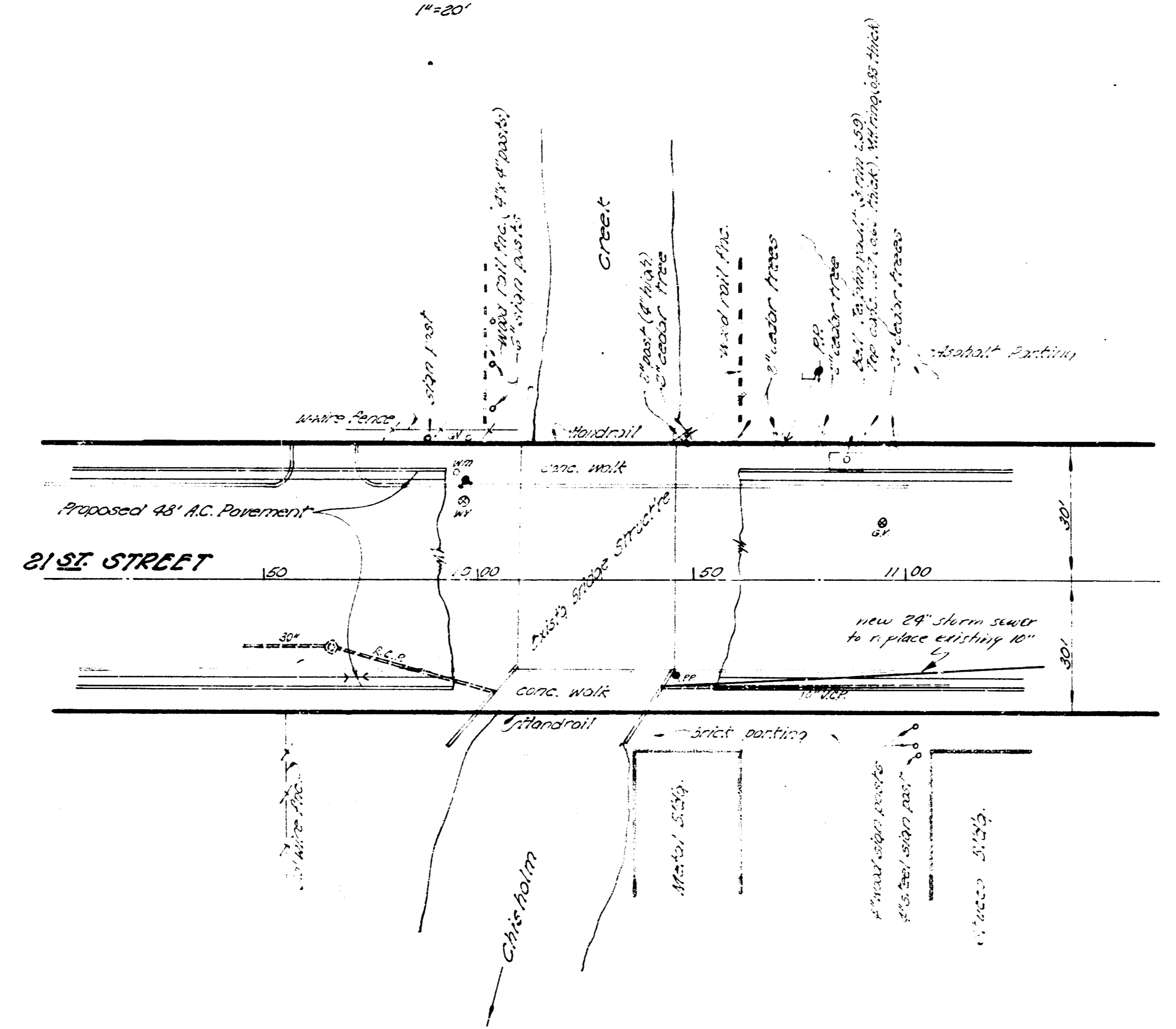
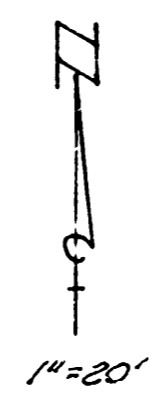


B.M. 12263 "a" Cut on conc. base on N. Side
 Metrol. Pole 13 Conc. Colo Sign (27) Sta. 11+02.3



