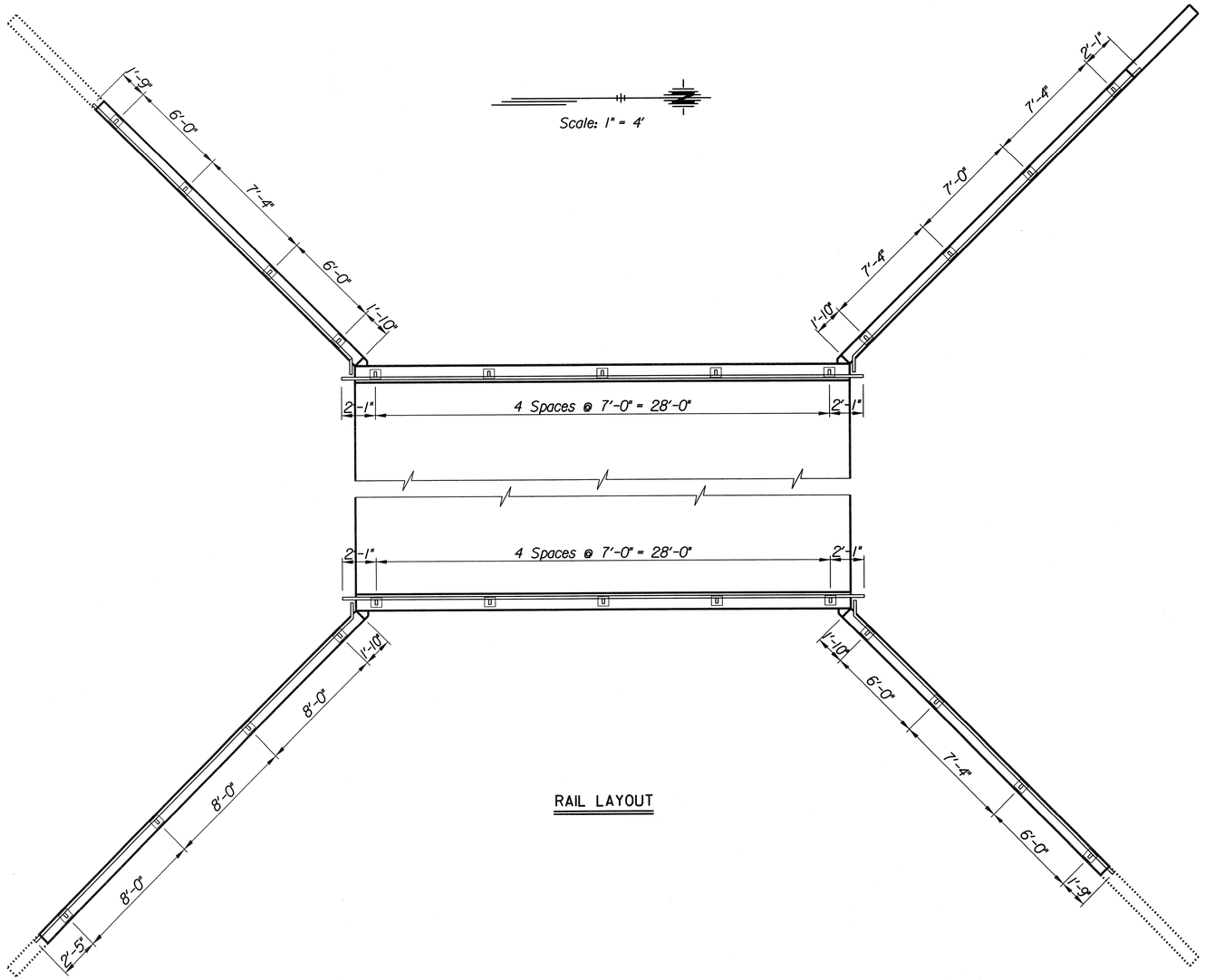
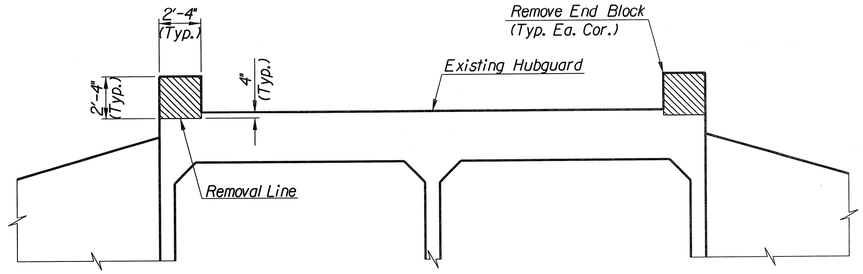


