

GENERAL NOTES

CONCRETE: Class AAA Concrete (AE) shall be used throughout. Bevel all exposed edges with a 3/4" triangular moulding.

REINFORCING STEEL: All dimensions relative to reinforcing steel are to centerline unless otherwise noted.

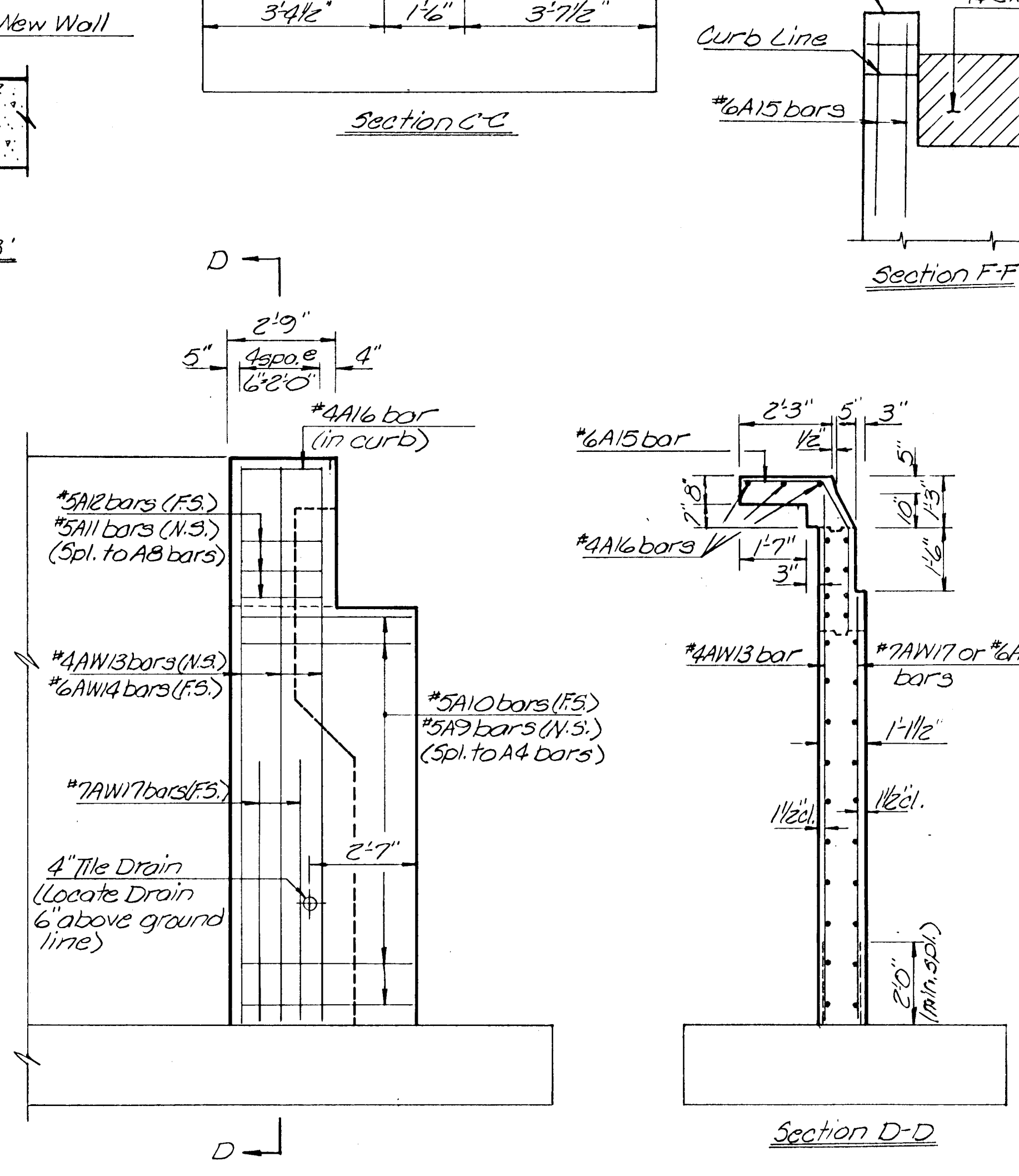
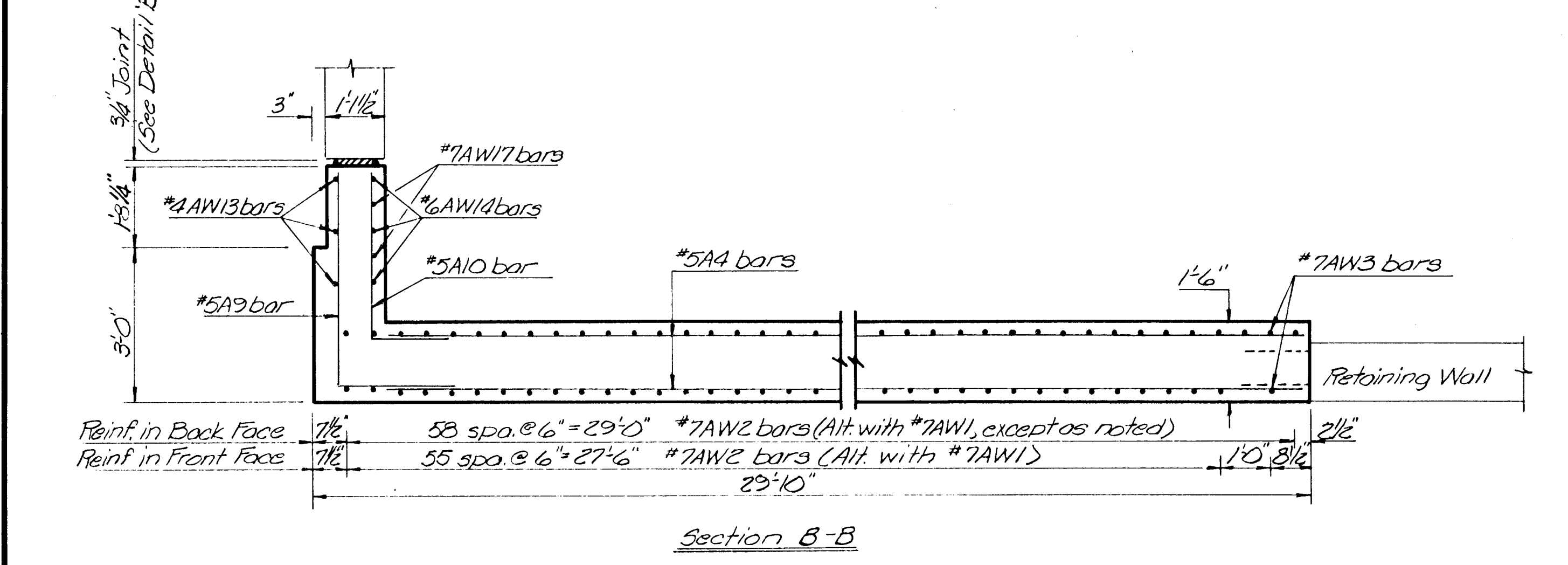