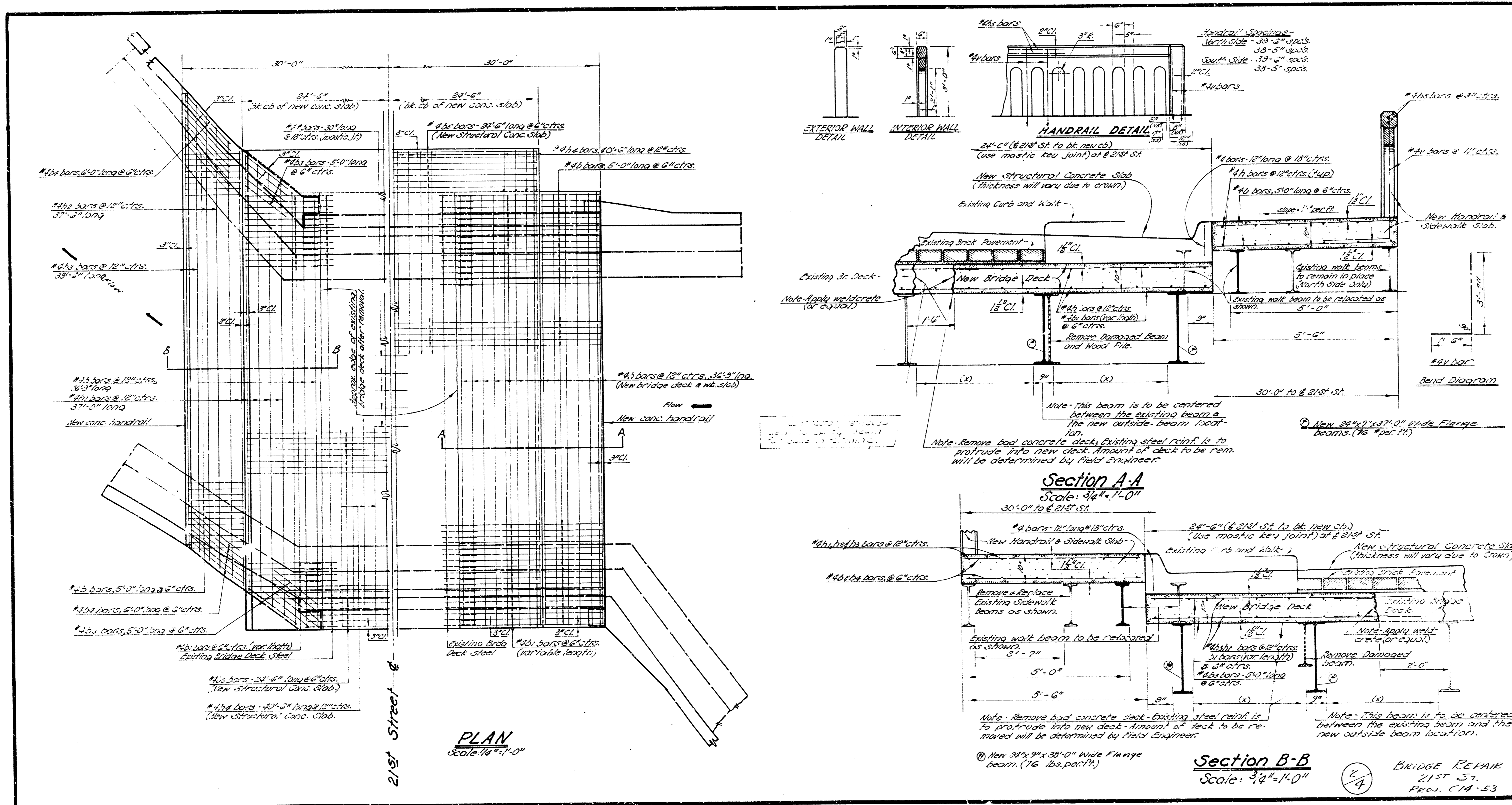
NOTE: The intent of this project is to remove the brick surface over the existing bridge structure, remove the hand rail, sidewalks, curbs, & the damaged portion of the bridge deck. Repair the abutments & deck. Construct new wing walls, sidewalk, handrail, & final concrete paving surface over the bridge deck. It may be necessary to vary the limits of removal & repair in the field. All concrete work (except handrail) will be paid by the cubic yard.
 The bridge is to be repaired with traffic across the opposite half of the bridge during construction.
 Existing utility pipes are to remain in place.

Location Map
 Re-construction of Port of Bridge
 existing across Chisholm Creek @ 21st Street.

City of Wichita, Kansas

B.A. Smith — City Engineer
 Date: SEPT. 1954 Proj. No. C14-53

12263 "a" Cut on
 Conc. base on N. Side
 Metrol. Pole 13
 Conc. Colo Sign (27)
 Sta. 11+02.3

