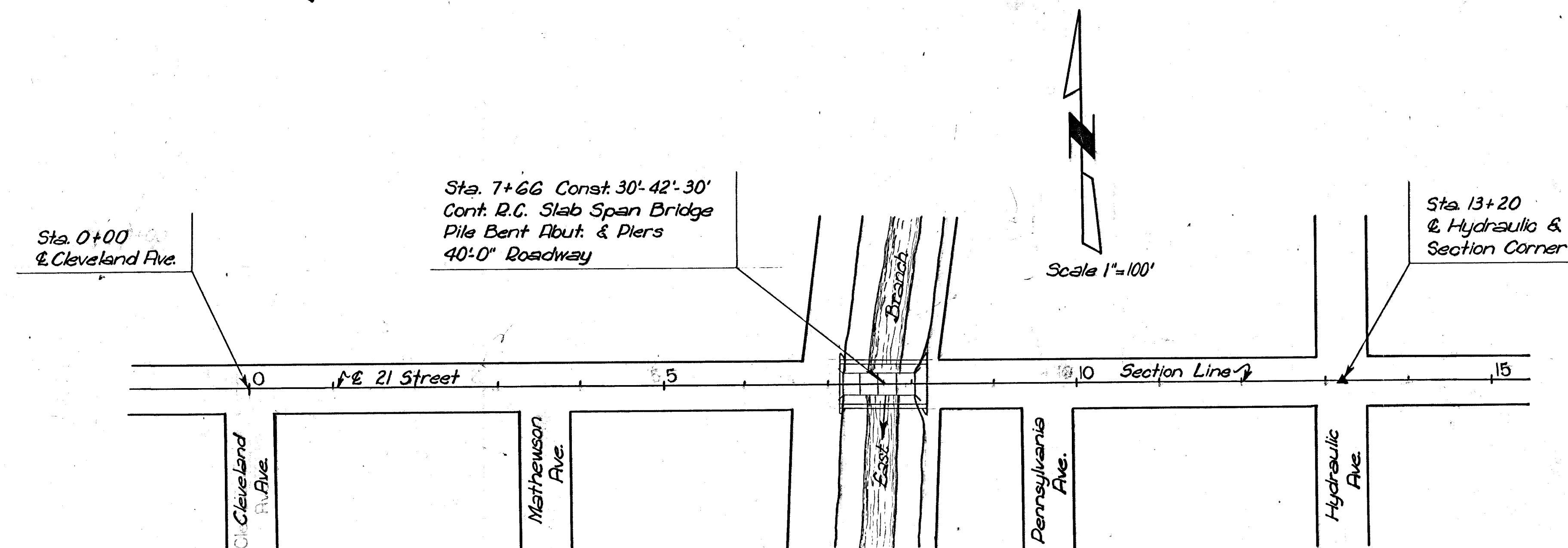


21 ST. STREET BRIDGE

C13-27

OVER THE WICHITA DRAINAGE CANAL (EAST BRANCH, CHISHOLM CREEK)

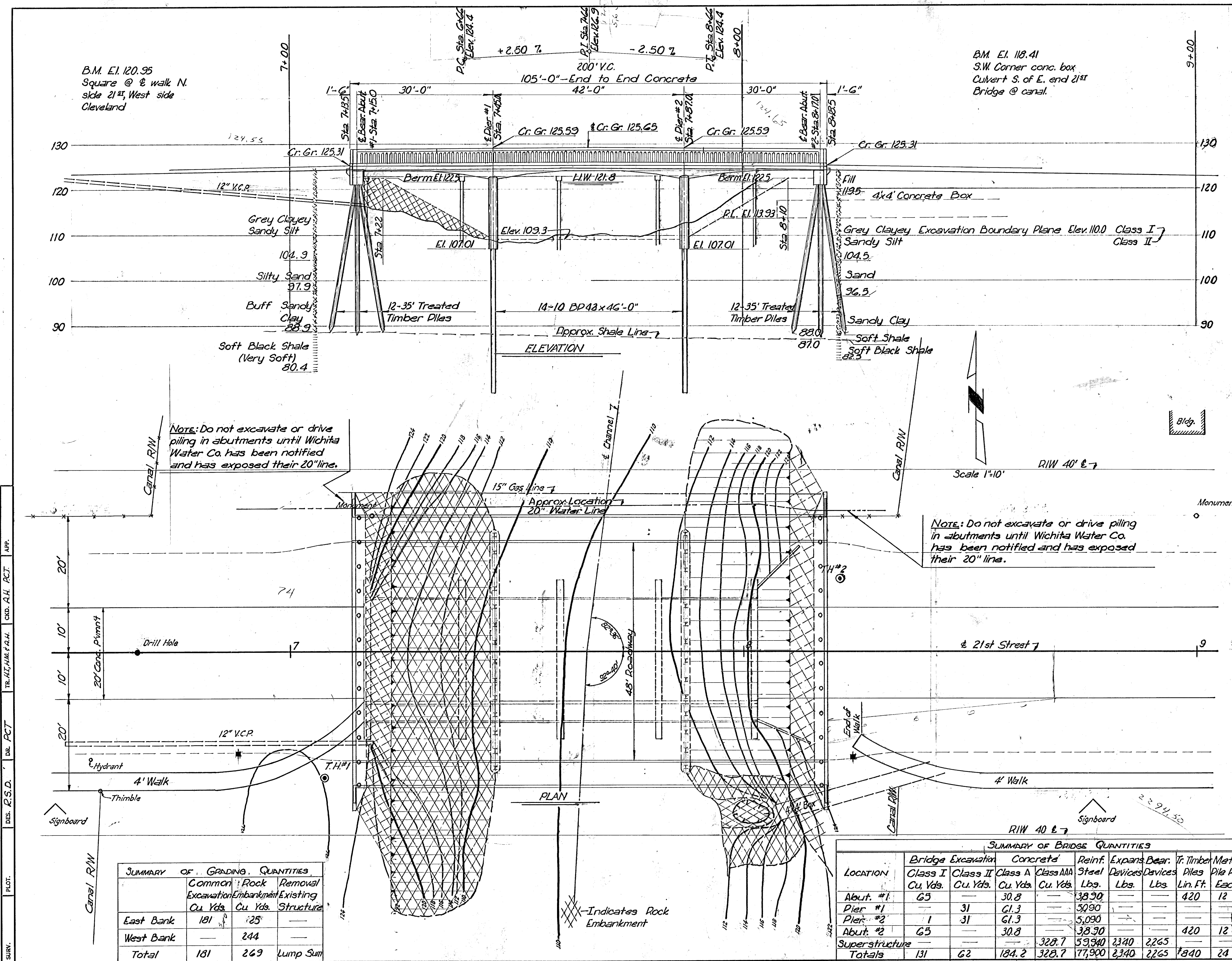


CITY ENGINEERING DEPARTMENT
WICHITA, KANSAS
B. E. SMITH, CITY ENGINEER

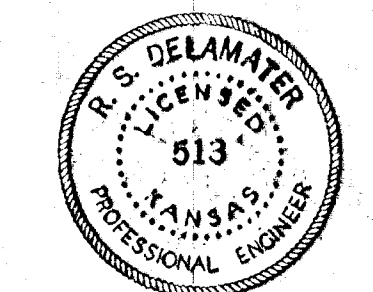
PLANS PREPARED BY
R.S. DELAMATER, CONSULTING ENGINEER
WICHITA, KANSAS
JUNE, 1953

INDEX OF SHEETS	
SHEET NO.	
1.	Title Sheet
2.	Construction Layout
3.	Abutment Details
4.	Pier Details
5.	Superstructure Details
6.	Auxiliary Details
7.	Bar Supports and Spacers





GENERAL NOTES:
COMMON EXCAVATION: Common Excavation consists of grading the East bank to the lines indicated and extending North to approximately 50' from E, removing material of whatever nature is encountered. Excavated material shall be stockpiled as directed by the Engineer.
ROCK EMBANKMENT: Rock Embankment includes filling the West bank to the slope and over the areas indicated, and filling around and below the 4x4 box outlet to a thickness of from 12 to 18 inches. Material for Rock Embankment, consisting of broken concrete, shall be furnished by the City, stockpiled at the site. Contractor shall dump the Rock Embankment directly on the slope, hand placing will be required only as necessary to obtain a reasonably even and presentable surface.
REMOVAL OF EXISTING STRUCTURE: Contractor shall remove the superstructure and caps of the existing bridge, storing any useable material at the site as directed by the Engineer. Piles and backwalls shall be either pulled out or cut off at finished grade line at the option of the Contractor.
BRIDGE EXCAVATION: Elevation 110.0 shall designate the Excavation Boundary Plane, Class I excavation above the plane and Class II below. Bridge excavation quantities shall be computed to a line 1'-6" outside of concrete lines all around.
CONCRETE: Concrete shall be class A in abutments, piers and handrail and Class AAA concrete in superstructure.
PILES: All piles shall be driven to the penetration shown unless in the opinion of the Engineer such penetration cannot be obtained without injury to the piles. All Treated Timber Piles shall be driven to a minimum bearing value of 20 tons per pile and all steel piles driven to a minimum bearing value of 37 tons per pile.
SOUNDINGS: Soundings are as taken by borings in the field and represent the best information available to the City of Wichita.
REINFORCING STEEL: All reinforcing steel shall conform to A.S.T.M. Specification A 305-49
DESIGN:
 Design Loading: H20-S-16-49 AASHTO Specifications.
 Unit Stresses: $f_s = 20,000$ psi, reinforcing
 $f_c = 1000$ p.s.i., Class A
 $f_c = 1350$ p.s.i., Class AAA
 Pile Loading: 20 tons per pile, Treated Timber
 37 tons per pile, Steel
GENERAL REQUIREMENTS: It is the intention of these plans and specifications that construction of the bridge shall be in accordance with applicable standard specifications and requirements of the Kansas State Highway Commission and that materials shall conform to those specifications unless otherwise expressly noted.



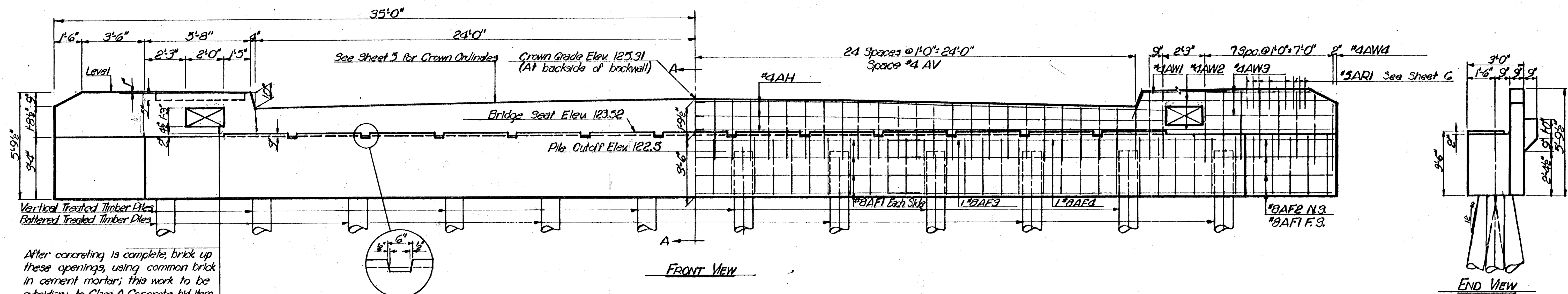
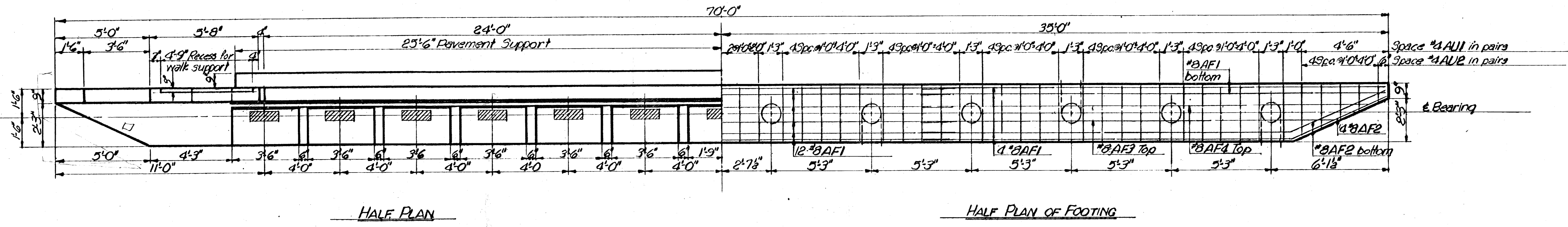
SUMMARY OF GRADING QUANTITIES			
	Common Excavation Cu. Yds.	Rock Embankment Cu. Yds.	Removal Existing Structure
East Bank	181	25	
West Bank		244	
Total	181	269	Lump Sum

