

- INDEX OF SHEETS**
1. Title Sheet
 2. Profile Elevation and Deck Plan
 3. North Deck Plan and Miscellaneous Details
 4. South Deck Plan and Cross Section
 5. Traffic Control Plan

STATE OF KANSAS

DEPARTMENT OF TRANSPORTATION

SEDGWICK COUNTY

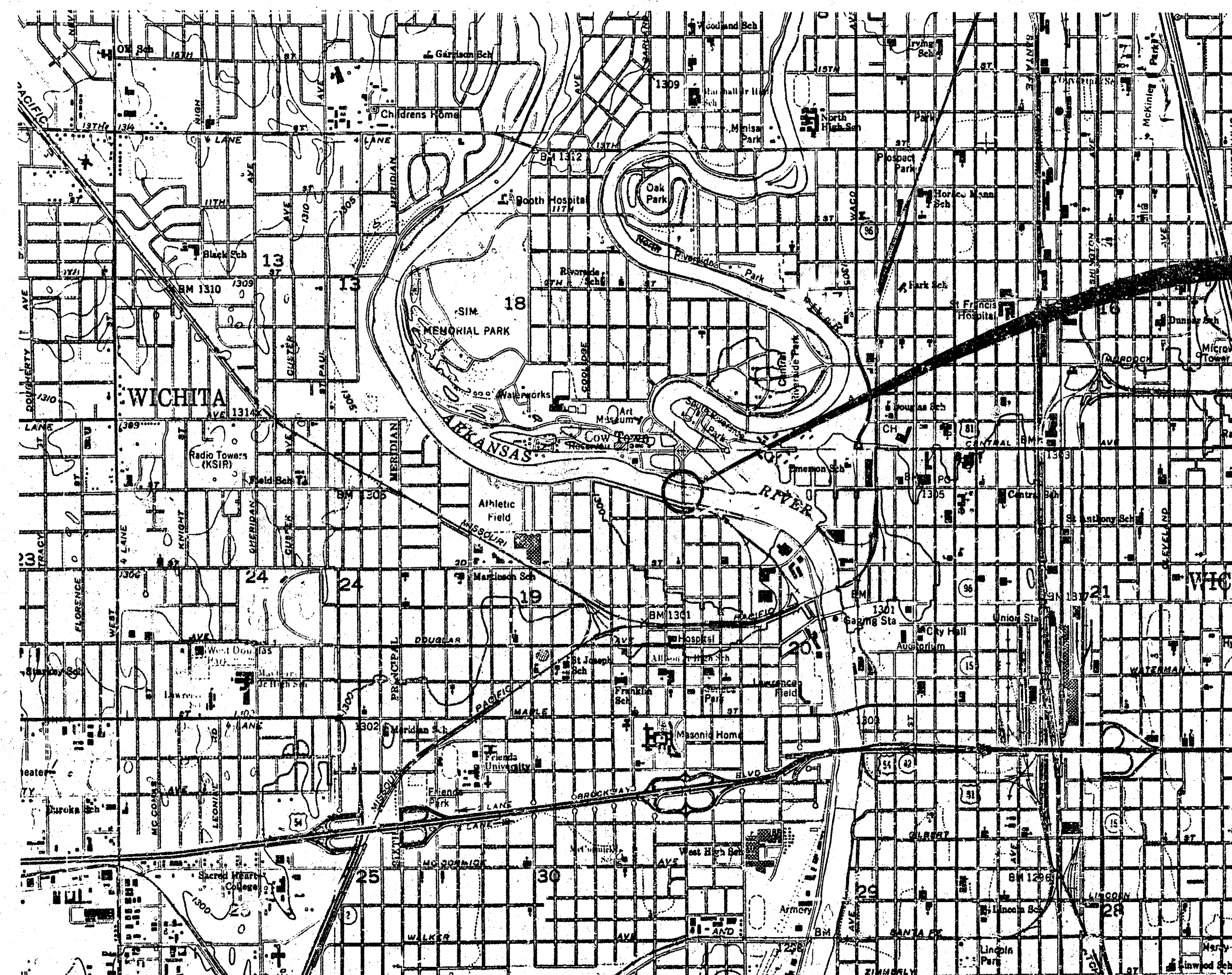
PLAN AND PROFILE OF PROPOSED

SENECA STREET BRIDGE REHABILITATION

FEDERAL AID PROJECT
BHM 6325 (002)
WICHITA, KANSAS

F.H.W.A. REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	67-4-0851-01	1984	1	5

