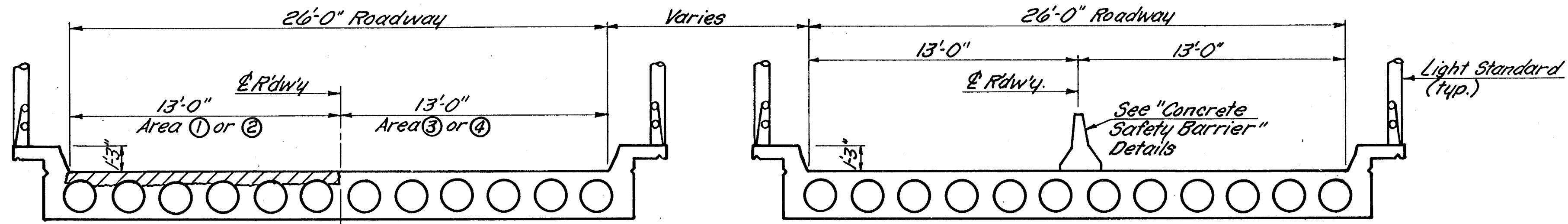


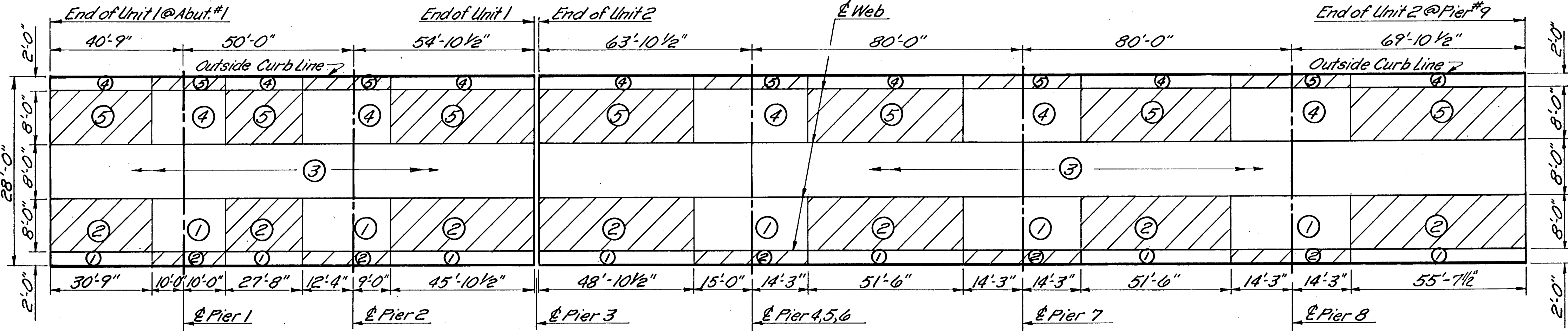
Note: Diaphragms are located at piers and midspans of Units #1 and #2 and at piers only of Unit #3.

TYPICAL SECTION UNITS 1, 2 & 3 (Showing limits of repair areas)

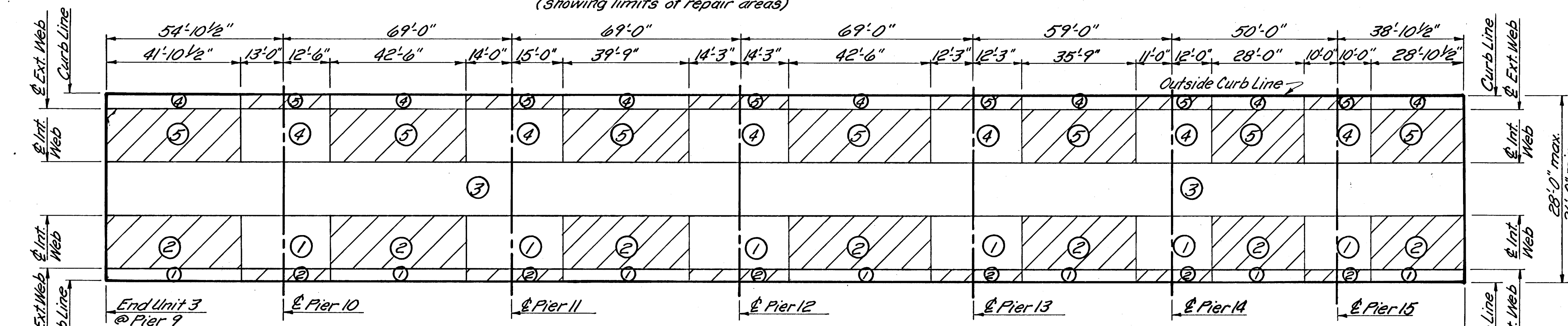
Note: Width of Repair Areas are defined as being the distance between #4 webs. For Unit No. 3, these distances will vary. See "Unit No. 3 Web Layout" sheets for location of webs.



TYPICAL SECTION UNIT 4 (Showing limits of repair areas)



PLAN OF REPAIR LANE UNIT 1 & 2 (Showing limits of repair areas)



PLAN OF REPAIR LANE UNIT 3 (Showing limits of repair areas)

REPAIR SEQUENCE

ABUTMENT NO. 1: A temporary pressure relief joint shall be constructed prior to detouring traffic to two lanes. See Backwall Repair Sheet for details.

GENERAL: Two lanes will be closed to traffic. The other two lanes will be open to traffic. One lane will carry E.B. traffic and one will carry W.B. traffic. All deck, abutment, pier, curb, median, handrail and strip seal work shall be done while the repair lane is closed to traffic. Abutment No. 2 shall be replaced prior to placing Thin Bonded Concrete Overlay in Unit No. 4. Any structural damage caused by the Contractor, as a result of noncompliance to the repair sequence, shall be repaired at no extra cost to the State.