SUMMARY OF BRIDGE QUANTITIES										
LOCATION	Class I Cu. Yds.	Class II Cu. Yds.	Class A Cu. Yds.	Class AAA Cu. Yds.	Reinf. Steel Lbs.	Expans. Devices Lbs.	Bear. Devices Lbs.	T. Timber Piles Lin. Ft.	Metal Pile Pts. Each	Steel Piles Lin. Ft.
Abut. #1	65		30.8		3890			420	12	80
Pier #1		31	61.3		3090					644
Pier #2	1	31	61.3		5090					644
Abut. #2	65		30.8		3890			420	12	80
Superstructure				328.7	53,340	2340	2265			206.5
Totals	131	62	184.2	328.7	77,900	2340	2265	840	24	1288

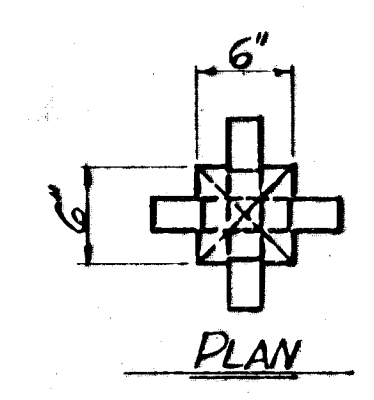
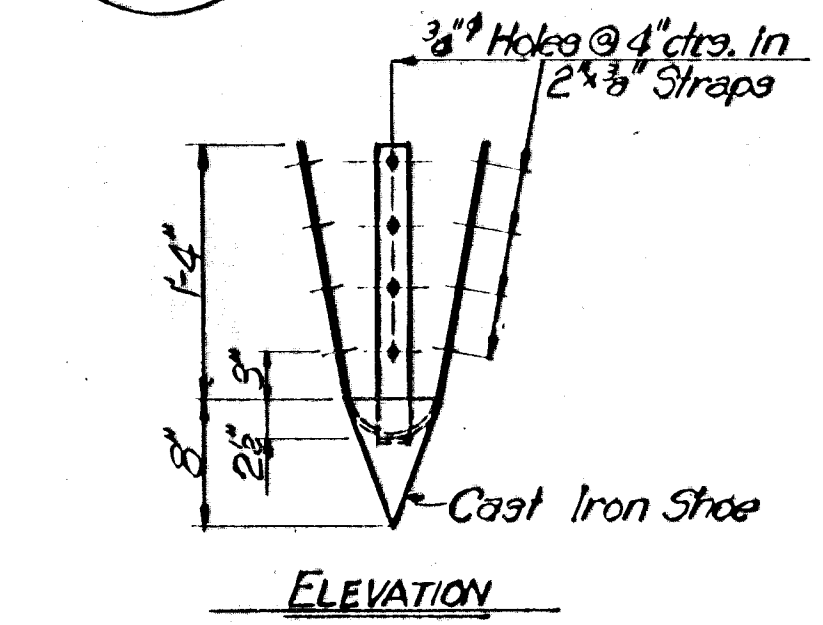
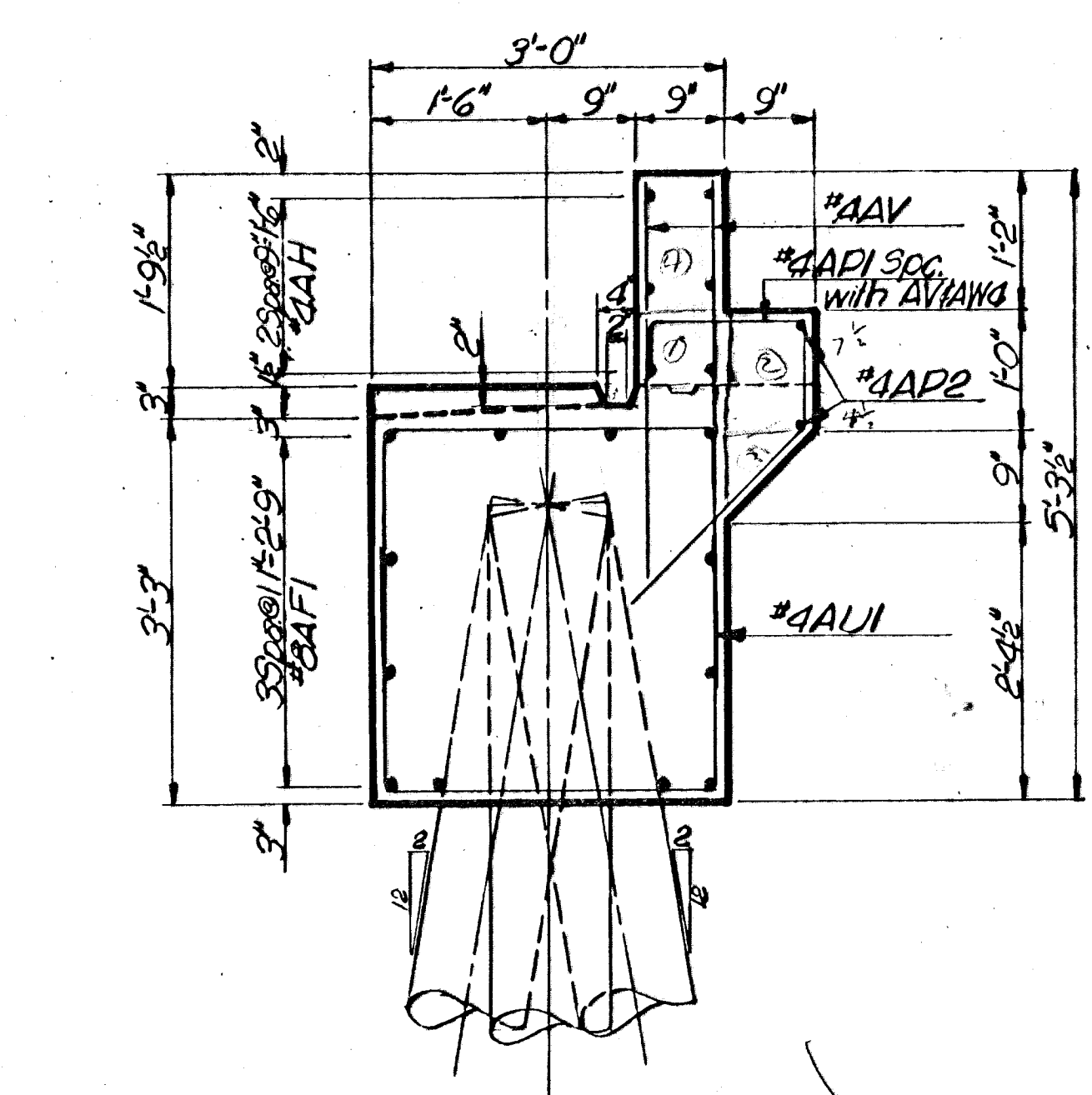
21 ST. STREET BRIDGE
CONSTRUCTION LAYOUT
 EAST BRANCH, CHISHOLM CREEK

R. S. DELAMATER
 CONSULTING ENGINEER
 WICHITA, KANSAS

DATE June 1953
 SCALE 1" = 10'
 DWG. NO. 79-C-2

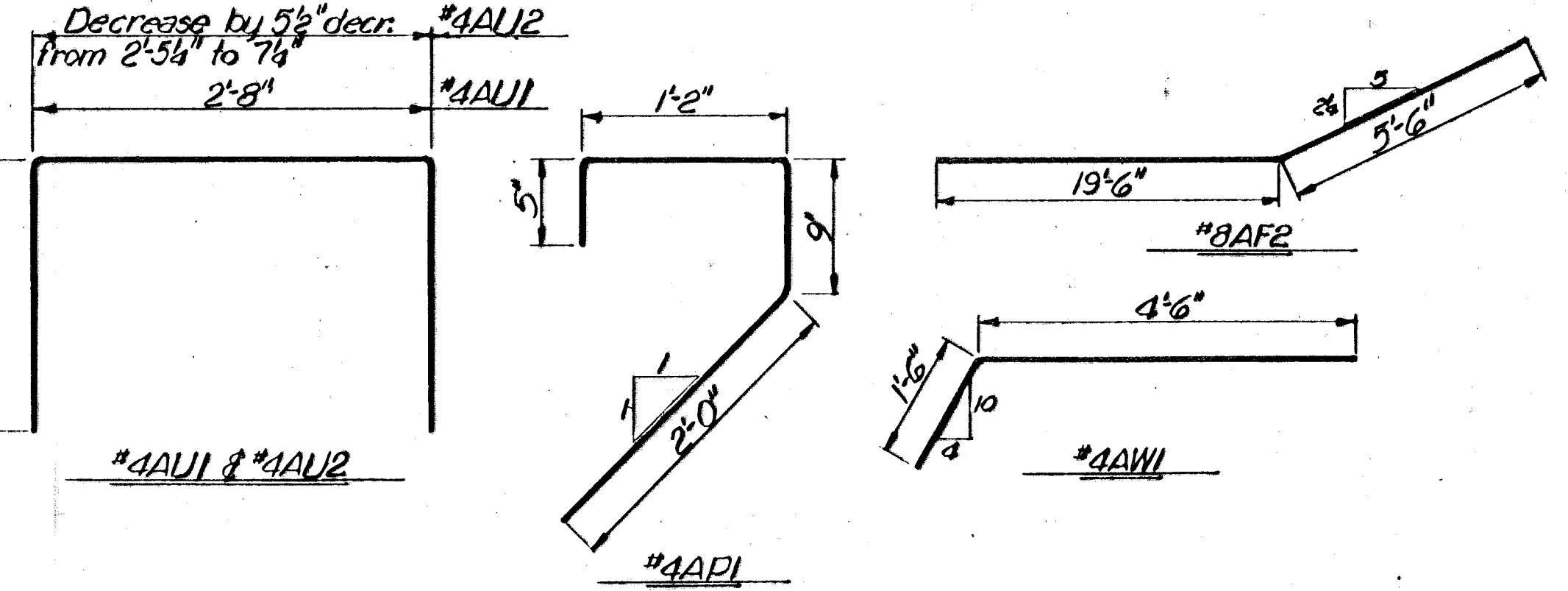


After concreting is complete, brick up these openings, using common brick in cement mortar; this work to be subsidiary to Class A Concrete bid item.



METAL PILE POINTS

Note:
Pile points shall be substantially symmetrical with tips centered. Not more than 1/4" concavity nor more than 1/8" convexity shall be permitted in the top face.
Pile points shall be fastened to pile by one 1/4"x4" bolt spike or two 60-d spikes per hole.



NOTES:
Class A Concrete shall be used throughout.
Bevel all exposed edges with a 3/8" triangular molding and fillet all corners 3/4" unless otherwise indicated.
All dimensions shown relative to reinforcing steel placement are to center of bars. Refer to A.A.S.H.O. Manual of Recommended Practice for Detailing Reinforced Concrete Highway Structures.
See Sheet 6 for Handrail Details, Expansion Device Details and Abutment Bearing Device Details.

