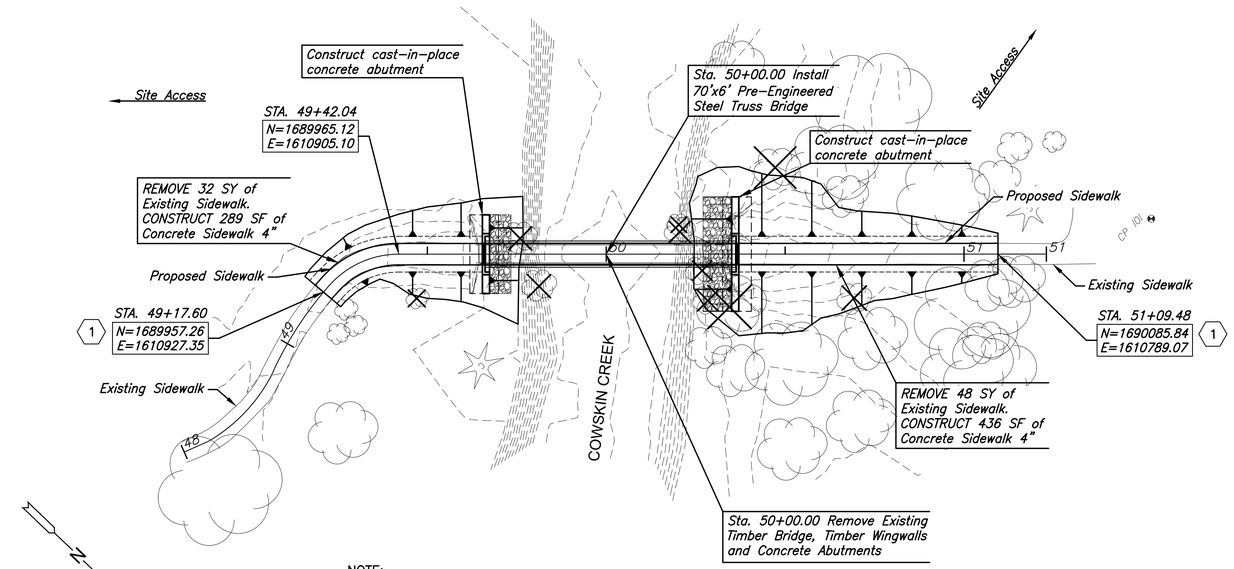
Note: Individual tree removal is marked with an ⊠. Exact removal requirements are estimated at this time.



NOTE:

SEE SHEET 9 FOR SIDEWALK POINTS, PROPOSED GRADING, AND REVETMENT AT ABUTMENTS.

(1) *INSTALL ½" FIBER EXPANSION MATERIAL FULL–WIDTH OF SIDEWALK AT BEGIN AND END OF CONSTRUCTION LOCATIONS AGAINST A CLEAN EDGE OF EXISTING SIDEWALK.*

GENERAL STRUCTURAL NOTES

GENERAL

1. THE OWNER OR OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT ANY MATERIAL, FABRICATION OR WORKMANSHIP AT ANY TIME IN FIELD OR SHOP FOR CONFORMANCE TO THE SPECIFICATIONS AND DRAWINGS.
2. NO OPENINGS OR SLEEVES SHALL BE PROVIDED OR CUT IN ABUTMENT UNLESS APPROVED BY THE STRUCTURAL ENGINEER.

LOADING

BRIDGE LIFTING WEIGHT	13,500 LB.
DEAD LOAD	9,775 LB. PER BEARING
UNIFORM LIVE LOAD	9,450 LB. PER BEARING
THERMAL LOAD	1,470 LB. PER BEARING
WIND LOAD	±3,745 LB. PER BEARING
WIND UPLIFT LOAD	−3,590 LB. PER BEARING (WINDWARD)
	−1,196 LB. PER BEARING (LEEWARD)

CONCRETE

1. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI IN ACCORDANCE WITH ASTM C31 AND C39.
2. UNLESS SPECIFIED OTHERWISE, ALL TOLERANCES FOR CONCRETE SHALL CONFORM TO ACI 117.
3. ALL EXPOSED CONCRETE EDGES SHALL HAVE A ¾" CHAMFER, EXCEPT WHERE NOTED OTHERWISE.
4. DO NOT PLACE BACKFILL BEHIND ABUTMENT UNTIL ABUTMENT CONCRETE HAS OBTAINED 80% ITS 28 DAY COMPRESSIVE STRENGTH AS VERIFIED BY CONCRETE CYLINDER TESTS.

REINFORCING STEEL

1. REINFORCING BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A615 GRADE 60. REINFORCING BARS SHALL NOT BE WELDED FOR ANY REASON.
2. MINIMUM CLEAR COVER FOR CONCRETE CAST AGAINST EARTH SHALL BE 3". ALL OTHER CLEAR COVER SHALL BE 2".
3. ALL REINFORCING SHALL BE CONTINUOUS. CONTINUOUS BARS SHALL LAP IN ACCORDANCE WITH ACI CODE REQUIREMENTS.
4. ALL REINFORCING BARS SHALL BE PROPERLY SUPPORTED AND HELD ACCURATELY IN THE PLACE AS RECOMMENDED BY THE CONCRETE REINFORCING STEEL INSTITUTE. THE MAXIMUM SPACING OF ANY BAR SUPPORT SHALL BE 3'–0".
5. ALL DOWELS SHALL BE ACCURATELY PLACED AND SECURELY HELD IN POSITION BEFORE CONCRETE IS PLACED. STICKING OF DOWELS INTO FRESH OR PARTIALLY HARDENED CONCRETE WILL NOT BE ALLOWED.

