

GENERAL NOTES

UNIT STRESSES: Reinforcing steel $f_s = 20,000$ psi.
class AAA (AE) concrete $f_c = 4000$ psi $f_c = 1600$ psi.
CONCRETE: Areas shown for removal are shown as a guide. More or less concrete may be removed at the direction of the Engineer. All unsound concrete shall be removed. Class AAA (AE) concrete shall be used to repair Areas Prepared for Patching (Full Depth).
REINFORCING STEEL: Care shall be exercised to prevent cutting, stretching or damaging any exposed reinforcing steel. Extreme care shall be exercised to avoid breaking the bond between the reinforcing steel and concrete where bars are partially exposed yet remain anchored in sound concrete near the ends or where more than half the bar is beneath the concrete removal line. Replace any reinforcing steel that is removed with the old concrete (Fig. 5).

MACHINE PREPARATION (1/4): All roadway surfaces between E.W.S. & E.W.S. shall have the existing top 1/4" of concrete surface removed by a surface grinding machine.

AREA PREPARED FOR PATCHING: Where the bond between existing concrete and reinforcing steel has been destroyed (Fig. 1 Sheet No. 3) or where 1/2 or more of the dia. of the steel is exposed (Fig. 2, Sheet No. 3) the concrete adjacent to the bar shall be removed to a depth that will permit concrete to bond to the entire periphery of the exposed bar.

AREA PREPARED FOR PATCHING (FULL DEPTH): (Fig. 4, Sh. No. 3)
Forms shall be provided. Forms may be suspended from beams or by a suitable method approved by the Engineer. Forms shall not be suspended from existing reinforcing bars.

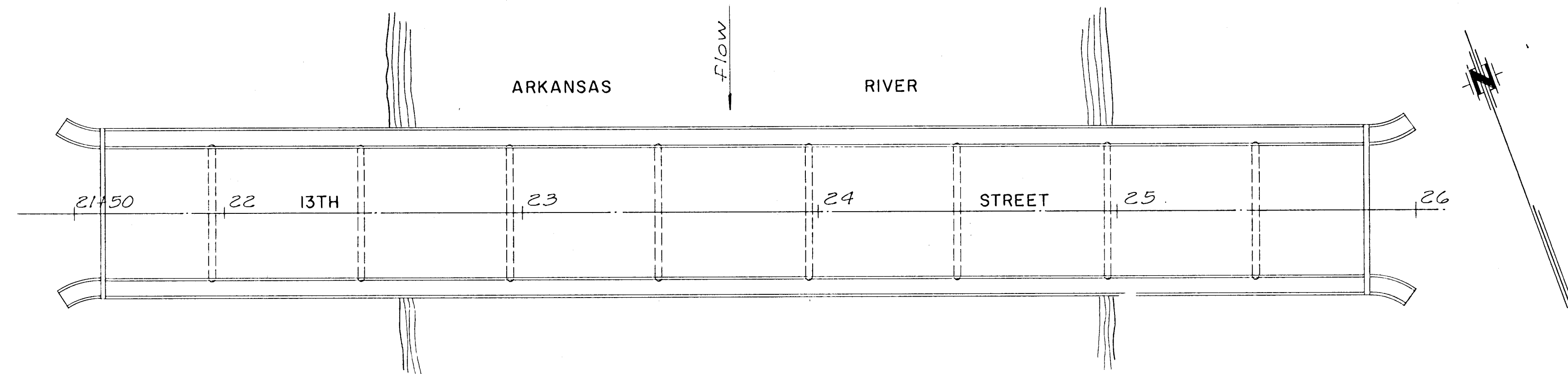
SIDEWALK REPAIR: Repair to the sidewalk shall be done in the same manner as repair to the roadway except that: No machine preparation is required and overlay will not be placed on the sidewalks. All areas prepared for patching, full and partial depth, shall be finished flush with existing surfaces.

TRAFFIC: Traffic control shall be in accordance with plan sheet #6 or as directed by the engineer. All signing and traffic control devices shall conform to the Manual On Uniform Traffic Control Devices (1978 Edition). The Contractor shall provide all signing and traffic control devices.

SUMMARY OF QUANTITIES

Machine Preparation (1/4")	2,666.7 Sq Yds.
Area Prepared For Patching	6950 Sq Yds.
Area Prepared For Patching (Full Depth)	232.0 Sq Yds.
Sidewalk Repair	506 Lin. Ft.
Latex Surface Course	2,666.7 Sq Yds.
Bridge Drainage Extensions	Lump Sum
Girder Repair (Concrete)	Lump Sum
Pier Repair	Lump Sum
Strip Seal Assembly	Lump Sum
Abutment Repair	1 Each
Rocker Repair	13 Each
Concrete Pavement (8')	222 Sq Yds.
Traffic Control	Lump Sum
Mobilization	Lump Sum
Linseed Oil Surface Treatment (Bridge)	2,666.7 Sq Yds.