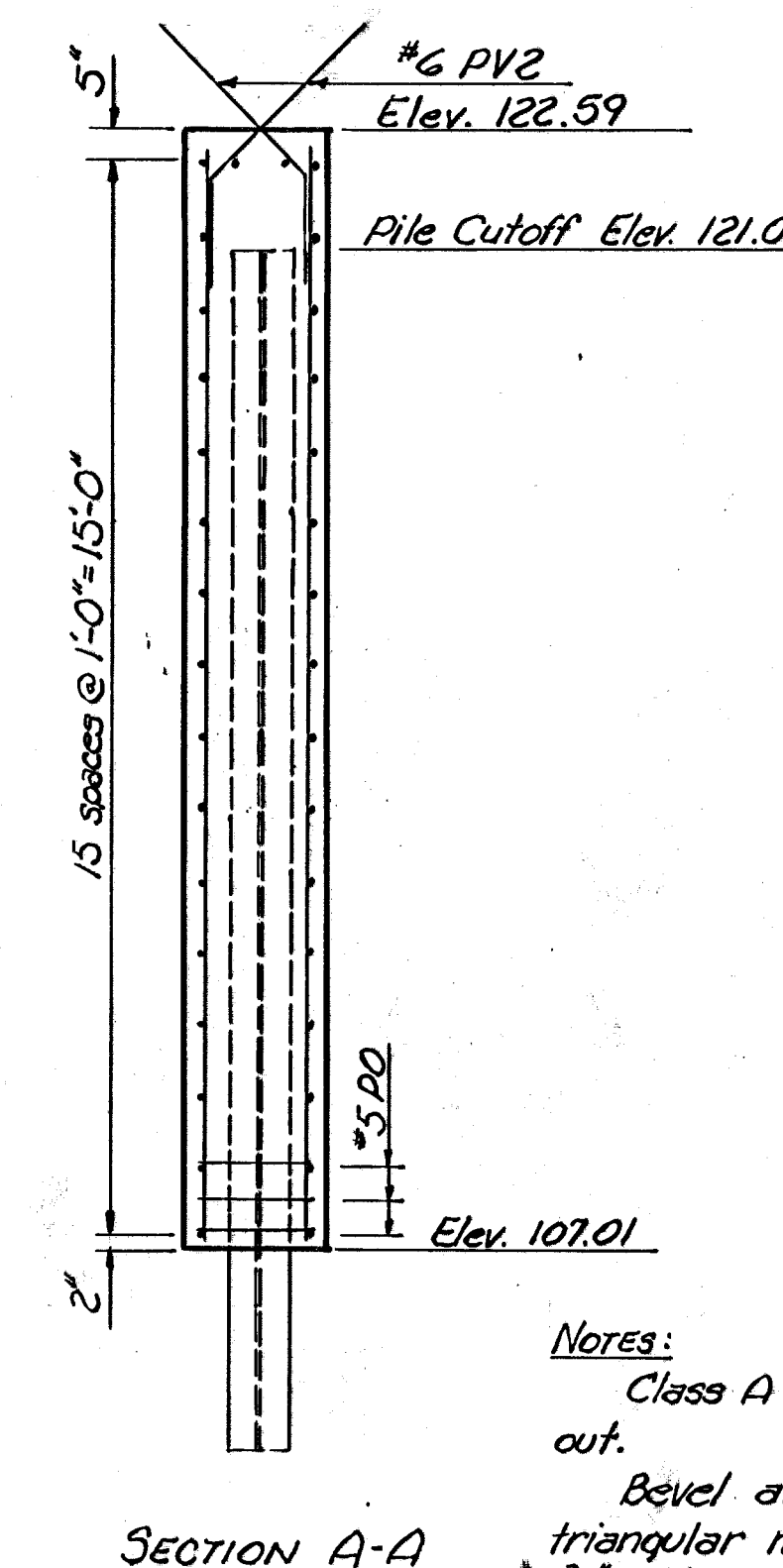
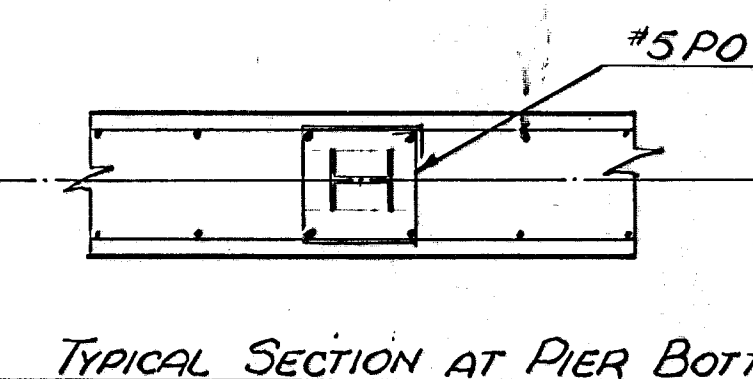


BAR LIST & SUMMARY OF QUANTITIES																	
Mark	AF1	AF2	AF3	AF4	AH	AV	AW1	AW2	AW3	AW4	AP1	AP2	AR1	AR2	AU1	AU2	
No. Reqd.	22	10	2	2	12	98	4	8	8	40	51	4	16	4	114	20	
Size	#8	#8	#8	#8	#4	#4	#4	#4	#4	#4	#4	#4	#5	#4	#4	#4	
Length	24'-4"	25'-0"	21'-8"	23'-4"	26'-4"	3'-3"	6'-0"	11'-3"	7'-0"	3'-6"	4'-4"	25'-10"	4'-0"	3'-9"	7'-2"	*	
Shape	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Class A Concrete							30.8	Cu. Yd.	*See Bending Diagrams.								
Reinforcing Steel							3890	Lbs.									
Treated Timber Piles							420	Lin. Ft.									
Metal Pile Points							12	Each	Concrete Handrail							80	Lin. Ft.

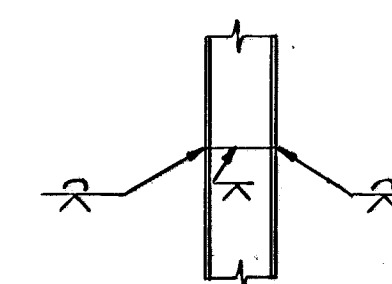
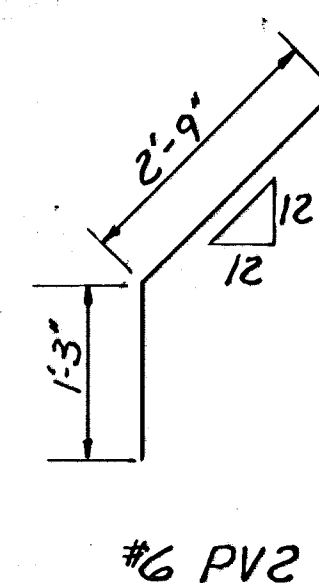
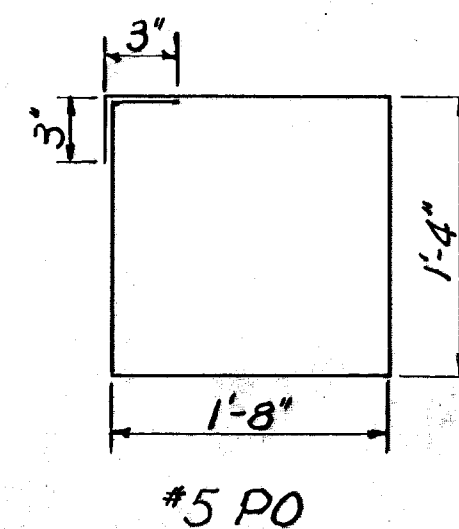
21 ST. STREET BRIDGE
ABUTMENT DETAILS
EAST BRANCH, CHISHOLM CREEK

R. S. DELAMATER
CONSULTING ENGINEER
WICHITA, KANSAS

DATE June, 1933
SCALE 3/8"=1'-0"
DWG. NO. 79-C-3



Pile Loading: 37 tons per pile



TYPICAL PILE SPLICE

SUMMARY OF PIER QUANTITIES										
Mark	PH1	PH2	PH3	PH4	PV1	PV2	PO	PT		
No. Reqd.	32	32	32	12	86	82	42	4		
Size	#5	#5	#5	#5	#6	#6	#5	#4		
Length	30'-0"	22'-6"	4'-7"	29'-6"	15'-3"	4'-0"	6'-6"	26'-9"		
Shape	—	—	U	~	—	┐	┐	—		
Class A Concrete 61.3 Cu. Yds. Reinforcing Steel 5090 Lbs. Steel Piles (108P42) 644 Lin. Ft.										

21ST. STREET BRIDGE
PIER DETAILS
EAST BRANCH, CHISHOLM CREEK

R. S. DELAMATER
CONSULTING ENGINEER
WICHITA, KANSAS

DATE <i>June 1953</i>	
SCALE <i>$\frac{3}{8}'' = 1'-0''$</i>	DWG. NO. <i>79-C</i>

CLIENT CITY OF WICHITA, KANSAS

SHEET _____

PROJECT 21st Street Bridge

DATE _____

BY _____

COMPUTATIONS FOR Comparative Pier Costs Estimate

CK'D _____

BY _____

PEDESTAL TYPE PIER (Similar to Levy St. Bridge)Piles (Tr. Timber)

32 @ 20' = 640 Lin. Ft. @ \$4.50 per Ft. ——— \$2,880

Class A Concrete

135 Cu. Yd. @ \$55.00 per Yd. ——— 7,425

Reinforcing Steel

7,500 Lbs @ \$0.14 per Lb. ——— 1,050

Excavation

125 Cu. Yd. @ \$4.00 per Yd. ——— 500

TOTAL ——— \$11,855STEEL PILE BENT TYPE PIERPiles (Steel H)

7 @ 40' = 280 Lin. Ft. @ \$7.00 per Ft. ——— \$1,960

Class A Concrete

60 Cu. Yd. @ \$55.00 per Yd. ——— 3,300

Reinforcing Steel

5,000 Lbs @ \$0.14 per Lb. ——— 700

Excavation

35 Cu. Yd. @ \$4.00 per Yd. ——— 140

TOTAL ——— \$6,100

R. S. DELAMATER
CONSULTING ENGINEER

311 DERBY BUILDING
WICHITA 2, KANSAS
April 10, 1953

21st Street Bridge
East Branch Chisholm Creek

Mr. B. E. Smith
City Engineer
Wichita, Kansas

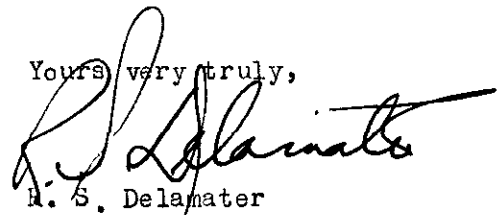
Dear Mr. Smith:

I am handing you herewith prints of primary plans for the above bridge including title sheet and location map, construction layout and a sheet showing proposed dimensions and outlines of the slab and piers.

We are proposing a continuous slab, using rather deep haunches in order to reduce the thickness at the centerline because of the limited headroom available above highwater. We also indicate pile bent piers encased in concrete, such as we discussed previously, and I am including an estimate of the comparison of costs between that type of pier and a heavier pedestal type pier on wood piling, which it seems to us would undoubtedly cost quite a bit more and would not on this bridge be of any particular advantage. We are designing on a basis of H 20-S 16 loading.

On the construction layout the centerline of channel shown is as obtained from the Wichita-Valley Center Flood Control office for the centerline of the East Branch Diversion Ditch, as constructed, and we have centered the bridge on this centerline. The channel outline and the highwater mark shown are also taken from the design plans for the flood control project and our proposed layout is to clear that channel in accordance with their requirements. The minimum crown grade we show will provide just over the required two feet of clearance at the center of the bridge; we are assuming that the bridge will be built on a vertical curve, grades for which we will determine in coordination with your street paving plans.

Yours very truly,



R. S. Delamater

Encs.
RSD:md

60' DRAINAGE RIGHT OF WAY

40'

20'

10'

10'

10'

HIGH WATER LINE

2910

BOTTOM FLUME

3:1 SLOPE

EARTH BANK

DESIGN DATA

6" CONC LINING
REINFORCED

DRAINAGE AREA 5700 A.
MAX. RUNOFF 1050 C.F.S.

