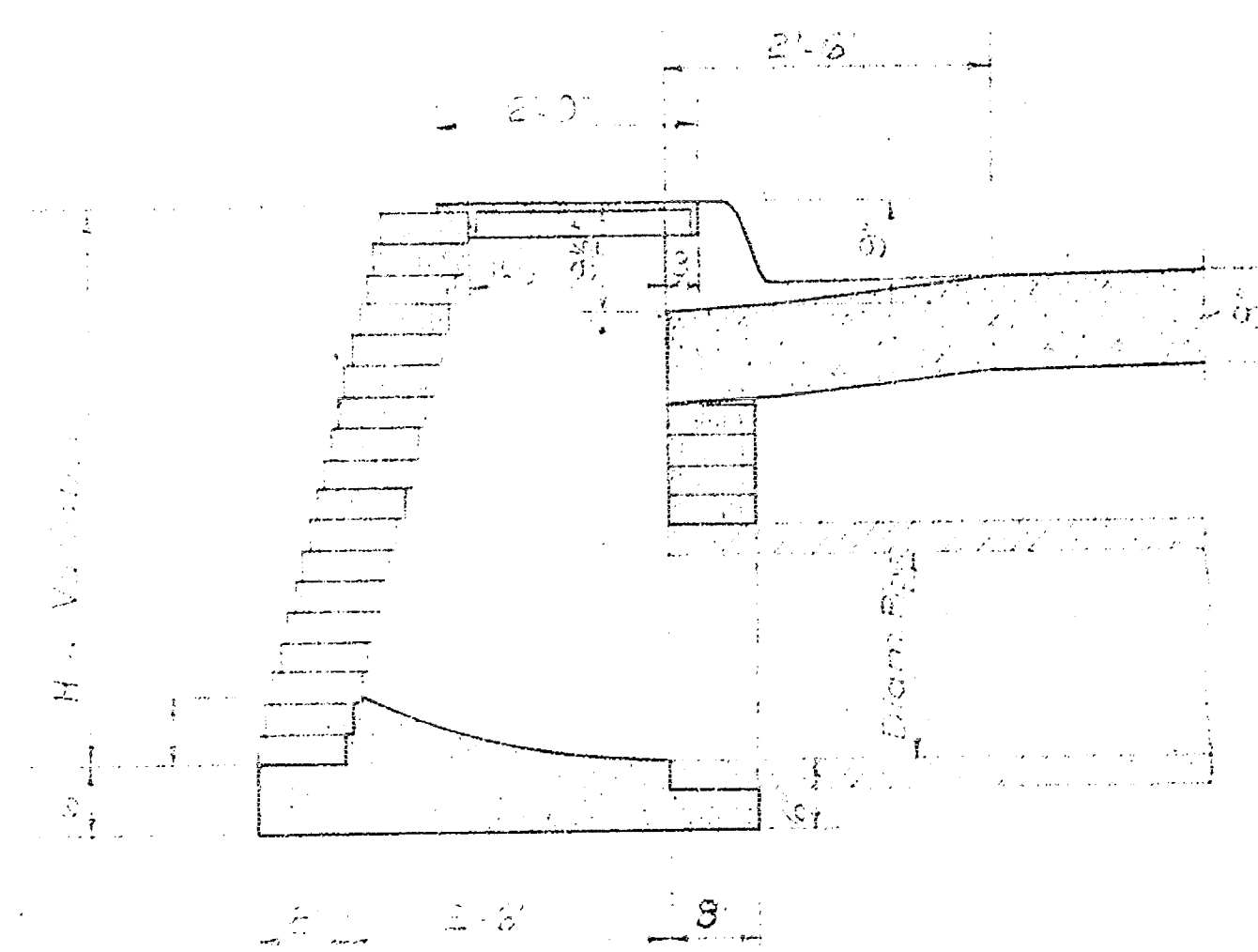


SECTION (K)

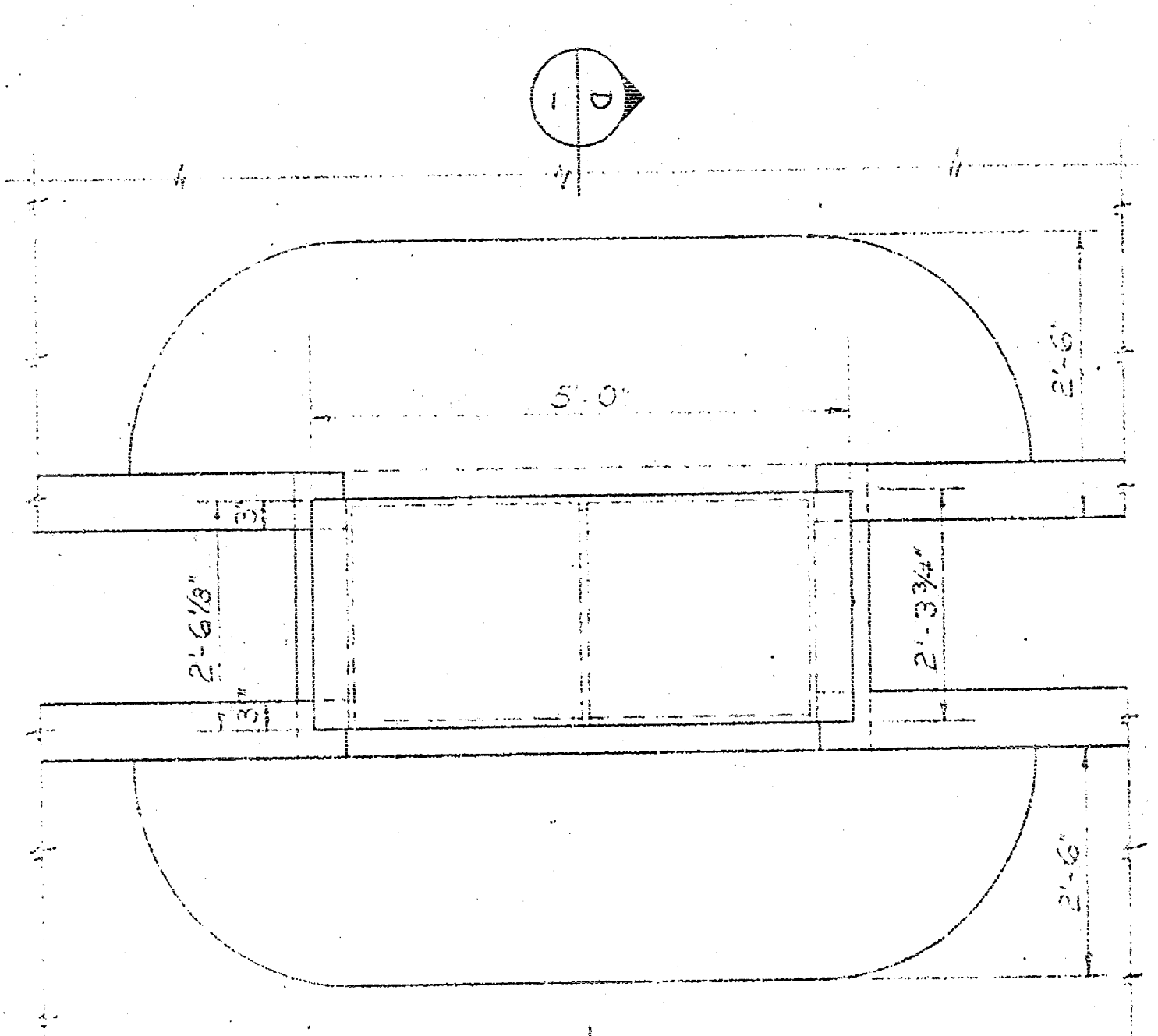
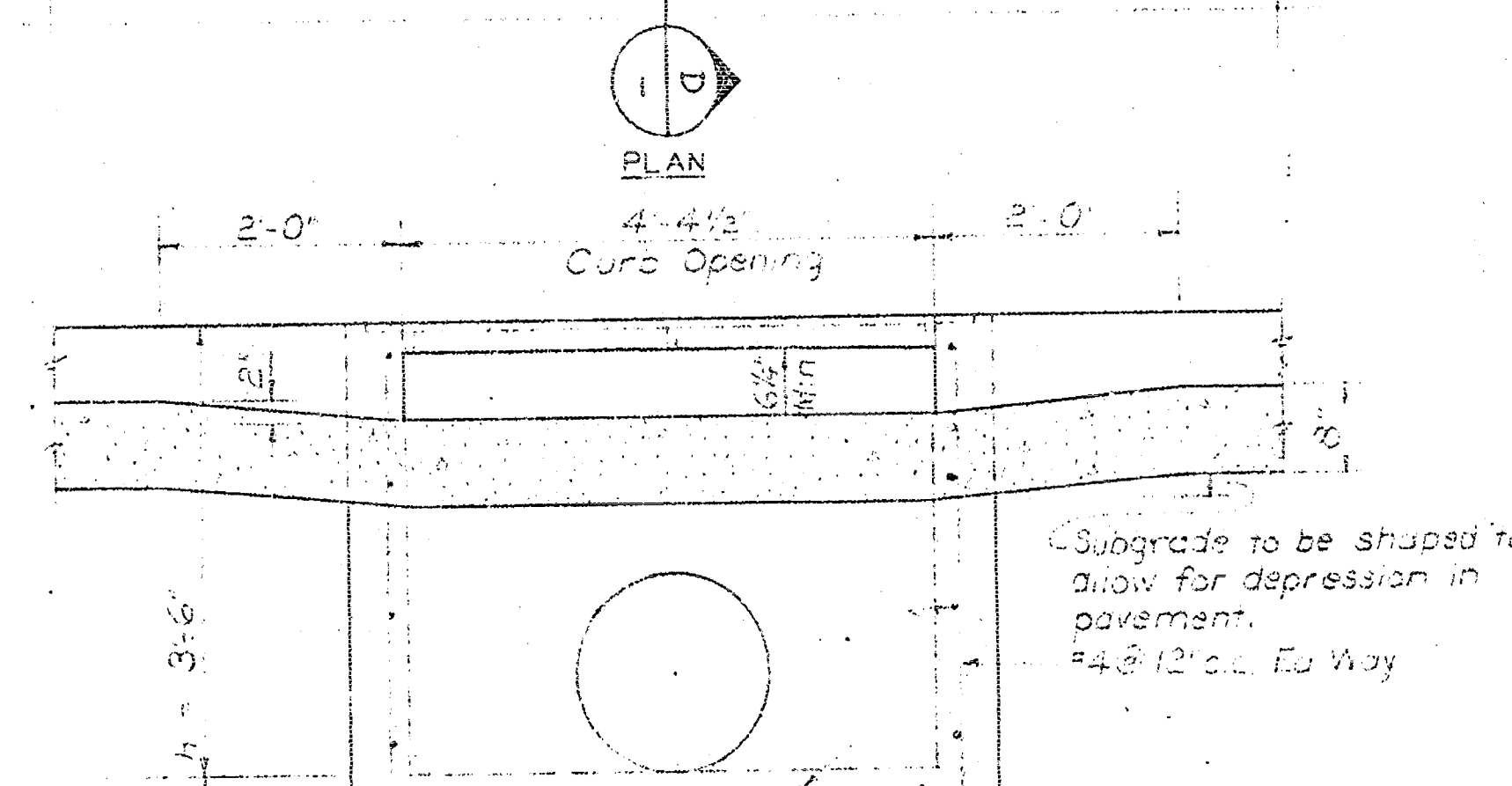
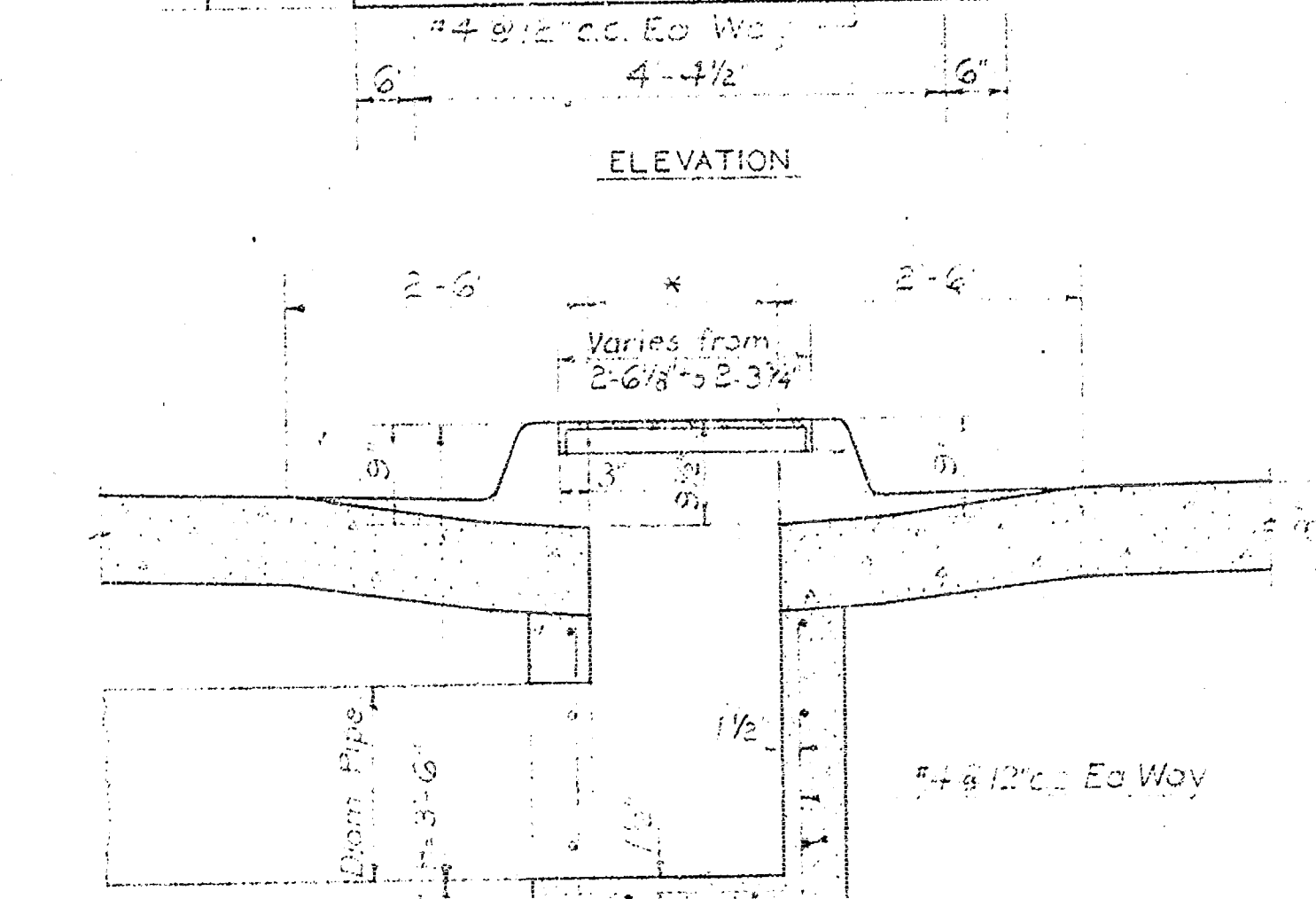