UNITS 1, 2 & 3: Option A - Contractor uses heavy trucks in the repair lane to remove deteriorated concrete or to deliver patching concrete.

The removal of the deteriorated deck concrete shall be completed, the patching concrete placed and cured a min. of four days in area 1 prior to removing any concrete in the adjacent area 2. The patching concrete in area 2 shall cure a min. of four days prior to removing any concrete from the adjacent area 3. The patching concrete in area 3 shall cure a min. of four days prior to removing any concrete from the adjacent area 4. The patching concrete in area 4 shall cure a min. of four days prior to removing any concrete from the adjacent area 5. The construction wheel loads shall be kept as far away from the repair areas as possible.

Option B - No heavy trucks used in the repair lane. The repair sequence shall be the same as stated above for option A except that the repairs in areas 1 may be repaired simultaneously with areas 2; and area 3 may be repaired simultaneously with areas 4.

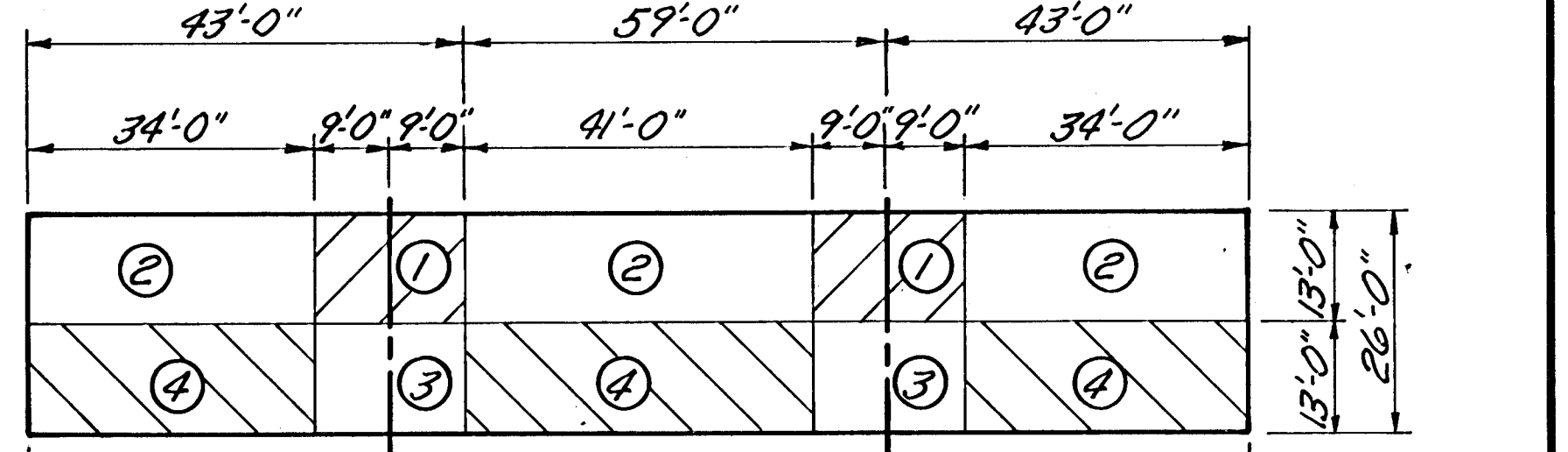
UNIT 4: The repair of the deck in Unit #4 shall be accomplished in the following sequence: The removal of deteriorated deck concrete shall be completed, the patching placed and cured four days in area 1 prior to removing any concrete in area 2. The patched concrete shall have cured a minimum of four days in area 2 prior to removing any deteriorated concrete in area 3. The patched concrete shall have cured a minimum of four days in area 3 prior to removing any deteriorated concrete in area 4. Any construction wheel loads shall be kept as far away from the repair areas as possible.

FALSEWORK: If large deflections or other signs of structural distress occur the Contractor will be required to support the superstructure with falsework as directed by the Engineer.

The Contractor has the option of using the repair sequences as stated above, or the Contractor may repair the entire width of the repair lane from end to end of a span by using falsework to support the superstructure in that span.

A min. of 3 falsework bents will be required in each span at the quarter points of the span. The falsework will be supported on falsework piles or spread footings at least 3 feet below ground line. All falsework plans will be submitted to the Engineer for approval. With the use of any falsework it is the Contractor's responsibility to locate and protect existing utilities.

T.B.O. PLACING SEQUENCE: The Thin Bonded Concrete Overlay shall be placed a min. width of 1/2 the 28' or 26' Roadway and end to end of a continuous unit. Longitudinal joints shall be permitted only at # Roadway. If placing does not extend the full length of a continuous unit, the end of the placing shall terminate at a construction joint short of a pier. No live loads will be permitted on the Thin Bonded Concrete Overlay until it has cured at least seven days.



PLAN OF REPAIR LANE UNIT 4 (Showing limits of repair areas)

NO.	DATE	REVISIONS	BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION				
Br. No. 54-87-25.80 Bridge Repair				
REPAIR SEQUENCE				
Proj. No. 54-87-5942(2)			Sedgwick Co.	
SHEET NO. 13 OF 32	SCALE	APP'D	QUANTITIES 36B	TRACED MAL
DESIGNED RDE	DETAILED RAM	QUAN. CK. RIM	DETAIL CK. 36B	TRACE CK. RDE