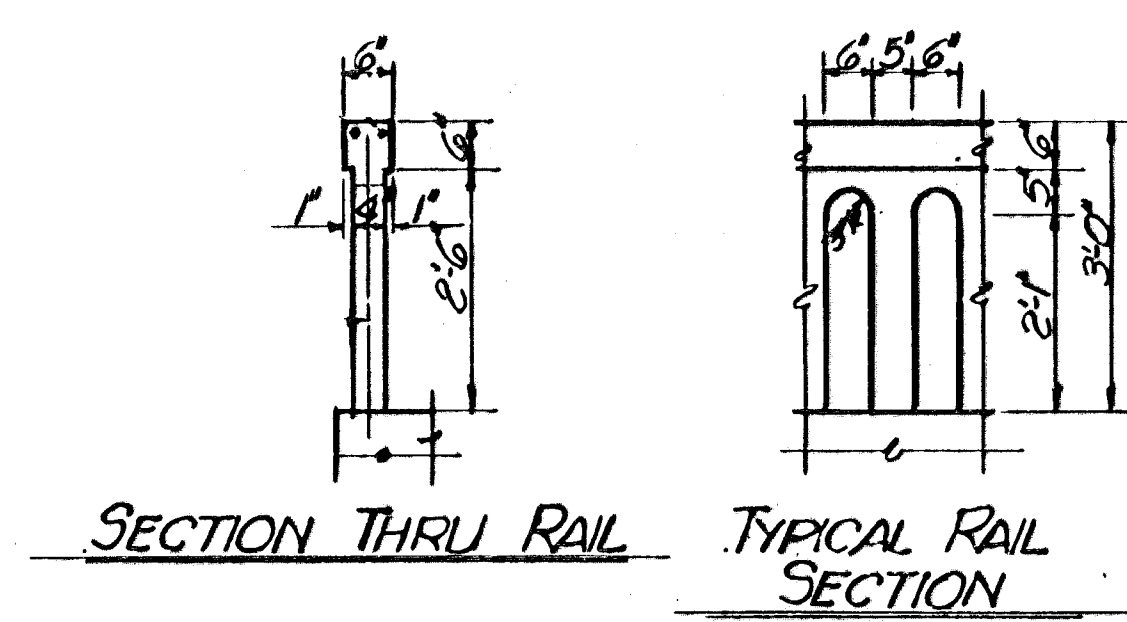
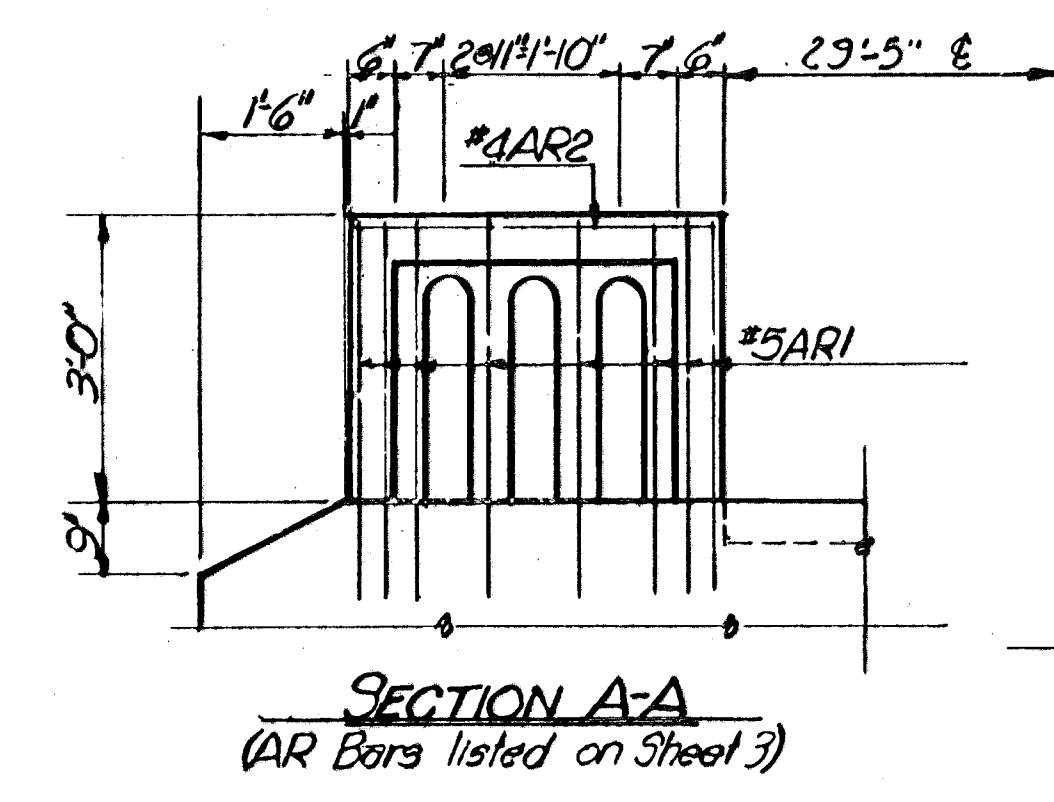
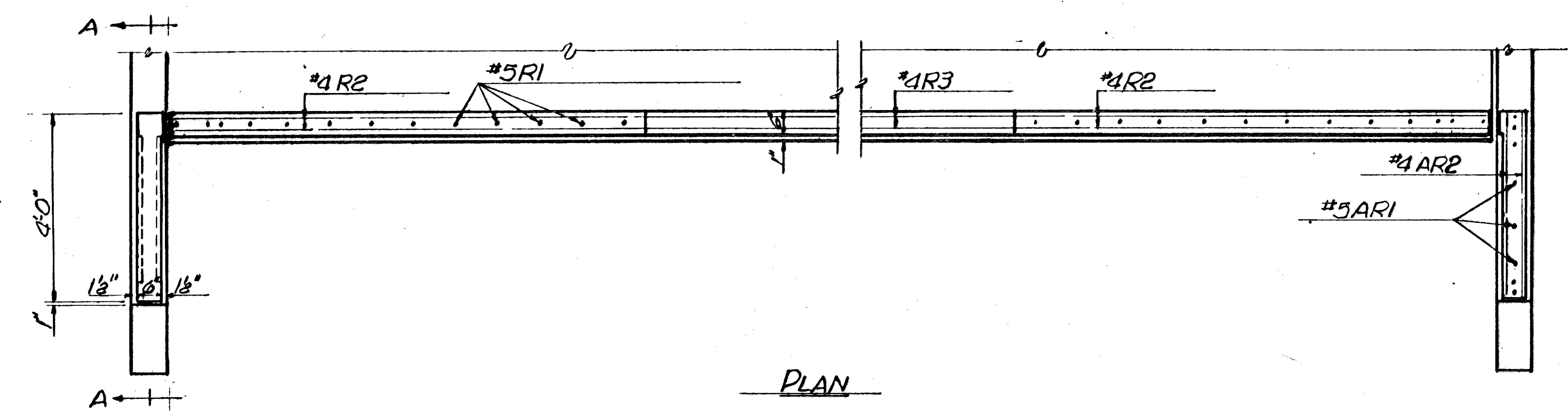
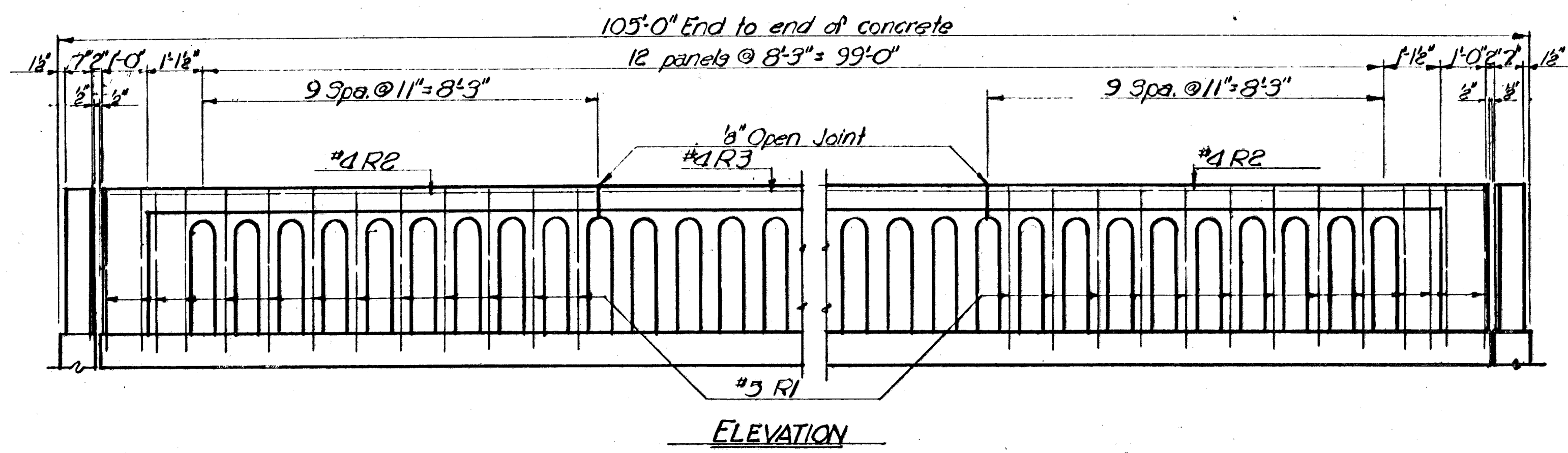
NOTE

DESIGN DATA BY
H R HUNTER,
ENGINEER.