SECTION (L)

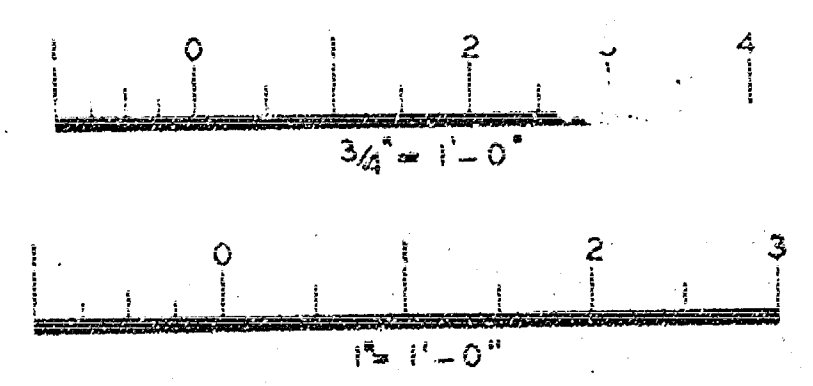
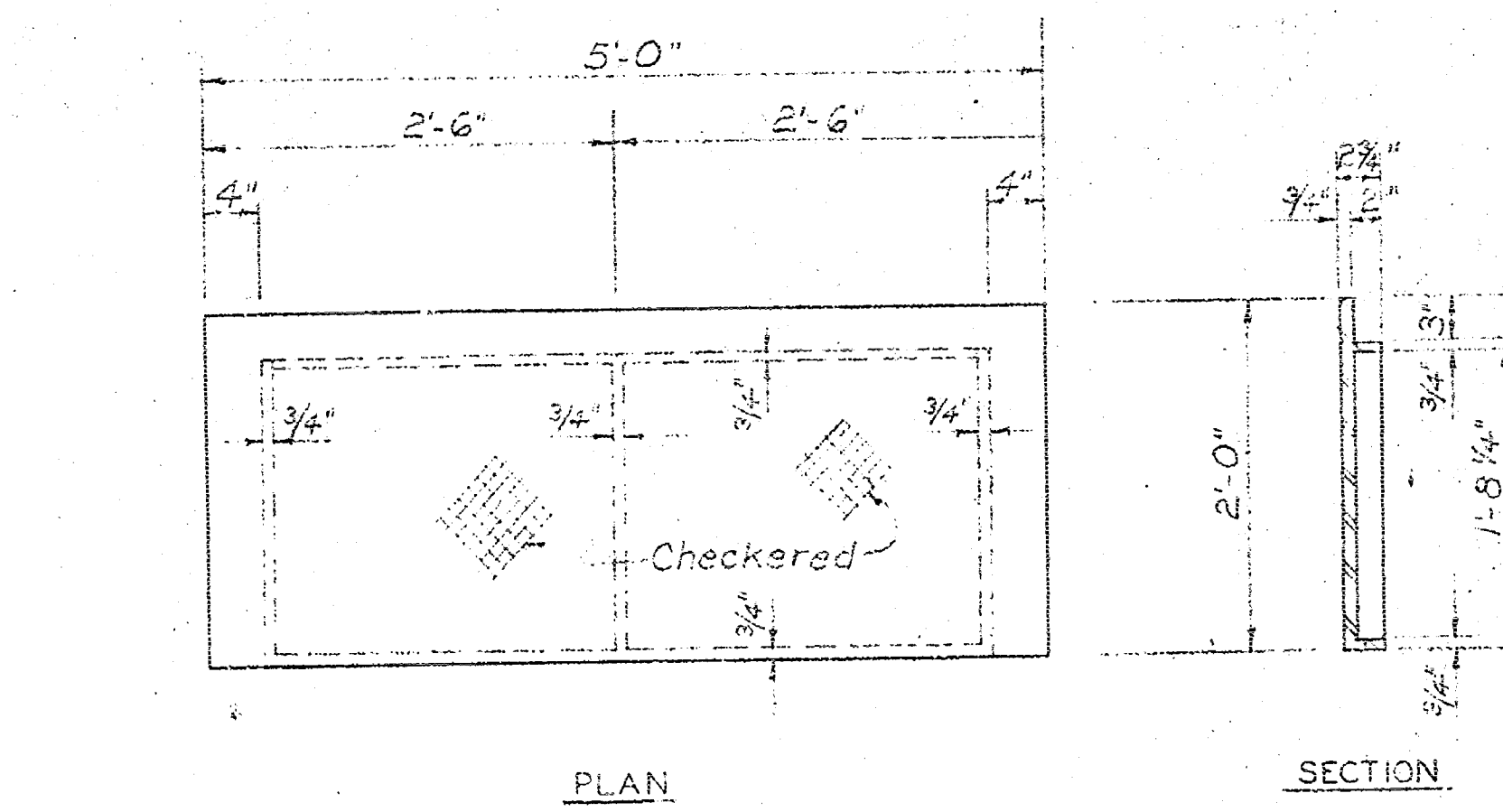
WICHITA , KANSAS		PAWNEE AVENUE BRIDGE	
CURB DETAILS & SECTIONS			
PART 1			
		DATE:	APRIL 1961
		FILE NO.:	61-10
		SHEET NO. 10	
		OF 23	



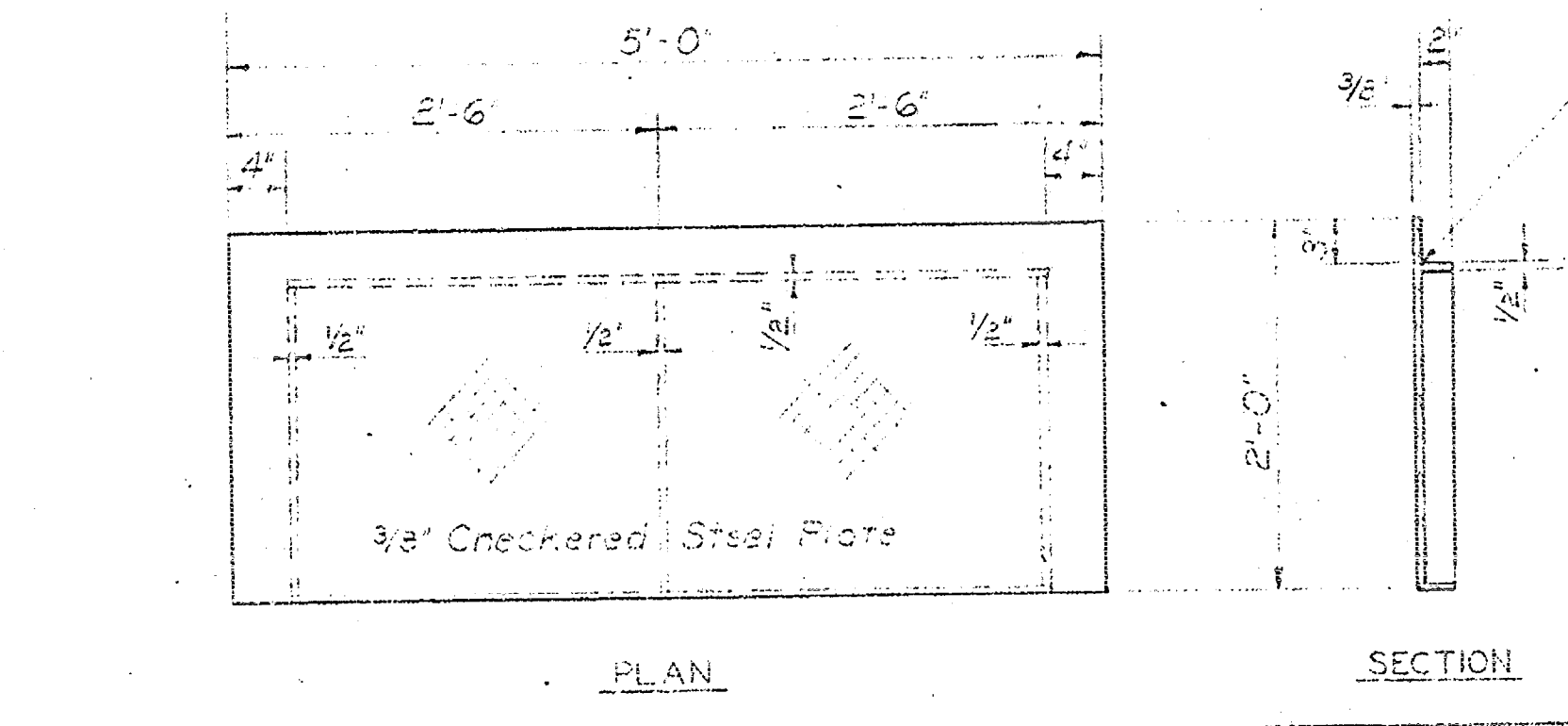
STANDARD CATCH BASIN A
Scale: 3/4" = 1'-0"