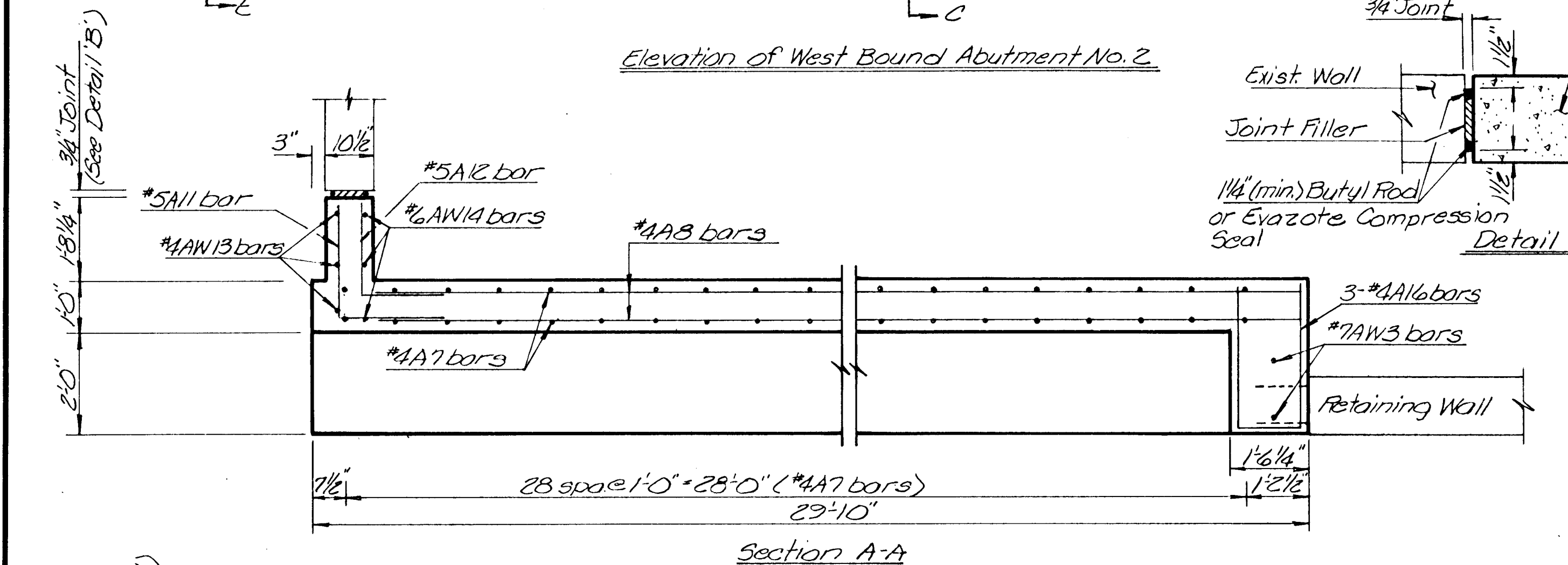
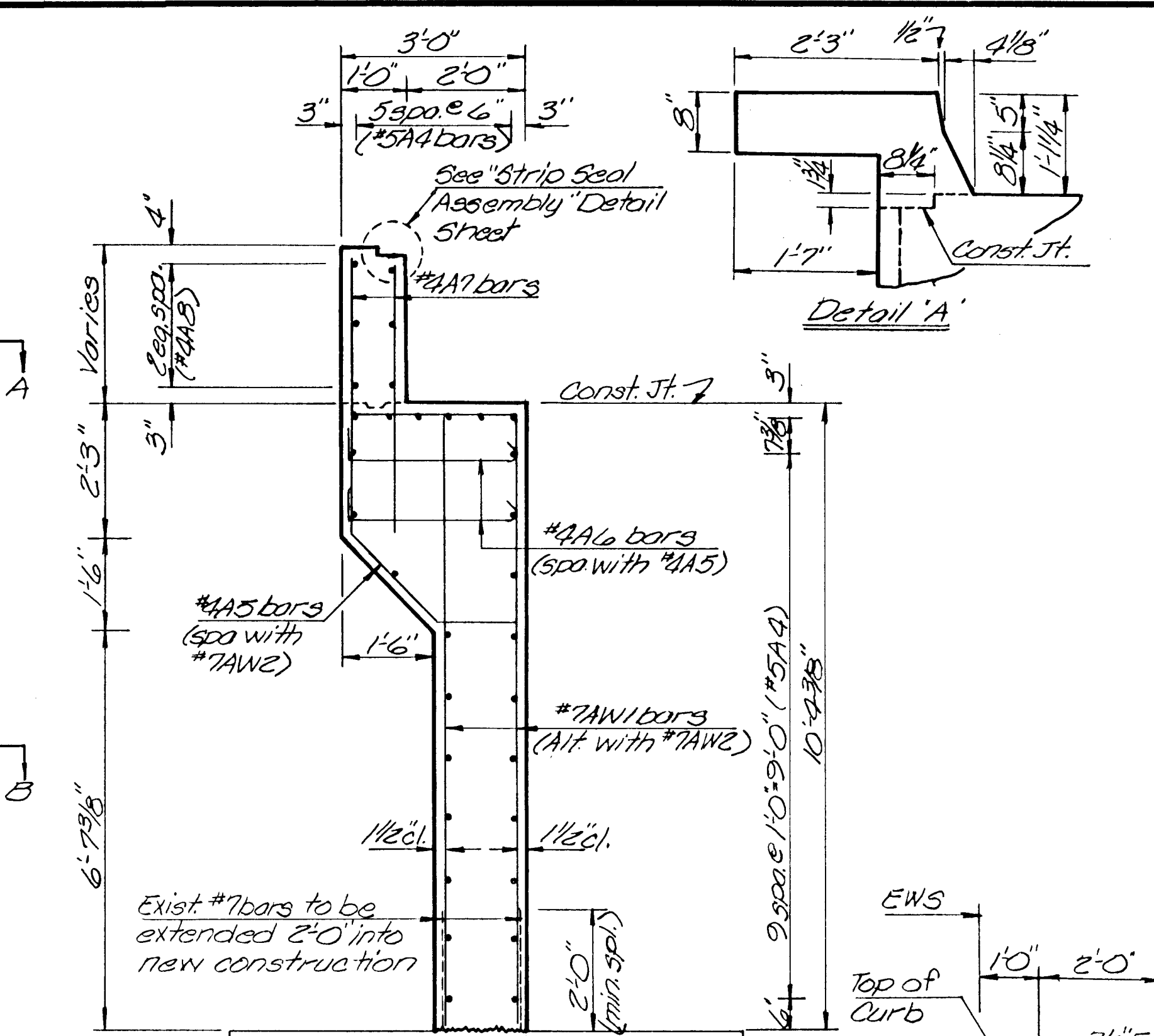
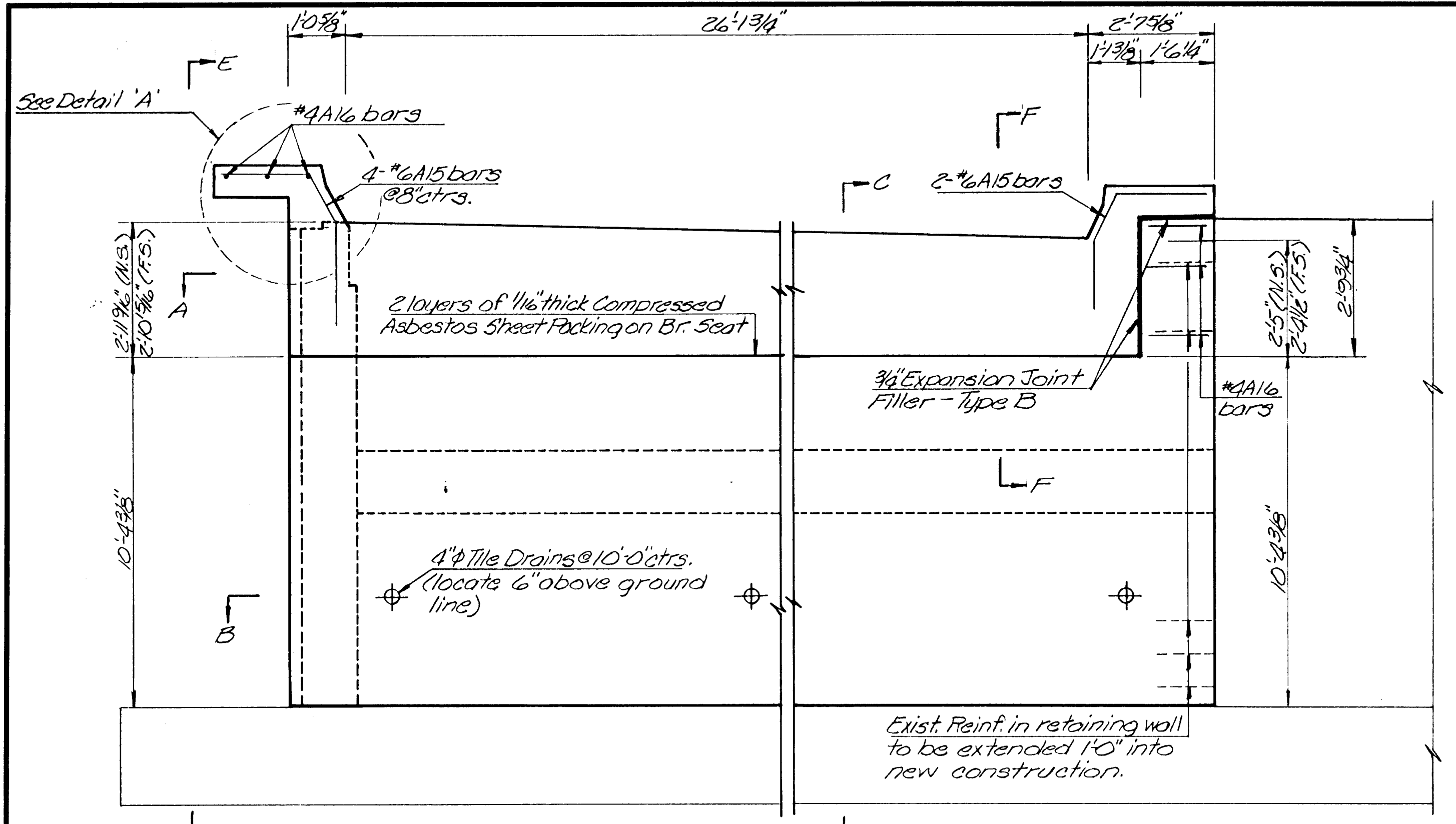
WATERSTOP: See Detail 'B'. After the wall concrete has attained sufficient strength, 1/4" (min.) Butyl Rod Stock and Joint Sealer shall be placed full depth of the 3/4" vertical expansion joint gap.