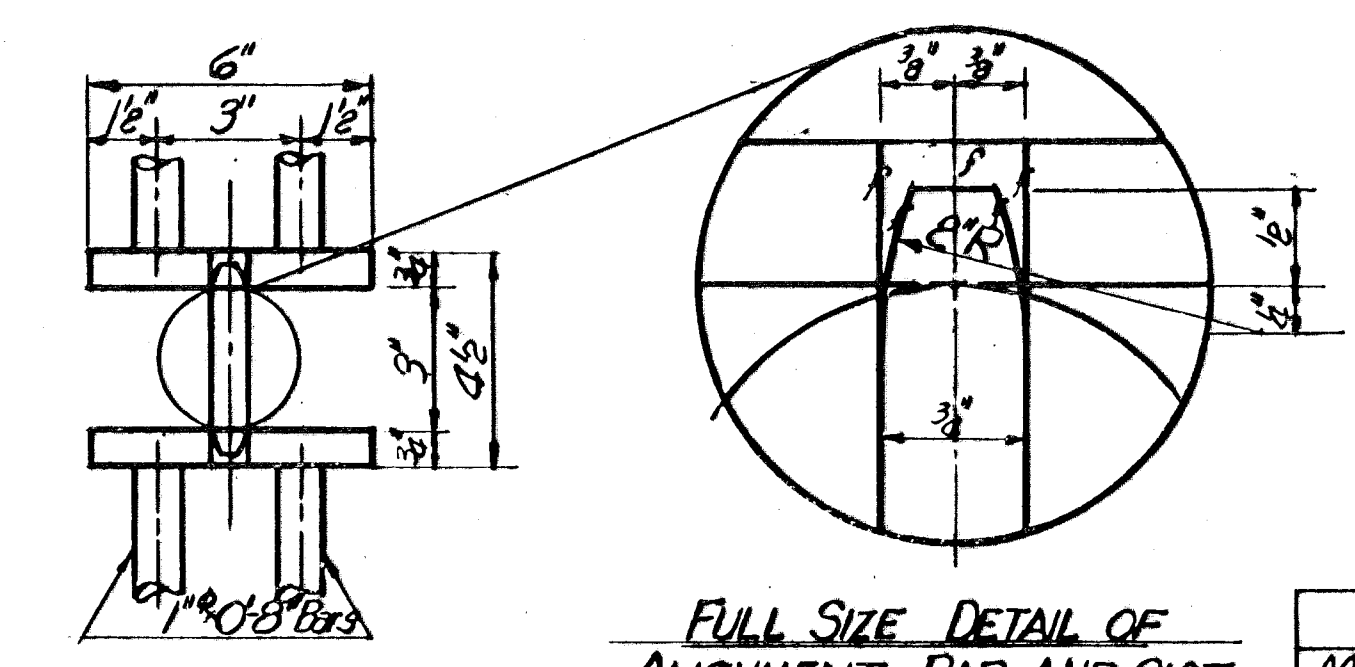
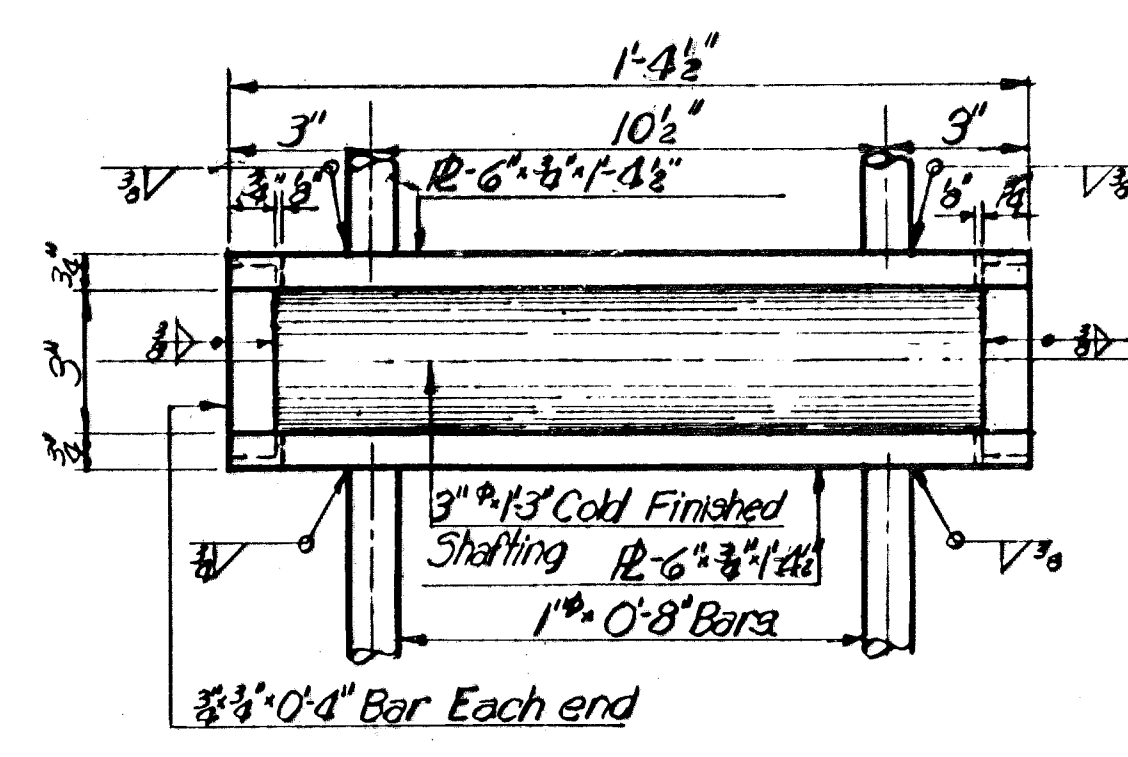
CROSS - SECTION
CONCRETE DRAINAGE FLUME

SCALE 1/4" = 1'-0"

REINFORCING BARS ADDITION

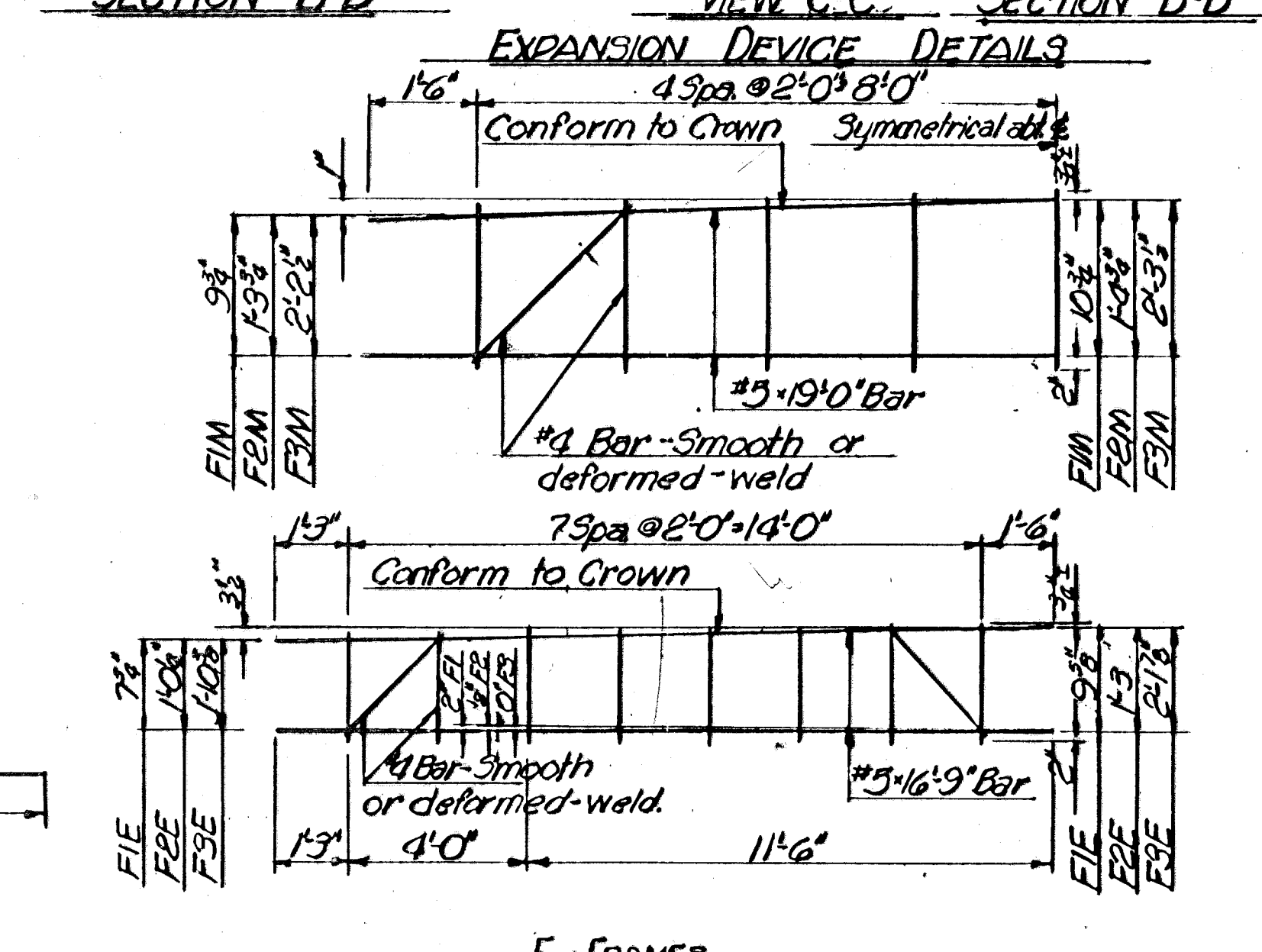
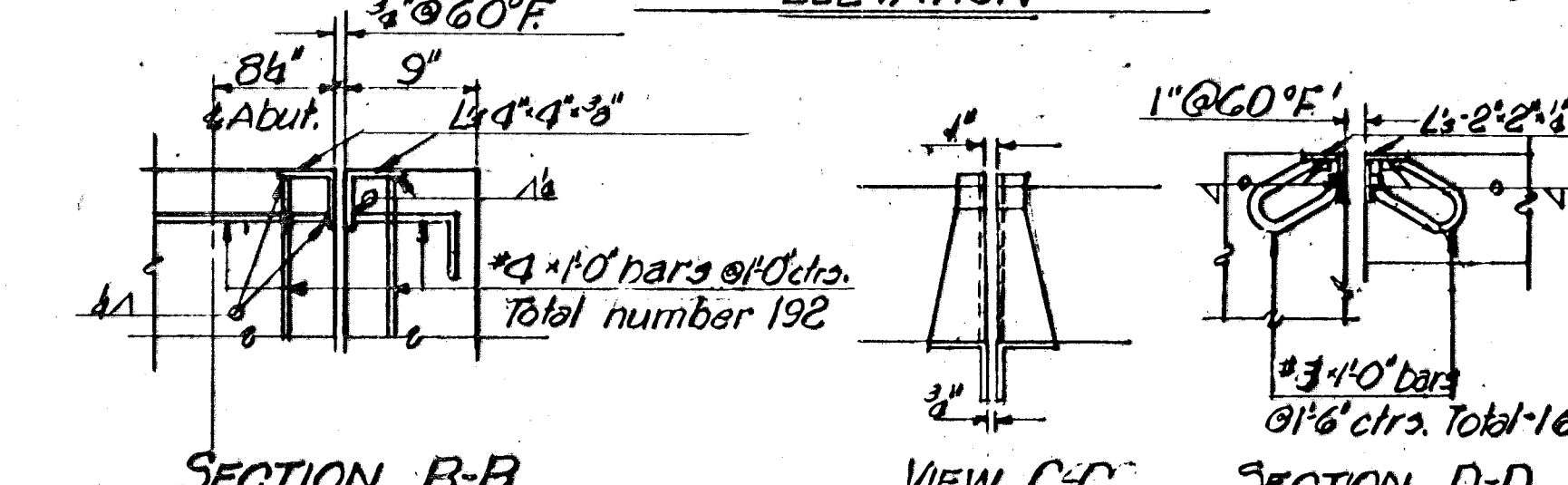
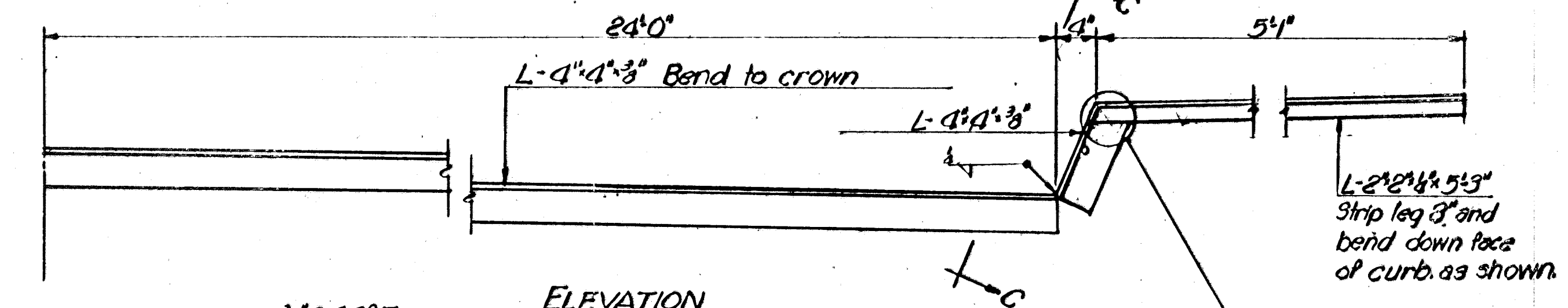
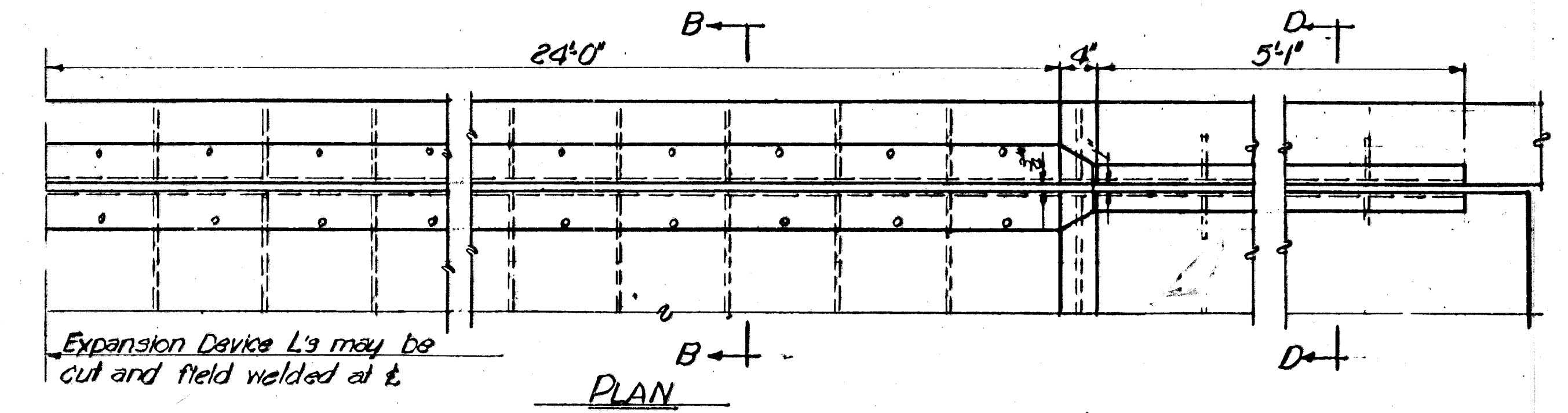


