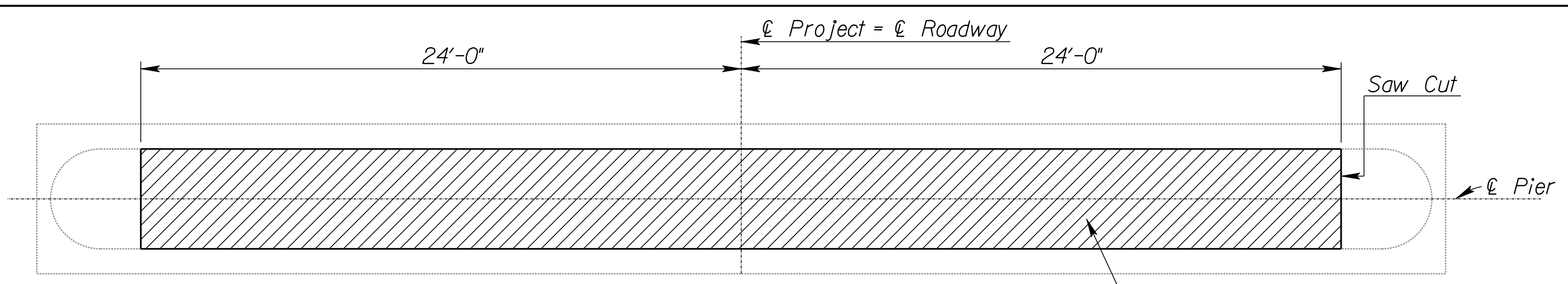
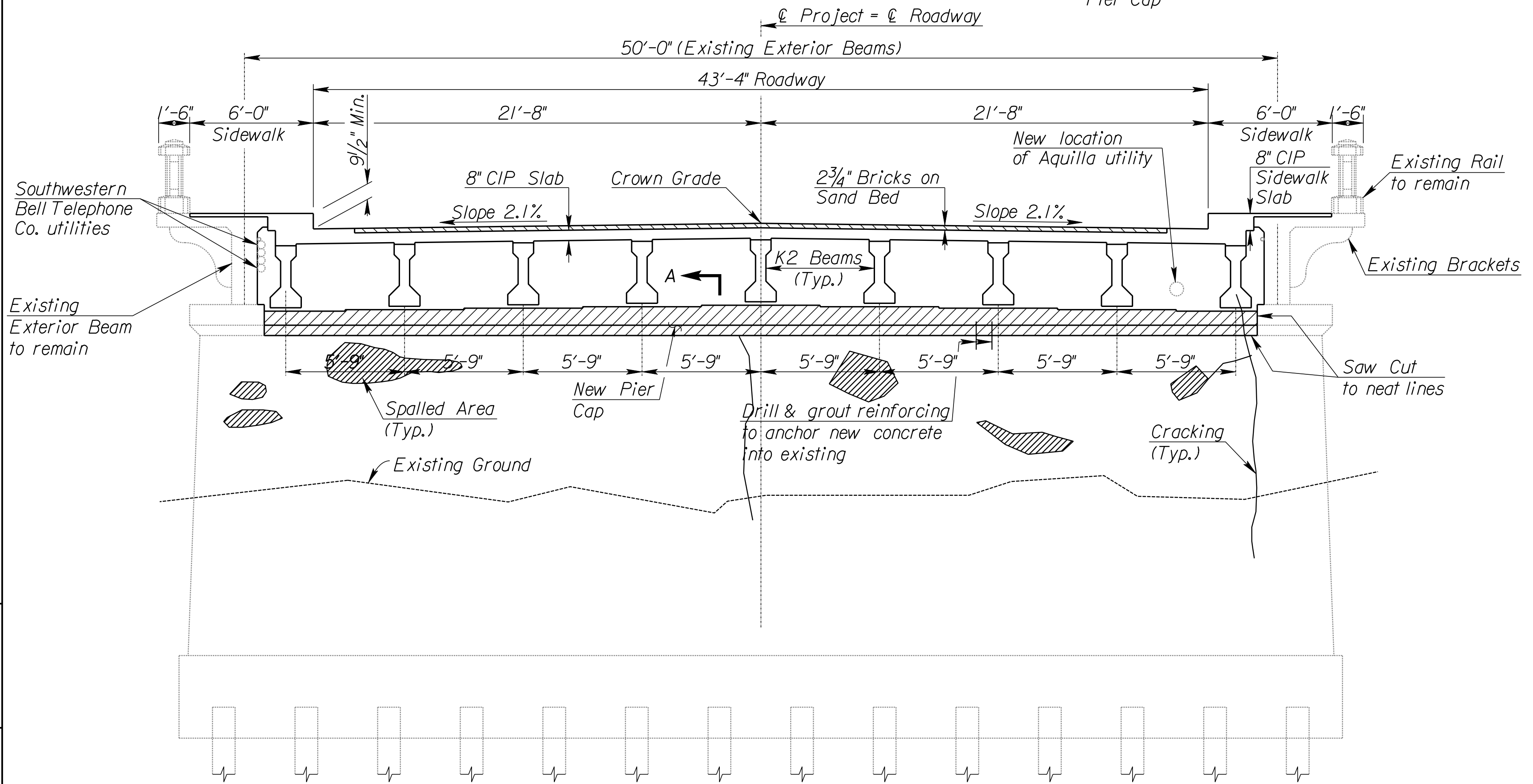