PEDESTRIAN BRIDGE CAMBER

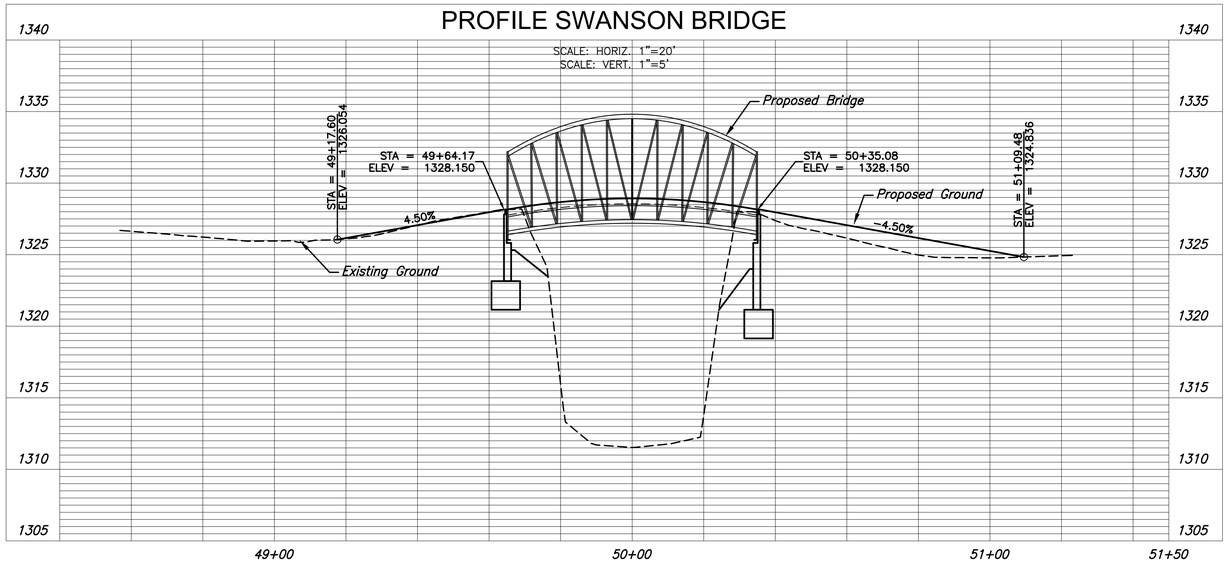
1. A CAMBER AT CENTER SPAN EQUAL TO 1% (MAX.) OF THE OVERALL BRIDGE LENGTH IS DESIRED. THE FINISHED DECK SLOPE WITHIN THE END BAYS SHALL NOT EXCEED 4.5% AFTER DECK CONCRETE IS POURED. CONTRACTOR TO COORDINATE CAMBER WITH BRIDGE MANUFACTURER.

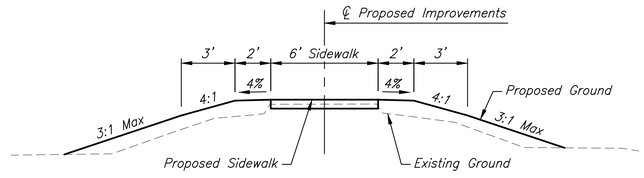
CONCRETE FORMWORK

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, CONSTRUCTION AND SAFETY OF ALL FORMWORK, TEMPORARY BRACING AND SHORING.
2. ALL FORMWORK SHALL BE DESIGNED, ERECTED, SUPPORTED, BRACED AND MAINTAINED IN ACCORDANCE WITH ACI 347.

ABUTMENTS, DECK, & FIXATION DETAILS ON THESE PLANS ARE SPECIFICALLY DESIGNED FOR A 70'x6' "AASHTO EXPRESS PEDESTRIAN BRIDGE (CAPSTONE STYLE)" BY CONTECH ENGINEERED SOLUTIONS, LLC. IF THE CONTRACTOR ELECTS TO ERECT A DIFFERENT BRIDGE, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HIRE LICENSE PROFESSIONAL ENGINEER ON AN HOURLY BASIS FOR REDESIGN AS NECESSARY TO ACCOMMODATE CONSTRUCTION OF SELECTED PEDESTRIAN BRIDGE. REDESIGN TO BE SUBMITTED FOR APPROVAL.

PLAN SWANSON BRIDGE
PROFILE SWANSON BRIDGE





SIDEWALK / APPROACH TYPICAL SECTION

MKEC
Wichita, KS • 316-684-9600

IMPROVEMENT PLANS FOR

SWANSON PARK BRIDGE REPLACEMENT

WICHITA, KS

SITE PLAN & ELEVATION

PROJECT NO.	1901010483
DATE	03/21/2022
SCALE	1"=20'

DESIGNED	DRAWN	CHECKED
DMU	RAM/DMU	SLF

NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	3/21/22

SHEET NO.

6 OF 23