DESIGN DESIGNATION



CONVENTIONAL SIGNS

COUNTY LINE	RETAINING WALL
CORPORATE LIMITS	BASE OR SURVEY LINE
STATE OR NATIONAL LINE	LEVEE
TOWNSHIP LINE	CULVERTS
SECTION LINE	DROP INLETS
GRANT LINE	ACCESS CONTROL
FENCE LINE	POWER LINE
GUARD FENCE	TELEPHONE OR TELEGRAPH LINE
UNFENCED PROPERTY	MARSH
RIGHT OF WAY LINE	HEDGE
TRAVELLED WAY	TREES
RAILROADS	GRADE ELEVATION

GROSS LENGTH OF PROJECT FT.

EXCEPTIONS

ADDITIONS

NET LENGTH OF PROJECT FT. MILES
NET LENGTH OF BRIDGES FT. MILES
NET LENGTH OF ROAD FT. MILES

PLANS PREPARED BY
WILSON & COMPANY
ENGINEERS
ARCHITECTS
SALINA - KANSAS

RECOM. FOR APPROVAL - DATE

ENGINEER OF DESIGN

APPROVED - DATE

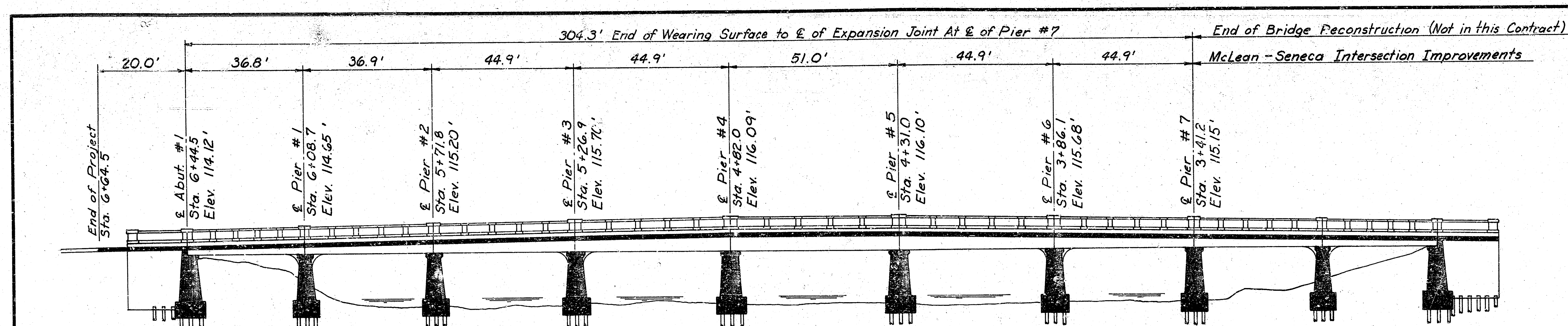
STATE TRANSPORTATION ENGINEER
KANSAS DEPARTMENT OF TRANSPORTATION

RECOM. FOR APPROVAL - DATE

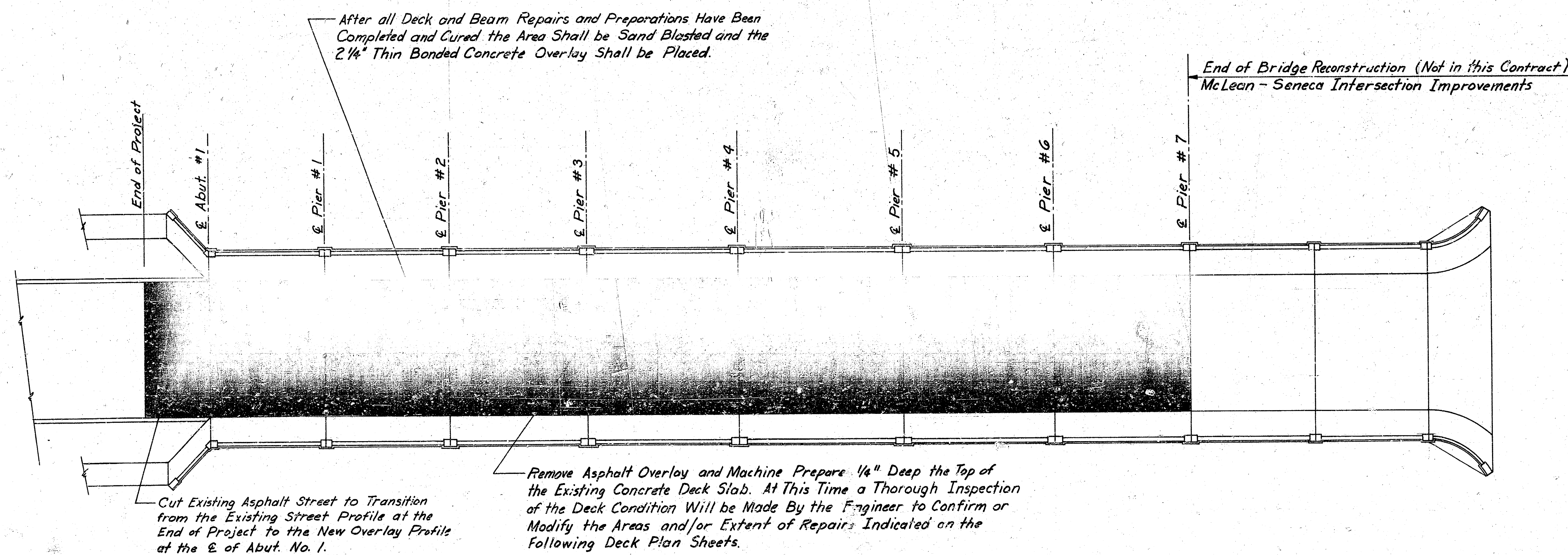
ENGINEER
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

