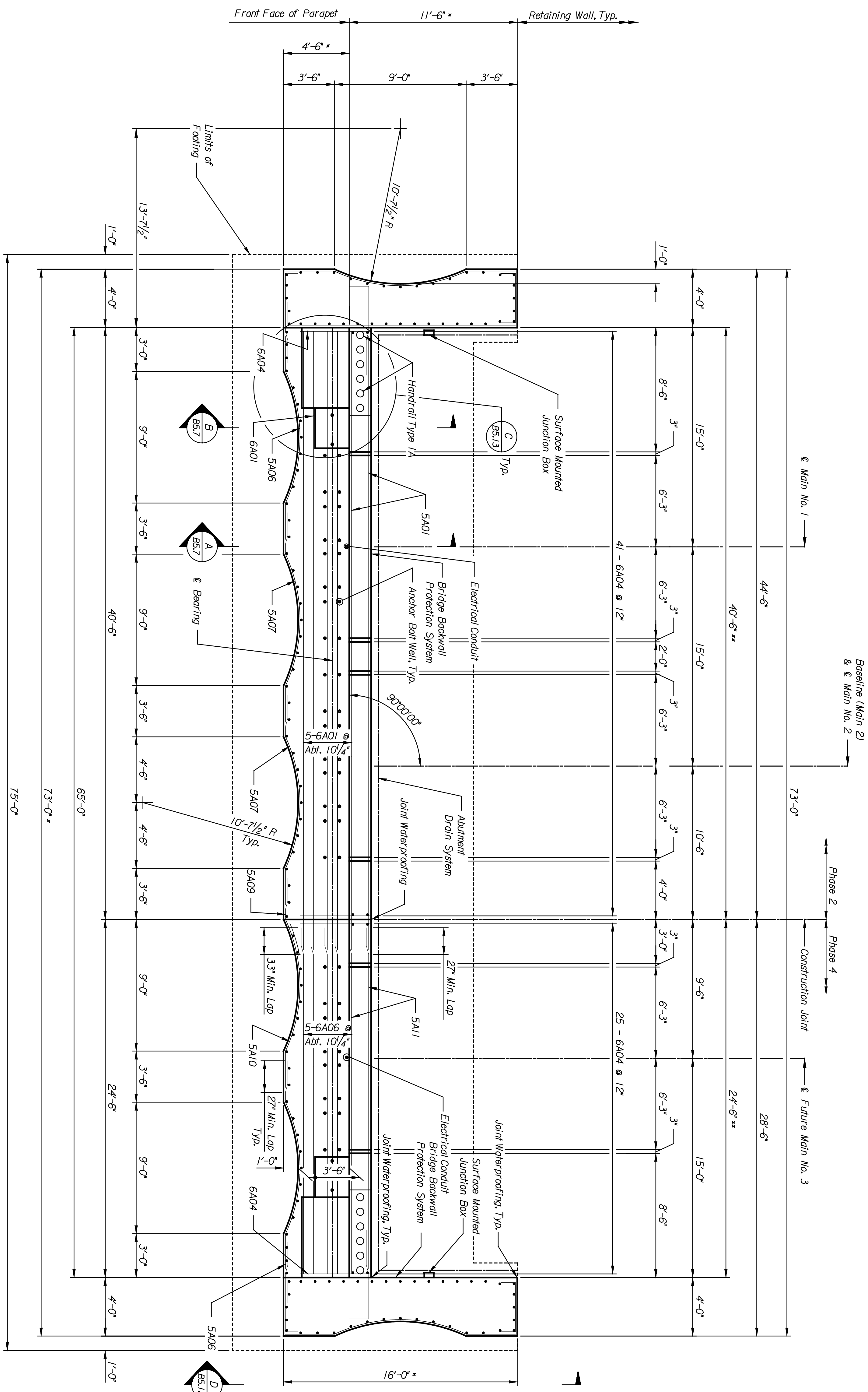
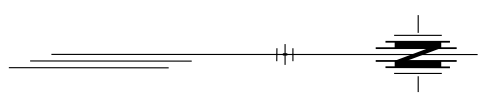


DATE	BY

Plotted on: 04-JAN-2005 11:35 \*time\$  
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**PLAN**  
 Scale: 1/4" = 1'-0"

**PNTB**  
 ARCHITECTS ENGINEERS PLANNERS

This sheet designed by:

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84071	2005	BL5.6	

**ABUTMENT NOTES:**  
 Concrete for the abutment stem, parapet, wingwalls and pedestals for the collision beam shall be Concrete, Grade 4.0 (AEL), with an f'c=4000 psi and shall be provided in accordance with the specifications.  
 Concrete for the abutment footings shall be Grade 4.0 with an f'c=4000 psi and shall be provided in accordance with the specifications.  
 All reinforcing steel shall conform to ASTM A615 or A706, Grade 60.  
 Epoxy-coated reinforcing steel shall conform to ASTM 775.  
 Exposed concrete edges shall be chamfered 3/4", unless noted otherwise.  
 Horizontal construction joints are not permissible, unless shown or approved by the engineer.  
 Joint waterproofing shall be applied on the rear face of the abutment over all horizontal and vertical construction joints and rustications in accordance with the specifications.  
 Waterstops across vertical construction joints shall conform to the specifications.

The rear face of the abutment and wingwalls shall be protected with the Bridge Backwall Protection System in accordance with the plans and specifications.  
 Upon removal of the concrete forms, the faces of the abutment and wingwalls visible after back-filling shall receive a light sand-blast finish. After sand-blasting, a concrete masonry coating shall be applied.  
 A concrete masonry coating shall be applied in accordance with the specifications, to the bridge seats and the faces of the abutments, wingwalls and components that are visible after back-filling. The color of the concrete masonry coating shall be white and shall be selected from the manufacturer's standard colors. The contractor shall provide the Engineer with a color sample for approval. A non-petroleum base form release agent shall be used on formed surfaces to be coated after sand-blasting. After the concrete masonry coating has cured, a concrete sealer shall be applied.  
 A concrete sealer shall be applied, in accordance with the specifications, to the bridge seats and the faces of the abutments, wingwalls and components that are visible after back-filling.  
 After application of a concrete sealer, a graffiti control system shall be applied, in accordance with the specifications, to the faces of the abutments, wingwalls and components that are visible after back-filling.  
 Horizontal reinforcing under the bridge seat may be adjusted to avoid anchor ball wall locations.  
 Footing reinforcing may be adjusted laterally to avoid conflicts with abutment stem reinforcing.  
 Provide an abutment drainage system in conformance with the specifications.  
 Provide a 1/2" minimum drainage slope along the abutment drain system from the center of the abutment.  
 Connect the abutment drain system to the surface drain downspouts with pipe fittings.  
 Coordinate installation of electrical conduit and lighting.

CITY OF WICHITA				
WICHITA CENTRAL CORRIDOR				
ALTERNATE 5				
2ND STREET				
ABUTMENT NO. 1 PLAN				
SHEET NO.	OF	SCALE AS NOTED	APP'D.	
DESIGNED	CHKD	DETAILS	DATE	
BY	DATE	BY	DATE	

LOCATION:	WICHITA, KS
PROJECT:	WICHITA CENTRAL CORRIDOR
DATE:	01/04/05
SCALE:	1/4" = 1'-0"
DESIGNED BY:	SCINDRELL
CHKD BY:	SCINDRELL
DATE:	01/04/05
APP'D.:	

**NOTE:**  
 \* Limits of Concrete Masonry Coating, Concrete Sealer and Graffiti Protection System.  
 \*\* Limits of Bridge Backwall Protection.