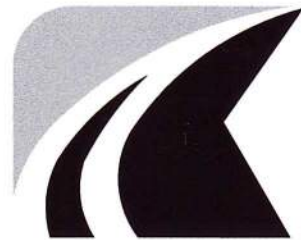


DATE	
BY	
SURVEY	
CADD TECHNICIAN	
DESIGNERS	
SQUAD	

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2	General Notes
3	Geometric Details
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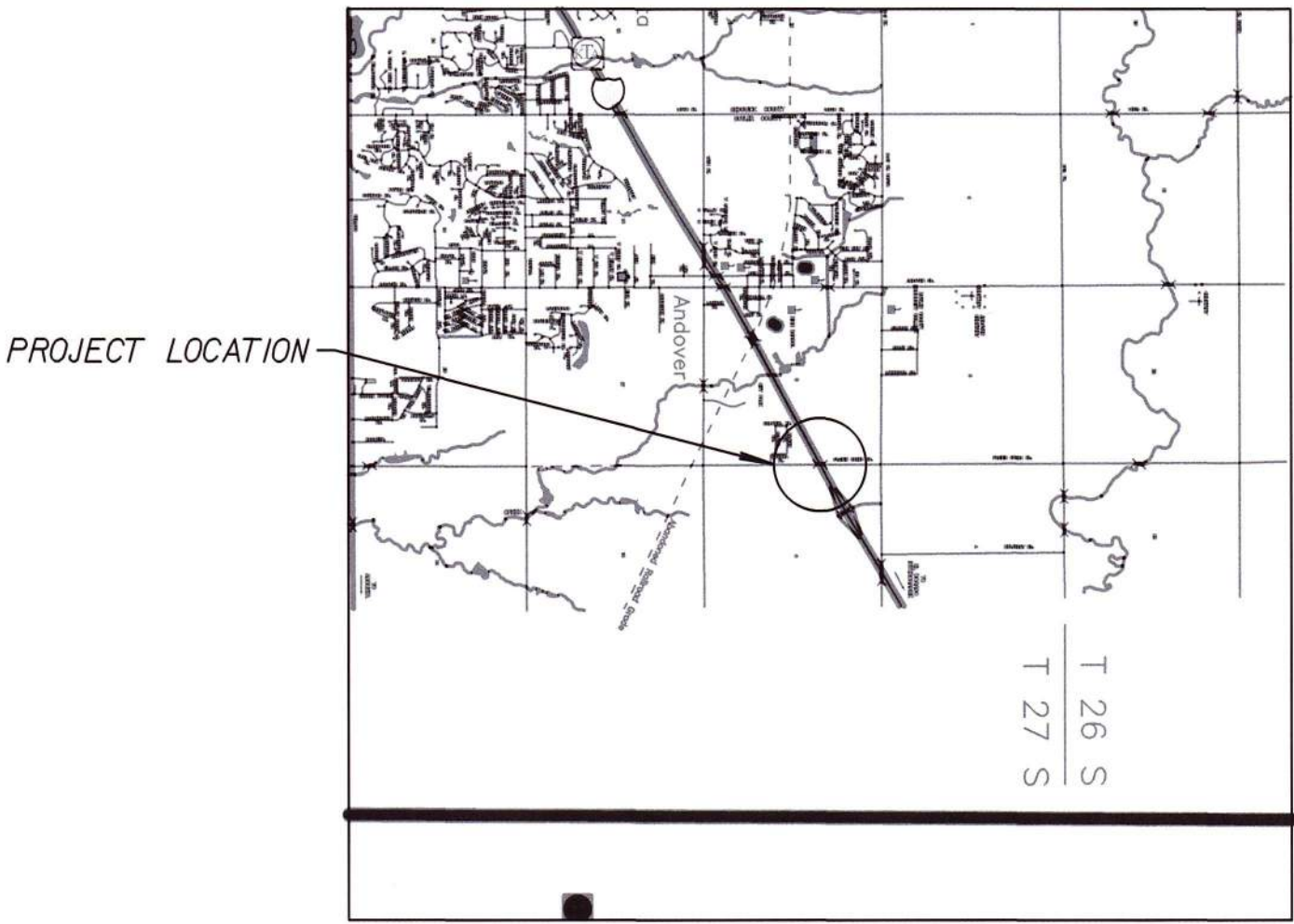
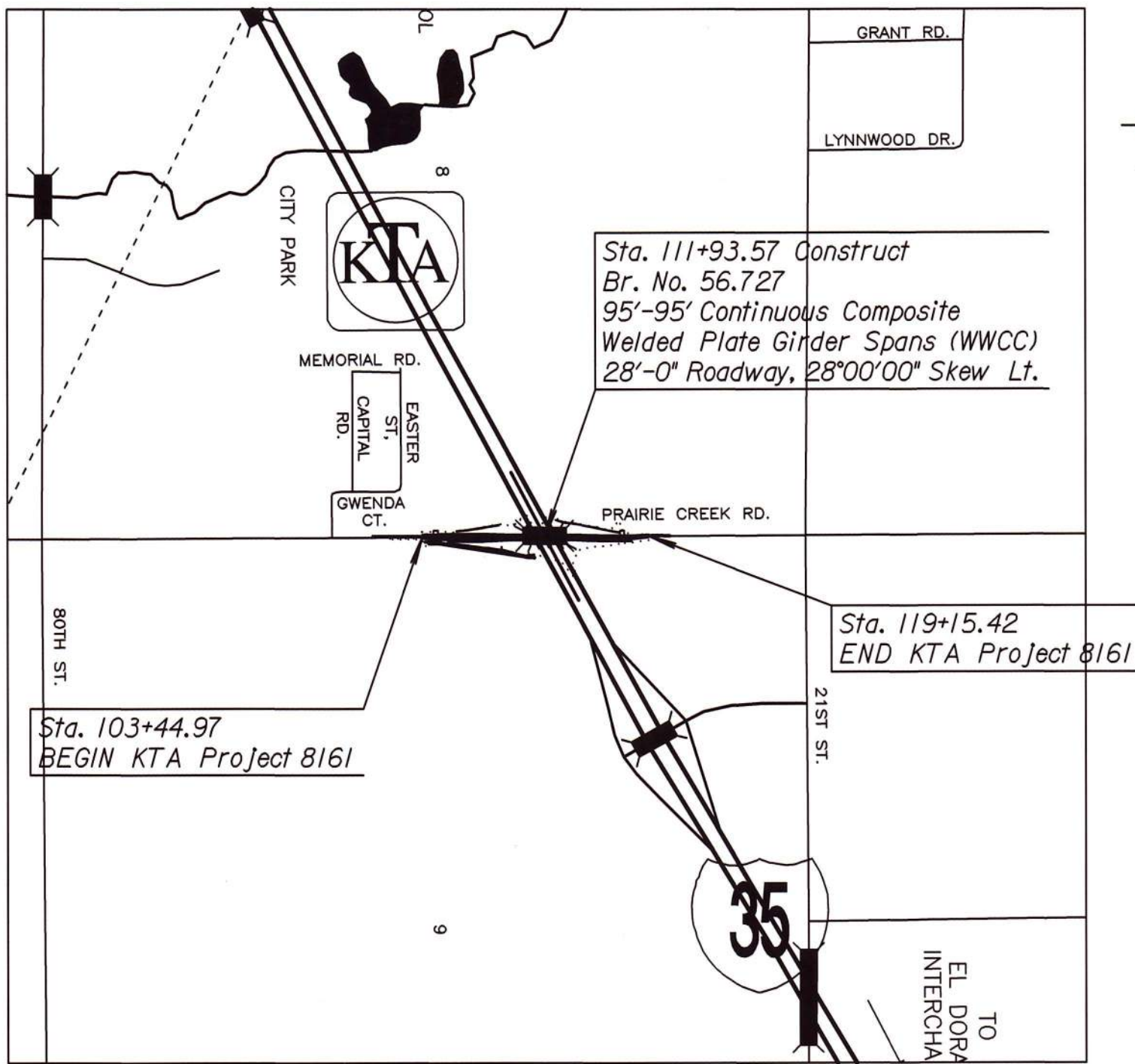
Kansas Turnpike Authority