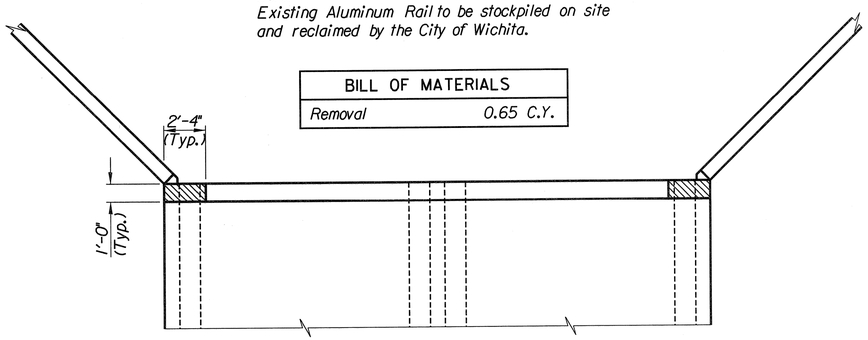
RAIL LAYOUT



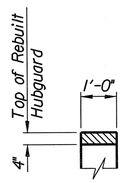
ELEVATION

Note:
Existing Aluminum Rail to be stockpiled on site and reclaimed by the City of Wichita.

BILL OF MATERIALS	
Removal	0.65 C.Y.



PLAN
(Typical)



HUBGUARD SECTION

If reinforcing is not extended to the 1½" clear as noted then #4 bars will be drilled and grouted a minimum of 6" embedment into the existing concrete with the number matching all existing reinforcing that is short of the 1½" clear.

GENERAL NOTES

EXISTING HANDRAIL: The existing handrail shall be removed and salvaged to the City of Wichita.

BROKEN CONCRETE: Waste the broken concrete from the existing bridge on sites provided by the Contractor and approved by the Engineer. All necessary permits or agreements required to dispose of waste material will be the responsibility of the Contractor.

BONDING AGENT: Apply an epoxy resin bonding agent to clean concrete surfaces to be repaired. The adhesive material shall be applied just prior to placement of the patching concrete in accordance with the manufacturers recommendations.

CONCRETE: Concrete for the rebuilt hubguard areas will have a 28 day compressive strength of 4,000 psi. Bevel all exposed edges of concrete with a ¾" triangular molding, except as otherwise noted on the plans.

EXISTING REINFORCING: Existing reinforcing steel in the hubguard area exposed by the removal operations will be shorted 1½" from the final hubguard surface.

RICHARD A. SCHILTZ LICENSED 9024 KANSAS PROFESSIONAL ENGINEER
Richard A. Schiltz
01-12-2009

No.	Revision	By	Date

CITY OF WICHITA, KANSAS
JAMES L. ARMOUR, P.E.-CITY ENGINEER
MERIDIAN AVENUE - 47TH STREET SOUTH
TO 31ST STREET SOUTH

RAIL LAYOUT AND REMOVAL DETAILS

CAPITAL IMPROVEMENT PROJECT

Professional Engineering Consultants, P.A.
303 S. TOPEKA • WICHITA, KANSAS 67202
316-262-2691 • FAX 316-262-3003

Designed by	RJM	Job No.	09248	Sht. 47 of 187
Drawn by	CP	Date	Sept. 2009	

Plotted By: rjm Date: 9/1/2009 2:06:05 PM
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