APPROVED - DATE

DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION



ELEVATION
Profile Grade @ E of Roadway
No Scale



DECK PLAN
No Scale

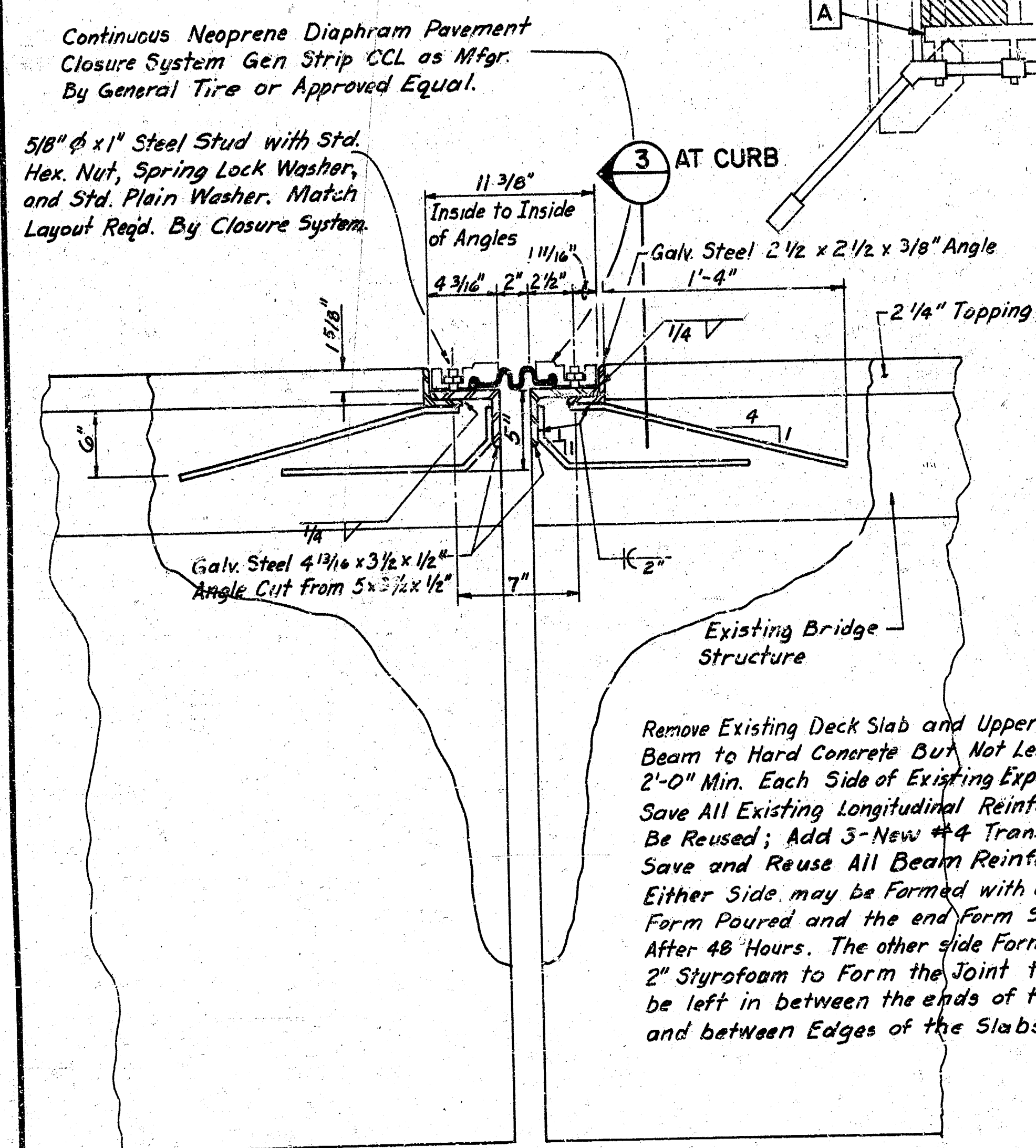
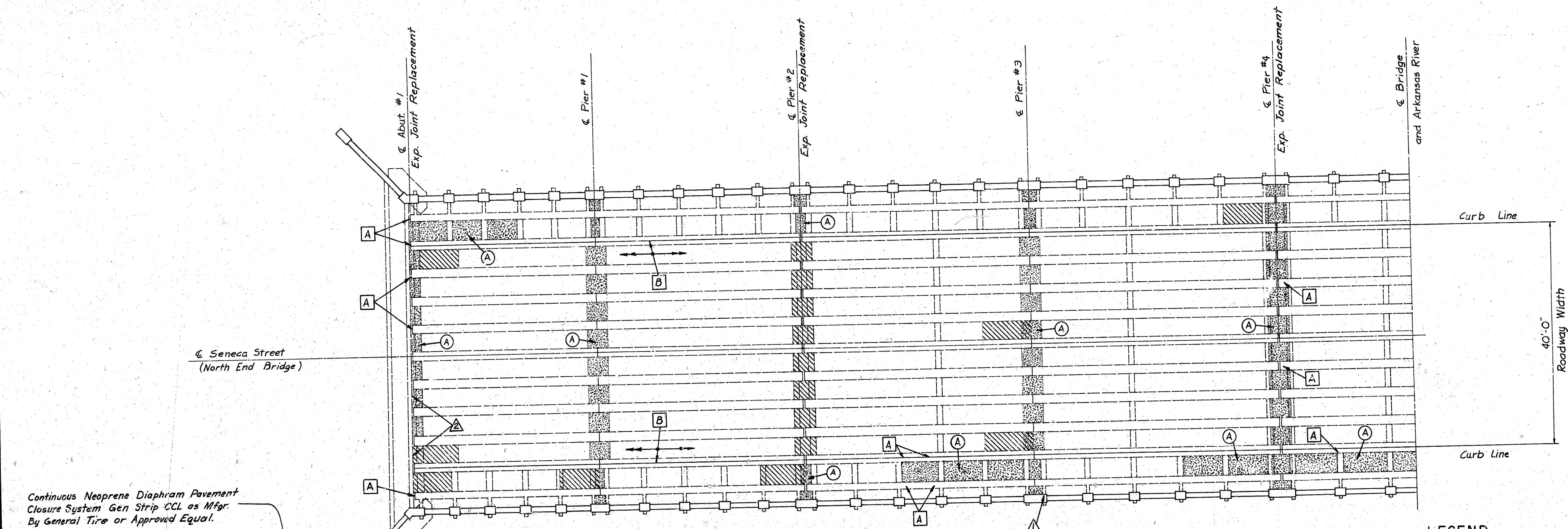
F.H.W.A. REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-U-0857-01	1984	2	5

