

# 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

### 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 ABUTMENT SIDEWALKS.

**CONCRETE:** CLASS AAA(AE) CONCRETE SHALL BE USED IN THE SUPERSTRUCTURE. BEVEL ALL EXPOSED EDGES WITH A 3/4" TRIANGULAR MOLDING 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 DIAGRAMS ARE OUT TO OUT 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-CROMATE 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 DOMELS 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 822 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.

### SUMMARY OF QUANTITIES

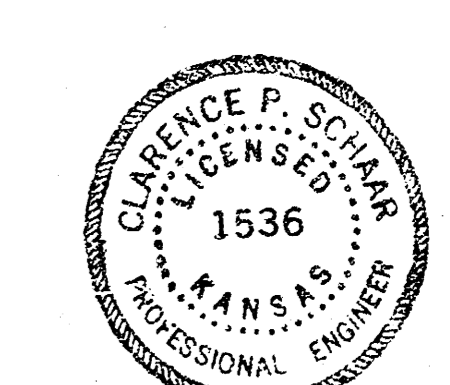
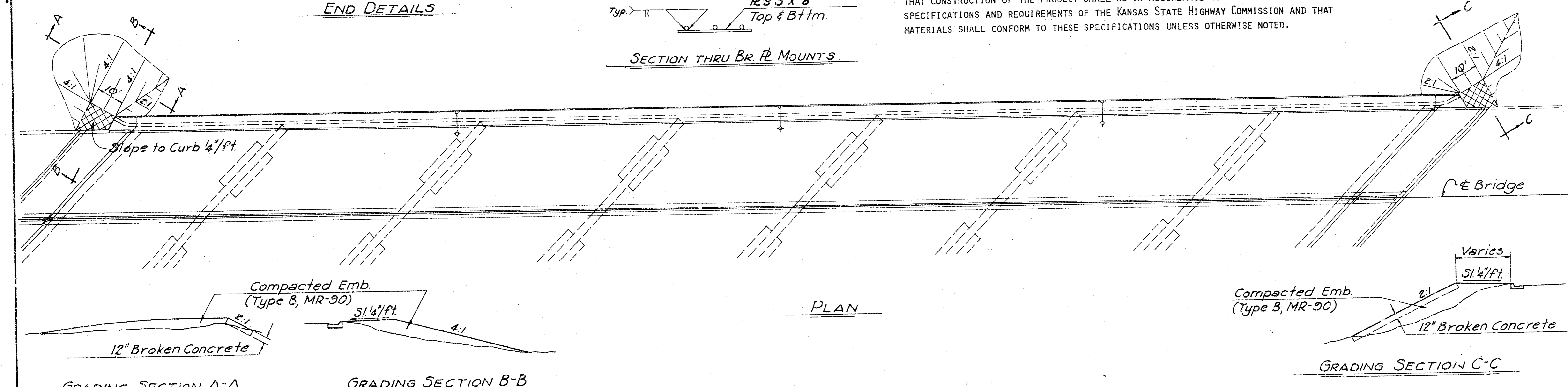
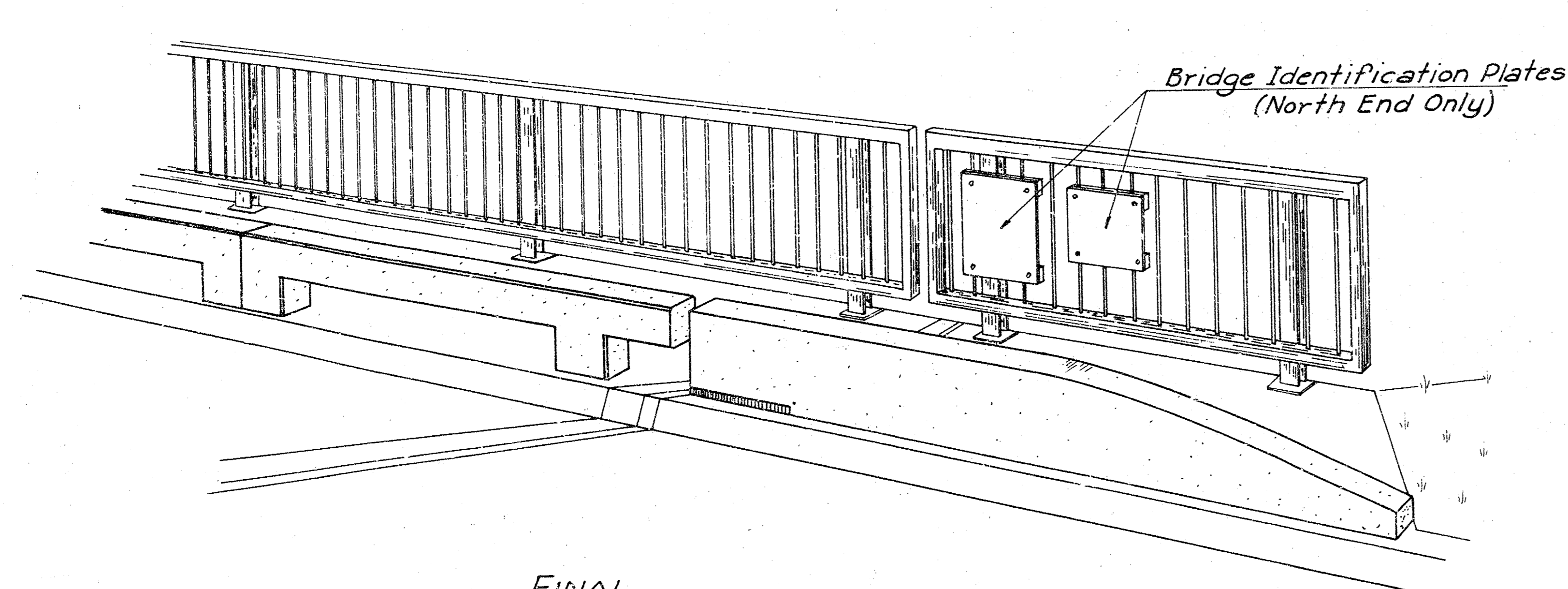
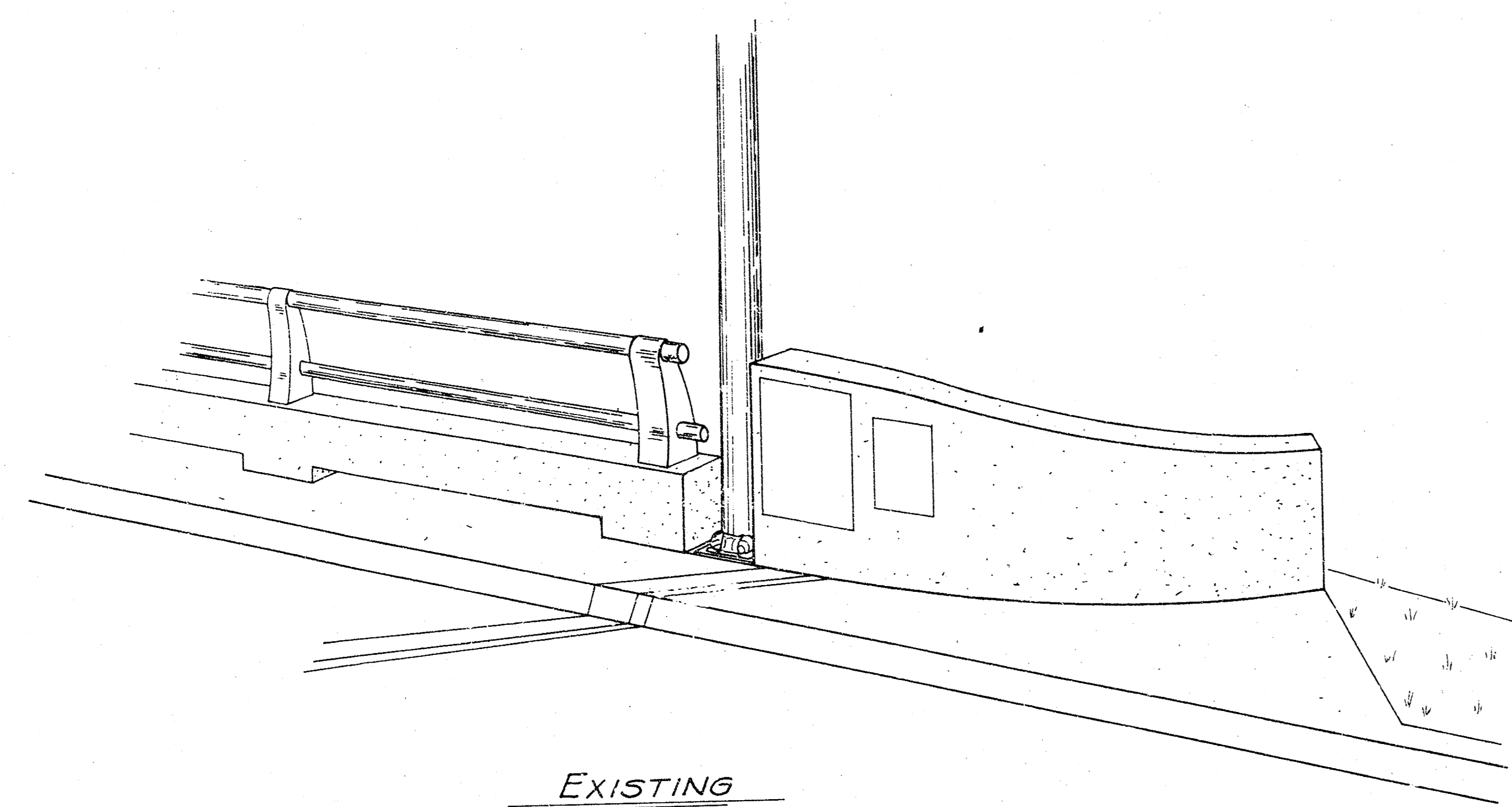
ITEM	QUANTITY	UNIT
COMPACTED EMBANKMENT	71	Cu. Yds.
REMOVAL OF EXISTING CONCRETE	37.8	Cu. Yds.
SALVAGE ALUMINUM HANDRAIL	466.67	LIN. FT.
CLASS AAA(AE) CONCRETE	45.6	Cu. Yds.
REINFORCING STEEL #	11,080	LBS.
STRUCTURAL STEEL	398	LBS.
METAL HANDRAIL	477	LIN. FT.
CONC. TRAFFIC RAIL	479	LIN. FT.
TRAFFIC CONTROL	LUMP SUM	L.S.