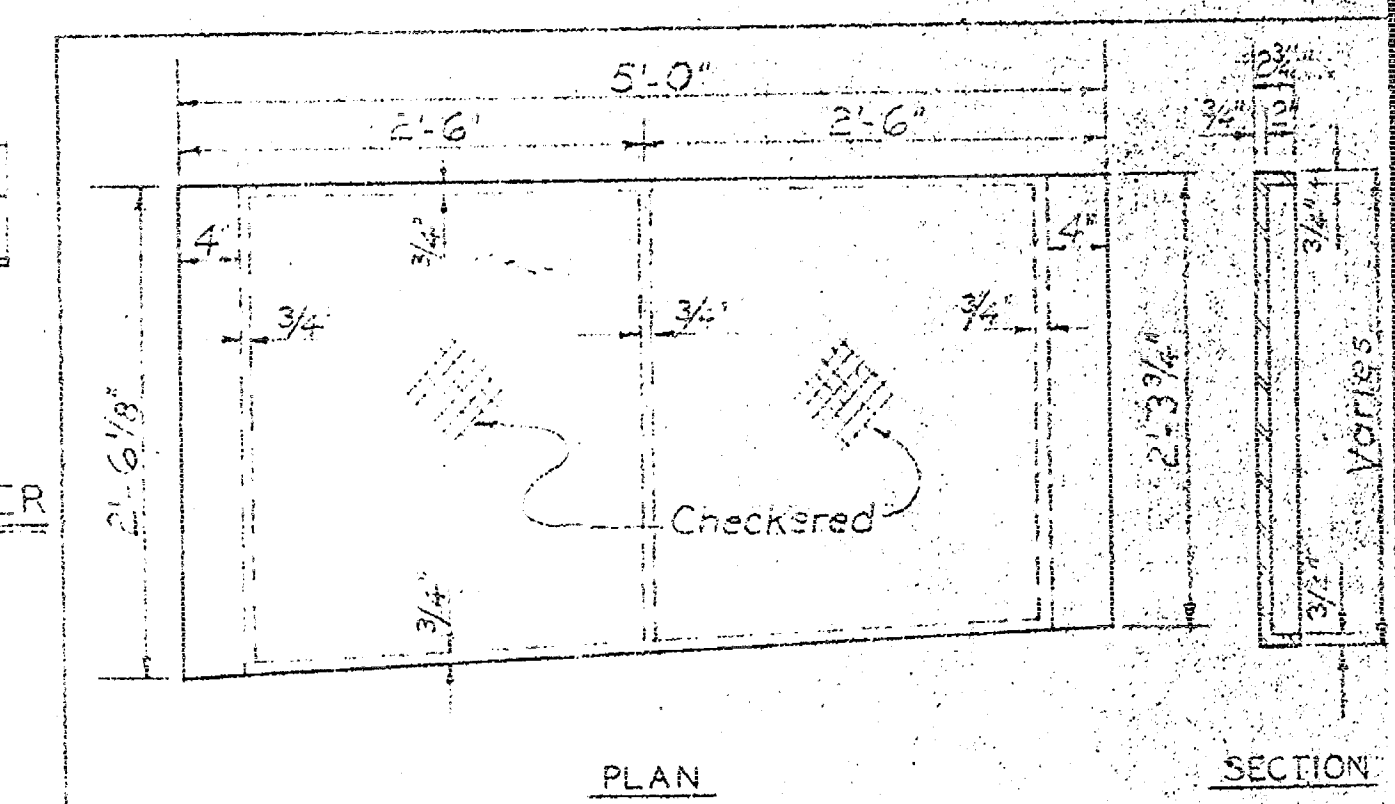
SPECIAL CATCH BASIN C
Scale: 3/4" = 1'-0"



CITY OF WICHITA CAST IRON INLET COVER
Scale: 1" = 1'-0"
Weight of Casting = 325"



CITY OF WICHITA STEEL INLET COVER
Scale: 1" = 1'-0"
Weight = 206"
Shop Paint: Black Asphalt



CAST IRON COVER FOR SPECIAL CATCH BASIN
Scale: 1" = 1'-0"

SCHEDULE OF CATCH BASINS						
Station	Side	Type	Top E.	Bottom E.	H.	
13+08 Pawnee Ave.	Lt.	Std.	96.84	92.14	4'-6"	
13+08.3 Pawnee Ave.	Rt.	Std.	96.86	91.69	5'-2"	
13+16.7 Pawnee Ave.	Lt.	Std.	96.88	92.58	4'-0"	
13+29.7 Pawnee Ave.	Rt.	Std.	96.89	91.83	4'-9"	
13+64.5 Pawnee Ave.	Rt.	Std.	96.48	93.54	2'-11 1/2"	
10+78.3 McLean Blvd.	Rt.	Std.	101.97	96.14	5'-10"	
23+35 W.B.	Rt.	Spec.	100.61	97.11	3'-6"	
23+40 E.B.	Rt.	Std.	100.08	95.58	4'-6"	
0+50 Greenway Blvd.	Rt.	Std.	100.92	95.92	5'-0"	
15+18 Pawnee Ave.	Lt.	Std.	101.66	96.66	5'-0"	