GENERAL NOTES

- DESIGN LOADING HS20-44 AASHTO SPECS. 1980 EDITION DESIGN DEAD LOAD INCLUDES 25 PSF FOR FUTURE WEARING SURFACE.
- UNIT STRESSES:
CONCRETE: $f'_c = 4,000$ PSI CLASS AAA(AE)
REINF. STEEL: (GR. 60): $f_y = 60,000$ PSI
- CONSTRUCTION JOINTS: CONSTRUCTION JOINTS SHALL BE MADE ONLY AT PLACES SHOWN OR AT LOCATIONS APPROVED BY THE ENGINEER. JOINTS OF CONCRETE STRUCTURES SHALL BE CONSTRUCTED WITH A ROUGHENED SURFACE, UNLESS SPECIFIED OTHERWISE.
- ALL CONCRETE SHALL BE CLASS AAA(AE). BEVEL ALL EXPOSED EDGES WITH 3/4" TRIANGULAR MOULDING. UNLESS OTHERWISE NOTED.
- REMOVAL OF FALSEWORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE FALSEWORK SHALL REMAIN IN PLACE FOR 15 DAYS OR UNTIL THE CONCRETE HAS ATTAINED 75% OF ITS DESIGN STRENGTH.
- REINFORCING STEEL: BAR BENDING AND DIMENSIONS SHALL BE AS SHOWN ON THE REINFORCEMENT DETAILS SHEETS. ALL PLACEMENT DIMENSIONS SHOWN IN THE PLANS REFER TO CENTER-LINE OF BARS, UNLESS SHOWN OTHERWISE.
- THE CONTRACTOR SHALL REMOVE THE EXISTING STRUCTURE AS DETAILED ON PLANS TO THE EXTENT AND LOCATIONS ADJUSTED BY THE FIELD INSPECTION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION, KANSAS DEPARTMENT OF TRANSPORTATION, 1980 EDITION. ALL REMOVED MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR AS APPROVED BY THE ENGINEER.

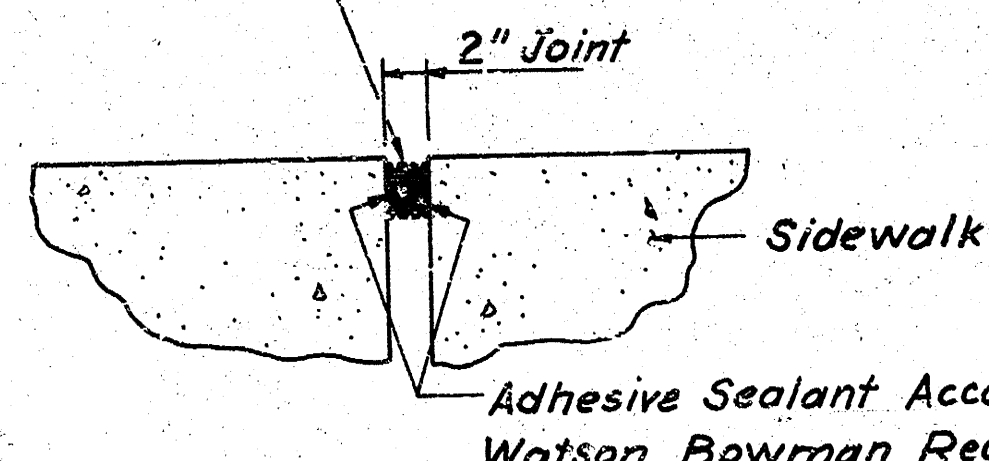
3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION SEDGWICK COUNTY CITY OF WICHITA PROFILE ELEVATION AND DECK PLAN WILSON & COMPANY ENGINEERS & ARCHITECTS SALINA, KANSAS					
DESIGNED	TRACED	CHECKED			

KHWA REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-11-0851-01	1984	3	5



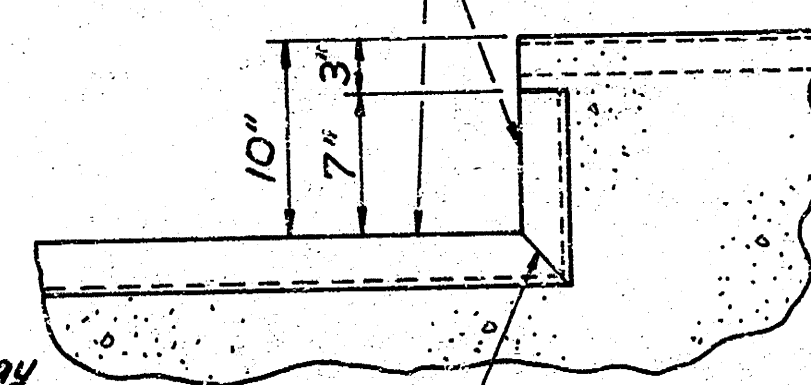
Remove Existing Expansion Joint Angle and Anchors. Chip and Sand Blast all Deteriorated Concrete on both sides of Joint. If the Repairs did not take out a Large Section of the Sidewalk Slab, Repair with Low-Mod Gel and Sand. If Repairs Remove Large Sections of Sidewalk Slab, Reform and Pour Section to Provide a 2" Joint. Reuse or Replace All Reinforcing Steel Encountered.

