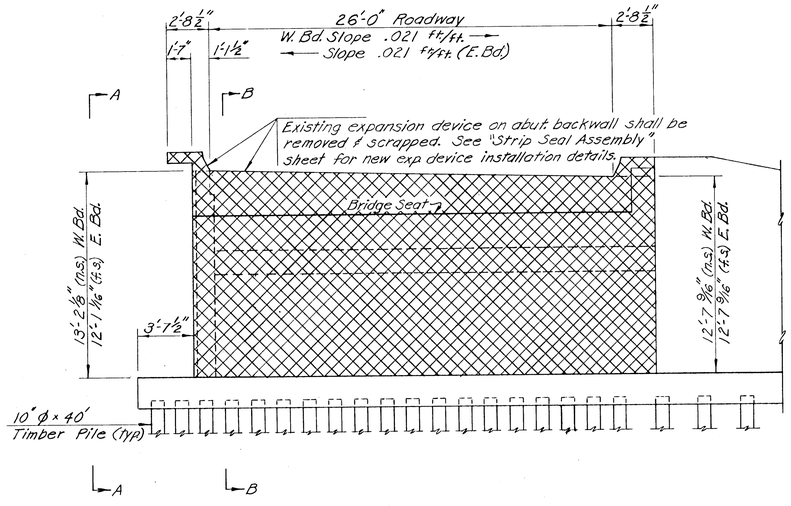
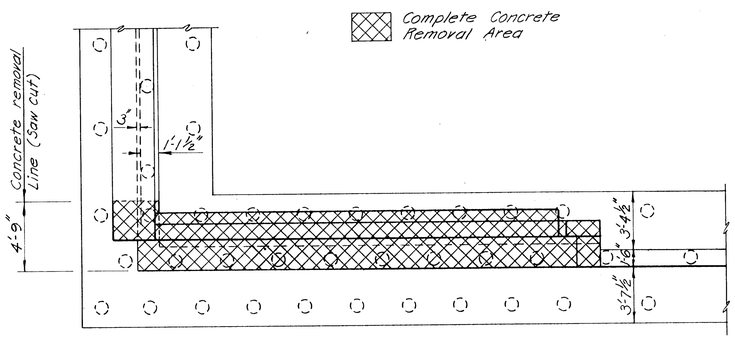
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87-5942(2)	1980	5	32

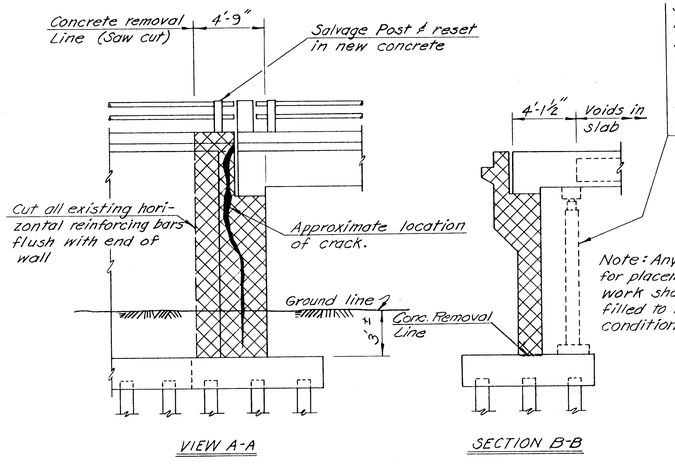


ELEVATION OF WESTBOUND ABUT. #2 (Looking East)

ELEVATION OF EASTBOUND ABUT. #2 (Looking West)



PLAN OF ABUTMENT



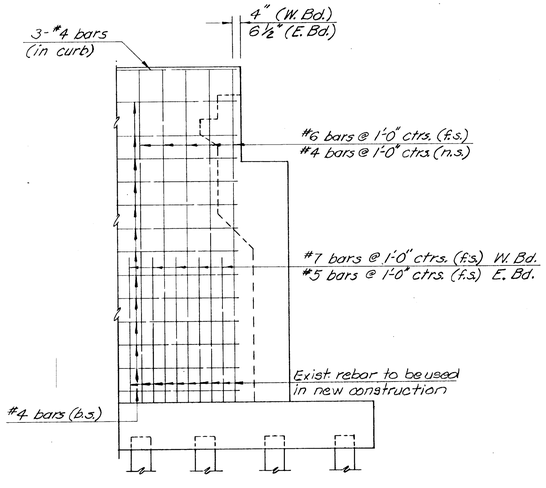
VIEW A-A

SECTION B-B

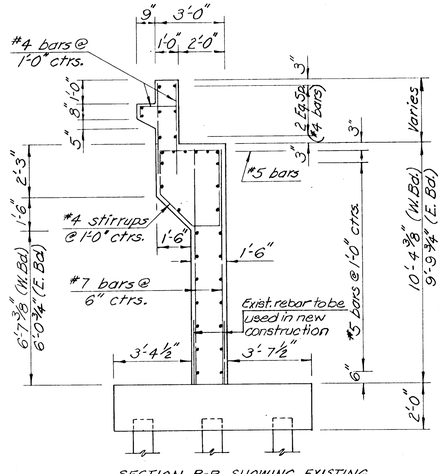
Suggested location for falsework during full depth removal of backwall. Care shall be taken to avoid penetrating the hollow tube portion of the Slab. Reactions to Abut.: Slab dead load for full roadway = 52 Tons.

Proposed falsework details to be submitted to KDOT, Bridge Design, State Office Bldg., Topeka, Ks. 66612 for approval.

Note: Any excavation for placement of falsework shall be backfilled to the original condition.



VIEW A-A SHOWING EXISTING REINFORCING IN WALL



SECTION B-B SHOWING EXISTING REINFORCING IN ABUTMENT

GENERAL NOTES

CONCRETE: Class AAA Concrete (AE) shall be used. All old concrete surfaces upon which new concrete is to be placed shall be painted with epoxy adhesive. See Special Provisions.

REINFORCING: Existing reinforcing steel to be used in new construction shall be throughly cleaned by brushing and extended into new construction. Any deteriorated reinforcing or reinforcing that is damaged during concrete removal shall be replaced. In cases where adequate splice length is unattainable, bars shall be drilled & grouted into existing concrete to provide the necessary length. #4 thru #6 bars shall be grouted a min. of 1'0" and #7 bars a min. of 1'4" into existing concrete.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

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

ABUTMENT NO. 2 REMOVAL DETAILS
(East Bound & West Bound)

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

SHEET NO. 5 OF 32	SCALE	APP'D	
DESIGNED RAM	DETAILED RAM	QUANTITIES 4CB	TRACED
DESIGN CK. SGB	DETAIL CK. SGB	QUAN. CK. RAM	TRACE CK.