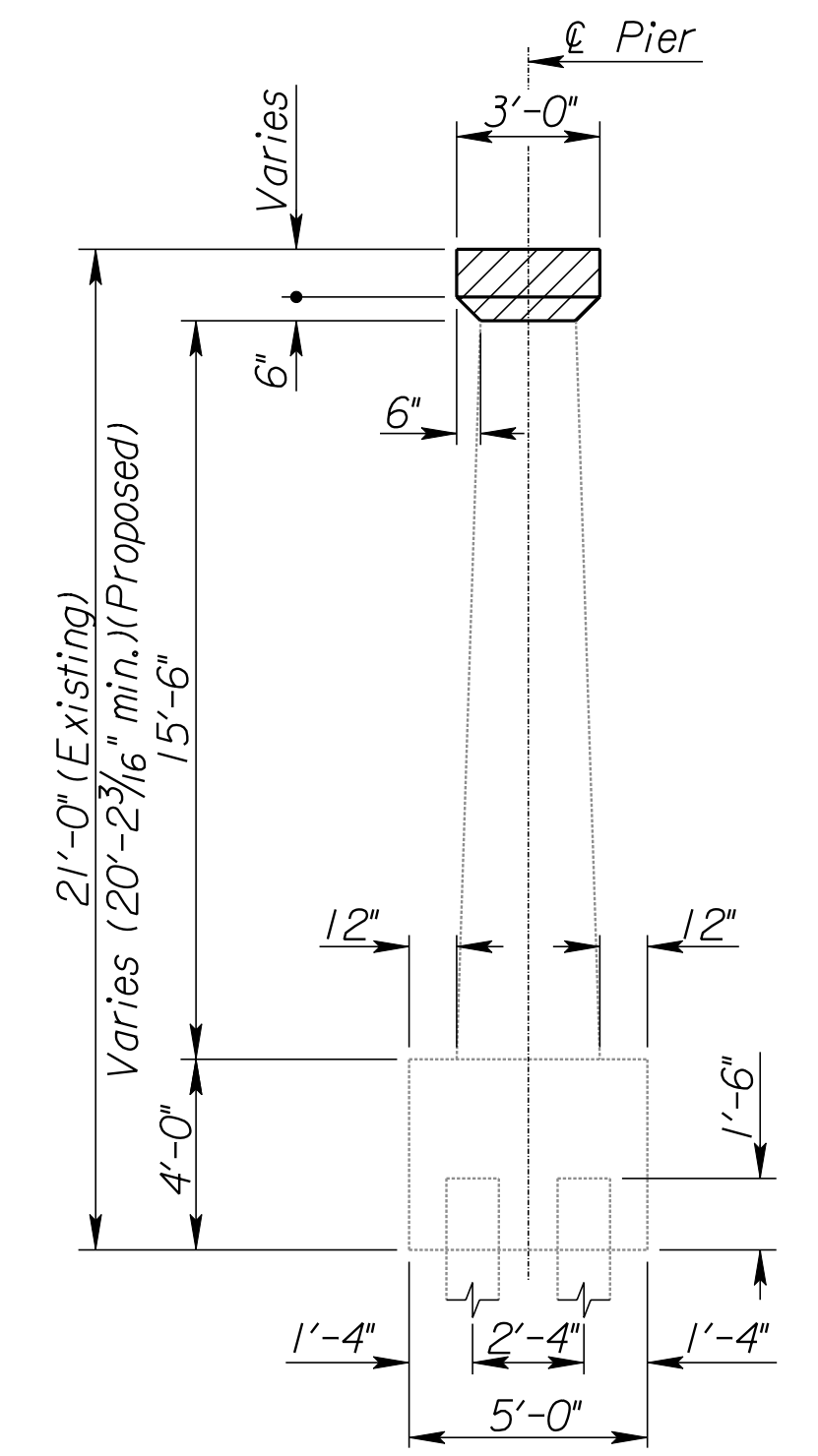
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	TE-0284-01	2007	19	47