Contract No. 8161

Andover, Kansas

Prairie Creek Road Bridge Replacement

BRIDGE
CONCRETE PAVEMENT
SURFACING
GRADING
PAVEMENT MARKING
SIGNING
SEEDING



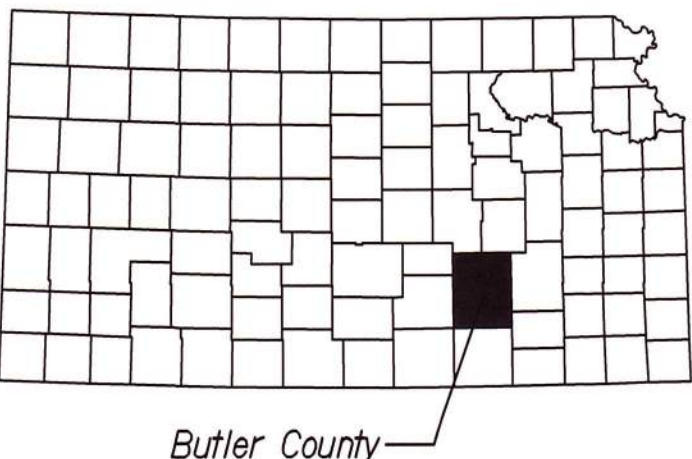
DESIGN DESIGNATION

ADT	(2022) = 760
ADT	(2042) = 1,200
DHV	= 10%
D	= 50%
T	= 5%
V	= 40 MPH
C of A	= None
LATERAL OFFSET	= 6 FT
CLEAR ZONE	= 10.0'

CONVENTIONAL SIGNS

COUNTY LINE	-----	CENTER LINE OF PROJECT	-----
CITY LIMITS	=====	TERRACE	-----
STATE OR NATIONAL LINE	-----	CULVERTS	-----
TOWNSHIP, SECTION or GRANT LINE	-----	DROP INLET & STORM SEWER	-----
PROPERTY LINE	-----	ACCESS CONTROL	-----
HIGHWAY FENCE	-----	POWER POLE	-----
EXISTING FENCE	-----	TELEPHONE POLE	-----
GUARDRAIL	-----	MARSH	-----
CONSTRUCTION LIMITS	-----	HEDGE	-----
RIGHT OF WAY LINE	-----	TREES	-----
TRAVELED WAY	-----	PROFILE ELEVATION	-----
RAILROADS	-----	STREAM or CREEK	-----

GROSS LENGTH OF PROJECT	1570.45 FT.	0.29 MILES
EXCEPTIONS	0.00 FT.	0.00 MILES
NET LENGTH OF PROJECT	1232.31 FT.	0.23 MILES
NET LENGTH OF BRIDGES	312.00 FT.	0.06 MILES
NET LENGTH OF ROAD	1544.31 FT.	0.29 MILES



PREPARED BY:

TRANSYSTEMS

100 N. BROADWAY, SUITE 245
WICHITA, KANSAS 67202
MAIN: 316-303-3000

FULL ROAD CLOSURE ON PRAIRIE CREEK ROAD DURING CONSTRUCTION. TRAFFIC SHALL BE MAINTAINED ON KTA TURNPIKE AT ALL TIMES. SEE TRAFFIC CONTROL FOR DETAILS.

	Michael D. Bailey, P.E. KS License No. 20585 Sheets: 1-51, 84-153
	Matthew J. Johnson, P.E. KS License No. 24317 Sheets: 52-83

Glen L. A. Scott, P.E.
Director of Engineering
Kansas Turnpike Authority

1-6-26
Date

Drawn By : djkratzer
File : c:\transystems\pw_local\transyscorp-pw\1ae-djkratzer\d1460615\8161bbr56.727-gn-01.dgn
Plotted : 1/5/2026

