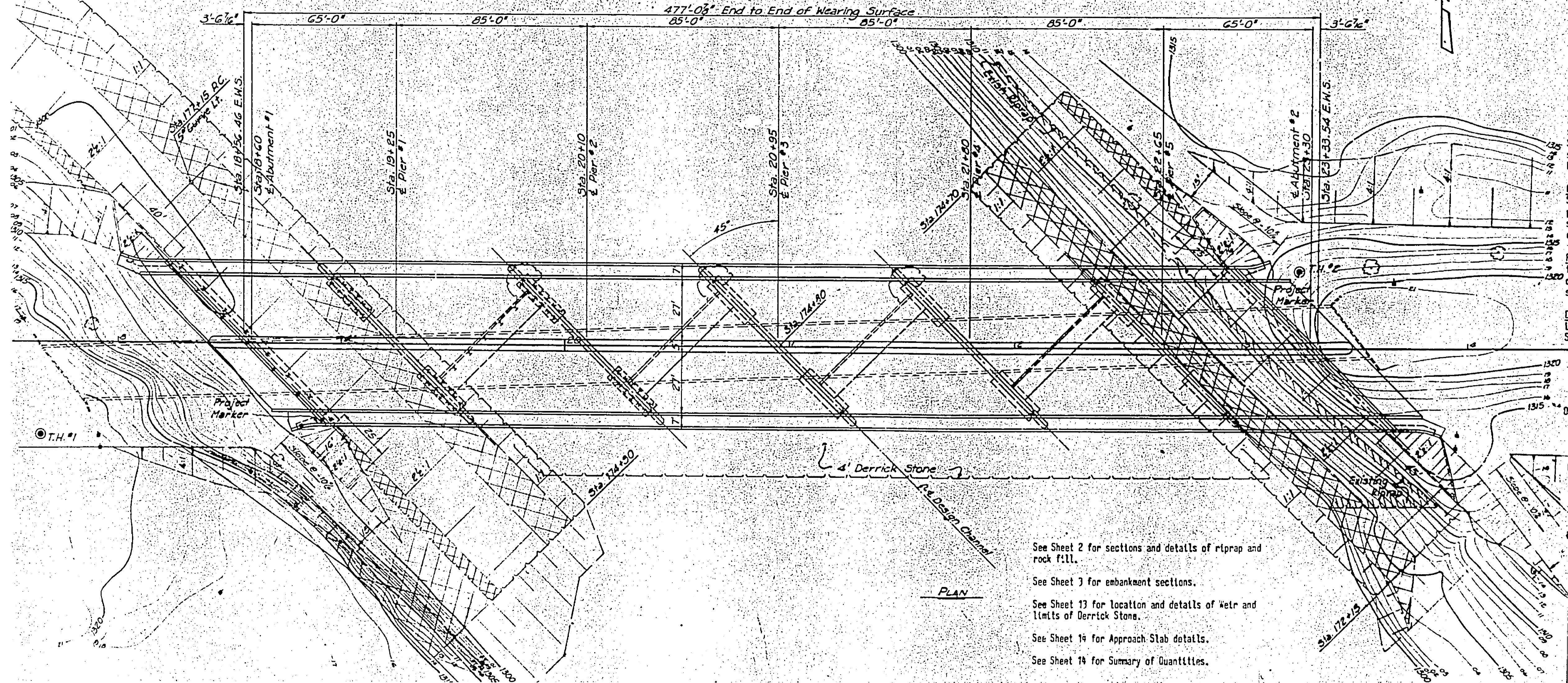


BEARING PILE RECAP (AS BUILT)

LOCATION	MIN. PENETR.	MAX. PENETR.
Abut #1	1251.73	1254.27
Pier #1, Lt.	1256.59	1254.39
Pier #1, Rt.	1254.86	1253.34
Pier #2, Lt.	1253.64	1250.42
Pier #2, Rt.	1254.52	1252.08
Pier #3, Lt.	1253.92	1251.00
Pier #3, Rt.	1257.08	1254.37
Pier #4, Lt.	1255.78	1255.11
Pier #4, Rt.	1255.82	1255.31
Pier #5, Lt.	1261.66	1258.12
Pier #5, Rt.	1261.96	1256.03
Abut #2	1255.35	1252.11

ELEVATION
 65'-4 @ 85'-65' Continuous
 R.C. Girder Spans
 54' Roadway, 5'-0" Median,
 Skew 45° Left, 5' Weir.



See Sheet 2 for sections and details of riprap and rock fill.
 See Sheet 3 for embankment sections.
 See Sheet 13 for location and details of Weir and limits of Derrick Stone.
 See Sheet 14 for Approach Slab details.
 See Sheet 19 for Summary of Quantities.

GENERAL NOTES

COMMON EXCAVATION: There will be no direct payment for Common Excavation, or borrow, as such. Payment will be for material in place, as Compacted Embankment.

EMBANKMENTS: The Contractor shall construct the embankments and grade the berms to the berm elevations at the abutments as shown on the Plan-Profile, Sheet No. 3, prior to construction of the bridge.

EXCAVATION: Elevation 1300.0 constitutes the Excavation Boundary Plane for estimating quantities for Class I and Class II Bridge Excavation and San Slab Excavation; Class I above, Class II and San Slab Excavation below; see Sheet 14 for limits of Class II.

FOUNDINGS: Sounding information shown on Sheet 4 is as obtained from borings made in the field and represents the best information available to the City of Wichita.

PILES: All 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. Piles shall be driven to a minimum computed bearing value, for steel bearing piles, of 70 tons per pile in piers, 55 tons per pile in abutments and 30 tons in weir base; and for steel sheet piles, of 15 tons per pile.

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 resting by the Engineer before driving starts.

EXISTING STRUCTURE: The Contractor will remove the existing structure, consisting of a steel beam bridge on wood pile piers. All material to become the property of the Contractor, to be removed from the site.

FALSEWORK AND FORMING: Falsework under superstructure, including each sidewalk slab, shall be left in place in any span until the concrete in that span and the adjacent span constructed latest shall have attained its design strength; but in no case shall the falsework be removed before 14 days after placing concrete. Handrail parapet walls and traffic rails shall be placed before falsework supporting the walk has been removed. See note on Sheet 9 regarding median curb forming. Camber shall be provided in the amounts shown on the Dead-Load Camber Diagram.

CONCRETE: Class AAA(AE) Concrete shall be used in Superstructure, including sidewalks, rails and parapets, and approach slab. Class A Concrete shall be used in abutments, piers and in the foundation, weir wall, and reinforced concrete piercap.

REINFORCING STEEL: All dimensions shown 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 shall be cured with Linseed Oil emulsion, in accordance with the Specifications.

DESIGN:
 Design Loading: HS20-44 A.A.S.H.O. Specifications (1999 Ed.)

Unit Stresses:
 f_c = 1,500 p.s.i. Class AAA(AE)
 f'_c = 4,000 p.s.i. Class AAA(AE)
 f_c = 1,200 p.s.i. Class A
 f'_c = 3,000 p.s.i. Class A
 f_s = 20,000 p.s.i. (Reinf.)

Pile Loading:
 40 tons per pile in piers
 35 tons per pile in abutments
 25 tons per pile in weir
 10 tons per pile for sheet piles

CITY OF WICHITA, KANSAS
 B.E. SMITH, P.E. CITY ENGINEER
 TWENTY-FIRST STREET BRIDGE OVER
 THE BIG ARKANSAS RIVER
 CONSTRUCTION LAYOUT