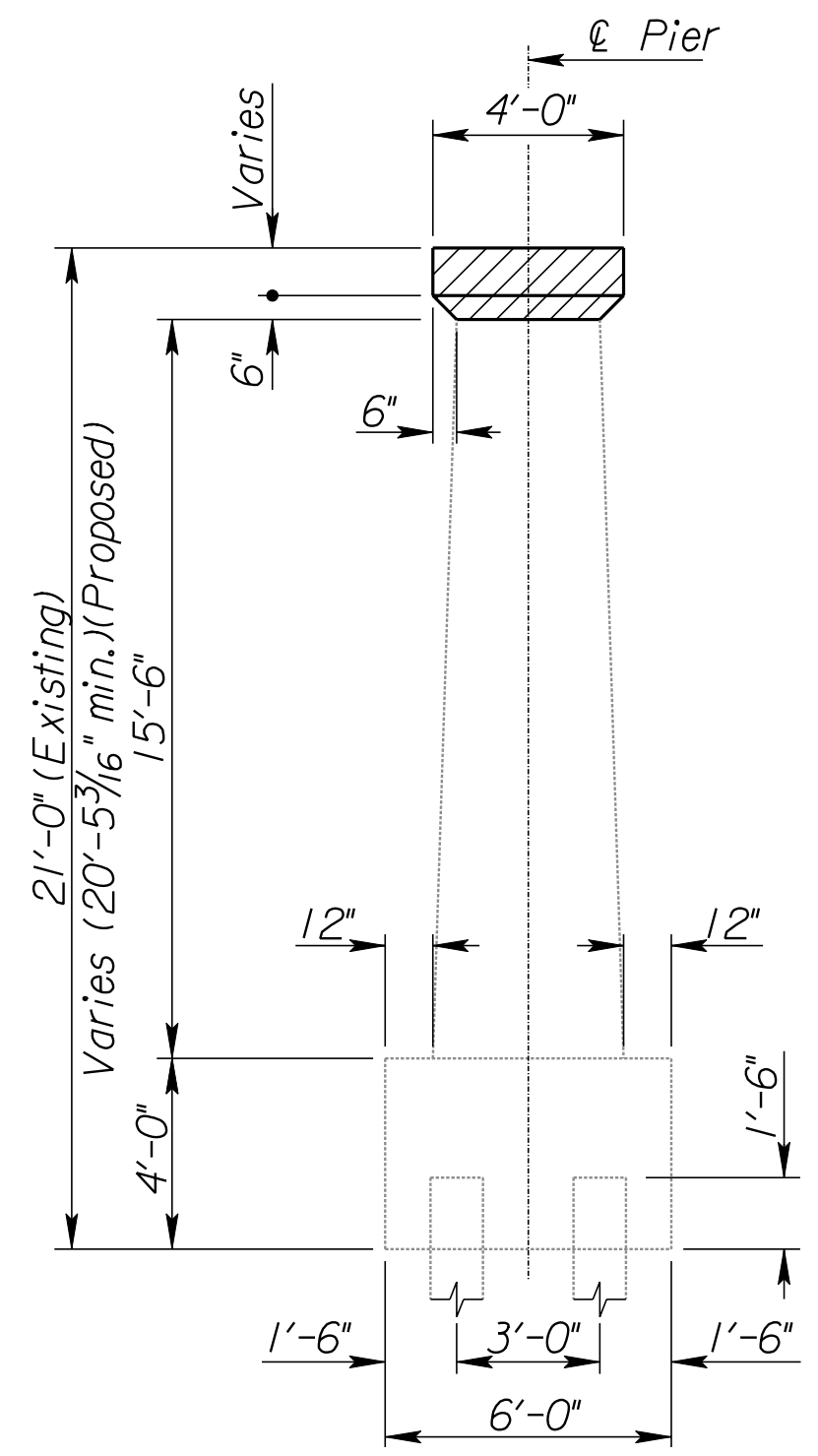
PLAN VIEW OF TYPICAL PIER
Replace existing Pier Cap



