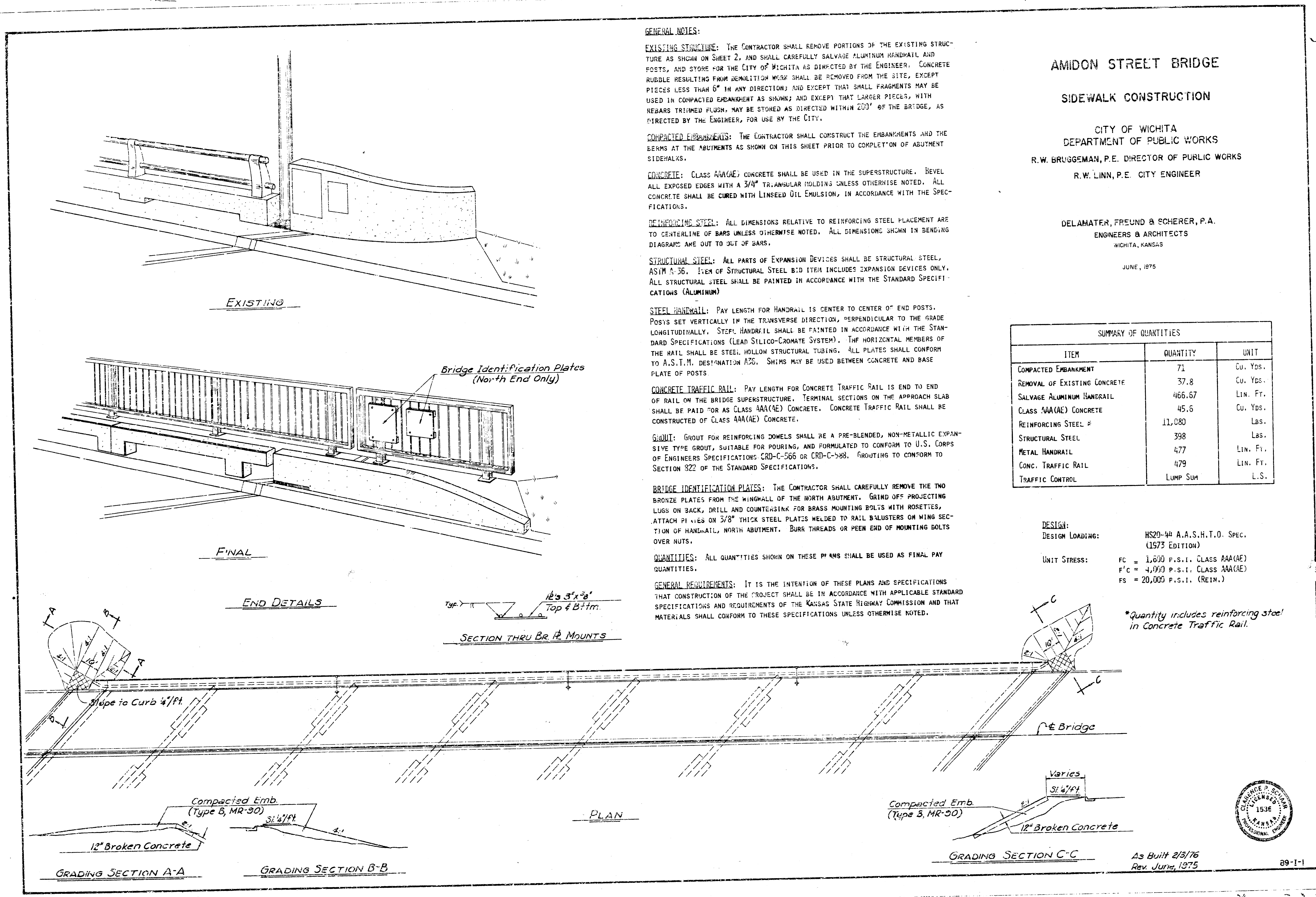




GENERAL NOTES:

EXISTING STRUCTURE: THE CONTRACTOR SHALL REMOVE PORTIONS OF THE EXISTING STRUCTURE AS SHOWN ON SHEET 2, AND SHALL CAREFULLY SALVAGE ALUMINUM HANDRAIL AND POSTS, AND STORE FOR THE CITY OF WICHITA AS DIRECTED BY THE ENGINEER. CONCRETE RUBBLE RESULTING FROM DEMOLITION WORK SHALL BE REMOVED FROM THE SITE, EXCEPT PIECES LESS THAN 6" IN ANY DIRECTION; AND EXCEPT THAT SMALL FRAGMENTS MAY BE USED IN COMPACTED EMBANKMENT AS SHOWN; AND EXCEPT THAT LARGER PIECES, WITH REBARS TRIMMED FLUSH, MAY BE STORED AS DIRECTED WITHIN 200' OF THE BRIDGE, AS DIRECTED BY THE ENGINEER, FOR USE BY THE CITY.

COMPACTED EMBANKMENTS: THE CONTRACTOR SHALL CONSTRUCT THE EMBANKMENTS AND THE BERMS AT THE ABUTMENTS AS SHOWN ON THIS SHEET PRIOR TO COMPLETION OF ADJUTMENT SIDEWALKS.

