GENERAL NOTES CONTINUED

BRIDGE DECK GROOVING: After the bridge deck has cured, transversely groove the deck in accordance with KDOT Specifications. For phased construction groove each completed phase before opening to traffic. Align the grooves from each adjacent phase across the bridge deck without jogs or discontinuities. For skewed bridges all grooving will be perpendicular to the centerline of the bridge.

CONSTRUCTION JOINTS: The construction joints shown are optional with the Contractor. If used, place the construction joints only at locations shown or at locations approved by the Engineer.

PLACING SEQUENCE: The Contractor will adhere to the placing direction/sequence shown on the plans. Changes will be accepted only if the Contractor's Engineer adjusts the deflection diagram so that the Contractor can adjust the fillet depth accordingly. This revised diagram will be approved by the design Engineer prior to deck forming. If profile grinding decreases the clearance to the top mat of reinforcement to less than 2½", a polymer overlay will be placed at no cost to the City.

CONCRETE PLACING SEQUENCE: The sequence of placing concrete in the deck and curbs shall be as shown, or the Contractor may submit an alternate placing sequence for review. Submit the alternate placing sequence to the Engineer at the Preconstruction Conference. Include the proposed rate of concrete placement in C.Y./h, the plant capacity, placement direction, construction joint location, a description of the equipment used in placing the concrete, proposed admixtures, and the quantity of concrete in each placing segment. Any additional cost for the Contractor's alternate plan of placing concrete, including admixtures, shall be at the Contractor's expense and shall be considered subsidiary to the bid item, "Concrete (Grade 4.0)(AE)(SA)". Approval of the Contractor's alternate sequence is required prior to placement of concrete in the deck.

Place and hand vibrate all concrete for the pier diaphragms and the abutments above the construction joint to the bottom of the deck just prior to the normal paving train operations. Do this work in a manner to avoid a cold joint in either the abutments or in the diaphragms.

DECK FORMS: Steel or Prestressed Concrete Stay-In-Place forms will not be allowed.

CONSTRUCTION LOADS: Limited traffic is permitted on the new sub-deck, one-course deck or any concrete overlay during the curing period, keep any exposed deck wet during the curing period. See KDOT Specifications Section 710 Tables 710-1 & 710-2 for additional information.

DIMENSIONS: All dimensions shown on the design plans are horizontal dimensions unless otherwise noted. Make necessary allowances for roadway grade and cross slope.

DECK PROTECTIVE SYSTEM: Epoxy coat all reinforcing steel in the deck, diaphragms, rails and abutment beams.

DEMOLITION PLANS: This is a Category B Demolition. Submit detailed Demolition Plans to the Field Engineer at least 2 weeks before the demolition meeting. Identify, on the plans, the Demolition Supervisor meeting the requirements of the KDOT Specifications. No Demolition work will begin without approved Demolition Plans. A Licensed Professional Engineer is not required.

TEMPERATURE: The design temperature for all dimensions is 60°F.

BRIDGE SEATS: Finish the bridge seats under the bearing devices to a smooth finish. Finish the remaining area to a rough finish.

BRIDGE DRAINS: Galvanize and apply a two-component, 98% polymeric epoxy, amido-amine primer tiecoat of approximately 1 - 2½ mils in thickness to the drains, prior to application of a water-borne acrylic finish coat. Follow the manufacturer's recommendations for application and cure time. All work, labor and materials necessary for construction of the drains, downspouts and downspout support frames shall be considered subsidiary to the bid item "Bridge Drainage System (Lump Sum)".

ELECTRICAL LIGHTING SYSTEM: See "Lighting Details" sheets for notes. Payment for "Electrical Lighting System" includes removal and replacement of existing lighting system. Accessories (Conduits, light poles, anchor bolts, hangers and incidentals) needed to support and carry the Electric System (Westar Lighting, traffic signal conduits) through the bridge are subsidiary to the bid item "Electrical Lighting System". The existing lighting system on the bridge is connected to the City of Wichita Circuitry. The Contractor shall coordinate with Westar prior to installing the new conduits to allow for scheduling the installation of the items. All connections of the new lights poles shown on the plans shall be connected to the existing City of Wichita Circuitry. All equipments, material and labor to install the electrical lighting system shall be provided by the contractor. Submit drawings to the engineer for approval. Conduits for the Aesthetic Metal Tower and the under bridge lighting are included in the "Electrical Lighting System" bid item, but the LED lights and Controller are included in the set price bid item "Aesthetic Metal Tower".

SIDEWALK CONSTRUCTION: The 6" Sidewalk adjacent to the approach slabs shall be paid for as Sq. Ft. of "Concrete Sidewalk 6" (Reinforced)" and includes all work and materials (including welded wire mesh and Type B Expansion Joint Material) required to construct the sidewalk as detailed in these plans. Use Concrete (Gr. 4.0)(AE) in the sidewalk.

CITY OF WICHITA

wsp

HARRY STREET BRIDGE
OVER ARKANSAS RIVER

GENERAL NOTES II

STRUCTURE NO. 430400876 30AR40

REVISIONS		
NO.	DATE	DESCRIPTION

PROJ NO:	35838B
SCALE:	AS NOTED
DATE:	.
DESIGNED BY:	--
DRAWN BY:	--
CHECKED BY:	-
YEAR:	2019

SHEET NO
45
SHEET 45 OF 135

Plotted : 10/3/2019 2:13:25 PM File : T:\35838A-COW_HarryStBridge\Cadd\Sheets\Structures\838BRGNO03.dgn