HANDRAIL DETAILS



BEARING DEVICES
 26 Assemblies Required
 87.6 Lbs. Each

FULL SIZE DETAIL OF
 ALIGNMENT BAR AND SLOT

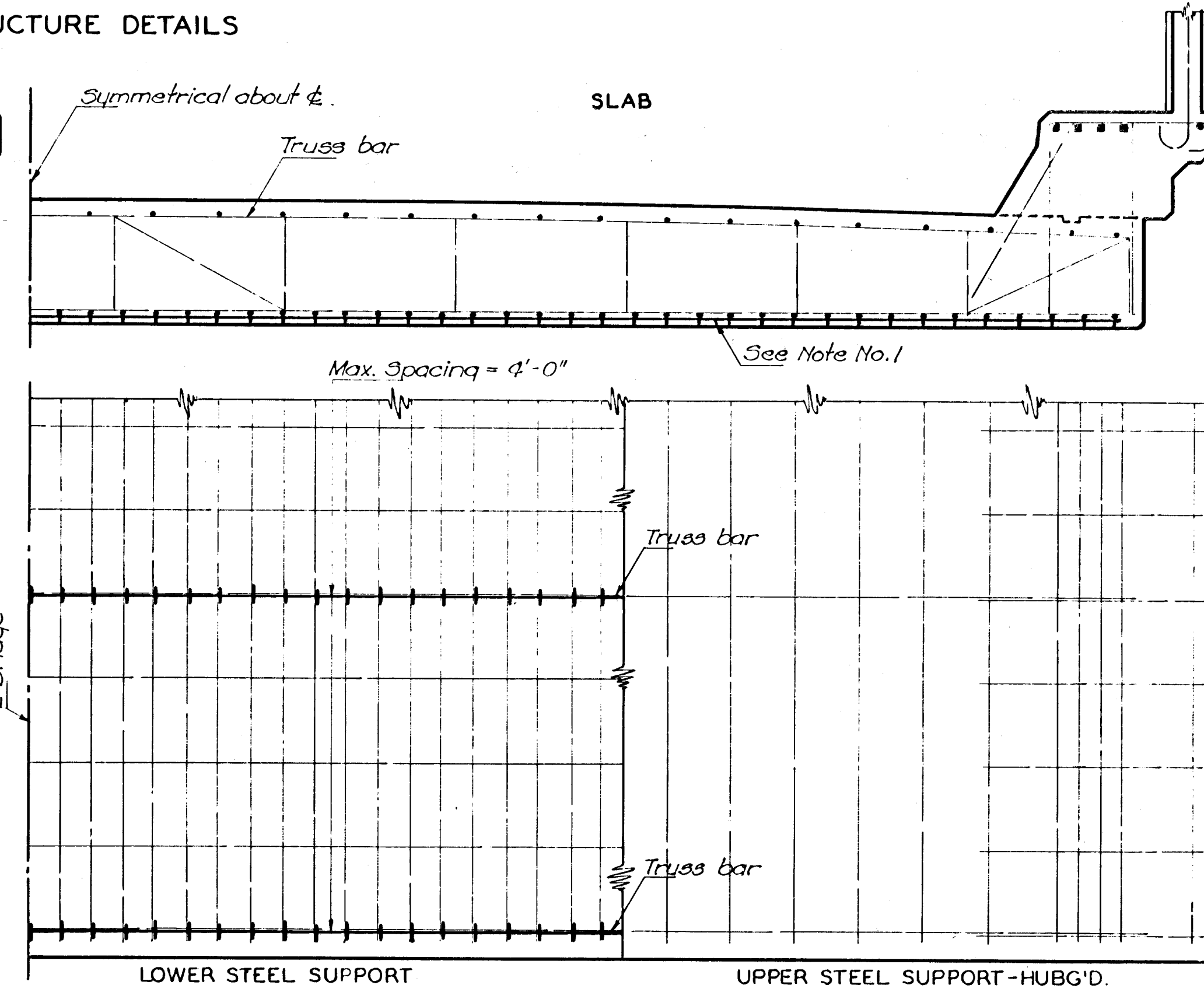
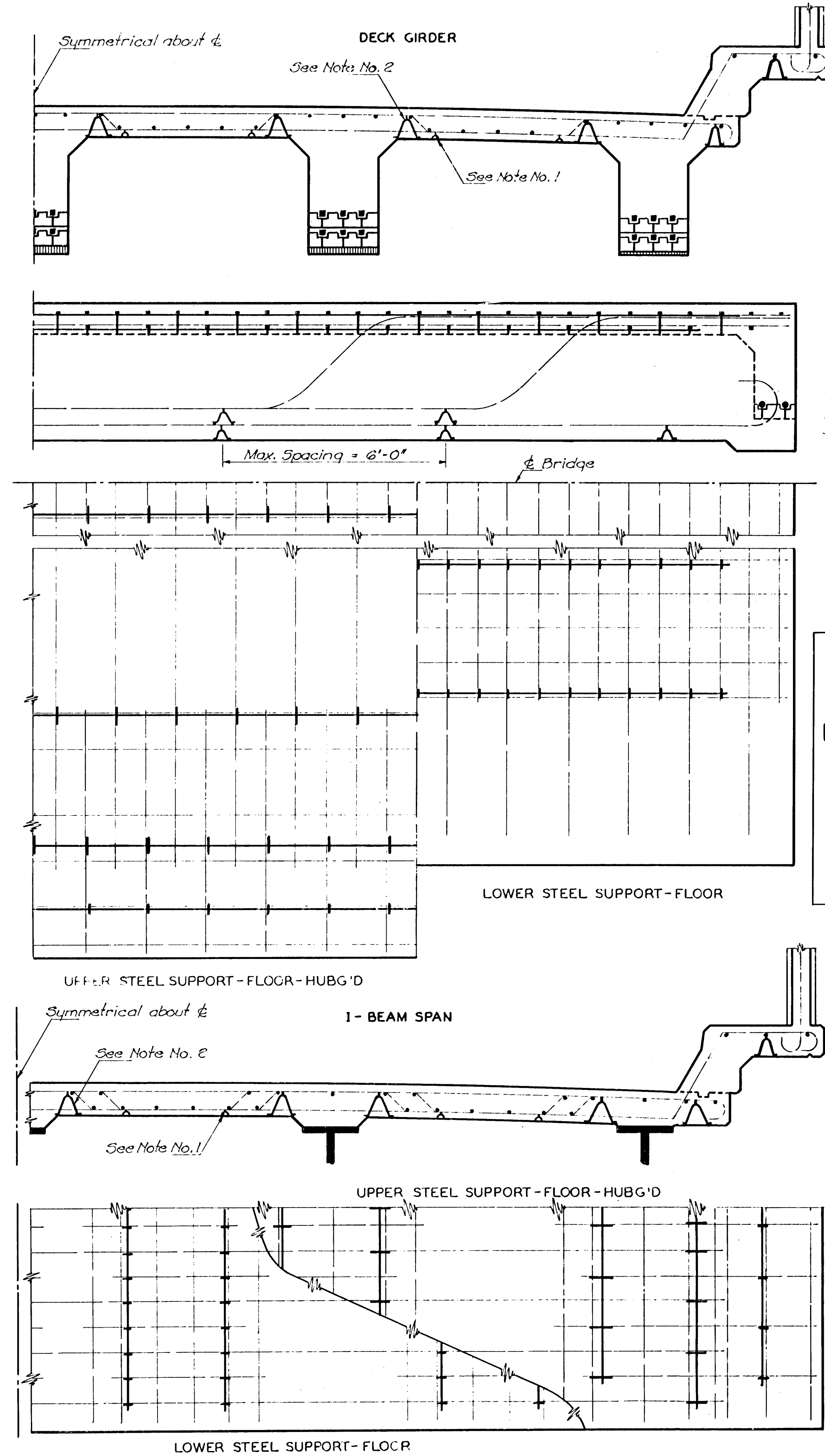


NOTES:
 Bid Item "Concrete Handrail" shall include only concrete and labor involved. Reinforcing steel is included in the abutment and superstructure quantities. All concrete shall be Class A in handrail.
 Bevel all exposed edges with a 3/4" triangular molding and fillet all corners 3/4" unless otherwise indicated.
 All dimensions relative to placement of reinforcing steel are to center of bar unless otherwise noted. All dimensions in Bending Diagrams are out to out of bar. Refer to AASHTO Manual of Recommended Practice for Detailing Reinforced Concrete Highway Structures.
 All welds shall be continuous fillet welds unless otherwise indicated.
 All parts of Bearing Devices shall be Structural Steel. All rollers, bearing plates, anchor bars and alignment bars shall be included in the "Bearing Device" bid item.
 All parts of Expansion Devices shall be painted as specified for Structural Steel by Kansas State Highway Comm. specifications except those parts that are to be in contact with concrete when erected, which shall receive no paint.

