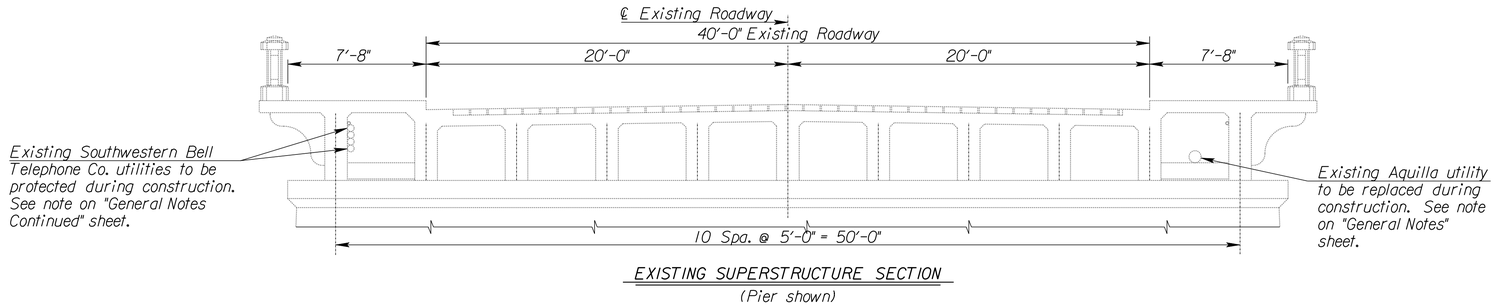
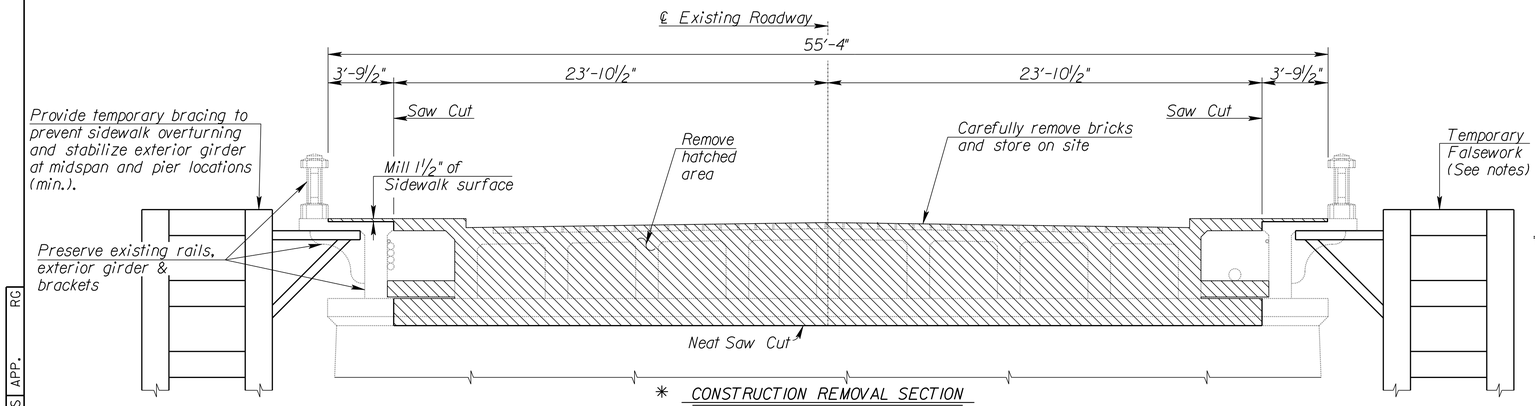
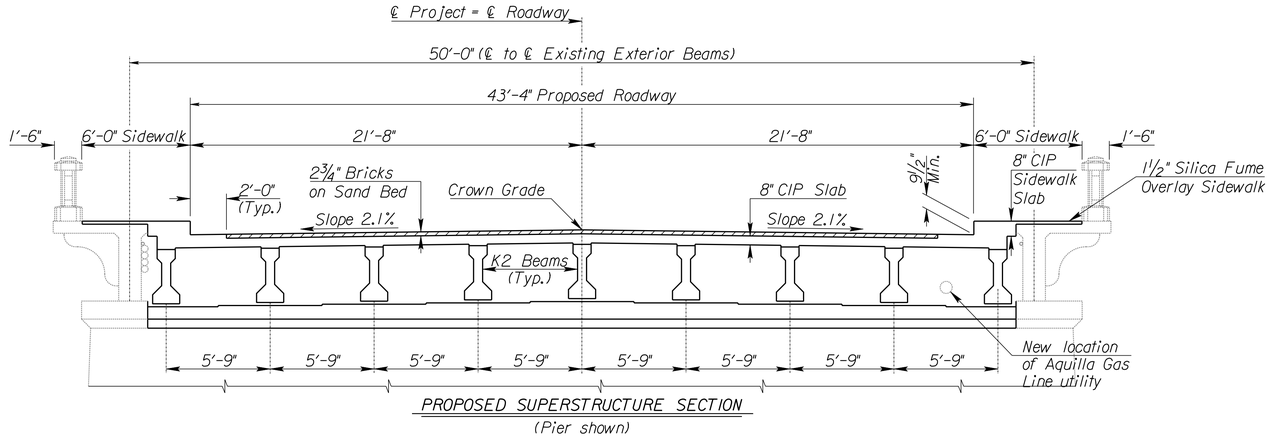


EXISTING SUPERSTRUCTURE SECTION
(Pier shown)



✳ CONSTRUCTION REMOVAL SECTION
(Pier shown)

† Item marked by † can be done at any time prior to project completion.