WEEPHOLE: Coarse aggregate shall be deposited behind the weephole to occupy a space extending 15" in all directions above the weephole flowline.

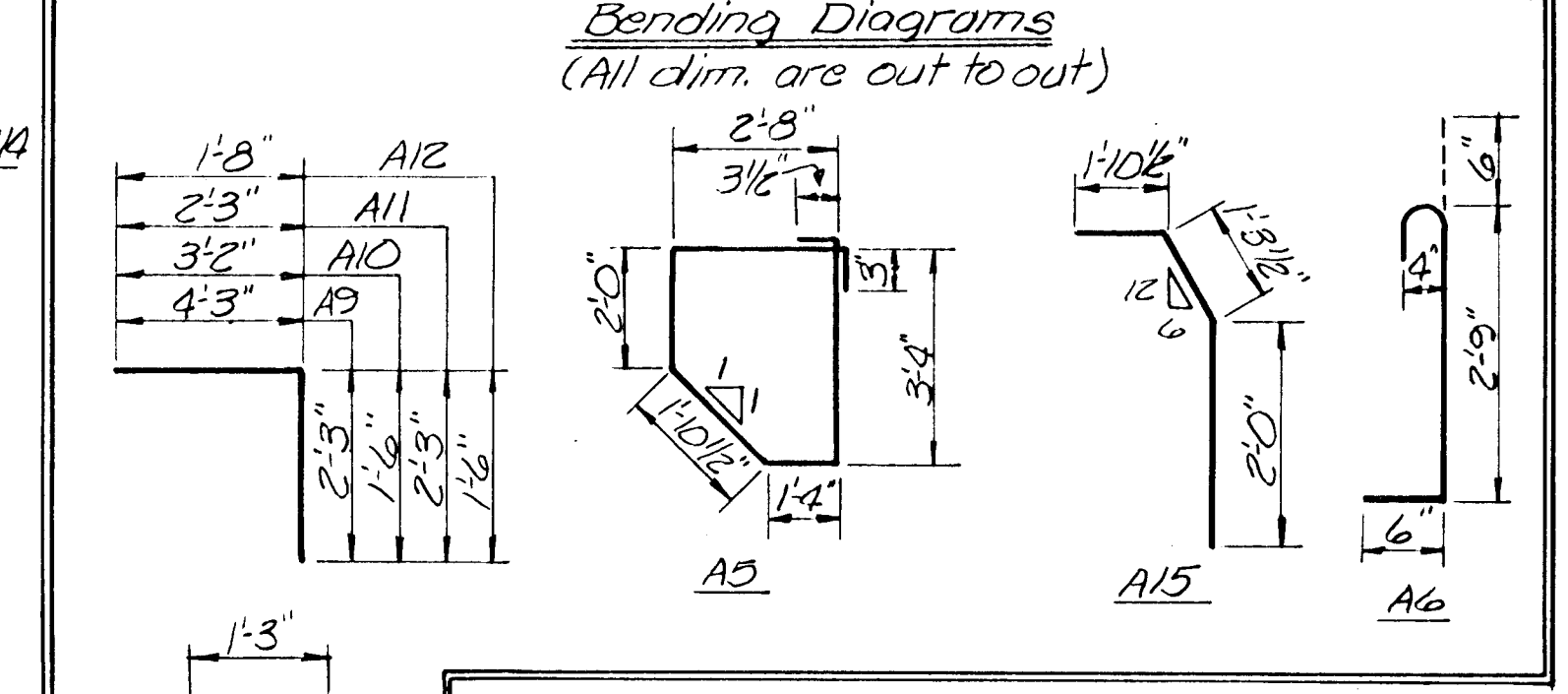
BACKFILL COMPACTION: See "Approach Pavement Details" sheet for backfill requirements.