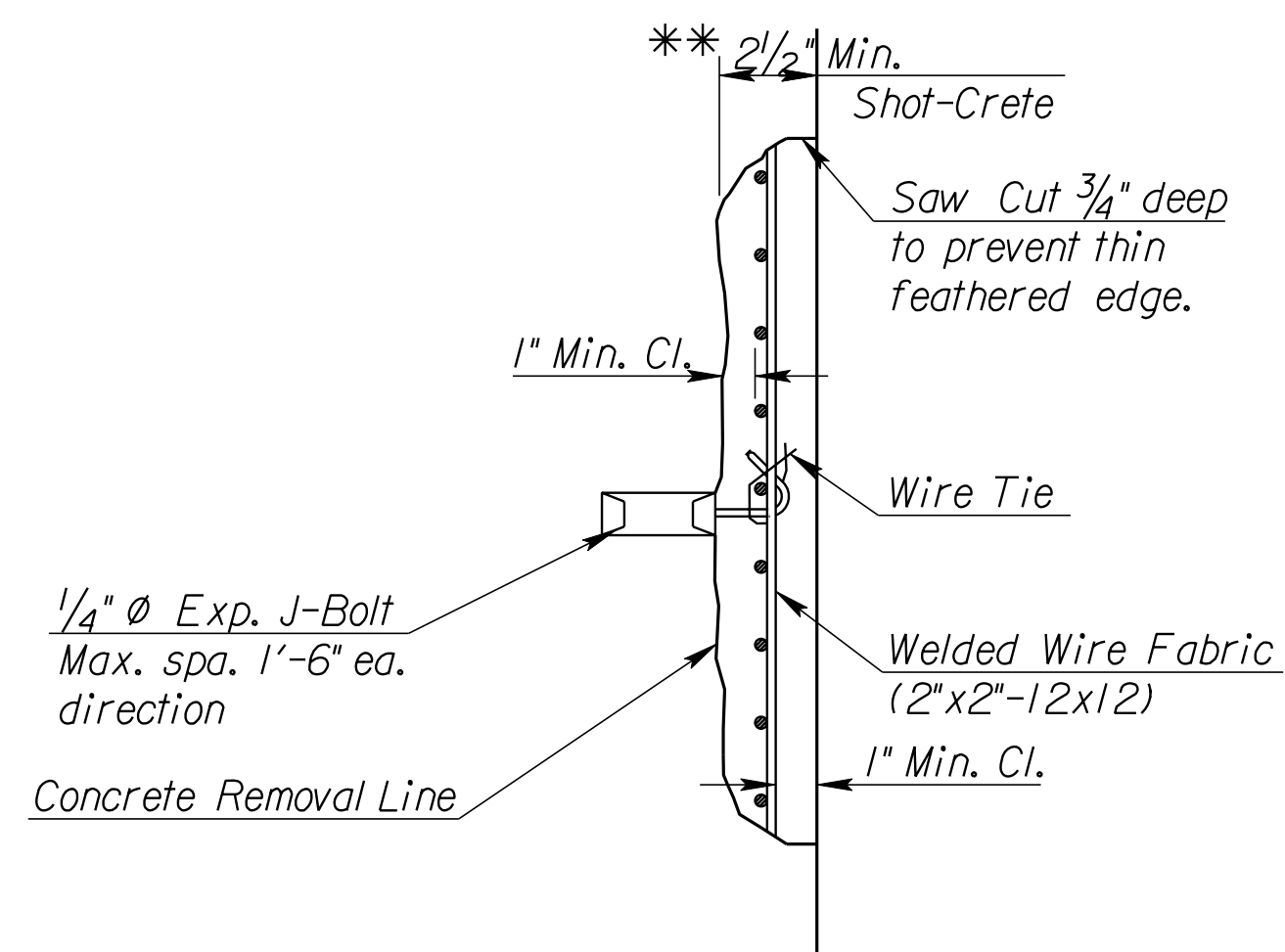
ELEVATION VIEW OF TYPICAL PIER
(Estimated Average Repair Area Per Pier = 315 ft²)