Alternate 1	
Thin Bonded Concrete Overlay (2")	2,666.7 Sq Yds.

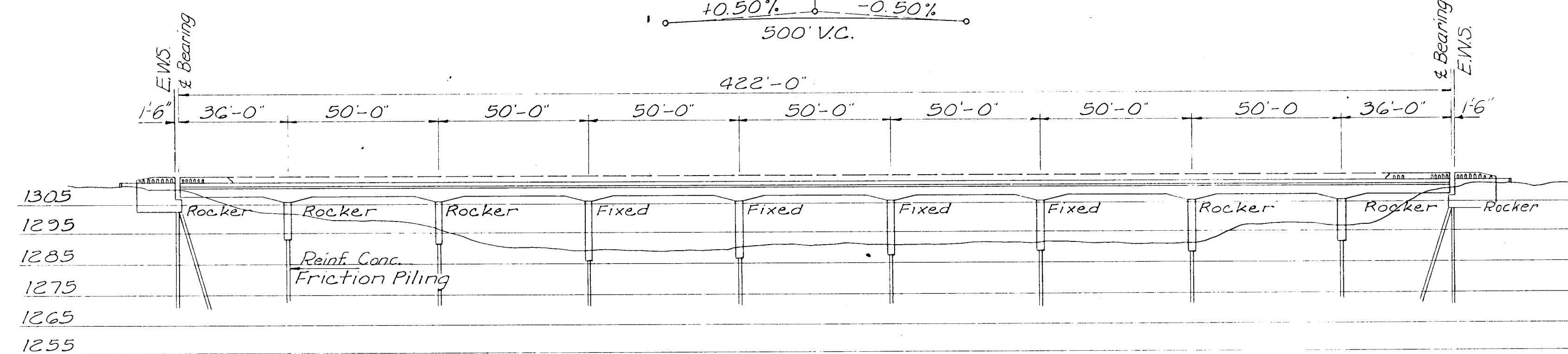


PLAN

Scale: 1" = 30'-0"

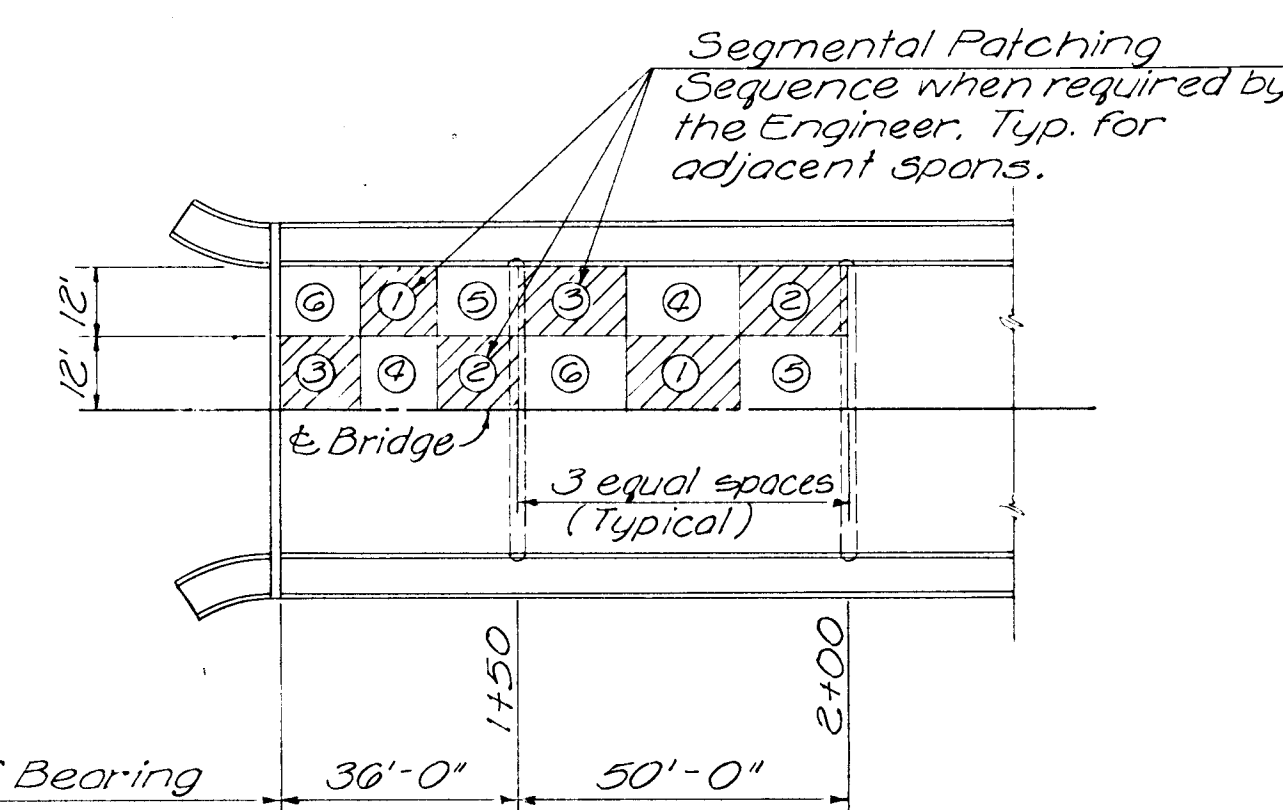
P.I. Sta. 23+71

+0.50% -0.50%
500' V.C.