Note: Elevation is the same as for City of Wichita Cast Iron Inlet Cover

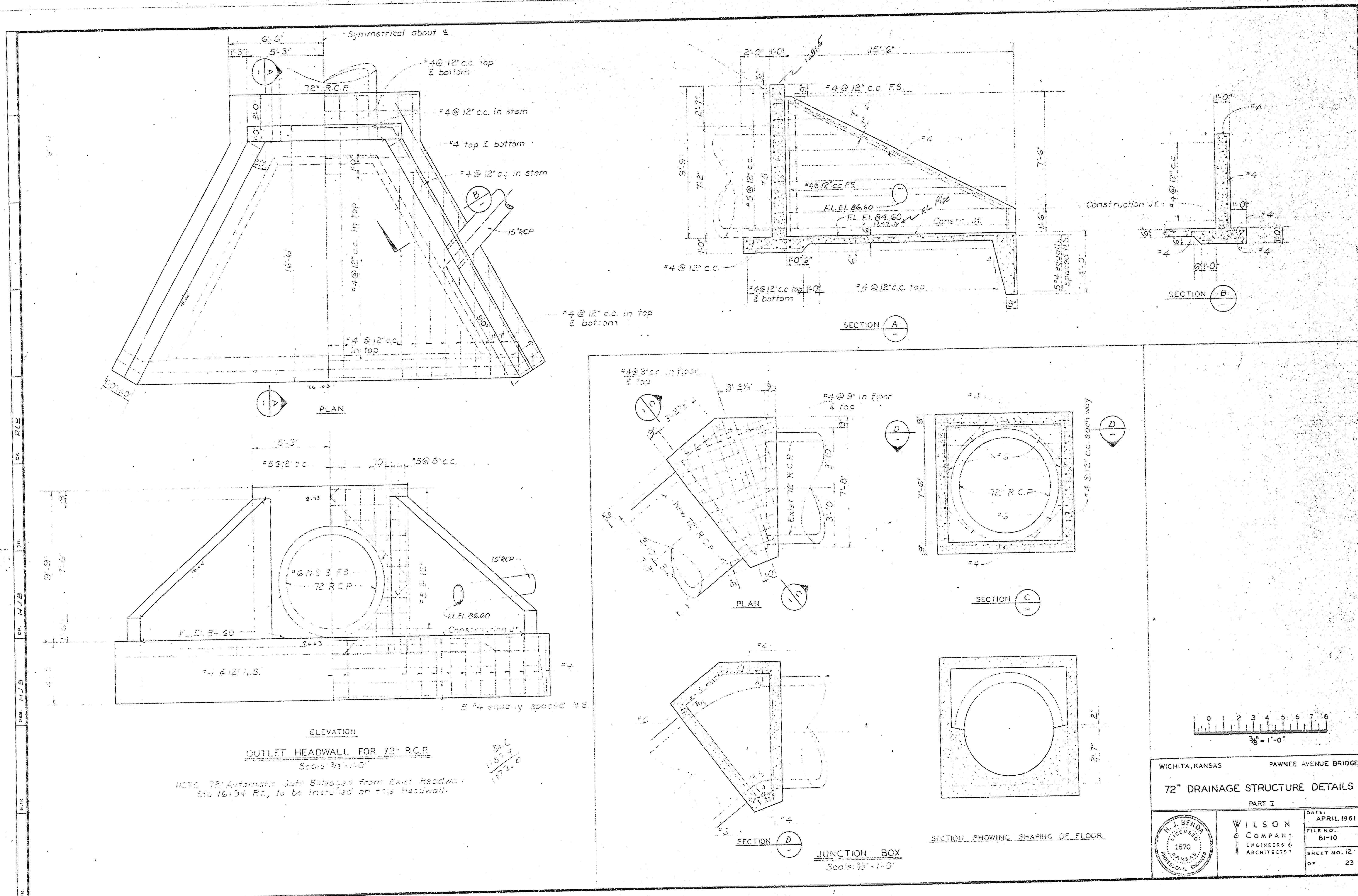
WICHITA, KANSAS PAWNEE AVENUE BRIDGE

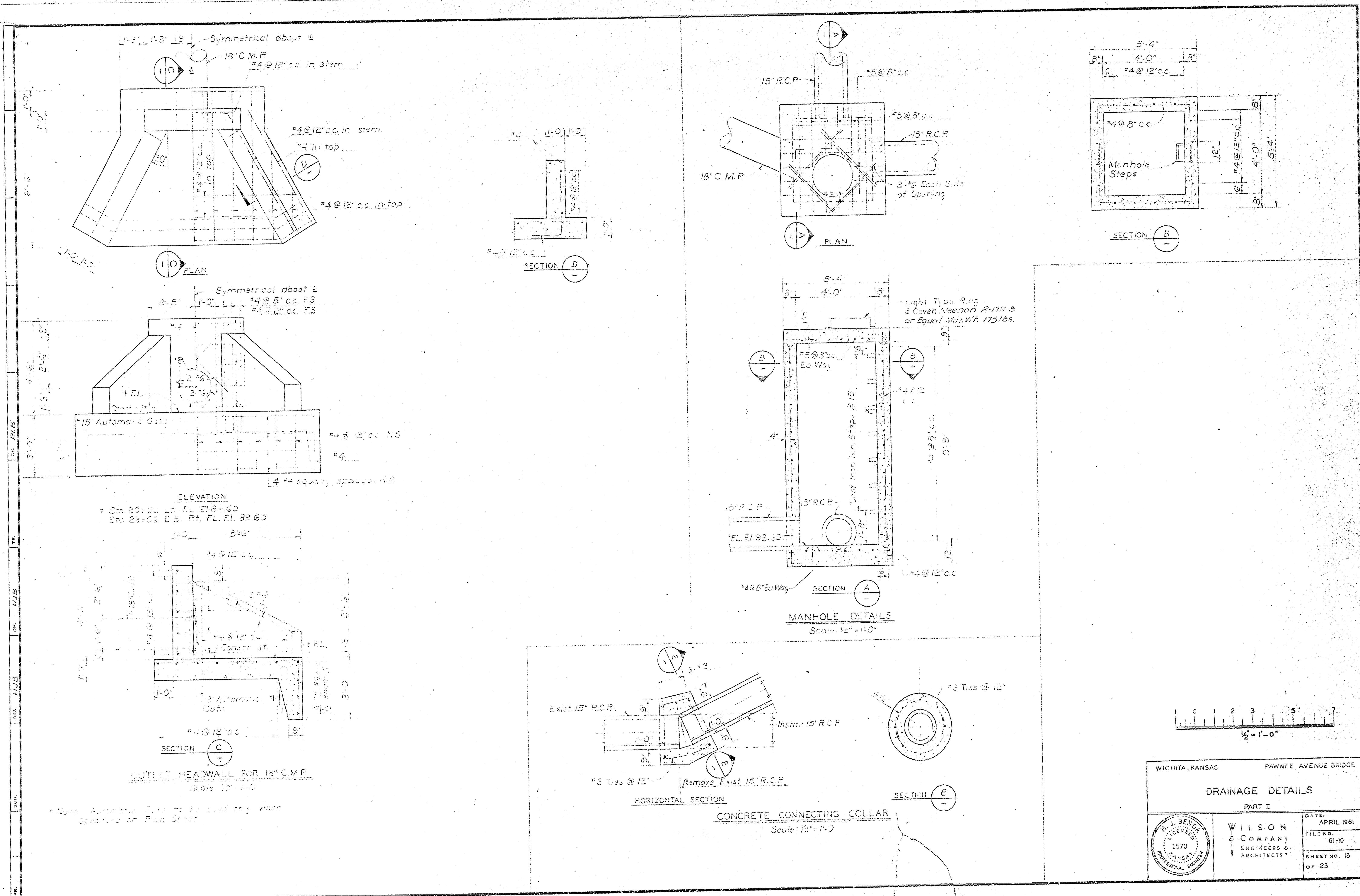
CATCH BASIN DETAILS

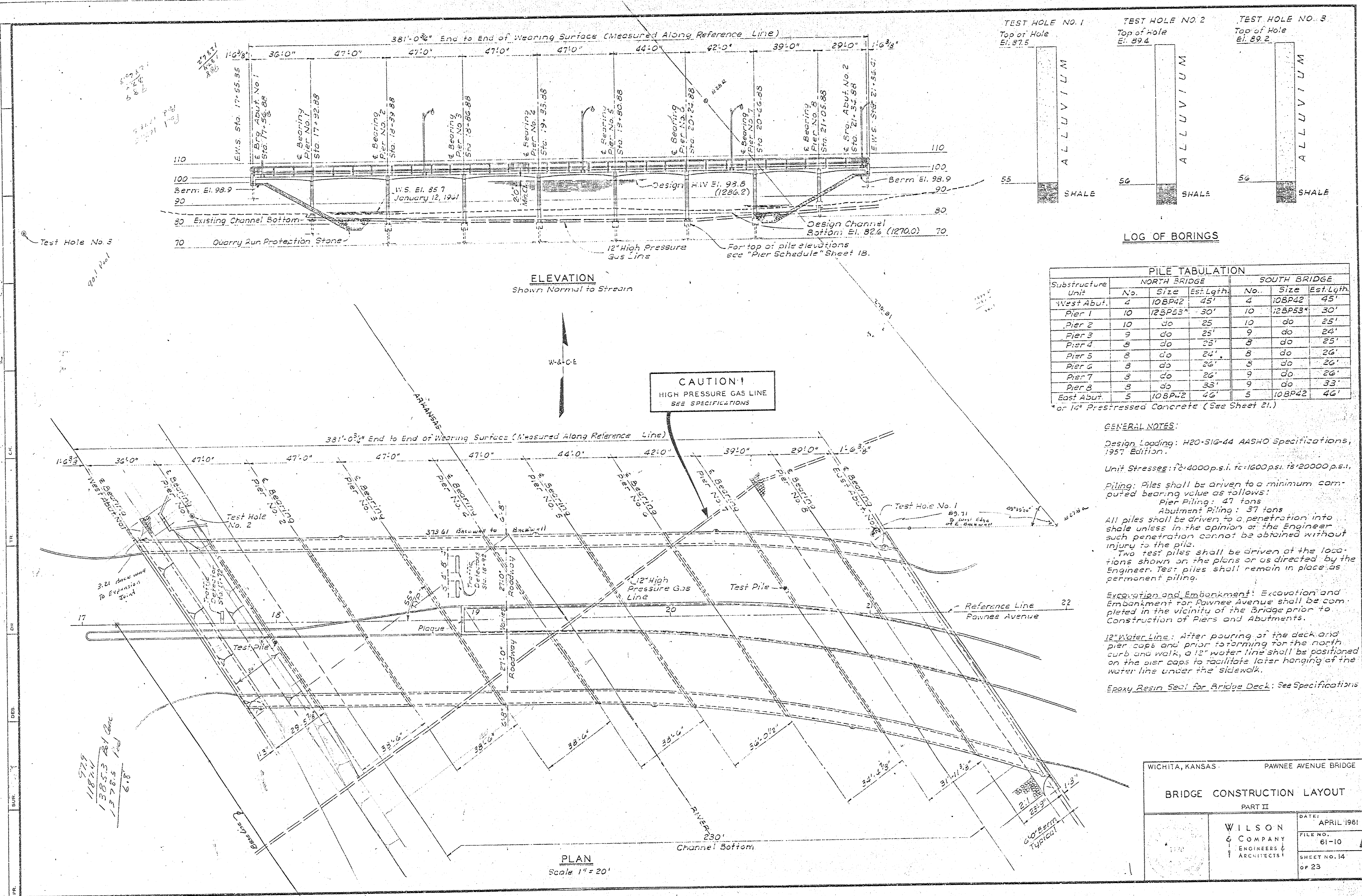
PART I

WILSON & COMPANY
ENGINEERS & ARCHITECTS

DATE: APRIL 1961
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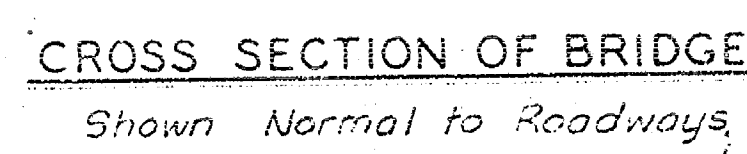
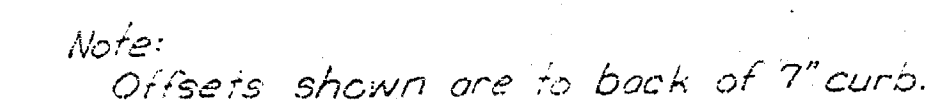






[illegible]

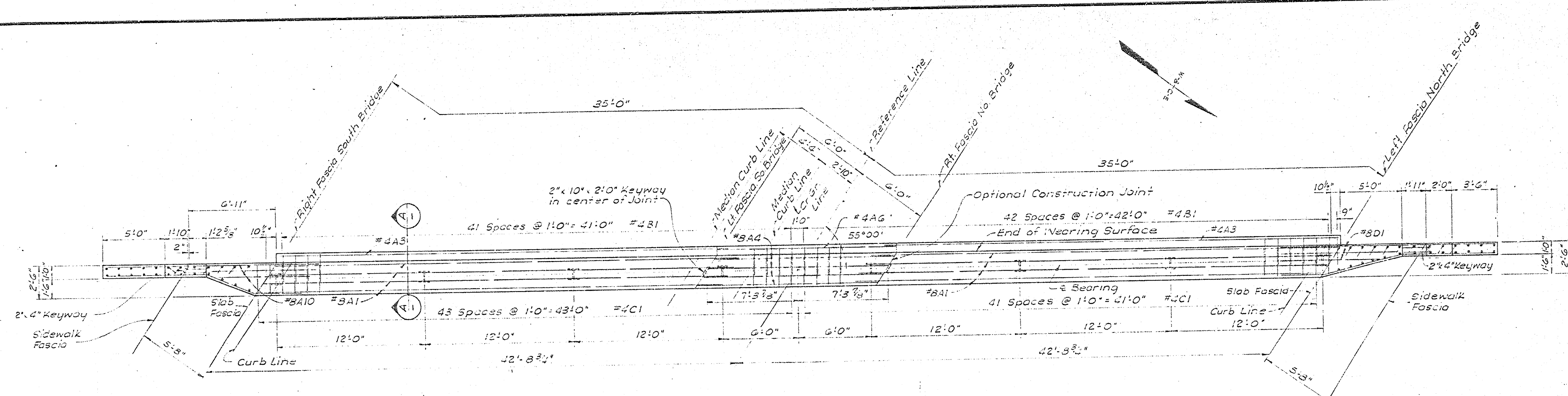
47
Sp



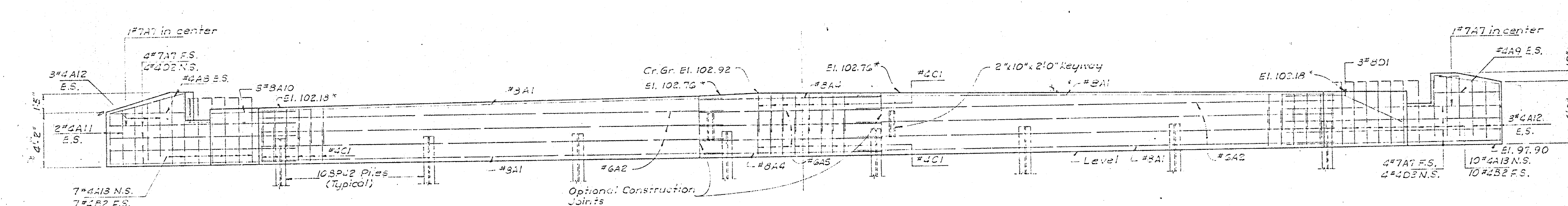
Note:
In setting Screeds for the deck, the
camber shown on the Dead Load
Camber Diagram, Sheet 19, must be
added to the tabulated elevations and
an additional amount must be added
for any settlement or deflection
anticipated in the forms.



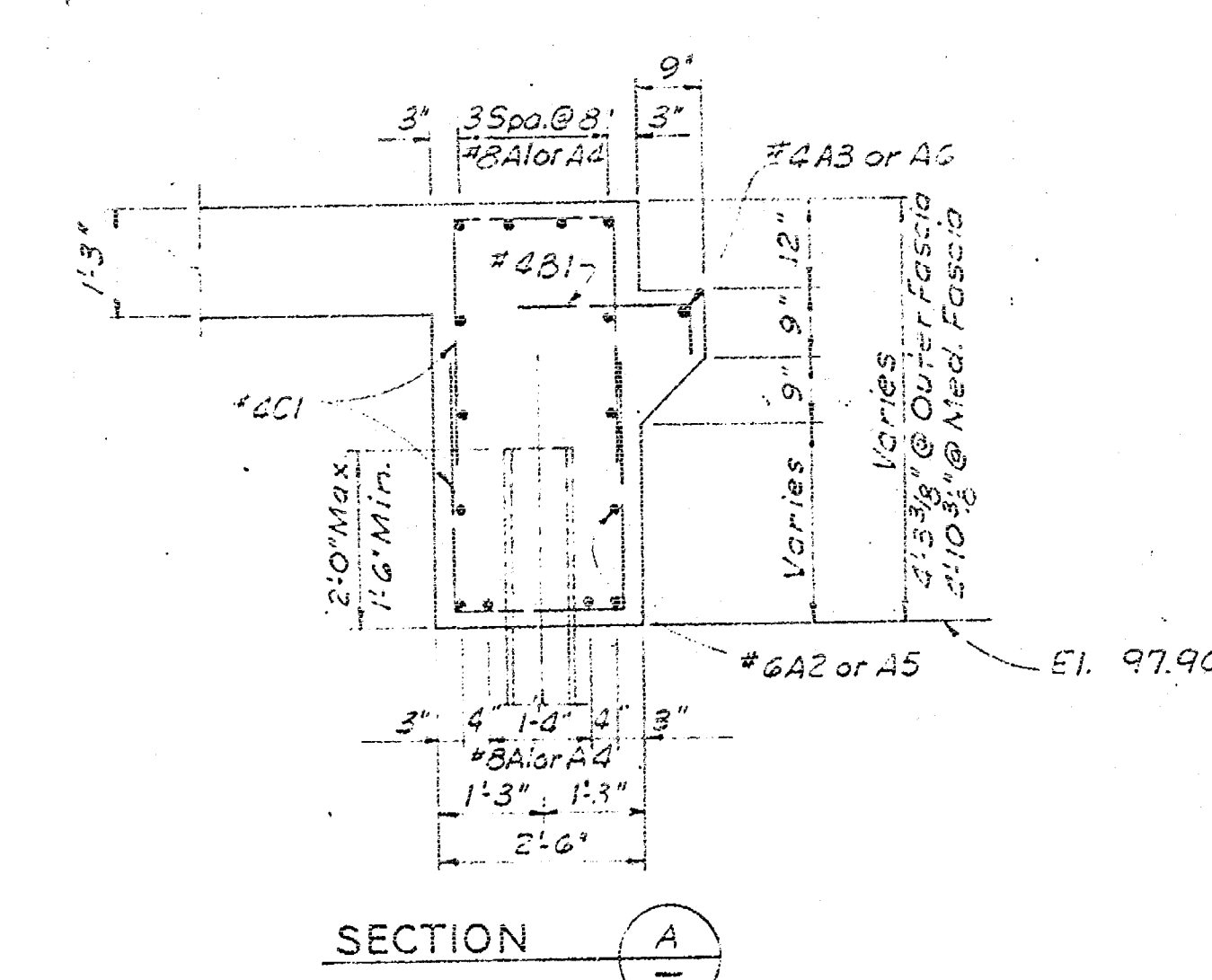
WICHITA, KANSAS		PAWNEE AVENUE BRIDGE	
SCREED GEOMETRY			
PART II			
	WILSON & COMPANY ENGINEERS & ARCHITECTS		DATE: APRIL 1961 FILE NO. 81-10 SHEET NO. 15 of 23



