# GENERAL NOTES CONTINUED

*FALSEWORK PLANS:* A licensed Professional Engineer shall design the falsework details. Details shall bear the seal of a licensed Professional Engineer. Submit electronic plans conforming to Section 105 of the Standard Specification with details in compliance with KDOT Specifications to the Field Engineer for review.

*FALSEWORK INSPECTION:* This project has falsework plan requirements which are considered "Category 2" by KDOT specifications. If falsework deficiencies or variations from the approved and sealed plans are found, the falsework design Engineer of Record will provide written approval of the changes. If for the convenience of the Contractor the falsework becomes "Category 1" by the use of non-typical supports; then the inspection and review requirement of "Category 1" will be fully enforced, but at no cost to the Owner. "Category 2" falsework inspection is not paid for directly, but is subsidiary to other bid items.

*QUANTITIES:* Items not listed separately in the Summary of Quantities are subsidiary to other items in the proposal.

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

*CONCRETE PLACING SEQUENCE:* The sequence of placing concrete in the slab 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)(MPC)". 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.

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

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

*PRESTRESSED BEAM CONCRETE:* Use air entrained concrete with select coarse aggregate as specified in the Special Provisions. The release strength and 28 day strength requirements shall be as noted on the plans. Submit mix designs to the Bureau of Materials and Research for approval.

*ELECTRICAL LIGHTING SYSTEM:* All work for street lighting is included in the "Electrical Lighting System" bid item. Coordinate with Evergy for the installation. All equipment and material is to be provided by the Contractor. Connect to the City of Wichita as required. Tower lighting, including DMX, controllers and cabinets, and fiber, is included in the "Aesthetic Metal Tower" bid item.

*ERECTION ELEVATION CHECKS:* After the abutment and pier concrete has cured and before setting any prestressed beams, present verification to the Engineer that the elevations at the bearings match plan elevation (±1/4").

*COLUMN CONSTRUCTION:* Cure the pier footing as required by the KDOT Specifications before beginning the wall column construction (placing resteel or formwork). Do not place cast in place shear bolts, coil inserts or other devices used as falsework support in the column without the approval of the Engineer. Do not remove column formwork without the approval of the Engineer. Curing shall continue after the formwork is removed as required by the KDOT Specifications.

*PIER BEAM CONSTRUCTION:* Cure the wall columns as required by the KDOT Specifications before beginning the pier beam construction (placing resteel or formwork). Do not drill and grout bolts or other devices into the wall columns used for falsework support unless shown on the plans. Cure the columns as required by the KDOT Specifications before placing pier beam concrete. Do not remove falsework used to support the pier beam concrete has cured as required by the KDOT Specifications. Do not set girders or beams on the pier beam until after the falsework is removed or the pier beam concrete has 0.75 f'c strength as tested.

*BEARING (STEEL REINFORCED ELASTOMERIC):* Elastomeric Bearing Device shall be factory bonded to the steel sole plate by a vulcanization process. The steel sole plate is subsidiary to the bid item, "Bearing (Steel Reinforced Elastomeric)" and shall be furnished by the bearing device fabricator.

*BEARING (Steel Reinforced Elastomeric) (Method A):* Bearing devices at Piers 1 & 4 shall be fabricated with an elastomer satisfying:
- Shore A Durometer Hardness of 60
- Low Temperature Grade 3 requirements
- Type A certification for elastomeric bearing device acceptance is required
- Include design method and all material properties on shop details.

*BEARING (TFE/Elastomeric) (Method A):* Bearing devices at Abutments 1 & 4 shall be fabricated with an elastomer satisfying:
- Shore A Durometer Hardness of 70
- Low Temperature Grade 3 requirements
- Type A certification for elastomeric bearing device acceptance is required
- Include design method and all material properties on shop details.

*BEARINGS (TFE/ELASTOMERIC):* The Elastomeric portion of the Bearing Device shall be factory bonded to the steel cover plate by a vulcanization process. All exposed surfaces of the cover plate shall be painted with an inorganic zinc primer and water borne acrylic top coat. Repair painted surfaces damaged by the welding operations. Mask all exposed stainless steel before field painting; clean any overspray on the stainless steel sheet. The steel plates are subsidary to the bid item "Bearing (TFE/Elastomeric)" and shall be furnished by the bearing device fabricator.