### DESIGN:

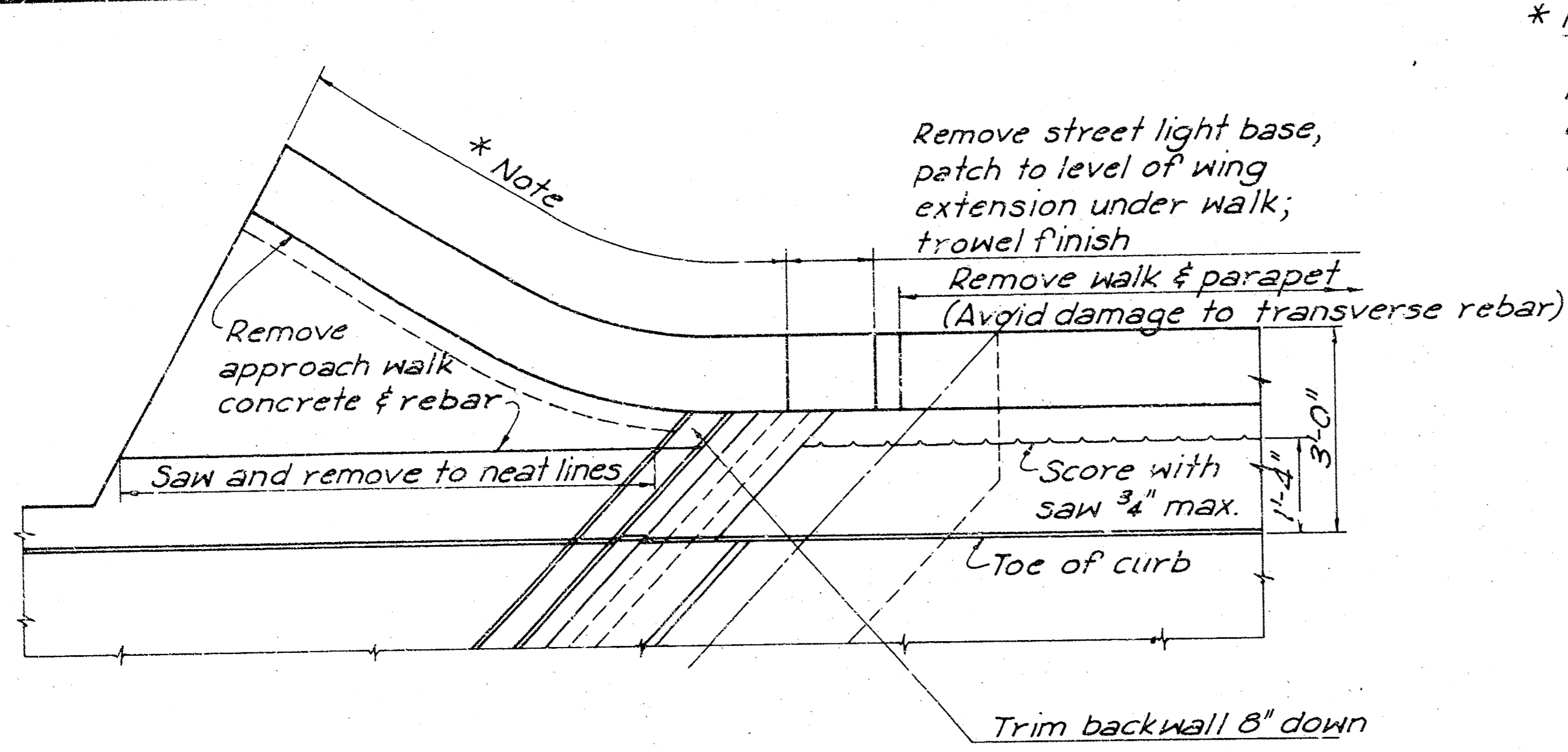
DESIGN LOADING: HS20-44 A.A.S.H.T.O. SPEC. (1973 EDITION)

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.)

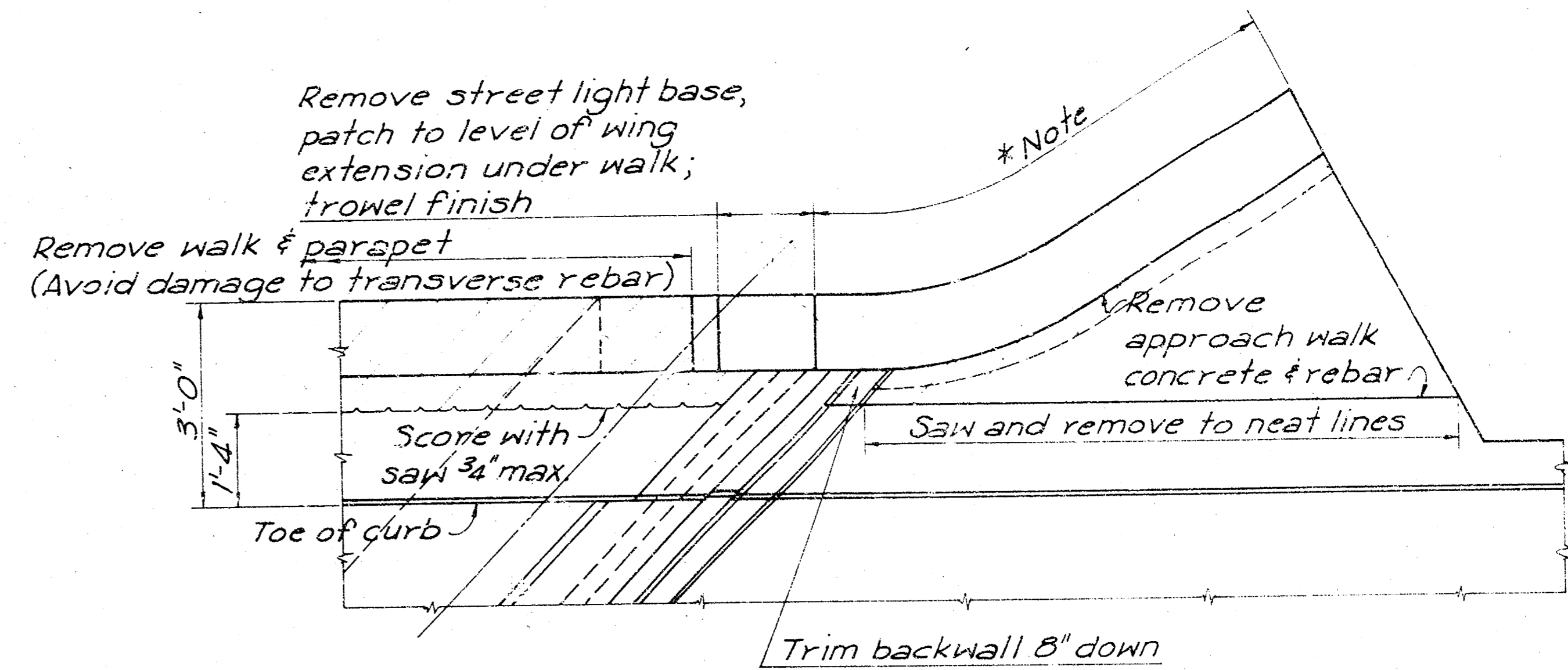
\*Quantity includes reinforcing steel in Concrete Traffic Rail.