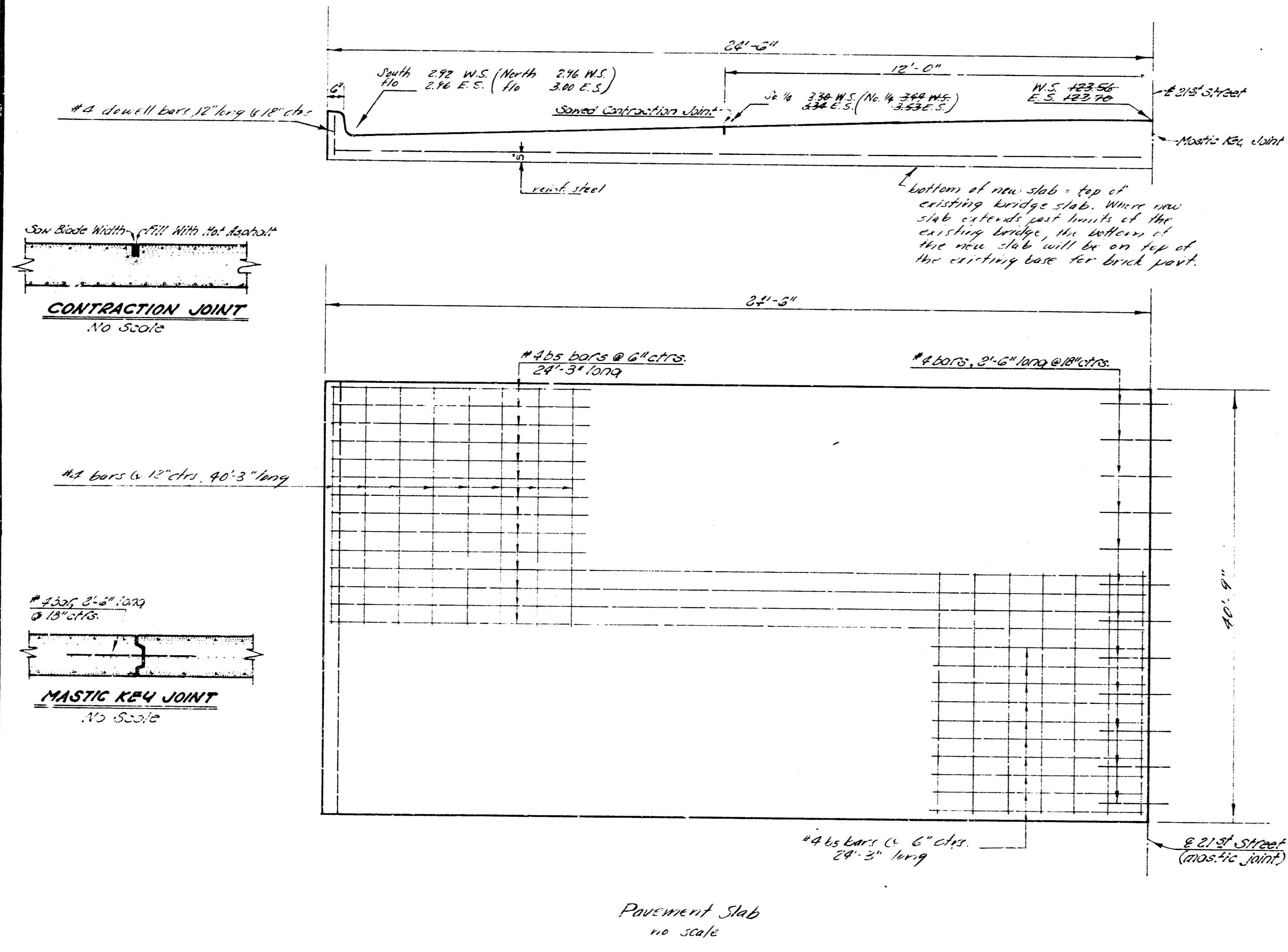


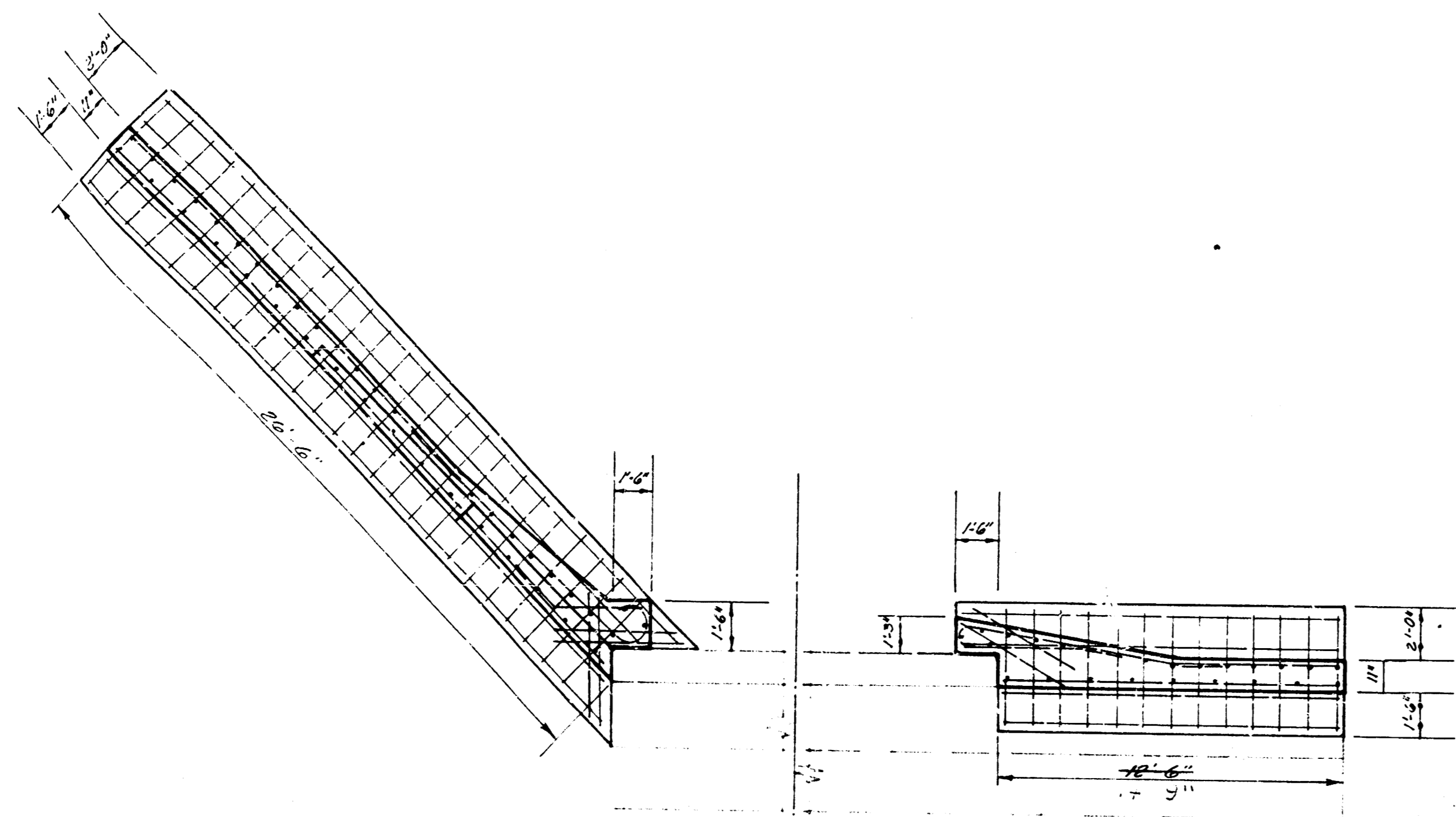
NOTE: Existing structural steel is to be sandblasted & painted with a prime coat of pure red lead & linseed oil primer (AASHTO Spec. M-22-52). New structural steel is to be shop painted with same prime coat. All structural steel is to be field painted with finish coat of aluminum paint as per State Highway Spec. Sec. 114, 1955 edition. The cost of sandblasting, prime coat on existing steel, & finish coat on all structural steel shall be bid as a lump sum.

Bill of Materials:

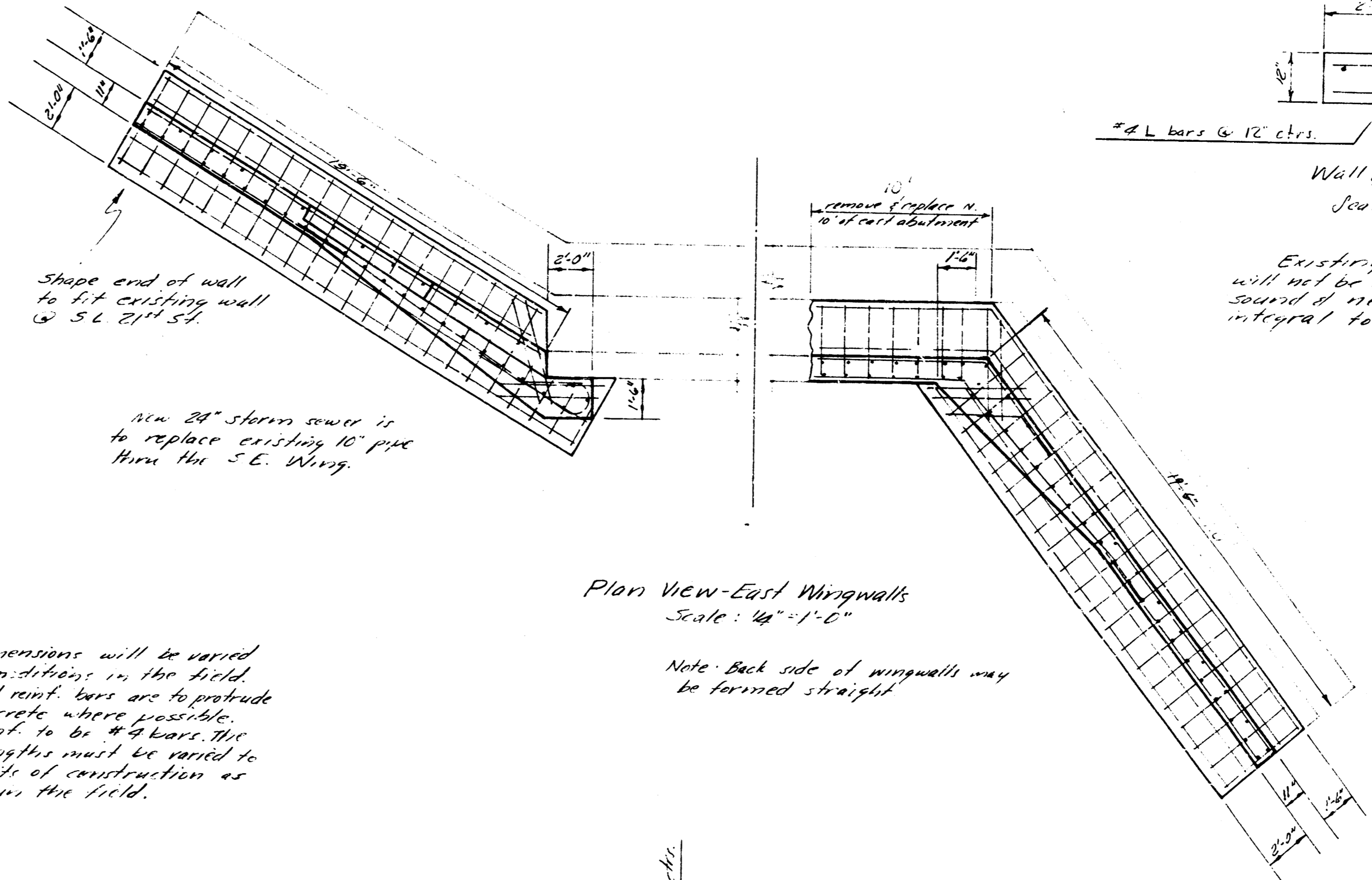
Quantity	Unit	Item
190 *	cu yds	concrete
11,324 *	lbs	structural steel
3,900 *	lbs	reinforcing steel
750 **	sq yds	bridge removal
1.0	sq yds	excavation
25.0	cu yds	excavation
80	cu yds	compact fill
	lump sum	painting

* Estimated limits of removal will determine final quantities.
 ** Lump sum bid for bridge removal to include the removal of back surface, handrails, sidewalks, & original surface of bridge deck to the limits indicated on the plans. If additional concrete removal is required, the extra concrete removed will be paid. All steels removed must be hauled from the site.
 Rebar of existing steel beams with subcut are in pay items incidental to the project.