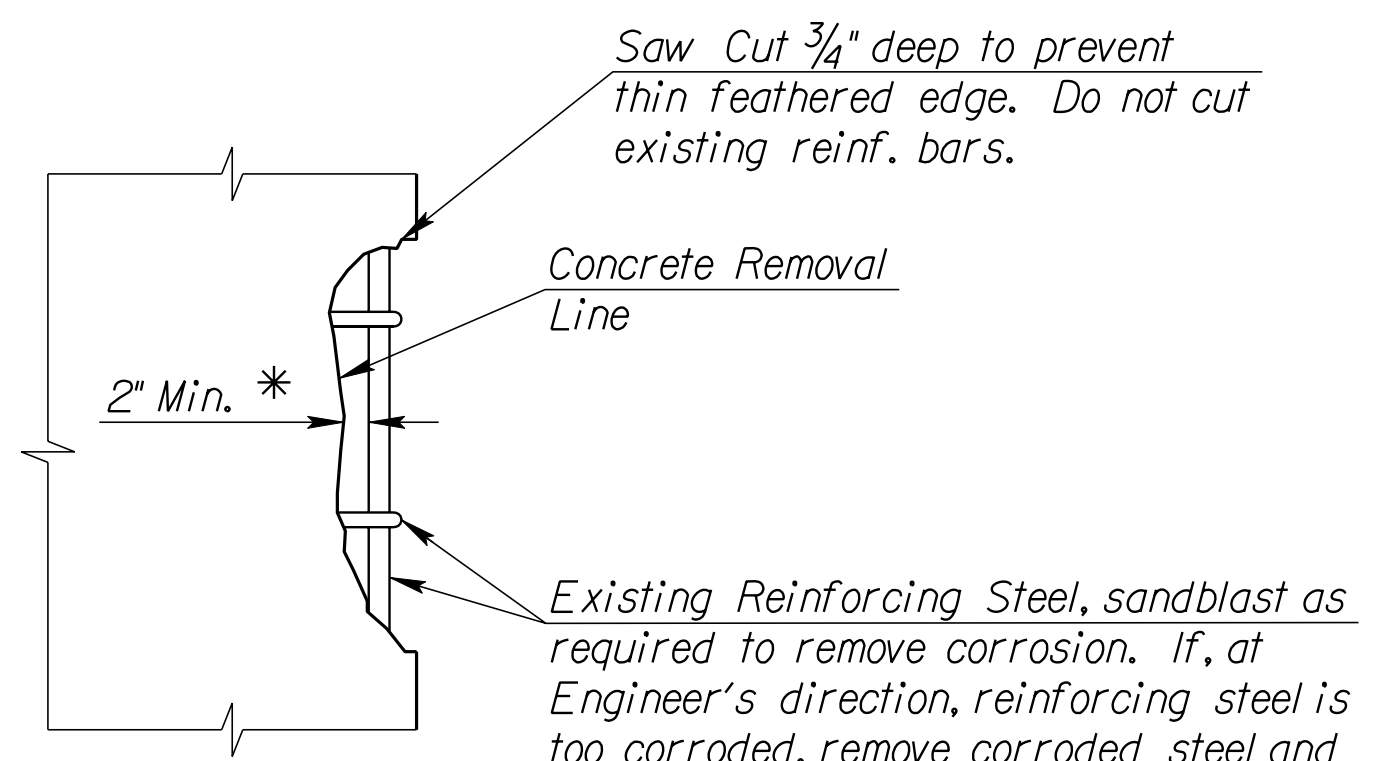
SECTION A-A
Piers #1, #2, #5 & #6



SECTION A-A
Piers #3 & #4



SUBSTRUCTURE CONCRETE SURFACE REPAIR DETAIL



SUBSTRUCTURE CONCRETE SURFACE REPAIR DETAIL

** NOTE: Whenever the depth of deteriorated concrete does not extend to the face of existing reinforcing steel, the existing concrete shall be removed a min. of 2 1/2" behind the original surface or to sound concrete whichever is greater. See detail above for placement of wire mesh which is used for this type of repair.

* NOTE: Whenever the depth of deteriorated concrete extends to the existing reinforcing steel, the existing concrete shall be removed a minimum of 2" behind the reinforcing steel or the sound concrete, whichever is greater.

SUBSTRUCTURE REPAIR NOTES

1. The Field Engineer shall determine and mark areas of spalled and/or unsound concrete as well as cracks on the surfaces of all abutment wingwalls, piers, and existing retaining wall. Spalled/unsound concrete shall be found by sounding the surfaces with a hammer.
2. Whenever areas of spalled and/or unsound concrete extends below the ground line, the soil shall be excavated to a depth which will expose and allow construction clearance for the entire deteriorated area. Following the repair, the excavated area shall be filled with approved material, to the original ground line elevation. This work shall be subsidiary to the bid item "Substructure Repair".