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	8161	2026	52	153

SUMMARY OF QUANTITIES																						
Item Location	Excavation	Concrete		Reinforcing Steel		Structural Steel			Welded Stud Shear Connectors Each	Bearing (Steel Reinforced Elastomeric) Each	Piles (Steel) (HP12x53) Lin. Ft.	Test Piles (Special) (HP12x53) Lin. Ft.	Piles (24") (Cased) Lin.Ft.	Cast Steel Pile Points Each	Abutment Aggregate Drain Cu. Yds.	Bridge Backwall Prot. System Sq. Yds.	Slope Protection (Aggregate) Cu. Yds.	Falsework Inspection Lump Sum	Bridge Deck Grooving Sq. Yds.	Bridge Handrail (Metal)(10") Lin. Ft.	Fence (Chain Link) (6') (Special) Lin. Ft.	Temporary Shoring Lump Sum
	Class III	(Gr. 4.0) (AE)	(Gr. 4.0) (AE)(SA)	(Gr. 60)	(Gr. 60) (Epoxy Coated)	(A709) (Gr. 36)	(A709) (Gr. 50W)	(M270) (Gr. 50WT3)														
	Cu. Yds.	Cu. Yds.	Cu. Yds.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.														
Abutment No. 1	--	21.5	**	--	**	--	--	--	--	--	330	65	161	7	78.9	64.0	200	--	--	--	--	
Pier No. 1	202	142.1	--	12,740	14,076	--	--	--	--	6	600	50	--	16	--	--	--	--	--	--	--	
Abutment No. 2	--	21.5	**	--	**	--	--	--	--	--	300	60	168	7	78.9	64.0	224	--	--	--	--	
Substr. Total	202	185.2	--	12,740	14,076	--	--	--	--	6	1,230	175	329	30	157.8	128.0	424	--	--	--	--	
Superstr. Total	--	--	327.4	--	75,101	1,515	96,297	126,494	2,784	--	--	--	--	--	--	--	--	--	514	191.7	191.3	1
Total	202	185.2	327.4	12,740	89,177	1,515	96,297	126,494	2,784	6	1,230 †	175 †	329	30	157.8	128.0	424	1	514	191.7	191.3	1

TRAFFIC DATA	
AADT (2022)	760
AADT (2042)	1,200
DHV	10%
D	50%
T	5%

DESIGN DATA

** Quantities are included in the Superstructure Total Quantity.

Note: Only steel pile HP12x53 Gr. 50 shall be used on this project.

CONTRACTOR CONSTRUCTION STAKING:
Contractor Construction Staking for clear span bridges requires two independent surveys. See KDOT Specifications.

† Summary of Piling

Abutment No. 1 6 @ 55 ft.
1 @ 65 ft. (Test Piles)

Pier No. 1 15 @ 40 ft.
1 @ 50 ft. (Test Piles)

Abutment No. 2 6 @ 50 ft.
1 @ 60 ft. (Test Piles)

LFD & LRFR RATING FACTORS		
Rating Level	Inventory	Operating
Truck		
HS-20 (36T)	1.233	2.060
Type HET (110T)		1.029
2002 LFD Rating. 17th Edition AASHTO		
HL-93 Loading	1.270	2.230
2021 Manual for Bridge Evaluation		

CONSTRUCTION SPECIFICATIONS:
Kansas Department of Transportation, Standard Specifications for State Road and Bridge Construction, 2021 Edition, and Special Provisions.

DESIGN SPECIFICATIONS:
AASHTO Specifications, 9th Edition and 2020 Interim Specifications.
Load and Resistance Factor Design

DESIGN LOADING:
HL-93
Design Dead Load includes an allowance of 15 psf for a future wearing surface.

UNIT STRESSES:

Concrete (Grade 4.0)	f'c =	4 ksi
Concrete (Grade 4.0)(AE)	f'c =	4 ksi
Concrete (Grade 4.0)(AE)(SA)	f'c =	4 ksi
Reinforcing Steel (Grade 60)	fy =	60 ksi
Structural Steel (A709 Grade 36)	fy =	36 ksi
Structural Steel (A709 Grade 50W)	fy =	50 ksi
Structural Steel (M270 Grade 50WT3)	fy =	50 ksi
Structural Steel Piles	fy =	50 ksi

LRFD DESIGN PILE LOAD:

Design Loading (Tons/Pile)	Strength I	Service I	Phi
Abutment No. 1	88	67.5	0.65
Pier No. 1	101	78	0.65
Abutment No. 2	88	67.5	0.65

GENERAL NOTES

EXISTING ELEVATION VERIFICATION:
Elevations of existing I-35 are based on existing survey. Verify, by field measurement, the elevations of existing I-35 and submit such verification in writing to the Engineer.

CASED PILE:
Prior to driving steel piling at the abutments and prior to beginning backfill operations for the Retaining Walls, install the cased piles by first pre-drilling a minimum of 5 feet below the retaining walls. After driving the piles, install the casings over the piles and embed into the predrilled holes. Casings shall be corrugated metal pipe casings (24" dia.)(galv.) for all steel piling at the abutments. Backfill casings with aggregate to within 15 feet of the top of pile, leaving the remainder of the casing left open. See KDOT Specifications.