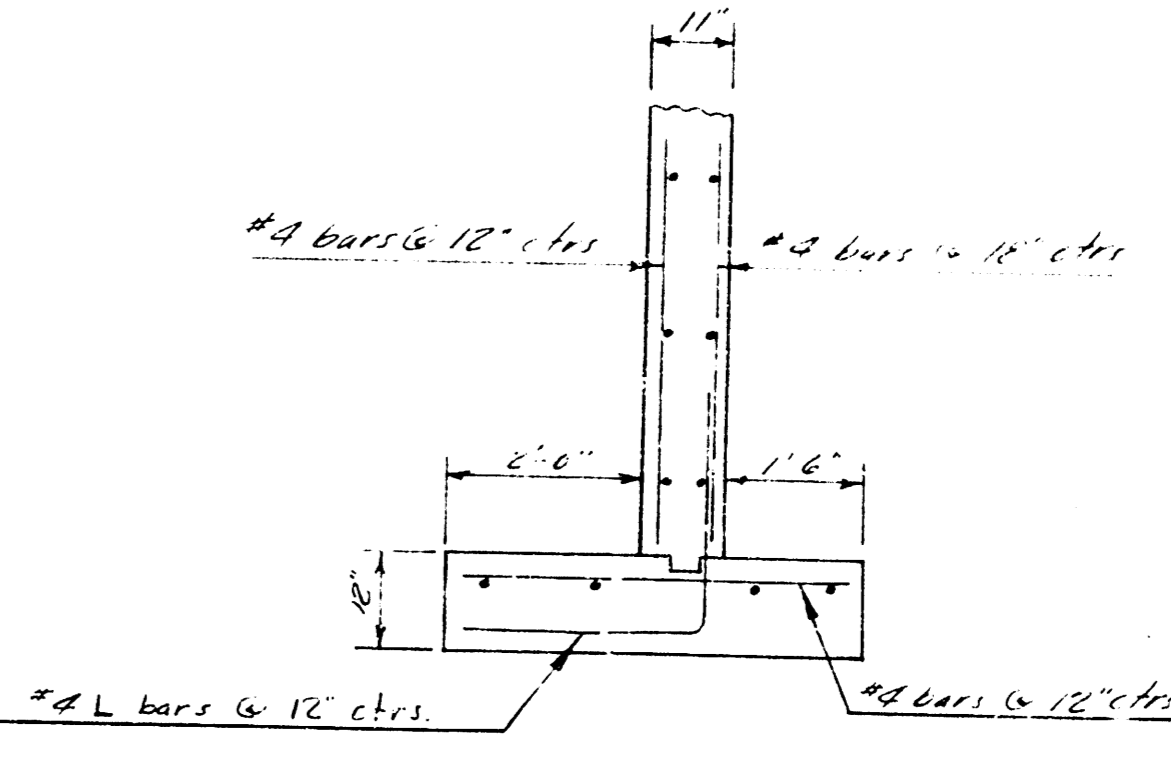




Plan View - West Wingwalls
Scale: 1/4" = 1'-0"



Plan View - East Wingwalls
Scale: 1/4" = 1'-0"



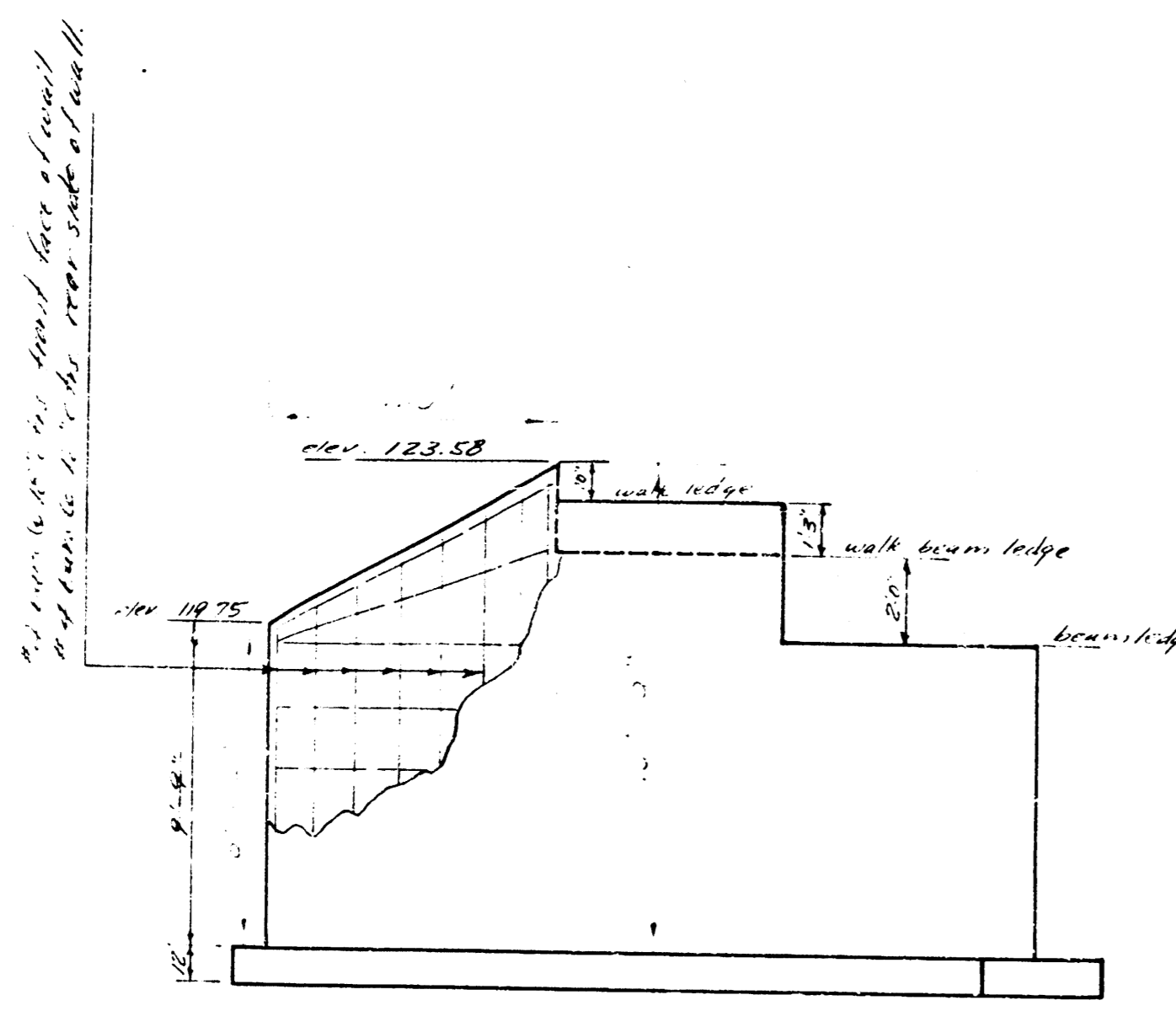
Wall & Footing Detail
Scale: 1/2" = 1'-0"

Existing footings to wingwalls will not be removed if they are sound & new walls can be connected integral to the footing.