Watson Bowman WE-250 Compressible Seal or Equal in Sidewalk (Recess Slightly According to Mfr. Recommendations)



SIDEWALK EXPANSION JOINT (2)
Not to Scale

Use a Continuous Elastometric Curb and Gutter Unit at Each Side



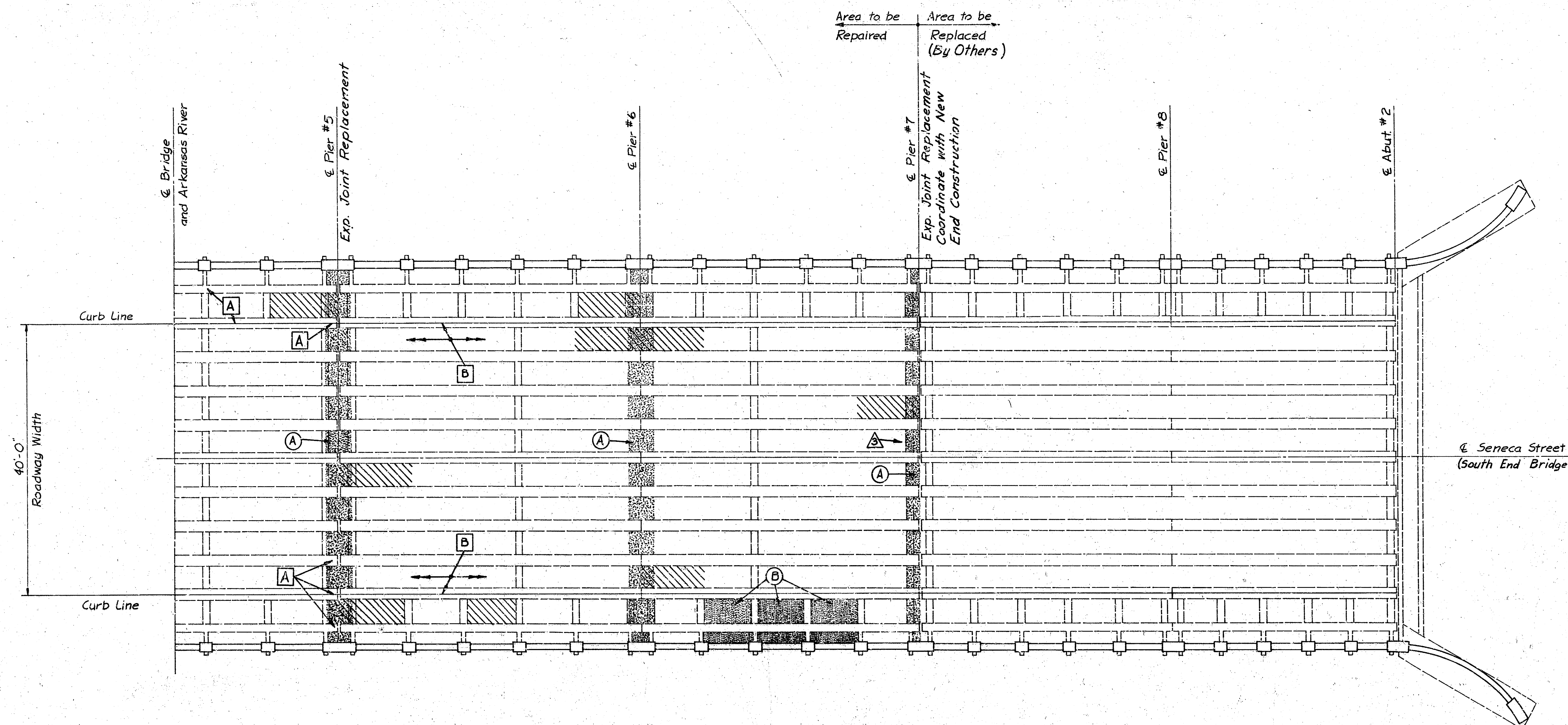
Embedded Angle Device May be butted at & of Bridge Without Welding

