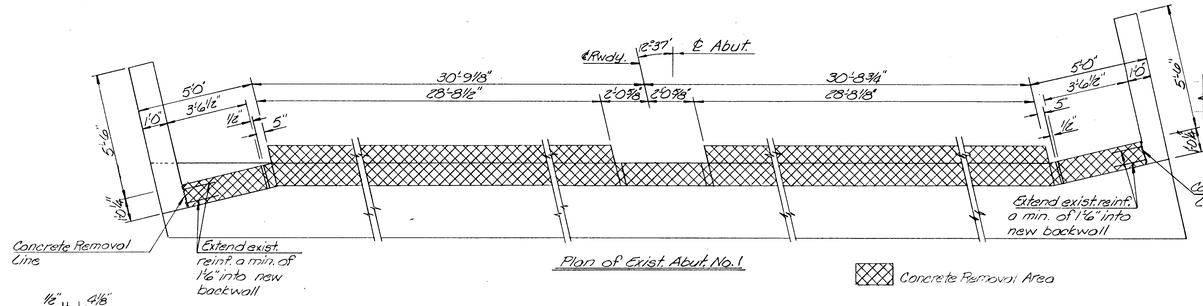
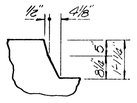
FEDERAL REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87-5942(2)	1980	4	32

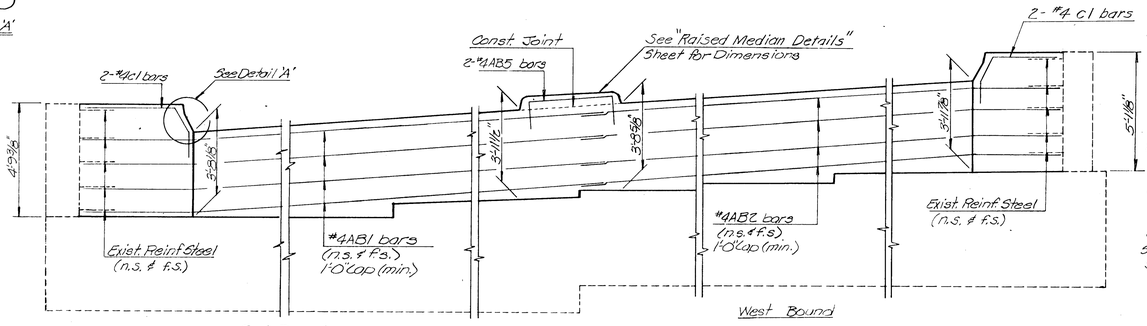


Plan of Exist. Abut. No. 1

Concrete Removal Area

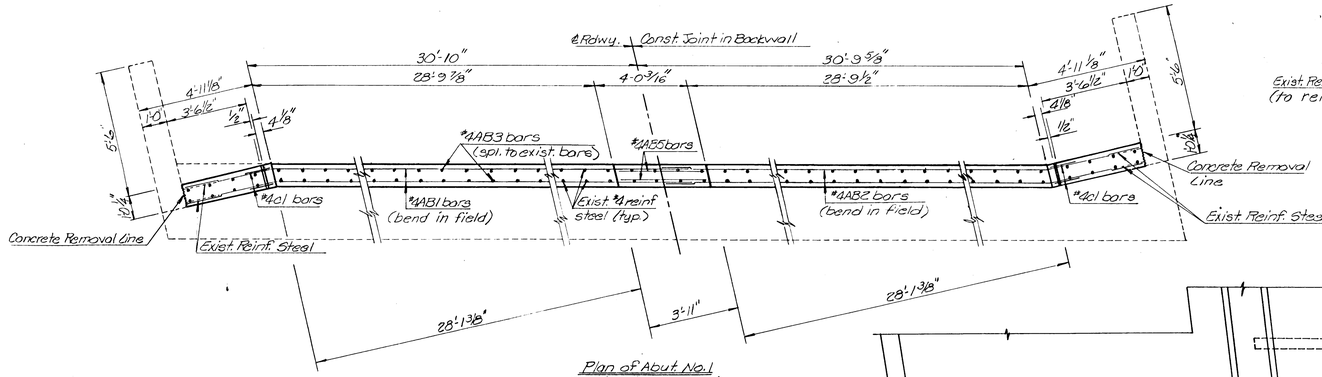


Detail 'A'