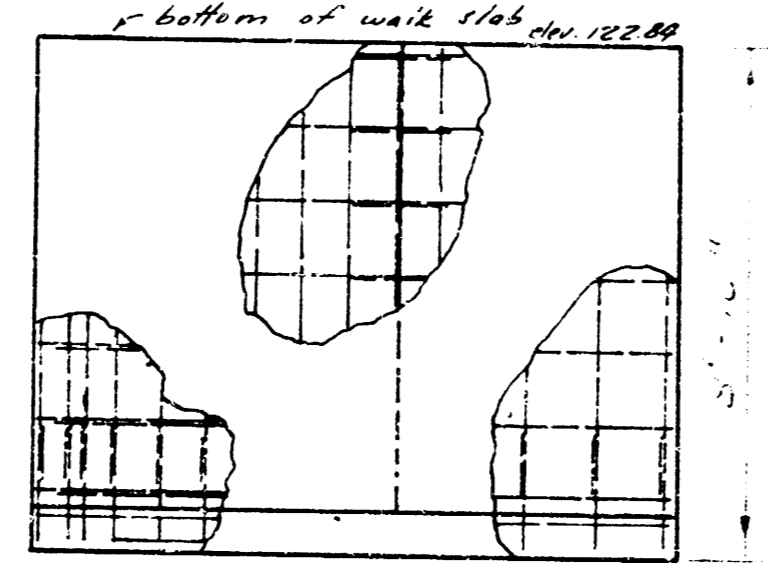
Shape end of wall to fit existing wall @ S.E. Wing.
New 24" storm sewer is to replace existing 18" pipe thru the S.E. Wing.

Note: "H" dimensions will be varied to fit the conditions in the field. Existing steel reinforcement bars are to protrude into new concrete where possible. All reinforcement to be #4 bars. The number & lengths must be varied to fit the limits of construction as determined in the field.

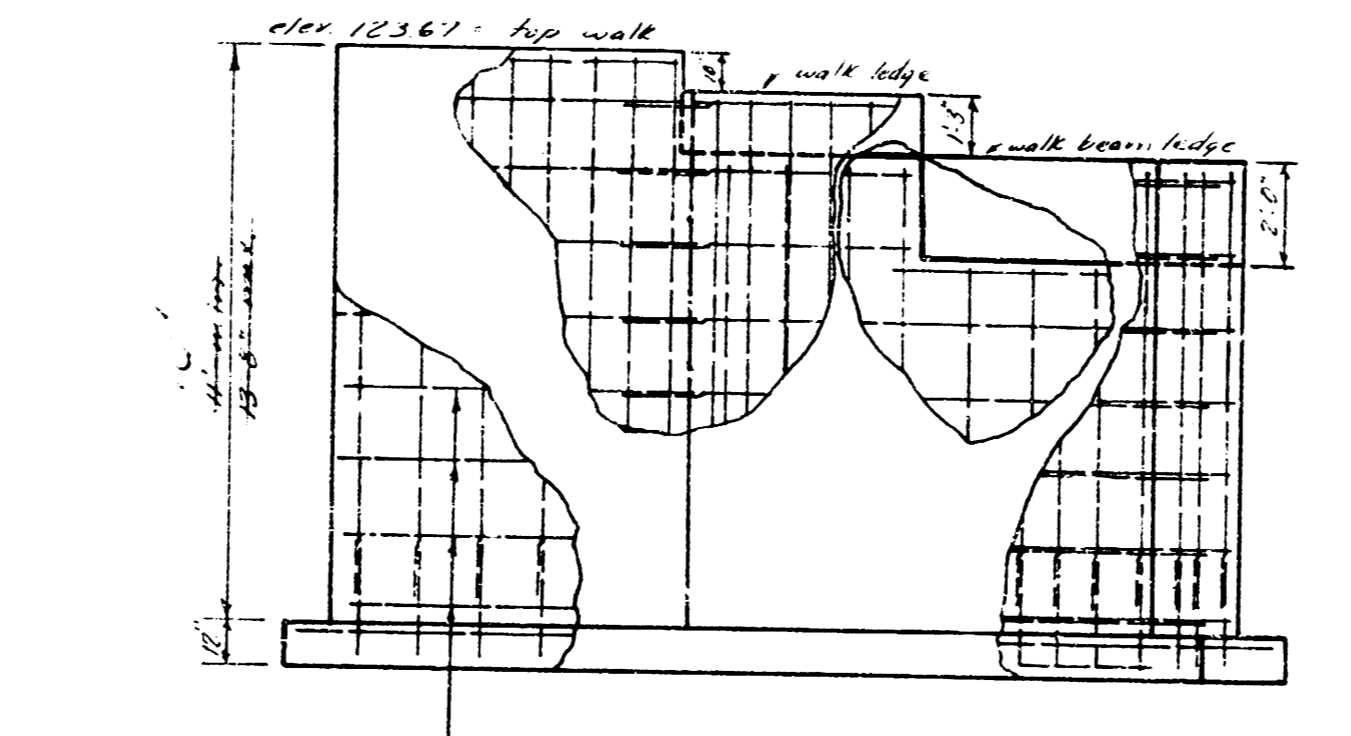
Note: Back side of wingwalls may be formed straight.