3. Areas of spalled/unsound concrete shall be repaired using an approved epoxy, with a color and texture compatible with existing concrete. See K.D.O.T. Special Provisions for epoxy specifications. All surfaces upon which epoxy is to be placed shall be thoroughly cleaned and brushed. Remove corrosion of all exposed reinforcing steel by brushing or sandblasting. Replace corroded reinforcing with new epoxy coated reinforcing as required (see details this sheet).
4. Reinforcing steel, damaged by the Contractor, shall be replaced by drilling and grouting new bars, as directed by the Engineer, at no extra cost to the City.
5. The bid item "Substructure Repair" shall be full compensation for all excavation, removal of existing structure, wire mesh, new steel, all labor, materials and equipment necessary to complete the repair of spalled/unsound concrete.
6. Pressure inject epoxy grout into cracks designated by the Engineer in accordance with the "General Notes" sheet and K.D.O.T. Specifications.
7. The bid item "Epoxy Resin Crack Repair" shall be full compensation for all excavation, removal of existing structure, epoxy grout and ports, all labor, materials and equipment necessary to complete the repair of cracked concrete.
8. Estimated areas and lengths based on visual observation in the field; actual quantities to be repaired in the field may vary subject to the determination by the Engineer.

See Sheet #7 for General Notes.

CITY OF WICHITA
JAMES ARMOUR, P.E., CITY ENGINEER
13TH STREET BRIDGE OVER
LITTLE ARKANSAS RIVER
PIER DETAILS

PB PARSONS
BRINCKERHOFF
1220 W. Wichita, Kansas

SCALE: _____ DATE: 10/9/2007 DWG NO.: 35750A

K:\35750A\CADD\SHEETS\BRIDGE\13THPIERDET01.dgn SURV. JG, CP | PLOT CADD | DES. AH | DR. GBI | TR. CKD. BS | APP. RG