FALSEWORK: Falsework shall not be released until the Bridge Seat concrete has cured a minimum of 7 days.

CONSTRUCTION SEQUENCE: Abutment No. 2 shall be replaced prior to placing Thin Banded Overlay in Unit No. 4.



| Bill of Reinforcing Steel (West Bound) |     |      |        |  |           |     |      |        |  |
|----------------------------------------|-----|------|--------|--|-----------|-----|------|--------|--|
| Straight Bars                          |     |      |        |  | Bent Bars |     |      |        |  |
| Mark                                   | No. | Size | Length |  | Mark      | No. | Size | Length |  |
| A7                                     | 58  | #4   | 3'-9"  |  | A5        | 30  | #4   | 11'-9" |  |
| A8                                     | 6   | #4   | 29'-0" |  | A6        | 60  | #4   | 3'-9"  |  |
| A16                                    | 3   | #4   | 2'-4"  |  | A16       | 3   | #4   | 6'-9"  |  |
| AW13                                   | 3   | #4   | 13'-7" |  |           |     |      |        |  |
| A4                                     | 26  | #5   | 29'-0" |  | A9        | 11  | #5   | 6'-6"  |  |
|                                        |     |      |        |  | A10       | 11  | #5   | 4'-8"  |  |
| AW14                                   | 3   | #6   | 11'-4" |  | A11       | 3   | #5   | 4'-6"  |  |
|                                        |     |      |        |  | A12       | 3   | #5   | 3'-2"  |  |
| AW1                                    | 56  | #7   | 10'-2" |  | A15       | 6   | #6   | 5'-2"  |  |
| AW2                                    | 58  | #7   | 6'-9"  |  |           |     |      |        |  |
| AW3                                    | 2   | #7   | 13'-0" |  |           |     |      |        |  |
| AW17                                   | 2   | #7   | 6'-9"  |  |           |     |      |        |  |



| NO. | DATE | REVISIONS | BY | APP'D |
|-----|------|-----------|----|-------|
|     |      |           |    |       |
|     |      |           |    |       |
|     |      |           |    |       |

KANSAS DEPARTMENT OF TRANSPORTATION  
Br. No. 54-87-25.80 Bridge Repair  
ABUTMENT NO. 2 DETAILS  
(West Bound)

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

|                   |                   |                    |
|-------------------|-------------------|--------------------|
| SHEET NO. 7 OF 32 | SCALE             | APP'D              |
| DESIGNED: RAM     | DETAILED: P.F.F.  | QUANTITIES: S.G.B. |
| DESIGN CK: S.G.B. | DETAIL CK: S.G.B. | QUAN. CK: RAM      |