PLAN

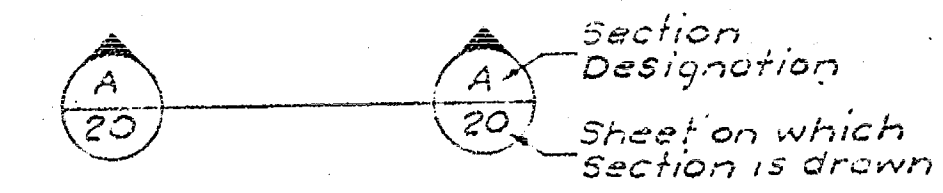


ELEVATION
Looking Southwest



SECTION

SHEET REFERENCE SYSTEM



SECTION

A dash in left of the sheet designation indicates that the section is cut and drawn on the same sheet.

GENERAL NOTES:

Reinforcing: All dimensions relative to reinforcing steel are to centerline of bars unless otherwise noted.

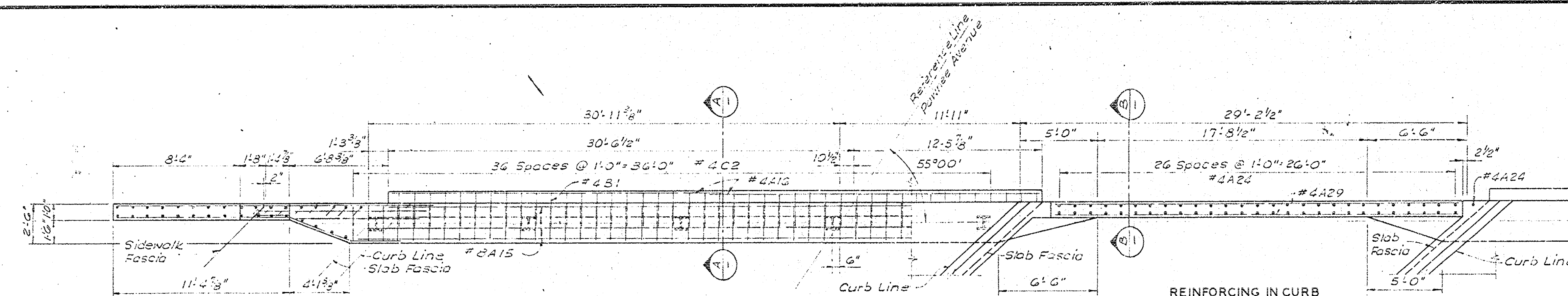
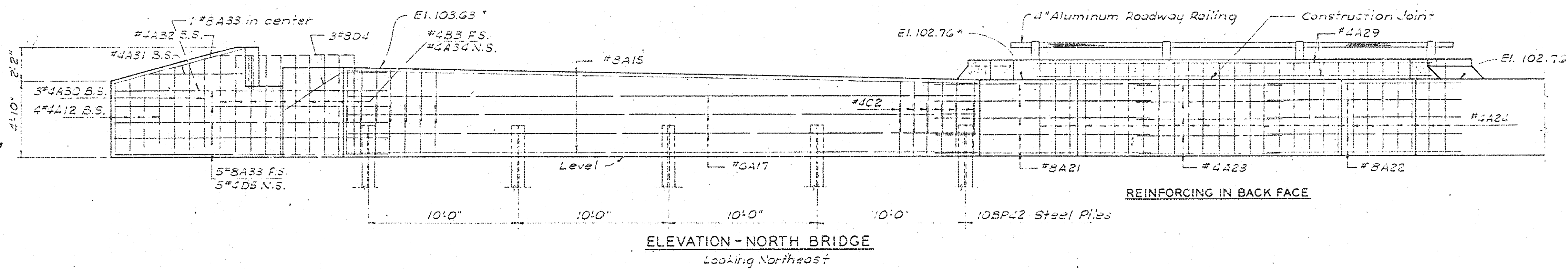
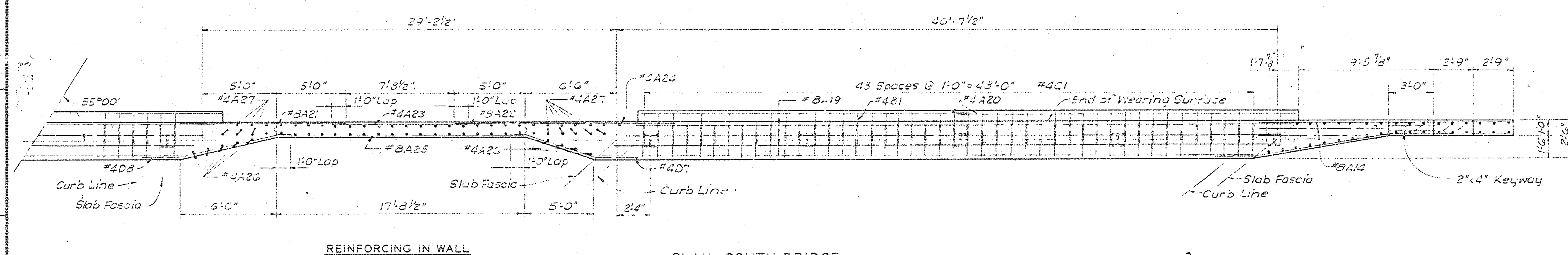
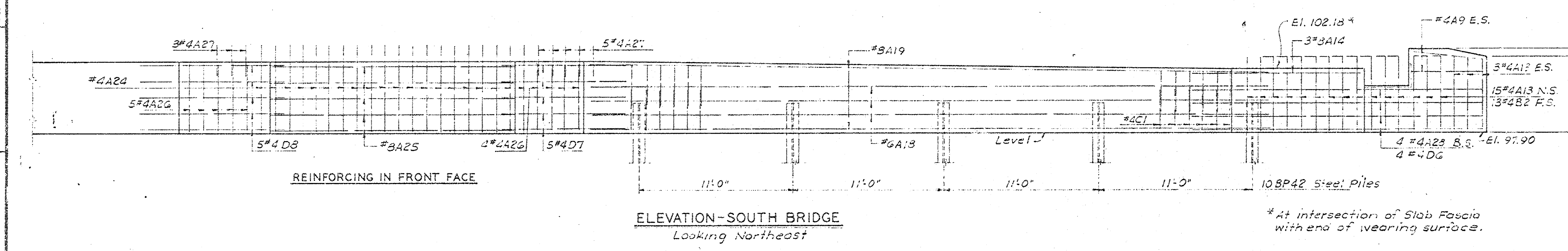
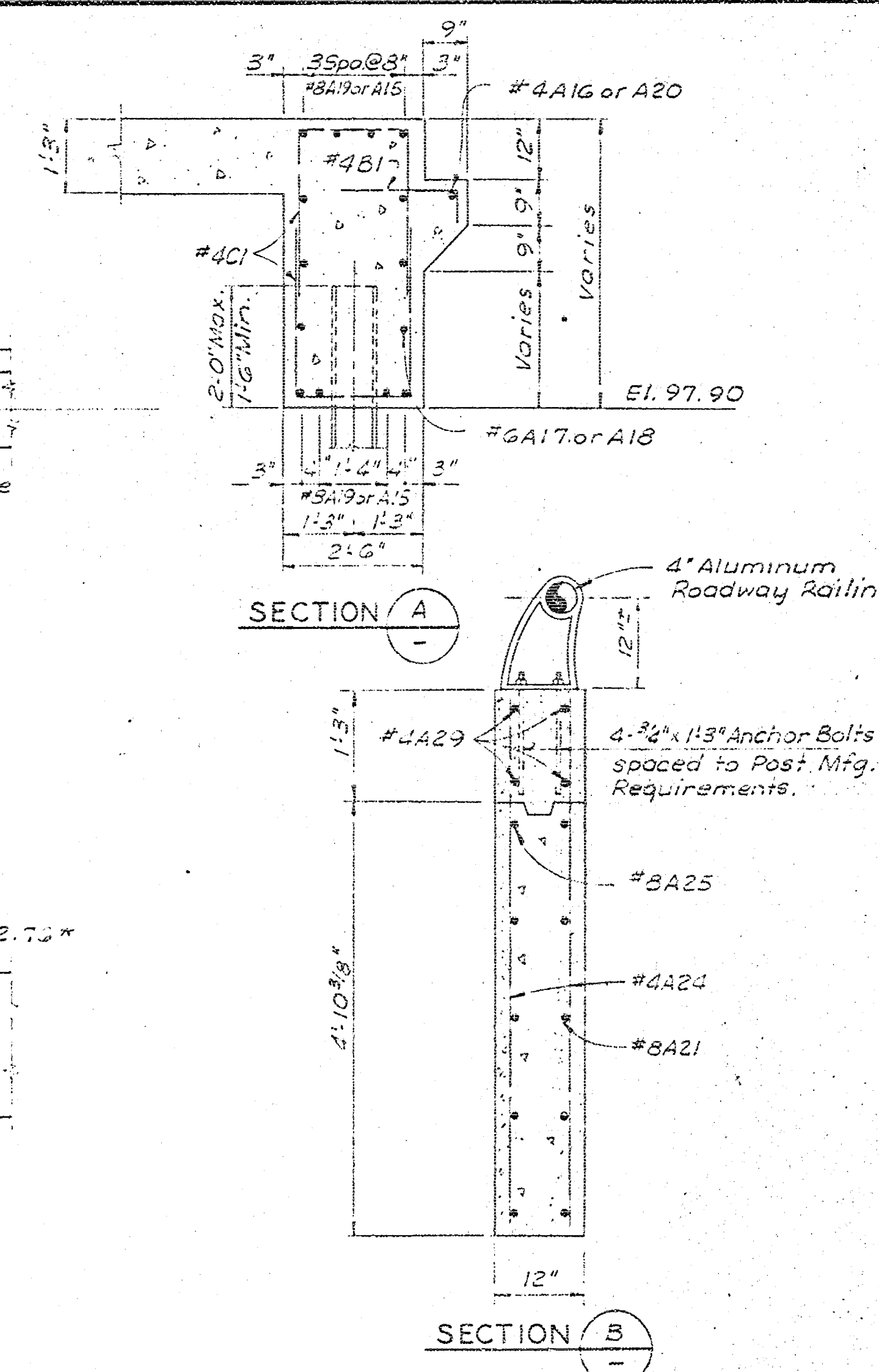
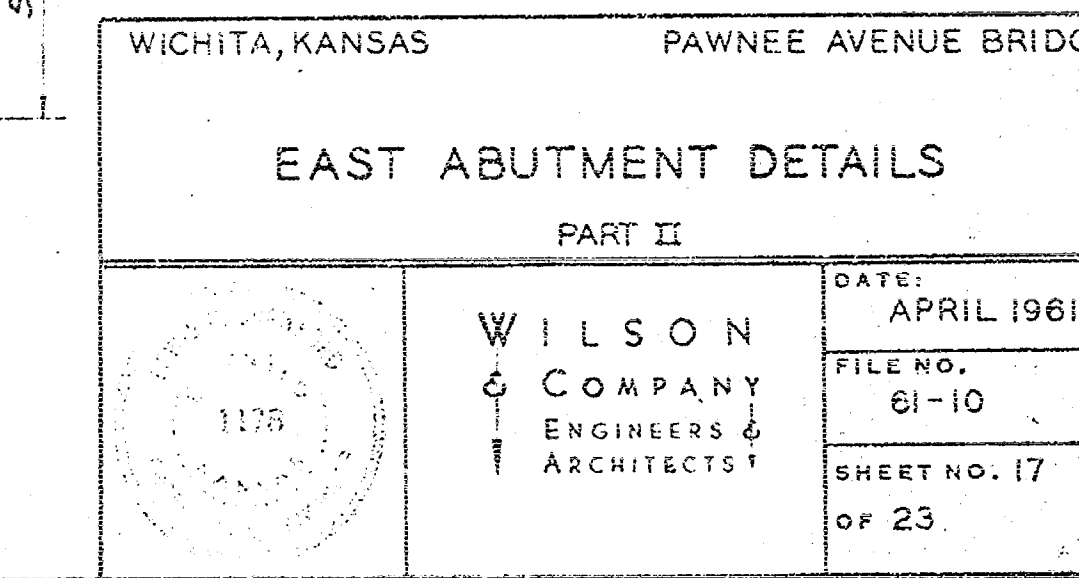
Falsework: Falsework shall be left in place in any span until the concrete in that span and the next adjacent span constructed lastest shall have attained its design strength.