GEOLOGY REPORT:
The geotechnical information shown on the plans is the best information available. A copy of the Geotechnical Investigation Report (March 2025) is available from the Kansas Turnpike Authority. These reports aref or information only.

PILING:
Drive all piling to bear in the shale formation. Driving shall stop when in the opinion of the Engineer additional driving may damage the piling.
Drive all piling to the Pile Driving Formula Load of:

Abutments No. 1 & No. 2	88 Tons
Pier No. 1	101 Tons

PILING CONTINUED:
As a minimum drive each pile to the load and penetration, but in no case shall the pile be driven to more than 110% of Pile Driving Formula Driving Load. At any location where problems are experienced, pile damage is suspected, or the Pile Driving Formula Load occurs significantly above the design pile tip elevation, the Engineer may request that the Pile Driving Analyzer (PDA) equipment be used. PDA equipment and analysis will be provided by an indepentent company (if needed) hired by the contractor and be subsidiary to the bid item Piles (Steel) (HP 12x53)

TEST PILE SPECIAL:
Drive the test pile special at the locations directed by the Engineer/Geologist or as shown on the Plans. Use Pile Driving Analyzer (PDA) equipment and methods compliant with KDOT Specifications. The test piling shall remain in place as permanent piling. Drive the test pile special piling to the resistance value of the Strength I load divided by Phi shown on the Plans. PDA equipment and analysis will be provided by an independent company hired by the contractor and be subsidiary to the bid item Test Piles (Special) (HP 12x53).

PILING SPLICE LOCATION:
Integral pile splice locations and weld testing criteria will follow the "Standard Pile Details" sheet.

ANCHOR BOLTS:
Place the reinforcing steel below the bearing devices to clear the anchor bolts.

Anchor bolts will adhere to KDOT Standard Specification Section 1600 (Grade 36)(Galv.) with the following exception. The threads may be rolled or cut.

BRIDGE EXCAVATION:
All excavation shall be Class III. See the "Bridge Excavation (LFRD)" sheet for the limits of pay excavation.

TEMPORARY SHORING:
Furnish shoring at the location shown on the plans for the temporary bracing of the embankment during excavation. Maintain the temporary shoring until the Engineer authorizes its removal. The temporary shoring plans are to be designed and sealed by a registered Professional Engineer. Submit design calculations and shoring plans to the Field Engineer for review 6 weeks before work is scheduled to begin. Work shall not begin until the Engineer grants approval.

PREFORMED ANCHOR BOLT HOLES:
Preform 3" diameter holes using only corrugated polyethylene tubing (Type C) at the locations shown. When temperatures are expected to go below freezing, seal the preformed holes or fill them with a propylene glycol-based antifreeze to prevent expansion damage. The holes will be free of water, antifreeze or foreign materials at the time of grouting the anchor bolts. The polyethylene tubing may remain in-place. Trim the tubing flush with the top of concrete. This work shall be subsidiary to Concrete Grade 4.0 (AE).

REMOVAL OF EXISTING STRUCTURE:
Removal of existing structure is included in the Road bid item, "Removal of Existing Structures", Lump Sum. All materials removed from the existing structure shall become the property of the Contractor. Remove this material from the site.

BROKEN CONCRETE:
Waste the broken concrete from the existing bridge on sites provided by the Contractor and approved by the Engineer.

BEARINGS (STEEL REINFORCED ELASTOMERIC):
Elastomeric Bearing Device shall be factory bonded to the steel sole plate by a vulcanization process. All exposed surfaces of the sole plate shall be painted with an inorganic zinc primer and water borne acrylic top coat. Repair painted surfaces damaged by welding operations. The steel sole plate and swedge anchor bolt are 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 Pier No. 1 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 drawings.

ABUTMENT AGGREGATE DRAIN:
See the General Notes on the "Abutment Aggregate Drain" sheet.

BRIDGE BACKWALL PROTECTION SYSTEM:
See the General Notes on the "Abutment Aggregate Drain" sheet.

BACKFILL COMPACTION:
Compact backfill at the abutments.
Pier excavation will be backfilled with sand, flushed and vibrated to the elevation of the sub base. The bid item "Excavation Class III" is full compensation for flushing and vibrating backfill.