PROPOSED SUPERSTRUCTURE SECTION
(Pier shown)

Construction Sequence Procedures:
(Note: This list is not exhaustive but provided as a suggested sequence of construction.)

1. Provide plan view of traffic control to Engineer for approval including entrances from Bitting to Lewellen street and Waco to 21st St. to Amidon. Install detour signs as shown on the plans and according to approved traffic control plan. Close the bridge for traffic as per project special provisions.
2. Install temporary bracing and falsework to stabilize the exterior girders of the bridge. Piling shall be driven before any superstructure removal begins. Use auger piles in the falsework supports to eliminate any potential damage to the existing historic elements of the bridge from pile driving vibrations. Other pile types are acceptable if no damage to existing bridge elements can occur.
3. Install piles and temporary falsework to support the ends of the exterior girders near the abutments as shown on the plans. Shimming will be required to eliminate any potential settlement of the beam ends. Holes may be cut in the deck that will be removed only for the purpose of driving piling at these abutment locations for the temporary support of the exterior girder. In no case shall the driving of the pile be allowed to impact the superstructure.
4. Secure the exterior girder to the temporary bracing for stabilization in all directions. Provide Shop Drawings of bracing and support of girder at abutments (required) for approval by the Engineer at least 3 weeks prior to construction of falsework.
5. Coordinate shutting off and relocation of gas utility with Aquila.
6. Carefully remove existing paving bricks for the bridge and store on site for the City. At direction of Engineer, dispose of damaged pieces.
7. Saw cut longitudinal joints to remove the interior of the superstructure except for the exterior girders as shown on Construction Removal Section detail (this sheet). Do not cut through reinforcement. Preserve transverse steel. Remove the interior of the superstructure. **Exercise extreme caution; do not damage existing rails and historic elements on both sides of the bridge.**
8. Provide temporary bracing to prevent rotation and movement of the wings. Extra care should be taken near the temporary bracing. The wings can be expected to rotate with the connection to the interior wall removed. Saw cut vertically the walls of both abutments to the limits shown on the plans, protecting existing transverse reinforcing. Remove abutment walls including excavating behind abutments.
9. Contact the Engineer to inspect the condition of the existing abutment footings prior to building the new abutments. Repair any damage to the existing abutment footing by injecting epoxy grout through any cracks as directed by the engineer, included in the bid items "Epoxy Resin Crack Repair" and "Substructure Repair".
10. Repair any existing cracks of the abutment wingwalls by injecting epoxy grout from both faces of the walls, included in the bid item, "Epoxy Resin Crack Repair".
11. Remove the top interior portion of the piers to the limits shown on the plans, protecting existing transverse reinforcing.
12. † Repair all existing pier wall faces as shown on the plans, included in the bid items "Epoxy Resin Crack Repair" and "Substructure Repair".
13. Repair interior face of existing exterior girder prior to placing new girders. Repair of exterior face of existing exterior girder may take place at any time. Do not do extensive reconstruction to existing exterior girder unless sufficient falsework is provided so girder will not see significant loading or unless new structure deck has sufficient strength and connection to provide stability to existing structure. Repair of existing girder is included in the bid items "Epoxy Resin Crack Repair" and "Superstructure Repair".
14. Drill and grout dowel bars vertically into the existing abutment footings and top of pier walls. Drill and grout dowel bars horizontally into abutment wing walls and pier caps.
15. Construct the seat of both abutments and top portion of piers as shown on the plans.
16. Construct retaining walls at wingwall corners shown. Install abutment strip drain and bridge backwall protection system behind the abutments and wingwalls as shown on the plans.
17. After pier cap concrete attains required strength (3,000 psi), and not before 4 days after concrete pour, remove pier formwork. Start setting new beams. Place the proposed K2 girders in accordance with KDOT Specifications.
18. Provide new conduits and wiring for electrical lighting of bridge.
19. Drill and grout dowel bars into the existing sidewalk slab. Then construct the new bridge roadway. Abutment and pier diaphragms shall be built monolithic with the slab.
20. Mill the sidewalk deck to a depth of 1½", taking care to not damage existing reinforcing. Seal the cracks in the top of sidewalk with pressure injected epoxy grout, paid for as "Epoxy Resin Crack Repair." Place 1½" silica fume overlay on the sidewalk slab.
21. Seal top of sub-deck with epoxy. Place bricks on new deck. New bricks must be similar in material properties & dimensions of existing bricks. See Details Sheet #32.
22. Backfill behind the abutments with the same select granular backfill that is provided behind the MSE walls.
23. Apply thoroseal (or approved equal) to visible face of exterior girder, brackets, underside and edge of sidewalk slab, subsidiary to "Concrete (Grade 4.0)(AE)(SA)".
24. Apply anti-vandalism masonry coating to abutment wings, abutment walls, and piers to the limits shown on the plans.
25. Build approach slabs and sidewalks.
26. Contractor must reopen bridge to traffic as per project specail provisions. Work may continue on the bridge for items not necessary for traffic movement after bridge is reopened to traffic with minimum one lane open in each direction, as per project special provisions.
27. Restore aesthetic and historic elements as stated in the project special provisions, including sealing cracks in top of concrete base for metal rail.

See Sh. #8 for General Notes Continued.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	TE-0284-01	2007	10	47

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

CONSTRUCTION SEQUENCE

PARSONS BRINCKERHOFF
Wichita, Kansas

SCALE	DATE	DWG. NO.
____	10/9/2007	35750A

SURV.	JG, CP	PLOT	CADD	DES.	AH	DR.	GB	TR.	CKD.	BS	APP.	RG

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