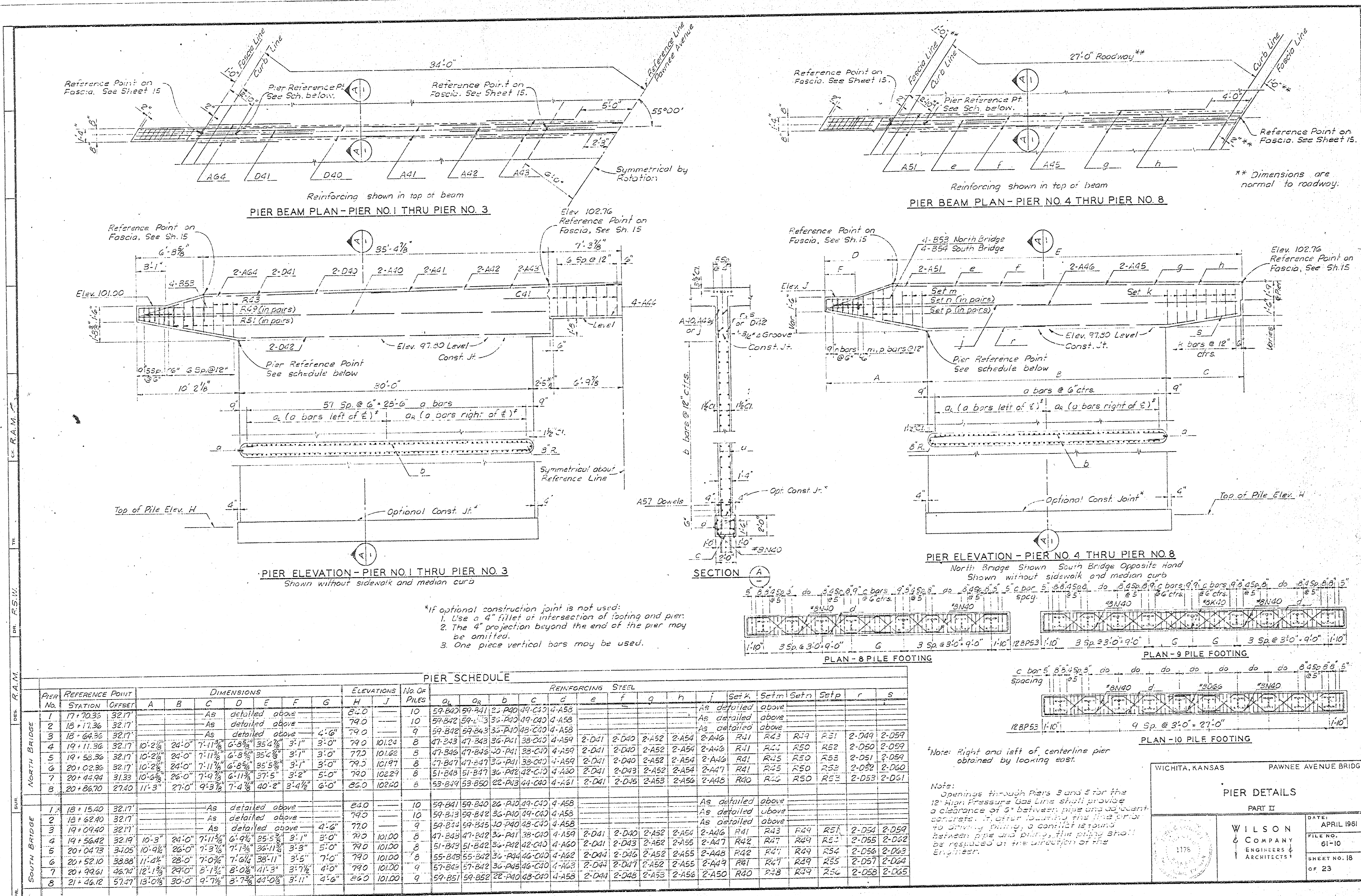
Construction Joints: Construction joints are optional with the Contractor, but if used shall be made only at locations shown.

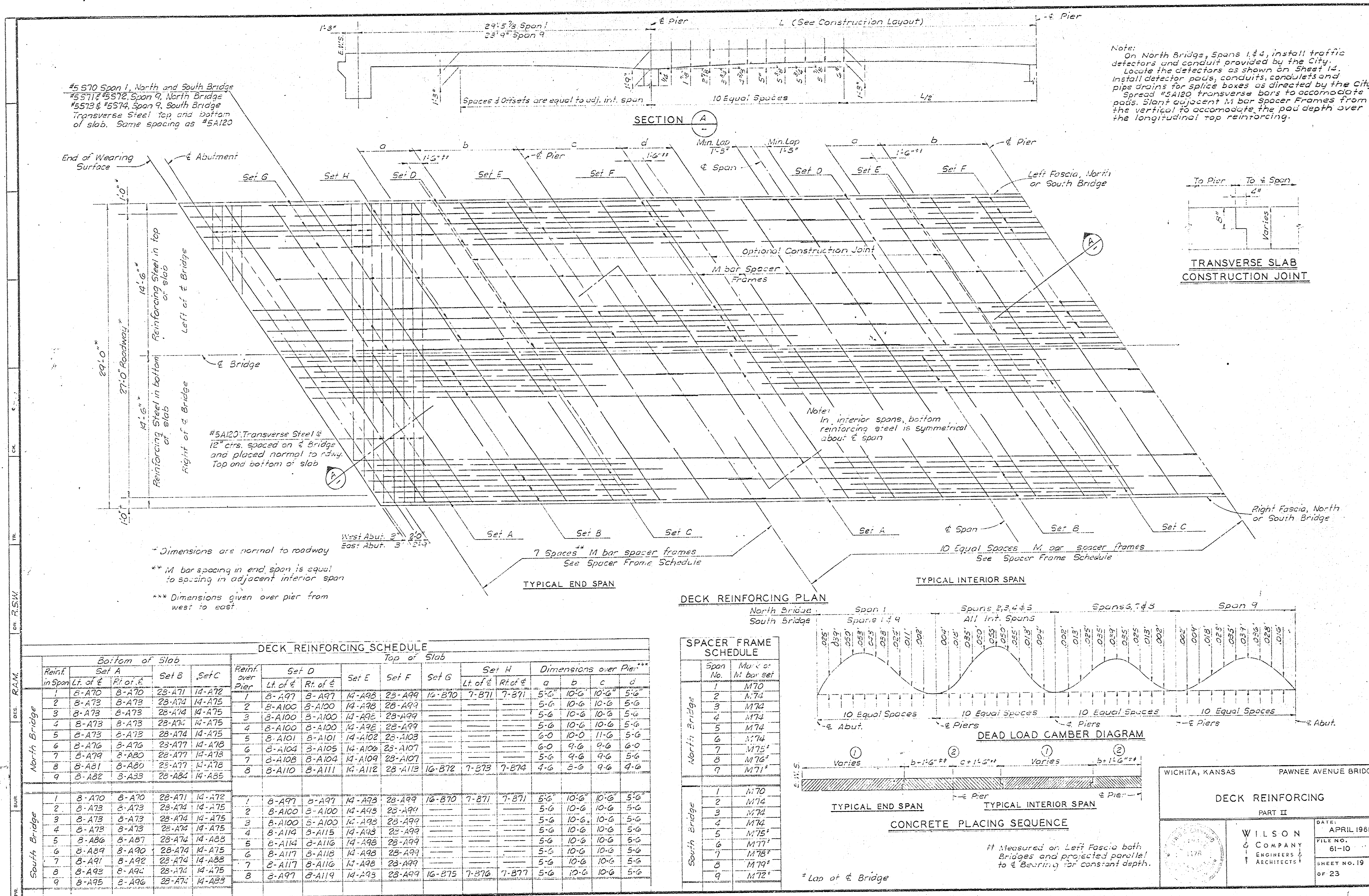
Camber: Camber shall be provided as shown on the Camber Diagram. Additional Camber shall be provided for settlement or deflection of Falsework.