SLOPE PROTECTION (Aggregate):
Place Slope Protection to the limits and thicknesses shown on the plans or as directed by the Engineer. Slope Protection shall meet the requirements of Stone for Aggregate Ditch Lining and have a D₅₀ of 5 inches.

FALSEWORK PLANS:
A licensed Professional Engineer shall design the falsework details. Details shall bear the seal of a licensed Professional Engineer. See the Bridge Design Manual, Section 16.1 "Review and Approval of Falsework Plans", for a listing of items to be included on the falsework plan. 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 1" by KDOT specifications. The falsework designer of record will conduct an inspection of the as-built falsework. The bid item, "Falsework Inspection" is full compensation for all materials, labor and equipment. See KDOT specifications.

FALSEWORK PLANS AND SHOP DRAWINGS:
Use the U.S. Customary system of units on falsework plans and shop drawing details.

CONCRETE:
Superstructure concrete is bid as Concrete (Grade 4.0)(AE)(SA). Substructure concrete is bid as Concrete (Grade 4.0)(AE). If desired, the Contractor may use Concrete (Grade 4.0) in the footings and in the abutments below the construction joint. Bevel all exposed edges of all concrete with a ¾" triangular molding, except where noted on the plans. Construction joints are optional, but if used, place only at locations shown, or at locations approved by the Engineer.

INDEX OF BRIDGE DRAWINGS	
Sheet No.	Drawing Title
52 - 53	General Notes and Quantities
54	Contour Map
55	Construction Layout
56	Engineering Geology
57 & 58	Abutment Details
59	Abutment Aggregate Drain
60 & 61	Pier Details
62	Bearing Device Details
63	Steel Erection, Fit-Up and Bolting Procedure
64	Framing Plan
65	Girder Details
66	Diaphragm Details
67	Miscellaneous Steel Details
68	Slab Plan
69	Slab Details
70	Roadway Surface Elevations
71	Dead Load Deflections
72	Corral Rail Details
73	Corral Rail Transition Details
74	Handrail Details
75	Pedestrian Fence Details
76	Bill of Reinforcing
Standards	
77	Bridge Excavation
78	Standard Pile Details
79	Supports and Spacers for Reinforcing Steel

NO.	DATE	REVISIONS		BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION					
Br. No. 56.727			Sta. 111+93.57		
GENERAL NOTES AND QUANTITIES					
PRAIRIE CREEK ROAD BRIDGE OVER KTA/I-35					
Proj. No. 8161			Butler Co.		
DESIGNED	B.A.M.	DETAILED	P.M.Y.	QUANTITIES	P.M.Y.
DESIGN CK.	C.M.H.	DETAIL CK.	M.J.J.	QUAN.CK.	B.A.M.
				CADD CK.	T.B.

Drawn By : djkratzer
Plotted : 1/5/2026
File : c:\transystems\pw_local\transyscorp-pw1\ae-djkratzer\dl460615\8161bbr56.727-gn-02.dgn

GENERAL NOTES (CONT.)

REINFORCING STEEL:

All reinforcing steel dimensions are to the centerline of bars unless otherwise noted. All reinforcing steel, except the spiral bars, shall conform to the requirements of ASTM A615, Grade 60. Spiral bars may meet the requirements of either ASTM A615 (Gr. 40 or 60) or A82, and are included in the bid item "Reinforcing Steel (Gr. 60)". Where non-coated bars come in contact with epoxy coated bars, they need not be coated.

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.

COLUMN CONSTRUCTION:

Cure the pier footing as required by the KDOT Specifications before beginning the 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 the 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 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 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 until 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 and the pier beam concrete has 0.75 f'c strength as tested.

CONCRETE PLACING SEQUENCE:

The Contractor will adhere to the placing direction/sequence shown on the plans. Changes will be accepted only if the Contractors Engineer adjusts the camber diagram so the fabricator can adjust the web camber and headed stud anchor heights 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 State.

At the Contractor's option, the finishing machine may be set normal to the centerline of the structure; however, the concrete must be placed along the skew. This requires placing concrete ahead of the finishing machine; consequently, a set retarder may be advisable. Note both requirements on any alternate placing sequence.