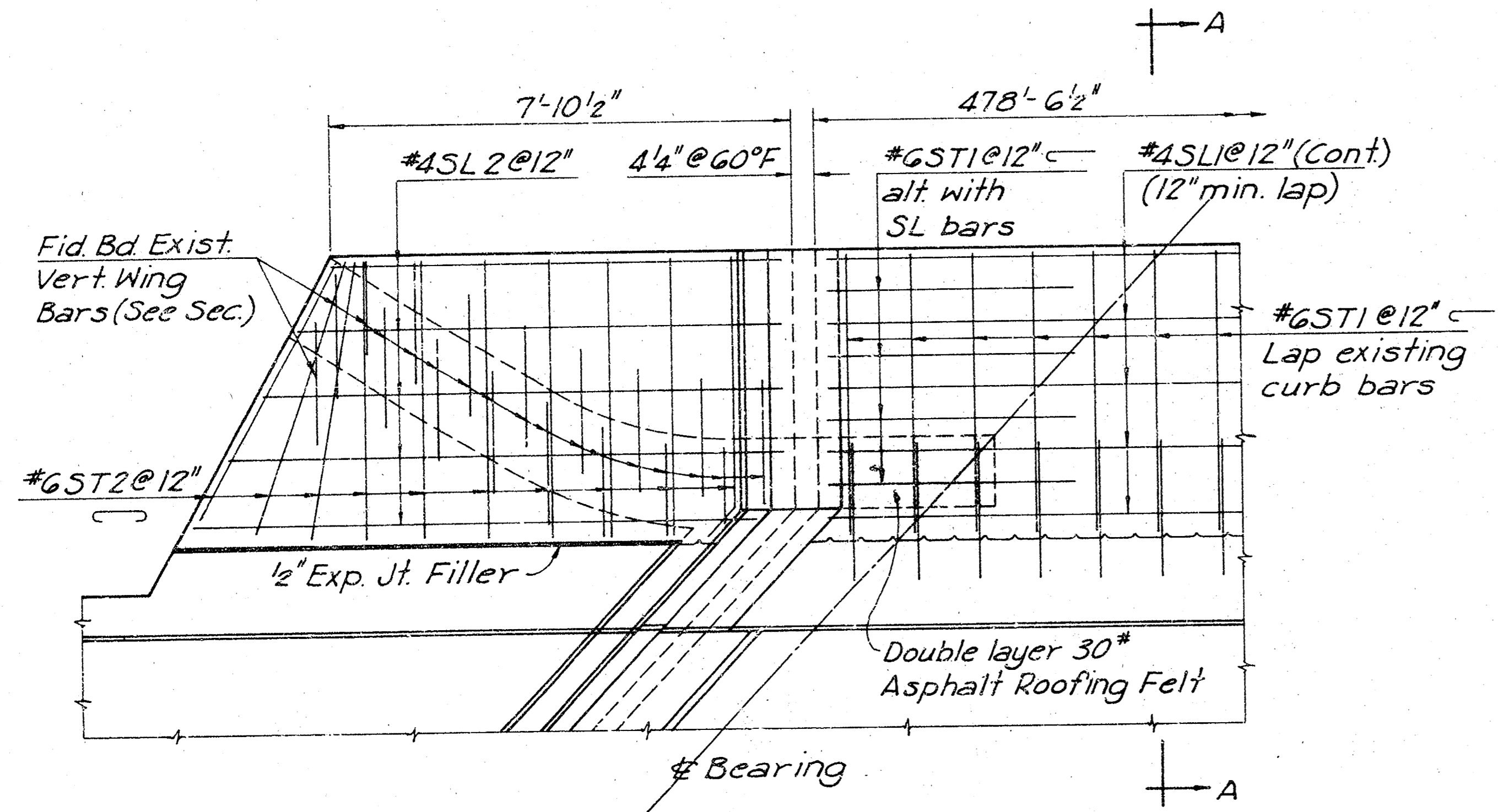
As Built 2/3/76  
Rev. June, 1975



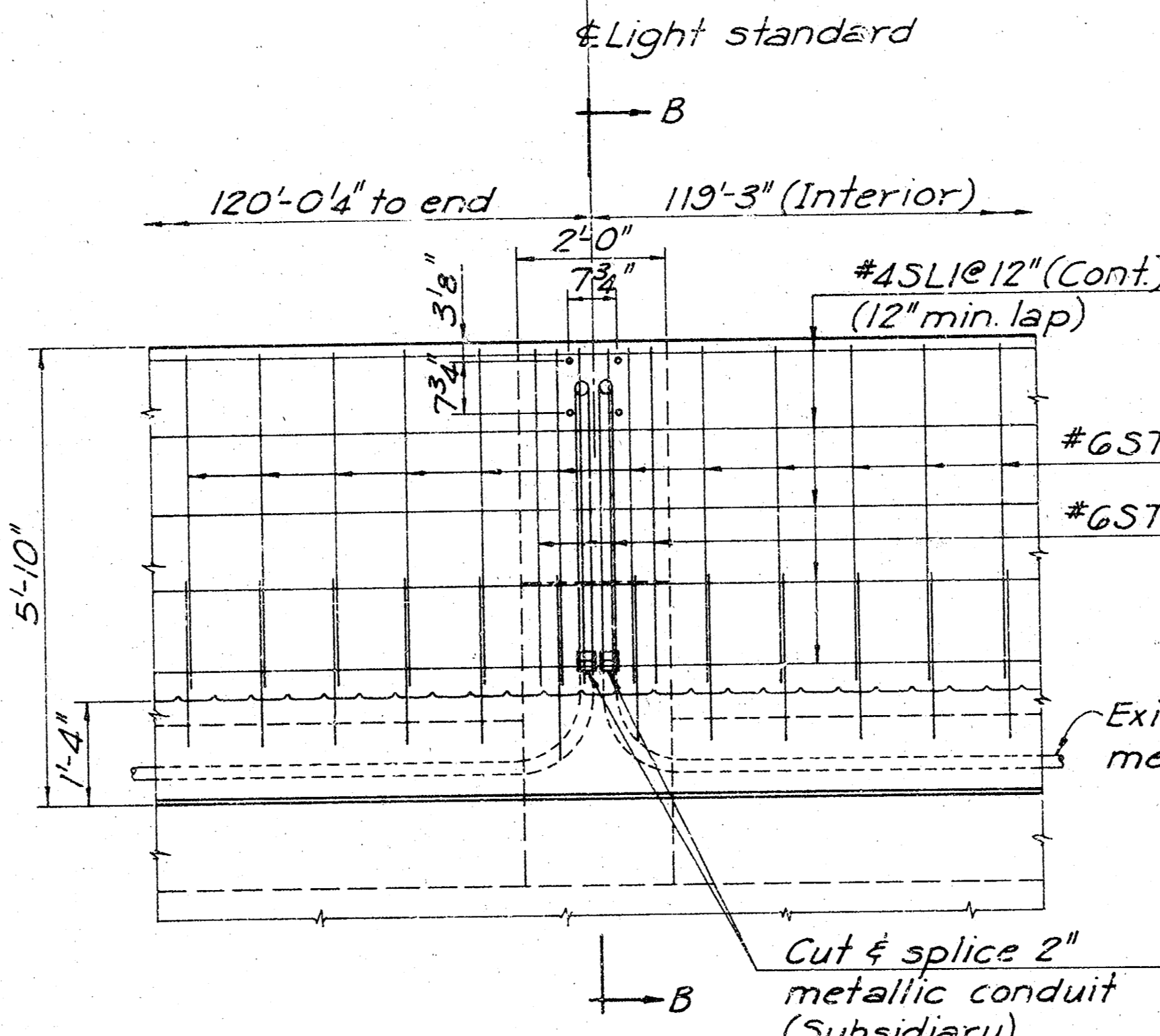