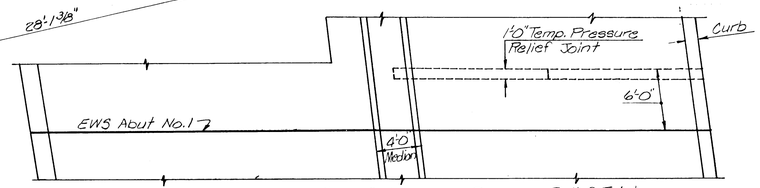


Elevation
(Looking Back)

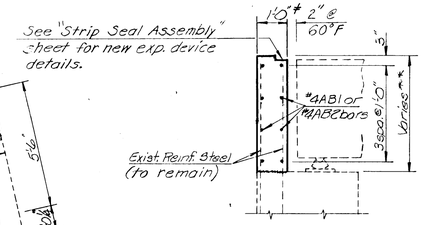
Note: The Contractor shall take care in the placing of reinforcing steel to provide the necessary splice lengths.



Plan of Abut. No. 1
(Showing New Backwall)



Plan View of Temporary Pressure Relief Joint



Typ. Section thru New Backwall

** The Thin Bonded Overlay necessitates increasing the original backwall height by 1 3/4".

Remove Exist. Conc. Pavement and Replace with Asphalt to provide 6'-0" Temp. Press. Relief Joint

Typ. Section thru Exist. Abut.

GENERAL NOTES

BACKWALL REPAIR: All labor, equipment and materials necessary to complete this work shall be subsidiary to the bid item "Backwall Repair."

CONCRETE: Class AAA Conc. (AE) shall be used in the repair. All old concrete surfaces upon which new concrete is to be place shall be painted with epoxy adhesive. See Special Provision.

EXISTING REINFORCING STEEL: Clean, straighten and extend into new construction. Any deteriorated reinforcing or reinforcing that is damaged during concrete removal shall be replaced. #4 bars shall have a min. 1'-9" lap. In areas where adequate splice length is unattainable, bars shall be drilled and grouted a min. of 1'-0" into existing abutment beam and extended to top of backwall.

PRESSURE RELIEF JOINT: A temporary pressure relief joint shall be constructed across the pavement on the two lanes that will be carrying traffic. This work shall be done prior to detouring traffic to two lanes. A one foot wide strip of pavement, curbs and median shall be removed and replaced with the same type of asphalt material that is used in the construction of the detour cross-overs. This work shall be completed in a max. of an 8 hour period during daylight hours with the following temporary traffic control:

1) A min. of a 12'-0" wide traffic lane shall remain open.
2) Install signs as shown on the Construction Traffic Control Devices and Locations for a Four Lane Highway Std. 744.1
3) Taper traffic to one lane using Traffic Cones with a min. of a 250 ft. taper.
4) A flagman will be required at the work area.

This work shall be subsidiary to Backwall Repair.

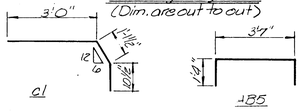
EXCAVATION: Temporary shoring of the traffic lane will be required. The method and details of shoring will be submitted to the Engineer for approval. See "Approach Pavement Details" sheet for backfill requirements.

† Note: Backwall thickness may need to be increased or decreased to provide the clearance for expansion device.

* Not a bid item, but given as an aid to the Contractor only.

Bill of Reinforcing Steel *			
Straight Bars			
Mark	Number	Size	Length
AB1	8	#4	36'-6"
AB2	8	#4	34'-3"
AB3	140	#4	3'-10"
Bent Bars			
cl	4	#4	5'-0"
AB5	2	#4	6'-3"

Bending Diagrams
(Dim. are out to out)



cl AB5

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION
Br. No. 54-87-25.80 Bridge Repair

BACKWALL REPAIR
(Abut. No. 1)

Proj. No. 54-87-5942(2) Sedgwick Co.

SHEET NO. 4 OF 32	SCALE	APP'D	
DESIGNED RAM	DETAILED RGB	QUANTITIES JGB	TRACED
DESIGN CK. SGB	DETAIL CK. SGB	QUAN. CK. RAM	TRACE CK.