Place and hand vibrate all concrete for the abutments above the construction joint to the bottom of deck elevation just prior to the normal paving train operations. Do this work in a manner to avoid cold joints in either the slab or in the abutment. See Concrete Placing Sequence Notes on Sheet 69 for additional information.

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.

SUBSTRUCTURE CONCRETE STAIN PROTECTION AND SANDBLASTING:

Protect the exposed surface of the piers and the front face of the abutments (by covering with polyethylene sheeting or other approved method) prior to erecting the structural steel and until after the deck slab has been placed. After the bridge is completed and prior to acceptance; sandblast the piers and front face of the abutment to a uniform appearance by removing all laitance, staining, any visible form lines, etc. This work will be subsidiary to structural steel.

TEMPERATURE:

The design temperature for all dimensions is 60°F.

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.

GOVERNMENT BENCH MARKS:

Preserve any National Geodetic Survey bench marks that are located on the project. Notify the NGS Information Center at (301)-731-3242, if any government bench marks are in danger of being destroyed due to construction. Notification shall be given 30 days prior to the start of construction. The National Geodetic Survey will send personnel to relocate the bench mark or issue instructions concerning its relocation.

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.

EXISTING STRUCTURE:

Plans of the existing structure are on file and available for inspection by qualified bidders at the KTA.

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.

Coordination with the KTA required prior to demolition and erection over I-35. KTA will provide rolling roadblocks on I-35 to facilitate demolition and girder erection. Contact Cody Vandevord (785)409-4737 for coordination.

DECK PROTECTIVE SYSTEM:

Epoxy coat all reinforcing steel in the deck slab and rails.

STAY-IN-PLACE FORMS:

Stay-in-place form work will not be allowed.

DECK FORMS:

Steel or prestressed concrete stay-in-place forms will not be allowed.

STRUCTURAL STEEL NOTES

ERECTION ELEVATION CHECKS:

After the abutment and pier concrete has cured and before setting any structural steel, present verification to the Engineer that the elevations at the bearings match plan elevation (±¼"). Present verification to the Engineer that the elevations at all field splice locations match the elevations (±½") in the plans before any connection is fully tightened. (For steel girders blocked on the ground, fully tighten the bolted connections prior to erection.)

STRUCTURAL STEEL:

Girder flange plates, bearing stiffeners, connection stiffeners, flange splice plates and flange fill plates shall meet AASHTO M270 Grade 50WT3 requirements except as noted. Girder web plates, diaphragms, web splice plates and drip plates shall meet ASTM A709 Grade 50W requirements except as noted. All other structural steel shall meet ASTM A709 Grade 36, unless noted otherwise. Shop and Field Splices shall be made only where shown on the Contract Plans as a "splice" or as an "optional splice." Elimination of any "splice" may be requested.

MISCELLANEOUS STEEL: A36 Steel may be substituted for the A709 Grade 36 Steel specified for use in the Abutment Beam Supports.

FABRICATION OF FIELD SPLICES:

Prepare joints for the field splices in accordance with KDOT Specifications. Use Type "B" shop laydown.

WELDING:

Material, Fabrication and Construction shall conform to KDOT Specifications. On the shop drawings, show a code or symbol in the tail of the weld symbol that refers to an approved, pre-qualified weld procedure.

WELDED STUD SHEAR CONNECTORS:

Weld Shear Stud Connectors with automatically timed stud welding equipment connected to a suitable power source. All stud welding shall conform to KDOT Specifications.

SHOP DETAILS:

Reference blocking diagrams on the shop details to a level line running the entire length of the girder.

FILLETS:

Camber the steel girders for the total dead load deflection and the vertical curvature, if necessary. The ordinates shown for concrete dead load deflection represent the amount of camber that should be in the girders after they are erected and bolted but prior to placing the floor forms. After the structural steel is completely erected and the falsework bents are removed, measure the camber in the field by taking a profile of each girder. Correct any variation between the actual camber and the concrete dead load deflection shown in the plans by varying the depth of the concrete fillets over the girders so that the finished floor is constructed to the theoretical grade. The minimum depth of the slab over the girder shall be 9½ inches.

The theoretical amount of concrete required for the fillet is 2.60 C.Y. This amount of concrete is included in the Summary of Quantities. Any additional concrete required to construct the fillets will be subsidiary.