DEMOLITION AT SOUTH ABUTMENT



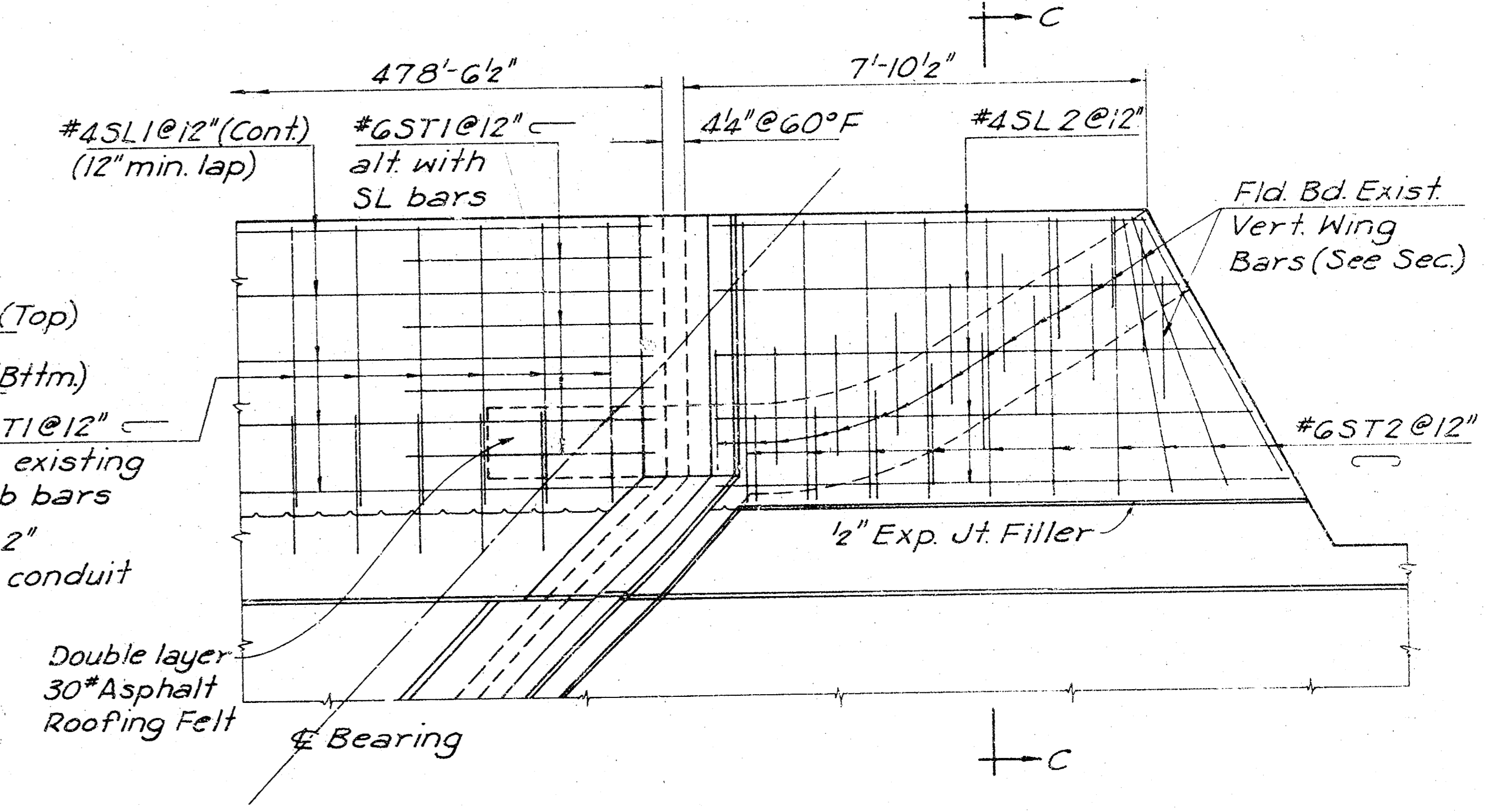
DEMOLITION AT NORTH ABUTMENT