CONCRETE: CLASS AAA(AE) CONCRETE SHALL BE USED IN THE SUPERSTRUCTURE. BEVEL ALL EXPOSED EDGES WITH A 3/4" TRIANGULAR HOLDING UNLESS OTHERWISE NOTED. ALL CONCRETE SHALL BE CURED WITH LINSEED OIL EMULSION, IN ACCORDANCE WITH THE SPECIFICATIONS.

REINFORCING STEEL: ALL DIMENSIONS RELATIVE TO REINFORCING STEEL PLACEMENT ARE TO CENTERLINE OF BARS UNLESS OTHERWISE NOTED. ALL DIMENSIONS SHOWN IN BENDING DIAGRAM ARE OUT TO JET OF BARS.

STRUCTURAL STEEL: ALL PARTS OF EXPANSION DEVICES SHALL BE STRUCTURAL STEEL, ASTM A 36. ITEM OF STRUCTURAL STEEL BID ITEM INCLUDES EXPANSION DEVICES ONLY. ALL STRUCTURAL STEEL SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS (ALUMINUM).

STEEL HANDRAIL: PAY LENGTH FOR HANDRAIL IS CENTER TO CENTER OF END POSTS. POSTS SET VERTICALLY IN THE TRANSVERSE DIRECTION, PERPENDICULAR TO THE GRADE LONGITUDINALLY. STEEL HANDRAIL SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS (LEAD SILICO-CAOMATE SYSTEM). THE HORIZONTAL MEMBERS OF THE RAIL SHALL BE STEEL HOLLOW STRUCTURAL TUBING. ALL PLATES SHALL CONFORM TO A.S.T.M. DESIGNATION A36. SHIMS MAY BE USED BETWEEN CONCRETE AND BASE PLATE OF POSTS.

CONCRETE TRAFFIC RAIL: PAY LENGTH FOR CONCRETE TRAFFIC RAIL IS END TO END OF RAIL ON THE BRIDGE SUPERSTRUCTURE. TERMINAL SECTIONS ON THE APPROACH SLAB SHALL BE PAID FOR AS CLASS AAA(AE) CONCRETE. CONCRETE TRAFFIC RAIL SHALL BE CONSTRUCTED OF CLASS AAA(AE) CONCRETE.

GROUT: GROUT FOR REINFORCING DOWELS SHALL BE A PRE-BLENDED, NON-METALLIC EXPANSIVE TYPE GROUT, SUITABLE FOR POURING, AND FORMULATED TO CONFORM TO U.S. CORPS OF ENGINEERS SPECIFICATIONS CRD-C-566 OR CRD-C-588. GROUTING TO CONFORM TO SECTION 922 OF THE STANDARD SPECIFICATIONS.

BRIDGE IDENTIFICATION PLATES: THE CONTRACTOR SHALL CAREFULLY REMOVE THE TWO BRONZE PLATES FROM THE WINGWALL OF THE NORTH ABUTMENT. GRIND OFF PROJECTING LUGS ON BACK, DRILL AND COUNTERSINK FOR BRASS MOUNTING BOLTS WITH ROSETTES, ATTACH PLATES ON 3/8" THICK STEEL PLATES WELDED TO RAIL BALUSTERS ON WING SECTION OF HANDRAIL, NORTH ABUTMENT. BURR THREADS OR PEEN END OF MOUNTING BOLTS OVER NUTS.

QUANTITIES: ALL QUANTITIES SHOWN ON THESE PLANS SHALL BE USED AS FINAL PAY QUANTITIES.

GENERAL REQUIREMENTS: IT IS THE INTENTION OF THESE PLANS AND SPECIFICATIONS THAT CONSTRUCTION OF THE PROJECT SHALL BE IN ACCORDANCE WITH APPLICABLE STANDARD SPECIFICATIONS AND REQUIREMENTS OF THE KANSAS STATE HIGHWAY COMMISSION AND THAT MATERIALS SHALL CONFORM TO THESE SPECIFICATIONS UNLESS OTHERWISE NOTED.

AMIDON STREET BRIDGE

SIDEWALK CONSTRUCTION

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

JUNE, 1975

SUMMARY OF QUANTITIES		
ITEM	QUANTITY	UNIT
COMPACTED EMBANKMENT	71	Cu. Yds.
REMOVAL OF EXISTING CONCRETE	37.8	Cu. Yds.
SALVAGE ALUMINUM HANDRAIL	466.67	Lin. Ft.
CLASS AAA(AE) CONCRETE	45.5	Cu. Yds.
REINFORCING STEEL #	11,080	Lbs.
STRUCTURAL STEEL	398	Lbs.
METAL HANDRAIL	477	Lin. Ft.
CONC. TRAFFIC RAIL	479	Lin. Ft.
TRAFFIC CONTROL	LUMP SUM	L.S.

DESIGN: HS20-44 A.A.S.H.T.O. SPEC. (1973 EDITION)
DESIGN LOADING:
UNIT STRESS: FC = 1,600 P.S.I., CLASS AAA(AE)
F'C = 4,000 P.S.I., CLASS AAA(AE)
FS = 20,000 P.S.I. (REIN.)

*Quantity includes reinforcing steel in Concrete Traffic Rail.



As Built 2/3/76
Rev. June, 1975