BOLTS:

All bolts, nuts and hardened flat washers shall conform to the heavy hex structural requirements of ASTM A325, Type 3, and KDOT Specifications unless otherwise noted. Direct Tension Indicators (DTIs) are to comply with the requirements of the latest edition of ASTM F959. No allowance will be made for high strength bolts used for permanent or temporary connections. This work is subsidiary to the bid item, "Structural Steel". The number of bolts is shown for the convenience of the Contractor.

BOLTED CONNECTIONS:

Girder Connections: Use ⅞" diameter heavy hex structural bolts for the main member connections. Use 1⅝" diameter bolt holes. Do not ream during field erection. Accurately align all connections by driving 1⅝" diameter drift pins in all corners and in one-fourth of the remaining holes in each plate. See KDOT Specifications.

Secondary Member Connections: Use ⅞" diameter heavy hex structural bolts for the secondary member connections. Use 1⅝" diameter bolt holes. Oversized and/or slotted holes, as specified in the KDOT Specifications, may be used in only one of the two members connected and must be shown in the approved shop drawings. Oversized and/or slotted holes may require additional standard hardened washers or plate washers. Report to the Engineer prior to any required field reaming that will remove more than ¼" of material from one ply of the connected parts.

Use Direct Tension Indicators (DTIs) on all high strength bolts. Place the DTI under the bolt head and turn the nut to tighten. This method is preferred whenever possible. Face the protrusions on the DTI to the underside of the bolt head. Place a hardened flat washer under the nut. See KDOT Specifications.

ERECTION:

Bring each line of girders to the correct line, grade (or relative grade) and camber, and secure in place prior to connection of the girder field splices. Provide falsework bents as necessary to maintain the correct line and elevation. Leave the falsework bents in place until all girder splice connections are completed. Submit information which clearly shows the proposed layout and use of falsework bents. The Engineer shall approve such information prior to erection of structural steel.

ERECTION PLANS:

This is a Category C Structure. Submit detailed Erection Plans to the Engineer at least 4 weeks before beginning the erection process. Portions of the submitted details shall bear the seal of a licensed Professional Engineer. Identify, on the Erection Plans, the Erection Supervisor required by KDOT Specifications. The Erection Supervisor will attend the required pre-erection meeting before these operations begin as described in KDOT Specifications. No structural erection work will begin without approved erection plans.

PAINTING:

Blast clean all surfaces of all weathering steel, including all contact surfaces of bolted connections, to meet SSPC-SP6 Specifications (latest Revision). Blast clean to meet SSPC-SP10 Specifications and prime coat the embedded portion of the girders, including the abutment diaphragms; the top flanges, including the shear studs; and the top flange splice plates.

The shop and field coats applied to Structural Steel shall conform to an inorganic zinc primer with a waterborne acrylic finish coat. The finish coat will be Kansas (Brown), this color will match Federal Standard #(30045).

TOUCH-UP:

Prepare and paint all bolts, nuts, studs and other small areas of damaged paint (1 y² or less), requiring touch-up, with an approved organic zinc primer.

PAINTING TOP FLANGES:

(Studs applied in the shop) Apply a 3 mil primer coat of an approved inorganic zinc primer to the tops of the top flanges and to the studs.

(Studs applied in the field) Shop Work - Blast clean the tops of the top flanges to SSPC-SP10 Specifications (latest Revision).

Field Work - Blast clean the tops of the top flanges to SSPC-SP6 Specifications (latest Revision) before the studs are applied. After the studs are applied, blast clean the tops of the top flanges and the studs to SSPC-SP6 Specifications and paint with an approved organic zinc primer to a minimum dry film thickness of 3 mils.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	8161	2026	53	153

NO.	DATE	REVISIONS		BY	APP'D
KANSAS DEPARTMENT OF TRANSPORTATION					
Br. No. 56.727			Sta. 111+93.57		
GENERAL NOTES (CONTINUED)					
PRAIRIE CREEK ROAD BRIDGE OVER KTA/I-35					
Proj. No. 8161			Butler Co.		
DESIGNED	B.A.M.	DETAILED	P.M.Y.	QUANTITIES	P.M.Y.
DESIGN CK.	C.M.H.	DETAIL CK.	M.J.J.	QUAN.CK.	B.A.M.
				CADD	B.A.M.
				CADD CK.	T.B.