PLAN AT SOUTH ABUTMENT

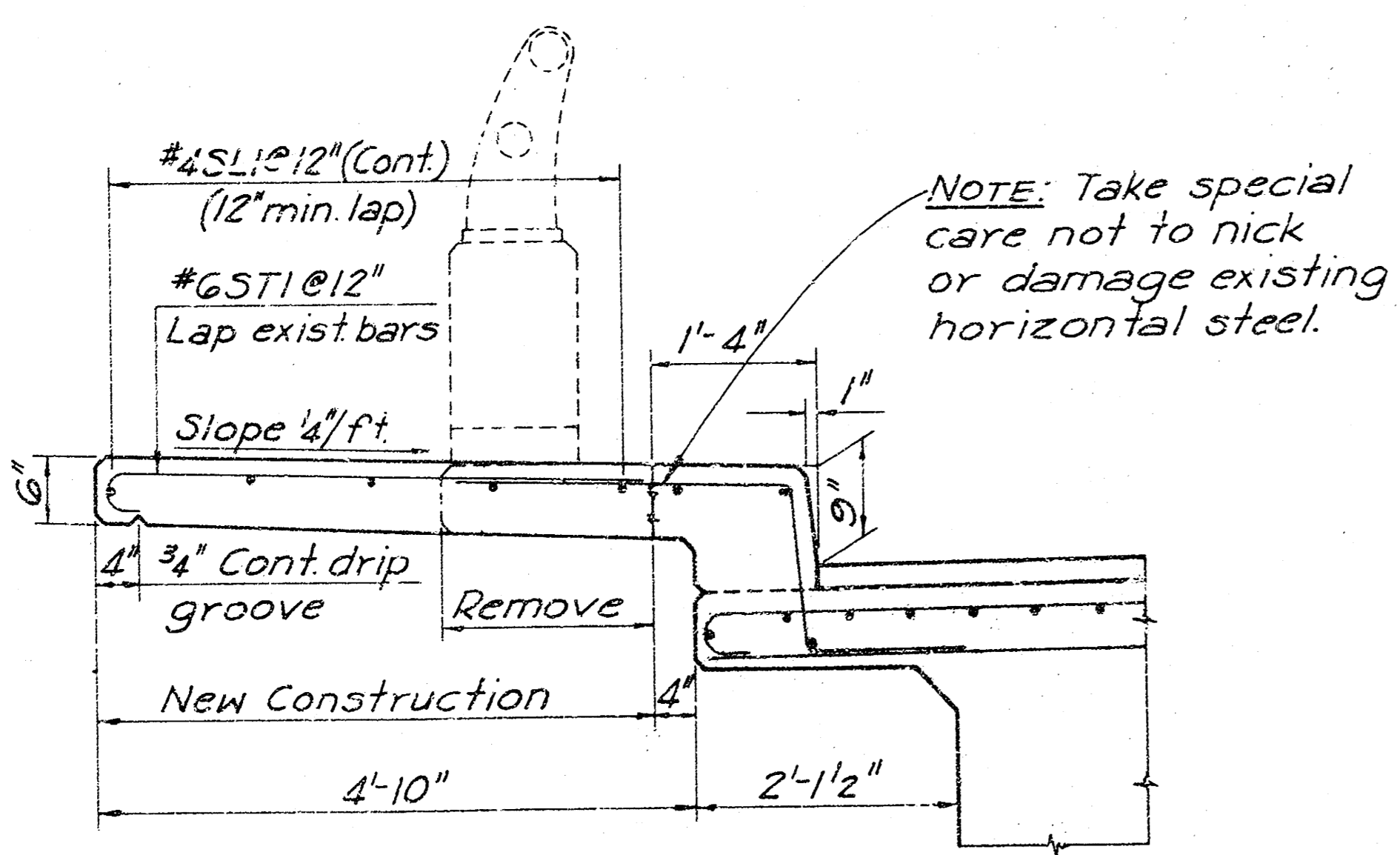


PLAN AT LIGHT STANDARD  
(Three (3) locations thus)