EXPANSION JOINT AT CURB (3)
Not to Scale

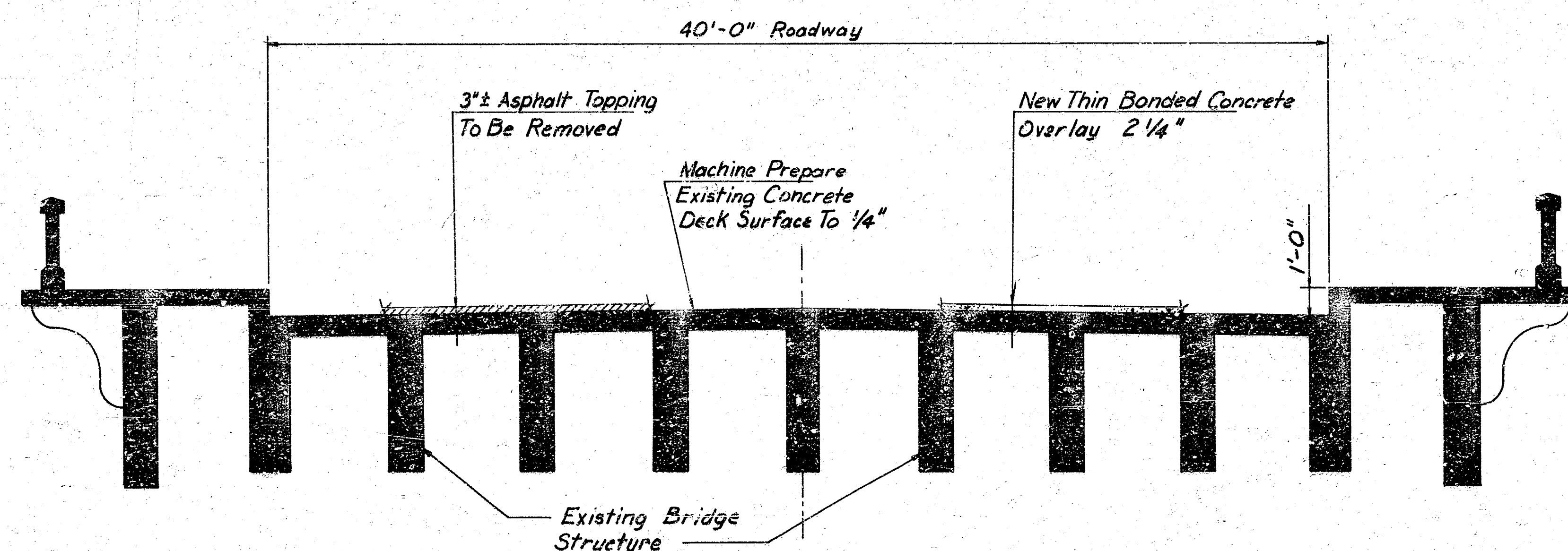
SYMBOL	DESCRIPTION
(A)	POROUS CONCRETE - BOTTOM OF DECK SLAB. CHIP ALL LOOSE CONCRETE OUT. SAND BLAST TO CLEAN AND REMOVE ALL LOOSE CONCRETE. REPAIR WITH LOW-MOD GEL AND SAND.
(B)	SPALLED CONCRETE WITH EXPOSED REBAR IN BOTTOM OF DECK SLAB. CHIP OUT ALL LOOSE CONCRETE. SAND BLAST TO CLEAN REBAR AND TO REMOVE ANY LOOSE SURFACE CONCRETE. IF THE DETERIORATION GOES THRU THE SLAB-FORM BOTTOM REPAIR THE DAMAGED AREA. IF THE DETERIORATION DOES NOT GO THRU THE SLAB REPAIR WITH LOW-MOD GEL AND SAND.
(C)	POROUS CONCRETE - TOP OF SIDEWALK SAND BLAST TO HARD CONCRETE AND REPAIR WITH SAND-CEMENT SURPLY.
(D)	HORIZONTAL CRACKING WITH SPALLED CONCRETE AND EXPOSED REINFORCEMENT IN THE BOTTOM OF THE GIRDERS. CHIP OUT ALL LOOSE CONCRETE, - SAND BLAST TO HARD CONCRETE AND CLEAN THE REINFORCING AND REPAIR WITH LOW-MOD GEL AND SAND.
(E)	HORIZONTAL CRACK WITH SPALLED CONCRETE IN THE CURB AREA. CHIP OUT ALL LOOSE OR LOOSE CONCRETE AND REPAIR WITH LOW-MOD GEL AND SAND. REPAIR CRACKS WITH PRESSURE-INJECTED EPOXY.
(F)	VERTICAL CRACKS IN RAIL POST AND GIRDER - HORIZONTAL AND VERTICAL CRACKS IN PIERS AND ABUTMENT. REPAIR WITH PRESSURE-INJECTED EPOXY.