ELEVATION

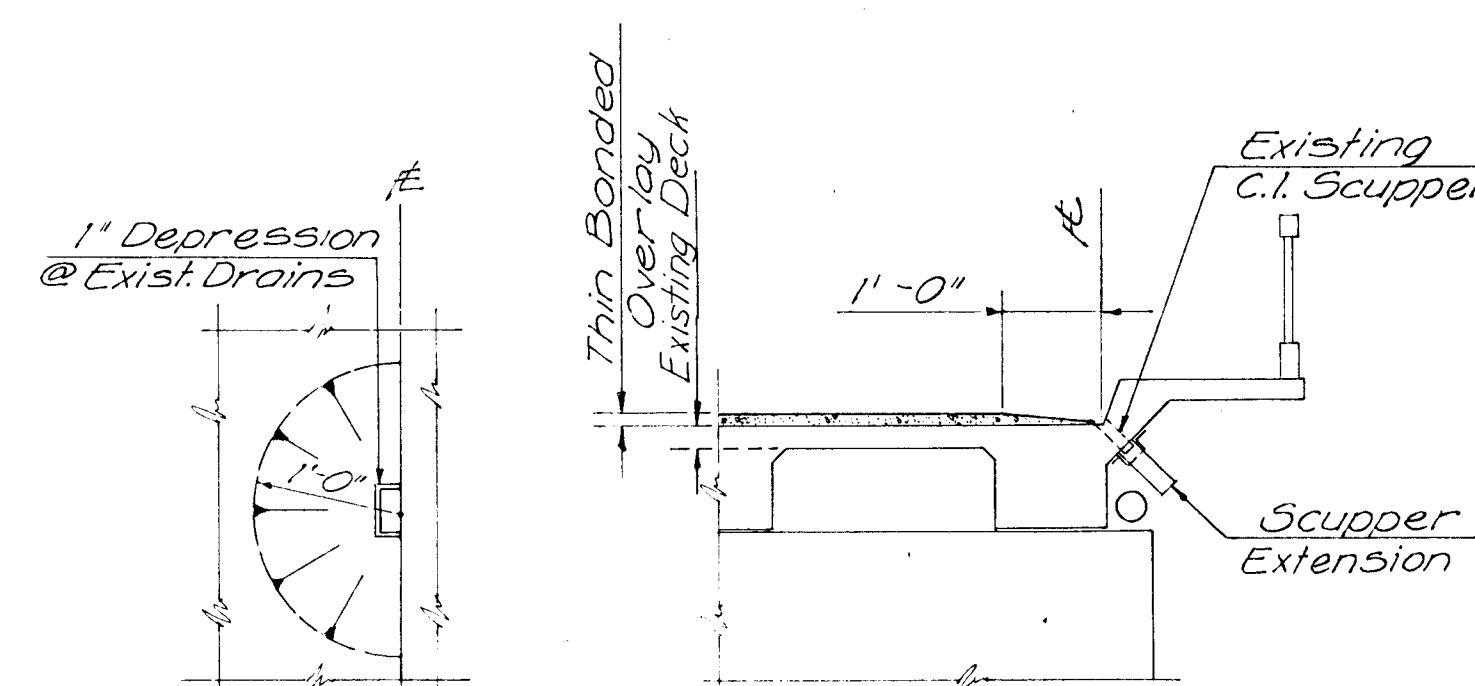
Scale: 1" = 30'-0"



SEGMENTAL PATCHING SEQUENCE

SEGMENTAL CONSTRUCTION:
Segmental construction may be required by the Engineer when large areas of full depth patching are encountered, or when the unbonded length of the bars becomes excessive. The areas of concrete removed shall be replaced to elevation 'A' and allowed to cure a min. of 48 hours when the air temperature in that area is above 60°F; 72 hours when the air temperature is between 40°F and 60°F; and 120 hrs. when the air temperature is below 40°F. before removing an adjacent area.

* See Sheet #3



SEMI-CIRCULAR DEPRESSION AT EXISTING DRAINS

DESIGN N.D.	BRIDGE DECK RECONSTRUCTION
DR. BY B.E.S.	13TH ST. OVER THE ARKANSAS RIVER
CK. BY R.A.W.	
DATE Mar 78	
JOB NO. 77-218	
VAN DOREN - HAZARD - STALLINGS	ARCHITECTS - ENGINEERS - PLANNERS
WICHITA, KANSAS	
	SHEET 2 OF 6