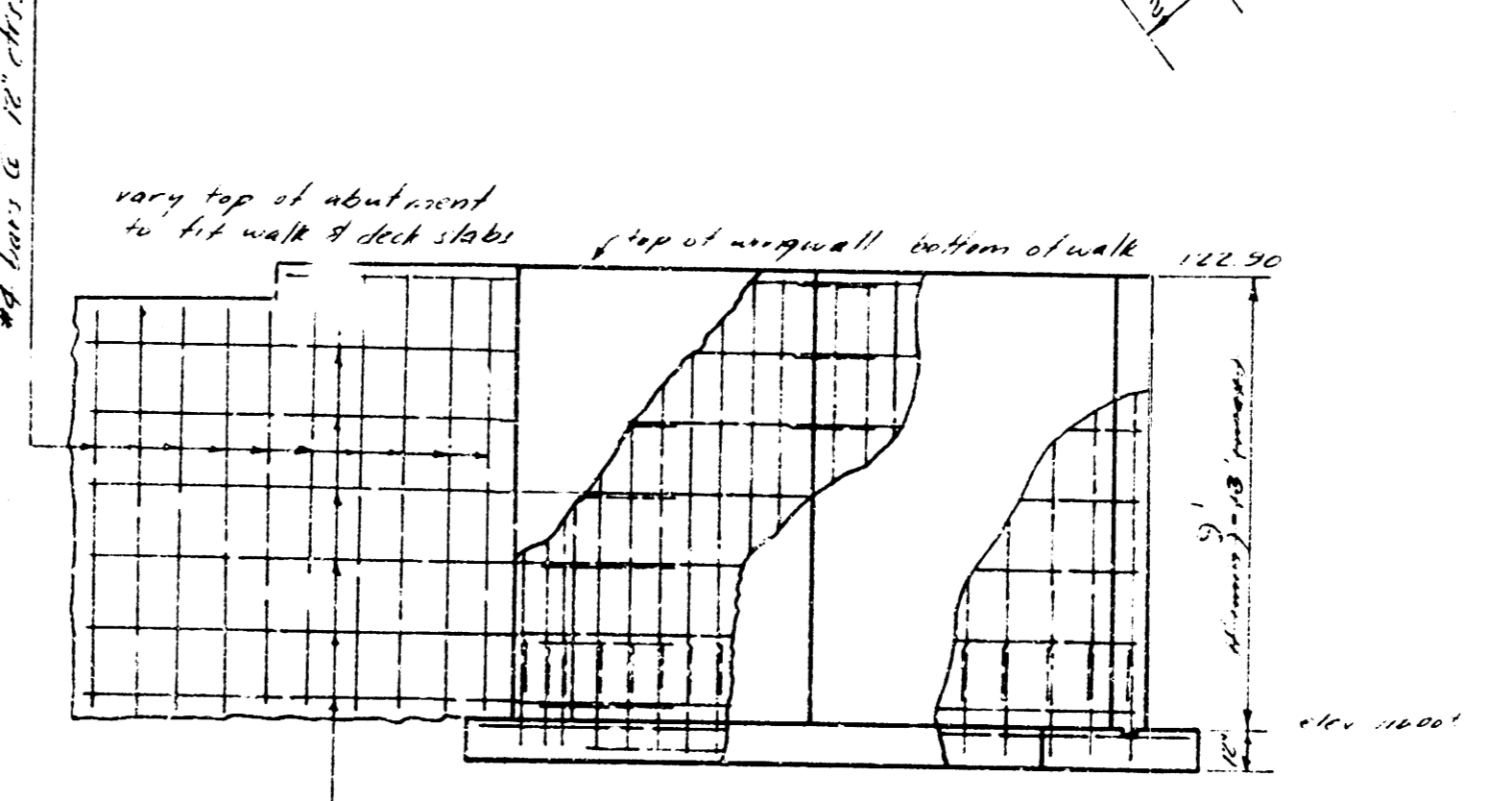
S.W. Wing



N.W. Wing



S.E. Wing



N.E. Wing

BRIDGE REPAIR
21ST ST.
PROJ. C14-53

9/4