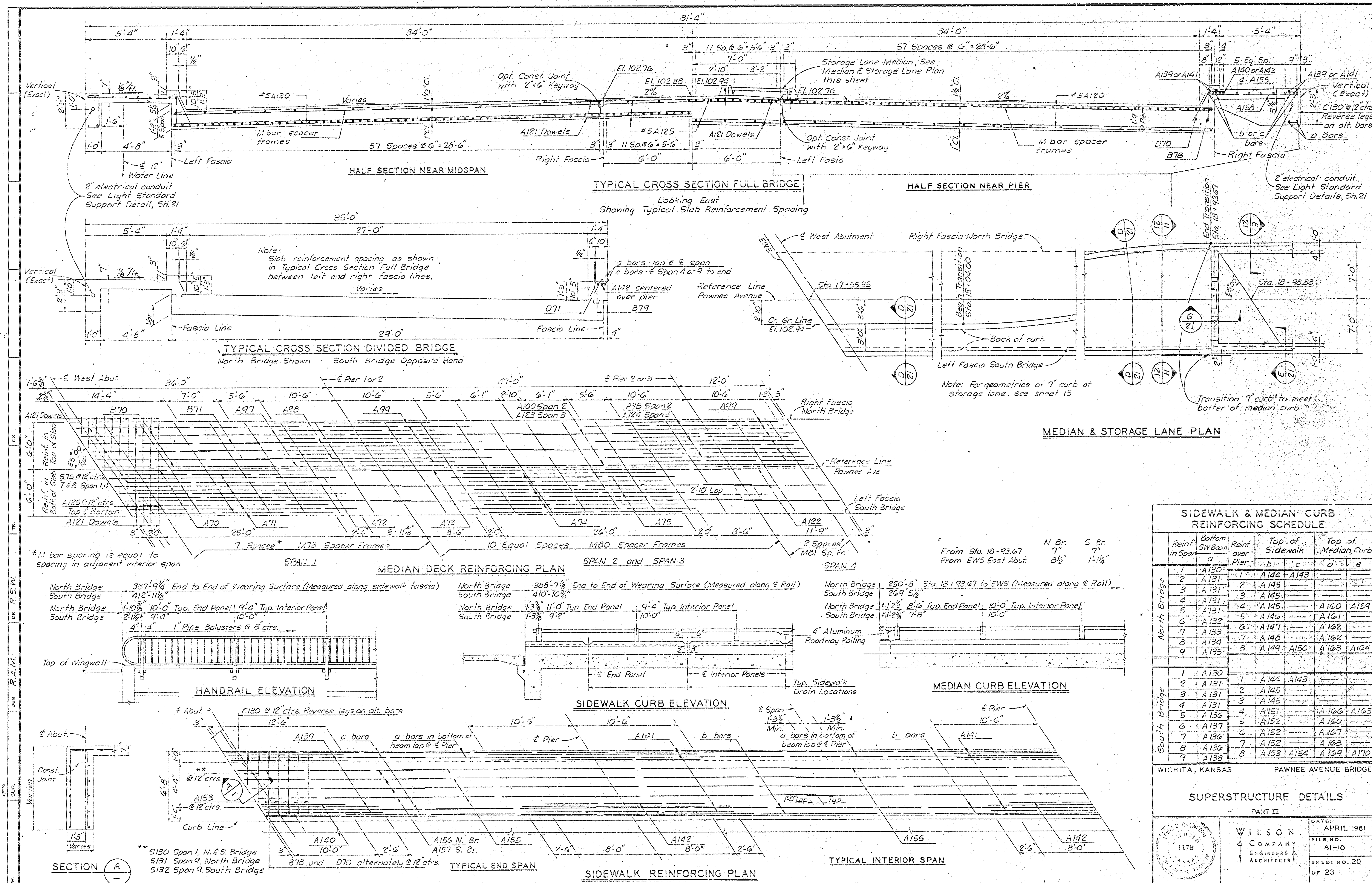
Concrete Placing Sequence: Concrete placing sequence shall be as indicated in the Diagram. Placing may be continuous provided a pour over a pier is made only after adjacent midspan pours or as part of a pour including completion of adjacent midspan pours.

WICHITA, KANSAS		PAWNEE AVENUE BRIDGE	
WEST ABUTMENT DETAILS			
PART II			
	WILSON & COMPANY ENGINEERS & ARCHITECTS	DATE	APRIL 1961
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		SHEET NO. 16	OF 23









SIDEWALK & MEDIAN CURB REINFORCING SCHEDULE									
	Reinf. in Span	Bottom SW Beam	Reinf. over Pier	Top of Sidewalk	Top of Median Curb				
		a	b	c	d	e	f	g	h
North Bridge	1	A130	1	A144	A143				
	2	A131	2	A145					
	3	A131	3	A145					
	4	A131	4	A145					
	5	A131	5	A145	A160	A159			
	6	A132	6	A146		A161			
	7	A133	7	A147		A162			
	8	A134	8	A148		A162			
	9	A135	9	A149	A150	A163	A164		
South Bridge	1	A130	1	A144	A143				
	2	A131	2	A145					
	3	A131	3	A145					
	4	A131	4	A145					
	5	A136	5	A151		A166	A165		
	6	A137	6	A152		A160			
	7	A136	7	A152		A167			
	8	A136	8	A152		A168			
	9	A136	9	A153	A154	A169	A170		

WICHITA, KANSAS PAWNEE AVENUE BRIDGE

SUPERSTRUCTURE DETAILS

PART II

DATE: APRIL 1961

WILSON & COMPANY
ENGINEERS & ARCHITECTS

FILE NO. 61-10

SHEET NO. 20 OF 23

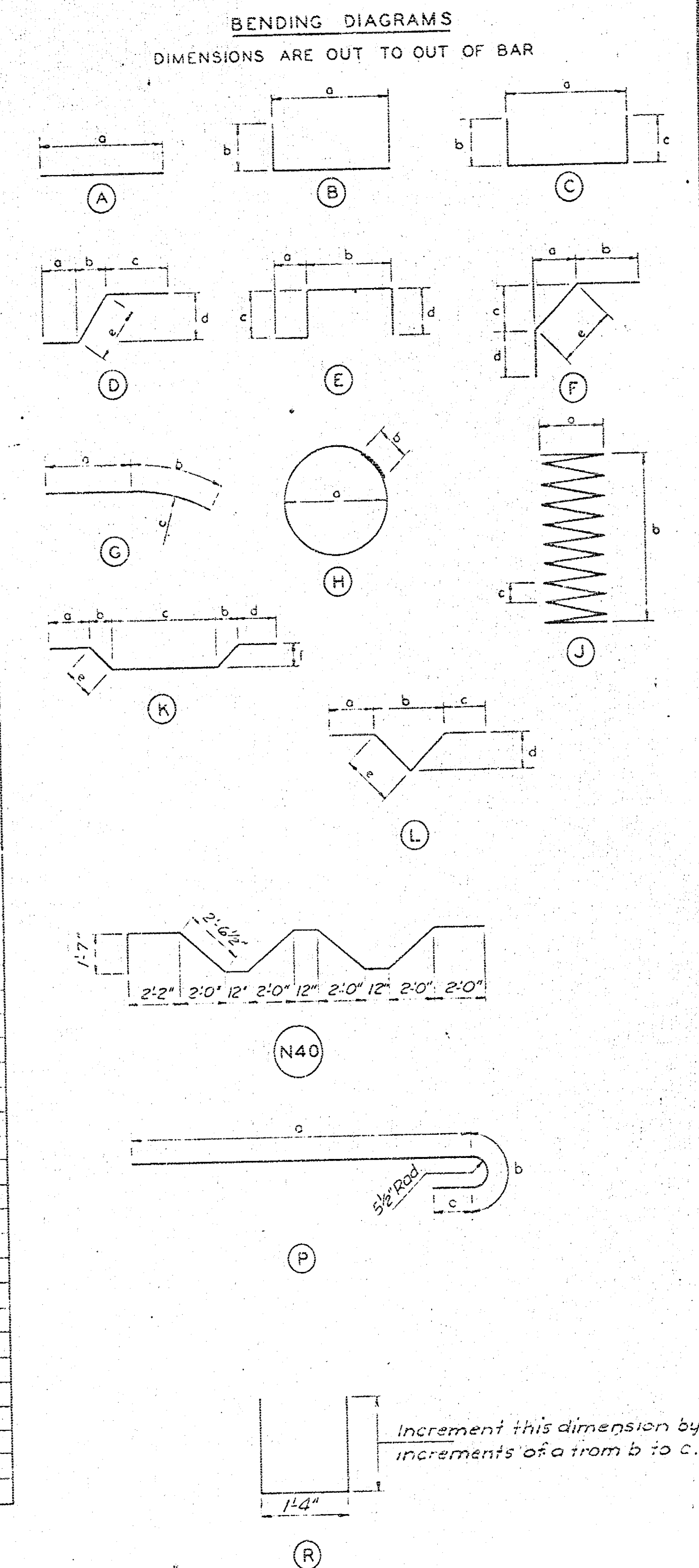
WICHITA, KANSAS		PAWNEE AVENUE BRIDGE	
MISCELLANEOUS DETAILS			
PART II			
	WILSON & COMPANY ENGINEERS & ARCHITECTS		DATE: APRIL 1961 FILE NO. 81-10 SHEET NO. 21 OF 23

LOC. MARK	DIMENSIONS					NO.	SIZE	LENGTH	WT.
	a	b	c	d	e				
A1	37'-6"					16	#8	37'-6"	
A2	37'-6"					12	#8	37'-6"	
A3	37'-6"					2	#8	37'-6"	
A4	14'-5"					8	#8	14'-5"	
A5	14'-5"					6	#8	14'-5"	
A6	14'-5"					1	#8	14'-5"	
A7	14'-5"					10	#7	17'-0"	
A8	6'-3"					8	#8	6'-3"	
A9	6'-3"					3	#8	6'-3"	
A10	6'-3"					4	#8	6'-3"	
A11	2'-0"					20	#8	2'-0"	
A12	4'-6"					20	#8	4'-6"	
A13	5'-0"					37	#8	5'-0"	
A14	10'-0"					3	#8	10'-0"	
A15	22'-7"					0	#8	22'-7"	
A16	22'-0"					0	#8	22'-0"	
A17	22'-7"					0	#8	22'-7"	
A18	4'-6"					0	#8	4'-6"	
A19	4'-6"					0	#8	4'-6"	
A20	25'-3"					5	#8	25'-3"	
A21	11'-7"					5	#8	11'-7"	
A22	15'-0"					5	#8	15'-0"	
A23	9'-9"					28	#8	9'-9"	
A24	5'-9"					5	#8	5'-9"	
A25	17'-6"					5	#8	17'-6"	
A26	21'-7"					9	#8	21'-7"	
A27	21'-7"					8	#8	21'-7"	
A28	9'-0"					0	#8	9'-0"	
A29	21'-5"					0	#8	21'-5"	
A30	5'-3"					0	#8	5'-3"	
A31	5'-3"					2	#8	5'-3"	
A32	8'-9"					0	#8	8'-9"	
A33	21'-0"					6	#8	21'-0"	
A34	6'-0"					10	#8	6'-0"	
B1	21'-9"	0'-5"				176	#4	3'-3"	
B2	5'-0"	1'-0"				30	#4	6'-0"	
B3	6'-3"	1'-0"				10	#4	7'-4"	
C1	5'-0"	5'-10"				262	#4	7'-10"	
C2	2'-2"	3'-3"				74	#4	8'-3"	
D1	0	4'-5"	4'-9"	2'-2"	5'-2"	3	#8	9'-11"	
D2	5'-3"	5'-10"	6'-11"	1'-6"	4'-2"	2	#8	15'-6"	
D3	3'-3"	6'-6"	7'-3"	1'-6"	5'-8"	2	#8	17'-2"	
D4	0	3'-10"	3'-3"	2'-2"	4'-5"	3	#8	19'-9"	
D5	3'-3"	4'-11"	11'-3"	1'-6"	2'-5"	5	#8	18'-11"	
D6	5'-3"	9'-7"	8'-7"	1'-6"	9'-3"	4	#8	21'-6"	
D7	5'-3"	5'-10"	1'-2"	1'-6"	5'-3"	5	#8	9'-8"	
D8	3'-3"	6'-6"	1'-2"	1'-6"	6'-8"	5	#8	11'-7"	