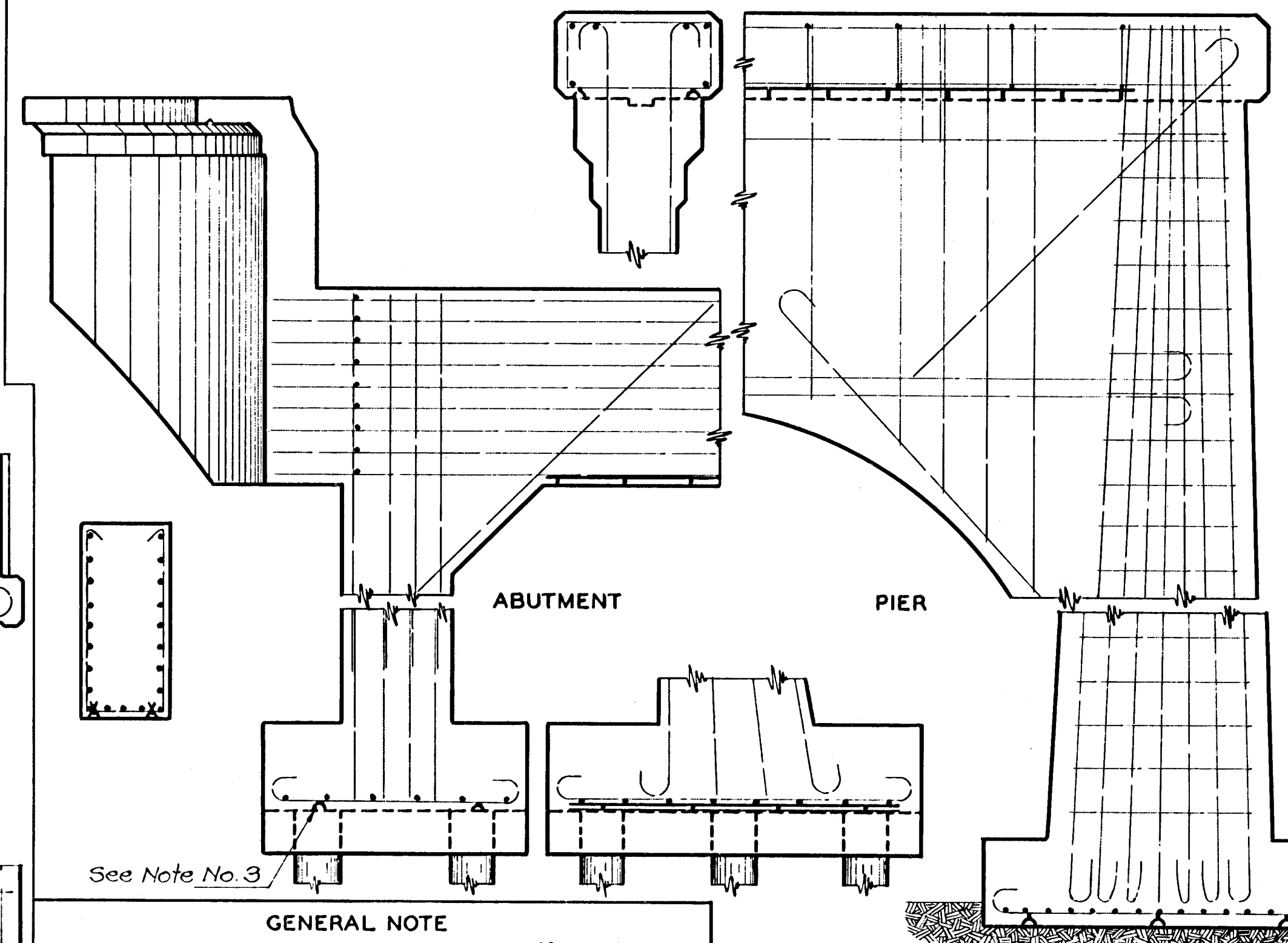
SUPERSTRUCTURE QUANTITIES (BAR LIST)																			
Mark	E	F1M	F2M	F3M	F1E	F2E	F3E	R1	R2	R3	31	32	33	34	35	36	37	38	39
Nº Req'd	32	9	4	4	18	8	8	282	8	40	104	102	208	102	101	102	31	32	48
Size	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8	#8
Length	26'-6"	*	*	*	*	*	*	3'-4"	10'-2"	8'-0"	17'-1"	13'-6"	11'-0"	8'-0"	17'-0"	8'-0"	15'-0"	15'-0"	40'-7"
Shape	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Mark	311	312	313	314	315	7													
Nº Req'd	50	40	28	20	274	224													
Size	#8	#4	#4	#4	#4	#5													
Length	36'-0"	11'-4"	35'-0"	15'-6"	9'-0"	26'-3"													
Shape	---	---	---	---	---	---													

21ST STREET BRIDGE
 AUXILIARY DETAILS
 EAST BRANCH, CHISHOLM CREEK
 R. S. DELAMATER
 CONSULTING ENGINEER
 WICHITA, KANSAS
 DATE June, 1953
 SCALE Use Dim.
 DWG. NO. 78-C-6

TYPICAL SUPERSTRUCTURE DETAILS



TYPICAL SUBSTRUCTURE DETAILS



GENERAL NOTE

Spacings shown are maximum. Sufficient supports shall be used, as determined by the Engineer, to retain the reinf. steel in position. Approved designs and arrangements of Supports or Spacers other than as shown on this sheet, may be used with the permission of the Engineer. Component parts of Supports and Spacers shall be securely welded at all contact points. Legs shall be so constructed that only the ends bear upon the forms.

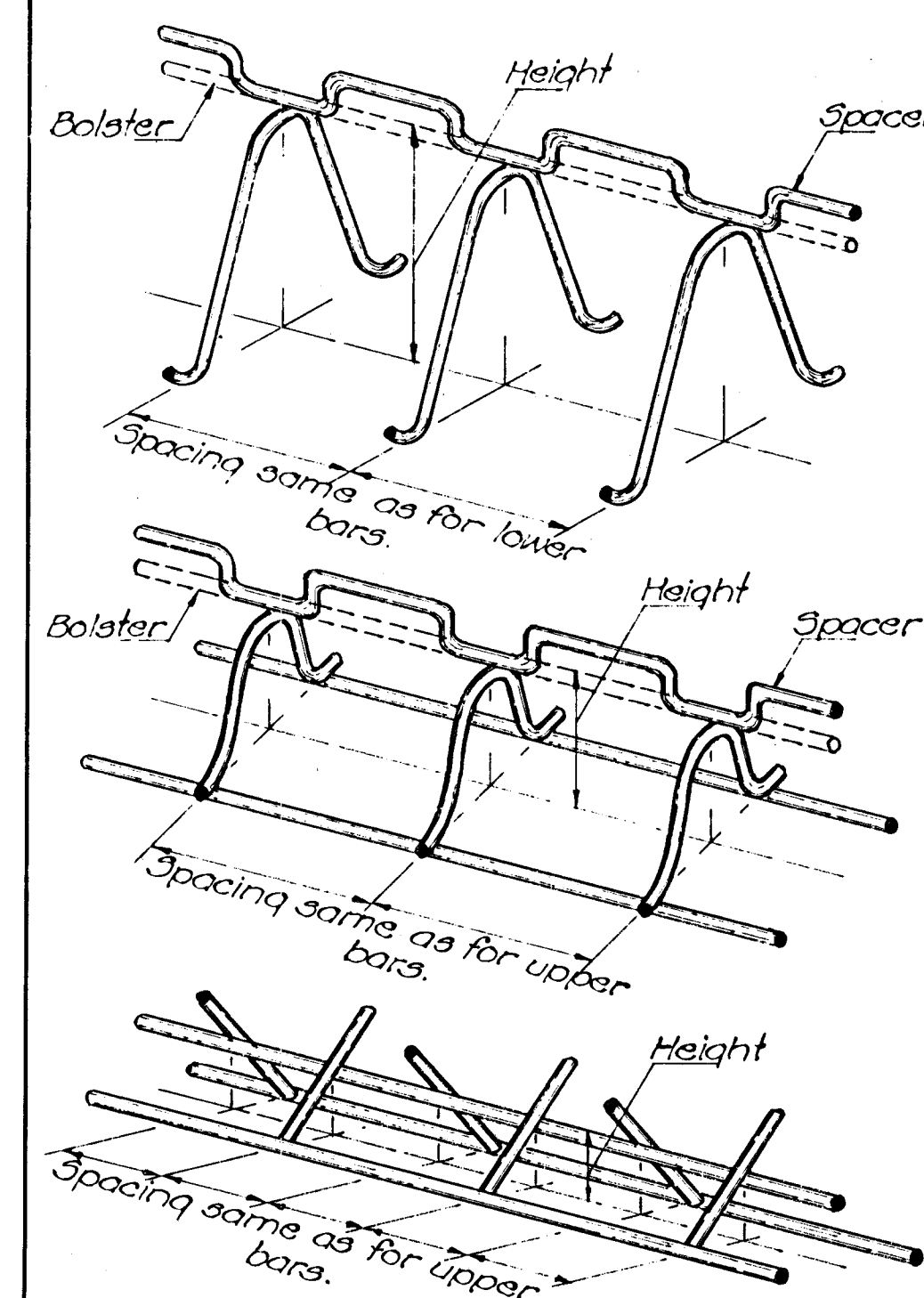
Wire used for Supports and Spacers shall be of sufficient size to insure stability of Reinforcing Steel at the position shown on the Plans, within the limits indicated by Notes 1 & 2. Wire supports shall be supplemented with form ties or other approved devices where necessary.

NOTE 1: The lower side of Reinforcing Steel in these locations shall be not less than one inch (1") from the surface of the concrete.

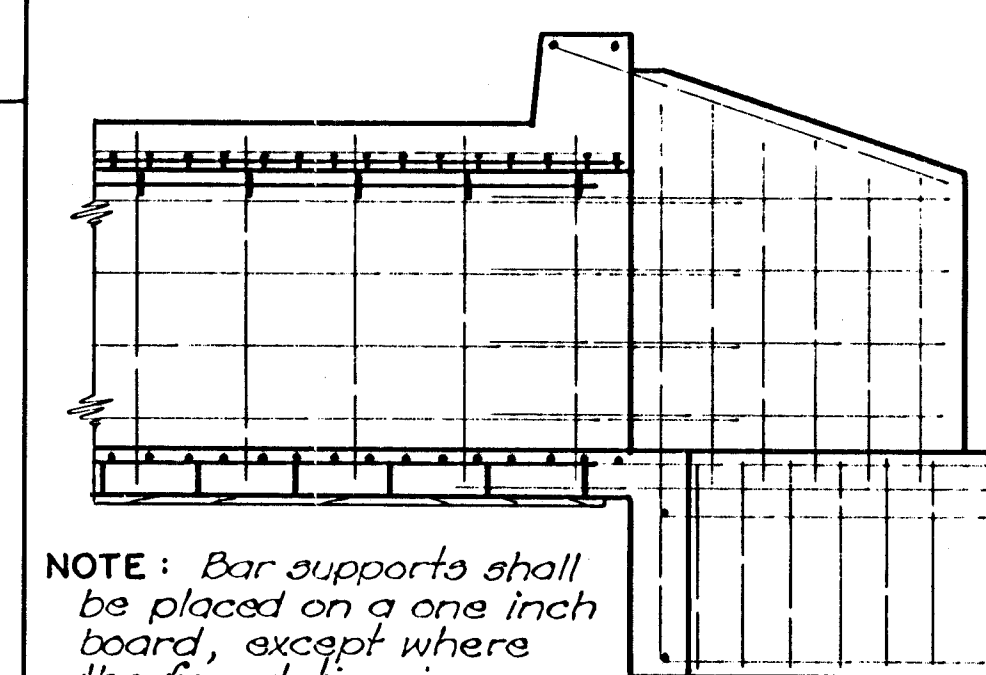
NOTE 2: The upper side of Reinforcing Steel in these locations shall be within the limits shown on the Plans.

NOTE 3: The use of Wire Supports for Reinforcing Steel in these locations is optional. Where they are not used the Steel shall be supported from the forms by means of wire ties or saddles.