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION SEDGWICK COUNTY CITY OF WICHITA NORTH DECK PLAN AND MISCELLANEOUS DETAILS WILSON & COMPANY ENGINEERS & ARCHITECTS WICHITA, KANSAS					
DESIGNED	TRACED	CHECKED			

F H W A REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-11-0851-01	1984	4	5



SOUTH DECK PLAN
1" = 10'-0"



BRIDGE CROSS SECTION
1" = 40'-0"

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
SEDGWICK COUNTY					
CITY OF WICHITA					
SOUTH DECK PLAN					
AND					
CROSS SECTION					
WILSON & COMPANY					
ENGINEERS & ARCHITECTS					
WICHITA, KANSAS					
DESIGNED		TRACED		CHECKED	

[illegible]

Yellow Flasher Lights (Optional)

4' Min.-Variable Max.

2' or Var.

4' Min.-Variable Max.

20"

20"

8"-12"

6" Wide ReflectORIZED White-Both Sides

6" Wide ReflectORIZED Orange-Both Sides

Note: All lumber dimensions are nominal.

4" X 4"

ROAD CLOSED

30"

48"

5'-0" (Minimum)

4'-0"

TYPE III BARRICADE B (III) L

TYPE III BARRICADE B (III) R

Note: Holes for Posts shall be drilled and backfill tamped.

FIXED BARRICADE

Scale 1" = 2'

(R11-2 Sign) ReflectORIZED

All Traffic Control Devices and installation or use thereof shall conform with MUTCD.

Barricades are to be set at locations shown on the Traffic Control Plan sheet or as directed by the Engineer. Sufficient barricades shall be erected to adequately cover the roadway width, but may be staggered to provide access for local traffic. The barricades may be fixed by erection as shown, may be mounted on approved studs anchored by wire or sandbags or may be mounted in sand filled drums striped in conformance with MUTCD.

The unit bid price for traffic control devices shall be full payment for providing, installing, moving, replacing, maintaining, removing and cleaning all traffic control devices as required or as directed by the Engineer.

Regardless of number of signs any additional signs ordered by the Engineer will be furnished at the unit price bid for the appropriate size classification.

Yellow Construction Warning Lights are not required unless specified in the Plans, in the Traffic Control Plan or as directed by the Engineer. Type A and C Construction Warning Lights, when used, shall be subsidiary to other bid items.

Uniformed flagger, when used, will be subsidiary to other bid items.

The County shall, when responsible for certain traffic control devices, designate a county employee who will have the responsibility for signing and traffic control as noted on the Traffic Control Plan and shall be available 24 hours a day to repair, replace, remove, relocate, clean and maintain any traffic control device required or as directed by the Engineer. The Engineer will be advised of the name, address and/or telephone number of the person given this responsibility. The county shall conduct periodic field and/or telephone inspection of the devices as shown in place and in satisfactory condition.

This map illustrates the proposed detour route for the Arkansas River in Little Rock, Arkansas. The route is marked with numbered points 1 through 10, starting from the river and ending at the intersection of Central and Main. The detour route follows the river, then turns south on Central, and finally turns east on Main. The map also shows the Arkansas River and the proposed detour route. A legend indicates the detour route and the Arkansas River. A scale bar shows distances from 0 to 1 mile.

Streets shown on the map:

- Murdock
- Pine
- Elm
- Central
- Third
- Second
- First
- Douglas
- William
- Water
- Waco
- McLean Blvd.
- Sycamore
- Oak
- Osage
- Handley
- Walnut
- Semeca
- Dodge
- Exposition
- Martinson
- Elizabeth
- Fern
- Millwood
- Vine
- Glen

Other features:

- Arkansas River
- Stackman Dr.
- Little
- Simms Park Dr.
- McLean Blvd.
- Central Gateway
- Detour Route

NO.	DATE	REVISIONS				BY APP'D			
KANSAS DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL PLAN									
ST'D. NO. 760.1S									
SHEET NO. OF		SCALE:AS SHOWN		APP'D. A. D. Morris		12-7-78			
DESIGNED: ADM		DETAILED: VLS							
DESIGN CK. ADM		DETAIL CK. ADM							