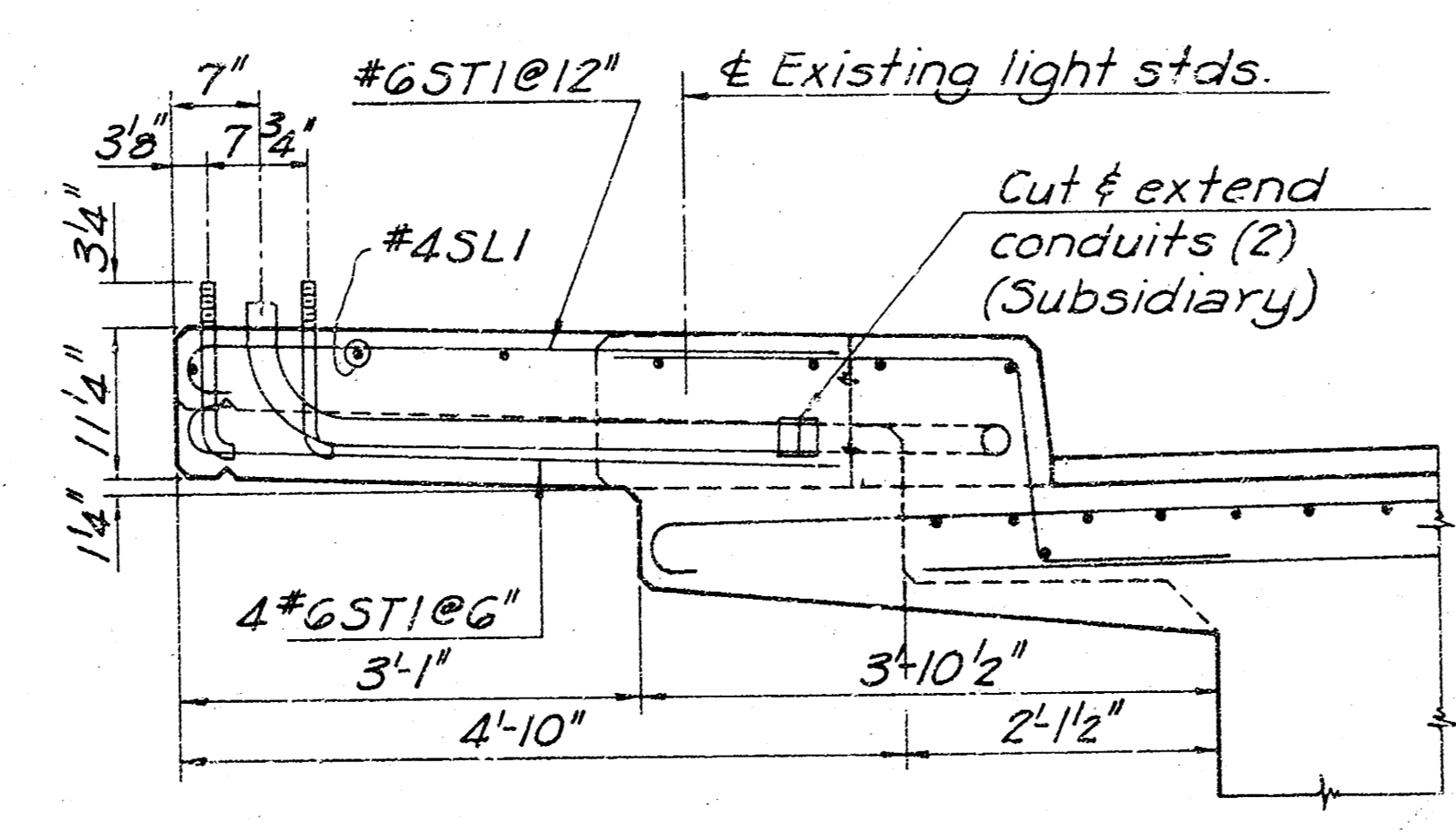


PLAN AT NORTH ABUTMENT

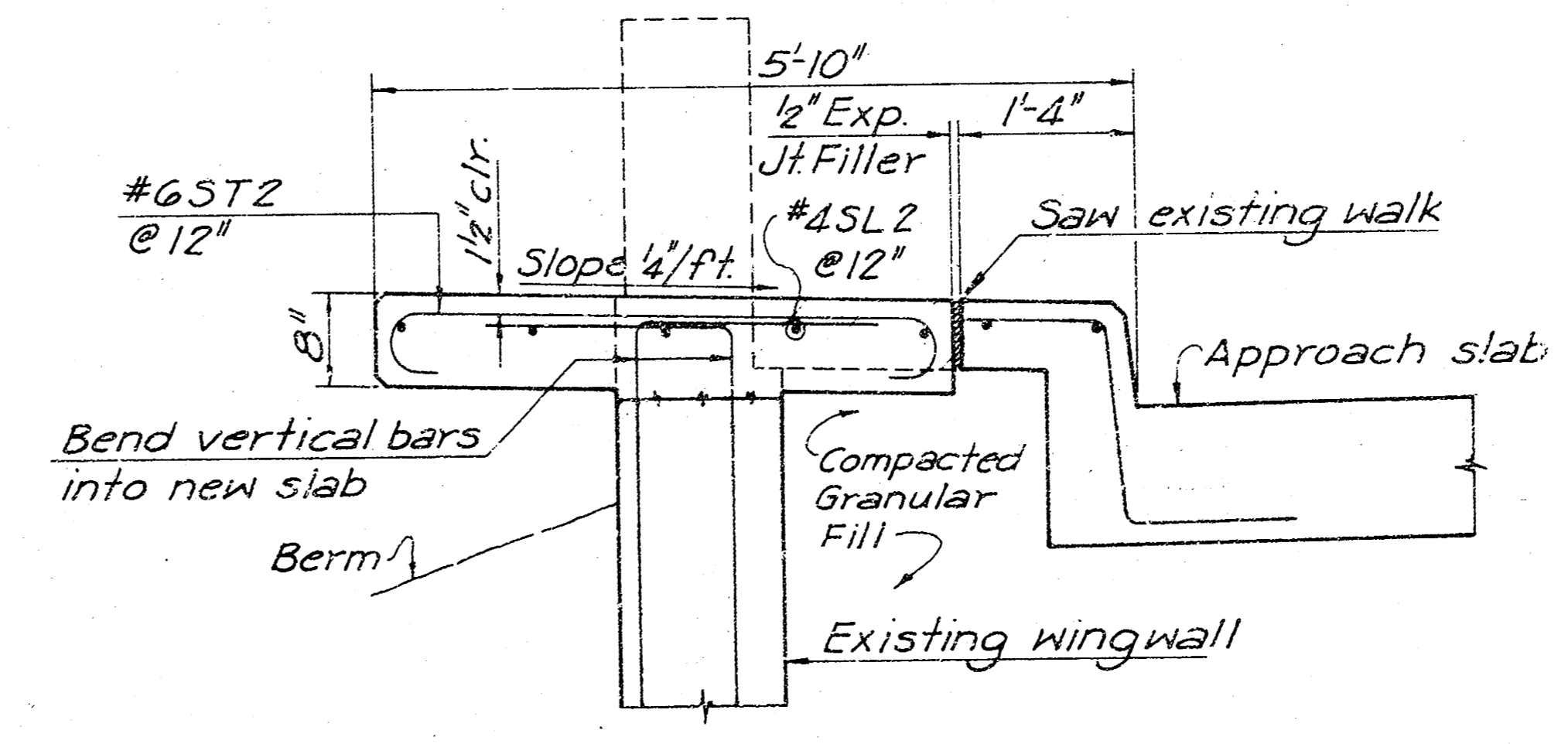
NOTE: Salvage and re-use existing anchor bolts or replace with equal at each light standard.