LOC. MARK	DIMENSIONS					NO.	SIZE	LENGTH	WT.
	a	b	c	d	e				
A35	21'-9"					12	#8	21'-9"	
A36	15'-0"					12	#8	15'-0"	
A37	9'-9"					12	#8	9'-9"	
A38	14'-2"					12	#8	14'-2"	
A39	14'-2"					20	#8	14'-2"	
A40	21'-9"					23	#8	21'-9"	
A41	23'-9"					4	#8	23'-9"	
A42	20'-4"					4	#8	20'-4"	
A43	28'-6"					0	#8	28'-6"	
A44	31'-9"					0	#8	31'-9"	
A45	9'-4"					30	#8	9'-4"	
A46	31'-9"					13	#9	31'-9"	
A47	10'-3"					3	#10	10'-3"	
A48	15'-0"					10	#10	15'-0"	
A49	15'-0"					0	#10	15'-0"	
A50	17'-5"					1	#10	17'-5"	
A51	3'-0"					33	#8	3'-0"	
A52	30'-2"					35	#8	30'-2"	
A53	24'-1"					10	#8	24'-1"	
A54	20'-1"					0	#8	20'-1"	
A55	20'-1"					4	#8	20'-1"	
A56	25'-1"					1	#8	25'-1"	
A57	29'-1"					1	#8	29'-1"	
A58	21'-2"					12	#8	21'-2"	
B35	17'-3"	0'-3"				118	#8	17'-3"	
B36	17'-3"	0'-3"				93	#8	17'-3"	
B37	22'-3"	0'-3"				33	#8	22'-3"	
B38	22'-3"	0'-3"				50	#8	22'-3"	
B39	22'-3"	0'-3"				50	#8	22'-3"	
B40	22'-3"	0'-3"				92	#8	22'-3"	
B41	22'-3"	0'-3"				103	#8	22'-3"	
B42	22'-3"	0'-3"				51	#8	22'-3"	
B43	17'-3"	0'-3"				53	#8	17'-3"	
B44	16'-0"	0'-6"				55	#8	16'-0"	
B45	15'-5"	0'-3"				54	#8	15'-5"	
B46	15'-5"	0'-6"				59	#8	15'-5"	
B47	15'-5"	0'-3"				50	#8	15'-5"	
B48	2'-0"	1'-3"				20	#9	2'-0"	
C40	1'-3"	1'-3"	1'-3"			712	#4	5'-0"	
C41	1'-4"	2'-3"	2'-4"			40	#4	6'-5"	
D40	13'-3"	0'-1"	0	2'-2"	3'-11"	20	#10	25'-3"	
D41	7'-9"	0'-1"	0	2'-2"	5'-11"	20	#10	13'-2"	
D42	32'-3"	10'-0"	0	1'-4"	13'-2"	12	#8	45'-8"	
D43	33'-3"	4'-0"	0	2'-3"	7'-2"	4	#11	20'-0"	
D44	25'-0"	7'-3"	0	2'-2"	7'-3"	5	#10	30'-7"	
D45	21'-9"	7'-1"	0	2'-2"	7'-3"	2	#11	23'-5"	
D46	21'-9"	7'-10"	0	2'-2"	8'-1"	2	#11	32'-2"	
D47	13'-0"	3'-2"	0	2'-3"	8'-7"	2	#11	35'-3"	

Letter prefix of bar mark denotes shape - See Bending Diagram

LOC. MARK	DIMENSIONS					NO.	SIZE	LENGTH	WT.
	a	b	c	d	e				
D49	13'-9"	13'-0"	0	1'-11"	10'-2"	2	#8	23'-11"	
D50	13'-9"	13'-0"	0	2'-4"	10'-3"	2	#8	23'-0"	
D51	13'-9"	13'-0"	0	2'-3"	10'-3"	2	#8	23'-1"	
D52	13'-9"	10'-4"	0	3'-0"	10'-9"	2	#8	24'-6"	
D53	13'-9"	11'-1"	0	3'-2"	11'-5"	2	#8	25'-9"	
D54	13'-9"	10'-1"	0	7'-5"	13'-2"	2	#8	22'-11"	
D55	13'-9"	10'-1"	0	7'-5"	13'-2"	2	#8	24'-5"	
D56	13'-9"	11'-2"	0	7'-3"	11'-3"	2	#8	26'-0"	
D57	13'-9"	11'-2"	0	1'-9"	12'-0"	2	#8	27'-3"	
D58	13'-9"	12'-10"	0	1'-5"	12'-11"	2	#8	25'-3"	
D59	13'-9"	12'-10"	0	1'-8"	7'-8"	3	#8	20'-3"	
D60	13'-9"	7'-4"	0	1'-3"	7'-3"	2	#8	21'-7"	
D61	13'-9"	8'-10"	0	1'-3"	9'-0"	2	#8	23'-7"	
D62	13'-9"	8'-10"	0	1'-3"	7'-1"	2	#8	27'-1"	
D63	13'-9"	8'-11"	0	1'-3"	6'-9"	2	#8	21'-10"	
D64	13'-9"	7'-8"	0	1'-3"	7'-10"	2	#8	23'-5"	
D65	13'-9"	9'-11"	0	1'-3"	9'-3"	2	#8	25'-5"	
D66	2'-0"	2'-0"	2'-0"	1'-7"	2'-7"	3	#8	21'-7"	
E40	2'-0"	2'-0"	1'-0"	0'-0"	2'-0"	3	#8	10'-1"	
F40	See Detail					64	#8	12'-11"	
G40	23'-10"	1'-5"	1'-0"			222	#4	31'-3"	
G41	23'-10"	1'-5"	1'-0"			113	#4	25'-9"	
G42	23'-10"	1'-5"	1'-0"			72	#4	27'-3"	
G43	23'-10"	1'-5"	1'-0"			22	#4	23'-3"	
G44	23'-10"	1'-5"	1'-0"			30	#4	24'-5"	
G45	23'-10"	1'-5"	1'-0"			56	#4	30'-3"	
H40	0'-2"	2'-8"	4'-1"			25Set	#4		
H41	0'-3"	2'-8"	4'-5"			25Set	#4		
H42	0'-3"	2'-8"	4'-5"			25Set	#4		
H43	0'-2"	3'-3"	3'-7"			25Set	#4		
H44	0'-2"	3'-3"	3'-7"			25Set	#4		
H45	0'-3"	1'-0"	1'-6"			25Set	#4		
H46	0'-3"	2'-0"	2'-9"			25Set	#4		
H47	0'-2"	3'-1"	3'-7"			25Set	#4		
H48	0'-11"	3'-0"	3'-6"			25Set	#4		
H49	0'-10"	1'-2"	1'-5"			25Set	#4		
H50	0'-11"	1'-0"	1'-7"			25Set	#4		
H51	0'-12"	1'-7"	2'-1"			25Set	#4		
H52	0'-3"	1'-7"	2'-6"			25Set	#4		
H53	0'-3"	1'-9"	2'-5"			25Set	#4		
H54	0'-3"	1'-3"	2'-3"			25Set	#4		
H55	0'-2"	1'-5"	2'-3"			25Set	#4		
H56	0'-2"	1'-5"	2'-1"			25Set	#4		



* See Note in regard to optional Construction Joint in Pier on Sheet No. 18.

NOTE:
The information given on this sheet is for clarification only and in no way relieves the Contractor of full responsibility for providing the reinforcing shown on the detailed drawings.

WICHITA, KANSAS PAWNEE AVENUE BRIDGE

REINFORCING DETAILS

PART II

WILSON & COMPANY
ENGINEERS & ARCHITECTS

DATE: APRIL 1961
FILE NO: 61-10
SHEET NO. 22
OF 23

Letter prefix of bar mark denotes
shop. - See Bending Diagram

LOC MARK	DIMENSIONS							NO.	SIZE	LENGTH	WT.
	a	b	c	d	e	f	g				
A70	33.5"							38	#7	20'-11"	
A71	25'-0"							24	#7	27'-11"	
A72	33.5"							15	#7	20'-5"	
A73	33.5"							7	#7	27'-4"	
A74	25'-0"							7	#7	23'-4"	
A75	33.5"							16	#7	27'-7"	
A76	25'-0"							7	#7	23'-4"	
A77	33.5"							39	#7	27'-4"	
A78	25'-0"							23	#7	27'-4"	
A79	33.5"										
A80	25'-0"										
A81	33.5"										
A82	25'-0"										
A83	33.5"										
A84	25'-0"										
A85	33.5"										
A86	25'-0"										
A87	33.5"										
A88	25'-0"										
A89	33.5"										
A90	25'-0"										
A91	33.5"										
A92	25'-0"										
A93	33.5"										
A94	25'-0"										
A95	33.5"										
A96	25'-0"										
A97	33.5"										
A98	25'-0"										
A99	33.5"										
A100	25'-0"										
A101	33.5"										
A102	25'-0"										
A103	33.5"										
A104	25'-0"										
A105	33.5"										
A106	25'-0"										
A107	33.5"										
A108	25'-0"										
A109	33.5"										
A110	25'-0"										
A111	33.5"										
A112	25'-0"										
A113	33.5"										
A114	25'-0"										
A115	33.5"										
A116	25'-0"										
A117	33.5"										
A118	25'-0"										
A119	33.5"										
A120	25'-0"										
A121	33.5"										
A122	25'-0"										
A123	33.5"										
A124	25'-0"										
A125	33.5"										
A126	25'-0"										

LOC	MARK	DIMENSIONS							NO.	SIZE	LENGTH	WT
		a	b	c	d	e	f	g				
DECA REINFORCING	S70	15'-11"	0'-0"						38	#7	20'-11"	
	S71	25'-11"	0'-0"						24	#7	27'-11"	
	S72	15'-5"	0'-0"						15	#7	20'-5"	
	S73	25'-5"	0'-0"						7	#7	27'-5"	
	S74	20'-11"	0'-0"						7	#7	23'-4"	
	S75	17'-7"	0'-0"						16	#7	21'-7"	
	S76	25'-7"	0'-0"						1	#7	28'-7"	
	S77	25'-5"	0'-0"						7	#7	29'-4"	
	S78	17'-10"	0'-0"						39	#7	27'-3"	
	S79	23'-3"	0'-7"						23	#7	27'-10"	
	S70	0'-3"	0'-11"	0	1'-7"	1'-10"			309	#4	24'-6"	
	D71	2'-5"	1'-2"	0	2'-0"	2'-4"			255	#4	27'-0"	
	A170	35'-0"	1'-0"	15	1'-5"				20sets	#7		
	A171	21'-9"	3'-0"	4	1'-9"				15set	#7		
	A172	23'-0"	3'-0"	10	1'-0"				15set	#7		
	A173	14'-1"	1'-2"	3	1'-2"				15set	#7		
	A174	55'-0"	1'-0"	15	1'-5"				35set	#4		
	A175	12'-0"	1'-10"	8	1'-2"				12sets	#4		
	A176	30'-1"	1'-3"	4	1'-0"				15set	#4		
A177	19'-5"	0'-0"	0	1'-0"				15set	#4			
A178	20'-11"	1'-0"	9	1'-5"				15set	#3			
A179	22'-4"	1'-5"	7	1'-2"				15set	#4			
A180	17'-0"	1'-1"	6	1'-2"				15set	#4			
A181	17'-11"	1'-2"	6	1'-2"				15set	#4			
S70	1'-5"	1'-2"	67'-11"					15set	#5			
S71	0'-11"	3'-0"	20'-0"					20sets	#5			
S72	1'-0"	2'-0"	20'-10"					22sets	#5			
S73	3'-9"	3'-0"	17'-0"					28sets	#5			
S74	0'-10"	1'-10"	27'-0"					2sets	#5			
S75	1'-5"	3'-0"	10'-11"					3sets	#5			
A130	39'-5"							1	#10	33'-8"		
A131	49'-7"							12	#10	49'-7"		
A132	46'-7"							2	#10	42'-7"		
A133	65'-11"							2	#10	25'-11"		
A134	44'-0"							2	#10	23'-11"		
A135	35'-11"							2	#10	26'-4"		
A136	51'-3"							6	#10	51'-3"		
A137	50'-7"							2	#10	50'-7"		
A138	61'-0"							2	#10	41'-9"		
A139	12'-6"							16	#10	12'-6"		
A140	10'-0"							1	#10	10'-0"		
A141	31'-0"							64	#10	21'-0"		
A142	15'-0"							26	#10	15'-0"		
A143	20'-7"							8	#10	20'-7"		
A144	24'-11"							3	#10	24'-11"		
A145	43'-7"							20	#10	23'-11"		
A146	23'-11"							4	#10	23'-11"		