*EXISTING DIMENSION VERIFICATION:* Dimensions of the existing structure are based on old plans. Verify, by field measurement, the as-built dimensions of the existing structure and submit such verification in writing to the Engineer. The verification will include sketches, drawings, photographs and descriptions as needed to clearly define the as-built dimensions, particularly existing pile spacing at Piers 2 & 3, that will impact new construction.

*ERECTION PLANS:* This is a Category A Structure. Submit detailed Erection Plans to the Field Engineer per KDOT Specifications. A Licensed Professional Engineer is not required.

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

*BRIDGE DECK GROOVING:* After the bridge deck has cured, transversely groove the bridge deck ROADWAY between the Kansas Corral Rails in accordance with KDOT Specifications. Do not bridge deck groove the sidewalks. For skewed bridges all grooving will be perpendicular to the centerline of the bridge. As per KDOT Specification, pay limits for bridge deck grooving are 2'-0" inside the face of Kansas Corral Rails.

Finish the bridge deck SIDEWALKS with a burlap drag behind the finish machine. As soon as practical, the deck shall receive a transverse tined finish approximately 3/16" in width and 3/4" centers with a depth of approximately 1/8". This item shall not be paid for directly, but shall be subsidiary to the "Concrete (Grade 4.0)(AE)(SA)(MPC)" bid item.

*FORMLINER PATTERNING:* The pattern for the Light Blister Parapets is Haverhill 705. The pattern for the Pier Walls is 302 Standard Spec Flute Pattern 1702. Contractor may recommend equal alternatives to be approved by the Engineer. All work and materials for formliner is included in the bid item "Concrete (Grade 4.0)(AE)(SA)(MPC)" and "Concrete (Grade 4.0)(AE)".

*AESTHETIC METAL TOWER:* The bid item "Aesthetic Metal Tower (Each)" includes all labor, materials and any incidentals needed to install and attach the Aesthetic Metal Tower to the bridge piers as detailed in the plans. The approximate weight of each Aesthetic Metal Tower is 6,200 lbs. See notes on "Aesthetic Metal Tower" sheets.

*ARTIST COORDINATION:* Contractor will hire the project artist as a set bid item. This cost will cover Artist's coordination on project including handrail and tower refinement. Artist will coordinate with steel fabricator and lighting subcontractor.

*TEMPORARY CONSTRUCTION LOADS:* The Contractor will not stock pile construction materials, debris/rubble or place equipment weighing more than 20 tons or greater than bridge posted load limits on the bridge without prior written approval by the KDOT Area Engineer. For bridges with highway traffic on or under the bridge the Contractor will provide plans showing the location, quantity and weight of the proposed materials, debris or equipment weighing more than 20 tons or greater than bridge posted load limit. These plans will bear the Seal of the Contractor's Engineer before approval is granted. The Contractor's Engineer will use AASHTO Specifications for limitations on structural capacities, as the structure is found in the field.

*COATING (CONCRETE SURFACES):* All exposed faces of Parapet Walls, Corral Rail (above sidewalk surface), and Concrete Safety Barrier shall be rubbed and grouted with an approved concrete masonry coating material to eliminate all staining and blemishes. See KDOT latest special provisions for "Concrete Masonry Coating" (subsidiary to "Concrete (Grade 4.0)(AE)(SA)(MPC))."

*RIPRAP (REINFORCED CONCRETE):* See notes on the standard included in the bridge plans.

*BRIDGE HANDRAIL:* See notes on Bridge Handrail sheets.

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| REVISIONS: MARK | DATE | DESCRIPTION |
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SCALE:
DATE: 07/08/2022
DESIGNED BY: JBM
DRAWN BY: JBM
CHECKED BY: WBS

SHEET TITLE: GENERAL NOTES CONTINUED

SHEET NO. 30



IF THIS DRAWING IS LESS THAN 22" X 36" IT IS A REDUCED SIZE DRAWING

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