SECTION A-A



SECTION B-B



SECTION C-C

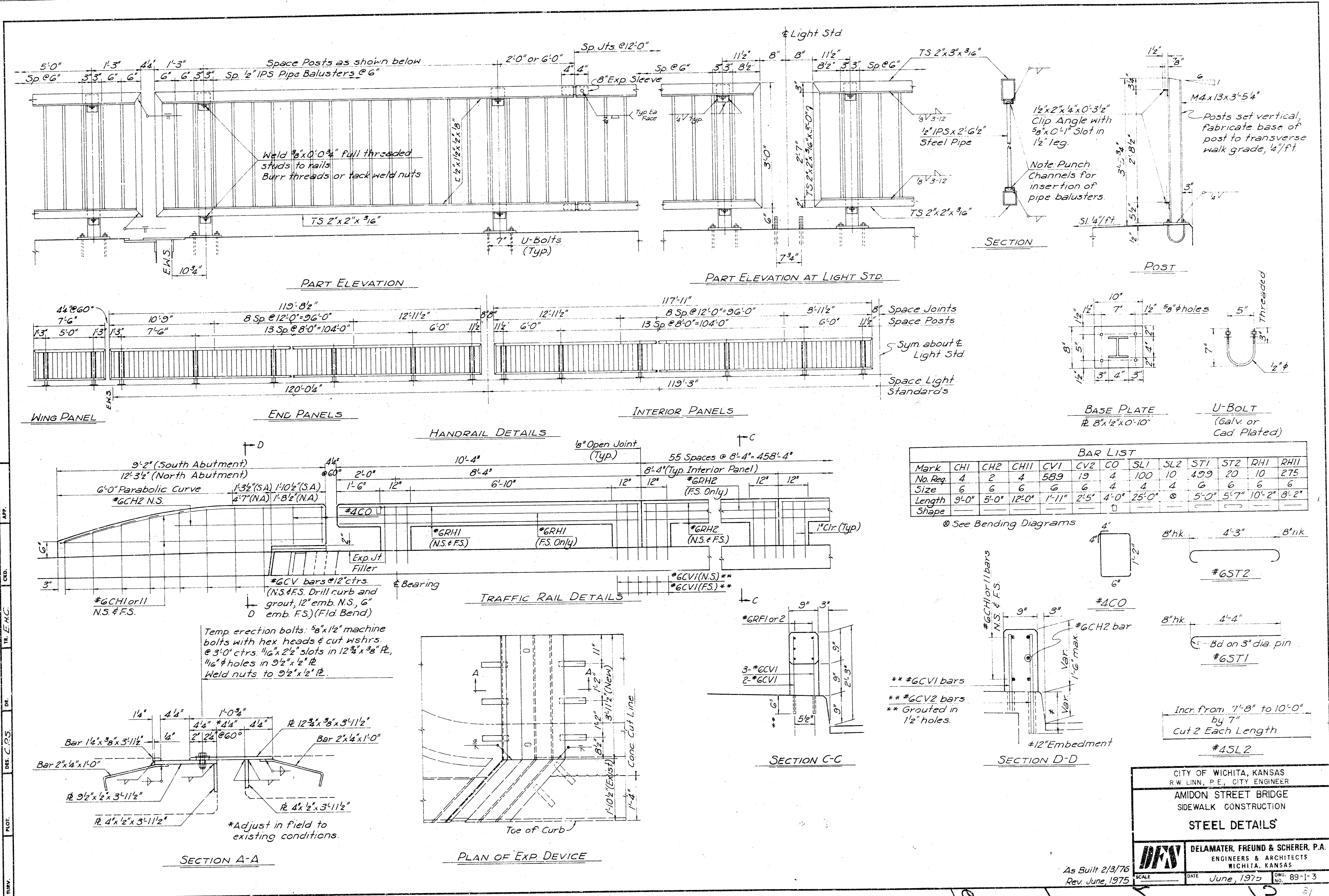
CITY OF WICHITA, KANSAS  
R.W. LINN, P.E., CITY ENGINEER

AMIDON STREET BRIDGE  
SIDEWALK CONSTRUCTION  
DEMOLITION AND CONSTRUCTION  
DETAILS

DELAMATER, FREUND & SCHERER, P.A.  
ENGINEERS & ARCHITECTS  
WICHITA, KANSAS

As Built 2/3/76 DATE June, 1975 DWG. NO. 89-1-2

SURV. PLOT DES. C.P.S. DR. TR. E.H.C. GRD. ART.



**BAR LIST**

Mark	CHI	CH2	CH11	CV1	CV2	CO	SL1	SL2	ST1	ST2	RH1	RH11
No. Req.	4	2	4	589	19	4	100	10	499	20	10	275
Size	6	6	6	6	6	4	4	4	6	6	6	6
Length	9'-0"	5'-0"	12'-0"	1'-11"	2'-5"	4'-0"	25'-0"	5'-0"	5'-7"	10'-2"	8'-2"	
Shape												

See Bending Diagrams

CITY OF WICHITA, KANSAS  
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 AMIDON STREET BRIDGE  
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**STEEL DETAILS**

DELAMATER, FREUND & SCHERER, P.A.  
 ENGINEERS & ARCHITECTS  
 WICHITA, KANSAS

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

SCALE: DATE: June, 1975 DWG. NO.: 89-1-3