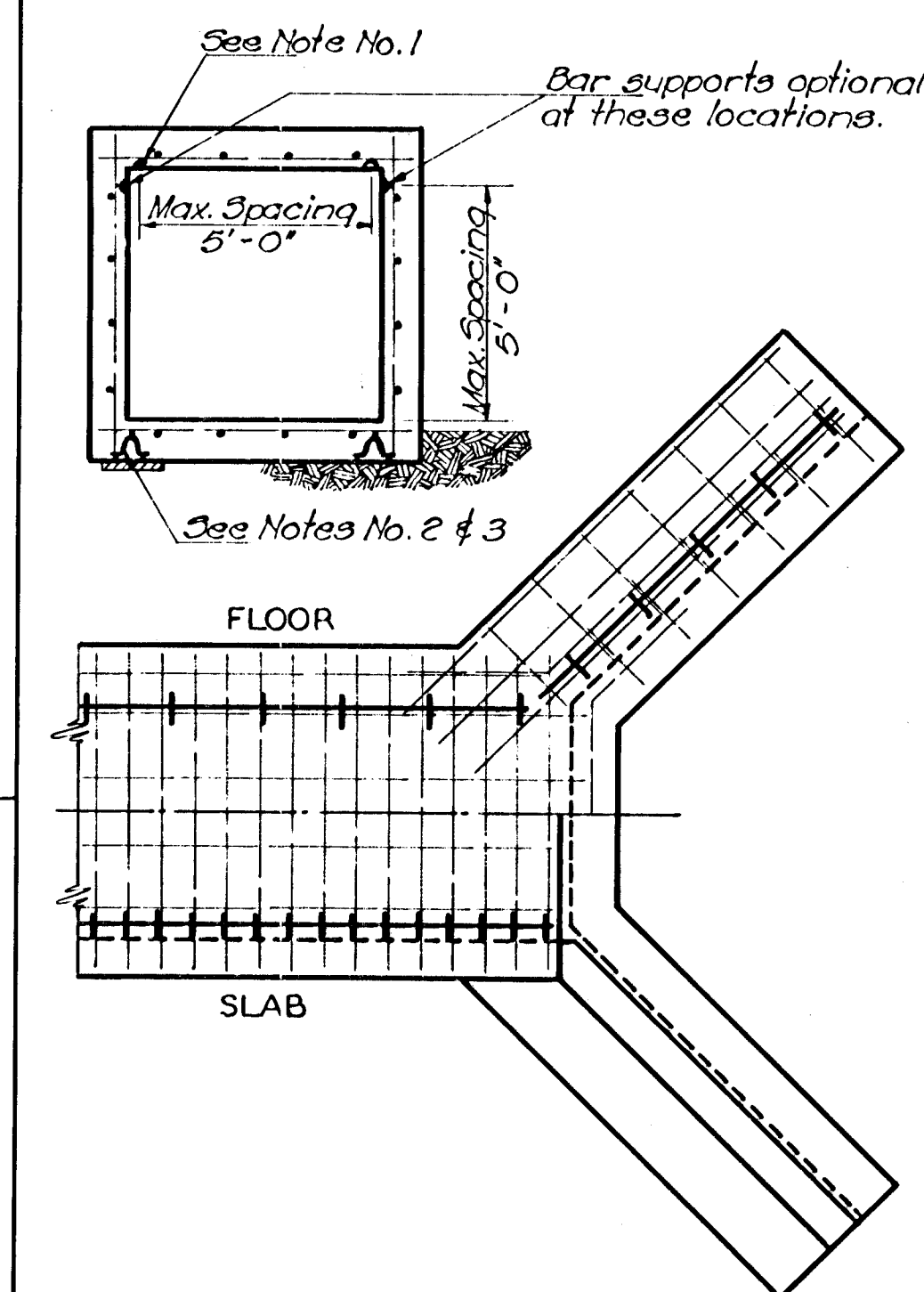
BEAM BAR SPACERS & BOLSTERS



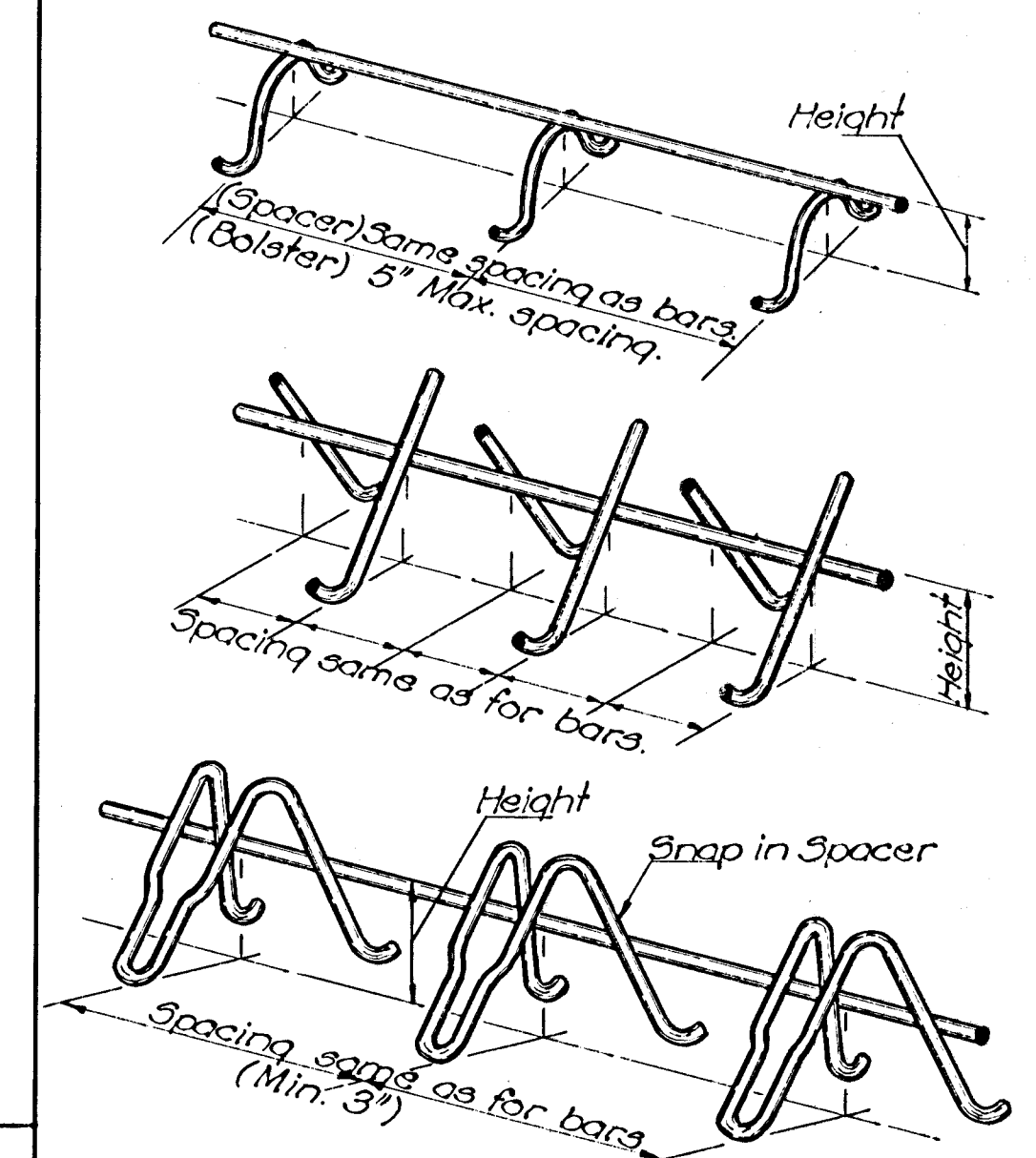
TYPICAL CULVERT DETAILS



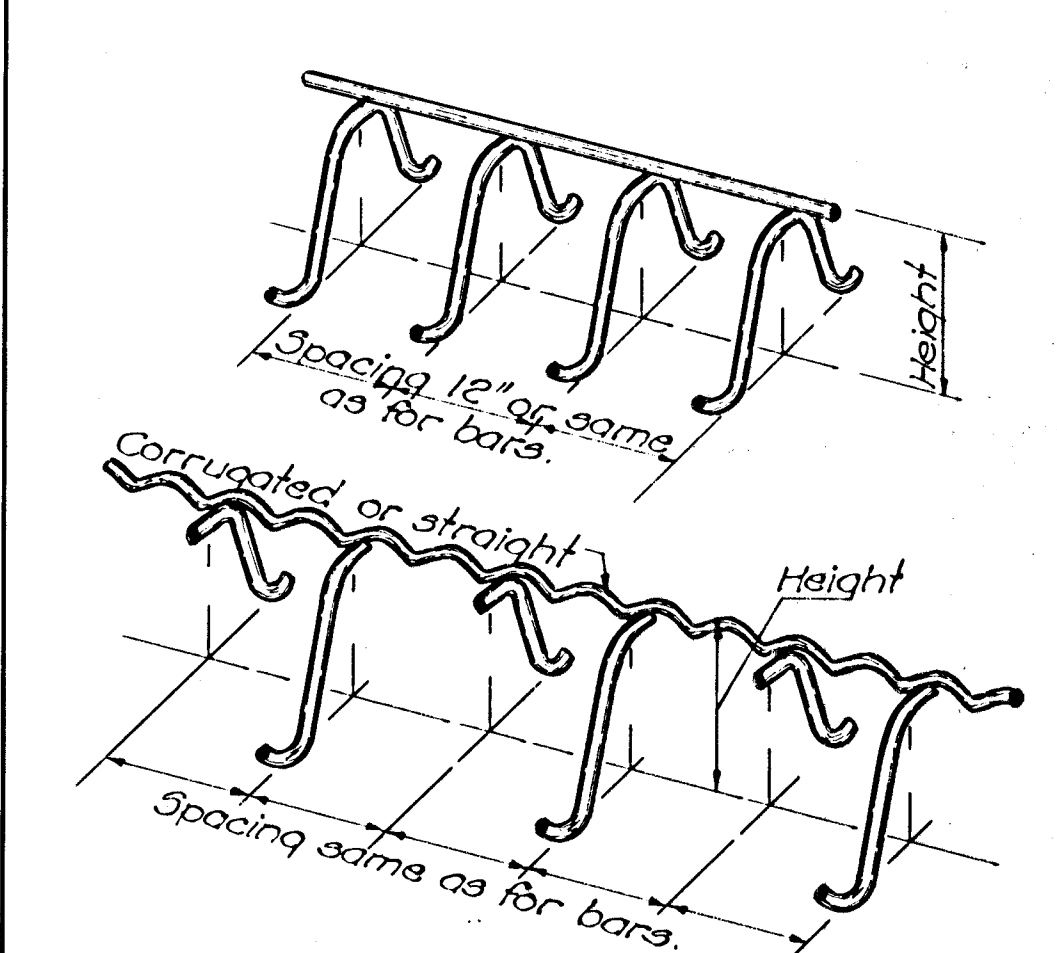
NOTE: Bar supports shall be placed on a one inch board, except where the foundation is composed of rock, firm shale or a seal course. See Note No. 3.



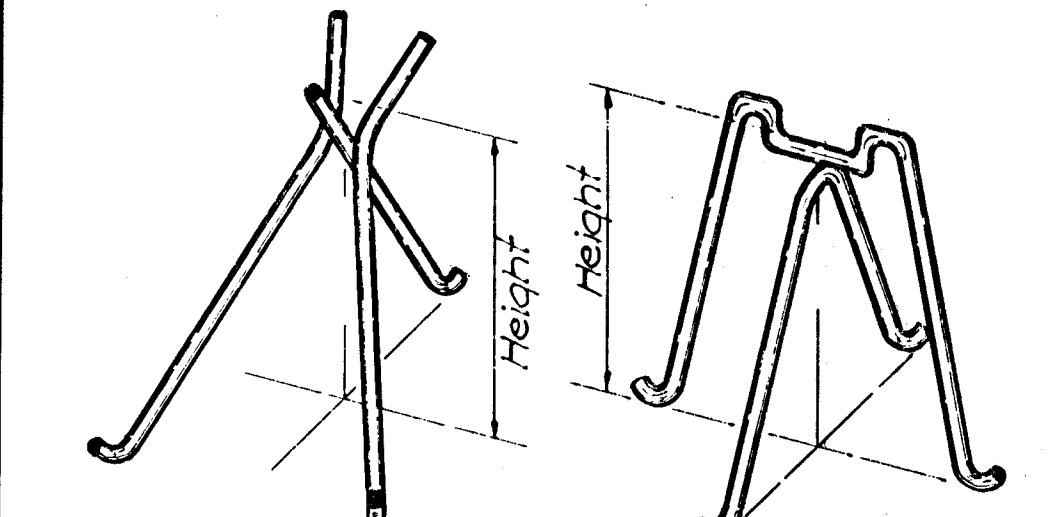
LOW SLAB BAR SPACERS & BOLSTERS



HIGH SLAB BAR SPACERS & BOLSTERS



INDIVIDUAL HIGH BAR CHAIRS



No.	Sheet
7	7

SUPPORTS AND SPACERS FOR REINFORCING STEEL

STD. NO. 610 SCALE No. Scale

DESIGNED BY E.A.R. DATE 7-1-43. DETAILED BY W.A.D. TRACED BY W.A.D.

CHECKED BY G.T. APPROVED BY L.A. Current DATE 4-17-44